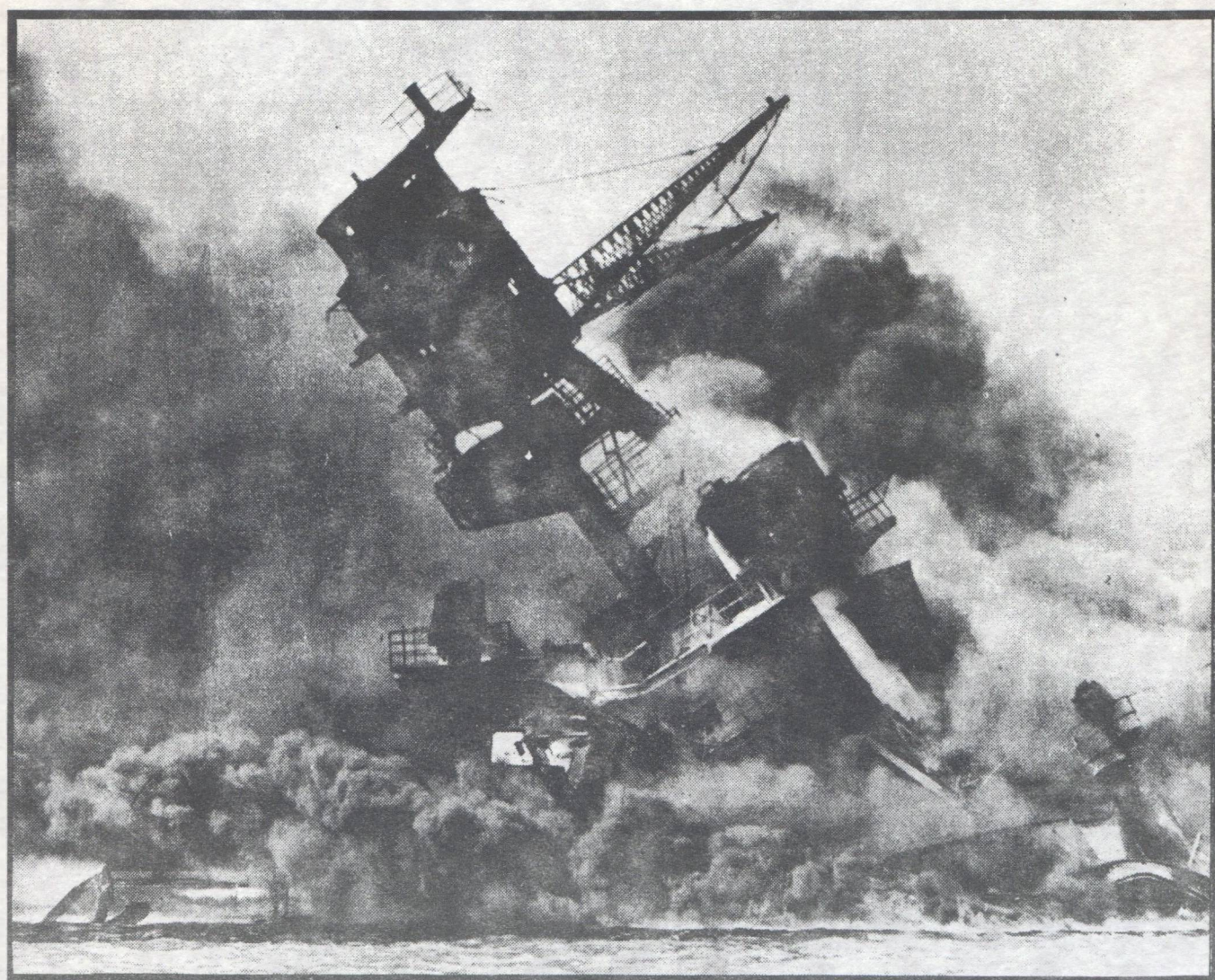


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LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

JANUARY 1992



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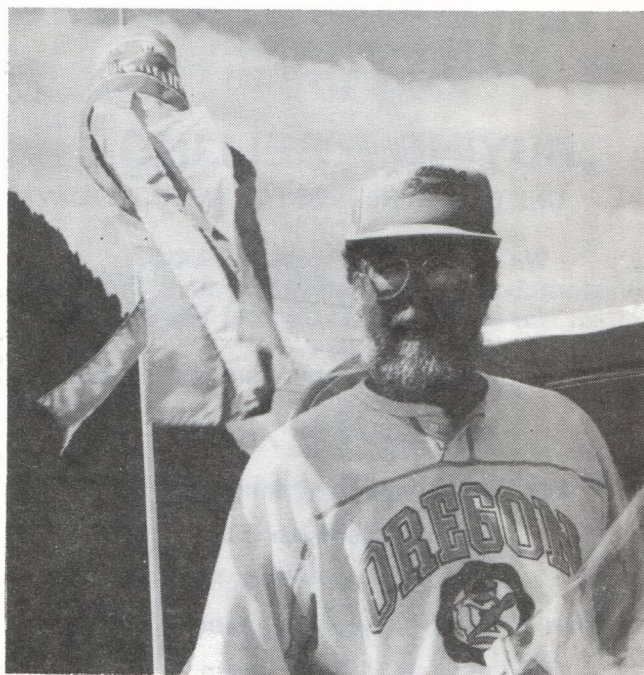
Of This and That...

Our annual summary listing of Type 1 Doane cancels will appear in the next issue, and I'm delighted to report that we've had some hefty increases in the listings for many states. Quite a bit of this new information can be attributed to the work of **Randy Stehle** and **Doug De Roest**, who have been busily exploring the postmark microfilms of the Post Mark Collectors Club. For those of you unfamiliar with this source, please see Randy's comments in the current installment of the "20TH Century Non-Standard Postmark" series in this issue. This announcement also represents a plea for anyone with new Type 1 Doane dates and towns that updates information appearing in Vol. 22, No. 1 (March 1991) to please contact me before January 20, 1992.

While on the subject of Doane cancels, I would like to announce that a major new project is now underway which will eventually lead to a nationwide listing of these popular postmarks. Working closely with each of the various Statewide Doane Coordinators (again, please see Vol. 22, No. 1), we are building a database which will list each and every Doane known to have been used in the U.S. Our current expectation is to publish this nationwide listing sometime during the spring of 1992. As those of you who have followed the progress of research into the use of these cancels know, there are important differences in the degree of completeness in listings from state to state. Despite that drawback, it is believed that the time is propitious for a "first cut" at a nationwide listing, and to that end we are proceeding. If you can contribute anything to the statewide lists published thus far, please contact the appropriate State Coordinators at your earliest convenience.

Looking back over the past few years worth of *La Posta* issues, it occurred to me that I had contributed very little in the way of original articles lately. From an editor/publisher's standpoint (and probably from many a reader's standpoint, as well), that's the way it should be. But every once in awhile I have this uncontrollable urge to write, and, since nobody else sent us anything appropriate to commemorate the 50th anniversary of the Pearl Harbor attack, here you are. As mentioned within the text of the article, I would be delighted to publish the Navy/Marine side of the story, if one of you kind folks would undertake to tell it.

Please permit me a brief commercial message. **Rod Crossley's**, *Railway Post Offices of California & Nevada*, is finally a reality. For those of you who ordered a copy on the pre-publication offer, my thanks for your patience, and I hope the wait was worth it. We are quite proud of the book. It's certainly one of the most attractive we've ever published, and with the dozens of historic photographs, original maps, and postmark illustrations, it should be a crowd pleaser. I know that each of the non-postal history people who became involved in its production -- bindery, cover printing, halftone shooting, etc. -- was quite impressed. Who knows, maybe this



is just the book to explain your in postmarks to a non-collector. This first printing was limited to just 500 numbered copies. About half of these are already spoken for, so if you are interested, please send us \$32.50 rather soon, and we'll ship you one of the remaining copies postpaid.

I guess that will just about cover it for this issue. Several new books -- including "Pneumatic" and "Hampden" from the **Machine Cancel Society**; *Confederate Patriotic Covers and Their Usages* from **David Phillips**; *British Columbia Post Offices (Expanded Edition)* by **William Topping**; and *Nome Gold* by **Kenneth Kutz** -- have arrived, and I had hoped to include reviews of each in this issue, but time and space were not available. Next time, I promise... Until then, please accept my best for the holiday season and wishes for a happy, healthy and prosperous 1992!

Richard W. Helbock

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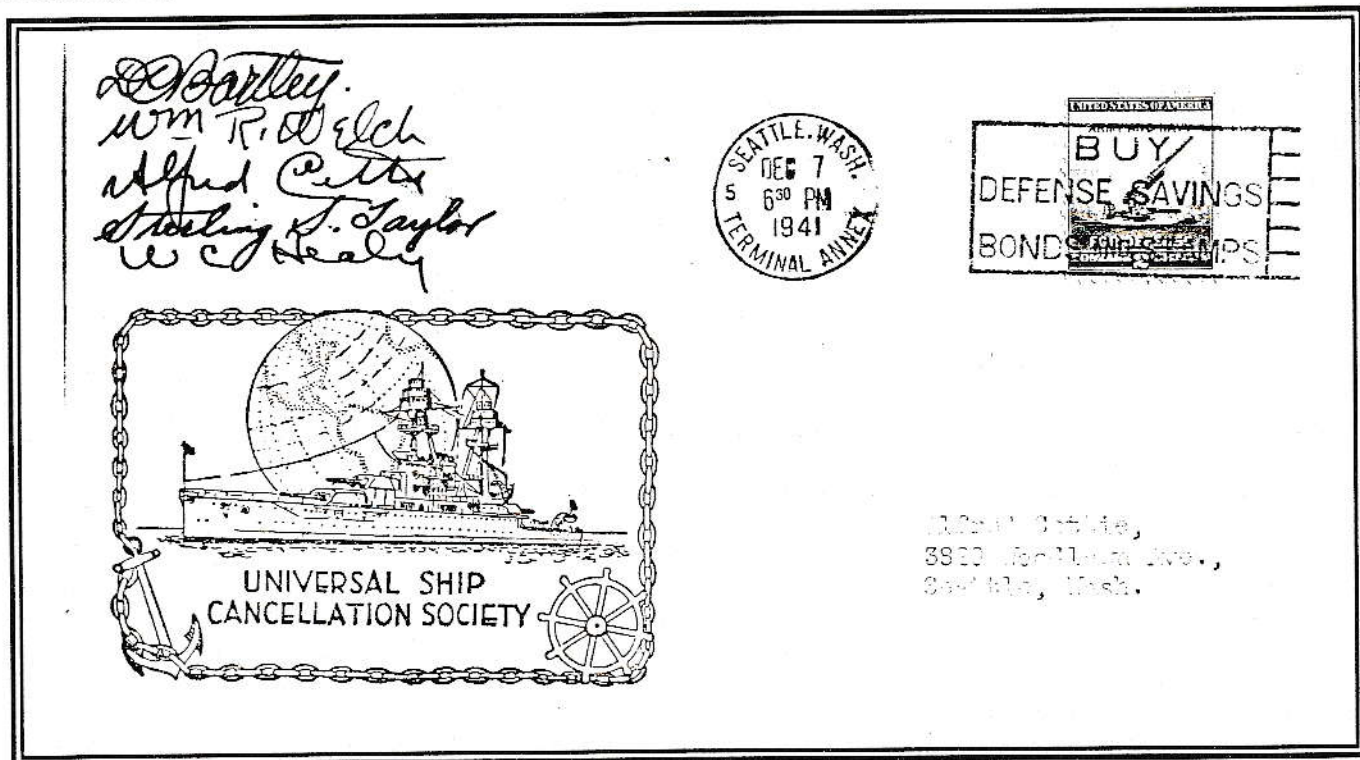


Figure 1. This cover was postmarked December 7, 1941, and was prepared by Seattle members of the Universal Ship Cancellation Society to memorialize the date. Since December 7th was a Sunday, postmarks from that date are not particularly common

DECEMBER 1941

- "Sam, if it's December 1941 in Casablanca, what time is it in New York?"
- "My watch stopped."
- "I'll bet they're asleep in New York. I'll bet they're asleep all over America."

Humphrey Bogart, *Casablanca*, 1942.

By Richard W. Helbock

December 7, 1941, is a day etched indelibly in the minds of all Americans who were then alive and old enough to be aware of its significance. For those of us too young to be aware, or not yet born, the date has attained mythical importance through its repeated use as a backdrop for books and movies. We all know that December 7th was a Sunday and that it was on this date that the Japanese attacked and bombed the Pacific Fleet lying at anchor in Honolulu's Pearl Harbor. This was the act that drew the United States into World War II, and changed to this day the way Americans view the world.

American losses of men, ships, planes and military equipment in the Pearl Harbor attack were substantial -- so much so that the true extent of the disaster was not released to the American public for several years. Tactically, Pearl Harbor was a classic surprise attack, but by December 1941 the

Roosevelt Administration and most of the American public expected that war was near. Nazi Germany's assaults on the European continent and the United Kingdom combined with Japan's on-going war with China had convinced most Americans that the U.S. could not forever remain neutral. The critical unanswered questions however, were when and where would "our" war begin? On December 7th at Pearl Harbor the questions were answered.

So here we are, 50 years after the events which reshaped our world so dramatically, and about to relive them through a series of commemorations which will extend over the next five years. The anticipated books, movies and television dramas and documentaries may open a few old wounds, but for most of us they are more likely to add perspective to events, with which we have some familiarity, but are often colored by half-truths or misinterpretations fostered by the emotional temper of the times. For example, it was widely reported that in addition to naval and military targets, civilian areas of Honolulu were bombed by the Japanese. Such reports had the obvious intent of increasing the hatred for those who would carry out an attack on civilians, and, undoubtedly, some damage and loss of life in civilian areas was caused by Japanese bombs. What was not reported, however, was the fact that guns -- both big and small -- on those American ships, which could be brought into play, were fired wildly in all directions throughout the two waves

of the attack, and that some of the death and destruction in civilian Honolulu must be attributed to "friendly fire."

The purpose of this article -- the first of what I hope to see developed as a series over the next few years -- is to explore and illustrate the possibilities of forming postal history collections built around World War II themes. There are, I am convinced, marvelous opportunities for postal historians to build cover collections around World War II themes and thereby enhance their enjoyment of the semicentennial commemoration. I refer here not so much to the "Fiftieth Anniversary of ..." type covers, but to a collection composed of covers dating from the era and related to events of that time. World War II era covers are still plentiful, and, while prices have begun to creep upward somewhat in recent years, most APO and war-related covers are available for a few dollars or less. This ready availability, when combined with a bit of imagination, a good theme and a willingness to search, can be all the elements necessary to assemble a fascinating and informative collection.

In this installment, I wish to explore in some detail the postal history aspects of the military preparedness of the United States in December 1941 to wage war. Specifically, I wish to examine the deployment of U.S. troops (Army, including Army Air Corps, only) outside the coterminous United States at the end of 1941, and identify their postal facilities. Perhaps one of our readers will feel sufficiently inspired to relate the Navy and Marine side of the story.

On December 31, 1941, the total strength of the United States Army was listed at 1,686,000, and of this number just under 200,000 (11.4% of the total) were deployed overseas. The greatest troop concentration outside the U.S. was the 45,000 officers and men stationed in Hawaii. The Hawaiian detachment was followed by roughly equal numbers -- about 32,000 -- in the Philippines and the Canal Zone, although the strength of forces in the Philippines included some 12,000 Philippine Scouts. Following these troop concentrations in order of rank, were the approximately 30,000 men assigned to bases in Alaska, and about 22,000 in Puerto Rico. A total of slightly less than 10,000 men were assigned to bases in Newfoundland; Iceland and Greenland combined, and approximately 6,200 were scattered among a series of small Lend Lease air bases in Bermuda and the Caribbean.

The postal facilities provided for these far-flung troop detachments had evolved as a result of the historic nature of the deployments themselves, as well as, the special relations between the United States and the host governments. In order to examine the postal facilities available in December 1941, it is necessary to consider each case according to its own special circumstances.

HAWAII

Hawaii was, at the time, a Territory of the United States, and the postal service available to troops stationed in Hawaii was the same as that offered Americans who lived in the continental United States with the exception that air mail rates

between the mainland and Hawaii were higher than those between two points within the continental U.S.

Hawaii was the corner stone of United States defenses in the Pacific, and the key element of these defenses was the naval base at Pearl Harbor. The naval base was augmented by major Army troop concentrations at Schofield Barracks, Fort Shafter, Fort Kamehameha and other installations, principally on the island of Oahu. In addition, there were air fields at Hickam, Bellows and Wheeler -- again on Oahu -- but the purpose of these installations was primarily to provide defense for Pearl Harbor.

Schofield Barracks was by far the largest Army installation in Hawaii. Built in 1909, and named for Lt. Gen. John M. Schofield, the reservation had an area of 14,400 acres in 1941. In December 1941 the post was home to both the 24th and 25th Infantry Divisions, as well as numerous smaller units. Schofield Barracks was located 21 miles northwest of Honolulu near the center of Oahu. Wheeler Field, established in 1922, was situated at the southern edge of Schofield Barracks. The Hawaiian Air Force's 14th Pursuit Wing was headquartered at Wheeler Field. The postal requirements of troops stationed at Schofield Barracks and Wheeler Field were handled by the Schofield Barracks Station of the Honolulu Post Office in December 1941. Mail was typically postmarked and canceled by an International machine with a killer which read "SCHOFIELD BARRACKS STA." with three straight lines above and three below (Fig. 2).

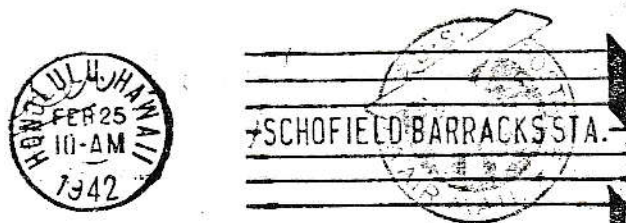
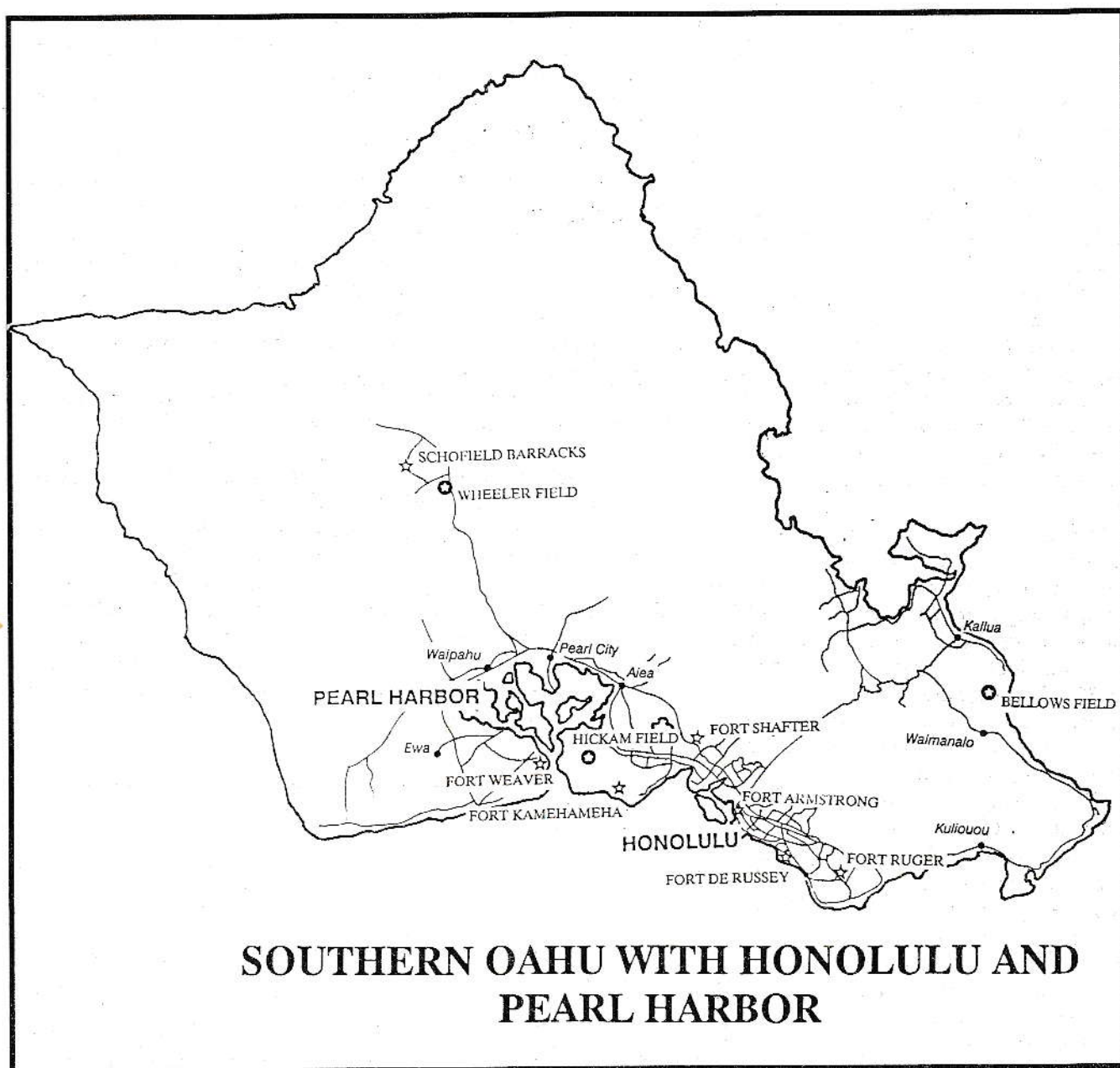


Figure 2. This International machine was used to cancel mail from Schofield Barracks in December 1941.

Fort Shafter was the headquarters of the Hawaiian Department. Named for Maj. Gen. William R. Shafter, the 1,344-acre post was located on the northwest edge of Honolulu about three miles from the center of the city. Fort Shafter was first occupied by the Army on June 23, 1907. While Fort Shafter did not house a large troop detachment such as Schofield Barracks, its headquarters function generated a considerable mail flow and the post was served by the Fort Shafter Station of the Honolulu Post Office in December 1941. Fort Kamehameha was the headquarters of the Harbor Defenses of Honolulu and home to the 15th and 16th Coast Artillery Regiments. Named in honor of King Kamehameha I, and first occupied by the Army on January 14, 1913, the post was located on the east side of the channel entrance to Pearl Harbor, about nine miles northwest of the center of Honolulu. In December 1941 the Fort



SOUTHERN OAHU WITH HONOLULU AND PEARL HARBOR

Kamehameha Station of the Honolulu Post Office handled the postal requirements of the Fort.

Hickam Field, located seven miles northwest of Honolulu between Pearl Harbor Navy Yard and Fort Kamehameha, was named in honor of Lt. Col. Horace M. Hickam, who was killed in 1934 in an accident at Fort Crockett, Texas. The

18th Bombardment Wing, which consisted of two heavy bomber squadrons and one light bomber squadron, were headquartered at Hickam in December 1941. The postal requirements of Hickam Field were met by the Hickam Field Branch of the Honolulu Post Office. Mail from the facility was typically postmarked and canceled by an International machine which featured a postmark reading HICKAM FIELD, HAWAII (Fig. 3).

In addition to these major installations, there were a number of small posts for which mail service was provided by the central Honolulu Post Office. These were:

Fort Armstrong, situated within Honolulu, housed the Hawaiian Quartermaster, Signal and Medical Depots, as well as the U.S. Army transport docks.

Fort De Russey was the headquarters of the Hawaiian Separate Coast Artillery Brigade. Once known as Waikiki



Figure 3. This International machine was used to cancel letter from Hickam Field in December 1941.

Military Reservation, the post was situated on the edge of Waikiki Beach not far from the business district of Honolulu.

Fort Ruger was a Coast Artillery post situated at the base of Diamond Head, about six miles southeast of the center of Honolulu. Named for Maj. Gen. Thomas H. Ruger, the post was first occupied on August 14, 1909.

Fort Weaver, another installation of the Harbor Defenses of Honolulu, was located on the west side entrance to Pearl Harbor. The post was named in honor of Maj. Gen. Erasmus Weaver.

Fort Barrette was also part of the Harbor Defenses. This small post was located west of Pearl Harbor, and had been named for General John Barrette.

In addition to these "close in" installations, there were also a few outlying military reservations on Oahu. Chief among these was Bellows Field, which housed the 86th Observation Squadron, and was located on the windward coast near Waimanalo, a road distance of about 28 miles from Honolulu.

Military posts located on the other Hawaiian islands were generally limited to small auxiliary and emergency air fields, observation posts, communications facilities, and so forth. The major exception in December 1941 was Kilauea Military Camp, which was then a recreation center and rest camp located on the slopes of Mauna Loa on the Island of Hawaii, about 30 miles from Hilo.

Before proceeding on to the next area of overseas deployment, it would seem appropriate to mention briefly the general postal situation in Hawaii following the Pearl Harbor attack. The city itself was not heavily damaged in the attack and, while there was quite naturally a huge disruption in daily life, the major elements of urban infrastructure -- transportation, communications, utilities, etc. -- continued to function. Marshall law was declared in effect in Hawaii on December 7th, and troops of the 24th and 25th Infantry Divisions were deployed to defensive positions around Oahu so that they might repel any Japanese attempts to land on the island.

Air mail service between Hawaii and the mainland was disrupted at least briefly. On December 6th an ANZAC Clipper, one of Pan American planes flying the air route between the U.S. and Australia/New Zealand, had departed San Francisco for its first stop in Honolulu. While

en route, the pilot was warned to divert from Honolulu to Hilo, and mail was off-loaded there. The mail on this flight was apparently the last air mail to or from Hawaii until December 18th when Clipper service was once again established to the West Coast.

Perhaps a bigger disruption of mail service resulted from censorship. Plans for the censorship of civilian mail had been developed by the Federal Government prior to the Pearl Harbor attack (Roth, pp. 9-12), and so once Congress passed the First War Powers Act on December 17, 1941, the Office of Censorship came into being the very next day. In Hawaii, however, the declaration of martial law on December 7th meant that mail censorship had already begun -- at least on paper.

As Hester and Johnson reported in their article "I.C.B. - Information Control Branch" in *The Bulletin of the Metropolitan Air Post Society* (Apr-Jun 1991), the Honolulu Advertiser of December 24, 1941, announced that: "Capt. H. R. Shaw, USA, will head the Information Control Branch established here by the army as part of the national censorship system to examine outgoing mail." Located in the Federal Building, next to the main Honolulu Post Office, the I.C.B. staff, according to Capt. Shaw "pledged to mail letters as rapidly as possible and to treat their contents in confidence and with respect." Outgoing mail, as well as mail passing through Honolulu in transit, was to receive 100 per cent censorship.

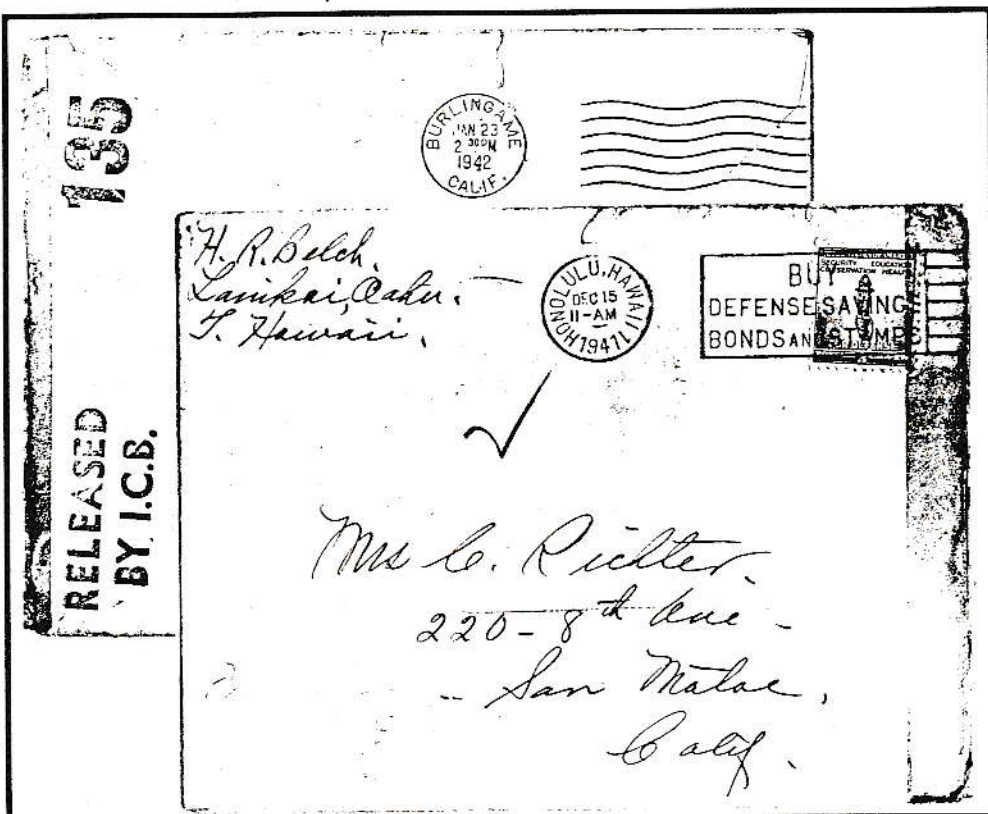


Figure 4. This cover was postmarked in Honolulu on December 15, 1941. It was censored by the Information Control Branch, and reached Burlingame, Calif., Jan. 23, 1942.

The amount of delay in mail service from Hawaii caused by the new censorship program is unknown. Figure 4 illustrates a cover postmarked Honolulu December 15, 1941, which reached Burlingame, Calif., January 23, 1942. The cover probably carried a Christmas card. Evidence of censorship includes a cellophane tape at right and the handstamp marking RELEASED/BY I.C.B. 135 on the reverse. It was not sent airmail, but if we assume that its sender expected delivery around Christmas -- about 10 days after mailing, then censorship may have added as much as a month to the delivery time. On the other hand, Hester and Johnson illustrate a cover postmarked Honolulu December 10, 1941, which was sent airmail special delivery to Long Beach, California, and was backstamped in Long Beach on December 20, 1941. This cover, they believe, was carried on the first China Clipper return flight of December 19th, after the resumption of service on that route. Perhaps the Information Control Branch staff gave censorship priority to air mail and special delivery service mail. At any rate, considerably more examples of mail censored early in the war must be examined before any reasonable estimates of delays due to censorship can be made.

THE PHILIPPINES

When Congress passed the Tydings-McDuffie Act on March 24, 1934, the United States agreed that in 1946 it would withdraw completely from the Philippines Islands and the Commonwealth would become the Republic of the Philippines. By the summer of 1941 the continuing Japanese aggression in China had convinced American military planners that additional steps must be taken to strengthen Philippine defenses. When Japan occupied naval and air bases in southern Indochina on July 22, 1941, the United States began to move.

General Douglas MacArthur was called to active duty and appointed commander of Army Forces in the Far East on July 26, 1941. MacArthur had retired from an illustrious 38-year career in the Army on December 31, 1937, and many of his later years had been spent in the Philippines. When he returned to active duty in July 1941, his Philippine Department consisted of 22,532 men, over half of whom were Philippine Scouts.

The largest component was the Philippine Division, which consisted of the 31st, 45th and 57th Infantry Regiments -- the former being the only American infantry unit in the islands composed entirely of Americans and the latter two being composed entirely of Philippine Scouts in the enlisted ranks. In addition to the infantry components, the Philippine Division consisted of three battalions of field artillery, and standard engineer, ordnance, signal, military police, medical and quartermaster units. The total strength of the Division on July 31, 1941, was 10,473 men.

In addition to the Philippine Division, U.S. Army ground elements consisted of the Harbor Defenses of Manila and Subic Bays, the 26th Cavalry Regiment of Philippine Scouts,

the 86th and 88th Field Artillery Regiments, again composed of Philippine Scouts, and assorted quartermaster, signal and military police units.

Army ground units, including the Philippine Division, were divided among a series of different military posts located mostly on Luzon. Fort Stotsenburg, located about 50 miles north of Manila, housed the two Philippine Scout regiments of the Philippine Division, the two Scout field artillery regiments, and the 26th Cavalry Regiment. The 31st Infantry Regiment was stationed at the Post of Manila, in the city itself, and Division Headquarters, along with most of its service and supply

forces, were at Fort William McKinley, just south of Manila.

Headquarters of the Harbor Defenses were located at Fort Mills on Corregidor. The defenses themselves were on Caballo Island (Fort Hughes), El Fraile (Fort Drum), and Carabao (Fort Frank) -- all located at the entrance to Manila Bay -- and Fort Wint on Grande Island at the entrance to Subic Bay. In addition to the military posts on Luzon, ground units were stationed at Pettit Barracks in Zamboanga on the island of Mindanao.

The Army Air Corps presence in the Philippines in July 1941 was rudimentary. The force consisted of 210 planes divided between Clark Field (near Fort Stotsenburg), Nichols Field (six miles south of Manila), and Nielson Field on the outskirts of Manila. Only 31 of the planes (P-40B's) could be considered modern aircraft. Total strength of the Air Corps numbered 2,303 officers and men.

MacArthur began to strengthen Philippine defenses immediately by mobilizing the Philippine Army into a force which eventually numbered some 120,000 by the time of the Japanese attack. Simultaneously, MacArthur began lobbying Washington for large-scale reinforcement of the Philippines by the U.S. Army. The first American reinforcements consisted of the 200th Coast Artillery Regiment, two tank battalions (the 192nd and 194th) and the 17th Ordnance Battalion. They arrived before the end of September. By mid-November the War Department had approved for transfer to Manila a total of over 20,000 officers and men, including the 34th Infantry Regiment to augment the Philippine Division. Shipment from the U.S. was scheduled to begin December 8th.

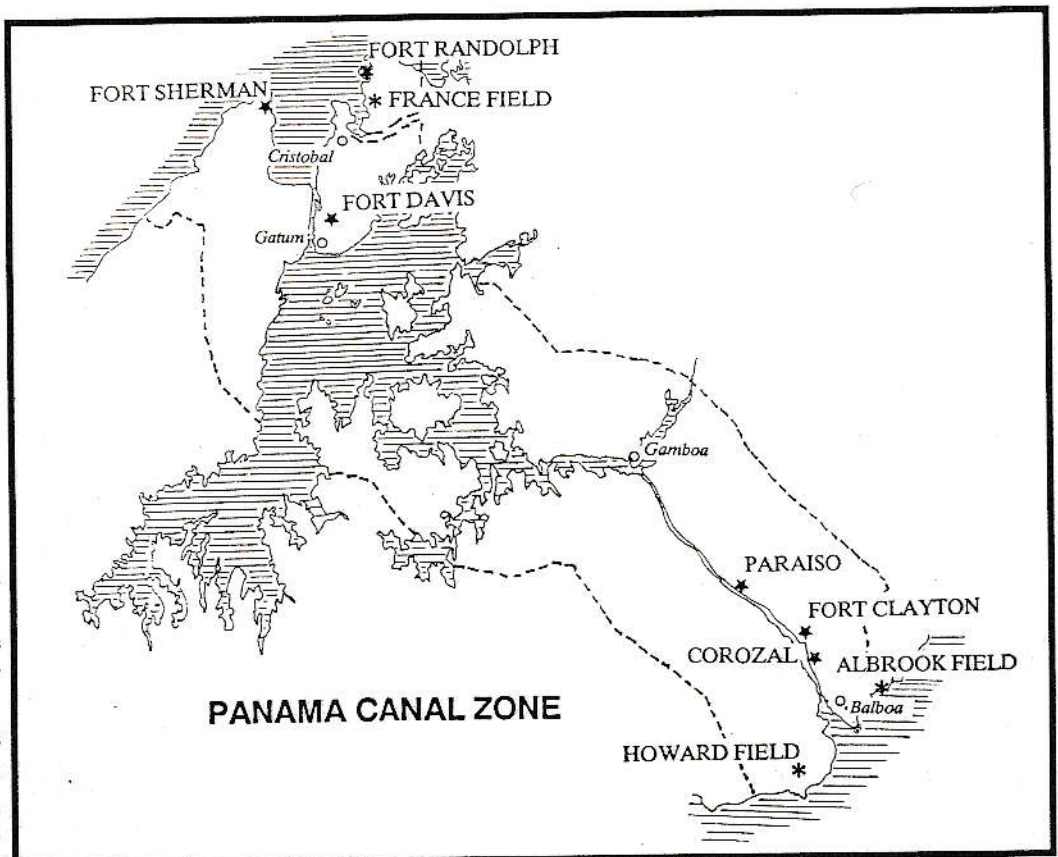
Reinforcement of the Air Corps began with a historic flight of nine Flying Fortresses of the 19th Bomb Group (the 14th Squadron) from Hickam Field (Hawaii) of September 5th to Clark Field via Midway, Wake, Port Moresby, and Darwin. The flight -- 10,000 miles mostly over water -- was completed in about a week, and demonstrated that the Philippines could be resupplied by air. Two other squadrons of the 30th Group (the 30th and 93rd) completed transfer to Clark Field by early November. In addition to the bombers, MacArthur received fifty P-40 pursuit planes in September and additional numbers of these modern fighter were shipped in October and November. By early December both the air and ground forces available to defend the Philippines had been considerably strengthened. Air corps troops numbered 5,609, more than double the number available in July,

and a large number of new fighters and bombers had recently arrived. Ground forces had increased by 8,563 men since July, nearly doubling the number of Americans on hand for Philippine defense. Unfortunately, MacArthur's time to reinforce his command ran out in the early morning hours of December 8th as Japanese naval and air forces launched simultaneous attacks on Malaya, Singapore, Guam, Hong Kong, Wake and the Philippines. American and Philippine troops fought valiantly against a superior Japanese force for the next five months, but eventually, on May 6, 1942, General

Wainwright -- left in command when MacArthur withdrew to Australia -- surrendered the last allied stronghold on Corregidor.

Postal requirements of U.S. Army forces assigned to the Philippines were carried out by the Philippine Post Office prior to the war. In other words, there were no U.S. Army Post Offices in the Philippines prior to 1941, and troops stationed at Fort Stotsenburg, Fort William McKinley, Clark Field, and so forth were required to mail letters to the U.S. paying postage of 6 centavos per half ounce for surface mail. Ironically, the troops scheduled to depart from San Francisco for the Philippines on December 8, 1941, were to be accompanied by the first Army Post Office assigned out of San Francisco. APO 897 had been authorized for use by these forces in order to provide security with respect to their destination.

My experience has been that mail from U.S. Army troops dating from late 1941 is rather hard to come by. Granted, I am not per se a collector of postal history from the Philippines, and perhaps I simply have not looked in the right places, but, given the relatively small number of Americans stationed in the Commonwealth in late 1941 and the immense disruption of personal and official records caused by the Japanese invasion and subsequent fighting, it is not hard to imagine that surviving covers from the period are really quite scarce. Perhaps one of our readers can shed some additional light.



THE CANAL ZONE

The Panama Canal represented the southernmost point in the Pacific Triangle of Defense, a United States defensive concept which included Hawaii and Alaska at the other apexes. In December 1941 some 32,000 U.S. Army air and ground troops were deployed at positions throughout the Canal Zone.

Fort Clayton, five miles from Panama City, housed infantry, artillery and engineer units, and was the largest of the Army's posts. Postal service was provided by the Fort Clayton post office in December 1941, and the volume of mail was sufficient for outgoing letters to be canceled by a machine postmarker/canceler.

Fort Davis, named for Col. William D. Davis, is located six miles inland from Colon and Cristobal. It was built in 1929, and in December 1941 was home to the 14th Infantry Regiment. This post, too, was served by its own post office, and had sufficient mail volume to justify cancellation by machine.

The coast artillery posts of Fort Randolph and Fort Sherman were also large enough to boast their own post offices in December 1941, but Fort DeLesseps and Fort Amador -- also coast artillery posts -- had their postal needs serviced by nearby community post offices.

The Post of Corozal was an engineer installation, and in December 1941 it was served by the Corozal post office. Similarly, Camp Paraiso, was home to the 5th Infantry Regiment in December 1941, and their postal needs were met by the Paraiso post office.

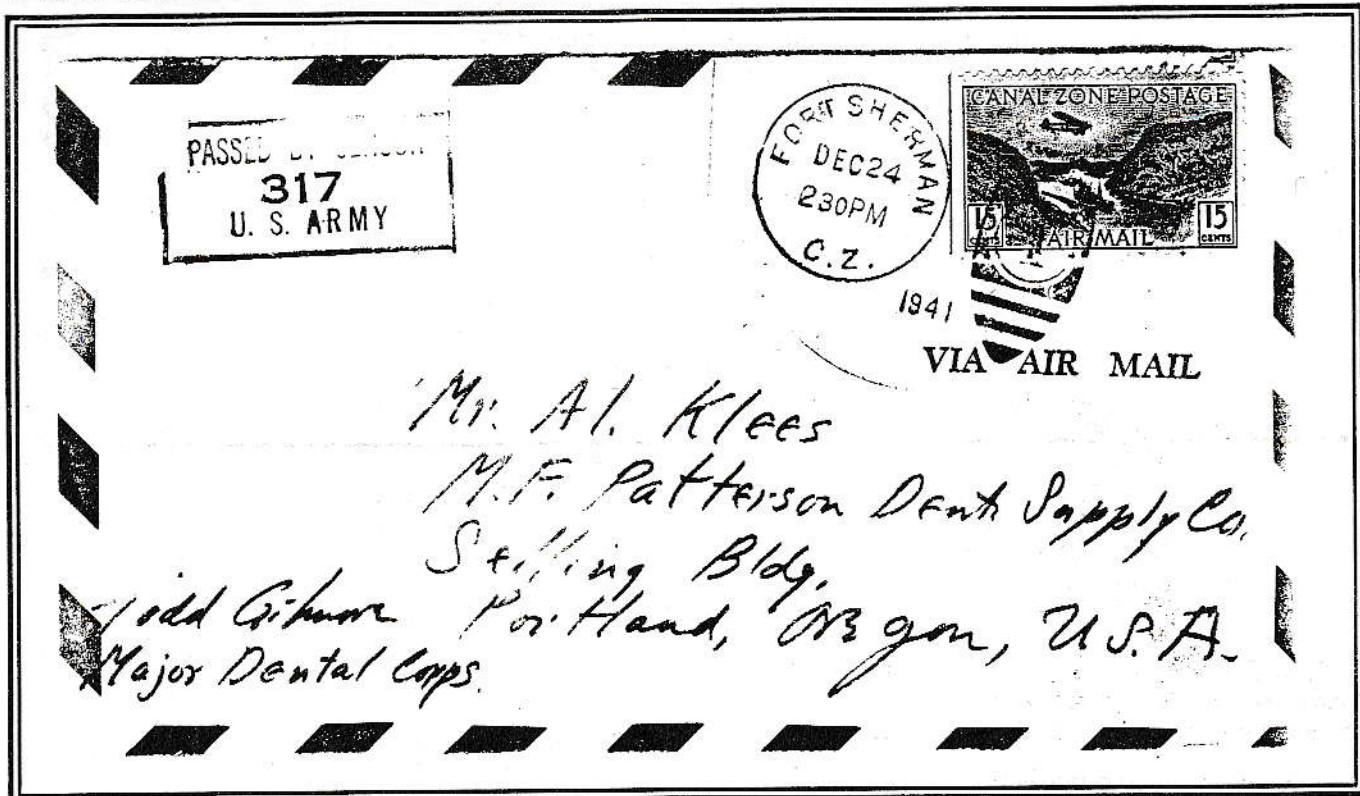


Figure 5. This cover from early in the war was postmarked Fort Sherman, Canal Zone, and bears an early censor marking of a type peculiar to the U.S. Army in the Canal Zone.

The Army Air Corps presence in the Canal Zone consisted of three pursuit fighter groups and two bomber groups. Albrook Field, located between Ancon and Corozal, housed the majority of the Canal Zone's air planes (114) in late 1941, with France Field providing space for about half as many. Howard Field, still under construction in December 1941, had about 20 planes, but activation of Army airborne units and the onset of co-operative air and ground exercises in late 1941 gave Howard Field added importance on the eve of hostilities.

Each of the three above mentioned fields enjoyed postal service provided by their own post office. The France Field post office was apparently the least busy of the three in late 1941, for it, among the trio, was the only facility to cancel mail with a duplex handstamp instead of a machine.

ALASKA

Prior to 1939 there was very little in the way of a modern military presence in Alaska, but, beginning in that year a major buildup was begun which included a series of air fields and naval bases along with a major Army post at Fort Richardson. By December 1941 the program was not yet complete, but the number of Army air and ground forces had reached nearly 30,000.

The construction of Army air fields in Alaska began during the fall of 1939 and included facilities at Anchorage, Fairbanks, Yakutat, and Annette Island. Elmendorf Field, adjacent to Fort Richardson near Anchorage, was by far the

largest Army Air facility in Alaska in December 1941. In fact, the planes of the 16th Pursuit Squadron and the 36th and 73rd Bombardment Squadrons were the only combat aircraft stationed in Alaska when the Japanese attacked Pearl Harbor. Fort Richardson housed the headquarters of the Alaska Defense Command, and the combined troop strength of the Fort and the Field in December 1941 was about 12,000. Postal service for the men stationed at Fort Richardson and Elmendorf Field was provided by the FORT RICHARDSON BRANCH of the Anchorage Post Office. The high volume of mail from the post justified the use of a cancelling machine at the Branch by mid-November 1941 (Fig. 6).

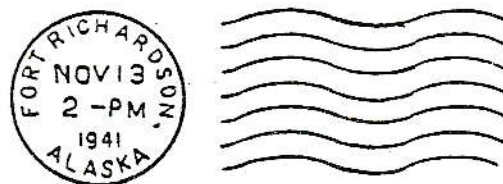


Figure 6. This International machine was used to cancel mail from Fort Richardson and Elmendorf Field in December 1941.

By comparison troop detachments at the other new air fields were quite small in late 1941. Ladd Field at Fairbanks boasted a 5,000-foot concrete runway, but the troops were still housed in temporary wooden barracks. At Yakutat, the

number of air corps troops involved in construction and operation of Yakutat Field was about 250, and probably a similar number were stationed at Annette Island Landing Field near Ketchikan. Postal service was provided by the Fairbanks and Yakutat civil post offices, but the troops on Annette Island were served by the ANNETTE ISLAND LANDING FIELD BRANCH of the Ketchikan Post Office. Mail from the troops at Annette Island was canceled using a double ring rubber utility handstamp (Fig. 7).



Figure 7. Mail from the small Annette Island Landing Field detachment was postmarked using this double ring utility handstamp in December 1941.

Construction was authorized in 1939 for major naval bases at Sitka, Kodiak and Dutch Harbor. These facilities were to include naval air stations and submarines bases as well as associated outlying support installations. In late 1941 construction was still underway, and the Army garrisons assigned to defend each naval base were in the process of being manned.

The largest Army garrisons were at Fort Greely (Kodiak) and Fort Mears (Dutch Harbor). Each of these numbered

approximately 6,000 troops in December 1941, while Fort Ray at Sitka housed only about 2,000 officers and men.

In December 1941 the troops stationed at Fort Ray were served by the NAVAL AIR STATION BRANCH of Sitka Post Office. The branch canceled mail with a duplex steel handstamp, and after the Pearl Harbor attack the die was altered by filing off the "SITKA, ALASKA" inscription (Fig. 8). There was no separate post office branch serving the troops at Fort Mears, Dutch Harbor, until January 3, 1942, so in December 1941 they were served by the civil Dutch Harbor office.

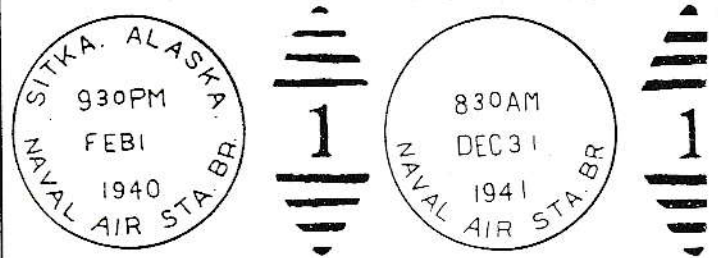


Figure 8. Before Pearl Harbor the steel duplex read "SITKA, ALASKA" at the top, but after the attack the location was filed out of the die.

The Army troops at Fort Greely sent and received their mail through the NAVAL AIR STATION KODIAK, ALASKA BRANCH of the Seattle, Washington, Post Office. This branch, which had been established August 1, 1941, canceled mail using a 4-bar rubber die handstamp, which, due to its extensive use, became rather worn before it was

Lt. C. O. Leak
215th C. A. (AA)
Fort Greely
Kodiak, Alaska

No Stamps Available
Collect Postage at Destination
Soldiers Mail

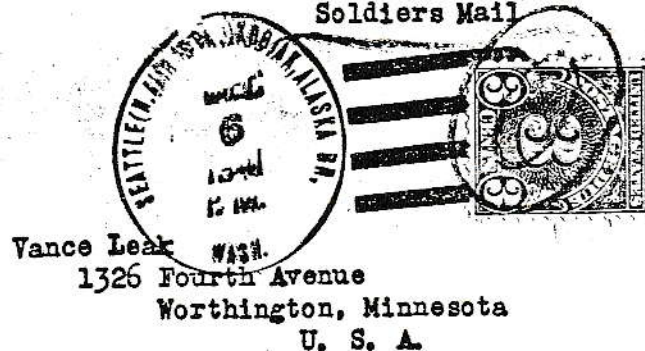


Figure 9. This cover was mail from a Coast Artillery officer at Fort Greely the day before the Pearl Harbor attack. Apparently the Naval Air Station Kodiak Branch had run out of stamps.

finally replaced by a steel duplex in the spring of 1942. On December 6, 1941, the handstamp was still making legible impressions, but it would appear that the branch had exhausted its supply of stamps (Fig. 9).

The only other Army troop concentrations of significant size in Alaska in December 1941 were located at Fort Raymond, new Seward, and Chilkoot Barracks, an historic post near Haines. Fort Raymond was a garrison designed to operate port facilities and guard the southern terminus of the Alaska Railroad. There were about one thousand officers and men here in late 1941, and their postal needs were filled by the Seward Post Office. Chilkoot Barracks was manned by two companies of the 297th Infantry, Alaska National Guard in December 1941.

PUERTO RICO

U.S. Army air and ground forces in Puerto Rico in late 1941 numbered about 22,000. The Territory, along with the nearby Virgin Islands, were designated the Department of Puerto Rico. Ground forces included infantry, engineers, field artillery and coast artillery in addition to service and supply units. The Army air corps was represented by units assigned to Losey Field, near Ponce, Borinquen Field (now Ramey Air Force Base), and Benedict Field on St. Croix in the Virgin Islands.

The largest infantry units were the 65th and 296th Infantry Regiments, both were composed of Puerto Rican troops and the latter was, in fact, the Puerto Rican National Guard. The 65th was stationed at Fort Buchanan, near San Juan, in December 1941, while the 296th was housed at Camp Tortugero.

Two field artillery regiments -- the 25th and the 162nd -- were stationed at Henry Barracks, Cayey, when hostilities broke out in late 1941, and the 69th Coast Artillery Regiment was stationed in and around Fort Brooke for the defense of San Juan Harbor.

The Army Air Corps in Puerto Rico was divided between units stationed at Losey Field, Ponce, and the newly constructed Borinquen Field in the northwest corner of the island. The 13th Composite Wing, as air troops on Puerto Rico were designated, boasted only 68 pursuit planes and 24 bombers at the end of 1941.

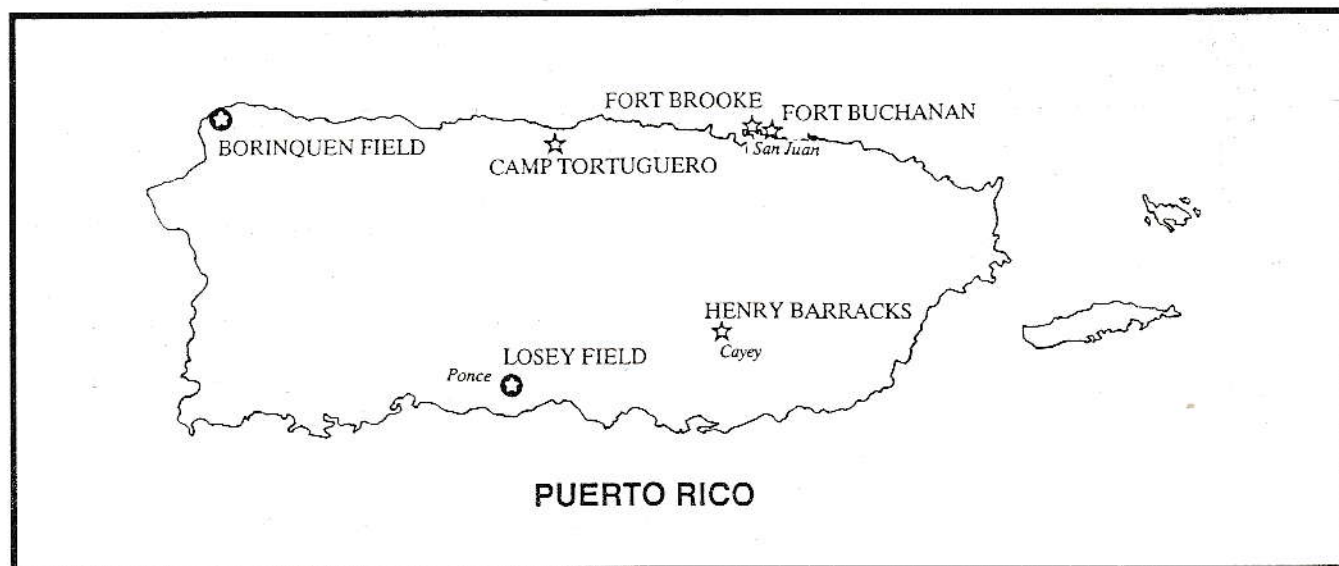
Borinquen Field was still under construction on December 12th when a young duty officer received a report that a large enemy transport had dropped anchor in the nearby bay and was discharging landing craft full of enemy troops. The officer immediately dispatched one of the field's few bombers to attack the ship, but, once aloft, it was discovered that the crew had failed to bring a bombsight. Nevertheless, bombs were dropped and small boats in the bay were strafed. Meanwhile, back at the airfield, jittery guards became convinced that they were being fired upon, and a fire fight erupted between adjacent guard posts. Fortunately, no one was killed in this fray, which became known as the "Battle of Borinquen."

Postal service for all air and ground forces serving in Puerto Rico in December 1941 was provided by the civil post offices of the Territory.

THE LEND LEASE BASES

The strategic interests of the United States and Great Britain coincided quite nicely in 1940 when Prime Minister Churchill requested additional support from the U.S. in the form of a group of aging destroyers and President Roosevelt sought to strengthen the Atlantic perimeter of hemisphere defense by acquiring the right to establish a string of air and naval bases stretching from Newfoundland to British Guiana. On March 27, 1941, details of the agreement were completed and the U.S.

transferred a flotilla of 50 destroyers to Great Britain. In exchange, Britain granted a 99-year lease on a series of air and naval base sites in Newfoundland, Bermuda, the Bahamas, Jamaica, Antigua, St. Lucia, Trinidad and British Guiana.



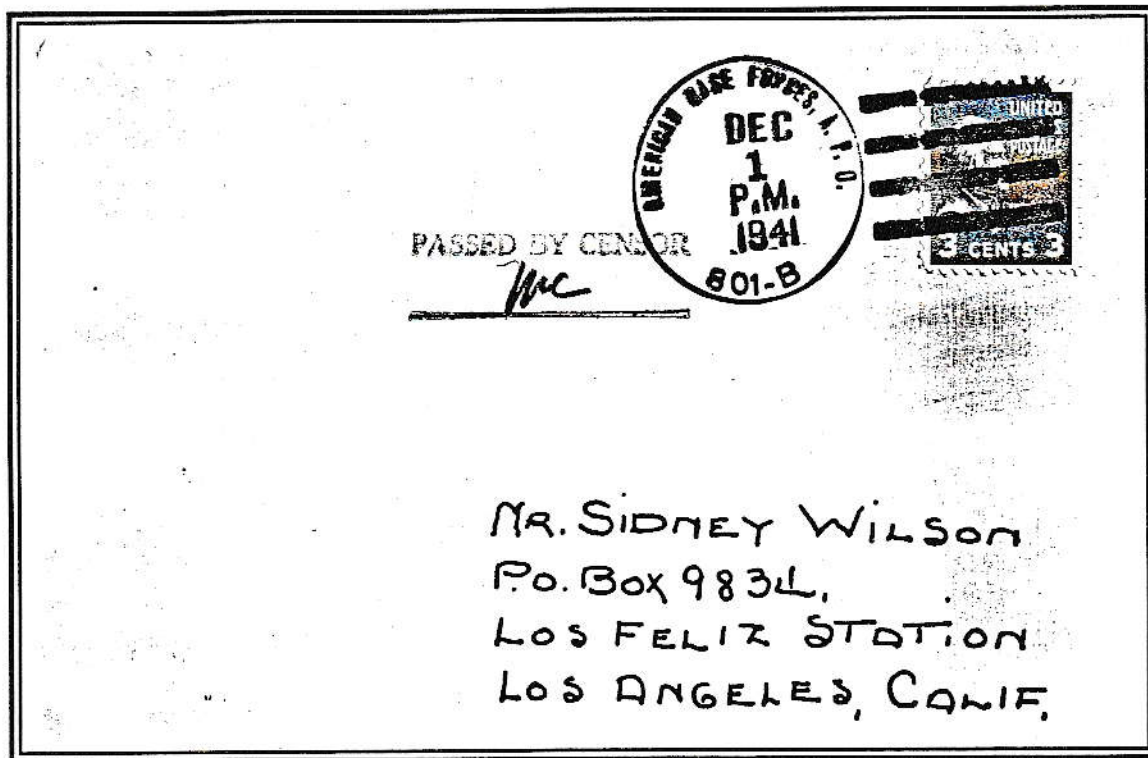


Figure 11. Each of the postal subunits of APO 801 postmarked their own mail with 4-bar postmarks carrying their specific designation. Military censorship was practiced at the Newfoundland bases even before Pearl Harbor, since the area was already in combat with Germany.

1941, at Fort Pepperell, Quidi Vidi, adjacent to St. John's. This post was initially planned to house a garrison of 3,500 troops and later this number was increased to 5,500. Construction of Fort Pepperell was not completed until March 15, 1943.

All four subunits of APO 801 canceled mail using distinctive 4-bar handstamp which included their letter designation (Fig. 11). Since details of the operation of APO 801 and its subunits were made public in the Postal Bulletin and elsewhere, collector-made covers from the branch and its subunits were widely made and are still today fairly common. Non-philatelic covers from troops stationed at these prewar bases are, on the other hand, rather scarce. Shortly after the United States entered the war, each of these Newfoundland APOs was replaced by units with new numbers. APO 801 became APO 862, APO 801-A became APO 863, APO 801-B became APO 864, APO 801-C became APO 865, and APO 801-D became APO 866. These new numbers were not made available to the public.

BERMUDA

The first detachment of Army troop assigned to Bermuda arrived in April 1941. Initial plans called for construction of an airfield designed to accommodate one composite group of the Army Air Corps, but the shortage of tactical units produced an actual allocation to the garrison of only one heavy bomb squadron and a group headquarters. By the end of 1941 the facilities at Fort Bell on Saint George were still

under construction, and, although some 1,200 officers and men were on duty in Bermuda, there were, as yet, no aircraft on station.

Postal service was provided by the establishment of APO 802 on April 18, 1941. The location of this APO was reported in Postal Bulletin 18178 to be on board the Transport *Chateau-Thierry*, but on April 22nd the location was revealed to be Bermuda. Since publication of the location of APO 802 compromised its security, the number was subsequently changed to an unpublished listing (856) once hostilities broke out.

TRINIDAD AND THE CARIBBEAN BASES

Trinidad offered the U.S. an excellent opportunity to establish a base at a very strategic point on the air and shipping routes connecting the United States, South America and West Africa. In addition, the island possessed valuable oil and asphalt resources and was a transshipment point for bauxite.

On May 5, 1941, a U.S. Army contingent of 60 officers, 995 enlisted men and 10 civilians arrived at Port-of-Spain. These men were joined in short order by an air contingent of some 400 officers and men with six B-18A's moved to the island from the Canal Zone.

Construction of American facilities on Trinidad centered on three sites. The first of these was known as Dockside for

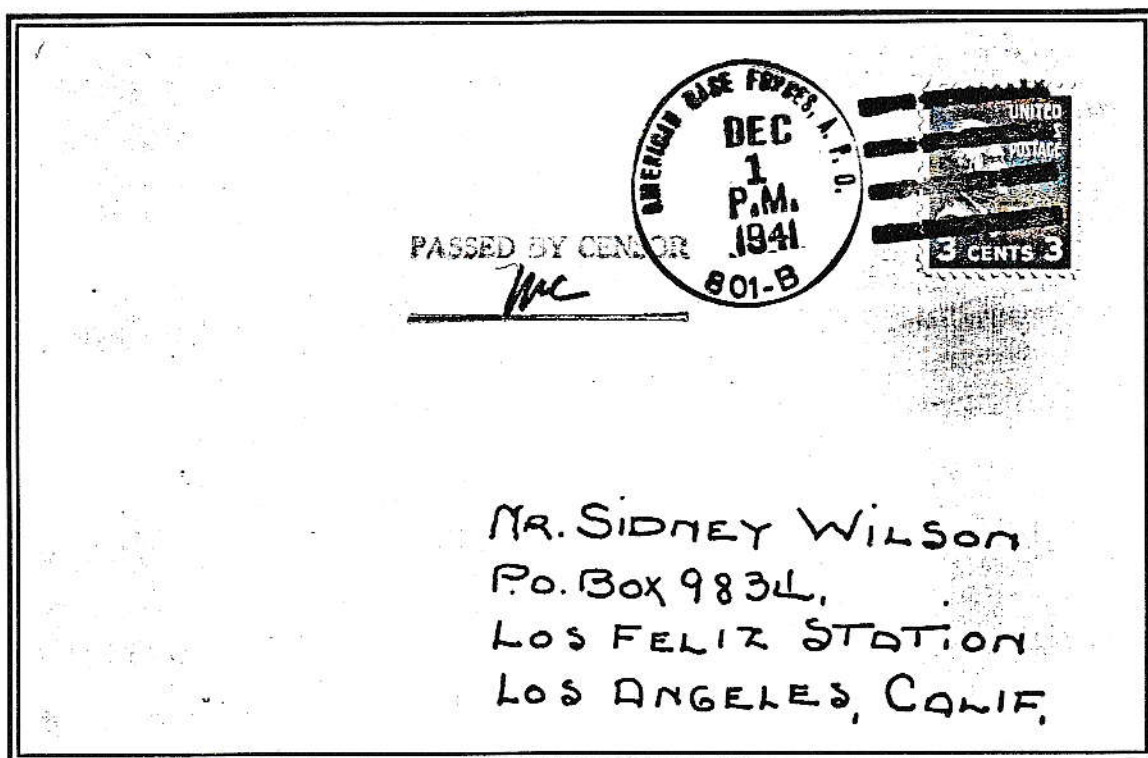


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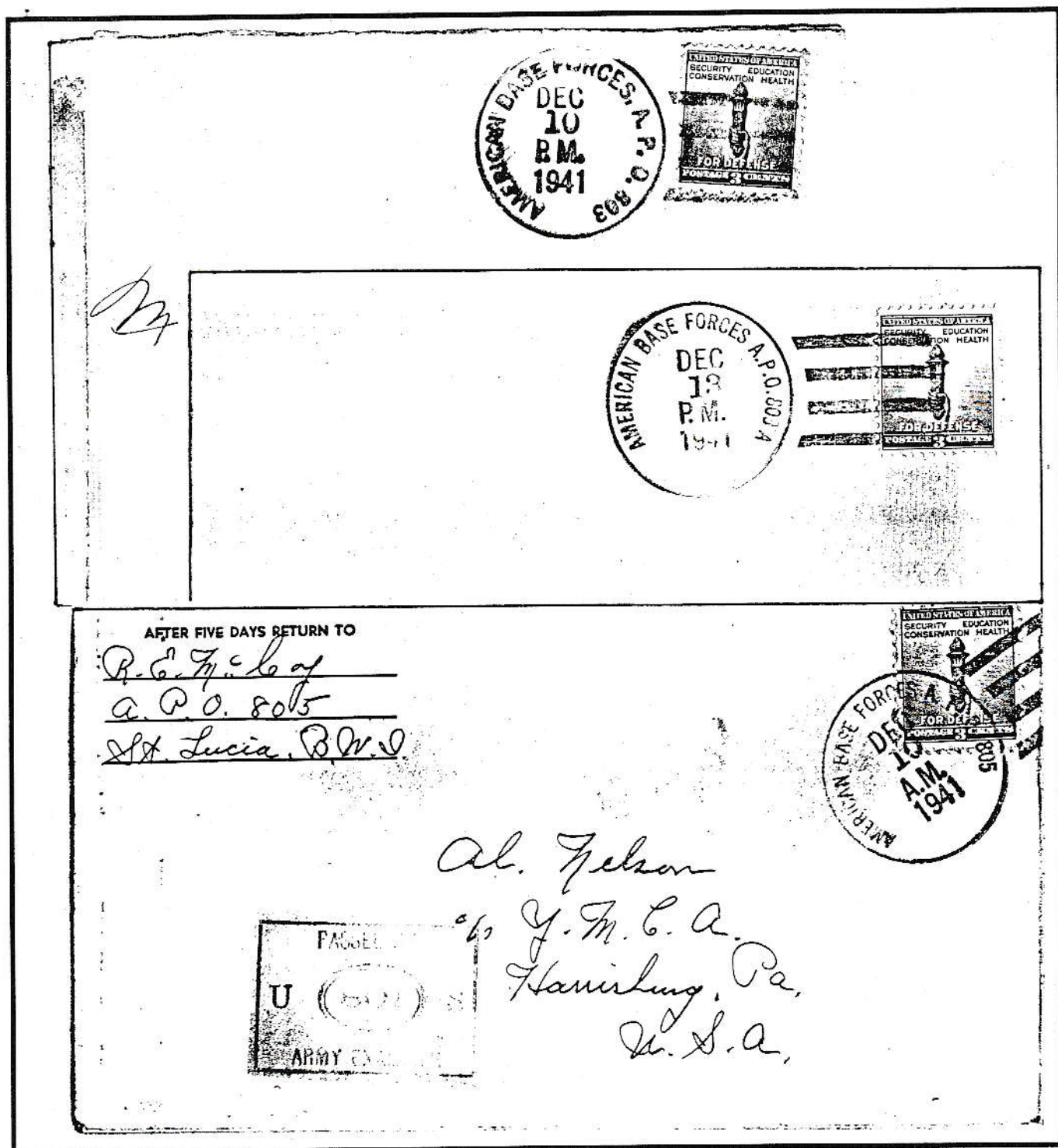
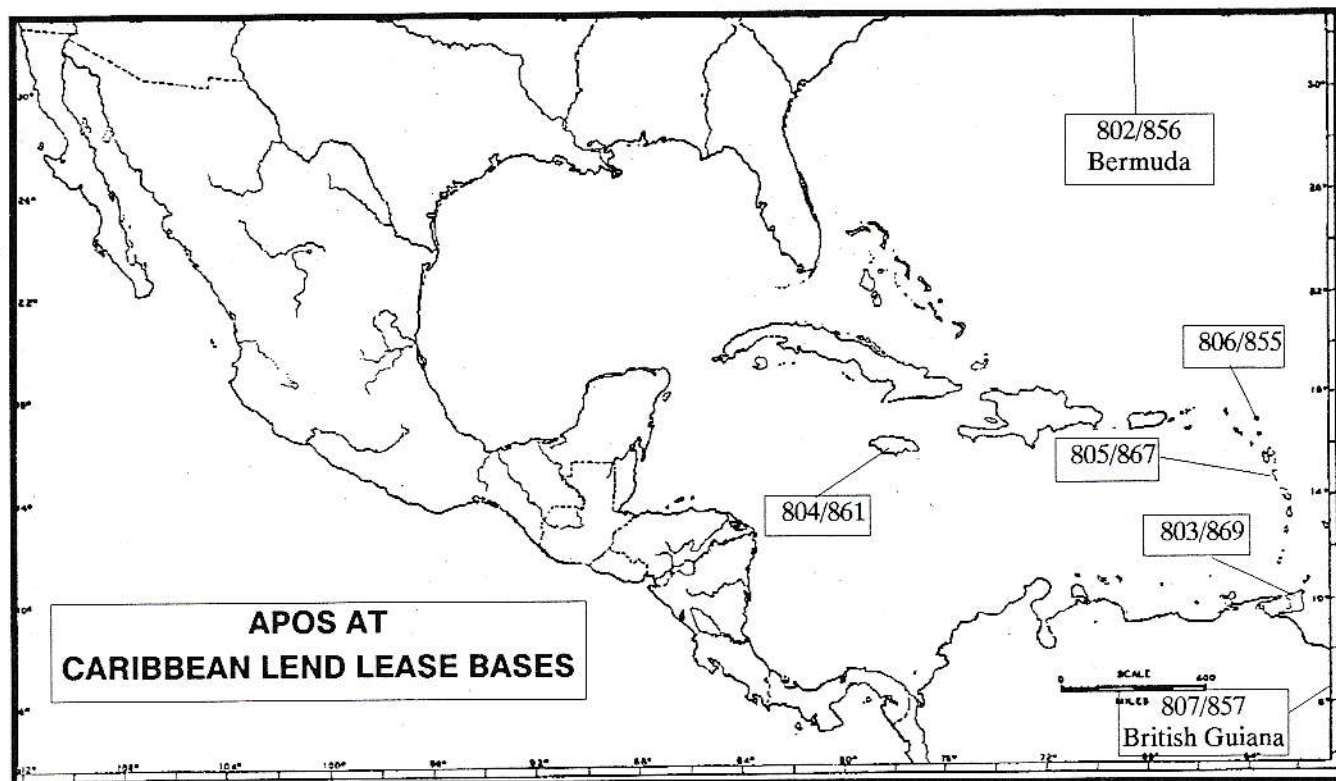


Figure 12. Three Caribbean base covers dating from a few days after the Pearl Harbor attack, and illustrating the style of 4-bar handstamps typically used at the bases. Top APO 803 (Port-of-Spain, Trinidad); center APO 803-A (Paramaribo, Surinam); bottom APO 805 (St. Lucia).

its location adjacent to King's Wharf in Port-of-Spain. Dockside was eventually developed into a 183-acre terminal which featured a new wharf, a large general depot, warehouses, and repair shops. The superior port facilities at Port-of-Spain encouraged the Army's decision to use Trinidad as the supply base for building American facilities on St. Lucia, Surinam and British Guiana.

The primary troop concentration on Trinidad was at Fort Read and adjacent Waller Field, in an area located about 20 miles inland, but these facilities were still under construction in December 1941. In fact, when the U.S. began ferrying aircraft to the Middle East in the fall of 1941, they used the Pan American Airways base at Piarco, Trinidad, until the facilities at Waller Field were completed in March 1942. The



total number of U.S. Army troops stationed in Trinidad was approximately 2,900 by the end of 1941.

In July other new Caribbean bases began to receive garrisons as air and ground units began arriving from New York in British Guiana and St. Lucia. Similar forces were dispatched to Antigua in September and to Jamaica in October. By the end of 1941 all four of these bases were still under construction and the troop detachments numbered only about 350 at each site. Atkinson Field in British Guiana later became an important stopping point in the aircraft ferry route from the U.S. through Brazil to Africa, but it was not yet operational in December 1941.

In addition to these Caribbean bases, which were all constructed under contract to the Army Corps of Engineers, Pan American Airways contracted to build or improve airfields in Cuba, Haiti, the Dominican Republic, and Surinam. In the case of the Paramaribo, Surinam, project, heavy rains and incompetent engineering supervision delayed the construction schedule badly beyond its planned August 1941 completion date, but in November 1941 a small detachment of air corps personnel began to occupy the facility which was intended to protect the invaluable bauxite mines of the colony.

A series of Army Post Offices was established to serve the troops assigned to the various Caribbean bases, and in December 1941 the following APOs were in operation: 803 (Trinidad); 803-A (Paramaribo, Surinam); 804 (Jamaica); 805 (St. Lucia); 806 (Antigua); and, 807 (British Guiana). As was the case with the 1941 bases in Newfoundland, the location of these APOs was released to the public, and each had to be replaced by a new APO number in early 1942.

GREENLAND

On April 9, 1941 the United States signed an agreement with Denmark whereby the U.S. agreed to defend Greenland in exchange for the right to construct, maintain and operate landing fields and such other facilities on the island as might be necessary for its defense. Denmark had been occupied by the Nazis in April 9, 1940, so the agreement was signed with the royal government in exile, but the U.S. felt secure in exerting its right to defend Greenland both in terms of the Monroe Doctrine and the Act of Havana. In fact, a joint Army-Navy South Greenland Survey party had sailed from the U.S. on March 18, 1941, to inspect for possible airfield sites.

The most promising site for an airfield was found at Narsarsuak, about 35 miles northeast of Julianehaab near the southern tip of the island. Plans were made to develop Narsarsuak (Codename BLUE WEST 1) into a major air base as rapidly as possible. On June 19, 1941, a force of 469 officers and men, accompanied by 2,565 tons of cargo, sailed from New York. Arriving at Narsarsuak on July 6th, the slow and difficult task of unloading cargo and building an air field was begun. The period of initial construction by military personnel lasted until late September, at which time civilian construction crews arrived to take over the project.

The planned garrison was to consist of one heavy bomb squadron, one pursuit squadron, an air base squadron, weather and communications detachments and air service units totaling 921 officers and men, but by December 1941 only a few weather,

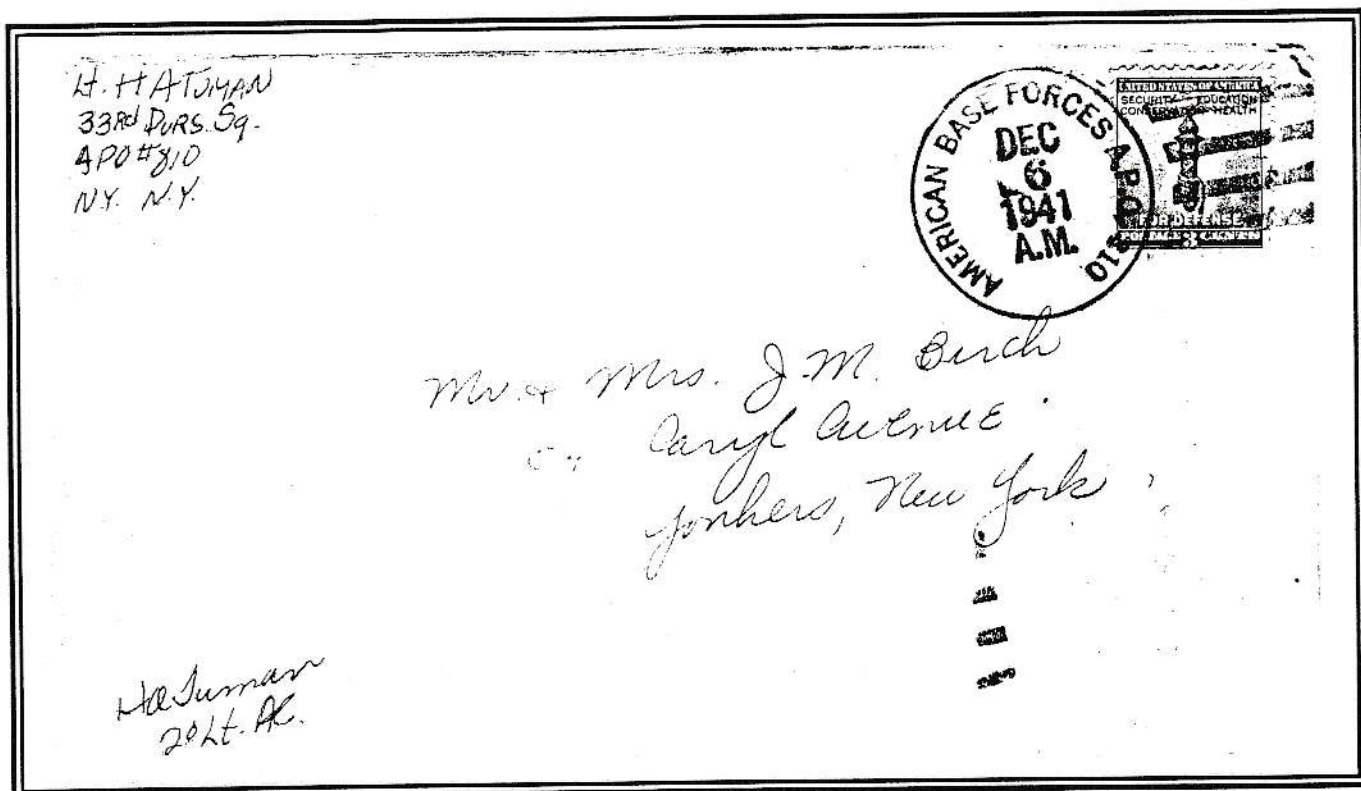


Figure 13. This cover was mailed through APO 810 (Reykjavik, Iceland) by a lieutenant with the 33rd Pursuit Squadron just one day before Pearl Harbor. The signature at lower left indicates that the Iceland Base Command was already censoring mail at that time.

communications and aviation engineering troops had arrived. In fact, the entire troop strength on hand in Greenland was only about 700 by the end of 1941, but construction of a second base at Sondre Stromfjord (BLUIE WEST 8) was begun in late September.

Postal service for the U.S. Army forces in Greenland were provided through APO 809 at Narsarsuak. This branch was established June 19, 1941, when the initial construction force sailed from New York. APO 809-A operated at Sondre Stromfjord from March 16th through April 25, 1942, but postal official replaced APO 809 with APO 858 and APO 809-A with APO 859 about May 1942. The reason, once more, was apparently related to security, for numerous collector-made covers exist from APO 809, and, to a lesser extent, 809-A.

ICELAND

The British occupied Iceland in May 1940 with the rather reluctant acceptance of the Icelandic Government. By the spring of 1941, the worsening war situation caused the British to become anxious about redeploying their Iceland garrison. In June, Iceland, backed by Great Britain, invited the United States to provide troops to defend the island, and on July 7, 1941, the 4,100 men of the U.S. Provisional Marine Brigade arrived at Reykjavik.

Iceland was seen as an important site for developing air and sea bases along the North Atlantic route to the United

Kingdom, and to this end American military planners began to work. The first U.S. Army contingent consisted of 1,226 officers and men -- mostly Army Air Corps personnel -- arrived in three ships on August 6, 1941. They were followed on September 16th by a much larger contingent numbering over 5,000. Together, these Marine Corps and Army forces became the Iceland Base Command under Maj. Gen. Charles H. Bonesteel. As 1941 came to an end the United States had over 10,000 troops stationed in Iceland, some 6,600 of whom were air and ground forces of the Army.

The U.S. Army troops stationed in Iceland were initially served by APO 810. APO 810 was established at Reykjavik on July 27, 1941, with Sgt. Edmund H. Roff, Army Air Corps, as Clerk-in-Charge. As with other 1941 APOs, the number was replaced by an "unlisted" number (860) about May 1942 for security reasons.

SUMMARY

In summary, while not quite sleeping -- as Humphrey Bogart worried -- the United States had only just begun to protect its Atlantic and Pacific shores by December 1941. The 200,000 officers and men of the U.S. Army stationed in offshore bases and garrisons were but a token of the number which would soon be deployed to Europe, Africa, Asia and the South Pacific.

Similarly, the small number of Army Post Offices in existence at the end of 1941 was soon to see a very rapid increase

in numbers. The table which follows lists the 1941 APOs along with postmarks seen from each. Both earliest and latest recorded dates of postmark usage are listed, even though some of the late use dates extend into 1942. Since many contemporary collectors took advantage of the publicity surrounding these early APOs to acquire examples of their postmarks, most styles listed are still plentiful and it should not be too difficult for today's collector to build a comprehensive collection.

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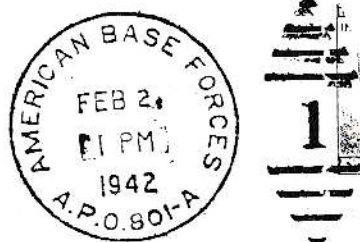
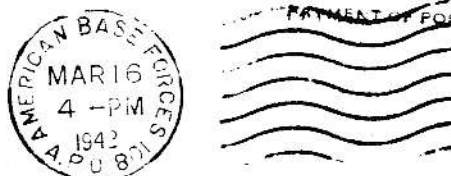
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1941 APO POSTMARKS

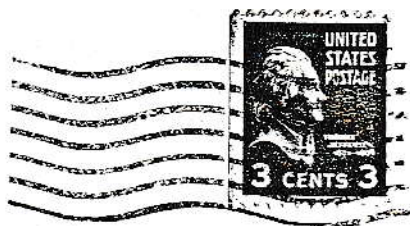
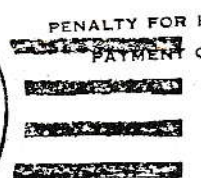
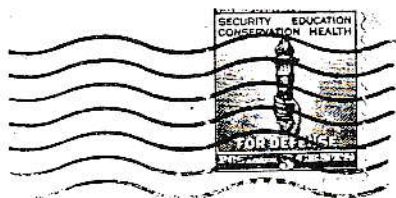


1941 APO POSTMARKS

Type	Style	Earliest Known	Latest Known	Notes
AMERICAN FORCES IN NEWFOUNDLAND (6 Jan 1941 - 15 Apr 1941)				
1	Steel duplex	15 Jan 1941		
APO 801 SAINT JOHNS, NEWFOUNDLAND (16 Apr 1941 - May 1942)				
1	4-bar	16 Apr 1941	23 Oct 1941	1
2	International Machine	16 Mar 1942		
APO 801-A FORT McANDREW (ARGENTIA), NEWFOUNDLAND (21 May 1941 - May 1942)				
1	4-bar	21 May 1941	1 Dec 1941	1
2	Steel duplex	21 Feb 1942	15 Apr 1942	
3	International Machine	6 Apr 1942		
APO 801-B HARMON FIELD (STEPHENVILLE), NEWFOUNDLAND (21 Jul 1941 - May 1942)				
1	4-bar	21 Jul 1941	1 Dec 1941	1
2	Steel duplex	1 Feb 1942	21 Mar 1942	
APO 801-C NEWFOUNDLAND (GANDER) AIRFIELD (13 May 1941 - 6 May 1942)				
1	4-bar	27 Jul 1941	17 Apr 1942	
2	Steel duplex	6 Feb 1942	30 Apr 1942	
APO 801-D FORT PEPPERRELL (QUIDI VIDI), NEWFOUNDLAND (1 Oct 1941 - 27 Apr 1942)				
1	4-bar	10 Oct 1941	30 Mar 1942	
APO 802 FORT BELL (ST. GEORGE), BERMUDA (18 Apr 1941 - May 1942)				
1	4-bar	18 Apr 1941	30 Jan 1942	1
2	International Machine	14 Feb 1942	14 Apr 1942	
APO 803 PORT OF SPAIN, TRINIDAD (13 May 1941 - May 1942)				
1	4-bar	27 May 1941	10 Dec 1941	1
2	International Machine	13 Dec 1941	15 Jun 1942	
APO 803-A PARAMARIBO, SURINAM (13 Dec 1941 - 22 May 1942)				
1	4-bar	13 Dec 1941	20 Mar 1942	
APO 804 FORT SIMONDS, JAMAICA (17 Nov 1941 - 4 May 1942)				
1	4-bar	17 Nov 1941	25 Mar 1942	
APO 805 VIEUX FORT, ST. LUCIA (17 Aug 1941 - 21 Apr 1942)				
1	4-bar	10 Nov 1941	27 Mar 1942	
APO 806 COOLIDGE FIELD, ANTIGUA (5 Sep 1941 - 11 May 1942)				
1	4-bar	15 Sep 1941	20 Mar 1942	
APO 807 ATKINSON FIELD, BRITISH GUIANA (29 Jul 1941 - May 1942)				
1	4-bar	24 Jan 1942	25 Mar 1942	1
APO 809 NARSARSSUAK, GREENLAND (19 Jun 1941 - May 1942)				
1	4-bar	8 Jan 1942	12 May 1942	1
APO 810 REYKJAVIK, ICELAND (27 Jul 1941 - May 1942)				
1	4-bar	27 Jul 1941	15 Feb 1942	1
2	International Machine	4 Feb 1942	1 Apr 1942	

NOTES: (1) The exact date on which this APO was replaced by the new "secret" number is unknown, but evidence suggests that this occurred sometime in May 1942.

1941 APO POSTMARKS



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20th Century Non-Standard Postmarking and Cancelling Devices

Part 10: Catalog Section - Type A.1 to A.3

By Randy Stehle and Doug DeRoest

Before I begin the introduction to this catalog section, I need to give a big thanks to Bernice Mittower, curator of the Margie Pfund Memorial Postmark Museum, operated by the Post Mark Collectors Club (PMCC). Through her diligent efforts, Doug and I have been able to view the entire Willett-Thompson section of the museum collection on microfilm during these last six months. That is the main reason for the large increase in the number of nonstandard cancels this year. The total now stands at a little over 2,400. Of this total, the PMCC was responsible for almost 1,000 of them, plus hundreds of date extensions and better examples for tracing. As we went through the reels, we also recorded Type 1 Doane information. We found around 250 new ones, plus loads of date extensions. I highly recommend all State Doane coordinators who have not viewed this collection to write Bernice at: 1157 E SCR 24, Republic, OH 44867. The cost is \$4.00 per reel per month (only NY, PA, and MA are on two reels, all others are on one) plus postage and insurance both ways.

Many cancels in this collection are cut square or cut rounds. As such, they make identifying the various Doane types more difficult. That is the reason for the list of cancels with "unknown killers" in the last part of this series. Out of the sixty cancels that were listed, only one reader sent a copy of one of them. At the end of this introduction is the rest of the "unknown killer" list, another 70 of them. Send copies of these or any nonstandards to Randy Stehle, 16 Iris Court, San Mateo, CA 94401.

This section finishes the target mimic nonstandards (Type A.1), shows all the scarab killers (Type A.2), and begins the star killers (Type A.3). Remember, all these cancels are from rubber devices and the CDS and Killer portions were struck from the same device. Some readers have sent copies of steel devices with nonintegral killers. The next section will finish up the star killers, and show the thin line killers (Type A.4), wheel-of-fortune killers (Type A.5), miscellaneous killers (Type A.6), and town and counties (Type A.7).

KILLER UNKNOWN - SECOND LIST

STATE POST OFFICE	EKU	LKU	PMRK.
AZ ST. JOHN	26 JUN 1917		25.5
AL SYLACAUGA	01 JUL 1916		31
AL RUSHTON	06 MAR 1909		31x30
AL LE GRAND	30 JUN 1907		31x21
AR LAKE HILL	02 MAR 1904		30x28
AR SWAN LAKE	20 MAR 1917		33
CT RIDGEFIELD	24 JAN 1904		30
DE GRUBBS	03 JUL 1909		28
GA ATCO	17 MAR 191x		33

STATE POST OFFICE	EKU	LKU	PMRK.
GA PHILOMATH	16 APR 1909		30
IL KARNAK	09 OCT 1916		31
IL KARNAK	01 MAY 1930		31.5
KY BETHELRIIDGE	15 JUL 1918		30
MD VALE	10 MAR 1932		31
MI JENNINGS	15 MAY 1902		30
MO LA FORGE	01 MAR 1903		28
MO GREENFIELD	06 MAR 1908		31.5x19.5
MO POWERSITE	22 JUL 1914		37x35
MS ROUND LAKE	29 MAR 1909		30
MS DUNDEE	30 APR 1909		30x20
MS DE LISLE	01 MAR 1910		31
MS ERWIN	21 FEB 1909		29.5
MS SHROCK	04 MAR 1908		27
MS GEREN	04 OCT 1906		30
MS DICKERSON	20 NOV 1911		30x19
MS CROSS ROADS	05 MAY 1902		30
MS TILLMAN	01 JUL 1908		30x20
MS COOLEY	29 AUG 1905		28
NC HIGHLANDS	11 NOV 1905		28
NC RODANTHE	22 NOV 1916		28x27x18
NC PATEGO	21 FEB 1907		27
NC RHODHISS	20 APR 1907		31
NC CANDLER	14 AUG 1906		30x18
NC BADIN	12 OCT 1916		31
NC MOCKSVILLE	09 SEPT 1901	26 OCT 1903	31
NC BEAVER CREEK	12 APR 1910		30
NC WINDOM	05 JUL 1915		31
NM NOGAL	22 FEB 1915		31
NY WESTBURY	22 OCT 1976		29
NY GAINESVILLE	02 JAN 1902		30
NY MOORE'S MILL	30 APR 1908		29
OH GOES	05 NOV 1902		26x24x19x17
OH CHAGRIN FALLS	30 JAN 1954		33
OK QUINTON	25 SEPT 1911		32
PA RANSHAW	23 MAR 1921		31
PA LAWN	19 MAY 190x		30x20
RJ ASHAWAY	08 FEB 1919		32
SC COLUMBIA COLLEGE	07 MAY 1906		29x 26.5
SC WINONA	29 MAR 1911		30
TN TIPTONVILLE	06 AUG 1910		29.5x19
TX NORTH ROBY	20 JUL 1912		30x19
TX DUNLAY	07 MAY 1902		29
TX MANN	03 JAN 1903		30
UT PETERSON	07 MAR 1919		31
UT MERCUR	26 JAN 1906		25
VA FURNACE	29 SEPT 1905		25
VA WITTENS MILLS	31 MAR 1904		29
VT PROCTORSVILLE	23 SEPT 1902	17 JAN 1910	31
VT VERNON	25 APR 1909		30
WI SOMO	26 FEB 1902		30x20
WI HEART PRAIRIE	07 MAR 1902		32x30
WI WOODBORO	20 APR 1903		32
WV HARDY	01 JUL 1907		28
WV PRINCE	13 APR 1920		31.5
WV KINGMONT	11 MAR 191x		30
WV LOUGH	16 JUL 1906		30x19
WV NICOLETTE	27 DEC 1907		30x19
WY MIDDLETON	20 DEC 1905		30x19
WY SLACK	12 DEC 1907		31x19
WY ARAPAHOE AGENCY	29 MAR 1905		32

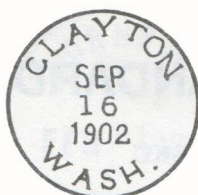
TYPE A.1 NONSTANDARD POSTMARKS

CODE TOWN STATE	PO DATES	EKU	LKU	PM	KLR N	S/I
A.1- 24 ASH CREEK MN	1894-1939	14 JUN 1910		25	16(5)	2
A.1- 233 CLAYTON WA	1894-	16 SEPT 1902		25	16(5) 1	2
A.1- 226 COCHRANE OR	1918-1948	11 AUG 1918		31	16(4) 1	3
A.1- 228 COLEMANVILLE PA	1854-1914	11 AUG 1908	27 AUG 1913	30x19	16(4) 2	3
A.1- 253 CRUSEL LA	1911-1916	28 JAN 1914		31	16(4) 1	3
A.1- 305 ENFIELD ME	1835-	24 OCT 1916		31	15(4) 1	2
A.1- 415 GLOVER ND	1887-1943	01 APR 1905		24	15(4)	3
A.1- 497 JONSTAD MN	1902-1914	10 DEC 1908		25	16(4)	3
A.1- 499 KEEGAN ME	1907-	27 JUN 1918		31x19.5	17(4) 1	2
A.1- 525 KIMBAL KS	1888-1950	26 OCT 1919		31	16(4) 1	2
A.1- 625 MARLBORO VT	1812/	24 MAY 1910		30	16(4) 1	2
A.1- 635 MASKELL NE	1908-	1917		30	16(4) 1	2
A.1- 702 MOUNTAINVIEW WY	1898-	09 MAY 1910		31	16(4) 1	2
A.1- 705 MUNSON FL	1913-1954	17 NOV 1917		33	16(4) 1	2
A.1- 799 PETERS NE	1902-1934	20 AUG 1907		28x18	20(3)	3
A.1- 834 POWER MT	1910-	13 AUG 1915		31	19(4) 1	2
A.1- 837 QUINTON OK	1902-	19 AUG 1910		31	16(4) 1	2
A.1- 865 ROGERSVILLE MI	1873/1919	07 FEB 1910	18 DEC 1910	30x19	16(4) 1	3

NOTES: (1) EARLIEST KNOWN ON PIECE. (2) LATEST KNOWN ON PIECE.



A.I- 24



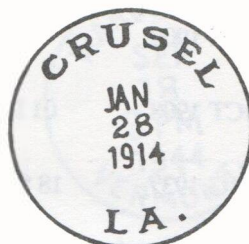
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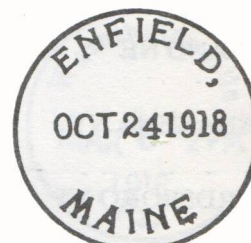
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A.I- 228



A.I- 253



A.I- 305



A.I- 415



A.I- 497



A.I- 499



A.I- 525



A.I- 625



A.I- 635



A.I- 702



A.I- 705



A.I- 799



A.I- 834



A.I- 837



A.I- 865



TYPE A.1 & A.2 NONSTANDARD POSTMARKS

CODE TOWN STATE	PO DATES	EKU	LKU	PM	KLR	N	S/I
A.1- 1063 TENNANT IA	1903-	29 SEPT 1917		30	16(4)	1	2
A.1- 1067 THORNBERG IA	1893	11 FEB 1915		31	16(4)	1	2
A.1- 1105 UPLAND NE	1887-	19 JAN 1909		31x28	19(3)		2
A.1- 1141 WANAKENA NY	1902-	26 OCT 1908	01 DEC 1910	31.5x21	18(4)		2
A.1- 1150 WARDSBORO VT	1892-	02 AUG 1937	18 SEPT 1944	30	17(4)	1	2
A.1- 1160 WASHINGTONVILLE PA	1850-	24 NOV 1916	06 MAR 1918	30	16(4)	1	2
A.1- 1170 WATSON CO	1889-1918	24 JUN 1914		32x19	20(3)		5
A.1- 1180 WELLINGTON TX	1894-1929	21 JAN 1910	15 JUN 1914	32	17(5)	1	3
A.1- 1190 WEST BOWDOIN ME	1856-	29 MAR 1911	28 MAR 1913	31	18(4)		2
A.1- 1200 WEST LIBERTY IL	1878	31 JUL 1915		31	16(4)	1	2
A.1- 1210 WEST POINT IL	1858	30 SEPT 1907	01 OCT 1909	28	16(4)		2
A.1- 1220 WHEELWRIGHT MA	1894-	13 AUG 1906		31	17(4)	1	2
A.1- 1230 WILBUR WV	1889-	27 OCT 1908	19 JAN 1910	29x18.5	16(4)		2
A.1- 1240 WIMMERS PA	1890-1919	01 OCT 1918		30	15(4)		2
A.1- 1250 WORLAND WY	1902-	29 JUL 1907		30	16(4)		2
A.1- 1260 YORKLYN DE	1873-	16 JUN 1915		31.5	16(4)	1	2
A.1- 1270 ZENDA WI	1902-	25 FEB 1915		31	16(4)	1	2
A.2- 10 ALVARADO CA	1853-1959	13 FEB 1893	17 DEC 1909	32x29	21(6)		2

 NOTES: (1) EARLIEST KNOWN ON PIECE.



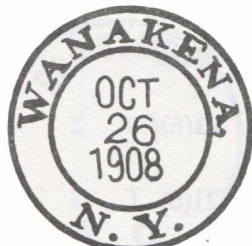
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A.1-1067



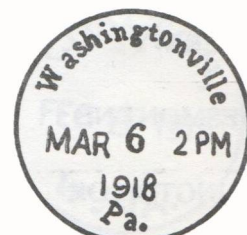
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A.1-1141



A.1-1150



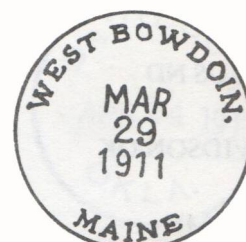
A.1-1160



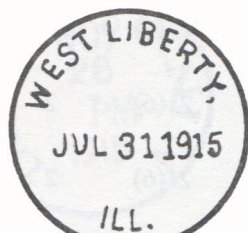
A.1-1170



A.1-1180



A.1-1190



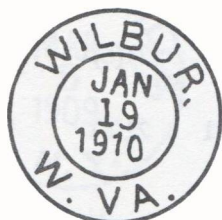
A.1-1200



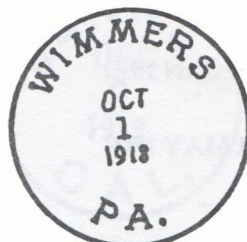
A.1-1210



A.1-1220



A.1-1230



A.1-1240



A.1-1250



A.1-1260



A.1-1270



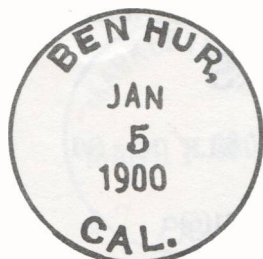
A.2- 10



TYPE A.2 NONSTANDARD POSTMARKS

CODE TOWN STATE	PO DATES	EKU	LKU	PM	KLR N	S/I
A.2- 20 BEN HUR CA	1890/1951	05 JAN 1900	20 JUN 1902	32	16(6)	2
A.2- 30 BOLTON NY	1816-1954	11 AUG 1909	24 DEC 1909	29	21(6)	2
A.2- 40 BOOHER WV	1893-1914	29 NOV 1912		29	21(6)	3
A.2- 50 BOWESMONT ND	1880/198330	190x		31	21(6)	2
A.2- 60 BURLINGTON OK	1907-	23 FEB 1909	16 DEC 1909	29	21(6) 1	2
A.2- 70 COALTON WV	1903	16 JAN 1909	08 FEB 1915	30	21(6) 1	2
A.2- 80 CRABNECK VA	1889-1910	17 NOV 1908	18 DEC 1908	29	21(6)	3
A.2- 90 CROCUS ND	1898-1955	27 JUL 1909	02 AUG 1911	30	21(6) 3	2
A.2- 100 DAVIDSON OK	1903-	24 APR 1911		29.5	21(6)	2
A.2- 110 DENT MN	1900-	26 NOV 1915		29.5	21(6) 1	2
A.2- 120 FARNUM WV	1892-1914	16 SEPT 1911		29	21(6)	3
A.2- 130 FORT HOWARD MD	1906-	18 FEB 19??		30x20	21(6)	2
A.2- 140 HARFORD MILLS NY	1864-	05 MAR 1909		29	21(6)	2
A.2- 150 JENNER CA	1904-	09 DEC 1913	15 JUL 1915	30	21(6)	2
A.2- 160 JOICE IA	1900-	08 SEP 1908		30	21(6)	2
A.2- 170 JORDAN MO	1906-1955	30 MAY 1914		30	21(6) 1	2
A.2- 180 KAYLOR SD	1909-	11 JAN 1910		30	21(6)	2
A.2- 190 KIBBEVILLE PA	1903-1913	21 MAY 1909		34x21	21(6)	3

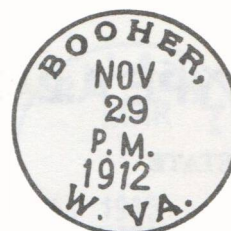
NOTES: (1) EARLIEST KNOWN ON PIECE. (3) CDS DAMAGED IN LATER YEARS.



A.2- 20



A.2- 30



A.2- 40



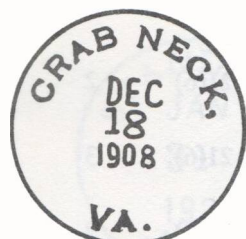
A.2- 50



A.2- 60



A.2- 70



A.2- 80



A.2- 90



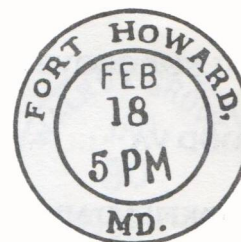
A.2- 100



A.2- 110



A.2- 120



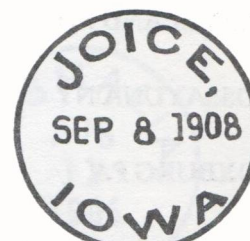
A.2- 130



A.2- 140



A.2- 150



A.2- 160



A.2- 170



A.2- 180



A.2- 190

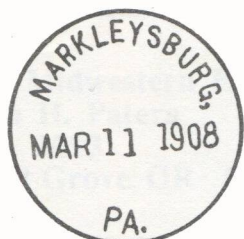


TYPE A.2 & A.3 NONSTANDARD POSTMARKS

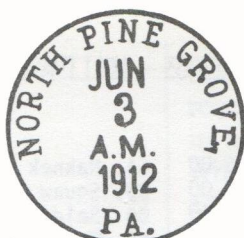
CODE TOWN STATE	PO DATES	EKU	LKU	PM	KLR	N	S/I
A.2- 200 MARKLEYSBURG PA	1893-	11 MAR 1908		29	21(6)		2
A.2- 210 NORTH PINE GROVE PA	1851-1975	03 JUN 1912	05 JAN 1915	29	21(6)	1	2
A.2- 220 PALATKA MI	1906-1919	11 MAR 1915		30	21(6)	1	3
A.2- 230 PAPA KATING NJ	1862-1923	09 SEP 1907		31	21(6)		2
A.2- 240 PARKER AZ	1871-	03 FEB 1904		31	21(6)		7
A.2- 250 RUDESTON NY	1886-1913	02 JUN 1908		30	21(6)		3
A.2- 260 STANDARD LA	1904-1938	31 JAN 1938		30	21(6)	4	3
A.2- 270 THE INN IA	1910-1940	12 AUG 1940		29	21(6)		2
A.2- 280 UNEDA KS	1908-1921	12 NOV 1910	15 JUL 1914	30	21(6)	2	3
A.2- 290 UPPER ISLE NY	1826-1954	05 APR 19??		30	21(6)		2
A.2- 300 WADE OK	1890-1971	22 JUL 1916		30	21(6)	1	2
A.2- 310 WALNUT GROVE GA	1895-1957	30 JAN 1909		30	21(6)	1	2
A.2- 320 WOOD VA	1884-1955	03 MAR 191x		31	21(6)	1	2
A.3- 10 BROOKFIELD MN	1897-1914	20 MAY 1905	21 AUG 1912	32.5	19		4
A.3- 20 CASMALIA CA	1896-	11 AUG 1906	13 MAY 1912	29	18		2
A.3- 30 CLEVELAND MT	1893-1957	27 DEC 1907	03 FEB 1908	38x22	22x7		4
A.3- 40 COSSAYUNA NY	1887-	07 MAR 1907	01 OCT 1907	24x22x14	19		3
A.3- 50 FOXBURG PA	1892-	13 JAN 1908		31x30	18	1	3

NOTES: (1) EARLIEST KNOWN ON PIECE. (2) LATEST KNOWN ON PIECE.

(4) LAST DAY OF OPERATION CANCEL.



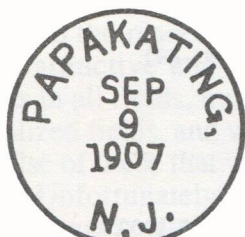
A.2- 200



A.2- 210



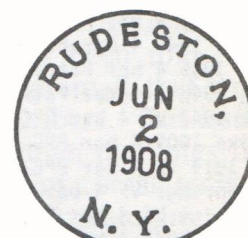
A.2- 220



A.2- 230



A.2- 240



A.2- 250



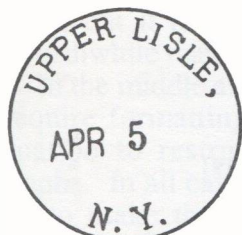
A.2- 260



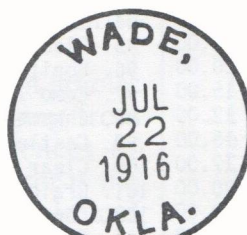
A.2- 270



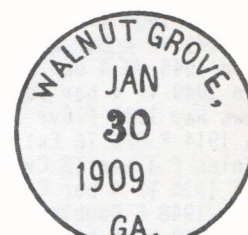
A.2- 280



A.2- 290



A.2- 300



A.2- 310



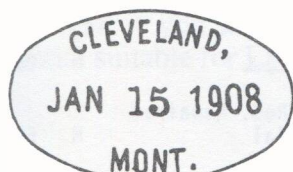
A.2- 320



A.3- 10



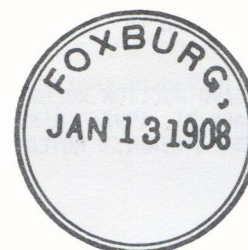
A.3- 20



A.3- 30



A.3- 40



A.3- 50



LAMAR PETERSON - BOX 17463 - HOLLIDAY, UTAH 84117 - SALE 107

ALASKA

1. Anchor Point 1949 VF 4 bar GPC T1 Est.	\$ 5.00
2. Annette 1947 VF 4 bar GPC T2 Est.	7.00
3. Afognak 1945 VF 4 bar Patriotic Cvr T3 Est.	12.00
4. Beaver & Wiseman 1944 Patriotic Cvr T1 Est.	10.00
5. Belkofsky 1945 4 bar Patriotic Cvr T1 Est.	11.00
6. Bell Island 1945 4 bar Patriotic Cvr T1 Est.	12.00
7. Boundary 1940 4 bar Cvr F T1 Est.	12.00
8. Cantwell 1945 4 bar Patriotic Cvr T2 Est.	12.00
9. Chatham 1945 4 bar Patriotic Cvr T4 Est.	10.00
10. Chichagof 1945 4 Bar Patriotic Cvr T4 Est.	17.00
11. Chicken 1945 4 bar Patriotic Cvr T5 Est.	14.00
12. Chignik 1945 F 4 bar Patriotic Cvr T8 Est.	10.00
13. Chugiak 1947 VF 4 bar GPC T1 Est.	4.00
14. Chatanika 1909 4 bar PPC T2 Est.	20.00
15. Circle 1911 VF 4 bar PPC T2 Est.	35.00
16. Circle Springs VF 4 bar 1944 T1 Est.	15.00
17. Clarks Point VF 4 bar Patriotic Cvr 1942 Est.	14.00
18. College VF 1945 4 bar Patriotic Cvr T3 Est.	10.00
19. Cooper Landing VF 1947 4 bar GPC T2 Est.	
20. Cordova 1909 VF 4 bar PPC T1 Est.	12.00
21. Craig 1945 VF 4 bar Patriotic Cvr T6 Est.	12.00
22. Cutoff 1947 VF 4 bar GPC T1 Est.	12.00
23. Curry 1945 F 4 bar Patriotic Cvr T3 Est.	13.00
24. Douglas Jan 17 1945 Patriotic Cvr T11 Est.	20.00
25. Douglas 1907 VF 4 bar PPC T7 Est.	12.00
26. Dillingham 1935 4 Bar Cvr VF T2 Est.	12.00
27. Dutch Harbor 1941 F 4 bar PPC T1 Est.	12.00
28. Eagle 1907 F 4 bar PPC T3	20.00
29. Eek 1949 F 4 bar GPC T1	10.00
30. Eklutna 1945 VF 4 bar Patriotic T3 Est.	15.00
31. Elfin 1945 F 4 bar Patriotic T1 Est.	15.00
32. False Pass 1945 F Patriotic Cvr T6	15.00
33. Fox 1945 F 4 bar Patriotic Cvr Est	18.00
34. Fortuna Ledge F 4 bar Cvr Est	10.00
35. Fort Yukon 1906 4 bar PPC VF T1 Est.	50.00
36. Funter 1945 VF 4 bar Patriotic Cvr Est.	15.00
37. Fort Liscum 1909 4 bar F PPC T4 Est.	35.00
38. Galena 1941 VF 4 bar Cvr T1 Est.	10.00
39. Girdwood 1945 VF 4 bar Patriotic Cvr Est.	20.00
40. Golovin 1949 VF 4 bar Dog Team Cvr T6 Est.	15.00
41. Goodnews Ray 1949 F Cvr T2 Est.	12.00
42. Haines 1914 F PPC T6 Est.	15.00
43. Hawk Inlet F 4 bar T2 Cvr Est.	12.00
44. Haycock 1935 VF 4 bar Cvr T1 Est.	20.00
45. Hood Bay 1948 F Double Circle T3 Est.	30.00
46. Lliamna 1942 VF 4 bar Cvr T3 Patr.	25.00
47. Kako Landing 1948 4 bar VF GPC T1 Est.	15.00
48. Kennecott 1938 4 bar VF Cvr T2 Est.	15.00
49. Killisnoo 1909 VF 4 bar PPC T3 Est.	45.00
50. Kimshan 1935 4 bar F Cvr Est.	20.00
51. Klukwan 1940 VF 4 bar Cvr Est.	20.00
52. Kodiak (US Naval Air Sta) 1941 VF Cvr	20.00
53. Kodiak 1905 VF Doan PPC T3 Earliest Est.	50.00
54. Kotzebue 1941 VF 4 bar Cvr T8 Est.	9.00
55. Kwethluk 1947 VF 4 bar GPC T1 Est.	12.00
56. Lakeview 1940 VF 4 bar Cvr T1 Est.	17.00
57. Levelock 1940 VF 4 bar Cvr T1 Est.	18.00
58. Mentasta Lake VF 1947 GPC T1 Est.	10.00
59. Moose Creek VF 4 bar Cvr T1 Est.	40.00
60. Moses Point F 4 bar 1946 T1 Est.	20.00
61. Mount Edgcumbe VF 4 bar GPC T1 Est.	15.00
62. Mountain Villiage VF 4 bar 1939 Cvr	20.00
63. Mountain View & East Anchorage VF 4 bar on Cvr T1 and T8 Est.	30.00

STANDARD AUCTION RULES APPLY. CLOSING
JANUARY 31, 1992. MIN. BID 50% OF ESTIMATES,
UNLESS OTHERWISE NOTED.

64. Naknek 1944 VF Cvr 4 bar Est.	\$15.00
65. Squaw Harbor 1947 VF 4 bar GPC	30.00
66. Seldovia 1908 Ave 4 bar PPC Est.	30.00
67. Tolovana 1940 VF 4 bar Cvr	15.00
68. Wild Lake 1947 F 4 bar GPC T1 Est.	50.00

IDAHO

69. Goose Creek Mspt Cancel on Entire light but easily readable. Scarce M	75.00
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NEBRASKA

70. Bostwick 1912 Just Fine PPC (85-69)	15.00
71. Dakota 1912 F PPC (56-16)	14.00
72. Ellis 1912 F PPC (87-58)	15.00
73. Earl 1899 VF Cvr (84-16)	35.00
74. Harmony F 1910 PPC (08-25)	17.00
75. Joy VF 1931 Cvr (86-63)	12.00
76. King VF 1931 Cvr (02-34)	12.00
77. Mission Creek Just Fine Cvr 1870-1900 M	35.00
78. Opportunity VF 1930 Cvr (10-43)	15.00
79. Omaha Nebr (Offutt Air Force Base Br) 1949 VF Double Circle Extra Nice (48-49)	25.00
80. Pine Camp 1910 PPC Just Fine (85-34)	12.00
81. Plum Creek 1866 Cvr F (72-89) Scarce M	40.00
82. Ringgold 1908 PPC VF (06-67)	15.00
83. Rockford 1905 GPC F (99-56)	12.00
84. Sommerford 1886 Entire Just Fine (83-10) M	30.00

MONTANA

85. Amesville 1886 Double Circle in Red Extra Fine 1886 Exhibit Piece M	75.00
86. Armington 1908 PPC Very Good (90-57)	15.00
87. Alhambra 1919 Blue cancel Cvr F (85-47)	15.00
88. Allard 1909 VF PPC (07-12) M	30.00
89. Bearmouth 1909 PPC F (89-47)	12.00
90. Bear Spring VF 1928 Cvr (14-33)	14.00
91. Belton 1914 Fine PPC (00-49)	12.00
92. Belfry 1909 Doane Fine PPC	10.00
93. Benrud 1938 Cvr Fine (23-38)	12.00
94. Blackleaf 1936 GPC VF (10-36)	15.00
95. Blackeagle 1920 F PPC (17-72)	12.00
96. Bonita 1912 PPC Fine (95-42)	10.00
97. Como 1935 GPC VF (82-36)	11.00
98. Chapman 1955 GPC VF (29-55)	10.00
99. Castle 1908 VF PPC (13-18) M	17.00
100. Clear Lake 1913 PPC VF (11-19) M	15.00
101. Craig 1910 PPC VF (88-53)	12.00
102. Canton 1909 F PPC (72-35)	15.00
103. Cliff Lake 1958 GPC VF (12-53)	10.00
104. Diamond City 1908 Fine PPC (67-08) M	20.00
105. Dorsey 1908 VF PPC Doane (98-13) M	15.00
106. Fishtrap 1938 VF Cvr (01-40)	10.00
107. Fridley 1910 PPC Fine (85-11)	17.00
108. Glendale M.T. with Red Star Killer Fine on G.P.C 1880 (75-00) Scarce Territorial M	30.00
109. Hodges 1915 PPC VF (98-68)	15.00
110. Homestake 1914 VF PPC (13-53)	19.00
111. Hogan 1902 Cvr Fine (87-19) M	20.00
112. Horte 1917 Fine PPC (13-19) M	15.00
113. Jessup 1911 VF PPC (09-18)	20.00
114. Jefferson 1910 PPC (03-75)	12.00
115. Josephine & Francis 1939 Cvr F (00-39)	12.00
116. Lothrop 1910 PPC Fine (00-13)	15.00
117. Leon 1914 PPC Fine (12-16) M	15.00
118. Lebo 1918 PPC Fine (12-33)	17.00
119. Monida 1909 PPC Fine (96-64)	12.00
120. Park City 1927 Cvr VF	5.00
121. Stockade 1919 PPC VF (16-23) M	11.00
122. Sollid 1909 PPC VF (09-17) M	15.00
123. Ward 1910 Fine PPC (1910-12) M	30.00
124. Wold 1911 Fine PPC (1909-12) M	25.00

WYOMING

125. Corbett VF Circle 1885 in Red. Repaired Where Opened Rare Territorial M	65.00
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The Midwestern Editor
Alan H. Patera
Box 2093
Lake Grove OR 97035

Reflections on being an editor

The job of an editor for a collector-based publication like La Posta is to select material of interest to the readership and present it in a manner that is attractive and understandable. We are not experts in all fields, much less all facets of the many specialized fields, and we often have to rely upon the expertise of those that write for our publication.

Unfortunately, being an excellent researcher or a renowned collector does not automatically make a person a great writer. Sometimes being involved with a subject leads one to understand it so intricately that it is difficult to write about the subject with clarity for others without the same familiarity. Very few people can be the best at just one thing; clearly no one can be the best at everything they undertake.

Occasionally an article comes in that needs no alterations, but these are definitely remarkable exceptions. At the other end of the spectrum are articles from those that recognize they don't have good writing skills but have a passion for their subject and want to share with the rest of the collecting community. In these instances the editor has to virtually write the article using the supplied materials, but it is a task willingly undertaken to bring worthwhile material to publication.

In the middle are the great majority of articles that require formatting and changes ranging from punctuation to restructuring entire sentences or paragraphs. In all cases the goal of the editor is the same - to make the material understandable and readable. Changes may be made in the way things are said, but changes to the meaning are avoided. Extraneous references of little meaning to the general readership may be deleted, with some care being given to avoid situations that may be termed libel or patently offensive.

In most cases the changes are welcomed improvements, as there is hardly a published author that will not admit that their efforts have been improved by editorial review. The editor's nightmare is the individual who thinks they are better writers than they are, objecting to any changes in the original despite the awkwardness or obfuscation of their writing style. Fortunately such individuals are also the rare exception.

So if you are an accomplished writer with material suitable for La Posta, we would be delighted

to hear from you. If you have a story to tell, or some research to present, but feel your writing abilities fall in between the range of excellent to awful and are willing to work with us, we are delighted to provide editorial assistance. I cannot speak for the other editors of La Posta, but as a general rule unless time constraints preclude the possibility, I will return a copy of the article to the author prior to publication for review and changes.

There are a lot of stories relating to postal history that have not yet been told. There are research projects big and small that would be of interest to La Posta subscribers. This issue's listing of R.F.D. routes and known markings from these routes are a good example of a small research project that can be undertaken by matching a collecting interest with available information resources. What have you been working on? Wouldn't you like to share it with us?

Post Office Centennials February - March 1992 Compiled by John Gallagher

February Establishments

- 1 Lacrosse* WA
- 5 Georgetown LA
- 8 Beulah MI, Foster OR
- 10 Malaga* WA
- 11 Warren RI (Bicentennial)
- 13 Burnham PA
- 17 Cornish* UT
- 23 Wamsutter WY
- 26 Seanor PA

March Establishments

- 1 Roseland FL, South San Francisco CA
- 2 Middletown DE (Bicentennial)
- 3 Meeker* OK
- 9 Wellington UT
- 12 Sidman* PA
- 14 Folsom* LA, Spavinaw OK, Riverton UT
- 15 Conrad* MT
- 22 Luther* OK, Taloga OK
- 23 Arapaho OK, Watonga OK
- 25 Jackson WY
- 28 Danvers MN, Haddon Heights NJ, Manderson SD
- 29 Davenport OK

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

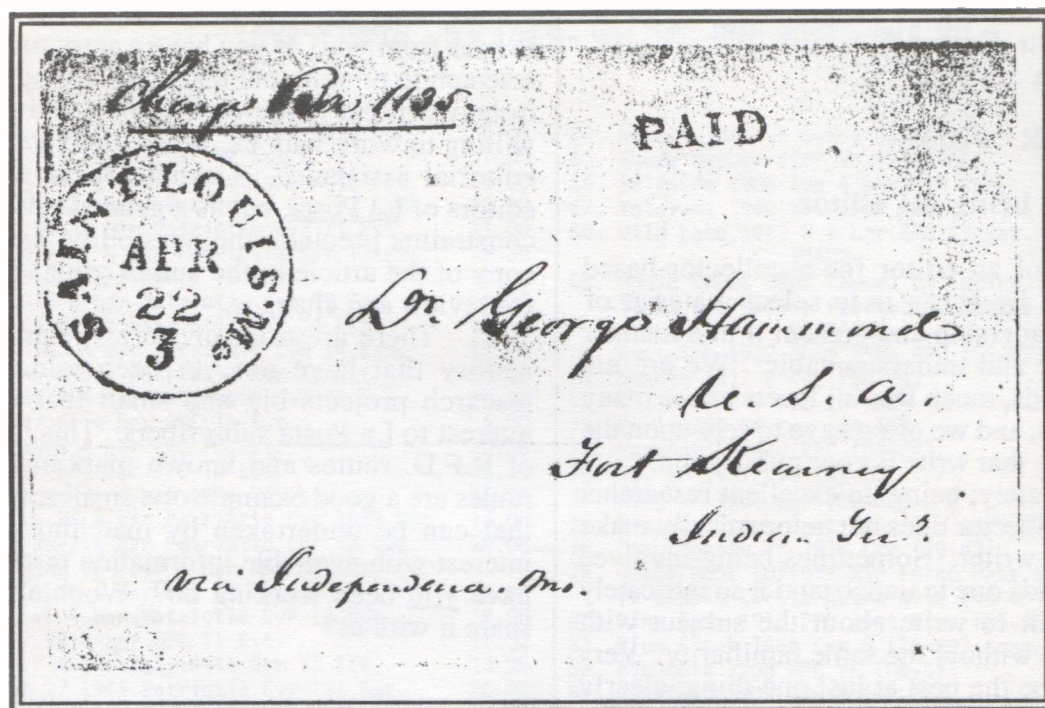


Figure 1. This cover was carried by mail messengers employed by Woodson under the authority of his contract of 1850. The cover was mailed in 1852 and addressed to Indian Territory. (Author's Collection)

Fort Kearny, Nebraska Territory: A Postal History Study

By Charles A. Winter

Preterritorial Nebraska or Indian Territory- 1848 to May 30, 1854

The discovery of gold in California and the availability of free land in Oregon opened the flood gates of emigration to the west. Prior to the completion of the transcontinental railroad, nearly five hundred thousand emigrants suffered hardships in traveling by wagon through the wilderness. Demands for services and protection from possible Indian attacks forced the United States Government to open many forts in the west. The first of these, along the California and Oregon trails in what is now Nebraska, was Fort Kearney. The history of Fort Kearney, located initially on the Missouri River at Table Creek in present Nebraska City in 1846 and later at the head of the Grand Island on the south side of Platte River in 1848, is well documented.¹ During the emigration period and before the territorial date of May 30, 1854, Fort Kearney was the only permanent legal settlement within the present boundaries of Nebraska. The land was ceded to government by the Indians before the actual construction of the fort began.

As the emigrants moved westward there was an urgent demand for mail services since no post offices were available once one left the Missouri River area into the Indian Territory. In 1848 there were no regular mail services or mail routes at Fort Kearney other than the official military couriers. After establishing the post office at Salt Lake City early in 1849, bimonthly mail was authorized for services between Salt Lake City and Council Bluffs (on the Missouri River). Mail along this route was church organized and carried by the Mormons, but was not too reliable. As the Mormons traveled primarily along the north side of the Platte River, this mail route apparently bypassed the fort with the exception of two trips. In 1850 the first mail contract was signed by the U.S. Post Office Department for monthly services between Independence, Missouri and Salt Lake City. The contract was awarded to Samuel H. Woodson and was to begin July 1, 1850. At the beginning there were no mail stations established and maintained by the contractor.² This would suggest that no provisions for way mail were included in the Woodson contract and presumably the earlier Mormon arrangement. Although the names of the contractors changed, this monthly mail continued essentially unchanged through 1858.³ Later arrangements were made to carry way mail bags on the wagons and stages, thus permitting the overland mail messengers to drop and pick up mail at specified intermediate stops including Fort Kearney.⁴ For all practi-

cal purposes the route covered by the Woodson contract followed the Oregon-California trail within Nebraska and passed through Fort Kearney. It is not the intention of this article to present complete coverage of the mail routes along the western trails as these have been documented by others in the literature.⁵

In addition to granting the contracts for the mail routes, the U.S. Government attempted to improve mail services by establishing a post office at Fort Kearney in July 1849 with Louis B. Dougherty as the first postmaster.⁶ Having no organized government in the Indian Territory, the post office at the fort was placed under the jurisdiction of Clackamas County, Oregon Territory for administrative purposes. All the military post reports from December 1848 refer to the location as Oregon Route or O.R.⁷ The use of this designation continued until Nebraska Territory was formed. Since both the military and the post office refer to Oregon Route, one would have thought that the postmaster would have canceled letters from Fort Kearney with the "O.R." designation. From the beginning and prior to June 1852 this procedure was not followed by the postmaster. Mail was placed in mail bags and carried to the nearest post office in Missouri. It appears that the first postmaster, who was the son of the sutler, John Dougherty, tended more to the business of the store than to the matter of the mails. Either because of the unorganized civil government in the territory or lacking specific instructions from Washington, we do know that there are no recorded covers of letters originating at the fort that were posted by the postmaster at Fort Kearney during this period. Note: Moses H. Snyderham who was appointed and commissioned postmaster in 1858 stated that the post office once established in 1849 was "kept going for a long time without a regular commissioned postmaster" and "I first took charge of the office under John Heth who was postmaster, but who had never been qualified".⁸ In the beginning it appears that the office of the postmaster was part of the sutler's appointment and in a number of cases the sutler apparently had obtained the office through political influence. Most of the early postmasters (Dougherty, Dyer, and Heth) were sutlers and had employees in the store acting as postal clerks. Snyderham implies that he was the first qualified postmaster at Fort Kearney.⁹

In 1848 and 1849 some of the mail was carried by military messengers. This is confirmed by comments of several travellers at the fort. On May 8, 1849 one wrote in his diary that "Here we have an opportunity of sending letters to our friends. The officers are going to send a mail to the states in the morning and kindly offered to transmit any letters we wished to send." The next day another emigrant reported meeting two dragoons who had just left with the mail. One traveller reported on May 23, 1849 finding the post office, store, and bakery apparently in the same building. This in spite of the reports that the postmaster was not appointed until July, 1849. On May 18, 1849 one observer said "a cart

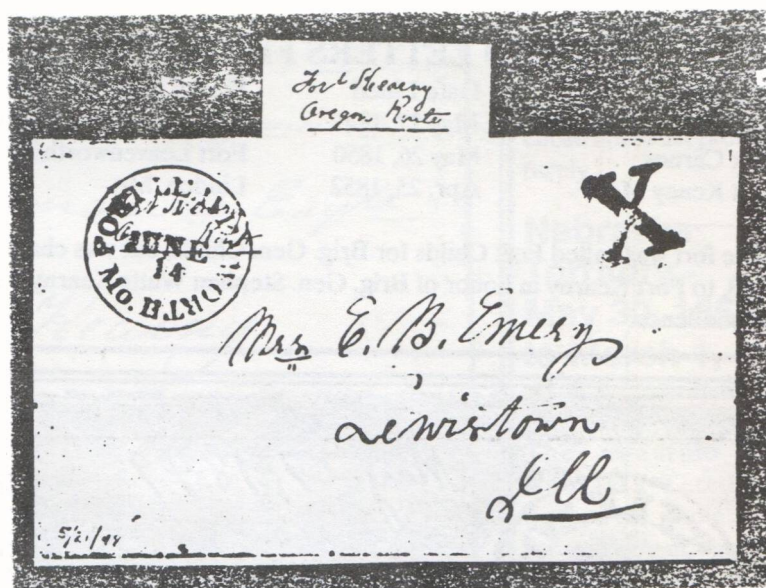


Figure 2. Cover bearing manuscript "Fort Kearney/Oregon Route" (Collection of Floyd E. Risvold)

load of letters started for the frontier this morning" and another stated that letters are dispatched from here twice a month by government express.¹⁰ Military post returns indicate that the quartermaster had hired mail carriers during this period.¹¹

An interesting cover is recorded showing a manuscript "Fort Kearney Oregon Route" on a folded letter date lined May 21, 1848 a year before the post office was established. The cover was carried by military messenger to Fort Leavenworth where it was placed in the mails on June 14 [1848]. This cover is illustrated on Figure 2. It is the opinion of the owner that the manuscript marking under the Fort Leavenworth Missouri handstamp is of military origin and is not an official postmark.

As previously stated, before the spring of 1852 both the military and the civilian postmasters bagged all letters for posting Missouri. It is my opinion that military carriers took civilian letters along with official military correspondence to Fort Leavenworth [see above] while civilian carriers transported mail also to nearby post offices on the Missouri River such as Linden Mo. and Independence Mo. One traveller reported that mail is scheduled to leave here every two weeks for Independence Mo.¹²

The following table lists several examples of mail from Fort Kearney used from 1849 to the spring of 1852. Other covers exist and all follow the same procedure of being written at Fort Kearney and posted in Missouri. The cover shown in Figure 3, following the table, contains a letter headed Fort Childs, Pawnee Territory, and illustrates the procedure of handling mail during this period. The writer on his way to the western gold fields stated that "All letters left here will be sent to the states in about ten days".

Early in June 1852 a change was made in the method of cancelling letters at Fort Kearney when the postmaster used a handstamp for the first time. This was no ordinary circle,

FOLDED LETTERS FROM FORT KEARNEY, 1849 - Spring 1852

Headed	Date Lined	Placed in the U.S. Mails	Date	PM	Rate
Fort Childs, Pawnee Terr.	May 27, 1849	Fort Leavenworth/MO	Jun 14	30mm cir	10c unpaid*
Fort Carney	May 26, 1850	Fort Leavenworth/MO	Jun 10	30mm cir	5c unpaid ¹⁴
Fort Keney Mo.	Apr. 25, 1852	Linden, Mo.	May 1, 1852	32mm cir	3c 1851 stamp

*The fort was called Fort Childs for Brig. Gen. Childs, but was changed by official government order on December 30, 1848, to Fort Kearny in honor of Brig. Gen. Stephen Watts Kearny, but the name Childs was used unofficially in 1849 correspondence.



Figure 3. This folded letter, postmarked FORT LEAVENWORTH/MO., Jun 14 (1849) contains a message headed "Fort Childs, May 27, 1849" (Author's Collection)

with a manuscript marking of Fort Kearney O R on November 12, 1852. Refer to Figure 5. The cover originated at Hagerstown, Maryland, routed via Independence Mo. and carried by messengers operating under the Woodson mail contract of 1850. The manuscript Fort Kearney O R marking was used to forward the cover, undoubtedly along with other personal papers enclosed in an outside envelope, since the recipient, who was the post surgeon, was transferred in September 1852. Although this cover was addressed to Nebraska Territory approximately two years before the official territorial date, this is not unusual as political forces were active in Washington and in Nebraska aiming at speeding up the legislative processes leading to territorial status.

but a rare fancy ornamental mortise canceling device. Figure 4 illustrates a copy of the design that shows for the first time a postal use referring to the Oregon Route. Apparently the hand-stamp made of soft metal had limited use and either failed prematurely or deformed rapidly.

There are four surviving covers and all were posted Fort Kearney O.R. in the month of June 1852. Three were posted on June 5, and one on June 22, 1852 and of these, three were sent prepaid with a three cent 1851 stamp and the fourth is stampless. The survival rate is extremely low, as nearly twenty thousand travellers had registered at the fort by this time in June and presumably many sent letters home.¹³

What procedure the postmaster followed immediately after the fancy device failed is not known, but a cover survives

There is some indication that the travel through the fort in 1852 was considerably less than in previous years, and this

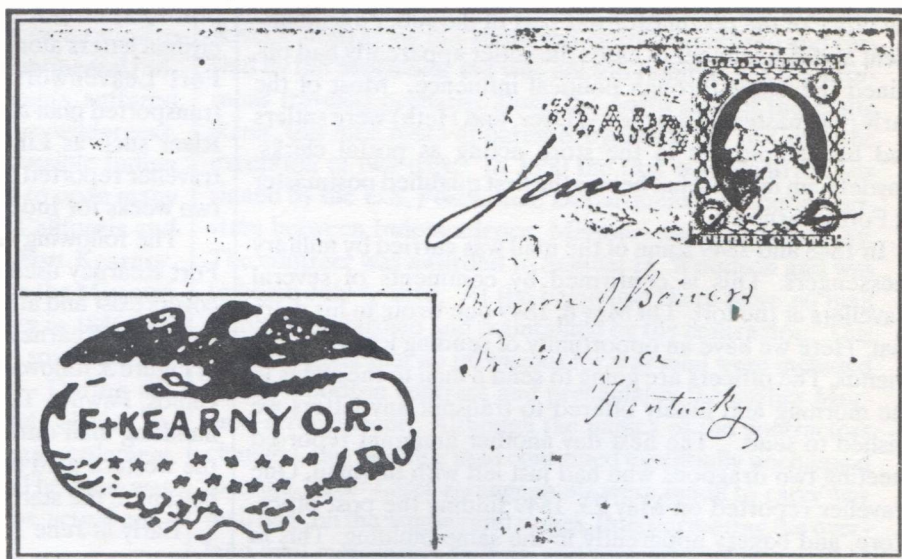


Figure 4. The ornamental "Ft KEARNY O.R." ties a 3c 1851 on cover. The unusual design has been traced for greater clarity in the inset at lower left



Figure 5. This cover originated at Hagerstown, Maryland, and was sent to Fort Kearny via Independence, Missouri. From there it was forwarded on November 12, 1852. (Author's Collection)

meant that less letters were written that year. In any event there are no surviving covers that are recorded and documented of 1853 origin.

Again in 1854 the postmaster at the fort changed the method of canceling the outgoing letters for on May 23 he used a manuscript postmark of Fort Kearny. The postmaster must have been in a quandary regarding the status of the territory for he used neither O.R. or N.T. in the postmark. Since the letter was sent just eight days before the approval

very little changed. One would have expected that the postmaster would have incorporated N.T. or Nebraska Territory in the postmark, but this did not occur until 1857 and then only briefly. As we observe on the cover in Figure 7 the postmaster continued to use a manuscript postmark, but with a slightly different spelling i.e. a second "e" was added to Kearney. Except for the slight change in spelling, there were few changes from 1854 until a new handstamp was ordered in 1860.

of the Nebraska Territory, he may have heard of the change, but not officially, and chose not to act prematurely.

Nebraska Territory - May 30, 1854 to March 1, 1867

The creation of Nebraska Territory opened the whole area for settlement. Indian land titles were purchased, small settlements sprang up, and farm land was claimed. At the fort post office

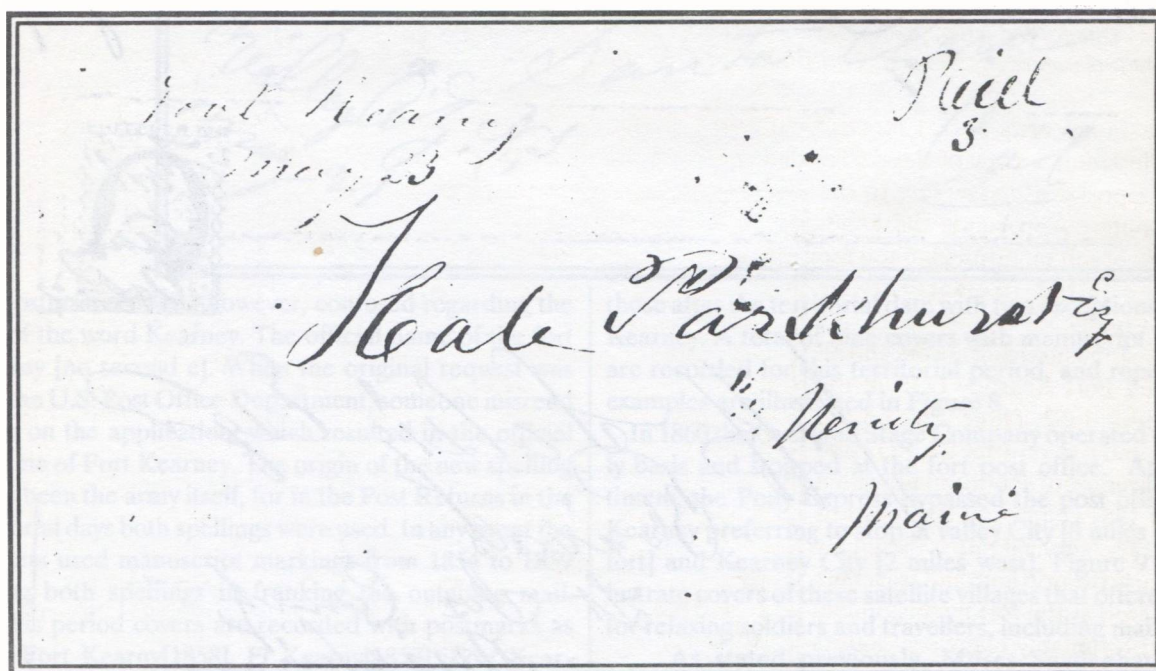


Figure 6 This cover bears a manuscript Fort Kearny of May 23 (1854). (Author's Collection)



Figure 7. A Fort Kearney manuscript was applied by the postmaster to this 3 cent entire in 1854.
(Author's Collection)

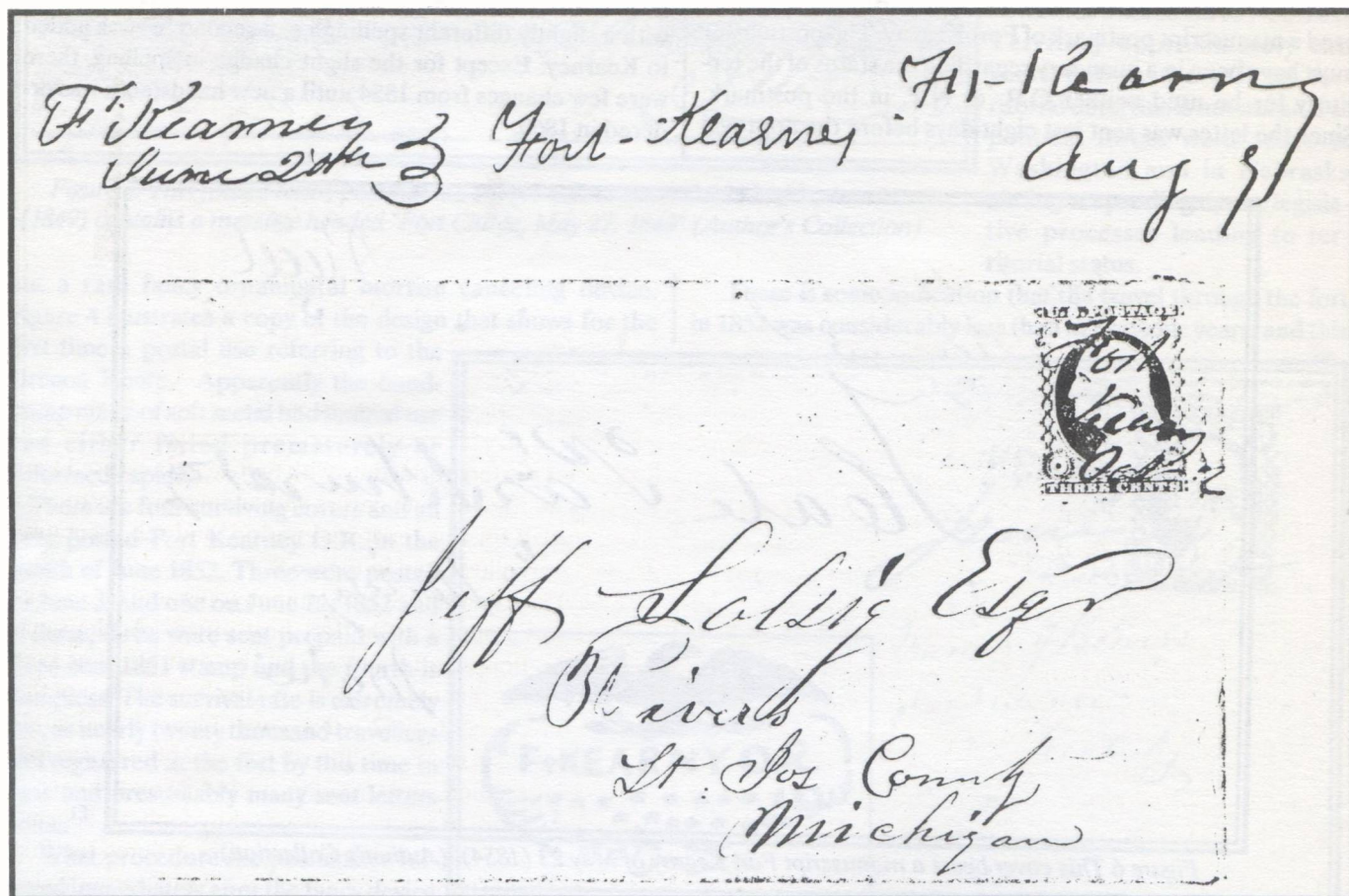


Figure 8. Samples of Fort Kearney manuscripts known from the territorial period.

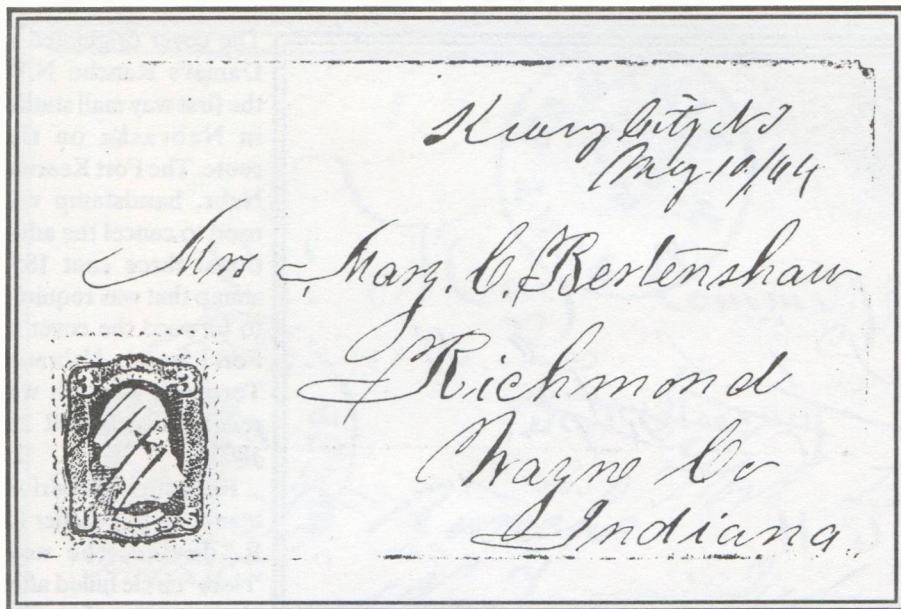
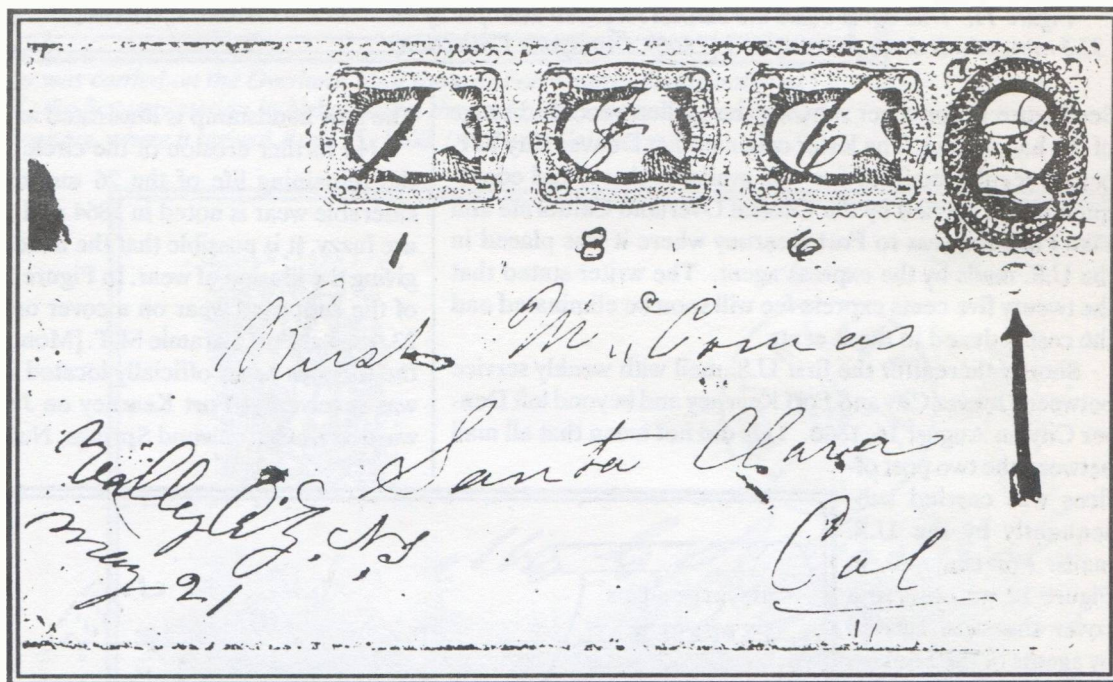


Figure 9. This cover bears a Kearney City manuscript of May 10, 1864. (Author's Collection)

Figure 10. This cover displays a Valley City, N.T., manuscript. (Author's Collection)



The postmasters were, however, confused regarding the spelling of the word Kearney. The official name of the fort was Kearny [no second e]. When the original request was made to the U.S. Post Office Department, someone misread the name on the application, which resulted in the official postal name of Fort Kearney. The origin of the new spelling may have been the army itself, for in the Post Returns in the preterritorial days both spellings were used. In any event the postmasters used manuscript markings from 1854 to 1859 employing both spellings in franking the outgoing mail. During this period covers are recorded with postmarks as follows: Fort Kearny[1858], Ft Kearny[1857], Fort Kearney[1854 and 1858], Fort Kearney N.T.[1857], Ft Kearny N.T.[1858], and Ft Kearney[1855 and 1856]. In general, all covers of the preterritorial period show that the postmasters used Fort Kearny [no second "e"] as the post mark while

those after the territorial date with two exceptions used Fort Kearney. A total of nine covers with manuscript postmarks are recorded for this territorial period, and representative examples are illustrated in Figure 8.

In 1860 the Overland Stage Company operated on a weekly basis and stopped at the fort post office. At the same time, the Pony Express bypassed the post office at Fort Kearney preferring to stop at valley City [8 miles east of the fort] and Kearney City [2 miles west]. Figure 9 and 10 illustrate covers of these satellite villages that offered services for relaxing soldiers and travellers, including mail service.

As stated previously, Moses Snyderham became postmaster in 1858 and shortly thereafter ordered the first territorial handstamp- a 32.5 mm circle- Fort Kearney Nebr. This was introduced in 1860 with the earliest recorded date of use on April 5, 1860 and the latest December 13, 1860.

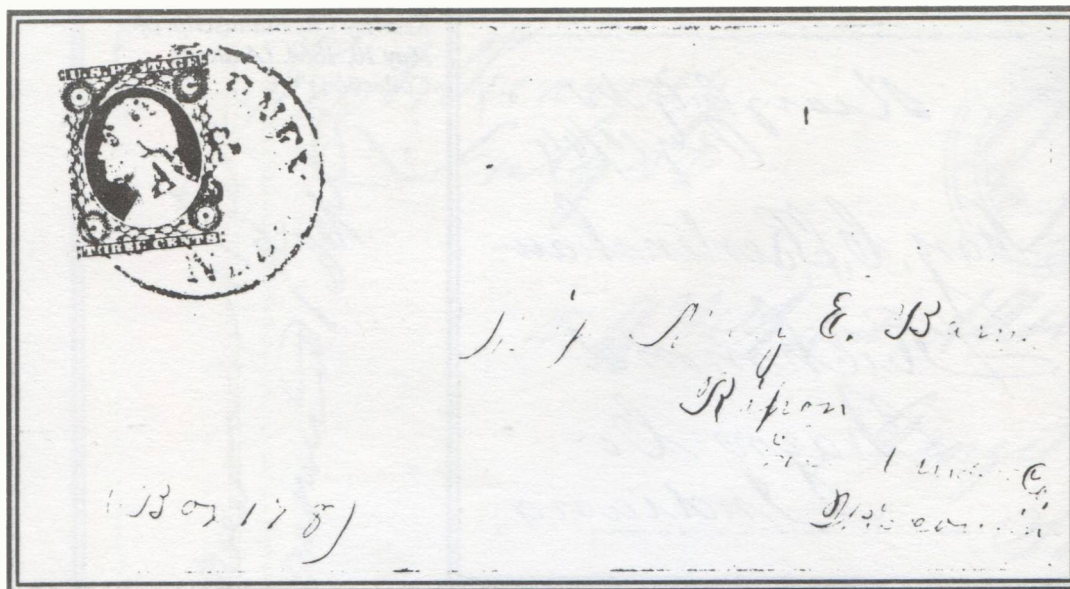


Figure 11. This cover bears the earliest recorded example of the FORT KEARNEY, NEBR., 32.5 mm. cds. It dates from April 5 (1860). (Authyror's Collection)

See Figure 11 for cover showing the earliest recorded usage of the handstamp. The letter originated at Denver City K.T. before regular mail service was available there, and consequently was carried by the Central Overland California and Pike Park Express to Fort Kearney where it was placed in the U.S. mails by the express agent. The writer stated that the twenty five cents express fee will soon be eliminated and the cost reduced to three cents.

Shortly thereafter the first U.S. mail with weekly service between Denver City and Fort Kearney and beyond left Denver City on August 16, 1860. This did not mean that all mail between the two post offices was carried subsequently by the U.S. mails. For example, in Figure 12 we observe a cover that was carried by agents of the Hinkley and Co's express on Western Stage Co. coaches to Fort Kearney. The express mail carrier opted not to place mail in the post office at Fort Kearney, but carried the cover through the fort and placed it in the U.S. mails at Omaha City N.T. on November 11, 1860.

Figure 13 illustrates a cover that was carried on the Overland Mail route to Fort Kearney.

The new handstamp is illustrated in Figure 14.

No further erosion of the circle is observed throughout the remaining life of the 26 mm canceler, however, considerable wear is noted in 1864 and 1865, for the postmarks are fuzzy. It is possible that the handstamp was not cleaned, giving the illusion of wear. In Figure 16 we see an illustration of the supposed wear on a cover originating on December 23, 1864 at Fort Laramie M.T. [Montana Territory, although the fort was never officially located in Montana]. The cover was received at Fort Kearney on January 2, 1865 and forwarded to Cottonwood Springs, Nebraska where Fort Cot-

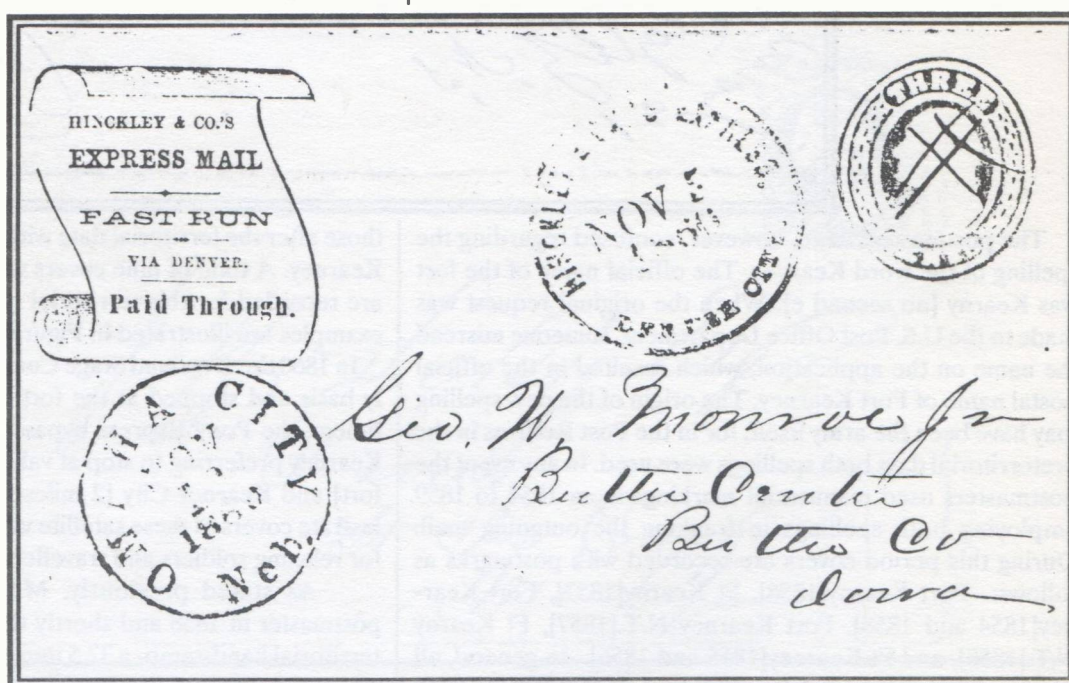


Figure 12. This cover was carried by Hinkley & Co. Express from Denver to Fort Kearny, and placed in the U.S. mail at Omaha City on November 11, 1860. (Author's Collection)

The cover originated at Daniel's Rancho N.T., the first way mail station in Nebraska on the route. The Fort Kearney Nebr. handstamp was used to cancel the additional three cent 1857 stamp that was required to forward the cover to Fort Laramie, Nebraska Territory, where it was received on April 25, 1860.

Repeating the performance of the earlier O. R. device, the new "Nebr" circle failed after nine months of service and was replaced with a smaller [26 mm] circle i.e. Fort Kearney N.T.

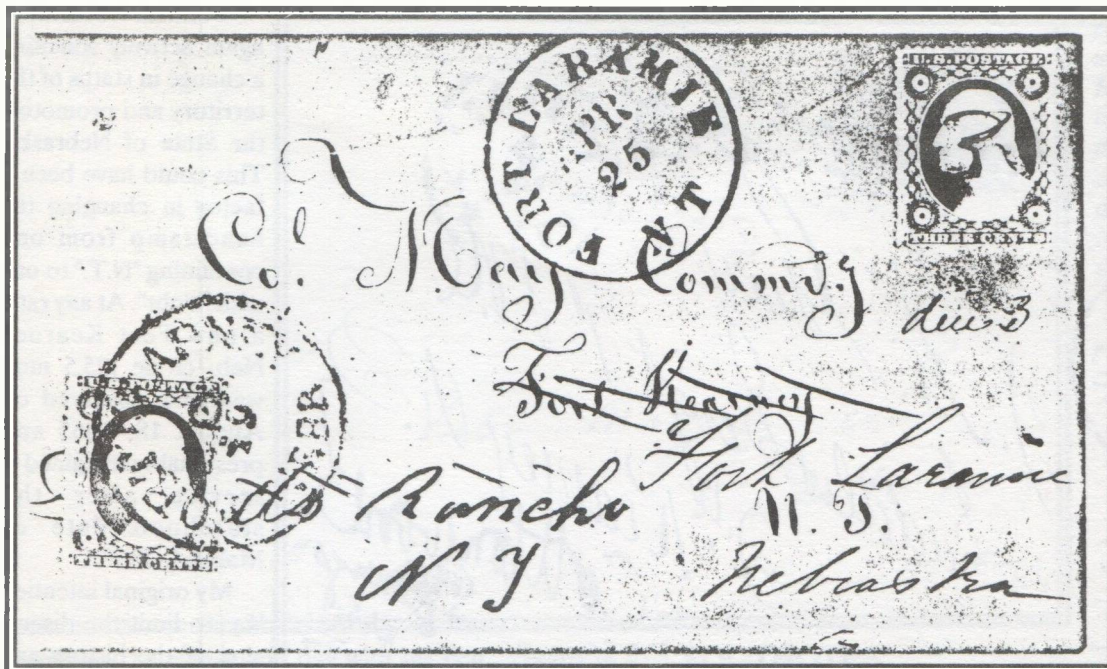


Figure 13 This cover was carried on the Overland Mail route to Fort Kearny. It originated at Daniel's Rancho, N.T., the first way station in Nebraska on the route, and was carried on to Fort Laramie, Nebraska Territory, where it arrived April 25, 1860. (Author's Collection)



Figure 14. This cover bears an example of the 26mm. FORT KEARNEY/N.T., handstamp. (Author's Collection)

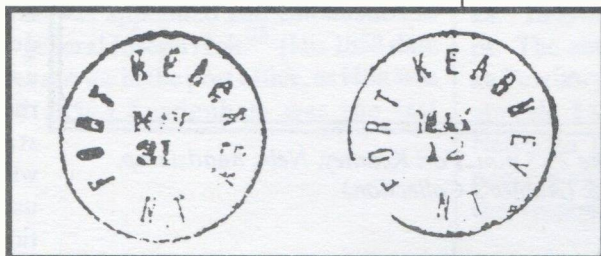


Figure 15. Progressive wear of the 26mm handstamp caused a break in the circle by 1863.



Figure 16. This cover originated at Fort Laramie, M.T., on December 23, 1864, and carried to Fort Kearney on January 2, 1865. From there, it was forwarded to Cottonwood Springs, Nebraska. (Author's Collection)

tonwood/McPherson/McKean was built to assist in the protection program. The addressee was a member of the Seventh Iowa Volunteer Cavalry that was assigned along the overland trail to protect the mail and travellers from continued Indian attacks.

the fort was winding down rapidly once the Union Pacific Railroad. The railroad was completed in July 1866 to the new town of Kearney Junction, directly opposite the fort, but on the north side of the Platte River. This was a death blow to the fort. The U.S. Government correctly felt that the availability of rapid transportation made the fort obsolete.

The end came on May 22, 1871, and the site was subsequently sold for settlement. Before the post office had closed, the Fort Kearney Neb circle failed. Snyderham, knowing the end was imminent, saw no need to purchase a new replacement. Instead, he resurrected the old Fort Kearney N.T. 26 mm circle. By now the reason for replacing it in 1865 becomes apparent, as the mortising mechanism had deteriorated beyond use. There are two recorded covers in the statehood period in which the postmaster used the outside portion of the handstamp

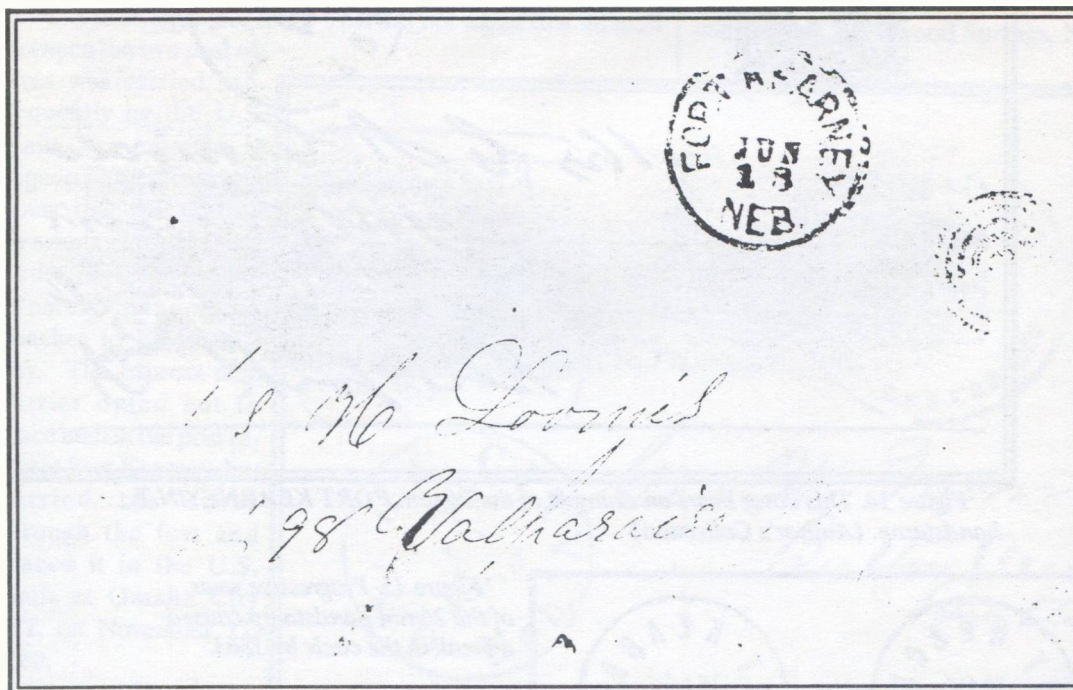


Figure 17. This cover displays an example of the 25.5 mm. Fort Kearney, Neb., handstamp, which has been recorded as early as Aug. 18, 1865. (Author's Collection)

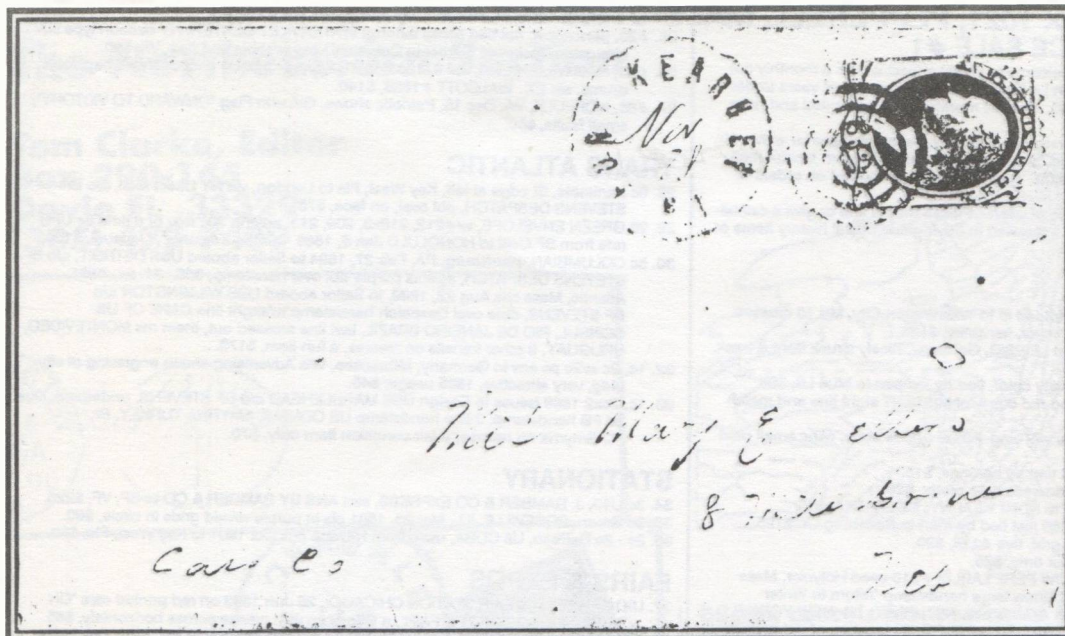


Figure 18. This cover illustrates the use of a FORT KEARNEY/N.T., handstamp where the date has been added in pen. It dates from November 28, 1870. (Author's Collection)

completing the month and day with his pen. Figure 18 illustrates the date of use on November 28, 1870 tying a three cent bank note issue of 1870 just six months before closing of the fort.

A portion of the original Fort Kearney today is a historical site maintained by The Nebraska State Historical Society. Some of the buildings have been restored. Reading the on site literature and following a self-guided tour, a visitor can easily visualize how life must have been for the soldiers and emigrants at a time when Fort Kearney was the first oasis of civilization in the wilderness.

Postmasters appointments at Fort Kearney.¹⁵

Name	Date of Appointment
Louis B. Dougherty	July 1849
William A.M. Vaughn	March 10, 1851
Downs [Dawes]	June 13, 1851
William A.M. Vaughn	February 24, 1852
H. Randolph Dyer	October 31, 1855
John Heth	December 14, 1857
Moses Snyderham	July 27, 1859
Charles T. Hallaway	August 2, 1862
Jules F. Jameson	January 6, 1863
Moses Snyderham	September 22, 1864
William H. Williams	July 2, 1866
Joseph E. Richey	October 10, 1866
Moses Snyderham	February 26, 1867

Snyderham said that he was appointed and commissioned in 1858 by Postmaster-general Joseph Holt.¹⁵ [His 1858 date probably meant his first service in the post office, as Holt was not appointed until 1859.] Snyderham was the last postmaster.

FOOTNOTES:

¹Willman, Lillian M. "The History of Fort Kearney" The Nebraska State Historical Society. Publications 21 [1930] 211-318. & Watkins, Albert "History of Fort Kearney". The Nebraska State Historical Society. Collection 16 [1911] 227-267.

²Hafen, LeRoy H. "The Overland Mail" Arthur B. Clark Company [1926] and Quarterman Publications Inc. [1976], 57.

³Unruh, John D., Jr. "The Plains Across" University of Illinois Press [1979], 195.

⁴Root, Frank A. and Conneley, William E. "The Overland Stage to California" The Rio Grande Press Inc. [1901], 52.

⁵Hafen, Leroy H. "The Overland Mail"

⁶National Archives. "Postmasters Appointments- Nebraska" 1848-1960.

⁷National Archives. "Post Returns Fort Kearny 1845-1867" General Service Administration and Record Services [1960]. The Office of the Adjutant General.

⁸Root and Conneley. 236.

⁹ibid 235.

¹⁰Mattes, Merrill J. "The Great Platte River Road" The Nebraska State Historical Society Publications 25 [1969]. 174,175,177,178.

¹¹National Archives. Post Returns- Fort Kearny.

¹²Mattes, M.T. "The Great Platte River Road" 187.

¹³ibid 180.

¹⁴Collection of W. Jennins.

¹⁵National Archives. "Postmasters Appointments- Nebraska." 1848-1960.

ps. The author is conducting a survey of covers of Nebraska Territory. For those that have not responded to previous appeals, I would appreciate correspondence and a list of Nebraska Territory coves in your collections. Correspondence may bedirected to my attention at *La Posta*, and all that respond will receive an answer from me.

FRED ROBICHAUD WORLD POSTAL HISTORY

P.O. BOX 1021, PEPPERELL, MASS 01463 PHONE: (508)433 8251

NET PRICE SALE #1

To all my friends and customers, a warm welcome to what I expect will be a monthly net price sale. My advertisements have been in La Posta for the past couple of years under the name COLLECTORS DEN, AYER, MASS. Several months ago I expanded and have relocated to the new address above.

All items are guaranteed genuine and are returnable for any reason whatsoever within 10 days of receipt. Unless otherwise requested, shipment is by certified return receipt mail, with no charge for this on orders over \$100.00. A 10% discount is allowed on orders of \$300.00 and up.

Thanks for your support over the last couple of years. Please drop a line or give a call letting me know your wants. As always, I am interested in buying fine postal history items or collections.

STAMPLESS

1. FORT SMITH, ARK, black cds on #185 folded ltr to Washington City, MS 10 crossed out, let ref military pay matters, fine cover, fair strike, \$125.
2. QUINCY, ILL May 15, 1856, cds on TA to LEIPSG, Germany, nicely struck front & back, \$75.
3. ANDOVER, NJ, Sep. 1852, #11 low br early color, tied by ms pen to blue LS, \$60.
4. SOUTH HADLEY FALLS, MASS, #11 tied red cds w/bl MISSENT slght line and match MADLEY, MASS, very pretty, \$50.
5. DEARBORNVILLE, MICH Oct 18, blk cds w/2 sing #26 at oppos ends, canc small paid in rect box, \$40.
6. MACON, MICH, Mar 4, ms with #25 not tied by belongs, \$15.
7. KINGSBURY, IND, #65 tied by homemade cds type pretty, \$20.
8. HOMER, MICH #65 with matching grid to FORT KEARNY, NEBRASKA, \$35.
9. NO. CANYONVILLE, OR, Aug 28, cds #65 just tied by man to Roseburg Or. \$125.
10. AGRICULTURAL COLLEGE, PA, cds w grid, ties #114, \$20.
11. FORT COLLINS, CO, cds ties #207, fair only, \$25.
12. LETTER RETURN BY CARRIER (YELLOW PERF LABLE) #210 used Holyoke, Mass Fair Alpaca Co CC, address to NYC Show large handstamp 'return to Writer Cannot be found' pointing hand, on reverse cds, RETURNED TO- NEW YORK P.O. YMOD, P.O.C., pin attach PO print form to env with PO explanation of del problem, a very unusual item, (Good Luck), \$125.
13. THOMASTON, ME, 1895 cds, #249 tied by VF strike of MASK, \$60.

CIVIL WAR

14. CAMP DOUGLASS, ILL, Exam in oval w/Chicago cds alongside on 3c env to Mr. Henry Tell, co H 13th ALA Regt, PI Lookout, red ms doc alongside T 4 1864, Lodrick Tell, Prisoner of War Camp Douglass, ILL, \$80.
15. CAMP CHASE, OHIO, circle examined, 3c 1861 tied Columbus, Ohio on front only to civilian in Brooklyn, NY, \$85.
16. #65, Washington, DC, tied to neat Union caricature of SCOTT, HEFF dogs, 'WHY DON'T YOU TAKE IT?' VF, \$120.
17. #65, Washington, DC, NOV 9 1861, tied to HOWELL POEM, MY COUNTRY, sl cut dn at right, little damage low right still Fine + +, \$75.
18. #26, SOUTH GARDINER, MASS, cds, tied by ODD FANCY STAR to Patriotic w/girl standing w/flag etch, \$100.
19. SOLDIER'S LETTER DUE, cds of SPRINGFIELD, MO, on unusual design show naval vessels on attack w/flag, etc 'SC OUR FLAG IS STILL THERE', Fine + +, \$100.
20. #65, FALLS CITY, NEB, tied to Patriotic addressed US INDIAN AGENT, NOHART, NEBR dic 'bid for trust land of SAC & FOXES of Mo., cover had some faults including repairs, quite scarce, \$275.
21. #65, ELUICETTSVILLE, NY, cds and grid in GREEN, Flag Patriotic, cut dn at left addr to Camp McClellan, McClellan Dragoons, \$50.
22. #26, UTICA, NY (Ex-Walcott), lot 430, showing soldiers raising flag atop bldg, FINE + +, \$85.
23. #65, BROOKLYN, NY, tied by grid flag design with 4 line poem VF, \$65.
24. #65, NEW YORK, NY, tied by cork on 1st CORPS, Third Div design in red and blue, \$95.

25. #26, pancel, not tied (does belong) WATERVILET CENTER, NY balloon type cds alongside Design of Soldier in Colonial Dress w/sable and flag, VF, \$90.
26. #65, NASHVILLE TENN, Jul 8, 1863 on VF Patriotic in blue show, soldier, flag sable, drums, etc EX WALCOTT #1856, \$140.
27. #65, NORFOLK, VA, Dec 15, Patriotic shows, Girl with Flag 'ONWARD TO VICTORY', small faults, \$80.

TRANS ATLANTIC

28. 6c banknote, St edge at left, Key West, Fla to London, via NY Direct Mail, c/o BF STEVENS DESPATCH, dbl oval, on face, \$75.
29. 26 GREEN ENVELOPE, w/#212, 216x3, 209, 213, paying 30c rate or 6 time 5c UPU rate from SF Calif to HONOLULU Jan 8, 1889 'per the Zealanian', Unusual, \$100.
30. 5c COLUMBIAN, Harrisburg, PA, Feb 27, 1894 to Sailor aboard USS DETROIT, c/o BF STEVENS DESPATCH, agents purple dbl oval hanstamp, \$65. 31. 5c, #281, Atlantic, Mass cds Aug 22, 1899, to Sailor aboard USS WILMINGTON c/o BF STEVENS, dbl oval Despatch handstamp w/straight line CARE OF US CONSUL, RIO DE JANEIRO BRAZIL, last line crossed out, them ms MONTEVIDEO, URUGUAY, 9 other transits on reverse, a fun item, \$175.
32. 1c, 2c w/2c ps env to Germany, Milwaukee, Wis Advertising shows engraving of city bldg, very attractive, 1895 usage, \$45.
33. 1c, 2c/2 1898 issues to Ensign USS MARBLEHEAD c/o BF STEVENS, underpaid, Due 5d FB handstamp, 3 line handstamp US CONSUL SMYRNA TURKEY, Br, PO Smyrna on reverse, a fair condition item only, \$70.

STATIONARY

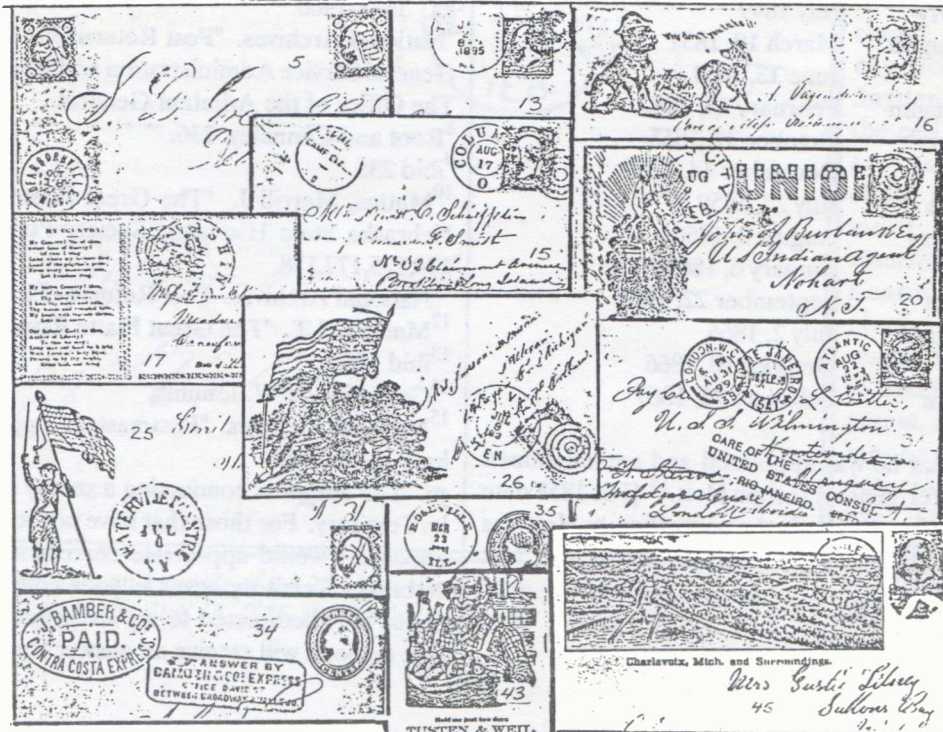
34. 3c U10, J. BAMBER & CO EXPRESS, rect ANS BY BAMBER & CO to SF, VF, \$225.
35. 3c Green, ROSEVILLE, ILL, Mar 23, 1881 cds in purple w/odd grids in circle, \$60.
36. 2c - 2c DePeso, US CUBA, used from Havana cds Oct 1901 to Key West, Fla, \$50.

FAIRS & EXPOS

37. UX10 - WORLD'S FAIR STATION CHICAGO; 28 Jun 1893 on red printed cars 'ON THE GROUNDS OF THE FAIR', a little worn with crease across horizontally, \$65.
38. PAN AMERICAN EXPO Multicolored with 2c red tied BUFFALO Apr 1901, has faults, \$30.
39. LEWIS & CLARK EXPO- PS CARD, Massachusetts State Building can, WF Portland 1905, \$25.
40. LEWIS & CLARK EXPO - POST CARD, LIBERAL & INDUSTRIAL ARTS PALACE, canc Silverton, OR 14 Aug 1905, \$20.

ADVERTISING

41. 3c Banknote, GOODMAN & MEYERS, TOBACCO & CIGARS, SAVANNAH, GA, tied by Blue fancy diamond within grid VF, \$45.
42. 3c 1857, LOUISVILLE, KY in blue to illustrated Hotel on reverse, cut down 8mm at left otherwise fine, \$40.
43. 2c 1901 issue, SHREVEPORT, LA, Waving Flag 1903, Add for TUSTEN & WEIL, FRUITS & PRODUCE, VF, \$45.
44. 3c 1957, BOSTON, MASS ADV FOR McKay & ALAUS STEAM BOILERS, EAST BOSTON, piece out on reverse otherwise VF, \$35.
45. 2c red brown, #210, CHARLEVOIX, MICH, Aerial view of same and surroundings, and excellent view, \$85.
46. 2c red 1904 issue, SAUK CENTER, MINN, City type ADD front & back, VF, \$40.
47. 2c Trans Miss, ST LOUIS, MO Flag 1899, WILLIAMS CO., CORSET & BRACES, sl foxing, VF, \$50.
48. 2c Washington, ADDISON, NY 1915, City Adv both side with descriptions, VF, \$40.
49. 2c Washington, MADISON, WIS, Add in red on front, black desc with map on reverse cut down sl at left, REAL ESTATE DEALER ADD, very unusual, \$45.
50. 2c Washington, SALT LAKE CITY UTAH 1910, shows cut of DR. WH GROVES, LATTER-DAY SAINTS HOSPITAL, a very nice item, \$45.



The Northeastern Section

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J. M. McBurney atty
Washington

Happy new year from Oakdale PA.

We salute the ever decreasing 20th century with this Jan 1, 1900 cover to Washington PA (same day service!)

Responses to the "Advertised" auxiliary marking article which appeared in our May 1991 issue, with much additional material, finally get to see the light of day. There was data and comment from a variety of generous postal historians, including Henry Beecher of Portland OR, Paul Bourke of Ashland MA, Louis Cohen of Louisville KY, Richard Graham of Columbus OH, Leonard Piskiewisz of Santa Clara CA, Fred Scheuer of Mesa AZ/Waldport OR, and "Tuck" Taylor of Washington DC. That's covering the US in grand style!

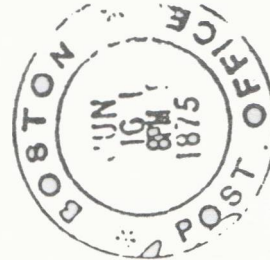
In the meantime there have been a variety of interesting answers to previous questions and other requests from *La Posta* readers. One, is a revealing note from Edward C. Robinson whose Boston cover was displayed in the same *La Posta* on p. 73, about which help was requested. From our readership of some 2,000, he received only:

...three responses. The best was from Mr. Louis Cohen, Louisville KY [author of *La Posta* monograph #1: *Postal History of Louisville, Kentucky, 1987*], who had a few similar examples but were done by a handstamp, while my cover was canceled by some sort of machine. The other responses concerned another type of Boston postmark and a dealer who wanted to sell me some Boston covers.

...I recently showed it to Mr. Charles Sawyer here in Houston [who] has the definitive collection of



Boston cancels from colonial times to the 1880s....he has never seen the cancel so it has to be a pretty decent one. Hopefully some light will be shed on it eventually.



A new find is shown on the next page, this one sent in by Gerald Gorman of West Warwick, RI:

I was lucky enough to obtain a Wesson TOB cancel from Providence RI, April 19, 1883, with a void "D" killer, not shown in the *La Posta* Monograph Volume 5: *Walter D Wesson's "Time on Bottom" Duplex Hand Cancellers*, by Bozarth/Hanmer, 1990. I wanted to share it with your interested readers.

It is a #10 envelope franked with a double rate 6c #208 from an insurance company. It most likely contained a thick policy. You may want to crop it for size so that those interested may photocopy it to place in their monographs as have.

Along similar lines there is a remarkable Philadelphia cancel sent me by sharp-eyed Geoff Remond of Wells River VT that is equally unpublished and startling in that it shouldn't be, but is. Comments on either is very welcome, as are other quizzical cancels you might like to send in with which to gauge our metal by!

In a parallel vein, there has been quite a flurry in the last 12 months, virtually the lifetime of the unilinear spray-on indicators ("cancels?"). The *Modern Postal History Journal* listed the known varieties through June 1 1991 in its Third Quarter 1991 (#35) issue. Albert Tebault of Acushnet MA, sends us a copy of a neat Hampden machine cancel and observed on the enclosure: "Please note the striking similarity of this 1899 cancel to the 1990-91 sprayed cancels. Goes to show you there is nothing new under the sun."

Ironically, the envelope which contained the copy and note bore a very nice tied spray-on, interestingly sprayed/struck/imprinted (?) in Providence RI, yet handcanceled at Rochester MA! What mail handling system is in use away up there?

Also, a postcard from Fred Lightfoot helped to answer his own query in the Sept '91 issue, p. 22, concerning the "ID" double oval: "I think "ID" is for Inquiry Division, a division evidently assigned the job of solving puzzles in the mail." Another puzzle solved.

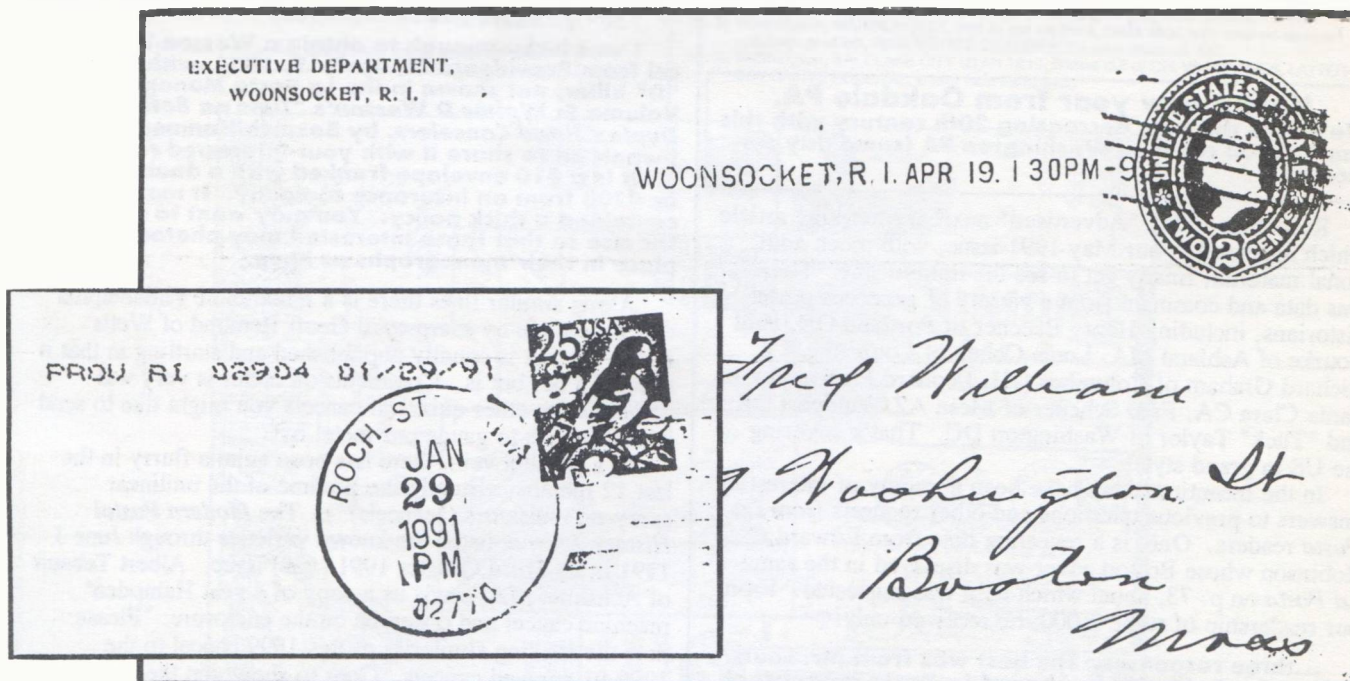
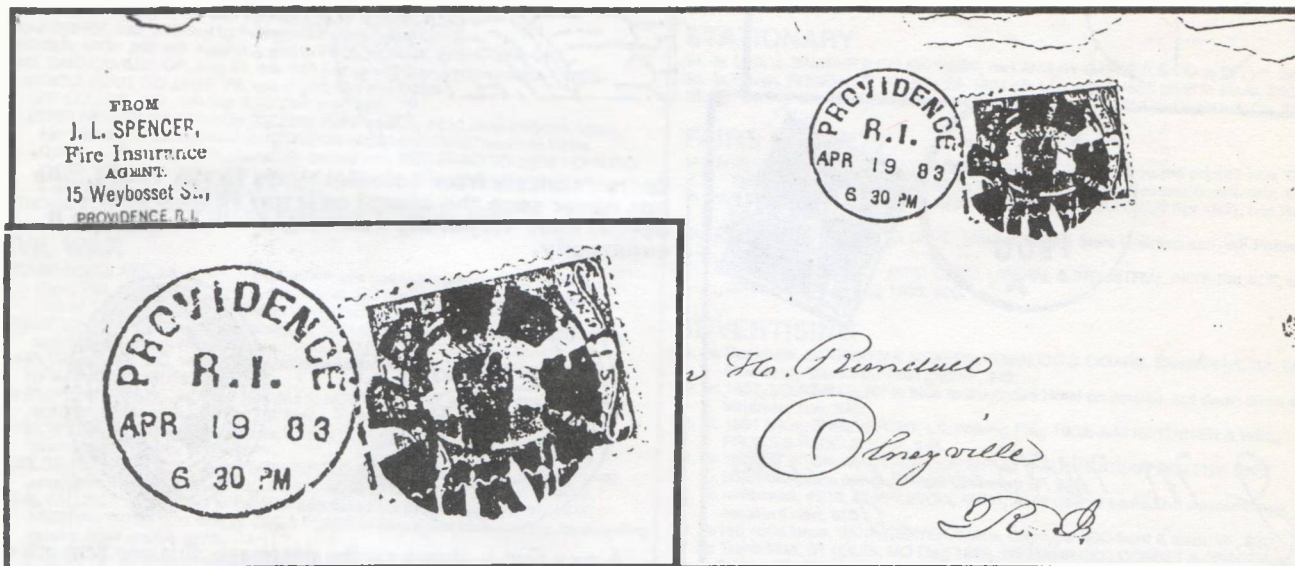
And Warren Bower of Clear Lake IA responded once again to a cancel presented here:

Sept '91 *La Posta* article, NYC "UD" cancel, page 21-2: the oval was used in black ink from about Jan 1, 1894 to sometime in WWI to cancel dues at the Main PO in NYC. (In 1895 it shared that duty with another cancel "MI&R" also used on due mail.) I'm not certain that anyone really knows what the letters "UD" mean, as NYC PO doesn't seem to have records to explain it, but it likely meant "Undeliverable Division, as often address changes are involved."

That card was 6c due because of writing on the left side of the address side. Though OK from about 1904 in Europe, it wasn't OK here in US till Mar 1, 1907. So prepaid card was rated up from 2c US (= 10 centimes) to 1st class letter at 5c US (= 25 centimes), and per UPU rules, the short payment of 3c was doubled - to 6c due. A rather common due charge and use seen from 1904 to Mar 1, 1907 for cards coming into the US....

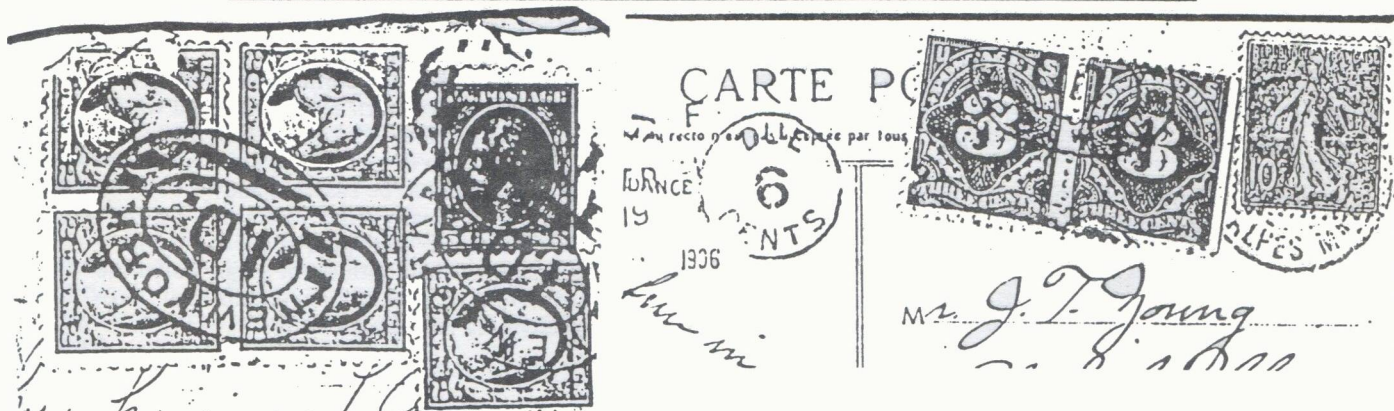
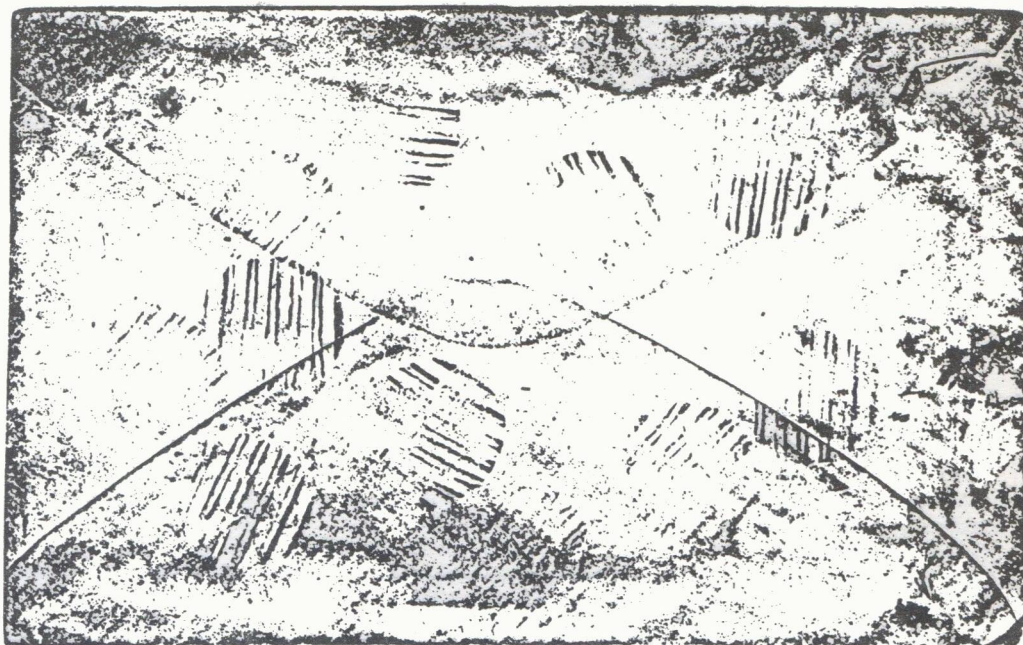
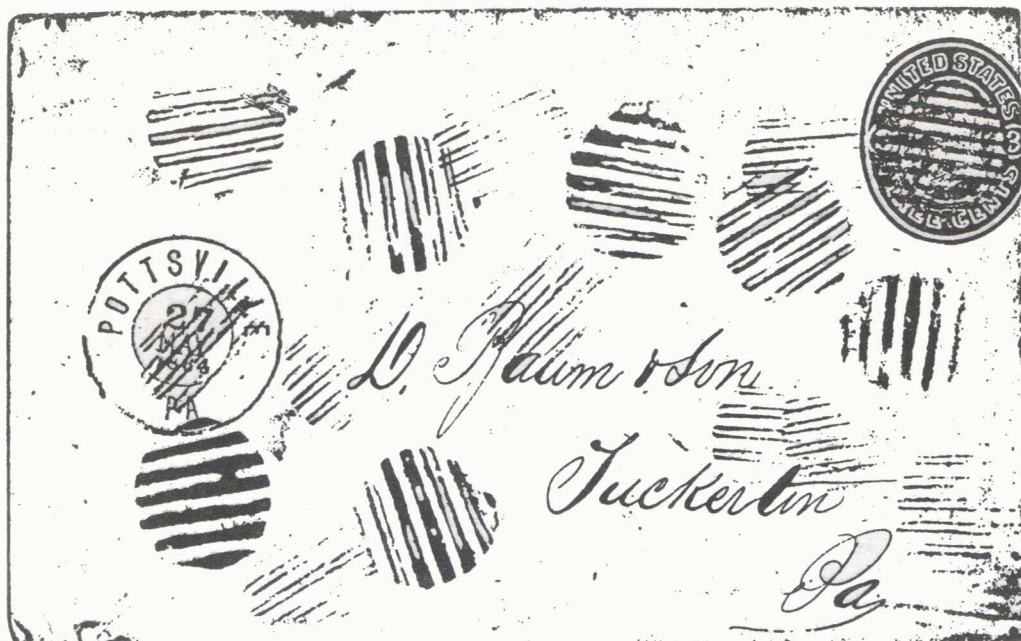
But for the *whole* story, dauntless Warren adds to the back (left address side) of his own missive to us: "However, it is OK to write on address side of postal card, only 1/3 space is permissible, versus 1/2 on post card."

If anyone has an article ready, or in their thoughts, please write this Editor as soon as possible. The economic recession is casting a blight on article submissions, too.



1. The new Wesson Time-On-Bottom cancel, now with cork void "D" killer: Providence RI, April 19, 1883.
2. The Woonsocket RI Hampden machine cancel of 1899 compared with a 1991 PROVIDENCE RI spray-on has eye-appealing similarity.
3. The "UD" and "ID" double ovals questioned in last issue.

What's a postmaster to do —if he has the hiccups? The Pottsville PA yeardate DC, well spaced from the stationary stamp imprint, shows a clerk gone ill or mad. Thirty individual impressions of the doubled-grid killer were made for whatever peculiar reason. Do you have one with more, much less an explanation?





A Bizarre Duplex Killer. Can someone help explain?

Geoff Remond, a Vermont cover dealer, called attention to this selection of Station B (West Philadelphia) covers. A bizarre Philadelphia station duplex which uses a damaged (?) Philadelphia Main Office double oval cancel, shaved down, as the accompanying killer! How in the world???

All three (a fourth ordinary cork is dated Oct 10, 1881) are from the same correspondence, the peculiar killer (May 13 (1882) is docketed and fits nicely between the October 26 (1881) and the November (1882) docketed covers. The 3c Banknote is clearly tied to the cover, there is no sign whatsoever of tampering. The heaviness of the

killer's ink blends ever lighter, fairly evenly to the left side of the dial. No problem there either.

Thus a true cancel, but the earlier double ovals were thought to be brass, not rubber. How, who, and why would the Main PO's defective? killer get to West Philadelphia, and why go to all the trouble to file away when a piece of cork would be easy to hand?

Is this a leftover specialty from Valentine's Day, February 14? Was it the "lott" pick of the day? Did someone just hand out their 14th set of seegars after the belssed event? Do give your opinion on this one! Does anyone have anything in a similar vein?

Advertised Auxiliary Markings Update

by Tom Clarke, and contributors

Here we extend and elaborate the discussion of advertised markings. The original article appeared in the May 1991 issue, page 62ff, and brought quite a nice response. We begin with the additional information send in by the dean of postal resources (he from whom writers dread to hear), Henry Beecher. Henry painstakingly, in the name of strict accuracy, will skillfully shower writers with carloads of data with such ease. Would they could put him into a computer for us all to draw upon at will. Bless him, and the other who are so willing to give wonderful depth to the covers we cherish.

Henry Beecher cheerfully exhausts many sources to bring us the following information. To anyone unfamiliar with Mr. Beecher's sage ability, his authority derives from the fact that "I have perused the entire run of the *Postal Bulletin* [and much more] and made notes of all notices about rates and most of those about regulations of interest to collectors." His paraphrased comments follow:

It seems clear that the PMG authorized paying the 2c for advertising for only a short time (PMG Report 1865). In Leech's *List of Post Offices...[and] Regulations*, 1857, on pp 66-67, are instructions to advertise in newspapers for 1c per name if possible, otherwise by manuscript lists posted in public places. The Act of 3 Mar 1863 included nothing about collecting a charge on delivery. Beecher presumes the charge of 1c per letter to be collected on delivery, as set by the Act of 3 Mar 1851, was still in effect. He imagines that other references to the 2c payment/charge will be found in the *United States Mail and Post Office Assistant*.

Postal Bulletin 611 (8 Mar 1882) had PMG Order 82 (7 Mar), stating that postmasters must not incur any charge for advertising letters without advance authorization from the POD; Henry Beecher comments that "somewhere I have a notice that such authorization was given for only six cities."

1887 *Postal Laws & Regulations*: Sec 584 (= '91 Sec 541): pay not over 1c per letter advertised; no expense to be incurred unless first specially authorized. Sec 590 (= 1891 Sec 547): all letters published as non-delivered to be charged 1c (per *Revised Statutes* Sec 3935). Sec 591 (= '91 Sec 548): every letter or parcel advertised must be marked **ADVERTISED** on address side, with date of advertising.

In the 1893 *PMG Report*, p. 49: instructions issued by the Supt of the Dead Letter Office (1 Dec 1887) required collection of 1c for each letter advertised, whether published in a newspaper or posted on a written list at the PO.

And from the 1894 *PMG Report*, p. 112: advertising letters in newspapers at 1c per name per insertion has been discontinued; instead, employ lists posted on bulletin boards (at a cost of 6/10c per name); in NYC only 2-1/2% of advertised letters are delivered.

In the 1897 (Beecher: "and probably earlier") *PL&R* makes it clear that 1c is to be collected on each letter advertised, by posting or otherwise; and all letters (except registered) returned to sender by the DLO are to be advertised.

Postal Bulletin 4443 (27 Sep 1894) lists PMG Order

335 (26 Sep): hereafter do not put due stamps on advertised matter before collecting the fee.

Postal Bulletin 9362 (10 Nov 1910) had PMG Order 5074 (8 Nov): per Act of 24 Jun 1910, no "card" [corner card] letter (one with sender's address) should be advertised but held the requested time ["return to sender..."] or the POD-specified time if there was no request, then returned to sender. Henry Beecher states: "I don't understand the need for this; that procedure was in effect back in the 1870's."

Postal Bulletin 10886 (8 Nov 1915) had PMG Order 9263 (6 Nov): effective 1 Dec 1915, amend *PL&R* Sec 49: letters without valuable enclosures returned to sender by DivDeadL [Division of Dead Letters] are subject to a charge of 1c each for advertising.

Order 9164, effective 1 Dec 1915: amend *PL&R* Sec 630, Para 2: same charge as on letters to be made on all advertised matter; collected on delivery or return through DDL by due stamps, not affixed until paid.

[Beecher: "I view this as an 'end run': law did not authorize a charge for handling by the DDL, but did permit advertising of dead letters and collecting 1c on delivery, so now a charge could be made for return of any dead letter, even though no advertising was required to effect its return to sender. Since earlier (ca 1890s) instructions were to advertise letters returned by the DLO, this may simply have given the legal basis of a PMG Order.]

Postal Bulletin 11714 (29 Jul 1918) had PMG Order 1763 (25 Jul): only letters of foreign origin are to be advertised (either free in newspapers or by posting).

Postal Bulletin 12263 (20 May 1920) had PMG Order 4192 (19 May): per Act of 24 Apr 1920, Sec 4, collect fee of 3c for letter returned to sender via DDL. Order 4193: by due stamps affixed to the returned letter.

The 1924 *PL&R* (and probably the 1932) may be confusing because they contain provisions about advertising as if things were the same as in the 1870s. But notice that large type is used for statutes, and small type for PMG regulations --which may nullify the "permissive" statutes; 1924 Sec 603 (= *Revised Statute* 3930). Sec 605 ordered no advertising of domestic letters; Sec 607 (= *R.S.* 3935): charge 1c on each letter or other matter advertised; mark it **ADVERTISED**, etc. Sec 644-45 are also pertinent.

Finally we come to the end. *Postal Bulletin 16780* (14 Oct 1935) had PMG Order 7853 (4 Oct): add Para 2, 3 and 4 to Sec 799 of 1932 *PL&R* so that it now says the PO shall publish and post lists of nondelivered letters, with compensation for publication not more than 1c per letter, and all published letters to be charges 1c; also amends Sec 800 to "Unclaimed domestic and foreign matter shall not be advertised,": and rescinds Sec 801-2.

Leonard Piskiewisz, Editor of the *Illinois Postal Historian*, published an article in its November 1990 issue, "Chicago Advertised and Related Markings." It should be placed on the resource list for anyone interested in auxiliaries. His page of illustrated markings and table are reproduced (next page) for comparison with those in our previous *La Posta* article.

The latest date Chicago Advertised mentioned there,

NOT
CALLED
FOR

NOT
CALLED
FOR

NOT CALLED FOR



AD-22

AD-21

AD-20

AD-3

AD-2

AD-1



AD-23

AD-25

NOT TO BE ADVERTISED

UNCLAIMED



AD-6

AD-5



AD-7

AD-9

AD-12



VARIETIES OF AD-12S



AD-14

AD-15

30

AD-30

AD-35

Figure 2. (continued)

TABLE 1
CHICAGO ADVERTISED AND RELATED MARKINGS

TYPE NO.	TEXT/SHAPE (excluding date)	MAXIMUM DIMENSION	COLORS KNOWN	DATES OF USE KNOWN
AD-1	ADVERTISED 1 CT./oval	40 mm.	Black	FEB 1, JUN 1, JUL 1 1854
2	ADVERTISED 1 cent./circle	31	Black	JAN 1, JUL 1 (1850s)
3	CHICAGO ILL. ADVERTISED/circle	32	Black	SEP 9 1856 - FEB 1 1858
5	CHICAGO ADVERTISED/shield	30 (height)	Blue, black	JUN 20 1860 - MAY 15 1865
6	ADV./box	15.5 (height)	Black	JUN 12 1865 - JAN 28 1866
7	ADVERTISED/circle	20.5	Black	OCT 24 1868
9	ADVERTISED/circle	24	Black	SEP 9 1865? - 1870s
12	ADVERTISED/circle	27.5	Black	AUG 18 1890
12S	ADVERTISED M.DIV.STA./circle	26.5	Black	JUL 16 1892
12S	ADVERTISED STA.F./circle	27.5	Black	JUN 10 1896
12S	ADVERTISED HYDE PARK STA./circle	27	Black	OCT 7 1893
14	UNCLAIMED. ADVERTISED CHICAGO, ILL./double circle	28.5	Red	FEB 8 1908
15	CHICAGO, ILL. ADVERTISED/double circle	33	Magenta	JUN 7 1913
20	NOT CALLED FOR/one line	49	Blue	SEP 8 1962*
21	NOT CALLED FOR/3 line	22 (width)	Blue	JUL 6 1863*
22	NOT CALLED FOR/boxed	23 (width)	Blue, black	JUN 22 1863 - OCT 24 1868*
23	NOT TO BE ADVERTISED/one line	48	Blue, black	SEP 5 1863 - JUL 12 1866*
25	UNCLAIMED/one line	37-44	Black	1870s - JUN 10 1896*
30	(Number) 3, 7, 26, 30, 31 (observed)	5 (height)	Red, black	JUL 14 1860 - JUL 7 1862*
35	CHICAGO ILLS DEAD/circle	31.5	Blue	JUL 6 1863 - NOV 23 1863

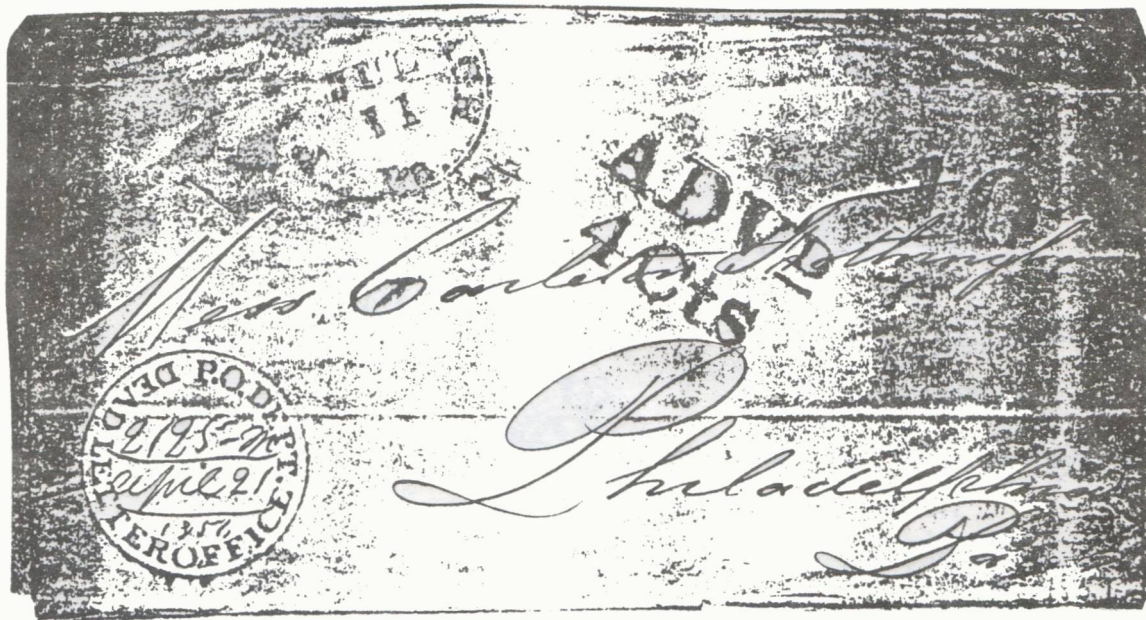
*Date of associated Advertisment marking

Figure 2. Chicago Advertisment and Related Markings

AD-15, is from Jun 7, 1913. The advertised small box, AD-6, (our #10) is known used in Chicago between Jun 12 1865 and Jan 28 1866. Wherever employed, it had little use time. Mr. Piszkiwicz observes:

Interestingly, there are no other markings from Philadelphia that are the same type as from Chicago. This could lead to the conclusion that advertised markings were mostly ordered by the individual post offices from suppliers of their own choosing.

As stated on pg. 249 of *Simpson's US Postal Markings 1851-1861* (1979), "Most advertised markings [of this period] were straight line types of local type." Except for the small box, that is. Was it a zealous, patriotic fling at peacetime national uniformity (see the early Federalized Richmond example mentioned at the end) which didn't succeed?



Tuck Taylor sent an interesting Philadelphia Type 1, also in blue, used approximately late July 1856 (above). This example appreciably extends the known life of this type --if not the precise same handstamp-- to at least eight years. Perhaps this lengthy period indicates its relative disuse, and resultant scarcity of the marking on letters?

Louis Cohen, collector of Louisville and Kentucky letters, sent a good handful of copies of markings, all of which are illustrated, to my chagrin, in his Louisville monograph-catalog of 1987, as items #202-8, pg 40-1, and I didn't think to look there for information prior to writing the original article. There is *always* at least one more place to look,



Cohen lists an advertised small box for Aug 18 1865, but more interesting, his oldest marking (above) predates the Philadelphia Type 1 by 2 years, approximately Jul 1845. This should give solace to collectors of the large

cities that dates of that vintage will someday be found.

Except for Louisville's Cohen 204 (=Chicago AD-9) there are no parallel cancel types among the three cities, just similarities. But the multiline 1890s marking of Louisville (#208) --see next page-- and the Philadelphia Type 17 parallel the registered markings used by many cities at the turn of the century. They look to me like they came from a make-your-own print kit; should we call them a type match? Surprising that Chicago hasn't recorded similar multi- straightliners yet.

Fred Scheuer, a western postage due collector, sends an interesting cover that we show on the next page as a tip of the hat to all our western specialists: three red-purple advertised strikes of Butte, Montana. "It is interesting to note the cover was held over two weeks based on the Butte received on back. This is the latest date I have seen in my

years of collecting, nor have I seen a combination strike of Due/Advertised in one killer.

Paul Bourke writes: "I just caught note of your May article....The first has the small square marking, apparently applied here in Worcester, Massachusetts. The second is a rectangular affair applied in New Orleans."

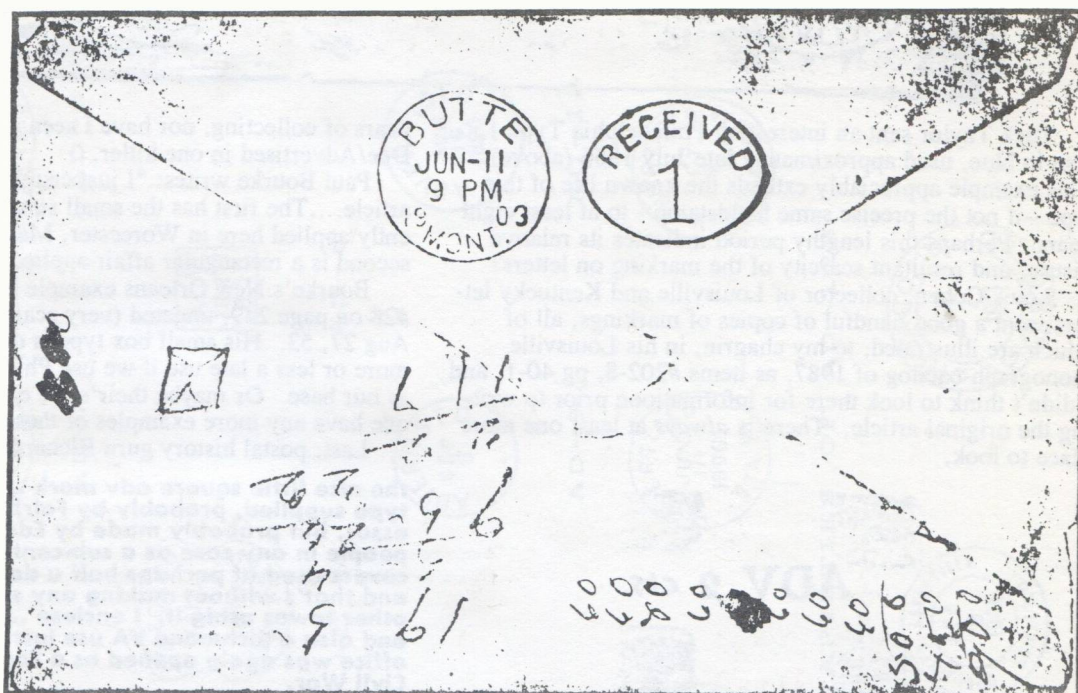
Bourke's New Orleans example he sends is Simpson's #28 on page 249, undated (very scarce). It is docketed Aug 27, 53. His small box type is dated Oct 12 1867, more or less a late use if we use Philadelphia and Chicago as our base. Or maybe their's are early uses? Does anyone have any more examples of these? (see next page.)

Last, postal history guru Richard Graham writes that

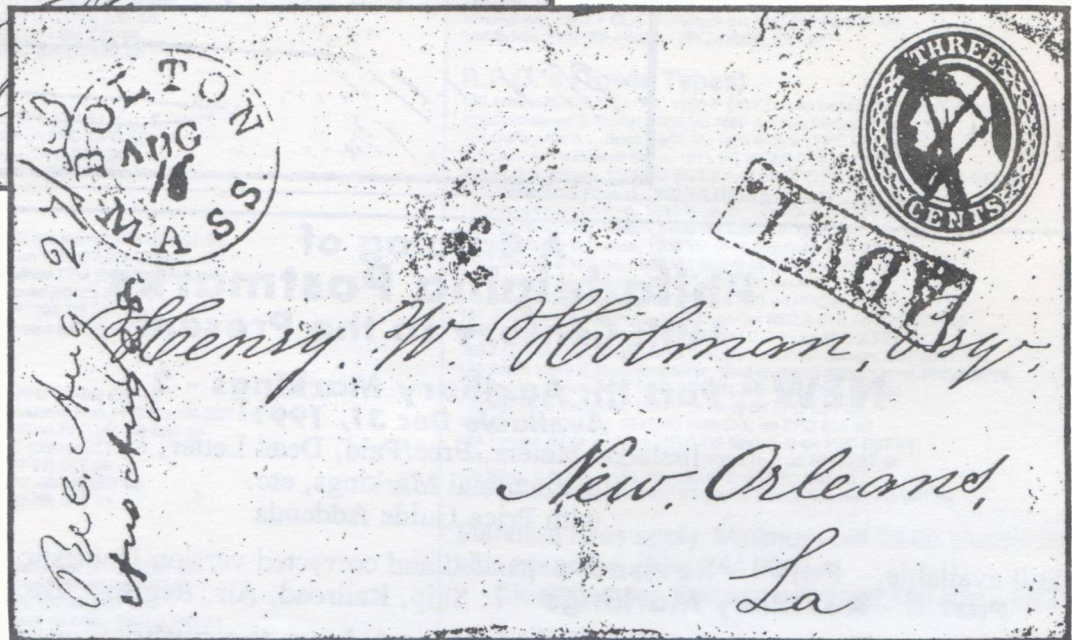
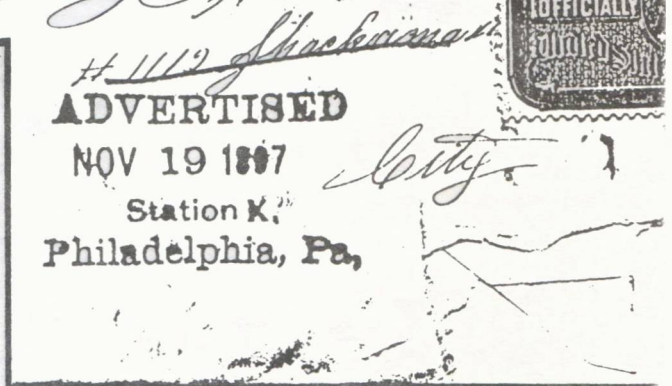
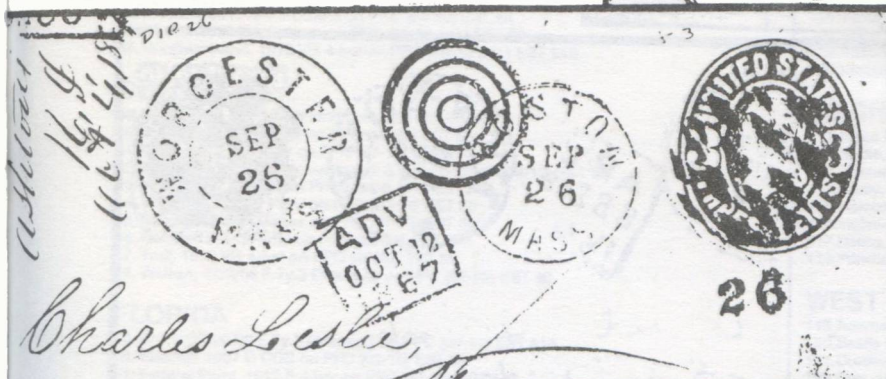
the nice little square adv mark ... is actually a stock type supplied, probably by Fairbanks or their successor, but probably made by Edmund Hoole and his people in any case as a sub-contractor. I have it on covers used at perhaps half a dozen or more towns and that's without making any special effort to find other towns using it. I enclose ... a Philadelphia, and also a Richmond VA use just after the latter office was again opened as a Federal PO after the Civil War.

The Philadelphia use is a late date, apparently Sep 19, 1867. By the marking's condition, it's very feeble, which, if it were the lone handstamp, would account for its brief use.

Fred Scheuer's Butte Montana Advertised cover is not a thing of beauty but it is a witness for postal history. A June 8, 1903 letter, received June 11 in Butte, to John Griffi.. could not find him via general delivery, so the Inquiry Section or its equivalent advertised (probably) on their lobby bulletin board beginning June 26. Inasmuch as the due stamp is attached we know he belatedly arrived, noticed his name, and paid the cent due.. Perhaps he was figuring the grocery bill on the back after he got back to his diggings.



1. The Louisville and Philadelphia multiline auxiliaries look like they were made from similar make-your-own print kits.
2. A New Orleans example of Simpson's #28, docketed Aug 27, 53.
3. The small box is dated October 12 1867, more or less a late use if Philadelphia and Chicago are considered standard periods of use.



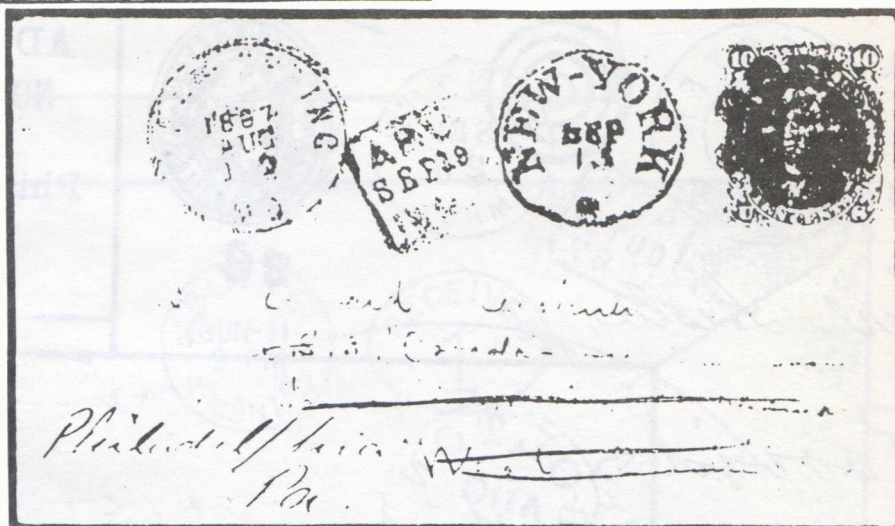
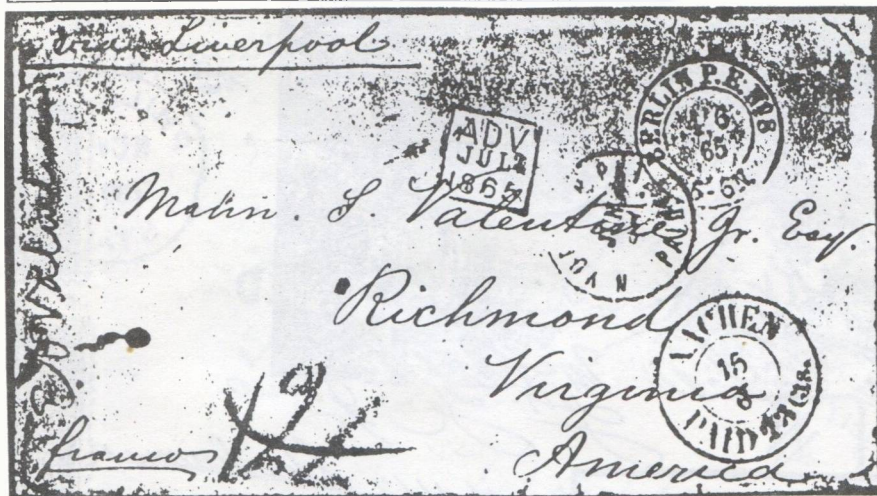
Anyone else with examples, please send clear, contrasty xerox copies. Perhaps we can make a grand catalog of US advertised markings, at least of the small box type.

4. An early use of the small box type: Berlin to Richmond VA just after the latter office was again opened as a Federal PO after the Civil War; 'proof' that it was something of a commemoration, healing a country ripe with new-found national unity?

5. A late date for the Philadelphia small box, Sep 19, 1867. A handstamp that had seen better days.

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- Alexander, Thomas J. *Simpson's U.S. Postal Markings*, Second, Enlarged Ed. USPCS, Columbus OH. 1979.
 Clarke, Tom. "Advertised Markings, 1847? to 19...?" *La Posta*, May 1991, #128. La Posta Publications.
 Cohen, Louis. *Postal History of Louisville, Kentucky*. LaPosta monograph #1. La Posta Publications. Lake Oswego OR. 1987.
 Piskiewisz, Leonard. "Chicago Advertised and Related Markings." *Illinois Postal Historian*, November 1990.



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ALABAMA

1. Coal City, 1910 F 4-bar on PPC (90-29) EST \$5
2. Girard, 1909 VG 4-bar on PPC (88-35 per.) EST \$4
3. Holland, 9/28/07 Ty.3 Doane(1) on PPC. DPO EST \$5
4. Kingman, 1907 F 4-bar on PPC. DPO EST \$5
6. Willford, 1907 G Ty.1 Doane on PPC (03-09) EST \$10

CALIFORNIA

7. Atlanta, 1909 VG CDS on PPC (68/15) EST \$8
8. Baird, 1912 VG 4-bar on PPC (78-20 per.) EST \$5
9. Bertha, 1898 G CDS on cover w/ c/c. Reduced at left (79-00) EST \$10
10. Butcher Ranch, 1908 VG 4-bar on PPC (71-35) EST \$5
11. Chilee, 1910 VG 4-bar on PPC (88-24) EST \$8
12. Colegrove Sta./L.A., 1910 VG Duplex on PPC (08-17) EST \$5
13. Confidence, 1913 VG 4-bar PPC (99-26) EST \$5
14. Corralitos, 1916 VG 4-bar on PPC (76-23) EST \$5
15. Cuttens, 1912 VG 4-bar on PPC (11-13) EST \$20
16. Denverton, 1909 VG Doane on PPC (58-11) EST \$4
17. Ellsworth, 1908 G CDS on PPC (01-27) EST \$4
18. Fairmont, ca1909 VG Doane on PPC (88-38) EST \$4
19. Frodsham, 1912 F 4-bar on PPC (10-22) EST \$5
20. Garvanza Sta./L.A., 1909 VG Duplex on PPC (01-21) EST \$5
21. Grangeville, 1915 VG 4-bar on PPC (74-20) EST \$5
22. Hermon, 1910 VG 4-bar on PPC (04-16) EST \$8
23. Hot Springs, 1912 F 4-bar on PPC (00-26) EST \$4
24. Indian Gulch, 1908 VG CDS on PPC (First "I" weak) (55-12) EST \$8
25. Jasper Point, 1913 F 4-bar on PPC (09-16) EST \$15
26. Kimberly, 1910 F 4-bar on PPC (07-13) EST \$18
27. May, 1910 VG CDS on PPC (81-20) EST \$5
28. Mayhews, 1919 G 4-bar on PPC (91-22) EST \$4
29. Milton, 1909 F 4-bar on PPC (71-42) EST \$3
30. Morro, 1922 VG 4-bar on PPC (70-23) EST \$4
31. Paradise Springs, 1914 VG 4-bar on PPC (77-38) EST \$4
32. Pennington, 1911 VG 4-bar on PPC (81-17) EST \$6
33. Peters, 1910 F 4-bar on PPC (08-51 per.) EST \$3
34. Temple, 1925 F 4-bar on PPC (24-28) EST \$20
35. Tudor, 1909 VG Doane on PPC (93-42) EST \$3
36. Vallicita, ca1908 VG Doane on PPC (54-40) EST \$4
37. Wahloke, 1914 VG 4-bar on PPC (05-18 per.) EST \$8
38. Westmoreland, 1910 VG 4-bar on PPC (09-12 per.) EST \$12

COLORADO

39. Apex, 1931 F 4-bar on long cover (94-32) EST \$5
40. Buttes, 1914 VG 4-bar on PPC (89-22) EST \$8
41. Case, 1912 VG 4-bar on PPC (97-13) EST \$15
42. Hermes, 1909 G 4-bar overstruck & rec'd on PPC (08-19) EST \$8
43. Hyde, 1912 F 4-bar on PPC (11-18 per.) EST \$8
44. Majestic, 1908 G 4-bar on PPC (00-14) EST \$8
45. Primos, 1909 VG 4-bar on PPC (07-13) EST \$20
46. Rouse, 1925 G 4-bar on PPC (89-29) EST \$15
47. Trull, 1912 VG 4-bar on PPC (88/22) EST \$8
48. Walsen, 4/29/08 F Ty.3 Doane(3) on PPC (02-32) EST \$6

FLORIDA

49. Chubb, 7/20/09 F Ty.3 Doane(1) on PPC (06-11) EST \$15
50. Eleanor, 1907 G CDS on PPC (03-15) EST \$8
51. Federal Point, 1912 F 4-bar on PPC (89-29) EST \$5
52. Fulton, 1912 F 4-bar rec'd on PPC (83-23) EST \$5
53. Lansing, 1913 VG 4-bar on PPC (11-28) EST \$6
54. Little River, 1908 F 4-bar on PPC (98-27) EST \$5

GEORGIA

55. Hanlin, 1917 G 4-bar on PPC. DPO EST \$4
56. Hemlock, 12/13/09 Ty.2 Doane on PPC. DPO EST \$8
- 56a. Sarepta, 1909 F 4-bar on cover. DPO EST \$8
57. Varnells Sta., 1909 F CDS on PPC. DPO EST \$5

MISSISSIPPI

58. Battlefield, 1908 F 4-bar on PPC (no stamp) (49/15) EST \$4
59. Corn, 3/2/07 G Ty.2 Doane (2) on PPC (97-30) EST \$5
60. Freeman, 1909 VG 4-bar on stained PPC (08-15) EST \$4
61. Humphreys, 1899 G CDS on cover (86-25) EST \$5
62. Iris, 9/7/08 F Ty.2 Doane on PPC (04-12) EST \$12
63. Kerr, 1908 F 4-bar on PPC w/crease (96-12) EST \$8

NEBRASKA

64. Altona, 1912 VG CDS rec'd on PPC (98-35) EST \$4
65. Arden, 1910 VG 4-bar rec'd & overstruck on PPC (81-18) EST \$4
66. Enterprise, ca1908 G partial CDS on PPC (85-18) EST \$4
67. Epworth, 1909 F Doane on PPC (06/18) EST \$10
68. Gary, 1910 VG 4-bar on PPC (97-21) EST \$5
69. Read, 1912 G light 4-bar on PPC (08-16) EST \$8
70. Violet, 1909 VG CDS on PPC (83-35) EST \$4

NORTH DAKOTA

71. Bachelor, 1903 F CDS on creased cover (01-18) EST \$5
72. Coal Harbor, 1910 G light 4-bar on PPC (83/22) EST \$4
73. Drady, 1915 G light 4-bar on PPC (08-34) EST \$4
74. Ellison, 1902 G CDS as backstamp on cover (99-12) EST \$4
75. Stuart, 1912 F 4-bar on cover w/ear @ bottom (10-25) EST \$7

OREGON

76. Breitenbush, 1932 F 4-bar on PPC (28-53) EST \$4
77. Irving, 2/18/09 Ty.2 Doane on PPC (76-31) EST \$5
78. Lakecreek, 1908 F CDS on PPC (88-59) EST \$4
79. Nye, 1908 G Doane rec'd on toned PPC (87-17) EST \$4
80. Stephens, 1908 G 4-bar on PPC (80-12) EST \$4
81. Wellen, 1910 VG CDS on creased PPC (91-22) EST \$6
82. Wrentham, 1908 G watery CDS on PPC (00-16) EST \$4

SOUTH DAKOTA

83. Ada, 1912 VG 4-bar on PPC (07-23) EST \$8
84. Coal Springs, 1911 G somewhat doubled 4-bar on PPC (09-19) EST \$4
85. Tama, 5/27/09 Ty.2 Doane(1) on PPC (05-29) EST \$8
86. Tvis, 1909 VG 4-bar on PPC (09-18) EST \$10
87. Wrightsville, 1909 G partial 4-bar on PPC (06-12) EST \$8

TEXAS

88. Altura, 1909 F 4-bar rec'd & overstruck on PPC (08-15) EST \$8
89. Amphion, 1911 VG 4-bar rec'd on PPC (86-16) EST \$4
90. Anchorage, 8/8/09 F Ty.3 Doane(1) on PPC (89-35) EST \$5
91. Carricito, 1909 F 4-bar on PPC w/small stain (08-14) EST \$10
92. Ceta, 1909 G 4-bar on PPC (92-13) EST \$8
93. Cherryspring, 1911 VG 4-bar on PPC (58-12) EST \$8
94. Ermat, 1907 VG 4-bar on PPC w/bad crease (07-12) EST \$8
95. Erwin, 1912 VG 4-bar rec'd on PPC (96-23) EST \$4
96. Galveston Military Branch, 1913 VG 4-bar on toned PPC EST \$5
97. Ginsite, 1908 VG 4-bar on PPC w/creased corner (08-14) EST \$10
98. Hilda, 1911 VG CDS on PPC (01-19) EST \$7
99. Hillendahl, 1907 G CDS on toned PPC (85-12) EST \$5
100. Jeffrey, 1910 F 4-bar overstruck on PPC (02-18) EST \$5
101. Lamar, 1910 VG 4-bar on PPC (51-18) EST \$5
102. Lange, 1909 VG CDS on PPC (stamp 1/2 gone) (98-07) EST \$5
103. Lees, 1910 VG 4-bar on PPC (07-17) EST \$8
104. Lonestar, 1910 VG 4-bar on PPC (83-16) EST \$8
105. Lumberton, 1910 G 4-bar rec'd on PPC (09-14) EST \$8
106. Peacevale, 1910 VG Ty.1 Doane rec'd PPC (chipped corner) (03-15) EST \$5
107. Tarrant, 1907 VG 4-bar on PPC (05-23) EST \$8
108. Verdi, 1907 VG 4-bar on PPC (91-16) EST \$6
109. Voxpopuli, 7/15/08 F Ty.2 Doane(1) on PPC (80-08) EST \$8
110. Waldeck, 1908 VG 4-bar on PPC (81-29) EST \$4

WASHINGTON

111. Black River, 1908 VG CDS rec'd on PPC (91-09) EST \$5
112. Bodie, 1908 VG 4-bar on PPC (stamp gone) (99-11) EST \$5
113. Center, 1899 F CDS on Reg. Rec. Card (90-19) EST \$5
114. Dusty, 1909 F 4-bar on PPC (99-09) EST \$12
115. Holcomb, 1913 VG 4-bar on toned PPC (12-43) EST \$4
116. Inglewood, 1910 VG CDS on PPC (89-23) EST \$8
117. Nellita, 1908 F CDS on PPC (no stamp) (00-24) EST \$4
118. Prindle, 1911 F 4-bar on PPC (09-38) EST \$4

WEST VIRGINIA

119. Adamston, 1915 G 4-bar on PPC (88-20) EST \$4
120. Bealla Mills, 7/8/07 Ty.2 Doane(3) on PPC (69-09) EST \$8
121. Dunlevic, 1908 VG 4-bar on PPC (05-11) EST \$12
122. Oral, 1907 VG CDS overstruck on PPC (89-15) EST \$7
123. Pursley, 1907 F CDS overstruck on PPC (63/14) EST \$8
124. Sylvia, 1908 VG 4-bar on PPC (06/26) EST \$8

R.P.O.'s (Towle Types)

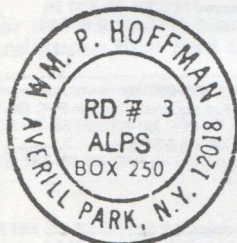
125. Atlanta & N.O./City Dis., 1900 F (354-T-1) as transit mark on PPC (stamp gone) EST \$6
126. Colmeanail & Trinity, 1908 VG (495-A-1) on PPC EST \$8
127. Coffeyville & L. Rock, 1908 VG (453-E-2) on PPC EST \$8
128. Den. & Steamboat Spgs, 1911 VG (962-D-1) on PPC EST \$12
129. Enid & Vernon, 1909 VG (921.2-A-1) on PPC ("R.P.O." not struck) EST \$5
130. Fairbanks & Seward, 1939 VG (1000-A-2) on PPC EST \$8
131. Hempstead & Liano, 1912 G partial (474-D-1) on PPC EST \$5
132. Hyatts & Ches. Beach, 1906 VG (280.1-A-1) on PPC EST \$6
133. New Iberia & Eunice, 1909 VG (446.3-B-1) on PPC EST \$8
134. Owenyo & Mojave, 1933 VG (990-F-2) on cover EST \$8
135. Pajaro & Santa Cruz, 1909 F (980-F-1) on PPC EST \$8
136. Reno 7 Virginia City, 1912 F (978-F-1) on PPC EST \$10
137. (Pojrtersv. & Coalings, 1908 G partial (992.3-E-1) on PPC EST \$8
138. Riverside & Los Ang, 1907 VG (994.2-C-1) on PPC EST \$8
139. T.C. San Fran Wharf, 1910 G duplex on PPC. Scarce. EST \$30
140. Santa Rosa & (Duncans) Mills, 1913 G partial (985-Q-1) on PPC EST \$6
141. Seattle & Hoquiam, 1911 VG (901.4-E-1) on PPC EST \$5
142. Seattle & Skagway, 1934 F (x-19-d) on PPC EST \$8
143. Stamford & Spur, 1911 VG (494-C-1) on PPC EST \$5
144. Tucson & Los Angeles, 1905 VG (963-U-1) on PPC EST \$8
145. Ulysses & Pt. Alleg, 1908 VG (186.8-B-1) on PPC EST \$8
146. Waco & Rotan, 1910 VG (485-H-1) on PPC EST \$5
147. (Yacoll & Kala(ma), 1907 VG partial (901.8-A-1) on PPC EST \$5

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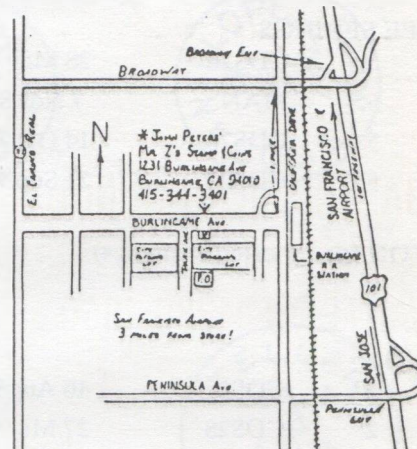
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COLORADO POSTAL MARKINGS TO 1900

By Richard C. Frajola

MINERAL COUNTY

AMETHYST

1.	3	CDS31	20 Mar 92	30 Aug 92	
2.	2	CDS29	19 Dec 92	00	

ANTELOPE SPRINGS

1.	5	CDS26	28 May 77	13 Feb 78	
2.	6	MAN	7 Nov 80		
3.	5	CDS26	14 Oct 79		target
4.	5	CDS27	21 Sep 94		target

BOWENTON (no reported examples)

CREEDE(I)

1.	3	CDS27	16 Aug 93	1 Dec 93	
2.	2	CDS28	27 Mar 99	00	

SPAR (no reported examples)

SUNNYSIDE (no reported examples)

TELLER

1.	4	CDS29	10 Mar 93	4 Jan 99	
----	---	-------	-----------	----------	--

THORNTON

1.	4	CDS28	19 Sep 98	6 Jul 99	target
----	---	-------	-----------	----------	--------

WAGON WHEEL GAP

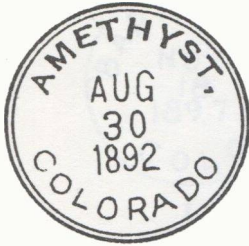
1.	4	MAN	9 Jul 77	22 Feb 78	
2.	5	CDS25	10 Jul	13 Aug 79	

WASON

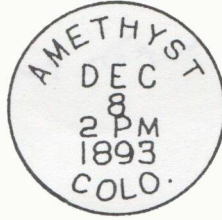
1.	5	CDS28	30 Aug 93	2 Nov 93	
----	---	-------	-----------	----------	--

WILLOW

1.	6	CDS28	3 Jul 91		target
----	---	-------	----------	--	--------



1



2



1

Antelope Springs. Colo
11-7

2



3



4



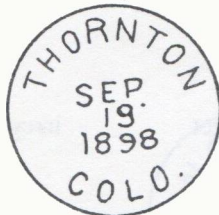
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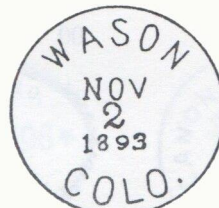
1

Wagon Wheel Gap
July 10

1



2



1



1

FREMONT COUNTY

ADELAIDE (no reported examples)

ANITA (no reported examples)

BAREHILLS

1.	5	CDS27	4 Mar 97	26 May 98	target
----	---	-------	----------	-----------	--------

BEAVER CREEK

1.	7	MAN	27 Sep 70		
2.	6	CDS31	8 Aug 83		star in circle
3.	5	CDS27.5	22 May 87		target

BREWSTER (no reported examples)

BROOKSIDE

1.	4	CDS28	2? Jun 95		target
2.	4	CDS28	26 Mar 97	17 Nov 97	target

CANON CITY

1.	6	MAN	30 Aug 61	28 Jan 68		
2.	4	CDS24	8 May 71	21 Jul 74		spelled "Canyon"
3.	3	OCT25	10 Jul	10 Dec		
4.	1/6*	CDS26	24 Sep 75	3 Aug 82	8 different	skull & bones, 6 point star, etc.
5.	2	CDS27	28 Sep 82	30 Jan 86	oval w/ star	device bent-irregular circle
6.	2	CDS27	21 Oct 82	7 Feb 86		
7.	3	REG36	16 Apr 84	30 Nov 85		
8.	2	CDS27	7 Jun 86	3 Aug 86	target	irreg. circle
9.	1	CDS28	1 Nov 86	7 Jul 88		
10.	1	CDS28	19 Feb 88	11 Jun 91		
11.	1	CDS29	12 May 91	6 Sep 94		
12.	3	REG31.5	8 Apr 94			
13.	3	REG39	26 Sep 96			
14.	1	CDS25	4 Sep 96	00	oval w/ "1"	
15.	1	REG44	3 Dec 96	00		

CHANDLER (no reported examples)

CLONMELL (no reported examples)

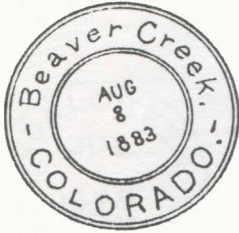
* Value varies depending on cancel variety



1

Beaver Creek Co I Sept 27 /90

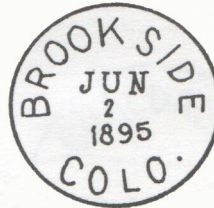
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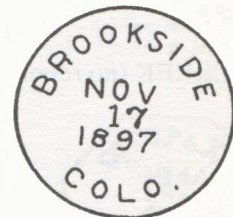
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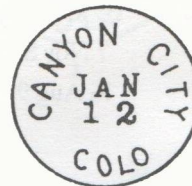
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2

*Canon City col Tex
Sept 18/63*

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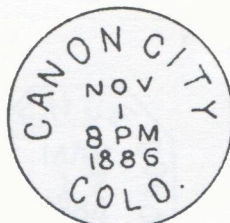
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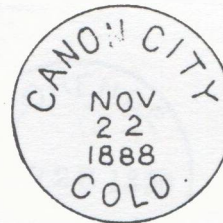
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12



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14

REGISTERED,
DEC 3 1896
CANON CITY, COLO.

15

COAL CREEK

1.	4	OCT27	12 Jun 78	13 Jun 83	M.O.B. marking
2.	4	CDS30	21 Aug 80	26 May 84	
3.	4	CDS31	22 Aug 85?		wheel of fortun
4.	3	CDS25	13 Jul 85	12 Mar 88	oval w/ star
5.	3	CDS28	2 May 89	9 Jun 90	
6.	3	CDS28	1 Jul 98?		
7.	3	CDS28	31 Oct 99		

COALCREEK (no reported examples)

COALDALE

1.	5	OVL37	10 Dec 93	target
----	---	-------	-----------	--------

COTOPAXI

1.	4	OCT31	12 Dec 80		oval grid	
2.	3	CDS28	7 Nov 85	22 Jun 89	target	
3.	3	CDS30	16 Aug 94	28 Jan 99		device bent/not a perfect circle

CURREANT (no reported examples)

CURREANT CREEK

1.	6	MAN	9 Nov 70	21 Nov 72
----	---	-----	----------	-----------

CYANIDE

1.	4	CDS28	14 Feb 96	28 Oct 99	target
----	---	-------	-----------	-----------	--------

DRISCOLL (no reported examples)

ELDRED (no reported examples)

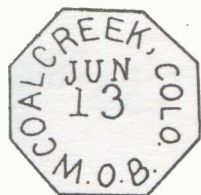
FAIRY (no reported examples)

FIDLER (no reported examples)

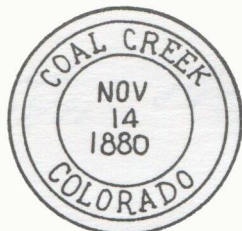
FLORENCE

1.	6	MAN	3 Aug 7?	29 Sep 74	
2.	5	CDS25	12 Jul		target
3.	4	CDS27	16 Aug 82	3 Oct 82	target
4.	3	OCT27	17 Mar 84		target
5.	3	CDS31	28 Apr 90	8 Mar 91	target
6.	2	CDS28	18 Dec 96		
7.	2	CDS28	29 Apr 93	7 Jul 97	
8.	3	REG30	8 Feb 96	15 Dec 97	
9.	2	CDS28	20 Nov 98	00	
10.	2	CDS28.5	18 May 99		oval grid

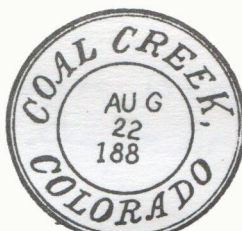
M.O.B. marking



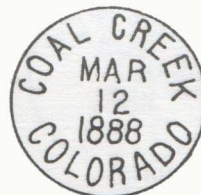
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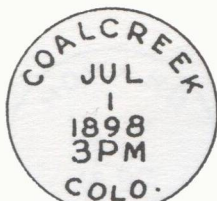
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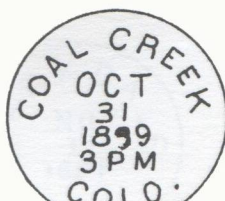
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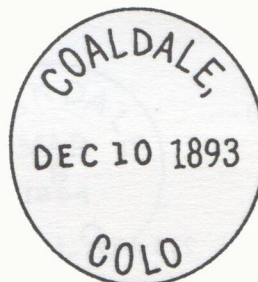
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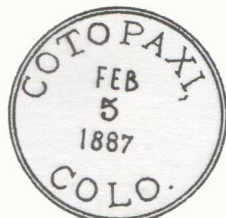
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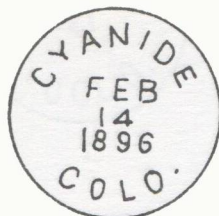
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*Current Creek Nov 9th
Col Ter*

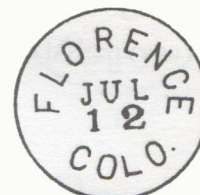
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Florence Colo Sep 29

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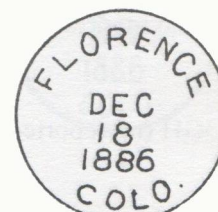
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7

REGISTER
AUG 23-1897
FLORENCE, COLO.

8



9



10

FORD (no reported examples)

GALENA (no reported examples)

GLENDALE (no reported examples)

GRAPE (no reported examples)

HATTON (no reported examples)

HAYDEN CREEK

1.	6	MAN	23 Jul 79	28 Jul 80
----	---	-----	-----------	-----------

HENDRICKS (no reported examples)

HICKMAN

1.	7	MAN	7 Dec 67
----	---	-----	----------

HILLSDALE (no reported examples)

HILLSIDE (no reported examples)

HOWARD

1.	4	CDS24	30 Aug 88	
2.	4	CDS28	14 Oct 88	
3.	3	CDS28	29 Sep 97	00

JUNIPER (no reported examples)

KALBAUGH (no reported examples)

PALMER (no reported examples)

PARKDALE

1.	4	CDS27	7 Jun 87	18 Nov 87	target
2.	4	CDS28	9 Mar 94		target

PLEASANT VALLEY

1.		CDS28	28 Apr 99		piece only/???
----	--	-------	-----------	--	----------------

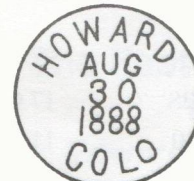
ROCKDALE (no reported examples)

*Hayden Creek
Col. 7/28/80*

1

*Hickman Col
Dec 7 1863*

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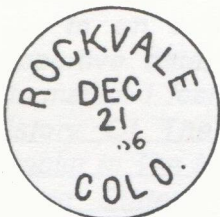
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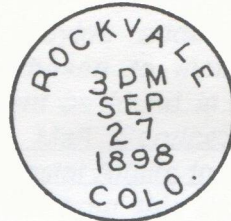
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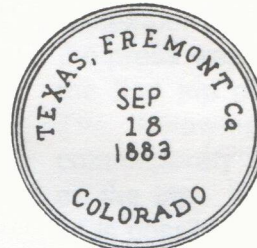
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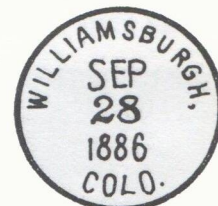
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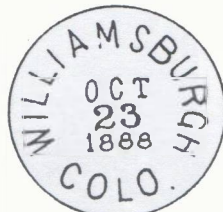
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2

*Yorkville Colo
3, 12, 13*

1

ROCKVALE

1.	4	CDS28	21 Dec 86	4 Nov 88	target
2.	4	OCT28	17 Oct 88		target
3.	4	CDS30	11 Oct 97	27 Sep 98	

M.O.B. mark/tracing not available

SKINNER (no reported examples)

TEXAS

1.	6	CDS34	18 Sep 83		
----	---	-------	-----------	--	--

TEXAS CREEK(I)

1.	5	CDS26	10 Nov		target
2.	4	CDS27	25 Feb 89	15 May 91	

TEXAS CREEK(II) (no reported examples)

TITUSVILLE (no reported examples)

TOOF (no reported examples)

WELLSVILLE (no reported examples)

WHITEHORN

1.	4	CDS28	25 Mar 99	29 Apr 99	target
----	---	-------	-----------	-----------	--------

WILBUR

1.	4	CDS28.5	17 Apr 99	18 May 99	
----	---	---------	-----------	-----------	--

WILLIAMSBURGH

1.	5	CDS27	10 Sep 86	13 Jul 88	target
2.	4	CDS28	23 Oct 88	10 Nov 92	

irregular circle-device bent

YORKVILLE

1.	6	MAN	17 Mar 77		target
----	---	-----	-----------	--	--------

The Second Section

Robert G. Munshower, Jr.
Editor
P.O. Box 3484
Boulder, Colorado 80307

In answer to several additional letters of inquiry which concerned my previous articles about the New York to Chicago Fast Mails, we are providing a continuation of our earlier research efforts which had been directed towards outlining a history of the earliest fast mail trains.

Edward T. Harvey has provided us with even more information in this, his latest contribution. He provides first person accounts, as well as contemporary newspaper descriptions, of the initial trip.

In an attempt to provide additional supportive data, I have chosen to include information I feel is pertinent as found in the History Of The Railway Mail Service: A Chapter In The History Of Postal Affairs In The United States. Also taken from this same publication is an interesting letter from William H. Vanderbilt, giving the wholly expected reasons for the early demise of the first fast mail trains.

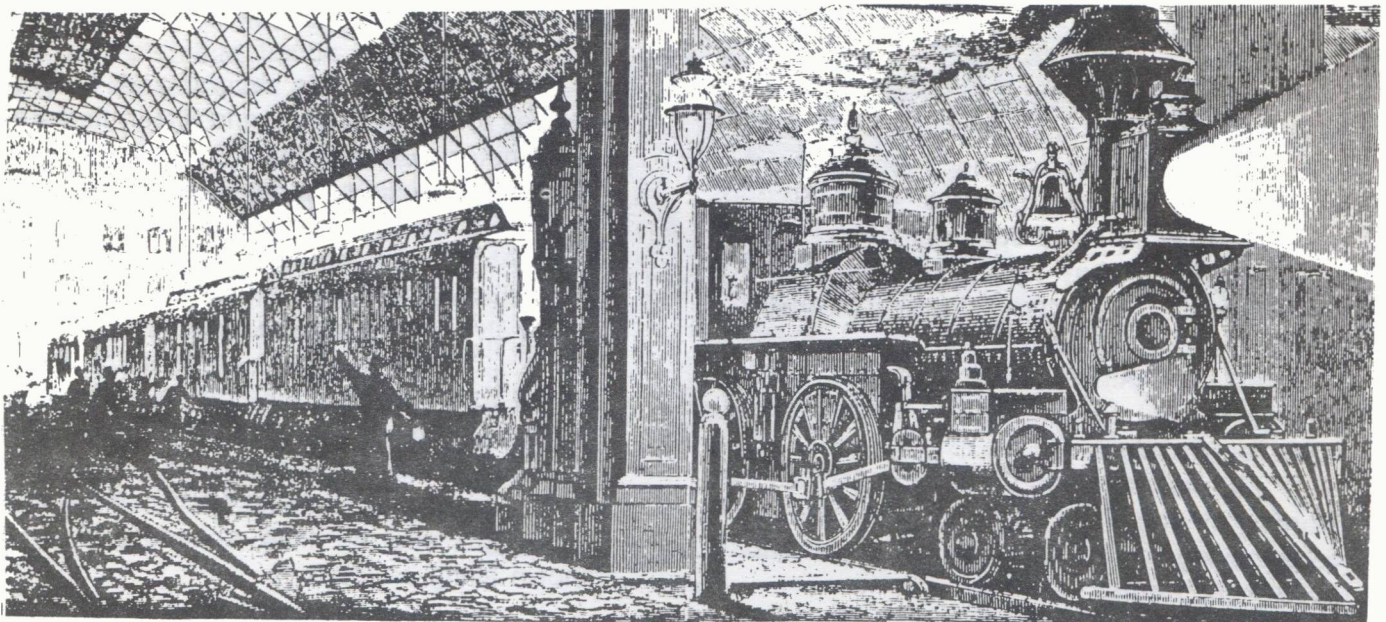
Robert G. Munshower, Jr., Editor

The Fast Mail Train by Edward T. Harvey

Since reading the reprint of the Railway Mail Service report in the March, 1991 La Posta, I have been searching for additional material on the Fast Mail Train. While there was very little about my favorite railroad, the Pennsylvania, and I wished to find more about the Pennsylvania's contribution, unfortunately, I could find very little.

I did find that the "Fast Mail" designation was used for other R.P.O.'s out of Chicago. A "CHI. & MINN. R.P.O. FAST MAIL" cancel was encountered, dated 1893. Also dated as late as 1900 was a cancel, "CHI & CAIRO FAST MAIL R.P.O."

Readers of the reprint in La Posta will remember it was mentioned that members of the press were among those invited guests on the first trip of the Fast Mail from New York. The following pages are taken from a contemporary account by the media who were on the trip. The original is followed as closely as is possible and no attempt has been made to reconcile descriptions with the government report. The pictures appeared with the original article. I found the article to be most interesting because it portrayed the reaction of the lay populace to the new mail train.





POSTMASTER T. L. JAMES, OF NEW YORK.—[FROM A PHOTOGRAPH BY MORRIS, NEW YORK.]

"September 16, 1875, quarter past four o'clock in the morning. First "FAST MAIL" train leaves Grand Central Depot, New York bound for Chicago. It is carrying mail for Chicago and beyond, and intermediate points. It is in the general charge of railroad superintendent, J. M. Toucey.

There were four mail-coaches and one palace-car for invited guests. The mail-coaches were painted white, with the words, "THE FAST MAIL" on each in gilt letters, and ornamented with designs of the national coat-of-arms. These four cars were named after state governors, Tilden, Dix, Tod and Morgan.

The engine, NO 57, happened to be one which had been involved in a fatal accident February, 1872, when it had been recovered from an ice-bound creek into which it had plunged. Now, reconditioned, it was ready to start its most historic trip.

The Fast Mail Train left New York with thirty-three tons of mail matter, consisting of 633 canvas bags containing papers, and 47 lock-bags of letters, besides over 50,000 newspapers to be distributed outside the mails.

At Albany, they took on the Boston and New England mail which consisted of 17 bags of letters and 150 bags of papers.

Also, at Albany, Vice-President Wilson joined the party and a stop of 15 minutes was made for breakfast.

The train reached Chicago at 6:27 on the morning of the 17th, eight minutes ahead of time, having made the entire run in less than twenty-six hours.

It took just ten hours and forty-five minutes to run to Buffalo, and fifteen hours and ten minutes to Cleveland. The average speed throughout, including stoppages, was forty-one and a quarter miles per hour.

At Toledo and LaPorte the train was somewhat delayed by hot boxes, and at Elkhart twenty-five minutes were lost from the same cause. The lost time was made up on the run from Elkhart to Chicago, but the excitement proved too much for the engineer, and he fainted the moment the depot was reached.

The trip of the "Fast Mail" had been well publicized and its time schedule was well known along its route.

In an age when the ordinary, day by day life was rather slow and measured, any unusual event drew its fair share of on-lookers.

The trip of the train was no exception. Cheering crowds were at every station.

Especially at the large depot in Cleveland there was a tremendous ovation.

At Sandusky, Ohio, a choral society serenaded with "Old Hundred".

The spirit of the crowds and the good will shown most certainly helped keep morale of crews high.

On the preceding page is a picture of the New York City Postmaster.

Below is a likeness of Hon. Marshall Jewell, Postmaster-General of the United States. Both men were in office at the time of the first "Fast Mail" train.

The train was not run merely for the benefit of the larger cities on the routes, but were designed for the interest of every postal station on the 965 miles of road between New York and Chicago.

As soon as a station is reached, the mail-bag for that place is thrown off, and a movable iron crane, acutely angular in shape, is projected from the side of the car to catch the mail-bag that hangs on an arm of a post at the side of the track.

On this trip of the fast train the mails of over one hundred postal stations were safely caught in this manner, and only two were missed.

On the following page is a portrait of Colonel George S. Bangs, General Supt. Railway Mail Service. Much credit is due to him for the well organized and administered "Fast Mail".

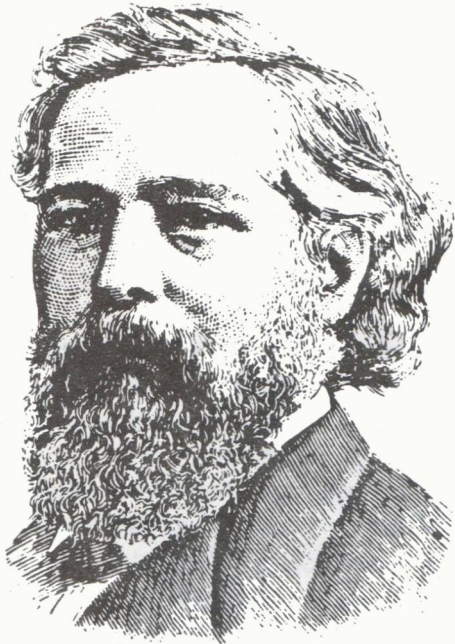
The "Fast Mail" train had four mail-coaches. Two of these cars are planned to carry pouches only, and the other two are fitted with distributing tables of quarter-circle shape, with compartments into which letters and packages are thrown.

In the other end of the cars are distributing cases filled with labeled pigeon holes, arranged precisely as they are in the post offices. In these the assorted letters are placed.

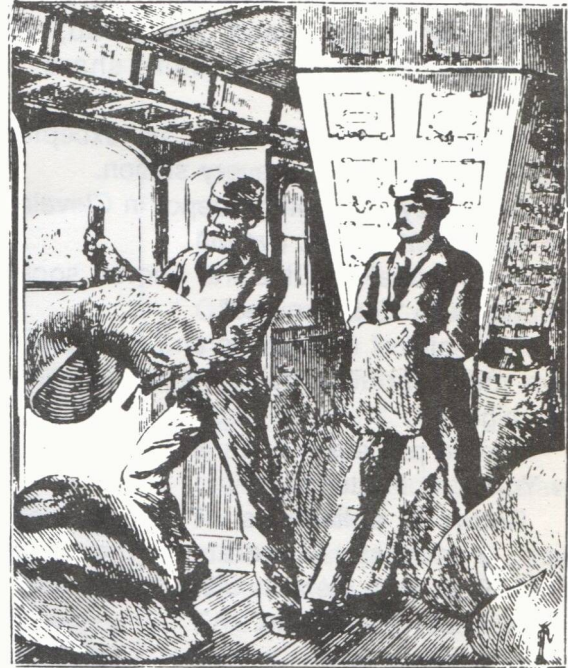
Around the ceilings are many thousands of wooden labels with the names of post offices painted on them, ready to be tied to mail bags to indicate their destination.

Special attention has been paid to light and ventilation, and the conveniences that promote the comfort of the distributing clerks.





SUPERINTENDENT BANGS.



CATCHING MAIL AT WAY-STATIONS.

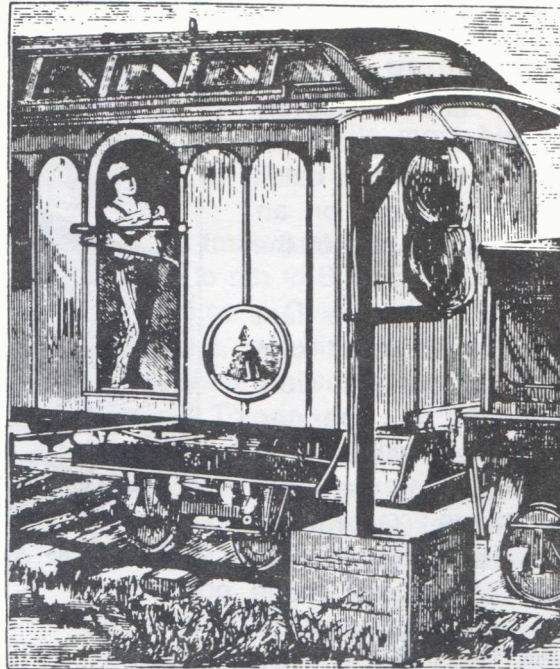
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LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY.

Continued from preceding Page.

STATIONS.	Eastward Bound Trains.								Westward Bound Trains.							
	Mls	Exs.	Exs.	Exs.	Exs.	Acc.			Mls	Exs.	Exs.	Exs.	Exs.	Acc.		
Lve. Chicago	0	A. M.	P. M.	P. M.	P. M.											
Lve. Toledo	244	11 57	5 35	9 20												
Lve. Cleveland	357	P. M.	A. M.	A. M.	A. M.											
" Euclid	366	6 30	3 00	6 20	10 50											
" Wickliffe	371	P. M.	A. M.	A. M.	P. M.											
" Willoughby	375	10 40	7 45	10 45	4 00	4 55										
" Mentor	379	11 27	8 40	11 43	4 48	6 00										
" Painesville	386	11 27	8 40	11 43	4 48	6 00										
" Perry	391					6 26										
" Madison	396		9 03			6 41										
" Unionville	399					6 45										
" Geneva	402			12 15		6 57										
" Saybrook	406	A. M.	A. M.	P. M.	P. M.	7 11										
" Ashtabula	411	12 11	9 30	12 36	5 36	7 25										
" Kingsville	417			12 45		7 45										
" Conneaut	424		10 00		6 05	8 03										
" Springfield	432			1 18		P. M.										
" Girard	437		10 23	1 27	6 10											
" Fairview	441															
" Swanville	444					Acc.										
Arr. Erie	452	1 25	10 55	2 00	7 05	A. M.										
Lve. Erie	452	1 30	11 00	2 20	7 25	5 45										
" Wesleyville	456					5 55										
" Harbor Creek	460					6 08										
" Morehead's	463					6 15										
" Northeast	467			2 47	7 54	6 28										
" State Line	472					6 44										
" Ripley	475					6 54										
" Westfield	483	11 57	3 19	8 25	7 17											
" Junction	485	12 15	3 36	8 41	7 43											
" Brocton	491															
Arr. Dunkirk	500	2 53	12 35	3 50	9 00	8 10										
Lve. Dunkirk	500	2 56	12 40	3 54	9 03	8 15										
" Silver Creek	509		12 54	4 17	9 21	8 40										
" Irving	511					8 50										
" Farnham	514					9 02										
" Angola	516		1 14	4 40	9 44	9 20										
" Lake View	526					9 40										
" Hamburg	530					9 53										
Arr. Buffalo	540	4 10	1 55	5 30	10 30	10 25										
		A. M.	P. M.	P. M.	P. M.	A. M.										

LAKE SHORE AND MICHIGAN SOUTHERN



CATCHING POST.

Hon. J. N. TYNER,
Postmaster-General :

SIR : About a year since frequent consultations were held with representatives of the Post-Office Department in reference to the more rapid transmission of mails. It was mutually believed that the adoption of such a system would meet necessities and secure the approval of the people, and that the experiment would, by its success, impress upon Congress the duty of providing the means for its continuance. A proposition was therefore made to the Government and accepted in July last, the first clause of which reads as follows :

"The present rate of mail pay is not sufficient to warrant the railroad companies in establishing the special line at the rate of speed that is herein provided, but believing that the general public will fully appreciate the benefits it will afford, and that Congress, being aware of these benefits, will, at an early day, provide suitable compensation for the service, having reference to the essential elements of space and speed, they are induced to establish a line and offer it to the Post-Office Department."

Immediately after the acceptance of the proposition, the proper cars and equipments were constructed at a large expense exclusively for that service, and the train known as "the fast mail" was placed upon the roads. It has now been running about ten months, with a success unequaled in practical railway operations. Its speed, accuracy of time, freedom from interruption, and the popular demand it has created and wholly satisfied, can partially be certified to by the officials in your Department. Congress, however, by its recent action has expressed an unwillingness to provide suitable compensation for the service, and I am therefore obliged to notify you that the fast mail train between New York and Chicago will be discontinued on the roads I have the honor to represent, after Saturday, July 22, 1876.

Yours, respectfully,

W. H. VANDERBILT,
Vice-President New York Central and Hudson River Railroad and Lake Shore and Michigan Southern Railway Company.

APPENDIX U.

I.

PENNSYLVANIA RAILROAD COMPANY,
Philadelphia, Pa., July 15, 1875

Hon. JAS. N. TYNER,
Postmaster-General, Washington :

MY DEAR SIR : Several of the railway companies of the country have been furnishing postal facilities at high speeds by limited trains for some time past, and incurring thereby much loss, at the old rates of compensation. This service has been continued in the belief that the Government would recognize the equity and propriety of making some reasonable and proper compensation for the extraordinary service. But under the recent postal bill as passed, we find that instead of there being any recognition of the value of this service, the old non-remunerative rates have been reduced. We therefore find it necessary to advise you that we cannot continue this class of facilities on our lines unless an adequate compensation for service rendered is made by your Department.

Very respectfully, yours.

THOS. A. SCOTT

Eastward Bound Trains.

Schedule in effect May 2, 1870.

Westward Bound Trains.

STATIONS.		Mls	Mail	Exs.	Exs.	Exs.	Exs.	Acc.	STATIONS.		Mls	Acc.	Exs.	Exs.	Exs.	Exs.	Mail
Lve. Chicago ¹	0		7 50	11 20	5 35	9 20			Lve. Cleveland ¹²	0		4 30	5 45	2 30	7 30		
" Englewood	6		8 15		6 00	9 45			" A. & Gt. W. Depot ¹¹	1		4 40	5 55	2 40	7 40		
" Ainsworth	12								" Berea	13		5 05		3 05	8 04		
" Pine	23								" Olmsted Falls	10		5 10					
" Miller's	30		9 08		6 50	10 34			" Ridgeville	21							
" Bailey T't.	37								" Elyria	26		5 36	6 36	3 41	8 30		
" Chesterton	41		9 37		7 15				" Oberlin	24		5 52		4 02	8 50		
" Selkirk's	47								" Kipton	39		6 35		4 15	9 04		
" N. A. & S. Cr. ²	49		9 57	12 54	7 30	11 14			" Wakeman	44		6 20		4 28			
" Holmesville	50								" Townsend	49		6 32		4 40			
" Laporte ³	50		10 5	1 27	8 10	11 40			" Norwalk	56		6 54	7 26	5 04	9 44		
" R. Prairie	66		10 42			11 55			" Monroeville ¹⁰	60		7 06	7 33	5 15	9 54		
" N. Carlisle	73		11 00		8 37				" Bellevue	68		7 26		5 34	10 09		
" Terre C'pe	74		11 04	1 55					" Clyde ⁹	75		7 55	7 55	5 52	10 22		
" Warren T't.	80		A. M. P. M.	P. M. A. M.					" Fremont ⁸	84		8 15	8 08	6 13	10 37		
" South Bend	86		11 32	2 10	9 03	12 38			" Lindsey	90		8 34		6 30	10 52		
" Mishawaka	90		11 42		9 12				" Elmore	96		8 47		6 42			
" Osceola	96		11 56						" Genoa	100		9 03		6 56			
Arr. Elkhart ⁴	101		12 10	2 30	9 35	1 10	A. M. M.		" Millbury	105		9 10		7 10			
Lve. Bristol	109		12 30	2 35	9 40	1 15	3 30	12 15	Arr. Toledo	113		9 40	9 05	7 45	11 45		
" Middlebury	114		1 05				4 19		" Toledo	113		A. M. A. M.	P. M. A. M.	P. M. A. M.			
" White Pigeon ⁵	120		1 18		10 10		4 35		" Junction	116		10 00	9 25	8 05	12 01	8 00	9 50
" Side Track	127								" Holland	132		10 15					
" Sturgis	132		1 50		10 44		5 07		" Swanton	142							
" Burr Oak	138		2 05				5 25		" Wauseon	155				10 15	9 42		
" Bronson	145		2 22				5 44		" Pettisville	159							
" Cold Water	155		2 47		11 32		6 14		" Archbald	164							
" Quincy	162		3 02		11 45		6 47		" Stryker	170				10 24			
" Allens	168		3 15				6 47		" Bryan	177				10 45			
" Jonesville	174		3 30		12 10		7 03		" Melbern	182							
" Hillsdale	178		3 40		12 20		7 16		" Edgerton	187			11 08	11 15			
" Osseo	183		3 55				7 31		" Butler	194				11 35			
" Pittsford	187		4 04				7 43		" Waterloo	202				11 59			
" Hudson	194		4 17		12 53		7 57		" Lawrence	206							
" Clayton	200		4 32				8 15		" Corunna	208							
" Dover T't.	206		4 45						" Kendallville	214				12 35			
Arr. Adrian ⁶	211		5 00		1 30		8 45		" Brimfield	221				1 00			
Lve. Lenawee Jn.	216		5 05		1 35		8 50		" Wawaka	226				P. M.			
" Palmyra Jn.	217		5 15				9 00		" Ligonier	231			12 21	1 25			
" Blissfield	221		5 25				9 15		" Millersburg	238				1 47			
" Riga	223		5 37				9 24		" Goshen	246				2 02			
" Wood	226		5 52				9 30		" Dunlap's T't.	251							
" Sylvania	233		5 55				9 55		" Sylvania	254		10 30				8 30	
" Dunlap's T't.	206								" Wood	251							
" Goshen	211				1 34		12 48		" Riga	254		10 49				8 55	
" Millersburg	219				1 47		1 05		" Blissfield	256		10 54				9 02	
" Ligonier	226			3 10		2 02	1 20		" Palmyra Jn.	260		11 00				9 10	
" Wawaka	231						1 34	Arr. Adrian ⁶	" Lenawee Jn.	261		11 10				9 20	
" Brimfield	236					2 18	1 45	Lve. Dover T't.	" Adrian ⁶	266		11 20		1 25	9 30		
" Kendallville	243						2 33	" Clayton	" Middlebury	273		11 25		1 30	9 35		
" Corunna	249						2 51	" Hudson	" Pittsford	283		11 48			10 04		
" Lawrence	257						2 59	" Pittsford	" Osseo	290		12 03			2 05	10 20	
" Waterloo	255					3 02	2 52	" Osseo	" Hillsdale	297		12 15			10 36		
" Butler	263					3 15	2 50	" Hillsdale	" Jonesville	303		12 25			10 48		
" Edgerton	270			4 18		3 32	3 05	" Jonesville	" Allens	309		12 35			2 37	11 03	
" Melbern	275						3 21	" Allens	" Quincy	315		12 45			2 47	11 15	
" Bryan	280					3 54	3 35	" Quincy	" Cold Water	322		12 59			11 30		
" Stryker	287					4 10	3 52	" Cold Water	" Bronson	327		1 12			11 45		
" Archbald	293						4 06	" Bronson	" Burr Oak	330		1 25			3 24	12 02	
" Pettisville	298						4 17	" Burr Oak	" Sturgis	337		1 50			12 30		
" Wauseon	302					4 39	4 27	" Sturgis	" Side Track	340		2 05			12 47		
" Swanton	315			5 08			5 02	" Side Track	" White Pigeon	347		2 23			4 13	1 02	
" Holland	325						5 27	" White Pigeon	" Middlebury	353		2 52			4 55	1 32	
" Junction	341						10 15	" Middlebury	" Bristol	358		3 05			1 45		
Arr. Toledo ⁷	344		6 20	6 10	2 50	6 00	10 30	5 55	" Junction	364		3 20			2 00		
Lve. Toledo	344				6 30	3 00	6 20	10 50	" Elkhart ⁴	366		3 40	1 05	4 25	5 15	2 20	3 45
" Millbury	352						11 16		" Osceola	366		4 00	1 20	2 30	5 20	A. M. P. M.	
" Genoa	357						11 27		" Mishawaka	367		4 12					
" Elmore	361						7 01	11 36	" South Bend	371		4 24		1 40	3 06	5 49	
" Lindsey	367								" Warren T't.	377							
" Fremont ⁸	373		7 30	4 10	7 28	12 05			" Terre C'pe	381		5 01	1 55	3 33			
" Clyde ⁹	382		7 46	4 28	7 55	12 25			" N. Carlisle	384		5 04				6 13	
" Bellevue	389		8 02		8 09	12 44			" R. Prairie	391		5 21		3 54	6 25		
" Monroeville ¹⁰	397		8 15	4 55	8 22	1 00			" Laporte ³	398		5 40	2 27	4 15	7 00		
" Norwalk	408		8 28	5 08	8 35	1 17			" Holmesville	407		6 04	2 45	4 29	7 21		
" Townsend	418					1 30			" Selkirk's	410							
" Wakeman	423					9 00	1 40		" Chesterton	416		6 22		4 57	7 40		
" Kipton	438						1 52		" Bailey's T't.	420							
" Oberlin	453		9 13	5 52	9 20	2 00			" Miller's	427		6 50		5 26	8 10		
" Elyria	461		9 30	6 08	9 35	2 30			" Pine	434							
" Ridgeville	466				6 28		2 43		" Ainsworth	445							
" Olmsted Falls	471						2 55		" Englewood	451		7 43	3 58	6 21	8 57		
" Berea	474		9 57	6 47	10 03	3 00			Arr. Chicago ¹	357		8 10	4 20	6 50	9 20		
" A. & Gt. W. Depot ¹¹	481		10 18	7 14	10 23	3 28											
Arr. Cleveland ¹²	357		10 30	7 25	10 35	3 40											

The Northern Mail train leaves Sandusky for Huron, Berlin, Vermillion, Brownhelm, Amherst, Elyria and intermediate stations, between Elyria & Cleveland, daily, except Sunday, 7 00 a.m., arriving at Cleveland 10 05 a.m. and connecting with Day Express East. Leaves Cleveland daily, except Sunday, for Sandusky, stopping at all stations, 4 05 p.m. arrv. Sandusky 6 50 p.m.

CONNECTIONS.

¹ Connects at Chicago with Chic. R. I. & Pac., Chic. & North-W'n. & Chic. & Alton & Illinois Cent., for all Western, Northwestern, and S. Western cities. ² At New Albany & S. Cr. g with the Louisville, N. Albany Chic. R. R. ³ At Laporte with the Chic. & Louisville R. R. ⁴ At Elkhart with N. Ind. Air Line. ⁵ At White Pigeon with St. Jos. Valley R. R. ⁶ At Adrian with branches to Detroit & Jackson. ⁷ At Toledo with Tol., Wab. & West'n, to and from the West, also with Cin., Ham. & Day. ⁸ At Fremont with Lake Erie & Louisville R. R. ⁹ At Clyde, with Cin., San. & Cleve. ¹⁰ At Monroeville with San., Mansfield and Newark R. R. ¹¹ At A. & Great W'n Depot with trains on A. & Gt. W'n, for Meadville, Warren, Salamanca, & all local points on the Erie R. R. ¹² At Cleveland with C., Col. Cin. & Ind. & Cleve. & Pittsburg Railways.

NOTES ON RUNNING OF TRAINS.

Eastward.—The 5 35 pm from Chicago, leaving Toledo 3 00 a.m. Daily. The 9 20 p.m. train daily except Saturday and Sunday; this train runs from Elkhart to Toledo on Monday morning. All other eastward trains daily Sundays excepted.

Westward.—The 7 30 p.m. train west, leaving Toledo 12 01 a.m. Daily. The 8 05 p.m. from Toledo, will not run west of Elkhart on Saturday night. All other westward trains daily except Sundays.

STANDARD OF TIME.—The standard time of the road is the clock in Union Passenger Depot, Cleveland.

Connects with train reaching Chicago 8 10 p.m.
Chicago 6 50 a.m.

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, Alley, 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 miscellaneous 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.)

COVERS AT PUBLIC AUCTION, FEB. 21, 1992

My past auctions have featured material ranging from a 14th-century Russian cover to one of the covers carried to the Moon and back by the Apollo XV astronauts, with a great deal of unusual and equally fascinating material in between. My next auction, now being written, will feature the same general mix of US and foreign postal history in over 500 lots with, as always, strength in 20th-century war-related material.

The catalog, well-illustrated and conveniently cross-referenced for airmail, RPO, Postal Stationery topical and war-cover, as well as State and country, collectors, is available for \$2.00 (with prices realized after the sale).

Do you have covers that you'd like to sell? Currently I run three public auctions a year -- in February, June and October -- all in suburban Chicago, two in conjunction with well-attended local shows. If you are contemplating selling your covers, please get in touch and see how I might be able to help you. I also buy outright.

L. D. Mayo, Jr.

P. O. Box 20837, Indianapolis, IN 46220

(317) 255 - 5912

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WASHINGTON POSTAL HISTORY AUCTION

P.O. Box 135, Lake Oswego, OR 97034

(503) 657-5685

Lots may be viewed by appointment prior to the closing date. Please call for an appointment (9-4 M-F).

WASHINGTON DPOs & 19th Century Covers

- 001 ADRIAN, 1910, G DOANE on PPC (Grant 04-54) Est. \$4.00
 002 ALADDIN, 1924, VG 4-bar on 2c red entire (Stevens 1910-24) Est. \$12.00
 003 ALMOTA, 1908, G + DOANE on PPC (Whit. 78-81) Est. \$5.00
 004 ALTOONA, 1939, VG 4-bar on cml. cvr. (Wah. 1901-57) Est. \$4.00
 005 AYER, 1958, VG cds ties 3-cl Liberty on cover (Walla Walla 1951-60) E\$6
 006 BEACH, 1911, G 4-bar on PPC (Whatcom 82-46) Est. \$5.00
 007 BELLEVILLE, 1913, G + 4-bar on PPC w/stamp torn (Skagit 1904-14) E\$15.00
 008 BENSTON, 1913, G + 4-bar on PPC w/torn off LL cnr (Pierce 92-18) E\$5
 009 BERRYDALE, 1925, VG 4-bar on PPC (King 1921-34) Est. \$8.00
 010 BIG LAKE, 1911, G + NON-STANDARD 4-bar on PPC (Skagit 98-31) E\$6.00
 011 BIRMINGHAM, 1912, VG 4-bar on PPC (Snoh. 1910-23) Est. \$8.00
 012 BLYN, 1908, G + magenta DCDS on PPC (Clallam 90-09) Est. \$20.00
 013 BLYN, 1908, VG DOANE on PPC (Clallam 90-09) Est. \$25.00
 014 BONG, 1951, G + machine on UX 27 (Spokane 1948-51) Est. \$4.00
 015 BORDEAUX, 1912, G + 4-bar on PPC (Thurston 1903-42) Est. \$6.00
 016 BOSSBURG, 1913, G + 4-bar on PPC (Stevens 91-41) Est. \$6.00
 017 BOSSBURG, 1932, VG 4-bar on 2cd red entire (Stevens 91-41) Est. \$6.00
 018 BOUNDARY, 1932, VG 1930-type 4-bar on 2c red entire (Stevens 93-51) E\$5
 019 BREAKERS, 1908, G + 4-bar on PPC (Pacific 1905-19) Est. \$6.00
 020 BRIGHT, 1917, readable (town name on 1c green) 4-bar on PPC (02-17) E\$12
 021 BRISTOL, 1908, G + 4-bar on PPC w/lt. stain. (Klick. 1908-12) E\$15
 022 BROOKFIELD, 1908, G + DOANE on PPC (Wah. 74-54) Est. \$5.00
 023 BRYANT, 1907, G + DOANE on PPC (Snoh. 93-54) Est. \$5.00
 024 BUCKEYE, 1911, VG 4-bar on GPC (Spokane 1903-34) Est. \$6.00
 025 BURNETT, 1920, about G 4-bar on PPC (Pierce 88-27) Est. \$4.00
 026 CANYON, 1908, VG DOANE on PPC (Whit. 1905-18) Est. \$20.00
 027 CAPE HORN, 1914, G + 4-bar on PPC (Skam. 83-42) Est. \$8.00
 028 CARLEY, 1908, G + DOANE on PPC (Benton 1904-41) Est. \$8.00
 029 CERES, 1911, G + 4-bar on PPC (Lewis 1908-31) Est. \$6.00
 030 CHARD, 1908, G + 4-bar on PPC (Garfield 87-11) Est. \$15.00
 031 CHARLESTON, 1908, VG duplex on PPC (Kitsap 91-28) Est. \$5.00
 032 CHENOWITH, 1913, Fine 4-bar on PPC (Skam. 81-28) Est. \$15.00
 033 CHETLO HARBOR, 1912, VG 4-bar on PPC (Pacific 1911-18) Est. \$20.00
 034 CLEVELAND, 1908, about G (high) duplex on PPC w/torn stamp (81-15) E\$12
 035 CLIFFDELL, 1928, G + 4-bar on early philatelic cover (1924-34) E\$12.00
 036 COLUMBUS, 1917, G + 4-bar on PPC (Klick. 72-22) Est. \$6.00
 037 CORNET, 1915, VG 4-bar on PPC (Island 1910-17) Est. \$40.00
 038 COULLEE CITY, 1898, G + cds on 2c green entire (Grant 1890-1922 per.) E\$15
 039 COVELLO, 1910, G + DOANE on PPC (Columbia 1883-1918) Est. \$10.00
 040 COYLE, 1914, VG 4-bar on 2c red entire (Jeff. 1908-28) Est. \$12.00
 041 DAISY, 1913, G + 4-bar on PPC (Stevens 99-71) Est. \$4.00
 042 DALKENA, 1942, Fine purple 4-bar on LDC UX27 (Pend. 1903-42) Est. \$6.00
 043 DEEP RIVER, 1912, VG 4-bar on PPC (Wah. 87-75) Est. \$4.00
 044 DIAMOND, 1913, G + DOANE on PPC (Whit. 86-56) Est. \$4.00
 045 DOMINION, 1937, Fine 4-bar on cover (Stevens 1915-41) Est. \$8.00
 046 DOT, 1910, G + 4-bar on PPC (Klick. 85-22) Est. \$5.00
 047 DRUMHELLER, 1908, G + 4-bar as rec'd. mark on PPC pm RINGOLD; also MESA
 4-bar & REC'D. marks. Nice Franklin County 'collection'. Est. \$20.00
 048 DRYAD, 1917, G + (overinked) 4-bar on PPC (Lewis 92-57) Est. \$4.00
 049 DUNGENESS, 1908, VG DOANE on PPC (Clall. 92-37) Est. \$6.00
 050 EAGLE GORGE, 1908, VG DOANE on Reg. Pck. Rct. (King 91/32) E\$5
 051 ECHO, 1912, VG 4-bar on PPC (Stevens 90/21) Est. \$10.00
 052 EDGEWATER, 1911, G + 4-bar on PPC (Skam. 1911-15) Est. \$12.00
 053 EFFIE, 1911, VG DOANE on PPC (Whitman 1904-17) Est. \$20.00
 054 EHRUCH, 1908, VG 4-bar on PPC (Skagit 98-15) Est. \$6.00
 055 ELBERTON, 1913, G + 4-bar on PPC (Whit. 87-58) Est. \$4.00
 056 ELLIOTT, 1928, VG 4-bar on cover (King 1901-28) Est. \$10.00
 057 EPLEY, 1914, G + 4-bar on PPC (Okan. 1906-14) Est. \$20.00
 058 ETNA, 1908, G + DOANE on PPC (Clark 82-18) Est. \$10.00
 059 EUREKA, 1897, G + cds on cvr w/2-cl red (Walla Walla 89-64) Est. \$15.00
 060 EUREKA (RURAL STA.), 9/12/1964, VG 4-bar on phil. card (9 months as RS) E\$5
 061 EVERGREEN, 1899, G + cds ties 2c red on cvr opened roughly @ rt & torn 1/2
 through stamp (Jeff. 95/12). Not pretty, but scarce. Est. \$20.00
 062 FAIRFAX, 1922, G + 4-bar ties 2c red on cvr w/letter (Pierce 98-43) E\$10
 063 FINLEY, 1912, VG 4-bar on PPC (Benton 1906-35) Est. \$8.00
 064 FIR, G + 4-bar on PPC (Skagit 80-32) Est. \$6.00
 065 FOREST CITY, 1954, VG 4-bar on GPC (Kitsap 1948-54) Est. \$5.00
 066 FOREST, 1907, G DOANE on PPC w/couple light stains (Lewis 96-34) E\$4
 067 FORT FLAGLER, 1903, VG cds & target on clean cover (Jeff. 1900-33) E\$10
 068 GATE, 1910, G + 4-bar on PPC (Thurston 94-70) Est. \$4.00
 069 GEORGETOWN, 1908, VG duplex on PPC (King 1901-10) Est. \$6.00
 070 GERTRUDE, 1915, G + 4-bar on PPC (Pierce 1900-36) Est. \$5.00
 071 GETCHELL, 1909, G + 4-bar on PPC (Snoh. 1890-18) Est. \$10.00
 072 GULDENDALE/J.D. TRAILER CITY RURAL STA., 1983, VG 4-bar on cml. cvr.
 (1962-66) Est. \$8.00
 073 GOOSEPRAIRIE, 1962, VG 4-bar on cml. cvr (Yak. 1928-83) Est. \$4.00
 074 GOULD CITY, 1908, VG DOANE on PPC (Garfield 1891-1913) Est. \$10.00
 075 GRAND DALLS, 1932, VG 4-bar (LDC) on 1st Class Permit return cvr.
 (Klick. 92-32) Est. \$5.00
 076 GRANT, 1912, VG 4-bar on PPC w/tape repair of small tear. Tape over part
 of 4-bar (Mason 1901-20) Est. \$8.00
 077 GULER, 1910, G + 4-bar on PPC (Klick. 1903-36) Est. \$4.00
 078 HAMMER, 1917, VG 4-bar on PPC (Walla Walla 1915-31) Est. \$12.00
 079 HARMONY, 1918, G + DOANE on Reg. Pct. Rct. (Lewis 90-24) Est. \$6.00
 080 HARTSINE ISLAND, 1917, VG 4-bar on PPC w/flattened crease @ left
 (Mason 92-26) Est. \$8.00
 081 HARTLAND, 1908, G + DOANE on PPC (Klick. 81-30) Est. \$6.00
 082 HARTLAND, 1917, G + 4-bar ties 2c red on cvr (Klick. 81-30) Est. \$6.00

WASHINGTON DPOs & 19th Century covers

- 083 HATTON, 1905, VG duplex on cvr w/small nick torn top center (Adams 88-75);
 doctor's cc. Est. \$5.00
 084 HAVILLAH, 1940, VG 4-bar on 3c purple entire opened unevenly into stamp
 (Okan. 1905-44) Est. \$5.00
 085 HAZEL, 1918, VG 4-bar on PPC (Snoh. 1903-27) Est. \$10.00
 086 HOLCOMB, 1928, G + 4-bar on cover (Pacific 1912-43) Est. \$6.00
 087 HOLLY, 1904, G + DOANE on cover opened a bit unevenly @ left (Kitsap 93-28)
 Est. \$8.00
 088 HOOD, 1911, VG 4-bar on PPC (Skam. 1910-15) Est. \$12.00
 089 HOQUIAM/Chehalis Co. Wash. Terr., Sep 8 1888, G + FANCY DOUBLE OVAL on 2c
 green. Est. \$30.00
 090 INDEPENDENCE, 1913, G + 4-bar on PPC (Thur. 1911-44) Est. \$8.00
 091 JOHNSON, 1914, G + 4-bar on PPC (Whit. 88-56) Est. \$4.00
 092 JUNCTION, 1909, G duplex on PPC (Jeff. 91/06) Est. \$8.00
 093 KALALOC, 1955, VG magenta 4-bar on cover (Jeff. 1928-56) Est. \$5.00
 094 KENDALL, 1910, G DOANE on PPC (What. 1902-26) Est. \$8.00
 095 KENNYDALE, 1912, G 4-bar on PPC (King 04-65) Est. \$4.00
 096 KERRISTON, 1908, G + blue DOANE on PPC (King 1904-35) Est. \$5.00
 097 KESLING, 1913, G + 4-bar on PPC (Spok. 1909-20) Est. \$10.00
 098 KLABER, 1942, G + 1930-type 4-bar on PPC (Lewis 1907-58) E\$4
 099 KLABER, 1913, G + red 4-bar on PPC (Lewis 1907-58) E\$5.00
 100 KNAPPPTON, 1910, G + DOANE on PPC (Pacific 71-43) Est. \$5.00
 101 KNAPPPTON, 1938, VG 4-bar on cml. cover (Pacific 71-43) Est. \$4.00
 102 KOPIAH, 1927, G + 4-bar on PPC (Lewis 1908-28) Est. \$6.00
 103 KRUPP, 1911, G + 4-bar on PPC (Grant 1901-18) Est. \$4.00
 104 LAKE CUSHMAN, 1918, VG 4-bar on PPC (Mason 93-22) Est. \$10.00
 105 LAUREL, 1908, VG DOANE on PPC (Klick. 1905-74) Est. \$5.00
 106 LELLA, 1909, G + 4-bar as rec'd. mark on PPC (Doug. 1907-10) Est. \$30.00
 107 LENORA, 1910, VG cds & cork on PPC (Pend. 1903-12) Est. \$20.00
 108 LIBERTY, 1919, VG 4-bar on cover opened unevenly into stamp
 (Kittitas 92-51) E\$4
 109 LITTLE FALLS, 1907, G + 4-bar on PPC (74-13) Est. \$6.00
 110 MACHIAS, 1914, G + 4-bar on PPC (Snoh. 92-43) Est. \$6.00
 111 MAE, 1908, G + 4-bar on PPC (Grant 1908-55) Est. \$4.00
 112 MANETTE, 1914, G 4-bar on PPC (Kitsap 1902-42) Est. \$4.00
 113 MANOR, 1910, G (light) 4-bar on PPC (Clark 92-11) Est. \$5.00
 114 MARBLE, 1931, G + 4-bar on 2c red entire (Stevens 97/43) Est. \$6.00
 115 MAY VIEW, 1910, G + 4-bar on PPC (Garfield 79-59) Est. \$5.00
 116 MC GOWAN, 1935, G + 4-bar on cover (Pacific 1901-38) Est. \$5.00
 117 MC MURRAY, 1912, G + 4-bar on PPC (Skagit 90-45) Est. \$6.00
 118 MEADOWDALE, 1935, VG 4-bar on cover (Snoh. 1904-38) Est. \$6.00
 119 MEYERS FALLS, 1913, G + 4-bar on PPC (Stevens 91-39) Est. \$4.00
 120 MILAN, 1910, G + 4-bar on PPC (Spok. 92-73) Est. \$4.00
 121 MILTOWN, 1912, G + (light) 4-bar on PPC (Skagit 1901-29) Est. \$6.00
 122 MOLD, 1908, G + 4-bar on PPC (Douglas 99-58) Est. \$5.00
 123 MONDOVI, 1908, G + duplex on PPC (Lincoln 80-54) Est. \$4.00
 124 MOORE, 1922, G + 4-bar on PPC (Chelan 92/51) E\$5
 125 MOTTINGER, 1951, VG 4-bar on LDC UX27 (Benton 1908-51) Est. \$4.00
 126 MOUNT HOPE, 1912, VG 4-bar on PPC (Spok. 90/58) Est. \$5.00
 127 MOUNT PLEASANT, 1908, VG DOANE on PPC (Clal. 1906-11) Est. \$40.00
 128 NEW KAMILCHE, 1895, G + cds on GPC w/vert. crease (Mason 90-31) E\$8.00
 129 NEW KAMILCHE, 1910, VG 4-bar on PPC (Mason 1890-1931) Est. \$6.00
 130 NEW WHATCOM, 1892, VG cds on GPC (Whatcom 1891-1901) Est. \$10.00
 131 NEWAUKUM, 1897, G (light) magenta cds w/pen added '1892' on 2c red entire
 opened roughly through stamp (Lewis 56/07). Not pretty, but scarce. E\$20
 132 NIGHTHAWK, 1914, G + 4-bar ties 2c red on cvr opened a bit uneven @ rt
 (Okan. 1902-82) Est. \$4.00
 133 NORTHDALES, 1932 (May 1), VG 4-bar on 1st Class Permit cvr.; pm signed
 FDC (1932-37) Est. \$6.00
 134 OAK POINT, 1908, G + 4-bar on PPC (Cow. 51-37) Est. \$4.00
 135 OLEQUA, 1908, VG cds & target on PPC (Cowlitz 1875-1912) Est. \$6.00
 136 OLYMPIA, 1894, VG dplx ties 2c COLUMBIAN on cvr w/illus. COUNTY SURVEYOR
 cc.; flattened diag. crease, still quite attractive. Est. \$15.00
 137 ONEIDA, 1911, G + 4-bar on PPC (Wah. 1892-1934) Est. \$6.00
 138 ORCHARDS, 1908, VG DOANE on PPC (Clark 95-55) Est. \$5.00
 139 ORILLIA, 1912, G + 4-bar on PPC (King 87-84) Est. \$4.00
 140 ORIN, 1918, VG 4-bar on 2c red entire (Stevens 1902-44) Est. \$8.00
 141 OSBORNE, 1950, VG 4-bar on LDC UX27 (Grant 1935-50) Est. \$6.00
 142 PAGE, 1913, VG 4-bar on PPC (Franklin 1903-58) Est. \$5.00
 143 PAHA, 1908, VG cds on PPC (Adams 88-43) Est. \$6.00
 144 PARK, 1908, G DOANE on PPC (Whatcom 84/25) Est. \$5.00
 145 PARK RAPIDS, 1924, VG 4-bar on 2c red entire (Stevens 1912-45) Est. \$8.00
 146 PARKLAND, 1914, VG 4-bar on PPC (Pierce 91-54) Est. \$5.00
 147 PASCO/AIR MAIL FIELD, 1930, VG 4-bar ties 5c Beacon Air on FFC. E\$10.00
 148 PATAHA CITY, 1908, G + DOANE as rec'd. on PPC (Garfield 79-08) Est. \$6.00
 149 PEARSON, 1902, VG cds & target on cover w/2c red (Kitsap 89-37) Est. \$8.00
 150 PEARSON, 1908, G + DOANE on PPC (Kitsap 89-37) Est. \$5.00
 151 PENRITH, 1908, G cds as rec'd. on PPC (1901-18) Est. \$8.00
 152 PEOLA, 1934, VG 4-bar on cover (Garfield 80-34) Est. \$8.00
 153 PIEDMONT, 1908, G + 4-bar on PPC (Clal. 94-35) Est. \$6.00
 154 PILCHUCK, 1908, G + 4-bar on PPC (Snoh. 90/22) Est. \$6.00
 155 PILLAR ROCK, 1950, VG 4-bar on LC UX27 (Wah. 1936-50) Est. \$8.00
 156 PINE CITY, 1914, G + 4-bar on PPC (Whit. 1879-1970) Est. \$4.00
 157 PLAIN, 1924, G + 4-bar on PPC (Chelan 1913-36) Est. \$6.00
 158 PLATEAU, 1910, VG 4-bar on PPC (Klick. 1908-11) Est. \$20.00
 159 PLUM, 1911, VG 4-bar on PPC w/flattened cr. (Lincoln 1902-36) Est. \$4.00
 160 PORT DISCOVERY, 1908, G + 4-bar on PPC w/UL cnr. crease (Jeff. 81-25) E\$6
 161 PORT MADISON, 1912, VG 4-bar on PPC (Kitsap 58-43) Est. \$6.00
 162 PORT WILLIAMS, 1908, G + Type 1 DOANE on PPC (Clal. 90-19) Est. \$10.00
 163 PORT WILLIAMS, 1908, VG 4-bar on PPC (Clal. 90-19) Est. \$10.00
 164 PORTAGE, 1922, G + 4-bar on cover (King 1903-68) Est. \$5.00
 165 PORTER, 1906, G + (light) 4-bar on PPC (Grays. 89-70) Est. \$4.00

WASHINGTON DPOs & 19th Century covers

- 166 POSSESSION, 1835, G + 4-bar on PPC (Island 1923-52) Est. \$5.00
 167 POTLATCH, 1911, G + 4-bar on PPC (Mason 1901-75) Est. \$4.00
 168 PRESCOTT/AYER RUR. STA., 1862, Fine 4-bar on cml. cvr. (1960-83) E\$8.00
 169 PROEBSTEL, 1904, VG DOANE ties 2c red on neat blue cover (Clark 86-07) Est. \$20.
 170 PUGET, 1908, G + DOANE on PPC (Thurston 1904-28) Est. \$8.00
 171 RICHMOND, 1908, VG DOANE on GPC (King 88-10) Est. \$8.00
 172 RIFFE, 1939, G + 4-bar on cml. cover (Lewis 98-86) Est. \$4.00
 173 RINGOLD, 1936, Vg 4-bar on Reg. Pck. Rct. (Franklin 1908-36) Est. \$5.00
 174 RIVERTON HEIGHTS, 1947, VG machine cancel on UX 27 (King 1940-47) E\$5
 175 ROSEDALE, 1896, G + cds as forwarding mark on cvr from SEATTLE; also
 "ADVERTISED" & "UNCLAIMED" markings; small tear @ UR cnr (Pierce 87-18) E\$15
 176 RUBY, 1907, G + DOANE as rec'd. on PPC (Pend. 1903-43) Est. \$4.00
 177 SAUK, 1917, G + 4-bar on PPC w/"BUY LIBERTY BONDS" slogan handstamp
 (Skagit 86-44) Est. \$5.00
 178 SCENIC, 1908, VG 4-bar on PPC (hot springs hotel) (King 08-44) E\$4
 179 SEABOLD, 1910, G DOANME on PPC (Kitsap 92-55) Est. \$4.00
 180 SHARON, 1903, G + cds on GPC w/minor wear (Lewis 1899-1903) Est. \$125.00
 181 SIGHTLY, 1911, Vg DOANE on PPC (Cowlitz 84-13) Est. \$12.00
 182 SILCOTT, 1923, VG 4-bar ties 1c green & Christmas Seal on PPC
 (Asotin 83/31) Est. \$8.00
 183 SILVERBEACH, 1908, G + DOANE on PPC (rp "AFTERMATH CLUB HOUSE") (90-08)
 E\$12.00
 184 SKYE, 1910, G + 4-bar on PPC (Skam. 88-11) Est. \$6.00
 185 SNOWDEN, 1911, Vg 4-bar on PPC (Klick. 1903-33) Est. \$8.00
 186 SOUTH SEATTLE, 1897, G (light) cds on 3rd class cover (92-04) E\$12.00
 187 SOUTH WENATCHEE, 1941, G + 4-bar on cml. cover (Chel. 1925-56) E\$5.00
 188 SPOKANE BRIDGE, 1899, G + cds on cvr trimmed just into 2c red (87-58) E\$12
 189 SPOKANE BRIDGE, 1910, G + 4-bar as forwarding mark on PPC (87-58) Est. \$4
 190 STELLA, 1923, G + 4-bar ties 2c Harding on cover (Cowlitz 84-35) E\$5
 191 SUMMIT, 1908, VG DOANE on PPC (Grays. 78/10) Est. \$12.00
 192 SUNSET, 1911, G + 4-bar on PPC (Whit. 88-55) Est. \$4.00
 193 TACOMA/McCHORD FIELD BR., 1940, VG DCDS on cacheted dedication cvr. E\$6
 194 THOMAS, 1911, G + 4-bar on PPC (King 1907-25) Est. \$6.00
 195 THREE LAKES, 1917, G 4-bar on PPC (Snoh. 1903-26) Est. \$8.00
 196 TIMBER VALLEY, 1912, G + DOANE ties 2c red on cvr opened uneven @ left
 (Klick. 1905-19) Est. \$12.00
 197 TOWER, 1911, VG 4-bar on PPC (Cowlitz 86/27) Est. \$15.00
 198 TRINIDAD, 1911, G = 4-bar on PPC (Grant 99-62) Est. \$4.00
 199 TULALIP, 1953, VG 4-bar on LDC phil. card (Snoh. 65/53) Est. \$4.00
 200 TURNER, 1908, G DOANE on PPC (Colum. 1904-34) Est. \$5.00
 201 VAN BUREN, 1907, VG 4-bar as rec'd. on PPC (What. 91-18) Est. \$6.00
 202 VAN HORN, 1913, G + 4-bar on PPC (Skagit 1901-25) Est. \$10.00
 203 VANASSETT, 1911, G + DOANE on PPC (King 82-13) Est. \$10.00
 204 VANCOUVER/BARNES GEN. HOSP. STA., 1943, VG magenta DCDS on Free franked
 cover (1941-48) Est. \$10.00
 205 VANCOUVER/MILITARY BR., 1918, G + duplex on PPC (1917-19) Est. \$8.00
 206 VESTA, 1911, G + 4-bar on PPC (Grays. 92/36) Est. \$6.00
 207 WAITSBURG, 1895, G + cds & cork on 2c green ent. w/minor stains. E\$8
 208 WALVILLE, 1907, VG cds & target on PPC w/lt. toning (Lewis 03-36) E\$6
 209 WARM BEACH, 1950, VG 4-bar on phil. cover (Snoh. 1923-53) Est. \$5.00
 210 WEBER, 1909, G + 4-bar on PPC (Adams 1902-30) Est. \$12.00
 211 WEST BRANCH, 1912, VG 4-bar on PPC (Spok. 91-14) Est. \$10.00
 212 WHATCOM, 1890, G + cds as forwarding mark on cover (57/04) Est. \$12.00
 213 WHATCOM, 1904, G + FLAG CANCEL on GPC. Est. \$8.00
 214 WHITES, 1944, Fine 4-bar on cml. cover (Grays 1913-49) Est. \$5.00
 215 WICKERSHAM, 1913, G DOANE on PPC (What. 91-57) Est. \$4.00
 216 WILCOX, 1911, VG DOANE on PPC (Whit. 92-35) Est. \$6.00
 217 WILLARD, 1939, VG 4-bar on cml. cover (Skam. 1914-45) Est. \$8.00
 218 WINESAP, 1936, VG 4-bar on cml. cover (Chelan 1909-44) Est. \$6.00
 219 YALE, 1939, VG 4-bar on cml. cover (Cowlitz 98-41) Est. \$5.00
 220 YESLER, 1908, G 4-bar on PPC w/heavy brown toning (King 90-17) E\$8.00
 221 ZINDEL, 1902, G + cds & target on 2c red opened unevenly into stamp
 (Asotin 1902-12) Est. \$20.00
 222 Lot of 7 diff DOANES on PPCs & cvr, 1906-12: ADNA, ASHFORD, BRIDGEPORT,
 CLEAR LAKE, MENLO, RAYMOND (composite) & WOODLAND, G-VG strikes.
 Est. \$20.00

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1-25	1.25	2.18	3.12	5.44
26-30	1.50	2.62	3.75	7.14
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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How To Order

Please print and punctuate. Not responsible for errors due to longhand or illegible copy. Abbreviations count 1 word each, hyphenated words count as 2 words. Zip Code free.

ANNOUNCEMENTS

I WOULD like to announce that, though this ad is rarer than most of my covers, I have a rather good and affordable inventory of U.S. material 1880-1950; covers, post cards, postal cards and postal stationery. I cannot offer local geographic material in units more local than an entire state. Very weak in western material. Elsewise, very likely you will not waste your time. Rural Enterprises, Fish Pond Road, Wells River, Vermont 05081-9610. [23-1]

TOWNS: WANTED

ALABAMA POSTAL HISTORY before secession (1/11/1861) wanted. Send for offer made by check or photocopy and price. Van Koppersmith, P.O. Box 81119, Mobile, AL 36689. [23-4]

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, Canyon, Caro, Chenik, 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, Klinquan, Koyukuk Station, Kugarok, Kusilof, McCord, McKinley, Mastodon, Midnight or Midnight, Mitchell, Moose Creek (1917-22), Moquawkie, Nation, Nelson, New Metlakatla, Niblack, Olness, Ounga, Park, Peavey, Phillips, Pirate Cove, Point Astley, Point Ellis, Port Armstrong, Port Heiden,

TOWNS: WANTED

Pyramid, Revilla, Riley, Roberts, Rodman, Safety, Saxman, Sealevel, Seventy Mile, Sheep Camp, Shelton, Snettisham, Spooner, Star, Sullivan, Tiekell, Tonka, Tyonok (1905-09), Tyoonok, Vault, Woedsky, 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]

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. [23-3]

HAWAII: 19th & 20th Century (to 1959) covers, post cards, 19th century stamps (cheaper numbers in quantity), smaller town cancels, revenues. Ted Ashworth, P.O. Box 8741, Honolulu, Hawaii 96830. PH (808) 373-3345. [23-4]

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. [23-6]

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]

INDIAN TERRITORY AND OKLAHOMA postal history wanted. Send copy or on approval with price. Joe H. Crosby, 5009 Barnsteep Court, Oklahoma City, OK 73142-5405. [23-4]

INDIANA COVERS. Send priced or for offer made by check. Zane Stohler, 808 Lawn Street, Winchester, IN 47394. [23-4]

EXPIRATION DATE SHOWN
AT END OF EACH AD,

I.E., [22-6], MEANS

AD WILL EXPIRE WITH THIS
ISSUE

AD DEADLINE

FOR NEXT ISSUE:

FEBRUARY 1, 1992

TOWNS: WANTED

KANSAS COVERS - Need following cancellations/postmarks for my personal collection of Sedgwick County postal history: Afton, Aleppo, Beverly, Birch, Blendon, Clarion, Clear Water, Clonmel, Coronado, Cosmosa, Cowskin, Delano, Diana, Dry Creek, Eldredge, El Paso, Fayette, Ferris, Finley, Germania, Gladys, Hatfield, Haysville, Helen, Hukle, Iowaville, Jamesburgh, Kalamazoo, Kechie, Lamont, Louise, Magnolia, Manchester, Marshall, Minneha, Mount Hope, North Wichita, Ohio Centre, Park City, Payne, Peotone, Ruby, Saint Mark, Sand Ford, Schulte, Sedowa, Sanny Dale, Sunnydale, Valley Centre, Venice, Viola, Waco, Wichita Heights. Send priced photocopy of cover front(s) to: Marvin Hunewell, PO Box 190047, St. Louis, MO 63119. [23-2]

LOUISIANA POSTAL history material (1790-1917). All responses seriously considered. Ron Trosclair (APS), 1713 Live Oak St., Metairie, LA 70005 PH: (504) 835-9611 [23-3]

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]

McCUTCHANVILLE, INDIANA (1850-1906) - Willing to pay premium for cover from my home town. Send photocopy and price. Richard McCutchan, 1178 North Del Sol Lane, Diamond Bar, CA 91765. [23-3]

NEVADA - I'll pay at least \$100.00 each (more for most) for standard-sized covers or post cards with clear postmarks from any of the following Nevada towns: Callville, Calmville, Cambridge, Camp Halleck, Camp McDermitt, Canon (Canyon) City, Carp (1888-1889 period), Carroll, Casket, Cave Creek, Clan Alpine, Clarks, Clemens (Clements), Cleveland Ranch, Clinton, Clover, Clover City, Cloverdale, Clover Valley, Columbia (1879-1902 period), Como, Copper, Coppereid, Coral Hill, Cornucopia, Corwin, Coryville, Cottonwood, Cradlebaugh, Crosby, Crystal Peak, Cuprite, Daggett's Run, Danville, Dea, Derby, Dewey, Douglass, Downieville (Downeyville), Dry Creek, Duck Creek, Duluth, Dutch Creek. My complete Nevada want list is free on request. Ted Gruber, Box 13408, Las Vegas, NV 89112. Phone (702) 735-1980 anytime. [23-1]

NEW HAMPSHIRE WANTED - PM & COUNTRY cancels on cover or post card. Also want back stamps, register covers with PM name in cancel. James Tillinghast, Box 27, Hancock, NH 03449 [23-5]

NORTH DAKOTA: All postal history wanted, from territorial to modern. Send photocopies or on approval. Gary Anderson, 698 E. Hoyt Ave., St. Paul, MN 55106 [23-3]

TOWNS: WANTED

PENNSYLVANIA - LUZERNE COUNTY. Especially - ALBERT(S), BRESLAU, CHARLESTOWN, CHASE, CHAUNCEY, CHRISTOPHER, CHURCH HILL, COALRIDGE, DAKIN, EDWARDSDALE, GATEWAY, HARDING, HENDRICKSBURGH, HUDSON, IDETOWN, JENKINS, KETCHAM, KUNKLE, LAMOREAU, LANE, LAUREL RUN, MALTBY, MARR, MEEKER, NARROWS, OLIVERS MILLS, PORT BLANCHARD, PORT GRIFITH, PRINGLE, RIDGEWOOD, SCHOOLY, SILKWORTH, SUTTON CREEK, SWOYERS, TROLLY, WELCH HILL, WESTMOOR, WEST PITSTON, WEST WYOMING, WRIGHT, YATES. Anything else that's interesting. Dorothy Lee, Box 1705, Plains, PA 18705-0705. [23-4]

SOUTHOLD, N.Y. - Covers from 1802 to 1902. Also mss. stampless from Farms, East Cutchogue, Hermitage Depot and Oysterponds. Premiums paid. Art Fitzpatrick, 4405 South Harbor Road, Southold, NY 11971. [23-3]

TEXAS - ESPECIALLY before 1900. Early barb wire, windmill and lightning rod advertising covers - any state. Send pictures/approvals (APS) Jim Alexander, 5825 Caldwell, Waco, TX 76710. [23-4]

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 [23-3]

WISCONSIN POSTAL HISTORY WANTED: RR, AGT, R.P.O., Stampless, Adv., anything interesting, especially from Milwaukee. Bob Baldrige, 8590 Dornoch Ct., Dublin, OH 43017. PH: (614) 889-2031. [23-5]

FANCY CANCELS: WANTED

PRE-1900 U.S. FANCY CANCELS wanted, the fancier the better, for my exhibit. Covers, singles, on piece. Joe H. Crosby, 5009 Barnsteeple Court, Oklahoma City, OK 73142-5405. [23-4]

RAILWAY POST OFFICE: WANTED

WANTED U.S. NARROW gauge Agent & R.P.O. cancels also narrow gauge R.R. passes, tickets, P/C views. Please send xerox. Bruce L. Corey, 108 Marilyn Ave., Westbrook, ME 04092 [23-1]

U. S. ISSUES ON COVER: WANTED

PREXIE EXHIBITOR paying top prices for 1938 Presidential Series solo usages of 11c, 14c, 19c, 22c, \$1.00, \$2.00, and \$5.00 values on commercial covers. Please send photocopy and price. Dickson H. Preston, 2102 Montvale Court W., Seattle, WA 98199. [23-4]

U. S. ISSUES ON COVER: WANTED

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 [23-6]

LIBERTY EXHIBITOR paying top prices for top quality 1954 Liberty Series solo usages, 6c value and up, unusual usages, and \$5.00 value on commercial covers. Please send photocopy and price. Tony Wawrukiewicz, 7257 SW Nevada Terrace, Portland, OR 97219. [23-4]

POST CARDS: WANTED

I WILL BUY the post card remainders after you have pulled the Doanes, D.P.O.s and 4-bar cancels, etc. from the estates and collections which you buy. I'm interested in the picture side. Fair prices paid, just give me a call or drop me a line and we will work out the details. Virgil Reynolds, P.O. Box 194, Walla Walla, WA 99362, or call (509) 525-6410. [23-2]

LITERATURE: FOR SALE

120 YEARS OF ALASKA POSTMASTERS, 1867-1987 by Ora Dickerson. Lists all territorial and statehood postmaster by office. Card bound. 76 pages. \$15.00 postpaid from: Carl Cammarata, Box 145, Scotts, MI 49088. [23-4]

NORTH CAROLINA POST OFFICE CATALOG - Alphabetical listing of over 7600 post offices with county, date established, date discontinued, mail to, first postmaster, remarks. 229 pages, prong bound. Sample page on request. \$31.50 postpaid from: Phil Perkinson, Box 550, Norlina, NC 27563. [22-6]

NEVADA POST OFFICE BOOK, illustrated history showing all town dates with many illustrations and rarity ratings. Sold at \$30. Selling remainders at \$15. Will not be reprinted. Peterson, Box 17463, Holiday, UT 84117. [23-3]

LITERATURE: WANTED

WANTED: N.Y.C.C. PHILATELIST, various issues 1922/1949; PLR 1st Series - Whole Nos. 2 and 22; 2nd Series - Whole No. 35; B.I.A. SPECIALIST Volumes 4-18; PAIGE AUCTIONS. Joe H. Crosby, 5009 Barnsteeple Court, Oklahoma City, OK 73142-5405. [23-4]

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.

[23-1]

MISCELLANEOUS: WANTED

AVIATION POSTMARKS and auxiliary markings. If it relates to aviation and was applied by the Post Office (i.e., not a cachet), I need it. Examples: Air Bases, Air Fields (military or AMF), "Air-Mail Saves Time", fancy (pictorial), Aerial Routes, etc. Dan Wells, Box 561121, Miami, FL 33156. PH: (305) 667-1117. APS, AAMS. [23-5]

B.F. STEVENS, U.S. Despatch Agent, London, England - markings wanted. Send copy or on approval with price. Joe H. Crosby, 5009 Barnsteeple Court, Oklahoma City, OK 73142-5405 [23-4]

BONDS, OLD STOCK CERTIFICATES. Also Railroad passes, western stereoviews and ephemera. Eager to buy! Ken Prag, Box 531, Burlingame, CA 94011 (415) 566-6400 [25-1]

PRIVATE PERFS on cover wanted. Send copy or on approval with price. Especially looking for perfs on Schermacks on cover (of course it isn't easy, that's why I buy these ads!) Joe H. Crosby, 5009 Barnsteeple Court, Oklahoma City, OK 73142-5405. [23-4]

WANTED: 2-CENT COLUMBIAN on cover with transit, RPO or unique machine cancel; Pan. Amer. Expo. & stamps; 1-cent Columbian; Air Mail. Send photocopies and price requested to: Mario C. Barbieri, 519 Lenox Avenue, Westfield, NJ 07090. [23-4]

19TH CENTURY postmarks on postal cards or envelopes of the following towns: Columbus City, AL; COLUMBUS, CO; COLUMBUS, FL; COLUMBUS, ID; COLUMBUS, MI; COLUMBUS, MO; COLUMBUS, MN; COLUMBUS, MT; COLUMBUS, NC; COLUMBUS, TN; COLUMBUS, VA; NEW COLUMBUS, KY; NEW COLUMBUS, PA; NEW COLUMBUS, TN. 20th century: COLUMBUS CITY, AL; COLUMBUS PARK, OH; COLUMBUS, WV. Send xerox with price. Jim Doolin, 11252 Goodnight Ln., #600, Dallas, TX 75229 [23-1]

U.S. AUXILIARY MARKINGS - Need for 20th Century exhibit: San Francisco Earthquake of 1906 affected by lack of available stamps, WWI to Russia returned to sender for lack of service, and other unusual markings. Send xerox with asking - or will trade for other markings or your wants. John Hotchner, P.O. Box 1125, Falls Church, VA 22041 [22-6]

U.S. WORLD WAR II APO covers with 1942 year dates. Small covers only (no #10 or legal). No philatelic covers please. Send with your price, or request my offer. Also looking for APO 720 and 721 covers (1942-44). Richard Helbock, P.O. Box 135, Lake Oswego, OR 97034 [22-6]

WINCHESTER REPEATING ARMS CO. - covers wanted 1866-1966 with illustrated corner cards, return address covers, 1860-1870 Firearms related return address covers, wanted. James Tillinghast, Box 27, Hancock, NH 03449. [23-5]

CHRISTMAS SEALS on cover - 1934 for self; 1931, 1932, 1935, 1938, 1939 for friends. Also seal varieties. Send xerox with asking - or will trade for similar material or your wants. John Hotchner, P.O. Box 1125, Falls Church, VA 222041 [23-1]

BONDS & OLD STOCK CERTIFICATES wanted all categories. "Illustrated Guide to Mining Stocks & Bonds" only \$3.00. Norrico, 65-09 99th Street, Rego Park, NY 11374 (718-897-3699) [23-3]

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]

BUYING FOREIGN covers from all nations. No FDCs, or event covers please. Write or call collect. Webster Stickney, 7590 Windlawn Way, Parker, CO 80134. Ph. (303) 841-0316 [23-2]

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]

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 [23-2]

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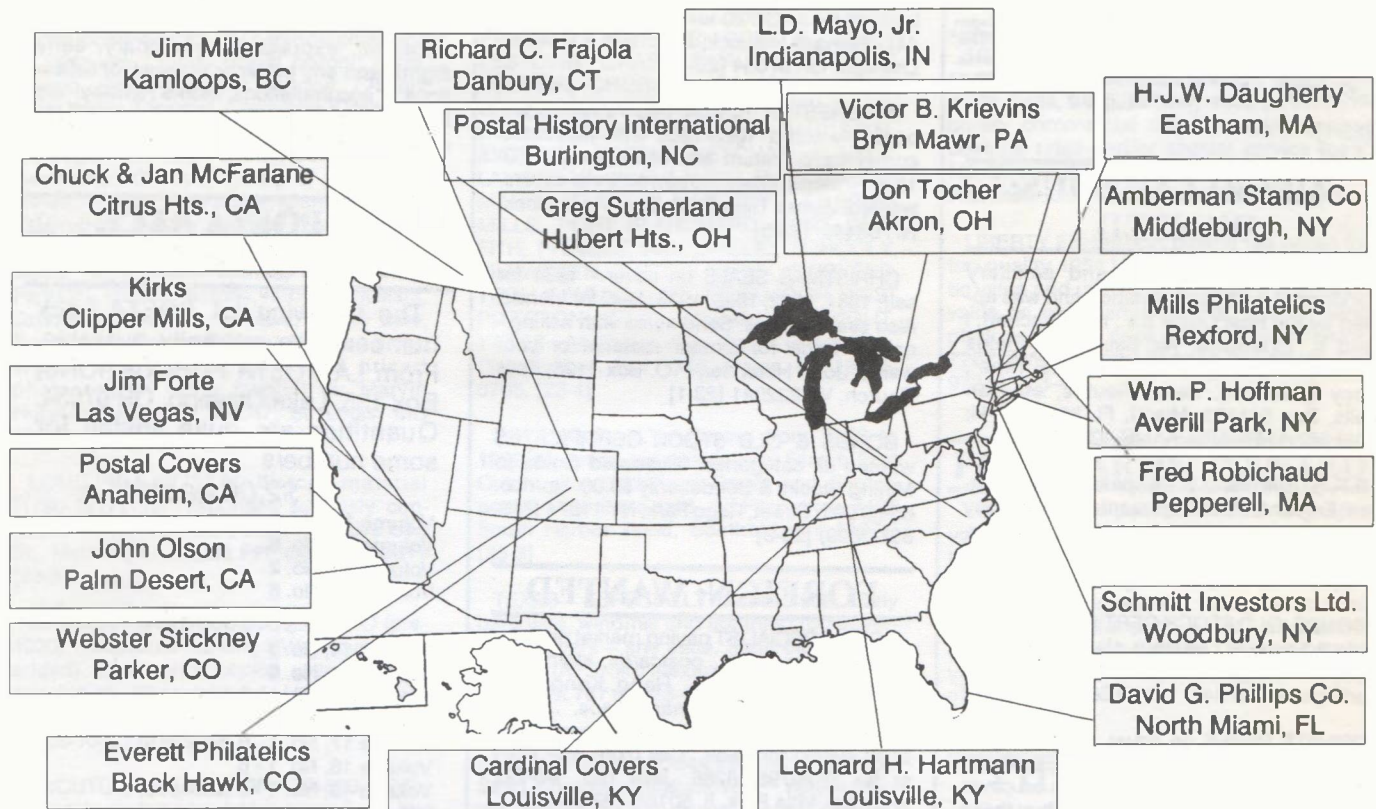
P.O. Box 221, Rexford, NY 12148

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- Feb 25 - Mar 1, LONDON, UK

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