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# LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

NOVEMBER 1992



# LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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**COVER:** *Our cover this month reproduces an 1885 illustration titled "Surrender of the Indians After the Battle of Tippecanoe" This 1811 battle brought peace to the wilderness of Indiana, and is intended to call attention to the fine article by Bob Stets in our current issue which describes the difficulties of establishing mail deliveries to Kaskaskia and Vincennes in late 18th century Northwest Territory.*

## AWARDS:

*Gold Medal, COLOPEX 1987*  
*Silver Medal, CAPEX 1987*  
*Large Silver Medal, AMERIPEX 1986*  
*Silver Medal, PHILA KOREA, 1984*  
*Silver-bronze, AUSIPEX, 1984*

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## PUBLISHER'S PAGE

### A Rich and Varied Feast

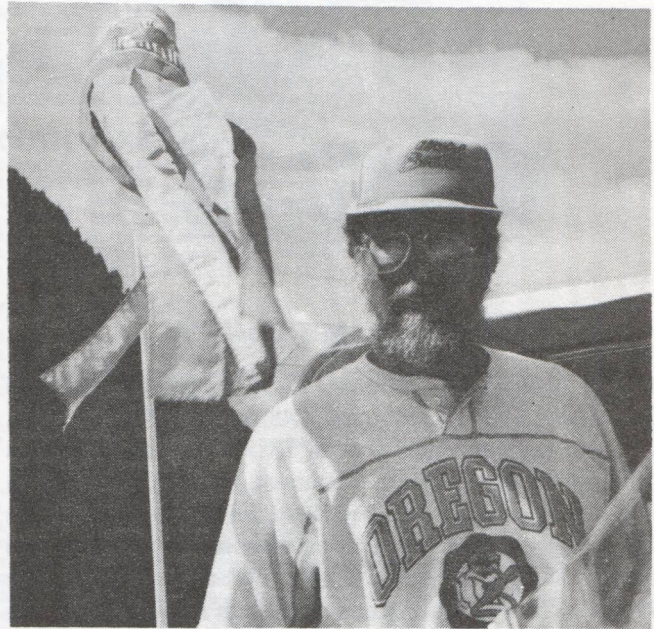
The contents of this issue approach quite closely my vision of *La Posta* as a Journal of American Postal History. We have a few regional articles, we have articles which are heavier on "history" and lighter on "postal", and we have articles which are purely postal. Subjects range from the late 18th century to the late 20th century, and vary from the topical, e.g., hurricanes and Desert Shield/Storm, to the more esoteric (straight line handstamps and special delivery). We have articles which update and continue specialized postmark studies, and we have an article which breaks new ground in tracing the development of post office branches. I believe this to be an exceptionally rich and varied menu, and I can only hope that we will be able to build on this variety in future issues.

I wish to thank everyone who has taken the time to send along information which expands and updates my two previously published installments on U.S. Army censorship in 1942. Although the third part of this series was bumped from the current issue by the contributions of others, I plan to resume publication in our January 1993 issue. Speaking of resumptions, I have received word from **Richard Long** that he plans to publish the Jefferson County portion of his Washington Territorial postmark catalog in our next issue. I am sure our numerous Washington State supporters will be as pleased to hear this news as I was.

### Change of Editorial Policy Regarding Manuscripts

Since this is the final issue of *La Posta* to adhere --in name, if not in fact -- to our organization according to geographic regions, it would seem appropriate to announce our new policy regarding the submission of manuscripts for publication. It is the essence of simplicity: please send all manuscripts to P. O. Box 135, Lake Oswego, OR 97034.

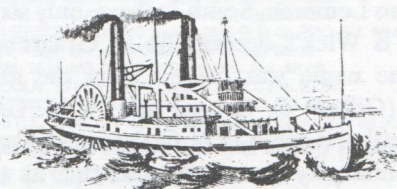
Our requirements in terms of format for submitting manuscripts are very flexible. We would prefer typed work, but will accept hand written articles as long as they are neat and legible. We welcome articles on floppy disks, and can currently read 5 1/4" floppies in ASCII, Word Perfect, or PFS: Professional Write. Illustrations may be in the form of photocopies or photographs. We believe that photocopies are adequate for most cover and postmark illustrations, but prefer photographs if the subjects are other than covers or are covers which can not for some reason be photocopied well. We are continually seeking manuscripts dealing with all aspects of United States and Canadian postal history. We particularly welcome new authors, for the richness of our song is truly a measure of the strength of our choir. If you've been nurturing a pet project, and would like to talk about it, why not give me a call -- Monday through Friday, 9AM to 4PM Pacific, or drop me a line.

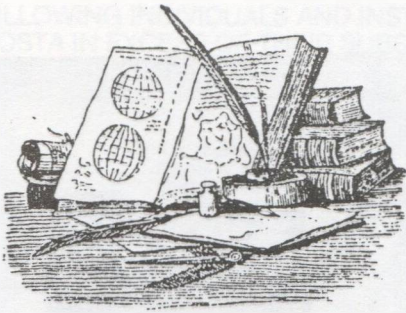


In addition to our varied menu of articles, this issue also boasts a fine varied of mail auctions and net price sales. I would particularly like to call your attention to the postal history literature auction of the Railway Mail Service Library on pages 75 and 76. This sale contains a good variety of Post Office Department publications including a nice run of Postal Guides from 1921 into the 1950's and a couple of copies of the Postal Laws & Regulations. More and more collectors are discovering that these books are absolutely basic building blocks, if one seeks to form a collection of rates and usages, a thematic collection, or even some kinds of geographically defined collections. There is a wealth of information in these books, and they can greatly increase your enjoyment of the hobby.

In closing, I wish to pass along our sincere condolences to the family and friends of **John Mason** of Dallas, **Lynn Brady** of Seattle and **Charles Nettleship** of Tucson. We have lost three fine colleagues in these past few weeks. Each made a major contribution to the hobby in his own way, and we are all diminished by their passing.

Richard W. Helbock





## BOOKS IN REVIEW

Douglas A. Wick, *North Dakota Place Names*. Hedemarken Collectibles, 1988. Hardbound, 248 pages, 8.5"x11" format. Available from the publisher at \$32.45 postpaid P.O. Box 7399 - Northbrook Station, Bismarck, ND 58507.

Doug Wick has produced the definitive book on North Dakota place names. The only previous significant statewide study of ND place names *Origins of North Dakota Place Names* by Mary Ann Barnes, published in 1966, is incomplete and, in some instances, insufficiently researched. It is also arranged by county and does not contain an index. Wick's book contains some 3,200 alphabetically arranged names of cities, towns, railroad sidings, stillborn places, and "copyright" towns. Each place name receives a thumbnail sketch of 125 words or so that locates the place, traces its history and notes interesting residents and facts. At the back of the book is a County Index containing a short history of each county and listing all the place names in that county. The book is profusely illustrated with rare photographs, picture post cards, and postmarks from leading private collections.

A considerable amount of postal history is included in Wick's book, with beginning and ending dates of post offices, names of first postmasters, and exact locations of town sites. The strength of his book, however, is in the short sketches for every place name. Since he was sure some of the place name derivations in the Williams book were incorrect, Wick traveled to every county in the state and talked to well over 1,000 long-time residents. North Dakota is a young state, and there are still many people alive who recall the early days of their community. The result is a book filled with fascinating trivia along with information on location and population for every North Dakota place name.

As an indication of the local color in *North Dakota Place Names*, you need only read Wick's account of Orange, an Adams County post office so named by a playful postmaster in response to Lemmon, South Dakota, only six miles away. Then there is Wick's description of Gragreen in Barnes County: "The name was coined from the names of the postmaster (Gilbert B. Green) and A. H. Gray, both of whom had settled there in 1879. Gragreen was known as 'The Colorful Community' due to the fact that its settlers were named Gray, Green, Brown, Black and White." I also like

Willdo, named as a play on the name of its county seat, Cando; and Whynot, named by early settler Erik Larsgaard. "Settlers wondered why Mr. Larsgaard was erecting a store on his land, and he would always answer, 'Why Not?'"

Anyone interested in place names, and anyone who collects North Dakota postal history, needs this book on their shelf. It is informative, accurate, and just plain fun to browse through.

Murray R. Pearce  
Bismarck, ND

*Cleveland Ohio 13th March*

1806 Cleaveland Manuscript

Cleavland:Oh' July 3



Thomas F. Allen, Editor. *19TH CENTURY CLEVELAND, OHIO POSTAL MARKINGS*. Cleveland: Garfield-Perry Stamp Club, 1991. 7"x10" format, saddle stitched, card cover, 122 pages. Available at \$20 postpaid from Garfield-Perry Stamp Club, 730 Ohio Savings Plaza, 1801 East Ninth Street, Cleveland, OH 44114.

Tom Allen, editor and principal compiler, has produced a wonderful model for anyone thinking of writing a book summarizing the history of postal markings of a city. Tom's Cleveland contains chapters covering all the 19th century postmark forms (manuscript, straight line, box, circles, etc.), the rate markings, and service markings (UNCLAIMED, MISSENT, FORWARDED, etc.). Each chapter illustrates the particular marking being considered, both with careful tracings and clear photographs, and provides tabular data concerning known dates of use, number of examples recorded, and so forth.

Chapters on certain subjects have been authored by specialists. Richard H. Parker wrote the chapter on "Cleveland Post Office Stations", Reg Morris contributed a chapter on "19th Century Machine Cancels of Cleveland", and Richard Graham co-authored with Tom the chapter on "Cleveland Circular Townmarks and the Post Office Department Government Issue; Early Duplex".

The book is printed on glossy paper which enhances the quality of the numerous photographs used to support the text. Organization of subjects is straight forward, and an expanded "Table of Contents" makes it easy to locate information on a particular kind of postmark or service marking.

All in all, Tom Allen and his cohorts have produced a shining example to us all of how to compile a city specific postal marking history. I'm pleased to recommend this work to anyone building a United States postal history reference library, and, in particular, anyone contemplating a research project dealing with the postmarks of their city.

RWH

## RANDY STEHLE MAIL BID SALE NO. 44

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### CALIFORNIA

1. ABERDEEN, 1927, G + 4-bar on PPC (21-34 per.). Est. \$8.00
2. ARROLADO, 1911, G + 4-bar overstruck on PPC (10-15) Est. \$5.00
3. BARNWELL/REC'D., 1912 F cds as originating mark on PPC (07-15) E\$18
4. DALY CITY, 1914, G 4-bar on PPC (13-17) Est. \$10.00
5. DOLGEVILLE, 1909, F 4-bar on PPC (09-11) Est. \$12.00
6. ERLE, 1909, G Type 1 Doane on PPC (92-09). Est. \$10.00
7. FALK, 1908, F 4-bar on PPC (99-35). Est. \$5.00
8. FIRMIN, 1912, F 4-bar on PPC (11-12). Est. \$20.00
9. FOSTERIA, 1907m G + cds on PPC w/crease (03-18). Est. \$10.00
10. FRESNO FLATS, 1909, G + Doane on PPC (73-12). Est. \$8.00
11. GENEVA, 1908, F 4-bar on PPC (99-11). Est. \$12.00
12. GIBSON STA./SAN PEDRO, ca.1920, VG duplex on PPC (20-48) Est. \$4.00
13. GIBSONVILLE, 1908, F Doane on PPC (55-10). Est. \$12.00
14. HAYDEN HILL, 1909, G + duplex on PPC (87/19). Est. \$5.00
15. INDIANOLA, 1906, F Doane rec'd. on PPC w/stamp gone (00-15) E\$8
16. KESWICK, 1918, F 4-bar on PPC (98-23). Est. \$5.00
17. LONETREE, 1911, G Doane on PPC w/skinned areas (00-11). Est. \$5.00
18. LOVERS LEAP, 1923, F 4-bar on PPC (19-29). Est. \$10.00
19. MICHIGAN BAR, 1912, F cds on PPC (55-35). Est. \$5.00
20. MIDWAY, 1911, VG 4-bar on PPC (70-18). Est. \$8.00
21. MOCALNO, 1925, F 4-bar on cover (15-37). Est. \$20.00
22. NAPA JUNCTION, 1909, VG 4-bar on PPC (75-33). Est. \$7.00
23. NARANJO, 1908, VG cds on PPC (01/18). Est. \$10.00
24. PERRY, 1905, F Doane rec'd. on PPC (05-18). Est. \$10.00
25. PINEFLAT, 1910, G Doane as forwarding mark, overstruck on PPC (00-32 per) E\$5
26. REDWINE, 1910, G + Doane rec'd. & overstruck on PPC (04-15). Est. \$5
27. REIFF, 1914, F 4-bar on PPC w/stain @ far left (81-18 per.) E\$5
28. SHERMAN, 1925, VG duplex (Not in LA Co. book) on PPC (99-27) E\$5
29. SILSBEE, 1909, VG 4-bar rec'd. on PPC (02-09). Est. \$10.00
30. TERALTA, 1912, F 4-bar on PPC (11-12). Est. \$10.00
31. THOMASSON, 1907, VG 4-bar on PPC (07-13). Est. \$15.00
32. VISTA GRANDE, 1911, G + 4-bar on PPC (08-13). Est. \$8.00
33. WATTS, 1905, F Doane on cover w/interesting ltr. (04-21). E\$5
34. WITTER, 1908, VG 4-bar on PPC (01-13). Est. \$8.00

### COLORADO

35. ABBEY, 1913, VG 4-bar overstruck on PPC (91-14). Est. \$8.00
36. BONANZA, 1908, G + 4-bar rec'd. on PPC (80/38). Est. \$6.00
37. CARR CROSSING, 1919, F 4-bar as forwarding mark on PPC w/crease & tear (15-30). Est. \$6.00
38. EL MORO, 1913, G + 4-bar on PPC (78/33). Est. \$7.00
39. GOOD PASTURE, 1909, VG Doane on PPC (95-23). Est. \$8.00
40. ILSE, 1915, F 4-bar on PPC (84/29). Est. \$10.00
41. MONARCH, 1907, G + light 4-bar rec'd. on PPC (07-09 per.) Est. \$8.00
42. NORRIE, 1911, F 4-bar on PPC (94/18). Est. \$15.00
43. OPAL, 1920, VG 4-bar on PPC (13-23). Est. \$15.00
44. PINNEO, 1914, F 4-bar w/o stamp on PPC (only 20-31 listed for 20th cent.) Est. \$5.00
45. SITTON, 1909, poor 4-bar on PPC (06-17). Est. \$4.00
46. SMUGGLER, 1909, F ms. emergency usage (95-28). Est. \$20.00
47. TUTTLE, 1908, VG light 4-bar rec'd. on PPC (93-18). Est. \$7.00
48. VALLERY, 1913, F 4-bar on PPC (07/19). Est. \$20.00
49. VETA PASS, 1914, VG 4-bar off @ top (11-35). Est. \$5.00

### IDAHO

50. BLACK BEAR, 1914, VG 4-bar, 1/2 struck on stamp, on PPC (03-19) E\$12
51. SUNSET, 1917, F 4-bar on PPC (13/29). Est. \$12.00
52. WESTMOND, 1912, F 4-bar on PPC ("IDAHO" not strk) (03-25). Est. \$5

### NEBRASKA

53. AGEE, 1910, F 4-bar on PPC (82-53). Est. \$5.00
54. BELMAR, 1918, VG 4-bar on PPC (10-41). Est. \$5.00
55. CUMMINSVILLE, 1911, VG light 4-bar on PPC (80-37). Est. \$5.00
56. BRADISH, ca.1915 (no indicia), G + light cds on PPC (88-44). Est. \$4.
57. DENMARK, 1909, G + cds on PPC (00-19). Est. \$8.00
58. DE SOTO, 1910, VG cds on PPC (95-33). Est. \$8.00
59. FARGO, 1908, G Doane on creased PPC ("F" & "R" partial; "A" not strk) (95-13). Est. \$5.00
60. FORD, 1908, F 4-bar rec'd. & overstrk on PPC (07-13). Est. \$12.00
61. HARLAN, 1910, VG 4-bar on PPC (92/21). Est. \$7.00
62. HILTON, 1912, F 4-bar on PPC (10-32). Est. \$7.00
63. JELEN, 1909, VG light Doane on PPC w/o stamp (04-16). Est. \$8.00
64. KIRKWOOD, 1910, G Ty 1 Doane on PPC (82-22). Est. \$5.00
65. KANORADO, 1909, F Doane on PPC (89-12). Est. \$10.00
66. KOWANDA, 1911, F 4-bar on PPC (88-21). Est. \$8.00
67. LAKE, 1910, F Doane on PPC (04-22). Est. \$8.00
68. MYNARD, 1910, F 4-bar on PPC (94-39). Est. \$5.00
69. NACCOIA, 1909, VG light 4-bar on PPC (92/43). Est. \$4.00
70. SELDEN, 1908, F 4-bar on PPC (99/30). Est. \$5.00
71. SIOUX, 1908, F 4-bar on PPC (95-14). Est. \$8.00
72. STEWARTSDALE, 1914, VG magenta 4-bar on PPC (83-17). Est. \$7.00
73. TATE, 1909, F cds on PPC (81-20). Est. \$8.00
74. VIOLET, 1916, F 4-bar on PPC (83-35). Est. \$5.00
75. WAREHAM, 1910, F 4-bar on PPC (07-13). Est. \$15.00
76. WYOMING, 1910, F 4-bar on PPC w/stamp gone (58-28). Est. \$4.00

### NORTH DAKOTA

77. CUMINGS, 1920, F 4-bar on PPC (81-22). Est. \$5.00
78. GIESE, 1910, G + light 4-bar (final "E" not strk) on PPC (10-14). E\$10
79. GRIFFIN, 1908, F 4-bar rec'd. on PPC (08-30). Est. \$6.00

### OREGON

80. ALTHOUSE, ca.1890, G cds ("SE" not struck) as backstamp on toned & creased cover misent there (77-07). Est. \$8.00
81. EDENBOWER, 1909, F 4-bar on PPC (09-19). Est. \$15.00
82. EUGENE CITY, ca.1880, G + cds on PSE w/stain @ bottom (53-89) Est. \$6.
83. MELVILLE, 1907, VG cds on PPC (91-22). Est. \$10.00
84. OCEANVIEW, 1908, F Doane on PPC (87/16). Est. \$6.00

### SOUTH DAKOTA

85. BAILEY, 1908, F 4-bar rec'd. on PPC (w/o stamp) off @ bottom (88-27) E\$4
86. ELBON, 1911, G + 4-bar on PPC w/skinned area @ lower left (06-27) E\$4
87. MAGNET, 1912, VG 4-bar on PPC (10-14). Est. \$15.00
88. NORDEN, 1908, F 4-bar on PPC (07-12). Est. \$12.00
89. SPINK, 1909, F 4-bar on PPC (72-14). Est. \$8.00
90. WINANS, 1907, G + Doane rec'd. on toned PPC (94-08). Est. \$7.00
91. WOKAMA, 1908, VG 4-bar on PPC (07-08). Est. \$20.00

### WASHINGTON

92. CARLSLE, ca.1920, VG 4-bar on PPC (13-35). Est. \$5.00
93. CHARD, 1909, VG 4-bar rec'd. on PPC (87-11). Est. \$8.00
94. HANFORD/REC'D., 1907, F cds rec'd. on PPC (08-08). Est. \$6.00
95. MILITARY STA./TACOMA, 1910, G + duplex on PPC (not listed for this year). Est. \$15.00
96. WHITE BLUFFS, 1909, G 4-bar on PPC (07-43). Est. \$4.00
97. YOUNGSTOWN, 1908, VG Doane on PPC (05-09). Est. \$5.00

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

98. ABERDEEN & MILES CITY, 1908, VG (871-K-3) on PPC. Est. \$6.00
99. AURORA & SARGENT, 1909, VG (947-2-B-1) on PPC. Est. \$6.00
100. B. PLAINE & SANBORN, 1913, F (790-1-A-1) on PPC. Est. \$6.00
101. BILL & HELENA, 1888, F (New Type) on cover w/10mm tear @ right. E\$15
102. BRIDGEPORT & GUERNSEY, 1911, G (946-F-1) on PPC ("RPO" not strk) E\$10
103. BROOKINGS & GETTYS, 1908, VG (887-2-A-3) off a bit @ top on PPC. E\$8
104. BURL & WASH., 1911, VG (774-C-3) on PPC. Est. \$8.00
105. BUTTE & SEATTLE/W.D., 1910, VG (871-M-1) on PPC. Est. \$10.00
106. CARRINGTON & TURTLE LAKE, 1908, VG (New Type) on PPC. Est. \$8.00
107. CHAMPAIGN & Hav., 1909, VG (715-E-1) on PPC. Est. \$6.00
108. CHI. IRENE & DUB.NIGHT, 1907, G + (723-E-1) on PPC ("NIGHT" partially strk). E\$5
109. CLARINDA & BIGELOW, 1909, VG (798-B-2) on PPC. Est. \$10.00
110. COLUMBUS & SPALD., 1912, VG (New Type) on PPC. Est. \$10.00
111. COUNCIL BLUFFS & K.C., 1911, VG (New Type) on PPC. Est. \$6.00
112. CRESTON & CUMBERLAND, 1908, VG ("00-B-1) on PPC. Est. \$6.00
113. CREST. & ST. JOE, 1909, F (New Type) on PPC. Est. \$6.00
114. DEADWOOD & CHAD., 1909, F (936-G-1) on PPC. Est. \$6.00
115. DENV. & KREMMUNG, 1907, F (962-2-C-1) on PPC. Est. \$12.00
116. DEN. & SIL. PLUME, 1916, VG (952-E-1) on PPC (two strikes, 50% overlap) Est. \$8.00
117. DRIFTWOOD & REDBANKFUR., 1908, VG (New Type) on cover. Est. \$8.00
118. EASTPORT & S(POKAN)E, 1917, VG partial (908-2-B-2) on PPC. Est. \$6.00
119. (EH)RHARDT & GREENPOND, 1917, VG partial (248-1-B-1) on PPC. Est. \$8.
120. ELROY & PIERRE/E.D., 1927, G + (886-L-1) on PPC. Est. \$5.00
121. (FLO)RENCE & ARK. CITY, 1909, VG partial (919-C-4) on PPC. Est. \$5.00
122. GERMANIA & DOWS, 1908, VG (803-F-1) on PPC. Est. \$6.00
123. HEMPSTEAD & LLANO, 1908, G + (474-D-4) on PPC. Est. \$8.00
124. HERON LAKE & PIPESTONE, 1907, VG (870-G-1) on PPC. Est. \$6.00
125. K.C. & COLO. SPRINGS, 1907, VG (922-AF-1) on PPC. Est. \$10.00
126. K.C. & VIRGINIA, 1907, G + (923-4-A-1) on PPC. Est. \$5.00
127. K.C. & VIRGINIA, 1908, VG (923-4-A-2) on PPC. Est. \$6.00
128. KEOKUK & REDOAK, 1909, F (787-3-B-1) on PPC. Est. \$8.00
129. KLAMATH (FALLS) & WEED, 1913 G partial (900-4-A-1) on PPC. Est. \$7.00
130. LACONIA & ALTON BAY, 1913, G (23-E-1) on Parcel Post Stamp on PPC. E\$8
131. LINC. & BILLINGS/W.D., 1909, F (946-R-1) on PPC. Est. \$6.00
132. MARION & K. City, 1908, VG (New Type) on PPC. Est. \$6.00
133. MEM. & SO. MC ALESTER, 1907, G light (455-1) on PPC. Est. \$6.00
134. MO. VAL. & LINCOLN, 1909, G + (943-3-A-1) on PPC. Est. \$5.00
135. NEB. CITY & HOLDREGE, 1911 F (New Type) on PPC. Est. \$8.00
136. NILES & LISBON, 1911, VG (558-J-1) on PPC. Est. \$8.00
137. NILES & SAN JOSE, 1912, VG (992-9-A-1) on PPC. Est. \$8.00
138. OGDENSBURG & UTICA, 1905, VG (104-G-2) on PPC. Est. \$6.00
139. OMAHA & L. CITY, 1910, VG (New Type) on PPC. Est. \$6.00
140. OMAHA & OAKDALE, 1912, G (New Type) on PPC. Est. \$5.00
141. OROVILLE & SPOKANE, 1912, VG (902-1-F-1) on PPC. Est. \$6.00
142. OWENYO & (MO)JAIVE, 1932, VG partial (990-F-1) on PPC. Est. \$8.00
143. PAJARO & SANTA CR(UZ), 1908, partial (980-F-1) on PPC. Est. \$5.00
144. PEORIA & QUINCY, 1912, VG (987-I-1) on PPC. Est. \$6.00
145. PHOENIX & LOS ANG., 1915, F (987-2-A-1) on PPC. Est. \$15.00
146. PITTS & CHANUTE, 1911, VG (909-AE-2) off a bit @ top of PPC. E\$8
147. PORTERSV. & COALINGA, 1911, VG (992-3-E-1) on PPC (30% stamp gone) E\$12
148. PUEBLO & CREEDE, 1912, F (980-C-2) on PPC. Est. \$7.00
149. RED OAK & LINCOLN, 1911 F (New Type) on PPC. Est. \$7.00
150. ST. JOSEPH & NELSON, 1913, VG (832-E-3) on PPC. Est. \$6.00
151. ROCK (ISLAND) & OSKAL., 1912, partial (754-F-1) on PPC. Est. \$5.00
152. ST. P & SPOK/2ND DIV., 1907, F (New Type) on PPC. Est. \$6.00
153. SALAMANCA & CHI., 1913, VG (550-L-1) on PPC. Est. \$6.00
154. S(AL)INA & MC PHERSON, 1909, VG partial (925-B-1) on PPC. Est. \$6.00
155. SALINA & OAKLEY, 1914, G + (925-C-2) on PPC. Est. \$5.00
156. SEAT. & HOQUIAM, 1910, VG (901-4-D-1) on PPC. Est. \$6.00
157. SIOUX CY. & LINCOLN, 1914, F (New Type) on PPC. Est. \$6.00
158. SPOK. & PENDLETON, 1912, VG (896-5-D-1) on PPC. Est. \$6.00
159. SPOKANE & SEATTLE, 1895, G + light (New Type) on cover. Est. \$8.00

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

**CLOSING DATE: NOVEMBER 30, 1992 (10 PM PDT)**

## TOM EDISON MAIL SALE NO. 6

### Box 822, Oakland, CA 94604

All on postcards except where noted

### CALIFORNIA: DPOs, COLORED, NON-STANDARDS

1. ALLIANCE, 1910, G (bit faint), 4-bar (92-20). Est. \$8.00
2. ATCHISON, 1909, G ("ON" didn't print), 4-bar (92-20) E\$8
3. ATASCADERO, 1910, VF, red, dbl ring NON STD. (14-date) E\$8
4. BERN, 1908, VF DOANE (04-32). Est. \$7.00
5. BEND, 1916, F 4-bar (wide spaced), oversik (97-35). Est. \$8.00
6. BLACKS STATION, 1909, F DOANE (76-15). Est. \$12.00
7. BLACK STATION, 1907, VF DOANE (76-15). Est. \$8.00
8. BODIE, 1911, F DUPLEX (77-44). Est. \$8.00
9. BRUCEVILLE, 1913, F 4-bar (wide spaced) (98-16). Est. \$12.00
10. BURROUGH, 1912, F 4-bar (wide spaced) (89-17). Est. \$12.00
11. CAMPTONVILLE, 1908, VG red NON STD. cds (1854/Date) Est. \$5.00
12. CAMPTONVILLE, 1909, VG red 4-bar (1854/Date) Est. \$5.00
13. CEMENT, 1905, VG target (03-28). Est. \$8.00
14. CHINA FLAT, 1907, VF DOANE (78-15). Est. \$10.00
15. CHINA FLAT, 1913, F 4-bar (78-15). Est. \$8.00
16. CHINO, CAL/REC'D, 1911, F cds ORIGINATING cancel. Est. \$5.00
17. CUDDEBACK, 1909, VG 4-bar (95-14) Est. \$8.00
18. DALY CITY, 1915, F 4-bar (wide spaced) (1913-date). Est. \$5.00
19. DUNCAN MILLS/CALIFORNIA, 1928, F dbl. ring NON STD.. Est. \$5.00
20. DYERVILLE, 1910, F 4-bar (90-37). Est. \$3.00
21. EDEN VALE, 1908, VF target (93-16). Est. \$10.00
22. EDEN VALE, 1911, F 4-bar (93-16). Est. \$8.00
23. ELDER, CALA., 1909, G 4-bar, stamp missing (93-13). Est. \$5.00
24. EASTON, 1910, F 4-bar as receiving (09-16) Est. \$12.00
25. EAST NICOLAUS, 1919, VG violet 4-bar on cvr. Est. \$3.00
26. ECHO, 1908, VF Doane (88-13). Est. \$6.00
27. FERNLEY, 1910, VG Doane (88-13). Est. \$10.00
28. FORT ROSS, 1916, F 4-bar (77-28). Est. \$8.00
29. FALK, 1912, F 4-bar, invert dial (99-35). Est. \$4.00
30. FLOYD, 1910, F Doane (08-11). Est. \$22.00
- 30A FELIX, 1919, F target cds on 1918 XMAS SEAL used for postage. E\$20
31. GIBSONVILLE, 1909, VF Doane (55-10). Est. \$10.00
32. GRAND ISLAND, 1907, F Doane (54-16). Est. \$12.00
33. HERMON, 1907, VG Doane as receiving (04-11). Est. \$5.00
34. LA JOLLA, CAL., F BOXED NON-STD. Est. \$4.00
35. LAWRENCE, 1911, F DUPLEX (87-35). Est. \$7.00
- 35A LIVERMORE, ARROYO SANITARIUM STA. 1937, F 4-bar. Est. \$5.00
36. LYTTON, 1911, VF Dbl circle NON STD (95-54). Est. \$7.00
- 36A MAINE PRAIRIE, 1911, F 4-bar (61-13). Est. \$12.00
37. MARK WEST, 1911, F 4-bar (65-17). Est. \$8.00
38. MERIDIAN, 1909, VG target (63-date). Est. \$3.00
39. SANTA YSABEL, 1912, F Doane w/vocal dial. Est. \$5.00
40. MICHIGAN BAR, 1910, VG target (55-35). Est. \$5.00
41. MONMOUTH, 1915, VF 4-bar (08-19). Est. \$12.00
42. MONTECITO, 1907, F DUPLEX (88-14). Est. \$12.00
43. MOSS BEACH, 1913, F Dbl. ring NON STD, Recv. Est. \$10.00
44. MOUNTAIN HOUSE/SIERRA CO., ca. 1910, VG NON STD (74-11). Est. \$15.00
45. MYNES, 1912, VF 4-bar (98-48). Est. \$3.00
46. NOYO, 1911, F Doane (72-18). Est. \$10.00
47. ORANGEHURST, 1911, VG 4-bar (08-16). Est. \$20.00
48. PARIS, 1910, VG 4-bar (03-12). Est. \$12.00
49. PLEASANT VALLEY, 1909, F 4-bar (64-17). Est. \$8.00
50. PRESIDIO, 1902, F DUPLEX on PO Card (88-02). Est. \$5.00
51. PRIZE, 1907, F target (00-09). Est. \$12.00
52. ROSEDALE, 1910, VF 4-bar (91-13). Est. \$8.00
53. SEQUOIA, 1910, VF Doane (88-15). Est. \$15.00
54. SKAGGS, 1906, F dbl. ring NON STD, Recv. (95-27) Est. \$10.00
55. SEIGLER SPRINGS, 1916, VF red 4-bar (15-68). Est. \$10.00
56. SLATINGTON, 1908, VF 4-bar (93-20). Est. \$8.00
57. STENT, 1908, F 4-bar (95-25). Est. \$8.00
58. THOMASSON, 1913, F 4-bar (07-13). Est. \$12.00
59. URBAN, 1911, F 4-bar (09-12). Est. \$20.00
60. VADE/CALIF., 1929, G Urge doa. NON STD (12-61). Est. \$5.00
61. VERONA, 1911, VG 4-bar receiving (97-41). Est. \$3.00
62. VOLTA, 1909, F Doane (90-59). Est. \$5.00
63. WEST BUTTE, 1913, VF 4-bar (63-30). Est. \$5.00
64. WOODWARD, 1911, F 4-bar (01-13). Est. \$12.00
65. WYNOLA, 1910, VG target receiving (89-13). Est. \$10.00
66. WRIGHTS (SKYLAND RURAL STA), 1911, VG 4-bar. Est. \$10.00

### CALIFORNIA RFDs

67. ANAHEIM, undated, VF cvr, on Scott 332 previously used. Est. \$10.00
68. AUBURN, 1905, VG, legible. Est. \$8.00
69. CAMPBELL, 1902, VF strike on frayed cvr. Est. \$10.00
70. CONCORD, 1905, VG. Est. \$10.00
71. FORT JONES, 1909, F. Est. \$10.00
72. LATHROP, 1908, F. Est. \$10.00
73. LATON, 1907, F, "CAL" for California. Est. \$10.00
74. LATON, 1910, VF, blue, "CALIF" for California. Est. \$10.00
75. MADERA, 1906, F. Est. \$10.00
76. MARTINEZ, 1908, F. Est. \$10.00
77. REDWOOD CITY, 1908, F. Est. \$10.00
78. SACRAMENTO, 1904, F cover. Est. \$10.00
79. SEBASTAPOL, 1902, F on UX14. Est. \$10.00

### CALIFORNIA: Carrier Delayed Delivery Aux. Markings. Est \$5 each.

80. OAKLAND, 1896, "NOT DELIVERED BY CARRIER FOR WANT OF TIME". 3 lines w/date.
81. OAKLAND, 1906, "NOT DELIVERED BY CARRIER FOR WANT OF TIME". 2 lines
82. SANTA BARBARA, 1905, "FAILED OF DELIVERY FOR WANT OF TIME". 2 lines
83. SANTA CRUZ, 1910, "COULD NOT DELIVER IN 8 HOURS" one line.

84. SACRAMENTO, 1909, "RET'D TO P.O. FOR WANT OF TIME." one line.
85. STOCKTON, 1909, "NOT DELIVERED BY CARRIER FOR WANT OF TIME". 2 lines
86. WATSONVILLE, 1914, "TIME EXHAUSTED". one line.
87. WEST BERKLEY, 1910, "NOT DELIVERED BY CARRIER FOR WANT OF TIME". 2 lines

### CALIFORNIA ILLUSTRATED CORNER COVERS. Est. \$12 each.

88. GILROY, 1923, Hotel Millas & Restaurant.
89. LOS GATOS, 1915, Hotel Lyndon.
90. MARTINEZ, 1921, Hotel Martinez w/illus. sheet enclosure.
91. MARYSVILLE, 1919, Western Hotel w/3 illus. sheets enclosure.
92. SANTA CRUZ, 1905, Mammoth Redwood-Big Basin Park. Illus. encl.
93. SAN FRANCISCO, 1905, Sterling Furniture Co.
94. SAN LUIS OBISPO, 1920, Hotel Andrews w/ 4 illus. sheet enclosure.

### OTHER STATES

95. COLO: BOWERMAN, 1908, VF DOANE (03-10). Est. \$30.00
96. COLO: CURTIS, 1908, F 4-bar (01-15). Est. \$15.00
97. COLO: GEM, 1911, F 4-bar (07-13). Est. \$15.00
98. COLO: GEM, 1912, F 4-bar w/new ltrs & bar spacing (07-13). Est. \$15.00
99. DAKTER: FLANDREAU, 1880, Red DUPLEX w/STAR, recvmg. Est. \$5.00
100. DAKTER: MADISON, 1882, F cds on UX card. Est. \$5.00
101. DAKTER: SIOUX FALLS, 1881, F dcds w/D-IN-CIRCLE. LL cnr crease. E\$7
102. MICH: GENESEEVILLE, NOV 1883 mss. cvr. on 2c brown (1857-92) E\$20.00
103. MICH: GENESEEVILLAGE, JAN 1884 mss. cvr. Apparent name change. E\$20.00
104. MICH: INGALLS/MENOMINEE CO., 1885, saw tooth oval w/killer. Est. \$10.
105. N.MEX: BIBO, 1909, VF Doane (95-20). Est. \$30.00
106. UTAH: MARION, 1908, F target (98-13). Est. \$25.00

### RPOs (Towle numbers) w/NEW TYPE (NT) Described

107. AKRON & DELPHOS, 1912, F (597-A-1). Est. \$5.00
108. A.LEA & WATERLOO, 1910, F (760-C-1). Est. \$5.00
109. ALB. LEA & BUR., 1908, VG (NT) Diff. spelling. Est. \$7.00
110. ALBURG & BOSTON, 1912, F (41-Q-1). Est. \$4.00
111. ALBUQUERQUE & ASHFORK, 1916, VF (964-D-1). Est. \$4.00
112. ALB & EL PASO, 1910, F (NT) 29mm dial. Est. \$10.00
113. ALBUQ & EL PASO, 1924, F (NT) diff. spacing & w/tr. no. Est. \$7.00
114. ALBQ & WILLIAMS, 1907, G ("MS" & "O" not strk). Est. \$7.00
115. ALBUQUERQUE, N.M. TER., 1915, VF. Est. \$5.00
116. AMARILLO & ALBUQ., E.D., 1943, F (928-C-1). Est. \$4.00
117. AMAR. & ALBUQ., 1942, F (NT) diff. spelling. Est. \$7.00
118. AMARILLO & PECOS, 1910, light strk. (966-B-2). Est. \$4.00
119. ANTLER & RUGBY, 1909, F (876-1-A-1). Est. \$5.00
120. ASHLAND & MILW., 1909, F (5% off) (851-1-1). Est. \$4.00
121. ASHLAND & MILW., 1893, F (NT) 28 mm. dial. Est. \$7.00
122. ASH. ABB & MILW., 1909, VG (NT) diff. spelling. Est. \$10.00
123. ASHEV. & MURPHY, 1901, F cvr (334-D-1). Est. \$6.00
124. ATLANTA & N.O., VG 1909 cvr (354-L-1). Est. \$5.00
125. ATCH & LENORA, F 1909 (908-E-1). Est. \$10.00
126. ATOKA & OKLA., 1909, VG (NT) diff. spelling. Est. \$10.00
127. AURORA & KEARNEY, 1914, F (947.2-A-1). Est. \$5.00
128. BAYVIEW & GRAND RAP., 1913, F (632-B-1). Est. \$5.00
129. BENTON HARBOR & LOUISV., 1906, F (NT) diff. spelling. Est. \$8.00
130. BIG RAPS. H. CY & DET., 1907, VG (622-L-1). Est. \$5.00
131. BINCHAM LAKE & CURRIE, 1908, F (870-F-1). Est. \$15.00
132. BIR. ATTALLA & CALERA, 1911, G ("ARE" not strk) (NT) diff. spelling. Est. \$7
133. BLAINE & SEATTLE, 1909, VG (903-A-2). Est. \$3.00
134. B.L. GLENWOOD & ST.P., 1908, F (880-1-C-2). Est. \$5.00
- 134A BOS. & CAPE COD, 1911, F (NT) 29 mm. dial. Est. \$6.00
135. BOS. & POUGHKEEPSIE, 1908, F (54-O-1). Est. \$4.00
136. BOS. SPRING & N.Y., 1909, VF (80-M-3). Est. \$3.00
137. BOISE & HUNTINGTON, 1914, F (898-D-1). Est. \$10.00
138. BROWN & CLOVIS, 1981, F (NT) diff. spelling. Est. \$5.00
139. BUFFALO & EMPO., 1908, VF (146-D-1). Est. \$4.00
140. BURL & CARROLLTON, 1923, VG (750-E-2). Est. \$4.00
141. CANANDAIGUA & WMSPT., 1905 F (193-I-1). Est. \$5.00
142. CENTRALIA & SOUTHBEND, 1922, F (01.3-A-1) stamp torn. Est. \$5.00
143. CHATHAM & N.Y., F (108-G-1). Est. \$4.00
144. CHEBOY & BAY CITY, 1912, G (843-E-1) 20% lower rim missing. Est. \$3.00
145. CHI. C.RAP. & C.BLUFFS, 1909, VG (NT) closer spacing. Est. \$5.00
146. CHI. ELROY & DUL., 1910, VG (860-D-1). Est. \$4.00
147. CHI. ELROY & ST.P./CHI TO EL, 1903 (NT) diff spelling/spacing. Est. \$5.00
148. CHI. & LAKEGENEVA, 1910, F (882-F-2). Est. \$4.00
- 148A CHI. OREGON & M'PLS., 1912, VF (NT) diff. spacing. Est. \$5.00
149. CHI. W.LIB. & OMAHA, 1915, VF (NT) new spacing. Est. \$5.00
150. CHEY & POCATELLO, 1909, F (932-Q-1). Est. \$5.00
151. CLARKSBURG & BUCK., 1882, F cvr (279-C-1). Est. \$10.00
152. COBRE & ELY, 1912, F (NT) new spacing. Est. \$15.00
153. COFFEYVILLE & L. ROCK, 1909, VF (453-F-2). Est. \$5.00
154. COLUMBUS & SPALLD., 1909, VF (NT) diff. spelling. Est. \$8.00
155. COL. & NORFOLK/WD, 1908, VF (NT) diff. spelling. Est. \$6.00
156. COLS. & NORFOLK/WD, 1948, F (NT) diff. spelling/spacing. Est. \$5.00
157. DEADWOOD & EDMONT, 1906, VF (NT) diff. spelling. Est. \$5.00
158. DES. M. & CAINSVILLE, 1917, F (NT) diff. spelling. Est. \$8.00
159. DES. MOINES & K.C., 1908, F (NT) diff. spelling. Est. \$8.00
160. DICK. & ALLENSCREEK, 1909, F (521-1-A-2). Est. \$5.00
161. DUBUQUE & CHAMB/WD, 1909, F (NT) diff. spacing. Est. \$5.00
162. DUB. & CHAMB/WD, 1915, F (NT) diff. spelling. Est. \$5.00
163. DUB. & MENDOTA, 1884, F (723-F-1). Est. \$5.00
164. DULUTH & STAPLES, 1914 F (NT) diff. spacing. Est. \$5.00

Standard rules apply. Minimum Bid \$3.00. Xerox for 10c & S.A.S.E. Phone bids OK. (510) 832-5464  
CLOSING DATE: 10 PM (PST) DEC 4 1992

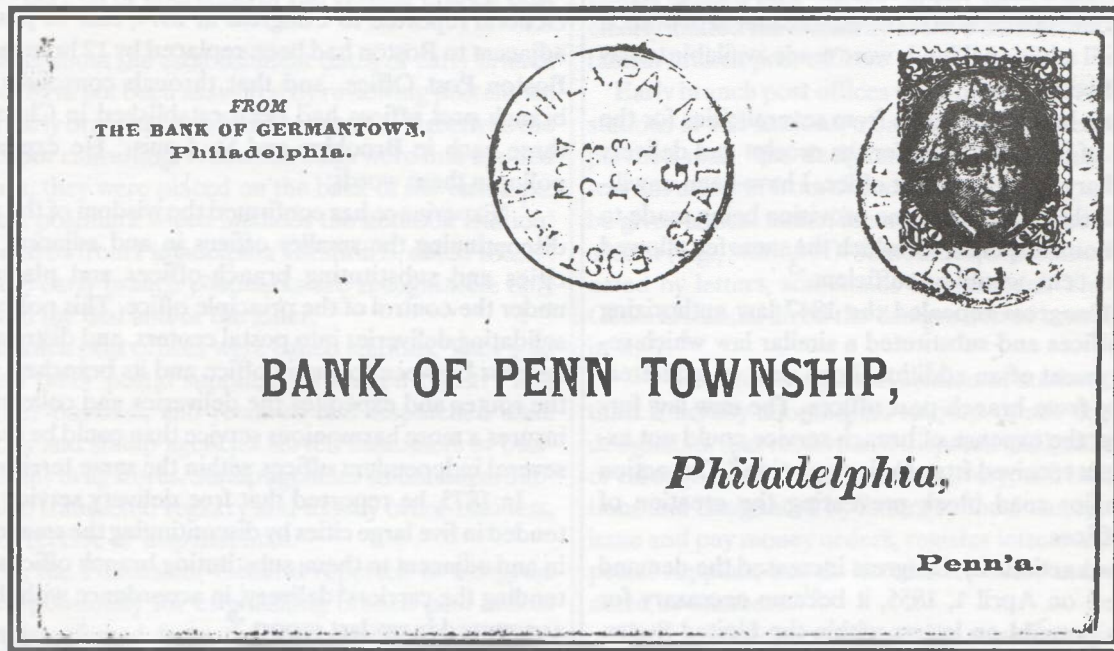


Figure 1. This cover bears an early Philadelphia Station G postmark. Postmarks of this type have been recorded from Philadelphia stations as early as 1863. (Courtesy of Tom Clarke)

## THE DEVELOPMENT OF BRANCH POST OFFICES

By Dennis H. Pack

When Samuel Osgood became the first postmaster general in 1789, the United States had 75 post offices and 1,875 miles of post roads<sup>1</sup> to serve a population of 3.9 million. The population grew rapidly, reaching 31.4 million in 1860, and 92 million in 1910. The demand for postal services increased as the population increased. The Post Office Department sought to meet the demand in a number of ways, including the development of branch post offices.

This article discusses the history of the development of branch post offices, some postal markings used by branch post offices, and official sources of information about branch post offices. Initially, the term branch post office is used as it was by the Post Office Department, to refer to any postal unit which supplied services to the public and was under, or reported to, a post office.

Branch post offices were needed because the population in urban areas increased. In 1790, only three percent of the US population lived in communities with 8,000 or more inhabitants. The number increased to 16 percent by 1860, and 33 percent by 1900. Cities grew through consolidation and expansion. Philadelphia had 113,000 inhabitants in 1820, 565,000 in 1860, and 1.3 million in 1910. The population of New York grew even faster, from 134,000 in 1820 to one million in 1860, and 3.5 million in 1910.<sup>2</sup>

The rapid growth of urban centers posed special problems for the Post Office Department. For the most part,

each town or city had only one post office, which meant that some patrons had to travel long distances to receive and mail letters. The Postal Act of 1794 made provision for local delivery of letters with the payment of an additional fee, but the service was optional, and most postmasters ignored it. Private collection and delivery services flourished in some large cities in the 1840's. People liked the convenience of not having to go to the post office for their mail.

In 1847, Congress authorized the establishment of branch post offices "to facilitate the operation of the post office, in any city or place, which, in the opinion of the Postmaster-General, may require such additional accommodation for the convenience of the inhabitants."<sup>3</sup> The law prohibited the department from charging additional fees for the receipt or delivery of mail at any branch post office. Congress intended that the operation of branch post offices be paid for out of existing appropriations.

In 1851, the Post Office Department implemented a carrier delivery service which carried letters from collection boxes to the post office, and delivered letters to homes or businesses. Congress set the fee for this service at one or two cents per letter. It was reduced to one cent in 1860. The carrier fee later served as the model for obtaining funding to support branch post offices.

The Post Office Department was opposed to increasing service without a corresponding increase in funding, but the need was so great in some areas that branch post offices were established anyway. In 1857, the Postmaster-General reported that six "stations or sub-offices" had been estab-

lished in New York City,<sup>4</sup> but a successor told Congress in 1861 that he would not authorize the establishment of branch post offices until additional funds were made available to pay for them. He wrote:

"Requests have been made from several cities for the establishment of branch offices for the receipt and delivery of letters auxiliary to the city post office. I have been unwilling to establish them without some provision being made to meet the additional expense, for which the same fee allowed to carriers, one cent, would be sufficient."<sup>5</sup>

In 1862, Congress repealed the 1847 law authorizing branch post offices and substituted a similar law which required the payment of an additional one cent on all letters delivered to or from branch post offices. The new law further stated that the expense of branch service could not exceed the amount received from their operation.<sup>6</sup> This action removed a major road block preventing the creation of branch post offices.

Two previous actions by Congress increased the demand on post offices: on April 1, 1855, it became necessary for postage to be prepaid on letters within the United States. This action was intended to increase department revenues previously lost when a letter was carried, but the postage could not be collected. On July 1, 1855, the Post Office Department started operation of a system of registration for valuable letters. Both actions increased the reasons patrons might visit a post office.

The Postal Act of 1863 created free letter carrier service in 49 cities and towns with 449 letter carriers. By 1864, this increased to 66 cities and 689 letter carriers. The demand for city delivery proved to be the most important reason for establishing branch post offices.

Each appropriation period, the Post Office Department asked Congress for more money to improve services. Congress replied that costs were too high already. Reports of the Postmaster General and Congressional appropriations detail everything from twine to contracts to carry the mails. Congress complained that there were too many post offices. Almost every community of any size had its own post office.

The Post Office Department reduced the number of post offices through consolidation. Some of the closed offices

were replaced by branch post offices. The Postmaster-General reported to Congress in 1874, that 13 post offices adjacent to Boston had been replaced by 12 branches of the Boston Post Office, and that through consolidation, five branch post offices had been established in Chicago, and three each in Brooklyn and St. Louis.<sup>7</sup> He explained the policy in these words:

"Experience has confirmed the wisdom of the policy of discontinuing the smaller offices in and adjacent to large cities and substituting branch-offices and placing them under the control of the principle office. This policy of consolidating deliveries into postal centers, and distributing the carriers between the main office and its branches, shortens the routes and expedites the deliveries and collections and insures a more harmonious service than could be secured by several independent offices within the same territory."<sup>8</sup>

In 1875, he reported that free delivery service "was extended in five large cities by discontinuing the smaller offices in and adjacent to them, substituting branch offices, and extending the carriers' delivery, in accordance with the policy announced in my last report."<sup>9</sup>

It is difficult to determine exactly when the first branch post office was established. One reliable source<sup>10</sup> reports that the first branch of the Philadelphia Post Office was established June 9, 1855. Another<sup>11</sup> states that it was not established until later. A respected handbook<sup>12</sup> lists the first branch of the New York City Post Office as having opened in 1857. Readily accessible government records are not much help in documenting when the first branch post office was officially established. The *Register of Stations*<sup>13</sup> indicates that the first branch post offices in New York City and Philadelphia were established July 1, 1873, a date contradicted by other documents and physical evidence. The *Postal Bulletin* was not published until 1880. It does not mention branch post offices until issue number 4242, dated January 31, 1894. A careful search of the *Orders of the Postmaster General* in the National Archives might shed light on the subject, and some researchers have been successful in learning about early branch post offices in city directories, local newspapers, and correspondence. Local historical materials may be more help than official sources in deter-



Figure 2. Representative postmarks from turn of the century letter stations.

mining the periods of operation of the earliest branch post offices.

Questions about the establishment dates of early branch post offices have not been answered by reviewing postmarks. Letters in early branches may have been taken directly to the main office for cancelling. When markings were first applied by branches, they were placed on the back of the envelope. The earliest postmark which includes the notation "station" is reported to be from Philadelphia's Station B, dated 1863.<sup>14</sup> Many of the early branch postmarks are recognizable only by a letter in the dial and/or the killer.

Early branch post offices were called stations. They sold stamps and other postal supplies, transacted registry and money order business, and received and dispatched mail. Sub-stations and stamp agencies served customers in businesses, usually drug stores. Stamp agencies sold stamps. Sub-stations also transacted registry and money order business, but did not receive or dispatch mail.

In 1891, the Postmaster-General reported to Congress that the responsibility for establishing branch post offices had been transferred from the Superintendent of Free-Delivery Service to the Salary and Allowance Division.<sup>15</sup> This demonstrates how closely the early establishment of branch post offices had been associated with free city delivery.

City officials wanted post offices, rather than branch post offices. A post office gives a city identity, prestige. Post Office Department officials preferred a post office for the major urban center with branches for the suburbs. Branches cost less to operate and carrier delivery service could be extended through a branch post office at times when it would not have been permitted at a small office adjacent to a large office.

The 1896 Congressional appropriation bill specified that post offices at county seats could not be consolidated with other offices and, with two exceptions, post offices at county seats which had previously been consolidated must be reestablished as separate offices. In addition, the bill restricted the establishment of branch post offices:

"...hereafter no station, substation or branch post office shall be established beyond the corporate limits or boundaries of any city or town in which the principle office to which such station, sub-station, substation, or branch office is attached is located, except in cases of villages, towns, or cities of fifteen hundred or more inhabitants not distant more than five miles as near as may be from the outer boundary or limits of such city or town in which the principle office is located."<sup>16</sup>

The Postmaster-General argued that consolidation was efficient and sought to have the restrictions repealed,<sup>17</sup> arguing that they had their origin in "local causes." Congress maintained the five mile limit, except for military branch post offices, until 1958, when it was increased to ten miles. In 1964, it was further increased to 20 miles.

The 1896 act quoted above limited the establishment of branch post offices to "villages, cities or towns." Both the 1847 and 1862 acts permitted the Postmaster General to es-

tablish branch post offices "in any city or place." Congress clearly limited the authority of the Postmaster General to establish branch post offices.

Early branch post offices were often referred to as carrier stations or full stations, meaning that they received and dispatched mail. The designation of stations and sub-stations was not uniform from city to city. In one city, a station might be given a local name; in another, it might be designated by a letter (e.g., Station A). Sometimes, sub-stations were designated by letters, sometimes by numbers. The Postmaster-General standardized the designation of branch post offices in 1897:

"The following classification of stations and sub-stations is hereby adopted: all stations or sub-stations, as now designated, that receive and dispatch mail, either by carriers or through boxes and general delivery, will be known as stations and designated by letters or local names. Sub-stations issue and pay money orders, register letters and parcels, sell postal supplies, but do not deliver mail, and will be designated by numbers."<sup>18</sup>

The use of the term sub-station was discontinued in 1902. The Postmaster-General ordered:

"All stations will issue and pay money orders, register letters and parcels and sell postal supplies. Stations that receive and dispatch mails, either by carriers or through boxes and general delivery will be designated by letters and local names, as 'Station A' or 'Austin Station.'

"Stations that are not provided with facilities for receiving or dispatching mails, will be designated by numbers, as 'Station No. 1.'

"Rural Free Delivery Stations that receive and dispatch mail, will be designated as 'Rural Stations,' prefaced by the local name, as 'Hickory Rural Station, Canonburg, Pa.'"<sup>19</sup>

In 1908, the Post Office Department differentiated between branch post offices located within the corporate limits of their parent post offices, and those outside. The Postmaster-General specified that "all postal stations for the receipt and dispatch of mail that are located outside of the corporate limits of the city or town in which is located the principle office to which they are attached shall be known as branch post offices."<sup>20</sup> The Postmaster-General was reacting to criticism that the establishment of a branch post office robbed a community of its identity. The same year, he reported to Congress,

"The names of these branch offices are now entered independently in the list of post offices in the *Postal Guide*. To further enable these places to retain their individuality the postmarking stamps have been changed by omitting the name of the main post-office. Formerly the postmarking stamp contained the name of the post-office, followed by the name of the branch or station; as, for instance, 'Boston, Mass., Cambridge Station.' Now the stamp for that branch office reads, 'Cambridge, Mass.'"<sup>21</sup>

The Postmaster General asked Congress for power to "establish branch offices at such places as he may deem expedient." He argued that branches retained their individuality because they were listed separately in the Pos-



Figure 3. Representative types of postal markings from branch post offices.

tal Guide and they had their own postmarks.<sup>22</sup> He said that the only difference between branches and independent post offices was their system of internal management and accounting. Congress was unconvinced. It retained the limitations it set in 1896 on the establishment of branches.

In his 1910 report, the Postmaster General differentiates between classified branches and stations and contract branches and stations. Classified branches and stations are staffed by classified [government] employees and housed in quarters provided by the government. Contract branches and stations are located in businesses which have entered into agreements with the Post Office Department to make certain postal services available to their customers. They are operated by non-classified (non-Post Office Department career) personnel. The business receives payment from the Post Office Department for operating the station or branch. Starting July 1, 1911, payment for the operation of contract

branches and stations was based on competitive bids for one-year contracts. The Postmaster General started asking Congress in 1914 to extend the contract period to four years. Congress extended the contract period to two years in 1916, and three years in 1958.

An exception to the policy of designating branch post offices located outside the corporate limits of the parent post office as branches is first mentioned in the 1913 edition of the *Postal Laws and Regulations*, which states "Numbered stations may be located outside the corporate limits." If branches are listed alphabetically by local name in the *Postal Guide*, it makes sense that they should not be designated by numbers, so branches which did not receive and dispatch mail could be called stations regardless of where they were located.

When the United States declared war on Spain in 1898, Congress authorized the Postmaster General to establish a



Figure 4. Examples of military branch post office markings from the Spanish-American War and World War I.

temporary post office or branch post office at any military post or camp. Branch post offices could be established without regard to their distance from their supervising post office.<sup>23</sup> The Postmaster General and the Secretary of War agreed to designate a military camp as a postal station of the nearest regular post office. The employees were from the postal service, rather than the army. Supplies for the stations were charged to the postmaster and issued to the bonded clerks at the postal stations. When the troops moved into the field, the postal service sent trained employees to handle the postal service at the new camp. The same system was used for troops outside the country. Military postal stations in Cuba were under the New York Post Office; those in Puerto Rico under the Washington Post Office; and those in the Philippine Islands under the San Francisco Post Office.<sup>24</sup> Military postal stations were also established in China 1900-01.

In 1902, the Postmaster General ordered clerks at stations and sub-stations to "properly cancel all stamps attached to registered matter, and [see] that every registered letter or parcel bears on the address side the date of its registration and the name of the station and sub-station where it is registered."<sup>25</sup>

During World War I, military postal stations were established at Army cantonments, aviation fields, naval training centers and other military camps. The Postmaster General reported that 151 branch offices were in operation at the peak of mobilization. By 1920, only 45 were left.<sup>26</sup>

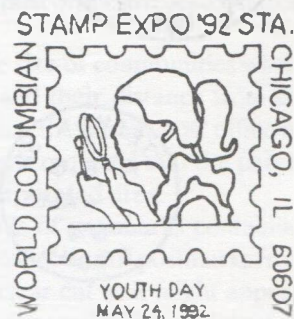
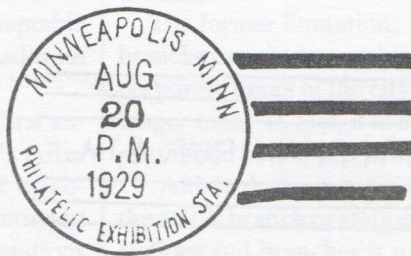
The number of branch post offices soared. The Postmaster General reported 94 stations in 1891, 106 stations and 165 sub-stations in 1895, 792 full stations and 2,413 numbered stations in 1903, 1,053 classified stations and branches and 4,803 contract stations in 1920, and 1,510 classified stations and branches and 4,972 contract stations in 1937. In 1903, the Postmaster advised that the rapid increase in the number of branch post offices was, in part, the result of growth in the money order and registry business.<sup>27</sup>

Contract stations were established at Federal Reserve Banks to facilitate the transfer of bonds and currency by registered mail. They did not have facilities for the transaction of general postal business.<sup>28</sup>

Even though one third of the population lived in communities of 8,000 or more inhabitants by 1900, two-thirds did not. They lived in rural areas where they had to travel to the post office to obtain their mail. The Rural Free Delivery Service was started in 1896 to give them one of the benefits enjoyed by those who lived in urban areas: mail pickup and delivery. Rural Free Delivery eliminated the need for many small post offices. Some were discontinued, others were replaced by rural stations staffed for a period each day by RFD personnel. Rural stations were originally a part of the Rural Free Delivery Service. They were not considered part of the classified and contract branches and stations.

Temporary stations and branches have been established for a variety of reasons. Sometimes, they were located in seasonal business which were only open or only qualified for a station or branch for part of the year. An example of this

AEROPLANE  
MAIL SERVICE  
LEAGUE PARK STATION  
FORT SMITH, ARK.  
NOV. 5, 1917



Courtesy of Stephen Reinhard

Figure 5. Examples of postal markings from temporary branch post offices.

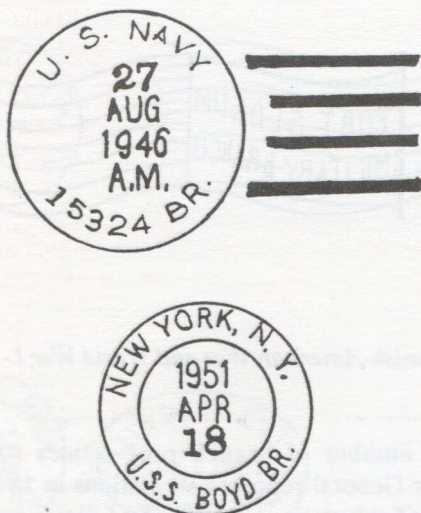


Figure 6. Examples of postmarks designating US Navy ships as branch post offices.

is the Casa Loma Hotel in Redlands, California, which had the Casa Loma Station established there from December 15 to May 31 in 1903 and 1904.<sup>29</sup>

Other temporary stations have been established for events such as conventions and philatelic exhibitions. Temporary stations and sub-stations were sometimes established for early demonstrations by airplanes which carried mail. Special cancellations were applied to the mail to create souvenirs and to publicize the importance of the community. Currently, temporary stations are often established at events where there will be a special pictorial cancel applied. An example of this is the 1992 Columbian Exposition in Chicago.

For years, US naval ships were branches of the New York Post Office. Starting in 1944, each ship was assigned a num-

ber for security purposes. The use of name cancels was officially authorized October 27, 1945.<sup>30</sup>

In 1944, Congress removed the restriction on the establishment of branches more than five miles outside the boundary of the city where the principal office is located "for the duration of the current war and six months thereafter." This restriction was restored January 25, 1948.<sup>31</sup>

In 1958, when Congress increased the distance that branches could be established from the main post office from five to ten miles, it stated that the law did not affect the permanent authority of the Post Office Department to establish postal stations or branches at military installations located more than 10 miles beyond the corporate limits of the town in which the parent post office is located.<sup>32</sup> When the distance was increased to 20 miles in 1964, Congress stated that branches could be established at airports without regard to any distance limitation on the same basis as military installations.<sup>33</sup>

In 1958, Congress also increased the contract term for contract stations to three years and permitted contracts to be renewed for an additional three years unless the Postmaster General found it was not in the best interests of the US, or unless the Post Office Department received a request no later than 90 days before the end of the term that the contract be opened for competitive bidding.<sup>34</sup>

Starting in 1960, the *Postal Bulletin* published detailed instructions for the establishment of temporary contract stations and branches during the Christmas holidays in department stores or "other suitable businesses." The contract could not cost more than one dollar, nor start before November 15. It had to end at the close of business on December 24. The establishment and discontinuance of these stations were not to be published in the *Postal Bulletin*.<sup>35</sup>

The Post Office Department changed the designation of rural stations in 1966:

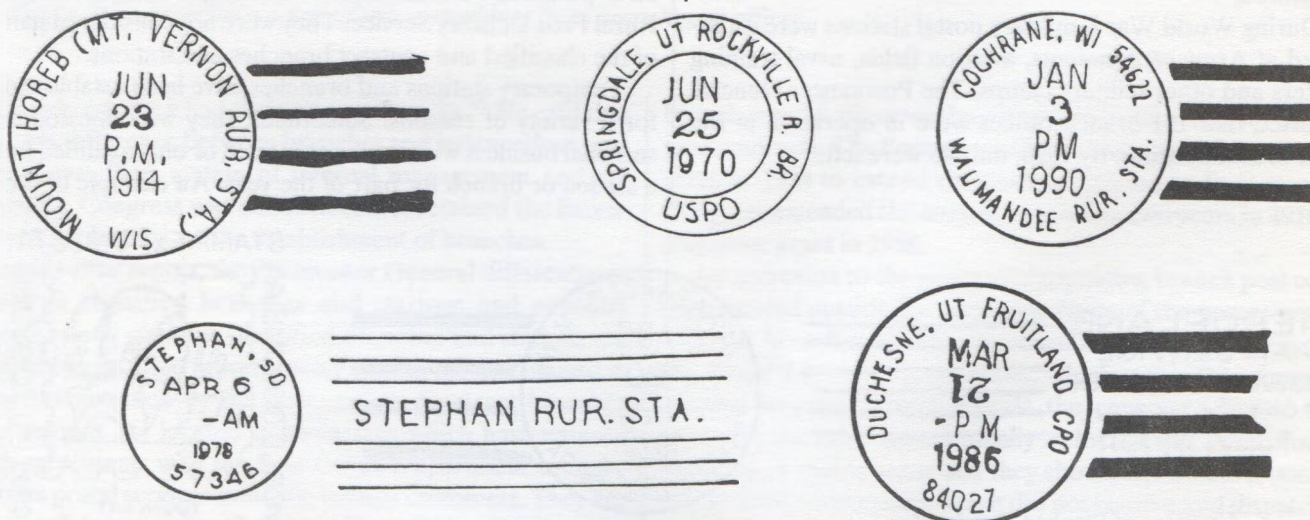


Figure 7. Representative examples of postmarks from rural stations, rural branches and Community Post Offices.

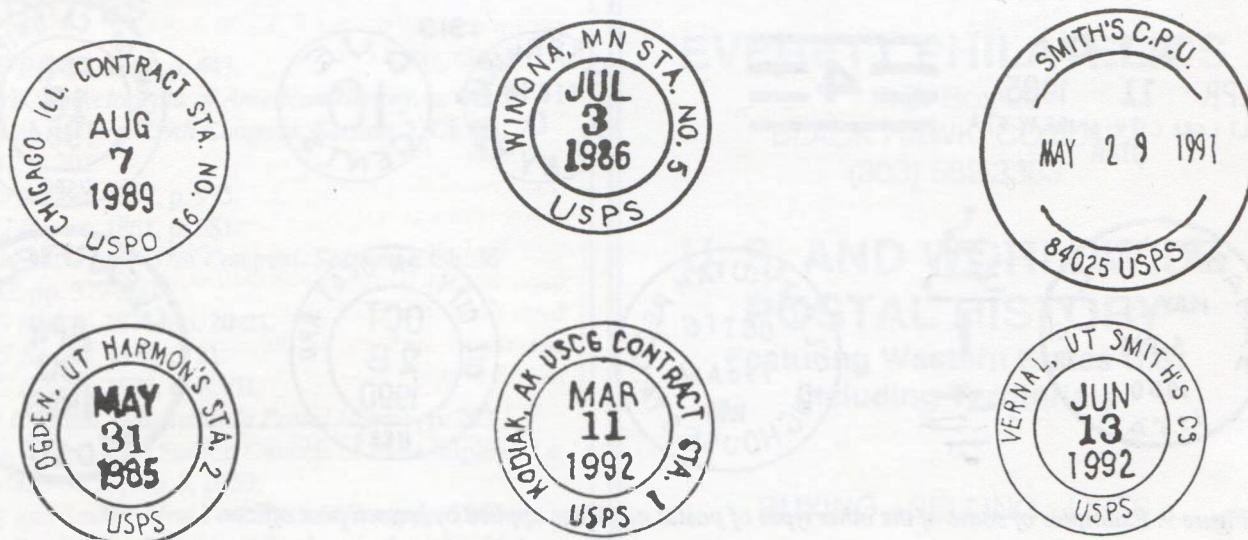


Figure 8. Representative examples of postmarks from contemporary contract stations.

"Effective immediately, all rural stations which are not located within the corporate limits of a city, borough, or township in which the main post office is located, will be designated as rural branches. This also includes non-personnel rural units.

"Subsequent issuances of the *Postal Bulletin* will denote rural branch with the abbreviation 'RB'; rural stations will be designated by the abbreviation 'RS'.<sup>36</sup>

Starting in mid-1973, the term community post office (CPO) was used to refer to rural postal units. A General Accounting Office report to Congress in 1975 explained the difference between community post offices and rural stations and branches:

"The 2,007 rural stations and branches are operated under contract by persons who are not postal employees. Such facilities, which were created after August 1973, are called community post offices. The rural stations and branches, created prior to August 1973, operate essentially as suboffices of other post offices. Postal customers objected to this arrangement. They believed this constitutes a loss of community identity since incoming mail bears the name and ZIP code of the parent office. In response to these complaints, the service adopted a different approach with the establishment of CPOs. CPOs, although offering the same services as rural branches and stations, are more acceptable to postal customers because they maintain a distinct address and ZIP code."<sup>37</sup>

The establishment of community post offices was first announced in *Postal Bulletin* 20931, dated June 14, 1973. After that date rural branches and stations are no longer established. However, community post offices are not mentioned in the *Domestic Mail Manual*. Rural branches and stations are still described there.

Contract stations and branches comparable to the former numbered stations currently flourish in supermarkets and

other businesses. The contracts for these are negotiated by the local post office, but have to be approved by the Mail Sectional Center. The establishment and discontinuation of these is not listed in the *Postal Bulletin* and is difficult to document.

Current descriptions of stations and branches are listed in the *Domestic Mail Manual* and the *Code of Federal Regulations*. The only difference in the description of stations is a reference to "personnel and non-personnel stations."<sup>38</sup> Non-personnel stations have box service and sell supplies from vending machines. Registry and insurance service is available at some when the stations is being serviced by Postal Service personnel.

There are more differences in the description of branches. The *Domestic Mail Manual* states:

"Branches. Classified, contract and rural personnel and non-personnel branches are established where needed within the service limits of an independent post office. Units established outside the corporate limits of the city, town or village where the main post office is located are designated as branches. If the parent post office is located in an unincorporated city, town, village or community, all postal units administratively attached to the post office are designated as branches."<sup>39</sup>

The former limitations on the size of communities where branches could be established and their distance from the corporate limits of the city housing the parent post office no longer exist. In fact, it is no longer required that the parent post office be located in an incorporated area.

Although there are thousands of postmarks containing the words branch or station, the collecting of postmarks from stations and branches is not as clear cut as it might appear. When the Post Office Department permitted branch post offices to use only the name of the community where the branch was located without reference to the parent post of-

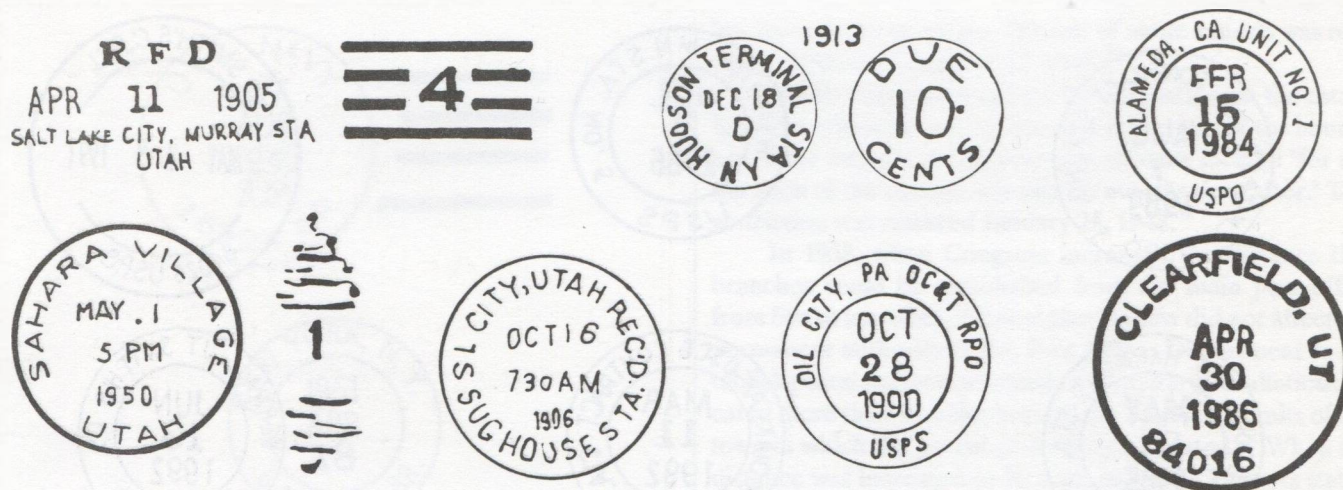


Figure 9. Examples of some of the other types of postal markings applied by branch post offices.

fice or the fact that it was a branch, it gave rise to postmarks which came from branches, but could not be readily identified as such. Sahara

Village was a branch of the Layton, Utah, Post Office. Other postmarks can only be identified as coming from a branch by their Zip code. 84016 is the Zip code for the Freeport Center Branch of the Clearfield, Utah, Post Office.

There are probably as many other types of postmarks for branches and stations as there are for post offices. These include Rural Free Delivery, received, postage due, and a variety of other markings. One interesting contract station postmark is for the Oil City, PA, OC&T RPO, which is located on board a restored tourist passenger train. It is not a RPO in the traditional sense. The only postmark containing the designation sub-station seen by the author is a temporary aeroplane service station marking.

Officials sources of information about branch post offices are inadequate and often misleading. The most useful source of information about the history of branch post offices has been the annual *Report of the Postmaster General*. These were especially helpful around the turn of the century when the Post Office Department was defining and developing the concept of branch post offices.

The most useful source of information about individual branch post offices is the *Postal Bulletin*. It is also not very accessible because there is no index for most years. It is necessary to page through the *Postal Bulletin* to find the desired information. Unfortunately, the establishment or discontinuation of some branch post offices is not listed, so the listings are incomplete.

In the National Archives, there is a *Record or Register of Stations*, which contains detailed information about branches and stations from as early as 1873 until about 1906. Unfortunately, it, too, is incomplete. The earliest branch post offices of some cities are not listed. The *Record or Register of Post Offices* consists of two volumes totaling 700 pages, and a 26 page index to volume one. For those unable

to visit the National Archives, microfilm and other types of copies can be purchased.

Perhaps, the best and most reliable official source for early information about branch post offices is the *Orders of the Postmaster General*. Unfortunately, these are only available at the National Archives, and there is no index.

Government documents can be found at libraries designated as depositories. These are usually found at universities or in some large cities. If they are not available at a particular library, they may be borrowed through interlibrary loan. Librarians can help determine where various documents are available. Microfilms of the *Postal Bulletin* can be borrowed or purchased from the American Philatelic Research Library in State College, Pennsylvania.

Contemporary official sources of information about branch post offices not always helpful. Not all changes to branches and stations are listed in the *Postal Bulletin*, and the *National Five-Digit Zip Code and Post Office Directory* is uneven in state listings. At least one state does not list any stations, and community post offices may not be identifiable as such. The most complete, if not the most up-to-date, listing of branches and stations in a community may be in the local telephone directory.

This article has tried to trace the development of branch post offices. Students of free city delivery, the military postal service, Rural Free Delivery, or any of the other topics mentioned may feel their area has been slighted. These areas have been touched upon only as they refer to the development of branch post offices. Space does not permit adequate treatment of the fascinating history of any of these topics.

The research involved in writing this article has raised almost as many questions in the author's mind as it has answered. There remains much to learn about branch post offices. The search for information may be a struggle at times, but it leads to new insights into the development of postal services and an interesting viewpoint on our society.

## FOOTNOTES

- <sup>1</sup> *PMG Report*, 1851, p. 447.
- <sup>2</sup> Morris, *Encyclopedia of American History*, p. 442.
- <sup>3</sup> *Statutes At Large. 29th Congress. Session 2. Ch. 63.* 1847. p. 201.
- <sup>4</sup> *PMG Report*, 1857, p. 975.
- <sup>5</sup> *PMG Report*, 1861, p. 581.
- <sup>6</sup> *Statutes At Large. 37th Congress. Session 2. Ch. 36* 1862. pp. 379-380.
- <sup>7</sup> *PMG Report*, 1874, pp. 20-21.
- <sup>8</sup> *PMG Report*, 1874, p. 21.
- <sup>9</sup> *PMG Report*, 1875, p. XVII.
- <sup>10</sup> Kay & Smith, *Pennsylvania Postal History*, p. 293.
- <sup>11</sup> Stets, "The Letter Station Cancels of Philadelphia," *La Posta*, Vol. 16, No. 5, p. 59.
- <sup>12</sup> Kay and Smith. *New York Postal History*, p. 196.
- <sup>13</sup> *The Register (or Record) of Stations* is described later in the article.
- <sup>14</sup> Clarke, *A Catalog of Philadelphia Postmarks, Part 1* p. 27.
- <sup>15</sup> *PMG Report*, 1891, p. 278.
- <sup>16</sup> *Statutes At Large. 54th Congress. Session 1.* Ch. 386. 1896. p. 313.
- <sup>17</sup> For example, see *PMG Report*, 1909, pp. 110-11.
- <sup>18</sup> *Postal Bulletin*, 5401 (Nov. 15, 1897.)
- <sup>19</sup> *Postal Bulletin*, 6731 (Apr. 2, 1902.)
- <sup>20</sup> *Postal Bulletin*, 8607 (May 21, 1908.)
- <sup>21</sup> *PMG Report*, 1908, p. 23.
- <sup>22</sup> *PMG Report*, 1909, p. 111.
- <sup>23</sup> *Statutes At Large. 55th Congress. Session 2. Ch. 338.* 1898. p. 432.
- <sup>24</sup> *PMG Report*, 1898, pp. 129-130.
- <sup>25</sup> *Postal Bulletin*, 6690, (Feb. 12, 1902.)
- <sup>26</sup> *PMG Report*, 1920, p. 45.
- <sup>27</sup> *PMG Report*, 1903, p. 93.
- <sup>28</sup> *PMG Report*, 1920, p. 50.
- <sup>29</sup> *Postal Bulletin*, 1216 (Dec. 2, 1903,) and 1548 (Nov. 26, 1904.)
- <sup>30</sup> Russell, *Catalogue of United States Naval Postmarks, Vol. III*, p. xiii.
- <sup>31</sup> *Postal Bulletin*, 19067 (Sep. 18, 1947,) p. 2.
- <sup>32</sup> *Postal Bulletin*, 20111 (Oct. 16, 1958,) p. 4.
- <sup>33</sup> *Postal Bulletin*, 20403 (Jan. 30, 1964,) p. 2.
- <sup>34</sup> *Postal Bulletin*, 20090 (June 19, 1958,) p. 4
- <sup>35</sup> For example, see *Postal Bulletin*, 20493 (Sep. 24, 1965,) pp. 11-12.
- <sup>36</sup> *Postal Bulletin*, 20516 (Feb. 10, 1966,) p. 4.
- <sup>37</sup> *Report to Congress: \$100 Could be Saved Annually in Postal Operations in Rural America Without Affecting the Quality of Service* (June 4, 1975,) p. 2.
- <sup>38</sup> *Domestic Mail Manual*, Issue 43 (June 21, 1992,) section 113.122.
- <sup>39</sup> *Domestic Mail Manual*, Issue 43 (June 21, 1992,) section 113.123.

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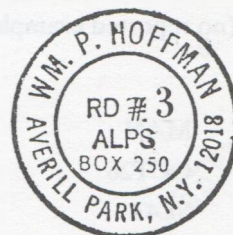
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WANTED : 1880-1950

I am a specialist looking for Town Postmarks, RFO's, Registered Mail, Ship Mail, Anything Unusual. ALSO WANTED: Canadian viewcards showing town main streets, depots, trains, ships, planes, farm machinery, disasters, etc. MEMBER APS.

JIM MILLER BOX 3005 KAMLOOPS, B.C. V2C 6B7 CANADA

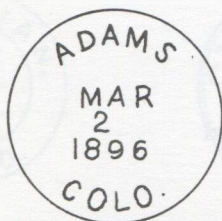
# COLORADO POSTAL MARKINGS TO 1900

By Richard C. Frajola

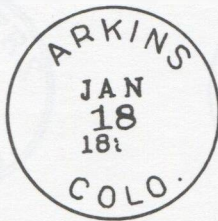
## LARIMER COUNTY

TOWN TYPE	S/I	CODE	EARLIEST	LATEST	KILLER	NOTES
ADAMS						
1.	4	CDS28.5	24 Mar 96		target	
ALFORD (no reported examples)						
ARKINS						
1.	3	CDS28	7 Jul 93	16 May 99	star in circle	
BELLVUE						
1.	3	CDS27.5	25 Jul 94		target	
BERTHOUD						
1.	3	MAN	24 Feb 79	14 Oct 82		
2.	3	CDS27	18 Dec 83?	4 May 86	target	
3.	2	CDS28	29 May 88	12 Nov 92	target	
4.	2	CDS28	7 Dec 91	11 Apr 99		
BIG THOMPSON						
1.	4	MAN	13 Jan 63	4 Mar 65		
2.	4	CDS30	1 May 66	26 Sep 76	circle grid	
3.	4	MAN	14 Apr 70			reg. marking
4.	4	CDS25	3 Feb	10 May	target	
BIGHORN (no reported examples)						
BOX ELDER(I) (no reported examples)						
BOX ELDER(II)						
1.	4	MAN	15 Feb 85	29 Oct 87		
2.	4	OCT26	7 Feb 88		oval grid	
3.	4	SL43	24 May 90			ms date
BOXELDER (no reported examples)						
BRISTOL (no reported examples)						
BUCKHORN						
1.	5	MAN	14 Jul 88			
BUSH (no reported examples)						

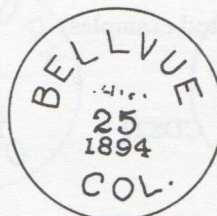
# 19th Century Larimer County Postmarks



1



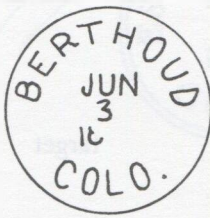
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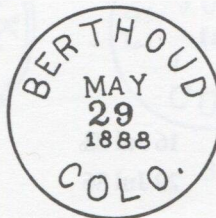
1

*Berthoud Colo*  
*11/81*

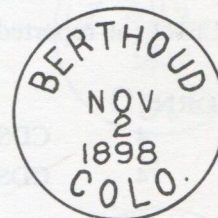
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2



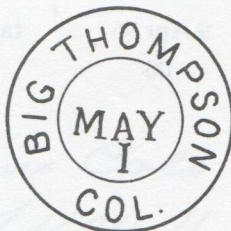
3



4

*Big Thompson*  
*Colo. Terr*  
*Jan 13<sup>th</sup> 1863*

1



2

*Reg No 2*  
*Big Thompson*  
*Col.*  
*Apr. 14*

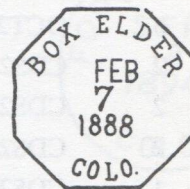
3



4

*Box Elder Colo*  
*2-6 06*

1



2

**BOX ELDER COLO**  
*May 24. 1890.*

3

*Due / ch -*  
*Buckhorn Colo*  
*7-14-1888*

1

# LARIMER COUNTY

BUTLER (no reported examples)

## CANADIAN

1. 5 CDS27 18 Mar 87 circle grid

## CHAMBERS

1. 5 CDS27 23 Nov 83 15 May 85

COLONA (no reported examples)

CRESCENT (no reported examples)

## ELKHORN

1. 4 CDS28 16 Jul 83 00 target  
2. 4 CDS28 29 Jul 86

## ESTES PARK

1. 4 MAN 16 Aug 77  
2. 3 CDS29 9 Aug 79 7 Aug 84 star or target  
3. 3 CDS26 28 Sep 87 2 Jul 93  
4. 2 CDS27.5 6 Aug 89? 9 Apr 96 target  
5. 2 CDS28 24 Dec 94 00

FORKS (no reported examples)

## FORT COLLINS

1. 5 MAN 9 Sep 65 27 Oct 65  
2. 4 CDS25 16 Jan 66 28 Jul 66  
3. 3 CDS28 Apr 67 22 Oct 73 target  
4. 3 CDS29 3 Mar 4 Sep 73 as type 3 w/out year date  
5. 3 MAN 27 Mar 69 6 Jun 74  
6. 2 CDS27 20 Oct 74 23 Mar 80  
7. 3 OCT27 4 Sep 80 used as forwarder  
8. 2 CDS27.5 23 Mar 80 27 May 84  
9. 2 CDS28 28 Aug 86 19 Oct 88 oval grid  
10. 2 CDS27.5 31 Mar 90 26 Oct 92  
11. 1 CDS28 18 Sep 94 3 Aug 98 oval grid  
12. 1 CDS29 11 Jan 98 30 Mar 99 target  
13. 1 CDS26 12 Dec 96 15 Apr 99 oval grid may be machine

GLENEYRE (no reported examples)

## HAWORTH

1. 4 CDS28.5 Nov 84?  
2. 4 CDS27.5 22 Aug 87 1 Mar 89

## 19th Century Larimer County Postmarks



1



1



1



2

*Estes Park Col  
29<sup>th</sup> Sep 1886 / 77*

1



2



3



4



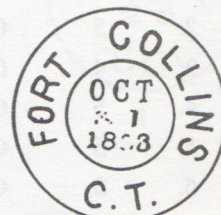
5

*Fort Collins CO  
Sep 23/85*

1



2



3



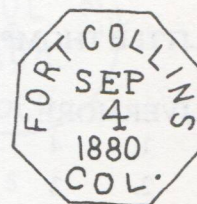
4

*Fort Collins Colo  
May 4/72*

5



6



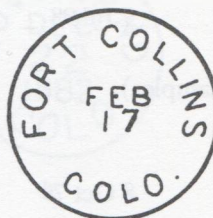
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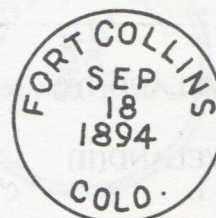
8



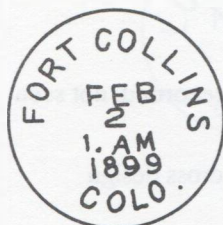
9



10



11



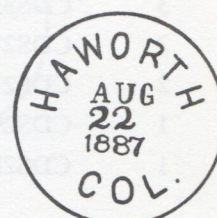
12



13



1



2

## LARIMER COUNTY

## HEBRON (no reported examples)

## HIGHO

1.	4	CDS29	10 Aug 99	00
----	---	-------	-----------	----

## HILTONVILLE

1.	8	MAN	6 Apr 75	
----	---	-----	----------	--

spelled "Hiltenville"

## HOME

1.	4	CDS26	1 Sep 94	target
----	---	-------	----------	--------

## KILBURN (no reported examples)

## LA PORTE

1.	7	MAN	15 Nov 62	
2.	5	CDS27	Apr	
3.	4	CDS25	3 Nov 79	target
4.	5	OVL43	3 Aug 86	grid
5.	5	OVL44	13 Mar 88	11 Mar 90 waffle grid
6.	3	CDS27	14 Jan 93	target

## LAPORTE (no reported examples)

## LITTLE THOMPSON (no reported examples)

## LIVERMORE

1.	4	CDS25	28 Aug	26 Jul 77	star in circle
2.	3	CDS27	1 May	6 Sep 79	neg. star
3.	3	CDS27	8 Oct 87		target
4.	2	CDS28	10 Oct 95		star in circle
5.	2	CDS28	9 Jul 98	13 Apr 99	target

## LOVELAND(I) (no reported examples)

## LOVELAND(II)

1.	3	CDS30	8 Oct 79		
2.	3	CDS26	1 Jul	23 Jul 82	target
3.	2	CDS27	27 Jul 82	27 Jan 83	
4.	3	CDS33	28 Feb 84	1 May 84	star
5.	2	CDS27	30 Aug 86	6 Dec 88	
6.	2	CDS27	4 Mar 90	6 Nov 91	recorded, not seen
7.	1	CDS29	22 May 94	3 Dec 96	
8.	1	CDS28	6 Oct 97	1 Jun 99	cross design

19th Century Larimer County Postmarks



1

*Hilltown  
Ariz*

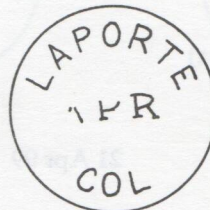
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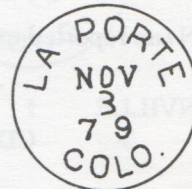
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*La Porte C.T. Mar 15 1852*

1



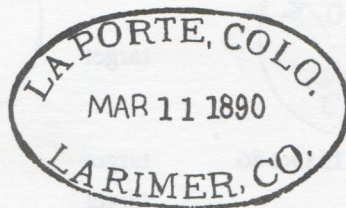
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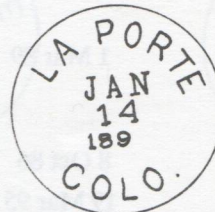
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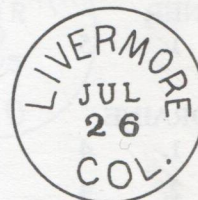
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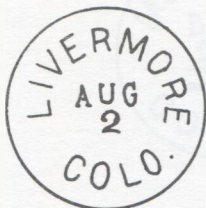
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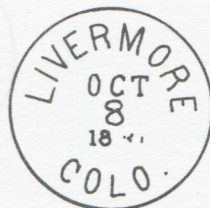
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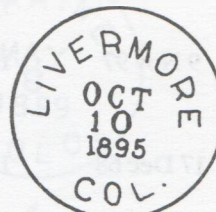
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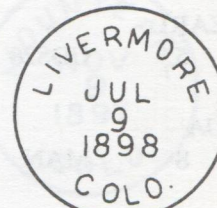
2



3



4



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1



2



3



4



5



7



8

## LARIMER COUNTY

## MANHATTAN

1.	3	CDS28	10 Oct 88	12 Mar 92	target
2.	3	CDS28	28 Mar 99	00	target

## MASON (no reported examples)

## MASONVILLE

1.	3	CDS28	21 Apr 99	24 Apr 99	target
----	---	-------	-----------	-----------	--------

## MICHIGAN (no reported examples)

## MINER

1.	5	CDS28	1 Mar 89		target
----	---	-------	----------	--	--------

## MORAINE

1.	4	CDS27	8 Oct 86	15 Oct 86	target
2.	4	CDS28	19 Mar 95		target
3.	4	CDS28	24 Dec 96		target
4.	3	CDS28	26 Apr 98	8 May 99	target

## MOUNTEARL

1.	5	CDS28	9 Nov 97	18 Jan 98	
----	---	-------	----------	-----------	--

## NAMAQUA

1.	8	MAN	17 Dec 68	17 Jun 69	
----	---	-----	-----------	-----------	--

## OTIS (no reported examples)

## OWL (no reported examples)

## PEARL (no reported examples)

## PETRA (no reported examples)

## PINEWOOD

1.	4	CDS28	Mar 82		target
2.	3	CDS28	21 Mar 90		

## PINKHAMTON

1.	4	CDS27	13 Oct 88	27 Mar 97	target
----	---	-------	-----------	-----------	--------

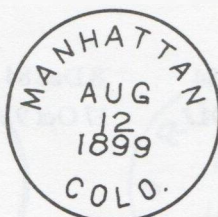
## PULLEN

1.	5	CDS28	10 Sep 88		target	
2.	4	CDS27	14 Jun 90	28 Jul 96	target	recorded, not seen

# 19th Century Larimer County Postmarks



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2



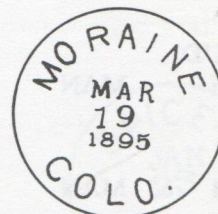
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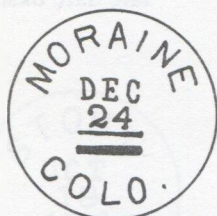
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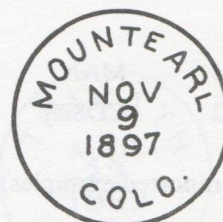
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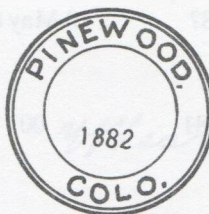
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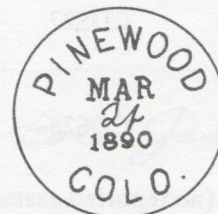
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*Karnappa Col  
June 17/89*

1



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1

## LARIMER COUNTY

## RAND

1.	5	CDS32	18 Aug 84	8 Dec 84	target
2.	4	CDS28	6 Mar 91	17 Oct 91	target

## RUCTION (no reported examples)

## RUSTIC

1.	5	CDS29	16 May 82		target
2.	5	CDS29	7 Jul 86		

## SAINT CLOUD

1.	5	MAN	16 Nov 86?		
----	---	-----	------------	--	--

## SPICER

1.	4	MAN	9 Jan 90		
2.	4	CDS27	1 Apr 89	30 Apr 92	target

## STOUT

1.	5	CDS27	19 Oct 88	17 Jun 99	target	late date bkst
----	---	-------	-----------	-----------	--------	----------------

## TIMNATH

1.	4	MAN	20 Oct		
2.	2	CDS28	23 Mar 99	00	

## TYNER (no reported examples)

## VALDAI (no reported examples)

## VIRGINIA DALE

1.	4	CDS27	Apr 8?	10 May 87	target
----	---	-------	--------	-----------	--------

## WALDEN

1.	3	CDS28	13 Jan 81	00	target
----	---	-------	-----------	----	--------

## WESTLAKE (no reported examples)

## WHEATLAND

1.	6	MAN	7 Jan 78		
----	---	-----	----------	--	--

## WINONA

1.	5	MAN	15 Mar 89		
2.	5	CDS28	1 Aug 89	21 Nov 91	target

## ZIRKEL (no reported examples)

# 19th Century Larimer County Postmarks



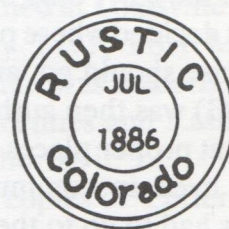
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2



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2

*St-Cloud Col 11/16*

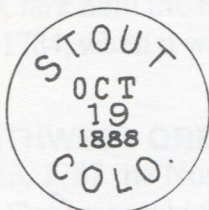
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*Spicer  
Col 1/9*

1



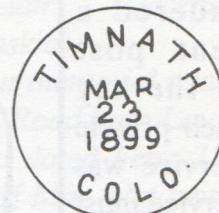
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1

*Timnath Colo  
Oct-20th*

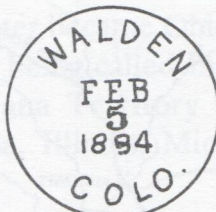
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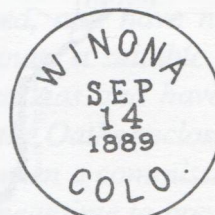
1

*Wheatland Colo Jan. 7. / 78*

1

*Winona Colo  
3/16/89*

1



2

# FIRST U.S. MAIL TO KASKASKIA & VINCENNES

by Robert J. Stets

In the early days of our nation's history, Congress decided where post roads operated at public expense should go, and the Postmaster General (PMG) was then authorized to establish post offices at proper places along those roads. Persons who lived in communities off the public post roads had to go to the nearest post office (sometimes a hundred miles away) to pick up their mail, or make arrangements with someone to pick it up for them.

The PMG was authorized by Congress to enter into contracts with private parties who could carry the U.S. mails to communities off the Congressional post roads, usually for the postages collected at post offices established along the route. The contractor was authorized to select those post offices and to name his own postmasters. The PMG gave those postmasters regular appointments and the road was considered a government post road. But the key point of such private contract service was that such service must result in "no expense to the United States".

It was under such conditions that PMG Habersham attempted to arrange for postal service to the southern parts of today's Indiana and Illinois, then in the Northwest Territory.

From information provided in this article, it appears that General W. Johnston was appointed Post Master at Vincennes

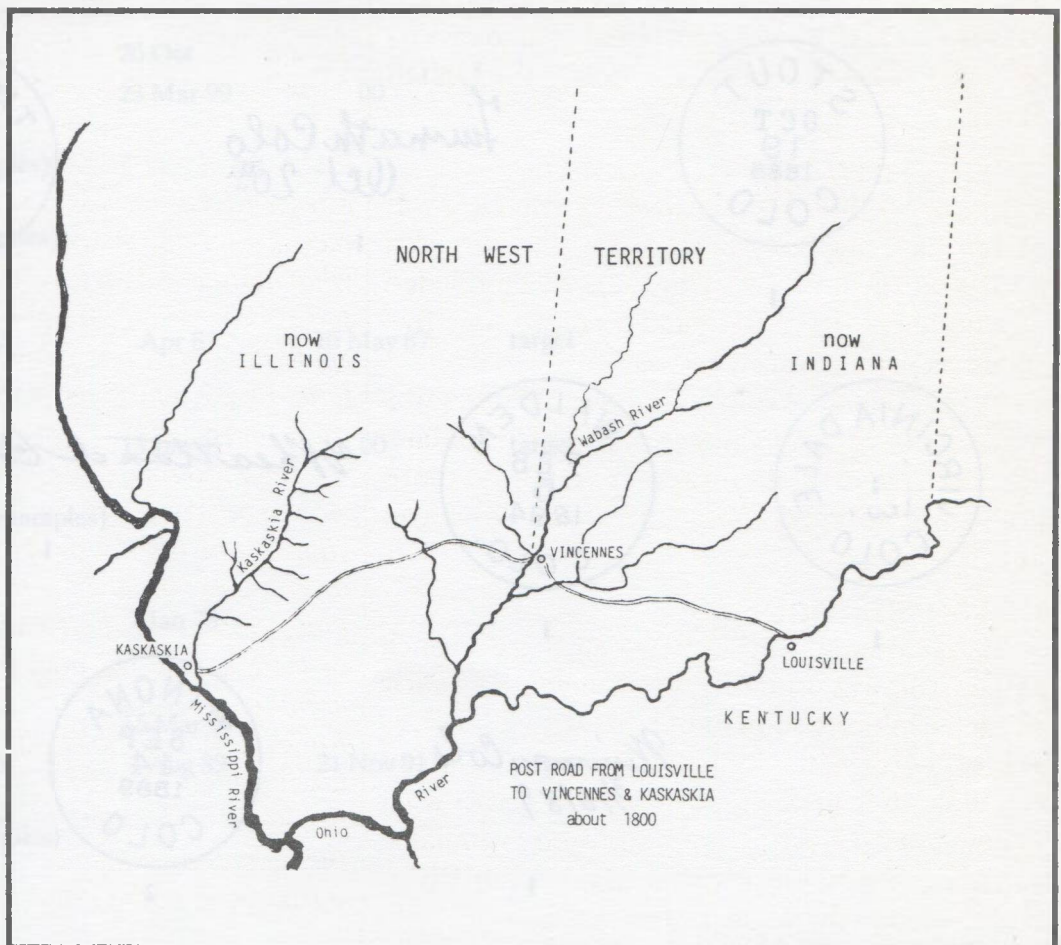
(now Indiana) in December, 1797, and that John Rice Jones was appointed Post Master at Kaskaskia (now Illinois) on November 29, 1799.

## EARLY HISTORY OF THE AREA

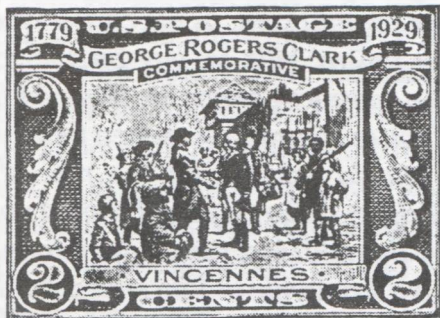
Vincennes and Kaskaskia were originally Indian villages. French missionaries established missions there about 1702 or 1703. The area was claimed by France.

Forts were built by the French - at Vincennes about 1732 and at Kaskaskia about 1733 to guard the growing settlements.

Following the Treaty of Paris (1763) this area was turned over to the British, who, in 1777 renamed the fort at Vincennes "Fort Sackville". In the summer of 1778, General George Rogers Clark, with a force of Virginia militia, captured Fort Sackville, then proceeded on to Kaskaskia, where that fort was peacefully surrendered.



Meanwhile, the British commander at Detroit, Lt. General Henry Hamilton recaptured Fort Sackville in December 1778. Upon learning of this, General Clark led his band of Virginians in freezing weather, in February 1779, through flooded bottomlands, back to Vincennes and recaptured Fort Sackville. The surrender of Fort Sackville, which defended Vincennes is pictured



*The George Rogers Clark stamp was issued to commemorate the 150th anniversary of the surrender of Fort Sackville.*

on the 1929 U.S. postage stamp which commemorated the 150th anniversary of the event.

General Clark held the fort in the name of Virginia until 1784, when it was ceded to the United States.

### THE NORTHWEST ORDINANCE

On July 13, 1787 the Northwest Ordinance was passed by Congress which stated that the area northwest of the River Ohio was to be divided into no fewer than three, and no more than five states, as populations grew.

In 1800, the area which later became Ohio was marked off, the remainder being called Indiana Territory, and from Indiana Territory there gradually emerged Indiana, Illinois, Michigan and Wisconsin.

### POSTAL SERVICE

Early communication between these French settlements was primarily with Canada. The early French explorers soon found that with a relatively short portage, the Maumee (Miami) River and the Wabash River crossed diagonally across what is now northwestern Ohio and through Indiana, providing easy access to the lower Ohio River, and thence to the Mississippi.

As settlement of Kentucky progressed, Louisville was established and from time to time traders and settlers made the trip overland from Louisville to Vincennes, and then on to Kaskaskia.

A post office was established at Louisville in the summer of 1794 and by 1797, Post Master General (PMG) Habersham was anxious to extend the post road to Vincennes and Kaskaskia, but Congress failed to authorize it.

A search of microfilmed copies of "Letters Sent by the PMG" and "Letters Sent by the Assistant PMG", the originals of which survived both fires in Washington and are now in the National Archives, has turned up the following letters (note that in these letters, "Kaskaskia" has an "s" at its end) In these early letters, spelling and punctuation vary greatly from letter to letter. In some places, I have added information which is enclosed in parentheses.

-----

Asst PMG Letter Book, Vol. B, page 256 & 257

*Messrs. William St. Clair      December 14 1797  
and others (Kaskaskia)*

*Sirs      Your memorial relative to the establishment of a Post Road from Louisville by Vincennes to Kaskaskias dated Feby. 11th 1797 was received on the 5th of May. Not being satisfied in what manner I could answer it together with the interruption of business occasioned by the late epidemic here, has delayed an answer until this time. I have now determined to send a Mail on the route once in two weeks, if it can be done on reasonable terms, & for that purpose I have this day written to Worden Pope esqr. Postmaster at Louisville Ky. and have desired him to procure a contract to be commenced immediately. I therefore hope that a communication with Kaskaskias will be soon opened, and have now to request that you will nominate a suitable person to hold the Office at Kaskaskias and have him execute the bond and take the Oaths enclosed and return them to this Office when a commission will be duly forwarded, in the meantime to prevent delay he may commence the business of the Post Office.*

*A Copy of the Post Office Law with instructions, table and forms of accounts for the use of the Post Office are sent herewith.*

*I am &c C.B. (Charles Burrall)  
(Asst. PMG)*

-----

Asst. PMG Letter Book, Vol. B page 257, 258

*H. VanderBurgh                      Decemr 15th 1797  
and others - Inhabitants  
of Vincennes*

*Sirs      Your communication relative to the Establishment of a Post Road from Louisville by Vincennes to Kaskaskias dated March 1797 was received on the 5th May. Not being satisfied in what manner I could answer it together with the interruption of Business occasioned by the late Epidemic here has delayed an answer until this time.*

*I have now determined to send a Mail on that Route and have desired Warden Pope Esqr. of Louisville to obtain a Contract for that purpose if it can be done on reasonable terms. I have therefore to request you will nominate a suitable person to hold the Post Office at Vincennes and have him execute the enclosed Bond & take and subscribe the Oath and return them to this Office, when a Commission will be duly forwarded; he may in the meantime perform the Duties of the Office.*

*A Copy of the Post Office Law and the instructions, table and forms of Accounts for the use of the Post Masters are enclosed herewith.*

*I am &c C.B.  
(Charles Burrall)  
(Asst. PMG)*

-----

Asst PMG Letter Book Vol. B page 254, 255

*Worden Pope Esqr.                      December 15 1797  
(late Postmaster at Louisville, Ky.)  
Sir*

*I wish to obtain a contract for carrying the Mail from Louisville by Vincennes to Kaskaskias once in two weeks until the first day of April 1798. from your former connection with the department I take the liberty to request you to endeavour to make a Contract for that route.*

*The distance I am informed is two hundred and sixty miles, being 100 from Louisville to Vincennes and 160 from Vincennes to Kaskaskias The average price of carrying Mails once in two weeks, thro' the United States is at the rate of two dollars and a half a mile by the year counting the distance one way. At that rate a compensation for carrying the Mail from Louisville to Kaskaskias would be six hundred & fifty Dollars for a year, and I should suppose it might well be done for that sum, as the carrier would not have many tavern bills to pay on the route, if however the contract cannot be obtained for that sum I wish you to contract on the best terms you can provided you do not exceed the rate of seven hundred & eighty dollars a year, I should not chuse to go higher than this last sum. I am informed that the road from Louisville to Vincennes, is tollerable tho not very good, but from Vincennes to Kaskaskias the path is very good, and the whole route may be performed in six days in summer and in seven days in winter. I enclose a blank contract and bond which if you find a proper person to contract I wish you to fill up and have properly executed and return them to this office when I will execute a counterpart of the contract and forward to you. If you should not be able to obtain a contract on the above terms I wish you to send an express with the enclosed papers for Vincennes & Kaskaskias, if a contract is made it will be sufficient to send them by the mail carrier, the expense of such an express will be paid to your order or remitted by post as you shall direct. Note. Your letter of the 14th October with your accounts was duly received. Agreeably to your recomendation I have this day forwarded an appointment for Mr. John Eaton.*

*I am &c C.B.*

*(Charles Burrall)  
(Asst. PMG)*

-----

*Note that in the above letter, the Assistant PMG requested that the letters asking for the appointment of postmasters at Vincennes and Kaskaskia should be sent forward by an express rider even if no one could be found to carry the mail under the proposed Post Office contract.*

*It is probable that similar express riders provided for private communications between*

Kaskaskia, Vincennes and Louisville when required.

Subsequent letters seem to indicate that no one was appointed as postmaster at Kaskaskia at this time, although General Johnston was most probably named postmaster at Vincennes in early 1798. His letter of appointment (without name) was, of course, dated December 15, 1797.

Also from subsequent letters we find the probable reason why no one would agree to carry the U.S. mails from Louisville to Kaskaskia once in two weeks for "not more than \$780 per year" -- the schedule adopted in 1799 allowed 20 days to make a round trip, thus a mail every two weeks would have required at least two riders, and no one was willing to provide that service for only \$780 a year.

### SUCCESS AT LAST

More than a year passes-- then suddenly the question of mail service to Vincennes and Kaskaskia is again the subject of correspondence.

- - - - -

*PMG Letter Books Volume H pages 309 & 310.*

*Feby 22 1799*

*Mr. John Rice Jones (Kaskaskia, NT)*

*Sir*

*I have received your favor of the 13th of November last on the subject of the extension of the Post Road to Kaskaskias (sic).*

*Strongly impressed with the propriety of sending a mail to that distant portion of the Union I wrote to the Postmaster of Louisville as early as the 14th of December 1797 authorizing him to make a Contract for carrying the Mail once a fortnight from Louisville by Vincennes to Kaskaskias (sic) if it could be effected for seven Hundred and Eighty Dollars a year and as the distance is only represented to be Two Hundred and Sixty Miles I concluded there would have been no difficulty in obtaining a Contract on those terms. These steps were taken on the ground of the personal engagements of the people of Vincennes and Kaskaskias and their memorials were laid before Congress urging the expediency of the establishment of that Post Road. Nothing however was done either in obtaining a Contract or the establishment of the road by Congress in fact no Law passed at that Session on*

*that Subject. The Papers are still before a Committee, of the present Congress, on the Post Office business and I have again recommended the establishment of that route though no bill has yet been reported and it is now so late in the Session that I expect it will pass over without making provision for the establishment of any new routes. Under these circumstances if the route should not be established by Law I shall on your personal engagement send a mail once a Month to open a communication with Kaskaskias. - Congress will rise in the course of a few days when it will be ascertained in what manner I am to proceed and you will hear again from me on that Subject.*

*I am &c J.H.*

*(Joseph Habersham)*

*(PMG)*

- - - - -

Following is a portion of a letter sent March 21, 1799 to James Morrison (in Kentucky) on the subject of mail to Kaskaskia:

*"Congress have made no provision for sending a mail by Vincennes & Kaskaskias but on the personal engagements of the citizens of those places to reimburse all expences I shall send it once a month - forming a part of the Union they ought not to be left so much in the dark as to what is passing at the seat of Government.*

*They should at Least participate in a partial communication by Post with their fellow Citizens."*

For some reason, however, PMG Habersham delayed moving forward on his decision to provide postal service to Vincennes and Kaskaskia until almost six months later. Following is a portion from a letter found in PMG Letter Books Volume I page 305

*October 12th 1799*

*John Eastin Esqr P.M. (Louisville Ky)*

*Sir*

*I recommended to Congress at their Session to establish a post road from Louisville to Kaskaskia and it was agreed by their committee, but so many members were anxious for other roads that the object was defeated. It appears to me that a post ought to be sent on that road as well for the accommodation of Government as the Inhabitants there*

*altho it should not defray the expence in postages. I will thank you to obtain from some of the travellers on that road a list of the Stages or Stopping places and the reputed distances also some accounts of the roads to enable me to form an opinion with what expedition a Mail should be sent there if it is concluded to send one.*

*I am &c J.H*

Apparently the requested information was promptly supplied, for only about six weeks later the following letter was sent:

- - - - -

PMG Letter Books Volume I page 356

Novem. 28 1799

Mr. John Rice Jones (Kaskaskia)

Sir

*Inclosed I transmit a blank Bond & Contract for carrying the mail between Louisville K. & Kaskaskias(sic) N.T. once every four weeks at the rate of Six hundred dollars a year. If you find a proper person to enter into the contract on those terms I wish you to fill up the contract and return it to me after it is executed. When it is received I shall execute and forward to such person a counterpart of the contract.*

*In case Congress do not establish the above as a publick post road at their present Session I shall rely upon your Assurance to make good any deficiency in the postages arising on the route below the expence(sic) of carrying the Mail.*

*I am &c J.H.*

- - - - -

PMG Habersham was being extremely careful to avoid the wrath of Congress, since he was already aware that Congress had not approved the post road to Kaskaskia. As previously mentioned, he was authorized to make contracts for carrying the mails of the United States on roads that were not designated as public post roads by Congress only if it resulted in no expense to the United States.

The following letter from PMG Letter Book I, pages 357, 358 summarizes the PMG's decision and includes appointments for postmasters at both Kaskaskia and Vincennes.

Nov. 29 1799

John Edgar Esqr.

Sir

*Having repeatedly applied to Congress to extend the Post Road from Louisville to Kaskaskias(sic) without accomplishing that very desirable object, I have finally determined to send the mail once a month on that route on the personal engagements of the Inhabitants of Vincennes and Kaskaskias and have accepted Mr. Jones's offer to carry a monthly Mail for Six hundred dollars. Knowing how much you are interested in having this business carried into effect and having heard you are now in Cincinnati, I have taken the Liberty of troubling you with the inclosed (papers for the postmasters at Kaskaskia and Vincennes) accompanied by a Packet of Blanks for Mr. John Rice Jones at Kaskaskias - the Blanks may be divided between Kaskaskias and Vincennes and placed in the hands of the persons selected for Postmasters at those places by whom the inclosed Bonds and Oaths are to be executed and on their being returned duly executed to me I will send them their Commissions.*

*I am &c J.H.*

- - - - -

The final group of letters show that postal service was finally established, but not without some difficulties. PMG Habersham forgot that he had already sent a postmaster's commission to General Johnston at Vincennes more than a year earlier; John Edgar apparently turned over all the papers he received from PMG Habersham to John Rice Jones at Kaskaskia, who appointed someone else as PM at Vincennes, and PMG Habersham didn't like the schedule set up for the post rider and decided to change it.

- - - - -

PMG Letter Books microcopy 601, roll 10, page 27

March 21, 1800

John Eastin (P.M. Louisville, Ky)

Sir

*I am just favored with yours of the 27th Ult. covering the Contract for carrying the Mail from Louisville to Kaskaskias(sic) duly executed and by this conveyance I send Mr. Jones of Kaskas-*

*kias the counterpart of the Contract executed on my part. I have made some alterations in Mr. Dunns Schedule which will accommodate him as to spending the time he is not employed in riding at Kaskaskias. This alteration may be productive of a little delay in the conveyance of the Mails from Kaskaskias from a want of connection at Louisville but it will not be an Object of much consequence and it is desirable to make Mr. Dunns schedule as convenient to him as circumstances will admit of. He is to arrive at Louisville on Thursday at 10 AM every four weeks from the 27 Febuary(sic) and leave it the same day at 3 PM.*

*I am, &c J.H.*

PMG Letter Books microcopy 601, roll 10, page 26

March 21 1800

Genl. W. Johnneston(sic) (Vincennes N.T.)

Sir,

*It escaped me to mention to Mr. Jones that you were appointed to the Office of Deputy Postmaster of Vincennes on a former occasion, or he would not have written to Mr. Buntin and sent him the papers for the establishment of that Office -- having your Bond and Oaths now in the Office there was no occasion for you to execute any others and as you have my Commission there could be no obstacle to your entering on the duties of the Office. I am glad to find the communication by Post is at length Opened to Kaskaskias(sic) and there is every prospect that the route from Louisville to that place will be established as a Public Post Road during the present Session of Congress as the Bill making the provision for it has already passed the House of Representatives and I have no doubt will also pass the Senate. I shall be glad to find that the productiveness of the Offices of Vincennes and Kaskaskias will allow a more frequent communication by Post than the present arrangement admits of, as it will give me pleasure to extend the Benefits of this useful Institution to that distant portion of the Union.*

*I am &c J.H.*

NOTE:

The above underlined words were so marked in the copy of the PMG's letter.

-----

PMG Letter Books microcopy 601, Roll 10, page 26

March 21 1800

Mr. Robert Buntin (Vincennes N.T.)

Sir,

*I presume Mr. Jones was unacquainted with the appointment of Genl. W. Johnson as Deputy Postmaster of Vincennes on a former occasion or he would not have nominated you for that Office, and you have acted very properly in directing the mail to be delivered to that Gentleman.*

*The Bill for the establishment of a number of New Post Roads has passed the house of Representatives and there is little doubt in my Opinion of its passing the Senate. This Bill provides for the establishment of the route from Louisville to Kaskaskias(sic) as a Public Post Road. I am in hopes the productiveness of the Offices at Vincennes and Kaskaskias will soon enable me to accommodate you with a more frequent communication by Post than the present arrangement admits of.*

*I am, &c J.H.*

-----

PMG Letter Books roll 10, pages 30-31

March 22 1800

John Rice Jones, Esqr. (Kaskaskia, N.T.)

Sir,

*I am to acknowledge the receipt of your favor of the 14th Ult. on the 20th Instant covering your own Bond as Deputy Postmaster of Kaskaskias(sic) and that of the contractor for the conveyance of the Mail from Louisville to Kaskaskias(sic).*

*It gives me pleasure to find that the contract for that route is now in operation and as a Bill has already passed the house of Representatives establishing it as a public Post Road there can be little doubt but the Benefits of this useful institution will be extended to that distant portion of the Union on a liberal footing.*

*The Postmaster of Louisville inclosed me Mr. Dunns Contract with what I conceived a very incon-*

venient Schedule for the Contractor who resides at Kaskaskias(sic) and ought to be allowed to spend the time he is unemployed at that place. I therefore altered it so as to make it more convenient and less expensive to Mr. Dunn and I presume equally as convenient to the public as the one Mr. Eastin fixed on. The Mail will now be carried agreeably to the following Schedule.

Leave Louisville on Thursday 3 PM every four weeks from the 27th Feb.

Arrive at Vincennes on Monday noon

Leave Vincennes ditto 3 PM

Arrive at Kaskaskias next Sunday 10 AM

Returning

Leave Kaskaskias on Monday noon every four weeks from the 17 Feb.

Arrive at Vincennes on Sunday noon

Leave Vincennes at 3 PM

Arrive at Louisville the next Thursday 10 AM

Inclosed you will be pleased to receive your Commission as Deputy Postmaster of Kaskaskias and the counterpart of the Contract executed by me. I had appointed Genl. W. Johnson to act as Deputy Postmaster at Vincennes on a former occasion and Mr. Buntin very properly directed the mail to be delivered to that Gentleman --

I have Mr. Johnsons Bond & Oaths in the office and I sent him a commission on receiving them but it escaped me to mention this circumstance to you. I hope the productiveness of the Offices at Vincennes and Kaskaskias will soon allow of a more frequent communication by Post than the Present arrangement admits. it will take some time however before it will be generally known that the Post Road is extended to Kaskaskias and perhaps a Mail once a Month considering the extent of the road and other circumstances is as often as it ought to be sent at present.

I am, &c J.H.

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

The above letter indicates that the first mail from Kaskaskia left there on February 17, 1800 reaching Louisville on February 27 and Philadelphia on March 20, taking only about half as long as Mr. Jones' letter of 13 November 1798.

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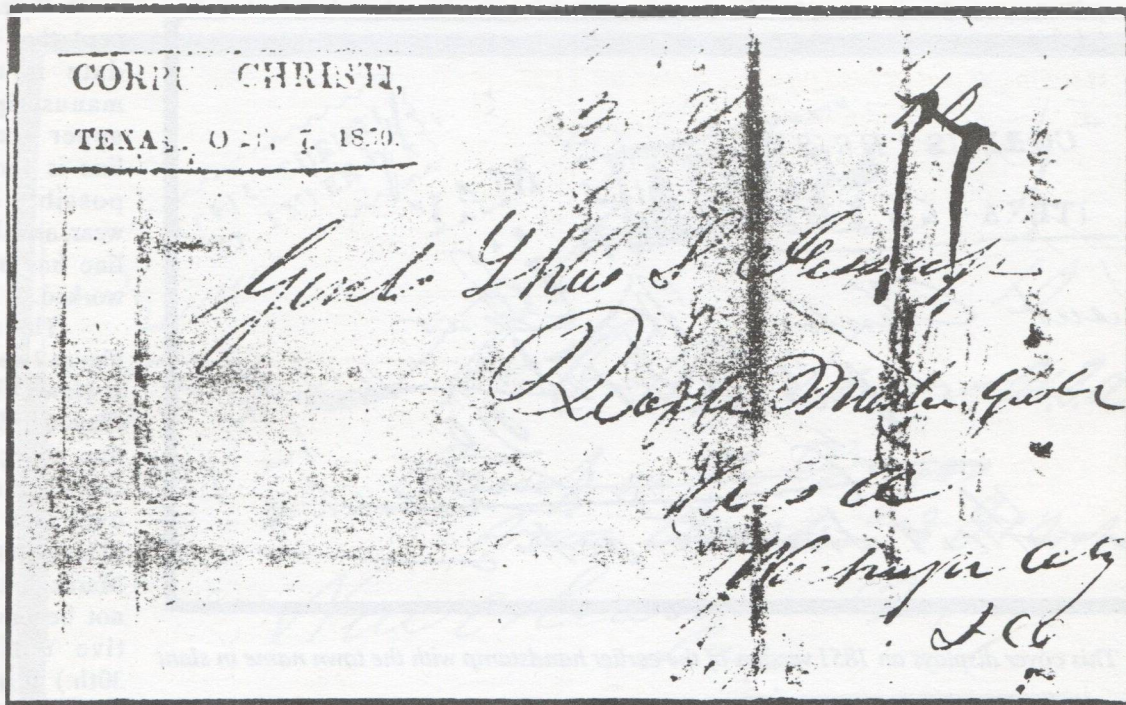


Figure 1. This cover displays the earliest variety of Corpus Christi's straightline handstamps. Examples reportedly date from 1848-1850.

## CORPUS CHRISTI STRAIGHTLINES

By R. H. Stever

One of the last postal directives of the Republic of Texas, dated January 30, 1845, authorized a post office at Corpus Christi. However, there is some doubt as to whether such was ever established. The aforesaid authorization was not to take effect until April 1st and nine months later Texas was a state in the Union. After statehood the U. S. post office took control of the Republic's postal system. It seems unlikely that they would have had to "establish" a post office at Corpus Christi, which they did, if there were already one there. The writer knows of no cover evidence proving a Republic post office at Corpus Christi.

In late July of 1845 General Zachary Taylor's U. S. Army first raised Old Glory on Texas soil at Corpus Christi. The troops stayed until early March 1846, when they commenced their march to the Rio Grande prior to the Mexican War. During the army's tenure, a lot of mail, both personal and official, emanated from Corpus Christi. This was "On Public Service" or "Free" mail handled by army postal clerks. These folded letters more often than not had "Corpus Christi, Texas" datelines inside but no local postal markings outside. Such mail had to be lightered some 20 miles across a shallow bay to St. Joseph Island where ocean-going vessels were anchored. The letters were then carried to New Orleans and placed in the U. S. mail. Most bear a New Orleans circular date stamp and a large "10" rate marking. Some letters have

a manuscript or handstamp "12" to cover an additional 2-cent ship captain's fee.

Texas officially joined the Union on December 29, 1845, and a U. S. post office was subsequently established at Corpus Christi on May 22, 1846. When the army left town in March, the population was reduced from over 4,000 to about 200, many of which were illiterate or barely literate. Civilian mail during this time period possibly exists, but, if so, is extremely rare. Covers most certainly would bear a manuscript town marking.

Which leads to the main subject at hand, namely, Corpus Christi's early straightline handstamps. According to the 1847 Postal Laws and Regulations, handstamps were not furnished by the Post Office Department to postmasters with annual receipts less than \$300. This was amended in 1852 to provide metal devices for annual receipts of \$300 or wooden devices for receipts of \$200. If a postmaster with less receipts wanted a government handstamp, he had to purchase it at his own expense. In view of Corpus Christi's small population, this probably explains why the local post office did not use a circular date stamp until August of 1852. Corpus Christi's first six handstamps were straightlines. These townmarks were apparently "homemade" by the postmaster and appear to have been type-set in a small frame using common newspaper types of that era. Five of the straightlines were double straightlines, and one, the last one, was a triple



Figure 2. This cover displays an 1851 version of the earlier handstamp with the town name in slant letters.

straightline. Each handstamp was applied to letters with black ink.

Figure 1 shows the earliest vintage, a two-line version between horizontal lines, which is listed in the current edition of *American Stampless Cover Catalogue* as a handstamp used during the years 1848-1850. In his 1933 monograph on the *Republic of Texas Postal System*, Harry Konwiser stated in the statehood section of that publication that he had never seen this marking prior to 1850. This writer likewise has never seen it used earlier than 1850. But there must be a reason for the 1848 listing. Konwiser's first three editions of the *United States Stampless Cover Catalogue* (1936, 1938 and 1942-43) show only an 1850 date. However, the fourth edition, published in 1947, picks up the 1848 year date. Evidently a cover or covers had turned up which resulted in the date revision. Where this proof resides today is unknown. A new Corpus Christi postmaster, D. W. Brewster, took office in November 1848, and served into early 1852, his term spanning most of the period of straightline usage. Perhaps this is the explanation.

An interesting sidelight is the message contained in the folded letter show in Figure 1. The letter, posted at Corpus Christi on October 7, 1850, and addressed to the Quartermaster General in Washington, D.C., is a complaint by the author that he and a partner own the land occupied by Fort Brown, and have not been paid any rent by the government. The outcome of that situation would be an apt subject for historical research.

The straightline illustrated in Figure 2 came into use in early 1851 and was used during most of that year. It is essentially a revision of the Figure 1 style. The town name was changed from relatively large vertical letters to a smaller, slant-letter version. The second line appears to be the same

as in Figure 1 except that the day date is now in manuscript. The upper horizontal line is very faint, possibly due to wear, and the lower line has been re-worked.

The cover in Figure 2 was posted at New Orleans on May 10, 1851, with a due charge of 10 cents for carriage over 300 miles. (The postal act of March 3, 1851, did not become effective until June 30th.) It was forwarded at Corpus Christi to Fort

Smith, Arkansas, on May 26 with an additional 10 cents added. Lt. Lear paid 20 cents for this letter from his wife in New Orleans.

Figure 3 and 4 illustrate the next two types of Corpus Christi straightlines. Both are enclosed in a sawtooth box. No other Texas community used such a device. However, seven Mexican communities in the Saltillo postal district had very similar sawtooth box cancels. Four of the latter were in a time period which overlapped the Corpus Christi usage, i.e., 1850-1856. Based on the research by Yag and Bash, the sawtooth enclosed straightlines in the Saltillo district are the only such handstamps to be used anywhere in Mexico. In the late 1840's and early 1850's there was substantial commerce between Corpus Christi and northern Mexico. This traffic crossed the Rio Grande at Eagle Pass and travelled through the very part of the Saltillo postal district where communities used sawtooth box handstamps. Thus the similar postmarks are not a coincidence. In all probability, the idea originated in Mexico about 1850, and was brought to Corpus Christi or copied by someone in Corpus Christi in 1851. The Mexican handstamps were struck in red and undoubtedly quite beautiful.

There are two types of Corpus Christi sawtooth box cancels. Type I, illustrated in Figure 3, is shorter and somewhat wider than Type II. It has the town name at the top with month and manuscript day on a second line. Type II, shown in Figure 4, is narrower and longer in order to accommodate "TEXAS" after the town name, and allows room on the second line for a manuscript year after the manuscript day. The Type I marking is very similar to Mexican markings from Villa de Rosas, Villa de Nava and Cienegas. In fact, the Type I and Cienegas sawtooth cancels, when viewed on a light table, are so close as to be almost a laydown. Likewise, the

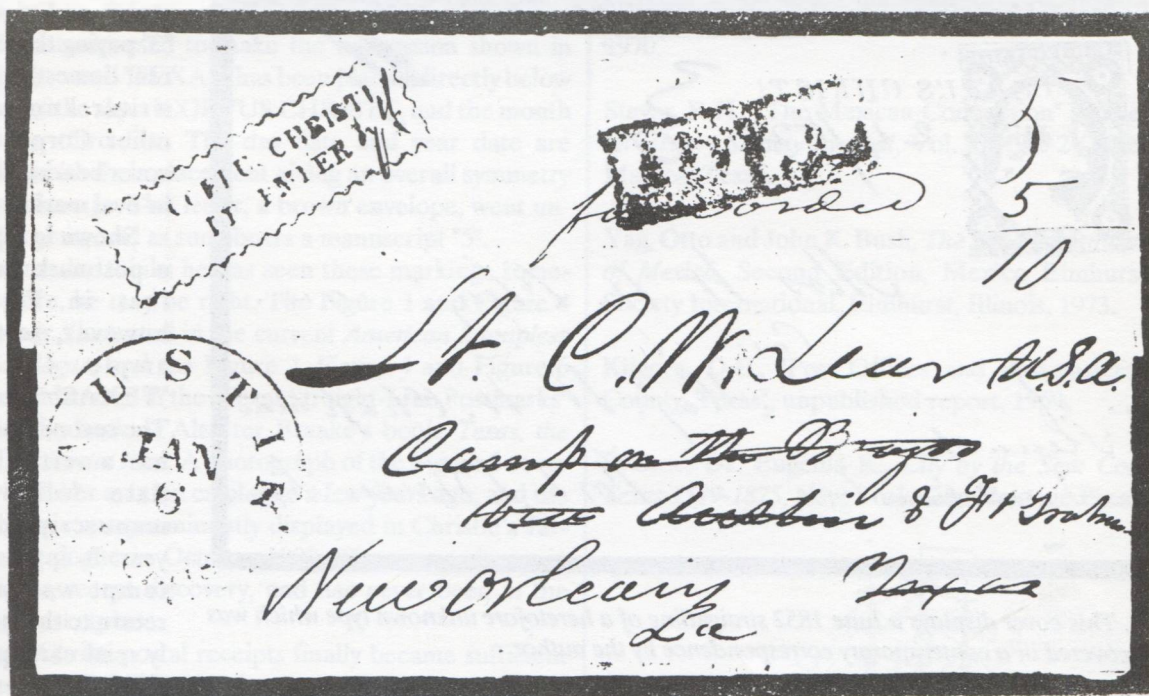


Figure 3. This cover illustrates a Type I sawtooth box postmark. Its use has been documented from November 1851 to February 1852.



Figure 4. The Type II sawtooth box postmark shown here is known with dates ranging from March to May 1852.

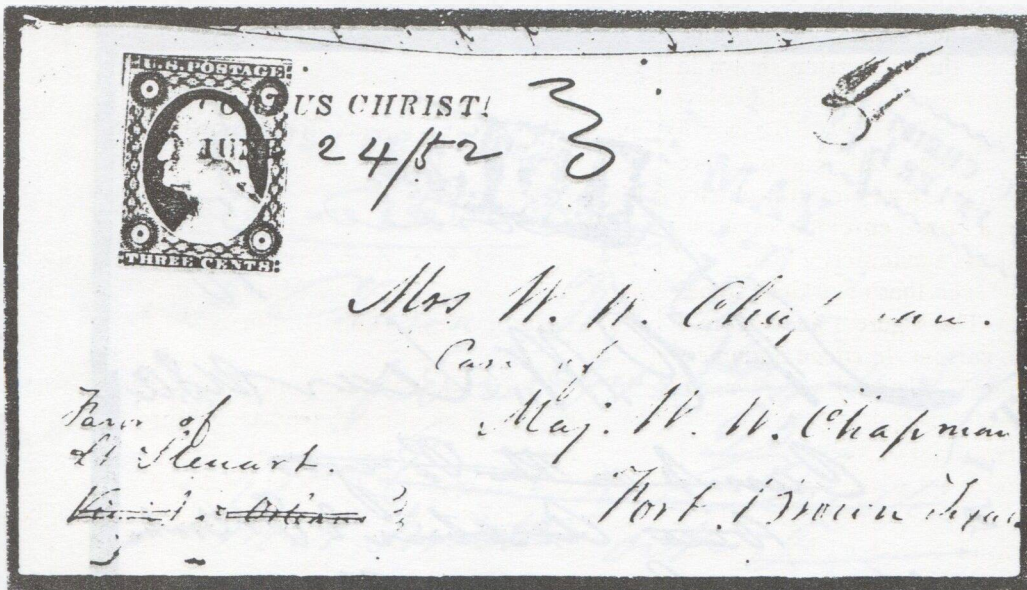


Figure 5. This cover displays a June 1852 straightline of a heretofore unknown type which was recently discovered in a contemporary correspondence by the author.

Type II closely resembles a Mexican Villa de Musquiz cancel, except that the latter is slightly longer.

Based on currently known covers, the Type I postmark first appeared in November 1851, and lasted through February of 1852. Postmaster Brewster went out of office on January 20th and a Mr. C. Cahill took over. It could be that a decision by Cahill to alter the local handstamp resulted in the Type II sawtooth box cancel. This device was used for about three months, i.e., March through May, 1852.

The Figure 3 cover originated at Corpus Christi on December 7 (1851), and was marked 5 cents due for delivery to an officer at an army camp on the Brazos River in central Texas (Fort Graham). At Austin the letter was forwarded on January 6th to New Orleans with an additional 5 cents due. The Austin markings are in red.

Figure 4 shows a Type II sawtooth postmark dated May 26, 1852, on a letter from Corpus Christi to Virginia. At right is a prominent

the Figure 5 cover bears an interim design further perfected in Figure 6 where both the top and bottom parallel lines have been eliminated.

The Figure 5 cover contains a letter written at San Antonio to Fort Brown and docketed "Favor of Lt. Stewart. Via New Orleans." The "Via New Orleans" is crossed out, probably because Lt. Stewart went to Corpus Christi instead, where he posted it June 24, 1852. It is the only Corpus Christi letter this writer has ever seen postmarked that month.

Finally, Figure 6 illustrates the last of the Corpus Christi straightlines. Known only in the month of July 1852, this

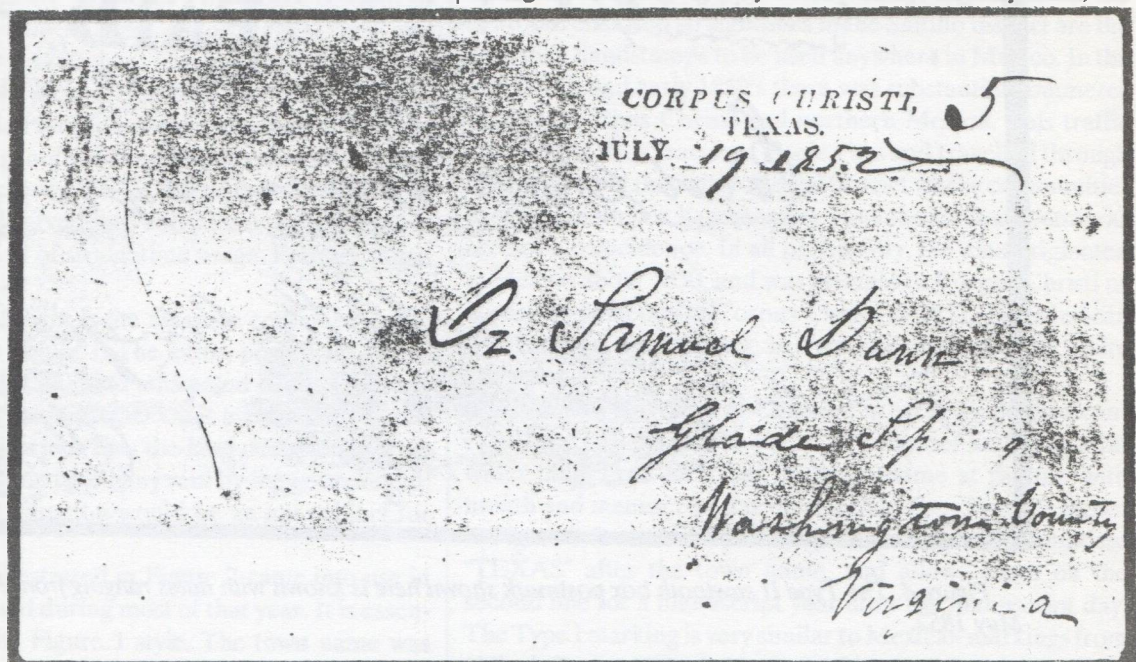


Figure 6. This rare three-line handstamp is known only from July 1852. The faint outline of a box may just be made out below and right of the manuscript year date.

"PAID" in oval handstamp and manuscript "3" paying the then-current domestic rate. The writer knows of no other Corpus Christi cover bearing this paid-in-oval marking.

Shown in Figure 5 is a postmark similar to that in Figure 2, however, in this example the word "TEXAS" is missing. The second line of type has a vertical month date followed by manuscript day and year. It appears an attempt was made to return to the more easily read early postmark shown in Figure 2. Thus

postmark is the rarest and possibly the most handsome of all the straightlines. It is apparently the result of a re-working of the handstamp used to make the impression shown in Figure 5. The word "TEXAS" has been placed directly below the center of the slant "CORPUS CHRISTI", and the month moved to a third line. The day date and year date are manuscript with their placement giving an overall symmetry to the handstamp. This letter, a brown envelope, went unpaid to Virginia, and as such bears a manuscript "5".

If the reader thinks he has seen these markings somewhere before, he may be right. The Figure 1 and Figure 4 markings are illustrated in the current *American Stampless Cover Catalogue*; and the Figure 2, Figure 4 and Figure 6 covers are illustrated in the "Texas Straight-Line Postmarks" section in the back of Alex ter Braake's book, *Texas, the Drama of its Postal Past*. A photograph of the Figure 3 cover was in a Kelleher auction catalogue a few years ago, and the Figure 6 cover was prominently displayed in Christie's Jarrett sale catalogue in October 1990. The cover shown in Figure 5 is a recent discovery, and has never been in the philatelic marketplace.

Corpus Christi postal receipts finally became sufficient for postmaster Cahill to acquire a government-issue handstamp. In August 1852, a 30 mm. balloon circular date stamp came into use along with "PAID-3" in circle and "5" in circle rate marking handstamps for pre-paid and unpaid letters respectively. Thus ended the era of Corpus Christi's straightline postmarks.

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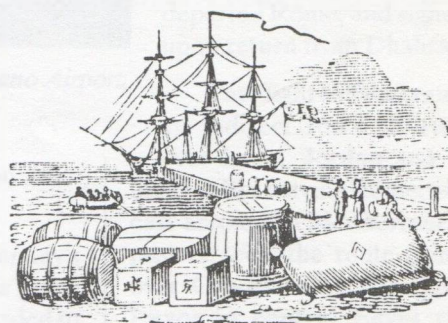
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## PROFESSIONAL POSTMARK TRACING

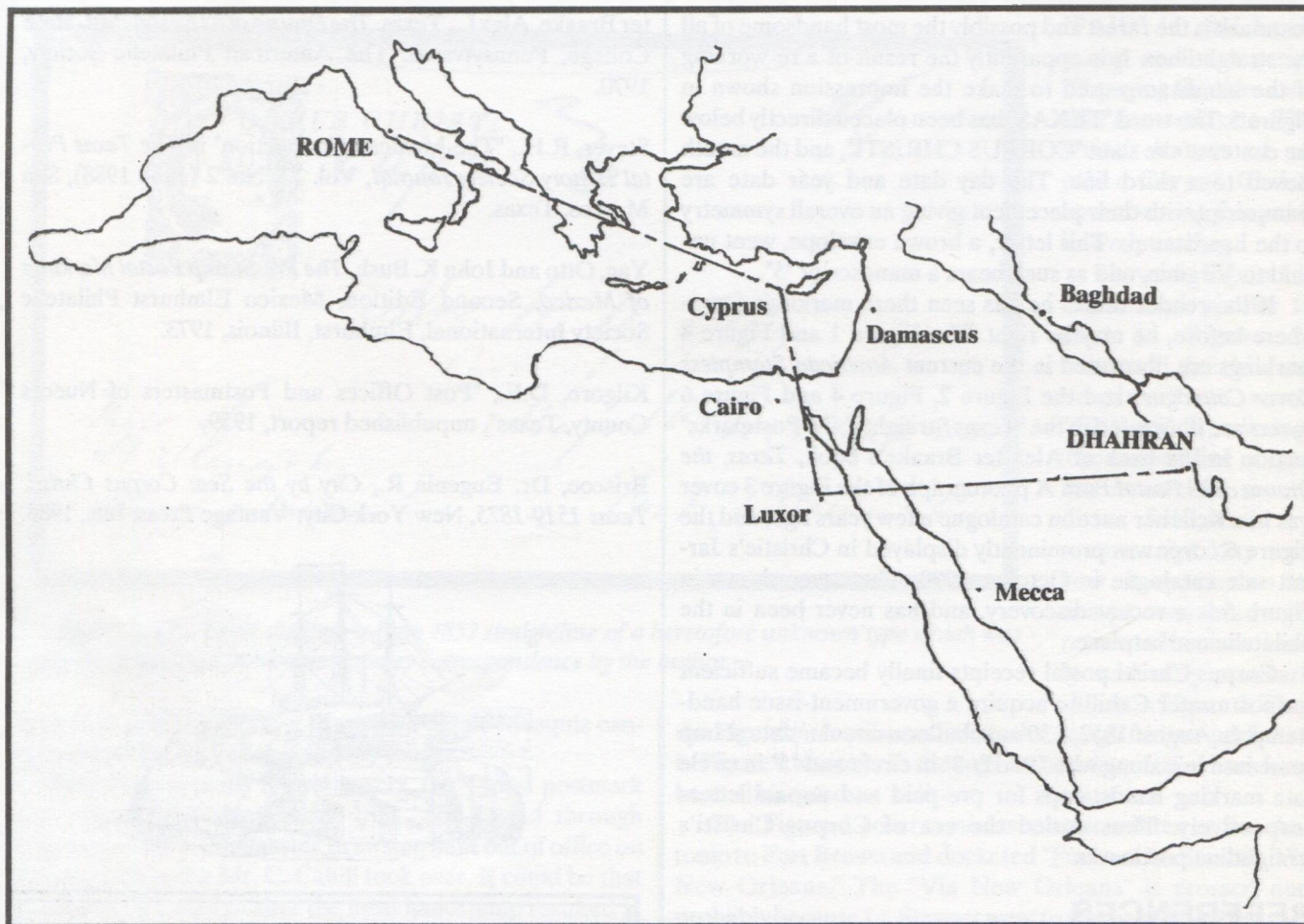
I will execute to your specifications accurate tracings of plain or fancy postmarks and cancels. My work is currently appearing in *La Posta* in both the Washington Territorial postmark series by Richard A. Long and the 19th Century Colorado postmark series by Richard Frajola.

If you've been thinking of a postmark catalog project, or any research which requires well-executed postmarks for illustrations, but do not have the time required to accomplish the tracings, drop me a line or give me a call with the particulars, and I will give you a quote.

Jane Dallison

P. O. Box 472, Bandon, OR 97411

(503) 347-3824



*This map shows the flight route used by the Civil Reserve Air Fleet in flying missions from Rome to Dhahran during OPERATION DESERT SHIELD/DESERT STORM.*

## CIVIL RESERVE AIR FLEET FCO/DHA (ROME-DHAHRAN)

By Jon K. Arndt

During the military buildup for OPERATION DESERT SHIELD, and the even bigger buildup for DESERT STORM, the United States Airforce's Military Airlift Command (MAC) was operating at or near capacity. Of the 284 big C-5A's and C-141 cargo planes operated by the Airforce, 258 were in use at the peak of the airlift. The Pentagon decided to activate the Civil Reserve Air Fleet (CRAF). Once activated, the CRAF supplied more than 70 aircraft from 26 different commercial freight airlines

to MAC's "DESERT EXPRESS". Activation occurred in two phases beginning with phase one in August 1990 and proceeding to phase two in January 1991. Much of the cargo flown by the planes and men of the CRAF turned out to be mail, and, for this reason, it is appropriate that we document their story in *La Posta*.

These CRAF crews flew their planes on high risk missions. While CRAF transported 20% of all material and personnel deployed in the region, no aircraft were damaged and no personnel were injured during these flights. All pilots and crew were civilians, but each was issued a military style identification card which assigned a simulated military rank.

Pilots and crew were paid their normal salary plus a bonus for each fight to the "War Zone".

As the military buildup increased, the job of hauling mail, foodstuffs, water and spare parts, was more and more dependent on CRAF crews and planes. Their participation took much of the strain off the Military Airlift Command.

Supplies flowed into Rome's Fumicino Airport (FCO) night and day. Rome was a central transit point for all planes flying into Dhahran Airport (DHA) in Saudi Arabia. Aircraft carrying supplies for DESERT SHIELD/DESERT STORM were segregated to a remote area of FCO, which was under tight security.

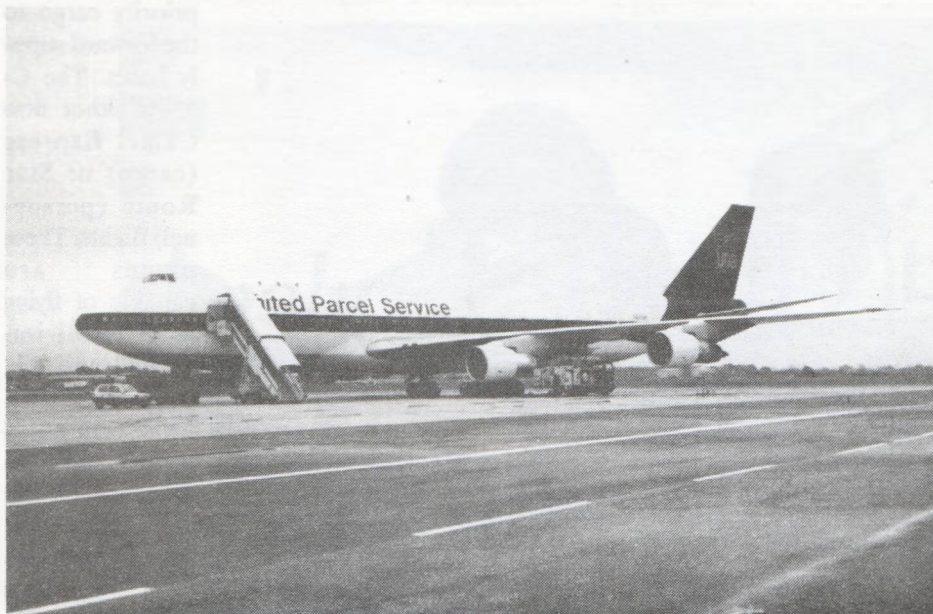


Figure 1. A United Parcel Service Boeing 747 on the ground at Fumicino Airport, Rome..

Military intelligence believed there was a strong possibility of terrorist action against planes flying into the war zone, and so the secure area was guarded day and night by manned tanks and machine gun nests.

Airplanes landing at FCO were refueled and their pilots and crews were changed. Each plane left Rome with a "heavy" flight crew consisting of two pilots, a co-pilot and two engineers. The flight from FCO to DHA was a long one -- 12 to 15 hours -- and the additional personnel were needed to spell each other.

The threat of terrorism had an interesting effect on the decision of airline companies to paint, or not to paint, over their company logos. At the beginning of Operation Desert Shield, most companies did not change the appearance of their planes (Figure 1). With the start of the air war in January 1991, this decision was re-examined.

United Parcel Service (UPS) was one of the companies flying CRAF missions and when the air war began UPS decided to paint over their company name with permanent paint. It wasn't long before

someone in the organization concluded that the cost of

repainting all seven of the company's participating Boeing 747's was going to be rather high. UPS then decided to use a cheaper and less permanent brown paint to overpaint the company name (Figure 2). Unfortunately, this cheaper paint did not hold up well,

and after a few flights you could easily read the company logo (Figure 3).

One of the enduring memories of the war to all who watched around the world on television was the use of gas masks to war off the anticipated attacks by Iraqi chemical weapons. Included in all pilot and crew gear bags was a military issue gas mask and chemical warfare suit, and the protective mask was required to be in the crew member's possession at all times when on the ground in Saudi Arabia (Figure 4). All chemical warfare gear was signed out as crews departed Rome, and signed back in upon return from Dhahran.

The flight to Dhahran required an indirect route to avoid flying over Israel, Jordan and Iraq (see map). After leaving Rome, planes flew east across the Mediterranean. Once past Greece, the route turned south over Cyprus to overfly Egypt. Over Luxor in central Egypt the route turned once more to the east for a flight over the Saudi Arabian Peninsula to Dhahran on the Persian Gulf. Before leaving Egyptian air space and while over the Red Sea, pilots check-



Figure 2. A UPS B-747 on the ground at Dhahran Airport. Note that the cheaper paint used to hide the company logo has already begun to wear off.



*Figure 3. This photo, taken at Fumicino Airport, reveals the cheap brown paint completely worn away, taking some of the original UPS lettering with it.*

ed with a U.S. Navy picket ship on duty somewhere below. Pilots also monitored a high frequency (H.F.) channel broadcasting from Turkey. Normally, the H.F. channel sent "Things Are Cool", but, if the airplane's landing field was under attack, the message switched to "Things Are Hot".

Arrival over Dhahran did not necessarily end the flight or the work day. Due to the high air traffic density landing, unloading and taking off, flights could circle Dhahran for as much as five hours while waiting to land.

The air traffic controllers (ATC) who handled all the arrivals and departures into and out of Dhahran were all U.S. military personnel. The ATC call sign for Dhahran was "BOATER ALPHA". BOATER ALPHA gave the OK to leave Rome and fly into or out of Dhahran. The men and women who controlled the air traffic worked in a camouflaged and well sandbagged bunker near the main cargo ramp. All passenger and cargo planes --civilian and military --

were handled by personnel in this bunker. The regular civilian air traffic in and out of Dhahran's airport was routed elsewhere, and the regular passenger terminal was closed.

Once on the ground, all jumbos taxied to the main cargo ramp to be unloaded. This area was very congested, and a few hours wait on the taxiway was common. CRAF and MAC cargo planes were unloaded at the same ramp, and one often saw the Airforce's C-5A's and C-141's parked next to Boeing 747's and MD DC-10's. To help keep the unloading moving quickly, a "K" loader stood by empty and ready to move into place as soon as the present "K" loader was filled. This procedure helped reduce the time aircraft and crews were in the war zone and taking up space on a very congested loading ramp.

To the northwest of the main cargo ramp was a sorting and temporary storage area. Cargo was sorted and put into a different area for each service. "Express Cargo" was transferred to one of the seven C-130 (Hercules) aircraft that were used to fly

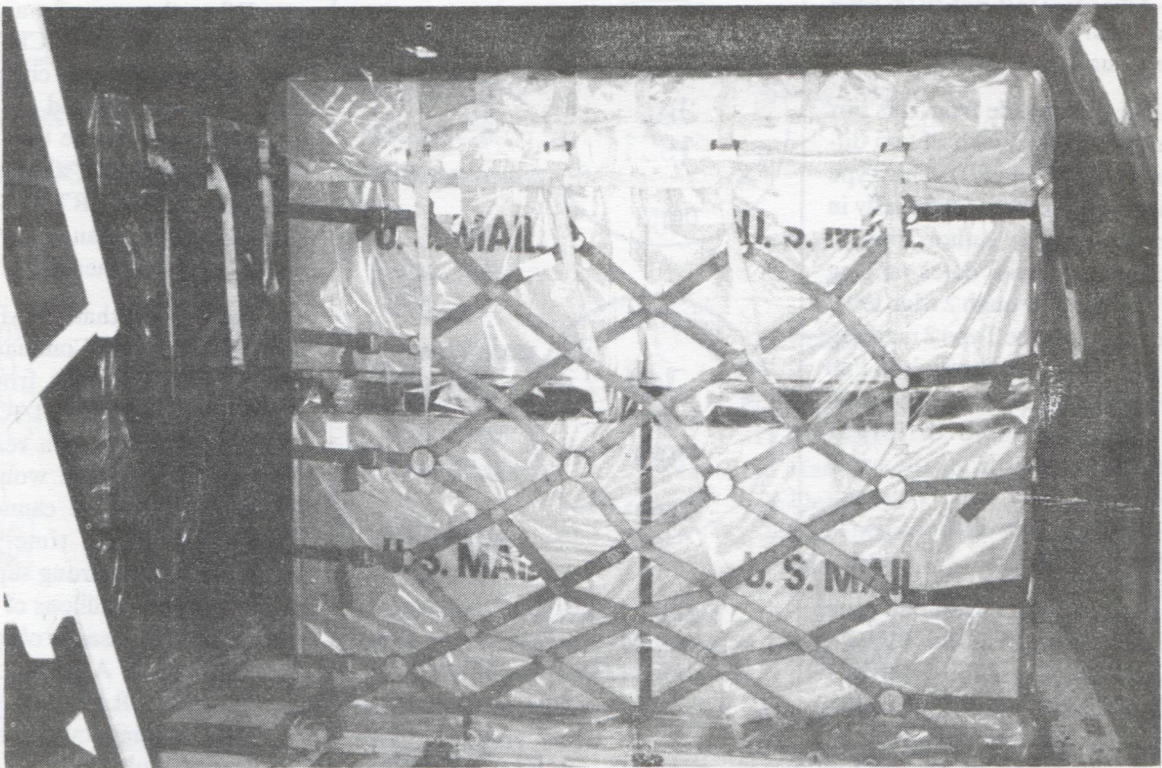
priority cargo to the forward supply bases. The C-130's either flew Camel Express (cargo) or Star Route (personnel) flights. These planes are capable of flying into semi-improved and dirt landing strips, which are easily constructed in the desert. Such dirt landing strips dotted the forward areas. They were left over from oil exploration of the last few decades. The cargo from one Boeing 747 will fill five C-130 "Hercs".

While unloading of cargo was going on, crew members not assigned to a job were able to spend some time looking around the area. Along side the main taxiways one might see British Tornados with bombs lying on the ground while crews prepared their planes for the next mission. A little further on were the hardened bunkers holding the USAF's F-16 fighters. And everywhere was the bustle of activity as CRAF and MAC planes were unloaded or loaded for the return trip and C-130's were prepared for flights to forward areas.

Near another section of the main cargo ramp, sat a small maintenance hanger which had been converted to a temporary passenger terminal. All U.S. military personnel flying into Dhahran went through this terminal. In one corner of the terminal was a small caged enclosure (Figure 6). The inside of this enclosure was a combination snack bar-souvenir shop-post office. The place sold snack and souvenir shirts and cards to soldiers passing through, and hanging on the outside of the chain link enclosure was



*Figure 4. A pilot and crew member model military issue gas masks in Dhahran. Gas masks were required possessions at all times while on the ground in Saudi Arabia.*



*Figure 5. Pallets of U.S. Mail being unloaded in Dhahran. The mail was common cargo for CRAF aircraft.*



Figure 6. U. S. post office, Dhahran Airport. Covers mailed here were postmarked APO 09152 with one of the two postmarks shown below.

a familiar blue mail box reading "U.S. MAIL" and "POST OFFICE." A handlettered sign over the box said "POSTAGE IS FREE/STATESIDE ONLY". This drop box was to be used by any civilian or military personnel passing through the terminal.

Mail sent stateside from this box is known postmarked with of two different markings (Figure 7). The Type 1 marking appears most frequently in the experience of the author, and examples are known with dates ranging from 26 Nov 1990 through 2 Mar 1991. The date range for the Type 2 marking runs from 27 Nov 1990 through 16 Feb 1991. When a postal clerk was asked about the use of two different postmarkers on mail from the same drop box, his reply was "I do not know." This busy clerk did not seem to care either.

Mail sent stateside from the drop box was to be clearly marked "FREE", a franking authorized for DESERT SHIELD/STORM mail. If the mail was sent INTRATHEATER (from an APO in Saudi Arabia to an APO in Germany, for example) it could have been sent via Military Postal System (MPS) and could have been franked

"MPS" or "FREE". Mail sent INTER-THEATER (from say an APO in Saudi Arabia to an APO in Korea) still required a "FREE" franking.

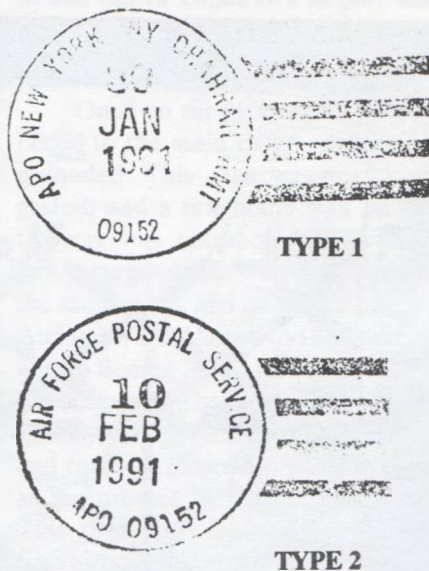


Figure 7. These two postmarks were applied to mail deposited at the U.S. APO at Dhahran Airport.

After the cargo was unloaded, and the aircraft were refueled and reloaded, they were quickly routed to taxiways for the return trip. The main cargo ramp was an extremely busy

place, and at its peak there were between 9 and 27 MAC and CRAF flights per day handled at Dhahran.

Flights departed Dhahran with minimal clearances from ATC and each other. After takeoff, while climbing to normal cruising altitude, some pilots talked plane to plane. This allowed the faster civilian aircraft to pass around the slower military planes. CRAF planes returned to Rome empty. At Fumicino Airport they changed aircrews and refueled for the flight back to the USA.

Some MAC planes returned from Dhahran empty, but some carried mail, tank parts and aircraft engines back to the USA. Other planes were used as air ambulances to transport military patients to hospitals in Germany and the US. Before the start of the air war, the majority of US casualties were not operational injuries, but injuries resulting from weather, sports, gastrointestinal or upper respiratory infections. There were also some cardiac problems among the older officers and NCOs.

When the ground war cease fire was announced, some CRAF planes were released back to civilian duties. One company notified its air crews upon return to Rome that "Effective 0000 Zulu, 1MAR91" air operations in support of DESERT STORM are suspended. Planes and crews return to the USA shortly thereafter.

The support that CRAF provided the Military Airlift Command was acknowledged in a telex from Deputy Chief of Operations, MAC, General Vernon Kondra, which read in part "We could not have won the War without you and we cannot get the troops home in a timely manner without the same strong support from you ..." All told, millions of pounds of supplies and thousands of troops were flow to Saudi Arabia on CRAF aircraft. The CRAF program is currently undergoing revision based on in the Persian Gulf crisis.

## T-O-B UPDATE:

### Additions & Corrections to La Posta Monograph Volume 5 Walter D. Wesson's "Time on Bottom" Duplex Hand Cancelers

#### By Eugene Meyer

Usage letters have been added in order to differentiate among new town and killer types which have been reported.

Contributors: Arthur Anderson, Paul Bourke, Alyce Evans, Ed Festi, Joe Holleman, Gilbert Levere, Eugene

Meyer, Earl Netwal, Geoffrey Remond, Norm Sachet, Robert Trachimowicz and Kirk Wolford.

Send new updating information to Eugene Meyer, 530 Van Sicklen Way, Redding, CA 96003.

#### CONNECTICUT

	EKU	LKU	NOTES
<b>Killingly</b>			
1A = H(W)	8 Jun 1889	2 Feb 1892	
1B = H(W)BS	27 Jan 1890	14 Mar 1895	
<b>New Britain</b>			
1 = H(1)	27 Sep 1884		
<b>New London</b>			
1A = H(C)	15 May 1883	25 May 1896	Thin C
1B = H(C) BS	2? Aug 1887		Thin C
1C = H(C)	9 Jun 1891	6 Sep 1897	Thick C
1D = H(C) BS	8 Apr 1885	21 Jun 1895	Thick C
<b>Norwich</b>			
2A = H(B)	23 Aug 1883	4 Dec 1894	
2B = H(B) BS	25 Oct 1888		
<b>Putnam</b>			
2A = H(P)	9 Dec 1883	28 Mar 1896	
2B = H(P) BS	28 Aug 1884	27 Sep 1884	

#### ILLINOIS

<b>Burlington</b>		
1A = H(D)	3 Oct 1883	6 May 1886
1B = H(D) BS	10 Apr 1885	

#### MASSACHUSETTS

<b>Boston</b>			
3 = V(3)		24 Dec 1889	
7 = V(7)	31 Dec 1883		
8 = V(8)	25 Jul 1883		
10 = V(10)		17 Feb 1890	
13 = H(A)	30 Nov 1883		
15A = H(C)	11 May 1882	27 May 1885	Thin C
15B = H(C)	12 Jul 1883	17 Mar 1885	Thick C
18 = H(E)	15 Feb 1883	18 Mar 1886	
23 = H(J)		26 Oct 1889	
25A = H(K)	20 Jun 1883	22 Oct 1891	Thin K
25B = H(K)	10 Jan 1884	17 Sep 1891	Thick K
<b>Ayer</b>			
1 = H(O)		1 Dec 1896	
<b>Clinton</b>			
1A = H(C)	21 Jan 1886	21 Oct 1887	
1B = H(C) BS	1 Jan 1887	3 Jan 1887	1
2 = V(D)	16 Mar 1884		

	EKU	LKU	Notes
<b>Worcester</b>			
1 = X	2 Jul 1881		2
2 = H(C)	7 Feb 1883	31 Jul 1891	
3 = V(D)	27 Apr 1883		
5 = S Received	29 Mar 1887	3 Mar 1891	
6 = S Transit	13 Apr 1887		
<b>NEW HAMPSHIRE</b>			
<b>Nashua</b>			
1 = H(N)	2 Jun 1883		
<b>NEW YORK</b>			
<b>Brooklyn</b>			
1 = H(C)	5 May 1883		Thick C
3 = H(D)	8 Jun 1883		
<b>Syracuse</b>			
1 = H(1)		1 Feb 1889	
2A = H(2)	19 Aug 1883	19 Apr 1888	
2(b) = H(2) BS	9 Jun 1886		
<b>Utica</b>			
2 = H(B)		3 Dec 1885	
<b>PENNSYLVANIA</b>			
<b>Philadelphia</b>			
1A = G(1)	28 Jan 1882		3
1B = G(2)	7 Feb 1882	16 Sep 1883	
2 = H(1)	29 Jan 1883		
4 = H(3)		3 Feb 1888	
5 = H(4)		25 May 1885	
8 = H(6)	23 Feb 1883		
10 = H(8)		20 Nov 1884	
12 = H(10)		14 May 1887	
13 = H(11)		11 Sep 1885	
17 = H(15)	26 Jan 1883		
19 = H(17)		9 Sep 1885	
20 = H(18)		15 Nov 1885	
<b>Philadelphia F</b>			
1 = H(PA)	21 Nov 1883		
<b>Philadelphia G</b>			
1 = H(PA)		3 Oct 1889	
<b>Philadelphia I</b>			
1 = H(PA)		2 Dec 1886	
<b>RHODE ISLAND</b>			
<b>Central Falls</b>			
2 = V(D)		24 Apr 1909	4
<b>Pawtucket</b>			
1A = H(P)	20 Aug 1883	28 Sep 1884	
1B = H(P) BS	30 May 1890	11 Aug 1890	
2 = NONE		3 Jun 1889	
<b>Providence</b>			
1 = X		16 May 1887	
6 = H(B)		29 Nov 1885	
8 = H(disc)	21 Mar 1887	22 Apr 1889	
9 = DIAL BS	17 Oct 1885	11 Sep 1888	

	EKU	LKU	Notes
<b>SOUTH CAROLINA</b>			
<b>Charleston</b>			
1A = C(A)	19 Jan 1882	15 Jun 1883	
1B = C(B)	14 Feb 1882	17 Jan 1883	5
2 = C(C)		12 May 1883	
3 = H(D)	DELETE		6
4A = H(1)	23 May 1883	5 May 1886	LARGE SC 7
4B = H(1)	16 Aug 1886	11 Jun 1887	SMALL SC
5 = H(2)	3 May 1883		
6A = H(3)	4 Jul 1883	20 Jan 1885	SMALL SC
6B = H(3)	10 Dec 1886	5 May 1887	LARGE SC
7 = H(8)	DELETE		8
8 = DIAL BS		23 Jul 1883	

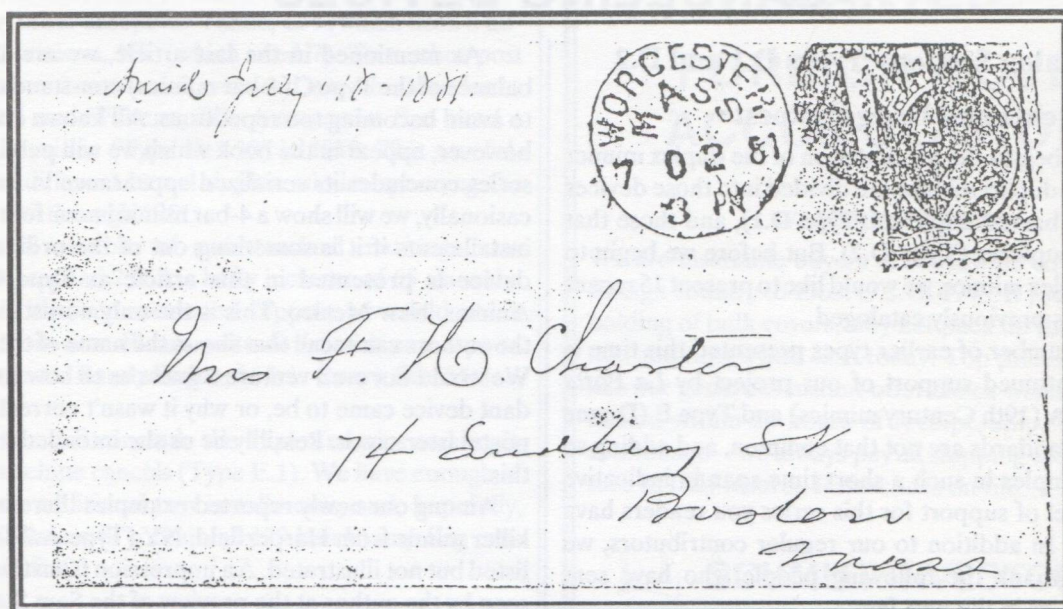
**TENNESSEE****Nashville**

2 = H(B)

5 Jun 1886

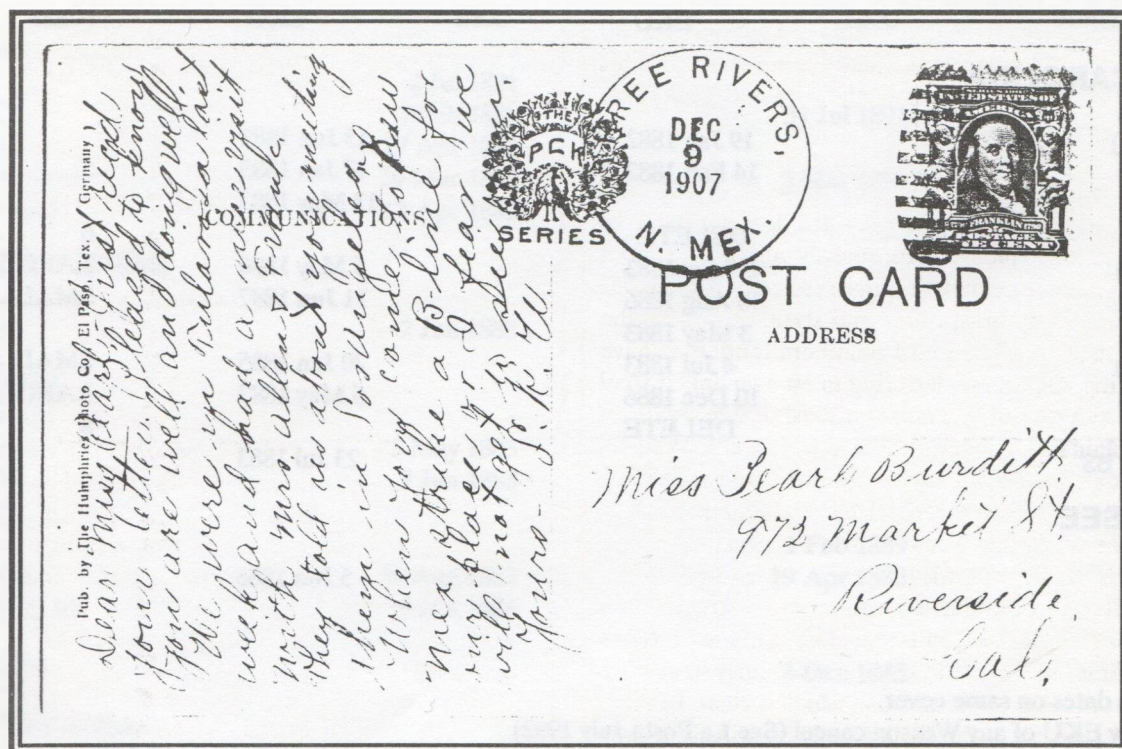
**NOTES:**

- 1 - Both dates on same cover.
- 2 - New ECU of any Wesson cancel (See La Posta July 1992)
- 3 - Not in Monograph
- 4 - New ECU of any Wesson cancel.
- 5 - Not in Monograph
- 6 - No record of legitimate cancel.
- 7 - Sometime between 5 May 1886 and 16 Aug 1886, the killers for H(1) and H(3) were exchanged.
- 8 - No record of legitimate cancel.



Worcester, Mass. (1 = X) Earliest Known Wesson





This postcard displays an example of the Three Rivers, New Mexico, non-standard postmark and killer which mimics a barred oval duplex.

## 20th CENTURY NON-STANDARD POSTMARKING & CANCELING DEVICES

### Part 15: Catalog Section - Types D.1 and D.2

By Randy Stehle and Doug DeRoest

This section begins the presentation of the duplex mimics (Type D). The duplex mimics are divided into those devices that appear as barred duplexes (Type D.1), and those that mimic barrel duplexes (Type D.2). But before we begin to catalog the duplex mimics, we would like to present 15 recent reports of types previously cataloged.

The large number of earlier types presented this time is due to the continued support of our project by *La Posta* readers. Type A (19th Century mimics) and Type B (Doane mimics) non-standards are not that common, and adding so many new examples in such a short time span is indicative of the high level of support for this series you readers have demonstrated. In addition to our regular contributors, we would like to thank the following people who have sent photocopies to us in the past few months:

Randy Kimes  
Otto Ludecke  
Chuck McFarlane  
Bob McKain

Charlie Merrill  
Reg Morris  
Dennis Pack  
Ronald Simpson  
Bud Vallery

As mentioned in the last article, we are skipping the balance of the Type C (4-bar mimics) non-standards in order to avoid becoming too repetitious. All known examples will, however, appear in the book which we will publish once this series concludes its serialized appearance in *La Posta*. Occasionally, we will show a 4-bar mimic in our future *La Posta* installments if it is something out of the ordinary. Such a device is presented in this article as Type C-235 from Animas, New Mexico. This is the only non-standard which the authors can recall that shows the name of the state twice. We would not even venture a guess as to how such a redundant device came to be, or why it wasn't corrected after the postmaster saw it. Possibly he or she intended it to look like this.

Among our newly reported examples there is one scarab killer mimic from Harperfield, NY (Type A.2-143) which is listed but not illustrated. An impression from this device was seen by the author at the preview of the Sam Start Postcard Collection held in San Francisco by Butterfield & Butterfield in July of this year. Unfortunately, someone else got the lot (a shoebox of approximately 600 holiday picture postcards) of which this non-standard was part. Keep your eyes open, it is likely to show up in some postcard dealer's stock sooner or later.

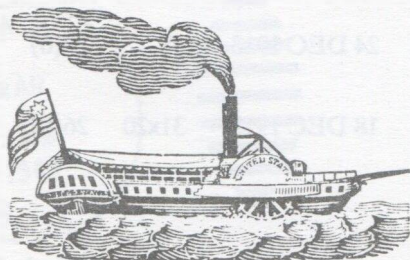
Most of the duplex mimics are made of rubber, and all rubber duplex markings are considered non-standard. This fact should make identification of them easier. Many 2nd and 3rd class post offices were issued steel duplexes by the Post Office Department. We have been receiving photocopies of impressions made by these steel duplexes from some readers who believe they are non-standard. In order to avoid, this please look closely at any potential duplex cancel. Steel hammers left impressions with fine letters in the name of the post office and state, as well as, the date. The rubber non-standard hammers tended to have thicker lettering. Of course, lettering in an over-inked steel duplex strike can resemble a non-standard device, while an impression from under-inked rubber device can look like a steel hammer strike. Personally, I find these non-standards easier to identify than some of the 4-bar and Doane mimics, but they can be tricky and it may take some practice.

The duplex mimic examples we are working with sometimes have killer portions that are either poorly struck or are struck on top of the dark green 1-cent stamps of the postcard era. For examples in which the killer is not clearly struck, we show only that portion of the marking which is clear. In some cases, the information in the "Killer" column will show only a question mark where the number of bars should appear. We would very much appreciate readers supplying us with clearer copies of any listings for which our information is incomplete.

In this article we introduce a town which is known to have used as many as six different non-standard postmark types: Amagansett, NY. This town used more different non-standards than any other except for Tahoe, CA (which used 8 different) and Harrison, NE (which used 7). Two other post offices are also known to have used six non-standards: Lakeside, OH and Wabeno, WI. Amagansett first used a barred duplex mimic (Type D.1-10) in 1918. This was followed by five different barrel duplex mimics spanning the years from 1919 through 1951.

The total number of non-standard markings now recorded has reached 2,663; a hefty increase of 65 since the last article. With your continued support we could reach 3,000 a year from now. Please write direct with new reports and discoveries to: **Randy Stehle, 16 Iris Court, San Mateo, CA 94401.**

Next time we will conclude the duplex mimics and begin the pseudo machine cancels (Type E.1). We have enough of them to fill an additional two installments, and, hopefully, the May 1993 issue will contain all 119 handstamp flag cancels (type E.4- E.9).



## AUCTIONS WITH A DIFFERENCE

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## TYPE D NONSTANDARD POSTMARKS

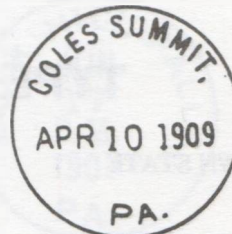
CODE TOWN STATE	PO DATES	EKU	LKU	PM	KLR	N	S/I
A.1 - 46 BERGLAND MI	1903-	24 DEC 1909		29	16(4)	2	
A.1 - 1065 TERREBONNE MN	1881-1915	14 FEB 1914		32	16(4)	3	
A.2 - 75 COLES SUMMIT PA	1894-1945	10 APR 1909	28 DEC 1912	30	21(6)	2	
A.2 - 143 HARPERSFIELD NY	1800/-	20 APR 1909		30	21(6)	4	2
A.2 - 204 MORTON NY	1894-	20 DEC 190?		30.5	21(6)	2	
A.7 - 96 HOWARD SPRINGS CA		25 AUG 1904		44x21.5		5	6
A.7 - 97 HOWARD SPRINGS CA		09 AUG 1911		64x10		5	6
A.7 - 207 RUGBY ND	1886-	04 OCT 1932		33		3	
B - 33 AZTEC AZ	1889/1960	06 AUG 1907	17 MAY 1910	32	13(4)	7	
B - 105 CHURUBSCO IN	1848-	11 SEP 1907		31	13(4)	2	
B - 222 EMMET ND	1905-1985	12 AUG 1907		28	14(4)	6	2
B - 345 KELSO ND	1882-1967	05 APR 1912	03 AUG 1912	31	14(4)	2	
B - 385 LITTLE ORLEANS MD	1885-	11 MAY 1951		31	13(4)	6	2
B - 387 LIVINGSTON TX	1847-	23 NOV 1908	07 FEB 1910	29.5	14.5(4)	2	
C - 325 ANIMAS NM	1909-	22 JUL 1920		33	20	4	
D.1 - 10 AMAGANSETT NY	1835-	13 APR 1918		24	30(11)	1	2
D.1 - 20 ASHAWAY RI	1852-	24 DEC 1906	01 OCT 1907	31	27(9)	2	
D.1 - 30 BAKER MN	1903-	24 DEC 1912	24 DEC 1913	31	22(6)	2	
D.1 - 40 BAKER'S SUMMIT PA	1876-	11 MAY 1906	18 DEC 1918	31x20	26(9)	3	2



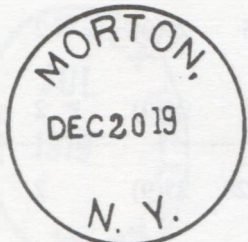
A.1-46



A.1-1065



A.2-75



A.2-204



HOWARD SPRINGS

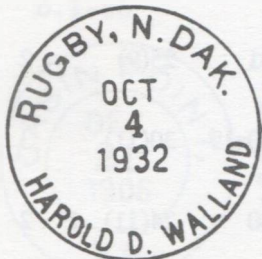
AUG 25 1904

LAKE CO., CAL.

A.7-96

HOWARD SPRINGS  
LAKE CO., CALIF.

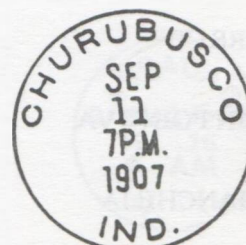
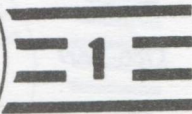
A.7-97



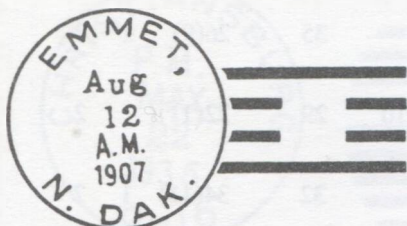
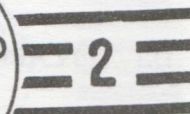
A.7-207



B-33



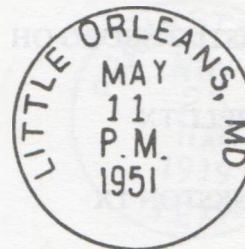
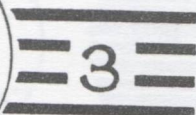
B-105



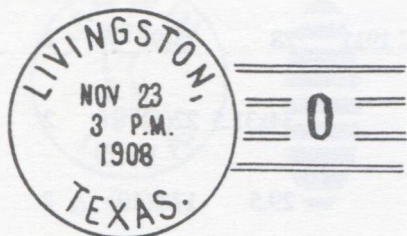
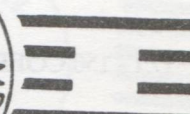
B-222



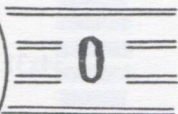
B-345



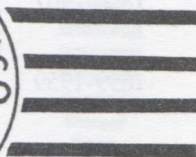
B-385



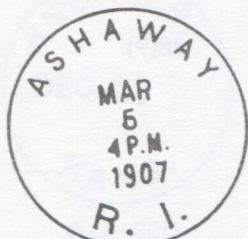
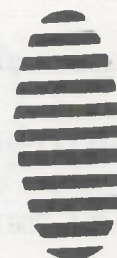
B-387



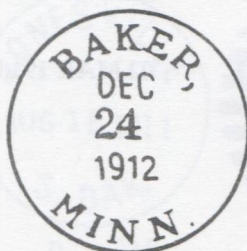
C-325



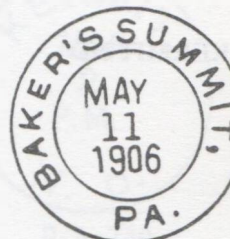
D.1-10



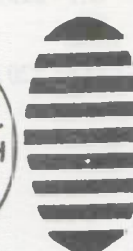
D.1-20



D.1-30

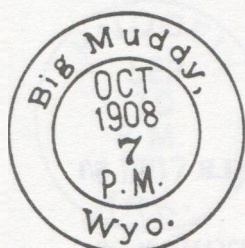


D.1-40



## TYPE D NONSTANDARD POSTMARKS

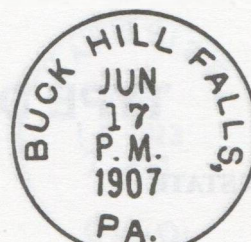
CODE TOWN STATE	PO DATES	EKU	LKU	PM	KLR	N	S/I
D.1 - 50 BIG MUDDY WY	1902-1916	07 OCT 1908	04 JAN 1910	31x20	25(9)		4
D.1 - 60 BIRCH ISLAND ME	1902-	08 SEP 1910	01 AUG 1914	33.5	26(9)		2
D.1 - 70 BUCK HILL FALLS PA	1903-	17 JUN 1907		30.5	26(9)		2
D.1 - 80 BUCK HILL FALLS PA	1903-	01 JUL 1919		33x28	25(9)		2
D.1 - 90 BUCKEYE CA	1880/1943	17 APR 1908		25	25(9)		2
D.1 - 100 BYERS CO	1873-	20 JUL 1907	22 MAY 1909	31	25(9)		2
D.1 - 110 CABIN POINT VA	1786-1909	12 OCT 1906	21 DEC 1906	30x19	30(11)		3
D.1 - 120 CAMANCHE IA	1837-	28 FEB 1917	07 APR 1917	30	24(11)	1	2
D.1 - 130 CASSADAGA NY	1838-	23 FEB 1916	26 AUG 1916	25	32(11)		2
D.1 - 140 CHRISTIANSBURG OH	1892-	22 MAY 1936		35	26(9)	1	2
D.1 - 150 COPPELL TX	1892-	08 JAN 1910	20 SEP 1910	29	22(11)		2
D.1 - 160 FRANKSTON TX	1902-	25 NOV 1919		32	34(11)	1	2
D.1 - 170 GARWIN IA	1880-	19 DEC 1907	17 APR 1908	25	24(9)		2
D.1 - 180 GLOVERGAP WV	1896-1967	02 APR 1910	22 DEC 1911	28	23(9)		2
D.1 - 190 HAMMOND WV	1899-1959	04 OCT 1911		34x31.5	22(?)		2
D.1 - 200 INGALLS KS	1888-	23 DEC 190?		29.5	17.5(10)		2
D.1 - 210 JONESVILLE SD	1908-1923	18 AUG 1911		30	22(7)		3
D.1 - 220 KERMIT ND	1906-1943	02 MAR 1910		32	18(9)		2



D.1-50



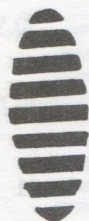
D.1-60



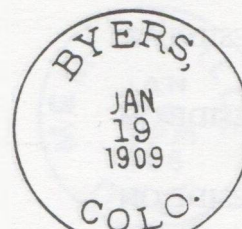
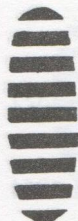
D.1-70



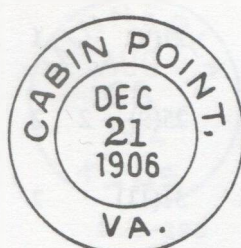
D.1-80



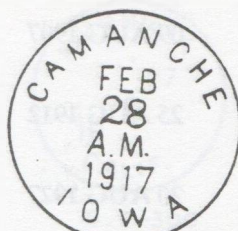
D.1-90



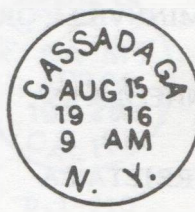
D.1-100



D.1-110



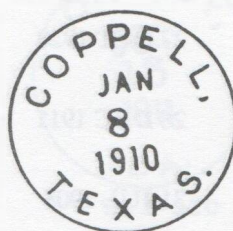
D.1-120



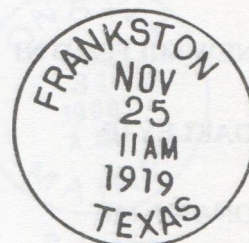
D.1-130



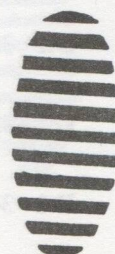
D.1-140



D.1-150



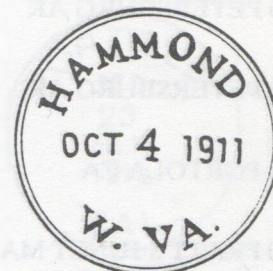
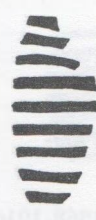
D.1-160



D.1-170



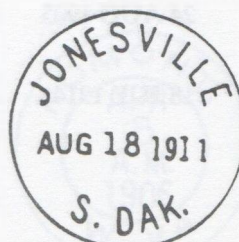
D.1-180



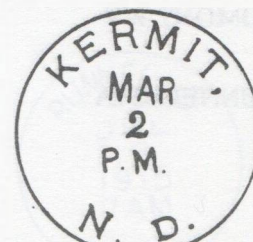
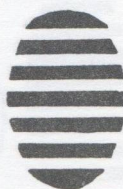
D.1-190



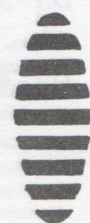
D.1-200



D.1-210

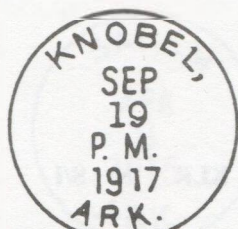


D.1-220

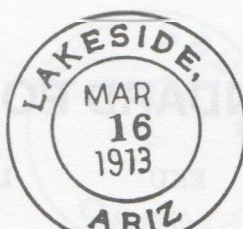
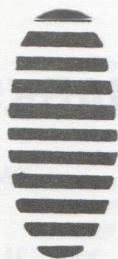


## TYPE D NONSTANDARD POSTMARKS

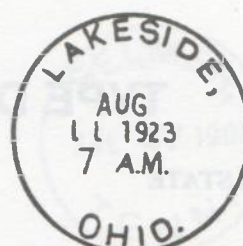
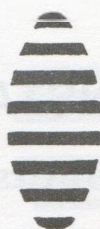
CODE TOWN STATE	PO DATES	EKU	LKU	PM	KLR	N	S/I
D.1 - 230 KNOBEL AR	1874-	19 SEP 1917		30	32(11)	1	2
D.1 - 240 LAKESIDE AZ	1906-	16 MAR 1913		30.5	19(8)		5
D.1 - 250 LAKESIDE OH	1881-1964	25 JUL 1923	01 JUL 1924	30.5	28(9)	2	2
D.1 - 260 LAKESIDE OH	1881-1964	24 AUG 1926	27 JUL 1928	31	24(9)		2
D.1 - 270 LUDLOWVILLE NY	1817-1873	04 JAN 1907	24 OCT 1907	31	30(9)	1	2
D.1 - 280 McMINNVILLE OR 1	855-	09 AUG 1907	31 DEC 1908	29	21(9)		1
D.1 - 290 MINNEOLA KS	1888-	25 AUG 1912	28 AUG 1912	28	25(9)	2	2
D.1 - 300 MURRIETA CA	1924-	20 AUG 1927	27 MAR 1928	24.5	31(11)		2
D.1 - 310 MURRIETTA CA	1924-	29 SEP 1924	29 JUL 1925	25	31(11)	7	2
D.1 - 320 NEW MILFORD NJ	1887-	27 OCT 1920		31	34(11)	1	2
D.1 - 330 OAKLEY ID	1880-	28 DEC 1911	02 AUG 1912	29	26(9)	1	2
D.1 - 340 ONAWA ME	1897/1970	31 JUL 1908		30	27(9)		2
D.1 - 350 PETERSBURG AK	1900-	03 DEC 1934	21 JAN 1935	33	20(5)		2
D.1 - 360 PETERSBURG AK	1900-	01 AUG 1935	13 APR 1936	32	20(7)		2
D.1 - 370 PORTOLA CA	1909-	23 FEB 1912	23 JAN 1926	30	19(6)		2
D.1 - 380 PRATT'S JUNCT MA	1868-1916	22 DEC 1913	03 SEP 1914	36x33	30(9)	1	3
D.1 - 390 ROMONT WV	1896-1942	24 AUG 1905	10 NOV 1910	31x20	31(11)	1	2
D.1 - 400 RUNNELLS IA	1882-	18 JUL 1914	15 JUL 1915	29.5	25(9)		2



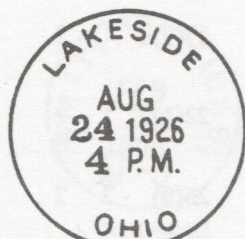
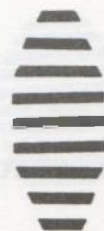
D.1-230



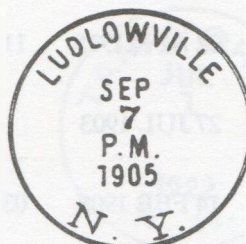
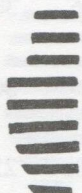
D.1-240



D.1-250



D.1-260



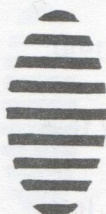
D.1-270



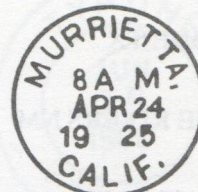
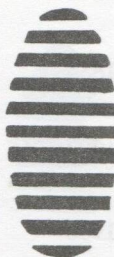
D.1-280



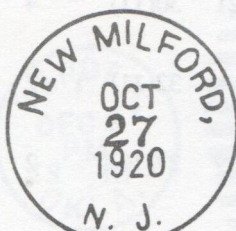
D.1-290



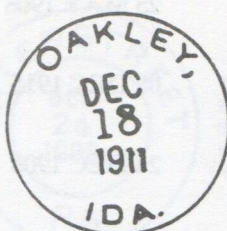
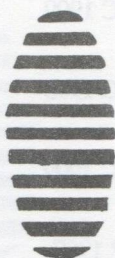
D.1-300



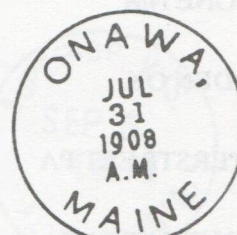
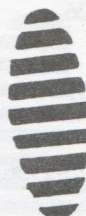
D.1-310



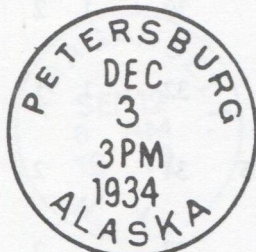
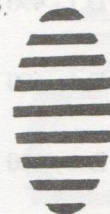
D.1-320



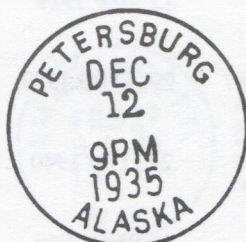
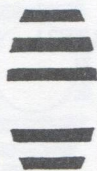
D.1-330



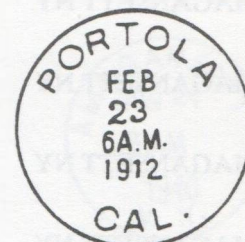
D.1-340



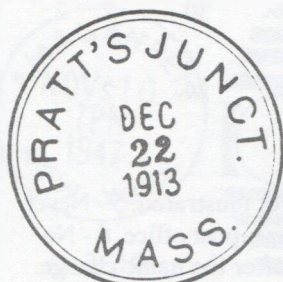
D.1-350



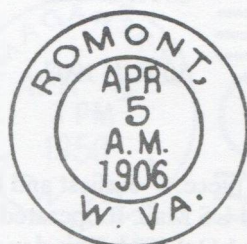
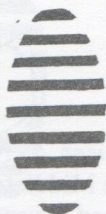
D.1-360



D.1-370



D.1-380



D.1-390



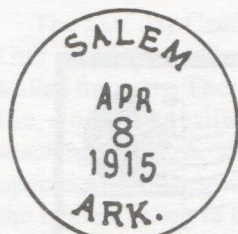
D.1-400



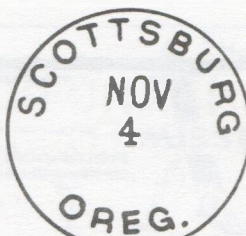
## TYPE D NONSTANDARD POSTMARKS

CODE TOWN STATE	PO DATES	EKU	LKU	PM	KLR	N	S/I
D.1 - 410 SALEM AR	1872-	09 APR 1915		31	35(11)	1	2
D.1 - 420 SCOTTSBURG OR	1851-	02 APR 1915	11 JUL 1916	30	17(7)		2
D.1 - 430 SELMER TN	1887-	27 JUL 1903		30	22(11)	1	2
D.1 - 440 SMITHS MILLS NY	1833-1935	14 FEB 1908	03 DEC 1908	25	26(9)	2	2
D.1 - 450 TAMWORTH NH	1840-	01 JUL 1922		31	22(7)		2
D.1 - 460 TEXLINE TX	1888-	16 JUN 1910	23 SEP 1910	32	26(10)		2
D.1 - 470 THREE RIVERS NM	1883/1965	09 DEC 1907	08 NOV 1910	29	26(9)		5
D.1 - 480 TYRONE NM	1906-	16 JUL 1907	07 APR 1908	31x20	28(10)		4
D.1 - 490 TYRONE NM	1906-	25 MAY 1908	28 DEC 1909	33x21	30(11)		4
D.1 - 500 VERDEN OK	1899-	08 DEC 1915	22 DEC 1915	24	32(11)	1	2
D.1 - 510 WATERSTREET PA	1825-1936	24 DEC 1908	23 DEC 1909	30x19	27(10)		2
D.2 - 10 ALLOUEZ STA WI	-1963	20 JUL 1907	05 SEP 1907	30	32	8	2
D.2 - 20 AMAGANSETT NY	1835-	12 SEP 1919	15 APR 1922	30	30	1	2
D.2 - 30 AMAGANSETT NY	1835-	29 AUG 1927	27 FEB 1931	25	32	1	1
D.2 - 40 AMAGANSETT NY	1835-	24 JUN 1940		26.5	34		2
D.2 - 50 AMAGANSETT NY	1835-	16 SEP 1946	10 NOV 1947	28	27		2
D.2 - 60 AMAGANSETT NY	1835-	04 APR 1950	03 MAY 1951	29	30	2	2
D.2 - 70 BURLINGTON JUNCTION MO	1879-	10 JUN 1907		31	39	2	

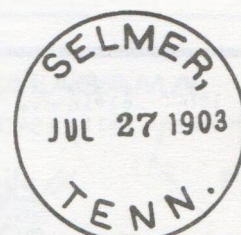
NOTES: 1 - Earliest listed on piece. 2 - Latest listed on piece. 3 - earliest and latest on piece. 4 - Not illustrated. 5 - Never an official post office, but both canceled and distributed US Mail. It operated out of the Middletown post office. 6 - No number in killer bars. 7 - Name changed to Murrieta on 1 Oct 1924. This device continued in use after the name change. 8 - Station of Superior, WI.



D.1-410



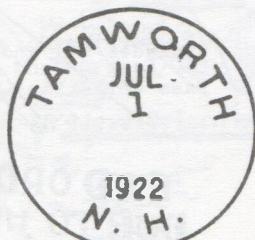
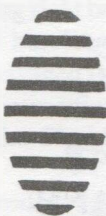
D.1-420



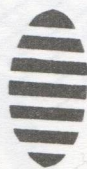
D.1-430



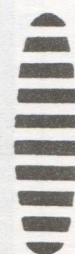
D.1-440



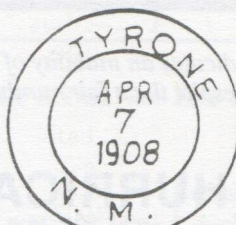
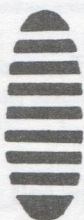
D.1-450



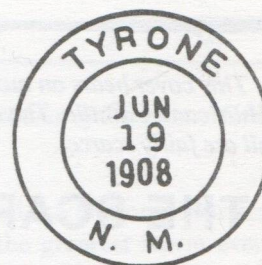
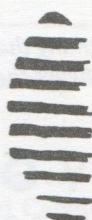
D.1-460



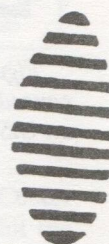
D.1-470



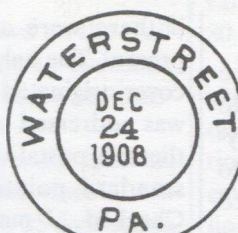
D.1-480



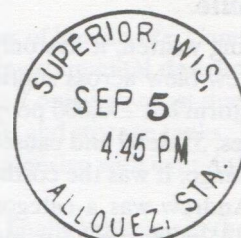
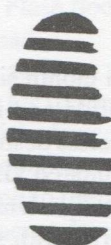
D.1-490



D.1-500

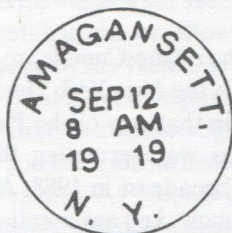


D.1-510

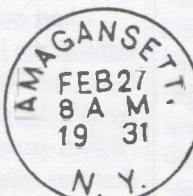


D.2-10

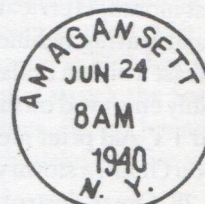
1907



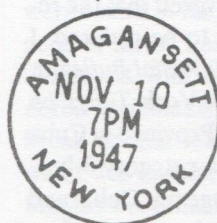
D.2-20



D.2-30



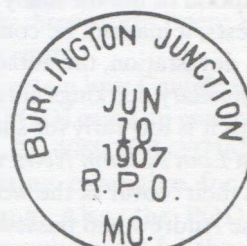
D.2-40



D.2-50



D.2-60



D.2-70



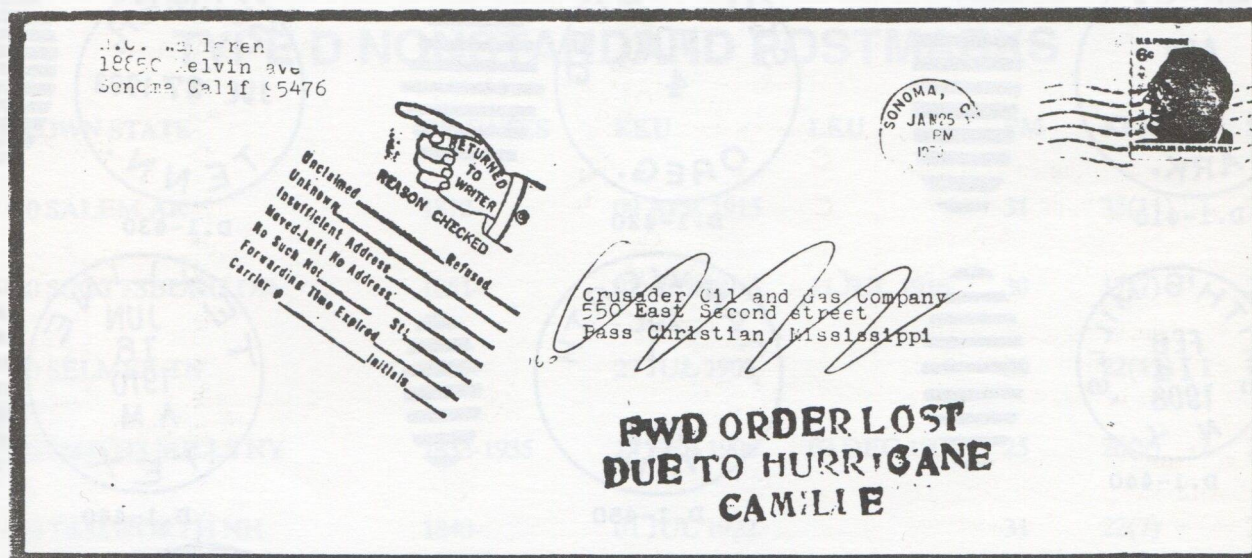


Figure 1. This cover bears an auxiliary marking that indicates an inability of the post office to deliver due to destruction caused by Hurricane Camille. The author believes that, despite the a fair number of destructive hurricanes, such markings on U.S. mail are fairly scarce.

## THE SCARCITY OF HURRICANE-RELATED AUXILIARY MARKINGS

By Randy Stehle

As this is being written, it has only been a month since Hurricane Andrew blew across southern Florida and into Louisiana. The storm left 250,000 people homeless destroying 111,000 homes, 55 dead and caused an estimated \$15 to \$30 billion in damage. It was the costliest disaster in United States history. Andrew was a category 4 storm, with sustained winds of 145 miles per hour, gusts to 175 mph, and a 17-foot storm surge in Florida (23 feet when it passed over Eleuthra Island in the Bahamas).

In the last month, Hurricane Iniki heavily damaged the island of Kauai leaving behind three dead, thousands homeless and at least a billion dollars in damage. These two storms were indelibly engraved on the public consciousness through widespread TV and print media reporting. Less well known was Typhoon Omar, a storm which struck the island of Guam on August 28. Omar destroyed 4,300 homes and caused an estimated \$250 million damage. Taken together, this has been a very active hurricane season with tremendous damage and disruption of life for many Americans, and, as the calendar suggests, it may not be completely over yet.

Yet, for all this devastation, the author has yet to see any reports of postal auxiliary markings noting delays caused by the storms. Perhaps it is too early for such markings to have been reported, but *Linn's Stamp News* will usually feature such a marking as their "cover of the week".

After Hurricane Andrew had passed, I took a look at my collection (plus reference articles and photo graphs) to see

if there were any hurricane-related auxiliary markings present. The only one I found is illustrated in Figure 1. This cover originated in Sonoma, CA, on January 25, 1970, and was addressed to Pass Christian, Mississippi. Once it got there, a postal clerk crossed out the address, applied the standard pointing hand: "Returned To/Writer/Reason Checked ..." marking (with no reason checked), and an auxiliary marking in magenta that explained the real reason for its delay: "Fwd Order Lost/Due to Hurricane/Camille". The cover is backstamped Jan. 28, 1970, at Pass Christian, Mississippi.

I had only vague memories of Hurricane Camille, so I went to my local library and looked in the *New York Times Index* for 1969. I was also fortunate in that one of the Bay Area's local PBS television stations was rerunning the NOVA program on hurricanes first broadcast in 1988. All that was missing was the post office angle, i.e., any mention of Camille in the weekly *Postal Bulletin*. This required a trip to the Government Documents library at the University of California in Berkeley. Once there, I discovered that the required document was in storage and had to be ordered. I returned a week later to look at all the 1969 *Postal Bulletins*.

Hurricane Camille first made the *New York Times* on Aug. 15, 1969, when it blew across Havana Province in Cuba with 115 mph winds. At this point it was a category 3 hurricane, but it caused considerable damage in Cuba and prompted a state of emergency to be declared by Cuban authorities.

The next day Camille entered the Gulf of Mexico, where its progress stalled for a day. Then, unexpectedly, the storm intensified with winds reaching 160 mph, and Camille was upgraded to a category 5 hurricane -- the highest rating in the current system. At that point Camille became the second most powerful storm to ever enter the Caribbean, ranking right behind the unnamed 1935 hurricane that left 400 dead when it ravaged the Florida Keys. As Camille intensified, she took a turn toward the Florida panhandle.

The government was seeding hurricanes with silver iodide (Project Stormfury) at this time. I assume that Camille's close proximity to inhabited areas prevented a seeding attempt. As a sidebar, Hurricane Debbie, the next storm after Camille, was seeded 500 miles east of Puerto Rico by a flight of 17 planes on two attempts. Debbie did weaken, but Project Stormfury was abandoned as the evidence was not conclusive as to the effectiveness of seeding in diminishing the wind speed of hurricanes.

As Hurricane Camille began bearing down on the Gulf Coast, 200,000 people had only a few hours to evacuate. Residents and visitors were attempting to escape the coastal area right up to the last minute.

On the night of August 17, 1969, Camille made land fall at Pass Christian, Mississippi. With sustained winds of 150 mph and gusts reaching 200 mph, Camille's 25-foot storm surge pounded the Mississippi coastline with a vengeance. Even though New Orleans was 50 miles west of the eye of the storm, winds were recorded at 92 mph in the city, and Lake Pontchartrain overflowed its seawall. Camille's path was traced by the *New York Times* as shown in Figure 2.

What may be responsible for my vague memory of Camille is that the same night the storm made land fall, the Woodstock music festival in upstate New York was coming to an end. As 300,000 concert goers made their way home, Camille was destroying Pass Christian, Mississippi.

Pass Christian, a town of 3,800, took the full force of Hurricane Camille. Six days after the storm passed, 100 bodies were found in the ruins of the town. An unbelievable 95 per cent of all of Pass Christian's taxable property had been destroyed. Martial law was declared and the town was ordered evacuated for fear that a typhoid epidemic might break or that leaking gas mains might explode. The local water was unsafe, and had to be boiled before use. Early estimates were that it might take three to five weeks before services and utilities could be restored in Pass Christian.

After passing over the coast, Camille headed up the Mississippi Delta and hit Hattiesburg. By that time winds had

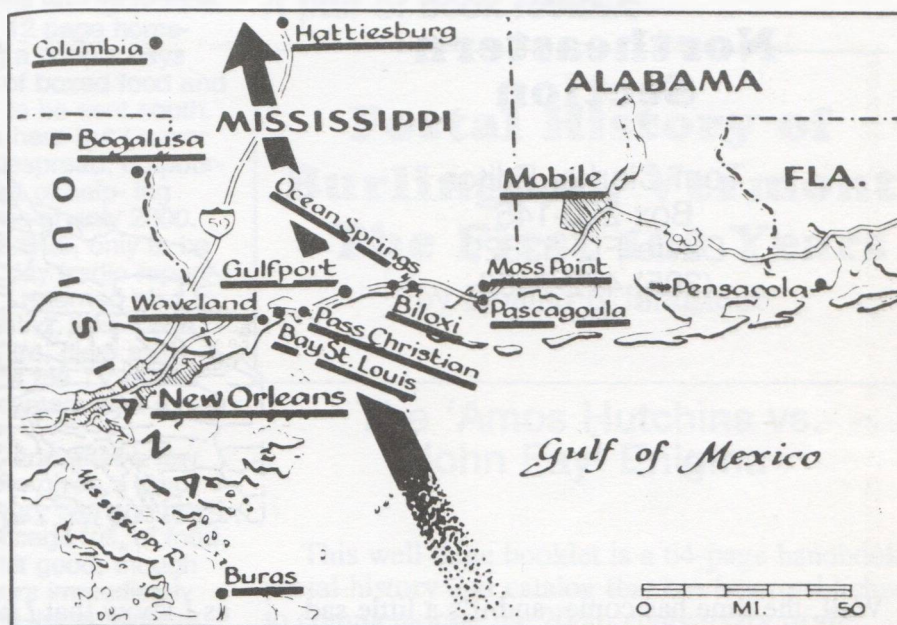


Figure 2. This *New York Times* map traces the course of Hurricane Camille.

diminished to 50 mph, and the National Hurricane Center declared Camille to be the greatest storm ever to hit the United States. Unfortunately, Camille still carried a lot of rain. Flash floods on the James River in Virginia left at least 80 dead.

In addition to the loss of human life, Camille was responsible for tremendous environmental destruction. Two large oil slicks formed off the Louisiana coast due to the destruction of offshore oil wells and storage tanks. The destruction caused to timber was extensive with over one and a half million acres damaged.

By the time Camille finally broke up in the north Atlantic off the coast of Newfoundland, 4,100 homes had been destroyed or heavily damaged leaving 25,000 homeless in addition to 256 people dead and \$4 billion in damage. By comparison, Hurricane Hugo in 1989 caused \$5.9 billion in damage and was the costliest disaster in U.S. history prior to Andrew. The 1989 earthquake that struck the San Francisco Bay area also ran to \$5.9 billion. (It has been estimated that the 1906 San Francisco earthquake and fire would have cost \$5.1 billion in 1991 dollars.)

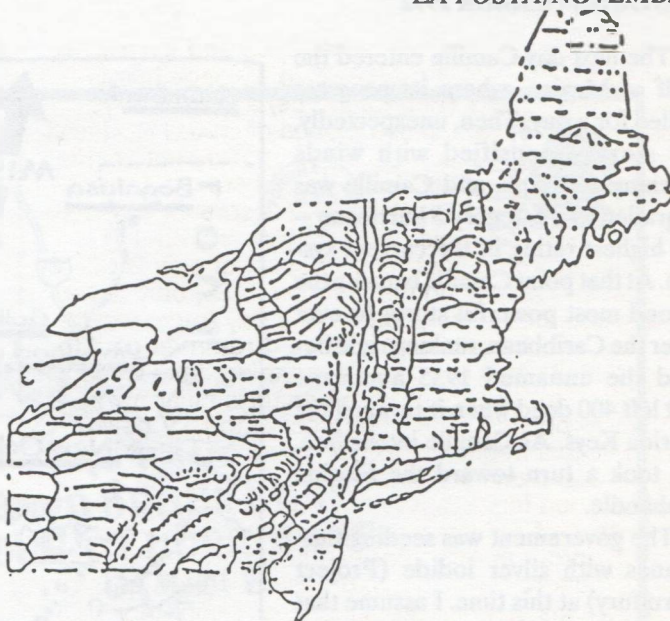
Pass Christian was still in terrible shape almost a month after Camille hit. It would still be three to four weeks before safe water was available, and phone service was sporadic at best. There were only three stores open: a grocery, a pharmacy and a hardware store.

An attempt to ascertain how Camille impacted the Post Office Department (POD) came up mostly empty. The *Postal Bulletin* for Aug. 21, 1969 (PB 20716) mentions that a volunteer fund raising campaign for affected postal employees was begun. Also, the POD "... temporarily suspended uniform requirements for those employees who

*Continued on page 71.*

## The Northeastern Section

Tom Clarke, Editor  
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Davie FL 33329  
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Well, the time has come, and it's a little sad. On behalf of myself, and Bob Stets, the original Section Editor, thanks to all who have read the Northeastern Section in the past eight years, since it first appeared in December 1984. Extra thanks go to those who sent complimentary notes over the years, and special thanks to those who sent queries, cover copies, and material for publication. Lamentably, after all those initial exhortations to send in writeups, there is some material received that cannot now be published due to lack of time.

I have particularly enjoyed, for the past three or four years, offering readers' letters and problem markings and then relaying further reader critiques and responses from all over the US to those queries. I felt that we were beginning to make a small dent into the world of unknown/little understood postal history and markings, in the fascinating tradition, and in the merest shadow, of biggies like Norona and Sloane.

Sincere repentance is offered one and all for any typos, misstatements, or wrong conclusions (including an overly zealous attitude about prices two years back) which have appeared during these years, and also for the excess of Philadelphia articles presented. There is no question in my mind that we helped a good many collectors rethink a few of the bits and pieces in their collections and have been of some help, and that we have added some pleasant diversion after a tough eight hours now and then.

The Northeastern stewardship has been an honor for me and a pleasure, and I am very happy to have made the postal acquaintances of so many collectors from Atlantic to Pacific. Where-

as I know that *La Posta* will live long and prosper, thanks to the new format beginning next month, I will miss the interesting and valuable give and take of correspondence. Maybe there will still be a way to cultivate the same kind of reader Q & A on a regular basis in the months to come. Till then, thanks from Bob and me to so many *La Posta* readers for your support.

\* \* \* \* \*

Thanks to those who inquired how life fared during and after the arrival of hurricane Andrew. Allow me to quote from a recent letter sent. May the original end up in the hands of a "sociological letter" specialist, member of the 22nd century Galactic Post/Communication Society, as an example of late 20th century Americana:

All is well. If I didn't say so before, only some limbs down and a great sadness for the plight of those 1/4 million 50+ miles to the south who bore the brunt of Andrew. For the geographer in you, if I didn't say on the phone, two days prior to landfall it was on a beeline for a highway about 4 miles north of me.

I called my brother in Texas to warn him in advance just in case. It then swerved at sea a tenth of a degree southward and ended up hitting Homestead which, besides the Air Base, fortunately has open space of 80,000 acres of cattle and orange groves and many poor Mexican migrant bungalows.

Why fortunately? Had it not made its move, I for one would have no collections, books, computer, Buffy [cat], or probably self for that matter, and the "largest toll in US history" wouldn't have been \$30 billion but \$120 to \$150 billion. Broward here has many vacation spots, hotels, 5 times the population, and massive urban crush. It would have been inconceivable.

The outpouring of care and concern for those hit,

in the face of governmental paralysis and ignorance, was heartwarming. From my little 12 page hometown weekly paper (Philly suburbs) a couple days later, I was amazed to see photos of boxed food and charity collections for clothes, etc. to be sent south. We knew some out-of-staters were here but I never guessed that there was such a widespread, outpouring of concern and old pioneer spirit of helping hand, even from my childhood home of only 2000.

I went to school on the first day, 8/25, only to be told school had been postponed a day (radio reporting was very frenetic and spotty). I returned glad to have the gift-time to de-bag everything, take wood from the windows, rearrange furniture, clear away branches outside. But I ran afoul of the TV news that was just beginning to get helicopters aloft to survey real damage. Outrageous.

The need for food was obvious, and after a few addresses of collection centers were given, I emptied my larder of four shelves of every can and box I had, probably 150 pounds, 5 trash bags full, of food. Some things you just do. God, I felt good, though the tears were streaming. Neighbors immediately knocked on doors to gather needed items: diapers, soap, bandaids, who would have thought.

Driving south a few miles to drop the food off, damage became more and more evident, electric off on one side of the highway, gas pumps working on the other. "Sorry you can't use the phone on this side." Trees down by the hundreds and thousands, but this was very minor wind damage as well you and the country know full well by now....

I hope *La Posta* readers and their neighbors won't succumb to "compassion fatigue," and forget Andrew's victims and the Red Cross. They need our help and donations for a while to come.

\* \* \* \* \*

Two fine publications have been received in which should be called to Northeastern readers' attentions. The first is a gem of a small, local postal history by Donald B. Johnstone, titled *Postal History of Burlington, Vermont-The First 100 Years*. We excerpt a small portion of it for you because its content should be of interest to all.

The second is a primary source compendium of data plus a gorgeous map about New York State postal history that ought to interest quite a few. It too is treated later for convenience and clarity.

Two small corrections: re: the Philadelphia killer article, the illustrations on page 25 for cancels #63 and #100 were reversed; and A. Tetrault of Acushnet MA was the "unknown correspondent" of the card on p. 17--thanks.

There probably is more to be said on this auspiciously gray occasion, but for my lack of it, please presume it said. Let's drink a toast to the forthcoming new *La Posta*.

## A pair of book reviews--

### Postal History of Burlington, Vermont --The First 100 Years

by Donald B Johnstone

### The 'Amos Hutchins vs. John Fay' Enigma

This well done booklet is a 64-page handbook postal history and catalog that has been published to commemorate the 200th anniversary of the establishment of Burlington's post office in 1792. It is offered as a guide for collectors as well as students of local history in order to help understand events gleaned from letters, and the background of the post, which was, along with newspapers, and till the advent of the telephone, the most important means for sharing and transmitting culture and news.

The curious problem described here may well occur elsewhere. Caveat researcher!



The Burlington Post Office was established in June of 1792. In spite of considerable research with local records and those in the National Archives in Washington, there was, until very recently, still inconclusive evidence as to the identity of the first postmaster.

The years just prior to 1792 saw the development of Vermont's first postal system. In 1784, during Vermont's independence, the General Assembly, meeting in Bennington, established its own postal system. This was a very modest one between five towns, Bennington, Brattleboro, Windsor, Newbury, and Rutland.

Anthony Haswell, a printer in Bennington, began a newspaper, and needed news from outside Vermont as well as a means of distributing his newspapers within Vermont. He persuaded the General Assembly to provide a limited form of communication within Albany and the five towns in Vermont. Samuel Sherman was the first post rider. He was paid two pence per mile with the one exception that over the mountains between Bennington and Brattleboro he was paid three pence per mile.

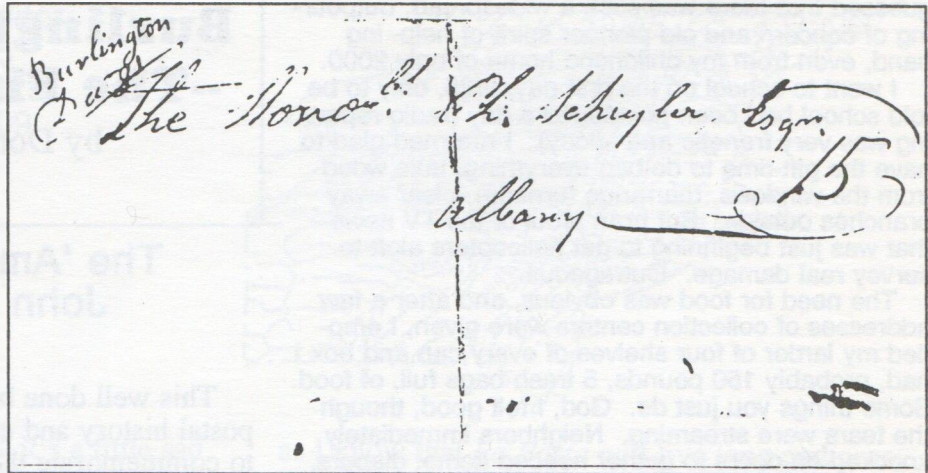
As soon as Vermont became the 14th state, in 1791, the U.S. Postmaster General authorized the conveyance of mail between Albany and Bennington. It was not until the following year in February 1792 that an Act of Congress provided for postal routes within Vermont, and authorized three new post offices to begin in June. These were Manchester, Vergennes, and Burlington. Strangely enough, Newbury was discontinued temporarily as a post office from the initial five. There was to be service twice a week to the previous four offices and once every two weeks to Burlington.

In 1792, Burlington was a small new village of about 400 inhabitants. Although chartered as early as 1763, it didn't have a store until 1789. It became a shire town for Chittenden County in 1791.

...*The History of Chittenden County, Vermont*, by Rann in 1886, contains a section concerned with the Burlington Post Office. It lists the postmasters beginning with Amos Hutchins. This section was reprinted at the time in the *Burlington Free Press*. From then on, all published lists of Burlington postmasters have contained Hutchins as the first and John Fay as the second postmaster.

Authentic records to support this have long been unclear. The generally accepted postmaster listings currently in use by Vermont postal historians is *Postmasters of Vermont* by Max Jolley,

published by the Vermont Philatelic Society in 1986. This lists June 1, 1792 as the date of authorization for the Burlington Post Office, Amos Hutchins appointed as the postmaster July 17, 1792, and John Fay succeeding him on March



**Above: the earliest Burlington postmark, manuscript of John Fay, Dec. 21, 1796.**

20, 1793.

Efforts to verify this information have, until very recently, been unsuccessful. Even the National Archives and the Office of the Postmaster General, as recently as 1991, provided a list of Burlington postmasters showing Hutchins as the first postmaster. So, why is there a concern?

The name Amos Hutchins is unknown to area historians and archivists. His name does not appear in either the 1790 or 1800 Vermont census. In short, we can find no other mention of this person.

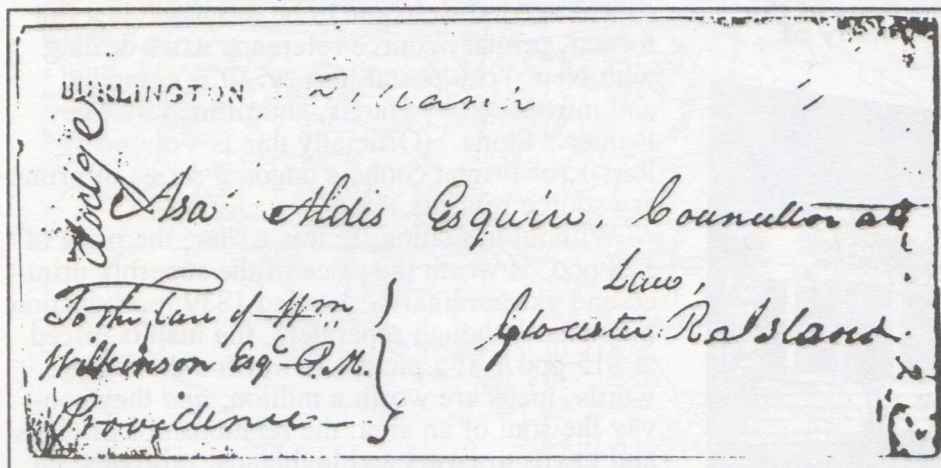
John Fay, on the other hand, is well known and documented. He was a native of Bennington where his family had lived for some years. John's father had been killed in the Battle of Bennington, and his uncle, Joseph Fay, was a prosperous Bennington merchant. John graduated from Yale and moved to Bennington as a lawyer in 1792.

The existing John Fay correspondence and personal papers indicate postage entries as early as 1792. A letter copy dated Sept. 28, 1792 from Postmaster General Timothy Pickering to John Fay acknowledges Fay's letter of June 27, and contains specific instructions of the handling of mail destined for Canada. All mail from U.S. post offices addressed to Canada was to be placed in a linen bag, sealed by Fay's own seal, and inserted in a portmanteau with a post bill showing the contents of the bag.

Pickering wrote to Edwards (Montreal Post-

master), Finlay (Canadian Postmaster General in Quebec), and Mackaness (British Postal Agent at New York) about his instructions to Fay and the recent establishment of mail service between Albany and Montreal by way of Burlington.

Moreover recently received information from



The first Burlington postmark type initially reported in 1966: a straightline; of Mar 9, 1800? (only 3 known in private hands).

the National Archives has revealed a form letter dated June 12, 1792 to John Fay in which he was offered the appointment of Postmaster at Burlington. Hence, it appears Fay was involved in the Burlington Post Office in 1792.

But where was Hutchins at this time? Enigma resolved. During the past year, copies of various early letters came to my attention, one of which proved to be the key to solving the mystery surrounding the identity of Burlington's first postmaster. The letter was dated Oct. 19, 1791 from the Assistant Postmaster General, Jonathan Burrall, and directed to Amos Hutchins, Postmaster at Burlington.

The letter refers to the failure of Hutchins to submit his accounts since his appointment as postmaster. As accounts were to be sent on a quarterly basis, this infers Hutchins had been postmaster for some time prior to this dunning letter. As the letter is dated several months prior to the Feb. 20, 1792 Act of Congress which first authorized the conveyance of mail to Burlington, Vermont, and as the letter is headed Burlington without indication as to the state, it seemed wise to check out another existing Burlington.

I was then informed by the Office of Postmaster General that Hutchins could not have been postmaster in Burlington, New Jersey as records showed no post office there until 1797. In spite of this an investigation was then made of Burlington, N.J. and bingo! the suspicion was con-

firmed. Amos Hutchins lived in Burlington, N.J. during the period in question. He was a very prominent citizen there, and active in several important roles, including that of postmaster. A newspaper notice of June 29, 1790 listed letters remaining unclaimed in the Burlington, N.J. Post

Office under the heading, Amos Hutchin [sic] Postmaster. Hence, there seems little doubt that Amos Hutchins was the postmaster in Burlington, N.J. and not Burlington, Vt.

It now appears John Fay became the first postmaster at Burlington, Vt, upon receiving his letter of appointment dated June 12, 1792, and the long-standing enigma of Amos Hutchins vs. John Fay has been resolved.

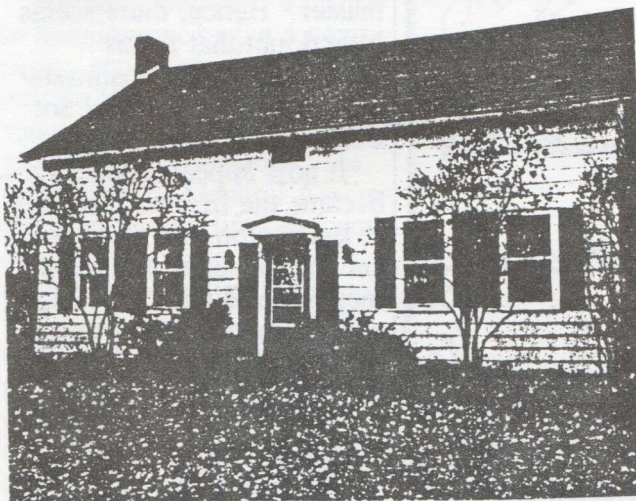
Author Johnstone continues with a final brief, interesting except:

...A Quarterly Report of the Burlington Postmaster for the last quarter of 1797 came to light in 1968.... It would seem from the evidence available today that the duties of handling the amount of mail were not arduous and only peripheral to as more remunerative occupation. So it was with the 29-year old John Fay, a practicing lawyer. The following table summarizes the letters and newspapers received from other offices during those last three months, October, November, and December of 1797.

Unpaid letters received, 325 [about 27 per week]	
with charges totaling	\$61.20
WAY letters	.64
Prepaid letters from other offices, 394	
[about 31 per week]	....
Undercharged letters, 1	.08
Overcharged letters, 16	\$3.70-1/2
Free letters, 52	....
Newspapers chargeable	66.80
Newspapers prepaid	11.40

It is of interest to observe that the week of December 20th, the week preceding Christmas, in marked contrast to such a week this year, the Burlington Post Office received just 62 pieces of mail, no more than the same week in the preceding month. Where did the mail originate during the last three months of 1797? The records are sufficiently detailed as to show there were 40 items from New York City, 32 from Boston, 15

Home of the first postmaster, John Fay, as it appears today. Fay built this house in South Burlington in 1808, and died here in 1809. "...It is to the former resident and owner of John Fay's farm house in South Burlington, Mrs George Wolf, that we are indebted for saving much of the evidence of Fay's postal activity reported here. Most of this has since been deposited in Special Collections at the Bailey-Howe Library of the University of Vermont."



from Albany, 12 from Philadelphia, 57 from Vermont towns, and 108 from elsewhere. The Capitol of the United States was at this time in Philadelphia where it had moved from New York in 1790. It was to remain in the city of Brotherly Love until 1800, and this accounts for the complete absence of any mail from Washington in the quarterly account. As the postmaster, John Fay made good use of his franking privilege for his legal business, and carried on a considerable amount of free correspondence with friends and relatives....

There are 50 more pages of historical account, illustrations of covers and collateral material, as well as the full illustrated catalog of Burlington postmarks, including the essential cross-border markings, from 1796 to 1892.

Unfortunately, the second hundred years to date is not included. This is in keeping with many collectors feelings that postal history ends with the dawn of the twentieth century. Perhaps this view will change with the advent of year 2001, eight and a quarter short years from now. Nevertheless, the 64-page book is a steal at \$6 ppd. from Dr Paul Abajian, Sec/Treas, Vermont Philatelic Society, 10-C Oak Terrace, Colchester VT 05446.

## Postal Route Gazeteer: Part 1, New York State

by Robert Dalton Harris

The second welcome to be discussed is a full format, primary source reference work dealing with New York postal history. It is compiled and introduced by Harris, and printed by The Printer's Stone. (Officially this is Volume 6, Part 1, of Printer Stone's ongoing series of primary source reprints.)

Without hesitation, to this writer, the price of \$28 ppd. is worth the price of the superbly printed and extraordinarily detailed 1839 reproduction map alone (though separately, the map is priced at \$15 ppd.) If a picture is worth a thousand words, maps are worth a million, *and* they convey the soul of an area: the relationships of cities and towns to rivers and highlands, railroads, etc.

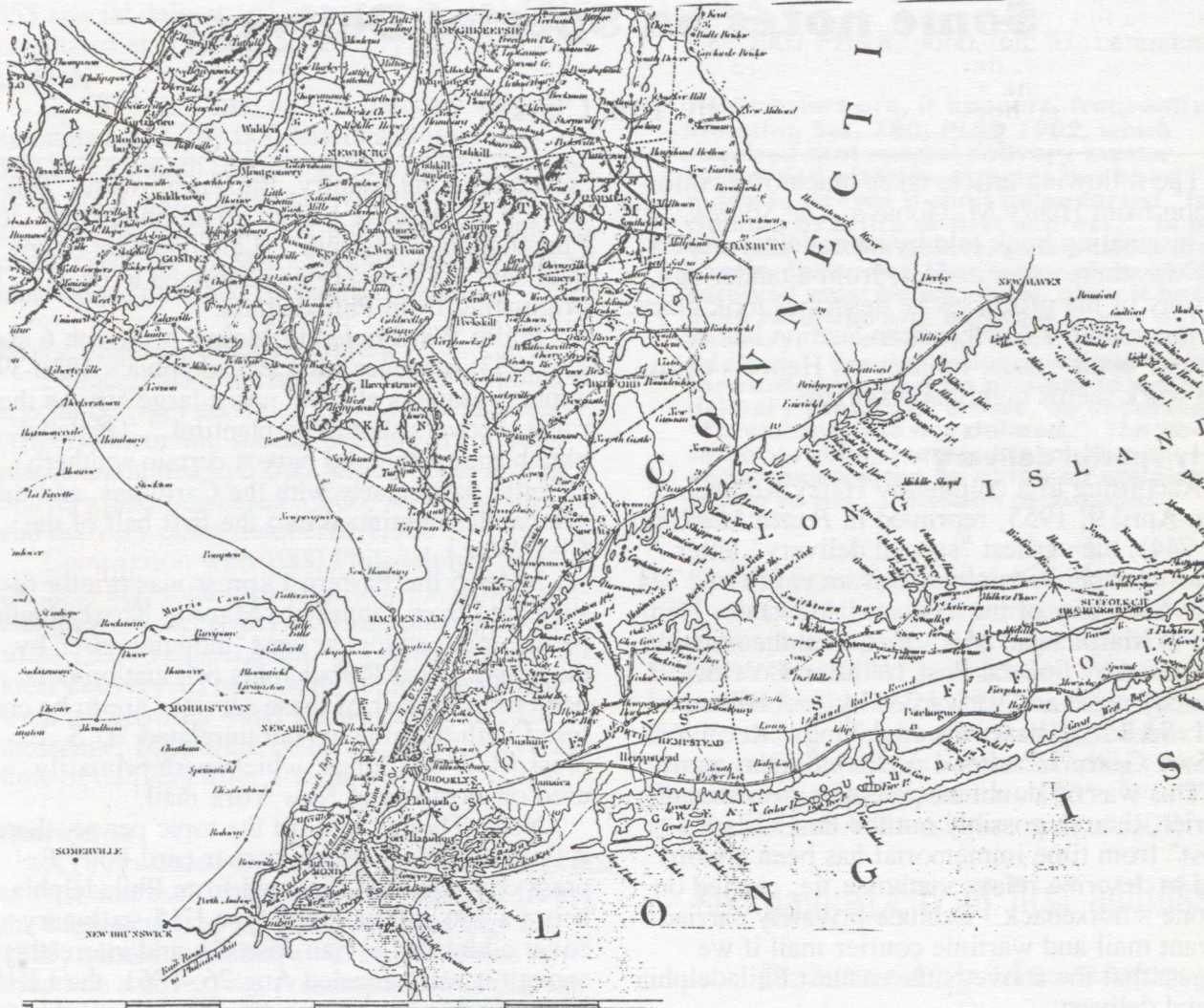
This first-of-thirteen USPO map-document presentations shows David H Burr's (PO topographer and House of Representatives Geographer) 1839 rendering of "New York's Post Offices, Post Roads, Canals, Rail Roads, etc." on an approximate 1" = 13 miles scale. The actual size is 70% of the original, but it is very very adequate and certainly frame-worthy.

Burr's series of thirteen maps covered the whole of the eastern United States. Future volumes in the series (but, see below!) will match the present one.

The map is supplemented by some 80 pages of reproduced original postal documents. Post Office mail transport contracts for the years 1837-1841 are exhibited over some 40+ pages, and are followed by many useful pages of postage paid revenue data that clearly show relative postal, and general economic, activity. Those were the years of post-postal reform --and the banking and currency Panic-- when letter activity nonetheless, mirroring America's overall bursting forth, was itself beginning to explode. These pages show the New York Postmaster section of the *Register of all Officers and Agents in the Service of the United States...on 13 Sep 1841*.

All of the copied material, which in some other publications reproduces as smudged and ink-filled, here are highly legible. The data is happily surrounded by ample margins for the note-takingest researcher to add a plenitude of comments and collection cross reference.

Arthur H Groten, president of the Printer's Stone, Box 30, Fishkill NY 12524, contemplates



## ROUTE No. 715.

From Chitteningo, (622) by Cazenovia, to New Woodstock; 13 miles, and back, three times a week, in stages.

Leave Chitteningo every Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at New Woodstock same days by 1 p. m.

Leave New Woodstock every Tuesday, Thursday, and Saturday, at 4 p. m.; arrive at Chitteningo same days by 8 p. m.

Bidders' names. Sums per annum, according to the terms contained in foregoing advertisement. (See also p. 204.)

Lewis L. Merrill	-	\$845.	Accepted May 31, 1837.
George Ehlo	-	600; or daily, except Sunday, \$800; or \$300 three times a week. Schedule changed.	

Contract with Lewis L. Merrill dated August 15, 1837; to commence July 1, 1837; to expire June 30, 1841.

## ROUTE No. 716.

From Chitteningo, by Perryville, Peterboro', Morrisville, and Eaton, to Hamilton: 24 miles, and back, three times a week, in stages.

Leave Chitteningo every Tuesday, Thursday, and Saturday, at 3 a. m.; arrive at Hamilton same days by 12 m.

Leave Hamilton every Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Chitteningo same days by 8 p. m.

Bidders' names. Sums per annum, according to the terms contained in foregoing advertisement. (See also p. 204.)

Charles Chubbuck	-	\$300.	Accepted May 31, 1837.
George Ehlo (see 715)	-	1,000; daily, except Sunday, \$1,200; or schedule changed, \$800.	

publishing the other 12 maps cum documents, contingent, of course, on collectors' acceptance of this, the first part. This joyous edition should easily pave the way for those remaining dozen portions.

This writer would hope all *La Posta* readers will write encouragements to Dr Groten, whether interested in New York State or not, whether anticipating their specialty region, or just on principle. This is the kind of relatively inexpensive access to significant and substantial, otherwise unavailable, postal material that all serious postal historians need to have at their fingertips. Dr Groten, how about printing all of the remaining volumes by, say, this Christmas?!

## Some notes on Special Delivery

by Tom Clarke

The following article takes much of its information from Henry M. Gobie's, *The Speedy*. It is a fascinating book told by an collector-expert who was there as an insider, from a tender age, as many of the processes he describes took place.

As this month's Northeastern Section has become a "book" issue, reliance on Henry's enjoyable work seems highly appropriate.

### Early special delivery

According to a column by Harry Konweiser from April 9, 1955, reprinted in *Postal Markings* (p. 744), the earliest "special delivery" letter comes from Philadelphia. It is an entire of 1794 from Secretary of the Treasury Alexander Hamilton to Marblehead MA. It carried the notation "Received by Special Post 1/4 after 1 o'clock Saturday night and forwarded by Jos. Hiller, Coll. S&B." It bears the docketing: "Received by Sam Gerry 1/2 after 1 o'clock Sunday morn."

This was no doubt carried by a government courier, though possibly not the Post Office's. "Post" from time immemorial has been a word used to describe relays via horse, ie, carried on anyone's horseback. Exclude privately carried/servant mail and wartime courier mail if we suggest that the above is the earliest Philadelphia special delivery.

During the 19th century some letters were inscribed by mailers at times "post haste." These are not included as bona fide special delivery matter inasmuch as there was no legal, fee basis for such treatment till 1885. The notation is merely a private request. However, if circumstances permitted, such letters would probably receive quick attention when received. Please the customer.

### The Reformed Post Office's Express

There were obligatory changes in postal work habits and a general tightening of Post Office reins following the reforms of 1836. Of the many problems, there had been a general dissatisfaction with slow mail service between north and south. Aside from servants and private carrier services, the changes will bring Philadelphians and others their first official rapid mail service: the Express Mail of 1836-39. (There had been a war express in 1814-16 for the benefit of

sections of the country, Pittsburgh-west. This service would have had an affect on leading-city Philadelphia's business.) I am unaware of any mail sent via this service addressed to or originating from Philadelphia.

Philip Ward noted in *Mekeel's*, March 6 and 27, 1953, however, that Philadelphia's 1836-39 express usage is elusive. As a large city on the route, "covers should be plentiful." (Philadelphia businessmen did have a certain southern affinity, particularly with the Carolinas, and their sympathies continued into the first half of the Civil War.)

In 1845 the Eastern Express was briefly resurrected from January to March. There should be incoming covers at least (though unseen by the author), and Philadelphia origination notations too. Neither of these services are to be confused with the allusive but unrelated "U.S. Express Mail" markings, which were primarily used on Boston and New York mail.

**Note:** Though it is off the topic per se, there is only one Wells Fargo corner card Pony Express cover known canceled from Philadelphia. It is a 10c yellow green type U15 stationary cover addressed to San Jose CA and interestingly enough it was canceled Aug 26, 1861, the LKU of the double octagon postmark. (It last sold at a 1990 Kaufman auction for about \$10,000.)

### Conventional special delivery

Not till 1885 are regular special delivery services offered to the mailing public. The primary reference is by former postman and special delivery messenger Henry M. Gobie in his *The Speedy* (privately published 1976; distributed by D G Phillips, No Miami FL).

Special delivery service began on October 1, 1885, experimentally. Of many illustrations, Gobie shows only one Philadelphia-related example throughout his book, though Philadelphia was obviously one of the first 555 offices, and one of the largest, to initiate the service. No first-first day Philadelphia covers have been reported.

The GPO reported that during the first month, 11,168 letters were delivered in the U.S. Gobie quotes that the average number of deliveries was about 80 per messenger, each of whom earned an average of \$6.50 per month. Of the

total 141,000 letters delivered in 1885, 30% were drop letters, 47% originated at one of the 555 special delivery offices to another, and 23% originated at non-special delivery offices (Gobie, p. 44-5).

By 1891, the total special delivery volume amounted to 2,288,000 letters and packages, or 190,650 a month (double 1886's numbers.) By 1900, total special delivery volume was up to 5,191,594 items, a 14% increase from the previous year (p. 96). Special delivery was an idea whose time had certainly come.

### Early Philadelphia statistics

Philadelphia's statistics for the first month of special delivery show that there were 124 messengers; incoming special delivery from other places amounted to 5,500 pieces; local special delivery also numbered 5,500; and outgoing special delivery items numbered 4,500.

Comparison with 1900 Philadelphia figures (p. 292) are: total messengers 93; 224,000 special delivery items arrived from other places; some 103,000 special delivery items arrived for local delivery. There were 18,000 items that went undelivered --and for which no fees for the messenger boys were collected; and the average time of delivery after arrival was 26 minutes.

### Markings

A "Forwarded-Delivery fee paid by the office of first address" instruction was required from the beginning (see the PMG letter of Sep 21, 1885, quoted in Gobie, p. 11ff.) If it was *not* found on a cover, the presumption was that the fee had not been paid, and that it was *still eligible to be collected* at the next address. Gobie states that he "has never observed either a 'fee-claimed' or 'Forwarded-Fee not claimed' handwritten endorsement." (p. 29)

According to the June 30, 1899 Post Office Order 417, special delivery backstamps were now required; heretofore they were stamped by chance either on the front or back. Postal inspectors came to insist they be stamped upon the letter's flaps, but this not specifically required by the PMG. (p. 94) (RPO cancels may or may not show on special delivery probably because they were bundled, and those on the outside only, or loose items, got stamped.) (p. 94)

Beginning in 1903/4 covers begin to show the familiar "Fee claimed at office/of first Address." This results from the new 1902 *Postal Laws & Regulations*, which sought to prevent confusion as to whether forwarded special delivery letter messengers had already collected the 10c fee. This 10c represented 2c for the government and

8c for the messenger boy, aged 13 and up --after 1913, 16 and up-- but not more than \$30 salary per month.

The 1907 *PL&R*, p660, Sec 52, comments:

**Postmasters are, it appears, frequently violating Sec. 780, PL&R 1902, which required that special delivery matter forwarded after an attempt has been made to deliver it shall be endorsed "Fee claimed at office of first address." In order to avoid further errors, postmasters are hereby instructed that every piece of SD received must be endorsed, after it has been recorded and before it is sent out for delivery, "Fee claimed at office of first address." Special delivery matter which is forwarded without an attempt to make delivery should, of course, be endorsed "Forwarded, fee not claimed." The necessary rubber stamps for making the endorsements can be obtained upon application to the ... Division of Supplies." (p. 124)**

Special delivery stamps were required up to 1907, and thus there was no real need for rubber stamps saying "Special Delivery." (p. 124) However the earliest such auxiliary marking known is dated May 21, 1892, used at Syracuse NY. (p. 55-6) The lone Philadelphia cover shown in Gobie shows variant wording (West Philadelphia address), January 1905: "Fee Paid at City of First Address" (see over, #1605).

**Fee paid at city of first address.**

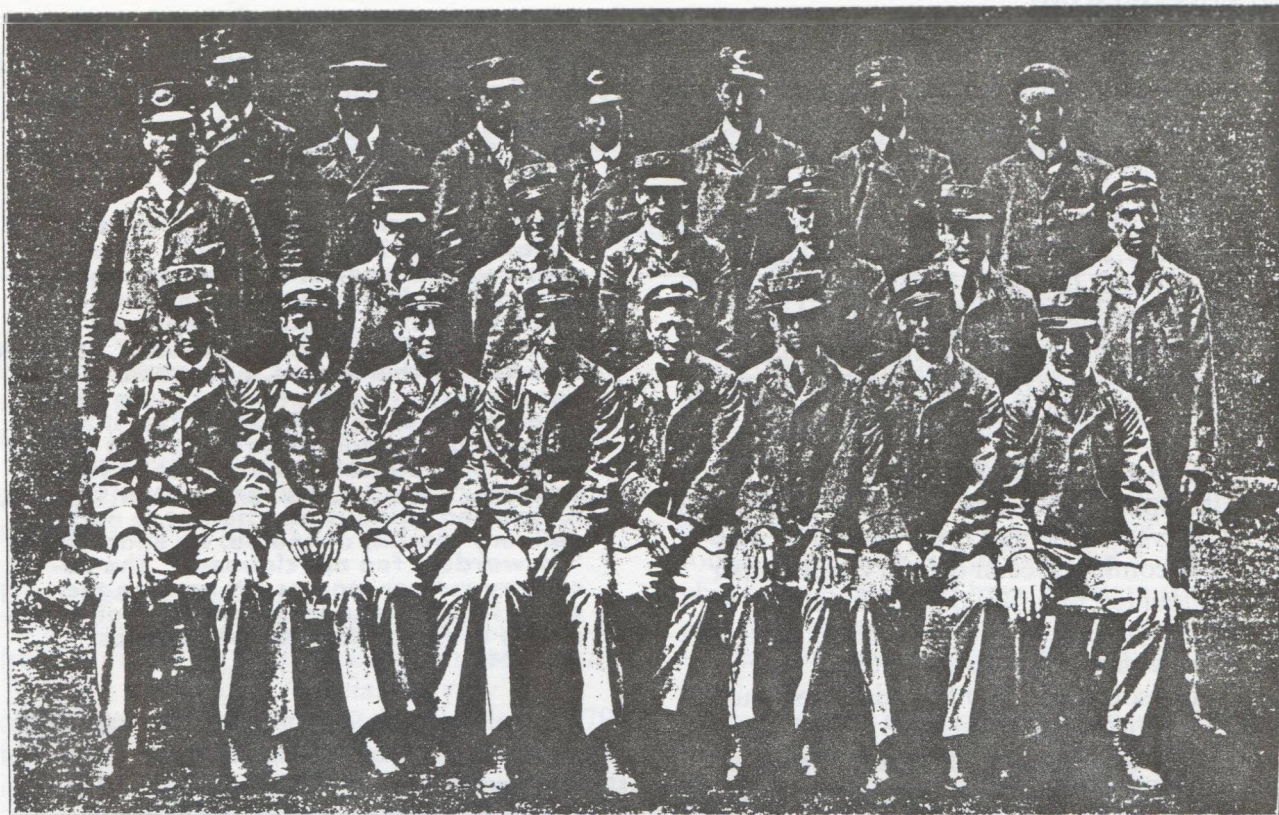
**Returned by Messenger  
as undeliverable.**

Other markings begin to appear: the *PL&R* (which date?) required registered-special delivery packages or enclosure jackets to be stamped "For Special Delivery." The earliest date of this on a letter is Feb 4, 1899 (p. 88), but none are as yet known from Philadelphia. An early Philadelphia rubber stamp is noted in Gobie: Feb 17, 1891: "RETURNED BY MESSENGER/AS UNDELIVERABLE" (see over, #1603)

### IMPORTANT.

**Receiver should sign and enter  
time of delivery.**

This peculiar one, not mentioned in Gobie, defies the writer's interpretation: IMPORTANT./ Receiver should sign and enter/time of delivery (here #1604). Was there an ongoing investigation into lazy habits that required such a log be kept? This item is dated 1896. Eleven years of



Messenger boys shown in the carrier union's 1895 Philadelphia *Postal Guide*.

delivery experience must have been producing undesirable results. The marking is presumably rare.

Messenger boys stamped their own letters. If they couldn't be delivered (that is, if they were addressed to a box, or via general delivery) they couldn't be fee claimed. Assuming the original application requested such service, postoffice box mail application forms would be searched in order to deliver the mail, thus allowing the boys to claim the fee.

General Delivery special delivery mail provide excellent examples of the use of "Forwarded-Fee not claimed" auxiliaries. Philatelic mail might get the "Fee Claimed" marking stamped on the back so as not to deface a collectible, though some messengers canceled them on the front out of spite.

Gobie adds further personal comments from his experience: special delivery letters were to be handled immediately after mail separation, stamped received, and, as incoming mail, numbered. (Some POs numbered the outgoing SD too, in error, ie, two serial numbers can be seen.) (p. 43) He recalls the three most common endorsements found on special delivery as:

**Not At** - not living at the address given, perhaps never lived there, or moved;

**No Such** - no such address; and

**Notified** - special delivery notice left at the address.

**Closed** was frequently used for business mail

in large cities after business houses secured for the night. But this was not necessary because special delivery was not to be sent out after business hours anyway. Such a situation represented poor service to the customer, but the messenger made his fee this way! If nothing else, the **Notified** endorsement should have been used.

### Later years

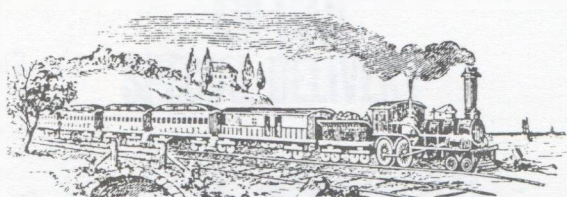
By 1924 special delivery serial numbers were no longer required. (p. 182) Viewing one, Gobie states that he had "never (before) seen one so late" as June 1926. (p. 183) As of May 29, 1928 new messenger fee schedules were adopted: 9c or more per letter, according to the weight (including parcels).

A new aspect developed when special delivery-air mail was created. Previously the two services were one and the same, became separate, then rejoined in 1934 with the CE1 stamp, and two years later by the CE2.

Finally, on July 1, 1945 the end came to the fee-basis system. Messengers afterward were to be hourly/annual salary personnel. Thus there would be no more "Fee claimed," etc., markings, only the mandatory backstamp. Today we see many times a specific Special Delivery handstamp in magenta, at times a timestamp, and, infrequently, a standard black counterstamp.

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- Ward, Philip. "Philadelphia's Express Mail-1836-1839," in *Mekeel's*. March 6, 1953. p. 98.



## First Day Usages

Following are the earliest known usages of special delivery stamps:

- E1 10/1/85
- E2 12/18/88. (Gobie, p. 47)
- E3 orange 2/11/93 (p. 60)
- E4 11/21/94 (p. 80)
- E5 type 1, 10/3/95 (p. 86)
- E5 type 2, 2/25/00 (p. 108)
- E6 1/22/03
- E7 12/14/08
- E8 2/13/11
- E9 10/26/14
- E10 11/4/16
- E11 6/12/17

regular First Day dates hereon

- E12 6/12/22
- E13 4/11/25
- E14 4/25/25
- E15 11/29/27
- E16 8/13/31
- E17 10/30/44
- E18 10/17/44
- E19 11/30/51
- E20 10/13/54
- E21 9/3/57
- E22 11/21/69
- E23 5/10/71

- 
- CE1 8/30/34
  - CE2 2/10/36

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## Philadelphia Special Delivery listings

- 1600 "per Express Mail" (ms) (12 Philadelphia origin known)  
EKU 1837 7/1 LKU 1837 10/25
- 1601 "in haste" ms inscriptions; non-postal customer requests  
EKU 1844 5/20 LKU 1868 8/17
- 1602 pre-"fee claimed" covers (=questionable, were they delivered by special delivery or not)  
EKU 1897 12/6 LKU 1902 3/22
- 1603 Returned by Messenger/as undeliverable.  
S2L58x9+, magenta  
EKU 1892 2/4
- 1604 IMPORTANT./Receiver should sign and enter/time of delivery. S3L57x13, purple  
EKU 1896 11/25
- 1605 Fee paid at city of first address. SL72x5, black  
EKU 1905 1/18
- 1606a Fee claimed at office of first/address.  
Ph--a, Pa. S2L54x9 approx, purple  
EKU 1904 10/26 LKU 1907 11/22  
(1912 4/29)?
- 1606b FEE CLAIMED BY OFFICE/OF FIRST ADDRESS(.) S2L46x9 approx, black, purple, red, magenta  
EKU 1918 5/25 LKU 1930 10/23
- 1606c Fee claimed at office of/first address./  
Ph--a, Pa. S3L42x14 approx, purple (Weiss Jan 86 #1657)  
EKU 1912 4/27
- 1606d Fee Claimed by Office of/first Address  
S2L44x9, purple  
EKU 1913 9/20
- 1606e Fee Claimed by Office/of First Address(.)  
S2L47x9 approx, red, purple, magenta  
EKU 1925 11/4 LKU 1943 3/19
- 1607a Special Delivery SL45x5 to 61x8, purple, magenta, black  
EKU 1926 11/6 LKU 1938 12/10
- 1607b SPECIAL DELIVERY SL58x6 to 107x16, purple, magenta, black  
EKU 1933 6/1 LKU 1970 8/17
- 1608 SPECIAL DELIVERY/FEE PAID \_\_ 10 \_\_  
CENTS S2L38x9 to 42x10, magenta  
EKU 1932 10/28 LKU 1943 7/30
- 1610 FORWARDED-FEE NOT CLAIMED  
SL59+x3+, magenta  
EKU 1945 4/2
- 1611 SPECIAL DELIVERY-AIR MAIL  
SL51x6+ to 63x6+, magenta, purple  
EKU 1938 6/8 LKU 1950 2/3
- 1612 AIR MAIL/SPECIAL DELIVERY  
S2L40x14, red  
EKU 1971 12/31
- 1613 VIA AIR MAIL/SPECIAL DELIVERY  
S2L49x11, purple  
EKU 1953 9/14

**Note:** Special Delivery/POSTAGE DUE \_\_\_\_\_  
CENTS, see Postage Due Section

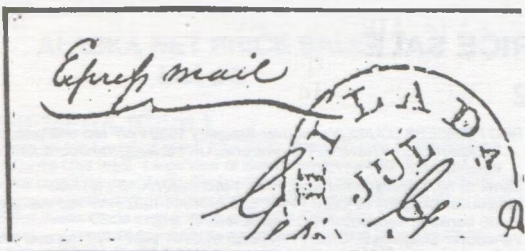
## Special Delivery auxiliaries (varieties)

- 1615a "cant locate/(name)" (ms)  
EKU 1946 5/30
- 1615b "Closed (time-initials/name)" (ms)  
EKU 1892 2/4 LKU 1935 12/22
- 1615c CLOSED/Ph--a, Pa. Purple, approx  
41+x8+  
EKU 1912 4/27
- 1615d "No No/(carrier #)" (=no number) (ms)  
EKU 1946 5/30
- 1615e "Not at"
- 1615f "No Such"
- 1615g "Notified"

## Backstamps

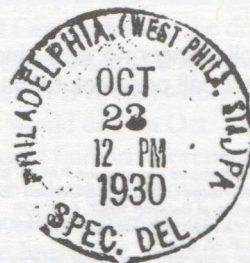
- 1616 PH--A, (WEST PHILA.STA.)PA./date/  
/SPEC. DEL CD33, magenta  
EKU 1930 10/22
- 1617 PH--A, PA./date/SPEC. DEL. REC'D.  
CD33, magenta  
EKU 1952 11/4 LKU 1965 11/10
- 1618 PH--A, PA./date/SPECIAL DELIVERY  
REC'D CD32+, purple  
EKU 1966 9/16 LKU 1967 11/6
- 1619 PH--A, PA./date/(#) SPECIAL DELIVERY  
REC'D CD32+, magenta; #1, 17  
EKU 1968 3/15 LKU 1969 11/22
- 1620 PH--A, PA/date/REC'D. SPEC. DEL.  
CD33, magenta  
EKU 1981 3/21
- 1621 PH--A, PA/date/(#) RECD SPEC. DEL.  
CD32, magenta, red; #31, 33, 34, 37  
EKU 1971 12/28 LKU 1982 7/23
- 1622 PH--A, PA/date/WM. PENN ANNEX SPEC.  
DEL. RECD CD 32+, magenta  
EKU 1971 12/29 LKU 1971 12/31
- 1623 PH--A, PA WILLIAM PENN ANNEX/date/  
SPEC. DELY. REC'D. CD32, magenta?  
EKU 1975 5/23
- 1624 (any standard handstamp or machine cancel  
used to verify arrival of special delivery mail)  
EKU 1912 9/13 LKU 1974 11/--

1600



1601

(In haste)



1616

1603  
+1615b

Returned by Messenger  
as undeliverable. *Closed 7:25 AM*



1617

1604

**IMPORTANT.**  
Receiver should sign and enter  
time of delivery.



1618

1605

Fee paid - 1 city of first address.

1606a

Fee claimed at office of first  
address Philadelphia, Pa.



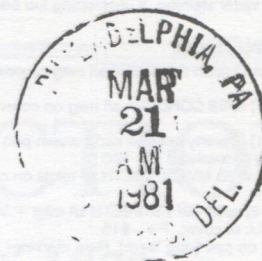
1619

b

FEE CLAIMED BY OFFICE  
OF FIRST ADDRESS.

d

Fee Claimed by Office  
of First Address



1620

e

Fee Claimed by Office  
of First Address



1621

1607a

Special Delivery



1622

b

**SPECIAL DELIVERY**

1608

SPECIAL DELIVERY  
FEE PAID 10 CENTS

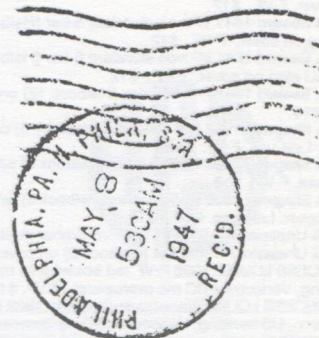
1611

Special Delivery - Air Mail



1612

**AIR MAIL**  
**SPECIAL DELIVERY**



1624

1613

**AIR MAIL**  
**SPECIAL DELIVERY**

## ALASKA NET PRICE SALE

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We are pleased to offer the following one of a kind; net priced; subject to prior sale; first call or check takes item:

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3. Bladwin 1932 F-VF 4-bar [Helbock 1] on cover, Nome Lighterage & Comm'l Co. printed cc, int. content: poem, 'Christmas Eve at Baldwin 1932'. F-VF \$25
4. Barrow 1928 purple F-VF cds [Helbock 3] on stamped env., signed P.M. F-VF. \$25
5. Cordova 1920 VF duplex [Helbock 5] on ppc. F-VF. \$12
6. Cordova 1928 VF duplex [Helbock 5] on cover. F-VF. \$10 7. Douglas 1928 VF duplex [Helbock 9] on cover. F-VF. \$10
8. Fox 1932 F duplex [Helbock 4], cover to Sweden. F. \$10
9. Juneau 1897 F-VF cds [Helbock 9] on stamped env. to Canada. F-VF. \$80
10. Hawk Inlet 1938 VF 4-bar [Helbock 2], #10 cover F+ \$10
11. Kennecott 1928 VF 4-bar [Helbock 2] on cover. VF. \$10
12. Ketchikan 1912 F-VF duplex [Helbock 8] on ppc. VF. \$10
13. Ketchikan 1919 F-VF duplex [Helbock 10] on color ppc of Alaska SS Co. Str. JEFFERSON. F-VF. \$20
14. Ketchikan 1919 VF duplex [Helbock 10] on cover w/mss Starr Collision Pkg. Co./Moies Sound ret. add. VF. \$25
15. Ketchikan 1924 VF mc [Helbock 11] on cover. VF. \$10
16. Kodiak 1927 F-VF 4-bar [Helbock 6] on ppc. VF. \$12
17. Kotzebue F 'Alaska' msg [Helbock 3] on #10 stmpd env. VF. \$25
18. McKinley Park 1943 VF 4-bar [Helbock 4] on cover w/mss Mt. McKinley USAR Camp r/a, boxed Army censor mkg, slight opening tears. F. \$7.50
19. Platinum 1937 F-VF 4-bar [Helbock 1] on cover. F. \$5
20. Tanana 1911 VF Doane [Helbock 3] on ppc. VF. \$30
21. Treadwell 1913 F-VF duplex [Helbock 3] on color ppc of Eskimo children. F-VF. \$15
22. Unalaska 1928 purple VF 4-bar [Helbock 7] on stamped env., signed P.M. F-VF \$10
23. Unalaska 1935 VF 4-bar [Helbock 11] on real photo pc of Main Street, Kotzebue. VF. \$20
24. Valdez 1908 F-VF duplex [Helbock 5] on ppc. F-VF \$10
25. Valdez 1908 F-VF duplex [Helbock 5] on ppc. F-VF \$10
26. Lot of (33) US UC1 used 1953 & '55 to survey var. Alaskan towns on inhabitants, industry, schools, churches, etc. Signed by P.M.'s. Places Incl. [pmkd] Barrow, Palmuit, Palmer, Pauloff Harbor, Pedro Bay, Pelican, Petersburg, Pile Bay, Pilot Point, Pilot Station, Platinum, Point Baker, Point Hope, Point Lay, Port Alexander, Port Alsworth, Port Ashton, Port Graham, Port Moller, Portage Junction, Quinhagak, Rampart & Ruby. Some slight water staining. V. interesting lot! \$80

## ALASKAN R.P.O. &amp; SHIP CANCELS

27. Cordova & Kodiak 1938 F-VF duplex [Helbock 1] w/SS CORDOVA s/l mkg on cover. F+. \$25
28. Cordova & Kodiak 1939 VF duplex [Helbock 1] w/SS CORDOVA s/l mkg on cover. F-VF. \$25
29. Cordova & Kodiak 1940 VF duplex [Helbock 1] w/pretty colored hand drawn pen & ink detailed map of route cachet. Outstanding showpiece! VF. \$50
30. Juneau & Sitka 1939 F-VF duplex [Helbock 3] w/(2) MV ESTEBETH s/l mkg on cover. VF. \$15
31. Juneau & Sitka 1939 partial duplex [Helbock 3] w/(2) MV ESTEBETH s/l mkg + VF cutout of Juneau & Sitka pmk attached at LL of cover. F+. \$15
32. Seattle & Kodiak 1915 VF duplex [Helbock 2] on ppc [dog team]. Rare marking! F-VF. \$100
33. Seattle & Seward/Str YUKON 1924 F [ship's name weak] non-standard 6-bar [Helbock 5] on real photo ppc [SS YUKON]. F-VF. \$40
34. Seattle & Seward/SS ALASKA 1929 VF non-standard 6-bar [Helbock 8] on repaired stamped env. Appears VF overall. \$20
35. Seattle & Seward 1934 VF non-standard 6-bar [Helbock 13] on cover w/Zynda Hotel Juneau r/a. F-VF. \$15
36. Seattle & Seward 1935 F+ non-standard 6-bar [Helbock 13] on cover w/Blue Shop/Seward printed cc. F-VF. \$15
37. Seattle & Seward 1938 F+ non-standard 6-bar [Helbock 19] w/SS STARR s/l mkg on cover. F-VF. \$12
38. Seattle & Seward 1938 F [few ltrs missing] non-standard 6-bar [Helbock 19] w/SS ALEUTIAN mkg on cover. F-VF. \$12
39. Seattle & Seward 1938 VF rubber duplex [Helbock 15] w/SS BARANOF s/l mkg on cover. F-VF. \$12
40. Seattle & Seward 1938 F-VF duplex [Helbock 12] on cover. F+. \$10
41. Seattle & Seward 1938 VF 4-bar [Helbock 21] w/[SS] COLUMBIA s/l mkg on cover. F-VF. \$12
42. Seattle & Seward 1938 F-VF rubber duplex [Helbock 15] w/SS ALEUTIAN ship mkg on cover. F-VF. \$12
43. Seattle & Seward 1941 F-VF rubber duplex [Helbock 15] w/SS COLUMBIA ship mkg on cover. F-VF. \$12
44. Seattle & Seward 1941 VF non-standard 6-bar [Helbock 19] on cover w/[SS] DENALI s/l mkg on cover. F-VF. \$12
45. Seattle & Seward 1941 VF non-standard 6-bar [Helbock 19] on cover w/boxed SS DENALI mkg on cover. F-VF. \$12
46. Seattle & Seward 1941 F-VF duplex [Helbock 12] on ppc. Small rust streak, o/w F+. \$10
47. Seattle & Skagway 1938 just F duplex [Helbock 5] on cover w/SS BARANOF s/l on cover. Late use. F-VF. \$12
48. Seattle & Skagway 1939 F-VF duplex [Helbock 8] w/boxed SS YUKON mkg on cover. Late use. F-VF. \$12
49. Seattle & Skagway 1939 F-VF duplex [Helbock 8] w/SS ALASKA/Alaska SS Co. cds at L on cover. Late use. F-VF. \$12
50. Seward & Unalaska/SS STARR 1937 VF rubber duplex [Helbock 3] on cover. F-VF. \$12
51. Seward & Unalaska F+ duplex [Helbock 2] on cover. F-VF. \$12
52. SS PRINCESS LOUISE 1936 F-VF red boxed ship mkg on fancy tourist type env., US franking, Vancouver/BC mc overcancel. F-VF. \$15
53. RPO PRINCESS LOUISE/Vancouver-Skagway 1939 F-VF red oval pmk on fancy tourist type env., US franking, Vancouver/BC mc overcancel. From Ketchikan/AK. VF. \$17.50

54. RPO PRINCESS LOUISE/Vancouver-Skagway 1939 F-VF red oval pmk on 'ALASKA/LAST FRONTIER' tourist env., US franking, Vancouver/BC mc overcancel. From Ketchikan/AK. VF. \$17.50
55. Same as 53, Canadian franking. From Ketchikan/AK. VF. \$17.50
56. Vancouver-Skagway RPO/SS PRINCESS NORAH 1937 F-VF red oval pmk, US franking, Vancouver/BC overcancel. VF \$15
57. Vancouver-Skagway RPO/SS PRINCESS NORAH 1937 F-VF red oval pmk on US franking, Alert BAY/BC cds alongside. F-VF \$15 58. PRINCESS NORAH RPO/Vancouver to Skagway 1939 F-VF cds on US franking, Vancouver/DC/Way Mail mc overcancel on #10 env. F-VF \$15

## FLIGHTS

59. US Navy Mass Flight to Alaska, 1935: cover w/Sitka 5/22/35 duplex cancels, flown & signed by LCDR H. T. Stanley, USN in US Navy VP Squadron 9F plane. Assisted Aleutian Is. Survey Exped. Unlisted, AAMC. NY Times article included. VF. \$80
60. PanAm Survey Flight, Fairbanks-Seattle 6/20/40, bo cachet, no b/s [normal], AAMC A278. VF. \$8
61. 'This Letter Carried/By Courtesy/Ellis Air Transport' mkg on #10 cover w/1940 Ketchikan mc. Nice commercial usage from the interior. Folded, o/w F. \$15
62. First jet flight Anchorage-NYC w/Anchorage/Airport Annex 7/14/60 cancel, AMF Idewild/NY mc b/s. No cachet. AAMC J615. VF. \$5

## MILITARY

63. Alaska-U.S.-Via PAA raised printed cachet & real photo of Mt. Iliamna & Mt. Redoubt volcanoes on cover w/US C25 tied Ketchikan 1942 VF duplex [Helbock 16], brown censor tied blue U.S. Censorship/V-V circular mkg on rev. F-VF. \$30
64. Fort Richardson 1942 VF mc [Helbock 2], mss. censor mkg on airmail cover w/3 1/4-page orig. soldier's letter describing long trip from US by train, Army transport ship & Alaska RR to the fort. \$25
65. APO 724/Seattle [Dawson Creek/BC] r/a w/unlisted [Helbock] 3/10/43 4-bar pmk, no censor. VF. \$20
66. 1950 reg. fancy Alaskan motif cover w/Eskimo holding letter on face, Mt. McKinley on rev., APO 937/Seattle [Eielson AFB, Fairbanks] typed r/a, magenta APO 733 VF dcde mkg on rev. Creased, o/w F-VF. \$17.50

## MISCELLANEOUS ALASKAN COVERS

67. 1938 Tigara 4-bar [Helbock 1] ties US 800 + purple Barrow 4-bar [Helbock 10], magenta Wainwright 4-bar [Helbock 1] & Kotzebue dcde [Helbock 6] pmks on cacheted cover carried on Fr. B.R. Hubbard's Arctic ethnological expedition. Unaddr. VF. \$50
68. Barrow 1938 thin VF 4-bar [Helbock 12] ties US 800 to cacheted cover commem. 3rd anniv. of death of Will Rogers. Unaddr. VF. \$4
69. 1940 Ketchikan machine [Helbock 13] on Crosby-type real photo [USS HEMLOCK C.G.] for 150th anniv. of U.S. Coast Guard. F-VF. \$20
70. Palmer 1941 F+ duplex on airmail cover w/Alaska S.S. Co. fancy pictorial cc. F-VF. \$10

## PAPER EPHEMERA

71. U.S. Army Headquarters/Washington DC Gen. Order 15, march 18, 1888, 1 p., printed, appointing brev. MAGEN J. C. Davis as President, Military District of Alaska, 'By Command of General Grant.' Some age staining at bottom, otherwise F. \$20
72. Colored highly detailed c1898 map of Alaska, 8 1/4 x 11 in. showing key cities & towns, geographic features, etc. Pub. by J.B. Lippincott, Philadelphia. Excellent collateral for postal history exhibit. VF. \$27.50
73. One page typed power of attorney drawn for E. S. Walker, a gold miner, dated Anvil City/AK 1899 w/fancy gold District of Alaska notary seal. F+. \$30
74. Excellent 3 1/2 pg. letter [in pencil], Skagway, 1900, from gold miner. 'I did not go to Nome. I thought I did not have money enough to go there & do any prospecting...' Went from there to Juneau and Yakutat. 'I seen people there from Butte and California and no body was making anything...' From there he went to Skagway, and then to White Pass for another try at prospecting. Recorded one claim, but had doubts about its worth. Tried unsuccessfully to get a job in a gold stamping mill. 'It is easy to find prospect for quartz here than for placer mines. It is good quartz country all around in 50 miles of Juneau... It is a very hard country to get around in. You can see more rocky hills & bluffs here. I was one that noted trail from Skagway to Lake Bennett and it ain't a bad trail at all. I made 24 miles in one day & was foot and alone.' F-VF. No cover. \$60
75. Large printed calling card for The Juneau Hotel ['Headquarters for Miners and Prospectors/Electric Light/Commodious Parlor for Ladies/Largest Hotel in Alaska/\$1.00 per Day and Upward]. Neat table of distances from hotel to various Alaskan places on reverse. Has a few pinholes, otherwise F+. \$20
76. 1904 Alaska territorial map locating all P.O.'s, approx. 2 x 4 ft., printed in two colors by Government Printing Office, Washington, folded. Highly detailed. VF. \$80
77. 1910 typed freight contract for Gas Schooner HAZEL of Nome for voyage to East Cape, Siberia, signed by shipper owner's agent and ship owner. File holes at top. F. \$25
78. 'The Alaskan Churchman', Vol. 1, November 1911; 36 pp. magazine, pub. in Fairbanks with illus. stories about churches and their work throughout Alaska. Cover soiled, o/w F. \$12
79. 'S.S. ALAMEDA Radio News', two issues, 8/11/22, 10/3/22. Mimeo 1 pp. capsule of world news for passengers. Oct. issue has cut of ship. Few tears, o/w F. \$10
80. 1922 Railway Express Co., Seattle, receipt for sheep's head and horns, received from Alaska Placer Gold Mine Co. Lot includes (3) vintage snapshot negatives of Alaskan(?) coast scenes. F. \$7.50
81. Real photo post card of SS STARR [had R.P.O. aboard], dated 5/4/29. Excl. postal history collateral item. Unused, VF. \$25
82. Real photo post card of SS ALEUTIAN, circa 1930 [had R.P.O. aboard]. Unused, VF. \$25
83. Circa 1930 Randy McNally pocket map of Alaska, showing great detail, including political divisions, cities, towns, geographical features, population, railroads, freight offices, etc.; in color, 18 x 25 ins. Has full index. Folded, with cover. F. \$30
84. Alaska Steamship Co. travel brochure, 1928. Extols virtues of Alaskan vacation with photos, deck plans and specs. for company's ships. Also includes sailing dates, ship's route map and timetable for Alaska R.R. Wealth of information for postal historian, as these ships carried P.O.'s. F-VF. \$30

# ALASKA NET PRICE SALE List #2

## PAPER EPHEMERA (Cont.)

- 85. SS ALEUTIAN [see lot 82] breakfast menu for 8/6/30, illus. with cuts of two Alaskan scenes and Alaska Line logo. Large view of Ketchikan on reverse. F + . \$12
- 86. SS YUKON dinner menu, north of Arctic Circle, with illus. of stern wheeler YUKON, var. scenes, folded and mailed w/partial Fort Yukon 1936 duplex [Helbock 4] + Land of Midnight Sun/Arctic Circle cachet. Non-philatelic. F-VF. \$25
- 87. Alaska Arctic Air Mercy Flight 10 [cents?] triangular fantasy label [pictures plane, polar bear, iceberg]. NH, VF. \$5
- 88. "A Hand Book of Vacation Trips in Alaska and the Yukon on the White Pass and Yukon Route": small size 56 pp. illus. pamphlet, 1952. Detailed descriptions of various paddle wheel steamer and railroad tours offered by the White Pass & Yukon Route. VF + \$15
- 89. Small snapshot of two male scientists at the North Pole with Ice Island/T-3/Aug 25 1953/North Pole cds on reverse. \$8
- 90. Full sheet of (10) of Territory of Alaska Liquor Revenue stamps/4/5 quart, 1956 printing. VF. \$15
- 91. Same, 1 pint, VF. \$15
- 92. Invitation to inauguration of Gov. William A. Egan with reply card/envelope [unused]. VF. \$10

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Continued from page 57

lost their uniform wardrobe." No mention was made of any affect Camille had on the delivery of the mail. The only other reference to Camille appeared in the October 2, 1969 *Postal Bulletin* (PB 20723) where it was announced that the disaster drive would end on Oct. 15, 1969.

I could find no reference to mail delivery in the New York Times articles, although it seems likely that some of the papers from cities nearer the storm would cover this aspect of the hurricane. Absent easy access to these newspapers, the only direct evidence of Camille's affect on the POD is the cover shown in Figure 1. Even though this cover was sent to Pass Christian over five months after the hurricane, it tells part of the story not covered by the national press. One can only surmise that the post office at Pass Christian (or wherever the forwarding orders were kept) was badly damaged or destroyed.

The author would like to hear from any readers with knowledge of what happened to the post offices and mail delivery in the hurricane damaged area. Also, any collectors possessing auxiliary markings related to hurricanes are urged to send photocopies directly to me at 16 Iris Court, San Mateo, CA 94401. Such covers appear to be quite scarce, but there must be other evidence of hurricane mail.

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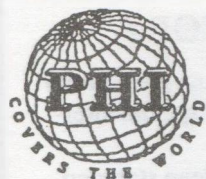
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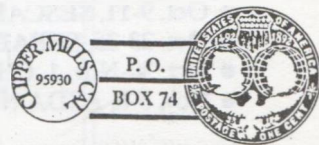
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1. *HOW TO DETECT DAMAGED ALTERED AND REPAIRED STAMPS*. P. Schmid, 1979, 105 p, hb, dj, very good condition
2. *THE PHILATELIC HERALD AND REVIEW, a Monthly Magazine Devoted to the Science of Philately, Vol 1 No 1, June 1874*. 48 p, hb, vg
3. *CYCLOPEDIA OF UNITED STATES POSTMARKS AND POSTAL HISTORY*. D. Norona, 1975 REPRINT, 405 p, hb, dj, very good condition
4. *THE WORLD OF STAMPS & STAMP COLLECTING*. D. Lindman, J. Apfelbaum, 1981, personal inscription by J.A., 243 p, hb, dj, very good condition
5. Lot of 4: *THE ESSAY-PROOF JOURNAL, Fall 1979; THE COLLECTORS CLUB PHILATELIST, September 1973; COUNTERFEIT KANSAS-NEBRASKA OVERPRINTS ON 1922-1934 ISSUES plus FIRST DAY COVERS OF THE KANSAS-NEBRASKA OVERPRINTS*, 33 p, sb. All three are in very good condition. Also includes *STAMP HUNTING*. L. Robie, 1898, 257p, sb, poor condition because it is missing front cover, title page loose, heavily toned, bottom edge chewed but not affecting text. A "Pat Herst"-style account of stamp dealing and collecting in the 19th century.
6. *UNITED STATES POSTAGE STAMPS, 1847-1869*. F. Melville. 1915, 71 p, sb, very good condition
7. *COMMEMORATIVE POSTAGE STAMPS OF THE UNITED STATES (NEW REVISED EDITION - 1936)*. R. Kimble. 1936, 404 p, hb, dj, very good condition
8. Lot of 4: *STANDARD PLATE NUMBER CATALOG, 1973; 100 TRIVIA QUIZZES FOR STAMP COLLECTORS, 1982; FIRST DAYS (AFDCS), Nov-Dec 1968*. All three are in very good condition. Also includes a 33 p photocopy of text from unknown source describing the establishment of the Philippine Postal Service in 1898 and its stamp issues between 1898 and 1906.
9. *UNITED STATES POSTAGE STAMPS 1945-1952*. S. Glass. 280 p, hb, signed by author, very good.
10. *REPORT OF THE THIRD-ASSISTANT POSTMASTER-GENERAL TO THE POSTMASTER-GENERAL FOR THE YEAR ENDING JUNE 30, 1900*. 119 p, sb, good condition, card cover is brittle and chipped in several places. Statistics and information about stamps, stamped envelopes, and postal cards issued during the 1899 fiscal year
11. *STREET CAR R.P.O. SERVICE IN CINCINNATI AND CLEVELAND...ROCHESTER. K.* Stewart/D. Clark, 1986. 52 p, sb, very good condition.
12. *THE BRITISH TRAVELING POST OFFICE*. P. Johnson, 1985. First edition, signed by author. 104 p, hb, dj, book excellent condition, light dust jacket wear.
13. *PHOTOCOPY of GENERAL SCHEME OF OREGON, 1927*. First generation copy of a postal clerk's reference for the mail routes serving each post office, with hand-written corrections. Three-hole punched, good condition.
14. *STREET DIRECTORY OF THE PRINCIPAL CITIES OF THE UNITED STATES EMBRACING LETTER-CARRIER OFFICES ESTABLISHED TO APRIL 30, 1908*. 904 p, hb, good condition, lists every street name followed by a listing of all cities in which that the street can be found.
15. *POSTAL LAWS AND REGULATIONS, 1932*. 912 p, hb, binding worn, fair condition, front cover completely separated but present, pages toned. Includes some pasted-in corrections, ex-Konwiser.
16. *POSTAL LAWS AND REGULATIONS, 1932*. 912p, hb, binding worn, good condition, front cover separated but not torn, pages toned. Includes a complete set of pasted-in corrections.

LOTS 17 THROUGH 35 ARE ALL UNITED STATES

**OFFICIAL POSTAL GUIDE** annual issues.

17. *July 1921.* 928 p, sb, worn covers, fair condition, minor insect damage to some pages.
18. *July 1924.* 989 p, hb, worn covers, good condition, includes some pressed flowers!
19. *July 1929.* 1228 p, hb, heavily worn covers, good condition, loose binding.
20. *July 1929.* 1228 p, sb, heavily worn covers, fair condition, insect damage to some pages.
21. *July 1929.* 1228 p, sb, heavily worn covers with some ink stains, fair condition, insect damage to some pages.
22. *July 1930.* 1294 p, hb, worn covers, good condition except missing title page and minor water stains on back pages, front cover separating from spine.
23. *July 1931.* 1320 p, sb, heavily worn covers, fair condition, insect damage to some pages, pasted corrections are between many pages.
24. *July 1931.* 1320 p, sb, worn covers, good condition, cover has partial but clear postmark "ELMIRA & BLOSSBURG R.P.O./RMS SEPT 19 1931 T251". Pages 1319 to end are partially missing, some other pages are dog-eared. A railway postal clerk made a notched tab for quick reference to Pennsylvania state listing.
25. *July 1932.* 1339 p, hb, worn covers, good condition, front cover separating from spine.
26. *July 1932.* 1339 p, sb, worn covers, good condition, minor insect damage to some pages.
27. *July 1932.* 1339 p, sb, worn covers with some stains, good condition, minor insect damage to some pages.
28. *July 1932.* 1339 p, hb, very worn covers, some minor internal soiling, fair condition, front cover separating from spine.
29. *July 1933.* 1311 p, sb, worn covers with some stains, good condition, minor insect damage to some pages, also some water stains.
30. *July 1935.* 1358 p, hb, worn covers, good condition.
31. *July 1935.* 1358 p, sb, worn covers with some stains, good condition except for some penciled notations and a few dog-eared pages.
32. *July 1935.* 1358 p, hb, some small stains on covers, very good condition.
33. *July 1936.* 1284 p, sb, worn covers with some stains, good condition except for some penciled notations and a few dog-eared pages.
34. *July 1941.* 990 p, hb, very worn covers with heat or moisture damage to the back cover, fair condition due to water stains on back pages, loose covers.
35. *July 1943.* 1008 p, sb, worn covers with some stains and a penciled signature. Very good inside. Smearred but entirely legible postmark inside bottom front cover "HUNT & LORADO R.P.O. RMS TR52 JAN 5 1944".
37. *July 1947.* 756 p, sb, worn covers, very good condition.
38. *July 1947.* 756 p, hb, worn covers, very good condition.
39. *July 1949.* 784 p, hb, front cover and spine are separated from binding but not torn, worn covers, good condition.
40. *July 1949.* 784 p, hb, worn covers, very good condition.
41. *July 1949.* 784 p, sb, worn covers, very good condition. Cover marked "Car 79, Mem Gren & NO [RPO] Trs 25, 26". Kept in Illinois Central RPO car #79 for reference of the postal clerks.
42. *July 1949.* 784 p, sb, good condition, some unpasted corrections between pages, plus **QUARTERLY SUPPLEMENT TO PARTS I AND II, January 1949.** 268 p, sb, insect damage, fair condition.
43. *July 1951.* 756 p, hb, worn covers, last 200 pages show minor water damage, otherwise good condition, pen markings on some pages.
44. *July 1951.* 784 p, hb, very good condition.
45. *July 1951.* 784 p, sb, very good condition.
46. *July 1953.* 769 p, sb, bottom corner of back pages dog-eared otherwise good condition.
47. *July 1953.* 769 p, sb, very good condition.
48. **DIRECTORY OF POST OFFICES (Publication 26), 1957.** 793 p, sb, good condition.
49. **POSTAL LAWS AND REGULATIONS, SENIORITY RULES, SERVICE RATING SYSTEM, AND SPACE RULINGS APPLICABLE TO THE RAILWAY MAIL SERVICE, 1940.** 273 p, sb, worn cover, good condition with corrections pasted in.
50. **BOOK OF INSTRUCTIONS - PART I, POSTAL TRANSPORTATION SERVICE, 1949.** 284 p, sb, worn cover, good condition except for insect damage to some pages, with corrections pasted.
51. **INSTRUCTIONS TO SUBSTITUTE RAILWAY POSTAL CLERKS, 1942.** 27 p, sb, stains on cover, good condition but paper is toned.
52. **TERMINAL RAILWAY POST OFFICE RULES AND REGULATIONS, 1946.** 24 p, sb, stains on cover, good condition but paper is toned

Freebie: The bidder with the highest total bid will receive a coverless, poor condition, privately-published ZIP Code directory circa 1981 (?), **DIRECTORY OF POST OFFICES (Publication 26), 1960.** 793 p, sb, fair condition, and a very poor condition 1951 **OFFICIAL POSTAL GUIDE**. Although not much to look at, they may be helpful for reference.

If you are unfamiliar with obsolete postal artifacts, please send a LSASE with 52c postage affixed for six illustrated want lists, including example prices paid.

LOTS 36 THROUGH 47 ARE ALL **UNITED STATES OFFICIAL POSTAL GUIDE, PART I - DOMESTIC** annual issues.

36. *July 1945.* 792 p, sb, worn covers, very good condition.

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

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

NEW YORK: 19th Century; Ballston, Ballston Centre, Ballston Spa, Ballston Springs, Barkersville, Batchellerville, Bemus Heights, Birchtown, Burnt Hills, Charlton, Clifton Park, Concord, Conklingville, Corinth, Coveville, Crescent, Day, Deans Corners, Dry Dock, Dunning Street, East Day, East Galway, East Line, Edgecombs Corner, Edinburgh, Elnora, Fortsville, Galway, Gansevoort, Grangerville, Greenfield, Grooms Corners, Hadley, Hagedorns Mills, Half Moon, Jonesville, Ketchums Corners, Malta, Maltaville, Mechanicsville, Middle Grove, Milton Center, Moreau, Mosherville, North Galway, North Greenfield, Northumberland, 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 Azarkovich, 1400 Altamont Ave., Suite 111, Schenectady, NY 12303. [23-5]

## 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 Cancels, 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: FOR SALE

VERMONT POSTAL HISTORY, stampless to 1935, sent on approval. General Sampling, Counties, DPOs, Specified Towns. Send wantlist to: Donald Nash, 612 Tophill, Tyler, TX 75703 [24-4]

## 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

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. [24-4]

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]

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]

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]

EXPIRATION DATE  
SHOWN  
AT END OF EACH AD,

I.E., [23-5], MEANS  
AD WILL EXPIRE WITH  
THIS ISSUE

AD DEADLINE  
FOR NEXT ISSUE:

NOVEMBER 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]

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, lightning rod illustrated advertising covers - any state. Send pictures/approvals (APS) Jim Alexander, 5825 Caldwell, Waco, TX 76710. [24-4]

TEXAS - NUECES, SAN PATRICIO, ARANSAS & REFUGIO counties before 1900. Also Republic of Texas, any county. Send photocopy and price. R.H. Stever, First City Bank Tower, FCB 167, Corpus Christi, TX 78477. [24-4]

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

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]

## 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, Sherlocks, 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]

## MODERN POSTAL HISTORY: FOR SALE

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 OFFICIAL'S on #10 covers, postpaid: 20c Coil #O-135: 3/\$5.00, 10/\$15.00, 25/\$35.00, 50/\$60.00, 100/\$100.00. W/Plate#: \$10.00 each. 17c + 20c Combination #O-130 + O-135 & "D" Coil #O-139, Two Cover Set/\$5.00. Brad Arch, 144 Hamilton Avenue, Clifton, NJ 07011 [23-5]

TRANSPORTATION COILS on #10 Commercial Covers, 350+ covers, various denominations, rates, advertising. Only one lot Available \$50.00 postpaid. Brad Arch, 144 Hamilton Avenue, Clifton, NJ 07011 [23-5]

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

1947 CENTENARY SOUVENIR sheet and/or individual cut out stamps, U.S. Scot #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]

## 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 Novielli, 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. Street scenes, 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]

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

COLLATERAL STATE HISTORY: Cleland, Robert "A History of California: the American Period", 1926, MacMillan, \$10.00. Wickersham, James "Old Yukon: Tales, Trails, Trials. 1938, Washington Law Book Comp. (1st ed.) \$45.00. Donald Nash, 612 Tophill, Tyler, TX 75703 [23-5]

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]

## LITERATURE: WANTED

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: FOR SALE

WESSONS, DOANES, Towns, Unusual cancels, Machine Cancels, Auxilliary Markings, Military, RPO, The Works. Send for free lists. Paul Bourke, Box 125, Ashland, MA 01721. [24-4]

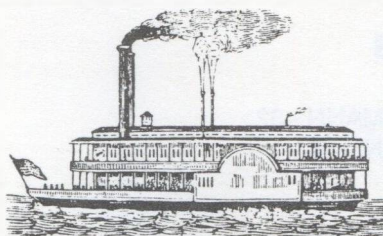
## MISCELLANEOUS: WANTED

AVIATION POSTMARKS and auxillary 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]

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]



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## MISCELLANEOUS: WANTED

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, ayton, Ohio 45424. [23-6]

RAILWAY CORNER CARDS wanted. Any dates acceptable. Send photocopies with asking price. Jerry Hawley, 1073 Eden Bower, Redwood City, CA 94061. [24-1]

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

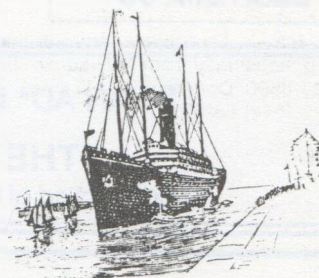
CANADA - ALBERTA town cancels and postal history on cover, card or stamp. Territorial period forward. Also small town views, advertising covers - "everything Alberta". Keith R. Spencer, 5005-Whitemud Road, Edmonton, Alberta, Canada. T6H 5L2. (403) 437-1787 [24-1]

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

BUYING FOREIGN covers from all nations. No FDCs or event covers please. Write or call collect. Webster Stickney, 7590 Windlawn Way, Parker, CO 80134. PH (303) 841-0316. [24-4]

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]



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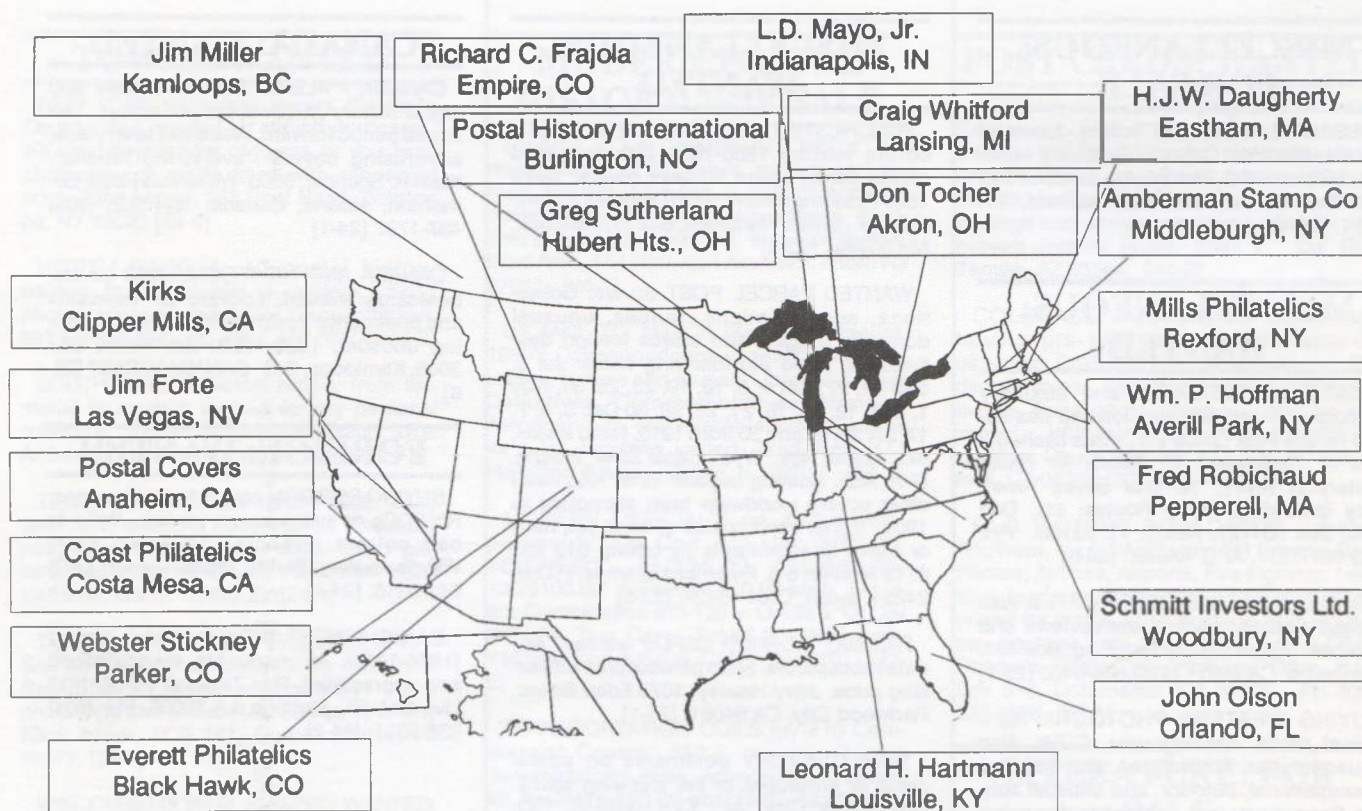
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