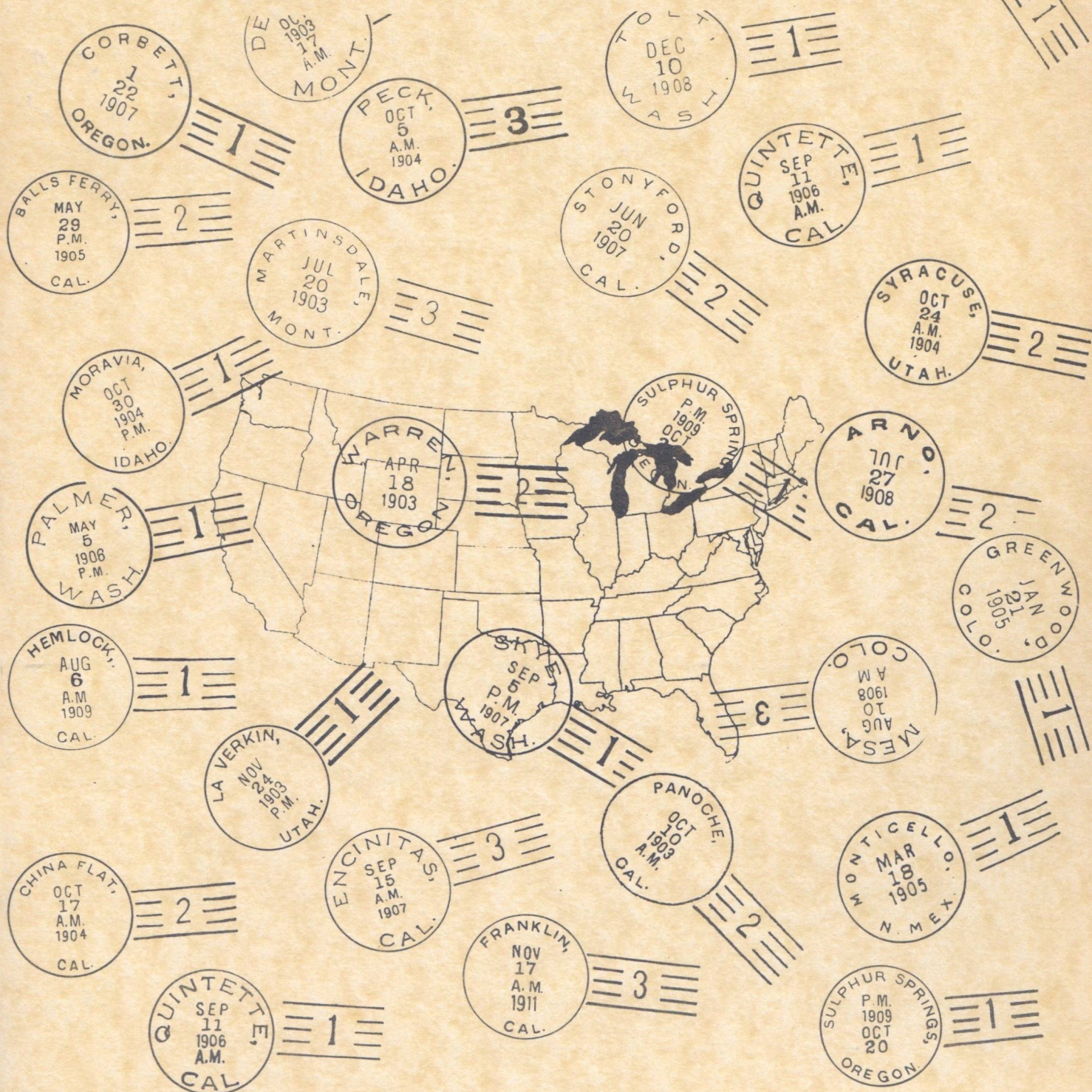


LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

MARCH 1991



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PUBLISHER'S PAGE

It is my pleasure to relinquish this space for the March issue to Alan Patera, our able Central Section Editor, who has just returned from the latest Postal History Seminar, sponsored by The Postal History Foundation of Tucson and held in conjunction with ARIPEX. He has agreed to share a review of the event with us.

Richard W. Kelsey

Postal History Seminar - ARIPEX 1991 by Alan H. Patera

The Postal History Foundation, under the able directorship of Doug Kelsey, presented Postal History Seminar '91 in connection with ARIPEX in Tucson on January 24. It was well attended by a cross section of collectors and authorities from all over the country.

Amongst the introductory comments was the statement of a working definition of "postal history" as anything having to do with the Post, whether it be covers, literature, or the collection of postal artifacts [uniforms, cancelling devices, railway mail cars]. This definition caused no stir among those assembled, and the program proceeded.

The panelists consisted of an impressive array of persons in the forefront of postal history research: Gini Horn, librarian for the APS; Richard Graham and Michael Laurence of *Linn's*; author Ernst Cohn, Richard John, Randy Neil, Stanley Bierman, James H. Bruns, Robert Dalton Harris and Diane DeBlois, Richard Frajola, Steven Rod, and Assistant Postmaster General Gordon C. Morison.

I found the first several presentations to be the most interesting, covering postal history resources - organizations and publications, and places one might look for additional information that might not be readily apparent - census reports, old newspaper files, church records, etc.

Doug Kelsey said that from the previous seminar held two years ago he had about evenly divided comments on the subject of slide presentations - some saying that there should be even more slides, some saying there should be no slides at all. I think I would opt for omitting or regulating the number of slides shown, for when the lights when down it was not long before a snore or two could be heard.

The final presentation was given by Assistant Postmaster General Morison, with the topic "Do Postage Stamps Have a 21st Century Future?" A question from the audience broadened the question to include postmarks. We are reassured that some type

of postmarking and stamps will be with us well into the future, and the point was made that the changes occurring in the way mail is prepaid and processed is postal history that is happening now.

I did not attend the seminar held two years ago and therefore cannot give a first-hand comparison. From those I talked to who had attended both I conclude that this second seminar was less animated, and that perhaps the lack of involvement from the audience made this a less satisfying experience. Also overheard was a comment that the panel consisted entirely of writers and publishers, perhaps skewing the perspective away from that of the general collector.

There may well be future seminars, in connection ARIPEX or other national shows. The topic of non-competitive exhibitions stirred some general interest, and some form of 'show and tell' will probably be incorporated as a feature of future shows.

Unlike at the 1989 seminar, for this seminar the Postal History Foundation printed a number of program booklets in excess of the number of attendees, so those of you that could not attend can purchase a copy and see what you missed. If you are interested, contact the Postal History Foundation, Box 40725, Tucson AZ 85717-0725.



If you collect covers from Western States, you are invited
to join the

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Benefits include the quarterly publication of **Western Express**, 80 to 100 pages of history of early western mails and towns. Currently **Western Express** is running John Williams' California Postmark Catalog, which illustrates every known postmark used through 1935 and giving a scarcity rating for each type of marking.

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57. MURPHYS, 1888, VG cds on GPC; clip @ left (51-94) Est. \$8.00
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64. RANDALL, 1928, VG 4-bar on PPC (17-37) Est. \$6.00
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76. STAGG, 1910, G Doane on PPC (02-26) Est. \$4.00
77. SWITZERLAND, 1941, F 4-bar on cover (39-41) Est. \$10.00
78. THALHEIM, 1918, VG 4-bar on cover (03-18) Est. \$8.00
79. TRIUNFO, 1922, VG 4-bar on PPC (17-36) Est. \$5.00
80. UNO, 1918, F 4-bar on cover (92-20) Est. \$6.00
81. URBAN, 1910, VG 4-bar on creased PPC (09-12) Est. \$8.00
82. VERNER, 1909, F 4-bar on PPC (97-13) Est. \$12.00

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83. COOPER, 1887, VG target on shortened cover (92-78) Est. \$3.00
84. RAPIDS, 1913, VG 4-bar on PPC. Stamp gone. (86-19) Est. \$3.00
85. TARKILN, 1931, VG 4-bar on GPC. (24-31) Est. \$8.00

MISSOURI

86. INZA, 1910, F Doane on PPC (02-15) Est. \$8.00

MISSOURI (Cont.)

87. OLIVETTE, 1914, VG 4-bar on PPC (08-17) Est. \$6.00
88. PARKVILLE, 1882, F triple circle on GPC (41-62) Est. \$4.00
89. WILD HUNTERS STA./ST. LOUIS, 1907, VG duplex on PPC. DPO. Est. \$4

NEBRASKA

90. THURMAN, 1910, F 4-bar on toned PPC. (86-19) Est. \$8.00

WASHINGTON

91. ALPOWA, 1908, F 4-bar on PPC (74-10) Est. \$8.00
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99. BALD. & HIGHFIELD, 1922, F 236-C-3 on PPC. Est. \$5.00
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112. HAVRE & SPOK., 1911, VG 869-V-1 on PPC. Est. \$5.00
113. HELENA & NEOSHO, 1909, F 452-C-1 on PPC. Est. \$8.00
114. HILLSBORO & TILLAMOOK, 1913, VG NEW TYPE on PPC. Est. \$8.00
115. HOLD. & STERLING, 1909, VG 947-C-1 on PPC. Est. \$5.00
116. HUNTDON & BED., 1953, VG NEW TYPE on cover. Est. \$4.00
117. JOSEPH & LA GRANDE, 1910, VG 896-A-1 on PPC. Est. \$5.00
118. K.CITY, ASH GROVE & SPRING., 1907, F NEW TYPE on PPC. Est. \$5.00
119. KEOKUK & REDOAK, 1911, VG 787-B-1 on PPC. Est. \$5.00
120. LEWISTON & RIPARIA, 1912, VG NEW TYPE on PPC. Est. \$5.00
121. MIAMI & KEY WEST, 1910, F 392-K-1 on PPC to Bahamas, Est. \$8.00
122. MISSOULA & ELLENS/R.P.O. W.D., 1911, G 871-Y-1 on PPC. Est. \$8.00
123. MISSOULA & WALLACE, 1911, Vg 891-11-A-1 on PPC. Est. \$5.00
124. MONTROSE & GR.JUNCT., 1916, VG 957-H-1 on PPC. Est. \$8.00
125. NEW BED. & NANTUC., ca.1910, G B-3-a on PPC. Est. \$4.00
126. NO.PLATTE & DENVER, 1909, F NEW TYPE on PPC. Est. \$6.00
127. NORTHPORT & SPOK., 1905, F NEW TYPE on PPC. Est. \$6.00
128. OLD MONROE & MEX., 1915, G NEW RUN on PPC. Est. \$12.00
129. ORLEANS & ST.FRAN., 1909, F 947-7-D-1 on PPC. Est. \$8.00
130. PAJARO & SANTA CRUZ, 1909, F 980-F-1 on PPC. Est. \$6.00
131. POCATELLO & BAKER, 1926, G 898-L-1 on PPC. Est. \$4.00
132. PORT. & DUNSMUIR, 1929, VG on PPC. Est. \$5.00
133. PRENTIS & CORN(ELIA), 1910, G partial NEW RUN on PPC. Est. \$12.00
134. PULLMAN & GENESSEE, 1911, G 906-A-1 on PPC. Est. \$4.00
135. RED BLUFF & SACRA., 1912, VG on PPC. Est. \$5.00
136. RENO & GOLDFIELD, 1908, VG 977-2-B-1 on PPC. Est. \$6.00
137. ROCKY MT. & KINSTON, 1941, F 327-7-D-1 on cover. Est. \$5.00
138. SACRA. RIV(ER), 1911, Vg partial on GPC. Est. \$15.00
139. S.L.CITY, STOCK, & SIL.CITY, 1913, G 973-C-1 on PPC. Est. \$8.
140. SAN FRAN. & BARSTOW, 1909, VG 983-B-1 on PPC. Est. \$5.00
141. SAN. FRAN. & PAC. GROVE, 1930, VG 980-F-2 on PPC. Est. \$5.00
142. SANTA ROSA & DUNCANS (MILLS), 1914, VG partial on PPC. Est. \$8.
143. SEAT. & NEAH BAY, 1909, clear strike on PPC. Est. \$8.00
144. SEATTLE & SEWARD/St. Alameda, 1922, G X-14-ta on PPC. Est. \$12.
145. SEATTLE & SKAGWAY, 1914, G on PPC. Est. \$10.00
146. STARLAKE & NEW LIS., 1908, F 848-1-F-1 on PPC. Est. \$5.00
147. TOLUCA & KERBY, 1909, F on toned PPC. Est. \$12.00
148. TRUCKEE & LAKE TAHOE, 1909, G on PPC. Est. \$8.00
149. WICHITA & ALTUS, 1910, F 929-F-2 on PPC. Est. \$5.00
150. WILLIAMS & LOS ANG., 1907, G 964-G-1 on PPC. Est. \$5.00
151. WMSPORT & CAZZAM, 1891, G 136-G-1 on cover. Est. \$10.00
152. YOUNGS & DAY., 1931, VG NEW TYPE on PPC. Est. \$5.00

STREET CARS

153. BOSTON CIRCUIT, 1897, BO-10-A on cover. Est. \$10.00
154. CHICAGO/WENTWORTH/AVENUE, 1906, G DOREMUS on PPC. Est. \$15.00
155. CLEVELAND CIRCUIT, 1914, G CL-1-a on cover. Est. \$5.00
156. PITTSBURG ST. R.P.O., 1900, F PL-2-b on cover. Est. \$12.00
157. ROCHESTER, N.Y., CAR COLL. SERVICE/C, 1905, G RO-3-a on PPC. E\$8
158. SEATTLE & SEATTLE, 1909, Vg on PPC. Est. \$10.00
159. ST.LOUIS/EASTON, 1910, F SL11-D on PPC. Est. \$8.00
160. (S)T.L. & FLORISANT, 1900, VG SL2-Bb on cover. Est. \$12.00
161. ST.LOUIS/OLIVE, 1910, F SL10-B oin PPC. Est. \$8.00
162. ST.LOUIS/SOUTH WEST, 1911, VG SL14-Bb on PPC. Est. \$5.00

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

Minimum Bid \$3.00 please.

Phone bids accepted: (415) 344-3080.

Closing Date: April 1, 1991 (10 PM PST)

TYPE 1 DOANE CENSUS - NEW YEAR 1991 REPORT

Compiled by Richard W. Helbock

One year has passed since our last Census Report appeared in *LA Posta* Volume 21, No. 1, and, through the interested participation of numerous subscribers, reports of new towns and extensions of date-ranges have continued to reach our desk. In fact, the number of post offices known to have used Type 1 Doane cancels has climbed to 850 -- an increase of 111 during the year. This new total means that we have now identified just over half (53%) of the total number of United States post offices projected to have used Type 1 Doanes. As the listing which follows clearly illustrates, we still have wide variations in the degree of completeness from state to state.

Major revisions appear in the listing of Type 1 Doane cancels for California, Kansas, Pennsylvania, Texas and Virginia this time, and for the first time we have substantive listings for Arkansas (by Jim Felton) and Mississippi (by Randy Kimes). The only states still lacking any Type 1 Doane usage are Alaska, Delaware and Georgia. It is quite possible that no Alaska or Delaware offices used Type 1 Doanes, but most certainly a number of Georgia offices did. We simply do not have a decent census of Georgia Doane use.

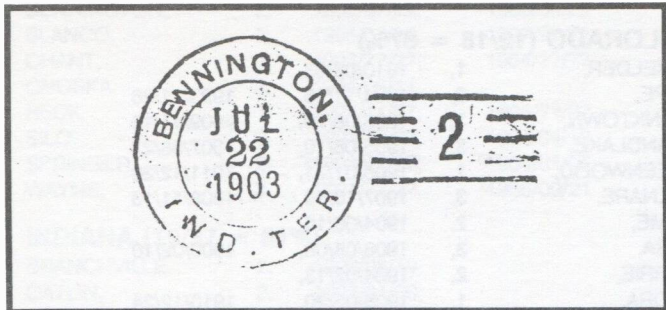


Figure 1. A Type 1 Doane variety from Bennington, Ind. Ter.

A second example of the unusual, double circle BENNINGTON, IND. TER., variety reported originally by Lynn Langdon in *LA POSTA*, Vol. 20, No. 3 (July 1989), has been reported by Ken Miller. This example, a backstamp receiving mark, dates from July 22, 1903 (Figure 1), and means that the Bennington double circle dates from the experimental period. In addition, the condition of the strike which shows little evidence of wear and tear, would seem to argue that the handstamp was quite new in July 1903, and that it was probably not a composite formed from two separate handstamps, i.e., a general purpose double circle dater and the bars from a Type 1 Doane. No, as much as we hate to admit it, it does appear that the Bennington double circle is a legitimate Type 1 variety dating from the experimental period. This admission begs the question; is it unique, or was this variety tested at other towns? Keep your eyes open.

We all should feel proud of our accomplishments in identifying and reporting Type 1 Doane usage. When we began back in March 1988 (*LA POSTA* Vol. 19, No. 1), we knew of only 240 post offices which had used Type 1 Doanes, so you can see that in three years we have more than tripled the number of documented towns. On the "down" side, however, the unreported remaining 800 or so towns are likely to include some very elusive animals and rare birds. It will challenge our powers of discovery and co-operation to continue expanding the list. Give us a hand if you can.

Those who have helped expand our listing during the last year include Larry Merolla, John Horka, Doug DeRoest, Bob Potts, Chuck James, Ken Stach, Bob McKain, Joe Holleman, Jack Smith, Herb McNeal, Bob Sweaney, Andrew Buckland, Thomas Stander,

Robert Warfield, Randy Stehle, Doug Penwell, Jim Mehner, Ken Miller, Ronald Ward, Bob Stets, Don Smith, Charles Boubelik, Ralph Edson, Jim Felton, Randy Kimes and Dennis Goreham. I hope I haven't left anyone out.

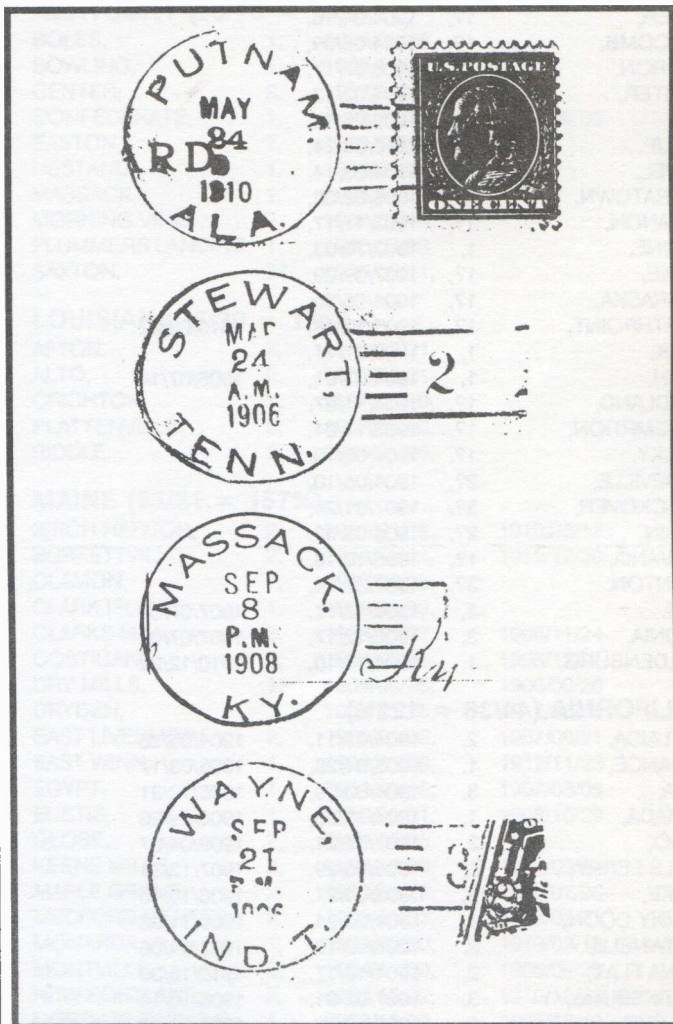


Figure 2. A sampling of newly reported Type 1 Doanes.

POST OFFICE NO. EARLIEST DATE LATEST DATE

ALABAMA (5/55 = 9%)

CLOVERDALE,	1	1911/05/13,
CULPEPPER,	1,	1911/01/03,
DICKSON,	1,	1908/07/17,
LOWER PEACH TREE,	3,	1904/07/04,
PUTNAM,	1,	1910/05/24,

ALASKA (0/2)

ARIZONA (5/6 = 83%)

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

ARKANSAS (37/52 = 71%)

CALDWELL,	27,	1904/11/09,	
DATTO,	27,	1904/02/22,	
DIXIE,	2,	1906/03/04,	1908/03/24
DODD CITY,	37,	1903/05/22,	
DOTSON,	1,	1910/07/02,	1910/09/04
DUBLIN,	27,	1907/02/??,	
DUFF,	27,	1904/03/30,	
DURHAM,	1,	1906/04/14,	
EDEN,	1,	1910/03/21,	
ELM STORE,	17,	1909/01/25,	
ESAU,	1,	1903/11/05,	1905/01/29
FABER,	17,	1904/04/16,	
HALCOMB,	17,	1904/06/09,	
HEBRON,	17,	1906/07/17,	
HUNTER,	37,	1904/02/13,	
INK,	1	1909/05/15,	
JESUP,	1,	1910/03/24,	
JEWEL,	17,	1904/03/14,	
LAURATOWN,	1,	1905/09/02,	
LEBANON,	17,	1903/11/17,	
LORINE,	1,	1903/10/03,	
MARIE,	17,	1907/09/09,	
NEBRASKA,	17,	1904/06/28,	
NORTHPOINT,	17,	1903/12/08,	1910/02/22
POLK,	1,	1909/01/11,	
PUSH,	1,	1904/03/01,	1905/07/14
READLAND,	17,	1904/11/07,	
REDEMPTION,	17,	1903/11/04,	
ROCKY,	17,	1904/05/10,	
ROSEVILLE,	27,	1904/05/10,	
SMACKOVER,	37,	1907/01/24,	
SWAIN,	27,	1906/05/02,	
SYLVANIA,	17,	1906/10/18,	
TRENTON,	37,	1907/01/14,	
ULM,	3,	1906/12/17,	1907/07/09
VILONIA,	3,	1906/12/17,	1907/07/09
WALDENBURG,	1,	1904/11/10,	1910/12/22

CALIFORNIA (44/36 = 122%)

ADELAIDA,	2,	1904/01/11,	1904/05/25
ALLIANCE,	1,	1905/04/28,	1908/03/17
ALTA,	3,	1904/09/09,	1906/10/31
ARMADA,	1,	1904/10/30,	1908/09/26
ARNO,	2,	1907/05/21,	1909/04/07
BALLS FERRY,	2,	1905/05/29,	1907/12/31
BLAKE,	2,	1903/04/27,	1906/10/10
BONNY DOON,	1,	1904/05/24,	1909/11/02
BROWNELL,	3,	1906/09/12,	1907/04/06
CHINA FLAT,	2,	1904/10/17,	1910/12/30
CLARKSBURG,	3,	1907/02/01,	1908/10/14
DEL SUR,	2,	1906/12/25,	1907/10/03
ENCINITAS,	3,	1905/11/04,	1908/01/28

POST OFFICE NO. EARLIEST DATE LATEST DATE

CALIFORNIA (Cont.)

ERLE,	1,	1906/04/12,	1909/07/06
ESMERALDA,	1,	1904/04/16,	1912/07/13
ESPARTO,	7,	1906/09/10,	
FOREST RANCH,	1,	1907/12/23,	
FRANKLIN,	2,	1907/07/04,	1911/11/17
GOLD,	1,	1904/02/20,	1907/08/20
GORDA,	2,	1908/01/10,	1909/04/16
HACKAMORE,	1,	1904/02/12,	1904/07/12
HAMBURG,	2,	1904/09/13,	1908/12/25
HEMLOCK,	1,	1905/11/16,	1912/09/24
IVANPAH,	4,	19??/??/??,	
KEELER,	2,	1905/09/23,	
LIDELL,	1,	1904/05/17,	1908/10/13
LOVELOCK,	1,	1903/12/13,	
McKINLEYVILLE,	2,	1904/04/04,	1907/09/16
MERCED FALLS,	4,	1905/02/19,	1905/11/12
NORTH FORK,	2,	1904/08/25,	1905/02/09
OLIVE,	2,	1904/06/09,	1911/01/21
PALA,	2,	1905/03/27,	
PANOCHÉ,	2,	1903/10/10,	1911/08/16
PLATEAU,	2,	1903/10/26,	1907/04/19
PLEASANT GROVE,	3,	1906/11/01,	1908/06/09
PLEASANT VALLEY,	2,	1904/10/21,	1908/07/22
QUINETTE,	1,	1906/08/04,	1911/09/05
SAN BRUNO,	1,	1904/07/14,	1908/01/06
SESPE,	3,	1906/03/06,	1906/05/06
STIRLING CITY,	1,	1905/06/30,	
STONYFORD,	2,	1903/10/15,	1911/11/20
TARPEY,	1,	1907/01/16,	
VALLEY FORD,	3,	1904/04/11,	1909/12/21
VINEBURG,	2,	1904/05/16,	1909/07/13

COLORADO (12/18 = 67%)

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

CONNECTICUT (7/8 = 88%)

GOSHEN,	3,	1904/07/04,	1907/08/30
HEBRON,	3,	1904/10/01,	1908/07/31
HILLSTOWN,	1,	1906/02/12,	1906/11/16
NEWINGTON,	3,	1905/07/24,	
PACKERVILLE,	2,	1906/09/04,	1907/10/25
WESTCHESTER,	1,	1904/08/17,	
WINDSORVILLE,	2,	1905/12/30,	1910/09/12

DELAWARE (0/2)

FLORIDA (8/27 = 30%)

ANTIOCH,	1,	1907/09/11,	
BASCOM,	7,	1907/04/29,	
EDWARDS,	2,	1908/07/11,	
GEORGIANNA,	3,	1905/12/23,	1906/10/12
LESSIE,	1,	1909/06/07,	
MIMS,	7,	1906/11/05,	1907/03/28
PLUMMERS,	1,	1907/09/11,	1907/09/16
SEWALLS POINT,	2,	1904/06/25,	1904/12/30

GEORGIA (0/50 = 0%)

POST OFFICE NO. EARLIEST DATE LATEST DATE

IDAHO (10/11 = 91%)

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

ILLINOIS (16/49 = 33%)

ANDALUSIA,	3,	1906/12/20,	1908/03/07
ATWATER,	1,	1911/08/26,	
BATES,	1,	1909/12/06,	
BOGOTA,	1,	1908/06/29,	
BROADWELL,	3,	1906/09/18,	1909/12/30
FAYETTEVILLE,	3,	1904/11/17,	
HICKS,	?,	1905/03/06,	
LAKE ZURICH,	3,	1905/08/19,	1908/12/23
LYONS,	?,	1906/11/12,	
NEELYVILLE,	?,	1909/05/03,	
NIOTA,	2,	1908/05/06,	
RINARD,	2,	1908/03/03,	
STOCKDALE,	1,	1907/08/19,	1907/12/04
STUBBLEFIELD,	1,	1911/01/19,	
TROWBRIDGE,	2,	1908/09/24,	1908/10/15
WEST JERSEY	2?,	1906/08/28,	

INDIAN TERRITORY (9/16 = 56%)

ALBANY,	2,	1905/02/16,	
BENNINGTON,	2,	1903/07/22,	1905/08/29
BLANCO,	1,	1905/07/22,	1907/??/??
CHANT,	1,	1903/??/??,	1904/??/??
CHOSKA,	3,	1904/06/11,	
RECK,	1,	1905/11/27,	1906/??/??
SILO,	3,	1903/??/??,	1904/04/18
SPRINGER,	2,	1903/??/??,	1904/01/05
WAYNE,	3,	1904/??/??,	1906/09/21

INDIANA (19/37 = 51%)

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

IOWA (7/31 = 23%)

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

POST OFFICE NO. EARLIEST DATE LATEST DATE

IOWA (Cont.)

VEO,	3,	1903/05/27,	1909/02/26
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KANSAS (23/28 = 82%)

ALEXANDER,	2,	1906/04/04,	1909/01/26
BAZAAR,	2,	1906/08/30,	1910/02/08
BENTLEY,	3,	1905/10/18,	1909/12/29
BUCYRUS,	3,	1903/06/17,	1909/09/16
FAIRMOUNT,	2?,	1904/10/24,	1908/07/??
FELLSBURG,	2,	1905/11/21,	1908/09/10
GREENWICH,	2,	1907/09/25,	
HARTLAND,	2,	1905/??/??,	1908/04/??
KANORADO,	1,	1908/11/07,	1911/02/03
MELROSE,	?,	1903/04/28,	
MESSER,	1?,	1905/08/04,	
MILTON,	3?,	1904/11/13,	
NEKOMA,	2?,	1904/11/13,	1909/06/03
POINTVIEW,	1,	1907/09/02,	1911/11/14
REDBLUFF,	1,	1909/09/19,	1909/12/08
REDWING,	1,	19??/??/??,	
REST,	2,	1908/10/16,	1910/01/14
SMOLAN,	3,	1905/01/31,	1908/03/30
SPEED,	3?,	1904/11/29,	
SUN,	2?,	1905/05/26,	
TIMKEN,	?,	1911/01/27,	
VALHALLA,	1,	1909/??/??,	
WILLIAMSTOWN,	2?,	1906/05/02,	

KENTUCKY (10/75 = 13%)

BOLES,	1,	1906/09/08,	
BOWLING,	1,	1906/12/04,	
CENTER,	2,	1907/08/03,	
CONFEDERATE,	1,	1907/12/25,	1908/09/03
EASTON,	?,	1909/01/18,	
HESTAND,	1,	1910/09/27,	
MASSACK,	1,	1908/09/08,	
MORNING VIEW,	?,	1909/07/14,	
PLUMMERS LANDING,	1,	1908/03/03,	
SAXTON,	3?,	1906/06/11,	

LOUISIANA (5/30 = 17%)

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

MAINE (33/21 = 157%)

BIRCH HARBOR,	2,	1904/01/18,	1910/08/17
BURKETTVILLE,	2,	1904/02/11,	1912/12/30
CLAMON,	?,	1910/03/26,	
CLARK ISLAND,	1,	1906/05/09,	
CLARKS MILL,	2,	1903/??/??,	1908/11/24
COSTIGAN,	3,	1904/02/01,	1906/12/21
DRY MILLS,	1,	1904/05/26,	1905/09/26
DRYDEN,	3,	1905/01/26,	1912/05/08
EAST LIVERMORE,	2,	1906/01/02,	1907/08/21
EAST WINN,	1,	1904/01/08,	1912/11/23
EGYPT,	1,	1904/09/16,	1907/08/05
EUSTIS,	1,	1905/09/01,	1908/10/29
GLOBE,	?,	1904/04/05,	
KEENS MILLS,	3,	1904/10/26,	1910/09/27
MAPLE GROVE,	2,	1910/03/22,	1910/07/06
MEDFORD CENTER,	2,	1903/11/03,	1913/03/21
MONARDA,	1,	1905/06/20,	1910/02/18
MONTVILLE,	2,	1904/11/03,	1906/09/20
NEW PORTLAND,	3,	1903/10/02,	1919/12/23
NORTH BUCKFIELD,	1,	1903/12/29,	1906/12/10
NORTH MONMOUTH,	3,	1903/12/25,	1906/12/24

POST OFFICE NO. EARLIEST DATE LATEST DATE

MAINE (Cont.)

NORTH NEWRY,	2,	1903/10/16,	1906/05/02
NORTH PALERMO,	1,	1903/10/16,	1905/03/07
NORTH SEARSMONT,	2,	1903/12/17,	1910/04/22
OAKFIELD,	1,	1907/04/20,	
OLAMON,	3,	1909/03/08,	1913/02/18
PATTAGUMPUS,	?,	1905/01/11,	1909/03/25
PHAIR,	1,	1903/10/14,	
SMITHFIELD,	1,	1907/08/28,	
SOUTHPORT,	1,	1904/01/15,	1907/07/17
ST. AGATHA,	1,	1904/06/14,	1915/02/20
WESTS MILLS,	2,	1904/02/27,	1910/04/09
WINSLOWS MILLS,	3,	1904/02/27,	1909/09/30

MARYLAND (14/21 = 67%)

BADEN,	2,	1910/08/05,	
BIGPOOL,	2,	1906/04/26,	1906/04/30
BROWNSVILLE,	1,	1903/05/15,	
CHESTER,	3,	1907/07/08,	1908/09/02
CHILDS,	3,	1906/08/25,	1907/03/29
CHURCHTON,	?,	1907/08/21,	
CLOPPERS,	2,	1906/04/06,	1909/09/13
FAIRHILL,	2,	1908/03/31,	
FOWBLESBURG,	2,	1907/01/24,	
MARUMSCO,	?,	1908/07/03,	
MAYNARD,	2,	1907/04/02,	1907/04/22
SCOTLAND,	1,	1906/07/18,	1911/05/11
WEST FRIENDSHIP,	1,	1909/08/17,	1911/03/07

MASSACHUSETTS (12/14 = 86%)

BOXFORD,	3,	1906/09/15,	1906/09/27
CLIFFORD,	1,	1904/07/25,	1908/05/29
COOLEYVILLE,	2,	1906/04/24,	
CUSHING,	3,	1904/08/30,	1906/07/20
DELL,	1,	1907/07/15,	1911/10/13
LINE,	1,	1906/10/17,	1908/12/28
NEW SALEM,	3,	1906/07/27,	1907/03/09
NORTH CHELMSFORD,	8,	1904/04/07,	1905/12/30
NORTH HANOVER,	3,	1905/11/22,	1907/08/28
SMITHS,	3,	1906/04/21,	1906/09/03
SOUTH WELLFLEET,	2,	1907/08/08,	
WEST PEABODY,	3,	1905/09/01,	1913/02/13

MICHIGAN (16/38 = 42%)

CEDAR RUN,	3,	1907/01/01,	1909/11/10
CEDARVILLE,	2,	1907/02/25,	1909/10/07
CHIEF,	2,	1907/03/27,	1907/12/09
COREY,	2,	1907/01/01,	
HUMBOLDT,	2,	1908/04/23,	1909/04/04
JEDDO,	3,	1903/04/15,	1906/11/20
JUNIATA,	4,	1906/??/??,	
LANGSTON,	1,	1906/11/20,	1907/05/06
McMILLAN,	2,	1907/09/02,	
NESTORIA,	1,	1910/02/16,	
PELLSTON,	27,	1907/09/19,	
RED OAK,	1,	1907/??/??,	1910/12/05
SHILOH,	2,	1905/03/03,	1907/10/04
SKEELS,	1,	1907/10/01,	1910/08/19
STEBEN,	1,	1905/??/??,	
WALTZ,	2,	1906/08/25,	1909/12/24

MINNESOTA (14/38 = 37%)

ALBERTA,	1,	1905/10/19,	1906/02/19
ALTURA,	?,	1907/01/28,	1913/10/28
BROOKS,	1,	1906/03/12,	1913/07/13
CROW WING,	?,	1905/04/06,	
CULVER,	2,	1907/09/30,	1914/12/22
GRONINGEN,	1,	1906/02/12,	1907/03/18

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MINNESOTA (Cont.)

KELLIHER,	1,	1905/04/04,	1907/10/10
LANEROW,	1,	1904/04/09,	
LONDON,	2,	1904/12/14,	1910/10/12
LONGFELLOW,	1,	1904/04/03,	1909/03/25
MOUND,	2,	1905/08/28,	
PONTORIA,	?,	1909/05/17,	
THOMSON,	2,	1907/03/23,	1910/10/21
WALDECK,	?,	1907/11/28,	

MISSISSIPPI (11/46 = 24%)

BRANDYWINE,	1,	1906/12/29,	
CARPENTER,	1,	1906/08/21,	
DENMARK,	1,	1908/07/08,	
HUMPHREYS,	1,	1908/12/??,	
JOSEPHINE,	1,	1907/12/23,	
MILLVIEW,	1,	1907/12/27,	
PARKERSBURG,	1,	1906/03/29,	
QUINN,	1,	1908/11/18,	
SMEDES,	2,	1906/11/17,	
STRAYHORN,	2,	1904/02/28,	
WHITAKER,	1,	1907/01/05,	

MISSOURI (37/62 = 60%)

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

MONTANA (9/15 = 60%)

BARR,	?,	1908/10/27,	
BOWLER,	?,	1910/03/11,	
CANYON FERRY,	2,	1903/11/21,	1907/03/29
DECKER,	1,	1903/10/17,	
FERGUSON,	2,	1905/06/06,	
LLOYD,	2,	1909/08/23,	

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MONTANA (Cont.)

MARTINDALE, 3, 1903/07/20, 1908/07/11
 PORTAGE, 1, 1906/10/17,
 UNITY, 1, 1906/07/25, 1908/08/12

NEBRASKA (6/18 = 33%)

BRULE, 1, 1910/01/10, 1912/12/24
 EDHOLM, 1, 1907/06/21, 1908/04/15
 ELYRIA, 2, 1909/08/30,
 GOEHNER, 3, 1908/09/01, 1910/03/15
 INLAND, 3, 1903/06/02, 1909/06/17
 MILLEDALE, 2, 1906/08/15,

NEVADA (4/3 = 133%)

FALLON, 2, 1905/01/03, 1905/02/23
 LEE, 2, 1904/04/22, 1909/10/13
 SHERIDAN, 2, 1904/08/09, 1909/06/08
 VOIGHT, 7, 1904/11/30,

NEW HAMPSHIRE (6/10 = 60%)

EAST GRAFTON, 2, 1906/08/15, 1908/12/05
 EATON CENTER, 1, 1908/05/07,
 NORTH GROTON, 2, 1908/08/17, 1909/04/13
 PRATTS, 2, 1907/12/31, 1910/09/16
 STARK, 4?, 1906/01/12, 1907/12/31
 WONALANCET, 2, 1903/10/03, 1906/09/26

NEW JERSEY (8/18 = 44%)

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

NEW MEXICO (11/8 = 138%)

BEENHAM, 2, 1904/04/28, 1910/11/09
 CEDARHILL, 7, 1905/06/21, 1909/10/13
 CHIMAYO, 1, 1904/02/11, 1906/04/03
 DULCE, 2, 1904/10/29, 1910/04/22
 ESTANCIA, 1, 1904/10/10, 1905/02/27
 FULTON, 1, 1905/01/05, 1909/04/02
 MESCALERO, 7, 1906/07/26,
 MONTICELLO, 1, 1904/03/16, 1906/03/21
 RAMAH, 1, 1904/02/17,
 REVUELTO, 1, 1908/01/24,
 RIBERA, 1, 1904/06/09, 1906/06/01

NEW YORK (28/63 = 44%)

AMAWALK, 3, 1909/06/22,
 ATWELL, 1, 1906/07/07, 1906/09/03
 BELCHER, 7, 1910/07/04,
 CATATONK, 1, 1906/12/24, 1911/12/13
 CAYUTA, 3, 1911/01/06,
 CORAM, 7, 1909/09/26, 1910/08/05
 CORINTH, 7, 1907/05/28,
 FARMERS MILLS, 1, 1906/12/26, 1910/06/16
 FLEMING, 2, 1906/01/04, 1908/06/18
 FORKS, 7, 1910/06/16,
 HALCOTTSVILLE, 3, 1905/08/05, 1907/01/08
 HARRIETTSTOWN, 7, 1907/07/11, 1908/08/29
 HASBROUCK, 1, 1906/08/03, 1907/08/19
 KNAPP CREEK, 3, 1906/02/14,
 LAKE GROVE, 4, 1906/09/25,
 LARKFIELD, 6, 1907/08/23,
 NEW BALTIMORE, 3, 1908/01/09,
 NEW LEBANON CENTER, 2, 1905/08/04, 1907/10/24

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NEW YORK (Cont.)

NORTH BOSTON, 2, 1906/12/31, 1908/12/25
 OTSELIC, 2, 1909/06/25,
 POINT LOOKOUT, 1, 1906/08/13,
 POUGHQUAG, 7, 1905/09/11,
 ROSE, 7, 1908/05/29,
 RUDESTON, 7, 1905/06/14,
 RUSSIA, 2, 1903/09/18, 1909/06/25
 SAGAPONACK, 4, 1906/05/15,
 VINTONTON, 1, 1907/06/12, 1908/08/17
 VIRGIL, 1, 1907/05/14,

NORTH CAROLINA (29/65 = 45%)

AIRLIE, 1, 1903/07/23, 1906/05/28
 BALM, 1, 1909/04/06, 1910/02/21
 BRIGGSVILLE, 7, 1905/09/04,
 BUCKNER, 1, 1935/08/27, 1937/04/20
 COMET, 1, 1907/11/29, 1908/02/01
 CRONLY, 3, 1903/12/16,
 FONTA FLORA, 1, 1909/03/29,
 GLEN INGLIS, 1, 1905/08/22, 1907/08/2
 HORSESHOE, 1, 1904/08/21, 1907/09/10
 HOWELLSVILLE, 1, 1907/06/06,
 JOE, 7, 1910/09/26,
 LAKE TOXAWAY, 1, 1904/09/20,
 LILLINGTON, 2, 1904/04/21,
 MAPLEVILLE, 1, 1904/02/29, 1908/03/09
 PFAFFTOWN, 1, 1904/01/12, 1908/06/05
 PINETOWN, 2, 1907/06/12,
 PLATEAU, 1, 1906/06/06,
 PROCTOR, 7, 1910/06/25,
 ROMINGER, 1, 1909/06/29, 1910/02/24
 SNOW HILL, 1, 1915/02/21, 1921/08/25
 STOKES, 1, 1903/07/01, 1912/07/11
 SWANNANOA, 3, 1904/12/01, 1907/11/12
 VALLE CRUCES, 1, 1904/05/12, 1904/07/25
 VERONA, 2, 1910/03/26,
 VILAS, 1, 1907/06/11,
 WAKEFIELD, 2, 1905/11/07,
 WHITE PLAINS, 1, 1906/06/16, 1907/04/03
 WILLARD, 1, 1904/07/13,
 WILLIAMSBORO, 1, 1906/12/29, 1907/08/09

NORTH DAKOTA (11/22 = 50%)

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

OHIO (59/55 = 107%)

ANGEL, 1, 1909/04/13,
 ARMSTRONGS MILL, 3, 1904/04/??, 1907/11/14
 BLACHLEYVILLE, 1, 1905/01/??,
 BOSTON, 2, 1905/07/08, 1911/01/??
 BYINGTON, 1, 1906/12/26, 1908/03/26
 CONSTITUTION, 2, 1904/??/??, 1910/11/??
 COZADDALE, 2, 1907/07/22,
 DeCLIFF, 1, 1907/07/??, 1908/04/??
 DIAMOND, 6, 1904/06/00, 1906/10/24
 DOBBSTON, 7, 1907/05/??,
 DORSET, 3, 1907/11/08, 1908/08/17
 EAST FAIRFIELD, 2, 1903/04/??,

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OHIO Cont.)

ELGIN,	3,	1910/02/28,	1913/01/17
ENGLEWOOD,	?,	1907/03/29,	
FLINT,	2,	1909/??/??,	
FOSTER,	3,	1908/07/01,	1909/09/01
FRUITDALE,	2,	1903/11/12,	1909/12/20
GASVILLE,	1,	1907/04/18,	1908/02/20
GHENT,	3,	1908/03/23,	1911/07/??
GILMORE,	3,	1907/12/??,	1908/08/??
GINTHER,	1,	1907/07/06	1908/01/13
GREASY RIDGE,	?,	1909/12/24,	
HAGA,	1,	1903/08/15,	
HARRISONVILLE,	2,	1907/01/??,	1911/08/18
HOCKINGPORT,	2,	1904/??/??,	1918/09/08
HOLLAND,	2,	1904/02/??,	1908/09/28
HOLT,	?,	1906/11/??,	
HOSKINSVILLE,	?,	1908/02/20,	
KEENE,	2,	1906/04/19,	
KEMPTON,	?,	1907/06/06,	
KINGS CREEK,	2,	1905/08/??,	1906/11/??
MILLVILLE,	3,	1903/12/03,	
MOHAWK VILLAGE,	2,	1909/03/??,	1911/06/08
MOOREFIELD,	2,	1907/01/??,	1907/12/28
MORNING SUN,	2,	1909/06/??,	1910/10/14
NEVILLE,	3,	1909/09/01,	1911/02/22
NEW DOVER,	2,	1906/07/28,	1908/03/10
NEW GARDEN,	1,	1907/12/21,	
NEW LYME,	2,	1905/02/??,	
OAK,	1,	1905/??/??,	
OCTA,	1,	1907/03/12,	
PERINTOWN,	2,	1905/09/04,	
PETTISVILLE,	3,	1904/04/??,	
RINGGOLD,	2,	1908/??/??,	1910/??/??
ROCKHOUSE,	1,	1907/05/??,	
ROCKY HILL,	1,	1908/12/23,	
ROXABELL,	3,	1909/01/07,	
SAINT CLAIR,	1,	1908/08/14,	
SOUTH THOMPSON,	1,	1904/04/??,	
SWAZEY,	1,	1904/07/??,	
SWIFTS,	2,	1905/??/??,	1913/01/??
TAPPAN,	3,	1907/12/04,	1911/03/??
TEEGARDEN,	1,	1907/07/06,	1910/12/??
TORCH,	2,	1904/??/??,	1907/09/10
VENICE,	2,	1907/12/25,	
WILLS CREEK,	2,	1903/04/??,	1904/03/05
WOODINGTON,	2,	1908/07/30,	1909/04/??
WREN,	3,	1907/03/08,	1911/12/21
WYANDOTTE,	2,	1903/12/??,	

OKLAHOMA (5/26 = 19%)

GARRETT,	?,	1907/11/18,	
GATE,	1,	1906/01/27,	
MERIDIAN,	2,	1905/12/15,	
MONDAMIN,	1,	1907/09/19,	
SUMNER,	2,	1907/03/08,	

OREGON (31/20 = 155%)

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

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OREGON (Cont.)

GOLD BEACH,	2,	1906/09/06,	1909/08/30
GURDANE,	1,	1903/12/30,	1910/11/05
HOBSONVILLE,	1,	1904/10/31,	1908/12/10
KYSER,	?,	1909/12/27,	
LENTS,	2,	1904/10/31,	1907/01/01
MINERAL,	1,	1907/01/24,	
NEW PINECREEK,	1,	1904/12/26,	1908/12/15
NORWAY,	?,	1906/12/31,	
RUFUS,	3,	1904/01/31,	1908/01/31
RUSSELLVILLE,	2,	1904/03/21,	
SAMS VALLEY,	2,	1903/11/24,	1904/06/23
SHELBURN,	2,	1903/12/21,	1907/11/11
SODA SPRINGS,	1,	1905/06/08,	1908/09/03
SULPHUR SPRINGS,	1,	1906/01/20,	1909/10/20
VICTOR,	2,	1903/11/30,	1911/06/26
WARREN,	2,	1903/04/18,	1909/10/20
WATKINS,	1,	1907/01/31,	1908/10/28
YANKTON,	1,	1903/11/30,	1907/10/15
ZION,	1,	1906/01/16,	1908/01/01

PENNSYLVANIA (70/94 = 74%)

ANDOVER,	1,	1910/02/02,	1911/06/26
BACHMANVILLE,	2,	1906/07/30,	1908/01/13
BARNITZ,	1,	1906/04/09,	1908/04/11
BAUSMAN,	1,	1906/06/20,	1906/09/04
BERNHARTS,	1,	1907/03/27,	1909/03/03
BLACKGAP,	1,	1906/06/26,	1910/12/17
CALCIUM,	1,	1905/11/22,	1908/08/27
CALVIN,	3,	1908/12/31,	
CEYLON,	1,	1908/01/21,	1911/09/15
COKEVILLE,	?,	1909/08/28,	1910/10/08
COLLAMER,	2,	1906/12/27,	1909/??/??
CYCLONE,	2,	1906/??/??,	1907/12/28
DALLAS CITY,	2,	1907/09/09,	1908/11/16
DILLTOWN,	1,	1904/06/24,	
EAGLES MERE PARK,	2,	1904/06/17,	1906/08/22
EDMON,	2,	1908/11/24,	1911/04/10
EMBREEVILLE,	3,	1903/05/01,	1907/02/06
ENOLA,	?,	1913/08/01,	
FAIRLAND,	1,	1907/02/14,	1910/04/19
FOGELSVILLE,	2,	1907/03/06,	1907/07/15
FORDYCE,	1,	1906/10/29,	
FRANKLINVILLE,	3,	1907/07/02,	1908/04/06
FULLER,	1,	1908/01/14,	1908/09/28
GELATT,	2,	1907/08/22,	1909/08/04
GIRTY,	1,	1906/02/13,	1908/08/18
GREENFIELD,	3,	1906/05/05,	
GROVANIA,	1,	1910/03/24,	1910/10/18
HANOVER JUNCTION,	2,	1906/??/??,	1907/11/02
HILLSGROVE,	3,	1904/03/23,	
HUNTINGTON MILLS,	2,	1903/09/11,	1908/12/16
JORDAN,	1,	1905/??/26,	1907/01/12
JUBILEE,	2,	1906/05/01,	1908/02/03
KASSON BROOK,	1,	1906/12/26,	1911/07/09
KAUFFMAN,	2,	1906/11/27,	1910/12/26
LEDERACHVILLE,	2,	1906/01/13,	
LENOVER,	?,	1908/01/14,	
McKIBBEN,	1,	1908/05/19,	
MEISERVILLE,	1,	1908/03/27,	
MIDVALE,	1,	1907/03/28,	1910/02/02
NEATH,	1,	1906/09/29,	1908/07/27
NIAGARA,	1,	1906/07/31,	
NORTHFORK,	1,	1908/04/14,	1909/08/16
OREGON,	2,	1905/04/04,	1908/08/29
PEACH BOTTOM,	1,	1906/10/03,	1911/11/28
PENRYN,	2,	1906/04/30,	
PLAINFIELD,	3,	1905/08/01,	1911/12/30
PLUMMERS LANDING,	1,	1908/03/03,	

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PENNSYLVANIA (Cont.)

RILEYVILLE,	1,	1907/??/??,	1908/12/31
RITTENHOUSE,	?,	1905/03/27,	
ROCK GLEN,	2,	1907/01/29,	1909/06/08
RUFF CREEK,	1,	1903/10/15,	
SHADE GAP,	3,	1906/05/26,	1908/06/12
SHAWANESE,	2,	1905/04/18,	1906/07/04
SHESEQUIN,	2,	1907/08/28,	
SOUTH HERMITAGE,	?,	1907/03/06,	
STORMSTOWN,	3,	1906/03/09,	1912/09/24
SUNDERLINVILLE,	2,	1905/10/13,	1906/06/14
SUNNYBURN,	2,	1904/12/24,	1906/12/24
SWARTS,	1,	1909/01/27,	1910/02/02
TREVOSE,	3,	1905/10/20,	
VAN ORMER,	2,	1907/??/??,	
VENTLAND,	1,	1909/05/11,	
WAKEFIELD,	3,	1904/08/24,	1909/04/08
WARMINSTER,	1,	1907/09/12,	
WESCOSVILLE,	1,	1906/01/06,	1908/06/04
WHITE HAVEN,	1,	1907/05/24,	
WHITEHALL,	1,	1908/12/18,	
WHITEPINE,	1,	1906/12/22,	
YORKANA,	1,	1908/07/24,	1908/09/30
ZENITH,	?,	1907/10/07,	

RHODE ISLAND (1/2 = 50%)

CUMBERLAND HILL,	?,	1905/08/16,	
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SOUTH CAROLINA (9/29 = 31%)

CHICORA,	1,	1905/03/18,	1908/10/22
GOUGH,	2,	1904/05/07,	
ISLANDTON,	1,	1904/09/01,	
JOHNS ISLAND,	3,	1905/12/23,	1905/12/29
KINGVILLE,	2,	1906/03/08,	
TODDVILLE,	1,	1907/08/22,	
TUCAPAU,	3,	1903/12/18,	
WAVERLY MILLS,	3,	1905/06/13,	1912/04/06
WILLIAMS,	1,	1909/11/26,	

SOUTH DAKOTA (11/13 = 85%)

BATES,	1,	1906/06/14,	
BERESFORD,	?,	1904/04/13,	
BROADLAND,	2,	1909/04/18,	
DUNLAP,	1,	1909/10/07,	
IONA,	3,	1907/08/31,	
LONE TREE LAKE,	1,	1904/03/12,	
OWATOMA,	?,	1908/10/19,	
POWELL,	2,	1905/03/25,	
SENECA,	3,	1906/10/14,	
TISLO,	1,	1908/03/19,	1908/11/19
WIST,	2,	1905/03/02,	

TENNESSEE (11/52 = 21%)

BEERSHEBA SPRINGS,	2,	1904/08/02,	
BELLTOWN,	1,	1910/03/10,	
CRUMP,	2,	1908/05/14,	1909/08/13
FINLEY,	2,	1905/09/15,	
LANEVIEW,	2,	1908/12/21,	1909/02/23
MITCHELLVILLE,	2,	1907/06/25,	
PILOT MOUNTAIN,	1,	1908/12/07,	
PITTS LANDING,	?,	1909/01/22,	
ROME,	2?,	1906/12/28,	
STEWART,	2,	1906/03/24,	
WHORLEY,	1,	1905/02/16,	

TEXAS (27/82 = 33%)

APPLEBY,	3,	1904/12/04,	
BARKSDALE,	3,	1907/01/28,	
CENTRE CITY,	?,	1907/01/28,	

POST OFFICE NO. EARLIEST DATE LATEST DATE

TEXAS (Cont.)

CORBET,	?,	1904/10/31,	
DAVENPORT,	1,	1905/09/30,	1906/01/18
DEARBORN,	2,	1906/01/18,	
DOYLE,	1,	1911/05/19,	
FINLEY,	?,	1906/04/07,	
GRULLA,	1,	1907/10/19,	1907/12/06
HAIL,	2,	1906/06/18,	
HUFSMITH,	?,	1905/10/27,	
HUTCHINS,	?,	1904/11/27,	
JESSIE,	1,	1904/04/04,	
KELTYS,	3,	1905/04/25,	1906/05/12
LENORA,	1,	1908/01/29,	1908/08/01
LIVERPOOL,	2,	1908/05/11,	
MACDONA,	2,	1908/03/09,	
MILLERSVIEW,	?,	1904/11/02,	
MURVAUL,	1,	1904/07/25,	
PAMPA,	1,	1904/05/13,	1905/04/08
PEACEVALE,	1,	19??/10/24,	
SAYERS,	1,	1907/11/04,	
SCRAP,	1,	1910/09/14,	1911/03/31
SLAYDEN,	2,	1905/09/01,	1910/03/01
SPRING BRANCH,	2,	1904/10/29,	1908/05/29
VIENNA,	?,	1909/01/18,	
WEESATCHE,	3,	1904/06/20,	1907/11/30

UTAH (11/9 = 111%)

CLARKSTON,	?,	1905/04/25,	1908/11/23
EMERY,	3,	1904/03/06,	1906/05/17
LA VERKIN,	1,	1903/11/24,	1908/09/05
LEAMINGTON,	?,	1907/04/22,	
MENDON,	3,	1905/11/27,	1909/02/18
NORTH OGDEN,	2,	1907/02/04,	1907/03/18
PLYMOUTH,	2,	1905/01/30,	1906/05/19
SYRACUSE,	2,	1904/10/24,	
WALLSBURG,	?,	1906/06/03,	1907/12/21
WASATCH,	1,	1906/06/21,	1909/04/26
YOST,	2,	1906/09/17,	1911/05/27

VERMONT (12/10 = 120%)

BARNARD,	3,	1903/05/13,	1906/08/20
CADY'S FALLS,	1,	1904/??/??,	
CORINTH,	3,	1906/??/??,	1907/08/08
EAST COVENTRY,	1,	1904/??/??,	
EAST MIDDLEBURY,	3,	1904/??/??,	1909/??/??
HANKSVILLE,	1,	1904/??/??,	1909/05/19
LOWER CABOT,	2,	1904/??/??,	1907/08/31
NORTH SHERBURNE,	1,	1904/??/??,	1909/??/??
SOUTH WALINGFORD,	3,	1904/??/??,	1910/??/??
VERNON,	3,	1904/03/23,	1910/01/28
WEST BARNET,	3,	1904/??/??,	1910/01/01
WINDHAM,	2,	1904/03/31,	1908/??/??

VIRGINIA (40/82 = 49%)

ANTLERS,	?,	1904/11/28,	1905/11/22
AYLETT,	3,	1903/11/18,	
BASKERVILLE,	2,	1905/06/28,	
BENTONVILLE,	2,	1905/12/04,	1907/01/21
BRIDGETOWN,	2,	1907/10/31,	1912/06/14
BUSHY,	1,	1908/03/08,	
CORDOVA,	?,	1908/02/21,	
DAVIS MILLS,	1,	1903/11/20,	1909/04/05
DILLONS MILLS,	1,	1910/04/14,	
ELBERON,	1,	1908/02/14,	1909/05/06
FIGSBORO,	1,	1909/03/31,	1912/11/04
FOREST DEPOT,	3,	1905/09/19,	1906/05/24
GAINESBORO,	2,	1907/03/07,	1910/03/03
GORE,	1,	1908/02/14,	1909/01/14
HOPEFUL,	2,	1909/01/20,	1909/12/20

POST OFFICE NO. EARLIEST DATE LATEST DATE

VIRGINIA (Cont.)

JEROME,	1,	1905/07/04,	1909/03/05
KENTS STORE,	3,	1905/07/06,	1910/02/10
KING & QUEEN C.H.,	2,	1904/11/24,	1906/10/21
KOINERS STORE,	2,	1903/10/03,	1903/12/15
MASON,	1,	1908/12/24,	
MEADOW MILLS,	1,	1906/10/09,	
MILFORD,	2,	1909/07/27,	
MILL GAP,	1,	1905/12/08,	1910/03/21
OLLIE,	1,	1907/05/20,	
OPIE,	2,	1907/08/01,	
ORANDA,	2,	1906/10/09,	1908/05/04
ORKNEY SPRINGS,	2,	1903/07/13,	1906/09/18
OTTOBINE,	2,	1907/01/03,	
REDHILL,	3,	1907/11/27,	1908/10/24
RICHARDSVILLE,	2,	1908/07/06,	
RILEYVILLE,	1,	1907/03/11,	1908/06/22
RIVERSIDE PARK,	3?,	1904/03/18,	1905/05/18
ROXBURY,	3,	1904/06/09,	1906/09/05
RUEL,	1,	1905/??/??,	1906/02/19
SANDY,	2,	1909/04/29,	
SKEGGS,	1,	1907/01/29,	1907/02/26
STORMONT,	2,	1910/03/24,	
TURBEVILLE,	1,	1904/05/09,	
WOLF GLADE,	2,	1904/08/31,	1908/06/15
ZOLLMAN,	1,	1908/08/21,	1909/02/15

WASHINGTON (19/21 = 90%)

BELFAST,	3,	1903/12/07,	
BISSELL,	1,	1908/04/17,	
EATONVILLE,	1,	1905/02/11,	1908/04/21
FALLON,	2,	1908/06/28,	1908/08/21
GATE,	3	1905/03/27,	1906/08/31
HOLLY,	1,	1906/03/03,	1908/06/30
KUHN,	1,	1907/09/27,	1907/12/14
LEXINGTON,	1,	1907/11/07,	
LISABEULA,	1,	1907/03/03,	1909/09/09
MANILA,	2,	1906/02/02,	
PAGE,	1,	1905/08/01,	
PALMER,	1,	1906/05/30,	1907/08/01
PIALSCHIE,	2,	1905/03/15,	
PORT WILLIAMS,	2,	1904/06/09,	1909/08/01
SEABOLD,	1,	1906/10/22,	1910/01/10
SKYE,	1,	1907/09/05,	1909/07/15
SWOFFORD,	1,	1904/02/14,	
TOLT,	1,	1903/06/05,	1911/09/12
TRACYTON,	2,	1907/02/01,	1908/08/01

WEST VIRGINIA (54/50 = 108%)

ALVON,	1,	1908/04/20,	1911/01/28
AVON,	2,	1904/02/04,	1907/08/08
CANFIELD,	1,	1910/03/21,	
CARBONDALE,	3,	1907/01/07,	1912/03/12
CENTRALIA,	5,	1903/05/08,	
CLIFTY,	1,	1908/07/28,	
CLOVERLICK,	3,	1903/12/02,	1908/02/10
COMBS,	1,	1908/10/21,	1910/12/19
CORINTH,	2,	1904/11/10,	1910/09/05
CRICKMER,	1,	1907/04/29,	
DANSTOWN,	1,	1907/02/16,	
DELONG,	1,	1909/05/24,	
DONOHUE,	?,	1909/12/27,	
EARNSHAW,	2,	1907/01/17,	1911/09/06
EAST LYNN,	2,	1909/08/23,	1909/11/12
ENDICOTT,	2,	1904/04/05,	
EVERGREEN,	1,	1905/02/23,	1908/08/27
FAIRVIEW,	1,	1904/07/20,	1907/11/15
FLAXTON,	?,	1908/08/17,	
FREW,	2,	1906/09/10,	1931/04/10

POST OFFICE NO. EARLIEST DATE LATEST DATE

WEST VIRGINIA (Cont.)

GRAYDON,	1,	1907/02/04,	1912/02/23
HETTIE,	1,	1909/04/19,	1946/12/18
HIGGINSVILLE,	1,	1907/01/23,	1910/08/04
HOULT,	1,	1903/11/19,	1912/05/23
HUDSON,	1,	1903/11/07,	1918/10/22
JERRYS RUN,	2,	1905/09/09,	
LAWFORD,	1,	1907/04/12,	1909/03/24
LEADING CREEK,	1,	1907/10/22,	1907/10/31
LONG RUN,	2,	1908/10/21,	1909/12/30
MILLBROOK,	1,	1906/12/04,	1909/11/11
OMPS,	1,	1904/02/19,	1908/10/30
OSCEOLA,	1,	1904/06/22,	1912/??/??
OVERHILL,	1,	1904/06/14,	1911/02/07
PADEN CITY,	1,	1905/07/13,	
PANSY,	1,	1904/02/22,	1905/02/20
PHAROAH,	1,	1909/06/15,	
PICKAWAY,	2,	1907/10/25,	1912/08/21
PIGEON,	?,	1910/02/26,	
PISGAH,	1,	1903/10/27,	1912/12/30
REMOVAL,	1,	1903/11/28,	1906/12/22
ROCK GAP,	3,	1906/11/26,	
ROCK LICK,	2,	1905/11/03,	1908/03/06
ROCKCASTLE,	1,	1906/04/28,	1910/05/04
ROHR,	1,	1907/03/22,	1908/03/11
RONEYS POINT,	2,	1906/12/24,	1907/10/05
SAVAGE,	3,	1904/11/18,	1905/03/22
SISSONVILLE,	?,	1908/02/11,	
SKULL RUN,	1,	1909/12/25,	
STRANGE CREEK,	1,	1903/08/26,	
TEAYS,	2,	1904/01/13,	
UPLAND,	1,	1905/04/26,	
WAPPOCOMO,	1,	1904/10/11,	1910/08/10
WELLS,	1,	1904/04/04,	1909/07/23
WICK,	3,	1905/02/27,	

WISCONSIN (15/33 = 45%)

AFTON,	3,	1906/04/25,	
ARBUTUS,	1,	1907/05/17,	
BENOIT,	2,	1907/11/07,	1910/06/01
BROOKFIELD,	3,	1905/05/15,	
BRUSSELS,	1,	1906/02/16,	1908/07/18
DEVILS LAKE,	2,	1906/08/04,	1909/08/09
EMERALD,	3,	1908/01/07,	1908/02/28
HOCHHEIM,	1,	1906/12/28,	
KARLSBORG,	1,	1909/10/03,	
LAKE CHURCH,	?,	19??/??/??,	
LUCK,	1,	1906/12/24,	
POPLAR,	1,	1904/05/17,	
ROLLING PRAIRIE,	2,	1906/11/05,	1909/09/01
SEXTONVILLE,	2,	1906/01/08,	1908/07/10
SUAMICO,	1,	1907/06/21,	1909/09/16

WYOMING (9/6 = 150%)

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

UNITED STATES (850/1600 = 53%)

STATE DOANE CO-ORDINATORS

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

ALABAMA - Philip E. Arnold, P.O. Box 55514, Birmingham, AL 35255
 ALASKA - Richard W. Helbock, Box 135, Lake Oswego, OR 97034
 ARIZONA - Dr. Owen Kriege, 370 Deer Pass Dr., Sedona, AZ 86336
 ARKANSAS - Jim Felton, Box 56371, Little Rock, AR 72215
 CALIFORNIA - Randy Stehle, 16 Iris Court, San Mateo, CA 94401
 COLORADO - Charles Boubelik, Box 1737, Boulder, CO 80306
 CONNECTICUT - Ralph Edson & Jose Rodriguez, P.O. Box 903, Cheshire, CT 06410
 DELAWARE -
 FLORIDA - Deane R. Briggs, M.D., 160 East Lake Howard Dr., Winter Haven, FL 33881
 GEORGIA - Robert Crossley, 3925 W. Carol, Phoenix, AZ 85051
 IDAHO - Lynn Langdon, 223 S. Broadway, Buhl, ID 83316
 ILLINOIS - Jim Mehrer, 2405 - 30th Street, Rock Island, IL 61201
 INDIANA - Arthur Hadley, 3407 N 925 E., Hope, IN 47246
 INDIAN TERRITORY (See OKLAHOMA)
 IOWA - Dr. James Williamson, 1686 Alpha, Dubuque, IA 52001
 KANSAS - Jim Felton, Box 56371, Little Rock, AR 72215
 KENTUCKY - A. Burns Speer, 4308 Westport Rd., Louisville, KY 40207
 LOUISIANA - Erin R. Gunter, 8865 Syble Drive, Baton Rouge, LA 70814
 MAINE - Raymond G. Woodman, RFD 3, Box 488, Auburn, ME 04210
 MARYLAND - Ronald Ward, P. O. Box 59608, Washington, DC 20012-9608
 MASSACHUSETTS - Barton Kamp, 43 Zenith Dr., Worcester, MA 01602
 MICHIGAN - David Ellis, 4732 Amberwood Ct., Carlsbad, CA 92008
 MINNESOTA - Roy L. Spiller, 5133 Oliver Ave. So., Minneapolis, MN 55419
 MISSISSIPPI - C. R. Kimes, P. O. Box 9131, Auburn, CA 95604
 MISSOURI - Robert Schultz, P. O. Box 28961, St. Louis, MO 63132
 MONTANA - Giles R. Cokelet, 62 Burrows Hills Dr., Rochester, NY 14625
 NEBRASKA - Jim Mehrer, 2405 - 30th Street, Rock Island, IL 61201
 NEVADA - Ted Gruber, Box 13408, Las Vegas, NV 89112
 NEW HAMPSHIRE - Steve Hartwell, 137 Chestnut St., North Reading, MA 01864
 NEW JERSEY - William C. Coles, Jr., 36 Medford Leas, Medford, NJ 08055
 NEW MEXICO - Dr. Thomas K. Todsén, 2000 Rose Lane, Las Cruces, NM 88005
 NEW YORK - Jack Haefeli, Box 8645, Albany, NY 12208
 NORTH CAROLINA - Tony Crumbley, Box 215, Newell, NC 28126
 NORTH DAKOTA - Gordon Twedt, Box 280, Maddock, ND 58348
 OHIO - Bart Billings, 36347 Le Sabre Way, Zephyrhills, FL 33541
 OKLAHOMA - Hal Smith, 2109 Briarcliff, Bethany, OK 73008
 OREGON - Richard W. Helbock, Box 135, Lake Oswego, OR 97034
 PENNSYLVANIA - F. R. McKain, 2337 Giant Oaks Dr., Pittsburgh, PA 15241
 RHODE ISLAND - Lawrence Merolla, 12 Angela Ct., No. Providence, RI 02909
 SOUTH CAROLINA - Bob Stets, P.O. Box 142, Walterboro, SC 29488
 SOUTH DAKOTA - Dennis Goreham, 1539 East 4070 South, Salt Lake City, UT 84124
 TENNESSEE - Robert Toal and Paul J. Phillips, P. O. Box 50422, Knoxville, TN 37950-0422
 TEXAS - Jack Smith, Sr., Box 334, Burnet, TX 78611
 UTAH - Stan Sanders, 2743 Blair Street, So. Salt Lake, UT 84115
 VERMONT - Tom Ney, RR#1, Box 141C, St. Johnsbury, VT 05819
 VIRGINIA - C. L. James, 2519 N. 9th Street, Arlington, VA 22201
 WASHINGTON - Richard Helbock, Box 135, Lake Oswego, OR 97034
 WEST VIRGINIA - Alyce Evans, P. O. Box 286, Bonsall, CA 92003 or
 - Wayne Farley, 2633 SE 20th Pl., Cape Coral, FL 33904
 WISCONSIN - Andrew Buckland, 1429 Wellesley Ave., St. Paul, MN 55105
 WYOMING - Charles Boubelik, Box 1737, Boulder, CO 80306

20th CENTURY NON-STANDARD POSTMARKING & CANCELING DEVICES

By Doug DeRoest and Randy Stehle

Part 6 - Misused Special Purpose Hand-stamps

In this section of the series we will discuss special purpose handstamps that were sometimes used improperly to postmark and cancel postage on first class mail. Examples of some of these misuses may become confused with non-standard postmark designs, and it is important that we give them proper consideration to head off such confusion.

The majority of special purpose handstamps were furnished as standard equipment by the Post Office Department although some were apparently acquired from "outside" sources by individual postmasters. All of these handstamps were intended for specific, limited purposes, and, if they appear on cards or covers used properly -- even if they are of non-standard design -- they will not be considered in this catalog. In addition, improper use of standard issue handstamps to postmark or cancel postage on first class mail such as that shown in Figure 1 will not be considered as non-standard postmarks but merely as temporary improper use of special purpose handstamps.



Figure 1. Use of a special purpose handstamp intended as a receiving mark to be used on Special Delivery mail matter to cancel postage on first class mail. Such improper uses of government issue equipment are not considered non-standard postmarks.



Figure 2. Use of a M.O.B. handstamp modified by the removal of the letters "M.O.B." (note residue) to cancel postage on first class mail. Examples struck by such altered handstamps are considered non-standard.

On the other hand, use of modified or altered special purpose handstamps, such as the Rockridge, Ohio, M.O.B. (Money Order Business) handstamp shown canceling a stamp in Figure 2, will be considered as non-standard postmarks and will be listed in this catalog. Similarly, any special purpose handstamp which has been combined with a cancellation section to form a composite (see Part 5, *LA POSTA* Vol. 21, No. 6) will be considered non-standard, and all unofficial handstamps -- those acquired from non-POD suppliers -- used to postmark and cancel postage on first class mail will be listed as non-standard postmarks.

In summary, the catalog will consider as non-standard and will list: 1) postmarks made by altered special purpose handstamps on first class mail; 2) postmarks made by special purpose handstamps combined with other cancels to form a composite device; and 3) any use of an unofficial (non-POD) special purpose handstamp to postmark or cancel postage on first class mail. The catalog will consider as temporary improper use and will not list: 1) unaltered, POD-issued special purpose handstamps used to postmark and cancel postage on first class mail; or 2) the use of any special purpose handstamp -- regardless of issue -- which appears on mail used in the manner for which it was intended.

There have been hundreds, perhaps thousands, of different types and designs of special purpose handstamps in use at post offices during the 20th century. We can not hope to list and illustrate all such markings herein, but we will discuss examples of several of the more commonly encountered. Our discussion is organized as follows:

- 1) Receiving and Transit markings
- 2) Double circle dating handstamps
- 3) Postage canceling designs
- 4) Miscellaneous handstamps

The authors are indebted to Henry Beecher, who so kindly reviewed and added to the content of this article; to Richard Helbock for help in providing illustrations and whose book, *Postmarks on Postcards*, was used as a guide in preparation of this piece; and to Robert Bechtel for providing the Douglas, Arizona, Parcel Post tracing from his book, *Arizona Statehood Postmark Catalog*.

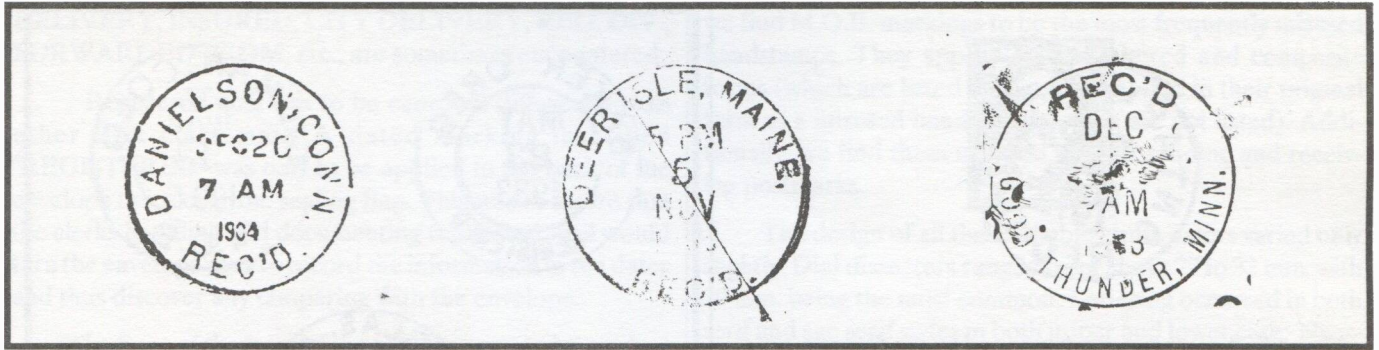


Figure 3. Three examples of special purpose receiving marks. From left to right, a steel handstamp, a rubber handstamp, and a rubber handstamp of uncommon design.

RECEIVING AND TRANSIT MARKINGS

In an effort to improve service and efficiency within the mails, the POD mandated the backstamping of normal first class mail by the post office of destination (the receiving office). This practice was started in 1879. It was discontinued on post cards in 1908 and then halted completely in 1913. Some first class post offices could have been exempt from this practice if the procedure became impractical and the POD was notified.

Some first class post offices received dies for canceling machines, of which many special purpose types and designs are known (see, for example, Hanmer's *A Collector's Guide to U.S. Machine Postmarks, 1871-1925*). In addition, first, second and some third class post offices were issued metal handstamps with the letters "REC'D.". Other third class and those fourth class post offices with receipts more than \$300.00 received special receiving rubber handstamps. Fourth class offices with receipts less than \$300.00 were instructed to use their sending postmarks as backstamps to indicated receipt of mail. The practice of using sending postmark as backstamp receiving marks appears to have become quite widespread among post offices of all classes, as sending postmarks are frequently found used as receiving marks.

Steel handstamp receiving marks are typically quite uniform in design. Dial diameters measure about 29 mm., the name of the city and state abbreviation appear at the top of the arc, and the letters "REC'D." appear at the bottom. All lettering is sans serif and the month, day, time and year are found stacked in the center of the dial in three or four lines.

Designs of the rubber handstamps were not nearly as uniform. The town/state designation usually appeared at the top of the arc with "REC'D" at the bottom, but in some examples the ordering is reversed. Receiving marks issued during the Doane period -- mid-1903 to late 1906 -- exhibit characteristics consistent with those devices. Dial diameters vary from 27 to 32 mm., and a wide range of lettering styles can be found ranging from Romanesque to elongated block to the standard block commonly used in sending postmarks during the 1903-1913 period.

As the purpose that these handstamps served was to backstamp incoming mail, no killer for canceling postage was present. The only case in which these handstamps could have been properly used to cancel postage was in the event that the sending post office failed to postmark the piece. In such instances the receiving post office was instructed to cancel the postage and report the negligence of the sending post office to the POD.

Examples of receiving marks struck from handstamps which were not issued by the POD are uncommon. The marking in Figure 4 appears to have been made from such a handstamp for it mimics the design of a double circle utility handstamp. To the best of our knowledge, receiving marks of this design were not issued by the POD.



Figure 4. The design of this receiving mark mimics a double circle utility dater. It is believed to have been applied by a non-POD issued handstamp.

Misuse of a receiving mark as a sending postmark sometimes may have resulted from a postmaster or clerk simply using what was handy at the moment on a few pieces of mail. In other cases, use of a receiving mark may have temporarily replaced a lost or damaged sending postmark, and it is from just such cases that we have documented offices engaging in several months of misuse.

Since receiving marks were not intended for use as sending postmarks they lacked killers and were usually applied over at least a portion of the stamp. The example illustrated in Figure 5 is fairly typical.



Figure 5. A receiving mark misused by the Ontario, Oregon, post office in 1913 to postmark and cancel postage on a first class mail post card.

Transit markings were very similar to receiving marks both in design and purpose. Only larger post offices and those which were situated at certain mail route junctions where mail was sorted and re-routed toward its eventual destination were issued transit marks. The purpose of transit marks was to document the place, date and time of forwarding with the goal of improving efficiency of mail service.

As was the case with receiving marks, some larger post offices were issued dies for their canceling machines indicating a transit marking. Other offices received metal handstamps which were fairly uniform in design. The dial diameter was typically about 27 mm. Lettering was sans serif (block) with the city/state designation at top and "TRANSIT" at the bottom of the dial. The central portion of the dial was used to display month, day, time and year, all arranged vertically in three or four lines. The handstamps were intended to be applied on the back of envelopes and were not supposed to be used as sending postmarks. They did not include a killer to cancel stamps. Charles Nettleship and Charles Towle, writing in *The Heliograph* (Vol. 1, No. 1, Winter 1987), reported that they had recorded about 285 distinct transit marking types from 105 different post offices.

The use of transit markings as sending postmarks has been documented but was not common. Such examples are not considered to be non-standard postmarks in this catalog, and to date no examples of non-POD transit markings have been recorded.

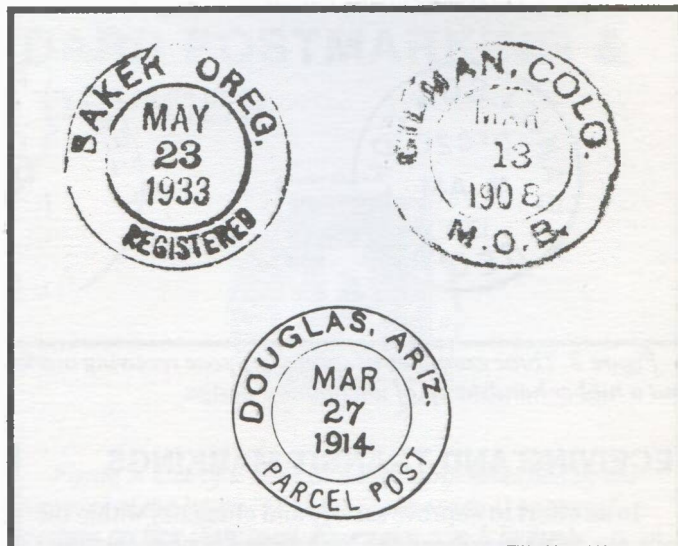


Figure 7. The most commonly seen dedicated double circle daters include REGISTERED, M.O.B., and PARCEL POST.

DOUBLE CIRCLE DATING HANDSTAMPS

Double circle dating handstamps, also known as utility daters, were first issued as standard equipment in the 19th century. Originally, and up until 1942, most of these devices were inscribed with the specific purpose or service for which they were intended, e.g., INSURED, M.O.B., REGISTERED, etc. An exception occurs with some stations and branches. These handstamps were issued quite naturally to only those post offices which were authorized to perform the specific service identified on the stamp.

It is not known if the handle was originally furnished with the die attached, but it is known that replacement dies could be ordered to replace those that wore out. Such replacements could simply be cemented to the handle by the postmaster. Dies were made of a thin rubber material, and, since they were not intended to cancel postage, there was no killer present.

The most commonly seen double circle daters with specific purposes include REGISTERED, M.O.B., and PARCEL POST, but other services including GENERAL

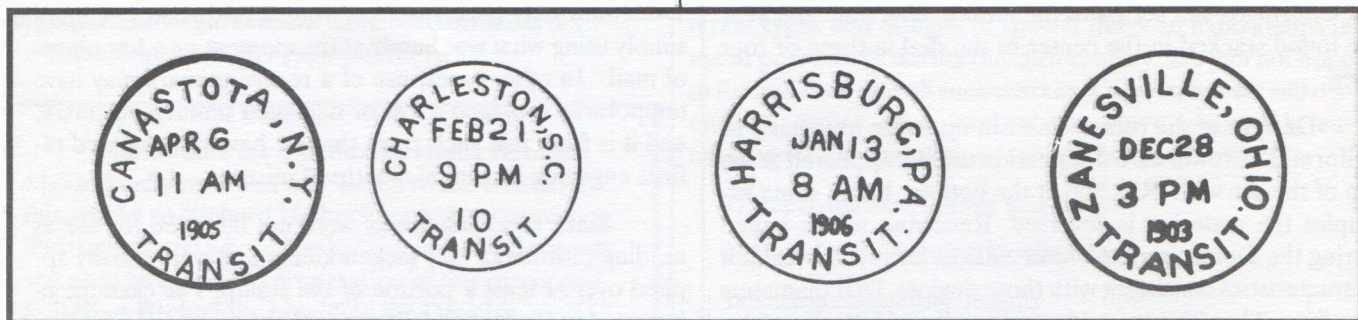


Figure 6. Examples of transit markings. Reprinted from *The Heliograph* (Vol. 3, No. 2, Spring 1989)

DELIVERY, INSURED, CITY DELIVERY, REG. DIV., FORWARDED FROM, etc., are sometimes encountered.

Registered mail was to be canceled differently than other first class mail. A dated marking inscribed "REGISTERED" was only to be applied to the back of the envelope twice over the sealing flap. This was to insure that the clerks handling and documenting registered mail would turn the envelope over to record the information in the dater and thus discover any tampering with the envelope.

The front of the front of the envelope was to be marked with a handstamp containing the word "REGISTERED" and the registry number of the specific piece of mail. Stamps were to be canceled with a mute handstamp or the killer portion of a normal sending handstamp struck in such a way that the postmark portion did not print. No city, state or date was to show on the front of registered mail after 1910.

The only possible exception to this rule could be found in those rare cases when a picture post card would be registered. In these cases no sealing flap existed and the address side could be considered both the front and the back from a postal perspective. The additional postage required and registration number on a properly registered post card would be a sure indication that the handstamp was not misused. The card shown in Figure 8 bears only first class postage and lacks a registration number, so despite the fact that its handstamp reads "REGISTERED", this card was not properly registered and the handstamp was misused.

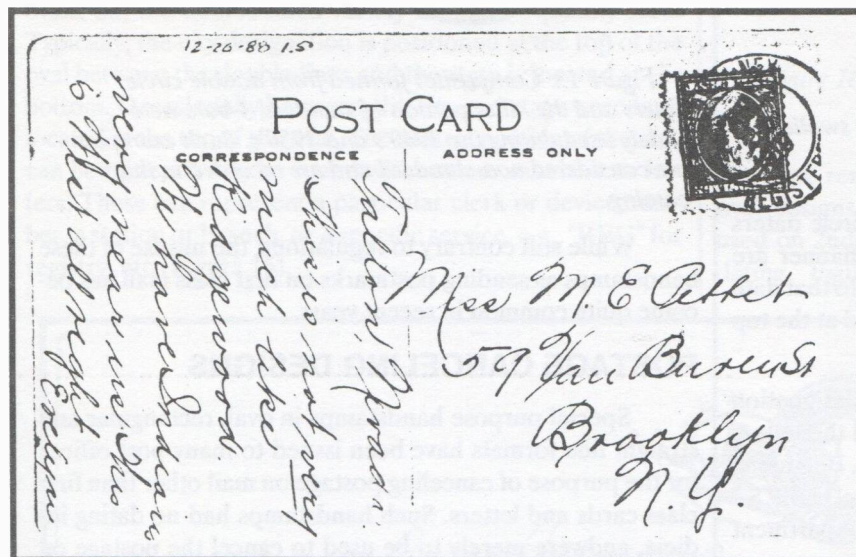


Figure 8. A post card bearing a Fallon, Nevada, REGISTERED handstamp dating from 1910. This was a misuse of the REGISTERED double circle dater, but it is not considered a non-standard postmark.

Handstamps inscribed M.O.B. were intended for use on postal papers involved with Money Order Business, and the fact that they were sometimes improperly used to cancel postage on first class mail suggests that postmasters had far greater need for postmarks than M.O.B. markings. In fact,

we find M.O.B. markings to be the most frequently misused handstamps. They appear both in altered and composite forms (which are listed in this catalog) and in their original form as a misused handstamp (which are not listed). Additionally, we find them misused as both sending and receiving postmarks.

The design of all these double circle daters varied only slightly. Dial diameters ranged from about 27 to 32 mm. with 29 mm. being the most common. Lettering occurred in both serif and sans serif styles in both upper and lower case. Nearly all examples have the city/state designation at the top of the arc between the circles, and the special service inscription similarly arranged at the bottom of the dial. An uncommon variety has the arrangement reversed. The center of the dial was used to indicate month, day and year, usually in three lines of type.

All of these handstamps may be found used improperly as sending or receiving postmarks on first class mail. None should be considered as non-standard postmarks unless the service inscription has been intentionally removed or the dies has been used to replace a worn dial on a standard duplex sending postmark (composite).

Some stations and branches of large post offices were issued double circle daters which bore no special service inscription. Such postal units did not normally postmark first class mail, but collected it and forwarded it on to their parent office for postmarking. Datums issued to the branches and stations were used, therefore, to mark registered mail, parcels, and any other specialized services they handled. They were not used to postmark and cancel postage on ordinary first class mail. The design of these pre-1942 daters featured the city, state and station inscription in full arc at the top of the dial between the double circles and the lower portion of the dial blank.

The instruction of the Third Assistant Postmaster General #18389, dated Feb. 13, 1942, appeared in the *Postal Bulletin* stating:

Postmasters are advised that in the future the word "Registered", the letters "M.O.B.", and the words "Parcel Post" will be omitted from the rubber dating stamps so that the same stamp may be used in connection with Registered Mail, Money Orders and Parcel Post mail.

Further instructions in 1942, 1943, and 1944 made it clear that this decision was an economy move designed to conserve both time and materials for the war effort. Figure 9 illustrates a typical post-1942 double circle utility dater.



Figure 9. A post-1942 double circle utility dater resulting from the World War II economy measures.

Dial diameters of these new daters typically measure about 30 mm., but given the wear and tear of repeated use can swell to truly enormous proportions (Figure 10). The generic designs have the town designation between the circles at the top of the dial and the state name or abbreviation at the bottom of the dial. Lettering is always in san serif block.

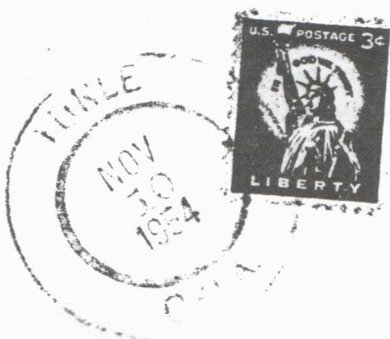


Figure 10. Double circle daters can make very swollen strikes after repeated use.

It is important to point out that double circle daters with town/state designations arranged in this manner are non-standard if they occur before 1942, for prior to that date the standard designs had town and state arranged at the top of the dial.

It appears that about 1962 the town/state designation was once again moved to the top of the dial and the letters "U.S.P.O." were added to the bottom (Figure 11). Beginning in 1971 the inscription "U.S.P.O." was replaced by "U.S.P.S." to reflect the new status of the Post Office Department (Figure 12).



Figure 11. Double circle daters began appearing with U.S.P.O. at the bottom of the dial about 1962.



Figure 12. The letters "U.S.P.O." were replaced by "U.S.P.S." after the Post Office Department became the Postal Service.

In the 1940's and into the early 1950's, there appears to have been a rash of composite designs in which dials of these generic daters were used to replace the worn or damaged dials of standard sending postmarks. Figure 13 illustrates a typical composite of this type. Note the remnants of the worn dial (right) that was replaced by the double circle dater.



Figure 13. Composites formed from double circle daters and the killer portion of standard 4-bars were widely used during the 1940's and 1950's. Such examples are considered non-standard and are recorded in this catalog.

While still contrary to regulations, the misuse of these handstamps as sending postmarks on first class mail has become quite common in recent years.

POSTAGE CANCELING DESIGNS

Special purpose handstamps in oval, rectangular and straight line formats have been issued to many post offices for the purpose of canceling postage on mail other than first class cards and letters. Such handstamps had no dating indicia, and were merely to be used to cancel the postage on 2nd, 3rd and 4th class mail matter, which required no dating. Some of these handstamps were also used to cancel postage on the address side of registered mail, which -- as described earlier -- was properly postmarked on the reverse side only.

Proper use of handstamps of this type are most commonly encountered on envelopes which were mailed 3rd class or bulk (Figure 14). Greeting cards without a written message could be mailed in unsealed envelopes for a time at the 3rd class rate, and postage on such envelopes was properly canceled with such handstamps. While uncommon,

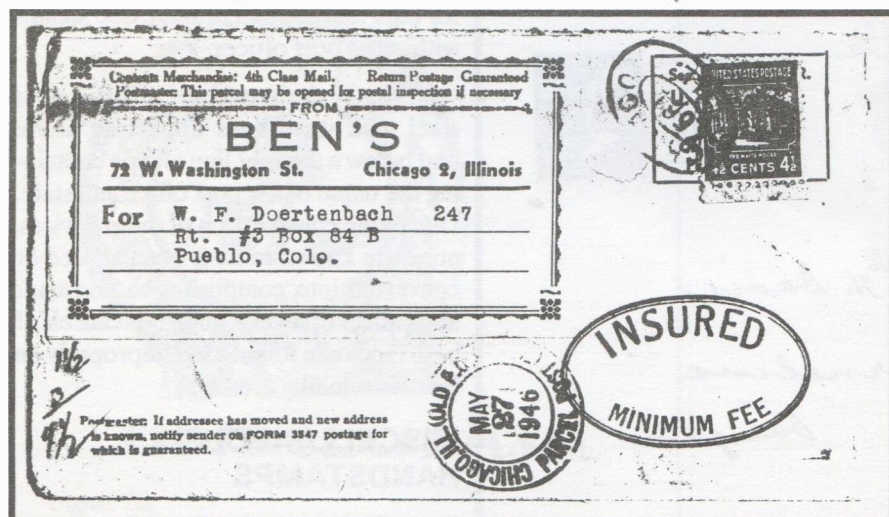


Figure 14. Postage on this cover was properly canceled by the Chicago double oval handstamp. The cover was mailed at the 3rd class rate of 1 1/2-cents for the first two ounces with minimum insurance (3 cents), and both were paid by the 4 1/2-cent stamp. Use of the double circle Parcel Post datar was not necessary.

envelopes could be mailed as 2nd or 4th class (if they weighed more than 8 ounces) mail as well, and thus handstamps such as these could have been properly used on such envelopes. Legitimate usages are usually quite easy to identify since the postage required was much less than that required for normal first class mail.

Oval designs appear as both double and single lined ovals, but the double lined variety is most frequently seen. Typically, the city designation is positioned at the top of the oval between the double lines and the state is located at the bottom. Occasionally however, the city and state were both located at the top of the oval. The central portion of the oval can be mute, or may be found with various numbers or letters. These can represent a particular clerk or device number, a station or branch, or a specific service, e.g., "REG" for registry, etc (Figure 15).

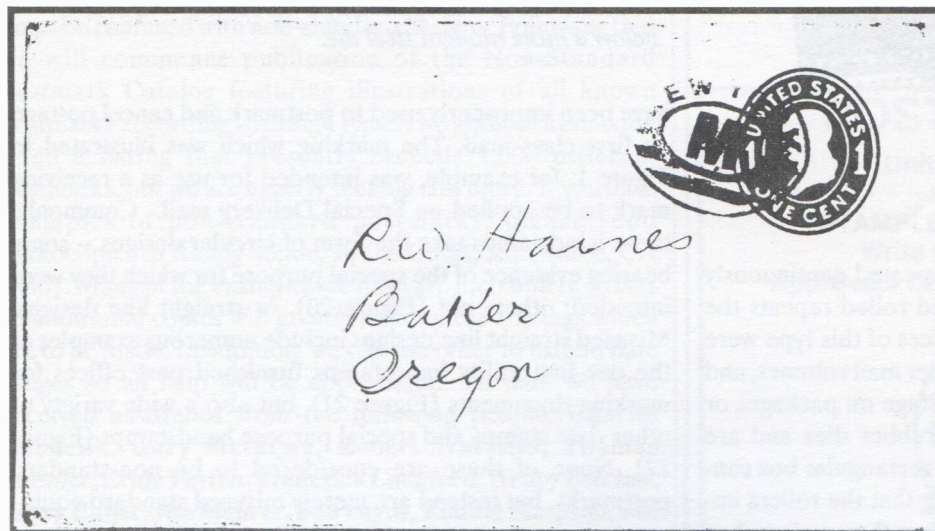


Figure 15.

In 1910 a generic version of the oval cancel appeared which was completely mute (Figure 16). This cancel was issued in order to meet the 1910 departmental order which forbid the city, state and date from appearing on the front of a registered envelope. Cancells of this type are sometimes referred to as "donut" cancells by collectors.

Cancells with rectangular designs served a similar purpose to the oval cancells. These, too, were issued to cancel postage on classes of mail other than first class. Handstamps are typically rectangular boxes bordered by a single line. The size of the boxes varies and usually the name of the post office appears above the name of the state, although sometimes the post office and state appear on a single line of type. Occasionally one or more of the sides of the lined

box became damaged and would not print, or the postmaster

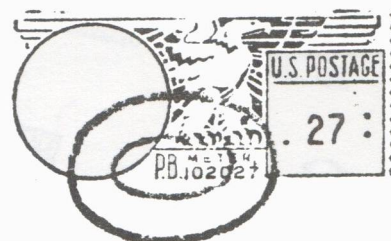


Figure 16.

may have removed some or all of the lined box. As with the oval designs, rectangular cancells may be found properly used on 2nd, 3rd and 4th class mail which did not require dating. Figure 17 illustrates a cover on which the postage has been properly canceled by a rectangular cancel. This unsealed cover carried a greeting card and was mailed at the 3rd class rate of 1 1/2 cents.

Both the oval and rectangular cancells were supplied as rubber dies cemented to a wooden handle, and handstamps of both types were occasionally used improperly to cancel postage on first class mail (Figure 18). Such improper uses are not considered non-standard postmarks.

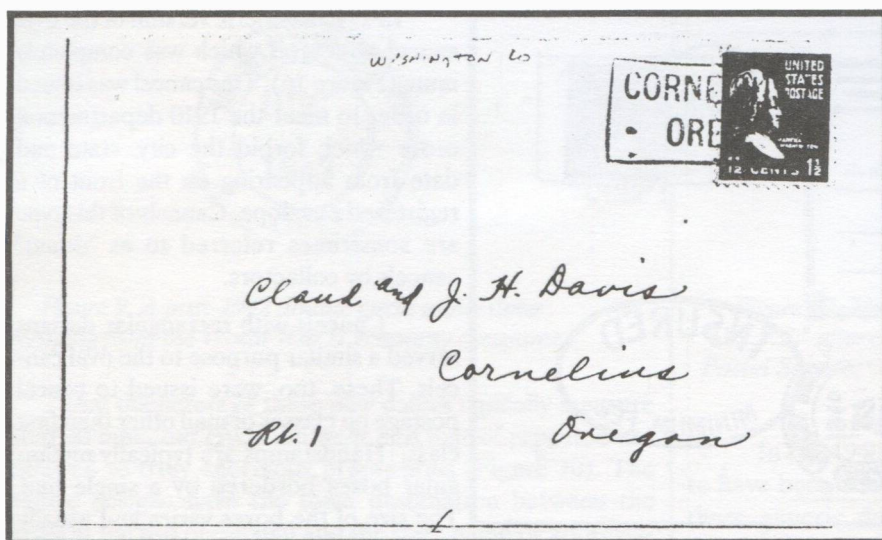


Figure 17.

Rollers are another type of cancel, which although not a handstamp in the strict sense, were hand applied and also intended to cancel postage on mail other than first class. These, too, may be found improperly used to cancel postage on first class cards and covers.



Figure 18.

The design of these devices is repeated continuously around a wheel, which when inked and rolled repeats the design over and over (Figure 19). Devices of this type were furnished to larger post offices with higher mail volumes, and were intended to be used to cancel postage on packages or flats. Early designs were made from rubber dies and are somewhat similar in appearance to the rectangular box cancels. The most obvious difference being that the rollers impressed a line of connected boxes rather than a single box cancel. These were sometimes used to pre-cancel postage

for bulk mailers and postage due stamps within the post offices.

Later designs were constructed of steel with wavy lines appearing above and below a straight line of type containing the name of the post office and state. Due to the construction of these devices, none are known to have been altered or converted into composites to postmark and cancel first class mail, but cancels of both types can be found used improperly on first class mail.

MISCELLANEOUS HANDSTAMPS

There are a number of other special purpose handstamps that were either issued by the Post Office Department as standard equipment, or were acquired from outside suppliers, which



Figure 19. Rollers apply a continuous repetition of cancels intended for use on mail other than first class. The style above was applied by a rubber die, and that below a more modern steel die.

have been improperly used to postmark and cancel postage on first class mail. The marking which was illustrated in Figure 1, for example, was intended for use as a receiving mark to be applied on Special Delivery mail. Commonly, these handstamps take the form of circular designs -- some bearing evidence of the special purpose for which they were intended; others not (Figure 20), or straight line designs. Misused straight line designs include numerous examples of the one-line utility handstamps furnished post offices for marking documents (Figure 21), but also a wide variety of other date stamps and special purpose handstamps (Figure 22). None of these are considered to be non-standard postmarks, but instead are merely misused standard equipment.



FIRST CLASS MAIL

Figure 20.



Figure 21. Straight line utility handstamps are sometimes misused to cancel postage on first class mail.

In the next and final article in this series, we will discuss unusual but proper postmark usages, which can sometimes be confused with non-standard designs. Following that we will commence publication of the Non-Standard Postmark Catalog featuring illustrations of all known postmarks according to design type. The authors have compiled a listing that presently exceeds 1,000 different postmarks, but we are eagerly seeking still more. If you have examples of non-standard postmarks, please send photocopies to Randy Stehle, 16 Iris Court, San Mateo, CA 94401. Many of the examples we have are incomplete strikes so additional copies will greatly assist in the tracings which are to be made. In addition, we can use other to extend date ranges so all help will be appreciated. To date we have received assistance from the following people: Charles Boubelik, Gary McIntyre, Robert Warfield, Thomas Stander, Ernie Peyton, Frederick Langford, Henry Beecher, Larry Haller, Jim Mehrer, Bob Payne, Ronald Simpson, Bill Helbock, Gary Anderson, Andy Buckland, Robert Svoboda, Gordon Twedt, Mike Sullivan, Jim Forte, Anson Reinhart,



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Figure 22. Various kinds of straight line handstamps have been improperly used to cancel postage on first class mail.

Ted Gruber, Ralph Grumke, Owen Kriege, Tom Mulvaney, John Williams, Ray Christy, John Mason, Frank Scheer, Tom Todsén, Randy Pence, Harold Richow, Alan Patera, William Bauer, Bob Bechtel, Wayne Farley and Lynn Langdon.

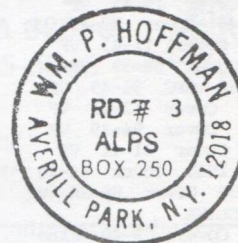
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65. Josie 1940 Cover 11-43 VF			6.00
66. Mary 1939 Cover 08-39 VF			7.00
67. Montrose 1948 GPC 96-49 VF			5.00
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Dear La Posta Readers:

We are very pleased to announce our upcoming show schedule for January 1991 through March. Don and I hope our many customers and friends will be able to attend one or more of these bourses. Don and I have been busy as bees locating many new 19th century covers and classic stamps. We have a significant stock and are always searching for scarce quality items.

Be sure to see us at the following shows:

LAS VEGAS - JANUARY 4-6
ORCOEXPO ANAHEIM - JANUARY 11-13
GREAT AMERICAN SAN JOSE - JANUARY 19-20
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view Lander Lewis Laurel Leeland Loma Lurline
Marmol Mizpah Moringstar Newpass Oneota Palmetto
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By now we know what happened over the Kuwait Crisis (writing this on Jan 12, prior to 'The Deadline'). We know too well the economic pressures that caused the oil markets, and the squeeze that has put on the entire economy.

The fine art market, and the coin market, usual bastions against bad times, apparently couldn't keep up as a hedge, but good old stamps, and of course postal history, reportedly have done much better. For once, philately can feel fairly good about not losing our combined shirt!

So we give up extra trips to the mall. We have extra minutes to read *La Posta*, and write up our favorite covers!

More on the oval duplex

The plains of the Dakotas have come through! An additional Philadelphia oval has turned up on a slightly ratty legal-sized cover, shown on the next page. Extra thanks to G.T. of Maddock, ND. It's a nice item because it has a bold return address plus insurance contents (relative to the Spanish-American War coverage "to 1900"), and several Wisconsin receiving stamps. The die number is a "1" as expected, the characteristic dial-killer angle is present, and the date falls between the EKV and LKU mentioned in the last article. Does anyone else have a copy?

More about the 7-1-71's

Concerning Roy Mooney, "7-1-71 Cancel Mania," he now has a new address for those interested in writing him. It is REM Catalog, Box 338, Newnan GA 30264.

One reader wrote to mention that Mooney has

exhibited his collection and has taken awards. "If judges knew more about 7-1-71 covers, it could have won better prizes." (Remember our caution: Is this Postal History?) It would be interesting to know what category he entered his 7-1-71's.

The letter, however, goes on to disagree with the REM catalog's price structure and its contention that it contains 95% of all 7-1-71 canceling town names. According to the writer, "Many [disgruntled?] collectors no longer report new finds to Mooney...." The writer claims that he recently purchased a large accumulation of these first days and paid an average \$1.27, and that "included some of (Mooney's) very highest priced items."

Rather than the 16,000 suggested as possible, the writer quotes another 7-1-71 collector as suggesting 17,500 to 20,000, or more, would be realistic. He writes:

"I 'did' about 40 stops on 7-1-71 -- and went into work too! Every PO I visited had followed USPS instructions to the letter, but I was always permitted to buy more than one canceled cover and I was always able to get a couple of extra envelopes -- and I got a lot of 6-3/4 plain envelopes canceled too.

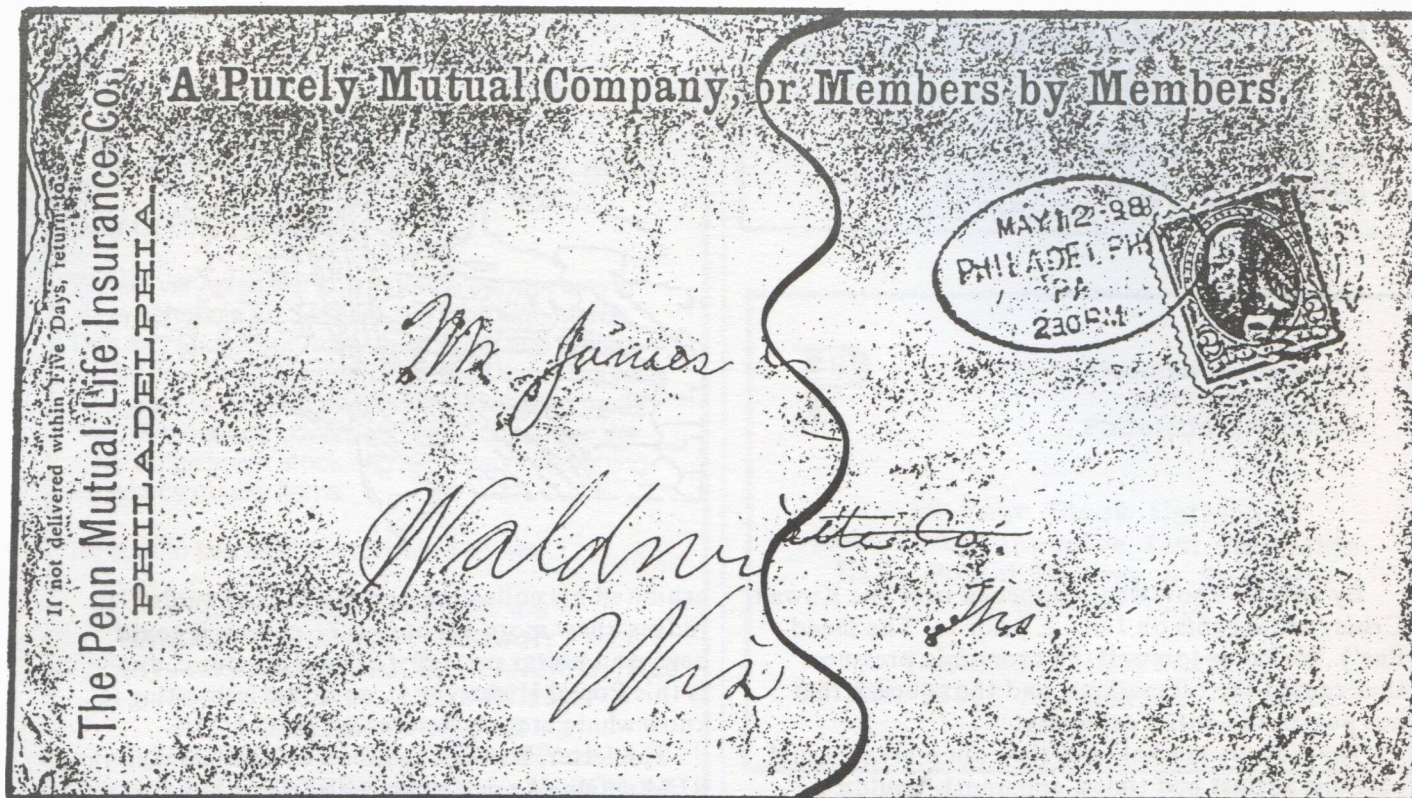
And for 3 to 4 years after 7-1-71 I was still writing to PMs all over the USA seeking these covers and getting up to 11 per request. My request contained a #9 SASE, a crisp new \$1 bill, and a request for up to 11 covers, which allowed an extra 8 cents for the SASE and 4 cents change. I often had in my dupe box more covers than REM said had been issued at certain towns."

The writer believes that Mooney wrongly accepts only his own postcard survey as indicating the true 7-1-71 statistics. An interesting topic however you look at it.

Society reports on the next page.

Who has an article to send in??

The Newfound Philadelphia Oval Duplex



The Green Card

Brad Arch recommended this reprint from 1890 to his readers of the Long Island Postal Historian, and we reprint it here with their permission. It concerns a "green card" used to check up on the thoroughness of carriers' collections at letter boxes throughout Philadelphia.

But, since the item is "furnished upon requisition upon the apartment at Washington," there must be examples from other cities in collector's hands. Please send us a copy of one so we can share it with all.

The Postmaster Huidekoper who presumably invented the concept of green cards had other ideas as well. His background is taken from a local postal publication, *POSTAL GUIDE-Philadelphia's Post Office* (July, 1900.)

In it there are brief histories of 19th century post masters, and Huidekoper's tells us that he graduated from Harvard, and later earned a Master's Degree. He lost an arm at Gettysburg, 1863.

He participated as a National Guard officer in the Molly Maguire riots in the Pennsylvania coal fields in 1877, and in July 1880 was appointed Postmaster at Philadelphia by President Cleveland. He served under seven PMGs over the next five

years. After his retirement he became associated with the Philadelphia office of the American Bell Telephone Company.

Claimed in the *Guide* as the prominent features of his administration, "which originated at the Philadelphia Post-Office" were --

- 1) the GPO move to Ninth and Chestnut Streets;
- 2) "the adoption by Congress, after four years of persistent advocacy by him, of the ounce as a unit of weight for domestic letters instead of the half-ounce;
- 3) "the use of the held for postage notices;
- 4) "the substitution of trial cards for letters whose delivery by carrier was improbable;
- 5) "and the use of the notices when letters were returned by carriers as undeliverable."

Is item #4 above making reference to the "green card," described to the right or, if not, was it considered much too trivial -- or tacky -- to mention?

Please send us a green card!



THE POST CARD.

VOL. 3.

ROSELLE, N. J., AUGUST 19, 1890.

No. 68.

THE POST CARD.

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THE LITTLE GREEN CARD THAT
KEEPS A WATCH ON THE
POSTMAN.

(From the Philadelphia Times.)

There is a little green card in use by the Post Office Department that is a terror to some of the more careless letter-carriers. It is a terror only when they have once been caught. Very seldom, indeed, are they caught the second time. This card is dropped in a letter box, and on it is marked the time it was put in, and also the time it should be taken out by the carrier. A record is kept by the chief of the carriers,

and if that little card does not turn up with the other mail with which it is due, it is clearly to be seen that the carrier has not taken the mail from that particular box.

The object, of course, is to test the reliability of the carriers. When there is any complaint on the part of the citizens about the tardiness of local mails, then a little green card is dropped in one or more boxes in the district from which the complaint comes. Sometimes it shows carelessness on the part of the carrier, and sometimes it does not. It is, however, not necessary that there should be complaints, for frequently the cards are put in the boxes of the most efficient men. Of course they are happy when they discover them. But where a box is missed in which there is a green card then the carrier is bound to get into trouble, and very serious trouble at that.

This card has been in use by the Post Office Department for a good many years in all parts of the country. They were first used in this city under the administration of Postmaster Huidekoper. They are furnished by requisition upon the Department at Washington.

Northeast Section Society Roundup

The Societies in the Northeast are going great guns. Quarterly or bi-monthly, they dispatch their journals to memberships, and have problems no different than those of other postal groups. To find members to write for them is equally difficult. Most members tend to be armchair collectors or dealers who are eager not to miss a postal history beat.

Unfortunately most are not very willing to do much writing either, the same as many *La Posta* readers. Most journals, be it New Hampshire or New Jersey, cry out for contributors. Still, fortunately, look what they have come up with!

Long Island and Empire State

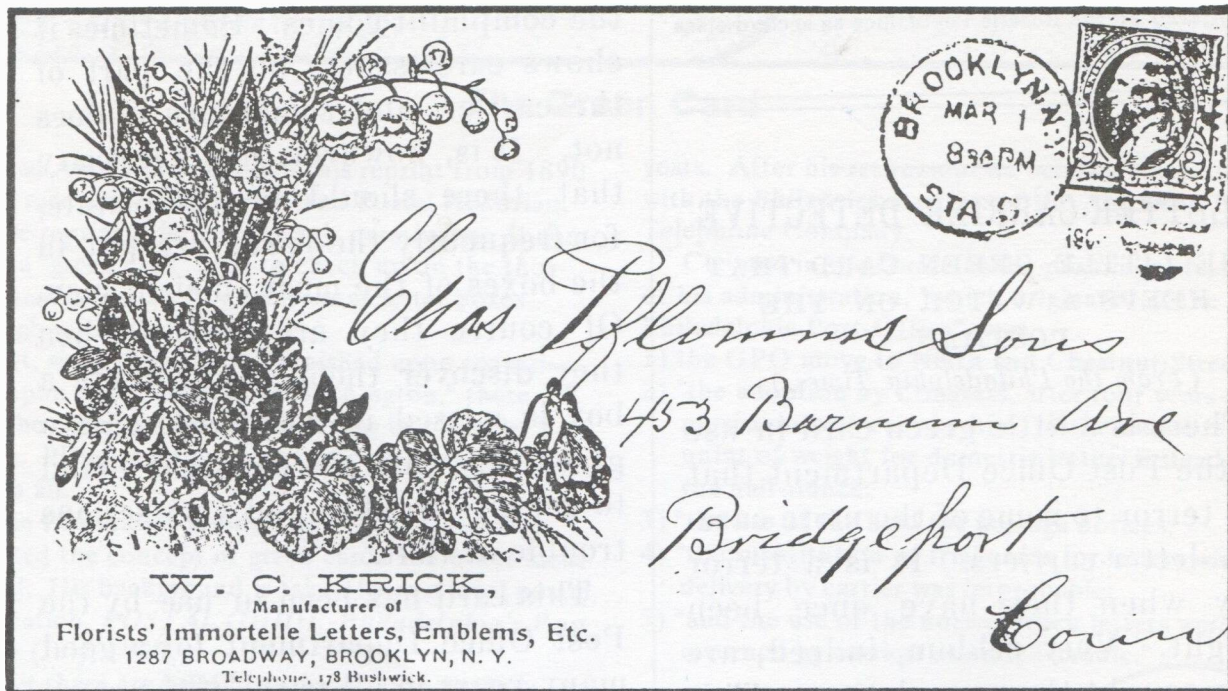
Editor Brad Arch, Editor of *The Long Island Postal Historian*, proclaims in the Fall 1990 issue that the Long Island PHS has been reborn after a year's hibernation. Their journal, used to, and will

versary" (Robert S. Miller.) All articles are heavily illustrated.

The Winter 1990 issue describes three villages' postal history: Blissville, Dutch Kills, and Schuetzen Park (John M. Price.) Also, there is a fascinating item, reprinted further on this issue, which a *La Posta* reader will surely assist with: "The Little Green Card." A variety of reprints and cover pages fill out this Winter number.

Their big brother New York society is the Empire State PHS, whose *Bulletin* is edited by sometimes *La Posta* contributor Martin Margulis. The more attractive layouts recently are attributable to son David Margulis and the heaven-sent computer. The *Bulletin* is issued quarterly, is well printed and stapled 8x11 sheets, and contains about 20-24 pages per issue.

(Word also has it President Bill Hart might not run again for his post. The ESPHS will have another guiding hand as capable, hopefully, to carry



Garden center cc covers were covered in the LIPH.

hopefully continue to, appear quarterly; it contains 24 stapled, 8x11 pages, and is bound in a stiff cover.

Among the Fall 1990 articles is a report on floral advertising covers, "Early Garden Centers" (Carl Baker), a personal account of the writer as a teenage postal carrier (D. John Cederstrom), and "Long Island Wind Sock: Transatlantic 50th Anni-

on the work of that postal history-rich state!)

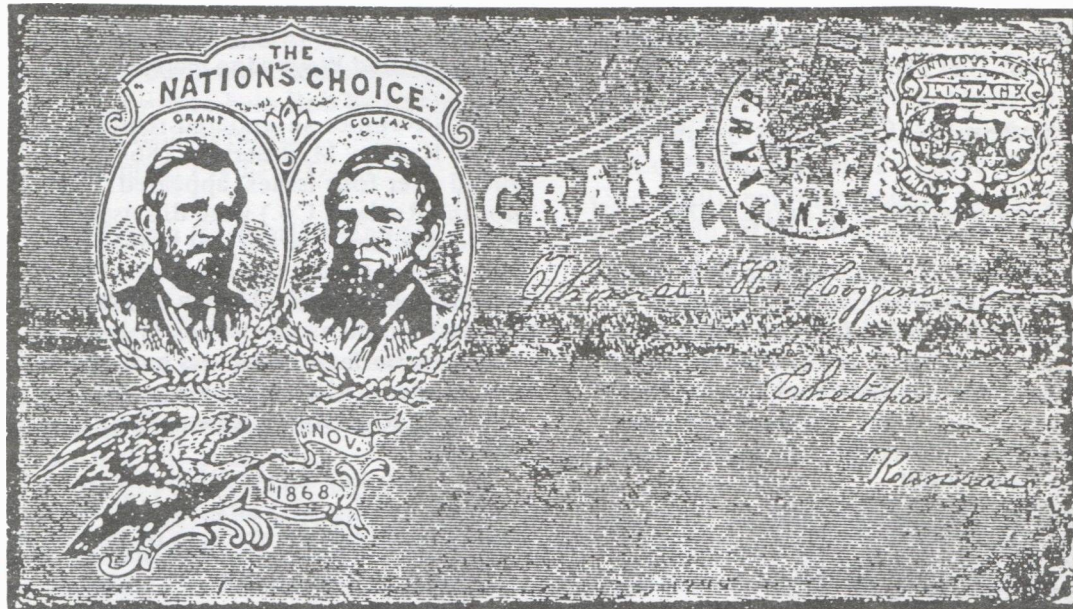
Their Summer 1990 number began with a useful article "Early New York City Station and Carrier Markings" (Walter Demmerle), plus "King County Postal History: An Overview" (Roy Ahlquist), and the usual 100-150 lot auction.

The Fall 1990 *Bulletin* describes "Private Posts and Local Delivery" in about 8 pages (Martin Margulis), and concludes with a nicely illustrated

"Discontinued Post Offices of New York State" (Agnes Cavalari.) There is a lot of good reading in these last two journals.

New Jersey and Pennsylvania

South and west are New Jersey and Pennsylvania. The *NJPH* is the name of the New Jersey PHS organ. It appears bi-monthly except in July; the *Pennsylvania Postal Historian* is issued throughout the year. Both are stapled 8x11 booklets, though the New Jersey prefers stiff covers and is lengthier, 32+ pages compared to 24 for the *PaPH*. E E Fricks edits the *NJPH*, and Tom Clarke [the very same] the *Historian*.



Campaign cover on 2c drop of Lambertville NJ

The Sep 1990 issue of *NJPH* continues the "Circa 1869" pastiches of pictorial issue covers statewide. There are Grant campaign cachets, bisects, multiples, with all values to 15c and a variety of usages shown (Brad Arch.) More New Jersey DPO cover pages are included, carrying on the tradition.

The November 1990 issue contains a variety of short articles including: "Victor Talking Machine Co" ([Pres.] Gerard J Neufeld), "Some Interesting 1857 Issue Covers" (Charles Sayko), "Vending and Affixing Machine Perforations" (Brad Arch), and ten pages of multi-cover illustrations of "1861 Issues Period Foreign Mail Covers" (Anon.), and last, more DPO's.



Newly discovered cancel by Norm Shachat showing numeral 1.

The *Pennsylvania Postal Historian*, since July, has carried 18 articles of various lengths. These include "Barry Postmarks: A Pennsylvania Census" (Bob McKain) in two parts, "The 1869 3c On Pennsylvania Covers" (William M Wickert), "Hog Island Shipyard 1917-2" (Edward T Harvey), "Hummelstown Postmark Error?" (John R Mason), "Number 1 Transitional Killer Found" (Norman Shachat and Tom Clarke), "Surely a Harrisburg PAID, 5?" (Tom Clarke), and others, plus the usual Pennsylvania cover auctions.

Each year there is an annually updated and annotated index, now containing 16 years of articles within 35 pages. Actually there are four indexes therein: separate Chronological, Author, Towns, and

Philadelphia indexes to assist the members, for \$4.

Five New England Societies

New England is well represented by The Massachusetts Spy of the Massachusetts Research Society, the VPS's Vermont Philatelist, the New Hampshire PHS's *Granite Posts*, the *Rhode Island Postal History Journal*, and *The Journal* of the Connecticut PHS. (We still haven't heard from Maine as yet.) All of these serials are stapled 8x11 sheets except Vermont's, which is a 5x8 folded booklet.



New Penny Post: "It is expected that this stamp will be consigned to a auction house for a spring sale."

The July and September *Spy*'s, edited by Robert S Borden, are eight pages each and together contain "In the Good Old Summertime [hotel covers]"

(Barton Kamp), "The Boston 58c Retaliatory Rate Stamp" (Arthur White), a new discovery penny post on a Valentine piece: "R. W. Raymond's Penny Post, Taunton, Mass." (Anon.), and a reprint selection from a 1919 book, *The Turnpikes of Massachusetts*, by F J Wood.

Russell White IV confidently edits the quarterly *Granite Posts*, which only saw life 2-1/2 years ago. It was an item whose time had come. A few of the longer, well-illustrated articles that appeared in the June and September issues are "A Glimpse of New Hampshire History [an early Federal cover of 1789]" (Henry A Beck), "Hanover's 1797-1800 Straight Line Postmark-How Many Types?" (Terence Hines), and "Deerfield Has Had Eight Post Offices" (Joanne Wasson). There are auctions too.

Hanover, N. H. Aug. 31,

Hanover NH's straightline of Aug 31, 1797

The *Rhode Island PHJ* quarterly is even younger, celebrating its second anniversary this past January. Happy birthday! Its last two issues have totaled 26 pages. One article in the Jul-Sep 1990 issue was a long, upbeat reprint from a Providence newspaper commenting on the "Remarkably Fine [stamp] Collections in this City" and highlighting the Providence Provisional.



Providence, Rhode Island's Sc.10X2

(The most recent newspaper coverage I have seen touching on stamps and covers has been about inside job post office pilfering, wholesale 3rd class postage fraud, 20% postage rate increases, and how to send letters to GIs in Saudi Arabia. Times do change.)

Reported upon also was "The Post Office at Fort Greble, RI" (Lawrence Merolla), and "Rhode Island Doremus Machine Cancels" (John Scott.) Wickford and Warrick were given adequate coverage in the Oct-Dec *RIPHJ* (William HP Emery, Thomas E Greene).

The *Vermont Philatelist* is a neat, small package, with distinctive light green logo on the front along with "Vermont Stamp Clubs" titled on the back. Editor Ruth M Henson has been at the desk since Nov 1989 and consistently puts out a very readable quarterly.

The August 1990 number mentions the nearly complete *Vermont Philatelic Index* which is to "include most writings pertinent to Vermont philately." This is a superior idea and should inspire

academically-inclined collectors of other states to become equally involved.

Other articles included "Village and City Delivery" (John C Wriston Jr's "The Way It Was" column), seven pages of well-researched coverage, and "The Post Horn" (Bill Lizotte), a column that discusses old and new Vermont cancels, this time stretching from 1817 through 1990.



An unlisted Weybridge rimless of July 30, 1838.

In November an updated rendering of "[Vermont] Railway Mail Service 1864-1977," to be spread over four issues, appeared. Glen and Tinmouth (Rutland Co.) were discussed (Leon F White, Richard Parker), as well as more "Post Horn" cancels, and the enjoyable "Way It Was" column featuring a "History of Montgomery Post Offices."

Do Vermont's collectors have more time to sit and ponder at their typewriters than do other less northerly collectors? An excellent "good things..." package.

The *Journal* of the PHS of Connecticut has been around for 17 years, but I have no current issues. We'll try to take care of that by next time.

* * * * *

Here are the editorial addresses of the above named publications for interested readers:

- The Pennsylvania Postal Historian* -- Tom Clarke Box 290-145 Davie FL 33329.
- NJPH* -- E E Fricks 26 Windmill Drive Clementon NJ 08021
- ESPHS Bulletin* -- Martin Margulis 1368 Metropolitan Ave. Bronx NY 10462
- Long Island Postal Historian* -- Brad Arch 144 Hamilton Ave. Clifton NJ 07011
- The Vermont Philatelist* -- Ruth M Henson 102 Adams St. Burlington VT 05401
- The Massachusetts Spy* -- Robert S Borden Box 202 North Abington MA 02351
- Granite Posts* -- Russell White IV -- Box 4516 Manchester NH 03108-4516
- Rhode Island Postal History Journal* -- Thomas E Greene Box 3822 No. Providence RI 02911
- The Journal* (CT) -- Frank Reischerl Box 1299 Manchester CT 06040

Simply PERFECT, Update

by Bob McKain

After the last mention of the Perfection series (July 1990, p 54f), Bob wrote to mention that a good deal of verification had been possible, and some new dates, and Dunmore, a new town, had been added to the known use list. And, as a matter of fact, I had been holding Bob's article for a couple of months at the time, and by the time it had been printed, it was outdated. Here, then, is an update, and we ask you to help Bob by writing him with any new data: Robert McKain, 2337 Giant Oaks Drive, Pittsburgh PA 15241.

Pennsylvania Perfection Usage

The subject of this article is 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. The last compilation of Perfection postmarks that I am aware of, before mine in July's *La Posta*, appeared in *Machine Cancel Forum* in 1981.

References:

Grossman, Maurice, "Perfection Mechanical Handstamps," 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*, 3rd Ed., Phillips Publ Co, North Miami FL, 1989, p137.

[See additional references to this handstamp within the article "Mysterious Ovals Revisited," *La Posta*, Jan 1991, p.58ff.]

The four types:

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

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

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

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

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Type 1 -

ASHLAND ---
 9 AM OCT 17 04 ---
 PA. ---

DUNMORE ---
 JUL 15 7 PM 01 ---
 PA. ---

EMPORIUM ---
 8 PM PA 06 ---
 NOV 3 ---

Month on Bottom Line
 (1906)

EMPORIUM ---
 8 PM AUG 5 07 ---
 PA. ---

ETNA ---
 NOV 26 9 AM 01 ---
 PA. ---

ROCHESTER ---
 FEB 9 6 PM 04 ---
 PA. ---

SHARPSBURG ---
 FEB 12 12 30 PM 03 ---
 PA. ---

Type 2 -

MIFFLINTOWN ---
 JUL 3 5 PM 04 ---
 PA. ---

PLYMOUTH ---
 7 30 PM FEB 28 07 ---
 PA. ---

Type 3 -

EMPORIUM
 10 AM NOV 21 04
 PA.

ROCHESTER
 NOV 19 8 AM 02
 PA.

Type R -

ASHLAND, PA.
 REC'D 8 AM
 AUG 24 1904

EMPORIUM, PA.
 REC'D 4 PM
 APR 21 1905

STATE COLLEGE, PA.
 REC'D 9 30 AM
 OCT 26 1905

This chart distinguishes currently (V)erified cancels from those (R)eported in 1981, but still unseen by this writer.

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

Specific dates verified are listed here:

Ashland - Type 1 - Oct 28, 1901 6 PM
 - Nov 29, 1901 8 PM
 - Dec 12, 1902 12 M
 - Oct 17, 1904 9 AM
 - Dec 4, 1906 6 PM
 - Apr 16, 1907 7 AM
 - Aug 13, 1908 6 PM
 - Aug 23, 1909 9 AM
 Type R - Aug 24, 1904 8 AM
 - Aug 4, 1906 10 AM
 - Aug 4, 1906 8:30 PM
 - Jul 19, 1907 1 PM
 - Oct 8, 1907 10 AM
 Dunmore - Type 1 - Jul 15, 1901 7 PM
 Emporium - Type 1 - Nov 3 1906 8 PM
 - Aug 2, 1907 1 PM
 - Aug 5, 1907 8 PM
 - Nov 26, 1908 10 AM
 - Aug 26, 1910 1 PM
 - Oct 19, 1911 6 PM
 - Type 3 - Feb 27, 1903 1 PM
 - Nov 21, 1904 10 AM
 - Mar 22, 1905 10 AM
 - Type R - Apr 21, 1905 4 PM
 - Jul 7, 1906 7 PM

Etna - Type 1 - Nov 26, 1901 9 AM
 Mifflintown - Type 2 - Oct 8, 1901 8 PM
 - Jan 31, 1902 8 PM
 - Jan 20, 1903 8 PM
 - May 31, 1904 8 PM
 - Jul 3, 1904 5 PM
 - Jul 14, 1905 8 PM
 Plymouth - Type 2 - Oct 28, 1903 12 M
 - Feb 28, 1907 7 30 PM
 - Feb 1, 1908 3 PM
 Rochester - Type 1 - Jul 1, 1901 10 AM
 - Nov 25, 1903 ??
 - Feb 9, 1904 6 PM -
 Type 3 - Mar 21, 1902 8 AM
 - Nov 19, 1902 8 AM
 Sharpsburg - Type 1 - Feb 12, 1903 12 30 PM
 State College - Type R - Oct 26, 1905 9 30 AM
 - ??, 1906 9 30 AM

Ausdenmoore-McFarlane
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&
COVERS

Chuck & Jan McFarlane

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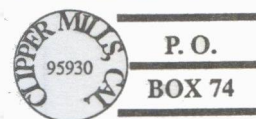
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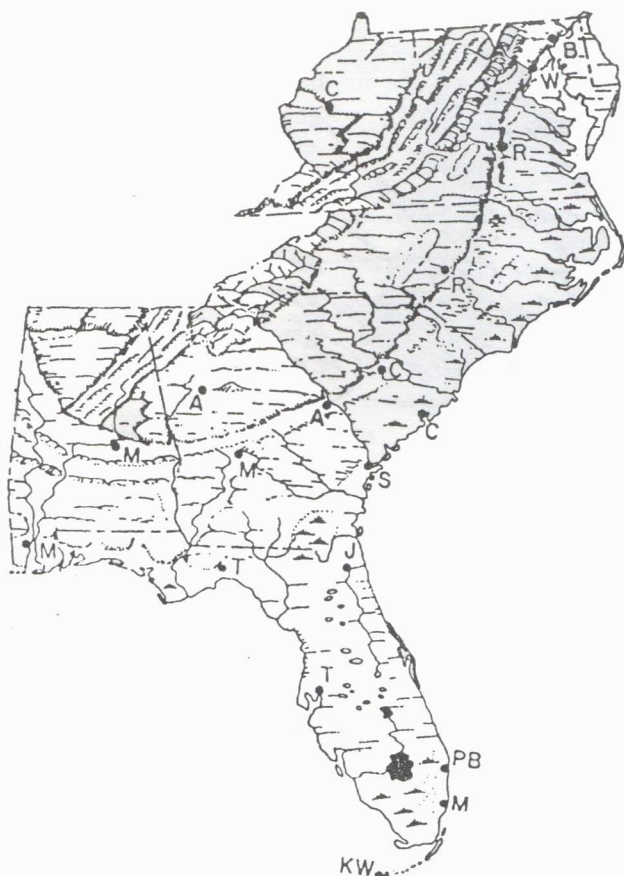


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SOUTHEASTERN SECTION

BY DAVID BRUCE ROBINSON

Box 35926

Richmond, Virginia 23235

Your Southeastern editor was on the road last fall to various shows "meeting the masses" and "pressing the flesh." My wonderful wife and I made a one day trip (576 miles) to SEPAD where we enjoyed the company of the many cover dealers there. Until CHIP BLOOMBERG told me, I didn't know that it was such a cover show. We enjoyed Chip's class act along with the stocks of LABRON HARRIS, BOB PATKIN, GENE SCHRIER and many others. We were much poorer when we came back to Virginia.

ALAN BLAIR held a nice show in Richmond and we enjoyed meeting with several old friends. Alan also held a great auction at VAPEX in Virginia Beach that had a lot of covers. Honestly, I went with the intention of not buying a single one, but ended up buying all of the bulk lots--probably 50,000 covers to sort out in front of the fire this winter. (Yes, I did say fire).

VAPEX brought many old faces to the table of the "Two Virginia Guys (PITT & ROBINSON). CHUCK JAMES was there for a while looking for bargains. ED ROTH had his lovely family there to help him carry his mass of bulky cover stock. ANDY MAXEY was looking for Nansemond County, Virginia (a tough one); KEN SCHOOLMEESTER brought his usual good times with his search for North Carolina. BRIAN & MARIA GREEN, GALEN & NANCY HARRISON, CRAIG MATTHEWSON, and myself all scratched our heads together about how to educate judges on how to judge postal history. Actually, we are all thinking of what topical to exhibit next year. Maybe "women machine gunners."

I want to talk for a moment about "finds" of original correspondences. Everywhere I go, people not knowledgeable about postal history ask me "Where do you find these things?" I tell them that in the nineteenth century, it was custom for an eldest daughter to be a custodian of the family letters. I say that this was done for historical and family education and entertainment purposes. I tell them that as the values of the family changed in the twentieth century that these correspondences came on the philatelic market to be broken up and sold to collectors.

It is true that there are fewer and fewer intact family correspondences still out there. It is sort of like hunting for Civil War relics with a metal detector. All of the easy finds are gone. Hunters of correspondences have to have (1) luck, (2) an education, (3) patience, and (4) no hesitation.

This month's section features two articles on North Carolina Postal History written by stallwarts in the area. This month's "Cover of the Month" is an interesting Florida cover submitted by Edward Harvey of Pitman, New Jersey. Are there any "first timers" out there waiting to give submitting an article a try? If there are, I'd love to hear from you.



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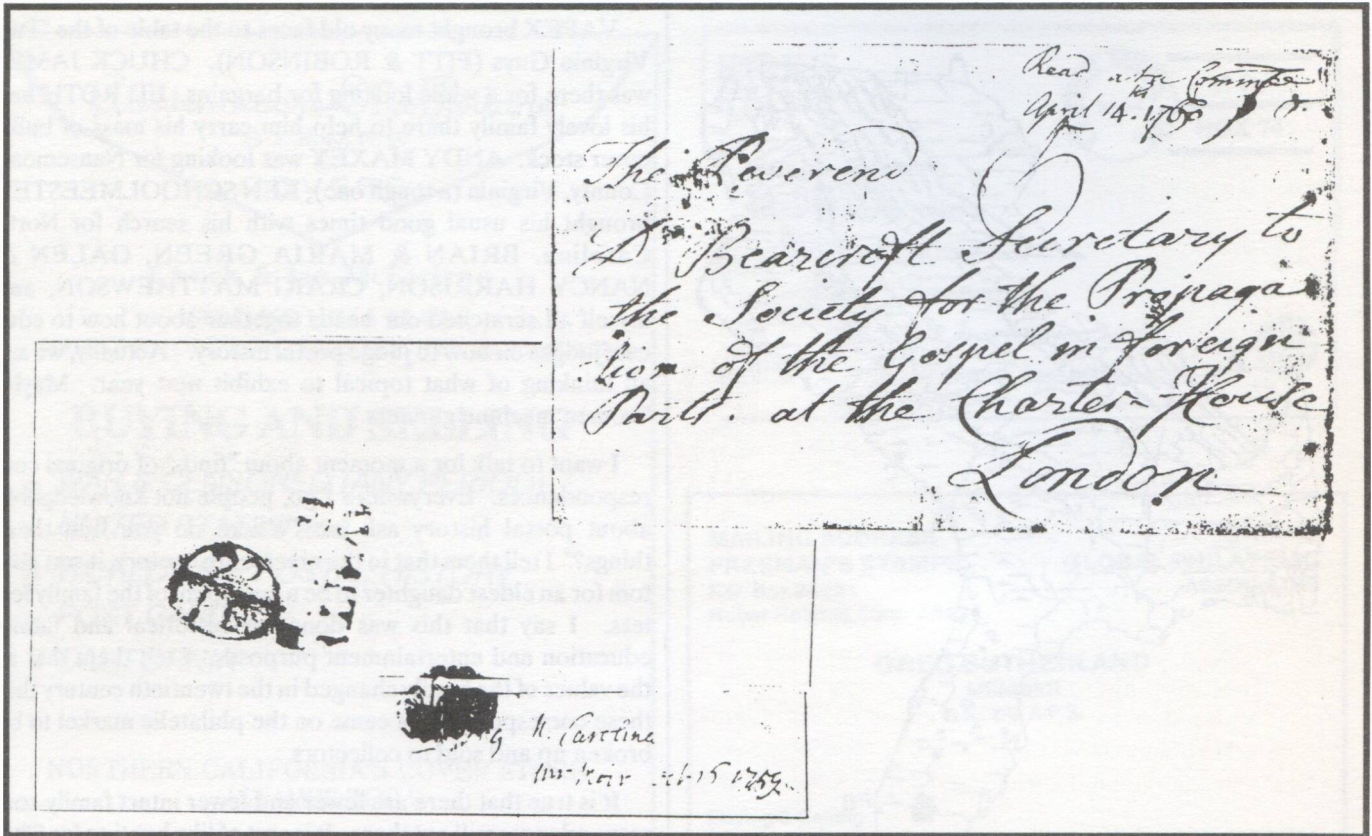


Figure 1. Obverse (top) and reverse of a North Carolina cover dating from October 15, 1759.

NORTH CAROLINA, OCTOBER 15, 1759--AN EARLIEST KNOWN

BY TONY L. CRUMBLY

The postal history of North Carolina began when the first settlers paid an outgoing ship's captain to deliver a letter to the motherland. This could have been as early as 1585 when Sir Walter Raleigh's colonists sent letters back on the returning ship. The exact date may never be known, but it is known that there was an active postal system in North Carolina prior to the enactment of "An Ordinance for Regulating the Post Offices of the United States of America," issued on October 18, 1782.

Previously, the earliest recorded letter from North Carolina with a rate marking is a Brunswick ship letter with a manuscript "5" rate dated 1767. A recent acquisition by the author has uncovered a significantly older cover from North Carolina. This cover, shown at FIGURE 1, dated October 15, 1759 is from the Reverend James Moir. At the time of the letter's writing, Reverend Moir was an Episcopal priest who resided in Northhampton County. Reverend Moir had a long and colorful history in the State of North Carolina.

Considered by the Episcopal Church as one of the most industrious missionaries in North Carolina, he served for over twenty-five years in several state provinces. Before his

appointment in 1740, he had lived six years in South Carolina. Moir arrived in North Carolina in 1740 and settled in New Hanover County. In 1741, the county was divided into two parishes--St. James on the north side of the Cape Fear River and St. Philips on the south side. Moir proposed to settle at St. James Parish but the vestry refused to pay him the fifty pounds starting salary per annum that he requested. When St. Phillips offered him a salary of sixty pounds, he agreed to serve the south side.

Problems began early for Reverend Moir. He wrote the Church of England that his parish covered over 150 miles of coastline and that its inhabitants were widely dispersed, yet he received very little consideration from his parishioners. He was treated with no generosity by the vestry and his salary was frequently paid in rice. He wrote the Society, "It is now four years since I came to settle in this province, and though I have undergone many hardships in traveling, they don't discover the least inclination to find a convenient house for me, nor pasture for my horse, which are a very uncertain possession here, as being apt to stray, when not stolen."

At Easter, 1747, Moir removed to Edgecombe Parish more than a hundred miles to the northwest. Here he was much happier than he had been in New Hanover. On

November 22, 1748, he informed the Society that "the people seem much inclined to encourage missionaries and often complain of being pestered with sermons of Baptist teachers whom I always found to be as grossly ignorant as those they pretend to teach."

By 1750, Moir had moved to Northhampton County, his location when the letter in FIGURE 1 was written. During his twenty-five years in North Carolina, he claimed to have baptized a total of 4,409 persons. Only one other Anglican missionary baptized more persons than Moir. Moir left Northhampton in November, 1765, moving to New England and later to Suffolk, Virginia. He planned to return to England, but died in February, 1767.

These accounts of Reverend Moir were taken from the official records of the church which were, by-in-large, accounts by Moir himself. Governor Dobbs had an altogether different opinion of Reverend Moir. In a letter to the church in 1764, Governor Dobbs stated that "Moir has no parish, performs very little casual service: he has been endeavoring to procure a certificate of his good behavior, but I am informed with very bad success from any men of rank or character, he lives upon a plantation penuriously and inhospitably; and lays out his salary as missionary in England to retire and to live upon when he loses his support as missionary; his character as I am informed is to stir up and make divisions in the neighborhood instead of promoting peace and love; having observed that he made a return to the Society of great numbers of negroes and children baptized by him, I enquired into it and was informed by gentlement in his neighborhood that they never heard of any number baptized by him." This is quite a different picture by the writer of this letter than given by Reverend Moir.

Now let's turn to the letter itself. The enclosure undoubtedly remains in the archives of the church as this is only the outside lettersheet. All we know about this particular letter are what we can ascertain from the address and other markings. The cover is addressed to "The Reverend D. Bearcroft, Secretary of the Society for the Propagation of the Gospel; in foreign parts at the Charter House London." A manuscript "5" is in the same hand as the address. Additional manuscript notes are "North Carolina, Mr. Moir, October 15, 1759" and "Read at Committee April 14, 1760."

The letter is undoubtedly a ship letter and possibly the earliest recorded through White Haven. The black

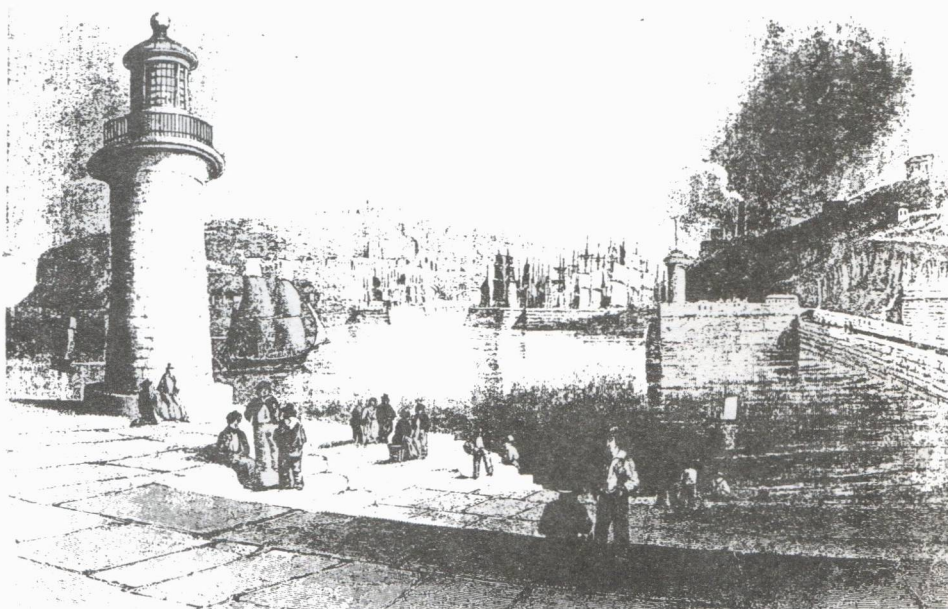


Figure 2. Port of White Haven, England.

"WHITE/HAVEN" marking, 26x11mm, is known used from 1741 to 1781. The port did not receive a ship letter stamp until 1794. The black London bishop Marking, "22/FB," measures 18x16mm and indicates that the letter arrived in London on February 22, 1760. This gives us a time travel interval of 140 days for the letter's journey from North Carolina to London.

The North Carolina port of departure is unknown although we may make an educated assumption that it was Edenton, 100 miles east. The port of entry we know much about. White Haven, FIGURE 2, had its first piers erected in 1687, and many improvements were made in the early 1700's. White Haven was mainly a tobacco port in the mid and late 1770's, importing largely from Virginia. The letter was most likely carried on a tobacco ship carrying the fall crop.

A major addition to the port was completed in 1767. This facility was later bombarded by cannonfire from John Paul Jones in 1778, the only attack by the colonies on the British mainland during the American Revolutionary War.

Is this the earliest known ship cover from North Carolina? Certainly not! Moir himself would have been communicating with the church for nearly twenty years prior to this particular cover. It is, however, the earliest recorded cover to be discovered thusfar. Where are the earlier ones from Moir and others? In London, perhaps, waiting for some lucky collector to stumble across them and salvage them from a scrap paper pile. Let's only hope that when they are discovered that they head their way back to North Carolina. I'd hate to think that we are going to have to wait another 241 years for the next cover to return home.

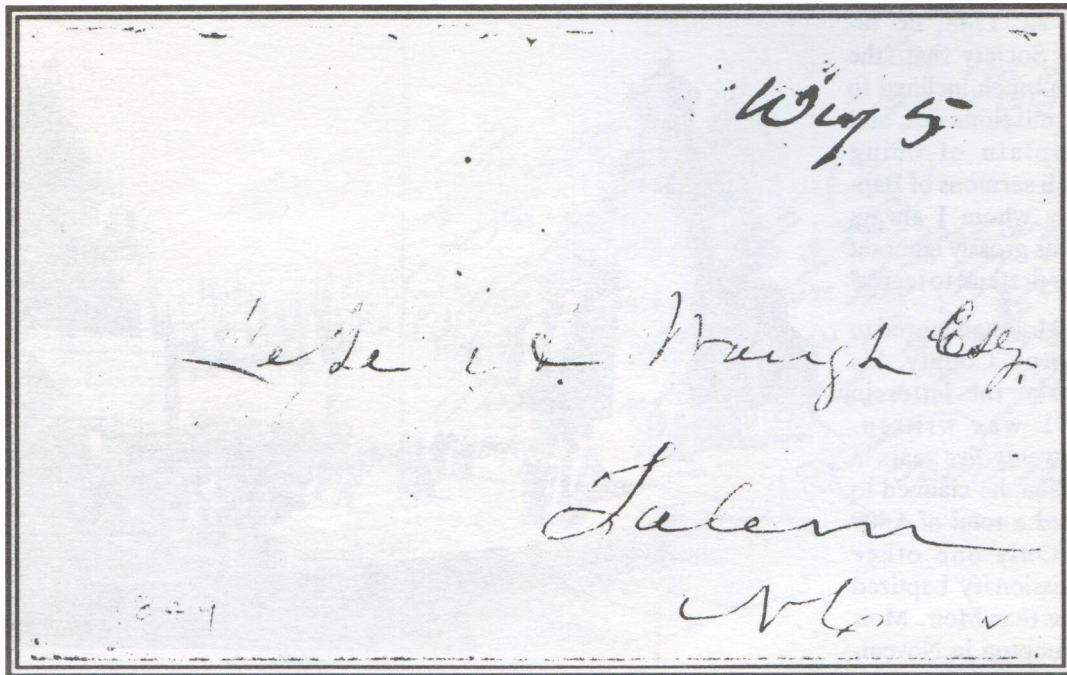


Figure 1. A manuscript "Way 5" marking on a stampless folded letter of 1849.

NORTH CAROLINA "WAY" COVERS

BY KEN SCHOOLMEESTER &
THOMAS RICHARDSON

What is a "WAY" cover? Occasional covers from 1783 to 1863 bear the marking "WAY." This marking, usually manuscript, denotes that the cover has been picked up by the post rider on his "way" between post offices. When the letter was delivered to the next post office, the postmaster would write "WAY" on the cover and the amount of postage required for the letter's journey. Sometimes the post rider would write "WAY" on the letter so that the letters could be kept apart from other mail received at other stops. If available, a handstamp device might be used to "strike" the word "WAY" and stamps might be affixed if the post office had stamps available. The post rider would receive one cent for each letter that he collected and delivered to the post office. This one cent fee was usually collected from the sender when the post rider received the letter.

The common markings for stampless "WAY" covers are shown in FIGURES 1 & 2. FIGURE 1 shows a manuscript "WAY 5" marking. The letter is datelined Rockingham, North Carolina in Richmond County in 1849. This letter was picked up by the post rider and delivered to the next post office on his route. The postmaster applied the "WAY 5" marking, noting that the applicable rate was the five cent, under 300 mile distance rate under Rates of 1845. (Editor's note: In this particular case, the one cent way letter fee was paid directly to the post rider by the sender; by the absence of a "paid" marking, it is known that the letter travelled un-

paid and that the five cent rate was collected from the addressee.)

FIGURE 2 shows a similar "Way usage" as that shown at FIGURE 1 except that it was deposited at the Prince Edward Court House, Virginia post office by a post rider who received it on his way to that office at the Union Theoloical Seminary. The Prince Edward postmaster applied a manuscript "Way 5" marking and a brown circular datesamp. It is assumed that the Greensboro, North Carolina marking was applied to show the date of arrival of the letter from Prince Edward Court House. An educated assumption as to the reason for the Greensboro datestamp would be that the Greensboro postmaster thought the six day travel time was excessive and that the tardiness of the letter was not his fault.

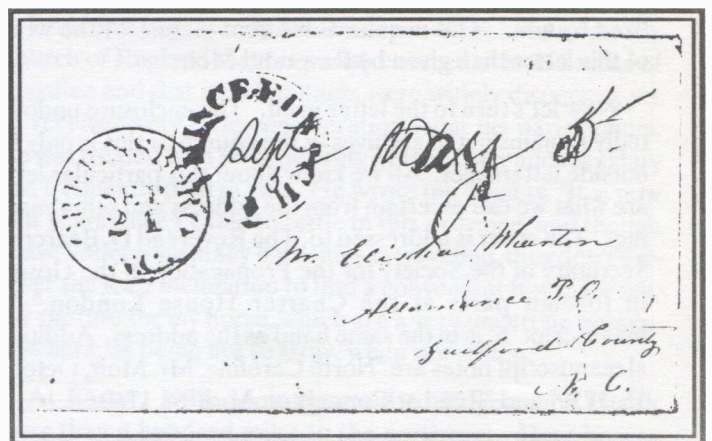


Figure 2

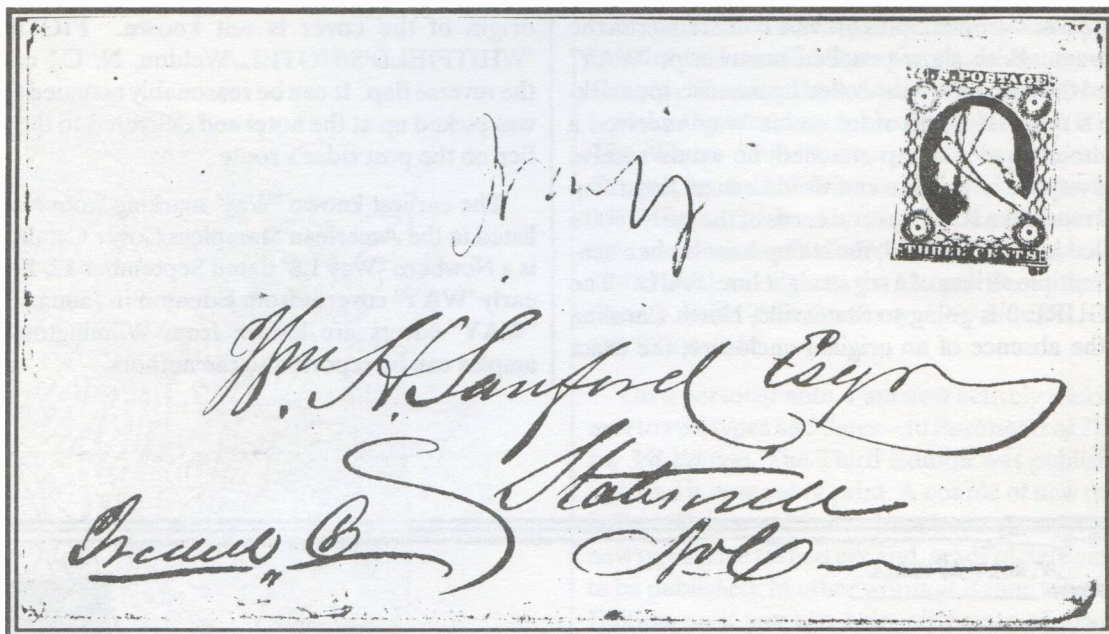


Figure 3

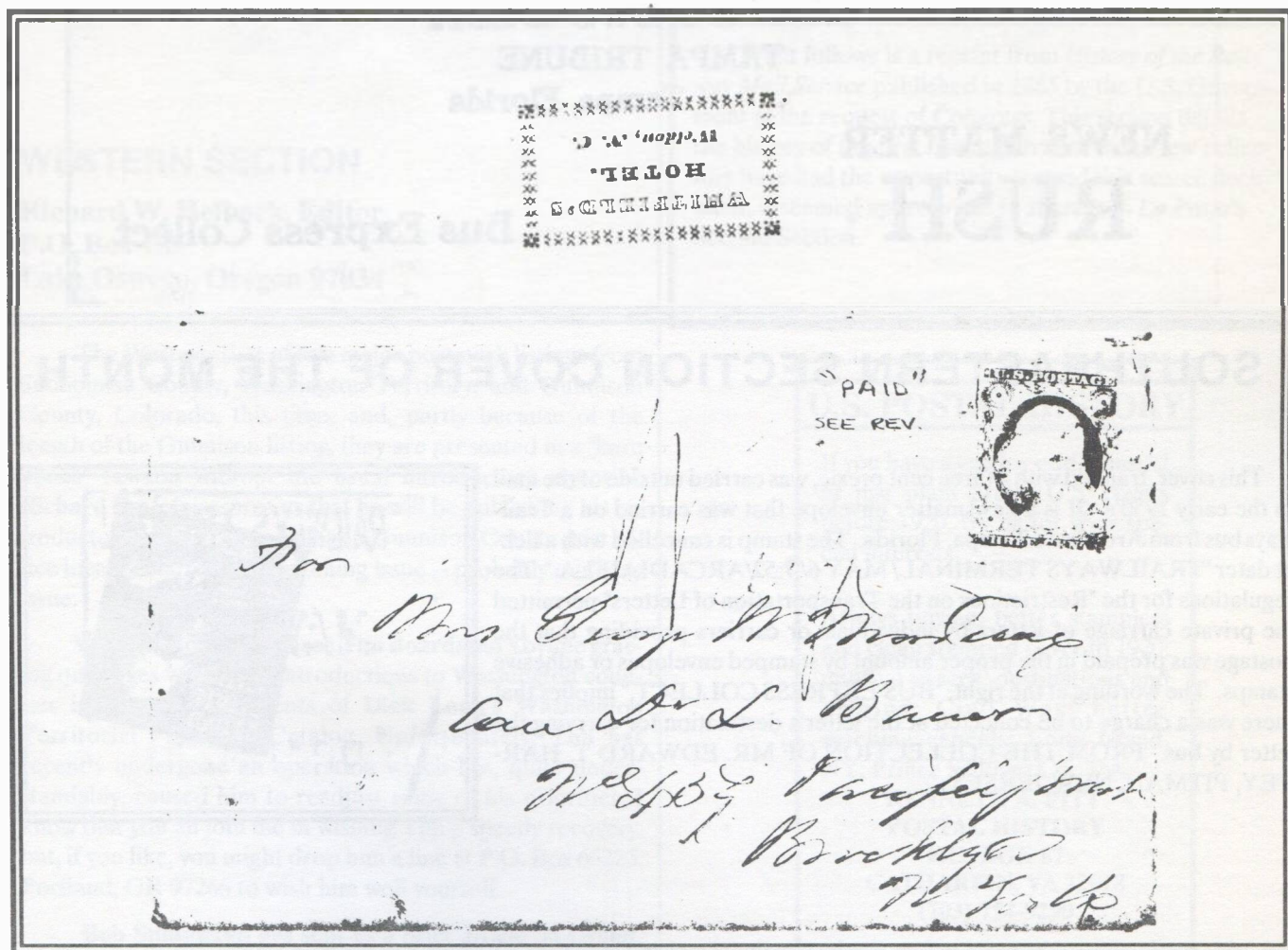
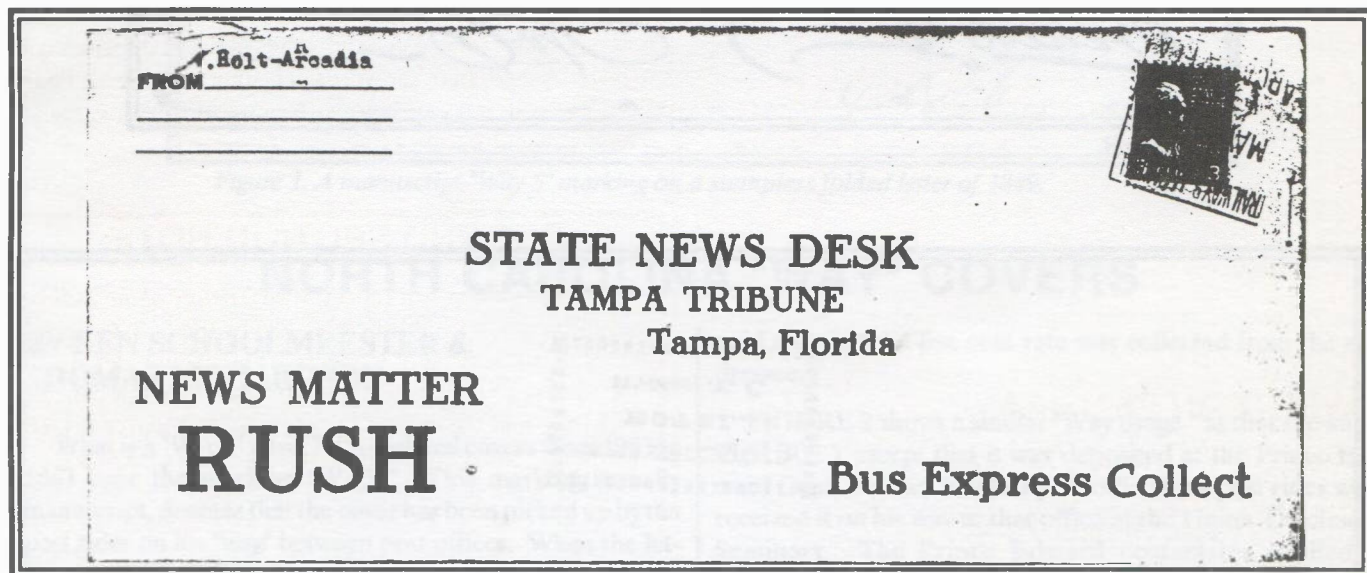


Figure 4

FIGURES 3 & 4 are examples of "WAY" markings on the stamped covers. Both show penciled manuscript "WAY" markings and the stamps are cancelled by manuscript markings (Editor's note: If a post rider on his "way" received a letter that already had a stamp attached, he would receive the one cent way fee in coinage and would cancel the stamp with a pencil much like R.F.D. postal cards of the early 1900's were cancelled.) In FIGURE 4, the stamp has also been cancelled with multiple strikes of a reg straight line "PAID." The cover in FIGURE 3 is going to Statesville, North Carolina but due to the absence of an original enclosure, the exact

origin of the cover is not known. FIGURE 4 has a "WHITFIELD'S/HOTEL./Weldon, N. C." cornercard on the reverse flap. It can be reasonably assumed that the cover was picked up at the hotel and delivered to the next post office on the post rider's route.

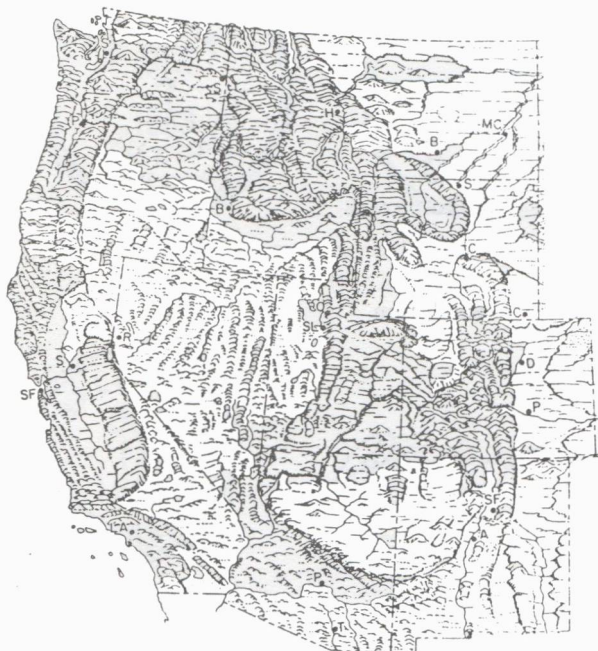
The earliest known "Way" marking from North Carolina is listed in the American Stampless Cover Catalog, Volume II is a Newbern "Way 1.8" dated September 12, 1783. Another early "WAY" cover is from Edenton in January 1787. Other "WAY" covers are known from Wilmington. Other examples can be reported to the authors.



SOUTHEASTERN SECTION COVER OF THE MONTH

This cover, franked with a three cent prexie, was carried outside of the mail in the early 1950's. It is a newsmatter envelope that was carried on a Trailways bus from Arcadia to Tampa, Florida. The stamp is cancelled with a ticket dater "TRAILWAYS TERMINAL/ MAY 6/ 7:52/ARCADIA, FLA." The regulations for the "Restrictions on the Transportation of Letters" permitted the private carriage of letters by individuals or carriers providing that the postage was prepaid in the proper amount by stamped envelopes or adhesive stamps. The wording at the right, "BUS EXPRESS COLLECT," implies that there was a charge to be collected at the letter's destination for carrying the letter by bus. FROM THE COLLECTION OF MR. EDWARD T. HARVEY, PITMAN, NEW JERSEY.





WESTERN SECTION

Richard W. Helbock, Editor
P.O. Box 135
Lake Oswego, Oregon 97034

The West consists of two major postmark listings from Snohomish County, Washington Territory, and Gunnison County, Colorado, this time, and, partly because of the length of the Gunnison listing, they are presented in a "bare bones" fashion without the usual introductory material. **Richard Frajola** assures us that he will be publishing his introductory comments as well as a Gunnison County post office locator map in a forthcoming issue -- probably our May issue.

We can also expect to see **Tim Boardman's** byline gracing our pages with more introductions to Washington counties in future installments of **Dick Long's** Washington Territorial Postmark Catalog. Unfortunately, Tim has recently undergone an operation which has, quite understandably, caused him to readjust some of his priorities. I know that you all join me in wishing Tim a speedy recovery, but, if you like, you might drop him a line at P.O. Box 66225, Portland, OR 97266 to wish him well yourself.

Bob Summerell has sent us a brief article on Orcutt, California, which I was hoping to include this time, but we will definitely publish in the May issue. **Alan Patera** has

recently become editor of *The Oregon Country*. This quarterly is devoted specifically to the postal history of the states of Oregon, Washington and Idaho -- the old Oregon Territory -- and is the successor to the Oregon Postal History Journal. The Winter 1990-91 issue contains articles on Newberg, Oregon, by **John White**; mail from Iowa to Oregon in the 1850's by **L. C. Merriam**; Self Inking Postmarks by **Jim Felton**; and Mail for Walla Walla by **Alan Patera**. If you would like to learn more about the Oregon Territory Postal History Society, write **Tom Pomeroy**, 1909 Nut Tree Drive, Salem, OR 97304-1110.

On a personal note, I am now actively seeking updates -- new towns, types and dates -- to *Postmarks of Territorial Alaska, 3rd Edition*. The Third Edition was published five years ago, and is now out of print. A couple of new towns -- notably Port Walter and Star -- have been discovered; quite a few new types have turned up; and, scads of date extensions need to be published. In other words, it is time to publish a Fourth Edition, so if you can help with news of towns, types and dates, please drop me a line.

SECOND SECTION NOTE:

What follows is a reprint from *History of the Railway Mail Service* published in 1885 by the U.S. Government at the request of Congress. This section details the history of the first fast mail trains. Since few collectors have had the opportunity to read this scarce document, it seemed appropriate to share it in *La Posta's* Second Section.

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COLORADO POSTAL MARKINGS TO 1900

By Richard C. Frajola

GUNNISON COUNTY

ABBEEVILLE

1.	5	CDS32	3 Dec 82	7 Dec 83	
----	---	-------	----------	----------	--

ABERDEEN (no reported examples)

ALLEN

1.	5	CDS33	10 Sep 83		maltese cross
----	---	-------	-----------	--	---------------

ALMONT

1.	5	CDS34	16 Jul 82		monogram
----	---	-------	-----------	--	----------

ANTHRACITE

1.	5	CDS28	7 Sep 92	6 Oct 92	
----	---	-------	----------	----------	--

ARGENTA (no reported examples)

BALDWIN

1.	4	CDS28	21 Aug 88	18 Oct 88	
----	---	-------	-----------	-----------	--

BARNUM

1.	5	MAN	26 Jun 77		
----	---	-----	-----------	--	--

BOWMAN (no reported examples)

CASTLETON

1.	5	CDS30	3 Dec 83		
2.	4	CDS28	24 Apr 86	29 Sep 93	maltese cross

CEBOLLA (no reported examples)

CHANCE

1.		CDS28	3 Aug 96		reg. receipt card
----	--	-------	----------	--	-------------------

CHANEY (no reported examples)

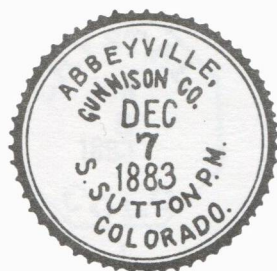
CLARENCE (no reported examples)

CLOUD (no reported examples)

COSDEN (no reported examples)

CRESTED BUTTE

1.	2	CDS28	1 Jun 80		target
2.	3	BOX36	2 Aug 80	18 Jul 81	
3.	2	CDS26.5	11 Oct 81	19 Oct 86	target
4.	3	OVL42	29 Jul 83		dateless pmk
5.	2	MAC25	3 Jun 86		6 bars
6.	1	CDS27	16 Dec 87	30 Jun 92	
7.	2	REG41	1 Mar 90		man. date
8.	1	CDS27	7 Mar 93	22 Jan 94	
9.	1	CDS28	5 May 99	00	



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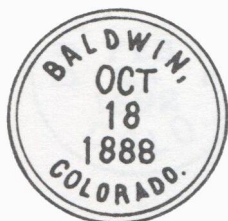
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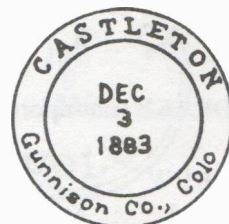
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Barnum 6/24/77

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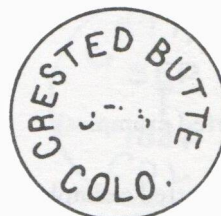
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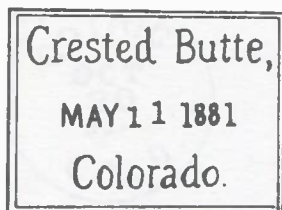
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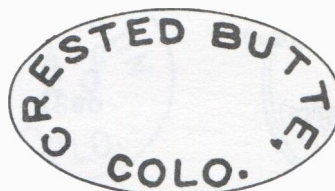
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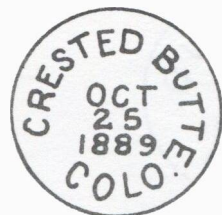
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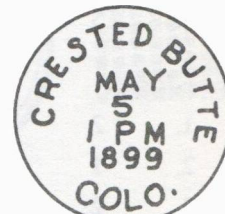
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REGISTERED
3-1-90
Crested Butte, Colo.

7



8



9

CROOKSVILLE (no reported examples)

CRYSTAL

1.	5	OCT30	9 Jun 83
2.	5	CDS27	17 Feb 85
3.	4	CDS27	24 Oct 96

DAYTON (no reported examples)

DOYLEVILLE

1.	4	CDS27.5	31 Dec 82	
2.	3	CDS27.5	24 Feb 92	19 Nov 96

DRAKE (no reported examples)

DREW

1.	5	MAN	4 May 85
----	---	-----	----------

DUBOIS

1.	4	CDS28	4 Jul 96	00
----	---	-------	----------	----

ELGIN

ELKO (no reported examples)

ELKTON (no reported examples)

EMMA (no reported examples)

FLORESTA (no reported examples)

GATEVIEW (no reported examples)

GILMAN (no reported examples)

GOTHIC

1.	5	CDS31	6 Jul 80	24 Aug 80	(Gothic City)
2.	5	CDS28	4 Apr 81	22 Feb 82	(Gothic City)
3.	5	MAN	7 Jun 82		
4.	5	CDS28	1 Sep 84		
5.	5	CDS27	30 Aug 91		

GUNNISON

1.	2	CDS25	26 Jul 79			
2.	1	CDS27	20 Aug 80			
3.	2	CDS33	23 May 81	15 Oct 81	star	AM/PM appears on 3rd line
4.	1	CDS27	25 Jun 83	21 Feb 84		
5.	1	CDS28	24 Jul 84	3 Oct 86		
6.	2	CDS32	8 Jan 87	6 Sep 89	waffle grid	



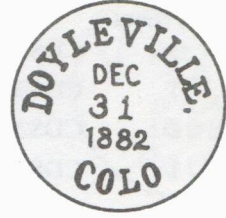
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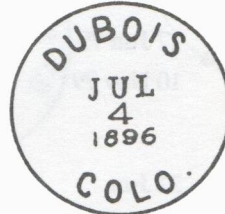
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*Draw Colorado
May 4/85-*

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2

*Gothic Col
6/7 81*

3



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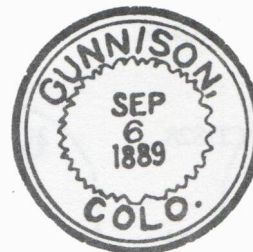
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5



6



GUNNISON (cont.)

7.	1	CDS27	15 Aug 89	18 Jun 90
8.	1	CDS30	1 Sep 91	16 Dec 93
9.	1	CDS29	6 Jul 94	15 Jan 95
10.	1	CDS29	29 Aug 95	21 Jul 96
11.	1	CDS29	1 Oct 96	20 Mar 99

HAVERLY (no reported examples)

HILLERTON

1.	5	MAN	17 Jun 79		may not be pmk
2.	5	CDS30.5	10 Nov 79	20 Apr 81	

HOWEVILLE

1.	6	MAN	31 Jun	10 Aug 79	
----	---	-----	--------	-----------	--

IOLA (no reported examples)

IRWIN

1.	4	CDS30	19 Jun 80	14 Apr 82	
2.	6	CDS30	5 Aug 80		skull & bones
3.	4	CDS33	9 Sep 80	3 May 82	
4.	4	CDS28	2 Jul 82	14 Dec 86	
5.	4	CDS31	8 Jun 88	5 Jun 89	star in star
6.	4	CDS29	12 Sep 93		target

JACKSON (no reported examples)

KEZAR

1.	4	CDS27	21 Apr 91	21 Jul 93	
----	---	-------	-----------	-----------	--

MARBLE

1.	4	CDS28	6 Aug 92	24 Apr 99	early date on reg. receipt
----	---	-------	----------	-----------	----------------------------

MINARET (no reported examples)

MOUNT CARBON

1.	5	CDS29	11 Nov 80		
2.	5	CDS28.5	21 Jul 90		

NORTH STAR

1.	5	CDS28	21 Sep 90		target
----	---	-------	-----------	--	--------

OHIO

1.	5	CDS34	19 Apr 81	3 Nov 82	oval grid
2.	4	CDS26	7 Apr	26 Nov	
3.	4	CDS28	12 May 93	17 May 93	

OVERSTEG

1.	4	CDS28	15 May 93	2 Oct 93	
----	---	-------	-----------	----------	--



7



8



9



10



11

*Hillerton Gunnison Co Col
June 17 1879*

1



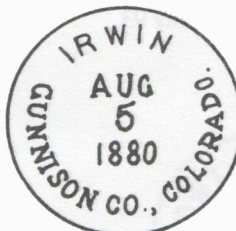
2

*Hollowville Col
Aug 10/99*

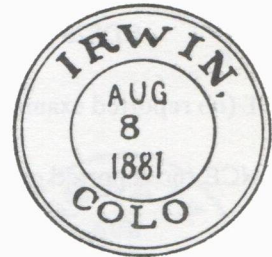
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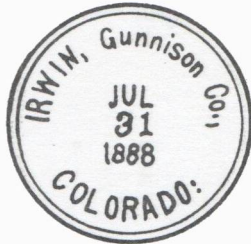
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4



5



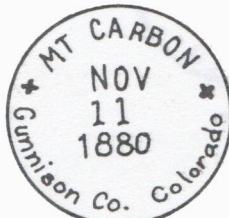
6



1



1



1



2



1



1



2



3



1

PARLIN

1.	4	CDS28	12 Dec 87	5 Dec 93
----	---	-------	-----------	----------

PITKIN

1.	5	MAN	2 Feb 80		
2.	4	CDS30	7 Jul 80	24 Oct 80	
3.	3	CDS27	11 Jul 81	4 May 85	circle in grid
4.	3	CDS27	1 Nov 92	15 Dec 93	
5.	2	CDS28	18 Apr 99	12 Sep 99	

PITTSBURGH

1.	5	CDS29.5	10 Jul 85	28 Sep 87
----	---	---------	-----------	-----------

POWDERHORN

1.	5	MAN	26 Dec 82	
2.	4	CDS28	25 Oct 88	2 May 93

PROSPECT (no reported examples)

PROVIDENCE (no reported examples)

QUARTZ

1.	6	CDS28	13 Aug 84	
2.	5	CDS27.5	18 Sep 85	oval grid

QUARTZVILLE (no reported examples)

RED MOUNTAIN (no reported examples)

RUBY (no reported examples)

SAGE (no reported examples)

SAPINERO

1.	4	CDS28	15 Nov 83	14 May 85
2.	5	OVL42	1 Apr 85	4 Aug 89
3.	3	CDS28	6 Feb 90	10 Sep 93
4.	2	CDS28	5 Dec 98	00

SCOFIELD

1	6	CDS35	31 Jul 84
---	---	-------	-----------

SPENCER

1.	4	CDS28	12 Apr 99	00
----	---	-------	-----------	----

SPRING (no reported examples)

STANDISH (no reported examples)



1

Pitkin Colo. Feb 2/80

1



2



3



4



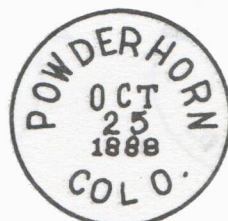
5



1

*Powderhorn Colo
Dec 26th*

1



2



1



2



1



2



3



4



1



1

STEVENS (no reported examples)

TIN CUP

1.	6	MAN	3 May 80		
2.	4	CDS33	23 Jun 80	29 Jul 82	star
3	6	CDS29	22 Oct 82		
4.	4	CDS27.5	11 Nov 83	24 Jun 90?	
5.	4	CDS32	15 Sep 91	26 Jan 92	
6.	4	CDS31	21 Oct 92		
7.	4	CDS28.5	10 Oct 93	6 Jan 94	

TINCUP

1.	4	CDS28	4 May 99		
2.	4	CDS28	16 Aug 99		neg. "X"

TOLIFARO (no reported examples)

TOMICHI

1.	5	CDS27	2 Sep		
2.	5	CDS27	1 Aug 81		
3.	5	CDS28	23 Feb 84	26 Jun 88?	

TUCKER (no reported examples)

TUMICHI (no reported examples)

TURNER (no reported examples)

VIRGINIA

1.	6	MAN	22 Oct 79	12 Dec 79	
----	---	-----	-----------	-----------	--

VULCAN

1.	5	CDS28	29 Nov 95	26 Apr 99	
----	---	-------	-----------	-----------	--

WAUNITA (no reported examples)

WHITE EARTH

1.	6	MAN	24 Apr 77	1 Mar 78	
----	---	-----	-----------	----------	--

WHITE PINE

1.	5	CDS26	4 Aug 82	7 Sep 82	
2.		SL69	28 Jul 83		dateless, on reg. receipt card
3.	4	CDS27	14 May 83	26 Dec 90	
4.	4	CDS27.5	14 Mar 85		target
5.	4	CDS28	22 Oct	29 Dec 90	
6.	4	CDS28.5	3 Jun 93	5 Jul 93	

WHITEPINE

1.	4	CDS28.5	15 Sep 94		
2.	4	CDS28	31 Mar 98		

WOODSTOCK (no reported examples)

Tin Cup bolo
5-3-80

1



2



3



4



5



6



7



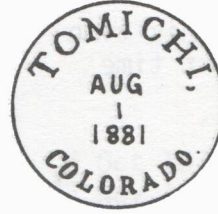
1



2



1



2



3

Virginia bolo
12-12-79

1



1

White Earth bolo
3/1

1



1

WHITE PINE, GUNNISON CO. COL.

2



3



4



5



6



1



2

POSTMARKS OF WASHINGTON TERRITORY

By Richard A. Long

Snohomish County

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

Here is where we stand in our series:

- 1) Franklin County
- 2) Cowlitz County
- 3) Island & San Juan Counties
- 4) Pacific & Wahkiakum Counties
- 5) Pierce County
- 6) Kitsap County
- 7) Grays Harbor County
- 8) Skagit County
- * 9) Snohomish County this time
- 10) Whitman County next time

We have received photocopies and other information from many collectors, and from dealers and libraries as well. In addition to those mentioned already I would like to thank recent contributors Art Olson and Phil Kay.

We still need information on counties not covered yet, and we can use updates on articles we have already done. We will be compiling all our information in a book when these articles are done, so if you have photocopies of types we have missed, or if you can extend date ranges of known types, please write. I am at PO Box 472, Bandon OR 97411, or call 503-347-3824 at any time. We still need coverage in many towns, and every bit of information is appreciated.

ALLEN (1889-1890)

No examples reported

CENTREVILLE (1870-1877)

1. 11 M

3 Jul 1871

23 Sep 1872

Manuscript

DEAN (1888-1894)

No examples reported

EDMONDS (1884-open)

No examples reported

FLORENCE (1884-1949)

1. 3 M
2. 1 C1JN1BBR27.5

10 Mar 1885

3 May 1887

14 Apr 1885

Manuscript

Target

GLENDALE (1887-1889)

1. 1 C21DN1RRB32.5

9 Apr 1888

Target

LOWELL (1871-1962)

1. 2 M

22 Dec 1873

MARYSVILLE (1879-open)

No examples reported

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SNOHOMISH COUNTY TERRITORIAL POSTMARKS

MUKILTEO (1861-open)

1.	4	C1DM2BBM25	23 Jun 1864	2 Oct 1866	Fancy Shield
2.	2	M	9 Oct 1869	19 Oct 1869	Manuscript
3.	1	C21LRRB32.5	23 Jun 1885		(Target)
4.	2	C1JN1BBR29	17 Sep 1888		Target

NORMAN (1888-1945)

No examples reported

PARK PLACE (1877-1880)

No examples reported

RUDD (1888-1912)

No examples reported

SLOMAN (1887-1890)

No examples reported

SNOHOMISH (1861-open)

1.	2	M	20 May 1869		Manuscript
2.	4	C1JA1BBR25	- - 1872	6 Oct 1876	Cork
3.	4	OV21L1S1RRBB39	15 Oct 1884	25 Nov 1885	Target
4.	2	C1JA1BBR25.5	29 Jan 1886	1 Mar 1886	Cork
5.	8	C31J10N1B28	26 Oct 1886	27 Jul 1887	Wheel of Fortune
6.	1	C1JN1B27	23 Jun 1888		Cork
7.	8	C2DN1RRB27	9 Jul 1888	24 Apr 1889	Fancy "US MAIL"
8.	1	C21JS1B32.5	8 Nov 1889		

STANWOOD (1877-open)

1.	1	M	5 Nov -		Postmark
2.	20	C1MA1BBR23	13 Mar 1878	27 Jan 1887	Pmk or manuscript
3.	2	C31LN1B30	7 Nov 1888	19 Jul 1889	Wheel of Fortune

STILLAGUAMISH (1884-1898)

1. 1 - L1 - - -

SULTAN CITY (1886-1894)

No examples reported

TRAFTON (1889-1907)

No examples reported

TUALCO (1880-1892)

1.	2	C1JN3B27.5	17 Feb 188-		Manuscript
----	---	------------	-------------	--	------------

TULALIP (1865-1878, 1879-1953)

1.	6	M	29 Nov 1871	2 Feb 1876	Manuscript
2.	2	C41LN1B27.5	21 Feb 1883	19 Jun 1883	Target
3.	2	OV21D9S1BBRB43	10 Jul 1883	22 Sep 1885	Postmark

YEW (1889-1893)

No examples reported

Centerville
Wash. Terr.
March 5/72

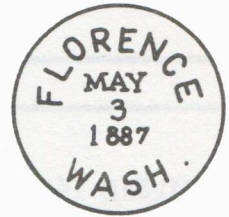
1

Centerville
Snohomish
April 27/72 W.T.

1

Florence
3-10-1885

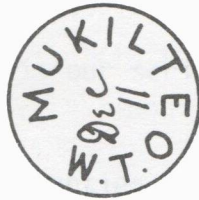
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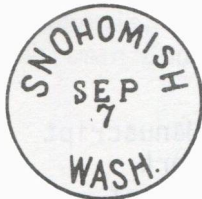
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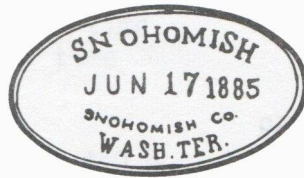
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Snohomish
Mar 2

1



2



3



4



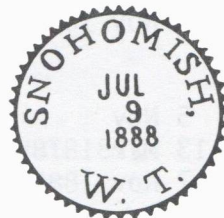
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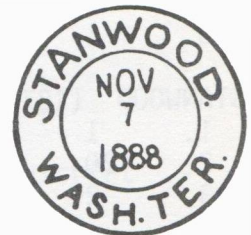
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2



3

Tulalip W.T. Sept 15 1875 *Tulalip Wash*
Nov 29 1871

1

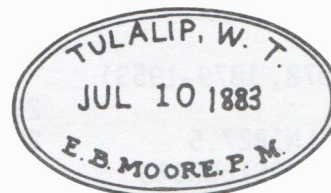
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1



2



3

SNOHOMISH COUNTY TERRITORIAL POSTMARKS

CENTREVILLE 1 turns up on covers addressed to each of 3 Dewey sisters of Hanover, New Hampshire. Postmark may include "Snohomish Co", "Snohomish", or neither.

FLORENCE 1 is rare; just 3 examples have been reported in 3 different collections. FLORENCE 2 is known in just 1 collection, though a cds in a lot in a February 1987 McBride's auction may be the same type. It is dated 3 Feb 1887.

GLENDALE 1 is unique; it appeared in an April 1988 Elliott-Lindsay auction.

LOWELL 1 is very rare. One reported example 22 Dec 1873 is given with "Wash T", and the other is listed in the April 1956 Paige auction, "Lowell, Wash. Ter. 1873".

MUKILTEO 1 is a rare and unusual marking, with 4 known to date. The date is manuscript, and the killer is a fancy shield, usually poorly struck.

MUKILTEO 2 is unusual in that it is a manuscript appearing after a cds. There are definitely 2 covers known, one on a 3¢ pink envelope, another with stamp #114.

MUKILTEO 3 is unique, appearing in just one private collection.

MUKILTEO 4 is known from 2 covers that appeared in a lot in a 1985 Spelman sale.

SNOHOMISH 1 is known in 2 examples, one with an unclear month & no year.

SNOHOMISH 2 is quite scarce, is attractive, in blue. Four recorded to date.

SNOHOMISH 3 is very scarce; just 4 are reported. A county/postmaster marking reported on page 98 of Landis is probably this one - he listed the same postmaster in the next entry, for Starbuck, across the state in Columbia County.

SNOHOMISH 4 is rare, with 2 reported, a black and a red-violet.

SNOHOMISH 5 appears more common, with 8 reported to date.

SNOHOMISH 6 is unique, on a registered cover to Illinois.

SNOHOMISH 7 is more common, appearing 8 times. The pretty black toothed circle is usually well struck, but the left side of the fancy killer is usually missing.

SNOHOMISH 8 is known just in one poorly struck example in a private collection.

STANWOOD 1 is unique, reported in a lot in a June 1979 Zimmerman auction.

STANWOOD 2 is by far the commonest marking of the county. Nearly all known are from the Dewey letters mentioned above under CENTREVILLE 1.

STANWOOD 3 is rare; we know of just 2 examples at this time. We also note one dated 3 Oct 1892, after statehood, with the TER removed.

STILLAGUAMISH 1 is known only from a listing on page 98 of the Landis catalog.

TUALCO 1 is unique, in a private collection. An additional example may exist - an 1888 Tualco cover with a target killer was in Zimmerman sale November 1975.

TULALIP 1 is scarce but not rare, appearing in our records 6 times. The 3 for which I have illustrations are all from the Dewey letters mentioned above.

TULALIP 2 is rare, with 2 reported, at least 1 red-violet.

TULALIP 3 is rare, with just 2 reported.

The Dewey letters mentioned above account for many of the Snohomish County covers known to exist today. Dated at least as early as 1871 and as late as 1885, they are addressed to either Miss Mary J Dewey, Miss Laura A Dewey, or Miss Ellen N (or M) Dewey. I have recorded them from 4 Snohomish County towns so far - most of the Centreville and Stanwood covers known are Dewey covers, plus some Florence and Tulalip. This is not unusual - sometimes an old correspondence survives and provides us with much information about postmarks from a particular area. In this case we're fortunate that the correspondents sent them from several towns.



Fred Robichaud



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Receiving marks usually get scant attention from postal history collectors. They are generally left out of postmark catalogs, unless of course they have inadvertently been used as a sending postmark. I don't think they have been granted the stature they deserve, as they can add quite a bit of information about the particular card or cover they happen to grace, and in general they provide the best source of information on the actual time required to move the mails in past years.

In checking the elapsed time between the sending and receiving marks of items mailed in the first decades of this century, one gains the impression that the mails moved rather swiftly - in many cases comparable or better than they move today. The dispatch and distribution of mail by train was highly efficient. By sorting the mail on the train it was possible to deliver letters in such a timely fashion that today's airplanes and highly sophisticated sorting equipment has not improved upon except in the sense that today a much larger volume of mail matter is moved. The railroad distribution system actually resulted in better service for small towns that happened to be along the rail line.

A few examples of elapsed time will suffice to show the information the receiving mark provides: I have seen sending and receiving marks from one lettered station to another in Lincoln, Nebraska, showing a 2-hour elapsed time. A card sent from Atlantic City NJ on July 28, 1905 received transit marks in Philadelphia the same day, Harrisburg the next morning, and to its destination in the small town of Saint Thomas in Franklin County later on the 29th. A Christmas greetings card mailed in the small town of Harrington, Delaware at noon on Dec. 23, 1907 was delivered to the small town of Shandaken NY by 4 o'clock the afternoon of the 24th. In California, a card sent from Dutch Flat in the mountains received a 9 pm postmark and was marked received across the valley in the small Yolo County town of Esparto by the next afternoon.

These days it takes about three days for a letter mailed in Portland OR to reach a destination in the San Francisco Bay area, although sometimes I get reports of eight or even ten days in transit. I say this not because I'm a chronic complainer about the efforts of USPS, but only to mention that in



comparison one should have great admiration for the postal delivery system in place around the turn of the century.

I would be pleased to give further space to any reports showing really good - or bad - postal service, as indicated by the presence of transit and receiving marks upon mail matter. And I hope this little discourse may cause you to take a second look at the lowly-esteemed receiving mark when thumbing through cards and covers for pleasure or purchase.

POST OFFICE CENTENNIALS

April - May 1891-1991

Compiled by John Gallagher

April

- 1 Eckerman* MI
- 6 Everson PA
- 7 Mount Victoria* MD
- 13 Miami OK
- 20 Kerrick MN
- 25 Kennebec* SD, Harrogate TN
- 27 Ama LA, Imbler OR
- 28 McGill NV, Barberton OH

May

- 7 Amasa MI
- 8 Rhodesdale MD, Thayne WY
- 15 Laguna Beach* CA, Mentone CA
- 22 Glen Echo MD
- 25 Inverness FL, Oologah OK
- 26 Talmage CA
- 27 Philip SD
- 28 Sawyer MN
- 29 Cannon Beach OR

* Offices noted with an asterisk were established under a different name.

SOUTH DAKOTA DOANE CANCELS

REVISED 11/6/90

Compiled by Dennis Goreham

DOANE'S TYPE 1

Bates	Hand		1		JUN 14 1906
Beresford	Union	?	?	APR 13 1904	
Broadland	Beadle	30	2		APR 18 1909
Dunlap	Brule	?	1	APR 24 1909	OCT 07 1909
Iona	Lyman		3		AUG 31 1907
Lone Tree Lake	Deuel	28	1	MAR 12 1904	
Owatoma	Harding	?	?		OCT 19 1908
Powell	Haakon	?	2	MAR 25 1905	
Seneca	Faulk	27.5	3	OCT 04 1906	
Tislo	Campbell	28	1	MAR 19 1908	NOV 19 1908
Wist	Day	29	2	MAR 02 1905	

DOANE'S TYPE 2

Albany	Lawrence	28	1		AUG 26 1909
Albee	Grant	28	?	JUL 10 1906	OCT 08 1906
Andrus	Bon Homme	28	1	JAN 28 1908	APR 18 1910
Bates	Hand	28	?	JUN 14 1910	FEB 11 1911
Bath	Brown	28.5	?	JUN 06 1906	
Bemis	Deuel	28	3	SEP 14 1908	SEP 08 1910
Bijou Hills	Brule	28	3	NOV 01 1904	
Blackhawk	Meade	29	3	JAN 08 1908	OCT 12 1909
Bonilla	Beadle	28	2	JAN 16 1907	FEB 08 1907
Broadland	Beadle	28	2	MAY 08 1909	
Burdette	Hand	30	3	NOV 23 1909	NOV 30 1912
Burch	Marshall	28	2	JUN 07 1906	OCT 11 1911
Burke	Gregory	27.5	3	MAY 12 1909	AUG 28 1909
Carlock	Gregory	28	1	AUG 22 1905	MAR 25 1907
Chandler	Charles Mix	28	2	AUG 14 1906	
Chapelle	Hyde	28	1	JAN 05 1907	AUG 31 1907
Cherrycreek	Ziebach	28	1	?	
Cheyenne Agency	Dewey	28	3	DEC 12 1906	APR 16 1909
Colton	Minnehaha	28	3	OCT 09 1907	JAN 07 1908
Corson	Minnehaha	28	1	JUL 30 1909	FEB 28 1915
Crawford	Roberts	28	1	APR 21 1908	OCT 20 1911
Crooks	Minnehaha	28.5	2	OCT 28 1907	DEC 04 1909
Dempster	Hamlin	28	2	FEB 27 1908	DEC 23 1909
DeVoe	Faulk	28	1	APR 13 1907	
Dewey	Custer	28	1	OCT 20 1906	FEB 11 1907
Dexter	Codington	28	2	MAY 07 1907	
Dixon	Gregory	28	1	MAY 31 1909	MAY 28 1910
Ellis	Minnehaha	28.5	2	SEP 17 1908	
Elm Springs	Meade	29	1	APR 10 1910	FEB 04 1911
Farmer	Hanson	27.5	4	FEB 20 1907	JUN 25 1913
Florence	Codington	28	?		MAY 21 1910

Folsom	Custer	28	2	JUL 13 1907	FEB 18 1911
Fulton	Hanson	28.5	?	NOV 28 1907	AUG 20 1908
Gregory	Gregory	28	1	AUG 23 1907	
Hayes	Stanley	28.5	1	JUN 27 1906	OCT 19 1907
Hermosa	Custer	27.5	5	AUG 30 1907	APR 09 1910
Hillside	Douglas	28	2	MAR 12 1906	
Hilmoe	Lyman	28	1	MAR 13 1905	DEC 15 1912
Hoover	Butte	28	1	FEB 03 1908	MAR 29 1912
Hopewell	Stanley	28	1		JUN 06 1912
Houston	Tripp	29.5	?	MAY 07 1907	
Iona	Lyman	28	3	DEC 24 1906	AUG 07 1908R
Interior	Jackson	28	2	OCT 14 1909	FEB 18 1910
Irving	Spink	28	1	JUN 10 1907	
Jolley	Clark	28	1	AUG 26 1908	MAR 23 1910
Kampeska	Codington	27.5	2	JAN 01 1908	SEP 14 1910
Kidder	Marshall	28	?	MAY 20 1907	
Kranzburg	Codington	28	2	AUG 06 1906	
Lacy	Stanley	28	1	JUN 06 1907	
Laurel	Sully	28.5	?	JUN 12 1909	
Lyons	Minnehaha	28	1	JUN 04 1907	
McClure	Lyman	28	1	MAR 08 1907	
Manchester	Kingsbury	28	?		DEC 22 1911
Manderson	Shannon	28	3	APR 06 1906	
Manila	Haakon	27.5	2	AUG 10 1907	SEP 23 1909
Marston	Sully	28.5	1	DEC 02 1907	MAY 31 1909
Marvin	Grant	27.5	2	MAR 02 1908	MAY 10 1913
Meers	Stanley	28	1	SEP 01 1906	JUL 11 1910
Merritt	Lawrence	28	1	MAY 27 1909	DEC 17 1910
Midland	Haakon	28	2	MAY 23 1907	JUL 08 1907
Milford	Sully	28	?		DEC 24 1914
Millard	Faulk	28	2	JUL 02 1906	
Newark	Marshall	29	?	FEB 15 1908	AUG 10 1908
Oahe	Hughes	28	1	MAR 18 1908R	FEB 22 1912
Ola	Brule	28	1	JUL 03 1909	JAN 16 1912
Okobojo	Sully	28	?	MAY 22 1906	DEC 21 1907
Ottumwa	Haakon	28	1	JUN 14 1907	DEC 23 1907
Peever	Roberts	28	4	JUL 30 1906	JAN 13 1909
Presho	Lyman	28	2	MAR 02 1905	
Pollock	Campbell	28	5	AUG 07 1907	FEB 18 1908
Rauville	Codington	28	?	MAR 24 1908	
Raymond	Clark	29	4	AUG 19 1907	AUG 14 1911
Ree Heights	Hand	29	3	NOV 02 1909	FEB 02 1913
Reva	Harding	28	2	JAN 22 1909	SEP 08 1909
Ridge	Spink	28	1	MAY 11 1908	JUL 01 1910
Riverside	Hanson	28	2	JUN 16 1906	
Roswell	Miner	28	2	SEP 10 1907	MAR 10 1911
Roy	Sully	29	?	JUL 12 1909	JUL 31 1909
Saint Lawrence	Hand	28	3	AUG 29 1907	FEB 15 1909
Sampont	Butte	28.5	1	MAR 15 1905	JUN 05 1911
Savo	Brown	28	1	MAR 16 1906	JUL 25 1908
Sedgewick	Hyde	28	1	DEC 17 1907	
Seim	Perkins	28	2	MAY 18 1907	
Sheridan	Pennington	28	1	SEP 19 1908	AUG 30 1909
Shiloh	Sully	28	1	FEB 07 1908	JUN 29 1912

Snoma	Butte	27.5	2	SEP 12 1907	JAN ? 1910
Springs	Potter	28	?	FEB 22 1908	
Stearns	Stanley	28	1	DEC 15 1905	OCT 08 1906
Stephan	Hyde	30	2	NOV 12 1906	
Sweeney	Lyman	28	1	JUL 03 1907	SEP 03 1909
Tama	Meade	28	1	SEP 12 1908	MAY 15 1909
Templeton	Jerauld	28.5	2	FEB 19 1904	J?? 29 1908
Vega	Brule	27	1	OCT 14 1908	
Viewfield	Meade	28	1	FEB 11 1908	SEP 27 1912
Vilas	Miner	28	3	MAY 24 1905	
Whitehorse	Dewey	29	1	APR 20 1909	JUN 22 1909
Whiteowl	Meade	28	2	NOV 24 1907	APR 17 1909
Zell	Faulk	28	2	JAN 12 1905	
Zickrick	Jones	28	?	NOV 20 1906R	

DOANE'S TYPE 3

Artas	Campbell	31	1	JAN 14 1907	APR ?? 1913
Bailey	Hand	31	1	JUN 28 1909	
Belvidere	Jackson	31	1		JUL 20 1911
Bend	Meade	31	?	?	
Boz	Spink	31	1		AUG 31 1909
Brandon	Minnehaha	31	2	APR 17 1907	FEB 26 1910
Brushie	Meade	31	1	AUG 23 1908	DEC 11 1908
Burdette	Hand	30.5	3	NOV 23 1909	APR 23 1910
Burke	Gregory		2		MAY 31 1909
Burkmere	Faulk	32	1	FEB 16 1909	
Carlin	Brule	31	1	DEC 07 1908	MAY 18 1910
Chester	Lake	31	1		DEC 25 1909
Corsica	Douglas	31	1	MAY 10 1906	JUL 27 1907R
Day	Gregory	31.5	1	MAR 26 ?	
Deerlick	Lawrence	31	?	OCT 21 1905	
Diamond	Roberts	31	?	DEC 24 1910	
Draper	Jones	31	1	JAN 24 1907	
Florence	Codington	31	1	MAR 27 1907	JUN 21 1910
Forestville	Codington	31	1		MAY 25 1908
Furnas	Pennington	31	1	OCT 31 1906	
Galena	Lawrence	31.5	3	JUN 22 1907	
Glendale	Hand	30.5	1		FEB 08 1909
Glenham	Walworth	30	3	APR 11 1907	OCT 09 1907
Greenmont	Lawrence	31	3	MAR 04 1907	JUN 17 1908
Harrisburg	Lincoln	31	4	AUG 06 1907	SEP 08 1909
Hayti	Hamlin	30	1	APR 17 1909	MAY 23 1912
Hooker	Turner	31	2	DEC 20 1907	FEB 14 1908
Hoven	Potter	31	2	JUL 25 1907	OCT 07 1907
Huffton	Brown	31.5	1	DEC 24 1907	APR 28 1910
Huseboe	Corson	31	?		NOV 26 1912
James	Brown	31	3	JUN 14 1907	DEC 16 1911
Kidder	Marshall	30	3	OCT 05 1909	FEB 01 1910
Knoll	Hyde	31	1	AUG 04 1906	SEP 30 1907
Kolls	?	31.5	1	SEP 29 1911R	FEB 20 1912
Lake Andes	Charles Mix	30	2	? 04 1909	MAR 22 1910
Loyalton	Edmunds	31.5	2	MAR 20 1906	
Lucas	Gregory	31	1	JUL 08 1907	

Marietta	Stanley	31	2			JAN 10 1911
Meckling	Clay	30	4	OCT 09 1907		
Murdo	Jones	31	1	SEP 05 1905	OCT 11 1906	
Mystic	Pennington	31	2	NOV 17 1909	APR 25 1913R	
Nahant	Lawrence	30.5	1	JAN 05 1909	OCT 10 1909	
Naples	Clark	31	2	JUN 04 1908R	JUN 30 1909	
New Holland	Douglas	31	2	JUL 29 1907R		
Norden	Hamlin	31	?	OCT 01 1909		
Olney	Stanley	31	1	AUG 23 1907	AUG 29 1907	
Oreville	Pennington	31	1	FEB 21 1909	NOV 28 1909	
Orleans	Faulk	31	1	NOV 05 1908		
Orman	Butte	31	1	AUG 24 1908	NOV 29 1912	
Pedro	Pennington	31	2	JAN 25 1909R	APR 24 1909	
Piedmont	Meade	31	4	MAY 04 1907		
Pioneer	Edmunds	31	1	JUN 30 1908		
Plana	Brown	30	1	DEC 24 1907	MAY 12 1910	
Pluma	Lawrence	31	2	AUG 14 1906	JUN 05 1909	
Presho	Lyman	30.5	1	JUN 04 1906	DEC 17 1909	
Reliance	Lyman	31	1	MAR 15 1907	MAR 24 1908	
Rockham	Faulk	31	4	DEC 20 1906	MAR 23 1907	
Rumford	Fall River	?	?		FEB 25 1910	
Rutland	Lake	31	1	FEB 25 1907	JUN 04 1907	
Sansarc	Stanley	31	1	MAY 07 1908	MAY 15 1909	
Spink	Union	31	2	DEC 04 1908	MAY 13 1913	
Stickney	Aurora	31.5	1	AUG 12 1908	FEB 15 1909	
Strandburg	Grant	30	3	NOV 24 1908	AUG 28 1911	
Stratford	Brown	31	1	FEB 10 1908	JUL 27 1909	
Sulphur	Meade	?	1	FEB 12 1911	DEC 18 1911	
Topbar	Haakon	31	2	OCT 16 1907	DEC 10 1908	
Veblen	Marshall	31	4	MAR 28 1908	MAR 28 1914	
Vernal	Perkins	?	?		DEC 22 1910	
Vivian	Lyman	31	1	JUN 02 1908		
Ward	Moody	31	4	MAY 07 1907	MAR 07 1911	
Warner	Brown	31	4	NOV 19 1910	FEB 09 1910	
Watson	Harding	?	?	APR 05 1909		
Waverly	Codington	31.5	2	OCT 01 1907		
Westport	Brown	30	4	NOV 22 1909		
Wheeler	Charles Mix	?	?	SEP 07 1909		
Whitedeer	Corson	?	?		DEC 28 1916	
White Owl	Meade	?	1	APR 10 1907		
Willard	Stanley	31	1	FEB 20 1909		
Winans	Roberts	31	1	SEP 05 1907	JUN 16 1908	
Worthing	Lincoln	31.5	2		APR 26 1910	

UNKNOWN TYPE

Ortley	Roberts	1	AUG 15 1908
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THE DEPOT

Auction #19

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Lake Grove OR 97035

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79

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CALIFORNIA

1. **Brooks** [Yolo] VF July 14 1908 str-line recvg. mark on grtg. card from Barnesville OH. 5 days in transit.
2. **Coram** [Shasta 1906-22] F [for leather] Doane 1, Feb 6, 1907 on leather post card.
3. **Dunmovin** [Inyo 1938-41] perfect strike March 13 1939 on postally used cover.
4. **Ingot** [Shasta 1904-40] Bold 4-bar Aug 14 1915 on real-photo card of horse race at Pendleton Roundup.
5. **Mount Eden** (Alameda 1862-1953] F Jul 10 1899 on cover to **Davenport IA**, 4 days in transit.
6. **San Juan** [San Benito 1851-1903] F strike May 2 w/ cork killer 1870s on 3ct. stamped envelope, to Maine.
7. **Tancred**, [Yolo 1892-1932] F 4-bar, Sep 13, 1909 on grtg. card.
8. **Usona** [Mariposa 1913-42] G+ 4 bar on cover, Jun 15 1920, fault lower rt.
9. **Varain** (Mariposa 1907-19] VF 4-bar Nov 24 1909 on grtg. card.



CALIFORNIA by County: Expect minor faults, especially on older items. First Day [FD] and Last Day [LD] noted, but other recent items may be philatelic.

10. **FRESNO Co.** 7 all different DPO: Calwa City 1947 duplex, Cedar Crest RS 1957FD, Dinkey Creek 1959, Herndon RS 1966, Hume 1962 [3x5], Lakeshore 1964, Oilfields 19?? [Carmel Doane 1 backstamp].
11. **LOS ANGELES Co.** 16 all different DPO: Arcade Annex 1938 machine, Charter Oak 1911 4-bar, Echo Mountain 1907 4-bar, Highway Highlands 1954LD, Hollydale 1959LD, Hondo 1957LD, Hospital RS 1960LD, Irwindale 1958LD, Mount Lowe 1915 4-bar, Mount Wilson 1912 Doane 3, Pico 1957LD, Playa del Rey 1911 Doane 1, Roscoe 1948LD, Sandberg 1932 4-bar, Sawtelle 1910 duplex, Swartout 1939 4-bar.
12. **MARIPOSA Co.** 6 all different DPO on cards: Bear Valley 1955LD, Ben Hur 1951 LD, Briceburg 1919 4-bar [Wawona Tree, card stained], Camp Curry 1939, machine Cathay 1963LD, Incline 1953LD, Mount Bullion 1955LD
13. **MENDOCINO Co.** 6 all different DPO: Caspar 1923 4-bar on grtg. card, Caspar 1908 rec'd mark on view card from Berkeley, Cummings 1967 4-bar, Navarro 1967LD, Rockport 1957LD, Spyrock RS 1966 4-bar.
14. **MONTEREY Co.** 6 all different DPO: Asilomar 1915, Camp McCallum 1960LD, Camp Roberts 1942 "free", Del Monte 1913 Flag, Parkfield 1954LD, Robles del Rio 1952 machine.
15. **PLACER Co.** 7 all different DPO: Bowman 1965 4-bar, East Auburn 1912 duplex, Iowa Hill 1959LD, McKeon 1953LD, Tahoe 1907 4-bar, Tahoe Pines 1959LD, Tahoma 1948 [3x5].
16. **SAN BERNARDINO Co.** 14 all different DPO: Arrowbear Lake 1964FD, Arrowhead Springs 1937? 4-bar, Atolia 1941 4-bar, Brynmawr 1912 4-bar, Camp Baldy 1936 4-bar, Cross Roads 1968LD, Fallsvale 1948 overstruck, Fenner 1969 4-bar, Forest Home 1960LD, Glenn Ranch 1953LD, Ludlow 1969, Rice 1965LD, Skyland Heights 1911 [damaged], Summit 1970.
17. **SISKIYOU Co.** 12 all different DPO: Bray 1966, Cecilville 1967, Clear Creek 1963LD, Etna Mills 1910 4-bar, Hilt 1967FD, Hilt 1967LD, Pondosa 1966, Retreat 1912 4-bar, Sawyers Bar 1960LD, Sisson 1910 duplex, Tennant 1957LD, Walker 1942LD.
18. **YOLO Co.** 3 1909 pmks. on greeting cards: Brooks [Doane 1], Esparto [Doane 3], Madison (duplex).

**NEVADA**

19. **Aura**, [Elko 1906-21] F 4-bar, Oct 27, 1916 on real-photo post card of bronco riding.
20. **Fairview** [Churchill 1906-19] F but on stamp 4-bar Dec 11 1909 on greeting card.
21. **Last Frontier Village RS** [Clark 1952-61] perfect 4-bar Aug 21 1955 on view card.
22. **Palisade** [Eureka 1870-1961] F 4-bar Dec 24 1912 on grtg. card.
23. **Rhyolite** [Nye 1905-19] Doane 1 as recvg. mark Aug 8 1906 on Reg. Package rect. dispatched **Beatty** same day. Attractive.

**UTAH**

24. **Callao** [Juab 1893-1960] VF 4-bar Nov 1 1909 on view card.
25. **Garfield** [Salt Lake 1905-57] F 4-bar Apr 27 1907 [rec. Colo. Springs Apr 29] on view card
26. **Hoytsville** [Summit 1864-1937] VF 4-bar Apr 17, 1909, partial Rupert ID transit mark on grtg. card.
27. **Marion** [Summit 1898-1913] bold 4-bar Oct 8, 1908 on view card.
28. **Ogden** Flag cancel Jan 22 1902 on cover [opened ragged rt.] with DPO backstamp **Goldfield CO**, 2 day service.
29. **4 pmks.** on postcards: Hooper 1909 Doane 3, Modena 1908 4-bar, Peoa 1908 4-bar, Sunnyside 1909 duplex.
30. **5 pmks.** on postcards, G to VF: Emery 1910 4-bar, Fountain Green 1907 duplex, Hatch 1909 4-bar, Helper 1919 duplex, Springville 1910 duplex.

No 10% buyer's premium. \$3.00 minimum bid, please. Postage paid by buyer.

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A typical entry:

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Location: Sec. 25, T119N, R54W.
Postmasters: 1 Apr 1891 Hans Arneson; 7 Mar 1899 Seneca Harrcott.
Postmaster compensation: 1891-\$1.01 (from June 13); 1893-\$35.86; 1895-\$34.42;
1897-\$40.13; 1899-\$52.03; 1901-\$52.29; 1903-\$79.72; 1905-\$92.26; 1907-\$51.

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**THE DEPOT
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PYRMONT: MY HOMETOWN

by Roger Rhoads

I grew up on a farm in the northwestern part of Montgomery County, Ohio, not very far from the Indiana border. It was just a short distance from the small crossroads town of Pyrmont in Perry Township. There isn't anything special about this particular crossroads except that it's mine. In the '40s and '50s there were two groceries, a general store and a small church as well as a feed and flour mill. Today, the stores are closed, the mill is for flour only, but the church continues on.

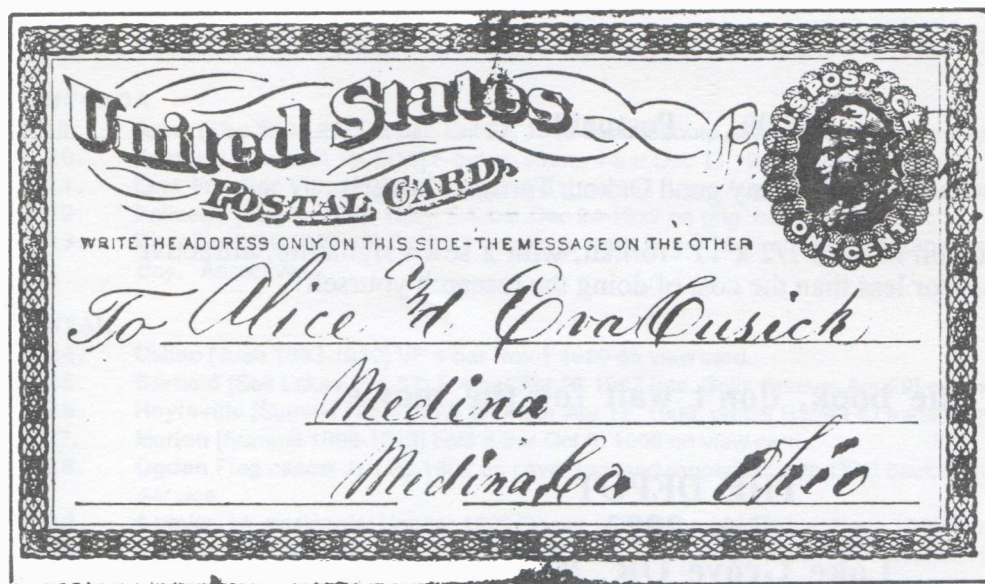
Certainly Daniel Mundhenk must have had greater plans. He had come to the U.S. in 1807 from northern Germany at the age of 30. A land purchase map of 1831 shows that Dan certainly prospered, as he already owned three tracts of land totalling 320 acres. The map also shows a town that had been platted, and from other sources we know a church had been started seven years earlier. The settlement must have prospered, as its charter is dated May 25, 1835. The town name came from that of Mundhenk's home, Pyrmont. Today, the name of the town in Germany is Bad Pyrmont, to designate it as a spa town due to its many mineral springs.

This Pyrmont had no such springs, but the land was rich and gently rolling for good drainage, while the "major" city of Dayton was only 20 miles away, an easy day's journey along a new road. He invited many of his countrymen to join his brother, Lewis, and himself, and he was quite willing to sell

land and town lots. Furthermore, there were already many Germans in the area. The Rhoads family probably welcomed them, having already been there a number of years.

In less than a decade the town grew to a size where it needed a postmaster. First postmaster George Reid was appointed on May 10, 1844. This was during the stampless days, but no covers from that era have been reported to date. The earliest cover I have seen is dated October 20, 1873 and is shown in Figure 1. The pen cancel is badly faded and does not include the year, but the card has the large watermark which was only produced for several weeks in mid-1873 before being replaced by a smaller version.

The card is from John W. Cusick to his daughters, Alice and Eva, who were attending a college in Medina, Ohio. John owned a dry goods-grocery store in the center of town. A substantial, two story brick structure, it still stands, though today it is used as a private residence. When I was a kid, I can remember a barred window inside the store that probably served as the post office cubicle many years before. Mr. Cusick was not the postmaster at the time of his writing, but he had been [May 14, 1857 to August 6, 1861] and would be twice more in the future [July 30, 1885 to May 29, 1889 and September 6, 1893 to December 2, 1896].



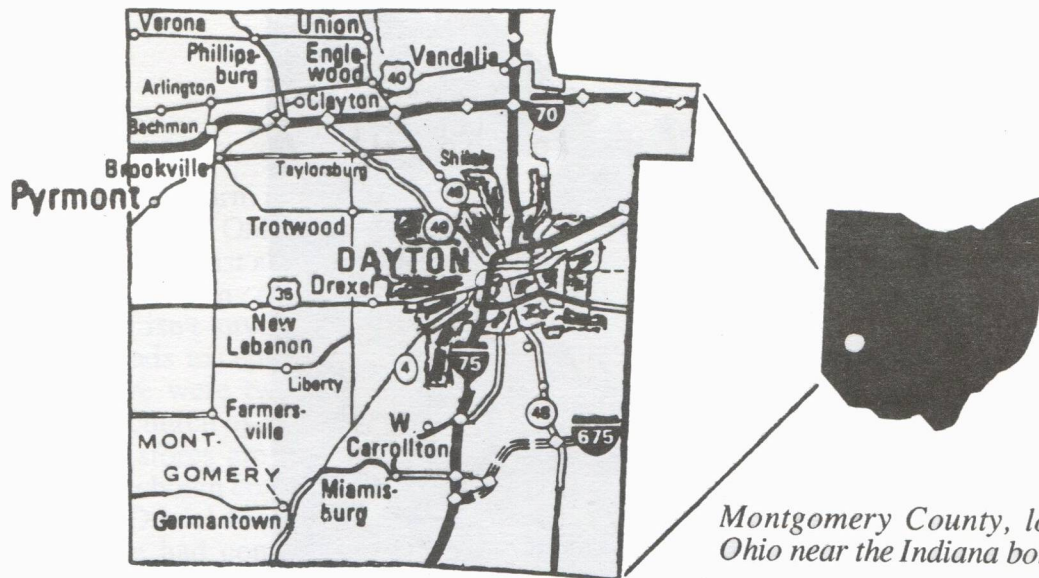
Early manuscript postmarked postal card from Pyrmont, Ohio.



Though without a post office, Pymont still proudly proclaims its existence.



Mr. Cusick's general store in Pymont is now occupied as a private residence.



Montgomery County, located in southwest Ohio near the Indiana border.

In fact, Jonathan Mundhenk [a.k.a. Munhunk or Mundhunk] was the postmaster at that time (August 7, 1861 to September 13, 1875). According to the plat records, he owned another dry goods store just across the square. The job didn't pay a whole lot. The Official Register for the fiscal year ending June 30, 1875 noted a salary of \$52.83 based on the postage sold and box rental. However, it brought people into the store to pick up their mail, and, in so doing, business was improved.

Cusick wasn't the only person who was postmaster more than once. George Reid served twice while two other gentlemen served multiple terms also. By matching up the political party of the U.S. President serving at the time of each postmaster change, it is obvious that the political party in power gave the position to the man who best supported it. On that basis, John Cusick was probably a Democrat and Mundhenk a Republican, appointed by the Lincoln administration.

Mr. Cusick's message to his loved ones gives us a peek into the life of a small town shortly after the Civil War. Mel, the older son, had returned from a several days' trip to Dayton with store supplies and a treat of two big melons for the family. Bert, the younger son, is into the store's butterscotch candy, and Mother is baking. There is a reference to the bell ringing at the school which was built on the Brookville-Pymont road just two years before. William Hamilton, who will be the next postmaster starting in 1875, is mentioned going by in his buggy. A funeral for Levi Miller's child is going by to the cemetery on the north edge of town. August Mundhenk is not well, and someone is feeding his animals. (Augustus has already outlived three wives and will not die until 1881 at the ripe old age of

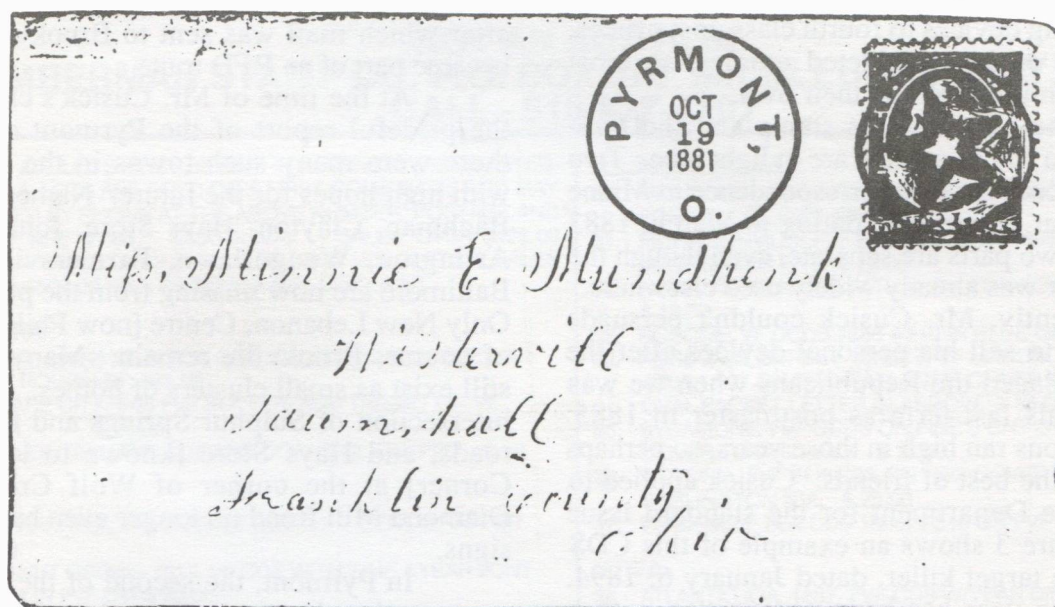
nearly 77.) The last lines ask about their progress in classes and their money supply. Even after more than 117 years the subjects seem very familiar.

The town continued to grow. Old Dan had died in 1859, having seen his vision come to life. A correspondent to the *Dayton Weekly Journal* writes glowingly in the March 13, 1872 issue that in addition to the new school house, three dry goods stores, a saw mill, a tile manufacturing factory, two churches, two doctors, and a literary society are supported by the population of 201 people. It's a great place to live! However, "the railroad excitement has abated."

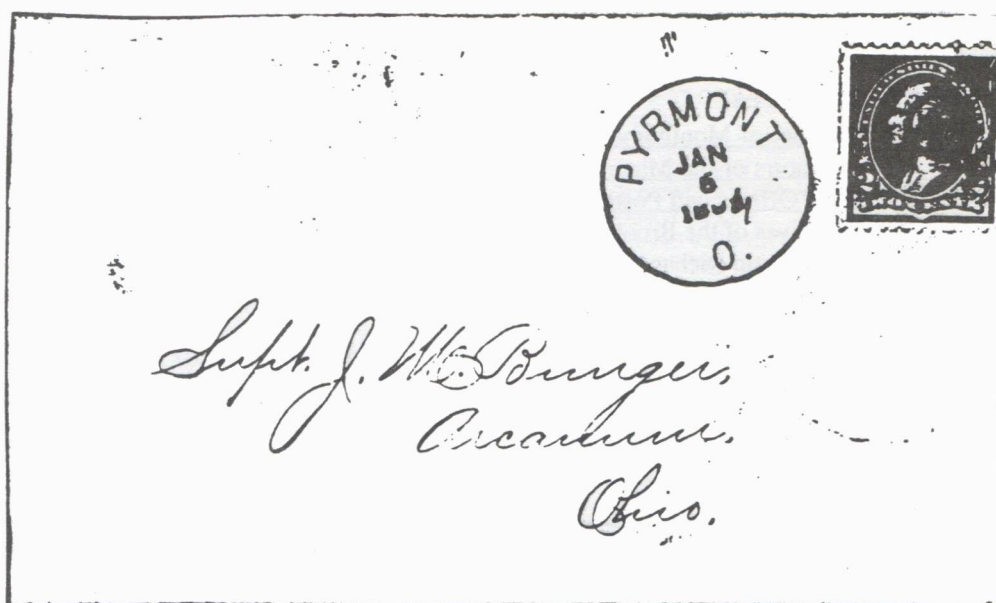
The last line foretold of things to come. The main railroads had already been built throughout much of Ohio, and spurs began to branch out to serve the smaller communities. Get a railroad built through your town, and prosperity was assured. Get bypassed, and it was a long, slow ride to oblivion. Pymont didn't get the railroad, but just three miles away the upstart town of Brookville was bisected by an east-west main line from Dayton to Richmond, Indiana and westward.

Brookville wasn't even surveyed until 1850 and didn't get a post office until 12 years after Pymont. However, by 1881 Brookville's population had already passed that of Pymont, 565 to 300. One hundred sixty-five of these had been added in just 10 years! Not exactly a boomtown, but significant growth for a farming community.

This is not to say that Pymont just gave up. In fact, it must have prospered a bit. The cover in Figure 2 is dated October 19, 1881. Mr. Hamilton has seen fit to invest in fancy canceling equipment as a note of pride, instead of continuing to use a pen. Just now the Post Office Department is starting to



Privately purchased light blue star-in-a-star-in-a-circle cancel and unduplexed CDS.



Government issued target cancel applied by the sender of the earlier postal card.

supply canceling devices to fourth class post offices, but there isn't enough budgeted monies, so most postmasters continued to buy their own.

Both the circular date stamp and the five-pointed star in a star in a circle are in light blue. Two other covers from the same correspondence to Minne E. Mundhenk at Westerville dating to March, 1883 show that the two parts are separate, even though the duplex canceler was already widely used elsewhere.

Apparently, Mr. Cusick couldn't persuade Mr. Hamilton to sell his personal devices after the Democrats replaced the Republicans when we was appointed to his last term as postmaster in 1885. Political emotions ran high in those years, so perhaps they were not the best of friends. Cusick applied to the Post Office Department for the standard issue canceler. Figure 3 shows an example of this CDS and four circle target killer, dated January 6, 1894. [The "3" of the year has been overwritten with a "4".]

This apparently began the final chapter in Pymont postal history. The Post Office Department began supplying Doane cancelers to Ohio in 1903, but as Pymont was an existing office it was not issued one. Pymont was nearly closed in late 1904; the notice was issued, but it was rescinded before the effective date, so Pymont was given one more chance. That chance expired on February 28, 1910,

after which mail was sent to Brookville. Pymont became part of an RFD route.

At the time of Mr. Cusick's chatty note and the prideful report of the Pymont correspondent there were many such towns in the vicinity, each with high hopes for the future. Names like Air Hill, Bachman, Clayton, Hays Store, Johnsville, South Arlington, Wengerlawn, Farmersville and West Baltimore are now missing from the post office lists. Only New Lebanon, Centre [now Phillipsburg], and, of course, Brookville remain. Many of the towns still exist as small clusters of homes. Air Hill at the intersection of Sulphur Springs and Diamond Mill roads, and Hays Store [known to locals as Hays Corner] at the corner of Wolf Creek Pike and Diamond Mill Road no longer even have identifying signs.

In Pymont, the second of the two churches gave up the ghost years ago, but the building was moved and made part of the flour mill. Recently, however, this part was razed. Another school, this one with four rooms instead of one, was built after the turn of the century to replace the earlier one. In the 1950s this one was shut down also, and the kids were sent to Brookville, just like the mail. The town even turned back its charter. Today Pymont has only about 130 people, but the memories remain.

Sources:

History of Montgomery County [Ohio], 1882.

Memoirs of the Miami Valley, Vol. II, 1919.

Post Offices and Postmasters of Ohio, M. Pfund, 1970.

Archives of the Brookville Historical Society.

Mr. Martin Richardson

Mr. Ray Zunk

A version of this article was previously published in the Ohio Postal History Journal and appears here by permission of the OPHS.

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DELAWARE:

1. CAMDEN, #65(2) VF BLACK CDS, ON FINE CVR OPENED A LITTLE ROUGH RT. \$25.00
2. DELAWARE CITY, #65 FVF BLK CDS AND TARGET ON VF COVER \$20.00
3. STOCKLEY, 1911, FVF CDS AND DOANE CL ON PPC \$18.

FLORIDA:

4. AVON PARK, 1898, FVF PURPLE CDS ON 1 CENT WRAPPER \$25.00
5. COCOANUT GROVE, 1913, VF CDS WITH TIME & YEAR 2CNT WASH. ON FVF CVR \$20.00
6. HAWKS PARK, 1890, FVF CDS AND TARGET ON VF CVR WITH MD/CRN CARD \$35.00
7. KEY WEST, 1895, FVF CDS WITH YEAR DATE ON GRANT LETTERSHEET/MISSENT \$25.00
8. KISSIMMEE, 1887, VF CDS WITH YEAR 2NT ENTIRE X/BORDER TO MONTREAL \$27.00
9. MICANOPY, 1879, FINE CDS ON 3 CNT ENTIRE REDUCED SL RT. \$35.00
10. PALATKA, 1889, FVF CDS AND YEAR DATE PUTNAM HOTEL PICT CRN CRD \$35.00
11. SAINT AUGUSTINE, #210 1887, FINE CDS AND COVER \$12.00
12. TAMPA, 1940, 5CTN FAMOUS AMER TO DURBAN SOUTH AFRICA RETURNED AND CENSORED WITH AIRPLANE CL. \$38.00
13. YALLAHA, 1894, 2CNT COLUMBIAN ENTIRE FINE CDS AND VF COVER \$15.00
14. ZELLWOOD, 1887, #210, COVER FROM MO. TO ZELLWOOD AND FORWARDED \$25.00

GEORGIA:

15. AUGUSTA, 1845, BLUE FINE CDS AND SOLID 5 ON FLDED LTR \$35.00
16. AUGUSTA, #10 (2), FINE BLK CDS TO ATHENS, GA. \$50.
17. FREDERICA, 1844, VF MANUSCRIPT CL & 25 RATE VF FLDED LTR TO MASS. \$40.00
18. LONGSTREET, 1882, FINE MANUSCRIPT CL ON GPC \$25.
19. MACON, 1830, FVF FANCY OVAL IN RED ON VF FOLDED LTR RATE 75 \$55.00
20. SAVANNAH, GEO. VF RED CDS WITH STARS AND LARGE SOLID 10 ON FLD LTR \$20.00
21. SAVANNAH, #94 GRILL ON FVF COVER BLUE VF CDS AND CORK KILLER \$30.00
22. SUNRUN GA., 1878, MANUSCRIPT CL ON GPC FVF \$35.00

ILLINOIS:

23. ALTON, 1901, FVF CDS WITH VF FLAG CANCEL ON FVF COVER \$10.00
24. BLUFF SPRINGS, #210 VF TCDS IN BLUE ON VF COVER \$20.
25. DALLAS CITY, 1894, FVF 2 CNT COLUMBIAN ENTIRE, FINE OCTAGON CL \$15.00
26. DUQUOIN, 1863, VF BLK CDS ON 3CNT ENTIRE FVF COVER \$12.00
27. FARM RIDGE, FVF PURPLE CDS AND TARGET KILLER ON FVF COVER \$15.00
28. FORRESTON, #114, FVF CDS AND CL ON A YELLOW COVER \$15.00
29. JACKSONVILLE, VF BLUE CDS AND KILLER 3CNT BNKNTS AND ADVERTISED \$30.00

ILLINOIS (Cont.)

30. MILAN, #210 FVF WITH 1884 YR DATE AND WHEEL OF FORTUNE CL, CRN ADVT \$25.00
31. MORRISONVILLE, FVF BLK CDS WITH 1885 YEAR DATE ON 3CNT GREEN ENT. \$15.00
32. NORA, FVF BLK CDS WITH #114 FRANKING ON FINE CVR \$12.00
33. ROSCOE, VF DCDS 1886 #210 IN BLUE ON VF COVER \$15.00
34. ROSEDALE, (JERSEY 1875/11) VF MANUSCRIPT WITH 2 #206, 1,207 ON TRANSATLANTIC COVER TO SCOTLAND WITH OVAL PACKET LETTER GLASGOW \$35.00
35. SYCAMORE, FVF DCDS ON FINE 3 CNT GREEN ENTIRE COVER TO CHICAGO \$12.00
36. VICTORIA, FVF BLK CDS ON REG COVER WITH #188 TO BURLINGTON IOA. \$25.00
37. VIRGINIA, VF BLK CDS 1886, #210 ON FVF COVER \$12.00

IOWA

38. ATLANTIC, IOA., 1887, FVF CDS W/YEAR DATE ON VF COVER \$9.50
39. BLENCOE, 1898, #285, FINE CDS W/YEAR AND KERR&PERHAM CRN CRD \$22.00
40. BRISTOW, 1898, #286, VF MANUSCRIPT TOWN AND DATE ON VF CVR. \$15.00
41. BURR OAK, 1890, FVF DCDS W/YEAR AND HOLLOW MALTESE KILLER \$15.00
42. CLARENCE, FINE OCTAGON CANCEL ON 3CNT GREEN ENTIRE TO MINN. \$10.00
43. COIN, 1892, VF CDS W/YEAR AND TIME, REV. W.R. GRAY CRN CRD. \$10.00
44. COLUMBUS JUNCTION, 1882, VF MAGENTA CDS W/DATE ON GPC \$25.00
45. ELDORA, IOA. #64B, FVF CDS AND KILLER ON YELLOW COVER. \$20.00
46. FOREST CITY, 1891, VF TCDS W/DATE AND MAGENTA CORK \$10.00
47. FORT DODGE, 1897, VF BLK CDS WITH OVAL KILLER ON TWO CNT GRN ENT. \$12.00
48. GLENWOOD, 1885, VF DCDS HEAVY BLOCK LETTER AND FANCY KILLER \$15.00
49. GRAND VIEW IOWA, VF 1846 MANUSCRIPT W/10 ON FOLDED LTR (TERR.) \$40.00
50. GRAETTINGER, 1898, VF BLK CDS WITH DATE & TIME AND SEG CORK CL \$10.00
51. EDGEWOOD, 1893, RIMLESS BLACK CL W/YEAR DATE AND CORNER CRD. \$12.50
52. HOMESTEAD, 1884, FVF MAGENTA CDS ON 1884 GPC. \$9.00
53. IOWA FALLS, IOA. 1887 FINE BLK CDS ON GPC. W/FANCY CL NICE \$20.00
54. MEDIAPOLIS, 1885, FVF DCDS IN BLUE ON GPC. \$10.00
55. MOUNT PLEASANT, #65, FVF DCDS IN BLACK W/KILLER \$10.
56. ORANGE CITY, IOA., U221 FINE BLK CDS (1871/83) \$35.00
57. ROCKVILLE, (1846/62) 3CNT RED NESBITT FVF BLK CDS \$35.
58. SIGOURNEY, 1880, IOA. FINE OCTAGON CL IN BLK W/KILLER 3CNT BNKNTS \$9.00
59. SIOUX CITY, IOA. VF DCDS WITH STAR KILLER \$15.00
60. SULLY IOA., 1884, FVF CDS WITH YEAR TO EUGENE CITY OREGON, FVF \$10.00
61. TOLEDO, IOA. FVF CDS ON 3CNT GREEN ENTIRE W/3 BAR BLK KILLER \$10.00
62. UTE, POSTMASTER CL., FINE CDS BUT SLIGHTLY BLURRED CANCEL \$15.00

MICHIGAN:

63. ADRIAN, 1861, #26, VF CDS IN BLK, ON VF COVER TO DETRIOT \$15.00
64. ALBION, 1862, VF #65 WITH VF BLK CDS WITH YEAR DATE \$15.00

AMBERMAN MAIL SALES - NET PRICE SALE # 10

MICHIGAN (Cont.)

65. ANN ARBOR, FVF BLK CDS 3CNT GREEN BNKNT ALPHA DELTA PHI CRN CRD \$20.00
66. ANN ARBOR, FVF CDS #26, WITH 1862 YEAR DATE ON FVF CVR TO DETROIT \$12.00
67. BEAR LAKE, FVF MAGENTA CDS ON 3 CNT GREEN ENTIRE \$17.50
68. BAY CITY, 1893, VF BLK CDS W/YEAR AND TIME ON 2CNT COLUMBIAN ENT. \$12.50
69. BENZONIA, U83, 3 CNT GREEN ENTIRE FVF PURPLE CDS & KILLER \$12.50
70. COOPERSVILLE, FVF CDS 3 CNT GREEN BANKNTE CVR TO ANN ARBOR \$9.00
71. DEVILS LAKE, 1915 VF CDS W/YEAR AND TIME 4 BAR CL ON 2CNT RED ENT \$9.00
72. EAST SAGINAW, VF BLK CDS ON 3 CNT GREEN ENTIRE U83 \$15.00
73. GALESBURGH, KALAMAZOO COUNTY, MICHIGAN, MAGENTA DCDS VF \$35.00
74. IONIA, #65, VF DCDS 1866, FVF SMALL SIZE (LONG & NAROW) COVER \$22.00
75. LITCHFIELD, VF BLUE CDS AND TARGET KILLER ON 3CNT BNKNT CVR \$9.50
76. MCBRIDES, VF BLK CDS ON 3CNT BNKNT COVER TO SYRACUSE N.Y. \$15.00
77. MANCERLONA, 1908, VF BLK CDS W/DATE AND TIME ON GPC. \$10.00
78. MESICK, 1905, FVF BLK CDS W/TARGET CL \$10.00
79. MONROE, #11 ALMOST 4 MARGIN WITH FVF BLK CDS \$27.50
80. MT. MORRIS, FVF CDS WITH #219 ON FINE COVER TO NEW YORK STATE \$15.00
81. NORTHVILLE, VF MAGENTA CDS AND SOLID BLOCK KILLER ON GPC \$8.00
82. SAINT JOHNS, 1902, VF RFD W/ DATE AND DOANE KILLER \$17.50
83. SIX LAKES, 1882, FINE MAGENTA CDS ON GPC. \$8.50
84. SOUTH LYON, FVF BLK CDS ON GPC TO YPSILANTI, 1884, \$9.50
85. WALLED LAKE, #210, FINE CDS W/YEAR DATE (1887) ON FVF COVER \$10.00
86. WAYNE, 1894, FVF CDS ON 2CNT ENTIRE W/BANK CRN CARD \$10.00
87. WHITEHALL, 1894, #231, FINE CDS W/ MUSKEGON COUNTY BANK CRN CARD \$10.00

NEW YORK:

88. BROOKLYN, VF RED CDS WITH BLOCK RED 25 RATE ON FLDED LTR 1839 \$20.00
89. CULYERS POINT, GOOD/FINE BLK CDS W/ VF STAR IN CIRCLE KILLER THIS SCARCE TOWN (CAY, 1874/84) WITH CRN GROCERY ADVT. 3 CNT BNKNT \$45.00
90. HEMPSTEAD, QUEENS CO. (NOW NASSAU) VF DCDS WITH 1881 YEAR DATE \$35.00
91. JACK'S REEF, FINE BLK CDS 3 CNT BNKNT W/LETTER (ONO, 1832/93) \$17.50
92. MCGRAWVILLE, M.C. BINGHAM P.M. VF PURPLE CDS W/STAR IN CIR. \$25.00
93. NUNDA STATION, FINE BLK CDS ON 3CTN BNKNT COVER (LIV 1856/81) \$17.50
94. THREE MILE BAY, 1893, FVF BLK CDS ON VF CVR (JEF. 1830/95) \$20.00
95. WESTBURY STA. 1892 FVF CDS AND KILLER \$40.00

OHIO:

96. BEDFORD, 1893, #230, VF BLK CDS ON MOURNING COVER DROP RATE \$10.00
97. GRAND RAPIDS, 1882, FINE OCTAGON CDS W/YEAR DATE OPENED AT TOP \$12.50
98. IRONTOWN, U58 ENTIRE W/ FINE DCDS AND MANUSCRIPT ADVERTISED \$25.00
99. LIMAVILLE, 1883, FINE PURPLE DCDS W/FANCY SERRATIONS AND STARS \$25.00
100. MT. HOPE, 1893, #231, VF CDS W/YEAR CL AND LARGE STAR IN CIRCLE \$25.00

OHIO (Cont.)

101. SOMERSET, 1841, FVF BLK CDS ON FOLDED LETTER TO LACON ILL. \$12.00
102. SPRINGFIELD, FVF BLUE CDS WITH PAID ON EARLY ENVELOPE, \$12.50
103. WEST LIBERTY, #65 FVF BLK CDS ON COVER TO CAMP CHASE O. \$10.00
104. WEST ZANESVILLE, #114(2) (1852/80 MUSK) FINE CDS AND FANCY CORK \$25.00

SOUTH CAROLINA:

105. BLAIRS, 1897, VF BLK CDS WITH YEAR ON VF COVER \$9.00
106. CHARLESTON, 1836, RATE \$1.00 FVF RED CDS, FOLDED LTR MANU LAND MAIL \$35.00
107. CHARLESTON, PAID LARGE 10 IN RED ON STAMPLESS ENVELOPE CHARGEKEYBOX \$35.00
108. GADSEN, 1907, VF BLK CDS WITH YEAR AND 4 BAR CL VF COVER \$15.00
109. LANGLEY, 1895, FVF CDS WITH YEAR DATE AND EDGEFIELD C.H. BACKSTAMP \$10.00
110. SUMTER C.H. 1889, FVF CDS WITH KILLER ON 2CENT GRN ENT. \$17.50

TENNESSEE:

111. BELL BUCKLE, 1915, VF BLK CDS WITH DATE & TIME VF COVER \$17.50
112. MEMPHIS, 1851, VF RED CDS WITH BLOCK 10 ON FLDED LTR TO MAINE \$35.00
113. NOAH, 1898, VF MANUSCRIPT CL ON REG. COVER VF \$25.00
114. PULASKI, UX18 GPC FVF CDS AND KILLER \$15.00
115. WARTBURGH, #210, 1887, FVF BLK CDS AND CHECKERBOARD CL TO MONTANA \$30.00

VIRGINIA:

116. ALEXANDRIA, #65, VF BLK CDS ON VF COVER TO MAINE \$15.
117. ABINGDON, 1879, FVF BLK CDS W/YEAR DATE AND FANCY NEG A IN TARGET \$10.00
118. BOWLING GREEN, 1893, FVF BLK CDS W/YEAR ON 2 CNT GREEN ENT. \$12.50
119. BUFFALO LITHIA SPRINGS, 1876, FVF MANUSCRIPT ON GPC VF \$35.00
120. BUFFALO STATION, 1893, #231 VF BLK CDS WITH YEAR DATE AND TARGET K \$20.00
121. COMORN, 1897, FVF BLK CDS WITH TARGET KILLERS, \$9.50
122. DOE HILL, 1891, FINE CDS W/YEAR DATE AND TARGET CL \$10.00
123. FULKERSON, 1882, FVF MANUSCRIPT TOWN AND YEAR DATE ON 3 CNT BANKNT \$20.00
124. HAMPTONSVALLEY COLLEGE, VA. FINE CDS ON 3CNT GREEN ENTIRE 1870'S \$20.00
125. HAYMAKERTOWN, #210 1884, VF MANUSCRIPT TOWN & DATE \$45.00
126. HOLSTEIN, 1879, VF MAGENTA, CDS WITH YEAR AND MALTESE KILLER \$30.00
127. LEBANON CHURCH, VF JULY 4 BLK CDS WITH # 213 ON VF COVER \$20.00
128. NAT. SOLDIERS HOME, 1888, FVF BLK CDS AND #213 ON VF COVER \$18.00
129. NEW RIVER DEPOT, 1875, VF MANUSCRIPT ON GPC TOWN AND DATE VF \$25.00
130. NORWOOD, 1890, VF BLK CDS ON 2CNT GREEN ENT. W/CRN CARD \$10.00
131. RACCOON FORD, 1875, FVF BLK CDS ON 3CNT GREEN ENT. W/LETTER \$30.00
132. RICHMOND, RED CDS AND ATTACHED 10 ON VF FOLDED ENVELOPE NO DATES \$30.00
133. RICHMOND, FINE RED CDS ATTACHED 5, 1850 ON ENVELOPE \$20.00
134. RICHMOND, 1859, FVF BLK CDS ON 3 CNT NESBITT ENTIRE VF \$12.50
135. RURAL HOME, 1899, VF BLK CDS ON REG. COVER TO KANSAS W/ # 282C \$20.00
136. SISTERSVILLE, #210 1885, W.VA. FINE CDS AND TARGET \$17.50

AMBERMAN MAIL SALES - NET PRICE SALE # 10**VIRGINIA (Cont.)**

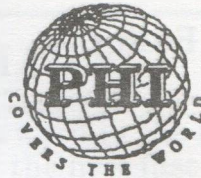
137. TOM'S BROOK, 1885, #210, VF CDS AND HEAVY LETTER
W/TARGET CL \$ 25.00
138. WISE C.H., 1890, FVF BLK CDS AND TARGET KILLER \$ 20.00

WASHINGTON D.C.:

139. CONGRESS, WASHINGTON D.C. # 65, VF DCDS WITH
TARGET KILLER \$ 35.00
140. EASTCAPITOL STA. D.C. 1883, VF BLK CDS WITH YEAR AND
TIME \$ 25.00
141. GEORGETOWN, D.C., #11 3 MARGINS ON 1853 FOLDED
LETTER \$ 35.00
142. WASHINGTON, D.C. VF #65 SON CL WITH 1863 YEAR DATE
VF CVR. \$ 25.00
143. WASHINGTON, D.C. 1878, VF BLK CDS WITH YEAR & TIME
3CNT BNKNT \$ 20.00
144. WASHINGTON, D.C. 1884, VF CDS W/EARLY MACHINE CL ON
GPC \$ 19.00

WISCONSIN:

145. ALMA, BUFFALO CO. WIS. #210 PAIR VF DCDS W/YEAR 1884
AND TARGET \$ 25.00
146. APPLETON, WIS REG. 1928, WITH NEG. TON IN APPLE VF CL
AND CVR. \$ 45.00
147. ARCADIA, 1CNT BLUE ENTIRE W/# 212 TO LACROSSE WIS.
\$ 7.00
148. BARBOO, FVF BLK CDS ON REG COVER #158, 161, TO
CHICAGO, \$ 25.00
149. BLACK EARTH, VF BLK CDS ON 2 CNT GREEN ENTIRE TO
MILWAUKEE \$ 20.00
150. CAMBRIA, 1904, FVF RFD CANCEL WITH DOANE (BARRON
1902/7) SL ROUGH RT \$ 40.00
151. CAMP McCOY, 1946, FVF GPC, \$ 20.00
152. CHETEK, 1893, VF BLK CDS WITH KILLER ON 2CNT
COLUMBIAN ENTIRE \$ 20.00
153. COLOMA, #26, MANUSCRIPT CL WITH GOOD LETTER
ENCLOSED \$ 30.00
154. COMBINES LOCKS, DEC 25, 1930 MAGENTA CL W/ FANCY
X MAS TREE \$ 40.00
155. DELAVAN FVF BLK CDS WITH 3 PAID IN DIAL GRID CL. \$ 12.00
156. LAKE GENEVA, 1924, FVF CDS WITH MAIL DIV. IN DIAL, PPC
\$ 15.00
157. MARSHFIELD, 1901, VF BLK CDS WITH KILLER 1 CNT GREEN
ENTIRE \$ 10.00
158. MERRILL, 1905, VF BLK BOXED ST. LINE MERRILL, WIS.
\$ 35.00
159. MERRILLAN, 1884, VF BLK CDS WITH PAIR OF # 206 \$ 10.00
160. MONTELLO, STAMPLESS, ENVELOPE, MANUSCRIPT CL AND
FREE PM CL SL BURN \$ 35.00
161. NEW LONDON, 1901, VF CDS AND GRID KILLER AND CRN
CARD \$ 10.00
162. PIGEON FALLS, 1894, FINE MAGENTA CDS AND BLK TARGET
KILLER \$ 15.00
163. RED MOUND, (VERNON 1872/02) 3 CNT GREEN BNKNT VF
MANUSCRIPT CL \$ 35.00
164. RILEY, 1909, PPC FVF R.F.D. CANCEL (DONE CO. 1882/40)
\$ 9.50
165. SALEM, 1907, FINE RFD # 29 ON PPC \$ 17.50
166. SUN PRAIRIE, #65 VF BALLOON CDS IN BLK \$ 25.00
167. WITHEE, 1901, VF BLK CDS WITH YEAR AND TIME ON 2 CNT
RED ENT. \$ 10.00

END OF SALE**JIM JOHNSON**

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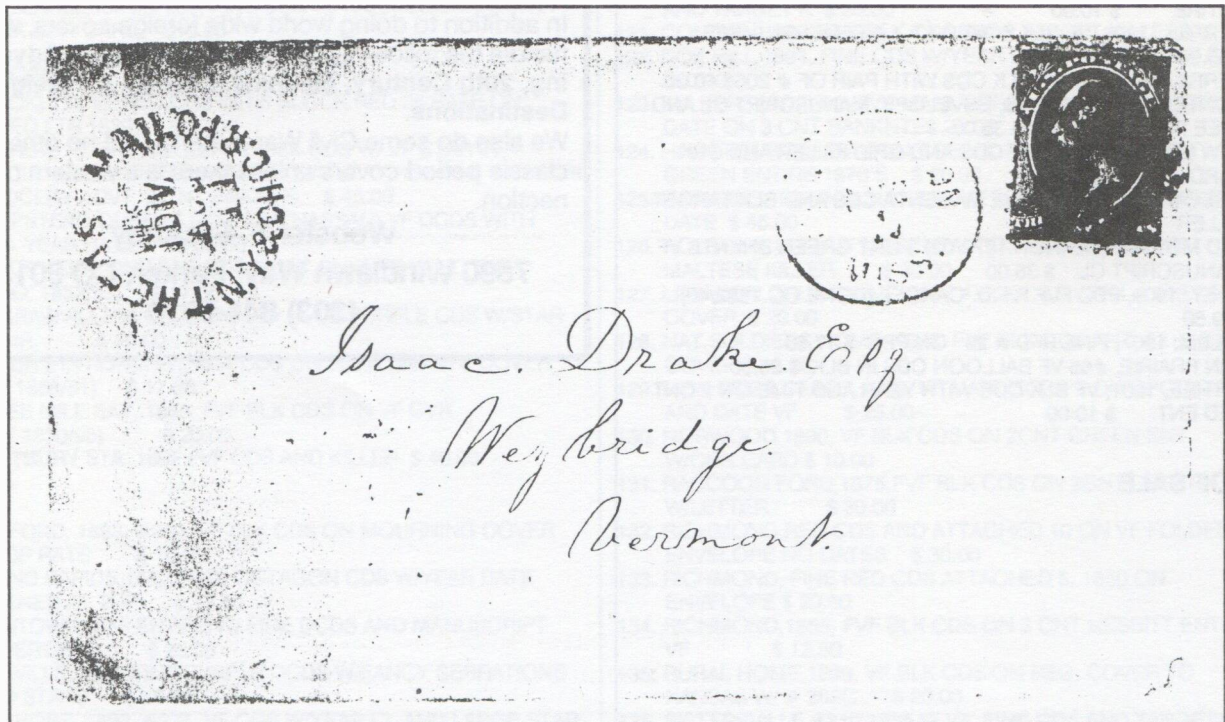
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The Second Section

Robert G. Munshower, Jr., Editor

History of the Railway Mail Service A Chapter In the History of Postal Affairs in the United States

*See page 41.



FAST MAILS.

One of the most important steps forward in the history of the Railway Mail Service was taken in 1875, when the first fast mail service was commenced. Previous to this time the whole country had never been treated as a unit with respect to the transmission of mails. There was fast service on separate lines, but the value of it was neutralized by delays at connecting and terminal points. This disjointed condition of things was corrected by a new system, which consisted not so much in greatly increasing the speed of any one train as in connecting scattered links, thus making the speed of existing trains available, giving unity and life to what had before been disconnected and sluggish. As the beginning of this fast mail service was an event of great significance, marking one of the chief eras in the progress of the Railway Mail Service, a more detailed account of its inauguration will be appropriate at this point.

The General Superintendent of Railway Mail Service, Mr. Bangs, in his annual report for 1874, discusses the propriety of establishing a fast and exclusive mail train between New York and Chicago, claiming that the necessity for such a service was daily growing—"this train," quoting from the report, "to be under the control of the Department, so far as it is necessary for the purposes designed, and to run the distance in about twenty-four hours. It is conceded by railroad officials that this can be done. The importance of a line like this cannot be overestimated. It would reduce the actual time of the mail between the East and West from twelve to twenty-four hours. As it would necessarily be established upon one or more of the trunk lines, having an extended system of connections, its benefits would be in nowise confined, but extended to all parts of the country alike."

In consequence of this recommendation, and after negotiations with the various railroads were concluded, the first mail from New York to Chicago was determined upon. All the details were accurately carried out for the first experimental fast mail train to leave New York on Thursday morning, September 16, 1875, via the New York Central and Hudson River Railroad, a similar train leaving the Pennsylvania Railroad station on the same date. Every precaution was taken against a failure at any point of the programme. The details of the experiment were intrusted to the superintendent of the ninth division, W. B. Thompson. The General Superintendent, Mr. Bangs, and Mr. Thompson were promptly on hand to meet the gentlemen who had been invited to accompany the first train over the line. The party assembled at the Fifth Avenue Hotel, New York, during the night, whence they repaired to the New York Central depot at 3 o'clock in the morning. At that early hour the postal clerks detailed to accompany the train were on hand busily engaged in transferring a vast amount of mail matter from wagons to the cars. The invited guests on this trip, including those who joined the train at various points on the way, consisted of the following named gentlemen: Hon. Henry Wilson, Vice-President of the United States; Hon. Carl Schurz, H. G. Pearson, New York; Col. S. Frank Crockett, New York; Anthony Yeoman, superintendent of mails, New

York post office; S. H. Duncan, New York; R. O. Adams, Omaha; A. S. Dodd, New York; C. J. Jones and H. L. Bridgman, New York Tribune; George W. Fairman, postmaster, Philadelphia; W. P. West, Aurora, Ill.; Louis Stewart, Plano, Ill.; Henry Glassford, New York Times; J. C. Reed, editor New York Times; G. R. Scott, New York Witness; S. A. McKeeber, Frank Leslie's; J. S. Irving, New York Express; W. H. Guion, jr., New York; H. E. Shaft, New York Journal of Commerce; N. Schoss, New York Graphic, artist; E. D. Worcester, secretary New York Central and Hudson River Railroad, and treasurer Lake Shore and Michigan Southern Railway; J. Tillinghast, general superintendent New York Central and Hudson River Railroad; I. P. Chambers; J. F. Smythe, postmaster, Albany; J. H. Harper, Harper's Weekly; Z. C. Priest, superintendent New York Central Railroad; Hon. R. W. Hart; Hon. Samuel Wilder; Hon. H. D. Scranton; General J. T. Quimby; Hon. H. B. Payne; Hon. William Brigham; Mayor N. P. Payne; Judge Starkweather; J. W. Carbon; Earl Bell; W. A. Hanford; David McLoskey; Charles Paine; general superintendent Lake Shore and Michigan Southern Railway; C. P. Leland, auditor, and Charles Collins, chief engineer Lake Shore and Michigan Southern Railway; General J. Condit Smith, and others, representatives of the press East and West.

The invited guests, with the attachés of the Post-Office Department and the various railroad officials, made a company of about one hundred persons on the train.

At Buffalo a palace-car was attached to the train, containing a full delegation of the prominent citizens of Cleveland and adjoining cities, among the number Hon. E. S. Cowles, of the Cleveland Leader, W. W. Armstrong, of the Plaindealer, and others.

Among the Chicagoans who went out to meet the train and returned with it were Mayor Colvin, John Aston, F. B. Bird, S. P. Brintwell, C. H. Carter, C. E. Cash, Col. Clark E. Carr, W. M. Collins, Dr. Lewis Dodge, General John McArthur, Capt. M. J. McGrath, J. H. Thompson, the Hon. J. D. Ward, Charles Walsh, and others, besides representatives of the press.

The Chicago Tribune of Saturday, September 18, 1875, contained nearly ten columns of closely printed matter descriptive of the train, the schedule, the men in charge of the scheme, the methods of distribution, and other items of public interest in connection with the first fast mail train from New York to Chicago, bringing the mails a distance of 900 miles in the unprecedented time of twenty-six hours.

On the New York Central road twenty new cars had been built for this fast mail service, the first installment of them having arrived at the Grand Central Depot a day or two before. Four postal cars and one elegant drawing-room coach composed the train. It was originally the intention of the railway officials to have but three postal cars upon the train, but the mail proved to be so much heavier than had been anticipated that it was found necessary to add a fourth car. These four cars were packed from floor to roof, and a number of newspaper packages were carried in the drawing-room car. There were received from the New York post-office 47 lock bags containing letters and 663 canvas bags filled with newspapers, besides about 50,000 newspapers that were sent by various journals, making a total weight of 33 tons.

As may be imagined, the postal clerks were compelled to work like beavers from the moment the train left the Grand Central Depot. In the forward car the letters were distributed as they were taken by catchers from the various stations on the route. In each car the distribution was constantly going on.

The reception and delivery of mail matter was under the direction of A. D. Sanford, who was assisted by clerks of the Railway Mail Service, who had been selected for their alacrity and efficiency. The names of these clerks, who accompanied the train as far as Syracuse, are as follows: B. B. Beardsley, J. J. Cox, P. Fredeurich, W. J. Guernsey, R. E. Halstead, J. F. Joesbury, C. H. Lyons.

About 150 sacks of mail from Boston and the East were taken on at Albany, under the special charge of Mr. T. P. Cheney, Superintendent of the Railway Mail Service, first division, and Mr. D. A. Holmes, superintendent of mails in the Boston office.

The utmost precautions had been taken that no accident should befall the first train. The most perfect appliances for speed and safety known to modern railroad practice were made use of on this experimental trip. The time schedule was arranged especially with this matter of absolute security in view. The train had the right of way, all other trains being required by special order to keep on the side tracks from fifteen to thirty minutes whenever this train was due.

Considering the importance of the movement, and the bearing this fast mail service has on the comfort and business of the whole country, a description of the cars then for the first time put in use ought to be put on permanent record. Such a description was published in full in the New York Graphic at the time of the inauguration of this service, and will be found in the Appendix in full. (Appendix T.)

This fast mail train made its last trip July 22, 1876. During the months from September 16, 1875, to July, 1876, this train never missed a single connection, and failed to arrive in Chicago on time in but three instances; and on its eastern trip arrived in New York on time every day, except in one instance, when the delay was due to causes over which the railway company had no control.

The mail, which then amounted to 30 or 40 tons daily, has gradually crept up in amount until now it will not fall much short of 60 tons, on a part of the New York and Chicago line.

Thus for the first time it was brought to pass that the time of a letter between New York and Chicago was not greater than the time consumed by passengers in traveling between the same points, or, as Postmaster-General Barry had long before quaintly expressed it, "The celerity of the mail should be equal to the most rapid transition of the traveler." (Report of Postmaster-General, 1834.) But just when this new piece of enterprise was fairly under way and was giving promise of great results to the service, a reduction of 10 per cent. was ordered by Congress July 12, 1876, and the effect of this legislation was to throw the service into temporary confusion. The railroads not only withdrew the fast mail which had been recently established, but some of the leading companies refused to restore the service to the same degree of efficiency which it had before the inauguration of the fast mail.

The report of the General Superintendent for the year 1876 refers to the fact that an exclusive postal-car train was started September 16, 1875, on the New York Central and Hudson River and Lake Shore and Michigan Southern Railroad, between New York and Chicago via Albany, Buffalo, Cleveland, and Toledo. Also that postal-car lines were started between New York, Saint Louis, and Cincinnati, over the Pennsylvania Railway and its connections via Philadelphia, Pittsburgh, Columbus, and Indianapolis.

The report avers that the inauguration of these trains, running at a high rate of speed, making connections at all important junctions with the regular trains to and from all parts of the country, advancing the

mails between the different sections from twelve to twenty-four and even forty-eight hours, was as important a step in the improvement of the interior mail system as the inauguration of the railway post-office service itself. The report on this subject concludes:

It was established as an experiment, but so fully did it accomplish all that was expected, and so much more, that it is greatly to be deplored that it could not have been continued. Though withdrawn July 22, 1876, it was in operation sufficiently long to thoroughly establish itself in the confidence of the business public.

The report of the Postmaster-General for the same year, on the same subject, speaks of the serious embarrassments which have resulted from a discontinuance of these fast lines, this embarrassment being increased by the refusal of the railroad companies to re-establish the incomplete accommodations they had previously furnished, in consequence of which the mails are conveyed between the Atlantic sea-board and points in the West and Southwest with less dispatch, and with smaller facilities for distribution, than were provided before the inauguration of the fast mail system. On which the Postmaster-General justly says:

To be thus compelled to go backward in the work of insuring speedy transmission and perfect delivery of the important business correspondence of the country is a source of mortification to all the officers of this Department whose duties are connected with mail transportation. Instead of retrograding the mail system ought to soon attain such perfection as to insure the transportation of letters and all other matter not too bulky from one important point to another within the time required to convey passengers between the same points over the speediest lines of communication.

In the annual report of a previous year the Postmaster-General had made mention of the inauguration of the fast mail lines showing that a new impetus had been given to the railway postal service and new facilities to the business of the country by the establishment of fast mail lines. (See report of Postmaster-General for 1875.)

The Postmaster-General had also sent a telegram of thanks to the president of the Pennsylvania Railroad Company, and to the President of the New York Central Railroad Company, for the facilities afforded the Department in connection with the fast mail trains. One of these telegrams reads as follows:

Please accept the thanks of the Post-Office Department of the United States for the facilities you have given it this week. The accuracy, system, and speed with which you are now transferring our mails are, I think, unequalled anywhere in the world, and I believe it marks an epoch in our progress. I can already perceive and appreciate the advantages of rapid transportation by responses from our officials and the public, from the Atlantic to the Mississippi.

The withdrawal of the fast mail in July, 1876, occasioned much dissatisfaction and unfavorable comment on the part of the intelligent people of all communities, who had learned to appreciate its value.

We might fill many pages with extracts from the newspapers of that date, almost without exception agreeing that a very serious injury was done to the Railway Mail Service when this particular feature of it was discontinued.

Mr. Thompson, the superintendent of the first fast mail experiment, reported that in six months ending April 30, 1876, there were distributed 38,335,400 papers and 57,979,520 letters.

Mr. Vail, the General Superintendent, was mortified and disappointed at seeing all the labor that he had expended in establishing friendly relations between the Department and the railroads come to nothing. A reduction of the pay of special agents and also of the superintendents of Railway Mail Service in 1876 was also a source of embarrassment. The special agents have been described by the Postmaster-General himself as "my official eyes and fingers." The superintendents of Railway Mail Service are required to be men of enlarged ideas, capable of knowing the needs of the country, and must be thoroughly acquainted with all postal matters. They deal directly with the leading railroad men; they have under their care all the work performed on more than 100,000 miles of railroad, comprising four thousand postal clerks and nearly one thousand railway post-office lines, handling or being responsible for nine tenths of all the important correspondence of the country.

On July 12, 1876, General Superintendent Vail addressed a letter from Chicago to Hon. Hannibal Hamlin, United States Senate, giving an account of the Railway Mail Service from its origin, and explaining the reasons why the fast mails were withdrawn. In this letter Mr. Vail explains that the law of 1845 was framed in the infancy of railroad service when the mails were small. At that time all the mails were carried in bulk, stowed in the smallest possible space, accompanied by messengers who threw off and took on pouches at stations, but made no distribution, not even of the local mails, on the route. All distribution was made in the terminal offices or at distributing post-offices. In the course of time the messengers began to open the pouches on the cars and take out the mail for offices on the line, sending all mail that went beyond the route into the "head office," as it was called, or terminal office. With this change came the need for small apartments on the cars. As the law of 1845 made no mention of apartments, it evidently did not contemplate this kind of service. When short lines were combined under one management to form trunk lines, and trains began to be run in close connection with each other, enabling passengers to travel long distances without interruption, there resulted the anomaly that a letter would be two days in reaching a point that a traveler

might reach in one day. To obviate this difficulty the railway post-office system was inaugurated, and a great increase in the amount of car space required was the result. The railway companies naturally objected to their pay as allowed by the law of 1845, which fixed the pay for carrying the mails in bulk. As showing the great increase in the space required, the letter of General Superintendent Vail sets forth that the linear car space on the Pennsylvania Railroad between New York and Philadelphia furnished daily each way in 1862, was 20 feet, and that in 1870 it was 120 feet; that is to say the weight of mails having doubled the space in which to handle them on the cars had increased tenfold, and the same was true of other lines. About this time the representatives of the trunk lines met in consultation and agreed that unless some relief was granted them by Congress the postal cars would be withdrawn. In 1873, therefore, the law under which the railroads are now paid was passed.

Whilst this law was an improvement on that of 1845, still the railroad companies claimed that too much stress was laid on weight and too little on space, and that their pay was still far from adequate. Notwithstanding this feeling the fast mail service as organized might have been maintained if the reduction of 10 per cent. had not been ordered to take effect just when the success of the fast mail had been fully demonstrated. In concluding this letter the General Superintendent says, respecting the fast mail service:

It was hoped that it could be made an object to the railroads not only to continue it, but to improve it from time to time, as it was found possible to be improved. This was prevented in a great measure by the fact that the companies who undertook this gigantic scheme of running a train upon a schedule and with such perfect system as has never been approached in any country, found that, in their opinion, its expense exceeded its revenue, at least that, together with the fact that the compensation was reduced 10 per centum, led to the abandonment of this class of service.

The 10 per cent. reduction gave rise to what is known as the "special facility fund." When the 10 per cent. reduction was ordered both Mr. Scott, of the Pennsylvania Railroad, and Mr. Vanderbilt, of the New York Central Railroad, wrote to the Department refusing any longer to maintain the fast mail trains. [*Vide Appendix U.*]

The railroad companies rendering the most important postal service to the public, when they found that instead of receiving extra compensation, which they were expecting for the fast mail service, they were to be curtailed in pay, not only cut off the fast mail service itself, but lessened the accommodations that had previously been provided. To meet the exigency thus arising Congress, on the 3d day of March, 1877, appropriated the sum of \$150,000, to be used by the Postmaster-General to obtain and meet special facilities on the trunk lines. This was the first appropriation for this specific object. The report of the General Superintendent for 1879 makes mention of the special fund placed at the disposal of the Postmaster-General as having proved of incalculable benefit to the service, securing additional facilities with greatly improved schedules.

In addition to the 10 per cent. reduction of July 12, 1876, there followed an additional reduction in the pay to all railroads (other than land grant) of 5 per cent. June 17, 1878, making a net reduction of

14.50 per cent. The report of the General Superintendent for 1880 recommends the continuance of this special facility fund so long as the laws governing the compensation for the transportation of mails on railroad routes remain unchanged. The amount was increased from \$150,000 to \$425,000, then \$600,000; was reduced in 1883 to \$185,000, and the following year was increased to \$250,000, the appropriation for the present year.

If Congress should approve the scheme devised by the committee appointed to revise the rates of pay to railroads no appropriation for special facilities would any longer be necessary; but a failure to enact some such system of gauging the pay to railroads will make it necessary to have such a fund for the perfection of existing schemes. It is certain that the people, after once tasting the benefits of a fast mail service, will no more be content to return to the slower, disjointed methods formerly in vogue, than they would allow the stage coach to displace the railway. When opportunity has offered the Department has always made haste to improve the kind of service, using steam instead of stages. The obligation is equally imperative to improve the quality. It being true that a free people, governing themselves, must have intelligence, a rapid diffusion of ideas becomes only second in importance to the ideas themselves.

The Postmaster-General, in his report for 1875, makes mention of the inauguration of the fast mail lines, as follows:

During the last few months a new impetus has been given to the railway postal service, and new facilities to the business of the country, by the establishment of fast mail lines. Railway post-office cars, in connection with passenger trains, are now transported at a speed hitherto unattained in the service. Upon one of the largest lines has been placed a postal railway train under the entire control of the Post-Office Department, carrying no passengers. All these new post-office cars bear the seal of the United States and of the Post-Office Department. It is believed that at no distant day the business of the Department will be so great as to induce the railroad companies to run similar trains from New England to the Gulf and from the Atlantic to the Pacific.

Mr. R. C. Jackson, superintendent of the second division, in a letter published in the New York Times, November 30, 1875, in explanation of

the fast mail train service, gives a very succinct account of the proposed improvements through this service, the substance of which is as follows:

The advantages of the railway post-office service, as compared with the previous slow way-mail service, were mainly that the furnishing of accommodations for distribution on the faster trains, making through connections, rendered it possible for mails to travel as fast as passengers. But this design was largely hindered by the fact that the Department was often debarred from the use of the best trains by reason of their being so heavily loaded with accommodations for passenger travel, and the obstacles to a better order of affairs were increasing instead of diminishing.

The difficulty was apparent enough, but not so the remedy, for although the idea of separate trains for the mails was not entirely novel, it was viewed by most of those best informed as rather a possibility of

the future than a probability of the present.

How this project, deemed so visionary and chimerical even by its well-wishers—and certainly not less so by prominent railroad officials—came to be a reality by the energy and perseverance of the General Superintendent of the Railway Mail Service, aided by the ready appreciation and hearty co-operation of the Postmaster-General, is now a familiar story, and what is here proposed is rather to explain what now exists.

At the outset only one train was contemplated or expected—at least to begin with—and that must be run upon a schedule in accordance with the views of the company granting it; must harmonize with as many connections as possible from ocean to ocean; must start at the latest moment that would land its mails in time to make the most important side and terminal connections; must, if possible, reach the largest cities at hours that would render the mails available for business purposes; must accomplish these results without curtailment of previously existing mail facilities, and, more important than all, must do these things without increased expense to the Department. That all these ends have been substantially obtained it is the object of this explanation to show.

Then follows a discussion of the relative merits of an evening or a morning fast mail train from New York, the preponderance of benefit being in favor of the morning train, for reasons cited in detail:

The truth is, as may perhaps now be seen, that we can start over six hours later than our supposititious 10 p. m. train and deliver everything west of Cleveland as early as by the 10 o'clock train, take a large amount of mail beside (as from New England) which the 10 o'clock train could not get, and we can also take the New York morning papers, which, to say the least, ought not to be ignored; in short, the fast train starts from New York at the latest moment that will admit of its reaching Chicago the next morning in time for the first morning delivery there, and in time for the morning connections, and reaching Omaha in time to make the one daily connection from that point for everything west of it to the Pacific. And as for the holding of mails for this train, none are so held to their detriment, all through dispatches to large cities being maintained as before. It is only mail for the connected routes which is held, and that only that it may be worked to better advantage, if not being delayed for that purpose. It is merely doing with it as a passenger always does for himself, viz. travel on the latest train which will convey him to his destination at a given time.

Having dwelt so fully on the objections to which most weight has been attached, it must suffice to state that railroad companies are by law paid entirely by weight, and can therefore be remunerated for extraordinary service only by concentrating the great bulk of the heavy newspaper mails upon a route over which superior facilities are provided, and taking the weight from the lines which furnish inferior facilities or fail to make proper or regular connections, so that the total cost to the Department remains the same or nearly the same.

During the past year fast mail service has been very much improved, especially with regard to some of the trunk lines. The trains have been running through to Chicago at an average of about 35 miles an hour. In March, 1884, arrangements were made by which fast service was established on the Chicago, Burlington and Quincy Railroad, so that trains leaving Chicago at 3 a. m. arrive at Omaha about 7 p. m. of the same day. The Central and Union Pacific Companies have also changed their schedules, reducing the time between New York and San Francisco more than twenty-four hours. Arrangements were also made with the Chicago, Milwaukee and Saint Paul Railroad Company to run a fast

mail train on a schedule that reduced the time between New York and Saint Paul one day. No increased compensation has been allowed by the Department for this fast service, but that it might be easy to maintain, an arrangement was made to mass all through mails on these respective lines, which gives them a much heavier mail, and in consequence greater compensation than would be given them if it was carried on several lines in slower trains. Mails are also received at Portland, Oreg., one day earlier by reason of this fast service. Through a large part of the State of Illinois these changes, together with a change in the schedule of the Illinois Central Railroad, have resulted in a service from six to eight hours earlier than was in effect previously. On several of these trains the mail is separated for city delivery and given to the carriers in their pouches at the depot and delivered immediately. The perfection of the fast mail system is a vast improvement over the old service, when the mail train was, as a rule, the slowest train on the line. Now the mails are carried on special trains that have the right of way, do not stop at way stations, are rarely behind time, and by means of the improved catchers mail is received and delivered without slacking speed, which makes the benefit apply to the smallest village as well as to the great centers. A record is kept in the office of the General Superintendent, so that it is known exactly what time is being made by the mail trains from day to day.

With the completion of the several routes to the Pacific coast, there must result a quickening of the time of the transcontinental mails. There is also an extension of the fast mail service on the Atlantic coast to Jacksonville, Fla., which practically completes the line of service from Halifax, on the east, to New Orleans, where there is connection with a system of trains for Mexico and San Francisco. The railroad has been completed to the city of Mexico, greatly increasing mail facilities with the Republic of Mexico.

This imperfect sketch of what has been done for the perfection of the Railway Mail Service shows what great results may be accomplished for the entire country by intelligent administration according to some consistent scheme, and that with a very little increase in annual compensation. The perfection of the service in future must be in great part through expedited trains on the several leading routes, making that expedition to be felt through all the chain of connecting lines, so that the time saved on one route shall be gained to the most distant points. In the language of the report of the General Superintendent for 1881, "It can be demonstrated from the annual reports of the Postmaster-General for the past twenty years, that fast mails and frequent service on railroads between important cities and through populous sections of the country are a source of revenue far greater than the outlay for such service."

APPENDIX T.

DESCRIPTION OF FIRST FAST MAIL CARS.

"These postal cars are divided into two classes, known as letter-distributing and newspaper postal cars. Except in length and the names given to them, all of the cars are uniform in outward appearance. They are named after governors of States, and the four constituting the first train bear, respectively, the names of Governors Tilden, Dix, Allen, and Todd. The names given to eight others, constructed at the shops of the New York Central, are Governors Hayes, Hendricks, Buckingham, Morgan, Kirkwood, Hartranft, Gaston, and Hawley. These eight, with the Allen and Todd, include the ten built by the New York Central road, the remaining ten having been constructed at the shops of the Lake Shore Company.

The line complete will consist of twenty cars, or four for each train.

The letter-distributing cars are 50 feet in length, while those designed for the newspaper mail are 10 feet longer. All are uniform in width, 9 feet 8 inches, and 6 feet 9 inches high in the clear. The finish of the exterior does not differ, all of them being painted white, with cream-colored borderings and gilt ornamentation, highly varnished within and without. Midway on the outside and below the windows of each car is a large oval gilt-finished frame, within which is painted the name of the car, with the words "United States Post-Office" above and below. Along the upper edge and center are painted the words, in large gilt letters, "The Fast Mail," while on a line with these words, at either end, in a square, are the words, in like lettering, "New York Central" and "Lake Shore." The frieze and minute trimmings around the windows are also of gilt finish. At the lower sides and ends of the cars are ovals corresponding to those on which the names are painted, and inclosed at one end a painted landscape scene background, and in the relief an all-seeing eye, beneath which is a pyramid inscribed with gilt Roman figures, "MDCCCLXXV," and the motto "Novus ordo seculorum." At the opposite end, in the same colors, on a blue background, is the United States coat-of-arms.

In running appointments, as well as all others, the most important patents have been selected. The platforms are inclosed on either side by swinging doors, which can be fastened open at will to prevent disturbances by wind when the mail matter is being trucked from the tenders to the distributing cars, and also as a guard against any danger of its falling off. The cars are supplied with patent air-brakes and patent spring-brake, and the end doors of the cars are protected by an inclosed platform. On either side of each car are two doors supplied with patent mail-bag catchers for securing the mail along the route. The 60-foot cars are mounted on 6-wheel trucks, giving

in all twelve wheels to each car, while the 50-foot cars are on 4-wheel trucks. Midway between each car is arranged a small box containing spare break-beams, brake lever-rods, a set of patent car-replacers for use in case a car should get off the track, and other material to be used in case of any ordinary accident.

The interior of the letter-distributing car is arranged with a view for the utmost convenience and dispatch. Entering the door at one end, on the left is a room 4 by 10 feet, with two windows, intended for the superintendent. This is supplied with a bunk and bedding of the improved sleeping-car model, and closed when not required for use. A lounge, desk, and shelves for books, racks for papers, clothes-hooks, closets, and student-lamps complete the fixtures.

On the opposite side are arranged, in surprisingly small space, hot-water heaters, washstands, looking-glasses, water-cooler, and numerous small closets for general use. One of the side doors opens into this room.

Passing from this room through a narrow entry the next apartment reached is the letter-distributing office, around which counters are arranged, the boxes lettered with the names of localities, 94 in number, filling the space about the counters and along the sides. Iron safes are also provided for the reception of valuable packages.

This compartment is lighted by windows from the coping, and for night-work, six student lamps, arranged in convenient order, have been furnished. Between this room and the opposite end numerous hooks are placed along the sides for the reception of mail-bags, and the space intervening is to be used for the distribution of such miscel-

laneous newspapers as may be received in the letter-bags. For this purpose ninety-two large boxes are placed in one end of the letter-distributing office, with outward shoots supplied on the opposite side with hooks, from which the mail-bags are suspended. Side ventilation is furnished with a drop sash in the elevated roof, covered on the outside with wire gauze to prevent disturbances from a too free rush of air and from dirt. Each car has seven double windows, 21 by 32 inches; the top sash made to drop. Besides these, in each of the four side doors, are four lights, together measuring 12 by 32 inches in each door.

The paper-distributing cars are 60 feet in length and of the same width and height as the others, the same outward finish, with the exceptions named, and the arrangement of the doors and windows. This class of postal car is intended exclusively for newspapers. The boxes, ninety-four in number, are arranged along the left side of the car for a little more than half its length. These boxes are calculated to hold just one canvas of newspapers, and are built with shoots and catches for the bags on the inside or outer edge, where the bags are suspended during the process of distribution. The remaining portion of the car is for general use, and supplied with trucks and other facilities for moving, if necessary, heavy loads of mail matter from one end of the train to the other without any extra labor or danger of mishap.

In the building of these cars none of the patterns of those in use by the French or English postal service were followed, and, in fact, the English postal service has already requested exterior and interior views of these cars. The cost of the letter-distributing cars is about \$4,200 each, and of the newspaper cars \$3,300, the difference in the price of construction being occasioned by the difference in the interior work."—(Daily Graphic, N. Y.)

APPENDIX A^a D. ♦

Names of first "fast mail" crews.

A. D. Sanford was the chief clerk on the fast mail out of New York, and that the crew was as follows: C. H. Lyon, B. B. Beardsley, W. J. Guernsey, J. F. Joesbury, J. J. Cox, Philip Fredenrich, R. E. Halstead, Peter McCulloch, and C. H. Collins.

The names of the first crew west from Syracuse to Cleveland, and east from Cleveland to Syracuse, are as follows: Louis Wilson, James F. Allen, D. M. Wells, Willard G. Lovell, W. D. Giddings, J. T. Baldwin, J. R. Whitlock, W. E. Salsbury, F. D. Heffron, and S. H. Pierce.

The following-named persons ran west from Cleveland on the first train: M. D. Kirk, F. K. Jones, J. H. Baker, W. A. Stevenson, J. H. Dix, William M. Oliver, W. C. Farnam, and George E. Fox.

The first crew east from Chicago was composed of the following-named persons: C. C. S. Keech, T. J. Kessler, C. U. Story, J. J. Worcester, W. E. Stevens, L. H. Rudisell, J. W. Flinn, and Ogden Pierce.

There was a crew permanently stationed at New York to work in the cars of the fast mail each night. This crew was composed of the following-named persons: Forest L. Miller, D. P. Calkins, E. F. Hall, James Garrison, R. W. Hinton, Wells Sponable, Ira Dorrance, W. H. Macloon, and A. C. Boynton.

This gives the full list of the crews of the first fast mail of 1875, east and west. A. D. Sanford was the first chief clerk leaving New York, and was also the first chief clerk into New York. S. G. Harvey was the first chief clerk arriving at Chicago, and N. G. Summerfield was the first chief clerk leaving Chicago.



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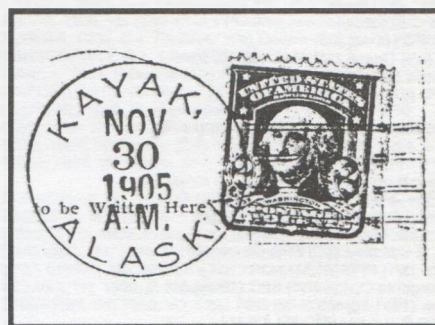
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4. TREADWELL, AK, 1913 G + duplex PPC (01-26) M7
5. HOT SPRINGS, AZ, 1912 (Jan 15) F purple 4-bar r/p PPC (91-36) M4
6. MARICOPA, AZ, 1908 G + target PPC. M3
7. ARMADA, AR, 1911 VG 4-bar PPC (88-43) M5
8. HARRISON, AR, 1883 VG targets tie 2 3ct grms to cvr w/cc (open rough @ rt). M4
9. SHAVER, AR, 1909 VF 4-bar PPC (crease) (88-20) M6
10. SPIELERVILLE, AR, 1926 VG 4-bar PPC (ll. crease) (88-29) M7

CALIFORNIA

11. BAIRD, 1910, VG 4-bar PPC (fireboat, S.F. Bay) (78/33) M6
12. BOULDIN ISLAND, c1912, just G 4-bar PPC (78-18) M5
13. BULLION, 1908, F Doane (2/1) rec'd. PPC (04-15) M10
14. CARBON, 1911, G + 4-bar PPC (85-23) M6
15. CORAM, 1908, VG Doane (3/1) PPC (06-22) M6
16. CRANMORE, 1907, F 4-bar PPC (88-28) M8
17. FERN, 1908, G + 4-bar PPC (98-45) M3
18. FERNLEY, 1912, G + Doane (3/1) PPC (98-13) M8
19. HENLEYVILLE, 1907, VG Doane (2/3) PPC (73/36) M4
20. HIGHLAND SPRINGS, 191, G + 4-bar PPC (75/21) M6
21. HUNTERS, 1909, VG Doane (3/1) PPC (88-30) M5
22. LANG, 1913, G 4-bar PPC (81/33) M3
23. LEESVILLE, 1910, VG 4-bar PPC (74-20) M6
24. LETCHER, 1910, F Doane (2/2) PPC (86-15) M8
25. McKINNEY, 1907, Vg Doane (2/2) ties #328 PPC (84-28) M5
26. MIDLAKE, 1908, F 4-bar PPC (00-45) M6
27. MINTURN, 1919, G (light) 4-bar PPC (84-22) M4
28. MISSION BEACH, 1927, G + 4-bar PPC (22-28) M5
29. MONTELLIER, 1909, G + 4-bar PPC (91-37) M5
30. OAK, 1911, VF Doane (2/1) stampless PPC (97-43) M5
31. OLYMPIA, 1923, VG 4-bar PPC (15-42) M5
32. PRIZE, 1907, G + target PPC (00-19) M6
33. RITCHIEY, 1908, Vg 4-bar PPC (00-14) M8
34. TECNOR, 1910, VG 4-bar PPC (08/35) M4
35. TERALTA, 1911, G + 4-bar PPC (11-12) M5
36. WARNERSVILLE, 1907, VG (o/s) Doane (2/2) PPC (98-09) M8
37. WEST BUTTE, 1909, VF Doane (3/2) PPC (83-30) M6
38. WITTER, 1910, VG 4-bar PPC (01-13) M6
39. ASHCROFT, CO, 1910 G + Doane (3/1) rec'd PPC (80/12) M4
40. HAWTHORNE, CO, 1915 G + 4-bar PPC (08-30) M3
41. INSMONT, CO, F Doane (3/1) PPC (02-17) M12
42. LONGMONT, CO, 1881, G target on 2ct gr. entire (open 3 sides) M3
43. MORAIN PARK, CO, 1915 G + 4-bar (o/s) PPC (02-21) M5
44. NEWETT, CO, 1908, VG Doane (3/2) PPC (mine) (95-18) M8
45. BEACH PARK, CT, 1911, G 4-bar PPC (03-20) M3
46. POQUETANUCK, CT, 1908, G + Doane (3/3) PPC (28-10) M6
47. TRACY, CT, 1908 G + Doane (3/1) PPC (88-44) M3
48. FOREST, DE, 1906 just G magenta Doane (2/1) PPC (73-29) M3
49. ESTO, FL, 1933, VG 4-bar cvr (1901-58) M3
50. FORT BARRANCAS, FL, 1908 G + 4-bar PPC (04-43) M4
51. HYPOLUXO, FL, 1947 G + 4-bar PPC (88-54) M3
52. THONOTOSASSA, FL, 1887 G target 2-ct brown entire. M4
53. TURKEY CREEK, FL, 1913 VG (d/s) 4-bar PPC (92-43) M4
54. MARGRET, GA, 1921 G + 4-bar PPC. DPO. M4
55. WOODVILLE, GA, 1911 VG 4-bar PPC. DPO. M5

IDAHO

56. CAVENDISH, 1908, VG 4-bar ("IDAHD" var.) PPC (94-44) M6
57. DEMPSEY, 1909, G + Doane (3/2) PPC (95-15) M6
58. ILO, 1912, VG 4-bar PPC (99/20) M4
59. LARDO, 1912, VG purple 4-bar PPC (89-17) M10
60. LEESBURG, 1909, G (lile) 4-bar PPC (94/42) M3
61. ROSEBERRY, 1911, G (lile) 4-bar PPC (91-43) M3
62. SLICKPOO, 1910, G target PPC (98-26) M5
63. WAHA, 1907, G + target PPC (79/41) M4

IOWA

64. ADEL, 1889, G + cds & cork UX9. M3
65. BERKLEY, 1913, G + 4-bar PPC (pennant) (83-35) M4
66. BLAIRSTOWN, 1883, G + triple cds & star (violet) on UX7 (filehole) M4
67. BOONE, 1889, cds & crescent on UX9. M6
68. CALLIOPE, 1906, VF Doane (2/2) leather PPC (62/11) M12
69. CHURCHVILLE, 1910, G + 4-bar PPC (83-20) M3
70. DAVENPORT, 1890, G sm.violet outer dcds PM cancel (o/s) & target on UX9. M5
71. GUNDER, 1911, G 4-bar r/p PPC (94-13) M5
72. HOPRIG, 1913, Vg 4-bar PPC (83-14) w/LEAHY/(WASH) 4-bar rec'd. M6
73. MARNE, 1884, VG blue large outer dcds on cvr.; op. rough into stamp. M3
74. WIGHTMAN, 1910, G + red 4-bar (trifle high) PPC (05-17) M15

KANSAS

75. ACKERLAND, 1910, G + 4-bar worn PPC (83-23) M4
76. ALLISON, 1911 G + 4-bar PPC (crease) (80-19) M5
77. BANCROFT, 1909, Vg 4-bar r/p PPC (91-41) M3
78. BLUEHILL, 1909, G Doane (3/1) PPC (72-21) M4
79. COMISKEY, 1909, G + 4-bar PPC (87/29) M4
80. DIAMOND SPRINGS, 1909, G + 4-bar PPC (68-30) M3
81. HOWARD, 1883, G + cds & cork on cvr. w/cc. M3
82. MONTANA, 1908, G + Doane (3/2) PPC (68-18) M5
83. TAW, 1913, G + Doane (3/1) PPC (pennant) (86-13) M8
84. VALHALLA, 1909, VG Doane (2/1) PPC (03-21) M6

85. ANCHORAGE, KY, 1908 G duplex PPC (72-65) M3
86. COOLIDGE, KY, 1910 G + 4-bar PPC (80-12) M6
87. RUIN, KY, 1853, VG 4-bar PPC (1833-53) M3
88. SHAFTER, KY, 1911, G + 4-bar PPC (99-17) M7
89. WOODVILLE, KY, 1908, VG (o/s) Doane (3/4) PPC (58/11) M8
90. ORMOND, LA, 1907 G + target PPC. DPO. M4
91. WASEY, LA, 1911 G + cds & cork PPC. DPO. M4
92. ARUNDEL COVE, MD, 1908, VF 4-bar (stamp gone) PPC (1907-08) M15
93. BALTIMORE, STA.P, MD, 1814, F duplex PPC (04-18) M4

MAINE

94. BEACHWOOD, 1912, G + Doane (2/2) PPC (95-15) M5
95. CAPITOL, 1913, VG 4-bar PPC (88-41) M3
96. CLARKS MILL, 1911, VG 4-bar PPC (89/14) M8
97. COLUMBIA, 1908, F Doane (3/1) rec'd. PPC (1786-1906) M8
98. DAVIDSON, 1915, VG 4-bar PPC (02-41) M4
99. GARLAND, 1914, VG NON-STANDARD 4-bar PPC. M4
100. GERRY, 1915, G + 4-bar PPC (95-42) M3
101. HAINES LANDING, 1908, VG duplex PPC (88-35) M4
102. LOWER GRAND ISLE, 1907, F 4-bar PPC (07-10pd.) M12
103. MOSQUITO, 1912, G + 4-bar PPC (1908-17) M15

MASSACHUSETTS (Rarity Scale 1 to 10)

104. ATTITASH, 1907, G + target PPC (1901-13) RF8. M10
105. BLACKINTON, 1910, F 4-bar PPC (56-19) RF3. M5
106. CAMBRIDGEPORT, 1861, G + large cds ties #28 on cvr. (1828-1873) RF3. M8
107. CENTER MARSHFIELD, 1909, F 4-bar PPC (77-20) RF6. M15
108. COCHITUATE, 1882, G outer dcds & target on cvr. (48/02) RF8. M10
109. COCHITUATE, Sta. of Natick, 1907, G + duplx PPC (02-08) RF5. M8
110. COLDSRING, 1911, G Doane (2/2) rec'd. r/p PPC (86-25) RF8. M8
111. DOUGLASS, 1914, G + target PPC (1815-1924) RF5. M8
112. EAST CARVER, 1913, F purple 4-bar PPC (88-27) RF8. M10
113. EAST WHITMAN, 1906, F duplex PPC (98-07) RF8. M8
114. ELLIS, 1906, F (o/s) Doane (3/1) PPC (88-28) RF7. M15
115. FAIRVIEW, 1907, G + (o/s) Doane (3/1) PPC (95-09) RF8. M25

MINNESOTA

116. ANTON, 1907, G + (o/s) Doane (2/1) PPC (04-10) M15
117. DOUGLAS LODGE, 1936, G + 4-bar PPC (33-53) M3
118. ELLERTH, 1911, VG target PPC (98-13) M8
119. ENOK, 1905, G cds on UX18 (96-07) M8
120. FREEDHEM, 1910, G + 4-bar PPC (02-10) M10
121. LUNDSAY, 1911, F 4-bar PPC (84-12) M10
122. LINER, 1908, G + ("MINN" not struck) 4-bar PPC (99-10) M10
123. MALTBY, 1910, VG 4-bar on Imperial Granum adv. card (1899-14) M10
124. NARY, 1908, G 4-bar PPC (99/24) M4
125. NORWAY LAKE, 1909, F Doane (2/2) PPC (67-14) M8
126. NYMORE, 1910, VG Doane (2/1) PPC (04-23) M5
127. ONIGUM, 1917, G + purple 4-bar PPC (00/35) M5
128. RICE RIVER, 1908, G + (s.o.n.) 4-bar PPC (08-11) M20
129. RIVERDALE, 1909, F 4-bar PPC (07-10) M25

130. BALLGROUND, MS, 1909 VG (high) 4-bar PPC. DPO. M4
131. EDWARDS INSTITUTE RUR. STA., MS, 1911 VG (d/s) 4-bar PPC. DPO. M6
132. ARDEN, MO, 1910, G + target PPC (88-24) M5
133. ARNETT, MO, 1911 VF 4-bar PPC (88-16) M8
134. CHRISTY, MO, 1907, G + 4-bar PPC (90-08) M10
135. COLOMA, MO, 1907, G + (watery) Doane (2/1) PPC (61-07) M6
136. DORMIS, MO, 1915, VG 4-bar PPC (08-27) M6
137. HULSEY, MO, 1910, VG target PPC (90-16) M8
138. MONTEER, MO, 1908, VG Doane (2/1) PPC (89-24) M6
139. PARADISE, MO, 1906 G + target PPC (58/07) M8

MONTANA

140. ALDRIDGE, 1908, poor "Rec'd." on PPC (96-10) M4
141. APEX, 1924, VG 4-bar PPC (86/25) M8
142. BRENNER, 1912, G (lile) 4-bar PPC (stamp gone) (1910-13) M6
143. COLUMBIA FALLS, 1920, VG M.O.B. lies faulty stamp to PPC. M5
144. CONCORD, 1910, G + 4-bar PPC (1908-12) M6
145. EAST SCOBEEY, 1915, G + 4-bar worn PPC (1914-17) M8
146. ELECTRIC, 1910, F NON-STANDARD 4-bar PPC (1904-15) M15
147. GOLDBUTTE, 1911, VG 4-bar PPC (95-45) M4
148. HUGHESVILLE, 1914, F 4-bar PPC (1912/43) M5
149. KNERVILLE, 1909, G + ("V" high) 4-bar PPC (98-15) M6
150. MARCO, 1913, G ("MONT" lile) 4-bar PPC (1909-18) M8
151. PLEASANT VALLEY, 1911, G + 4-bar PPC (1903-35) M4
152. SCOBEEY, 1910, F blue 4-bar PPC (1901-15) M8
153. SYKES, 1912, G + (watery) 4-bar PPC (09-23) M6

154. BETHANY, NE, c.1908 (yr.not strk.) G + 4-bar PPC (90-27) M3
155. BLAIR, NE, 1882 G + cds & neg. "Z" ties 3-ct green to cvr w/county judge cc. Also "Due 3" & Scott #J3 tied w/cork. Opened rough @ rt. M8
156. CARTER, NE, 1910, VG blue 4-bar PPC (06-15) M15
157. FLORENCE, NE, 1894 G + cds on UX10 (55-19) M8
158. FORT NIORARA, NE, 1889 G cds on UX9 w/military post trader cc. (80-06) M15
159. LUSHTON, NE, 1889 mss. on UX9 (86-58) M10
160. GOLD HILL, NV, 1908, F cds PPC (62-48) & BRIDGE/IDA Doane (3/2) rec'd. (79/71) M4
161. HUMBOLDT HOUSE, NV, 1908, poor 4-bar fwd. PPC (72-08) M5
162. MILLERS, NV, 1907 G Doane (3/7) rec'd. PPC from Germany (08-19pd) M8
163. RYE PATCH, NV, 1912 G + purple 4-bar PPC (72-16) M10
164. STILLWATER, NV, 1911 G duplex PPC (65/59) M4
165. CENTER EFFINGHAM, NH, 1911 G + Doane (3/2) signed artist PPC (09-25pd) RF5. M8

NORTHWEST PHILATELICS/RICK RING MAIL BID SALE NO. 2

166. ELMWOOD, NH 1923 VG 4-bar PPC (80-33) RF4. M5
 167. JEFFERSON HIGHLANDS, NH, 1913 G + Doane (2/3) PPC (58-39) RF4. M5
 168. MEREDITHVILLE, NH, 1882 G + target on UX5 (1820-90) RF3. M5
 169. NEW MARKET, NH, c1865 VF cds & target just ties #65 to cvr. w/red oval cc (trimmed @ left just into design) (1799-1895 pd) RF7. M30
 170. NORTH DANVILLE, NH, 1908, F Doane (3/2) PPC (82-23) RF5. M8
 171. NORTH RICHMOND, NH, 1908, VF Doane (3/1) PPC (79-14) RF5. M10
 172. SOUTH BARRINGTON, NH, VG Doane (3/1) b/s cvr. w/cc (Canaan Reporter) (91-14) RF7. M10
 173. WINNIPESAUKEE, NH, 1937, F purple 4-bar PPC (1916-64pd) RF3. M5
 174. ALLIANCE, NJ, 1908, VG 4-bar PPC (88-17) M8
 175. ATSON, NJ, 1907 G duplex PPC (1797/1930) M3
 176. CROTON, NJ, 1908 VF Doane (2/1) rec'd. PPC (trimmed left) (46-35) M4
 177. ETRA, NJ, 1907, G + (o/s) 4-bar PPC (90-33) M4
 178. HARMONY, NJ, 1908 G + (high) target PPC (24-18) M4
 179. INDIAN MILLS, NJ, 1907 G + target PPC (77-20) M8
 180. PALATINE, NJ, 1911 G 4-bar on mourning cover (85-11) M8
 181. BOGLE, NM, 1924 G + 4-bar PPC (00-25) M10
 182. OLIVE, NM, 1908, G + 4-bar PPC (08-55) M5

NEW YORK

183. BERRYBROOK, 1907, G target on stained PPC (01-19) also TURNWOOD/NY (62-58) & lavender CRAIG CLARE/NY Doane (3/3) (94-16). 3 DPOs! M15
 184. BLUE STORES, 1911, G (lile) target PPC (71-23) M5
 185. CALLICOON DEPOT, 1905, G + "REC'D" PPC (48-06) M4
 186. CANADA LAKE, 1907, G Doane (3/2) PPC (06-13pd) M6
 187. CATAWBA, 1910, F Doane (3/4) PPC (81-18) M8
 188. COLUMBIA, 1910, VG (d/s) Doane (3/2) PPC (20-10) M6
 189. CRANBERRY CREEK, 1908, G + purple Doane (2/7) PPC (1819/1930) M5
 190. EPHRAH, 1908, VG target PPC (38-34) M8
 191. FRANKLINTON, 1906, VG (o/s) Doane (3/3) PPC (30-18) M5
 192. FULLERS, 1909, G + Doane (2/2) PPC (97-18) M8
 193. GALE, 1909, G + duplex r/p PPC (87/23) M8

194. BILTMORE, NC, 1907 G + duplex PPC (80-28) M5
 195. GLEN AYRE, NC, 1912 F magenta 4-bar (s.o.n.) PPC (83-19) M8
 196. MENOLA, NC, 1907 G (lile) Doane (2/2) fwd. PPC (86-07) M6
 197. WILHITE, NC, 1910, G + 4-bar PPC (80-15) M7
 198. DAKEM, ND, 1908, VG 4-bar PPC (80-08) M15
 199. ELLISON, ND, 1910, G (o/s) 4-bar PPC (99-12) M4
 200. GAYLORD, ND, 1908, G + 4-bar PPC (07-17) M10
 201. GLADYS, ND, 1911 F Doane (3/1) PPC (06-18) M20
 202. GLENCOE, ND, 1908 F Doane (2/2) PPC (83-30) M8
 203. HOWARD, ND, 1908, G + (o/s) 4-bar PPC (08-17) M15
 204. ROCK SPRING, ND, 1908 G target PPC (88-13) M8

OHIO

205. BLAZER, 1916, VG 4-bar PPC (00-27) addr. to namesake. M10
 206. BOUGHTONVILLE, 1910, G + Doane (3/1) PPC (91-35) M4
 207. CANNELVILLE, 1908, F 4-bar PPC (08-23) M10
 208. CENTERTON, 1912, VG 4-bar PPC (98-35) M5
 209. ELLIS, 1920, G + 4-bar PPC (79-35) M4
 210. EUPHEMIA, 1908, VF cds as rec'd. PPC (45/11) M8
 211. FANCHER, 1906, VF Doane (3/1) PPC (91-08) M15
 212. LEBANON, 1880, F cds & crossroads cork ties 3ct green to cvr. w/cc (back flap gone) M4
 213. NEW GARDEN, c1888, VG cds & cork on #84 on embroidered cvr (flap torn) (1830-93) M15
 214. NEW HOPE, 1880, purple mss. & penstroke on 2c brn. on cvr w/CINCINNATI/O./TRANSIT b/s (1828-93); open rough top. M15

OKLAHOMA

215. AUTWINE, 1912, F 4-bar PPC (03-22) M8
 216. BUSS, 1911, G + 4-bar PPC (98-22) M6
 217. FLAGG, 1910, G Doane (3/1) PPC (05-15) M8
 218. GARRETT, 1908, VG 4-bar PPC (81-17) M8
 219. HAMILTON, 1908, G + (overink) 4-bar PPC (stamp fault) (07-10) M15
 220. MADISON, 1908, F 4-bar PPC (04-25) M8
 221. MARELLA, 1908, F Doane (3/1) rec'd. (06-15) M8
 222. MERRICK, 1907, F Doane (2/1) rec'd. PPC (03-35) M5
 223. ONA, 1908, VG 4-bar PPC (07-19) M8
 224. SAMPSEL, 1907, VG Doane (3/1) rec'd. PPC (08-29) M5
 225. SHOALS, 1911, G + 4-bar soiled PPC (04-16) M5

OREGON

226. AIRLIE, 1914, VG Doane (3/4) PPC (82/43) M5
 227. ASH, 1911, VF 4-bar PPC (94-34) M5
 228. BIG EDDY, 1915 F 4-bar PPC (11-36) M5
 229. BUENA VISTA, 1910, F Doane (2/2) ties #335 to PPC (66-35) M6
 230. CAMP CREEK, 1910, VG Doane (1/1) PPC (71-22) M15
 231. CLINE FALLS, 1911, G + 4-bar PPC (04-19) M8
 232. COLES VALLEY, 1911, G + (o/s) Doane (2/1) PPC (60/16) M8
 233. CROW, 1908, G + (d/s) target PPC (74-38) M4
 234. DEVITT, 1920, G + 4-bar PPC (19-33) M5
 235. EIGHTMILE, 1909, F Doane (2/1) PPC (83-41) M5
 236. ELKHEAD, 1908, VG 4-bar PPC (77/26) M6
 237. GLENCOE, 1902, G cds as rec'd. on UX14 (71-05) M10
 238. HAY CREEK, 1914, G 4-bar PPC (75/20) M8
 239. LAIDLAW, 1910, G + 4-bar trimmed PPC (04-15) M6
 240. LONDON, 1912, F 4-bar PPC (02-18) M10
 241. MONKLAND, 1912, VG (d/s) purple 4-bar on faulty PPC (88-19) M8
 242. OCEAN VIEW, 1908, VG (d/s) Doane (2/1) on cvr open rough into stamp (04-18) M10
 243. ONA, 1912, G + 4-bar rec'd. on PPC (90-20) M8
 244. SALEM, c1878, G cds & negative cross ties 3ct. green to cvr (trimmed & rt.) M4
 245. SHEAVILLE, 1914, G 4-bar on PPC (87-18pd) M6
 246. TOLO, 1908, G + target PPC (86/18) M8
 247. WOODLAWN, 1903, G + cds as rec'd. (90-03) on 2ct red entire w/BRISTOW/IND.T.

duplex; open rough @ rt. M20

248. Lot of 4 diff. "Missent to ..." Oregon towns (ARLETA, BANDON, JACKSONVILLE & NEWBERG) on PPCs; G + or better. M10
 249. Collection of about 1,000 mostly different Oregon cancels on 3x2" rectangular covers from cvs., PPCs, GPCs, etc. Better DPOs include MILLER (Sherman), HARRIMAN (Idam.), ROOSEVELT BEACH, etc. A few favor cancels present. M50

PENNSYLVANIA

250. ARTZ, 1908, G + target PPC (80-11) M10
 251. BAMFORD, 1908, G + Doane (3/2) PPC (00-18) M8
 252. CALVERT, 1908, VG Doane (3/1) PPC (98-35) M4
 253. DANE, 1910 G (o/s) Doane (3/1) PPC (08-17) M8
 254. EAGLE ROCK, 1908, VG Doane (2/2) PPC (95-41) M4
 255. ELK GROVE, 1911, G Doane (3/2) PPC (05-14) M8
 256. GARDEAU, 1908, VG Doane (2/2) PPC (88-15) M8
 257. GARRETFORD, 1912, G + 4-bar PPC (71-15) M5
 258. GREAT BEND, 1907, NON-STANDARD Five Bar on PPC. M6
 259. GUILFORD SPRINGS, 1907, G target (o/s) PPC (87-13) M5
 260. HOGESTOWN, 1908, F Doane (3/1) PPC (1818-1914) M8
 261. HUTCHINS, 1910, F 4-bar PPC (92-18) M8
 262. IRONBRIDGE, 1918, VG 4-bar PPC (80-23) M5
 263. KAUFFMAN, 1912, VG 4-bar PPC (88-15) M8
 264. LOVEJOY, 1907, VG Doane (2/1) PPC (04-19) M8
 265. PARKWOOD, 1911, G + Doane (3/2) PPC (70-30) M4
 266. REEDSGAP, 1908, VG Doane (2/1) rec'd. PPC (95-07) M8

SOUTH DAKOTA

267. ASHCROFT, 1910, G + 4-bar PPC (89-19) M6
 268. AUGUSTA, 1910 (Jan 11), G 4-bar on PPC (08-08); msg. refers to 'new town Augusta, Tripp Co., S.D.' M100
 269. BELLEPLAINE, 1910, G + (d/s) 4-bar PPC (08-11) M15
 270. BROADLAND, 1908, VG Doane mimic (5 type II bars/2) rec'd. PPC (stamp gone) (82-85) M8
 271. CHAPELLE, 1908, VG Doane (2/1) rec'd. on Clapsaddle PPC (85-18) M8
 272. EDDY, 1910, F 4-bar PPC (04-13) M8
 273. EFFINGTON, 1908, G 4-bar PPC (92-18) M6
 274. FIELDER, 1914, G + 4-bar (s.o.n.) PPC (84/25) M4
 275. FLORA, 1908, VG (o/s) 4-bar PPC (industrial) (02-08) M15
 276. FURNAS, 1908, G + ("S.DAK." n/s) Doane (3/1) rec'd. PPC (05-07) M15
 277. HANSON, 1911, G + 4-bar PPC (98-11) M12
 278. MANILA, 1908, F Doane (2/2) PPC (98-28) M8
 279. MILFORD, 1910, VG Doane (2/1) PPC (92-10) M12
 280. OLDTRAIL, 1908, G (overwritten) 4-bar PPC (06-14) M10
 281. OTIS, 1908, G + cds (also used as killer) on PPC (84-14) M8
 282. SEIM, 1907, VG Doane (2/2) PPC (01-18) M10
 283. TAMA, 1908, VG Doane (2/1) PPC (05-29) M8

284. BUCKSVILLE, SC, 1907 G + Doane (2/3) rec'd. on PPC. DPO. M5
 285. CALHOUN, SC, 1907 G + target PPC. DPO. M5
 286. BISHOP, TN, 1908, G magenta target PPC (92-08) M7
 287. DANFORD, TN, 1910, VG (s.o.n.) 4-bar PPC (97-11) M8
 288. LOST CREEK, TN, 1918, F 4-bar PPC (34/23) M8
 289. MOLINO, TN, 1890, G + target on UX9 (70-04) M12
 290. BRIGHTON, TX, 1910, VG 4-bar PPC (93-20) M6

WASHINGTON

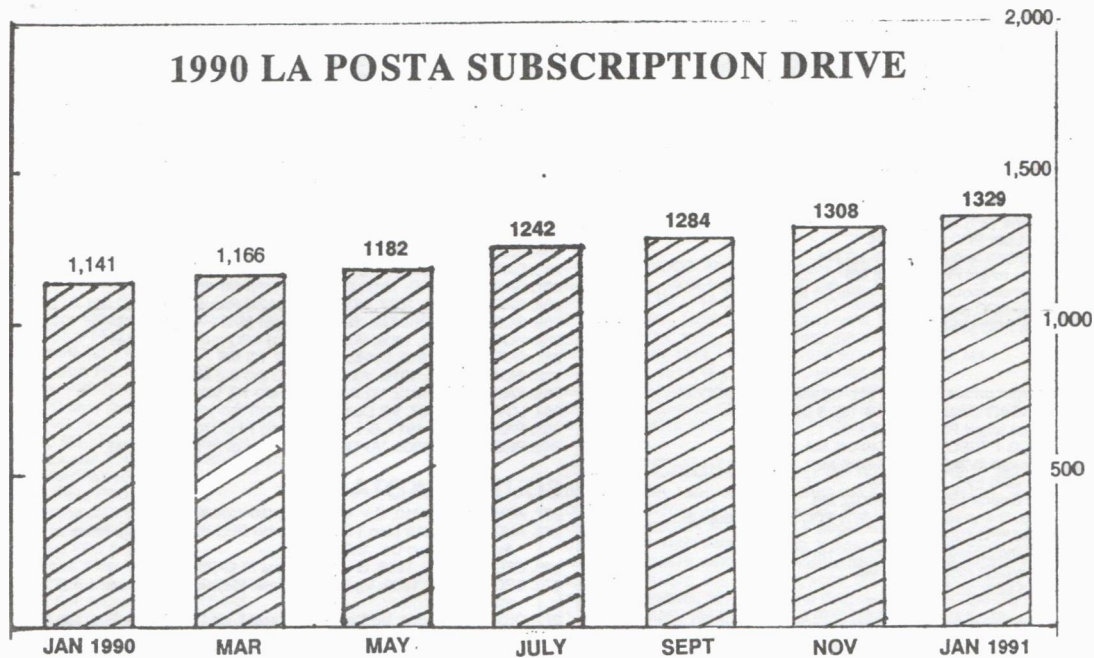
291. ARGYLE, 1911, G + target PPC (86-12, San Juan) M4
 292. BARRON, 1904, G + (d/s) cds as rec'd. b/s on cvr w/#324 (99-10, Whatcom) M10
 293. BIG LAKE, 1911, VG NON-STANDARD 4-bar PPC (98-31, Skag.) M4
 294. BLANCHARD, 1910, G + Doane (2/1) fwd. PPC (94-13, Pierce) M5
 295. BOSSBURG, 1913, VG 4-bar PPC (91-41, Stevens) M4
 296. BUTLER, 1910, VG 4-bar PPC (02-11, Skam.) M6
 297. CROMWELL, 1920, VG 4-bar PPC (03-31, Pierce) M10
 298. EDGEWATER, 1915, G + 4-bar on faulty PPC (11-15, Skam.) M8
 299. FORNAUGH, WA (Jul 29), VG 4-bar rec'd. PPC (possibly unique unlisted spelling of FORNAUGH, WA) (22Nov07-03Jul08) MIN80
 300. LONG LAKE, 1914, VG (d/s) 4-bar PPC (1911-16, Linc.) M10
 301. NEMAH, 1911, G + target PPC (94-23, Pacific) M6
 302. PLAINVIEW, 1908, G + Doane (3/1) PPC (05-10, Yakima) M8
 303. ROCK LAKE, 1912, G 4-bar rec'd. PPC (07-12, Whit.) M18
 304. SILVERBEACH, 1908, VG (o/s) Doane (2/3) rec'd. PPC (95-08, Lewis) M8
 305. SISCO, 1908, G target PPC (02-18, Snoho.) M6
 306. SOLDUC, 1912, F 4-bar PPC (11-18, Clall.) M10
 307. THORNWOOD, 1908, F 4-bar PPC (00-12, Skag.) M14
 308. TURK, 1917, VG 4-bar PPC (05-19, Steve.) M8
 309. WEBER, 1913, VG 4-bar PPC (02-30, Adams) M8

310. BACKUS, WV, 1910, VG Doane (3/1) PPC (1898-49) M5
 311. BRAUCHER, WV, 1908, VG Doane (3/1) PPC (1906-10) M20
 312. GARDNER, WV, 1918, G + 4-bar PPC (1908-35) M8
 313. KANAWHA STATION, WV, 1908, F Doane (2/3) PPC (1885-1938) M8
 314. MAY, WV, 1910, VG 4-bar PPC (1904-15) M10
 315. WABASH, WV, 1908, G + Doane (2/1) PPC (1904-13) M10

END OF AUCTION

Definitions & Rules: Except as otherwise provided, LA POSTA conventions apply. Abbreviations: o/s = overstruck; d/s = double struck. "M" followed by a number is the MINIMUM BID; thus "M4" means that the minimum bid is \$4.00. "Target" as used herein means "cds & target." Phone bids O.K.

CLOSING DATE: MARCH 31, 1991 (9 PM P.S.T.)



1990 LA POSTA SUBSCRIPTION DRIVE - FINAL REPORT

We ended 1990 with a net increase of 188 subscribers above our January 1st figure! While considerably short of our announced target of 2,000, that increase does bring our current total to 1,329, and amounts to a growth rate of 16.5% for the year. These numbers rank *La Posta*, far and away, as the largest publication devoted to United States postal history and one of the fastest growing philatelic publications in the country. To everyone who took the time to help us achieve this growth during 1990, I wish to express my sincere thanks.

In the derby to recruit new subscribers our winner was **Jim Johnson** of Burlington, North Carolina. Jim accounted for 17 new subscribers, and the grand prize -- a "care package" of Pacific Northwest food products -- is on its way to Jim with our special thanks and congratulations. Our runners up were **Steve Rod** and **Mel Rodermond**, both of whom accounted for 5 new subscribers. Steve and Mel have also been sent a parcel containing a taste of the Northwest.

Jim Mehrer, Howard Ness, David Robinson and Ken Schoolmeester each recruited three new subscribers. **Jose Rodriguez, Oscar Marsh and Brad Arch** each recruited two; and **Dave Ramstead, Doug DeRoest, Monte Hensley, John Amberman, Bill McGreer, Andrew Goheen, Roland Ens, Ernie Peyton, Bill Allen, Gordon Twedt, Roger Rydberg, Stan Sanders, Robert Rhodehamel and Nick Marsh** were all responsible for bringing us a new subscriber. Each of these folks has had their own subscription extended one issue for each new subscriber they attracted. In total, you

recruiters accounted for 59 of the people who subscribed to *La Posta* for the first time during 1990. Thank you for your support!

Since our 1990 subscription drive proved so successful, it would seem foolish not to try it again. Therefore, I wish to announce a brand new 1991 *La Posta* subscription drive complete with praise, prizes, and an opportunity to extend your subscription one number for each new subscriber you recruit during the year.

Its easy to participate. Simply send us the name and address of anyone you know who might be a likely *La Posta* subscriber, and we'll send them a sample copy with a very polite invitation to become a subscriber which has your name at the bottom of the page as the person recommending them. Alternatively, tell your friends about us yourself and have them write us direct for a free sample. Be sure to have them mention your name as the person who recommended *La Posta*.

Given the current realities of a weak national economy and war in the Persian Gulf, this is probably not the most propitious time to launch a subscription drive. Nevertheless, I am convinced that *La Posta* continues to offer good value for the price of a subscription, and, once your friends see what we are about, many are likely to give us a try. Why not help us grow by introducing us to your friends in 1991?

Richard W. Helbock, Publisher

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31-35	1.75	3.04	4.35	8.28
36-40	2.00	3.48	4.98	9.48
41-45	2.25	3.92	5.61	10.68
46-50	2.50	4.36	6.24	11.88
51-55	2.75	4.78	6.84	13.02
56-60	3.00	5.22	7.47	14.22
61-65	3.25	5.66	8.10	15.42
66-70	3.50	6.10	8.73	16.62
71-75	3.75	6.52	9.33	17.76
76-80	4.00	6.96	9.96	18.96
81-85	4.25	7.40	10.59	20.16
86-90	4.50	7.84	11.22	21.36
91-95	4.75	8.26	11.82	22.50
96-100	5.00	8.70	12.45	23.70
101-110	5.50	9.58	13.71	26.10
111-120	6.00	10.44	14.94	28.44
121-130	6.50	11.32	16.20	30.84
131-140	7.00	12.18	17.43	33.18
141-150	7.50	13.06	18.69	35.58

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TOWNS: FOR SALE

ILLINOIS POSTAL HISTORY - 19th Century. Send for free list. Michael Layne, 420 Cedar Street, Jenkintown, PA 19046 [22-1]

VERMONT COVERS, stampless to 1930, sent on approval. Ask for general sampling or specific towns. Donald Nash, 612 Tophill, Tyler, TX 75703 [22-4]

WYOMING TOWNMARK COLLECTION with over 300 cards and covers from mostly different post offices, 1890's - modern, including many DPOs. A great starter collection with over 25% of all the offices that ever operated. List of towns available upon request. First check for \$2,000.00 takes it. Write, Wyoming c/o La Posta, Box 135, Lake Oswego, OR 97034. [22-1]

TOWNS: WANTED

ALASKA - PAYING at least \$200 each for covers or cards with clear postmarks from any of the following towns: Apollo, Aurora, Beauclair, Beaver Dam, Belcaro, Beluga, Berners, Bridgeport, Calder, Canyon, Caro, Chennik, Chican, Chickaloon, Clarence, Coal Bay, Coal Harbor, Complex, Cooper, Coppermount, Dahl, Davidson, Dempsey, Dikeman, Dutton, Eaton, Elliott Creek, Fort Tongass, Georgetown, Glacier, Granite Mine, Grindall, Harrisburgh, Helm Bay, Howcan, Imuk, Innoko, Keewalik, Kemperville, Kiam, Klinkuan, Koyukuk Station, Kugarok, Kusilof, McCord, McKinley, Mastodon, Midnight or Midnight, Mitchell, Moose Creek (1917-22), Moquawkie, Nation, Nelson, New Metlakatlam, Niblack, Olness, Ounga, Park, Peavey, Phillips, Pirate Cove,

TOWNS: WANTED

Point Astley, Point Ellis, Port Armstrong, Port Heiden, Pyramid, Revilla, Riley, Roberts, Rodman, Safety, Saxman, Sealevel, Seventy Mile, Sheep Camp, Shelton, Snettisham, Spooner, Star, Sullivan, Tiekell, Tonka, Tyonok (1905-09), Tyoonok, Vault, Woodsky, Wood Island, Wortmans and Yukokakat. Also covers postmarked U.S. Post Office/Alaska. Richard Helbock, P.O. Box 135, Lake Oswego, OR 97034 [22-6]

CALIFORNIA - BETTER towns, RFDs, Rurals, RPOs and Expresses. Write John Williams, 887 Litchfield Ave., Sebastopol, CA 95472. [22-1]

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]

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]

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. [22-2]

IDAHO - 19th century Idaho covers wanted, especially nicer Idaho territorials and expresses. Mark Metkin, 1495 29th Avenue, San Francisco, CA 94122. PH: (415) 664-9370 evenings. [22-6]

EXPIRATION DATE INDICATED AT END OF EACH AD, I.E., [22-1], MEANS AD WILL EXPIRE WITH THIS ISSUE

AD DEADLINE FOR NEXT ISSUE:

APRIL 1, 1991

TOWNS: WANTED

IDAHO WANTED: Picture postcards, postmarks, covers and all types of other paper items wanted. Jim Bell, Box 1145, Sandpoint, ID 83864. PH (208) 263-9134 [22-6]

INDIANA COVERS. Send priced or for offer made by check. Zane Stohler, 808 Lawn Street, Winchester, IN 47394. [22-4]

ITHACA, N.Y. postal history items wanted. All periods 1817 - 1978, esp. post 1900. Send photocopy and price, or write for my want list to Stefan Jaronski, P.O. Box 808, North Chicago, IL 60064 [22-5]

KENTUCKY POSTAL HISTORY wanted, stampless, RFD, Doanes, fancy cancels, machines. What have you? Louis Cohen, 200 S. 7th Street, #155, Louisville, KY 40202. [22-5]

KENTUCKY, LEXINGTON & FAYETTE County: Stampless to US #1; Also Maps, Airways looking. Mike Strain, 111 St. Mark, Sugar Land, TX 77478 [22-4]

LOUISIANA POSTAL history material (1790-1917). All responses seriously considered. Ron Trosclair (APS), 1713 Live Oak St., Metairie, LA 70005 PH: (504) 835-9611 [22-3]

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

MICHIGAN WANTED: RR, AGT, RPO (pre-1920), Steamboat markings, Way covers (1ct added). Send photocopies with price requested to: Cary Johnson, UM College of Pharmacy, 428 Church St., Ann Arbor, MI 48109-1065 [22-6]

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]

NEW YORK STATE Wanted - Monroe County, 1821 to 1903: Arnold, Bealsburgh, Beckwith, Bidwell, Brookmere, Bushnell Basin, Clarkson Centre, East Clarkson, East Hamlin, East Penfield, East Riga, Egypt, Forest Lawn, Hanford's Landing, Harport, Irondequoit, Mendon Corner, Mount Read, Nine Mile Point, North Clarkson, North Hamlin, North Mendon, North Penfield, North Rochester, North Rush, Ogden, Otis, Penfield Centre, Redman's Corners, Ridgeland, Roseland, Salmon Creek, South Gates, South Greece, Sweden, West Chili, West Penfield, West Webster, woodlawn. Doug Penwell, Box 3525, Glendale, AZ 85311 [22-2]

TOWNS: WANTED

NORTH DAKOTA: All cancels wanted for my collection including: Doanes, DPO's, RPO's, RFD's, manuscript cancels, waving flag cancels, territorials, fancy cancels and unusual cancels. Send photocopies or on approval. Gary Anderson, 698 E. Hoyt Ave., St. Paul, MN 55106 [22-3]

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

OKLAHOMA and INDIAN TERRITORY material wanted. Covers, letters, checks, pre-1920 picture postcards. Send photocopy and price. Lavoy Hatchett, Box 700334, Tulsa, OK 74170 [22-3]

OREGON - EASTERN Oregon wanted: pre-1915; Malheur, Harney, Grant, Baker, Wallowa, Union Counties. Send photocopy and price. Randy McEwen, 1439 24th Ave., Longview, WA 98632-2730. [22-4]

PENNSYLVANIA - BLAIRSVILLE. All types of covers, postcards, memorabilia. Bob Hoover, RD 4, Box 94, Blairsville, PA 15717 [22-2]

PENNSYLVANIA - LUZERNE COUNTY. Wilkes Barre and surrounding communities. Anything that's interesting. I'm an avid buyer. Dorothy Lee, Box 1705, Plains, PA 18705 [22-6]

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

SOUTHERN TEXAS prior to 1900: Banquete, Collins, Corpus Christi, Galvez, Nueces or Nuecestown, Penitas, San Diego, Santa Gertrudes and the following forts: Brown, Ewell, Marcy, McIntosh, Merrill and Ringgold. Will consider other South Texas. Send photocopies/approvals. Jim Stever, First City Bank Tower, FCB 167, Corpus Christi, TX 78477 [22-4]

TEXAS-ESPECIALLY before 1900. Early barbed wire and windmill advertising covers also needed - any state. Send picture/approvals. Jim Alexander (APS), 5825 Caldwell, Waco, TX 76710. [22-2]

TEXAS - PRE-1900 SAN ANTONIO covers. Also folded letters sent to Mrs. Sidney Davison, Lima, Ohio by G.H. Nelson in 1840's - 1850's from Texas and from Mexican War. Karl Gebert, 1201 Louisiana, Suite 2900, Houston, TX 77002 [22-5]

UTAH WANTED: Pre-1930 postcards, real photos, Ogden, Ogden Canyon, Hermitage, Lagoon, Brigham City, Saltair. Your postage reimbursed. P. Muller, 478 Ogden Canyon, Ogden, Utah 84401 [22-5]

TOWNS: WANTED

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 [22-3]

FEZ, WEST VIRGINIA cover or postal circa 1903. Premium price paid. Alyce Evans, Box 286, Bonsall, CA 92003 [22-3]

WEST VIRGINIA: Premium prices paid for the following covers; Buckhannon (pre-1850), Florence (pre-1894), Grass Run (1857-1859), and Tallmansville (pre-1890). Don Henderson, 25 Shumaker Rd., Buckhannon, WV 26201 [22-5]

LITERATURE: FOR SALE

NORTH CAROLINA Post Office Catalog - Alphabetical listing of over 7600 post offices with county, date established, date discontinued, mail to, first postmaster, remarks. 229 pages, prong bound. Sample page on request. \$31.50 postpaid from: Phil Perkinson, Box 550, Norlina, NC 27563. [22-4]

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.

[22-1]

MISCELLANEOUS: FOR SALE

MACHINE CANCELS American to Whitehead. My huge inventory includes many rare items. Over 4000 different flag cancels in stock. Want lists welcome; fully illustrated net price list available upon request. Bob Patkin, P.O. Box 186, Georgetown, MA 01833. Member ASDA, APS, MCS. Phone: 1-800-222-7184 [22-3]

MISCELLANEOUS: WANTED

IMPERFORATES OR PRIVATE PERFS on cover - Scott 314 to 631. Early uses, registered, commercial airmail, foreign destinations, unusual uses or rates, unusual markings, etc. Send photocopy with prices. George P. Wagner, 1028 N. Sheridan Rd., Waukegan, IL 60085. [22-4]

REGISTERED COVERS - odd rates and usages. Especially 1930-1955. Also government forms pertaining to registration. Michael Zolno, 2855 W. Pratt Blvd., Chicago, IL 60645 [22-6]

MISCELLANEOUS: WANTED

PREXIE EXHIBITOR paying top prices for top quality 1938 presidential series solo usages and dollar values on commercial covers. Please send photocopy and price. Dickson Preston, 2102 Montvale Court W., Seattle, WA 98199 [22-3]

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 [21-6]

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]

1947 CENTENARY SOUVENIR sheet and/or individual cut out stamps, U.S. Scott #948, 948a, 948b. Postally used on contemporary commercial covers, paying proper postage rates and/or special service fee's. No Unaddressed FDC's. Brad Arch, 144 Hamilton Ave., Clifton, NJ 07011 [22-5]

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, financial documents purchased! Especially autograph, railroad, mining, telegraph, baseball, unusual. "Illustrated Guide to Mining Stocks & Bonds" only \$3.00. Please phone: 718-897-3699/fax: 718-275-3666. Norrico, 65-09 99th Street, Rego Park, NY 11374 [22-3]

MISCELLANEOUS: WANTED

SUBSTATION COVER pre-1890 (registered or postal note usual usage); St. Louis street car RPO 1895 or earlier; 1857-58 TA; 1st Bremen TA convention posted at Bremen; Pioneer shield permit; Seattle-Manila Sea P.O. Generous prices paid for fine or better examples. Frederick Lightfoot, P.O. Box 2123, Greenport, NY 11944 [22-3]

FOREIGN: WANTED

ASIAN SPECIALIST paying market price for covers (from or to), postcards, stamps of China, Japan, Korea, Hong Kong, Singapore, Thailand, Vietnam, Laos, ..., etc. Have U.S. covers (fancy cancel, town cancel of all states) for trade. Call (708) 953-8264 or fax (708) 953-8286. Jack Yao, 1-S-222 Ardmore, Villa Park, IL 60181. [22-6]

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 [22-6]

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 [22-4]

FOREIGN: WANTED

MEXICO COVERS, including U.S. occupation, stampless, forwarding agents, transoceanic, express, revolutionary, early flights and any better or unusual, or collections or accumulations. Monte Hensley, c/o Frontier Adjusters, 2015 Wyoming N.E. #A, Albuquerque, NM 87112 [22-1]

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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The following LA POSTA back numbers are currently available. From LA POSTA, Box 135, Lake Oswego, OR 97034. Quantities are quite limited for some numbers.

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Volume 14, No. 6
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Volume 16, No. 1 - 6 (except 2)
Volume 17, No. 1 - 6 (except 5)
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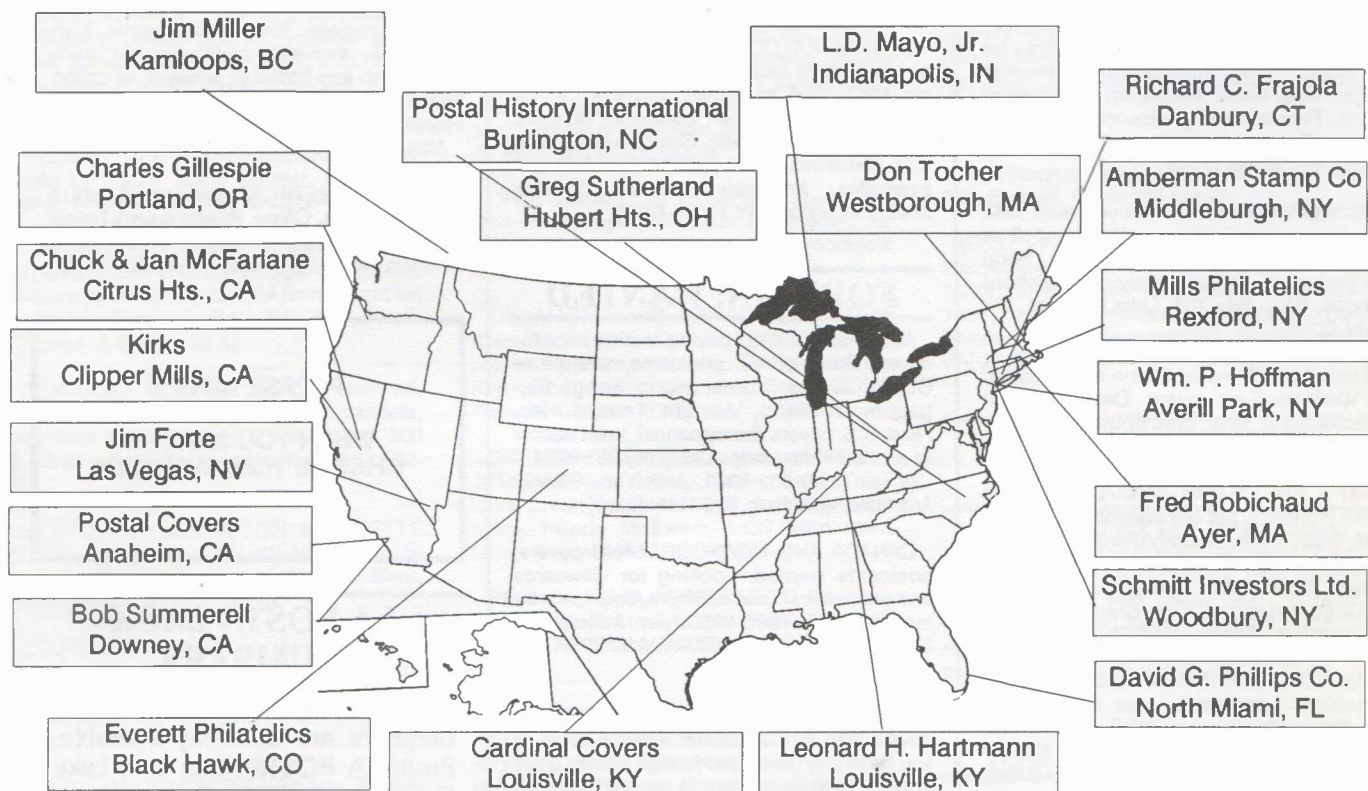
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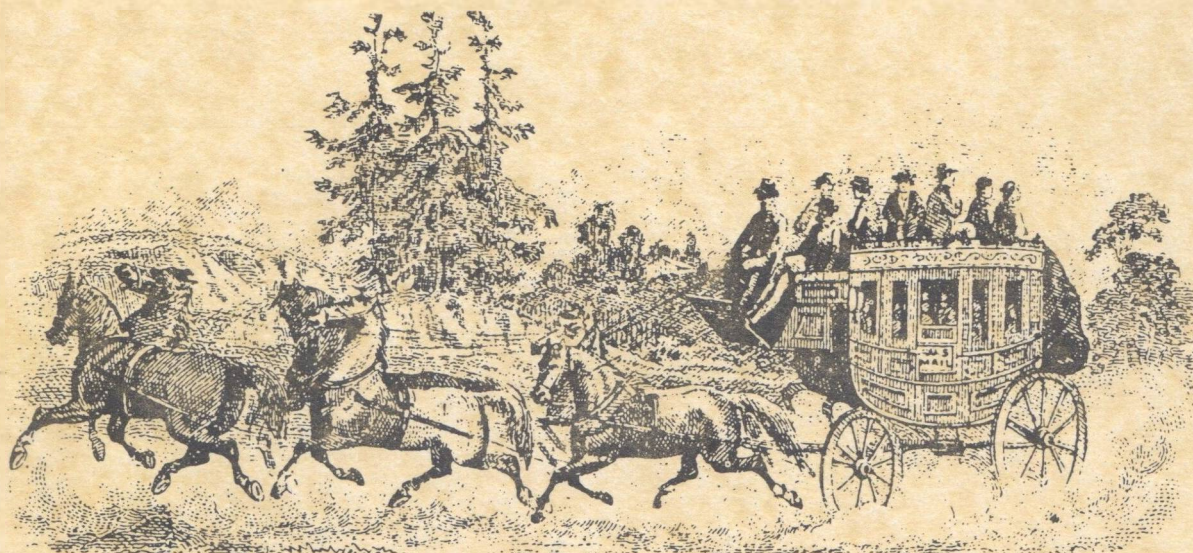
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