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# LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

SEPTEMBER 1992





# LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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**COVER:** *Our cover this month reproduces an 1885 illustration titled "Swamp Scene in Florida." It is intended to call attention to the article by Niles Schuh which appears in this issue of our journal. We are delighted to publish such a fine piece of research on the Sunshine State's postal history. Florida has had a truly fascinating past, but published research from a postal history perspective is rare.*

## AWARDS:

*Gold Medal, COLOPEX 1987*  
*Silver Medal, CAPEX 1987*  
*Large Silver Medal, AMERIPEX 1986*  
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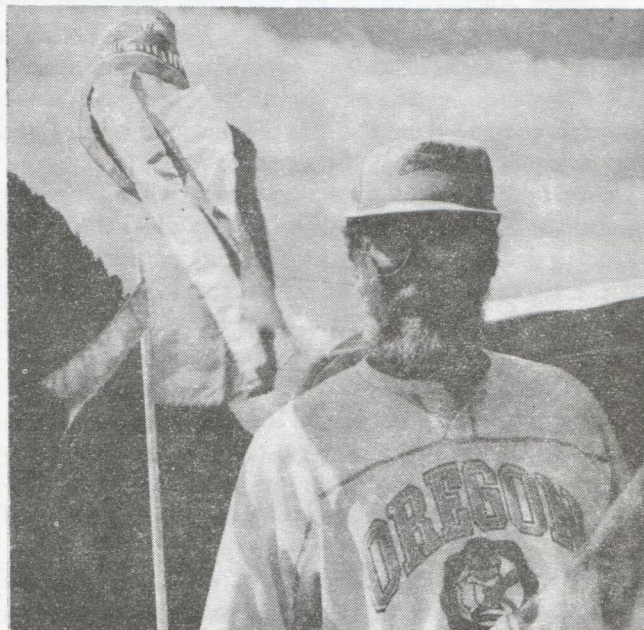
### And now, with a modest fanfare...

My mention in the last issue that changes were forthcoming in the content of *La Posta* caused a few readers to write. Letters tended to follow one of three main themes: 1) "glad to hear it, it's about time"; 2) "change might be good, I'll reserve judgement"; and, 3) "go slow, we like *La Posta* the way it is." I really appreciate hearing from those of you who took the time to write, and to you readers who expressed concern over too precipitous a change, let me say that I have given very careful consideration to just that point. I think I can safely assure you that the changes I am about to announce will only serve to improve the content of *La Posta*.

*La Posta* strives to be what it says in its subtitle, that is, "A Journal of American Postal History." At one level that means that we publish research pertaining to all aspects of American postal history, and, while it may be argued that we have tended to neglect, or at least give modest attention to, some aspects of postal history, while providing major coverage to others, that is in large measure a function of the kinds of manuscripts we are offered for publication. We have not consciously sought to ignore any aspect of American postal history.

At another level our subtitle implies that *La Posta* is a mirror of the hobby that we know as American postal history. In other words, when one reads *La Posta*, one should see reflected in our pages the kinds of preferences and trends that are going on in the hobby. For most of our publishing history, I think we have done a fair job in reflecting the nature of the hobby. It was, after all, this concern to be relevant (to use the 1960's buzzword) that led to our decision to expand the coverage of *La Posta* along geographic regional lines. American postal historians have long used geographical boundaries (state, territory, county, city, region) to define their postal history interests, and the content of *La Posta* was organized to match closely those definitions.

The scheme worked reasonably well, but there were two major problems. First of all, despite our best attempts to find competent and productive regional editors, and convince them that they should contribute their time and talent to *La Posta* for little or no reward, we have not been particularly successful in maintaining a geographic balance to the coverage of our articles. Let me hasten to say that this is by no means the fault of our regional editors. Bob Stets, Alan Patera, Dave Robinson and Tom Clarke have all done a magnificent job in producing regional sections which truly reflected the kinds of research underway in the Northeast, the Midwest and the Southeast. Similarly, Charlie Towle and Bob Munshower made substantial contributions to our pages by giving us a better understanding of the subject of railway post offices in The Second Section. The problem of maintaining a balance among sections defined in geographic terms is quite simple. If no one submits research articles dealing with Montana, or Mississippi, or Maine, then our



regional editors must either write such articles themselves, find someone who can, or ignore those states. For the most part, we have tended to ignore those states, as well as others about which no research articles were received.

The second problem with our regional geographic organization is that I am no longer convinced that it accurately mirrors the hobby. True, I believe that the majority of American postal historians still maintain collections that are defined along the lines of state, or county, or city boundaries, but there have occurred two developments which tend to blur the traditional goal of a geographically defined collection, i.e., to obtain an example of the postmark from each post office within an area of geographic interest. On the one hand, today's geographically defined collections tend to include lots of other items of interest beyond the traditional one postmark from each post office. Some collectors seek examples of each postmark from each office, and that causes them to become more interested in the subtle differences among postmarks and cancels. Others choose to include RPO and RFD postmarks, as well as postmarks from military and naval installations, and that leads them to learn more about the appropriate topical areas.

Still other collectors, perhaps having begun with a traditional geographic goal, have become so fascinated with a particular stamp issue, or auxiliary marking, or machine cancel, that they have drifted into totally non-geographic areas of interest, and now maintain more diverse collecting interests along with their original geographic collections. After all, how many of us have followed our geographic collections intently to the point where finding a new town, or even a new type of postmark, has become a rare occurrence? How can one maintain an interest in collecting, if one can find nothing new to add to the collection?



I see the hobby changing. I see this change reflected in the kinds of lots which draw the most attention in our Subscribers' Auctions and in my numerous telephone contacts with collectors around the nation. This is not really a revelation, for postal history has always been in a process of change. But my awareness of the changes taking place in the hobby has convinced me that our organization of *La Posta* along geographic lines has outlived its usefulness.

Before I proceed to a discussion of what will replace our regional geographic scheme, let me quickly add that I am not suggesting that *La Posta* will no longer carry articles defined along particular geographic lines. Far from it, I remain convinced that the "local history approach", as we have long referred to it, is a key ingredient to the joy of postal history, and I wish to point to the article by Niles Schuh in the current issue, "Florida's Saint Marks River Towns," as precisely the kind of piece that any postal historian can enjoy reading -- regardless of his or her own geographic area of interest. We will continue to seek out and publish articles of this kind.

And now for the announcement... Beginning with our January 1993 issue, the content of *La Posta* will be guided by an Editorial Board consisting of a number of Associate Editors. These Associate Editors will have no particular regional geographic area of publishing responsibility, although some of them will be collectors with a strong geographic orientation in their own collections. Each Associate Editor has been asked to take on this responsibility to *La Posta* because they are individuals who have demonstrated enthusiasm for research along with the skill to communicate their discoveries in postal history. In addition, each Associate Editor comes to our Editorial Board with an area of expertise that will compliment the other members of the Board.

While the makeup of the *La Posta* Editorial Board is not yet complete, the following individuals have agreed to serve as Associate Editors:

**John Azarkevich of New York**  
**Henry Berthelot of Louisiana**  
**Tom Clarke of Florida**  
**Rod Crossley of California**  
**Phil Kay of Washington**  
**Bob Munshower of Colorado**  
**James Patterson of Arizona**  
**Steven Roth of the District of Columbia**  
**William Sandrik of the District of Columbia**  
**Robert Schultz of Missouri**  
**Randy Stehle of California**

Many of these names are already familiar to readers of *La Posta* because of the articles, books and monographs they have written, and I think you will agree with me that we are indeed fortunate to be able to count on their guidance in the years to come. The names of additional members of the Editorial Board will be announced in forthcoming issues.

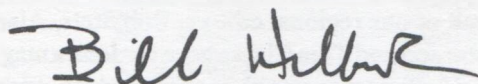
So what does all this mean in terms of the content of *La Posta*? No more regional sections plus an Editorial Board

means that future issues of *La Posta* will look pretty much like this one, and, for that matter, the last one. Future issues of *La Posta* will contain some articles of a local postal history nature and some articles which are not specifically geographic in orientation.

"Big deal," you say, "*La Posta* has been that way for quite some time." And you would, of course, be correct, but with an Editorial Board consisting of people who bring with them expertise in a wide variety of subjects, as opposed to five guys trying to fill out a menu of articles tied to geographic regions, I believe we should enjoy a greatly enhanced coverage of the hobby. I hope you share my optimism for our new organization, and I would be delighted to hear from you concerning our proposed changes.

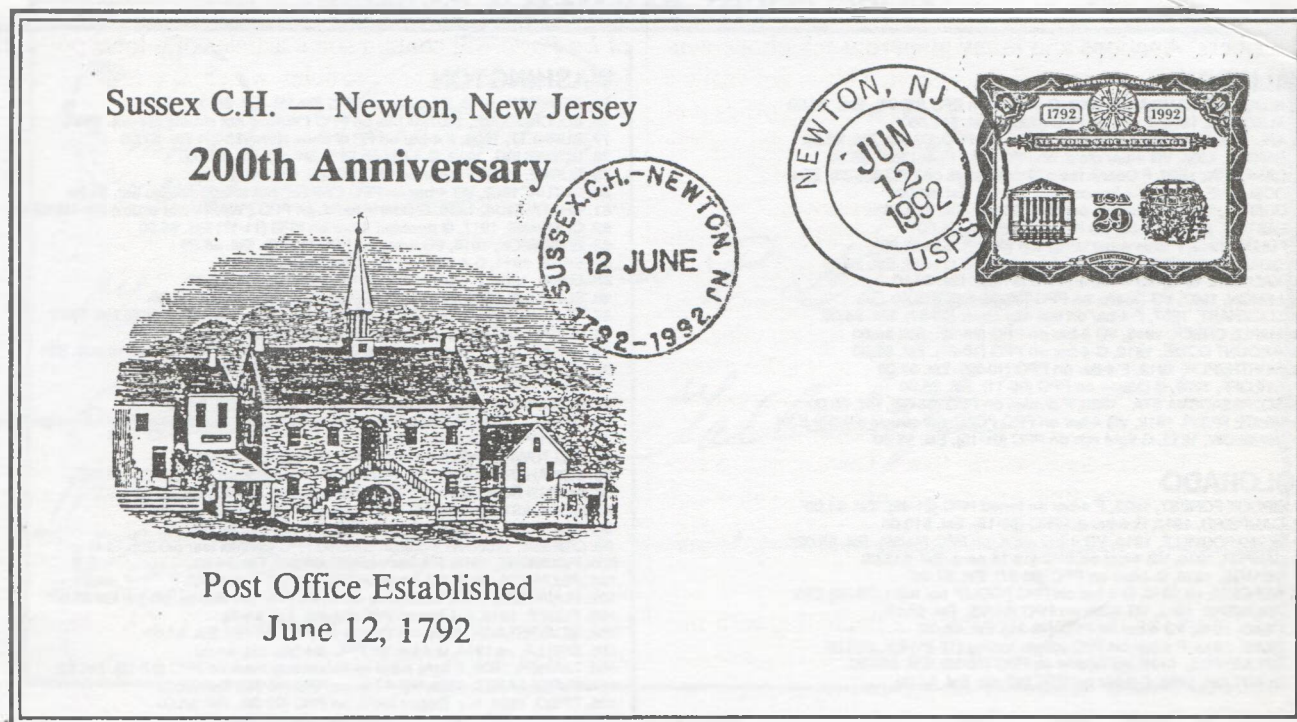
**ON OTHER MATTERS:** The nationwide Doane census project -- tentative title, *United States Doanes* -- has been carried quite a long way toward completion, and I anticipate publication sometime this fall. The listings of all but five states have been entered in my computer, and, while I still lack any lists from ALABAMA and KENTUCKY, I am hopeful of completing this necessary data entry task in the next few weeks. Meanwhile, new Doane reports are appreciated as you make new discoveries. I can enter new data right up to the time of final layout. My best guess at this point is that the initial publication should list something like 15,000 Doanes nationwide, and I estimate that to be about one-half of the total numbers ever used. Naturally, degrees of completeness vary considerably from state to state. Should be a fun book!

John Mahoney's *San Francisco Postal Markings, 1847-1900* has just been published as *La Posta* Monograph Volume 8. This is a masterful, 120-page booklet that lists and illustrates not only the numerous postmarks of San Francisco, but also the numerous killers and service markings. Our first edition of just 300 copies is likely to sell out quickly, so if you have an interest order yours today at \$16.00 postpaid. While you're at it, now is the time to subscribe to the 1992-93 monographs (Volumes 9 and 10). You may use the handy colored subscription form which should be tucked in the envelope with this issue of *La Posta*. We do not know what they will contain, but for a \$16.00 subscription price -- at least one half their eventual retail price -- you are sure to get good value, as well as, providing a real service to the hobby by permitting new titles of restricted interest to be published.



Richard W. Helbock





Leonard R. Peck sent along this attractive Bicentennial cover which celebrated the 200th Anniversary of the Sussex C.H. - Newton, New Jersey post office on June 12, 1992. Mr. Peck was instrumental in calling the attention of local postal authorities to this forthcoming birthday.

## U.S. POST OFFICE CENTENNIALS & BICENTENNIALS UPCOMING

By John Gallagher

Post Office	County	State	Established	Remarks
Bogalusa	Was	LA	92-08-06	as Bogue Loosa (1906)
Omega	Kin	OK	92-08-09	
Doran	Wil	MN	92-08-11	
Hemet	Riv	CA	92-08-18	
Lexington	Ekb	VA	92-08-20	Bicent.
Hagerstown	Was	MD	92-08-20	Bicent. (Elizabethtown 1797-1808)
Maddox CPO	StM	MD	92-08-23	(To CPO 1 Feb 60)
Carney	Lin	OK	92-08-24	
Talmage	Lan	PA	92-08-25	
Sharpsburg	Was	MD	92-08-30	Bicent.
Lithia	Hil	FL	92-09-01	as Freeman, Pelot (18 Jul 04)*
Natchez	Nat	LA	92-09-05	
Oliver	Fay	PA	92-09-05	
Zillah	Yak	WA	92-09-07	
Greybull	Big	WY	92-09-07	as Coburn (7 May 07)*
Rougon	PtC	LA	92-09-14	as Chenal (1 Dec 51)*
Greenbush	Ros	MN	92-09-15	
Flensburg	Mor	MN	92-09-15	
Stroud	Lin	OK	92-09-16	
Camargo	Dew	OK	92-09-16	
Mount Royal	Glo	NJ	92-09-22	
Strasburg	She	VA	92-09-26	Bicent.
Woodstock	She	VA	92-09-26	Bicent.

Continued on page 76



# **RANDY STEHLE MAIL SALE NO. 43** **16 IRIS COURT, SAN MATEO, CA 94401**

## **CALIFORNIA**

1. ALDEN STA./OAKLAND, 1908, G duplex on PPC (00-08). Est. \$6.00
2. ALGOMAH, 1908, F cds on PPC (0209). Est. \$12.00
3. ARL. STA./RIVERSIDE, 1909, G duplex on PPC (00-23). Est. \$3.00
4. BARTLE, 1908, VG 4-bar rec'd. on PPC (06-11 per.). Estr. \$5.00
5. CAMERON, 1908, F Doane rec'd. & overstruck on PPC (99/23). E\$4
6. COSUMNE, 1910, G 4-bar on PPC (52-15). Est. \$4.00
7. DUFFEY, 1907, VG Doane on PPC (04-12). Est. \$12.00
8. EASTON, 1912, G 4-bar on PPC (09-18) Est. \$6.00
9. FULDA, 1910, F blue 4-bar off @ top (06-12). Est. \$6.00
10. GRAHAM STATION, 1916, VG 4-bar on PPC (11-18). Est. \$6.00
11. HALLECK, 1912, VG 4-bar on PPC (81-25). Est. \$5.00
12. LEMON, 1907, VG Doane on PPC (95-08) Est. \$10.00
13. LOCKHART, 1957, F 4-bar on last day cover (53-57). Est. \$5.00
14. MAPLE CREEK, 1913, VG 4-bar on PPC (86/23). Est. \$6.00
15. (M)OUNT DOME, 1916, G 4-bar on PPC (10-27). Est. \$6.00
16. NORTHSPUR, 1912, F 4-bar on PPC (10-22). Est. \$7.00
17. ORLOFF, 1909, G Doane on PPC (05-11). Est. \$5.00
18. SO. PASADENA STA., 1908, F duplex on PPC (08-09). Est. \$8.00
19. WHITE RIVER, 1912, VG 4-bar on PPC ("CAL" not struck) (62/33) E.\$4
20. WINSLOW, 1912, G light cds on PPC (01-15). Est. \$6.00

## **COLORADO**

21. BROOK FOREST, 1923, F 4-bar on toned PPC (21-49). Est. \$4.00
22. CAMPBIRD, 1913, G 4-bar on PPC (98-18). Est. \$10.00
23. HOWARDSVILLE, 1910, VG 4-bar rec'd. on PPC (74/39). Est. \$5.00
24. JASPER, 1916, VG 4-bar on PPC (13-18 per.). Est. \$15.00
25. MIRAGE, 1908, G 4-bar on PPC (95-27). Est. \$7.00
26. NEPESTA, ca.1910, G 4-bar on PPC ("COLO" not strk.) (78-29) E\$5
27. PROWERS, 1911, VG 4-bar on PPC (81/33). Est. \$6.00
28. READ, 1910, VG 4-bar on PPC (98-34). Est. \$8.00
29. RENE, 1913, F 4-bar on PPC w/light toning (12-21) Est. \$20.00
30. STONEWALL, 1909, VG Doane on PPC (78-18). Est. \$10.00
31. SUNBEAM, 1930, F 4-bar on GPC (12-42). Est. \$4.00

## **IDAHO**

32. ABBEY, 1910, F 4-bar on PPC (02-11). Est. \$15.00
33. DENVER, 1908, VG Doane rec'd. & overstruck on PPC (92-14) E\$7
34. SAINT JOE, 1911, VG 4-bar on PPC (90/45). Est. \$4.00
35. VOLLMER, 1909, VG 4-bar on PPC (07-19). Est. \$8.00

## **NEBRASKA**

36. ADELIA, 1907, VG Doane on PPC (struck on dark background) (91-10) E\$5
37. BURKETT, 1907, VG 4-bar on PPC (08-30). Est. \$5.00
38. FRANCIS, 1908, F Doane off slightly @ top of PPC (83-17) Est. \$7.00
39. KING, 1909, Vg cds on PPC (02-33). Est. \$5.00
40. LOGAN, 1909, VG cds on PPC (84-50). Est. \$3.00
41. PETERS, 1913, VG 4-bar on PPC (02-34). Est. \$6.00
42. TABLE, 1909, VG Doane on PPC (98-28). Est. \$6.00

## **NORTH DAKOTA**

43. BAHM, 1913, VG 4-bar on PPC (stamp gone) (12-16). Est. \$7.00
44. BERG, 1915, VG 4-bar on PPC (05-44). Est. \$4.00
45. DANZIG, 1912, F 4-bar on PPC (98/55). Est. \$4.00
46. ELLISON, 1910, VG 4-bar on PPC (99-12). Est. \$7.00
47. KELLYS, 1916, VG 4-bar on PPC (89-35) Est. \$5.00
48. LARVIK, 1910, VG light 4-bar on PPC (stamp gone) (08-11) Est. \$4.00
49. (L)YNCH, 1909, G cds overstruck on PPC ("ND" not strk.) (02-08) E\$4.00
50. MALCOLM, 1909, VG cds on PPC (02-12). Est. \$10.00
51. NUMEDAH, 1913, F 4-bar rec'd. on PPC (stamp gone) (98-26). Est. \$4.00
52. MINERAL SPRINGS, ca.1915, G 4-bar on PPC (10-24) Est. \$5.00
53. ZION, 1909, G Doane on PPC (99-21). Est. \$5.00

## **OREGON**

54. CHITWOOD, 1910, VG Ty 1 Doane on PPC (92-45). Est. \$5.00
55. CLATSOP, 1905, G cds on PPC (94-14). Est. \$6.00
56. GEORGE, ca.1913, VG 4-bar on PPC (81-19). Est. \$8.00
57. HOLBROOK, 1914, F 4-bar on PPC (87-33). Est. \$4.00
58. HOLDMAN, 1910, F 4-bar on PPC w/small stain (00-29) Est. \$5.00
59. IRVING, 1913, F 4-bar on PPC (78-19). Est. \$5.00
60. LELAND, 1914, VG 4-bar on PPC (55-43). Est. \$5.00
61. NORTONS, 1911, G light 4-bar as forwarding mark on PPC (95-34). E\$4
62. PLACER, 1909, F 4-bar rec'd. & overstruck on PPC (94-24). Est. \$6.00
63. PRATUM, 1910, VG 4-bar on PPC (98-53). Est. \$3.00
64. WOODSTOCK, 1910, F 4-bar on PPC (91-12). Est. \$6.00
65. YANKTON, 1910, G 4-bar on PPC (94-31). Est. \$5.00

## **RHODE ISLAND**

66. DAVISVILLE, 1910, F cds on PPC (51-32). Est. \$5.00
67. WEST GREENWICH CENTER, 1909, VG 4-bar on toned PPC (48-27). E\$5
68. WHITEROCK, 1910, VG Doane on PPC (90-11). Est. \$7.00

## **SOUTH DAKOTA**

69. BAKERVILLE, 1912, VG 4-bar on PPC (86/30). Est. \$5.00
70. OWATOMA, 1910, F 4-bar slightly off @ top of PPC (09-14). Est. \$12.00
71. RESERVE, 1908, F 4-bar off @ top (08-18). Est. \$5.00
72. RIDGE, 1909, F Doane on PPC (88-10) Est. \$10.00
73. SEIM, 1909, F Doane rec'd. on PPC (01-18). Est. \$7.00
74. VERNON, 1909, F 4-bar on PPC (92-13). Est. \$7.00

## **WASHINGTON**

75. BENSTON, 1910, F Doane on PPC (92-18). Est. \$5.00
76. BLOCKHOUSE, 1907, G cds on PPC ("WASH" not struck) (94-30). E\$5
77. BURNETT, 1909, F 4-bar on RP of shoe store (88-27) Est. \$7.00
78. BOSSBURG, 1913, G 4-bar on PPC (91-41). Est. \$4.00
79. BURKE, 1909, F 4-bar on PPC (07-25). Est. \$5.00
80. CATLIN, 1909, VG 4-bar on PPC ("WASH" not struck) (92-09) Est. \$5.00
81. CHATAQUA, 1908, G Doane rec'd. on PPC ("WASH" not struck) (88-12) E\$4
82. CUMMINS, 1917, G doubled 4-bar on PPC (11-17) Est. \$6.00
83. EDGEWICK, 1915, VG 4-bar on PPC (12-19). Est. \$8.00
84. EFFIE, 1914, G 4-bar on PPC (04-17). Est. \$8.00
85. ELGIN, 1907, F 4-bar rec'd. on PPC (92-36). Est. \$5.00
86. EUFAULA, 1910, VG 4-bar rec'd. on PPC (95-12). Est. \$5.00
87. FT.LAWTON STA./SEATTLE, ca.1908, G duplex on PPC (05-09) Est. \$8.00
88. GERTRUDE, 1912, VG cds on PPC (00-36). Est. \$5.00
89. GRANT, 1911, VG cds rec'd. & overstruck on PPC ("WASH" not struck). E\$4
90. KOPIAH, 1908, VG 4-bar overstruck on PPC (06-28). Est. \$5.00
91. LONE TREE, 1908, VG 4-bar on cover (08-18). Est. \$10.00
92. MC GOWAN, 1909, VG Doane on PPC (01-39). Est. \$4.00
93. MESKILL, 1911, VG Doane overstruck by "Missent to/Seattle, Wash./Foreign Division" on PPC (05-20). Est. \$5.00
94. MILLTOWN, 1912, F 4-bar on PPC (01-29). Est. \$6.00
95. MONAHAN, ca.1912, VG 4-bar on PPC (no stamp) (88-26). Est. \$3.00
96. MORAN SCHOOL, 1927, VG 4-bar on cover (26-32). Est. \$10.00
97. NEW CASTLE, 1909, VG Doane on PPC (78-35). Est. \$4.00
98. OAK POINT, 1909, F 4-bar on PPC (51-37). Est. \$4.00
99. O'BRIEN, 1908, VG 4-bar on crossed PPC w/small tear (90-20). E\$4
100. PIEDMONT, 1916, F 4-bar on PPC (94-35). Est. \$4.00
101. PILCHUCK, 1909, VG 4-bar on PPC (90/22). Est. \$6.00
102. PLAINVIEW, 1909, VG Doane rec'd. on PPC (no stamp) (05-10) Est.\$5.00
103. PUGET, 1910, F 4-bar on PPC (04-28). Est. \$6.00
104. SILVERBEACH, 1908, VG Doane on PPC (95-08). Est. \$7.00
105. STELLA, ca.1914, G 4-bar on PPC (84-35). Est. \$4.00
106. TANNER, 1909, F light 4-bar as forwarding mark on PPC (07-12). Est. \$5
107. THREE LAKES, 1909, VG 4-bar on PPC (03-26). Est. \$5.00
108. TIPSO, 1908, G + Doane rec'd. on PPC (89-09). Est. \$5.00
109. VAN HORN, 1914, VG 4-bar on PPC (01-25). Est. \$5.00
110. WATERMAN, 1912, VG cds rec'd. on PPC (04-35). Est. \$5.00

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

111. ABERDEEN & S.CITY, 1912, VG (885-F-2) on PPC. Est. \$5.00
112. ALTON BAY & MENG., 1958, F (C-13-b) on PPC. Est. \$5.00
113. AMAR, & TUCUM., 1944, VG (455-C-1) on PPC. Est. \$5.00
114. AMARILLO & VAUGHN, 1926, F (928-A-1) on PPC w/stained comrs. E\$5
115. ASHFORK & PHOENIX, 1907, VG (967-A-1) on PPC. Est. \$8.00
116. ASH. & SAN FRAN. R.P.O./N.D., 1928, F (894-J-1) on PPC. Est. \$5.00
117. BRIS. & SIOUX FALLS, 1913, F (888-I-1) on GPC. Est. \$8.00
118. CALEDON & COLTON, 1928, VG (994-I-B-1) on PPC. Est. \$6.00
119. CALIS. & VALLEJO JC., 1908, VG (983-F-1) on PPC. Est. \$5.00
120. CASE. & PONTIAC, 1908, VG (844-B-1) on PPC. Est. \$5.00
121. DEN. & AMARILLO, 1908, G (958-P-1) on PPC. Est. \$5.00
122. DENVER & GRAND JUNC., 1915, VG (953-K-2) on GPC. Est. \$5.00
123. DENVER & GRAND JUNCT., 1915, F (953-L-2) on PPC. Est. \$6.00
124. DEN. & STEAMBOAT SPGS., 1912, VG (962-D-1) on PPC. Est. \$10.00
125. DETROIT & ALBANY, 1910, F (NEW TY) on PPC datelined "Camp 3 (logging camp). Est. \$10.00
126. FLORENCE & ARK. CITY, 1913, VG (919-C-1) on cover. Est. \$5.00
127. FT. WORTH & BROWNWOOD, 1893, VG (498-C-1) on 2c COL. pae. Est. \$7.00
128. (G)LOBE & BOWIE, 1927 partial (999-I-D-3) on PPC. Est. \$4.00
129. GRANGEVILLE & LEWIS, 1918, G (904-3-D-1) on PPC (no stamp). E\$4
130. GREELEY & DENVER, 1912, VG (951-L-7) on PPC. Est. \$5.00
131. HOLD. & STERLING, 1915, VG (NEW TYPE) on PPC. Est. \$6.00
132. INDIANA & BRANCH., 1908, VG (220-B-1) on PPC. Est. \$5.00
133. K.CITY & ASH GROVE, 1892, VG (829-A-1) on 2c COL. pae. Est. \$7.00
134. KANS. CITY & TUCUMCARI, 1916, VG (NEW TYPE) on PPC. Est. \$5.00
135. KJOWA & GUTHRIE, 1921, G (930-5-A-1) on cover. Est. \$5.00
136. LINC. & MANHATTAN, 1910, VG (944-C-1) on PPC. Est. \$5.00
137. LOS ANG. & SAN B'D'NO. KITE, 1915, G light (NEW TYPE) on cover. E\$6
138. LOU. OWENS & EVANS, 1910, VG (541-C-1) on PPC (no stamp). Est. \$4.00
139. MARMARTH & BUTTE, 1922, VG (871-O-1) on PPC. Est. \$8.00
140. MINN. & BURLINGTON, 1915, VG (783-D-1) on PPC. Est. \$5.00
141. MPLS. & ELMORE, 1909, F (NEW TYPE) on PPC. Est. \$8.00
142. MONETT & PARIS, 1908, F (826-B-2) on PPC. Est. \$5.00
143. MONETT & WAYNOKA, 1912, F (910-V-1) on cover. Est. \$8.00
144. N.FAIRHAVEN & ITHACA, 1911, F (134-E-1) on PPC. Est. \$8.00
145. PORT. & DALLAS, 1909, VG (900-5-C-1) on PPC. Est. \$6.00
146. REDDING & SACRAMENTO, 1898, VG (NEW TYPE) on cover. Est. \$8.00
147. ROCH. & ELMIRA, 1900, VG (NEW TYPE) on cover. Est. \$6.00
148. SAGINA(W) & (M)ANISTEE, 1923, partial (918-R-2) on PPC. Est. \$4.00
149. SAUDA & OURAY, 1919, VG (957-M-4) on cover. Est. \$10.00
150. (S.L) CITY, STOCK & SIL CITY, 1910, partial VG (973-3-C-2) on PPC. Est. \$8.00
151. SAN FRAN. & BARSTOW, 1911, F (993-B-1) on PPC. Est. \$6.00
152. SEAT. & HOQUIAM, 1911, Vg light (NEW TYPE) on PPC. Est. \$5.00
153. SEATTLE & SEWARD, 1931, G (x-14-) w/dir on PPC. Est. \$6.00
154. SEATTLE & SKAGWAY, 1924, F (X-19-c) on PPC. Est. \$12.00
155. SEATTLE & SKAGWAY, 1936, VG (X-19-d) on PPC. Est. \$6.00
156. SUMERSET & M(ONTROSE), 1919, F partial (982-7-B-1) on cover. Est. \$6.00
157. TOL. & CIN. R.P.O./DAY, ca.1890, G + light (576-E-1) on pae. Est. \$5
158. TUCSON & LOS ANG., 1905, F (963-T-1) on back of toned cover. Est. \$5
159. WALLACE & SPO(KANE), 1909, VG partial (898-7-A-1) on PPC. Est. \$5.00
160. TRANSFER OFFICE BARSTOW/CALIF., 1951, F (NEW TYPE) on cover. E\$8.00
161. MOBERLY, MO./TR.CLK., 1908, F (802-H-2) on PPC. Est. \$5.00
162. ROANOKE, VA./TRANS.CLK., 1911, Vg (319-G-1) on PPC. Est. \$5.00

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

**CLOSING DATE: SEPTEMBER 30, 1992 (10 PM PST)**



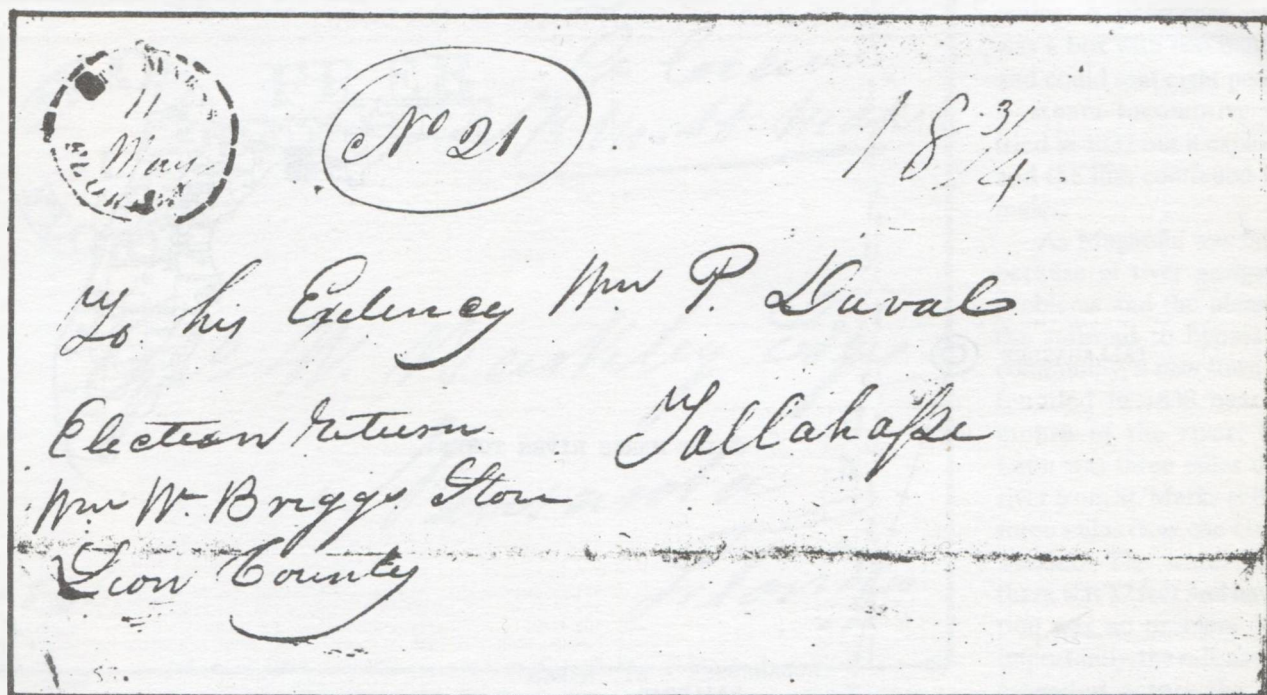


Figure 1 An 1833 cover with an early handstamped postmark of St. Marks, Florida Territory.

## FLORIDA'S SAINT MARKS RIVER TOWNS

by Niles Schuh

During Florida's Territorial Period, there were four different towns located on the St. Marks River which had brief periods of importance. For a few months or years each had its moment of glory as one of the Territory's largest and most important towns as they succeeded each other as centers of trade and shipping. Today, little or nothing remains of these towns. Two have completely disappeared, one is a few buildings where Highway 98 crosses the river, and one is again a small fishing village near the remains of an old Spanish fort.

When Florida became a United States Territory in 1822 its two important towns were St. Augustine and Pensacola. The travel time between these two towns, whether by land through the wilderness, or by sea all the way around the southern tip of the peninsula, was approximately a month. This travel proved too long and too dangerous for the Territorial Delegates to attend Legislative Council meetings at either of the towns. In 1824, the Tallahassee site was selected for the Territorial Capital; it being about half way between the two then centers of population.

The new capital and the products of Central Florida plantations needed communication and transport with the outside world. The best immediate solution was the water route starting just 22 miles south of Tallahassee at the small fishing village of St. Marks. That village was located adjacent to old Fort San Marcos, built by the Spanish on the point of land where the Wakulla and St. Marks Rivers come together,

about six miles from the Gulf of Mexico and its ship traffic. See figure 2.

The St. Marks post office was established early in 1827 and continued in operation to the present time, except for a few short interruptions during the 1840's. The interruptions were caused by the transfer of business and even the Customs office to the other towns on the river as they tried to compete with St. Marks. Figure 1 shows an example of the earliest handstamped postmark used at St. Marks, except for a rare straight line marking, not seen by the writer. The Figure 1 postmark, appearing to be a stencil, was used in 1832-33. Figure 3 shows the postmark used from 1833 to at least 1840. These are two of only a few Florida postmarks with the territory/state name spelled out.

The town of Magnolia was founded in 1827 by a group of business men hoping to compete with or replace St. Marks. The Magnolia post office opened late in 1827 and was closed in 1840. Figure 4 shows a cover with the Magnolia straight line postmark, the only type of hand stamp known for this town. It was used from 1830 to 1835 and is very scarce. Magnolia was very successful for a while. The US Customs office was moved there from St. Marks in 1829, but then moved back in the mid 1830's. Several factors caused Magnolia to fail. It was located about eight miles up river from St. Marks and thus was closer to Tallahassee but the river navigability decreased drastically in that short distance. The water depth was 10 feet up to St. Marks but only six feet up to Magnolia.



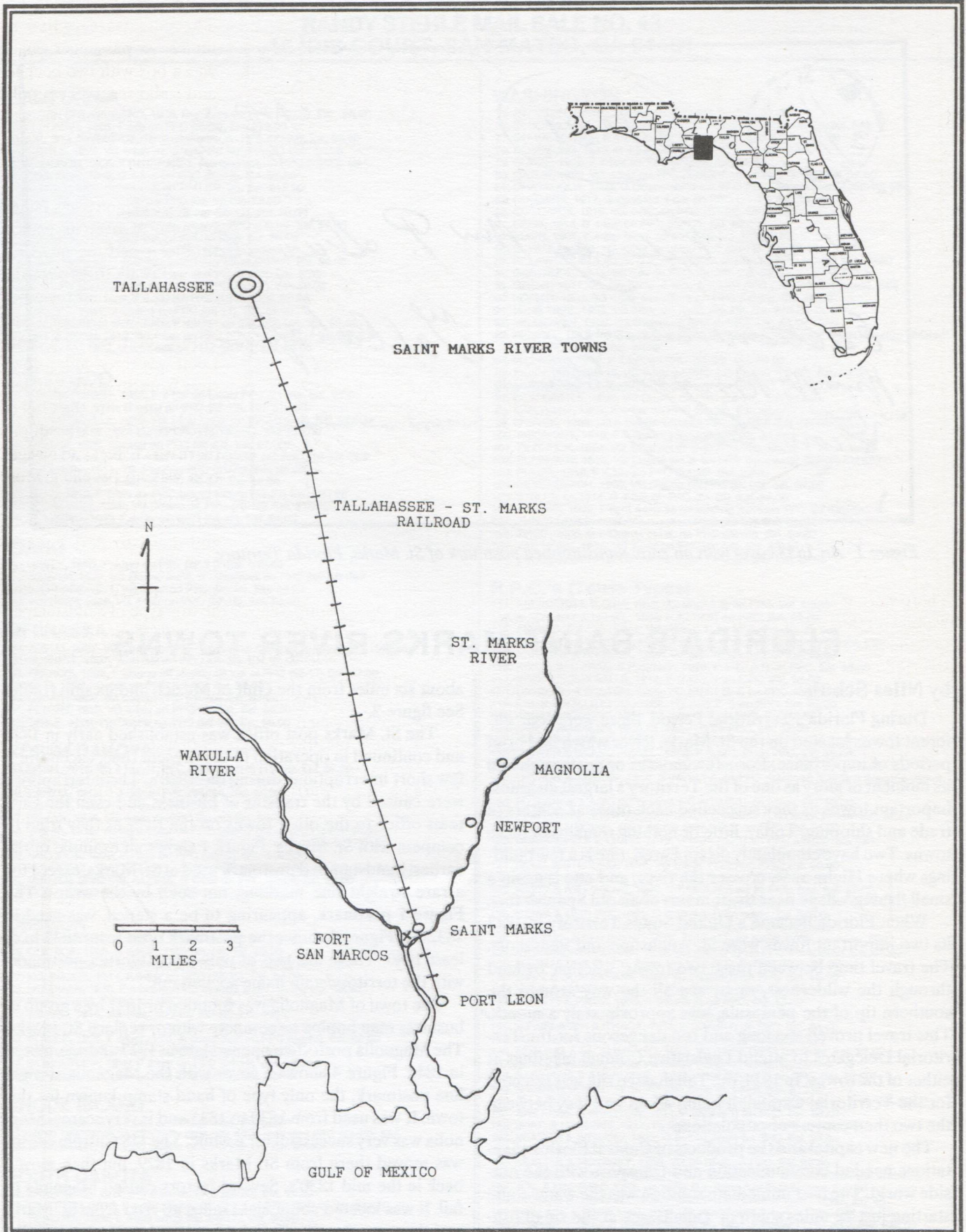


Figure 2 Map of Central Florida Territory area of interest.



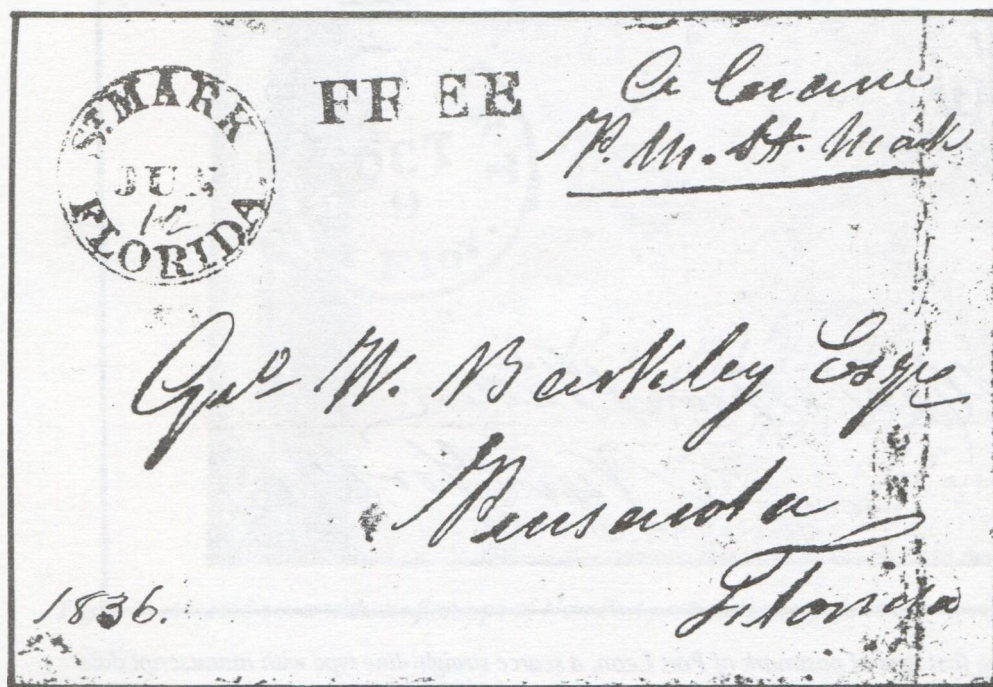


Figure 3 An 1836 cover with a later postmark of St. Marks, free franked by the postmaster, A. Crane.

There were many complaints from merchants about delays waiting for the river to be "up". The other major problem was that the new railroad from Tallahassee to the Gulf was constructed past Magnolia and to St. Marks.

In 1834 the Tallahassee Railroad Co. was authorized to build the first railroad in Florida. It issued \$100,000 in stock and was given 500,000 acres of land to build a line to the Gulf. Construction started in 1834 and the line was opened in 1837. It was made by mounting iron strips on wooden stringers.

closed in 1844. Figure 5 shows the first type of handstamped postmark, a straight line used in 1840. Figure 6 shows the rimless postmark used from 1841 through 1844. These are both scarce marks.

The location of the newly founded town seemed to work. Port Leon flourished and even became the county seat for awhile. But in 1841 the same fever that started the decline of St. Joseph, some 80 miles to the west, hit Port Leon very hard. In 1843 a severe hurricane destroyed most of the town and

The cars were pulled by mules. A passenger coach was a box with two benches and could seat eight people. A steam locomotive was tried in 1837 but it exploded and the line continued with mules.

As Magnolia was failing because of river navigation problems and the plans for the railroad to bypass the community, a new town was founded in 1838 near the mouth of the river. Port Leon was three miles down river from St. Marks and just three miles from the Gulf of Mexico. The water depth there was 12 feet and navigation was no problem. Most importantly, the railroad was extended across the river and down to Port Leon in 1839. The post office in Port Leon opened in 1840 and

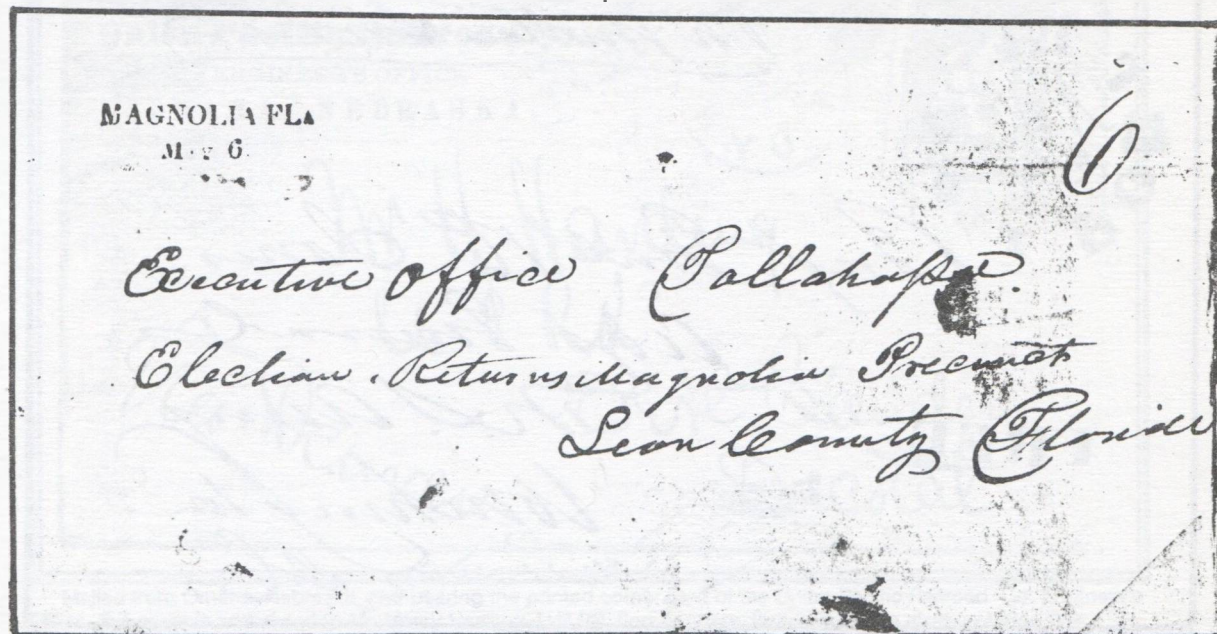


Figure 4 An 1834 cover with the only type of Magnolia postmark recorded, a scarce straight-line type with date included.



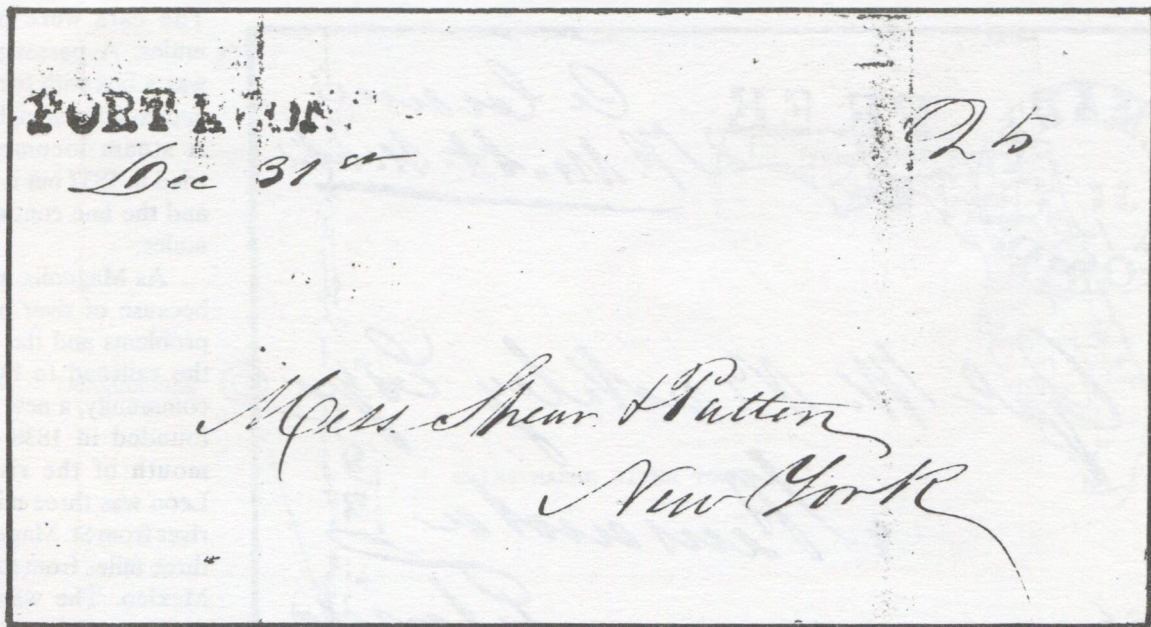


Figure 5 An 1840 cover with the first type of postmark of Port Leon, a scarce straight-line type with manuscript date added.

convinced the inhabitants that they were living too close to the open water. Many of the same merchants who had started Magnolia and then founded Port Leon moved up the river nine miles and founded the new town of New Port (later Newport) in an attempt to continue to compete with St. Marks.

The New Port post office opened in 1844 and stayed open for over a hundred years. Figure 7 is an example of the first cds postmark, used in 1855. New Port became a very success-

ful town, its population rising to about 1500 at its peak. The coming of the Civil War and then the building of the railroads to carry cotton across country to East Coast ports spelled its doom. It lingered on for a long time but its post office finally closed in 1955. Remnants of the town can be seen where the St. Marks River is crossed by Highway 98.

The town of St. Marks outlasted them all. Its post office is still open to serve the small village of a few hundred people and the general area. The nearby fort is a State Museum.

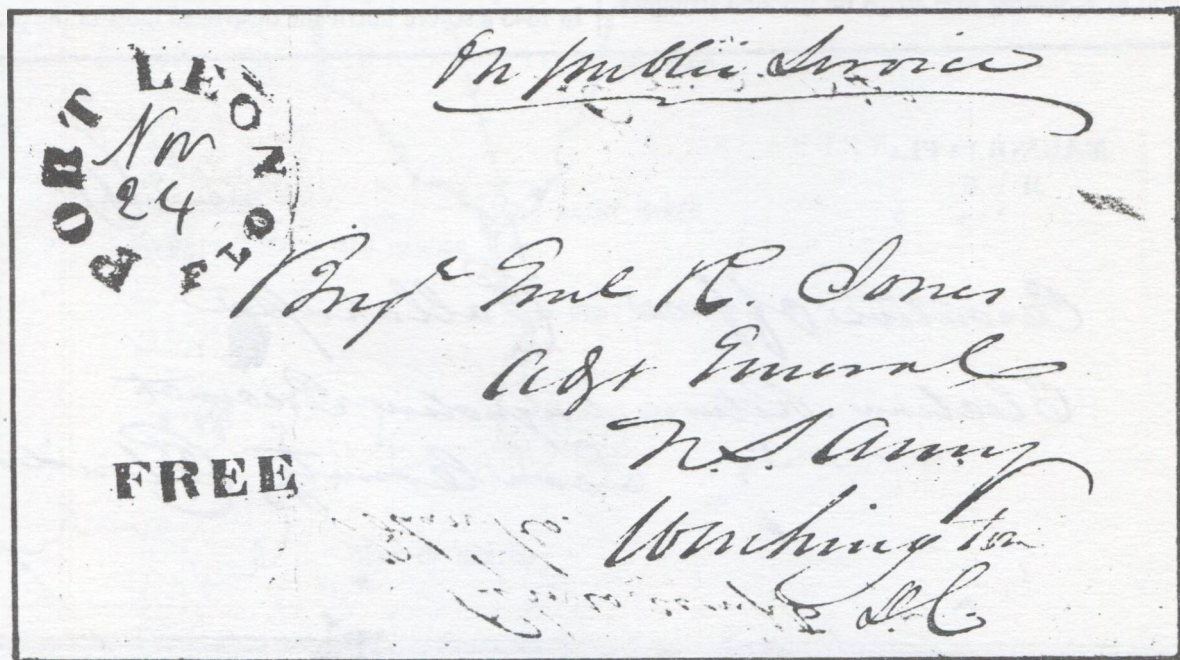


Figure 6 An 1842 cover with the only other Port Leon postmark type known, a scarce rimless circle with manuscript date added.





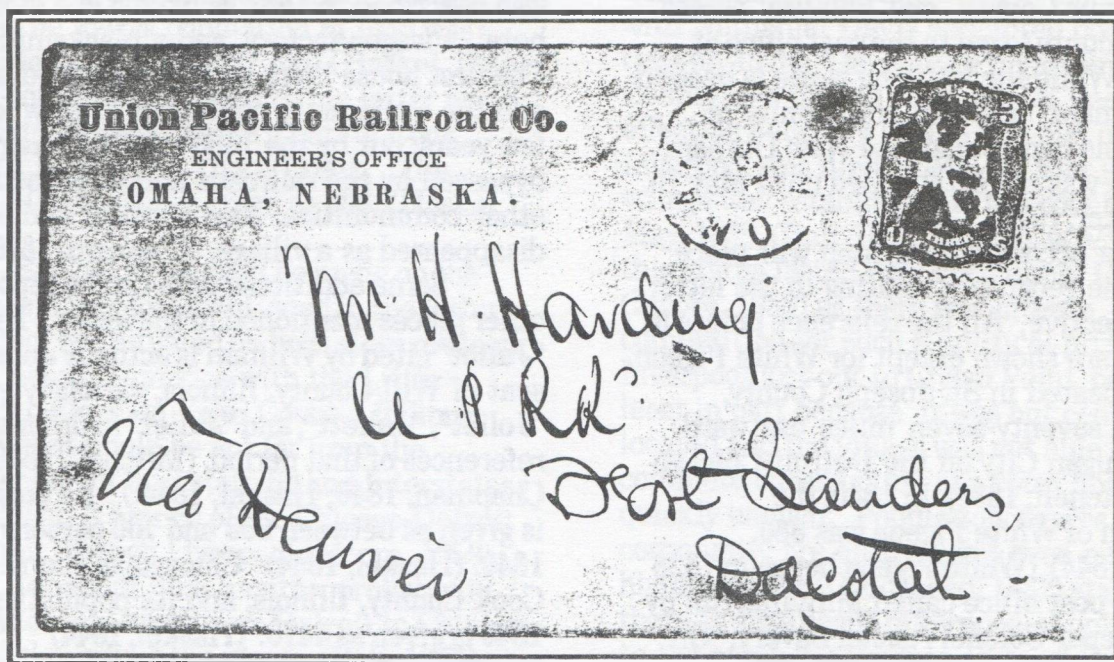
Figure 7 An 1855 cover with the first type of New Port postmark, except for a rare straight line type.

Across the river the old site of Port Leon is now in the St. Marks National Wildlife Refuge, a large area stretching east and west along the Gulf for miles. The roadbed of the old railroad has been converted to a scenic hiking and bicycle trail. The 16 mile trail, paralleling State Route 363, was opened in 1988.

## REFERENCES

Bradbury and Hallock. *A Chronology of Florida Post Offices*  
 Clarence E. Carter. *Territorial Papers of the United States, Volumes 22-26, Territory of Florida*. 1956, GPO.  
 David G. Phillips. *American Stampless Cover Catalog*  
 Pickett, Rice and Spelman. *Florida Postal History and Postal Markings During the Stampless Period*

## LA POSTA COVER OF THE MONTH



Mailed from Omaha, Nebraska, and bearing the printed corner card of the Union Pacific Railroad Co. Engineer's Office, this cover is addressed to Mr. Henry Harding, U P RR, Fort Sanders, Dacotah, with a route notation "Via Denver". The cover probably dates from 1867. Fort Sanders became Laramie City on May 18, 1868, and this portion of Dakota Territory was redesignated Wyoming Territory on July 29, 1868. In July 1867, the Union Pacific chose Cheyenne, then an empty piece of land, as the site of a construction camp, and the first train reached that location in November 1867. This cover carries impressive ties to both the building of the transcontinental railroad and the establishment of Wyoming Territory.



## More of the story...

### A Follow-up to "From Homesteaders in LaPorte, Indiana"

By Howard Wallace

The item in the July 1992 *Laposta* by Tom Clarke entitled "From Homesteaders in LaPorte, Indiana, Via Pennsylvania Coal Country, to Burlington County, New Jersey" caught my attention because LaPorte County is part of my collecting and research area. Additional research here closer to the "homestead" setting has uncovered more of the story.

A careful reading of the Indiana portion of the letter reveals that the title "Homesteaders in LaPorte..." is somewhat misleading. The confusion arises because of the writer's instructions to direct any correspondence to William in care of the LaPorte Post Office. In his description, William clearly locates his homestead in the newly organized Lake County, only four miles from the Illinois state line. [That would place it in the present-day Highland, Indiana, according to contemporary maps.] This means that from his homestead, William had to travel three-fourths of the distance across Lake County, completely across Porter County, and half-way across LaPorte County to get to the post office at LaPorte. While the letter he wrote is headed "New Durham" and that community is closer to his homestead, the New Durham Post office was not established until May 10, 1842. (Baker, 1976)

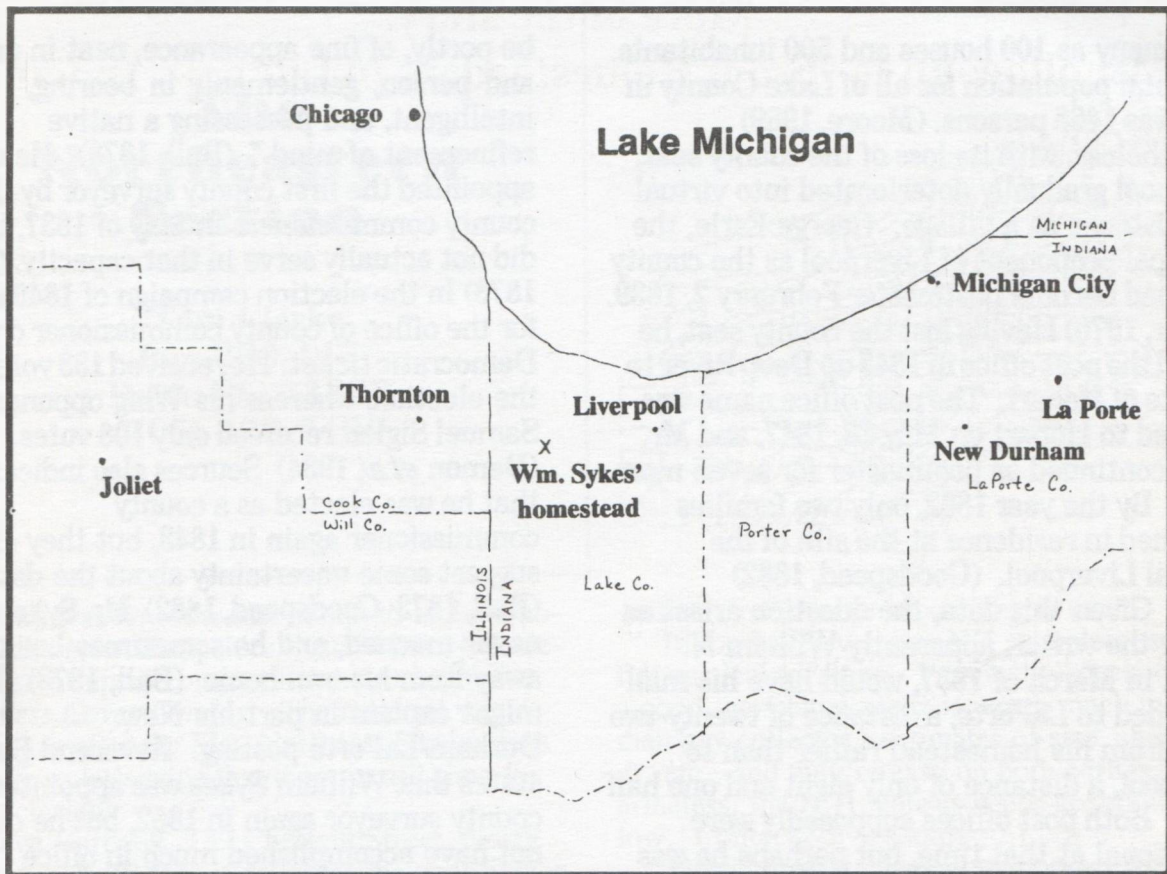
The accompanying map will place much of the geography relating to the letter into perspective. All the reference points in the letter are shown except for White Pigeon, which is located in St. Joseph County, Michigan, seventy-seven miles eastward from Michigan City on the Detroit-Chicago Road. (Mitchell, 1839) In 1840, the population of White Pigeon was 680. (Haskel, 1844) [White Pigeon began in 1828 as a stage post office called Millville, run by tavern keeper Colonel Asahel Savery. On February 16, 1833, Alfred Allen was appointed first postmaster of the White Pigeon Prairie Post Office at that location.

The post office name was shortened to White Pigeon on January 21, 1835.] (Romig, 1986)

Mr. Clarke noted that population figures were not reported in his source for the year 1840 for New Durham and LaPorte. A check of the 1840 census for LaPorte County reveals that while 8184 persons were enumerated for the entire county, no effort was made to account for numbers in individual townships or specific communities. LaPorte was (and still is) the county seat; a post office was first established there July 3, 1832, with Benjamin McCarty as postmaster. (Baker, 1976) An article quoted from the LaPorte *Herald* newspaper of November 5, 1836, reported that there were 170 buildings in the city that year. (Daniels, 1904) Local history sources are not much help in providing population figures for New Durham. For example, one incorrectly reports that a post office was established there in 1837, but more reliable sources give the 1842 date, with William Taylor as postmaster. (Packard, 1876) (Baker, 1976) New Durham was described in 1837 as having one store, a hotel, a wagon factory, and a blacksmith shop. The first house there had been erected in 1834, and the community continued to grow for a few years; but by the 1850's-1860's, having been bypassed by the railroads and surpassed by other communities, New Durham had all but disappeared as a village. (Packard, 1876)

Some additional data can be reported on other places mentioned in the letter. The "Juliet" cited by William is actually Joliet, the seat of Will County, Illinois, variously given as "Joliet", "Juliatt", and "Juliet" in different references of that period. (Mitchell, 1839; Chapman, 1840; Haskel, 1844.) Its population is given as between 600 and 700 persons in 1840. (Haskel, 1844) Chicago, of course, is in Cook County, Illinois, and its population in 1840 is given as 4470. (Haskel, 1844) Michigan City is another important town in LaPorte County, Indiana, significant in its early days as the state's only port on Lake





Map of Area

Michigan. Michigan City received its first post office August 26, 1833, when Samuel Miller was appointed postmaster. (Baker, 1976) The town's population in 1840 was estimated as being about 700. (Haskel, 1844) The Thornton mentioned in the letter was a village in the southeastern part of Cook County, Illinois, on Thorn Creek. The population in 1840 is given as 306. (Haskel, 1844)

Special notes need be made on the village of Liverpool mentioned in the letter. Liverpool was situated on both sides of Deep River, near its junction with the Little Calumet River, in Lake County, Indiana. [Today that would be not far from the intersection of Interstate 65 and Interstates 80 and 94.] A branch of the Chicago-Detroit Road ran through Liverpool (Moore, 1959), and "...for about nine months, probably in 1837, the stage route from Detroit to Chicago passed through..." the place. (Ball, 1873) Reverend Ball also wrote that a line of stages from Michigan City to Joliet ran through Liverpool for six months in 1837, but the line

was discontinued because it was not profitable. (Ball, 1873.) The Liverpool Post Office was established January 28, 1837, with Nathaniel Davis appointed postmaster. (Baker, 1976) The statute organizing Lake County was passed that month, becoming effective February 15, 1837. A plat of Liverpool was filed on May 17 that year. The village was established as the county seat in May, 1839, (Ball, 1873; Demon *et al*, 1934) but this status lasted only until June, 1840, (Moore, 1959) as there was intense competition for such a political prize, and Liverpool lost out to Crown Point, perhaps at least in part because it was not centrally located and the village was not able to complete construction of a court house quickly enough. Population figures for the community are elusive, and even one local history source (Goodspeed, 1882) states that there is significant difference of opinion as to the number of houses and residents during Liverpool's boom period. The range cited is from ten houses and fifty inhabitants



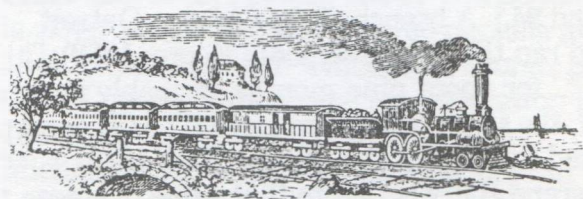
to as many as 100 houses and 500 inhabitants. The total population for all of Lake County in 1840 was 1468 persons. (Moore, 1959) Nonetheless, with its loss of the county seat, Liverpool gradually deteriorated into virtual nonexistence as a village. George Earle, the principal proponent of Liverpool as the county seat, had become postmaster February 2, 1839. (Baker, 1976) Having lost the county seat, he moved the post office in 1845 up Deep River to the site of Hobart. The post office name was changed to Hobart on May 26, 1847, and Mr. Earle continued as postmaster for seven more years. By the year 1882, only two families remained in residence at the site of the original Liverpool. (Goodspeed, 1882)

Given this data, the question arises as to why the writer, apparently William N. Sykes, in March of 1837, would have his mail forwarded to LaPorte, a distance of twenty-two miles from his homestead rather than to Liverpool, a distance of only eight and one half miles. Both post offices supposedly were operational at that time, but perhaps he was not aware of the opening of the Liverpool Post Office, although it would seem that such an event would have been significant news in the frontier communities. It could be that the January 28 establishment date is actually the date the postmaster was appointed and that the office may not actually have been operational yet in March. Or there could have been some other difficulties or uncertainties about the post office; it did experience a change in postmaster when Abner Stilson Jr. was appointed August 5 of the same year. (Baker, 1976) Additional research will be needed to gain more insight into these circumstances. However, a check of biographical data on William Sykes may suggest another possibility for why he used the LaPorte office for his return address.

William N. Sykes, a native of New Jersey, reportedly appeared in Lake County as early as 1836. He was of English descent, and may have been of the Quaker faith, although the historian seems to hedge somewhat on that. (Ball, 1873) The biographical sketch describes him as "...rather large, inclining to

be portly, of fine appearance, neat in dress and person, gentlemanly in bearing, intelligent, and possessing a native refinement of mind." (Ball, 1873) He was appointed the first county surveyor by the county commissioners in May of 1837, but he did not actually serve in that capacity. (Ball, 1873) In the election campaign of 1840 he ran for the office of county commissioner on the Democratic ticket. He received 133 votes in the election, whereas his Whig opponent, Samuel Sigler, received only 108 votes. (Demon *et al*, 1934) Sources also indicate that he was elected as a county commissioner again in 1843, but they also suggest some uncertainty about the data. (Ball, 1873; Goodspeed, 1882) Mr. Sykes never married, and he sometimes boarded away from his own home. (Ball, 1873) This might explain in part his New Durham/LaPorte posting. Reverend Ball states that William Sykes was appointed county surveyor again in 1852, but he could not have accomplished much in office because death came to him in August of 1853, whereupon he was buried in the Centreville Cemetery. A brother, who had a large family, reportedly resided on William's farm in the 1870's. (Ball, 1873) It is not known from references studied to date whether that farm would have been the original homestead dating back to the 1830's or whether it may have been a farm of later acquisition.

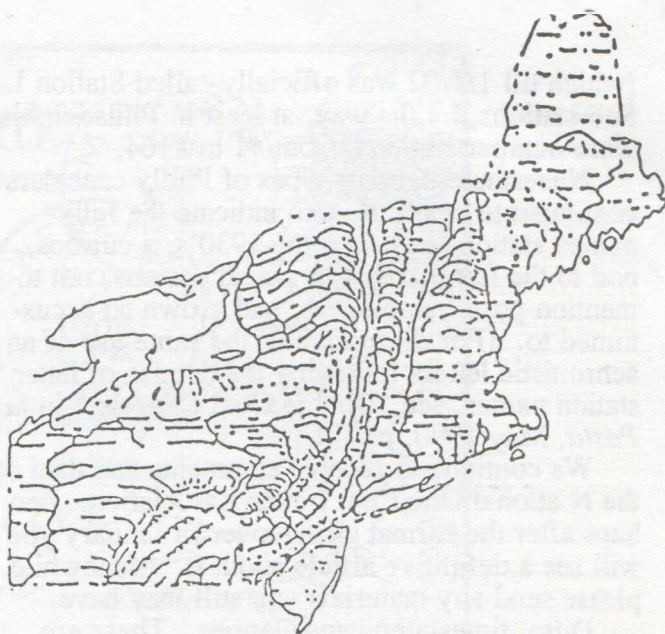
While the inspiration for this research was a reference to LaPorte, Indiana, it turns out that much of the story has to do with all the frontier of far northwestern Indiana and the development of postal services in the awakening of that region. Such is the fascination of history.





## The Northeastern Section

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There was no room last month to include notice of the New Hampshire Postal History Society's current update project for the *American Stampless Cover Catalog*. The material was received just after the May Northeast Section was sent off, so let's hope that there is still time for new inclusions.

Steve Hartwell, 137 Chestnut Street, North Reading MA 01864, is acting as the coordinator for new data and would appreciate listings of all your N.H. stampless holdings (completely confidential, of course) so the project can be as accurate as possible.

It is a truism to a cataloguer that many collectors demean the importance of their possessions or won't spend the energy to get involved in an important bit of investigation. Too many collectors take for granted innocuous-looking cancels, varieties, and auxiliary markings. Manytimes, though, such covers are the very key needed to establish new areas of understanding. Just as music or gymnastics lessons are a required part of parenting, so too is cover census participation a duty for postal history collectors. (Of course, there are a few bad parents out there....)

"Ordinary" covers, when combined with others, and added into a database, can suggest new, or cement old ideas as to the how, when, and where of postal history. Each could tip the scales to confirm one of a hundred hypotheses. And how else are we to establish fair price estimates

unless a reasonable accounting is made?

If you have even one NH stampless, send the full particulars along. Personally speaking, I fell a good, annotated xerox is worth much more than *any* collector's estimates of size, shape, color, etc., and they're easy on both parties. Nevertheless, the N.H. census needs are shown below. Contact Steve soon!!

The Transit "L" cancel mentioned last time was addressed in a letter from Randy Stehle, who is helping, with Betty Towle, to carry on Charlie Towle's work in that area. He mentions the *Heliograph* catalog of transit markings 4 or 5 years ago and goes on:

....Anyway, the enclosed photocopies show that Philly has had the following letters reported: B, C, D, E, J, and now your [sic] L. The theory that the "L" was an upside down "7" is now disproved. The *Heliograph's* articles identify them as Sub-stations....

In fact the list of letters is a bit longer: A, B, C, D, E, G, GPO, J, and L. And I bet that there are a few more to boot. My *Philadelphia Cancel Catalog-Part 2*, lists these cancels as T17, T19, and T21, with an overall ECU and LKU of Jun 26, 1900 (ex: *Heliograph*) through 12/30/1938. They are Station (not sub-station) indications, even though Philadelphia changed most letter station names on Jan 1, 1902. In this case, the marking "L" is from Tacony Station

Note if Spelling is Different from PO name	SL Oval Fancy Circle MS	mm		DD MMM YYYY	MDD DDM MDDY	Additional Handstamp or Unusual Markings
Post Office	Marking Type	Size	Color	Date	Date Type	Other
e.g. "Portsmo." (Portsmouth)	Circle	30	Red	20 May (1833)	MDD	16x5mm Red PAID



(which till 1/1/02 was officially called Station L.) Sub-stations, by the way, at least in Philadelphia, were number stations, from #1 to #164.

Nevertheless, other types of Philly cancelers continued to bear letters to indicate the fully-named stations well into the 1930's, a curious nod to the familiarity that postal patrons, not to mention postal employees, had grown so accustomed to. (For discussion of the same use of anachronistic letters following the demise of letter station names, see "Double Oval Cancels," in *La Posta*, May 1990, p. 49f.)

We continue to receive comments and data on the National One Cent Letter Association. Perhaps after the format changeover in January you will see a definitive article about it. Meanwhile, please send any materials you still may have.

Ditto, timestamp cancellations. These are fairly widespread and a list of known examples would not be out of place in *La Posta*. Please scour your recent PH for these. I would be grateful for excellent xeroxes rather than lists.

Anything more that any reader has to add on

Delivery Charge labels, handstamps, and usages (see *La Posta*, March and May 1992) would also be appreciated, even a whole article!

This time we have an article with an 1869 ring, a non-Northeast item (to presage *La Posta's* new orientation beginning with the New Year) by meticulous collector/researcher Ed Harvey. It concerns a pioneer Washington DC-Omaha air mail (at least it *flew* out of New Jersey); and, last, an unexpected excursion into the realm of killers --the stamp kind.

But before those, two hors d'oeuvres:

1) a Bob Payne (perennial machine cancel guru) discovery of a possible new type Barry cancel for Philadelphia. Perhaps you can find a mate for it in your own collection?; and

2) a fast travelling post card from the halcyon days at the turn of the century.

Sorry, no new duplex 14's, the fellow making them down his basement took off for a well-deserved summer holiday.

## Discovery: A New Type Barry Cancel?

Here are comments by Bob Payne, eminent postal historian of machine cancels, who wrote to me as a Philadelphia cancel "expert," pertinent to the cover shown below. It *may* be a new type of Barry cancel. It bears no year date, and, unfortunately, the Ohio backstamp is too light to be read. Excuse Bob's Barry-ese.

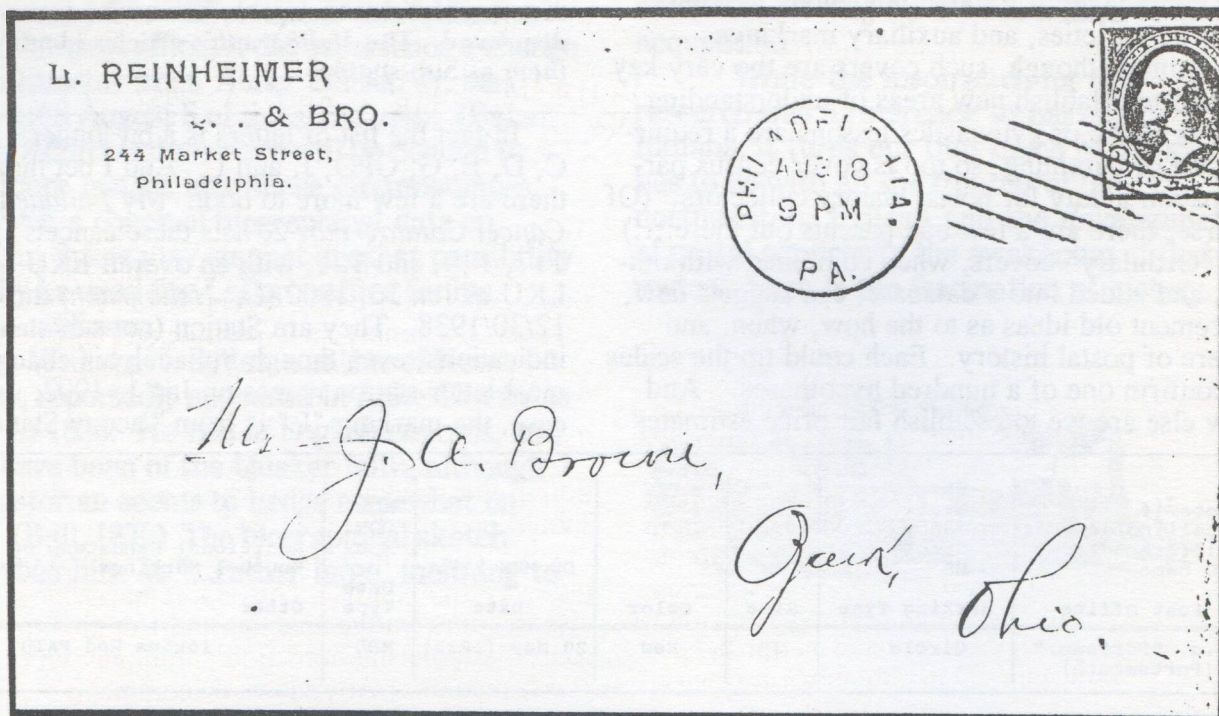
1) the 20° oblique bar canceller appears to be

a Barry canceler --note the 2 indents in 2d and 3d bars up (but I've never seen this on a 2 (NDS) Barry);

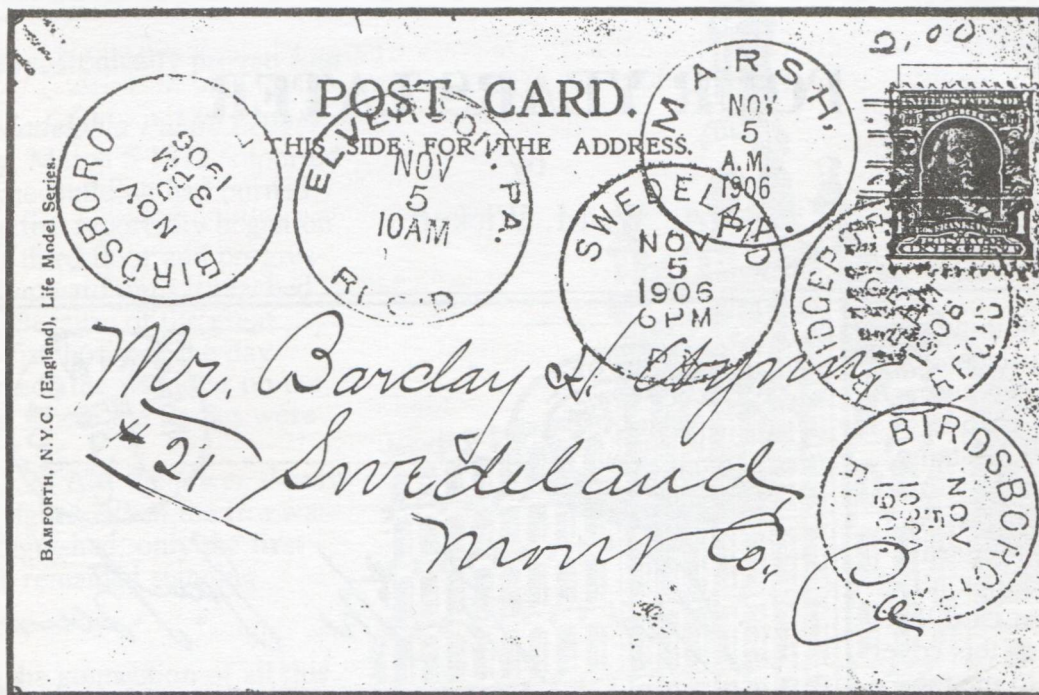
2) Barry used this canceler on type AA-2 (NDS) in Philadelphia only on 3d class mail....;

3) This envelope has the normal appearing needle marks on the right edge of the front side;

4) On the reverse side there are gripper marks consistent with those found in Barry cancels;







An unknown correspondent sent this card along: Mailed from Marsh PA, Nov 5th, 1906, AM; arrived at Elverson, 10 AM; Birdsboro, 10:30 AM; left Birdsboro, 3 PM; arrived Bridgeport, 5 PM; arrived finally at Swedeland PA, 6 PM. I would call this quite a journey for a postcard in the year 1906. Time consumed probably 10 hours. Too bad we don't have similar efficiencies in 1992.

5) But I have never seen a 2(NDS) used in any other month than January through April;

6) The dial rim does not appear to be a split dial like ALL Barry dials (and the small ovals);

7) The dial and canceler appear worn: this would place the cancel after April 27, 1896, anytime probably in August 1896, 97, 98, or 99. What is puzzling is that on Aug 18, 189x, the following were in use:

- Machine 1: 1896 - F-2(1)  
 1897 - F-2( ) and HB-2(1)  
 1898 - H-8(1)  
 1899 - O-8(1)
- Machine 2: 1896 - F-2(2)  
 1897 - HB-2(2)  
 1898 - H-6(2)  
 1899 - H-5(2) and H-9(2)
- Machine 3: 1898 - O-8(3)

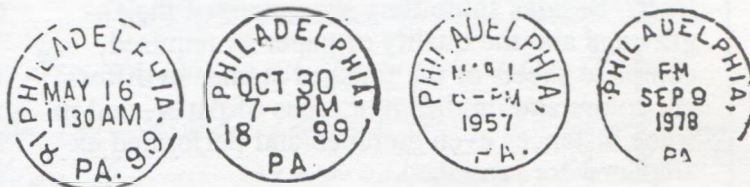
In no year was the 2(NDS) canceler used on the Barry machine that we are aware of except in 1896, possibly 1895.

[...if it is not an unknown Barry cancel] the best bet is that it is a letter that was overlaid on another letter when it was cancelled, the uppermost letter receiving the Barry (type A) postmark [and this cover, just the killer bars]; the clerk spotted the letter with no postmark --no city-state-month or day-- and handstamped it. I have seen numerous examples with added handstamps. But where is the canceler portion of the handstamp???

Whoever handstamped it with a dial only sure

got it lined up and spaced almost perfectly with the canceler!

In answer to Bob's question to me: No, I have never seen this dial before. The end comma is only seen on Barry split date dials (U and V) and on Internationals from 1957 to date.



Dials with commas: Barry U,V, and a Universal 1957

I admire the dedicated cautiousness shown by Bob. As a non-Barry specialist I am eager to suggest it is simply an experimental run for the sake, perhaps, of a visiting Barry salesman who wanted Philadelphia's opinion, or who was hoping to earn more commission.

Frankly, I'd swear I can see a minute variation in line thickness just where a Barry dial should be split; but then there are those who see the miraculous in the pictures of spaghetti on highway signboards! This is a remarkable exercise in conservative analysis and I'm glad to share (with permission) Bob's thinking with *La Posta* readers. Any views or comments?



# FOUR YEARS LATER

by

W. M. Wickert

There is nothing particularly significant about the cover shown here. A rather common cover with the 1869 3c stamp, addressed to a New York address, except for the corner card --Willard's Hotel in Washington DC. It is the corner card that attracted me to this cover and recalled to me the following events.

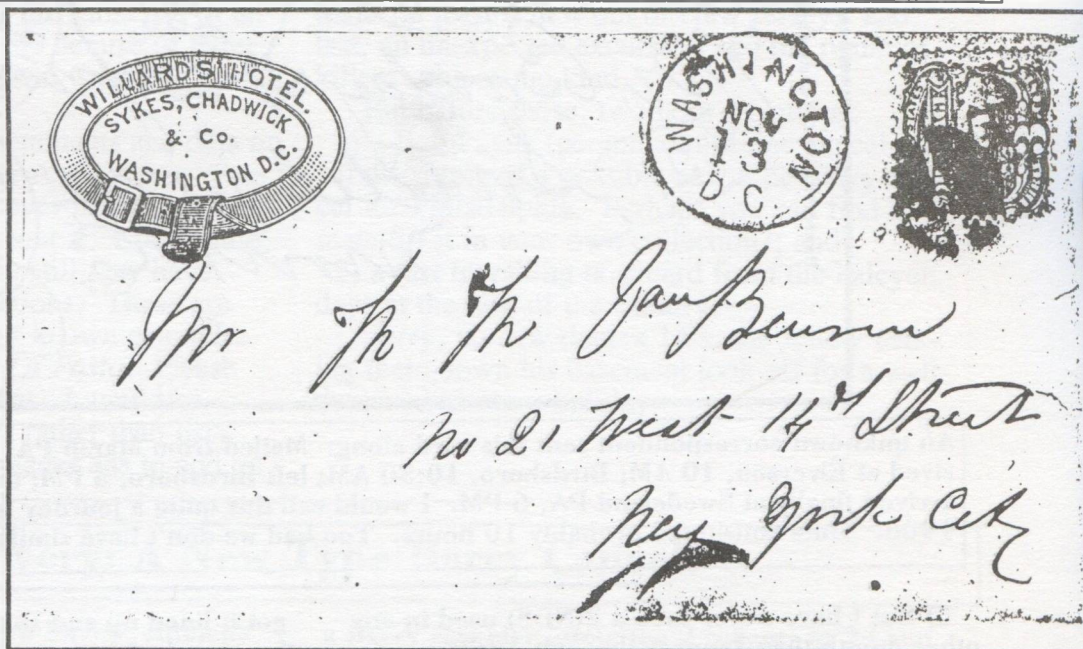
Our narrative begins in 1868. There were four different companies competing for the contract to print the new stamps to be issued in 1869. The Post Office Department received bids from the National Bank Note Company, Butler & Carpenter of Philadelphia, the American Bank Note Company, and George T. Jones.

The National Bank Note Co. probably did more than the others in an effort to gain the contract. Besides submitting specimens of the engravings and the quality of paper as required, complete sheets of the finished stamps in different colors and on different types of paper, and in some instances even gummed and perforated examples were furnished.

The National Bank Note Company also held exclusive rights to Charles F. Steel's patent for embossing the stamps --known as grills today. It is now felt that this was the major factor in awarding the contract to them. But another factor seemed crucial, too.

## THE CONTEST

It appears that Mr. F. Shepard, President of the National Bank Note Co., felt he had not done enough on his own behalf, so while in Washington he wrote a letter on July 23, 1868 (next page) to A. W. Randall, the Postmaster General. In it, Shepard argued against Butler and Carpenter, emphasising the government's condition that the stamps were to be printed in a *fireproof building*.



It was a requirement which Butler & Carpenter could not meet.

On July 28, 1868, the stamp selection Board made its choice and, despite the fact that Butler & Carpenter had submitted the lowest bid, the contract was awarded to the National Bank Note Company.

## THE BUILDING

The building used by Butler and Carpenter was known as the Dr. D. Jayne & Son Building. The illustration shows the Jayne Building in all its former glory (courtesy of the Library Company of Philadelphia). At the time, the Jayne Building was Philadelphia's tallest building, 113 feet, 4 inches high. It was built in 1849-50 for David Jayne.

"J. R. Carpenter, manufacturer of revenue stamps," as the *Public Ledger* would call him, occupied the third and fourth floors. On the fifth was the workplace of Martin Newman, engraver, and also the printing and packing rooms of Eben C. Jayne and John K. Walker, the manufacturers of Dr. Jayne's family remedies.

## SAD IRONY

The provision of a fireproof premise was appropriate in awarding the contract, a fact that



was tragically, ironically proven four years later.

The *Philadelphia Public Ledger*, on Tuesday, March 5 1872, reported that the Jayne Building had burned down. The fire reportedly began on Carpenter's third floor and progressed rapidly upward until it reached the tower. Because of the great height, the fire hoses of the day could not reach the windows on the eighth floor where the flames were worst.

About 1:25 AM the tower slowly sank from sight. When the fire was finally extinguished, only the first three floors remained standing.

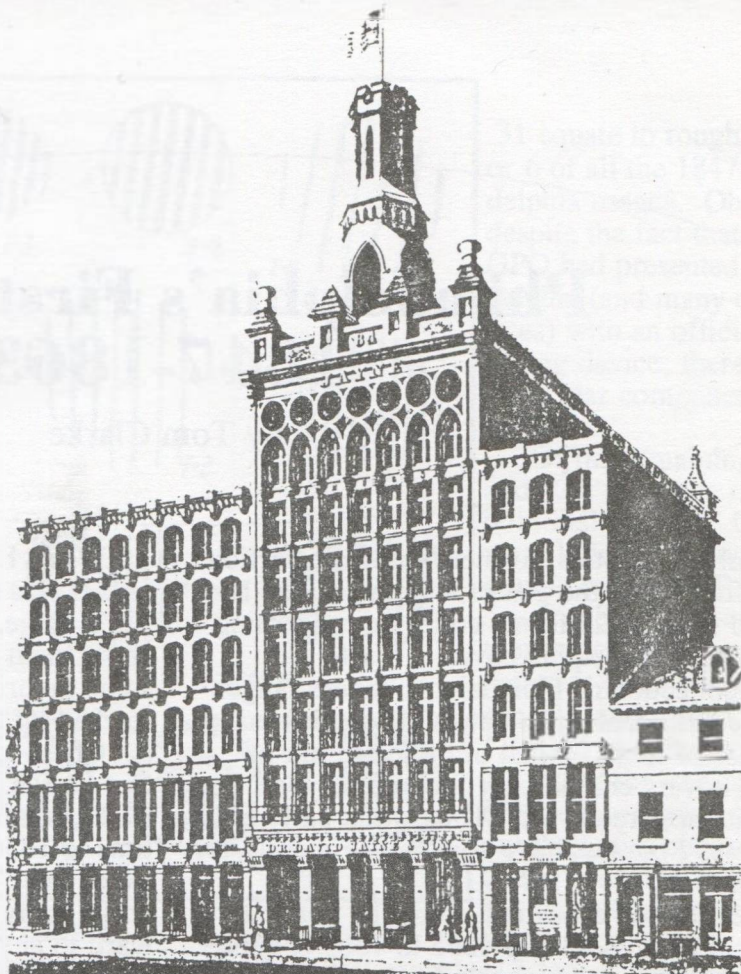
\* \* \* \* \*

What is the connection of all this to the cover shown? The cover, with its Willard's Hotel corner card, was the site where the Shepard wrote his letter the year previous and it bears one of the stamps that were the results of the contest between Shepard and Butler & Carpenter, among others. The combination of the two helps demonstrate that often the story behind a cover sometimes is far more interesting and important than the cover itself.

Ed. Note: The first floor of the Jayne Building was selected by Philadelphia Postmaster John Miller in 1854 for lease as the site of the Main Post Office. It wouldn't be until mid-war, 1863, that Philadelphia would consider constructing a building specifically for postal business under Postmaster Cornelius Walborn.

Collectors with Philadelphia cancels struck during those nine years have relics born in the Jayne Building, Philadelphia's postal headquarters, 1854 to 1863 (see the article following on the killers used during this period).

Top: The Jayne Building shown during its short life of 24 years, 1850-1874.  
Bottom: first page of Shepard's letter to the PMG complaining about the lack of fireproofing in the Jayne Bldg.



Willard's Hotel.  
SPENCER, GRADWELL & CO.,  
Washington D. C. July 23. 1868  
To Hon. E. W. Randall  
Postmaster General  
The undersigned President of  
the National Bank Note Co. of New York  
begs leave most respectfully to  
protest against the consideration  
of the proposals for postage stamps  
submitted by Messrs Butler and  
Carpenter of Philadelphia Pa  
by the Post Office Department for  
the reason that said Butler and  
Carpenter are not in occupation  
of fire proof premises as required  
by the terms of the advertisement to  
be, in order to have their proposal  
considered. And that their do



# Philadelphia's First Cancels 1847-1863

by Tom Clarke

In July, Bob Stets, former Northeast Section editor, forwarded the gist of a phone call he had received from a California collector concerning an undated Philadelphia cover.

My collection of Philadelphia covers ranges from the 18th century to date and contains many thousands of items. Most of these are run-of-the-mill covers chosen only for cancel types, not rarity, stamps, rates, etc. Thus, what early killer examples I possess have come along merely for the ride.

When broken down and sorted by computer, I came up with about 500-1847 to 1865 covers, most all of them "common." I noted that they didn't all suit the inquiry as only about 1/3 were stamped. However, the sample would be large enough to draw tentative conclusions. Answering the question posed provided an excellent forced opportunity to evaluate by killer, finally. And it proved a very interesting and productive three days.

The question: is the Californian's 3c 1857 Issue cover, canceled in Philadelphia in February, which reportedly has no grid cancel, an 1857 earliest known usage?

The task was to determine the EKU and LKU dates of Philadelphia's grids --and, ipso facto, the dates when grids were *not* used. This would help pin-point his/her cover's date. (Hopefully a xerox of it will be forthcoming to corroborate the following findings.)

## PREVIOUS WORK

Next to nothing had previously been written about Philly's early killers. There are two early references I found that barely begin the discussion:

Carroll Chase's comments in the revised (1975) *3c Stamp of the United States-1851-57 Issue*, page 348, briefly mentions the appropriate Philadelphia dials and lone killer used. He notes the initial use in 1847 of the blue "gridiron" canceler.

While I knew of the 1851 Issue's use of the grid, I was only vaguely aware of the 1847 Issue's usage, having no examples. I found out about them after a five hour browse through some favorite auction firm catalogs fortunately stacked up against the office wall.

Chase gives the latest use of the blue grid as Oct 12, 1851. He goes on to claim that the re-introduction of the now-black grid occurred sometime in 1856, "though I have no record of any exact date." My data shows that his comment was a hasty guess-timate. Naturally, I look forward to anyone who can contradict my data if accompanied by a good xerox of their evidence.

So far, little I had found had anything to do with the initial request for confirmation about an 1857/8 cover. What followed shows how an isolated question can prompt a much more intriguing, comprehensive story, in this case, pleasantly, one without the usual research frustrations.

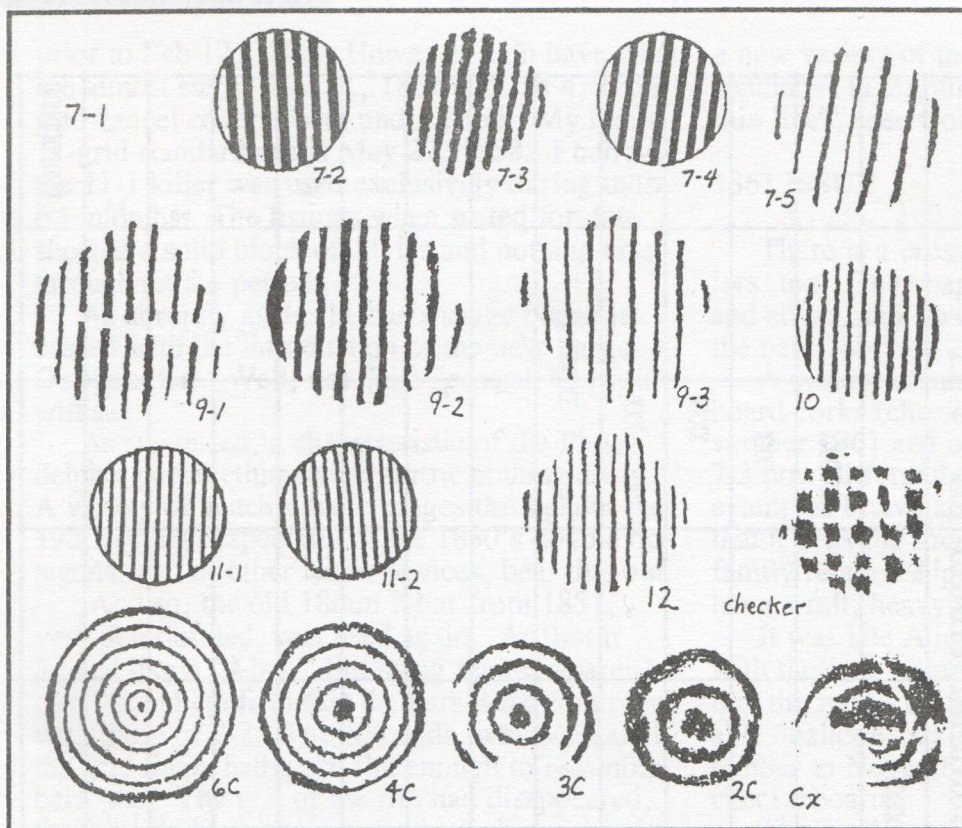
The second source found was by Eugene Girard, who wrote a short commentary titled "Some Observations on a Philadelphia Postmark" in a 1949 issue of *Stamps*. Discussing the blue Philadelphia broken-rim dial then in use, he offhand mentioned and illustrated a 3c orange-brown of July 7, 1851 killed by two blue grids.

With so little previous discussion of the subject I have to settle for any suggestions found in my own database. I figured I had a good yardstick with which to measure killer usage, and so I called up stamped covers plus grid cancels plus 1847 through 1863. There were 111 such.

(The cutoff year 1863 was chosen because in the Spring of that year Philadelphia began experimenting with, then immediately implemented, 12-line duplex handstamps. The duplex trial was utterly successful, as individual cancelers were never to be used again on everyday domestic letter mail.)

I altered search methods several times, and grouped and re-grouped the listings. It was fascinating to see the killer types begin to coagulate into meaningful patterns.





The next step was to xerox the presumed killer types onto transparencies. I individually compared each cancel. There was success as I was able to reduce the 111 instances into the tentative catalog of 18 types illustrated above.

The lists showed that there was a 7-bar rimmed style with varieties, a "9-bar," a rimmed 11-line, some more handmade cork line killers, and other cork killers during the period.

The groupings required some analysis. For instance, it would be useful to determine whether the late 1850's 7-bar, which our Californian needed information about, was the same type as was used in the late 1840's, and so on. The type chart and parallel timeline (next page) is the result. It should be quite accurate, but greatly in need of many more examples.

### 1847 ISSUE

As a typical history-oriented "pack-rat," I was glad to find several First Issue collection auction catalogs at hand: Creighton Hart's, the "Sierra Madre," and the "Elite." In addition, there were several other fully written up, profusely illustrated generalized catalogs. Still, altogether these sources only produced a grand total of only 21 dated 1847 Issue Philadelphia grid-canceled covers. (There were about 10 more write ups that failed to give a year date.)

Of the dated covers I briefly reviewed, those

31 equate to roughly 1 in 5 or 6 of all the 1847 Philadelphia usages. Obviously, despite the fact that the GPO had presented Philadelphia (and many other offices) with an official 7-bar killing device, there was no particular compunction felt to use it.

Of the remaining #1's and #2's seen, the majority bore dial cancels. Others were killed by using the double octagonal PAID, a 5-in-circle, a 2-in-circle (either indicating drop overpayment or as a standard cancel), and manuscript "X" and pen lines.

All of the various killer types were used throughout the entire period. There doesn't seem to have been any cancel progression or

established killer guidelines at all.

The 1847 canceler (7-1) was a 16/17mm (need to measure actual examples) 7-bar, with wide-spaced ends. (Was there a single device or two or three identical ones?) By June 1851, it/they had become very deteriorated, blurred, and indistinct.

### 1851 ISSUE

Philadelphia began exclusive use of grids as killers in July 1851 with the inception of the new Law. For some reason, however, this habit was soon abandoned, perhaps due to the doubled effort (two handstampings) involved.

The 1851 18mm 7-bar (7-2) grid, which Girard noted, is distinct from the 1847. Killer 7-2, as was said, was used only briefly from July 1 to Oct 12. Typically for Philadelphia, this same device will be revived and reused, in black, during the Large Octagon period.

### 1857 ISSUE

Grid killers, according to my lists, suddenly returned, not in 1856 or 1857 as Chase alludes, but about New Year 1858. All the 1856's and 1857's from Philadelphia that I have seen use dials to kill the stamps. The new grid had a new design: 11 bars (11-1).

The killer printout showed that, except for the 1851's, I had no writer-dated or docketed grids



# Philadelphia Cancelers, 1847-1863

Killer	Rim	Type	EKU	LKU norm.	LKU emerg.
7-bar, 16/7mm	X	7-1	1847 7/1**	1851 2/28	
7-bar, 18mm	X	7-2	1851 7/15	1851 10/12	
11-line, 18mm	X	11-1	1858 2/12*	1858 7/2	1860/1 8/17
7-bar, 18mm, worn	(X)	7-3	1858 7/24	1861 8/14	
7-bar, 17mm	X	7-4	1858 7/30	1861 4/1	1862 2/6
10-line		10-1	1858 9/22	1859 4/20	
11-line, 18mm var.	X	11-2	1861 2/1	1861 8/13	1863 10/28
12-line		12-1	1861 6/7	1861 8/2	
Checkerboards, var		Checker	1861 8/5	1861 11/11	
6-circle	--	C-6	1861 9/23	1861 11/12	
9-line, gash		9-1	1861 11/21	1862 3/4	
9-line, thick		9-2	1861 12/11	1861 12/18	
9-line, thin		9-3	1861 12/19		
4-circle	--	C-4	1862 1/22	1862 2/7	
7-line, lg		7-5	1862 3/12	1862 3/25	1863 3/5
3-circle	--	C-3	1862 4/15		
?-circle	--	C-x	1863 1/23		
2-circle	--	C-2	1863 2/8		
----- DUPLEX HANDSTAMPS BEGIN -----					

\*\* presumed EKU

\* estimate 1857 12/31



1858	1859	1860	1861	1862	1863
123456789012	123456789012	123456789012	123456789012	123456789012	123456789012
<--1847-51					
<--1851					
?XXXXXX			?		
XXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXX		
XXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXX	X	
XXXX XXXX					
			XXXXXXX		X
			XXX		
			XXXX		
			XXX		
			XX XXX		
			X		
			X		
			XX		
			X	X	X
			X		
					X
					X
					DDDDDDDDDD



prior to Feb 12, 1858. However, I do have what are almost surely Dec 31, 1857 and Jan 4, 1858 grid-cancel covers, both undocketed. My latest 11-grid standard use is May 27, 1858. I believe the 11-1 killer was used exclusively during those 6+ months. The listings when sorted for date showed a solid block of 11-1's and nothing else throughout the period.

As abruptly as the 11-bar's usage began it ceased with the introduction of the new Large Octagon dial. Well, not quite "ceased," as you will see.

As suggested, a characteristic of the Philadelphia postal ethic was to throw nothing away. A variety of anachronistic usages throughout the 19th century, especially of the 1830's double octagons, and of other lesser devices, bear this out.

And so, the old 18mm 7-bar from 1851, very deteriorated, was used again. At first it looked like a "9-bar," but using the transparencies I could confirm that the bars were congruent with those of 7-2. The rim ends, which parallel the grid lines, had worn flat enough to resemble bars, too. The rest of the rim had disappeared, though I do have one cover which shows the rim continuing beyond the "ninth bar," a short distance along its old route; this proved its heritage.

It was pressed back into service, sporadically through the life of the Large Octagon, which was about July 22 1858 through Sep 1 1860. Though it is a resurrected 7-2, I have coded it, for ease as 7-3.

The 11-bar's use hadn't fully abated either. The frugal Philadelphia PO had set this one aside for a rainy day, too. Number 11-1's use continued now and then for whatever reason, possibly as late as May 1861. Perhaps it was saved for the use of a stand-in clerk during a mail rush?

Yet another rimmed 7-bar killer was used during the Large Octagon period, a brand new 7-bar, this one 17mm, labeled here as 7-4. In addition to these, a hand-made 10-line cork was also used intermittently in late 1858.

At this point there is enough information to answer the Californian's question, but we must finish the overall task by itemizing up through 1863. Given the above information, what is your answer?

The smaller Double Octagon cancel was introduced in Aug 1860, about a month before the Large Octagon was retired, and it made a spectacular exit in late Aug 1861, accompanied by 1857 Issue demonitization markings. (And, yes, there are also few scattered uses of this dial into the following period of the 32mm circle.)

The killers used along with the Double Octagon are a continued use of 7-3, the mainstay till May 1861; the never-say-die 7-2; perhaps 11-1;

a new variety of the 11-bar with different line spacings (11-2); and a spindly large cork of 12 thin lines, seen from June to and August 1861.

## 1861 ISSUE

There is a crossover with the 1861 Issue killers, too. They began life on the #25's and 26's and so on, and survived into the first months of the new 1861's.

A variety of small to medium sized checkerboard corks (checker) date from August to November 1861 and one or two may well be the old 7-3 now differentiated with cross hatching. The examples I have are in such lamentable condition that it begs the imagination to claim any definite family relationships. Perhaps several readers have a full, heavy strikes of these they'll share?

It was late August-September 1861 (along with the new stamps and new 32mm circle dial) that the multi-circle killers appear. The remarkable "balloon" six-circle (C-6) saw use from September to November 1861, overlapping the small checkerboards.

Then in November and December 1861 new large sized rimless nine-line killers appeared (9-1, -2, and -3). Perhaps the pervasive adrenalin pumped up by the onrushing war and the many new war-related postal regulations boosted clerk cork-carving creativity? Was it just the relief of seeing nice, round dials again? (Or maybe, economically speaking, the GPO was budget-restricted and couldn't afford replacement killers for big city PO's till war's end?)

In January 1862 a smaller 4-circle cork (C-4) materialized and was used for about a month or more, followed by a large 7-line cork (7-5) in March, and then by a 3-circle cork (C-3) in April.

Curiously, I possess few covers dated between May 1862 and March 1863 so I can say little definitively for that interval. Those I do have show the large 7-line cork still in use, and an ill-defined circle-dot? killer (C-x) --surely a progenitor of the many fancy cancels to follow at the end of the decade.

There was also an extended use of the manufactured, rimmed 11-line metal/boxwood stamp (11-2) in March 1863. But it was in early 1863 that the approaching death of individual stamp cancelers was drawing nigh.

## 1863 Grid Duplexes

Is it surprising that the post office would choose lined killers for the duplex experiment of March and April 1863? After all, in Philadelphia the PO had tarried with "gridirons" off and on for



LEFT: 1- 7/14/51, tp 7-2; 2- year must be 1/4/58, tp 11-1; 3- 7/30/58, tp 7-4 (17mm);  
4+5- 8/17/60, tp 11-1 and tp 7-4 deteriorated, struck on same day with same dial; 6- 10/11/60, tp 7-3;

RIGHT: 1- 9/23/61, tp C-6 jumbo; 2- 10/8/61, tp checker; 3- 12/11/61, tp 9-2;  
4- 3/25/62, tp 7-5; 5- 2/8/63, tp C-2; 6- late use of 11-2 along with a duplex 11-line.





those 16 years. Of course, the plan was that the grid would double, with sharp cutting blades, and score the stamp, thus preventing stamp re-use; particularly useful during hard times.

My latest hand cancellation is March 27, and the experimental 12-line Government-supplied cutting duplex grid was commissioned about March 31.



Because of the date, surely one of the Experimentals

(I find it impossible to distinguish between the true "Experimental" and the Philadelphia PO patent-infringement copy, which presumably began its life with 12 lines also. On most of these the farthest line/edge is barely seen, thus making it an 11-line for all practical purposes. If you are knowledgeable in the duplex patent canceler field, and have a decent example, please write me.)

The days of the singular killer, at least in Philadelphia, were over. Though, one interesting cover I have, from six months into the duplex period, carries a pair of 65's, initially canceled with a duplex-11, then additionally killed by the still-available 11-2.

Special uses for single killer devices will appear in the Foreign Section in the 1870's, and in 1879 with the birth of oval 3d class cancels, later, dumb registry cancels, and the emergency use bulls-eye (target) killers whose longevity stretches admirably from the 1870's to the 1940's!

#### THE CALIFORNIA ANSWER



Cancels #63 and #100

We can return to the questionable over, now. For it to be an 1857 usage, the cancel would have to be a #63, a circle with P-high A, not a #100, Large Octagon. To repeat, the #63, black, was used approximately Jan 24, 1854 to Jun 18, 1858 (the Large Octagon from approximately Jun 22, 1858 to Sep 1, 1860).

As for an individual killer, to be an 1857, it shouldn't have one. It does, it is an 1858. Of course, an unseasoned new clerk; a experienced, lazy one who had just dropped his canceler; or maybe an old clerk momentarily forgetting the new ways: each might have canceled in 1858 a stamp a la 1857, minus the extra effort.

But I don't think this would happen. The Philadelphia PO was conservatively punctual and thorough in following routine, and no doubt took pride in doing its duty, including its thrifty disposition.

Presuming the Californian cover bears the #63 black and has no 11-bar or other grid, the cover *probably* is an EKU 1857. You may see it on an exhibit frame soon.

It might be worthwhile to redate your own Philly covers along the lines just presented. Let me know if you find any questionable items and especially covers that refute any of the above --along with a clear xerox. Excellent killer strikes would very welcome, expenses paid.

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- Kelleher, Daniel F. Auction catalogs: 2/22/89; 6/19/90; 3/5/91.



# WASHINGTON TO OMAHA VIA NEWARK --AIRMAIL IN 1920

by  
Edward T Harvey

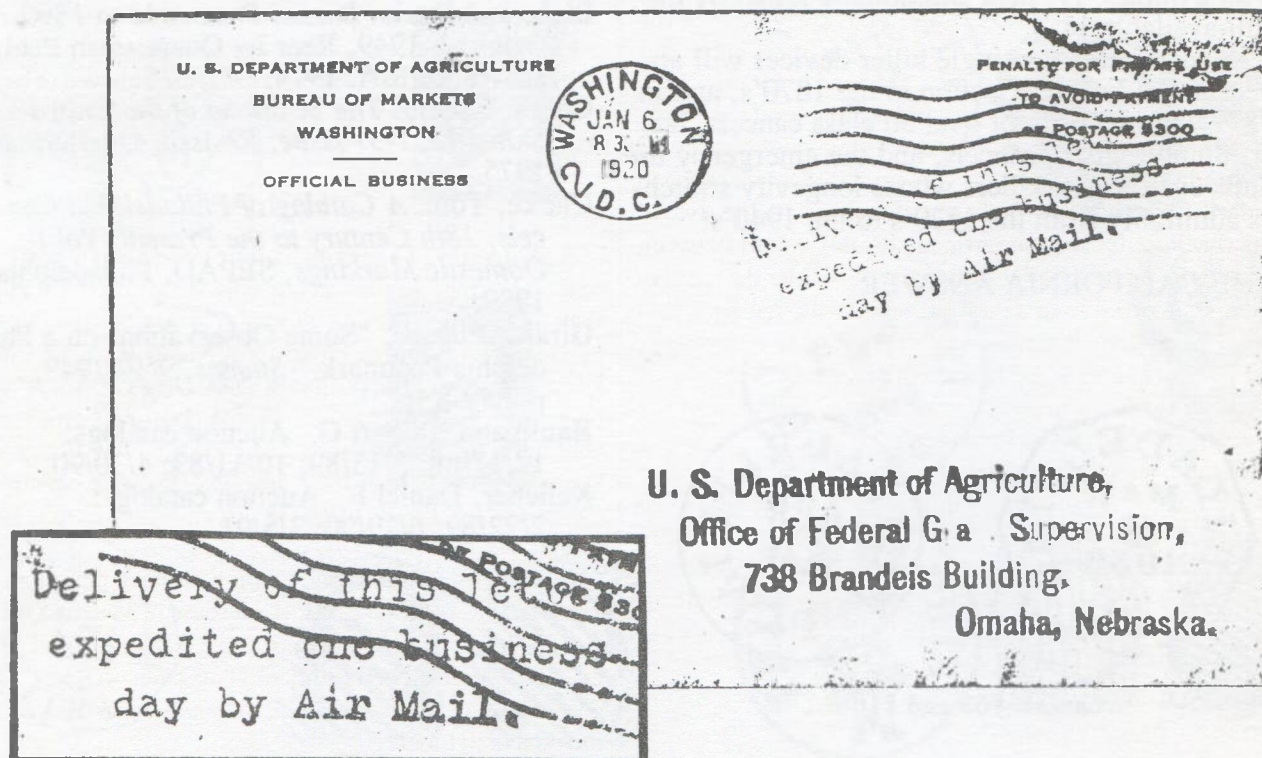
At the end of 1919 there were only two regular airmail routes, one between New York and Washington and the other from New York to Chicago via Bellefonte PA and Cleveland OH. Since the start of service in 1918, the Washington airfield had been moved to College Park MD and the field for New York City was now at Newark NJ.

A group of Army pilots completed a coast-to-coast air race, round trip, in October 1919. This made the vision of coast-to-coast airmail service seem even more feasible to the man in charge of the Airmail Postal Service, Otto Praeger, Second Assistant Postmaster General. He intensified his efforts to extend the route westwards from Chicago, with Omaha the next logical step.

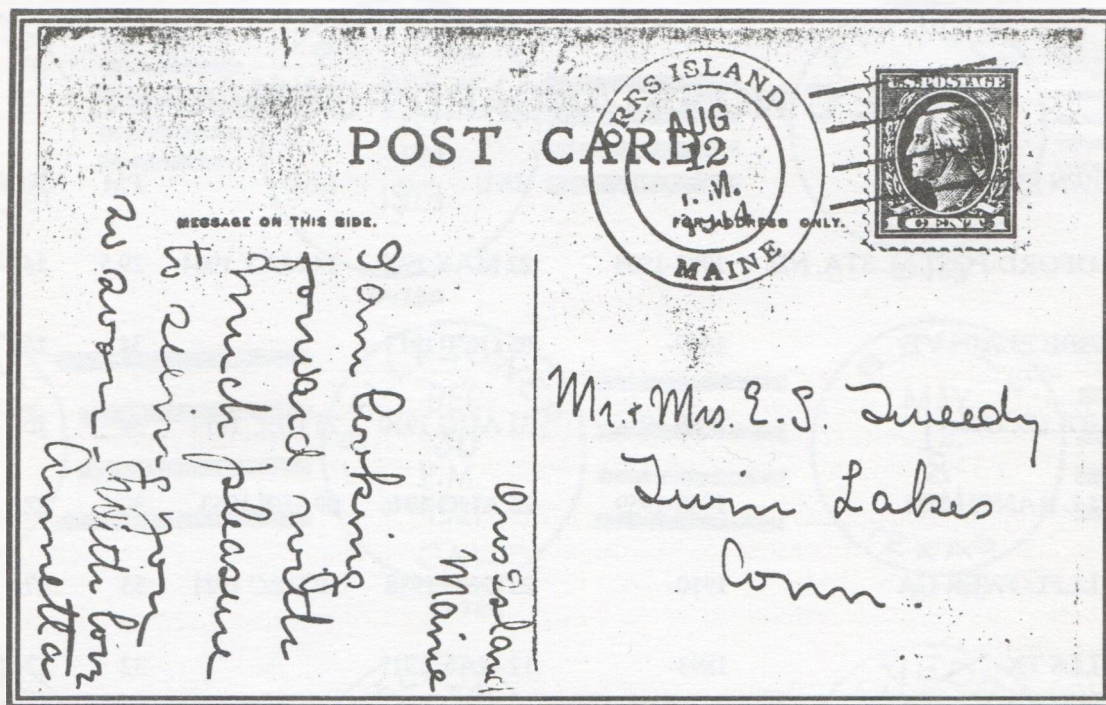
Praeger got service to Omaha started on January 8, 1920 but it was not continued and no explanation was given. However, in May 1920, service to Omaha was resumed and continued on a regular basis.

The cover below bears the stamping which was applied to the mail carried on the first flight of January 8th, Delivery of this letter/expedited one business/day by Air Mail." The letter might have gone by regular mail service to Chicago, then to the airfield. Or, it could have gone by night train to catch the morning plane leaving Heller Field at Newark bound for Chicago.

Penalty envelope, Washington DC to Omaha NB, postmarked at Washington on January 6, 8:30 PM; to Omaha sent from Grant Park Aviation Field, Chicago.







## 20TH CENTURY NON-STANDARD POSTMARKING AND CANCELING DEVICES

### Part 14: Catalog Section - Type C

By Randy Stehle and Doug DeRoest

This section continues the presentation of the 4-bar mimics (Type C markings). We have decided, after getting feedback from the readership, to not present any more 4-bar mimics in *La Posta*. Instead, the next issue will show the duplex mimics (Type D markings). The reason for our decision is that many 4-bar mimics are hard to identify, and, quite honestly, are just not a very interesting group of markings. While there are some that are easy to identify as being non-standard, the majority are very similar in appearance to standard 4-bars. One has to be very familiar with the style of 4-bar the Post Office Department [POD] issued between 1906 and the present to determine if a particular device may be non-standard due to its not fitting into the issuance pattern. This includes a careful examination of lettering style, killer bar thickness, distance from the lettering to the rim of the cds, distance separating the killer bars, diameter of the postmark and other such variables.

Another helpful aid in identifying a 4-bar mimic became apparent when we received the Postmark Collectors Club microfilm of their collection. One of their goals is to acquire an example of every style of postmark used at each different post office. The PMCC collection is arranged alphabetically by post office and then chronologically for the postmarks of each office. By viewing the changes from one style to another, one could get a feel for a device that really didn't fit the scheme properly.

It is also vital to know when a post office was established, for this determines the type of 4-bar they should have been issued. Variances from the POD's issuance pattern would indicate a non-standard device.

When this series has concluded in *La Posta*, we will publish a book that will consolidate information from all the articles and present new information, including the remainder of the 4-bar mimics. We continue to urge everyone to send us photocopies of any postmarks that are believed to be non-standard. All letters are greatly appreciated and acknowledged.

### HELP!

A photocopy of a very interesting device was recently sent to us. The impression was partially struck on the stamp, so that the bottom portion of the cds was unreadable. The postmark is a double circle date stamp [DCDS] with no killer. The top of the postmark reads "Dassell, Minn." and it dates from 1919. We assume that the bottom portion either contained the postmaster's name or a county designation. We would like to hear from anyone possessing examples of the postmark. Please write me direct: Randy Stehle, 16 Iris Court, San Mateo, CA 94401.

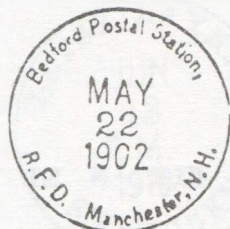
The total number of non-standard markings now recorded has reached 2,598, an increase of 38 during the past two months. We are hoping to top 2,600 in the near future, but reports have been rather slow to come in lately. Please give us a hand. With your help, we might even reach 2,750 by the next installment.



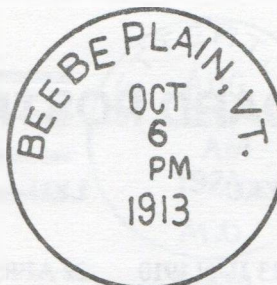
## TYPE C NONSTANDARD POSTMARKS

CODE TOWN STATE	PO DATES	EKU	LKU	PM	KLR	N	S/I
C- 740 BEDFORD POSTAL STA. NH	1902-1904	22 MAY 1902	14 MAY 1904	29.5	14		5
C- 750 BEEBE PLAIN VT	1867-	06 OCT 1913		34	16		1
C- 760 BEIDLER OH	1888-1916	31 AUG 1910	25 DEC 1914	34	10		2
C- 770 BELL RANCH NM	1888-1959	26 AUG 1946	09 SEP 1963	30	22	4	1
C- 780 BELLFLOWER CA	1910-	23 DEC 1918	30 DEC 1921	33	17.5		1
C- 790 BELLS TX	1893-	12 MAY 191?		32	17	1	1
C- 800 BELTON MT	1900-1949	27 JUL 1944		30x20	20	1	1
C- 810 BELTON MT	1900-1949	20 JUL 1949	30 SEP 1949	29x19	18	2	1
C- 820 BELVEDERE CA	1897-1956	28 JUL 1924		32.5	20		1
C- 830 BELVEDERE CENTER VT	1894-	30 AUG 1911	05 MAR 1913	32	11		1
C- 840 BEN FRANKLIN TX	1853-	05 JUN 1949		29x19	19		1
C- 850 BEN HILL GA	187/1956	22 OCT 1943		31	19	1	1
C- 860 BEN HUR CA	1890/1951	31 OCT 1951		28.5x13	15		1
C- 870 BENNETTS SWITCH IN	1893-1935	12 APR 1920		33	14	1	2
C- 880 BENTON CITY WA	1911-	17 FEB 1943		30x20	20	1	1
C- 890 BERLIN CENTER OH	1893-	26 OCT 1918		32	17	1	1
C- 900 BERNICE LA	1899-	10 SEP 1910		32	13		1
C- 910 BERVILLE RUR. STA. MI	1962-	01 AUG 1962		30x20	20	1	1





C-740



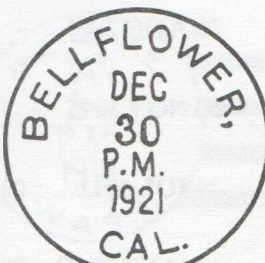
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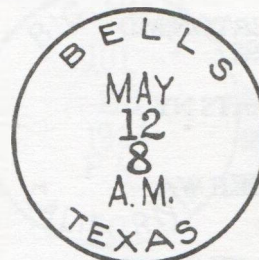
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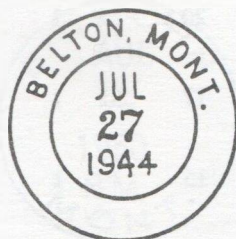
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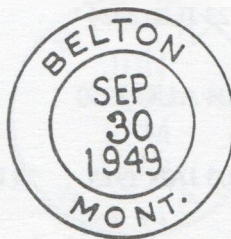
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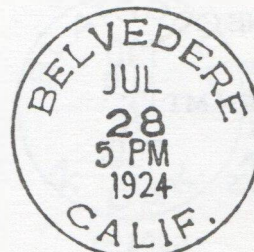
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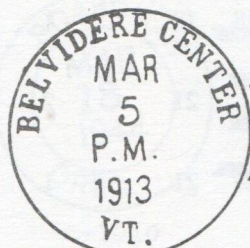
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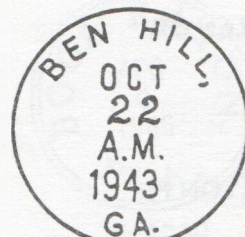
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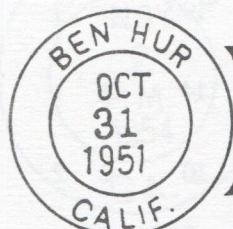
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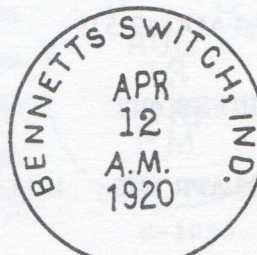
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C-860



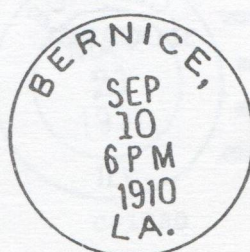
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C-880



C-890



C-900



C-910



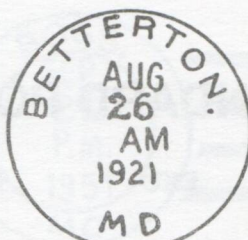
## TYPE C NONSTANDARD POSTMARKS

CODE TOWN STATE	PO DATES	EKU	LKU	PM	KLR	N	S/I
C -920 BETSY LAYNE KY	1908/	13 JUN 1910	22 APR 1922	34	16	1	2
C -930 BETTERTON MD	1885-	26 AUG 1921		31.5	18.5	1	1
C -940 BIG FLATS NY	1809-	30 NOV 1945		30x19	19	1	1
C -950 BIG LAKE WA	1898-1931	24 JUL 1911	02 APR 1912	31	12		2
C -960 BIG LAKE WA	1898-1931	13 MAY 1916	05 MAR 1921	30	19	1	2
C -970 BIG PINE CA	1895-1962	23 JUL 1924		35	20.5	1	1
C -980 BIGHORN MT	1903/	04 AUG 1950		32	17	1	1
C -990 BISON KS	1888-	05 JAN 1915	24 DEC 1918	32	15		1
C-1000 BLAISDELL ND	1905-	03 OCT 1907		28	25	1	1
C-1010 BOARDMAN OR	1916-	18 MAR 1944	12 DEC 1951	29x18	18		1
C-1020 BOBO IN	1883-1930	12 FEB 1910		30	21		2
C-1030 BOCA RATON FL	1923-	04 APR 1946		29x27	21	1	1
C-1040 BOLTON GA	1881-	02 NOV 1954		35x23	23	1	1
C-1050 BOLTON NY	1816-1954	13 AUG 1915		32	19.5		1
C-1060 BOLTON NC	1866/	10 FEB 1912		32	14	1	1
C-1070 BOND MD	1902-1916	18 APR 1912	16 MAR 1915	32	10	2	2
C-1080 BONFIELD IL	1882-	21 MAY 1951		30x19	21		1
C-1090 BOOMER MO	1883-1953	31 OCT 1953		29	20	5	1

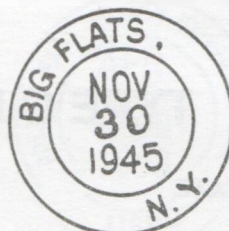




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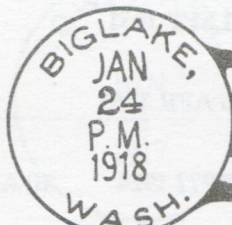
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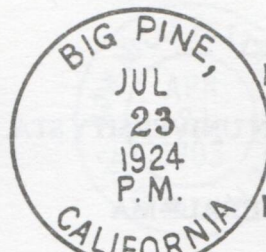
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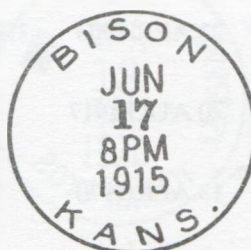
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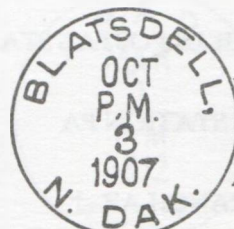
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C-980



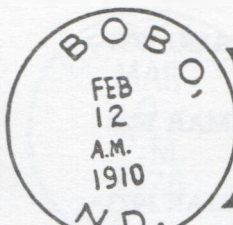
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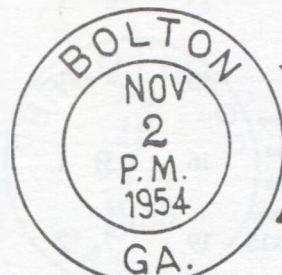
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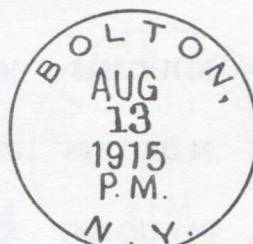
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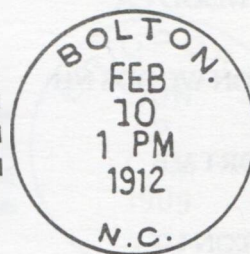
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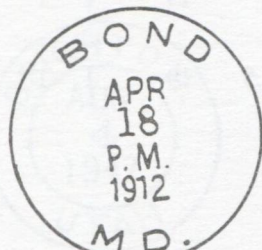
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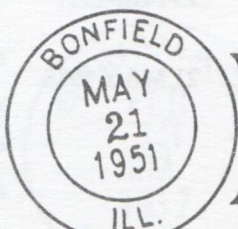
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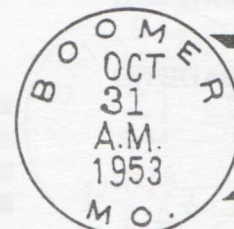
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C-1070



C-1080



C-1090



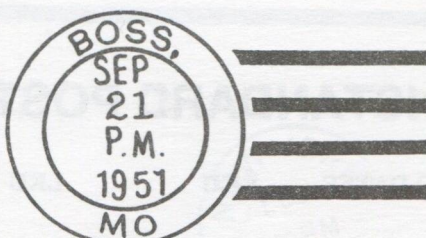
## TYPE C NONSTANDARD POSTMARKS

CODE TOWN STATE	PO DATES	EKU	LKU	PM	KLR	N	S/I
C-1100 BOOTHTON AL	1916-1953	09 FEB 1946		29x19	20	1	2
C-1110 BOSS MO	1901-	21 SEP 1951		35x25	20	1	1
C-1120 BOSTON UNIVERSITY STA. MA 1963/		16 APR 1963		32x21	19	1	1
C-1130 BOURNE DALE MA	1884-1936	17 ??? 1924	10 AUG 1931	28.5	16		2
C-1140 BOW WA	1901-	04 JUN 1917		32	13	1	1
C-1150 BOW MILLS POSTAL STA. NH	1903-1905	21 APR 1903	1904	31x18	14		5
C-1160 BOYCE STATION PA	1891-1918	20 AUG 1917		34	20	1	2
C-1170 BOYS RANCH AZ	1961-	13 APR 1970		33	20	1	1
C-1180 BRADY MT	1910-	01 MAR 1912	04 JUL 1912	33	13	1	1
C-1190 BRANT ROCK MA	1878/	01 AUG 1934		33	17		1
C-1200 BRAY MILL OR	1924-1933	09 MAR 1928		31.5	14		5
C-1210 BRAZOS TX	1890-1968	10 MAR 1923		31	19	1	1
C-1220 BRENTWOOD CA	1878-	16 JAN 1935		33	15	6	1
C-1230 BRETTON WOODS NH	1902-1966	20 JUL 1912	16 SEP 1914	32	13		1
C-1240 BRIDPORT VT	1805-	24 DEC 1908	02 JUN 1909	33	16	3	1
C-1250 BRIGHTON UT	1889/1953	04 AUG 1947		29x18	19	7	2
C-1260 BRINSMADE ND	1892-1972	13 FEB 1917		33	15	1	1
C-1270 BRINSMADE ND	1892-1972	21 MAY 1918		31.5	18	1	1

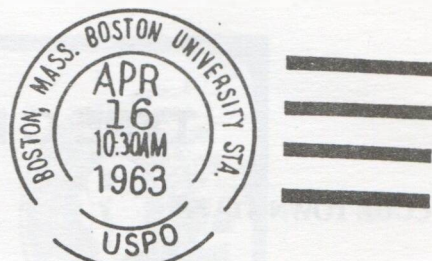




C-1100



C-1110



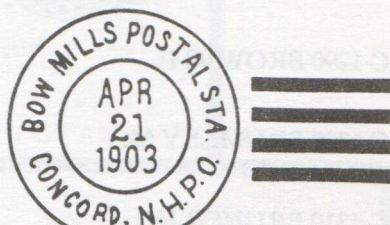
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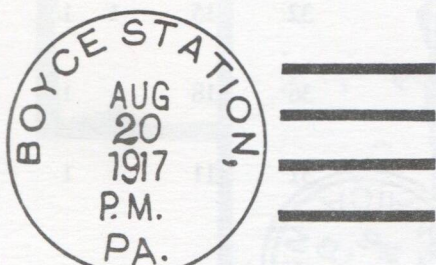
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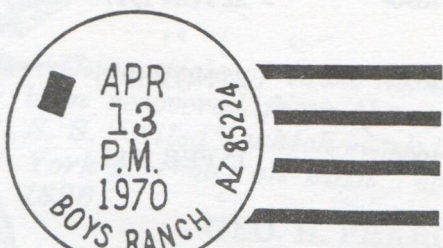
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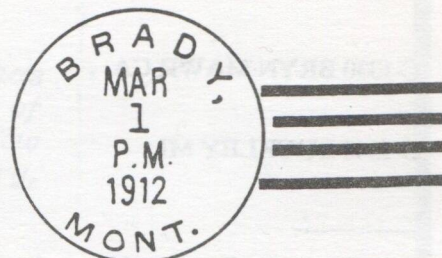
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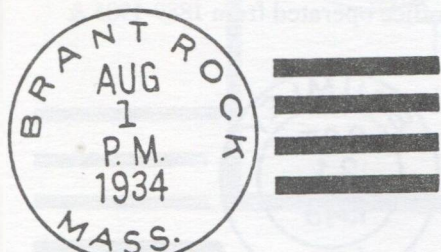
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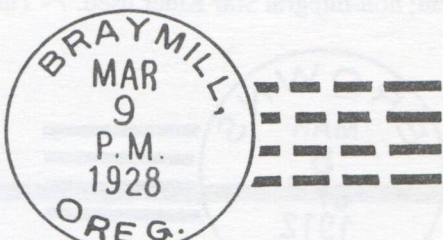
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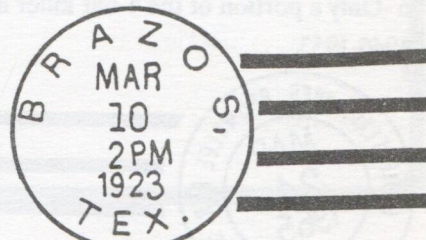
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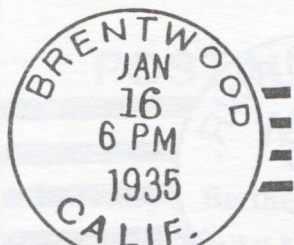
C-1190



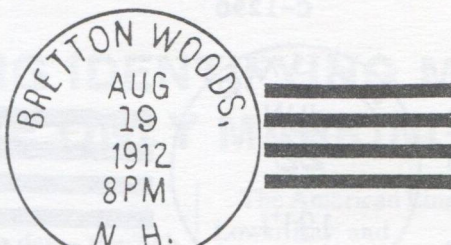
C-1200



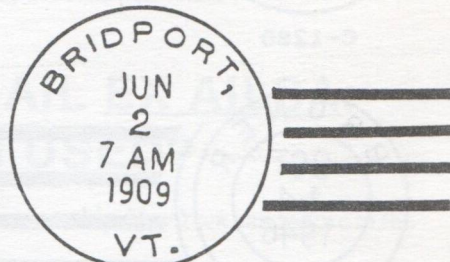
C-1210



C-1220



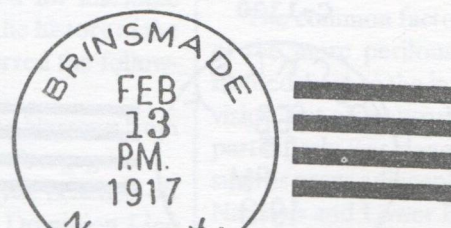
C-1230



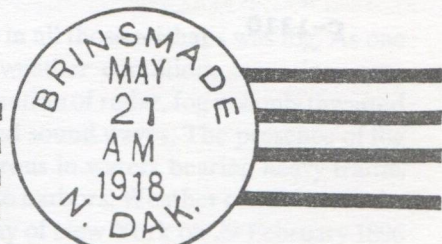
C-1240



C-1250



C-1260



C-1270



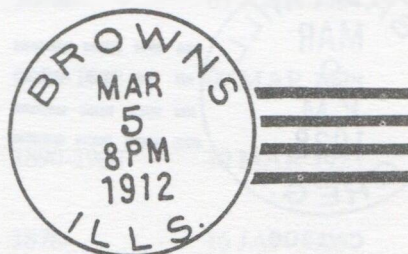
## TYPE C NONSTANDARD POSTMARKS

CODE TOWN STATE	PO DATES	EKU	LKU	PM	KLR	N	S/I
C-1280 BROWNLEE RUR. STA. OR	1956-1965	24 MAR 1965		30x20	20	1	2
C-1290 BROWNS IL	1882-	05 MAR 1912	14 APR 1913	31	12	2	1
C-1300 BRUMLEY MO	1863-	31 OCT 1949		28x18	18		1
C-1310 BRUNER NO	1895-	07 FEB 1946	14 OCT 1946	29x19	20	2	1
C-1320 BRUNO NE	1890-	22 JUN 1917		32	15	1	1
C-1330 BRYN MAWR CA	1895-	25 NOV 1930		36	18		1
C-1340 BUCKLEY MI	1906-	15 FEB 1913		31	11		1

NOTES: 1 - Earliest listed is on piece. 2 - Latest listed is on piece. 3 - Earliest and latest listed on piece. 4 - This device continued to be used after this office was converted to a Rural Branch of Conchas Dam. 5 - Last day of operation usage. 6 - Only a portion of the 4-bar killer is present; non-integral Star Killer used. 7 - This office operated from 1889-1905 & 1946-1953.



C-1280



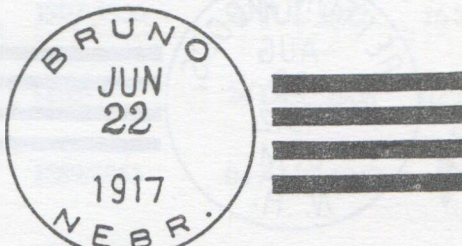
C-1290



C-1300



C-1310



C-1320



C-1330



C-1340



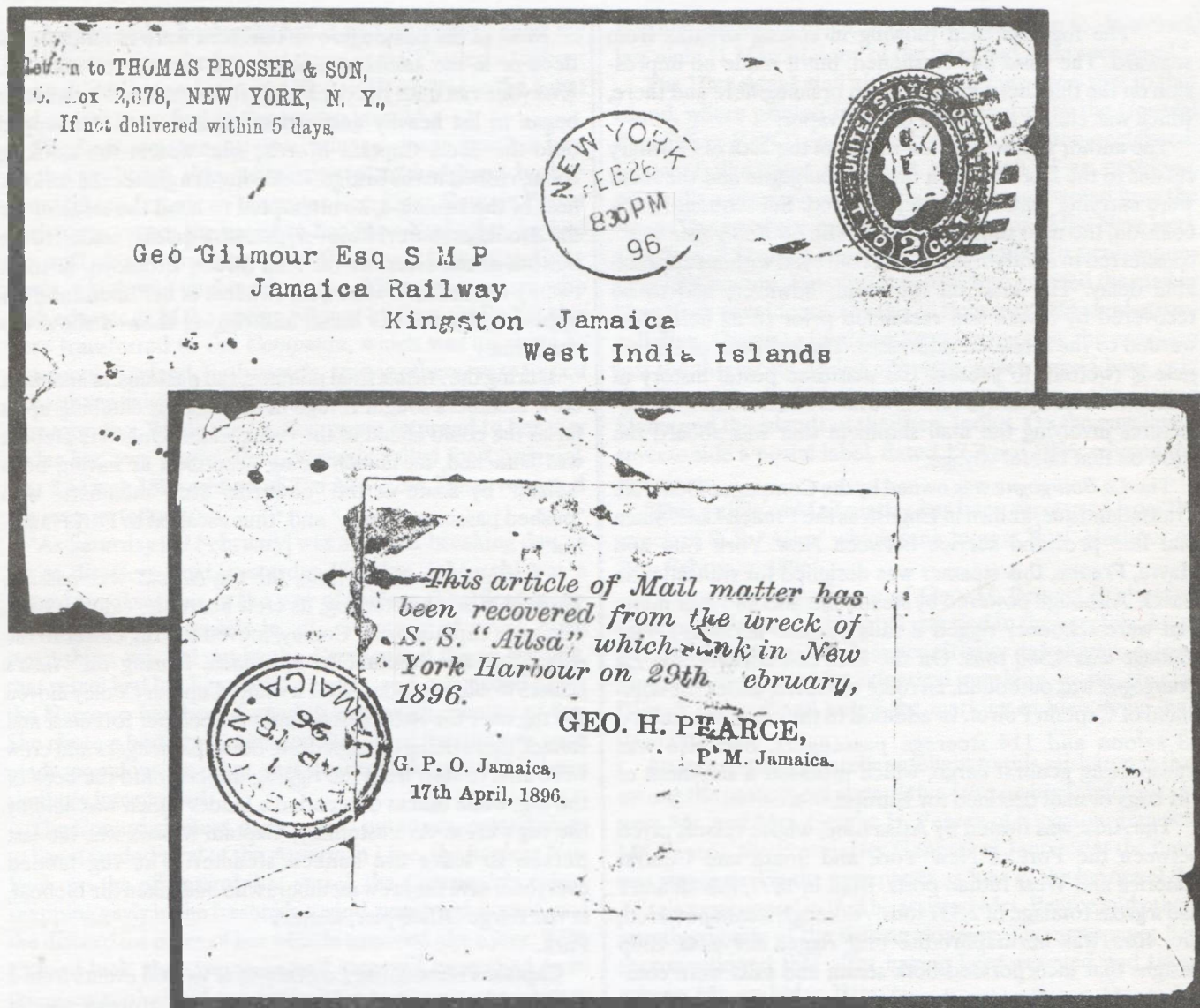


Figure 1. Front and back of a cover posted in New York City and addressed to Kingston, Jamaica. The label on the reverse identifies this cover as being one of the items of cargo salvaged from the wreck of the steamer "Ailsa".

## POSTAL MARKING IDENTIFYING MAIL EX AILSA: WAS IT THE ONLY MARKING USED?

By Henry J. Berthelot

The year 1896 was a leap year. The extra day -- the 29th of February -- in that year has the questionable distinction of being the day the record was established for maritime mishaps which happened on a single day in the history of the Port of New York. On that day, there occurred the following maritime-related mishaps:

The Atlas Line steamship *Ailsa* sank in the Narrows from a collision with the French Line steamer *La Bourgogne*;

The Clyde Line steamship *George W. Clyde* beached off Fort Hamilton after colliding with the Old Dominion Line steamer *Guyandotte*;

The American Line steamship *New York* ran ashore in the Lower Bay; and

The tugboat *E. S. Atwood* was damaged in a collision with the ferryboat *Arizona*.

The common factor in all those mishaps was fog. As one of the more perilous weather conditions a mariner confronted prior to the invention of radar, fog not only thwarted vision, but also absorbed sound waves. The presence of fog particularly was dangerous in waters bearing heavy traffic, such as areas adjacent to harbors. Weather conditions in the Narrows and Lower Bay of New York on 29 February 1896 were described thusly:



"The fog was then blowing in coiling wreaths from seaward. The wind had freshened, but it made no impression on the thickness, except for an opening here and there, which was closed again by a drift of vapor."

The author's interest in the events of the 29th of February relates to the fact that both the *La Bourgogne* and the *Ailsa* were carrying mail when they collided. Subsequent to the collision, the mail shipment aboard the *La Bourgogne* was transferred to another vessel and conveyed without appreciable delay. The mail on the *Ailsa*; however, had to be recovered by divers and reclaimed prior to its being forwarded to the intended addresses. The purpose of this article is twofold: to present the maritime postal history of these two vessels; and to relate the facts and the author's conjectures involving the mail shipment that was aboard the *Ailsa* on that fateful voyage.

The *La Bourgogne* was owned by the Compagnie Generale Transatlantique, known in English as the French Line. Since that line provided service between New York City and Havre, France, this steamer was designed for transatlantic travel. Although powered by steam, she also had four masts that were schooner rigged if sails became necessary. Her tonnage was 4,366 tons. On the 29th of February, the *La Bourgogne* was outbound, en route to Havre, under the command of Captain Poirot. In addition to the crew, she carried 43 saloon and 114 steerage passengers. She also was transporting general cargo, which included a shipment of 181 bags of mail destined for Europe.

The *Ailsa* was owned by Atlas Line, whose vessels plied between the Port of New York and South and Central America and West Indian ports. Built in 1877, this steamer had a gross tonnage of 2,331 tons. Although steam powered, the *Ailsa* was hermaphrodite brig rigged for sails. Ship designs that incorporated both steam and sails were common in this era for even the most powerful vessels. On the 29th of February, the *Ailsa* departed Pier No. 55, North River about noon, en route to Jamaica and Costa Rica. Aboard were fourteen passengers, a crew of twenty-seven and general cargo that included mail.

Under the command of Captain J. W. Morris, the *Ailsa* ran slowly down the river for approximately an hour. Her river pilot, John Shook, was apprehensive about running in fog, especially since the fog became progressively thicker as the steamer traveled seaward. He advised Captain Morris that they should anchor and wait for the fog to lift. Heeding the pilot's advice, Captain Morris dropped anchor about one o'clock PM in the vicinity of Fort Wadsworth, then posted lookouts. Swinging to the tide, the *Ailsa* now lay diagonally cross the stream.

About 2:10 PM, suddenly there loomed a darker smudge in the thickness, and without warning the *Ailsa* reeled from a blow to her port bow. The *La Bourgogne* struck about eight feet abaft the prow, crushed through the collision bulkhead and almost severed the *Ailsa*'s bow. Just as suddenly as she had appeared, the *La Bourgogne* disappeared into and was swallowed by the thickness.

Most of the passengers on the *Ailsa* were at lunch below deck or in the smoking room at the time of the collision. Everyone ran onto the deck after the collision. The steamer began to list heavily and within minutes seawater lapped onto the deck. Captain Morris, who was in the smoking room, rushed to the bridge. Realizing at a glance the seriousness of the situation, he attempted to head the steamer for the Brooklyn shore. However, the *Ailsa* quickly settled to the bottom of the Narrows off 98th Street, Brooklyn, in some twenty-five feet of water. Only two feet of her funnel and the upper sections of her masts and rigging showed above the water line!

During the *Ailsa*'s final minutes, the passengers and most crew members sought refuge in the rigging, climbing up as far as they could ahead of the rising water. Only one lifeboat was launched, its launch being described as having been "seized" by some of the "cowardly crew members" who "pushed passengers away" and "thus escaped to Fort Hamilton".

Fortunately, at the time, the tug *Harold* was passing. Through a break in the fog, its crew heard the calls for help. The tug's captain, John Cooley, moved the tug closer to the *Ailsa*, but was hesitant to approach, fearing the *Ailsa*'s boilers would explode. After a while, Captain Cooley moved the tug over the *Ailsa*'s deck and between her foremast and funnel, there being enough draft. Some passengers and crew were able to step from the rigging directly onto the deck of the tug, while others descended a ladder which was held by the tug's crew. As customary, Captain Morris was the last person to leave the sunken steamer. The tug landed everyone, save the crew members who had taken the lifeboat, at the Barge Office pier, Battery Park.

Captain Poirot of the *La Bourgogne* viewed events from a different perspective: River pilot A. H. Murphy was in charge of the *La Bourgogne* bridge at the time of the collision. Ironically, he had stopped the engines and given the order "to be ready to drop anchor". The vessel was moving under nearly spent momentum and with the current when the lookout spied "a vague outline" some fifty yards ahead. The ebb tide at the time was running at its full force. Although the alarm was given, and notwithstanding all efforts to the contrary, the vessel's headway and the current carried her ahead and into the *Ailsa*. After the collision, the *La Bourgogne* drifted out the Narrows and into Gravesend Bay.

Assuming command of the bridge, Captain Poirot finally stopped and anchored his vessel some twelve minutes after the incident. He had a whaleboat lowered at once and sent an officer to see what damage had been done to the then unknown vessel. Upon his return, the officer reported that he could not find the vessel, nor could he hear any sound from her that "could be distinguished from the din of bells and fog whistles from all sides". Captain Poirot noted that the fog did not lift so that he could see around his vessel until 3:30 PM, when it lifted barely. Seeing a vessel sunk about a mile away, he stated that



"... she had a boat near her. I had no time to send my whaleboat before the fog shut down again. I hailed a tugboat that was passing and sent an officer with a letter to the agent and orders to go first to the sunken vessel."

The *La Bourgogne* sustained minor damage near her bow on the starboard side, where one plate had been broken about fifteen feet above the water line. Since Captain Poirot decided to return the vessel to her New York pier, he had the mail aboard transferred to the Cunard giantess *Campania*, which was anchored nearby. Three passengers who took advantage of the option offered by Captain Poirot also were transferred to the *Campania*, which was en route to Liverpool, England. Both vessels, among others, were forced to berth overnight in Gravesend Bay. The fog dissipated the next morning. While the *La Bourgogne* returned to her pier under her own power, the *Campania* sailed for Liverpool. The 2 March 1896 edition of *The New York Times* reported the even as follows:

"As Saturday [29 February] was a record-breaking day, so far as disasters went, yesterday [Sunday, 1 March] was a record-breaking one in the way of sailings. The fleet, numbering thirty-two vessels in all, seventeen of which were steamships, was led out by the *Campania*. Like all the rest, that vessel had left her dock Saturday, and proceeded down the Narrows, had been forced to anchor on account of fog. She chose a berth in Gravesend Bay. That locality was soon made populous by other vessels whose voyages had been similarly interrupted.

The Cunard giantess, as she stood out to sea, passed close to her stranded rival of the American Line, the hapless *New York*. To the officers of that vessel, the *Campania*'s colors snapping gayly in the freshening wind, conveyed a taunt, and the discordant notes of her whistle sounded like a jeer. With Cunard luck, the *Campania* had emerged unscathed from the many mishaps of the day before, and that same luck, or something more substantial, had stood her in good stead when she had ... an equal chance of piling herself up on the beach along side of the American Line's latest built racer, but escaped that peril and steamed triumphantly into harbor...

In the wake of the fleet of steam vessels followed a long procession of sailing craft."

Upon her arrival in Europe, the *La Bourgogne* mail that had been transferred to the *Campania* was handled in the normal manner of incoming mail. No special auxiliary marking was utilized to identify the mail items involved.

On the afternoon of 1 March, the lighthouse tender visited the *Ailsa* wreck. He affixed a light in the port main rigging and the starboard fore rigging which denoted her as an obstacle to navigation.

The Merritt Wrecking Company was awarded the job of salvaging the *Ailsa*; operations began on 2 March. As relates to the mail, a 2 March report in *The New York Times* stated that:

"... divers went down to the ship searching for the mail matter which [was] in her mailroom. This consist[ed] of five letter bags and nine bags of papers. The mail was bound for

Fortune Island, Jamaica, and Costa Rica. Up to six o'clock last night [1 March] none of the bags had been recovered."

The "Jamaican" mail ultimately salvaged was sent to that island, where printed labels were prepared by the General Post Office (GPO) and affixed to each mail item reclaimed. Figure 1 illustrates the front and back of an envelope, originally addressed to Jamaica, that was recovered from the *Ailsa*. The envelope bears the corner card of the New York City firm of Thomas Prosser & Son. Mailed to a correspondent in Kingston, Jamaica, this envelope entered the mail in New York as evidenced by the 26 February 1896 duplex cancellation. Owing to its subsequent immersion, the envelope lost the three-cent added adhesive, which would have paid the five cent, single letter postal rate between the United States and the islands of the West Indies. On the envelope's reverse side a postal label, dated 17 April 1896, advised the recipient:

"This article of Mail matter has been recovered from the wreck of S. S. "Ailsa" which sank in new York Harbour on 29th February, 1896"

Printed over the name of Geo. H. Pearce, Postmaster General of Jamaica, this label was tied to the envelope by an 18 April 1896 Kingston, Jamaica circular date stamp. Adrian Hopkins illustrated an identical marking in his treatise "Wreck Covers" and noted the marking as identifying mail from the *Ailsa*.

An interesting philatelic sidelight to this mishap was that among the passengers aboard the *Ailsa* on her fateful voyage were Mr. and Mrs. George H. Pearce of Kingston, Jamaica. Mr. Pearce, the Postmaster General of Jamaica at the time, was mentioned in the newspaper as "one of the heroes of the *Ailsa*'s passengers" in that he assisted Mrs. Pearce and others into the rigging of the sinking steamer. The newspaper further mentioned that after having been rescued and taken ashore, Mr. and Mrs. Pearce

"lost no time in getting away from the Barge Office pier. They drove to the Hotel Bayard [Fifty-fourth Street and Broadway]. Mr. Pearce lost a piano, and both he and his wife lost all their baggage and personal effects."

To the author's knowledge, this was the only instance where a postmaster, who personally was involved in a ship wreck, also was involved in processing the mail salvaged from the wreck.

A number of unresolved issues caused the author to question whether the herein illustrated marking was the only marking used to identify mail *ex Ailsa*. Firstly, what happened to the *Ailsa* mail for the six and one-half week period between the wreck and 17 April 1896? A review of *The New York Times* for that period showed no reports in regard to the salvage operations on the *Ailsa* or the recovery of and subsequent disposition of the mail that was aboard that vessel. Secondly, was the new York Post Office [NYPO] involved in handling the salvaged mail? If the NYPO were involved, it seemingly acted only as a clearing house, receiving the salvaged mail from the wrecking company and forwarding that mail to the post office of destination for processing. On the other hand, if the NYPO were not in-



volved, then the wrecking company or the Atlas Line either delivered the "Jamaican" portion of the salvaged mail into the custody of Postmaster Pearce [assuming he still was in New York] or, at his direction, forwarded that portion to the GPO in Kingston. Thirdly, what became of those portions of the *Ailsa* mail that were destined to Fortune Island [this island is now called Long Cay, Bahamas] and Costa Rica? The author believes that since the "Jamaican" portion of the mail was forwarded to the Jamaican postal authorities for processing, then the "Fortune Island" and "Costa Rican" portions of the mail, if any were recovered" would have been delivered to the respective postal authorities of those areas for processing. The author further believes that either or both of those postal authorities may have utilized a postal marking to identify their respective portion of mail as having been salvaged from the *Ailsa*.

If anyone has a cover with a different marking that the marking herein illustrated, or a cover destined to Fortune Island or Costa Rica that was salvaged from the *Ailsa*, the author greatly would appreciate a copy of the cover. Contact him directly at 132 Livingston Place West, Metairie, LA 70005.

The study of 19th Century wreck mail is an interesting and challenging facet of postal history research.

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*New York Press*, 1 March 1896 to 4 march 1896 editions.

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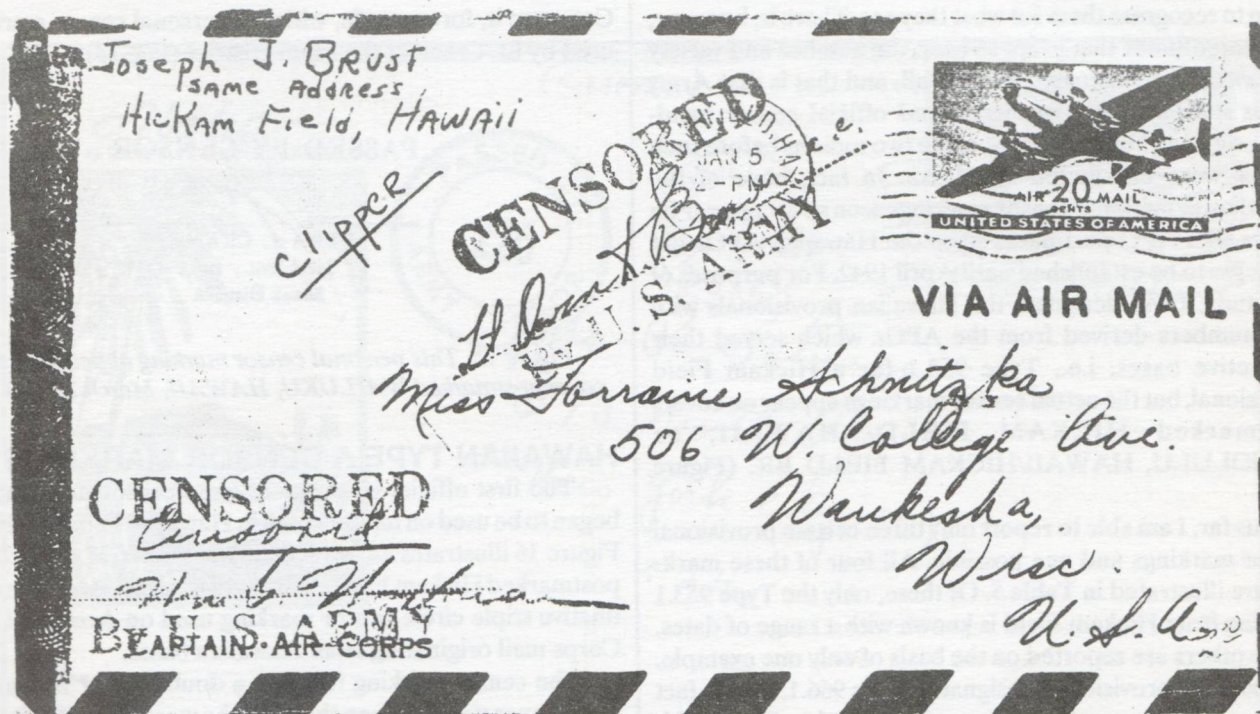


Figure 14. This cover bears two examples of the provisional censor mark which was used at Hickam Field, Hawaii (Type 953.1). Provisional censor markings were not as widely used at Army installations in Hawaii as they were in Alaska

## CENSOR MARKINGS ON U.S. ARMY MAIL IN 1942

By Richard W. Helbock

[Continued from Vol. 23, No. 3]

### HAWAII

The largest concentration of U. S. Army and Air Corps personnel stationed outside the coterminous United States at the time of the Japanese attack on Pearl Harbor was in Hawaii. Schofield Barracks, a post of over 14,000 acres in central Oahu, was the home of both the 24th and 25th Infantry Divisions as well as numerous smaller units. Fort Shafter on the northwest edge of Honolulu was headquarters of the Army's Hawaiian Department, and Forts Kamehameha, Armstrong and De Russy -- all located in and around Honolulu -- performed various specialized functions including harbor defense, quartermaster, signal, and medical support. Major Air Corps installations included Hickam, Bellows and Wheeler Fields. In all, Army troop strength stood at about 45,000 at the end of 1941. This number was to more than triple by the end of 1942!



### PROVISIONAL CENSOR MARKS

Censorship of military mail was not required in Hawaii prior to the attack on Pearl Harbor. As in Alaska and elsewhere beyond the boundaries of the "lower 48", orders to begin censoring military mail came down the chain of command very shortly after the United States declared war on Germany, Japan and the Axis. The exact date that such orders were received in Hawaii is not known, but it is apparent from the evidence of early military censorship that -- as in Alaska -- orders to begin censoring mail preceded the availability of official censor handstamps.

In Hawaii the "fox hole level" response to the requirement to begin censorship without the benefit of censor stamps, appears to have been similar to what happened in Alaska. Some censor officers signed all the mail they read by hand; others made up small, personalized censor marking stamps; and, in a few commands, censors were provided with non-personal handstamps, which could be used by anyone serving as censor officer. This latter solution was responsible for the creation of at least a few Hawaiian Provisional Censor Marks.

Provisional censor markings from Hawaii appear to be even scarcer than those which originated in Alaska. The author hastens to emphasize the word "appear", for his personal experience is far more limited with regard to Hawaiian military mail than it is with military mail originating in Alaska. It is possible that many more examples of provisional censor markings will be discovered from Hawaii once collectors



begin to recognize them for what they are. There is, however, one major factor that is apt to keep the number and variety of Hawaiian provisionals fairly small, and that is that Army forces stationed in Hawaii received official censor handstamps in mid-February 1942, some two months before such stamps were distributed in Alaska. In fact, none of the Hawaiian provisional censor markings seen so far appear on covers with APO postmarks since the Hawaiian APOs did not begin to be established until April 1942. For purposes of this study, I will designate the Hawaiian provisionals with type numbers derived from the APOs which served their respective bases, i.e., Type 953.1 for a Hickam Field provisional, but the actual censor markings appear on covers postmarked HICKAM FIELD, HAWAII, or HONOLULU, HAWAII/HICKAM FIELD BR. (Figure 14).

Thus far, I am able to report only three certain provisional censor markings and one possible. All four of these markings are illustrated in Table 5. Of these, only the Type 953.1 marking from Hickam Field is known with a range of dates. These others are reported on the basis of only one example. The possible provisional, designated Type 966.1, may in fact be a personal censor marking used only by Lt. Takahashi, but, since the handstamp only reads "CENSORED", it may have been used by other censor officers at Barking Sands.

Compare it, for example, with the personal censor marking used by Lt. Crane of the Maui District (Fig. 15).

PASSED BY CENSOR

EZRA J. CRANE  
1st Lieut., Inf.  
Maui District

Figure 15. This personal censor marking appears on a cover postmarked WAILUKU, HAWAII, March 20, 1942.

### HAWAIIAN TYPE A CENSOR MARKINGS

The first official government issue censor handstamps began to be used on military mail in Hawaii in February 1942. Figure 16 illustrates an attractive Honolulu Y.M.C.A. cover postmarked Hickam Field, Feb 13, 1942, which bears the distinctive triple circle censor marking used on Army and Air Corps mail originating from Hawaiian bases.

The censor marking features a double outer rim and a single inner rim. Between the rims, the words "PASSED BY" appear at the top of the dial, and "ARMY CENSOR" appear at the bottom. In the center of the dial appear numbers, which have been verified to range from as low as 9 to as high

TABLE 5

### PROVISIONAL CENSOR MARKINGS USED IN HAWAII

APO (Location)	Type	Earliest Known	Latest Known
953 (Hickam Field)	953.1	2 Jan 1942	12 March 1942
957 (Schofield Barracks)	957.1	26 Jan 1942	
	957.2	27 Jan 1942	
966 (Barking Sands)	966.1	30 Jan 1942	

CENSORED  
*James W. Stacy Lt. 4c.*  
By U. S. ARMY

953.1

CENSORED

957.2

CENSORED

957.1

CENSORED 22/42  
*2nd Lt. S. Takahashi, Inf.*

966.1



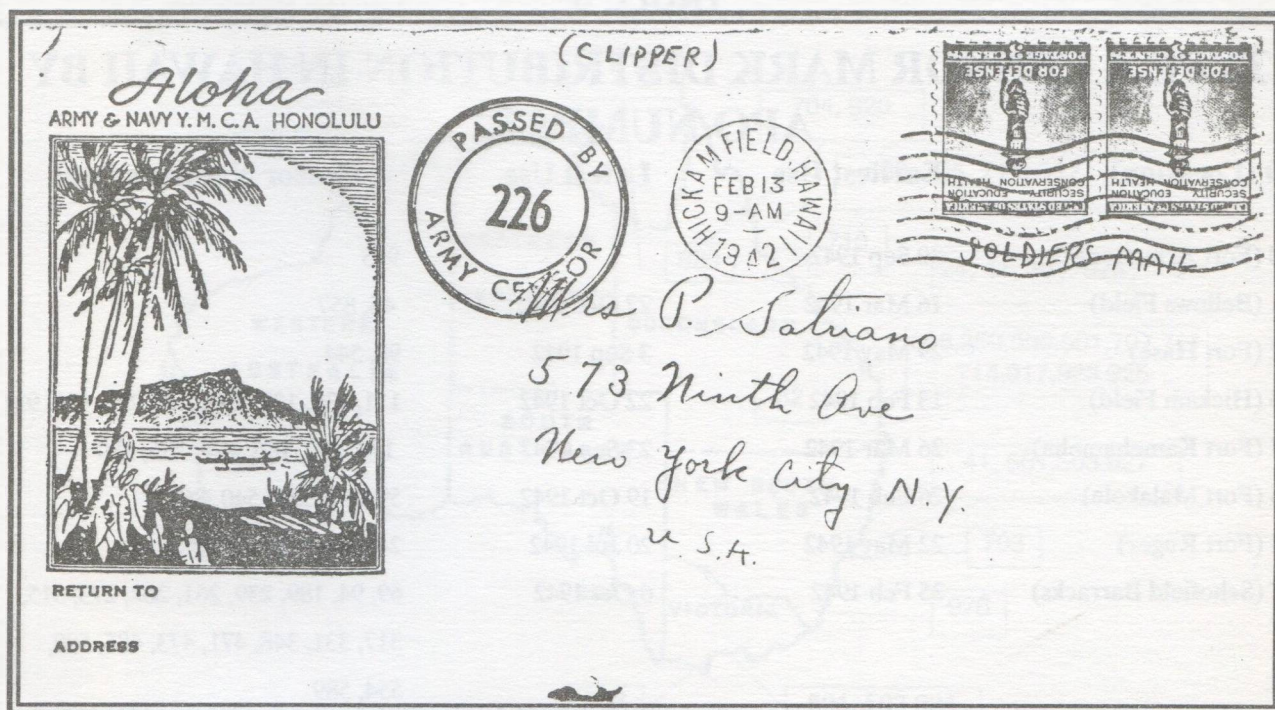


Figure 16. This cover bears an example of the Type A Hawaiian censor marking; a style which was used only at Army and Army Air Corps bases in Hawaii, and at Canton and Christmas Islands

as 1263, and probably range from 1 to about 1300. The distribution of censor markings of this design was limited to Army and Air Corps units stationed in Hawaii, including the outlying air fields on Canton and Christmas Islands.

This censor marking design bears a striking resemblance to a marking used on civil mail which passed through the San Francisco postal censorship station (Fig. 17). Designated Type C 1.1.3 in Broderick and Mayo's, *Civil Censorship in the United States During World War II*, this handstamp was in use from December 1941 until March 1942. Much of the mail to which this marking was applied was, of course, destined for Hawaii.

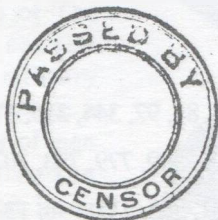


Figure 17. This censor marking was applied to civilian mail destined for overseas addresses at the San Francisco postal censor station.

Table 6 displays the distribution of Type A censor markings among Hawaiian APOs which have been verified, thus far, by the author. It also displays the earliest and latest dates for which censor markings of this type have been recorded at each of the APOs. In some cases the earliest dates actual-

ly precede the date of establishment for the APOs. All of the data presented in Table 6 must be considered preliminary, for it is based solely upon examples in the author's collection. Charles Gill in his *Hawaii Censored Mail 1941-1945* reported several examples of censor markings of this design, but unfortunately his only comment on them was that they were used "between February 14 and September, 1942". The author welcomes reports of the distribution of additional examples of Hawaiian Type A censor markings. It would be nice to someday construct a table showing the complete distribution of these handstamps.

Hawaiian Type A censor markings were replaced by standard 5-digit boxed oval handstamps beginning about October 1942, although in some units they remained in service into late November. The period of use for Type A censor markings -- roughly February to November 1942 -- therefore coincided with a time when Army and Air Corps troop strength climbed from about 50 thousand to over 130 thousand in the islands. With that many soldiers and airmen writing letters back to their loved ones, there is no way that Hawaiian Type A censor markings should be scarce as a class of markings. Individual numbers, however, may well prove elusive, but the determination of that awaits further research.

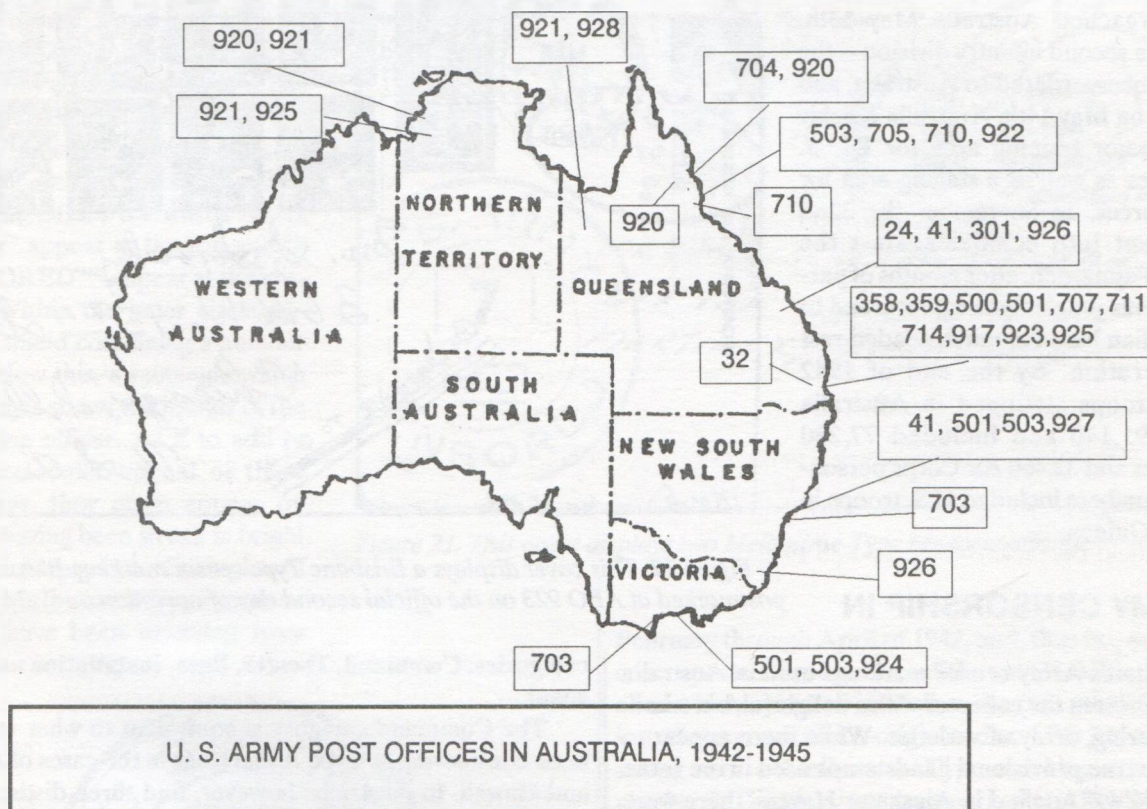


TABLE 6

## TYPE A CENSOR MARK DISTRIBUTION IN HAWAII BY APO NUMBER

APO (Location)	Earliest Use	Latest Use	Censor Numbers Seen
950 (Fort Armstrong)	30 Sep 1942		915
951 (Bellows Field)	16 Mar 1942	27 Oct 1942	46, 857
952 (Fort Hase)	29 May 1942	3 Sep 1942	98, 544
953 (Hickam Field)	13 Feb 1942	22 Oct 1942	111, 132, 137, 138, 142, 226, 930, 931
954 (Fort Kamehameha)	26 Mar 1942	23 Sep 1942	178, 180, 186, 189, 205, 889
955 (Fort Malakole)	26 Feb 1942	19 Oct 1942	59, 253, 539, 540, 861
956 (Fort Ruger)	22 May 1942	20 Jul 1942	24, 631, 658
957 (Schofield Barracks)	25 Feb 1942	6 Oct 1942	69, 94, 189, 239, 261, 262, 273, 315, 317, 331, 348, 471, 473, 485, 508, 554, 589
958 (Fort Shafter)	22 May 1942	6 Oct 1942	26, 28, 73, 219, 220, 501, 508, 602, 626, 627, 684, 719, 748, 749, 770, 924
959 (Wheeler Field)	30 Mar 1942	19 Sep 1942	170, 436, 440, 444, 448, 449, 455
960 (Hilo, Hawaii)	21 Apr 1942	28 Nov 1942	550, 632, 635, 694, 701, 704, 705, 711, 714, 715, 752, 754, 758, 792, 944-947, 949, 1214, 1224, 1254, 1261, 1263
961 (Kahului, Maui)	25 Jul 1942	8 Aug 1942	764, 765, 793, 875
962 (Lihue, Kauai)	14 May 1942	24 Oct 1942	725, 727, 734
963 (Fort DeRussey)	10 Jul 1942	6 Aug 1942	239
964 (Kahuku Air Field)	None Known		
965 (Kaunakakai, Molokai)	None Known		
966 (Barking Sands, Kauai)	None Known		
25 (25th Infantry Div)	25 Jun 1942	9 Nov 1942	36, 81, 92, 344, 359, 376, 387, 408, 506, 509, 779, 783, 1077
27 (27th Infantry Div)	Apr 1942	7 Nov 1942	701, 705, 715, 946, 1224
40 (40th Infantry Div)	21 Oct 1942		729
914 (Canton Island)	14 May 1942	3 Oct 1942	760, 762
915 (Christmas Island)	28 Apr 1942	24 Jul 1942	761





## AUSTRALIA

Unlike the areas previously covered in this article, there were no U.S. Army or Air Corp personnel stationed in Australia before the war broke out. The Japanese bombing of Pearl Harbor and simultaneous invasion of The Philippines caused United States military planners to undertake a rapid deployment of men and equipment to the southern continent in an effort to forestall what was seen as an almost certain invasion and conquest of Australia.

Initially, the decision to establish a U.S. base in Australia was seen as part of the effort to continue a defense of The Philippines. On December 17, 1941, plans were approved to establish an American air base at Port Darwin in northern Australia. On December 22nd a military convoy bound for Manila arrived at Brisbane.



While there, it became clear that The Philippines had been successfully isolated by the Japanese, and so the convoy -- including the partly equipped 26th Brigade of Field Artillery -- were unloaded and became the first U. S. ground forces stationed in Australia. The Brigade, incidentally, was quickly broken up with the 2nd Battalion, 131st Regiment assigned to Java, the 147th Regiment to Port Darwin, and the 1st Battalion, 148th Regiment to Timor. Unfortunately, the 2nd Battalion, 131st was forced to surrender to the Japanese on Java on March 8, 1942, and the 1st Battalion, 148th met very heavy bombardment on their way to Timor and was forced to return to Darwin. These remained the only U.S. ground forces assigned to Australia until mid-February.

On February 14, 1942, it was decided that a substantial Australian garrison must be established by the United States, and to this end a force of 8,000 service troops, one tank destroyer battalion of 800 men and the 41st Infantry Division which numbered some 15,000 were ordered to Australia. This substantial troop movement was given top priority. By the end of March Army and Air Corps troop strength in Australia was listed at 32,000 including 147th Field Artillery Regiment, the 148th Field Artillery Regiment (less one battalion), the equivalent of two regiments of anti-aircraft artillery, and about 4,000 service troops -- including an engineer regiment and a quartermaster battalion. In addition, some 12,000 men including the first half of the 41st Infantry Division were on their way.



The first contingent of the 41st Division arrived in Melbourne on April 9th, and the remainder reached Australia May 13th. Meanwhile, a second infantry division -- the 32nd -- had been ordered to Australia, and they arrived on May 14th. Australia quickly became a major training area for U. S. ground forces as well as a staging area for U. S. air forces. In September the 32nd Division went into combat against the Japanese in Papua, and, after months of particularly vicious jungle fighting, returned to their Australian base for much needed rest and recuperation. By the end of 1942 American troops stationed in Australia numbered 91,140 and included 77,280 ground forces and 32,460 Air Corps personnel. These numbers included U.S. troops in Papua New Guinea.

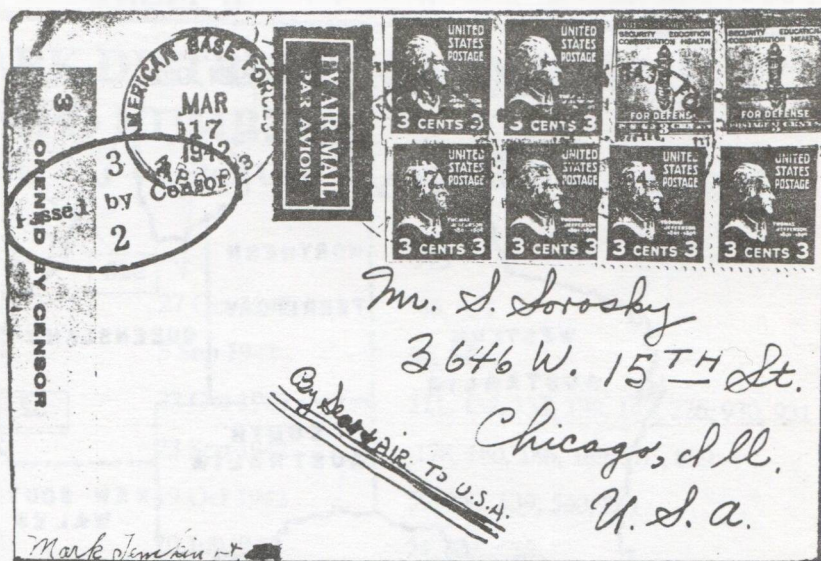


Figure 19. This cover displays a Brisbane Type censor marking. It was postmarked at APO 923 on the official second day of operation.

### U.S. ARMY CENSORSHIP IN 1942

United States Army censor markings used in Australia during 1942 present the collector with a delightful, but somewhat bewildering, array of varieties. While there appear to have been no true provisional handstamps used in the sense that that term was applied in Alaska or Hawaii, there were plenty of interesting, and down right elaborate, handstamps applied to military mail before things eventually settled down to the routine boxed ovals in late 1942.

In an attempt to offer some sense of order to what can quickly become a chaos of variety, I shall divide the U. S. Army censor markings used in Australia into five sub-

categories: Command, Theater, Base, Installation and Personal.

The Command category is equivalent to what we have been considering as Type A markings in the cases of Alaska and Hawaii. In Australia, however, find three distinct censor marking types which were used before eventually being replaced by the boxed ovals. These are herein termed the Brisbane Type, the Melbourne Type and Type A.

The Brisbane Type censor markings are quite elusive, and have thus far been recorded only on mail postmarked APO 923 (Brisbane). The marking consists of an oval measuring 48x26 mm. with the words "Passed by Censor" in the center (Fig. 18). Above and below this line of text appear numbers. The only two varieties thus far recorded both feature the number "3" on the top, but the lower numbers vary.

APO 923 is reported to have been established March 16, 1942, and at least two examples of this censor marking are known on covers dated March 17th (Figure 19). The earliest example, however appears on a cover postmarked San Francisco, California, March 12, 1942. Unfortunately it, and several of the other March dated examples lack return addresses.

Table 7 presents details of earliest and latest dates known for Australian Brisbane Type censor markings.

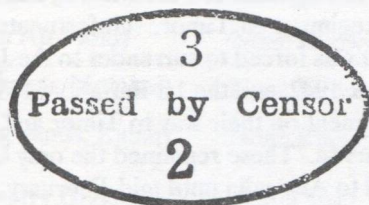


Figure 18. The Brisbane Type censor marking.

TABLE 7

### BRISBANE TYPE CENSOR MARK DISTRIBUTION

CENSOR NUMBERS	EARLIEST	LATEST	APO (Location) Unit(s)
3/2	12 Mar 1942	27 Mar 1942	923 (Brisbane)
3/17	15 Apr 1942	20 May 1942	923 (Brisbane) 94th Coast Arty.



The Melbourne Type censor markings are, almost certainly, the largest and among the most elaborate design used in an official U.S. Army censor handstamp. The design features a double outer circular rim measuring 53 mm. in diameter, and an inner circle. Between the circles the words "U. S. ARMY" appear at the top and "CENSORED" appear at the bottom. Within the inner circle appear a shield containing a number and, below this, a rectangle which sometimes shows the initials of the censoring officer. As if to add to the spectacular appeal of these markings, they often appear on covers having been struck in bright blue or purple ink. Examples of these Melbourne Type censor marks have been recorded from

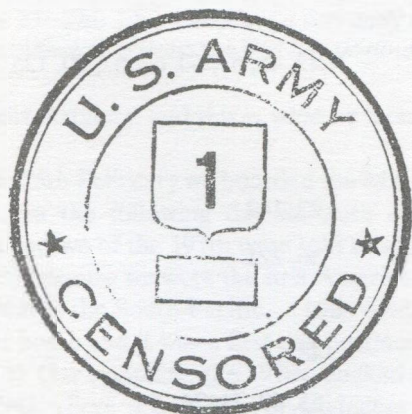


Figure 20. The Melbourne Type censor marking.

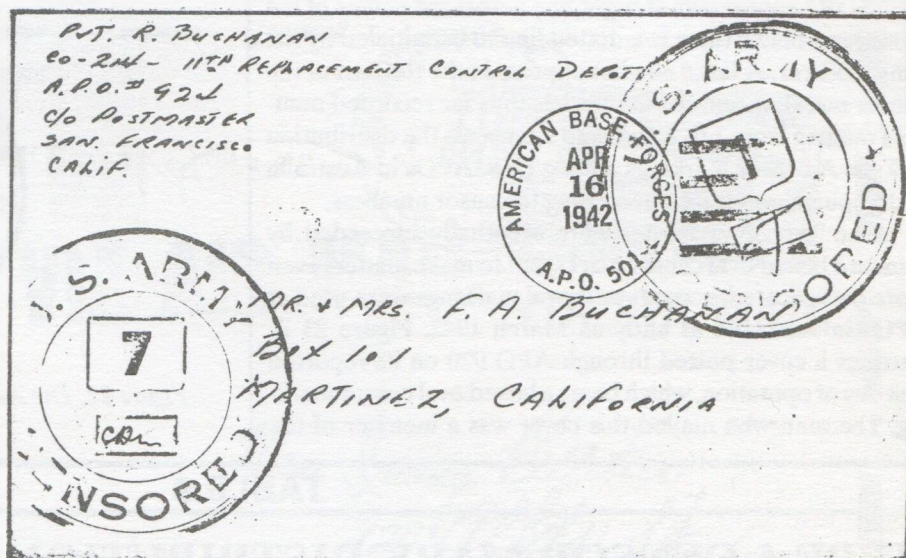


Figure 21. This cover displays two Melbourne Type censor markings.

February through April of 1942, and, thus far, are known on covers posted through three different US APOs in Australia, all of which operated in Melbourne (see map). Figure 21 illustrates a cover which originated at APO 924 and was censored with a Melbourne Type marking containing the number 7. The cover was postmarked at APO 501 (HQ, Services of Supply, Melbourne), and received a second Melbourne Type censor marking; this time with the number 1. Table 8 presents details of the distribution of Melbourne Type censor markings in Australia.

The Australia Type A censor markings received a much wider distribution among U. S. APOs in Australia, and appear to have succeeded the Brisbane and Melbourne types in late April or early May. Type A markings feature a double circle outline measuring 36 mm. in diameter with the letters "U. S. A. F. I. A." (presumably United States Army Forces in Australia) at the top of the dial. The words "PASSED BY

TABLE 8

## MELBOURNE TYPE CENSOR MARK DISTRIBUTION

CENSOR NUMBER	EARLIEST	LATEST	APO (Location) Unit(s)
1	24 Feb 1942	16 Apr 1942	APO 501 (Melbourne); APO 503 (Melbourne)*
2	27 Apr 1942		APO 503 (Melbourne)
5	3 May 1942		APO 926 (Canberra?)*
7	16 Apr 1942		APO 924 (Melbourne) 11th Repl. Dpt
13	27 Apr 1942		APO 924 (Melbourne) 4th Gen. Hosp.

NOTES: \*A first day cover for APO 503 prepared by John Undergrove, Quartermaster Agent. \*\*The marking appears as a backstamp on a cover mailed from Perth by a member of the 197th Coast Artillery, but postmarked A.P.O. 926. The author has some doubt that APO 926 was actually located in Canberra at this time.



CENSOR" appear as a straight line across the center of the circle, and below them is a dotted line to be initialed by the censor officer. A large number appears in the top part of the censor marking, and the author has thus far recorded numbers ranging from 1 to 259. Table 9 presents the distribution of Type A censor markings among U. S. APOs in Australia and Papua New Guinea according to censor numbers.

The Type A markings were eventually succeeded by standard boxed oval censor marks, but to make matters even more complicated, some boxed oval markings were used at APOs in Australia as early as March 1942. Figure 23 illustrates a cover posted through APO 920 on its reported first day of operation, which bears a boxed oval censor marking. The man who mailed this cover was a member of the



Figure 22. The Australian Type A censor marking.

TABLE 9

## TYPE A CENSOR MARK DISTRIBUTION IN AUSTRALIA BY APO NUMBER

APO (Location)	Earliest Use	Latest Use	Censor Numbers Seen
358 (Brisbane)	None Known		
500 (Brisbane)	None Known		
501 (Melbourne)	18 May 1942	5 Jan 1943	42, 45, 57, 60, 62, 67, 90, 125
503 (Melbourne)	None Known		
703 (Melbourne)	None Known		
704 (Cairns)	4 Dec 1942	25 Dec 1942	22, 142
705 (Iron Range)	9 Nov 1942	31 Dec 1942	36, 221
710 (Charters Towers)	None Known		
920 (Batchelor Field)	28 Jun 1942	7 Nov 1942	48
921 (Mount Isa)	5 May 1942	22 Aug 1942	55, 69, 71, 74
922 (Townsville)	21 May 1942	19 Feb 1943	17, 19, 24, 26-28, 35, 36, 69, 70, 91, 109, 129, 142, 145, 153, 247
923 (Brisbane)	25 May 1942	13 Feb 1943	51, 60, 63, 70, 71, 73, 75, 126, 137-139, 141, 161, 172, 175, 201
924 (Melbourne)	17 Jun 1942	15 Oct 1942	15, 42, 62, 90, 124
925 (Adelaide River)	None Known		
926 (Canberra)	3 May 1942	25 May 1942	28
927 (Sydney)	22 May 1942	25 Aug 1942	14, 36
928 (Mount Isa)	6 Dec 1942	14 Dec 1942	25, 40, 216
929 (Port Moresby)	15 Aug 1942	19 Mar 1943	13, 14, 53, 109, 138, 151, 153, 181, 223
32 (32nd Infantry Div)	22 May 1942	16 Mar 1943	41, 43, 48, 58, 70, 94, 98, 163
41 (41st Infantry Div)	23 Apr 1942	1 Jan 1943	1-4, 7-9, 259
301 (I Army Corps)	None Known		



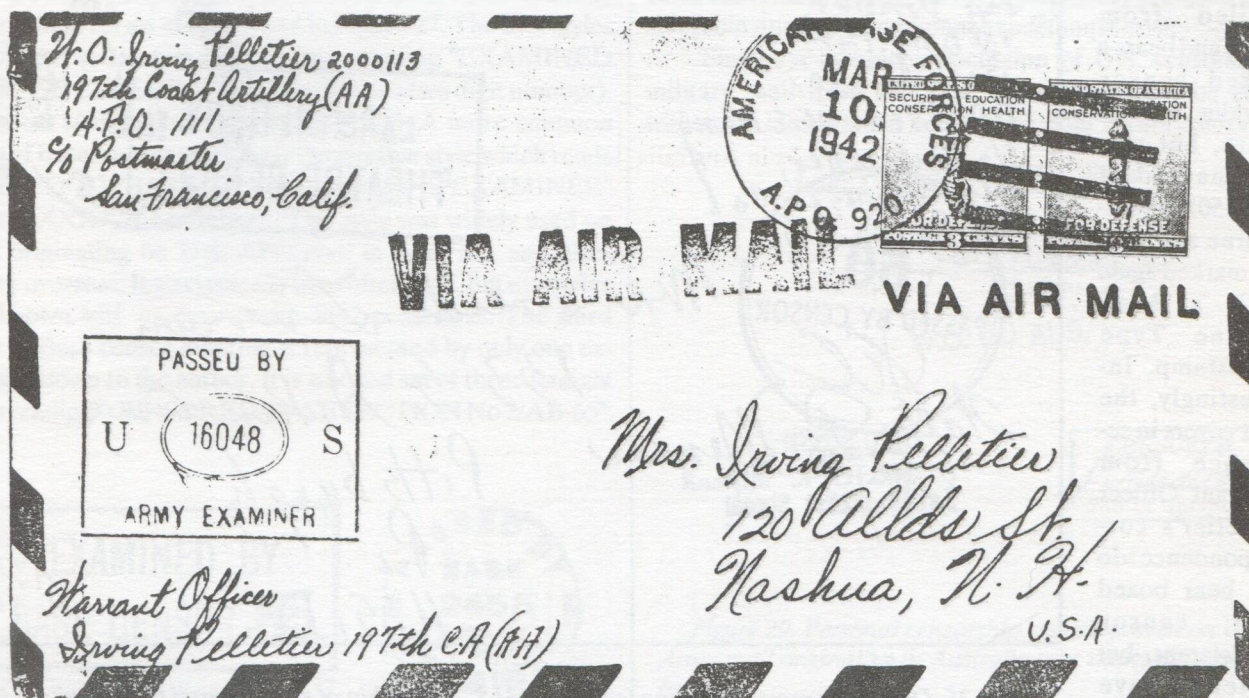


Figure 23. This covers displays a very early use of a boxed oval censor marking in Australia. It was mailed from Brisbane, although it bears the first day postmark of APO 920 (Batchelor Field, Northern Terr.)

197th Coast Artillery, and this is what he later wrote about it:

"On the 18th February we boarded the Matson liner S. S. Monterey, on the following day we were sailing towards Australia and we of the 197th were told to use A.P.O. 1111 (four aces) because we were the first American Task Force to sail towards the South Pacific. ... [this cover] carried my first letter home and it was a first day postmark 3-10-42 for A.P.O. 920. Our regiment, the 197th, docked at Brisbane 8 March 1942 where a battalion of engineers and one anti-aircraft battalion disembarked and [were] flown to Darwin where Australian troops had their hands full repulsing the enemy from landing..."

The problem for postal historians presented by this account is that APO 920 supposedly was established 3-10-42 to serve Batchelor Field, Northern Territory. Since Warrant Officer Pelletier was in Brisbane when he posted this cover, it seems unlikely that the post office was in Northern Territory.

The story gets even murkier when we consider a second cover mailed by Warrant Of-

ficer Pelletier (Figure 24). About this piece, Pelletier wrote:

"From Brisbane we proceeded to Perth, capital city of Western Australia, where we were assigned APO 926 based at Melbourne, Victoria. The 197th docked at Melbourne March 17, a day or so following General Mac Arthur's arrival by boat from Bataan. It must be stated that troops were not necessarily in the town where mail was to be processed... Mail was either flown to Sydney, Melbourne, Brisbane, or to assigned Base Post Offices (BPO). Throughout our stay in Western Australia, we used the APO #926."

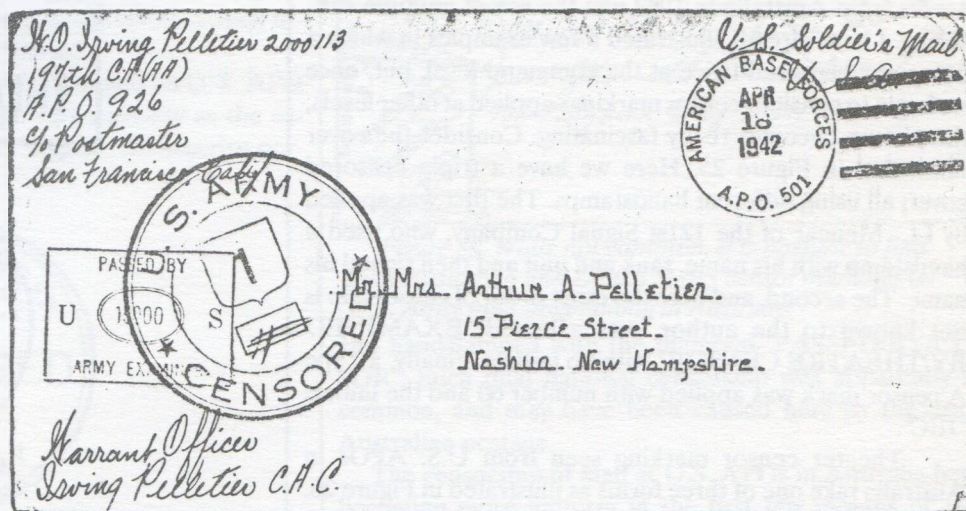


Figure 24. This cover shows a return address of APO 926 (Canberra), was postmarked APO 501 (Melbourne) and, according to the man who mailed it, was mailed posted in Perth.



This cover was mailed from Perth and bears a boxed censor marking applied there, but was postmarked at APO 501 in Melbourne and censor marked again with a Melbourne Type handstamp. Interestingly, the next covers in sequence from Warrant Officer Pelletier's correspondence do not bear boxed oval censor handstamps, but instead have been censored using Type A markings. It may

be that the use of the boxed oval marking was premature in the case of these first two Pelletier covers. The author is aware on only one other instance of the use of boxed oval censor markings in Australia in early 1942. Once again, the boxed ovals appear on covers from a serviceman using APO 1111, but in this case the writer was an airman, a member of the 65th Squadron, 43rd Bomb Group. No other examples of boxed oval censor markings from U.S. APOs in Australia have been seen by the author with dates prior to January 1943, although, based upon the two instances cited, others surely exist.

One of the most interesting characteristics of U.S. APO covers from Australia in 1942 was the use of multiple censoring. I have already illustrated a few examples in which a cover was censored twice at the command level, but, once we begin to consider censor markings applied at other levels, the picture becomes really fascinating. Consider the cover illustrated in Figure 25. Here we have a triple censored cover; all using different handstamps. The first was applied by Lt. Meneau of the 121st Signal Company, who used a handstamp with his name, rank and unit and then signed his name. The second, and here the exact order of censorship is not known to the author, was a boxed "EXAMINED BY/THEATRE CENSOR" with no initials. Finally, a Type A censor mark was applied with number 60 and the initials "JEC".

Theater censor marking seen from U.S. APOs in Australia take one of three forms as illustrated in Figure 26. The first style is a simple set of two straight lines reading "EXAMINED BY/THEATER CENSOR". The second is a boxed set of two straight lines reading "EXAMINED

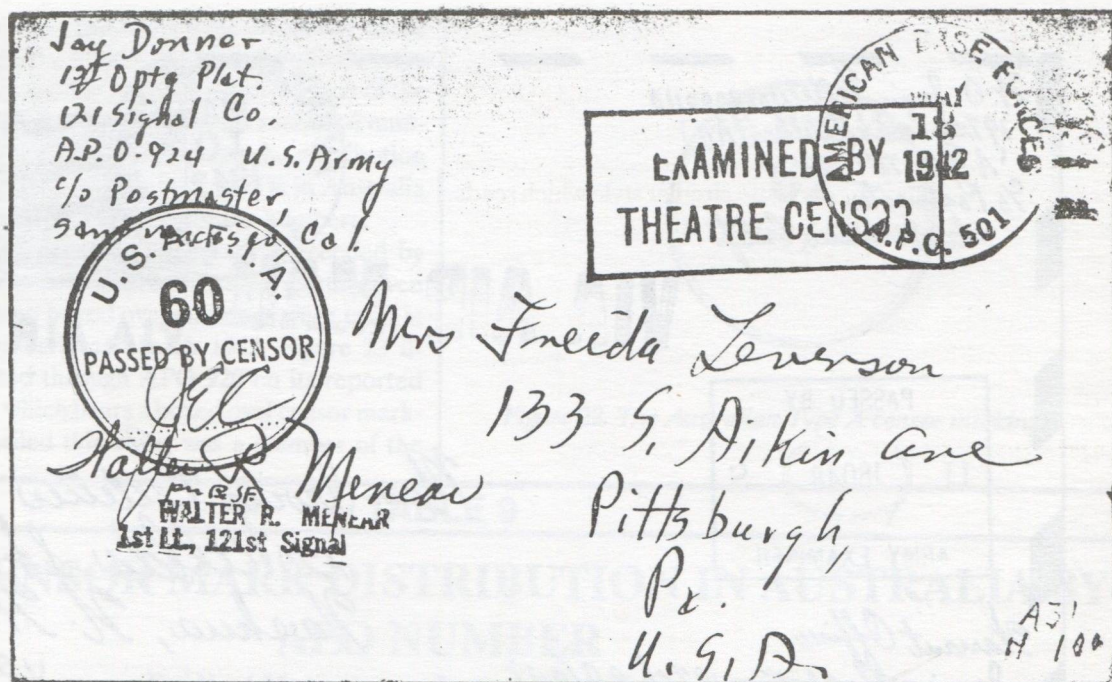


Figure 25. One of the most interesting features of U.S. censorship of military mail in Australia is the use in 1942 of multiple censor marks. This cover displays three different censor handstamps.

BY/THEATER CENSOR". The third is a circular marking with a double outer rim and single inner rim. This marking reads "THEATER CENSOR/EXAMINED BY" between the circles and U.S./No. X/ARMY (where X is a number) in the center of the circles. Numbers seen include 2, 5, 8, and 9.

EXAMINED BY  
THEATER CENSOR

EXAMINED BY  
THEATRE CENSOR

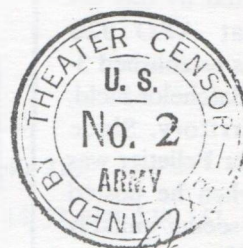


Figure 26. The three known types of Theater censor markings seen on U.S. Army mail from Australia.



Base censor markings from U.S. APOs in Australia take one of three forms as illustrated in Figure 27. The first styles is a boxed set of two straight lines reading "EXAMINED BY/BASE CENSOR XX" (where XX is a two digit number). Numbers seen include 65, 67, and 71-73. A more common form of Base Censor marking is the circular style which reads "PASSED BY/BASE/XXXX/U ARMY S/EXAMINER" (where XXXX is a number). This style was widely used on mail originating on U.S. APO mail in Australia and elsewhere overseas. It was typically used after 1942, but examples are known with on covers with 1942 postmarks. The third style of Base censor marking is represented by only one example known to the author. It is a boxed set of three straight lines reading "CENSORED/BASE SECTION No 2/AB-65".

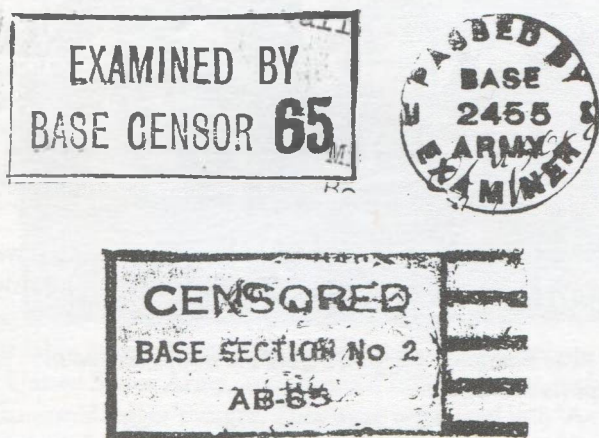


Figure 27. Base censor markings used in Australia may be found in one of these forms.

Installation censor markings were not commonly used on mail posted through U.S. APOs in Australia. In fact, the author is aware of only one such marking, that being the double circular handstamp applied by the 33rd Surgical Hospital (Figure 28). Does anyone know of other such installation or unit specific censor marks?

Personal censor markings are widely found on U. S. APO mail from Australia. Their design varies greatly as the examples in illustrated in Figure 29 suggest. Manuscript per-

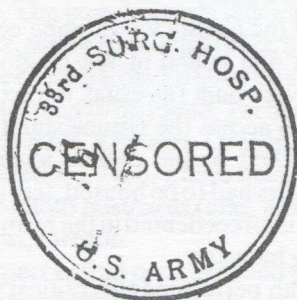


Figure 28. This censor marking applied by the 33rd Surgical Hospital is the only example of an installation specific censor marking seen by the author.

sonal censor markings were more commonly used, but a considerable number of personal handstamps exist.

Finally, a complete discussion of U.S. censorship of military mail from APOs in Australia would be remiss without at least a word concerning dual nation censorship.

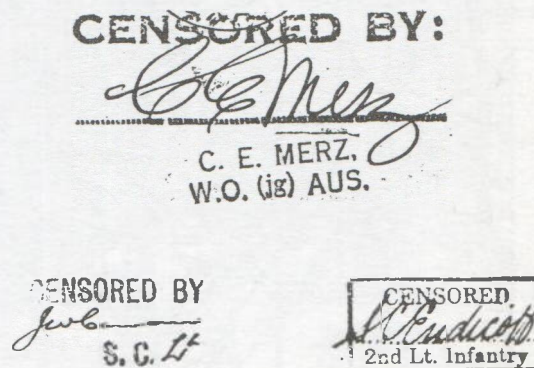


Figure 29. Personal censorship markings seen on U. S. Army mail originating in Australia take many different forms.

The cover illustrated in Figure 30 was mailed by a private in the 436th Signal Construction Battalion, probably operating somewhere in the Australian interior. The two Australian stamps were canceled 27 NOV 1942, and then again by an AMERICAN BASE FORCES 4-bar probably at APO 704 (Cairns). The letter was censored and its cover handstamped with a Type A marking. Later, the envelope was reopened by Australian censors, sealed with an Australian paper tape,

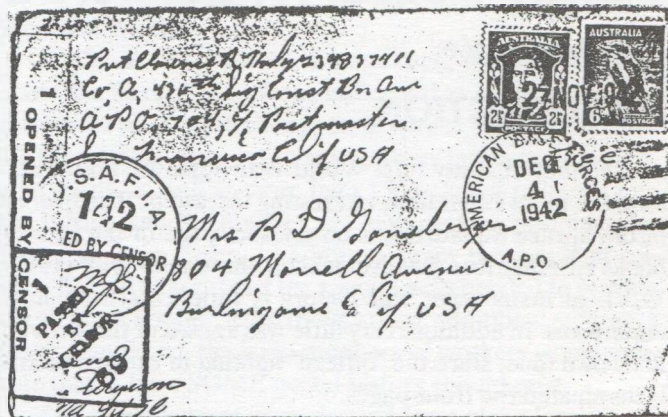


Figure 30. While not common, it is possible to find both Australian and United States censor markings on U.S. Army mail originating in Australia.

and handstamped with the diamond "PASSED/BY/CENSOR". Such dual national censorship was apparently not common, and may have been caused here by the use of Australian postage.

The censorship of mail at U.S. APOs in Australia began becoming more uniform in the first few months of 1943. Boxed oval markings replaced the interesting, and more colorful, Type A markings, and the practice of multiple censorship became much less widespread.





*This view of the tents of Spruce Camp Division One was taken near Waldport, Oregon, before the troops moved to more permanent living quarters. (Source: Hays, "The and That Kept Its Promise")*

## "What Happened to the Spruce Camps?"

By Bob Swanson

### INTRODUCTION

The more I study First World War domestic postal history, the more I find new, interesting sidelights. The history of the Spruce Squadrons is an unusual page of the history books of American involvement in the Great War (1917-1919). In many ways, this history is little known to most Americans. In addition, very little was known of this activity in its own time, since the "official" fighting in Europe usually dominated the front pages.

### BACKGROUND

In 1917, the United States was a major world producer of spruce lumber. This would not be important, except that all airplanes built in that time required this lumber in their construction. However, both the quality and quantity of American spruce output was insufficient for making airplanes. Even before the United States involvement, our European customers were quite upset about this state of affairs. When the United States entered the War, this problem suddenly became critical. Army Signal Corps personnel

were sent to the Pacific Northwest, to study the problem, and find solutions FAST.

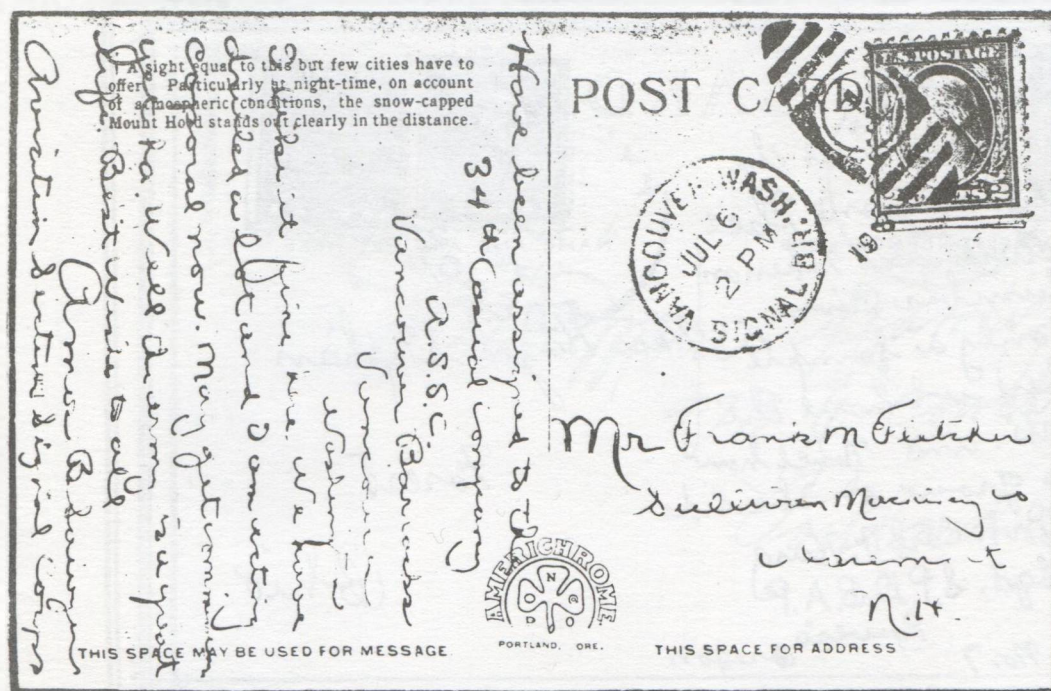
### THE SPRUCE PRODUCTION DIVISIONS

The result of the Army's study of the situation, was to form an "army" of military loggers and mill operators. Additional thousands of non-military loggers were asked to sign pacts of cooperation with the Army, in order to prevent labor troubles. This organization was called the "Loyal Legion of Loggers and Lumbermen".

Since spruce of the quality for airplane construction was not commonly cut and milled in Washington and Oregon, special saw mills were built (as usual, in record time). Railroads were built to access the spruce stands, in areas that had not been reached by the civilian logging companies. This "army" of loggers had to be housed, fed, paid, and maintained in numbers unprecedented in the history of the Pacific Northwest logging industry.

The soldiers who performed this critical war work often lived in small camps spread out over the Washington and Oregon area. The primary facility, however, was at Van-





*The Signal Branch of Vancouver, Washington, was established March 25, 1918, primarily to serve the Spruce Squadron Headquarters. It was discontinued February 13, 1919.*

couver, Washington, where the main sawmill and troop concentration camp were located. For the soldiers in the small camps, life was much like that of the loggers, whose work their labor supplemented. However, they were members of the United States Army, and received full Army pay, rather than normal logger's wages. They were organized into "Aero Squadrons", since their organization was the Army Signal Corps. Near the end of the War, they were re-organized into the United States Spruce Production Corporation (USSPC).

Our problem as collectors is a remarkable lack of postal history material from this interesting era.

## THE POSTAL HISTORY

Jim Felton, my co-worker on a project designed to catalog the postal history of domestic military bases in WWI, and I have seen only a few covers or cards, so far. Cards and letters often appear in auctions or dealers' stock, that have been postmarked at Vancouver. These may show the cancellation of the Signal Branch, which was the branch associated with the main camp. The postal history that eludes us, however, is from the other, smaller, facilities of the Spruce Squadrons.

Jim has soldier's mail from Powers, Oregon. Surely, there must be more material to be found. Perhaps it is in your collection. As an example, a Powers, Oregon, item is illustrated (from Jim's collection). Also, I have been fortunate enough to find two real-photo postcards (alas, unused) showing the camp at Newport, Oregon.

We should expect to find postcards and covers from many, many logging camps in Washington and Oregon, used during 1918. The Army camps were just starting to operate at the end of 1917, and the spruce operation was closed down

quickly after the Armistice. This means that we are dealing with a time period of only about a year.

Since there appear to have been no special postal branches for the camps beyond Vancouver, identification would require a return address from a soldier, or an appropriate message with the cover or card. The point of mailing can also help. To that end, I have included a partial listing of possible camps at the end of this article.

As an example of a return address, the Powers, Oregon, postcard illustrated

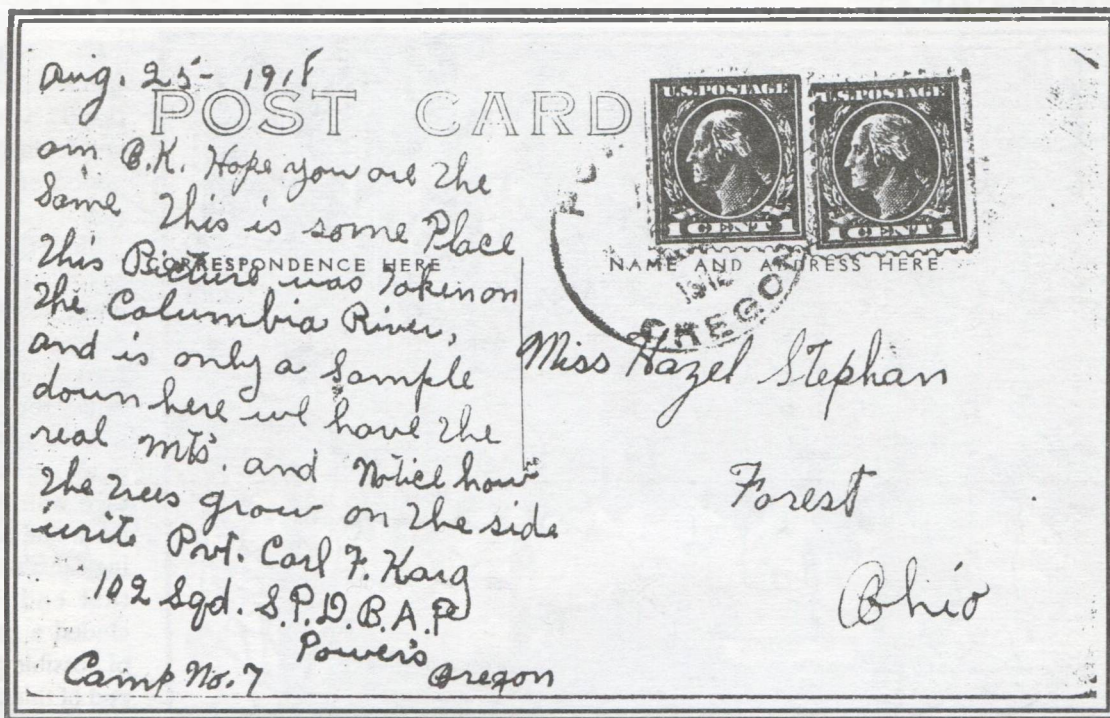
shows a return address with the cryptic letters S.P.D.B.A.P. The first 3 letters are fairly easy: "Spruce Production Division". I am currently guessing the BAP stand for "Bureau of Aircraft Production", but my interpretation is certainly open to correction. Does anyone out there have a better reading of this? Return addresses such as this one can help identify a letter or card as being from an "Army logger". The use of "Aero Squadron" in a return address can also help in this identification.

As far as mail volume is concerned, the books written about the Spruce Squadrons indicate that about 30,000 soldiers were involved in all aspects of spruce production. Over 10,000 soldiers were put to work, for instance, building logging roads, as well as more than 130 miles of railroads into the spruce stands. However, we have seen no postal history from this large group. In addition, many thousands of soldiers helped to construct the special mills needed to process the airplane lumber. Even though these additional mills were never completed, the large numbers of workers would indicate that at least SOME postal history should exist.

The Army loggers were drafted from many localities in the United States. Therefore, their mail was addressed all over the country, not just to Oregon and Washington. Postal history could turn up anywhere. It may be more likely to turn up in areas that supported logging in the early part of this century, since many of the soldiers were drafted from these areas.

Given that about 30,000 soldiers were involved in this "campaign", their numbers could easily match the typical complement of one of the large domestic military camps, such as Camp Sherman in Ohio. However, we have seen far fewer postal history items come our way from these soldiers, than from the Sherman facility.





This card was mailed by an Army spruce logger stationed at Camp No. 7, near Powers, Oregon. Note his return address of "102 Sgd. S.P.D.B.A.P."

## CONCLUSION

The postal history of the Spruce Squadrons is a part of the First World War postal history that needs more and better information and (especially) covers and cancellations.

As we put together our book on the domestic postal history of the Great War (1917-1919), both Jim Felton and I will be searching for additional "mysteries". Many interesting local military sites are known to have existed during this era in the United States, but we have seen postal material from fewer than half of them.

In the future we will be writing more about these interesting sidelights of the War, and asking you to help us find postal history from them. I hope that you find this article interesting, and I hope to hear from any of you who also collect in this area.

## PARTIAL LISTING OF CAMPS

The following is a partial list of spruce camps. It is taken from the U.S. Army "Order of Battle" book (see BIBLIOGRAPHY).

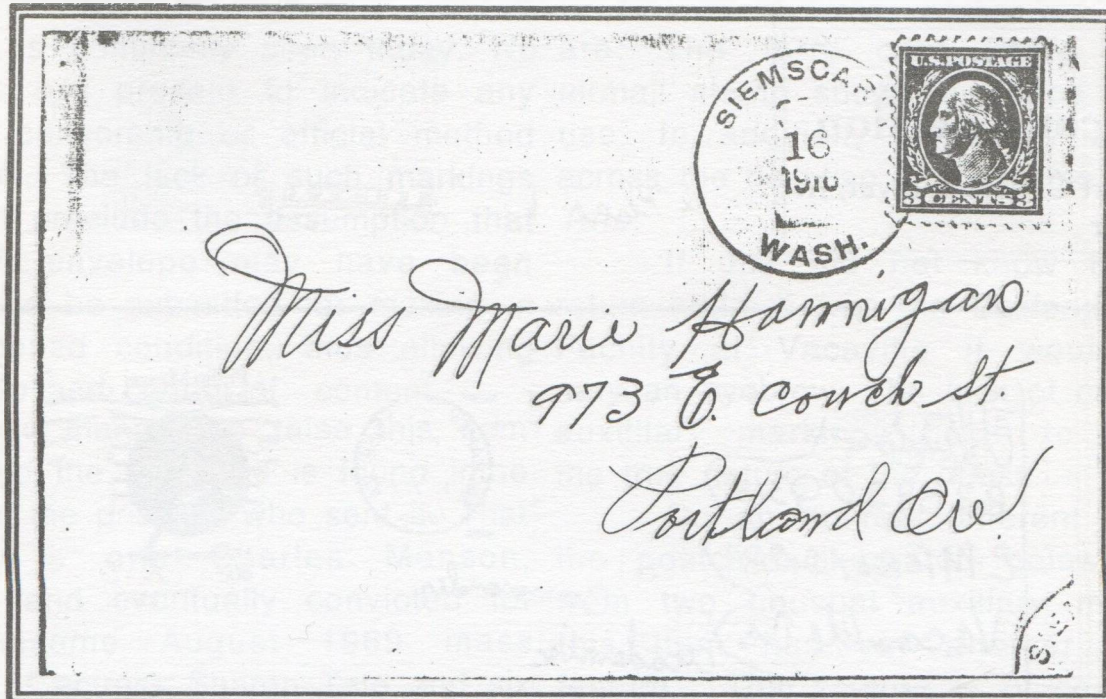
This list is not considered to be complete, since there were many, many small logging camps scattered around Washington and Oregon. If the camp listed had any special role, it is noted in parenthesis ().

### LISTING FOR OREGON SORTED BY CITY

AGATE BEACH, OR  
ASTORIA, OR (GUARDS FOR SPRUCE MILLS)  
BEAVER HILL, OR  
BLIND SLOUGH, OR  
BRIDAL VEIL, OR

CASCADE LOCKS, OR  
CLATSOP, OR (HEADQUARTERS, CLATSOP DISTRICT)  
COQUILLE, OR  
DALLAS, OR  
FALLS CITY, OR  
GARIBALDI, OR  
MARSHFIELD, OR (HEADQUARTERS, COOS BAY DISTRICT)  
MIAMI, OR  
NEWPORT, OR (HEADQUARTERS FOR DISTRICT)  
NORTH BEND, OR  
NORTH PORTLAND, OR  
OLNEY, OR  
PORTLAND, OR (HEADQUARTERS FOR SPRUCE PRODUCTION, IN YEON BUILDING)  
POWERS, OR  
SEASIDE, OR  
SOUTHBEACH, OR  
TILLAMOOK, OR  
TIMBER, OR  
TOLEDO, OR  
WALDPORT, OR  
WARRENTON, OR  
WENDLING, OR  
WHEELER, OR  
YAQUINA, OR





The Siemscary Post Office was established along the Spruce Division Railroad in the Olympic Peninsula on August 30, 1918. When the demand for spruce lumber dried up, logging operations were curtailed. The office closed March 15, 1919.

#### LISTING FOR WASHINGTON SORTED BY CITY

ABERDEEN, WA (HEADQUARTERS, GRAYS HARBOR AND WILLAPA BAY DISTRICT)  
 ARLINGTON, WA  
 BAY CITY, WA  
 BELLINGHAM, WA  
 BLYN, WA  
 CARLISLE, WA  
 CARSON, WA  
 CLEAR LAKE, WA  
 COSMOPOLIS, WA  
 DARRINGTON, WA  
 EAGLE GORGE, WA  
 ELMA, WA  
 ENUMCLAW, WA  
 EVERETT, WA  
 FORT LAWTON, WA  
 HALMAR, WA  
 HOQUIAM, WA  
 HUMPTULIPS, WA  
 JOYCE, WA  
 KNAPPTON, WA  
 LAKE CRESCENT, WA  
 LAKE PLEASANT, WA  
 LINDBERG, WA  
 MONTESANO, WA  
 NEMAH, WA  
 PORT ANGELES, WA  
 PORT GAMBLE, WA  
 PORT ORCHARD, WA  
 PYSHT, WA

RAYMOND, WA  
 SAGINAW, WA  
 SEATTLE, WA (DISTRICT HEADQUARTERS, IN PIONEER BLDG)  
 SEDROW-WOOLLEY, WA  
 SIEMSCARY, WA  
 SILVANIA, WA  
 SKYKOMISH, WA  
 SNOQUALMIE FALLS, WA  
 SOUTH BEND, WA  
 STILLWATER, WA  
 TWIN, WA  
 VANCOUVER, WA (HEADQUARTERS FOR DISTRICT)

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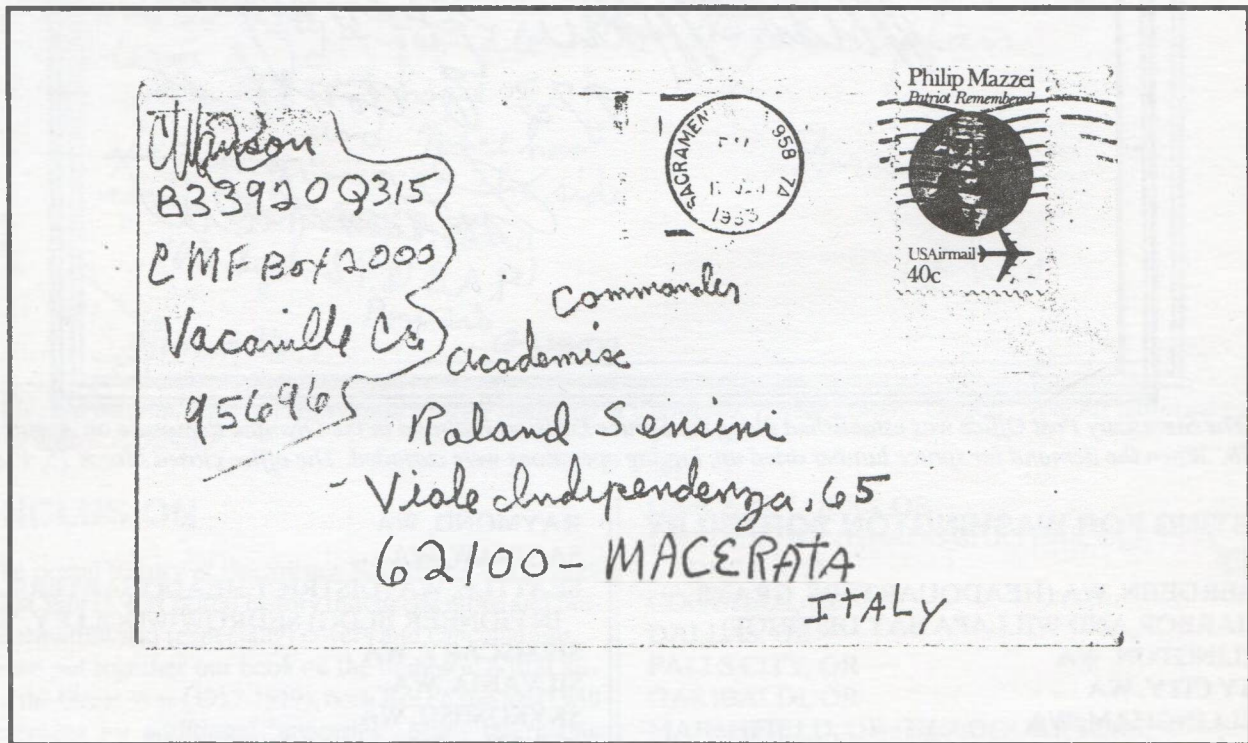
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United States Army, *History of Spruce Production Division Portland, Oregon* : 1920 (?)



## The Second Section

Robert G. Munshower, Jr.  
Editor



### PRISONER'S MAIL - THE NOTORIOUS AND THE NOTABLE

What has to be one of the least understood and of course least collected areas of postal history has to be that of prisoner's mail. By prisoner's mail it must be understood that I am not referring to mail that originated from, or was sent to prisoners of war. That particular field of interest is quite popular with collectors, and for which, a large array of both collecting opportunities and reference material is available. As illustrated by the example above, It was a completely different

type of prisoner mail that happened to catch both my eye and interest. What I am referring to of course is mail that originated not in Hanoi, Germany, or Andersonville Georgia, but in the clink, the joint, the slammer or maybe even the big house. On rare occasions one does see these items but they, by their very nature are scarce and quite difficult to come by.

The cover sent to Macereta, Italy as illustrated above may be a fairly typical example of outgoing prisoner

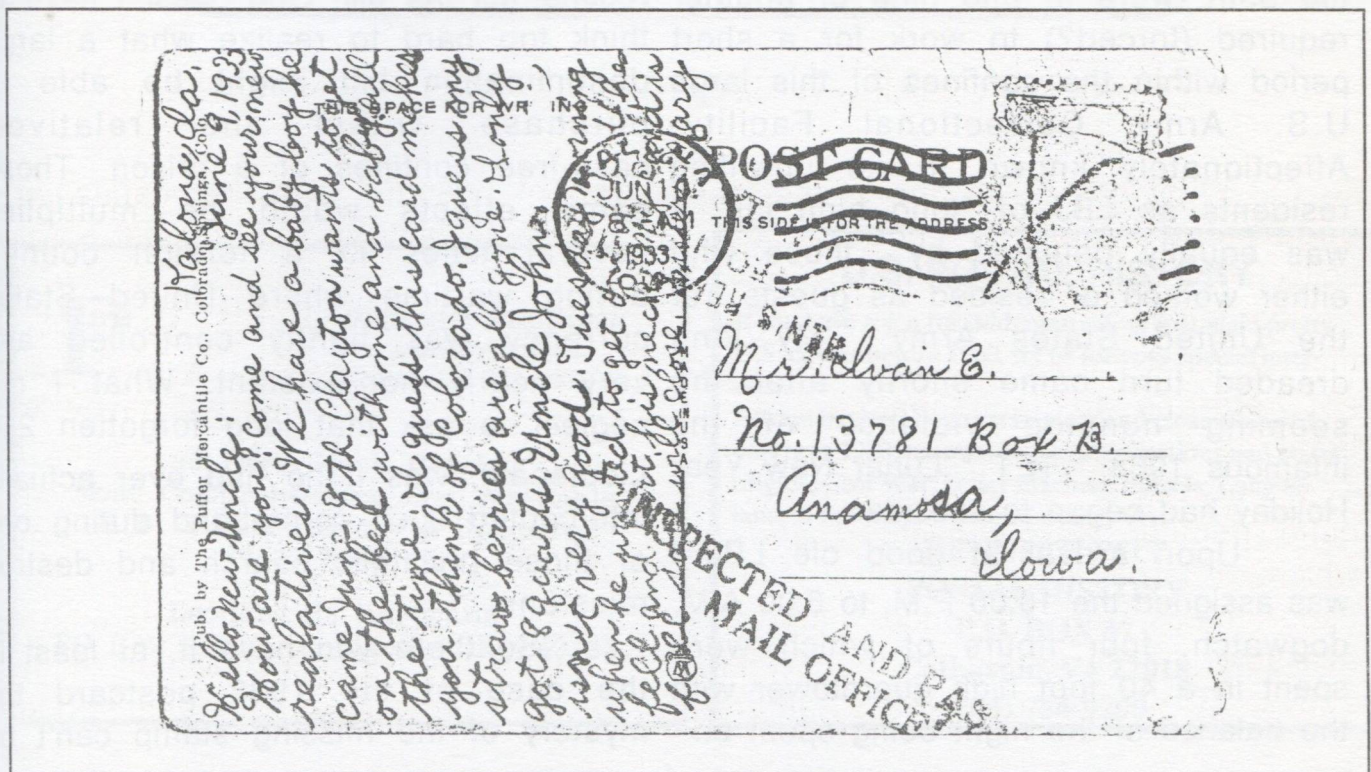


mail as is commonly seen today. No markings are present to indicate any form of censorship or official method of control. The lack of such markings does not preclude the assumption that such an envelope may have been required to be submitted for mailing in an unopened condition, thus allowing censorship and control of content. What does manage to raise this item far beyond the mundane is found in the person of the prisoner who sent it. That prisoner is one Charles Manson, indicted, and eventually convicted for the gruesome August 1969 mass murders of actress Sharon Tate and six other people. Manson as #833920 sent this letter during January of 1983 and in the process provided us with an example of modern postal history quite unlike any other. In addition two other items of note about this cover which may either raise questions or give pause for further thought and reflection

are: The forty cent Philip Mazzei airmail stamp shows evidence of prior use. In addition, cryptically scrawled across the backflap is the name *Sharon Tate*.

If one did not know that the return address was the California Men's Facility at Vacaville it would raise nary an eyebrow. The lack of censor or auxiliary markings helps to conceal the true nature of the beast.

On an entirely different level is the postcard illustrated below. Aside from two unusual auxiliary markings, this item has yet another striking feature. That feature is of course the missing stamp marked by a penciled X. This item also raises some very interesting questions as to the reasons for the inspection and censorship of inbound prisoner mail. Packages certainly, but a post card? The first question is why censor incoming mail





at all? Escape plans represent a possibility although one would think that any plot or scheme to escape involving someone outside the prison would ultimately be revealed in the prisoner's own letters. In addition wouldn't the details of an impending escape be best discussed " through the wire " during visiting hours? Another, not too satisfying possibility is that prison authorities were attempting to bar the entry of pornographic materials. To finally gain a reasonable explanation for the inspection and censorship of inbound mail, especially that of an innocuous postcard, the author was forced to rely on his own ( noncriminal) experiences.

Those experiences date back to 1967-1968 when I was assigned to the 95th Military Police Battalion, APO 96266, Long Binh, Bien Hoa Province, Republic of Vietnam. All military policemen and infantrymen assigned to the 95th, were at one time or another required (forced?) to work for a short period within the confines of this large U.S. Army Correctional Facility. Affectionately known to its unwilling residents as LBJ or "long binh jail" it was equally detested by those who either worked or resided as guests of the United States Army. My long dreaded turn came shortly after the seeming nonstop violence of the infamous 1968 " TET " Lunar New Year Holiday had begun to subside.

Upon arrival at good ole LBJ I was assigned the 10:00 P.M. to 6:00 A.M. dogwatch, four hours of which were spent in a 40 foot high guardtower with the balance of the night being spent on

walking patrol of the prison perimeter. It was during those latter hours that I observed LBJ staff officers apparently censoring not only outbound prison mail, but inbound letters and packages as well. Inspecting inbound packages was both an obvious, and necessary, security procedure. Letters were less so, although it seemed somewhat unnecessary was still an understandable precaution. What really caught my eye though, was that on a random basis, stamps were occasionally being torn off of some of the inbound envelopes by the officer currently saddled with censorship duty.

Of course my prurient philatelic interests were aroused by what I had witnessed. When I asked him why this was being done I learned that those on the outside often put less than stamp size pieces of large denomination bills under the stamp until the prisoner had accumulated enough tiny pieces to reconstruct the bill! One doesn't have to think too hard to realize what a large denomination bill might be able to purchase within the relatively cash-free confines of a prison. Those same effects would be multiplied several times in a foreign country during wartime where United States currency was tightly controlled and very nearly non-existent. What I did neglect to ask that long forgotten 2nd Lieutenant, was if he had ever actually intercepted such contraband during one of those philatelic search and destroy missions.

So there you have it, at least in the case of the 1933 postcard the mystery of the missing stamp can't be



laid at the foot of some long ago Iowa applied after the item left the mail prison official tearing stamps off stream, but before it reached the prisoner mail just so his nephew might prisoner in a most unusual attempt to fill in the blank spaces of his intercept contraband. Thirty Five years dog-eared Discoverer Premium Stamp later, and half a world away, things, Album. Instead we have an unusual except for the stamps had changed very application of internal censorship little.



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## MODERN MAIL FORWARDING: VIETNAM TO THE U.S.

**FAREAST EXPRESS CO**  
 1559 Rockville Pike, Suite 157  
 Rockville, MD 20852  
 Tel: (301) 217-0070

**GIẤY BẢO PHÁT**  
 Xin đừng đóng nhét ấn vào khung chữ nhật trên

38890  
 04.12

Đoan Khanh Công  
 930 S- Federal Blvd Denver  
 CO 80219

NGƯỜI NHẬN : Bong An Dinh  
 ĐỊA CHỈ : 94/28 Khóm 2 - Trại Hiệp Bình Hòa Đông  
 NGÀY GIỜ NHẬN : 5/12/89 16h00  
 CHỮ KÝ NGƯỜI NHẬN : *[Signature]*  
 CHỮ KÝ NGƯỜI PHÁT : *[Signature]*  
 LÝ DO KHÔNG PHÁT ĐƯỢC (NẾU NHẬN THAY XIN GHI RÕ QUAN HE)

U.S. POSTAGE  
 5-12-89  
 171153

Notice of letter detention. Letter to be picked up by forwarding company. This notice was then sent to the eventual recipient. Forwarded letter would follow upon receipt of payment.

Most if not all collectors of postal history are aware of the role played by the historically well known mail forwarders. What is not so well known is that some non-official mail functions are, even now, being carried on by such mail and parcel forwarders. Two unusual examples of such service are in operation and apparently are thriving. They seem to be successful due to the fact that they are able to provide a postal function that conventional postal services cannot.

The two companies in question conduct a most interesting forwarding service that operates

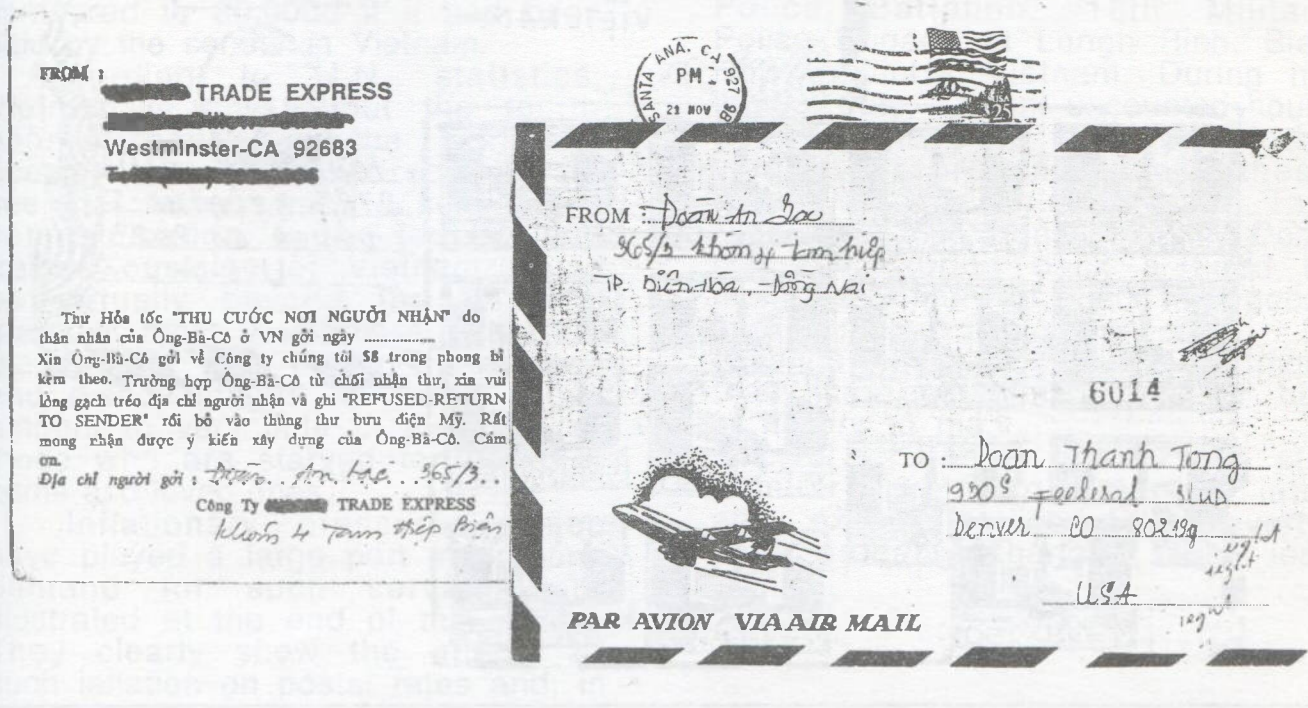
between citizens in Vietnam and their fellow countrymen who now live in the United States. What is unique about this type of service is that it allows those still in Vietnam to write and maintain contact with those in the United States even though they may not have the funds or the ability to prepay their postage.

What these firms do is to collect unpaid letters at various points throughout the country, some of which have their point of collection noted as a non - postal backstamp, then sent on as a lot to the United States. Once they arrive here, the

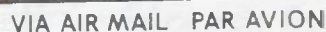




The examples above show forwarded mail within the windowed transit envelopes normally used by the forwarders. The item below shows cover as removed. Transit time: nineteen days.







Denyer. Colorado 80.219

U.S.A

FROM: TÔNG-THANH-THUY  
34/27 K1 PHƯỜNG TAM HIỆP  
T.P. BIÊN HÒA T. ĐỒNG-NAI

VIỆT-NAM

TONG TIAH - DON  
2727 DECATUR ST  
DENVER CO 2023  
U.S.A

(4A)



intended recipient is notified of the letter or parcel's arrival. Once this is done, the recipient sends an appropriate fee to the forwarding company which in turn remails the letter, audio cassette or videotape in another enclosure. This is shown by the examples on the next page. Two are still within the original remailing cover, while the single example shows the original content as received in Saigon before enclosure.

It is still not clear whether the original contents travel to the U.S. via courier or international mails. Repeated calls of inquiry to both of these companies have brought forth no information and usually generates little more than a loud CLICK! over the telephone.

The main disadvantage to such a system is the inherent time delay that accrues with the additional handling required by an operation of this type. Another is the cost, since such operations are not regulated or controlled. As of this writing the unofficial rate of exchange in Communist Vietnam is \$1.00 U.S. to 11,000d (Dong). Thus a typical singleweight airmail letter sheet to the U.S. would cost \$7.00 to \$8.00 as paid by the recipient in the U.S., compared to 80,000d if it had been paid by the sender in Vietnam.

According to U.N. statistics, Vietnam is now about the fourth poorest nation in the world. It doesn't take a rocket scientist to see that without such a service the communication with family and friends outside of Vietnam would be virtually beyond the financial grasp of most Vietnamese. One has the feeling that the inconvenience and disadvantages as listed above amount to very little in the eyes of those who are starved for news of home and loved ones.

Inflationary pressures which have played a large part in creating demand for such services are illustrated at the end of this article. They clearly show the effects of such inflation on postal rates and, in

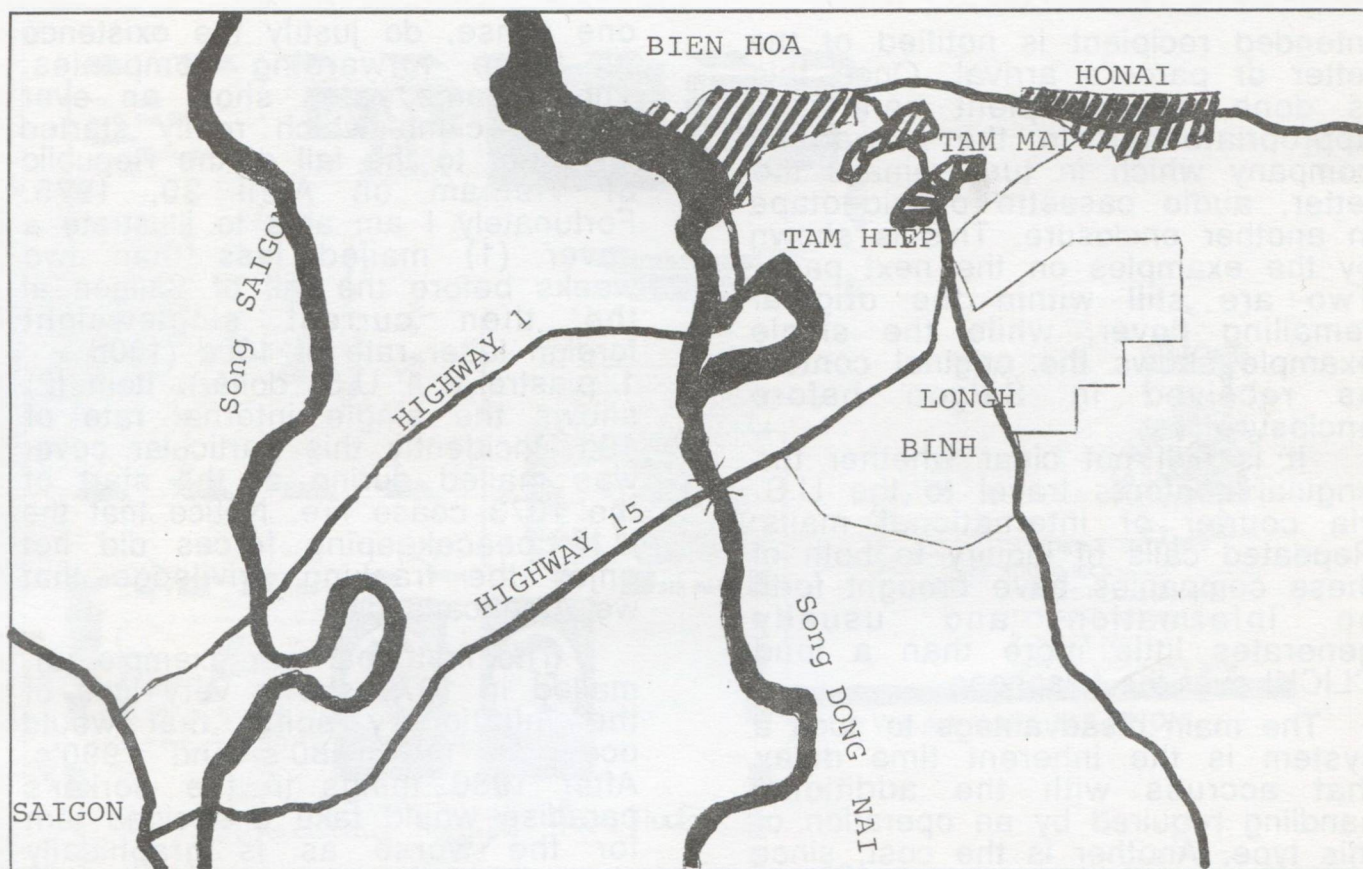
one sense, do justify the existence of these forwarding companies. Those same rates show an ever steeper climb which really started just prior to the fall of the Republic of Vietnam on April 30, 1975. Fortunately I am able to illustrate a cover (1) mailed less than two weeks before the fall of Saigon at the then current singleweight foreign letter rate of 100d (100d = 1 piastre = 1 U.S. dollar). Item (2) shows the single internal rate of 10d. Incidentally this particular cover was mailed during at the start of the 1973 cease fire. Notice that the U.N. peacekeeping forces did not enjoy the franking privilege that we Americans did.

The first post war example (3), mailed in 1979 shows very little of the inflationary spiral that would occur in the 1980's and 1990's. After 1980 things in the worker's paradise would take a decided turn for the worse as is graphically shown by the covers.

As did the article I have just concluded on prisoner's mail have a personal connection to the Vietnam War, so do many of the covers that grace these pages. During most of 1968, I, as a Military Policeman, was assigned to the 95th Military Police Battalion, 18th Military Police Brigade at Long Binh, Bien Hoa Province, Vietnam. During my tour of duty, I spent uncounted hours patrolling near or in many of the villages represented on these covers. Names such as Bien Hoa, Tam Hiep, Tam Mai, Honai, and the Dong Nai River bring back a flood of memories, many of which are good, and some of which are sad. In essence, these postmarks are more than just collectible items or bits of history to me.

All of these places are still familiar twenty-four years later and, except for increased poverty, have probably changed much less than I.





### KEY TO POSTAGE AMOUNTS AFFIXED TO FIGURES 4-16

#### FORCES AIR LETTER LETTRE-AVION POUR MILITAIRES

CANADIAN COMMANDER  
TRUCE REGION V HEADQUARTERS  
BIEN HOA SOUTH VIET NAM



MAJOR R.K. MALOTT  
MCCD ICCS  
FORCES HEADQUARTERS  
TAN SON NHUT AIR BASE  
P.O. BOX 270  
SAIGON SOUTH VIET NAM

4. 1982 750d
5. 1985 700d (Provisionals)
6. 1987 260d (Devaluation)
7. 1987 460d
8. 1989 5780d
9. 1989 7000d (Doubleweight)
10. 1990 4140d
11. 1990 6200d
12. 1990 4200d
13. 1990 4600d
14. Dollar Conversion Backstamps
15. 1991 900d?
16. 1990 42,570d Registered Pkg.  
(24 - 3 1/2 x 5 photos)



US 4

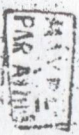


(6A)



(7) (7A)

FROM: *Phong Hoa Hu Hoa*  
*Pl 41 Quang Nam Da*  
*Bien Hoa Xing Mai*



TO: *THINH-DINH-TONG*  
*9929 DECATUR PL*  
*DENVER CO 80236*

*usa*





LA POSTA/SEPTEMBER 1992

63



(5)

(5A)

(6)

TO: NGU THI THU THIET  
8/1 KI TAM-THIEP  
BIEN-HOA, SOUTH VIETNAM  
South Vietnam



TO: MR. THINH  
3122 W. CONE  
DENVER CO.



FROM: Phạm Văn Chấn  
Tổ 4 An Khê, Phường Xuân Hòa  
Thị trấn Xuân Hòa  
PAR AVION

THÀNH  
 70400

VIETNAM  
 5.780đ  
 BƯU CHÍNH  
 SM: 005

(8)

PAR AVION VIA AIR MAIL

(9)

FROM: Phạm Văn Chấn  
221/215 TRẦN HUY  
LIÊN F8 Q 2N

PAR AVION

TO: MR  
930  
DEA

TO: MRS NGÂN THI THUY  
1802, South DUBAY  
ET AURORA, Colo  
80012, USA

FROM: NGUYỄN TÂM  
1/120 K5 187 Tam Hòa  
Biển Hòa Đông Nai  
VIỆT NAM

(10)

TO: Lăng Thanh Đoàn  
2797 SO DECATUR ST  
DENVER CO 80936

FROM: Châu Việt Thuyết  
Tổ 31 Khu vực 5  
Phường AN CƯỜNG, Hố?

(11)

PAR AVION VIA AIR MAIL

TO: TIEN VO  
1655 HAVANA  
AURORA CO 80010  
USA

Mr. Vo was a Vietnamese Airborne Ranger who had just passed through the village of My Lai -4 just prior to the massacre.





(12)



(13)

13(A)

1 USD = 4000 \$VN (SGN)  
 1 USD = 3900 \$VN (NAM)  
 1 USD = 3800 \$VN (TRUNG)  
 (\$15 dịch Vụ)

(Không Tiền Dịch Vụ)  
 65 USD = 1 CHI  
 620 USD = 1 LƯỢNG

6/61  
 2/21



FROM: TÔNG-AN-DINH  
 QU 127 K.L. PHUONG-TAM-HIEP  
 TP. BIEN-HOA - DONG-NAI

VIỆT NAM

(15)

(15A)



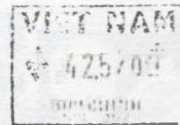
PAR AVION

(16)



Tram. Mel Ngoc Thi Bha  
 8/2 K.L. P. Tam Hiep  
 Bien-Hoa - Dong Nai

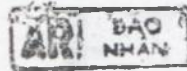
PAR AVION



South Vietnam

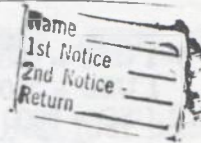


Co: MR THINH-DINH - TONG  
 930 S FEDERAL BLVD  
 DENVER CO 80219



USA

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 003 ALMY, 1913, VG 4-bar on PPC (1872/1914) Est. \$20.00  
 004 ANCHOR, G + 4-bar (light) on phil. UX27 (1904/47) Est. \$8.00  
 005 ARCHER, 1915, VG 4-bar on PPC (1887/1919) Est. \$20.00  
 006 ARCOLA, 1931, G + 4-bar (1930 type) on phil. UX27 (96-41) Est. \$8.00  
 007 ARLINGTON, 1943, VG magenta 4-bar w/mss. date on LD card (1902/43) Est. \$8.00  
 008 BARBER, 1920, VG 4-bar on PPC (1904-29) Est. \$15.00  
 009 BARNUM, 1940 (Aug 30), VG 4-bar on LDC. (1899-1940) Est. \$8.00  
 010 BEAR CREEK, G + 4-bar on cml. cover w/encl. (1921-43) Est. \$12.00  
 011 BERTHA, 1929, G + magenta 4-bar on cml. cvr. (1904-34) Est. \$10.00  
 012 BIG MUDDY, 1907, VG magenta DCDS [NON-STANDARD] on PPC w/considerable album residue from mounting; appears cleanable (1902-18) Est. \$15.00  
 013 BIG SANDY, 1948 (Jun 30), VG 4-bar on LDC. (1908-1948) Est. \$8.00  
 014 BIGTRAILS, 1910, G cds & target on PPC (1888-1942) Est. \$10.00  
 015 BINFORD, 1908, G + cds & target on PPC w/closed tear along bottom edge (97-37) Est. \$8.00  
 016 BIRDSEYE, 1908, VG DOANE [3/1] on PPC (1908-13) Est. \$20.00  
 017 BLAZON, 1940, G + 4-bar on philatelic cover (1924-42) Est. \$8.00  
 018 BORDER, 1912, G (light) 4-bar on PPC (1900-33) Est. \$5.00  
 019 BOXELDER, 1907, G + 4-bar (1930 type) on PPC (88-43) Est. \$8.00  
 020 BOYD, 1910, G + (light) 4-bar on PPC (1884-1917) Est. \$15.00  
 021 BRAAE, 1939, VG 4-bar on phil. cover (1928-39) Est. \$12.00  
 022 BRIDGER, 1908, about G (o'strik) 4-bar? on PPC (1908-11) Est. \$15.00  
 023 BUCKEY, 1935, VG 4-bar on philatelic cover. (1900-35) Est. \$8.00  
 024 BUCKHORN, 1949, VG 4-bar on phil. GPC LDC (1901-49) Est. \$8.00  
 025 BUCKNUM, 1908, G + 4-bar on PPC (1908-24) Est. \$15.00  
 026 BURNT FORK, 1935, G + 4-bar on cml. cvr. (95-39) Est. \$8.00  
 027 BURNT FORK, 1939 (Aug 31), VG 4-bar on signed LDC (1879/1939) Est. \$8.00  
 028 CACTUS, 1933, FINE purple 4-bar on signed LDC (1917-33) Est. \$12.00  
 029 CAMBRIA, 1901, G duplex on cover w/lt. soiling & a bit uneven opening along top edge (1890-1928) Est. \$10.00  
 030 CAMP STOOL, 1908, G + (double strik) 4-bar on PPC (1908-34) Est. \$10.00  
 031 CAREYHURST, 1938, VG 4-bar on cml. cvr. (96-45) Est. \$8.00  
 032 CARNEVILLE, 1907, G + DOANE [3/3] on PPC w/address inked out (1904-21) Est. \$12.00  
 033 CARROLL, 1909, G + (light) DOANE [2/1] on PPC (1904-22) Est. \$15.00  
 034 CEDAR, 1907, VG blue STRAIGHT LINE ties 2c red on PPC (1888/1907) Est. \$150.00  
 035 CIRCLE, 1910, G + 4-bar on PPC (1901-25) Est. \$15.00  
 036 CLARKLEN, 1936 (Dec 31), VG 4-bar on GPC LDC (1916-36) Est. \$12.00  
 037 CLIFTON, 1914, G + 4-bar on PPC (1907-47) Est. \$10.00  
 038 COLDSRING, 1936, G ("C" not strik) 4-bar on GPC LDC. (1907/36) E\$5  
 039 COTTIER, 1938 (Feb 15), VG 4-bar on UX27 LDC (1923-38) Est. \$12.00  
 040 CROSBY, 1915, G + 4-bar on PPC (1907-33) Est. \$10.00  
 041 CUMBERLAND, 1929, G 4-bar ties 2c Fallen Timbers on cml. cvr (1901-30) Est. \$10.00  
 042 DAD, 1937, FINE 4-bar on GPC (1910-40) Est. \$8.00  
 043 DALE CREEK, 1908, G + DOANE [3/1] on PPC w/flattened vert. crease (1903/17) Est. \$15.00  
 044 DALLAS, 1913, G + (a bit high) 4-bar on cover w/encl. (84/18) Est. \$20.00  
 045 DERANCH, 1904, G + cds & high 4-bar on cover w/1" square cut from LR corner (1893-1905) Est. \$20.00  
 046 DIAMOND, 1937, G + 4-bar w/add'l. DIAMOND KILLER on UX27 (91-40) Est. \$8.00  
 047 DICKIE, 1941 (Apr 30), VG 4-bar on LDC (1912-41) Est. \$8.00  
 048 DIETZ, 1918, G + 4-bar on PPC (view of Newcastle) (1901-30) Est. \$10.00  
 049 DILLINGER, 1928, G 4-bar on UX27 (1920-35) Est. \$8.00  
 050 DIVIDE, 1948 (Jul 31), FINE 4-bar on LDC (1908-48) Est. \$8.00  
 051 DOGIE, 1936 (May 31), G + magenta 4-bar on LDC GPC. (1929-36) Est. \$12.00  
 052 DOVER, 1931, readable 4-bar on LDC (1900-31) Est. \$5.00  
 053 DOWNINGTON, 1908, VG DOANE [3/2] on PPC (1902-11) Est. \$40.00  
 054 DU NOIR, 1943, VG 4-bar on philatelic UX27 (1921-48) Est. \$10.00  
 055 DURHAM, 1913, VG 4-bar on PPC (1908-19) Est. \$20.00  
 056 ECHETA, 1944, G + 4-bar on philatelic UX27 (1907-45) Est. \$8.00  
 057 ERVAY, 1943, VG 4-bar on GPC (phil.) (88-44) Est. \$10.00  
 058 EWING, 1940 (Feb 29), FINE 4-bar on LDC GPC (1914-40) Est. \$10.00  
 059 FARRALL, 1917, VG 4-bar on PPC (1894-1928) Est. \$15.00  
 060 FENTON, 1908, VG DOANE [2/2] as rec'd. on PPC (1889-1909) Est. \$15.00  
 061 FILMORE, 1909, G + (o'strik) 4-bar on PPC (1909-35) Est. \$10.00  
 062 FISHCREEK, 1909, G + cds & target on PPC (1904-21) Est. \$12.00  
 063 FONTENELLE, 1942, VG magenta 4-bar on LD PPC (79/42) Est. \$8.00  
 064 FORT MACKENZIE, 1910, G DOANE [3/1] on PPC (1905-18) Est. \$15.00  
 065 FOSSIL, 1942, FINE 4-bar on phil. card (86/45) Est. \$8.00  
 066 FREDERICK, 1911, G + 4-bar on toned PPC w/creased LL & LR cnrs. (94-23) Est. \$12.00  
 067 FRENCH, 1937 (NOV 30), VG 4-bar on GPC LDC (92-37) Est. \$8.00  
 068 GALLIO, 1911, G + 4-bar on PPC (1907-33) Est. \$8.00  
 069 GERMANIA, 1910, G + 4-bar on PPC (99-18) w/ALTONA/NEB. cds as rec'd (98-35) Est. \$10.00  
 070 GOLDEN PRAIRIE, 1910, VG 4-bar on PPC (1908-16) Est. \$25.00  
 071 GOLDSMITH, 1911, G + 4-bar on PPC (93-14) Est. \$20.00  
 072 GRAMM, 1925, G (light) 4-bar ties 2x 1c Huguenot Walloon on cml. cvr. (1915-26) Est. \$12.00  
 073 GRANT, 1909, VG 4-bar on PPC (1891-1922) Est. \$15.00  
 074 GREUB, 1908, G (light) 4-bar on PPC (1895-1913) Est. \$15.00  
 075 GUNN, 1908, G + 4-bar on PPC (1908-24) Est. \$12.00  
 076 HAILEY, 1915, G (light) magenta 4-bar on PPC (87-24) Est. \$12.00  
 077 HALFWAY, 1934, VG 4-bar [NON-STANDARD] on GPC (phil.) (1903-48) Est. \$12.  
 078 HAMPSHIRE, 1910, G + 4-bar on toned PPC (1901-40) Est. \$8.00  
 079 HAMSFOK, 1910, VG (phil. o'strik) DOANE [2/1] on PPC (87/33) Est. \$15.00  
 080 HEART MOUNTAIN, 1945, G + machine on cover w/closed tear into bars of cancellation; JAPANESE-AMERICAN INTERNMENT COVER. Est. \$12.00  
 081 HECLA, 1909, VG 4-bar on PPC (1888-1929) Est. \$15.00  
 082 HECLA, 1929 (Oct 31), G + 4-bar on LD UX27. Est. \$10.00  
 083 HILIGHT, 1937, VG 4-bar on LDC UX27 (1916-37) Est. \$10.00  
 084 HIMES, 1911, VG 4-bar on PPC (1908-39) Est. \$10.00  
 085 HOLMES, 1903, G + cds & target on 2c red entire (93/50) Est. \$15.00  
 086 HOLT, 1930, VG 4-bar on philatelic UX27 (1905-36) Est. \$8.00  
 087 HORTON, 1913, VG 4-bar on PPC (1901-43) Est. \$10.00  
 088 INDIANHILL, 1944, VG 4-bar on GPC (phil.) (1917-46) Est. \$10.00  
 089 INEZ, 1908, VG 4-bar on PPC (1888-1913) Est. \$25.00  
 090 IOWA CENTER, 1911, VG 4-bar on PPC w/address inked out (1911-16); small closed tear along bottom edge. Est. \$30.00  
 091 ISHAWOOD, 1910, VG 4-bar on PPC (1902-44) Est. \$12.00  
 092 ISHAWOOD, 1935, G + 4-bar on cml. cvr. (1902-44) Est. \$8.00  
 093 ISLAY, 1908, G + DOANE [3/1] on PPC (1886-1914) Est. \$10.00  
 094 JIREH, 1940, VG 4-bar on phil. cover (1908-43) Est. \$10.00  
 095 JUNCTION, 1915, G 4-bar on PPC (1901-16) Est. \$12.00  
 096 KIRWIN, 1912, VG 4-bar on PPC (rp 'Snow scene @ Kirwin') (1892/1920) Est. \$25.00  
 097 KLEENBURN, 1927, G ("URN" indistinct) 4-bar on cml. cvr. (1921-33) Est. \$8.  
 098 KNIGHT, 1911, G (o'strik) 4-bar on PPC (1902-21) Est. \$10.00  
 099 KOOI, 1922, G + 4-bar on PPC (1907-25) Est. \$12.00  
 100 KORTES DAM, 1950, G (light) 4-bar on GPC (Philatelic) (1947-51). Est. \$8.  
 101 KYLE, 1938, FINE 4-bar on GPC (1938-1942) Est. \$10.00  
 102 LABARGE, 1908, G (light) 4-bar on PPC (80/28) Est. \$6.00  
 103 LABONTE, 1909, VG DOANE [2/2] on PPC (78/30) Est. \$10.00  
 104 LAVOYE, 1924, G ("WYO" not strik) duplex on PPC (1923/29) Est. \$10.00  
 105 LESLIE, 1908, VG DOANE [2/1] as rec'd. on PPC (1904-08) Est. \$15.00  
 106 LIGHTNING FLAT, 1937 (Sep 30), VG 4-bar on LDC. (1921-37) Est. \$12.00  
 107 LONKOL, 1932, FINE 4-bar on signed LDC (1918/32) Est. \$10.00  
 108 LITTLE MEDICINE, 1909, G (dbl. strik) 4-bar on PPC w/flattened crease (93-44) Est. \$5.00  
 109 LONE PINE, 1937, VG 4-bar (1930 type) on LDC UX27 (1924-37) Est. \$10.00  
 110 LUTHER, 1908, G + 4-bar on PPC (1907-10) Est. \$20.00  
 111 MAMMOTH HOT SPRINGS, 1899, G + duplex ties 2c red on cover (80-02) Est. \$10.00  
 112 MANDEL, 1913, VG 4-bar on PPC (1898-1917) Est. \$25.00  
 113 MARQUETTE, 1909, G + DOANE [3/2] on PPC (1891/1909) Est. \$20.00  
 114 MARSHALL, 1944, G 4-bar (1930 type) on UX27 (1902-44) Est. \$8.00  
 115 MASON, 1940, VG 4-bar on philatelic cover (1903-42) Est. \$8.00  
 116 MAYOWORTH, 1942, G + (o'inked) 4-bar on phil. card (88-44) Est. \$8.00  
 117 MEADOW, 1911, G + 4-bar on PPC (1899-1929) Est. \$15.00  
 118 MERNA, 1934, FINE 4-bar on cml. cvr. (1900-44) Est. \$12.00  
 119 MILLBURN, 1938, G + 4-bar ties Baseball commm. on LDC (1904-39) Est. \$10.  
 120 MILLER, 1907, VG DOANE [2/1] on PPC (1903-25) Est. \$15.00  
 121 MILO, 1910, G + 4-bar as rec'd. on PPC. (1908-22) Est. \$8.00  
 122 MOKOMA, 1907, G + magenta 4-bar as rec'd. on PPC (Pathfinder Dam constr.; lt. wrinkles (1907-08) Est. \$20.00  
 123 MONA, 1911, VG 4-bar on PPC (1897-1942) Est. \$10.00  
 124 MOORE, 1908, VG DOANE [3/1] on PPC w/arm. closed tear along rt. edge (96-27) Est. \$12.00  
 125 MORGAN, 1909, VG cds & target on PPC (96/25) Est. \$15.00  
 126 MORRISSEY, 1936, VG 4-bar on GPC (LDC) (1923-36) Est. \$12.00  
 127 MORSE, 1911, VG DOANE [21] ties 2c red on HORSE & COW illus. ad cvr opened unevenly @ rt.; letter encl. (1894-1911) Est. \$15.00  
 128 MOSKEE, 1940, G + 4-bar on philatelic cover (1921-41) Est. \$8.00  
 129 NEWFORK, 1909, G ("OR" off @ top) on PPC (88-18) Est. \$15.00  
 130 NO WOOD, 1931, about G ("NO" not struck) 4-bar on signed LDC (1902-31) E\$8  
 131 ORVA, 1940, G + 4-bar on philatelic cover (1920-42) Est. \$8.00  
 132 PARCO, 1942 (DEC 31), VG machine on Patriotic LDC (1923-42) Est. \$8.00  
 133 PASSAIC, 1942 (Nov 30), VG 4-bar (1930 type) on LD UX27 (1914-42) Est. \$10.  
 134 PATHFINDER, 1907, G + DOANE [3/1] on PPC (rp dam constr.) (1905-12) E\$15.00  
 135 PATRICK, 1909, G (light) 4-bar on PPC (87-14) Est. \$15.00  
 136 PHILLIPS, 1911, VG 4-bar on PPC (1884-1937) Est. \$8.00  
 137 PINE TREE, 1941, VG 4-bar on GPC (Philatelic) (1928-44). Est. \$10.00  
 138 PINEY, 1929, VG 4-bar on UX27 (phil.) (1925-37) Est. \$10.00  
 139 PRATT, 1895, mss. on 2c COLUMBIAN entire w/minor surface wrinkles (1892/1909) Est. \$50.00  
 140 RAWHIDE BUTTES, 1908, G + cds & target on 2c red entire (1878/1910) Est. \$20.00  
 141 ROACHELLE, 1938, VG 4-bar ties strip of 3 1c Praxies on phil. cvr (1909-38) Est. \$10.00  
 142 ROXSON, 1936 (Sep 30), VG 4-bar (1930 type) on LD UX27 (1921-36) Est. \$10.  
 143 SALEM, 1914, VG 4-bar on PPC (1888-1914) Est. \$20.00  
 144 SAVAGETON, 1943, about G 4-bar on UX27 (1917-49) Est. \$6.00  
 145 SHERMAN, 1909, G + purple DCDS & TARGET [NON-STANDARD] on PPC (88-19) Est. \$25.00  
 146 SHIRLEY, 1941, VG 4-bar on UX27 w/note from PM on Name Origin (90/45) E\$10  
 147 SPRING VALLEY, 1932 (May 31), G + (a bit high) magenta 4-bar on LDC (1900/32) Est. \$12.00  
 148 SPRINGER, 1913, G + 4-bar on PPC (1909-14) Est. \$30.00  
 149 STANDARD, 1938, FINE 4-bar on phil. GPC (1938-40) Est. \$12.00  
 150 SUBLET, 1913, G 4-bar on cover missing UL corner (1908-33) Est. \$5.00  
 151 THORNTON, 1912, G + 4-bar on PPC (1904-42) Est. \$8.00  
 152 TIPPERARY, 1935, FINE 4-bar on cml. cvr. (1918-40) Est. \$12.00  
 153 TOLTEC, 1929, FINE 4-bar on phil. UX27 (1891-1933) Est. \$10.00  
 154 TOWER, 1913, VG 4-bar on PPC (Devil's Tower) (1908-19) Est. \$25.00  
 155 TRIANGLE F RANCH, 1938, VG 4-bar ties 2x 1 1/2 Praxies on LDC (1932-38) Est. \$12.00  
 156 TULSA, 1932, G + 4-bar on 3c purple entire (1927-35) Est. \$15.00  
 157 UNDERWOOD, 1940, G + 4-bar on philatelic cover (1901-41) Est. \$8.00  
 158 URIE, 1909, G + 4-bar as rec'd. on PPC (1907-19) Est. \$15.00  
 159 VERSE, 1943 (Jun 30), VG 4-bar on LD UX27 (1922-43) Est. \$8.00  
 160 VONNIE, 1923, VG 4-bar on PPC (1921/29) Est. \$25.00  
 161 WALTMAN, c.1910, about G magenta 4-bar on PPC (1908-43) Est. \$8.00  
 162 WARREN, 1932, VG 4-bar on LDC (1900-32) Est. \$8.00  
 163 WIDDOFIELD, 1908, G (o'strik) DOANE [2/7] as rec'd. on PPC (95-09) E\$12.00  
 164 WILEY, 1908, VG 4-bar on PPC (1908-16) Est. \$20.00  
 165 WILLOW, 1932 (MAR 31), VG 4-bar (1930 type) on LDC (1904-32) Est. \$10.00  
 166 WILSON, 1906, VG DOANE [3/2] on PPC. Est. \$5.00  
 167 WIND RIVER, 1935, G + 4-bar on cachet Buffalo Bill cover (1905-44) E\$8



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- 168 WOLTON, 1908, G+ DOANE [2/3] on PPC (97-25) Est. \$12.00  
 169 WOLTON, 1910, G+ 4-bar on PPC w/crease @ rt edge (97-25) Est. \$10.00  
 170 WOODROCK, 1908, G+ DOANE [3/1] on PPC w/nibbled corners (1905-13) Est. \$25.00  
 171 WYNOCOTE, 1908, G+ DOANE [3/7] on PPC w/edge tears @ top & bottom (1900-17) Est. \$10.00  
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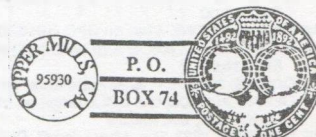
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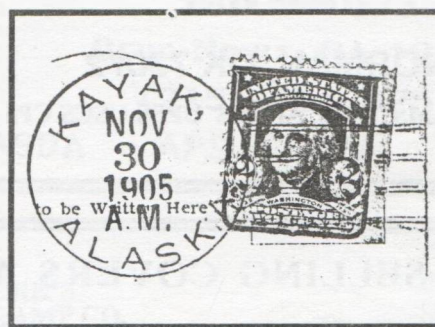
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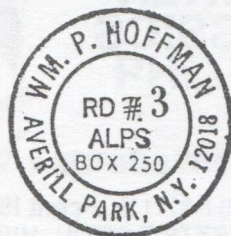
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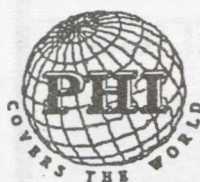
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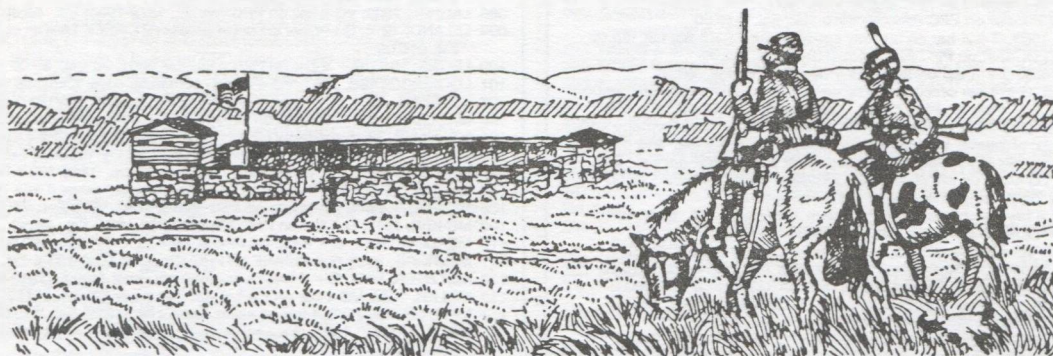
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- 002 ALPHA, 1940, VG 4-bar on last day cover (Lane 1890-1940) Est. \$8.00
- 003 ANDREWS, 1984, G+ 4-bar on commercial cover (Harney 1890-1988) Est. \$6.00
- 004 ANLAUF, 1941, VG 4-bar on commercial cover (Douglas 1901-46) Est. \$8.00
- 005 AUSTIN, 1950, VG 4-bar on UX27 (last day). (Grant 1888-1950) Est. \$5.00
- 006 BANCROFT, 1910, G+ (light) DOANE on PPC (Cooe 1892-1936) Est. \$6.00
- 007 BAYVIEW, 1911, G+ red 4-bar on PPC (Lincoln 1901-41) Est. \$8.00
- 008 BEAGLE, 1941, VG 4-bar on last day card (Jackson 1885-1941) Est. \$5.00
- 009 BLAKELYVILLE, 1918, VG 4-bar on cover (Lane 1910-18) Est. \$12.00
- 010 BOOTH, 1908, G (light) 4-bar on PPC (Douglas 1907-14) Est. \$15.00
- 011 BOURNE, 1908, G+ duplex on PPC (Baker 1895-1927) Est. \$12.00
- 012 BOYER, 1914, G+ 4-bar on PPC (Lincoln 1910-15) Est. \$20.00
- 013 BREITENBUSH, 1953, G+ 4-bar on last day cover (Marion 1928-53) Est. \$5.00
- 014 BRIDGE, 1908, G DOANE on PPC (Cooe 1894-1945) Est. \$5.00
- 015 BROADMEAD, 1932, G+ 4-bar on 2c entire (Polk 1915-42) Est. \$6.00
- 016 BULLARDS, 1953, G+ 4-bar on commercial cover (Cooe 1897-1955) Est. \$6.00
- 017 BULLRUN, 1910, G+ 4-bar on PPC (Clack. 1895-1939) Est. \$6.00
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- 019 CARPENTERVILLE, 1944, VG 4-bar on last day cover (Curry 1932-44) Est. \$12.00
- 020 CLARNO, 1948, VG 4-bar on philatelic UX27 (Wheeler 1894/1949) Est. \$6.00
- 021 CLATSOP, 1910, VG 4-bar on PPC (1894-1914) Est. \$12.00
- 022 CLEM, 1937, VG 4-bar on philatelic UX27 (Gilliam 1884-1937) Est. \$6.00
- 023 CLIFF, 1911, G+ DOANE on PPC (Lake 1906-20) Est. \$12.00
- 024 COCHRAN, 1948, VG 4-bar on philatelic UX27 (Wash. 1918-48) Est. \$8.00
- 025 COLES VALLEY, 1912, G+ DOANE on PPC (Douglas 1890/1914) Est. \$10.00
- 026 COLESTIN, 1943, VG 4-bar on last day card (Jackson 1892/1943) Est. \$6.00
- 027 COMSTOCK, 1908, G+ 4-bar on PPC (Douglas 1878/1924) Est. \$10.00
- 028 CROW, 1913, VG 4-bar on PPC (Lane 1874-1938) Est. \$8.00
- 029 CRYSTAL, 1944, VG 4-bar on last day card (Klamath 1894/1944) Est. \$5.00
- 030 DANT, 1950, VG 4-bar on first day UX27 (Wasco 1950-54) Est. \$12.00
- 031 DE MOSS SPRINGS, 1920, G+ 4-bar on 2c red entire opened a trifle uneven @ r. (Sherman 1887-1923) Est. \$12.00
- 032 DEERHORN, 1908, G+ 4-bar on PPC w/stamp damaged (Lane 1907-13) Est. \$12.00
- 033 DELLWOOD, 1953, G+ 4-bar on commercial cover (Cooe 1940-54) Est. \$6.00
- 034 DENZER, 1913, VG 4-bar on commercial cover (Lincoln 1909-33) Est. \$10.00
- 035 DERBY, 1910, VG purple 4-bar on PPC (Jackson 1892-1919) Est. \$12.00
- 036 DESCHUTES, 1913, G+ (light) 4-bar on PPC (Desch. 1902/28) Est. \$20.00
- 037 DIXONVILLE, 1909, G+ cds on PPC (Douglas 1901-38) Est. \$6.00
- 038 DOLPH, 1901, VG cds on Reg. Pck. Rect. (Tillamook 1888-1921) Est. \$8.00
- 039 DORA, 1911, G magenta DOANE on PPC w/stamp damaged (Cooe 1874-1939) Est. \$5.00
- 040 DOTHAN, 1913, G+ 4-bar on PPC (Douglas 96-42) Est. \$5.00
- 041 DUNCAN, 1958, VG 4-bar on last day GPC (Umatilla 1898-1958) Est. \$5.00
- 042 EARLE, 1913, VG 4-bar on PPC (Lane 1902-19) Est. \$20.00
- 043 EAST PORTLAND, 1888, G+ cds & WHEEL OF FORTUNE Miller (Whit. Ty 4) on GPC. Est. \$20.00
- 044 ECOLA, 1918, G+ (light) 4-bar on PPC (Clatsop 1910-22) Est. \$6.00
- 045 EDENBOWER, 1909, G (light) 4-bar on PPC (Douglas 1908-19) Est. \$10.00
- 046 ELK LAKE, 1941, VG 4-bar on commercial cover (Desch. 1924-54) Est. \$6.00
- 047 ELKHEAD, 1922, G (light) cds on Reg. Pck. Rect. (Douglas 1877-1926) Est. \$5.00
- 048 ELSIE, 1943, G+ (overinked) 4-bar on cml. cvr. (Clatsop 1892-1943) Est. \$5.00
- 049 FAIRVIEW, 1912, VG 4-bar on PPC (Cooe 1873-1913) Est. \$12.00
- 050 FERNVILLE, 1908, G+ cds as rec'd. on PPC (Clatsop 1901-22) Est. \$8.00
- 051 FERNVALE, 1910, G+ 4-bar on PPC (Douglas 1906-24) Est. \$12.00
- 052 FIFE, 1937, VG 4-bar on last day UX 27 (Crook 1890/1937) Est. \$10.00
- 053 FISHER, 1913, VG 4-bar on PPC (Lincoln 1892/1942) Est. \$12.00
- 054 FISHAWK, 1910, G+ 4-bar on PPC (Columbia 1890-1910) Est. \$15.00
- 055 FLAVEL, 1917, G+ (struck on stamp) 4-bar on PPC w/small closed tear top center (Clatsop 1895/1918) Est. \$15.00
- 056 FOLLYFARM, 1944, G+ 4-bar on philatelic UX27 (Malheur 1929-49) Est. \$6.00
- 057 FOUR MILE, 1982, VG 4-bar on commercial cover (Cooe 1947-83) Est. \$6.00
- 058 FREEBRIDGE, 1909, VG 4-bar on PPC (Wasco 1908-10) Est. \$20.00
- 059 FRE MONT, 1908, G+ 4-bar as rec'd. on PPC (Lake 1908-19) Est. \$12.00
- 060 FRIEDA, 1950, Fine 4-bar on last day UX27 (Wasco Jun-Nov 1950) Est. \$20.00
- 061 FRUITA, 1910, G 4-bar on PPC w/flattened crease @ bottom (Wallowa 91-36) Est. \$5.00
- 062 GALENA, 1943, G+ 4-bar on last day card (Grant 1901-43) Est. \$5.00
- 063 GALICE, 1916, G+ 4-bar on PPC (Jos. 1876/1942) Est. \$6.00
- 064 GAYLORD, 1957, VG 4-bar on cover (Cooe 1927-58) Est. \$6.00
- 065 GOLDEN, 1910, G+ 4-bar on PPC (Jos. 1896-1920) Est. \$12.00
- 066 GOLDSON, 1929, VG 4-bar on cover (Lane 1891-1934) Est. \$8.00
- 067 GOOCH, 1911, VG 4-bar on PPC (Linn 1909-20) Est. \$10.00
- 068 GRAVE CREEK, 1939, G+ 4-bar on commercial cover (Jos. 1828-45) Est. \$8.00
- 069 GRAVELFORD, 1910, G+ (light) 4-bar on PPC (Cooe 1878-1924) Est. \$10.00
- 070 GREENVILLE, 1908, G+ DOANE on PPC (Wash. 1871-1907) Est. \$15.00
- 071 GROUSE, 1911, VG cds as rec'd. on PPC (Wallowa 1898-1917) Est. \$10.00
- 072 GWENDOLEN, 1915, G+ 4-bar on PPC (Gilliam 1906-41) Est. \$8.00
- 073 HAMPTON, 1950, Fine 4-bar on philatelic UX27 (Desch. 1911/53) Est. \$5.00
- 074 HEMLOCK, 1909, VG DOANE on PPC (Tillamook 1906-21) Est. \$8.00
- 075 HILGARD, 1943, G+ last day UX27 (Union 1888/1943) Est. \$6.00
- 076 HOEVEY, 1941, G+ 4-bar on cover (Tillamook 1932-44) Est. \$15.00
- 077 HOLDMAN, 1910, VG 4-bar on PPC (Umatilla 1900-29) Est. \$12.00
- 078 HOME, 1935, VG 4-bar on commercial cover (Baker 1911-46) Est. \$8.00
- 079 HOOVER, 1909, Fine 4-bar on PPC w/corner nibble LL (Marion 1907-18) Est. \$12.00
- 080 HORSE HEAVEN, 1948, Fine blue 4-bar on last day UX 27 (Jeff. 1928-46) Est. \$6.00
- 081 HUBER, 1952, VG 4-bar on GPC (Wash. 1918-53) Est. \$5.00
- 082 HULT, 1935, G+ 4-bar on commercial cover (Marion 1891-1943) Est. \$8.00
- 083 ILLAHE, 1940, VG 4-bar on commercial cover (Curry 1895-1943) Est. \$10.00
- 084 KAMELA, 1908, G+ 4-bar on PPC (Union 1887-1949) Est. \$6.00
- 085 KELLOGG, 1911, G+ 4-bar on PPC (Douglas 1879-1921) Est. \$10.00

## OREGON DPOs (Continued)

- 086 KERRY, 1938, G+ 4-bar on First Class Reply env. (Columbia 1917-38) Est. \$6.00
- 087 KINGS VALLEY, 1949, G+ 4-bar on 3c purple entire (Benton 1855/1974) Est. \$6.00
- 088 KINGSLEY, 1915, G+ 4-bar on PPC (Wasco 1878-1920) Est. \$6.00
- 089 KINGSTON, 1910, G+ 4-bar as rec'd. on PPC (Linn 1891-1920) Est. \$4.00
- 090 KLUMB, 1908, VG 4-bar on PPC (Marion 1893-1910) Est. \$12.00
- 091 KNAPPA, 1938, G+ 4-bar on commercial cover (Clatsop 1872-1943) Est. \$6.00
- 092 KOLER, 1912, G+ blue 4-bar ties 2c red on cover opened unevenly into stamp (Douglas 1907-23) Est. \$8.00
- 093 LAKE O WOODS, 1950, VG 4-bar on philatelic card (Klam. 1941-56) Est. \$5.00
- 094 LAKECREEK, 1948, VG 4-bar on commercial cover (Jackson 1888-1956) Est. \$5.00
- 095 LAMONTA, 1908, G+ cds & target on PPC (Jeff. 1898-1918) Est. \$5.00
- 096 LAMPA, 1908, G+ DOANE on PPC (Cooe 1905-18) Est. \$12.00
- 097 LANGELLS VALLEY, 1902, G (blurred) cds & target on cover showing a bit of age (Klam. 1871-1924) Est. \$12.00
- 098 LAUREL, 1909, VG 4-bar on PPC (Wash. 1879-1935) Est. \$8.00
- 099 LELAND, 1916, G+ 4-bar on cover w/GRAVE CREEK TANCH cc. (Jos. 55-43) Est. \$10.00
- 100 LEONA, 1915, G+ 4-bar on PPC (Douglas 1901-44) Est. \$8.00
- 101 LOOKINGGLASS, 1941, VG 4-bar on commercial cover (Douglas 1871-1942) Est. \$6.00
- 102 LUTGENS, 1911, G+ (light) 4-bar on PPC (Lincoln 1890/1917) Est. \$12.00
- 103 MACLEAY, 1920, VG 4-bar on cover (Marion 1882-1939) Est. \$8.00
- 104 MALHEUR, 1908, readable cds on GPC (Malheur 1879-1944) Est. \$4.00
- 105 MARIAL, 1947, G+ 4-bar on philatelic UX27 (Curry 1903-54) Est. \$5.00
- 106 MARMOT, 1927, G+ (light) 4-bar on cover (Clack. 1886-1930) Est. \$8.00
- 107 MC CREEDIE SPRINGS, 1953, VG 4-bar on last day cover (Lane 1926/53) Est. \$5.00
- 108 MC EWEN, 1914, G+ 4-bar on PPC (Baker 1893-1943) Est. \$8.00
- 109 MC KEE, 1918, G+ 4-bar on PPC (Marion 1888-1924) Est. \$8.00
- 110 MEADOW, 1912, G+ 4-bar on PPC (Crook 1910-19) Est. \$20.00
- 111 MELROSE, 1908, G+ DOANE on PPC (Douglas 1890-1933) Est. \$8.00
- 112 METZGER, 1948, G+ 4-bar on commercial cover (Wash. 1912-54) Est. \$8.00
- 113 MILLER, 1953, VG 4-bar on cachet last day cover (Sherman 1922-53) Est. \$10.00
- 114 MINERVA, 1928, VG 4-bar on cover (Lane 1890-1939) Est. \$10.00
- 115 MODOC POINT, 1937, G magenta 4-bar on philatelic cover (Klamath 1918-55) Est. \$8.00
- 116 MONITOR, 1949, Fine 4-bar on commercial cover (Marion 69/53) Est. \$6.00
- 117 MONKLAND, 1914, Fine 4-bar on GPC (Sherman 1888-1919) Est. \$15.00
- 118 MOWICH, 1947, VG 4-bar on philatelic UX27 (Klamath 1936-1948) Est. \$10.00
- 119 MULTNOMAH, 1939, Fine duplex on commercial cover w/flattened vert. crease (Mult. 1912-40) Est. \$5.00
- 120 NEW ERA, 1937, G+ 4-bar on 3c purple entire (Clack. 1876-1940) Est. \$6.00
- 121 NIAGARA, 1914, G+ (light) 4-bar on PPC (Marion 1893/1934) Est. \$10.00
- 122 NORTH CANYONVILLE, (1878), G cds on cover w/encl. (Douglas 1852-1892) Est. \$8.00
- 123 NORTH YAMHILL, 1908, VG duplex on PPC (Yamhill 1851/1908) Est. \$10.00
- 124 NUGGET, 1911, G+ cds & target on PPC (Douglas 1902-28) Est. \$12.00
- 125 OCEAN VIEW, 1916, VG 4-bar on PPC (Lincoln 1887/1916) Est. \$6.00
- 126 OLALLA, 1909, G DOANE on PPC (Douglas 81-22) Est. \$5.00
- 127 OLNEY, 1950, G+ 4-bar on last day UX27 (Clatsop 1875-1950) Est. \$5.00
- 128 ONA, 1912, G+ 4-bar on PPC (Lincoln 1890-1920) Est. \$6.00
- 129 PALMER, 1908, G (light) 4-bar on PPC (Mult. 98-19) Est. \$5.00
- 130 PALMER JUNCTION, 1937, VG 4-bar on philatelic GPC (Union 1909-37) Est. \$6.00
- 131 PARIS, 1914, G+ (light) 4-bar on PPC (Lane 1909-33) Est. \$10.00
- 132 PARKER, 1917, VG 4-bar on PPC (Polk 1880/1927) Est. \$12.00
- 133 PARKWOOD, 1915, G+ 4-bar on PPC w/nibbled corners (Mult. 1813-23) Est. \$10.00
- 134 PEEL, 1911, VG DOANE on cover (Douglas 1888-1921) Est. \$15.00
- 135 PLACER, 1918, G+ 4-bar on GPC (Joseph. 1894-1924) Est. \$12.00
- 136 PLEASANT HILL, 1915, G+ (light) 4-bar on PPC (Lane 50-22) Est. \$5.00
- 137 POWWATKA, 1909, G+ 4-bar on PPC (Wallowa 1900-20) Est. \$12.00
- 138 PRESCOTT, c.1910, G (light) 4-bar on PPC (Columbia 1907-45) Est. \$6.00
- 139 RANGE, 1938, G+ (over-inked) 4-bar on philatelic cover (Grant 1908-43) Est. \$12.00
- 140 REUBEN, 1903, G+ cds & target on cover w/minor scuffs (Columbia 1890/1923) Est. \$12.00
- 141 ROBERTS, 1912, VG 4-bar on Oregon State water card (Crook 1910-40) Est. \$8.00
- 142 ROBINETTE, 1957, Fine 4-bar on philatelic GPC (Baker 1909-57) Est. \$5.00
- 143 ROCKVILLE, 1912, VG 4-bar on Oregon State water card (Malheur 1912-48) Est. \$8.00
- 144 ROCKY POINT, c.1930, G+ 4-bar on commercial cover (Klam. 1924-47) Est. \$8.00
- 145 ROWE, 1914, G+ (light) 4-bar on PPC (Clackamas 1906-17) Est. \$15.00
- 146 ROY, 1955, Fine 4-bar on last day cover (Wash. 1907-55) Est. \$5.00
- 147 RUCH, 1910, G+ 4-bar on PPC w/sm. closed tear @ top (Jackson 97-39) Est. \$5.00
- 148 RUCKLES, 1909, G (light) Doane on PPC (Douglas 98-33) Est. \$5.00
- 149 RYE VALLEY, 1907, G+ Doane on PPC w/sm. closed tear @ bottom (Baker 69/35) Est. \$5.00
- 150 SAMS VALLEY, 1949, VG 4-bar on commercial cover (Jackson 73/53) Est. \$5.00
- 151 SHAW, 1910, G+ 4-bar on GPC (Marion 1887/1937) Est. \$8.00
- 152 SHEAVILLE, 1954, G (blurred) 4-bar on cover (Malheur 87/56) Est. \$5.00
- 153 SHEVUN, 1951, FINE 4-bar on last day UX 27 (Klamath 42/55) Est. \$8.00
- 154 SISKIYOU, 1913, G+ 4-bar on PPC (Jackson 95-32) Est. \$5.00
- 155 STRASSEL, c.1914, G+ 4-bar on PPC (Wash. 1913-34) Est. \$8.00
- 156 SUNTEX, 1948, VG 4-bar on last day card (Harney 1916-49) Est. \$6.00
- 157 THOMAS, 1917, VG 4-bar on 2c red entire w/flattened vert. crease (Linn 1898-1920) Est. \$10.00
- 158 TIMBERLINE LODGE, 1941, G+ 4-bar on cachet "pony express" cover (Clack. 1939-42) Est. \$5.00
- 159 TOKETE FALLS, 1955, VG 4-bar on last day GPC (Douglas 1952-55) Est. \$5.00
- 160 TOLLGATE, 1954, Fine 4-bar on philatelic cover (Umatilla 1941-54) Est. \$6.00
- 161 TOLD, 1912, G+ 4-bar as rec'd. on PPC (Jackson 86/18) Est. \$6.00
- 162 VAN, 1953, G (light) 4-bar on last day cover (Harney 1891-1953) Est. \$5.00
- 163 VIENTO, 1912, G+ (N' not struck) 4-bar on Oregon State water card (Hood River 1896-1919) Est. \$15.00
- 164 VOLTAGE, 1933, VG 4-bar (1930 type) on 3c purple entire (Harney 1908-33) Est. \$15.00
- 165 WACONDA, 1912, G+ (light) 4-bar on PPC (Marion 84/26) Est. \$10.00
- 166 WAGONTIRE, 1937, G+ 4-bar on commercial cover (Harney 1916-43) Est. \$15.00
- 167 WALDO, 1912, VG duplex on Oregon State water card (Jos. 1856-1928) Est. \$6.00



# OREGON POSTAL HISTORY AUCTION

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

Please use any sheet of paper to submit bids, but be sure to mark it clearly "Oregon Postal History Auction."

## OREGON DPOs (Rated "2" or higher) (Continued)

- 168 WALKER, 1911, G + 4-bar on PPC (Lane 1891-1925) Est. \$5.00  
 169 WARRENDALE, 1938, G + 4-bar on UX 27 (Mult. 1894-1942) Est. \$5.00  
 170 WATKINS, 1918, G + 4-bar on PPC (Jackson 1893-1920) Est. \$12.00  
 171 WECOMA, 1945, VG 4-bar on philatelic UX27 (Lincoln 1935-49) Est. \$5.00  
 172 WELLS, 1936, VG 4-bar on last day UX27 (Benton 1880-1936) Est. \$5.00  
 173 WEST WOODBURN, 1913, VG 4-bar on GPC (Marion 1912-34) Est. \$6.00  
 174 WHITESON, 1951, G + 4-bar on commercial cover (Yamhill 1890/1953) Est. \$5.00  
 175 WHITNEY, 1938, FINE 4-bar on Reg. Pck. Recd. (Baker 1901-43) Est. \$5.00  
 176 WILARK, 1839, G (light) blue 4-bar on cml. cover (Columbia 1924-45) Est. \$5.00  
 177 WILHOIT, 1914, G + 4-bar on PPC (b.e.v. of resort) (Clack. 82-28) Est. \$10.00  
 178 WILSON, 1910, G + (light) 4-bar on PPC (Tilla. 1896-1917) Est. \$15.00  
 179 WOODS, 1911, G + Doane on PPC (Tillamook 1888-1935) Est. \$6.00  
 180 WOODSTOCK, 1909, G + 4-bar on PPC (Multnomah 1891-1912) Est. \$10.00  
 181 WRENTHAM, 1908, G + cds & target on PPC (Wasco 1900-18) Est. \$6.00  
 182 WYETH, 1927, G + 4-bar on PPC (Hood River 1903-36) Est. \$5.00  
 183 YANKTON, 1911, G + 4-bar on 2c red entire (Columbia 94-31) Est. \$6.00  
 184 YOUNGS, 1908, G Doane on PPC (Jefferson 1906-13) Est. \$8.00  
 185 Lot of 7 diff. DPOs on faulty or cut down #10 covers, G-VG strikes: BEULAH, ENRIGHT, GLENADA, NARROWS, SHELburn, NORTONS & TUMALO (1916). Est. \$25.

## OREGON DOANES (Including Quite A Few DPOs)

- 186 ADA, 1911, G + Ty 2 on PPC. Est. \$5.00  
 187 AJAX, 1908, G + Ty 2 on PPC. Est. \$6.00  
 188 ALMA, 1908, G + Ty 3 on PPC. Est. \$8.00  
 189 ASHWOOD, 1908, VG red Ty 2 on PPC. Est. \$6.00  
 190 BARLOW, 1908, G + Ty 2 on PPC. Est. \$4.00  
 191 BARTLETT, 1908, VG Ty 2 on PPC (Wallowa 1904-45). Est. \$6.00  
 192 BAY CITY, 1908, VG Ty 2 on PPC w/GARIBALDI Doane rec'd. Est. \$5.00  
 193 BEND, 1907, VG Ty 2 on PPC w/ASHWOOD Doane rec'd. Est. \$5.00  
 194 BLODGETT, 1908, VG Ty 2 on PPC. Est. \$5.00  
 195 BROOKS, 1907, Fine Ty 2 on 2c red entire. Est. \$12.00  
 196 BUENA VISTA, 1908, VG Ty 2 on GPC. Est. \$8.00  
 197 BUNCOM, 1908, VG Ty 2 on PPC (Jackson 96-17) Est. \$12.00  
 198 CAZADERO, 1907, VG Ty 2 as rec'd. on PPC (Clack. 1904-18) Est. \$8.00  
 199 COLESTIN, 1908, VG Ty 3 on PPC (Jackson 92/43) Est. \$8.00  
 200 CORBETT, 1908, G + Ty 1 on PPC. Est. \$5.00  
 201 CRABTREE, 1908, VG Ty 3 on PPC. Est. \$5.00  
 202 DILLARD, 1908, VG Ty 1 on PPC. Est. \$6.00  
 203 DUNDEE, 1907, G + Ty 2 on toned 2c red entire. Est. \$5.00  
 204 EDDYVILLE, 1910, G + Ty 2 on cover w/UL cnr crease. Est. \$5.00  
 205 FALLS CITY, 1908, G + Ty 2 on PPC. Est. \$5.00  
 206 HAINES, 1908, G + red Ty 3 on PPC. Est. \$6.00  
 207 HAINES, 1908, G + Ty 3 on PPC. Est. \$5.00  
 208 HAMMOND, 1907, G + Ty 2 on PPC. Est. \$5.00  
 209 HAZELDELL, 1908, G + Ty 2 on PPC (Lane 88-12) Est. \$6.00  
 210 HOAGLIN, 1912, G + Ty 2 on PPC (Douglas 98-32) Est. \$6.00  
 211 HUDSON, 1908, G + Ty 2 on lightly toned PPC (Columbia 92-13) Est. \$15.00  
 212 IZEE, 1910, G Type 3 on PPC. Est. \$5.00  
 213 JASPER, 1908, VG Ty 2 on cover trimmed 1/4" @ left. Est. \$5.00  
 214 KENT, 1908, G + Ty 2 on PPC. Est. \$5.00  
 215 KERBY, 1905, G + Ty 2 on GPC. Est. \$5.00  
 216 KLONDIKE, 1907, VG Ty 2 on PPC (Sherman 99-51) Est. \$6.00  
 217 LAIDLAW, 1907, VG Ty 2 on toned 2c red entire. Est. \$15.00  
 218 LAKE, 1910, G + Ty 3 on PPC (Lake 1908-43) Est. \$8.00  
 219 LAUREL, 1908, G + Ty 2 on PPC. Est. \$8.00  
 220 LEHMAN, 1919, G + Ty 2 on PPC (Umat. 99/30) Est. \$12.00  
 221 LENTS, 1908, VG Ty 3 on PPC. Est. \$5.00  
 222 LEONA, 1907, G + Ty 2 on PPC (Douglas 1901-44) Est. \$6.00  
 223 LORANE, 1908, G + Ty 2 on PPC. Est. \$4.00  
 224 LORANE, 1934, G + Ty 2 on commercial cover missing top back flap; very late use. Est. \$8.00  
 225 LOWER BRIDGE, 1910, G + Ty 3 on cover opened unevenly @ left. (Jeff. 1906-20) Est. \$20.00  
 226 LYONS, 1912, G + Ty 2 on cover opened a bit uneven @ rt. Est. \$5.00  
 227 MABEL, c.1912, G + Ty 2 on PPC. Est. \$4.00  
 228 MADRAS, 1907, G + Ty 3 on PPC. Est. \$4.00  
 229 MAYGER, 1908, G + Ty 2 on PPC (Col. 89-57). Est. \$5.00  
 230 MEHAMA, 1911, VG Ty 2 on GPC. Est. \$6.00  
 231 MILL CITY, 1908, FINE Ty 2 on cover. Est. \$10.00  
 232 MOLALLA, 1908, G + Ty 3 on PPC. Est. \$4.00  
 233 MONROE, 1907, G + Ty 2 on 2c red entire w/lt. toning. Est. \$5.00  
 234 MOUNT HOOD, 1910, G + Ty 2 on PPC. Est. \$5.00  
 235 NASHVILLE, 1908, G + Ty 3 on PPC (Lincoln 88-58) Est. \$5.00  
 236 PARADISE, 1908, VG Ty 2 on PPC (Wallowa 89-42) Est. \$6.00  
 237 PARKERS, 1907, VG Ty 2 as rec'd. on PPC (Polk 84-07) Est. \$10.00  
 238 PLEASANTHILL, 1908, G + Ty 2 on cover. Est. \$6.00  
 239 PRATUM, 1907, G + (Disfigured) Ty 2 on PPC. Est. \$8.00  
 240 PROSPECT, 1913, G + Ty 3 on PPC. Est. \$5.00  
 241 PROSPER, 1912, G + Ty 2 as rec'd. on PPC (Coos 93-29) Est. \$6.00  
 242 RESTON, 1908, G + Ty 2 on PPC (Douglas 90-34) Est. \$6.00  
 243 RUFUS, 1907, VG Type 1 on PPC. Est. \$8.00  
 244 SAINT HELEN, 1908, VG Ty 2 on PPC. Est. \$5.00  
 245 SISTERS, 1912, VG Ty 2 on Oregon State water card. Est. \$5.00  
 246 SOUTH FOREST GROVE, 1911, VG Ty 3 on GPC. (Was. 1908-14) Est. \$8.00  
 247 TANGENT, 1905, FINE Ty 2 on 2c red entire. Est. \$6.00  
 248 TENMILE, 1910, G + Ty 2 on PPC. Est. \$5.00  
 249 TYEE, 1908, G + Ty 3 on PPC (Douglas 1901-36) Est. 46.00  
 250 UNITY, 1912, Fine Ty 3 on Oregon State water card. Est. \$6.00  
 251 WARREN, 1908, G + Ty 1 on PPC. Est. \$5.00

## OREGON DOANES (Continued)

- 252 WESTFAOLL, 1911, G + Ty 2 on PPC. Est. \$5.00  
 253 WINCHESTER, 1917, G + Ty 3 on cover w/light toning. Est. \$6.00  
 254 WREN, 1917, G + Ty 3 on cover w/"Back the Boys ..." slogan Est. \$8.00  
 255 YAQUINA, 1922, G + Ty 2 on cover. Est. \$8.00

## OREGON RPOs

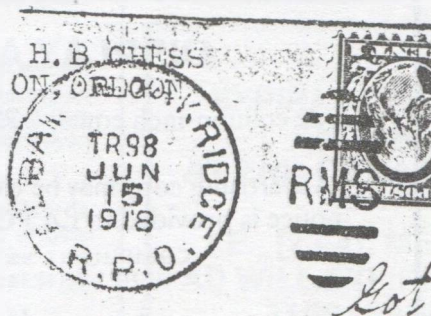
- 256 ALBANY & OAKRIDGE, 1918, G + (894-G-1) on cover opened a bit unevenly @ left. Est. \$20.00  
 257 ALBANY & YAQUINA, 1909-31, 2 covers & 1 PPC w/at least two different types of postmarks; G + or better strikes. Est. \$15.00  
 258 ARLINGTON & CONDON, 1931, G + (898.1-A-1) on brown Rwy Mail Service cover. Est. \$10.00  
 259 BAKER & PORTLAND, 1931, G + (898-C-1) on hotel cover. Est. \$8.00  
 260 BAKER & PRAIRIE CITY, 1919, VG (898.2-C-1) on 2c red entire opened a bit unevenly @ rt. Est. \$12.00  
 261 BIGGS & SHANIKO, 1908, G (898.4-A-1) on PPC. Est. \$10.00  
 262 BOISE & HUNTINGTON, 1913, G + (898-D-1) on PPC. Est. \$10.00  
 263 EUGENE & POWERS, 1936, G + blue (900.2-B-1) on cover opened unevenly @ left. Est. \$8.00  
 264 EUGENE & POWERS, 1926, VG (900.2-B-2) on cover opened unevenly @ right. Est. \$8.00  
 265 HUNT & PORTLAND, 1898, G + (898-UNL) on cover. Est. \$12.00  
 266 HUNTINGTON & PORT., 1894, G + (898-F-1) on cur down #10 cover. Est. \$8.00  
 267 JOSEPH & LA GRANDE, 1925, VG (898.6-A-1) on cover w/stain in UL corner; encl. Est. \$8.00  
 268 KLAMATH FALL & WEED, 1910, G + (900.4-A-1) on cover missing top back flap. Est. \$12.00  
 269 POCATELLO & BAKER, 1927, G (898-L-1) on cover. Est. \$8.00  
 270 POCATELLO & PORT., 1903, G (898-N-1) MISSPELLING on cover w/Umatilla House cc. Est. \$10.00  
 271 PORT. & AIRLIE, 1892, G ("PORT" light) (900.5-A-1) on cover opened a bit uneven along top edge; w/newspaper showing map of route. Est. \$15.00  
 272 PORT. & CAZADERO, 1913, G + (897.2-A-2) on PPC. Est. \$12.00  
 273 PORT. & CORVALLIS, 1919, VG (893-B-1) on cover. Est. \$10.00  
 274 PORT. & DALLAS, 1909, G + (900.5-C-1) on cover w/McMinnville lumber mill cc. Nicked along top left edge. Est. \$10.00  
 275 PORT. & DUNSMUIR, 1933-35, three covers w/diff. varieties of 894-K-1; G + or better strikes. Est. \$20.00  
 276 PORT. & TILLAMOOK, 1917, VG (900.3-B-1) on PPC. Est. \$8.00  
 277 PORT. NEWBRG. & CORV., 1914, about G ("PORT" indistinct) (900.5-G-1) on PPC. Est. \$10.00  
 278 PORT. & (SAN FRAN) ND.R.P.O./SHORT RUN, 1894, partial (894-P-1) on 2c green entire w/nicked UL corner. Est. \$8.00  
 279 PORTLAND & BEND, 1912, VG (899.1-B-1) on cover. Est. \$10.00  
 280 PORTLAND & WHITESON, 1920, G + (high) (893-C-1) on PPC. Est. \$12.00  
 281 WOODBURN & SPRING., 1910, VG (900.6-B-1) on PPC. Est. \$15.00

## END OF SALE

Minimum bid \$3.00 please.

Phone bids accepted: (503) 657-5685 (9AM-4PM M-F)

BIDS CLOSE: OCTOBER 15, 1992 (4PM PACIFIC)





## U.S. POST OFFICE CENTENNIALS & BICENTENNIALS UPCOMING

(Continued from page 5)

Post Office	County	State	Established	Remarks
Woodworth	Rap	LA	92-09-28	as Morris (24 Jun 93)*
Austinville	But	IA	92-10-03	
Haviland	Pau	OH	92-10-05	
Bunnell	Fla	FL	92-10-05	
Day	Laf	FL	92-10-07	
Cordell	Wst	OK	92-10-12	
Geary	Bla	OK	92-10-12	
Geyser	Jud	MT	92-10-12	
Exeter	Roc	NH	92-10-12	Bicent.
McKinley	StL	MN	92-10-18	
Fielding	Box	UT	92-10-18	
Clearmont	She	WY	92-10-18	
Yarnell	Yav	AZ	92-10-18	
Berlin CPO	LaM	ND	92-10-18	
Swartz	Oua	LA	92-10-22	
Milford	Sus	DE	92-10-31	Bicent.
Winnisquam	Bel	NH	92-11-01	
Northport	Ste	WA	92-11-01	
Vera	Wsn	OK	92-11-04	as McPhall (15 Dec 99)*
Alcova	Nat	WY	92-11-18	
Goldonna	Nat	LA	92-11-19	
Simonson	Ric	VA	92-11-19	
Bremerton	Kit	WA	92-11-19	
Muir	Sch	PA	92-11-19	
Export	Wes	PA	92-11-19	
Rapid City	Kal	MI	92-11-22	as Van Buren (30 Apr 98)*
Oscar CPO	Jef	OK	92-11-23	to CPO 28 Oct 84
Westport	Crl	TN	92-11-30	
Shelby	Too	MT	92-11-30	

NOTE: \*Name changed to current form on this date.

### DISPLAY ADVERTISING RATES

One column-inch equals 2.25 inches

Advertising copy may be changed for any issue provided proper advance notice is provided to LA POSTA

COLUMN INCHES	1 Issue	3 Issues	6 Issues
1	\$6.50	\$15.00	\$27.30
2	\$10.00	\$23.00	\$42.00
3	\$13.00	\$29.90	\$54.60
4	\$17.25	\$39.75	\$72.60
5	\$23.00	\$52.90	\$96.60
6 (¼-pg)	\$30.00	\$69.00	\$126.00
(½-pg)	\$55.00	\$126.50	\$231.00
Full pg.	\$100.00	\$230.00	\$420.00

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SPECIAL AUCTION RATES: \$90.00 for Full Page; \$45.00 for Half Page



## LA POSTA CLASSIFIEDS

Only 5 cents per word sends your message  
to the largest & best informed group of  
postal historians in America

### 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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## 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 Cancells, 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: TO TRADE

TRADING MY NEVADA cover stock for other Western States postal history covers. Many highly rated. Will exchange photo, etc. Peterson, Box 17463, Holiday, Utah 84117. [24-3]

## TOWNS: WANTED

COLORADO POSTAL History, Pre-territorial to 1920. Counties of Clear Creek, Gilpin, Jefferson, especially towns of Spanish Bar, Red Elephant, Graymont, Idaho, Guy Hill, Michigan House, Fall River, Bald Mountain, Mountain City, Russell Gulch, Mill City, Nevada, Downieville, Denver & Georgetown RPO, and Denver & Silver Plume RPO. Send photocopies or list with price to Jay Treat, 6603 Hunter Trail Way, Frederick, MD 21702. [24-3]

## 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]

HAWAII: 19th 20th Century (to 1959) covers, post cards, 19th century stamps (cheaper numbers in quantity), smaller town cancells, 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 Barnsteepie Court, Oklahoma City, OK 73142-5405. [23-4]

INDIANA COVERS. Send priced or for offer made by check. Zane Stohler, 808 Lawn Street, Winchester, IN 47394. [24-4]

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

## TOWNS: WANTED

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]

WANTED NEVADA Last Day Covers, also commercial, \$25.00 Minimum: Arlemont, Artesia, Cave Valley, Diessner, Potts, Rand, Yelland, Weepah, Vegas Verde. Peterson, Box 17463, Holiday, Utah 84117 [24-3]

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

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, Edgcomb Corners, Edinburgh, Elora, 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, West Milton, 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]

EXPIRATION DATE  
SHOWN  
AT END OF EACH AD,

I.E., [23-4], MEANS  
AD WILL EXPIRE WITH  
THIS ISSUE

AD DEADLINE  
FOR NEXT ISSUE:

SEPTEMBER 21, 1992



## TOWNS: WANTED

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 [24-3]

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 PITTSBURGH, WEST WYOMING, WRIGHT, YATES. Anything else that's interesting. Dorothy Lee, Box 1705, Plains, PA 18705-0705. [23-4]

SOUTH DAKOTA postal history from territorial to modern wanted for my personal collection. Top prices paid. Ken Stach, 3208 Amber Drive, Wilmington, NC 28409 [24-3]

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]

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]

WYOMING TOWNS on cover or card 1900 and later, especially DPO's dated before 1950. Copies/approvals appreciated. Leonard McCabe, 1249 N. Calaveras, Fresno, CA 93728 [24-3]

## MILITARY: FOR SALE

US MILITARY: (1) Navy Yard Brooklyn NY 1845 payment check/voucher. \$25.00. (2) Navy Yard Brooklyn NY 1857 payment voucher. \$25.00. (3) 6 covers - various Brooklyn Navy Yard 1933-1941. \$30.00. (4) WW1 & WW2 -64 Military related and postmarked

covers. \$50.00. Brad Arch, 144 Hamilton Avenue, Clifton, NJ 07011. [23-4]

## 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 Barnsteepie Court, Oklahoma City, OK 73142-5405. [23-4]

## RFD: WANTED

RFD CANCELS: Covers or postcards. All states wanted. Any quantity - send priced or for offer. Joseph Horn, 3311 Big Bend Dr., Austin, TX 78731. [24-3]

## 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

20TH CENTURY US Domestic & Foreign Rated Covers: Registered, Insured, Certified, Special Delivery, Airmail, Parcel Post, Shermacks, etc. Some earlier, but strongest in Prexies, Liberties, later. Inquiries Invited - Send me your "Wish List". Brad Arch, 144 Hamilton Avenue, Clifton, NJ 07011. [24-3]

FOR SALE: (1) 50 Registered Covers 1910's-1920's; 17c Wilson, 15c Liberty, 20c Golden Gate, 10c W/F, 12c W/F, etc. \$100.00. (2) 33 small & 9 #10-size Famous American covers, 1940's; 1c-10c values. \$40.00. (3) 1962, 1965, 1967 three covers to Canada with Providence RI "Turnkey Type" machine cancels. \$10.00. Brad Arch, 144 Hamilton Avenue, Clifton, NJ 07011. [23-4]

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]

US MAIL TO AFGHANISTAN, 1950's Correspondence of 38 covers, surface and airmail: Prexies, Liberties & various contemporary Airmails & Commemoratives. Available individually or as a lot. Inquiries Invited. Brad Arch, 144 Hamilton Avenue, Clifton, NJ 07011. [24-1]

US MAIL TO AFRICA (Kenya & Nigeria), 1960's Correspondence of several hundred covers, surface and airmail: Liberties & other Definitives, Commemoratives, Airmails, Aerogrammes, etc. Available individually or as a lot. Inquiries Invited. Brad Arch, 144 Hamilton Avenue, Clifton, NJ 07011. [24-1]

## MODERN POSTAL HISTORY: FOR SALE

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: FOR SALE

WESTERN STATES, ALASKA, HAWAII: Postcards for sale. Extensive stock of early and real photo cards is available. Approvals sent upon request. You pay all postage both ways. Please send your want list to: Frank Novelli, P.O. Box 70726, Las Vegas, NV 89170, or Call (702) 896-5120 evenings. [24-3]

## 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]

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]



## POST CARDS: WANTED

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]

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 Barnsteep 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]

## MISC: WANTED

B.F. STEVENS, U.S. Despatch Agent, London, England - markings wanted. Send copy or on approval with price. Joe H. Crosby, 5009 Barnsteep 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]

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]

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

## MISCELLANEOUS: WANTED

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]

## CANADA: 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]

## FOREIGN: WANTED

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]

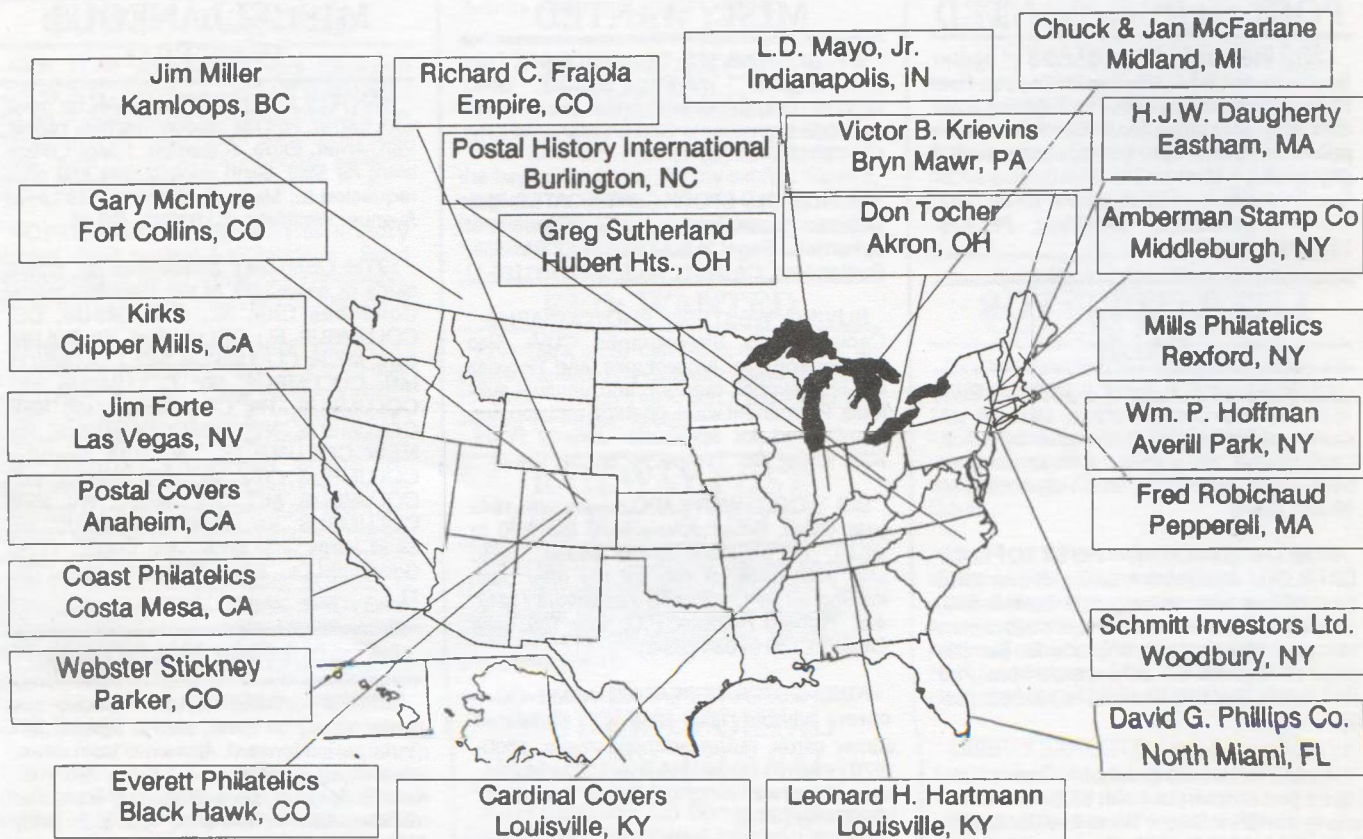
## MILLS PHILATELICS

"Stamps-Covers"  
P.O. Box 221  
Rexford, NY 12148

CARRYING A WIDE VARIETY OF US & FOREIGN  
POSTAL HISTORY

(518) 384-0942 &  
(518) 384-1356 FAX





LET AN AD\* IN LA POSTA PUT YOUR BUSINESS ON THE MAP

### THE POSTAL HISTORY DEALERS MAP

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

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# **RICHARD C. FRAJOLA, INC.**



## **UNITED STATES POSTAL HISTORY**

**PRIVATE TREATY SERVICES**

**PUBLIC AUCTIONS**

**FIFTIETH AUCTION, OCT. 4, 1992**

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**RICHARD C. FRAJOLA, INC.**

**P.O. Box 608, 125 W. Park Ave.**

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