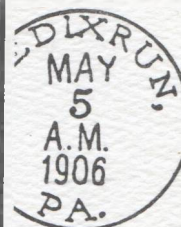
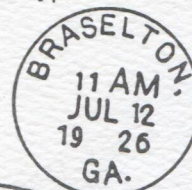
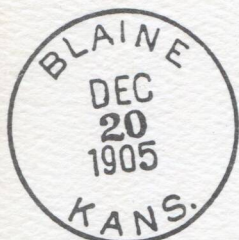
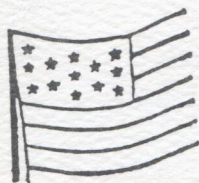
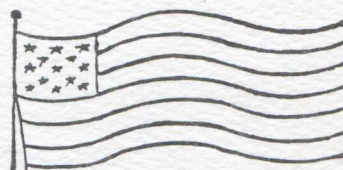
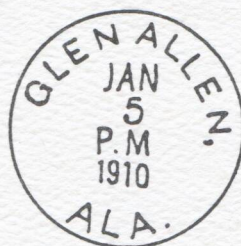
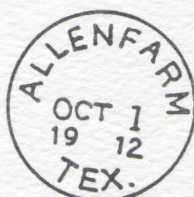
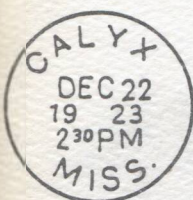


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LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY



NOVEMBER 1993



LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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Martin Margulis	Bob Munshower
James Patterson	Steve Roth
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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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COVER: Our cover this issue reproduces some of Doug DeRoest's carefully executed tracings of handstamp flag cancels. Anyone who has ever attempted to make accurate tracings of postal markings can readily appreciate the time and effort that Doug has devoted to this project.

AWARDS:

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

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PUBLISHER'S PAGE

Subscribers' Auction Notes

Our recently concluded Subscribers' Auction No. 45 was among our most successful ever conducted. With over 280 bidders, we had 232 people winning lots and a total gross realization of over \$16,500. It's quite obvious that the demand for low to medium value postal history material -- our lots average between \$15 and \$20 each -- is as strong as ever and perhaps even growing. I can only wish that we had a few more individuals conducting auctions of this type, for there is no way that our Subscribers' Auctions can hope to satisfy the demand. While we stand in awe of the flagship collections sold at auction by Christies, or Frajola, or the other top end houses, we can't help but wonder whether the hobby can survive and prosper without better marketing facilities at the low end. Naturally, our dedicated cadre of dealers provide service at that end of the spectrum -- Jim Forte's lists of bargain priced covers are as eagerly sought today as those once produced by Ernie Peyton -- but the thrill of competing attracts some to auctions and the number of low end auctions around the country is decidedly limited.

Consigned Lots - Lost Owners

Two "problem" consignments are at hand for which I need your help. In both cases the names of the owners have become separated from the lots themselves. In one instance this was due to my error; in the other the USPS was at fault.

Situation #1. This lot of 13 covers & cards has been with me for several months -- perhaps since Spring. Five of the covers are illustrated ad covers including Corinth Currants, a type writer from San Francisco & a nice cooking range w/o'all liquor ad on reverse. There is also a SFL w/red "BALTIMORE R.R." straightline. If you can identify any of the other covers in the lot, I need your name so that I can enter these in the next auction. My deepest apologies for the delay!

Situation #2. This lot of cards & covers arrived in late September. There were no instructions or descriptions or owner identification inside the envelope and the USPS had done a marvelous job of obfuscating both the owners name and point of mailing by tearing off the address label and all franking -- along with the postmark -- except a \$1

biplane coil in the corner. If you are the owner of these covers, which include a small blue New York registered cover to Germany and an Atlantic & Pacific Telegraph Co. cover from New York in 1879, please contact me and identify one other piece in the lot.

The Current State of Affairs

The giant backlog of auction material which has been on hand throughout 1993 is gradually diminishing. As I write this, Sub Auct. 46 is about half full (500 lots) and it looks like I'll be able to process all consignments received before June or July to complete the sale. Number 46 is expected to be mailed in October and will close in December. I plan to prepare one more sale -- #47 -- this year, and have it in the mail sometime in December. That sale should pretty well deplete the consignments currently on hand, so, if you've been holding back to consign lots for the Subscribers' Auction, think about sending along your material in November or December for a sale in early 1994.

Bill

Richard W. Helbock
Publisher

In Memory Of Glenn F. Terry

Glenn F. Terry, long time owner of the Carmel Stamp and Coin Shop, died September 12th at his Carmel, California home. Glenn was 75.

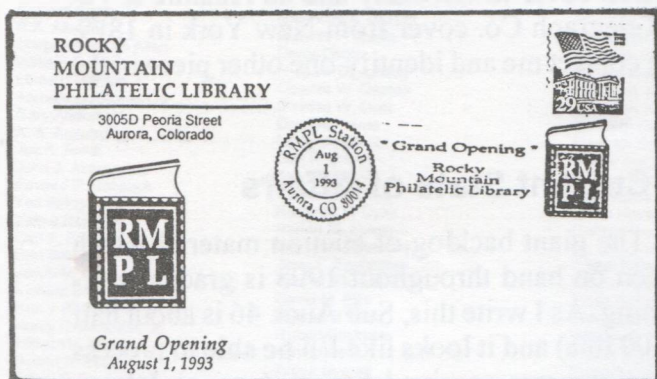
Mr. Terry was born April 11, 1918, in Santa Monica. He was descended from a California pioneer family that settled in Kern County.

Glenn owned and operated the Carmel Stamp and Coin shop for 28 years before his daughter Megan took it over. With a special interest in Kern County, Glenn had a broad interest in California postal history, and readily served as a mentor to many collectors entering the hobby.

He is survived by his wife Marilyn; his daughter, Megan; and a granddaughter.

U.S. POSTAL HISTORY NEWS & NOTES

Rocky Mountain Philatelic Library Opens



The Rocky Mountain Philatelic Library (RMPL) announces its grand opening August 1, 1993 (special cacheted covers available @ \$1.50 from the library). The objective of the RMPL is to provide better access to philatelic literature for collectors and scholars residing in Colorado and Rocky Mountain Region.

A group of postal historians composed of La Posta subscribers Don Beuthel, Bill Dunn, Jim Ozment, Roger Rydberg and Jack Willard formed the RMPL Foundation and began planning the RMPL some time ago. Opening of the RMPL became feasible with the availability of temporary quarters at 3005D So. Peoria, Aurora, a storefront in a small shopping center located 3 blocks northwest of the intersection of I-225 and Parker Road.

Staffed by volunteers, the RMPL will be open on a three day week basis - Monday (10AM-4PM); Thursday (2-8PM); and Saturday (10AM-4PM). The RMPL Foundation invites all

parties interested in helping build the Library to become members. Five categories of membership are available and interested individuals are requested to write RMPL, CS27 Box 906, 8700 W. Colfax Ave., Lakewood, CO 80215 for additional information.

Richow Plans 2nd Edition of RFD Encyclopedia

Harold Richow, 31552-58 Railroad Canyon Road, Canyon Lake, CA 92587 announces that he is hard at work on a second edition of his popular *Encyclopedia of R.F.D. Cancels*. Originally published in 1983, the *Encyclopedia* has long been out

of print, and, judging by the number of bidders for a copy which appeared in *La Posta* Subscribers' Auction No. 45, there is a considerable unfulfilled demand for the book.

Harold requests that collectors with information on RFD cancels not contained in the original book contact him directly with new towns, types and dates. Watch for future announcements in *La Posta* of progress of Harold's second edition.



Brenner's POSTMARK ADVISORY for Modern Pictorial Cancels

The *Postmark Advisory*, published weekly by Paul Brenner, is just the thing for collectors attempting to keep abreast of the USPS program of illustrated cancels. Brenner gives details, including illustrations where available, of forthcoming illustrated cancels which permit collectors to send for examples. In cases where insufficient time is available for collectors to acquire their own covers, Brenner endeavors to lay in a small supply which he then makes available to subscribers of *Postmark Advisory* for a nominal fee.

Subscriptions to the *Postmark Advisory* are available for \$13 for 3 months, \$22 for 6 months, or \$40 for 1 year to US addresses from General Image, Inc., P.O. Box 335, Maplewood, NJ 07040. Interested parties may also call (201) 761-0341 for additional details.

WHATSIT! Response

Brad Arch's request for information about the unusual postmark assemblage depicted on page 62 of the September *La Posta* brought this response from reader **Frank R. Scheer**:

"There is a fifth possibility to be added to the others you suggested. From time to time, postal mail clerks would take a mail pouch and apply postmarks to the inside. I've coined a term for this -- the "Owney syndrome" -- where mail clerks like to see how well-traveled a piece of equipment can be, just like they added tags to the famous RMS dog mascot by that name. Pouches are durable and a few survive -- indeed, some are still being postmarked today. I suspect that your piece of paper was a more ephemeric example of the same activity, where a clerk tossed it in a pouch with a postmark. The receiving office postmarked it and sent it along on it's journey around the USA and sometimes even abroad. The

long gaps in dates on your sheet may be where an official laid it aside for a while before sending it along.

A different but related subject comes to mind. You may see a sheet with an office's postmarking devices on it neatly arranged for successive dates. If so, there was a period earlier this century when postmasters were required to keep imprints from each day's usage. They could discard these pages after a couple of years but random pages sometimes survived in ledgers and other office records."

Dr. Sheer is the proprietor of the Railway Mail Service Library, 12 East Rosemont Avenue, Alexandria, VA 22301 Phone (703-549-4095). He specializes in postal history artifacts including postmarking handstamps, canceling machines, instruction manuals and catalogs from the United States and around the world.

MYSTERY COVER

No clues yet to help solve September's Mystery Cover, but this month we have a puzzler submitted by **Roy Goodman**, 28 Cadogan Way, Nashua, NH 03062.

The cover is postmarked Concord, MA on Jan 27, 1941. It is addressed to Alston, MA - a neighborhood of Boston that is perhaps 25 miles from Concord. There is no return address. At right is a British censor tape Type P.C.90: "Opened by/Examiner 3978".

The mystery, of course, is how and why this apparently local Massachusetts cover, mailed almost 11 months before the American entry into World War II, passed through the hands of British censors. If you can help Roy solve the mystery, contact him directly, and he will let us know.



US Domestic Postal Rates, 1872-1992

Henry Beecher's book, or at least the domestic portion of it, is no longer a dream but is now almost reality!

Only 3 or 4 tables, out of 100 total, are not camera ready. I have written introductions to all but three of the approximately 45 chapters, although they all will be revised extensively, through editorial help, in the next 6 months.

Henry and I envisioned a book that was 1/2 tables and introductions to chapters and 1/2 covers to illustrate the rates. The reality is more like 60% tables, etc. and 40% illustrations. Through the generous support of numerous collectors and dealers (and the fact that all of us were together in Houston), I have been able to photograph 95% of the covers I would like to have to illustrate the book.

However, there are a limited number of rates which I have not been able to find so far. If this book is to be complete, or nearly so, I will need access to covers in these areas, to photograph them. There are also a number of questions that have arisen for which I've found no answer. This short article is a plea for answers to two questions (to follow) and access to covers I need (credit will, of course, be given, if desired).

First, I will list the types of rates I still need:

- (1) 1¢ non-carrier local use, (1872-1899)
- (2) Early Priority Mail usage (pre-1980, even better, pre-1975)
- (3) Air Parcel Post (1948-1968, would like two usages, early/late)
- (4) Express Mail (Airport to Airport and Custom Design usages)
- (5) Second-class (**any** examples of inside-county or outside-county rates)
- (6) Third-class, non-standard size (1979-1992)
- (7) Any-class, merchandise return (1980-1992)
- (8) Third-class, Government Publications (1874-1963)
- (9) Third-class, Books, Catalogs and Plant Material (1872-1914)
- (10) Third-class, Goods (1872-1879)
- (11) Third-class, Keys, etc. returned unpaid (1926-1992)
- (12) Registered C.O.D. (1929-1992)
- (13) Postal Airlift (1968-1992)

Now, for the two questions I have:

(1) It is known (on cover) that private companies were allowed to legally circumvent the Postal Service's monopoly on mail. There is even a Postal Bulletin reference to this in 1938. Private companies, it stated, could use printed stamped envelopes (that is, with indicium), meters, and postage stamps placed on envelopes (with the first-class rate paid and cancelled by the company) in order to place first-class matter into POD mail boxes (that is, out-of-mail direct delivery by the company). I am unable to locate the earliest reference to when this was first allowed (definitely earlier than 1938). I do know that printed stamped envelopes, only, were allowed in the beginning. As far as I am aware, no out-of-mail direct delivery is now permitted. Does anyone have any references other than my 1938 reference?

(2) I would be interested in any information anyone has about second-class rates, especially inside- and outside-county uses, with meters or postage stamps. It is not clear to me whether meters or stamps were ever used on such mail. Even if I cannot prove this, I plan to list these rates in the book, presumably without examples.

Anthony S. Wawrukiewicz
7257 SW Nevada Terrace
Portland, OR 97219
503-244-8223

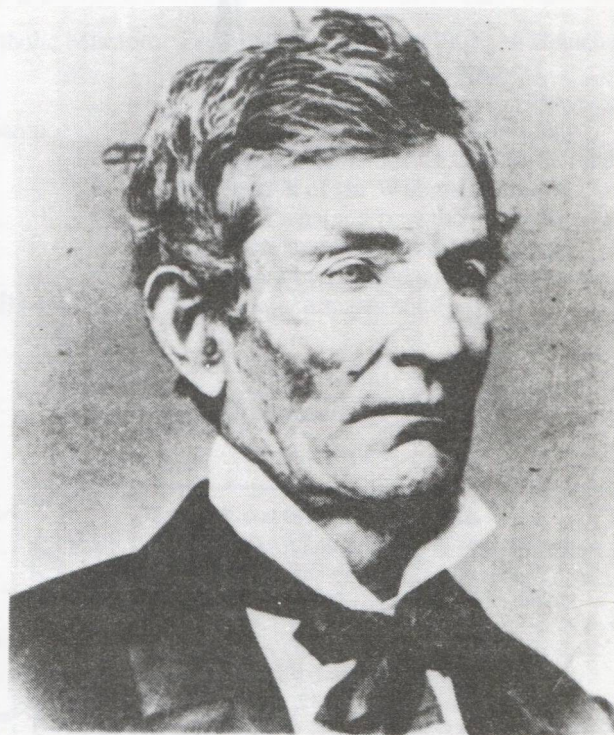
THE OREGON POSTAL DEPARTMENT of 1846 AND ITS POSTMASTER GENERAL

by John W. White

For the first half of the nineteenth century "The Oregon Country" defined that portion of North America lying roughly west of the Rocky Mountains between Spanish California (42°00'N) and Russian Alaska (54°40'N). Both Great Britain and the United States claimed sovereignty over the region during this period and for years were unable to reach agreement upon establishment of a boundary although a sort of undivided joint tenancy accord existed. Such minimal administration as was required within this extensive wilderness was performed by the Hudson's Bay Company from their district headquarters at Fort Vancouver on the Columbia River. However, the trickle of American settlers into the area that began during the late 1830's soon evolved into the great Oregon Trail overland migrations of the 1840's and 50's. Clearly change was rapidly on the way.

It seems advance of civilization invariably requires establishment of government and the Americans, now outnumbering Hudson's Bay personnel, soon set about the task. By 1845 the Oregon Provisional Legislature was sitting at Oregon City and independently conducting its affairs under an assumption the region would soon become undisputed U.S. domain.

Perceiving a need for improved communications with the outside world as well as attempting to meet requirements of a growing population throughout the Willamette River valley, the Provisional Government established a postal service on 23 December 1845. Besides fixing rates and generally instituting procedure that could be easily integrated into that of

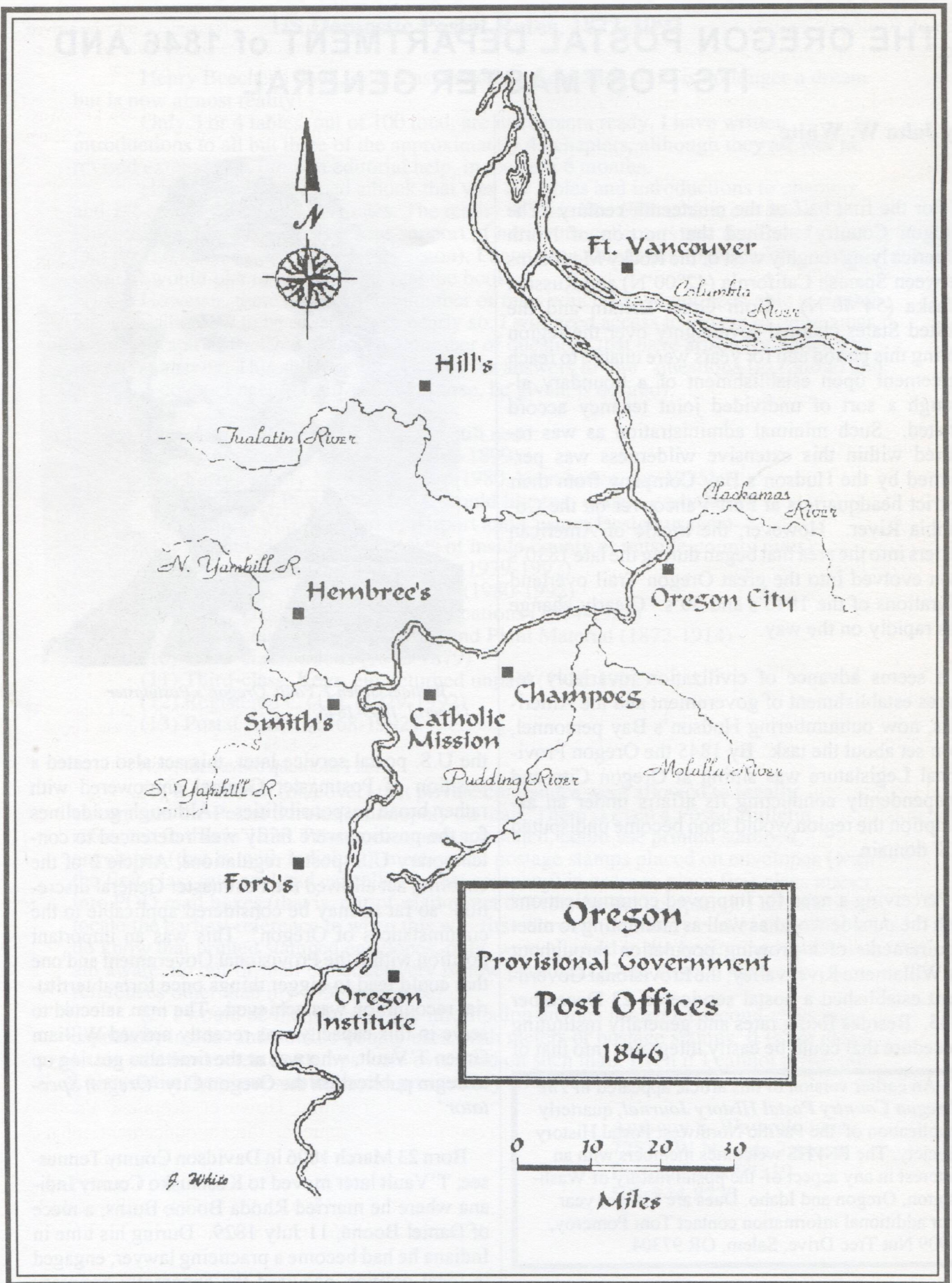


William Green T'Vault, Oregon's Postmaster General, 1845-1846.

the U.S. postal service later, this act also created a position of Postmaster General empowered with rather broad responsibilities. Although guidelines for the position were fairly well referenced to contemporary U.S. postal regulations, Article 2 of the enabling act allowed the Postmaster General discretion "so far as may be considered applicable to the circumstances of Oregon". This was an important position within the Provisional Government and one that could lead to bigger things once formal territorial recognition was achieved. The man selected to serve in this capacity was recently arrived William Green T'Vault, who was at the time also gearing up to begin publication the Oregon City '*Oregon Spectator*'

Born 23 March 1806 in Davidson County Tennessee, T'Vault later moved to Kosciusko County Indiana where he married Rhoda Boone Burns, a niece of Daniel Boone, 11 July 1829. During his time in Indiana he had become a practicing lawyer, engaged in local politics, acquired the apparently honorary

An earlier version of this article appeared in *The Oregon Country Postal History Journal*, quarterly publication of the Pacific Northwest Postal History Society. The PNPHS welcomes members with an interest in any aspect of the postal history of Washington, Oregon and Idaho. Dues are \$10 per year. For additional information contact Tom Pomeroy, 1909 Nut Tree Drive, Salem, OR 97304.



title of "Colonel" and earned a reputation as being eloquent in both writing and speech.

Responding to the westward call, T'Vault set out for Oregon from St. Joseph Missouri with his wife and three children on 28 April 1845. Before departing he had been elected to lead a party of sixty-four wagons, but as often happens, intermixing with other companies on the trail resulted in his relief from this command. T'Vault was among those emigrants opting to leave the main group near present day Vale and follow Stephen Meek westward up the Malheur River rather than heading north on the established route to the Columbia. This ill-fated party perilously meandered the dry high desert country for well over a month before eventually turning up at Fort The Dalles

Finally arriving at Oregon City in October of 1845 T'Vault hung out his lawyer's shingle and immediately began positioning himself on the political scene. He must have made connections rather quickly because within the next three months he received the Postmaster General appointment as well as named an officer of the Oregon Printing Association.

One of T'Vault's first official acts as Postmaster General was to advertise for bids to transport the mails semimonthly over two defined routes within the territory. One trip was intended to keep the British at Fort Vancouver abreast of current Provisional Government affairs as well as maintain a link to the outside world through occasional sailing ship visits there. The other circuit traversed the populated region of the Willamette Valley calling at seven conveniently located points. These sites as listed in the 5 February 1846 *'Oregon Spectator'* (Vol. 1, No. 1) advertisement can be referenced to present locales as follows:

- | | |
|------------------|---|
| Hill's: | Homestead of 1842 emigrant David Hill currently known as the city of Hillsboro. |
| A. J. Hembree's: | Homestead of 1843 pioneer Absolem J. Hembree near what later became town of Carlton. |
| Andrew Smith's: | Homestead of 1842 settler on the south bank of the Yamhill River at what is now the town of Dayton. |

- | | |
|-------------------|--|
| N. Ford's: | Homestead of Nathaniel Ford who arrived in Oregon by sea in 1844 and settled near the present day site of Rickreal. |
| Oregon Institute: | Methodist Mission School now known as Willamette University in the city of Salem. |
| Catholic Mission: | Established in 1840 by Fr. F. N. Blanchet at present townsite of St. Paul |
| Champoeg: | Established by former Hudson's Bay Company traders during the 1830's on the south bank of the Willamette River between what are now the towns of Newberg and Wilsonville. Long ago destroyed by fire and several floods, the site is now a major state park. |

Mail Contracts to Let.

SEALD PROPOSALS will be received at the office of the postmaster general, in Oregon City, until the 20th inst., for carrying the mail on the following routes:

ROUTE No. 1.—From Oregon City to Fort Vancouver, once in two weeks, by water.

ROUTE No. 2.—From Oregon City to Hill's, in Twality county; thence to A. J. Hembree's, in Yam Hill county; thence to Andrew Smith's, Yam Hill county; thence to N. Ford's, Polk county; thence to Oregon Institute, Champoeg county; thence to Catholic Mission and Champoeg to Oregon City, once in two weeks, on horse back.

The contractor will enter into bond and security, to be approved of by the postmaster general.

W. G. TVAULT, P. M. Gen.

Oregon City, Feb. 5, 1846.

Oregon Spectator, February 5, 1846.

Perhaps of greatest importance to many settlers was T'Vault's arrangement with Hugh Burns that provided for an overland transport of mails back to the United States. The 5 February *'Spectator'* also carried notification of this service that must have been welcomed by many wishing to contact friends and family left behind. However, despite T'Vault's reputation for eloquence the announcement apparently lacked sufficient clarity to properly inform his readers of all details. An additional explanation appearing in the next issue of the *'Oregon Spectator'* (19 February 1846) reads as follows:

"We gave notice in our last publication that the postmaster general has contracted with H. Burns, Esq., to carry the mail, for one trip only, from this place to Weston Missouri - that letters mailed at any of the offices, post paid, would be forwarded. Postage only fifty cents on single sheets.

"We understand the construction given by some is, that Mr. Burns receives the fifty cents for his pay for carrying the mail. This is a mistake. The postmaster general, we hope, will make better contracts than that for the department.

"The terms of the contract are: Mr. B. receives 25 per cent. on the amount of postage that the department receives for sending letters east, and only fifty cents can be charged for a single sheet.

TO PERSONS WISHING TO SEND LETTERS EAST

The postmaster general has contracted with Mr. H. Burns to carry the mail from Oregon City to Weston, in Missouri, for one trip only. Letters mailed at any of the offices, post paid, will be forwarded to any part of the United States. As the mail sent east, by Mr. Burns, will reach Weston early in the season, it would be advisable for those wishing to correspond with their friends in the east, to avail themselves of this opportunity. Postage only fifty cents on single sheets.

Oregon Spectator, February 5, 1846.

It should be remembered here that the fifty cents collected in Oregon only prepaid a single sheet until it was deposited at a United States post office-in this case Weston Missouri. From there it would be considered unpaid with the addressee responsible for payment of U.S. domestic rates amounting to five cents up to 300 miles or ten cents for greater distances.

An entry in the diary kept by Reverend George Gary gives some indication as to the anticipated transit time for letters carried by the Burns party. The following notation refers in part to operating reports Gary is sending to his superiors in the east:

"Monday, March 2. [1846 ed.] This day I close my letter to the board to be sent over the mountains;

we are about finishing one to M. Adams and also one to H. B. Clark. In the morning of the 5th of March, I delivered these letters to Mr. T'Vault, to be forwarded to the states, in hopes they will reach their places of destinations sometime in September."

On 2 March 1846 T'Vault published his 'Instructions to Postmasters' spelling out in considerable detail the rules of operation and conduct. In studying these directives it is curious to note how T'Vault the Postmaster General favorably considered the interests of T'Vault the newspaper publisher.

Oregon City, Sept. 29th, 1846.

TO THE PUBLIC.—The last Legislature of Oregon passed a law creating a Post Office Department. Accordingly, in the month of February last, Post Offices and Post Masters were appointed in the several counties south of the Columbia. Since that time, the mail has been regularly carried to said offices semi-monthly. The revenue arising from the postage falls far short of paying the expense of transporting the mail. It is deemed advisable to stop the transportation of the mail for the present. The last legislature having only appropriated fifty dollars for the purpose of establishing a Post Office Department in Oregon, and fixing the rate of postage so high as almost to amount to a prohibition of carrying letters by mail. Notwithstanding the strictest economy has been used, the last quarter the mail has been carried, having been paid entirely by contribution; yet the whole revenue arising from the postage of three quarters will not pay the transportation for one quarter; and to attempt taxing the people for the transportation of the mail, is a responsibility the Post Master General declines at the present time.

If there should important news arrive from the States, the mail will be despatched immediately to the several offices.

W. G. T'VAULT,
Post Master General.

Oregon Spectator, October 1, 1846.

Article 5 of the Provisional Government's Post Office Act set the rate of postage for newspapers at four cents each regardless of distance. Article 10 of T'Vaults Instructions to Postmasters clearly states newspapers upon which notes or memorandums have been added will however be charged at full letter rate - "except it be a note from the publisher of a newspaper to a subscriber stating the amount due". Thus T'Vault was able to regularly send payment

notices to 'Oregon Spectator' subscribers at no additional charge to either party while bills of every other business in the territory were subject to a rate of at least fifteen cents and seldom rendered, whether postpaid or unpaid.

The requirement of advance postage payment from newspaper subscribers set out in Article 13 of the Instructions to Postmasters was probably initiated in view of the special rate allowed. However, by specifically requiring advance payment by post office quarters only (which coincided with 'Oregon Spectator' billing periods), T'Vault effectively removed most subscription nonpayment possibilities for the newspaper.

The Provisional Legislature had granted a sum of fifty dollars on a one time only basis in order to get a post office department up and running and from that point on it was clear the operation would have to be self supporting. Under the best of circumstances this probably would have been a difficult task, but with only intraterritorial mail to process regularly the required volume was never achieved. In addition, rates were very high in comparison to those of the United States, and with ready cash not always in abundance, the combined effect encouraged "bootlegging" the mails...a circumstance apparently overlooked by the Provisional Legislature when drafting their Post Office Act of 1845.

Within a few months the department was approaching insolvency and operating largely on private donations. Unable to negotiate a route carrier contract on a percentage basis without including a guarantee sufficient to at least cover feed costs for the horse, T'Vault suspended service effective 30 September 1846.

Thus ended the saga of the Oregon Post Office Department and its first and only Postmaster General. Five months later in March of 1847 U.S. Postal Agent John Shively would arrive from the States to establish the office at Astoria and set about organizing distribution into the Willamette Valley through his assistant, David Hill, at Oregon City.

Discovery of gold in the Rogue River Valley took T'Vault to Southern Oregon where he established the Oregon and Shasta Express that ran south over the Siskiyou into California from Winchester. He

was elected to the Territorial Legislature from Jackson County becoming Speaker of the House for the 1858 session. In addition he founded Southern Oregon's first Newspaper, 'The Table Rock Sentinel', during November 1855 and served two terms as Prosecuting Attorney for the First Judicial District (Jackson County). He is also credited with editing the short-lived Jacksonville 'Oregon Intelligencer' in 1864. Again following gold rush activity, T'Vault relocated for a time at Silver City Idaho where he practiced law and published their local newspaper, 'The Index'. Smallpox ended the career of this colorful entrepreneur, lawyer, politician and journalist on 3 February 1869 at his home in Jacksonville.

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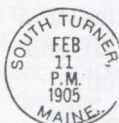
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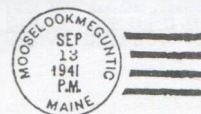
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MOSQUITO, ME.

JAN. 18 '09 11 A.M.



AN ACT TO CREATE AND ESTABLISH A POST OFFICE DEPARTMENT

Be it enacted by the House of Representatives of Oregon Territory, as follows:

§ 1. That there shall be established at Oregon City a general post office, under the direction of a post master general, who shall be elected by the House of Representatives, and before entering upon the duties of his office, shall take and subscribe the oath of office, enter into bond and security, approved by the governor, and shall hold his office for two years.

§ 2. That the post master general shall establish post offices at all such places as shall appear to him expedient, and provide for the carriage of the mail to and from the same, directing the route, which route shall be considered the post road. He shall give the post masters, mail carriers, and all other persons employed by him, instructions relative to their duties; he shall receive from the post masters their accounts and vouchers for their receipts and expenditures, once in three months of tiner, with the balance thereon arising in favor of the general post office; he shall pay all expenses which shall arise in conducting the post office and in conveyance of the mail, and all other necessary expenses of the post office department; he shall also superintend the business of the department that are or may be assigned to it, and shall be governed in the transaction of his business and discharge of his duties as post master general, by the laws of the United States of America as published in "Ingersoll's Abridgement of the Acts of Congress," A.D. 1825, regulating the post office department, so far as may be considered applicable to the circumstances of Oregon, and where there is no provision made by the House of Representatives of Oregon.

§ 3. That the post masters, mail carriers, and all other persons in any way engaged with or employed by the post office department, for the transaction of the business thereof, shall be subject to the same liabilities, penalties, fines, and forfeitures for the same offences [sic.], defaults, and misdemeanors, as are specified in the law above referred to, where no provision is made to the contrary by the House of Representatives of Oregon; and all such offences, defaults, and misdemeanors, shall be prosecuted by the post master general, provided that no other than a free male, descendant of a white man, shall be employed in carrying the mail; and any contractor who shall employ or permit any other than a free male descendant of a white man to convey the mail, shall for every such offence, incur a penalty of not less than twenty dollars.

§ 4. That owners and keepers of ferries, toll gates and bridges, and persons wilfully obstructing or retarding the passage of the mail, shall be subject to all the provisions and penalties of the law above referred to; provided that the post master general shall, upon establishing a mail route, furnish all such owners or keepers of ferries, toll gates and bridges, upon said route, with a transcript of so much of the law as refers particularly to them.

§ 5. That the following rates of postage shall be charged upon all letters and packets (except such as are exempted by law,) conveyed in the mail of Oregon, viz: - For every letter composed of a single sheet of paper, conveyed not exceeding thirty miles 15 cents; over thirty and not exceeding eighty miles 25; eighty miles and not exceeding two hundred 30; two hundred miles 50. For rates of postage on newspapers, each 4 cts. For double or triple letters or packets, these rates shall be increased according to the proportion fixed in the law above referred to.

§ 6. That the post master general is hereby authorized to allow each post master a commission on the postage by him collected: provided the commission so allowed shall not exceed the rate per cent allowed in the fourteenth section of the said law of the United States.

§ 7. That all post masters, post riders and mail carriers shall be exempt from militia duties and service on juries.

§ 8. That the post master general shall, once in three months, render to the treasurer of the territory a quarterly account of all the receipts and expenditures in the department, to be adjusted and settled as other public accounts. He shall receive as a full compensation for his services, the sum of ten per cent. upon all monies by him received and paid out.

This act to take effect and be in force from and after its passage.

APPROVED, Oregon City, 23rd Dec. 1845.

GEO. ABERNETHY.

INSTRUCTIONS TO POSTMASTERS RELATIVE TO THEIR DUTIES

§ 1. Every person who receives the appointment of postmaster, will take and subscribe, before a person authorized to administer oaths, viz: I do swear, (or affirm as the case may be,) that I will faithfully perform all the duties required of me, and abstain from everything forbidden by the laws in relation to establishment of the post office and post roads within the territory of Oregon.

§ 2. The oath should be certified by the officer who administers said oath.

§ 3. The person appointed will then execute the bond forwarded by the department, and cause it to be executed in the presence of two witnesses, by at least two sureties, the sufficiency of each of whom for the payment of the sum inserted in the bond, must be certified by some judge or justice of the peace.

§ 4. The oath and bond with the accompanying certificates are then to be placed in the mail in one packet, addressed, "Post Office Department, Oregon City."

§ 5. On taking charge of the office, you will make an inventory of the desks, cases, mail bags, locks, keys, stationery and all other articles of property belonging to the office; also keep on file, ready for reference, the instructions, orders, and circulars received from the postmaster general; and of all letters, packets, newspapers and other mail matters which you find in the office - give a receipt for all the articles in the inventory to your predecessor, and forward a duplicate to the department.

§ 6. The mails were established for the transportation of intelligence; the articles, therefore, proper to be sent in them are letters, newspapers, and pamphlets.

§ 7. You will exclude from the mail, packets of every description, weighing more than three pounds.

§ 8. You will exclude all articles that would hazard the security of the mails or expose them to be worn or defaced - such as models of invention, and other things of wood, metal, mineral or glass.

§ 9. Letters received to be sent by the mail, should be carefully marked with the name of the post office at which they are received, and the initials O.T., the day of the month on which they are forwarded in the mail, and the rate of postage chargeable on them.

§ 10. The law fixes the rate of postage. Letter postage is also to be charged on all hand bills, printed or written proposals for new publications, circulars written or printed, lottery bills, advertisements, blank forms, manuscript copy for publication, and upon any memorandum which shall be written upon any newspaper or other paper conveyed in the mail, except it be a note from the publisher of a newspaper to a subscriber stating the amount due.

§ 11. You will charge letter postage on all packets that are closed, enveloped, and sealed so that what they contain cannot be known.

§ 12. You will receive in payment of postage, specie, and approved orders on solvent merchants. You are not authorized, in any case, to give credit for postage.

§ 13. At the beginning of every post office quarter, you will require the subscribers and others who receive newspapers regularly through your office, to pay the quarter's postage in advance, and without such payment you will not deliver them any papers, even though they tender you the postage on them singly.

§ 14. You will permit any person which desires it, to pay the postage on any letter, newspaper or pamphlet which he deposits with you to be sent by mail, marking upon it the rate of postage and against the rate the word "PAID" at full length. Such paid letters are to be entered in the post bill, and when the mail is made up in the proper in the proper column in the account of mails sent. The postage on the paid newspapers and pamphlets to be placed at the foot of your account of newspapers and pamphlets received.

§ 15. The post offices are so situated that they will have to make up but one mail for all letters and papers addressed to other offices. Separate each parcel of letters in to such as are paid, unpaid and free. Separate each of these again into such as single, double, triple, quadruple, &c; enter their number and amounts in that order, under the proper heads in the post bill to be sent with them, having written the proper address at the top of the bill, date and sign it. Having completed the post bill, enter its contents in the account of mails sent, stating the name of the office to which the mail is sent.

§ 16. You will always be in readiness, in person, or by your assistant, to receive the mail when it arrives, and despatch it with all possible expedition.

§ 17. When you open the mail, be careful to leave no packet of letters or newspapers, addressed to your office, in it. Never deliver the mail portmanteau to the carrier without being certain that it is locked.

§ 18. Upon arrival of the mail, open every packet addressed to your office, (none others are to be opened.) You will compare the rates charged on the letters with that entered on the post bill. You will correct the rates on letters over or under charged when you see mistakes, noting the amount corrected on the post bill; if there should be any letters not within your delivery, and are missent to your office, you will write upon the letters, "missent and forwarded." They should be forwarded by the first mail. You will enter the contents of the mail received at your office in the account of mails received listing the name of the office from which each bill comes with the amount of postage in the proper column.

§ 19. At the end of every quarter, which is on the last day of March, June, September and December, you will make up your accounts and forward transcripts to the department. This is duty which must be punctually performed and should always be forwarded by the first post after the quarter expires. The quarterly return is composed of a transcript of the account of mails sent, account of mails received, and all the post bills received from other offices during the quarter, accounts and receipts for contingent expenses, dead letters that have remained in your office three months, and the account current, all made up in one packet and addressed "Post Office Department, Oregon City."

§ 20. Dead letters are such as have been advertised and have remained on hand three months or longer, including refused letters, at the end of every quarter they should be made up into mails and forwarded, with a bill to the department, with the quarterly return.

§ 21. No monies are to be paid into the department. The proceeds of postage therefore, should never be remitted by post masters to the department.

§ 22. The department will not recognize the interest of a third person; for this reason it is expressed on the face of the drafts that they are not negotiable. All drafts must be paid when presented. A failure to do so will be followed by a removal of the delinquent. Want of funds can never be an excuse, as post masters are forbidden from making use of the postage or to give credit; and in no case will a draft be drawn, unless there is evidence of funds in the possession of the post master.

§ 23. Your office of post master is one of much trust and responsibility, and your appointment proceeded from a confidence reposed in you personally by the post master general; therefore, you cannot be permitted to transfer the entire charge of your office and the performance of its duties to another. The duties of your office must be performed by yourself, or by a sworn assistant.

The foregoing instructions, founded upon the laws relative to the post office department, will be strictly observed by all post masters, and if necessary, further instructions will be given. Diligence in the performance of the duties enjoined, will ensure not only the confidence of the department, but the approbation of the public.

W. T. T'VAULT
Postmaster General

POST OFFICE DEPARTMENT
Oregon City, March 2, 1846

SUMMERELL MAIL BID SALE MB-10

P.O. Box 39597
DOWNEY, CA 90239

ALASKA

- 01 (HARRIMAN ALASKA EXPEDITION env.-not specif. indicated on cvr) 1899 F Berkeley, Cal dplx (Jun 1) ties 2c Washington to slt. aged env. addr. to "Prof. Wm. E. Ritter/ c/o S.S. Geo. W. Elder(?) / Skagway (or Dyeal) / Alaska" w/ ptl (SKAG)WAY rec'd b/s and two contingent r.a.'s of Kodiak & Berkeley. Scarce. E75-80

ARIZONA

- 02 ADAMANA 1920's (late) VG-F (yr. date unclear) Ty C/1 4-B 1c Franklin h/c Albertype PPC E5-7
03 HACKBERRY 1919 G-VG 4-B ("ARIZ" not ptd.) 2c Washington VF env. w/ r.a. "Jones Extra Gang/Camp #1/Hackberry Ariz." Mining(?) E20

CALIFORNIA

- 04 DOUGLAS FLAT 1944 F 4-B (favor) R14 (reply card) short mess. & p.m. signature on rev. E7-9
05 DUARTE 1907 F D3/5 (# lt. on stamp; Wms. LOS-1285) PPC F-VF VINTON D2/2 rec. mk. E10
06 EAST AUBURN 1908 F dplx w/ ovate grid (Wms. PLA-821) Mitchell PPC (Mossbrae Falls...) E5-7
07 ECCLES 1909 F 4-B (Wms SCR-490) G PPC (Big Tree Station w/ train) E15-20
08 EL VERANO 1911 VG 4-B (Wms. SON-990) 1c Franklin VF Behrendt PPC ("...Road Scene at Boyes Hot Springs") E12-15
09 EMERALD BAY 1933 F-VF 4-B (Wms. ELD-364) VF RP ("Lasen Peak in Mild Eruption") E8-10
10 ENCINITAS 1907 F D1/3 (Wms. SAN-1095) UX19 w/ ptd. auditor's notice E12
11 ENTERPRISE 1907 VG-F cds (Wms. TBP) Sc. 300 humor PPC (ink stain) w/ ptl. Oroville m.c. E15-20
12 ERLE 1906 F (bit stuttered) D1/1 (# lt. on stamp; Wms. TBP) F gtgs PPC. NOTE: LL 1/3 of stamp has cancel: UR 2/3 of stamp is very neat "grafted" match E25
13 FERN 1910 F 4-B (Wms. TBP) PPC 1c Franklin E12-15
14 FLORENCE 1907 F D3/3 (Wms. LOS-1665) as rec. mk. E7
15 PORT JONES 1908 VG+ ("CAL" not ptd.) lt. purple 4-B (Wms. SIS-705) w/ ptl. o/s BESWICK 4-B PPC E5-7
16 FRUTO 1909 G-VG (ptl runoff @ top & "CA" not ptd.) 4-B (Wms. GLE-140) 1c Washington PPC E5-7
17 GAVIOTA 1910 F lt. blue 4-B (Wms. SBA-232) F Rieder PPC (Potter Hotel) E8-10
18 GRAPEVINE 1949 F-VF 4-B 1c Franklin VF linen PPC ("...Ridge Route Cut-off...") E8-10

COLORADO

- 19 AVON 1909 F D3/2 (# bit unclear) PPC to EDWARDS w/ rec. mk. STU E5-7
20 EADS 1907 VG-F Ty A 4-B (bit lt.) Sc. 300 G-VG PPC (cor. discolored) STU E5-7
21 EDWARDS 1907 F cds w/ ptl. target Sc. 300 scenic PPC STU E8-10
22 EDWARDS 1910 F-VF 4-B 1c Franklin F gtgs PPC STU E6
23 COUNCIL 1902 F dplx w/ ovate grid 2c Washington VG (slt. reduction left w/ crease o/w F) cc ("Seven Leads Mining & Milling Co./DENVER, COLORADO.") w/ o/s WEISER trans. mk. on rev. E10-15

MONTANA

- 24 TRIDENT 1910 VG-F Ty A 4-B 1c Franklin Mitchell PPC E5-7

NEVADA

- 25 CARSON CITY and EMPIRE CITY (1890-fm corresp.) Two entires from former; one from latter fm schoolteacher to NAPA CITY (b/s) All three are small env. franked w/ 2c green Washington issues; opened rough right, w/ some aging & interesting letters to mom. E50

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=overstruck; ptd.=printed; r.a.=return address; RP=real photo post card; STU=small town use; TBP=To Be Published.
CLOSE: DECEMBER 1, 1993 (12 NOON PACIFIC TIME)
NOTE-WANT LISTS ALWAYS SOLICITED
THANK YOU FOR YOUR PARTICIPATION AND SUPPORT.

BOB SUMMERELL



Figure 1. This cover, posted in New York on Jul 27, 1935, bears 49 cents postage and endorsements indicating airmail service to New Zealand. The questions raised by it are 1) is it properly franked? and 2) how advantageous was it to mail it via airmail?

VIA AIRMAIL TO NEW ZEALAND

By Richard W. Helbock

Preamble

In February, while Cathy and I were van touring and camping North Island, New Zealand, we paid a visit to Donald Ion's stamp shop in Rotorua. Although it became quickly apparent that Mr. Ion had little in the way of United States postal history material on hand, I struck up a conversation with Lois Ion, the proprietor's daughter, who was currently in charge of business. When she learned that we were from the States and were due to return home soon, Lois asked if it might be possible for me to arrange to purchase a few sheets of the Elvis Presley commemorate and send them on. It seems they had been receiving quite a few requests from customers, and their regular supplier had been unable to obtain sufficient quantities of the stamp. I agreed to do what I could for them once we got back home.

Further down our road, Cathy and I came upon the Honey Village, a tourist spot near Lake Taupo. The Honey Village offers as its main attraction a line of products featuring fine New Zealand honey spun

together with selected local fruits into delightful concoctions which absolutely elevate a piece of toast to the level of sublime. Spiced apple & honey, apricot & honey, passionfruit & honey, kiwifruit & honey, and -- our personal favorite -- loganberry & honey, convinced us to carry as many 250 gram jars home in our luggage as we could comfortably accommodate, but, once home, these were quickly given to family and friends or spread on pieces of Pacific Northwest toast to help ward off the rainy March mornings.

Suddenly, in one of those moments of crystal clear thinking which seem to come less often now that I've reached middle age, it occurred to me that it might be possible to solve the dilemma of a declining New Zealand honey supply and fulfill my obligation to acquire Elvis stamps for the Ion stamp shop in one tripartite transaction. Accordingly, I mailed five sheets of Elvis stamps to Rotorua along with a cover letter requesting payment to be made to the Honey Village and a letter to Honey Village informing them that funds would be forthcoming for the purchase of selected jars of their mixed honey and fruit products. Then I sat back to wait.

Our dark and dreary March faded in what became the wettest April in the annals of western man in Oregon, April became May (the second wettest on record), and May passed into a soggy June. Finally, late in June, I was delighted to find in my large mailbox a sizeable box -- somewhat beat up and franked with a block of six \$10 New Zealand definitives. It contained 22 lovely 250 gram jars of New Zealand honey and fruit. The trade had been a success!

My triangular Elvis for Honey exchange had brought me just what I had hoped, but in the interim I had begun wondering about the relationships of air versus surface mail between the United States and New Zealand. I knew from experience that it took about 14 hours to fly from San Francisco or Los Angeles to Auckland today, but had no idea how long the same journey might take by sea. This led me to consider -- given my postal historian's curiosity -- what had transpired when airmail between the two countries began to become an option. The story which follows is the result of this curiosity.

The First Air Service

There were no provisions to send mail from the United States to New Zealand by air prior to 1934. The July 1933 edition of the *U.S. Official Postal Guide* explained that mail for New Zealand was routed through San Francisco or San Pedro to Auckland with departures every 4 weeks, and required 16 to 17 days in transit. Mail could also be sent directly to Wellington via San Francisco every four weeks with a transit time of 19 days. The only other listed alternative was to send mail through Seattle via Victoria, but here again service was only every four weeks and the transit time was 19 days.

In 1933 the United States had only just begun establishing international airmail routes, and, thus far, existing routes connected only countries in the Americas. By the same token, international air mail rates, which included domestic airmail service within the United States, existed only for countries in the Americas. Table 1 shows the airmail rates from the United States to countries of Central and South America as published in the July 1933 edition of the *U.S. Official Postal Guide*.

The fees charged for airmail service to and/or within all other countries to which air service was

18. Rates (postage plus fee for air mail service) for each half ounce or fraction, for articles addressed for delivery in Central and South America and the West Indies:

	Each half ounce		Each half ounce
	Cents		Cents
Argentina.....	55	Jamaica.....	10
Bahamas.....	10	Leeward Islands:	
Barbados.....	20	Anguilla, Antigua, Barbuda, Dominica,	
Bolivia (by ordinary means from Arequipa,		Montserrat, Nevis, Redonda, St. Christo-	
Peru).....	40	pher or St. Kitts.....	20
Brazil.....	50	British Virgin Islands.....	10
Canal Zone.....	20	Martinique.....	20
Chile.....	50	Mexico.....	10
Colombia.....	35	Nicaragua.....	15
Costa Rica.....	20	Panama.....	20
Cuba.....	10	Paraguay (by ordinary means from Buena-	
Dominican Republic.....	10	Aires).....	55
Dutch (Netherlands) West Indies:		*Peru.....	40
Curacao, Bonaire, Aruba (by ordinary means		Puerto Rico.....	10
from Maracaibo).....	30	Salvador (El).....	15
St. Martin, St. Eustatius, Saba.....	20	Trinidad.....	20
Ecuador.....	30	Uruguay.....	55
Guadeloupe (including Desirade, Les Saintes,		U. S. Naval Station, Guantanamo Bay, Cuba..	10
Marie Galante, Petite Terre, St. Bartholo-		U. S. Marine Corps, Haiti.....	10
mew (Barthelemy) and the French part of St.		Venezuela (Maracaibo, La Guaira, Caripito).....	30
Martin).....	20	Venezuela (including dispatch by Venezuelan	
Guatemala.....	15	air-mail service from Maracaibo or La Guaira).....	45
Guianas (British, Dutch, French).....	30	Virgin Islands, U. S.....	10
Haiti.....	10	Windward Islands: Grenada, Grenadines, St.	
Honduras, British.....	15	Lucia, St. Vincent.....	20
Honduras, Republic of.....	15		

*Additional fee for dispatch via Lima-San Ramon-Iquitos air route, 25 cents each half ounce or fraction. Articles should have the blue air-mail label (Form 2978) affixed and be marked in addition "Servicio Aereo."

Table 1

17. Air mail fees applicable to articles for dispatch by steamer to Europe and transmission by air to and in the following countries of Europe, Africa, and Asia.—It is to be noted that the regular postage and fees for other special services desired must be paid in addition to the fees shown below.

Country or colony	By air from London	By air from France	By air from The Netherlands	By air within country named
Aegean Islands.....	-----	8 cents per ½ ounce.	-----	-----
Algeria.....	-----	8 cents per ½ ounce.	-----	-----
Anglo-Egyptian Sudan.....	11 cents per ½ ounce.	-----	-----	-----
(g) Australia.....	-----	-----	-----	9 cents per ½ ounce.
Austria.....	3 cents per ½ ounce.	3 cents per ½ ounce.	-----	-----
Bahrein.....	15 cents per ½ ounce.	-----	-----	-----
(a) Belgian Congo.....	-----	-----	-----	6 cents per ounce (from Boma).
(b) Belgian Congo (N.E.) via Sudan.....	17 cents per ½ ounce.	-----	-----	-----
(c) Belgian Congo (Katanga Prov.) via Northern Rhodesia.....	31 cents per ½ ounce.	-----	-----	-----
Belgium.....	3 cents per ½ ounce.	3 cents per ½ ounce.	-----	-----
Bulgaria.....	3 cents per ½ ounce.	3 cents per ½ ounce.	-----	-----
Ceylon (by air to Bombay and Madras, India).....	21 cents per ½ ounce.	-----	-----	-----
(h) China.....	-----	-----	-----	7 cents per ½ ounce.
China (south).....	-----	(i) 39 cents per ½ ounce.	-----	-----
(d) Chosen or Korea.....	-----	-----	-----	15 cents per ½ ounce (from Japan).
Czechoslovakia.....	3 cents per ½ ounce.	3 cents per ½ ounce.	-----	-----
Dahomey.....	-----	(j) 23 cents per ½ ounce.	-----	-----
Danzig.....	3 cents per ½ ounce.	3 cents per ½ ounce.	-----	-----
Denmark.....	3 cents per ½ ounce.	3 cents per ½ ounce.	-----	-----
Dutch East Indies.....	-----	-----	27 cents per ½ ounce.	-----
Egypt.....	6 cents per ½ ounce.	-----	8 cents per ½ ounce.	-----
Estonia.....	3 cents per ½ ounce.	3 cents per ½ ounce.	-----	-----
Federated Malay States (ordinary means from Alor Star).....	-----	-----	24 cents per ½ ounce.	-----
Finland.....	3 cents per ½ ounce.	3 cents per ½ ounce.	-----	-----
France.....	3 cents per ½ ounce.	3 cents per ½ ounce.	-----	3 cents per ½ ounce.
(a) French Equatorial Africa.....	-----	(j) 23 cents per ½ ounce.	-----	6 cents per ounce (from Boma).
French Guinea.....	-----	(j) 23 cents per ½ ounce.	-----	-----
French Indo-China.....	-----	39 cents per ½ ounce.	-----	-----
French Sudan.....	-----	(j) 23 cents per ½ ounce.	-----	-----
Gambia.....	-----	(j) 23 cents per ½ ounce.	-----	-----
Germany.....	3 cents per ½ ounce.	3 cents per ½ ounce.	-----	-----
Great Britain.....	-----	3 cents per ½ ounce.	-----	-----
Greece.....	3 cents per ½ ounce.	3 cents per ½ ounce.	-----	-----
Hong Kong.....	-----	(i) 39 cents per ½ ounce.	-----	-----
Hungary.....	3 cents per ½ ounce.	3 cents per ½ ounce.	-----	-----
India (British) (by air to Karachi).....	15 cents per ½ ounce.	-----	15 cents per ½ ounce.	-----
(e) India (British) (by air to Karachi and in India).....	21 cents per ½ ounce.	-----	-----	-----
Iraq (including Kuwait).....	11 cents per ½ ounce.	-----	10 cents per ½ ounce.	-----
Italy.....	-----	3 cents per ½ ounce.	-----	-----
Ivory Coast.....	-----	(j) 23 cents per ½ ounce.	-----	-----
(d) Japan.....	-----	-----	-----	8 cents per ½ ounce.
Kenya.....	17 cents per ½ ounce.	-----	-----	-----
(d) Kwantung.....	-----	-----	-----	15 cents per ½ ounce (from Japan).
Latvia.....	3 cents per ½ ounce.	3 cents per ½ ounce.	-----	-----
Lebanon (Republic of).....	-----	15 cents per ½ ounce.	-----	-----
Lithuania.....	3 cents per ½ ounce.	3 cents per ½ ounce.	-----	-----
Malay States (Nonfederated).....	-----	-----	24 cents per ½ ounce.	-----

Table 2 Airmail Rates to Europe and Beyond. Source: U.S. Official Postal Guide, July 1933

Country or colony	By air from London	By air from France	By air from The Netherlands	By air <i>within</i> country named
Mauritania.....	-----	(j) 23 cents per $\frac{1}{2}$ ounce.	-----	-----
Morocco.....	-----	8 cents per $\frac{1}{2}$ ounce.	-----	-----
Netherlands, The.....	3 cents per $\frac{1}{2}$ ounce.	3 cents per $\frac{1}{2}$ ounce.	-----	-----
Niger.....	-----	(j) 23 cents per $\frac{1}{2}$ ounce.	-----	-----
Northern Rhodesia.....	22 cents per $\frac{1}{2}$ ounce.	-----	-----	-----
Norway.....	3 cents per $\frac{1}{2}$ ounce.	3 cents per $\frac{1}{2}$ ounce.	-----	-----
Nyasaland.....	22 cents per $\frac{1}{2}$ ounce.	-----	-----	-----
Palestine.....	6 cents per $\frac{1}{2}$ ounce.	-----	9 cents per $\frac{1}{2}$ ounce.	-----
Persia.....	11 cents per $\frac{1}{2}$ ounce.	-----	12 cents per $\frac{1}{2}$ ounce.	-----
Poland.....	3 cents per $\frac{1}{2}$ ounce.	3 cents per $\frac{1}{2}$ ounce.	-----	-----
Portuguese East Africa.....	27 cents per $\frac{1}{2}$ ounce.	-----	-----	-----
Rio de Oro.....	-----	(k) 8 cents per $\frac{1}{2}$ ounce.	-----	-----
Rumania.....	3 cents per $\frac{1}{2}$ ounce.	3 cents per $\frac{1}{2}$ ounce.	-----	-----
Saar Territory.....	-----	3 cents per $\frac{1}{2}$ ounce.	-----	-----
Senegal.....	-----	23 cents per $\frac{1}{2}$ ounce.	-----	-----
Siam.....	-----	-----	22 cents per $\frac{1}{2}$ ounce.	-----
Sierra Leone.....	-----	(j) 23 cents per $\frac{1}{2}$ ounce.	-----	-----
Southern Rhodesia.....	22 cents per $\frac{1}{2}$ ounce.	-----	-----	-----
(f) South-West Africa.....	33 cents per $\frac{1}{2}$ ounce.	-----	-----	-----
Spain.....	-----	3 cents per $\frac{1}{2}$ ounce.	-----	-----
Straits Settlements.....	-----	-----	24 cents per $\frac{1}{2}$ ounce.	-----
Sweden.....	3 cents per $\frac{1}{2}$ ounce.	3 cents per $\frac{1}{2}$ ounce.	-----	-----
Syria.....	6 cents per $\frac{1}{2}$ ounce.	15 cents per $\frac{1}{2}$ ounce.	9 cents per $\frac{1}{2}$ ounce.	-----
Tanganyika Territory.....	17 cents per $\frac{1}{2}$ ounce.	-----	-----	-----
Trans-Jordan.....	6 cents per $\frac{1}{2}$ ounce.	-----	-----	-----
Tunis.....	-----	8 cents per $\frac{1}{2}$ ounce.	-----	-----
Turkey in Europe.....	3 cents per $\frac{1}{2}$ ounce.	3 cents per $\frac{1}{2}$ ounce.	-----	-----
Uganda.....	17 cents per $\frac{1}{2}$ ounce.	-----	-----	-----
Union of Socialistic Soviet Republics:	-----	-----	-----	-----
(In Asia).....	27 cents per $\frac{1}{2}$ ounce.	-----	-----	-----
(In Europe).....	3 cents per $\frac{1}{2}$ ounce.	3 cents per $\frac{1}{2}$ ounce.	-----	-----
Union of South Africa.....	27 cents per $\frac{1}{2}$ ounce.	-----	-----	-----
Yugoslavia.....	3 cents per $\frac{1}{2}$ ounce.	3 cents per $\frac{1}{2}$ ounce.	-----	-----
Zanzibar.....	17 cents per $\frac{1}{2}$ ounce.	-----	-----	-----

Articles for transmission by any of the above-mentioned air mail services should have affixed the blue "Par Avion—By air mail" label, Form 2978. (See facsimile of air mail label on p. 209), and be plainly marked as follows:

"From Europe," to indicate dispatch by air to other destinations from London, and to all destinations from France.

"From Amsterdam," to indicate dispatch by air from The Netherlands.

Articles for the following places are required to be specially marked, viz:

(a) Mark articles for Belgian Congo and French Equatorial Africa via Belgian Congo when prepaid 6 cents per ounce or fraction in addition to the ordinary postage, "By air from Boma only."

(b) Mark articles "Via Sudan."

(c) Mark articles "Via Rhodesia."

(d) Mark articles, for instance, "From Tokio to Kiejo, Chosen."

(e) Mark articles "By air in India."

(f) Mark articles "By air to Windhoek."

(g) Mark articles "By air in Australia."

(h) Mark articles "By air in China."

(i) By ordinary means from Saigon, French Indo-China. Transit time from Marseille to Hong Kong (by air to Saigon and thence by steamer) 13 days one week and 17 days the next week.

(j) By ordinary means from Dakar, Senegal.

(k) By ordinary means from Casablanca, Morocco.

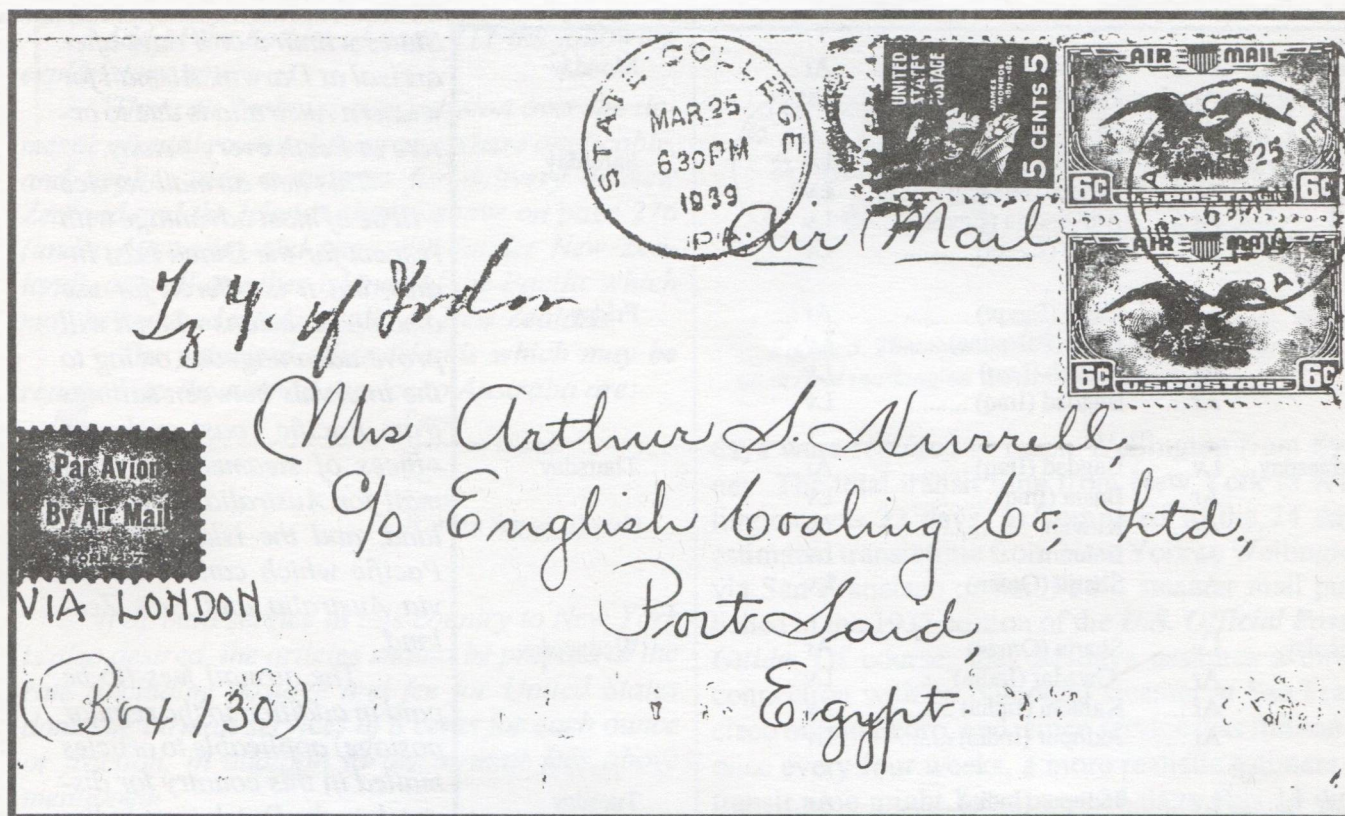


Figure 2. This cover displays proper franking for steamer transport to London and payment of double the airmail rate to Egypt from London.

available were given in the *Postal Guide* as **sur-charges**. That is, these fees were to be paid in addition to the normal surface mail charge, the domestic airmail service charge for service within the United States (if desired), and any special delivery or registry fees (if desired). Table 2 lists all countries (and colonies) for which air service was available onward from Europe in July 1933.

Note that in some cases alternative air routes existed via London, Paris or Amsterdam, and, in a few cases -- Egypt, for example -- these alternative routes even offered different air surcharges. Figure 2 illustrates a cover postmarked State College, PA on March 25, 1939. It bears a Form 2978 "Par Avion/By Air Mail" label and the notation "Via London." The 5-cent Monroe paid the surface postage to London, and the two 6-cent airmail paid double the per half ounce air surcharge from London to Egypt. Actually, the two cent differential for airmail sent to Egypt via London or Amsterdam had been eliminated effective January 1, 1939 (*Postal Bulletin* 17597), and the new regulations called for marking mail "Via Europe" rather than "Via London" or "Via Amsterdam."

As may be seen from even a cursory examination of Table 2, there are wonderful opportunities to

build a fascinating collection of covers demonstrating the wide array of airmail surcharge rates in existence during the 1930's. The inauguration of Foreign Air Mail Route No. 18 (the Trans-Atlantic Clipper) on May 20, 1939, reduced somewhat collecting possibilities by standardizing the US-Europe airmail rate to 30 cents, but there remained a delightful variety of rates in effect for air service beyond Europe and, of course, the events of the approaching war in Europe had drastic impacts on international air service. But all of this gets me ahead of my story. The fact is; there was no air service from the United States to New Zealand in 1933.

On December 17, 1934, *The Postal Bulletin* (No. 16571) carried the following announcement:

AIRMAIL SERVICE FROM LONDON TO SINGAPORE TO AUSTRALIA

*Second Assistant Postmaster General,
Washington, DC December 11, 1934*

The airmail service from London to Singapore, Straits Settlements, has been extended to Australia via the Dutch East Indies; operating under the following schedule between London and Darwin, Australia:

Saturday	Lv ...	London (England)	Ar ...	Monday
	Ar ...	Paris (France) ¹	Lv	
Monday	Ar ...	Brindisi (Italy)	Lv ...	Saturday
	Ar ...	Athens (Greece)	Lv	
	Ar ...	Alexandria (Egypt)	Lv	
	Ar ...	Cairo (Egypt)	Lv	
Tuesday	Lv ...	Cairo (Egypt)	Ar ...	Friday
	Ar ...	Gaza (Palestine)	Lv	
	Ar ...	Rutbah (Iraq)	Lv	
	Ar ...	Bagdad (Iraq)	Lv	
Wednesday ...	Lv ...	Bagdad (Iraq)	Ar ...	Thursday
	Ar ...	Basra (Iraq)	Lv	
	Ar ...	Kuwait ²	Lv	
	Ar ...	Bahrain	Lv	
	Ar ...	Sharja (Oman)	Lv	
Thursday	Lv ...	Sharja (Oman)	Ar ...	Wednesday
	Ar ...	Gwadar (India)	Lv	
	Ar ...	Karachi (India)	Lv	
	Ar ...	Jodhpur (India)	Lv	
Friday	Lv ...	Jodhpur (India)	Ar ...	Tuesday
	Ar ...	Delhi (India)	Lv	
	Ar ...	Cawapura (India)	Lv	
	Ar ...	Allahabad (India)	Lv	
	Ar ...	Calcutta (India)	Lv	
Saturday	Lv ...	Calcutta (India)	Ar ...	Monday
	Ar ...	Akyub (India)	Lv	
	Ar ...	Rangoon (Burma)	Lv	
Sunday	Lv ...	Rangoon (Burma)	Ar ...	Sunday
	Ar ...	Bangkok (Siam)	Lv	
	Lv ...	Bangkok (Siam)	Ar	
	Ar ...	Penang (Strait Sett.) ..	Lv	
	Ar ...	Kuala Lumpur (Malay St.)	Lv	
	Ar ...	Singapore (Strait Sett.)	Lv	
Monday	Lv ...	Singapore (Strait Sett.)	Ar ...	Saturday
	Ar ...	Batavia (Dutch East In.)	Lv	
	Ar ...	Surabaya (D.E.I.)	Lv	
	Ar ...	Rambang (D.E.I.)	Lv	
Tuesday	Lv ...	Rambang (D.E.I.)	Ar	Friday
	Ar ...	Koepang (D.E.I.)	Lv	
	Ar ...	Darwin (Australia)	Lv	

¹Dispatch between Paris and Brindisi is by train.

²Optional stop.

States within 3 or 4 days after arrival at Darwin. Airmail for western Australia is due to arrive at Perth every Friday.

This new airmail service will be of most advantage with respect for the Dutch East Indies, but it is offered for use also on occasions when it will prove advantageous owing to the intervals between sailings from Pacific coast exchange offices of steamers carrying mail for Australia, New Zealand, and the islands in the Pacific which can be served via Australia and New Zealand.

The airmail fees (to be paid in addition to the regular postage) applicable to articles mailed in this country for dispatch to the Dutch East Indies and Australia are:

Cents per 1/2 ounce

Dutch East Indies 35

Australia 44

Appropriate note of these rates should be made in the table in section 18, beginning on page 210 of the July 1934 Postal Guide, as follows:

Insert in the second column, opposite "Dutch East Indies", "35 cents per 1/2-ounce."

In the first column, delete the indication "(a)" before "Australia"; in the second column, opposite "Australia", add ".44 cents per 1/2-ounce"; in the fifth column, opposite "Australia", insert the indication "(a)" before "9 cents per 1/2-ounce" and change the explanatory note following "(a)" at the bottom of page 211 to

read:

"(a)" Mark articles 'By Air in Australia.' This dispatch is available for articles sent to Australia by the ordinary means via the Pacific coast."

The above service connects at Darwin with the Australian domestic airmail service, which provides arrival at the capitals of the eastern Australian

Add at the bottom of page 211 the following explanatory note:

"This rate includes transmission over the domestic airmail routes of Australia where applicable, and applies also to articles for delivery in New Zealand and the islands shown above on page 276 (under Australia) and page 498 (under New Zealand), as well as other islands of the Pacific which may be reached via Australia or New Zealand."

The principal other islands which may be reached via the airmail service to Australia are:

Fiji	Papua
Gilbert & Ellice	Solomon Islands
Nauru	Tahiti
New Caledonia	Tonga
New Guinea	Western Samoa (British)
New Hebrides	

If airmail service in this country to New York is also desired, the articles should be prepaid at the rate (including postage and fee for United States domestic airmail service) of 8 cents for each ounce or fraction, in addition to the airmail fees above mentioned.

In connection with dispatches by the ordinary means via the Pacific coast to the above mentioned destinations, the United States domestic airmail service is also available for dispatch from places in the interior of this country to the Pacific coast. For this dispatch the same rate (including postage and fee for United States domestic airmail service) of 8 cents per ounce or fraction thereof is applicable.

Harlee Branch

Second Assistant Postmaster General

It now became possible to send a letter from the United States to New Zealand with at least some of the distance covered via air service. Figure 1 illustrates a cover postmarked New York/City Hall Annex July 27, 1935. Addressed to Wellington, the cover is marked "AIR MAIL" in a large purple handstamp and bears the notation "AIRMAIL from London." The 49 cent franking represents the 5 cent surface from New York to London and the 44 cent surcharge per half ounce for air service from London to Australia. As noted in *The Postal Bulletin*, this surcharge included air service within Australia and unspecified service on to New Zealand.

The cover also displays a Sydney/N.S.W. Air Mail Section backstamp (Figure 3) dated August 23, 1935. The transit time to Sydney was thus 27 days, and the docketing at lower right on the cover front "Recd/29 AUG 1935" indicates that an additional six

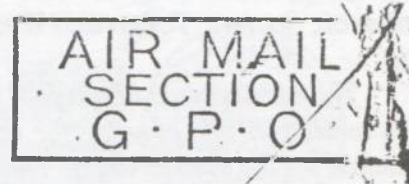
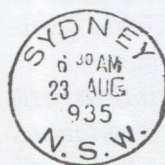


Figure 3. This Sydney, N.S.W. backstamp appears as an arrival marking on the cover in Figure 1.

days were required to reach Wellington from Sydney. The total transit time from New York to Wellington was 33 days, as compared to the 24 days estimated transit time from New York to Wellington via San Francisco or San Pedro steamer mail published in the 1933 edition of the *U.S. Official Postal Guide*. Of course, that 24 days assumes a direct connection with an outbound steamer at San Francisco or San Pedro, and, since service was limited to once every four weeks, a more realistic estimate of transit time might have been 24 days plus 14 days waiting.

Interestingly enough, just three weeks before the cover in Figure 1 was postmarked a second announcement concerning airmail service to New Zealand was made in Washington. This announcement appeared in *The Postal Bulletin* dated July 9, 1935 (No. 16712) and read as follows:

AIR MAIL SERVICE - AMSTERDAM TO DUTCH EAST INDIES AND AUSTRALIA

Second Assistant Postmaster General,
Washington, July 6, 1935

The airmail route from Amsterdam, the Netherlands, Bandoeng, Dutch East Indies, now provides connection at Singapore with the airmail service to Australia. Mail for Australia leaving Amsterdam by air on Wednesday reaches Darwin the following Tuesday. Connection is made at Darwin with the Australian domestic as shown on page 22 of the June 1935 Supplement to the *Postal Guide*.

The combined air service may also be used for the dispatch of mail for New Zealand (reaching Auckland and Wellington in 14 to 21 days after leaving Amsterdam) and for the islands of the Pacific which may be reached via Australia and New Zealand as shown under those country headings on pages 276 and 498 of the July 1934 *Postal Guide*, as well as other islands of the Pacific which are served via Australia and New Zealand, the principal

of which are Fiji, Gilbert & Ellice, Nauru, New Caledonia, New Guinea, New Hebrides, Papua, Solomon, Society, Tonga and Western Samoa (British).

The airmail fees heretofore applicable to articles mailed in this country for certain destinations reached by the Amsterdam - Dutch East Indies air route have been changed, and there are shown below the airmail fees effective at once for all countries served by that route.

Country of destinationCents per half ounce

Australia.....	36
Dutch East Indies	29
Egypt	8
Federated Malay States ¹	25
India, including Burma ²	15
Iran	12
Iraq	10
New Zealand	36
Nonfederated Malay States	25
Palestine	8
Siam	23
Straits Settlements	25
Syria ³	8

¹By ordinary means from Alor Star, Nonfederated Malay States)

²By ordinary means from Karachi

³By ordinary means from Gaza, Palestine

The above fees are in addition to the regular postage, and, if applicable, the special delivery or registration fee, or both.

Articles for dispatch by air from Amsterdam should have affixed a blue "Par Avion/By Air Mail" label on the address side and be marked "From Amsterdam" underneath such label.

If airmail service within this country to New York is also desired, the articles should be prepaid a flat rate (this rate includes the postage and the fee for United States airmail service) of 8 cents per ounce or fraction, in addition to the fees shown above, and if applicable, the special delivery or registration fee, or both. To indicate this dispatch, the articles

should be marked "By Air to New York."

The schedule of the Amsterdam-Dutch East Indies airmail route is printed on page 28 of the June 1934 Supplement to the Postal Guide. Appropriate modification should be made to the list of air mail fees following that schedule, and also in the fourth column of the table beginning on page 210 of the July 1934 Postal Guide.

Harrlee Branck

Second Assistant Postmaster General

Accordingly, the proper surcharge on the July 27th cover to Wellington should have been 36 cents. The bank was overcharged 8 cents. The 36 cent surcharge for airmail service to New Zealand via Amsterdam remained in effect until July 6, 1938, at which time the surcharge was increased to 40 cents per half ounce.

Air Service Via the Pacific

The extension of Foreign Air Mail Route No. 14 to Hong Kong on April 21, 1937 enabled a combination of American and British air services to exist between the United States and New Zealand via the Pacific. The airmail rate for such service was established at 70 cents per half ounce on April 21, 1937, and this became the first inclusive airmail fee --as opposed to a surcharge -- on mail from the U.S. to New Zealand.

The 70 cents per half ounce rate via the Pacific and the 40 cents per half ounce surcharge via Europe



Figure 4. This first flight cover commemorates the inauguration of F.A.M. 19 on July 12, 1940.

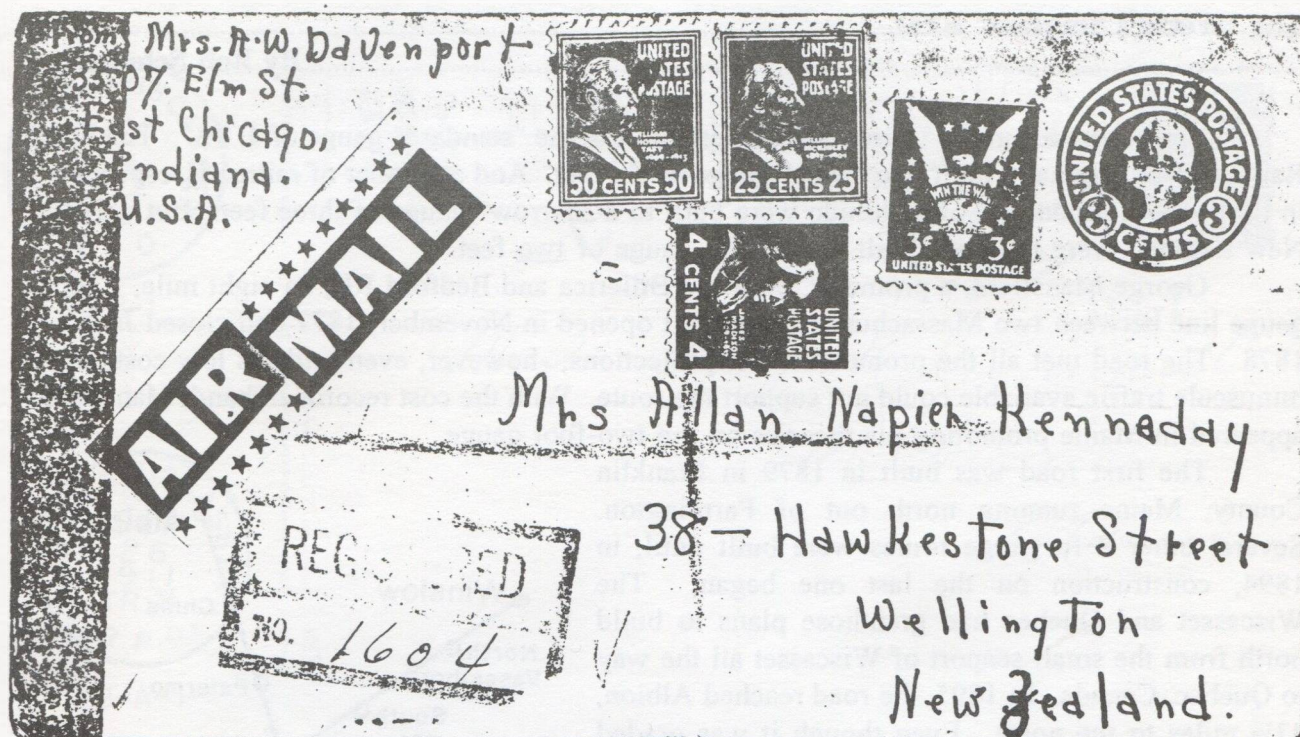


Figure 5. This registered air cover was postmarked Nov. 26, 1943, in Hobart, Indiana. It passed through San Francisco on Nov. 29, was censored and forwarded by air on to New Zealand. There are no arrival markings.

both remained in effect until July 12, 1940. In fact, *The Postal Bulletin* of August 31, 1939 (No. 17767) announced a 50 cent airmail rate from the U.S. to New Zealand on first flight covers for Foreign Air Mail Route No. 19, but, as it turned out, the flight did not occur until nearly a year later. The first flight cover displayed in Figure 4 bears an Auckland backstamp dated July 18th, and, given the loss of one day in crossing the International Date Line from east to west, the transit time was just five days.

The 50 cents per half ounce airmail rate remained in effect throughout World War II. Figure 5 illustrates a cover postmarked in November 1943 which bears a censor tape at left. Air postage has been paid by a 50 cent Prexie and the registration fee was covered by the additional 35 cents in postage. On November 1, 1946, New Zealand was group with the other nations of Asia and Oceania, and the airmail rate became 25 cents per half ounce.

Summary

During the 12 years from the first establishment of partial airmail service between the United States and New Zealand in December 1934 until the standardization of international airmail rates in November of 1946, the rate charged to mail a half ounce letter varied from a low of 41 cents (5 cents plus 36 cent surcharge) to a high of 70 cents.

The rates, along with the official periods of time they were in effect, are shown in Table 3 below.

Table 3
Summary of Airmail Rates United States to New Zealand, 1934-1946

Rate ¹	Kind ²	Established	Discontinued	Routing
44	S	17 Dec 1934	9 Jul 1935	Via London
36	S	9 Jul 1935	5 Jul 1938	Via Amsterdam
40	S	6 Jul 1938	11 Jul 1940	Via Amsterdam/Europe
70	C	21 Apr 1937	11 Jul 1940	Via F.A.M. 14
70	C	23 May 1939	11 Jul 1940	Via F.A.M. 18
50	C	12 Jul 1940	31 Oct 1946	Via F.A.M. 19
25	C	1 Nov 1946		

NOTES: ¹In cents per half ounce

²S = surcharge; C = complete fee for airmail

The "World's Smallest" RPO.....

.....By Bob Schultz

Most railroads in the United States were built to the "standard" gauge of 4' 8½". The Erie Railroad was originally built to a "wide" gauge of six feet. And a number of railroads, especially in the western mountains of Colorado were built to a "narrow" gauge of three feet. But only in New England were railroads built to the slim gauge of two feet.

George Mansfield, a promoter, built the Billerica and Bedford RR, an eight mile, 2 foot gauge line between two Massachusetts towns. It opened in November, 1877 and closed June 1, 1878. The road met all the promoter's cost projections; however, even with its low costs, the minuscule traffic available could not support the route. With the cost records in hand, Mansfield appeared in Maine promoting his theories on the two-foot gauge.

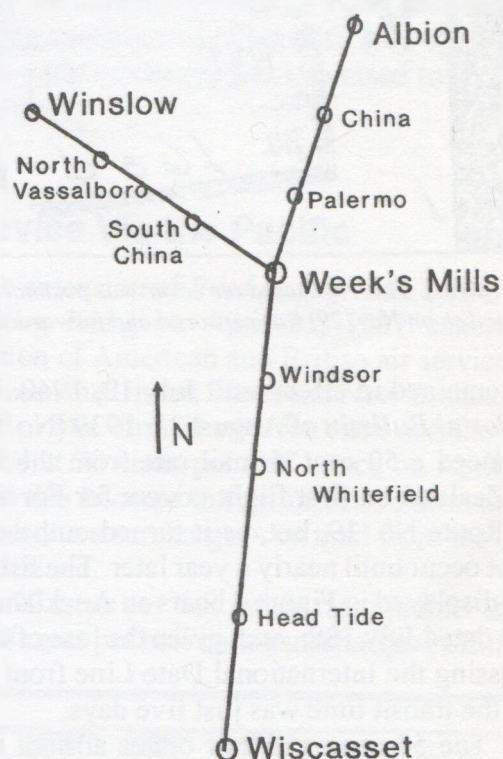
The first road was built in 1879 in Franklin County, Maine running north out of Farmington. Several other 2 ft. gauge routes were built until, in 1894, construction on the last one began. The Wiscasset and Quebec had grandiose plans to build north from the small seaport of Wiscasset all the way to Quebec, Canada. In 1895, the road reached Albion, 43½ miles to the north. Even though it was graded further north, service never extended beyond Albion. In 1902, a branch line opened between Week's Mills and Winslow, a town across the Kennebec River from Waterville. The railroad renamed itself the Wiscasset, Waterville and Farmington - latter two towns never reached, but reflecting the desire to connect with the other major two-foot gauge system. This branch became the main line in 1902 while the route from Week's Mills to Albion became the branch.

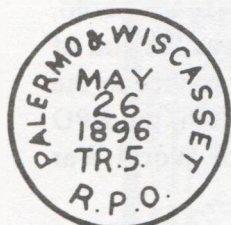
However, business declined on the line to Winslow and it was cut back in 1909 first to North Vassalboro (becoming freight-only) and then to Week's Mills. The main line was again the road to Albion. The end of the WW&F came in 1933, but more of that later.

The "world's smallest RPO" title came from both the size of the rail gauge, two feet, and from the size of the RPO compartments on the baggage and combination cars. One compartment was 4'x11' and the other 4'x8½'!

Railway Mail Service began with the Palermo and Wiscasset RPO (established Nov. 1, 1895) during the construction of the road. With completion of the road to Albion, the RPO became the Albion and Wiscasset (May, 1896).

When the "main line" was changed to Winslow, the RPO was renamed the Waterville and Wiscasset RPO (Oct. 24, 1902) shown below.



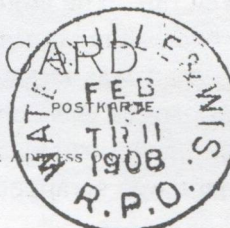
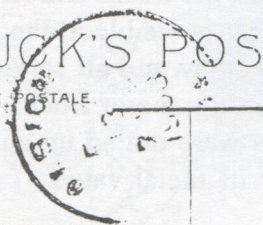


13-B-1

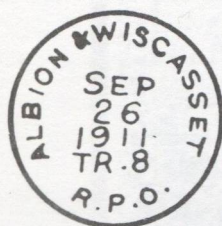
Raphael Tuck & Sons' Valentine Post Card Series No. 1 "FLOPAL MISSES."



TUCK'S POST CARD
CARTE POSTALE



13-C-1



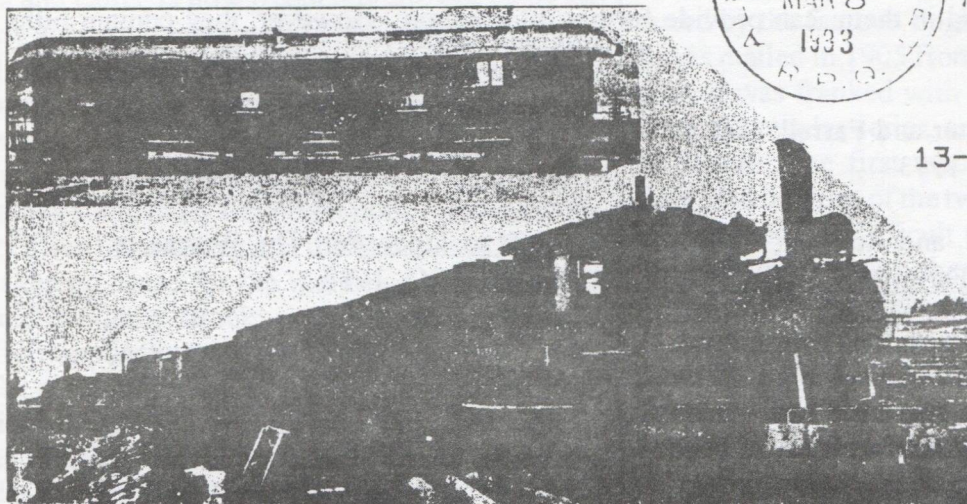
13-A-1

13-C-1
Marti, Floyd K. Cromwell
Albion
Maine

When the service on the Week's Mills to Winslow line was cut back and the line then abandoned, the RPO reverted to the Albion and Wiscasset name and the previous device placed back in service.

The WW&F changed hands several times. With highways providing competition for hauling, service and equipment deteriorated further. A new postmarking device was put into service on March 8, 1933 (cached cover below).

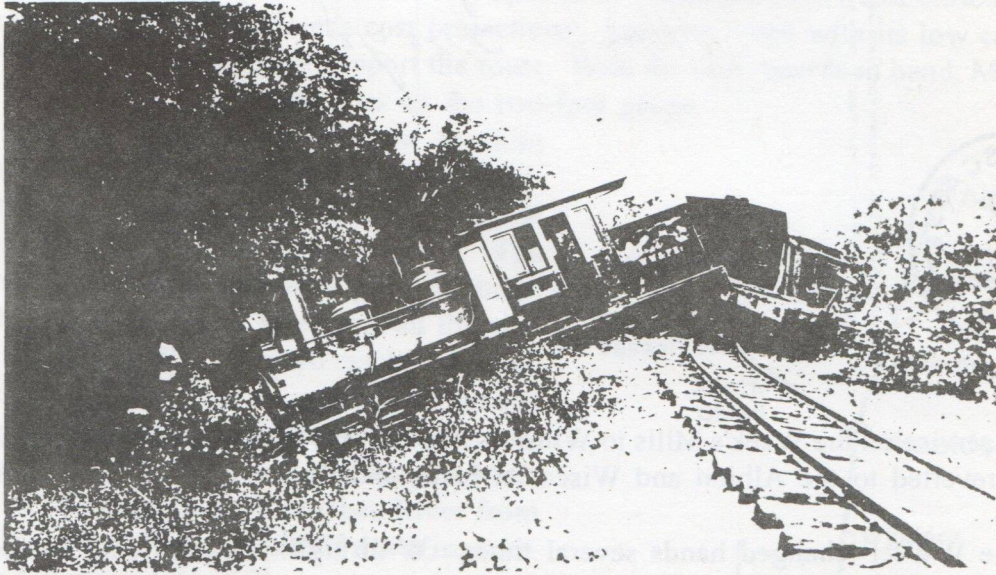
CARRIED and postmarked on the first day of the new postmark of the world's smallest Railway Post Office operating over the 43½ mile two foot gage Wiscasset, Waterville & Farmington Ry.



13-A-2

W. Richardson
5. Forge St.,
on, Ohio

This new device saw only short service for on June 15, 1933, the train down to Wiscasset from Albion hit a broken rail. The engine left the tracks and ran down the embankment. (In the photo, the combination coach-baggage-mail car is visible at the end of the train.) This was the end of the railroad. The train was left where it lay and all service was suspended. Mail service to the small on-line post offices was continued by motor truck. Between June 15th and 30th, the RPO marking was used on the truck. Rails were pulled up and during the early days of World War II all the equipment was scrapped for its metal value.



The last Maine two-foot gauge operation closed in the early 1940's. The roads are gone, but they are not forgotten. A considerable body of literature has been published on the Maine two-foot gauge railroads. (See the Bibliography.)

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The three books listed below represent a good introduction to the Maine narrow gauge systems and the references found in them can provide further information. However, they contain little philatelic information.

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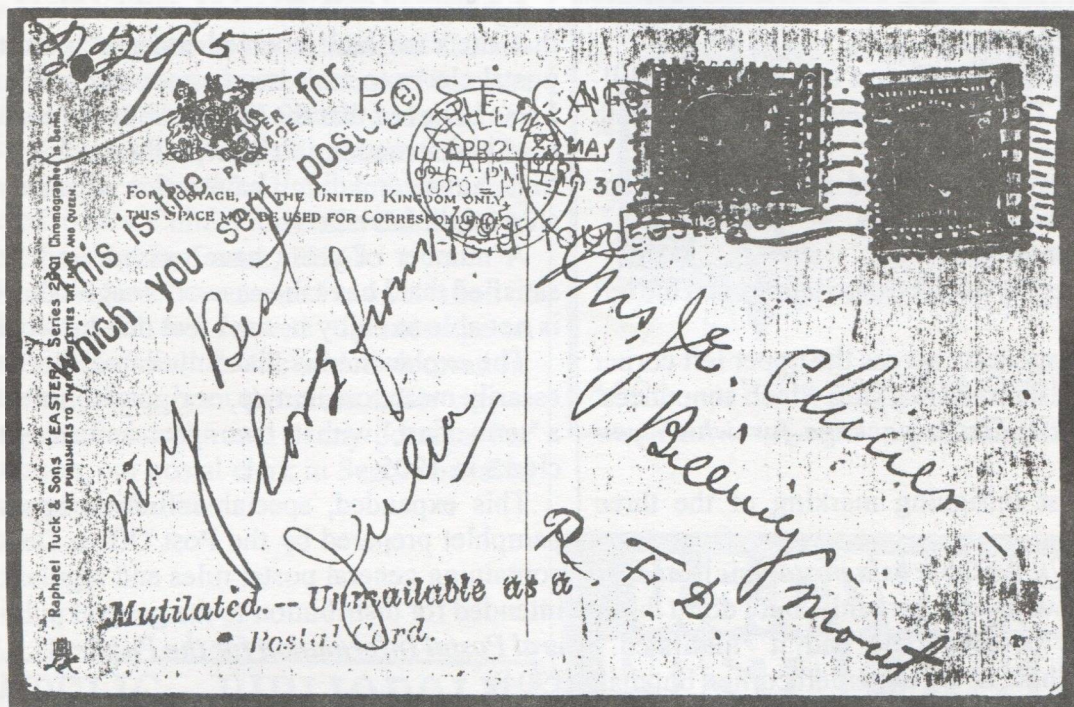


Figure 1.

ASPECTS OF NONMAILABILITY

Part IV: A "Mutilated" Post Card

By James H. Patterson

One thing that always has puzzled me about "fraudulent" and "unmailable" markings on envelopes and cards, is how frequently the markings are poorly applied (being smeared or illegible); and how rarely is there an explanation for the marking (being cryptically marked "unmailable" with no clue about the reason why).

Yet, if we assume that these issues of nonmailability reflect some fairly important policy issues for the Post Office Department and the U.S. Postal Service, it makes no sense for the markings so often to be blurred or lightly struck; or to bear no explanation for their application.

The result often is a cover or card returned to its sender branded as a nonmailable item, but with no other edifying markings which would allow the sender to learn from his or her error.

Of course, the lack of explanation often is the feature that makes these items interesting to collect, research, and solve.

One of the more difficult problems I have encountered in this area is the post card illustrated in Figure 1.

The card is an "Easter Greetings" post card produced by the famous English firm of Raphael Tuck. It was mailed in 1905 from Seattle to Billings, Montana. It was franked with a one-cent adhesive from the 1901 regular series, and was machine-cancelled in Seattle. The first machine cancellation is very light, and because of the two additional, overstricken cancellations, is difficult to read. It appears to have been postmarked on either April 15 or 19; but it does cancel and tie the right stamp to the card.

Another one-cent stamp from the 1901 series appears to have been added later -- presumably in Seattle -- and a second machine cancellation was applied in Seattle which ties both stamps to the card.

(Copyright 1993 by James H. Patterson)

This second strike is darker and easier to read; and is dated April 29, 1905.

A third machine cancellation was applied in Billings on May 1. This third cancellation also ties both stamps.

Three magenta handstamped markings were applied along the way. One reads,

Held for Postage;

but is obscured by all the cancellations and the left stamp.

Impressed diagonally across the upper left corner is a second handstamped marking which announces:

This is the card/letter/package for which you sent postage.

But, the most intriguing marking of the three states,

Mutilated. Unmailable as a postal [sic] card.

The card shows its age, certainly, but I don't think any reasonable person could call it "mutilated." There is a small hole in the upper left corner, but that hardly seems to rise to the level of "mutilation."

Lists of nonmailable categories in the Postal Guides of these eras always include "mutilated" matter, as well as some of the more familiar categories of insufficiently prepaid letters and cards; improperly addressed mail; "glitter" post cards; and lottery mail.

The reasonable inference is that mutilated mail constituted a significant enough problem to the Post Office Department, that it received special notice in the books.

But why should this post card be considered to have been mutilated?

The late Henry Beecher and I corresponded about this card after it was illustrated to accompany an article I wrote about nonmailability for *The American Philatelist*. Beecher enjoyed the arcane aspects of postal rates and regulations and generally had a comment (either in the form of a personal letter, or a letter to the editor) clarifying or correcting conclusions and analyses appearing in other philatelists' articles.

I was spared. Beecher wrote me a very cordial and complimentary letter; and his only criticism was of the illustration of, and reference to, this "mutilated" card. Beecher argued that the problem with the card was that a message had been written on the address-only side of the card -- which was not permitted until 1907. He thus concluded that the handstamp had been applied erroneously; and that the item was not properly a "nonmailable" item.

I disagreed with Beecher, and told him so. I felt that the card had received too much attention by postal clerks to have been erroneously miscast; and I also believed that the little hole in the corner of the card had something to do with the marking. At that time, however, I didn't have a clue what the relationship might have been.

A number of years have passed, and I now am satisfied that I have the answer. I regret that Beecher is not able to enjoy it, for I feel that he would.

The explanation is that "mutilated" does not necessarily mean torn, cut up, or ripped to shreds. It was a "term of art," with its own special meaning to postal clerks in 1905.

This expanded, special definition appears in a pamphlet prepared by the Post Office Department, containing general postal rules and regulations, and intended for distribution to the general public: *General Postal Information for the Public* (U.S.P.O.D., 1904).

The pamphlet contains a detailed section outlining the special conditions relating to postal cards (which are the official issues of the government, and bear prepaid postage; and which are to be contrasted with postal cards, or private mailing cards, which are of private manufacture, and to which postage must be added). One sub-section reads:

Any matter, except as above, on the address side of a postal card, *or any mutilation thereof by splitting, cutting, defacing, enameling, bronzing, or pasting any matter to either the address or message side* renders the stamp impressed thereon valueless. Postal cards so *mutilated* when mailed must be prepaid by stamps affixed as follows: If the message be wholly or partly in writing, 2 cents; wholly in print, 1 cent. [Emphasis added.]

The small hole in the post card illustrated in Figure 1 held a small piece of braided thread, or ribbon, or some other decoration -- long since removed and lost. However, the presence of that decoration on a postal card would have constituted a mutilation which made the card unmailable.

When confronted with a post card with the same type of decoration, a postal clerk treated the card similarly. He applied the appropriate handstamp prepared for postal cards; called for additional postage to be supplied by the addressee; affixed a second one-cent stamp to satisfy the then-current letter rate some ten days later when the penny had been re-

ceived in Seattle from Mrs. Chinier in Billings; applied another handstamp to indicate to the addressee that this was the culprit which needed more postage; recancelled the card in Seattle and sent it on its way to Billings; and, in Billings, it was sent through a canceller for a *third* time; and ultimately was delivered to Mrs. Chinier long after Easter, 1905 -- but at least in time for Easter, 1906!

The card could have been treated as a violation of postal regulations for two reasons: the message on the address side, as well as the added decoration. The result would have been the same either way -- the assessment of an additional penny postage. For whatever reason, our postal clerk in Seattle handled this card as a mutilated item.

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A FOURTH CLASS FORERUNNER?

by Robert G Munshower

As outlined by Richard Helbock in his *POSTMARKS ON POSTCARDS*, the history and the development of early twentieth century postal handstamping and marking devices is fairly well known and documented. Especially well researched are the devices used by Rural Farm Delivery carriers as well as the three documented types of what postal history collectors refer to as Doane Cancels.

Less clear is the history behind the issue and use of the common Four-Bar handstamping device. As Helbock says, the first Four-Bar type 'A' postmarking devices were probably manufactured and then distributed sometime during the summer of 1906. In a sense the three year trial period and use of the Doane handstamps made acceptance of the Four-Bar handstamp inevitable. The Doane device could then be considered a forerunner of the Four-Bar postmarking and cancelling device.

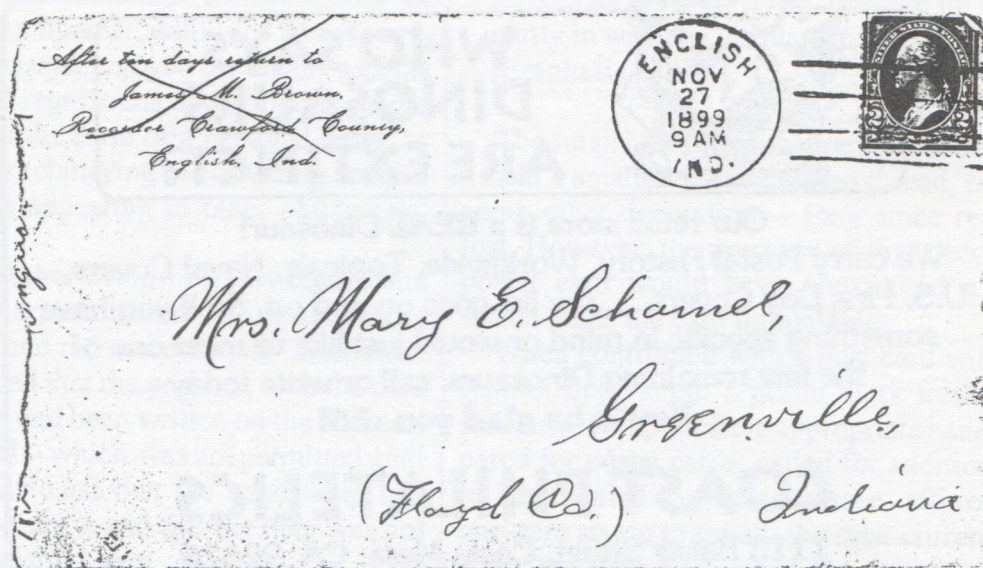
Where the inspiration for the design of the Doane and its successor, the four-bar originated is not very clear at this time. Some type of postmarking or cancelling device somewhere must have provided the creative spark. One can then speculate as to whether a

then contemporary device was used as the model for the Doane and Four-Bar.

Circular datestamps with horizontal grid killers are fairly common in the 1880's, though less so in the 1890's. As can be seen the accompanying cover from English, Indiana bears a handstamp, that for 1899 bears a remarkable similarity to both a Doane and Four-bar hand cancel and much less so to its circle and grid contemporaries. One can see that this is no simple CDS and grid combination.

One has to physically see this marking to observe another unusual, though contradictory detail, and that is the fact that the lines of the cancel are razor sharp, suggesting steel construction, something which definitely sets it apart from the later Doane and Four-Bar handstamps.

One can only speculate on the possibility of the English, Indiana postmaster sending sample copies of his handstamp impressions to the Third Assistant Postmaster General along with the suggestion that his conception of what the perfect postage stamp canceller and obliterator ought to be.



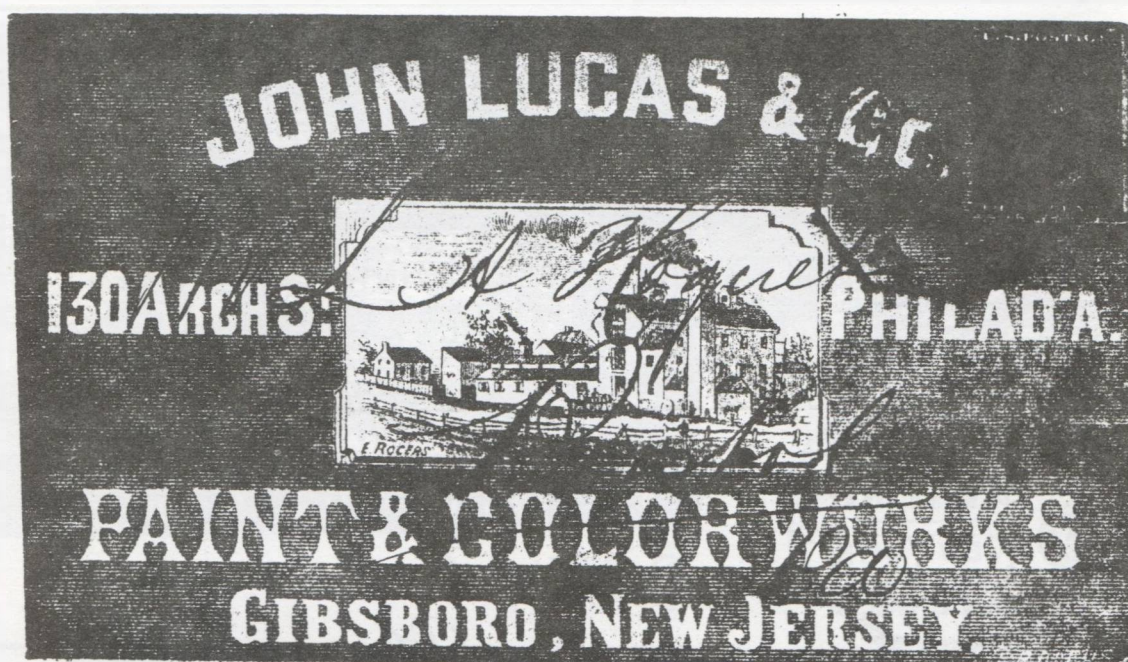


Figure 1. (Author's Collection)

Let's Get The Lead Out: The Early Philadelphia Paint and Chemical Industries

By Gus Spector

Philadelphia was the home of many major and minor chemical and paint companies. The nineteenth century found these two industries to be integrally related. This article will touch upon a few of the companies that have allowed us to remember them by their own recorded growth as evidenced in their illustrated advertising postal history.

One of the most prolific and variegated producers of both paint products and Philadelphia illustrated advertising covers was the John Lucas Paint

Gus Spector is a urologist in Phoenixville, PA. His philatelic area of expertise is the architecturally illustrated postal history of Philadelphia. He also has an avid interest in and collection of nineteenth century Philadelphia history. Finding the available philatelic memorabilia to be a rich source of untapped material, he is currently researching and authoring a series of articles interpolating these two types of media.

and Color Works. The longevity of this manufactory spanned well over a century. At least ten different advertising covers are known, several in a variety of colors. My collection records dates from 1857 through 1917.

The tale of John Lucas Paints is actually two-fold, bridging both the Philadelphia and Camden, New Jersey sides of the Delaware River. The original factory was erected in Gibbsboro, New Jersey, on the line of the Camden and Atlantic Railroad. In 1849, the Lucas warehouse was contained at 130 Arch Street in Philadelphia, and then later removed to a more spacious location at 141-43 N. 4th Street, where the salesroom and financial departments were housed. Several office addresses on Maiden Lane in New York City were later listed.

The Lucas Works prepared a green paint, "heavier in body, and at the same time, when used by workmen, not detrimental to their health". There were obviously no truth in advertising laws at that time, since these same workmen were still inhaling and absorbing large quantities of lead. the effect of

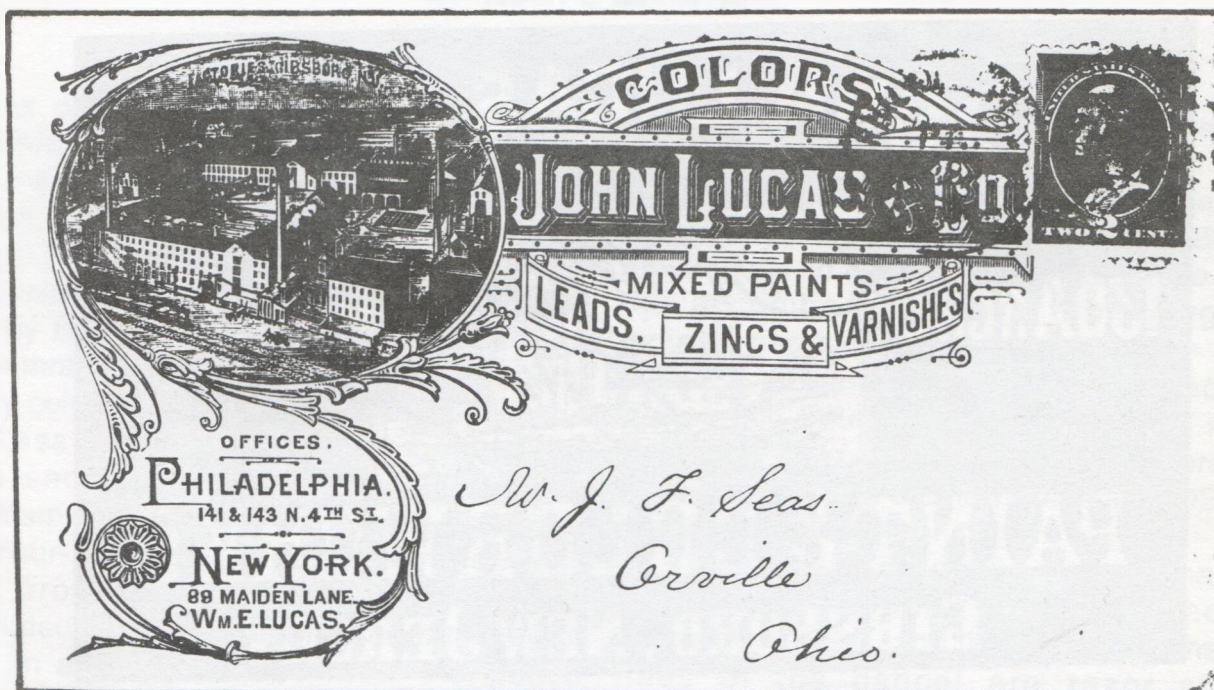


Figure 2. (Author's Collection)

lead poisoning was primary to the painter and secondary to anyone who lived within the confines of the painted house. Children chewing upon window sills laced with lead paint were especially vulnerable. Lead, a known neurotoxin, without proper precautions, was potentially lethal. However, this was 1849, and that was the state of the art.

In 1872, Lucas patented a new mode of preparing liquid paint. Using hydraulic presses and mixers, he also patented a manufacturing process for "white lead". Shipments of their Swiss and imperial French greens alone, to points beyond Philadelphia, amounted to several hundred tons yearly.

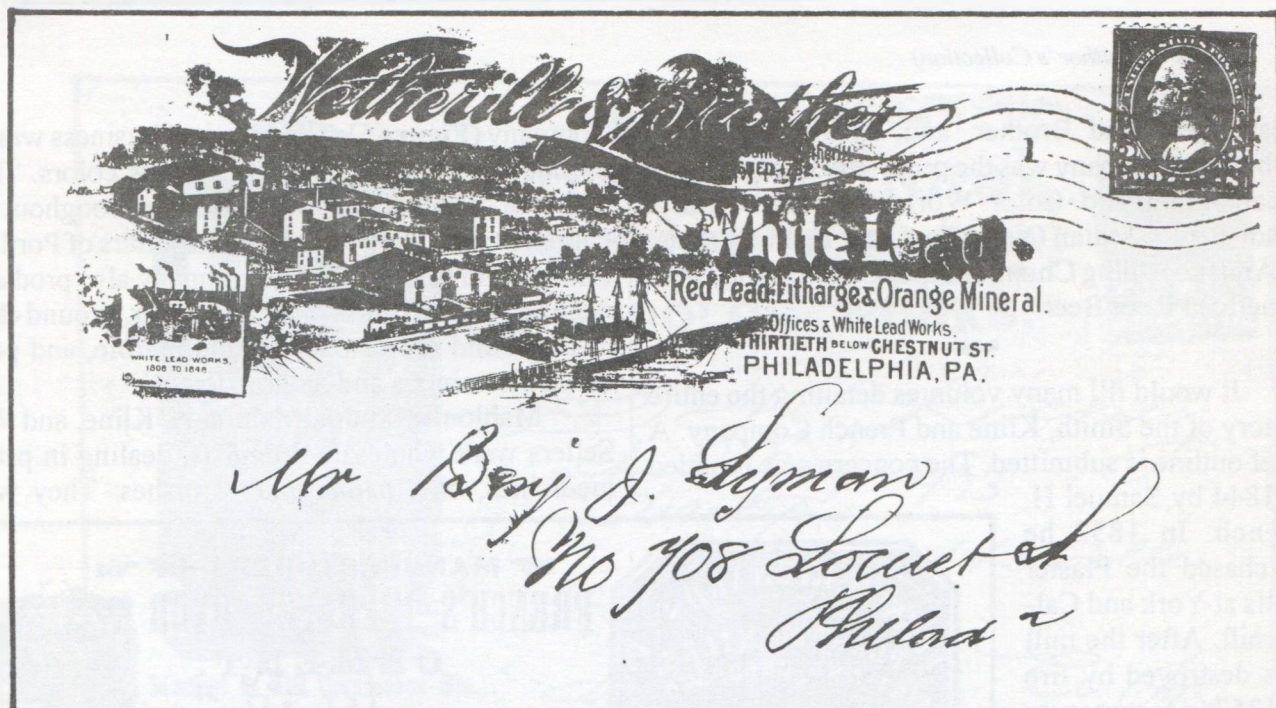
A search of early directories revealed the burgeoning of the Lucas empire. In 1910 the *Philadelphia City Directory* listed the company's office at the North Fourth Street address; William E. Lucas, at that time, was the general manager. In 1916, *Boyd's Philadelphia Business Directory* showed Jason F. Lucas as the assistant treasurer and secretary. In 1923, the company had moved to 322 Race Street, and Joseph W. Lucas was the Chairman of the board.

In 1930, the Lucas Paint Company, still maintaining its original name and identity, became a division of Sherman Williams Paints. In that same year, the Philadelphia Directory listed an expansion of its offices to 322-28 Race Street.

By 1947, the Philadelphia Bell Telephone yellow pages placed offices on West Cheltenham Avenue, Germantown Avenue, and Frankford Avenue, as well as a multiplicity of retail dealers throughout the city. In 1951, the office address was 1617 Pennsylvania Boulevard. The company remained at that location until 1969, after which time it ceased to be listed in the phone book. (1, 2, 3, 4)

The history of the Gibbsboro paint factory is clearly detailed in the elegant progression of its advertising covers, the factory's humble beginnings in 1849 blossoming forth into a large rambling complex (Figures 1 and 2). Perhaps, those ecologically-minded readers might, on the other hand, characterize the plant's growth as a significantly early source of pollution and pollutants! The site of the Gibbsboro plant is now occupied by an industrial park.

The family business of Wetherill and Brother was founded in 1807 by John Wetherill. The works at 30th and Chestnut Streets consisted of five buildings of four stories each, forty paint mills, four putty mills and a 400 horse power steam engine. The Messrs. Wetherill were prominent Philadelphia citizens, contributing to the continued growth and development of the City. They were members of the



Figures 3A and 3B (Author's Collection)

Manufacturers' Club, the Trade League, and the Philadelphia Bourse (5).

The inset in the cover in Figure 3B shows the plant at its inception, and in 1899. One can see that the works was located close to the Schuylkill River. Again, one wonders how much spillage this company contributed to the pollution of this body of water.

To add to the confusion, Lewis U. Bean, established in 1822, and located at 47 and 49 North Second Street (Figure 4), was listed in 1877 as being "Successor to Bean and Stevenson and Wetherill and Brother". Perhaps, like Lucas, Wetherill became a subsidiary of Bean, *et. al.* There is a bevy of advertising covers available, spanning almost a twenty year period, always at the North Second Street address, alternately listing the owners as Lewis U.



Figure 4. (Author's Collection)

Bean, Bean and Brother, and, finally, Bean and Rabe. The company was the proprietor of the Angola Steam Plant and Color Works, Franklin Ready-Made Paints, Indian Queen Perfume, Bean's Extract of Annatto, Ching Chong Clothes Cleaner, and Great American Root Beer.

It would fill many volumes detailing the entire history of the Smith, Kline and French Company. A brief outline is submitted. The concern was founded in 1844 by Samuel H. French. In 1852 he purchased the Plaster Mills at York and Callowhill. After the mill was destroyed by fire in 1857, a factory was erected on this site (Figure 5).

W.H. Richards, a drug manufacturer died in 1857. In 1865 his drug store at 10th and Market was destroyed by fire. The stores were rebuilt on that site and called French, Richards and

Company (Figure 6). The principal business was the production of white lead and various colors. Their brand of "Buck Lead" was known throughout the United States. They were large importers of Portland Cement and Plaster. (6) The company also produced dentists' plaster, glass makers' plaster, ground charcoal, ground soap stone, ground marble, and powdered bituminous and anthracite coal.

Mahlon K. Smith, Mahlon N. Kline, and W.J. Sellers were wholesale druggists, dealing in patent medicines, oils, paints and varnishes. They were

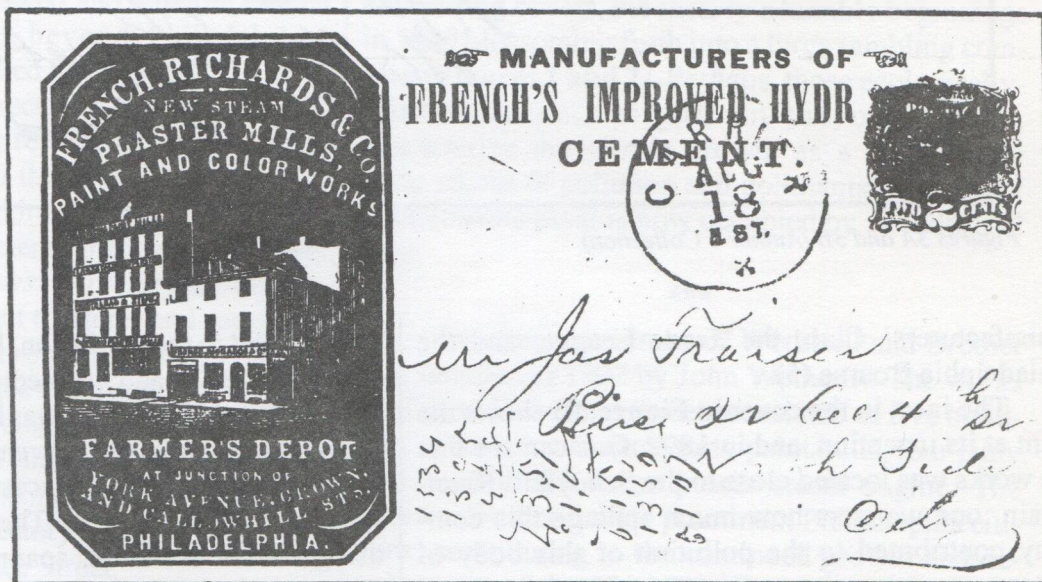


Figure 5. (Author's Collection)

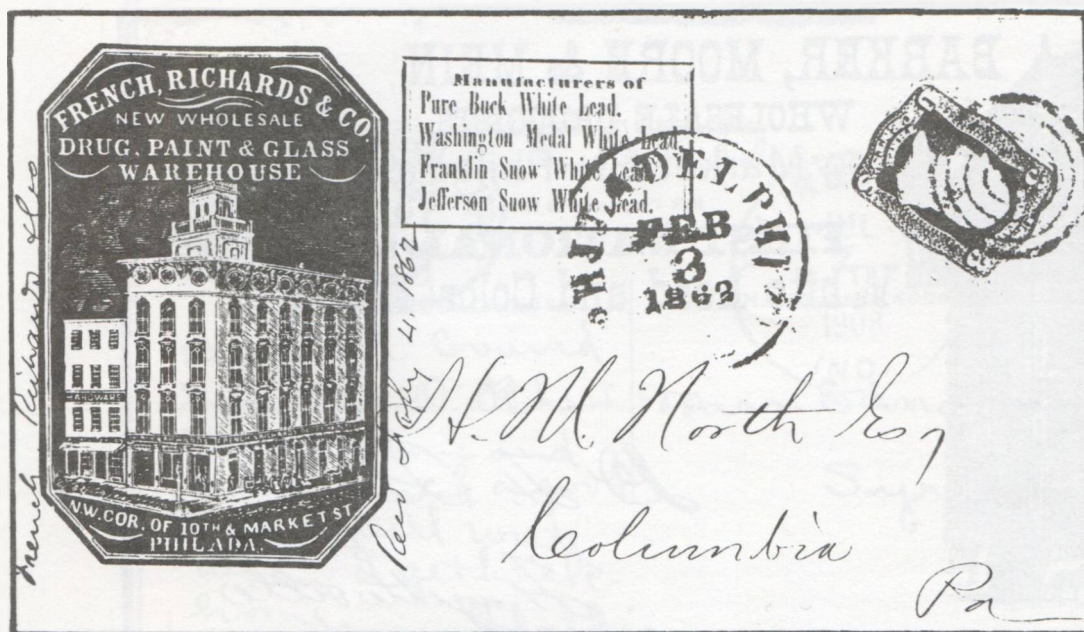


Figure 6. (Author's Collection)

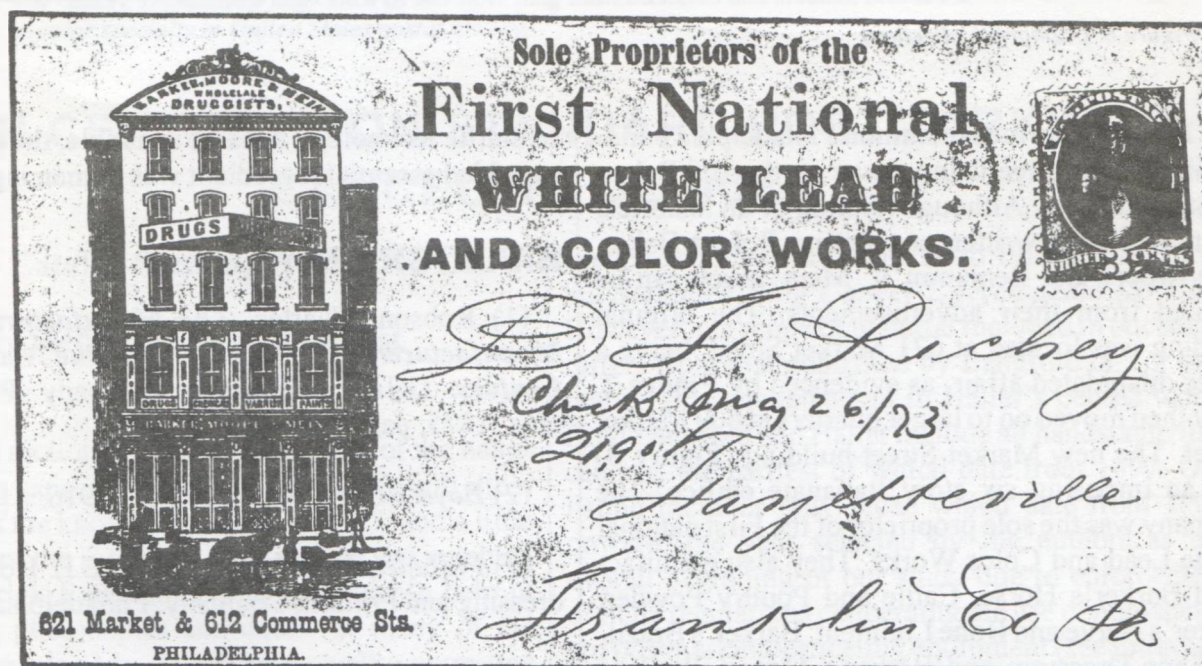


Figure 7. (Author's Collection)

located at 309 and 311 North Third Street, and their laboratory was at nearby 305 Cherry Street. Their logo stated that they were proprietors of Low's Magnetic Liniment and Low's Worm Syrup, as well as Smith's Diarrhea Mixture and Smith's Essential Jamaica Ginger. They also produced concentrated liquors "for instantly producing chemical syrups and elixirs". The French and Richards' business ended

in 1891 with the death of Clayton French. They then merged with Smith and Kline. The rest is indeed history.

The Smith, Kline and Beecham Company, still a concern of megaproportions, is now located in new headquarters in Collegeville, Pa. It yet remains a driving and thriving force in the drug industry.

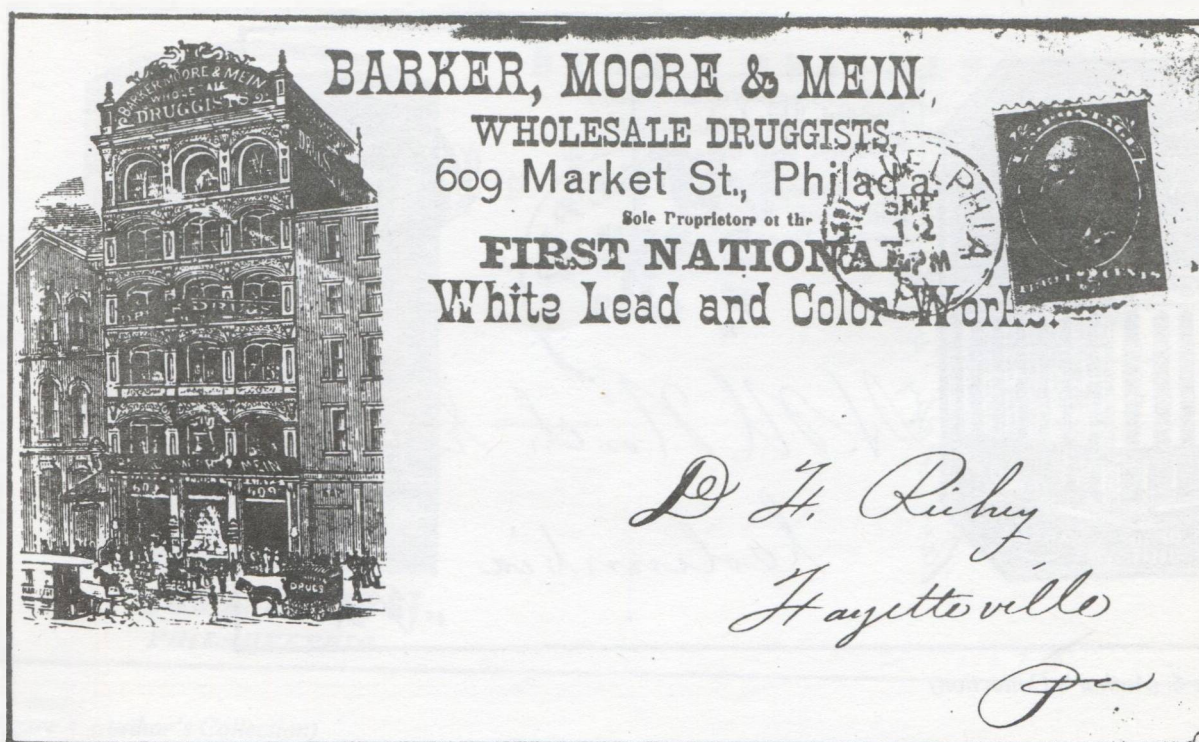


Figure 8. (Author's Collection)

Probably the most common Philadelphia building illustrated advertising cover is that of Baker, Moore and Mein. Although nothing of an historical nature has been written concerning Robert Baker, John Moore and Benjamin V. Mein, much can be gleaned from their advertisements. The original building was located at 621 Market Street, being a rather dilapidated affair, as evidenced by Figure 7. They then moved on to larger quarters at 609 Market Street. The new Market Street building (Figure 8) was an imposing six story Italianate edifice. The company was the sole proprietor of the First national White Lead and Color Works. They also manufactured Barker's Horse, Cattle and Poultry Powder; Barker's Nerve and Bone Liniment; Barker's Brazilian Shoe Dressing; and Barker's Mammoth Cake Toilet Soap, selling at the lowly price of five cents for a six ounce bar. They inventively advertised via Barker's Komic Almanac stating "Farmers Guide and Household Cook Book... Ahead of all others ... full of fun... lots of Komic Pictures... Your name and business printed on the cover".

It is indeed interesting to view the drug industry as stemming from a paint factory lineage. The advent of chemical engineering gave rise to the disappearance of the mystique of Victorian homeopathy as the mainstay of pharmaceutical treatment. When the

scientific technology became available, the only extra added essential ingredient was human ingenuity.

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- (5) *Historical and Commercial Philadelphia*. A.F. Parsons Publishing Company, New York, P. 110.
- (6) *Philadelphia and Popular Philadelphians*. The North American. Philadelphia. 1891, p. 115.

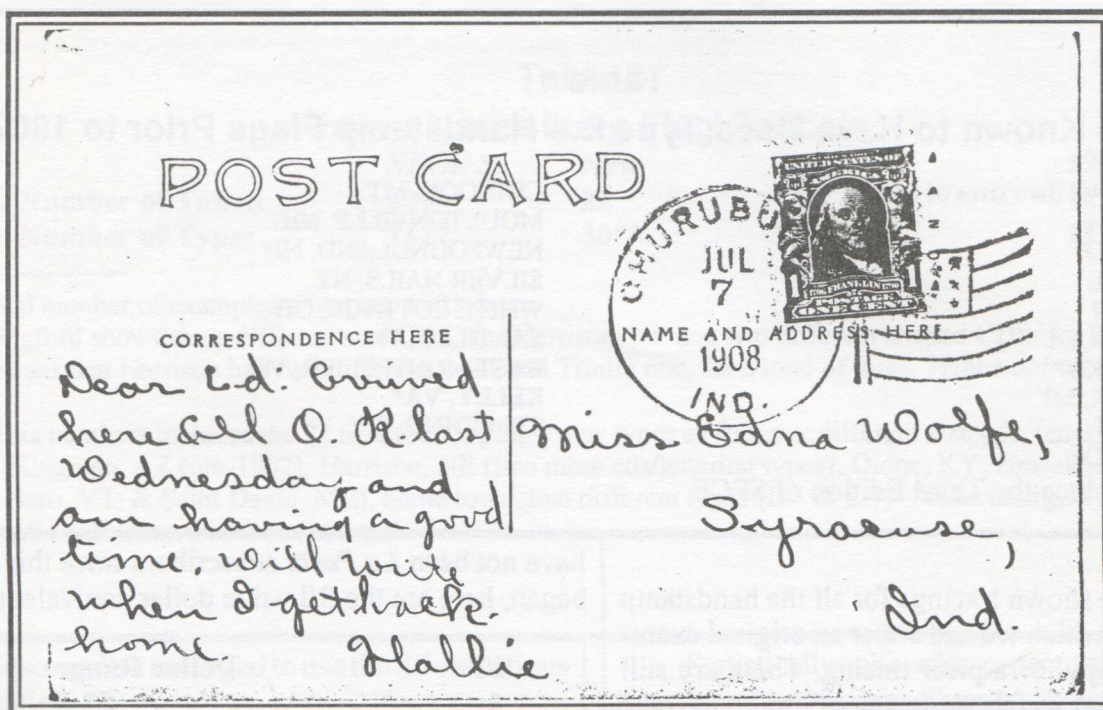


Figure 1. This postcard displays an example of the CHURUBUSCO, INDIANA, handstamp flag cancel. Handstamp flags such as this have long been collected and studied, and are a popular specialty in United States postal history.

20TH CENTURY NON-STANDARD POSTMARKING & CANCELING DEVICES

Part 21 - Catalog Section, Types E.4 - E.6

By Randy Stehle and Doug DeRoest

This section presents the first half of the handstamp flag cancels (Types E.4 - E.6). We will illustrate all of the known Types E.4 and E.5, and a little over half of the E.6 types. The authors are indebted to **Frederick Langford** for his invaluable help in providing photocopies and dates for many of the scarce cancels. Mr. Langford actually permitted Randy to visit his home for two late night sessions in order to gather the necessary information. We really appreciate his time and cooperation in making our presentation as complete as possible. We also wish to thank **Larry Haller** for his help with new discoveries and date extensions. Larry has been very active in conducting his own handstamp flag census and his contributions to our study have been a big help.

The types of flag cancels used in this presentation generally correspond to the types shown by

Frederick Langford in the Third Edition (1976) of his *Standard Flag Cancel Encyclopedia (SFCE)*. However, the scope of material included in our study differs from that published by Langford or, for that matter, that encompassed in Haller's census work. Both Langford and Haller include all handstamp flag cancels, the earliest of which date from 1897. Our listing includes only those which date from 1902 onward, the year selected by the authors as the overall beginning of our study due to enforcement of POD regulations concerning the use of non-standard postmarking/canceling equipment (see Introduction to this series *La Posta* Vol. 21, No. 2; May 1990).

These differences in scope result in the exclusion of 20 flag cancel types from 19 towns which have only been recorded with dates prior to 1902 (Table 1). All of these would be identified as Type E.4 flags, and it may be anticipated that examples from some of these towns will eventually be found with dates from 1902 or later.

Table 1
Towns Known to Have Used Type E.4 Handstamp Flags Prior to 1902

KINGMAN, AZ (two sizes of cds)
 CRAIG, CO
 HAYDEN, CO
 WILLARD, IL
 CANAAN, IN
 ROBERTSON, IA
 CORYDON, KY*
 MILL CREEK, MI
 SIDNAW, MI
 CORDER, MO*

CHINOOK, MT
 MOULTONVILLE, NH
 NEWFOUNDLAND, NJ*
 SILVER NAILS, NY
 WHITE COTTAGE, OH
 SALTILLO, TN
 EAST MONTPELIER, VT
 KELLY, VA*
 TIE SIDING, WY

*Reported since the Third Edition of SFCE

We have shown tracings for all the handstamp (h/s) flags for which we had either an original example, a photocopy, or a prior tracing. There are still five towns from which we have nothing to execute a tracing: OWASCO, NY (E.4-70); CASSADAGA, NY (E.6-80); JAMESTOWN, AL (E.6-400); ROME, OH (E.7) and GALLATIN, PA (E.8). We would really appreciate a photocopy of any or all of these towns. Please write to us at the address shown at the end of this introduction.

The listing of handstamp flag cancels which follows employs a column not seen in our previous lists of non-standard markings. Instead of a "KILLER" (KLR) column, we have used a "DIE SPACE" (DS) column. Some of the handstamp flags have a space in the stripes of the flag that either appears as a blank or contains a number or symbol. There are no die spaces on Types E.4, E.5, E.7 or E.9, but all handstamps classed as E.6 and E.8 have die spaces. If the die space column reads "unknown", it simply means that the example had a die space which was illegible due to a variety of reasons such as Cut square, cancel runs off end of card/cover, blurry example, struck on dark green stamp, etc. If the column reads "blank" -- a normal condition of Type E.6 flags -- then the die space contains no number or symbol. Otherwise, the column records "one", "four", and so forth indicating the presence of a specific number in the space. There is even a star in the die space of the COLYX, MS (E.6-70) flag.

S/I Valuations

A few words need to be said about the Scarcity Index (S/I) numbers. First, for those readers who

have not been *La Posta* subscribers since this series began, here are the S/I value dollar equivalents:

S/I	Dollar Range
1	\$2-5
2	5-10
3	10-20
4	20-35
5	35-50
6	50-100
7	100-200
8	200-500
9	Over \$500

Second, these valuations, by their very nature are completely subjective. Author Stehle is the party responsible for assigning the S/I numbers, so readers who disagree with S/I assignments are asked not to blame author DeRoest. Author Stehle has been actively participating in the postal history market for the past 15 years, and the assigned S/I numbers are based upon his observations of the auction realizations and dealer retail prices commanded by handstamp flag cancels. This information is combined with a knowledge of which handstamp flags exist in larger numbers versus those that are represented by only one or two recorded examples. When one adds in post office dates of operations and differences in regional market preferences (Western towns generally command higher prices, with territorial cancels bringing premium prices, e.g., the Teller, AK handstamp flag sold for over \$500), one can make a fair estimate of the market value for any given handstamp flag. Of course, anyone assigning theoretical market values is dependent upon the limit of his knowledge and experience, and surprises are always

Table 2
Known Handstamp Flag Cancels

	<i>SFCE</i> 3	New	Total	1902 ⁺
Total Number of Towns	109	22	131	112
Total Number of Types	112*	30**	142	122

⁺Total number of examples with post-1901 dates.

*Langford shows three different size CDS' for Harrison, NE and two different shaped CDS/ for Trinity, AL. This means that Harrison had two different types and Trinity one, for a total of three. Hence our total, $109 + 3 = 112$.

**This numbers includes the 22 new towns, plus 8 new types as follows: different size cds, lettering or die space (Kingman, AZ (pre-1902); Harrison, NE (two more cds/lettering types); Dione, KY; Braselton, GA; North Hero, VT; & Saint David, ME). Same town, two different types (E.5 & E.7) - Valkenburg, NY. These types will be illustrated in the next article.

possible so readers are urged to use the S/I valuations with caution.

In the seven years which have elapsed since the publication of the Third Edition of *SFCE*, a number of new discoveries have been made. These new discoveries have not generally been identified as such in our listing, but most (although not all) have been illustrated in the pages of Machine Cancel Forum. For those of you who enjoy numbers, the current "statistics" on handstamp flag cancels are presented in Table 2 above.

This article presents 55 handstamp flags. Since we lack examples from which to make tracings for five previously recorded flags, we can presently illustrate a total of 117 post 1901 handstamps. The remaining 62 examples will be shown next time.

A final word concerning the geographic distribution of the handstamp flag cancels is in order now. The general pattern appears to be that the Western states are represented by far fewer reports than any other part of the country. Out of the 131 towns from which all handstamp flags are recorded, only 12 Western towns are represented and five of these are only represented by pre-1902 flags. The fact that California had no reported uses of handstamp flags is interesting and, we believe, unusual.

The South is represented by a fair number of reports: KY has 8 in total (7 post 1901) and MS has 7 post-1901 reports. In fact, only four other states have more than this: IL - 9 (9 post-1901); NY - 10 (9 post-1901); PA - 10 post-1901; and TX - 9 post-1901.

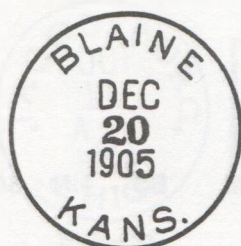
Statistically, one who expect states with the largest number of post offices to be represented by the greatest number of handstamp flags, and, outside of California, the Western states all have fairly small numbers of post offices. Never-the-less, it appears that the West is somewhat under represented in the census of known handstamp flags while the South is somewhat over represented. Representation of states in the East and Midwest appears to be about proportional to their size in terms of number of post offices.

The handstamp flags are a fascinating group of cancels. They have been studied, cataloged and collected probably longer and more intensively than any other group of non-standard cancels. Even so, new discoveries are still being made. Please write direct with your new reports and discoveries to **Randy Stehle, 16 Iris Court, San Mateo, CA 94401.**

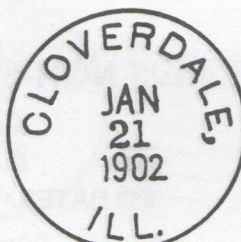
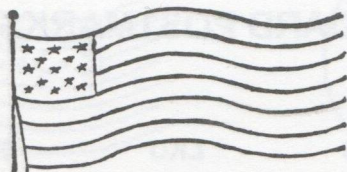
The total number of non-standard cancels has finally broken the 3,000 mark. The total number now stands at 3,011, which is only 33 more than last time. The rate of increase has slowed down, but there are still more discoveries to be made.

TYPE E.4-E.6 NON-STANDARD POSTMARKS

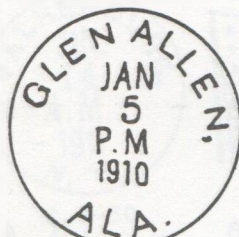
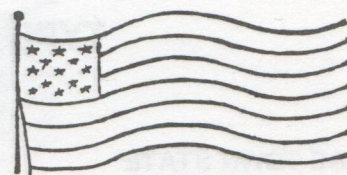
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E.4- 20 CLOVERDALE IL	1889/1953	04 NOV 1898	21 JAN 1902	30			4
E.4- 30 GLEN ALLEN AL	1876-	05 JAN 1910		30			4
E.4- 40 LEES CO	1897-1904	23 NOV 1897	24 MAY 1902	30			7
E.4- 50 MAPLETON MI	1859-1904	17 JUL 1901	26 SEP 1902	27.5		1	5
E.4- 60 ORWELL PA	1815-1957	06 OCT 1897	23 NOV 1915	30			4
E.4- 70 OWASCO NY	1814-	23 NOV 1923				6	5
E.4- 80 O.K. MS	1876/1911	25 SEP 1902	26 SEP 1902	29			5
E.4- 90 PITTSFIELD VT	1820-	12 OCT 1897	06 JAN 1903	30			4
E.4-100 SUMNER WA	1875-	25 JUN 1909	21 AUG 1913	28			2
E.4-110 TELLER AK	1900-	09 SEP 1902		29			9
E.5- 10 DUNNAWAY MS	1895-1913	03 MAR 1909	28 JUL 1911	29			4
E.5- 20 IHLEN MN	1889-	13 MAY 1905	01 MAY 1909	28			4



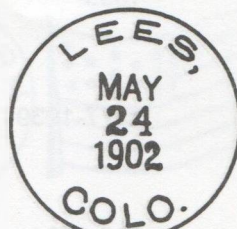
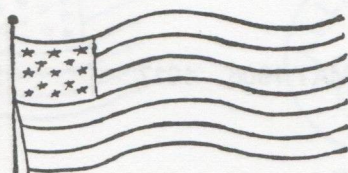
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E.4-20



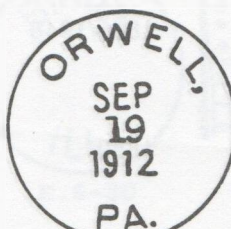
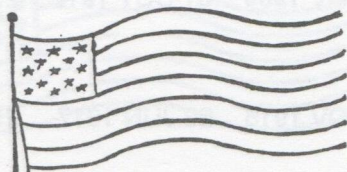
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E.4-40



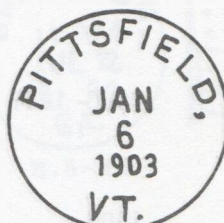
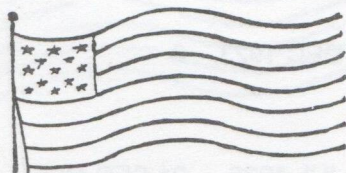
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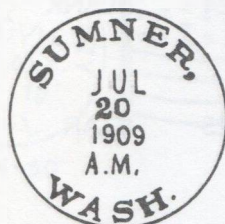
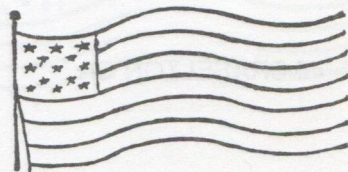
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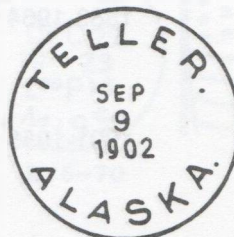
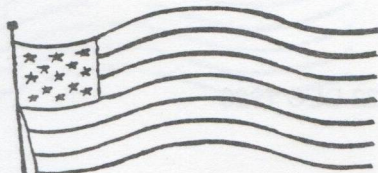
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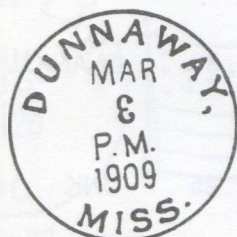
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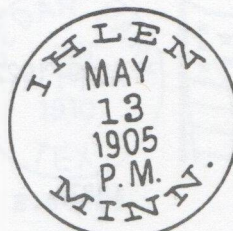
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E.4-110



E.5-10



E.5-20

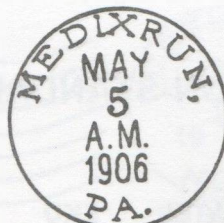


TYPE E.4-E.6 NON-STANDARD POSTMARKS

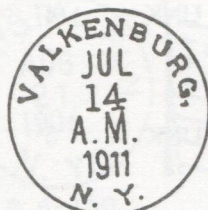
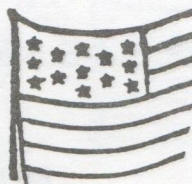
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E.5- 30 JACOBSBURG OH	1893-	10 OCT 1894	30 NOV 1907	28			4
E.5- 40 MEDIXRUN PA	1877-1939	05 MAY 1906	1917	28		1	5
E.5- 50 VALKENBURG NY 1	898-1934	14 JUL 1911	06 JUL 1912	26		3	4
E.6- 10 ALLENFARM TX	1885/1948	10 NOV 1909	01 OCT 1912	25	BLANK	2	4
E.6- 20 BASCOM OH	1850-	02 NOV 1916	22 JUN 1917	25	UNK		4
E.6- 30 BIRDS IL	1883-1923	1917		26	UNK		5
E.6- 40 BRASELTON GA	1906- 1917	21 DEC 1923	2	5	BLANK		4
E.6- 50 BRASELTON GA	1906-	12 JUL 1926	21 SEP 1926	25	FOUR		4
E.6- 60 BRISTOL FERRY RI	1883-1964	1918	12 NOV 1919	24	BLANK		4
E.6- 70 CALYX MS	1901-1955	22 DEC 1923		25	STAR		4
E.6- 80 CASSADAGA NY	1838-	1916			UNK	6	5
E.6- 90 CEDAR LAKE IN	1899- 1922	28 JUL 1926		30	BLANK		4
E.6-100 CEDAR PARK TX	1887-	28 JUN 1909	11 JAN 1910	25	UNK		5



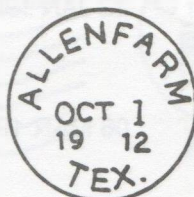
E.5-30



E.5-40



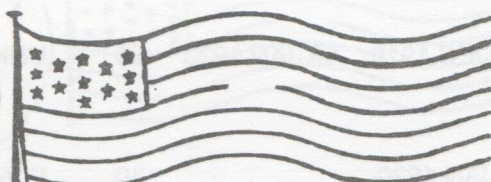
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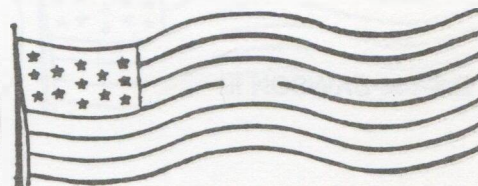
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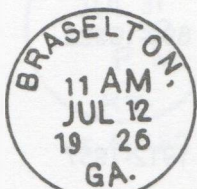
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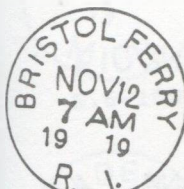
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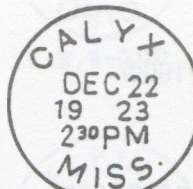
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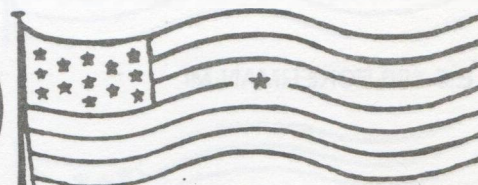
E.6-50



E.6-60



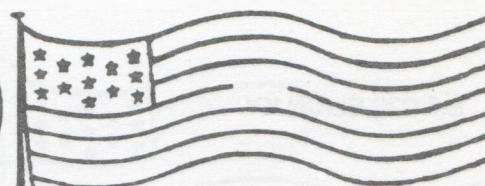
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E.6-90

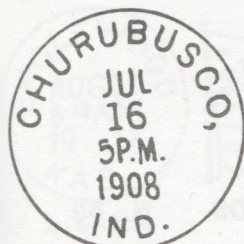


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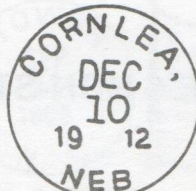
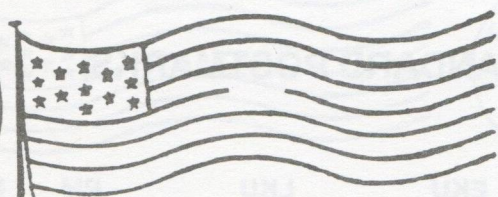


TYPE E.4-E.6 NON-STANDARD POSTMARKS

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E.6-110 CHURBUSCO IN	1848-	22 JAN 1908	24 FEB 1909	32	UNK		4
E.6-120 CORNLEA NE	1887-1989	06 MAR 1911	10 DEC 1912	25	UNK		5
E.6-130 CRYSTAL RUN NY	1908-1940	21 AUG 1908		25	BLANK		4
E.6-140 DAWSON IL	1854-	22 DEC 1919	06 JAN 1923	25	UNK		4
E.6-150 DEROUEN LA	1883-1935	14 JAN 1920		30	BLANK		4
E.6-160 DERRICK NY 1	899-19322	2 OCT 1910		25	UNK		5
E.6-170 DIONE KY	1912-1957	27 APR 1935	17 JUN 1950	25	BLANK	5	1
E.6-180 DIONE KY	1912-1957	25 JUN 1938	24 JAN 1948	25	BLANK	2,4	1
E.6-190 ECKERMAN MI	1900/	01 NOV 1906	01 NOV 1909	25	BLANK		4
E.6-200 EIFORT OH	1883/1952	11 SEP 1908		23	BLANK		4
E.6-210 ELDENA IL	1864-	09 OCT 1908	18 JUL 1914	24.5	ONE		4
E.6-220 ELKIN KY	1886-1926	01 MAR 1920		25	BLANK		4
E.6-230 ELMORE ME	1901-1924	1910	1919	25	BLANK		4



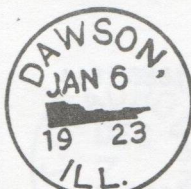
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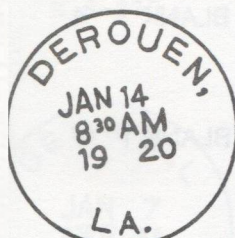
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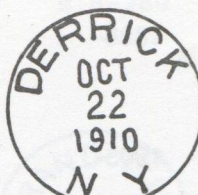
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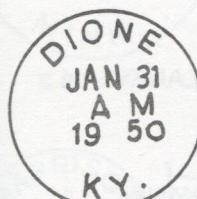
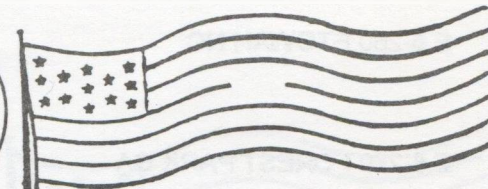
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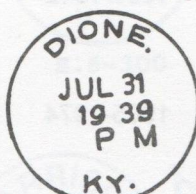
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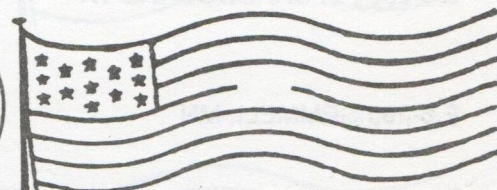
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E.6-170



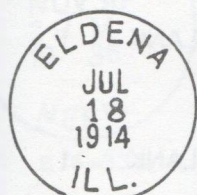
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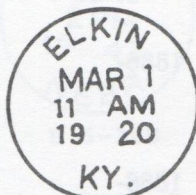
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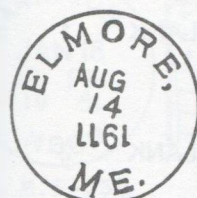
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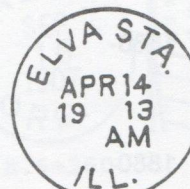
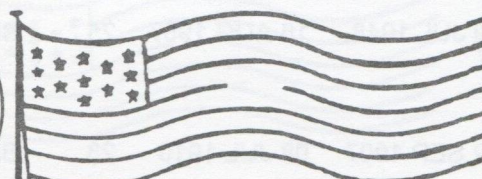
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E.6-220



E.6-230

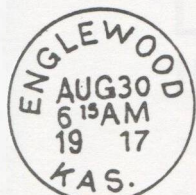


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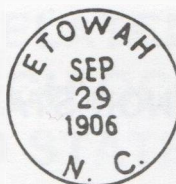


TYPE E.4-E.6 NON-STANDARD POSTMARKS

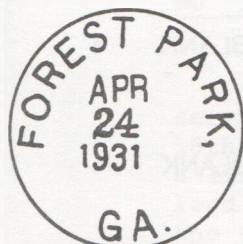
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E.6-250 ENGLEWOOD KS	1885-	30 AUG 1917		25	BLANK	4	
E.6-260 ETOWAH NC	1898-	29 SEP 1906		23	BLANK	4	
E.6-270 FOREST PARK GA	1903-	06 FEB 1931	12 OCT 1939	30	BLANK	1	1
E.6-280 FT. CHADBOURNE TX	1859/1942	1918	28 MAY 1923	25	BLANK	4	
E.6-290 GEMMELL MN	1905-1974	15 MAY 1921	10 SEP 1923	32.5	BLANK	4	
E.6-300 GRAND ISLE VT	1811-	09 AUG 1920	06 JUL 1931	25	BLANK	1	
E.6-310 HARRISON NE	1886-	21 SEP 1932		25	BLANK	1	
E.6-320 HARRISON NE	1886-	27 JAN 1934	15 JAN 1936	24.5	BLANK	2	1
E.6-330 HARRISON NE	1886-	21 SEP 1936	07 JAN 1942	30	BLANK	1	
E.6-340 HARRISON NE	1886-	05 MAR 1942	07 OCT 1947	25	BLANK	1	
E.6-350 HARRISON NE	1886-	29 JUL 1948	16 AUG 1957	25	BLANK	1	
E.6-360 HELIX OR	1880-	02 SEP 1907	08 JUL 1910	23	BLANK	3	



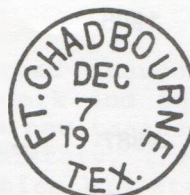
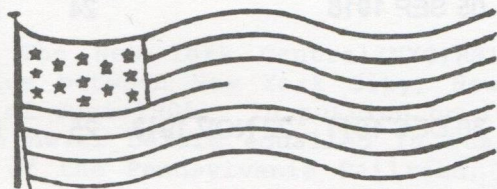
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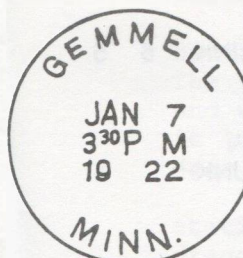
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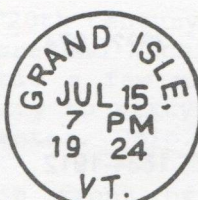
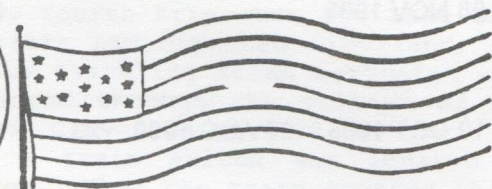
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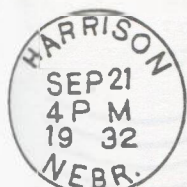
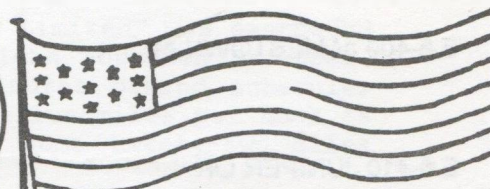
E.6-280



E.6-290



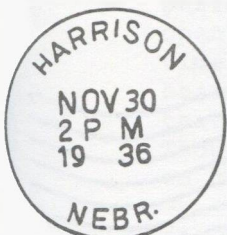
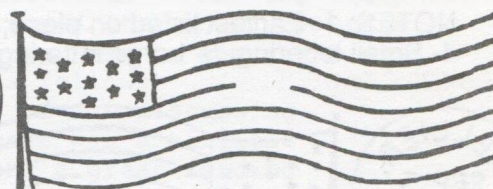
E.6-300



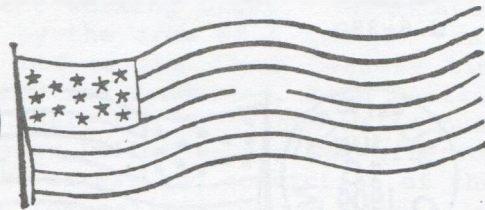
E.6-310



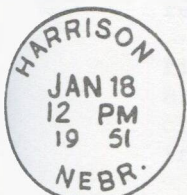
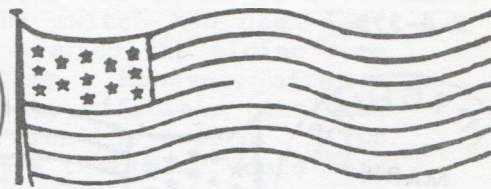
E.6-320



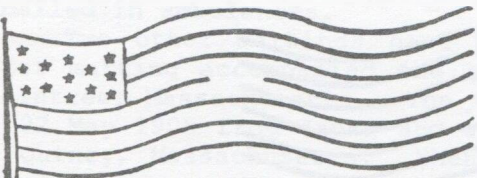
E.6-330



E.6-340



E.6-350



E.6-360



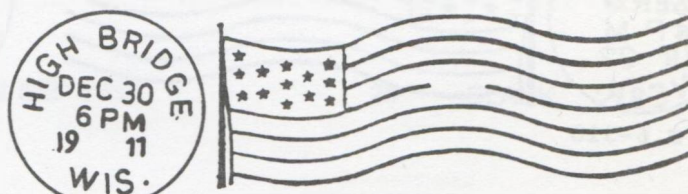
TYPE E.4-E.6 NON-STANDARD POSTMARKS

CODE TOWN STATE	PO DATES	EKU	LKU	PM	DS	N	S/I
E.6-370 HELLIER KY	1906-	05 SEP 1916		24	BLANK	4	
E.6-380 HIGH BRIDGE WI	1887-	30 DEC 1911	22 NOV 1913	25	BLANK	4	
E.6-390 HITCHINS KY	1912- 1918	15 MAR 1920		32	UNK	4	
E.6-400 JAMESTOWN AL	????-1974	08 NOV 1905			UNK	6	5
E.6-410 JUNIPER OR	1884-1912	19 OCT 1908	07 AUG 1909	23	UNK		5
E.6-420 KEMPER SC	1902-1933	01 NOV 1906	05 NOV 1906	22	BLANK		5

NOTES: 1- Earliest listed on piece; 2- Latest listed on piece; 3-Thick halvard on flag;
4- Small lettering; 5- Large lettering; 6- Not illustrated.



E.6-370



E.6-380



E.6-390



E.6-410



E.6-420

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

Sixth in a Series

By Henry J. Berthelot

INTERRUPTION

NO. 1905-06-21

The New York Central (NYC) Railroad inaugurated an eighteen-hour service between New York City, New York and Chicago, Illinois on the 18th of June 1905. In putting on its new trains for the long distance, a run never before equalled in its history, the NYC Line followed the lead of the Pennsylvania Railroad, which had started a similar service the prior week. The NYC Line's new flier on this run was the "20th Century Limited". The train consisted of an engine and five cars - four Pullman cars behind a combination baggage and smoker car. The engine was of the Atlantic type, costing the Railroad company over Two Hundred Thousand Dollars.

On the 21st of June 1905, the "20th Century Limited" was eastbound on its fourth trip over the Lake Shore and Michigan Southern Railroad. The train had departed Cleveland, Ohio a few minutes behind schedule, and was traveling at an estimated sixty to sixty-five miles per hour as it passed through the village of Mentor, Ohio, some twenty-two miles east of Cleveland at 9:30 PM.

A train switch was located in front of the Mentor passenger station. When the train crossed this switch, the engine left the rails, dragging after it the first three cars. Dashing into the Lake Shore freight station, which was located on the opposite side of the tracks from the passenger station, the engine was overturned. From the coals of the firebox, a fire was started which destroyed the first two cars together with the freight station. A survivor who was in the first car of the train subsequently related the tragedy as follows:

"The combination car was crowded. I was discussing the speed of the train when suddenly there was a terrible crash. There were hoarse shouts of men, a great rending of timbers, a terrible upheaval, and then all turned black. I felt something pressing on my head with agonizing force and then came the awful heat of the engine".

Examined shortly after the wreck, the switch was found to be in perfect working order. Speculation was that the switch had been left open by the crew of a freight train which had occupied the siding some time before the "20th Century Limited" came along. However, after a hearing was conducted, both Railroad and Ohio State officials concluded that there had been some malicious interference with the switch. A Two Thousand Dollar reward was offered to anyone whose testimony would lead to the arrest and conviction of the person or persons responsible.

The mail recovered initially from the "20th Century Limited" was forwarded to the New York City Post Office for processing. These items were identified by a printed label that was glued to each item. Some of the badly fire-damaged items recovered from this derailment were remained in ambulances.

Two other markings have been associated with this mishap: The first marking accompanied the herein illustrated envelope addressed to Braintree, Massachusetts. The envelope bore a departure date backstamp of 22 May 1905 from Japan and a receipt date backstamp of 24 June 1905 in Quincy, Massachusetts. When received, this envelope REPORTEDLY was

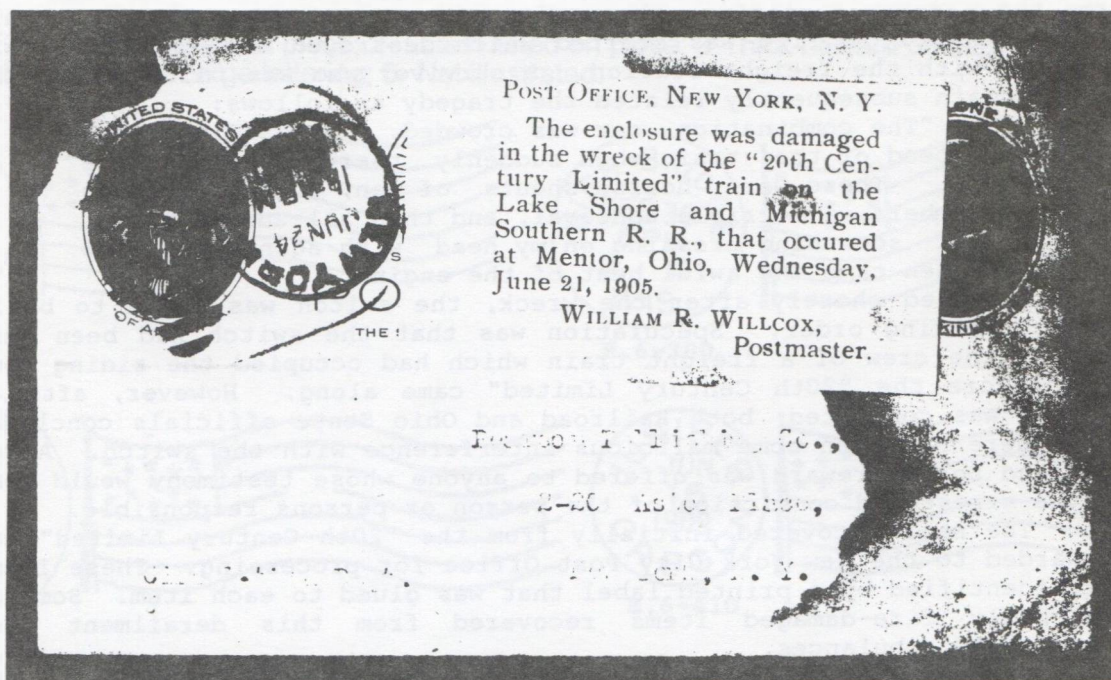
accompanied by a piece of paper which had the notice "From L.S. & M.S. Tr 26/wrecked at Mentor O/June 21, 1905" affixed by rubber stamp. Unfortunately, at some point over the years, the notice became separated from the envelope. The second marking, a handstamp, struck in red ink, also REPORTEDLY was used to identify some of the mail items recovered. Use of this handstamp was noted in the philatelic press; however, no illustration of the handstamp accompanied the article. [Does any reader have an example of either or both of these "reportedly-used" markings?] It is possible that these two markings were applied by Mentor postal officials to those relatively few mail items that had been overlooked during the initial search for mail. These items were recovered at a later date among the debris, delivered to and processed at the Mentor Post Office.

POST OFFICE, NEW YORK, N. Y.

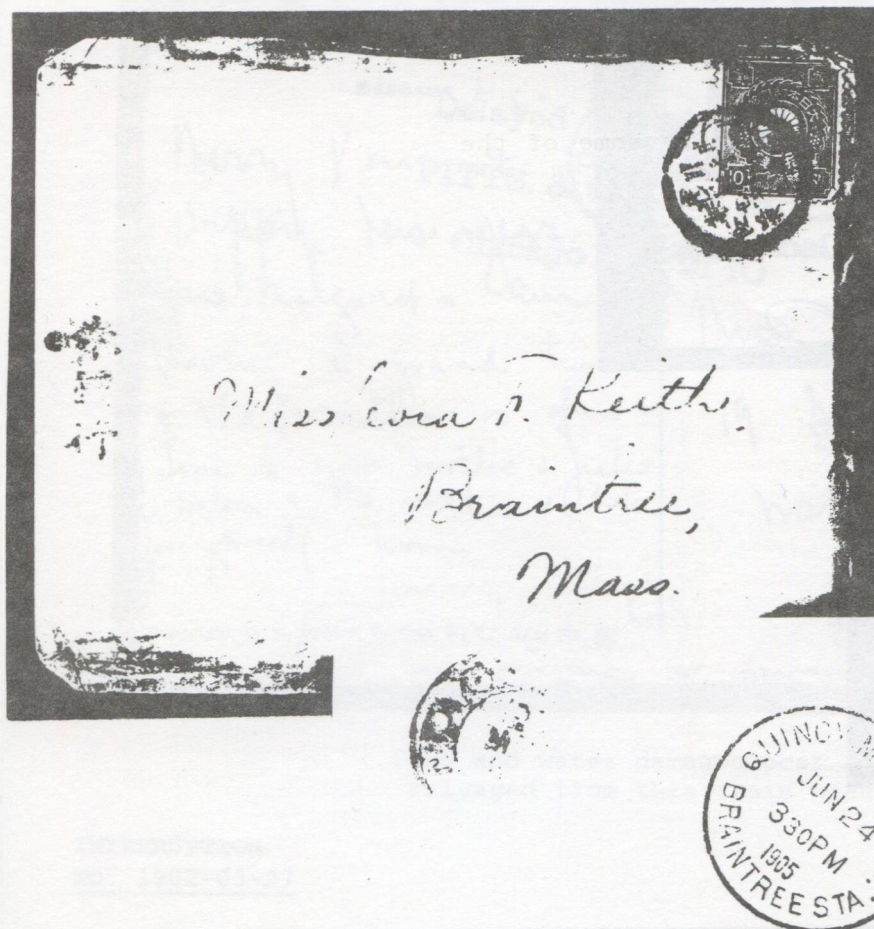
The enclosure was damaged in the wreck of the "20th Century Limited" train on the Lake Shore and Michigan Southern R. R., that occurred at Mentor, Ohio, Wednesday, June 21, 1905.

WILLIAM R. WILLCOX,
Postmaster.

MARKING NO.
1905-06-21



Recovered from the Mentor, Ohio derailment, this one-cent McKinley postal card bears the New York City Post Office label



Slightly damaged Japanese envelope recovered from this mishap bears only two backstamps (see text)

Reference: New York Times, New York City, New York, 22 June 1905 edition; Hopkins, Adrian, History of Wreck Covers.

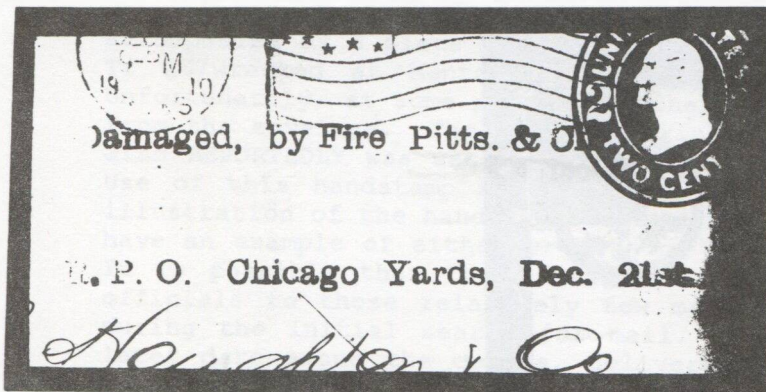
INTERRUPTION

NO. 1910-12-21

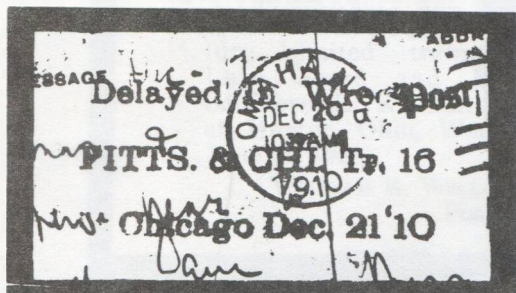
An eastbound fast passenger train was travelling through Chicago, Illinois on this date. Through human error, a switch was left open on the tracks at Chicago's 57th Street. As the passenger train passed this switch, a locomotive moving on an adjoining track crossed the open switch and crashed into the tender of the passenger train, overturning the tender and the mail and baggage cars. The locomotive's boiler exploded and the resultant fire engulfed the overturned cars.

Local fire fighters were summoned. After they extinguished the blaze, postal and railroad officials searched the mail car wreckage for recoverable mail items. Several hundred Christmas packages that were being transported in the mail car completely were destroyed.

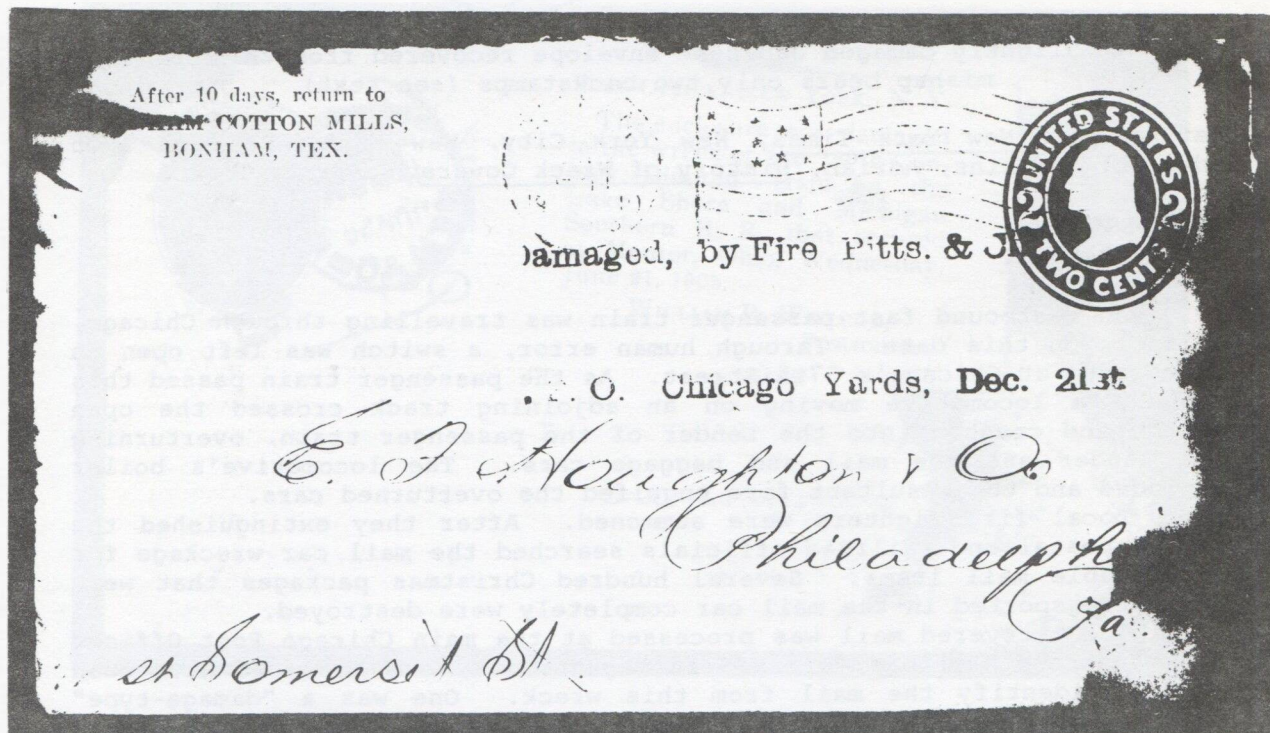
The recovered mail was processed at the main Chicago Post Office. Two handstamp markings, affixed in magenta ink, are known to have been used to identify the mail from this wreck. One was a "damage-type" marking and the other was a "delay-type" marking. These markings seemingly had an intended purpose, that being to denote those mail items that were recovered in a fire and/or water damaged condition from other recovered mail items that were not damaged, but only delayed by this mishap. However, postal officials utilized the markings without regard to the condition of the particular item to which they were applied.



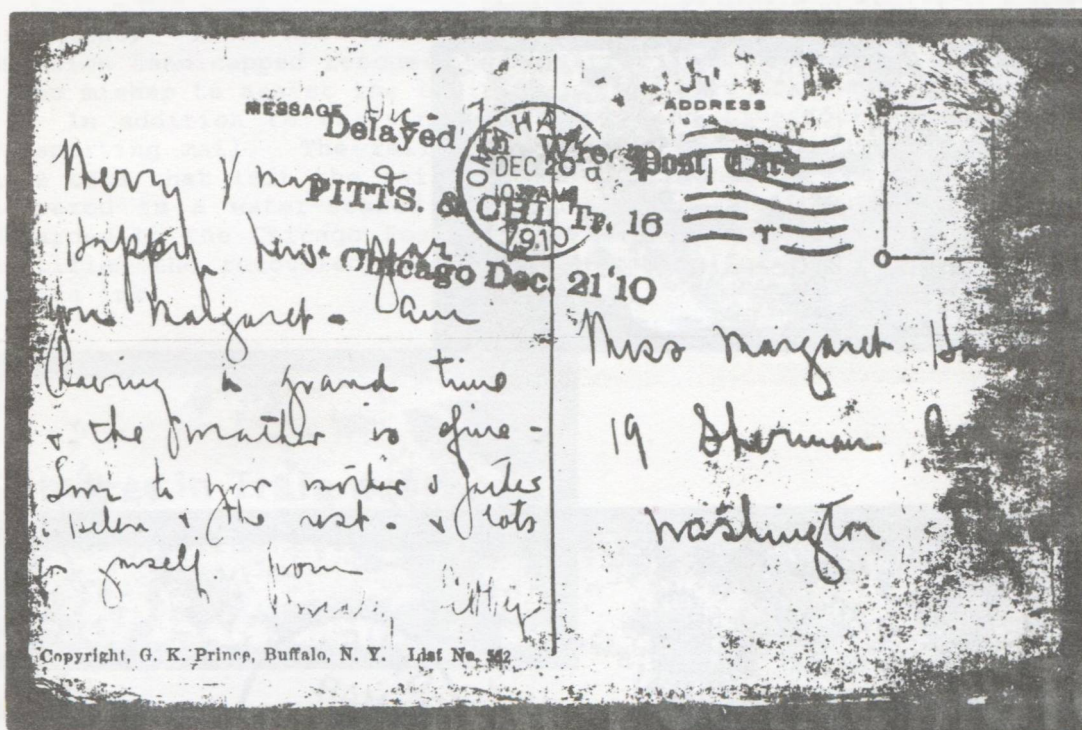
MARKING NO.
1910-12-21 (a)



MARKING NO.
1910-12-21 (b)



Fire damaged envelope that was
recovered from the mail car



Fire and water damaged post card
salvaged from this train wreck

INTERRUPTION

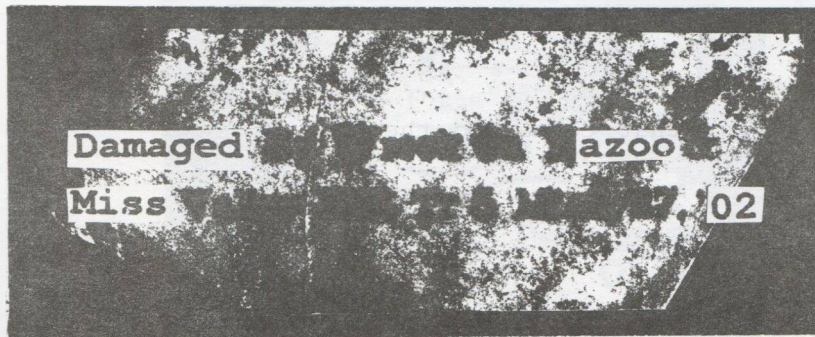
NO. 1902-03-27

On this date, six and one-quarter inches of rain fell in central Mississippi during a fifteen-hour period. The deluge caused all streams to overflow their banks, washed away culverts and trestles, prostrated telegraph poles and undermined railroad tracks. In railroad jargon, railroad tracks undermined by the action of water were referred to as "washouts". The rains of 27 March caused washouts at multiple locations on all five of the railroad lines that entered Jackson, Mississippi.

The Yazoo and Mississippi Valley Railroad Company's Train No. 2 left New Orleans, Louisiana en route to Jackson the night of 27 March. The train encountered a washout, which caused the engine and mail car to leave the rails and overturn in the flood waters.

O.M. Dunn, then Superintendent of the Yazoo and Mississippi Valley Line at Jackson, held an interview on the 28th of March. In that interview, he stated that all traffic over the Line's tracks had been suspended owing to the numerous washouts. The newspaper article which printed the interview also noted that information regarding conditions in the affected area and this mishap in particular was "rendered impossible by the fact that the telegraph service (was) crippled". It was estimated that the damage caused by the storm would run well up in the hundreds of thousands of dollars.

It is not known for certain where the recovered mail was handled, but it is believed that the mail was forwarded to and processed at Jackson. Postal officials affixed a double-line handstamp, in bluish green ink, to the water damaged mail.



(Enhanced)
 MARKING NO.
 1902-03-07



Water damaged envelope recovered from the
 derailment of the Valley Line's Train No. 2

Reference; The Daily Picayune, New Orleans, Louisiana, 28 March 1902
 edition

INTERRUPTION
NO. 1931-11-22

The Missouri Pacific Line's "Million Dollar Train" was so named because it carried many of America's finest show horses from Chicago, Illinois to Kansas City, Missouri and the American Royal Live Stock and Horse Show then being held in Kansas City. The run from Chicago was without incident. However, on its return trip, the "Million Dollar Train" was traveling near Lexington, Missouri when at dusk and on a curve, the rails spread, causing the engine and twenty railway cars to leave the tracks. A passenger coach and two-thirds of the stock cars did not leave the tracks. As was noted in the newspaper report of this

derailment, "rain was falling, and the murky night, the mud and confusion handicapped rescuers who hurried from" Lexington upon hearing of the mishap to assist the train crew and livestock owners.

In addition to carrying passengers and livestock, the train was transporting mail. The railway car that contained the mail was among those cars that left the rails and was overturned in the mud and water. Recovered in a water-soaked and mud-stained condition, this mail was forwarded to the Chicago Post Office for processing. There, officials identified the recovered mail with a double-line handstamp, struck in magenta ink.



MARKING NO.
1931-11-22



Water and mud stained envelope recovered from the
derailment of the "Million Dollar Train"

(To be continued)

ALLIED AND OTHER FORCES MAIL IN VIETNAM 1945 - 1975

by Robert G Munshower

Part Two

NEW ZEALAND

New Zealand, one of the smallest allied contingents to see combat in the Republic of Vietnam, officially entered the war on June 29, 1964. At that time several dozen engineer and construction troops of the Royal New Zealand Army landed at Ton Son Nhut Airbase, Vietnam. These were to be the first of almost 4,000 men to serve in the Vietnam War.

By mid 1965 several artillery batteries, the first of which was the 161 Battery, replaced the original detachment of engineers who were then pulled out and returned to New Zealand. By mid 1967 New Zealand had decided to commit more troops, this time in the form of light infantry. Even at this stage of the game, lessons hard learned by American forces were being put to use. It was in both New Zealand's and Australia's favor that both countries had gained previous jungle fighting experience in Malaysia and other southeast Asian areas. 1968 found New Zealand once again upping the ante by committing Special Air Services and several medical units, the latter located at Qui Nhon and Bong Song. Of the aforementioned total of 4,000 troops sent to Vietnam, 35 men were lost to hostile fire, with an additional 190 wounded in action.

Probably due to the small number of New Zealand troops and their proximity to urban centers and troop concentrations, New Zealand's military postal system was the most efficient. Instead of the mails being sorted, cancelled and distributed in country, it was simply collected and then pouched. Once this was done the pouches were flown to the General Post Office in Auckland, New Zealand where a special unit sorted it and put it into the general mail stream where an everyday Auckland, New Zealand machine cancel was applied (Figure 1.). Thus, even though the Kiwi's had free franking privileges

similar to that of U.S. forces, the "FREE" franking was not necessary. To date, no other types of postal markings from N.Z. have been seen by this writer.

Most, if not all of the New Zealand Forces war covers seen to date are in plain envelopes or those of the Australian Forces, Vietnam. Figure two shows a typical Australian Forces preprinted and cacheted envelope. Figure two helps illustrate the fact that the more things change, the more likely they are to remain the same. The two covers, mailed twenty six years and several wars apart carry depictions of two *TIKI's*, traditional Maori figures of ancient origin, and having both supernatural and powerful significance in the Maori culture.

Perhaps the *TIKI* displayed on the WWII patriotic cover had the greater power of the two, for that war ended up a clear cut victory that left little open for criticism and recrimination.

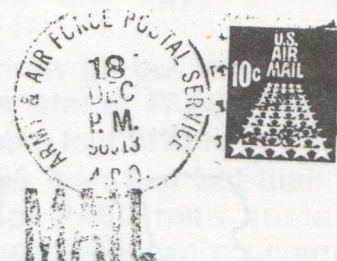
The last cover on the adjoining page is something else again. As the single U.S. APO (96313) assigned to New Zealand, its function is at once mysterious and unclear. U.S. personnel had long been stationed in New Zealand to aid in intelligence gathering and for the monitoring of Soviet and Chinese activities in the South Pacific. That this APO was operated out of the Royal New Zealand Air Force base at Woodbourne, Blenheim, New Zealand might tend to confirm that thesis.

Unfortunately, my only contact with New Zealand forces occurred while on a well deserved R & R in Singapore where myself, several men from the 11th Armored Cav, as well as a half dozen Kiwi's and a like number of Aussies occupied most of the long bar at Raffle's place. By closing time (6:00 am) we the Americans were nearly casualties, the Kiwi's were just a bit wobbly, and the



*Dr. J. E. Catudal,
1309 N. Topeka,
Wichita 5,
Kansas, U.S.A.*

FROM:
Sgt B. R. Barber
Det 430 Box 77
APO San Francisco 96313
☐ CHECK HERE IF ABOVE IS
A CHANGE OF ADDRESS



Century Metalcraft Corporation

P. O. BOX 64382
LOS ANGELES, CALIFORNIA 90064

666796

30.00

Aussies, well, they felt that we were just getting started!

Needless to say, covers from New Zealand forces that served in the Republic of Vietnam are difficult to come by with few examples found on the active market. Anyone having covers of N.Z. forces bearing

markings different from that shown on the above example, or for that matter any interesting or unusual Vietnam War related markings, please do not hesitate to send xerox copies for inclusion as this series of articles will be amended, expanded, and updated.



Locations of Royal New Zealand and Australian Military, Naval and Air Force Units in Vietnam

ALLIED AND OTHER FORCES MAIL IN VIETNAM 1945 - 1975

by Robert G. Munshower

Part Two

AUSTRALIA

The Australian military presence in Vietnam initially began on July 12, 1961 with the deployment of thirty military advisors to the Bien Hoa region near the capitol city of Saigon. Prior to this first active involvement, Australia had been sending construction materials intended for local village defense and fortification. It often comes as a shock to many Americans when they are told that Australia's involvement in Vietnam goes back nearly as far as that of the United States. By 1964 an increase in the number of advisors was deemed necessary, and at the same time, it was decided to deploy a full squadron of Royal Australian Air Force Canberra bombers to the war zone.

In anticipation of even larger numbers of men that would be required for combat, Australia introduced conscription to meet those needs. As a result, the strength of the Royal Australian Army was increased to 28,000 men. By late 1964 over 100 Australian military advisors were working, fighting and dying alongside their Vietnamese and American counterparts.

The war began to heat up in February 1965 and in response Australia offered to commit a full infantry battalion to the war effort. By April, both the Republic of Vietnam and the United States decided to accept the offer and as a result troop levels were well over a thousand. In March of 1966 an additional 1500 men, as well as the Royal Australian Navy destroyer *Hobart* was in action. 1966 also saw the addition of a second Canberra Bomber Squadron plus a detachment of Royal Australian Navy Frogmen. A peak of sorts was reached in 1967 when 8300 men were involved in air and ground combat in Vietnam and Thailand. As was noted, the first advisors and later, combat infantry troops were stationed at Bien Hoa where most operations were conducted in conjunction 101st Airborne Brigade as well as with local and regional forces of the Army

of the Republic of Vietnam. Dissatisfaction with command coordination as well as allied communication problems, led to the decision that the Australians should have their own area of tactical responsibility. As the luck of the draw would have it, the Australian infantry and artillerymen would find themselves relocated to Phouc Tuy Province, south-east of Saigon. It would be here that they would operate independently as well as in coordination with the 173rd Airborne Brigade. Located adjacent to the mouth of the Mekong, Phuc Tuy also had the distinction of containing a large part of the infamous Rung Sat Zone, the "jungle of death." The area was a nightmare of rice paddies, forested scrub plain, hills covered with thick second growth and dense mangrove swamp. Last, but not least, the area had long been a VC/PAVN stronghold since the days of french occupation.

By 1972 when all but advisors had been withdrawn, a total of 47,000 Australian soldiers had served a tour of duty in Vietnam. In the process, 496 men had lost their lives and an additional 2400 men sustained wounds. As did their American counterparts, the Australian troops suffered the unusual distinction of having won tremendous tactical victories and battle yet, in the end, were forced to accept the fact that the main prize, a free and independent Republic of Vietnam would be for political reasons, denied them.

Information on the combat and military postal activities of the Royal Australian Air Force which, in the early days of the war operated out of Ton Son Nut Airbase in Saigon has been very difficult to come by. The squadron of Canberra Bombers was later moved to their permanent base at Phan Rang where they were later joined by part of a second squadron. In addition, a Royal Australian Air Force fighter squadron operated from the Royal Thailand Air Force Base at Ubon, Thailand (U.S. APO 96304)

TAKE TWO ASPIRINS AND WRITE ME IN THE MORNING

by Robert G Munshower

In the course of cover collecting and the study of postal history, one comes across many unusual ways that the mails were utilized to the advantage of the sender. The use of cheap parcel post rates to send laundry home to dear old mom, or the mailing of bricks to construct a bank in Vernal are but two such examples. The illustrations that accompany this article shows one more clever way that a sender could use an existing postal service, this time to the advantage of both the sender and the addressee. The use of Special Delivery Service to mail a postal card is a bit uncommon though not rare by any means. This, a UX27 U.S. Postal Card carries a copy of #907 the Allied Nations Issue and #E17, the blue Special Delivery issue of 1944. What makes this cover special though, is the connection between the postal useage on front and the message contained on the backside of the card.

There we find that a physician is attempting to contact a patient in regards to

changing the dosage and timing of a prescription he had ordered. In addition, the physician reassures his patient that "those reactions are O.K. & nothing to worry about." Perhaps there was something to worry about since that the physician chose to utilize the Special Delivery Service to notify the patient. The sense of urgency conveyed by this use of this service cannot be missed.

Perhaps the patient did not have a telephone and could not be contacted through that means. This of course left him the telegram as a reasonable alternative to the telephone, yet one has to admit that a telegram would have cost more than the 16 cents that paid for the next day morning delivery of this card.

The 11:00 am dispatch and 11:00 am receiving times helps to confirm this. One hopes the patient made a successful recovery, although the admonishment "Don't forget my figures" if it refers to the bill, could have caused a relapse or complications!



Chas Z
5871
Pitts

Dear Chollie :- Those reactions
are O.K. & nothing to worry about.
However, discontinue for a week
& then take 2 a week Monday
& Friday. More details will follow.
Don't forget my figures. Regards
to Mom.
Mune later M.

COLORADO POSTAL MARKINGS TO 1900

By Richard C. Frajola

SAN MIGUEL COUNTY

ALDER CREEK (no reported examples)

AMES

1.	4	MAN	22 Dec 82	26 Jun 83
2.	3	CDS27	22 Jul 83?	6 Jun 84
3.	3	CDS27	8 Dec 94	17 Jan 98

BULKLEY (no reported examples)

CEDAR (no reported examples)

FOLSOM (no reported examples)

HASKILL

1.	4	CDS28	13 Aug 95	3 Aug 96
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ILLIUM

1.	5	CDS28	3 Aug 93	24 Jun 98	oval grid
----	---	-------	----------	-----------	-----------

LEOPARD (no reported examples)

LIZARD HEAD (no reported examples)

NEWMIRE (no reported examples)

NORWOOD

1.	4	CDS29	4 May 89	23 Jun 92	oval grid
2.	3	CDS27	18 Sep 91	2 Nov 93	target
3.	3	CDS28	Oct 94	28 Apr 99	

OPHIR

1.	4	CDS27	3 Oct 78	5 Jan 81	star
2.	5	CDS27	23 Oct 82		
3.	3	CDS27	5 Jan 83	3 Mar 88	

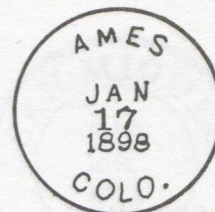
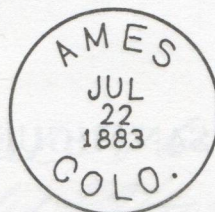
PANDORA

1.	6	CDS28	23 Oct 82	31 Mar 85	
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PLACERVILLE

1.	3	CDS29	25 Aug 80	13 Jun 83	target
2.	4	CDS31	26 May 84	21 May 86	target
3.	6	CDS34	20 Nov 86	1 Jun 87	
4.	3	CDS28	10 Apr 88		
5.	3	CDS28	9 May 88	30 Aug 98	

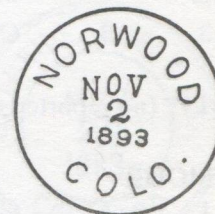
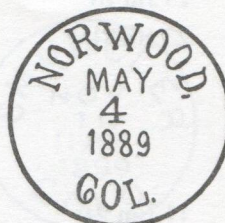
Ames Colo
5/25-83



1

2

3

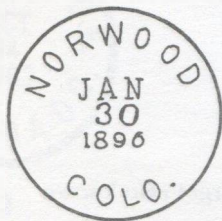


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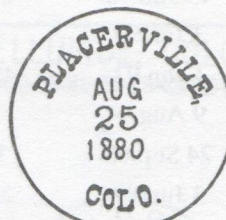
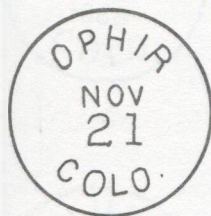
2



3

1

2



3

1

1

2



3

4

5

SAN MIGUEL COUNTY

SAN BERNARDO (no reported examples)

SAN MIGUEL

1.	5	CDS26	17 Jun 78		target
2.	5	MAN	29 Jul 78	10 Sep 78	
3.	3	CDS34	23 Jul 81	29 Apr 85	circle grid

SAWPIT (no reported examples)

SEYMOUR

1.	5	CDS28	11 Jun 94	4 May 95	target
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SMUGGLER

1.	5	CDS28	13 May 99		
2.	5	CDS28	11 Nov 99		oval grid

SULTANA (no reported examples)

TELLURIDE

1.	5	CDS33	16 Oct 82	29 Jun 83	
2.	3	CDS30	3 Oct 83	27 Mar 86	wheel of fortune target also known
3.	3	CDS32	16 May 84	17 Jun 84	target
4.	3	CDS28	1 Nov 86		target
5.	3	CDS29	18 Nov 86	8 Dec 86	target
6.	2	CDS27	19 Apr 87	9 Jan 90	neg. cross
7.	2	CDS27.5	13 Jun 90	24 Sep 95	neg. cross
8.	4	REG44	3 Jan 93		
9.	2	CDS28	1 Jan 92	18 Nov 93	neg. "x"
10.	2	CDS28	9 Aug 94		
11.	2	CDS27	24 Sep 95	3 Jun 97	
12.	2	CDS28	3 Jun 97	22 Jul 99	oval grid
13.	2	CDS28	18 Apr 99		oval

TROUT (no reported examples)

TROUT LAKE

1.	8	CDS30	19 Jan 85		trout in oval
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VANCE

1.	4	CDS28	13 Aug 95		target
2.	4	CDS28	21 Mar 99	8 Apr 99	target

WILSON

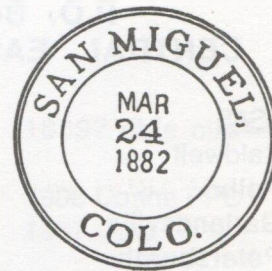
1.	6	CDS28	6 Oct 99		target
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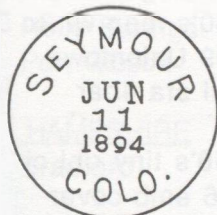
1

*San Miguel Colo
July 29/78*

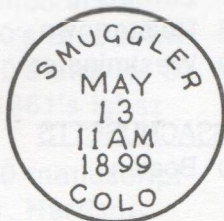
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3



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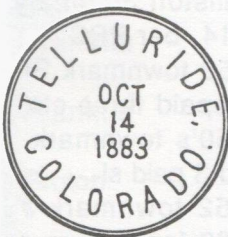
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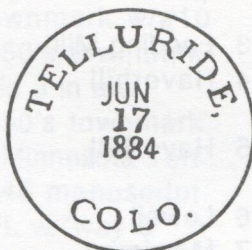
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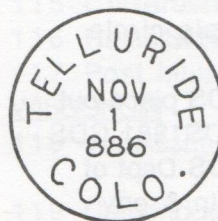
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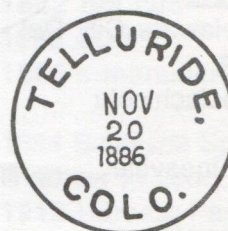
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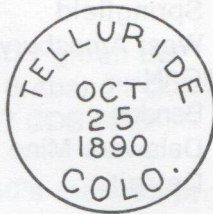
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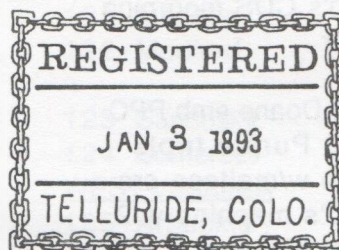
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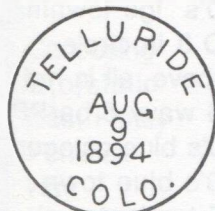
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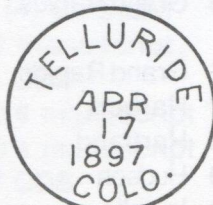
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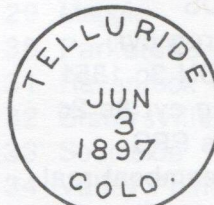
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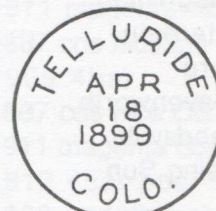
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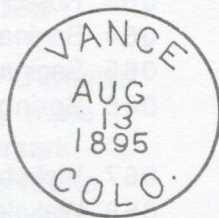
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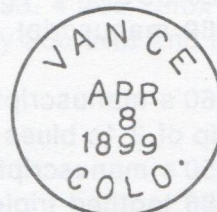
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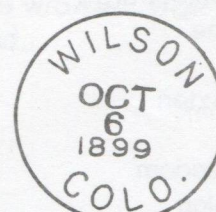
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1



2



1

BEAR MOUNTAIN PHILATELIC

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CENTRAL, EASTERN, NORTHERN & SOUTHERN STATES Mail Bid Sale

ARKANSAS

- 001 Caldwell 1895 manuscript
002 Felix 1909 doane (06-11)
003 Garlandsville 1891 Manuscript
004 Petersburg 1889 CDS
005 Searcy 1850 Manuscript SFL

CONNECTICUT

- 006 Barkshamsted 1866 Manuscript
007 Hartford 1859 Full pink ad cvr
Conn. Life Ins Co
008 Hartford 1859 as above, grey
009 Madison 1849 SFL bold "5" HS
x'd out rerated 10 HS
010 Tariffville 1859 green townmark
on folded letter

DELAWARE

- 011 Delaware City Del 1887 Triple circle

FLORIDA

- 012 Apalachicola 1860's CDS piece out
1870's CDS 1881 CDS
013 Gainesville 1870's CDS Dept of
interior stp & env
1910 4 bar PPC
014 Georgiana 1880's about good CDS
015 Hibernia 1880's CDS mourning
016 Lake Como cover

INDIANA

- 017 Alcizers 1908 Doane emb PPC
018 Batesville 1879 Purple triple
circle w/maltese crs
019 Ft Wayne 1920's machine w/2
1cent Walloons
020 Hall 1910 doane PPC
021 Indianapolis 1899 flag patriotic
022 Haughville 1893 CDS
023 Otterbein 1870's reg cvr
024 Peru 1857 SON 3c 1851
025 Leavenworth 1901 reg cvr 8c 2c
026 Reedsville 1908 cds PPC
027 Rising Sun 1907 steamboat real
photo! A gem!
028 Seafield 1910 doane PPC

LOUISIANA

- 029 Collinsburgh 1888 CDS
030 Elbe 1889 manuscript

MAINE

- 031 Buxton 1860's manuscript
strip of 3 1c blues
032 Freedom 1850's manuscript
033 Solon 1886 toothed triple
circle. cover faults

- 034 Whitneyville

1901 pretty spec
del w/E5

MARYLAND

- 035 Baltimore 1935 5c sesqui env
to Foochow China
036 Lapidum 1883 CDS 3 1c blues
037 Lutherville 1887 huge dbl circle
038 Reistertown 1850's man w/ 3c 51
039 Westminster 1909 Uniontown
rural sta 4bar

MASSACHUSETTS

- 040 Boston 1850's tiny dbl circ
w/26 emb cover
041 Boston 1899 Involute flag
042 East Hampton 1891 ill ad cover
Williston Seminary
043 Feeding Mill 1914 bar PPC
044 Haverhill 1852 townmark SFL
"prepaid three cts"
1850's townmark
and 3 paid sl
1852 townmark #10
1882 fancy purp star
1850's red townmark
"circular" "paid"
1927 Eastern Expo
1850's Manuscript

MICHIGAN

- 051 Bendon 1909 mag 4bar PPC
052 Delaware Mine 1906 4 bar PPC
053 Detroit UX1 w/1c blue to
Ontario
054 Grand Island 1880's toothed cnty
pm as circular rate
055 Grand Rapids 1850's lge townmark
PAID 3 in circle
As above, all in red
1936 wavy 5 bar PPC
056 Grand Rapids 1880's blue octagon
057 Harbert 1850's blue town
058 Hartland 1885 toothed oval
059 Hudson 1864 dbl circle
060 Ingalls 1908 4bar PPC
061 Jonesville 1909 blue 4bar PPC
062 Moline 1890"West Side" CDS
063 Roscommon 1910 to Sweden
064 Saginaw 1880's CDS also
065 Saginaw magenta bridgevill
066 Springbrook 1879 lge magenta
1911 Magenta 4 Bar

MINNESOTA

069 Lime Creek

1890 CDS nice
C, StP & Minn RR
1929 Phil Ex Sta

070 Minneapolis

MISSISSIPPI

071 Artesia

1870's manuscript
trimmed at top
1850's Blue town
1860's strip of 3
3c 1861's lgl sz

072 Holly Springs

073 Port Gibson

NEW HAMPSHIRE

074 Bradford

1840 manuscript
illus. Harrison

075 Concord

1840 illustrated
SFL inaug ball inv
Townmark w/#10

076 Exeter

077 Franklin

1850's townmark
paid 3 in arc

078 Franklin

1850's townmark
to Minnesota Terr

079 Groton

1846 manuscript
SFL w/"way 6"

080 Osipee

081 Wolfeborough

1860's misspelled
1892 pretty full
ad cvr KingswoodNEW JERSEY

082 Burlington

1860's green dbl

083 Murrayhill

1910 4bar PPC

084 West Summit

1907 CDS PPC

PENNSYLVANIA

085 Airy Dale

1860's manuscript

086 Beaver Valley

1909 doane PPC

087 Bloomsburg

1845 SFL red

088 Bridgeton

1870's manuscript
strp (4) 3c bank.

089 Cacoosing

1882 manuscript

090 C(o)stello

1891 CDS

091 East Finley

1880's manuscript

092 Fenwick

1860's manuscript

093 Hay

1887 CDS

094 Irwin Station

1883 CDS

095 Lumberville

1892 CDS

096 McElhattan

1880's CDS

097 McMichaels

1907 green CDS

098 Passer

1890's CDS

099 Philadelphia

1926 Model PO slogan

100 Schultsville

1870's fancy triple

101 Shirleysburg

1860's townmark
w/3 1861 1c faults

102 Sparta

1870's manuscript

103 Spruce Creek

1907 Doane PPC

104 West Grove Station

1869? dble circ

RHODE ISLAND

105 Exeter

1908 Doane PPC

106 Peacedale

1887 CDS

SOUTH CAROLINA

107 Bamber

1874 CDS 3 1cblue

108 Bishopville

1850's manuscript

109 Salter's Depot

1878 CDS spotty

110 Westminster

1881 very fancy CDS

TENNESSEE

111 Carversville

1879 manuscript

112 Montrato Spring

1858 3c 1857

113 Newport

1875 octagon

114 Sequiuche College

1886 manuscript

VIRGINIA

115 Cartersville

1882 dbl circ

116 Hamp Sid College

1880 CDS

117 Post Mills

1860's manuscript

WISCONSIN

118 Waukesha

1884 Bethesda Spgs

119 Cambridge

ill ad cvr to London
1912 Harvest Parade
real photo

120 Lamature

1840/50's manuscr

121 Madison

1886 UX6 to Hamburg

122 Medford

1898 printed view of
main st. 1c card to Eur

123 Sandusky

1910 4bar ppc

124 Somerset

1883 reg cvr 5 stps

WEST VIRGINIA

125 Arbuckle

1911 doane emb ppc

126 Bunnors

1909 4bar ppc

127 Dawson

1889 cds

128 Highlands

1907 doane abt good

129 Maggie

1911 magenta 4bar

130 Parkersburg

1887 cds nice lge CC

131 Ravenrock

1909 4bar

132 Sistersville

1887 cds nice CC

133 Southside

1911 magenta doane

134 Valley Point

1912 4bar ppc

135 Wilbur

1908 odd dble circle

136 Wynda

1907 doane overstrk

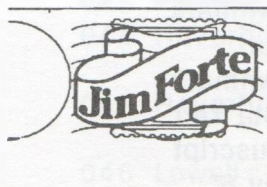
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JIM MEHRER MAIL BID SALE #4

2405-30th Street, Rock Island, IL 61201

CALIFORNIA

201. BLUE CANYON, 1908, G+ Doane 3/3 on PPC (87-27). Est. \$10.00
202. BRODERICK, 1905, VG Doane 2/4 on PPC. Est. \$5.00
203. BROWNSVILLE, 1908, F Doane 2/2 w/CHALLENGE, CA Doane 2/2 on PPC. E\$8
204. CEMENT, 1907, VG cds & target on PPC (03-28). Est. \$10.
205. EL RIO, 1907, VG Doane 2/4 (dial only; stamp gone) on PPC (95-11) E\$10
206. FOSTER, 1911, G+ 4-bar (bit blurred) on PPC (93-18). Est. \$15.00
207. HAIWEE, 1912, F 4-bar on cover to Mexico (trimmed into stamp) w/enclosure (1908-13). Est. \$25.00
208. INDIAN DIGGINS, 1934, F green balloon cds on GPC; w/three other cancel types on back (88-35). Est. \$8.00
209. LOG CABIN, 1931, VF cds (purple) & fancy pictorial cabin cancel on PPC (28-44). Est. \$10.00
210. LOWDEN'S RANCH, 1908 (Feb 21), G 4-bar (high dial; "NS R" off card) on PPC (74-08) Est. \$15.00
211. MELROSE, 1908 (Oct 15), F Doane 3/4 (earliest!) on PPC (81/06). E\$10
212. NORTH SAN JUAN, (1878), F cds & target on cover (opened ruff into stamp). E\$5
213. OLIVE, 1907, F Doane 1/1 on cover (ruff @ night) (87/63). Est. \$5.00
214. ORO LOA, 1915 (Jul 8), VG 4-bar ERROR (trimmed into stamp) on PPC. Earliest for this town (14/29). Est. \$25.00
215. PLANO, 1910, VG obd ("NO" on stamp) on PPC (71-15). Est. \$8.00
216. RUST, 1912, VG 4-bar on PPC (09-18). Est. \$10.00
217. SACRAMENTO, 1884, F (except first "A" omitted) DCDS & palm leaf killer on bit ruff 3c entire. Est. \$5.00
218. SEAL GARDEN, 1910, VG 4-bar on PPC (08-11). Est. \$15.00
219. SKYLAND HEIGHTS, 1914, VG 4-bar ("LIGHTS" on stamp) on PPC (10-19). E\$10.00
220. SPRINGS, 1908 (Jul 23), G+ 4-bar as rec'd. on PPC. Early for this town (08-12). Est. \$12.00
221. TRUCKEE, 1882, VG cds & target on cover (opened ruff into stamp). Est. \$5.00
222. WASHINGTON, 1911, F 4-bar on cover (opened ruff into stamp). Est. \$5.
223. WITTER, 1907, G+ Doane 3/4 on PPC (01-13). Est. \$8.00

COLORADO

224. ALBANO, 1912 (Jan 10), VG latest Doane 2/1 (dial only - stamp gone) on PPC (04-12). Est. \$10.00
225. BEAVER, 1909, G+ 4-bar (partly obscured by printing on card) on PPC (02-10). Est. \$20.00
226. BOYERO, 1908, F 4-bar on PPC. Est. \$8.00
227. BROOK FOREST, 1936, VF 4-bar on PPC (21-49). Est. \$8.00
228. BUENA VISTA, 1898, G+ cds & cork on cover (creased thru stamp). E\$8
229. CARLTON, 1910, F (except "R" scraped away) Doane 2/2 on PPC (91-80). E\$6
230. DECKERS, 1909, VG 4-bar on PPC (08-33). Est. \$7.00
231. ELBA, 1912, VG 4-bar on PPC (10-58). Est. \$5.00
232. GALATEA, 1909, G+ Doane 2/1 ("EA" on stamp) on PPC (87-48). E\$8
233. GEM, 1909, G+ 4-bar on PPC (07-13). Est. \$10.00
234. KELLY, 1911, G+ 4-bar (spotty) on embossed PPC (09/16). Est. \$30.00
235. KENDRICK, 1913 (Jul 25), VF Doane 3/1 (latest) on PPC (08-55). E\$10
236. LANGDON, 1911, G 4-bar as rec'd. (late use, o/s) on PPC (07-11). E\$8
237. NUNN, 1909, VF BOLD Doane 3/1 on PPC. Est. \$8.00
238. SEVERANCE, 1908, F 4-bar on PPC. Est. \$6.00
239. SMUGGLER, 1913, G+ 4-bar on PPC (95-28). Est. \$10.00
240. TUTTLE, 1908?, G 4-bar on PPC (83-18). Est. \$8.00
241. TWO BUTTES, 1910 (May 11), VG 4-bar (bit doubled). EARLY! Long message on PPC says "this is a new town" (10-op). Est. \$25.00
242. WALDORF, 1907 (Aug 13), VG early 4-bar on PPC (08-12). Est. \$10.00
243. WELLINGTON, 1908, VF BOLD Doane 3/5 on PPC. Est. \$8.00
244. WINSTON, 1910, VF 4-bar on toned PPC (02-18). Est. \$20.00
245. WOODMAN, 1912, VG 4-bar (early) on PPC (12-49). Est. \$10.00

MONTANA

246. BOZEMAN, 1895, F cds with "B" killer on 2c Columbian entire. Est. \$8.
247. BROCKTON, 1911, G+ UNLISTED Doane Type 2 (light) on PPC. Est. \$12.00
248. CARL, 1914, VG 4-bar (bit doubled) on PPC (13-14). Est. \$35.00
249. CHALK BUTTES, 1913, F 4-bar (Bit doubled) on PPC (10-42). Est. \$8.00
250. DEBORIA, 1908, VG 4-bar ("IA" on stamp) on PPC (00-83). E\$6.00
251. FOX LAKE, 1913, VG 4-bar (doubled) on PPC (10-14). Est. \$12.00
252. GARRISON, 1910, G+ 4-bar on PPC (83-80). Est. \$5.00
253. GOSSETT, 1911, G (light) Doane 3/1 (latest) on PPC (05-13). Est. \$20.00
254. GRAHAM, 1907 (Jul 16), VG Doane 2/1 (earliest; two strikes overlapped) w/PINOS ALTOS, NM 4-bar as rec'd. on PPC (94-43). Est. \$8.00
255. HARDY, 1912, G+ 4-bar on PPC (88-15). Est. \$20.00
256. HINGHAM, 1913, VG 4-bar (bit dial off card) on PPC (10-op). E\$8
257. KLEIN, 1914, G+ 4-bar on PPC (09-57). Est. \$8.00
258. LINDSTROM, 1914, G+ 4-bar (overinked; "MONT." spotty) on PPC (12-18). Est. \$25.00
259. MILLTOWN, 1913, VG 4-bar on PPC. Est. \$8.00
260. MONIDA, 1911, F 4-bar on PPC (91/64). Est. \$8.00
261. ROCK VALE, 1908 (Apr 15), G (lite) Doane 3/1? on PPC (94/14). Early E\$15.
262. SCOBAY, 1913, G 4-bar (spotty) on stained PPC (01-15). Est. \$8.00

NEBRASKA

263. BOSTWICK, 1912, G+ UNLISTED Doane type 3 on PPC (85-89). Est. \$6.00
264. CARLISLE, 1912, G (lite) 4-bar on PPC (91-20). Est. \$6.00
265. CARTER, 1910, G+ 4-bar on PPC (06-15). Est. \$15.00
266. GOEHNER, 1910, VG Doane 3/1 on PPC. Est. \$8.00
267. HIAWATHA, 1907, F Doane 2/1 (catalog copy) on PPC (89-33). Est. \$8.
268. HIGGINS, 1909, VF 4-bar on PPC (89-12). Est. \$12.00
269. HUNT, 1910 (Feb 10), G earliest Doane 2/1 (stamp gone) as rec'd. on PPC (05-16). E\$8
270. INGLESIDE, 1908, VG UNLISTED Doane 2/1 on PPC (05-DPO). Est. \$12.00
271. INGLESIDE, 1911, VG 4-bar NON-STANDARD on PPC (05-DPO). Est. \$12.00
272. MCKINLEY, 1908, VG cds on PPC (99-18). Est. \$10.00
273. STARK, 1907, VG 4-bar (late use) on PPC (84-07). Est. \$10.00

274. STRASBURGER, 1909, VF 4-bar on PPC (08-16). Est. \$25.00
275. WILLOW ISLAND, 1913, F UNLISTED Doane 3/2 on PPC. Est. \$8.00

NORTH DAKOTA

276. BARNEY, 1923, G+ 7-bar NON-STANDARD on PPC (99-73). Est. \$12.00
277. EGGLELAND, 1906, VG Doane 3/1 (2 strikes; overlapped) on PPC. E\$6
278. FLASHER, 1911, VG 4-bar on PPC. Est. \$5.00
279. FREDIA (1918), VG manuscript on PPC (10-75). Est. \$15.00
280. GUELPH, 1910, VG Doane 1/2 on PPC. Est. \$5.00
281. KENNEDY, 1911, VG 4-bar ("DY" on stamp) on PPC (08-125). E\$20
282. KIRK, 1913, VG 4-bar (part of stamp gone) on PPC (11-14). Est. \$40.00
283. MAX, 1908, F Doane 2/1 on PPC. Est. \$7.00
284. ROCKSPRING, 1909, G+ 4-bar (partly obscured by printing) on PPC (98-13). E\$12
285. SEABORN, 1910, G (lite) 4-bar on PPC (07-12). Est. \$18.00
286. STROUD, 1911, VG 4-bar on PPC (95-13). Est. \$12.00

OREGON

287. ALLEGANY, 1911, VG 4-bar on PPC. Est. \$5.00
288. AUDREY, 1908, G (lite) cds & target on PPC (02-18). Est. \$25.00
289. BIGGS, 1911, G (lite) Doane 2/1 on PPC (88-54). Est. \$5.00
290. DRYDEN, 1909, F Doane 1/1 (bit of dial off card) on PPC (92-58). E\$8
291. EIGHTMILE, 1910, VG Doane 2/1 on PPC (83-41). E\$7
292. FALLS CITY, 1908, VG Doane 2/4 on PPC. Est. \$5.00
293. HELIX, 1910, G+ NON-STANDARD handstamp flag on PPC. Est. \$10.00
294. OLALLA, 1908, G+ Doane 3/2 on PPC (81-22). Est. \$8.00
295. ST. HELEN, 1909, VG Doane 2/5 on PPC (50-13). Est. \$6.00
296. SILVER LAKE, 1907 (Nov 29), G+ purple Doane 3/4 (state spotty) on PPC. Latest Use! Est. \$8.00
297. WAPINITIA, 1908, G+ Doane 2/3 on PPC (78-36). Est. \$8.00
298. WRENTHAM, 1909, G+ cds & cork on PPC (00-16). Est. \$7.00

SOUTH DAKOTA

299. COLOME, 1910, VG early 4-bar on PPC (09-op). Est. \$8.00
300. CORSICA, 1911, VG DCDS & 4-bar NON-STANDARD on PPC. Est. \$12.00
301. CORSON, 1908 (Dec 28), F Doane 2/1 (earliest; o/s) on PPC. Est. \$8.00
302. CROWLAKE, 1910, G+ 4-bar on PPC (95-14). Est. \$10.00
303. DAVISTON, 1909, G+ 4-bar on PPC w/blue photo of "Hotel Daviston" (08-17). E\$12
304. DUNNEBECKE, 1909, G 4-bar (bottom half of dial not struck; message docketed) on PPC (09-14). Est. \$12.00
305. ELLIS, 1909, VF BOLD 4-bar on PPC (83-42). Est. \$7.00
306. HOOVER, 1910, G+ Doane 2/1 on PPC (05-73). Est. \$8.00
307. HOUSTON, 1911, G+ UNLISTED Doane 1/1 on PPC (94-25). Est. \$8.00
308. IMOGENE, 1910, VG manuscript & cork (EARLY provisional) on PPC (10-43). E\$30
309. LOOMIS, 1911, VG 4-bar NON-STANDARD on PPC (03-83). Est. \$8.00
310. MARCUS, 1910, VG 4-bar on PPC. Est. \$5.00
311. MEERS, 1909, G+ Doane 2/1 on PPC (photo of prairie house) (04/23) E\$6
312. MENTOR, 1908 (Dec 1), G+ 4-bar (2 strikes overlapped) on PPC (09-17). E\$15
313. NORDEN, 1909 (Mar 4), G+ 4-bar (inauguration date) on PPC (07-12). E\$20
314. PENNVILLE, 1911, G+ 4-bar (as rec'd) on PPC (08-19). Est. \$10.00
315. SIDNEY, 1911, G+ 4-bar on PPC (10-14). Est. \$25.00
316. STAMFORD, 1924 (Feb 29), F 4-bar (leap day; bit overinked) on PPC (06-66). E\$12
317. ZEONA, 1912 (Mar 12), G+ 4-bar (dial high; partly off card) on PPC (11/0p). E\$15

WASHINGTON

318. BOSSBURG, 1910, G+ 4-bar on PPC (91-41). Est. \$5.00
319. BYRON, 1913, G+ 4-bar on PPC (09-55). Est. \$6.00
320. CLEVELAND, 1912, G 4-bar on PPC (81-15). Est. \$10.00
321. DOE BAY, 1910, G+ (lite) Doane 2/1 on PPC (81-54). Est. \$7.00
322. FALLBRIDGE, 1917, G 4-bar NON-STANDARD ("RIDGE" on stamp) on PPC (photo of Fallbridge School) (11-28). Est. \$12.00
323. GRANITE FALLS, 1911, VG 4-bar on PPC. Est. \$5.00
324. HELEN, 1912 (Aug 16), G+ 4-bar (late use, o/s) on PPC (07-12). E\$12
325. HOT SPRINGS, 1909, G 4-bar on PPC (87-10). Est. \$8.00
326. JERRY, 1908, VG cds of Doane 3/1 (stamp gone) on PPC (08-18). E\$8
327. LONGMIRE, 1914, G 4-bar (spotty) on PPC (08-61). Est. \$5.00
328. McCLEARY, 1915, VG 4-bar on PPC. Est. \$5.00
329. MCKINLEY, 1909, VG 4-bar on PPC (07-10). Est. \$12.00
330. MEAD, 1909, F Doane 3/3 on PPC. Est. \$6.00
331. OLYMPIA, 1881, G cds & cork on GPC. Est. \$5.00
332. ONALASKA, 1920, F 4-bar on PPC. Est. \$5.00
333. PAGE, 1907, VG 4-bar on PPC (03-58). Est. \$6.00
334. ROCHESTER, 1911, G+ Doane 2/2 on PPC. Est. \$8.00
335. SPANAWAY, 1912, VG 4-bar on PPC. Est. \$5.00
336. SUMNER, 1909, G+ NON-STANDARD handstamp flag on PPC. Est. \$10.00
337. WOODINVILLE, 1914, VG 4-bar on PPC. Est. \$5.00

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- RPO collectors & dealers: see my classified ad under "Literature For Sale"
338. PUEBLO, CO, 1907, G+ American machine "TRAIN LATE" (o/s) on PPC. E\$12
 339. BLAINE & SEATTLE, 1912, G (903-A-1) ("TLE" on stamp) on PPC. E\$8
 340. (BRO)WVWOOD & CLOVIS, 1919, G+ (484-C-1) on PPC. Est. \$8.00
 341. CASE & PONTIAC, 1909, G+ (844-B-2) ("TAC" on stamp) on PPC. E\$8
 342. DAYTON & PASCO, 1909, G+ (NEW TYPE) on PPC. Est. \$9.00
 343. ROUND TABLE DENVER, CO, 1910, G+ on PPC. Est. \$8.00

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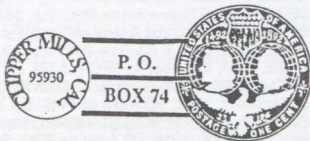
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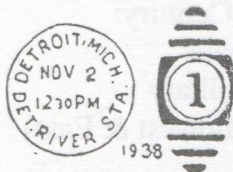
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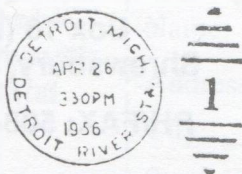
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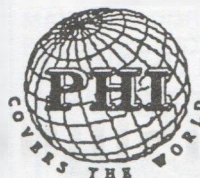
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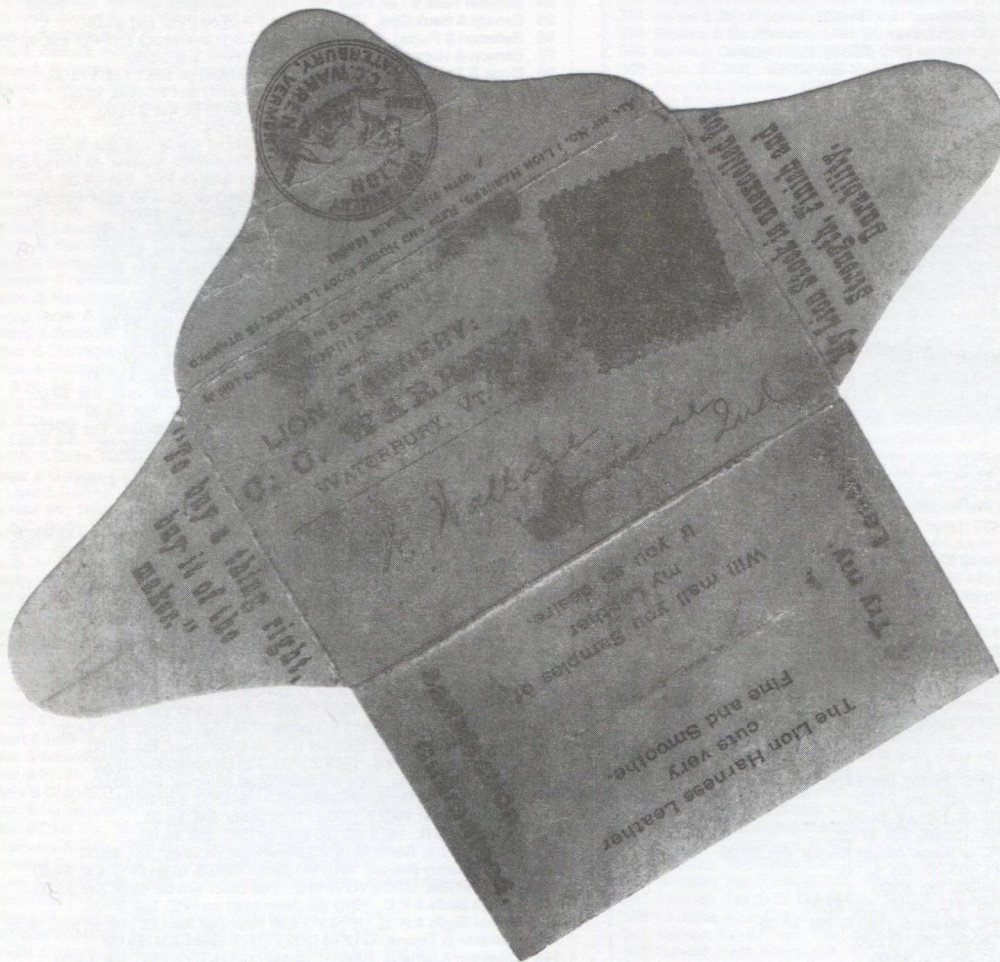
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CALIFORNIA

- 1 Andrade, 1924 G+ 4-bar on cover (09/42). Est. \$5.00.
- 2 Associated, 1915 VG 4-bar on PPC (13-60). Est. \$4.00.
- 3 Bard, 1911 VG light 4-bar on PPC (10-33 per). Est. \$6.00.
- 4 Bend, 1911 VG Doane on PPC w/corner chip & a little glue (04-32). Est. \$4.00.
- 5 Camp Baldy, 1915 VG 4-bar on PPC (13-51). Est. \$4.00.
- 6 Cloudman, 1905 VG CDS on cover (82-06). Est. \$15.00.
- 7 Cohasset, 1911 G+ 4-bar on PPC (88-20). Est. \$5.00.
- 8 Delevan, 1908 VG 4-bar on PPC (02-17 per). Est. \$5.00.
- 9 East Pasadena, 1888 G+ duplex w/ star on cover w/ ad for Hotel Raymond & small tears & one toned spot (87-96 per). Est. \$10.00.
- 10 Easton, 1912 VG 4-bar on PPC (09-16). Est. \$12.00.
- 11 Giant Forest, 1924 F 4-bar on PPC (15/27). Est. \$4.00.
- 12 Gibson Br./San Pedro, 1918 vg duplex on PPC (18-20 per). Est. \$6.00.
- 13 Hermon, 1905 VG doane rec'd on PPC (04-16). Est. \$4.00.
- 14 Kern Br., 1908 G+ duplex on PPC (08-24). Est. \$4.00.
- 15 Moss, 1907 F 4-bar on PPC (95-17). Est. \$6.00.
- 16 Merrimac, 1894 F CDS on cover (83-02 per). Est. \$15.00.
- 17 Naples, 1910 VG CDS on PPC (90-23). Est. \$8.00.
- 18 Olympic Valley Rur. Sta., 1964 vg 4-bar on PPC (59-65). Est. \$4.00.
- 19 Prospect Park, 1909 VG duplex on PPC (08-09 per). Est. \$6.00.
- 20 Reward, 1913 VG 4-bar on PPC (09-37). Est. \$6.00.
- 21 Shellville, 1919 VG 4-bar on PPC (88-31). Est. \$5.00.
- 22 Sorrento, 1892 G+ CDS on cover w/ light creases. "CAL" not struck (1888-1904). Est. \$15.00.
- 23 Yager, 1910 F Doane on PPC (80-32). Est. \$6.00.

COLORADO

- 24 Cardiff, 1909 F 4-bar on PPC w/ small creases (89-18). Est. \$15.00.
- 25 Marble, 1910 G+ duplex on PPC (90/42). Est. \$5.00.
- 26 Moraine Park, 1907 G+ CDS on PPC (02-21). Est. \$6.00.
- 27 Richards, 1915 G 4-bar on PPC (12-38). Est. \$6.00.
- 28 University Park, 1907 G+ Doane on PPC (09/15). Est. \$4.00.

MONTANA

- 29 Auburn, 1914 G 4-bar on PPC (13-34). Est. \$5.00.
- 30 Baird, 1908 VG 4-bar on PPC (99-34). Est. \$6.00.
- 31 Branson, 1913 VG 4-bar on PPC w/ sm tear. Stamp gone. (10-16). Est. \$8.00.
- 32 Butte City, 1894 G duplex on cover (68-94). Est. \$6.00.
- 33 Ninemile, 1907 VG 4-bar on PPC w/ one toned corner (90/35). Est. \$8.00.

OREGON

- 34 Dixonville, 1913 G+ 4-bar on PPC (01-38). Est. \$5.00.
- 35 Star, 1909 VG 4-bar on PPC (91-23). Est. \$5.00.
- 36 Warner Lake, 1910 G light 4-bar on PPC (89-24). Est. \$8.00.

SOUTH DAKOTA

- 37 Lund, 1908 F 4-bar on PPC w/ stamp & part of card under it gone (03-11). Est. \$5.00.
- 38 Sedgwick, 1918 F 4-bar on PPC (84-35). Est. \$5.00.
- 39 Whitney, 1910 VG 4-bar on PPC (09-28). Est. \$6.00.

WASHINGTON

- 40 Arcadia, 1901 VG Doane as forwarding mark on PPC (74/18). Est. \$8.00.
- 41 Chowith, 1907 VG Doane rec'd on PPC (81-28). Est. \$8.00.
- 42 Hall, 1907 VG 4-bar as forwarding mark on PPC (06-34). Est. \$4.00.
- 43 Norman, 1912 G magenta 4-bar on PPC (88-45). Est. \$4.00.
- 44 Port Madison, 1910 F Doane on PPC (58-42). Est. \$5.00.

WEST VIRGINIA

- 45 Ambrosia, 1908 G light 4-bar on PPC (88-39). Est. \$4.00.
- 46 Breedlove, 1908 G+ cds on PPC (02-25). Est. \$7.00.
- 47 Brighton, 1910 VG Doane on PPC (81-14). Est. \$8.00.
- 48 Dillons Run, 1909 F Doane on PPC (30-36). Est. \$7.00.
- 49 Fitzpatrick, 1924 VG 4-bar on PPC w/ corner crease (05-34). Est. \$5.00.
- 50 Fordhill, ca. 1908 VG CDS on PPC (03-20). Est. \$7.00.
- 51 Hoard, 1922 VG 4-bar on PPC (94-38). Est. \$5.00.
- 52 Iowisville, 1911 F magenta 4-bar on PPC (50/28). Est. \$7.00.
- 53 Mutton Run, 1910 VG CDS on PPC w/ stamp (79-15). Est. \$5.00.
- 54 Nicklow, 1908 F Doane on PPC (90-09). Est. \$12.00.
- 55 Sedan, 1918 VG 4-bar on PPC (71-29). Est. \$5.00.
- 56 Twin Mountain, 1912 F 4-bar on PPC w/ stain @ left (10-20). Est. \$10.00.
- 57 Weaver, 1912 VG 4-bar on PPC (00-41). Est. \$4.00.

RPOs (Towle Type Numbers)

- 58 Aberdeen & Miles City, 1910 F (871-K-4) on PPC. Est. \$5.00.
- 59 Aberdeen & S. City, 1911 F (885-F-2) on PPC. Est. \$5.00.
- 60 Alamosa & Durango, G 1934 (955-F-4) on cover. Est. \$5.00.
- 61 Alb. King. & N.Y., 1926 VG (New type) on cover. Est. \$5.00.
- 62 Alb. Kingston & N.Y., 1906 F (119-D-1) on PPC. Est. \$4.00.
- 63 Alb. Kings. & N.Y., 1909 VG (119-C-1) on PPC. Est. \$4.00.
- 64 Albertea & Albia, 1922 VG (751-E-1) on cover. Est. \$4.00.
- 65 Albertea & Albia, 1922 G+ (751-E-6) on cover. Est. \$4.00.
- 66 A. Lea & Albia, 1923 VG (751-F-2) on cover. Est. \$4.00.
- 67 Alb. Lea & Burl., 1901 VG (New type) on cover. Est. \$6.00.
- 68 A. Lea & Burl., 1924 VG (746-E-1) on PPC. Est. \$4.00.
- 69 Albuquerque, 1904 VG (964-C-2) on PPC. Est. \$6.00.
- 70 Albq. & El Paso, 1899 G+ (911-K-3) on cover. Est. \$6.00.
- 71 Albq. & Williams, 1906 VG (964-K-1) on PPC. Est. \$8.00.
- 72 Algona & Chamberlain, 1919 G+ (761-J-1) on PPC. Est. \$4.00.
- 73 Algona & Chamberlain, 1925 VG (761-J-2) on cover. Est. \$4.00.
- 74 Alliance & Denver, 1935 VG (946-C-5) on cover. Est. \$4.00.
- 75 Alliance & Denver, 1935 VG (946-C-6) on cover. Est. \$4.00.
- 76 Alton Bay & Merry, 1946 F (c-13-b) on creased GPC. Est. \$4.00.

- 77 Altoon(a) & Cu(m)beria(a)nd, 1901 VG partial (174-C-1) on ppc. Est. \$4.00.
- 78 Amar & Lubbock, 1937 F (489-B-1) on cover. Est. \$4.00.
- 79 Amarillo & Vau(gn), 1922 VG partial (928-A-1) on PPC. Est. \$5.00.
- 80 Amarillo & Pecos, 1906 G+ (968-B-1) on PPC. Est. \$5.00.
- 81 Ash. Abb. & Milw., 1912 F (849-G-1) on PPC. Est. \$12.00.
- 82 Ashland & Milw., 1909 VG (851-I-1) on PPC. Est. \$6.00.
- 83 Ashland & MNPLS, 1916 VG (853-B-1) on PPC. Est. \$4.00.
- 84 Asquam Lake, 1907 VG (c-18-d) on PPC. Steamboat. Est. \$12.00.
- 85 Atchison & Lenora, 1914 F (908-G-1) on PPC. Est. \$4.00.
- 86 Atch. & Stockton/W.D., 1919 VG (New type) on cover. Est. \$6.00.
- 87 Atla & New Orleans, 1907 VG (354-U-1) on PPC. Est. \$5.00.
- 88 Aurora & Kearney, 1915 F (947-2-A-1) on cover. Est. \$12.00.
- 89 Austin & Albia, 1909 F (770-A-1) on PPC. Est. \$6.00.
- 90 Beaufort & Golds., 1912 F (323-F-1) on PPC. Est. \$6.00.
- 91 Beaufort & Golgs., 1934 VG (New type) on cover. Est. \$5.00.
- 92 Beaumont & Enid, 1911 G+ (921-2-B-1) on PPC. Est. \$5.00.
- 93 Beau. & Somerville, 1912 VG (491-A-1) on PPC. Est. \$5.00.
- 94 Beecher Falls & Lan., 1908 VG (11-G-1) overstruck on PPC. Est. \$5.00.
- 95 Bemidji & Sauk Cent., 1934 G+ (878-1-A-2) on PPC. Est. \$5.00.
- 96 Bellwood & Pu(nx), 1911 F partial (173-B-1) overstruck on PPC. Est. \$6.00.
- 97 Benson & Huron, 1909 F (New type) on PPC. Est. \$6.00.
- 98 Biggs & Shan(iko), 1909 VG partial (new type) on PPC. Est. \$15.00.
- 99 Bilin(gs & Th)ermop., 1914 G+ light (951-H-1) on PPC. Est. \$8.00.
- 100 Billings & Virden, 1910 VG (891-5-D-1) on PPC. Est. \$18.00.
- 101 Birm. & Greenville, 1909 G (368-G-1) on PPC. Est. \$5.00.
- 102 Birm. & Green, 1934 F (366-H-3) on cover w/ staple hole. Est. \$4.00.
- 103 Bloomfield & Wayne, 1909 G+ (937-T-1) on PPC. "Wayne" on stamp. Est. \$12.
- 104 B.L. Glenwood & St. P., 1910 VG (880-1-C-2) on PPC. Est. \$6.00.
- 105 B. S. & N. York, 1883 G+ (80-F-1 w/o killer) on cover w/ stain. Est. \$4.
- 106 Bos. Troy & Albany, 1910 G (51-T-5) on PPC. Est. \$5.00.
- 107 Branch & Augusta, 1908 VG (336-AC-1) on cover. Est. \$5.00.
- 108 Brist. & Chatt. Day, 1889 G+ (500-K-3) on cover. Est. \$5.00.
- 109 Brownwood & Clovis, 1932 VG (484-C-1) on cover. Est. \$6.00.
- 110 Burl. & Albany, 1905 VG (40-P-1) on cover. Est. \$5.00.
- 111 Burl. & Carrollton, 1926 VG (750-E-2) on cover. Est. \$6.00.
- 112 Burlington & St. Louis, 1912 F (752-F-1) on PPC. Est. \$4.00.
- 113 Buffalo & Galetton, 1909 F (153-F-2) on PPC. Est. \$5.00.
- 114 Butte & S.L. City, 1905 G+ (890-G-1) on PPC. Est. \$5.00.
- 115 Butte & S. Lake City, 1910 VG (880-H-2) on PPC. Est. \$10.00.
- 116 Caldwell (ll & F)l. Worth, 1901 F partial (931-2-A-1) on cover. Est. \$4.00.
- 117 Caldwell & Ft. Worth, 1912 VG (New type) on PPC. Est. \$5.00.
- 118 Calis & Vallejo Jr., 1908 VG (983-F-1) on PPC w/ sm tear. Est. \$5.00.
- 119 Calistoga & Val. Jct., 1919 G+ (983-G-1) on PPC. Est. \$5.00.
- 120 Caribou & Sears, 1907 F (16-B-1) on PPC. Est. \$15.00.
- 121 Carrington & Turtlelake, 1912 F (883-3-A-1) on PPC. Est. \$7.00.
- 122 Carroll & Sx City, 1909 F (788-E-1) on PPC. Est. \$4.00.
- 123 Cazadero & San Fran., 1911 F (985-H-3) on PPC. Est. \$8.00.
- 124 C. Rap. & C. Bluffs/Night, 1896 VG (New type) on cover w/ tear @ left. Est. \$5.
- 125 Ced. Raps. & Sioux Falls, 1911 VG (9748-Z-1) on cover. Est. \$5.00.
- 126 Ced. Rap. & Sioux Falls, 1911 VG (748-W-1) on PPC. Est. \$5.00.
- 127 Centralia & Hoquiam, 1922 VG (901-4-A-1) on PPC w/ pinhole. Est. \$8.00.
- 128 Chatt. & Merid., 1880's F (New type) on cover. Est. \$5.00.
- 129 Cheyenne & D(enver), 1909 F partial (New type) on PPC. Est. \$5.00.
- 130 Cheyenne & Hunt., 1893 F (932-P-1) as backstamp on cover. Est. \$5.00.
- 131 Chey. & Pocatello, 1906 VG (932-Q-2) overstruck on PPC. Est. \$4.00.
- 132 Chi. & Carbondale, 1908 VG (708-P-1) on PPC. Est. \$4.00.
- 133 Chi. Ft. Mad. & K.C., 1913 G+ (722-F-2) on PPC. Est. \$5.00.
- 134 Chicago, Free. & Dub., 1907 F (690-P-1) on PPC. Est. \$5.00.
- 135 Chicago & Mar(ion), 1913 VG partial (724-O-2) on PPC. Est. \$4.00.
- 136 Chi. Oregon & M(PLS), 1904 G+ (730-G-1) on cover. Est. \$5.00.
- 137 Chi. Oregon & M(PLS), 1904 F (730-G-2) on cover. Est. \$5.00.
- 138 Chi. Oregon & Minn., 1904 VG (New type) on cover. Est. \$5.00.
- 139 Chi. & Pierre/M.D., 1919 F (866-AG-1) on PPC. Est. \$5.00.
- 140 Chi. & Streator, 1902 F (700-C-1) on cover. Est. \$5.00.
- 141 Clar. & Bos/S.R., 1915 VG (26-K-1) on PPC. Est. \$5.00.
- 142 Coffeyville & L. Rock, 1915 VG (New type) on cover. Est. \$6.00.
- 143 Col. & Gaul(ey Bridge), 1910 VG partial (590-B-10) on PPC. Est. \$4.00.
- 144 Cres. & St. Joe, 1890's VG (749-E-1) on cover w/o backlap. Est. \$5.00.
- 145 Council Bluffs & K.C., 1910 VG (New type) on PPC. Est. \$5.00.
- 146 Council Bluffs & K. C., 1910 VG (Diff New type than lot 145) on PPC. Est. \$5.
- 147 Crampian & Tyrone, 1912 vg (202-F-3) on cover. Est. \$6.00.
- 148 (Cr)esson & Indiana, 1909 G+ partial (173-H-1) on PPC. Est. \$4.00.
- 149 Deadwood(d & E)dgemont, 1915 F partial (947-4-E-2) on PPC. Est. \$5.00.
- 150 Denver & Gd. Junct., 1905 F (953-O-2) on PPC. Est. \$6.00.
- 151 Den. & Gr. Jct., 1925 VG (New type) on cover. Est. \$6.00.
- 152 Denv(er & O)gden, 1896 G partial (953-T-1) on cover w/ ill. c/c of hotel @ Glenwood Springs. Est. \$8.00.
- 153 Den. & Silver Plume, 1909 F (952-F-1) on PPC. Est. \$12.00.
- 154 Des Moines & Hawar., 1909 G (New type) on cover w/ tear @ right. Est. \$5.
- 155 Des Moines & Onawa, 1898 G+ (New type) on cover. Est. \$15.00.
- 156 D(od)ge City & Elkhart, 1926 VG partial (New type) on cover. Est. \$5.00.
- 157 Duluth & Grand Forks, 1909 G+ (New type) on PPC. Est. \$5.00.
- 158 Egan & Manila, 1915 VG light (886-E-2) on PPC. Est. \$5.00.
- 159 Elroy & Pierre/E.D., 1921 VG (866-L-1) on PPC. Est. \$5.00.
- 160 Eugene & Powers, 1937 F (900-2-B-1) on cover. Est. \$6.00.
- 161 Eureka & San Fran., 1915 VG (985-K-1) on PPC. Est. \$4.00.
- 162 (Flo)rence & Ellingwood, 1920 G partial (918-1-B-1) on cover. Est. \$5.00.
- 163 Flor. & Ellin(wood), 1911 VG partial (918-1-C-1) on cover. Est. \$5.00.
- 164 Flor. & Ellingwood, 1903 VG (918-1-C-3) on cover w/ sm tears. Est. \$8.00.
- 165 Florence & Ellingwood, 1927 G light (New type) on cover. Est. \$5.00.
- 166 Ft. Monore & Rich., ca. 1910 G+ (New type) on PPC. Est. \$5.00.
- 167 Ft. Scott & Webb City, 1899 VG light (910-D-1) on cover. Est. \$15.00.
- 168 Fresno & Coalinga, 1909 legible (992-4-A-1) on PPC. Est. \$4.00.
- 169 Green Spring & Peters., 1915 VG (291-1-A-1) on PPC. Est. \$5.00.
- 170 Greenville & Bangor, 1920 G (2-I-2) overstruck on PPC. Est. \$4.00.
- 171 Harper's Ferry & Lex., 1916 G+ (273-H-1) off @ top of PPC. Est. \$4.00.

RANDY STEHLE MAIL BID SALE NO. 50

- 172 Harlow (town & Great Falls, 1922 F partial (891.7-B-1) on PPC. Est. \$8.00.
 173 H.F. & Stras. Junc., 1914 VG (273-J-1) on PPC. Est. \$5.00
 174 Herington & (Sal)ina, 1908 VG partial (922-A-2) on PPC. Est. \$5.00
 175 Hinkle & Yakima, 1957 F (904.2-A-1) on cover. Est. \$6.00.
 176 Houlton & Bangor, 1911 VG (16-I-1) on PPC. Est. \$15.00
 177 Inlet & Old Forge, 1911 F (12-a) on PPC. Est. \$4.00.
 178 Jacks & Ft Wayne, 1911 F (621-G-5) on PPC. Est. \$15.00.
 179 James & Miles City, 1913 F (874-V-1) on PPC. Est. \$4.00.
 180 Junc. City & Parsons, 1922 G light (912-N-2) on cover. Est. \$4.00
 181 Junc. City & Parsons, 1903 VG (New type) on cover. Est. \$5.00
 182 Kans. City & Cald., 1916 F (New type) on PPC. Est. \$5.00.
 183 K. City & Caldwell, 1908 VG (922-F-3) on PPC. Est. \$5.00.
 184 K.C. & Denison, 1908 F (809-M-2) on PPC. Est. \$5.00.
 185 K.C. & Denver, 1880 G light (907-E-2) on PSE reduced @ right. Est. \$6.00.
 186 (Kan)js City & Denver, ca. 1890 VG partial (907-Z-2) on cover. Est. \$5.00.
 187 K.C. & El Paso, 1905 VG (922-J-1) on cover. Est. \$5.00.
 188 Kans. City & Emporia, 1908 VG (911-AM-2) on cover. Est. \$6.00.
 189 Kans. City & La Junta, 1890 VG (New type) on cover. Est. \$5.00.
 190 K.C. & Oklahoma, 1907 G light (910-G-1) on PPC. Est. \$4.00.
 191 K.City & Pueblo, 1910 F (920-Q-4) on PPC. Est. \$5.00.
 192 K.C. & Pueblo, 1915 G light (920-R-1) on cover. Est. \$5.00.
 193 K.C. & Pueblo/W. Div., 1917 VG (920-V-1) on PPC w/ sm stains Est. \$4.00.
 194 K.C. & Wellington, 1888G+ (909-E-1) on PPC. Est. \$12.00.
 195 K.C. & Wellington, 1907 F (909-E-3) on PPC. Est. \$5.00.
 196 Keokuk & Redoak, 1909 VG (787.3-B-2) on PPC. Est. \$5.00.
 197 Keokuk & Redoak, 1910 G (787.3-B-3) on PPC. Est. \$5.00.
 198 Ketchum & Shoshone, 1937 VG (New type) on PPC. Est. \$8.00.
 199 La Crosse & Wess. Spgs./E.D., 1915 F (868-O-2) on PPC. Est. \$5.00.
 200 Lanc & Fred, 1928 VG (New type) on cover. Est. \$5.00.
 201 Leav & (Top)eka, 1899 VG partial (914-G-1) on cover. Est. \$5.00.
 202 L.H. & Tyrone/Agt., 1884 VG (201-A-1) on GPC. Est. \$15.00
 203 Lewiston & Riparia, 1913 VG (904.3-C-3) on slightly creased PPC. E. \$6.00
 204 Little Rock & Alexandria, 1897 VG light (New type) on cover. Est. \$10.00.
 205 Longview & Beaumont, 1937 F (491-C-1) on cover w/ staple hole. Est. \$4.00
 206 Longview & Galv., 1906 VG (485-G-2) on PPC. Est. \$5.00.
 207 Longview & Laredo/N.D., 1908 VG (481-C-1) on PPC. Est. \$5.00.
 208 Los Ang. & Sjan B'D'NO, 1912 G partial (964-X-3) on PPC. Est. \$5.00.
 209 Los Ang. & Santa Barb., 1908 F (980-E-2) on PPC. Est. \$5.00.
 210 Manchester & Hennicker, 1895 G light (28-B-1) on GPC. Est. \$12.00.
 211 Mankato (& New) Ulm, 1913 VG partial (866-U-2) on PPC. Est. \$6.00.
 212 Massena Sp'gs. & Syracuse, 1913 F (102-I-1) on PPC. Est. \$5.00.
 213 Mc Henry & Sanborn, 1928 G+ (New type) on cover. Est. \$12.00.
 214 Mc Pher. & Eldorado, 1907 VG (New type) on small cover. Est. \$5.00.
 215 Mc Pher. & Eldorado, 1897 VG (920-AA-1) on cover. Est. \$8.00
 216 Mem. & So. Mc Alester, 1908 G light (455-I-1) on PPC. Est. \$6.00
 217 Mend. & Centralia, 1909 VG (709-O-1) on PPC. Est. \$5.00.
 218 Merid. & Shreve., 1927 VG (424-D-5) on cover. Est. \$5.00.
 219 Mich. City & Ind., 1893 G (657-B-1) on PSE reduced @ right. Est. \$12.00
 220 Miles City & Butte, 1909 F (871-R-2) on PPC. Est. \$4.00.
 221 (Mij)wau. & Galena, 1905 G+ partial (858-C-1) on PPC. Est. \$4.00.
 222 Milw. Lanc & Galena, 1915 G+ (858-F-1) on PPC. Est. \$5.00.
 223 Mil. & Mini. Pt., 1909 F (841-D-1) on PPC. Est. \$5.00.
 224 Minn. & C. Bluffs, 1897 F (870-I-4) on cover. Est. \$5.00.
 225 Mpls. & Co. Bluffs, 1907 G+ (New type) on PPC. Est. \$4.00.
 226 Mpls. & Des (Mornes), 1921 VG partial (New type) on cover. Est. \$4.00
 227 Milwaukee & R. Island, 1896 G light (835-M-2) on cover. Est. \$5.00.
 228 Missoula & Hamil., 1910 G (891.10-C-1) on PPC. Est. \$8.00.
 229 Mo Val & Lincoln, 1913 VG (943.3-A-1) on cover. Est. \$5.00.
 230 Montg. & N. O./N.L., 1889 F (New type) on cover. Est. \$6.00.
 231 Muscatine & Mont. 1899 G+ (New type) on cover. Est. \$6.00
 232 Nash. & Hick., 1908 F (516-P-2) on PPC. Est. \$5.00.
 233 Nash. & Montgomery, 1895 F (New type) on GPC. Est. \$6.00.
 234 Nevada & Wichita, 1917 G+ (824-J-2) on cover w/ stain. Est. \$8.00.
 235 New Gal. & Lis., 191 F (595.2-A-1) on PPC. Est. \$5.00.
 236 Newhart & New Haven, 1909 VG (86-C-1) on PPC. Est. \$5.00.
 237 Newton & Amarillo, 1907 F (928-F-1) on PPC. Est. \$5.00.
 238 Newton & Ft. W., 1906 VG (New type) on cover. Est. \$5.00.
 239 Newton(n & G)alv/S.D., 1893 VG partial (473-H-1) on PSE. Est. \$8.00.
 240 Newton & Ga(ive)ston/N.D., 1894 VG partial (924-F-1) on GPC. Est. \$8.00.
 241 Newton & Okla. Cy., 1933 F (New type) on cover. Est. \$5.00.
 242 N.Y. Geneva & Buff., 1908 VG (135-G-2) on PPC. Est. \$5.00.
 243 N.Y. Horn & Buff., 1897 F (125-AD-1) on cover. Est. \$4.00.
 244 No. Con. & Boston/Agt., 1888 F (20-B-var) on Reg'd rec. card w/ closed spindle hole. Est. \$5.00.
 245 N. Conway & Boston, 1906 VG (New type) on PPC. Est. \$4.00.
 246 North Platte & Denver, 1923 G+ (950-I-1) on PPC. Est. \$6.00.
 247 Northville & Fonda, 1904 F (105-D-1) on PPC. Electric line. Est. \$8.00.
 248 No. Woodstock & Plymouth, 1906 G+ (31.1-A-1) on PPC. Est. \$5.00.
 249 No. Wood(s. & P)lymouth, 1914 G+ partial (31.1-B-1) on PSE. Est. \$5.00.
 250 Oakdale & Merced, 1909 F (989-D-1) on PPC. Est. \$12.00.
 251 Oakes & Sioux City, 1910 VG (887.1-F-1) on PPC. Est. \$5.00.
 252 Ogdensburg & Utica, 1918 F (New type) on PPC. Est. \$5.00.
 253 Ogdensburg & Utica, 1905 G+ (New type) on PPC. Est. \$5.00.
 254 (Oil) City & Mahoningtown, 1911 G+ partial (218-C-1) on GPC. Est. \$6.00
 255 Omaha & Colo. Spgs., 1915 VG (New type) on PPC. Est. \$5.00.
 256 Omaha & Denver, 1915 VG (933-N-1) on cover. Est. \$5.00.
 257 Pal. (& Lare)do/N.D., 1887 G partial (481-F-1) on cover. Est. \$4.00.
 258 Pitts. & Kenova, 1912 VG (293-A-1) on PPC. Est. \$4.00.
 259 Pittsfield & Bridge., 1925 VG (New type) overstruck on cvr. Est. \$4.00.
 260 Pitts. & Uniontown, 1935 F (214-F-3) on cover. Est. \$4.00.
 261 Pocatello & Buhl, 1920 G+ (896.10-C-1) on cover. Est. \$6.00.
 262 Pocatello & Port., 1914 G+ (898-P-1) on PPC. Est. \$5.00.
 263 (P)t. Pleas't & Phil., 1889 G partial (243-D-1) on cover. Est. \$4.00.
 264 Portland & Dallas, 1912 G+ light (900.5-D-1) on PPC. Est. \$8.00.
 265 Port. & San Fran./S.D., 1906 G+ (New type) on cover. Est. \$5.00.
 266 Port. & Sheridan, 1909 VG (900.5-E-1) on PPC w/ stamp. Est. \$6.00.
 267 Potto's & Phila., 1931 VG (New type) on cover. Est. \$4.00.
 268 Presco(t & Cr)owning, 1914 G+ partial (967.3-B-2) on cover. Est. \$10.00.
 269 Pueblo & Alamosa, 1938 VG (955-I-1) on cover. Est. \$6.00.
 270 Pueblo & Alamosa, 1935 VG (New type) on cover. Est. \$6.00.
 271 Randolph & Mankato, 1909 G (731-P-1) on PPC. Est. \$5.00.

- 272 Red Bluff & Sacra., 1907 F (982-M-1) on PPC. Est. \$5.00.
 273 Remsen & Herkimer, 1915G+ (148-H-1) on PPC. Est. \$8.00.
 274 Reno & V(irga. City)/Agt., 1880's VG partial (978-B-1) on stained cvr. E 9
 275 (R)ich. Gord. & C. Forge, 1908 VG partial (303-AD-2) on PPC. Est. \$5.00
 276 Rich Hill & Genesee, 1934 G+ (New type) on cover. Est. \$5.00.
 277 Riverside & Doe Run, 1908 VG (738-A-1) overstruck on PPC. Est. \$6.00.
 278 Rochester & Coming, 1913 F (143-J-1) on PPC w/ sm stains. Est. \$4.00.
 279 St. Alb. & Boston, ca. 1906 VG (24-I-2) on PPC. Est. \$5.00.
 280 St. J. Atch. & Top(eka), 1915 VG partial (New type) on PPC. Est. \$5.00.
 281 St. Joe & Oxford, 1917 G+ (935-R-1) on cover. Est. \$6.00.
 282 St. Jos. & Topeka, 1900 VG (922-AE-1) on cover. Est. \$5.00.
 283 St. Joseph & Topeka, 1912 G+ (New type) on cover. Est. \$5.00.
 284 St. Loui(s & Bur)nton/W.D., 1896 G partial (807-O-1) on cover. Est. \$8.00.
 285 St. L. & Columbus, 1909 F (New type) on PPC. Est. \$8.00.
 286 St. L. & Monett, 1913 VG (New type) on PPC. Est. \$5.00.
 287 St. Paul & Aber., 1903 VG (New type) on cvr w/ tear @ top. Est. \$5.00
 288 St. Paul & Decorah, 1903 VG (753-X-3) on cover. Est. \$5.00.
 289 St. Paul & Marmath/E.D., 1921 VG (871-AC-2) on PPC. Est. \$5.00.
 290 St. Paul & Spok/3d. Div., 1909 G+ (874-AR-1) on PPC. Est. \$5.00.
 291 St. Vincent & Fargo, 1911 VG (New type) on PPC. Est. \$5.00.
 292 Sa(lina & M)jc Pher./Agt., 1880's VG partial (925-A-1) on GPC. Est. \$12.00.
 292a St. Vincent & St. Paul, 1913 F (869-AV-2) on PPC. Est. \$5.00.
 293 (Salid)a & Grand Junc., 1911 G partial (957-K-1) on PPC. Est. \$5.00.
 294 Salida & Ouray, 1904 G+ (957-M-3) on cover. Est. \$8.00.
 296 (S)alina & Mc Pherson, 1909 VG partial (925-B-2) on cover. Est. \$5.00.
 297 Salina & (Mc Ph)erson, 1884 G+ partial (New type) on cover. Est. \$5.00.
 298 (S)alina & Mc Pherson, 1899 VG partial (New type) on cover. Est. \$5.00
 299 Salina & Oakley, 1914 VG (925-C-3) on cover. Est. \$5.00.
 300 Salis. & Chatt., 1903 VG (329-J-1) on cover w/ ill c/c for hotel. Est. \$5.
 301 San Ant. & Brownsv., 1837 F (New type) on cover. Est. \$5.00.
 302 (S.) B'dno & San Jacinto, 1911 VG partial (987-J-1) on PPC. Est. \$8.00.
 303 San Fran. & L. Ang., 1885 VG (963-X-1) off @ top of cover. Est. \$5.00.
 304 Sapulpa & Ft. Worth, 1922 G+ (New type) on GPC. Est. \$5.00.
 305 Seattle & Seward, 1937 G+ (x-14-k) on cover. Est. \$6.00.
 306 Sedalia & Denison, 1902 G+ light (New type) on cover. Est. \$5.00.
 307 Shelb. Falls & N. Haven, 1899 G (85-E-1) on cover. Est. \$5.00.
 308 Shelb. Falls & N. Haven, 1910 G+ (85-E-2) on PPC. Est. \$5.00
 309 Skow. & boston, 1910 VG (4-AK-1) on PPC. Est. \$5.00.
 310 Smithville & Montgomery, 1916 G+ (New type) on PPC. Est. \$5.00.
 311 (S.) Mc Alester & Amar., 1909 F partial (455-O-1) on PPC. Est. \$5.00.
 312 (Spa)rt & Tulsa, 1920 VG partial (511-C-1) on PPC. Est. \$8.00.
 313 Spok(ane & Ad)rian, 1911 G+ partial (906.6-A-3) on PPC. Est. \$8.00.
 314 Spokane & Portland, 1912 VG (904.6-B-1) on PPC. Est. \$5.00.
 315 Tama & Hawarden, 1900 VG (796-U-1) on GPC. Est. \$4.00
 316 Tama & Hawarden, 1907 VG (796-V-1) on PPC. Est. \$4.00.
 317 Temple & San Ang., 1907 VG (484-M-1) on cover. Est. \$5.00.
 318 Truckee & (Lake) Tahoe, 1914 G+ partial (997.4-A-1) on PPC. Est. \$8.00.
 319 Valley Sp'gs & Lodi, 1905 F (New run) on cover reduced @ right. Est. \$20
 320 Wallace & Spokane, 1908 F (896.7-A-1) off a bit @ top of PPC. Est. \$6.00.
 321 Warroad & Crooks., 1910 F (New type) on PPC. Est. \$6.00.
 322 W. Lib. & Co. Bluffs, 1903 VG (New type) on cover w/ stains @ top. Est. 5
 323 Wichita & Englewood, 1897 legible (New type) on cover. Est. \$4.00.
 324 Winona & Huron, 1912 F (866-AB-2) on PPC. Est. \$5.00.
 325 Win. & Storm Lake, 1915 VG (New type) on PPC. Est. \$5.00.
 326 Winsted Bridge, 1899 VG (87-H-1) on cover. Est. \$5.00.
 327 Winton & Duluth, 1944 VG (879.1-B-1) on cover. Est. \$5.00
 328 Winthrop & Storm Lake, 1924 VG (794-H-1) on PPC. Est. \$5.00.
 329 Woodsville & Montpelier, 1945 VG (38-D-1) on cover. Est. \$5.00.
 330 Woodsville & Montpelier, 1926 VG (New type) on GPC. Est. \$5.00.
 331 Worth. & Mitchell, 1908 VG (875-B-1) on PPC. Est. \$10.00.
 332 Worth & Mitchell, 1945 F (875-C-1) on cover. Est. \$5.00.
 333 Worthington & Mitchell, 1939 F (New type) on cover. Est. \$5.00
 334 Zanes & Park, 1945 VG (600.7-D-1) on cover. Est. \$5.00
 335 Albuquerque, N Mex./Trans. Clk., 1909 VG (965.9-A-1) on PPC. Est. \$8.00.
 336 Albuquerque, N.M./Ter., 1916 F (965.9-B-1) on PPC. Est. \$5.00.
 337 Burlington, Iowa/Trans. Clk., 1909 F (802-A-4) on PPC. Est. \$4.00.
 338 Cairo, Ill./Trans. Clk., 1907 G+ (745-C-1) on PPC. Est. \$5.00.
 339 Cedar Rapids, Iowa/Trans. Off. R.M.S., 1921 VG (New type) on cvr. Est. \$5.
 340 Charleston, S.C./Tr. Clk., 1910 G+ (346-B-1) on PPC. Est. \$4.00.
 341 Trans. Clk. Cheyenne/Wyo., 1917 F (949.1-A-2) on PPC. Est. \$6.00
 342 Cumberland, Md./Trans. Clk., 1913 F (277-E-1) on cover. Est. \$4.00.
 343 Denver, Colo. R.P.O./Terminal, 1912 F (959-A-1) on PPC. Est. \$4.00
 344 El Reno Okla./Term. R.P.O., 1920 G+ (927-C-3) on PPC. Est. \$5.00.
 345 Houston, Tex./Trans. Clk., 1911 VG (497-B-5) on PPC. Est. \$5.00.
 346 Houston, Tex./Term. R.P.O., 1916 VG (New type) on PPC. Est. \$5.00.
 347 Houston, Tex./U.D. Transf. Clk., 1885 VG (New type) on cover. Est. \$6.00
 348 La Junta, Colo./Trans. Clk., 1915 VG (959-E-2) on PPC. Est. \$5.00.
 349 Newton, Kans./Trans. Clk., 1904 VG (927-E-1) on cover. Est. \$5.00
 350 Newton, Kans./Trans. Clk., 1912 F (927-E-2) on cover. Est. \$5.00.
 351 Tr. Clk. Oakland Pier/Cal., 1910 F (969-F-2) on PPC. Est. \$5.00
 352 Ogden, Utah. Term./R.P.O., 1941 VG (971-B-1) on PPC. Est. \$3.00
 353 T.C.R.M.S. Pa. Sta./Pittsburgh, Pa., 1916 VG (237-F-4) on PPC. Est. \$3.00.
 354 Portland, Me/Trans. Clk., 1907 VG (19-B-3) on PPC. Est. \$5.00.
 355 Portland, Maine/Trans. Off. R.M.S., 1911 VG (New type) on PPC. Est. \$5.00.
 356 Seattle, Wash./Trans. Clk. R.M.S., 1929 VG (906.5-C-5) on PPC. Est. \$3.00.
 357 Springfield Term./R.P.O., 1912 F (New type) on PPC. Est. \$5.00.
 358 T.C.B. & O. Sta./Wash. D.C., 1900 VG (277-F-4) on creased PPC. E. \$4.00.
 359 W(ay)cross, Ga./T(r)k. Clk., 1896 G+ partial (374-G-3) on cover. Est. \$4.00.

STREET CAR RPOS

- 360 Chi. & Went. Ave./Street R.P.O., 1911 G+ (CH-7-C) on PPC. Est. \$5.00.
 361 Phila. & Darby, 1907 G+ (PH-7-e) on PPC. "RPO" not struck. Est. \$12.00.
 362 Philadelphia & W. Philadelphia flag, 1897 VG (PH-8-c) on back of PMC. E 5.
 363 Pittsburg, Pa. St., 1906 F (PI-3-a) on PPC. Est. \$10.00.
 364 St. Louis, Mo. Easton, 1911 VG (SL11-D) on PPC. Est. \$8.00.
 365 St. Louis, Mo./Northwest, 1910 VG (SL12-B) on PPC. Est. \$6.00.
 366 St. Louis, Mo./Southwest, 1908 VG (SL14-Ba) on PPC. Est. \$6.00.

Standard rules apply. Minimum bid \$3.00 please.

Phone bids accepted: (415) 344-3080

Closing Date December 1, 1993 (10 PM Pacific)

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MAIL BID sales general postal history mostly west of Mississippi. Trade cards, Books, Attic Paper. Free Lists. Robert Trandem, 1210 S. Cedar, Owatonna, MN 55060 [25-4]

OUR MAIL SALES feature postal history from almost every state. Also, machine cancels, military, etc. Free catalog. No 10 percent premium. We also welcome consignments. Juno Stamps, 1765A Juno Ave., St. Paul, MN 55116-1467. [25-4]

U.S. POSTAL HISTORY & quality 19th/20th century stamps in upcoming January mail sale. Nice selection Western States, territorials, express covers. Also VF early Sweden. Free catalog and consignment brochure. Pacific Northwest Mail Sales, TLPOz, Kirkland, WA 98034. [25-1]

WASHINGTON, OREGON, IDAHO collectors, join the Pacific Northwest Postal History Society. Dues \$10.00 annually includes subscription to the Society journal. To join, or for more information, write: Tom Pomeroy, 1909 Nut Tree Drive NW, Salem, OR 97304-1110. [25-4]

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]

TOWNS: WANTED

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, P. O. Box 185, San Leandro, CA 94577. [25-1]

INDIANA COVERS. Send priced or for offer made by check. Zane Stohler, 808 Lawn Street, Winchester, IN 47394. [25-4]

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]

MINNESOTA POSTAL history wanted. Territory & statehood, pre-1900. Send photo copies. Bill Kvale, Box 505, Tower, MN 55790. [25-1]

MONTANA TOWNS WANTED, cover or card - these towns only: Alta (1898-1940), Bannack, Bitter Root, Como, Connor, Corvallis, Darby, Evelyn, Florence, Fort Owen, Girds Creek, Grantsdale, Hamilton, Lolo, Pyretees, Riverside (1889-1895), Rosemont, Skalkaho, Stevensville, Sula, Victor, Ward, Woodside. Approvals or photocopies welcome. Douglas McDonald, Box 350093, Grantsdale, MT 59835. [25-4]

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]

SOUTH DAKOTA postal history from territorial to modern wanted for my personal collection. Top prices paid. Ken Stach, 3208 Amber Drive, Wilmington, NC 28409. [25-4]

TEXAS - ESPECIALLY before 1900. Early barb wire, windmill, Dr. Perpper illustrated advertising covers - any state. Send pictures/approvals (APS) Jim Alexander, 5825 Caldwell, Waco, TX 76710. [25-4]

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 PPC's published by C.S. Trading Co., Coffeen-Schnitger Trading Co., or Herbert Coffeen, all of Sheridan, WYO. Copies/approvals/lists by publ. # appreciated. Otto Ludecke, 23710 E 3rd, Liberty Lake, WA 99019. [25-1]

**EXPIRATION DATE
SHOWN AT END OF EACH
AD, i.e., [24-5], MEANS AD
WILL EXPIRE WITH THIS
ISSUE**

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

TOWNS: WANTED

CHAUTAUQUA COUNTY, NEW YORK: 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, Pulaske, Quincy, Ripley, Ripley Hill, Rogersville, Ross Mill's, Saint Clairville, 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, Vilenova, Vineyard, Volusia, Wango, Waterboro, Watts Flats, West Ellery, Westfield, West Milford, West Mina, Wooglin, Worksburgh. Send on approval or photocopies. I will pay all expense. George Sinclair, 855 Central Ave., Dunkirk, NY 14048. [24-6]

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]

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]

U. S. ISSUES ON COVER: WANTED

1947 CENTENARY SOUVENIR sheet and/or individual cut out stamps, U.S. Scott #948, 948a, 948b. Postally used on contemporary commercial covers, paying proper postage rates and/or special service fee's. No Unaddressed FDC's. Brad Arch, 144 Hamilton Ave., Clifton, NJ 07011 [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. Mo metered, Penalty, FDC's. Send photocopies/approvals, priced. Brad Arch, 144 Hamilton Avenue, Clifton, NJ 07011 [24-6]

U.S. 30c AIRMAIL (C24) May 20, 1939 through Dec. 31, 1942, seeking routes and rates (commercial), not philatelic only, using only this stamp. Photocopy and I will trade my duplicates. Have numerous collections of C7-9, C10, C11, C12, C16, C17, C19 and C20-22 to sell or trade. Also marvelous Presidential Cover Collection to sell, with many rarities. Who is interested? Robert L. Markovits, P.O. Box 891, Middletown, NY 10940. PH (914) 343-2174. [24-5]

FANCY CANCELS: FOR SALE

IN 1976 I started selling U.S. Postal History and still do. I also, then and now, buy the same. In 1979 I started to put out a weekly list of U.S. stamps for sale. I still do and buy the same. In 1982 I added U.S. fancy cancels to that list. I now sell more of these than ever. I, of course, buy the same. My weekly list is free to buyers. If I may serve, contact me: Charlie Wonderlin, P.O. Box 234299, Leucadia, CA 92033. [24-5]

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]

LITERATURE: FOR SALE

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 Patriotics, 100 pages - \$10.00. Brad Arch, 144 Hamilton Avenue, Clifton, NJ 07011. [24-6]

STAMPS: FOR SALE

IN 1976 I started selling U.S. Postal History and still do. I also, then and now, buy the same. In 1979 I started to put out a weekly list of U.S. stamps for sale. I still do and buy the same. In 1982 I added U.S. fancy cancels to that list. I now sell more of these than ever. I, of course, buy the same. My weekly list is free to buyers. If I may serve, contact me: Charlie Wonderlin, P.O. Box 234299, Leucadia, CA 92033. [24-5]

MISCELLANEOUS: FOR SALE

IN 1976 I started selling U.S. Postal History and still do. I also, then and now, buy the same. In 1979 I started to put out a weekly list of U.S. stamps for sale. I still do and buy the same. In 1982 I added U.S. fancy cancels to that list. I now sell more of these than ever. I, of course, buy the same. My weekly list is free to buyers. If I may serve, contact me: Charlie Wonderlin, P.O. Box 234299, Leucadia, CA 92033. [24-5]

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 [24-6]

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]

APO 2494, USMC, USN covers in Haiti, and any other Haiti related material. Write G. Boarino, 834 Pierce, Pt. Townsend, WA 98268. Phone: (206) 385-6269. [25-4]

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]

MISCELLANEOUS: WANTED

BONDS, OLD STOCK CERTIFICATES. Also Railroad passes, western stereoviews and ephemera. Eager to buy! Ken Prag, Box 531, Burlingame, CA 94011 (415) 566-6400 [25-1]

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

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

MISCELLANEOUS: WANTED

NEVADIANA PRE-1930, postmarks, stock certificates, checks, documents, merchant tokens, script, currency, stereoviews, books, souvenir spoons, almost anything, pre-linen postcards. Gil Schmidtman, Mentone, CA 92359. Ph: (909) 794-1211. [25-4]

POSTAL NOTES, money orders, and postal savings certificates wanted; also buying express money orders and travelers cheques, especially Wells Fargo, American Express. Serious collector' approvals or photocopies welcome. Douglas McDonald, Box 350093, Grantsdale, MT 59835. [25-4]

U. S. OFFICIAL ENVELOPES (U01-U069), covers and early penalty covers. Send photocopy or item with price or phone (903) 784-8777. Schmidt, 3220 Allen St., Paris, Texas 75460. [25-4]

URGENTLY NEEDED: Pre-1900 Philadelphia, PA. advertising covers will 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

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, transoceanic, 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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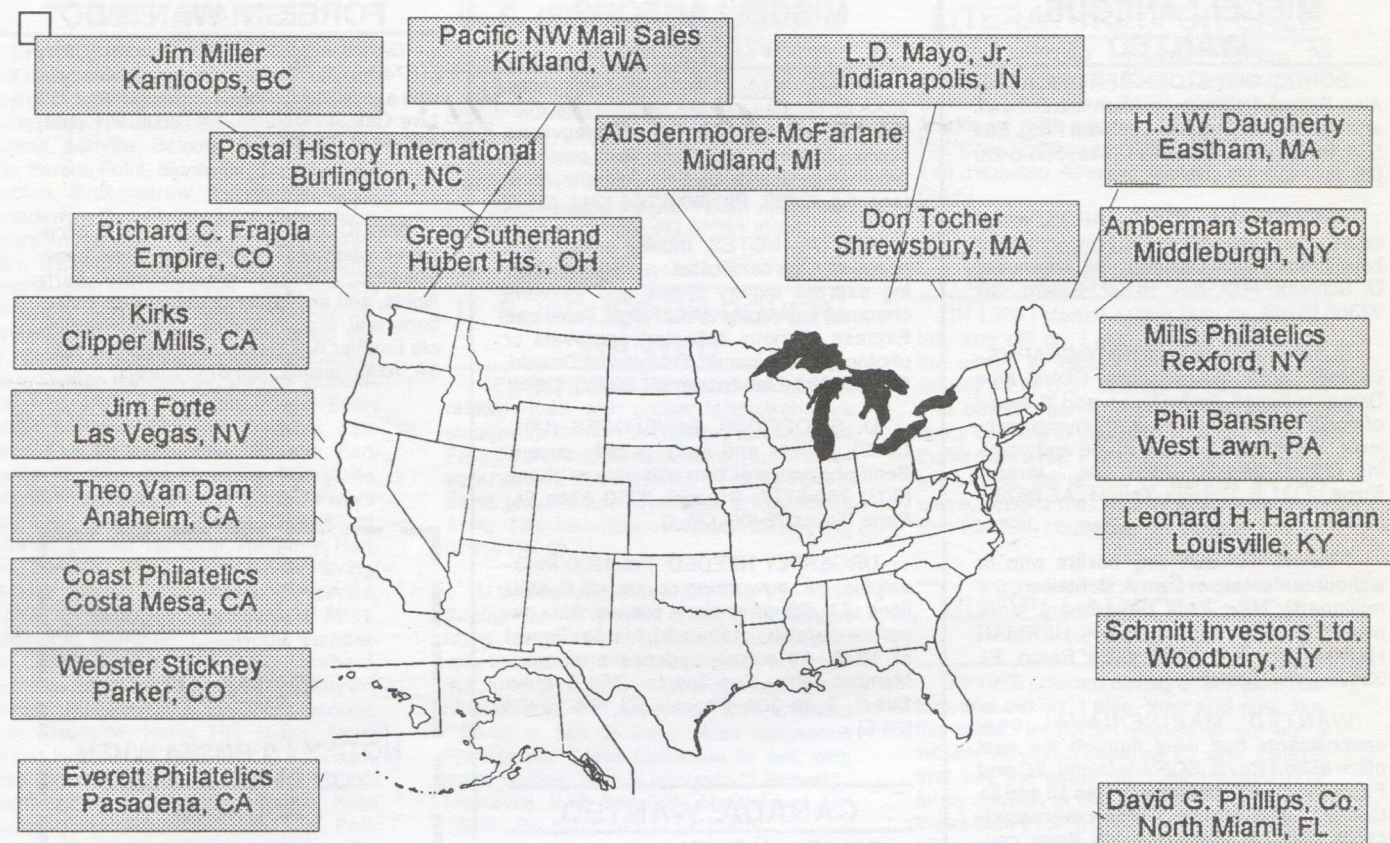
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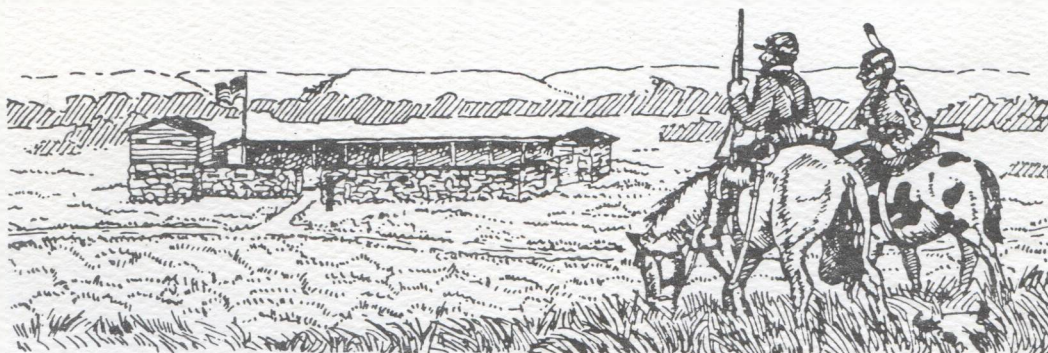
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