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LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

SEPTEMBER 1993



LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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Martin Margulis	Bob Munshower
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Randy Stehle	Ronald Ward

Advertising Manager: Cathy R. Clark

MAILING ADDRESS:

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

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Publisher's Page

A Late Summer

Potpourri

What an amazing summer! A draught under blistering temperatures in the Southeast; damp, spring like weather that has hung on through July in the Pacific Northwest; and, worst of all, the floods. I'm sure I speak for all of our readers living outside the Mississippi-Missouri Valley, when I offer my heartfelt best wishes for a speedy and successful recovery to those of you in the flooded Midwest. Our television screens have been filled for many weeks with pictures of the trauma you have suffered, and we can only hope and pray that the onset of autumn brings a measure of normalcy back to your lives. In light of the real life crises now going on in the heartland of our country, it seems difficult and is most surely inconsequential to write of journal's offering of postal history reading. But sometimes, just when the real world appears most bleak and cruel, it can be helpful for the spirit to read and think of other, less crucial, matters. If *La Posta* does nothing else, it most certainly fills the bill for publishing "less crucial" reading matter.

Our bill of fare this issue features a veritable potpourri of postal history tidbits by a cast of authors, many of whom have never before graced our pages with their thoughts and observations. The flavor of our overall production tends to lean toward mail carried by and lost from the railroads, but there are plenty of other interesting and unusual bits to tempt the critic. For example, while I am not personally a big fan of slogans promoting the Panama Pacific Exposition, I was really impressed with the meticulous approach demonstrated by Jim Mehrer in his article on the damaged Los Angeles cancelling machines. A quality research piece! Nice work, Jim!

A funny thing happened on the way to the conclusion of our recent auction of **Industrial American Postal History**. On the last day of the sale someone entered a single bid to buy the entire auction. After comparing that bid with the sum of the total number of winning bids, it was determined that the single bid won and the entire collection was therefore sold to one bidder.



.... And now a brief pause for a noncommercial announcement

La Posta needs new authors with fresh ideas who would like to see their pet postal history subjects receive more exposure to the hobby at large. Why not join our select community of published authors this fall? I can help you become *published*, and thereby call attention to your special interests. It's not as hard as you might think, and, once bitten, it's hard to stop. Drop me a line. Give me a call.

As to what is coming just over the horizon, I see our next Monograph shaping up and probably arriving early this fall, and next time I plan to announce the forthcoming publication of what I expect will quickly become a very popular book. More popular than the "yellow pages" I'd expect; perhaps I should just go ahead and tell you what it is. The name of this, soon to be released, ready reference guide is ... Naaaa! I think I'd better wait 'till next time.

Bill

LA POSTA ASSOCIATE EDITORS

Bob Munshower

P.O. Box 3484
Boulder, CO 80307

Born in Cleveland, Ohio, in 1947, and descended from Amish and Mennonite stock, he has been married for 24 years to the same woman. Bob claims that this marriage has succeeded because his wife does not collect, and detests anything even remotely connected to or with railroads.

Bob is currently working on a Master's degree in Medieval Literature at The University of Colorado. Until recently he was employed by the Burlington Northern/Colorado & Southern Railways, and is currently on inactive/disabled status. Bob served with the U. S. Army Military Police Corps in Vietnam in 1967-68.

Collecting interests include Ohio Railroad markings, Boulder County, Colorado, postmarks, and postal history of the Victorian period if it relates to writers and authors of the era. In addition, Bob collects postal history of Vietnam, Indochina and the Vietnam War. He has spent much of this summer in Great Britain, and included a voyage on the *QE II*.

Ronald A. Ward

15404 Carrolton Road
Rockville, MD 20853

Ronald A. Ward is a senior medical entomologist at the Walter Reed Army Institute of Research in Washington, DC, where he has been since 1958. Born in New York City on January 25, 1929, Ron attended public schools in Larchmont and Mamaroneck, NY. His undergraduate training was in entomology at Cornell University where he received a B.Sc. in 1950. Graduate studies were completed at the University of Chicago where Ron was awarded a Ph.D. in zoology in 1955. He spent the following three years at Gonzaga University, Spokane, WA, as a biology instructor.

Ron's career at Walter Reed has involved research on malaria and its transmission by mosquitoes, studies on tse tse flies and African sleeping sickness. In addition, he has directed a mosquito project at the Smithsonian Institution for eight years. In June 1891, Ron became editor of *Mosquito News*, and has continued that role with the *Journal of the American Mosquito Control Association* from 1986 to the present.

Ron has rather broad postal history interests with a concentration in the states neighboring the National Capitol area (except Virginia). Particular attention is devoted to the handcancelled and manuscript stampless covers of Maryland; Montgomery County (MD) and Maryland RFD cancels. Although maintaining an interest in Dela-

ware, he considers this to be an "impossible state" due to the dearth of material. As an example, five years of searching has only turned up one decent handcancelled Delaware RFD cover.

Other interests include modern Burma postal history and Arizona precancels. A recent fun pursuit is to acquire one non-philatelic usage post card from each country of the world.

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, trains, ships, planes, farm machinery, disasters, etc. MEMBER APS.

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

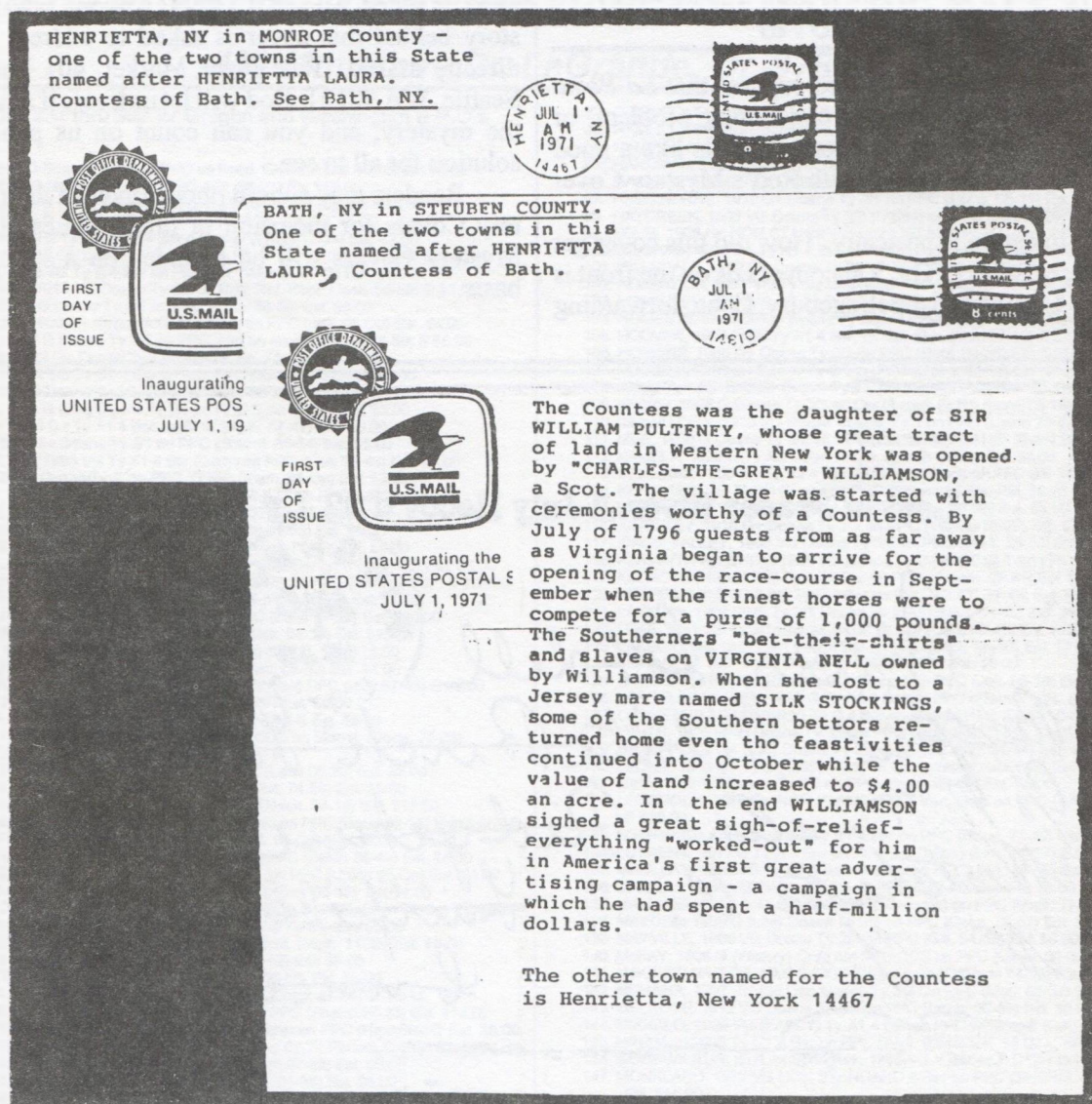
UNITED STATES DOANES A Catalog of Doane Cancellations Used in United States Post Offices

Edited by Richard W. Helbock

This 232-page, card-bound, 8.5x11" volume lists over 15,000 different Doane cancels from every state and territory. It represents the work of over 40 State Co-ordinators and scores of dedicated collectors. A 12-page introduction explains Doane cancels for the newcomer, and, in addition to the state lists, the book contains several tables listing Doane cancels by physical and manmade features; e.g., BEAR ISLAND, KENT FURNACE.

Certain to become one of the basic reference works of 20th century postmarks, *United States Doanes* was over half soldout in Prepublication.

To Order Send \$27.50 to:
La Posta Publications
P.O. Box 135
Lake Oswego, OR 97034

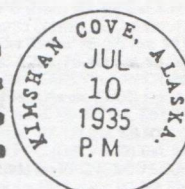
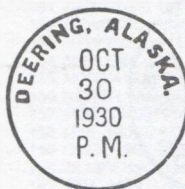


Letters to La Posta

Leonard G. Sautter of Ocean City, NJ, writes as follows: Your "Publisher's Page" and the "Confessions" on pages 43 &c. "missed" I think one of the most important reasons why POST MARKS are collected, viz:-

- 1) "Why" and/or "how" the town's post mark came into being
- 2) "What" happened at this location
- 3) Is something interesting still "on-site?"

Leonard encloses the Henrietta and Bath, NY covers depicted above to illustrate his points.



TYPE "E" 4-BAR STUDY UNDERWAY

As a solid first step in developing a meaningful Type E 4-bar Guide in the future, Bob Summerell offers (1) "Name that 4-Bar" survey card to determine, perhaps, the most appropriate nomenclature for this hand cancel and (2) very preliminary user listing for the cancel -- *all at no cost*. Send for these today and become part of the "investigative team". Bob wishes to thank those individuals who have sent along information so far for the Type E Project -- all of you will *automatically* receive this material within the next month.

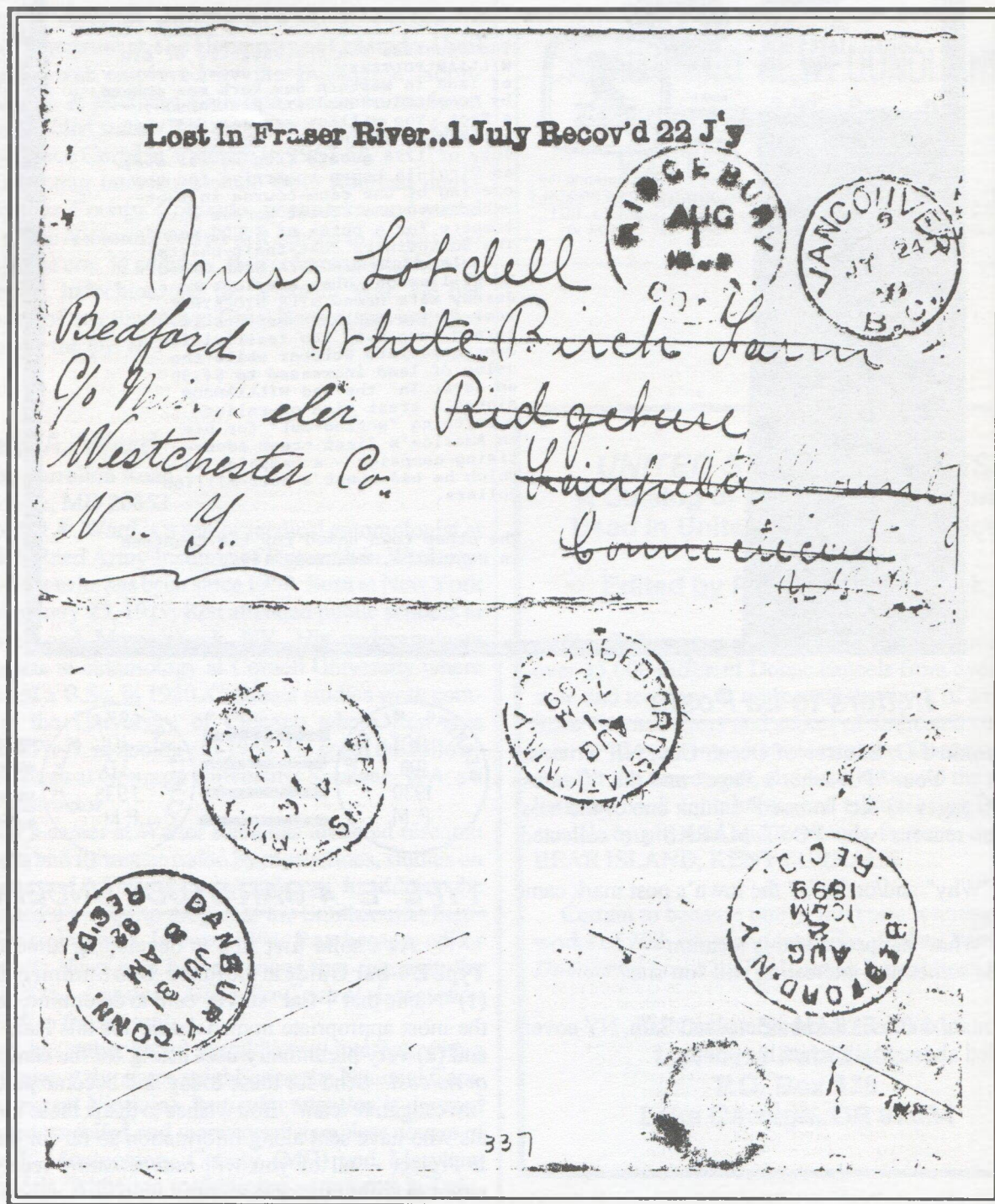
Mystery Cover

Reader Rod Dyke writes to suggest that *La Posta* publish subscribers' questions concerning problem, or mystery covers in their collections. Sounds like a good idea to us, and so we'll begin with Rod's Mystery Cover illustrated below.

Rod's question is basically "How did this cover get into the Fraser River?" The Vancouver cds on the front is dated July 24, 1899, and the Ridgebury, Conn. forwarding

mark is dated August 1, 1899. Anyone who knows the story behind this cover is asked to address Rod Dyke directly at 1501 Pike Place Market, 401 Lower Level, Seattle, WA 98101. Rod will let us know if anyone solves the mystery, and you can count on us publishing the solution for all to see.

Readers may submit photocopies of their own Mystery Covers for inclusion in future issues of *La Posta*. Mystery Covers will be included on a space available basis.



DOUG DE ROEST OREGON & WASHINGTON MAIL BID SALE NO.1

482 Modelaire Dr. LaGrande. Or. 97850

*See Lots 337 thru 369 for Oregon and Washington R.P.O.s

1. ACME, 1908 G Doane Ty 3/1 on PPC as Recd. O' Strk. (Lane 85-16) Est \$6.00
2. AJAX, 1908 VG Doane Ty 2/1 on PPC (Gill. 88-21) Est \$12.00
3. ALBEE, 1908 VG Ty A1 4 Bar on PPC, Early (Umat. 07-43) Est \$12.00
4. ALBERT, 1910 G CDS on PPC as Recd. (Clat. 01-13) Est \$5.00
5. ALOHA, 1931 VG Ty E (1930) 4 Bar on cover (Wash. 12-54) Est \$3.00
6. ANDREWS, 1918 G+ Doane Ty 3 on Cvr as Recd-Transit (Harr. 90-68) Est \$5.00
7. ANTONI, 1932 VG Ty B 4-Bar on Phil. Cvr. (Wheel. 94-48) Est \$8.00
8. APPLEGATE, 1914 VG Doane Ty 2/2 on Reg. Ret. Rcpt. (Jack. 58-58) E \$3.00
9. ARAGO, 1913 G Doane Ty 2/3 on PPC (Coos 86-58) Est \$8.00
10. ASHWOOD, 1908 G+ Magenta Doane Ty 2, on PPC (Jeff. 98-Op) Est \$4.00
11. AUSTIN, 1912 G Doane Ty 3/1 on PPC, part on stamp. (Grant 88-50) E \$5.00
12. BARLOW, 1912 G+ Doane Ty 2 on PPC (Clak. 71-75) Est \$3.00
13. BEAGLE, 1941 VG Ty C2 4 Bar on L.D. PPC (Jack. 85-41) Est \$5.00
14. BEND, 1907 G Doane Ty 2/1, Early, (Desch. 04-Op) Est \$4.00
15. BERLIN, 1910 G (Lite) Doane Ty 3/1 on PPC (Linn 99-37) Est \$3.00
16. BEULAH, 1909 G+ Ty A1 4 Bar, on PPC (Mailh. 84-47) Est \$8.00
17. BIGGS, 1910 G+ Doane Ty 2/1 on PPC (Sherm. 86-54) Est \$5.00
18. BLACKROCK, 1908 VG Ty A1 4 Bar (Early) on PPC (Polk 08-43) Est \$5.00
19. BLY, 1908 G+ Doane Ty 2, on PPC, O' Strk. (Klam. 83-Op) Est \$3.00
20. BORNING, ORE R.1, (1910) FINE Manuscript R.F.D. on PPC Est. \$10.00
21. BOURNE, 1908 G Duplex on PPC (Baker 95-27) Est \$12.00
22. BOYD, 1910 G+ Doane Ty 2/2 on PPC (Wasco 84-53) Est \$4.00
23. BROOKS, 1905 FINE Doane Ty 2/2 on PPC (Mari. 71-80) Est \$5.00
24. BRADWOOD RUR. STA. of Clatskanie, 1960 VG 4 Bar on Cvr (59-62) Est \$5.00
25. BRIDGEPORT, 1908 G+ Doane Ty 2/2 (ELUSIVE) on PPC (Baker 83-67) E \$20.00
26. BUENA VISTA, G+ 1910 Doane Ty 2/2 on PPC (Polk 66-35) Est \$4.00
27. CAMP CREEK, 1910 VG Doane Ty 1/1 on PPC (Lane 71-22) Est \$20.00
28. CAZADERO, 1908 VG Ty A2 4 Bar on PPC (Clak. 04-18) Est \$15.00
29. CELILO, 1910 VG Ty A1 4 Bar on PPC (Wasco 89-14) Est \$15.00
30. CHEMAWA, 1909 G Doane Ty 3/5 on PPC (Mari. 85-53) Est \$4.00
31. CHITWOOD, Ca 1910 G Doane Ty 1 (Oreg. not Strk) PPC (Linc. 87-45) E \$6.00
32. CLEM, 1911 G+ Ty A2 4 Bar on PPC (Gill. 84-37) Est \$6.00
33. CLEONE, 1907 G Doane Ty 2/3 on PPC (Mult. 83-14) Est \$5.00
34. CLEVELAND, Ca. 1910, G NON STANDARD CDS on Stamp, (Doug. 74-23) E \$12.00
35. CLIFF, 1910 G Doane Ty 3/1 on PPC as Recd. (Lake 08-20) Est \$8.00
36. CLIFTON, 1910 FINE Doane Ty 2/2 on PPC (Clat. 74-56) Est \$5.00
37. CLINE FALLS, 1910 G Doane Ty 2/1 on PPC (Desch. 04-19) Est \$15.00
38. COLES VALLEY, 1911 G+ Doane Ty 2/1 (O' Strk) on PPC (Doug. 92-16) E \$15.00
39. CORBETT, 1908 G Doane Ty 1/1 on PPC (Mult. 95-Op) Est \$3.00
40. (C)ORNUCOPIA, 1909 G, Duplex (Oreg. indist.) PPC (Baker 85-42) Est \$6.00
41. COVE, 1912 G NON STANDARD 4 Bar MIMIC, on PPC (Union 68-Op) Est \$4.00
42. CRATER LAKE, 1925 G Doane Ty 2/1 on PPC (Klam. 05-43) Est \$4.00
43. CRAWFORDSVILLE, 1907 G Doane Ty 3/3 (O' Strk) on PPC, (Linn 70-Op) E \$3.00
44. CROW, 1938 VG Ty E (1930) 4 Bar on Cvr. (Lane 74-38) Est \$5.00
45. CROWLEY, 1922 G+ Ty B 4 Bar on Reg. Ret. Rcpt. (Mailh. 11-35) Est \$6.00
46. DANNER, 1934 G Ty B 4 Bar on Cvr. (Mailh. 20-42) Est \$8.00
47. DEE, 1908 G+ Doane Ty 3/1 on PPC (Hood R. 06-56) Est \$6.00
48. DEER ISLAND, 1907 G+ Doane Ty 1/2 on PPC (Colm. 87-58) \$3.00
49. DEMOSS SPRINGS, 1908 G+ Doane Ty 3/2 on PPC (Sherm. 87-23) Est \$14.00
50. DENIO, 1909 G, Lt. NON STANDARD Doane Mimic on PPC (Harr. 88-50) Est \$8.00
51. DENMARK, 1909 VG Ty A1 4 Bar on PPC, (Curry 82-27 Period) Est \$8.00
52. DIAMOND, 1910 Abt G Doane Ty 2 on PPC (Harr. 87-82) Est \$5.00
53. DIXONVILLE, 1916 G Ty B 4 Bar on PPC (Doug. 01-38) Est \$6.00
54. DOTHAN, 1913 G+ Ty B 4 Bar on PPC (Doug. 98-42) Est \$6.00
55. DOVER, 1908 G+ Doane Ty 3/1 on PPC w/crescent (Clak. 90-11) E \$20.00
56. DREWSEY, 1908 VG Ty A1 4 Bar on PPC (Harr. 84-Op) Est \$3.00
57. DRYDEN, 1908 VG (Lite) Doane Ty 1/1 on PPC (Josep. 92-56) Est \$4.00
58. EAGLE POINT, 1910 VG Doane Ty 3/4 on PPC (Jack. 72-Op) Est \$3.00
59. ECOLA, 1918 G Ty B 4 Bar on PPC (Clat. 10-22) Est \$8.00
60. EDDYVILLE, 1910 G+ Doane Ty 2/2 on PPC (Linc. 88-Op) \$3.00
61. EIDENBOWER, 1911 readable Ty A2 4 Bar on PPC (Doug. 08-19) Est \$6.00
62. EIGHTMILE, 1910 FINE Doane Ty 2/1 on PPC (Morro. 83-41) Est \$12.00
63. ELK CITY, 1908 G Doane Ty 2/2 on PPC (Linc. 88-58) Est \$5.00
64. ELKHORN, 1907 VG Doane Ty 2/1 on PPC as Recd. (Mari. 92-17) Est \$12.00
65. ELK LAKE, 1954 VG Ty C2 4 Bar on Philat. GPC (Desc. 24-54) Est \$6.00
66. EUGENE CITY, 1886 G+ Ty 9 on Cvr. Reduced @ Rt. 1/2 in. Est \$5.00
67. EVANS, 1940 G Ty A3 4 Bar on Last Day Cvr. (Wall. 13-40) Est \$5.00
68. FAIRBANKS, 1906 FINE Doane as Recd on leather PC (Wasco 05-09) E \$20.00
69. FAIRVIEW, 1907 G CDS Target on PPC (Coos 73-13) Est \$12.00
70. FALLS CITY, 1909 VG Doane Ty 2/4 on PPC (Polk 89-Op) Est \$3.00
71. FERRY, 1913 V. Lt. but readable Ty B 4 Bar on PPC (Wasco 12-14) E \$12.00
72. FISHAWAK, 1910 G+ Doane Ty 2 on PPC (Colum. 90-10) Est \$15.00
73. FLORA, Ca. 1910 G+ Ty A2 4 Bar on PPC (Wall. 90-66) Est \$3.00
74. FOLLEYS SPRINGS, 1923 G+ Ty A1 4 Bar on PPC (Lane 84-40) Est \$8.00
75. FREEBRIDGE, 1908 2 G+ strikes Ty A1 4 Bar on PPC (Wasco 08-10) Est \$20.00
76. FREE MONT, 1909 G Ty A2 4 Bar as Recd on PPC (Lake 08-19) Est \$10.00
77. FRENCHGLEN, 1937 G Ty C1 4 Bar on clean Cvr. (Harr. 26-43 period) E \$6.00
78. FREEWATER R.F.D. 1, 1902 G Hind Stamp as Recd. back of reduced Cvr E \$8.00
79. GALENA, 1914 VG Ty A1 4 Bar on PPC (Grant 01-43) Est \$8.00
80. GALICE, 1909 G+ Ty A1 4 Bar Bit off @ top, on PPC (Jose. 78/42) Est \$6.00
81. GARDEN HOME, 1919 G Ty B 4 Bar (part on stamp) PPC, (Wash 82/54) E \$6.00
82. GATEWAY, 1913 G+ EARLY Ty B 4 Bar on PPC (Jeff. 13-56) Est \$3.00
83. GLENADA, 1908 G+ (Lite) Doane Ty 2 on PPC (Lane 90-43) Est \$7.00
84. GOLDEN, Ca 1910 G Ty A2 4 Bar on PPC (Jose. 98-20) Est \$12.00
85. GOOSEBERRY, 1917 G Lite, Ty B 4 Bar, PPC, Horiz. crease (84-18) Est \$8.00
86. GOSHEN, 1912 G Doane Ty 3/2 on PPC (Lane 74-53) Est \$4.00
87. GRANITE, 1912 VG Ty A2 4 Bar on PPC (Grant 78/57) Est \$4.00
88. GRAVELFORD, 1909 VG Ty A1 4 Bar on PPC (Coos 78-24) Est \$12.00
89. GREENHORN, 1909 G+ Duplex on embossed PPC (Baker 02-19) Est \$30.00
90. GREENVILLE, 1908 G Doane, (stamp removed & lt stain) PPC (71-07) E \$8.00
91. GUNTER, 1908 G+ Doane Ty 3/1 on creased PPC (Doug. 05-47) Est \$15.00
92. GWENDOLEN, 1909 G+ Ty 3/1 Doane on PPC (Gill. 06-41) Est \$12.00
93. HAMLET, 1911 VG Doane Ty 3/1 on PPC (Clat. 05-53) Est \$5.00
94. HAMPTON, 1953 FINE Ty F 4-Bar on Last Day GPC (Desc. 11/53) Est \$6.00
95. HARDMAN, 1908 FINE Violet Doane Ty 2/3 (stamp gone) PPC, (81-57) E \$3.00
96. HARNEY, 1908 G Ty A1 4 Bar on PPC (Harr. 85-19) Est \$20.00
97. HAWTHORNE, 1910 G+ Doane Ty 2/1 on PPC (Doug. 05-11) Est \$60.00
98. HAYCREEK, 1908 VG Doane Ty 2/3 (O' Strk) on PPC (Jeff. 75-20) E \$10.00
99. HELIX, 1908 G+ NON STANDARD HANDSTAMP FLAG, PPC EST \$12.00
100. HILGARD, 1908 G+ Ty A1 4 Bar on PPC (Union 83-43) Est \$6.00
101. HILLSDALE, 1922 G+ Doane Ty 2/2 on PPC (Mult. 86-35) Est \$6.00
102. HOLBROOK, 1911 VG Ty 3/2 Doane on PPC (Mult. 87-33) Est \$6.00
103. HOME, 1915 (EARLY) VG Ty B 4 Bar on PPC (Baker 11-46) Est \$8.00
104. HOMESTEAD, 1909 G+ Doane Ty 3/2 on PPC (Baker 00-65) Est \$5.00
105. HOOVER, 1908 FINE Ty A1 4 Bar, bit dbl. Strk. (Mari. 07-16) E \$15.00
106. HOSKINS, 1908 G+ Doane Ty 3/1 on PPC (Bent. 91-58) Est \$10.00
107. HUDSON, 1908 G+ Doane Ty 2/1 on PPC (Colm. 92-13) Est \$16.00
108. IMNAHA, 1909 G (Lite) Doane Ty 2 (Scarce) on PPC (Wall. 85-Op) E \$10.00
109. IRVING, 1908 G Doane Ty 2/3 on Cvr (lt stain @ Rt) (Lane 76-19) Est \$4.00
110. ISLAND CITY, 1910 VG Purple Doane, Ty 2 on PPC (Union 73-58) Est \$6.00
111. IZEE, 1908 G Doane Ty 3/2 on PPC (ELUSIVE DOANE) (Grant 89-54) E \$18.00
112. KAMELA, 1929 G Ty A3 4 Bar on Cvr. (Union 87-49) Est \$6.00
113. KELLOGG, 1908 G+ Ty A2 4 Bar (O' Strk) as Recd on PPC (79-21) E \$5.00
114. KENT, 1907 VG Ty 2/4 Doane on PPC (Sherm. 87-Op) Est \$5.00
115. KERBY, 1908 VG Ty 2/4 Doane on PPC (Jose. 58-85) Est \$5.00
116. KINGSLEY, 1910 G+ Doane Ty 2/2 on PPC (Wasco 78-20) Est \$7.00
117. KINGS VALLEY, 1908 VG Doane Ty 3/2 on PPC (Bent. 55-74) Est \$8.00
118. KLAMA(TH) AGENCY, 1909 VG Doane Ty 2 (Bit Off @ Top) PPC (78-85) E \$5.00
119. KLONDIKE, 1908 FINE Ty A1 4 Bar on PPC (Sherm. 99-51) Est \$5.00
120. KNAPPA, 1916 VG (Lite) Ty B 4 Bar on PPC (Clat. 72-43) Est \$6.00
121. LAIDLAW, 1908 FINE Ty 2/1 Doane on PPC (Desc. 04-15) Est \$15.00
122. LAKE, 1911 G+ Ty 3/1 Doane (bit off @ top) (Lake 06-43) Est \$12.00
123. LAKECREEK, 1911 G+ Ty A2 4 Bar on PPC (Jack. 86-58) Est \$7.00
124. LAKEVIEW, 1907 FINE Doane Ty 3/14 on PPC Est \$5.00
125. LAMONTA, 1908 G+ Rimless CDS-Target on PPC (Jeff. 98-18) Est \$6.00
126. LANGELLS VALLEY, 1910 G Ty A1 4 Bar on PPC (Klam. 71-24) Est \$20.00
127. LAPINE, 1913 G+ (EARLY) Ty B 4 Bar on stained PPC (Desc. 10-Op) E \$5.00
128. LENTS, 1908 FINE Doane Ty 3/5 on PPC (Mult. 86-17) Est \$4.00
129. LEONA, 1909 G+ (Lite) Doane Ty 2/2 on PPC (Doug. 01-44) Est \$5.00
130. LEONA, 1938 G+ Ty E (1930) 4 Bar on Cvr (missing back flap) Est \$4.00
131. LIME, 1908 VG Doane Ty 3/2 on PPC (Baker 99-64) Est \$8.00
132. LONEROCK, 1911 G+ NON STANDARD 7 Vert. Bars on PPC (Gill. 75-63) E \$10.00
133. LOOKINGGLASS, 1910 G+ Ty A1 4 Bar on PPC (Doug. 71-42) Est \$6.00
134. LUTGENS, 1911 G Ty B 4 Bar on PPC (bit O' Strk) (Linc. 90/17) E \$10.00
135. MACLEAY, 1908 VG Ty A1 4 Bar on creased PPC (Mar. 82-39) Est \$6.00
136. MADRAS, 1908 VG Doane Ty 3/7 on PPC (Jeff. 02-Op) Est \$3.00
137. MALHUR, 1914 G Ty B 4 Bar (stamp damage) on PPC (Mailh. 79-44) E \$5.00
138. MAYGER, 1909 G (Lite) Doane Ty 2/3 on PPC (Colm. 89-57) Est \$3.00
139. MAYVILLE, 1909 VG Doane Ty 2/3 on PPC (Gill. 84-58) Est \$5.00
140. MCKAY, 1908 G (Watery) Oreg not Strk, CDS on PPC (Umat. 00-30) Est \$10.00
141. MCKINZIE BRIDGE, 1908 G CDS-Target on PPC (Lane 74-18) Est \$5.00
142. MEHAMA, 1907 VG (Bit Lite) Doane Ty 2/3 on PPC (Mari. 81-57) Est \$4.00
143. MELROSE, 1912 VG Doane Ty 3/1 on PPC (Doug. 90-33) Est \$6.00
144. MIKKALO, 1909 VG (EARLY) Ty A1 4 Bar on PPC w/ism tear (Gill. 07-67) E \$3.00
145. MINAM, 1930 G Ty C1 4 Bar on PPC (Wall. 90/45) Est \$8.00
146. MOHAWK RUR. STA. of Springfield 1958 VG 4 Bar on Cvr (57-61) E \$7.00
147. MONKLAND, 1912 VG NON STANDARD 4-Bar on PPC (SHERM. 86-19) Est \$15.00
148. MORGAN, 1912 G Doane Ty 3/2 on PPC (Morro. 08-55) Est \$6.00
149. MOUNT HOOD, Ca. 1910 G Ty 2 Doane (Oreg not Strk) on PPC (90-76) E \$3.00
150. MOUNT TABOR, 1891 G+ Ty 3 purple CDS-Target on Cvr. (Mult. 79-01) E \$40.00
151. NARROWS, 1914 VG+ Ty B 4 Bar on PPC (Harr. 92-38) Est \$15.00
152. NEWBERG, 1885 G Ty 4 on Cvr w/contents (Yamh. 69-Op) Est \$15.00
153. NEW BRIDGE, 1934 G+ Ty B 4 Bar on Cvr (Baker 78-67) Est \$6.00
154. NEW ERA, 1911 VG Ty A1 4 Bar on PPC (Clak. 76-40) Est \$8.00
155. NORTH PORTLAND, 1910 VG Ty A2 4-Bar (EARLY) on PPC (Mult. 10-73) E \$6.00
156. NORTH YAMHILL, 1908 VG Duplex on PPC (Yamh. 51/08) Est \$10.00
157. NORTONS, 1914 VG Ty B 4 Bar on PPC (Linc. 95-34) Est \$6.00
158. NYE, 1909 G+ Doane Ty 2/1 on PPC (Umat. 87-17) Est \$8.00
159. OLEX, 1907 G+ Doane Ty 2/4 (O' Strk) on PPC (Gill. 74-50) Est \$4.00
160. OLNEY, 1908 G CDS-Cork (OREG not Strk) on PPC (Clat. 75-50) Est \$6.00
161. ONA, 1909 G (dial on stamp) Ty A1 4 Bar on PPC (Linc. 90-20) Est \$5.00
162. OPAL CITY, 1915 G+ Ty B 4-Bar on Cvr Bit rough @ Rt. (Jeff. 11-41) E \$10.00
163. ORDANANCE, 1855 VG No. Duplex on Cvr (Umat. 43-60) Est \$6.00
164. PALMER JUNCTION, 1936 Abt G C1 4-Bar on Cvr bit rough Lt (09-37) E \$4.00
165. PARKWOOD, 1920 G Ty B 4 Bar on PPC (Mult. 13-23) Est \$12.00
166. PAULINA, 1910 VG Doane Ty 3/3 on PPC (Crook 82-Op) Est \$5.00
167. PEEL, 1905 G+ (Bit Lite) Doane Ty 2/1 on PPC (Doug. 88-21) Est \$12.00
168. PERDUE, 1909 VG Ty A1 4 Bar on PPC (Doug. 84-20) Est \$15.00
169. PERRY, 1911 G+ Ty A1 4 Bar on PPC (Union 90-31) Est \$6.00
170. PERRYDALE, 1914 G Ty B 4 Bar (Wee bit off @ top) (70-53) Est \$3.00
171. PITTSBURG, 1909 VG Doane Ty 3/1 as Recd on PPC (stamp torn off) E \$8.00
172. PLEASANT HILL, 1908 G+ Doane Ty 2/2 on PPC (Lane 50-22) Est \$6.00
173. PORTLAND OREGON MAIL DIV. 1913 Duplex, "E" in Grid, as origin on PPC E 7.00
174. POWWATKA, 1910 G+ Ty A1 4 Bar on PPC (Wall. 00-20) Est \$15.00
175. PROSPER, 1910 G Doane Ty 2/2 on PPC (Coos 93-29) Est \$12.00
176. PROVOLT, 1908 G+ Doane Ty 2/1 on PPC (Jose. 95-55) \$8.00
177. RANGE, 1910 VG (OREG not Strk) Ty A2 4 Bar on PPC (Grant 08-43) E 15.00
178. REDBOY, 1908 VG (OREG Lite) as Recd (O' Strk) on PPC (Grant 07-10) E 50.00
179. REX, 1914 VG Ty A2 4 Bar on PPC (Yamh. 01-43) Est \$6.00
180. RIETH, 1949 VG Philatelic 4 Bar on GPC (Umat. 18-71) \$3.00
181. RILEY, 1911 G Doane Ty 3/3 (scarce) on PPC (Harr. 85-19) Est \$10.00
182. ROBERTS, 1912 G+ Ty A2 4 Bar (Early) on ratty PPC (Crook 10-40) E \$3.00
183. ROCKVILLE, 1915 (EARLY) G Ty B 4 Bar on PPC (Mailh. 12-48) Est \$12.00
184. ROGUE RIVER, 1912 (EARLY) G Ty B 4 Bar on Cvr (Jack 12-Op) Est \$5.00
185. RUCH, 1908 G+ CDS-Target on PPC (Jack 97-36) Est \$8.00

DOUG DE ROEST OREGON & WASHINGTON MAIL BID SALE NO.1 (Cont.)

- 186 RUSSELVILLE, 1890 G+ Ty 1 CDS-Trgt. on Cvr W/conts (Mult 89-04) E \$60.00
 187 RYE VALLEY, 1909 FINE Doane Ty 2/1 on PPC (Baker 67/35) Est. \$12.00
 188 SAMPSON, 1910 readable Doane Ty 3/2 on PPC (Doug 98-12) Est. \$8.00
 189 SAMS VALLEY, 1941 VG Ty E (1930) 4 Bar on Cvr (Jack 73/53) Est. \$8.00
 190 SENECA, 1911 VG Ty 2/1 Doane on PPC (Grant 95-Op) Est. \$7.00
 191 SHEAVILLE, 1914 G+ Doane Ty 2/1 (RARE) on PPC W/Scribble (87-58) E \$30.00
 192 SHEVLIN, 1934 G+ Ty C1 4 Bar on X-Mas Crd Cvr (Desc 31-42) Est. \$15.00
 193 SILVIES, 1942 G+ Ty E (1930) 4 Bar on Cvr (Grant 15-56) Est. \$4.00
 194 SISTERS, 1912 VG Ty 2/1 Doane on PPC (Desc 88-Op) Est. \$4.00
 195 SODAVILLE, 1909 VG Duplex (Bt off @ top) on PPC (Linn 71-33) Est. \$3.00
 196 SOUTH FOREST GROVE, 1908 VG Doane Ty 3/1 on PPC (Wash 08-14) Est. \$8.00
 197 SPARTA, 1916 G+ Ty A2 4 Bar on PPC (Baker 72-52) Est. \$8.00
 198 SPRINGBROOK, 1907 G+ Ty 2/2 Doane on PPC (Yamh 93-53) Est. \$5.00
 199 STAR, 1910 G Ty A1 4 Bar (on stamp) PPC (Lane 91-23) Est. \$6.00
 200 SUNTEX, 1928 G+ Ty B 4 Bar (part on stamp) on Cvr (Ham 16-49) Est. \$8.00
 201 SUTLEE, 1912 (EARLY) VG Ty A2 4 Bar on PPC (Crook 10-43) Est. \$8.00
 202 SUSANVILLE, 1909 G+ Duplex on PPC (Grant 88-52) Est. \$8.00
 203 SUVER, 1909 VG Doane Ty 2/2 on PPC (Polk 81-35) Est. \$5.00
 204 TAKLIMA, 1908 G+ Doane Ty 3/4 on PPC (Josp. 02-58) Est. \$6.00
 205 TALLMAN, 1908 G CDS-Cork on PPC (Linn 86-23) Est. \$3.00
 206 TELOCASET, 1914 VG PURPLE NON STANDARD 4 Bar Mirmic, PPC, (85-75) Est. \$8.00
 207 TIMBERLINE LODGE, 1941 G+ Ty F 4 Bar on folder cover (39-42) Est. \$6.00
 208 TRAIL, 1908 G+ Doane Ty 2/2 on PPC (Jack 93-Op) Est. \$3.00
 209 TROY, 1920 VG Ty B 4 Bar on PPC (Wall 02-85) Est. \$5.00
 210 TWICKENHAM, 1910 readable CDS on PPC (Wheel 98-17) Est. \$10.00
 211 TYGH VALLEY, 1909 VG Doane Ty 2/3 on PPC (Wasco 73/Op) Est. \$3.00
 212 UNITY, 1908 FINE Doane Ty 3/4 on PPC (Baker 91-Op) Est. \$5.00
 213 VAN, 1953 G Ty B 4 Bar on L.D. Cvr (Harn 91-53) Est. \$8.00
 214 VICTOR, 1909 G+ Doane Ty 1 on PPC (Wasco 93-12) Est. \$12.00
 215 WAGONTIRE, 1937 G+ Ty B 4 Bar Philatelic Cvr (Harn 19-43) Est. \$12.00
 216 WAPINITIA, 1912 G Doane Ty 2/3 on PPC (Wasco 78-35) Est. \$8.00
 217 WARNER LAKE, 1908 G Doane Ty 3/4 on embossed PPC (Lake 89-24) Est. \$20.00
 218 WARRENDALE, 1909 G+ Doane Ty 2/2 on PPC (crease) (Mult 94-42) Est. \$8.00
 219 WEATHERBY, 1913 G Ty A1 4 Bar on GPC (Baker 79-20) Est. \$10.00
 220 WECOMA BEACH RUR. STA of Oceanlake, 1963 4 Bar on PPC (Linc 57-65) Est. \$4.00
 221 WELLEN, 1910 G+ (OREG not Strk) CDS on PPC (Jack 91-22) Est. \$12.00
 222 WESTFALL, 1911 G+ Doane Ty 2/4 (bit O' Strk) on PPC (Malh 89-Op) Est. \$5.00
 223 WHITNEY, 1934 G Ty C2 4 Bar on Commer. Cvr. (Baker 01-43) Est. \$6.00
 224 WILLOWDALE, 1932 G+ Ty C1 4 Bar (On stamp) Cvr W/Creases (28-37) E \$10.00
 225 WILHOIT, 1910 VG Ty A1 4 Bar on PPC (Clack 82-28) Est. \$8.00
 226 WIMER, 1907 G NON STANDARD CDS (part on stamp) (87-06) E \$18.00
 227 WINANT, 1928 G Ty A3 4 Bar on X-Mas Card size Cvr. (02-46) Est. \$5.00
 228 WINBERRY, 1913 G+ Ty A1 4 Bar on PPC (Lane 08-33) Est. \$12.00
 229 WONDER, 1911 FINE Ty A1 4 Bar on PPC (Jose 03-57) Est. \$5.00
 230 WOODSTOCK, 1907 VG Doane Ty 2/2 on dirty PPC (Mult 83-14) Est. \$10.00
 231 WRENTHAM, 1909 G CDS-Target on PPC (Wasco 00-16) Est. \$8.00
 232 WYETH, 1908 G CDS-Target on PPC (Hood R. 03-38) Est. \$6.00
 233 YANKTON, 1913 VG Ty A1 4 Bar on PPC (Colm. 94-31) Est. \$8.00
 234 YOUNGS, 1908 G Doane Ty 3/1 on PPC (address scratched out) (06-13) E \$10.00

WASHINGTON STATE CANCELLATIONS

- 235 ALFALFA, 1911 VG Ty B 4 Bar on PPC (Yak 04-31) Est. \$6.00
 236 ALGER, 1913 G Ty B 4 Bar on PPC (Skagit 12-21) Est. \$12.00
 237 AMBER, 1909 VG Ty A2 4 Bar (EARLY) on PPC (Spok. 08-75) Est. \$7.00
 238 ARCADIA, 1903 G CDS-Target (O' Strk) on PPC (Mason 74/18) Est. \$10.00
 239 BAKER, 1909 VG Doane Ty 3/2 on PPC (Skagit 92-10) Est. \$15.00
 240 BARNESTON, 1908 G+ Ty A1 4 Bar on PPC (King 01-24) Est. \$12.00
 241 BAYNE, 1911 G+ Violet Ty A2 4 Bar (on stamp) PPC (King 08-24) Est. \$12.00
 242 BERLIN, 1912 G Ty B 4 Bar on PPC (King 00-18) Est. \$8.00
 243 BIG LAKE, 1917 G Ty B 4 Bar on PPC (Skagit 98-31) Est. \$6.00
 244 BISHOP, 1917 G+ Ty B 4 Bar on raty (creases) PPC (Whit 13-25) E \$6.00
 245 BLANCHARD, 1915 VG Ty B 4 Bar on PPC (Pierce 94-13) Est. \$12.00
 246 BLOCKHOUSE, 1908 G (spotty) CDS-Target on PPC (Kick 72-30) Est. \$10.00
 247 BLY, 1909 VG Ty A1 4 Bar on PPC (Asotin 96-20) Est. \$15.00
 248 BORDEAUX, 1908 G+ CDS-Target (O' Strk) on PPC (Thurs 03-42) Est. \$8.00
 249 BREAKERS, 1908 G+ Doane Ty 3/1 on PPC (Pacific 05-19) Est. \$15.00
 250 BUTLER, 1917 G+ Ty A2 4 Bar PPC, (U.R. comm. clipped) (02-11) E \$15.00
 251 CENTER, 1907 FINE Ty A1 4 Bar on Reg. Ret. Rpt. (Jeff 90-19) E \$3.00
 252 CERES, 1914 VG Ty B 4 Bar on RP (Covered Bridge) PPC (Lew 08-31) E \$8.00
 253 CHARD, 1910 G Ty A1 4 Bar on PPC (Garf. 87-11) Est. \$20.00
 254 CHARLESTON, 1908 G Duplex on PPC (Kits 91-28) Est. \$4.00
 255 CHICO, 1919 VG Ty B 4 Bar on Cvr (Kits 89-24) Est. \$12.00
 256 CHIWAKUM, 1907 G+ Ty A1 4 Bar on PPC (Chelan 96-12) Est. \$20.00
 257 CLAY CITY, 1910 G+ Ty A2 4 Bar on PPC (Pierce 08-22) Est. \$12.00
 258 CLEVELAND, 1909 G Duplex on dirty PPC (Kick 81-15) Est. \$12.00
 259 CLIFFS, 1910 G Ty A1 4 Bar on PPC (Kitt 07-50) Est. \$3.00
 260 CLOVERLAND, 1909 G Ty A2 4 Bar on PPC (Asot 03-42) Est. \$5.00
 261 CLYDE, 1910 G+ Ty A1 4 Bar on PPC (Walla 91-34) Est. \$8.00
 262 COLUMBUS, 1909 G+ Ty A2 4 Bar on PPC (Kick 72-22) Est. \$6.00
 263 CORFU, 1915 G Ty B 4 Bar (bit off @ top) on PPC (Grant 10-43) Est. \$8.00
 264 CRAWFORD, 1912 VG Ty B 4 Bar on PPC (lite crease) (Clark 11-24) E \$15.00
 265 DALKENA, 1913 G+ Ty B 4 Bar on PPC (Pend Oreille 03-42) Est. \$6.00
 266 DELPHI, 1908 VG CDS-Target on PPC (Thurst 92-23) Est. \$12.00
 267 DELRIO, 1913 G Ty A1 4 Bar (on stamp) PPC (Doug 08-43) Est. \$6.00
 268 DETROIT, 1921 G+ Ty A1 4 Bar on stamp, Cvr. (backflap Miss) (94-22) E \$8.00
 269 DIAMOND, 1910 G Doane Ty 3/3 on PPC (Whit 88-56) Est. \$6.00
 270 DOLE, 1912 G+ (tad Dbl Strk) Ty A1 4 Bar on PPC (Clark 98-21) Est. \$12.00
 271 DOWNS, 1909 G+ Doane Ty 2 (O' Strk) on PPC (Linc 02-30) Est. \$5.00
 272 DRUMHELLER, 1908 G+ (Lite) Ty A1 4 Bar as Recd on PPC (08-09) E \$15.00
 273 EAST SEATTLE, 1911 G+ Ty B 4 Bar on PPC (King 04-24) Est. \$15.00
 274 ECHO, VG Ty A1 4 Bar (on stamp) PPC (Stev 99-21) Est. \$5.00
 275 EDGEWATER, 1911 G+ (Lite) on PPC (Skam 11-15) Est. \$15.00
 276 EFFIE, 1908 VG Doane Ty 2/1 as Recd on PPC (Whit. 04-17) Est. \$12.00
 277 EGYPT, 1907 VG Doane Ty 2/2 on PPC w/misl tear (Linc 92-10) Est. \$6.00
 278 FAIRMOUNT, 1917 G Ty B 4 Bar on PPC (Jeff 12-24) Est. \$12.00
 279 FAIRVIEW, 1890 Abt G CDS on GPC (Linc 81-94) Est. \$40.00
 280 FORT CASEY, 1908 G+ Ty A1 4 Bar on PPC (Island 00-32) Est. \$6.00

281. GILMER, 1908 VG Ty A1 4 Bar on PPC (Kick 83-19) Est. \$12.00
 282. GOSHEN, 1912 Ty A2 4 Bar on PPC (What 91-18) Est. \$6.00
 283. HAYES, 1912 G+ on embossed PPC (Clark 76-13) Est. \$6.00
 284. HELEN, 1911 VG Ty A1 4 Bar on PPC (Spok. 07-12) Est. \$15.00
 285. HOLLY, 1920 G+ Ty A2 4 Bar on Sml Cvr (Kitsap 93-28) Est. \$6.00
 286. HOOD, 1910 VG Ty A2 4 Bar on PPC (Skam 10-15) Est. \$15.00
 287. ILIA, 1908 G+ Doane Ty 2/1 on PPC (Garf 80-15) Est. \$15.00
 288. IRONDALE, 1911 FINE Ty A2 4 Bar on PPC (Jeff 81/20) \$12.00
 289. J.D. TRAILER CITY RUR STA of Goldendale 1963 4 Bar (62-68) on Cvr E \$8.00
 290. JONO, 1888 readable CDS-Target on GPC (Grays 91-07) Est. \$10.00
 291. KEYSTONE, 1911 VG Ty A2 4 Bar on PPC (Adams 01-26) Est. \$12.00
 292. KIESLING, 1911 G+ Ty A2 4 Bar on PPC (Spok. 09-20) Est. \$12.00
 293. KNAB, 1911 G+ Ty 2/2 Doane on PPC (Lewis 88-35) Est. \$8.00
 294. LADU, 1911 G+ Doane Ty 3/1 on PPC (Cowl 95-13) Est. \$5.00
 295. LAKEBAY, 1907 G+ Doane w/rotated dial Ty 2/2 on GPC (82-Op) Est. \$3.00
 296. LAKE CUSHMAN, 1908 VG (bit lite) Ty A1 4 Bar on PPC (83-22) Est. \$12.00
 297. LAMAR, 1907 VG CDS-Target on PPC W/Com. Creases (Walla 00-16) Est. \$15.00
 298. LAWERNCE, 1913 G+ Ty B 4 Bar part on stamp, PPC (What 92-31) E \$5.00
 299. LOCHSLEY, 1911 G+ CDS-Target on PPC (Snoho 01-15) Est. \$20.00
 300. LONGLAKE, 1911 G Ty B 4 Bar part over stamp, PPC (Linc 11-16) Est. \$18.00
 301. CHESTER WASH. MISSENT TO (1910) St line as Transit on PPC (90/43) E \$5.00
 302. MANOR, 1909 VG Doane Ty 3/1 on PPC (Clark 92-11) Est. \$8.00
 303. MAXWELTON, 1916 G+ Lite, Ty A2 4 Bar on PPC (Island 08-24) Est. \$12.00
 304. MCGOWAN, 1909 VG Doane Ty 2/4 on PPC (Pacific 01-39) Est. \$8.00
 305. McMURRAY, 1912 G+ (blurry) Ty B 4 Bar on PPC (Skagit 90-45) Est. \$6.00
 306. MEADOWDALE, 1908 VG (bit Lt) Ty 2/1 Doane on PPC (Snoho 04-38) Est. \$12.00
 307. MORRISON, 1913 G+ Ty A2 4 Bar on PPC W/Fl. Creases/stain (08-17) E \$15.00
 308. OLEMA M.O.B., 1910 G+ Magenta DRC used as origin on PPC (96-24) E \$15.00
 309. PLAINVIEW, 1909 G+ (Wash not Strk) as Recd on PPC (Yak 05-10) Est. \$6.00
 310. PAHA, 1912 G Doane Ty 3/3 on PPC W/Crease (Adams 03-58) Est. \$5.00
 311. PAMPA, 1911 VG Ty A2 4 Bar on PPC (Whit 84-19) Est. \$6.00
 312. PARK, 1908 VG Ty 3/2 Doane on PPC (What. 84/25) Est. \$12.00
 313. PORT WILLIAMS, 1909 G Ty A2 4 Bar (bit on stamp) PPC (Clai 90-19) Est. \$12.00
 314. RINGOLD, 1907 FINE Ty A1 4 Bar (EARLY) on PPC (Frank 08-36) Est. \$8.00
 315. RIPARIA, 1910 G+ CDS-Mss. on PPC (Whit. 82-45) Est. \$8.00
 316. ROCKCUT, 1909 G CDS-Target on PPC (Ferry 01-19) Est. \$20.00
 317. ROCKLAKE, 1911 G+ Ty B 4 Bar (part over stamp) (Whit 07-12) Est. \$25.00
 318. SAMISH, 1909 G CDS as Recd on PPC (Skagit 71-20) Est. \$5.00
 319. SAUK, 1910 G+ Doane Ty 2/4 on PPC (Skagit 86-44) Est. \$5.00
 320. SLATER, 1909 VG Ty A1 4 Bar on PPC (Walla Walla 08-19) Est. \$12.00
 321. SUNRISE LODGE, 1938 G Ty C2 4 Bar on PPC (Pierce 31-44) Est. \$4.00
 322. TANNER, 1907 VG Ty A1 4 Bar on PPC (King 07-12) Est. \$12.00
 323. THREE LAKES, 1909 G+ Ty A1 4 Bar on PPC (Snoh 03-26) Est. \$12.00
 324. TONO, 1914 G+ Ty B 4 Bar on PPC (Thurs 09-32) Est. \$6.00
 325. TRENT, 1911 G+ Ty A2 4 Bar on PPC (Spok 83/13) Est. \$12.00
 326. TURK, 1909 G+ Doane Ty 2/1 on PPC (Stev. 05-19) Est. \$18.00
 327. TURNER, 1911 VG Doane Ty 2/1 on PPC (Columbia 04-34) Est. \$6.00
 328. UNFRIED, 1911 VG Ty B 4 Bar on PPC (Garf. 10-17) Est. \$5.00
 329. VAN HORN, 1913 G+ (Wash. lite) Ty A1 4 Bar on PPC (Skagit 01-25) E \$12.00
 330. WAVERLY, 1909 VG Doane Ty 3/5 on PPC (Spok. 79-Op) Est. \$5.00
 331. WEHESVILLE, 1908 G CDS-Target on PPC (Okan. 00-11) Est. \$20.00
 332. WELLINGTON, 1911 G Doane Ty 2/3 on PPC (King 94-29) Est. \$8.00
 333. WENAS, 1909 VG CDS-Cork on PPC (Yakima 82-34) Est. \$8.00
 334. WILCOX, 1912 G Doane Ty 3/1 on PPC (Whit. 92-35) Est. \$6.00
 335. WILLY RUR. STA. of Yakima, 1921 VG Ty B 4 Bar (EARLY) on PPC E \$8.00
 336. YARDLEY RUR. STA. of Spokane, 1914 G 4 Bar (Lite) on PPC (13-20) E \$8.00

R.P.O.s OREGON AND WASHINGTON (TOWEL NUMBERS)

337. ALBANY & YAUQUINA, 1913 G Partial 900.1-A-1 (TR1) on PPC Est. \$6.00
 338. (ASH)LAND & GERBER, 1921 G Partial 894-H-1 (TR13) on PPC Est. \$6.00
 339. BAKE (R CITY) & AUSTIN, 1911 G (off @ top) 896.2-D-1 NARROW GAUGE E \$8.00
 340. BAKER & PRARIE CITY, 1915 G on Cvr. 896.2-C-1 NARROW GAUGE E \$25.00
 341. BELLINGHAM & SEAT., 1910 VG 901.1-B-1 (T343) on PPC Est. \$6.00
 342. BLAINE & SEATTLE, 1921 G+ 903-A-1 (T355) on PPC Est. \$5.00
 343. CENT. & SO. BEND, 1911 VG 901.3-B-1 (T394) on PPC Est. \$8.00
 344. CENTRALIA & HOQUIAM, 1935 FINE 901.4-A-1 (T958) on Cvr. Est. \$10.00
 345. DAYTON & PASCO, 1908 G+ 901.5-A-1 On PPC Est. \$5.00
 346. HAVRE & SPOK., 1913 G 899-V-1 (TR1) on PPC Est. \$5.00
 347. JOSEPH & LA GRANDE, 1909 VG 896.6-A-1 (TR31) on PPC Est. \$15.00
 348. KERRISTON & TACOMA, 1916 G+ 901.2-E-1 (T597) on PPC Est. \$10.00
 349. LEWISTON & RIPARIA, 1913 G 904.3-C-1 (TR.5) on PPC Est. \$3.00
 350. ONTARIO & BURNS, 1939 FINE 896.11-A-1 on Cvr opened rough @ Rt. E \$7.00
 351. OROVILLE & SPOKANE, 1909 VG (NORTH) 902.1-F-1 on PPC Est. \$6.00
 352. OROVILLE & WENATCHEE, 1915 VG NEW TYPE (T378) on PPC Est. \$10.00
 353. POCOTELLO & PORT., 1909 G+ SPELLED ERROR 898-N-1 Est. \$8.00
 354. PORTLAND & BEND, 1913 VG 899.1-B-2 (T103) on PPC Est. \$6.00
 355. PORT. & (COR)VALLIS, 1908 G+ off @ top, (TR.1) on PPC 893-B-1 Est. \$5.00
 356. PORT. & DALLAS, 1909 G+ Lite, 900.5-C-1 (TR74) on PPC Est. \$6.00
 357. PORT. & SEASIDE, 1909 G+ 899.2-B-1 (TR.21) on Cvr W/conts Est. \$4.00
 358. SEATTLE & HOQUIAM, 1915 VG 901.4-E-1 (T424) on PPC Est. \$6.00
 359. SEATTLE & SEATTLE, 1911 VG SE1-A STEET CAR (8 PM) on PPC \$25.00
 360. SEATTLE & SEWARD, 1929 G X-14-E STEAMBOAT (WEST) on PPC Est. \$5.00
 361. SEATTLE & SKAGWAY, 1940 X-19-F STEAMBOAT (NORTH) on PPC Est. \$3.00
 362. SPOKANE & ADRIAN, 1915 VG 906.6-A-2 (bit off @ top) on PPC Est. \$12.00
 363. SPOK PASCO & PORT., 1920 G+ 899.1-C-1 (TR.2) on PPC Est. \$6.00
 364. SPOK PASCO & SEAT., 1907 G+ 892-0-1 (TR.4) on PPC Est. \$6.00
 365. SPOK. & PENDLETON, 1907 VG 896.5-D-1 (TR.8) on PPC Est. \$8.00
 366. SPOKANE & PORTLAND, 1910 G+ NEW TYPE 904.6-7 (TR.4) on PPC Est. \$6.00
 367. SPOKANE & SEATTLE, 1909 VG 902.5-A-1 (TR.2) on PPC Est. \$6.00
 368. SPOK. & TACOMA, 1908 VG NEW TYPE 892-7 (TR.4) on PPC Est. \$15.00
 369. SPOK WASH./TRANS. CL.K.N.P. STA, 1909 G+ (UNLISTED) Est. \$8.00
 370. WALLACE & SPOKANE, 1940 G+ 896.7-A-3 (TR586) on Cover Est. \$8.00

Standard rules apply. Minimum bid \$3.00 please. phone bids accepted (503) 963-6350

• CLOSING DATE; SEPT. 30, 1993 (6:00 PM)

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

Fifth in a Series

By Henry J. Berthelot

[Writer's correction: In the Fourth of this Series, on pages 31 and 34, reference was made to a "double-line handstamped marking" having been utilized in each of the particular interruptions. As the illustration of the marking on the respective pages showed, those references should have been described as a "triple-line handstamped marking".]

INTERRUPTION **NO. 1952-06-04**

The Pennsylvania Railroad's Train No. 11 was on its scheduled run from New York City, New York to St. Louis, Missouri. As the train entered the North Philadelphia (Pennsylvania) station at 1:32 AM, 4 July 1952, smoke was seen emanating from the storage car. Stopping the train, the crew discovered a smoldering fire in that car. Fire fighters were summoned, and after a short while they extinguished the blaze, but not before an undetermined amount of letter mail and eleven sacks of newspapers had been destroyed. An investigation was conducted. The investigator's report stated the fire to have been the product of "an unknown origin".

Recovered mail was processed at Philadelphia. Subsequent to the mail being reclaimed and returned to the mail system, the Superintendent of Postal Transportation for the Philadelphia area noted in an interview that Philadelphia postal officials had worked nearly three days processing the decipherable fire and/or water damaged mail.

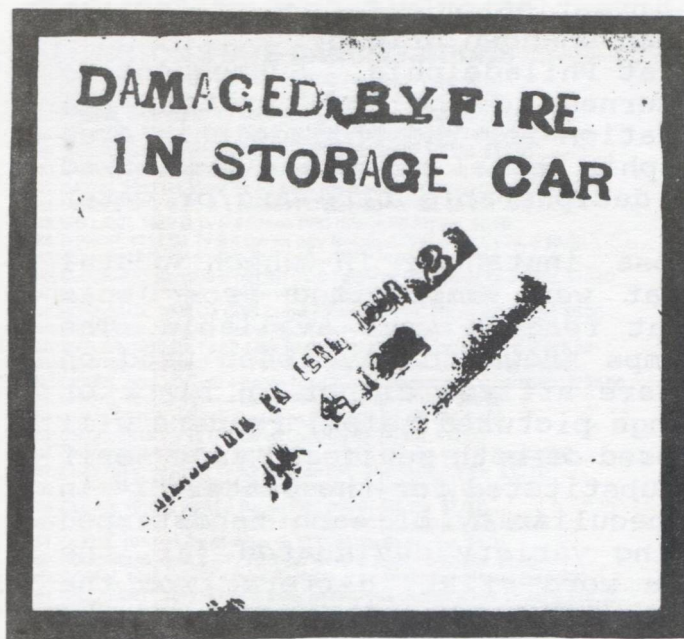
This mishap exemplifies those instances in which postal officials utilized handstamps that were improvised from loose rubber type, using characters that readily were available. The crudely made, double-line handstamps known to have been used on mail recovered from this mishap were affixed either in black or magenta ink. From the three markings pictured below, readers will note that the handstamps were composed of both serif and sans-serif type and that the numeral "1" was substituted for the letter "I" in the words "FIRE" and "IN". The peculiarity of each handstamped marking stands out. On the marking variety designated (a), the typeface of the letter "R" in the word "FIRE" differs from the typeface of the "R's" in the words "STORAGE" and "CAR", and the letter "S" was omitted from the word "STORAGE". The marking variety designated (b), shows all letters "A" and "E" being sans-serif. And, on the marking variety designated (c), the letter "E" in the word "DAMAGED" was the numeral three with the type turned upside down.

The first marking variety was used in conjunction with a circular datestamp, struck in magenta ink. The second and third marking varieties were used with a double-line datestamp applied either in black or magenta ink.

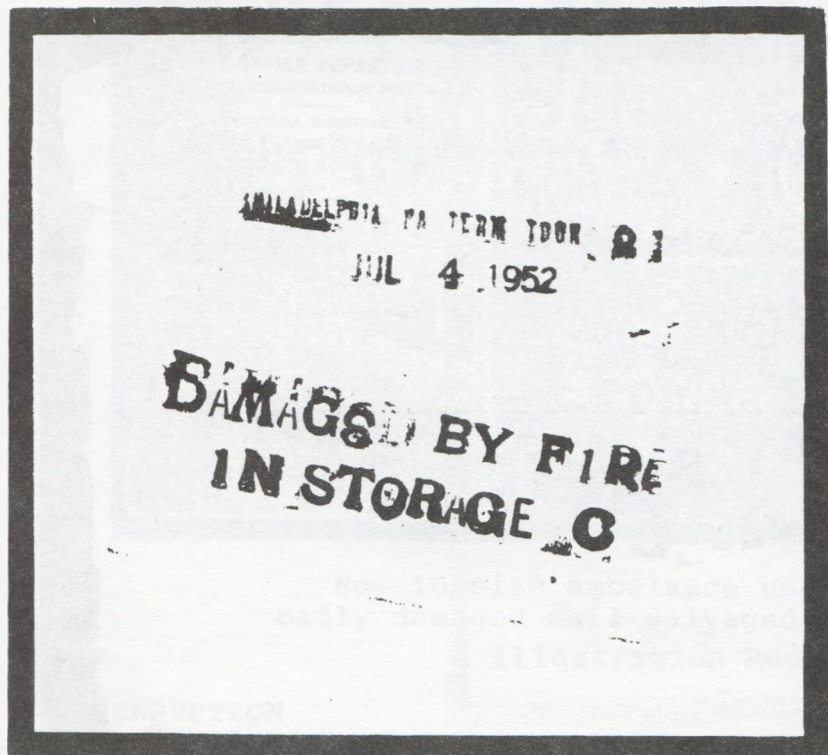
Postal officials used ambulances extensively to forward badly damaged items that were salvaged from the fire.



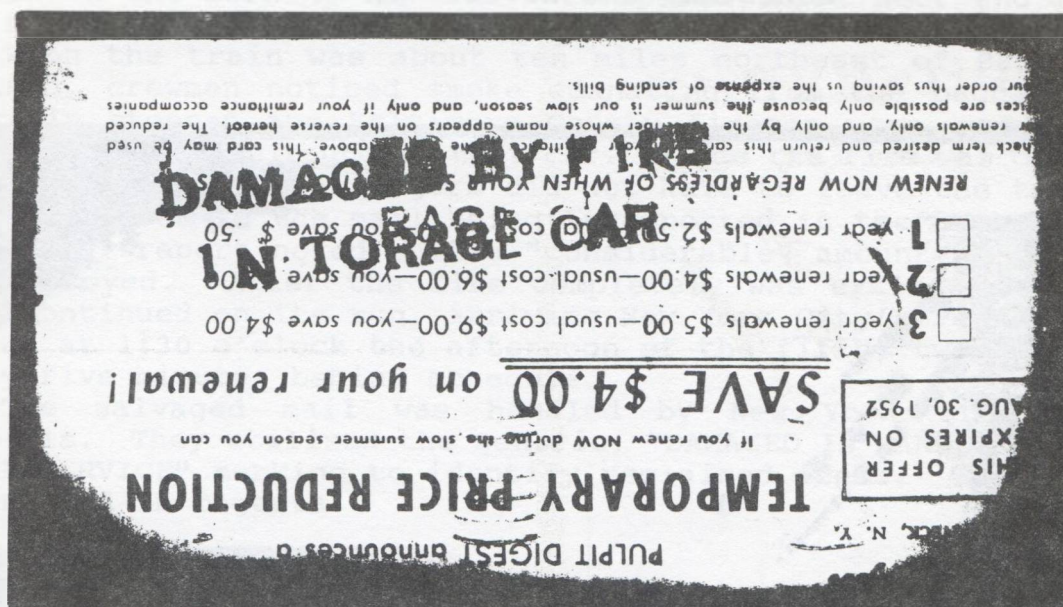
MARKING NO.
1952-06-04 (a)



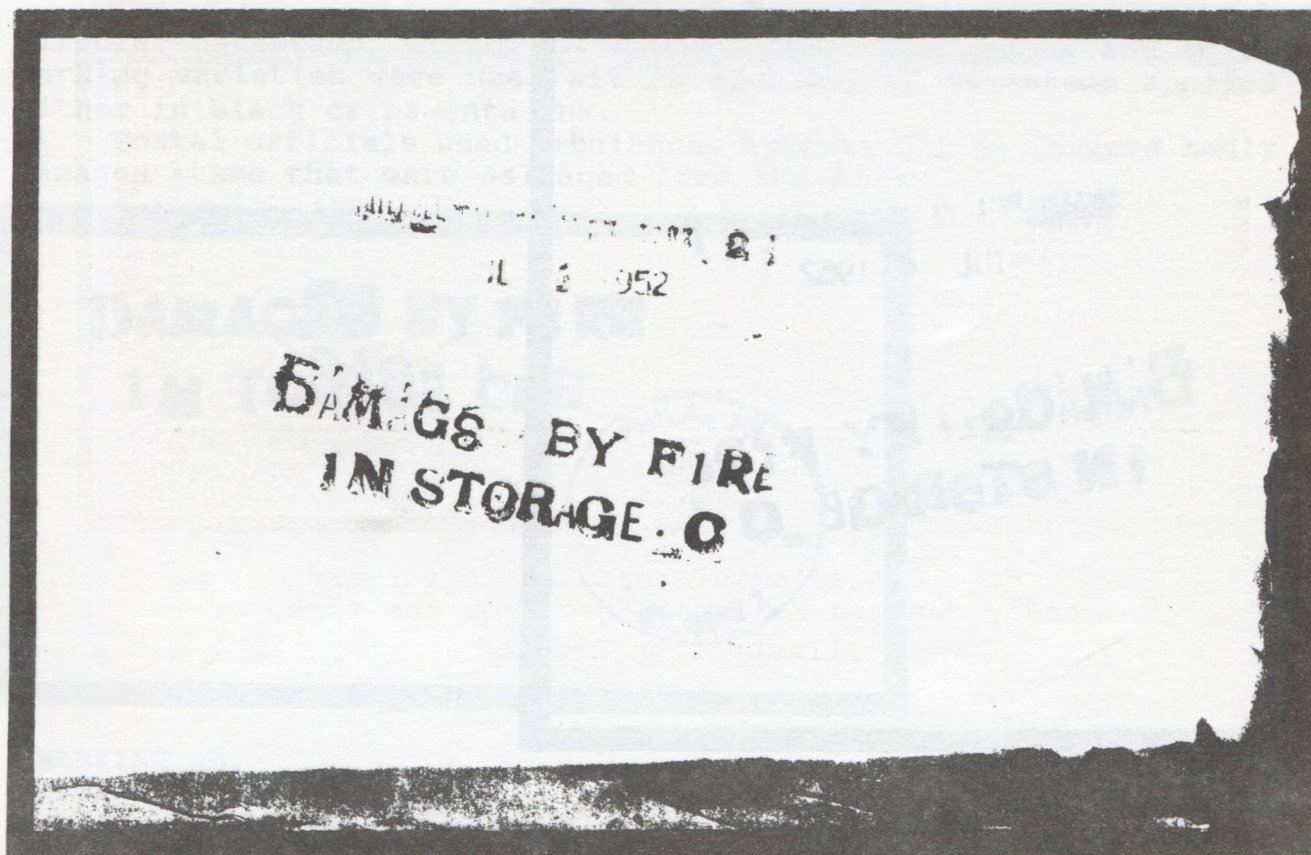
MARKING NO.
1952-06-04 (b)



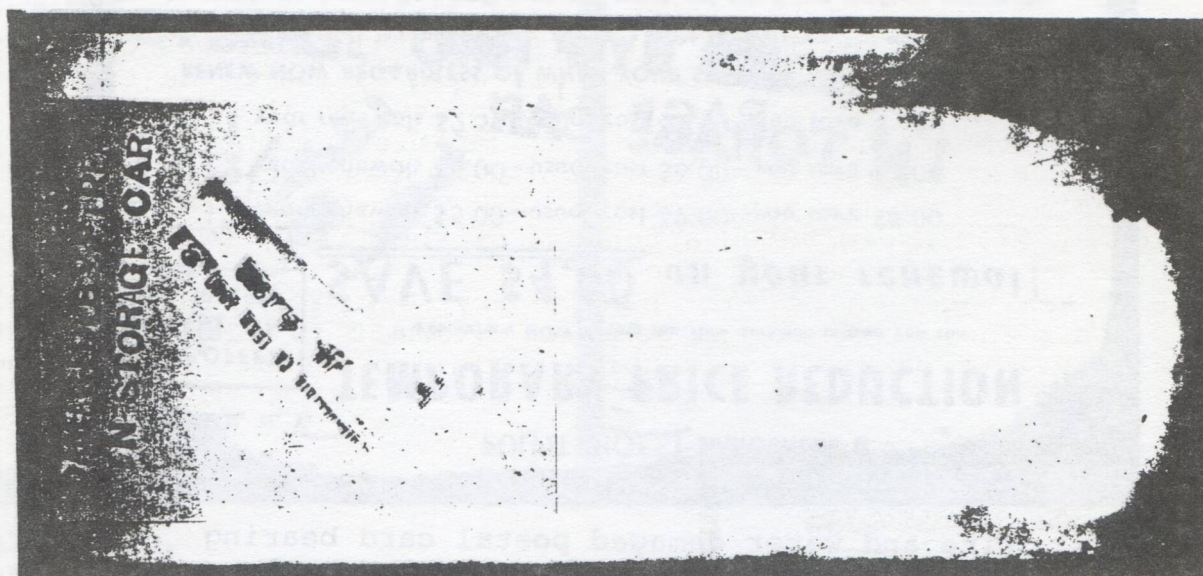
MARKING NO.
1952-06-04 (c)



Fire and water damaged postal card bearing a handstamp impressed in black ink and a circular datestamp struck in magenta ink



Legal size envelope with double-line
handstamp and datestamp, both
affixed in magenta ink



Separate notice, bearing a double-line
handstamp and datestamp both applied in black ink,
was stapled to this recovered envelope

Illustration Reduced



No. 10 size ambulance used to forward
badly damaged mail salvaged from the fire.

Illustration Reduced

INTERRUPTION

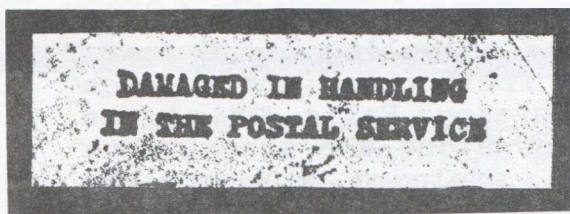
NO. 1962-01-05

The Pennsylvania Railroad's fifteen car "Potomac Palmetto Limited" provided passenger service between Washington, D.C. and New York City, New York in the early 1960s. On the 5th of January 1962, the "Potomac Palmetto Limited" left Washington, D.C. at seven o'clock in the morning for its anticipated three hour and fifty-five minute run to New York City.

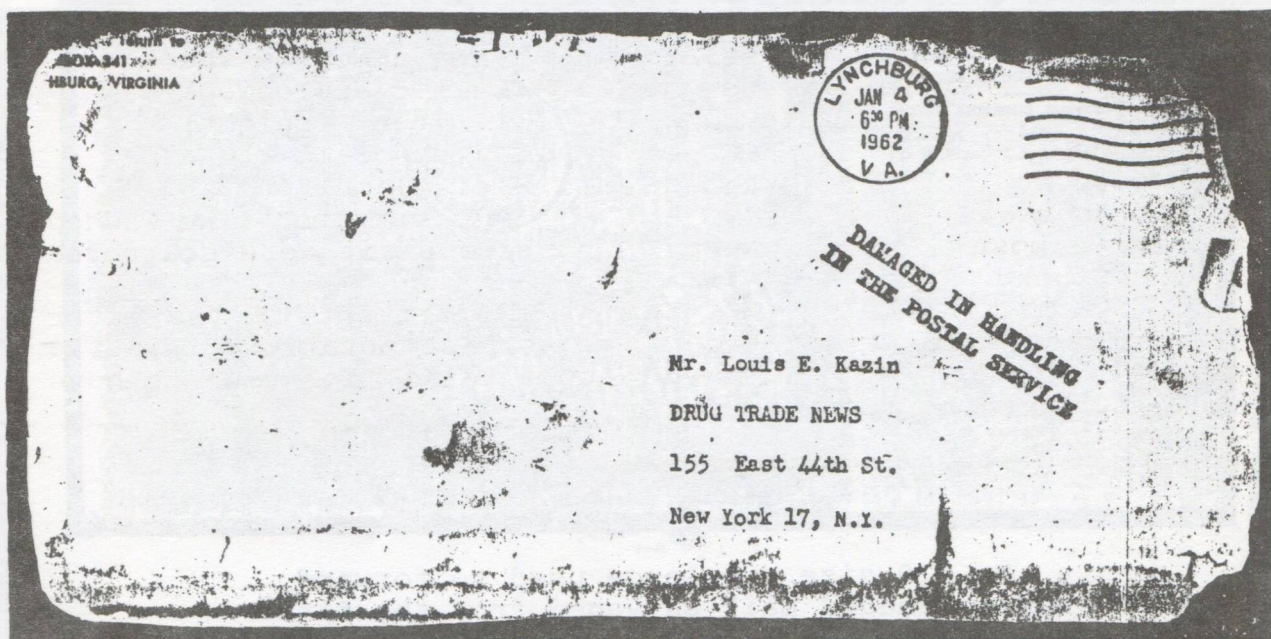
When the train was about ten miles northeast of Baltimore, Maryland, crewmen noticed smoke emanating from the baggage car. The train stopped and Baltimore County firemen were summoned to extinguish the fire found in that car. Since the fire was confined to the baggage car, passengers did not have to leave the train.

As relates to the mail being transported in the baggage car, a newspaper report noted that a "considerable" amount of the mail was destroyed. After the fire completely was extinguished, the train continued on its run, arriving New York City's Pennsylvania Station at 1:30 o'clock the afternoon of the fifth, two hours and thirty-five minutes behind schedule.

The salvaged mail was handled by New York City postal officials. They utilized the generic, "DAMAGED IN HANDLING/IN THE POSTAL SERVICE" marking to identify reclaimed items. The marking was applied in magenta.



MARKING NO.
1962-01-05



Fire and water damaged envelope recovered from the baggage car fire on the "Potomac Palmetto Limited"

Illustration Reduced

INTERRUPTION

NO. 1940-07-31

In 1940, a single-track line branched off the Pennsylvania Railroad's main line tracks at Hudson, Ohio and ran to Akron, Ohio, fifteen miles away. During the evening of 31 July, a motor-driven passenger coach - a type of conveyance then known locally as a "doodle-bug" - was en route to Akron. The crew of the motor coach had orders from the Block Operator at Hudson to stop at Switch No. 1, just north of Silver Lake, Ohio, go onto a siding and await the passage of a freight train.

At the same time, a seventy-four car freight train, pulled by two locomotives, was traveling from Columbus, Ohio to Cleveland, Ohio. Running three hours behind schedule, at thirty-five miles per hour, the "double-header" freight also had orders, that being to meet the motor coach at Silver Lake and, having the right of way, to proceed to Hudson.

The motor coach crew not only disobeyed the order to move onto the siding, but also disregarded standing instructions which required expressed permission from the Block Operator prior to reentering the tracks from a siding. The motor coach overran the switch about a quarter of a mile and was traveling about forty miles per hour. At six o'clock PM, the freight and motor coach collided at the Front Street crossing in Cuyahoga Falls, Ohio. The motor coach was pushed back some 200 yards along the track. Its 600-gallon gasoline tank, about half full, exploded, spraying the wreckage with flaming gasoline. The engineer on the freight train subsequently described the disaster as follows:

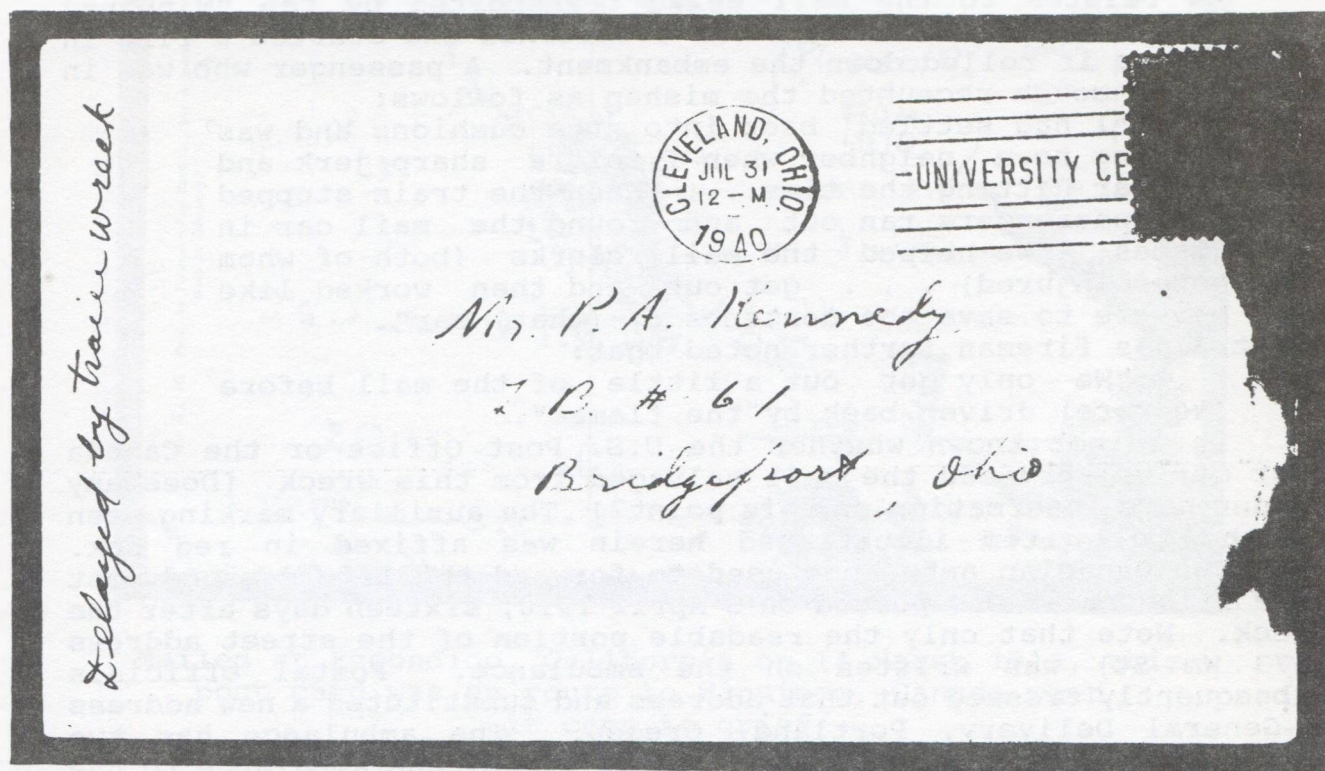
"We had just come around the bend when I saw the doodle-bug loom up in front of us. We jammed on the brakes. When we hit there was a terrific explosion. The fireman and I stayed with her (the freight) through the fire and explosion until she came to a stop. Then we jumped through a wall of flame."

News reports stated that the motor coach was crumpled "like wadded paper, for almost half its length" and bits of it were scattered about the track.

The mail shipment in the baggage compartment of the motor coach was damaged by the fire. A manuscript notation, believed written by a postal official at Cuyahoga Falls, is known to have been utilized on the recovered mail.

Delayed by train wreck

MARKING NO.
1940-07-31



Mailed in Cleveland, Ohio and addressed to Bridgeport, Ohio, this envelope was among the mail items damaged when the freight train and motor coach collided

Reference: New York Times, New York City, New York, 1 August 1940 edition.

INTERRUPTION
NO. 1910-03-20

On this date, the "Winnipeg Limited" of the Great Northern Railroad left Minneapolis, Minnesota at 5:50 PM on its scheduled run to Winnipeg, Canada. Traveling at thirty miles per hour, the train was one mile beyond the Rogers, Minnesota train station when the engine suddenly "leaped the rails" at 6:30 PM. After leaving the rails, the engine, tender and mail car fell to the bottom of a fifteen-foot embankment. The next two cars, a baggage car and a combination smoker/day coach also left the rails; however, they remained atop the embankment. Two Pullman cars and an observation car which comprised the rear of the train did not leave the rails. Railroad officials believed a defective rail or an unexpected lurch of the engine caused the derailment.

Of the 200 passengers and crew aboard the "Winnipeg Limited", only one person died, the train engineer, and seven people were injured. The small loss of life was attributed to the engineer's heroism. When the engine's little wheels came off the tracks, the engineer stayed at his post with his hand on the air brakes while the engine traveled some 300 feet and toppled over the embankment. His bravery prevented the entire train from leaving the rails and falling down the embankment, which, officials speculated, would have caused a large number of deaths and injuries.

As relates to the mail being transported by the "Winnipeg Limited", a stove in the mail car overturned and started a fire in that car as it rolled down the embankment. A passenger who was in the smoker coach recounted the mishap as follows:

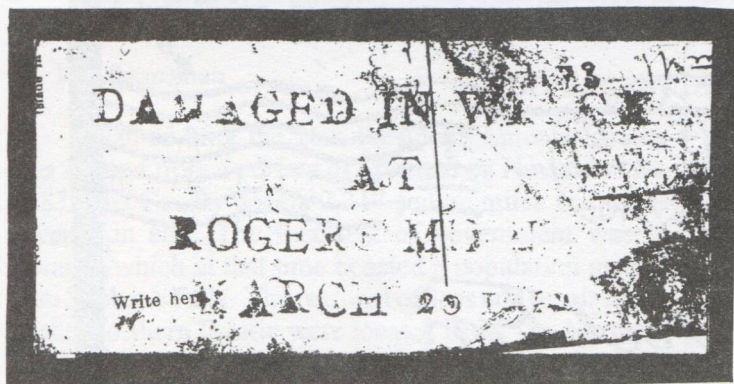
"I had settled back into the cushions and was talking to a neighbor when I felt a sharp jerk and the car hitting the ties.... When the train stopped the passengers ran out and found the mail car in flames. We helped the mail clerks (both of whom were injured) . . . get out and then worked like beavers to save the contents of (that) car".

The train's fireman further noted that:

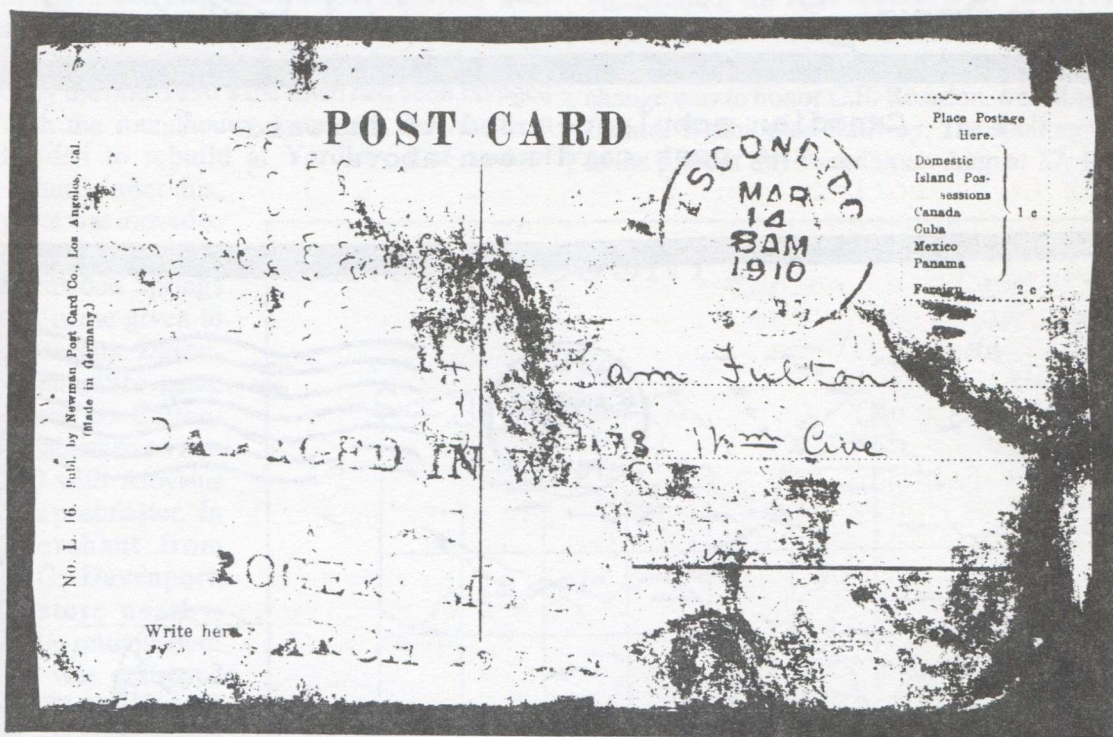
"We only got out a little of the mail before (we were) driven back by the flames".

It is not known whether the U.S. Post Office or the Canada Post Office serviced the mail salvaged from this wreck. [Does any reader have information on this point?] The auxiliary marking seen on the mail item illustrated herein was affixed in red ink.

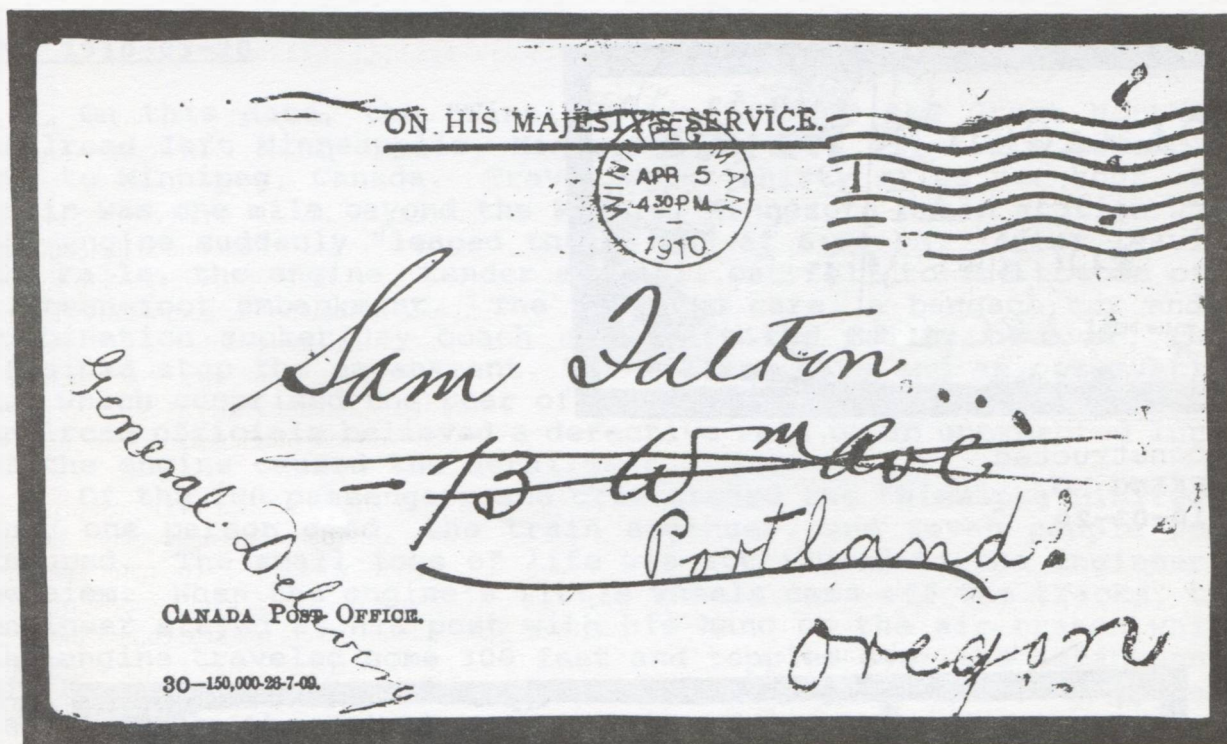
The Canadian ambulance used to forward the fire damaged post card illustrated was posted on 5 April 1910, sixteen days after the wreck. Note that only the readable portion of the street address (-73 Wm St) was written on the ambulance. Postal officials subsequently crossed out that address and substituted a new address - General Delivery, Portland, Oregon. The ambulance has two backstamps: The first evidences the return of the ambulance to the mail [Winnipeg, Man(itoba), 5 April 1910, eight o'clock P.M.]; and the second evidences the ambulance's movement towards Portland [Lumsden, Sask(atchewan), 7 April 1910]. Lumsden was located on a railroad line, slightly more than 350 miles west of Winnipeg.



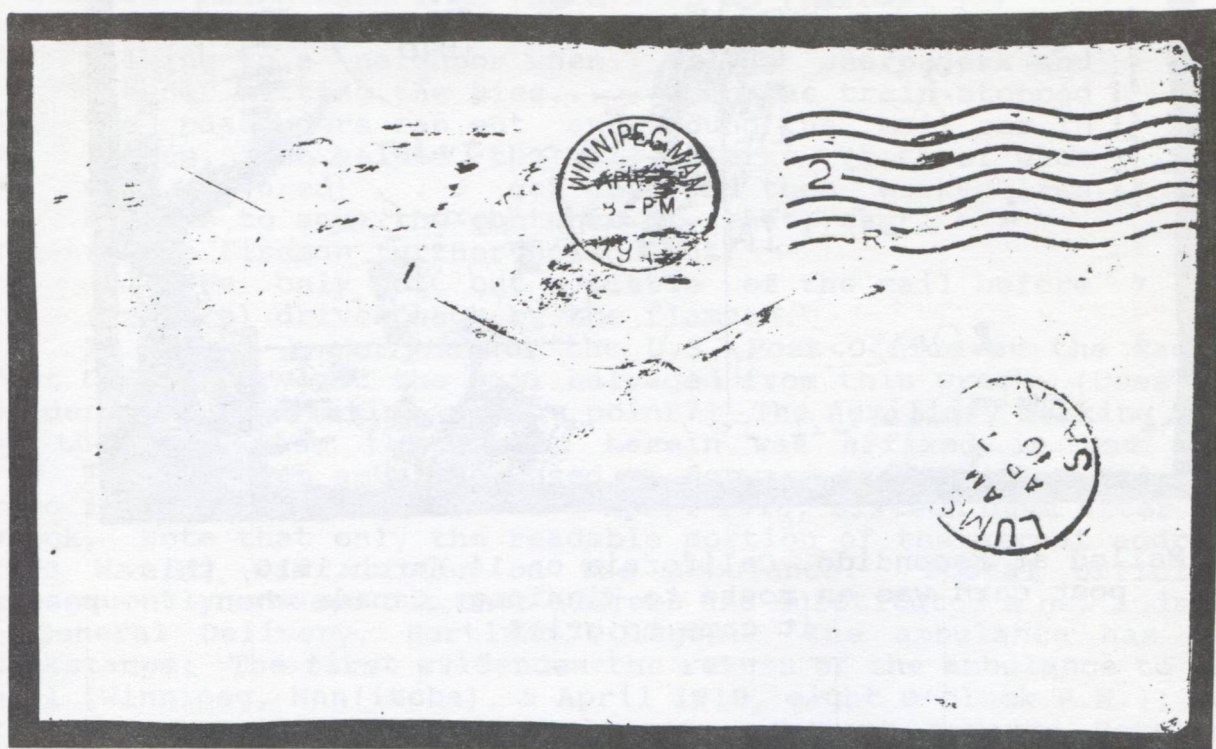
Reconstructed
MARKING NO.
1910-03-20



Mailed at Escondido, California on 14 March 1910, this post card was en route to Winnipeg, Canada when it came to grief



Canadian ambulance used to forward
the post card seen above



Backstamps on ambulance evidence Canadian
postal officials rerouting the card

Reference: The Minneapolis Morning Tribune and The Minnesota Journal, both 21 March 1910 edition.

(to be continued)

Lincoln County, Washington

by Tim Boardman

Named after the 16th President, Lincoln County was formed from a portion of Spokane on November 24, 1883. The County covers 2,317 square miles and ranks seventh in size. The first seat of government was in Sprague which at that time boasted a population greater than Spokane Falls. The regional offices and repair shops of the Northern Pacific were located here. The Northern Pacific was such an influence in the area that the town was named after Gen. John W. Sprague, director of the western division. Sprague was established on December 6, 1880 as a sheep camp. The town was a center from which local farmers shipped their wool. Shepherds would drive their herds in the spring from around the Snake River vicinities north to public lands located around Colville, Wenatchee, or Chelan. After the railroad passed through Sprague, the shepherds began shearing their sheep there and shipping the wool east. As a result of all this activity, Sprague prospered. This good fortune did not last, for by the mid-1890's the town had been ravaged by fire. With the roundhouse destroyed, the Northern Pacific decided to rebuild at Yardley, just east of Spokane. Shortly after this, the county seat was moved to Davenport.

Cottonwood Springs was the first name given to what would become Davenport. The post office name was shortened to Cottonwood and established on August 2, 1880 with Aloysius Harker as the postmaster. In 1881 a merchant from Cheney, J.C. Davenport, opened a store nearby. When the little settlement of Cottonwood was destroyed by fire in 1882, the post office moved into Davenport's store and on August 28, 1884 the name officially changed to Davenport.

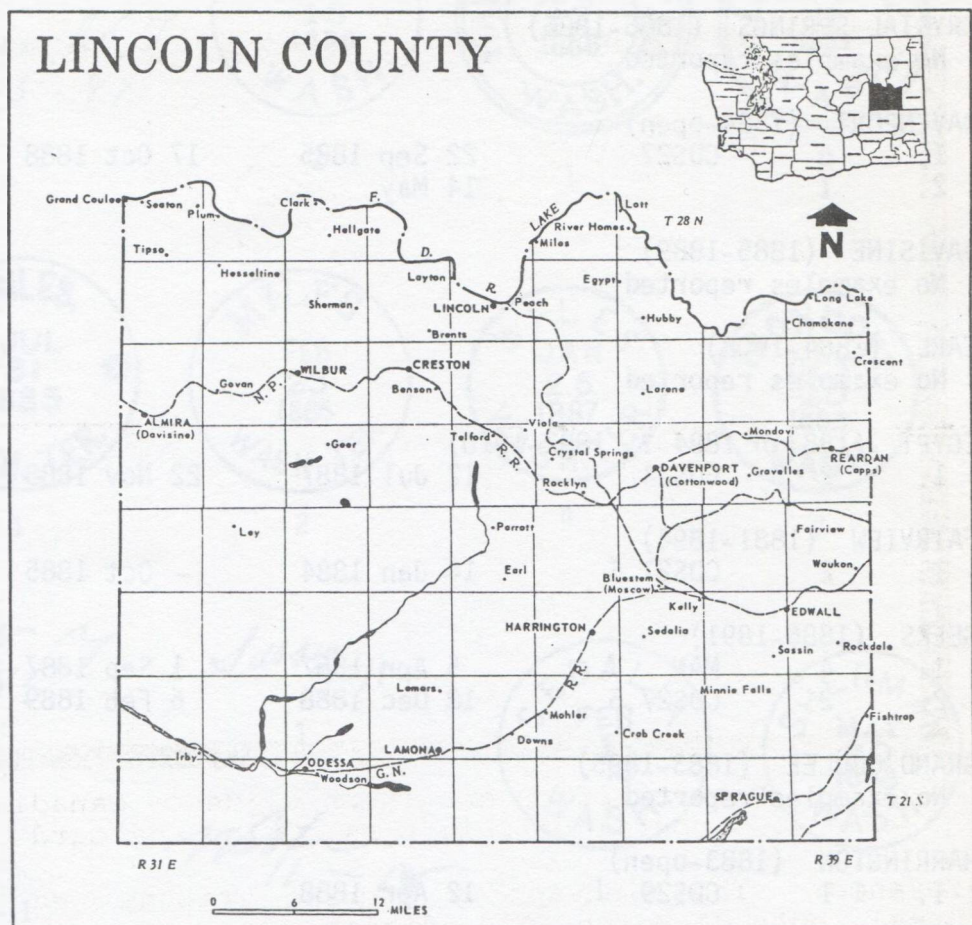
Of the eighty post offices that have been in Lincoln county, eight offices were either rescinded, or did not operate. Of the remaining 72 offices, 32 saw territorial usage. There are eleven open offices in Lincoln County today. Of those

eleven, only four were in operation during the territorial era. Those included Sprague, Davenport, Almira, and Harrington.

Almira began as Davisine on December 14, 1885 in honor of Charles C. Davis, who founded the community. When Davis sold a portion of his interest to two other men, they wanted to rename the community. The name they chose was Almira, Davis' wife.

The Harrington post office was established on July 25, 1883. The town was named after a California investor, W.P. Harrington who had purchased 50 sections of land.

Another town site which has had a post office since territorial days is Reardan. This berg began under the name of Capps on May 24, 1882. The name was chosen to honor J.S. Capps on whose land the post office was located. Later, attempts were made to change the name to Fairweather, for H.W. Fairweather of the Northern Pacific. This name change failed. A successful name change was made to Reardon on September 17, 1889. This name change was to honor C.F. Reardon, a civil engineer of the Central Washington Railway. The spelling was modified to the present day Reardan on August 27, 1890.



POSTMARKS OF WASHINGTON TERRITORY

By Richard A. Long

Part 16 - Lincoln County

ALMIRA (1889-open)

No examples reported

BENSON (1886)

No examples reported

BRENTS (1882-1890)

1.	7	CDS27	27 May 1885	17 Dec 1888	Target
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CAPPS (1882-1889)

1.	2	MAN	29 May 1883	17 Sep 1885	Manuscript
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COTTONWOOD (1880-1884)

1.	2	CDS27.5	9 Oct 1883	11 Mar 1884	Target
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CRAB CREEK (1873, 1874-1876, 1878-1897)

1.	4	MAN	10 Oct 1880	1 Jul 1881	Manuscript
----	---	-----	-------------	------------	------------

CRESCENT (1882-1901)

No examples reported

CRYSTAL SPRINGS (1885-1886)

No examples reported

DAVENPORT (1884-open)

1.	6	CDS27	22 Sep 1885	17 Oct 1888	Target
2.	1		14 May		

DAVISINE (1885-1889)

No examples reported

EARL (1884-1908)

No examples reported

EGYPT (1883 or 1884-?, 1892-1910)

1.	2	CDS34	12 Jul 1887	22 Nov 1888	Square Grid
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FAIRVIEW (1881-1894)

1.	2	CDS27.5	14 Jan 1884	- Oct 1885	
----	---	---------	-------------	------------	--

GEERS (1886-1891)

1.	4	MAN	5 Apr 1887	1 Sep 1887	Manuscript
2.	2	CDS27.5	18 Dec 1888	6 Feb 1889	

GRAND COULEE (1883-1895)

No examples reported

HARRINGTON (1883-open)

1.	1	CDS29	12 Apr 1888		Target
----	---	-------	-------------	--	--------



1

Capps Wash 9-17

1

Capps W. T. May 29

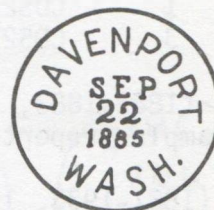
1



1

Grab break Wash Ter 9-10"/80

1



1

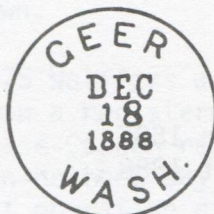


1

Geer, W. T. 5-31-87

Geer, W. T. 4-5-87

1



2



1



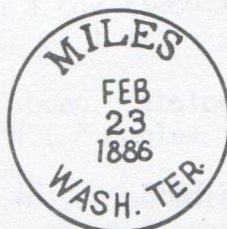
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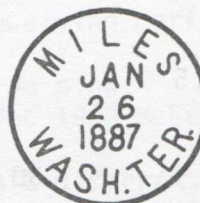
2



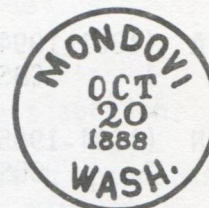
1



2



4



2

Monrovia W. T. 12-8-185

1

Sasson 7-11

1



1



1

Reardon

1

Wash 11-18

LINCOLN COUNTY TERRITORIAL POSTMARKS

HESELTIME (1884-1905)

No examples reported

KELLY (1884-1893)

No examples reported

LARENE (1881-1906)

1.	1	CDS27.5	14 Jul 1883		Wheel of Fortune
2.	3	CDS27.5	13 Nov 1886	23 Jun 1887	Target

LAYTON (1882-1883, 1891-1898)

No examples reported

MILES (1881-1933, 1939-1962)

1.	1	CDS30	31 Jul 1885		Fancy Cork
2.	1	CDS28.5	23 Feb 1886		
3.	1	CDS	21 Jul 1886		
4.	1	CDS25	26 Jan 1887		Oval Grid

MINNIE FALLS (1888-1894)

No examples reported

MONDOVI (1880-1954)

1.	2	MAN	8 Dec 1885		Manuscript
2.	2	CDS26.5	20 Oct 1888		Target

REARDON (1889-1890)

1.	1	MAN	- Nov 1889		Manuscript
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SASSIN (1880-1895)

1.	1	MAN	11 Sep 1885		Manuscript
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SEDALIA (1881-1894)

1.	1	CDS27.5	1 Feb -		Postmark
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SHERMAN (1884-1905)

1.	2	CDS26.5	30 May 1888	21 Dec 1888	Cork
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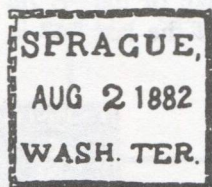
SPRAGUE (1880-open)

1.	4	BOX26.5x24	9 Jun 1882	- - 1883	Pmk, Manuscript
2.	3	CDS32	3 Nov 1883	9 Nov 1883	Target
3.	1	CDS27	10 Jan 1885		
4.	5	CDS23.5	26 Aug 1885	17 Aug 1886	Cork
5.	2	CDS27.5	1- Oct 1886	22 Mar 1887	Cork
6.	2	CDS27.5	24 Feb 1889	29 Jun 1889	Fancy Cork

VIOLA (1888-1891)

1.	1	CDS27.5	3 Jul 1889		Target
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LINCOLN COUNTY TERRITORIAL POSTMARKS



1



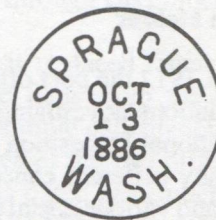
2



3



4



5



6



1

BRENTS 1 is scarce; 7 known.

CAPPS 1 appears as WASH or WT.

COTTONWOOD 1 is rare; both are well struck.

CRAB CREEK 1 is a manuscript; 4 known.

DAVENPORT 1 is known in 6 examples.

DAVENPORT 2 is reported in a May 1975 Wolffers auction catalog as "Davenport, Wash T. Jno. Horwege" dated 1849 on a registered package receipt. (??)

EGYPT 1 is known in 2 examples. Chase-Cabeen reports date established as between 1 Dec 1883 & 30 Jan 1884; Boardman-Helbock say 13 Nov 1892. Both are probably right if there were two periods of operation of the office.

FAIRVIEW 1 is known in only 2 examples; see photo in Oct 1981 McBride's catalog.

GEERS 1 is a rare manuscript, speeled both ways, GEER or GEERS.

GEERS 2 is known in only 2 examples in a California & an Oregon collection.

HARRINGTON 1 is unique, well but partially doubly struck on a gov't postcard.

LARENE 1 is unique, well struck on a gov't postcard.

LARENE 2 is known on only 3 covers; on 1 it is a receiving mark.

MILES 1 is unique.

MILES 2 is known only from Chase-Cabeen, cataloged in pink.

MILES 3 is unique, reported as a "W.T." duplex in Dec 1980 McBride's auction.

MILES 4 is unique, on a 2¢ envelope.

MONDOVI 1 is known with the same manuscript date on 2 different gov't postcards.

MONDOVI 2 is known on a gov't postcard, and another as a receiving mark.

REARDON 1 manuscript is unique, with day notation blurred as shown, and spread as shown, to accommodate design of the government postcard on which it appears.

SASSIN 1 is unique, a tiny manuscript marking on a gov't postcard.

SEDALIA 1 is unique, with poorly struck year in date.

SHERMAN 1 is known in 2 examples; one in Nov 1975 Zimmerman sale is not dated, so it may be a third, or it may be one of these 2.

SPRAGUE 1 is an unusual marking with box of Greek Key design; 4 are known. Chase-Cabeen illustrate it as #721 with partial box design visible.

SPRAGUE 2 is rare, known in just 3 examples.

SPRAGUE 3 is unique.

SPRAGUE 4 is known in 5 examples; indistinct killer appears a fancy cork.

SPRAGUE 5 is rare, 2 known; SPRAGUE and WASH are closer together than in #3 & 6.

SPRAGUE 6 is rare, 2 known; SPRAGUE and WASH furthest apart on this one.

VIOLA 1 is unique.

Panama-Pacific Slogan Cancels: The Damaged Dials of Los Angeles

By Jim Mehrer

In 1912 the post office at Los Angeles began to use cancellations advertising the upcoming Panama-Pacific International Exposition to be held in San Francisco. Of the many different cancellations used at the main post office and various postal stations, the relationships of four particular International machine types will be examined and explained here.

The cancels are described in Bill Bomar's *Postal Markings of United States Expositions*, and are assigned catalog numbers SF15-13A, 13B, 13C and 13D. Previously, Bob Payne had identified the types as numbers LA-2, 2a, 3 and 3a. For clarity, Payne's numbers will be used here.

The four types can be identified by two characteristics: the relative positions of the words in the slogan box and the appearance of the letters "CAL" in the postmark dial. These types were described by Payne as follows:

Type LA-2: The vertical stroke of the "L" in "World's" is directly above the apex of the last "A" in "Panama." (Fig. 1)

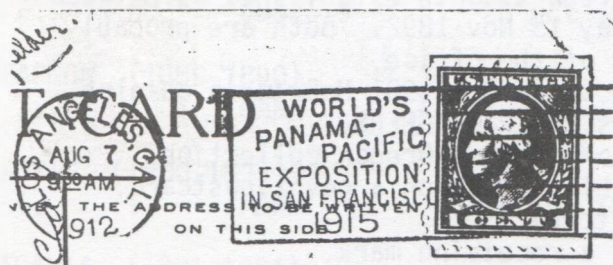


Figure 1.

Type LA-2a: Same as Type 2, except that the "CAL." in the dial prints only as "C" followed by an ink blob. (Fig. 2)

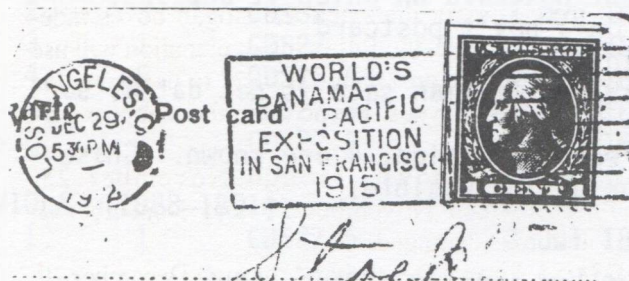


Figure 2.

Type LA-3: The vertical stroke of the "L" in "World's" is to the left of the apex of the last "A" in "Panama." (Fig. 3)

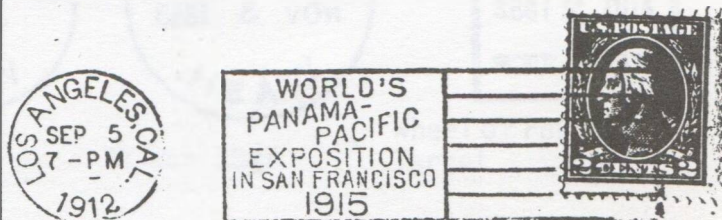


Figure 3.

Type LA-3a: Same as Type 3, except that the "CAL." in the dial prints only as "C." (Fig. 4)

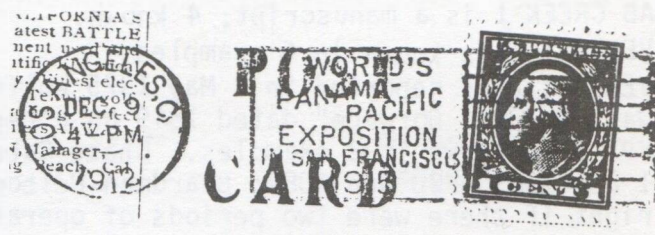


Figure 4.

Both major types, LA-2 and LA-3, were put into use in May 1912. Sometime on or before August 7, the lower portion of Type 2's postmark dial was damaged, so that most of the rim below the year did not print (see Figure 1). At the lower left, the rim hooks inward, around the base of the first "1". At the lower right, the rim also hooks inward, toward the tail of the "2".

Similarly, by September 5th, the lower portion of Type 3's postmark dial showed signs of damage (Figure 3). Here, the rim projects inward toward the base of the second "1" in the year, sometimes even appearing to show a gap in the rim at that point. In all examples of this damaged Type 3, the rim clearly hooks around the base of the "19" at left, and completely around the base of the "2" at right.

Stressing the point: as similar as the two dials may seem, their are subtle differences in the damage to their respective rims. Understanding these differences is critical to understanding much of the information that follows and the conclusions presented here.

An example of Type 3 dated November 25 has been seen showing the same rim damage, but no evidence to

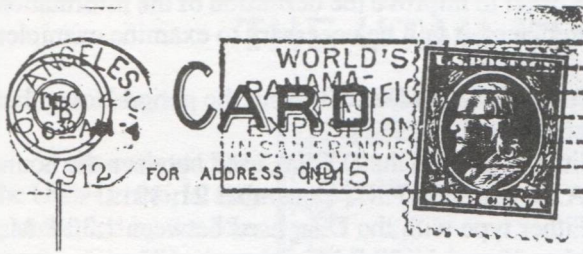


Figure 5.

the "CAL". However, by December 4, the "CAL" is clearly damaged (Figure 5). This is the earliest known example of Type 3a. The "C" is partly printed, and the "AL" is missing, with a blob of ink following the "C". This ink blob is smaller than the one that is characteristic of Payne's Type 2a. Although the period is barely visible on this example, by December 9 the period shows clearly, and the small blob is missing (see Figure 4).

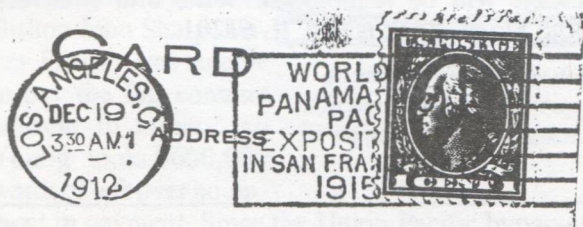


Figure 6.

Later examples of Type 3a appear much the same, although they are occasionally seen with a vertical line above the period (Figure 6). This vertical line sometimes shifts to the right, and sometimes disappears completely (see again Fig. 4). The one important feature of each of the 3a cancels is the shape of the dial rim below the "1912". As with Type 3, the rim extends fully below the "19" on the left, and hooks around the "2" at the right. Bob Payne's research indicates that Type 3a was used until December 20, and that the dial on this machine was repaired on December 21. Coincidentally, it would appear, the Type 2 cancel was used until December 20, when the lettering in its dial also became damaged. This damaged dial, known as Type 2a, was in use from December 21 through December 31. By January 1, 1913, the dial was repaired and its impressions became Type 2 again. Merging Payne's data with the data provided here thus far, it would APPEAR that the cancels evolved in the following manner:

Type 3: known through November 25

Sometime between November 25 and December 4, "CAL" in dial is damaged.

Type 3a: known December 4 through December 20, with "CAL" damaged.

Type 3: resumes when dial is APPARENTLY repaired on December 21.

Type 2: used through December 20, when "CAL" in dial is APPARENTLY damaged.

Type 2a: used December 21 through December 31, with "CAL" damaged.

Type 2: resumes when dial is replaced January 1, 1913. Careful comparison of the dials from the four different cancel types suggests a simple explanation for the apparently coincidental damage of the two different dials. Figure 7 shows two cancels dated December 21. One of these is a Type 2 showing "11 AM" in the dial; the other is a Type 3 showing "3:30 PM" in the dial. Note that the characteristics of the rim damage on the Type 3 cancel's dial are the same as those on the Type 2 cancel's dial! This indicates that the damaged dial was not "repaired", but rather that the dials were switched between the two machines. I believe that a cancel Type 3a dated December 21 must exist.

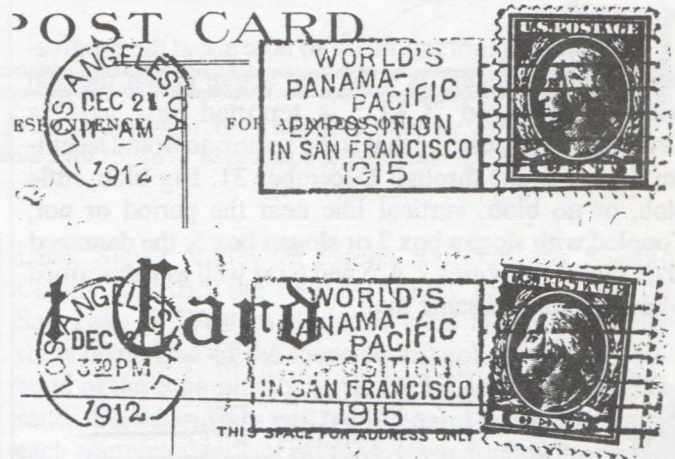


Figure 7.

For further evidence of this, compare the dials again on Types 2a, 3 and 3a (Figs. 2-4). In each case the dial rim underlines the "19" at the left, and hooks around the base of the "2" at the right.

In order to more accurately convey the changes that occurred with these cancels, it is necessary to identify each of the postmark dials and the slogan boxes independently. Therefore, the following explanation will use "D2/S2" (dial 2, slogan 2) and "D3/S3" to designate the original two cancel types. Payne's numbers appear parenthetically.

D3/S3 (3): known through November 25. Sometime between November 25 and December 4, "CAL" in dial is damaged.

D3a/S3: known December 4 through December 20, with "CAL" damaged.

(NOTE: December 21 use is unknown, but assumed to exist)

D2/S2: used through December 21.

On December 21, sometime between 11 A.M. and 3:30 P.M., the dials were switched between D3a/S3 and D2/S2, resulting in:

D2/S3: believed to have been used for several months thereafter with damaged rim (October 12, 1913, has been noted) before eventually being replaced. **D3a/S2:** used through December 31. (Known examples indicate that the damaged dial is a replaced between 1:30 A.M., December 31 and 6:30 P.M., January 1, 1913. At this point it becomes Payne Type 2 again.

Please note that the latest use seen of Type D3a/S3 is dated December 20, 1:30 P.M. The earliest use seen of Type D3a/S2 is dated December 21, 11:30 P.M. It is possible that the damaged Type D3a dial was out of service for part of the period between these times.

Also, it is not unreasonable to expect to find either an example of D3a/S2 dated January 1, 1913, or the replacement dial dated December 31, 1912. It is possible, however, that a period of disuse spanned parts of these two dates.

The most important factor to note about the progression of these cancels as described above is that the dial with the damaged "CAL." is reported only as D3a throughout, because the dial is the same one from December 4 (or earlier) through December 31. Big blob, little blob, or no blob; vertical line near the period or not; Coupled with slogan box 2 or slogan box 3; the damaged dials shown in figures 2, 4, 5 and 6 (as well as 8 described below) are all the same dial!

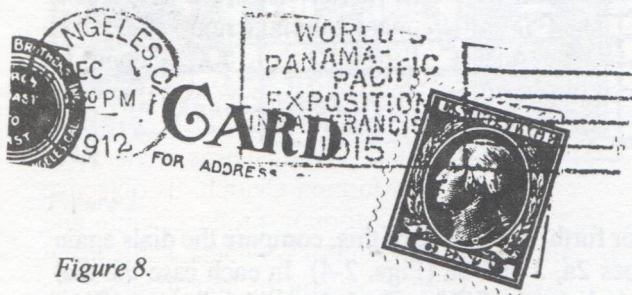


Figure 8.

One most troublesome example of the Type 3a dial, shown in Figure 8, has a poorly struck date. If dated December 1, it represents the earliest example of the damaged dial. Moreover, it indicates that the damage was progressive, as only the "L" of "CAL." is not properly formed. However, if this example is from December 21, the time of 2:30 P.M. falls between the two cancels shown in Figure 6 indicating that the 3a dial was partly restored before being switched with the Type 2 dial. Of these possibilities, it is more probable that this is a December 1 use, but comparison needs to be made with other examples.

In order to improve the definition of the information presented here, it will be necessary to examine examples of the following:

Type D3/S3 (or D3a/S3) from the period November 25 - December 4, 1912

Either type with the D2 dial, used between the hours of 11 A.M. and 3:30 P.M., December 21, 1912.

Either type with the D3a, used between 1:30 P.M., December 20 and 11:30 P.M., December 21.

Type D3a/S2, used between the hours of 1:30 A.M., December 31, and 6:30 P.M., January 1, 1913.

Future discoveries might yield helpful information about these periods of use, but the evidence at hand is sufficient to prove that the so-called damaged "CAL." dials of Los Angeles were, in fact, the same dial used with two different slogan boxes. The four different varieties identified by Payne were created when the dials were switched between Type LA-2 and Type LA-3a machines. The author would very much like to hear from readers with information to share on this subject. Please send photocopies of relevant material. Costs of photocopying and postage will be reimbursed. Write Jim Mehrer, 2405-30th Street, Rock Island, IL 61201.

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THE UTAH NORTHERN RAILROAD

By Lynn Langdon

As early as 1852 the Utah Territorial Legislature, led by the Mormon Church and President Brigham Young, petitioned the U.S. Congress for a western railroad. In 1868, when the Union Pacific was ready to cross Utah, Brigham Young contracted with General Read of the Union Pacific to do tunneling, grading and bridge work from Echo Canyon to Promontory under Bishop John Sharp. Union Pacific was unable to pay the full contract amount in money, so Young took \$600,000 worth of left over equipment in payment. Since the Union Pacific bypassed Salt Lake City in favor of Ogden at the north end of the lake, Brigham Young organized the Utah Central Railroad and started construction of a standard gauge line from Ogden over the 37 miles to Salt Lake City.

The Utah Central obtained a 4-4-0 engine nicknamed "the Black Hawk", and on January 10, 1870, Brigham Young drove the final spike which was engraved with the words "Holiness to the Lord" and a beehive specially made in a local blacksmith shop. The ceremony was attended by a cheering crowd of some 15 thousand Mormons, U.S. Army officials from Fort Douglas and an official of the Union Pacific and Central Pacific railroads.

Spurred on by their success with the Ogden-Salt Lake City branch, Brigham Young and the Mormon Church soon started construction south to Provo. Within the next 10 years, Utah boasted a rail net with branch lines connecting many small towns enabling them to market their farm grains and produce faster and more economically. At the same time, the rails more closely knit the Church into a self supporting industrial and agricultural unit. Flour mills, iron foundries, coal mines woolen and knitting mills, saw mills, marble quarries and manufacturers of horse drawn farm machinery and all needed transportation of raw materials and finished products.

The 30-mile San Pete Valley Railroad, the Bingham Canyon & Camp Floyd Railroad, the Wasatch & Jordan Valley Railroad, the American Fork Railroad, the Salt

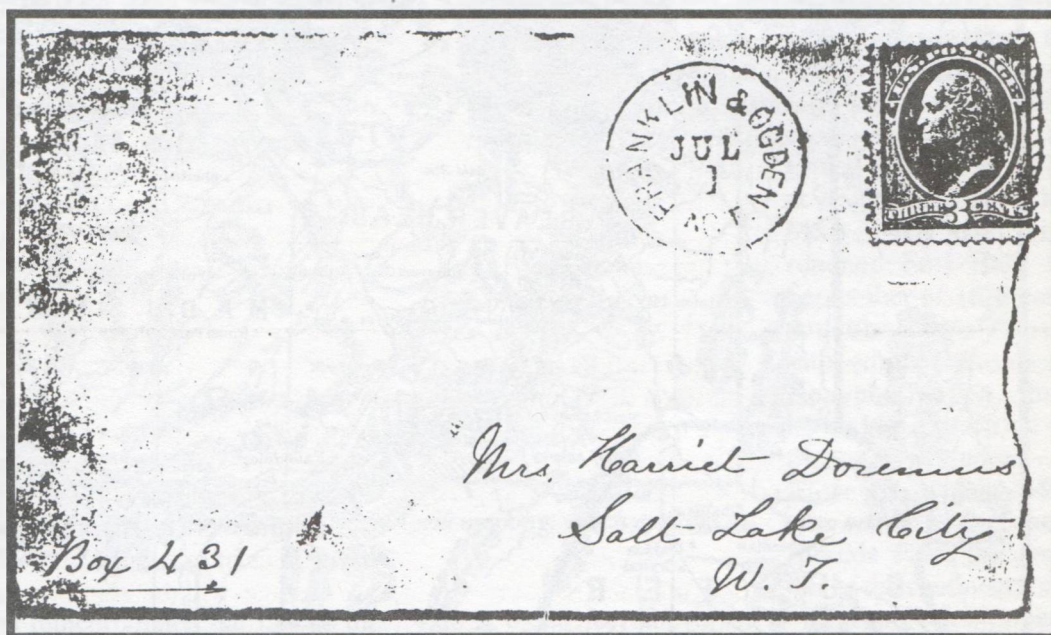


Figure 1. This cover displays a Franklin & Ogden Agent marking from the 1870's. Records indicate that this agent operated from July 15, 1874 until Jan. 13, 1880, when it became the Terminus, Idaho & Ogden Agent.

Lake, Siever Valley & Pioche Railroad, the Summit County Railroad, the Pleasant Valley Railroad, and the Salt Lake & Western Railroad were all narrow gauge short lines. One of the items in my collection is a \$500 bond of the Summit County Railroad dated 1873, which states that the trustees will not sell more than 30 bonds for each completed mile of railroad. I wonder how many feet of railroad could be completed for \$15,000!

The Utah Northern Railroad was a vision of Brigham Young and the Mormon Church. Its objective was to find a market for Mormon produce, grain and livestock in the mining district of Montana, and expand the influence of the Church beyond the boundaries of the Territory of Utah. Young placed his son Joseph in charge of construction without the sanction of the U.S. Government despite the fact that the line was to run through three territories and an Indian reservation.

The Utah Northern was incorporated in the Territory of Utah on August 23, 1871. Joseph Young immediately interested farmers in grading and cutting ties, and many miles of the railroad right of way were graded even before the rails were purchased. In May of 1874 construction crossed into Idaho Territory and work was halted at the town of Franklin. Trains began running the 77 miles between Franklin and Ogden carrying freight, passengers and mail. A railway mail agent operated on the line (Figure 1).



Figure 2. Portion of "IDAHO" from the *People's Family Atlas of the World*, 1885, showing a completed Utah Northern line (now Union Pacific) to Butte City, Montana.

Construction was stopped at Franklin for financial reasons. In 1873 there was a nationwide depression, and late in 1874 the Utah Northern was still in financial trouble. In 1875 controlling interest in the railroad was

acquired by Jay Gould, who soon sold out to the Union Pacific. On April 3, 1878, the company went into bankruptcy, and was acquired at a bargain price by the Union

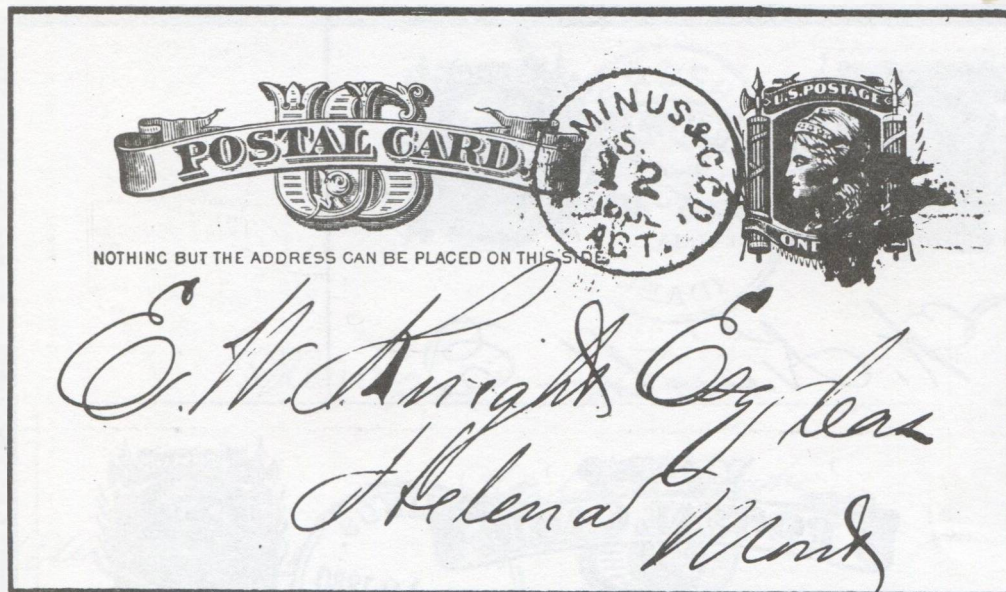


Figure 3. This postal card displays a Terminus & Ogden Agent marking, which appears to date from September 1882.

the Shoshone and Ban-nack Indians and the U.S. Government, for the railroad had never received permission to build across the Indian reservation. these problems were finally resolved in April of 1879 at Eagle Rock, and by May 14th the line reached Fort Hall. In September of 1879 construction crews moved into winter quarters at Beaver Canyon, thus laying the foundation of the town of Spencer.

On May 9, 1880, the railroad crossed Monida Pass, the summit of the continental di-

Pacific. The new owners reincorporated the line as the Utah and Northern Railway Company.

Construction soon resumed and by August 1878 the rails reached Pocatello. Building through Portneuf Canyon there was only enough space for one rail bed so three rails were laid to accommodate both the wide gauge Union Pacific and the narrow gauge Utah Northern. The 3-foot narrow gauge was cheaper to build, but the lighter rails could only withstand speeds up to 20 miles per hour.

By November 26, 1878, the railroad was nearing Ross Fork Agency. Trouble was experienced with both

vide at 6,823 feet above sea level. The Utah Northern reached Dillon, Montana Territory by October 15, 1880, and on December 15, 1881, the line was completed to Butte. Later, in 1884, track was extended to Anaconda, making it the longest narrow gauge railroad in North America.

The mobile construction camp which housed and fed workers at the head of track was called "Terminus." The town was moved every 25 to 40 miles of construction, and consisted mostly of tents and framework walls which could easily be loaded on flat cars and moved as construc-



Figure 4. This cover displays a Butte City & Ogden R.P.O. postmark of May 3 1886. This R.P.O. succeeded the Butte City & Ogden Agent on August 1, 1882.

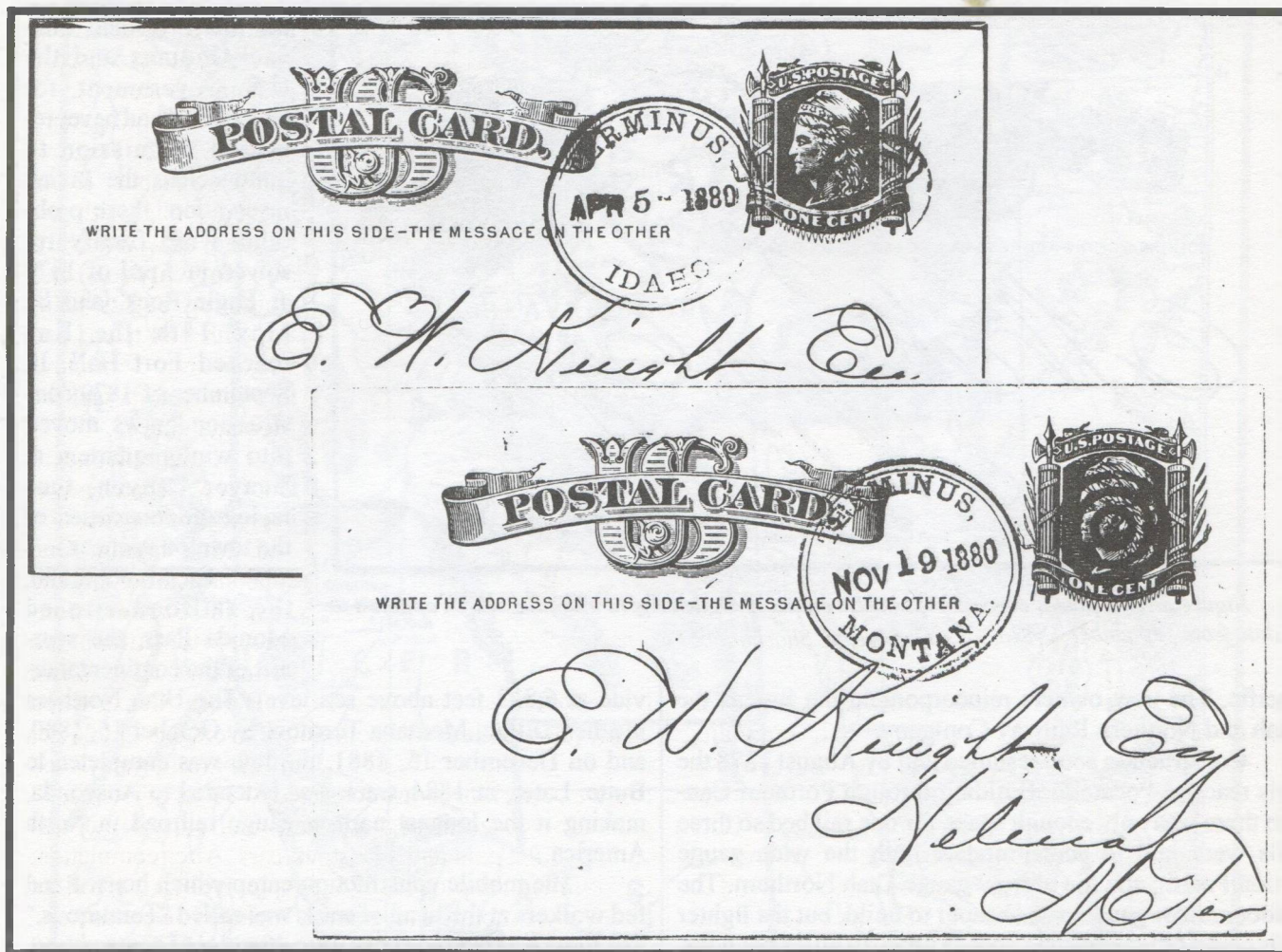


Figure 5. These postal cards display postmarks from Terminus, Idaho and Terminus, Montana. Terminus was the name of the construction camp which moved with the work crews at the end of track.

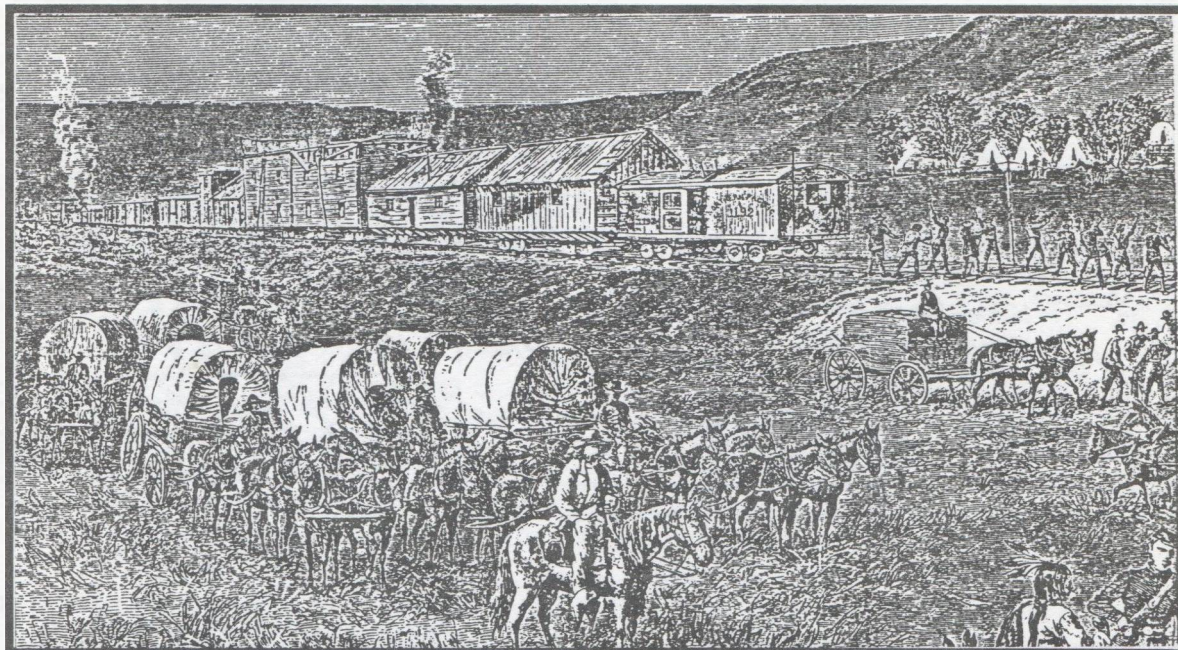


Figure 6. This illustration by A.R. Waud depicts the end of track construction camp on the Union Pacific somewhere west of Laramie, Wyoming in 1868. The appearance of the camp is probably quite similar to that used on the Utah Northern (Union Pacific).,

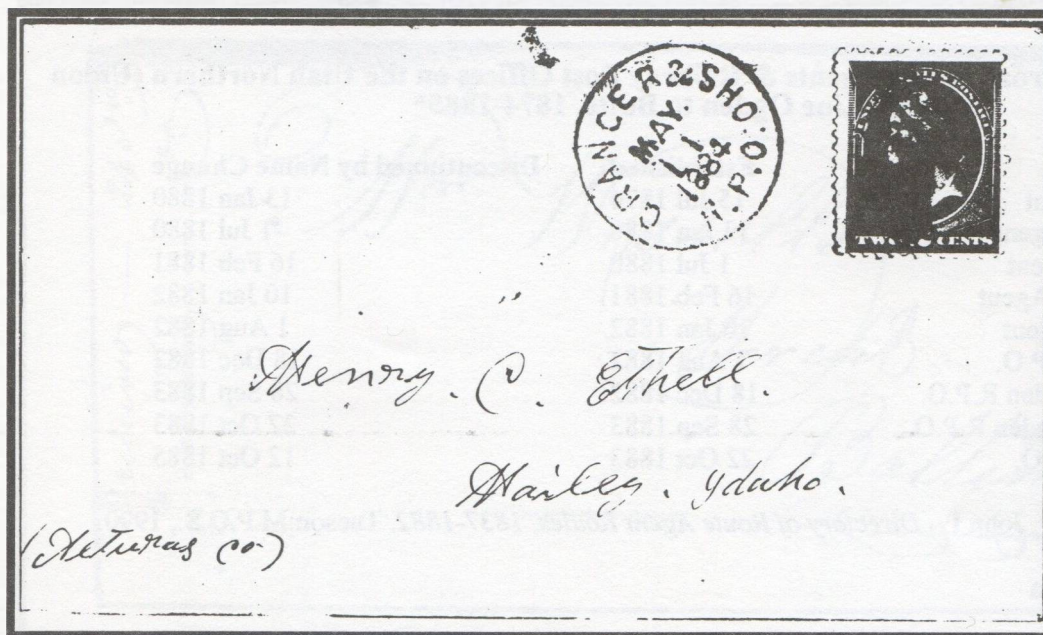


Figure 7. This cover displays a Granger & Shoshone R.P.O. postmark of 1884

tion progressed. In addition to its tamer attractions, Terminus was replete with saloons, dance halls, gambling dens and wild women. The population varied, but was normally about 500 men, women and children. The camp even had a day school with 55 children enrolled in 1880.

Terminus post office moved with the community and Thomas B. Warren was postmaster throughout its existence. Postmarks are known from both Terminus, Idaho and Terminus, Montana, but the author has seen no markings from Terminus, Utah (Figure 5). The Ter-

minus & Ogden Railway Agent also used a postmark (Figure 3). The express company of Wells Fargo & Gilmer, Salisbury & Co. moved along with the railroad, as well as various forwarding and freighting outfits hauling with bull teams and wagons from Terminus to military forts and the Montana mines. Superintendent George W. Thatcher was in charge of construction and track laying. One subcontractor, John and Joseph Garner, contracted to furnish ten thousand ties, hand hewn at Beaver Canyon at 18 cents each. Construction costs, once the line was completed, averaged \$5,000 per mile for grading and \$8,000 per mile for rolling stock and iron rails. Rolling stock consisted of 39 locomotives, 17 passenger coaches, baggage and mail cars, 5 pullman cars, 226 flat cars and 112 stock cars. After completion, the railroad employed 676 people with a payroll of \$36,000 per month. This number included 36 conductors, 50 engineers and firemen, 100 shopmen and wipers, 60 office men and telegraph operators, 50 general workers

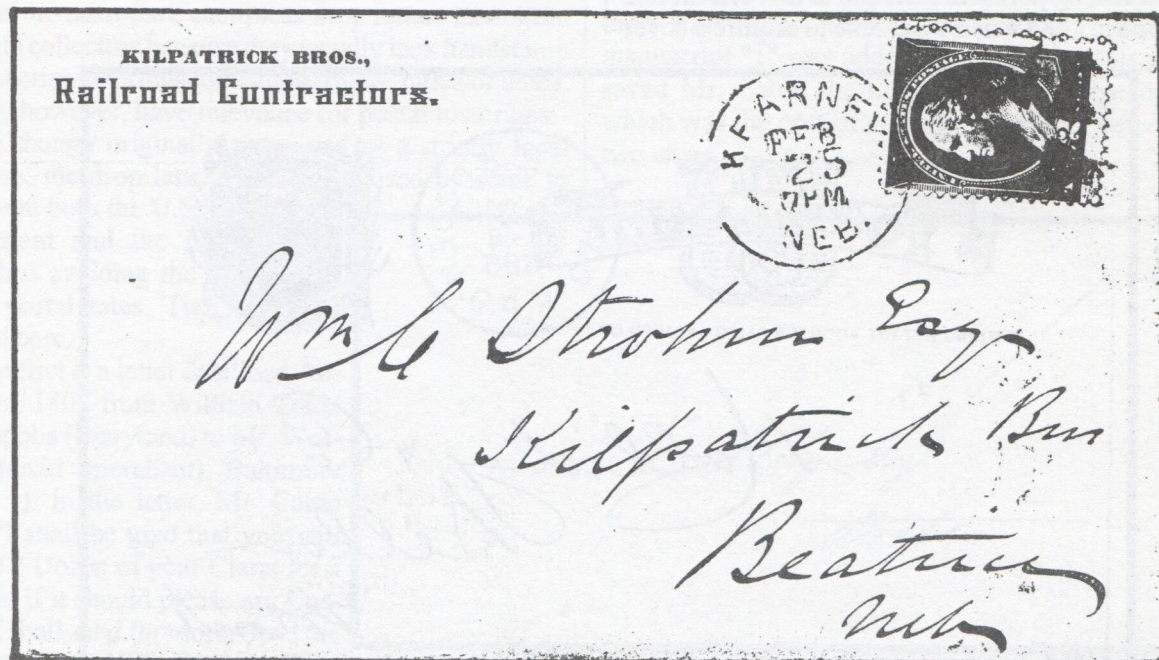


Figure 8. This cover bears the printed corner card of Kilpatrick Brothers of Kearney, Nebraska. The Kilpatrick Brothers contracted grading and trestle work for the Union Pacific and accepted Idaho land in partial payment.

The Evolution of Railroad Route Agents & Railway Post Offices on the Utah Northern (Union Pacific) Line Ogden to Butte, 1874-1885*

Agent/R.P.O. Name	Established	Discontinued by Name Change
Franklin & Ogden Agent	15 Jul 1874	13 Jan 1880
Terminus+ & Ogden Agent	13 Jan 1880	1 Jul 1880
Red Rock & Ogden Agent	1 Jul 1880	16 Feb 1881
Terminus++ & Ogden Agent	16 Feb 1881	10 Jan 1882
Butte City & Ogden Agent	10 Jan 1882	1 Aug 1882
Butte City & Ogden R.P.O.	1 Aug 1882	18 Dec 1882
Deer Lodge City & Ogden R.P.O.	18 Dec 1882	28 Sep 1883
Garrison Junction & Ogden R.P.O.	28 Sep 1883	22 Oct 1883
Garrison & Ogden R.P.O.	22 Oct 1883	12 Oct 1885

NOTES: *Source - Kay, John L., *Directory of Route Agent Routes, 1837-1882*, Tucson:M.P.O.S., 1990.

+ - Terminus, Idaho

++ - Terminus, Montana

and 100 construction workers. On July 24, 1887, due primarily to the cost of freight reloading at Ogden and Pocatello, the rails were changed along the entire route to standard gauge.

Meanwhile, in 1881, the Union Pacific had begun building a line from Granger, Wyoming Territory, west toward Idaho. On June 16, 1882, construction crossed into Idaho near Montpelier. Upon reaching Shoshone, work was halted on the main line in order to extend a branch to Ketchum in the Wood River District in order to take advantage of the rich freight hauling business from such Wood River mining camps as Hailey, Bullion, Galena, Boulder and Sawtooth City.

An interesting personal sidelight to this branch line story occurred in 1984 when I was able to acquire a cover

from Beatrice, Nebraska bearing a corner card of the Kilpatrick Brothers, Railroad Contractors (Figure 8). Other collectors might wonder why an Idaho collectors would be interested in such a cover, but it took me back some 50 years to a time when I was visiting the Kilpatrick Ranch in the Silver Creek Valley. There I was told the story of how Union Pacific had deeded this land to Kilpatricks in return for grading and trestle construction on the Ketchum-Shoshone Branch in 1883. The U.S. Government had given the Union Pacific every other section on each side of the tracks as an incentive to build the railroad. I recall being told at the time that the main office of Kilpatricks was in Beatrice, Nebraska.

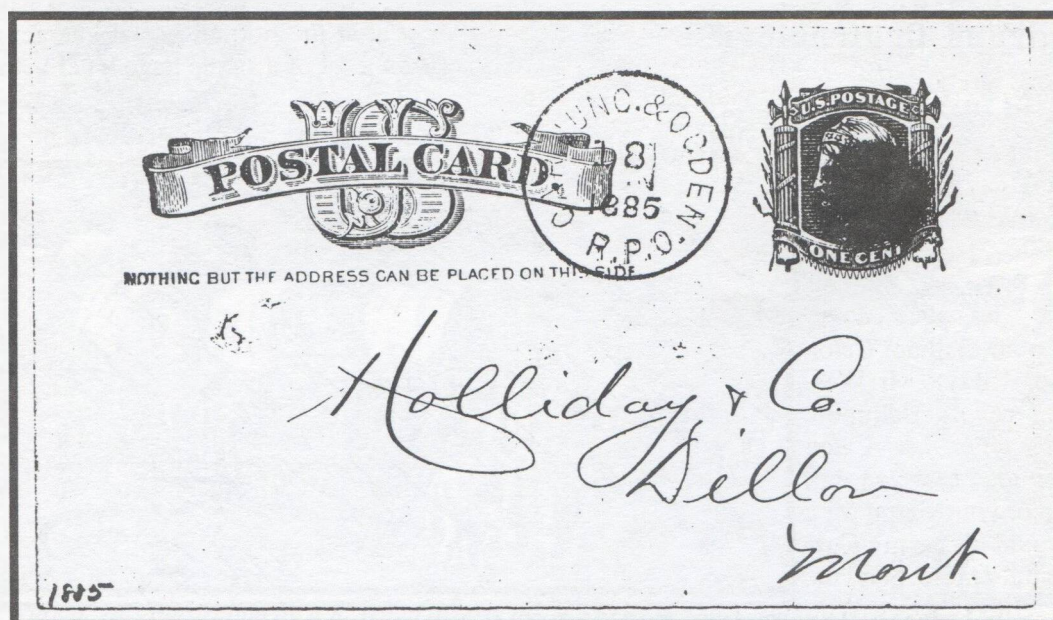


Figure 9. This postal card displays a postmark of the Garrison Junction & Ogden R.P.O. dated Jan 18, 1885. Obviously the old handstamp remained in service after the route name was changed to Garrison & Ogden in October 1883.

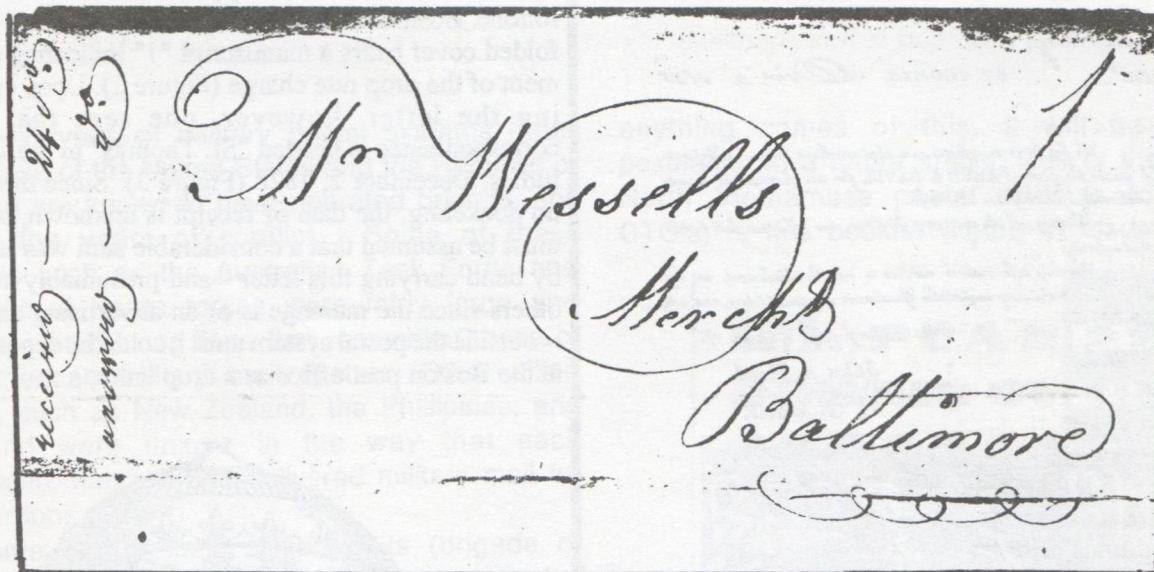


Figure 1. This folded letter sheet, addressed to a Baltimore merchant, bears a manuscript "1" indicating prepayment of the drop rate. Sometimes letter writers abused the drop rate.

EARLY DROP LETTERS

By Ronald A. Ward

During the early years of postal service in the United States, the drop letter system was devised to facilitate the on-site pick up of mail at the post office in large cities. A person would leave a letter at the post office and pay a fee of one cent. In turn, the recipient would subsequently receive the letter on their next visit to the post office.

For the most part, stampless drop letters have little interest to collectors because they usually lack handstamp or manuscript markings indicating towns, cities or dates. They do, however, have relevance for postal historians.

Although originally conceived as a strictly local procedure, the drop letter system was used by some to circumvent both the U.S. Post Office Department and the international mails, thus avoiding the payment of normal postal rates. Two examples are cited here.

The first is a letter datelined August 21st, 1802 from William Caton of Annapolis (Maryland) to Mr. Wessells, Mercht (merchant), Baltimore (Figure 1). In the letter, Mr. Caton wrote: "I shall be glad that you will send me 2 Dozen of your Clarat for a triale and if it should please my Customers I shall send for more. Send the bill. I am yours, With Respect, Wm. Caton."

The docketing indicates that the letter was received on the 24th and answered the same day. [This is much faster service than we typically receive today - a recent letter required seven days to reach my home in Silver Spring, Maryland from Baltimore.]

Evidently, Mr. Caton's letter was carried by a private source the 30 odd miles between Annapolis and Baltimore, and then left at the Baltimore post office as a drop letter where the one cent rate was paid and the manuscript "1" was added on the cover. This procedure saved Mr. Caton the normal postal charge of 8 cents which was the cost of a single page letter between these two cities.

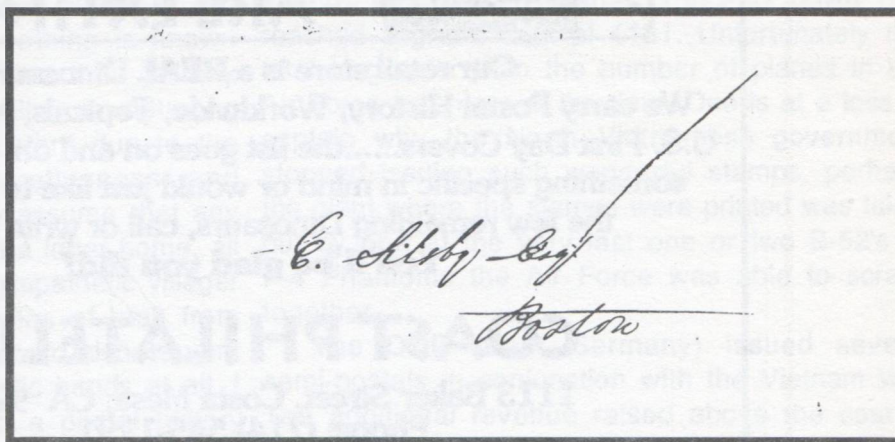


Figure 2. A stampless folded letter which appears to be a Boston drop letter.

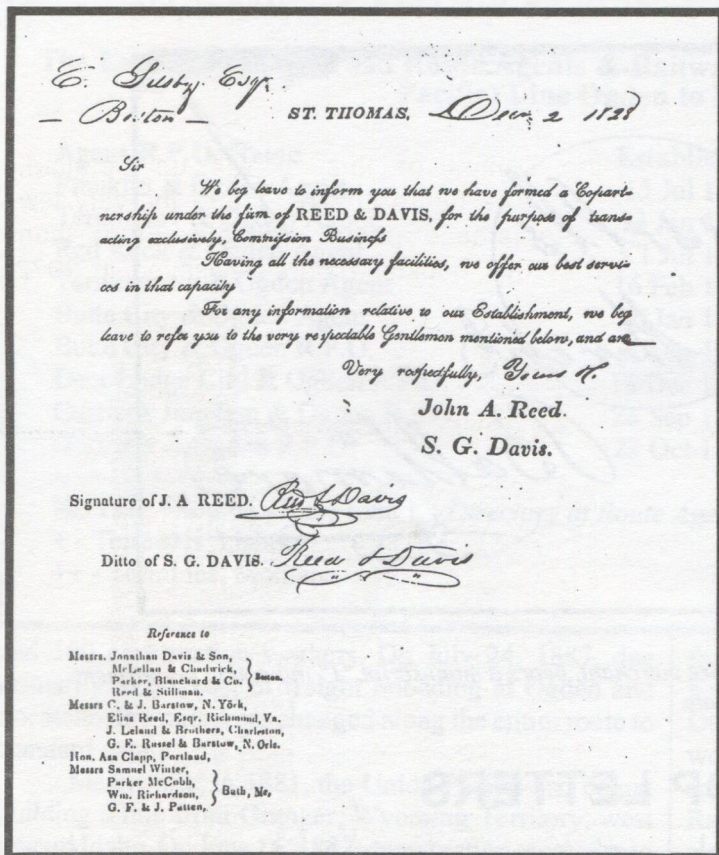


Figure 3.

The second example appears on its face to be a routine Boston drop letter to E. Selsby, Esq. The folded cover bears a manuscript "1" indicating payment of the drop rate charge (Figure 2). Upon opening the letter, however, one sees that the correspondence is headed "St. Thomas" in the West Indies, December 2, 1828 (Figure 3). Since there is no docketing, the date of receipt is unknown, but it must be assumed that a considerable sum was saved by hand carrying this letter --and presumably many others since the message is of an advertising nature -- outside the postal system until it could be deposited at the Boston post office as a drop letter.



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ALLIED and Other FORCES MAIL IN VIETNAM 1945-1975

by Robert G. Munshower

Many types of military postal systems other than those of the United States and the Republic of Vietnam are known to have operated prior to, and during the years of conflict. Some of these systems such as the Australian Task Force and Republic of Korea forces were fairly large and were operated along lines that resembled those of the American military mail system. Other allied forces, such as New Zealand, the Philippines, and Thailand were unique in the way that each processed, handled and delivered military mail for their troops.

Some of the major allied units (brigade or larger) that are known to have operated independent military postal systems were:

Republic of Korea

2nd Marine Brigade - Quang Nai

Capitol Division - Qui Nhone

White Horse Division - Nha Trang

Australia

Royal Aus. Regiment - Bien Hoa

Royal Aus. Air Force - Phan Rang

Thailand

Queen's Cobra Regiment - Xuan Loc

Republic of the Philippines

Military Contingent - Cu Chi

New Zealand

Artillery - Tan An, Phouc Vinh

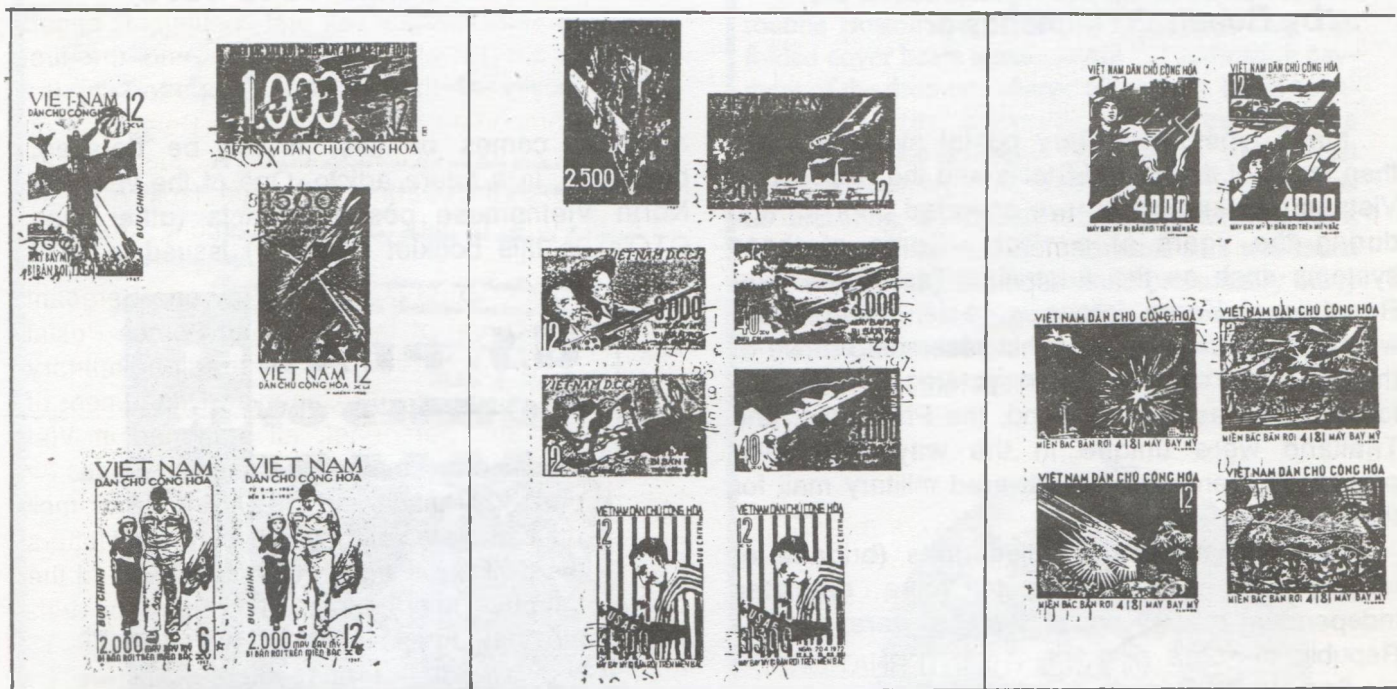
Obvious by its omission is any information pertaining to military mail systems and military postal history of North Vietnam, Russia, East Germany and China. North Vietnam and East Germany both issued postage stamps propagandizing their own political views of the conflict. Unfortunately, little or nothing is known about how these countries handled their military mail. One could assume that mail from viet-cong forces would be almost non-existent due to the inherent nature of their secretiveness and mobility. It seems reasonable to assume that any time a viet cong wanted to send a letter home, all he had to do was hand it to a sympathetic villager to post it home for him. Examples of mail from soviet advisors and technicians would also be very rare, if any even exists in philatelic hands at all. I am at present trying to contact a postal history collector in France who specializes in North Vietnamese Army and viet cong unit mail. If

anything comes of this, it will be detailed, posthaste, in a future article. One of the very few North Vietnamese postal artifacts (other than CTO's) is this booklet (figure 1) issued in 1972



that tells the story through the special stamps contained within, that purports to document the systematic and utter destruction of the United States Air Force in the skies over North Vietnam. Each stamp carries the supposedly increasing numbers of U. S. planes shot down by North Vietnamese fighters, antiaircraft guns or SAM's at any given time. By the time one reads the last stamp, the tally of planes knocked down has reached a grand total of 4181. Unfortunately this total is greater than the number of planes in the Air Force Inventory at the time. One is at a loss to explain why the North Vietnamese government stopped issuing such wonderful stamps, perhaps the plant where the stamps were printed was taken out by one of the very last one or two B-52's or F-4 Phantoms the Air Force was able to scrape together.

The DDR (East Germany) issued several semi-postals in conjunction with the Vietnam war. The additional revenue raised above the cost of postage was intended for North Vietnamese civilian charity and war relief. Of course civilians saw



little of this money unless they were in proximity of the Ho Chi Minh trail where they could see it rumble by in the form of military hardware. These items are rarely seen on cover, almost all are CTO and were sold on the collector market. Figure 2 shows a pair properly used on cover helping to meet the proper registry rate during the correct period of use during the late 1960's

Speaking of fantasies, this then, might be an excellent time to insert a pitch to the effect that my job will be easier, the end product will be better, and the knowledge gained will be increased if any of our readers are willing to share what they consider to be unusual or pertinent information or covers concerning the Vietnam War. If our readers begin to share their data and knowledge now, we will not have to wait until the fiftieth anniversary of the war to start writing and documenting its postal history. World War II material has lain in dealer's boxes virtually untouched until recent years. Documenting the movement and history of the military mails during World War II was also a neglected area until dedicated and knowledgeable writers and researchers like Richard B. Graham writing in LINN's, and our own editor Richard Helbock in La Posta and the Military Postal History Society Bulletin took matters in hand and have begun to change all that.

In addition to the allied military postal systems, other postal services located in Vietnam, Laos, and

Cambodia acted in support of non-combatant United Nations soldiers and civilians assigned to the International Control Commission of the United Nations.

Established in 1954 the ICC observer force was manned by a large number of military observers from three countries, one western, one communist, and one neutral. Those countries, Canada, Poland and India were supposed to monitor the territorial, cease fire, and political conditions agreed to by both South and North Vietnam under the mandate of the Geneva Accords. Most of these observers were stationed in Hanoi, Saigon, or along what was then known as the 17th parallel, much more familiar to Americans as the DMZ.

India in particular is noted for the activities of its field post organization in Laos, Cambodia, and Vietnam, in particular. Between 1954 and 1965, India overprinted forty-eight of its regular issues for use by the Indian UN ICC observers in southeast Asia. Pictured are two covers that bear overprints of the 1954 and 1965 series. While the 1954 cover is an FDC, it is interesting in the fact that it carries an Indian field post backstamp applied at Hanoi (7 DEC54), thus traveling between Saigon and Hanoi by Indian courier or closed pouch. The second cover which bears a copy of India #393 with carmine ICC overprint would have traveled home as did allied mail, that is, it would not require Vietnamese postage if mailed to the country of the ally.

By 1973 the mission as well as the make-up of the ICC had changed. It had now become known as the International Commission For Control and Supervision. The four member nations were now Canada, Hungary, Indonesia, and Poland. The mission of the new ICCS was to monitor and if possible, implement terms of the 27 January 1973 Cease-Fire agreement. Much is known and documented about this aspect of the postal history of the Vietnam War due to the efforts of Major R.K. Malott a philatelist who was also Canadian Commander of the MCCD ICCS forces. More will be written in later article about Major Malott and his philatelic activities if any reader can supply his current address.

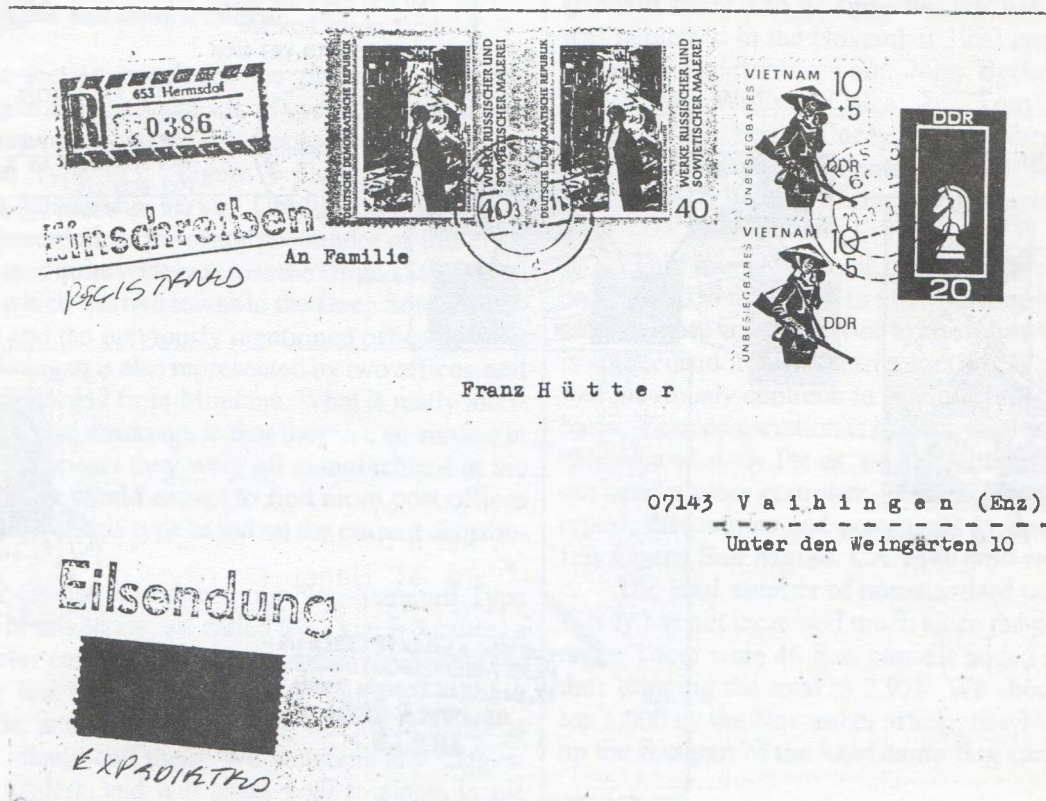
Figure 3 shows one of the covers mailed home by Major Mallot. Inside was the following letter describing postal services and operations of the ICCS.

POSTAL FACILITIES FOR THE INTERNATIONAL
COMMISSION FOR CONTROL AND SUPERVISION IN
VIET NAM

The ICCS came into being at 2400 hrs 27 January 1973 when the cease-fire came into effect for Viet Nam. The ICCS is composed of four nations called "CHIP" - i.e., Canada, Hungary,

Indonesia and Poland. The first contingents began to arrive shortly after 27 January and the first postal facility of the ICCS was opened by the military component of the Canadian Delegation on 1 February 1973 - CFPO 5005. As stated in an earlier story the Canadian postal facility is the only military facility provided among the four delegations.

The CFPO 5005 is operated by one Sergeant and one Corporal of the Canadian Forces Postal Corps. They serve 290 Canadian military personnel and about 100 Canadian Department of External Affairs personnel, all stationed in Viet Nam. The personnel may send Canadian Forces Air Letter Forms to Canada and the U.S.A. via air mail at the .08 cent rate, or pay .15 cents for letters sent at the civilian air mail rate to Canada and the U.S.A. All other mail addressed to other countries must have Vietnamese postage at the rate of 75 piasters for air letter forms and 90 piasters for letters (5 grams) sent via air mail. Many interesting South Vietnamese stamps are available for preparing mail from ICCS personnel. Of course, mail addressed to Canada and the U.S.A. may also bear Vietnamese stamps at the aforementioned rates. CFPO 5005 uses the following cancellations - a small steel hammer cancel showing CFPO 5005 and the applicable date



(this is used on most of the letters), a large hand stamp cancel showing CFPO 5005 and a steel roller cancel showing 8 bars and CFPO 5005 (this is used on parcels), and a CFPO registration cachet for the insertion of registration numbers. There is also an internal mail distribution system for Canadian military correspondence officials and personnel among the MCCD/ICCS Headquarters at Saigon and the seven Regional Headquarters - Region I - Hue; Region II - Da Nang; Region III - Pleiku; Region IV - Phan Thiet; Region V - Bien Hoa; Region VI - My Tho; Region VII - Can Tho. Various Region HQ markings designate the originating Region HQ. No stamps are required and postal cancellations are not normally applied. Some envelopes receive a cancellation denoting arrival location. The internal mail for the other three countries - Hungary, Indonesia, and Poland is handled in a similar manner by each applicable country. There are no special air letter forms for the CHIP nations.

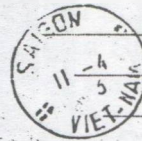
The mail of the military and civilian members of Hungary, Indonesia and Poland is sent to the respective countries either by a diplomatic courier bag or by using Vietnamese stamps. Mail addressed to Saigon from the Regional HQ's of all four countries using Vietnamese stamps is available. All envelopes so used receive a cachet in

the appropriate language denoting the Regional HQ and the Vietnamese stamps are cancelled with the applicable city cancellation to denote the origin of the envelope. All Vietnamese stamps have the words "Viet Nam Cong Hua" (Republic of Viet Nam) and Buu Chinh (postage), the postage value is in dong (currency of Viet Nam), and the name of the subject matter of the stamp.

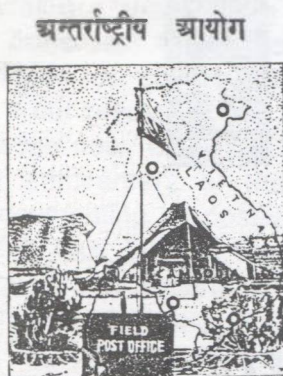
Thus there are several dozen different types of cancellations and markings available from the "CHIP" nations in the ICCS. -Major R.K. Malott

Because Major Mallot cared enough to document what he saw, we have a concise yet detailed picture of how the ICCS forces military postal systems operated during the final and most desperate years of the war. One could imagine the difficulty of a postal historian with an odd cover or two with ICCS markings trying to put together a reasonably accurate picture of the what, where, and when, without the above data. Future articles will deal with Vietnamese military mail (Quan - Buu), Australian and New Zealand forces, as well as that of the United States and the Republic of Viet Nam.

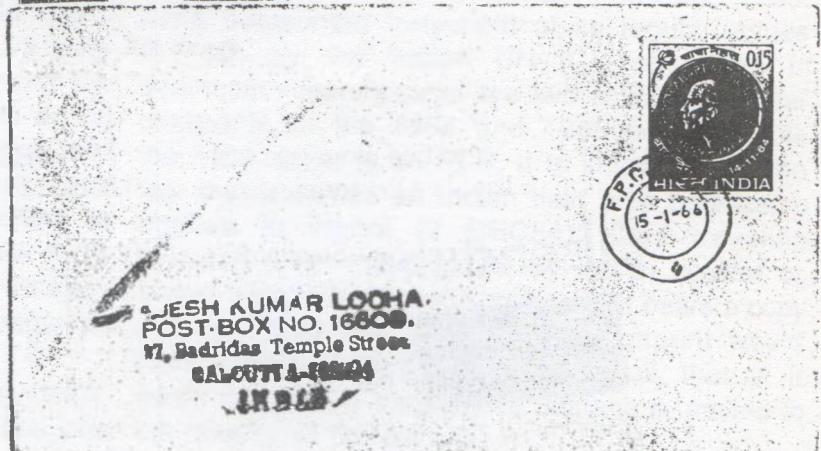
**FORCES
AIR LETTER
LETTRE-AVION
POUR MILITAIRES**
CANADIAN COMMANDER
FORCES HEADQUARTERS
TAN SON NHUT AIR BASE
POST OFFICE BOX 220
SAIGON SOUTH VIET NAM



MAJOR R.K. MALOTT
MCCD-ICCS
FORCES HEADQUARTERS
TAN SON NHUT AIR BASE
P.O. BOX 220
SAIGON SOUTH VIET NAM



Indian Army Postal Service
FIRST DAY COVER



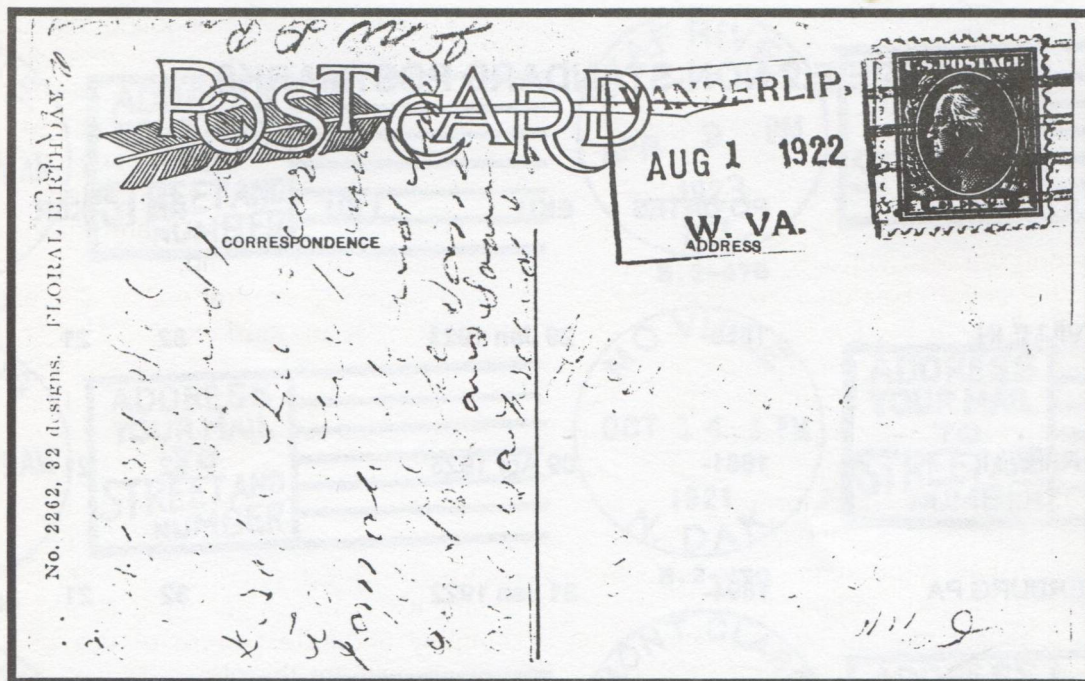


Figure 1. This post card displays a pseudo machine cancel from Vanderslip, West Virginia. Non-standard markings of this design have been designated Type E.3 in our survey.

20th Century Non-Standard Postmarking & Canceling Devices

Part 20 - Catalog Section, Types E.2 and E.3

By Randy Stehle and Doug DeRoest

This section concludes the presentation of the pseudo slogan machine cancels (Type E.2), and shows another group of pseudo machine cancels that have been classified as Type E.3. Figure 1 illustrates one such cancel from Vanderslip, W.Va. Only seven post offices have been recorded so far using postmarks of this type. They are spread quite widely across the United States, from California, which has two towns to the Deep South (Morganza, LA) and the previously mentioned office in West Virginia. Michigan is also represented by two offices, and there is one recorded from Montana. What is really interesting about these markings is that they are so similar in design that it appears they were all manufactured at the same place. One would expect to find more post offices using markings of this type based on the current distribution pattern.

When we first introduced our Non-Standard Type Chart early in this series, we called the Type E.3 cancel a "pseudo meter cancel." A few readers have objected to this, saying that the design does not really look like a meter indicia, and we tend to concur but are at a loss as to what we should call them. We welcome any suggestions from readers, and will share your thoughts in the

next article when we can hopefully decide on a better name for them.

A number of people have sent photocopies of non-standard cancels to us since the last list of contributors was published in the November 1992 issue of *La Posta*. These new contributors are: John Becker, Neil Hawk, Jim Shew, William Coles, Jr., Tom Marenger, A. Burns Speer, Bruce Corey, Bob Quintero, Bob Stets, William Fox, Robert Scales, James Tillinghast, Art Hadley, Bob Schultz, James Williamson & Ron Harmon.

This brings the total number of people who have contributed to this study to 103! It's nice to break the 100 mark, and we want everyone to know how much their help is appreciated. Many contributors who have been identified previously continue to send us material on a regular basis. Your cooperation is helping to make this an enjoyable area of study for us, while at the same time making our census more complete. Please write direct with new report, discoveries and comments to Randy Stehle, 16 Iris Court, San Mateo, CA 94401.

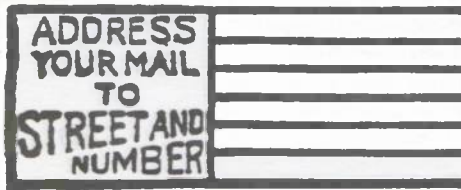
The total number of non-standard postmarks in our survey has not increased much since the previous installment. There were 46 new cancels added since last time, thus bringing the total to 2,978. We should quite easily top 3,000 by the November article, in which we will take up the first part of the handstamp flag cancels.

TYPE E.2 NON-STANDARD POSTMARKS

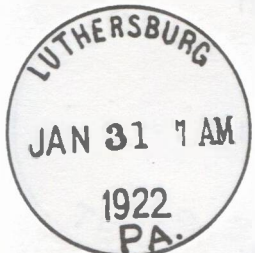
CODE TOWN STATE	PO DATES	EKU	LKU	PM	KLR	N	S/I
E.2-460 LAKEVILLE IN	1850-	29 Jan 1923		32	21	1	3
E.2-470 LEAF RIVER IL	1881-	09 Apr 1923		32	21		3
E.2-480 LUTHERBURG PA	1894-	31 Jan 1922		32	21	1	3
E.2-490 McVILLE ND	1887/	14 Oct 1921		32	21		3
E.2-500 MILLS COLLEGE CA	1888-1936	04 Jan 1922	22 Sep 1922	31.5	19.5		3
E.2-510 MONT CLARE PA	1861-	27 Nov 1922		32	21	1	3
E.2-520 MONT CLARE PA	1861-	01 Mar 1926	27 Apr 1926	33	20		3
E.2-530 MONTSERRAT MO	1872-1954	17 Oct 1922	31 Oct 1922	32	21	3	3
E.2-540 MORROWVILLE KS	1894-	14 Apr 1922		32	20		3
E.2-550 NORTH CONCORD VT	1877-	18 Mar 1924		31.5	20.5		3
E.2-560 NORTH OLMSTED OH	1880/	13 Dec 1923		32	21	1	3
E.2-570 OCEAN BEACH NY	1911-	11 Jun 1921	1925	32	21	2	3



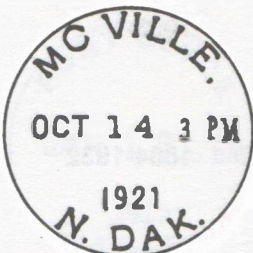
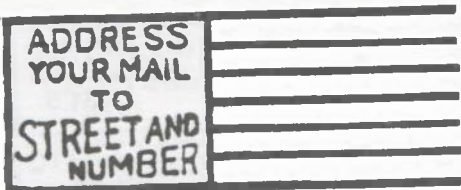
E.2-460



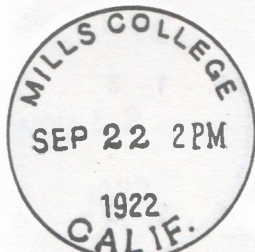
E.2-470



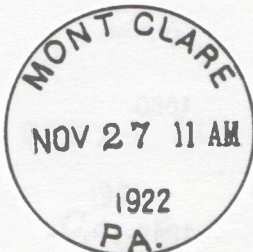
E.2-480



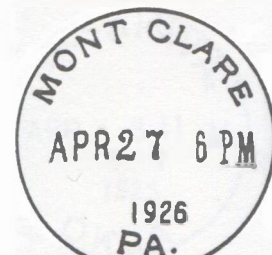
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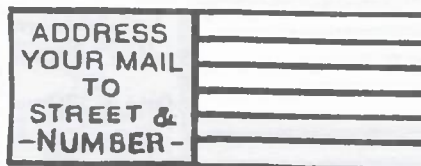
E.2-500



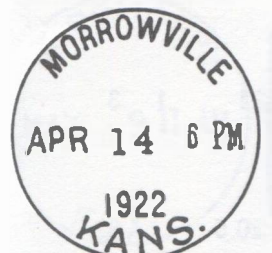
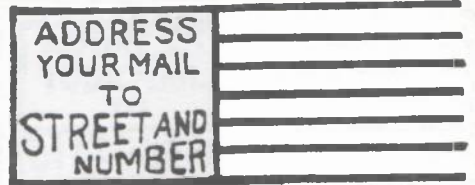
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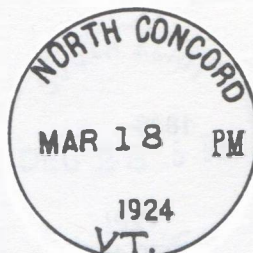
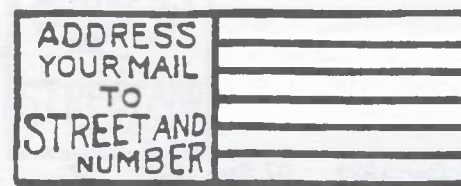
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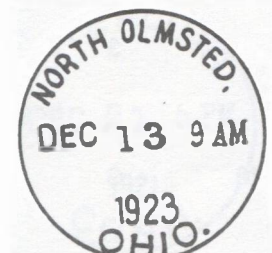
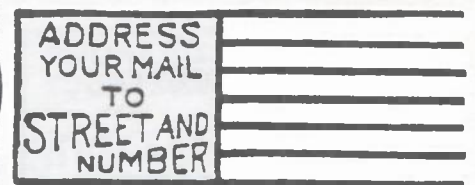
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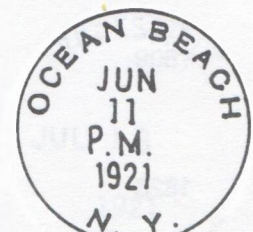
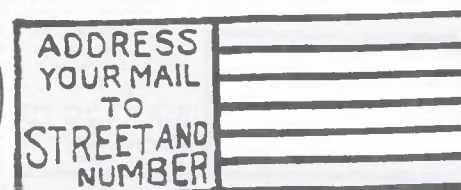
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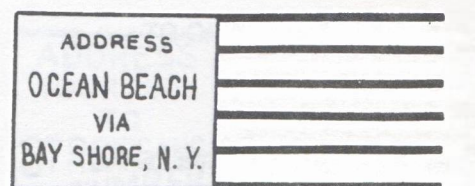
E.2-550



E.2-560

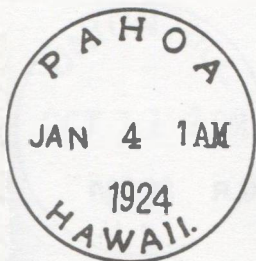


E.2-570



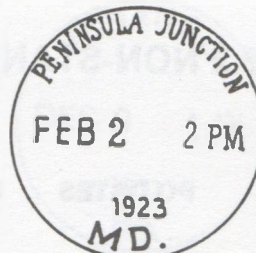
TYPE E.2 NON-STANDARD POSTMARKS

CODE TOWN STATE	PO DATES	EKU	LKU	PM	KLR	N	S/I
E.2-580 PAHOA HI	1903-	15 Nov 1923	04 Jan 1924	32	21	3	3
E.2-590 PENINSULA JUNCTION MD	1884-1932	02 Feb 1923		31.5	21.5		3
E.2-600 PONDER TX	1893-	14 Dec 1921	02 Jun 1922	32	21	2	3
E.2-610 PORT CLYDE ME	1880-	18 Jan 1923	05 Aug 1924	32	20.5	1	3
E.2-620 SALYER CA	1918-	13 Nov 1922	02 Dec 1922	31.5	20.5	2	3
E.2-630 SAN MARTIN CA	1894/	24 Dec 1921	19 ??? 1923	31.5	20	2	3
E.2-640 SASAKWA OK	1880-	08 Apr 1923		32	21	1	3
E.2-650 SAYRETON AL	1900-1968	18 Jun 1923		32	21	1	3
E.2-660 SOPCHOPPY FL	1848-	29 May 192?		32	21	1	3
E.2-670 SOUTH ELIOT ME	1870-1940	22 Dec 1921	07 Sep 1923	32	20.5		3
E.2-680 STERLING CT	1809-	21 Dec 1921	12 Apr 1922	32	21		3
E.2-690 TRUCKSVILLE PA	1828-	16 May 1921	13 Jul 1921	32	20		3



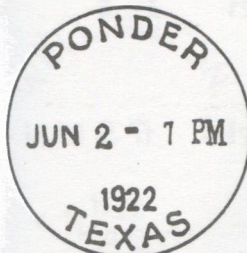
E.2-580

ADDRESS YOUR MAIL TO STREET AND NUMBER	
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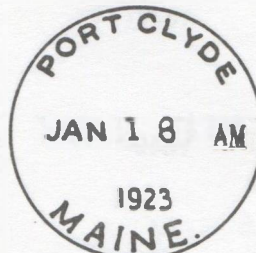
E.2-590

ADDRESS YOUR MAIL TO STREET AND NUMBER	
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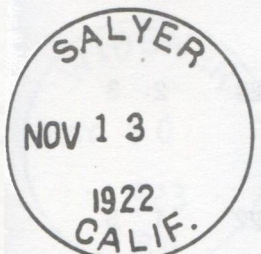
E.2-600

ADDRESS YOUR MAIL TO STREET AND NUMBER	
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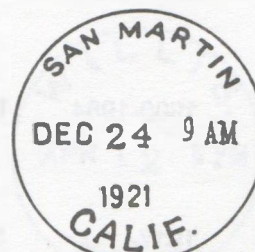
E.2-610

ADDRESS YOUR MAIL TO STREET AND NUMBER	
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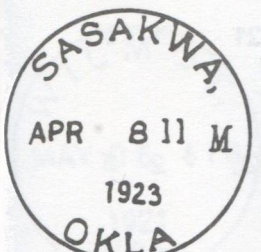
E.2-620

ADDRESS YOUR MAIL TO STREET AND NUMBER	
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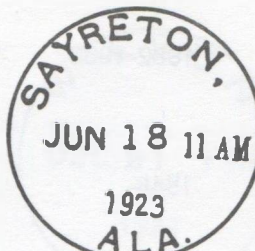
E.2-630

ADDRESS YOUR MAIL TO STREET AND NUMBER	
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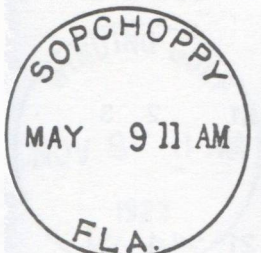
E.2-640

ADDRESS YOUR MAIL TO STREET AND NUMBER	
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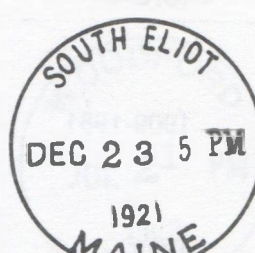
E.2-650

ADDRESS YOUR MAIL TO STREET AND NUMBER	
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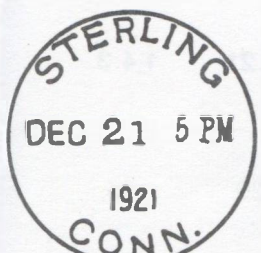
E.2-660

ADDRESS YOUR MAIL TO STREET AND NUMBER	
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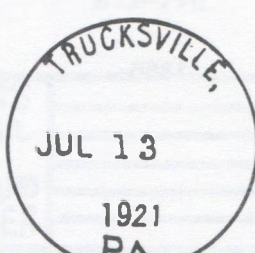
E.2-670

ADDRESS YOUR MAIL TO STREET AND NUMBER	
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E.2-680

ADDRESS YOUR MAIL TO STREET AND NUMBER	
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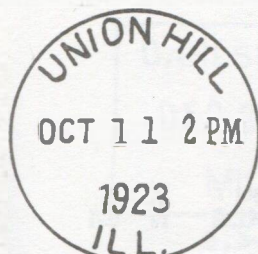


E.2-690

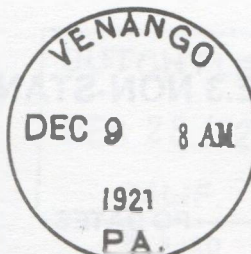
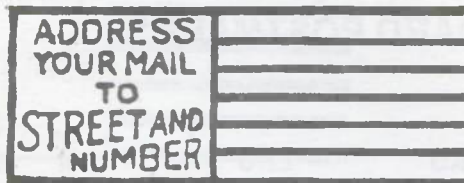
ADDRESS YOUR MAIL TO STREET AND NUMBER	
--	--

TYPE E.2 NON-STANDARD POSTMARKS

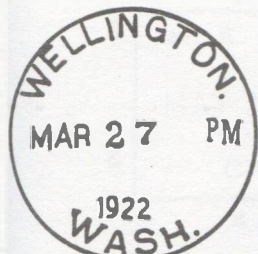
CODE TOWN STATE	PO DATES	EKU	LKU	PM	KLR	N	S/I
E.2-700 UNION HILL IL	1861-	11 Oct 1923		32	21	1	3
E.2-710 VENANGO PA	1849-	09 Dec 1921		32	21	1	3
E.2-720 WELLINGTON WA	1894-1929	27 Mar 1922	01 Dec 1922	31.5	20	3	3
E.2-730 WENDELL NH	1900-1984	02 Nov 1921	18 Oct 1923	31.5	20	2	3
E.2-740 WIDENER AR	1917-	30 May 1923		33	22	1	3
E.2-750 WILLIS KS	1882-1960	12 Apr 1922		32	21	1	3
E.2-760 WILMOT WI	1849-	25 May 1921	27 Jul 1923	32	20	2	3
E.2-770 WILSON WI	1873-	21 Dec 1921	22 Dec 1922	32	21		3
E.2-780 WINDING GULF WV	1909-1981	31 Jan 1923	08 Nov 1923	32	21	2	3
E.2-790 WOODFORD WI	1888-	21 Jul 1923		32	21	1	3
E.2-800 WOOLRICH PA	1886-	05 Nov 1923		32	21	1,4	3



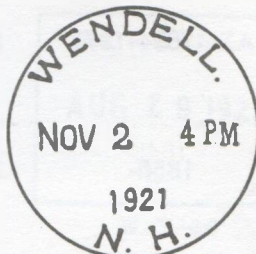
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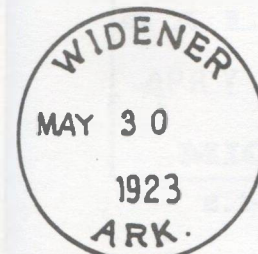
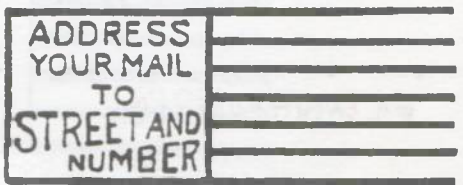
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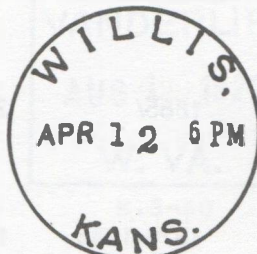
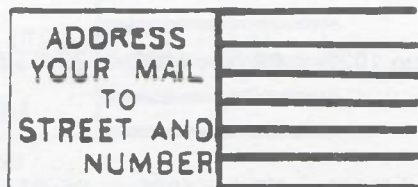
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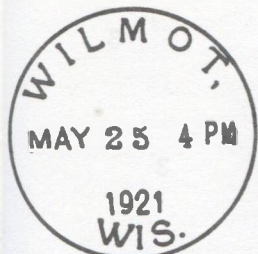
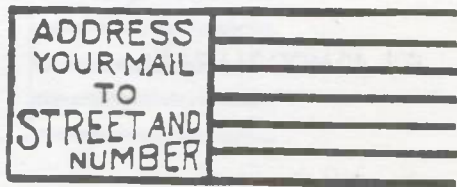
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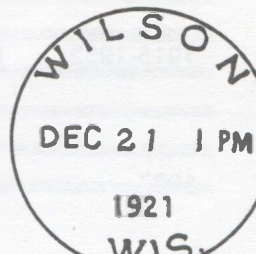
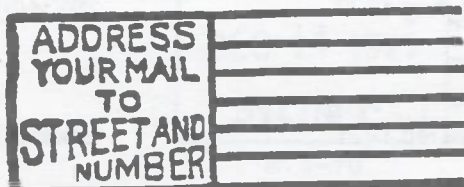
E.2-740



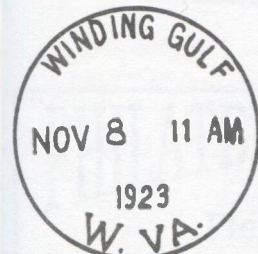
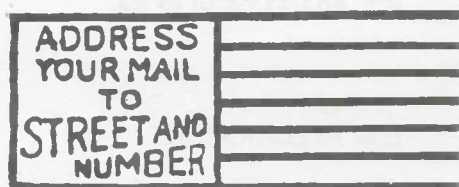
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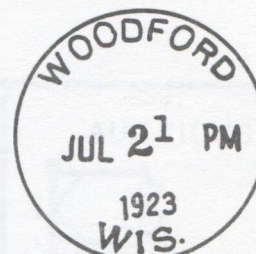
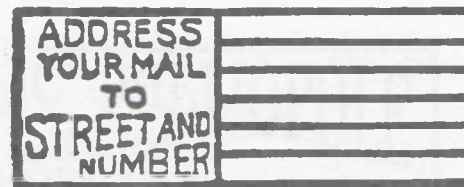
E.2-760



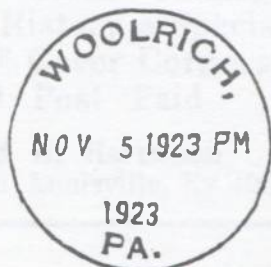
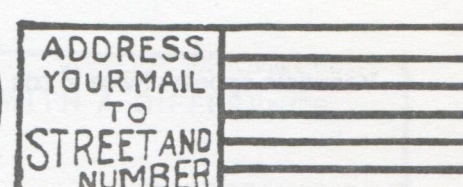
E.2-770



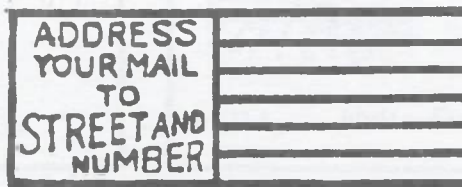
E.2-780



E.2-790



E.2-800

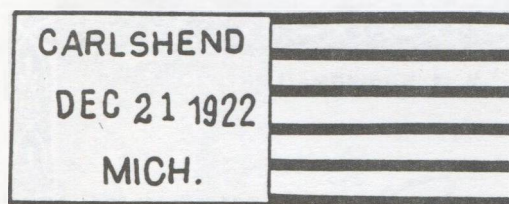


TYPE E.3 NON-STANDARD POSTMARKS

CODE TOWN STATE	PO DATES	EKU	LKU	PM	KLR	N	S/I
E.3- 10 CARLSHEND MI	1894-1973	21 Dec 1922		24x36(6)			3
E.3- 20 DUTCH FLAT CA	1856-	25 Dec 1921	27 May 1923	25x34(6)			3
E.3- 30 MECCA CA	1903-	14 May 1922	25 Dec 1922	24.5x35(6)			3
E.3- 40 MORGANZA LA	1885/	29 Aug 1922	08 Nov 1922	25x35(6)		2	3
E.3- 50 SALEM MI	1876-1984	15 Aug 1923	07 Apr 1925	25x35(6)		2	3
E.3- 60 VANDERLIP WV	1915-1952	01 Aug 1922		26x34(6)			3
E.3- 70 ZURICH MT	1907-	14 Dec 1921		26x35(6)			3

----- NOTES: 1 - Earliest listed on piece. 2 - Latest listed on piece. 3 - Earliest & latest listed on piece.

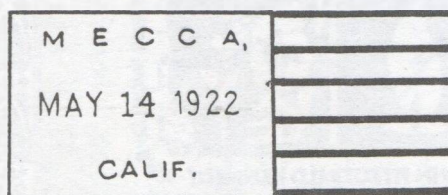
4 - Year date appears twice in cds.



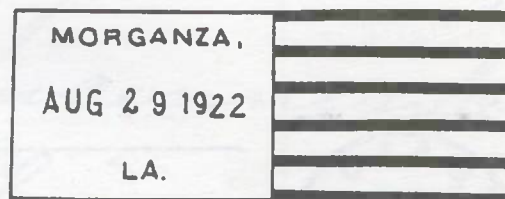
E.3-10



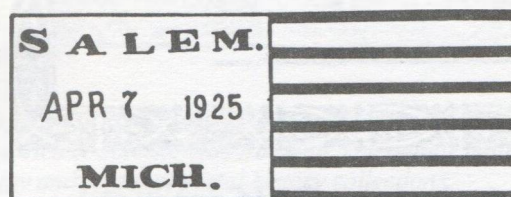
E.3-20



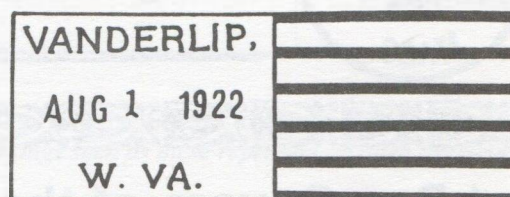
E.3-30



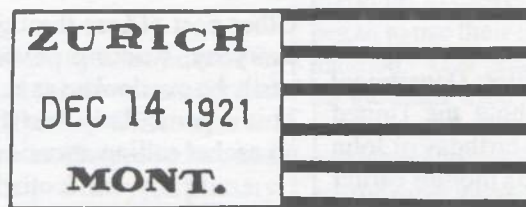
E.3-40



E.3-50



E.3-60



E.3-70

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U.S. Postal History a Specialty
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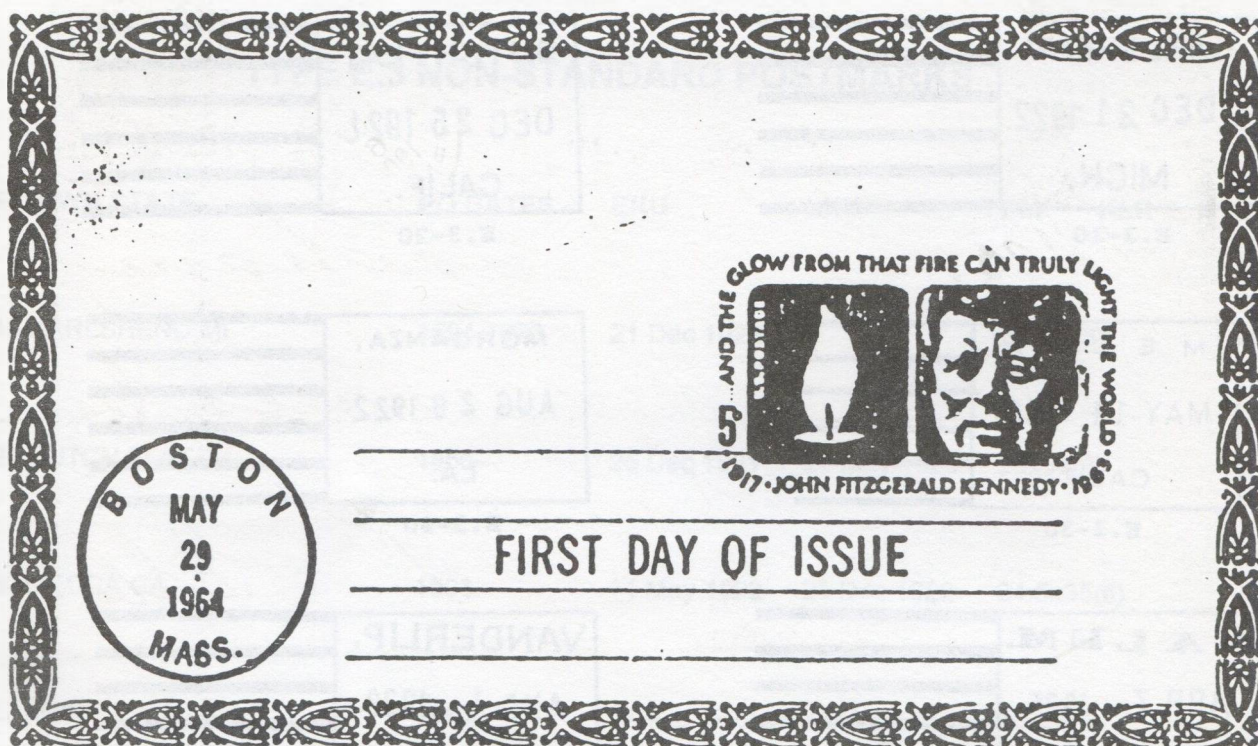
AUCTIONS WITH A DIFFERENCE



H.J.W. Daugherty

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

ASDA Write For Next Catalog APS



First Day Covers of the 5-cent John F. Kennedy Issue of 1964

By Henry B. Scheuer

On May 29, 1964, the Post Office Department placed a 5-cent stamp on sale throughout the United States. The stamp was issued on the 47th birthday of John F. Kennedy, who had been assassinated six months earlier on November 22, 1963.

Traditionally, United States postage stamps were usually placed on sale in one, or at most a handful, of official cities one day prior to national distribution. But the nation was still mourning the loss of this popular president, and, in an effort to meet what was expected to be tremendous demand for the stamp, the POD placed the Kennedy stamp on sale simultaneously at the over 40 thousand post offices, branches and stations then operating across the country. Theoretically, an envelope bearing a postmark of May 29, 1964, exists from each of these postal units.

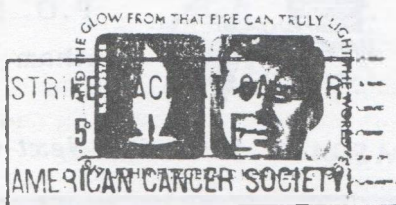
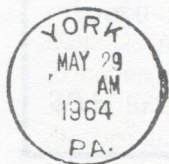
Boston, Massachusetts, was the only city authorized to use the traditional "First Day of Issue" cancellation.

Other post offices throughout the country, applied their everyday, working postmarks. As a result covers may easily be overlooked as being postmarked on the first day. This is particularly true if the envelope is plain and bears no cachet calling attention to the event.

Many collectors did make plan to secure commercially marketed cachets. Other more enterprising individuals and groups prepared their own cachets. In fact, over 400 different cachets are known to exist for the Kennedy issue. Over a dozen cachet-makers produced their first cachet in commemoration of this stamp's release.

Many collectors, who were not first day cover collectors, took the opportunity to prepare self-addressed envelopes, and traveled first hand to as many post offices on May 29th as time would permit to secure first day postmarks from their community and environs. Thanks to these efforts, postmarks from many smaller, more remote offices have been recorded.

The author has been attempting to document the number of different post office, branch and station cancels which actually exist for the first day of this stamp. To date, some four thousand have been recorded, and the search goes on. Collectors with any May 29, 1964, postmarks on cover with the Kennedy stamp are encouraged to write me direct at P.O. Box 535, Madison Square Station, New York, NY 10010.



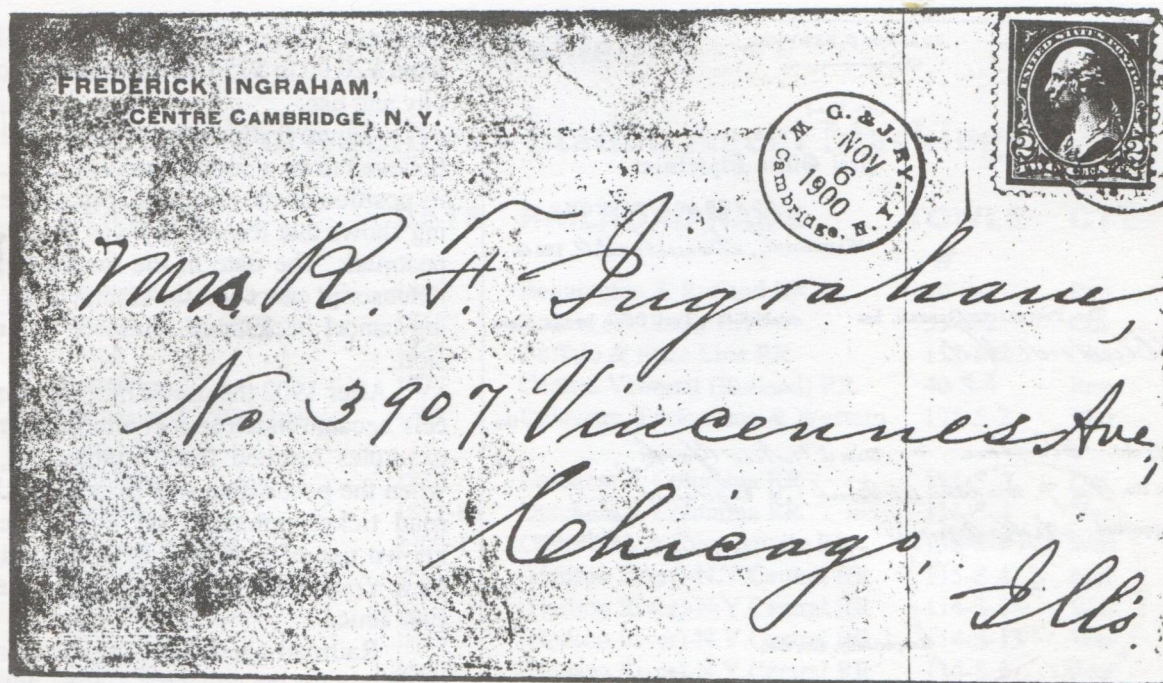


Figure 1. This cover displays a 2c red tied by a railroad station marking from West Cambridge, NY, a station on the Greenwich & Johnsonville Railway. The author maintains that markings such as these represent an often overlooked part of railway and regional postal history collections.

Railroad Station Postal Markings of New York State

By Louis T. Call

In our ongoing saga of the Railway Mail Service in New York State, it is time to look at the development and use of Railway Stations as parts of the Post Office system. I like to think of this as a development of a secondary and almost separate mail system that helped carry the primary system.

In the Express mail operation, messengers (agents) picked up and put off mail along their routes. People frequently handed mail directly to the messenger (clerk) in the mail car. If the train was late (which was not unusual) they had to wait. Frequently, the patron had other business to take care of so he gave the letter to the station agent to hand to the messenger. Likewise, if the messenger had a few letters to be given to the local postmaster, these the messenger would hand to the station agent for delivery to the postmaster. Neither the postmasters nor the station agents tended to like this situation.

Starting in the 1850's, the Post Office Department began appointing station agents to serve as Postal Agents. Prior to this time some station agents had used manuscript

markings to cancel letters, but in the 1850's station agents began to use their ticket validators to mark the letters they handled. This practice led to a wide variety of markings on the mail used to indicate originating, receiving and transit uses. In this way, the station agents acted much like postal employees in the post office. Originating markings are the most valued by today's collectors. Please note that official railroad mail was frequently imprinted with these same markings, but traveled outside the official mail stream.

A look at various records and archives has thrown some light on the functions of the station agents, but there is still much we do not know about this area of mail operations. Useful historic documents are missing, and others are contradictory or contain information which is misleading.

Charles Towle (Towle, 1986) points out that some men were both the town's postmaster and the railroad station agent. Further, Towle notes that most of the known station markings are from small towns. This is certainly the case with New York State (see Table 1).

Other agents were officially appointed by the Post Office Department through the railroad (Fig. 2). This station is not related to a town of the same name. Clinton Mills, however, existed until the railroad was abandoned. The length of time the agents handled the mail is unknown. Another station in the middle of the country with no town nearby is Indian Castle. It existed because the

A version of this article previously appeared in the *Journal of New York State Postal History* (Volume 25, Nos. 1/2, Fall/Winter 1992).

RAILROAD SERVICE.

(No. 16 A.)

Post Office Department,
CONTRACT OFFICE,
WASHINGTON, *November 30, 1866.*

SIR:

The POSTMASTER GENERAL has established a Post Office by the name
of *Clinton Mills*

County of *Clinton*, State of *New York*, in the
Route No. *1137* from *Russell Point*, to *Ogdensburg*, on
and appointed *A. M. Erwin* Postmaster.

Respectfully, &c., &c.,

E. S. Shilly
for Second Assistant Postmaster General.

Harvey Rice Esq.
Supt. Northern Ogdensburg R.R. Co.
Ogdensburg.
St. Lawrence Co.
N. Y.

Figure 2.

local farmers found it more convenient to use the station than to go to Newville or Danube for postal facilities; also, it was faster.

When you compare dates of the railroad station with the official information on the town post office, you may find that the station predated the town's post office. There are also times when the station lasted longer than the town post office.

Another set of markings from stations are those that operated on lines that did not have route agents working them. Figure 1 illustrates a cover where the stamp has been canceled by an agent marking from West Cambridge on the Greenwich and Johnsville Railway, a line which never operated a railway mail car.

When collecting the ticket validator markings, collectors should be careful to ascertain the use of the marking. Such markings were used as originating cancels, as transit markings, as receiving marks, and even as corner cards. Table 1 should not be considered complete. As may be seen from the blank spaces, several items represent new finds and have not yet been assigned catalogue

numbers. Values of these items typically vary from \$20.00 to \$250.00 depending upon scarcity and use.

Figure 3 illustrates a marking that was believed to be a corner card usage because of its position on the envelope. But a little checking shows that it probably was an originating postmark. The date in the marking plus the manuscript cancel on the stamp, and a receiving cancel backstamp reinforce this conclusion.

After 1902 the use of railroad agent cancels became much less common. Some later examples resulted from Sunday use, a day when the post office was closed and the railroad ticket remained on duty. The latest known use of a station agent marking from New York dates from 1943 and comes from East Ithica.

Railroad agent markings present a real challenge for the collector. Unlike post office markings, where each office may be assumed to have postmarked mail, not all railroad stations applied handstamps so we don't know how many more are to be found. In addition, over the years many railroads changed their names, and routes and ticket validators were often changed. The result is that markings from some stations may be found identified with different railroads. In the listing which follows, for example, Eagle Bridge is listed with two totally different railroads -- Rensselaer & Saratoga and Troy & Boston -- and each with different handstamp markings.

Transfer Clerks and Their Markings, 1845-1971

Before starting this section we need to straighten out some terminology. The *Transfer Clerk* transferred mail from one train to another and pouched mail to the railway post office (R.P.O.) car from the station. He also collected mail deposited in mail boxes at the stations, sorted and canceled it. In New York, this operation ranged from a very small activity to really big business. For example, New York City's Grand Central Terminal was one of the largest mail handling operations in the state while Kingston handled only small quantities of mail since it serviced only secondary lines.

The clerk's canceling devices varied in style and wording, and different types were used at the same time. Terminal R.P.O., *Local Mail Agent* (before August 1882), *Transfer Clerk*, *Transfer Station* and *Transfer Office* are all terms -- usually abbreviated -- which appear in the

Table 1

New York Railway Station Agent Markings

STATION	DATE	RAILROAD NAME	TOWLE #	CTY
Brainards	1869	Bennington & Rutland RR	40-S-3	Ren
Canaan	1869	Boston & Albany RR	53-S-2	Col
Irving	1867	Buffalo & State Line RR	115-S-2	Cha
Petersburg	1877	Central Vermont (Rutland) RR	40-S-4	Ren
Rochester & Pittsburgh Junction	1888	Delaware, Lackawana & Western	175-S-2	Mnr
Attlebury	1876	Dutchess & Columbia RR	111-S-6	Dut
Verbank	1871-80	Dutchess & Columbia RR	111-S-4	Dut
West Cambridge	1900-1	Greenwich & Johnsonville RR	138-S-1	Was
Adams Basin	1881-4	(Hudson River)-N.Y. Central RR	115-S-4	Mnr
Cortland	1879	(Hudson River)-N.Y. Central RR	114-S-10	Wes
Oscawana	1886	(Hudson River)-N.Y. Central RR	114-S-13	Wes
Castleton	1860's	(Hudson River)-N.Y. Central RR	114-S-1	Ren
Crugers	1891-3	(Hudson River)-N.Y. Central RR	114-S-11	Wes
Catskill Sta	1868-78	(Hudson River)-N.Y. Central RR	114-S-5	Col
Dutchess Junction		(Hudson River)-N.Y. Central RR	114-S-?	Dut
Garrison's	1869	(Hudson River)-N.Y. Central RR	114-S-8	Put
Hartsdale	1883	(Hudson River)-N.Y. Central RR	108-S-2	Wes
LeRoy	1870's	(Hudson River)-N.Y. Central RR	130-S-1	Gen
Lockport	1870	(Hudson River)-N.Y. Central RR	115-S-5	Nia
Montrose	1872-5	(Hudson River)-N.Y. Central RR	114-S-6	Wes
Savannah	1858	(Hudson River)-N.Y. Central RR	114-S-9	Way
Scarboro	1865	(Hudson River)-N.Y. Central RR	114-S-2	Wes
Spuyten Duyvil	1857-69	((Hudson River)-N.Y. Central RR	114-S-3	New
East Ithaca	1943	Lehigh Valley RR	134-S-3	Tom
Hicksville	1861	Long Island RR	112-S-1	Nas
Thompson Ridge	1879	Middletown & Crawfordville RR	152.3-S-1	Org
Clove Branch Junction	1880	Newburgh, Dutchess & Columbia	111-S-1	Dut
Coffin's	1884	Newburgh, Dutchess & Columbia	111-S-2	Dut
Shunpike	1880	Newburgh, Dutchess & Columbia	111-S-5	Dut
Martindale	1878	NY & Harlem (NY Central) RR	108-S-1	Col
Woodlawn	1871	NY & Harlem (NY Central) RR	108-S-4	Wes
Centerville	1875	New York & Oswego Midland RR	121-S-6	Sul
Fallsburgh	1878	New York & Oswego Midland RR	121-S-2	Sul
Franklin	1879	New York & Oswego Midland RR	121-S-10	Del
Millbrook	1874	NY, Boston & Montreal RR	111-S-3	Dut
Seely Creek	1894	NY, Lake Erie & Western RR	224-S-1	Tio
Clinton	1870	NY Midland (NY, O & W) RR	122-S-1	One
New Berlin Junc	1891	NY Midland (NY, O & W) RR	121-S-7	Chn
Westfield Flats	1874	NY Midland (NY, O & W) RR	121-S-4	Cha
Merrickville	1873	NY Midland (NY, O & W) RR	121-S-1	Del
Smyrna	1882	NY Midland (NY, O & W) RR	?	Chn
White's Store	1888	NY Midland (NY, O & W) RR	?	Chm
Indian Castle	1883	NY, West Shore & Buffalo RR	119-S-2	Her
West Camp	1883-4	NY, West Shore & Buffalo RR	119-S-1	Uls
Starkey	1868	Northern Central RR	193-S-2	Yat
Zurich	1896	Northern Central RR	129-S-1	Way

Table 1 (Continued)

STATION	DATE	RAILROAD NAME	TOWLE #	CTY
Altona	1868-70	Ogdensburgh & Lake Champlain	101-S-1	Cli
Clinton Mills	1867	Ogdensburgh & Lake Champlain	101-S-2	Cli
Woods Falls	1878	Ogdensburgh & Lake Champlain (CVRR)	101-S-3	Cli
Ira	1890	Pennsylvania & New York Canal	134-S	Cay
Eagle Bidge	1874	Rensselaer & Saratoga RR	100-S-3	Ren
Round Lake	1875	Rensselaer & Saratoga RR	100-S-1	Sar
Whitehall	1873	Rensselaer & Saratoga RR	100-S-2	Was
D.L.&W. Jct.	1888	Rochester & Pittsburgh RR	144-S-1	Gen
Kasoag	1865-6	Rome, Watertown & Ogdenburg (NYC) RR	102-S-1	Osw
Mt. McGregor	1890	Saratoga, Mt. McGregor & Lake George RR	107-S-1	Sar
Wallington	1888	Soudas Point & Southern RR	?	Way
Buskirk's Bridge	1868	Troy & Boston RR	?	Was
Eagle Bridge	1874	Troy & Boston RR	40-S-6	Ren
Castorland	1875	Utica & Black River RR	104-S-1	Lew
Oneonta	1908	Ulster & Delaware RR	117-S-?	Ots
Hayt's Corner	1876	Geneva & Ithaca RR	?	Sen
Shinnopie	1914	Delaware Northern RR	?	Del
Emmons	1870	Delaware & Hudson Canal Co. RR	116-S-?	Ots

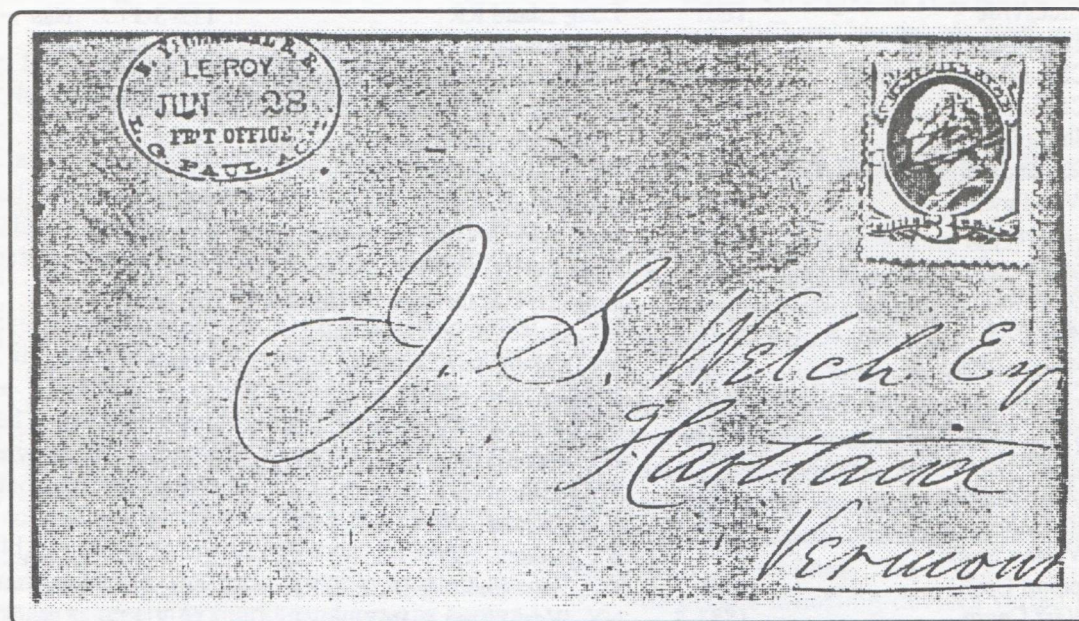


Figure 3. This cover displays a railroad station agent marking which was at first believed to have been used as a corner card.

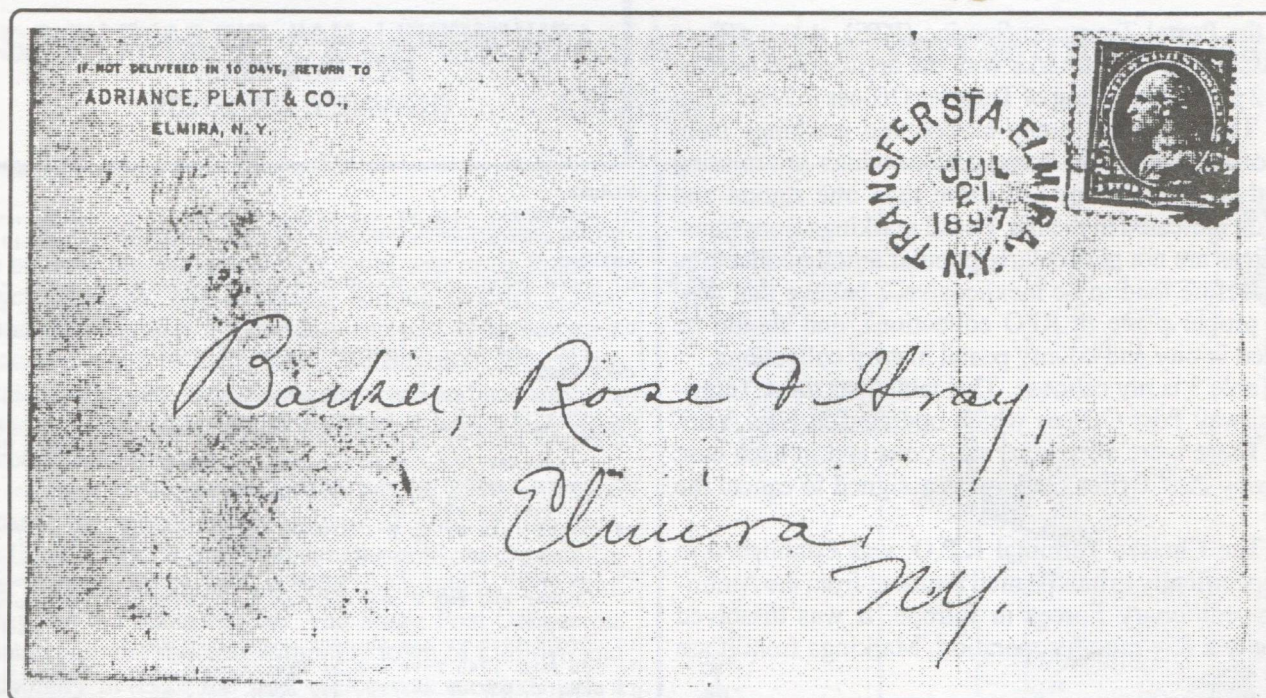


Figure 4. This cover displays a bold example of the rimless circular date stamp used by the Elmira, NY, Transfer Station.

postal markings issued to transfer clerks. In addition, the clerks had personal handstamps, which they were permitted to use on the mail to mark it, but not to cancel stamps. These handstamps, often appearing a one or more straight

lines typically included the clerk's name, his location and the date. They were used to identify the clerks' work on facing slips, registered mail, special delivery mail and reports.

CITY	DATES	TOWLE	# STA.
Albany	1939-1968	150-A-	
Binghamton	1883-1967	150-B-	
Buffalo	1939-1967	150-C-	4 stations
Dunkirk	1885-1913	150-F-	
Elmira	1881-1967	150-G-	
Hornel(sville)	1899-1910	150-Q-	
Jamaica	1939-1950	150-T-	
Kingston	1954-1958	150-U-	
:Long Island City	1879-1964	150-H-	
New York City	1915-1966	150-I-	3 stations
Rochester	1898-1965	150-J-	
Salamanca	1904-1931	150-W-	
Suspension Bridge	1931-1958	150-L-	
Syracuse	1939-1965	150-M-	2 stations
Troy	1946-1959	150-N-	
Utica	1939-1964	150-R-	

Table 2

TERMINAL RPO	DATE	TOWLE	LOCATION
Chelsea Term (AEF)	1919	150-X-	NY City
New York World's Fair	1939-40	150-R-	NY City
Pan-American RPO (Buffalo)	1901	?	Exposition

Table 3

Starting about 1845 the Post Office Department employed *Local Mail Agents* to transport mail between trains, ship and post offices. There is little evidence that these agents applied postmarks to the mail in the early years. However, a favor mail system in use between New York and Philadelphia may be an exception, as there were no agents on the trains and mail was marked at both ends of the route. This is being investigated by a number of postal historians.

By the 1880's, Local Mail Agents began cancelling mail with distinctive handstamp markings. These included Binghamton, Elmira, Dunkirk and Long Island City. Later, Transfer Station markings, which were handstamped in the office, took over (Figure 4). As time passed and the volume of mail increased, some transfer offices were issued canceling machines. Many of these included the phrase *Term R.P.O.* in the dial. In others the killer bars included an appropriate designation such as *TRAN. OFF.* (Figure 5). When the Railway Mail Service (RMS) be-

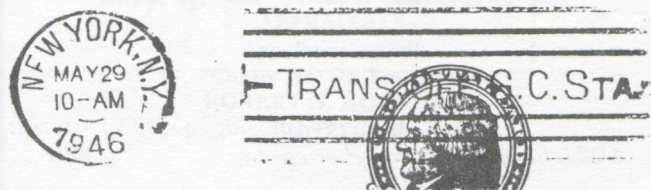


Figure 5.

came the Postal Transport Service (PTS), many offices were issued new postmarks with the appropriate initials. Table 2 presents a listing of Transfer Offices in New York State. There are still many unrecorded markings from these offices, and even some offices which are missing altogether. Some cities had more than one station and these are indicated in the list. Postal markings from transfer offices are not particularly popular among collectors, and therefore tend to be inexpensive. I believe that they had a proper place in RPO collections, and should be included in city and county postal history collections.

Table 3 is my caboose. This table lists three Terminal Railway Post Offices which operated in New York State. These were all special situations and in each case a Railway Post Office clerks was assigned to cancel the mail.

The Chelsea Terminal R.P.O. was established in 1919 specifically to handle mail returned from the American Expeditionary Forces in Europe. It was dissolved after only a few months operation. Markings from it are scarce.

The New York World's Fair R.P.O. operated for two seasons -- in 1939 and 1940. It was a very busy place and canceled much mail from the fair. Many of the items canceled had various assets relating to railroad events and are quite common.

The Pan-American R.P.O., which operated in association with Buffalo's Pan-American Exposition, remained in service only a few months. In all, only about six postmarks are known from this operation.

Railroad station cancellations were used on mail for about 125 years. Many are interesting, some are distinctive, and all are important to understanding the operations of the railroad mail service.

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Towle, Charles L., *United States Transit Markings Catalog, Vol. IV*, Tucson, AZ: Mobile Post Office Society, 1982.

-----, *U.S. Route and Station Agent Postmarks*, Tucson, AZ: Mobile Post Office Society, 1986. Also Supplements I through IV.

Official Guide of the Railways of New York, National Railway Publication Co., 1870 (July) and 1916 (June).

Index to Handy Railroad Maps (1928), Rand McNally & Co., Milwaukee, WI

SUMMERELL MAIL BID SALE MB-9 P.O. Box 39597 DOWNEY, CA 90239

ALASKA

01 SHISHMAREF 1948 VF 4-B (Helb. 3) 5c small Transport non-philat air mail env. w/ Eskimo surname in typed r.a. E8-12

ARIZONA

02 GROOM CREEK 1916 VG+-F Ty B 4-B 1c Washington local viewcard E12-15

03 HUMBOLDT 1906 VG D3/4 (Kr. 1) Sc. 319 G local viewcard (uniform lt. toning + LL corner tip missing) E12-15

CALIFORNIA

04 ATWOOD 1940 VF 4-B 3c Prexie comm. env. E5-7

05 BIOLA 1940 VF 4-B 3c F/A comm. env. E5-7

06 CHILES 1912 VF Ty A 4-B (Wms. TBP) 1c Franklin local viewcard (Rotunda, Napa Soda Springs...) E20

07 COTATI 1909 VG D2/? (# unclear on stamp) (Wms. TBP) Sc. 300 greetings PPC STU E5-7

08 COTATI 1910 VF Ty A 4-B (Wms. TBP) 1c Franklin F RP ("Cotati Oaks") Addr. @ Cotati STU E10-12

09 COUTOLENC 1908 F Ty A 4-B (Wms. TBP) receiving mark on VG humor PPC pmk @ SAN FRANCISCO w/ CHICO f.c. on picture sd. E8-10

10 COYOTE 1940 VF 4-B Sc. 802 comm. env. E5-7

11 DEL ROSA 1940 F-VF 4-B 3c Prexie comm. env. E5-7

12 DENAIR 1940 VF 4-B Sc. 852 comm. env. E5-7

13 DINKEY CREEK 1964 F-VF 4-B 4c Lincoln local viewcard E5-7

14 EL CAJON 1892 VG purple cds + smudge killer (Wms. SAN-940) UX9 SAN DIEGO rec'd mk. E25-30

15 FLOURNOY 1917 F+ Ty B 4-B (Wms. TBP) 1c Washington G greetings PPC E5-7

16 GIBBS 1910 VG Ty A 4-B (Wms. SCR-595) 1c Franklin viewcard (this cancel is bit lt. & o/s w/ a m.c.) E15-20

17 HENLEY 1907 F dupl. w/ ovate (Wms. SIS-937) Sc. 300 F PPC mailed to YREKA, readdr. to GAZELLE (rec. mk.) E18-20

18 PINE KNOT 1922 VG-F dupl. w/ ovate (Wms. SBE-2223/N.B. the year date inscribed is possibly erroneous or this is an early use of Ty SBE-2223) 1c Washington VG RP (BLUFF LAKE) 4mm tear at top of card E15-20

COLORADO

19 HEIBERGER 1910 F-VF Ty A 4-B 1c Franklin F humor PPC E15-20

20 HOOPER 1910 F Ty A 4-B 1c Franklin F PPC ("Greetings/from/ Hooper") STU E5-7

21 HORTENSE 1906 F D2/1 Sc. 300 VG-F PPC (Tammen #158) Scarce E80-100

MONTANA

22 LIMESTONE 1924 F 4-B (bit lt.) 1c Washington unidentif. scenic RP (1 cor. rounded) E8-10

NEVADA

23 BATTLE MOUNTAIN 1913 VG 4-B (slt. run-off @ top) 2c Washington F mining cc ("BATTLE MOUNTAIN MINES AND DEVELOPMENT CO./BATTLE MOUNTAIN, NEVADA") E25-30

OREGON

24 ADA 1914 F Ty B 4-B 1c Washington F greetings PPC E5-7

WASHINGTON

25 COLUMBIA CITY 1901 VG-F dupl. w/ ovate 2c red pse (U362) Trifle aged o/w VF E30-40

U.S. POSSESSIONS/VIRGIN ISLANDS

26 CHARLOTTE AMALIE/SAINT THOMAS 1921 VG-F dupl. w/ barrel (1) 2-1c green Washington issues No other mks on this sm. env. Nice E30-40

STANDARD RULES APPLY. SUCCESSFUL SINGLE-BID ITEMS REDUCED TO ESTIMATE. MINIMUM BID 50% ESTIMATE, PLEASE. PHOTOCOPIES SENT GRATIS TO ALL BIDDERS/SERIOUS INQUIRERS. PHONE BIDS ACCEPTED TO CLOSE. TEL. NO. 310/920-0914 (LEAVE MESSAGE IF NECESSARY) ALL SUPERCEDED BIDS WITHOUT AN INITIAL % INCREASE ARE FOLLOWED UP IMMEDIATELY BY MAIL. IF YOU DON'T WISH FOLLOW-UP, PLEASE INDICATE WITH YOUR FIRST BID. TRY TO BID YOUR MAXIMUM OR SUBMIT A % INCREASE FOR EACH LOT. THE FOLLOWING ABBREVIATIONS APPLY IN MB-9: comm.=commercial; D=Doane; F/A=Famous American; f.c.=flag cancel; m.c.=machine cancel; o/s=over-struck; ptd.=printed; r.a.=return address; RP=real photo post card; STU=small town use; TBP=To Be Published.

CLOSE: OCTOBER 1, 1993 (12 NOON PACIFIC TIME)

NOTE-WANT LISTS ALWAYS SOLICITED

THANK YOU FOR YOUR PARTICIPATION AND SUPPORT.

BOB SUMMERELL

STEDMAN, CALIFORNIA: A Short-lived Mining Post Office

By Rod Crossley

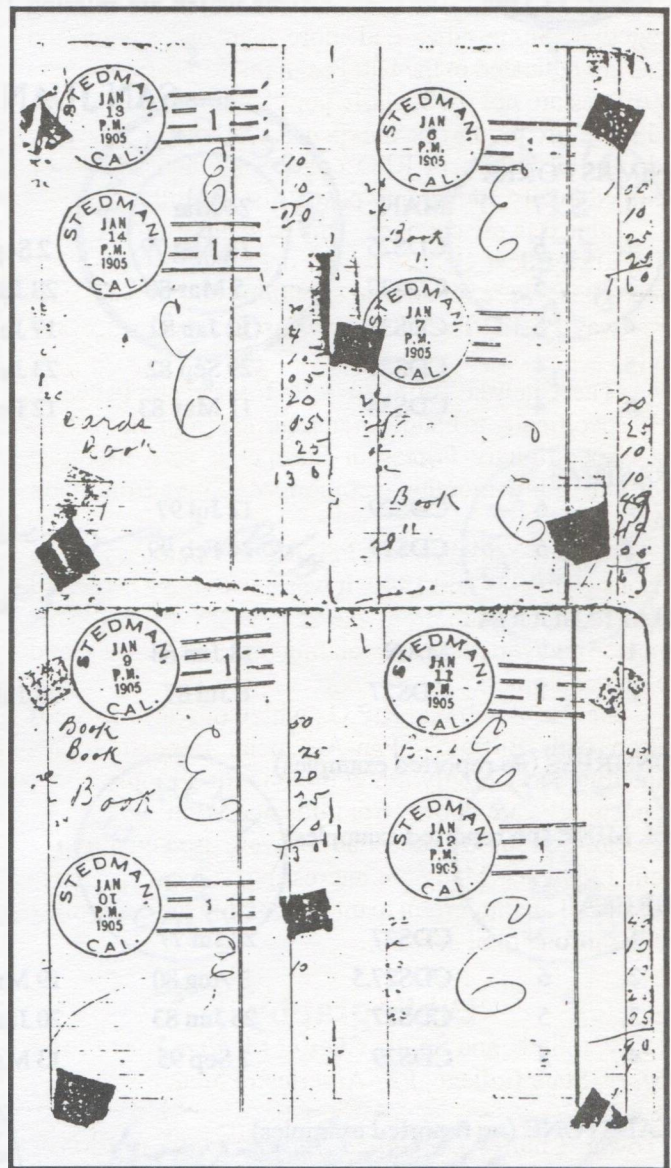
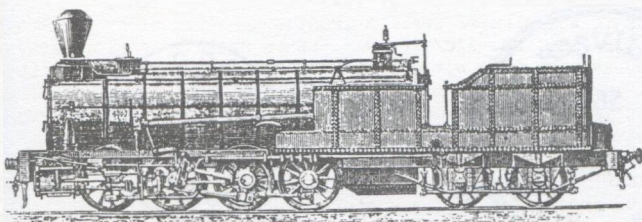
In California's San Bernardino Mountains, along the edge of the Mojave Desert, gold was once found in large quantities. The Rochester Mining District -- near present day Ludlow, California -- was part of the bonanza. Around the turn of the century, the Bagdad-Chase claim located within the district was surveyed and test samples of the ore were taken. These samples showed a very high concentration of gold.

The mine began production around 1900, and soon became the largest single source of gold in San Bernardino County. In order to move the gold ore to a smelter near Barstow, a railroad was built beginning in 1902 from Stagg, on the Santa Fe line. The Stagg Post Office was located near the railroad within the town of Ludlow, and eventually in 1926 the post office was merged with a recently established office named Ludlow.

The new railroad, which extended only eight miles, was called the Ludlow & Southern. Construction was completed in 1903. The Bagdad-Chase Mine continued to produce high grade ore until about 1915. In that year the operation went into receivership, and, while production continued spottily until 1954, the railroad was little used after 1916. In 1936 the rails were removed.

A post office was established at the mine. It was named Stedman, after J. H. Stedman, co-owner of the mine. The office began operating on March 28, 1904, with Nellie Black as the first postmaster, but business was slow and on November 30, 1907, the Stedman post office closed its doors after only 44 months of service. An indication of the lack of postal business is shown on the ledger sheets illustrated in Figure 1.

Dutifully stamping her sales book with a lightly used Doane style postmarker, Nellie Black recorded daily receipts totalling only \$7.57 during the nine days from January 6th to January 15th, 1905. When a day's total receipts came to only 10 cents, as they did on January 10th, not even a fourth class post office could justify its existence.



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COLORADO POSTAL MARKINGS TO 1900

By Richard C. Frajola

SAN JUAN COUNTY

ANIMAS FORKS

1.	7	MAN	24 Mar		man "h"
2.	6	CDS25	14 Aug 79	2 Sep 79	
3.	5	CDS27	5 Mar 80	28 Jun 82	
4.	5	CDS32	12 Jan 82	17 Jun 82	star
5.	4	CDS27	29 Sep 82	23 Jan 83	
6.	4	CDS34	11 May 83	12 Feb 86	target

ARASTRA

1.	6	CDS29	12 Jul 97		
2.	6	CDS29	24 Feb 99		

CHATTANOOGA

1.	7	MAN	18 Jun 83		
2.	7	CDS27	6 Jul 87	28 Jul 87	target

CONGRESS (no reported examples)

DEL MINE (no reported examples)

EUREKA

1.	7	CDS27	22 Jul 77		target
2.	6	CDS27.5	3 Aug 80	19 May 81	target
3.	5	CDS27	26 Jun 83	20 Jun 84	
4.	5	CDS29	1 Sep 95	13 May 99	

GLADSTONE (no reported examples)

GRASSY HILL (no reported examples)

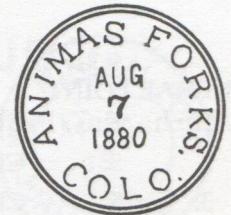
HIGHLAND MARY

1.	7	CDS27	9 Aug 81		star	"p.o." in pmk
2.	6	CDS28	4 Aug 83	14 Jun 84	star in circle	

HOWARDSVILLE

1.	7	MAN	17 Apr 76			
2.	6	CDS24	6 Sep 80		oval grid	
3.	6	CDS33	30 Oct 81	26 Aug 82		
4.	4	CDS28	22 Apr 84	28 Feb 91	fancy target	

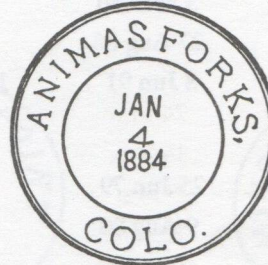
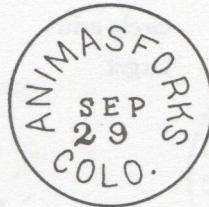
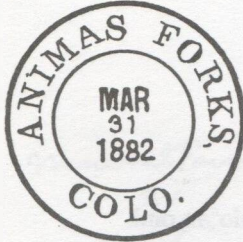
Animas Forks 8/24



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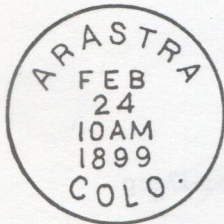


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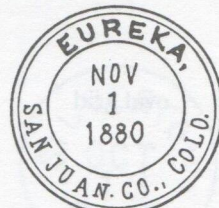
*Chattanooga Colo
6-18/83*



2

1

2

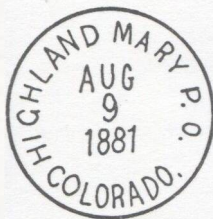


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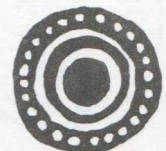
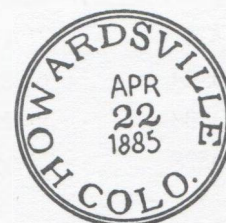
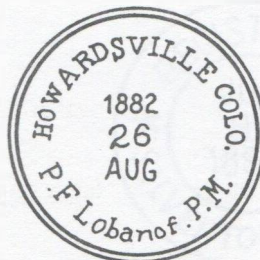
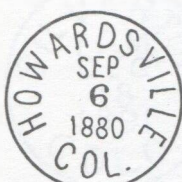


*Howardsville Colo
4/13/86*

1

2

1



2

3

4

SAN JUAN COUNTY

MINERAL POINT

1.	5	CDS27.5	30 Aug 76	13 May 81	
2.	5	CDS 30	9 Aug 81	13 Aug 81	circle grid
3.	5	CDS25	28 Jul 82	14 Sep 82	target
4.	4	CDS28	13 May	12 Mar 83	small star
5.	5	MAN	5 Mar 86		
6.	5	CDS30	27 Aug 86		circle grid
7.	4	CDS28	8 Jun 91	19 Jul	target

NIEGOLDSTOWN

1.	6	MAN	25 Jun 79		
2.	6	CDS28	9 Aug 80		

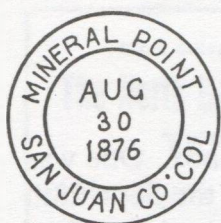
serif "colo" in pmk

POUGHKEEPSIE (no reported examples)

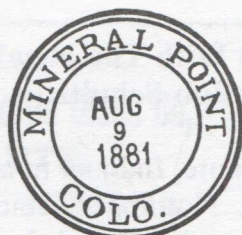
SILVERTON

1.	6	CDS25	2 Aug 75	26 Aug 75	target
2.	6-4	CDS26	20 Dec 75	14 Jul 79	
3.	5	REG30	14 Sep 76		
4.	4	CDS27	6 May 81	27 Aug 81	also known 12 sep
5.	3	CDS27	31 Oct 82	11 Feb 88	neg.x, + wheel
6.	3	CDS27	11 Feb 83	6 Aug 90	
7.	3	CDS28	21 Nov 90	12 Jul 97	neg. cross
8.	3	CDS28	18 Dec 91	16 Aug 93	
9.	4	REG34	18 Jul 96		
10.	3	CDS28	28 Aug 98	21 Apr 99	oval grid

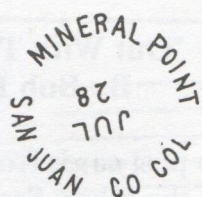
SYLVANITE (no reported examples)



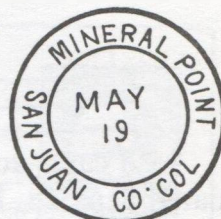
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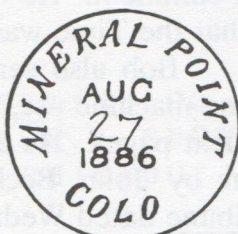
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4

Mineral Point Colo
3/5 X

5



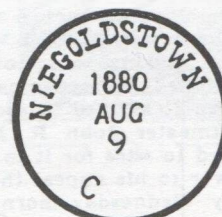
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7

Niegoldstown Colo. 7/29

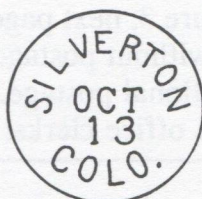
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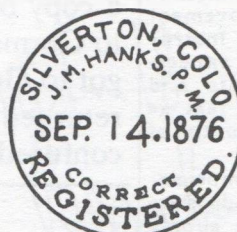
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1



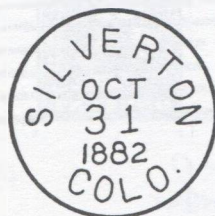
2



3



4



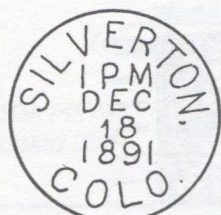
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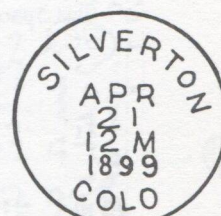
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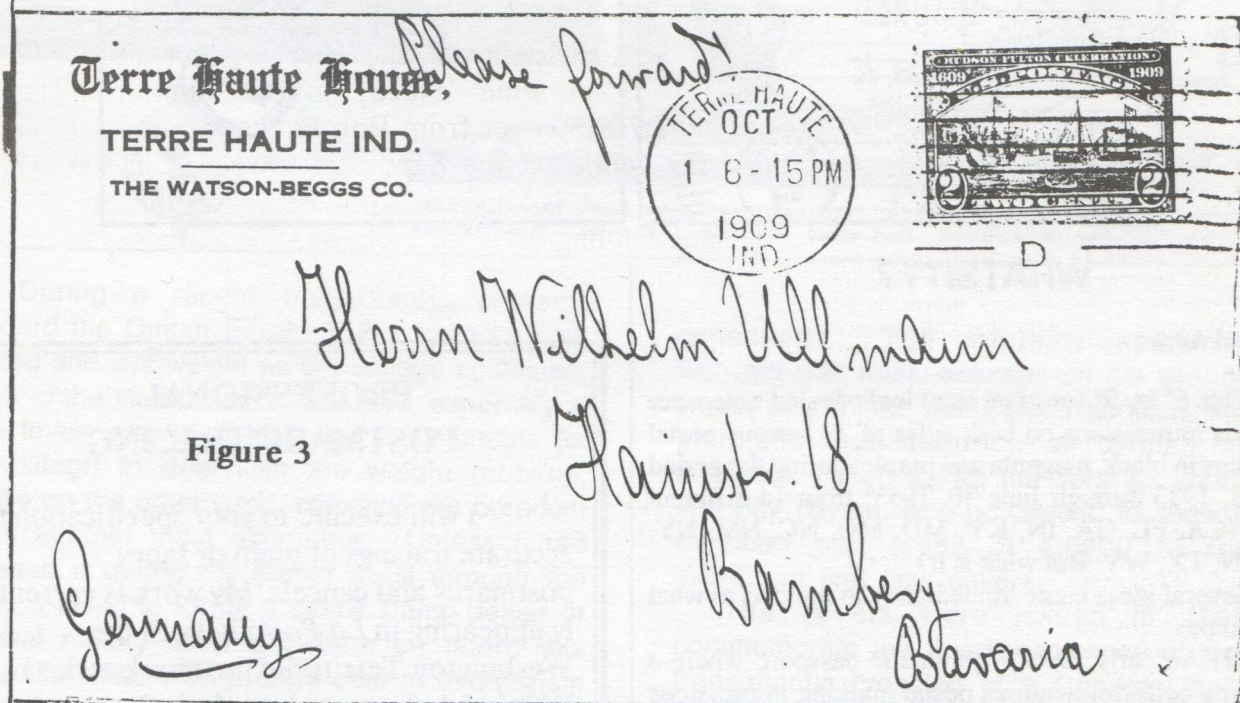
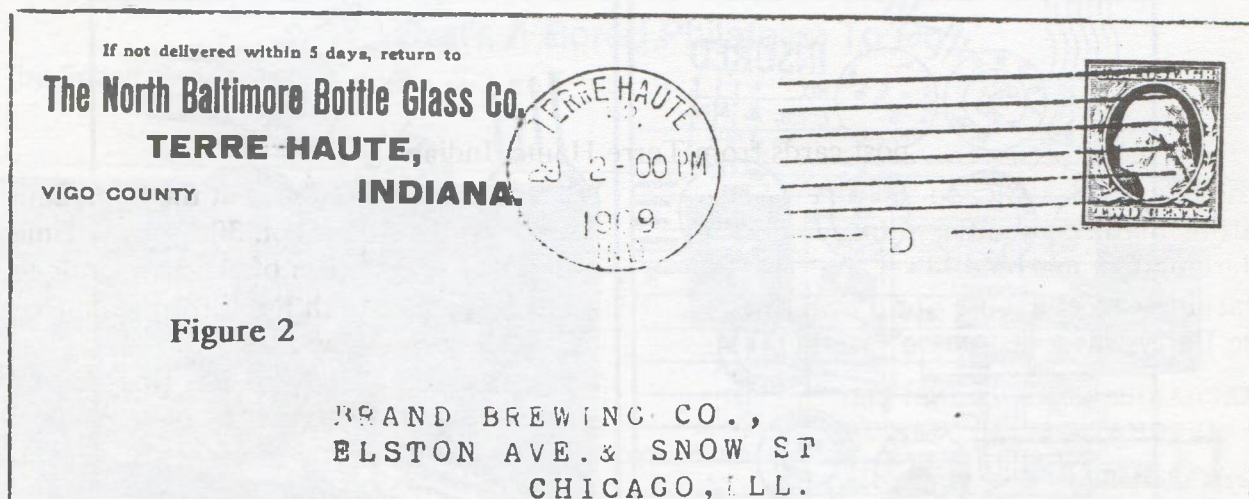
8



9



10



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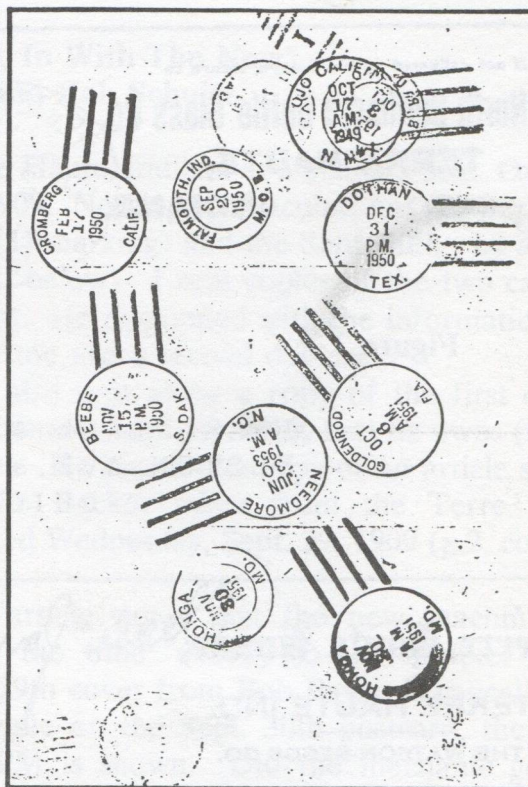
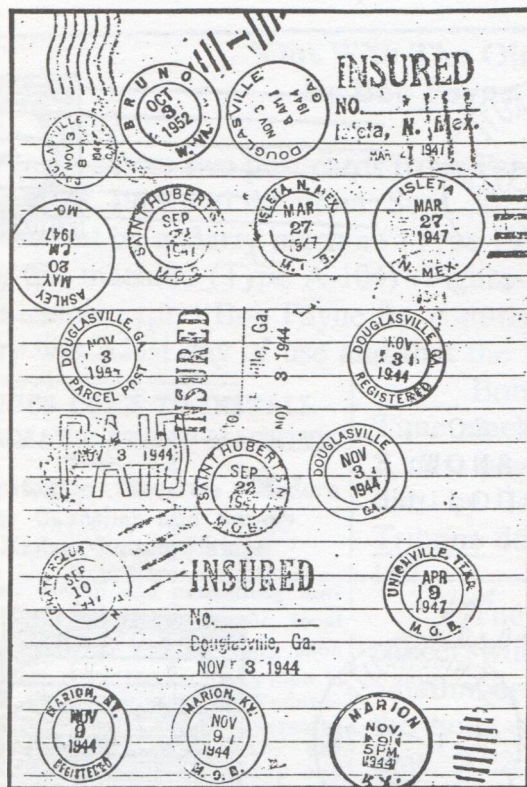
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WHATSIT??

By Brad Arch

This 6" by 9" (original size) leaf of ruled notepaper contains impressions on both sides of 29 various postal markings in black, magenta and purple; during the period Nov. 3, 1933 through June 30, 1953; from 14 different states (CA, FL, GA, IN, KY, MD, MO, NC, NM, NY, SD, TN, TX, WV. But what is it?

Several ideas come immediately to mind as to what it could be:

1) An early form of philatelic passport, where a travelling collector acquires postal marking impressions at various locations during his travels.

2) Impressions made of markings included in a collections of postal marking devices owned by a collector.

3) Sample impression sheet of a manufacturer of postal marking devices.

4) Sample impression sheet of devices created by a philatelic forger.

The fourth idea seems to be the most unlikely, as covers created with postal markings of this period could not generate sufficient collector interest, desire, or prices to make the project financially worthwhile.

Are there other possibilities? Who knows, or has any ideas, concerning this item? Responses would be appreciated, and I'm sure the editor would provide space for publication of the outcome of this inquiry. [Ed: Most assuredly]

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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.

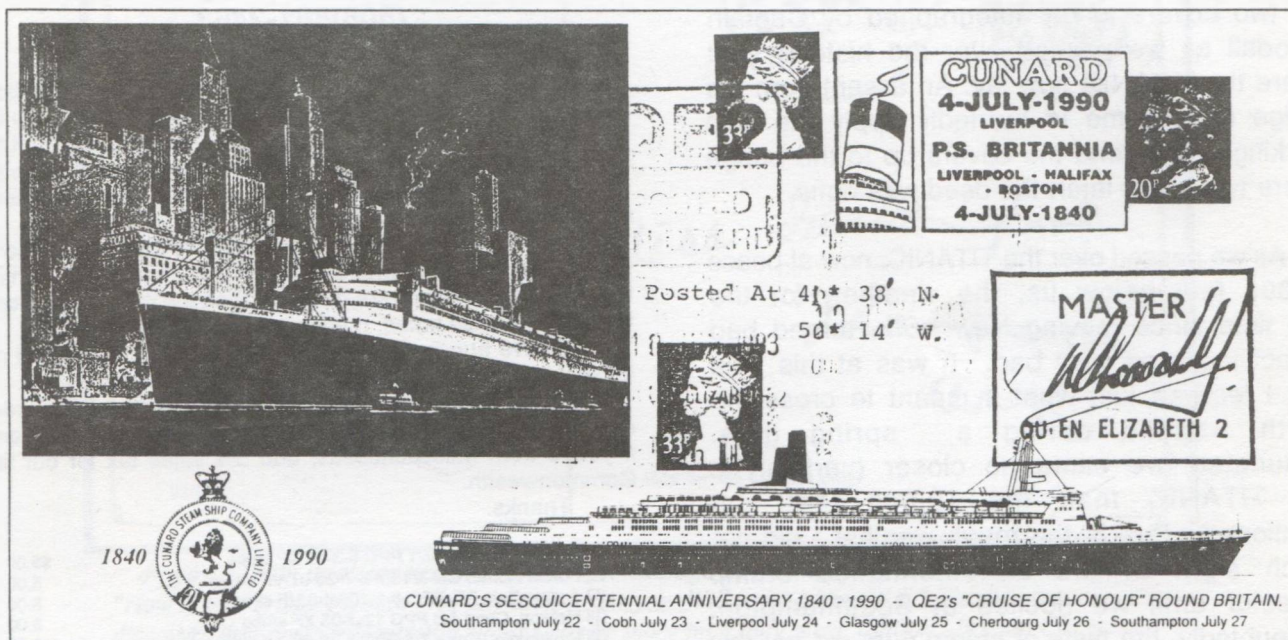
Jane Dallison

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What's A Bored Philatelist To Do?

by Robert G. Munshower



During a recent transatlantic crossing aboard the Queen Elizabeth 2, I became both bored and overweight as the voyage continued. Due to the abundance of fine food, especially at the lovely afternoon high tea, I felt unable (or unwilling!) to deal with the weight problem, while on the other hand, resolving the boredom was another thing altogether. Unless I had missed it during my earlier stroll through the ship, I failed to locate a single stamp dealer or postal history shop anywhere on board this beautiful ship. With a great deal of enthusiasm I then went to the ship's casino where I was graciously permitted to donate a respectable sum to help offset the QE 2's operating costs and at the same time, was able to make the acquaintance of a fellow passenger who, through no fault of his own, was also a stamp collector. He advised me that first day covers of some sort were available for purchase in the library.

First day covers, as wonderful as they may be, are not exactly my cup of tea, so, out of curiosity more than anything else I went to the ship's library to see what the philatelic furor was all about. The library as it turned out was a beautiful room, resplendent in mahogany, brass, and leather, replete with a wonderful

collection. The maritime section was first-rate with many volumes on the sea, ocean liners, and things nautical. In addition, several philatelic publications, all British, were available. I then asked the librarian about the first day covers. She proceeded to show me a matched pair (#985 of 4,000!) of special event, not first day, covers.

The covers were issued in 1990 to commemorate the Sesquicentennial of the first transatlantic crossing of a Cunard Line ship, the P.S. Britannia. As I thought \$10 was a bit steep for these "creations" I declined to purchase them. On the way back to our cabin I noticed a navigation/position map displayed near the forward stairway, upper deck, that showed we would be passing directly over the final resting spot of the "unsinkable" RMS TITANIC within several hours. It then occurred to me that I might, in the best tradition of collector contrived philately produce a memento of the occasion, and for a few minutes at least relieve the tedium of an ocean crossing by ship.

I went back and purchased the covers which I then took to the purser's office to inquire about the availability of packet boat or other

handstamps. Two Queen Elizabeth 2 straightline handstamps as well as a boxed POSTED ON BOARD device were available. I then contacted the passenger service representative to find out if it was possible for the two covers to be autographed by Captain Woodall as we passed over the historic spot where the TITANIC now lay. An assent from the bridge caused me to hurriedly apply the ship markings then send the covers up to the bridge where two hours later, the deed was done.

As we passed over the TITANIC, now at peace 12,000 feet below us, the weather, for the first time since leaving New York, turned bad in fact it turned very bad. It was at this time that I learned just what it meant to cross the North Atlantic during a spring gale. Fortunately we came no closer (vertically) to the TITANIC than the 12,000 feet just mentioned. Due to the rough weather I did not catch sight of the aforementioned stamp collector until we docked at Southampton. Undoubtedly, the taste of stamp gum did not mix well with heaving, rolling motion of the ship!

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The following selection of items with Doane cancellations was put together with an eye to scarcity and quality. You will note many items listed as early or late. This signifies that the dates shown are earlier or later than the extremes reported in *United States Doanes*. In addition, you will see a few items which were not listed in the catalog.

In all cases, the cancels are listed by type and numeral. Hence, "Rickey, Alabama 2/1" is Type 2, Numeral 1. Almost invariably, the cancels are completely on the card or envelope. Unless otherwise noted, markings are originating cancels.

I have hundreds more Doanes on hand. Please let me know if you have any specific needs and I will help if I can.

Please order by item number; include payment with order; add 15 cents per item postage with a minimum of 50 cents; and, if you're from Massachusetts, add 5% sales tax for our fine Commonwealth.

Thanks.

01 Rickey, Alabama 2/1 PPC 6-3-07 XF strike	\$5.00
02 Forest Home, Cal 3/1 PPC 7-26-07 VF strike	5.00
03 Arrow, Colo 3/5 PPC 8-1-10(late) VF strike	6.00
04 Hebron, Conn 1/3 PPC 12-7-08 XF strike	8.00
05 Packerville, Conn 1/2 PPC 3-26-07 XF strike	8.00
06 Soundview, Conn 3/2 PPC 8-6-09 F+ strike	5.00
07 South Britain, Conn 2/4 PPC 8-6-08 XF strike	5.00
08 Tracy, Conn 2/4 PPC 8-8-06 VF strike	5.00
09 Carelton, Fla 2/1 PPC 1-13-08(early) VF strike	6.00
10 Citypoint, Fla 2/2 PPC 1-23-10(late) VF strike	6.00
11 Strout, Ill PPC purple 4-30-08(early) F+ strike	6.00
12 Kalvesta, Kans 1/1 PPC 7-4-10 UNLISTED VF strike	10.00
13 Offerle, Kans 2/3 ENV 8-25-09(late) VF strike	6.00
14 Florence, KY 3/3 ENV 9-10-15(late) XF strike	6.00
15 Matagamon, Maine 2/1 PPC 4-22-08 XF strike	5.00
16 South Freeport, Maine 2/3 PPC 8-24-06 VF strike	5.00
17 West Peru, Maine 2/3 PPC 2-25-07 XF strike	5.00
18 Clifford, Mass 1/1 PPC 4-23-06 VF strike	7.00
19 Cooleyville, Mass 1/2 PPC 9-25-07 VF strike	8.00
20 South Duxbury, Mass 2/6 PPC 8-10-?? VF strike	5.00
21 South Wellfleet, Mass 1/2 PPC 8-30-06 VF strike	8.00
22 Swift River, Mass 1/3 PPC 8-14-08(late) F+ strike	10.00
23 Minnetonka Beach, Minn GPC 5-17-10(late) F+ strike	6.00
24 Humphreys, Miss 1/1, BS on ENV 2-18-07(late) F+ strike	10.00
25 Arp, Missouri 2/1 PPC 12-20-09(late) F+ strike	6.00
26 Clayton, Missouri 3/1 PPC 7-11-08 Ty 3 UNLISTED VF strike	7.00
27 Dixon, Mont 2/1 PPC 7-20-08 VF strike	5.00
28 Snyder, Mont 3/1 PPC 8-31-07 XF strike	5.00
29 Auburn, NH 3/3 PPC 1-1-07(early) VF strike	6.00
30 Monadnock, NH 2/3 PPC rec.mkg. 4-14-?? Numeral 3 UNLSTD.	7.00
31 North Londonderry, NH 3/4 PPC 7-6-09 UNLISTED XF strike	7.00
32 Stateline, NH 2/2 PPC 8-27-07(late) F= strike	6.00
33 West Canaan, NH 2/3 8-14-05(early) XF strike	6.00
34 Melrose, New Mex 3/1 PPC 10-31-08(late) VF strike	6.00
35 Lake Kashaqua, NY 2/4 PPC 9-26-08(late) VF strike	6.00
36 New Lebanon Center, NY 1/2 rec.mkg on PPC 3-5-06 VF strike	8.00
37 Rockwood, NY 2/2 rec mkg on PPC 6-25-07(early) XF strike	6.00
38 Mark Center, Ohio 2/4 PPC 5-15-09 F+ strike	5.00
39 Spencers Station, Ohio 3/3 rec mkg on PPC 9-2-08 VF strike	5.00
40 Beaver Springs, PA 3/11 PPC 5-9-06(early) F+ strike	6.00
41 Norwood, PA 2/1 PPC 11-29-06 UNLISTED VF strike	7.00
42 Pentz, PA 2/1 PPC 7-27-06(late) VF strike	6.00
43 Zehner, PA 3/2 PPC 5-31-06(early) VF strike	6.00
44 Adin, RI 2/1 PPC 6-16-07 VF strike	5.00
45 Nyatt Point, RI 2/3 PPC 12-20-11 VF strike	5.00
46 Lincoln, Tex 3/2 PPC 12-3-08(early) VF strike	6.00
47 Nasble, VA 2/3 PPC 8-20-06(early) XF strike	6.00
48 Barnet, VT 3/7 PPC 3-24-09(late) F+ strike	6.00
49 Elmore, VT 2/2 rec mkg on PPC 2-13-08(late) VF strike	6.00
50 Sylvan, Wash 3/1 PPC 12-22-05(early) F+ strike	6.00

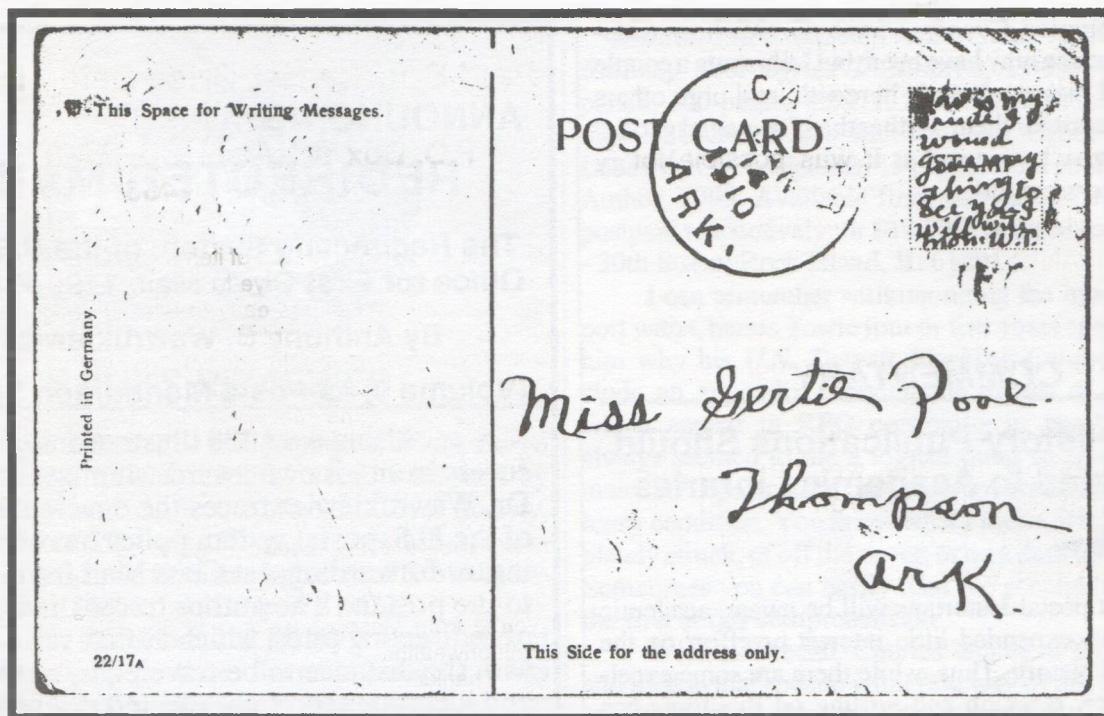


Figure 1. With its stamp removed, the secret message carried by this postcard is revealed: "How is my Trude, I would give anything to see you. Will write Mon. W.T." The author discovers that postcards missing stamps can be more than they seem. (Shiloh Museum Collection)

Secret Messages on Postcards

By Tom Maringer

How many times have you been looking through a box of post cards only to find that many were missing their stamps, ruining otherwise desirable postmarks? It seems to happen to me a lot. Some of course look as though the stamp has simply fallen off due to dampness, but many have obviously been crudely ripped from the card, leaving part of the paper backing, most of the gum, and sometimes part of the face of the stamp in place. I guess I always assumed that these were due to the efforts of some misguided incipient stamp collector.

It was not until I examined the collection of the SHILOH MUSEUM here in Springdale, Arkansas, that I became aware of another possible interpretation. Bob Besom, the curator at Shiloh, was showing me a collection of post cards being used for research on some of the earlier families of Washington County, Arkansas. I was scanning the group for postmarks -- particularly Doanes and DPOs -- looking for earlier and later usages than were known. I noticed a lot of "stamps missing" items in the group, but it wasn't until Bob pointed it out to me that I saw that there was often a message written *under* where the stamp had been!

Apparently it had become a practice among a certain group of teenagers to write such secret messages on the "place Postage here" rectangle of the postcard, then affix

the stamp over the spot to hide their message. The recipient would then peel the stamp off to read the hidden message, thus effectively concealing it from the view of nosy adults or snoop mail carriers. I was stunned. I now realize that there was a distinct possibility that many of the "stamps missing" cards I'd been seeing were the result of people *looking* for such messages even though they may have only been rarely sent. Such practice then would compromise a legitimate communications usage, something akin to today's teenagers hiding in the closet with the telephone.

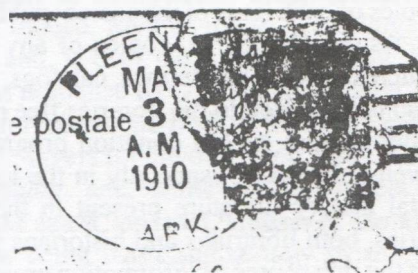


Figure 2. Although a bit difficult to read, this secret message is a poem: "Do you love me or do you not, you told me but I forgot."

Lately I've been keeping an eye out for such items, and have come up with a few. Thus far they have all had their origin in a group of Arkansas towns clustered in

eastern Washington County. I have no idea how widespread the practice may have been, but I illustrate a couple of the "secret message" cards herewith, and urge others to keep an eye out for them. Rather than "damaged goods" I think they may be viewed as legitimate postal history items in their own right!

COMMENTARY

Postal History Publications Should be Donated to Academic Libraries

By Terence Hines

As most postal historians will be aware, academic historians have expended little interest or effort on the field of postal history. Thus, while there are some excellent exceptions, research and writing on this topic has been left largely to us "amateurs". I think that we would all agree that our efforts have nonetheless been very productive of knowledge about the history of the post office, its procedures, rates and the like. However, even if an academic historian (or simply a college undergraduate doing a term paper) wanted to find out about our contributions and the knowledge we have uncovered, they would be unable to do so. This is because the journals in which we publish our results are almost never available in the major university libraries where so much other historical material can be found.

This situation has an easy and cheap solution. At present, most states have their own postal history organization that publishes some type of regular journal. Each such organization should immediately provide free subscriptions to its publications for the major academic libraries in the state. If possible, a complete run of back issues of the journal should be provided as well. The cost of such donations will be trivial -- just the cost of mailing a few more copies of each issue of the society publication, plus the back issues. Of course, copies of any special publications such as books, handbooks, catalogs, and the like should also be provided to the libraries free of cost.

The benefits from such a donation program will certainly outweigh the costs, especially in the long run. With the postal history literature present in the major research libraries, both librarians and historians will become aware of the rich source of information provided by us "amateurs." In this way, the fruits of our research will become known to a much wider audience, including the large community of professional historians interested in 19th, 19th and 20th century social history.

ANNOUNCING:

REDIRECTED MAIL

The Redirecting System of the U.S. Post Office for First Class Mail, 1799-Present

By Anthony S. Wawrukiewicz

(Volume 9, La Posta Monograph Series)

Using over 130 illustrations of covers from his own award-winning exhibit, Dr. Wawrukiewicz traces the development of the U.S. postal system policy on redirecting, or forwarding, 1st Class Mail from 1799 to the present. The author traces the history of redirecting rates, which at first varied with the distance to be traveled by a cover, and illustrates through selected examples several of the more unusual rates. Additional subjects include redirecting during the era of special California and Rocky Mountain rates, redirection of overseas mail, private carriers and expresses and redirecting, and redirecting in the age of bar codes.

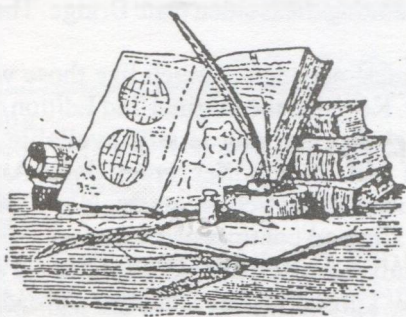
Appendices illustrate both those **FORWARDED** markings known to be unique to a particular urban post office and those known to have been used at more than one post office. The monograph concludes with a Bibliography and an Index to illustrations.

Redirected Mail consists of 88 pages printed on 8.5x11" text and saddle stable bound in stiff covers in the manner of other La Posta Monographs. Subscribers to Volumes 9 and 10 of the La Posta Monograph Series will automatically receive a copy of this work. Others who wish to order a postpaid copy of *Redirected Mail* should send \$16.00 to:

LA POSTA PUBLICATIONS

P.O. Box 135

Lake Oswego, OR 97034



BOOKS REVIEWED

Leutzing, John F. *The Handstamps of Wells, Fargo & Co., Second Edition, 1852 to 1895*. Published by Leonard H. Hartmann for the Western Cover Society, 1993. Edition of 750 copies 382 pages, 6x9 inches, buckram bound. Available from the publisher at \$45.00 postpaid, P.O. Box 36006, Louisville, KY 40233.

I have said this before, and I'll say it again, Leonard Hartmann routinely publishes the most beautiful books on American postal history today. This is not to say that the Chicago Collectors Club or the American Philatelic Society don't occasionally produce a beauty -- they do -- but Hartmann publishes winner after winner, and *The Handstamps of Wells, Fargo & Co., Second Edition, 1852 to 1895* is no exception.

The original Leutzing compilation, published in 1968, took the form of a loose leaf, 276 page volume (plus 12 page addenda) bound in a six-ring plastic binder. At least one supplement was published in 1971 reflecting new discoveries which had been made. The work became an instant "bible" for those who collect, study, or buy and sell Wells, Fargo Express covers. Despite the fact that no prices or scarcity values were assigned the various towns or types of handstamps, a careful reader could always infer values by what was included and what was omitted. The new volume is much more beautiful than the original with its classy binding and its glossy pages. There are even 59 halftones of highly desirable express covers scattered throughout. Leutzing's carefully executed handstamp tracings -- over 300 of them -- are still the centerpiece of the work in my opinion, and, as one would expect, there has been a considerable expansion of the data base in the quarter century which has elapsed since the original was published.

I recommend this new Leutzing without qualification for anyone with an interest in Wells, Fargo Express covers, and to those desirous of building a high-quality American postal history library. John Leutzing is to be complimented on his continuing commitment to research on his subject, and Leonard Hartmann deserves a tip of our caps for his on-going production of beautiful American postal history literature.

RWH

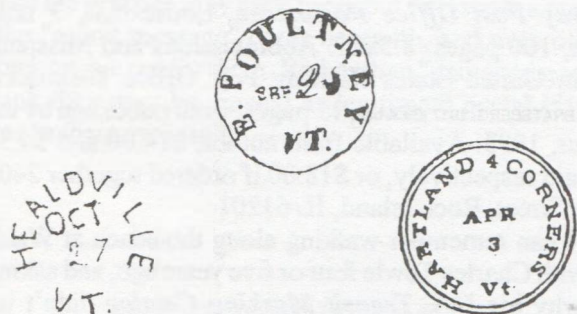
Mehrer, Jim *Cross-Reference Guide to United States Railway Post Office Postmarks*. Loose-leaf, 3 hole punch, 100 pages, 8.5x11. Abbreviations and Misspellings in United States Railway Post Office Postmarks. Loose-leaf, 3 hole punch, 15 pages. Both published by the Author, 1993. Available from author, \$14.00 and \$4.50 postpaid respectively, or \$18.00 if ordered together 2405 - 30th Street, Rock Island, IL 61201.

I can remember walking along the beach at Waldport with Charles Towle four or five years ago, and asking him why his *U.S. Transit Marking Catalog* didn't include an appendix showing the names of rail termini which appear in RPO postmarks in reverse order. It always seemed to me a logical thing to add because so many RPO postmarks appear on covers and cards in such lousy condition. You know what I mean, lettering incompletely struck, or off the cover, or on a dark colored stamp. Sometimes you can easily read the second terminal, but the first defies comprehension.

Well, as I recall, Charles looked at me rather long and hard in that special withering way of his, and growled something that led me to understand that he had heard that comment before and was not particularly interested in undertaking such an activity. I dropped the subject. I knew Charles well enough to realize that what he really enjoyed in the way of fine tuning his encyclopedic work was the addition of new routes and postmark types, not fussing about with an index or appendix. But it always seemed like a good idea.

Well, low and behold, Jim Mehrer has published just such a listing, and it includes not only the second terminal in the typical two terminal routes, but all those names which show up in the three terminal routes, e.g., "Abbotsford" see "Ashland, Abbotsford & Milwaukee." This listing, and its smaller companion which is designed to assist *The U.S.R.P.O. Postmark Catalog* users with the numerous and sometimes confusing abbreviations and misspellings which crop up in RPO postmarks -- N.O. doesn't always mean New Orleans -- are much akin to the second party "how too" books which have become so much a part of using today's sophisticated computer software. Indeed, Mehrer refers to his larger work as a "Guide", and, if ever there was a catalog, in need of a guide, this immense RPO postmark catalog is it.

I can recommend both of Mehrer's publications as major time savers for anyone using *The U.S.R.P.O. Postmark Catalog*, and, while on the subject of Towle's catalog, the latest, updated, edition of the multi-volume set is now being published serially by the Mobile Post Office Society, Inc. If you are not receiving these installments, you are missing one of the best bargains in American postal history literature. Join the MPOS. Newly issued segments of the catalog are a membership benefit at no additional cost. Write Secretary Doug Clark, Box 51, Lexington, GA 30648, or call him 706/743-5044. RWH



American Stampless Cover Catalog, Volume 3. Published by David G. Phillips Publishing Co., Inc. 1993. 336 pages, 7x10" format, hardbound (\$50) or softbound (\$40) postpaid from the publisher P.O. Box 611388, North Miami, FL 33161.

This book breaks new ground by publishing Robert Dalton Harris' Stampless Telegraph Covers, a 149 page listing which illustrates and prices hundreds of early telegraph covers. Rob Harris, unquestionably one of our hobby's most innovative and outstanding scholars, traces the development of the "electric medium" through a well written text illustrated with both maps and cover half-tones.

The second major section of Volume 3 is devoted to a listing of Confederate States stampless covers ably edited by Benjamin Wishnietsky. This "catalog within a catalog" lists, prices and illustrates thousands of manuscript and handstamp markings found on Civil War era stampless covers of the Confederacy.

Other features of Volume 3 include a compilation of American Colonial postal markings together in one section for the first time, and including numerous price revisions and newly discovered listings; an expanded listing of Mexican War postal markings; and a section which compiles auxiliary and ancillary markings such as "Forwarded", "Missent", "Drop", and so forth in one place. A 50 page Addenda and Corrigenda of newly discovered markings completes the work.

First class, and matches volumes I and II in size and binding. Definitely a worthwhile purchase for the well rounded postal history library.

RWH

Theo. Van Dam, Ed. *UPdate II to the Second Edition of The Postal History of the AEF, 1917-1923.* Published by the Military Postal History Society, 1993. Soft cover, 8.5x11", 168 pages. Available from Mil.P.H.S., \$23.00 postpaid in US (\$2.00 add'l' Canada & Overseas) Norman Gruenzer, P.O. Box 32, Cypress, TX 77429.

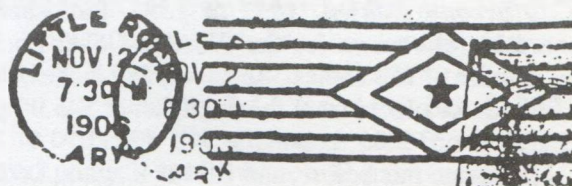
Everytime Theo. publishes a new UPdate to The Postal History of the AEF, 1917-1923 he gets bombarded with what must surely be thousands of letters saying, in effect, "but what about this item?" The result; a new UPdate is in the making. It must be a bit like raising

rabbits, or painting the Golden Gate Bridge. The job never ends.

This latest addenda is much like those which have gone before. Keyed to the original 2nd Edition of the AEF book --which by the way is still available at \$46.00 (ppd) from Mil. P. H.S. Secretary John Azarkevich, 1400 Altamont Ave., Schenectady, NY 12303 -- illustrations are all good contrast photocopies.

Certainly a worthwhile addition for all with an interest in WW I postal history and even a broader military postal curiosity. Buy the book and send your comments, additions and corrections to Theo.

RWH



MACHINE CANCEL SOCIETY ELECTS OFFICERS

The Machine Cancel Society is pleased to announce the elected officers for 1993: President - Reg Morris; Vice-President - Bob Payne; Secretary - Arthur Hadley; Treasurer - Alexander J. Savakis; Past President - Ralph Grumke. Appointed officers include: Directors: Sam Ockum, Larry Haller, Bart Billings and Ralph Grumke; Sales Circuit Manager - Robert C. Wells; Publicity - Mario C. Barbieri. Study group leaders for various machines are formed and are on-going.

The Machine Cancel Society also publishes *Machine Cancel Forum* quarterly for its members. This philatelic journal provides membership news, Study Group reports to keep members up to date with the latest research, new discoveries, and photocopies of dial and/or canceller type charts. A question and answer column allows members to ask for help, report new discoveries, or share research. Sam Ockum's selection of questions and answers provide a wealth of information. There is also an Editor's Corner in which Bart Billings shares letters from members. Finally, Andy Buckland has an auction which includes hundreds of lots. The 65 page journal is one benefit of member dues. The dues are currently \$10.00. Members also receive publications of the Society, and can purchase Society books at discount.

Bob Patkin is making arrangements for the 1994 Meeting which will be held in Boxborough, MA on April 29-30 & May 1, 1994. Guy R. Dillaway is the Exhibit Chairman for the Philatelic Show and entry forms are available. For membership and other information write to Secretary Art Hadley, 3407 N 925 E, Hope, IN 47246-9717.

JIM MEHRER MAIL BID SALE #3

2405 - 30th Street, Rock Island, IL 61201

CALIFORNIA

1. BAIRDSTOWN, 1912, G+ 4-bar ("OWN" on stamp) on PPC (04-14). Est. \$8.00
2. BETHANY, 1915, G 4-bar on PPC (79/40). Est. \$7.00
3. BIJOU, 1907, VG Doane 2/1 on PPC (88-87). Est. \$5.00
4. CHAUGENGA, 1907 (Jul 3), VG 4-bar as rec'd. (o/s) on PPC (81/07) Early for this type. Est. \$6.00
5. DEFENDER, 1908, VG Doane 2/2 on PPC (00-15). Est. \$25.00
6. EAST SAN PEDRO, 1910, VG 4-bar on PPC (08-24). Est. \$7.00
7. HONCUT, 1909, G+ 4-bar on PPC (56/43) w/CHALLENGE, CA Doane 2/2. E\$6
8. HUNTERS, 1908, G+ Doane 3/1 (bit doubled) as rec'd on stained PPC (88-30). E\$5
9. HUNTINGTON PARK, 1908, VG 4-bar (NOT a Doane) on OOC (06-14). E\$6
10. IRWIN, 1912, F 4-bar on PPC (11-58). Est. \$5.00
11. LUMPKIN, 1917, F 4-bar on PPC (86-19). Est. \$15.00
12. MONTICELLO, 1907, VG Doane 3/3 on PPC (67-56). Est. \$5.00
13. PINE KNOT, 1918 (Jul 24), G+ 4-bar (WILLIAMS TY SBE-2210 - late use) on PPC (12/38). Est. \$8.00
14. POINT LOMA, 1911, G NON-STANDARD 4-bar on advertising cover (93-36) E\$6
15. SENTINEL, 1910 (Sep 14), bold F-VF (except partial "S") Doane 3/1 on PPC (80/10). Later than listed. Est. \$30.00
16. SHAVER, 1910, G 4-bar on PPC (96-25). Est. \$6.00
17. SKYLAND, 1908, G Doane 2/3 on PPC (93-10). Est. \$10.00

ILLINOIS

18. BIGGS, 1911, G+ 4-bar (blue) on PPC (75-19). Est. \$6.00
19. BRERETON, 1909, G 4-bar (o/s) on PPC (03-25). Est. \$8.00
20. BRIARBLUFF, 1909, VG 4-bar (part arc off card) on PPC (94-19). E\$8
21. BURROWSVILLE, 1910, F 4-bar on PPC (90-11). Est. \$12.00
22. FAYVILLE, 1909, F Doane 3/2 on PPC (06-28). Est. \$7.00
23. KERRICK, 1907, G+ cds & target on PPC (99-18) w/GREENWICH, KS Doane 1/2. E\$12
24. LODI STATION, 1880, G octagon (purple) on GPC (54-80). Est. \$18.00
25. MAXWELL, 1910, G 4-bar on PPC (91-25). Est. \$5.00
26. NORTH CHILLICOTHE, 1912, VG 4-bar on PPC (92-17). Est. \$8.00
27. ROCKEFELLER, 1909, VG 4-bar (partly off card) on PPC (87-13). Est. \$6.
28. ROMEOVILLE, 1895, F C/cork on GPC (92-02). Est. \$30.00
29. SCHAPVILLE, 1899, VG cds & target on cover (no flap, sides slit) (92-06). Est. \$20.00
30. SEARS, 1909, F duplex on PPC (93-15). Est. \$10.00
31. WAYSIDE, 1910?, G+ 4-bar on PPC (06-17). Est. \$6.00

MONTANA

32. ALHAMBRA, 1907, G Doane 2/1 (o/s) on PPC (85-47). Est. \$6.00
33. ARMSTEAD, 1944, VG NON-STANDARD 4-bar on GPC (07-62). Est. \$6.00
34. CASADY, 1916, VG 4-bar (stamp gone) on PPC (14-29). Est. \$5.00
35. CLEMONS, 1911, VG (stamp gone) 4-bar on PPC (96/25). Est. \$5.00
36. COMANCHE, 1910, G 4-bar on PPC (09-42). Est. \$8.00
37. EVERSON, 1913, G 4-bar (town weak, docketed) on PPC (00-27). E\$8
38. FERGUS, 1911, F 4-bar on PPC 998-80). Est. \$5.00
39. FLOWERLEE, 1911, VG 4-bar (early) on PPC (10-74). Est. \$6.00
40. HUSON, 1908, VG 4-bar on PPC (98/83). Est. \$5.00
41. LAKESIDE, 1913, VG 4-bar on PPC (07-20). Est. \$20.00
42. PORCUPINE, 1913, VG 4-bar (stamp gone) on PPC (08-17). Est. \$6.00

NEBRASKA

43. ADATON, 1908, G Doane 2/7 on PPC (88-30). Est. \$6.00
44. BRADISH, 1911, G Doane 3/3 ("ISH" on stamp) on PPC (88-45). E\$6
45. BROCKSBURG, 1908, VG Doane 3/3 on PPC (99-57). Est. \$6.00
46. ELK CITY, 1918, VG 4-bar on PPC (84-68). Est. \$5.00
47. FORKS, 1909?, G cds & target (spotty; docketed) on PPC (01-19) E\$7
48. JELEN, 1909, G Doane 2/1 (light) on PPC (04-16). Est. \$7.00
49. NORMAL, 1908, G+ cds & cork on PPC (92-30). Est. \$6.00
50. OCONEE, 1910, G 4-bar on PPC (87-16). Est. \$7.00
51. PAWLET, 1906, G+ cds & cork on PPC (77-20) WELLSWORTH, NE Doane 2/2. E\$10
52. STEVENS, 1908, G+ cds on PPC (97/30) Est. \$12.00
53. SWEDBURG, 1910, VG Doane 2/3 on PPC (91-73). Est. \$5.00
54. THAYER, 1910, F 4-bar (partly on stamp) on PPC (73/66). Est. \$5.00
55. WALNUT, 1909, VG 4-bar on PPC (94-58). Est. \$5.00

NORTH DAKOTA

56. ALDEN, 1907, VG 4-bar ("DAK" incomplete) on PPC (06-17). Est. \$10.00
57. BAILEY, 1908, VG cds (as rec'd; stamp gone) on PPC (05-16). E\$4
58. BLANCHARD, 1913, G 4-bar on PPC (80-76). Est. \$4.00
59. BUTTZVILLE, 1910, G+ Doane 1/2 ("LLE" on stamp) on PPC (83-55). E\$5
60. HANSBORO, 1911, F 4-bar on PPC (05-67). Est. \$5.00
61. HEFFERNAN, 1911, F 4-bar (o/s by RUTLAND, ND 4-bar) on PPC (09-11). Est. \$30.00
62. HORSWILL, 1908, G Doane 3/1 (purple) on PPC (05-10). Est. \$10.00
63. HURD, 1909, F Doane 3/1 on PPC (06-42). Est. \$6.00
64. KELSO, 1908, G Doane 3/3 on embossed PPC (82-67). Est. \$4.00
65. LUCCA, 1908, VG Doane 2/3 (dial partly off card) on PPC (91-68). E\$5
66. ORR, 1912, G+ Doane 3/3 on PPC (85-72). Est. \$5.00

OREGON

67. BLALOCK, 1908, VG 4-bar 3/2 on PPC (81-59). Est. \$6.00
68. GATEWAY, 1924, VG 4-bar on cover (13-56). Est. \$8.00
69. HOLLAND, 1910, G Doane 2/3 on PPC (99-58). Est. \$5.00
70. LENTS, 1909, G+ Doane 3/5 on PPC (86-17). Est. \$5.00
71. MARION, 1910, G+ 4-bar on PPC (71-62). Est. \$4.00
72. ROCCA, 1911, VG 4-bar (2 ltrs a bit doubled, otherwise fine!) on PPC (95-18). Est. \$25.00
73. SUVER, 1911, G+ Doane 2/2 (partly off card) on PPC (81-35). Est. \$8.00

SOUTH DAKOTA

74. BRATSBURG, 1917, G+ 4-bar (half on stamp) on PPC (11-21). Est. \$8.00
75. BROADLAND, 1909, G NON-STANDARD DOANE MIMIC (date incomplete; docketed) on PPC (82-65). Est. \$8.00
76. CHELSEA, 1913, G+ 4-bar on PPC (06-74). Est. \$6.00
77. HOOKER, 1912, G+ 4-bar on PPC (77/54). Est. \$6.00
78. JUNIUS, 1912, G+ 4-bar on PPC (04-57). Est. \$5.00
79. LANE, 1911, F 4-bar on PPC (03-85). Est. \$6.00
80. MAPLELEAF, 1924, VG 4-bar on cover (20/42). Est. \$10.00
81. PENNINGTON, 1908, G 4-bar on PPC (07-09). Est. \$15.00
82. WARD, 1911, VG Doane 3/4 on PPC (90-85). Est. \$5.00
83. WAVERLY, 1908, VG Doane 3/2 on PPC (81-63). Est. \$5.00

WASHINGTON

84. ALGONA, 1918, VG 4-bar on PPC (09-58). Est. \$5.00
85. BRYN MAWR, 1912, VG Doane 3/1 on PPC (06-48). Est. \$5.00
86. DIAMOND, 1913 (Mar 25), G+ Doane 2/3 (larger than listed) on PPC (88-58) E\$6
87. HARPER, 1915, VG NON-STANDARD 4-bar (purple) on creased PPC (00/73) E\$8
88. HARTFORD, 1909, VG 4-bar on PPC (90-53). Est. \$5.00
89. HARTLAND, 1910, G Doane 2/2 on PPC (81-30). Est. \$5.00
90. LISABEULA, 1909, G Doane 1/1 ("BEULA" on stamp) on PPC (92/35). E\$5
91. LONGBRANCH, 1909, VG Doane 2/2 on PPC (91-84). Est. \$6.00
92. MEYERS FALLS, 1909, VG 4-bar on PPC (91-39). Est. \$5.00
93. MONTERA, 1909, G+ 4-bar on PPC (04-11). Est. \$7.00
94. REDONDO, 1909, VG Doane 2/1 on PPC (04-63). Est. \$6.00
95. SEABOLD, 1910, G+ Doane 1/1 (as rec'd.) on PPC (92-55). Est. \$5.00
96. SYLVAN, 1907, VG Doane 3/1 (o/s) on PPC (91-55). Est. \$5.00
97. WAUKON, 1909, VG Doane 3/2 on PPC (93-73). Est. \$5.00

WYOMING

98. CANYON RAPIDS, 1916, VG 4-bar on PPC (10-33). Est. \$8.00
99. CARNEYVILLE, 1907 (Oct 20), G+ Doane 3/3 on PPC (04-21). Est. \$12.00
100. DALE CREEK, 1910, G 4-bar (purple) on PPC (03/17). Est. \$12.00
101. FILMORE, 1910, G+ 4-bar (o/s) on PPC (09-35). Est. \$6.00
102. SHAWMOA, 1938, G+ 4-bar on PPC (02-44). Est. \$5.00
103. LOOKOUT, 1910, G+ Doane 3/1 on PPC (69/48). Est. \$6.00
104. MARQUETTE, 1908, VG Doane 3/2 on PPC (91/09). Est. \$25.00
105. MAYOWORTH, 1909, VG 4-bar on PPC (89-44). Est. \$6.00
106. NO WOOD, 1908 (Jul 28), VG Doane 3/3 on PPC (02-31). Est. \$8.00
107. SWEETWATER, 1910, VG 4-bar on PPC (96-15). Est. \$16.00
108. UNDERWOOD, 1908, F 4-bar on PPC (01-41). Est. \$7.00
109. WARREN, 1915, G+ 4-bar on PPC (00-32). Est. \$6.00
110. WAUNETA, 1912, VG 4-bar on PPC (11-31). Est. \$7.00
111. WOLTON, 1907, G+ 4-bar ("TON" on stamp) on PPC (97-25). E\$10

RPO's (Towle Numbers)

*RPO COLLECTORS & DEALERS: Be sure to see my classified ad under "LITERATURE: FOR SALE" to get your copy of my RPO Cross Reference Guide.

112. ALLIANCE & DENVER, 1908, G+ (NEW TYPE) (bit overinked) on PPC. Est. \$6
113. ASH, ABB & MILW, 1910, G+ (849-G-1) on PPC. Est. \$10.00
114. BAKER & PORTLAND, 1918, VG (898-C-2) on cover (opened rough into stamp). E\$8
115. BURL & CARROLLTON, 1913, VG (750-E-2) on PPC. Est. \$6.00
116. CALISTOGA & VALLEJO, 1912, G (983-E-1) (dial partly off card) on PPC. E. \$5.00
117. CHANUTE & LONGTON, 1899, VG (909-K-1) on cover (bit toned). E\$12
118. CREST & ST. JOE, 1909, VG (NEW TYPE) on PPC. Est. \$5.00
119. DENVER & LEADVILLE, 1933, G+ (954-H-2) on cover. Est. \$5.00
120. DODGE & FREEPORT, 1909, G+ (739-3-A-2) ("EPOTYPE" on stamp) on PPC. E. \$5
121. FORT BRANCH & MT. MONROE, 1910, VG (NEW TYPE) on PPC. Est. \$6.00
122. FRESNO & COALINGA, 1910, G (992-4-A-1) (bit spotty) on PPC. Est. \$4
123. GD.RAPS & ELKHART, 1907, G+ (825-G-2) on PPC. Est. \$10.00
124. MALAD CITY & S.L. CITY, 1908, VG (973-1-B-1) ("L.C." on stamp) on PPC. E \$12
125. MARION & K.CITY, 1907, G+ (801-H-1) on PPC. Est. \$4.00
126. McLEANS & SHAW, 1913, VG (735-A-1) on PPC. Est. \$6.00
127. MISSOULA & HAMIL, 1907 (Apr 22), VG (891-1-C-1) on PPC. Early! Est. \$15.00
128. ST. JOE & OXFORD, 1907, G+ (935-R-1) on PPC. Est. \$5.00
129. SALIDA & OURAY, 1904, G (957-M-3) on PPC. Est. \$8.00
130. SAN FRAN & SANTA CRUZ, 1906, VG (NEW TYPE; direction in dial) on PPC. Est. \$10.00
131. S.L.OBISPO & LOS ANG., 1921, G+ (997-3-B-1) ("ANG." on stamp) on creased PPC. Est. \$10.00
132. SHEBOYGAN & MERIL, 1910, VG (851-U-1) on PPC. Est. \$6.00
133. SHREVEPORT & McKINNEY, 1907, F (479-C-1) on PPC. Est. \$16.00
134. SIOUX CITY & OMAHA, 1908, G (937-N-1) ("OMAHA" on stamp) on PPC. E. \$4.00
135. WELINGTON & TONKA, 1908, G+ (918-3-B-1) on PPC. Est. \$18.00
136. WCHITA & ALTUS, 1911, VG (929-F-1) on PPC. Est. \$9.00
137. WORTH & MITCHELL, 1908, (875-B-1) ("ELL" on stamp) on PPC. Est. \$6.00

DOANES (All of the following are UNLISTED in United States Doanes)

138. ST. BERNARD, AL., 1912, VG Doane 3/4 on PPC. Est. \$5.00
139. BARWICK, GA., 1908, VG Doane 2/2 on PPC. Est. \$5.00
140. GARDEN VALLEY, ID., VG Doane 2/2 on PPC. Est. \$20.00
141. MAIZE, KS., 1907, VG Doane 3/4 on PPC. Est. \$6.00
142. MINNEOLA, KS., 1907, G+ Doane 2/4 on PPC. Est. \$5.00
143. EIGHTYEIGHT, KY., 1909, VG Doane 3/2 on PPC. Est. \$6.00
144. EZEL, KY, F Doane 2/1 on PPC. Est. \$6.00
145. DUBBERLY, LA., 1908, G+ Doane 2/3 on PPC. Est. \$6.00
146. DARLING, MS., 1909, VG Doane 2/4 on PPC. Est. \$7.00
147. BEULAH, MO., F Doane 2/1 on PPC. Est. \$7.00
148. PEACE VALLEY, MD., 1911, VG Doane 2/2 on PPC. Est. \$5.00

JIM MEHRER MAIL BID SALE #3**(Cont.)**

- 149 HADAR, NE., 1908, G+ Doane 2/2 on PPC. Est. \$5.00
 150 LESHARA, NE., 1907, G+ Doane 3/1 on PPC. Est. \$5.00
 151. APULIA STATION, NY, 1908, VG Doane 2/4 on PPC. Est. \$5.00
 152. FREMONT CENTER, NY, 1908, F. Doane 2/3 on PPC. Est. \$6.00
 153. WEST DANBY, NY, VG Doane 2/2 on PPC. Est. \$5.00
 154. NEWELL, NC, 1908, F Doane 2/2 on PPC. Est. \$7.00
 155. SYLVA, NC, 1910, VG Doane 2/5 on cover w/letter enclosed. Est. \$9.00
 156. CEMENT, OK, 1908, G+ Doane 3/11 on PPC. Est. \$6.00
 157. NORTH SPRINGFIELD, PA, 1910, G+ Doane 2/3 on cover. Est. \$6.00
 158. MIDFIELDS, TX, 1908, VG Doane 2/1 on PPC. Est. \$6.00
 159. ARARAT, VA, 1908, Vg Doane 2/1 on PPC. Est. \$5.00
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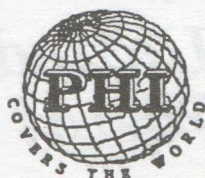
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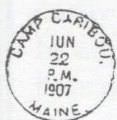
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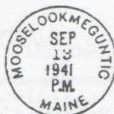


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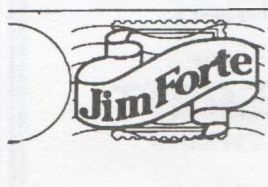


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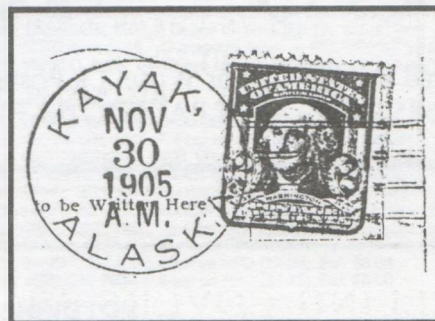
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5. DECATUR, NE, ca1912 F Type 11F (scribble) on PPC. Est. \$4.00
6. ELGIN, NE, 1908 F Type 11F, Rte 3 (scribble) on PPC. Est. \$
7. HARTWELL, NE, ca. 1910, F Type 11F (scribble) on PPC. Est. \$4.00
8. LEALON, NE., ca1910, VG Type 11F (scribble) on PPC. Est. \$4.00
9. McKINOCK, ND, ca1912, F Type 11F (scribble) on PPC. Est. \$4.00
10. OMEGA, OK Terr., 8/27/07 F Type 11 (ms. town, date & rte) on PPC w/stamp gone. Est. \$8.00
11. CLACKAMAS, OR., 1918, F Type 11E (ms. date) on PPC. Est. \$5.00
12. JUNCTION, OR, 1911, F Type 11C (ms date & rte) Rte 3 on PPC. E\$8
13. NEWBURG, OR, 1909, VG Type 11 (ms town, date & rte) Rt 2 on stamp on PPC. Est. \$7.00
14. MCMINNVILLE, OR ca1912, F Type 11F (scribble), Rt 3 on PPC. Est. \$5.00
15. NEWBURG, OR, 1910, F Type 11E (ms. date) on creased PPC. Est. \$5.00
16. SHAW, OR, 1910, F Type 11 (day of month) on PPC. Est. \$5.00
17. SILVERTON, OR, ca1910, F Type 11F (scribble) on PPC. Est. \$5.00
18. FERNDAL, WA, 1908, F Type 11 (ma date, carrier no. & town) on PPC. Est. \$10.
19. JUANITA, WA., 1910, F Type 11F (scribble) on PPC. Est. \$5.00
20. RIDGEFIELD, WA., ca1908, VG Type 11F (scribble) on PPC. Est. \$5.00
21. STANWOOD, WA., ca1910 F Type 11D (ms. rte), Rt 2 on PPC. Est. \$5.00
22. TEKOA, WA., ca1908, G Type 11F (scribble) on PPC. Est. \$4.00

CALIFORNIA

23. BINGHAMTON, 1908, F cds on PPC (64/06). Est. \$12.00
24. CRESSY, 1910, VG 4-bar overstruck as forwarding mark on PPC (09-12). Est. \$10.0
25. DAVISVILLE, 1908, VG duplex on PPC (68-07). Est. \$4.00
26. EASTLAND, 1904, F duplex on PPC (92-04). Est. \$15.00
27. GUERNSEY, 1910, F 4-bar on PPC (98-18). Est. \$8.00
28. HARDY, 1908, VG cds on PPC w/address scratched out (Not too ugly) (02-15). E \$5
29. HOAGLIN, 1907, F Doane on PPC (93-36). Est. \$6.00
30. KAN(AWY)ER, 1910, F 4-bar off @ top of PPC. Scarce town (08-14). E\$7
31. LAKE ARROWHEAD, 7/17/22 VG 4-bar on PPC. 3rd mo. usage (non-philatelic) (4/29/22-) Est. \$4.00
32. OAK BAR, ca1914, G cds on PPC ("CAL" not strk) (74-28). Est. \$4.00
33. OGILBY, 1910, F Doane on PPC that mentions town (07-42). E\$5
34. REDWINE, 1908, VG light Doane rec'd. & overstruck on PPC (04-15). E\$5
35. SANTA FE SPRINGS, 1891, VG cds on cover. WILLIAMS TYPE LOS-7065 (EKU). 3rd year (88-56). Est. \$5.00
36. SHARON, 1920, VG 4-bar on PPC (98-34). Est. \$5.00
37. SLATINGTON, 1906, VG Doane on PPC (03/20). Est. \$5.00
38. THALHEIM, 1917, VG 4-bar on PPC (03-18). Est. \$6.00
39. ZELZAH, 1916, VG 4-bar on PPC (11-29). Est. \$8.00

COLORADO

40. ALTMAN, 1907, VG 4-bar on PPC (94/11). Est. \$15.00
41. BLAINE, 1910, VG 4-bar as forwarding mark on PPC (00-39). Est. \$6.00
42. DURANGO, MESA VERDE NATIONAL PARK flag, 1922, F mach on PPC. E\$7
43. GLACIER LAKE, 1907, F Doane on PPC (08-08). Est. \$30.00
44. HILL TOP, 1911, VG 4-bar overstruck on PPC (90-44). Est. \$5.00
45. INDEPENDENCE, 1908, F duplex on PPC (99-54). Est. \$4.00
46. MORAIN PARK, 1918, F 4-bar on PPC (02-21) Est. \$6.00
47. OAKVIEW, 1911, VG (light) magenta 4-bar on PPC (07-30). Est. \$10.00
48. PEACE(FUL) VALL(EY), 1928, VG partial 4-bar off @ top on PPC ("COLO" not strk) (17-35). Est. \$3.00
49. SURBER, 1909, VG 4-bar partially overstruck on PPC. (95-16). Est. \$6.00
50. VULCAN(N), 1911, F partial 4-bar rec'd & off @ the top on PPC w/toning (95-12). E\$5

IDAHO

51. DE LAMAR, 1910, F 4-bar on PPC (89-42). Est. \$5.00
52. OZ(O)N(E), 1919, G partial 4-bar off @ top on PPC (11-25). Est. \$5.00
53. SOLDIER, 1909, G+ 4-bar on PPC (82-22). Est. \$5.00
54. THARP, ca1910(no year date) VG 4-bar on PPC (08-15). Est. \$6.00
55. TRUDE, 1923, VG 4-bar on PPC (13/30). Est. \$8.00

KENTUCKY

56. CRESCENT SPRINGS, 1908, VG Doane rec'd on PPC (91-18). Est. \$5.00
57. ERA, 1910, F 4-bar on PPC (80/13). Est. \$5.00
58. FOXPORT, 1909, VG Doane on PPC (80-15). Est. \$5.00
59. LAYNESVILLE, 1912, G+ 4-bar on GPC w/closed spindle hole (78-17) E\$5
60. RICHWOOD, 1908, VG Doane on PPC (59/18). Est. \$5.00

MONTANA

61. BLAINE, ca1910 (no year date), VG 4-bar on PPC (93-55). Est. \$6.00
62. CONCORD, 1911, VG 4-bar on PPC (01-12). Est. \$10.00
63. GILMAN, 1914, F 4-bar on RP card of cabin in town (12-42). E\$5
64. HUNTERS HOT SPRINGS, 1908, VG cds on PPC (78-32). Est. \$6.00
65. LARC(HW)OOD, 1919, F partial 4-bar off @ top on PPC w/corner crease (11-23). Est. \$10.00
66. LOTHROP, 1908, F 4-bar on PPC (00-13). Est. \$6.00
67. MIDVALE, 1912, VG 4-bar on PPC (01-13 per.) Est. \$6.00
68. PHILBROOK, 1910, F 4-bar on PPC (08-12 per.) Est. \$6.00
69. PIPESTONE SPRINGS, 1911, VG magenta Doane on PPC (87-28). E\$8
70. ROCKVA(LE), 1908, VG Doane on PPC w/stamp gone affecting "LE" of town name (94-14). Est. \$3.00
71. SALESVILLE, 1910, F 4-bar on PPC (80/27) Est. \$4.00
72. SUTHERLAND, 1912, VG 4-bar on PPC (09-36). Est. \$6.00
73. WEST BUTTE, 1910, G cds rec'd on embossed PPC. Est. \$5.00

NEBRASKA

74. AGEE, 1910, F 4-bar on PPC (82-33). Est. \$5.00
75. ARMOUR, 1908, VG 4-bar on PPC (08-36). Est. \$5.00
76. ARNA, 1911, VG Doane on PPC w/crease @ bottom of center (05-12) E\$12
77. CANTON, 1908, VG light 4-bar on PPC w/stamp gone (90/21). E\$3
78. CARRMAN, 1913, F 4-bar on PPC (11-45). Est. \$4.00
79. CHASE, 1908, G+ cds on PPC (87/38). Est. \$5.00
80. DYE, 1910, VG cancel rec'd. on PPC ("NEBR" not struck) (08-12). E\$5
81. LE BLANC, 1908, VG cds on PPC (02-12). Est. \$10.00
82. WHEELER, 1910, F 4-bar on PPC w/crease @ right (81/34). E\$4

NORTH DAKOTA

83. CANFIELD, 1909, F Doane on PPC (05-12). Est. \$15.00
84. SEABORN, 1911, F 4-bar on PPC (07-12). Est. \$15.00
85. THORSON, 1909, VG Doane on PPC ("SON" on stamp) (05-12). E\$15
86. ST(RAIN), 1911 partial light Doane on PPC - A space filler! (04-14) E\$3
87. WILSON, 1909, F 4-bar on PPC (08-12). Est. \$15.00

OREGON

88. CAZADERO, 1910, VG 4-bar on PPC (04-18). Est. \$10.00
89. DENZER, 1918, F 4-bar on PPC w/corner crease (09-33). Est. \$5.00
90. FAIRVIEW, 1907, F cds on PPC (73-13). Est. \$10.00
91. FISHER, 1908, VG Doane on PPC (92-42). Est. \$5.00
92. GRAVE, 1910, G cds on PPC (94-13). Est. \$7.00
93. INGLIS, 1914, VG partial 4-bar on PPC ("G" not struck) (02-18) E\$8
94. KINGSTON, 1907, VG cds on PPC (91-20). Est. \$5.00
95. NARROWS, 1908, VG Doane on PPC (92/36). Est. \$8.00
96. ORIENT, 1907, VG cds on PPC (98-08). Est. \$8.00
97. PERRY, 1915, VG purple 4-bar on PPC (90-31). Est. \$5.00
98. PITTSBURG, 1908, VG Doane on PPC (93-28). Est. \$10.00
99. PROSPER, 1909, F Doane on PPC (93-29). Est. \$10.00
100. SAMPSON, 1907, F Doane on PPC (98-12). Est. \$10.00
101. SISKIYOU, 1918, VG magenta 4-bar on PPC ("YOU" on stamp) (95-32) E\$5
102. VIENTO, 1908, VG Doane rec'd. on PPC (98-14). Est. \$12.00

SOUTH DAKOTA

103. BRUSHIE, 1910, F 4-bar on PPC (05-12). Est. \$15.00
104. CRANDON, 1911, F 4-bar on PPC (81-35). Est. \$5.00
105. HARDINGROVE, 1909, VG 4-bar on PPC w/stamp gone (03/34). E\$3
106. JORDAN, 1923, VG 4-bar on PPC (10-33). Est. \$5.00
107. LYNN, 1911, G+ 4-bar rec'd. & overstruck on PPC (83/11). Est. \$7.00
108. MAITLAND, 1909, VG light 4-bar on PPC w/stamp gone (02-25). E\$4
109. PIERPONT, 1909, VG 4-bar overstruck on PPC (88-08). Est. \$10.00
110. PLANA, 1909, VG Doane on PPC w/stamp gone (87-27) E\$4
111. SAVOY, 1914, VG 4-bar on PPC (12-33). Est. \$8.00
112. VERNON, 1909, F 4-bar on PPC (92-13). Est. \$8.00

WASHINGTON

113. ARCADIA, 1910, F Doane on PPC (74/18). Est. \$10.00
114. BAIRD, 1910, VG 4-bar on PPC (98-34). Est. \$5.00
115. BENSTON, 1914, F 4-bar on PPC (92-18). Est. \$6.00
116. BREAKERS, 8/23/12 LKU F Doane on PPC (05-19). Est. \$6.00
117. CEDARVILLE, 1908, G cds overstruck on PPC (80-07). Est. \$12.00
118. COLLINS, 1908, F Doane on PPC ("INS" on stamp) (00-18). E\$5
119. DUNLAP, 1911, VG 4-bar on PPC (94-11). Est. \$6.00
120. EVELINE, 1908, F Doane on PPC w/toned corners (08-30). Est. \$6.00
121. FORT CASEY, 1910, F 4-bar on PPC (00-32). Est. \$6.00
122. FRAYEL, 1909, VG 4-bar on PPC (03-13). Est. \$12.00
123. LINDBERG, 1914, VG 4-bar overstruck on PPC (11-25). Est. \$10.00
124. LOOKOUT, 1910, VG 4-bar on PPC (90-12). Est. \$12.00
125. MILLTOWN, 1910, G+ cds on PPC (01-29). Est. \$5.00
126. NILE, 1910, F Doane on PPC w/stamp gone (96-24). Est. \$6.00
127. OLEWA, 1910, barely Good cds rec'd on PPC. Space filler! E\$3
128. PORT MADISON, 1908, F Doane on PPC (58-43). Est. \$6.00
129. SATUS, 1912, F 4-bar on PPC (08-37). Est. \$6.00
130. TIMBER VALLEY, 1909, VG Doane on PPC (05-19). Est. \$12.00
131. TONO, 1911, slightly doubled VG 4-bar on PPC (09-31). Est. \$4.00
132. WATERMAN, 1911, VG 4-bar rec'd. on PPC (04-35). Est. \$5.00

WEST VIRGINIA

133. ADAMSTON, 1920, VG 4-bar on PPC (88-20). Est. \$6.00
134. ALASKA, 1909, F 4-bar on PPC (81-32). Est. \$5.00
135. AMOS, 1911, VG 4-bar on PPC (86-11). Est. \$10.00
136. BERRYBURG, 1911, VG 4-bar on PPC (00-33). Est. \$5.00
137. CONCORD, 1908, F Doane on PPC (78-33). Est. \$6.00
138. DIVIDE, 1913, F Doane on PPC (01-31). Est. \$6.00
139. FITZPATRICK, 1913, VG Doane on PPC (05-34). Est. \$5.00
140. HISER, 1909, F 4-bar on PPC w/stain (07-13). Est. \$12.00
141. JERICHO, 1912, VG Doane on toned PPC (97-13). Est. \$8.00
142. JOHNSTOWN, 1909, VG Doane on PPC (85-13). Est. \$10.00
143. PALACE VALLEY, 1909, VG 4-bar on toned PPC (79-11). Est. \$8.00
144. PERKINS, 1909, G light cds on PPC (98-09). Est. \$10.00
145. POTOMAC MANOR, 1915, G+ 4-bar on PPC w/stain @ left (11-28) E\$5
146. RED HOUSE SHOALS, 1911, VG 4-bar on PPC (51/11). Est. \$10.00
147. RED ROCK, 1909, VG magenta 4-bar on PPC (07-34). Est. \$5.00
148. RED SPRING, 1911, VG 4-bar on PPC (08-22). Est. \$10.00
149. REESES MILL, 1909, G+ cds on PPC (79-33). Est. \$7.00
150. SOUTH BUCKHANNON, 1912, VG 4-bar (bottom 5 letters in dial slightly doubled) on PPC (10-14). Est. \$20.00
151. SOUTH CHARLESTON, 1909, F 4-bar on PPC (07-18). Est. \$12.00
152. STONEWALL, 1908, G+ cds on PPC ("WV" not struck) (01-14). Est. \$8.00

Randy Stehle Mail Bid Sale No. 49 (Cont.)

16 Iris Court, San Mateo, CA 94401

WYOMING (Cont.)

153. WOODZELL, 1913, VG 4-bar on PPC (86-17). Est. \$8.00
154. ZAR, 1909, G+ magenta 4-bar on embossed PPC (01-09). Est. \$10.00

RAILROAD POST OFFICES (Towle Type Numbers)

155. A(L)AMOSA & AME(THYST), ca1908 F partial (860-A-1) on PPC ("RPO" not struck). Est. \$12.00
156. ALBQ. & WILLIAMS, 1906, F (964-K-1) on PPC. Est. \$8.00
157. ALLEN & HARRIS, 1915, F (New Type) on PPC. Est. \$5.00
158. ALLIANCE & DENVER, 1919, VG (946-C-1) on cover. Est. \$6.00
159. ALTOONA & HENRIETTA, 1909, G (174-B-1) on PPC. Est. \$5.00
160. AMARILLO & ALBUQ., 1910, VG (928-B-1) on PPC. Est. \$10.00
161. AMARILLO & VAUGHN, 1925, G+ (828-A-1) on PPC. Est. \$5.00
162. ASHFORK & PHOENIX, 1906, F (967-A-1) overstruck on PPC. E\$8
163. (A)TTICA & BELVIDERE, 1912, VG partial (909-I-1) on PPC. E\$8
164. AUBURN & ITHACA, 1909, F (132-C-2) on PPC. Est. \$5.00
165. BAKER & PORTLAND, 1927, G (898-C-1) on PPC. Est. \$5.00
166. BALTO. & POPES CREEK, 1909, F (268-C-1) on Reg'd. Package Rec. E\$12
167. BELUNGHAM & SEAT., 1910, G (901-B-1) on PPC. Est. \$5.00
168. BLAINE & SEAT., 1907, GT (903-B-1) on PPC. Est. \$5.00
169. BLAINE & SEATTLE, 1913, F (903-A-1) on PPC. Est. \$7.00
170. BOISE & Nampa, 1908, G (898-E-4) on PPC ("AMP" light). Est. \$6.00
171. BOSTON & CAPE COD, 1918, VG (55-H-8) on PPC. Est. \$5.00
172. BOSTON & SO. SHORE, 1908, F (83-B-1) on PPC w/somw scribbling. E\$5
173. BRATT. & NEW LONDON, 1913, F (37-D-3) on Reg'd. Package Rec. Est. \$4.
174. BROOKINGS & GETTYS., 1908, F (887.2-A-3) on PPC. Est. \$8.00
175. BUFFALO & EMPO., 1907, VG (146-D-2) on PPC. Est. \$5.00
176. BURL. & BOS., 1912, VG (41-U-1) on PPC. Est. \$5.00
177. CAL. & VALLEJO JUNCT., 1901, VG (983-I-1) on cover. Est. \$12.00
178. CALMAR & CHAMB. W.D., 1887, VG (761-E-1) w/E" killer on cover opened on 3 sides. Est. \$8.00
179. CANASTOTA & ELMIRA, ca1908 (no yr. slug) G+ (133-C-2) on PPC. Est. \$5.
180. CHEY. & POCATELLO, 1907, G+ (932-Q-3) on PPC ("OCA" light). Est. \$5.
181. COFFEYVILLE & L. ROCK, 1914, F (453-E-2) on PPC. Est. \$6.00
182. DENVER & AMARILLO, 1910, VG (958-R-1) overstruck by 2nd partial strike on PPC. Est. \$8.00
183. DENVER & CRAIG/E.D., 1939, F (962.2-F-2) on PPC. Est. \$5.00
184. DENVER & FT WORTH, 1895, G+ (NEW TYPE) on GPC. Est. \$15.00
185. DENVER & (FT.) WORTH, 1894, G+ partial (NEW TYPE - diff. from lot 184) on GPC. Est. \$12.00
186. DENVER & GD JUNC., 1907, VG (953-N-1) on PPC. Est. \$6.00
187. DENVER & LA JUNTA, 1908, VG (111-R-1) on PPC. Est. \$4.00
188. DENVER & SILVERPLUME, 1907, VG (952-H-1) w/inserts on PPC. Est. \$15.00
189. DEN & STEAMBOAT SPGS., 1912, VG (962.2-D-1) on PPC w/low r. cnt. gone. Est. \$4.00
190. (DETROIT) ANS ALGONAC/(R)URAL (FREE DELI)VERY/(STEAM)BOAT, 1906, G partial (Q-3-d) on PPC. Good space filler. Est. \$8.00
191. DODGE CITY & TIEN., 1924, VG (911-u-1) on PPC. Est. \$3.00
192. DOWNING & LANCAS., 1911, F (187-C-1) on PPC. Est. \$4.00
193. DUNK. & TITUS, 1907, VG (199-E-3) on PPC ("RPO" not struck). Est. \$5.
194. ELLS. & WATERTOWN, 1907, VG (748-P-1) on PPC. Est. \$5.00
195. ELMIRA & BALTO., 1903, VG (193-T-1) as transit mark on PPC. Est. \$5.
196. ELMIRA & WASH., 1908, F (193-L-2) on PPC. Est. \$8.00
197. ELROY & PIERRE/ED., 1922, VG (868-L-1) on PPC. Est. \$5.00
198. ERIE & PITTSBURG, 1907, Vg (NEW TYPE) on toned PPC. Est. \$3.00
199. ESSEX JC. & BOS., 1881, VG (41-L-1) on GPC. Est. \$6.00
200. EUREKA & SCOTIA, 1911, G (985-M-2) on PPC. Est. \$8.00
201. FALL (BRIDGE) & BEND, 1917, G partial (899.1-G-1) on PPC ("BEND" very light). Space filler. Est. \$5.00
202. F(ARM) & BRUNS., 1906, VG partial (7-K-1) on PPC. Est. \$5.00
203. FORT KENT & HOULTON, 1908, G+ (16-F-1) on PPC. Est. \$4.00
204. FULTON & GRE(nada), 1909, VG partial (NEW TYPE) on PPC. Est. \$4.00
205. GARRESTON & YANK, 1908, F (878-B-A-1) on PPC. Est. \$8.00
206. GARRISON & BISMARCK, 1907, G (880.2-E-1) on PPC ("BISM" very light). E\$10.
207. GLEN CAMP & CRESSON, 1913, G (173-S-1) on stained PPC. Est. \$4.00
208. GRAFTON & (HU)TTONS, 1906, G partial (286-O-1) overstruck on PPC. Est. \$4
209. GRAF. & HUTTON, 1909, G (286-I-1) on PPC. Est. \$4.00
210. GD JUNCT. & OGDEN, 1913, F (953-AD-1) on PPC. Est. \$6.00
211. GROVETON JCT. & BOS., 1907, F (25-X-2) on PPC. Est. \$3.00
212. HELENA & NEOSHO, 1912, VG (452-C-1) on PPC. Est. \$12.00
213. HERON LAKE & PI(PESTONE), 1918, VG partial (870-G-1) on PPC. Est. \$4.00
214. HUNT & BEDFORD, 1911, VG (211-C-2) on toned PPC. Est. \$10.00
215. JUNC. CITY & BELOIT, 1910, F light (918-B-1) on PPC. Est. \$10.00
216. KANE & BUTTER., 1915, VG (229-D-1) on PPC. Est. \$3.00
217. K CITY & DENVER/N.L., 1909, VG (807-AB-1) on PPC. Est. \$5.00
218. (LA) CROSSE & WESS. SPGS./E.D., 1914, VG partial (868-O-3) on PPC. E\$4
219. LEWES & GEORGE, 1913, VG (265-J-1) on PPC. Est. \$12.00
220. LINWOOD & SUPERIOR, 1908, F (943.2-D-2) on PPC. Est. \$8.00
221. LIT ROCK & GILLET, 1913, VG blue (450-M-1) on PPC ("RPO" not struck; "ETT" on stamp). Est. \$8.00
222. LONGVIEW & LAREDO/S.D., 1905, G+ (481-O-1) on PPC. Est. \$5.00
223. LONGVIEW & SAN ANTO., 1916, F (481-D-2) on PPC. Est. \$3.00
224. MASSENA SPGS. & SYRACUSE, 1912, F (102-I-1) on PPC. Est. \$8.00
225. MENDOTA & FULTON, 1910, F (726-G-1) on PPC. Est. \$6.00
226. MILAGA & WILLMAR, 1907, G+ (878.9-B-1) overstruck on PPC ("IMAR" on stamp). E\$8
227. MINN. & BURLINGTON, 1909, VG (783-D-1) on PPC. Est. \$8.00
228. MINOCQUA & NEW LISBON, 1921, VG (NEW TYPE) on PPC. Est. \$5.00
229. MISSOULA & WALLACE, 1909, G (891.11-A-1) off a bit @ top of PPC. E\$4
230. MON. & ELLSWORTH, 1907, F (807-J-1) on PPC. Est. \$3.00
231. MONTAUCK & N.Y., 1910, G (NEW TYPE) on PPC. Est. \$4.00
232. MONT. JCT. & BARRE, ca1910 (no yr. slug) G (47-A-1) on embossed PPC. E\$4
233. N.Y. & CANAL ZONE, 1910, about G (E-1-a) on PPC w/stamp 1/2 gone & crease. Space filler. Est. \$3.00
234. NO FAIRHAVEN & SAYRE, 1909, F (134-F-2) on PPC. Est. \$8.00

R.P.O.s (Cont.)

235. NORTH ME. JC. & SEAR(S), 1912, F partial (16-J-1) on PPC. Est. \$12.00
236. OAKES & SIOUX CITY, 1909, F (887.1-F-1) on cover. Est. \$8.00
237. OAKES & HAWAR., 1893, VG (887.1-C-1) on toned PSE. Est. \$10.00
238. OCONTO & CLINTONVILLE, 1910, F (864-B-1) on PPC. Est. \$6.00
239. OGDENS & UTICA, 1907, G+ (NEW TYPE) on PPC. Est. \$5.00
240. OGDENSBURG & UTICA, 1910, F (104-G-2) on PPC. Est. \$5.00
241. OGDENSBURG & UTICA, 1905, VG (NEW TYPE) on PPC. Est. \$5.00
242. OGDENSBURG & UTICA, 1918, F (NEW TYPE - diff from lot 241) on PPC. E\$5.00
243. OMAHA & WYMORE, 1914, VG (940-G-1) on PPC. Est. \$6.00
244. PAJARO & SANTA CRUZ, 1908, F (980-F-1) on PPC. Est. \$8.00
245. PA TERM. R.P.O./NEW YORK/N.Y., 1913, F (NEW TYPE) on Q1 on PPC. Est. \$4.
246. PEORIA & GALES., 1888, VG (light) (697-G-1) on GPC. Est. \$5.00
247. PITTS. & FAIRCHANCE, 1908, F (NEW TYPE) on PPC. Est. \$5.00
248. PITTS. & KENOVA, 1911, G+ (293-A-2) on PPC. Est. \$3.00
249. (PORT.) & CORVALLIS/AGT., 1880's, VG partial strike on GPC. Est. \$12.00
250. ST JOSEPH & NELSON, 1914, G (832-E-2) on PPC. Est. \$4.00
251. ST JOE. & OXFORD, 1910, F (935-R-1) on PPC. Est. \$6.00
252. ST. L. & COLUMBUS, 1908, VG (NEW TYPE) on PPC. Est. \$8.00
253. SALA. & CHIC., 1912, F (550-M-1) on PPC. Est. \$5.00
254. (SAL)IDA & ALAMOSA, 1914, F partial (955-G-2) on PPC ("RPO" not struck). Est. \$8.00
255. SA(LIDA) & OURAY, 1924, VG partial (NEW TYPE) on PPC. Est. \$7.00
256. (S.L.) CITY, STOCK. & SILCITY, 1914, VG partial (873.3-C-2) on PPC. Est. \$10.00
257. SAN BERDO & LA, 1949, F (998-H-1) on GPC. Est. \$4.00
258. S'B'D'NO & SAN JACINTO, 1913, G (987-J-1) on PPC. Est. \$7.00
259. SANDUSKY & NEWARK, 1917, F (567-K-2) on PPC. Est. \$3.00
260. SAN FRAN. & BAKERSF., 1932, F (993.3-A-1) on comm'l. cover. E\$8
261. SAN FRAN. & BARSTOW, 1909, VG (993.3-B-1) on PPC. Est. \$6.00
262. SAN FRAN., NEWARK & S.CRUIZ, 1915, VG (991-B-1) on PPC ("S.CRUIZ" on stamp). E\$5
263. SANTA ROSA & VAL. JCT., 1912, VG (984.1-A-1) on PPC. Est. \$12.00
264. SCRIBNER & OAKDALE, 1919, G (943.4-C-1) on cover. Est. \$10.00
265. SEALY & MATAGOR(DA), 1907, F partial (492.5-A-1) on PPC. Est. \$12.00
266. SEATTLE & SEWARD, 1941, VG (X-14-s) on airmail cover w/sm. tear & no back flap. Est. \$8.00
267. SEDALIA & K CITY, 1908, VG (NEW TYPE) on PPC. Est. \$5.00
268. SPRINGFIELD TERM R.P.O., 1910, G (NEW TYPE) on PPC ("P.O." not struck). E\$5
269. SPRINGFIELD, MO/TERM R.P.O., 1917, G+ (831-G-1) on PPC. Est. \$5.00
270. TEMPLE & SAN ANGEL(O), 1906, VG partial (484-L-3) on PPC. Est. \$3.00
271. THE DALLS & B(EN), 1926, VG partial (896.6-A-1) on PPC w/stamp gone affecting "END". Est. \$5.00
272. TRUCKEE & LK.TAHOE, 1935, G+ (997.4-B-1) on PPC. Est. \$5.00
273. TUCSON & LOS ANGELES, 1905, VG (963-U-1) on PPC. Est. \$8.00
274. VAN BUREN & BANG., 1934, VG (16-M-3) on PPC. Est. \$3.00
275. VAUGHN & ALB(UQ), 1931, VG partial (928-I-1) on PPC w/sm. tear. E\$4
276. WALLA WALLA & PASCO, 1910, VG (901.5-B-1) on PPC. Est. \$10.00
277. WHEEL. & CHIC., 1910, VG (567-O-1) on PPC w/corner crease. Est. \$4.00
278. WCHITA & AMARILLO, 1909, VG (928-L-2) on PPC. Est. \$10.00
279. WILLIAMS & LOS ANG., 1906, G+ (964-O-2) on PPC. Est. \$5.00
280. WILLITS & SA(N FRAN), 1909, Vg partial (985-V-1) on PPC ("N FRAN" on stamp). E\$5
281. WINSTED & BRIDGE., 1908, F (87-G-1) on PPC. Est. \$5.00
282. WATER & SYRACUSE, 1908, VG (NEW TYPE) on PPC. Est. \$5.00
283. WATERTOWN & SYRACUSE, 1909, F (102-T-1) on PPC. Est. \$5.00
284. T.C. CHARLOTTESVILLE, 1908, VG (319-A-3) on PPC. Est. \$3.00
285. COLUMBUS, OHIO/TRANS.CLK., 1911, VG (601-E-5) on PPC. Est. \$3.00
286. CUMBERLAND, MD/TRANS. CLK., 1915, F (277-E-2) on PPC. Est. \$3.00
287. UNION DEPOT/DENVER, COLO., 1910, G+ (959-A-7) on PPC. Est. \$5.00
288. DUNKIRK, N.Y./TRANS. CLK. R.M.S., 1911 F (150-F-4) on PPC. Est. \$3.00
289. TRANS OFFICE R.M.S./HARTFORD, CONN., 1916, F (92-C-3) on PPC. Est. \$3.
290. T.C.M.C. STA./JACKSON, MICH., 1911, VG (645-C-1) on PPC. Est. \$5.00
291. OGDEN, UTAH/TR. CLK., 1914, F (971-B-2) on PPC. Est. \$3.00
292. PA TERM. JERSEY CITY, N.J., 1906, F (259-A-5) on PPC. Est. \$3.00
293. PUEBLO, COLO./TRANS. CLK., 1909, VG (959-C-4) on PPC. Est. \$5.00
294. T.C.R.M.S. BROAD STRICH, VA, 1924, F (319-D-1) on comm'l. cover. E\$3.
295. ROCHESTER, N.Y./TRANS.CLK., 1908, VG (150-J-3) on PPC. Est. \$3.00
296. ROUND TABLE DENVER, 1910, G (light) (959-A-6) on PPC. Est. \$5.00
297. RUTLAND, VT/TRANS.CLK., 1912, VG (45-A-7) on PPC. Est. \$3.00
298. SACRAMENTO, CAL./TR.CLK., 1907, Vg (999-G-2) on toned PPC. Est. \$4

STREET CAR RPO's (Towle Type Numbers)

299. CHI. & N. CLARK ST./R.P.O., 1904, F (CH-1-a) on PPC. Est. \$4.00
300. PHILA & DARBY, 1903, G light (PH-7-d) on cover. Est. \$10.00
301. PHILADELPHIA & GERMANTOWN, 1898, VG flag (PH-4-c) as backstamp on cover. 1/4 of back flap missing not affecting cancel. Est. \$10.00
302. PITTSBURG, PA ST., 1907, G (PI-3-a) on PPC. Est. \$6.00
303. ROL. PK. & HIGHLAND, 1910, VG (BA-4-k) on PPC. Est. \$5.00
304. ST.L. & FLORESINT, 1901, VG (SL2-Ba) on PPC w/corner of stamp gone. Est. \$10.00
305. ST. LOUIS, MO./NORTHWEST CIRCUIT, 1907, VG (SL12-A0) on PPC. Est. \$6.00
306. SEATTLE & SEATTLE, 1913, VG (SE1-A) on PPC ("TITLE" light). Est. \$12
307. TOW. & CATONS R.P.O., 1910, F (BA-5-g) on PPC. Est. \$3.00

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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
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101-110	5.50	9.58	13.71	26.10
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Charlie Wonderlin, P.O. Box 234299, Leucadia, CA 92023. Phone 619-929-1830. Leave message. [24-4]

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]

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]

ARKANSAS. ESPECIALLY Ozark area. Covers, cards, Doanes, town views and ephemera. 1820-1920. Buy or trade. Tom Maringer, 2682 S. Powell, Springdale, Arkansas 72764. [25-2]

COLORADO TOWNS on cover or card. Send on approval or send photocopies. If card, send photocopy of both sides of card. Leo Vrzal, 686 Normal Ave., Ashland, OR 97520. [25-3]

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]

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

TOWNS: WANTED

LOUISIANA POSTAL history material (1790-1917). All responses seriously considered. Ron Trosclair (APS), 1713 Live Oak St., Metairie, LA 70005 PH: (504) 835-9611 [25-3]

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]

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 [25-3]

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 [25-3]

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ISSUE**

**AD DEADLINE FOR NEXT
ISSUE: SEPT. 21, 1993**

TOWNS: WANTED

CHAUTAUQUA COUNTY, NEWYORK:

I am looking to buy for a historical research project postal history from the following towns: Abbey, Acasto, Arkwright, Arkwright Summit, Ashville, Balcom, Barcelona, Bemus, Bemus Point, Blockville, Boomertown, Brocton, Brokenstraw, Burnhams, Busti, Canadaway, Carroll, Casdaga, Cassadaga, Cataragus, Celoron, Centralia, Centre Sherman, Charlotte Center, Chataughque, Chautauqua, Chautauqua Lake, Cherry Creek, Chesley, Clark, Clear Creek, Clymer, Clymer Centre, Clymerhill, Conewango Valley, Cordova, Cowings, Cushing, Cutting, Dean, Denton, Dewittville, Dodge, Dunkirk, East Ripley, East Sheridan, Ellery, Ellery Center, Ellington, Elm Flat, Fairbank, Fairbanks, Fair Point, Falconer, Fayette, Fentonville, Findley Lake, Fluvanna, Forestville, Forsyth, Fredonia, French Creek, Frewsburg, Friends, Gerry, Grapes, Greenhurst, Griswold, Hamlet, Hanover, Harmony, Hartfield, Havilah, Hewes, Holdenville, Irving, Ivesville, Ivory, Jamestown, Janesville, Jaquin's, Kennedy, Kennedy's Mills, Kensington, Kiantone, Lakewood, Lamber-ton, Laona, Levant, Lily Dale, Lombard, Magnolia, Maple Springs, Marks, Marvin, Mayville, Mentor, Mina, Minsboro, Moons, Nash, Nashville, Nettle Hill, Niobe, North Clymer, North Portland, North Sherman, Open Meadows, Oregon, Orrington, Outlet Chautauqua Lake, Panama, Pickett, Point Chautauqua, Poland Center, Pomfret, Portland, Portland Harbor, Prospect Station, Pulaski, Quincy, Ripley, Ripley Hill, Rogersville, Ross Mill's, Saint Clairsville, Salem Cross Roads, Sheldon's Corners, Sheridan, Sherman, Shumla, Silver Creek, Sinclairville, Smith's Mills, South Irving, South Ripley, South Stockton, South Sheridan, Stedman, Stockton, Stow, Summerdale, Thornton, Towerville, Union Ellery, Van Buren Harbor, Van Buren Point, Vermont, Villenova, Vineyard, Volusia, Wango, Waterboro, Watts Flats, West Ellery, Westfield, West Milford, West Mina, Wooglin, Worksburch. Send on approval or photocopies. I will pay all expense. George Sinclair, 855 Central Ave., Dunkirk, NY 14048. [24-6]

MODERN POSTAL HISTORY: FOR SALE

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. ISSUES ON COVER: WANTED

80 CENT HAWAII (C-46), \$1.00 Airlift (#1341), 10c SPA S/S (#797), 11c FIPEX S/S (#1075), Contemporary commercial usages. Prefer standard, monarch, continental sized covers. Send photocopies/approvals, priced. Brad Arch, 144 Hamilton Avenue, Clifton, NJ 07011 [24-6]

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 [24-6]

U. S. ISSUES ON COVER: WANTED

CERTIFIED MAIL commercial covers: all rates/periods, with proper labels/adhesive stamps, including 15c Certified stamp, Scott FA-1. Prefer standard, monarch, continental sized covers. No metered, Penalty, FDC's. Send photocopies/approvals, priced. Brad Arch, 144 Hamilton Avenue, Clifton, NJ 07011 [24-6]

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. [25-3]

LITERATURE: FOR SALE

AT LAST! The Cross-Reference Guide to U.S. RPOs is now available! Essential for identifying RPOs "back to front", where the first town name is obscured or badly struck. 100 pages, 7,500+ listings. \$14 postpaid (U.S.) Order from: Jim Mehrer, 2405 - 30th Street, Rock Island, IL 61201. [25-3]

NEBRASKA - CATALOG OF NEBRASKA POST OFFICES. - \$5.00 + \$1.25 P & H. W. F. Rapp, 430 Ivy, Crete, NE 68333 [24-4]

NEW JERSEY - Postpaid: DPO's, 20 page pocket sized - \$3.00; Directory 1847 Covers, 52 pages - \$4.00; Railway Postal Markings, 136 pages - \$10.00; Civil War Patriots, 100 pages - \$10.00. Brad Arch, 144 Hamilton Avenue, Clifton, NJ 07011. [24-6]

MISCELLANEOUS: FOR SALE

BLACK JACK stationery; 1863 Nesbitt Issue. Forty used entires. Some advertising, corner cards, contents, and illusive types. Ron Trosclair, 1713 Live Oak St., Metairie, LA 70005. [24-4]

ONE THOUSAND Chicago Streetcars on cover and card. Thousands of advertising covers. Backed by a cast of thousands of 19th and 20th century common to unique pieces of postal history. Plus a 25 year collection of Chicago view cards, mostly before 1915. Charlie Wonderlin, P.O. Box 234299, Leucadia, CA 92023. Phone 619-929-1830. Leave message. [24-4]

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

MISCELLANEOUS: WANTED

AIRMAIL COVERS - Commercial Only; No First Flights or philatelic - United States to destinations in Europe, Africa, Asia and Oceania dating from before 1938. Send priced on approval or photocopies, or request my offer. Richard Helbock, P.O. Box 135, Lake Oswego, OR 97034

ALASKA PROVISIONAL censor markings: U.S. APOs in Alaska & Western Canada (ALCAN Highway, CANOL Project); Canol, NWT; Canadian Forces in Alaska; Alaska Navy & Coast Guard shore locations, SEABEEs, Lighthouses. Serious collector will beat any bonafide offer for material needed. Carl Cammarata, Box 145, Scotts, MI 49088. [24-6]

WANTED UX27 1 cent Jefferson postal cards used in unusual ways. Individual cards or lots. Will answer. Write C. Thrower, 4085 Pheasant Court, Allentown, PA 18103. [24-6]

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]

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]

MISCELLANEOUS: WANTED

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. [25-2]

I WANT TO BUY any covers with or without contents to or from A. C. Stewart, the millionaire New York department store owner from the last century. HERMAN HERST, JR., Box 1583, Boca Raton, FL 33429-0494. [25-3]

WANTED: MARINE/NAVAL covers/postcards that went through the post office at Port Royal, SC/Paris Island, SC and Parris Island, SC, between 01 Jan 13 and 31 Dec 23. Also Marine Corps covers/postcards used or unused/Match Book covers/Pictures/ and Autographs from 1893-1945. Dwight H. Stuckey, 1235 Hillside Drive, Hanahan, SC 29406. [25-3]

PUERTO RICO WANTED! PPCs or covers with RMS in bottom of cancellation dial except years '11 and '13. Paquebot San Juan PR stamped on foreign ship covers except Norway, France, Cuba, Bermuda, Haiti and Dominican Republic. WWI APO covers - #848, 850 and 854. Send covers or photocopies to J.R. Steers, 117 East 72nd Street, New York, NY 10021. Phone: (212) 794-1328. [24-4]

MISCELLANEOUS: WANTED

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]

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 [25-1]

CANADA AND NEWFOUNDLAND covers, postcards wanted. Looking for view-cards and postmarks: Towns, RPO's, Ships, Anything unusual, 1880-1950. Jim Miller, Box 3005, Kamloops, B.C. CANADA V2C6B7 [24-6]

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]

FOREIGN: WANTED

DANISH WEST INDIES postal history (1874-1917). All responses acknowledged and appreciated. Ron Trosclair (APS), 1713 Live Oak St., Metairie, LA 70005. PH: (504) 835-9611. [25-2]

MEXICO COVERS, including U.S. occupation, stampless, forwarding agents, trans-oceanic, express, revolutionary, early flights, and any better or unusual, or collections and accumulations. Monte Hensley, c/o Frontier Adjusters, 2015 Wyoming N.E., #A, Albuquerque, NM 87112 [94-3]

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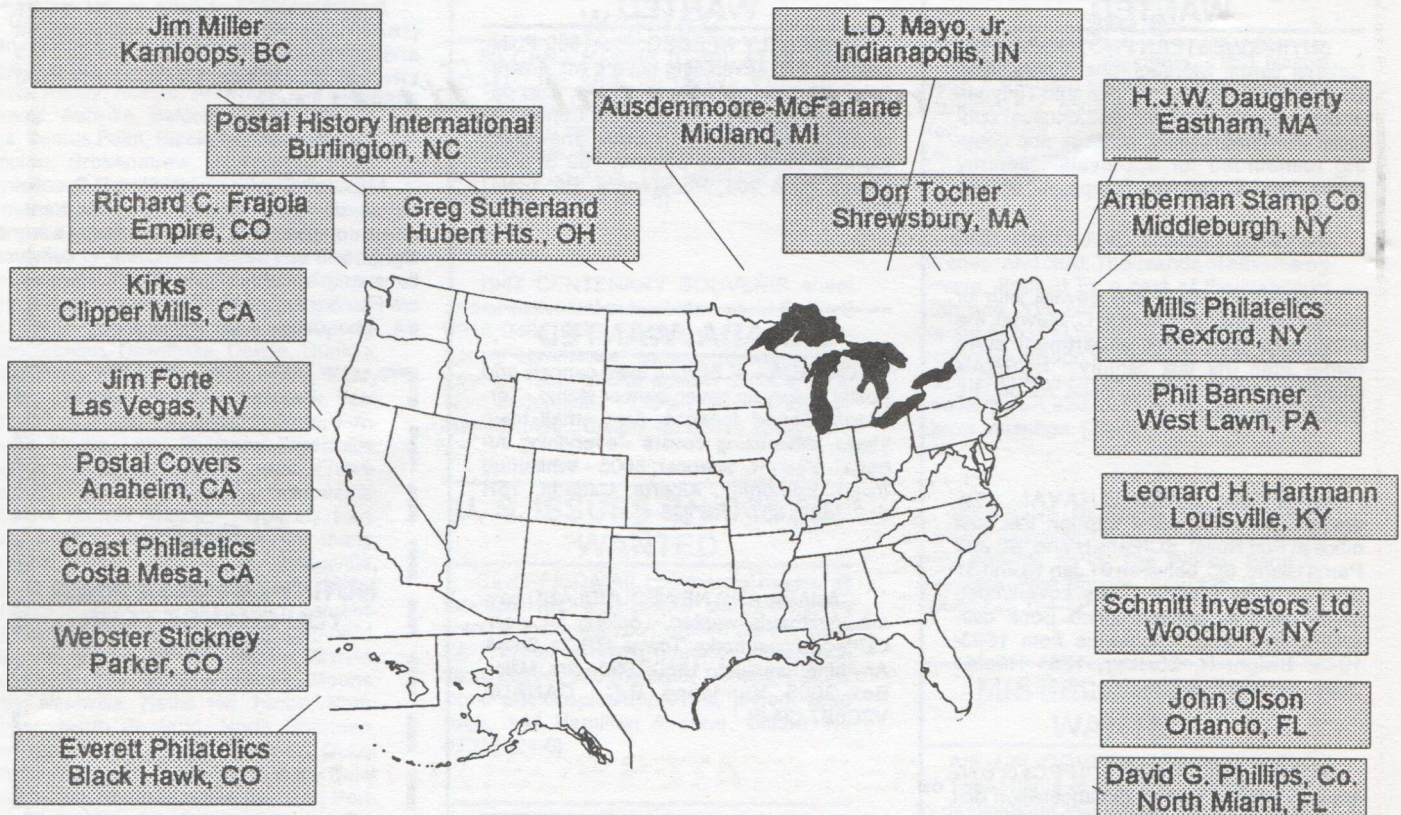
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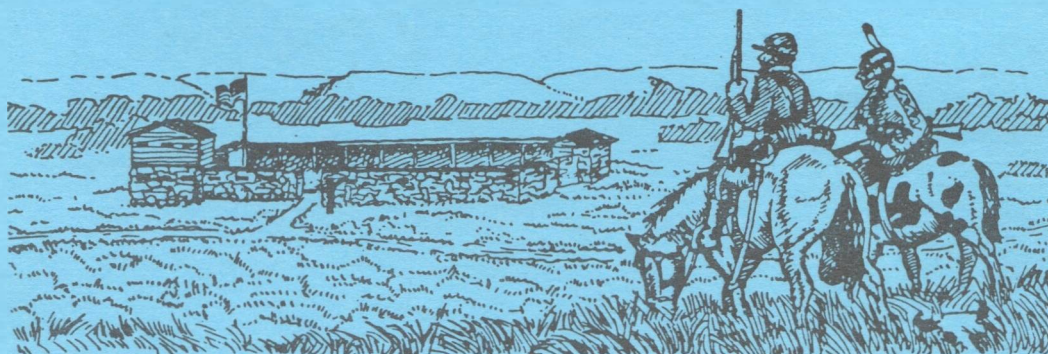
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