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LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

JULY 1992



LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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Summer Winds of Change

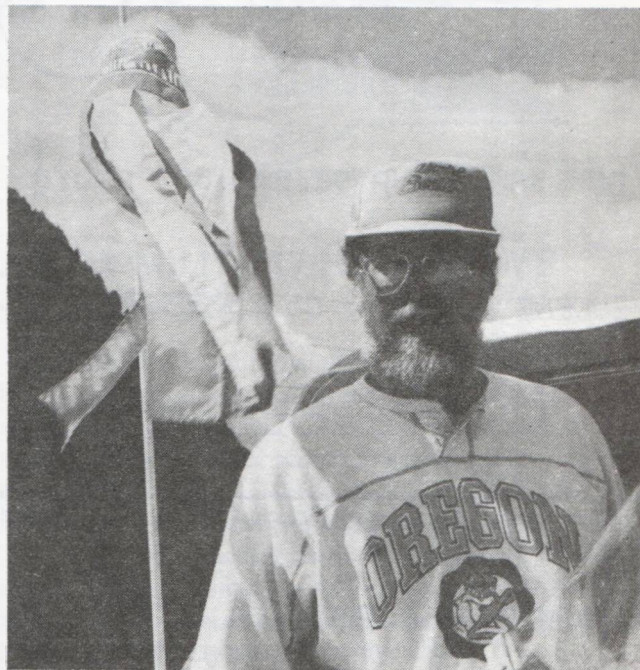
La Posta is, once again, on the verge of change. Our journal has undergone a number of such changes throughout its 23 year history, and I would like to think that each change has made us better and more responsive to the wishes of our readers. While it is still too early to announce the exact nature of our impending changes, I can tell you that they deal primarily with the content of our journal and that they should go far toward making us a more interesting and readable publication.

The guiding concept of *La Posta* was, is, and always will be that of a research journal for American postal history. We are not, nor do we aspire to be, a magazine. Having said these things, it might be enlightening to explain what I mean by them.

A magazine, according to my definition, differs from a research journal in the following ways: 1) content, 2) appearance, and 3) amount of advertising. The content of articles appearing in a magazine tends to be much lighter, and by necessity in some cases, superficial, than the content of most research journal articles. Detailed research often produces lengthy articles, and lengthy articles do not fit well with typical magazine content. Magazines prefer short, bite-sized articles, which can be packaged on two or three pages. Since magazines tend to be produced on glossy paper and feature high-quality, full color illustrations, their pages are very valuable commodities, and longer, more detailed research articles simply become too expensive. In addition to shorter articles, magazines feature a significantly higher proportion of advertising pages than do research journals. Advertising revenue is obviously an important consideration for any publication, but, when production costs are high, a substantial advertising income becomes absolutely essential.

Consider, for example, the newly arrived *U.S. Stamps & Postal History*, a publication which made its debut just prior to the World Columbian Stamp Exposition. *USS&PH* is published by Randy Neil and edited by John Hotchner, both well known and highly respected postal historians and long time subscribers to *La Posta*. The first edition is a very classy looking piece of work with a full color cover, beautiful illustrations and printed on nice glossy paper. The publication runs 64 pages, and features articles by Seven Rod, Barbara Mueller, Stephen Suffet, Les Winick, and Douglas Clark among others. It appears that the emphasis will be stamps over postal history, but, given the proportion of stamp collectors to postal historians in the country, that makes good sense.

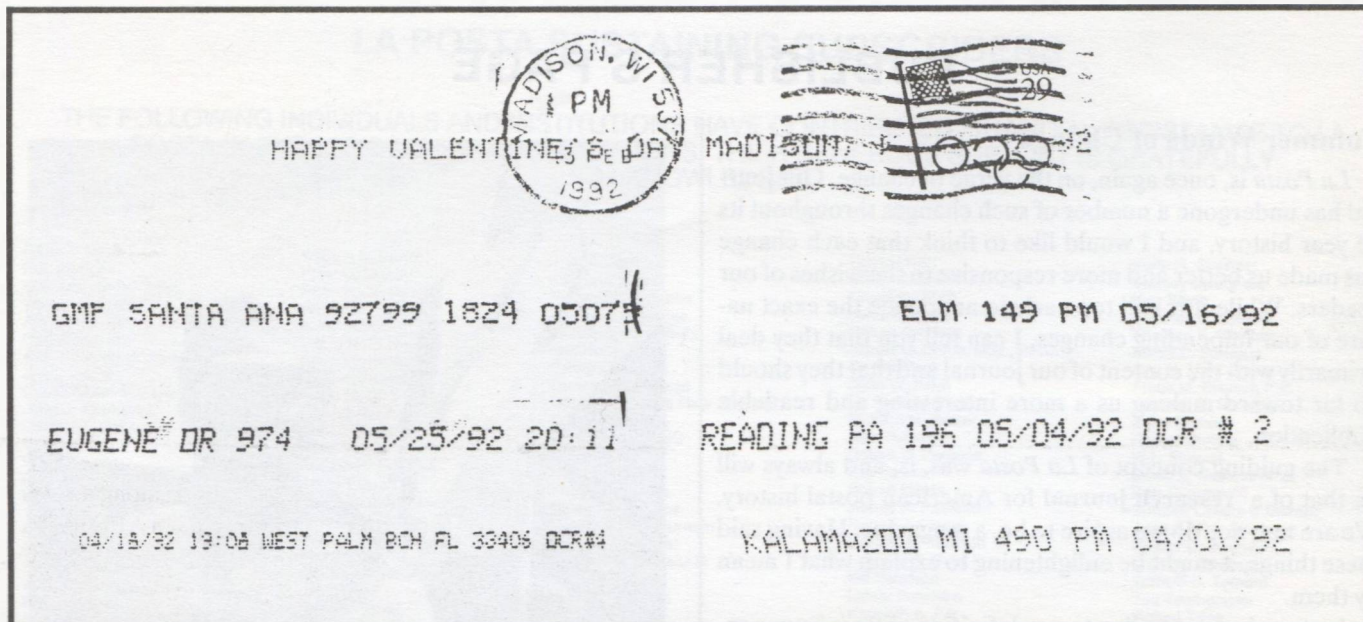
Frankly, my first reaction to *USS&PH* was, "Oh, Oh, now we've got some stiff competition", but after some additional reflection I came to the conclusion that *La Posta* and *USS&PH* are not likely to compete for the same subscribers after all. The reason is simple; *USS&PH* is not a research journal.



USS&PH is to be published quarterly. If the first edition can serve as a guide, the content appears to be about 36% advertising, which means that the magazine can publish some 165 pages of non-advertising content per year. If the majority of those pages contain articles related to stamps rather than postal history, then *USS&PH* might publish 60 to 75 pages of postal history research in a year.

La Posta publishes six 80-page issues per year with an average advertising content of 16-17 pages per issue. Even if advertising and promotional material consumes 20 pages per issue, we still publish 360 pages of postal history research per year. In other words, *La Posta* will publish five times as much postal history as *USS&PH* for a \$15 subscription, but quantity is obviously not everything, and that brings me back to my opening comments regarding our forthcoming changes. In short, we want not only to be your best value in postal history from a quantity standpoint, but to provide the kind of quality publication you readers deserve. I believe the changes now being worked out will do just that, and I look forward to sharing them with you in detail in our next issue.

Richard W. Helbock



Spray markings applied by Optical Character Readers are becoming more and more common on our personal and business mail.

OCR SPRAY MARKINGS

Bob Stets sends along the following information for those interested in keeping track of the latest reports on these optical character reader markings which are now being applied by cities throughout the country.

Harold A. Effner, Jr., 27 Pine Street, Lincroft, NJ 07738-1827 has volunteered to maintain a record of all spray markings reported to him and publish a checklist every few months. For a copy of his latest list (the March 1992 list was 20 pages) send him a SASE bearing 75 cents postage. If you want his next four lists, send him \$3.50.

The Machine Cancel Society will publish Effner's latest list a couple times a year in their journal, *Machine Cancel Forum*, and they have established a study group to investigate and report these markings. Annual dues are \$10.00 and *Machine Cancel Forum* is published four times a year. Contact Arthur Hadley, 3407 N 925 E, Hope, IN 47246.

NAVY SHIP MAIL ADDRESS CODES

Bob Rawlins, P.O. Box 981, Healdsburg, CA 95448 sends along the following report concerning the new address codes applied to military and naval mail of U.S. service personnel abroad.

Jon Arndt's article, "Changes Speed Military Mail", in the November 1991 issue of *La Posta* is not completely accurate with respect to mail addresses for navy ships. Additionally, as it turned out in practice, the new system has actually impeded some mail addressed to ships from some locations.

The list of new APO/FPO designations released jointly last June by the Department of Defense and the USPS has exactly two listings for ships, one for *USS NIMITZ* and a second for "US Navy Ship". If one did not already know the

details of the navy ship mail system, one might actually infer that all ships other than *USS NIMITZ* should be sent via FPO AP 96698. Most assuredly, except for a very few ships, that would not have worked.

The Navy has four gateway FPOs, New York and Miami on the East Coast and San Francisco and Seattle on the West Coast. Under the former system, each gateway FPO had a set of five digit ZIP codes which it serviced. In addition, each navy ship has a permanently assigned four digit ZIP code unique to that ship. Thus, mail to a particular ship was properly addressed via FPO, Gateway City, nine-digit ZIP code.

For reasons not entirely clear, the Navy Department office responsible for FPO matters was not consulted when the new DOD-USPS APO/FPO list was generated. This oversight was shortly corrected, and additional instructions for ship mail were promulgated, namely:

FPO NY became FPO AE

FPO MI became FPO AA

FPO SF became FPO AP

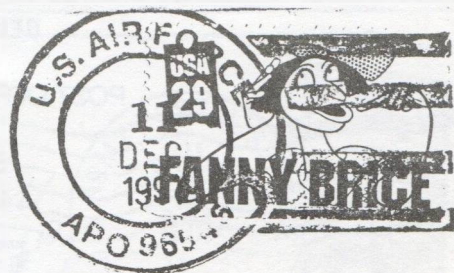
FPO SE became FPO AP and the former Seattle entry code 98799 became 96698 (the entry code noted above).

Now comes the good part. The new APO/FPO address designations, in planning for well over a year, were scheduled for use as of July 15, 1991, according to information released by both the USPS and DOD. However, some correspondents quickly began experiencing difficulties and saw ship mail with the new address system returned with a marking indicating incorrect or invalid address. Mail addressed under the "old" system sailed through the postal system without problem (no pun intended).

According to an article in *Linn's Stamp News* of October 14th, it turns out that the USPS had failed to notify some of the mail processing centers of the new military mail proce-

dures, so the automatic scanners simply rejected mail using the new address codes. Supposedly, the problem was corrected by the end of October.

Navy ship mail addressed with either old or new address coding will be processed through July 14, 1992. After July 15, 1992 (not 1991 as stated in the Arndt article), military mail must be addressed using the new military mail address codes. Let's hope that all the processing centers are correctly adjusted by then.

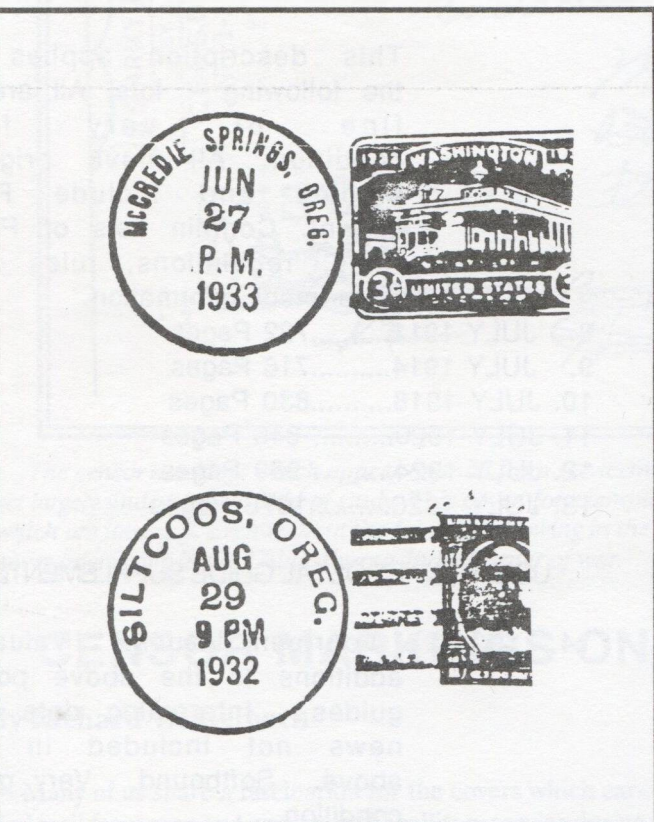
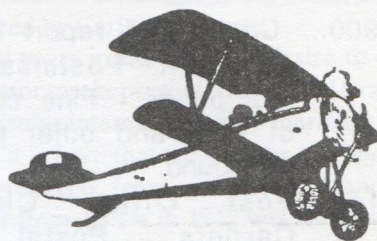


A NEW MILITARY HANDSTAMP POSTMARK?

Ron Ward, our Southeastern Editor, sends along a cover bearing an interesting four-bar handstamp from APO 96546, which is located in Bangkok, Thailand. Ron reports that mail from this APO is rather scarce as it serves only a US Army Medical Research & Development Command Laboratory with some 20 American personnel assigned to it.

Ron wonders whether this is a new standard handstamp which is being issued to APOs, or a locally produced postmark. He has seen it on only three covers, and notes that the APO previously used a machine cancel.

Ron also notes that the cover is franked with one of the 29-cent Comedians booklet stamps. According to Ron's experience, it is more common to see commemoratives used on official mail than the Official Stamps. Ron estimates that only one in a thousand pieces of official mail passing through his office actually bears Official Stamps, and suggests that anyone who comes across properly used Officials on cover put them away for safe keeping.



The POD began issuing postmarks of this distinctive design about 1930. Doug DeRoest labeled them Type "E" 4-bars.

TYPE "E" 4-BAR STUDY PROPOSED

Bob Summerell, P.O. Box 39597, Downey, CA 90239 proposes a project intended to gather town and dates of use information for the elusive Type E 4-bars as described by Doug DeRoest in his September 1990 article in *La Posta*. These postmarks are easily recognizable by the arrangement of town and state (or state abbreviation) at the top of the dial. The type was introduced by the POD about 1930, and distribution was made to a limited number of post offices during the next few years.

Anyone interested in working with Bob to compile a nationwide listing of these postmarks, should contact him direct at the address above. Bob promises to answer all inquiries.

P

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UNITED STATES OFFICIAL POSTAL GUIDES

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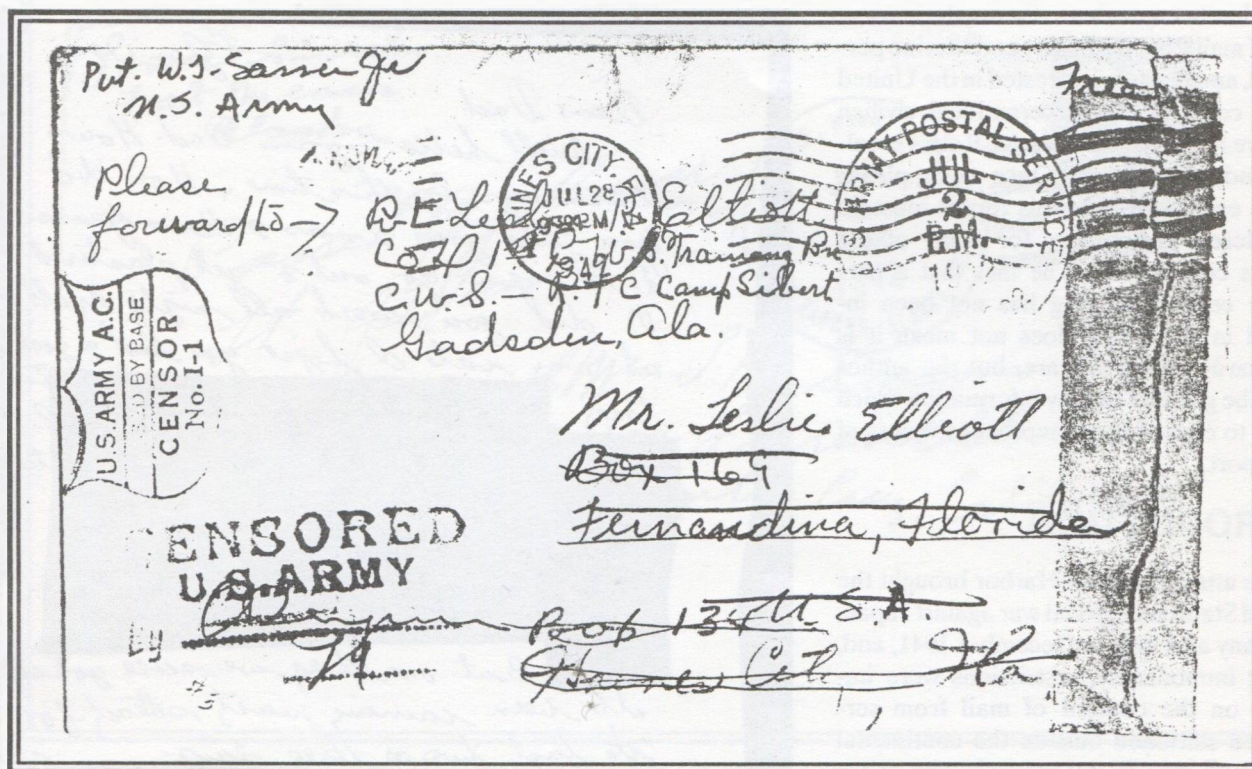
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The censor markings which appear on mail from servicemen stationed overseas in World War II represent an interesting, yet largely undeveloped, field of study. This cover, for example, bears two different styles of handstamp markings, both of which are unusual. Even without the faint 882 showing in the postmark, the shield style censor marking identifies this as a cover originating in the China-Burma-India theater of war.

CENSOR MARKINGS ON U.S. ARMY MAIL IN 1942

By Richard W. Helbock

Many of us share a fascination for the covers which carried mail from men and women in the military service during World War II. The sometimes dramatic, sometimes tragic, events of the day may be brought into focus as we concentrate on the origins of postal and censorship markings that appear on these covers. As a collector of WWII Army Post Office (APO) covers, I have long been intrigued with the variety of censor markings which appear on covers postmarked in 1942. It seems that the process of censorship, including the markings applied by censors, became gradually more standardized as the war progressed. By mid-1943, for example, there were only two or three different types of censor marks being applied to mail from APOs, whereas a year earlier the variety of censor mark designs was bewildering.

In 1977 I published *Military Postmarks of Territorial Alaska*, which included an extensive discussion of the censor markings which were used on Army and Air Corps mail originating from WWII posts and bases in Alaska. This long out of print reference has been augmented over the years by information published in *The Alaskan Philatelist*; most

recently in a series of articles entitled "Alaska War Cover Corner" authored by Carl Cammarata.

For several years it has been my desire to expand the coverage of censor marks presented in *MPTA* to a worldwide scope. Of particular interest are those markings which date from 1942, for it is here that we find the greatest variety of design. Unfortunately from a research standpoint, the volume of mail from APOs in 1942 was far smaller than it was in later war years, and it has taken a considerable amount of time to reach the point where I can begin to describe a worldwide system of censor marking use in U.S. APOs. In some instances, such as the China-Burma-India Theater, what follows is based upon a very limited number of examples, and must be considered highly preliminary. In other instances, such as Alaska, new information has been reported by dozens of collectors for over a decade, and we can be pretty certain that our observations and conclusions are accurate.

This report, therefore, is a first attempt to define and classify a worldwide system of censor markings applied to mail originating from U.S. APOs in 1942. Following a brief introductory section, the report is organized geographically according to the major world regions in which U.S. Army and Air Corps personnel were assigned during 1942. No at-

tempt has been made to discuss the censorship of mail from U.S. Navy and Marine personnel, and readers interested in the United States censorship of international civilian mail are referred to Steven M. Roth's excellent study of this topic. Once again, please let me emphasize that this report must be considered preliminary for many of the regions considered. The fact that a particular censor marking has not been included in this study does not mean it is necessarily scarce or rare, but the author would be grateful for any information which serves to expand the comprehensiveness of the report.

INTRODUCTION

The attack on Pearl Harbor brought the United States into global war against Japan, Germany and Italy in December 1941, and, almost immediately, restrictions were imposed on the content of mail from servicemen stationed outside the continental United States. In December 1941 there were only about 200,000 officers and men of the U.S. Army, including the Army Air Corps, stationed overseas (see "December 1941", *La Posta*, Vol. 22, No. 6). Within weeks of the attack, however, a massive redeployment of military personnel had begun, and, by the end of 1942, there were over one million Army and Air Corps personnel on duty outside the coterminous United States.

Any information regarding troop strength, weaponry, training activities, or morale became forbidden subjects of discussion in letters for obvious reasons. Similarly, details regarding movement of men and materials, the location of particular military units, and even attitudes and opinions of the troops toward the war were seen as improper subjects for written communications. The job of censoring mail from servicemen was assigned to officers within their command structure. It was left to the decision of these officers -- usually lieutenants and captains -- to interpret the censorship regulations as they applied to the mail they were censoring.

In the days immediately following Pearl Harbor there was a good deal of confusion about what could and could not be said in letters, with the result that some letters were returned to their authors for appropriate corrections and deletions. Other letters, such as that shown in Figure 1, were attacked by zealous censors with scissors to the point they became unreadable. As time passed, servicemen became more aware

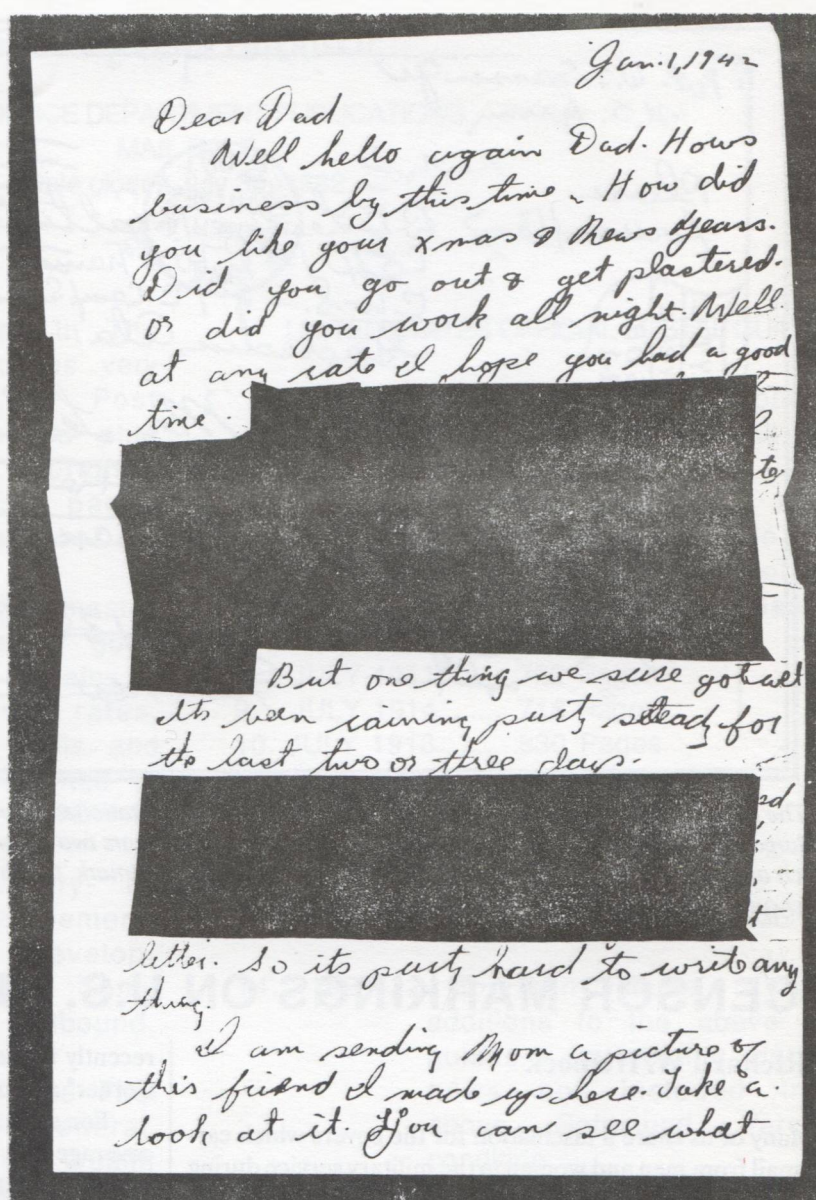


Figure 1. This heavily censored letter was mailed from a soldier stationed at Fort Mears, Alaska, about three weeks after Pearl Harbor.

of the kinds of things which could be said in letters, and problems such as this became much less common.

Initially, most envelopes carrying censored mail were simply inscribed by the censoring officer in manuscript similar to that shown in Figure 2. Within a short time, however, regulations were issued by Army Intelligence that instructed each field headquarters to handstamp each censored letter using an official censor's stamp. Unfortunately, for many field headquarters, there were no official censor's stamps provided with the regulations. It was this oversight which was responsible for the profusion of censor marking designs that occurred in early 1942.

There were, however, a number of overseas U.S. bases which had been using official censor's stamps on mail since mid-1941. These bases, known collectively as the Lend Lease

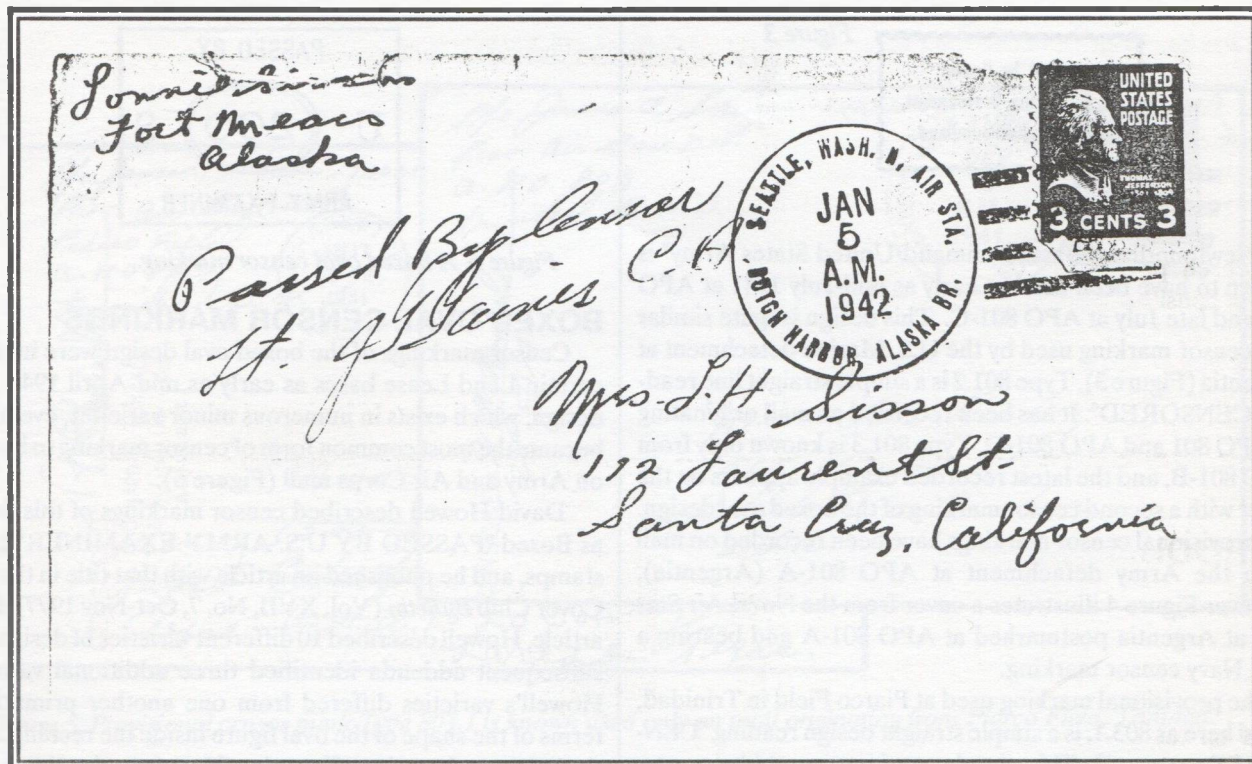


Figure 2. This cover carried the heavy censored letter shown in Figure 1. It bears a manuscript notation "Passed By Censor" and the signature of the lieutenant serving as censor officer. This manuscript censor marking technique was common in the early days of the war, but became less common as censor handstamps were made available.

bases, were scattered from Iceland to the Caribbean along the Atlantic Coast, and they were where censorship of U.S. Army mail began in World War II.

THE LEND LEASE BASES

On September 2, 1940, President Roosevelt completed arrangements to exchange fifty aging U. S. Navy destroyers with Great Britain for the right to a 99-year free lease of certain lands in Newfoundland, Bermuda, the Bahamas, Jamaica, Antigua, Trinidad, and British Guiana. These lands were to provide the U.S. with badly needed off shore air and naval bases. Within several months troops began arriving at the various British possessions, and accompanying them were the first U.S. postal facilities on foreign soil to be established during the war (see "December 1941", *La Posta*, Vol. 22, No. 6).

Since Great Britain was already at war with Germany when the first American troop contingents began establishing their air and naval bases in Newfoundland, Bermuda and elsewhere, the American forces were entering a combat zone. The United States was still officially neutral, but on July 1, 1941, President Roosevelt ordered a detachment of Marines to sail for Iceland in order to prevent German expansion to that country. American neutrality became even

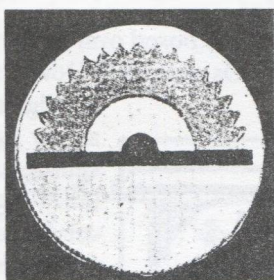
less certain on September 4th when a German submarine fired two torpedoes at the United States destroyer *Greer*, and the sinking of the destroyer *Reuben James* in October effectively brought the United States into open conflict with Germany in the North Atlantic.

Censorship of personal and business mail was imposed on United States civilian, naval and military personnel assigned to the lend lease bases. However, since the APO numbers and locations of these bases were released to the public, quite a bit of philatelic mail was processed through the APOs and much of it was uncensored.

Censor markings on mail from the Lend Lease bases are known in two distinct design varieties, which shall be termed: 1) Provisional; and, 2) Boxed Oval. The provisional censor markings include three designs used at the Newfoundland bases; one used at Coolidge Field, Antigua; and one used at the Pan American Airways field at Piarco, Trinidad. Censor markings of the boxed oval design are known to have been used at all the Lend Lease bases.

PROVISIONAL CENSOR MARKINGS

The three provisional censor markings used at bases in Newfoundland, identified as types 801.1, 801.2 and 801.3, are illustrated below in Table 1. Type 801.1, the fancy boxed rectangle which reads "Passed by Cen-



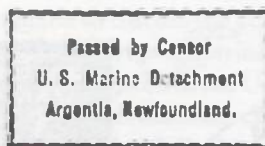


Figure 3

sor/Newfoundland Base Command/United States Army" is known to have been used as early as mid-July 1941 at APO 801 and late July at APO 801-C. This design is quite similar to a censor marking used by the U.S. Marine detachment at Argentia (Figure 3). Type 801.2 is a simple straight line reading "CENSORED". It has been recorded on mail originating at APO 801 and APO 801-D. Type 801.3 is known only from APO 801-B, and the latest recorded example appears on the cover with a second censor marking of the boxed oval design. No provisional censor markings have been recorded on mail from the Army detachment at APO 801-A (Argentia), however Figure 4 illustrates a cover from the Naval Air Station at Argentia postmarked at APO 801-A and bearing a U.S. Navy censor marking.

The provisional marking used at Piarco Field in Trinidad, listed here as 803.1, is a simple straight design reading "CENSORED:.....". This simple marking resembles a personal censor mark, i.e., one made and used only by an individual officer, rather than by a group of officers serving as unit censor, and were it not for the fact that examples of it are known with more than censor signature (Figure 5), it might have been so classified.

The Antigua provisional, type 806.1, has been seen on only philatelic first day of operation covers. There were only 350 American servicemen at Coolidge Field at the end of 1941, and, since it was apparently replaced by a boxed oval marking by early February 1942, non-philatelic examples of this marking are likely to be quite scarce.

Table 1 lists the earliest and latest recorded dates of all the Lend Lease base provisional censor markings.

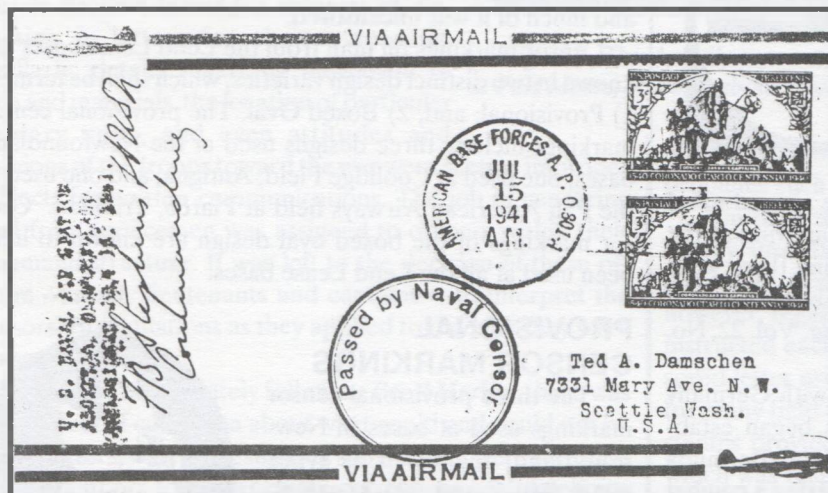


Figure 4. This cover bears the return address of the commander of Argentia Naval Air Station and a navy censor marking, but it was mailed through APO 801-A.

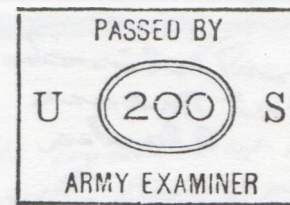


Figure 6. A boxed oval censor marking.

BOXED OVAL CENSOR MARKINGS

Censor markings of the boxed oval design were in use at certain Lend Lease bases as early as mid-April 1941. This design, which exists in numerous minor varieties, eventually became the most common form of censor marking to be used on Army and Air Corps mail (Figure 6).

David Howell described censor markings of this design as Boxed "PASSED BY U.S. ARMY EXAMINER" hand-stamps, and he published an article with that title in the War Cover Club *Bulletin* (Vol. XVII, No. 7, Oct-Nov 1977). In his article, Howell described 10 different varieties of design, and subsequent addenda identified three additional varieties. Howell's varieties differed from one another primarily in terms of the shape of the oval figure inside the rectangle and the height and spacing of lettering. He referred to the various design variations as "eggs", "footballs" and "race tracks."

Howell made no attempt to identify the distribution of these censor markings according to the numbers contained in the oval, but did state that "it would be desirable to include a list of all the censor locations from which the marking was used." Such a listing would certainly assist collectors in identifying the geographic origins of covers where an APO number is not present in either the postmark or return address. Unfortunately, we are yet to see such a listing reach publication.

The boxed oval censor markings used at the Lend Lease APOs were all of Howell's "egg" variety, and each contained a 3-digit number. The latter is believed to be a very significant characteristic. Normally, censor markings of the boxed oval style contain 5-digit numbers, and no doubt it is this very large number of possible combinations which has discouraged the kind of geographic compilation that David Howell urged.

The information presented in Table 2, while far from complete, suggests that it might indeed be possible to compile a geographic listing of the 3-digit numbers contained in the boxed censor markings of the Lend Lease base APOs. This table lists earliest known dates for markings of this type for each of the Lend Lease base APOs, and latest known dates for those APOs which were closed in 1942 for security reasons.

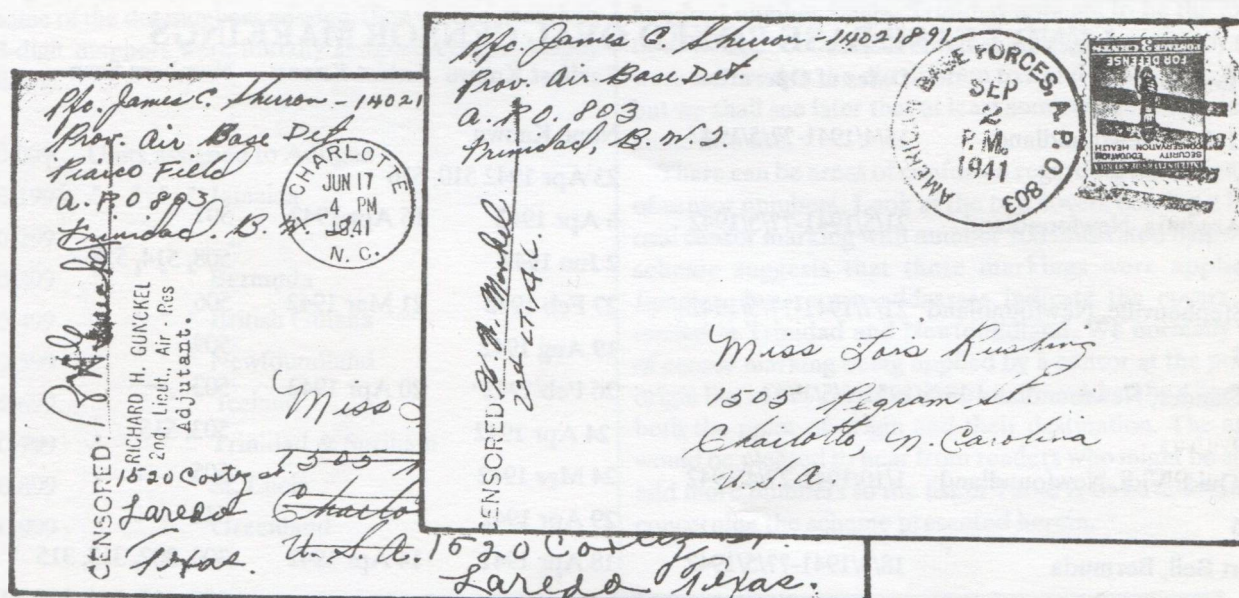


Figure 5. Provisional censor mark Type 803.1 is known used only on mail originating from Piarco Field, Trinidad.

TABLE 1

Passed by Censor
Newfoundland Base Command
United States Army

CENSORED

PASSED BY CENSOR

801.1

801.2

801.3

CENSORED: *W. A. Markel*
2nd LT, A.C.

803.1

CENSORED
U.S.A. P. O. 806
BY *W. A. C.*

806.1

LEND LEASE BASE PROVISIONAL CENSOR MARKINGS

APO# Location	Dates of Operation	Type	Earliest Known	Latest Known Notes
801 St. Johns, Newfoundland	15/4/1941-??/5/1942	801.1	14 Jul 1941	23 Oct 1941
		801.2	17 Aug 1941	
801-A Argentia, Newfoundland	21/5/1941-??/5/1942	None known		
801-B Stephenville, Newfoundland	21/7/1941-??/5/1942	801.3	01 Sep 1941	27 Feb 1942
801-C Gander, Newfoundland	13/5/1941-6/5/1942	801.1	27 Jul 1941	05 Oct 1941
801-D Quidi Vidi, Newfoundland	1/10/1941-27/4/1942	801.2	17 Oct 1941	10 Dec 1941
803 Port of Spain, Trinidad	13/5/1941-??/5/1942)	803.1	10 Jun 1941	10 Sep 1941
806 Coolidge Field, Antigua	15/9/1941-11/5/42	806.1	15 Sep 1941	

TABLE 2

LEND LEASE BASE BOXED OVAL CENSOR MARKINGS

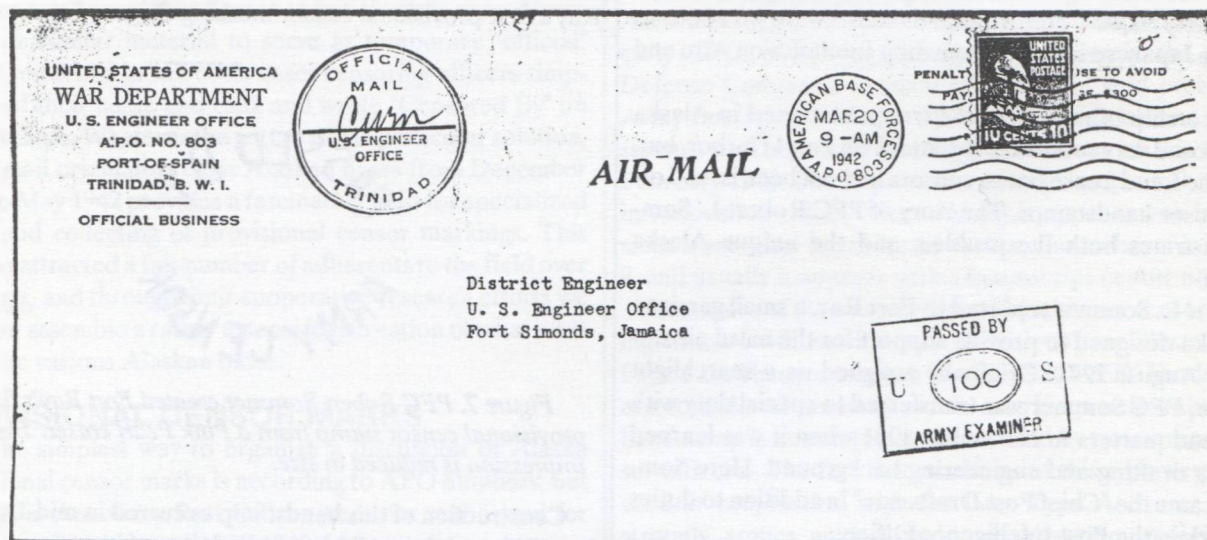
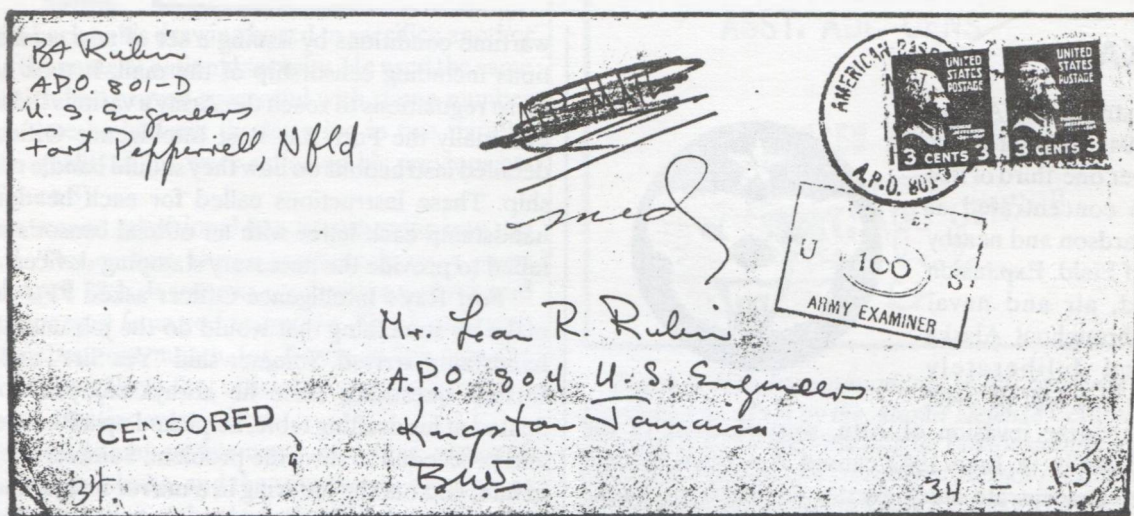
APO# Location	Dates of Operation	Earliest Known	Latest Known	Numbers Seen
801 St. Johns, Newfoundland 862	15/4/1941-??/5/1942	None Known 23 Apr 1942	510, 516	
801-A Argentia, Newfoundland 863	21/5/1941-??/5/1942	6 Apr 1942 2 Jun 1942	15 Apr 1942	507 508, 514, 518
801-B Stephenville, Newfoundland 864	21/7/1941-??/5/1942	27 Feb 1942 19 Aug 1942	21 Mar 1942	506 509
801-C Gander, Newfoundland 865	13/5/1941-6/5/1942	26 Feb 1942 24 Apr 1942	20 Apr 1942	503 503, 515
801-D Quidi Vidi, Newfoundland 866	1/10/1941-27/4/1942	24 Mar 1942 29 Apr 1942		505 512
802 Fort Bell, Bermuda 856	18/4/1941-??/5/1942	18 Apr 1941 4 May 1942	14 Apr 1942	300, 302, 313, 315 302, 303, 306, 307, 313-15, 321, 325
803 Port of Spain, Trinidad 868	13/5/1941-??/5/1942)	28 Apr 1941 4 Aug 1942	15 May 1942	702, 703, 706, 711, 717 707-A, 772, 783
803-A Fort Read, Trinidad 869	13/12/1941-?? Apr 1942	13 Dec 1941 24 Jun 1942	6 Apr 1942	726 716-718, 720-A, 726-A, 731, 731-A, 732, 739, 757, 765, 768, 769, 777, 786, 793
803-A Paramaribo, Surinam 870	??/3/1942-22/5/42	200 209 15 Jun 1942		715
803-B Waller Field, Trinidad 869 (see above)	??/2/1942-22/5/1942	3 Mar 1942	25 Mar 1942	706, 791
804 Fort Simonds, Jamaica 861	13/5/1941-4/5/1942	8 Jan 1942 9 Sep 1942	25 Mar 1942	100, 101, 112 113
805 Vieux Fort, St. Lucia 867	17/8/1941-21/4/1942	10 Nov 1941 23 Apr 1942	16 Apr 1942	801, 811 732, 803, 811, 916
806 Coolidge Field, Antigua 855	15/9/1941-11/5/42	5 Feb 1942 11 Aug 1942	20 Mar 1942	006, 015 026, 028
807 Atkinson Field, British Guiana 857	29/7/1941-??/5/1942	24 Jan 1942 6 Jun 1942	25 Mar 1942	401, 404 407, 412, 414
809 Narsarssuak, Greenland 858	19/6/1941-??/5/1942	8 Jan 1942 24 May 1942	12 May 1942	901 900, 902
809-A Sondre Stromfjord, Greenland 859	16/3/1942-25/4/1942	16 Mar 1942 13 May 1942	25 Apr 1942	909 907
810 Reykjavik, Iceland 860	27/7/1941-??/5/1942	27 Jul 1941 14 May 1942	1 Apr 1942	600, 602, 608, 614, 617 601, 605, 609

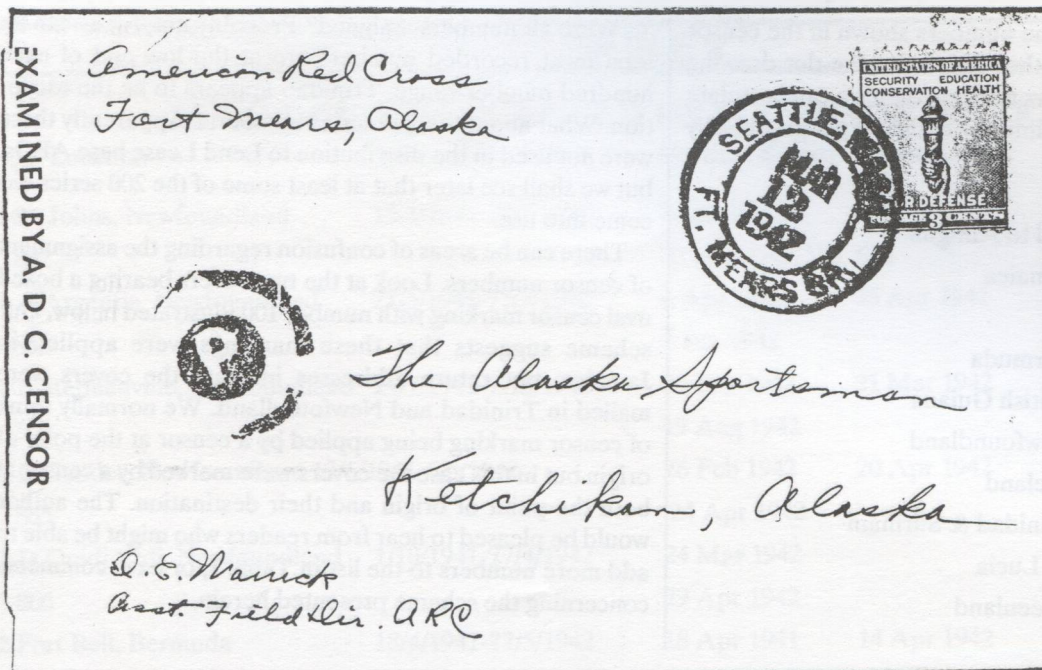
If we can imagine that the numbers shown in the censor markings in Table 2 are rather like a dot-the-dot drawing with some of the dot numbers missing, then we can postulate that 3-digit numbers were initially assigned geographically as follows:

000-099	Units assigned to Antigua
100-199	" " " " Jamaica
200-299	
300-399	" " " " Bermuda
400-499	" " " " British Guiana
500-599	" " " " Newfoundland
600-699	" " " " Iceland
700-799	" " " " Trinidad & Surinam
800-899	" " " " St. Lucia
900-999	" " " " Greenland

Were all numbers assigned? Probably not, for as can be seen most recorded numbers are at the low end of each hundred number range. Trinidad appears to be the exception. What about the 200 series numbers? Apparently these were not used in the distribution to Lend Lease base APOs, but we shall see later that at least some of the 200 series did come into use.

There can be areas of confusion regarding the assignment of censor numbers. Look at the two covers bearing a boxed oval censor marking with number 100 illustrated below. Our scheme suggests that these markings were applied in Jamaica, but return addresses indicate the covers were mailed in Trinidad and Newfoundland. We normally think of censor marking being applied by a censor at the point of origin but in this case the covers were marked by a censor at both the point of origin and their destination. The author would be pleased to hear from readers who might be able to add more numbers to the list in Table 2, or have comments concerning the scheme presented herein.





This cover bears a provisional censor marking carved from a whiskey bottle cork by an officer on duty at Fort Mears, Alaska. It has also been examined by an Alaska Defense Command censor as the tape at left attests. Unusual provisional handstamp censor markings were used at Alaskan bases for about four months until the first official GI handstamps arrived.

ALASKA

Troop strength in Alaska at the of 1941 stood at about 30,000. Over one-third of this force was concentrated at Fort Richardson and nearby Elmendorf Field. Expansion of ground, air and naval facilities throughout Alaska proceeded deliberately during the first half of 1942, but the Japanese invasion of Attu, western most of the Aleutian Islands, in June 1942 caused American military planners to concentrate much greater emphasis on Alaska during the second half of the year. By the end of 1942, the number of American air and ground forces was approximately 92,000, and thousands more were en route to repel the Japanese invaders from their footholds on Attu and Kiska.



Censorship of mail from the troops stationed in Alaska was imposed very soon after the attack on Pearl Harbor, but, unlike the Lend Lease bases, censors had not been issued official censor handstamps. The story of PFC Robert L. Sommer illustrates both the problem and the unique Alaska solution.

Robert L. Sommer reported to Fort Ray, a small garrison near Sitka designed to provide support for the naval air station, in August 1941. Originally assigned as a searchlight operator, PFC Sommer was transferred to special duty with Post Headquarters in November 1941 when it was learned he had a drafting and engineering background. Here Sommer became the "Chief Post Draftsman" in addition to duties as a clerk in the Post Intelligence Office.

When the Japanese attacked Pearl Harbor mail from troops stationed at Fort Ray, as elsewhere in Alaska, was being sent uncensored. Army Intelligence reacted to the

wartime conditions by issuing a set of new security regulations including censorship of the mail. It took a while for these regulations to reach the Army's various field units, but eventually the Fort Ray Post Intelligence Office received detailed instructions on how they should handle mail censorship. These instructions called for each headquarters to handstamp each letter with an official censor's stamp, but failed to provide the necessary stamping devices.

Fort Ray's Intelligence Officer asked PFC Sommer to make up something that would do the job until the official handstamp arrived. Sommer said "Yes Sir!", and asked no further questions, since he always enjoyed a challenge. Seated at his drafting table, he picked up a Pink Pearl eraser and proceeded to solve the problem. Sommer cut the eraser in half, laid out the lettering in a mirror image, and trimmed away the excess material with a razor blade. He then cemented the two halves to a block, and the result was Fort Ray's first provisional censor marking (Figure 7).

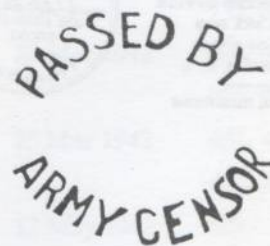


Figure 7. PFC Robert Sommer created Fort Ray's first provisional censor stamp from a Pink Pearl eraser. This impression is reduced in size.

Construction of this handstamp occurred in mid-December 1941, and the earliest recorded date of its use on a cover appears with a postmark dated December 17th. Sommer's censor stamp continued to be used on all outgoing cor-

respondence from Fort Ray until late April 1942. The stamp was used with a standard red ink pad, and examples of its impressions tend to vary widely both in terms of clarity of lettering and color of ink. Early examples tend to be purple and somewhat indistinct. The latest recorded example dates from April 16th.

It became apparent by mid-April that the original Pink Pearl censor stamp would not last much longer, and the official censor handstamp had still not reached Fort Ray. PFC

PASSED BY ARMY CENSOR

Figure 8. Fort Ray's second provisional censor marking. Reduced in size.

Sommer went back to his drawing board to sacrifice another Pink Pearl in the name of national security. He used the same technique which had proved successful with stamp number one, but this time he laid out the lettering in two parallel lines, and the quality of his work reflected his previous experience (Figure 8).

Sommer's second provisional handstamp came into use in late April. The earliest known example is on a cover postmarked April 28th. It too was used with a red ink pad and impressions vary from red to purple. This handstamp was used only about one month, for, finally, in late May the Army delivered Fort Ray's first official GI censor stamp and PFC Sommer's creation was retired.

The censor handstamp problem was, of course, repeated at post after post in Alaska, and the solutions to it variety as widely as the imagination of those who faced it. In some cases censors used bold handstamps reading "CENSORED BY", in other cases geometric figures or initials were carved from corks or similar material to serve as temporary "official" handstamps, and in still other cases censoring officers simply signed their name and rank and wrote "Censored By" on the envelope. Whatever the nature of the particular solution, Army mail originating from Alaskan bases from December 1941 to May 1942 provides a fascinating field for specialized study and collecting of provisional censor markings. This fact has attracted a fair number of adherents to the field over the years, and through their cooperative research efforts we can now assemble a rather extensive recreation of what went on at the various Alaskan bases.

PROVISIONAL CENSOR MARKS

The simplest way to organize a discussion of Alaska provisional censor marks is according to APO numbers, but the fact is that Army Post Offices were not authorized for Alaska until March and April 1942. Most provisional censor marks appear on covers postmarked at the Fort Richardson

branch of Anchorage, or at one of the Alaskan naval air station branches of Seattle. These were the postal facilities which served most U.S. Army troops throughout the 22 weeks or so that provisionals were used.

Before proceeding to a detailed listing of the known provisionals, I wish identify a couple types of censor marks which appear on military mail from Alaska that I do not consider provisionals. In point of fact, these are provisional in the sense that they predate the use of the first official censor handstamp, but their nature is such that I do not believe they should be considered in the same class as the true Alaska provisionals.

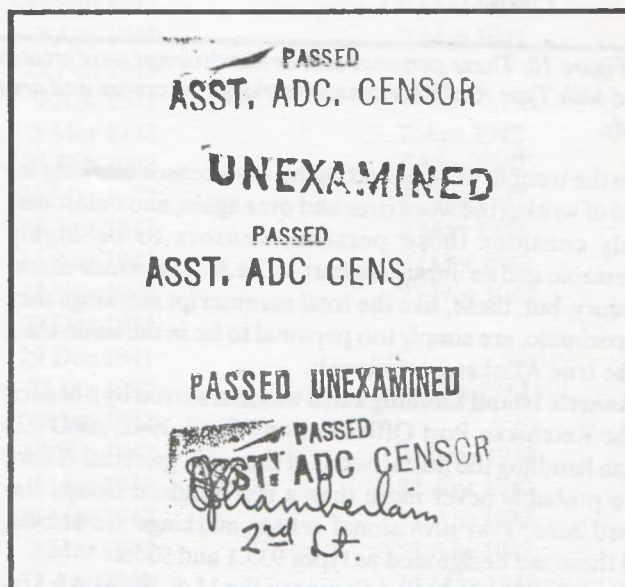


Figure 9. Handstamp markings of this type were distributed to APOs by the Alaska Defense Command in an effort to fill in until the official censor stamps could be delivered. They are not considered Alaska provisional censor marks under the definition used in this study.

The straight line impression reading "PASSED/ASST. ADC CENSOR" can be found on covers from almost all the early APOs in Alaska (Figure 9). Apparently, the Alaska Defense Command stepped in to fill the void created by Army Intelligence when it failed to provide official censor stamps, and began distributing handstamps of this type in February 1942. The impressions of this stamp may be found in various ink colors. Occasionally it appears with impressions from other handstamps such as those shown in Figure 8, and usually it appears with a manuscript censor notation.

Examples of the second type of handstamp censor marking which I will not list as a provisional are illustrated in Figure 10. These one or two line "CENSORED" handstamps are considered personal censor markings unless the same handstamp is known to have been used by two or more censor officers. The fact that markings of this type were often used in conjunction with the later Type A censor marks strongly argues against their consideration as legitimate provisionals. One can easily appreciate why an officer would

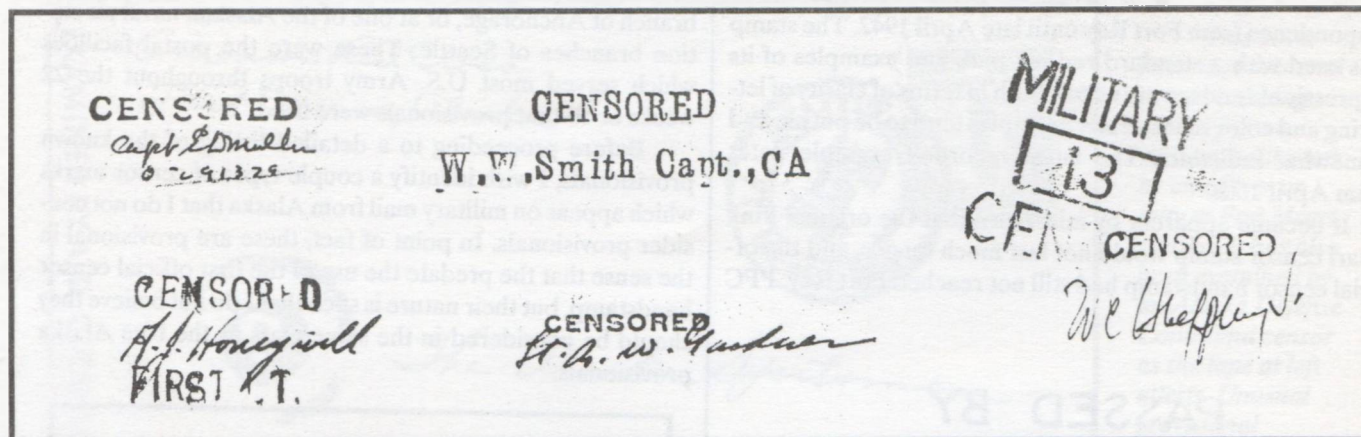


Figure 10. These personal censor handstamps were created by individual officers for their own use. They are often found used with Type A official censor markings on covers and are not considered to be true Alaskan provisional markings in this study.

go to the trouble of constructing his own censor marking instead of writing the word over and over again, and I most certainly consider these personal censors to be highly collectable and an important part of the Alaska censor marking story, but, these, like the total manuscript markings they approximate, are simply too personal to be in the same class as the true Alaskan provisionals.

Annette Island Landing Field was first served by a branch of the Ketchikan Post Office but on May 7, 1942, APO 935 began handling the postal needs of the small garrison. There were probably never more than a few hundred troops stationed here. Two provisional censor markings are known, and these are designated as types 935.1 and 935.2.

Fort Greely was built adjacent to the U. S. Naval Air Station at Kodiak. Postal needs of the Army personnel were originally served by the naval facility branch of Seattle, but on May 13, 1942, APO 937 was established at Fort Greely. This was an important military post for a time. In July 1941 there were 235 officers and some 5,600 enlisted men at the fort, and by late 1942 that number reportedly exceeded 11,000. After the Japanese threat to the Aleutians ended in 1943, the importance of Fort Greely quickly declined, and most of its troops were shipped elsewhere. A total of 12 different provisional censor markings are now known to have been used at Fort Greely.

Ladd Field was activated near Fairbanks in July 1940, but by December 1941 troops were still housed in temporary wooded barracks. In September 1942 the Alaska Wing of the Air Transport Command took command of the facility. APO 938 was established Jun 15, 1942 to serve postal needs of the base. Only three types of provisional censor markings are known.

Fort Mears was the name of the Army post designed to protect Dutch Harbor Naval Air Station. Activated in early May 1941 with a compliment of 8 officers and 142 enlisted men, the troop compliment built up rapidly reaching nearly 5,500 officers and men by the end of July 1941. APO 939 was established April 17, 1942. Before that time the N.A.S. Dutch Harbor Branch of the Seattle post office provided mail ser-

vice to Army personnel. On June 3, 1942, the Japanese bombed Dutch Harbor causing the deaths of 45 service men and damaging some buildings of the naval installation. Nine different types of provisional censor markings are known. The small circular designs with "P", "1", "2", and "3" were all carved by a Lieutenant John J. Patritch from whiskey bottle stoppers. The large "P" in circle design was carved from a vacuum bottle cork by the same officer.

Fort Ray was initially served by the Naval Air Station Sitka Alaska Branch of Seattle, but on May 18, 1942, APO 940 was established to provide mail service. The post had a compliment of a bit over 2,000 officers and men in late summer 1941, but, because of its southeast Alaskan location, the post never attain a size similar to Forts Greely and Mears which were much nearer the front lines in Alaska. Only two provisional censor markings are known, and both were created by PFC Sommer from his Pink Pearl erasers.

Seward was selected as the site for **Fort Raymond**, an Army post charged with protection of the southern terminus of the Alaska Railroad. The post was activated in July 1941 with an initial garrison of 702 officers and men. Postal service was provided by the civilian Seward Post Office until A.P.O. 941 was established. The official date of establishment for this APO is January 15, 1942, but no postal markings have been seen from before late April, and all covers prior to that date from the post bear Seward postmarks. Four provisional censor markings are known from Fort Raymond.

Fort Richardson along with Elmendorf Field was the headquarters of the Alaska Defense Command, and the greatest concentration of Army and Air Corps personnel in Alaska. Located on the east and northeast edge of Anchorage, the post was activated June 27, 1940, with an initial garrison of 21 officers and 734 enlisted men. By December 1941 the military complex had a population of some 12,000 troops -- compared with Anchorage's 1941 population of about 5,000, 250 permanent buildings, three large hangars and a 6000-foot concrete runway. The postal needs of the fort were served by the Fort Richardson branch of

TABLE 3

PROVISIONAL CENSOR MARKINGS USED IN ALASKA

APO (Location)	Type	Earliest Known	Latest Known
935 (Annette Island)	935.1	9 Feb 1942	25 Apr 1942
	935.2	15 May 1942	
937 (Fort Greely, Kodiak)	937.1	4 Jan 1942	
	937.2	9 Jan 1942	
	937.3	14 Jan 1942	
	937.4	31 Jan 1942	7 May 1942
	937.5	19 Mar 1942	
	937.6	?? Feb 1942	23 Mar 1942
	937.7	2 Apr 1942	7 May 1942
	937.8	21 Feb 1942	
	937.9	9 Apr 1942	
	937.10	5 Mar 1942	2 Apr 1942
	937.11	21 Feb 1942	7 May 1942
	937.12	21 Mar 1942	8 May 1942
938 (Ladd Field, Fairbanks)	938.1	30 Apr 1942	5 May 1942
	938.2	14 Aug 1942	27 Oct 1942
	938.3	?? Nov 1942	25 Nov 1942
939 (Fort Mears, Dutch Harbor)	939.1	26 Dec 1941	
	939.2	29 Dec 1941	
	939.3	?? Jan 1942	24 Jan 1942
	939.4	2 Jan 1942	
	939.5	17 Feb 1942	21 Mar 1942
	939.6	3 Mar 1942	?? Apr 1942
	939.7	20 Mar 1942	11 Apr 1942
	939.8	3 Mar 1942	?? Apr 1942
	939.9	?? Apr 1942	14 May 1942
	939.10	17 Dec 1941	24 Apr 1942
940 (Fort Ray, Sitka)	940.1	17 Dec 1941	24 Apr 1942
	940.2	28 Apr 1942	12 May 1942
941 (Fort Raymond, Seward)	941.1	21 Jan 1942	
	941.2	11 Feb 1942	27 Apr 1942
	941.3	18 Feb 1942	
	941.4	25 Feb 1942	13 May 1942
	941.5	1 Feb 1942	28 Apr 1942
942 (Fort Richardson)	942.1	1 Feb 1942	28 Apr 1942
	942.2	12 Feb 1942	1 Apr 1942
	942.3	18 Feb 1942	14 Apr 1942
	942.4	1 Feb 1942	9 Apr 1942
	942.5	28 Feb 1942	?? May 1942
	942.6	21 Mar 1942	
	942.7	25 Mar 1942	27 Apr 1942
	942.8	?? 1942	
	942.9	13 Mar 1942	
	942.10	24 Jan 1942	11 Feb 1942
	942.11	27 Jan 1942	
	942.12	24 Apr 1942	
	942.13	9 Jan 1942	9 Apr 1942
	942.14	27 Jan 1942	31 Mar 1942
943 (Yakutat Field)	943.1	19 Dec 1941	?? Jan 1942
	943.2	29 Dec 1941	
	943.3	5 Jan 1942	14 Jan 1942
	943.4	14 Feb 1942	29 Apr 1942

ALASKAN PROVISIONAL CENSOR MARKINGS

CENSORED

HQ. A.I.L.F.

935.1

CENSORED

A.P.O. 985

935.2

CENSORED BY

U.S. ARMY

937.1

PASSED

13

S. ARMY

937.2

CENSORED BY

U.S. ARMY

937.3



937.4



937.5



937.6



937.7



937.8



937.9



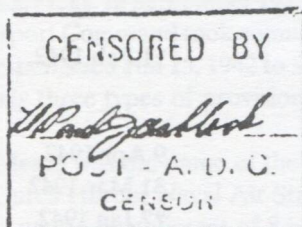
937.10



937.11



937.12



938.1



938.2

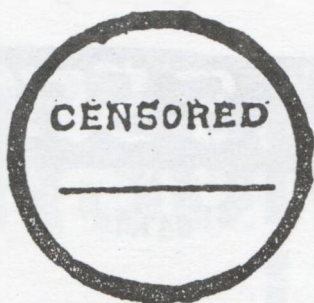


938.3

ALASKAN PROVISIONAL CENSOR MARKINGS

CENSORED

939.1



939.2

CENSORED

939.3

CENSORED



939.5



939.6

939.4



939.7



939.8



939.9

PASSED BY

ARMY CENSOR

940.1

PASSED BY

ARMY CENSOR

940.2

ALASKAN PROVISIONAL CENSOR MARKINGS

PASSED

941.1



941.2



941.3



941.4



942.1



942.2



942.3



942.4



942.5



942.6



942.7



942.8



942.9



942.10



942.11



942.12



942.13



942.14

ALASKAN PROVISIONAL CENSOR MARKINGS

**CENSORED
USA**

943.1

**CENSORED
USA**

943.2

**CENSORED
USA**

943.3

**CENSORED
USA**

943.4

Anchorage Post Office until late April 1942 when APO 942 became operational. Fourteen different provisional censor markings have thus far been documented in use at Fort Richardson and Elmendorf Field. It should be emphasized, however, these 14 types represent major design variations. For example, the 5-point star outline -- Type 942.5 -- represents a number of different renderings of the same basic design. Three of these are illustrated in Figure 11.

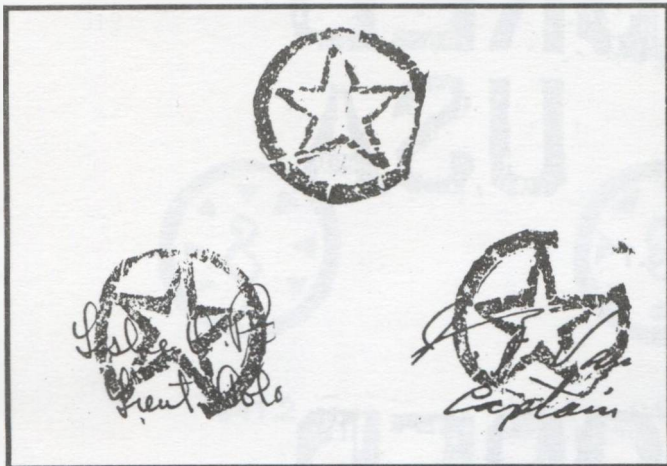


Figure 11. Several of the provisional types listed for APO 942 represent a general style of design rather than specific carvings. For example, all three of these star in circle outlines are represented by Type 942.5.

Yakutat, a tiny Tlingit Indian village on the Gulf of Alaska, was chosen as the site of a landing field which was ac-

tivated in October 1940 with an initial compliment of 200 officers and men. Early mail requirements for the base were met by the local Yakutat Post Office, but occasionally Fort Richardson postmarks are seen on mail originating from Yakutat Field. APO 943 was authorized in March 1942 to serve the installation, however the APO did not begin actual operations until late April. The provisional censor marks known from Yakutat include some very large wood block markings (Types 943.1, 943.2 & 943.3). While a limited number of examples are known, these sometimes appear on the back of covers from the base. In fact, as may be seen in Figure 12, the application of even the smallest of these markings to the front of an envelope could result in a tight fit.

Thus far, no other true provisional censor markings have been confirmed from Alaska's other early APOs. There are reports of a number of manuscript and personal censor marks used on covers from APO 944 (Fort Randall, Cold Bay), and one report of a possible provisional from APO 947 (Fort Spencer, Nome) has been made, but the cover lacks of a return address so a Fort Spencer origin can not be verified. No doubt future discoveries of new Alaskan provisionals will be made, for this is an attractive collecting field for specialization and study.

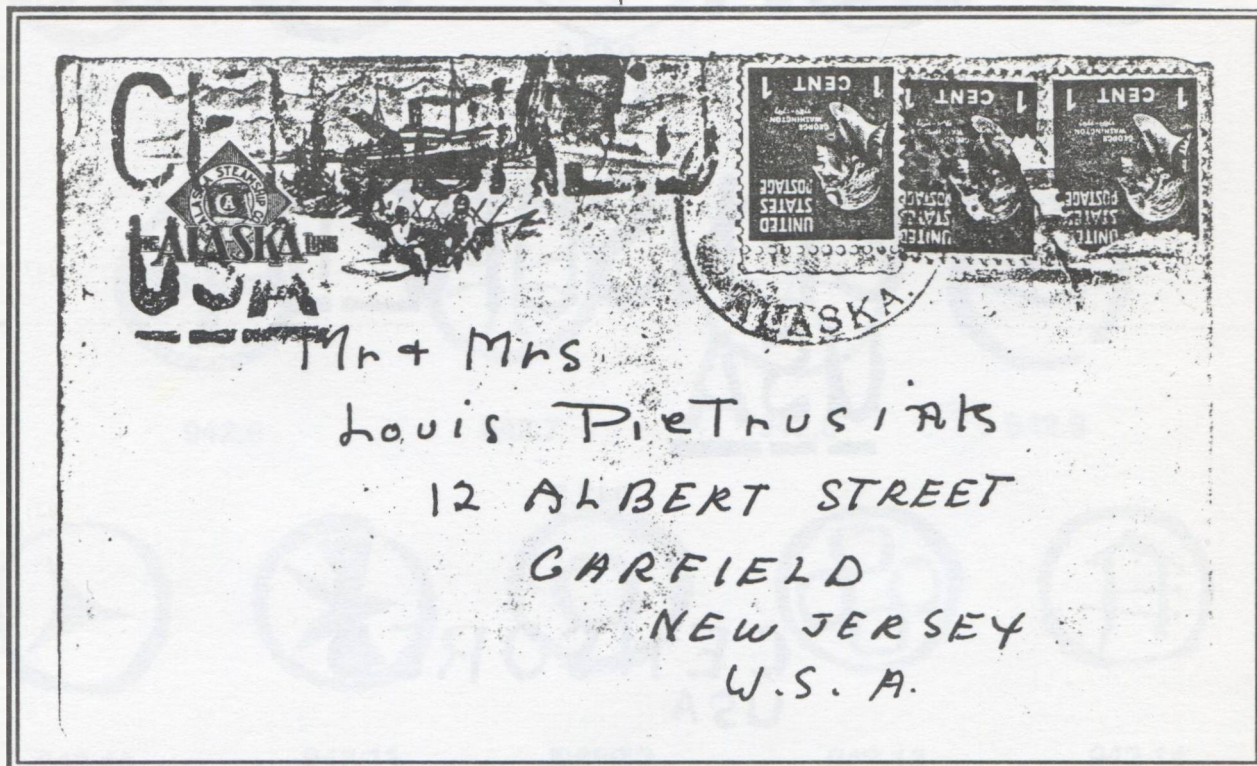


Figure 12. The early provisional censor markings constructed from wood blocks at Yakutat Landing Field were nearly too large to be used on small envelopes, and were sometimes applied to the back of covers.

TABLE 4

TYPE A CENSOR MARK DISTRIBUTION IN ALASKA BY NUMBER BY APO

NO.	MILITARY ④④ CENSOR A.1	MILITARY ③② CENSOR A.2	MILITARY ④ CENSOR A.3	MILITARY ③③ CENSOR A.4
1	948		942	942
2			941	941
3				
4		939	939	
5	937	937	937	
6		942		
7		979	947	
8		940	940	940
9	935	935	935	935
10	942			
11	938		938	
12				977
13				944
14				942
15		945		945
16			942	
17			946	946
18	937	948		
19	942	975	975	975
20	942		942	
21	937	937		
22			939	
23				942
24				
25				
26	989		939	
27			942	942
28		990		
29			942	
30	937		937	
31	942			
32		937		
33				949
34		942		
35	937	937		
36			939	
37			947	947
38			937	
39	971			
40	985	985	985	
41	948			
42				941
43	942	942		
44	937			
45	939		939	
46				941
47	942		942	
48				944
49		936		
50	943	943	943	943

APO IDENTIFICATION:

935 - Annette Island Landing Field; 936 - Chilkoot Barracks, Haines; 937 - Fort Greely, Kodiak; 938 - Ladd Field, Fairbanks; 939 - Fort Mears, Dutch Harbor; 940 - Fort Ray, Sitka; 941 - Fort Raymond, Seward; 942 - Fort Richardson, Anchorage; 943 - Yakutat Landing Field; 944 - Fort Randall, Cold Bay; 945 - Cordova; 946 - Juneau; 947 - Fort Spencer, Nome; 948 - Fort Glenn, Umnak Island; 949 - Fort Morrow, Port Heiden; 971 - Bethel; 975 - Naknek; 977 - Valdez; 979 - Moses Point; 985 - Skagway; 989 - Alaska Highway (97th Engineers); 990 - Gulkana

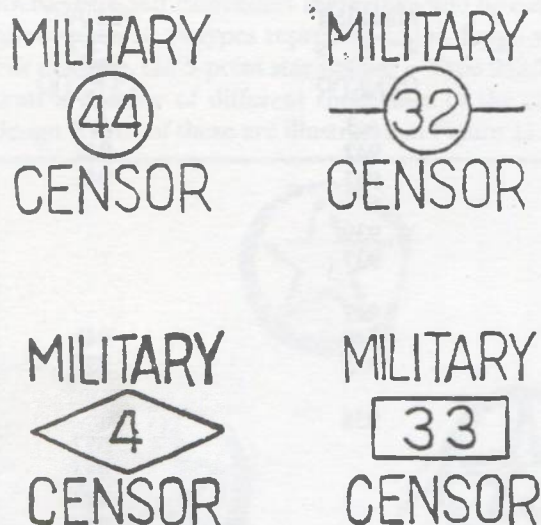


Figure 13. Alaska's Type A censor marks are of a design used no where else in the U.S. Army system during World War II.

THE TYPE A CENSOR MARKINGS

When the first official government issue censor stamps began reaching the various Alaskan APOs in May 1942, they were of a design entirely different from anything in use at the

U.S. Lend Lease bases. These markings, which I termed Type A censor marks in *Military Postmarks of Territorial Alaska*, feature the words "MILITARY" and "CENSOR" in block capital letters arranged above and below one of four geometric figures with a number inside (Figure 13). The four geometric figures which appear in Alaska's Type A censors are: a circle (designated Type A.1); a circle with horizontal bar (Type A.2); a diamond (Type A.3); and, a rectangle (Type A.4). Numbers which appear inside the geometric figures range from 1 to 50, and, although not all numbers have yet been documented in use on covers from Alaskan APOs, it seems likely that they eventually will be. This style of censor marking is only known to have been used at APOs in Alaska. Beginning in November 1942, these Type A censor markings began to be replaced by the ubiquitous boxed oval style.

The distribution of Type A censor stamps to the various Alaska APOs appears to have been made on a random basis. Sometimes, a single number appearing in all four geometric subtypes was used at one particular APO -- note Number 50 use at APO 943 -- but often subtypes with a particular number appear on covers with different APOs in the return address. Table 4 displays the distribution of Type A censor markings as it has currently been documented. The blank spaces represent combinations of number and geometric figure which has thus far not been recorded.

NEXT: 1942 CENSOR MARKINGS USED BY THE U.S. ARMY IN HAWAII AND AUSTRALIA



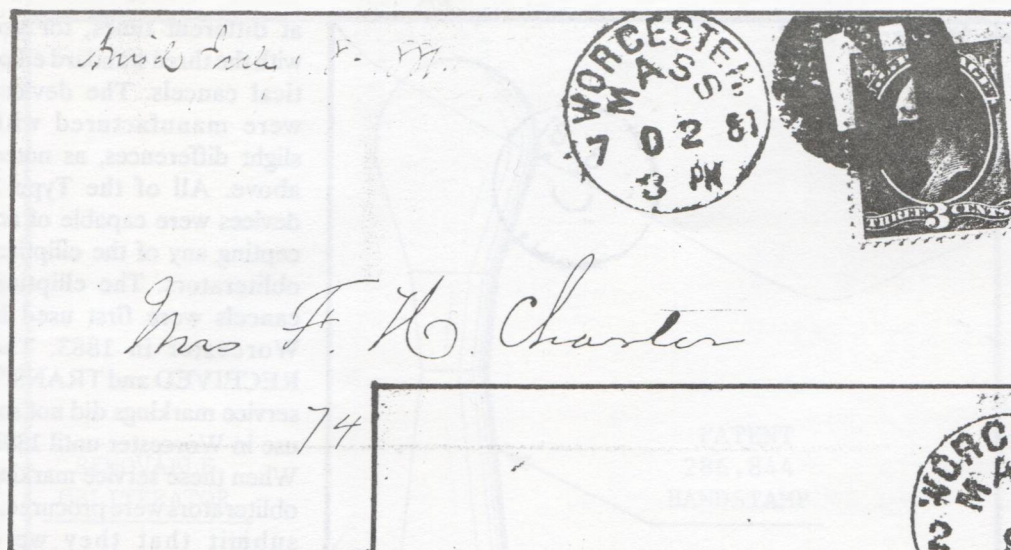
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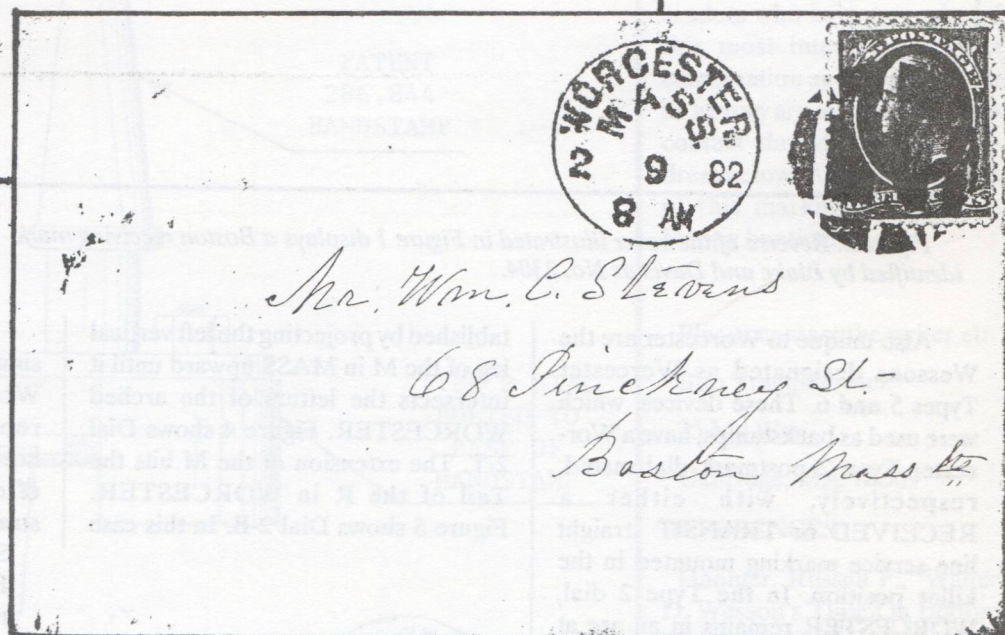
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Figures 1 (left) and 2 (right).

WORCESTER WESSONS

By Bob Trachimowicz

In his recent update of Ted Bozarth's Wesson Time-On-Bottom survey, the late Russ Hanmer gave special consideration to the Wessons used in Worcester, Massachusetts.

This article was first published in *The Massachusetts Spy* (January 1992), but, because of its broad interest and the fact that it updates a popular *La Posta* Monograph, we are pleased to reprint it here.

This article will present some updated information and independent research concerning the use of Wessons in Worcester.

Several Wesson devices used in Worcester display characteristics unique to that city. The Type 1A postmark dial, Figure 1, which had provisions for four date slugs, and the Type 1B dial, Figure 2, which had provisions for three date slugs, were used only in Worcester. Both Type 1 dials contain the city name WORCESTER in an arc at the top of the dial and the state abbreviation MASS in a concentric arc just below the city name. Both have the same provision

for mounting two time slugs. Type 1 dials are normally found with hand-carved killers, denoted as Type X.

Hanmer reported that the Earliest Known Use (EKU) for a Wesson marking was a Type 1A dial dated July 6, 1881 used in Worcester, Massachusetts. The date in the dial of Figure 1 is 7-02-81 or four days earlier than previously known. Figure 3 shows the reverse of the cover with this new EKU. It bears a Boston Receiving backstamp identified as No 2304 by Blake and Davis. It is dated 7-03-81. Collectors of Wessons should make note of this new EKU.

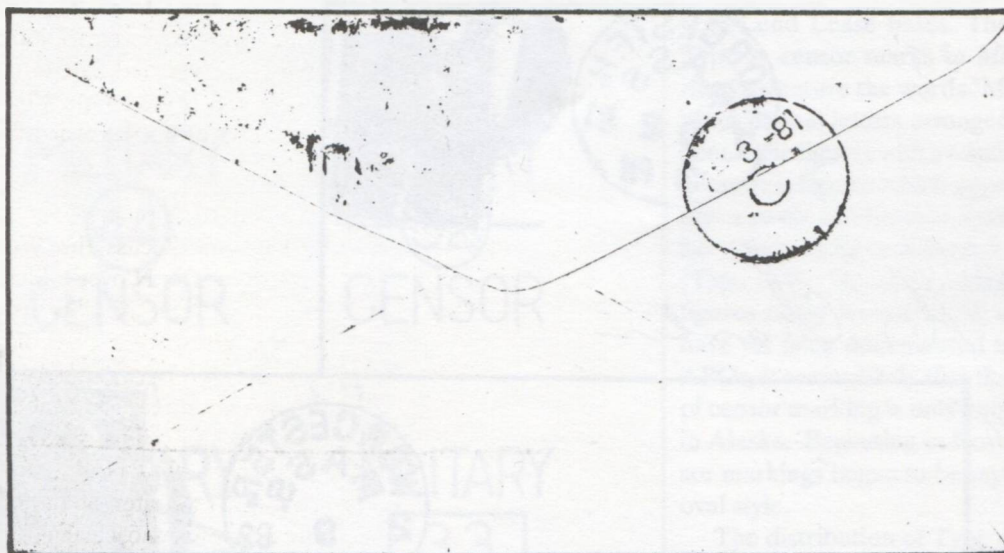


Figure 3. Reverse of the cover illustrated in Figure 1 displays a Boston receiving mark identified by Blake and Davis as No. 2304.

Also unique to Worcester are the Wessons designated as Worcester Types 5 and 6. These devices, which were used as backstamps, have a Worcester Type 2 postmark dial mated, respectively, with either a RECEIVED or TRANSIT straight line service marking mounted in the killer position. In the Type 2 dial, WORCESTER remains in an arc at the top of the dial but MASS now appears in a straight line below the city name. The date and the time positions each have holes for three slugs. The Type 2 postmark dial was used initially with standard elliptical killers and then later with the service markings.

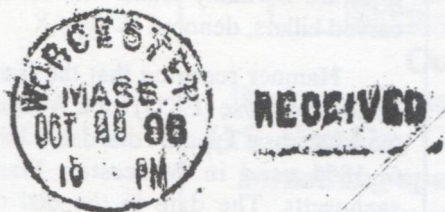


Figure 4.

Hanmer reported that the RECEIVED straight line service marking was used with at least two different Type 2 postmark dials but made no distinctions. I will designate the two reported varieties as Dial 2-T and Dial 2-B. The difference in the dials is es-

tablished by projecting the left vertical leg of the M in MASS upward until it intersects the letters of the arched WORCESTER. Figure 4 shows Dial 2-T. The extension of the M hits the Tail of the R in WORCESTER. Figure 5 shows Dial 2-B. In this case

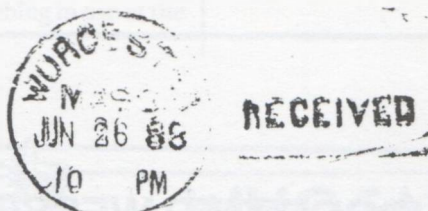


Figure 5.

the projection hits the Bar of the R, thus establishing the second variety of the Type 2 Dial.

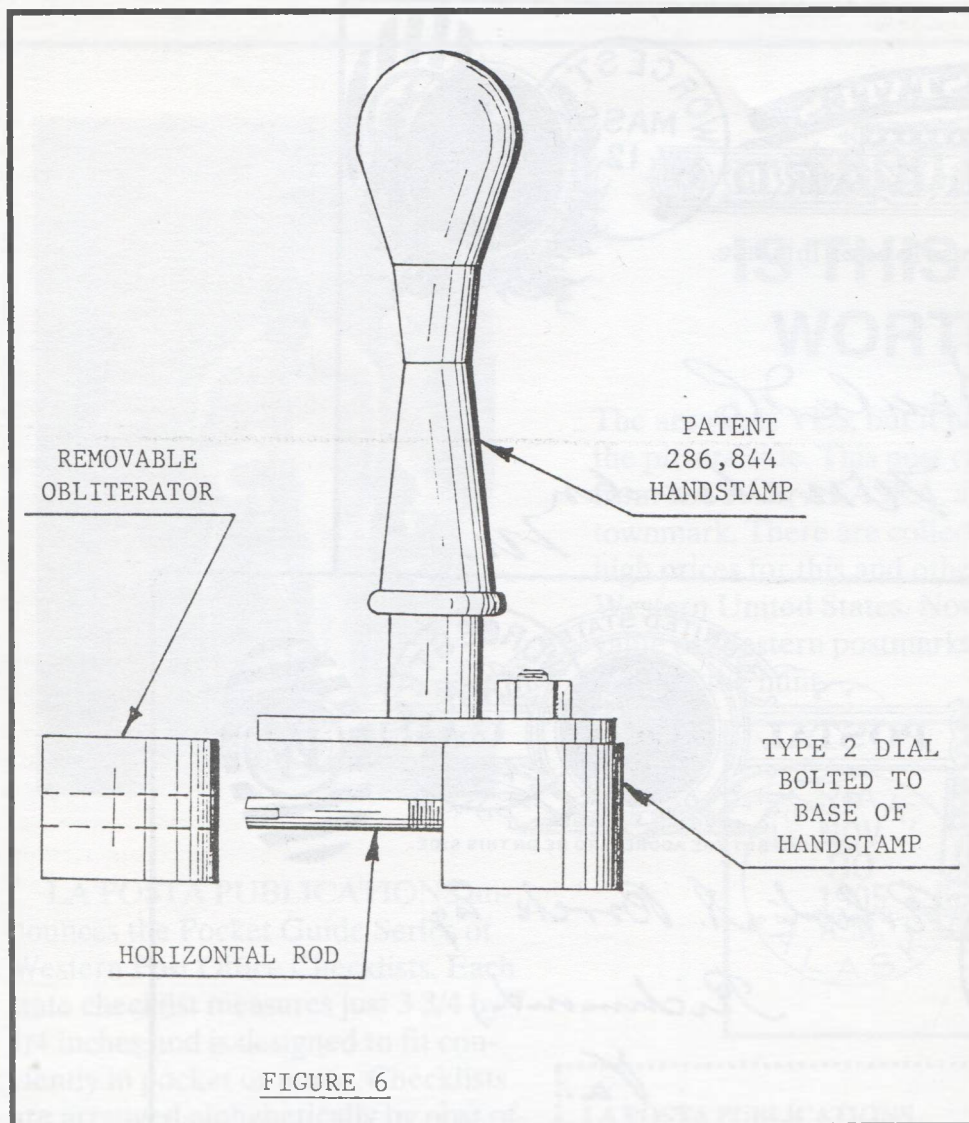
One has to ask though, why should the two varieties of the Type 2 dials be limited to use with the RECEIVED service marking? This marking is demonstrably scarce and it seems highly unlikely that Postmaster Pickett or Estabrook would have expended the funds for two devices with such limited backstamp applications. What is more probable is that at least two varieties of the Type 2 devices were procured by the Worcester Post Office, perhaps

at different times, for use with the three standard elliptical cancels. The devices were manufactured with slight differences, as noted above. All of the Type 2 devices were capable of accepting any of the elliptical obliterated. The elliptical cancels were first used in Worcester in 1883. The RECEIVED and TRANSIT service markings did not see use in Worcester until 1887. When these service marking obliterated were procured, I submit that they were designed to mount on any of the existing Type 2 devices. A look at Wesson's Patent drawings confirms this is possible. Figure 6 is a

simplified sketch of the handstamp in Wesson's Patent 286,884. The dial represents a Type 2 device. The horizontal rod could accept a number of different obliterated, including a straight line service marking, MISSENT, which is depicted on the Patent drawing but is yet to be reported. More than likely this service marking obliterated was never manufactured.

It is plausible then that both known Type 2 devices could appear with any of the three elliptical killers or the two straight line service markings. The following illustrations represent other pairings found by the writer. Figures 7 and 8 show both Type 2 dials used with the TRANSIT straight line service marking. The C elliptical killers are shown in Figures 9 and 10. The D elliptical killer has been found with only a Type 2-T dial and is shown in Figure 11. The W elliptical killers with both Type 2 dials are shown in Figures 12 and 13. Examples of the D elliptical killer with a Type 2-B dial have yet to be reported.

I would like to establish a chronology of the earliest and latest uses of the two possible varieties of each of the three elliptical killers and two service markings used in Worcester. Readers



are requested to check their collections and report killer style, dial type and date to the writer for compilation. Clean copies of the markings are also welcome.

An article planned for the future will discuss the Worcester positive N over S Shaking Hand Type X killer used with a Wesson 1A dial. Any readers who have examples of this most interesting cancel combination and/or data about its history are also requested to contact the writer at the address below. Also, clean copies of this marking are needed. Happy hunting!

Please contact the writer at:

Bob Trachimowicz

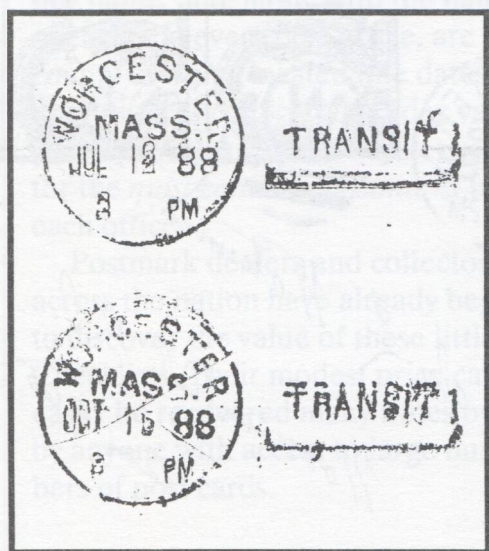
35 My Way

Uxbridge, MA 01569

REFERENCES

Hanmer, Russell F., "Walter D. Wesson's Time On Bottom Duplex Hand Cancelers". LA POSTA MONOGRAPH SERIES, Volume 5, 1990.

Blake, Maurice C. and Davis, Wilbur W., *BOSTON POSTMARKS TO 1890*, Quarterman Publications, Inc., Lawrence, Massachusetts, 1974 reprint of the 1949 edition.



Figures 7 and 8

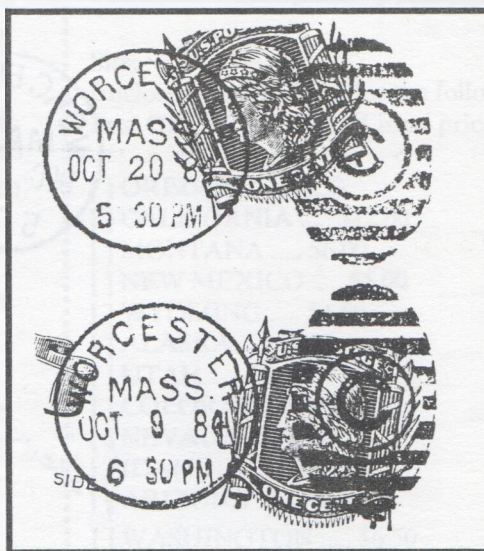
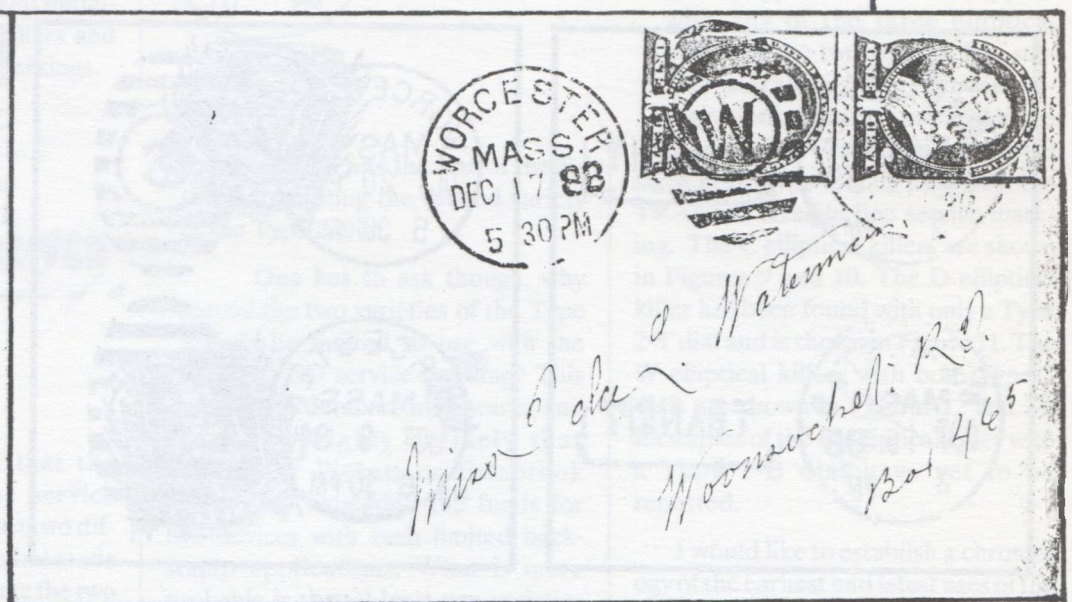
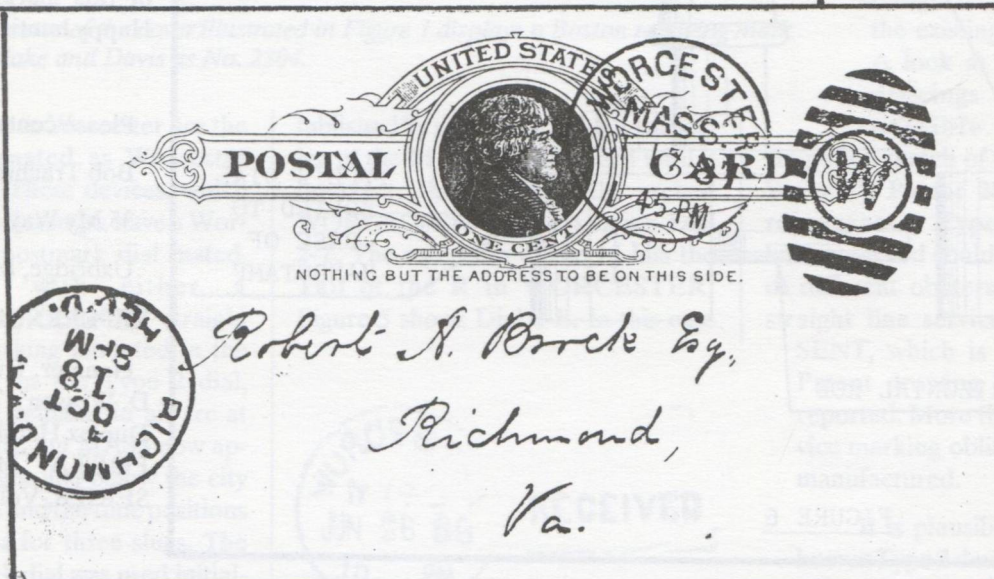
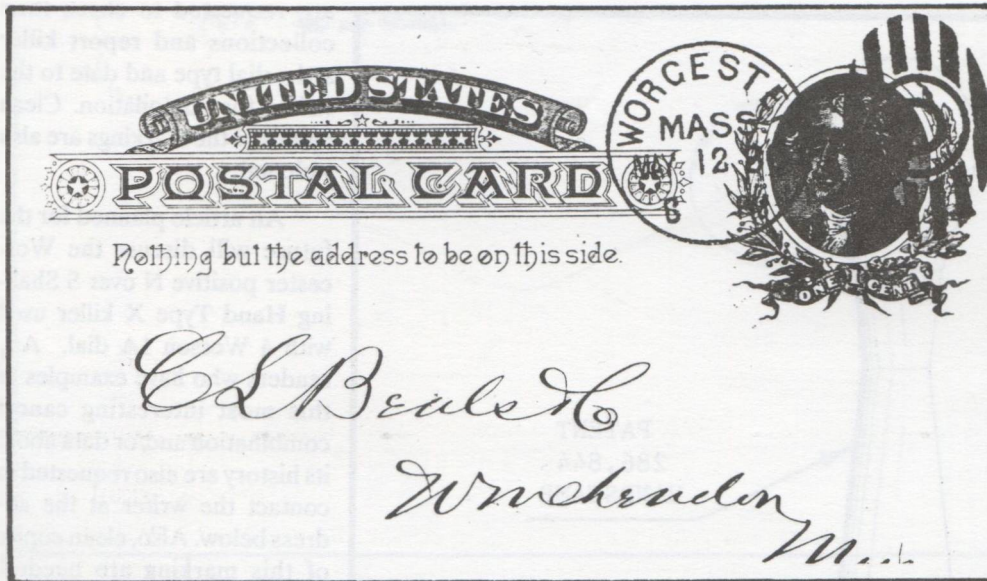


Figure 9 and 10.



Figures 11 (top), 12 (center) and 13 (bottom).

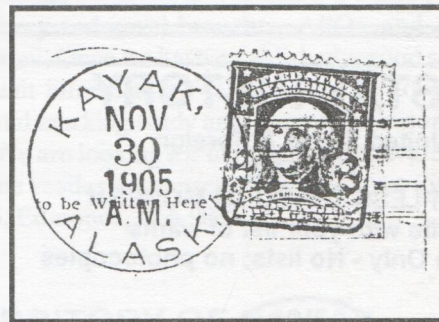


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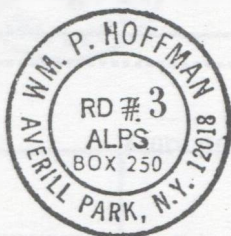
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POST OFFICES OF THE TERRITORY OF HAWAII (1900-1959)

By Phil Kay

What follows is a preliminary listing of the post offices which operated in Hawaii during the territorial years, 1900 to 1959. It is based on postal records housed in the National Archives, several additional lists -- including one Honolulu post archives list, and additional dates supplied by a number of Hawaii postal history enthusiasts. Thus far, it is anything but comprehensive or complete, and we publish here in this for in an effort to obtain assistance from other interested parties.

The listing is arranged by island, rather than alphabetical for the entire state, for several reasons. The county boundaries have changed over the years and the number of counties has increased. In addition, Hawaiian place names have sometimes been duplicated from island to island, i.e., Waimea and Kailua.

Offices which were in existence at the beginning of the Territorial period are listed with an establishment date of 9 Jun 1900. The Territory of Hawaii was officially created on 12 Aug 1898, but 9 Jun 1900 is the date given for all Hawaiian offices which were to remain in operation, to receive their new postmaster appointments. Most of these offices were old Kingdom post offices which remained operating. Unfortunately, not all such offices received new postmaster appointments on that date, nor did they necessarily remain

operating while awaiting new (or carryover) postmaster appointments.

Those which were in existence on the last day of territorial status (20 Aug 1959) are listed as "Operating." Several of these have since ceased operating. Dates listed are the earliest or latest found by the author, and incomplete dates have been left blank or partially listed. In cases where a date is unknown or uncertain, a question mark appears. We greatly need information that will firm up our dates and correct errors. We also seek any information concerning post offices not on this list.

This listing is seen as only the first step in a process to improve the basic information of Hawaiian post offices of the Territorial period. In addition to this listing of civilian post offices, we hope to identify all branches and stations of the civil offices and integrate that information with the primary list. It may be necessary to establish of separate listing of Honolulu branches and stations. We also plan to identify all military and naval branches, APOs, and ships assigned to Hawaii. Once we have established a good solid base of postal unit information, we can move on toward developing a postal marking study and post office histories.

We are looking for help in these activities and would welcome reader responses. Please contact Phil Kay, P.O. Box 935, Edmonds, WA 98020.

POST OFFICES OF THE TERRITORY OF HAWAII

ISLAND OF KAUAI

Post Office	Established	Discontinued	Notes
Anahola	10 Jan 1934	Operating*	
Eleele	9 Jun 1900	Operating	
Hanakei	9 Jun 1900	Operating	
Hanamaulu	1923	Operating	
Hanapepe	9 Jun 1900	Operating	
Homestead	28 Apr 1909	22 Oct 1917	To Kalaheo
Kalaheo	1915	Operating	
Kapaa	11 May 1901	1 Jul 1905	To Kealia
	24 Apr 1918	Operating	
Kaumakani	9 Jun 1900	Operating	
Kekaha	9 Jun 1900	Operating	
Kilauea	9 Jun 1900	Operating	
Koloa	9 Jun 1900	Operating	
Lawai	16 Mar 1949	Operating	
Lihue	9 Jun 1900	Operating	
Makaweli	9 Jun 1900	Opetating	
Mana	24 Aug 1900	31 Mar 1904	
Puhi	5 Aug 1932	31 Oct 1959	To Rural Station of Lihue
Waimea	9 Jun 1900	Operating	
Wainiha	24 Jul 1909	30 Sep 1913	To Hanalei

POST OFFICES OF THE TERRITORY OF HAWAII

ISLAND OF OAHU

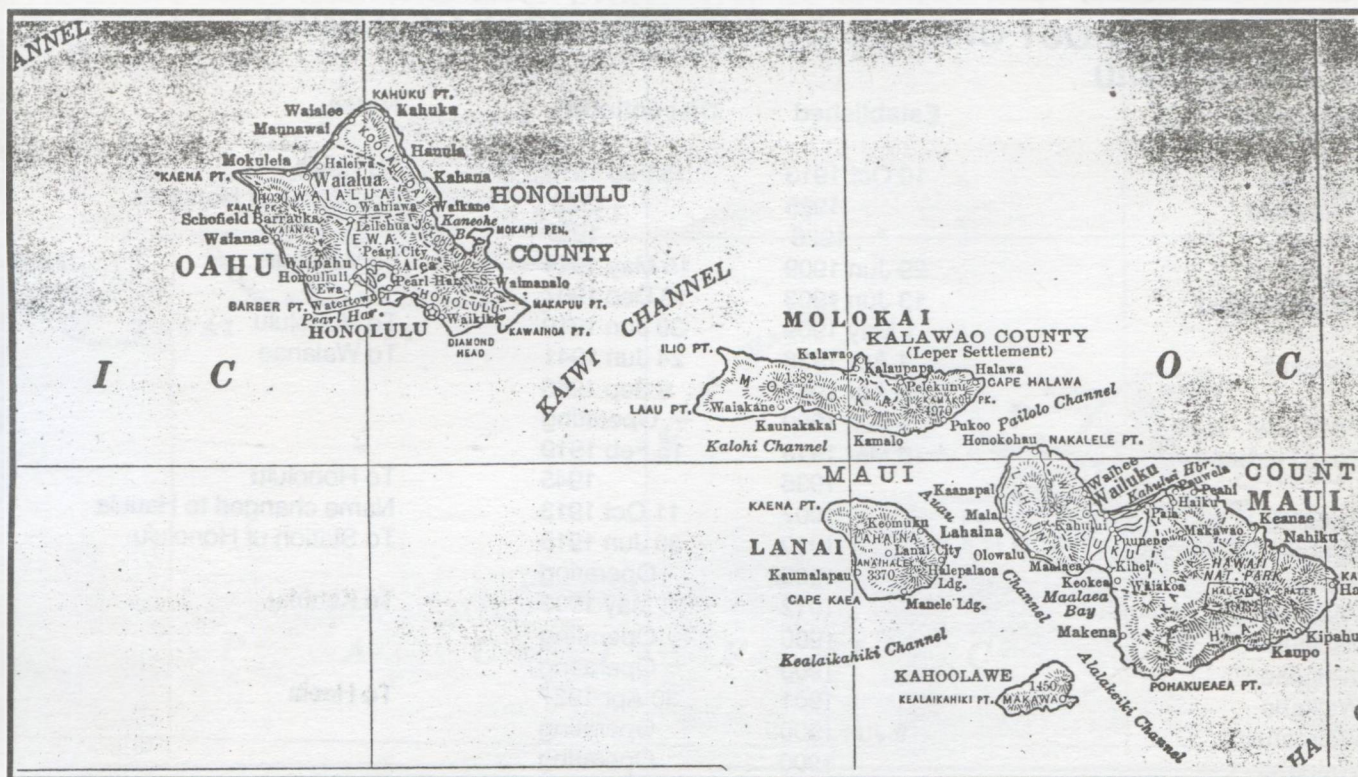
Post Office	Established	Discontinued	Notes
Libbyville	10 Oct 1913	15 Feb 1919	To Heeia
Luke Field	1925	1929	To Branch of Honolulu
Makua	1926	1927	
Maunawai	29 Jun 1909	15 May 1944	To Waialua
Midway Island	13 Jun 1903	16 Dec 1907	
	1 May 1909	30 Jun 1919	To Honolulu
Nanakuli	1 Apr 1936	24 Jun 1941	To Waianae
	18 Apr 1947	9 Sep 1950	
Pearl City	7 Jun 1900	Operating	
Pearl Harbor	6 Mar 1913	15 Feb 1919	
	1936	1945	To Honolulu
Punaluu	1907	11 Oct 1913	Name changed to Hauula
Schofield Barracks	1910	30 Jun 1919	To Station of Honolulu
Wahiawa	1900	Operating	
Waialea	1912	5 May 1935	To Kahuku
Waialua	1900	Operating	
Waianae	1900	Operating	
Waikane	1901	30 Apr 1927	To Heeia
Waimanalo	9 Jun 1900	Operating	
Waipahu	1900	Operating	
Watertown	23 Nov 1909	30 Sep 1935	To Honolulu

ISLAND OF MOLOKAI

Post Office	Established	Discontinued	Notes
Halawa	24 Feb 1901	30 Apr 1935	To Pukoo
Hoolehua	1902	Operating	
Kalae	19 Jan 1901	30 Sep 1909	
Kalaupapa	21 Jul 1900	Operating	
Kalawao	20 Aug 1900	15 Sep 1916	To Kalaupapa
Kamalo	1900	20 Apr 1907	To Pukoo
Kaulawai	1900	1902	
Kaunakakai	30 Aug 1900	Operating	
Kualapuu	16 Oct 1951	Operating	
Kaulawai			
Mauna Loa	1926	1927	
Maunaloa	6 Jun 1933	Operating	
Pelekunu	12 Jul 1902	1915	
Pukoo	1900	1919	Name changed to Roosevelt
	1923	28 Feb 1958	Was Roosevelt; To Kaunakakai
Roosevelt	1919	1923	Formerly Pukoo; Name changed to Pukoo
Wailau			

ISLAND OF LANAI

Post Office	Established	Discontinued	Notes
Keomuku	1900	1923	Name changed to Lanai City
Lanai City	1923	Operating	



POST OFFICES OF THE TERRITORY OF HAWAII

ISLAND OF MAUI

Post Office	Established	Discontinued	Notes
Haiku	1903	Operating	
Haina	1923	Operating	
Hamakuapoko	1900	4 May 1958	
Hamoā	1900	22 Mar 1902	To Hana
Hana	9 Jun 1900	Operating	
Honokohau	10 Apr 1902	30 Jun 1955	Name changed to Honolohua
Honokohua	30 Jun 1955	30 Jun 1957	Formerly Honokohau
Honolua	26 Apr 1901	10 Apr 1902	To Honokohau
Hoolehua	17 Mar 1919	12 Sep 1957	
Huelo	1902	31 Aug 1914	To Haiku
Kaanapali	1902	30 Apr 1907	To Lahaina
Kahului	9 Jun 1900	Operating	
Kalae	1902	30 Sep 1909	
Kaulawai	1900	1902	
Kaupo	9 Jun 1900	30 Sep 1945	To Hana
Keahua	1915	5 Apr 1957	To Kahului
Keanae	6 May 1901	?	
	17 Mar 1919	30 Sep 1957	To Haiku
Keokea	1900	30 Sep 1909	
Kihei	9 Jun 1900	Operating	
Kipahulu	9 Jun 1900	30 Aug 1934	To Hana
Lahaina	9 Jun 1900	Operating	
Makawao	9 Jun 1900	Operating	
Makena	27 Aug 1900	6 Apr 1957	Name changed to Ulupalakua
Nahiku	27 Aug 1900	1 Jan 1905	To Hana
	31 May 1913	31 May 1915	To Hana
Olowalu	26 May 1930	4 Jun 1933	To Lahaina
Paia	9 Jun 1900	Operating	

POST OFFICES OF THE TERRITORY OF HAWAII

ISLAND OF MAUI

Post Office	Established	Discontinued	Notes
Pauwela	29 Sep 1900	28 Aug 1957	To Haiku
Peahi	18 Jun 1900	28 Aug 1908	To Haiku
Pukalani	17 Apr 1950	Operating	
Puunene	4 Mar 1903	Operating	
Spreckelsville	1900	1903	
	1923	Operating	
Ulupalakua	12 Jul 1900	1 May 1902	To Makena
	1956	6 Apr 1957	
Waiakoa	19 Apr 1901	1 Jul 1931	
Waihee	24 Aug 1900	29 May 1903	To Wailuku
	28 May 1932	31 Oct 1942	
	16 Oct 1951	4 Aug 1957	To Wailuku
Waikapu	1953	9 Aug 1957	
Wailuku	9 Jun 1900	Operating	

ISLAND OF HAWAII

Post Office	Established	Discontinued	Notes
Captain Cook	?? Oct 1924	Operating	
Ferndale	?	22 Apr 1903	Name changed to Kurtistown
Glenwood	2 Oct 1919	9 Feb 1934	
Haina	13 Jun 1923	Operating	
Hakalau	1900	1946	Destroyed by tsunami
Halaula	24 Apr 1940	Operating	
Hawaii National Park	14 Jan 1928	Operating	Formerly Volcano House
Hawi	10 Oct 1912	Operating	
Hilea	26 Jun 1900	2 Aug 1904	To Honuapo
Hilo	9 Jun 1900	Operating	
Holualoa	9 Jun 1900	?	
	1909	1920?	
Honaunau	?	1915	
	3 Mar 1918	Operating	
Honokaa	9 Jun 1900	Operating	
Honolulu	9 Jun 1900	Operating	
Honuapo	26 Jun 1900	15 Mar 19??	
Hookena	1900	13 Jul 195	To Captain Cook
Hoopuloa	1900	1925	
Huehue	17 Nov 1906	19 Jan 1907	
Kailua	9 Jun 1900	13 Jul 1957	Name changed to Kailua Kona
Kailua Kona	13 Jul 1957	Operating	Formerly Kailua
Kai Malino	8 Jan 1930	13 Jul 1957	To Captain Cook
Kalapana	9 Jun 1900	1910	
	24 Jan 1923	15 Jun 1930	To Pahoa
Kamaila	1 Aug 1903	?	
Kamuela	8 Nov 1900	1908	Formerly Waimea
	9 Jun 1909	3 Oct 1932	
Kapoho	1912	28 Feb 1959	Formerly Pohoki; To Station of Kamuela
Kawaihae	9 Aug 1900	13 Juyl 1958	
Kawailoa	10 Oct 1948	31 Jul 1958	
Keaau ?			
Kealakeakua	9 Jun 1900	??	Name changed to Kealakekua
Kealakekua	??	Operating	



POST OFFICES OF THE TERRITORY OF HAWAII

ISLAND OF HAWAII

Post Office	Established	Discontinued	Notes
Kealia	1900	Operating	
Keauhou	23 Aug 1900	??	
	6 Jun 1915	31 Dec 1959	To Holualoa
Kohala	9 Jun 1900	1959	
Kona	26 Jan 1957	13 Jul 1957	Name changed to Kailua Kona
Kukuaiau	26 Dec 1906	28 Nov 1957	To Station of Paauilo
Kukuihaele	2 Jun 1900	Operating	
Kurtistown	22 Apr 1903	??	Formerly Ferndale
	1912	Operating	
Lalamilo	5 May 1902	1913	
Laupahoehoe	9 Jun 1900	Operating	
Mahukona	9 Jun 1900	30 Sep 1947	To Hawi
Makalau			
Mountainview	13 Sep 1900	Operating	
Naalehu	8 Jun 1900	1905	
	1909	1916	
	30 Sep 1929	Operating	
Napoopoo	16 Jun 1900	13 Jul 1957	To Captain Cook
Ninole	22 May 1912	Operating	
Olaa	9 Jun 1900	Operating	
Olla Plantation	9 Jun 1900	7 Jan 1901	
Ookala	26 May 1904	Operating	
Opihikao	14 Jun 1929	31 Oct 1942	To Pahoa
Paauhau	4 Feb 1905	Operating	
Paauilo	9 Jun 1900	Operating	

POST OFFICES OF THE TERRITORY OF HAWAII

ISLAND OF HAWAII

Post Office	Established	Discontinued	Notes
Pahala	9 Jun 1900	Operating	
Pahoa	18 Oct 1903	Operating	
Papaaloa	9 Jun 1900	Operating	
Papaikou	14 Jun 1900	1901	
	1912	Operating	
Pepeekeo	30 Jun 1900	Operating	
Pohoki	9 Jun 1900	1904	Name changed to Kapoho
Punaluu	2 Jul 1900	14 Jun 1902	
Volcano	16 Jun 1953	Operating	
Volcano House	30 Jul 1900	13 Jan 1928	Name changed to Hawaii National Park
Waimea	9 Jun 1900	8 Nov 1900	Name changed to Kamuela
Waiohino	9 Jun 1900	10 Feb 1936	To Naalehu
Waipio			

NOTES: *In operation as of 20 August 1959

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Figure 1. This remarkable photograph of the A. M. Murdock Pioneer Supply Store and the Theodore, Utah, post office was discovered recently in the barn of a long time resident.

THE THEODORE, UTAH, POST OFFICE: A REMARKABLE PORTRAIT

By A. Lee Robertson and Dennis H. Pack

Mail service was vital to the commerce of developing communities. Some individuals in Theodore, Utah, thought it so important that they hired a rider in 1905, before the post office was opened, to bring mail from the nearest post office, which was Myton, 22 miles to the east. The Theodore post office was established 4 November 1905, in a corner of A. M. Murdock's store. Alva M. Murdock, the owner's daughter, was commissioned postmaster 7 December 1905. In 1908, William H. Fitzwater went to work in Murdock's store, and he became postmaster.

Postal business increased quickly. The Official Register of the United States reports that in 1907 Alva Murdock received \$224 in compensation. In 1909 Postmaster Fitzwater received \$402 and a clerk was paid \$96, and in 1911 Fitzwater received \$610. On 18 April 1911 the post office was renamed Duchesne, the name it bears today.

Many post offices throughout the country share similar stories. Some are remembered only through a few old postmarks, but this is where Theodore, Utah, differs from the rest. Last year, when an elderly resident of the area died, a stained old photograph dated 1909 was discovered in his barn. This photograph, reproduced here as Figure 1, shows the Murdock store, the Colton-Theodore stage (a wonderful carriage with umbrellas to ward off the sun and rain), a farm team, what must have been one of the first automobiles in town, and a number of townspeople. One can only guess at the event which brought them together, but it must have been important. This is no hasty snapshot. Teams and people are carefully arranged, and even the time of day the picture was taken was chosen to afford maximum clarity.

As years passed, A. M. Murdock's store was replaced by Kohl's Market (Figure 2). Teams of horses no longer carry mail through the streets of Duchesne, and the post office has long since moved to other quarters. Yet, through the good fortune of finding an old photograph, the Theodore Post Office lives again.



Kohl's Market in Dushesne, Utah, occupies the approximate site of A. M. Murdock's store and the Theodore Post Office. (Photo taken November 1991)

REFERENCES:

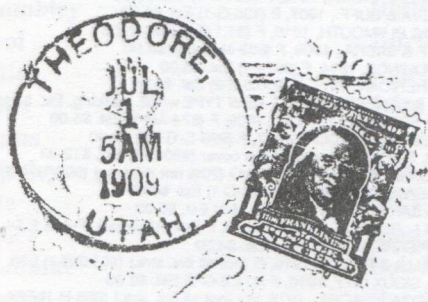
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_____. Post Office Department. *Postal Bulletin*, No. 7858a, December 9, 1905.

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U.S. NAVAL SHIPS (Locy Type)

1. USS ALBANY, 1911, VG TY 1, "BANY" faint. At Yokohama. Est.\$20.00
2. USS ALBANY, 1910, VF, violet TY 1 at Corinto, Nicaragua. E.\$25.
3. USS ALTAIR, 1938, F machine cancel, TY 7d. Est. \$4.00
4. USS ARGONE FLAG SHIP BASE FORCE, 1936, VF, TY 5. Est. \$7.50
5. USS AUGUSTA, 1935, VF, TY 3. Est. \$4.00
6. USS BOXER, 1916, F, TY 3r. Est. \$15.00
7. USS BRIDGE, 1919, F Blue TY 12. U.S.S. Bridge manuscript. E. \$15.
8. USS CACHALOT, 1938, VF TY 3, cacheted submarine cover. Est. \$5.00
9. USS CALIFORNIA, 1909, F TY 1, just off @ top, at Yokohama. E. \$15
10. USS CHESTER, 1941, F TY 3. Est. \$4.00
11. USS CONCORD, 1936, F TY 3. Est. \$4.00
12. USS CONNECTICUT, 1909, F TY 1. Est. \$18.00
13. USS CONSTELLATION, 1913, F TY 2. Est. \$18.00
14. USS DELAWARE, 1915, F TY 3 at Tampico, Mexico. Est. \$18.00
15. USS FLORIDA, 1911, F TY 3, over linked. Est. \$16.00
16. USS FLORIDA, 1923, VF TY F at Copenhagen. Est. \$10.00
17. GREAT LAKES RECEIVING SHIP, 1920, F FLAG. Est. \$10.00
18. U.S. RECEIVING SHIP (GREAT LAKES, ILL), 1918, F FLAG. Est. \$10.00
19. USS IDAHO, 1920, VG TY 3. Est. \$16.00
20. USS IDAHO, 1937, VF TY 7 machine. Est. \$5.00
21. USS LOUISIANA, 1910, VF TY 1. Est. \$10.00
22. USS LUZON, 1937, VF TY 3 at Hankow, China. Est. \$7.50
23. USS MARIETTA, 1916, VF TY 3 at Vera Cruz, Mexico. Est. \$12.00
24. USS MARYLAND, 1910, VG TY 1 w/lower dial rim missing. Est. \$10.
25. USS MAYFLOWER, 1912, VF TY 2. Est. \$12.00
26. USS MEDUSA, 1936, VF TY 3. Est. \$4.00
27. USS MELVILLE, 1934, VF FLAG. Est. \$7.00
28. USS MEMPHIS, 1926, VF TY 3. Est. \$7.00
29. USS MINNESOTA, 1909, VF TY 1. Est. \$10.00
30. USS NASHVILLE, Oct 30 1911, VF TY 2. Est. \$12.00
31. NAVAL ACADEMY BRANCH (ANNAPOLIS), 1925, VF machine. Est. \$4.00
32. NAVY YARD, S.C., 1909, VF 4-bar. Est. \$10.00
- 32a. NAVAL BASE STATION (NORFOLK, VA), 1918, VF FLAG. Est. \$10.00
33. USS NEBRASKA, 1910, VG TY 1. Est. \$10.00
34. USS NEBRASKA, 1914, VG TY 3 (10% off top). Est. \$10.00
35. USS NEW MEXICO, 1919, F TY 3. Est. \$10.00
36. USS NEW MEXICO, 1923, G TY 7 on roughly opened cover. Est. \$4.00
37. USS NEW ORLEAN, 1912, F TY 1U. Est. \$10.00
38. USS NEW ORLEANS, 1938, F TY 3. Est. \$4.00
39. USS NEW YORK, 1919, VG TY 3. Est. \$10.00
40. USS NITRO, 1922, F TY 3. Est. \$10.00
41. USS NOA, 1932, F TY 3. Est. \$4.00
42. USS OKLAHOMA, OCT 30 1911, TY 3 on cvr w/insert ship photo. E\$10
43. USS OHIO, 1916, F TY 3b. Est. \$10.00
44. USS PARROTT, 1937, VF TY 3 at Shanghai, China. Est. \$7.50
45. USS PECOS, 1936, VF TY 3 at Jolo Island, Pl. Est. \$7.50
46. USS PENNSYLVANIA, 1911, VF TY 2. Est. \$12.00
47. USS PETREL, 1910, VF TY 1U. Est. \$12.00
48. USS PHILADELPHIA, 1939, VF TY 3. Est. \$4.00
49. USS PITTSBURG, 1913, F TY 3 double struck. Est. \$12.00
50. PORTSMOUTH, VA NAVY YARD STA., 1910, duplex. Est. \$5.00
51. USS PRAIRIE, 1915, G TY 1 (10% off top; 25% rim missing bottom) E\$9
52. USS RANGER, 1939, G TY 3 (20% rim missing top). Est. \$4.00
53. USS REINA MERCEDES, 1935, VF TY 3. Est. \$4.00
54. RESERVE DESTROYER DIV'S PACIFIC FLEET, 1921, F TY 3. Est. \$10.00
55. USS SAILFISH, 1940, VF TY 3 on cacheted submarine cover. Est. \$5
56. USS SALEM, 1910, F TY 1. Est. \$12.00
57. USS SAINT LOUIS, 1921, F TY 1. Est. \$12.00
58. USS SAN DIEGO, 1915, F TY 3. Est. \$15.00
59. USS SAN FRANCISCO, 1915, F FLAG PATRIOTIC. Est. \$4.00
60. USS SARATOGA, 1911, G TY 1 (address, message erased). Est. \$10.
61. USS SARATOGA, 1931, F duplex. Est. \$4.00
62. USS SCORPION, 1911, VG TY 1 (5% off at top). Est. \$12.00
63. USS SELFDRIDGE, 1937, F TY 3. Est. \$4.00
64. USS SOUTH DAKOTA, 1910, F TY 1. Est. \$12.00
65. USS SOUTH DAKOTA, 1914, F TY 3. Est. \$12.00
66. USS SOUTH DAKOTA, manuscript return address mailed 1910 Shanghai. E\$15
67. USS TENNESSEE, 1937, F machine cancel TY 7. Est. \$4.00
68. USS TEXAS, 1930, F FLAG. Est. \$8.00
69. USS TRITON, 1940, VF TY 3 on cacheted sub cvr. Est. \$5.00
70. U.S. RECEIVING SHIP AT GUANTANAMO BAY, WWI, F TY 2. Est. \$10.00
71. U.S. RECEIVING SHIP AT MARE ISLAND, 1912, F TY 2 w/USS CLEVELAND mss. E\$15.
72. MARE ISLAND NAVAL BRANCH, 1921, VG FLAG. Est. \$10.00
73. U.S. RECEIVING SHIP AT NORFOLK, VA, 1916, F TY 3. Est. \$12.00
74. U.S. SUB DETCH. PEARL HARBOR, HONOLULU, T.H., 1933 duplex. Est. \$8.00
75. USS VESTAL, 1914, F violet TY 3 w/L missing. Est. \$12.00
76. USS VILLALOBOS, 1917, VF TY 3 as rec'd. at Shanghai. Est. \$15.00
77. USS VILLALOBOS, 1917, VF blue as above; 43mm CENSORED. Est. \$15.
78. USS WABASH REC'D., Mar 10 1910, VF TY 1A, blue. Est. \$20.00
79. USS WASHINGTON, 1914, F TY 3 at Santo Domingo. Est. \$20.00
80. USS WHIPPOORWILL, 1919, F TY 9 ST. LINE US NAVAL FORCES/EUROPE. E\$25
81. USS WISCONSIN, 1909, F TY 1. Est. \$15.00
82. USS WISCONSIN REC'D., Feb 1909, F TY 1A. Gt. White Fleet ship. E\$25
83. USS YORKTOWN, 1915, F TY 3b, manuscript USS Chattanooga. Est. \$18
84. USS RHODE ISLAND, 1912, VF TY 2. Est. \$10.00
85. USS RHODE ISLAND, 1913, F TY 3. Est. \$10.00
86. U.S. RECEIVING SHIP, CAVITE, P.I., 1933, F TY 3. Est. \$5.00
87. ADDRESSEE: U.S. WEST CAMPO w/red U.S. Naval Forces, London Branch; TY 2, 1919, forwarding, reduced right; stamp damaged. Est. \$8.00

SLOGAN CANCELS, 1916 PANAMA-CALIFORNIA INT'L EXPO (Bomar Type)

88. SANTA MONICA, AM. FLAG machine, VF, 1916 PPC (SD16-06). Est. \$10.
89. LONG BEACH, COLUMBIA mach., VF, 1916 PPC (SD16-07) Est. \$5.00
90. REDLANDS, COLUMBIA mach., F, 1916 PPC (SD16-08). Est. \$8.00
91. RIVERSIDE, COLUMBIA mach., F, 1916 PPC (SD16-09) Est. \$5.00
92. SANTA BARBARA, COLUMBIA mach., VF, 1916 PPC (SD16-11) Est. \$8.00
93. SANTA ROSA, COLUMBIA mach., VF, 1916 PPC (SD16-12) Est. \$15.00
94. BAKERSFIELD, UNIVERSAL mach., F, 1916 PPC (SD16-18) Est. \$4.00
95. SAN DIEGO, UNIVERSAL mach., F, 1913 usage (SD16-25) Est. \$8.00

MACHINE SLOGAN CANCELS, 1915 PPIE INT'L EXPO @ SAN FRAN. (Bomar Type)

96. SAN FRANCISCO, INT'L mach., F, June 15, 1911 (SF15-09-7) Est. \$4.
97. SAN FRANCISCO, INT'L mach., F, June 24, 1911 (SF15-09-7A); 4 days usage. E\$20.
98. SAN FRANCISCO, INT'L mach., F, June 29, 1911 (SF15-09-7B); 4 days usage. E \$18.
99. SAN FRANCISCO, INT'L mach., F, Aug. 18, 1911 (SF15-09-7C). E\$4.00
100. LOS ANGELES, INT'L mach., F, DEC 23, 1912 (SF15-13B), 11 days usage. Est. \$7.50
101. BAKERSFIELD, TIME/CUMMINS, F (SF15-20) Est. \$4.00
102. SO. BERKLEY, AMERICAN FLAG, F, (SF15-23A). Est. \$7.00
103. WEST BERKLEY, AMERICAN FLAG, F (SF15-23B). Est. \$12.00
104. BERKLEY STA. A, AMERICAN FLAG, F (SF15-23C). Est. \$12.00
105. SAN JOSE, DIE 1, AM. FLAG, F, (SF15-24). Est. \$4.00
106. SAN JOSE, DIE 2, AM. FLAG, F (SF15-24A). Est. \$3.00
107. SAN JOSE, STA. A, AM. FLAG, F (SF15-24B). Est. \$6.00
108. LOS ANGELES, STA. D, AM. FLAG, F (SF15-25) Est. \$5.00
109. L. ANGELES, STA. F, SLOGAN REMOVED, AM. FLAG (SF15-25B) Est. \$10
110. L. ANGELES, STA. F, AM. FLAG, F (SF15-25C). Est. \$4.00
111. L. ANGELES, STA. R, SLOGAN REMOVED, AM. FLAG (SF15-25D) Est. \$10
112. L. ANGELES, STA. R, AM. FLAG, F (SF15-25E) Est. \$5.00
113. L. ANGELES, ARCADE STA., AM. FLAG, F (SF15-25F) Est. \$15.00
114. L. ANGELES, HOLLYWOOD STA., AM. FLAG, F (SF15-25G) Est. \$7.00
115. L. ANGELES, UNIVERSITY STA., AM. FLAG, F (SF15-25H) Est. \$25.00
116. L. ANGELES, WESTLAKE B DIAL, AM. FLAG, F (SF15-25J) Est. \$5.00
117. LONG BEACH, AM. FLAG, F (SF15-26) Est. \$10.00
118. PORTLAND, AM. FLAG, F (SF15-27) Est. \$7.00
119. TACOMA, AM. FLAG, F (SF15-28) Est. \$25.00

R.P.O.s (Towle Type)

120. ATLANTA & B'HAM, 1915, F (355-E-1) Est. \$5.00
121. AMARILLO & PECOS, 1908, F (966-B-1) Est. \$5.00
122. A. LEA & ESTHERVILLE, 1912, VG (light strike) (803-A-1) Est. \$4.00
123. BREMOND & WACO, 1909, F (465-C-1) Est. \$5.00
124. BROWNWOOD & CLOVIS, 1937, F (484-C-1) Est. \$5.00
125. BAY CITY, PLY & DET., 1910, F (618-G-1) Est. \$5.00
126. BUFFALO & HARRIS., 1912, VF (146-G-1) Est. \$5.00
127. BAKERSFIELD & FELLOWS, 1912, F (992-1-A-1) Est. \$15.00
128. BLAINE & SEAT., 1910, F (903-B-1) Est. \$5.00
129. CHI. ELROY & DUL., 1910, F (860-D-1) Est. \$5.00
130. CHI., OREGON & M'PLS., 1910, F (730-G-1) Est. \$5.00
131. CHICAGO & HURON, E.D., 1915, VF (838-K-1) Est. \$5.00
132. CHI., DEC. & QUINCY, 1907, F (711-D-2) Est. \$4.00
133. HOUS., FLAT. & SAN ANTO., 1915, F (476-F-1) Est. \$5.00
134. INLET & OLD FORGE, 1911, F (F-12-a) Est. \$5.00
135. JACK & PENS., 1906, F (381-G-2) Est. \$5.00
136. JACK & PORT TAMPA, 1910, F (384-B-2) Est. \$5.00
137. K.C. & EL PASO, 1906, F (922-J-1) Est. \$5.00
138. K.C. & SILOAM SP'GS., 1919, F (827-F-1) Est. \$5.00
139. LOS ANG., CAL. TRANS. CLK. S.P. STA., 1908, F (999-B-5) Est. \$5.
140. LINC. & BILL, W.D., 1916, F (946-T-1) Est. \$5.00
141. MACK & CALUMET, 1938, F (638-F-1) Est. \$4.00
142. MACK & RICH., 1909, F (620-T-2) Est. \$5.00
143. MACK & RICH., 1918, F (620-T-1) Est. \$5.00
144. MASS. SPRINGS & SYR., 1908, F (102-J-1) Est. \$4.00
145. MEMPHIS & R. FORK, 1918, F on cover (431-P-1) Est. \$5.00
146. MILW. & DAVENPORT, 1908, VG (835-H-1) Est. \$4.00
147. NEW MART. & CLARKS., 1915, VG (291-1-A-1) Est. \$4.00
148. NEWTON & AMARILLO, 1924, F (928-F-1) Est. \$4.00
149. NEWTON & OKLAHOMA, 1912, F (924-H-1) Est. \$5.00
150. N.Y., GENEVA & BUFF., 1907, F (135-G-1) Est. \$5.00
151. NO. WOOD & PLYMOUTH, 1910, F (311-B-1) Est. \$5.00
152. RED BLUFF & SACRA., 1909, F (982-M-1) Est. \$5.00
153. PEORIA & QUINCY, 1914, F (697-I-1) Est. \$5.00
154. PORT. & SHERIDAN, 1911, F (900-E-2) Est. \$5.00
- 154a. RICHHILL & GENESEO, 1911, F NEW TYPE w/diff. spacing. Est. \$5.00
155. ST. PAUL & SPOKANE, 1ST DIV., 1909, F (874-AB-1) Est. \$5.00
156. SAN ANGELO & FT. STOCK., 1937, F (929-E-1) Est. \$8.00
157. SAN FRAN. & LOMPOC, 1900, F on cover (980-G-1) Est. \$12.00
158. SAN RAMON & SAN FRAN., 1908, VG (20% rim missing) (992-10-A-1) E\$10
159. SPOK. & LEWISTON, 1908, F (908-4-C-1) Est. \$6.00
160. TEMPLE & SAN ANG., 1910, F (484-M-1) Est. \$5.00
161. TICOND. & L. GEORGE, 1915, SOUTH, F (lake steamer) (F-4-d) E.\$4.
162. TRACY & PIERRE, VG (866-Y-1) Est. \$4.00
163. WALLA WALLA & PASCO, 1910, G (not all ltrs. strk.) (901-5-B-1) E\$3
164. WILMAR & SIOUX CITY, 1910, F (878-B-G-2) Est. \$5.00
165. WINNEMUCCA & SACRA., 1916, VG (not all ltrs. strk.) (995-H-1) E\$4
166. WORTH & MITCHELL, 1907, F (875-B-1) Est. \$1.00
167. YORK BEACH & PORTS., 1907, F (15-C-1) Est. \$9.00

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CLOSING DATE: JULY 31, 1992

20TH CENTURY NON-STANDARD POSTMARKING AND CANCELING DEVICES

Part 13: Catalog Section - Type C

By Randy Stehle and Doug DeRoest

This section continues the presentation of the 4-bar mimics (Type C markings), and, as usual, we have included new additions to previously published sections at the beginning of the listing. One of the new additions -- the Foxburg, PA, town and county, cataloged here as Type A.7-90, involves the delisting of a type shown in the January 1992 *La Posta*. In that issue we showed a Foxburg, PA, star killer [Type A.3-50] which was based on a partial strike. The lower portion of the cds was unreadable, and, so we classified it according to the star killer as a Type A.3. We were aware from the Doane-Thompson book that Foxburg, PA, also used a town and county marking during this period, but unfortunately we had no copy of the strike since it was not illustrated in that reference. Many towns, 229 to be exact, have been documented to have used two or more nonstandard postmarks, which means, incidentally, that some 10% of all known towns have used multiple nonstandard types. Therefore, we did not consider it unusual for Foxburg, PA, to have used two different types. Recently, another copy of the Foxburg star killer marking surfaced that clearly shows the marking to be a town and county. Therefore, the star killer type [A.3-50]

has been delisted and we now list the corrected type as A.7-90. We are anxious to keep the listing as accurate as possible, and would appreciate reader input on any listings believed to be in error.

The total number of nonstandard markings now recorded has just reached 2,560, an increase of 60 markings during the past two months. Please continue to send us any and all information concerning nonstandard postmarks you encounter.

Speaking of reports, we received copies of a few of the rural/postal station requested in the May issue. We have been pleased with the overall response from the readership. The following list identifies almost 80 readers who have taken the time to send photocopies to us. While this may not seem like a large number out of a total readership of over 1,300, we feel it really is a good response rate. After talking with other researchers about the problem of getting folks to cooperate, it became clear that the number of people who have helped us is relatively quite high. So, a big thank you to all of you who have helped make this study both successful and enjoyable for us to do. Please continue to give us your assistance. Randy Stehle, 16 Iris Court, San Mateo, CA 94401.

CONTRIBUTORS:

Gary Anderson
R. M. Arndt
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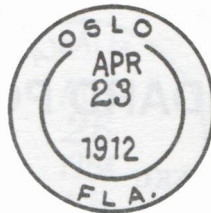
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TYPE C NONSTANDARD POSTMARKS

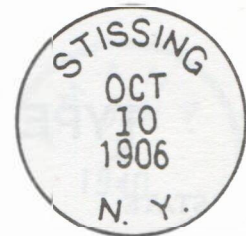
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A.1-744 NORTH FRANKLIN NY	1837/1917	16 AUG 1915		31	15(4)		2
A.1-774 OSLO FL	1898-1919	23 APR 1912		27x19	17(4)		3
A.1-1035 STISSING NY	1870-1932	10 OCT 1906		30	17(4)		2
A.2-55 BRILL WI	1902-	02 JAN 1907		29	21(6)	5	2
A.2-205 MORTON NY	1894-	26 DEC 1911		29	21(6)		2
A.7-90 FOXBURG PA	1892-	1899	1911	31x30	18		4
C- 80 ADRIAN OR	1919-	18 DEC 194?		30x20	23		1
C -90 ALBEE SD	1888-	11 FEB 1911	14 APR 1911	28	13		1
C-100 ALBERT OK	1910-	04 JAN 1934		32	22	1	1
C-110 ALBERTVILLE MN	1909-	20 DEC 1921		35	21		1
C-120 ALBERTVILLE MN	1909-	28 DEC 1931		34	17.5	1	1
C-130 ALDRIDGE TX	1907/1923	02 AUG 1914		33	15	1	2
C-140 ALEX OK	1885-	07 FEB 1922		33	20	1	1
C-150 ALEXANDRIA KY	1819-	01 JAN 1919		32	12		1
C-160 ALGODONES R. BR. NM	1966-	18 JUN 1983		29x19	20		1
C-170 ALLENFARM TX	1885/1948	05 DEC 1917		32	14	1	1
C-180 ALLENTON RI	1850-1957	20 SEP 1948		30x20	20	1	1
C-190 ALPENA AR	1950-	01 AUG 1950		30x19	20	1	1



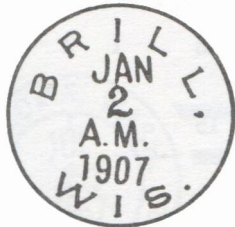
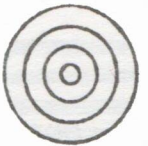
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A.1-774



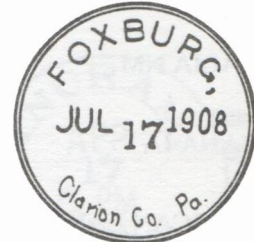
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A.2-55



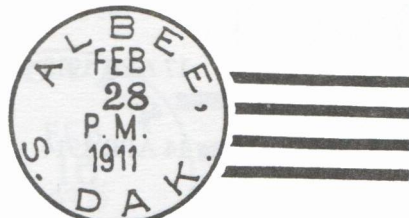
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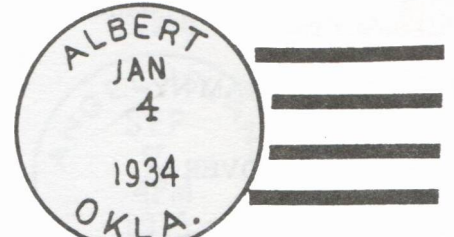
A.7-90



C-80



C-90



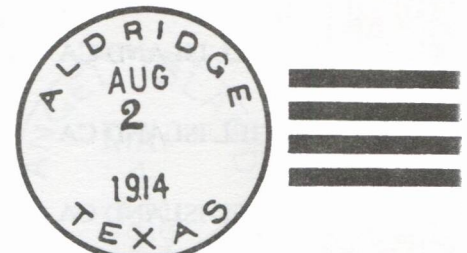
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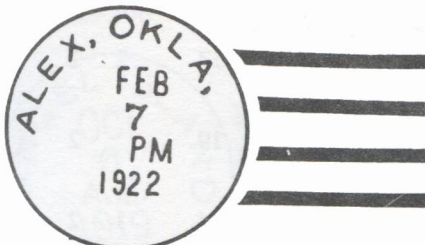
C-110



C-120



C-130



C-140



C-150



C-160



C-170



C-180



C-190

TYPE C NONSTANDARD POSTMARKS

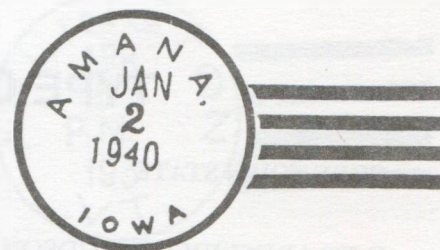
CODE TOWN STATE	PO DATES	EKU	LKU	PM	KLR	N	S/I
C-200 ALTA IL	1873-1960	30 APR 1960		32x30.5	20	1	1
C-210 AMALIA NM	1919-	26 AUG 1954		32.5	18	1	2
C-220 AMANA IA	1884-	02 JAN 1940		30	15	1	1
C-230 AMERICAN LAKE BR. WA	1957-	27 JUL 1957	16 OCT 1961	30x20	20	1	1
C-240 AMSTERDAM MO	1892-	20 JUL 1915		30x20	14	1	2
C-250 ANCRAM NY	1826-	17 APR 1919		31	17	1	1
C-260 ANDOVER IA	1886-	14 APR 1914	16 NOV 1914	31	14	1	1
C-270 ANDOVER KS	1880-	16 FEB 1935		34	22	1	1
C-280 ANGEL ISLAND CA	1875-1946	10 FEB 1915	17 APR 1917	31.5	15		2
C-290 ANGEL ISLAND CA	1875-1946	20 DEC 1915	15 NOV 1918	27	15		2
C-300 ANGEL ISLAND CA	1875-1946	19 MAY 1917	22 DEC 1919	33	14		2
C-310 ANGEL ISLAND CA	1875-1946	04 MAY 1919	09 JUN 1919	32.5	13		2
C-320 ANGEL ISLAND CA	1875-1946	06 OCT 1919	31 OCT 1919	31.5	19	4	2
C-330 ANKENYTOWN OH	1848-1938	28 DEC 1928	11 JUL 1931	30	17	2	2
C-340 ANTHONY NM	1884-	19 DEC 1927		28x18	19		2
C-350 ANTONITO CO	1881-	08 OCT 1917		33	24	1	2
C-360 APEX NY	1881-1960	02 SEP 1915		32	12	1	2
C-370 ARDSLEY PA	1922-	20 NOV 1923	04 APR 1924	30	22	3	2



C-200



C-210



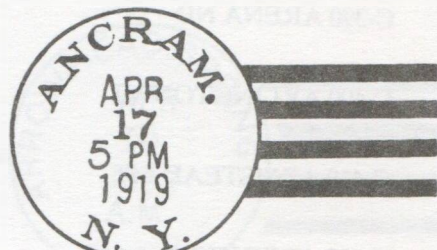
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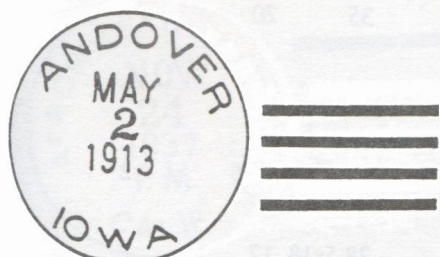
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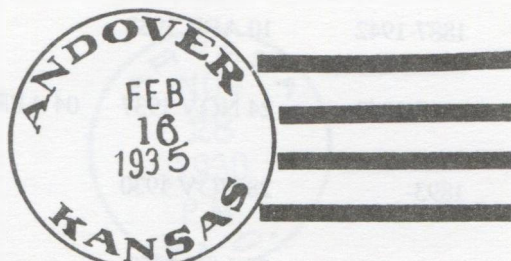
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C-250



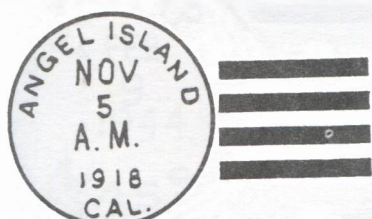
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C-270



C-280



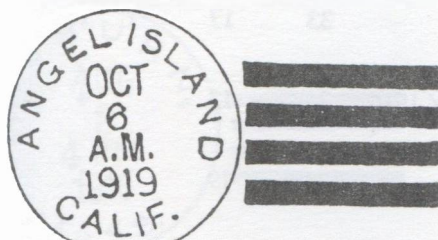
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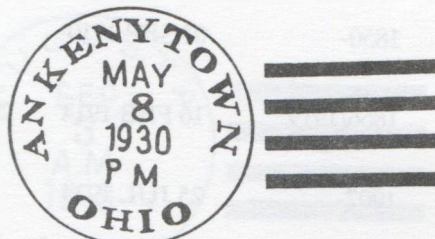
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C-310



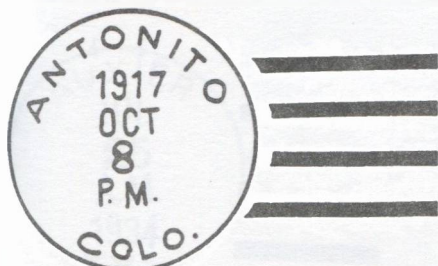
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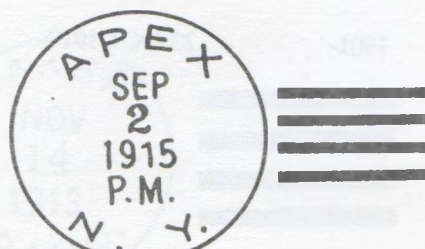
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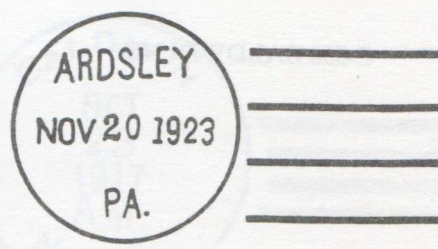
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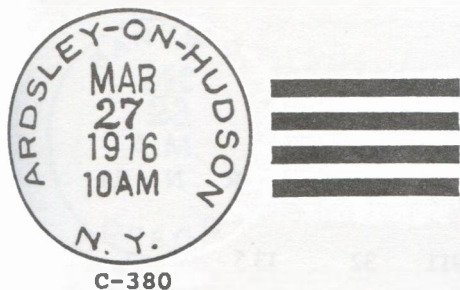
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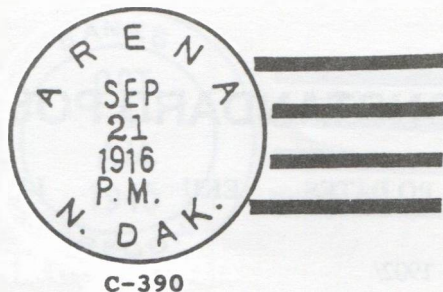
C-370

TYPE C NONSTANDARD POSTMARKS

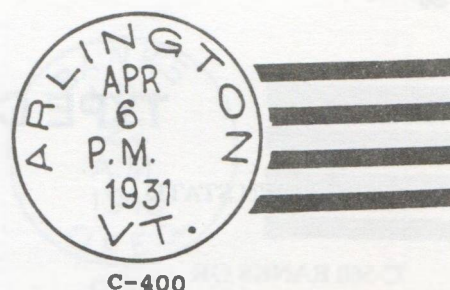
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C-380 ARDSLEY-ON-HUDSON NY	1897-	27 MAR 1916		30	15	1	1
C-390 ARENA ND	1906-	21 SEP 1916		33	21	1	1
C-400 ARLINGTON VT	1805-	06 APR 1931	21 NOV 1935	32	19	2	1
C-410 ARMSTEAD MT	1907-1962	28 OCT 1943		29x19	19	1	2
C-420 ARPIN WI	1891-	26 NOV 1912		32	12		1
C-430 ARROWHEAD SPRINGS CA	1887-1942	10 APR 1933		35	20		2
C-440 ARROWHEAD SPRINGS CA	1887-1942	24 NOV 1937	04 APR 1938	34	15		2
C-450 ARVADA WY	1893-	28 NOV 1930		31	14.5		2
C-460 ASPENTUNNEL WY	1922-1950	31 JAN 1950		28.5x18	17		2
C-470 ASSINIPPI MA	1892-1967	09 FEB 1944		36x33	23		2
C-480 ATTERBERRY IL	1883-1969	13 FEB 1922	02 JAN 1923	32	18		2
C-490 ATWOOD IN	1864-	30 OCT 1922		30	17		1
C-500 AUBURN MA	1837-	03 AUG 1910		32	13		1
C-510 AUGUSTA AR	1850-	03 SEP 1919		33	17	1	1
C-520 AURORA NV	1866/1919	16 FEB 1914	29 MAY 1916	34	13		4
C-530 AUXIER KY	1902-	25 JUL 1934		31.5	19	1	1
C-540 BAKER ID	1899-1973	01 OCT 1913	14 NOV 1913	30.5	16	2	2
C-550 BALDWIN ND	1901-	23 OCT 1917		36	14	1	1



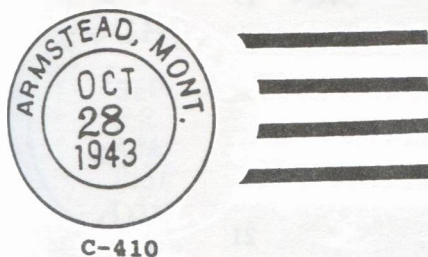
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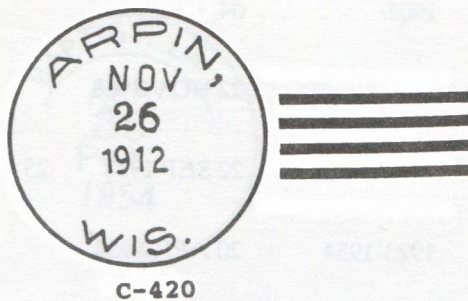
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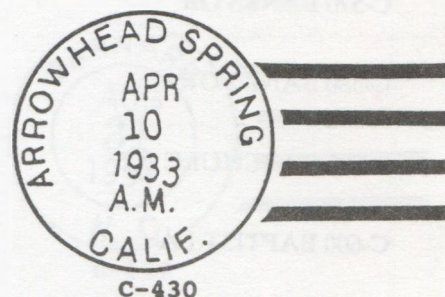
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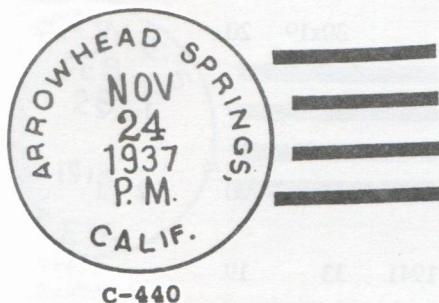
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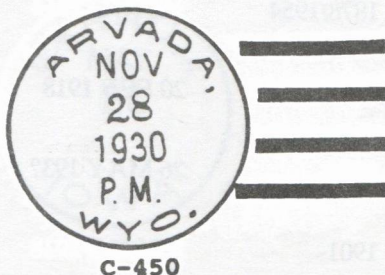
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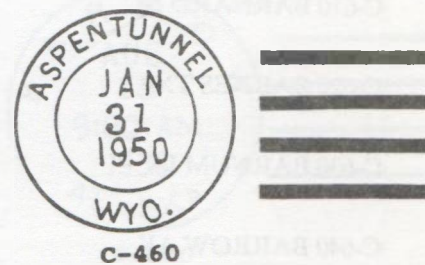
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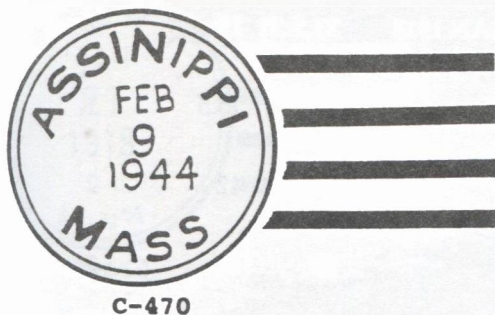
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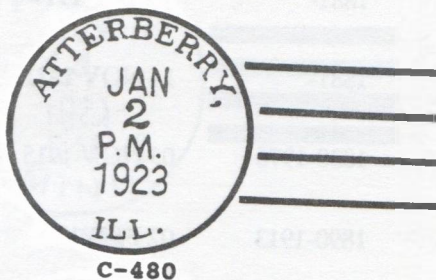
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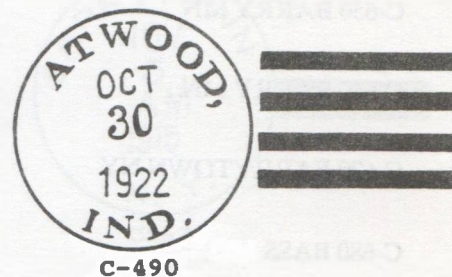
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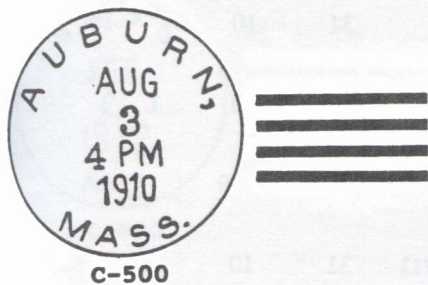
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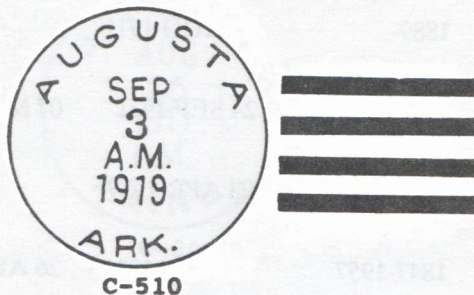
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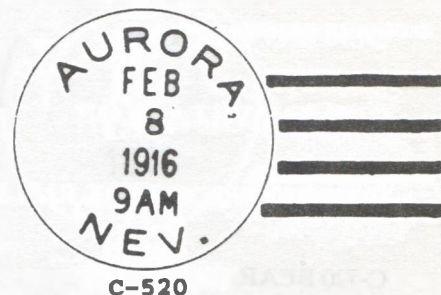
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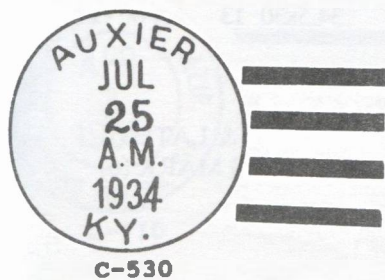
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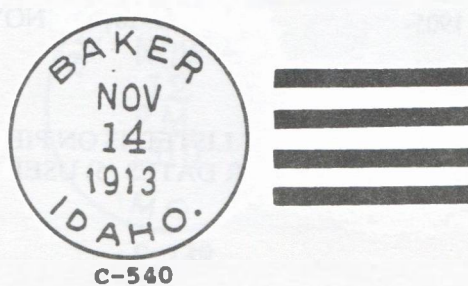
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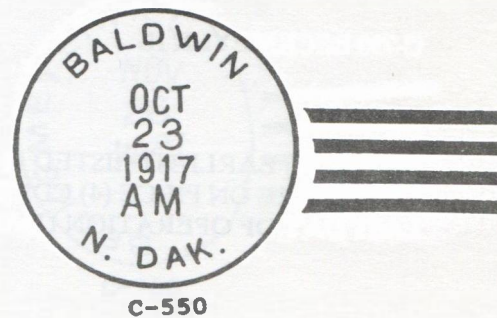
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C-530



C-540



C-550

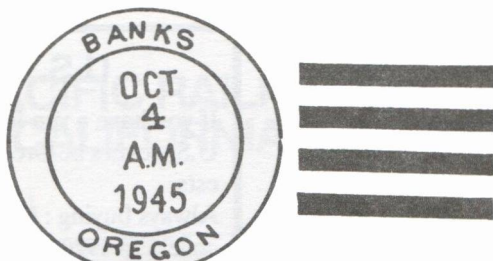
TYPE C NONSTANDARD POSTMARKS

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C-560 BANKS OR	1902/	23 DEC 1909	15 JUN 1911	32	13.5		1
C-570 BANKS OR	1902/	04 OCT 1945		34x24	19	1	2
C-580 BANKS OR	1902/	22 NOV 1948		30	20		1
C-590 BAPCHULE AZ	1931-	22 SEP 1937	25 OCT 1941	31	19	3,4	2
C-600 BAPTIST LA	1923-1954	20 APR 1954		34	21	1,6	2
C-610 BARNARD NC	1878/1954	31 AUG 1954		30x19	20	1	2
C-620 BARNES TX	1901/1953	20 FEB 1918		32	17	1	2
C-630 BARNUM IA	1874-	26 MAY 193?	22 DEc 193?	31	20	2	1
C-640 BARROW AK	1901-	15 AUG 1938	15 AUG 1941	33	19		2
C-650 BARRY MN	1881-	27 JUN 1917	21 JAN 1918	33.5x31	19		2
C-660 BARRY MN	1881-	14 NOV 1921		33	15.5		1
C-670 BARRYTOWN NY	1830-1976	05 NOV 1915		31	12		2
C-680 BASS MO	1890-1913	02 FEB 1912		29	14		2
C-690 BAY POINT ME	1889-	25 AUG 1911		31	10		1
C-700 BAY VILLAGE OH	1914-1960	24 SEP 1931	07 MAY 1932	33	20	1	2
C-710 BAYWOOD PARK RUR.STA. CA 1948-1960		03 APR 1957		28.5x18.5	19		2
C-720 BEAR CREEK MO	1847-1957	12 NOV 1910	26 APR 1911	31	10	1	2
C-730 BECKMEYER IL	1905-	20 MAR 1910	26 NOV 191?	34.5x30	13		1

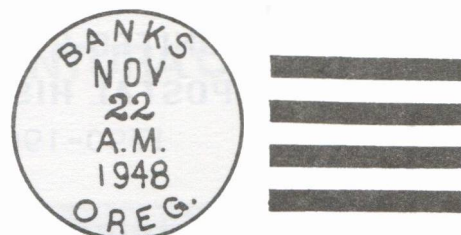
NOTES: (1) EARLIEST LISTED IS ON PIECE (2) LATEST LISTED IS ON PIECE (3) EARLIEST & LATEST LISTED ARE ON PIECE (4) CDS SCALLOPED ON LATER DATES (5) USED AS A RECEIVING MARK (6) LAST DAY OF OPERATION USAGE



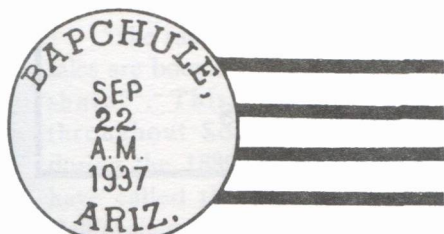
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C-570



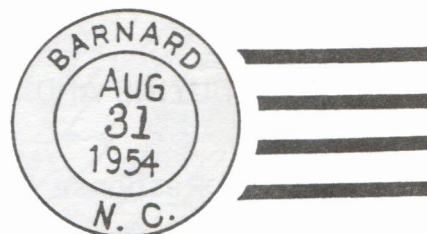
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C-590



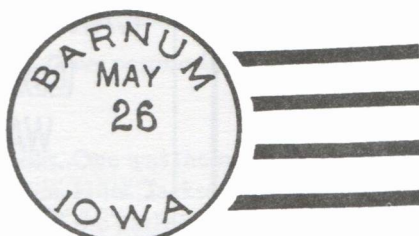
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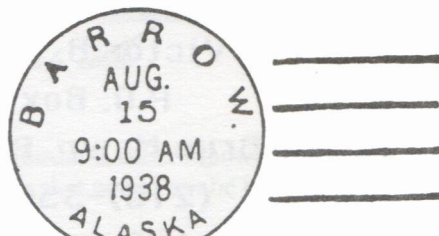
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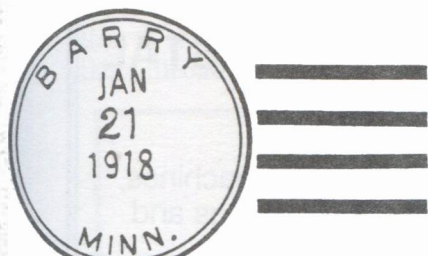
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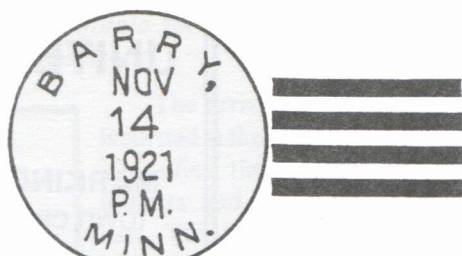
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C-640



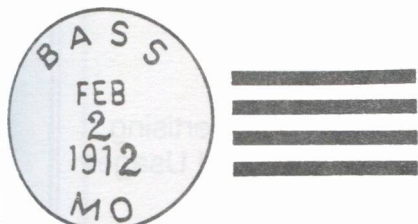
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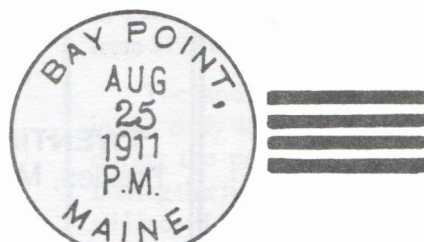
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C-670



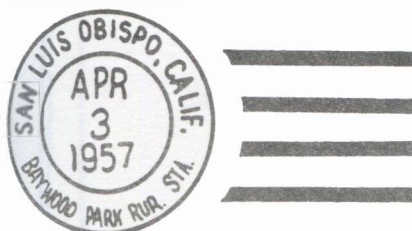
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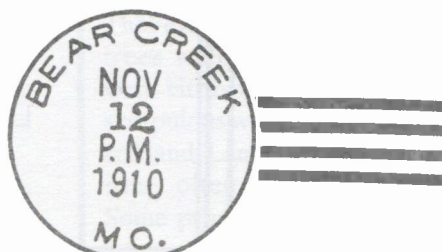
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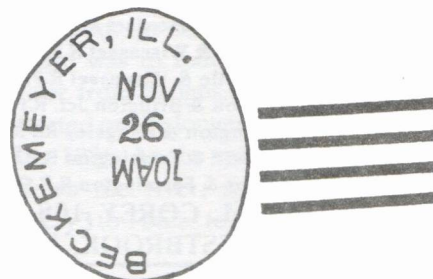
C-700



C-710



C-720



C-730

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POSTAL HISTORY**
1790-1900

ADVERTISING COVERS
by Category
1851-1925

BUYING AND SELLING

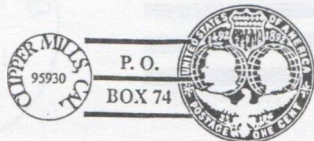
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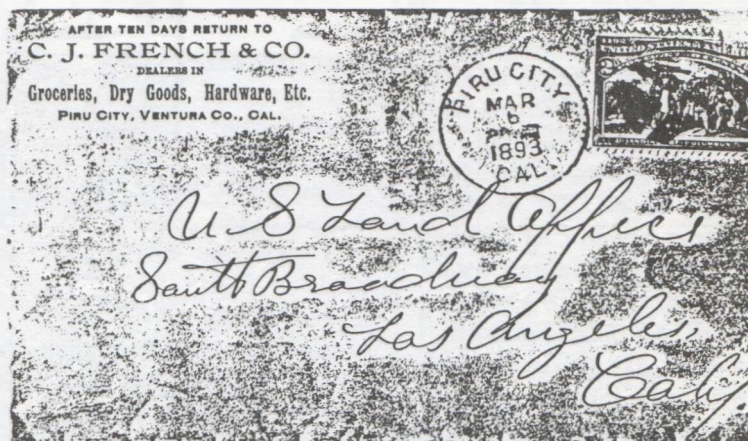
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THE SOUTHERN PACIFIC RAILROAD AND VENTURA COUNTY, CALIFORNIA, 1886-1907

By Rod Crossley

"The railroads are coming, land sales are booming, how can I get my share?". This was the feeling throughout Southern California during the 1880's. Some historians have called the period the "great California swindle", while others said it was the "crime of the ages". Whatever you call it, the 1880's saw the first California land boom.

The Southern Pacific Railroad played a direct part in the development of southern California. After their arrival in the late 1870's, the railroad became one of the strongest boosters of the region. They used promotional campaigns throughout the nation to attract tourists and settlers to southern California. Two of the railroad's favorite tools were



Cover postmarked PIRU CITY, CAL., March 6, 1893.

books. One was the novel *Ramona* by Helen Hunt Jackson, which romanticized the early Spanish ranchos and the state, and the other was Charles Nordhoff's non-fictional epic titled *California for Health, Pleasure and Residence*.

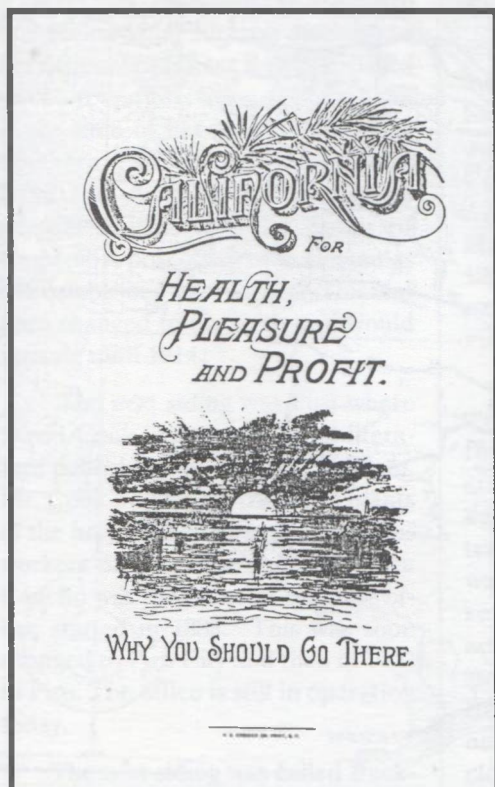
The arrival of the Santa Fe Railroad in the southland in 1883 intensified the competition for tourists and settlers from the east. This led to a rate fare war which crested with the price of a one way ticket from Kansas City to Los Angeles being reduced from \$125 to \$1.

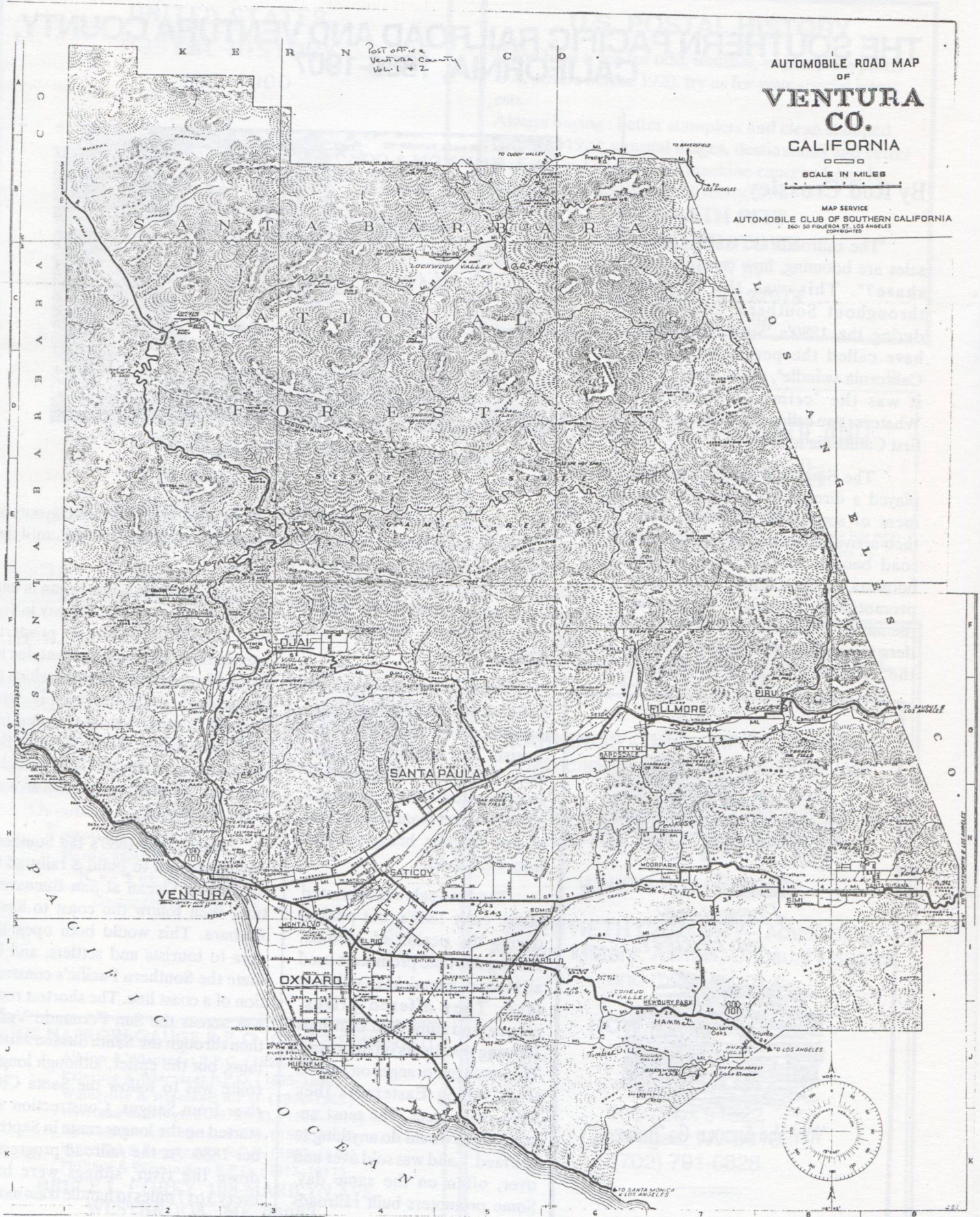
The land sale really started in the early 1880's, but peaked during the period of 1886-88. During this time promoters used all kinds of gimmicks to sell their land. They offered prizes, money, and published drawings showing riverboats on dry rivers. They even put oranges on Joshua trees telling Easterners they were citrus trees. The most unscrupulous would do anything to sell land. Land was sold over and over, often on the same day. Some promoters built railroads

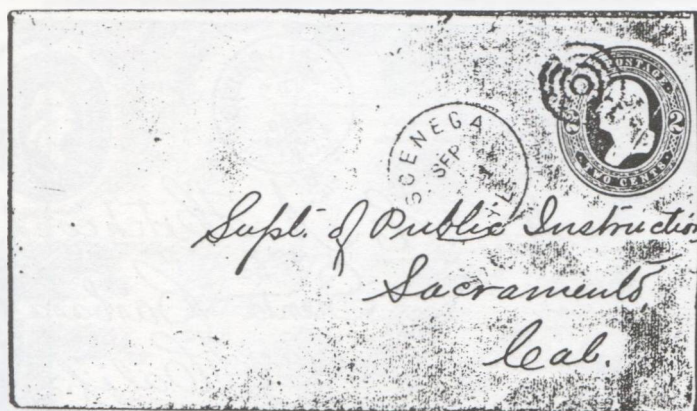
to their land, others showed layouts of towns that would not be built until the 1900's.

The end of the boom began in late 1888 with Los Angeles County losing over 14 million dollars in property taxes in 1889. This high loss was due to the fact Los Angeles County, which in those days included what is now Orange County, was the center for land speculation. Even with all the problems caused by this land speculation, over 130,000 new settlers arrived in the southland.

In the mid-1880's the Southern Pacific wanted to build a railroad to the Pacific Ocean at San Buenaventura, then follow the coast to Santa Barbara. This would both open the area to tourists and settlers, and initiate the Southern Pacific's construction of a coast line. The shortest route was across the San Fernando Valley then through the Santa Susana Mountains, but the easier, although longer, route was to follow the Santa Clara river from Saugus. Construction was started on the longer route in September 1886. As the railroad progressed down the river, sidings were built every 3 to 7 miles to handle train move-







Embossed envelope postmarked SCENEGA, CAL., c. 1885.

ment. Santa Paula was reached on February 8, 1887. The railroad passed through the Saticoy area in March, and reached San Buenavista on April 28, 1887. Construction continued along the Pacific Ocean reaching Santa Barbara in August 1887, where the railroad stopped for a number of years.

Around some of the sidings where the railroad had established stations, settlements began to grow. Rancho Camulos, just over the Los Angeles County line, was located on the old Rancho San Francisco. It was here that Helen Hunt Jackson established her fictional character Ramona, based on two young girls living on the rancho at the time of her visit in 1882. The Southern Pacific ran special trains from Los Angeles on Sunday so people could visit the home of Ramona. A post office called Camulas was established here in 1885. This was soon changed to Camulos and would operate until 1914.

The next siding was Piru where David Cook, a Sunday school literature publisher, had laid out the town. Mr. Cook duplicated trees and plants of the holyland, and would not let his workers drink or use profanity. Piru Rancho was the name of the post office started in 1888. This was soon changed to Piru City and then in 1903 to Piru. The office is still in operation today.

The next siding was called Buckhorn, named for the deer antlers on a

local building. Its post office was started in 1900, but would close in 1906.

As the railroad built down the river, it would bypass some of the established settlements. The first of these was Scenega, which was located about a mile east of Fillmore near the present state fish hatchery. Its post office was started in April 1875 and closed in December 1888.

The Southern Pacific always tried to establish its sidings on level ground, not in low spots. This was the reason they went west about a mile from Scenega to build one prior to Sespe Creek. The station was called Fillmore after J.A. Fillmore, general superintendent of the railroad. A post office, which is still in operation, opened in 1887.

Across the Santa Clara River, Mr. Surdam had a layout of the town which he called Bardsdale, in honor of the only U.S. Senator from Ventura County, Thomas A. Bard. An office was opened here in May 1887 and closed in 1906. The post office is preserved at the Fillmore Museum.

Across Sespe

Creek from Fillmore, the railroad built a siding on Rancho Sespe property. Many a train spent time here waiting for the SP to rebuild the bridge across the creek after a storm. Sespe post office was established here in 1894 and was closed in 1932.

Santa Paula was the next stop down the valley. The town had been started in 1873 with its post office being opened in 1874. In addition to being a center of land speculation, the area was in the beginning of its first oil boom. A Mr. Hardison and Lyman Stewart had arrived in Santa Paula in 1883 to explore for oil. They began their search in Torrey Canyon and in the Ojai Valley. This early exploration produced more dry than producing wells. In 1885 an oil pipeline from Newhall to Ventura passed through Santa Paula. This would give the partners a way other than the railroad to transport their oil to San Francisco for processing. In 1886 in Adam Canyon across the river from Fillmore, the partners struck "gold" - a well that would produce over 4000 barrels of oil per month. In 1890 they, along with Thomas Bard, formed Union Oil Company. The new company soon built a small refinery in Santa Paula, and began working with both the Southern Pacific and the Santa Fe railroads to burn oil in place of coal in their locomotives.

To the west of Santa Paula is Wheeler Canyon which leads back into Sulphur Mountain. Here in 1893 a summer, or vacation, post office was established called Elisio. It would close in 1900 and collectors are still seeking an example of its postmark.



Special delivery cover bearing a manuscript SESPE, CAL. postmark of Jan. 7, 1895.

When the railroad reached the Saticoy area it passed by the community about a mile to the south. This was due to the fact that in those days Saticoy was on a hill while the railroad was following the river. Over the next few years the community drifted towards the station that the Southern Pacific had built. Finally, in March 1892, Saticoy, the first post office to be established in the new county of Ventura, was closed. Less than a month later the old office was reopened under the name of West Saticoy. Then, in May of 1892, Saticoy post office was again started near the railroad station. Saticoy would become a very busy commercial office, while West Saticoy was in the "knob hill" area, with many spacious hillside homes and farms. West Saticoy would close in 1913 while Saticoy became a classified branch of Ventura in 1959.

Rancho Las Posas was located some 8 miles to the southeast of Saticoy. This is a rich farming region where farmers were just beginning to plant citrus trees. A post office was started in October 1889 and would last only four months. The office was later moved and reopened in 1892, operating this time until 1897.

Some four miles to the east of Las Posas, still on the rancho, another office called Somis was established in 1893. It was located near the old stage stop called Rice on the Arroyo Las Posas. The first postmaster was Jonathan Fulkerson, who was related to James Fulkerson, the first postmaster of Las Posas. The office was in the family store which is still in operation, as is the post office.

About 20 miles farther up the arroyo is the Simi Valley area. Here, in 1888, a group of doctors from Chicago purchased land on which to start a colony. The group purchased 12 prefabricated houses in Chicago, shipped them by rail to Saticoy, where wagons moved them to Simi Valley. The colony was called Simiopolis and a post office by that name was opened in 1889. The long name caused problems. It was shortened to Simi in

June 1889, and then changed to Simi Valley in 1971. The Simi Valley Land and Water Company was formed to sell the rest of the valley. As part of their operation, the company built a hotel in the east end of the valley. Here they housed prospective buyers transported by buckboard over Santa Susana pass from Chatworth. A post office called Roblar operated for about 4 months from the hotel. There are no known postmarks from this operation.

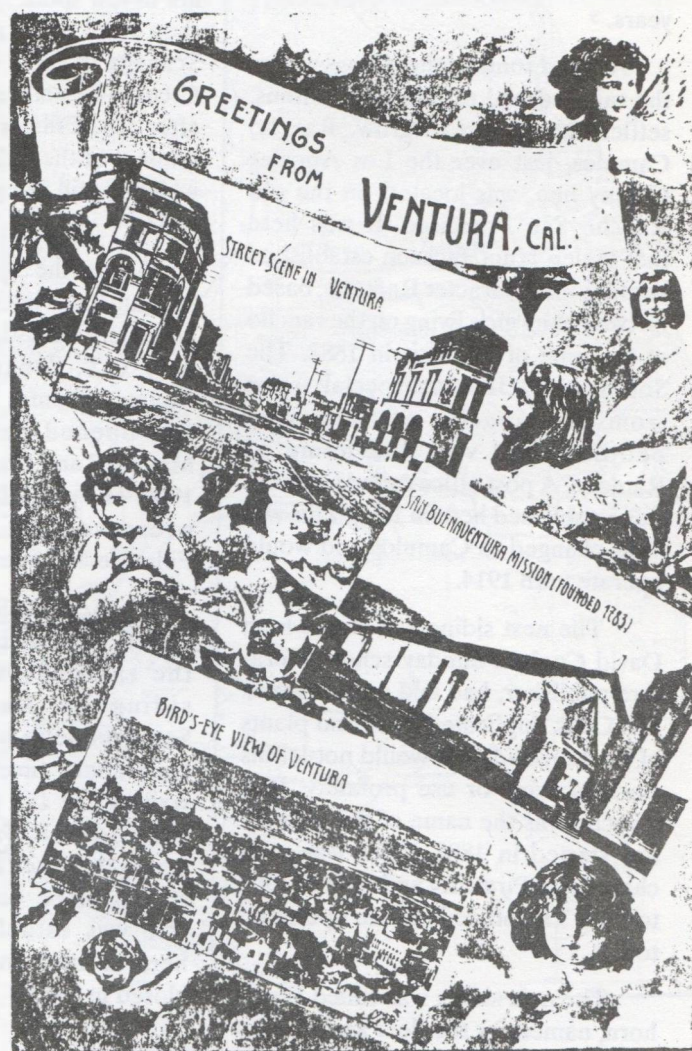
The next and last station before San Buenaventura was Montalvo, some 6 miles west of Saticoy. This would be the point from which the Southern Pacific would begin construction of their coast line through the Santa Susana pass. Montalvo post office was started in March of 1888 and was converted to a classified branch of

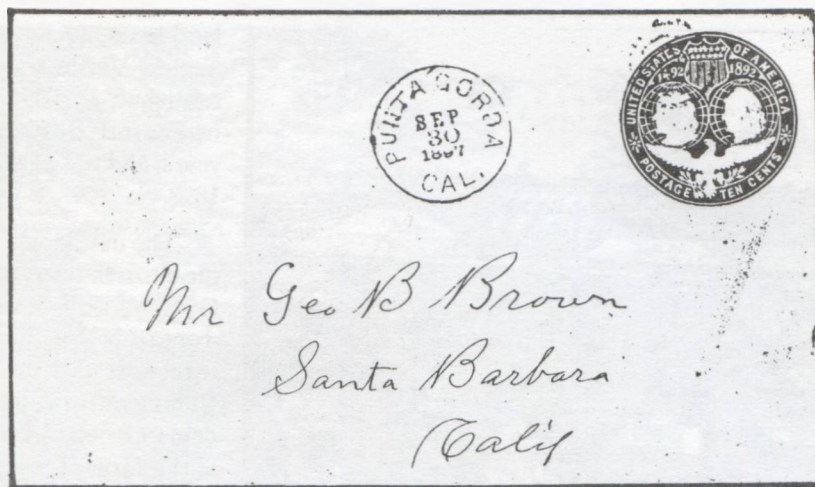


This cover bears an example of the SIMIOPOLIS, CAL., postmark of Jun. 30, 1889.

Ventura in 1966.

When the Southern Pacific reached San Buenaventura land speculation was in full swing, but not on the scale to be found in Los An-





This 10-cent Columbian embossed envelope displays a PUNTA GORDA, CAL., postmark of Sep. 30, 1897.

geles County. However, in anticipation of additional sales, two new hotels were being built in the city. The length of the city name caused problems for the post office, the railroad, and the city. Finally, in 1889, at the request of their postal patrons, the post office shortened the mailing name of the city to Ventura, but the legal name of this city is to this day San Buenaventura.

As the railroad built along the Pacific Ocean on its way to Santa Barbara, it passed a prominent point of large land just before the Santa Barbara County line. A post office named Punta Gorda was established here in 1888 and was closed in 1916.

The citrus industry was started in the county during the 1880's and has

grown steadily ever since. Packing houses were built at several locations throughout the county, both on and off the railroad. The Liomoneira Company, near Santa Paula, was formed in 1893, and would grow through the years into the largest producer and packer of lemons in the world. Ojai Citrus, another cooperative packers association, was formed in 1893. The Southern California Fruit Exchange was formed from these and other associations in 1893 to market produce of the growing industry across the United States. During this period the Simi-Moorpark area was mainly producing barley and dried apricots; citrus would come later.

To the south and east of Montalvo is a flat fertile area known in those days as Rancho La Colonia. Today it is called the Oxford Plain. The farmers here at first grew barley and then they switched to dried lima beans. Over the years, the area became an important world wide

source of beans, which were shipped through Hueneme prior to the coming of the railroads.

By the late 1890's there was a world wide surplus of lima beans with a corresponding drop in prices. The farmers then began to experiment with the growing of sugar beets, which were sent to Los Angeles for processing. The Oxnard brothers, owners of the Los Angeles and several other mills in the west, reviewed the area's potential for growing sugar beets. Based on their findings, they began in 1897 to build a large sugar processing mill on the plain at a new town sight called Oxnard, mid-way between Hueneme and Montalvo. The Oxnard post office was started in 1898, the same year the new sugar began production.

The New Jerusalem post office had been established in 1882, about two miles to the north of Oxnard, along the south side of the Santa Clara river in the Simon Cohn store. The name of the office was shortened to Jerusalem in February 1895, then changed to El Rio about 4 months later. The post office was closed for the first time in 1911.

The Southern Pacific built a line from Montalvo to service the new town and mill. The rails then continued across Pleasant Valley and up Calleguas Creek on their way to building the shorter route to Los Angeles. At the old stage stop at the foot of Conejo grade a new town called Camarillo was started in 1899. That same year a post office was established in the town. Prior to this, Springville, some 6 miles to the west, had been the area shopping center and stage stop. Bypassed by the railroad, Springville began to fade, and their post office was closed in 1903.

Progressing north and east the railroad passed Somis where the creek became Arroyo Las Posas. Farther up the arroyo the Southern Pacific passed near the small settlement of Fremontville. Here a post office had been started in 1894, but it was closed in 1905. Some two miles further along the SP established a station which it



Blanchard's Packing House located east of Santa Paula, c.1909



Moorpark, California, c. 1903.

called Moorpark. The railroad arrived in April 1900, and a post office was opened in June. To the northwest of the new town, along the foothill of Oak Ridge, was a small area called Penrose. A post office of that name was established here in 1893, but was closed in 1905. Mail for both Penrose and Fremontville was supplied from Fillmore, some 6 miles to the north over Grimes grade until the railroads came.

The Southern Pacific continued up the valley along the north side of the arroyo passing to the north of Simi. At the east end of the Simi Valley the

railroad established a terminal called Santa Susana. Here the SP would stop for about three years, as construction of 3 tunnels was necessary to complete the line through the mountains. Finally, in March 1904 the Southern Pacific Coast Line was completed. A post office was opened in Santa Susana at the station in 1904. It was converted to a classified station of Simi Valley in 1971.

The only postal activity on the Conejo was the establishment of an office at Timberville in what is now called Lake Sherwood Valley. It was opened in 1888 and closed in 1893.

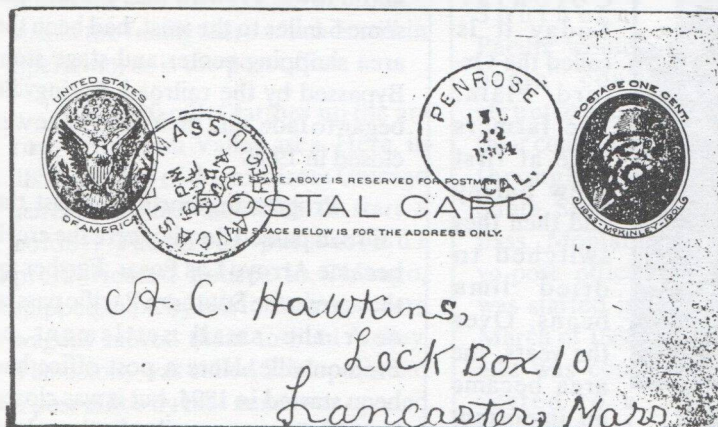
land grant, a post office named Verde was established in 1894. It operated only four years, and was closed in 1898.

The development of the citrus industry in the Ojai Valley lead to demands for better transportation to San Buenaventura. These demands were realized in the form of the Ventura and Ojai Valley Railroad, which began construction from Ventura in 1897. The line was some 15 miles in length, and began operation by March of 1898. Less than a year later, the Southern Pacific acquired this new line and added it to

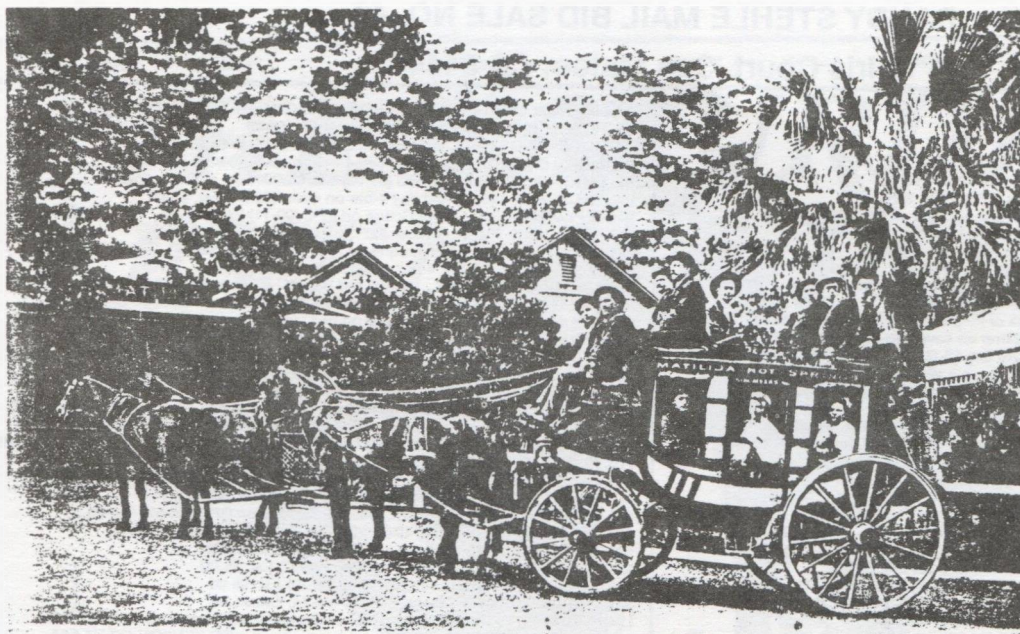
its system. Above the Ojai Valley, along the Ventura River, are a series of mineral hot springs. These springs were known and used by the Indians prior to the coming of the Spanish. The Indians called the area Matilija, after poppies that grow in the region. A resort was started on Matilija Creek just off the river in 1874, but was washed away in the floods of 1884. W.A. Blamberg founded a new resort on the old site in 1887, which he called the Ojai Hot Springs. A post office named Matilija was established here the same year, and continued to operate until 1916. Blamberg's son Wheeler went a few miles north of his father's place in 1894 to start another resort operation which was called Wheeler Springs.

Up Matilija Creek above Blamberg's resort was the home of Robert Lyon, which was also located on a series of hot springs. Lyon also developed these springs into a resort, but it never reached the popularity of Blamberg's. A post office called Nogales was opened in 1906 about a mile up the creek from Lyon's. It would last about a year before closing moving to the resort and having its

The area along the Ventura River was slowly developing during this period. Just north of San Buenaventura on the Canada Larga O Verde, a Spanish



Postal card postmarked PENROSE, CAL., Jul. 22, 1904.



The Matilija Stage Coach carried tourists intent on "taking the Waters" between Ventura and the hot springs resorts.

name changed to Lyon Springs. The post office was closed in 1914 when the postal inspector could find no one suitable to be postmaster.

The popularity of the mineral springs can be seen by the number of people who came from Los Angeles to "take the water". Stages from the various resorts met the train in Ventura, and took the visitors to their respective accommodations. A mail route from Ventura, stretching some 54 miles to Lyon Springs was established in 1884. The service was three times per week by stage coach and continued to operate until the coming of the railroad.

Three post offices were established during the period 1886 to 1906 in the far northern part of the county. Ozena was established in 1890 in the Cuyama Valley, about 45 miles to the north of Nordhoff. This office served a summer, or vacation, camp, which changed location three times in nine mile square area before being closed in 1921. In 1891, a mail route was started from Wheeler Hot Springs to Ozena, which helped build trails and roads in the Cuyama Valley.

The other two offices were in the northeast part of the county, off the road from Bakersfield to Los Angeles. The first, opened in 1896, was called Griffin. It was about 16 miles to the west of Lebec in Kern County, and the office was in operation until 1905, however, there are no known postmarks from this post office. The other office was also in Lockwood Valley, but on the north side near a borax deposit. It was called Stauffer, after the chemical company that was mining the deposit. The post office opened in 1905 and was closed in 1933.

Rural Free Delivery was started by the postal service in 1896 as a way to improve mail service to rural America. The original concept, pioneered in Maryland, was designed on a county wide interconnecting system of routes. When RFD moved to the west, however, the system did not work due to the sparseness of the rural population. The only county system to be established in the west was Santa Clara County near San Francisco. When R.F.D. was fully established in the west, California would have over 30% of the total routes.

Handstamps were issued to R.F.D. route carriers prior to 1903 to

cancel mail picked up on their rounds. Between 1903 and 1907 no new handstamps were issued, but the carriers could still cancel their mail. After 1907 the use of carrier handstamps was a violation of postal rules. Mail now picked up on the route was to be returned to the carriers' post office to be canceled. An exception to the new rule had to do with mail picked up on the route that could be delivered prior to the carriers' return. This so called "down line mail" was to be postmarked in manuscript by the R.F.D. carrier using an indelible pencil.

The first Rural Free Delivery route in Ventura County was started at Santa Paula in July 1900. There were a total of nine R.F.D. routes established from six towns in the county between 1900 and 1912. These towns were Fillmore, Moorpark, Oxnard, Santa Paula, Simi, and Ventura. There are RFD postmarks known for Santa Paula and Ventura, and down line markings have been found from Moorpark and Oxnard. As the R.F.D. service was expanded, many smaller fourth class post offices were closed. For example, as soon as the Moorpark route started, Penrose was closed. Springville post office closed when Oxnard started their services.

Between 1862 and 1988 there were 96 post offices, branches and stations established within Ventura County. The first was San Buenaventura, and the most recent was Simi Valley contract station Number 3. This number includes name changes and reopenings of closed post offices. Some 45 offices were established, and, in fact, twenty offices were opened in the 10 year period between 1889 and 1898. In the next part of this series we will look at the modern development of the county and its postal system.

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21. AULD, 1912, F 4-bar on PPC (99-21) Est. \$10.00
22. BAIRD, 1924, VG 4-bar on cover (78/33) Est. \$4.00
23. BAIRDSTOWN, 1910, F Doane rec'd. on PPC (stamp gone) (04-14) Est. \$4.00
24. BARRETT, 1924, G 4-bar (off @ top) on cover (15-36) Est. \$4.00
25. BELL MOUNTAIN, 1953, F, first day 4-bar on cover (53-56) Est. \$5.00
26. BELLOTA, 1910, VG 4-bar as forwarding mark on cover (60/18) Est. \$5.00
27. BENTLEY, 1940, F last day 4-bar on PPC (39-40) Est. \$8.00
28. BERN, 1907, F Doane overstruck on PPC (04-32) Est. \$5.00
29. BERNARDO, 1907, F 4-bar on PPC (72-18) Est. \$6.00
30. BERROS, 1910, VG 4-bar on PPC (01/40) Est. \$4.00
31. BEULAH HEIGHTS, 1909, G 4-bar on PPC (07-11) Est. \$8.00
32. BIG BEAR PARK, 1941, F 4-bar on PPC (34-45) Est. \$4.00
33. BIG FLAT, 1941, F 4-bar on unaddressed cover (37-41) Est. \$4.00
34. BINGHAMTON, 1906, F cds on PPC (67-06) Est. \$8.00
35. BLUE CANYON, 1917, F 4-bar on PPC (67-27) Est. \$4.00
36. BOOT/JACK, 1910, VG 4-bar on PPC (RP of loggers) (03-12) Est. \$10.00
37. BOREGO, 1940, VG last day 4-bar on GPC (28-40) Est. \$4.00
38. BOYES SPRINGS, 1920, G 4-bar on PPC (11-38) Est. \$4.00
39. BRICEBURG, 1920, G overinked 4-bar on PPC (09-26) Est. \$4.00
40. BROWNELL, 1909, VG 4-bar on PPC (92-12) Est. \$5.00
41. BRUCEVILLE, 1910, G watery 4-bar on PPC (stamp gone) (96-16) Est. \$3.00
42. BUCKEYE, 1907, VG cds rec'd. on PPC ("CAL" not strk.) (80-18 per) E\$3
43. BULLARDS BAR, 1908, G light cds on PPC (66-14) Est. \$4.00
44. BULWINKLE, 1910, VG 4-bar on PPC (09-22) Est. \$6.00
45. BURKE, 1919, G 4-bar on PPC (03-25) Est. \$4.00
46. BURROUGH, 1909, VG cds on PPC (stamp gone) (89-17) Est. \$3.00
47. BUTCHER RANCH, 1914, F 4-bar on PPC (71-35) Est. \$5.00
48. CAHUENGA, 1906, VG Doane on PPC (04-07 period) Est. \$10.00
49. CAHUILLA, 1912, VG 4-bar rec'd. on PPC (stamp gone) (09-19 per) E\$6
50. CALIFA, 1914, VG 4-bar on PPC (stamp 3/4 gone) (12-15) Est. \$5.00
51. CALIVA CITY, 1937, F 4-bar on cover (13-49) Est. \$4.00
52. CAMP ANGELUS, 1925, F 4-bar on cover (24-43) Est. \$6.00
53. CAMULOS, 1909, F Doane on PPC (86-14) Est. \$6.00
54. CANTARA, 1914, VG 4-bar on PPC (02-16) Est. \$6.00
55. CARBON, 1913, VG 4-bar on PPC (mounting marks) (85-13) Est. \$3.00
56. CARRVILLE, 1913, VG 4-bar on PPC (82-43) Est. \$4.00
57. CASTLE CRAGS, 1912, VG 4-bar on PPC (09-30) Est. \$4.00
58. CAUTION, 1937, F 4-bar on GPC (01/38) Est. \$4.00
59. CENTREVILLE, 1879, cds on cover shortened @ right into stamp (55-93) E\$8
60. CHINA FLAT, 1909, VG Ty 1 Doane on PPC (stamp gone) (78-15) Est. \$3.00
61. CHRISTINE, 1894, G light cds on Columbian PSE (74-12) Est. \$5.00
62. CHUBBUCK, 1938, F 4-bar on GPC (38-50) Est. \$4.00
63. CISCO, 1908, VG 4-bar on PPC (68-41) Est. \$4.00
64. CLARAVILLE, 1957, F last day 4-bar on cover (49-57 per) Est. \$4.00
65. CLEARINGHOUSE, 1913, F 4-bar on PPC (13-33) Est. \$8.00
66. CLEARWATER STA. OF PARAMOUNT, 1953, F machine on GPC (48-53) E\$5.00
67. COFFEE, 1930, G 4-bar on cover (82/37) Est. \$4.00
68. COLEGR(OVE), 1906, partial duplex on PPC (stamp 20% gone) (88-07) E\$5
69. CONEJO, 1910, F Doane on PPC (98-20) Est. \$5.00
70. CONFIDENCE, 1906, VG Doane overstruck on PPC (99-25) Est. \$4.00
71. COOK, 1913, F 4-bar on PPC (94-24) Est. \$10.00
72. CORAM, 1915, F 4-bar on PPC (06-22) Est. \$8.00
73. CORRAL DE TIERRA, 1913, VG 4-bar on PPC (12-31) Est. \$10.00
74. COZZENS, 1908, F duplex on PPC (81-10) Est. \$10.00
75. CUDDEBACK, 1912, VG 4-bar on PPC (95-14) Est. \$8.00
76. DAUNT, 1908, VG 4-bar on PPC ("CAL" not strk.) (86-11) Est. \$6.00
77. (DE)ADWOOD, 1907, partial cds on creased PPC (88-15) Est. \$4.00
78. DEHESA, 1906, VG Doane on PPC (88-17) Est. \$7.00
79. DELEVAN, 1908, F 4-bar on PPC (02-17 period) Est. \$4.00
80. DELTA, 1954, F last day 4-bar on cover (48-54) Est. \$5.00
81. DE SABLE, 1942, F last day 4-bar on cover (11-42) Est. \$4.00
82. DEVILS DEN, 1947, F 4-bar on cover (46-48) Est. \$10.00
83. DEWITT, 1909, VG cds on PPC (03-27) Est. \$6.00
84. DAVISVILLE/REC'D., 1907, cds rec'd. on PPC (68-07) Est. \$5.00
85. EAST SAN DIEGO, 1917, G duplex on PPC (CAL not strk.) (12-17) Est. \$6
86. EDEN, 1930, VG overinked 4-bar on cover (24-34) Est. \$7.00
87. EDEN VALE, 1911, F 4-bar overstruck on PPC (93-16) Est. \$4.00
88. EDOM, 1939, G 4-bar on last day GPC (13-39) Est. \$5.00
89. EL CASCO, 1912, F 4-bar on PPC (93-14) Est. \$8.00
90. ELDER, 1911, VG light 4-bar on PPC (93-13) Est. \$8.00
91. ELECTRA, 1908, G cds rec'd. on PPC (00-23) Est. \$4.00
92. ELLISWORTH, 1905, VG cds on Reg. Rec. Card (01-27) Est. \$4.00
93. ETHANAC, 1908, F duplex on PPC (00-25) Est. \$5.00
94. GRAND ISLAND, 1913, F Doane on PPC (54-19) Est. \$5.00

95. HIGHWAY CITY RUR. STA., 1951, F dc on GPC (51-54) Est. \$5.00
96. HODGE, 1936, F 4-bar on GPC (25-41) Est. \$5.00
97. HOT SPRINGS, 1910, VG 4-bar on PPC (00-26) Est. \$4.00
98. INDIAN DIGGINS, 1935, F last day 4-bar on cover (53/36) Est. \$4.00
99. LANG, 1911, F 4-bar on PPC (81-33) Est. \$5.00
100. LOCKHART, 1953, F first day 4-bar on cover (53-57) Est. \$5.00
101. LONETREE, 1909, F light Doane on PPC (00-11) Est. \$12.00
102. LORIN, 1899, F cds on cover (82-00) Est. \$12.00
103. LUFFENHOLTZ, 1908, F Doane on PPC (04-09) Est. \$20.00
104. MANHATTAN, 1912, F 4-bar on PPC (03-27) Est. \$4.00
105. MATHESON RUR. STA., 1954, F first day DC 4-bar on GPC (54-62) E\$5
106. MATILJA, 1908, F 4-bar on PPC (89-16) Est. \$5.00
107. MOUNTAIN REST, 1949, F 4-bar on GPC (48-53 period) Est. \$5.00
108. MOUNT OWEN, 1948, VG first day 4-bar on PC (48-50) Est. \$8.00
109. PACHECO, 1911, VG 4-bar rec'd. on PPC (59-13) Est. \$5.00
110. PENNINGTON, 1908, F Doane on PPC (81-17) Est. \$4.00
111. PRESIDIO, 1902, VG cds on cover (88-02) Est. \$6.00
112. RED TOP RUR. STA., (CHOWCHILLA), 1952, F first day 4-bar on GPC (52-54) E\$8
113. REIFF, 1941, G last day 4-bar on PC (81/41) Est. \$4.00
114. REPLACEMENT DEPOT BR. (PITTSBURG), 1943, F mach. on cover (42-44) Est. \$10.
115. ROSECRANS, 1951, F 4-bar on GPC (51-62) Est. \$4.00
116. SAINT JOHN, 1907, VG Doane on PPC (64-17) Est. \$6.00
117. SALSIG, 1908, F Doane rec'd. on PPC (04-12) Est. \$8.00
118. SLEEPY HOLLOW RUR. STA., 1954, F first day on GPC (54-57) Est. \$8.00
119. SPICER CITY RUR. STA., 1949, VG 4-bar on GPC (49-52) Est. \$5.00
120. STAUFFER, 1919, VG 4-bar on PPC (05/42) Est. \$5.00
121. TANCRED, 1911, VG Doane on PPC (92-32) Est. \$5.00
122. TASSAJARA, 1908, F 4-bar on PPC (96-22) Est. \$5.00
123. TERMINAL, 1908, F Doane on PPC (98-24) Est. \$5.00
124. TUSTIN CITY, 1892, F cds on PSE shortened @ right into stamp (72-94) E\$5
125. WHITE HORSE, 1952, G last day 4-bar on cover w/FD KENYON (30-52) E\$5
126. WOFFORD, 1953, F 4-bar on cover (PO never existed) Est. \$5.00
127. WOODFORDS, 1908, VG cds on PPC (68-14) Est. \$10.00

IDAHO

128. DE LAMAR, 1911, VG 4-bar on PPC (89-42) Est. \$4.00
129. FERRELL, 1914, F Doane on PPC (08-21) Est. \$6.00
130. SUMMIT, 1916, F 4-bar on PPC (00-34) Est. \$5.00
131. VALLEY, 1916, F 4-bar on PPC (02/23) Est. \$8.00

NEBRASKA

132. FREEDOM, 1912, G 4-bar on PPC (86/46) Est. \$3.00
133. LAMONT, 1911, VG 4-bar on PPC (93-34) Est. \$5.00
134. ROLF, 1909, F Doane on PPC (05-35) Est. \$6.00
135. STEVENS, 1910, F cds on PPC (97-30) Est. \$6.00

OREGON

136. ALMA, 1910, F Doane on PPC off @ top (88-33) Est. \$4.00
137. BARTON, ca.1910, F 4-bar on PPC (96-35) Est. \$4.00
138. GOLDEN, 1909, F 4-bar on PPC (96-20) Est. \$7.00

SOUTH DAKOTA

139. DAVISTON, 1909, F 4-bar on cover shortened @ right into stamp (08-17) E\$6
140. EFFINGTON, 1914, VG 4-bar on PPC (92-16) Est. \$6.00
141. PLUMA, 1910, VG Doane overstruck on PPC (98-12) Est. \$6.00
142. WHITNEY, 1915, VG 4-bar on PPC (09-28) Est. \$6.00

WASHINGTON

143. BREAKERS, ca.1910, Doane on PPC (05-19) Est. \$5.00
144. EAST SEATTLE, 1904, VG Doane backstamp on toned cover (04-24) E\$5
145. FRANKFORT, 1910, VG light cds on PPC (99-18 period) Est. \$5.00
146. FRANKLIN, 1910, VG Doane on PPC (86-16) Est. \$5.00
147. ORIN, 1908, F Doane on PPC (02-44) Est. \$5.00

R.P.O.s (Towle Numbers)

148. (ADE)DEEN & EUREKA, 1903, partial (871-G-1) on PC. Est. \$5.00
149. ALBQ. & LOS ANGELES, 1891, VG (964-U-1) on cover shortened @ rt. into stamp. E\$8
150. ALBUQUERQUE N.M., TERM., 1915, F (965.9-B-1) on PPC. Est. \$8.00
151. BOISE & NAMP, 1898, F (898-E-1) backstamped on cover. Est. \$5.00
152. CALISTOGA & VAL JCT., 1925, VG (983-G-1) on PPC. Est. \$5.00
153. COLUMBUS & ALBION, 1910, VG (938-H-1) on PPC. Est. \$8.00
154. INDIANAPOLIS, IND./TRANS.CLK., 1911, F [NEW TYPE] on PPC. E\$4.00
155. KANE & HARRIS, 1897, VG (198-I-1) on cover. Est. \$6.00
156. LAWRENCE & GRIDLEY, 1909, F (909-AD-1) on cover. Est. \$5.00
157. LIVERMORE & SAN FRAN., 1909, VG (979-D-1) on PPC. Est. \$5.00
158. MINIDOKA & BUHL, 1913, F light [New Type] on PPC. Est. \$8.00
159. MISSOULA & WALLACE, 1918, CG (891-11-A-1) on PPC. Est. \$6.00
160. SAG HARBOR & N.Y., 1899, VG (113-I-1) on cover. Est. \$5.00
161. S.B'D'NO & SAN JACINTO, 1910, G (987-J-1) on PPC. Est. \$8.00
162. SAN FRAN., NEWARK & S.CRUZ, 1912, G (991-B-1) on PPC. Est. \$8.00
163. SAN FRAN. & SANTA CRUZ, 1911, VG (980-L-2) on PPC. Est. \$5.00
164. SAN FRAN. & VISALIA, 1912, VG (963-AD-2) on PPC. Est. \$8.00
165. S.LOBISPO & LOS ANG., 1918, F (980-U-1) socked on the nose on PPC. E\$8
166. TRUCKEE & LAKE TAHOE, 1927, G [New Type] on PPC. Est. \$8.00
167. WILLETS & SAN FRAN., 1912 F (985-U-1) on PPC. Est. \$8.00

Standard rules apply. Minimum bid \$3.00 please. Phone bids accepted: (415) 344-3080

CLOSING DATE: AUGUST 3, 1992 (10 PM PST)



Pilot's Directions 1921
New York - San Francisco Route
United States Air Mail Service

Distances, landmarks, compass course, emergency and regular landing fields, with service and communication facilities at principal points on route.

R. Munshower

UNITED STATES AIR MAIL SERVICE

PILOTS' DIRECTIONS
NEW YORK-SAN FRANCISCO ROUTE

DISTANCES, LANDMARKS, COMPASS
COURSE, EMERGENCY AND REGULAR
LANDING FIELDS, WITH SERVICE AND
COMMUNICATION FACILITIES AT
PRINCIPAL POINTS ON ROUTE



WASHINGTON
GOVERNMENT PRINTING OFFICE
1921

TRANSCONTINENTAL AIR MAIL.

PILOT'S LOG OF DISTANCES, LANDMARKS, AND FLYING
DIRECTIONS.

I.

NEW YORK TO BELLEFONTE.

Miles.

0. *Hazelhurst Field, Long Island.*—Follow the tracks of the Long Island Railroad past Belmont Park race track, keeping Jamaica on the left. Cross New York over the lower end of Central Park.
25. *Newark, N. J.*—Heller Field is located in Newark and may be identified as follows: The field is $1\frac{1}{4}$ miles west of the Passaic River and lies in the V formed by the Greenwood Lake Division and Orange branch of the New York, Lake Erie & Western Railroad. The Morris Canal bounds the western edge of the field. The roof of the large steel hangar is painted an orange color.
30. *Orange Mountains.*—Cross the Orange Mountains over a small round lake or pond. Slightly to the right will be seen the polo field and golf course of Essex Country Club. About 8 miles to the north is Mountain Lake, easily seen after crossing the Orange Mountains.
50. *Morristown, N. J.*—About 4 miles north of course. Identified by a group of yellow buildings east of the city. The Delaware, Lackawanna & Western Railroad passes the eastern side of Morristown.
60. *Lake Hopatcong.*—A large irregular lake 10 miles north of course.
64. *Budd Lake.*—Large circular body of water 6 miles north of course.
78. *Belvidere, N. J.*—On the Delaware River. Twelve miles to the north is the Delaware Water Gap and 11 miles to the south is Easton at the junction of the Lehigh and Delaware Rivers. The Delaware makes a pronounced U-shaped bend just north of Belvidere. A railway joins the two ends of the U.
111. *Lehigh, Pa.*—Directly on the course. The Lehigh Valley and Central Railroad of New Jersey, running parallel, pass

Miles.

through Lehigh. The Lehigh River runs between the railroads at this point. Lehigh is approximately half-way between Hazelhurst and Bellefonte. A fair size elliptical race track lies just southwest of town but a larger and better emergency landing field lies about 100 yards west of the race track. The field is very long and lies in a north-south direction.

114. *Mauch Chunk*.—Three miles north of Lehigh and on the direct course.
121. *Central Railroad of New Jersey*.—Two long triangular bodies of water northwest of the railroad followed by eight or nine small artificial lakes or ponds about half a mile apart almost parallel with the course but veering slightly to the south.
148. *Catawissa Mountain Range*, which appears to curve in a semi-circle about a large open space of country directly on the course. To the north of the course may be seen the eastern branch of the Susquehanna. Fly parallel to this until Shamokin Creek is picked up. This creek is very black and is paralleled by two railroads. Shamokin Creek empties into the Susquehanna just below Sunbury.
168. *Sunbury, Pa.*—At the junction of the two branches of the Susquehanna River. The infield of a race track on a small island at the junction of the two rivers furnishes a good landing field. The river to the south of Sunbury is wider than to the north and is filled with numerous small islands. The two branches to the north have practically no islands. If the river is reached and Sunbury is not in sight look for islands. If there are none, follow the river south to Sunbury. If islands are numerous, follow the river north to Sunbury.
170. *Lewisburg, Pa.*—Two miles west of Sunbury and 8 miles north.
174. After leaving Sunbury the next landmark to pick up is Penns Creek, which empties into the Susquehanna 7 miles south of Sunbury. Flying directly on the course, Penns Creek is reached 6 miles after it joins the Susquehanna 7 miles south of Sunbury.
178. *New Berlin*.—Identified by covered bridge over Penns Creek.
185. *The Pennsylvania Railroad* from Lewisburg is crossed at the point where the range of mountains coming up from the southwest ends. The highway leaves the railroad here and goes up into Woodward Pass, directly on the course. A white fire tower may be seen on the crest of the last mountain to the north on leaving the pass.

II.

BELLEFONTE TO CLEVELAND.

Miles.

0. *Bellefonte*.—Compass course to Cleveland approximately 310°. Fly directly toward and over bare spot on mountain top south of gap in Bald Eagle Range. First range of mountains.
3. *Pennsylvania Railroad*, following course of Bald Eagle Creek.
17. *New York Central Railroad*, following course of Moshannon Creek.
35. *Clearfield, Pa.*—On west branch of Susquehanna River. A small race track here serves as an emergency landing field. Two railroads, one from the north and one from the east, enter Clearfield and both go south from here.
55. *C. & M. Junction*.—One branch of the Buffalo, Rochelle & Pittsburgh from the east forms a junction here with the N. & S. line of the Buffalo, Rochelle & Pittsburgh Railroad. Dubois is 2 miles north of course on the N. & S. line of this railroad.
70. *Brookville*.—One mile north of course, west of city, is 2-mile race track which makes an excellent emergency field.
86. *Clarion*.—One mile north of course. Emergency field marked by white cross and red-brick hangar is here. The Clarion River passes north edge of city. Railroad from the east ends here.
110. *Franklin, Pa.*—Seven miles north of course at junction of Allegheny River and French Creek. Cross Allegheny River where there is a pronounced horseshoe bend. This is due south of Franklin.
122. *Sandy Lake*.—Two miles north of course. Cross the Pennsylvania Railroad at right angles 2 miles south of Sandy Lake.
138. *Shenango*.—Two miles north of course. Three railroads enter this town from the north. Two continue south and one runs east for 3 miles and then turns southeast.
152. *New York Central Railroad*, running north and south. One mile north of course the Erie crosses the New York Central at right angles. Four miles west the Erie should be crossed where it turns southward. Eight miles south of course is Warren, with eight railroads radiating out.
157. *Pennsylvania Railroad*, running north and south.

Miles.

165. *Baltimore & Ohio Railroad*, running diagonally northeast-southwest.
206. *Cleveland on Lake Erie*.—The mail field is in East Cleveland between the two railroads that follow the lake shore. The field is near the edge of the city and near the edge of the freight yards of the New York Central. The field is distinctly marked by long cinder runway. The air mail hangar is in the southwest corner of the field. The Martin factory is in the northwest corner of the field.

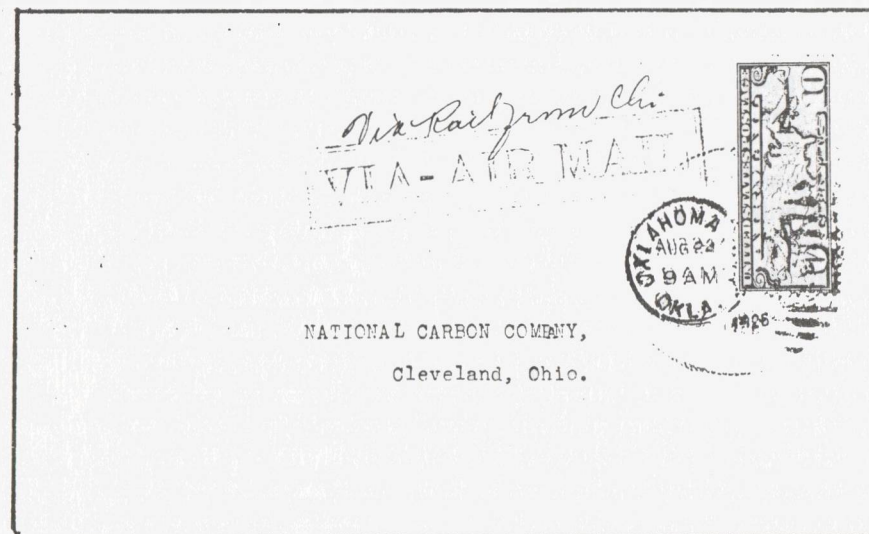
CLEVELAND TO BELLEFONTE.

Miles.

0. *Cleveland, Ohio*.—Fly approximately 130° compass course.
49. *Warren*.—Eight miles south of course with eight railroads radiating out. Three of these railroads are crossed at 7-mile intervals, the third one turning east where the course crosses it, and crosses a fourth 5 miles farther on.
58. The junction of the Erie Railroad and New York Central is about 2 miles north of the course. The Erie from the point where it was crossed, 8 miles north of Warren and 3 miles east, runs eastward in the general direction of the course for about 15 miles.
68. *Shenango, Pa.*—Two miles north of course on Shenango River. Three railroads enter Shenango from the north, two continue south, while one runs east for 3 miles and then southeast. This railroad should be crossed diagonally at Kremis Station, 5 miles east of Shenango.
84. *Sandy Lake*.—Two miles north of course. Cross Pennsylvania Railroad at right angles 2 miles south of Sandy Lake.
96. *Franklin, Pa.*—Seven miles north of course at junction of French Creek and Allegheny River. The Allegheny should be crossed 7 miles south of Franklin, where the river makes a pronounced horseshoe bend. There is an emergency landing field at Franklin used by a passenger-carrying outfit. Flying directly on the course the river is crossed four times.
120. *Clarion, Pa.*—One mile north of course. Emergency field east of city marked by red-brick hangar with white cross on the roof. Large field, but always soft after rains.
136. *Brookville, Pa.*—One mile north of course. West of city is 2-mile race track that serves as an excellent emergency landing field.
147. *Reynoldsville, Pa.*—One mile south of course on Pennsylvania Railroad, which follows Sandy Lick Creek from Brookville. The Pennsylvania crosses the course above Reynoldsville, running in a north-south direction.

Miles.

151. *Dubois, Pa.*—Three miles north of course on Buffalo, Rochester & Pittsburgh Railroad. A branch of this railroad from the east forms the C. & M. Junction directly on the course. Follow this eastern branch of the railroad for about 5 miles, as it is directly on the course.
171. *Clearfield, Pa.*—On the west branch of the Susquehanna River. A small race track here can be used as an emergency field, although it is rather small. Two railroads, one from the north and one from the east, converge 1 mile east of Clearfield, enter Clearfield, and continue southward.
196. *Snowshoe, Pa.*—Seven miles north of course. A small race track may be seen here. Halfway between Clearfield and Bellefonte the course crosses Moshannon Creek. The New York Central crosses this creek directly on the course. Cross the Bald Eagle Range through the pass, and Bellefonte will be seen in the valley beyond.
206. *Bellefonte, Pa.*—The field is east of Bellefonte and is marked by a large white circle. A white line marks the eastern edge of the field, east of which is a deep ravine.



Even with an interrupted flight and a 330 mile train trip, this cover arrived at Cleveland, Ohio in exactly 24 hours. Backstamped at 9 a.m. August 23, 1926.

III.

CLEVELAND TO CHICAGO.

Miles.

0. *Martin Field, Cleveland*.—Fly a little west of south for nearly 10 miles or about seven minutes flying and then due west, thus keeping over good emergency landing fields. The country between Cleveland and Chicago is divided into sections, section lines running due north and south and east and west. For the first 15 miles the lake shore is only a few miles north of the course.
20. *Elyria, Ohio*.—Five miles south of course. Five railroads radiate out of Elyria.
37. *Vermilion*.—Two miles north of the course. On Lake Erie. The New York Central Railroad follows the shore line of the lake from Vermilion to Sandusky.
55. *Sandusky*.—Five miles north of the course on Sandusky Bay, a large irregular body of water crossed by the New York Central Railroad. Continues due west from this point, following the east-west section lines.
112. *Maumee River*, which you cross about 5 miles northeast of Grand Rapids and 5 miles south of Waterville. Waterville is on the east bank of the Maumee and Grand Rapids is on the south bank of the river where it turns east and parallels the course for 7 miles.
130. *Detroit, Toledo & Ironton Railroad*, crossed at right angles. Wausen is 7 miles north of the course and Napoleon is 5 miles south, both on the above-mentioned railroad. By flying about 11 miles north from the point where the Maumee River is crossed and then due west the New York Central four-track railroad will be picked up just before reaching Bryan.
152. *Bryan* is located on the south side of the New York Central tracks, where they are crossed by the Chicago & North Western and Northern Railroads. Landing field with hangar and T cinder runway is north of town. Field is two-way, 2,000 feet east and west. Best approach from the east.
172. *Hamilton*.—Two miles north of course and 4 miles north of Bryan. On the extreme south end of irregular-shaped lake. The Wabash Railroad runs to the south of Hamilton. By keeping the Wabash Railroad in sight for the next 125 miles, you will come in sight of Lake Michigan.

32025—21—2

9

10 PILOTS' DIRECTIONS NEW YORK-SAN FRANCISCO ROUTE.

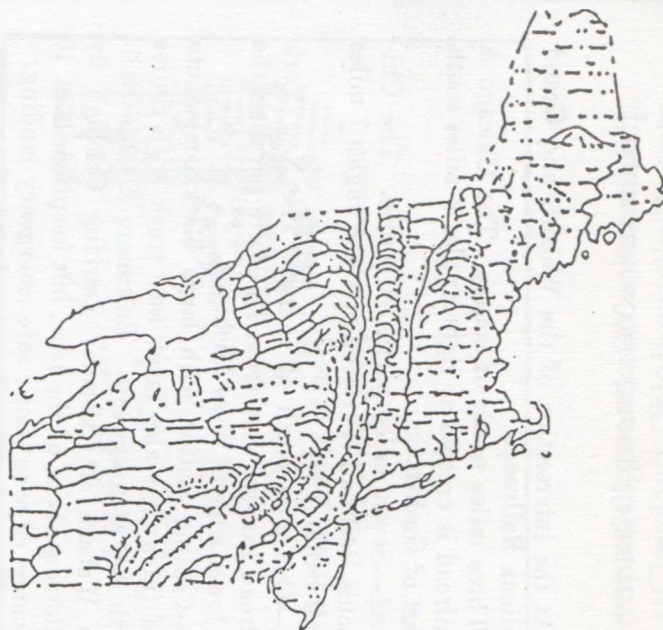
Miles.

196. *Walcottville*.—At the intersection of the Wabash and Grand Rapids & Indiana Railroads.
220. *Goshen, Ind.*—Three miles north of course. The Chicago & St. Louis Railroad is crossed at right angles 3 miles south and 1 mile east of Goshen.
243. *South Bend, Ind.*—Seven miles north of course. The Chicago & St. Louis Railroad is crossed at right angles 7 miles south of South Bend.
265. *La Porte, Ind.*—One mile north of course. The New York Central Railroad running east from La Porte parallels the course to the lower edge of Lake Michigan.
289. *Crisman, Ind.*—Coaling station with large black coal chute north side of track; has also large race track with course $3\frac{1}{2}$ miles north and $1\frac{1}{2}$ miles east. Baltimore & Ohio Railroad crosses Wabash at Crisman. Leaving Crisman fly westerly, following shore of the lake, but keeping about 10 miles from waters edge to insure safe emergency landing.
314. *Lake Calumet*.—Largest and most westerly of three lakes. From northern extremity of Lake Calumet fly northwest on compass course of 315° . Ashburn Field comes into view to the west and a large gas reservoir to the east. A large drainage canal will be seen ahead. To your left, where the Des Plaines River enters the drainage canal, the canal makes a 45° turn to the south. Follow the Des Plaines River for about 10 miles and you will see a large hospital and old race track. This is the speedway and adjoins the air-mail field on the west.
330. *Chicago air-mail field or Checkerboard field*.—Three large air-mail hangars in southwest corner of field and private hangar in northeast corner. Four-way field, but best approach from the south. Telephone and high-tension wires to west and wires and trees to east of field. Land on large cinder runways. Sewage-disposal plant with excavations on west side of field. Landing area of this field large and ample. Telegraph and post-office address of this is Maywood, Ill. Field is 14 miles west of Chicago post office.

The Northeastern Section

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The most pertinent of last issue's Northeastern commentaries was that of the late Henry Beecher. Most everyone knows that Henry was a stickler for utter truth-in-reporting and would not let time pass without his response when it was warranted. Bless Henry for his devotion to postal history and precision. He shall doubtless be looking over our shoulders for some time to come! A couple of readers have commented about his latest note. One such:

Your May 1992 *La Posta* article [deadline of March 20, Henry passed away on March 8, letter of Feb 24] surprised me with the nice box of info from Henry Beecher. That must have been about the last "nitpicking" letter he had written....We'll all miss his helpful information and comments.

(Several major stamp societies are attempting to secure his files, but this will be of little help to most of us if they don't provide the research and correspondence as cheaply as Henry did, which was usually free.)

This pragmatic note expresses the basics about Henry and his love of the details of postal history, and suggests the disturbing reality that we all face: what will happen with a lifetime of carefully-honed material and data, not to mention our collectibles, after we too will have caught the train for our new frontier?

Will the postal history fraternity have safely and permanently progressed because of our findings? Writing (hopefully for *La Posta*) about what we know or want to know, as Henry happily and tirelessly did, will help preserve and foster postal history. Will our wisdom be passed safely on to others or will a life's worth of specialty knowledge be stripped clean and by default regress back to square one? A sober thought for a solemn season of endings and of new careers and beginnings.

Well, another school year completed and another deadline met for Bill H. and *La Posta*, thanks in large part to interested readers who like to pick up a challenge when one is thrown. There was a good handful of responses about the "One Cent Letter Postage Association" query last time, so all that material is collated and presented for your interest and edification this month.

We have a few more followups based on bits and pieces suggested or questioned in the last several issues: I won't push yet another Philly Duplex "14" on you right off dear Northeastern reader as you probably are tired of reading about such a parochial item of minor interest. But, because of the certainly unexpected, continuing appearance of these short-lived cancels, in such rapid succession, it'll be saved for last!

One set of responses received again concerns the timestamp which was fairly definitively corraled last issue. Jim Noll of Escondido CA wanted to share his reply coupon with *LaPosta* readers but his letter reached here just as the last installment was being mailed out. An additional, belated note from collector/modern cancel dealer Rick Lancaster of Skowhegan ME concerned the same topic, and a third from Richard Schulman of Smithtown NY contained two added references and an example from Valley Stream NY:

You reported a Dec 1991 timestamp from Philadelphia. It struck a note with me as I thought I had seen something similar so I looked in my IRC collection and came up with this item from Claymont DE.

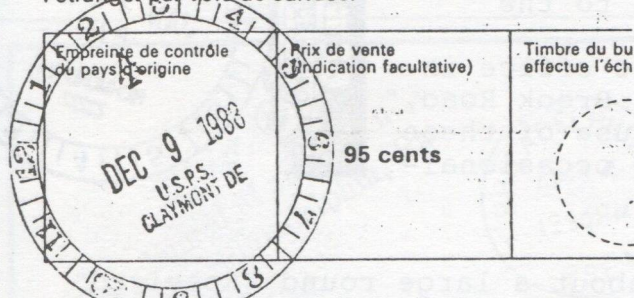
Per my map that is about 20 miles from Philadelphia. The outer time ring is red, the center type and arrow blue. I hope this adds something to the discussion. [JN]



UNION POSTALE
UNIVERSELLE

COUPON-RÉPONS
INTERNATIONAL

Ce coupon est échangeable dans tous les pays de l'Union postale universelle contre un ou plusieurs timbres-poste re l'affranchissement minimal d'une lettre ordinaire, e l'étranger par voie de surface.



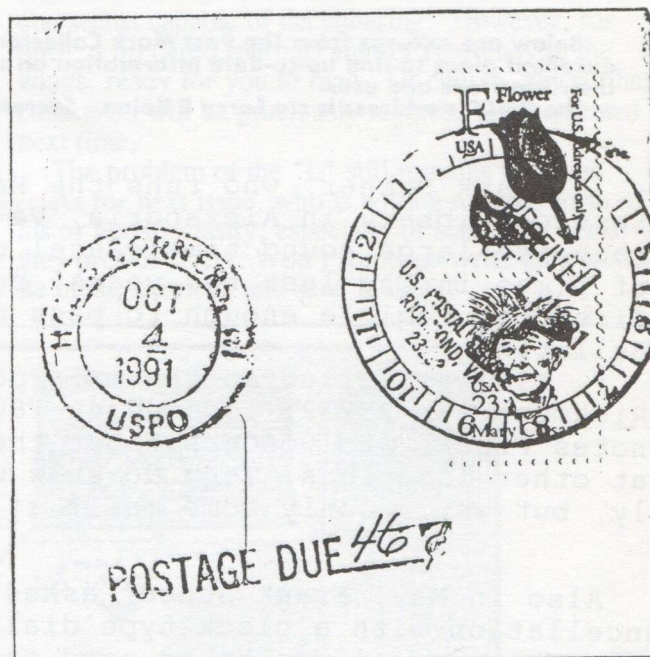
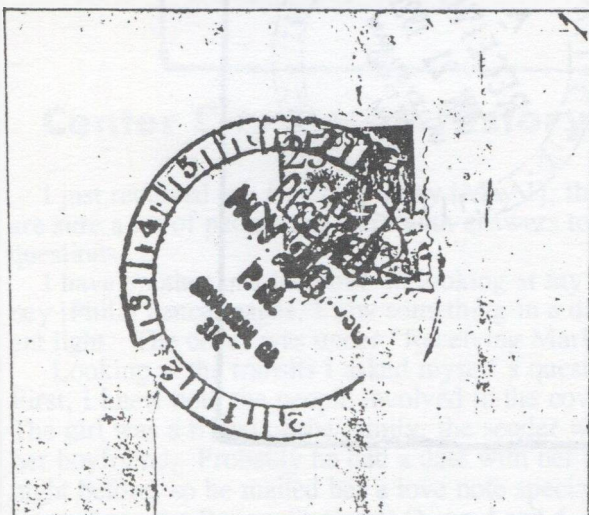
The timetamp shows hour numbers, the requisite arrowhead, and a three line statement: "DEC 9 1988 /U.S.P.S./CLAYMONT DE"

I know I've handled covers with timestamps similar to the Frankford cancel used to tie the stamp....I am sending a couple of covers with stamps tied with RECEIVED handstamps.

Basically my thoughts on these covers are that they were a bit bulky and wouldn't go through the machine canceler easily, so the clerk handcanceled with a handy handstamp. While I'm not an expert, I feel their use resulted from the clerk's convenience at hand. [RL]

Both covers' cancels show hour indications around the rim. The first shows a two-line "SAVANNAH, 2GA/314" with a center-compressed (arrowhead nestled in the resulting hollow) "RECEIVED" above large-type NOV 26 1990/P.M. The envelope is taped closed as the flap obviously couldn't fully contain the thick enclosures.

The second item was intercepted for postage due at Hales Corners WI three days after mailing at Richmond VA. The stock center-compressed RECIEVED can be seen again, by this time with a small type, timeless "OCT 1 1991" above a three line "U.S. POSTAL SERVICE/RICHMOND, VA/23232."



In reference to your question concerning the timestamp in the March 1992 *La Posta*, I'm enclosing the following [see next page]:

1) a photocopy of *USPS Supply Catalog PUB 24*, 12/31/87 showing "Rubber dating and time stamp" as Item 577B;

2) pages from May and July/Aug 1991 issues of the *Post Mark Collectors Club Bulletin* where the same question and answer were published;

3) photocopy of stamp used as receiving time mark on a registered package. [RS]

Plainly, there are several varieties of these time-stamps.

And last, yes, friends, another Philadelphia Station B "Duplex 14" has been discovered. Purchased from sharp-eyed *La Posta* subscriber Cliff Woodward of Glenshaw PA, the woefully, years-ago cut piece is as shown.



The new owner swallows hard, disbelieving his eyes, He stifles a desire to shout out to the heavens "Oh, yes Lord, another one of THEM!" He chokes a suppressed "Wow" as he savors the newfound, sinfully inexpensive postal curio, limbs steadily weakening, inarticulate, amazed....

Ah-hemm! The cancel's date, May 18, adds nothing to the known date parameters of May 13 to June 13, 1882, but nonetheless here it is. How odd and dissimilar these must have seemed to cancel savers of the past, to have saved this one especially among whole hosts of others.

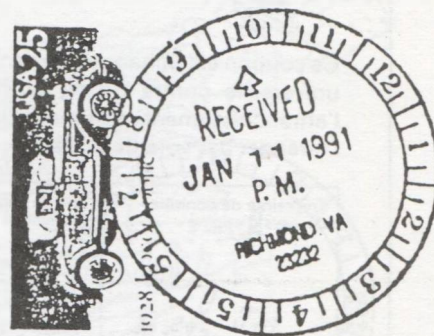
Again, any more??!!

Below are excerpts from The Post Mark Collectors Club Bulletin of May and July/August 1991. It is an excellent place to find up-to-date information on current, and not-so-current cancels, associated town usage, their functions and uses.

The PMCC's address is c/o Larry E Boing, - Secretary, 2351 Grandview Road, Crest Hill IL 60435-1951.

Frank Scheer, who runs the Railway Mail Service Library in Alexandria, Va., says he has seen the large round time cancel used a couple of times in the last two years, but this was the first one legible enough to pass on to the Bulletin.

"It was mailed at the main post office in Richmond, VA 23232, located at 1800 Brook Road," notes Frank, who wonders about the use of these at other locations. They do show up occasionally, but why on only some mail?

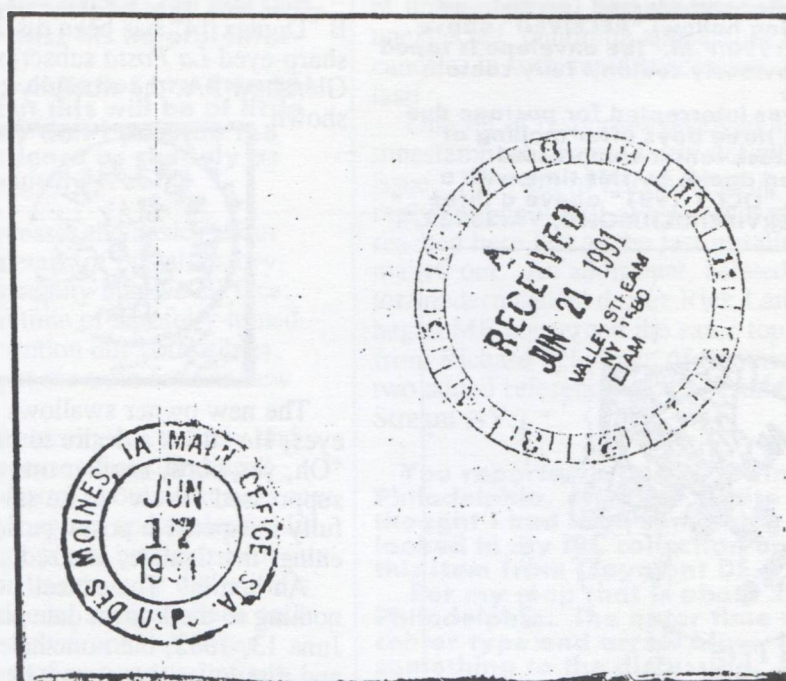


Also in May, Frank Scheer asked about a large round "Received" cancellation with a clock-type dial.

"This cancel was to be used on all special delivery mail received at a post office," explains Carson Hibbert. "I am a retired postal letter carrier and clerk and I have used this cancel many times on the back of an envelope or package for special delivery."

Terence Hines adds that he thinks it is used as a cancel occasionally when a USPS employee who happens to have this handstamp available encounters a cover on which the stamp has not been cancelled.

Wallace McDonald says the Special Delivery Section in Minneapolis used to use a receiving mark like the one shown in May. He suggests that Frank Scheer make sure the piece of mail was special delivery, because some companies use that same kind of marking on their incoming mail.



Following these lines this Section will continue with a followup piece by old friend of *La Posta* Bob Stets of Walterboro SC, who will carefully explain the Rhode Island way letter questioned by Tracy Thurber last issue.

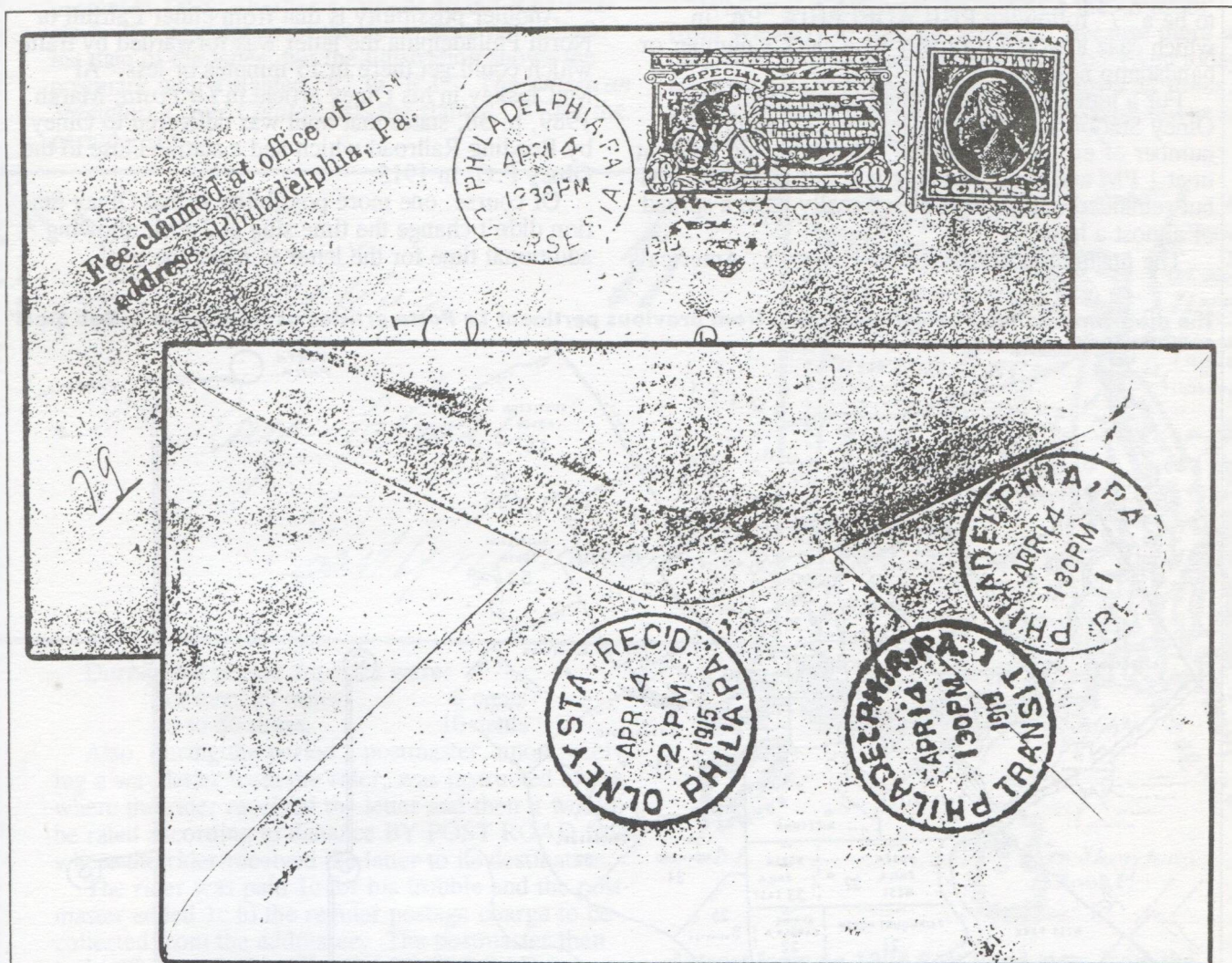
Another followup comes to us from cover dealer Geoff Remond of Wells River VT. He gives some good suggestions concerning the Boston cancel shown one full year ago under a HELP! label. Some times you just have to wait a little for that ship to come in.

Al McCloskey, whose queries are becoming

pleasantly routine in this column, asks another, this time about a transit marking with an added letter no one seems capable of decyphering. However, for once, a prepared (partial) answer is already in the wings, ready for you to read. Of course, any further comments will be graciously received and presented next time,

The problem of the "L" still remains unsolved.

As for next issue, who is willing to write forth of his or her specialty, especially of stampless items they preside over? Won't someone write up a favorite oldie, xerox it, and send it along?



Center City Postal History

I just received my *La Posta* today [May 1]; there are sure a lot of people out there with answers to our questions.

I have another one for you. In looking at my Olney [Phila] cancel pages, I saw something in a different light. The cover was under "Receiving Marks."

Looking at the transits I asked myself a question. First, I knew both the people involved in the cover. The girl was a friend of the family, the sender was her boyfriend. Probably he had a date with her the night before, so he mailed her a love note special delivery from the Bourse Station P.O. on April 4, 1915.

The time was 12:30 PM.

Since they did not sort the mail there it went to Ninth Street. It was received there at 1:30 PM and was received in Olney Station at 2 PM!

I started to add things up but did not get a good answer. How did it get to Olney in half an hour?? Olney is about 5 miles from the Ninth Street P.O.

Also, what is the meaning of the "L" after the word TRANSIT? Not "L" for old letter-station "L" (Tacony, Philadelphia)! Does this mark indicate the type of service: bicycle, motorcycle, or what? It takes almost that long by auto today....

* * * * *

[Al's postcard of May 17]

At the Philadelphia Stamp Club meeting on Cott-

man Street Saturday in reference to the "TRANSIT L:" six of us discussed it and no one had an answer, including John Kay and Norm Shachat.

A response

was requested of former Philadelphian Bob Stets who quickly complied with the following:

I do not recognize the significance of the "L" in the transit marking. Station "L" was discontinued in 1902 according to John Kay and Chet Smith's Pennsylvania Postal History. Maybe it was supposed to be a "7" following PHILADELPHIA, PA. in which case it would probably be a clerk's number or handstamp number.

For a letter to go from Ninth Street Station to Olney Station in an hour or less would require a number of exact connections. The 1:30 slug was put in at 1 PM and the 2 PM slug was put in at 1:30 PM but remained until 2 PM, so we really have a spread of almost a hour.

The pneumatic tubes [see Ed Harvey's "America's

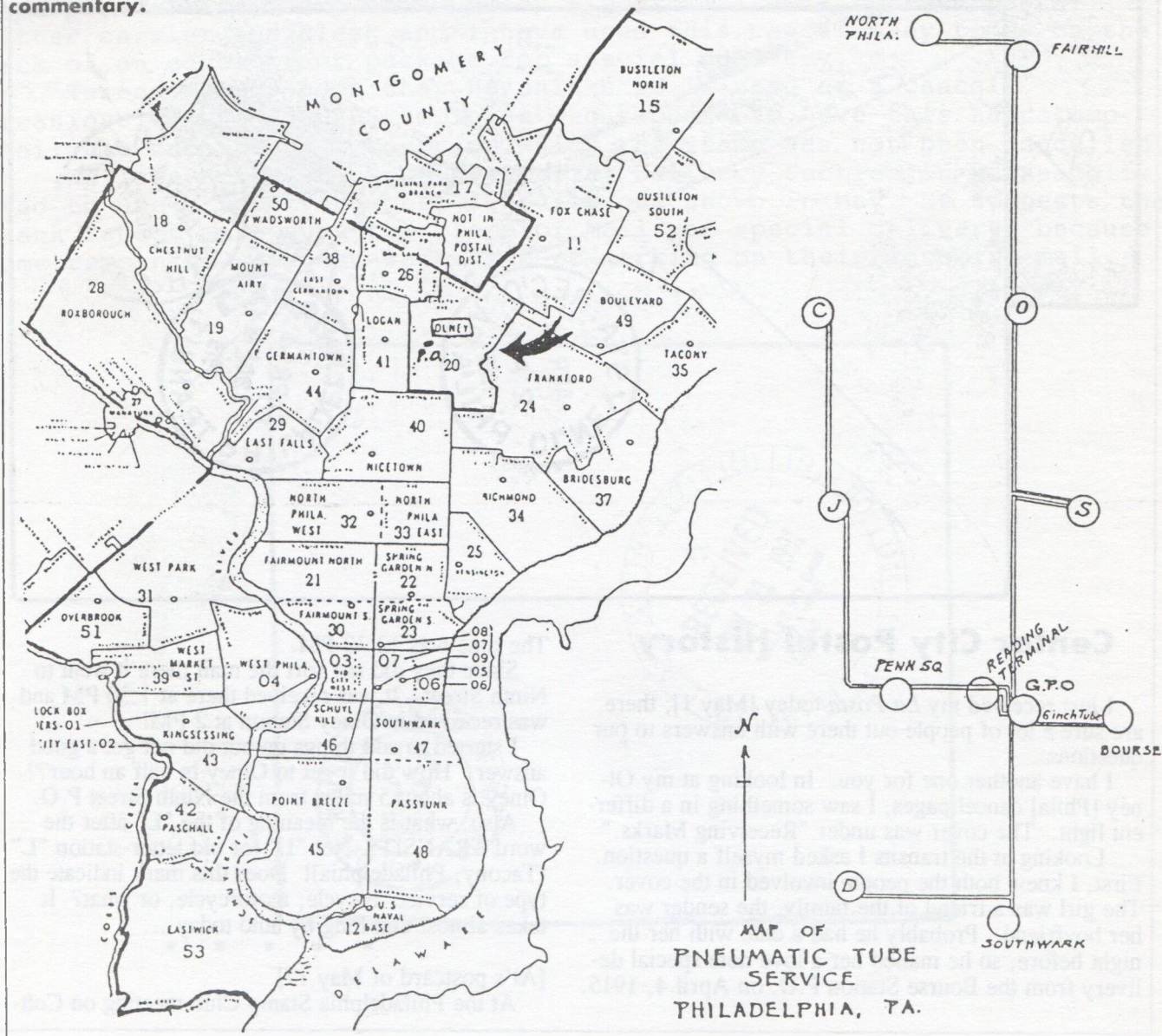
Own Pneumatic Mail Service - Philadelphia," in *La Posta*: Aug 1989 through March 1990] were still in operation in 1915, so the letter would have been transferred from Ninth Street to North Philadelphia Station or Fairhill Station by tube in no more than 10 minutes. There still remained a distance of about 4 miles from either of those stations to Olney Station.

If a dispatch truck were just ready to leave for Olney when the tube containing the special delivery letter arrived, the letter could have been on its way by, say, 1:30 PM from either Fairhill or North Phila. Station and indeed arrive there before 2 PM.

Another possibility is that from either Fairhill or North Philadelphia the letter was forwarded by train, which could get there in 15 minutes or less. Al McCloskey in his Olney article in *La Posta*, March 1989, p. 38, states that mail was delivered to Olney by Reading Railroad which had a station close to the Olney P.O. in 1915.

Of course, one more possibility is that Olney Station didn't change the time slug at 2 PM, allowing additional time for the letter to make the trip!

The diagram and map below both come from previous pertinent *La Posta* articles as mentioned in Bob Stets' commentary.



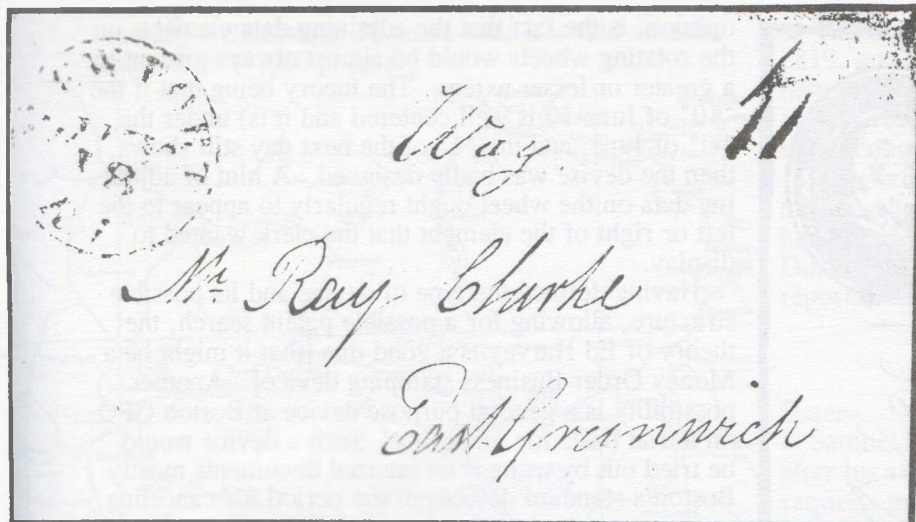
Rating Non-Post Road Stampless Letters: The "Rhode Island Puzzle" Answered

by Robert J Stets, Jr

The Northeastern Section of the May 1992, pg 44, presented Tracy Thurber's "Rhode Island Rate Puzzle." The description of the cover does not include the date of the letter, but the illustration shows the postmark with a slanted "R" in "R.I." The *American Stampless Cover Catalog* lists the slanted "R" for the period 1815-22.

see.

Why was it necessary to calculate the 48 miles from Westerly to East Greenwich? Because there was no DIRECT post road between the two. Even today, my trusty Rand McNally road map shows 32 miles as the shortest distance by road between those towns and 27 miles "as the crow flies."



During that period the rates were:

not over 30 miles	6 cents
30 to 80 miles	10 cents

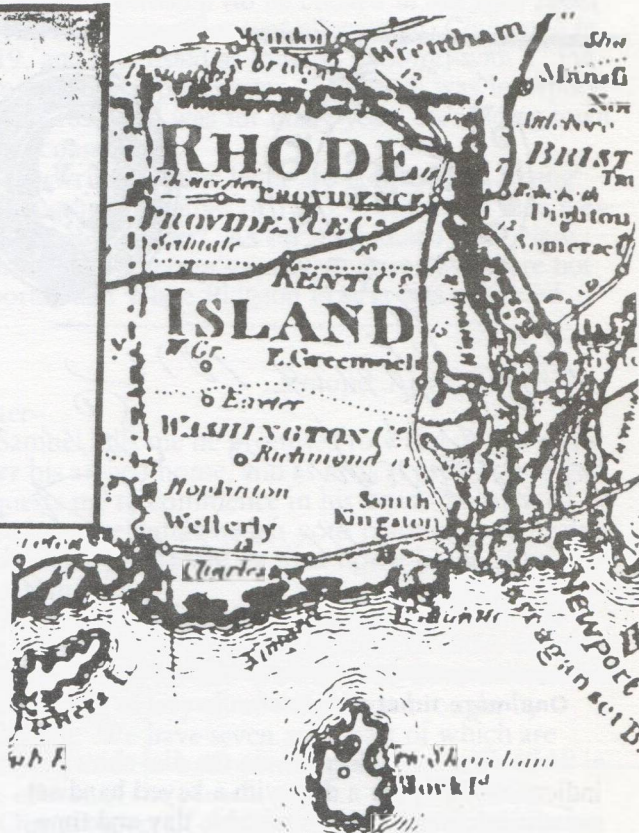
Also, during the period a postmaster, upon receiving a way letter from the rider, was instructed to ask where the rider received the letter and then it would be rated according to distance BY POST ROAD from where the rider received the letter to its destination.

The rider was paid 1c for his trouble and the postmaster added 1c to the regular postage charge to be collected from the addressee. The postmaster then had to figure out the miles BY POST ROAD from origin to destination, rate the letter, make out a waybill for the letter, and credit himself in his record of accounts with the 1c that he had advanced to the post rider. For all this the postmaster received nothing since his commissions were based on the postages he collected on letters he delivered at his own office.

For the purpose of determining the proper mileage between post offices, each postmaster was furnished a *Table of Post Offices* showing their distances BY POST ROAD from Washington City. The 1819 *Table of Post Offices* shows the following:

East Greenwich	428 miles from Wash.
Westerly	380 miles from Wash.,

thus the distance chargeable to our letter is the difference, 48 miles = 10c. To the 10c was added the 1c way fee, making a total of 11c due from the addres-



Extract from an 1804 Post Road Map, from the Library of Congress.

Herewith is a map of post roads in Rhode Island in 1804 and I don't believe any major changes were made until 1822. From Westerly the first post office the rider reached was South Kensington which was operating in 1819.

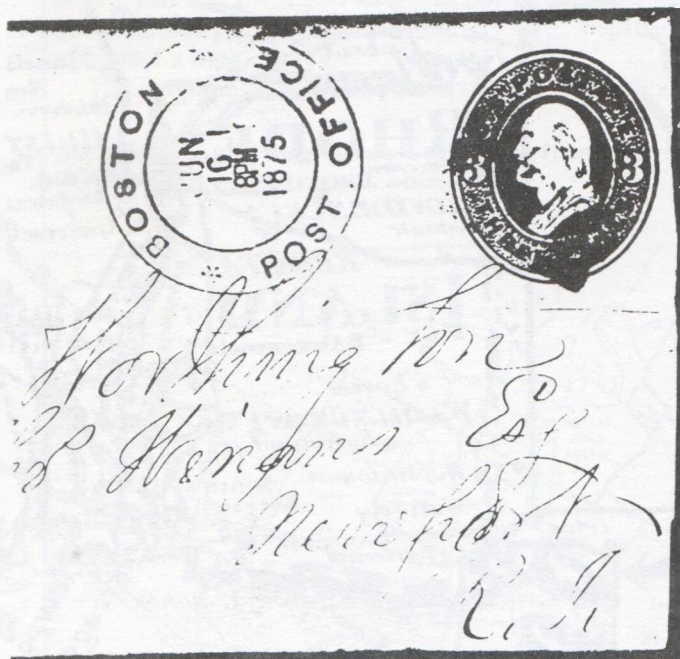
If it was operating when the rider brought in the letter in question, my guess is that the postmaster at South Kensington didn't want to be bothered with all the work (described above) for no pay so he instructed the rider to carry it onto the next office, Newport. There, conscientious postmaster Benjamin Mumford went through the required paperwork and gave the letter to the first rider going to deliver to the postmaster at East Greenwich.

The letter did not go by sea.

Some Additional Observations On The Boston "Machine" Cancel

by Geoffrey Remond

I want to call attention to a point which may have escaped some readers regarding Edward Robinson's "unique" Boston curiosity cancel. It was illustrated in May 1991, page 73; again in Jan 1992, page 45; and referenced with illustrations by Ed Harvey in March 1992, page 65.



One more time! The Boston cancel in question.

Unless my eyes deceive me the dial shows faint indications of being a dial with a keyed hand set month and year but with rotatable day and time marks. The evidence for the rotation capabilities lies immediately to the right of these data elements where the "1" of "11" and the time numeral "9" are faintly visible due to slight mis-setting by the clerk.

I would guess the salesman said something like: "Instead of many changes per day, you only have to change one element per month in this dial; the rest are adjustable with a flick of your thumb." He obviously made the sale, the cancel proves that.

Given 31 day settings not evenly spaced (one to nine take less space) and 24 hour settings of slightly larger horizontal size, and the diameter of the dial face, a mathematician can possibly estimate the size of the rotating dials and even blueprint what some of the canceler must have looked like. The resultant data postulated could be sent to the Machine Cancel Society for a check against their data base of canceling device patents pre-1875, thus the manufacturer of the device might be determined.

The cancel shown is most assuredly a hand cancel! Since the Society has one of the only unified patent data bases in the country, I'm not sure there is another one with which one could check. They probably can help in any case.

Also determinable from the impression, in my opinion, is the fact that the adjoining data elements on the rotating wheels would be almost always present to a greater or lesser extent. The theory being that if the "10" of June 10 is well centered and it is) under the "U" of June, and the "1" of the next day still shows, then the devise was badly designed. A hint of adjoining data on the wheel ought regularly to appear to the left or right of the element that the clerk wanted to display.

Having defined the type of device and its possible structure, allowing for a possible patent search, the theory of Ed Harvey is a good one [that it might be a Money Order Business stamping device]. Another possibility is a general purpose device at Boston GPO on a trial basis for suitability. Such a device would be tried out by using it on internal documents mostly. Boston's standard devices of the period for canceling covers were duplexes with negative numeral and letter killers in blackened squares and circles. These standard devices were in use at most Boston stations and certainly at the GPO. Would a device being tested take the place of a standard issue device? If it were Christmas time I'd say it was pressed into service in the hands of a temporary employee. The June 10 date does not hint of emergency use, but a canceler could have been broken or been lost at the Boston GPO and this might have been its replacement.

It is also possible that Mr Robinson owns a test usage of some considerable rarity, in use as a canceler for only a day or two. The phantom data will always wanting to show good reason why it failed and did not begin its use generally in Boston.

* * * * *

In summary my presumption are:

- 1) the device's impression might be found on internal documents of this era with some frequency, such as routing slips, pay envelopes, registration cards, employee forms, reports, and station requisitions from GPO Boston;
- 2) the device's use as an origin cancel is scarce to rare; and
- 3) the device may possibly, given further research, be determined to be, on cover, an "experimental" by a cancellation society or cataloguer.

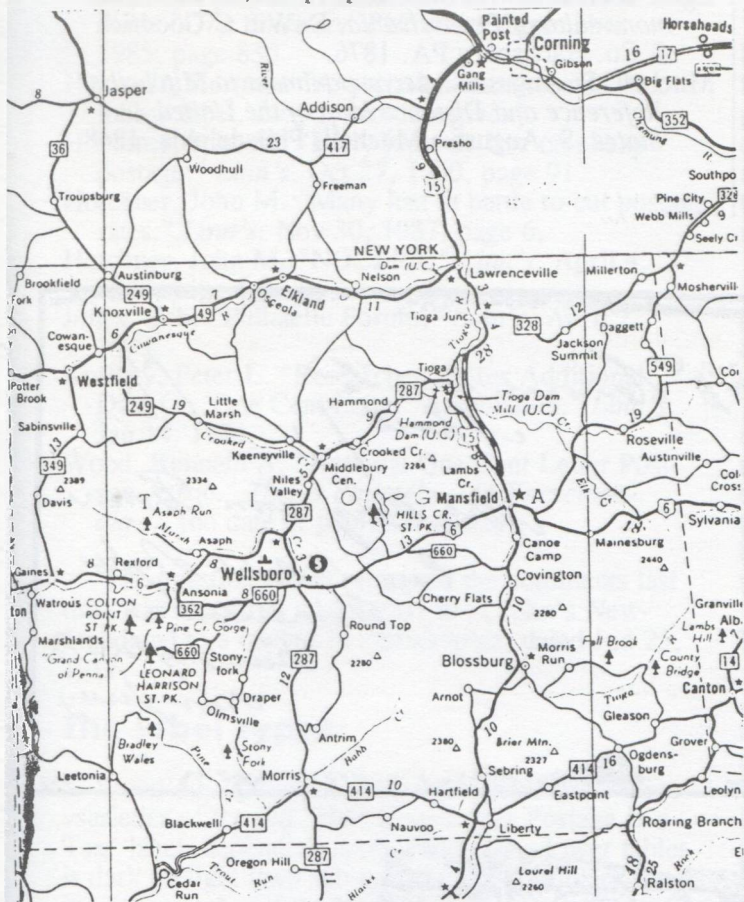
Much of this is utter speculation awaiting further information. But the glove seems to fit, so I shall wear it.

From Homesteaders in La Porte, Indiana, Via Pennsylvania Coal Country, to Burlington County, New Jersey

by Tom Clarke

Here is an interesting 1837 manuscript cancel of the Covington Pa Post Office, datelined "....mond," Pa. It conveys some interesting historical man-on-the-scene information back home, to other relatives in Pemberton, Burlington Co, NJ. Some readable paragraphing has been added for better readability.

At the turn of the 19th century, Tioga County, Pennsylvania was a wilderness. By the time of the country's Centennial 75 years later it would contain more than 43,000 people.



Tioga County is in North-Central Pennsylvania, and borders New York State.

When this letter was written, Tioga county's population had almost doubled from the 8,978 of 1830. The completion in 1840 of the Corning and Blossburg RR "stimulated the people in all sections of the county and there was a steady increase in the wealth and population from that year to 1850." [Egle, p. 1103]

Tioga's vast deposits of semi-bituminous coal (by 1876 reaching an annual production of one million tons), timber, and a variety of new rail lines would "place her in a few years in the front rank of inland counties of Pennsylvania....the progress and

development made in the county speaks volumes for the energy and enterprise of its people." [Egle, op.cit.]

Covington, located 5 miles north of Blossburg (named after Aaron Bloss, Covington's earliest settler), had a population in the 1840 census of 355. The first settlements in Tioga County were made in Covington Township (to be created in 1815) in 1802,

The first post office was allocated to Covington in 1819, and was listed as Putnam's [Store] with T. Putnam as the first postmaster. The town was incorporated in 1831 and was for many years the leading town in the county.

The writers of this letter are not listed as among the prominent families of 1876. Perhaps by then they had all moved west? As for the Indiana data, New Durham and Laporte's populations in 1840 were not reported and White Pigeon Prairie was not listed.

.....mond April 25th 1837

Sister--

Samuel tells me he promised to write to you soon after his arrival home, and as he is at present engaged requests me to commence in his stead. He arrived here in a week after he left your place in good health and spirits, and found us all at home in the same situation.

We had good sleighing here a considerable part of the winter, which operated in favor of those engaged in hauling coal for us. We have 250 Tons delivered at the landing, nearly all of which was brought by sleighing. We have seven arks, part of which are finished, and the balance will probably be finished in the course of the present week.

Our prospect of doing well in the coal speculation continues encouraging. We have had two offers for our coal, one at Painted Post [PA], the other at Syracuse [NY] --either of which would have yielded a profit.

We yesterday recd a letter from William dated New Durham March 12, '37. It is very lengthy, and interesting -- I will extract a few lines of it by way of giving you an idea of where he is, what he is doing &c.

"Emigration is still rolling on with a restless and almost incredible force in spite of winters cold. The lands have been offered for sale have all been taken -- that is, the choice pieces. The only chance of getting first choice at \$1.25 is to make claims on that which has not come onto the market. I have made one and built a house and shall put in crops on it.

"I have about 50 acres of timber and the rest 100 in good prairie. It is about 1/2 way from Juliet to La-

porte, about 22 miles from each -- 1/2 way from Chicago to Michigan City, about 30 to each place -- 1/2 from Liverpool to Thornton, 8-1/2 from each.

"We have now the mail stage from Michigan City via Liverpool to Juliet passing us -- And shortly the great Western Mail from Michigan City to Chicago and Galena will pass the door -- It is on the great road from Detroit west, and must always continue to be. It is in Lake County, Indiana, the North west corner of the state -- 4 miles from the Illinois line, and 7 from Lake Michigan.

"Our County (Lake) is now organized by the Legislature, and we shall soon have an election for Co. officers -- every one is chosen by the people the county now has about 3000 inhabitants, and none of the land has been in market."

Samuel says that Joseph had an idea of going west this spring. And if he has concluded to go, we wish him to come this way if it will not be too much against his arrangement. This new business at home will doubtless require the strictest attention. Success attend him.....

We have a beautiful Sugar season, and wish you and Willet and some others could see the Yankees

here at work at it.

In haste,
Yours with esteem
M A Bonne Chas N Sykes

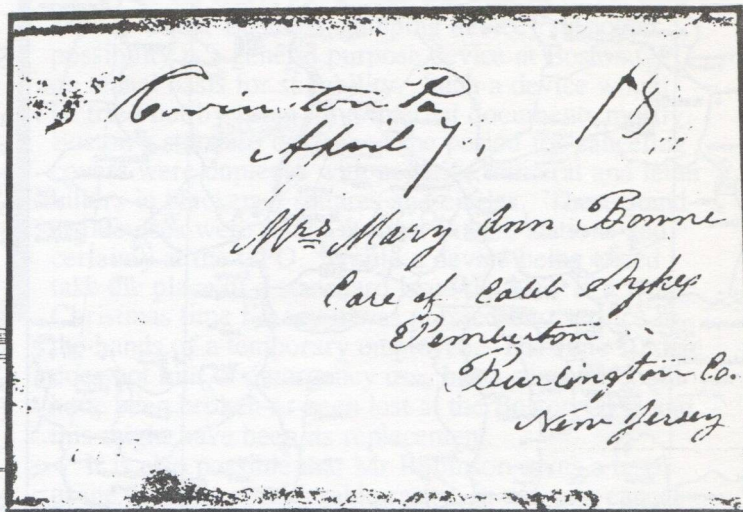
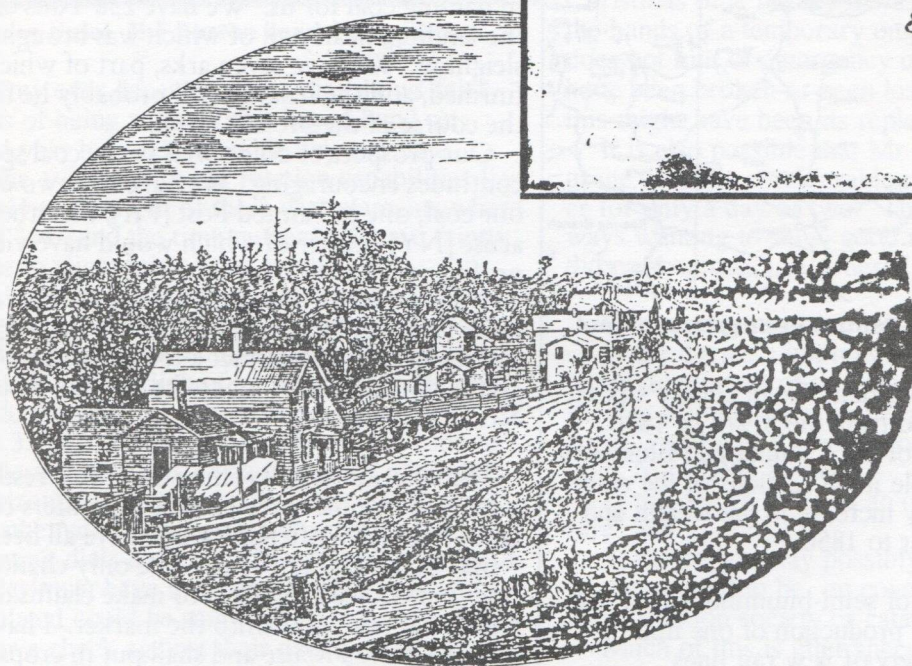
PS If you write to William, direct it to Laporte Post Office, Laporte County Indiana -- Tell Joseph and John our old friend Tommy Miller is keeping store on White Pidgeon Prairie -- John Harrison, a boy brought up by Tammy Earl, is living in Laporte.... and tell us all the news in the neighborhood.

Tell John our Dan is married to a Muncy girl worth a few hundred dollars, and is to live on our other place....

References

Egle, William H. *An Illustrated History of the Commonwealth of Pennsylvania*. DeWitt C Goodrich & Co. Harrisburg PA. 1876.

Mitchell, S. Augustus. *Accompaniment to Mitchell's Reference and Distance Map of the United States*. S. Augustus Mitchell. Philadelphia. 1848.



The National One Cent Letter Postage Association

compiled by Tom Clarke

The following comments are contributed by *four* readers: E. J. Guerrant, Jr of Antlers OK; John Bean of Quincy IL; Rob Washburn of Skowhegan ME; and Joe Crosby of Oklahoma City OK! On behalf of our readers, thank you all very much. Each enclosed articles and/or clippings from their files from a variety of sources as follows:

Sources

- Clark, Lawrence S. "Half a Rate Is Better Than None." *The American Philatelist*. September 1985, page 830.
- Hearst Jr, Herman. "Association once created 'tax lobby' label." *Linn's*. [no date given].
- Hotchner, John M. "Early journals live on cheap postage." *Linn's*. Oct 27, 1980, page 91.
- Hotchner, John M. "Many lost in battle to cut postage rates." *Linn's*. Nov 30, 1987, page 6.
- Hotchner, John M. "NOCLPA." *Linn's*. April 4, 1988, page 6.
- Jones, Bob. "Philatelic Forum," *Linn's*. April 2, 1973.
- Koffsky, Peter L. "Researcher Shares Additional Data On 'One Cent Letter' Association." *Linn's*. Jan 14, 1974.
- Wood, Kenneth A. "National One Cent Letter Postage Assoc." *This is Philately --An Encyclopedia...* [no date or publisher noted].

The question which prompted the comments last time was sent from a business? in St John's Newfoundland to a lawyer in Philadelphia, dated Jun 25, 1917.

The label types

Wood's *Encyclopedia* states that there were three varieties of the red "Half Your Letter Postage Is a Tax" label, depending upon whether the lower tablet is dark on light (two sub-types) or light on dark lettering (one type). Of the two light tablet varieties, the lowest lettering, "CLEVELAND, O" is either 10 or 12 mm wide.

John Hotchner's presumably more recent article, of Nov 30, 1987, illustrates *five* varieties which he had located in seven years of searching. He lists them as perf 12 x 12:

- 1) white letters on red background;
- 2) red letters on white background with 10mm "CLEVELAND, O.";
- 3) same, but 12mm wide;
- 4) as #3 but dark red and very heavy lines and letters;
- 5) a hybrid horizontal coil with top tablet white on red and bottom tablet red on white, perf 10-1/2

vertically.

Undefatigable John Hotchner reported yet another variety in his followup 1988 commentary: a rouletted version of his "type 2." The color reported is "closer to orange-red rather than the fire engine red of type 2." In that article John also illustrated an invoice bearing one of the label;s, per Burrows' suggestion, as you will read below.

Association Background

The Association was founded in 1912 by a retired bookseller who was devoutly interested in reducing first class postage by fifty percent. Labels were prepared and given to subscribing members gratis to use on their mail. The Wood *Encyclopedia* shows a Chicago cover that made it through the mails with the label alone used as postage and captioned "...this mailer used the label and got a 100% cut!"

Shown also is a #10 "cached" envelope with return address of the Association bearing society propagandistic statements, and with the injunction, among much other wording: "If you don't understand, write us."

The Association was disbanded in 1925, after seeing the war rate of 1917 increase the rate 50% for the duration. Finally, Charles W. Burrows, naturally of Cleveland OH, died in 1932. Note that this was the very year first class rates permanently *increased* by 50%! We can only humanely hope this fact was not a contributing factor!

The Message

Mr. Burrows urged members and recipients of his literature write to their Congressman. The propaganda envelope alluded to in Wood above stated:

HALF YOUR LETTER POSTAGE IS A TAX (as the labels read on the top tablet)/ THE PROFIT FROM LETTER POSTAGE WAS OVER \$15,000,000 LAST YEAR [surely NOT 1991!]/ HELP US SECURE AN EQUALIZATION OF OUR POSTAL RATES SO THAT EACH CLASS OF MAIL SHALL PAY THE COST OF ITS SERVICE. [still acknowledged by USPS watchdogs as a valid complaint today: that valuable first class mail underwrites a gaggle of 'junque' mail fractional rates]/ THIS WILL GIVE US NOT ONLY 1 CENT LETTER POSTAGE BUT BETTER SERVICE./ WRITE FOR A SUPPLY OF OUR STAMPS [sic], WHICH ARE FURNISHED FREE.

Lawrence Clark's 1985 article quotes a propaganda envelope of Burrows' as stating: "Please use these

stamps on your Checks, Letter heads, Invoices and other stationary instead of envelopes. These stamps must not be used on OUTSIDE of envelopes. EITHER BACK OR FRONT! Ask your friends what their annual letter postage account is and if they want to save half of it." [And ask them if they would also care to forgo death while you're at it!]

Mr. Clark then offered readers some free labels of which he had quite a few.

Peter Koffsky's earlier 1974 article includes quoted from an enclosure letter of March 15, 1919 which listed Association successes in the 65th Congress:

"First -- We succeeded in preventing the One Cent War Tax on all City Letters which saves users more than 30,000,000 from November 1st 1917 to July 1st, 1919.

"Second -- We secured Repeal of the War Tax on Letter Mail to take effect July 1st, 1919, which will, after that date, save our members [readers might like to know that this writer demanded the sun go down the other day by telling it to do so. Credit where credit is due. --Ed.]

"Third -- We prevented the Repeal of Zone Advances in the almost free mailing rates of Advertising Pages of Periodicals"

Names to look for

Other officers which writer Koffsky named were George T McIntosh (secretary-treasurer), and Everett J House (assistant secretary), all presumably of Cleveland. There was an Advisory Board of bigger names, some of which Koffsky mentioned were chief presiding officers of such firms as Union Carbide, and a dozen or more Ohio and near-state companies, including one T. James Fernley, who had hardware interests in Philadelphia.

Perhaps, as researcher Koffsky had hoped from his Linn's readers almost twenty years ago, one of *La Posta's* readers will have some stationary or enclou-

tures from or to these Advisors and officers, or of Burrows himself which they could share for the good of the cause?

The five varieties, less the rouletted version, noted by Hotchner are shown for our readers' interest and in the hopes that perhaps more varieties may turn up. Let us know if you have something of interest to show us.



Figure 3. At least these five versions of the National One Cent Letter Postage Association label are known.

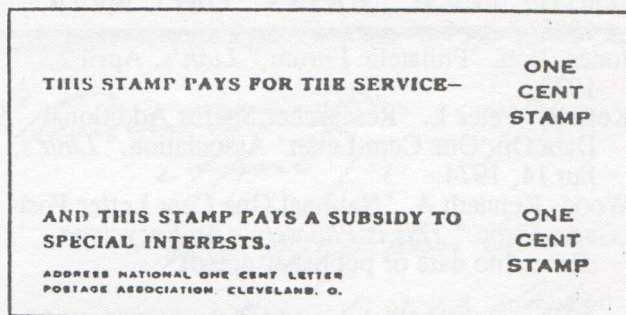
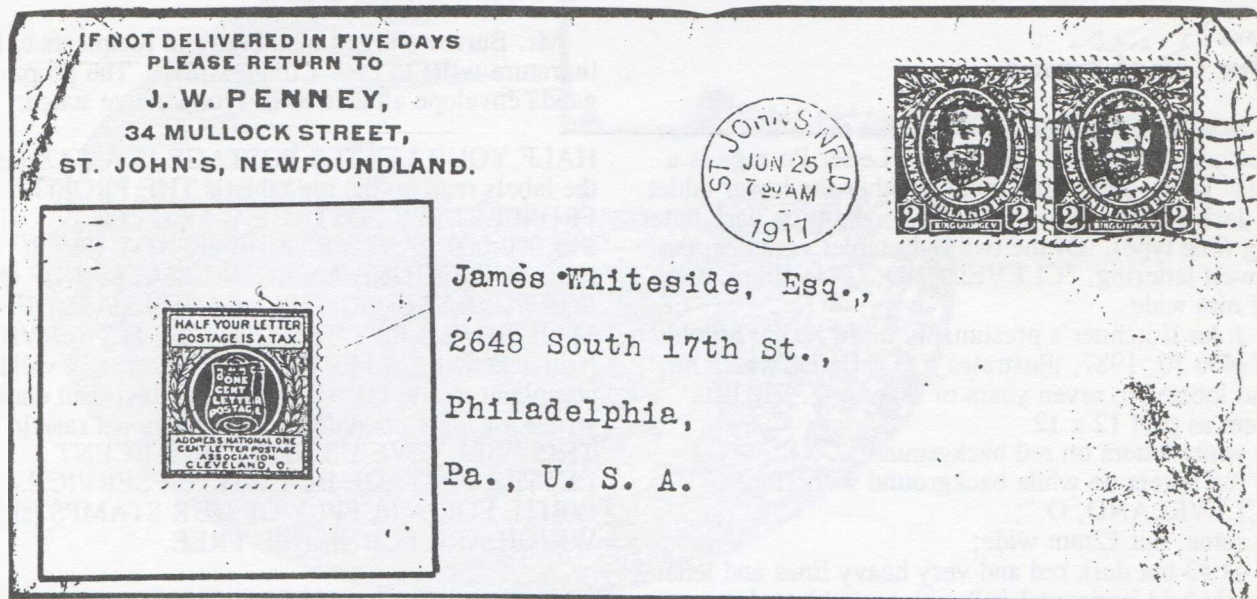


Figure 4. NOCLPA suggested preprinted envelopes using this legend to make its point. Do any exist?



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ANNOUNCEMENTS	RURAL STATIONS
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FLIGHT COVERS	FOREIGN COVERS
MILITARY COVERS	ACCESSORIES
NAVAL COVERS	COLLECTIONS
RAILWAY POST OFFICES	LITERATURE
RURAL FREE DELIVERY	MISCELLANEOUS

Rates

NUMBER of WORDS	Total for Consecutive Issues			
	1 Issue	2 Issues	3 Issues	6 Issues
1-25	1.25	2.18	3.12	5.94
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

PLEASE REQUEST our mail bid sales for general postal history. DPOs, RPOs, Dakotas, Minn., Wis., Iowa, Alaska, Western States, Canada, Foreign, Military, etc. Old books, Paper, Expos., Valentines, Fancy Canceles, etc. Consignments welcome. Robert Trandem, 1210 South Cedar, Owatonna, MN 55060 [24-1]

POSTAL HISTORY has a prominent place in our mail bid sales. Individual covers, large lots, U.S., foreign. Ask for free catalog. Juno Stamps, 1765 Juno Ave., St. Paul, MN 55116 [23-6]

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]

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,

TOWNS: WANTED

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, Pyramid, Revilla, Riley, Roberts, Rodman, Safety, Saxman, Sealevel, Seventy Mile, Sheep Camp, Shelton, Snettisham, Spooner, Star, Sullivan, Tiekell, Tonka, Tyonok (1905-09), Tyoonok, Vault, Woodsky, Wood Island, Wortmans and Yukokakat. Also covers postmarked U.S. Post Office/Alaska. Richard Helbock, P.O. Box 135, Lake Oswego, OR 97034 [23-6]

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, 3290 Revere Avenue, Oakland, CA 94605. PH: (510) 632-0274 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 [23-6]

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

**EXPIRATION DATE
SHOWN AT END OF
EACH AD,**

I.E., [23-3], MEANS

**AD WILL EXPIRE WITH
THIS ISSUE**

AD DEADLINE

FOR NEXT ISSUE:

JULY 21, 1992

TOWNS: WANTED

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

IOWA WANTED Pre-1940 Amador, Bearcreek, Bidwell, Bladensburg, Blakesburg, Chillicothe, Christianburgh, Dudley, Eddyville, Farson, Highland Center, Kirkville, Munterville, Ormanville, Rutledge, Willard. Paul Blake, 1466 Hamilton Way, San Jose, CA 95125 [23-3]

KENTUCKY, LEXINGTON & FAYETTE County: Stampless to US #1; also maps. Always looking. Mike Strain, 111 St. Mark, Sugar Land, TX 77478 [24-1]

LOUISIANA POSTAL history material (1790-1917). All responses seriously considered. Ron Trosclair (APS), 1713 Live Oak St., Metairie, LA 70005 PH: (504) 835-9611 [24-3]

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]

NEW HAMPSHIRE WANTED - PM & COUNTY 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]

NEW YORK: 19th Century; Ballston, Ballston Centre, Ballston Spa, Ballston Springs, Barkersville, Batchellerville, Bemus Heights, Birchton, Burnt Hills, Charlton, Clifton Park, Concord, Conklingville, Corinth, Coveville, Crescent, Day, Deans Corners, Dry Dock, Dunning Street, East Day, East Galway, East Line, Edgecombs Corner, Edinburgh, Elnora, Fortsville, Galway, Gansevoort, Grangerville, Greenfield, Grooms Corners, Hadley, Hagedorns Mills, Half Moon, Jonesville, Ketchums Corners, Malta, Maltaville, Mechanicsville, Middle Grove, Milton Center, Moreau, Mosherville, North Galway, North Greenfield, North Umberland, Porters Corners, Providence, Quaker Springs, Rexford Flats, Round Lake, Saratoga, Saratoga Springs, Schuylersville, South Ballston, South Galway, South Glen Falls, South Greenfield, Stillwater, Victory Mills, Vischers Ferry, Waterford, Wayville, West Charlton, West Day, West Greenfield, WestMilton, West Providence, Wilton. Send copy or on approval with price or for offer to John Azarkevich, 1400 Altamont Ave., Suite 111, Schenectady, NY 12303. [23-5]

NEW YORK stampless covers (Saratoga County only) needed for exhibit purposes. I will send detailed list of towns, or you send photocopy of cover front with requested price. John Lange, 373 Root Road, Ballston Spa, NY 12020 [23-6]

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]

UTAH BRANCHES & STATIONS. Prices listed paid for clear cancels on clean cards or covers. Brigham: Bushnell General Hospital Branch \$15. Ogden: Station A \$15; NPO 10295 \$15. Salt Lake City: Calderpark Station (Not Branch) \$60; Sugarhouse Station (1899-1907 only) \$20; Army Air Base Station \$20; Air Base Station \$15. Any numbered branch or station for any Utah post office at least \$10 for those I need. Dennis Pack, 1915 Gilmore Ave., Winona, MN 55987. [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 Baldridge, 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 Barnsteep 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 [24-1]

MODERN POSTAL HISTORY: FOR SALE

OREGON 4-BAR postmarks on #10 envelopes, mostly 1950's & 60's from operating post offices; some duplication. \$2.50 per hundred plus postage. Other modern commercial cancel varieties available. Paul Dixon, 2023 - 41st Street N.E., Salem, OR 97305 [23-4]

U.S. MODERN POSTAL history is hot! Start your collection now. My stock overflows with 20th century US commercial covers. Approvals. Want Lists welcome. Rick Lancaster, Box 428, Skowhegan, ME 04976 [24-1]

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]

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

ARIZONA WANTED. Buying better Arizona Realphoto and lithographic postcards before 1930, photographs, stereoviews and Arizona ephemera. Streetscenes, mining, camps, forts, towns, etc. Permanent want, postage and copy costs reimbursed for approvals. Jeremy Rowe, 2331 E. Del Rio, Tempe, AZ 85282. [24-2]

POST CARDS: WANTED

COLORADO POSTCARDS - Collector buying pre-1930 real photo postcards depicting Colorado town street scenes, RR depots, mines, storefronts, or interesting activities. Send photocopies or cards on approval. Will reimburse postage and insurance. Chuck Harbert, P.O. Box 26, Waterford, CT 06385 (203) 443-4791. [24-1]

OLD PICTURE POSTCARDS - prefer Southern, NJ & PA. Blacks, RR Depots, Real Photos, Airlines, Airports, Fire Fighters. I will also buy accumulations. Cards must be priced for resale. I pay postage both ways. I pay postage both ways. I.F.P.D. and I.P.D. Charlie's Cards, 180 Parkview Drive, P.O. Box 516, Commerce, GA 30529. PH 404-335-3976. [23-6]

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. [23-6]

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]

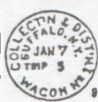
HAL SMITH has the Oklahoma Doane Listing for you at cost, pre-paid, \$1.50. You can help in the Great Doane Hunt! 2109 Briarcliff, Bethany, OK 73008. [23-4]

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]

LA POSTA back numbers wanted as donations. Especially need Whole numbers 68, 69, 75, 76 and 86, but we can use duplicates of all issues. American Philatelic Research Library, P.O. Box 8338, State College, PA 16803. PH: (814) 237-3803. [24-2]

WAGONS: WANTED



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

[24-1]

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]

BUYING WESTERN PHOTOGRAPHS - Cabinet cards, Stereographs, CDVs. Also Daguerreotypes, Ambrotypes, and Tintypes of occupational, outdoor, and unusual subjects. Permanent want, postage and copying reimbursed for approvals. Jeremy Rowe, 2331 E. Del Rio, Tempe, AZ 85282. [24-2]

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 [23-6]

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]

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]

WANTED PARCEL POST covers. Collections, accumulations, rarities, unusual domestic usages, and scarce foreign destinations. Need the following dates: Jul 6, Sep 14, 27, Oct 4, 5, 18, 19, 23, 26, 31, Nov 1, 2, 9, 12, 15, 16, 21, 23, 28, 30 Dec 3, 5, 7, 17, 27, 28, 29 and 30 from 1913. Need states, etc.: Idaho, Nev., Wyo., Canal Zone, Siberia, DWI, AEF. Nothing beyond 1919. Also need other covers worldwide from stampless to 1905. Either send copies of what you have or make arrangements by calling 513 236 6719 Mon-Fri 8-5. Freemans Stamps, P.O.B. 24231, Dayton, Ohio 45424. [23-6]

MISC.: WANTED

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, MICH; 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, CO; COLUMBUS, MO; COLUMBUS, WV; NEW COLUMBUS, KY; NEW COLUMBUS, PA. Send xerox with price. Jim Doolin, 11252 Goodnight Ln., #600, Dallas, TX 75229 [24-1]

FOREIGN: WANTED

CANADA - ALBERTA town cancels and postal history on cover, card or stamp. Territorial period forward. Also small town views, advertising covers - "everything Alberta". Keith R. Spencer, 5005-Whitemud Road, Edmonton, Alberta, Canada. T6H 5L2. (403) 437-1787 [24-1]

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 [23-6]

DANISH WEST INDIES postal history (1874-1917). All responses acknowledged and appreciated. Ron Trosclair (APS), 1713 Live Oak St., Metairie, LA 70005. PH: (504) 835-9611. [24-2]

MILLS PHILATELICS

"Stamps-Covers"

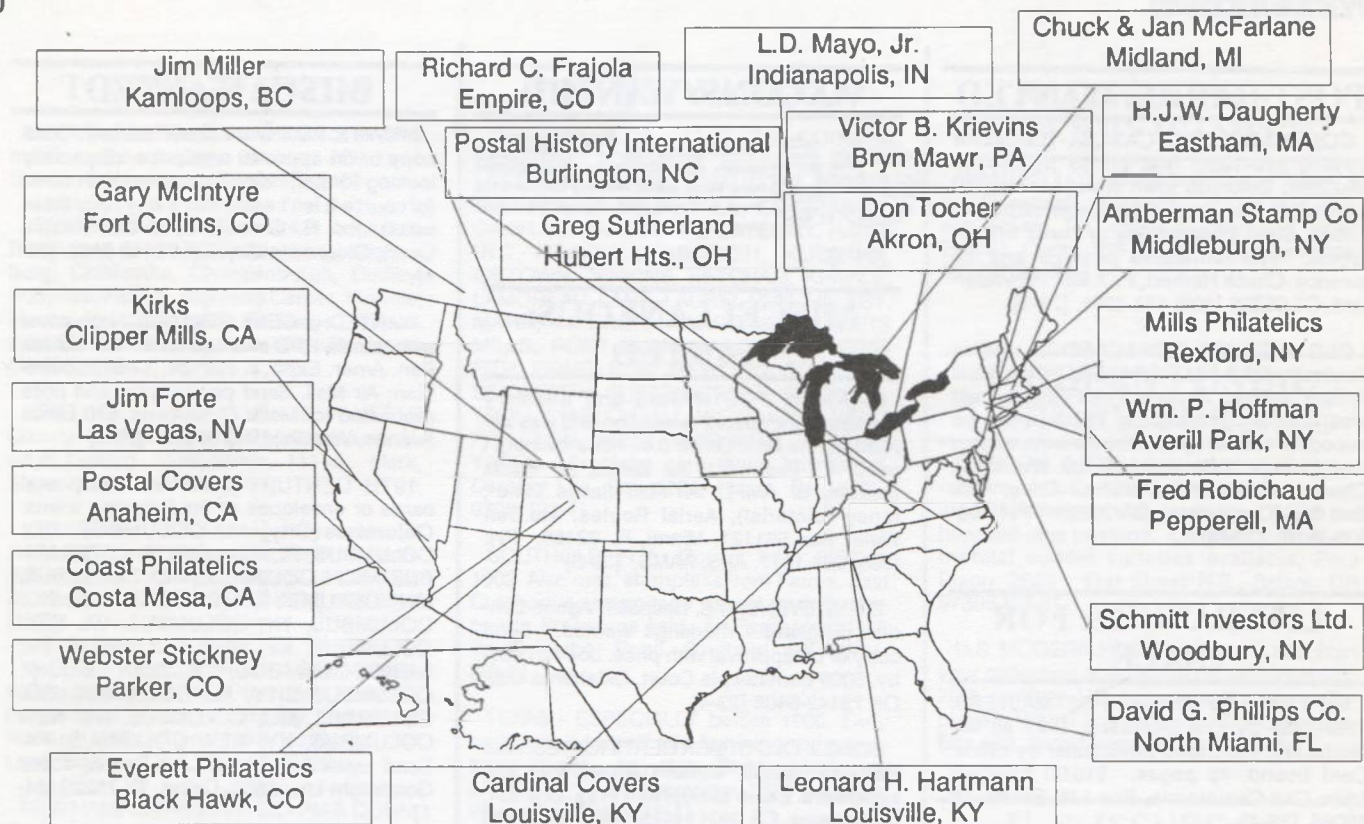
P.O. Box 221

Rexford, NY 12148

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VARIETY OF US &
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THE POSTAL HISTORY DEALERS MAP

*A contract ad of three consecutive insertions will qualify you to be "On the Map".

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