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LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

JULY 1994



Guard Island Lighthouse, Alaska

LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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COVER: *Our cover this issue is from a photo of the Guard Island, Alaska, Lighthouse. It was provided by John Wager, who served aboard tender ships for many years and has visited most of the Alaskan lighthouses.*

AWARDS:

Gold Medal, COLOPEX 1987

Silver Medal, CAPEX 1987

Large Silver Medal, AMERIPEX 1986

Silver Medal, PHILA KOREA, 1984

Silver-bronze, AUSIPEX, 1984

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

SUBSCRIPTION RATES (6 ISSUES):

United States - \$15.00 per year

Canada - \$23.00 (US) per year

Surface rate overseas - \$25.00

Air rate overseas - \$45.00

- JUNE - JULY 1994
- VOLUME 25, NUMBER 3
- WHOLE NO. 147

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PUBLISHER'S PAGE

Summer Ruminations

Our May issue was plagued to an extent greater than normal by the dreaded typo monsters. Several readers have complained that the content suffered badly because of this, and I am greatly embarrassed and chagrined. Let me take a moment to share with you the problem. Perhaps one of you kind readers might have a suggestion which will permit me to head off similar situations in the future.

All periodical publications have deadlines. *La Posta's* occurs on the 5th of the month preceding the cover date of each issue, i.e., February 5th, April 5th, June 5th, August 5th, October 5th, and December 5th. The two weeks before each deadline are the time when articles submitted directly to me, sections prepared by our Associate Editors and advertising copy are combined into an 80-page journal. Typically, I'll have a fair idea what the content will be before going into that two week assembly period, but this was not the case for our May issue. When I came into the shop on Monday morning, March 21st, I didn't have the foggiest idea what was going into the 65 pages of content needed. Not only was I largely ignorant of what was to be in the journal, I had scheduled the close of Subscribers' Auction 47 on March 25th, which meant added pressure to send out purchased lots in a timely manner.

Without boring you with the grizzly details, I can assure you that the last week in March and the first week in April were pretty hectic around here. Both the journal and the auction did manage to get done, but what suffered was quality control and the result was a May issue marred by a greater than normal number of typographical (and other) errors. The most serious of which, in my opinion, was attributing **Henry Bethelot's** interrupted railway mail article to James Patterson in big bold letters right there on the first page of the article. Now that's really embarrassing! Fortunately, Hank is a kind and forgiving gentleman, and accepted my apology for the terrible faux pas. I also violated **Roger Rhoad's** computer use article by publishing several clumsy typos. The May issue, unfortunately, was not our finest hour.

Ideally, it would be nice to plan *La Posta* working one issue ahead of publication. That way, articles could be mailed back to authors for proofing, and we could eliminate most of our typographical problems. To do this, however, we would need to build up a fairly substantial stable of articles, and that is something we've rarely been able to accomplish. *La Posta* requires about 65 pages of text for each issue to be combined with auctions, net price lists, ads and "boiler plate." That's a pretty voracious appetite.

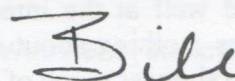
Well, dear readers, I've bared my soul on this matter. I am really very sorry about the sloppy work on my part. I think this July issue is a good bit cleaner, but I seriously doubt that it is completely error free. If any of you would care to make suggestions for improving our quality control, I'd love to hear from you.

Our long overdue *La Posta* Monograph Number 10 should be mailed out in late June to all those who subscribed to volumes 9 and 10 way back in the summer of 1992. *Pre-Territorial Colorado Postal History* is the work of **Daniel Y. Meschter**, and both Dan and I believe this to be his finest postal history effort. Production delays, including an earnest effort on the part of the author and publisher to minimize typographical errors, have delayed publication beyond the anticipated date. I think you'll agree when you see it that it's been worth the wait. Dan has done a marvelous job with the subject.

Subscribers' Auction No. 48 should be in your mail box very soon if it hasn't already arrived. This sale includes material submitted prior to January 1994, so, if you've been wondering about lots sent in during the early months of this year, you can see we are still working on a fairly sizeable backlog. (Now, if we could just figure out some way to translate this backlog of auction material into a backlog of research articles awaiting publication, we would be in fat city)

Publishing plans for the rest of the year are somewhat indefinite. I would like to bring out a revised, second edition of *Postmarks on Postcards* in the fall. This has been by far our best selling title, with over 1,500 copies now in the hands of collectors and dealers. The third printing of the first edition has been out of print for about four months, and I am continually receiving inquiries about availability of the book. I also feel a strong obligation to publish a fourth edition of *Postmarks of Territorial Alaska*. Much of the work has already been done, but there is a goodly chunk of organizing yet to do. There are also other projects and possibilities on the horizon, but we will speak of those at a later time.

Enjoy the summer dear friends....



Richard W. Helbock

La Posta Reader's Forum

Our March 1994 issue contained two thoughtful articles commenting on some specific aspects of collecting and exhibiting postal history. A number of readers have written us to comment on the ideas put forth in these articles, as well as, opinions published subsequently. We are pleased to share these comments in this space, but must emphasize that such comments do not necessarily reflect the opinion of *La Posta's* editor and should not be interpreted as an endorsement by *La Posta*.

John M. Hotchner of Falls Church, VA writes:

Having just read Steve Edmondson's comments on postal history and exhibiting in the May, 1994 issue of *La Posta*, I want to comment on some of his assertions:

1. Edmondson makes a decent case for having an exhibiting category for Social History in which philatelic and other related material is used to document the milieu of the times. But the category we have to work within now is POSTAL History which is narrowly and properly defined as the study of the PHILATELIC evidence we have of the development of various aspects of the postal system) routes, rates, and markings; which can be studied individually, or combined into studies of the development of postal service within any given entity or by any given means of transport.

2. If he chooses to collect beyond those confines, he is in good company. Most of us who exhibit Postal History also collect related material, but recognize and accept that we are exhibiting in the PHILATELIC arena and that's where the emphasis must be) if the exhibitor cares about medals.

3. Pictures and picture post cards, privately applied cachets, the story of the sender and recipient, the context for the enclosures, are not fundamentally "postal" or "philatelic". Some such material is accepted in U.S. national exhibits if kept to a minimum. (It is not accepted well at the international (FIP) level.) If one cares nothing about medals, the national exhibitor can show as much of it as makes him or her happy. But for competition, it is more properly placed at a convention of historians.

4. Edmondson's use of the terms "religious postal history" and "political postal history" show a fundamental misunderstanding of "postal history" as a term of art in the exhibiting community (which

incidentally numbers over 2,000 souls, not as he states, "the very few competitive exhibitors and their judges"). The terms are meaningless amalgamations of words. The development of religion or politics has little if anything to do with the development of the postal system - the essence of "POSTAL history". What he seems to mean is the religious or political (or fill the blank with other categories) meanings that attach to the envelope design, sender or recipient, envelope contents, etc. History this is - but not POSTAL history.

5. Edmondson seeks a system which helps "the disinterested observer who seeks to understand the culture, society, economics, politics, religion, and all other environment within which the postal patrons, clerks and carriers lived and worked". First, disinterested in what? Stamps and postal markings? Second, I think that what he says he is seeking is simply beyond the scope of anything but history texts, or museums that are set up to show many different types of artifacts. The National Postal Museum is a good example. Philatelic exhibitions have a much more restricted charter. Third, while he has every right to be unhappy with that, he is insulting when he terms exhibits that do limit themselves to POSTAL history as "truly crippled...and of little interest", when he uses words like "obscene" to describe the current system, and when he engages in other verbal body slams of those who are working within that system. This is no way to promote reasonable discussion of differences with the object of working toward changes.

6. The FIP rules on postal history (or on anything else) do not determine what the national rules will be in the US. In fact FIP rules generally lag the trends in national exhibiting.

7. NOTHING is excluded from being shown at the national level. The point is that the level of challenge inherent in the material itself is the primary determinant of the award earned. There is nothing in the rules that precludes an exhibit of local postal history from getting a gold award. If the exhibitor does a thorough job of researching his/her subject, AND conveys that product in the frames using high quality scarce philatelic material to prove the facts, an award at the top of the scale is virtually assured.

8. There are many reasons for exhibiting. Thank goodness there are many people who don't care a whit about medals. I was among them when I began to exhibit 20th century auxiliary markings showing

delays in the mail. I did it to interest the public in philately since the exhibit contains material you might find in your own daily "take", to learn the problems of exhibiting postal history so I could become a better philatelic judge, and to advertise my interest in this type of material.

9. Most collectors should want to exhibit, says Mr. Edmondson. The fact is that most collectors don't want to do anything but to be left alone to play with their own collecting interest. The number of exhibitors is limited not by the rules of exhibiting but by the number of people who are interested in doing the work to make an exhibit. Of many who begin the process at the local level, perhaps half drop out because it's too much work, or because they decide that the level of intensity (criticism by judges and other specialists in their field) is not enjoyable, which is why they began collecting. Exhibiting for medals is a discipline far more difficult than filling the spaces in an album or getting one of every postmark used between 1836 and 1994. It demands substantial amounts of time to define the subject and search for the material, creativity, study/research, and sometimes (but not always, money). It isn't for everyone.

10. Shows are generally happy to have interesting non)competitive exhibits. Precious few are offered. It would seem that it is the competition itself which draws most people to exhibiting.

11. Exhibiting IS one of the most important aspects of philately. It shows publicly and far more effectively than the closet collector can, the many fascinating faces of our hobby and inspires interests beyond what a viewer might have when he or she walks in the door of the exhibition hall. It has been a major factor in the increased popularity of postal history. Further, a very high percentage of exhibitors produce philatelic literature of lasting value which began from their work in forming their collections and exhibits. The literature often goes beyond the confines of the exhibit into interesting byways such as Edmondson includes in his wish list of what should be included in postal history. As such it helps push forward the frontiers of knowledge; the base upon which future postal historians will build.

12. Hardly any exhibitor (or judge; but then the great majority of judges remain active exhibitors) would claim that the field or its components are perfect. The last ten years especially have shown that philatelic exhibiting is dynamic and capable of changing to meet new challenges. I hope Mr. Ed-

mondson will moderate his tone, study his enemy to gain a more realistic sense of what it's about, and then continue his calls for change, but with specific and practical ideas; not general blasts demanding total redefinition of a system that works quite well.

(The writer has been an exhibitor for 20 years and a judge for 10, including international (FIP) accreditation in Postal History. He is also co-founder of the American Association of Philatelic Exhibitors and editor of its quarterly, *The Philatelic Exhibitor*)

BOOKS IN REVIEW

Todsen, Thomas K., *New Mexico Territorial Postmark Catalog, Tenth Edition*, Las Cruces, NM: By the Author, 1994. Stiff cover, plastic spiral bound, 255 pages. Available from the Author, 2000 Rose Lane, Las Cruces, NM 88005 for \$15 plus \$2.00 shipping.

This tenth edition of the catalog of New Mexico territorial postmarks pioneered by Sheldon Dike, lives up to the tradition of its past. All postmarks are illustrated on the page facing the tabular presentation, and the book is quite simple to use. Tom informs us that hundreds of new towns and types have been added since the 9th edition, and there have been "thousands of changes." One big change is the attempt to do away with a range of dollar values associated with each "Value Number", and simply assign each digit an "average retail dollar value." Readers are encouraged to order your copy of this new catalog quickly as the print runs are always quite small and the books sell out rather rapidly.

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- 049 DIAMOND, SD, F RT 1 TYPE 11D (RT ONLY) ON PPC. EST \$8.
- 050 LARAMIE, WY, VG 1909 TYPE 1 ON PPC. EST \$30.

RAILWAY POST OFFICES

- 051 ALBANY & THOMASV, 1906 VG LITE (365-D-1) ON CREASED PPC E 6
- 052 ALBERT LEA & ALBIA, 1923 G (751-E-6) ON CVR. EST \$5
- 053 A. LEA & ALBIA, 1922 G (751-F-2) ON CVR. EST \$5.
- 054 AMARILLO & ALBUQ, 1909 G+ (928-B-1) ON PPC W/CORNER BEND 8
- 055 AMARILLO & PECOS, 1906 VG (966-B-1) ON PPC. EST \$6.
- 056 ARK. CITY & LINDSAY, 1910 F (930-2-A-2) ON PPC. EST \$8.
- 057 ASH & YOUNGS, 1911 F (552-B-2) ON TONED PPC. EST \$10.
- 058 ASQUAM LAKE, 1904 G (C-18-d) ON PPC. EST \$10.
- 059 ASQUAM LAKE, 1948 F (C-18-b) ON PPC. EST \$6.
- 060 ATCHISON & STOCKTON, 1920 VG (908-F-1) ON PPC. EST \$6.
- 061 ATLANTA & WAYCROSS, 1912 VG (379-G-1) ON PPC. EST \$6.
- 062 BIG RAPIDS & DET., 1909 VG (822-L-1) ON PPC. EST \$6
- 063 BIG SPRING & EL PASO, 1910 VG (483-H-1) ON PPC. EST \$12.
- 064 BOSTON & ALBANY, ca 1880 VG (53-E-1) ON CVR. EST \$4.
- 065 BRUNS & ROCK, 1908 G+ (8-G-2) ON PPC. EST \$5.
- 066 BURL & OSKALOOSA, 1908 G+ (774-B-1) ON PPC. EST \$6.
- 067 CALAIS & BANGOR, 1925 VG (12-E-2) ON PPC. EST \$4.
- 068 CALISTOGA & VAL JCT, 1918 F (983-G-1) ON PPC. EST \$6.
- 069 CASE & PONTIAC, 1909 G+ (864-B-1) ON PPC. EST \$5.
- 070 CHA (MB & R) APID CITY, 1908 VG PARTIAL (761-AD-3) ON PPC. 5
- 071 (CH)AMB & RICH FURN, 1908 VG PARTIAL (209-H-1) ON PPC. E 8
- 072 CHATT. ROME & ATL., 1907 G+ (361-G-1) ON PPC. EST \$7.
- 073 CHI & BUR, ca 1880 VG (694-F-1) ON PPC (RPO NOT STRUCK). 6
- 074 CHI ELROY & DUL., 1908 VG (860-D-1) ON PPC. EST \$5.
- 075 CHIC & MINN FAST MAIL, 1898 VG (NEW TYPE) ON CVR. EST \$6.
- 076 CLEVE & IND, ca 1893 F (NEW TYPE) ON PSE. EST \$7.
- 077 CLEVELAND & ST L., 1897 VG (556-L-1) ON CVR. EST \$4.
- 078 COBRE & ELY, 1938 F (977-1-A-1) ON BUS REPLY CARD. EST \$15
- 079 COLUMBUS & NORFOLK, 1910 G+ (938-H-1) ON PPC. EST \$6.
- 080 DENVER & GRAND JUNC., 1904 VG (953-K-1) OVERSTRUCK ON PPC. 7
- 081 DENV & LEADVILLE, 1915 VG (954-J-1) ON GPC. EST \$12.
- 082 ELLSWORTH & WA (TERTOWN), 1902 F PARTIAL (NEW TY) ON CVR. 6
- 083 ESSEX JUNCT & BOS, 1892 G+ (41-W-3) ON GPC. EST \$4.
- 084 EUREKA & S.F., 1929 VG (985-L-2) ON PPC. EST \$4.
- 085 EUREKA & SCOTIA, 1908 VG (985-M-2) OVERSTRUCK ON PPC. E \$15
- 086 FAY & JACKSONVILLE, 1910 F PARTIAL (340-O-1) ON PPC. E 3
- 087 FAYETTE & OKMULGEE, 1938 VG (482-C-2) ON CVR. EST \$6.

- 088 FT. DODGE & OMAHA, 1907 VG (NEW TYPE) ON PPC. EST \$6.
- 089 GURDON & NATCHEZ S.D., 1943 F (438-F-1) ON BUS REPLY ENV. 4
- 090 HAMLET & ATLANTA, 1912 VG (331-G-1) ON PPC. EST \$4.
- 091 HAN & GILMORE, 1915 G+ (821-B-3) ON CREASED PPC. EST \$5
- 092 HOP & NASH, 1910 F (520-F-1) ON PPC. EST \$6.
- 093 HOUS FLAT & SAN ANTO, 1916 G+ (476-F-1) ON PPC. EST \$4.
- 094 IND & BR JUNCTION, 1894 F (220-E-1) ON PSE FRONT. EST \$5.
- 095 IND & PEORIA, 1911 G+ (714-F-2) ON PPC. EST \$5.
- 096 KANK & (KAN)K JCT, 1893 VG PARTIAL (734-C-1) ON CVR. E 8.
- 097 K. CITY & HOISINGTON, 1930 VG (920-M-1) ON PPC. EST \$5.
- 098 KANS CITY & TULSA, 1915 F (909-Y-2) ON CVR. EST \$4.
- 099 KEOKUK & BLUFFS, 1909 G+ (737-C-1) ON PPC. EST \$5.
- 100 LAKE WINNEPISAUKEE, 1914 F (C-16-b) ON PPC. EST \$5.
- 101 LASTON & HAZELTON, 1907 F MISPELLED "EASTON" ON PPC. E \$15
- 102 LENOIR (& LANC)ASTER, 1908 F PARTIAL (344-G-2) ON PPC. E \$8
- 103 LINC (& CRA)WFOOD, 1890 G PARTIAL (946-U-1) ON CVR. EST \$8
- 104 LIVERMORE & SAN FRAN, 1909 F (992-10-B-1) ON PPC. EST \$8.
- 105 LOCK HAVEN & TYR(ONE), 1911 F PARTIAL (201-D-1) ON PPC. E 3
- 106 LYNCH & NORTON, 1911 F (311-Y-2) ON PPC. EST \$7.
- 107 MILWAUKEE & DAVENPORT, 1918 G+ (835-J-1) ON PPC. EST \$4.
- 108 NO. ADAMS & PITTSFIELD, 1899 G+ (61-C-2) ON GPC. EST \$4
- 109 OMAHA & McFARLAND, 1908 VG (941-K-1) ON PPC. EST \$5.
- 110 OQUOS & PORT., 1910 VG (10-C-2) ON CVR. EST \$15.
- 111 OROVILLE & SACRAMENTO, 1901 G+ (NEW) ON CVR W/ COR GONE. 5
- 112 OWEN(S &) RUSSEL, 1910 G+ PARTIAL (NEW TY) ON PPC. \$5
- 113 PALMER & NEW LONDON, ca 1890 VG (82-H-1) ON CVR. EST \$5.
- 114 PORTS & CON., 1907 G+ (NEW TYPE) ON PPC. EST \$8.
- 115 PUEBLO & GRAND JCT, 1937 VG (963-AG-1) ON PPC TO THE UK. 5
- 116 RENO & VIRGINIA CITY, 1908 F (NEW TYPE) ON PPC. EST \$15
- 117 RICH(HILL &) SAILINA, 1904 VG PARTIAL (NEW TY) ON CVR. E \$4.
- 118 SACRA RIVER, 1908 VG (U-9-a) LITELY O/S ON PPC. E \$25
- 119 SACTO & SAN FRAN., 1910 VG (NEW TY) ON PPC. EST \$8.
- 120 SALEM & CHESTER, 1910 VG (NEW TY) ON PPC. EST \$6.
- 121 (SALID)A & SILVER/E D., 1899 VG PARTIAL (955-M-1) ON CVR. 8
- 122 SAN FRAN NEWARK & S. CRUZ, 1912 VG (991-B-1) ON PPC. E \$8
- 123 SAN FRAN & VISALIA, 1909 VG (963-AD-2) O/S ON PPC. EST \$4
- 124 SEATTLE & NEAH BAY, 1912 VG (NEW TYPE) ON PPC. EST \$20.
- 125 SEATTLE & SKAGWAY, 1911 F (x-19-a) ON PPC. EST \$20.
- 126 SHELBY FALLS & N. HAVEN, 1912 G+ (85-E-2) ON PPC. EST \$5.
- 127 WALLA WALLA & PORT/AGT, 1883 READEAL (892-E-1) ON CVR. E 12
- 128 WEST LIB & C. BLUFFS, 1906 VG (702-AB-2) ON PPC. EST \$4.
- 129 WLL & NEW HAVEN 1910 VG (84-C-2) ON PPC. EST \$6.
- 130 AKRON, OHIO/TRANS. CLK., 1905 F (601-O-1) ON PPC. EST \$5.
- 131 ALBUQUERQUE, NM/TRANS. CLK., 1909 F (965-9-A-1) ON PPC. E 8
- 132 BANGOR, ME/TRANS. CLK., 1908 F (19-C-1) ON PPC. EST \$5
- 133 BIRMINGHAM, ALA/TR. CLK., 1899 F MISPELLING ON CVR. E 8
- 134 BUTTE, MONT./TRANS. CLK., 1913 VG (891-1-B-1) ON PPC. E \$5
- 135 CAIRO, ILL./TRANS. CLK., 1907 F (745-C-1) ON PPC. EST \$5.
- 136 COLUMBIA, S.C./TRANS. CLK., 1908 F (346-D-2) O/S ON PPC. 4
- 137 COLUMBUS, O/TRANS. CLK., 1899 VG (NEW) ON CVR W/ SM TEARS. ES
- 138 DANVILLE, VA/T/TRANS. CLK., 1909 F PARTIAL (319-F-1) ON PC. 5
- 139 DENVER, COLO/TERMINAL, 1911 VG (959-A-1) ON PPC. EST \$5
- 140 E. ST. L. ILL/RELAY DEPOT, 1910 VG (745-G-4) ON PPC. E \$5.
- 141 FT WAYNE, IND/TRANS. CLERK, 1908 G+ (680-D-3) ON PPC. E \$4
- 142 FULTON, KY/TRANS. CLK., 1909 VG (540-F-1) ON CREASED PPC. 4
- 143 GALESBURG, ILL./TRANSFER, 1898 F (745-Q-2) ON CVR. EST \$5.
- 144 GREENSBORO, NC/TR. CLK., 1909 G+ (332-E-3) ON PPC. EST \$4
- 145 HARRISBURG, PA/TRANSFER STA, 1894 G+ (237-C-5) ON GPC. E 5
- 146 HARTFORD, CONN./TRANSF. CLK., 1897 F (92-C-1) ON CVR. E \$5
- 147 HARTFORD, CONN./TR. CLK., 1903 F (92-C-2) ON CVR. E \$4.
- 148 HOUSTON, TEX./TRANS. CLK., 1913 F (497-B-5) ON PPC. EST \$5
- 149 LA JUNTA, COLO./TRANS CLK., 1914 VG (959-E-2) ON PPC. E \$5
- 150 LITTLE ROCK, ARK. TERM, 1916 F (NEW TYPE) ON PPC. EST \$5.
- 151 LOS ANG CALIF TRANS CLK S F STA, 1911 F (999-B-4) ON PPC. 5
- 152 LYNCHBURG (VA)/T(RA)NS CLK., '06 PARTIAL (319-C-1) ON PPC. 4
- 153 TRANF. CLK./MACON GA, ca 1880 G (NEW TY) ON CVR. EST \$5.
- 154 MATOON, ILL./TRANS. CLK., 1909 VG (745-J-1) ON PPC. EST \$5.
- 155 TC UNION STA MNPLS/MINN., 1907 VG (NEW TY) ON PPC. EST \$5.
- 156 T.C. NASHUA/N.H., 1911 VG (30-C-1) ON PPC. EST \$10.
- 157 NEW LONDON, CONN./TRANS. CLK., 1916 VG (92-D-1) ON CVR. 5
- 158 G.C. TERM/NEW YORK, N.Y., 1917 G+ (NEW TY) ON PPC. EST \$5
- 159 OAKLAND PIER, CAL./TR. CLK., 1919 VG (999-F-3) ON GPC. E 5
- 160 OAKLAND PIER, CALIF/TRANS CLK, 1935 F (999-F-4) ON PPC. \$4
- 161 PITTS, PAT C.R.M.S. UNION STA, 1912 F (237-F-20) ON PPC. 4
- 162 TR. CLK. RICHMOND/IND., 1901 F (680-M-4) ON GPC. EST \$5.
- 163 RUTLAND, VT./TRANSF. CLK., 1894 VG (45-A-5) ON CVR. EST \$5
- 164 ST PAUL, MINN./TR. CLK., 1892 G+ (884-B-4) ON GPC. EST \$5.
- 165 SAN ANTONIO, TEX./TRANS. CLK., 1912 F (497-C-2) ON PPC. E 5
- 166 T.C. SAN JOSE/CAL., 1914 F (999-I-1) ON PPC. EST \$8.
- 167 SEATTLE, WASH/TRANS CLK R.M.S., 1936 F (906-5-C-5) ON PPC. 4
- 168 TERRE HAUTE, IND./TRANS. CLK., 1907 F (NEW TY) ON PPC. E \$6
- 169 TOLEDO, OHIO/TRANS CLK, 1913 VG (601-N-1) ON CREASED PPC. 4
- 170 T.C. WATERVILLE/ME., 1908 VG (19-D-1) ON PPC. EST \$5.
- 171 WEEHAWKEN, N.J./T(), 1907 VG PARTIAL (NEW TY) ON PPC. \$5
- 172 W. LIBERTY, IOWA/TRANS CLK, 1911 VG (UNL) ON CREASED PPC. 9

STREET CAR RPOS

- 173 BROOKLYN, N.Y. CIRCUIT, 1903 F (BR-5-d) O/S ON PPC. EST \$8
- 174 3RD AVE. N.Y. CITY, 1897 VG (NY-1-b) ON BACK OF CVR. E \$15
- 175 PITTSBURGH, PA. ST., 1904 VG (PI-3-a) ON PPC. EST \$15
- 176 WASH D.C. PA AVE, 1912 G (WA-1-b) ON PPC. EST \$10.

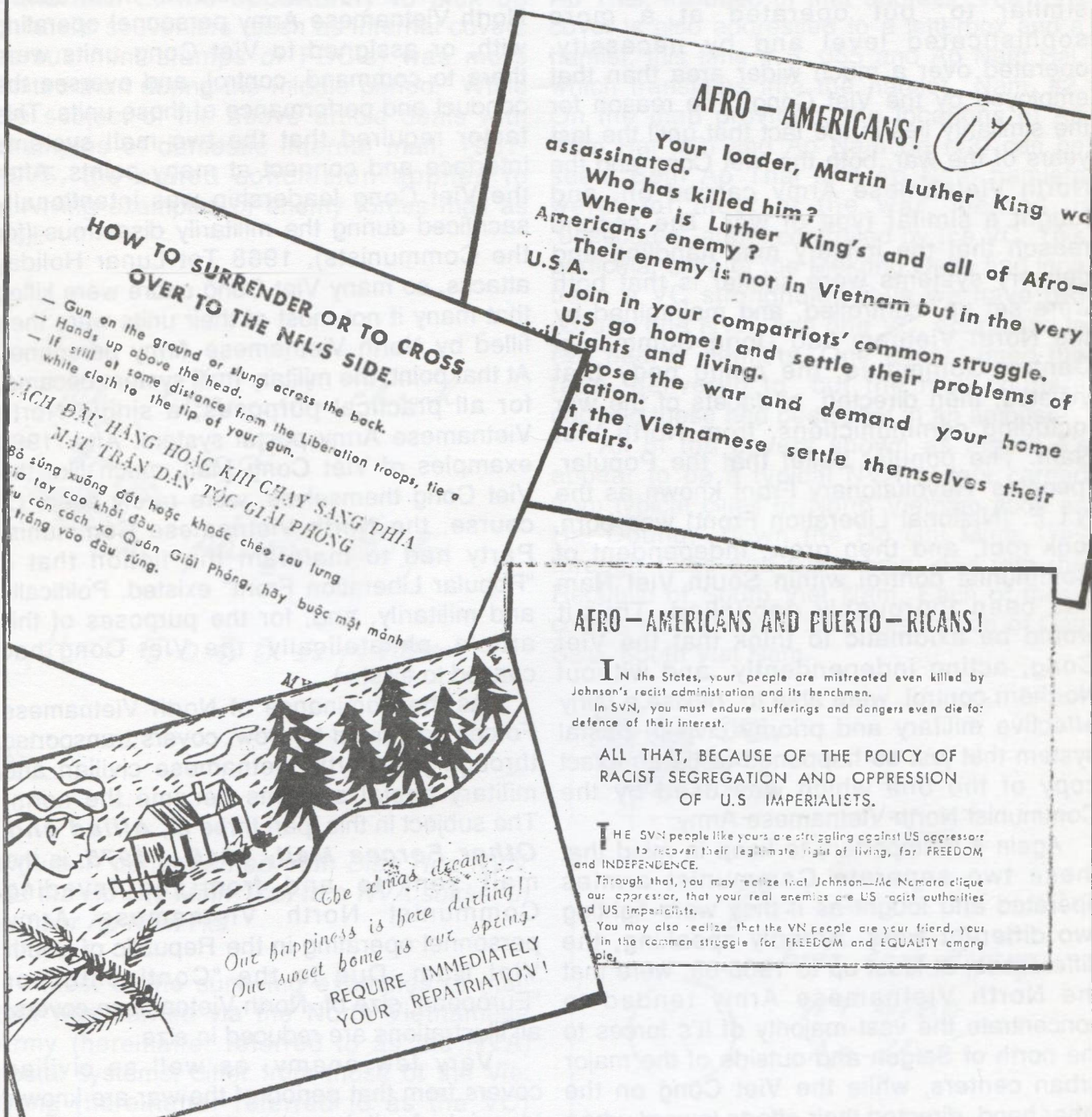
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CLOSING DATE: AUGUST 15, 1994 (10 PM PDT)

ALLIED AND OTHER FORCES MAIL IN VIETNAM 1945 - 1975

by Robert G. Munshower and Maj. Duane P. Ulrich (Ret.)

Part Four Mail from the Trail - North Vietnamese Hom Thu' Covers.



These examples of captured Viet Cong and Communist North Vietnamese propaganda leaflets show that they failed to understand what drove and motivated American troops during the war to nearly the same degree that we failed to understand what it was that motivated them.

As will be seen in this, the second of several installments detailing the transport and handling of enemy military mail, the military mail system employed by the Communist North Vietnamese Army was similar to, but operated at a more sophisticated level and by necessity, operated over a much wider area than that employed by the Viet Cong. The reason for the similarity lies in the fact that until the last years of the war, both the Viet Cong and the North Vietnamese Army carried on, and fought a similar type of war. The second reason that the military mail handling and delivery systems were similar is that both were set up, controlled, and maintained by the North Vietnam Lao Dong Communist Central Committee, the ruling body that initiated, then directed, all facets of the war including communications, from North Viet Nam. The popular belief that the Popular, "peoples' Revolutionary Front known as the N.L.F. (National Liberation Front) was born, took root, and then grew, independent of Communist control within South Viet Nam has been thoroughly debunked. Thus, it would be axiomatic to think that the Viet Cong, acting independently, and without Northern control, were able to devise a fairly effective military and priority civilian postal system that just so happened to be an exact copy of the one which was used by the Communist North Vietnamese Army.

Again it is important to keep in mind that these two separate Communist armies operated and fought as if they were fighting two different wars. Broadly speaking, the differences, at least up to 1968-69, were that the North Vietnamese Army tended to concentrate the vast majority of its forces to the north of Saigon and outside of the major urban centers, while the Viet Cong on the other hand, directed their efforts toward urban areas, Saigon, and the other large cities as well as the Mekong Delta.

Of course, the North Vietnamese Army also operated throughout the country, the

soldiers of which were to be found in nearly every Viet Cong unit. The Viet Cong, too, operated in every province throughout the country. What is important in terms of the military mail system is that in most cases, North Vietnamese Army personnel operating with, or assigned to Viet Cong units were there to command, control, and oversee the conduct and performance of those units. This factor required that the two mail systems interface and connect at many points. After the Viet Cong leadership was intentionally sacrificed during the militarily disastrous (for the Communists), 1968 Tet Lunar Holiday attacks, so many Viet Cong cadre were killed that many if not most of their units were then filled by North Vietnamese Army personnel. At that point, the military mail system became, for all practical purposes, a single North Vietnamese Army postal system. After 1969 examples of Viet Cong Mail, much like the Viet Cong themselves, were rarely seen. Of course, the North Vietnamese Communist Party had to maintain the fiction that a "Popular Liberation Front" existed. Politically and militarily, and, for the purposes of this article, philatelically, the Viet Cong had ceased to exist.

As the dominance of North Vietnamese Forces continued to grow, covers transported through the North Vietnamese civilian and military postal systems became the norm. The subject in this, part three of, ***Allied and Other Forces Mail, 1945 - 1975***, is the mail sent to and from the invading Communist North Vietnamese Army personnel operating in the Republic of South Viet Nam. Due to the "Continental" or "European" size of North Vietnamese covers, all illustrations are reduced in size.

Very few enemy, as well as civilian covers from that period of the war are known to exist. As it is pointed out in an article published in the April, 1994 issue of the ***GLOBAL STAMP NEWS*** entitled *South Viet-Nam Internal Mail From Trash to Modern Postal History Rarities* by "The Staff

of the Veterans Library & Research Institute," once American Forces had begun to be withdrawn in large numbers, "By the Spring of 1972 the last of the combat troops were withdrawn ... the opportunity to pick up philatelic souvenirs (such as internal covers versus mint stamps or FDC's) was more limited than during the middle period." While the subject of the above article deals with examples of domestic internal mail, 1951-1975, the stated conclusion applies to surviving examples of enemy forces mail as well.

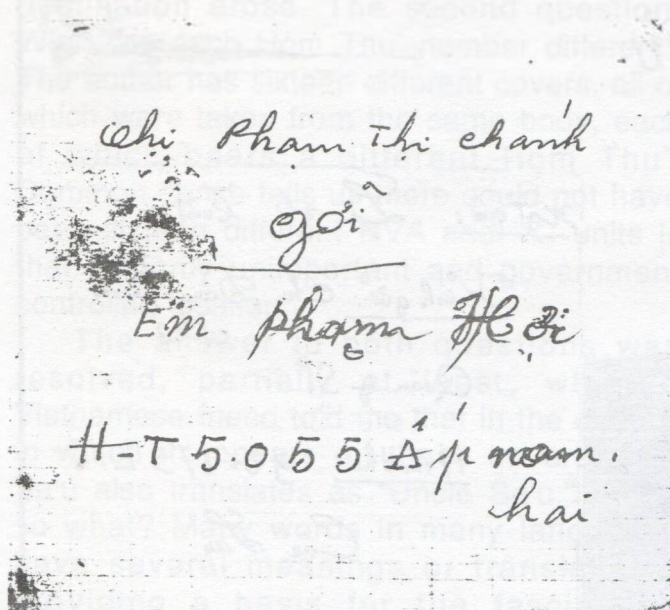


Figure 1. Letter carried from Dien Hoa NVN via the Ho Chi Minh Trail to a NVA soldier in or near Ap Nam Hai

Most of the surviving examples of mail that was carried via the North Vietnamese Army (hereinafter referred to as the NVA) postal systems, differ from those of the Viet Cong (hereinafter referred to as the VC) system. Figures # 1 and #2 clearly show the unique characteristics as well as the differences of each. As can easily be seen, both systems required the use of Hom Thu' or letterbox numbers as addresses. In addition,

many of these covers carry the names of villages or hamlets in the address, or so it was thought. The VC cover in Figure #2 is addressed to Hom Thu' # 6760 with a hamlet, Ap Thai, included in that address. The NVA cover is also addressed to a letterbox and a hamlet, this time # 5. 055 and Ap Nam Hai, which translates into the hamlet Nam, #2. On the map provided, the locations of Ap Nam Hai (#2) and Ap Nam Ba (#3) can be seen. Both Ap Thai and Ap Nam hamlets were, for most of the war, located in "unsecured" areas controlled by the VC. This particular area of the Mekong Delta had long been a VC stronghold. Thus we have two covers, one NVA, and one VC, addressed to two nearby hamlets. One almost used the term "delivered to" but the mail couriers carrying these had been shot in an ambush.

All of the covers shown as Figure #3 appear to be a typical NVA covers carried from typical cities in North Vietnam such as Hai Dong, down the Ho Chi Minh Trail through Laos and Cambodia, and into the Republic of South Viet Nam. Each of these covers also shows a final destination of Cau Sa'u, South Viet Nam.

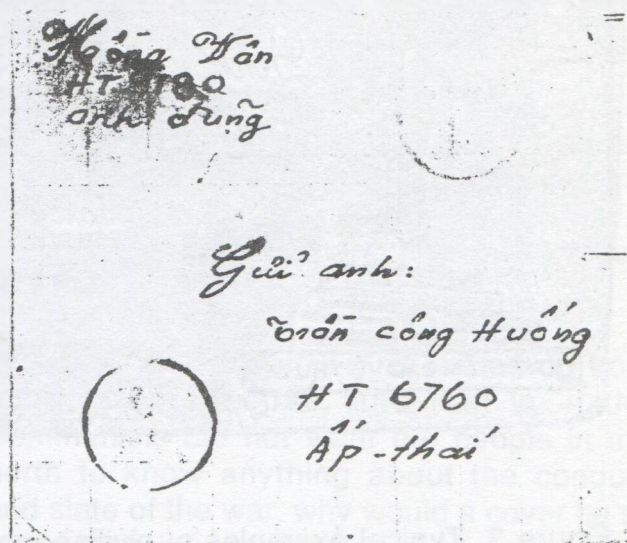


Figure 2. VC local or "in country" letter. Red handstamped "K" in circle, is at this time believed to denote special military, priority political, or money as the contents.

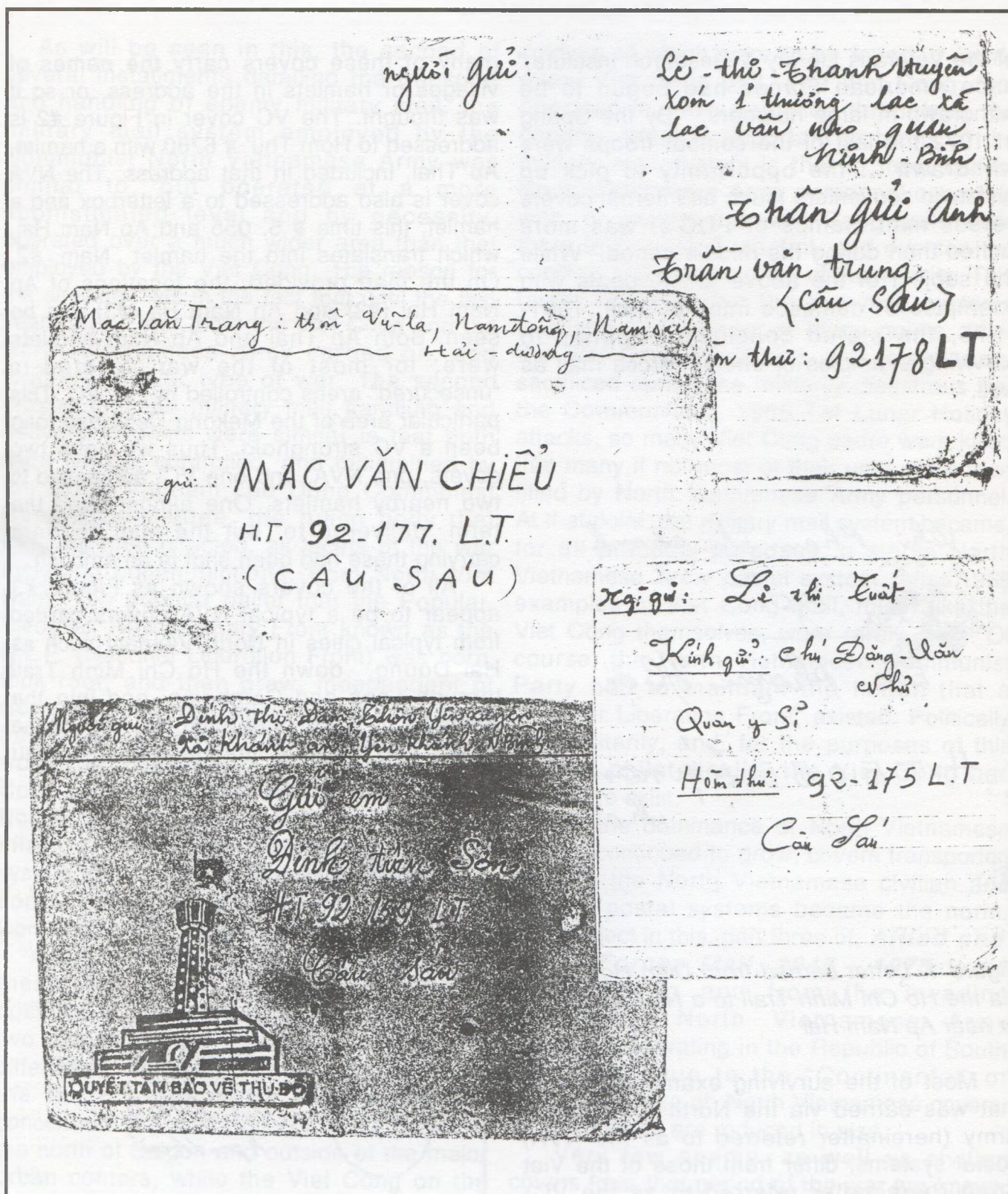


Figure 3. Typical examples of civilian mail carried by the North Vietnamese Army via the Ho Chi Minh Trail to "Uncle Sa'u." Note that the Hom Thu' letter or mail box numbers are nearly consecutive and none bear postage stamps or "due" markings. The bottom cover is a North Vietnamese patriotic, more of which will be seen later.

Cau Sa'u was, and still is, a small Mekong Delta town of little or no strategic value. In fact, Cau Sa'u was never known as a VC stronghold. According to several Vietnamese people who have been there, it is an insignificant market town that the VC and NVA totally ignored during the war.

Since the author owns several similar covers, all addressed to different Hom Thu' numbers at Cau Sa'u, a question arose why so many NVA covers were addressed to a location not occupied or used by the invading Communist forces. In addition, one other question about Cau Sa'u as a military mail destination arose. The second question: Why was each Hom Thu' number different? The author has sixteen different covers, all of which were taken from the same body, each of which bears a different Hom Thu'. Common sense tells us there could not have been sixteen different NVA and VC units in that militarily unimportant and government controlled location.

The answer to both questions was resolved, partially at least, when a Vietnamese friend told me that in the context in which it appears on these covers, Cau Sa'u also translates as "Uncle Sa'u." Well, so what? Many words in many languages have several meanings or translations, providing a basis for the fascination language has for many of us.

What finally became apparent was that Cau Sa'u or "Uncle Sa'u" (think of "Uncle Sam" or "Uncle Ho") represented not a final destination or geographic location, but the name of a mail processing or distribution center! If one thinks about it, how could a person in Ha Bac or some other semi-rural North Vietnamese city have any idea where the NVA soldier they were writing to was located? Since the average NVA soldier sent or received a letter once every three years, if at all, how could anyone other than the military know where he might be? In addition, the almost paranoiac secrecy under which the NVA and VC operated precluded even

soldiers and political cadre from knowing the locations of other units, until usually just before an attack or operation was to begin. Thus, one must believe that mail processing, transfer, and distribution offices had to exist at many locations within the Republic of South Viet Nam. Any comments, further information, or criticisms would be appreciated.

As compared to known examples of VC mail, some NVA mail does carry auxiliary markings, although, due to wartime needs and exigencies, they are almost always found in crayon, pen, or pencil. As can be seen in Figure 4, some of these markings like "Chiet", meaning "dead" are short and to

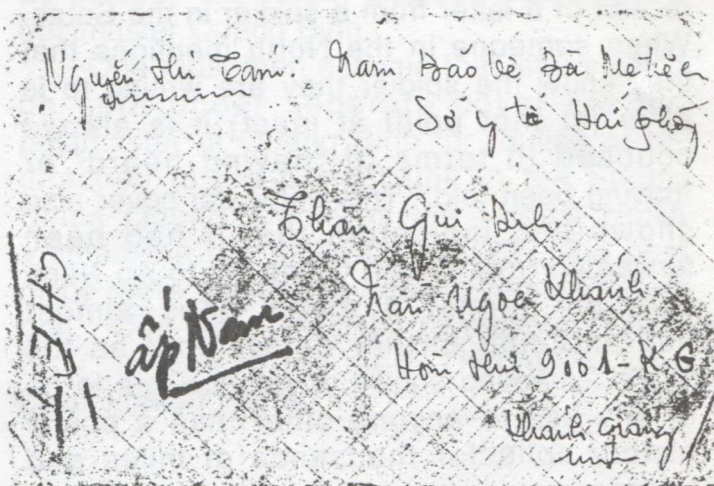


Figure 4. Cover from NVN to NVA soldier serving in a Viet Cong unit. Cover forwarded to Ap Nam, then treated as undeliverable due to would be recipient's death. Manuscript markings are in brown crayon and blue ink.

the point. This cover is also interesting from another perspective, and that is, if the Communists did not want the people in the north to know anything about the conduct and state of the war, why would a cover be so marked? It is a well known fact that the Ho Chi Minh Trail was a one way route (in more ways than one!), traffic, both physical and human went in one direction, and that was south. It is hard to believe, from the evidence

seen so far (admittedly it is sketchy), that the mail system, other than that of the highest military and political priority, went North.

Several covers, all extremely rare, do show that they were written by NVA soldiers in the South and addressed to North Vietnam. Unfortunately, these covers were taken from couriers killed in ambushes or taken prisoner of war. Thus we have no way of knowing whether these covers would have reached home or if they would have been intercepted and kept by Communist authorities. The latter seems to be the more likelier explanation due to the fact that the letters that were in the surviving covers sent from the North never once acknowledge the receipt of a letter from a soldier in the South. When someone in the North mentions that they know the soldier they are writing to is alive (at that point at least) it is always couched in terms of "having heard" or "having been told." This particular cover also shows and indication that it had been forwarded from Thanh Giang (?) to Ap Nam, with no hamlet # given, thus almost guaranteeing further delay, until as the "Chiet" marking shows, it was too late to be of any use to anyone other than a postal history collector thousands of miles and decades away.

Beside the rare "Chiet" marking, other interesting ancillary markings are known. One of these is the boxed handstamp shown as Figure #5. This black boxed straightline reads "no stamps." Curiously, the letter was treated as paid, and sent on to its destination, Ap Nam #3. It is highly improbable that the postage due was collected from the recipient, a sapper, on whose body this letter was found. A second, very faint magenta handstamped marking is seen overstruck twice on the return address. This marking was not noticed initially because the file and staple holes on the cornercard had obscured it. The lower case letters spell out "kia", which at first might be taken for "killed in action." As it turns out, according to the intelligence slip

that accompanies this cover, the letter was taken off of a prisoner of war. A quick check of the lower case kia entries found in Nguyen - Van - Khon's 1066 page USUAL VIETNAMESE ENGLISH DICTIONARY 1965. Saigon, Republic of South Viet Nam, found kia (lower case) to mean "over" or "across the border." Whether this is a transit or routing handstamp is yet to be seen.

A second cover, as seen in Figure 6, this one sent from a woman in the NVA, who, by the contents of the letter, was most likely a nurse at Hom Thu' 443, bears a small, faint blue "kia" arc as a backstamp.

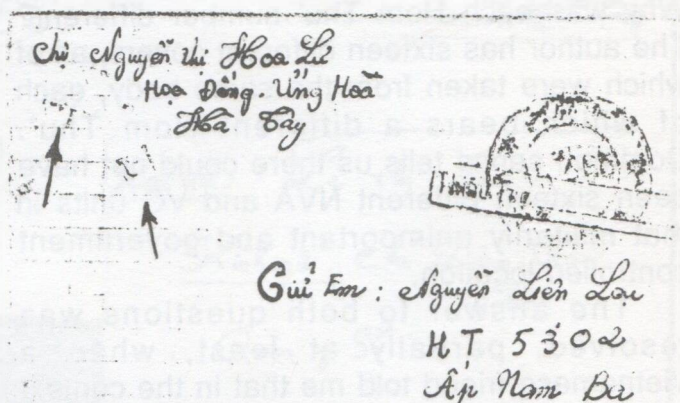


Figure 5. First recorded example of an "over the border" cover. The circular date stamp is "blind" and only gives the date of mailing and country of origin, Viet Nam.

A most interesting book by David Chanoff and Doan Van Toai sheds some additional light on how enemy mail traveled into and through South Viet Nam. **PORTRAIT OF THE ENEMY** 1987. I.B. Taurus & Co. LTD. London, England, is a collection of interviews given by former NVA and Viet Cong soldiers and cadre. Concerning North Vietnamese mail operations, several facts emerge from **PORTRAIT OF THE ENEMY** including

that as a soldier, you were expected to remain in the South until the war was over. You should not expect to receive or send mail while you were there. Families in the North were encouraged not to write as it was felt this would hinder the men and adversely affect morale! Those who were politically connected or higher up did send and receive mail on a much higher frequency than poor old Private Nguyen who spent most of his time humping Chicom mortar or Russian made machine gun ammo through the Mekong Delta.

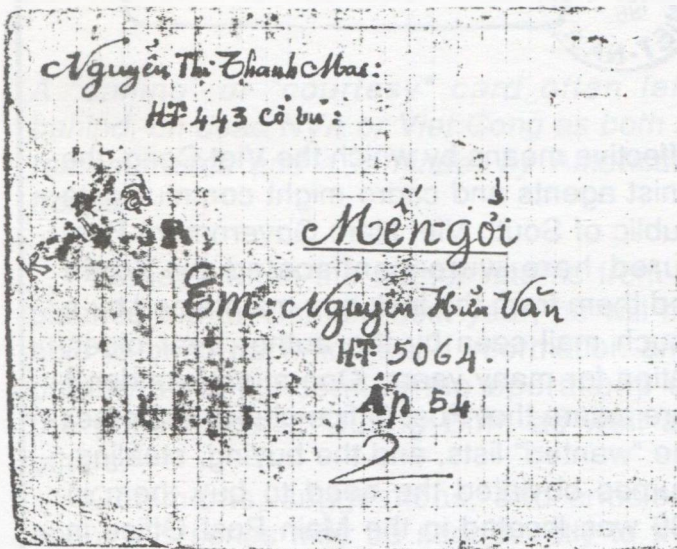


Figure 6. The other known example of an "across the border" handstamped cover. This one was sent from a woman serving in the NVA at Quang Nam RVN to Ap 54 which may have been a code name for Ap Nam Hai. NVA in-country mail is quite rare, and that sent by women are rarer still.

Many of the letters in the author's collection, when obviously written by a party hack or politician, bore no postage stamps at all. It makes one wonder if the Communist Party apparatchik had free frank privileges similar to those who were doing the fighting and the dying. Figure 5 is a good example of this, as the letter was sent from a mother to her son who was serving in the south and

since it was without stamps received the notation "No Stamp" or as an alternative translation, "No Postage." Figure 6 on the other hand shows a cover sent from one brother, a politician in the North, to his brother fighting in the South. From its appearance, the cover was treated as any free frank military letter would be.

In fairness, another possibility exists for the large number of unstamped and unpaid letters that arrived in the South. Chernoff and Van Toai quote Nguyen Danh, a soldier, who when sent South "... collected the letters once a month and took them to the Quang Binh (on the northern side of the 17th parallel) to be posted. The return address was also c/o postmaster Quang Binh."

One must then assume that letters could be sent under separate cover c/o the postmaster at Quang Binh for routing or re-direction to the correct unit in the South. Since Quang Binh was the largest North Vietnamese city close to the DMZ, the post office there must have been a very important one. One wonders if the mysterious "Uncle Sa'u" or one of his many "nephews" may have worked there.

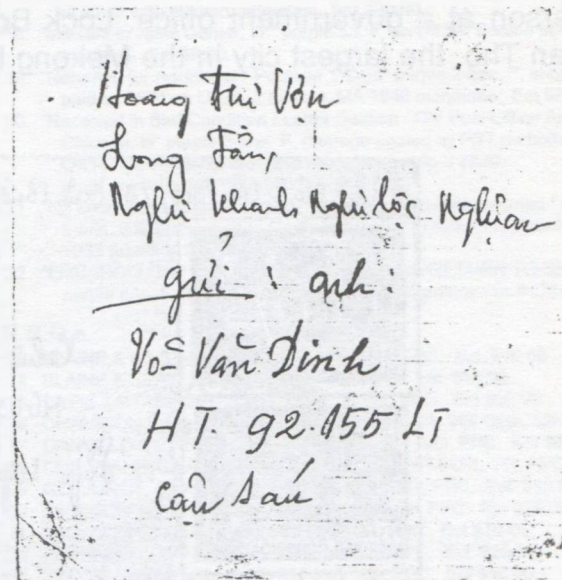
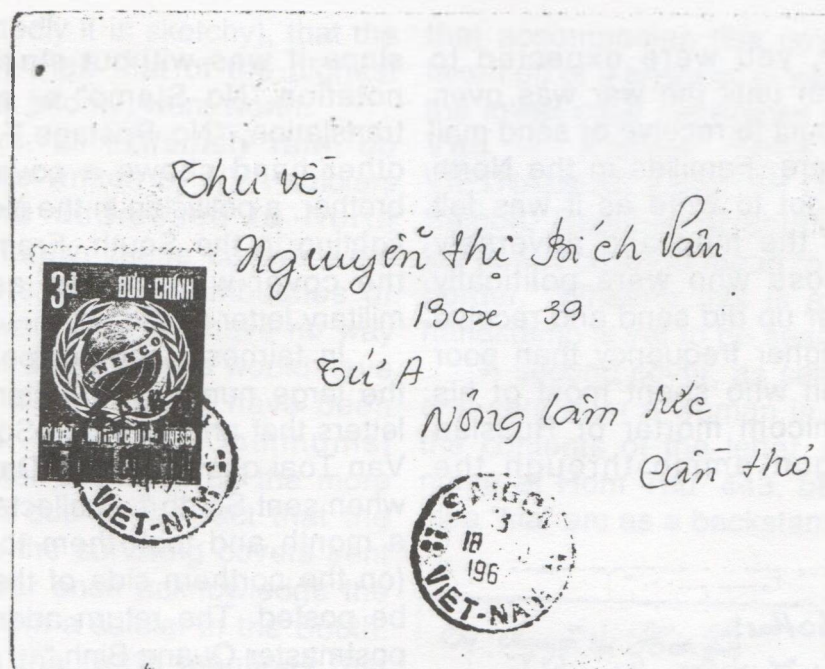
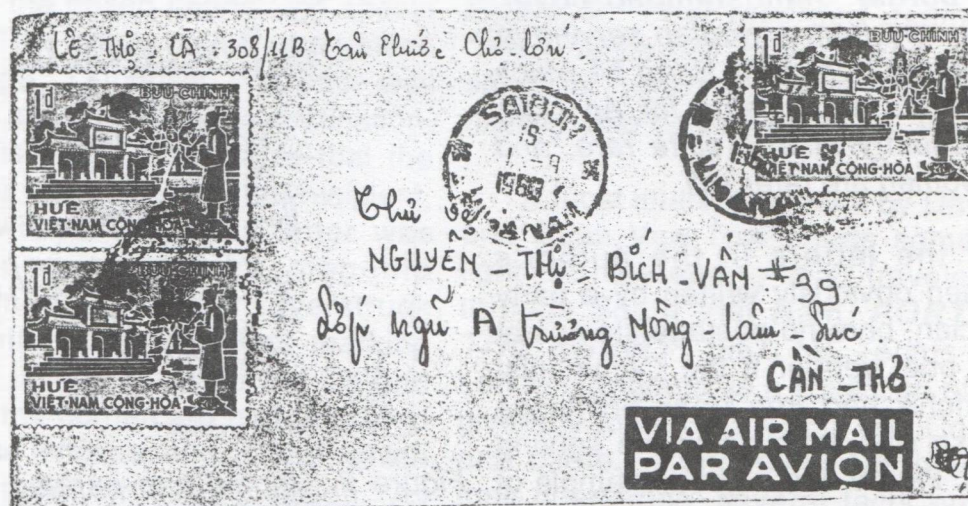
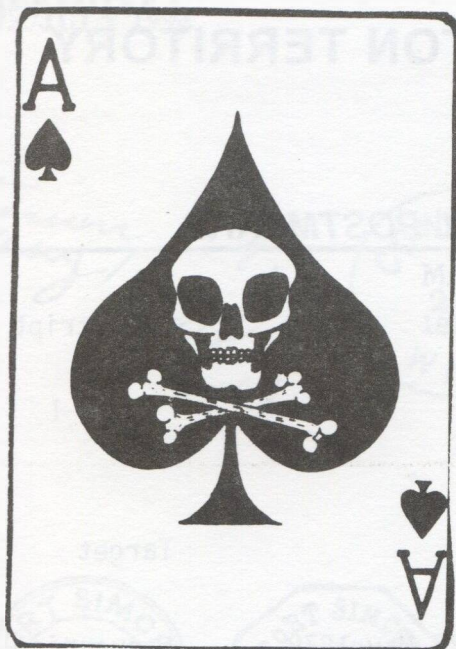


Figure 7. Unpaid and unrated letter from a ranking communist to a soldier/relative in the South.



One of the other, lesser seen, but still fairly effective means by which the Viet Cong, the North Vietnamese Army, as well as Communist agents and cadre might communicate with each other was through the use of Republic of South Viet Nam Government Post Office lock boxes. The two covers pictured here were confiscated by South Vietnamese security agents who had retrieved them from the lock box maintained by a known Communist agent. All examples of such mail seen by the author bear older, outdated stamps that had not been in circulation for many years. One might wonder if this occurred because Communist agents were aware that Post Office clerks and other personnel were on the watch for locals on the "wanted" lists, and the buying, stealing, or confiscating stamps from non-official sources obviated the need to buy them in person at a government office. Lock Box #39 was located in the Main Post Office in Can Tho, the largest city in the Mekong Delta and IV Corps Headquarters.





A "calling" or "courtesy" card often left behind, on dead NVA or Viet Cong as both a remembrance and a reminder by American troops.

Perhaps when the author returns from a planned trip to Vietnam next year, he will be able to bring back first hand information and photographs concerning the operations of the post office at Quang Binh as well as others.

Comments, suggestions, and criticism about this series may be sent directly to the author at PO Box 3484, Boulder, Colorado. 80307

U.S. COVERS AND POSTAL HISTORY

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WAR BETWEEN THE STATES

1. Soldier's letter endorsement, 118th New York Volunteers, s/l DUE 3, OLD POINT COMFORT, VA Feb 13, DC CDS, F, w/ superb 2-page letter d/l "Camp Near Williamsburgh, VA, February 10th 1864" describing "expedition to take Botterns Bridge". Est. \$80.00
2. Soldier's letter endorsement, 146th New York Volunteers, WASHINGTON, DC Dec 15, DC CDS, VG, w/ 4-page letter (military content) d/l "Camp Seward, VA, October 24th 1862". E \$75.00.
3. Soldier's letter endorsement, 9th Michigan Cavalry, s/l DUE 3, KNOXVILLE, TEN, Jan 1864, DC CDS, G, cover edge nicks. Est. \$50.
4. Michigan, (1863), CDS, G, addressed to Co. B, 26th Michigan Inf. E \$25.
5. Soldier's letter endorsement, 32nd Infantry Mass. Vol., s/l DUE 3, SHARPSBURGH, MD, CDS, VG. Est. \$50.00
6. WILMINGTON, DEL, (186x), CDS, VG, addressed to 11th Infantry, Gen'l Sykes Division, Army of the Potomac. Est \$25.00

U.S. A.P.O.s in CANADA (APO 462, Edmonton, Alberta)

7. APO 462, 1943 (Apr 23), G 4-bar, 1105th M.P. Co., Group X, Minn. r/a, purple 2-line provisional censor "CENSORED/ C/O., U.S.A.A.F." E \$50.
8. APO 462, 194x (Oct 6), G (year not struck, probably 1943) 4-bar, 331st Engineers, Co. A, Station No. 21 A.T.C. r/a, TYPE B.1 CENSOR (#21061). Est. \$40.00
9. APO 462, 1945 (Nov 20), F, 4-bar (w/462?), 1452nd A.A.F. Base Unit, A.T.C. r/a. Est. \$30.00

NEW MEXICO (Todsén, 9th Ed)

10. DERENO, NM, c1907 Dec 17 (ties #300), G (year not struck) 4-bar, Type 1, PPC. Est. \$100.00.
11. FRENCH, NM, 1909, VG 4-bar, Type 1, PPC. Est. \$55.00.
12. TYRONE, NM, 1909 (Dec 21), VG 4-bar, Type 4 (earlier), only one date listed, PPC. Est. \$75.00.

AUXILIARY MARKINGS, NON-STD PMKS, STAMPS ON COVER/POSTAL STATIONERY, UNUSUAL USAGES

13. SAINT FRANCISVILLE, LA., 1940 (Apr / 8 / 9:00 AM / 1940), F NON-STD PMK (4-bar w/thin widely spaced bars) ties strip-3 #874. E \$15.00.
14. DAYTON, OHIO / WRIGHT FIELD BR. / OCT 19 9:30 P.M. 43, F NON-STANDARD POSTMARK (large CDS with unusual date/time config), War Dept. c/c, legal size cover. Est \$10.00.
15. "RETURNED TO WRITER" in rect. box, F, in black, on U54 (Black Jack), Baltimore, MD CDS and target. Est \$50.00.
16. "FORWARDED" black s/l, F, applied in Portland, Mich forwarded to Greenville, Mich; North Bergen, NY (1874) origin CDS ties 3c BN. E \$30.
17. "Damaged by cancelling machine" purple s/l on front & back, F, damage sealed by PBT, Boston, MA 1935 machine ties #720, illustrated soda ad cover with eskimo, attractive. Est \$30.00.
18. "Missent to Niles Center, Ill." purple s/l, F, on U439f, Boston MA 1940 machine. Est \$8.00.
19. "Returned for Additional / Postage 1 Cent" purple 2-line, F, shortage paid by #874 on U429, 2 Boston, MA 1940 machines. Est \$20.00.
20. "Received in Bad Condition / Letter Section / Old Post Office Annex. Chicago, Ill" purple 3-line, F, damage sealed by PBT on both ends plus OX18, Indianapolis, Ind 1943 duplex ties strip-3 #839, great prexie usage. Est \$50.00.
21. "No such office in state named. / Returned for better address." purple 2-line, first addressed to Calif., redirected to Neb., Westminster, CA 1963 machine ties #1232. Est \$10.00.
22. "EMBARGO ON / MAILS FOR CANADA" and "RETURN TO SENDER", purple s/l, F, Springfield, IL Aug 1, 1968 machine ties #1354. Est \$20.

R.P.O.s

23. BLAINE & ST. PAUL., 1894, 869-M-1, VG, GPC. Est. \$10.00.
24. BLAINE & SEAT., 1910, 903-B-1, VG, PPC. Est. \$10.00.
25. BREM & STAMFORD, 1906, 465-F-1, VG, PPC. Est \$30.00.
26. CHAMPION & ML R.P.O. / N.D., 1894, 648-B-1, VG, Mich. UP Rte. E \$25
27. DANVILLE & CAIRO, R.P.O., 1917, 667-O-1, VG, PPC. Est \$6.00.
28. DUL. WAHP. & JAMES R.P.O. / E.D., 1910, 874-U-1, VG, PPC. Est \$10.
29. GD. JUNCT. & OGDEN, 1906, 953-AD-2, VG, PPC. Est. \$10.00.
30. JACKSON & FT. WAYNE, 1913, 621-I-5, VG, PPC. Est \$20.00.
31. JACKSON & NILES, 1909, 610-Q-1, VG, PPC. Est \$15.00.
32. KNOX & WALLAND, 1916, 506-C-1, VG, PPC. Est. \$25.00.
33. LYNCH. & BRISTOL, 1907, 311-K-5, VG, PPC. Est \$10.00.
34. MASSENA SPGS. & UTICA, 1907, 102-O-1, VG, PPC. Est. \$10.00.

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Phone bids accepted: (616)-327-7738. Thank you.

POSTMARKS OF WASHINGTON TERRITORY

By Richard A. Long

Part 19 - YAKIMA COUNTY

YAKIMA COUNTY TERRITORIAL POSTMARKS

ATTANUM (1870-1876)					
1.	1	MAN	13 Aug 1873		Manuscript
COTTAGE GLEN (1880-1883)					
No examples reported					
COWICHE (1884-open)					
1.	1	MAN			
2.	2	CDS27	28 May 1887		Target
FORT SIMCOE (1870-1922)					
1.	2	MAN	21 Apr 1874	27 May 1879	Manuscript
2.	4	CDS25	16 Dec. 1874	19 May 1875	Target
3.	15	CDS27.5	30 Oct 1882	23 Jan 1884	Target
4.	15	OCT27.5	21 Apr 1884	26 Oct 1886	Target
KONEWOCK (1871-1878, 1879-1889)					
1.	1	OVL	13 Oct 1883	- - 1884	Manuscript
2.	1				
MOKSEE (1870-1872)					
No examples reported					
MORGANS (1884-1884)					
No examples reported					
MOXEE (1888-1892)					
1.	1	CDS30	15 Dec 1888		Star
MOXIE (1887-1888)					
1.	1	CDS31	14 Jun 1888		US Monogram
NANUM (1872-1876)					
No examples reported					
NATCHEE (?-1885)					
1.	1	MAN	28 Sep 1879		Manuscript
NORTH YAKIMA (1885-1918)					
1.	8	CDS27.5	16 May 1885	16 Jul 1887	Target, Monogram
2.	6	CDS26.5	9 Sep 1886	14 Apr 1887	Maltese Cross
3.	1	OCT26	- Oct -		Postmark
4.	13	CDS26.5	21 May 1888	5 Nov 1888	US Mail Monogram
5.	8	CDS27	16 Jan 1889	11 Oct 1889	Circular Grid
6.	1	CDS27	30 Oct 1889		
SELAH (1871-1882, 1907-open)					
1.	4	MAN	30 Jun 1880	2 Jan 1882	Manuscript

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*H. Simcoe W.T.
May 27. 1879*

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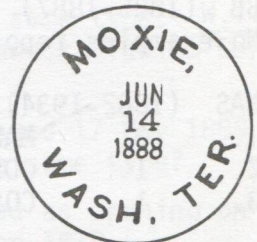
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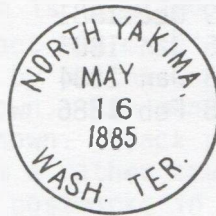
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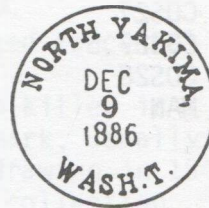
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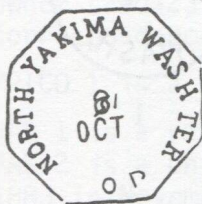
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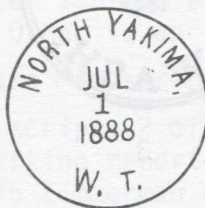
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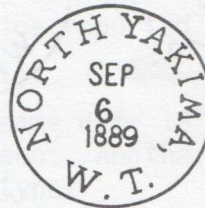
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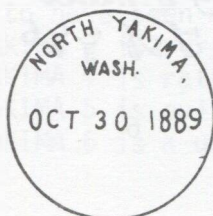
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Setah 6 30-80 Wash

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YAKIMA COUNTY TERRITORIAL POSTMARKS

SNIPES (1881-1882)

No examples reported

SPARTA (1879-1882)

1. 2 MAN (23 Nov 1881)

TAMPICO (1884-1907)

1. 2 MAN 23 Jul 1887 27 Aug 1887 Manuscript

TANEUM (1871-1873)

No examples reported

WEBB (1885-1887)

No examples reported

WENAS (1882-1934)

1. 3 MAN 14 Sep 1882 19 Dec 1882 Manuscript
 2. 1 CDS27 26 Jul 1883
 3. 1 CDS35 13 Jun 1886 Large Fancy

YAKIMA (1870-1915, 1918-open)

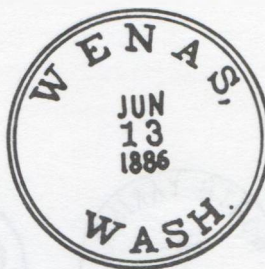
1. 2 CDS24 30 Jan 1873
 2. 1 CDS25 14 Feb -
 3. 2 CDS27 29 Dec 1881 1- J-n 1882 Target
 4. 8 CDS27.5 15 Jan 1883 1- Aug 1887 Target
 5. 5 CDS28 8 Jan 1884 23 Jan 1886 Target
 6. 1 MAN 8 Feb 1886 Manuscript

Wenas
12.19.82
W.S.

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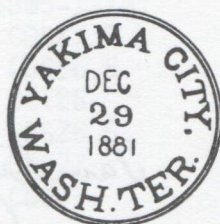
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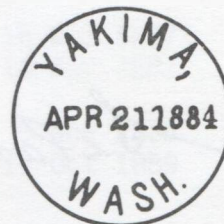
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4



5

Yakima
Feb 886

6

YAKIMA COUNTY TERRITORIAL POSTMARKS

ATTANUM 1 is a unique manuscript marking from an early office, a real prize.

COWICHE 1 is a unique manuscript, reported as using Y instead of I in town name.
COWICHE 2 is very rare, with just 2 examples reported to date.

FORT SIMCOE 1 is very rare; 1 of the 2 known examples was sold in the October 1990 Christie's auction of the Jarrett collection, ex Siegel June 1990.

FORT SIMCOE 2 is very scarce, with just 4 known.

FORT SIMCOE 3 is a common magenta triple circle marking.

FORT SIMCOE 4 is as common as #3, a black octagon.

KONEWOCK 1 is is a toothed oval; see Spelman auction December 1986 for photo.

Another "town and county" reported dated 1884 is probably the same type. W.T.
KONEWOCK 2 is known only from a report in Landis, listed as Konewock / Yakima Co/
Wash Terr. No examples are reported yet in collections.

MOXEE 1 is unique, a purple example in a collection. Another dated 17 May 1889 was sold by Spelman in his November 1982 auction; could be the same type?

NATCHEE 1 is a unique manuscript marking. The office is reported as opening on 23 January 1882, but the postmark is clearly dated 28 September 1879.

NORTH YAKIMA 1 is rather common, with 8 reported so far.

NORTH YAKIMA 2 is somewhat scarce; 6 are reported. Chase-Cabeen catalog lists as #641 in their text but illustration is labelled #640.

NORTH YAKIMA 3 is unique, an indistinct MOB marking used to cancel first class mail. Day in date appears changed by postmaster.

NORTH YAKIMA 4 is common, with 13 known. The monogram killer is a beauty.

NORTH YAKIMA 5 is rather common, 8 known. Black postmark, usually distorted.

NORTH YAKIMA 6 is unique, traced from a rather crude drawing in 1942 report by Hitt of the Washington Territorial postmarks in his collection.

SELAH 1 is very scarce, with just 4 reported to date.

SPARTA 1 is known in 2 somewhat vague reports. The first is indelible pencil on a cover addressed to Ellensburg, routed through Yakima. No date but former owner said 23 November 1881 based perhaps on contents or other items in same correspondence (?) Other is an 1885 report, but office reported closed 1882.

TAMPICO 1 is a very rare manuscript, with just 2 reported.

WENAS 1 is a rare manuscript; 2 of 3 known bear exact same date 19 Dec 1882.

WENAS 2 is a unique marking reported only in Chase-Cabeen. Another 29 November 1883 in November 1975 Zimmerman auction may be same type?

WENAS 3 is unique, a large spectacular postmark with unusual fancy killer.

YAKIMA 1 is rare, known in just 2 examples.

YAKIMA 2 is unique. No year, but postal rate was 3¢. Smeary arc killer appears to have been made using the cds.

YAKIMA 3 is very rare, with just 2 known. Nice "Yakima City" marking.

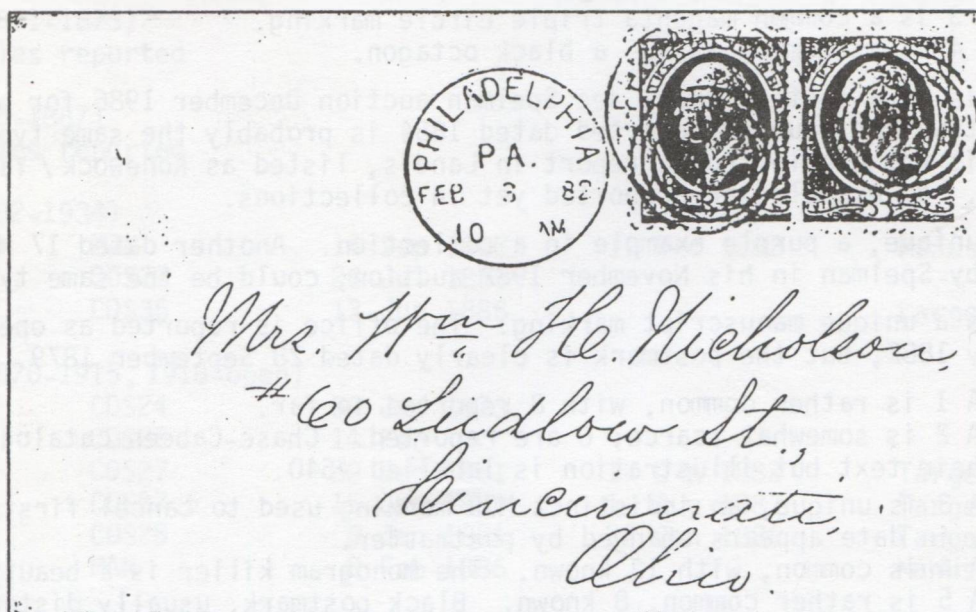
YAKIMA 4 is rather common, with 8 reported. One is given as magenta.

YAKIMA 5 is quite scarce, with just 5 reported, one as grey-blue.

YAKIMA 6 is a unique manuscript postmark.

Early Philadelphia Wessons, in Context

by Tom Clarke



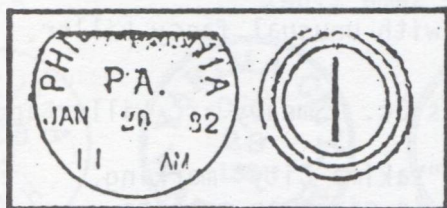
A Philadelphia "Experimental/transitional circle-1 muled Goldsborough-Wesson" discovery prompts an investigation of canceler chronology.

New cancel types, sub-types, and varieties have a rude habit of turning up when they are least expected.

Another Philadelphia cancel, an 1882 early version type Wesson, did so after a languorous 108 years, four years ago. Two companions have recently appeared after 112 years. These latest fascinating "time on bot-

tom" cancels now augment the then-unique item found in December 1990 by Philadelphia collector Norm Shachat.

The second and third examples were found by prominent collector Roger Curran, as illustrated above and in the recent *Pennsylvania Postal Historian* #121 (Apr 1994), p. 6. Aside from their apparent scarcity, it is remarkable that both of the Curran examples happen to show a February 3, 1882 date.



The first known circle-1 Wesson cancel (Clarke 139) which debuted in the *Pennsylvania Postal Historian* #106 (Nov-Dec 1990), pg.6.

Interpretations

For one person to find two nearly-unique cancels simultaneously, let alone with the same date, and timed only four hours apart, stretches reason. Yet there they are. May we safely assume that both items came from the same correspondence? But we

know that assumptions can be dangerous things, are often wrong, and, from the standpoint of research even worse, can be very misleading.



Roger Curran's new Philadelphia Wesson discoveries, the cover on the first page of this article and the 2x4 shown here, both dated February 3, 1882.

In the latter notice, the finder relayed an unsubstantiated, premature assumption when he concluded that

given the scarcity of the examples of this cancel, the "1" handstamp was not used continuously from January 20 to February 3 but rather just tested occasionally.

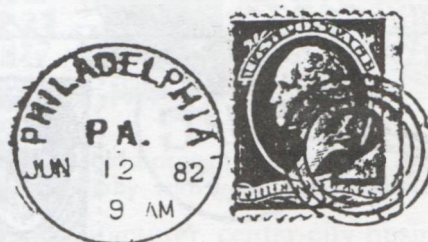
The word "tested" is accurate, though it should be applied in a different sense as explained below. However, the words "not used continuously" and "tested occasionally" are inaccurate and fully misleading.

Based on long study of Philadelphia's procedures and postal habits across several centuries, there is no doubt to this writer that the circle-1 cancel would have been conscientiously used *throughout* its life span of January 20 through February 3, 1882, brief as that may be. Yet surely it continued to be used for an extended or short span of time thereafter because, as the reader can see, the Curran examples show zero evidence of damage or any degenerative ink pattern. February 3 would not be the circle-1's final day of use.

A review of Philadelphia postal practices should satisfy the reader that these views are justified. And, it will be interesting for Philadelphian and non-Philadelphia collectors to take a glance at 1870's and 1880's cancels to savor the overall cancel chronology.

It was Norm Shachat who initially suggest-

ed in his discovery notice of December 1990 the possibility that the circle-1 canceler had been soon damaged. He reasonably reckoned this because only one example had come to light to that date, yet its time of use matched closely the earliest date of its companion circle-2 marker which lasted much longer. Underline the fact that the Shachat/Curran Wesson circle-1s came as a set of at least two devices. (Maybe a "3" or "4" will someday appear?)



The matching "2" cancel used for more than a year, between January 1882 and January 1883.

The circle-2 is the same style small-lettered cancel. It was in use at least for a full year and a day after introduction as far as is currently known: January 28, 1882 through January 29, 1883¹

Interesting antecedents

A chronology of the Wesson cancels' immediate forerunners prove that variation and experimentation were, in fact, the bywords of the postal administration in those years, and prove comprehensive recycling of carefully retained, outdated devices. Philadelphia seemed always to be on the lookout for better, more productive and worthwhile ways to do an increasingly difficult and complex job more effectively, yet never lost the frontier virtue of the packrat: throw nothing away.

Common to collectors' experience today are the no-year Philadelphia types that were instituted possibly in April 1870 with the introduction of the National Banknote Issues. (There are a few late-use 1869 issues found canceled by them too.) Ordinary and fancy corks were used with these cancelers for almost a decade, between the EKV of April 26, 1871 and at the LKV of October 28, 1879.

The 'no-years' and some variants, the ageless, venerable workhorses of the 1870s-'80s: "Confederate battle flag" fancy, Dec 8, 1872; Centennial Station Nov 10, 1876; Germantown Station Aug 13, 1878?



The painful frustration with these cancels, which surely caused problems with the postoffice administration at times too, is that annoying lack of a year date. Philadelphia used year dates between 1858 and 1868, then gave up on the idea for unimagined reasons. Any attempt at a chronology of the no-year types and their killers results in major disappointment, a future good deed task for an unencumbered researcher.

Using transparency techniques, one finds a dozen or more dial sub-types with diameter and lettering differences, accompanied by the perhaps weekly or bi-weekly re-designed cork killers. Too many covers without dated enclosed letters, or docketing, the seeming lazy man's fad of the day, exacerbates the problem.

A great deal of help is needed with these cancels, and reader scrutiny of their collections for annotated covers and dated enclosures, is solicited --xerox copies please, costs refunded.

Their usage bridged the introduction of post cards and the 1876 Centennial. One clear variant of this design was adopted for

the Centennial Station office, with the abbreviated PHILAD'A (+PA) legend moved to the bottom and CENTENNIAL at the dial top. Other area stations used variations of the same Main Post Office style, also without



The three major types of drop letter cancels mentioned, used between 1863 and approximately 1870, to carry the "time" of delivery.

year indication, with the same resultant inability to properly place them in sequence.

Another interesting variation of this long-used 'no-year' cancel type was the embryonic timing scheme added to several of these handstampers. It was not an original idea. It continued Philadelphia's use of daily delivery numbers (1st-6th) for drop letters that began in 1863. These were used through 1868, and were carried on through the CARRIER (1868?-1870) and PHILAD'A PA. (1869) drop handstamps.

With these no-year cancels we have an opportunity to inject Philadelphia's throw-nothing-out sentiment. Domestic mail clerks began the use of the no-year cancelers, but as other styles replaced them, the older devices were transferred and ended their lives in the Foreign Division for use on overseas mail. (An excellent area for a collector with time and sufficient eyesight is to put order to the assignment of cancelers among divisions.)

This was not the only time such a transfer of disused cancelers had occurred. Mention will be made further along of the most compelling example of this form of thrifty postal attitude. As for year-dated cancelers, domestic mail clerks will resume year-dating their devices in 1877 as mentioned next, but resumption of year-dating on Philadelphia's foreign bound mail will be delayed until 1882.

Goldsboroughs

Philadelphia was always willing to try something new, if it were beneficial, and in February 1877 another brief flurry of new canceler activity took place. These were the very distinctive, year-dated, small diameter barred-oval duplexes made by the local Goldsborough firm.

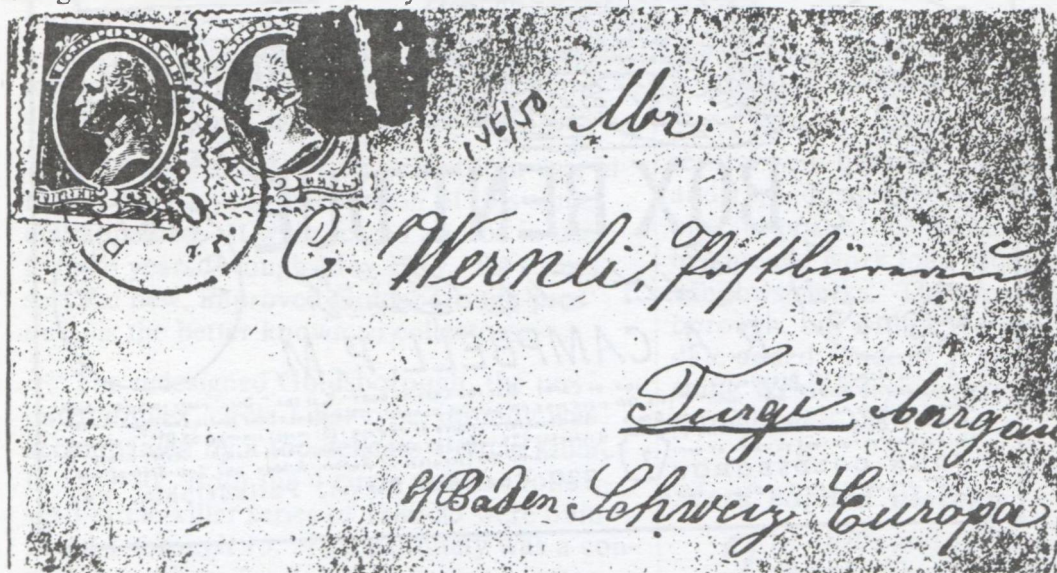


The first (?) Goldsborough design used in Philadelphia, initially with year, then year-less.

The manufacturer, center-city businessman John Goldsborough of Chestnut Street, was fortunately housed nearby to several 19th century locations of Philadelphia's Main Post Office. Because of the perspicacious nature of canceler choices made over the years by Philadelphia's postmasters, the writer is confident that contracting with Goldsborough was a decision based on the device's qualities rather than shopping convenience. The abrupt choice of distant Walter Wesson's products a few years later seems to support this view.

In spite of design quality, something went

wrong with the first devices. (Curiously, this will happen with the early Wesson "1s" too.) These handstamps were certainly not random "salesman's samples" as will be categorized below, knowing the reputation of the

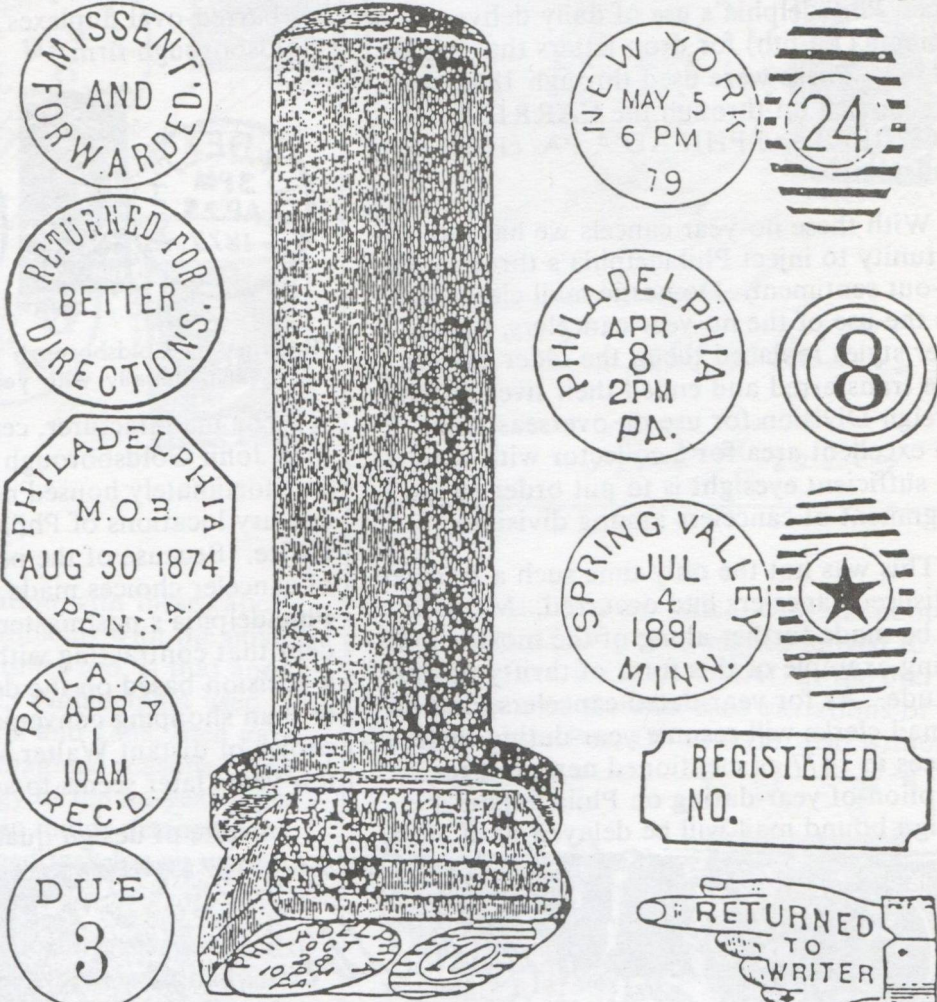


An 1881 letter to Switzerland from the Philadelphia Foreign Division, utilizing a former domestic canceler, put out to pasture approximately 2 years before.

John Goldsborough, a "reputable supplier," bought space in the pages of the monthly *Postal Guides* for years and showed Philadelphia markings. His goods would be considered "Category 2" items as discussed in this article. See further examples throughout.

POSTMASTERS, and others, specify what you wish and send 3-cent stamp for formation of stamps. BRASS, or Rubber, Banks, Rail-roads, "Post-Office Seal Presses," Etc. DIES, DATES, etc. Postmasters - notice of any Ten (10) Brass Stamps for Post Office use for \$8.00!! Including a \$5.00 Brass Post Office Marker Stamp, Name Stamp, Dates for 12 Years, Ink and Pad. J. GOLDSBOROUGH, 720 Chestnut St., Philadelphia, Pa.

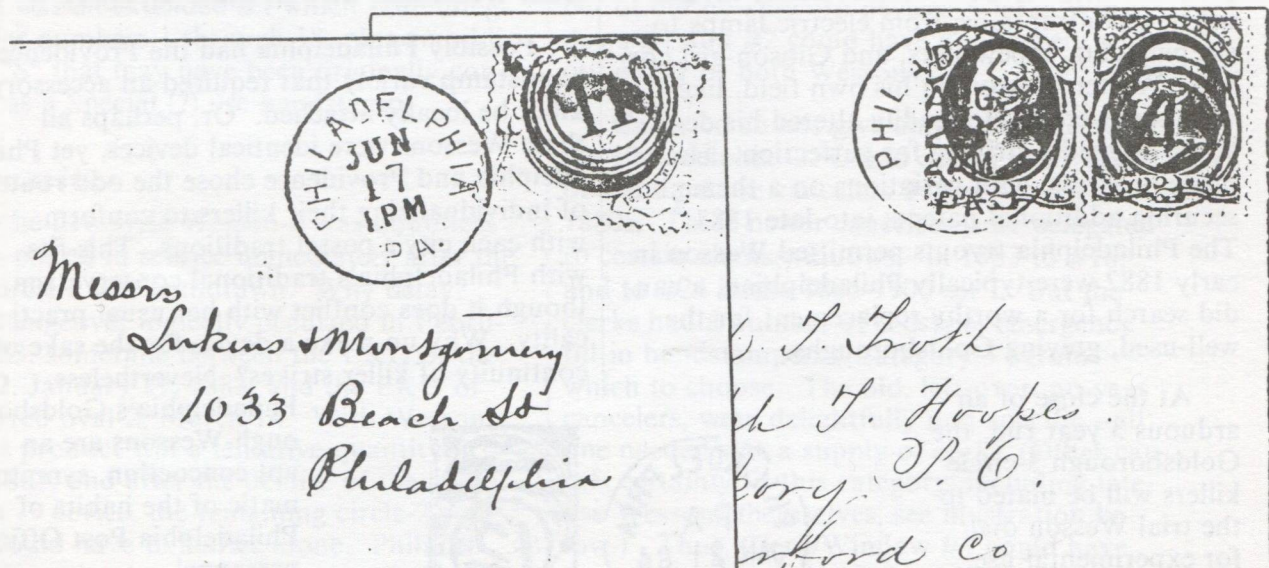
JOHN GOLDSBOROUGH'S PATENT "MARKER," (With Cancellor Combined or Separate.)



BOX RENT DUE

Edith M. Hall
R. A. CAMPBELL, P. M.

A is the Handle of flexible Rubber, Wood, or Cork; B is the Case or body; C is the "Die" plate in which ended off and one "Die" plate; D is a felt ring on base of handle. This is one of the finest and most durable stamps. "Made of Steel, any of Hard Brass." Postmasters' choice of any ten (10) metal stamps, \$5.00!! including one \$5.00 Brass "Marker" and 10 dies for 12 years, Ink and Pad, and Name stamp. Metal bound 20 cts. each set, or sent to order of name. 720 Chestnut Street, Philadelphia, Pa.



The regular domestic mail 3-circle handstamp of 1880-2/3 was preceded by the thin-lined 4-circle trial version of 1879-80.

Goldsborough firm. Still, they were found too unwieldy to handle perhaps, or maybe they gave unaccustomed grief when changing hours or re-dating each morning. For whatever reason, two months after their initial use, on or about April 20, these year-dated handstamps ceased use.

Only killer numbers 2 and 3 are known, and then only from less than half dozen examples. For this series too a number killer-1 should someday appear, just as with the early version Wesson-1 discovered in 1990. (It is not known what function the killer numerals represented in Philadelphia: customer Windows, Clerk I.D.s, simple stock-control?)

While the dated variety was still in use, in March 1877 a year-less version of this same dial appeared. It will succeed and be in use for two years through May 1879. Its successor, the new, improved Goldsborough product, is the better known to collectors.

The redesigned Goldsborough, the undated duplex, circle-killer type, initially was accompanied by a too delicate 4-circle killer in 1879-80. Both the 4-circle and the follow-up 3-circle-killer series of 1880-83 were numbered 1 through 15. This definitely was a conscious purchase for non-experimental, extensive use from a known maker of worthwhile

handstamps. Unfortunately, the impressions made by the frail 4-circle killers were too light. The robust 3-circle killers would more adequately fit the bill.



A temporary 1882-83 device, an extension of the standard Goldsborough no-year 3-circle set.

A parallel, short-lived canceler, one of several with high killer numbers between 15 and 18, indicates the increasing pressure this big city post office was undergoing. The heightened work load required several new windows/clerks. The type is surely a Goldsborough, but with a Wesson-inspired (?) year date added. Indeed, it was used during the ensuing Wesson tryout period, mid-1882 through mid 1883.

Hard earned victory

The 1870s and 1880s were a continuous period of hustle, bustle, and expansion in Pennsylvania and across the nation. Entre-

preneurs in every field were tirelessly inventing new contraptions, from electric lamps to sleeping cars, typewriters, and Gibson-girl corsets. Walter Wesson, in his own field, likewise persevered. He readily altered his designs, doggedly striving for perfection. He made progress, with variations on a theme, securing additional patents into late 1883.² The Philadelphia tryouts permitted Wesson in early 1882 were typically Philadelphian, a candid search for a worthy replacement for the well-used, greying Goldsboroughs.

At the close of an arduous 3 year run, the Goldsborough 3-circle killers will be mated to the trial Wesson dial for experimental use. These are not true cannibalizations ('Category 3' below) as was first thought. The standard Goldsborough 3-circle killer-1 has an EKU of June 2, 1882; the killer-2 has an EKU of February 25, 1882. This means that the Goldsboroughs were used *concurrently* with the first Wessons. Thus, the type *is* a true mule, but the -1 and -2 killers actually used for the mule were not physically the ones used during the previous three years. The new ones killers had to have been separately purchased from Mr. G. down the street for this specific purpose.

The Goldsborough-Wesson mules graphically show their transitional status. It was a Philadelphia-contrived combination of a tried and true killer with a fresh, distinctive dial design that happened to include Wesson's *pièce-de-resistance*, quarter-hour time. This feature hopefully would help speed mail processing and particularly expedite internal overnight --a key sales point.

But didn't Wesson provide his own killers? Along with Charleston, Providence, and Chicago, Philadelphia inaugurated Wesson use in January 1882. But Chicago and Charleston's early 1882 cancels show integral Wesson killers, whereas Providence's shows only cut corks. (The earlier examples of 1881

from Worcester, MA all show cut corks.³)

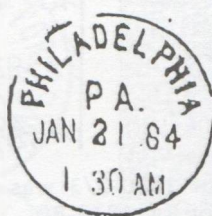
Possibly Philadelphia had the Providence handstamp variety that required an accessory killer be locally attached. Or, perhaps all these Wessons were identical devices, yet Philadelphia and Providence chose the odd route of individualizing their killers to conform with each city's postal traditions. This fits with Philadelphia's traditional conservatism, though it does conflict with her usual practicality. Why un-make a devise for the sake of continuity of killer strikes? Nevertheless,

Philadelphia's Goldsborough-Wessons are an apt concoction, symptomatic of the habits of Philadelphia Post Office personnel.

The muled circle-1 and -2 are not true experimental devices as defined here, i.e., those from known, steady suppliers of reputable hand-

stamps ('Category 1' in the following discussion). If they were, with only one of two canceler left, Philadelphia would surely have asked for a replacement for the broken early Wesson-1. Since this didn't happen, we can infer that Mr. Wesson and his products were not considered fully reputable, but of a lesser category of manufacture: maverick speculative, less dependable ('Category 2' below). In early 1882 Wessons were far from being a proven quantity. Thus, we see that as far as Philadelphia is concerned, the first Wesson mechanisms were basically extraneous to post-office needs, and the two muled devices were more or less "on consignment."

Happily for the Wesson firm, though, after a year's trials, their venture will be acceptable to Philadelphia, just as it will in other eastern and mid-west cities. The early Wesson style would soon give way to an improved Wesson type, adopted as Philadelphia's standard letter canceler for the years 1883-85. The improvements made were the larger date and time letters and especially the new, very blatant barred-oval. Finally, the tired, triple-circled numeral was replaced. The new Wesson



The Wesson standard cancel, with barred-killer numbers 1-18 and "S", was used heavily 1883-85, and in rare instances to 1891.

format was an extended set which bore integral killer numbers 1 through 18, plus an additional "S" that may have been originally conceived as a Special (?) use handstamp.

Alternatives

The new style Wesson-2 was doubtless placed in service immediately after the mule circle-2 was withdrawn. Why delay? This changeover logically occurred in February 1883, sometime between the LKU of the circle-2, January 29, 1883, and the EKU of the barred oval-2, March 14. With Wesson and his product still a tentative quantity in early 1882, and after the demise of the companion -1 device, the remaining circle-2 canceler would have to suffice alone. Philadelphia's investigation of Wesson practicality and usefulness would hinge on this single canceler.

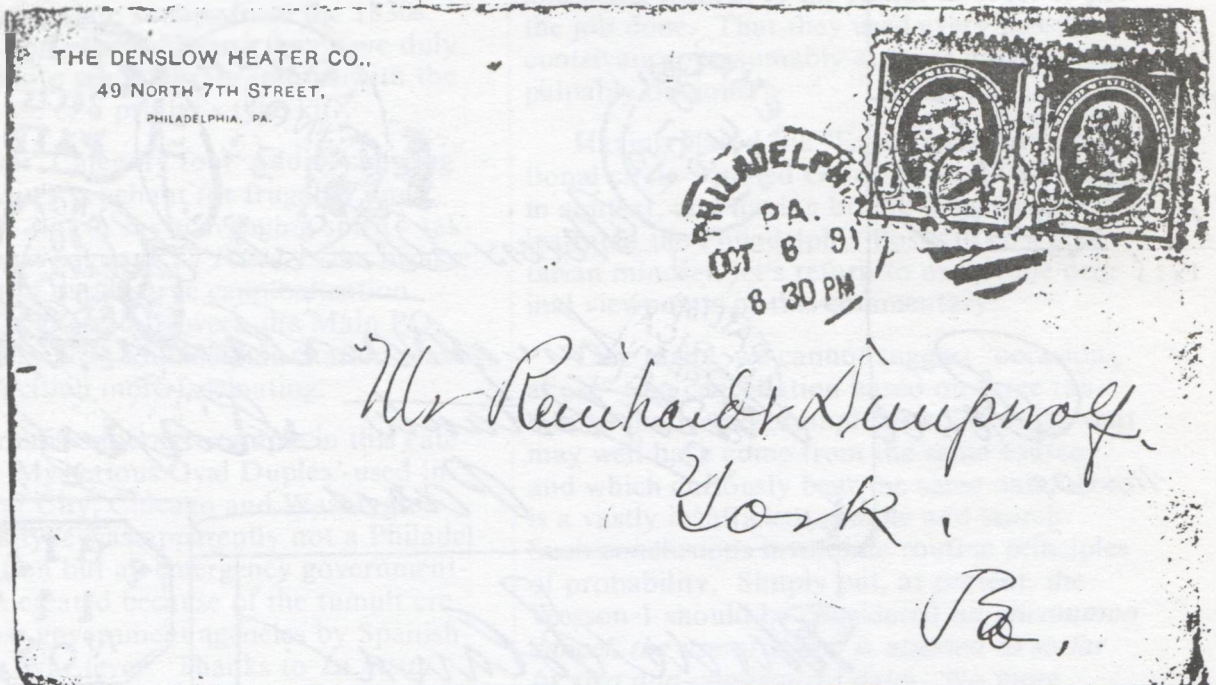
The EKU of the new-style barred-1 killer was April 3, 1883. This was 15 months after the mule circle-1's became damaged in February 1882. What happened during the long 15 month hiatus until the standard Wesson with barred killer-1 was introduced? What did Clerk/Window #1 do for an obliterating device?

The Wesson canceler's primary purpose was as a first class mail stamper. When viable, the -1 and the -2 both would have been used continuously, as have many other test and sample devices in Philadelphia's postal history, especially since the Wessons were test instruments. But, thanks to the retention of a sufficient num-

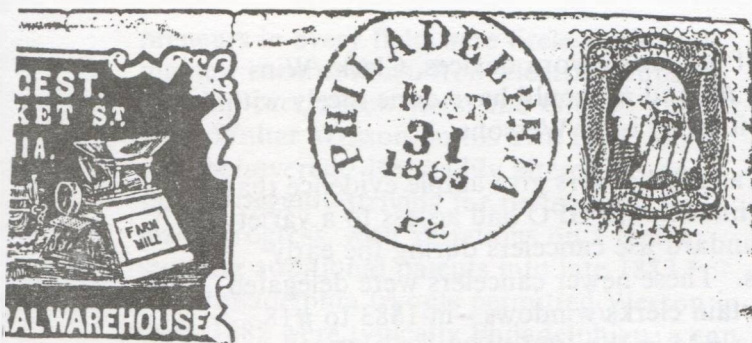
ber of old no-so-worn devices, Clerks/Windows #1 and #2 could have done nicely without either or both Wessons.

Canceled covers give ample evidence that the Philadelphia GPO had access to a variety of standard use cancelers during the early 1880s. These newer cancelers were delegated to certain clerks/windows --in 1883 to #18, and to #24 in the 1885-1900 set⁴. But the clerks had a number of oldstyle, emergency fill-in handstamper ('Category 3') from which to choose. The old, left-over, no-year cancelers, were delightfully non-specific --all one needed was a supply of cork. (Other cancels certainly fit this category, including late-use Wessons themselves, see illustration below.) Thus, Clerk/Window #1 could have casually replaced the damaged circle-1 with any of several "oldies" from a drawer.

Selected examples of Philadelphia's historical thriftiness follow helping point out the lengths the administration went to save money and facilitate production. The many instances of non-standard, emergency canceler usages and odd-ball canceling devices employed at times by the Philadelphia PO range across three centuries.



Category 3: A very late Wesson duplex barred-1 emergency-use of 1891, six full years after this type was superseded by the government-issue duplexes.



Category 1: The Government/Philadelphia copy experimental stamp-cutting duplexes of the Civil War era certainly fits this category. (Cl. 104a)



Category 2: This unique, enigmatic cancel is oversized with a too-high-placed town name, easily a "salesman's sample" which fell from favor for reasons unknown. (See *Pennsylvania Postal Historian* 105, pg.19) (Cl. 63A)



Category 4 True cannibalization, similar to the Goldsborough-Wessons. See initial article about this 'B-14' in *La Posta* #132 (Jan 1992), pg. 48.



Category 5: See initial article about this war-era oval-duplex emergency cancel in *La Posta* #124 (Sep 1990), pg. 52-6. (Cl. 171)



Category 4: Uniquely Philadelphian truncated-rectangle, domestic use cancelers of 1834-6 were converted into foreign mail devices for 1849-57 use. Note especially the broken bottom line variety (Cl. 52c) typically carried over for ship mail duty. (Cl. 527-30)

Some non-standard canceler categories

A few second-half of the 19th century usages by 'Category' include:

1) "true experimentals"; the good-faith of official trials from consistent, recognized sources. The various Goldsborough types as well as the city's first test duplexes of the 1860s, of Philadelphia and other cities, belong here;

2) those that might be "salesman's samples." Possibly the early muled, speculative Wessons are of this category;

3) old style cancels that resurfaced when crises of some sort required the reuse of outmoded cancelers. See previous page for one interesting example which by chance, involves an old Wesson barred-1 used in 1891, six years after the Wesson's demise;

4) these are outmoded devices that were resurrected and physically crafted into new ones. The Goldsborough killers that were mutated onto the early Wesson dial is one instance. Later machine cancels are great exemplars of this category. But the best example (perhaps still unknown to most) of this time-honored cost-saving method is Philadelphia's use of the old double-line, rectangular domestic mail date stamps from the 1830s. After a dozen years of disuse they were duly converted into sea mail rate stamps with the judicious use of a printer's type kit.

Another 'Category four' oddity showing Philadelphia's penchant for frugality and waste-not --not to say scavenging spirit-- taken from past pages of *La Posta*, is the bizarre Station B-14 duplex true cannibalization. That it was effected between the Main PO and its main West Philadelphia Station makes the combination more fascinating.

5) perhaps only one example in this category: the 'Mysterious Oval Duplex' used in the Quaker City, Chicago and Washington DC. This type was apparently not a Philadelphia creation but an emergency government-issue item created because of the tumult created across government agencies by Spanish-American War fever. Thanks to *La Posta* reader response, a handful of examples of these latter two types were located in 1990-92.

Finale

Philadelphia, then, and perhaps many big-city post offices, pinched the penny a good deal harder than today and stretched government funds to an admirable degree that we can only dream of in 1994. City postal workers were very willing to creatively use anything at hand to complete their appointed rounds.

With growing population, it should be apparent why many Philadelphia standard type cancelers had relatively short lifetimes of two to three years. It is also a testament to the less than perfect materiel of the day, true, but particularly to the expanding volume of mail and the constant rigor to which the devices were put.

A feel for Philadelphia canceler policy as sketched above suggests that the Philadelphia PO did little on whim, much less haphazardly, or in fits and starts. There is a definite historical pattern of hard testing canceler viability directly on the front lines. They acquired and employed devices from a variety of sources and worked them till they dropped. And then some. The Philadelphia Post Office was a seasoned veteran in using what was at hand and using it/them to the fullest in order to get the job done. That they used every possible contrivance, presumably at fever pitch, seems palpably obvious.

Having placed the "Experimental/transitional circle-1 muled Goldsborough-Wesson" in context, and having briefly described and illustrated the Philadelphia Post Office's utilitarian mindset, let's return to one of the original viewpoints of this commentary:

Like rarity, we cannot suggest "occasional use" to a cancellation based on three randomly discovered examples, two of which that may well have come from the same source and which curiously bear the same date; there is a vastly insufficient sample and search. Such conclusions invalidate routine principles of probability. Simply put, at present, the Wesson-1 should be considered *an uncommon cancel, the use of which is attested to so far by two non-consecutive dates*. No more. There are too many true imponderables in

postal history. We must guard against the too hasty luxury of instant analysis based on personal incredulity, however apparently obvious and self-convinced.

Help needed

In addition to help with EKUs and LKUs on all the type cancels mentioned herein, and particularly the no-year types of the 1870s as requested earlier in this article, please do search hard for the elusive mule "1" cancels. There is a chance (says he with naive abandon) that we may still learn that the circle-1, like the circle-2, was very much alive and used throughout 1882 and into early 1883. *La Posta* readers once again can lend a hand. The three known Shachat/Curran "1" mules may be only the first of dozens of such ultimately to be discerned. Only then can we seriously make an appraisal of scarcity and its full period of use.

Our minds tend to overlook what they do not understand or cannot categorize. Since the dust has been further shaken from Philadelphia's early Wessons, *La Posta* collectors know what to seek. Perhaps, like the bizarre Station B-14s and oval-duplexes, which also went unheralded for a century, *La Posta* people's search for "circle-1s" can bring forth another small avalanche of items. Let *La Posta*-land prove the "1s" did not perish at a tender age. And, if so, maybe someday one of those fugitive "1s" will be mine.

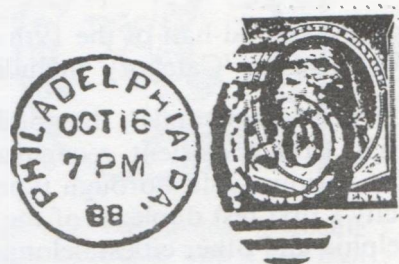
Responses please to:
Tom Clarke
Box 290145
Davie FL 33329-0145

Notes

¹ *Catalog of Philadelphia Cancels - I*, pg. 31; the Catalog referenced as "Cl." in this article.

² Bozarth, Wesson "Time-On-Bottom" monograph, page 8.

³ Bozarth, *op. cit.*, pp. 16-44.



For 1885, the USPO chose uniformity, so it created the standard duplex cancellation of the era, though with varying oval/"elliptical" killers.

⁴ Following the Wesson cancelers, Philadelphia opted for, or were compelled to use, the poorer quality, routinely garbled, government supplied duplexes in the spring of 1885 shown above. They would remain Philadelphia's fundamental canceler for the remainder of the century. The introduction to the Wesson monograph illustrates half a dozen variants of this government standard.

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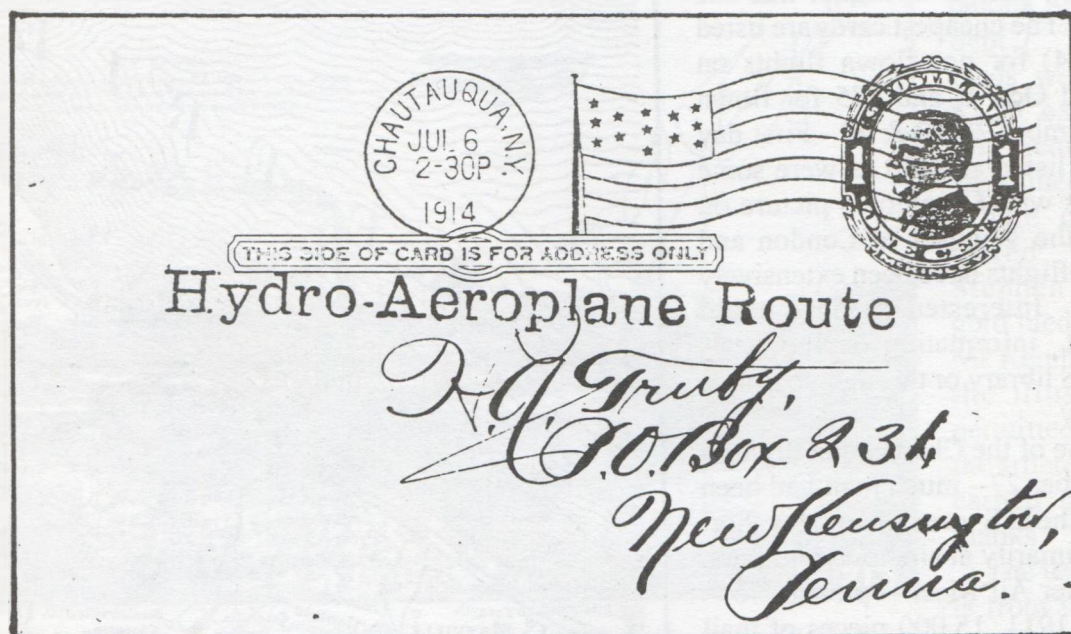


Figure 1. CHAUTAUQUA LAKE, NEW YORK: MAY 30-SEPTEMBER 7, 1914 During the summer of 1914 regular airmail service was set up between a number of towns along the shore of Lake Chautauqua. Al J. Engel flew mail over route No. 607,004 each day that weather and equipment permitted. Earliest known postmark is July 6th. Authorized to begin on May 30th, newspapers report the first flight as July 4th, a Saturday. Since the 5th was Sunday, card of the 6th was most likely flown on the 4th

Lake Chautauqua, NY, Pioneer Air Mail Flights

By Martin Margulis

The Wright Brothers were among the first aviators/ builders to market successful airplanes, though Glenn Cordis was also active. Most of the planes were sold to governments, who were interested in their possible military use. Others were sold to private persons for personal use primarily flying exhibitions and rides for those who wanted to fly and could afford it.

Much of the early development in the U.S. was done in the northeast and midwest. Much work was done at Jerome Park, a closed racetrack in the northeast Bronx. This experiment then led to the development of stronger engines, the development of the aileron, and other technical improvements by Dr. William W. Christmas, an aeronautical engineer and the second person to fly after the Wright Brothers.

Much work was also done in Europe, which had earlier experimented with balloon flights and balloon mail. This is especially true of mail from Paris to the outside while that city was besieged by the Germans. Unfortunately you can not control a balloon, it goes where the wind takes it. While much

mail left Paris, lots of what left was captured by the Germans, and some was lost. It was better than nothing, but important mail went by courier through the German lines.

Germans experimented with both zeppelins and airplanes simultaneously prior to 1910. Many covers are offered of both types of mail. The airship had a longer range but was slow. It could be steered, as balloons could not. It could carry people and things for long distances.

Prior to 1910 England had a number of balloon flights that carried mail, however by 1910 airplanes were being used almost exclusively. Flight #7 was from Blackport toward Southport. It covered only seven miles.

Between September 9th and 16th, 1911 a great deal of mail was flown between Windsor and London. The cost was 6½ pence and there were a number of flights some from London to Windsor. Covers from these flights are relatively expensive, some were cataloged for \$15 in 1974.

About the same time (9/23/1911) mail was being flown in 'large' amounts, 43,247 letters and postcards from the Garden City Air Tournament 3 miles

to Miniola LI. Earl L Ovington was one of the fliers. The cheapest cards are listed at \$50 (1974) for non-flown flights on Sept. 29 and Oct. 1, and \$75 for flown flights September 24-28 & 30. First day flights were listed at \$200 as were some special cards with Ovington's picture on back. Both the Windsor to London and Garden City flights have been extensively researched. Interested readers could probably get information or photostats from the APS library or through your own public library.

By the time of the Chautauqua flights-- Pioneer number 27-- much mail had been flown about the U.S. even though for short distances; primarily at airshows and fairs. At a Rochester Air Meet -- pioneer #6 -- October 31, 1911, 15,000 pieces of mail were flown. Lincoln Beachly, who did a lot of this sort of thing, was the pilot.

I wrote up the Chautauqua Lake flights for a number of reasons, the intrinsic value of the flights, not being one of them:

I Chautauqua is famous for the lectures held there and for other events held there of education merit and value.

II I didn't know much about the lake and was interested in learning more;

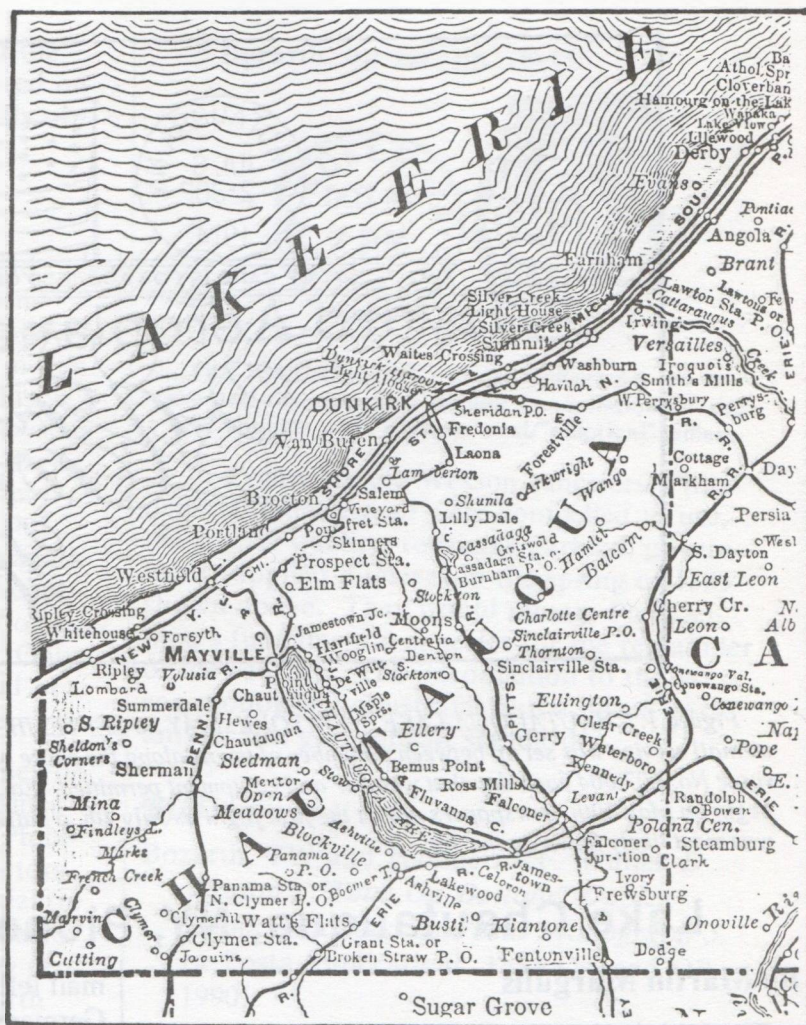
III I collect New York State inter and intra state airmails;

IV I thought I could use the material for *ESPHS Journal*, but there was never enough room; and

V I had illustrations of the covers.

The AAMC update (1990) does not price pioneer air mail. The writers (committee) states that if you're interested you can look up the auction results. This assumes you know which auctions have the information you seek. It assumes that if you really are interested you would find out. Or, you could check dealers' stocks at stamp shows. Some of the 'stuff' is so obscure, I was told, that some dealers don't even recognize it for what it is. Of course, a knowledgeable dealer would know and would charge you accordingly. However, if you do your homework you can save money. That's the way Mr. Reinhard told me he did it and he should know.

From May 30th to Sept 7, 1914 the U.S. Post Office approved a series of flights which carried mail around Chautauqua Lake. The route number was



607,004, 6 for an air mail route, 07 to show the state, in this case New York and 004 the fourth approver air mail route. These flights are listed as number 77 showing 76 previous pioneer flights.

The pilot for these flights was named Alfred J. Engle and he was employed by the amusement park in Celeron, N.Y. to give exhibitions of flying which included taking up passengers. The park put out a series of six souvenir post cards in -connection with Engle's flights. They also arranged with the Post Office Dept. for the mail route.

The flights took place after five p.m. weather permitting. Engle landed in Bemus Point, Chautauqua and Mayville as well as Celeron his home base. At each stop he picked up and landed postal and post cards. No count was made as to how many postals were carried.

Two types of cachet were used one said **Hydro-Aeroplane Route**, and the other read, **Via U.S. AEROPLANE MAIL / ROUTE NO 607004**. The

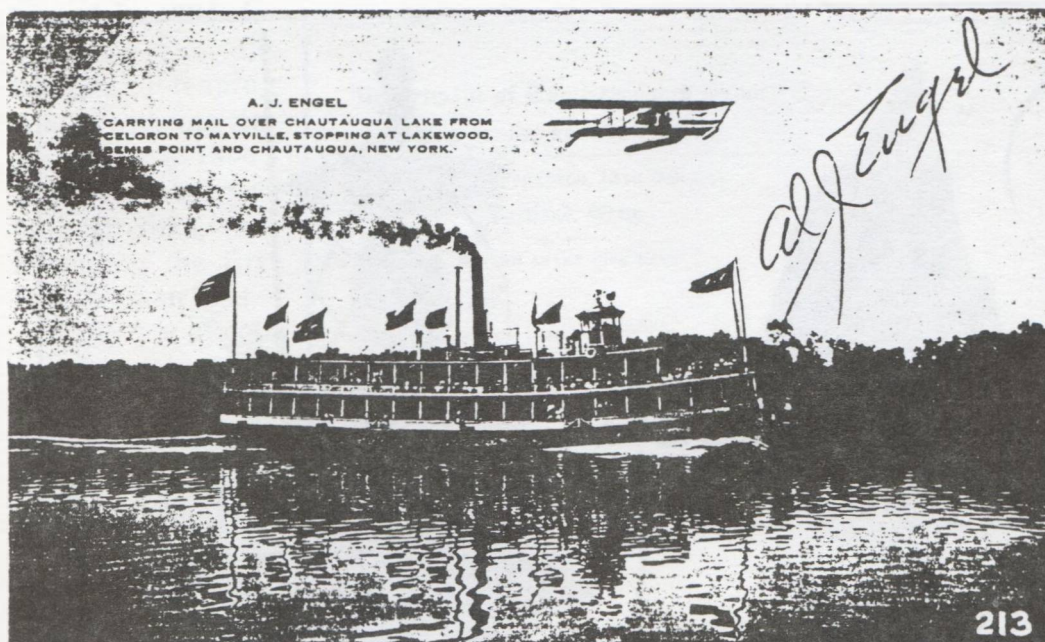


Figure 2. One of the special souvenir cards prepared for these flights. A set of 6 cards was prepared by Engel and sold for 10 cents each to help pay the cost of providing this service.

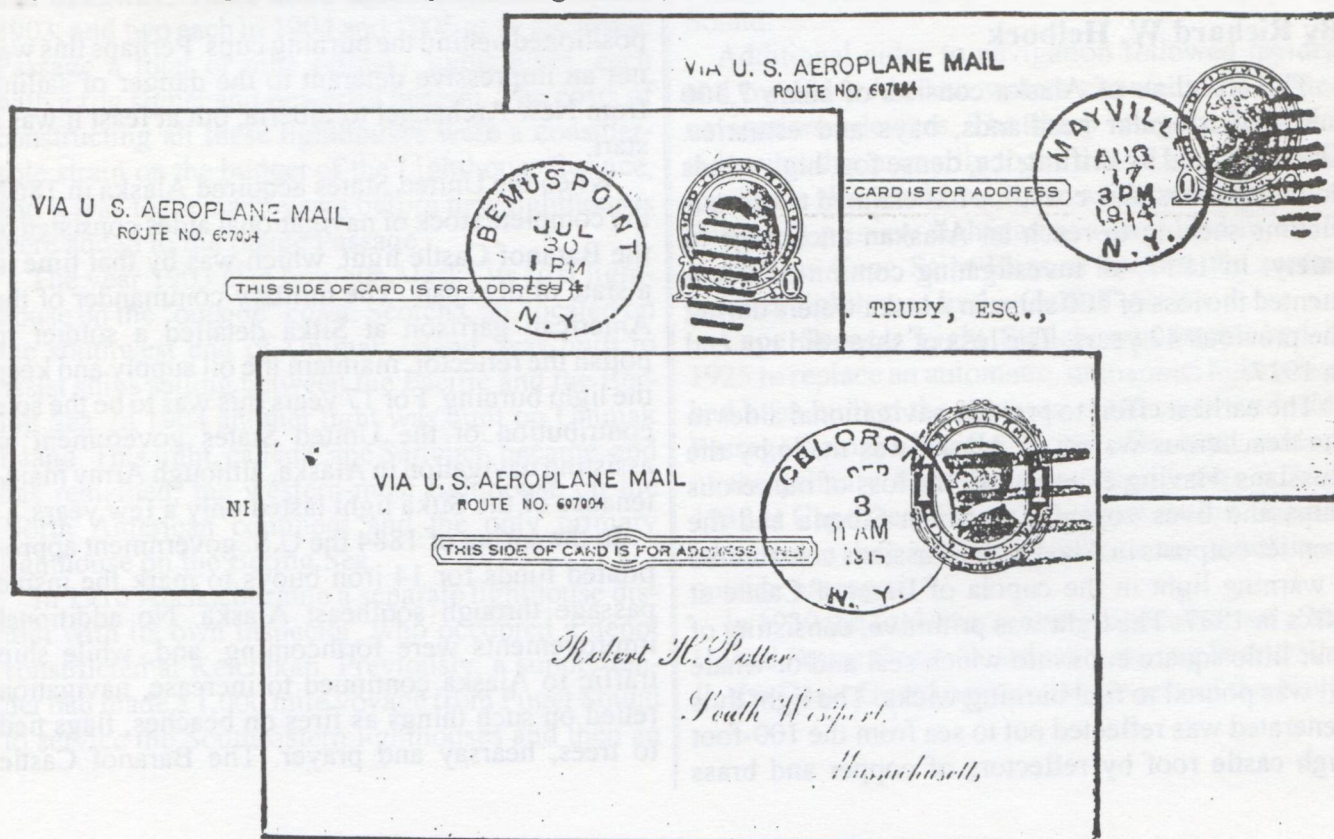
second lines letters are smaller than the first lines letters. As both cachets are illustrated there is no need to go into further descriptions. The first cachet was used only on July six in Chautauqua and is the most expensive of the cachets. In 1974 it was valued at \$275. Cachets from Bemus Point were used on July 16, 26 and 30th; from Celeron June 24, July 19, August 13 and Sept 3. From Mayville August 12

and 17 and from Chautauqua July 25, 27 and Sept 7. The group of cards were valued at \$150 each (1974). The picture post cards are valued at \$200.

The cards illustrated are from Stephen Reinhard's gold medal collection. Mr Reinhard provided the illustration and permitted their use in the article for which he earned my profound thanks.

The textual material is from the *American Air Mail Society Catalogue, Fifth Edition, Vol I and History of*

U.S. Pioneer and Government Operated Air Mail Service 1910-1911 by Thomas J. O'Sullivan and Karl B. Weber, also an AAMS publication. The accompanying illustrations are from a book Mr. Reinhard prepared for presentation he gave at the Collector's Club of New York on March 10th, 1993.



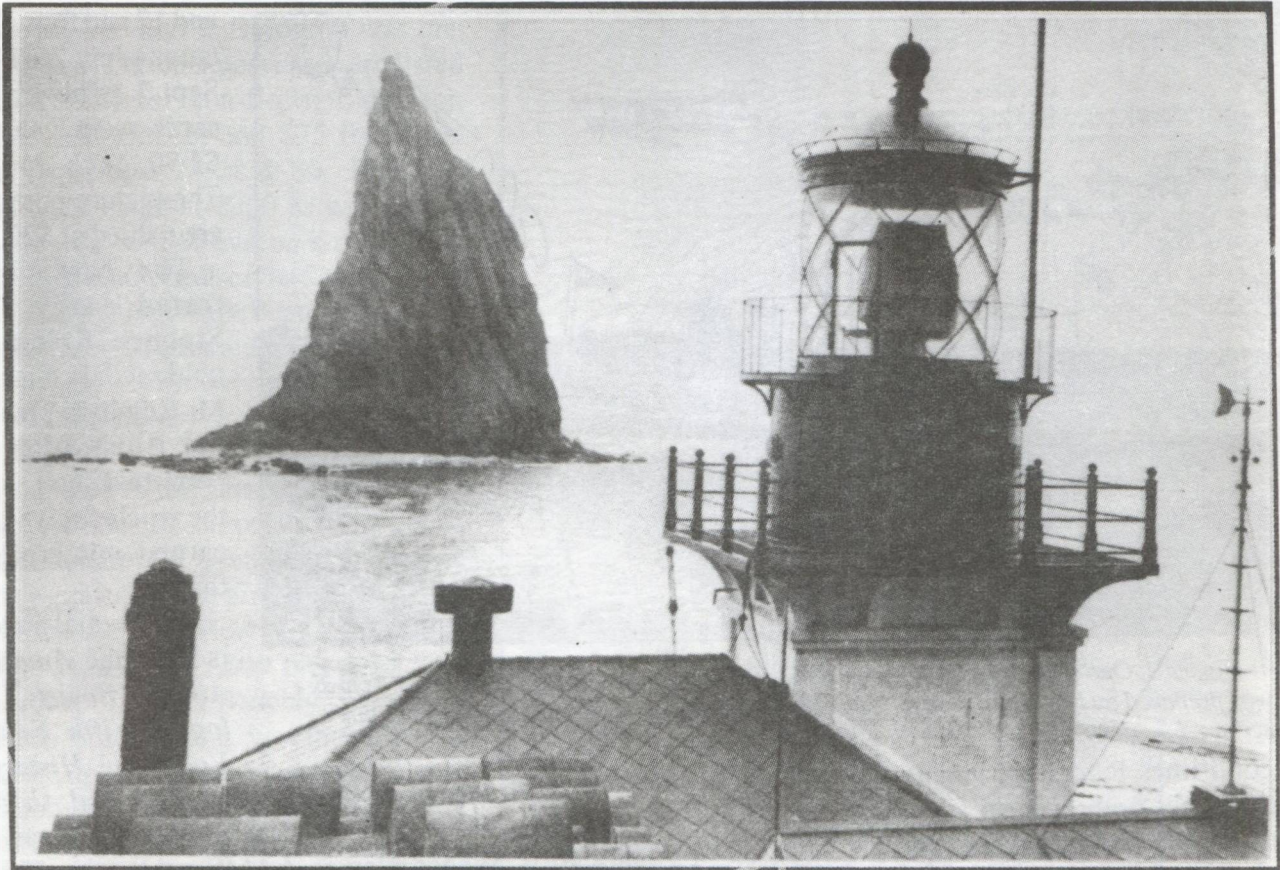


Figure 1. Cape Saint Elias Light (U.S. Coast Guard photo)

ALASKAN LIGHTHOUSES

By Richard W. Helbock

The coastline of Alaska consists of some 7,300 miles of irregular headlands, bays and estuaries. Often plagued by drifting ice, dense fog, high winds and rough seas, this coastline has claimed numerous victims seeking to reach an Alaskan anchorage in safety. In 1917, an investigating committee documented the loss of 500 ships in Alaska waters during the previous 42 years. The loss of ships did not end in 1917.

The earliest effort to provide navigational aides in the treacherous waters of Alaska was made by the Russians. Having experienced the loss of numerous ships and lives voyaging between Siberia and the frontier outposts in Alaska, the Russians constructed a warning light in the cupola of Baranof Castle at Sitka in 1837. The light was primitive, consisting of four little square cups into which seal and/or whale oil was poured to fuel burning wicks. The light thus generated was reflected out to sea from the 100-foot high castle roof by reflectors of copper and brass

positioned behind the burning cups. Perhaps this was not an impressive deterrent to the danger of sailing from New Archangel to Siberia, but at least it was a start.

When the United States acquired Alaska in 1867, the complete stock of navigational aides consisted of the Baranof Castle light, which was by that time in a state of disrepair. The military commander of the American garrison at Sitka detailed a soldier to polish the reflector, maintain the oil supply and keep the light burning. For 17 years this was to be the sole contribution of the United States government to assisting navigation in Alaska, although Army maintenance of the Sitka light lasted only a few years.

In the spring of 1884 the U.S. government appropriated funds for 14 iron buoys to mark the inside passage through southeast Alaska. No additional improvements were forthcoming, and, while ship traffic to Alaska continued to increase, navigation relied on such things as fires on beaches, flags tied to trees, hearsay and prayer. The Baranof Castle

burned in 1894 destroying the old light, and leaving Alaska without a single beacon. In 1894 a new lighthouse was built at Sitka, thus becoming the first U.S. Alaskan light.

Discovery of gold in the Klondike brought quick and numerous changes to Alaska beginning in 1897. Unhappily, new navigation aides were not among these changes. As ships bearing prospectors and supplies poured into Alaskan waters, the toll in death and disaster mounted. A public outcry slowly began

to make itself heard in distant Washington, D.C., and by 1902 the Lighthouse Service responded. In that year two new primary lighthouses were commissioned in the Inside Passage between Wrangell Strait and Skagway. Three more lighthouses followed in 1903, and two each in 1904 and 1905 gave the Inside Passage a total of nine primary lighthouses, each with a fog signal and powerful beacon. The costs of constructing all these lighthouses were a considerable strain on the budget of the Lighthouse Service, and it was to be many years before new lighthouses were added to the Inside Passage.

The year 1903 also brought Alaska its first lighthouse on the "outside" coast. Scotch Cap, located on the southwest end of Unimak Island, was built to assist ships sailing between the Pacific and the Bering Sea. In 1904 another light was built on Unimak Island. This light, called Cape Sarichef, became, and has remained, the western-most lighthouse on the North American continent and the only primary lighthouse on the Bering Sea.

In 1910 Alaska became a separate lighthouse district with its own inspector, who occupied a depot constructed at Ketchikan. Previously, a supply tender had made a 1,000 mile voyage from Puget Sound to service the Southeastern lighthouses and then an

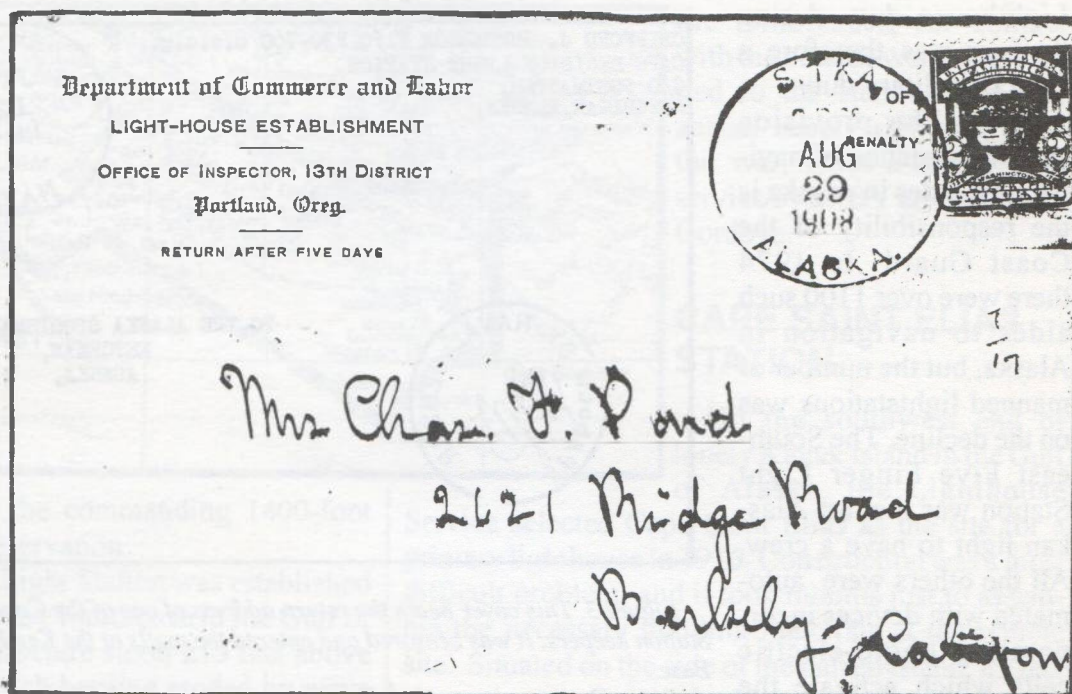


Figure 2. This cover bears the printed corner card of the Office of Inspector, 13th District, Light-House Establishment. Mailed from Sitka during the summer of 1908, it seems likely that the Inspector was checking the Alaskan lighthouses.

additional 1,400 miles to supply the two sub-Arctic stations on Unimak Island. Alaska had a total of 160 navigation aides in 1910, but only 11 primary lighthouses. A twelfth primary light station was built in 1910 at Cape Hinchinbrook on Prince William Sound.

Additional aides to navigation followed rapidly, and by 1915 Alaskan waters counted 329 lighted navigational devices. The sharp increase in lighted aides was due primarily to the use of new automatic gas lights that could burn for weeks unattended. A thirteenth primary lightstation was added in 1916. Known as Cape Saint Elias, it became the second manned lighthouse in the Gulf of Alaska.

Cape Spencer Light Station was established in 1925 to replace an automatic, unmanned light which had been built at the northern entrance to the Inside Passage from the Pacific in 1913. The 15th, and last, of the primary lighthouses in Alaska was built in 1932 at Cape Decision, off the south end of Baranof Island at a key position between the inside and outside passages.

In 1939 the Lighthouse Service became part of the United States Coast Guard, and, during World War II, the Coast Guard operated as an arm of the Navy.

Lighthouse duty during the war was therefore a form of military duty.

Today the provision and maintenance of navigational aides in Alaska is the responsibility of the Coast Guard. In 1974 there were over 1100 such aides to navigation in Alaska, but the number of manned lightstations was on the decline. The Southeast Five Finger Light Station was the last Alaskan light to have a crew. All the others were automated with devices incorporating photo-electric cells which activate the lights at dusk, much like modern city street lights in the early 1970's. Automation of the Five Finger light in the late 1970's, and brought an end to the era of manned light stations in Alaska.

Lighthouse keepers of Alaska's primary lighthouse have relied on services provided by the Post Office Department, and during the war, the U.S. Navy, for mail. The number of keepers at any of the primary lighthouses was never very large, usually only three to five men, and no lighthouse in Alaska has ever enjoyed the luxury of having its own post office. Lighthouse covers are identifiable only on the basis of their return addresses. Such covers are not common. No philatelically inspired covers are known. But covers dating from World War II and the immediate post-war period are known from most of the primary lighthouses, and they obviously form a part of the postal history of Alaska Territory. Each of the primary lighthouses is described briefly below, and such postal history as is known from each station is discussed.

CAPE DECISION LIGHT STATION

Cape Decision is a point of land at the southern tip of Kuiu Island between Sumner and Chatham Straits. From a navigational standpoint, the position if the cape is strategic, for it is visible from the open Pacific and situated at the junction of two main paths to the Inside Passage. In 1929 the site was chosen for the establishment of an unwatched, automatic

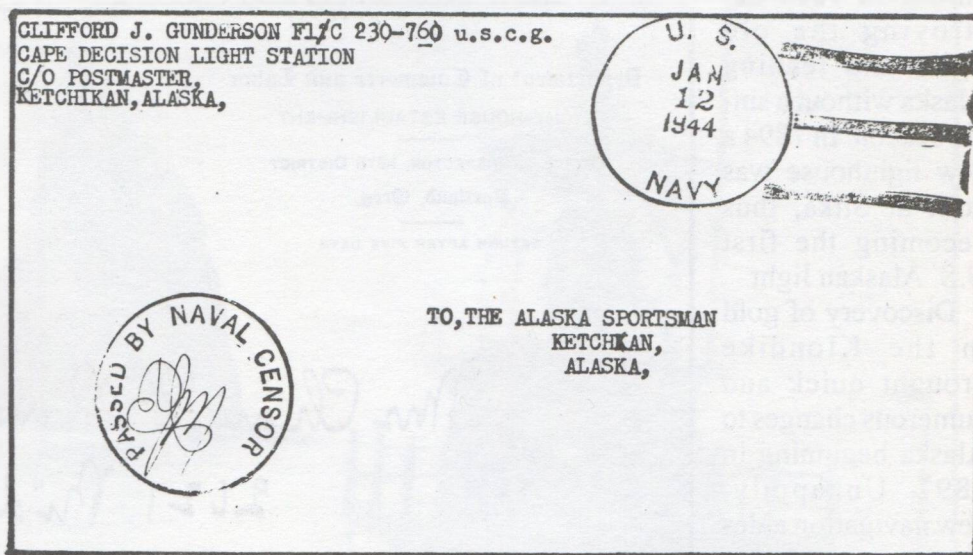
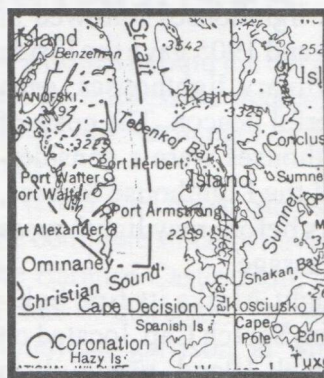


Figure 3. This cover bears the return address of one of the Cape Decision Light Station keepers. It was censored and entered the mails at the Ketchikan Coast Guard Base.

light, and three years later the Lighthouse Service chose to build a primary lighthouse at Cape Decision.

The Cape Decision Light Station is Alaska's most recently constructed primary lighthouse, and, given the current trend toward converting all lighthouses to automatic operations, probably the last manned lighthouse. Housed in a concrete structure, the station featured a flashing white, 24,000-candle power light, a fog horn and a radio beacon. The Cape Decision light is visible for a distance of 23 miles.

Postal service was provided through Ketchikan, and, during the World War II, through the Navy Post Office at Ketchikan Coast Guard Base.



CAPE HINCHINBROOK LIGHT STATION

The Cape Hinchinbrook Light Station is one of Alaska's most spectacular lighthouses. Located on the southern tip of Hinchinbrook Island in the Gulf of Alaska, the station lies about 35 miles southwest of Cordova. The beacon towers 235 feet above the water and is one of Alaska's tallest lights, but the



station is dwarfed by the commanding 1400-foot cliffs which abut the reservation.

Cape Hinchinbrook Light Station was established in 1910 as the first primary lighthouse in the Gulf of Alaska. The original structure stood 215 feet above the water on a bluff which became eroded by wave action. In 1934 a new concrete lighthouse was built a short distance away. Navigational aides featured a fog horn, radio beacon and a 200,000-candle power flashing white light visible for 23 miles. An unusual feature of the Cape Hinchinbrook Station was the derrick boom situated 150 feet above the beach, a device which proved invaluable in hoisting supplies up the steep ascent.

The keepers of Cape Hinchinbrook were sometimes referred to as modern cliff-dwellers because of their lofty perch above the sea. Certainly the men felt

the remoteness, for contact with the outside world was limited to the station radio, the annual supply ship and, since the war, twice-a-month mail service by a PBY aircraft out of Cordova.

CAPE SAINT ELIAS STATION

On the southwest end of lonely Kayak Island in the Gulf of Alaska, the Lighthouse

Service selected Cape Saint Elias as the site for a primary lighthouse in 1916. Construction was a most difficult problem, and it took months just to assemble the necessary building materials at the remote site. Situated on the side of the barren island, 85 feet above the sea, Cape Saint Elias Light Station houses Alaska's most powerful light, a one million candle power flashing white beacon. The station costs \$115,000 in initial construction.

Mail service was provided by way of Cordova, located 65 miles to the northwest. Because of the difficulty involved in making deliveries of mail and provisions, the station was equipped with line-throwing guns, which could be used when weather and surf prevented landings on the island. History indicates that these guns received considerable use at Cape St. Elias.

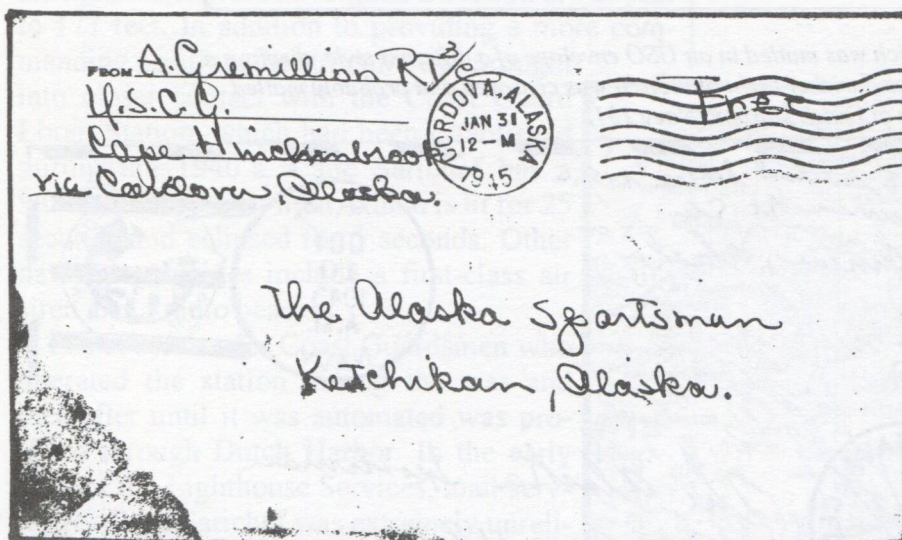


Figure 4. This waterstained cover bears the return address of a crewmember of the Cape Hinchinbrook Light Station. Free franked, it was posted through the Cordova post office in January 1945.

CAPE SARICHEF LIGHT STATION

Cape Sarichef Light Station, originally established in 1904, was Alaska's only manned lighthouse on the Bering Sea. The first lighthouse was an octagonal wood building, 45 feet high, and it was constructed at a cost of \$80,000. Situated on the side of a steep slope at the northwestern end of Unimak Island, the Cape Sarichef Light is the westernmost beacon on the North American continent, some 2,100 miles farther west than San Francisco. The light marks the

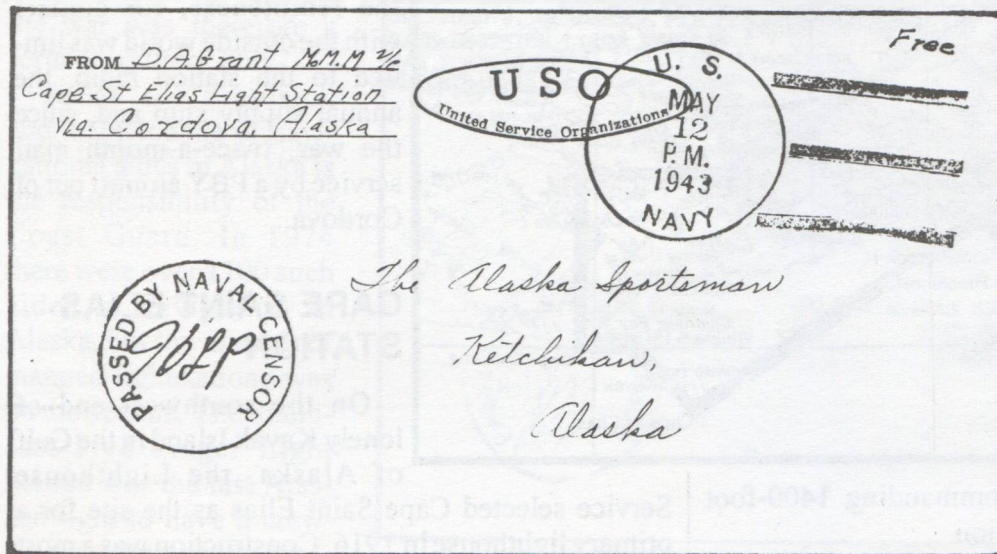


Figure 5. This cover, mailed in a USO envelope, bears the return address of a crewman from the Cape St. Elias Light Station. It was censored and probably posted through the Navy post office branch at Cordova.

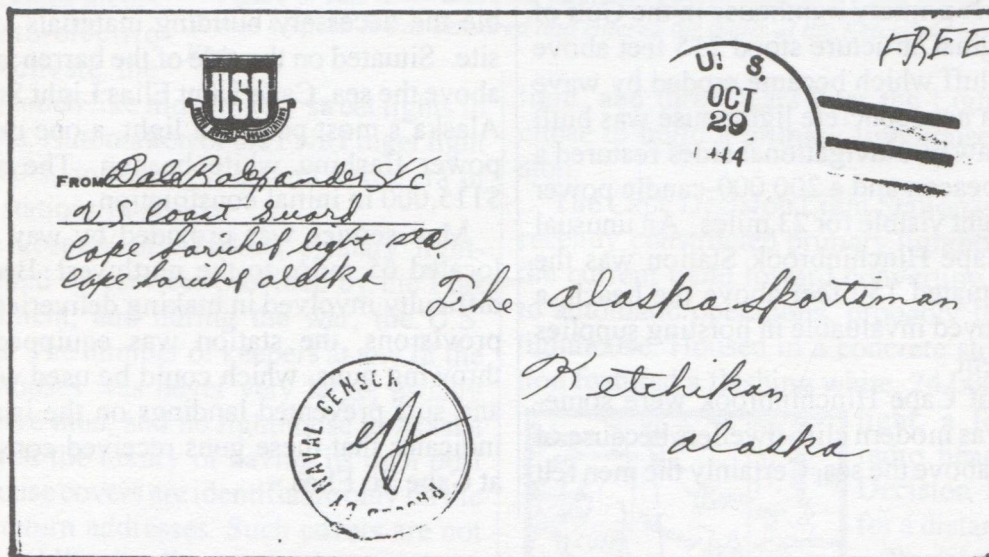
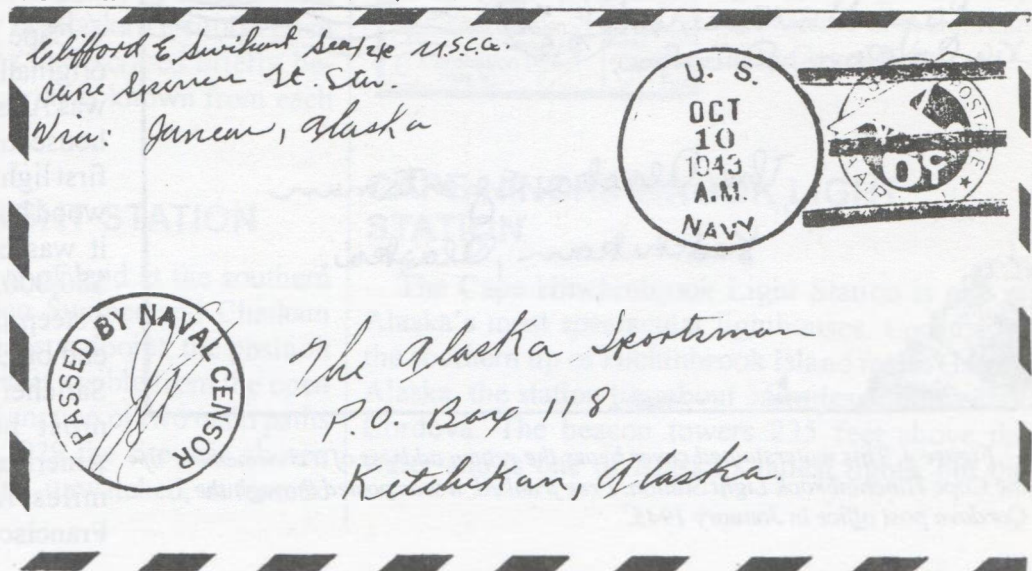


Figure 6. This cover, which was mailed in an USO envelope of a different style, displays a return address from the Cape Sarichef Light Station. It was censored and probably mailed through the Navy post office at Dutch Harbor (Navy 151).

Figure 7. This cover, which bears a Cape Spencer Light Station return address, was posted through the Navy post office at Juneau





10 months. Generally speaking, the mail steamer visited the station every few weeks, but often weather conditions prevented landing so the steamer would toot its whistle and sail off.

CAPE SPENCER LIGHT STATION

The Cape Spencer Light Station was built on a rocky islet off the cape of that name, which guards the entrance to Cross Sound. Built in 1925, the station provides

gateway through Unimak Pass between the Bering Sea and Pacific Ocean, and When ice closes navigation on the Bering Sea each winter the Cape Sarichef light is turned out.

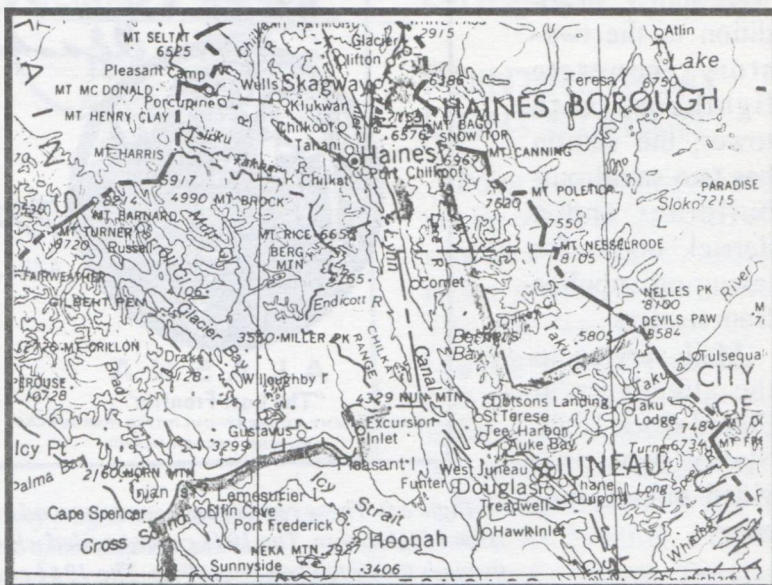
In the days of the Lighthouse Service, when the keepers of Cape Sarichef were civilians, the staff members were granted one year's leave in each four years of service. The Coast Guard has considerably liberalized leave policies, but, while it was manned, Cape Sarichef represents very long duty. The nearest permanent structure was the Scotch Cap Light Station, at the opposite side of Unimak Island, and reached only by an unimproved wilderness trail of 17 miles.

The original lighthouse was rebuilt in 1950, and the light raised from its original elevation of 126 feet to 177 feet. In addition to providing a more commanding position, the structure was brought into closer contact with the Coast Guard Loran Station, which had been established during the 1940's. Cape Sarichef has a 9,000-candle power light, which is lit for 25 seconds and eclipsed for 5 seconds. Other navigational aides include a first-class air siren and a radio beacon.

Postal service for Coast Guardsmen who operated the station during the war and thereafter until it was automated was provided through Dutch Harbor. In the early days of the Lighthouse Services, mail service for Cape Sarichef was extremely unreliable. Sometimes months would pass between mail deliveries, and in 1913 the attendants went without mail or supplies for

navigational assistance to vessels entering or leaving Alaska's Inside Passage at its northerly end. In 1913 the site was selected for the establishment of an automatic, unwatched light, but in 1925 the Lighthouse Service erected the present concrete structure and equipped it with a light of 200,000-candle power and the first radio beacon used in Alaska. In addition the station has a fog signal house, derrick boom and landing platform.

Cape Spencer Light Station is quite remote. Lighthouse keepers reportedly had to travel 20 miles to pick up their mail, and the nearest town of size was 150 miles away. The station was serviced with postal deliveries out of Juneau.



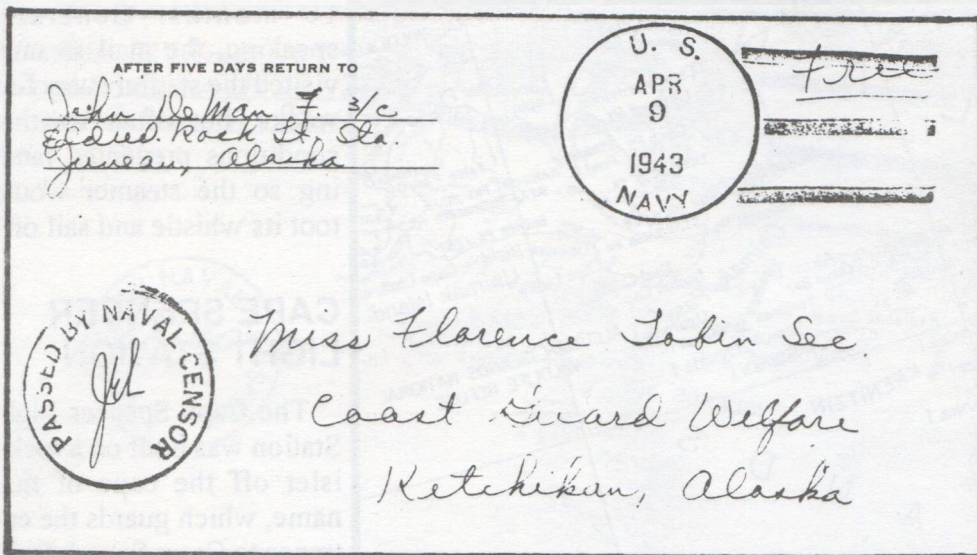


Figure 8. This cover displays a return address of a crewman from the Eldred Rock Light Station. It was posted through the Navy post office at Juneau.

GUARD ISLAND LIGHT STATION

The Guard Island Light Station is located on the larger of the two Guard Islands, which is really a tiny islet only about 600 feet long. Located a little northwest of Gravina Island, the station occupies an important position between Clarence Strait and Tongass Narrows. Guard Island Light was established in 1903, and equipped with a flashing white light visible for 23 miles. Later navigational aides included a radio beacon and fog horn.

ELDRED ROCK LIGHT STATION

Eldred Rock Light Station was established in 1905 to offer navigation aide to vessels in the Lynn Canal. Situated on a small barren rock about 55 miles northwest of Juneau, the station was equipped with an alternating red and white flashing beacon. Later a radio beacon and diaphone fog signal were added. In addition to the two-story concrete lighthouse with tower, the station has two small out-buildings and a derrick boom for taking on supplies from tenders.

Mail service to the attendants at Eldred Rock Light Station was provided out of Juneau.

Mail service for the Guard Island Light Station attendants was provided by the Ketchikan post office, and, during World War II, by the naval post office at the Ketchikan Coast Guard Base.

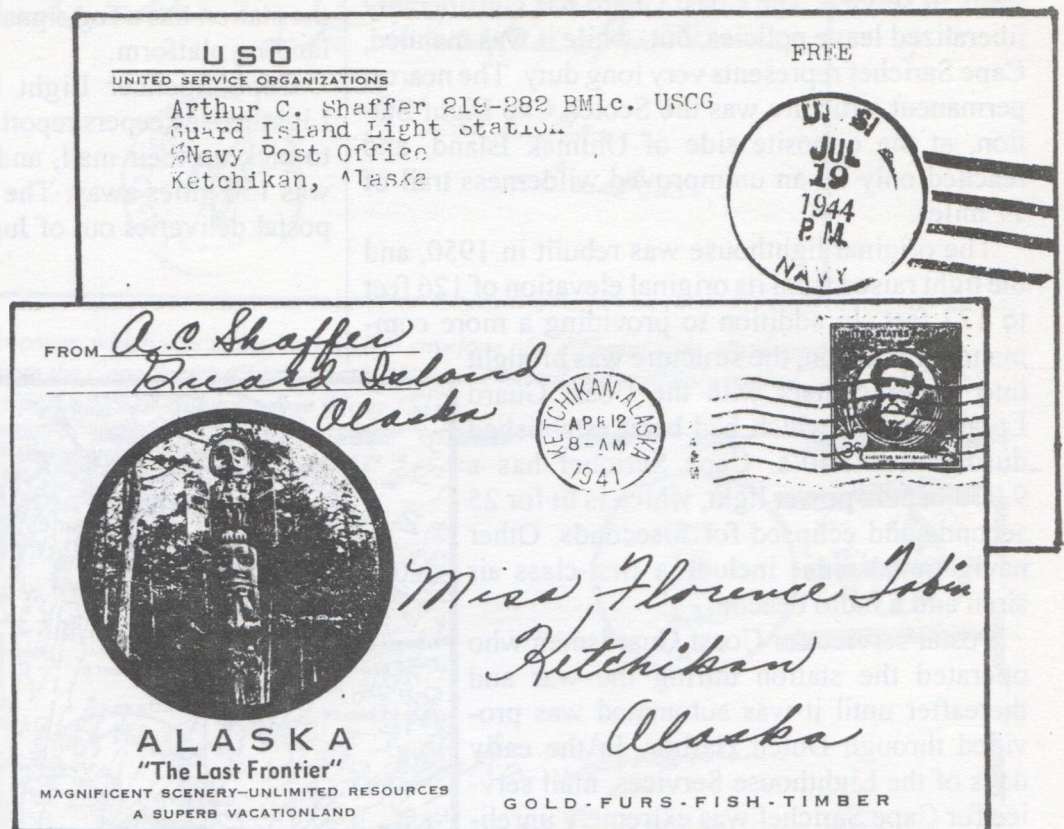


Figure 9. These two covers bear return addresses from Arthur Shaffer, a keeper of the Guard Island Lighthouse. The 1941 cover, mailed when Mr. Shaffer was still a civilian, was posted through the Ketchikan post office. The 1944 cover, mailed while Mr. Shaffer was a Coast



Inside Passage. The light was not a powerful beacon, as compared with other Alaskan lights, but the fog signal at Lincoln Rock can be heard for many miles.

Postal service was provided through the Ketchikan post office, and the Navy Post Office at Ketchikan Coast Guard Base.

MARY ISLAND LIGHT STATION

Mary Island is a forested piece of land, five miles long, between Felice Strait and Revillagigedo Channel, about 25 miles southeast of Ketchikan. The United States Customs Office was located on Mary Island from 1878 to 1900, and for eight of those years (1892-1900) a post office operated there. The Lighthouse Service selected a piece of land at the northeast end of Mary Island as the site for a primary lighthouse in 1903. The resulting Mary Island Light Station was, perhaps, the most attractive post in Alaska. Unlike the remote "outside" light stations, keepers were permitted to live with their families at Mary Island and the other stations along the Inside Passage. Some keepers of the Mary Island Light are said to have stayed on after their retirement from the service.

Mail service to the attendance and their families was provided through the Ketchikan post office.

POINT RETREAT LIGHT STATION

Point Retreat is at the northern tip of the Mansfield Peninsula in Lynn Canal, about 20 miles northwest of Juneau. The site was chosen by the Lighthouse Service for the construction of a primary lighthouse in 1904. Navigation aides at the station include a flashing red and white light visible for 23 miles, a fog horn and a radio beacon. The station

LINCOLN ROCK LIGHT STATION

Lincoln Rock is a tiny islet, 250 feet long, off the west coast of Etolin Island in Clarence Strait. The U.S. Lighthouse Service established one of its primary lighthouses here in 1904, and for many years the station provided assistance to ships plying the

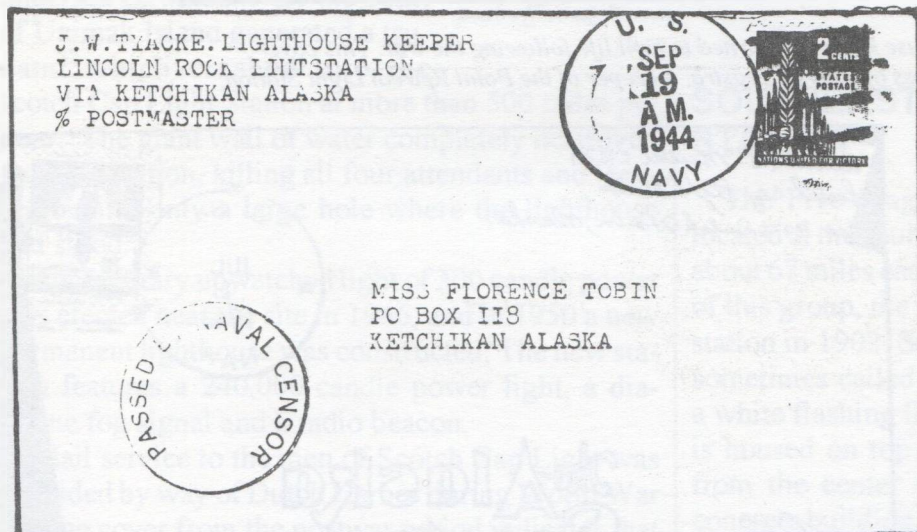


Figure 10. This cover bears the return address of a lighthouse keeper at the Lincoln Rock Light Station. Interestingly, the form of the address and use of a stamp suggests the lighthouse keeper may have considered himself a civilian, but the letter was censored and mail through a Navy post office.

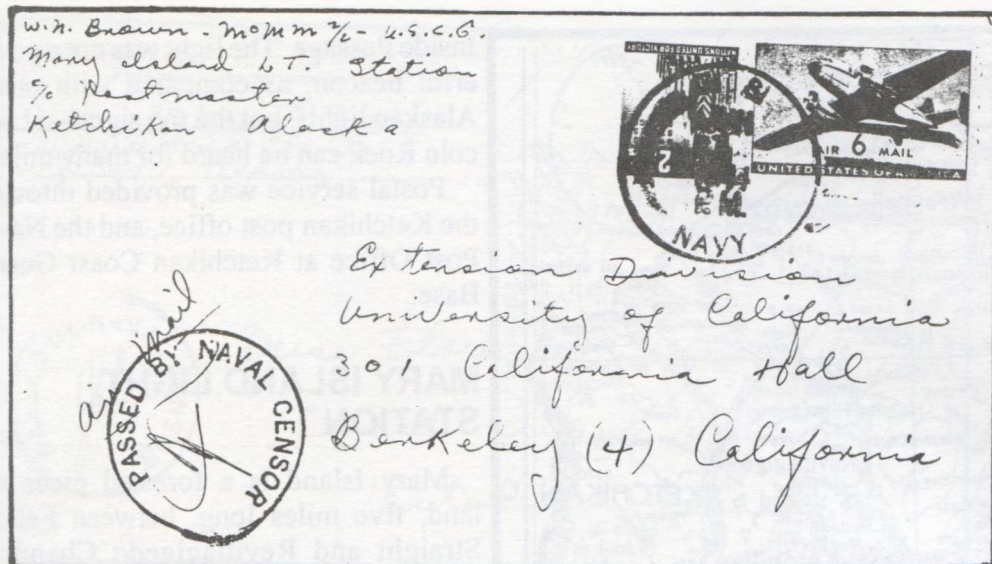


Figure 11. This cover displays a return address from Mary Island Light Station. It was censored and posted through the Navy post office which served Coast Guard facilities in Ketchikan.

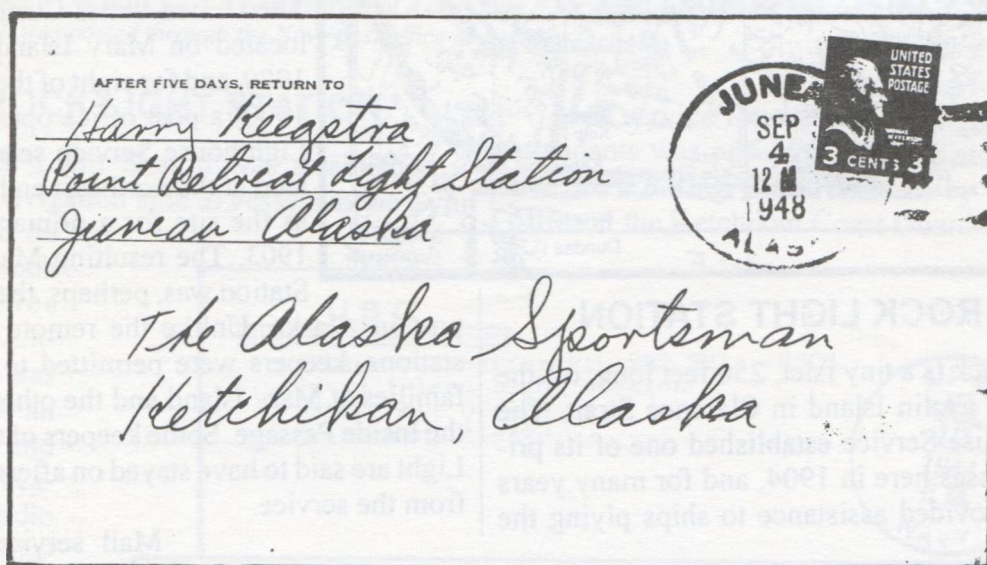
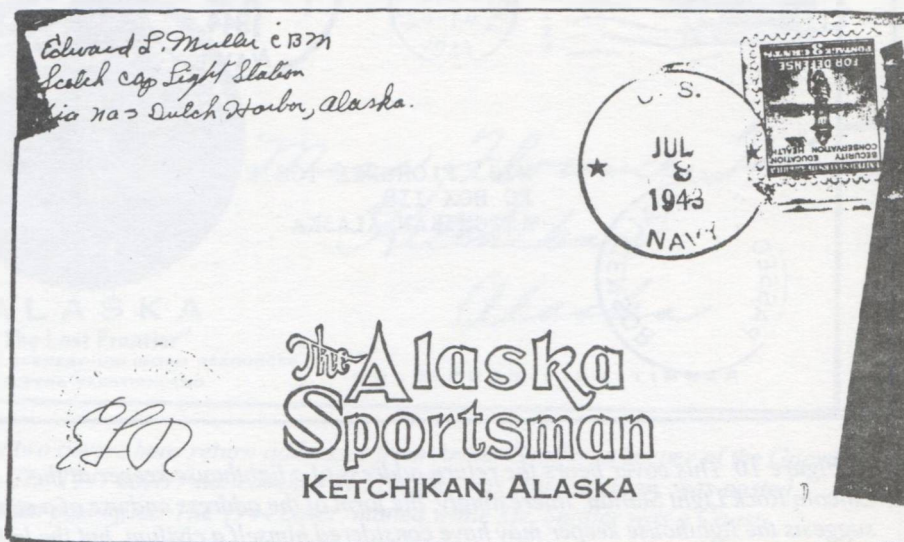


Figure 12. Lighthouse keepers returned to civil life following the war. This cover bears the return address of Harry Keegstra, a keeper of the Point Retreat Light Station.

Figure 13. This cover displays a return address from the Scotch Cap Light Station. It was censored and posted through Navy Post Office 151 at Dutch Harbor. The Scotch Cap Light Station was completely destroyed by a giant tsunami on the morning of April 1, 1946. All four of its crewmen were killed.



has, in addition to the lighthouse, two residences, a landing platform with derrick boom, and several small out-buildings.

Postal service was provided through the Juneau post office.

SCOTCH CAP LIGHT STATION

Scotch Cap is a 420-foot promontory on the southwest coast of Unimak Island. In 1903 the U.S. Lighthouse Service chose a location near this peak to build its first primary lighthouse on the outside coast of Alaska. The original lighthouse consisted of a wood tower on an octagonal wood building 45 feet high, at an elevation 90 feet above the sea. Duty at the Scotch Cap Light Station matched that at Cape Sarichef for loneliness and isolation. The two Unimak Island light stations were their own nearest neighbors, linked only by a 17-mile trail through the wilderness of the island.

In 1940 the U.S. Coast Guard built an impressive new concrete lighthouse at Scotch Cap. Perched nearly 100 feet above the sea, this new building was a two-story square structure with a light tower rising an additional two stories from the center of the building. On the morning of April 1, 1946, an undersea earthquake off the coast of Unimak Island generated a tsunami which crashed into the Scotch Cap Light Station at more than 500 miles per hour. The giant wall of water completely destroyed the light station, killing all four attendants and leaving behind only a large hole where the lighthouse had stood.

A temporary unwatched light of 300 candle power was erected near the site in 1946, and in 1950 a new permanent lighthouse was constructed. The new station features a 240,000-candle power light, a diaphone fog signal and a radio beacon.

Mail service to the men of Scotch Cap Light was provided by way of Dutch Harbor during World War II. One cover from the postwar period indicates that Anchorage may have assumed service for Scotch Cap after the Dutch Harbor naval post office closed.

SENTINEL ISLAND LIGHT STATION

Sentinel Island Light Station was one of two stations built in 1902 to assist ships travelling the Inside Passage between Wrangell Strait and Skagway. Located on a tiny island in the center of Favorite Channel and about 25 miles northwest of Juneau, the station was completely rebuilt in 1935. It features a white, flashing light visible for 17 miles, a fog horn and radio beacon. In addition to the lighthouse, there is a large residence building and a platform with a derrick boom for taking on supplies from the tenders.

Mail service for the Sentinel Island Light Station was provided through the Juneau post office.

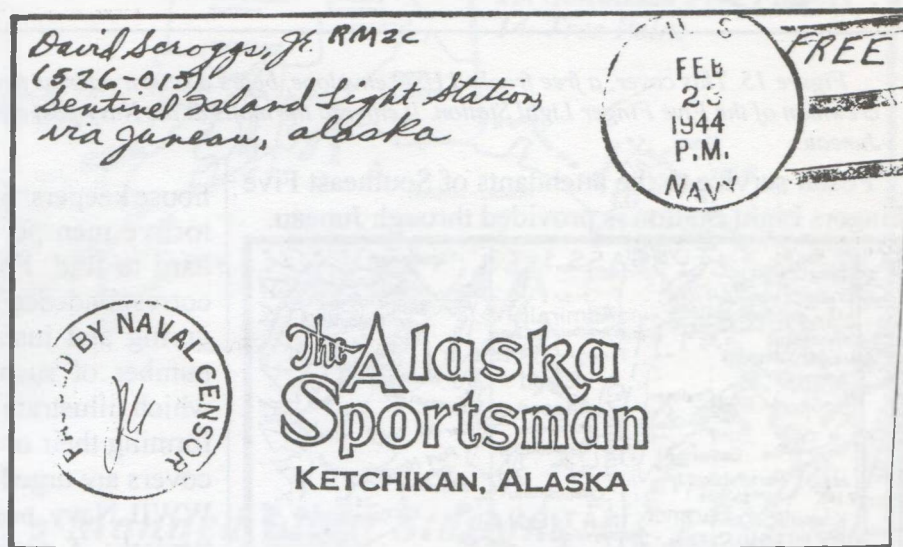


Figure 14. This cover bears a return address from one of the crew members operating Sentinel Island Light Station in 1944. It was posted through the Navy post office at Juneau.

SOUTHEAST FIVE FINGERS LIGHT STATION

The Five Fingers are a small group of islands located at the southern entrance to Stephens Passage, about 67 miles east of Sitka. On the southeastern islet of this group, the Lighthouse Service erected a light station in 1902. Southeast Five Fingers Lighthouse, sometimes called simply "Five Fingers Light" has a white flashing light visible for 14 miles. The light is housed on top of a two story tower which rises from the center of a small two story rectangular concrete building. A couple small out-buildings and a derrick boom with landing platform constitute the only other improvements on the tiny barren islet.

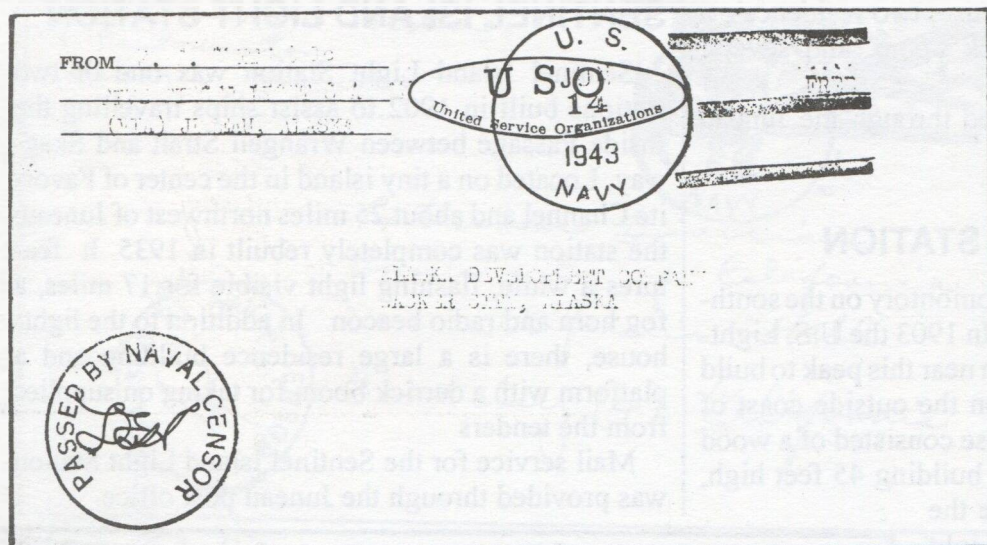
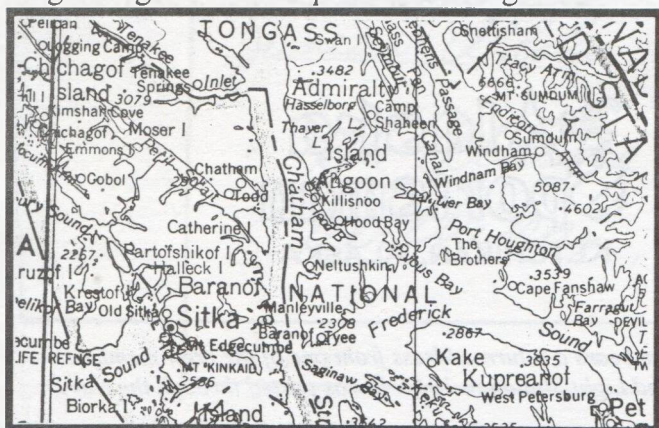


Figure 15. This cover, a free franked USO envelope, bears a return address from a crewman of the Five Finger Light Station. It entered the mails at the Navy post office in Juneau.

Postal service to the attendants of Southeast Five Fingers Light Station is provided through Juneau.



TREE POINT LIGHT STATION

Tree Point is a point of land extending two-tenths of a mile into Revillagigedo Channel from its eastern shore. The Lighthouse Service selected this site for a primary light station in 1903. It is the most southerly lighthouse in Alaskan waters.

The original structure was rebuilt in 1935 as a four-story tower adjacent to a small, single story rectangular office building. Two small residence buildings and assorted out-building complete the station. The Tree Point Light is a white flashing beacon of

38,000-candle power, which is visible for 15 miles.

Mail service for the attendants and their families was provided through the Ketchikan post office, and, during the war, through the Navy Post Office at Ketchikan Coast Guard Base.

SUMMARY

Postal history associated with manned lighthouses in Alaskan waters can be documented through covers which carried mail from the light-

house keepers. Since crew size rarely exceeded three to five men per lighthouse, such covers are fairly hard to find. Fortunately, the *Alaskan Sportsman* correspondence which Emery Tobin accumulated during and just after World War II contained a number of such covers, including most of those which illustrate this article. Readers interested in forming their own collection of Alaskan lighthouse covers are urged to watch those return addresses on WWII Navy postmarked mail very carefully; particularly if covers are addressed to the *Alaskan Sportsman* magazine.

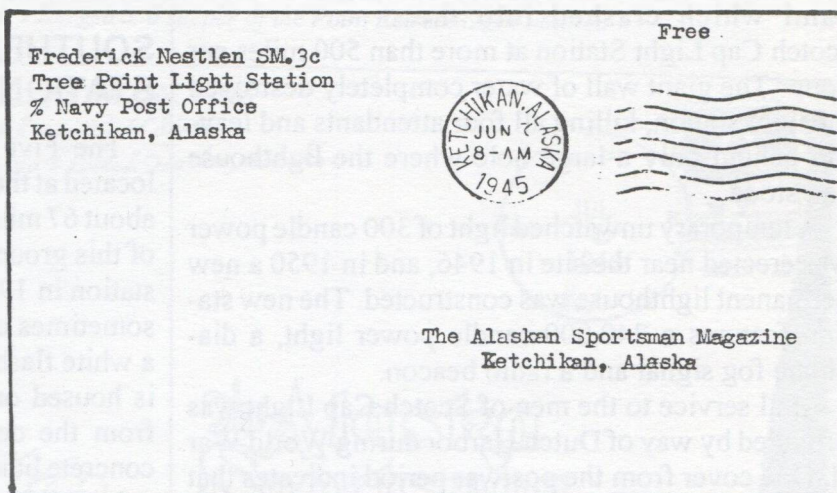
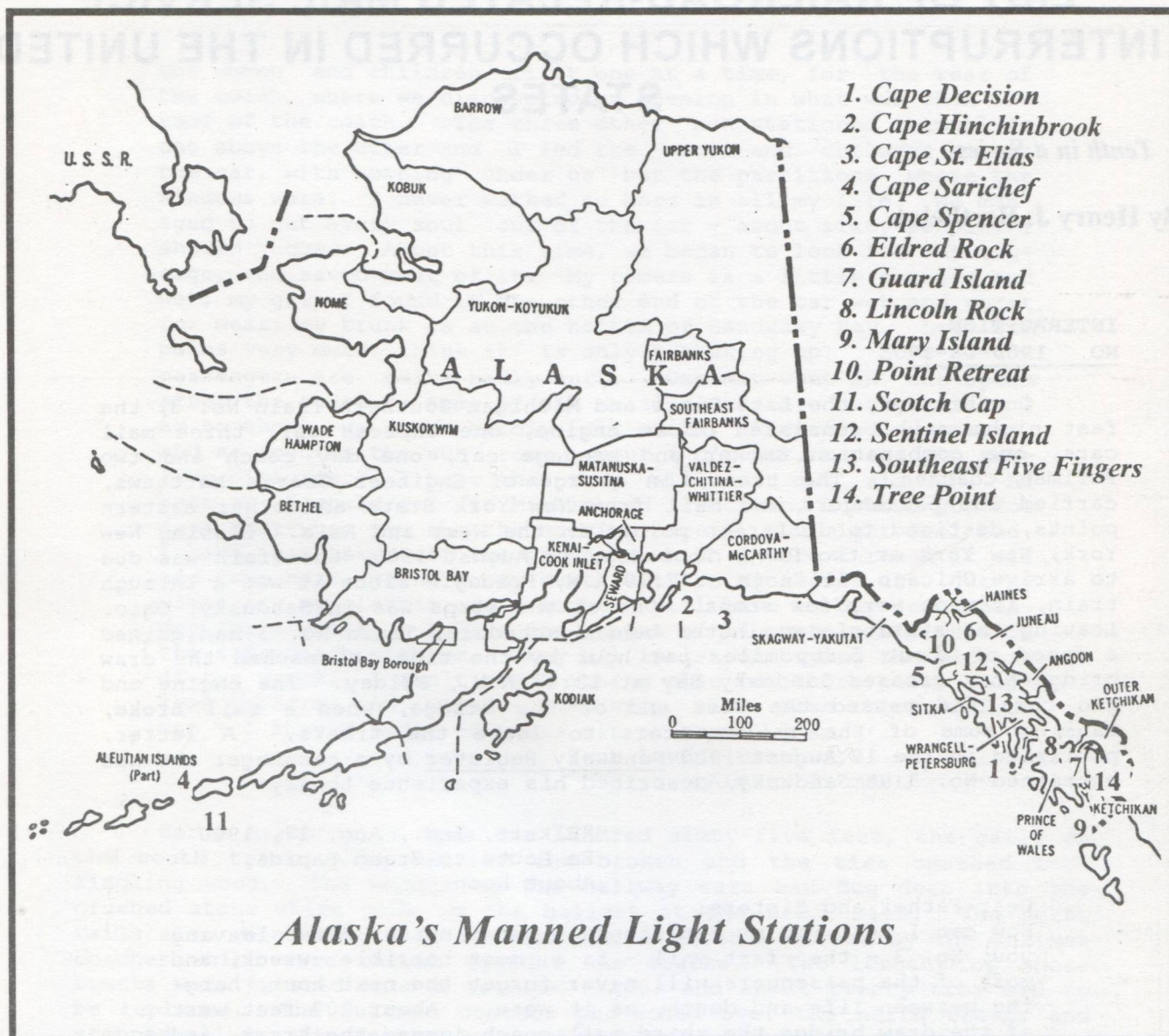


Figure 16. This cover bears a return address from a crewman at the Tree Point Light Station. It was posted through the civil post office in Ketchikan.



EPILOGUE

John Wager, a veteran of the Alaskan lighthouse service by way of lengthy service on the tender ships, informs the author that the last crew departed Five Fingers Light Station on August 18, 1984. John sent along a photocopy of the cover that appears below post-marked in Sitka on August 29, 1984. It was carried by the Aids To Navigation team that converted the Five Fingers light to automated control.

OFFICER IN CHARGE

Five Finger
c/o CG Air Station
P.O. Box 6-5000
Sitka, AK. 99835



U.S.C.G. LiSta FIVE FINGER
Established 1902, rebuilt 1935. The last manned
lighthouse in Alaska

John H. Wager

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

Tenth in a Series

By Henry J. Berthelot

INTERRUPTION

NO. 1900-08-17

On this run, the Lake Shore and Michigan Southern Train No. 3, the fast night mail, consisted of an engine, one express car, three mail cars, one combination smoker and baggage car, one day coach and two Pullman coaches. The train, in charge of Engineer George Matthews, carried 130 passengers and mail from New York State and other eastern points, destined to different points in the West and Asia. Leaving New York, New York at two P.M., Thursday, 16 August 1900, the train was due to arrive Chicago, Illinois at 7:10 A.M., Friday. Since it was a through train, it made very few stops. One of the stops was in Sandusky, Ohio. Leaving the station six minutes behind schedule, Train No. 3 had gained a speed of about forty miles per hour by the time it reached the draw bridge that crossed Sandusky Bay at 12:47 A.M., Friday. The engine and two cars had passed the west end of the bridge, when a rail broke, causing some of the railway cars to leave the tracks. A letter, published in the 19 August 1900 Sandusky Register by a passenger who had entrained No. 3 at Sandusky, described his experience thusly:

"Elkart, Ind., Aug. 17, 1900
En Route to Grand Rapids,
About Noon.

Dear Father and Sisters:

How can I tell you my experience - ten minutes after leaving you, No. 3 - the fast mail - is a most horrible wreck, and most of the passengers will never forget the next hour, hanging between life and death, as it were. About 200 feet west of the draw bridge the third mail coach jumped the track, and is in Sandusky Bay, a complete wreck. The next coach, baggage and smoker, is completely under water. The next coach - the one I was in - hangs between the water and heaven, as by a thread. The next coach, a sleeper, is partly on end, telescoped. The remaining coaches are on the embankment. The engine and first two coaches did not leave the track. Such an experience I never wish again on this earth. In a flash the lights in our coach went out. We bumped up and down a minute on the ties, in complete darkness. Then the coach gave a launch forward and toppled down the embankment. In an instant a stream of water was pouring in the coach, and it seemed as if we would be drowned like a rat in a trap - but fortunately the end caught a culvert, and we hung suspended, but such a scene in that coach! When we first struck and toppled, I was thrown about 15 feet. In an instant I was groping about in the darkness, and managed to reach the front door, but could not get it open, so smashed the glass. All the while the coach was on its side facing west, and settling; the gas from the lamps escaping, and it seemed as if we would choke or burn up. After we could move about - that is myself and other men - I started

the women and children first one at a time, for the rear of the coach, where we discovered an opening in what was then the roof of the coach. The three other men stationed themselves one above the other and I led the women and children across the car, with nothing under us but the partitions where the windows were. I never worked so hard in all my life. We managed to get every soul out of the car - about sixty people, I should judge. About this time, we began to look for our luggage, and saved most of it. My camera is a little damaged and wet; my grip I found in the other end of the car wet and worst for wear; my trunk is at the bottom of Sandusky Bay. Left arm pains very much; think it is only a shaking up. Some of the passengers are quite badly hurt. One man went in one spasm after the other. Some of the mail clerks are badly hurt. I am so shook up I can hardly sit still. Recovered my camera, and as soon as the sun rose, about 6 o'clock, managed to take five pictures. I hope that they will turn out all O.K. As soon as I could get to Marblehead Junction, I wired you for fear that when you saw the morning papers you might feel bad. I have just taken off the geranium which I wore through it all and came near going to my death with. My shoes are cut by glass and my clothes are a sight - will have to buy some laundry for a while. I have the names of 54 people who were in the same coach with me. They all insist on buying the picture of the wreck. I can't see anything else but those poor, helpless children and women - some very old - also three or four men - I should judge 60 years old or over. I am

Your Loving Brother,
ALBERT T. MAUL"

For a distance of some one hundred sixty-five feet, the rails on the south tracks were twisted and broken and the ties smashed into kindling wood. The wheels of the railway cars had dug deep into the crushed stone which made up the ballast at the wreck site. The north rails also were damaged to a considerable extent, caused by the Pullman coaches which were thrown against the tracks. Two lengths of those tracks were twisted into a rainbow shape, and about twenty ties had to be replaced. The Pullman coaches projected over the north tracks and stopped all traffic on that part of the system for eight hours.

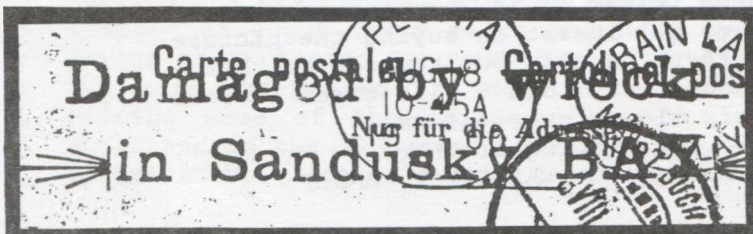
As relates to the mail, the first railway car to leave the tracks was a mail car. That car hurled forward by the force of the train's momentum some sixty-five feet through the air and was turned over, with one end submerged in the bay, and the other end lying upon the embankment at a point about one hundred sixty feet from the bridge. The seven railway postal clerks inside were thrown against the sides of the car, then rolled into "a mass of humanity, mail bags and loose letters in the lower end of the car". At once, the car filled with water up to within two feet of the roof; however, one end of the car was torn away completely, and through that aperture, the clerks escaped with only a few cuts and bruises. The next mail car also pitched over the embankment and was almost completely submerged in the water, which at that point was about twelve feet deep. This car laid in the water about thirty feet east of the other mail car.

In one of the mail cars alone was reportedly a half million pieces of mail. Some of the mail already was done up in sacks, but most of it was out on the sorting trays or loose in the cases or simply tied in packages at the time the accident occurred. And, "as the grey light of early morning broke upon the scene these missives were seen floating upon the water. Love letters, business propositions and due bills all

floated in an 'indiscriminate mass'. The mail clerks obtained some minnow nets and scooped up the floating matter". The newspaper account further noted that a "large part of this (mail matter) may possibly be saved and forwarded, but many of the letters will never reach their destination". Some of the mail was submerged for fifteen hours.

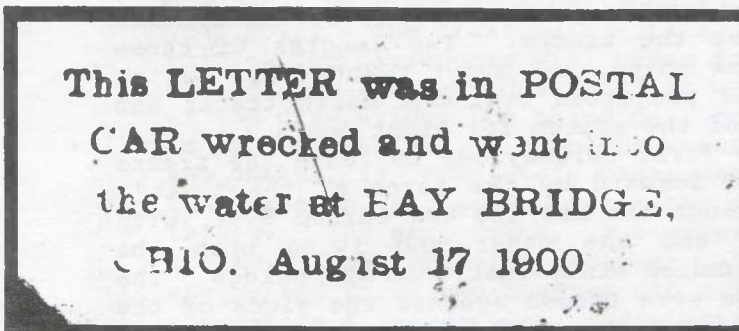
The recovered mail was put into sacks and, at the direction of Superintendent Pepper of the Ohio division, forwarded to Chicago. All of the mail - about 150,000 pieces - was soaked badly, and some was described as "so damaged that there (was) no trace of either the sender or the addressee. Most of these items, however, consisted of circulars and second class mail matter".

At the Chicago Post Office, Superintendent of Mails Montgomery put an extra force of clerks to work the damaged mail. As fast as the mail was sorted in the "mailing room, it (was) carried up stairs and spread on the roof to dry". Two handstamped markings are known to have been used to identify the mail from this wreck. REPORTEDLY, a third marking may exist. In a newspaper account of the damaged mail, it was noted that "a letter was sent to each of the addresses explaining that the (damaged) letter was received at the (Chicago) office in its damaged condition, due to the accident at Sandusky".



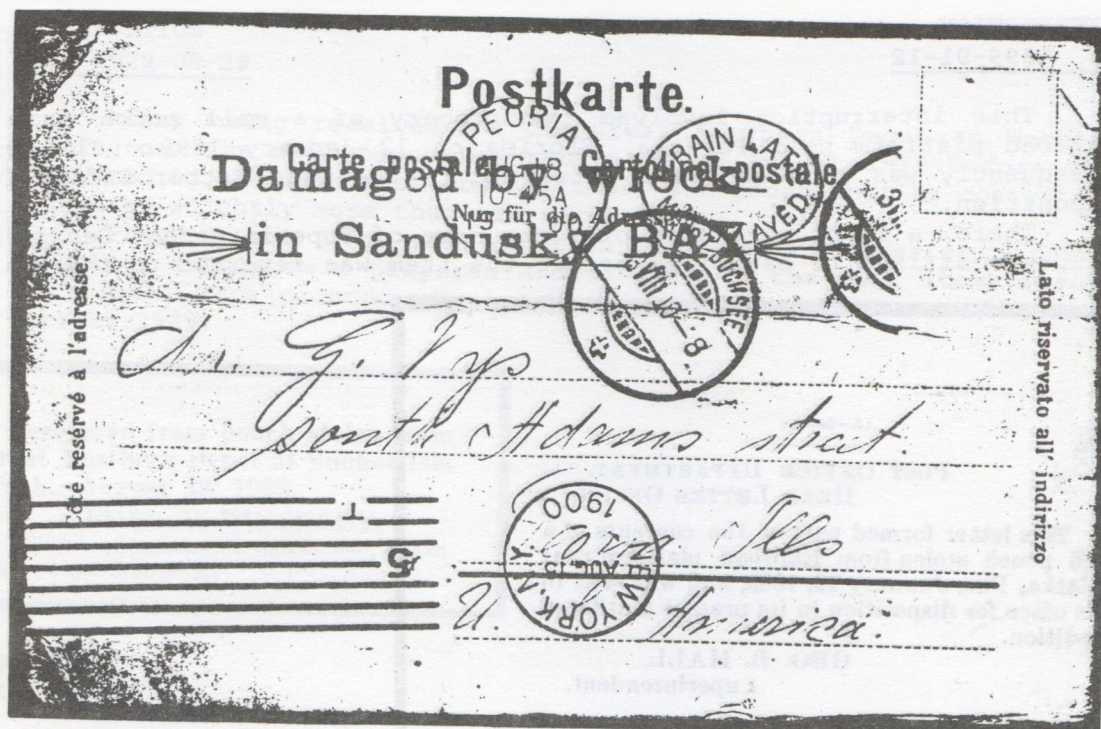
MARKING NO.

1900-08-17 (a)

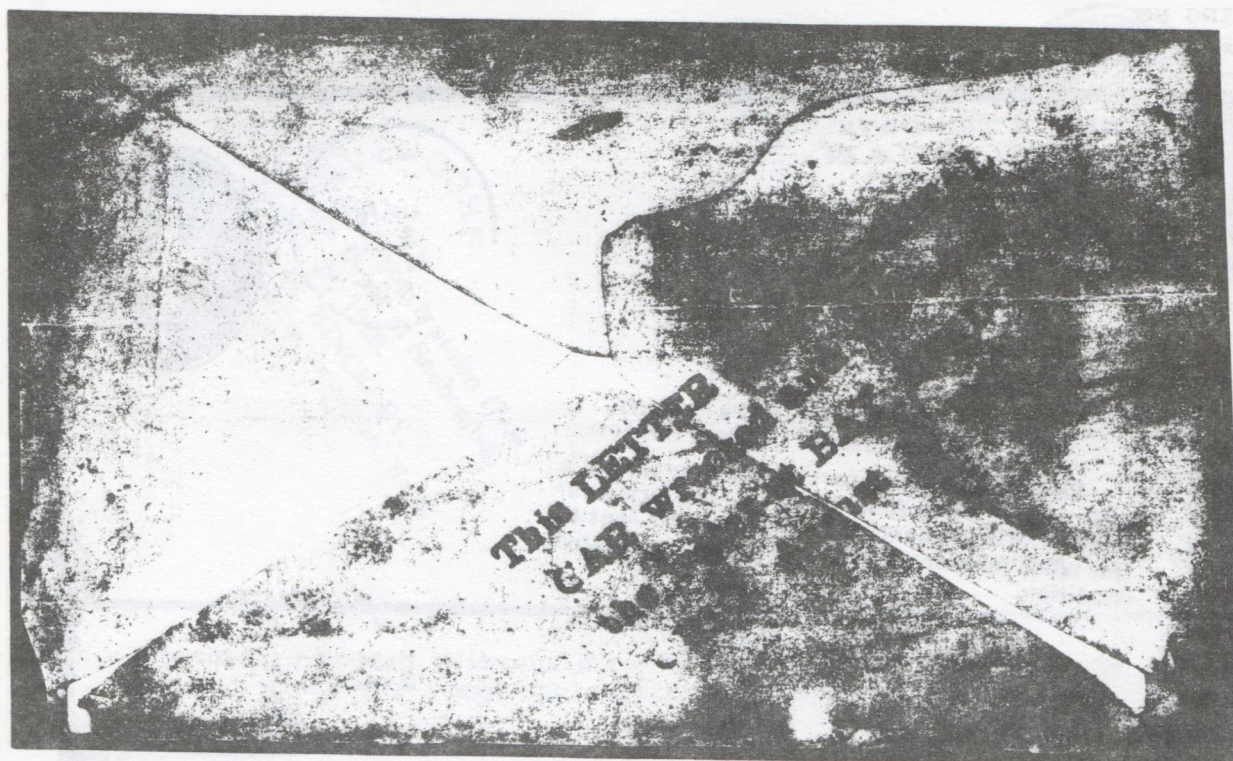


MARKING NO.

1900-08-17 (b)



Sent from Switzerland to Peoria, Illinois, this post card also received a Peoria "TRAIN LATE - MAIL DELAYED" cancellation



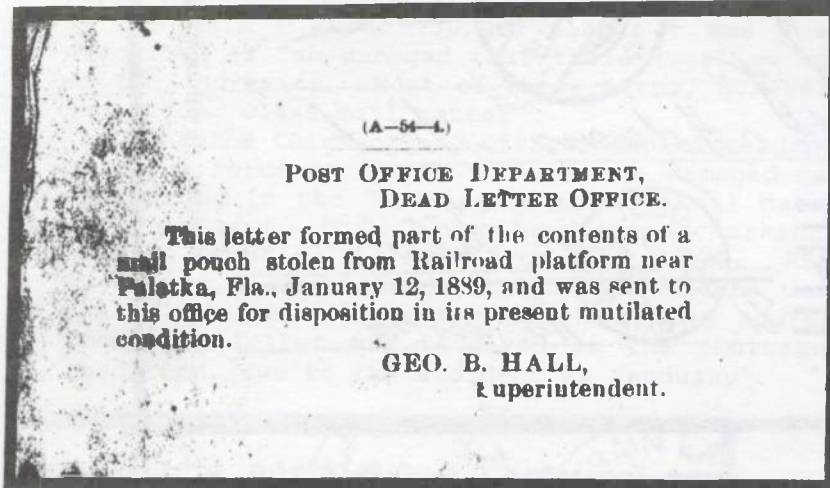
Affixed to the reverse of this envelope, mailed from Cayuga, New York on 16 August to Kirkuk, Iowa, the marking is in magenta

INTERRUPTION

NO. 1899-01-12

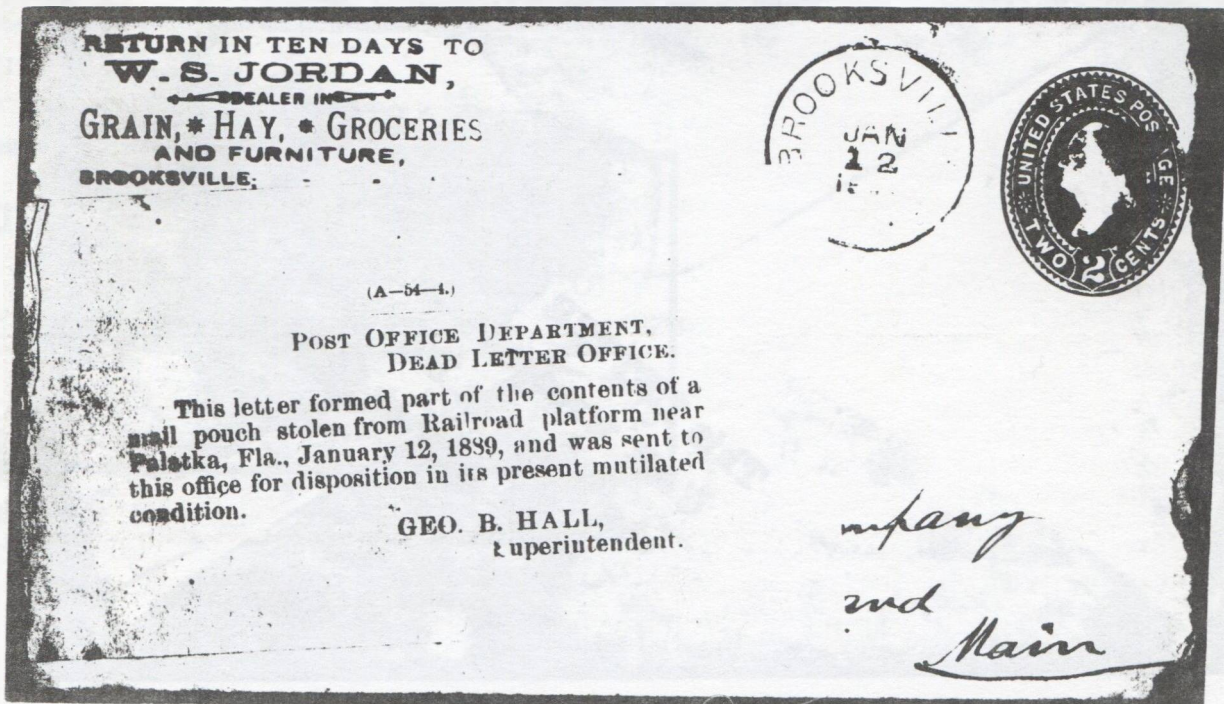
This interruption involved the robbery of a mail pouch from a railroad platform near Palatka, Florida on 12 January 1899. The mail subsequently was recovered and forwarded to the Dead Letter Office for disposition.

There, a label, prepared over the name of Superintendent George B. Hall, was affixed to each item before the item was returned to the mail.



MARKING NO.

1899-01-12



Mailed from Brooksville, Florida to Portland, Maine, this envelope was among the mail items rifled in this robbery

INTERRUPTION**NO. 1929-08-29**

After being received at the Great Northern Depot at Snohomish, Washington, the mail pouch was stolen on 29 August 1929 before it was delivered to the Snohomish Post Office. The pouch and its contents were recovered slightly more than six weeks later.

Printed over the name of then Snohomish Postmaster, Edward W. Hinckley, labels were prepared and affixed to the mail items involved. The labels were printed at the Seattle, Washington Post Office on 14 October 1929.

**Recovered from pouch stolen from
Great Northern Depot at Snohomish,
Wash., August 29, 1929.**

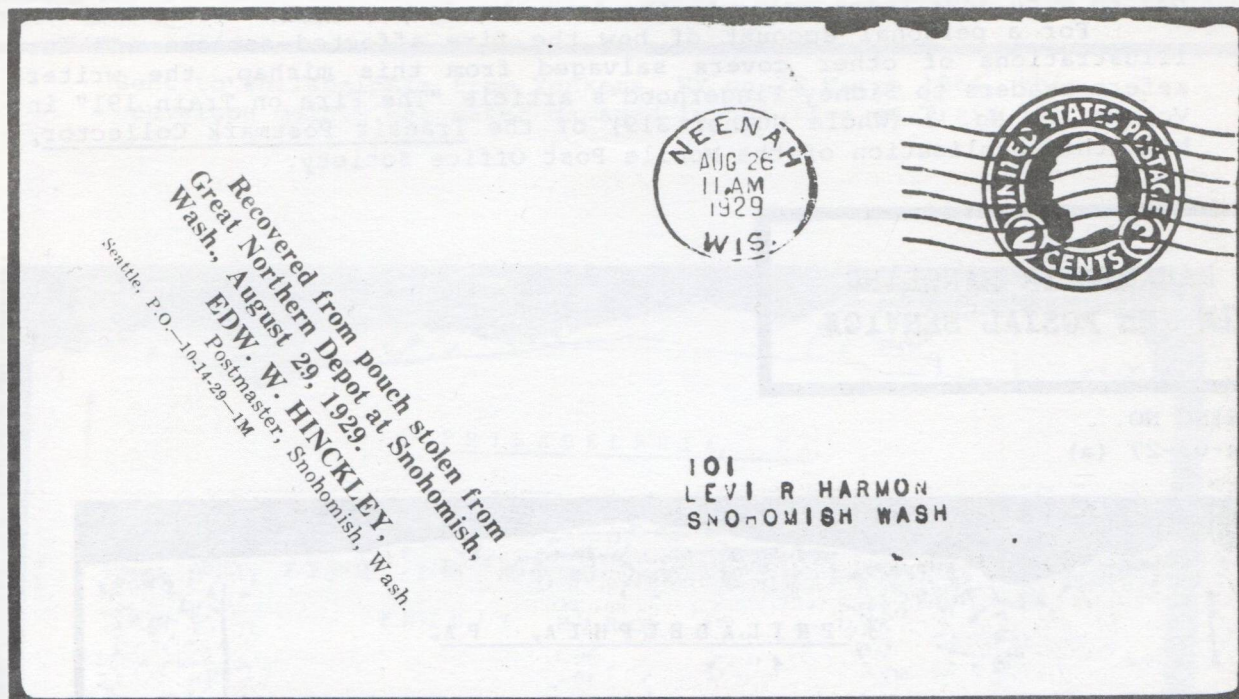
EDW. W. HINCKLEY,

Postmaster, Snohomish, Wash.

Seattle, P.O.—10-14-29—1M

MARKING NO.

1929-08-29



Postmarked Neenah, Wisconsin on 26 August 1929, this envelope was among the items stolen from the depot at Snohomish

INTERRUPTION

NO. 1964-03-27

A fire was discovered by railway postal clerks in the R.P.O. car of the sixteen car, Pennsylvania Railroad's NY & WASH Train 191 shortly before the train pulled into the North Philadelphia, Pennsylvania station. The clerks notified train personnel, who alerted railroad officials at the station. In turn, station officials contacted the local fire department. Firemen were on hand as the train arrived, and began to battle the blaze as soon as the R.P.O. car was shifted onto a siding. One of the sixteen clerks working in the railway car was burned when flames flared as the car was being shifted. There were no other injuries and no other railway cars affected. Train 191 continued on its run after a thirty-five minute delay. After two and one-half hours, firemen succeeded in extinguishing the blaze.

As relates to the mail, approximately 100,000 pieces were destroyed in the fire. A 27 March newspaper report in the Philadelphia Evening Bulletin noted that "(o)ne-third of the mail, much of it Easter cards, was to have been distributed in Philadelphia today, a postal official said. The rest was bound for Washington (D.C.) Postal officials are conducting an investigation to determine the cause of the fire".

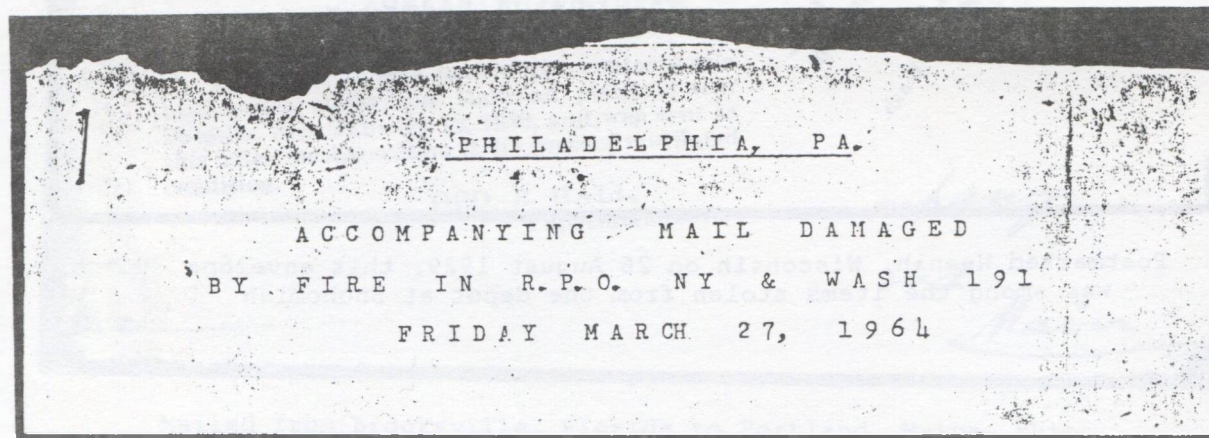
The mail was processed in Philadelphia. Two markings are known to have been utilized in this mishap, the generic handstamp, "DAMAGED IN HANDLING/IN THE POSTAL SERVICE" and a label that was affixed to or placed with some items prior to the items being remailed.

For a personal account of how the fire affected someone and for illustrations of other covers salvaged from this mishap, the writer refers readers to Sidney Fingerhood's article "The Fire on Train 191" in Volume 45, No. 3 (Whole Number 319) of the Transit Postmark Collector, bimonthly publication of the Mobile Post Office Society.

**DAMAGED IN HANDLING
IN THE POSTAL SERVICE**

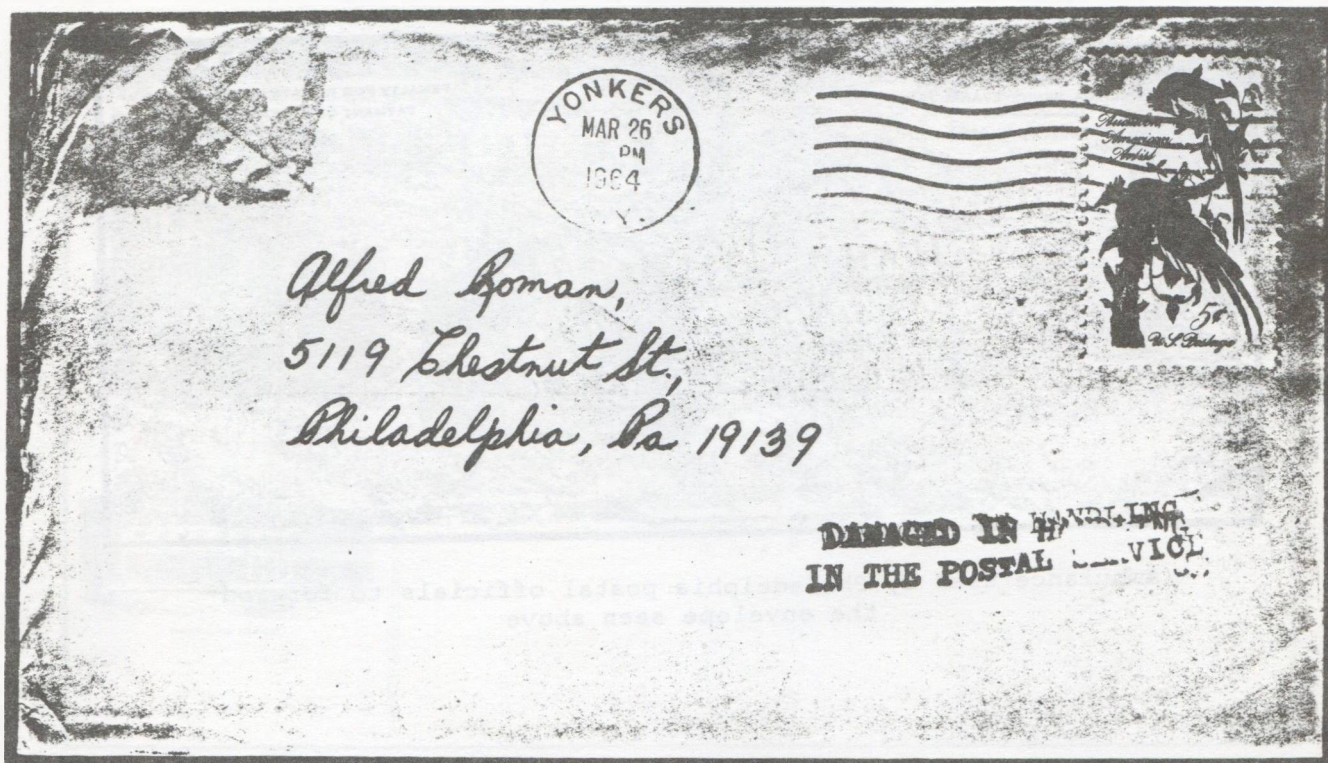
MARKING NO.

1964-03-27 (a)

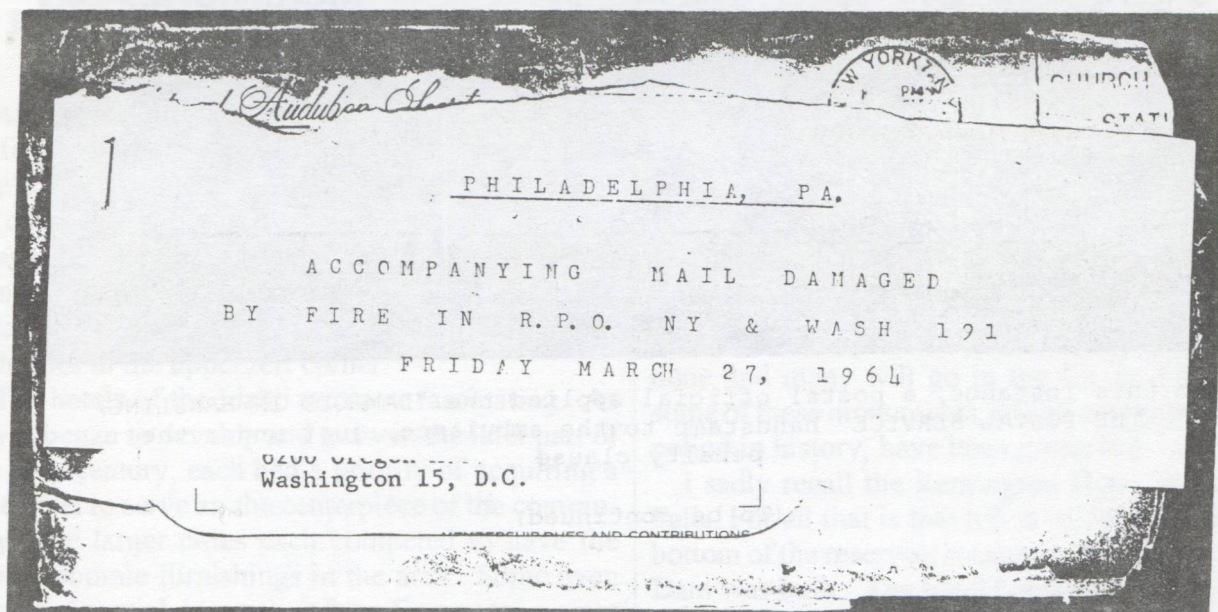


MARKING NO.

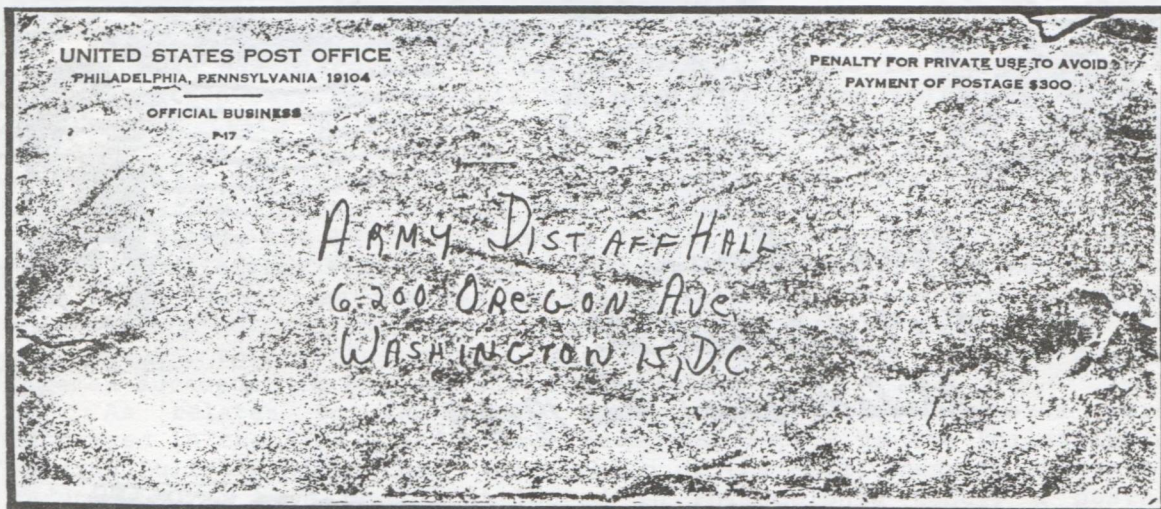
1964-03-27 (b)



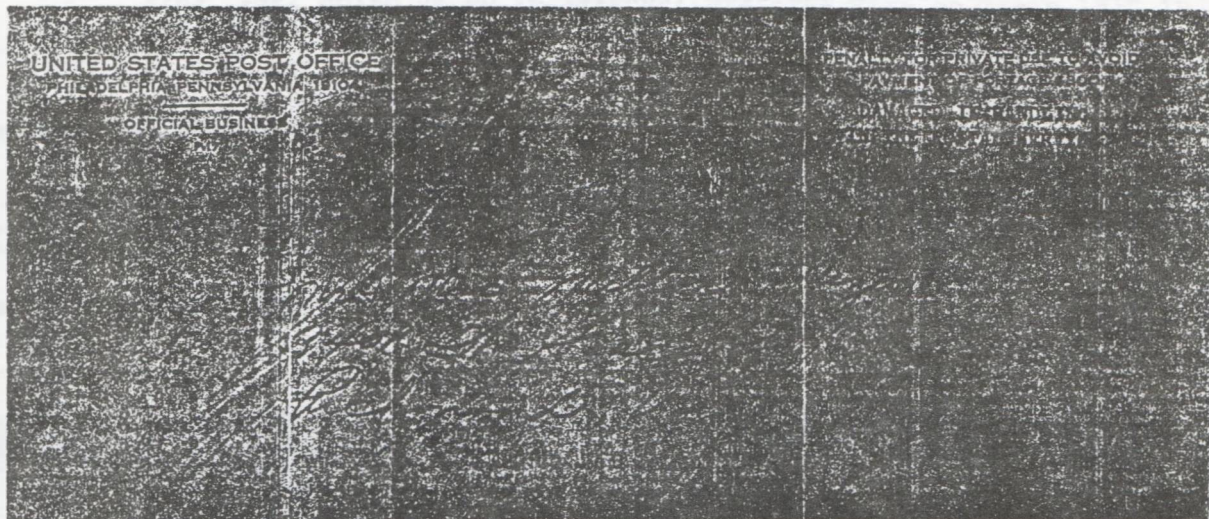
Sent to Philadelphia from Yonkers, NY on 26 March 1964, this envelope mainly was water damaged in the fire on Train 191



Bearing a New York, NY postmark of 26 March 1964, this envelope was badly damaged by fire. The label was stapled to the envelope and the envelope was forwarded in an ambulance



Ambulance used by Philadelphia postal officials to forward the envelope seen above



In this instance, a postal official applied the "DAMAGED IN HANDLING/ THE POSTAL SERVICE" handstamp to the ambulance, just under the penalty clause

(To be continued)



Illustrations of three of Idaho's Hotel Eccles on the "Yellowstone Park Route" adorn this cover which was postmarked in Rexburg in 1928.

HOTELS ADORN THE COVERS

By Kendall Ballard

As the postal history collector searches for those perfect cancellations over a rare stamp on a business size cover from a small town that had a post office for only three and a half months, some of the other things show up that brings a surge of nostalgia that is most pleasant to contemplate. One of these is the hotel covers with those special printed fancy return addresses in the upper left corner.

The hotels of the Idaho are most fascinating. As towns began to develop and grow in the later part of the 19th century, each had a priority of acquiring a nice hotel to serve as the centerpiece of the community. The larger cities each competed to have the most elaborate furnishings in the area. Some even imported special decoratives from Europe to impress the traveler. Hotels such as the Owhyee in Boise featured an elaborate garden of greenery on the roof, and, of course, the Dewey Palace Hotel in Nampa, boasted of the finest facility of its kind west of Denver and North of San Francisco. Many hotels around the state took on names of the renowned

edifices of the East--Waldorf, Palace and Grand. As one travels throughout Idaho's towns and cities today, he cannot help but wonder what could have been happening in the past that would have produced enough patrons to fill all of those rooms in the hotels. I remember even wondering that, as a kid, growing up in Burley and looking up at the six story National Hotel, not believing that all those rooms could have ever been filled. That hotel went down with the demolition team about 20 years ago, as many have done and many will go in the future. Fortunately, some of these monuments, which represent a special period in history, have been preserved.

I sadly recall the Remington Hotel in American Falls. For all that is that left is its foundation on the bottom of the reservoir created as the American Falls Dam was built. The hotel horse and buggy in front that made daily trips to the train station to pick up arriving patrons and to deliver the parting ones.

Then there was the plan for a fine hotel at Strevel, Idaho where the idea was that the Idaho traveler to and from Utah would have lodging of unusual finery



Figure 2. Hotels in Pocatello, Idaho Falls, and Lewiston produced the attractive covers illustrated above.

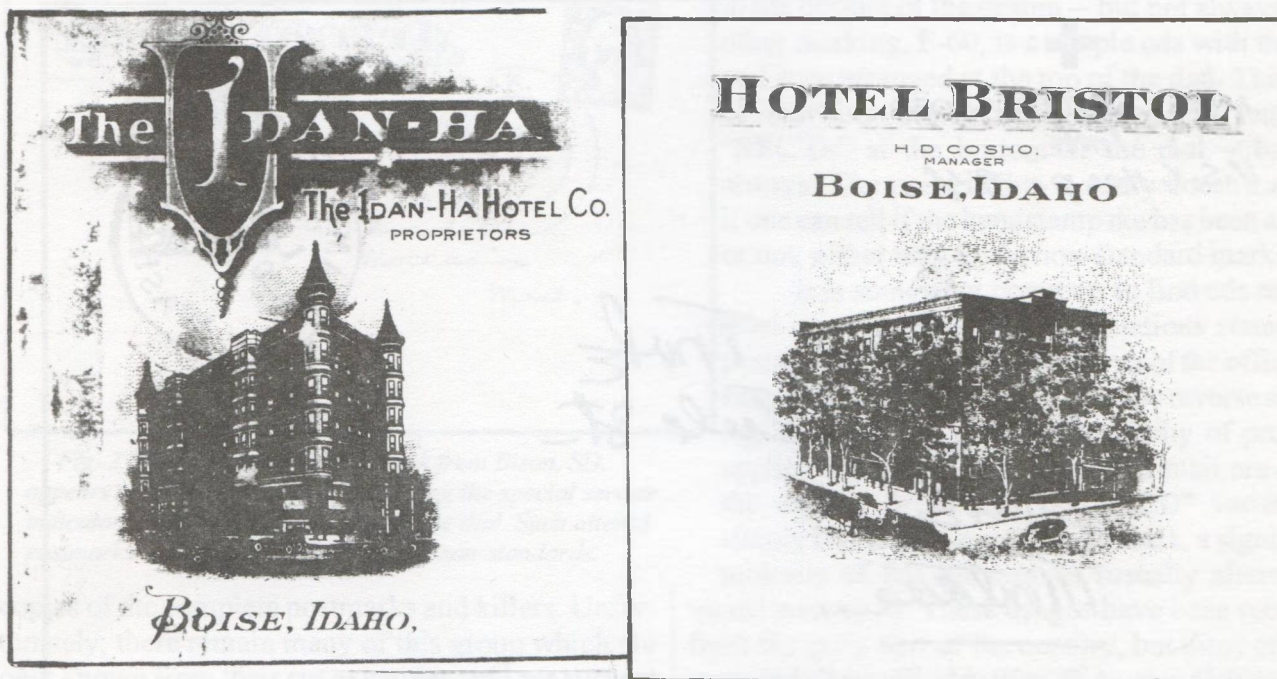


Figure 3. Two of Boise's finest hotels -- the Idan-ha and the Bristol -- are illustrated on these unused hotel covers.

at about the half way point. The hotel started construction, but never completed.

Another fascinating early Idaho hotel was built at the ghost town of Gilmore. This establishment represented the best of lodging for miners and mining executives that came to that area. It was a two story frame building, with a wing to the east for kitchen areas. It had a fine tin ceiling in the lobby of both floors and best linoleum on the floors. Heat was provided by a potbelly stove on each floor. The room area that extended to the south had only about ten rooms per floor with only room for a bed and a cloth drape for the door. To the south of the east wing was a "12 holer" outhouse to accommodate the needs of the lodgers.

The Hotel era of Idaho flourishing from the early 1920's through the 1940's. With the end of passenger railroad travel, and the advent of faster and better transportation on highways, motels, campgrounds and other types of lodging have largely replaced the downtown hotels. We must rely on the early illustrated hotel covers to give us an insight of those days when the downtown hotel was king, and every town worth its salt strove to have its own "Grand Hotel."

WANTED

"Unmailable" covers. Covers marked *Unmailable, Nonmailable, Fraudulent, Fictitious, Unlawful, Obscene* and the like.

Stamp Designers and Engravers. Blocks and selvedge singles of U.S. postage stamps autographed by their designers and engravers.

1938 Bi-Colored Airmail Stamp. Odd and unusual domestic usage of U.S. no. C23; exotic international usage; EFO's; perfins; precancels; plate number singles; socked-on-the-nose machine and hand cancellations.

Socked-on-the-Nose. Bullseye machine cancellations on U.S. stamps during their normal period of use.

Tennis, anyone? My wife collects tennis stamps, covers, and cinderellas.

JAMES H. PATTERSON

APS 70290 - BIA 8091 - USPCS 1597

Post Office Box 3456

Phoenix, Arizona 85030-3456

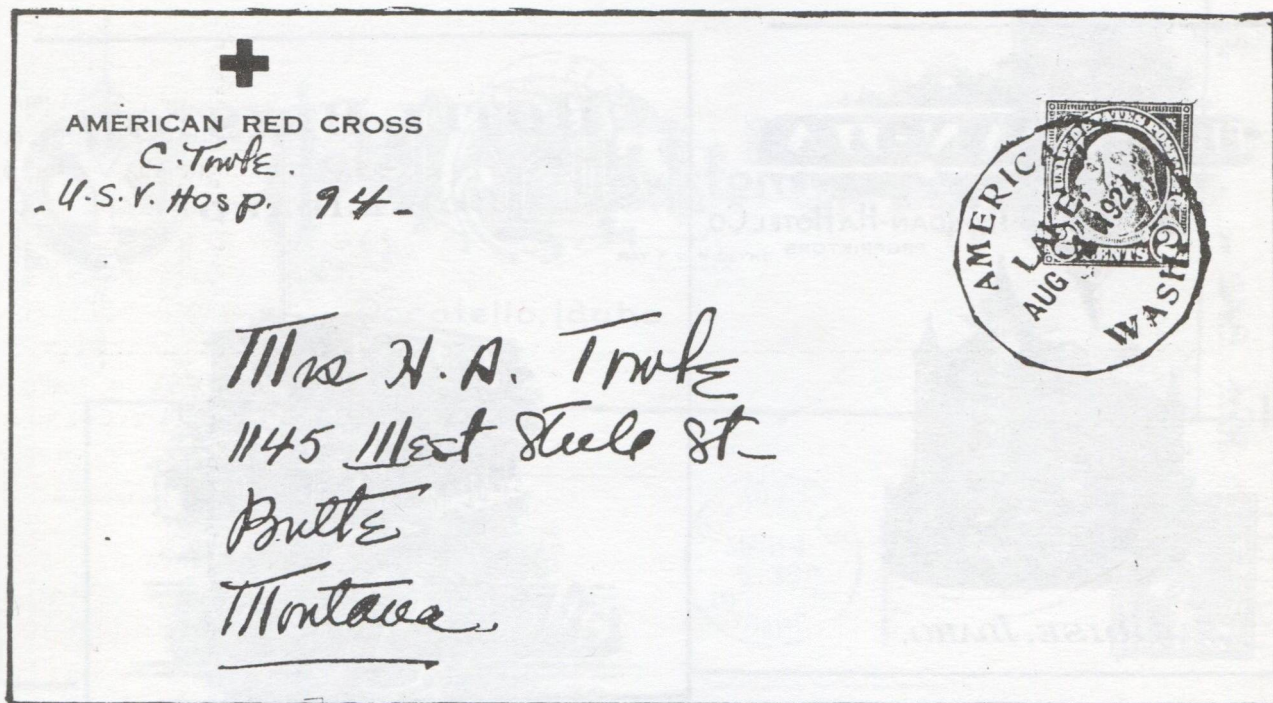


Fig. 1 Postmarks consisting of a circular date stamp with no cancel, or killer, such as this American Lake, Washington, example of August 4, 1924, are considered Type F Non-standards. A discussion of such markings begins in this installment.

20TH CENTURY NON-STANDARD POSTMARKING & CANCELING DEVICES

Part 24 - Catalog Section, Type F

By Randy Stehle and Doug DeRoest

This section presents the first installment of the circular date stamp (cds) mimics (Type F). These cds mimics represent the second largest group of non-standard postmarks, with about 550 different examples presently documented. The 4-bar mimics are the largest group with over one thousand different examples. As the cds mimics have no integral killers, that is a cancel portion attached to the same hammer as the postmark, they take much less space to illustrate and permit us to include more examples with each article. It should require about six installments to present all the cds mimics currently documented.

The most important characteristic of the cds mimics is that 99 per cent of them were impressions made by postmarkers constructed with a rubber die. This fact is important to bear in mind when trying to distinguish between a Type F non-standard and the normal government issue standard cds which was a postmark made by a steel die handstamp. There were

a lot of standard steel die circular date stamps still in use at small post offices as late as the second decade of the 20th century. They are fairly easy to recognize as they usually measure 27-28 millimeters in diameter. Most of the Type F non-standards have larger diameters. In addition, a well struck postmark made by a steel die cds is normally crisp, with thin lines and sharp angles in the lettering and in the numbers in the date.

Two other important characteristics or considerations are associated with the cds mimics. First is the problem that about ten per cent of the reports come from cut postmarks. In the early days of postmark collecting it was a common practice to trim postmarks from cards and covers and mount them on an album page much as one mounted a stamp collection. When a postmark is reduced to a clipped square or round, the cancel (killer), if any, is frequently lost. In our listing, these cut postmarks have been footnoted (#5) and dubbed as "Killer unknown". Requests were made in *La Posta* some time ago for help in identifying killers for these postmarks, and some readers were able to supply photo-

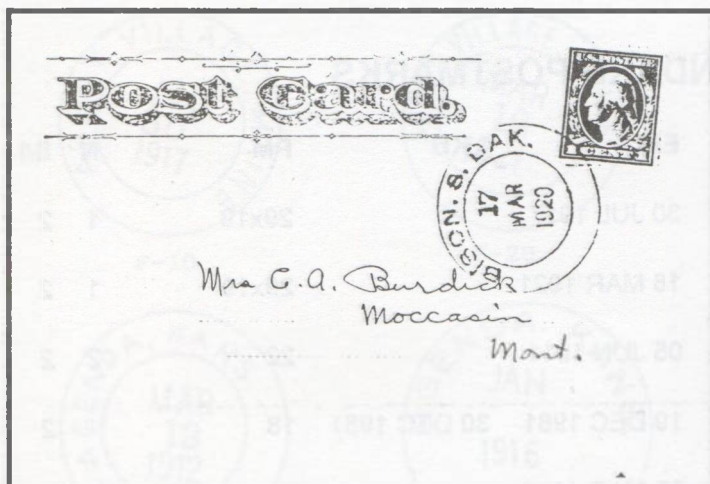


Fig. 2. This double circle postmark from Bison, SD, appears to have been made by removing the special service indicator which was at the bottom of the dial. Such altered postmarks are also considered Type F non-standards.

copies of the complete postmarks and killers. Unfortunately, there remain many of this group which are only known from their cut examples, and we suspect that a large number of our "killer unknown" examples really did have a killer. One such example recently turned up in, of all places, a Canadian postal history auction catalog. It was from Arapahoe Agency, WY, and the illustration clearly showed a lovely star killer. This postmark had been assigned the number F-210 before we discovered the existence of its star killer, and sharp eyed readers may note the gap in our listing which follows because it was just too late to renumber everything once it was delisted as an F type.

The final major characteristic of this non-standard type is the large number of altered devices reported. As we discussed in the introduction to this series, an altered device is defined as a government issue postmarker/canceler that has been purposely changed by post office personnel. In the case of the cds mimics, usually this change has been the elimination of a special service marking -- REC'D, REGISTERED, or M.O.B. are the most common -- from the circular date stamp. Such alterations typically consisted of carving or filing the deleted letters from the postmark die, and often portions of the deleted lettering are still visible in postmark impressions made by such altered handstamps. In some cases, however, the alterations were made with such skill that it becomes very difficult to determine whether the handstamp was altered or not. A good example of this is found in the two listed Agenda, KS, postmarks. The first, F-50, is a double circle. This type

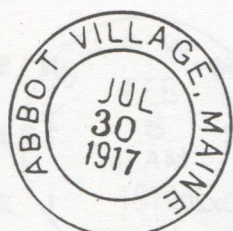
of postmark often had a special service marking in the bottom of the design -- but not always! The other marking, F-60, is a simple cds with the city and state arranged at the top of the dial. This type of marking often incorporated the lettering "REC'D." at the bottom of the dial -- but not always! The point is that it really doesn't matter if one can tell if the handstamp die has been altered or not; either way it is a non-standard marking.

It is somewhat common to find cds mimics used on registered mail. Regulations stated that postal markings bearing the name of the office and state were only to be applied to the reverse side of registered covers. The vast majority of properly applied backstamps on registered mail are either the double circle "REGISTERED" variety, or simply the normal sending postmark, a significant minority of the cds mimics (usually altered devices) were used. These usages have been recorded from the early part of the century, but most of them occurred from World War II to the 1950's. The reason for this may have been related to the shortage of rubber during WWII. As a result of this practice, the POD began issuing double circle handstamps -- sometimes termed utility daters -- which contained only the name of the post office and state with no special service wording. Such handstamps could be used on any type of special service and a separate handstamp for each special service would no longer be required thus conserving rubber. The authors believe that the rationale behind this conservation measure led post office personnel to occasionally remove the special service wording from handstamps. By doing this, an altered handstamp could then be used in place of the old style device that presumably was lost or had become damaged. Since larger post offices often had handstamps reading "M.O.B.", "REGISTERED", "PARCEL POST", and so forth, there were an adequate supply of old handstamps to be altered.

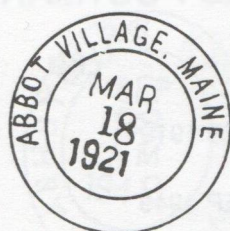
We have continued to see a slowdown in the rate at which newly reported non-standard markings have been discovered. Even though four months have passed since the last article in this series, only 69 new reports have come in. This brings the total of known non-standard markings to 3,188. Please write direct with your new reports (or any "killer unknown" listings) to Randy Stehle, 16 Iris Court, San Mateo, CA 94401.

TYPE F NON-STANDARD POSTMARKS

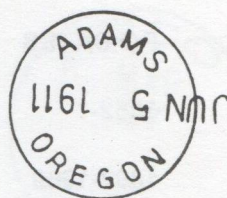
CODE TOWN STATE	PO DATES	EKU	LKU	PM	N	S/I
F- 10 ABBOT VILLAGE ME	1861/	30 JUL 1917		29x19	1	2
F- 20 ABBOT VILLAGE ME	1861/	18 MAR 1921		29x19	1	2
F- 30 ADAMS OR	1883-	05 JUN 1911		22	2	2
F- 40 AGAT GU	1948/	19 DEC 1981	30 DEC 1981	18		2
F- 50 AGENDA KS	1874/	13 MAR 1912		30x19		2
F- 60 AGENDA KS	1874/	?? JAN 1916	26 APR 1917	32.5	1	2
F- 70 AHWAHNEE CA	1893/	14 JAN 1918		22	3	3
F- 80 AKRON CO	1883-	04 NOV 1918	18 JAN 1919	32	1	2
F- 90 ALADDIN BR. PA -	1984	08 OCT 1956		31x21	1	2
F-100 ALBERTON MD	1854-1943	18 MAR 1905	02 JAN 1906	28.5x17.5	1	2
F-110 ALBION ID	1879-	19 OCT 1907		30	2	2
F-120 ALHAMBRA CA	1885/	19 FEB 194?		33		2
F-130 ALLENDALE MO	1861-	22 FEB 1910		30x19		2
F-140 ALTO MI	1851-	?? ??? 193?		30x20		2
F-150 ALTON IL	1835-	21 MAY 1930		29x18.5	4	2
F-160 AMARILLO TX	1887-	14 JUL 1913		29.5x19	4	2
F-170 AMERICAN LAKE WA	1908/1957	04 AUG 1924	30 JUN 1925	35		2
F-180 ANDERSONBURG PA	1822-1956	25 MAY 1906	12 NOV 1906	30	1	2
F-190 ANTLER ND	1898-	18 DEC 1905		28.5		2
F-200 AQUASHICOLA PA	1862-	14 JUL 1913		32		2
F-220 ARBUCKLE CA	1876-	18 MAY 1912	05 MAY 1914	31		2
F-230 ARGO KY	1906-1988	06 JUL 1952		32	1	2
F-240 ARMSTEAD MT	1907-1962	15 JAN 1910	14 DEC 1911	31	6	2
F-250 ARTICHOKE LAKE MN	1876-1913	01 MAR 1909		28		2



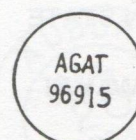
F-10



F-20



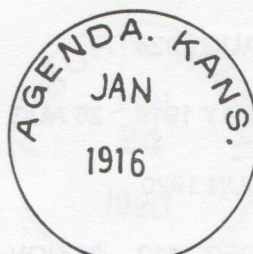
F-30



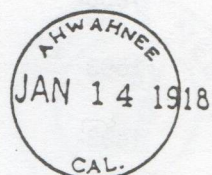
F-40



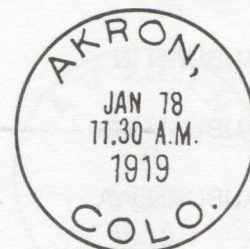
F-50



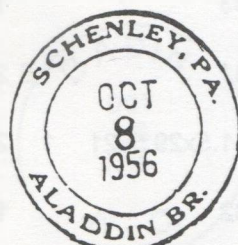
F-60



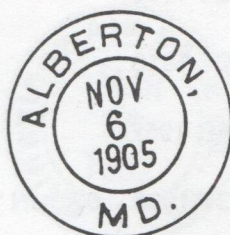
F-70



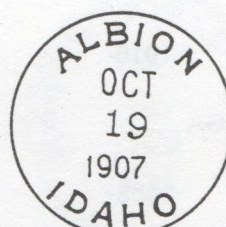
F-80



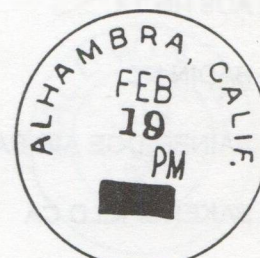
F-90



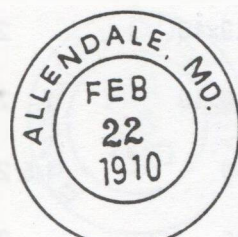
F-100



F-110



F-120



F-130



F-140



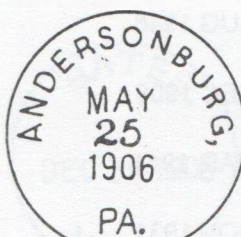
F-150



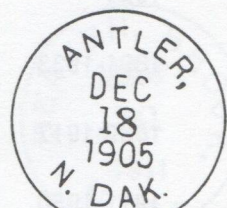
F-160



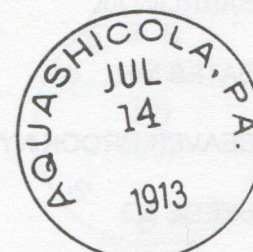
F-170



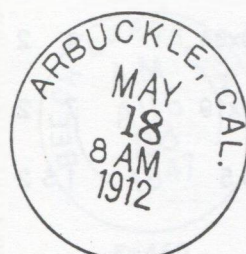
F-180



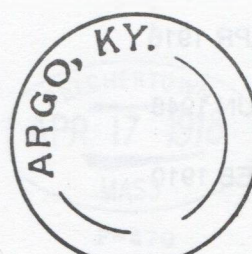
F-190



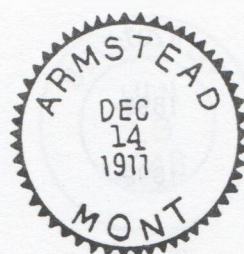
F-200



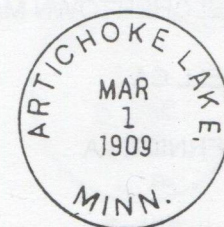
F-220



F-230



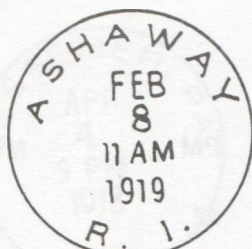
F-240



F-250

TYPE F NON-STANDARD POSTMARKS

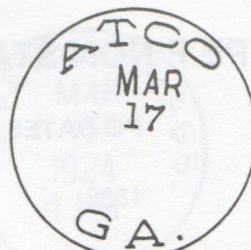
CODE TOWN STATE	PO DATES	EKU	LKU	PM	N	S/I
F-260 ASHAWAY RI	1852-	08 FEB 1919		32	1,5	2
F-270 ASHBYBURG KY	1892-1969	28 SEP 1949		30x20	1	2
F-280 ATCO GA	1907-1965	17 MAR 191?		33	1,5	2
F-290 AUBURN IN	1838-	20 AUG 1924		29x19	2	2
F-300 AUBURN WA	1893-	11 MAY 1919	26 AUG 1921	30x20	1	2
F-310 AUBURN WA	1893-	24 JUN 1920		33	1	2
F-320 AURORA NE	1872-	23 DEC 1912	26 NOV 1913	30x20	2	2
F-330 AUSTIN TX	1846-	18 NOV 1955		33		1
F-340 BADIN NC	1916-	12 OCT 1916		31	1,5	2
F-350 BAINBRIDGE AIR BASE BR. GA		15 MAR 1957		31.5x29.5x21	1	2
F-360 BAKERSFIELD CA	1868-	22 OCT 1933	02 JUN 1934	32		1
F-370 BALDWIN IL	1873-	18 JUN 1907		30x18.5	2	2
F-380 BANNERHOUSE NY	1904-1928	26 JUN 1920		29x19		2
F-390 BARAGA MI	1870-	15 OCT 1902		30x19	1	2
F-400 BARNABUS WV	1914-1987	14 AUG 1918		30	1,5	2
F-410 BARROW AK	1901-	14 APR 1928		35		2
F-420 BARROW AK	1901-	15 AUG 1946		37		2
F-430 BATES MI	1891-1933	31 DEC 1908		30		2
F-440 BEAVER BROOK NY	1839-1917	20 MAR 1911		30		2
F-450 BEEBE SD	1911-1950	16 NOV 1931		30	1,5	2
F-460 BEECH CREEK PA	1846-	28 AUG 1947		28	1	2
F-470 BELCHERTOWN MA	1797-	17 APR 1916		20x34	1	2
F-480 BELL CA	1898-	13 JUN 1948		29x19	7	2
F-490 BERNICE LA	1899-	11 FEB 1910		28.5	1,5	2



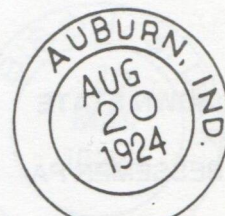
F-260



F-270



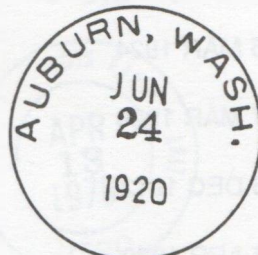
F-280



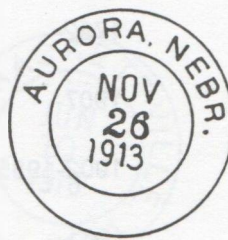
F-290



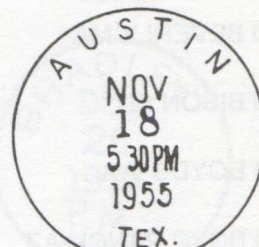
F-300



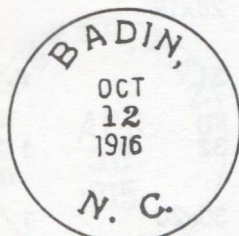
F-310



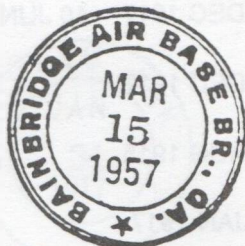
F-320



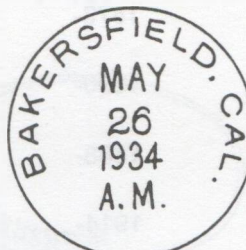
F-330



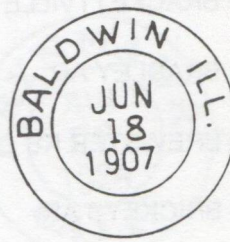
F-340



F-350



F-360



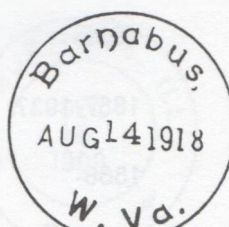
F-370



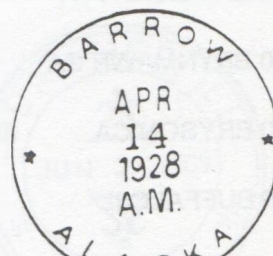
F-380



F-390



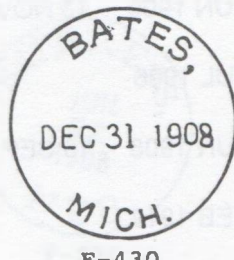
F-400



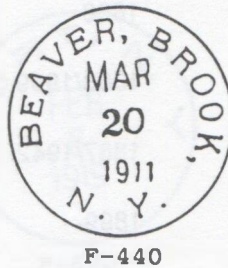
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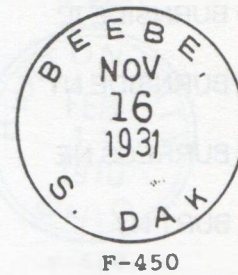
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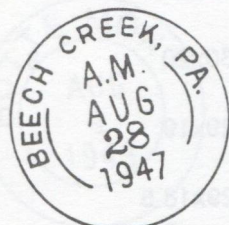
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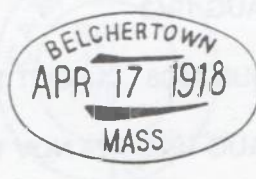
F-440



F-450



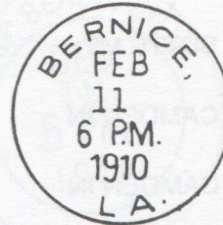
F-460



F-470



F-480

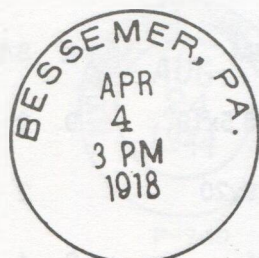


F-490

TYPE F NON-STANDARD POSTMARKS

TYPE F NON-STANDARD POSTMARKS

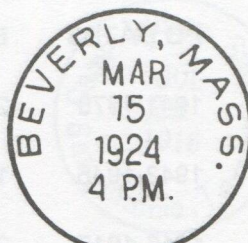
CODE TOWN STATE	PO DATES	EKU	LKU	PM	N	S/I
F-500 BESSEMER PA	1889-	04 APR 1918		32		2
F-510 BETHELRIIDGE KY	1890-	15 JUL 1918		30	1,5	2
F-520 BEVERLY MA	1792-	15 MAR 1924		32	1	2
F-530 BISON SD	1907-	17 MAR 1920		32.5x21.5		2
F-540 BOYDS WA	1902-1985	06 DEC 1912		28x19	1	2
F-550 BOYS RANCH AZ	1961-	13 APR 1970		30x19	1	2
F-560 BRACKETTVILLE TX	1873-	20 DEC 1917	10 JUN 1918	28x19		2
F-570 BRADLEY AR	1890-	26 DEC 1917		31	1	2
F-580 BREWSTER KS	1888-	30 AUG 1915		32	1	2
F-590 BRICKEYS AR	1914-	31 JAN 1917		30x20	1	2
F-600 BRUSHTON NY	1877-	?? ??? 191?		40x38/25x23		2
F-610 BRYNMAWR CA	1895-	26 APR 1923	20 AUG 1924	31x18		2
F-620 BRYSON CA	1887-1937	18 DEC 1912		30.5		2
F-630 BUFFALO IL	1868-	27 MAR 193?		30x20		2
F-640 BURNSIDE IL	1868-	16 DEC 1908	22 DEC 1908	30x19		3
F-650 BURNSIDE IL	1868-	02 JUN 1909	13 NOV 1909	38x36x26		4
F-660 BURNSIDE NY	1863/1939	04 JUL 1906		24.5		2
F-670 BURRESS NE	1887/1942	22 JUN 1908	16 SEP 1908	28		2
F-680 BURT NY	1899-	05 FEB 1919		30	1	2
F-690 BURTON CITY OH	1872-1918	11 FEB 1910	14 FEB 1911	28x26		2
F-700 BUTTE MT	1894-	04 AUG 1943		30x20	8	2
F-710 CAMDEN IN	1833-	15 JUN 1908	15 OCT 1910	29x19		2
F-720 CAMDEN IN	1833-	14 AUG 1910	24 NOV 1913	29x18.5		2
F-730 CAMP BEALE CA	1942/1952	12 DEC 1944		35		2



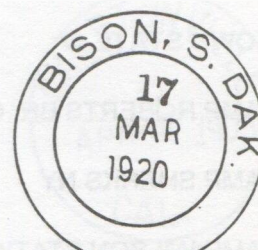
F-500



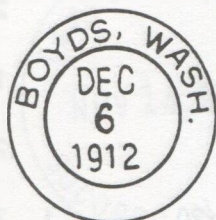
F-510



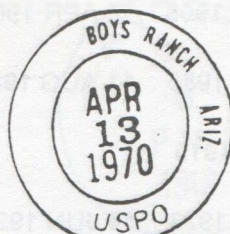
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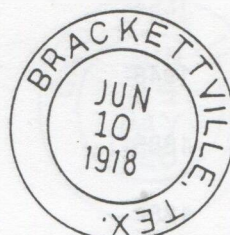
F-530



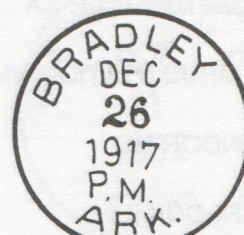
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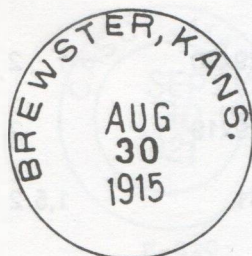
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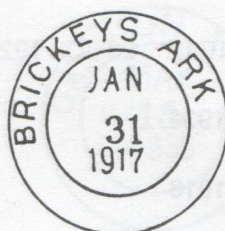
F-560



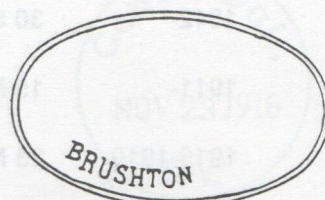
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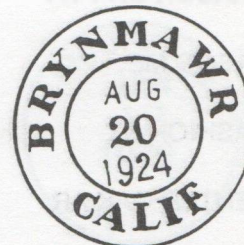
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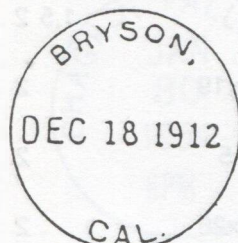
F-590



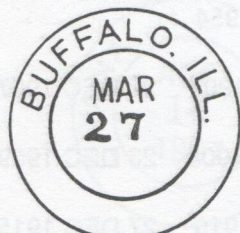
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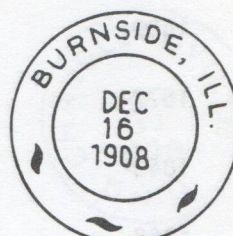
F-610



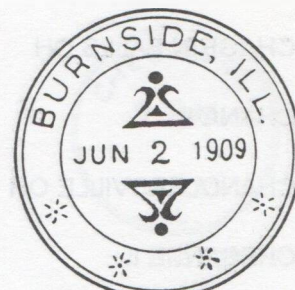
F-620



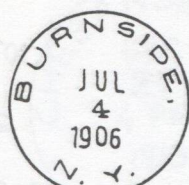
F-630



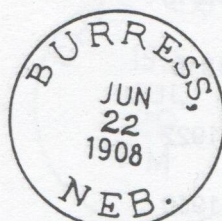
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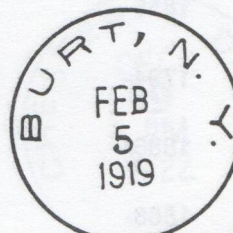
F-650



F-660



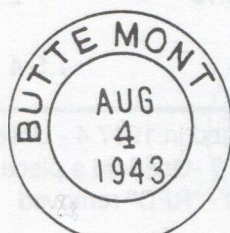
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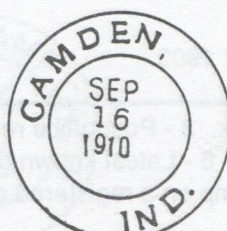
F-680



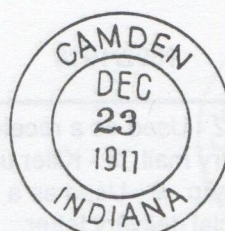
F-690



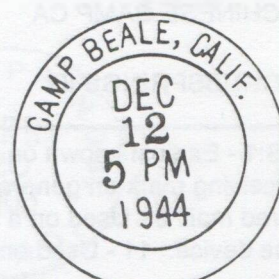
F-700



F-710



F-720



F-730

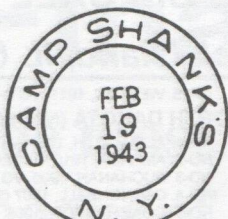
TYPE F NON-STANDARD POSTMARKS

CODE TOWN STATE	PO DATES	EKU	LKU	PM	N	S/I
F-740 CAMP ROBERTS BR. CA	1941/1970	24 AUG 1944		28.5x19	9	2
F-750 CAMP SHANKS NY	1943-1946	19 FEB 1943	07 APR 1944	29x20		2
F-760 CAMP WILSON STATION TX	1916-1917	29 JUL 1916		31	2	4
F-770 CAMPTONVILLE CA	1854-	24 MAR 1908	18 APR 1908	32		2
F-780 CAMPUS STATION NM	1948-	14 NOV 1986	11 AUG 1987	37.5		1
F-790 CANDOR NC	1885-	06 JAN 1919		33		2
F-800 CARLOCK IL	1889-	28 DEC 1923	14 JUN 1926	30x20	1	2
F-810 CARSON CITY NV	1858-	31 OCT 1982		34		1
F-820 CASCO ME	1842-	30 SEP 1921	23 JUL 1923	29x20	1	2
F-830 CASHION AZ	1911-	15 MAY 1936		29x19		2
F-840 CENTER OAK AR	1915-1919	23 NOV 1916		31	1,5	2
F-850 CENTER STA. MA	1963-	12 JAN 1979		29	1	1
F-860 CHAGRIN FALLS OH	1839-	30 JAN 1954		33	1,5	2
F-870 CHANA IL	1872-	14 AUG 1907	25 DEC 1907	29x19		2
F-880 CHANDLERSVILLE OH	1843-	10 MAR 1908	23 DEC 1909	27.5		2
F-890 CHEBANSE IL	1855-	18 JUN 1915	27 DEC 1915	28x26		2
F-900 CHEBANSE IL	1855-	27 DEC 1915		33		2
F-910 CHESTER NH	1794-	29 JUL 1916		32	1,10	2
F-920 CHESTER SD	1886/	19 DEC 1922		33		2
F-930 CHEYENNE WY	1888-	23 DEC 1950		35	11	2
F-940 CHINESE CAMP CA	1854-	06 AUG 1929	20 JUL 1931	29x19		2
F-950 CHUBSPRINGS ID	1892/1918	30 APR 1903		30	1,5	4

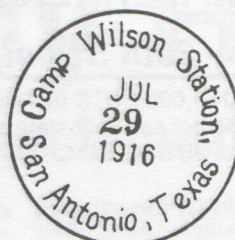
NOTES: 1 - Earliest known on piece. 2 - Used as a receiving mark. 3 - Post office re-established in 1917 4 - Used as a receiving mark on general delivery mail. 5 - Killer unknown. 6 - Latest known on piece. 7 - Used on a piece of insured mail. 8 - Used on a facing slip. 9 - Used as a backstamp on a registered cover. 10 - "RFD" removed from the device. 11 - Used on a special delivery letter.



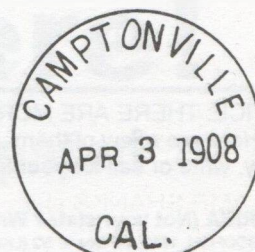
F-740



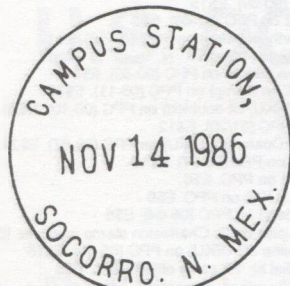
F-750



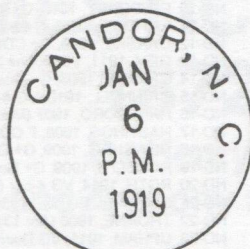
F-760



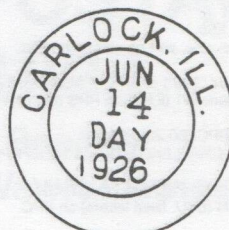
F-770



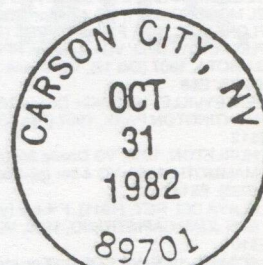
F-780



F-790



F-800



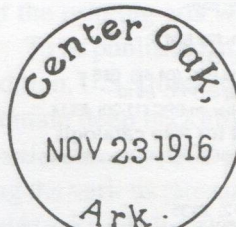
F-810



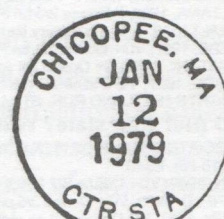
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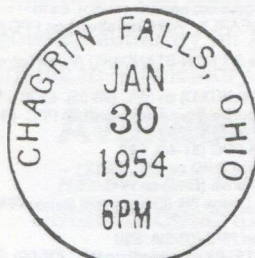
F-830



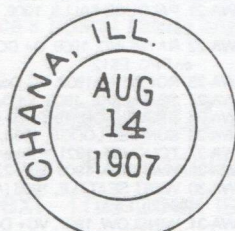
F-840



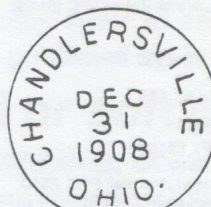
F-850



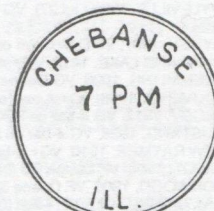
F-860



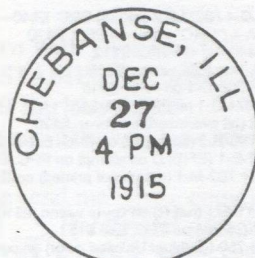
F-870



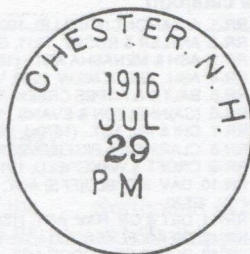
F-880



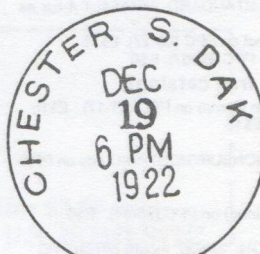
F-890



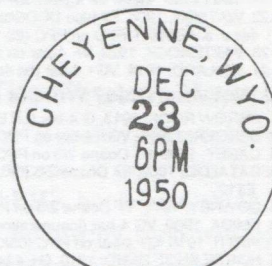
F-900



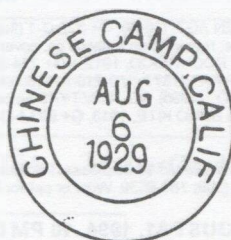
F-910



F-920



F-930



F-940



F-950

JIM MEHRER MAIL BID SALE #8

2405 - 30th Street, Rock Island, IL 61201

NOTICE: THERE ARE MORE THAN 1,000 LOTS IN THIS SALE. Here are a few of them. If you do not see your state or category, write or call for your FREE ILLUSTRATED CATALOG.

CALIFORNIA (Not your state? Write or call for free catalog!)

- CA-1. BODFISH, 1910, VG Doane 3/2 (LKU) on PPC. E\$8
 CA-2. BOREL, 1907 (Sep 27), VG Doane 2/1 as rec'd (LKU; o/s) on PPC (04-08). E\$18
 CA-3. CLINTON, 1909, VG Doane 3/2 (LKU) on PPC (96-15). E\$25
 CA-4. EL CASO, 1910, VG+ 4-bar on PPC (88-14). E\$20
 CA-5. EL MODENO, 1911, VG 4-bar on PPC (10-61). E\$8
 CA-6. FLORENCE, 1910, F 4-bar on PPC (78-18). E\$8
 CA-7. FLOURNOY, 1909, VG+ 4-bar on PPC (08-66). E\$8
 CA-8. GAVIOTA, 1907 (Oct 19), VG Doane 2/1 (LKU; purple; part on stamp) on PPC (96/57). E\$8
 CA-9. HENLEYVILLE, 1907, VG+ Doane 2/3 (year reads "190") on PPC (73/36). E\$8
 CA-10. HUNTINGTON PARK, 1907 (Feb 13), VG+ Doane 3/1 (EKU) on PPC (06-14). E\$12
 CA-11. HURLETON, 1910, VG Doane 3/2 (purple) on PPC (80-22). E\$15
 CA-12. MAMMOTH, 1909, VG 4-bar (part on stamp) & CHALLENGE Doane 2/2 on PPC (07/25). E\$14
 CA-13. PLAYA DEL REY, (1911), F 4-bar (year missing) on PPC (04-14). E\$556
 CA-14. SAN JUAN CAPISTRANO, 1908, VG Doane 3/4 (LKU; filled letters) on PPC. E\$10
 CA-15. SCALES, 1909, VG CDS (half on stamp; dial bit hi) & CHALLENGE Doane 2/2 on PPC (80-23). E\$12
 CA-16. SEQUOIA, 1908, VG+ Doane 3/1 on PPC (86-15). E\$25
 CA-17. SKYFOREST, 1955, VG+ DCDS/4-bar/NON-STANDARD on PPC. E\$5
 CA-18. STONE CANON, 1909, F 4-bar on PPC (00-32). E\$8
 CA-19. SULTANA, 1906, F Doane 2/3 on PPC. E\$8
 CA-20. TERALTA, 1912, G 4-bar (very lite) on PPC (11-12). E\$6
 CA-21. THEBE, 1907, VG+ Doane 3/1 on PPC (96-11). E\$30
 CA-22. VACATION, 1908, G+ Doane 2/1 (overall lite) on PPC (04-42). E\$6
 CA-23. VENICE, 1907, VG Doane 2/1 (LKU; purple; o/s) on PPC. E\$10
 CA-24. WRIGHTS'S KYLAND RUR STA.), 1912, F 4-bar on PPC (11-20). E\$14

COLORADO (Not your state? Write or call for free catalog!)

- CO-1. ASSOCIATION CAMP, 1916 (Aug 16), VG straight line (EARLY provisional) on PPC (16-68). E\$40
 CO-2. AVON, 1909, VG+ Doane 3/2 (LKU) on PPC. E\$12
 CO-3. BAYFIELD, 1908, VG+ Doane 2/5 on PPC (06-12). E\$35
 CO-4. BREEN, 1907, VG Doane 2/2 as rec'd & HESPERUS Doane 2/rec'd. (both LKU) on PPC (01-54). E\$12
 CO-5. BROOKVALE, 1912, VG 4-bar on PPC (78/42). E\$8
 CO-6. CYANIDE, 1906 (May 5), VF Doane 2/3 (LKU) on GPC (95-07). E\$50
 CO-7. DOME ROCK, 19808, VF 4-bar on PPC (80/11). E\$18
 CO-8. DOYLEVILLE, 1909 (Jul 27), VG Doane 3/2 (LKU; overall lite) on PPC (81/69). E\$10
 CO-9. HAYDEN, 1907, VF Doane 2/6 on PPC. E\$8
 CO-10. HIGHLAND LAKE, 1912, VG+ 4-bar on PPC (83-13). E\$30
 CO-11. KREMMLING, 1908, VG Doane 2/3 on PPC. E\$8
 CO-12. LOUVIERS, 1908, VG+ 4-bar (early) on PPC (07-0P). E\$8
 CO-13. MCCOY, 1912, VG 4-bar on PPC (91-0P). E\$8
 CO-14. MUSTANG, 1928, VG 4-bar on PPC (14-40). E\$12
 CO-15. NEW RAYMER, 1910, VG+ 4-bar on PPC (09-0P). E\$10
 CO-16. NIWOT, 1907, VF Doane 2/3 (bars o/s) on PPC. E\$10
 CO-17. NORWOOD, 1908, VF Doane 3/5 on heavily creased (thru dial) PPC. E\$10
 CO-18. OAK CREEK, 1907, VF 4-bar (EARLY; lite staining) on PPC. E\$16
 CO-19. PANDO, 1943, VF Universal machine on cover w/encl. (Camp Hale stationery) (91/46). E\$12
 CO-20. SMUGGLER, 1912, G+ 4-bar on PPC (95-28). E\$12
 CO-21. WALDORF, 1908, VF 4-bar ("RF" on stamp. EARLY) on PPC (08-12). E\$10
 CO-22. WATSON, 1908, F+ blue DCDS/target NON-STANDARD, w/BASALT 4-bar as rec'd & ADVERTISED on PPC (89-18). E\$25
 CO-23. WHITEROCK, 1924, VF 4-bar (bit Huguenot) on PPC (09-27). E\$15
 CO-24. WILLARD, 1914, VG+ 4-bar (on 1c) on PPC (88/67). E\$6

IDAHO (Not your state? Write or call for free catalog!)

- ID-1. ARROW ROCK, 1913, G 4-bar (LITE; mostly on stamp) on PPC (11-17). E\$18
 ID-2. BERGER, 12913, VG+ 4-bar on PPC (11-29). E\$15
 ID-3. CAREY, 1909, F+ Doane 2/3 on PPC. E\$6
 ID-4. CATALDO, 1909, F+ Doane 2/3 (LKU) & TILLSONBURG/ONTARIO cds on PPC. E\$12
 ID-5. DOWNEY, 1911, VF Doane 2/3 on PPC. E\$12
 ID-6. EMIDA, 1909, VG 4-bar (inauguration date; stained) on PPC (98-67). E\$6
 ID-7. FIRTH, 1910, G+ 4-bar on PPC (05/0P). E\$12
 ID-8. HORSE SHOE BEND, 1910, G+ 4-bar (dial HIGH; "SHOE" mostly off) on PPC (1867/1968). E\$6
 ID-9. ISLAND, 1913, VG 4-bar on PPC (82/16). E\$25
 ID-10. KINGSTON, 1912, F 4-bar on PPC. E\$6
 ID-11. LARVO, 1912, G+ 4-bar on toned Candy Co. card on PPC (89-17). E\$12
 ID-12. LAVA HOT SPRINGS, 1916, VG+ 4-bar on cover (15-0P). E\$15
 ID-13. LEWISVILLE, 1907, F Doane 3/3 on PPC. E\$8
 ID-14. MAY, 1921, VG+ Doane 2/2 (UNLISTED) on PPC. E\$15
 ID-15. NEW MEADOWS, 1913, G+ 4-bar (some blurred letters) on PPC (11-0P). E\$8
 ID-16. NEW PLYMOUTH, 1907, F+ Doane 2/3 on PPC. E\$8
 ID-17. PARAGON, 1908, VG+ 4-bar (EARLY) on PPC (08-18). E\$25
 ID-18. RIGBY, 1908, VG+ 4-bar (bit ruff L) on PSE. E\$10
 ID-19. SPINK, 1909, VG Doane 3/1 (LKU; ruff L) on cover w/encl. (06-14). E\$40
 ID-20. STEWART, 1913, VG 4-bar on PPC (11-18). E\$40
 ID-21. TILDEN, 1908, VF Doane 3/1 (stamp gone, but "1" intact) & CALLAO/UT 4-bar as rec'd. on PPC. (94-10). E\$30
 ID-22. TWIN FALLS, 1905 (Jul 3), VF Doane 2/6 (EKU) on creased GPC (04-0P). E\$18
 ID-23. VALLEY, 1916, F 4-bar (dial bit hi) on PPC (02/23). E\$14
 ID-24. VOLLMER, 1911, VG+ 4-bar (part on stamp) on PPC (07-19). E\$8

ID-25. WESTON, 1911, VG 4-bar on PPC. E\$6

NORTH DAKOTA (Not your state? Write or call for free catalog!)

- ND-1. ACKWORTH, 1907, VF Doane 2/1 on PPC (05-26). E\$8
 ND-2. AMANDA, 1910, G+ Doane 3/1 on PPC (08-15). E\$18
 ND-3. BUCHANAN, 1906, VG Doane 3/3 (EKU) on PPC. E\$12
 ND-4. CANNONBALL, 1907 (Sep 30), G+ Doane 2/3 (LKU) on PPC (89-15). E\$15
 ND-5. COAL HARBOR, 1908, VG duplex on PPC (83/22). E\$10
 ND-6. COLGATE, 1910, VG 4-bar on PPC (83-72). E\$6
 ND-7. CROFF, 1941, F+ 4-bar on PPC (18-45). E\$7
 ND-8. DAKEM, 1908, G+ 4-bar on PPC (90-09). E\$15
 ND-9. ECKELSON, 1908, VG Doane 2/2 on PPC (82-66). E\$8
 ND-10. ELSEBERRY, 1910, G+ 4-bar (partly doubled) on PPC (06-18). E\$15
 ND-11. FAYETTE, 1908, F 4-bar on PPC (98-56). E\$8
 ND-12. GARSKE, 1909, G+ CDS (part on stamp) on PPC (00-60). E\$8
 ND-13. GEM, 1911, VG Doane 3/1 ("AK" on stamp) on PPC (05-11). E\$30
 ND-14. GERBER, 1908, G+ Doane 3/1 (EKU; bit doubled) on PPC (00-10). E\$28
 ND-15. GRINNELL, 1910, VG 4-bar on PPC (81/20). E\$12
 ND-16. HANSBORO, 1907 (Mar 28), F+ Doane 3/1 (EKU) on PPC (05-67). E\$20
 ND-17. HASTINGS, 1908, F CDS/target on PPC (90-67). E\$10
 ND-18. NEWBURG, 1909, G+ Doane 3/1 on PPC. E\$6
 ND-19. ROLETTE, 1909, G+ Doane 3/1 (LKU) on PPC. E\$6
 ND-20. ROTH, 1914, VG 4-bar (filled letters) on PPC (08-64). E\$6
 ND-21. SENTINEL BUTTE, 1930, VF duplex on 2c Charleston stamp on cover. E\$6
 ND-22. THORNE, 1906 (Apr 13), VF Doane 3/1 (EKU) on PPC (05-65). E\$18
 ND-23. UPHAM, 1911, VG Doane 3/3 (dial hi; "H" partly off) on PPC. E\$6

WASHINGTON (Not your state? Write or call for free catalog!)

- WA-1. ARDEN, 1908, VG Doane 2/1 on PPC (90/14). E\$20
 WA-2. BENGE, 1911, G+ 4-bar on PPC (09-0P). E\$10
 WA-3. CARLEY, 1908, F Doane 2/1 on PPC (04-41). E\$8
 WA-4. CATLIN, 1909, VF 4-bar on PPC (92-09). E\$8
 WA-5. CENTER, 1908, F+ 4-bar on PPC (90-19). E\$10
 WA-6. DUPONT, (1910), G+ 4-bar (year not printed) on PPC (09-0P). E\$12
 WA-7. ELTOPIA, 1907, G+ C/cork on PPC (02-0P). E\$8
 WA-8. FERNHILL, 1907, G+ duplex on PPC (90-10). E\$12
 WA-9. GOSHEN, 1909, F Doane 2/1 on PPC (91-18). E\$8
 WA-10. HANFORD, 1908 (Dec 14), VF Doane 3/4 (EKU; o/s) on PPC (06-08). E\$18
 WA-11. HIGH POINT, 1913, G+ 4-bar (purple) on PPC (10-43). E\$8
 WA-12. HILLMAN, 1905 (Apr 26), VG Doane 2/1 (EKU) on PPC (04-06). E\$30
 WA-13. INDEX, 1934, VG+ 7-bar pseudo-machine NON-STANDARD on PPC. E\$18
 WA-14. IRONDALE, 1911, G+ blue 4-bar on PPC (81/20). E\$12
 WA-15. LACEY, 1908, G+ Doane 2/3 (LKU; stamp mostly gone) on PPC (91-65). E\$8
 WA-16. LADD, 1908, VG 4-bar on PPC (07-14). Est. \$20
 WA-17. LAKESIDE, 1908, VF duplex on PPC (93-60). E\$8
 WA-18. LITTELL, 1911, VF 4-bar on PPC (03-38). E\$6
 WA-19. MABANA, 1913, VG 4-bar (bit doubled) on PPC (12-36). E\$10
 WA-20. OPPORTUNITY, 1912, F 4-bar (bit doubled) on PPC (11-53). E\$10
 WA-21. PALOUSE FALLS, 1908, G+ 4-bar (EAPLY; "ASH" not struck) on PPC (09-27). E\$12
 WA-22. RAYMOND, 1909, G+ DCDS/Doane 3/1 NON-STANDARD (WASH on stamp) on PPC. E\$12
 WA-23. ROCKLYN, 1909, VG Doane 3/1 (UNLISTED) on PPC (98-55). E\$20
 WA-24. SOAP LAKE, 1909, VG Doane 3/1 (purple; stamp damaged) on PPC. E\$7
 WA-25. STEVENSON, 1909, VG Doane 3/4 on PPC. E\$7
 WA-26. SUNRISE LODGE, 1938, F 4-bar on PPC (31-44). E\$8
 WA-27. TOUCHET, 1921, F 4-bar NON-STANDARD on PPC. E\$12
 WA-28. WAVERLY, 1906 (May 22), F+ Doane 3/5 (EKU) on PPC. E\$25
 WA-30. WEST SEATTLE, 1906 (Apr 6), VG Doane 3/4 (EKU; overall lite) on PPC (89-08). E\$20
 WA-31. WINSLOW, 1907, VG+ Doane 3/3 on PPC (03/59). E\$6
 WA-32. YOUNGTOWN, 1909, VF 4-bar (LATE! Bit overinked) on PPC (05-09). E\$12

RPO & RELATED (Many more RPO's in this sale! Write or call for free catalog!)

- RR-1. ALTAMONT (& BELLE), 1902, G 755-G-1 (BELLE weak) on GPC. E\$10
 RR-2. ANTLER & RUGBY, 1911, G+ 876-1-A-4 ("RRO" error) on PPC. E\$20
 RR-3. ASH & MENASHA AGT., (1880), VG 849-A-1 on GPC. E\$12
 RR-4. ASH, ABB & MILW, 1909, VG 849-G-1 on PSE w/encl. E\$15
 RR-5. BALTO & POPES CREEK, 1912, VG+ 268-C-1 on PPC. E\$18
 RR-6. (CA)NNELTON & EVANS, 1907, G+ 674-B-1 on PPC. Est. \$18
 RR-7. CHI & MIL AGT., (1870s), VG 842-B-2 (bit overinked) on cover. E\$25
 RR-8. CLARINDA & BIGE(LOW), 1909, G+ 798-B-2 (bit spotty) on PPC. Est. \$12
 RR-9. CROFT & WAKEFIELD, 1911, G+ 937-E-1 (EFIELD on stamp) on PPC. Est. \$10
 RR-10. DAV & C. BLU(FFS) AGT., (1881), G+ 702-M-1 (month not printed) on GPC. E\$20
 RR-11. DET & GR. HAV. AGT., (1881), G+ 611-E-1 (ruff R) on cover w/encl. E\$10
 RR-12. DIFF & ELMER, 1914, G+ 817-4-B-2 (spotty) on PPC. Est. \$15
 RR-13. DUB. & FT. DODGE AGT., 1880, VG 759-I-2 (blue! Unlisted color) on cover. E\$25
 RR-14. ENID & VERNON, 1909, VG 921-2-A-3 on PPC. Est. \$12
 RR-15. FRIESLAND & WYEVILLE, 1917, VG 842-G-1 (couple letters lite) on PSE w/encl. E\$18
 RR-16. GOLDS & GREEN AGT. (1889), G+ 322-G-1 (flap gone; bit ruff T; 11mm section of dial gone; repaired) on tobacco on cover. E\$10
 RR-17. JOHNSTOWN & ROCKWOOD, 1912, VG+ 234-B-1 on PPC. Est. \$8
 RR-18. JOLIET CUTOFF RR., (1877), VG 710-A-1 (purple; overall lite) on GPC. E\$80
 RR-19. LINCOLN & DEAD., (1895), VG NEW TYPE on cover. E\$15
 RR-20. LOS ANG & SAN BDNO KITE, 1913, G+ 993-1-C-3 ("NO K" on stamp) on PPC. Est. \$20

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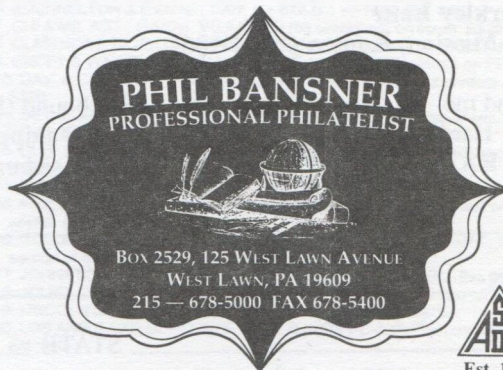


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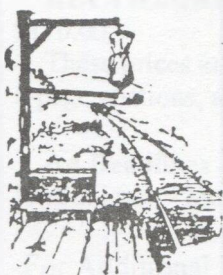
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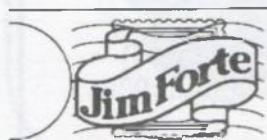
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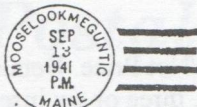


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47. EAST LAS VEGAS, N. MEX. 1925 VG FLAG Cancel (13-26) Est \$3.00
48. EAST VAUGHN, N. MEX. 1924 G Duplex (1911-1973) Est \$4.00
49. HATCH, N. MEX. 1909 G Ty 6 on PPC W/Crease Est \$15.00
50. HOLLOWAY, N. MEX. 1911 G Ty 1 on embossed PPC Est \$100.00
51. LAKE VALLEY, N. MEX. 1915 VG 4-Bar (1882-1955) Est \$6.00
52. MC INTOSH, N. MEX. 1909 G+ lite Ty 1 Est \$20.00
53. MOGOLLON, N. MEX. 1909 VG Ty 6 (part on stamp) Est \$20.00
54. MORIATY, N. MEX. 1909 G+ Ty 2 on embossed PPC Est \$25.00
55. ROY, N. MEX. 1909 VG Ty 4 Est \$8.00
56. STANLEY, N. MEX. 1909 VG Ty 2 on PPC W/Vert. Crease Est \$30.00
57. VERMEJO PARK, N. MEX. 1909 VG lite Ty 1 on PPC Est \$55.00

IDAHO

58. BENNETT, 1919 Just G Ty B 4-Bar (ELM 13/34) Est 5.00
59. BOISE, 1938 FINE Mach. cancel on CVR W/Air Mail Week Cachet E \$5.00
60. BOISE, 1921 VG Univ. Mach. Slogan "Forest Fire Season", etc. Lu# #2015 on CVR, (used 1920-1921) Est \$4.00
61. BOVILL, 1908 VG lite, Ty A-1 4-Bar (EARLY) Est \$5.00
62. CLEARWATER, 1908 FINE Ty 2/2 Doane (Ida 1872-1984) Est \$5.00
63. COPELAND, 1911 G CDS as rec'd on PPC (Boun 00-72) Est \$4.00
64. COTTONWOOD, 1936 VG FLAG (Used 31-36) Est \$4.00
65. DUDLEY, 1908 VG lite PURPLE Doane Ty 1/2 (Koot 1895-1957) Est \$4.00
66. EAGLE, 1911 VG lite Ty A1 4-BAR (ADA 1908-Op) EARLY Est \$4.00
67. EMIDA, 1913 G Ty A1 PURPLE 4-Bar, Stamp gone, "Idaho" Indist. E \$3.00
68. FAIRFIELD, 1917 VG Ty B 4-Bar (Carnas 1912-Op) EARLY Est \$4.00
69. GIBBS, 1911 FINE Ty A2 4-Bar (Koot 10/54) EARLY 1st Period Est \$8.00
70. GLENGARY, 1917 G Ty B 4-Bar, damaged by scuff, (Bonn 06-44) Est \$4.00
71. HARPSTER, 1911 G Ty 3/2 Doane on embossed PPC (Ida 95-51) Est \$4.00
72. HUSTON RURAL STA/ICADWELL, VG, bit high (Spell Error)(15-20) Est \$30.00
73. LEADORE, 1912 VG Ty B 4-BAR (Lem 1911-Op) EARLY Est \$5.00
74. LESLIE, 1911 FINE Ty 3/1 Doane (Cus 88-80) Est \$8.00
75. LEWISVILLE, 1910 VG Ty 3/3 Doane on Folder PC (Jeff 86-Op) Est \$4.00
76. LEWISTON, 1897 G+ CDS/Cork on GPC Est \$5.00
77. MAY, 1914 G Ty B 4-Bar (Lem 97-Op) Est \$3.00
78. MEADOWS, 1910 VG Ty A2 4-Bar (Adams 83-86) Est \$4.00
79. MIDDLETON, 1909 G+ Ty 3/8 Doane (Can 68-Op) Est \$3.00
80. MIDVALE, 1929 FINE Ty C1 4-BAR on Clean Cover Est \$4.00
81. MILNER, 1907 G duplex (Twin 03-44) Est \$5.00
82. MOORE, 1910 G Ty 2 Doane (on stamp) (Butte 02-Op) Est \$4.00
83. MOSCOW, 1898 FINE CDS/Pie Cork on GPC Est \$6.00
84. NAMPA, 1895 G CDS/Cork on GPC Est \$5.00
85. OLA, 1911 G Ty 1 Doane (Gem 82-Op) Est \$3.00

IDAHO (Cont.)

86. PEARL, REC'D, 1911 CDS Proper use on CVR back (Gem 95/29) Est \$5.00
87. PECK, 1909 FINE Ty A2 4-Bar (Nez P 96-Op) Est \$4.00
88. PICABO, 1940 G NON-Standard DRC 4-Bar (Blai 00-88) Est \$5.00
89. PINE, 1916 G Ty B 4-Bar (Elm 88-55) Est \$4.00
90. PRINCETON, 1915 VG Ty B 4-Bar (Lat 94-Op) Est \$4.00
91. ROSEBERRY, 1910 VG lite Ty A1 4-Bar (Vall 91-43) Est \$8.00
92. RUPERT, 1926 VG FLAG (Used 1922-1928) Est \$5.00 73
93. SOLDIER, 1911 VG Non-Standard 4-Bar Mimic (Cam 82-22) Est \$10.00
94. SOUTH B)OISE, 1910 G Ty A2 4-Bar, off @ Top (1907-1915) Est \$8.00
95. SOUTHWICK, 1914 G+ Ty B 4-Bar, upside down & socked on stamp Est \$3.00
96. SUNNYDELL, 1912 G Ty 3/1 Doane on embossed PPC (Mad 00-22) Est \$15.00
97. SWEET, 1914 G Ty B 4-Bar (Gem 1885-1967) Est \$4.00
98. THARP, 1911 VG Ty A2 4-BAR (Ida 09-15) Est \$12.00
99. TOLO, 1910 VG Ty B 4-Bar (Ida 96-11) Est \$15.00
100. U.S. NAVY (Camp Waldron-Farragut) 1943 G+ Inter Mach Est \$6.00
101. VALLEY, 1917 FINE Ty B 4-Bar (Bonn 02/23) Est \$15.00
102. WELTY, 1910 VG Ty A2 4-Bar, lite crease (Bonn 09-10) Est \$170.00
103. WILBURUS, 1911 FINE Ty 3/1 DOANE (Wash 91-24) Est \$15.00

MONTANA

104. ALBERTON, 1910 VG Ty A2 4-Bar (Min 09-Op) EARLY Est \$5.00
105. BEARMOUTH, 1917 VG bit lite Ty A1 4-Bar (Gran 92/49) Est \$6.00
106. BELFRY, 1910 G+ Doane Ty 3/1 (Carb 06-Op) Est \$5.00
107. COMO, 1916 G Ty B 4-Bar on Penalty mailing tag (Rav 82-35) Est \$6.00
108. CUSTER, 1913 VG Ty 2/1 Doane (1905-Op) Est \$4.00
109. FLOWEREE, 1917 VG overinked, Ty A2 4-Bar (Chou 10-74) Est \$4.00
110. FOX, 1910 G CDS/Target, "Mont." indist. (Beav 91-18) Est \$20.00
111. GARNET, 1915 G+ Ty B 4-Bar on (bit ratty) Registered CVR (96/42) E \$7.00
112. GENOU, 1912 G Ty B 4-Bar (Chou 11-54) EARLY Est. \$5.00
113. GLACIER, 1913 VG Ty A2 4-Bar (Flat 09-13) Est \$20.00
114. HALL, 1910 VG Ty 2 DOANE (Gran 96-Op) Est \$4.00
115. HOGAN, 1908 G Duplex (Lew 87-19) Est \$18.00
116. HUSON, 1913 G+ Ty A1 4-Bar (Miss 98/83) Est \$ 5.00
117. KILA, 1909 VG Ty 3/2 DOANE (Flat 01-Op) Est \$4.00
118. LISMAS, 1918 G+ Ty A2 4-Bar, part on stamp & stamp replaced Est \$15.00
119. LOTHAIRE, 1912 G+ Ty A2 4-Bar (Lib 10-Op) EARLY Est \$4.00
120. MONIDA, 1909 G Ty A1 4-Bar (Beav 91/64) on stamp, Est \$3.00
121. RACETRACK, 1909 G+ lite, Ty A1 4-Bar (Pow 79-35) Est \$4.00
122. RUBY, 1908 G Ty A1 4-Bar as Rec'd (Mad 01-24) Est \$4.00
123. SABRA, 1908 G Ty 2 DOANE as Rec'd O' Strk, (Rose 91-14) Est \$10.00
124. SHAMBO, 1955 VG Ty F 4-Bar (Hill 22-55) Est \$3.00
125. SILVERBOW, 1931 G+ Ty E 4-Bar (1930's Ty.) (84/84) Est \$4.00
126. SIMMS, 1914 G+ lite Ty A2 4-Bar (Casc 09-Op) EARLY Est \$4.00
127. WICKLES, 1938 VG Ty D 4-Bar on CVR, lite stain (1878-1964) Est \$4.00
128. WHITLASH, 1910 VG Ty 3/2 DOANE (Lib 02-Op) Est \$4.00

OREGON

129. ACME, 1910 G+ Ty 3 DOANE on embossed PPC (Lane 85-16) Est \$12.00
130. ADEL, 1917 VG MAGENTA Ty A1 4-Bar (Lake Co) Est \$3.00
131. ALBERT, 1910 G CDS/TARGET, (Clat 01-13) Est 10.00
132. ALOHA, 1931 FINE Ty E 4-Bar (1930's Ty) on Clean CVR (Wash 12-54) E \$4.00
133. ANTONE, 1937 G+ Ty C2 4-Bar on CVR, part on stamp (Whee 94-48) E \$8.00
134. BARTLETT, 1909 G Ty 2/1 DOANE, part on stamp (Wail 04-45) Est \$8.00
135. BUELL, 1909 G CDS as FWD/Transit (Polk 00-24 period) Est \$8.00
136. CAMP CREEK, 1910 VG Ty 1/1 DOANE (Lane 71-22) Est \$15.00
137. CANNON BEACH, 1938 VG Ty E (1930's Ty) 4-Bar (Clat 22-Op) Est \$4.00
138. CELILO, 1910 FINE Ty A1 4-Bar (Wasco 89-14) Est \$12.00
139. CLEONE, 1909 VG Ty A1 4-Bar (Mult 83-14) Est \$4.00
140. COLES VALLEY, 1911 G+ Ty 2/1 DOANE, O' Strk (Doug 92-16) Est \$15.00
141. CROW, 1938 VG Ty E (1930's Ty) 4-Bar on L.D. CVR (Lane 74-38) Est \$6.00 73
142. DENMARK, 1909 Fine Ty A1 4-Bar (Curry 82-27 period) Est \$8.00
143. DRYDEN, 1907 Fine Ty 1 DOANE (Josp. 92-56) Est \$5.00
144. FAIRVIEW, 1907 G+ CDS/Target (Coo 73-13) Est \$12.00
145. FREEBRIDGE, 1909 VG Ty A1 4-Bar (Wasco 08-10) Est \$20.00
146. GRAVE, 1908 G CDS/Target (Jose 94-13) Est \$12.00
147. HAZELDELL, 1909 G+ DOANE Ty 2/1 (Lane 88-12) Est \$8.00
148. HEISLER, 1907 FINE Ty A1 4-Bar (Jeff 05-10) Est \$75.00
149. HILLSBORO, R.F.D. #4, 1911 Ty 11 (date & Rt) Est \$10.00
150. HILLSDALE RUR. STA. 1947 VG 4-Bar on CVR (Mult 45-56) Est \$8.00
151. HOSKINS, 1908 VG DOANE Ty 3/1 (Bent 91-58) Est \$10.00
152. JASPER, 1909 FINE Ty 2/2 DOANE (Lane 84-61) Est \$4.00
153. JEFFERSON R.F.D. #1 VG Ty 11 (RFD + Date) Est \$10.00
154. KINGSLEY, 1910 Fine DOANE Ty 2/2 (Wasco 78-20) Est \$8.00
155. KIST, 1911 G Magenta CDS/Target (Col 99-12) Est \$25.00
156. KLAMATH AGENCY, 1911 G+ Non-Standard 4-Bar on Cvr, opened rough at Rt With interesting letter inside (Kiam 78-65) Est \$12.00
157. KNAPPA, 1924 FINE Non-Standard 4-Bar on CVR (Clat 72-43) Est \$10.00
158. LANGELLS VALLEY, 1908 Fine Ty A1 4-Bar on CVR opnd. Rough @ Rt W/interesting letter inside (Kiam 71-24) Est \$25.00
159. LEONA, 1908 VG lite, DOANE Ty 2/2 (Doug 01-44) Est \$6.00
160. MELROSE, 1911 G+ DOANE Ty 3/1 (Doug 90-33) Est \$6.00
161. MORGAN, 1907 VG DOANE Ty 3/2 (Morr 06-55) Est \$8.00
162. MOUNT TABOR, 1881 VG PURPLE Ty 3 on CVR W/letter (Mult 79-01) \$40.00
163. NORTH YAMHILL, 1908 VG DUPLEX (Yam 51/08) Est \$10.00
164. OLNEY, 1906 VG CDS/Cork (Clat 1875-1950) Est \$8.00
165. OPAL CITY, 1915 VG Ty N 4-Bar on CVR, Rough @ Rt (Jef 11-41) EARLY E 10.
166. PALMER, 1912 FINE Ty A1 4-Bar (Mult 98-19) Est \$8.00
167. PARKERS, 1907 FINE DOANE Ty 2/2 (stamp damaged) (Polk 84-07) Est \$25.00
168. PARKERSBURG, Ca 1910, G+ Ty B 4-Bar (Ore indist) (Coos 77-19) Est \$20.00
169. PARKDALE, 1910 VG Ty A2 4-Bar (Hood R 10-76) EARLY Est \$5.00
170. PEAK, 1910 G+ Ty A2 4-Bar (Ore indist) (Bent 99-17) Est \$20.00
171. PEEL, 1913 G+ DOANE Ty 2/1 (Doug 88-21) Est \$15.00
172. POWWATKA, 1910 Ty A1 4-Bar (Wail 00-20) Est \$15.00

DOUG DE ROEST MAIL BID SALE NO.5

482 MODELAIRE DRIVE, LA GRANDE, OREGON 97850

OREGON (Cont.)

- 173 RANGE, 1911 G+ lite, Ore indist. (Grant 08-43) EARLY Est \$12.00
 174 REX, 1907 VG CDS/Target (Yam 01-43) Est \$8.00
 175 RILEY, 1911 VG DOANE Ty 3/3 (Harn 85-19 period) Est \$12.00
 176 ROCKVILLE, 1948 VG Ty C1 4-Bar on L.D. CVR (MALH 12-48) Est \$8.00
 177 RUSSELLVILLE, 1890 VG Ty 1 on CVR, trimmed @ Rt W/letter (89-04) E \$60.00
 178 SAMS VALLEY, 1941 VG Ty E (1930's Ty) 4-Bar on CVR (Jack 73/53) Est \$8.00
 179 SILVERTON, 1925 VG FLAG on CVR W/Nice Illust. CC (used 25-29) Est \$8.00
 180 SVENSEN, 1908 VG CDS/Cork on GPC (Clat 95-44) Est \$8.00
 181 SWAN, 1911 VG Ty A2 4-Bar (Klam 09-29) Est \$25.00
 182 TANGENT, 1907 VG DOANE Ty 2/4 as Rec'd (Linn 71-Op) Est \$4.00
 183 TENMILE, 1907 VG DOANE Ty 2/1 also VG LOOKINGGLASS as Transit Est \$8.00
 184 WILHOIT, 1911 G+ Ty A1 4-Bar (Clak 82-28) Est \$8.00
 185 YANKTON, 1909 VG Ty A1 4-Bar (Col 94-31) Est \$8.00

WASHINGTON

- 186 ALDER, 1909 G+ Ty A1 4-Bar (Pier 02-75) Est \$4.00
 187 ANACORTES, 1884 VG-F CDS (Skagit 79-Op) TERRITORIAL W/letter E \$50.00
 188 ARCADIA, 1909 G DOANE Ty 2/1 (Mas 74/18) Est \$12.00
 189a AUBURN, 1895 G+ CDS/Cork, EARLY, on CVR trimmed @ Rt Est \$10.00
 190a BAIRD, 1915 VG, lite Ty A1 4-Bar (Doug 96-34) Est \$6.00
 191a BLYNN, 1907 G+ Ty 2 DOANE (Clat 90-09) Est \$20.00 73
 192a BRIGHT, 1911 G+ Ty A1 4-Bar Socked on 1st Grn (Doug 02-17) Est \$20.00
 193a BUCKEYE, 1930 VG Ty A3 4-Bar (Spok 03-34) Est \$8.00
 194a BURTON, 1907 FINE DOANE Ty 2/3, stamp gone, (King 94-74) Est \$5.00
 195a CANYON, 1908 VG DOANE Ty 2/1, stamp gone, (Whit 05-18) Est \$20.00
 196a CENTRALIA, R.F.D. #1, CA 1909 Ty 11 (Scribble) (Lewis Co.) E \$10.00
 197a CHAUTAUQUA, 1909 FINE Ty 3 DOANE, some tone spots, (King 88-12) E \$8.00
 198 CHICO, 1913 VG Ty B 4-Bar (Kits 89-24) Est \$15.00
 199 CHIMACUM, 1907 CDS/Target (Jef 78/Op) Est \$4.00
 191 CLEAR LAKE, 1908 FINE DOANE Ty 3/5 (Skagit 81-Op) Est \$5.00
 192 CLEVELAND, 1908 G Duplex, soiled PPC, (Klick 81-15) Est \$18.00
 193 COLUMBIA RIVER, 1910 VG Ty A2 4-Bar, part on stamp (Doug 08-26) E \$12.00
 194 COLUMBUS, 1907 FINE DOANE Ty 2/2, part on stamp, (Klick 72-22) Est \$8.00
 195 COUPEVILLE, R.F.D. #1, 1906 VG Ty 11 (date & Scrib.) (Isl.Co.) Est \$12.00
 196 COYLE, 1911 VG Ty A1 4-Bar (Jef 08-28) Est \$15.00
 197 DAVENPORT, 1895 G CDS/Cork on GPC (Linc 84-Op) Est \$5.00
 198 DODD, 1907 G CDS/Target (Asot 98-11) Est \$25.00
 199 DUNLAP, 1908 G+ CDS/Cork (King 94-11) Est \$6.00
 200 DUVALL, 1913 VG Ty B 4-Bar (King 10-Op) EARLY Est \$4.00
 201 EAGLECLIFF, 1909 G CDS/Target (Wahk 72/35) Est \$6.00
 202 EAGLETON, 1910 G CDS/Target (Lew 90-20) Est \$12.00
 203 ECHO, 1908 G+ Ty A1 4-Bar CDS as Rec'd, (Stev 90/21) Est \$8.00
 204 EDGEWATER, 1911 VG lite, Ty A2 4-Bar (Skam 11-15) Est \$15.00
 205 EGYPT, 1907 FINE DOANE Ty 2/2, 1/2" tear @ Rt (Linc 92-10) Est \$15.00
 206 ELDON, 1912 G lite, CDS/Target (Mason 01-25) Est \$10.00
 207 FAIRMOUNT, 1917 G+ Ty B 4-Bar (Jef 12-24) Est \$15.00
 208 FALLON, 1910 VG DOANE Ty 1, (Whit 98-12) Est \$15.00
 209 FERNHILL, 1908 G+ Duplex (Pier 90-10) Est \$10.00
 210 FORT CASEY, 1920 FINE Ty B 4-Bar on CVR (Isl 00-32) Est \$8.00
 211 FORT FLAGER, 1908 VG Duplex (Jef 00-33) Est \$8.00
 212 FRAVEL, 1912 VG Purple Ty A2 4-Bar socked on 1st Grn (Skag 03-13) E 15 00
 213 GEORGETOWN, 1908 VG DOANE Ty 3/1 (King 01-10) Est \$9.00
 214 GILMER, 1910 G Ty A1 4-Bar (Klick 83-19) Est \$12.00
 215 GLENCOVE, 1907 G CDS/Target (Pier 96-24) Est \$12.00
 216 GOULD CITY, 1912 VG Ty B 4-Bar (Garf 91-13) Est \$15.00
 217 HAMMOND, 1907 G CDS/Target (Doug 02-14) Est \$20.00
 218 HARTFORD, 1909 FINE Ty A2 4-Bar (Snoho 90-53) Est \$4.00
 219 HARTLAND, 1908 VG DOANE Ty 2/2 (Klick 81-30) Est \$8.00
 220 HARMONY, 1916 G+ Ty 2 DOANE on Reg Recpt card (Lew 90-24) Est \$12.00
 221 HAYES, 1909 G+ CDS Target (Clark 76-13) Est \$8.00
 222 HOH, 1909 VG DOANE Ty 2/1 as Rec'd, bit O' Strk (Jef 04-34) E \$10.00
 223 HOLCOMB, 1924 G Ty A3 4-Bar (Paci 12-43) Est \$5.00
 224 IRONDALE, 1911 FINE violet Ty A2 4-Bar (Jef 81/20) Est \$15.00
 225 JERRY, 1908 FINE DOANE Ty 3/1 (Asot 06-18) Est \$25.00
 226 KELSO, 1892 VG CDS/Cork on CVR, EARLY (Cowl 86-Op) Est \$10.00
 227 KNAB, 1911 VG DOANE Ty 2/2 (Lew 88-35) Est \$10.00
 228 LAKE CUSHMAN, FINE, bit lite, Ty A1 4-Bar (Mas 93-22) Est \$15.00
 229 LAKEHEAD, 1907 VG DOANE Ty 2/1 (Pier 04-10) Est \$60.00
 230 LAKESIDE, 1908 FINE Duplex (Chel 93-56) Est \$5.00
 231 LONG LAKE, 1914 FINE Ty B 4-Bar (Linc 11-16) Est \$50.00
 232 MAGNOLIA BEACH, 1913 G+ Ty A2 4-Bar (King 08-53) Est \$5.00
 233 MANOR, 1909 VG DOANE Ty 3/1 (Clark 92-11) Est \$8.00
 234 MAXWELLTON, 1916 VG lite, Ty A2 4-Bar (Isl 08-24) Est \$12.00
 235 MAYFIELD, 1908 G+ DOANE Ty 3/1 (Lew 95-62) Est \$4.00
 236 MC GOWAN, 1910 G+ Ty 2/4 DOANE (Paci 01-39) Est \$8.00
 237 MENLO, 1908 FINE DOANE Ty 3/3 (Paci 94-Op) Est \$4.00 73
 238 MERIDIAN, 1919 just G Ty B 4-Bar (Pier 90-36) Est \$3.00
 239 MICA, 1917 G+ Ty A2 4-Bar (Spok 87-75) Est \$4.00
 240 MOAB, 1908 G+ CDS/Target (Spok 02-29) Est \$8.00
 241 MOHLER, (1912) Purple Straight Line Emergency, on PPC W/flattend creases (Linc 95-64) Est \$20.00
 242 MORRISON, 1913 VG Ty A2 4-Bar, lite soil, (Grant 06-17) Est \$25.00
 244 NAGROM, 1914 FINE Ty B 4-Bar (King 11-36) Est \$10.00
 246 NEMAH, 1911 VG CDS/Cork (Pac 94-23) Est \$15.00
 247 NORMAN, 1914 G+ lite purple Ty A1 4-Bar (Snoho 88-45) Est \$6.00
 248 NORTH YAKIMA, 1899 VG CDS/Cork on 2ct entire (1885-1918) Est \$8.00
 249 OLEMA, 1915 G+ fuzzy, Ty B 4-Bar (Okam 96-24) Est \$10.00
 250 ORIENT, 1915 VG Ty B 4-Bar (Ferry 02-86) Est \$4.00
 251 PAHA, 1913 G+ DOANE Ty 3/3 (Adams 86-43) Est \$6.00
 252 PALOUSE, 1893 VG CDS/pie cork on CVR, off @ top Est \$4.00
 253 PILCHUCK, 1909 VG lite, Ty A1 4-Bar (Snoho 90/22) Est \$8.00
 254 PLAINVIEW, 1909 G+ Doane Ty 3/1 as Rec'd, O' Strk (Yak 05-10) Est \$8.00
 255 POMONA, 1912 VG Ty B 4-Bar (Yak 10-27) Est \$20.00
 256 PORT WILLIAMS, 1908 VG DOANE Ty 1/2, part on stamp, (Clat 90-19) E \$15.00

WASHINGTON (Cont.)

- 257 RAYMOND, 1925 vg AMERICAN FLAG (used 1922-1925) Est \$4.00
 258 REARDON, 1908 VG purple, Non-Standard Target MIMIC (Linc 90-Op) Est \$5.00
 259 REDROCK, 1910 G+ Ty A1 4-Bar on PPC W/minor faults, (Grant 07-11) E \$50.00
 260 RENO, 1914 VG lite, Ty B 4-Bar (Cowl 12-19) Est \$40.00
 261 RITZVILLE, 1887 VG CDS on GPC, TERRITORIAL, early (1880-Op) E \$30.00
 262 ROCHESTER, 1909 VG lite DOANE Ty 2/2 (Thur 90-Op) Est \$3.00
 263 ROOSEVELT, CA 1915, STRAIGHT LINE, Emergency? (Klick 08-Op) Est \$20.00
 264 SAINT ANDREWS, 1908 FINE DOANE Ty 2/1 as Rec'd (Doug 90-57) Est \$12.00
 265 SAINT JOHN, 1908 VG CDS/Target (Whit 89-Op) Est \$3.00
 266 SEAHURST, 1922 VG Ty B 4-Bar, part on stamp (King 20-Op) EARLY E \$5.00
 267 SEATTLE, TERMINAL STA, 1924 FINE mach. WSPELL ERROR Est \$4.00
 268 SELLECK, 1911 VG Ty A2 4-Bar as Rec'd (King 10-76) EARLY Est \$4.00
 269 SHINE, 1911 VG Ty A2 4-Bar (Jef 09-23) Est \$15.00
 270 SKYE, 1910 G+ Ty A1 4-Bar (Skam 86-11) Est \$8.00
 271 STELLA, 1910 FINE Ty A1 4-Bar (Cowl 84-35) Est \$4.00
 272 STEPTOE, 1909 FINE Ty A1 4-Bar (Whit 75/Op) Est \$3.00
 273 SUNSET, 1909 G+ Ty 2 DOANE, stamp gone (Whit 89-55) Est \$4.00
 274 SYLVAN, 1906 VG DOANE Ty 3/1 as Rec'd (Pier 91-55) Est \$4.00
 275 TACOMA, MILITARY STA., 1917 VG Duplex, bit Dbl (Pier 08-06?) Est \$40.00
 276 TANNER, 1907 VG-F Ty A1 4-Bar, lite crease (King 07-12) Est \$15.00
 277 THORP, 1907 G+ DOANE Ty 2/4 (Kitt 91-Op) Est \$4.00
 278 THREE LAKES, 1909 VG Ty A1 4-Bar, part on stamp (Snoh 03-26) Est \$12.00
 279 TIPSO, 1908 G+ Ty 2 DOANE, (Linc 99-09) Est \$15.00
 280 TONO, 1918 VG Ty B 4-Bar (Thur 09-32) Est \$8.00
 281 TOLT, 1917 G Ty B 4-Bar (Wash, not Strk) King 83-22 Est \$6.00
 282 TROUTLAKE, 1909 G+ Ty 2 DOANE (Klick 87/Op) Est \$4.00
 283 TURNER, 1911 VG DOANE Ty 2/1 (Colu 04-34) Est \$8.00
 284 TRENT, 1899 G+ CDS part on GPC stamp & O' Strk by Tacoma Invoute Flag (Spok 83/13) Est \$15.00
 285a VALLEY, 1902 G CDS/Target on GPC, Diag. crease (Stev 89-Op) Est \$3.00
 286a VANVOUVER, MILITARY BR 1918 VG Dpk, lite tone PPC, (17-18) \$10.00
 287a VENE(SS) 1912 G Ty A2 4-Bar as Rec'd (Lew 08-17) Est \$10.00
 285 WAITSBURGH, 1889 (Sep) CDS/Cork on 2ct Entire (Walla 71-93) TERRITORIAL Est \$25.00
 286 "NOT FOR R.F.D. NO. 3" (Walla Walla, 1917) Magenta Straight Line as TRANSIT Est \$5.00
 287 WALVILLE, 1909 VG Ty A1 4-Bar, part on stamp, (Lew 03-36) Est \$8.00 73
 288 WARDEN, 1909 G Ty A2 4-Bar (Grant 07-Op) EARLY Est \$4.00
 289 WENAS, 1910 VG CDS Cork (Yak 82-34) Est 8.00
 290 WHITE BLUFFS, 1912 G Ty B 4-Bar (Bent 07-43) Est \$6.00
 291 WICKERSHAM, 1910 VG DOANE Ty 2/3, part on stamp (What 91-57) E \$4.00
 292 WILCOX, 1910 G+ DOANE Ty 3/1 (Whit 92-35) Est \$8.00
 293 WINDOM, 1908 VG DOANE Ty 2/2, stamp gone (Lew 91-09) Est \$15.00
 294 YESLER, 1907 G CDS as Rec'd, bit O' Strk & stamp gone (90-17) Est \$10.00

R.P.O.'s, TOWLE TYPES

- 295 AMARILLO & ALBUQ, 1916 VG 928-B-1 (Tr 22) Est \$8.00
 296 BELLINGHAM & SEAT, 1910 VG 901-1-B-1 (Tr 7) Est \$8.00
 297 BIGGS & SHANIKO 1908 G+ Unlisted Ty (Tr13) Est \$20.00
 298 BOISE & NAMP, 1901 G+ 839-E-2 (Tr38) on ratty CVR \$5.00
 299 BRISTOL & CHATT, Ca 1875, G. 500-G-1 on CVR, Backlap missing E \$8.00
 300 BUTTE, MONT., TRAIN LATE/MAIL DELAYED (AMS 54) E \$6.00
 301 CLEVELAND CIRCUIT R.P.O. 1917 VG CL-1-f Uni. Mach. (Street Car) on CVR bit uneven @ Rt Est \$15.00
 302 EVERGREEN & WEISER, 1911 VG (Weiser bit lite) 896-15-A-1 (Tr 1) on R.P. postcard of train on very large tressel & message headed "Milligan Office" Est \$30.
 303 FREEPORT & CENT, 1913 VG 709-C-3 (Tr 120) ties Q1 to PPC, cease Est 5.00
 304 GRANGEVILLE & LEWISTON, 1910 VG 904-3-D-2 (NORTH) Corn. crease, E \$12.
 305 GREELY & DENVER, 1908 G+ 951-K-2 (spell error) Tr 22 Est \$10.00
 306 GREEN RIVER & POC, 1919 G+ 898-H-1 on ARC canteen card. Est \$8.00
 307 LAKE WENNEPISAUKEE, 1912 G C-16-a (MAIL BOAT) Est \$12.00
 308 LOGANSPOUT & KEOKUK, 1908 VG 656-L-1 (Tr.5) Est \$5.00
 309 MINEAPOLIS & OSAGE, 1912 VG 731-L-1 (Tr 41) Est \$8.00
 310 MISSOULA & WALLACE, 1912 FINE Unlist Ty, (EAST), Vert. crease Est \$10.00
 311 NASH & HICK, 1906 G NEW Ty, (Tr 3), rough @ top & backlap gone E \$8.00
 312 NORTH PLATTE & DENVER, 1917 G 950-1 Est \$8.00
 313 OROVILLE & SPOKANE, 1912 G 902-1-F-1 (T255) (Spokane on stamp) E \$5.00
 314 PASCO & VANCOUVER, 1911 G 899-1-A-1 (NORTH) part on stamp Est \$15.00
 315 PORTLAND & BEND, 1913 VG 899-1-B-1 (Tr 7) (Bend on stamp) est \$12.00
 316 ST P. & SPOK, 4th Div. 1909 VG Unlist. Type (Tr 2) Est \$8.00
 317 SALIDA & ALAMOS, G 1910 955-G-2 (Narrow Gauge) Est \$12.00
 318 SEATTLE & SKAGWAY, 1907 VG X-19-a (Steamship) Est \$25.00
 319 SPOK. & LEWISTON, 1910 G 906-4-C-1 (T233) Est \$7.00
 320 VAUGHN & ALBUQ, 1921 VG 928-L-1 (Tr 22) on ratty CVR Est \$10.00
 321 WHITE PASS & YUKON ROUTE / WHITE PASS ALASKA, 1908 Blue double Circle date stamp on PPC. (O' Strk W/Skagway Duplex), as TRANSIT Est \$75.00
 322 WALLA WALLA & PASCO, 1912 G+ 901-5-B-1 (T262) Est \$12.00

MISCELLANEOUS

- 323 WESTERN TUBE STA., CHICAGO, ILL. 1910, G+ Duplex, O' Strk Est \$40.00
 324 LANSING MICH. 1897 G, large DCDS WEATHER REPORT RECEIVER on back of soiled CVR, Wnibbles at UP RT. EST \$50.00

STANDARD RULES APPLY. Single bid items reduced to estimate. Minimum bid \$3.00 please. Phone bids accepted (503) 963-6350

CLOSING DATE: TUESDAY AUGUST 9th, 1994
(7:00 PACIFIC)

LA POSTA

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41 45	2 25	3 92	5 61	10 68
46 50	2 50	4 36	6 24	11 88
51 55	2 75	4 78	6 84	13 02
56 60	3 00	5 22	7 47	14 22
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81 85	4 25	7 40	10 59	20 16
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96 100	5 00	8 70	12 45	23 70
101 110	5 50	9 58	13 71	26 10
111 120	6 00	10 44	14 94	28 44
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ANNOUNCEMENTS

1,000+++ LOTS in Mail Bid Sale #8: DPO's and Doanes, plus RPO's, ships, machines and more, including 1911 St. Louis Aeroplane Station #1. See the partial listing in our full-page ad elsewhere in this issue, then write or call for free illustrated catalog. Also: sell your duplicates and excess material through our sales. Write or call for details. Jim Mehrer, 2405 - 30th Street, Rock Island, IL 61201. Phone: (309) 786-6539. [25-3]

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]

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

ALASKA - 1250 different towns and types for sale. Free list. Also buy Alaska and Yukon. Steve Sims, 1769 Wickersham Drive, Anchorage, AK 99507. [25-5]

TOWNS: WANTED

ALL STATES, plus RPO's, classic ships, etc.; use our Mail Bid Sales to sell your duplicates and excess material. Write/call for details. Jim Mehrer, 2405 - 30th Street, Rock Island, IL 61201. Phone: 786-6539. [25-4]

ALABAMA POSTAL HISTORY before secession (1/11/1861) wanted. Send for offer made by check, or send photocopy and price. Van Koppersmith, P.O. Box 81119, Mobile, AL 36689. [25-6]

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]

WANTED FOR EXHIBIT: Any type of postal marking of Colfax, Dakota, that bears the name of the town. Barbara R. Mueller, 225 S. Fischer Ave., Jefferson, WI 53549. [25-5]

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

TOWNS: WANTED

HAWAII, YUKON and ALASKA covers wanted to 1959. Also buy Hawaiian stamps with town cancels off cover and fancy cancels and fort cancels on 19th century U.S. officials. Steve Sims, 1769 Wickersham Dr., Anchorage, AK 99507. [26-2]

HAWAII, Copies of all postmarks between ca. 1840 and 21 August 1959 seriously needed for postal history studies; including service, ship, transit and other related markings. I will pay copying and post, and credit each contributor. Phil Kay, P. O. Box 920, Kaunakaka, HI 96748. [26-2]

COOK COUNTY, ILLINOIS wanted, before 1900, especially covers with these postmarks: Altenheim, Auburn Junction, Bachelor's Grove, Bernice, Brown's Mill, Burnside Crossing, Cazenovia, Clyde, Columbia Heights, Congress Park, Crawford, Cummings, Dunning, Dunton, East Harlem, East Northfield, Elk, Englewood Heights, Factoryville, Grant Works, Grover, Harlem, Havlock, Hope, Hyman, Junction Grove, Kensington, Lanes Island, Laverne, Leyden, Maine, Mainville, Manheim, Morton Park, New Strasburg, New Trier, Normal Park, Normalville, North Evanston, North Northfield, Noyesville, Orange, Orchard Place, Proviso, Pullman, Tinggold, River Park, Seester, Sherman, South Englewood, South Lynne, South Northfield, Wauksaik, West Lyons, West Northfield, West Pullman, West Wheeling, Wicliffe, Wright's Grove and Wygant. Alan Swanson, 11 Prospect Road, Lake Zurich, IL 60047. [25-3]

IDAHO wanted - expresses, territorials, and statehood covers to 1940. Especially eeking postmarks from better towns, machine cancels, railroad cancels, egistered usages, special delivery usages, foreign destinations, corner cards, illustrated ads, permits, and meters. Mark Metkin, P. O. Box 185, San Leandro, CA 94577. [25-6]

LOUISIANA POSTAL history material (1790-1917). All responses seriously considered. Ron Trosclair (APS), 1713 Live Oak St., Metairie, LA 70005 PH: (504) 835-9611 [26-3]

EXPIRATION DATE
SHOWN AT END OF EACH
AD, i.e., [25-3], MEANS AD
WILL EXPIRE WITH THIS
ISSUE

AD DEADLINE FOR NEXT
ISSUE: JULY 21, 1994

TOWNS: WANTED

MONTGOMERY COUNTY, MARYLAND, wanted including Aspen, Barnesville, Boyds, Brookeville, Cottage, Damascus, Darnestown, Dickersons, Enstor, Forest Glen, Gaithersburg, Germantown, Middlebrook Mills, Montgomery Court House, Rockville, Sandy Spring, Sellmans, Seneca, Silver Spring, and Tridelpia. Elliot Chabot, 12929 Magellan Avenue, Rockville, MD 20853. [26-2]

MISSISSIPPI POSTAL HISTORY before secession (1/9/1861) wanted. Send for offer made by check, or send photocopy and price. Van Koppersmith, P.O. Box 81119, Mobile, AL 36689. [25-6]

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]

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. Pepper illustrated advertising covers - any state. Send pictures/approvals (APS) Jim Alexander, 5825 Caldwell, Waco, TX 76710. [25-4]

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 [26-3]

RFD: WANTED

RHODE ISLAND RFD official/unofficial handstamped and manuscript cancellations wanted. Send approvals or photocopies with asking price to: H. M. Smith, P.O. Box 297, Hope Valley, RI 02832 [26-1]

TROLLEYS: WANTED

WANTED: CHICAGO Street Cars for study - paying \$3.00 ea. for commons: CH1g, 1f, 1a, 1b, 1c, 1E1, 2e, 4d, 5a, 5b, 5c, 6a, 6b, 6c, 7b3, 7b5. Paying much more for scarce markings, unusual usages, foreign destination, etc. Stan Bednarczyk, 5303 North High Street, Columbus, Ohio 43214. [26-2]

ADVERTISING COVERS: WANTED

URGENTLY NEEDED: Pre-1900 Philadelphia, PA advertising covers illustrated with buildings and street scenes. Also any paper memorabilia or postal history from the Philadelphia Centennial of 1876. All correspondence answered. Member APS. Gus Spector, 750 S. Main Street, Suite 203, Phoenixville, PA 19460. [25-6]

POST CARDS: FOR SALE

HOUDE'S APPROVALS: Better quality, harder to find post cards on approval. All topics, most western states. Keep just what you can use & return the rest within 10 days. You pay postage & insurance costs both ways. Box 2577, Missoula, MT 59806. [26-1]

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]

POST CARDS: WANTED

I WILL PAY \$10 each for Revere Beach, Massachusetts, postcards about 1920-1930 with inscription Louis Fox, Revere Beach on message side. Myron Fox, Box 283, Needham Hts., MA 02194-0904. [25-4]

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]

"THE GUIDE TO IDENTIFYING ROUTE AND STATION AGENT POSTMARKS" has 100+ pages packed with essential information for deciphering those cryptic postmarks - even partial strikes! Contains cross-reference guides, abbreviation identifiers, manuscript identifiers, and much more! If you liked my RPO Guide, you'll love this! \$16 postpaid. Jim Mehrer, 2405 -30th Street, Rock Island, IL 61201. [26-1]

LITERATURE: FOR SALE

THE PURPLE MACHINE CANCEL HANDBOOK by Rob Washburn and Carl Ditsch. Purple machine cancels made their debut in 1972 and were phased out starting in 1982. This informative handbook gives you the details concerning this chapter of U. S. postal history. All known cities which used purple machine cancels are listed, as well as the dial types and slogan/killer types. The book also contains the earliest and latest known usage dates for each type. Illustrations of the dial types and slogan/killer types are included. \$10.00 postpaid. Rob Washburn, P. O. Box 840, Skowhegan, Maine 04976. [25-4]

MISCELLANEOUS: FOR SALE

CLIPPERTON ISLAND MAIL: #10 cover of Murnell Communications, Clipperton Island Research Station, posted via San Francisco, 1967. Price \$5.00. 1769 Wickersham Drive, Anchorage, AK 99507. [25-3]

FREE HPO'S! As a challenge to collectors this dealer offers 5 free HPO covers to respondents. If I cannot offer you a single item [1880-1950 period only - U.S. only] for your collection, I'll send you the HPO's for stumping me. Rural Enterprises, Fish Pond Road, Wells River, VT 05081-9610. Thousands of items always in stock. [25-3]

MISCELLANEOUS: WANTED

CENSORED COVERS WWII wanted especially US civilian with enclosure slips and German WWII or Postwar with Returned by Censor handstamps and/or enclosure slips. Also any US military Returned by Censor. Also covers from staffs of Allied censorship offices WWII or Occupation period. Describe or send photocopies. I will reimburse costs if I do not buy. Myron Fox, Box 283, Needham Hts., MA 02194-0904. [26-2]

MONTANA TERRITORIALS to 1920; Saskatchewan; Assiniboia; Newfoundland; N.W.T. and Yukon postal history/viewcards. Approvals or photocopies welcome! Dean Mario, Box 342, Saskatoon, Sask., Canada S7K 3L3. [26-2]

BUY CONFEDERATE STATES of America currency and covers. U. S. Covers before 1870, Steamboats, railroads, straightlines, Valentines, fancy, college 3c 1851's. Burke, 7320 Westbridge, Knoxville, TN 37909. [26-3]

US #807, 1938, 3 CENT PREXIE, need the following for my exhibit: Die Proof; Horiz. gutter block; Imperf pair; POW air letter sheet "SS Gripsholm" cover and anything unusual that INCLUDES the 3 cent Prexie. W. Cole, PO Box 340, French Gulch, CA 96033. [26-1]

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. Also C1-C3 on commercial covers to foreign or domestic addresses. Send priced on approval or photocopies, or request my offer. Richard Heilbock, P.O. Box 135, Lake Oswego, OR 97034 [25-6]

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, ORIGINALS or photocopies of "wreck mail" or other ephemera from the following events: Train wreck and Robbery, Southern Pacific Overland Express #20, Roscoe Station, near Los Angeles, California, February 15, 1984. Steamship Explosion, *ADA HANCOCK*, April 27, 1963, San Pedro, California. Call Collect. Joshua, 818-789-5875. [25-4]

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, Rt. 1, Box 371, Mentone, CA 92359. Ph: (909) 794-1211. [25-6]

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]

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. [26-2]

YUKON AND NORTHWEST BRITISH COLUMBIA. All Yukon covers and used postcards and Atlin, Log Cabin and Lake Bennett, B.C. wanted. Also buy better Alaska and Alaska accumulations. Steve Sims, 1769 Wickersham Drive, Anchorage, AK 99507. Phone (907) 563- 7281. [25-6]

FOREIGN: WANTED

MEXICO COVERS, including U.S. occupation, stampless, forwarding agents, trans-oceanic, express, revolutionary, early flights, and any better or unusual, or collections and accumulations. Monte Hensley, c/o Frontier Adjusters, 2015 Wyoming N.E., #A, Albuquerque, NM 87112 [95-3]

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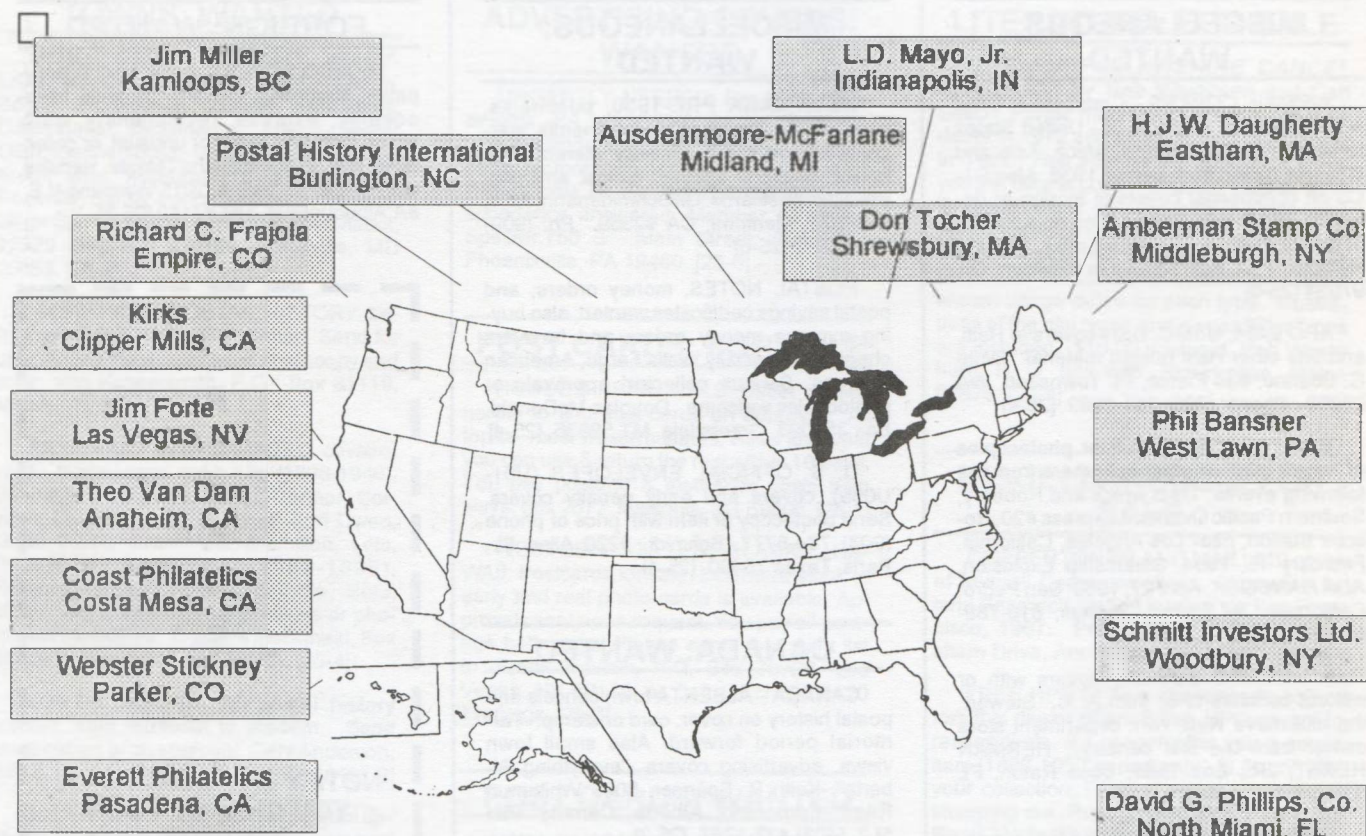
NOTIFY LA POSTA WHEN
YOU CHANGE YOUR
ADDRESS

We Have A Problem...

One of our Associate Editors, Phil Kay, has been stranded on a tropical island with little or no access to research materials. Phil hopes to assemble a catalogue of Hawaii territorial postmarks, but he needs your help. If you have access to any postmarks from Hawaii dating prior to August 21, 1959, please give Phil a hand and send him a photocopy.

Write him direct at P. O. Box 920, Kaunakaka, HI 97648.





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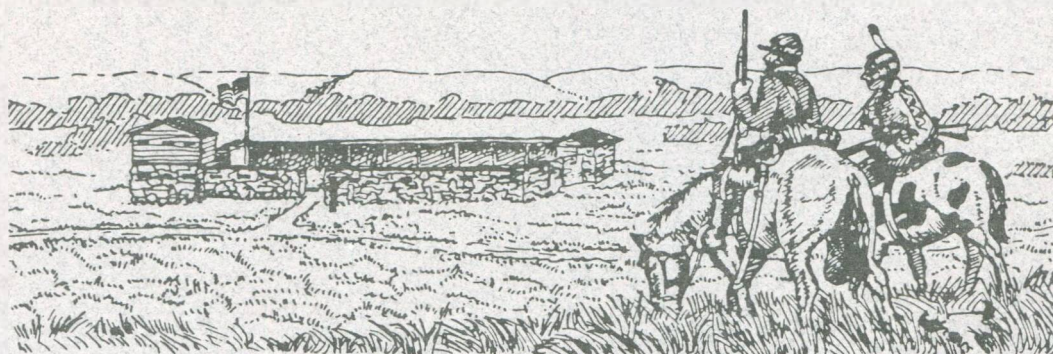
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