

\$4

LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

JANUARY 1993



LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

Publisher: Richard W. Helbock

Associate Editors:

John Azarkevich	Henry Berthelot
Tom Clarke	Rod Crossley
Phil Kay	Bob Munshower
James Patterson	Steven Roth
William Sandrik	Robert Schultz
Randy Stehle	

Advertising Manager: Cathy R. Clark

MAILING ADDRESS:
P.O. Box 135,
LAKE OSWEGO, OR 97034
PHONE: (503) 657-5685

BUSINESS HOURS: 9AM - 4PM (M-F)

COVER: *Our cover this month reproduces an 1868 "Harpers Weekly" illustration of the Dead Letter Office at Washington, DC. Bob Schultz discovered this attractive piece which accompanied the article we reprint on page 28 of this issue.*

AWARDS:

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

LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY (ISSN 9885-7385) is published bi-monthly with 6 numbers per volume by LA POSTA PUBLICATIONS, 131 Tualatin Loop, West Linn, OR 97068. Richard W. Helbock, Owner & Publisher. Issues are mailed on or about the 15th of February, April, June, August, October & December. **POSTMASTER:** Send address changes to LA POSTA, Post Office Box 135, Lake Oswego, OR 97034.

SUBSCRIPTION RATES (6 ISSUES):

United States - \$15.00 per year
Canada - \$23.00 (US) per year
Surface rate overseas - \$25.00
Air rate overseas - \$45.00

- DECEMBER 1992 - JANUARY 1993
- VOLUME 23, NUMBER 6
- WHOLE NO. 138

IN THIS ISSUE:

ASPECTS OF NON-MAILABILITY

Part I: "Nonmailable" vs. "Undeliverable" -- A Musing
By James H. Patterson 8

20TH CENTURY NON-STANDARD POSTMARKING & CANCELING DEVICES,

Part 16 - Catalog Section, Type D.2 & E1
By Randy Stehle & Doug DeRoest 12

INQUIRY & RESPONSE: U.S. NAVAL SHIPS AT SEATTLE'S 1909 ALASKA-YUKON-PACIFIC EXPOSITION

By C. Randy Kimes & William J. Bomar 22

MACHINE CANCELS: THE TILTON MECHANICAL HANDSTAMP

By Robert G. Schultz 26

DEAD LETTER OFFICE

Reprinted from *Harpers Weekly*, Feb. 22, 1868 28

ON THE BORDER

By Rod Crossley 29

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

Part III: The Caribbean & South Atlantic
By Richard W. Helbock 35

LIST OF RAILROAD RELATED MAIL SERVICE INTERRUPTIONS WHICH OCCURRED IN THE U.S.

By Henry J. Berthelot 47

THE LIFE OF A STAGE COACH LINE

By Daniel Y. Meschter 53

DISINFECTED MAIL IN THE HAWAIIAN ISLANDS

By William A. Sandrik 59

U.S. POST OFFICE CENTENNIALS, JANUARY-MARCH 1993

By John Gallagher 66

POSTMARKS OF WASHINGTON TERRITORY

Part 14 - Jefferson County
By Richard A. Long 67

MACHINE CANCELS: THE KRAG MACHINES

By Robert G. Schultz 71

AND COLUMNS, FEATURES & DEPARTMENTS

LA POSTA SUSTAINING SUBSCRIBERS

THE FOLLOWING INDIVIDUALS AND INSTITUTIONS HAVE CONTRIBUTED FINANCIAL ASSISTANCE TO LA POSTA IN EXCESS OF THEIR SUBSCRIPTIONS. THEIR GENEROUS SUPPORT IS GRATEFULLY ACKNOWLEDGED

Richard Agee R.A. Albright Margaret Burrell Allan William C. Allen Amberman Stamp Co. Gary Anderson A. A. Armstrong, Jr., MD Jon K. Arndt Chuck & Jan McFarlane John J. Azarkevich Edward P. Babcock Ted Bahry Velma Bailey Carl F. Baker Mario C. Barbiere Jacob M. Bard Richard Bard, Jr. Henry F. Battestin, Jr. William H. Bauer Robert A. Beall Arthur E. Beane, Jr. John E. Beane MD Harry Beck Robert W. Becker Stan Bednarczyk Brittain A. Beezley W.R. Belth Bary D. Bender Henry J. Berthelot Donald G. Beuthel Dr. W. Wallace Bilyeu Alan Blair Charles S. Blumberg Joseph Bock Thomas V. Boettger William J. Bomar Robert O. Boyer Dr. James G. Bradsher Deane R. Briggs M.D. Roger S. Brody William E. Brooks Dan Brouillette Edward (Ned) Brown Victor W. Buck Andrew Buckland Robert Buckler Peter F. Buckley Dr. Kenneth E. Burden Lester Burzinski Raymond L. Buse, Jr. Anna Bushue James W. Busee Dr. Louis T. Call Elmer Campbell Patrick E. Campbell E. B. Cantey, Jr. Brad Casoly Robert Chisholm C. Robert Chow Christie's Stamp Department Robert C. Clark Jr. Frank R. Clarke Lawrence E. Clay Bruce Cohen Louis Cohen Stephen E. Cohen Giles R. Cokelet Sarah J. Cole Robert W. Collins David C. Collyer Philip C. Cooley Bruce L. Corey Joe H. Crosby Robert W. Crossley Rod Crossley Wesley A. Crazier Raymond A. Currier Richard F. Curtin Allison W. Cusick Denis Dant H. J. W. Daugherty Charles W. Deaton Charles W. Deer	Dan De Palma Doug DeRoest Carl R. Ditsch James P. Doolin John R. Drew Lee Drickamer James E. Duffy Richard H. Duke William S. Dunn Peter G. Dupuy Roderick B. Dyke Robert M. Ebner Mrs. J.H. Eckersley Craig Eggleston Paul M. Elcano David M. Ellis Roland H. Ensz Robert Erickson Alyce Evans Arthur Everett Erving R. Feltman Walt Findlay Ronald W. Finger Sidney Fingerhood Louis Fisat Carl W. Fisher Samuel Fisvitz Arthur Fitzpatrick Kenton Forrest Dale Foster Richard Frajola Louis W. Freese Mike Fritz Bennie Fry Melvin E. Gardner John R. Garrett Lewis Garrett William R. Geijsbeek John J. Germann Glen Gholston Dorance Gibbs William A. Gile, Jr. Justin Gordon, OD Dennis Goreham Albert L. Greene Ted Gruber Ralph L. Grumke Stephen W. Hackett Seely Hall Jr. Larry J. Haller Westward Enterprises Chuck Harbert Wayne Hassell Bruce W. Hazelton Robert M. Hedges Edwin J. Helitzer, MD Paul Ashby Helman Bill Henderson Stephen F. Herzick, Jr. Justin Hess H. Stanton Hill Dorlon Himber Terence Hines Arthur Hodgins Richard M. Holcomb Joseph T. Holleman Robert G. Hornung Jay F. House Jacque Houser B. Wayne Houston Russell V. Hughes Marvin D. Hunewell Robert L. Hunter James H. Inverarity James D. Jacobitz MD Charles L. James Lowell Joerg Constant R. Johnson J. L. Johnson, Jr. LTC James T. R. Johnson Tim Johnson Al E. Jones Phil Kay	Harry M. Kelsey Judson W. Kennedy Curtis R. Kimes Gerard Klaassen, Jr. Lucien S. Klein James A. Klinger Kenneth Kloss Fredrick D. Knoche Walter Koch William Kolodrubetz Karl Koons George Kramer Dr. Owen H. Kriege Kristal Kare, Inc. Kelly J. Krizan MD Floyd Kunzwiler Ken Kutz William O. Kvale Walter P. LaForce Edward C. LaFountain Robert M. Langer Lester C. Lanphear III Otto C. Larsen Peter B. Larson James E. Lee Robert J. Lee Lewis Leigh, Jr. Gilbert Lavery Brian P. Levy Ira J. Littman Richard A. Long John B. Ludin, MD Thomas A. Luellen Dr. Dennis J. Lutz David E. Lyman Millard Mack Larry Dean Maddux, P.L.S. Howard A. Mader Nicholas Marsh Oscar R. Marsh Michael J. Maselli John R. Mason Michael C. Mawhiney Thomas C. Mazza Larry McBride Leonard McCabe Bill McCarter Alpheus P. McCloskey Robert J. McCurdy Harry L. McDowell R.J. McEwen William T. McGreer Great Valley Archives Gordon McHenry Carl J. McMurphy Herbert P. McNeal Wilton N. Melhorn H. E. "Bill" Menker Lawrence Merolla Lawrence C. Merriam Jr. Mark Metkin Eugene D. Meyer J. L. Meyer Steven Miedziak John Milewski Sr. John Milewski, Jr. Arnold G. Miller Tom Miller Thomas Mills Lynn I. Minneman Jack E. Molesworth Pacific Stamp Gallery Steven R. Morehead George W. Morris Richard L. Morris John N. Moulton E. F. "Al" Mueller John G. Mullen Neill D. Mullen Robert Myerson Randy L. Neil Ray L. Newburn Jr. Bernard Newman	William A. Nix George S. Norton J. G. Nourse Frank Novelli Francis E.W. Ogle Ronald Olin, MD Arthur E. Olson Douglas Olson John C. Olson Robert Omberg James C. Orcutt, M.D., Ph.D. Dennis Pack John W. Palm Bruce E. Panek Dr. Richard Papp Richard H. Parker Alan Parsons E. L. Patena Robert Patkin James H. Patterson Robert J. Payne Donald R. Pearson Leonard R. Peck Ms. Terry K. Pelton Excelsior Postal History LaMar Peterson Kenneth A. Pitt Hans Pohler Rev. Elwood S. Poore Vern Potter Louis Prahar Stephen Prigozy Mark Prociak Guy M. Purington James Quinn James H. Raley Judy Ramstead Peter J. Rathwell Robert D. Rawlins Louis A. Repetto Robert H. Rhodhamel Martin Richardson Thomas S. Richardson Harold Richow Fred Robichaud John Robie Dr. Julius Rockwell Steven J. Rod James E. Rogers Jack Rosenthal Hal Ross Vincent A. Ross Steven M. Roth, Esq. Dr. Seymour L. Rudman Millard H. Ruether Arthur E. Rupert Roger Rydberg Stan Sanders Wm. A. Sandrik Robert Sanford Leonard G. Sautter Fred A. Scheuer Henry B. Scheuer G.A. Schmidtman Schmitt Investors Ltd. Dr. Kan Schoolmeester Neill C. Schroeder Niles F. Schuh Robert G. Schultz Jack M. Schwartz Joseph Sedivy Col. Fred F. Seifert William Seifert, Jr. Daniel R. Seigle Dr. Alan Selby Michael Sents MD Norman Shachat John Shaw Terry Shaw Timothy M. Sheehan Wesley N. Shellen Lawrence Sherman James E. Shew	W. Wade Shipley Walter F. Shvirk Richard Simchak Donnal R. Simpson Dr. Russell V. Skavari William Skinner Donald T. Smith Hal Smith Rev. Fred K. Smyithe John W. Spangler Dr. Gus Spector A. Burns Speer Henry M. Spelman III Keith R. Spencer Stanley Spurgieaz Ken Stach Thomas F. Stander Robert A. Stanger Thomas E. Stanton Alfred E. Staubus Rex H. "Jim" Stever Frank M. Stewart, P.E. Webster F. Stickney Zane Stohler Robert Stoldal Bill Strauss David E. Sudweeks Bob Summerell Sunbelt Covers & Stamps John & Nina Swanson Robert D. Swanson Mark W. Swetland William C. Tatham Ted Teichgraber Robert Tape Glenn F. Terry The Postal History Foundation Donald G. Thompson Charles Thrower H. L. Tindall, M.D. Dr. Robert L. Toal Don Tocher Thomas K. Todsen William Jay Treat Ron Troclair Mort D. Turner Frans G. van den Brink Vintage Post Cards Frank Von Borstel Heinz A. Von Hungen MD Robert K. Waite, Sr. Howard A. Wallace R. E. Wallace M. Lauck Walton Ronald A. Wankel James L. Ware Robert W. Warfield Joseph M. Weaver Abner Weed, Jr. John Weigle Weiss Philatelics John W. White Kenneth L. White William H. White Charles A. Whittlesey John S. Whittlesey Robert S. Wicksman MD John H. Willard John H. Williams Charles W. Winter Jerry Winterbotham Kirk Wolford William R. Wood Lane B. Woodard Raymond G. Woodman Clifford W. Woodward John Wright Nicholas Zevos
--	--	---	---	---

PUBLISHER'S PAGE

The New La Posta!

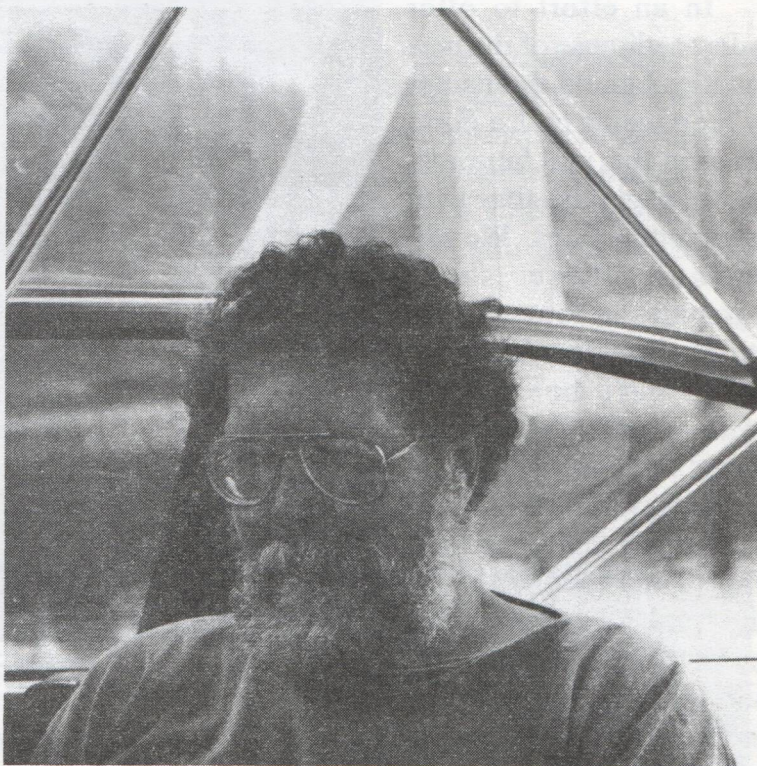
Well, my friends, here it is. The brand new, greatly improved *La Posta* for 1993... What, you say it looks just like the old 1992 model? Um, well, I guess you're right. It does look like the old model, but look under the hood, er, I mean, look at our contents. Still looks like the old model, you say. You are correct, of course, the new 1993 *La Posta* does look -- and read -- quite a bit like the old model. Oh, the changes are there all right, but they're rather subtle.

I like to think of our new *La Posta* in terms of the new energy which has infused it. Our new Associate Editors --please begin meeting them on page 4 -- are bound to bring us all new insights into our hobby. They are bright, energetic people with diverse postal history interests, and skill to help us share their special perspectives of the hobby. I'm really excited they have agreed to work with me, and, while this issue might look a lot like the last few, and even read like the last few numbers, we are moving in new directions.

A few folks have written recently to express concern that *La Posta* is going to drift completely away from its regional geographic underpinnings. I wish to assure you all that we will not forsake our roots, and will continue to publish regional articles of merit. Dan Meschter's article on Montana stages and Rod Crossley's interesting piece on the Oregon National Guard along the Mexican border obviously have strong geographic aspects. Also, we will continue publishing the serial installments of Dick Long's Washington Territorial postmarks and Richard Frajola's 19th Century Colorado postmarks. Fear not, regional postal history is still alive and well in *La Posta*, but we will also pay more attention to some of the new perspectives on the hobby. That is where I am counting on our Associate Editors for help, and, judging by the delightful selection of reading assembled for this issue, I think we are off to a great start. I hope you agree.

A Note of Apology & An Invitation

First, the apology. I deeply regret any inconvenience caused to readers who might have tried to contact me by telephone during the first week in December. Many people do not know it, but when it comes to the final stage in assembling *La Posta* for publication, it is completely a one-man show. Sometimes I manage to get everything lined up well before that final week, but then there are times like this time when the tasks that need to be done are mountainous and the hours to do them speed by like freight trains in the middle to Kansas. In a desperate effort to assemble all the necessary components, to write what needed to be written, and to layout the various pieces before going to press, I totally cut



myself off from the outside world during the first week of December. If you tried to reach me and were frustrated, I'm really very sorry for the inconvenience I caused you.

The invitation is simple. Cathy & I will be holding a table at the ARIPEX bourse in Tucson January 22nd to 24th, and we invite all our Southwestern friends, and anyone else who'll be attending that fine show, to drop by and say hello. I'm not able to get out to shows nearly as often as I'd like, and usually when I do go they tend to be in the Northwest. ARIPEX is always a delight; particularly when Betsy Towle chairs the proceedings. We are eagerly looking forward to it, and I hope many of you will be able to attend.

Finally, my heartiest wishes for the holiday season and may the new year bring you good health and much joy in our shared avocation.

Bill

Richard W. Helbock

P.S. We need articles for upcoming issues of *La Posta*. Why not experience first hand the pride of becoming one of our authors? It really is a wonderful feeling of accomplishment to see something you've created in print. Write me, or one of our Associate Editors, we can help you become an author.

LA POSTA ASSOCIATE EDITORS

In an effort to offer readers a glimpse of the personalities behind the names you'll be seeing on *La Posta* bylines in this and future issues, we begin this time with a few introductions. We will continue these short biographies in future issues until all of our new Associate Editors have been introduced. I think you will be amazed, as I have been, at the diversity of interests and backgrounds that these men bring to our hobby. I am, quite frankly, delighted that they have agreed to become associated with *La Posta*, and I hope that you will join me in making them feel welcome. Readers are encouraged to contact our Associate Editors directly with questions, ideas for future articles, or simply to offer support. These gentlemen have all agreed to offer their energy and expertise to the hobby by serving as *La Posta* Associate Editors. Our Associate Editors are not paid for their efforts, and, if you appreciate their work or would like to share ideas with them, please take a moment to drop them a line.

It's a hollow feeling to donate time and energy to the hobby, and receive nothing but silence in return. Believe me, I know this for a fact. The main thing that has kept me plugging away all these years is the occasional note of encouragement that sometimes comes along with a subscription renewal or shows up in my mail box like an unexpected flower. These are bright, capable, successful men in the prime of their professional careers, who are giving us their valuable time to share ideas and information on subjects of mutual interest, let's let them know we at least read what they write and appreciate their efforts.

Richard W. Helbock



HENRY J. BERTHELOT

132 Livingston Place West
Metairie, LA 70005

Born and reared in Port Allen, Louisiana, Hank entered the Army after high school. Completing his enlistment, he received a Regular Army appointment to and was graduated from the United States Military Academy. While a cadet, Hank met his future wife, the former LaVon Price of Carlisle, West Virginia.

While serving in Vietnam, he was wounded in action. That subsequently led to his being medically retired as a captain.

He and his wife then settled in Louisiana, where Hank attended law school at Tulane University in New Orleans. He is now an oil and gas attorney in that city. They have three sons.

Hank's advocacy is postal history, primarily the study of the auxiliary postal markings that denote interrupted mail services and identify damaged and/or delayed mail. He especially is interested in mail that was salvaged from either a railroad-related or a maritime-related mail service interruption. Other philatelic interests include U.S. penalty cards and U.S. postal cards.

ROBERT G. SCHULTZ

P. O. Box 28961
St. Louis, MO 63132

Bob Schultz was born in 1933 and married Sue in 1958. They have three grown sons and three grandchildren.

Bob received a BS in Chemistry from MIT in 1954, a PhD in Organic Chemistry from the University of Illinois in 1958, and a MA in History from Northeast Missouri State University in 1980. He has been employed by Monsanto Company since 1958.

Bob collects Missouri postal history and machine cancels to 1920. He also edits and writes for *St. Charles Heritage*, the quarterly bulletin of the St. Charles County Historical Society. He has published *Missouri Post Offices, 1804-1981* (1982) and *Street Railway Post Offices of St. Louis* (MPOS 1981). He has also authored numerous articles and notes in *La Posta*, *The American Philatelist*, the *Machine Cancel Forum*, *Postal Stationery*, and the *British Caribbean Philatelic Study Group Journal*.

JAMES H. PATTERSON

P. O. Box 3456
Phoenix, AZ 85030

James H. Patterson of Scottsdale, Arizona, specializes in the 1938 bi-colored airmail stamp and its postal history; Allied Military Government material; bullseye cancellations; philatelic literature; and items which fall into the fraudulent/nonmailable category.

Although he previously was a weekly stamp columnist for *The Arizona Republic* from 1976 - 1980, he now writes only on an irregular basis.

His philatelic memberships include The American Philatelic Society and the Bureau Issues Association, as well as a number of specialty societies. He is a member of the Arizona State Philatelic Hall of Fame.

He obtained his undergraduate degree from Pomona College in Claremont, California, where

he also was a member of Phi Beta Kappa. He obtained his doctorate of laws degree from the Arizona State University College of Law in Tempe.

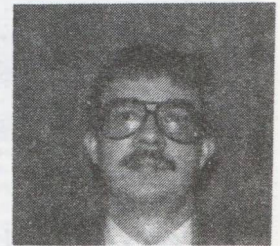
He is a principal in the real estate specialty law firm of Martin & Patterson, Ltd., in Phoenix, where he concentrates his practice in the areas of real estate, lending, and commercial transactions.

His wife, Brenda, is a free-lance artist and jewelry designer. Their son attends Cornell University in Ithaca, N.Y.

WILLIAM A. SANDRIK

P. O. Box 5527
Arlington, VA 22205

Bill is 50 years old and resides in Arlington, Virginia, with his two cats, Alexander and Grizabella. He is a Computer Specialist for the Treasury Department, Office of Inspector General in Washington, DC. He has been a philatelist for over 40 years, and, in addition to Disinfected Mail, his other interests include Austrian Lloyd and Danube Steamship Navigation Company postal history; Saudi Arabian stamps and postal history; Japanese postal history; Washington, D.C. postal history; 19th century postal stationery with additional franking; and, general worldwide postal history.



He is a member of many collecting societies here in the United States and abroad. In addition to *La Posta*, Bill has written articles for *The American Philatelist*, *the Postal History Journal*, *Disinfected Mail Study Circle*, *Turkey and Ottoman Philatelic Society*, and the *Austrian Stamp Club of Great Britain*.

Bill is also an avid exhibitor, having first exhibited in 1971. He has shown his Austrian and Disinfected Mail collections in the United States and abroad on numerous occasions. His Disinfected Mail collection will be exhibited in 1993 in Poznan, Poland and Bangkok, Thailand.

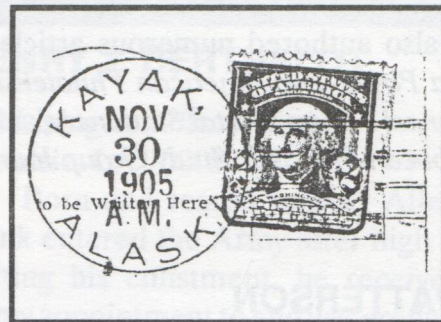


LA POSTA PUBLICATIONS announces the Pocket Guide Series of Western Post Office Checklists. Each state checklist measures just 3 3/4 by 7 1/4 inches and is designed to fit conveniently in pocket or purse. Checklists are arranged alphabetically by post office name, and, along with the names of each and every post office, are the county in which located, the dates of operation, and a Scarcity Index value which provides current market values for the *most common postmarks* from each office.

Postmark dealers and collectors across the nation have already begun to discover the value of these little Checklists. Their modest price can easily be recovered many times over by anyone with access to large numbers of post cards.

\$300.00 !! IS THIS CARD WORTH IT?

The answer is YES, but it has nothing to do with the picture side. This post card bears a postmark from KAYAK, ALASKA, a very scarce Alaskan townmark. There are collectors eager to pay such high prices for this and other postmarks from the Western United States. Now you too can learn the value of Western postmarks, and join the excitement of the hunt.



LA POSTA PUBLICATIONS
P.O. Box 135, Lake Oswego, OR 97034

Sirs:

Enclosed find payment for the following (CHECKED) State Post Office Checklists: (Listed prices include shipping)

- ☐ OREGON \$4.50
- ☐ CALIFORNIA \$12.00
- ☐ MONTANA \$6.00
- ☐ NEW MEXICO \$5.00
- ☐ WYOMING \$4.50
- ☐ ALASKA \$4.50
- ☐ UTAH \$4.50
- ☐ COLORADO \$7.50
- ☐ NEVADA \$4.50
- ☐ IDAHO \$5.00
- ☐ ARIZONA \$4.50
- ☐ WASHINGTON \$6.50
- ☐ SPECIAL OFFER - ALL 12 FOR \$65.00 postpaid

RANDY STEHLE MAIL BID SALE NO.45

16 Iris Court, San Mateo, CA 94401

CALIFORNIA

1. AMEDEE, 1899, G + duplex on cover w/encl. Est. \$6.00
2. BERENDO, 1908, VG 4-bar on PPC (73/19) Est. \$8.00
3. BROOKLYN, ca.1870, VG cds on cover (55-78). Est. \$20.00
4. CHILES, 1916, VG 4-bar on cover (88-24). Est. \$5.00
5. CHOWCHILLA, 1901, VG cds on Reg. Receipt Card (83-05). E\$16
6. CONEJO, 1907, VG Doane on PPC (88-20). Est. \$5.00
7. CORNWALL, 1907, VG Doane rec'd. on PPC (81/11) Est. \$6.00
8. COUNTY FARM, 1914, G 4-bar on PPC (08-18) Est. \$10.00
9. DARRAH, 1896, G cds on Reg. Receipt Card (80/07) Est. \$12.00
10. DEERPARK, 1910, F 4-bar on PPC (00-29). Est. \$5.00
11. DEVOS, 1914, G 4-bar on PPC (80-30) Est. \$5.00
12. DUNAWAY, 1902, G cds on Reg. Receipt Card (01-04) Est. \$20.00
13. EAGLENEST, 1908, F 4-bar on PPC (08-10) Est. \$6.00
14. HARPER, 1920, VG 4-bar on PPC (09-20) Est. \$6.00
15. HUNTERS, 1907, VG Doane on PPC (88-30). Est. \$5.00
16. INCLINE, 1908, F 4-bar on PPC (07-10) Est. \$15.00
17. JAMISON, 1909, F 4-bar rec'd. on PPC (93-11). Est. \$6.00
18. KIMBERLY, 1910, F 4-bar on creased PPC (07-13) Est. \$8.00
19. MOONLAKE, 1934, F 4-bar on comm'l. cover (29-38) Est. \$8.00
20. MOUNT OLIVET, 1908, F 4-bar overstruck on PPC (90-09) E\$6
21. NEW MONTEREY STA., ca.1910, VG duplex on PPC w/stain @ left (09-13) E\$6
22. NORTH TEMESCAL, 1885, G dc target on toned cover (77-99) Est. \$12
23. PARAISO SPRINGS, 1909, G + 4-bar on RP of Springs Hotel (77-39) E\$6
24. PERRY, 1907, F Doane on PPC (05-18). Est. \$8.00
25. PLEYTO, 1920, F 4-bar on cover w/docketing (84-25) Est. \$5.00
26. POINT OF TIMBER, ca.1880, G light cds on cover (69/82). Est. \$25.00
27. POMO, 1909, F 4-bar on PPC (70/11) Est. \$15.00
28. ST. LOUIS, 1879, G blue cds on cover (55-15). Est. \$10.00
29. SANTA RITA, 1907, F cds rec'd. on PPC (74-08) Est. \$8.00
30. SILVER LAKE, 1910, F 4-bar on PPC (07-33). Est. \$7.00
31. SIMONS, 1929, VG 4-bar on comm'l. cover (08-34) Est. \$6.00
32. STOCKYARDS, 1907, VG cds on cover w/cc (98-06) Est. \$12.00
33. TORQUAY, 1908, VG overstruck as transit mark on PPC w/stamp gone (08-11). E. \$8.
34. VINELAND, 1908, F cds on PPC (87-07). Est. \$10.00
35. WEST BERKELEY, 1897, VG cds on cover w/cc (75-00) Est. \$15.00

COLORADO

36. AVALO, 1910, F Doane on PPC (98-38). Est. \$6.00
37. HARRIS, 1908, VG Doane on PPC (#90-08). Est. \$15.00
38. HOWBERT, 1910, VG blue cds on PPC (87-33). Est. \$6.00
39. MARBLE, 1908, VG duplex on PPC of Marble Mill (90/42). Est. \$5.00

IDAHO

40. CLEARLAKE, 1912, VG Doane on PPC (05-18). Est. \$10.00
41. PEARL, 1908, F Doane on PPC (95/29). Est. \$7.00
42. PINEHURST, 1910, VG 4-bar on PPC (03-18) Est. \$10.00
43. SUNNYDELL, 1913, VG magenta 4-bar on PPC (00-22). Est. \$7.00

NEBRASKA

44. DAKOTA, 1908, VG 4-bar on PPC (58-16). Est. \$5.00
45. DE SOTO, 1910, VG cds rec'd. & overstruck on PPC (95-38). Est. \$4.00
46. GRAYSON, 1918, VG 4-bar on PPC (89-28). Est. \$5.00
47. HIGGINS, 1908, VG 4-bar rec'd. on PPC (89-12). Est. \$6.00
48. NYSTED, 1911, F Doane on PPC (83/18). Est. \$6.00
49. QUICK, 1908, F Doane on PPC (87-45). Est. \$4.00
50. WATERTOWN, 1908, VG cds on PPC (90-21). Est. \$6.00

NORTH DAKOTA

51. CANFIELD, 1910, F 4-bar on cover w/stamp gone (05-12). E\$6
52. CUMING, 1908, F Doane on PPC (81-22). Est. \$5.00
53. HELENA, 1912, VG 4-bar on PPC w/sm. stain (82-12). Est. \$7.00
54. STEWARTSDALE, 1914, G 4-bar on PPC (83-17). Est. \$6.00
55. TASKER, 1907, F Doane on PPC (04-17). Est. \$8.00
56. WADE, 1908, F Doane on RP cyanotype of ranch house & cowboy (88-20) E\$6

OREGON

57. ARLETA, 1907, F 4-bar on PPC (04-11) Est. \$5.00
58. BERUN, 1908, VG Doane rec'd. on PPC (99-37). Est. \$4.00
59. CLEONE, ca.1910, G + 4-bar on PPC (83-14). Est. \$4.00
60. MINERVA, 1908, F 4-bar rec'd. on PPC (90-38) Est. \$5.00
61. TOLO, 1912, VG blue 4-bar on PPC (88/18). Est. \$8.00

SOUTH DAKOTA

62. BRUSHIE, 1909, VG 4-bar on PPC w/stamp gone (05-12). Est. \$6.00
63. GORMAN, 1921, VG 4-bar on PPC (11-45). Est. \$4.00
64. MALTBY, 1911, VG 4-bar on PPC (09-19). Est. \$6.00
65. ORMAN, 1909, F Doane mostly struck on stamp on PPC (09-14) E\$10
66. PENNILE, 1913, VG 4-bar rec'd. on PPC (08-19) Est. \$8.00
67. POTTER, 1908, F 4-bar on PPC (87-12). Est. \$8.00
68. VERNON, 1911, VG 4-bar on PPC (92-13). Est. \$8.00

WASHINGTON

69. BAKER, 1908, F Doane on PPC (92-10). Est. \$10.00
70. CHENOWITH, 1903, VG cds on GPC (81-28). Est. \$10.00
71. CHRISTOPHER, 1912, VG 4-bar on PPC (87-17) Est. \$6.00
72. ELLENBURGH, 1891, VG cds on cover (73-94). Est. \$12.00
73. ELLSPORT, 1912, F 4-bar on PPC (12-43). Est. \$4.00
74. FOREST, 1911, VG Doane on PPC (96-34). Est. \$4.00
75. GOSHEN, 1911, VG 4-bar on PPC (91-13). Est. \$6.00

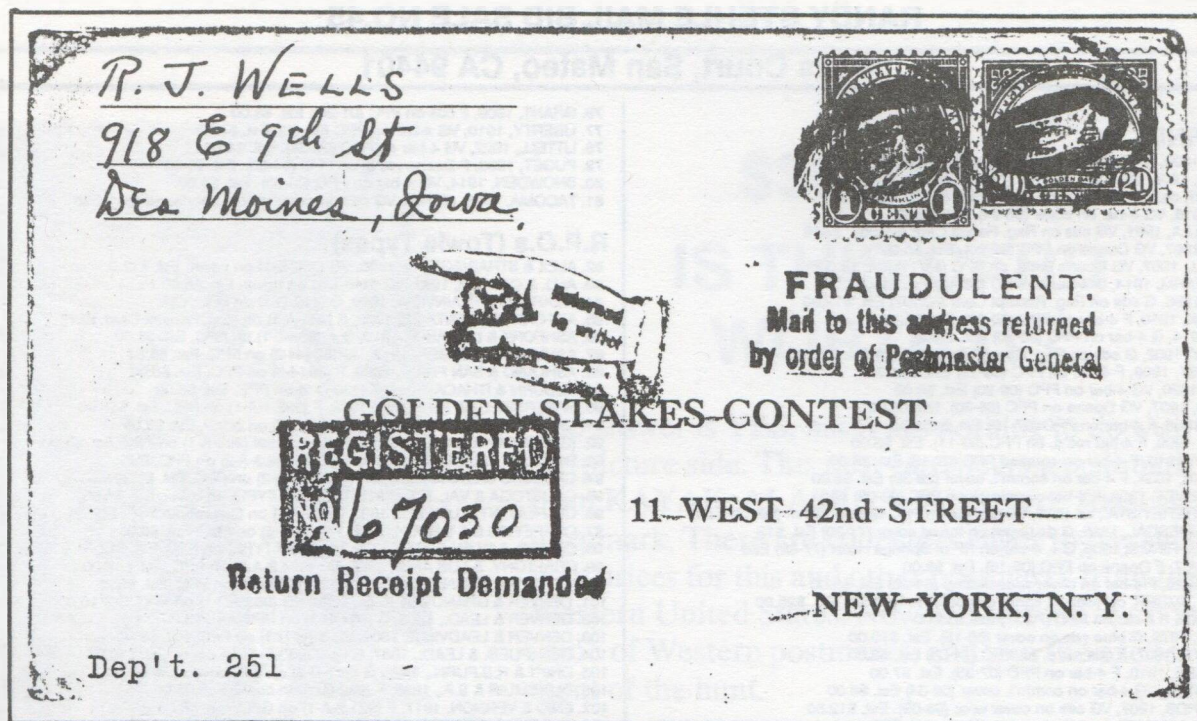
76. GRANT, 1909, F cds on PPC (01-20). Est. \$8.00
77. LIBERTY, 1910, VG 4-bar on PPC (92-48). Est. \$4.00
78. LITTELL, 1922, VG 4-bar on PPC (03-38). Est. \$4.00
79. PUGET, 1908, F Doane rec'd. on PPC (04-28). Est. \$5.00
80. SNOWDEN, 1914, VG 4-bar on PPC (03-33). Est. \$6.00
81. TACOMA, 1888, (TERR), VG cds on cover w/cc & shortened @ rt. E\$5

R.P.O.s (Towie Types)

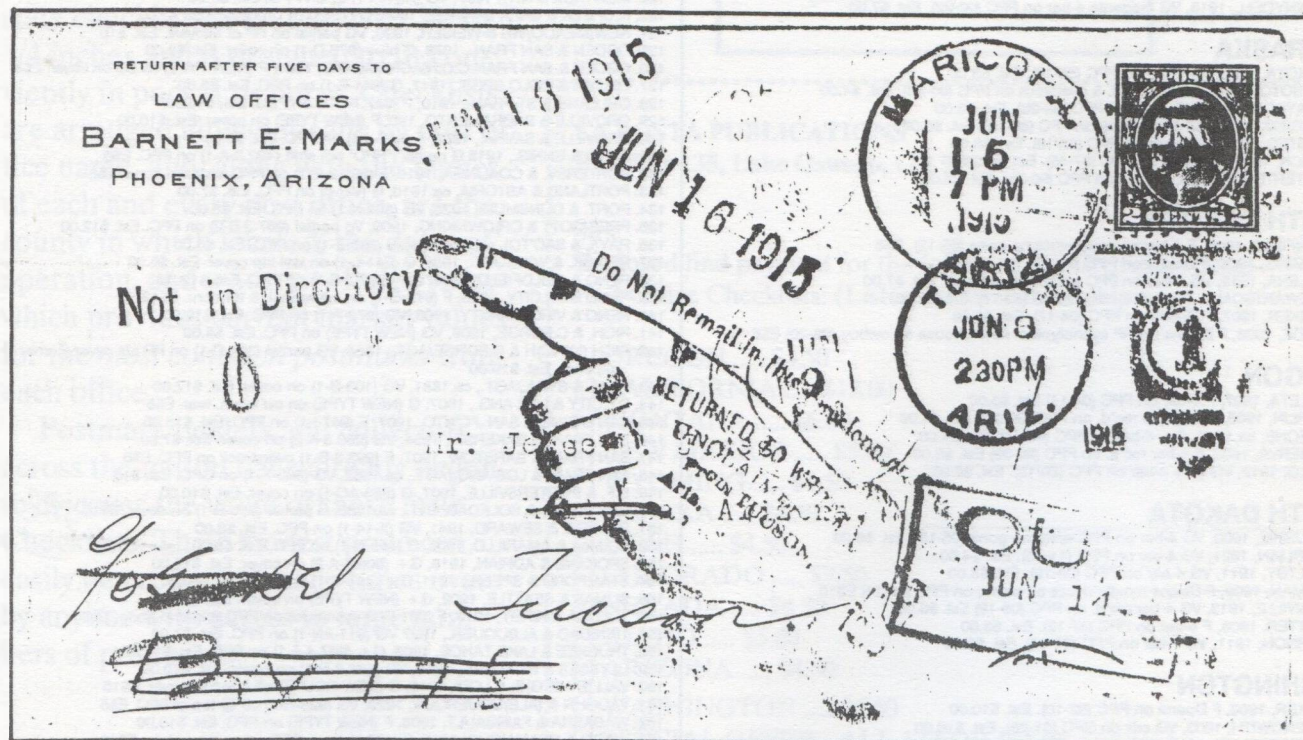
82. ALEX & STRAS/AGT., ca.1880, VG (302-E-1) on cover. Est. \$12.00
83. ALIJ & CASPER, 1932, VG (948-A-1) on cover. Est. \$6.00
84. AMARILLO & PLAINVIEW, 1908, G (489-D-1) on PPC. E\$8
85. ANTONITO & SANTA FE, 1902, F (961-A-1) on Reg. Receipt Card. E\$12
86. ASHFORK & LOS ANG., 1910, G + (964-L-1) on PPC. Est. \$8.00
87. ASHLAND & GERBER, 1917, VG (894-H-2) on PPC. Est. \$6.00
88. ASHLAND & SAN FRAN., 1909, F (894-I-3) on PPC. Est. \$6.00
89. AUBURN & ITHACA, 1914, F (132-C-2) on PPC. Est. \$6.00
90. BAKERSFIELD & FELLOWS, 1913, F (992-1-A-1) on PPC. Est. \$15.00
91. BALD & HIGHFIELD, 1902, F (NEW TYPE) on cover. Est. \$6.00
92. (BAR)STOW & BAKERSF., ca.1918, G partial (963-A-1) on PPC. Est. \$5.00
93. BOVILL & PALOUSE, 1909, G partial (886-3-A-2) on PPC. E\$5
94. CALEXICO & LOS ANG., 1933, F (964-1-D-2) on PPC. Est. \$7.00
95. CALISTOGA & VALJCT., 1928, VG (NEW TYPE) on cover. Est. \$6.00
96. CLAREMONT & LOWELL, 1893, F (26-F-1) on Columbian PSE. E\$7
97. COFFEYVILLE & L.ROCK, 1906, F (453-E-2) on PPC. Est. \$6.00
98. C.SP.GS. & GLEN.SP.GS., 1908, VG (NEW TYPE) on PPC. Est. \$12.00
99. CRAFTONV. & LOS ANG., 1908, VG (964-2-A-2) on PPC. Est. \$12.00
100. DENVER & GRAND JUNCT., 1910, F (953-L-2) on PPC. Est. \$6.00
101. DENVER & GRAND JCT./E.D., 1920, VG (953-AQ-1) on PPC. Est. \$5.00
102. DENVER & LEAD., 1908, G (954-G-3) on PPC. Est. \$6.00
103. DENVER & LEADVILLE, 1909, VG (954-H-1) on PPC. Est. \$8.00
104. DEN., PUEB. & LEAD., 1887, G light (953-E-1) on cover. Est. \$10.00
105. DRIFT & R.B.FURN., 1898, G (217-B-2) on adv. cover. Est. \$7.00
106. DUNSMUIR & S.F., 1935, F (982-G-1) on cover. Est. \$6.00
107. ENID & VERNON, 1917, F (921-2-A-1) on GPC. Est. \$6.00
108. EUGENE & POWERS, 1917, G (900-2-B-2) on PSE. Est. \$6.00
109. EUREKA & SCOTIA, 1909, G (985-M-2) on PPC. Est. \$7.00
110. FARGO & STREETER, 1907, F (NEW TYPE) on PPC. Est. \$10.00
111. GLOBE & BOWIE, 1933, G light (968-1-D-5) on PPC. Est. \$5.00
112. GREELEY & DENVER, 1889, F (951-L-1) on Boulder adv. cover. E\$10
113. GREELEY & DENVER, 1908, VG (951-K-2) on PPC. Est. \$7.00
114. H.F. & VALLEY BR./R.R., 1874 readable (273-A-1) on cover. E\$8
115. HOLD. & STERLING, 1911, G (947-3-J-1) on PPC. Est. \$6.00
116. K.CITY & COLO.SPRINGS, 1908, F (922-AI-1) on PPC. Est. \$6.00
117. K.C. & OKLAHOMA, 1903, VG (910-G-1) on cover w/stains. E\$5
118. KETCHUM & SHOSHONE, 1909, VG (NEW TYPE) on PPC. Est. \$12.00
119. LAKE GEN. & ELGIN, 1887, VG (982-D-1) on cover. Est. \$12.00
120. LOS ANG. & SAN B'D'NO. KITE, 1926, F (NEW TYPE) on R.R. cover w/clipped corner. Est. \$15.00
121. LOS ANG. & SANTA BARB., 1909, G (980-E-2) on PPC. Est. \$5.00
122. MONTAUK & N.Y., 1907, VG (NEW TYPE) on PPC. Est. \$6.00
123. N.CREEK & SARA SPRINGS, 1908, G (106-C-1) on cover. Est. \$8.00
124. NEW(MEADO)WS & WEISER, 1920, VG partial on RP of Midvale. Est. \$10
125. OGDEN & SAN FRAN., 1879, G blue (976-D-1) on cover. Est. \$8.00
126. OGDEN & SAN FRAN.C.D./SACRAMENTO, 1891, F (NEW TYPE) as BS on cover. E\$8
127. OMAHA & COLO.SP.GS., 1917, G (941-F-1) on PPC. Est. \$5.00
128. ORLEANS & ST.FRAN., 1910, F (947-7-D-1) on PPC. Est. \$10.00
129. OROVILLE & SACRAMENTO, 190, F (NEW TYPE) on cover. Est. \$10.00
130. OROVILLE & SAVRA, 1908, F (982-J-1) on PPC. Est. \$6.00
131. PARIS & ENNIS., 1913 G partial ("RPO" not strk) (492-3-A-1) on PPC. E\$5
132. PORTERSV. & COALINGA, 1910, F (992-2-E-1) on PPC w/stamp gone. E\$8
133. PORTLAND & ASTORIA, ca.1910, G (V-7-c) on PPC. Est. \$7.00
134. PORT. & DUNSMUIR, 1928, VG (894-K-1) on PPC. Est. \$5.00
135. PRES.(COTT & CR)OWNKING, 1909, Vg partial (967-3-B-2) on PPC. Est. \$12.00
136. RAY(L & SACTO), ca.1920 partial (995-E-1) on PPC. Est. \$6.00
137. RED.BK. & WINS.JCT., 1938, G (241-L-1) on last trip cover. Est. \$5.00
138. RENO & GOLDFIELD, 1908, G + (977-2-B-1) on PPC. Est. \$12.00
139. RENO & VA.CITY, 1908, F (978-G-1) on cvr w/encl. & torn cnr. E\$12
140. RENO & VIRGINIA CITY, 1908, VG (978-F-1) on PPC. Est. \$12.00
141. RICH. & C.FORGE, 1909, VG (NEW TYPE) on PPC. Est. \$6.00
142. RICH (LYNCH) & C.FORGE/AGT., 1884, VG partial (304-D-1) on RR c/c cover (corner clipped). Est. \$10.00
143. RICH. & SYRA/AGT., ca.1881, VG (103-B-1) on cover. Est. \$12.00
144. S.L.CITY & LOS ANG., 1907, G (NEW TYPE) on cvr w/sm. tear. E\$8
145. SAN B'D'NO & SAN J'C'NTO, 1907, F (987-I-1) on PPC. Est. \$15.00
146. SAN FRAN. & BAKERSF., 1934, VG (963-3-A-2) on cover. Est. \$7.00
147. SAN FRAN. & BARSTOW, 1907, F (963-3-B-1) overstruck on PPC. E\$6
148. SAN FRAN. & LOS ANG./AGT., ca.1882, VG (963-F-1) on GPC. Est. \$15
149. S.F. & PORTERSVILLE, 1907, G (963-AC-1) on cover. Est. \$10.00
150. SAN (FRAN) & SOLEDAD/AGT., ca.1882, G partial (980-B-1) on cover. E\$10
151. SEATTLE & SEWARD, 1941, VG (X-14-1) on PPC. Est. \$8.00
152. SO.McA. & AMARILLO, 1908, G (455-N-1) on PPC. Est. \$5.00
153. SPOKANE & ADRIAN, 1919, G + (906-5-A-2) on cover. Est. \$12.00
154. STAMFORD & SPEER., 1911, G + (494-C-1) on PPC. Est. \$10.00
155. SUMAS & SEATTLE, 1902, G + (NEW TYPE) on cover. Est. \$12.00
156. TOLUCA & KIRBY, 1910, F (951-R-1) overstruck on PPC w/stamp gone. E\$8
157. TRINIDAD & ALBUQUER., 1927 VG (911-AN-1) on PPC. Est. \$7.00
158. TRUCKEE & LAKE TAHOE, 1908, G + (997-4-A-1) on PPC. Est. \$10.00
159. ULYSSES & PT.ALLEG., 1908, VG (188-B-N-1) on cover. Est. \$10.00
160. VALL(EY SP)G.S. & LODI, 1916, G (NEW ROUTE) off & top of cover. E\$15
161. VAUGHN & (ALB)UQUERQUE, 1929, VG (928-H-1) off @ top of PPC. E\$8
162. WABASHA & FAIRBAULT, 1908, F (NEW TYPE) on PPC. Est. \$10.00
163. WACO & COMANCHO, 1915, F (488-N-1) on PPC w/sm. gum stain. E\$10
164. WASH. & KNOXVILLE, 1910, VG (754-H-1) on PPC. Est. \$6.00

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

CLOSING DATE: FEBRUARY 1, 1993 (10 PM PST)



The cover shown as Figure 1 (above) was returned to the sender because of a fraudulent enterprise being conducted by the addressee. The cover shown as Figure 2 (below) was returned to the sender because the addressee could not be located. In neither instance did the sender know of these problems at the time of mailing. Why should the Figure 1 cover be deemed **NONMAILABLE** by the postal laws and regulations, and the Figure 2 cover be **UNDELIVERABLE**?



ASPECTS OF NONMAILABILITY

By James H. Patterson

Part I: "Nonmailable" vs. "Undeliverable" -- A Musing

If something is "nonmailable," the sender ought not to have mailed it. Since the burden of determining "mailability" or "nonmailability" is on the sender, it would seem logical to assume that these proscriptions would be based upon information easily within the sender's ken. An examination of the nonmailability statutes and regulations shows that nonmailability reaches a broad variety of prohibited items -- some of which include circumstances which the sender would have no way of knowing were unlawful.

So, why describe these items as "nonmailable"? Why put this legal burden on the sender, when it may be the addressee who is engaged in the improper conduct?

The concept of "nonmailability" is a curious one, because of the way it has been molded and adapted to advance "governmental interests" and "public policy." It resembles more of a bramble bush than a graceful topiary, since the matters now included are so disparate that they no longer seem to emanate from any common purpose.

Dangerous and Objectionable.

Some items are nonmailable because they are patently dangerous or objectionable, or their mailing otherwise is inconsistent with stated policy objectives -- and the sender should know. Examples of such items are:

(a) Harmful contents, in envelopes or packages which otherwise are acceptable (such as explosives);

(b) Improper wording or descriptions on the outside of a cover or wrapper (such as items which are intended to deceive the recipient into thinking that they are government communications);

(c) Items which generally fall outside certain physical parameters (such as minimum or maximum size requirements); and

(d) Items which are contrary to public policy (such as invoices seeking payment for merchan-

dise which was not sent or is not owing, and sexually explicit advertisements or materials).

The Addressee's Impure Motives.

But other things included as "nonmailable" are items which reflect an impure motive on the part of the addressee, and deal with schemes or intentions which the sender reasonably would not know, or be expected to know. These would include mail to so-called "fictitious" names or enterprises, and mail addressed to someone conducting an activity which violates the lottery or "false representation" statute.

Roots in the Past.

This highlights the puzzles by the concept of "nonmailability" -- a concept which puts the burden of knowledge and legal compliance on the sender, rather than merely making an item "undeliverable."

Some of the answers, it appears, are rooted in the past. It is not the intent of this article to discuss such political and legislative history. First, it is probably inappropriate in a journal whose focus is postal history; and second, it has already been done too well by Dorothy Ganfield Fowler in her book, *Unmailable: Congress and the Post Office*.

Professor Fowler has traced the history of nonmailability -- which is the source of the summary contained in the next few paragraphs -- but is not responsible for any "postal" conclusions or "collecting" conclusions, which are my own efforts to explain and reconcile this area.

The original motive behind the concept of nonmailability, appeared to be one of stopping material at its point of production or introduction, versus stopping dissemination.

This makes sense in the context of items which may be dangerous or harmful. The postal authorities would be interested in keeping explosive matter (for example) out of the mailstream altogether. A prohibition on mailability would try to prevent this at the earliest possible point (that is, the point of mailing) rather than at the ultimate point or destination. Distinc-

tions between mailability and deliverability clearly make sense in such contexts.

The earliest actual prohibitions involved insufficiently-dried newsprint, and limitations on weight. Other early proposed limitations were badly political and attempted to make it unlawful for deputy postmasters "to receive and put into mail" any abolitionist publications. These proposals never found their way into federal law.

Southern states began to enact their own prohibitions on mailing -- first in the form of resolutions, then as actual laws -- when there was no federal legislation forthcoming. The southern laws were directed toward local postmasters, who found themselves prohibited by federal statute from interfering with the transmission of the mail, and prohibited by certain state laws from delivering "seditious" or "incendiary" matter.

Ultimately, these tensions contributed to the breakup of the union and war time censorship.

Following the Civil War, Congress again addressed the issue of nonmailability. Since abolition was no longer an issue, the general categories of nonmailability were (1) obscenity; (2) fraudulent gift enterprises; and (3) mail matter which could physically damage equipment or personnel. Ultimately, this was expanded to include "scurrilous epithets" written on the outside of a letter or postal card.

This, it seems, shows when and how the concept of "nonmailability" began to be degraded. When nonmailability was first considered, discussions centered around matters which senders objectively knew, or could know, presented a problem -- newsprint which was not properly dried; items which weighed more than the maximum permitted to be carried; and publications designed to foment unrest about slavery and abolition. The thrust was to prevent these matters from being carried in the mail, and to stop their dissemination at the point of origin. It made sense to discuss these ideas in terms of a mailer's responsibility.

A Familiar Label.

When mailability discussions resumed after the Civil War, legislators continued to talk about postal prohibitions using the same familiar label

of "nonmailability." Anthony Comstock was the driving force behind the prohibitions which still remain as law with respect to so-called obscene materials. Given the intentions of the legislators, stated public policy, and the morality of the time, we can presume that the senders of these prohibited items -- be they devices or publications -- knew what the items were, knew what their purposes were, and knew that there was a serious attempt on the part of the federal government and the post office department to keep the post office from being an instrument in their distribution. Again, "unmailability" was probably a correct term, since the prohibitions were directed toward the mailers; but "undeliverability" would have worked as well.

But also during this period, there arose an abundance of lotteries and fraudulent schemes. It is not postal history to speculate about the sociological reasons for the infectious growth of these schemes, but they must be related to increased literacy; increased opportunity for inexpensive advertising; post-war loss of innocence; and the "get-rich-quick" mentality which found manifestations in the gold rush and the general move westward.

In any event, lotteries, gift enterprises, and the "green goods swindle" all flourished. "Green goods" were understood to mean and include counterfeit money. Advertisements appeared openly which offered "green goods" or "green paper." Gullible persons would send their money to receive these "green goods," and would receive parcels containing plain paper, or some other weighted item. We can assume that the mailers should have known that their orders were "unmailable," since it is against public policy to permit the sale and distribution of counterfeit money.

Other schemes and enterprises were included within the statutory prohibitions which the sender arguably might not know were fraudulent. But, for the sake of legislative description, or for want of a better term, "nonmailable" came to signify an ever-increasing range of mail items which the post office wanted to restrict -- some of which the

sender would have no way of knowing violated law or policy.

No Criminal Liability.

Where the sender is responding to an advertisement or solicitation, and is unaware of the fraudulent or unlawful nature of the solicitation, there are no criminal penalties -- even though the innocent response is still branded as nonmailable. There are criminal penalties for the mailing of nonmailable items in those circumstances where the sender knew or should have known of the illegal nature of the transmission. These penalties are not found in Title 39 of the United States Code, where the general postal laws are found; but rather are located in Title 18, which contains the general criminal statutes. The matters which are the subject of criminal penalties are mailing lottery tickets or related matter (18 U.S.C. 1302); frauds and swindles (18 U.S.C. 1341); unlawful schemes or devices conducted by fictitious or false names (18 U.S.C. 1342); obscene or crime-inciting matter (18 U.S.C. 1461); indecent matter on wrappers or envelopes (18 U.S.C. 1463); foreign divorce information (18 U.S.C. 1714); firearms (18 U.S.C. 1715); injurious articles (18 U.S.C. 1716); motor vehicle master keys (18 U.S.C. 1716A); treasonous materials (18 U.S.C. 1717); and libelous matter on wrappers or envelopes (18 U.S.C. 1718).

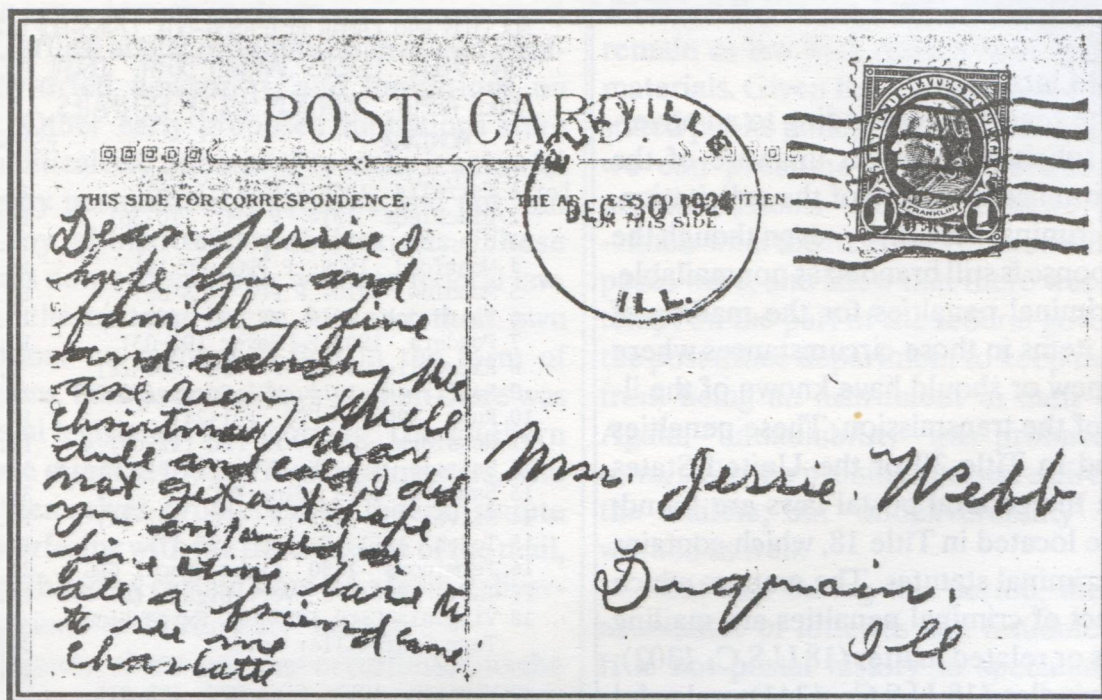
Conclusion.

"Nonmailable" has come to signify a range of postal prohibitions which may be sender-related, addressee-related, or altogether inadvertent. The only common element among them seems to be their designation.



AUCTION #40 LAMAR PETERSON-BOX 17463-HOLIDAY
UTAH 84117 CLOSING JANUARY 30TH. USUAL AUCTION
RULES APPLY. MINIMUM 50% OF ESTIMATES

MONTANA		ESTIMATES
Lot 1	Carrella 1916 F PPC (15-36)	12.00
2	Blackleaf 1914 F PPC (10-36)	14.00
3	Glacier 1910 F PPC (09-13)	10.00
4	Montford 1909 F PPC (00-10)	15.00
5	Maudlow 1910 F PPC (08-80)	10.00
6	Philbrook 1910 VF PPC (08-12)	18.00
7	Pondera 1902 F Cover (92-03)	15.00
8	Riceville 1913 F PPC (90-28)	9.00
9	Racetrack 1914 VF Cover (79-35)	14.00
10	Ruby 1909 F PPC (01-24)	13.00
11	Rossfork 1915 VF PPC (12-69)	12.00
12	Saltese 1907 F PPC (92-83) Mining	17.00
13	Samatra 1915 Fine PPC	35.00
14	Silver Bow 1911 F PPC (07-84)	13.00
15	Teton 1911 F PPC (96-17)	14.00
16	Terminus 1880 Light Cancel GPC	24.00
17	Taft 1908 PPC Very Light (07-09)	13.00
18	Virginia City 1883 GPC Extra Fine Terr Star Killer Bold	20.00
19	Willis 1909 F PPC Doane	13.00
20	Winston 1913 Fine PPC (92-83)	10.00
21	Woodworth 1909 PPC F (96-45)	12.00
NEVADA		
22	Berlin 1909 Fto VF Doane Min	35.00 45.00
23	Black Springs 1947 GPC (47-66)	14.00
24	Columbia 1908 PPC F	24.00
25	Contact 1918 Cover Stains Good	12.00
26	Dyer 1922 Cover VF	14.00
27	Derby 1919 Cover (poor cancel)	8.00
28	Fairview 1909 PPC Fine	30.00
29	Gerlach 1918 PPC Fine	15.00
30	Goodsprings 1921 Cover Extra Bold	15.00
31	Ione 1922 Cover Fine	20.00
32	Johnnie Mine Card 1942 VF Cancel	17.00
33	Kent 1909 Cover Scarce Item F (M)	150.00
34	Midas 1921 Cvr CC Elko Prince Mng	14.00
35	McDermitt 1909 PPC (Also Empire)	20.00
36	Mason 1918 Cover CC Bluestone M & S	15.00
37	Nepac & Mead Lake VF Cover 1939	32.00
38	Pioneer VF Cover CC Cons Mayflower M	14.00
39	Rawhide 1908 PPC Fine	30.00
40	Simpson 1916 PPC Fine	25.00
NEW MEXICO		
41	Fort Bayard 2Ct Col Cover Fine 1894	24.00
42	Black Tower 1909 VF PPC	30.00
43	Weed 1911 PPC Fine	23.00
UTAH		
44	Cannonville 1883 Mspt Cover Fine M	65.00
45	Center & Clover Double DPO	12.00
46	Fair View 1884 Cover Light Cancel	19.00
47	Fishsprings 1911 PPC Doane VF	13.00
48	King 1914 F PPC	12.00
49	Kannarra 1881 Mspt Cancel Fine	38.00
50	McCornic 1923 Dover Fine (20-30)	18.00
51	Point Lookout 1909 PPC Just Fine	23.00
52	Smithfield 2 cent Brown Terr.	28.00
53	Spry 1914 F PPC	14.00
WYOMING		
54	Evanson GPC 1886 Terr VF	35.00
55	Hamsfork 1894 Cover Fine	34.00
56	Kirtley 1911 PPC Fine (95-50)	15.00
57	Tower 1909 PPC F (1908-19)	18.00



This postcard bears a postmark which gives the appearance of being applied by a canceling machine. It was, however, an impression made by a handstamp, and represents a type of postmarks known as a pseudo machine cancels. We begin our catalogue of pseudo machine cancels in this installment.

20TH CENTURY NON-STANDARD POSTMARKING AND CANCELING DEVICES

Part 16: Catalog Section - Types D.2 and E.1

By Randy Stehle and Doug DeRoest

This section concludes the presentation of the duplex mimics (Type D). In addition, new discoveries are shown for the Doane mimics (Type B) and the 19th Century mimics (Type A). The pseudo machine cancels (Type E) will make their first appearance in this installment.

The five barred duplex mimics (Type D.1) and the first barrel duplex mimic (Type D.2) are altered devices. It should be recalled that this study encompasses both nonstandard and altered devices. Five of the duplex mimics have had their rims filed off, giving postmarks made by them a strange, skeletal appearance. The remaining altered device has had every other bar in its grid killer removed, converting it from a 9-bar grid to a 5-bar grid. These altered steel duplexes are not common, and even reports of altered rubber devices are few and far between.

The pseudo machine cancels have been studied for some time now by members of the Machine Cancel Society and its predecessor groups. While no overall attempt has been made to catalog all of them, some types have received a lot of attention. The handstamp flag cancels have been fairly well documented by Frederick Langford in his *Flag Cancel*

Encyclopedia in subsequent reports published in the *Flag Cancel Society Journal* and the *Machine Cancel Society Journal*. The group we refer to as Type E.1 has never been cataloged before. There is some research being done on them by Bob Payne as part of his research on Columbia machine cancels. There is evidence that the Columbia Machine Company produced a small hand-operation stamping machine that used rubber dies. It was similar in operation to the Perfection machines. These "machine" cancelers were supposedly sold to smaller 4th class post offices. It is strongly suspected that these devices were not approved by the Post Office Department. As such, they would be considered to be non-standard devices according to the parameters of our study. There is some question as to what kind of cancellation they produced. Bob Payne has made an educated guess as to which cancellations may have been produced by these devices (commonly called Baby Columbia machines). We have footnoted examples in our listing which are believed to have been produced by Baby Columbia machines, but please remember this is an area where much more research needs to be done.

It was fairly common for a town to use more than one type of pseudo machine cancel. Brownsville Junction, Maine, is a good example of this, although it is unusual for one device to

have a double wide dial and the other one to be a single circle. More typical for an office using multiple types of pseudo machine cancels is illustrated by Boardman, Oregon. Many towns first used a device with sans-serif lettering, followed very closely by one or more devices producing postmarks with fancier, Romanesque lettering.

The total number of non-standard now recorded is up to 2,735. This represents an increase of 72 since the last article, one of the largest jumps since the Postmark Collectors Club collection was being examined. Please write direct with new reports and discoveries to Randy Stehle, 16 Iris Court, San Mateo, CA 94401.

New time we will continue the pseudo machine cancels. There are enough of them recorded to fill the entire article.

(303) 841-0316

7590 Windlawn Way
Parker, Colorado 80134

Webster F. Stickney

World Postal History

Featuring Russia and the Baltics

ASDA PTS APS
Rossica BSRP

UNITED STATES POSTAL HISTORY

MARKINGS - DPOs, RPOs, machines, town cancels, auxiliary markings and much more.

Pricelists for each state, the District of Columbia, RPOs and machines.

WHICH MAY I SEND?

TWENTIETH CENTURY - Advertising, Prexies, Military, Airmail, Unusual Usages and much more.

HOW MAY I HELP?

Jim Forte

P.O. Box 94822
Las Vegas, NV 89193
(702) 791-6828

EVERETT PHILATELICS

P.O. Box 22
BLACK HAWK, CO 80422
(303) 582-3383

U. S. AND WORLDWIDE POSTAL HISTORY

**Featuring Western States U.S.
Including Territorials**

BUYING - SELLING - LISTS

What are you looking for?
Let us help you find it.

ART & DOT EVERETT

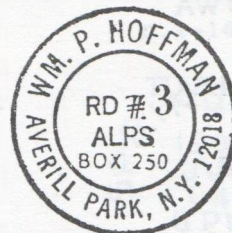
POSTAL HISTORY

United States & Foreign
COVERS

STAMPLESS THROUGH MODERN

Write with your list of wants

Approvals Only - No lists; no photocopies



CANADA AND NEWFOUNDLAND

Covers and Postcards

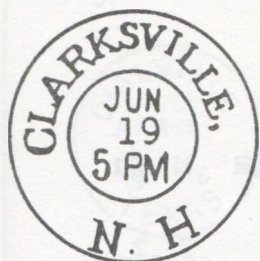
WANTED : 1880-1950

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

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

TYPE A.1-D.2 NONSTANDARD POSTMARKS

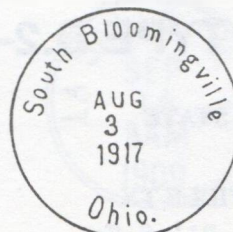
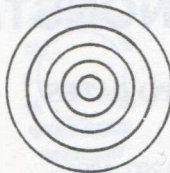
CODE TOWN STATE	PO DATES	EKU	LKU	PM	KLR	N	S/I
A.1-222 CLARKSVILLE NH	1854-1913	19 JUN 190?		32.5X19.5	21(4)		3
A.1-424 GRAYDON TX	1895-1919	13 MAR 1911		29	22(5)		3
A.1-987 SOUTH BLOOMINGVILLE OH	1857-	30 AUG 1917		30	15(4)		2
A.6-5 AIR MAIL FACILITY IN		02 MAY 1991		37x22	12(4)		1
B-315 HUNTSVILLE UT	1864-	12 FEB 1906		32	15(4)		1
B-404 McCALL FERRY PA	1893-1911	01 DEC 1906		27	13(4)		2
B-407 METAL PA	1884-1935	24 DEC 1909		31	15(4)		2
B-424 MOSHEN TX	1887-1972	25 MAR 1911		30	14(4)	1	2
B-594 SINNAMAHONING PA	1827-	21 AUG 1907		30	14(4)		2
B-599 SMITHS BASIN NY	1849-1964	24 DEC 1910		30	14(4)		2
D.1-145 CLARKSVILLE OH	1819-	11 APR 1910		27	26(8)	4	2
D.1-275 MANSON IA	1871-	24 APR 1915		25.5	23.5(7)	4	2
D.1-385 RAYMOND WA	1904-	31 OCT 1910	18 NOV 1910	28	28(9)	5	2
D.1-445 SPRINGVILLE UT	1851-	14 JUL 1909		26	?	4	2
D.1-474 TISKILWA IL	1852-	02 JAN 1913	31 DEC 1913	30	26(5)	6	2
D.2-68 BURLINGTON CO	1887-	18 MAY 1928		27	21	4	2
D.2-80 DEATH VALLEY CA	1908-1968	11 FEB 1939	04 JAN 1946	31	35		1



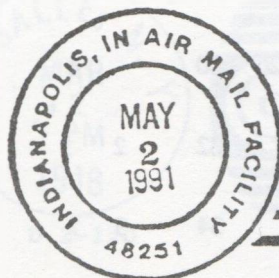
A.1-222



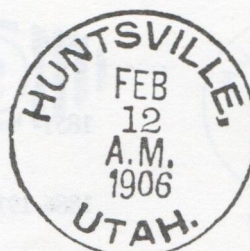
A.1-424



A.1-987



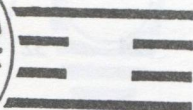
A.6-5



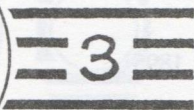
B-315



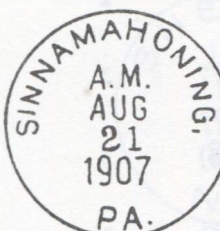
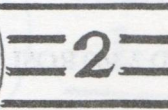
B-404



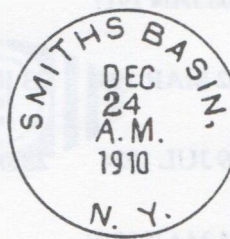
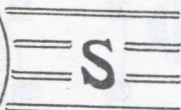
B-407



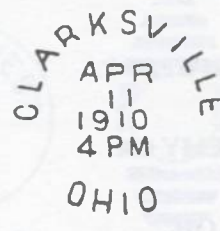
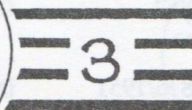
B-424



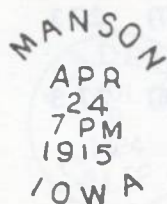
B-594



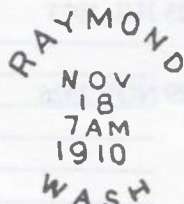
B-599



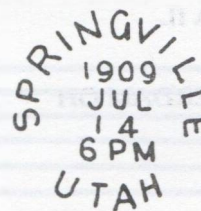
D.1-145



D.1-275



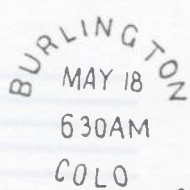
D.1-385



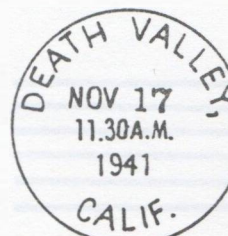
D.1-445



D.1-474



D.2-68

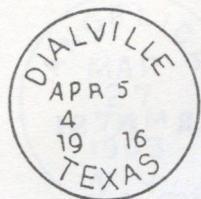


D.2-80

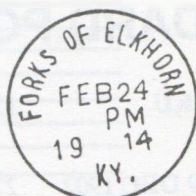


TYPE D.2-E.1 NONSTANDARD POSTMARKS

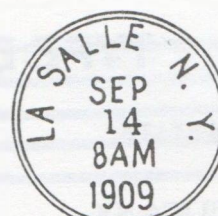
CODE TOWN STATE	PO DATES	EKU	LKU	PM	KLR	N	S/I
D.2-90 DIALVILLE TX	1897-1980	05 APR 1916		25	32	2	2
D.2-100 FORKS OF ELKHORN KY	1848/1965	24 FEB 1914		25	30	2	2
D.2-110 LA SALLE NY	1851-	14 SEP 1909	29 JUN 1916	28x26	30		1
D.2-120 LA SALLE NY	1851-	12 MAR 1918		32	32	2	1
D.2-130 MONKLAND OR	1886-1919	18 DEC 1917	05 AUG 1918	32	34	3	2
D.2-140 MURRIETTA CA	1885-1924	18 OCT 1921	30 OCT 1923	24.5	33		2
D.2-150 PARLIN NJ	1901-	?? NOV 1915		24	32		2
D.2-160 ROSLYN PA	1895-	23 AUG 1920		24	32		2
D.2-170 SEAVIEW WA	1907-	25 MAY 1953		31	31	2	2
D.2-180 SHEDS NY	1892-	08 JAN 191?		21	14		2
D.2-190 SOUTHWEST PA	1852-	02 MAR 1931	23 JUL 1938	25	32		2
E.1- 10 ACADEMY CA	1876/1951	09 JUL 1924	28 JAN 1925	23	21(6)		3
E.1 -20 ALICE OH	1880-1939	24 MAY 1919		24	17(6)		3
E.1 -30 ALPHA IL	1871-	25 JUL 1923		29	18(7)	2;7	3
E.1 -40 AMSTERDAM OH	1832-	29 NOV 1926		26	17(6)	2;7	3



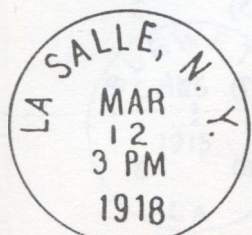
D.2-90



D.2-100



D.2-110



D.2-120



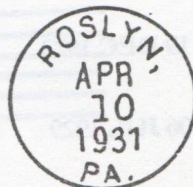
D.2-130



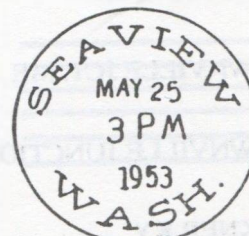
D.2-140



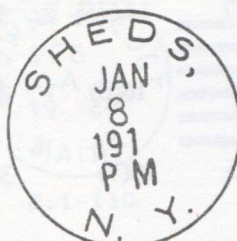
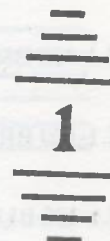
D.2-150



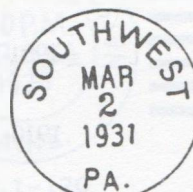
D.2-160



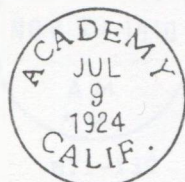
D.2-170



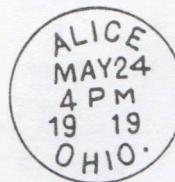
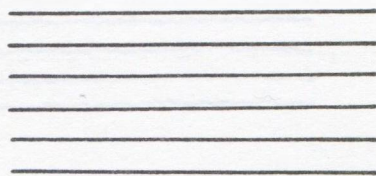
D.2-180



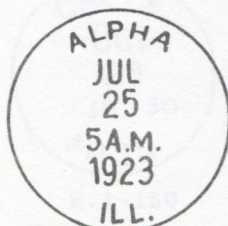
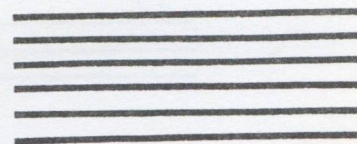
D.2-190



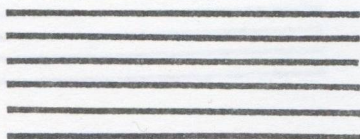
E.1-10



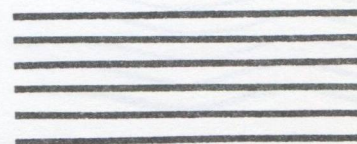
E.1-20



E.1-30



E.1-40



TYPE E.1 NONSTANDARD POSTMARKS

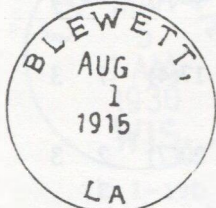
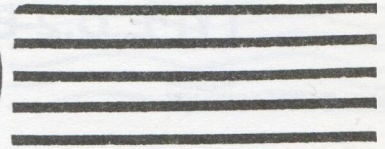
CODE TOWN STATE	PO DATES	EKU	LKU	PM	KLR	N	S/I
E.1 -50 ANGELICA NY	1809-	29 DEC 1902	27 MAR 1903	29	22.5(8)	3	
E.1 -60 BARNESVILLE PA	1861-	20 JAN 1920		29	18(5)	3	
E.1 -70 BLEWETT LA	1905-1917	01 AUG 1915		28	18(7)	2	3
E.1 -80 BLUE JAY P.O. CA	1924-	11 AUG 1924		32	25(6)	3	
E.1 -90 BOARDMAN OR	1916-	08 AUG 1923		30	18.5(7)	3	
E.1-100 BOARDMAN OR	1916-	09 JUN 1924		30	16(6)	7	3
E.1-110 BROWNVILLE JCT. ME	1908-	19 DEC 1923	29 APR 1924	26	17(6)	7	3
E.1-120 BROWNVILLE JUNCTION ME	1908-	06 JUL 1929	03 JUN 1933	30x19	17(6)	3;7	2
E.1-130 BUCKNER KY	1880-	08 JUL 1909	04 MAY 1914	27.5	19(6)	3	3
E.1-140 BULLARD YX	1883-	07 MAY 1917		27	14.5(5)	2	3
E.1-150 CALYX MS	1901-1955	23 OCT 1930		26	16(6)	7	3
E.1-160 CARLISLE LA	1910-	30 NOV 1942		25	20(7)	3	
E.1-170 CARLISLE LA	1910-	05 MAR 1949		26	18(5)	2	3



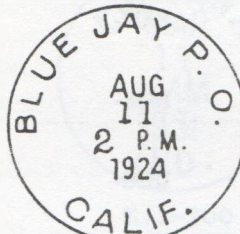
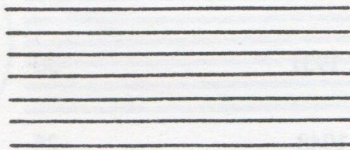
E.1-50



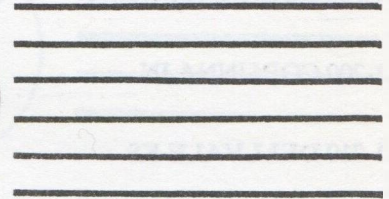
E.1-60



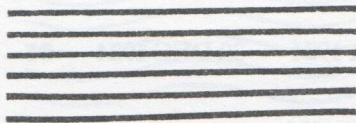
E.1-70



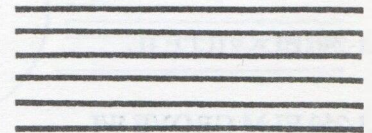
E.1-80



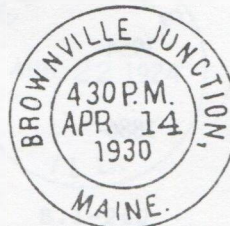
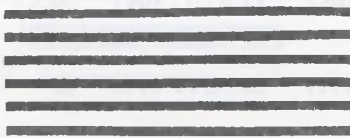
E.1-90



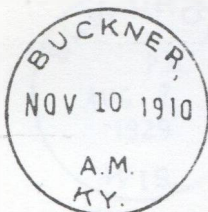
E.1-100



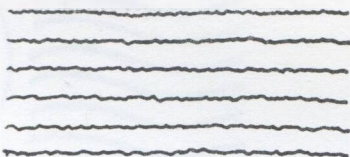
E.1-110



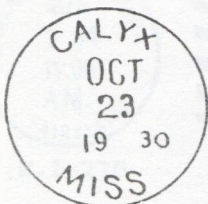
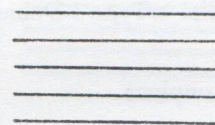
E.1-120



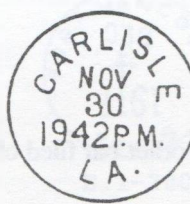
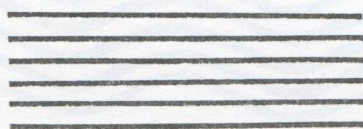
E.1-130



E.1-140



E.1-150



E.1-160

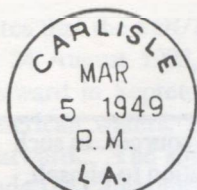


TYPE D.2-E.1 NONSTANDARD POSTMARKS

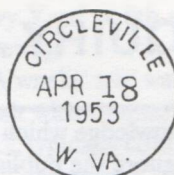
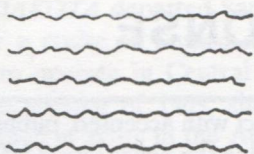
CODE TOWN STATE	PO DATES	EKU	LKU	PM	KLR	N	S/I
E.1-180 CIRCLEVILLE WV	1882-	18 APR 1953		23.5	17(7)		3
E.1-190 CORNUCOPIA WI	1902-	05 MAR 1930	22 AUG 1930	30	20(7)	7	3
E.1-200 CORUNNA IN	1858-	11 MAR 1931		30	17(4)	7	3
E.1-210 DELLVALE KS	1890-	17 DEC 1948		25	20(7)	2	3
E.1-220 EL PORTAL CA	1907-	15 JUL 1921	18 OCT 1926	30	15(8)		2
E.1-230 EL PORTAL CA	1907-	08 JUN 1925	02 AUG 1926	25	13(7)		2
E.1-240 ELKVILLE IL	1861-	23 APR 1924	30 DEC 1924	31	19(6)		3
E.1-250 ELM GROVE WI	1856-	07 AUG 1929		28	23(7)	2	3
E.1-260 ESMOND SD	1884-1973	19 DEC 1925		29	16(7)	7	3
E.1-270 FAIRYLAND CA	1954-	08 AUG 1954	13 AUG 1957	24.5	18(6)		2
E.1-280 FORT HANCOCK TX	1886-	26 MAY 1917	20 MAY 1918	22	17(7)		3

NOTES:

- 1 - Type 2 Doane dial w/Type 3 Doane bars.
- 2 - Earliest known on piece.
- 3 - Latest known on piece.
- 4 - Rim of cds filed off.
- 5 - Part of rim filed off.
- 6 - Standard 8-bar steel duplex with every other bar filed off.
- 7 - Possibly a Baby Columbia Machine cancel.



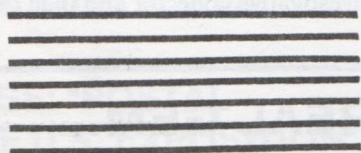
E.1-170



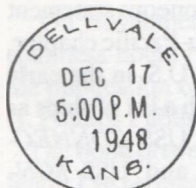
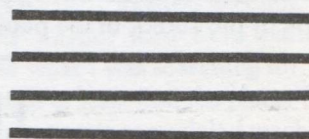
E.1-180



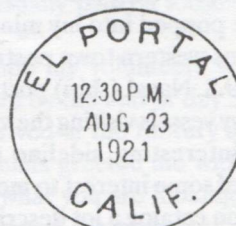
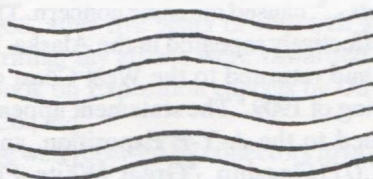
E.1-190



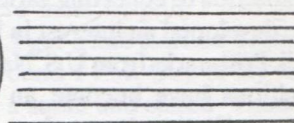
E.1-200



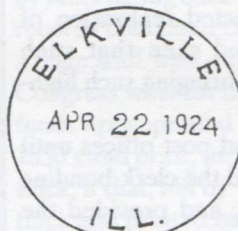
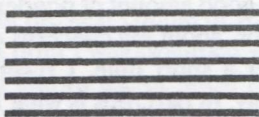
E.1-210



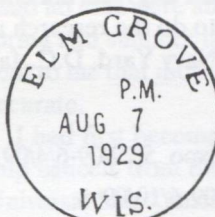
E.1-220



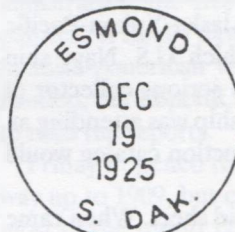
E.1-230



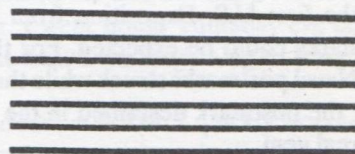
E.1-240



E.1-250



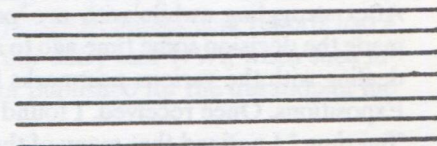
E.1-260



E.1-270



E.1-280



INQUIRY & RESPONSE

Once in a while a collector develops knowledge which comes into conflict with accepted, published sources. In such instances the collector may choose to ignore the published source, keeping the newly found information to himself, or he (she) may decide to challenge the accepted record and attempt to revise the "official" record. What follows is an example of the latter course wherein a collector has developed information at odds with a popular reference, called this information to the attention of the author of the reference, and the author chooses to publish a correction to his original research. We present first the story as told by the investigative collector and then the updated information by the author of the published reference.

THE INQUIRY: A REAL GEM...

By C. Randy Kimes

"Some times you feel like a nut, some times you don't." For some reason, when I first thought of writing this story, Peter Paul's Almond Joy catch-phrase popped into my mind.

In addition to collecting various western town postmarks, I have developed an interest in U.S. Naval (ship) postmarks as well. Postmarks from U.S. Navy vessels visiting the various expositions have become an interesting sideline to my primary collection. It was, then, of some interest to me when there appeared in a recent auction catalog a lot describing a naval postmark from the " Battleship " *South Dakota* while "at the Alaska-Yukon-Pacific Expo" at Seattle in 1909. Of particular interest was the valuation/expected realization of \$300-350. Somewhere, in print, I had seen that such postmarks from the A-Y-P were in fact bringing such high-powered dollar figures.

U.S. Navy ships were not authorized post offices until mid-1908. By the time the POD received the clerk-bonding documents from each designated ship, and provided the postmarking devices to each of the Navy's new mail clerks, 1908 had all but vanished. Most 1908 postmarks from Navy ship show late-in-the -year dates. Since the Jamestown Exposition had ended by that time, the Alaska-Yukon-Pacific was the first U.S. Exposition from which U.S. Navy ship postmarks could be expected. For the serious collector of U.S. Naval postmarks struck while the ship was attending an expo, the postmark described in the auction catalog would be a real gem.

But, I dawdled, and never sent in a bid sheet. When came the "prices realized", I noticed that someone had been successful in acquiring the July 30, 1909, USS *SOUTH DAKOTA* postmark for \$200.

Now, as Paul Harvey would say, "the rest of the story." After struggling awhile with my "postal history" budget, I made the decision some time ago to acquire a reference text dealing with the various postmarks from the United States Expositions. Once received, I found many hours of reading "fun time." I noticed that many of the chapters dealing with specific expo's had sections identifying naval postmarks that might be found from that Exposition, and I was satisfied with my choice for my reference addition.

It wasn't until I scrutinized the various sections that I noticed a "quirk" in the Jamestown Exposition Chapter. One statement, "The world wide cruise of the "Great White Fleet" ... ended with the Fleet's return to various West Coast Navy ports ...", caused me some concern. The erroneous statement is effectively repeated in the Alaska-Yukon-Pacific chapter, "... and returned to the West Coast of the U.S. in the early spring of 1909." The statement appears with a list of ships as signed to the A-Y-P Exposition, and the USS *CONNECTICUT* (Flagship, "Great White Fleet") and USS *MINNESOTA* are included as ships from which postmarks, struck at the Expo, might be found.

Refuting a published authority is not something done willy-nilly. Certainly not to be done in haste, and without research. After a good amount of pondering, I inquired, by letter to the author, about my concerns of the stated "facts" in his book. After a short time, I received a congenial, and apologetic, reply. In part, this is what his letter said:

"... about 6 months after publication of my Book on Exposition Postal Markings I began to realize my Section on A-Y-P Naval ship cancels was way off Base." "I had asked an old Navy cancel collector... to put this section together." "Having learned the hard way not to trust any facts not confirmed yourself, I took it upon myself to do the research at the U.S. Naval Library ... Washington Navy Yard, D.C., fall of '89." "I've developed the following:

USS *CALIFORNIA* assigned duty at Expo 5/29/09-6/4/09

USS <i>COLORADO</i>	6/3/09-6/10/09
USS <i>MARYLAND</i>	5/27/09-6/7/09
USS <i>PENNSYLVANIA</i>	5/29/09-6/10/09
USS <i>ST. LOUIS</i>	6/6/09 only
USS <i>TENNESSEE</i>	5/29/09-6/10/09
USS <i>WASHINGTON</i>	5/29/09-6/10/09
USS <i>WEST VIRGINIA</i>	5/27/09-6/7/09

"Only these eight ships were assigned to duty in connection with the Exposition. No others thus assigned by the Navy."

So what about the armored cruiser USS *SOUTH DAKOTA*? *The Dictionary of American Naval Fighting Ships*

states that the *SOUTH DAKOTA* departed San Francisco on 24 August 1908, "for a cruise to Samoa and headed eastward in September to operate in Central and South American waters. In the autumn of 1909, she deployed westward..." The ship "called at ports in the Admiralty Islands; the Philippines; Japan; and China, before returning ... 31 January 1910."

NOTES:

Letter from Wm. Bomar dated 13 March 1991.

THE RESPONSE: "POSTAL MARKINGS OF U.S. EXPOSITION" - ALASKA-YUKON-PACIFIC UPDATE, October 15, 1992

By William J. Bomar

On November 1, 1986, after five years of research and countless hours of rewriting, my efforts were rewarded by the publication of my book on Exposition cancels by David G. Phillips Publishing Co., inc.

The book proved to be well received by collectors in many fields. I've received literally hundred's of letters with new information, new known dates of use, and yes, even several here-to-fore unlisted Exposition markings.

I was told by the publisher, Dave Phillips, that as of January 1992 he had sold out his entire stock. We are contemplating a second edition within the next couple of years. When the book first appeared in print I was swamped with mail, most reporting new earliest known use or latest known use. All these (reports) have duly been backed up by photo copy and recorded.

Within a year it became evident that there was a lot of interest in my section on the A-Y-P devoted to U.S. Naval ship cancels. I was getting reports of cancels from many ships that I had no idea were anywhere near Seattle, Wash. during the spring and summer of 1909. As time passed, it became evident to me that most of the data I had set forth was not very accurate.

I had first become aware of the existence of U.S. Naval ship cancels from the A-Y-P while I was a member of the Universal Ship Cancel Society. I corresponded with several of the U.S.C.S. members, and eventually asked one of the "old timers" to write the text for the Naval ship cancel of my chapter on the A.Y.P. This was around 1983-84, and this gentleman has long since turned in his canceler. I had just learned my first lesson in technical writing: NEVER PUT IN PRINT FACTS YOU HAVE NOT VERIFIED YOURSELF!

Now that I recognized the problem, what was I to do about it? As luck would have it, I had a cousin who lived just outside the Washington, DC area and who was a career employee of the U.S. Navy. Discussions with him and some of his Navy friends made me aware of the National Navy Library domiciled on the grounds of the Old Washington

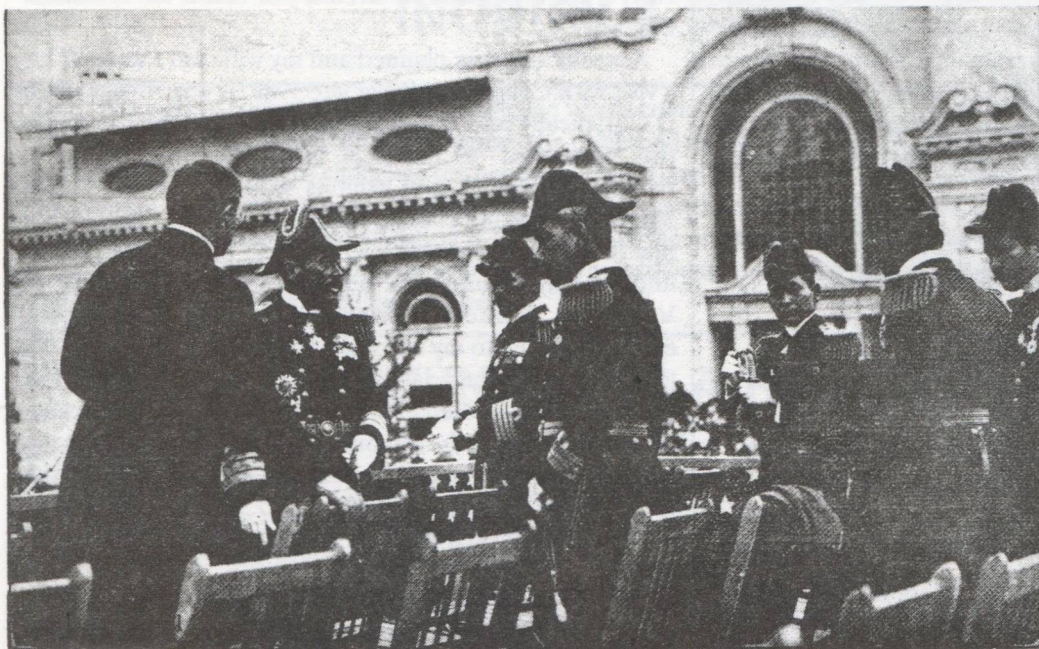
Navy Yard at 8th and M streets, just below the Southeast Freeway.

A weeks' trip was planned and my wife and I took off for a visit with Cousin Russell in late 1989. It was November in D.C., typically cold, damp and dreary. The whole complex is the "graveyard" of the U.S. Navy and Marine Corps. Fabulous museums and exhibits with the old Navy Gun Shops, etc., and not enough traffic to justify the light bill. My first day ended in frustration. I found I needed help just to find my way around. The next day I located a couple of Volunteer Workers, retired Chiefs, who were patient enough to listen to my story of what I was searching for. By the end of my second day I could at least find the place. The Navy Library is housed in four separate remodeled machine shops, with hundreds of thousands of books relating to the Navy in some way. I recall they have in storage the ship's logs of every ship that ever served in the U.S. Navy from 1776 to date; usually packed loose in file cartons and not even indexed.

While my volunteers were most helpful, I had gotten nowhere by the end of day 3. I got a late start on Thursday, and arrived at the Library around 1 PM. One of my volunteer Chiefs greeted me with a smile and stated "Think I've found what you are looking for." He took me to the Stacks and showed me row after row of bound volumes entitled "Report of the Secretary of the Navy to the U.S. Congress" by years dating back to Revolutionary days. Simply put, these records contained the report of the Secretary (compiled by a huge staff who did the research and technical writing) to Congress wherein the Secretary "justified" his spending the funds appropriated to him for operating the Navy. In the 1850's and prior, these reports were little more than one inch thick, if that, but by World War I they were five to six inches thick and printed on tissue paper. As I read through them I concluded that they were the most bureaucratic self-indulgent reports I'd ever seen in print. Starting in McKinley's Administration, the size expanded to double and triple prior editions. It finally dawned on me that this was a result of the Spanish-American War. I went home Thursday eve empty handed, but hopeful. At least I was beginning to learn how to read the reports.

Friday I opened the doors at 9 AM. I quickly worked my way up to 1909, but came away once again disappointed as most of the report covered the fiscal year of 1908. Then it dawned on me the activities for 1909 fiscal year would of course not appear until the report of 1910. The report of 1910 did indeed have an extensive section (300 to 400 pages) showing the location daily of every vessel on active duty world wide for every day of 1909. Subsequent reports had a similar section up until our entry into WWI, when such information simply was not published for the duration of the war.

I learned that the "Great White Fleet" had left Hampton Roads (Norfolk, Va.) after the close of the Jamestown Exposition (Dec. 1, 1907). The fleet departed Dec. 16, 1907 and returned to San Francisco, Cal. Feb. 22, 1909. The U.S.S. Connecticut



Real Admiral Hikojiro Ijichi of the Japanese Training Squadron is pictured in this post card produced for the A-Y-P Exposition in Seattle.

served as the Flag Ship. The first squadron was composed of the following:

1st Division: *Connecticut, Kansas, Louisiana and Vermont.*

2nd Division: *Georgia, New Jersey, Rhode Island and Virginia.*

The second squadron was composed of the following:

1st Division: *Minnesota, Maine, Missouri and Ohio.*

2nd Division: *Alabama, Illinois, Kearsarge and Kentucky.*

The main fleet was accompanied by the following destroyers:

Hopkins, Hull, Lawrence, Stewart, Truxtun and Whipple.

The following auxiliary ships made up the remainder:

Abarenda (collier), *Arethusa* (oiler), *Cyclops* (collier), *Celtic* (supply), *Culgoa* (supply), *Panther* (repair), *Glacier* (supply) and *Yankton* (converted yacht).

The *Alabama* and *Maine* dropped out at San Francisco. The *Nebraska* and *Wisconsin* signed on at San Francisco to replace them. The *Milwaukee* and *Saint Louis* were held in reserve at the Puget Sound Naval Ship Yard outside Seattle.

My point in mentioning the Great White Fleet is to state that when it arrived back in the States, it dispersed all over the Naval System. Several ships were assigned to duty at the Hudson-Fulton Celebration in September 1909. There was no connection between the Great White Fleet and the A-Y-P, except that the Commander of the Great White Fleet extended an official invitation to the Imperial Japanese Navy commander to visit the U.S. Japan was just emerging as a world naval power, having devastated the Russian Navy during the Russo-Japanese War of 1904.

The Japanese government saw fit to direct their Training Fleet, while on its annual summer cruise, to visit the A-Y-P

Exposition with a port of call at Esquimalt, the giant naval yards outside Vancouver, British Columbia.

The Japanese Training Fleet consisted of seven four-masted sailing vessels, plus the M/S *Soya*, just launched at Chemulpo, Korea (this trip was probably its shakedown cruise). Other support vessels accompanied. Japanese naval cadets were assigned to training cruises their first two years aboard the latest sailing vessels so as to master the arts of seamanship, navigation and weather. The Japanese Training Fleet was accorded an "Official Reception" at Tacoma, Washington.

The Fleet anchored in Commencement Bay, just below Point Defiance from May 21 to May 29, 1909. Now comes the tie-in. Four of the battleships assigned to duty at the AYP were also assigned to duty in connection with the reception for the Japanese Training Squadron.

A detailed check of the Annual Report of the Secretary of the Navy (to the U.S. Congress) for the year 1909 reveals the following location of U.S. Naval vessels in the Puget Sound area during the reception for the Japanese Training Squadron and the opening of the A-Y-P Exposition. The assignment designations were listed thus in the Secretary's Report:

"RTJTS" = Reception to Japanese Training Squadron

"DICWE" = Duty in connection with Exposition

"PSNSY" = Puget Sound Naval Ship Yard

Generally speaking, for sorting purposes, remember that dates after May 21 thru June 10, 1909, are the only ones to qualify as an Exposition cancel per orders of the Navy Department, and then only for those ships listed below. Check your dates closely to make certain they fall within the time perimeters for each ship.

I have noted many other U.S. Naval ship cancels dated later than June, July and most particularly the month of August. The summer and fall of 1909 was a busy time for the U.S. Navy. Most often the ships were going somewhere such as Alaska, the Far East, San Francisco, etc. Naturally the commanders saw no harm in putting in for supplies and a few days rest and relaxation. Remember, it was only a little over an hour ride by ferry from Puget Sound Naval Ship Yard at Bremerton to the Exposition grounds.

DISPOSITION OF U.S. NAVY SHIPS IN PUGET SOUND, MAY - JUNE 1909

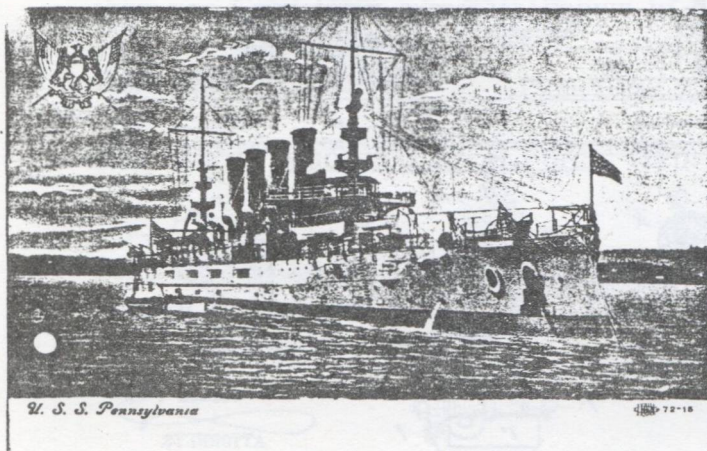
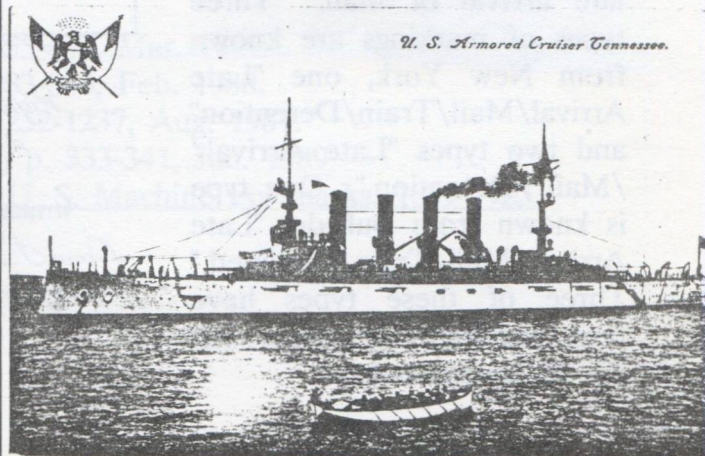
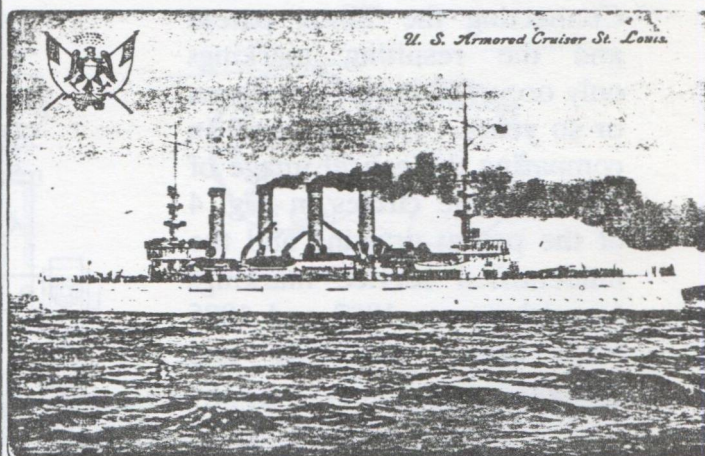
Ship	Location Dates	Assignment	Length of stay	Value*
U.S.S. CALIFORNIA	Tacoma 5-21 to 5-29	"RTJTS"		
	Seattle 5-29 to 6-4	"DICWE"	15 days	\$250.00
	(Bremerton) 6-4 to 6-7	"PSNSY"		
U.S.S. COLORADO	Seattle 6-3 to 6-10	"DICWE"	8 days	\$350.00
	(Bremerton) 6-10 (1)	"PSNSY"		
U.S.S. MARYLAND	Seattle 5-27 to 6-7	"DICWE"	12 days	\$300.00
U.S.S. PENNSYLVANIA	Tacoma 5-27 to 5-29	"RTJTS"		
	Seattle 5-29 to 6-10	"DICWE"	15 days	\$250.00
	(Bremerton) 6-10 (1)	"PSNSY"		
U.S.S. ST. LOUIS	Seattle 6-6 only	"DICWE"	1 day	\$600.00
	(Bremerton) permanently berthed at P.S.N.S.Y.			
U.S.S. TENNESSEE	Tacoma 5-21 to 5-29	"RTJTS"		
	Seattle 5-29 to 6-10	"DICWE"	21 days	\$150.00
U.S.S. WASHINGTON	Tacoma 5-21 to 5-29	"RTJTS"		
	Seattle 5-29 to 6-10	"DICWE"	21 days	\$150.00
	(Bremerton) 6-10 (1)	"P.S.N.S.Y."		
U.S.S. WEST VIRGINIA	Seattle 5-27 to 6-7	"DICWE"	12 days	\$300.00

NOTES: *Indicates current value of a postmark from this ship dated during assignment to the A-Y-P Exposition on postcard.

(1) Assigned to P.S.N.S.Y. for several months repairs.

Cards with U.S. Naval cancels from the Seattle area dated after June 10, 1909, are worth an average of around \$15.00. A sharp, clear impression with all letters printing should bring \$20-\$25. Ships noted are U.S.S. Albany, California, Colorado, Galveston, Maryland, Minnesota, Milwaukee, Pennsylvania, Philadelphia, South Dakota, Tennessee, Washington, West Virginia and Yorktown.

It is my hope this update will clear up the uncertainties that have existed in connection with U.S. Naval ships at the A-Y-P.



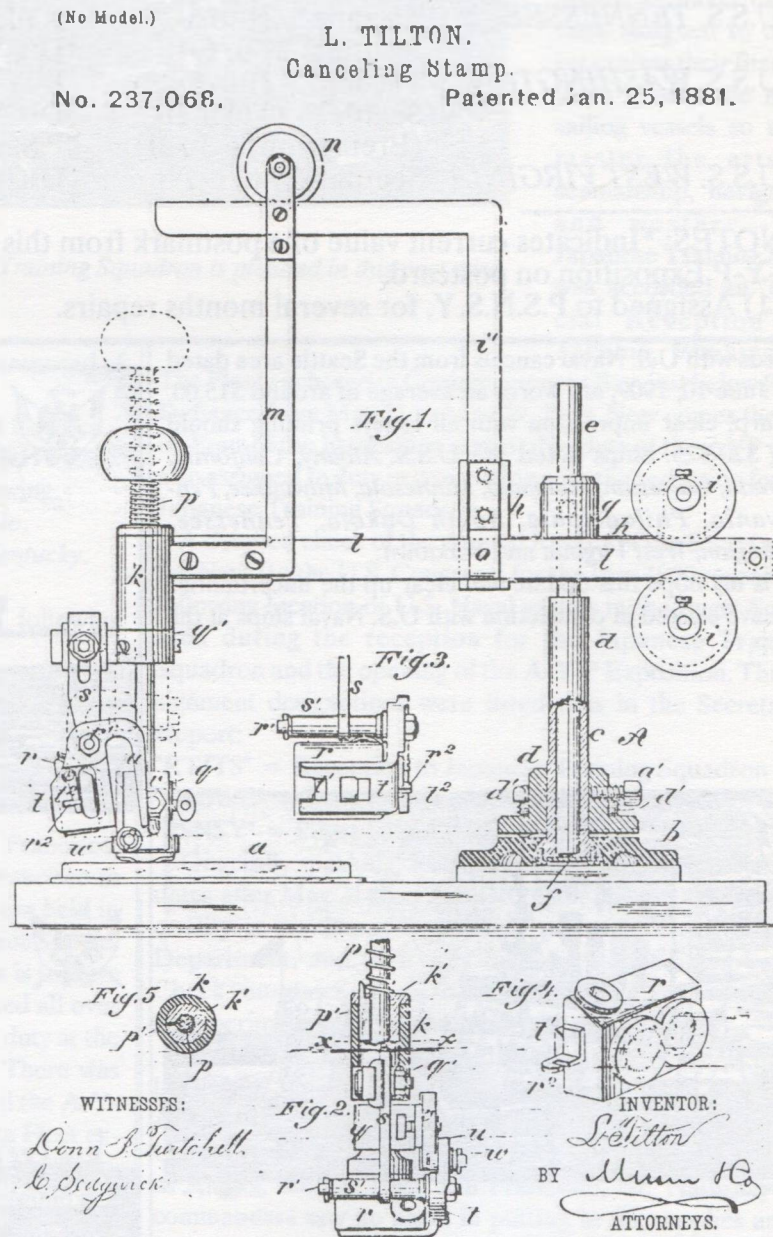
Machine Cancells: The Tilton Mechanical Handstamp

by Robert G. Schultz

Machine cancels are fascinating to those who extensively collect them, confusing to those beginning a collection and boring to those who see them as just a way to remove character and variety from postal markings. However, the period between 1870 and 1920 was one of great experimentation as many inventors tried to perfect machines to cancel the mail accurately and rapidly. Many machines were patented - from simple mechanical handstamps to electrically powered models capable of cancelling many thousands of pieces per hour. Many machines were tested in post offices; most failed. Only a few succeeded and were adopted by the government - some for a few years, some for many years.

One of the simple mechanical handstamps was patented by Leonard Tilton (U.S. 237,068; Jan. 25, 1881). The drawing from the patent is shown at the right. Connecting the Tilton patent and the resulting markings only occurred in the last dozen or so years. The key came in comparing the cancel image of fused double circles in Fig. 4 of the patent drawing and the unidentified service markings found between 1882 and 1895 from New York City and Buffalo.

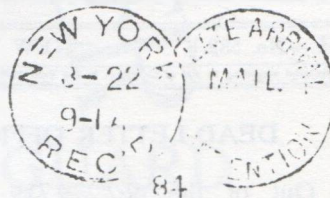
All these service markings are related to the late arrival of mail. Three types of markings are known from New York, one "Late Arrival/Mail/Train/Detention" and two types "Late Arrival/Mail /Detention." One type is known from Buffalo, "Late Arrival/Mail/Train/Detained." Three of these types have been previously reported. All are illustrated below.



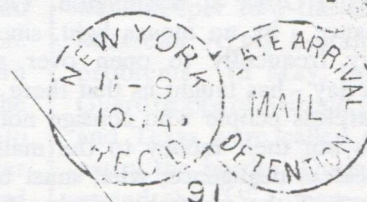
Type I. New York (with "Mail/Train" in the right dial) has been reported between Nov. 24, 1882 and March 4, 1884.



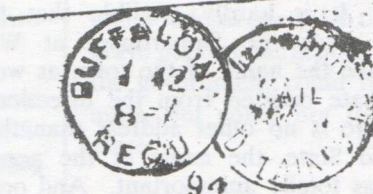
Type II. New York (with "Mail" remaining and "Train" removed from the right dial) has been reported between Feb. 28, 1884 and Feb. 6, 1892.



Type IIA. New Type New York. Like Type II except that "Mail" is centered in the right hand dial. The example seen is dated Nov. 9, 1891. Note that the letter size for "Mail" has increased to 3.5 mm. from 2.5 mm.



Type III. Buffalo (with "Mail/Train" and "Detained" instead of "Detention" in the right dial) has been reported between March 11, 1893 and Jan. 6, 1895.



The number of machines in service is uncertain, but there were probably not more than two. No other cities are known to have used the Tilton machine.

References:

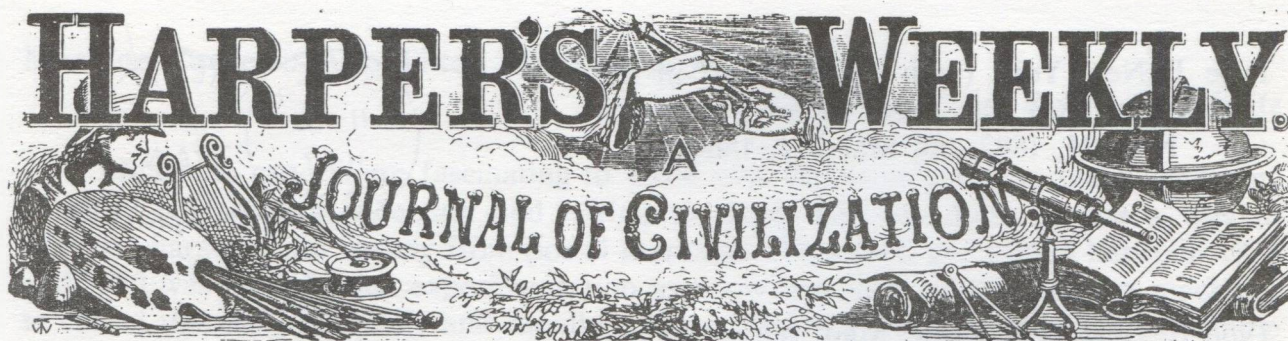
Reg Morris, Machine Cancel Forum (I) p. 655-658, Mar. 1979.

p. 883-884, Feb. 1980.

p. 1232-1237, Aug. 1981.

John R. Mason, Machine Cancel Forum (II) p. 333-341, Jan. 1989

Russell F. Hamner, A Collector's Guide to U. S. Machine Postmarks, 1871-1925, 3rd Edition, 1989, p. 152.



Vol. XII.—No. 582.]

NEW YORK, SATURDAY, FEBRUARY 22, 1868.

[SINGLE COPIES, TEN CENTS.
[54.00 PER YEAR IN ADVANCE.

Entered according to Act of Congress, in the Year 1868, by Harper & Brothers, in the Clerk's Office of the District Court of the United States, for the Southern District of New York.

DEAD-LETTER OFFICE

Out of the 462,279,719 letters which annually pass through the United States mails, 4,306,508 are misdirected or unpaid and go to the Dead-Letter Office at Washington. Our own correspondence - by no means light, since we have had very frequently to open over a thousand letters a day - has taught us that there are a great many careless people who consign not only their effusions but their money to the mails with the most reckless negligence; what must be then the experience of the venerable clerks of the Dead-Letter Office who examine the misdirected ones of a daily correspondence of over one million letters? It is hardly credible that frequently letters reach the Department at Washington which have the name of the town as well as that of the State omitted from the direction; or that often there is no other address than that of the town and State, the name of the person being omitted as totally unimportant. And occasionally letters thus carelessly directed contain money or other valuables.

But if the misdirections of dead-letter offices are curious often their contents are far more singular. A great many persons have a singular idea of the nature of mailable matter; and in the Museum of the Department at Washington may be found articles of every character resurrected from the dead-letters. While our artist was making the sketch on this page a worn-out gaiter boot, size 2½, was disemboweled from a defunct package and consigned to the waste bundle. Hoop-skirts, night-gowns, embroidered slippers, as well as lace collars and such light wearing apparel, are supposed by some deluded females to be mailable matter; while oil-paintings, jewelry, and sometimes even glassware pass by Uncle Sam's express rather than those of Adam's.

Our sketch of this interesting bureau of the Postal Department at Washington illustrates the process of disposing of the dead-letters. The

work of opening the letters and arranging them in bundles is done by male clerks, some of whom have been for many years engaged in the Department. One of the old gentlemen shown in the sketch is a brother of a former Postmaster-General. When the letters have been opened, they are tied up in bundles and passed to female clerks, who occupy a balcony which extends around the apartment. Those letters which contain money or valuables are passed directly to the chief clerks or "heads of divisions," and by them registered and carefully noted and examined. It is the duty of the female clerks to investigate the bundles of opened letters and discover all information that may be contained which will facilitate the return of the dead-letter to the sender.

The latest statistics of the Dead-Letter Office show that of the 4,306,508 letters consigned thereto during the fiscal year ending June 30, 1867, 3,619,062 were domestic and 179,466 foreign. Nearly half a million were held for non-payment of postage. These statistics show that the number of dead-letters diminished nearly one million during the last year, and this gratifying result is attributed to the use of envelopes with a request for the return to the writers of unclaimed letters directly from the post-office addressed. It is estimated that fully fifty millions of these envelopes were used during that year, the Department supplying about one-third of the number.

There is very little of this great amount of paper wasted. Such letters as can not be returned to their owners are sold by contract, and, by a patented process, reduced to a pulp in the presence of a post-office official; from this the ink is extracted, and the pulp worked into paper.

So profitable has this proved that the other departments at Washington are saving their waste paper, and the Treasury Department has lately made a proposal to supply the Postal Department with envelopes made from defaced fractional currency.

ON THE BORDER

1916

3 INFANTRY

OREGON NATIONAL GUARD

By Rod Crossley

Columbus, New Mexico, March 8, 1916. "Today America was invaded for the first time since the War of 1812. Pancho Villa, the Mexican bandit and presidential hopeful, lead some 500 of his troops into this border town around 3:00 a.m. this morning. No one knows what his purpose was for coming here, but it is speculated that he wants money and to cause problems for the present Mexican government. Also in town this day at Camp Funlong, was the 13th U.S. Cavalry regiments sent by the government to help protect the border in these troubled times. Villa's men surprised the town and the troops; but when the smoke cleared, the bandits were in full retreat hotly pursued by the 13th Cavalry. The raid killed 17 Americans, including 9 civilians, and part of the town was burned; however, over 100 of Villa's men were killed—some on the border, some in Mexico."

This attack upon America soil caused shock waves across the Nation. President Wilson could no longer turn a blind eye to the problem along the border. He ordered the U.S. Army to form a punitive expedition under General John Pershing to pursue and capture Pancho Villa. In a little less than seven days, the expedition, some 5,000 troops strong, crossed into Mexico.

At first, the Mexican government did little to hinder the progress of U.S. force. However, as it grew in size and

went deeper into the Country, the Mexican Army began to cause problems. In May, the National Guard troops of Arizona, New Mexico and Texas were called out to help patrol the border. During the same period, the U.S. Congress on June 3, 1916, passed the National Defense Act, which placed the National Guard under federal control in time of war or grave public emergency. Prior to this, the government could request State units, but could not force them to serve.



Figure 1. The 13th Cavalry burying their dead at Columbus, New Mexico

The trouble along the border increased and fear grew that there would be war with Mexico. If there was, the Army had told President Wilson that it did not have enough troops to prevent an invasion. Due to these statements, the President wasted little time in using the new law. On June 18, 1916, a Sunday, the entire United States National Guard, some 120,000 men, were federalized for duty on the Mexican Border.

On that Sunday, the Third Oregon Infantry Regiment, Battery A Oregon Field Artillery and A Troop Oregon Cavalry were called into service. By the 21st, all units were at Clackamas, Oregon, to be mustered into Federal Service. Based on letters home from the Third Infantry, we gain a better understanding of their life on the border in 1916. Unless noted, all of the letters were from one soldier in M Company.



Figure 2. Troop train at Ashland, Oregon.

all ready to take the examination (physical which they did not do); so, you see, we belong to the regulars now and may leave for the border before long.

Troop train July 1, PM San Diego, California, Exposition Sta July 1

This is Saturday morning 9 o'clock and we are still on the train. We are training under sealed orders to San Diego. I have heard from the first Sergeant we are going straight through to the Mexican border. We stopped in Fresno yesterday and took a little work around town. (They left Clackamas some time on June 28 for the border.)

camping up here on a dust hill right back of the San Diego Fair (Panama, California International Exposition). I enlisted in the O.N.G. June 16, 1915. I believe I sent you a card when I was in camp at Gearhart last summer. When the militia was called out last month on the 18th, that was Sunday. They got me at 11:45 at night, just got home from the theater. They held us at the Armory Monday 19th, 20th, and we left the 21st at 1:35 for Clackamas. We were mustered into federal service June 26.

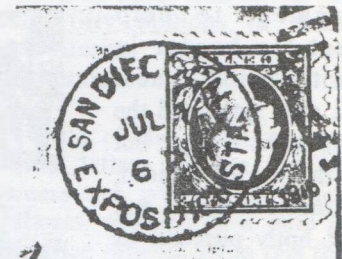


Clackamas, June 25, Postmarked (PM) Clackamas, Oregon June 27

Today, there were 300 people down from McMinnville, Dayton, Yam Hill and Charleston. Gave us about 500 dollars for our mess fund, and besides this, they gave us lots of cake and other things. Think I will go to Portland, I want a wrist watch. That is what all the fellows are wearing. Well, we were mobilized Saturday and

San Diego, July 2, PM, San Diego July 2

We arrived here at 11: 20 a.m. yesterday, we did not go to the Fort (Rosecrans) as we expected or right through to the border. They marched us straight through the town out C Street. It was about two miles, I guess, and then on County Road up around the hills about two miles. We are



San Diego, July 5, PM. San Diego Exposition Sta July 5

Just a note to let you know that we are going to leave this place tomorrow July 6. We are going directly east about 75 miles. We are going to guard a large reservoir about 10 miles from the border. I was to the fair Monday

night and yesterday and had a very good time.

Balboa Park, San Diego, July 9, PM San Diego July 9 (from an officer in A Company)

We drill in the forenoon here attend to our personal needs, keep our camp clean, attend school for Officers and non-commissioned officers. We are going to leave tomorrow morning at 7 am. for a place called Palm City. We have 79 men and three officers in A Co.

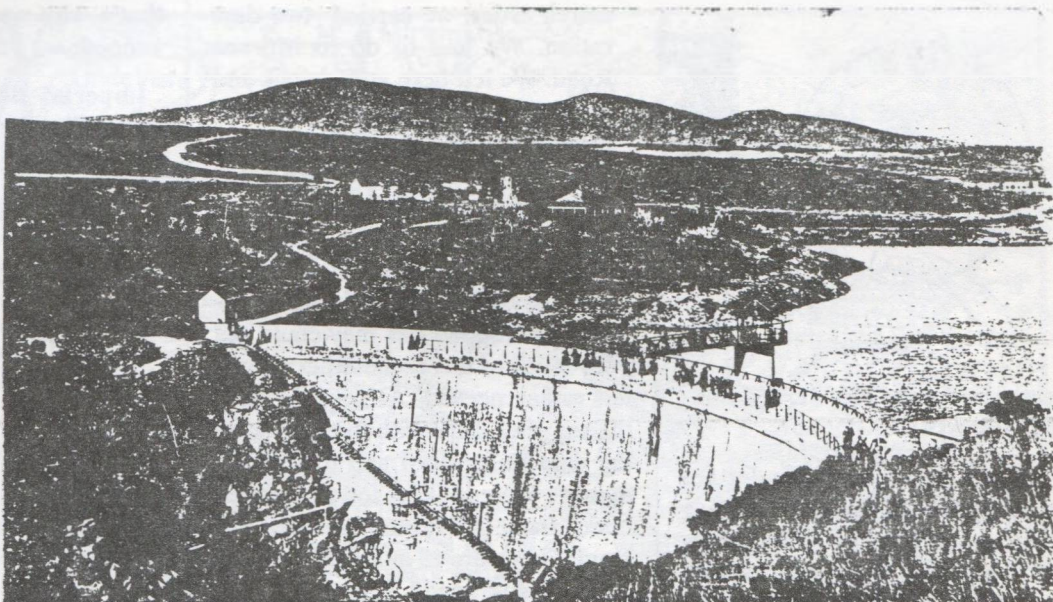


Figure 3. Sweetwater Dam, circa 1910.

Sweetwater Dam July 9, PM Sunnyside, California, June 10 (all July PM from Sunnyside Say June)

The Company that I belong to has been split up 45 men including the Captain and First Lieutenant and 15 men and the 2nd Lieutenant are at Otay Dam and 10 men including myself are at Sweetwater dam. The 45 men are at Morena (Dam) about 70 miles South (East) of San Diego and 6 1/2 miles from the border. Upper Otay (Savage Lake) is 18 miles from San Diego and 10 miles from the border and the Dam where the 10 of us are at is about 14 miles from San Diego and 12 miles from the border. I don't know how long we will guard the Dam it is a rather forsaken place. There is a store three miles down the valley (Sunnyside Post Office). Off duty there is no place to go except hike over the hill or down the valley after oranges and grapefruit.

Sweetwater Dam July 13, PM Sunnyside June 14

Received your letter today dated July 9. Salem. The second Lieutenant brought the letters just before lunch he got it from San Ysidro Post Office. At the Post Office, San Diego was scratched out and Moreno wrote in place, but it did not go there. They told him the rest of the mail is at San Diego so the Corporal from this camp and a Corporal from Otay Camp left for San Diego right away to get it.

Sweetwater Camp July 14, PM San Diego July 15

I got two letters from you yesterday. One letter that was so late--was sent to Fort Rosecrans, Campo and Morena. We have a rather disrupted mail service here in the army but the Post Master (San Diego?) keeps track of our movement, we eventually got it some time.

Palm City, CA, July 15, PM. San Ysidro, CA, July 16 (from soldier in A Company)

I will tell you something that you must keep under your hat. Now you will see that this letter is directed at Palm City--well we are not at Palm City, we are right on

the border just across from a Mexican Fort--we are watching guard with loaded guns. I carry a colt revolver with one clip of shell in my gun and two clips in my belt. I can trust you so please don't let this; we were given strict orders not to write anything and to have our letters addressed to Palm City.

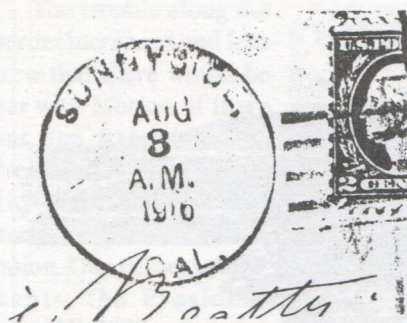
Sweetwater Camp July 19, PM National City July 20

The 15 men from upper Otay Dam are coming here and they are going to send four men from here to do 48 hours of guard duty at a time and where there is 25 of us it won't be so bad. I understood we are liable to stay here until they send us to Portland if there is no further trouble in Mexico.

Palm City, July 20, PM San Ysidro (officer in A Company)

I went out yesterday forenoon close to the international boundary line through thick high weed fording the Tia Juana River, just two of us getting within 1/8 mile of a Mexican dugout and tent which it was desired to observe closely. I have before me a pretty view of a valley--the greater portion of which belongs to Mexico.





Sweetwater Camp July 31, PM Sunnyside, August 1

The 15 men from Otay did not come until the 28th. They are sending the four men to Otay by Army supply truck. Got some Portland papers; several articles talking about food not fit to eat, which is true on every sense of the word, and is getting worse not better. We hope to be out of the Army by mid-September, not like their saying February 1917. Got a phone call there is a whole sack of mail at San Diego for us.

Sweetwater Camp August 2, PM Sunnyside August 3

Several of us had to march seven miles to head off a deserter from Morena Camp. We had to go in heavy

march order, we carried two days ration. We had to do to Morena Road. We left here at 3 o'clock and got there at 5:00. There were four Privates and a Corporal in the party. I had to stand first guard from 5 to 7; orders were to stop all vehicle to see who was in them. One machine I stopped was occupied by Mexicans and they were highly insulted because I stopped but they could not say much to me. Some other people felt rather peeved. At seven o'clock the sergeant came with the keeper off the dam in his Ford and told us the man we were looking for was placed under arrest by five men from the Otay Dam. They were 15 miles East of us at another cross road.

Sweetwater Camp August 3, PM Sunnyside August 4

We took physical examination here July 28 as they did not have time to examine all the boys at Clackamas. There were only two men rejected from this Company. Most all the other companies had from five to six men rejected for not being physically fit. Battery A lost 11 men. I think the Salem Company lost 9 men they were examined at Clackamas. The militia physical examination are not as strict,

that's why we had to be all re-examined.

Imperial Beach, August 20, PM Palm City August 21 (soldier in A Company)

Married guy will probably go home tomorrow and the boy going to school the first of September. We have not been paid since we left.

Imperial Beach August 24, PM Palm City August 25 (soldier in A Company)

We had a pay day, at last we got paid for one month and 11 days and we all own quite a bit. We have a night drill from 7:30 until about twelve.

Otay Camp at upper Otay Dam August 26, PM San Diego August 20

Oh, say, I forgot to mention that it rained here Wednesday night. It was a little electrical storm. I woke up with big drops of water striking me on the face. The first thing I did was get my rifle under my bed as I had it standing at the head of my bed. I spread my poncho over my bed and crawled under. I will have taken this letter to Sweetwater as there is no place around this isolated and God forbidden place to mail it (wrote the letter while on guard duty at Otay Dam).

Sweetwater Camp August 28, PM San Diego August 29

The Lieutenant said we were all going to Moreno on September 6 and from there the whole Company will go together to Imperial Beach. We will be relieved by Company C. I don't see any sense in the government holding us down there for nothing. As the trouble down here now is not any more than the regular troops can handle. It appears to most of us as a scheme on the government's

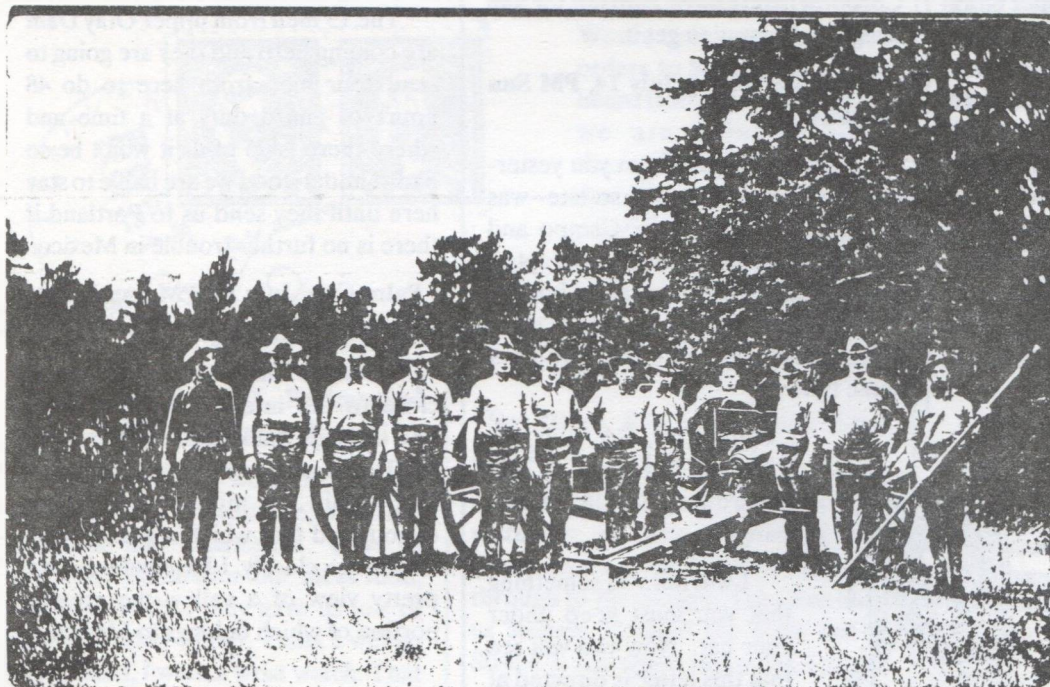


Figure 4. 2nd Section, Battery A Field Artillery, O.N.G., Seaside, Oregon, 1915.



part to mobilize the army.

**Sweetwater Camp August 31, PM
Palm City September 1**

Went to San Diego yesterday and sent you a postcard from of the San Diego Fair. While we are here, we go the Quakers Church in Sunnyside the only one around here. Excuse me but we just received orders to move as soon as possible. Everything is hurry scurry we do not know where we are going--they did not tell us.

(Post Scrip) September 1 Palm City, the regiment is called home, we arrived here Palm City this morning.

**Palm City September 1, PM Palm
City September 1**

Arrived here at Palm City ready to entrain for home. We will leave I believe about tomorrow evening or as soon as they can get transportation for us. The first battalion leaves today, at least that is what they are counting on. We are all hoping that the orders for us going home will not be revoked. If there is any mail from you for me it will be forwarded back to Clackamas, Oregon, as



that is where we are going to camp for awhile. The general impression is that we are called back on account of the pending railroad strike, but we are hoping that we won't have anything to do with the strikers.

Clackamas Oregon September 1,
PM Clackamas September 13

The regiment was mustered into the U.S. National Guard today 55 men out of the 66 of M Company took the new oath, I was one that refused. All those who where persuaded to take the oath have three years in the reserve to serve after serving their enlistment. But those who refused I believe will be turned back into the O.N.G. so they have told us. We will be mustered out of the federal service Monday the 19th.

This ends the stay of the Oregon National Guard of the Mexican border in California. In less than six months, the Guard would be called out against to fight in WWI. The Third Oregon would emerge from that war as the 162 Infantry Regiment while A Battery becomes the 218 Field Artillery Regiment. Both of these unit are still active today in the Oregon National Guard.

Editor Notes:

The call-up of the entire National Guard was very much an over reaction by government based on the threat posed by the Mexican army. However, it was a grand excuse for the U.S. Army to conduct a national mobilization exercise. It would show the weakness of Guard and the corrective action necessary to prepare it for service in upcoming world war. It would also allow for training of the Guard from the Generals to the Privates. The 162nd Infantry motto is "First to Assemble" based on the fact that the Third Infantry was the first National Guard regiment in the Nation to be ready for overseas service in WWI.



WHO SAYS DINOSAURS ARE EXTINCT?

Our retail store is a **REAL** Dinosaur!

We carry Postal History, Worldwide, Topicals, Naval Covers, U.S. First Day Covers.....the list goes on and on. So if you have something specific in mind or would just like to meet one of the few remaining Dinosaurs, call or write today –
You'll be glad you did!

COAST PHILATELICS

1113 Baker Street, Costa Mesa, CA 92626
Phone: (714) 545-1791

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



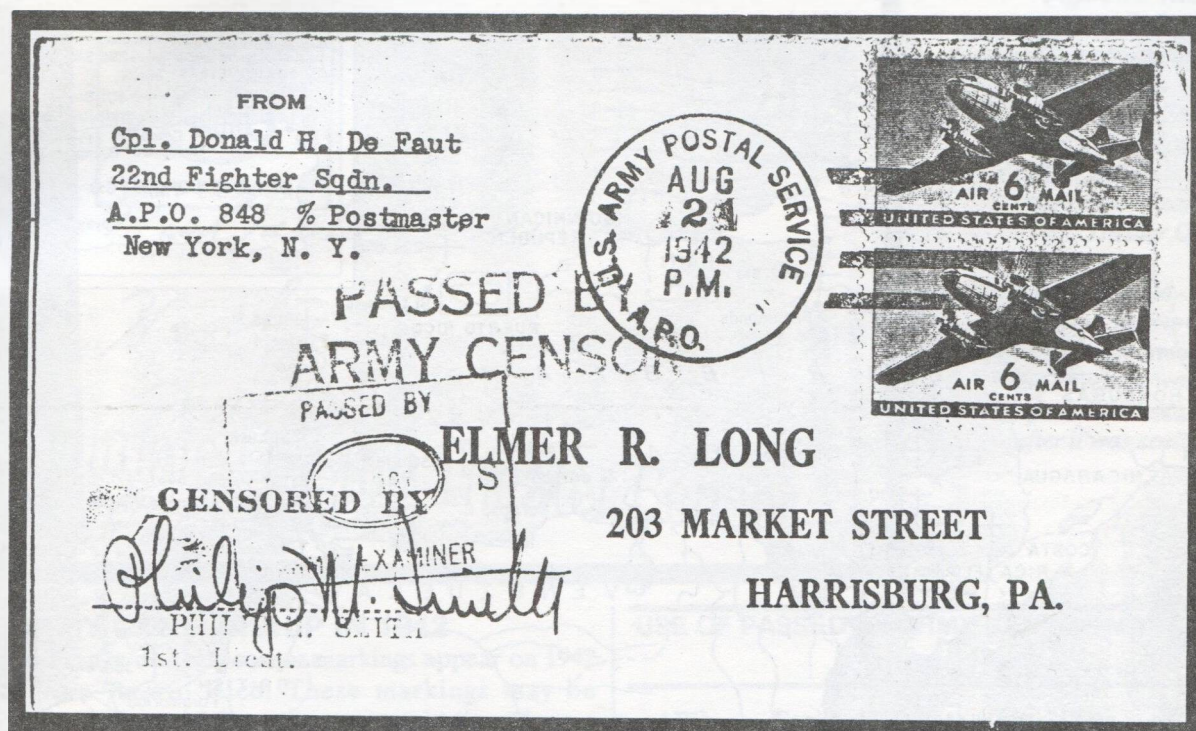


Figure 30. This cover was mailed by a corporal in the 22nd Fighter Squadron stationed at Losey Field (APO 848) near Ponce, Puerto Rico. It bears three of the five types of 1942 censor markings recorded on Army mail from Puerto Rico.

CENSOR MARKINGS ON U.S. ARMY MAIL IN 1942

By Richard W. Helbock

[Continued from Vol. 23, No. 4]

Before proceeding with my text, let me say how much I appreciate receiving the comments and contributions of fellow collectors regarding the two previous installments in this series. Your additions will be acknowledged -- with due citations -- in the final installment, and, in fact, quite a bit of what appears in this installment is attributable to the contribution of Curtis P. Smith of Cheshire, Connecticut.

THE CARIBBEAN DEFENSE COMMAND

The Caribbean Defense Command was activated in February 1941. It included the existing Panama Canal and Puerto Rican Departments and U.S. bases and other Army operations in Central America, the British and Dutch West Indies, the Guianas, Venezuela, Colombia and Ecuador. Administra-



tively, the command was set up in three main sectors: a Puerto Rican Sector, a Panama Sector, and a Trinidad Sector. The Puerto Rican and Trinidad Sectors were merged in June 1943 and became the Antilles Department.

PUERTO RICO

The mission of the Puerto Rican Department was twofold: first, to act as the most advanced U.S. base from which military operations could be projected southward or eastward; and second, to function as a forward defensive barrier protecting the eastern approach to the Panama Canal.

On December 7, 1941, the number Army and Army Air Corps personnel assigned to duty in Puerto Rico was approximately 22,000. This number had increased tremendously as a result of the operation of the Selective Service system, since most Puerto Ricans drafted into the Army were garrisoned on the island. As events of the war drew attention away from the Caribbean to battlefields in Alaska, North Africa and the South Pacific, troop deployment in Puerto Rico increased only slightly during 1942 to about 24 thousand.

The largest Army units included the 65th and 296th Infantry Regiments, both composed of Puerto Rican soldiers; the 25th and 162nd Field Artillery Regiments; and the 69th Coast Artillery Regiment. Fort Brooke at San Juan housed the headquarters of the Puerto Rican Department. The 65th



The Caribbean Defense Command; Puerto Rico inset.

Infantry Regiment was garrisoned at Fort Buchanan, about seven miles south of San Juan.

The 296th Infantry Regiment was located at Camp Tortuguero, and the two field artillery regiments were assigned to Henry Barracks at Cayey. The 69th Coast Artillery Regiment was deployed to defend San Juan Harbor. Camp O'Reilly in eastern Puerto Rico near the town of Gurabo was constructed during 1942 as a training facility.

Army Air Corps installations were located at Losey Field near Ponce and Borinquen Field (now Ramey Air Force Base) in northwestern Puerto Rico. The latter was still under construction when war broke out. In addition to the posts and airfields located on Puerto Rico, the Department also had jurisdiction over Benedict Field on St. Croix and Camp Hardwood, near Charlotte Amalie, St. Thomas in the U.S. Virgin Islands.

Army Post Offices were established to serve Puerto Rican bases beginning in April 1942. A total of nine APOs -- seven on the island of Puerto Rico and two in the Virgin Islands.

Assignments and dates of establishment for these APOs were as follows:

APOS ASSIGNED TO PUERTO RICO IN 1942

APO Location	Established
845 Borinquen Field	20 Apr 1942
846 Fort Buchanan	20 Apr 1942
847 Henry Barracks, Cayey	?? Apr 1942
848 Losey Field, Ponce	17 Mar 1942*
849 Benedict Field, V.I.	17 Apr 1942
850 Camp Tortuguero	?? Apr 1942
851 Fort Brooke	2 Jan 1942*
852 Camp Hardwood, V.I.	?? Apr 1942
853 Camp O'Reilly	21 Jul 1942

NOTE: This is the official date; actual operations apparently did not begin until April 1942

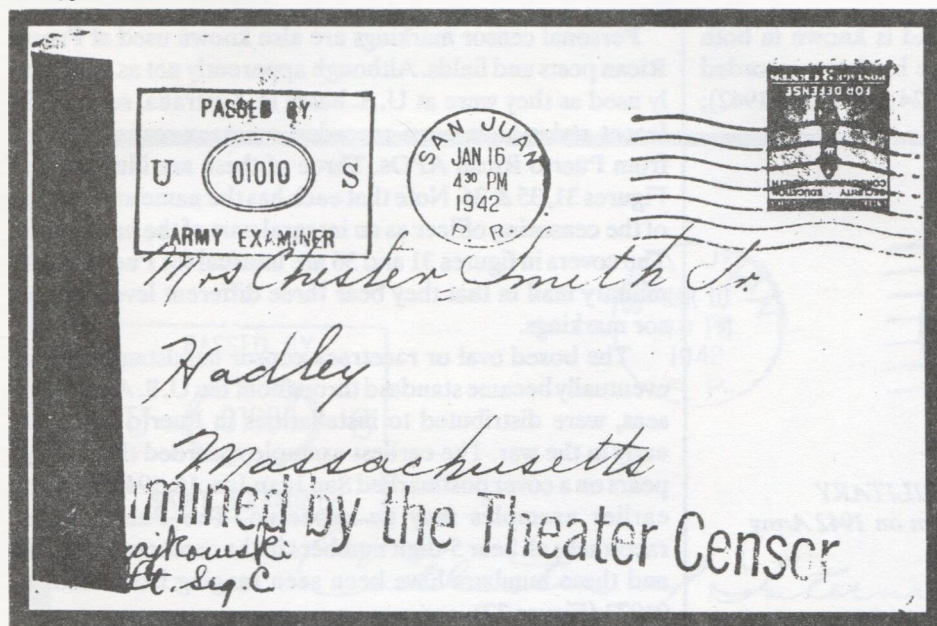


Figure 31. This cover was mailed by a soldier serving in Puerto Rico in mid-January 1942. It bears both a boxed oval censor stamp and an impressive "Examined by the Theater Censor" straight line handstamp. In addition, a strip of censor tape indicates the envelope was opened and censored after it was sealed.

U.S. ARMY CENSORSHIP IN 1942

A good range of Army censor markings appear on 1942 covers from Puerto Rico. These markings may be categorized into one of five types: a straight line Theater Censor marking; the PASSED BY/ARMY CENSOR straight line; the Sector Military Censor markings; personal censor markings; and, the boxed oval, or "racetrack" standardized marking.

Only one example of the "Examined by the Theater Censor" straight line has been seen. Reported by Curtis Smith, this marking appears on a cover postmarked San Juan Jan. 16, 1942. (Figure 31). Little may be inferred from this solitary example, but it is believed that use of the handstamp was probably quite short -- perhaps only a few weeks.

PASSED BY
ARMY CENSOR

Figure 32. This PASSED BY/ARMY CENSOR is a marking seen only on 1942 U.S. military mail from Puerto Rico.

The PASSED BY/ARMY CENSOR (Figure 32) marking measures 53 mm. in length by 14 mm. in height and is known struck in black, purple, and magenta ink. It is an impressive marking and usually, but not always, appears with on cover with a boxed oval or racetrack handstamp. The author has recorded use of the PASSED BY/ARMY CENSOR markings as follows:

USE OF PASSED BY/ARMY CENSOR MARKINGS IN PUERTO RICO

APO	Earliest Use	Latest Use
845	20 Apr 1942	11 Aug 1942
846	25 Apr 1942	25 Jul 1942
847	None recorded	
848	30 May 1942	2 Aug 1942
849	None recorded	
850	7 Aug 1942	
851	4 May 1942	31 Jul 1942
852	None recorded	
853	None recorded	

The evidence, meager as it is, suggests that the PASSED BY/ARMY CENSOR straight lines came into use about the same time as the APOs were established, and remained in service until late summer 1942.

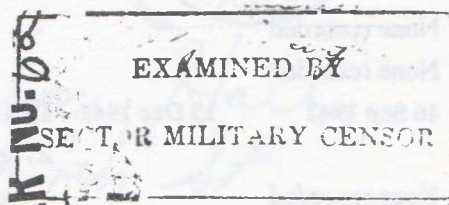


Figure 33. The boxed style of EXAMINED BY/SECTOR MILITARY CENSOR.

Two distinctly different types of Sector Military Censor markings are known from Puerto Rican APOs. The earliest, and far less commonly seen, is a boxed rectangle with the words "EXAMINED BY/SECTOR MILITARY CENSOR" arranged in two straight lines. The rectangle measures

approximately 25 by 60 millimeters, and is known in both black and magenta ink. Thus far, its use has been recorded from APO 847 (30 Jul 1942); APO 851 (24 Jun - 6 Sep 1942); and APO 853 (5 Aug 1942).

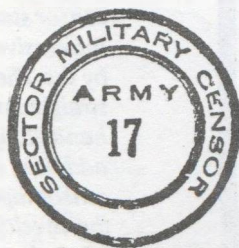


Figure 34. This circular SECTOR MILITARY CENSOR handstamp is commonly seen on 1942 Army censored covers from Puerto Rico.

The second type of Sector Military Censor marking from Puerto Rico is a distinctive double inner-double outer circle handstamp measuring about 31 mm. in outer diameter. This censor marking bears some resemblance to the Hawaiian Type A markings, and probably would have been designated Puerto Rico Type A or somesuch, except that the boxed-oval (racetrack) handstamps were made available in Puerto Rico very early in the war and thus became the standard unit censor marking. The attractive circular Sector Military Censor markings display a number in the center of the handstamp, and while they are usually struck in red or magenta ink, black and purple have also been seen. Known distribution of these markings is as follows:

CIRCULAR SECTOR MILITARY CENSOR MARKINGS USED IN PUERTO RICO

APO	Earliest Use	Latest Use	Nos. Seen
845	14 Oct 1942		24
846	16 Jan 1943		17
847	24 Oct 1942		23
848	3 Oct 1942	8 Nov 1942	17, 20
849	None recorded		
850	None recorded		
851	16 Sep 1942	15 Dec 1942	13, 15, 17, 23 & 24
852	None recorded		
853	6 Jan 1943	16 Jan 1943	20

The evidence suggests that the straight-line PASSED BY/ARMY CENSOR handstamps were superseded by the boxed EXAMINED BY/SECTOR MILITARY CENSOR markings beginning in late June 1942. These in turn were replaced by the circular SECTOR MILITARY CENSOR handstamps beginning about mid-September.

Personal censor markings are also known used at Puerto Rican posts and fields. Although apparently not as commonly used as they were at U. S. bases in Australia, several different styles have been recorded on Army censored mail from Puerto Rican APOs. Three of these are illustrated in Figures 31, 35 & 36. Note that each has the name and/or rank of the censoring officer as an integral part of the handstamp. The covers in figures 31 and 36 are unusual for Puerto Rican military mail in that they bear three different levels of censor markings.

The boxed oval or racetrack censor handstamps, which eventually became standard throughout the U. S. Army overseas, were distributed to installations in Puerto Rico very early in the war. The earliest example recorded thus far appears on a cover postmarked San Juan Jan. 16, 1942, but even earlier examples may be expected. The Puerto Rican racetracks all bear 5-digit numbers in the center of the tracks and these numbers have been seen ranging from 01001 to 01073 (Figure 37).

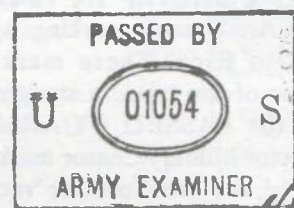


Figure 37. The boxed oval, or racetrack, censor markings seen thus far used in 1942 in Puerto Rico have numbers ranging from 01001 to 01073. Higher numbers are expected.

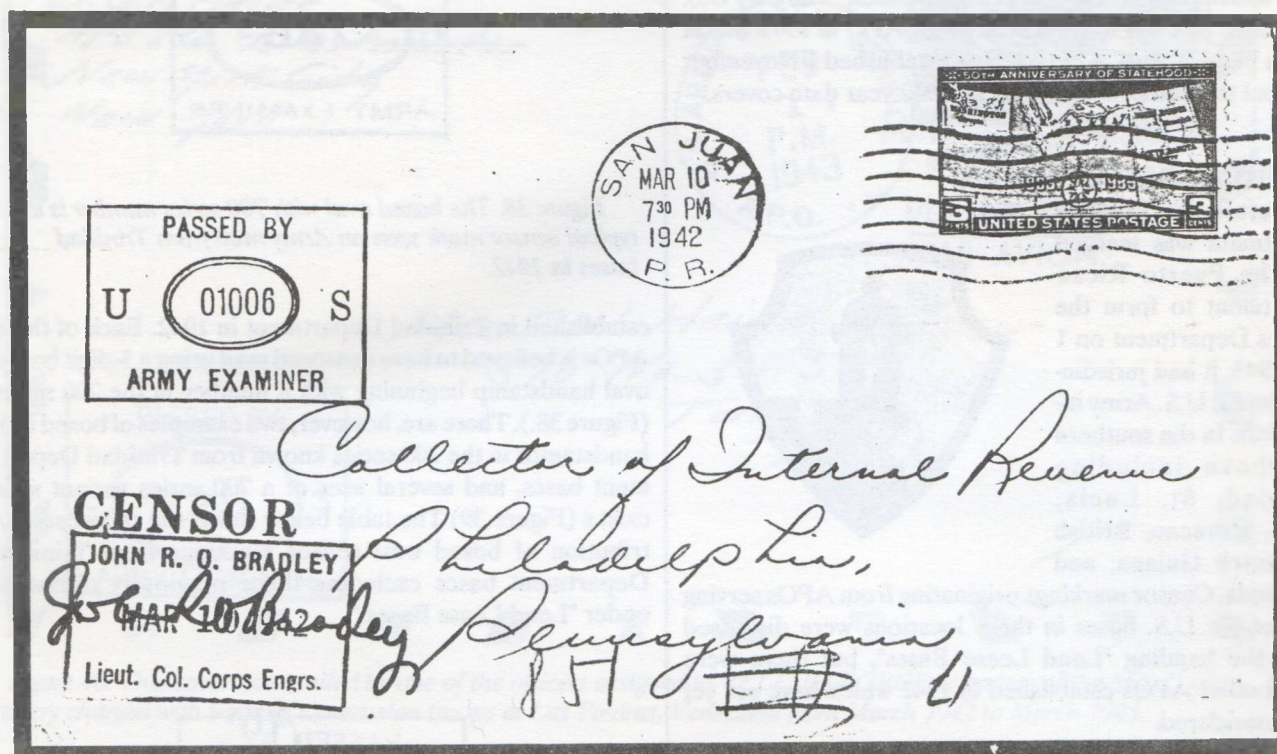
The distribution recorded thus far is shown below:

1942 DISTRIBUTION OF RACETRACK CENSOR MARKINGS IN PUERTO RICO

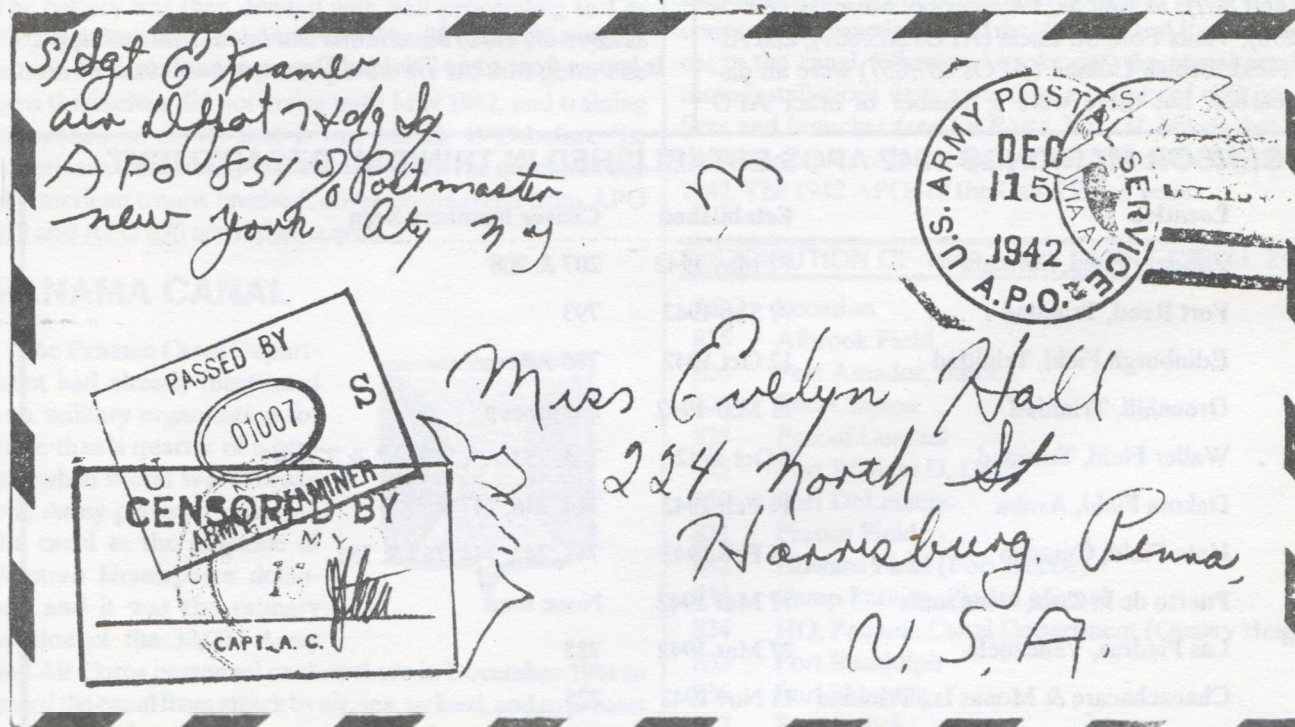
APO	Numbers in Censor Marking
845 0	1050, 01054
846	01004, 01010
847	01070, 01073
848	01031-032
849	
850	01060-061
851	01001, 01006-007, 01020-022
852	
853	01011

OTHER PUERTO RICAN DEPARTMENT BASES

In addition to Army installations on Puerto Rico on in the U.S. Virgin Islands, the Puerto Rican Department had jurisdiction over U.S. bases in Jamaica, Cuba, and Antigua. Cen-



Figures 35 (above) and 36 (below) both illustrate the use of personal censor markings on Army mail from Puerto Rico. In each case the personal marking has been used in conjunction with another type of censor mark. In the case of the cover in Figure 36, a total of three different censor marks were used.



sor markings originating from the U.S. Army bases in Jamaica and Antigua have already been discussed in this series under the heading "Lend Lease Bases." The only U.S. Army base in Cuba to be served by an APO in 1942 was at Batista Field. There, APO 632 was established 1 November 1942, but the author is aware of no 1942 year date covers.

TRINIDAD DEPARTMENT

Before the Trinidad Department was merged with the Puerto Rican Department to form the Antilles Department on 1 June 1943, it had jurisdiction over all U.S. Army installations in the southern Caribbean including Trinidad, St. Lucia, Aruba, Curacao, British and Dutch Guiana, and Venezuela. Censor markings originating from APOs serving some of the U.S. bases in these locations were discussed under the heading "Lend Lease Bases", but there were several other APOs established in 1942 which have not yet been considered.



1942 CENSOR MARKINGS

Censor markings on mail originating from U.S. Army forces at the Trinidad bases at Port of Spain (APOs 803 and 868), Fort Read (APOs 803-A and 869), and Waller Field (803-B and 869); as well as, Paramaribo, Surinam (APOs 803-A/870), Vieux Fort, St. Lucia (APOs 805/867), and Atkinson Field, British Guiana (APOs 807/857) were all discussed earlier, but there were a number of other APO

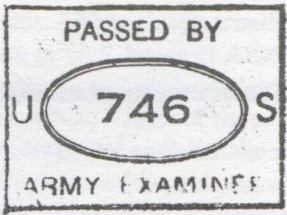


Figure 38. The boxed oval with 700 series number is the typical censor mark seen on Army mail from Trinidad bases in 1942.

established in Trinidad Department in 1942. Each of these APOs is believed to have censored mail using a 3-digit boxed oval handstamp beginning with a number in the 700 series (Figure 38.). There are, however, two examples of boxed oval handstamps in the 200 series known from Trinidad Department bases, and several uses of a 700 series variant style exist.s (Figure 39) The table below shows the recorded distribution of boxed oval censor markings from Trinidad Department bases excluding those previously discussed under "Lend Lease Bases."

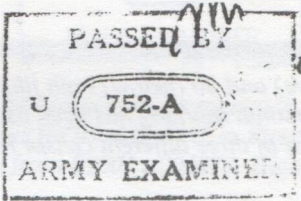


Figure 39. This 700-series variant boxed oval marking is known from some Trinidad Departent bases in 1942.

CENSOR MARKINGS 1942 APOS ESTABLISHED IN TRINIDAD DEPARTMENT

APO	Location	Established	Censor Numbers Seen
602	Zandery Field, Surinam	?? May 1942	207 & 208
667	Fort Read, Trinidad	?? Sep 1942	793
687	Edinburgh Field, Trinidad	12 Oct 1942	776-A*
688	Greenhill, Trinidad	11 Mar 1942	None seen
695	Waller Field, Trinidad	9 Oct 1942	786, 752-A*, 773-A* & 776-A*
811	Dakota Field, Aruba	14 Feb 1942	714, 746, 747 & 783
812	Hato Field, Curacao	16 Feb 1942	741, 742, 744, 745 & 781
819	Puerto de la Cruz, Venezuela	?? Mar 1942	None seen
876	Las Piedras, Venezuela	?? Mar 1942	725
880	Chacachacare & Monas Is., Trinidad	11 Nov 1942	225

NOTES: *Indicates a variant style of 3-digit boxed oval marking as illustrated in figure 39.

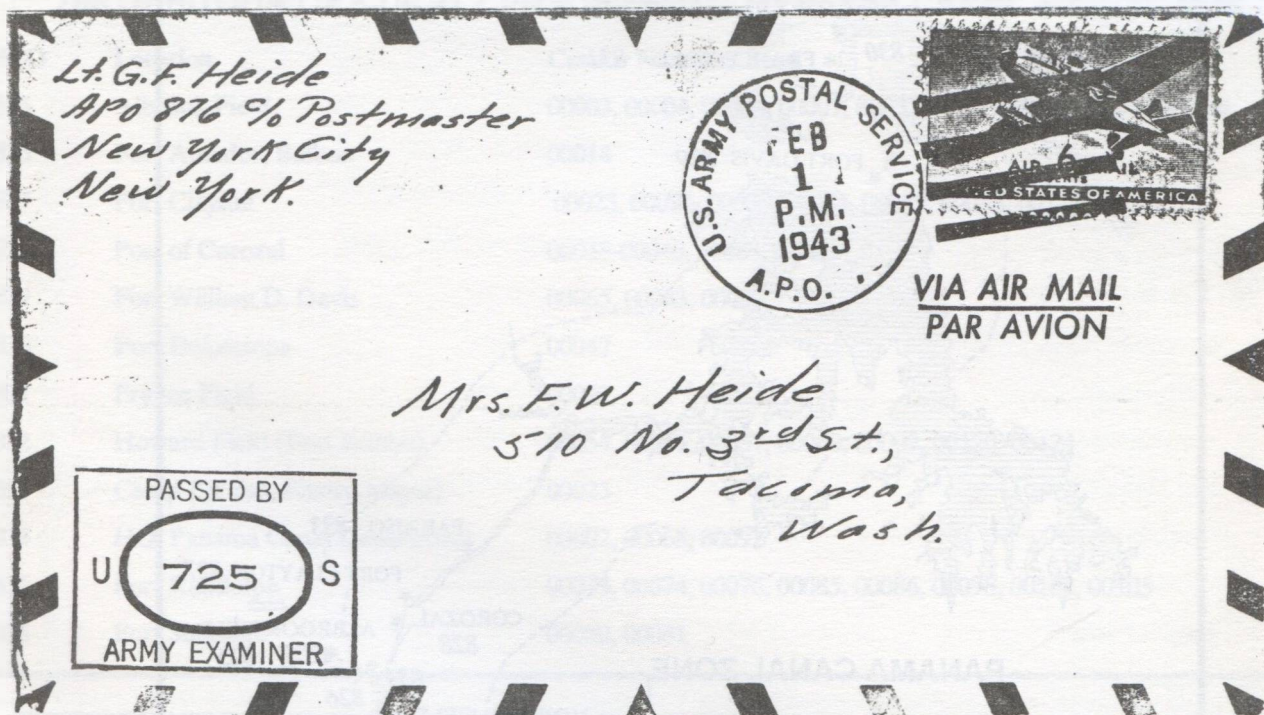
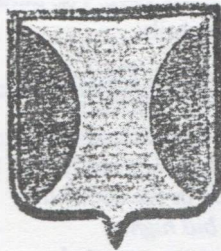


Figure 40. This cover was mailed by one of the officers assigned to VELLUM FORCE, a battery of the 56th Coast Artillery charged with training Venezuelan troops at Las Piedras, Venezuela from March 1942 to March 1943.

Most of the APOs listed above served airfields in the southern Caribbean, but the two Venezuelan APOs served one battery of the 56th Coast Artillery Regiment. Known as VELLUM FORCE, the battery sailed from New Orleans on 26 February and reached Puerto de la Cruz on 13 March. The battery was then divided with half proceeding to Las Piedras, 450 miles to the west. The mission of the battery was to train Venezuelan troops to operate the 155 mm. guns. The guns themselves did not arrive until May 1942, and training proceeded so slowly that it was March 1943 before the Americans were finally withdrawn. Given the small number of American troops involved, cover postmarked from APO 819 and APO 876 are rather scarce.

PANAMA CANAL

The Panama Canal Department had already functioned as a military organization for more than a quarter of a century when World War II broke out. Army planners regarded the canal as the keystone of Western Hemisphere defenses, and it was the primary mission of the 32,000 Army and Air Corps personnel on duty there in December 1941 to guard the canal from attack by air, sea, or land, and to protect it from raids by enemy commandos or saboteurs. In addition to bases located within the Canal Zone itself, the Depart-



ment had jurisdiction over U.S. forces based in Central America and the Pacific coast of South America.

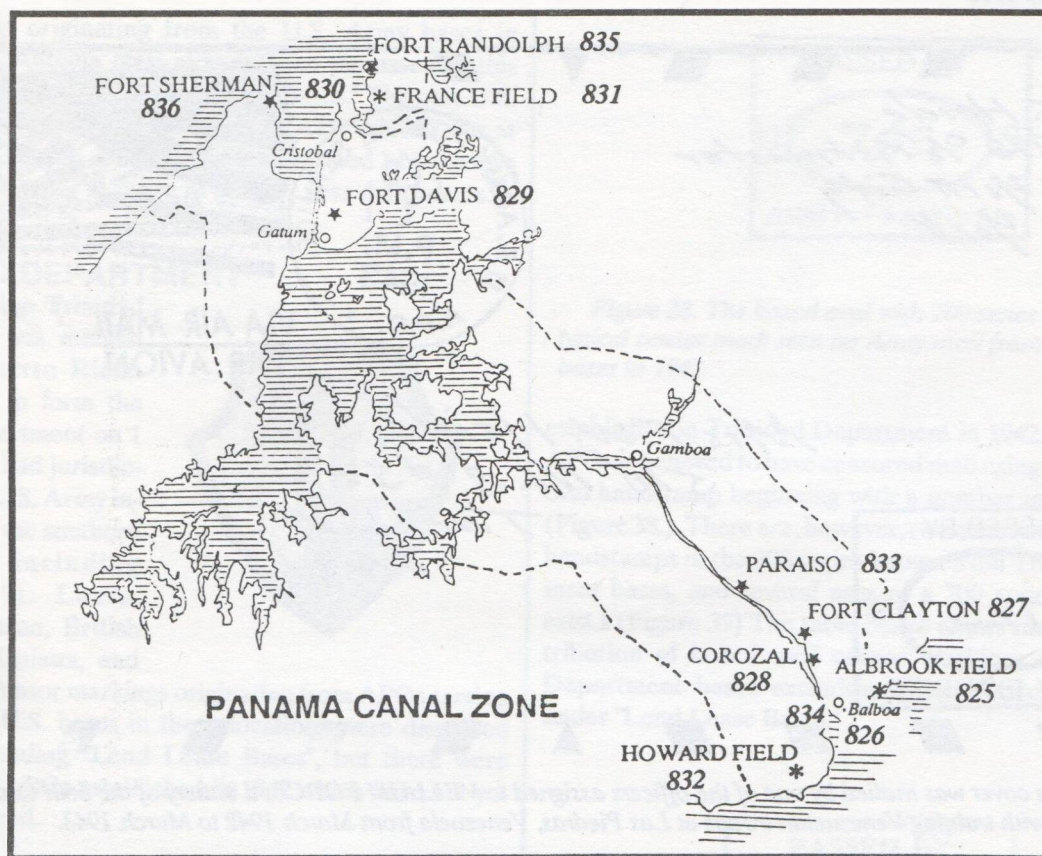
CANAL ZONE

The Army and Air Corps personnel assigned to the Canal Zone occupied about dozen garrisons and three air fields concentrated mostly around the Atlantic and Pacific entrances to the canal. When war broke out, the postal needs of these installations were served by a variety of civil post offices and branches (see *La Posta*, Vol. 22, No. 6), but each these was replaced by an Army Post Office officially on 1 Jul 1942. The 1942 APOs of the Canal Zone were:

DISTRIBUTION OF 1942 APOS IN THE CANAL ZONE

APO	Location
825	Albrook Field
826	Fort Amador, Balboa
827	Fort Clayton
828	Post of Corozal
829	Fort William D. Davis
830	Fort DeLesseps
831	France Field
832	Howard Field (Fort Kobbe)
833	Camp Paraiso, Pedro Miguel
834	HQ, Panama Canal Department (Quarry Heights)
835	Fort Randolph
836	Fort Sherman
837	Fort Gulick

According to Lawson P. Entwistle in his most authoritative, *The Postal Markings of the Canal Zone*, postmarks from



APO 830 (Fort DeLessups) are the most difficult to find from the above listed offices.

CANAL ZONE CENSOR MARKINGS

The author is aware of only three types of censor markings which appear on military mail originating at APOs in the Canal Zone during 1942. One type, designated herein as Canal Zone Type A, may be commonly seen by Canal Zone specialists, but the author is aware of only two examples. A second type is the standard boxed oval, or racetrack, handstamp, and the third type is the personal censor marking, which appears uncommonly from Canal Zone APOs.

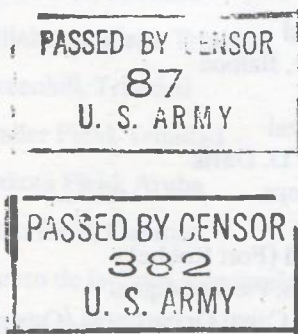
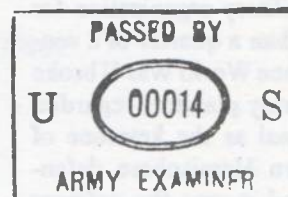


Figure 41. Type A Canal Zone censor markings.

The Type A handstamps known both have similar designs in that they appear as simple rectangular boxes containing the wording "PASSED BY CENSOR/XXX/U. S. Army", where XXX represents a number (Figure 41). As may be seen from the examples in Figure 41, the style and point size of the lettering varies between the two. The two examples appear on covers dated January and February, and it is known that the racetrack markings came into use by as early as March 11, 1942. It may be assumed therefore that the Canal Zone Type A handstamps had a relatively short life; perhaps about 10 weeks total. However, given the large number of troops on duty in the Canal Zone when war broke out and the high number (382) which appears in one of the two known examples, it seems likely that quite a few of these Type A handstamps were used on mail from Canal Zone bases in early 1942. The author invites readers to provide additional details.

Figure 42. The boxed oval censor markings used at Canal Zone APOs in 1942 bear numbers in the 00001 to 00124, but higher numbers are expected.



The boxed oval censor markings seen used in the Canal Zone contain 5-digit numbers ranging from 00001 to 00124. The distribution of 5-digit numbers recorded among the various Canal Zone APOs is shown below.

DISTRIBUTION OF 5-DIGIT CENSOR NUMBERS IN THE CANAL ZONE IN 1942

APO	Location	Censor Numbers Seen
825	Albrook Field	00003, 00004, 00006, 00007, 00032, 00093, 00094, 00098, 00108
826	Fort Amador, Balboa	00014
827	Fort Clayton	00023, 00026, 00030, 00034, 00035, 00088, 00118, 00120
828	Post of Corozal	00038-00040, 00088, 00104
829	Fort William D. Davis	00065, 00083, 00099
830	Fort DeLesseps	00047
831	France Field	00049
832	Howard Field (Fort Kobbe)	00054, 00056, 00057, 00060, 00099, 00120, 00124
833	Camp Paraiso, Pedro Miguel	00023
834	HQ, Panama Canal Department	00002, 00068, 00092
835	Fort Randolph	00073, 00074, 00076, 00085, 00086, 00098, 00102, 00105
836	Fort Sherman	00080, 00081

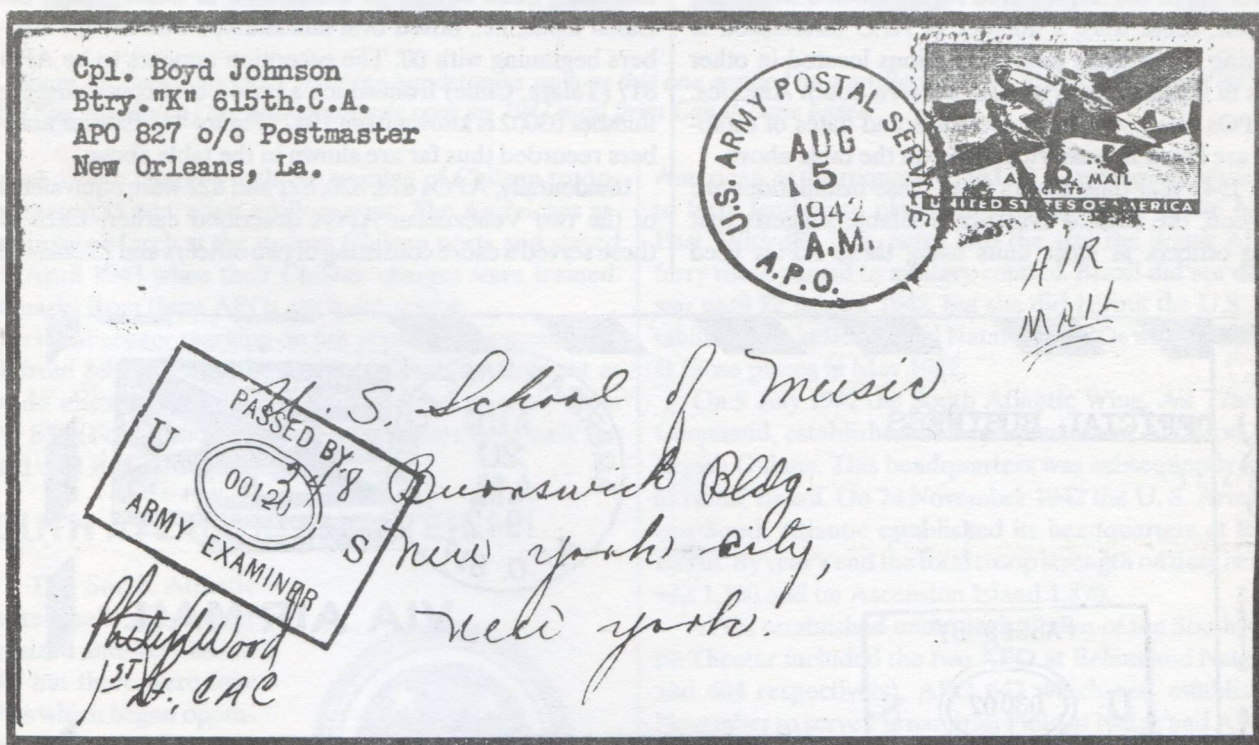


Figure 43. In addition to the boxed oval censor marking with 5-digit number in the 00001-00125 range common to Canal Zone racetracks of 1942, this APO 827 (Fort Clayton) displays the unusual modified 4-bar postmark with "V" carved in the bars.

DISTRIBUTION OF 1942 APOS IN THE PANAMA CANAL DEPARTMENT & CENSOR MARKINGS

APO	Location	Established	Censor Numbers Seen
661	Salinas, Ecuador	9 Aug 1942	00094
662	Beta Air Base, Galapagos Is.	15 Aug 1942	00209, 00214 & 00217
817	Talara, Peru	?? Mar 1942	00106, 00126 & 03002
818	Tocolilla, Chile	02 Feb 1942	None seen
820	Barquitos, Chile	?? Mar 1942	None seen
821	Antofagasta, Chile	?? Mar 1942	None seen
822	San Antonio, Chile	?? Mar 1942	None seen
838	Rio Hato, Panama	1 Jul 1942	00078 & 00084
839	Guatemala City, Guatemala	1 Jul 1942	00576
840	Puerto Barrios, Guatemala	25 Jul 1942	None seen
841	David, Panama	1 Jul 1942	00102 & 00108

In addition to the above listed APOs located within the Canal Zone, there were a number of APO established in 1942 serving Army units and installations located in other countries in Central America and western South America. These APOs along with their locations and dates of establishment are listed in numerical order in the table above.

While 1942 year date covers from these installations are not common, the limited evidence available suggests that censoring officers at most units using these APOs used

markings quite similar to those used at bases within the Canal Zone, i.e., boxed oval handstamps with 5-digit numbers beginning with 00. The exception appears to be APO 817 (Talara, Chile) from which a boxed oval containing the number 03002 is known from 1942 (Figure 44). Censor numbers recorded thus far are shown in the table above.

Incidentally, APOs 818, 820, 821 and 822 were equivalents of the two Venezuelan APOs described earlier. Each of these served a cadre consisting of two officers and 25 enlisted

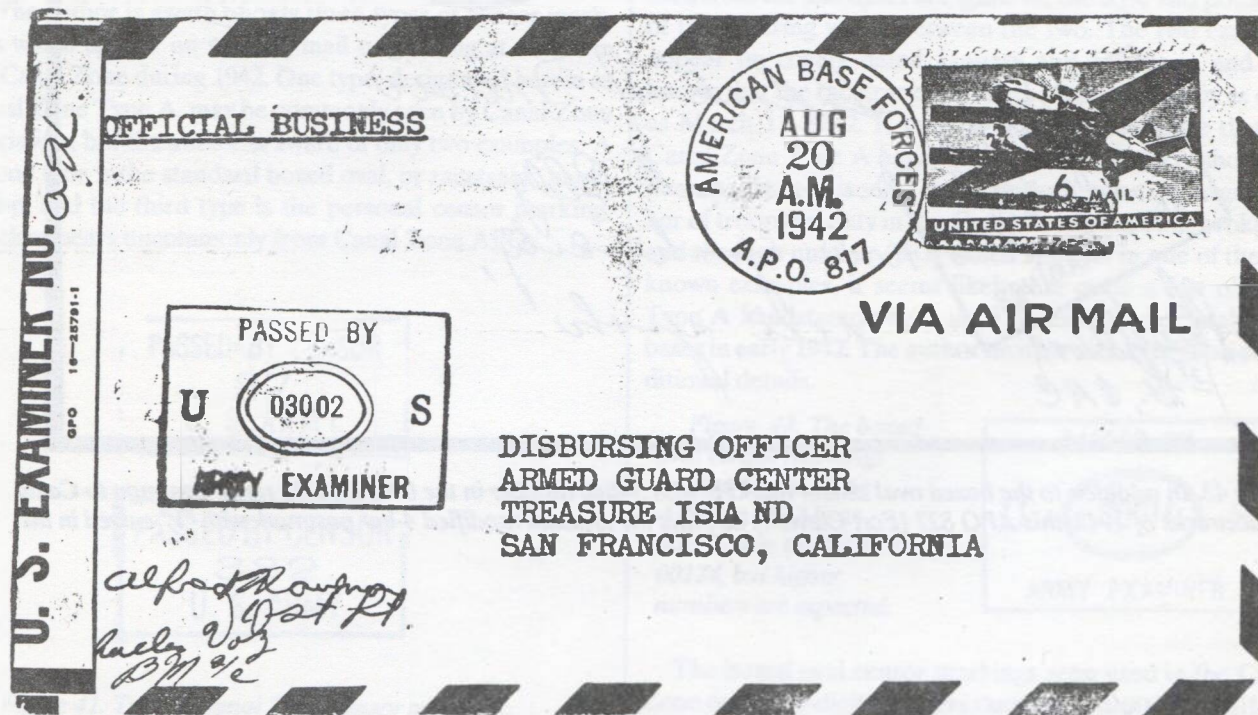


Figure 44. This 1942 cover from APO 817 (Talara, Chile) displays a 5-digit boxed oval censor marking with a number that does not conform to the normal range of numbers common to Panama Canal Department bases. Are there others?

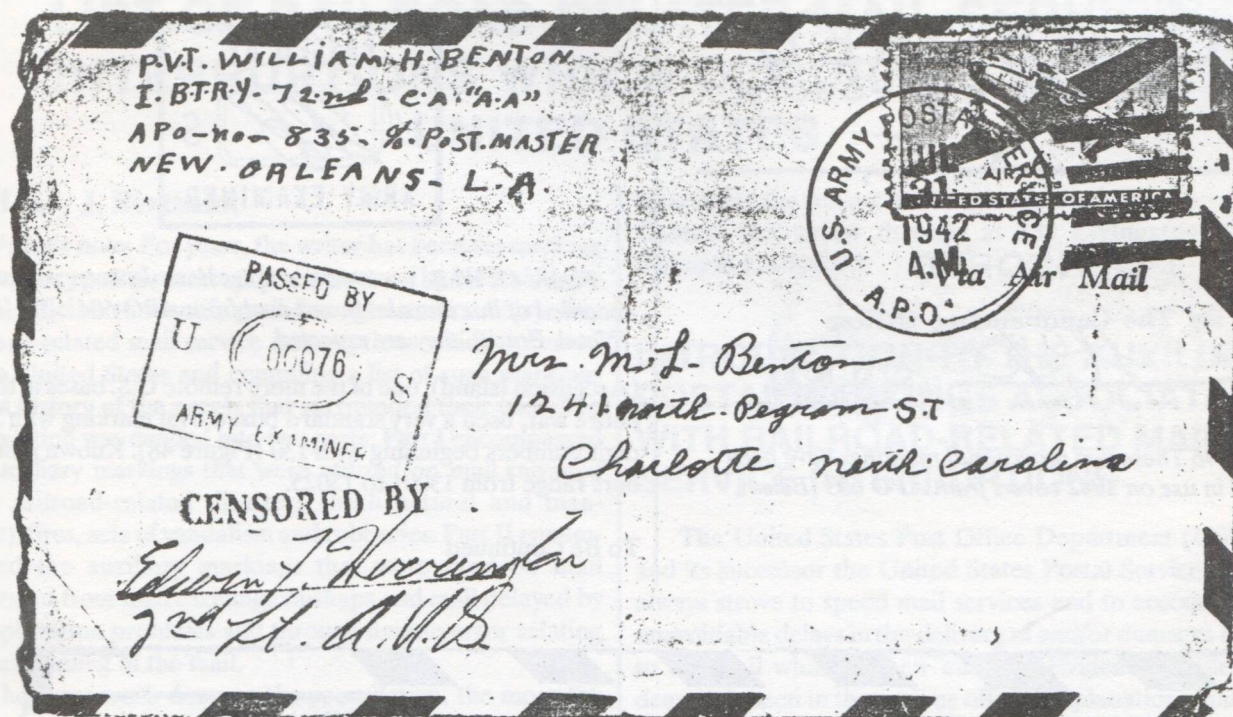


Figure 45. Personal censor marking handstamps such as this one applied by a artillery 2nd Lt. to this cover from APO 835 (Fort Randolph) are not commonly seen on 1942 mail from Canal Zone bases.

men who were charged with the training of Chilean troops to operate 155 mm. coast artillery guns. The Americans arrived in late March at the various Chilean ports and stayed until April 1943 when their Chilean charges were trained. Postmarks from these APOs are quite scarce.

Personal censor marking do not appear as commonly on mail from APOs within the Panama Canal Department as they do elsewhere. Figure 45 illustrates an example from APO 835 (Fort Randolph), but most covers bear only the boxed oval standard marking.

SOUTH ATLANTIC THEATER

The South Atlantic Theater really did not get organized until very late in 1942, but there were four APOs which began operations earlier in the year. Geography, and in particular the Brazilian bulge which cut the trans-Atlantic flight distance to Africa to a mere 1,800 miles, gave rise to this theater of operations. In the spring of 1941 the U.S. and Brazil agreed that Pan American Airways should develop airfields in Brazil at Amapa, Belem, Sao Luis, Fortaleza, Natal, Recife, Maceio and Bahia. Work had hardly begun when Pan



American, at the request of the U.S. Government, undertook to ferry lend-lease planes to British forces in the Middle East. With the U.S. entry into the war the South Atlantic ferry route passed to military control. Brazil did not declare war until 22 August 1942, but she did permit the U.S. to establish bases at Belem and Natal and APOs were established at those places in May 1942.

On 9 July 1942 the South Atlantic Wing, Air Transport Command, established its headquarters at Atkinson Field, British Guiana. This headquarters was subsequently moved to Natal, Brazil. On 24 November 1942 the U. S. Army Forces, South Atlantic established its headquarters at Recife, Brazil. By year's end the total troop strength on duty in Brazil was 1,320 and on Ascension Island 1,870.

APOs established under jurisdiction of the South Atlantic Theater included the two APO at Belem and Natal (603 and 604 respectively), APO 643 which was established 8 November to serve Parnamirim Field at Natal, and APO 877 on Ascension Island in the mid-Atlantic. Several other APOs were established in Brazil in early 1943.

1942 SOUTH ATLANTIC CENSOR MARKINGS

Despite the paucity of APOs in the South Atlantic Theater, there are some interesting censor markings known on 1942 covers. Two provisional styles are recorded from APO 603 (Figure 46). An unusual boxed oval (Figure 47) is known from APO 604, and while the earliest date seen thus far is April 1943, a 1942 use is anticipated. Finally, APO 877

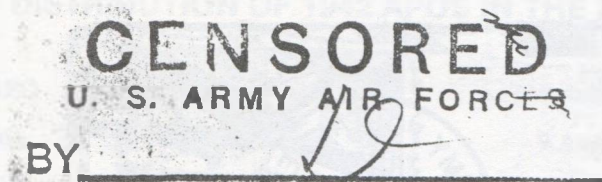


Figure 46 These two provisional markings have been recorded in use on 1942 covers from APO 603 (Belem, Brazil).

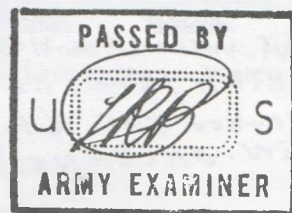


Figure 47. While no 1942 examples have yet been recorded of this unusual boxed oval from APO 604 (Natal, Brazil), they are expected.

(Ascension Island), one of the more remote U.S. bases in the entire war, used a very standard boxed oval marking with 5-digit numbers beginning with 130 (Figure 48). Known numbers range from 13001 to 13025.

To Be Continued

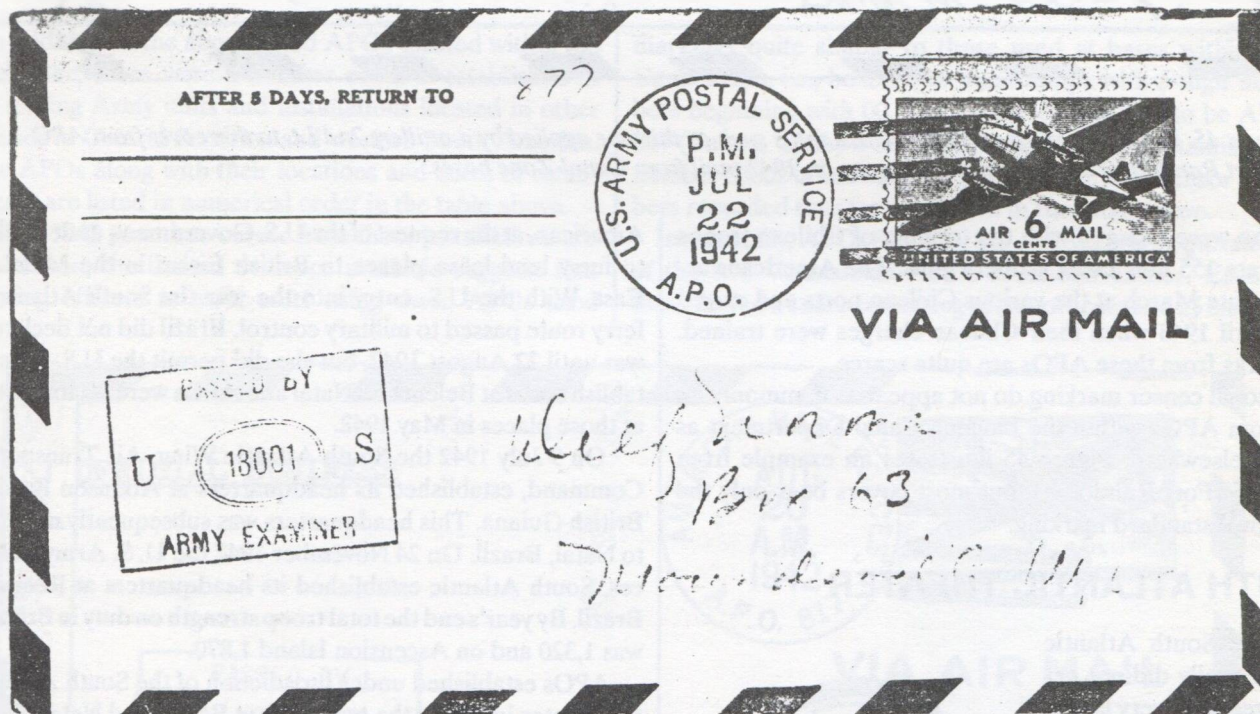


Figure 48. This July 1942 cover was mailed from APO 877 (Ascension Island) where boxed oval censor markings with 5-digit numbers ranging from 13001 to 13025 (or higher) were used in 1942.

LIST OF RAILROAD-RELATED MAIL SERVICE INTERRUPTIONS WHICH OCCURRED IN THE UNITED STATES

By Henry J. Berthelot

[Writer's note: For years, the writer has been researching the auxiliary postal markings that were used by United States postal officials to identify mail damaged and/or delayed in railroad-related mail service interruptions which occurred in the United States and compiling a list of such markings with a history of the events that surrounded their use. The compilation was divided into two parts: Part I encompassed the auxiliary markings that were utilized on mail salvaged from railroad-related disasters (both natural and man-made), fires, acts of vandalism and robberies. Part II encompassed the auxiliary markings that were used on mail recovered from mail exchange mishaps and mail delayed by transportation problems and through human error relating to the handling of the mail.

The more work done on the compilation, the more the writer realized that the list was incomplete, and maybe impossible to complete owing to the passage of so much time and the lack of documentation. Inevitably, heretofore unknown markings will be uncovered and new marking varieties will be found.

The writer hopes that this regularly-featured column will generate sufficient response and result not only in a complete list of United States railroad-related mail service interruptions, but also in a comprehensive catalog of the auxiliary markings that were used to denote mail recovered from those interruptions. To that end, readers are requested to climb aboard our historical train ride through this dramatic and fascinating area of United States postal history and to share in the research. All readers who have a cover that was recovered from a railroad-related mail service interruption, or a wrapper or penalty envelope (both referred to herein as an "ambulance") that was used to forward badly damaged items salvaged from a railroad-related mail service interruption, are urged to send to the writer a copy of the cover or ambulance, along with any information the reader has which relates to the events which surrounded the particular interruption and which precipitated use of the auxiliary marking. This request especially is made to readers who have a cover which bears a different marking than the marking or markings illustrated under the particular interruption, or, in instances where handstamps were used, the marking was affixed in a different colored ink. Too, readers who personally were involved in or affected by a railroad-related mail service interruption are requested to share their recollections via this column.

Periodically, if warranted, a column will be devoted to updating or expanding upon the interruptions and markings that have been considered previously. Any other comments

concerning the subject matter greatly would be appreciated. Contact the writer directly at 132 Livingston Pl. W., Metairie, LA 70005.]

INTRODUCTION TO THE AUXILIARY POSTAL MARKINGS ASSOCIATED WITH RAILROAD-RELATED MAIL SERVICE INTERRUPTIONS

The United States Post Office Department (USPOD) and its successor the United States Postal Service (USPS) always strove to speed mail services and to account for all unavoidable delays in the delivery of and/or damages caused to the mail while in their custody. Evidence of their endeavors is seen in the various official explanations that have been affixed to or placed with damaged and /or delayed items to indicate the interruption that had befallen them.

Whenever a mail shipment was involved in a railroad-related mail service interruption, U.S. postal authorities conducted an investigation and, in the majority of cases, issued a succinct official explanation which usually accompanied every recovered item when it ultimately was delivered to the addressee or subsequently was returned to the sender. That official explanation, an auxiliary postal marking, took many forms. In the main, it was affixed with a handstamp; however, on occasions the marking has been applied in manuscript or by a cancellation machine. Some mail items were identified with a combination of these forms. There also were instances in which the auxiliary postal marking was written separately and attached to or placed with the recovered item. In such instances, the marking varied in length from a brief statement to a rather detailed explanation. Too, if the mail item were damaged badly, it was rewrapped or inserted in a penalty envelope for protection along with the separate writing before being returned to the Mail. Philatelically, those wrappers and penalty envelopes are referred to as "ambulances" when used in this manner. If a handstamp and/or cancellation were utilized, then one or both also may have been affixed to the outer portion of the ambulance. In any given mail service interruption, postal authorities may have used one or a number of distinctly different auxiliary postal markings to identify the mail items involved.

Usually, one post office or mail center was designated to process the mail salvaged from a particular interruption. If additional personnel were needed owing to the volume of mail being handled, the USPOD and the USPS had "disaster teams" which had the necessary expertise to assist local officials.

AN HISTORICAL OVERVIEW OF THE TRANSPORTATION OF MAIL BY RAIL IN THE UNITED STATES

As any researcher of United States railroad postal history will confirm, there remains disagreement among historians in numerous instances where a "first" is claimed. Prior to the concept of railroading, Congress, in 1810, established thirty-five Distributing Post Offices (D.P.O.s) to handle the great mails and facilitate mail distribution. Mail transportation between D.P.O.s was by stagecoach or steamboat. The lack of roads, bad roads and dangerous steamboats caused many problems for officials charged with the responsibility of transporting mails.

The use of railroads to convey mail in the United States began in the early 1830s. During that period, trains occasionally carried mail under subcontracts from stagecoach lines. The Charleston & Hamburg Railroad, besides being the first American railroad equipped with steam engines, also was the first to carry mail (unofficially) on 15 January 1831. Founded in 1828, that line emanated from Charleston and ran west to the hamlet of Hamburg, both in South Carolina. The first contract given by the USPOD to a railroad company for the transportation of mail was signed in 1837 with the Philadelphia & Baltimore Railroad.

The displacement of the stagecoach by the train to transport mail created the need for route agents, forerunners of the railway postal clerks. Post Office appointments of route agents began in May of 1837. And, it was during this period that the germ of exchanging mail on the fly was planted. In regard to way mail, the route agent aboard a train would take the mail for a particular post office and place the mail in a pouch. The engineer would slow the speed of the train as it passed the post office, and the route agent and the local carrier, the latter standing beside the tracks, would exchange pouches of ingoing and outgoing mail.

Congress in a 7 July 1838 Act declared the then fifty-four existing railroads as well as all future railroads completed to be official post roads and directed the Postmaster General to "cause the mail to be transported" via railroad if the contracts had reasonable terms and the cost would not exceed by twenty-five percent the cost charged by the "post-coaches" to transport mail.

In the 1850s, some postal officials noted that the redistribution of mail at D.P.O.s was causing delays at many connections between railroad lines. The Post Office endeavored to remedy that problem in 1857 by the appointment of express agents. The number of D.P.O.s increased to fifty by 1859, but after that year the number fell. In 1864, the function of the D.P.O. was absorbed by the Railway Mail Service.

While the en route sorting of mail had been contemplated in the mid 1800s, nothing affirmatively was done about the idea until the early years of the Civil War. As the number of military units being deployed increased, the volume of mail moving generally north and south grew proportionately.

The large volume of mail created tremendous distribution problems for postal officials in Chicago, Illinois and in the larger cities on the Mississippi River, namely Cairo, Illinois and St. Louis, Missouri.

Until 1862, mail carried by trains was distributed in post offices. On 7 July 1862, the postmaster at St. Joseph, Missouri, William A. Davis, unofficially sorted mail for distribution on the Hannibal & St. Joseph Railroad. His action was an emergency measure, done in an attempt to avoid delay in the departure of mail for the West. About the same time, Montgomery Blair, President Lincoln's Postmaster General, dispatched Special Agent George B. Armstrong as a troubleshooter to Cairo. The result of Armstrong's investigation was the official introduction in 1862 of the concept in the United States (Rowland Hill had developed this idea in England in 1826) of sorting and processing mail along the way on a train. On the 28th of August 1864, the first permanent Railway Post Office (RPO) car was added to the Chicago and North Western Railroad Line run between Chicago and Clinton, Iowa. On the 22nd of December 1864, the Post Office Department appointed Armstrong deputy in charge of railway post offices and railway mails. Thus marked the beginning of the Railway Mail Service (RMS) in the United States. Armstrong later became the first General Superintendent of the RMS. The concept of sorting and processing mail on a moving train was a huge success, and developed in conjunction with the rapid development and expansion of the railroads after the Civil War.

Catching on the fly was practiced on the New York & Washington line as early as 1865. After trying modified mail-order sticks, the Post Office decided in 1869 to use crude wooden "F-shaped" mail cranes in conjunction with a moveable catcher arm mounted on the door of the RPO car.

On 10 May 1869, the first transcontinental railroad was joined at Promotory Point, Utah. Mail now could move from coast to coast by railroad. Expansion of the transportation of mail by rail in the Midwest continued. But, in the East, continued antagonism against the railway mail concept threatened return to D.P.O.s and route agents. Weathering the political storm, the RMS slowly proved its value and finally established its jurisdiction over the transportation of all closed-pouch and route-agent runs in the United States. Sweeping innovations - schedules of Mail Trains, practice case and scheme examinations, institution of the Brown Service Rating System of merits and demerits and the use of probationary periods - followed.

The next General Superintendent of the RMS was George Bangs. During his tenure (1873 - 1875), the idea of "fast mail" service was introduced on 16 September 1875. This service, connecting New York City, New York and Chicago, Illinois, saved twelve to twenty-four hours in transit time between those cities. On 1 August 1882, then Postmaster General Timothy Howe officially designated all mail carrying railroad lines as railway post offices.

President Cleveland, on 31 December 1888 ordered the entire RMS placed under the federal Civil Service, thus eliminating political influence in the service.

The first transcontinental fast mail service from Omaha, Nebraska to San Francisco, California was on 15 November 1889. The total transit time from New York City to San Francisco on that run was 108 hours and forty-five minutes. Railroads quickly became the main method of transporting mail in the United States.

Twentieth Century America made ever-increasing demands on railroad companies to expand routes, develop more efficient engines and attain greater train speed, even though railway cars became heavier and more capacious. At its peak in the 1920s and 1930s, the RMS totaled more than 1,500 mail routes crisscrossing the United States with 30,000 railway postal clerks in more than 4,000 Railway Post Office cars.

The RMS became the Postal Transportation Service (PTS) on 1 October 1949. After the change, the clerks became known as postal transportation clerks. And, during the 1960s, the PTS was placed under the operational control of the Bureau of Transportation. The designation of clerks was changed again, this time to mobile postal clerks.

For over a hundred years, railroad were used to transport the U.S. Mail. Although the trains still run, they are not used to carry mail. The last mail catch in the United States was reported to have been made in 1971 at St. Cloud, Minnesota, before the trains were placed under the operational control of Amtrack. The last RPO car run was between Washinton, D.C. and New York City on 30 June 1977.

Under Amtrack's authority, RPO cars were removed from service and a new postal concept was initiated. That concept now relies on sectional centers to process and distribute and trucks and airlines to transport mail in the United States.

References:

- Long, Bryan A. & William J. Dennis, *Mail By Rail*, New York, 1951.
 Mobile Post Office Society, *Transit Postmark Collector*, various editions.
 Stover, John, *Iron Road to the West*, New York, 1978.
 Towle, Charles L., *U.S. Route and Station Agent Postmarks*, Tuscon, 1986.
 United States Postal Service, *We Deliver*, Publication 1 February 1986.

DEFINITIONS

The terms used in this study shall be defined as follows:

AMBULANCE - An official wrapper, usually a penalty envelope, used by postal authorities to forward badly damaged items that were recovered from a mail service interruption. Ambulances served a two-fold purpose; they protected the contents that were in the badly damaged envelope and prevented other mail items that came in contact with the badly damaged item from getting soiled.

AUXILIARY POSTAL MARKING - A supplementary marking used by official postal authority to explain the circumstance that had befallen a damaged and/or delayed mail item. These markings either were written by hand or affixed by handstamp or cancellation machine to the damaged item or prepared separately and attached to or placed with the item.

BAGGAGE CAR - A railway car used to transport freight as well as mail between junction points.

CATCH - Slang term coined by railway postal clerks. The term had different meanings depending upon the context in which it was utilized. Used as a verbal, it expressed the action of the railway postal clerk getting the pouch containing the particular community's outbound mail into the mail car of the speeding train; used as a nominal, it referred to the act of the mail being taken aboard the train or denoted the mail that was taken aboard.

CATCHER ARM - Movable device mounted to the doorway of a Railway Post Office Car and operated by a railway postal clerk. The device was used to hook a mail pouch and take it aboard the RPO car of a speeding train.

CATCHING ON THE FLY - A method of collecting mail on a rapidly moving train, that method involving the use of a stationary mail crane and a catcher arm.

COMBINATION CAR - A divided railway car, both portions of which were used for a different purpose.

DISPATCH - Term with different meanings depending upon the context in which it was used. As a verb, it denoted the action of a railway postal clerk throwing or kicking a mail pouch with the particular community's inbound mail from the speeding train. As a noun, it referred to the act of the mail being delivered from the train or the mail that was delivered.

DISTRIBUTING POST OFFICE (D.P.O.) - A designated post office, centrally located in a certain geographical area, to which all mail was sent for redistribution in that area and on to destination. Established by law in 1810, the D.P.O.s were superseded in 1864 by the Railway Mail Service.

EXCHANGING MAIL ON THE FLY - Term used to describe the separate, albeit related tasks performed by the railway postal clerk of the catch and the dispatch of the mail.

EXPRESS AGENT - Person who continued from the terminus of one railroad line on to a continuing railroad line with through mail. The use of express agents (beginning in 1857) greatly facilitated the delivery time of through mail.

FAST MAIL - Introduced on 16 September 1875, this innovative service provided through exclusive mail trains over interconnecting railroad lines. This service hastened the delivery of through mail.

FORM 5027 - USPOD form that was utilized by the Railway Mail Service and its successors to assess blame when there was a failure to receive or put off mail.

GREAT MAIL - The through mail that was destined for a D.P.O. This mail was distinguished by a brass lock on the

mail pouch, keys to which were held only by officials at the D.P.O. and special agents of the USPOD.

MAIL CAR - Generic term used to refer to any railway car in which mail was being transported.

MAIL CRANE - Stationary device used at a station which was not on a train's scheduled stop and to mount with breakaway fastenings, a community's outgoing mail for pick-up by a railway postal clerk on a moving train. The earlier cranes were crude wooden, "F-shaped" structures, which in later years were replaced by structures made of steel.

MAIL POUCH - A mail bag identified by leather strap locking device and used to transmit mail given first-class handling.

MAIL SACK - A mail bag identified by draw cord and fastener and used to transmit mail other than first-class mail.

MOBILE POSTAL CLERK - An employee of the Postal Transportation Service during the 1960s when the PTS was under the operational control of the Bureau of Transportation.

POSTAL INSPECTOR - An official of the USPOD or the USPS who is a special representative of the United States Postmaster General. Inspectors were responsible for investigating all matters connected with the Postal Service, including any alleged violation of law.

POSTAL TRANSPORTATION CLERK - An employee of the Postal Transportation Service.

POSTAL TRANSPORTATION SERVICE (PTS) - Successor to the Railway Mail Service, the change being effective on 1 October 1949.

RAILWAY MAIL SERVICE (RMS) - Organized in 1864, that branch of the USPOD that had the responsibility of operating Railway Post Offices and transporting the mail on railroads.

RAILWAY POSTAL CLERK - An employee of the United States Railway Mail Service, declared as such by Regulations issued pursuant to Post Office Department Order No. 354, dated 1 August 1882.

RAILWAY POST OFFICE (RPO) CAR - A special railway car furnished by the railroad company and equipped with facilities to sort and process mail en route. One or more railway postal clerks manned each car.

ROUTE AGENT - Person appointed by the USPOD (beginning in May 1837) to accompany the mail on a train. Usually the route agent rode in the baggage car with the mail, but some trains had a separate compartment set aside for the mail and the route agent rode in that compartment.

RUBBER TYPE - In a handstamp, the form bearing the relief character from which the ink print was made.

STORAGE CAR - A railway car which had no distribution equipment. The car was used solely to transport bulk mail between established passenger or freight divisions or junction points.

WAY MAIL - Local mail collected, sorted and distributed along a train's route. This mail was placed in pouches distinguished by iron locks, keys to which were held by the route agents, later by railway postal clerks.

PREFACE TO LIST

The following list represents an on-going postal historical study of the auxiliary markings that were used by United States postal officials to identify mail damaged and/or delayed in railroad-related mail service interruptions which occurred in the United States. To be listed, the marking must have been affixed by official postal authority.

As a preliminary means of identifying each mail service interruption, the "international system" of numbering was used, representing the year, month and day of the occurrence of the interruption. If there were more than one interruption which occurred on any given day, then the interruptions would be distinguished by assigning progressive numeral suffixes - (1), (2), etc. For example, a mishap designated "INTERRUPTION NO. 1945-04-17" represents the interruption which occurred on the seventeenth day of April in 1945. If two interruptions had occurred on that day, one mishap would be designated "INTERRUPTION NO. 1945-04-17 (1)" and the other mishap would be designated "INTERRUPTION NO. 1945-04-17 (2)". Use of the numeral suffixes is arbitrary, that is, without regard to the time the interruption occurred on the particular day.

Too, varieties of the auxiliary marking or markings associated with a particular mail service interruption, if more than one marking, would be designated by progressive letter suffixes - (a), (b), etc. The letter suffixes appear after the numeral suffixes. Thus, a marking with the designation "MARKING NO. 1945-04-17 (2) (c)" would represent the third variety of the marking from a second interruption which occurred on the seventeenth day of April in 1945. A less cumbersome means of identifying interruptions and their associated markings may be developed at a later date.

Since this is a nascent study, no attempt will be made to evaluate the interrupted mail service covers or the auxiliary markings, nor will there be any speculation relating to the number of covers bearing a particular marking that may exist. These areas may be amplified after more research.

In most instances, the interrupted mail service covers were recovered in tattered or soiled condition and the auxiliary markings seen on the covers were applied under less than favorable conditions (covers may have been wrinkled or torn and/or water soaked or stained with mud or oil). Accordingly, the illustrations of some markings will be faint, unevenly struck or difficult to reproduce owing to the background on which they were affixed. All illustrations of markings in this study will be facsimiles; any enhancement done to an illustration will be noted. If any reader has a cover, the marking on which is more legible than the marking pictured herein, the writer would appreciate a copy of the cover.

Over the years, various philatelic publications have mentioned the use of particular markings from specific railroad-related mail service interruptions. Unfortunately, in numerous instances, the marking was not illustrated; therefore, there is only unsubstantiated evidence of its existence. Not wanting to perpetuate items that may not exist, but desir-

ing to be comprehensive in this study, the writer cites such markings with the emphasized caveat "REPORTEDLY". If the marking be substantiated in the future, it will be listed.

Not every interruption required the use of ambulances. Postal officials sometimes used Post Office seals or regular commercial tape to secure the mail items prior to returning them to the Mail. In those instances where recovered mail items had to be rewrapped or placed in a penalty envelope, the ambulance(s) will be illustrated.

The amount of background information on the interruptions was based upon the newsworthiness at the time of the events that surrounded the particular interruption. In some

cases, detailed news was carried for days in the media, while in other cases only brief mention was made of the interruption. And, in a few cases, there was no report about the interruption, or at least none that could be found through sources presently available to the writer. Therefore, the reports of the interruptions vary in length and detail accordingly.

The writer emphasizes that the list follows no particular order, but rather is presented according to the space limitations of this journal.

PART I INTERRUPTIONS INVOLVING DISASTERS (BOTH NATURAL AND MAN-MADE), FIRES, ACTS OF VANDALISM AND ROBBERIES

INTERRUPTION

NO. 1901-12-09

Routinely, mail wagons were dispatched from the New York City Post Office to the Pennsylvania Railroad station in Jersey City, New Jersey to collect the incoming mail. On the night of 9 December 1901, Mail Wagon No. 112 was sent to receive the mail arriving via train from "Philadelphia, Pennsylvania and points west."

As the mail wagon entered the station, one of its wheels struck and ruptured a gas tank, causing gas to escape in large volume. At that same moment, a railroad galvanizer and a brakeman passed, carrying respectively a torch and a lantern. Either the torch or the lantern caused the gas to explode.

The resultant fire ignited the mail wagon and the mail car, but the flames soon were extinguished by the station's fire department. Damage to the mail wagon and the mail car was slight, but a portion of the mail in the mail car was burned and/or wetted. The mail involved was not only that being delivered to the New York Post Office, but also that being delivered to inconnecting lines for further distribution.

The New York Times report regarding this mishap ended with the statement, "Neither railroad nor postal officials would give any information as to the extent of the damage."

The mail was collected and taken to the New York Post Office for processing. Labels are known to have been printed and affixed to each fire and/or water damaged item recovered.

POST OFFICE, NEW YORK, N.Y.

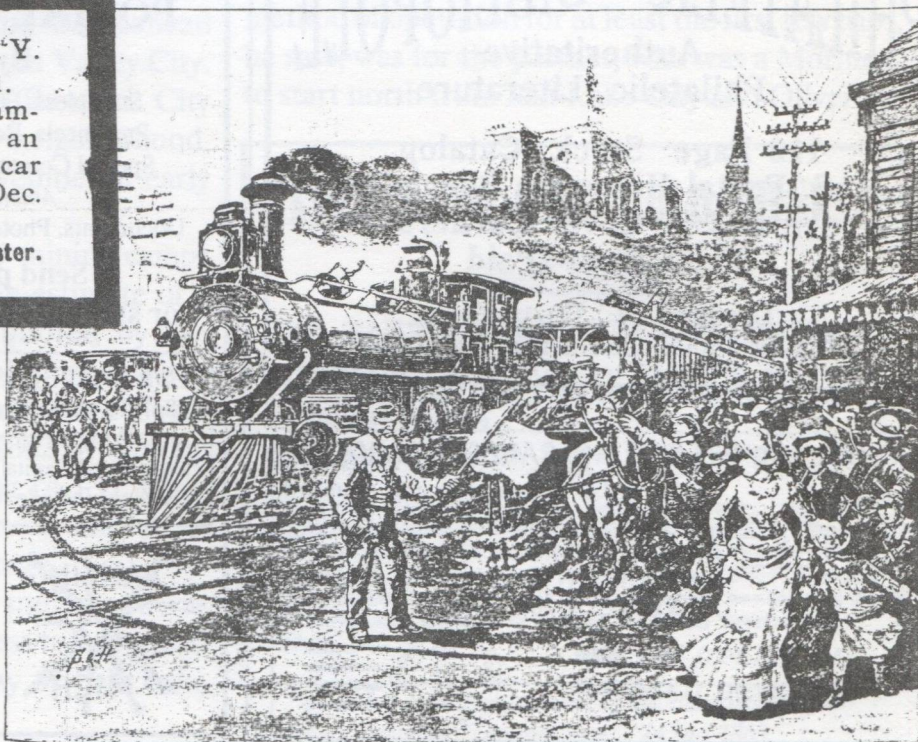
December 10, 1901.

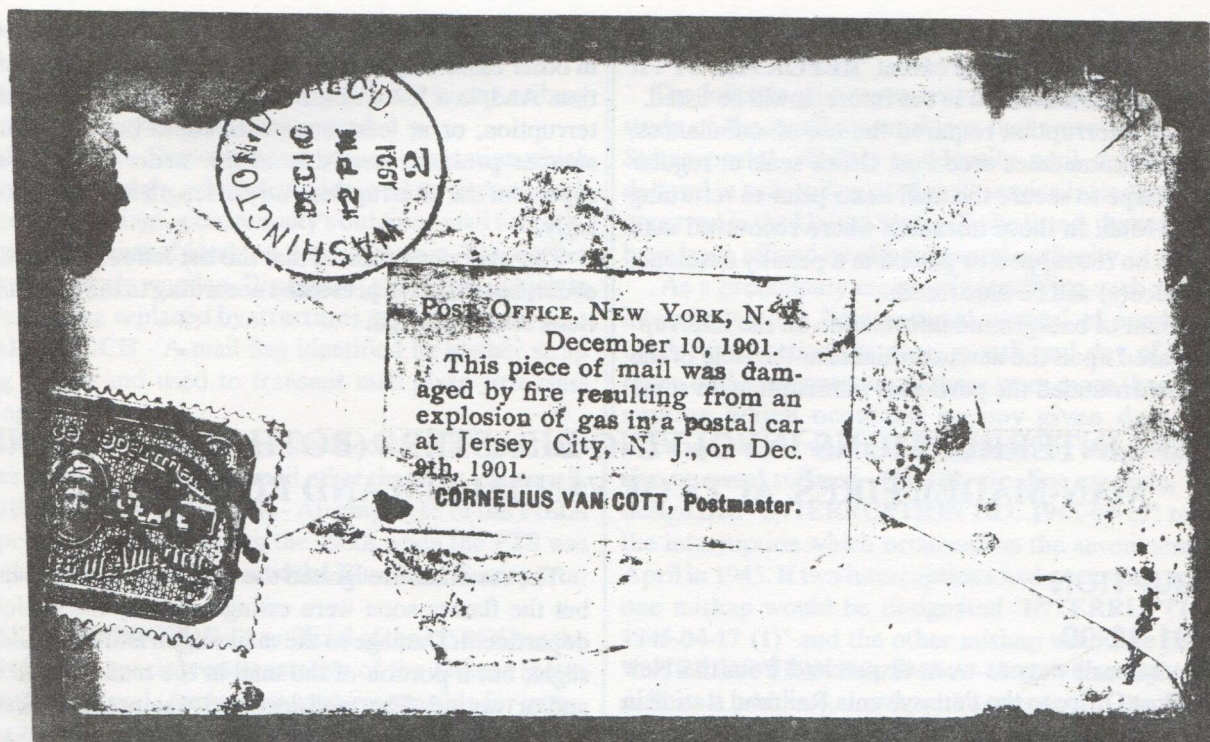
This piece of mail was damaged by fire resulting from an explosion of gas in a postal car at Jersey City, N. J., on Dec. 9th, 1901.

CORNELIUS VAN COTT, Postmaster.

MARKING NO.

1901-12-09





Label glued to the back of this envelope to secure the flap.

References: *New York Times*, New York City, New York, 10 December 1901 edition.

(to be continued)

PHILATELIC BIBLIOPOLE

Authoritative
Philatelic Literature

112 Page Stock Catalog
U.S. Postal History a Specialty
Ye Old 2" Cover Corners
\$3.00 Post Paid

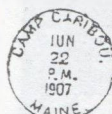
Leonard H. Hartmann
PO Box 36006 Louisville, Ky 40233

WANTED: MAINE 4 BAR P.O. CANCELS IN COLOR

1900- to date including Doanes, Standard,

Non- Standard and Provisional cancels.

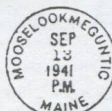
BRUCE L. COREY
108 MARILYN AVE
WESTBROOK, ME 04092



1

MOSQUITO, ME. ■■■

JAN. 18 '09 11 A.M. ■■■



LANSING, MICHIGAN

Michigan, Mich & Agricultural College, Mich
POSTAL HISTORY WANTED

By Private Collector

Stampless, Free Franks, Fancy Cancels, RPO's,
Precancels, Registered Covers, Air Mail Covers,
Special Commemorative Air Mail Covers such as
"Amelia Earhart Visits Lansing";
Documents, Photographs, Letters & Canceling Devices

Send photocopies with prices
or ship for best offer, All letters answered.

FOR SALE: POSTMARKED: MICHIGAN, MICH - 1847-1848. By Craig A. Whitford, 1987. 32pp., illus. History, Postal History and Photographs tell the story of the short-lived Capital town of Michigan, Mich - Present Day Lansing. Includes two commemorative covers. \$6.00 pp.



Craig A. Whitford

Member PSPS, CMPS & APS
Box 22026 ★ Lansing, MI 48909
Tel: 517/394-4443

THE LIFE OF A STAGE COACH LINE

By Daniel Y. Meschter

The Bannock City Express Company by a variety of subsequent names was one of the first and the most important of the independent transportation companies that operated in Montana during the 1860's. Covers bearing its indicia are highly prized by collectors and justly so as evidence of its history. This is the tale of its origin and demise and of the men who created it.

The discovery of gold on Grasshopper Creek on July 26, 1862 set off the first of the great Montana gold rushes. Among the early arrivals were emigrants headed for Walla Walla who turned off the northern overland route to join the rush. Being poorly prepared for winter, but well-equipped with wagons and livestock, about twenty of them went on to Salt Lake City for supplies, arriving there on November 4.

Although rumors of the discovery filtered into Salt Lake City weeks before them, this party probably brought the first mail from the new camp. Such letters, however, would be difficult to identify even from their datelines and contents because the miners there variously called their diggings the Omega Mines, Grasshopper Creek Gold Mines, Northern Mines, and Beaverhead Mines, and the town they platted out Valley City. Bannack City, sometimes spelled Bannock City for the tribe of Bannocks in the neighborhood, was not adopted until later in November or early December.

Population estimates of early mining camps usually can be discounted; but the estimate of a thousand by a correspondent quoted by the *Washington Statesman* (7 Mar 1863) probably was not excessive. Bancroft (p. 662f) supported his estimate of 400 wintering over in 1862 by naming more than 390 of them, including [A.] H. Conover, Edward and Freeman House, and A. J. Oliver, and surely missed many more.

Contemporary press stories indicate it was Conover who started a pony express to carry mail and gold dust from Bannack City to Salt Lake

City, evidently seeing a timely opportunity and seizing it.

The *Deseret News* (14 Jan 1863) reported that George Clayton and Henry Bean left Bannack City with 200 letters and a thousand dollars in gold dust on November 25. It probably never will be known whether this was the first express carried out of Bannack City or whether they were employees of Conover. Several authorities, including Conover's obituarist, seemed to think they were. The fact that it was Conover who brought the news to Salt Lake City that Clayton and Bean were murdered by Indians in early December, the gold stolen, and the mail scattered to the winds suggests a connection between them.

On the other hand, A. J. Oliver's son, Oro F. Oliver, claimed in his "Reminiscences" that his father developed the idea of starting an express line when he and another man (Conover?) volunteered to go to Salt Lake City and bring back the mail. They might even have accompanied the emigrant party as guides.

Oro said this venture was so successful, netting them fifteen hundred dollars, that a pony express was an obvious business opportunity. Their method of operation for at least the first few trips, he said, was for the partner, who was a Mormon, to start north from Salt Lake City and Oliver (or

EXPRESS TO THE GOLD MINES!



THE BANNOCK CITY EXPRESS COMPANY

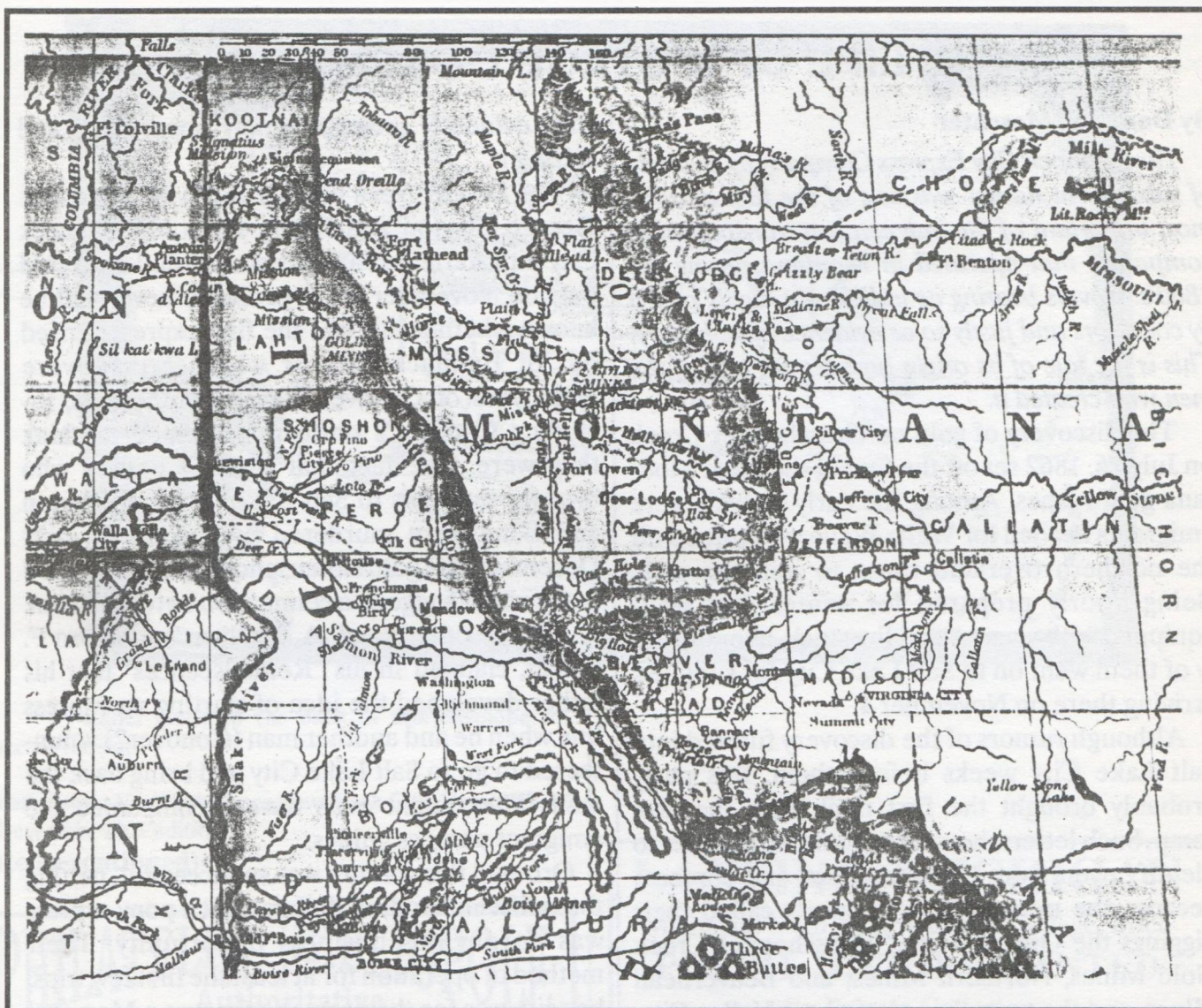
HEREBY GIVE NOTICE that they will run an Express monthly during the winter and weekly during the summer months,

FROM GREAT SALT LAKE CITY TO BANNOCK CITY.

Conveying letters, papers, packages, etc., for Fort Walla Walla and Fort Union, Oregon Territory; Bitter-root Valley, Hell Gate, Deer Lodge, Galia Creek, Humboldt Mines, Grantville, Frickly Pear and Fort Benton, Washington Territory; Big Hole, Beaver heads, and all the towns and mining camps in Dakota Territory.

22-1

Figure 1. First advertisement of the Bannock City Express Company, "Deseret News", 14 Jan 1863.



Map 1. Northern Idaho and western Montana from Mitchell's 1867 "Map of Oregon, Washington, Idaho & Montana."

House) south from Bannack, meet about halfway, exchange their parcels and letters, and return home. It is possible this arrangement was used in January and February 1863 until Conover made a round trip to Bannack in late March and early April and maybe again a few times later that spring.

Meanwhile, after arriving in Salt Lake City in early January with the express and news of the murder, Conover placed an advertisement for the Bannock City Express Company in the *Deseret News* (Figure 1) and evidently became the company's agent at that end of the line.

When the *Deseret News* (22 Apr 1863) reported that Conover returned to Salt Lake City with 500 letters on April 15 in only nine days out from Ban-

nack, he was accompanied by Ed House, "a member of the express company." It may have been for House to become the agent in Salt Lake City while Conover took over operations, for which he was better suited, while Oliver continued as agent at Bannack and then Virginia City when the line was extended there in August.

It is not known exactly when the Bannack City Express began using wagons and, later, coaches. News items and advertisements in the *Deseret News* place it between the April 22 report of Conover and House's arrival in Salt Lake and a new advertisement dated Bannack City, July 19 that first appeared on August 26 (Figure 2) soliciting passengers. It obviously was Oliver's doing.

CONCERNING the MAIL to IDAHO TERRITORY.

MESSRS. OLIVER & Co., Proprietors of the Bannack City Express Wagons are making weekly trips from G. S. L. City to all the camps in the vicinity of the Beaver Head, Grasshopper, Situkingwater, and Dorsett Mines, carrying passengers, packages, letters, etc., with celerity and security. They also forward Express matter to Deer Lodge, Gallatin on three forks, Missouri river, Prichly Pear, Sun river, Fort Benton, American Fork, Hell Gate, Bitter Root Valley, Elk City, Lewiston and all the principal camps in the South-eastern part of Idaho Territory.

The U. S. mail from Great Salt Lake City to this place via Brigham City, Cache Valley, Soda Springs, U. T., Snake river Ferry, Bannack City, Situkingwater mines to Fort Benton, Idaho Territory, will naturally come under the same contract, which is in fact the only practicable road that can be traveled during the winter months. Besides this it will be over 300 miles nearer from Denver to the new gold fields by Ku-sell's wagon road, now nearly completed, than by any other route.

The prejudice for certain localities and the ambition for single handed gain are insignificant when compared with the interest of the Government and the wishes and interests of so many thousands of people who are becoming identified with the growth and prosperity of Idaho Territory.

All persons wishing to communicate with their friends in this country should direct their letters to G. S. L. City, in care of the Bannack City Express.

OLIVER & Co., Proprietors,
Bannack City, Idaho Territory, July 13, 1863. *Sit.*

Figure 2. Advertisement for Oliver & Co.'s wagon express, "Deseret News". 26 Aug 1863.

The use of wagons and teams was significant in the company's development. From a three-man operation with proprietors serving as agents and carriers with a handful of hired riders, a stage line implied investment in rolling stock and draft animals; equipping stations; and employing a work force of agents, drivers, and hostlers. More importantly, the proprietors had to become managers and only Oliver had pretensions of such skills.

It was at this point that what Conover may have viewed originally as no more than a quick opportunity to reap a windfall became an organized business venture, but there is no evidence the company was ever incorporated in either Utah or Montana under any of the names it ever operated.¹ This indicates that Conover, House, and Oliver operated as a partnership.

¹The Bannack City Express Company's history is summarized in *La Posta* Monograph 4. The details of its operations can be reconstructed from Appendix D therein.

Oliver's dominance of the company's management in the spring of 1863, coincident with the changeover from a pony express to a stage line, became apparent when the company's advertisement that first appeared in the *Deseret News* on August 26 (Figure 2) was headed, "Messrs. Oliver & Co..." Conover and House were rarely mentioned after that.

Aaron H. Conover

Aaron Houghton Conover was born in Morgan County, Illinois in September 1827, the eldest son of Peter Wilson Conover. The father was an adventurous sort who preferred soldering to husbandry. He entered the Illinois militia in 1829 and served as an officer in the Black Hawk War.

A turning point in Aaron Conover's early life was in 1840 when his father was baptized into the Church of Jesus Christ of Latter Day Saints, more familiarly known as the Mormons, and moved his family to the Mormon settlement around Nauvoo, Illinois where Aaron completed what little formal education he ever received. Although Aaron did not follow his father into the LDS Church, he emigrated to Utah with a Mormon company in 1847 and is accounted a Utah pioneer. Thus, while he did not become a member of the church in his own lifetime, he was long considered a Mormon by association.

Aaron spent his first winter in Salt Lake City working on the stockade the emigrants built around the city for common defense. Then, together with his father who crossed the plains the next year, he took up land along the Provo River and began raising a family.

Even though Brigham Young discouraged prospecting and silver and gold mining, Aaron was not alone among the Mormons who followed the lure of mammon to Nevada and California while keeping their Utah farms as a home base. Among other places, Aaron rushed to the newly discovered mines at Oro Fino along the Salmon River in Idaho in the spring of 1862 and reached Bannack that summer when there was but one tent there.

Jumping ahead, after the failure of the stage company Conover returned to prospecting first in

Nevada and then at Loon Creek in the vicinity of Challis, Idaho in the spring of 1870. He soon gave up any pretense of farming and worked as a miner for the Indian Service for more than 30 years until his death in Challis in November 1908.

Edward House

Little is known of Ed House. The 1860 Nebraska Census listed him as a "trader" born in New York State about 1835 and his younger brother, Freeman House, as a teamster, both at Fort Kearney.

The earliest reference to the Houses in Montana is in Granville Stuart's "Journal" (p. 223) where his brother, James Stuart, wrote on September 21, 1862 that he won \$152 playing poker with Ed and Freeman House at Gold Creek. Their presence there at that time suggests they might have come to Montana from Colorado since a number of prospectors from the Pikes Peak region arrived in the vicinity of Gold Creek

that summer, just in time to join the rush to Grasshopper Creek when the news of it reached Gold Creek in mid-August. The House brothers followed the crowd soon after being victimized by James Stuart.

News items placed House in Helena in February 1866 and reported him moving to Deer Lodge in September 1867. His functions in the Oliver Company seem to have been as a driver when needed and agent, probably in Salt Lake City in 1863; Helena, when the line reached there in January 1865; and finally Deer Lodge.

Oro Oliver remembered being told Ed House located in Walla Walla after leaving Montana and the 1870 Census confirms this, but after that he fades into historical oblivion.

A. J. Oliver

Andrew Jackson Oliver -- his father, Richard Oliver, was an early admirer and supporter of the hero of New Orleans -- was cut from different cloth than either Conover or House. He was the one who had the genius and access to the means to organize a business venture.²

Olivers already were people of substance in Virginia three generations before A. J.'s birth in Anderson County, Tennessee in April 1825. They served in numerous campaigns in the Revolution from the Atlantic seaboard to Ohio before settling in Tennessee in 1797. There they became influential and wealthy, including planters and slave owners, members of the court, high sheriffs, a distiller, and businessmen among their numbers.

When A. J. was about six, his father built a thirty-five room mansion as a home for the family and as an inn on the Knoxville turnpike that passed its door. A. J. enjoyed an indolent youth riding, hunting, and fishing with household slaves ready to attend his every whim, especially after his mother died when he was only 10. Roberts claims he graduated from East Tennessee University (now-



Andrew Jackson Oliver, about 50. (Courtesy Montana Historical Society).

²The principal sources used for the life of A. J. Oliver are Oro Oliver's "Reminiscences" and Snyder Robert's "The Story of Oliver Springs, Tennessee."

the University of Tennessee) and later read law with a prominent attorney; but the University of Tennessee admits only that he was enrolled in the University in 1845 and there is no practical way now to verify his law training. He is not known to have ever practiced law, then or later, and it seems doubtful he was ever admitted to the bar.

With the outbreak of the Mexican War he enlisted in a company of Tennessee volunteers in June 1846 and got as far as Carnarjo, Mexico before he was brought down by disease and discharged on a surgeon's certificate.

Still not ready to settle down or assume responsibility for any of the family enterprises, he took passage for California via the Cape route, perhaps as early as 1849. He tried mining and learned enough about it to fancy himself a prospector. Other reports that he kept a store and farmed before failing as a grain dealer are all rather vague. He had little to show for ten years in the land of opportunity when his father died in 1861.

A. J. no doubt benefited from advances Richard Oliver is thought to have made to his children before his death and early distribution of his estate's liquid assets; but within a year the estate was a shambles, the slaves scattered, the lands wasted by foragers, the inn expropriated by Union troops for a hospital.

There was little enough for him to return to on his way home in the spring of 1862 when A. J. heard of the new gold discoveries far off to the north and northwest of Salt Lake City. Like Conover, he probably detoured to Oro Fino before arriving early on the ground at Bannack. At least, he named his first son Oro Fino Oliver when he was born in Virginia City a couple of years later. Again he had no more taste for mining than he had in California and the supposition he guided the emigrant party to Salt Lake City, together with Conover as an advisor for dealing with the Mormons, is credible.

In any event, it is clear that Oliver was responsible for reorganizing the Bannack City Express as a wagon or stage company in the spring of 1863, financed more likely with Oliver money than profits from Conover's pony express. It is probable, however, that the company never was ade-

quately financed to allow Oliver to acquire a full fleet of stage coaches and the stock needed to compete for a share of the market on important routes. Before the company failed at the end of January 1868, it had long since withdrawn from the profitable trunk routes from Salt Lake City to Bannack and Virginia City and from Virginia City to Helena in the face of competition from the stronger Overland Stage Company. A lack of access to the transcontinental routes the Overland Company enjoyed and Conover and Oliver's inexperience in the transportation industry also were contributing factors.

Oliver's only important source of revenue by mid-1867 was the Helena to Missoula mail contract via Deer Lodge. Under competitive pressures by the Wells Fargo Company, succeeding the Overland Company, and C. C. Huntley, he gradually abandoned the company's local routes radiating out of Helena and concentrated what was left of his rolling stock and teams on the Missoula route. Unfortunately, revenues from the mail contract were insufficient to cover operating costs over this relatively long route with low density passenger traffic over more than half its length. The end was in sight when the Missoula postmaster complained that Oliver made only one mail trip to Missoula in January 1868. Oliver surrendered the mail contract on January 30 and the A. J. Oliver Company was no more.

A sidelight to Oliver's life that has some interest to Montana historians is that when the Bannack City Express extended its line from Bannack to Virginia City in August 1863, it set up a station near the present site of Dillon that was known later as Beaverhead Rock. A month or two later the company's agent there was preparing to abandon his post in favor of mining when Zedekiah and Jane Stone and their six children happened by in a covered wagon just in time to take it over and settle own. It soon became known as Stone's Precinct.

The story goes that A. J. Oliver, on one of his inspection trips, was so enchanted both by Mrs. Stone's cooking and her nineteen year old daughter, the old bachelor, now 38, married Sarah

Stone on New Year's Eve 1863 with Walter B. Dance, a miners' justice from Virginia City, officiating.

One of the Stone boys, John, was appointed postmaster of Stone's Precinct on September 17, 1868 and served until the next spring when the Olivers and Stones moved to Pierce County, Washington.

Oliver finished out his life as a farmer near Sumner, Washington in July 1903 much as Conover did as a miner near Challis. After their brief moment in the sun, both returned to the lives of ordinary people. Neither was ever aware of the place they would eventually occupy in Montana history.

SOURCES

Bancroft, Hubert Howe. *History of Washington, Idaho, and Montana, 1845-1889*. The History Company, San Francisco, CA. 1890.

Church of Jesus Christ of Latter Day Saints. *LDS Membership Records, 1830-1848*.

Meschter, Daniel Y. *The Postal History of Montana through June 30, 1870*. La Posta Publications, Lake Oswego, OR, Monograph 4, 1989.

Oliver, O. F. *Reminiscences*. Typescript, Montana State Historical Society Library VF, Helena, MT.

Roberts, Snyder E. *The Story of Oliver Springs, Tennessee and its People*. Privately printed, 1985.

Stuart, Granville. *Forty Years on the Frontier as seen in the Journal and Reminiscences of Granville Stuart*, edited by Paul C. Phillips. The Arthur H. Clark Company, Glendale, CA, 1957.

Washington State Genealogical Society. *Washington Pioneers*. Washington State Genealogical Society, Olympia, WA, Volume II, 1991.

U. S. Census Records: Nebraska, 1860; Washington, 1870.

Newspapers: *Silver Messenger*, Challis, Idaho; *Deseret News*, Salt Lake City, Utah; *Washington Statesman*, Walla Walla, Washington.

U.S. POSTAL HISTORY

If you have a yen for odd, unusual, or just plain pretty U.S. covers before 1920, try us for your special interests.

Always buying : better stampless and clean stamped covers to 1920; unusual usages, destinations and better origins; Civil War; better machine cancels; Long Island, NY; Prince William County, VA.

KENNETH PITT

POSTAL HISTORY

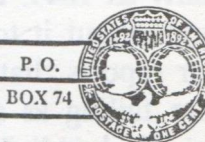
P.O. BOX 87

Catharpin, VA 22018

(703) 754-9290

KIRK'S STAMP CO.

KIRK AND ELSIE WOLFORD
Owners (916) 675-2687



CONSTANT ADDITIONS

OF POSTAL HISTORY IN
VIRTUALLY ALL AREAS.

EXPO'S, EXPRESS,

R. P.O.'S, U.S. POSTAL CARD'S,

STATIONERY, STAMPS & MORE...



Postal Covers

Established 1972

MAIL SALES -- COVERS OF THE WORLD

19th & 20th Century Postal History - Topical & Thematic including Military - Maritime - Railroad - Air Mail - FDC's - Cinderella - Red Cross - Judaica - Expositions - Sports & Olympics - Postal Stationery - Picture Postcards and so much more!

FOR RICHLY ILLUSTRATED CATALOG

SEND \$1.00 to:

**THEO VAN DAM - P.O. BOX 8809 -
Anaheim, CA 92812**

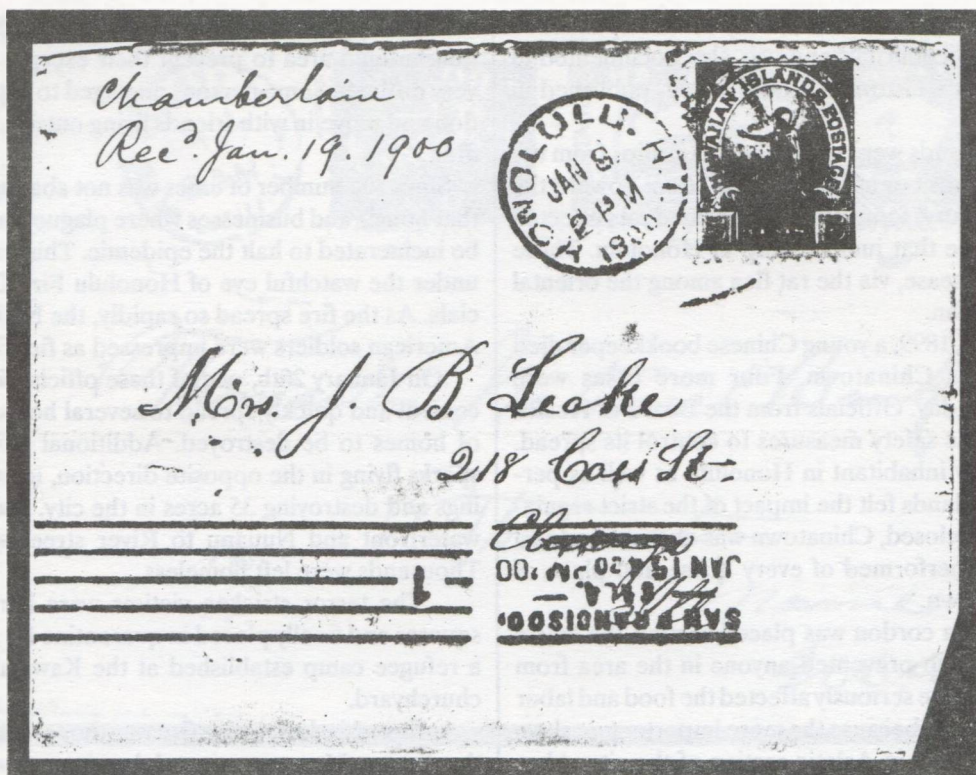


Figure 1. Envelope mailed from Honolulu to Chicago, Illinois on January 8, 1900. The lower right corner has been clipped-off and it was fumigated for plague.

Disinfected Mail in the Hawaiian Islands

By William A. Sandrik

My last article in the April 1992 issue of *La Posta* on Disinfected Mail from Pennsylvania generated several responses from subscribers. These favorable responses to that endeavor produced quite a number of additional recorded examples and have also brought to light a new handstamp type from Mont Alto. An update to that article will be printed in a later issue of this publication.

My collecting interests, as they pertain to U. S. philately, are limited, but I will try to provide interesting topics from friends and acquaintances to whet your appetite in future editions. Since my last article dealt with disinfection of mail on the East Coast of the United States, I think it is only fair that I give equal attention to the disinfection of mail from the West Coast. Although there are very few instances to my knowledge of the disinfection of mail in the western part of the continental U.S., I will try to cover that aspect at a later time. For now, I will discuss the disinfection of mail in the Hawaiian Islands.

The Hawaiian Islands has had more than its share of epidemics of contagious diseases since inhabited by western cultures. Most noteworthy are those epidemics which had their origins in the Far East and were transported to the Hawaiian Islands. I'm sure most of you are aware of the leprosy settlement on the island of Molokai, which still ex-

ists today. In addition, a major epidemic of plague occurred in Honolulu at the end of the 19th century. Also, the islands had a major cholera epidemic in the 1890s. What is generally not known is that during these three episodes in Hawaiian history, the disinfection of mail was also performed.

Before I discuss these three episodes in detail, I would like to mention the smallpox epidemics which occurred in the islands. In 1853, a disastrous epidemic of smallpox occurred in the Hawaiian Islands. On Oahu, population less than 20,000, there were 9,082 reported cases, and 5,748 deaths. A second epidemic occurred in 1861, followed by others in 1873 and 1881. I am not aware of any covers which were disinfected during these epidemics, but I am sure it was probably performed by the postal authorities in Honolulu.

I will now discuss each of the three periods where the disinfection of mail has been performed, showing examples of covers in my own collection which were disinfected. All covers are very scarce to rare.

Plague in Honolulu

First, I will provide some background information about the plague epidemic which began at the end of the 19th century in Honolulu.

Near the end of the 19th century, Honolulu experienced one of its major health epidemics which changed the city

forever. This episode in Hawaiian history has been published in a couple philatelic journals and was also documented in James A. Michener's historical novel *Hawaii*, published in 1959.

The Hawaiian islands were visited by steamships from the Far East, both in transit or as a final destination. Toward the end of the 19th century, some vessels contained rats infected with bubonic plague that jumped ship in Honolulu. These rats spread their disease, via the rat flea among the oriental and native population.

On December 12, 1899, a young Chinese bookkeeper died of it in Honolulu's Chinatown. Four more cases were reported that same day. Officials from the Board of Health implemented drastic safety measures to control its spread. Consequently every inhabitant in Honolulu as well as persons on the other islands felt the impact of the strict regulations. Schools were closed, Chinatown was quarantined and an inspection was performed of every house and place of business in Chinatown.

At a later date, a cordon was placed around the entire Chinatown area which prevented anyone in the area from leaving. The quarantine seriously affected the food and labor supply of the entire city because the more important markets and shops were located in Asiatic section of the city. Also, most of the servants and day laborers lived in this part of the city.

Ships were advised to seek other harbors until the epidemic subsided. Freight piled high on the wharves as inter-island shipping was forbidden as most of the stevedores were in quarantine. Freight from the Far East was fumigated and placed in storage, and some steamships stopped at the harbor entrance only to transfer their mail. During the quarantine, no vessel was allowed to tie to any wharf overnight.

Chinatown was roughly divided into the business area toward the ocean and the crowded residential areas toward the mountains. Although the plague started near the sea, it seemed to be concentrated in the residential areas of the community. The houses were generally dilapidated shacks and very unsanitary, a perfect breeding ground for spreading contagion.

Official patrols monitored the oriental population in the quarantined area to prevent their escape, but this became very difficult. Some persons managed to slip through the cordon and move in with friends living outside the quarantined area.

Since the number of cases was not abating, it was decided that homes and businesses where plague was present should be incinerated to halt the epidemic. This was accomplished under the watchful eye of Honolulu Fire Department officials. As the fire spread so rapidly, the National Guard and American soldiers were impressed as fire fighters.

On January 20th, one of these official fires raged out of control and quickly spread to several houses not on the list of homes to be destroyed. Additional gusts of wind sent sparks flying in the opposite direction, igniting other buildings and destroying 35 acres in the city. Kukui street to the waterfront and Nuuanu to River street were wiped out. Thousands were left homeless.

The terror stricken victims were herded into public squares and finally placed in quarantine for several weeks at a refugee camp established at the Kawaialao Church and churchyard.

At first, this destructive fire was thought to have contained the disease. However, several days later new cases of the infection appeared. Consequently, the enforcement of the quarantine restrictions had to be continued. The plague lasted for more than four months and there were seventy cases of the disease with 61 deaths.

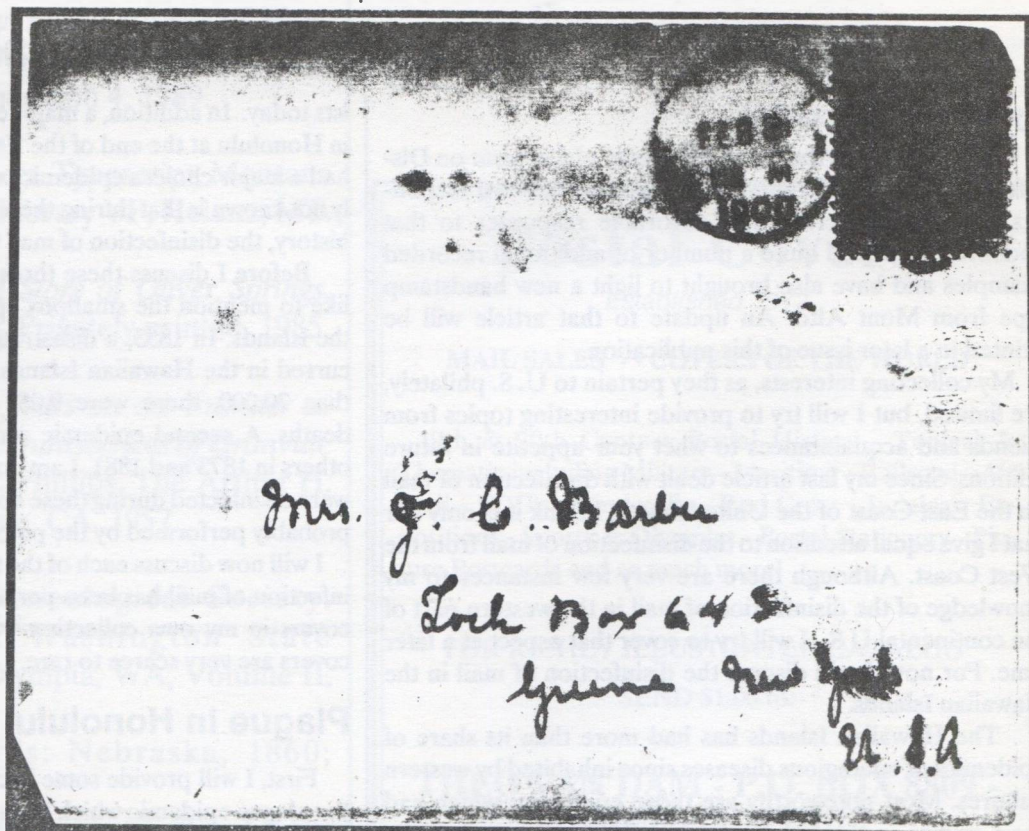


Figure 2. Envelope mailed from Honolulu to Greene, New York on February 8, 1900. The upper right and lower left corners having been clipped-off and it was fumigated for plague.

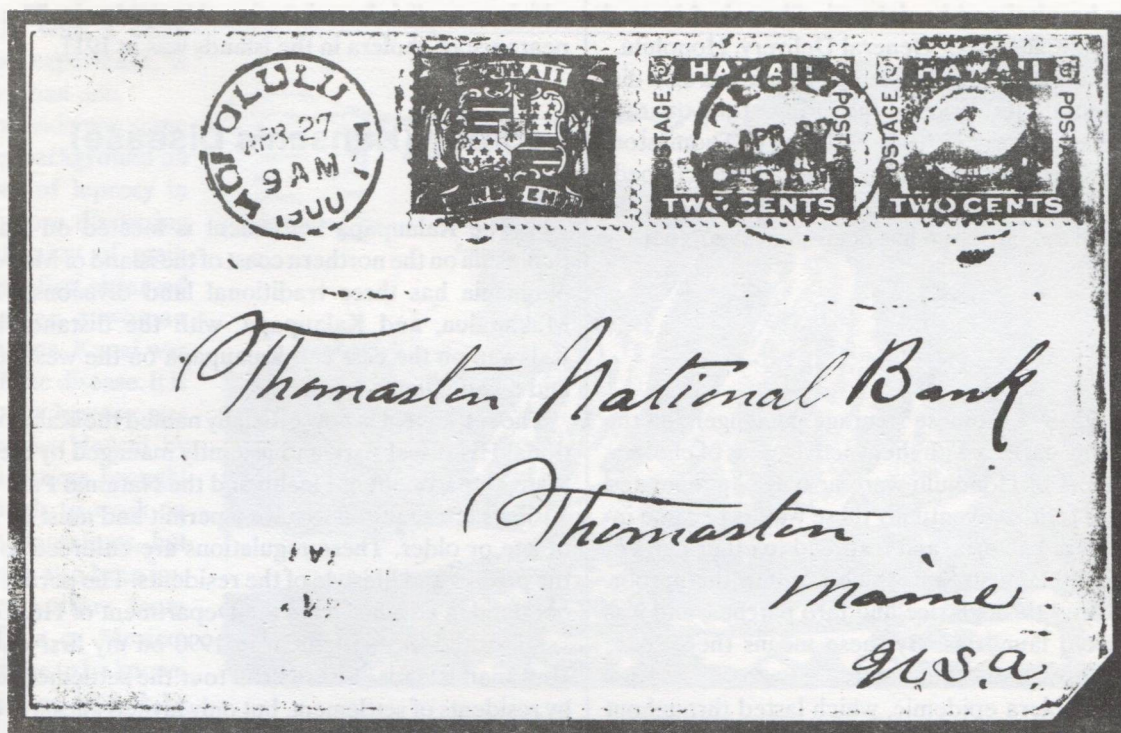


Figure 3. Envelope mailed from Honolulu to Thomaston, Maine on April 27, 1900. The lower right corner has been clipped-off and it was fumigated for plague.

As to the philatelic aspect, envelopes usually had their opposite corners clipped-off and were fumigated at the main Honolulu post office. Sometimes letters are found with only one corner cut off. The letters were then placed in air-tight containers or rooms and exposed to fumes of sulphur dioxide for three hours. After this disinfection process, the letters were forwarded to their destinations. It is assumed that the disinfection of mail during this period started around the time the quarantine was imposed in early December 1899, and continued until the quarantine was lifted on April 30, 1900.

Figures 1 and 2, both contain very interesting letters which detailed the trying times during the plague epidemic. Figure 1 shows a cover postmarked on January 8, 1900, which was sent during the early stages of the epidemic to Chicago, Illinois. Only the lower right corner has been clipped off, which also affected the letter inside. This envelope and enclosed letter were written by Martha Ann Chamberlain (1833-1913), daughter of Levi and Maria Patton Chamberlain, who were married at Lahaina, Maui on September 1, 1828. Levi Chamberlain, a missionary teacher sailed from New Haven, Connecticut, November 20, 1822, on the ship *Thames*, arriving at Honolulu on April 27, 1823, a voyage of 158 days.

His wife, Maria, sailed from Boston, November 3, 1827, on the ship "Parthian", arriving at Honolulu March 30, 1828, a voyage of 148 days. The contents of the Figure 1 envelope reveal the trying times during the plague epidemic. Miss Chamberlain writes "We are all well. Although the Islands are in great anxiety - and the progress of events has

developed the Plague here in Honolulu. This 'cross-roads of the Pacific' is perilously near the Orient - but the Wisdom, Courage and Power to combat it most intelligently is here also.

"All China-town is being quarantined. The population removed as far as possible to detention camps and the old buildings burned. Even to destroying the whole section of town if necessary. As yet the cases are not as to call it epidemic and the white population in no danger."

The next illustration, shown in Figure 2 is another example which was disinfected. It was postmarked on February 8, 1900 and sent to Greene, New York, arriving on February 20. The upper right and lower left corners were clipped off prior to fumigation.

A five page letter was enclosed which was written on February 7, 1900, by Miss F. A. Parry, a military nurse who describes some of her patients and the deaths she has experienced during the past month. She mentions nursing a prominent man in Honolulu who apparently just died of Typhoid. She also was assigned another Typhoid case on Christmas day because the nurse assigned to that patient could not get along with the patient.

She also writes "We have had a dreadful time with the plague, but things are looking just a little brighter but the excitement has been intense and everyone has been busy sewing clothes for the poor miserable unfortunates. My intention was to go to M.... then to South Africa but the plague prevented it."

When closing her letter she asked Mrs. Barber to place a five-cent stamp on her letter, otherwise the letter will be sent

to the military hospital and be delayed. She asked instead that her letter be sent care of General Delivery, Honolulu.

Shown in **Figure 3** is a third envelope which was also disinfected at Honolulu just prior to the lifting of the quarantine. It was used on April 27, 1900 and sent to Thomaston, Maine. The lower right corner of the envelope was clipped-off. The upper left corner was probably also clipped-off as well, but because the envelope has been shortened, there is no way to be certain.

Cholera

On August 9, 1894, Chinese steerage passengers on the steamship "Belgic" carried with them active cases of cholera. The harbor waters of Honolulu were heavily contaminated with sewage and refuse. Eventually these waters became infected with cholera bacteria, and it spread to other parts of the city via the Nuuanu stream which ran into the harbor. This stream flowed through rice and taro patches, and was used by many old laundries. By these means the disease quickly spread throughout the islands.

During this cholera epidemic, which lasted throughout 1895, there were 88 reported cases and 63 deaths. The disinfection of mail was also performed in 1895 in order to halt its spread. **Figure 4** is an envelope which originated at Lihue, Kauai and was sent to Princeton, Indiana. It was sent via Honolulu on September 14, 1895, where it was fumigated by the Honolulu post office. Both the upper right and lower left corners of the envelope were clipped off prior to undergoing the fumigation process. I only know of two examples

which were disinfected during this epidemic. The last appearance of cholera in the islands was in 1911.

Leprosy (Hansen's Disease)

The Kalaupapa Settlement is located on Kalaupapa Peninsula on the northern coast of the island of Molokai. The peninsula has three traditional land divisions, Kalawao, Makanalua, and Kalaupapa, with the distance between Kalawao on the east and Kalaupapa on the west being two and a half miles.

The settlement is now officially named the Kalaupapa National Historical Park and is jointly managed by the Hawaii State Department of Health and the National Park Service. Visitors are required to have a permit and must be 16 years of age or older. These regulations are enforced to protect the privacy and lifestyle of the residents. The permit must be obtained in advance from the Department of Health.

I visited the settlement in 1990 on my first visit to the Hawaiian Islands. Visitors can tour the settlement escorted by residents of settlement, but only invited guests of the residents can speak or take photos within the settlement itself. Access to the park is quite limited by geography. The only means of getting there is by small plane or mule down the steep three mile pali trail, with a 1,600 foot vertical drop, containing 26 switchbacks. I chose the mule trip, and since I was among the last ones in the 15 member tour group to arrive that day, I was given the lead mule, Hoku. It was a rather terrifying experience going down that narrow steep cliff, with only a few inches separating my mule and me from disaster

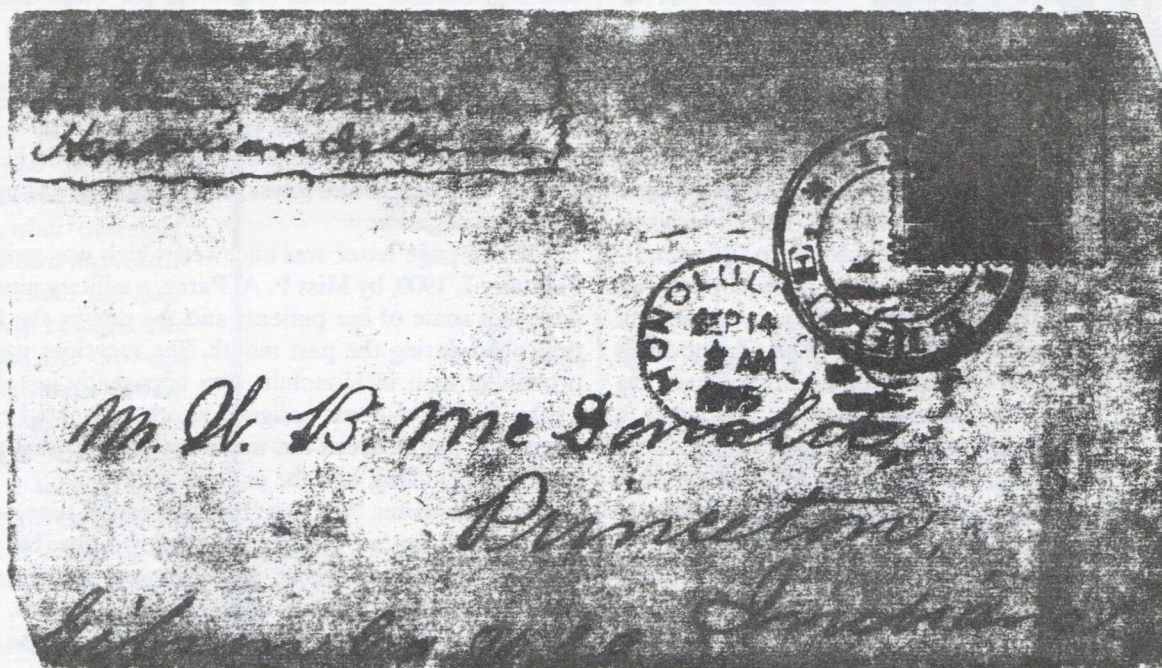


Figure 4. Envelope mailed from Lihue, Kauai to Princeton, Indiana in September 1895. Both the upper right and lower left corners have been clipped-off and it was fumigated for cholera.

below. It was a very memorable experience, in more ways than one.

I will provide you some interesting background on the history of leprosy in Hawaii, before discussing the disinfection of mail. Leprosy was first observed in 1853 when a woman living at Koloa, Kauai was found with the disease. It is believed that leprosy was introduced to Hawaii by Chinese laborers brought to the islands to work on the sugar plantations, but it could have also been imported by sailors from India, Africa or Mexico. Leprosy came to be known by two names *Mai Pake* (the Chinese sickness) and *Mai Alli* (the Chief's sickness).

In 1850, Hawaii's first Board of Health was established to handle the problem of cholera, but it increasingly found itself engaged in the discussion of leprosy. On January 3, 1865 "An Act to Prevent the Spread of Leprosy" was signed into law by King Kamehameha V. This Act authorized the setting apart of land for the purpose of isolating persons with leprosy. On November 13, 1865, Kalihi Hospital was opened near Honolulu for the treatment of persons suspected of having the disease. More advanced or incurable cases were to be sent to the new Settlement at Kalawao, Molokai.

In 1866, the Kalaupapa area was still a small fishing village, so Kalawao was selected as the site for the first leprosy settlement. On January 6, 1866, the first "shipment" of patients, consisting of 9 men and 3 women, landed at Kalawao. On May 10, 1873, Father Damien, a Belgian priest arrived at Kalawao to care for the leprosy patients.

Prior to 1879, no physician resided at the settlement and the sick residents were simply herded and fed at Kalawao, without any medical help at all. During the years 1886 to 1894 many changes took place at the Settlement, the most important were the establishment of the Baldwin Home for Boys at Kalawao and the Bishop Home for Girls at Kalaupapa. Initially huts were built for the patients at Kalawao, but within a few years, two larger buildings were built to house the increased number of patients. By 1894, the Baldwin Home consisted of 29 structures. Figure 5 is a picture post card depicting the Baldwin Home, which was named after Henry P. Baldwin of Maui, who donated money for the Home's expansion.

In January 1895, the last original residents of the area were forced to leave, as the Settlement was increasing con-

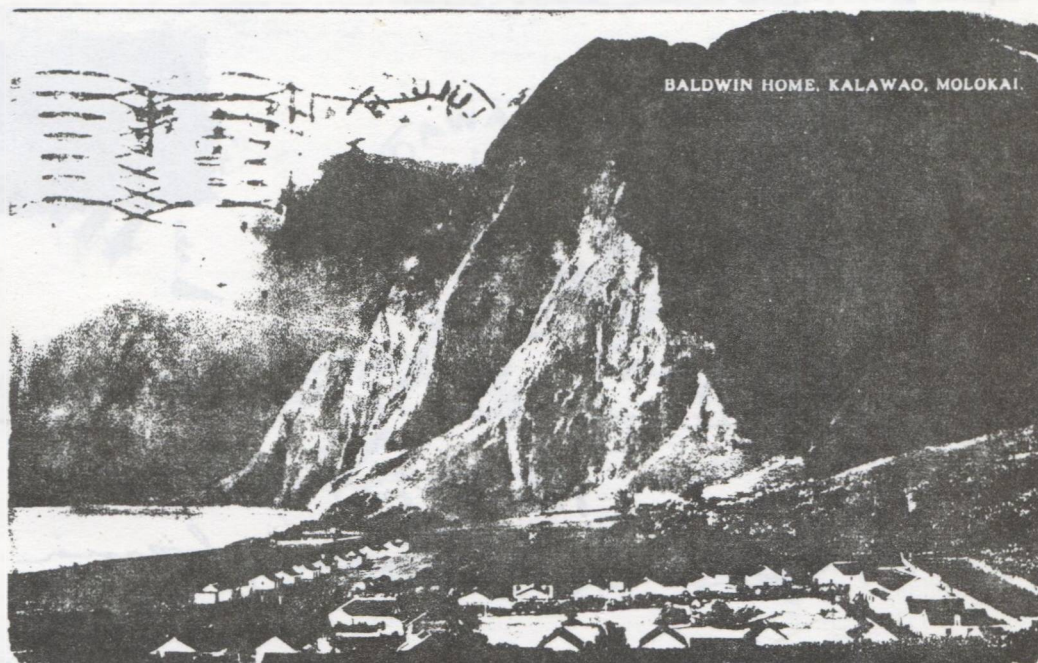


Figure 5. Picture post card showing the Baldwin Home for Boys at the leprosy settlement at Kalawao, Molokai.

centrated on that more temperate side of the peninsula at Kalaupapa.

In 1905, the U. S. Congress passed a bill appropriating \$100,000 for a hospital and laboratory at Kalawao. This was the first hospital for research on a specific disease authorized by Congress. In 1909, the U. S. Leprosy Investigation Station at Kalawao opened, with Dr. Walter Brinckerhoff as its first director.

In 1913, the U. S. Leprosy Investigation Station closed, having performed research on only nine patients for a short period of time. Instead, research was continued at Kalihi Hospital in Honolulu.

The post offices of Kalawao and Kalaupapa were established in 1900. Prior to 1900, letters leaving the settlement probably would have been sent to the town of Kaunakakai, on the southern coast, which had postal facilities since 1884.

Prior to 1900, letters would have been disinfected at the Settlement before they were sent to Honolulu. At Honolulu they were disinfected again before forwarding to their destination. I have no knowledge of any covers residing in philatelic collections from this early period. It is known that Joseph Dutton, who came to the settlement to work with Father Damien in 1886, and worked for 44 years among the patients, received large amounts of mail from abroad. His address book contained over 4,000 names, including several Presidents. Occasionally bags of mail were delivered to him at a time. Many letters written by Brother Dutton, as he was called by Father Damien, exist today in archives and personal collections around the United States. Although I do not know if any of these letters were disinfected, I would presume they were.

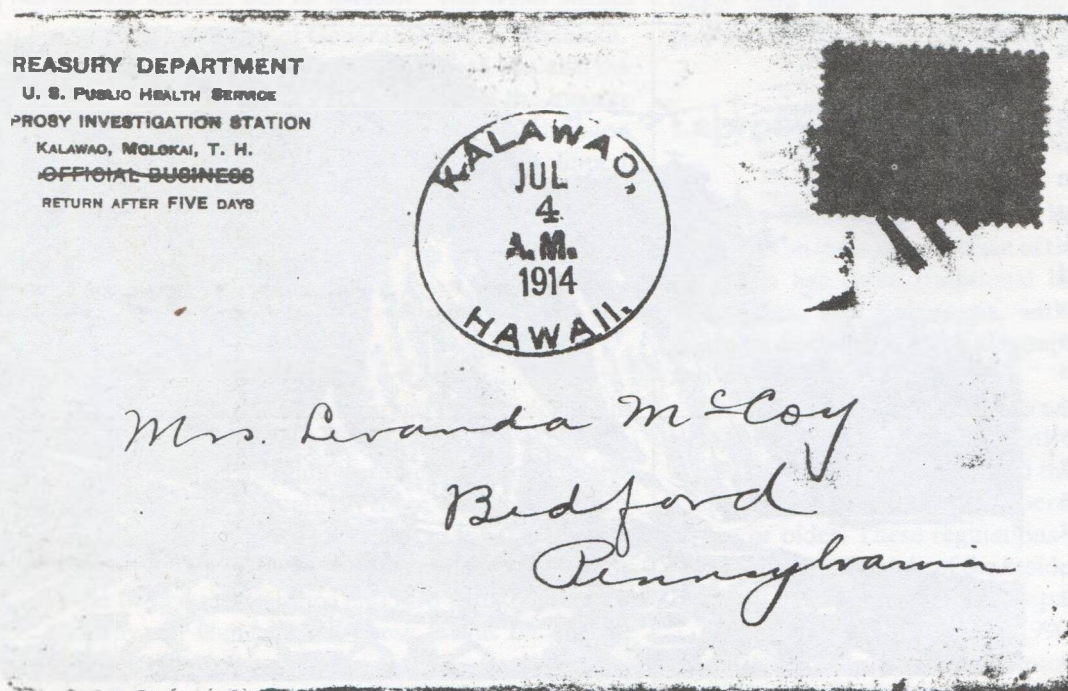


Figure 6. Envelope with corner card of the Leprosy Investigation Station and mailed at the leprosy settlement at Kalawao on July 4, 1914. The Kalawao post office opened in 1900 and closed in 1916.

In a letter written on July 11, 1910, which I found in the National Archives, Washington, D. C., to the Secretary of the Treasury, Bureau of Public Health and Marine Hospital Service, the postmaster of the Honolulu post office re-

quest reimbursement using properly prepared vouchers, a sample of which was enclosed. (The sample was not found in the archives).

quested reimbursement of \$7.00 for chemicals used to fumigate the mails received from the Settlement at Molokai. The letter also mentioned the method of disinfection:

"I would state for your information that we use cyanide of potassium 3/4 oz., and One (1) oz., formalin, which is placed in an air-tight cabinet, made especially for the fumigating of mails from the Leper Settlement."

The Surgeon General responded on July 27, 1910, indicating that the postmaster must

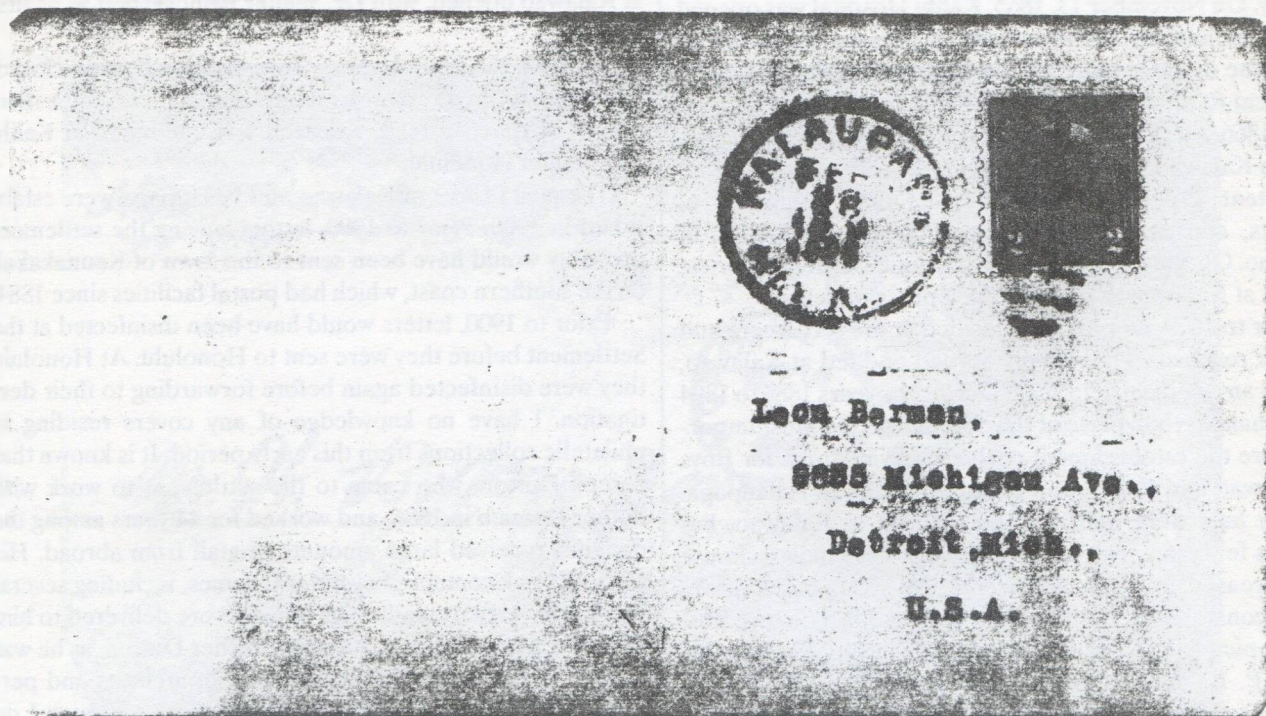


Figure 7. Envelope mailed from Kalaupapa to Detroit, Michigan on February 28, 1926. All four corners have been clipped-off prior to undergoing disinfection against leprosy.

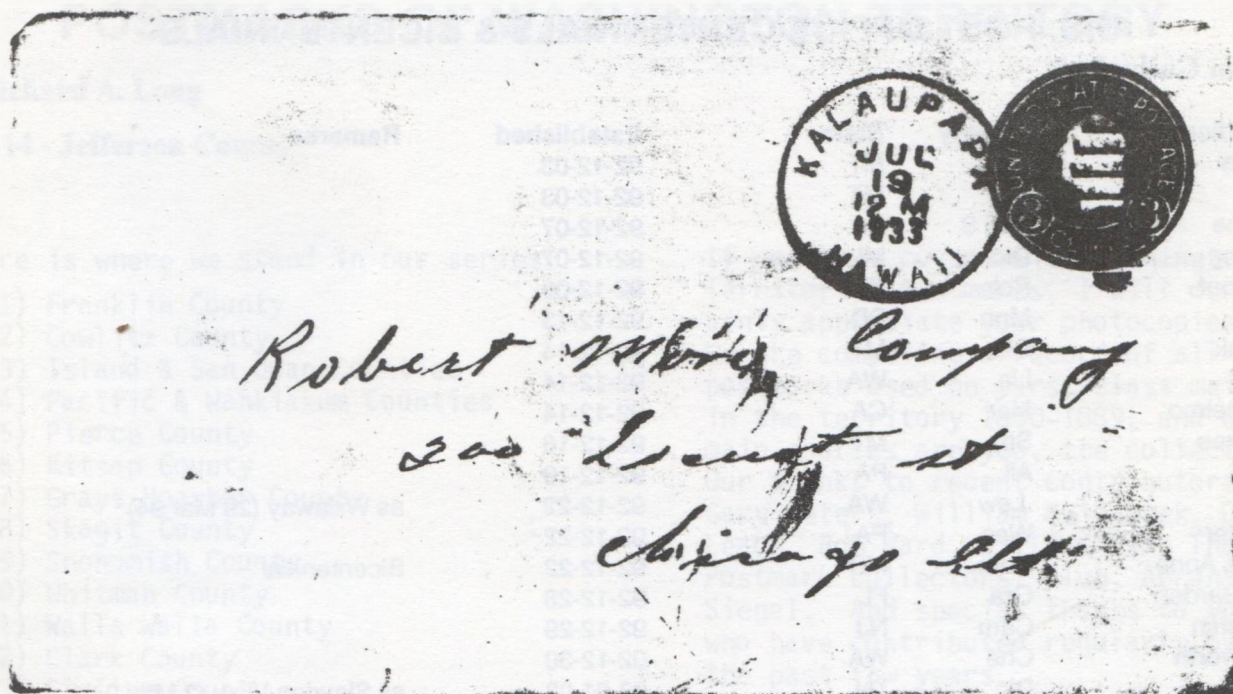


Figure 8. Envelope mailed from Kalaupapa to Chicago, Illinois on July 19, 1933. Only the upper corners of the envelope were clipped-off prior to being fumigated for leprosy.

Illustrated in Figure 6 is an envelope used from Kalawao on July 4, 1914. This cover contains the corner card of the Leprosy Investigation Station (slightly shortened), which closed in 1913. Apparently a resident of the Kalawao Settlement used an obsolete envelope which was discarded. Although the remaining corners of the envelope are intact, the shortened side of the envelope may have had one or two of its corners clipped-off, since all mail leaving Kalawao would have been disinfected by the Kalawao as well as the Honolulu post office.

In 1932, the Baldwin Home was moved from Kalawao to Kalaupapa marking the official end of the Settlement at Kalawao.

Illustrated in Figure 7 is an envelope mailed from Kalaupapa on February 28, 1926. All four corners of the envelope have been clipped-off, an indication that it was disinfected. Another cover, shown in Figure 8 is very similar, although only the top corners of the envelope were clipped-off prior to disinfection. It was used from Kalaupapa on July 19, 1933.

As a precautionary measure, all mail originating from the Settlement was disinfected, not just that sent by residents with the disease. I have seen philatelic covers, e.g. covers of the overprinted series (Scott 647-8), postmarked at Kalaupapa, which were also disinfected.

In 1946, sulfone drugs were introduced as a cure for the disease and led to the abolishment in 1969 of the century-old isolation laws. All new cases of leprosy are treated strictly as outpatients.

Although the new sulfone drugs helped Kalaupapa residents regain a sense of well-being in the minds of many, they still received constant reminders that they were still patients and would always be shunned by many people.

Their outgoing mail was fumigated well into the 1960s, despite the general knowledge that fumigation was useless. Like some of the practices maintained at the settlement, this had the purpose of making the public feel safe, with little consideration given to how it made the patients feel.

That completes this story on the subject of disinfected mail from the Hawaiian Islands for which I am aware. I welcome any additional information from readers of this publication pertaining to Hawaii or other areas in the U. S. or its Possessions which disinfected letters. Please write to me at P. O. Box 5527, Arlington, VA 22205.



U.S. POST OFFICE CENTENNIALS & BICENTENNIALS

By John Gallagher

Post Office	County	State	Established	Remarks
Whitlash	Lib	MT	92-12-03	
Pryor	Big	MT	92-12-03	
Keystone	Pen S	D	92-12-07	
Channing	Dic	MI	92-12-07	
Frostproof	Pol	FL	92-12-08	
Carson	Mnn	SD	92-12-13	
Cut Bank	Gla	MT	92-12-14	
Edwall	Lin	WA	92-12-14	
San Anselmo	Mar	CA	92-12-14	
Absarokee	Sti	MT	92-12-16	
Morgan	All	PA	92-12-19	
Adna	Lew	WA	92-12-22	as Willaway (29 Mar 94)*
Van Meter	Wes	PA	92-12-22	
Princess Anne	Som	MD	92-12-22	Bicentennial
Winter Garden	Ora	FL	92-12-28	
West Berlin	Cam	NJ	92-12-29	
Leavenworth	Che	WA	92-12-30	
Slayden	Dic	TN	93-01-03	as Slayden View (2 May 94)*
Manchester	Kit	WA	03-01-04	
Lawnside	Cam	NJ	93-01-06	as Snow Hill (8 Oct 07)*
Morgan Hill	SCI	CA	93-01-09	
Kulm	LaM	ND	93-01-09	
Glenmora	Rap	LA	93-01-13	
Preston	Kin	WA	93-01-13	
Revere	Rdw	MN	93-01-14	
Deer Harbor	SJu	WA	93-01-14	
Rosburg	Wah	WA	93-01-19	
Mabton	Yak	WA	93-01-25	
Okeene	Bla	OK	93-01-27	
Oroville	Oka	WA	93-02-01	
Trail	Jac	OR	93-02-01	
Ahwahnee	Mad	CA	93-02-01	
Virginia	StL	MN	93-02-02	
Woodward	Wdw	OK	93-02-03	
Arapahoe CPO	Fre	WY	93-02-15	as Arapahoe Agency
Greensboro	Gad	FL	93-03-02	
Elm Springs	Mea	SD	93-03-02	
Whiteowl	Mea	SD	93-03-02	
Folcroft	Del	PA	93-03-02	
Idyllwild	Riv	CA	93-03-03	as Reyneta (26 Sep 01)*
Veblen	Mar	SD	93-03-03	
Ginter	Cle	PA	93-03-03	
Wisner	Fra	LA	93-03-18	
Rogersville	Haw	TN	93-03-20	Bicentennial
Bethlehem	Nam	PA	93-03-20	Bicentennial
Alegany	Coo	OR	93-03-25	
Somis	Ven	CA	93-03-27	
Robertson	Uin	WY	93-03-31	

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

POSTMARKS OF WASHINGTON TERRITORY

By Richard A. Long

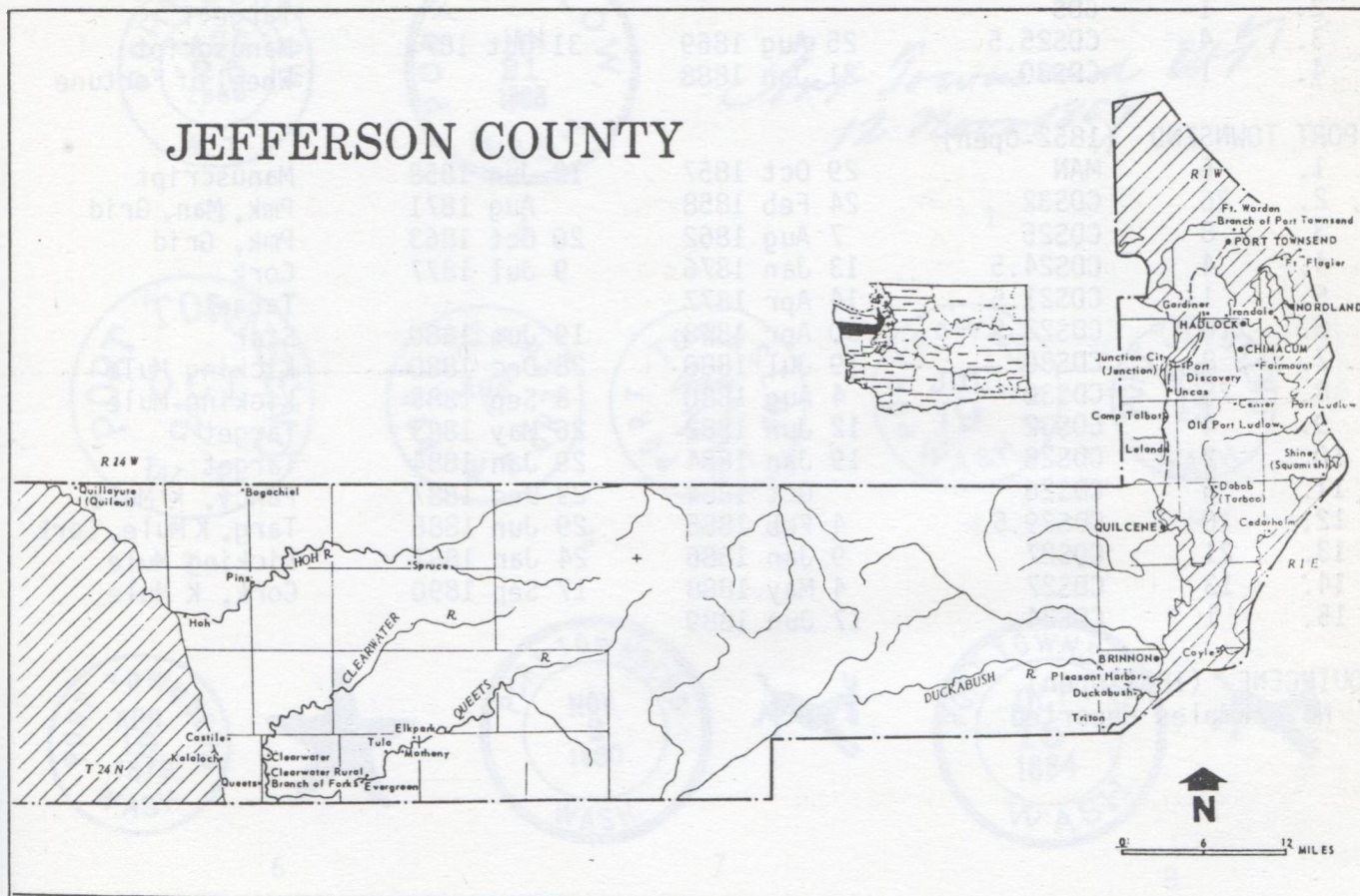
Part 14 - Jefferson County

Here is where we stand in our series:

- 1) Franklin County
- 2) Cowlitz County
- 3) Island & San Juan Counties
- 4) Pacific & Wahkiakum Counties
- 5) Pierce County
- 6) Kitsap County
- 7) Grays Harbor County
- 8) Skagit County
- 9) Snohomish County
- 10) Whitman County
- 11) Walla Walla County
- 12) Clark County
- 13) Clallam County
- * 14) Jefferson County this time
- 15) Thurston County next time
- 16) Lincoln County
- 17) Klickitat County

If you have covers with Washington Territorial postmarks, I will certainly appreciate your photocopies. We are compiling a record of all the postmarks used on first-class mail in the territory 1850-1889, and our main sources are you, the collectors. Our thanks to recent contributors Gary Peters, William Geijsbeek, Dhan Leach, Bob Ward, William Nix, The Postmark Collectors' Club, Abraham Siegel. And special thanks to you who have contributed regularly over the past few years.

You may send photocopies to me at: PO Box 472, Bandon OR 97411, or FAX them to me at (503) 347-4762. My regular phone number: (503) 347-3824.



JEFFERSON COUNTY TERRITORIAL POSTMARKS

BRINNON (1888-open)
No examples reported

CHIMACUM (1878-1879, 1887-1891, 1899-open)
No examples reported

HADLOCK (1886-open)
No examples reported

IRONDALE (1881-1890, 1901-1920)
No examples reported

LELAND (1881-1959)

1.	2	CDS33	31 Dec 1883	5 May 1884	Star in Circle
----	---	-------	-------------	------------	----------------

PORT DISCOVERY (1861-1925)

1.	1	MAN	27 Mar 1866		Manuscript
2.	3	CDS24.5	19 Sep 1881	3 Aug 1882	Postmark
3.	1	CDS29.5	14 Jun 1882		Star in Circle
4.	1	CDS	23 Feb 1888		Maltese Cross

PORT LUDLOW (1857-1965)

1.	5	MAN	7 Jun 1859	13 Nov 1862	Manuscript
2.	1	CDS			Target?
3.	4	CDS25.5	25 Aug 1869	31 Oct 187-	Manuscript
4.	1	CDS30	21 Jan 1888		Wheel of Fortune

PORT TOWNSEND (1852-open)

1.	6	MAN	29 Oct 1857	12 Jun 1858	Manuscript
2.	26	CDS32	24 Feb 1858	Aug 1871	Pmk, Man, Grid
3.	8	CDS25	7 Aug 1862	20 Oct 1863	Pmk, Grid
4.	4	CDS24.5	13 Jan 1876	9 Jul 1877	Cork
5.	1	CDS21.5	14 Apr 1877		Target
6.	16	CDS23.5	30 Apr 1878	19 Jun 1880	Star
7.	8	CDS30	19 Jul 1880	28 Dec 1880	Kicking Mule
8.	75	CDS30	4 Aug 1880	8 Sep 1885	Kicking Mule
9.	4	CDS32	12 Jun 1882	26 May 1883	Target
10.	2	CDS28	19 Jan 1884	29 Jan 1884	Target
11.	5	CDS26	Oct 1884	29 Dec 1887	Fancy, K Mule
12.	10	CDS29.5	4 Feb 1885	29 Jun 1886	Targ, K Mule, Cork
13.	21	CDS27	9 Jan 1886	24 Jan 1887	Kicking Mule
14.	13	CDS27	4 May 1888	17 Sep 1890	Cork, K Mule
15.	1	CDS24	17 Jun 1889		

QUILCENE (1881-open)
No examples reported

JEFFERSON COUNTY TERRITORIAL POSTMARKS



*Port Discovery, W.T.
Mar 27-44*



1

2

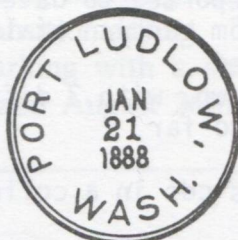
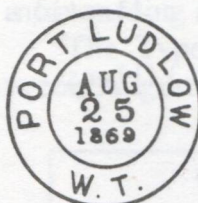


*Port Ludlow W.T.
Aug 15th 1867*

*Port Ludlow W.T. March 26 66
Paid 10c*

3

1

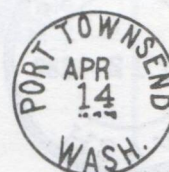
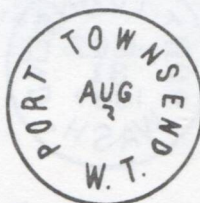
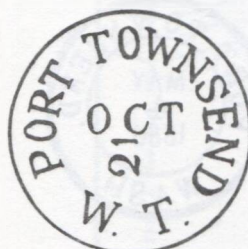


*Port Townsend W.T.
12 Novr 1854*

3

4

1

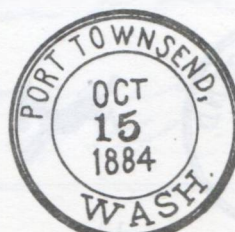
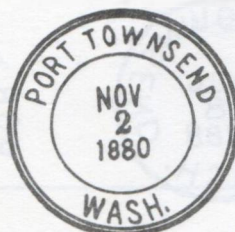


2

3

4

5



6

7

8

JEFFERSON COUNTY TERRITORIAL POSTMARKS

LELAND 1 is very rare, is known in only 2 collections.

PORT DISCOVERY 1 is a unique manuscript marking. It was offered in Lewenthal's

Sep 1974 sale, Spelman's Oct 1976 sale, and Christie's Jarrett Oct 1990 sale.

PORT DISCOVERY 2 is rare, 3 reported to date, does not have the word "Port".

PORT DISCOVERY 3 is unique; it was cataloged by Chase-Cabeen as their #671.

PORT DISCOVERY 4 is a double circle known only from a crude drawing in Landis.

PORT LUDLOW 1 is a very scarce manuscript marking, with 5 known. One is one of the 2 known Butterfield Stage covers from Washington Territory.

PORT LUDLOW 2 is unique, known only from a May 1971 Siegel sale, not illustrated.

PORT LUDLOW 3 is very scarce, 4 known, appears either black or blue.

PORT LUDLOW 4 is unique, a nice clear marking in a collection in Oregon.

PORT TOWNSEND 1 is a scarce early manuscript, 6 known. A 27 Jan 1858 example appears and is illustrated in a May 1961 Samuel Paige auction, then the same cover appears in a May 1964 Siegel auction with a different stamp on it.

PORT TOWNSEND 2 is popular and is common; I have recorded 26, and new ones are reported regularly. A large balloon on which day of date is often sideways.

PORT TOWNSEND 3 turns up at times; 8 known to date. One bears manuscript date.

PORT TOWNSEND 4 is rare, 4 known, 2 of which are attributed as to year.

PORT TOWNSEND 5 is unique; see illustration in Boardman-Helbock catalog, page 9.

PORT TOWNSEND 6 is common, with 16 reported. All appear to be magenta or blue.

PORT TOWNSEND 7 is rather common, 8 reported. First of several kicking mules.

PORT TOWNSEND 8 is common, is regularly offered in auctions as kicking mule item.

PORT TOWNSEND 9 is very scarce, with just 4 reported to date.

PORT TOWNSEND 10 is rare; 2 examples known from Landis catalog & a collection.

PORT TOWNSEND 11 is scarce with just 5 reported.

PORT TOWNSEND 12 turns up at times; 10 are known, with 3 different killers.

PORT TOWNSEND 13 is common, with 21 reported so far.

PORT TOWNSEND 14 is common, with 13 examples.

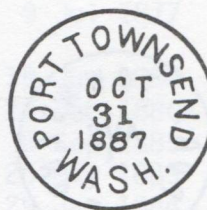
PORT TOWNSEND 15 is unique, an unusual rimless cds in a collection.



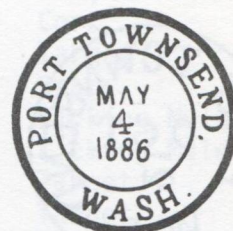
9



10



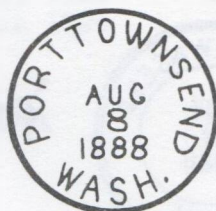
11



12



13



14



15

The Krag Machine Cancels.....

.....By Robert G. Schultz

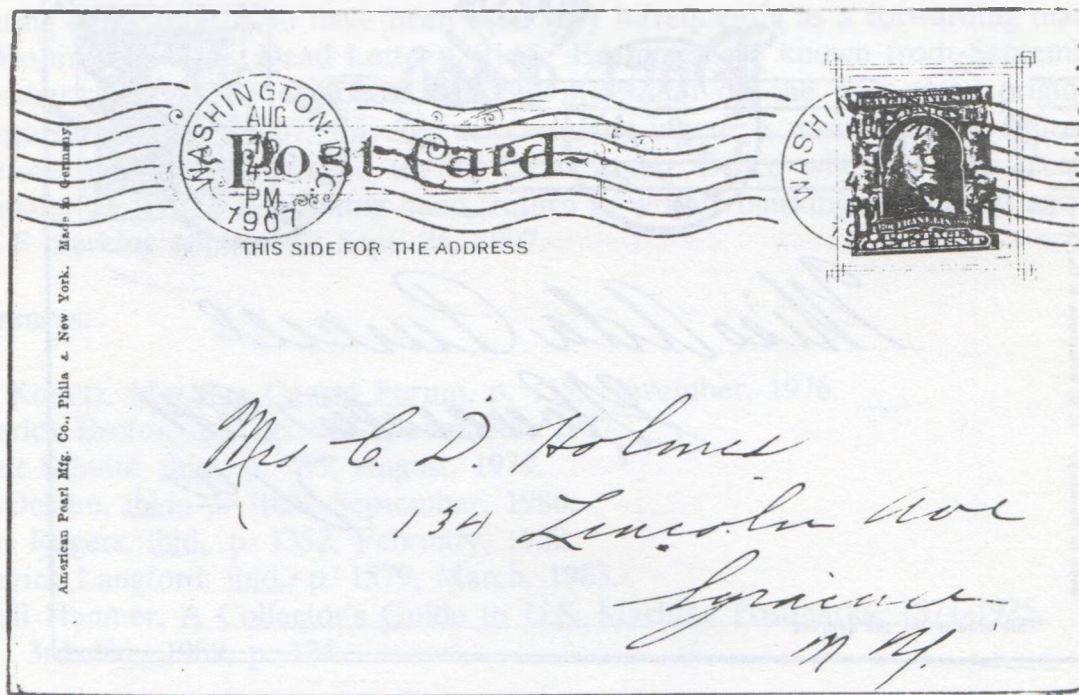
This article is the second in our series on machine cancels. The name "Krag" has several connotations. Krag was a Norwegian machinery manufacturer otherwise known for the Krag rifle. The Krag canceling machine was invented by Gustav Hansen and manufactured in the Krag factory in Kristiana, Norway. In the 1904-1907 period, machines were made and tested in Norway, Sweden and Germany. English trials occurred in 1905-1908. These machines were capable of canceling 600 to 1000 letters per minute. In general, Krag machines were adopted and widely used throughout much of the world and are still in use.

Except in the United States. Between August 1907 and February, 1908 a Krag machine was tested in Washington, D. C. Tests were sporadic and few examples are reported. No Krag markings are known from anywhere in the U. S. besides Washington. One distinctive feature of these Krag machines is the style of cancel that they produced - a repeater in which the dial and killer alternate across the top of the envelope.

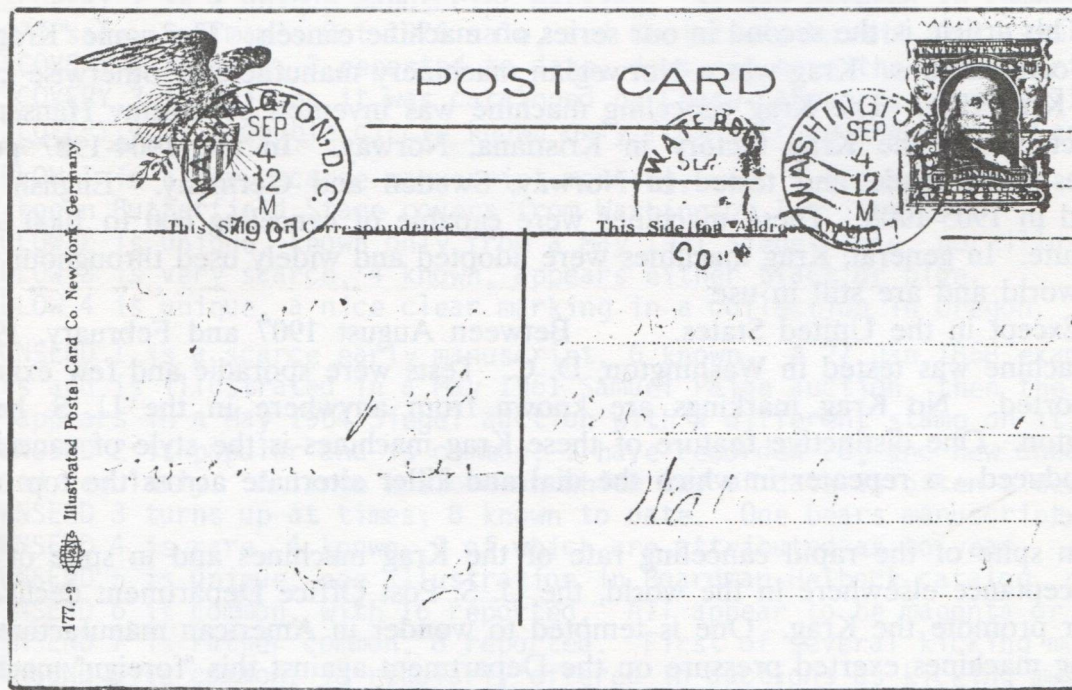
In spite of the rapid canceling rate of the Krag machines and in spite of their wide acceptance elsewhere in the world, the U. S. Post Office Department declined to adopt or promote the Krag. One is tempted to wonder if American manufacturers of canceling machines exerted pressure on the Department against this "foreign" machine.

Five types of Krag markings are known. Of these, four are originating and one is a forwarding (or transit) marking. These are shown below.

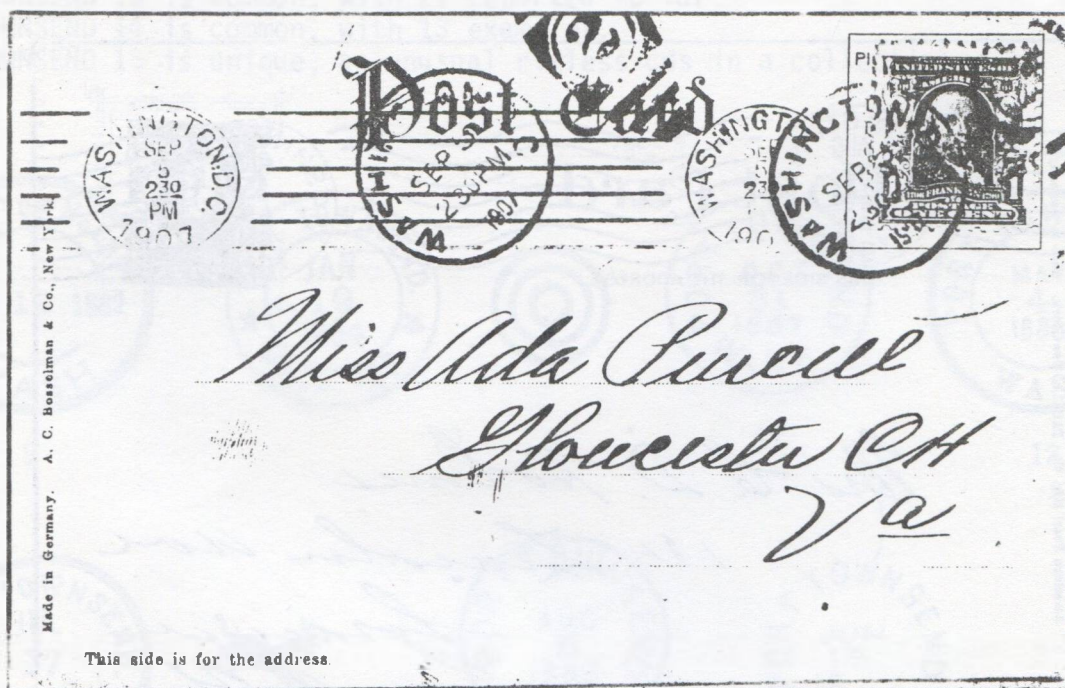
The Type I marking with a six wavy line killer is known used in Washington between August 10th and August 26th, 1907.



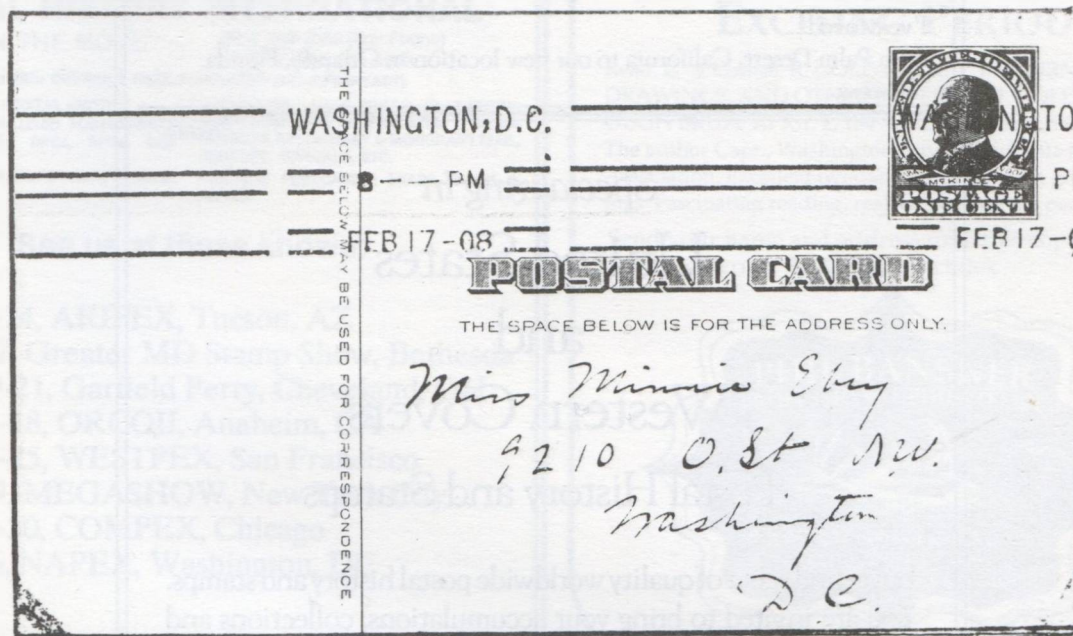
The Type II markings with three straight lines as killer are known between Sept. 1st and Sept. 30th and Dec. 28-31, 1907.



The Type III marking is a variant on Type II with six killer bars instead of three bars. Examples are known from Sept. 5 and 11, 1907.



The Type IV marking was from the last of the Krag trials. Usage has been reported as "the last half of February, 1908." The author has only seen examples dated February 17, 1908.



Finally, there is one more type of Krag marking reported with probably six or fewer copies thus far reported. This we call Type F (for forwarding). This type, with only repeating dials, appears to have been used very infrequently as a forwarding mark from the Washington, D. C. Dead Letter Office. Examples are known from September and November, 1907. The exploded example illustrated on the next page originated in Chicago on Aug. 17, 1907, traveled to Germany where it unsuccessfully followed the addressee and finally returned to the Dead Letter Office where it was received on September 25, 1907. A pointing hand "return to writer" marking was added and a Krag Type F marking applied on Sept. 26, 1907.

References:

- John Koontz, Machine Cancel Forum, p. 155, November, 1976.
 Frederick Brofos, ibid., p. 342, November, 1977.
 Robert Schultz, ibid., p. 755, August, 1979.
 Sam Ockum, ibid., p. 1028, September, 1980.
 James Rogers, ibid., p. 1352, February, 1982.
 Frederick Langford, ibid., p. 1579, March, 1983.
 Russell Hanmer, A Collector's Guide to U.S. Machine Postmarks, 1871-1925, 3rd. Ed., 1989, p. 124.

I've Moved...

from Palm Desert, California to our new location in Orlando, Florida.

CALIFORNIA

FLORIDA

Specializing in
**United States
and
Western Covers**
Postal History and Stamps

Buyer and seller of quality worldwide postal history and stamps. You are invited to bring your accumulations, collections and exhibits to my new office in Orlando or to one of the major stamp shows I'll be attending. I'll purchase your postal history and stamps outright or sell them on consignment for you. Your complete satisfaction is guaranteed.

John C. Olson

4300 South Semoran Boulevard, Suite 210

Orlando, Florida 32822

Phone 407-843-1099 - Fax 407-382-3458

Our Upcoming Shows Are:

CPS, Chicago, IL Oct. 30-Nov. 1

FLOREX, Orlando, FL Nov. 6-8

EXPO, Miami, FL Jan. 8-10

ARIPEX, Tucson, AZ Jan. 22-24

ASDA - APS - GPS - PHS

VISA - MC



JIM JOHNSON

POST OFFICE BOX 2178
BURLINGTON, N. C. 27216
(919) 584-1967 (By Appt.)
ASDA (LIFE) APS PTS CSDA

POSTAL HISTORY INTERNATIONAL

"WE'RE ON THE MOVE" — (919) 260-2088 (Car Phone)
FAX (919) 584-6993

WANTED: COVERS & USED POSTCARDS (STAMPS INTACT)

- PRE-1940: ALL US POSTAL HISTORY
- PRE-1950: FOREIGN USED POSTCARDS & COVERS, US FDCs, DPOs, RPOs, SHIP COVERS
- PHILATELIC LITERATURE WITH POSTAL HISTORY CONTENT
- WORLDWIDE USED POSTAL STATIONERY, STAMPLESS COVERS, FPOs, APOs, TPOs, PAQUEBOTS, MISSIONARY & IMMIGRANT MAIL, CENSORS, TOPICALS, ETC.
- PICTURE POSTCARDS, TRADE CARDS & PRINTS

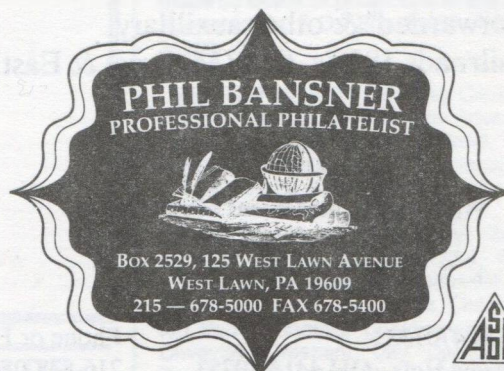
See us at these shows:

- Jan. 22-24, ARIPEX, Tucson, AZ
- Feb. 6-7, Greater MD Stamp Show, Bethesda
- Mar. 19-21, Garfield Perry, Cheveland, OH
- Apr. 16-18, ORCOII, Anaheim, CA
- Apr. 23-25, WESTPEX, San Francisco
- May 5-9, MEGASHOW, New York City
- May 28-30, COMPEX, Chicago
- Jun. 4-6, NAPEX, Washington, DC

My 7000TH ENTRY INTO MY PHILATELIC LITERATURE DATABASE PROVIDES A REAL INSIGHT INTO AN EXCITING PERIOD.

Read, G. & Gaines, R. GOLD RUSH: THE JOURNALS, DRAWINGS, AND OTHER PAPERS OF J. GOLDSBOROUGH BRUFF APRIL 2, 1849-JULY 20, 1861. 1949, HB, 794 p. The author Capt., Washington City & California Mining Association. Excellent overland narrative with great drawings. Fascinating reading, real insight into the period.

Send your name and address for a free copy of price list #5 with over 2600 available titles.



ATOMIC BOMB

Featured in my February 26, 1993 auction, the monumental collection formed by Paul Filipkowski, covering the creation (Manhattan Project, Los Alamos), delivery (509th Composite Sqdn.), and subsequent testing and refinement (Bikini tests, etc.) of the atomic bomb. An amazingly deep and broad assemblage of material (including Paul's Vermeil-winning exhibit and much, much more), with many items obtained directly from people involved in these historical events, and which is not likely to be equalled.

Also offered, a wide range of U.S. and worldwide postal history including a notable selection of **WWII German Feldpost** covers. Catalogs and PR for my next 2 sales may be had for \$2.00.

L. D. Mayo, Jr.

P. O. Box 20837, Indianapolis, IN 46220
Phone/FAX (317) 255 - 5912

Member: PIS, ASDA, APS, AAFPE, PHS, &c.

ASDA Qualified Public Auctioneer; Licensed in Indiana & Registered in Illinois

DON TOCHER U.S. CLASSICS



**SPECIALIST IN 1851-57 1 & 3-cent ISSUES AND
MASSACHUSETTS POSTAL HISTORY**

**Recent Aquisition: 19th Century:
Small Banknotes & Bureaus
"Forwarded" & other auxilliary
Railroads 1850's, 60's (Midwest & East)**

**Write with a statement of your needs.
I will respond with photocopies**

**P.O. Box 470753
Broadview Hgts., OH 44147-0753**

**Phone or Fax:
216-838-0708**



**NOW
AVAILABLE!**

Learn the Secrets
of
"The OTHER SIDE"

THIRD PRINTING! POSTMARKS ON POSTCARDS

**AN ILLUSTRATED GUIDE TO
EARLY TWENTIETH CENTURY
UNITED STATES POSTMARKS**

This 250-page, carefully illustrated book unlocks the secrets of early 20th century U. S. postmarks. Written by Richard W. Helbock, one of the leading authorities on U. S. postal history, the book presents a clear discussion of postmark types, their market values, and collector interest.

The book is a must for anyone interested in learning more about postmarks on postcards, and provides valuable guidance to both buyers and sellers of postmarks.

**LaPosta Publications
P.O. Box 135
Lake Oswego, OR 97034**

ONLY \$19.95

Postpaid

AUCTIONS WITH A DIFFERENCE



H.J.W. Daugherty

**P.O. Box 1146LP
Eastham, Mass., 02642**

ASDA Write For Next Catalog APS

**MAILING ADDRESS
FREEMAN'S STAMPS**

**P.O. Box 24231
Huber Heights, Ohio 45424**

**SHOWS
GLOBAL PHILATELIC
ASSOCIATES**

**GREG SUTHERLAND
MEMBER
A.S.D.A., A.P.S.**

**Buying & Selling
Postal History**

Phone: 513-236-6719

WANTED: FOREIGN COVER ACCUMULATIONS

WANTED! COVERS!

We are insatiable buyers of worldwide cover lots! Any foreign country to 1960. U.S. to 1945. If you have a large holding of bulk covers, why not pack up that accumulation and turn it into cash today! Top prices paid. You'll like our generous instant offer check which is generally mailed within 24 hours of receipt. Ship with absolute confidence -- we always pay all shipping costs. Please be sure to fully insure. References on file.



SCHMITT INVESTORS LTD.

Postal History Specialists Since 1953

P.O. Box 67

Woodbury, NY 11797

516-367-4030 (24 hours)

ASDA-APS-PTS (London)-CSDA (Canada), etc.

LA POSTA CLASSIFIEDS

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

Rates

NUMBER of WORDS	Total for Consecutive Issues			
	1 Issue	2 Issues	3 Issues	6 Issues
1-25	1.25	2.18	3.12	5.94
26-30	1.50	2.62	3.75	7.14
31-35	1.75	3.04	4.35	8.28
36-40	2.00	3.48	4.98	9.48
41-45	2.25	3.92	5.61	10.68
46-50	2.50	4.36	6.24	11.88
51-55	2.75	4.78	6.84	13.02
56-60	3.00	5.22	7.47	14.22
61-65	3.25	5.66	8.10	15.42
66-70	3.50	6.10	8.73	16.62
71-75	3.75	6.52	9.33	17.76
76-80	4.00	6.96	9.96	18.96
81-85	4.25	7.40	10.59	20.16
86-90	4.50	7.84	11.22	21.36
91-95	4.75	8.26	11.82	22.50
96-100	5.00	8.70	12.45	23.70
101-110	5.50	9.58	13.71	26.10
111-120	6.00	10.44	14.94	28.44
121-130	6.50	11.32	16.20	30.84
131-140	7.00	12.18	17.43	33.18
141-150	7.50	13.06	18.69	35.58

5¢ Per Word Over 150 Words

\$1.25 Minimum Charge Any Ad

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, Watonana, 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

U.S. PACIFIC ISLANDS. Covers only. Guam, American Samoa, Wake, Midway, etc. The Trust Territories from the German Forerunners, Japanese Mandate period, WW2 era, through the US Administration. Sorry, I do not carry the Trust Territory definitives. How can I help you? Howard Lee, Box 1705LP, Plains, PA 18705-0705 [24-5]

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]

DPO: WILLIAMSBORO, N.C. Doane Type 1-1, 1903-1908 as receiving mark. \$1.50 each plus SSAE. Phil Perkinson, P.O. Box 550, Norlina, NC 27563 [24-1]

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, D 21702. [24-3]

IDAHO COVERS wanted, to 1940. Especially seeking town cancels, railroad cancels, machine cancels, unusual stamp usages, corner cards, and illustrated ads. Not seeking picture postcards or philatelic covers. Mark Metkin, 3290 Revere Avenue, Oakland, CA 94605. [25-1]

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]

TOWNS: WANTED

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]

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

MISSISSIPPI POSTAL HISTORY before secession (1/9/1861) wanted. Send for offer made by check or photocopy and price. Van Koppersmith, P.O. Box 81119, Mobile, AL 36689. [24-4]

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 YORK: 19th Century; Ballston, Ballston Centre, Ballston Spa, Ballston Springs, Barkersville, Batchellerville, Bemus Heights, Birchton, Burnt Hills, Charlton, Clifton Park, Concord, Conklingville, Corinth, Coveville, Crescent, Day, Deans Corners, Dry Dock, Dunning Street, East Day, East Galway, East Line, Edgecombs Corner, Edinburgh, Elnora, Fortsville, Galway, Gansevoort, Grangerville, Greenfield, Grooms Corners, Hadley, Hagedorns Mills, Half Moon, Jonesville, Ketchums Corners, Malta, Maltaville, Mechanicsville, Middle Grove, Milton Center, Moreau, Mosherville, North Galway, North Greenfield, North Umberland, Porters Corners, Providence, Quaker Springs, Rexford Flats, Round Lake, Saratoga, Saratoga Springs, Schuylersville, South Ballston, South Galway, South Glen Falls, South Greenfield, Stillwater, Victory Mills, Vischers Ferry, Waterford, Wayville, West Charlton, West Day, West Greenfield, West Milton, West Providence, Wilton. Send copy or on approval with price or for offer to John Azarkevich, 1400 Altamont Ave., Suite 111, Schenectady, NY 12303. [23-6]

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

**I.E., [23-6], MEANS
AD WILL EXPIRE WITH
THIS ISSUE**

**AD DEADLINE
FOR NEXT ISSUE:**

JANUARY 21, 1993

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 [24-6]

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]

LUZERNE COUNTY, PENNSYLVANIA: I am always looking for interesting items, but would especially like to see the following: through Feb 21, 1810 (Asylum, Athens, Bridgewater, Sheshwquin, Willingborough, Wyalusing & wysox); through May 1, 1843 (Bowmans Creek, Braintree, Eaton, Factoryville, Falls, Forkston, La Grange, Mehoopany, Nicholson, North Flat, Russell Hill, Skinners Eddy, Sterlingville, Union); through Aug 13, 1878 (Abington, Bald Mount, Clarks Summit, Clifton, Daleville, Dickson City, Drinker, East Benton, Fleetville, Gibsonburgh, Glenburn, Green Grove, Greenville, Jermyn, Lackawanna, La Plume, Madisonville, Milwaukee, Moosic, Mountain Valley, Olyphant, Scott, Scottsville, Springbrook, Tompkinsville, Wallsville, Winton & Yostville); Any Cover (Albert(s), Alum, Beach Grove, Beaumont, Beaver Brook, Berwick (thru Nov 1814), Black Creek, Black Ridge, Blindtown - to 1839, Breslau, Buckalew - to Mar 1847, Campbell - to 1860, Charlestown, Chases Mills - to 1860, Chauncey, Christopher, Church Hill, Clerks View, Coalridge, Dakin, Deringer, Dorrance, Downingville thru 1835, East Sugarloaf thru 1850, Eberville, Edwardsdale, Exeter, Falls Run City, Frisbie, Ganoga, Gateway, Gowen, Gregory, Hainesville, Harding, Hardpan, Harleigh, Harrison thru June 1829, Heimville, Hendricksburgh, Hudson, Hughes, Hunters Range thru Feb 1850, Huntington thru Sep 1828, Idetown, Jenkins, Jessup thru Sep 1858, Ketchan, Keelers Ferry thru Nov 1817, Kunkle, Koonsville, Lake House, Lamburg, Lamoreau, Lane, Laurel Hill, Laurel Run, Lutsy thru June 1858, Maltby, Marr, Meerer, Morrison thru Feb 1879, Mountain Home, Narrows, New Columbus, New Covington, New Middletown thru Apr 1, Newport Centre thru June 1, Oakleaf, Olivers Mills, Orchard, Pardeesville, Paynesville thru Nov 1841, Pencader, Petersburg thru Jan 1843, Port Blanchard, Port Griffith, Pringle, Red Rock, Ridgewood, Ripple, Rittenhouse, Schooly, Silkworth, Slocum, Sloyersville, South Clifton, Sunshine, Sutton Creek, Swoyers, Throopsville thru 1856, Trolly, Turnbach, Union thru Jan 1840, Weintz, Welsh Hill, West Halleton, Westmoor, Weston, west Pitston, West Wyoming, Wilsons Crossroads thru Apr 1848, Woodside, Wright, Yates & Zeiserville thru Aug 1844. They may be stampless, stamped, postmarked, or manuscript cancelled. Please contact Dorothy Lee, Box 1705, Plains, PA 18705 [24-2]

TOWNS: WANTED

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]

WEST VIRGINIA postal history wanted, from stampless to modern. Send photocopies or on approval. Wayne Farley, 2633 S.E. 20th Place, Cape Coral, FL 33904 [24-5]

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, Shermacks, etc. Some earlier, but strongest in Prexies, Liberties, later. Inquiries Invited - Send me your "Wish List". Brad Arch, 144 Hamilton Avenue, Clifton, NJ 07011. [24-3]

NEW YORK POSTAL HISTORY. Nearly 1,800 obsolete commemorative cancels and better DPO's on card/cover. Most under \$10. No manuscripts. Also several huge New York cut postmark collections. 57-page list, \$1, refundable with \$20 order. Lyman, 12 Hathaway Drive, Bowmanville, ON L1E 1T6, Canada. [24-2]

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 [24-4]

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

U. S. ISSUES ON COVER: WANTED

1947 CENTENARY SOUVENIR sheet and/or individual cut out stamps, U.S. Scott #948, 948a, 948b. Postally used on contemporary commercial covers, paying proper postage rates and/or special service fee's. No Unaddressed FDC's. Brad Arch, 144 Hamilton Ave., Clifton, NJ 07011 [23-6]

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]

POST CARDS: WANTED

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

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

LITERATURE: FOR SALE

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, Auxiliary Markings, Military, RPO, The Works. Send for free lists. Paul Bourke, Box 125, Ashland, MA 01721. [24-4]

MISCELLANEOUS: WANTED

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]

MISCELLANEOUS: WANTED

BREWERIANA. POST CARDS, envelopes, other paper items with brewery and/or beer brands advertisement. All answered. D. Schmidt, P.O. Box 18192, Salem, OR 97305 [24-5]

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]

URGENTLY NEEDED: Pre-1900 Philadelphia, PA. advertising covers with illustrations of buildings or street scenes. Also paper memorabilia of Philadelphia Centennial of 1876. All correspondence answered. Member APS. Gus Spector, 750 S. Main Street, Suite 203, Phoenixville, PA 19460 [24-5]

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

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]

MILLS PHILATELICS

"Stamps-Covers"

P.O. Box 221

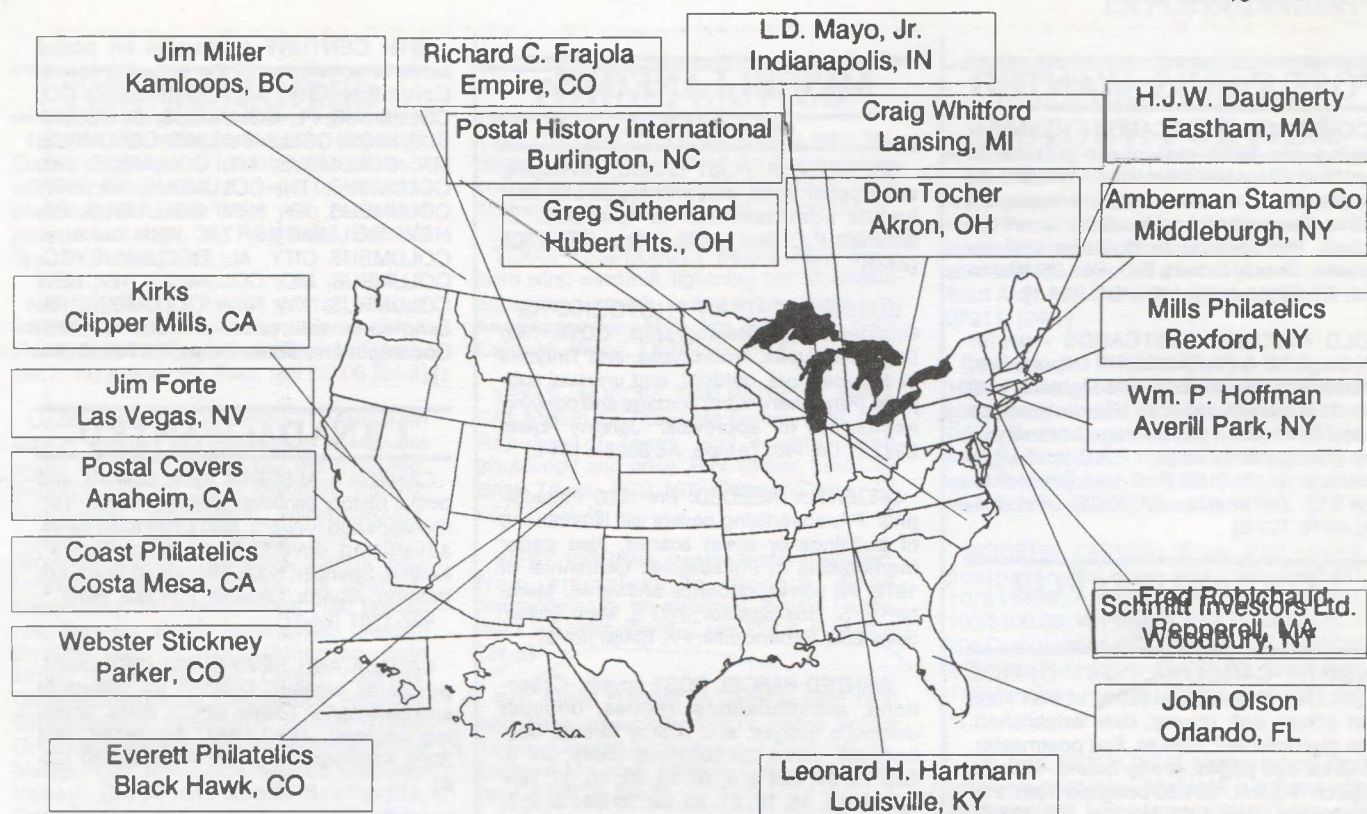
Rexford, NY 12148

CARRYING A WIDE VARIETY OF US & FOREIGN POSTAL HISTORY

SEE US AT THESE UPCOMING SHOWS:

JAN 8 - 10, ORCOEXPO, Anaheim, CA
JAN 22 - 24, ARIPEX, Tucson, AZ

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



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

THE POSTAL HISTORY DEALERS MAP

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

INDEX OF ADVERTISERS

AUCTIONS

LA MAR PETERSON - 11
RANDY STEHLE - 7

DISPLAY ADS

AMBERMAN STAMP CO. - Inside back cover
PHIL BANSNER - 75
COAST PHILATELICS - 34
BRUCE COREY - 52
JANE DALLISON - 34
H.J.W. DAUGHERTY - 76
EVERETT PHILATELICS - 13
JIM FORTE - 13
RICHARD FRAJOLA, INC. - Back Cover

DISPLAY ADS

LEONARD HARTMANN - 52
WM. P. HOFFMAN - 13
KIRK'S - 58
L. D. MAYO - 75
JIM MILLER - 13
MILLS PHILATELICS - 79
JOHN OLSON - 74
KENNETH PITT - 58
POSTAL COVERS - 67
POSTAL HISTORY INTERNATIONAL - 75
SCHMITT INVESTORS LTD. - 76
WEBSTER STICKNEY - 13
GREG SUTHERLAND - 76
DON TOCHER - 76

Amberman Postal History

-Established 1979-
John B. Amberman III
-PROPRIETOR-



QUALITY UNITED STATES POSTAL HISTORY

NET PRICE SALES

PHOTO COPY WANTLIST SERVICE

Please see us at the following major shows:

Jan 15-17, STEARN SHOW. WASHINGTON '93, Arlington, VA

Feb 57, CHICAGO ASDA, Chicago, IL

Feb 12-14, DALLAS ASDA, Dallas, TX

Feb 19-21, BOSTON '93

**If you collect Quality Postal History including Western States, Civil War,
Expresses & Stampless through 1910, you should receive our lists**

Amberman Postal History

P.O. Box 975

Middleburgh, NY 12122

Telephone or Fax: (518) 827-4501

RICHARD C. FRAJOLA, INC.



UNITED STATES POSTAL HISTORY

PRIVATE TREATY SERVICES

PUBLIC AUCTION - JANUARY 22, 1993 to be held in conjunction with ARIPEX

- The James Welch Collection of New Mexico Territory
- A. Colton Park Collection of CSA
- Edward Bushnell Collection of Registered Mail

Our auction catalogs have received awards as literature, find out why by subscribing today.
A subscription for the next five catalogs, including prices realised after each sale, is \$15.00



RICHARD C. FRAJOLA, INC.

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

Empire, CO 80438

Phone (303) 569-3241 Fax (303) 569-3244