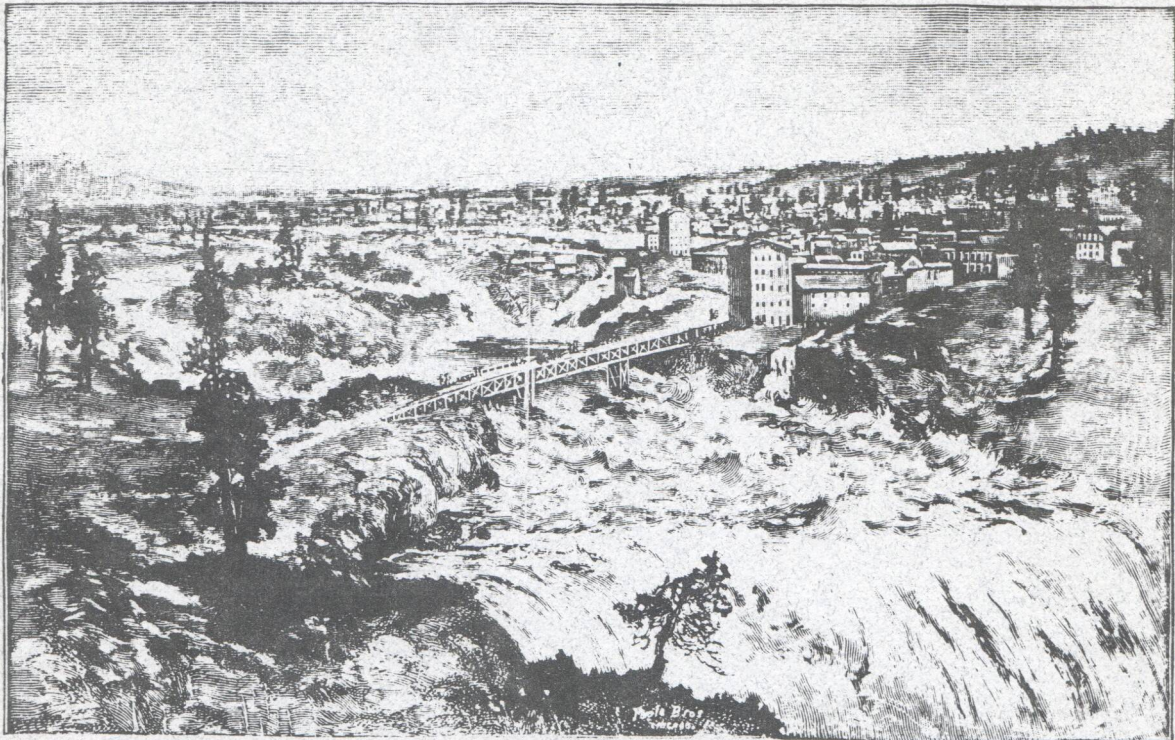


\$4

# LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

MARCH 1995



*Spokane Falls, 1889 [Courtesy of Eastern Washington State Historical Society]*



# LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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## PUBLISHERS PAGE

### Postal History and "The Net"

Recently I joined that rapidly growing number of people who share communications by way of a computer through the Internet. Not being one who embraces all new technological change with open arms, I listened for many months as a few of my more computer oriented friends extolled the virtues of e-mail and "surfing the Net. The final push occurred when my son, Richard, and his wife, Catrina, provided a demonstration of just how easy and straightforward it had become to participate in the Internet using one of the commercial services. In late December, using my new Pentium 90 and guided each step of the way by Rich & Cat, I logged on to the Net for the first time.

Over the past four weeks I have sent and received dozens of e-mail messages to people across the U.S. and in the U.K., I have browsed numerous interest groups (Newsgroups), and even downloaded a few files of interest. I have only, just barely, scratched the surface of what can be done using this medium, but I am completely sold on its potential for improving communication among people everywhere, and, perhaps more to the point, enhancing the enjoyment of our common hobby - postal history.

Before I explain the basis of my belief that the Internet can benefit us in our pursuit of postal history, let me spend a few moments going over some of the basics. My apologies to those of you to whom these elementary comments may seem unnecessarily simplistic, but I'm afraid that quite a few of our readers are as uninitiated as I was when it comes to the Internet. The Internet, as you've undoubtedly heard is a gigantic electronic linkage of computers and computer networks. There are now over 10 million people "plugged in" to the Internet worldwide, and the number of new users is apparently growing at a staggering rate. A principle reason for this growth is that it is becoming easier and easier for everyday folks like you and me to participate.

In the beginning, the Internet was a rather exclusive network consisting largely of academics and government workers who were usually involved in some professional way with computers. In other words, the net was largely the domain of the computer intelligentsia. Granted, access to the Internet was and still is open to all, but the kinds of skills required to participate were not widespread.

The factor most responsible for popularizing participation in the Internet is the growth in the number of private companies offering simplified access to the Net. Compuserve, America On Line, Delphi and other "on line" service providers have begun including access to the Internet in their package of over the telephone line

services. In other words, if you sign up with one of these "on line" companies, which have been advertising extensively in all the mass media, your monthly fee will include some type of access to the Internet. Since the "on line" companies offer hook ups between your computer and themselves by way of a local telephone number (at least for urban areas in the US), then all of your Internet activities are billed at the rate of a local telephone call (plus, of course, whatever charges may be required by the "on line" service).

The "on line" services make it very easy to connect your computer to the Internet through the use of step by step instructions, graphic icons to which you simply point and click to make choices, and even on line "help" and technical advice. Presently, the different services offer rather diverse menus of Internet features and have pricing structures which range widely enough from service to service to make it a good idea to engage in some comparison shopping. For example, most "on line" companies offer the ability to send and receive e-mail to anyone with an Internet address, but charges for this service vary from company to company. On the other hand, very few "on line" companies are presently offering the ability to download files from the Internet, but there is a furious effort underway to add this service.

For anyone who gamers a bit of experience using the Internet, but lacks the institutional (read academic, governmental, or commercial enterprise) connection, there are other parties in the business of providing access to Internet. Indeed, a whole group of private companies operating at regional and national levels has grown up simply to sell Internet access to firms and individuals. As is the case with the "on line" services, these access providers (typically termed SLIP or PPP account providers) vary greatly from one to another in terms of service details and pricing structure. It is fair to say, however, that for those wishing to log over about 30 hours a month on the Internet, the SLIP/PPP account providers currently offer more attractive use fees than the "on line" services.

In summary, it is currently as easy to send an e-mail message to another party in this country, or elsewhere, as long as that party is on the Net and you have his/her e-mail address, as it is to pick up the telephone and call. Furthermore, the cost is far less than making a long distance telephone call, and in fact is almost certainly less than the 32 cents it costs to mail a first class domestic letter.

Now, for the postal history advantages of the Internet. One of the first things I did once I logged on the Internet was to locate a Newsgroup called "*rec.collecting.stamps*". That's the closest thing that now exists on



Internet to an interest group for postal historians. I found over 2,000 messages posted in this group (kind of like a big supermarket message board) with subjects ranging from selling stamp collections to trying to learn who had and had not received their Legends of the West lottery panes. Almost no postal history, although there was a request from someone hoping to learn more about UK postal history. I posted a short message, which basically gave my name and e-mail address, and said I would like to hear from anyone with an interest in US postal history.

The next day, when I went "on line" I received a message that I had mail waiting. What fun! I was quite amazed to find about eight e-mail messages in response to my US postal history query. Four were from *La Posta* subscribers and the others were from folks who had read my message, but never heard of *La Posta*. Each and every day for a week or more I found new e-mail messages from people with an interest in postal history. I wasn't really surprised, but the potential for enhancing our level of communications within the hobby became immediately obvious. Not only can we communicate one to one, back and forth, at a combination of price and speed unmatched by other current technology, but the Internet also makes possible conducting an entire "electronic conference" wherein several dozen people interested in the same subject might share insights and information simultaneously over their computer screens.

These person to person communication possibilities are really just the tip of the iceberg. In the future -- not too distant, I believe -- it may well be that we will be publishing an entire electronic edition of *La Posta*, with text and illustrations which can be downloaded directly into your computer from the Internet or printed out on your own printer should you desire a hardcopy. Reader response to articles and issues could be uploaded from anyone on the net and we could establish a running dialogue open to all interested parties.

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### SEEKS SPRAY MARKING SWAP

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Thomas H. Luellen, P. O. Box 61122, San Angelo, TX 76906, would very much like to hear from collectors interesting in trading U.S.P.S. Spray Markings. Tom is particularly interested in markings from western cities. If you would like to participate in such a swap, why not drop Tom a line?

In order to get the ball rolling a little faster, I hereby wish to announce that *La Posta* will accept mail, including Subscribers Auction bids, on the Internet at our e-mail address -- "laposub@aol.com". Furthermore, we will be pleased to publish periodic lists of e-mail addresses along with specialized postal history interests for anyone who is on-line, and expresses a willingness to receive mail relating to the hobby.

The following individuals have expressed an interest in establishing electronic contact with other postal historians.

---

### POSTAL HISTORIANS ON LINE

---

Bob Trachimowicz [TOB markings]  
 -- ak45@cityscape.co.uk  
 Ken Grant -- kgrant@uwcmail.uwc.edu  
 Robert Bezilla -- bezillan@eworld.com  
 Martin Nicholson -- Martin@crozet.demon.co.uk  
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 John White [Yamhill County, OR; BNA & Trans-Atlantic Ship Mail] -- jwhite@ednet1.osl.or.gov

Look for additional listings in our May issue, and I look forward eagerly to hearing from you readers on this subject. Meanwhile, we've got a great little issue of *La Posta* on plain old fashion paper, and I hope you all find something of interest.

Richard W. Helbock

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### DOANE COORDINATOR CHANGES

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Please record the following changes in the list of State Doane Coordinators:

GEORGIA: New Coordinator is Gary Anderson, 698 E. Hoyt Ave., St. Paul, MN 55106.

NEW YORK: New Coordinator is Maris Tirums, P.O. Box 5475, Albany, NY 12205.

OHIO: New Coordinator is James W. Faber, P.O. Box 1875, Bloomington, IN 47402.



## LA POSTA READERS RESPOND

Ernest Fricks of Clementon, NJ, writes:

I very much enjoyed the article on Air Bases and Fields in the current number [Vol. 25, No. 6]. Interesting how some of these places are still in the news in the turmoil of base closure and realignment. I am tempted to go through the list to identify those locations that had a continuing existence as abase into the 1950s and beyond.

Most of the municipal airfields that became bases were constructed as a result of legislation enacted in the 1939-1940 time frame. Some recent 'revelations' regarding Pan Am's activities in the international airways business occurring at the same time, suggest to me that the municipal airport effort was a deliberate effort by the Roosevelt administration to circumvent Congress' isolationist bias to get needed bases built.

Some comments and observations. Dover Field or Dover Air Force Base. As you can see from the enclosed sheet, an on-base postal unit existed and had a cancel, at least in 1944. Dover was closed as an airbase in 1946, only to reopen during the Berlin Airlift-Korean War period under the control of the Military Air Transport Service (MATS). It has remained an active base since that time with Zip Code 19902. An onbase post office was reestablished, as a branch of the Dover city post office, and remains in operation. The concentric ring hand cancel says "Air Base Branch" very clearly. From the early 1950s until the mid 1960s, the onbase post office was collocated with the old enlisted dining hall, now demolished. From the mid 60s until about 1982, the post office was located in a building now used by the Office of Special Investigations. We built a new post office structure near the main gate at that time, which continues to function. In addition to central postal services, each squadron maintained a mailroom, under the control of

the first sergeant, until the new post office was constructed. I suspect that this method of mail collection and distribution was typical throughout the Air Force until new central facilities were constructed.

I don't see McGuire Air Force Bases mentioned. McGuire was the airfield associated with Camp/Fort Dix, NJ; Otis was associated with Camp Edwards. McGuire is a currently active Air Mobility Command base with Zip Code 08465. Like Dover, it was reactivated as a MATS base in the Korean period and has continued to grow and function. Its postal facilities have been located essentially in the same building since the late 1950s, but with considerable remodeling, some expanding, and improvements.

Otis was formerly a Strategic Air Command base and the site of major radar and communications installations. When I was assigned there in 1969, the post office was located in a Korean War period building. I believe that the office operated as a branch of the Falmouth post office but had its own machine and hand cancels. Today, the base is owned by the Air National Guard with tenant organizations from the Navy and Coast Guard. At last report, mail is centrally collected to a mail room and taken to Falmouth for processing.

Tullahoma Air Field became the Arnold Engineering Development Center for the Air Force, continues to function and has its own branch post office and markings.

Olmstead Field, Middletown, PA, is now Harrisburg International Airport. As late as 1979, the Pennsylvania Air National Guard operated fighters from this location. When I visited Olmstead at that time, the only structures that remained from the base were the old officers' club [closed and in disrepair - with the distinctive large mosaic winged star inlaid in the patio]. some small structures that the US Nuclear Regulatory Commission had taken control of after the Three Mile Island situation, and the old post office, which served as a central mail room. At the time I did not ask if postal cancels were still available. The mail room carried the mail to Middletown for processing. Olmstead stood down as an active base in the mid 1960s but had continued to operate prior to that time.

Phillips Field, Aberdeen MD, has always been supported postally from the Aberdeen Proving Ground post office. The fields at Aberdeen and Edgewood Arsenal continue to exist as helicopter and small fixed wing training facilities.

Stuttgart Army Air Field became Little Rock Air Force Base, until recently used by Air Mobility Command for C-130s. Little Rock is I understand, slated for closing.

Des Moines Army Air Base apparently served primarily an air materiel depot and was located at the State Fairgrounds. The base was also used to test air-to-ground rockets [interesting things turn up occasionally the surrounding areas under construction].

The Avon Park Field in Florida continues to function under the control of the Air National Guard and has had onbase postal facilities since at least the 1950s.

Several Air Force Bases have always been collocated with civilian airports. Charleston, SC and Albuquerque, NM come to mind immediately. [Charleston and Kirtland AFBs]. Both have had onbase postal facilities for decades, with cancels, but are both likely to be branches of the respective city post offices.

Altus Army Airfield Facility became Altus Air Force Base, controlled by Air Mobility Command and the training base for the C5 airlifter.

Anniston Army Airport continues to serve the Anniston Arsenal with heli and small fixed wing services Anniston did not transition to the Air Force.

Atlanta Municipal Airport/Candler Field continues to operate an Air National Guard facility of some extensive size but it is dwarfed by the extent to which the municipal side of the field has grown. The local post office has always been part of the Atlanta Airmail Facility.

Bangor Air Base/Dow Field became Dow Air Force Base, controlled by SAC for tankers. The base was closed in the early 1960s.

Bolling Field became Bolling AFB and is the location of Headquarters, US Air Force. The post office, located in an ancient facility, was relocated to a new building in the 1980s. Bolling is interesting as the airfield layout is a duplicate of Washington National, immediately across the river. Caused more than a few pilots to do a double take when coming out of the clouds.

Bradley Field is now Bradley International Airport but has a strong Air Force Reserve/Air National Guard presence.



Bush Field is now the Augusta [GA] International Airport. It is located near the Augusta National Golf Club.

Chicago Army Air Field Facility - Midway Airport - Always had Air Mail Facility.

Columbus Army Flying School - Columbus AFB, SAC installation.

Davis-Monthan Field - Davis-Monthan AFB, storage facility for old aircraft.

Dayton Army Air Field; Wright Field; Fairfield Army Airfield; Fairfield Air Service Command; Patterson Field; all now Wright-Patterson AFB, Air Materiel Command installation. Post office has continuously operated. Post office station once at the Air Force Museum.

Eglin Field became Eglin AFB as noted. One of the largest bases in terms of area, it was serviced by a number of postal facilities. Today it is the site of the Aerospace Weapons Development Center. Field No. 9, where Doolittle's Raiders trained in 1942, was used thru the 1980s by Air Force Civil Engineering as a training facility. Postal facilities here, a local distribution and collection point, were housed in an old but serviceable building. No identifiable postal markings were used in the 1970s-80s period.

Ellington Field, of course, became Ellington AFB in the postwar period and used its own machine cancel.

Glendale [CA] Army Air Field Facility/Grand Central Airport was and returned to the Glendale Municipal Airport. Local post office not far away.

Goodfellow Field - Goodfellow AFB.

Gunter Field - Gunter AFB - Gunter Air Force Station.

Hamilton Field/Army Air Force Facility - Hamilton AFB; Stated for closure.

Hempstead NY/Mitchel Field returned to service as a civilian and Air National Guard facility after WWII. The site was sold to developers for a shopping center in the 1960s.

Hill Field is Hill AFB, where the 'stealthy' F-117 was developed. Post office has operated continuously.

Hondo Army Air Field became Hondo Air Force Base; closed in 1960s.

Kelly Field was established, as you noted, in WWI. I have seen a WWI- period marking on cover from this installation.

Lawson Field/Ft Benning GA continues to service the Army. This facility supports the airborne mission and has no independent administration.

Lockbourne Army Air Base became Lockbourne AFB.

Lowery AFB continues to operate a postal facility. The primary missions of the base are administration of the Air Force Reserve and the Air Force Finance Center. Because the city of Denver has grown out to engulf the base, there has been no flying mission here since the early 1960s.

Luke Field became Luke AFB, a fighter base now in downtown Phoenix.

MacDill Field became MacDill AFB, headquarters of US Strike Command. Damaged by Hurricane Andrew in 1992.

Maxwell Field became Maxwell AFB. The aviation cadet/flying training mission changed and now the primary activity at this location is the Air War College. Postal services have been continuous since Korea period from onbase.

Moody Field became Moody AFB, a fighter training installation.

Mountain Home Army Air Field Facility became Mountain Home AFB

Myrtle Beach Bombing Range became Myrtle Beach AFB, fighters.

Niagara Falls Army Air Field Facility became N.F. Air National Guard Base. Used for C130s. Postal service provided by onbase collection point but no indication of markings.

Orange County Army Air Field became, eventually, John Wayne International Airport and Travis AFB. An Air Mail Facility existed here in the 1960s.

Pittsburgh-Alleghany County Airport [PA] continues as the major aerial hub for USAir with a strong Air Force Reserve presence, C130s. No separate postal facilities, although the Airport does/did have an AMF

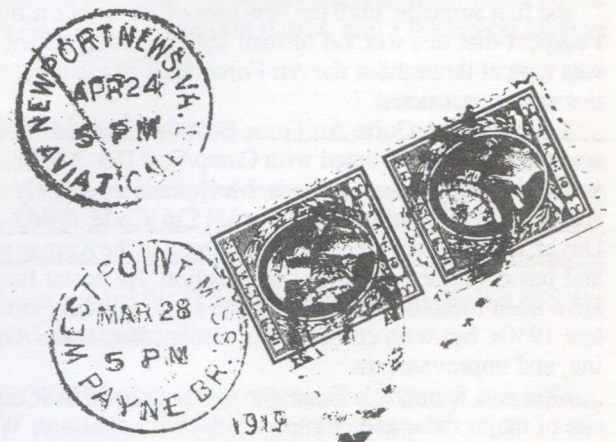
Pope Field became Pope AFB. Onbase post office located in ancient facility in 1992

Rome Army Air Field became Griffis AFB and Rome Air Development Center. Griffis is closing but RADC retained an inhouse postal facility [at least in the 1960s].

Tinker Army Field became Tinker AFB, the site of the one of the largest air materiel depots in the world. Onbase postal facilities serviced military as well as contractor organizations.

Westover Field became Westover AFB as noted. Postal services continued past the 1950s when SAC located the B-36 and later B-52 here. In the 1970s and '80s the Air Force Reserve and Air National Guard operated the base. Postal services provided as late as 1969.

In addition, Rod Crossley, Randy Kimes, and Edward Canteley all called my attention to the fact that certain airfields were omitted from Table 1 which listed the World War I domestic bases. Among these were NEWPORT NEWS, VIRGINIA, AVIATION BRANCH (27 Sep 1917 - 31 Jul 1919) and WEST POINT, MISS., PAYNE BRANCH serving Payne Field (15 April 1918 - 31 March 1919).



Don Anderson sent a photocopy of a post card bearing a 1944 Thermal, Calif. postmark and a return address reading Thermal Army Air Field. No doubt there are other WWII air installations which were not on the list. If you have evidence of such an omission, please contact Helbock or Crossley in care of La Posta.



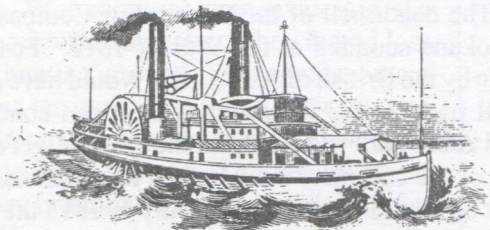
Randy Stehle of San Mateo, CA, comments on "Montana Doanes: Their Visibilities and Values" by Giles Cokelet:

As an initial effort to analyze Montana Doane information, Mr. Cokelet is to be commended. I have not seen anyone take such a thoughtful approach to a large mass of Doane data before. However, I have a few comments about some of his basic assumptions that underlay his approach.

The author states that 46% of his dates come from auction catalogs and sales. As auctions and net price sales tend to attract the higher priced material, the data from this group should be skewed to the higher scarcity index Doanes. One wants to work from a sampling that is random in order to get results that are representative of the population (Montana Doanes) as a whole.

The significance of the bar number in the killer portion of the postmark is an area that on the surface appears to be straightforward, but on closer inspection is quite complicated. The author states that the number was assigned on the basis of the post office activity, which is true to some extent. All existing offices got Doanes with numbers that reflected post office receipts. All newly established offices got a device with a "1" in the bars. These new offices may have seen a rapid increase in business during the period their Number "1" Doane was in use, thus inflating the visibility of these numeral "1" Doanes. A separate analysis of "old" and "new" Doane offices may be needed. On the other hand, offices with higher numbered Doanes may have worn them out more quickly (which was what the Post Office Department was trying to determine). These higher numbered offices may have had Doanes with shorter lives, thus making examples scarcer than one would expect.

I am just trying to point out that there are many variables that may come into play and affect the statistical analysis. Mr. Cokelet has taken the first step toward understanding some of the complexities of conducting a Doane census and making some sense of the data. I applaud his initiative and hope we see more research along these lines.



## ANSON REINHART IN MEMORIAM

Anson Reinhart passed away last October after a long illness. Anson had an interest in postal history which began at an early age. He joined the Western Cover Society in the late 1960s while still in his teens. He acquired an impressive depth of knowledge about 19th century California and Nevada postal history. He was a keen student of rates and expresses, and shared his knowledge by authoring several articles in La Posta and Western Express.

He collected several California counties, including Alpine and Mono, as well as the State of Nevada. He also assembled a fine Exposition collection.

I remember visiting Anson at his two Victorian homes that he had restored in west Oakland. He was always eager to share some new find, or to look at what I had brought over. I owe him a real debt of gratitude, as it was Anson who first introduced me to the wonderful world of postal history. He passed his enthusiasm and love of the hobby on to me, which was quite a gift.

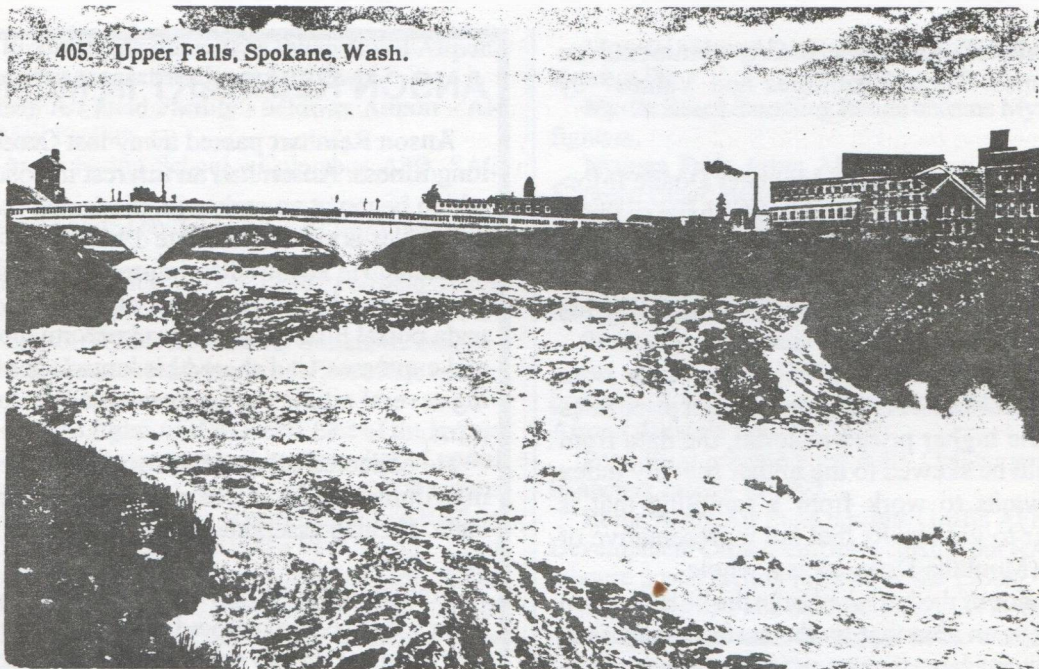
Randy Stehle

## NET PRICE SALE

### J. SMITH, PO BOX 334, BURNET TX 78611

1. COLORADO, TEX, 1890, Avery fine cancel on a Colorado Natl Bank corner card - \$8.00
2. WEIMAR, TEX, 1890, A fine cancel on a bank corner card - \$2.00
3. FORT DAVIS, TEX, 1889, A light cancel on a cover - \$5.00
4. MARFA, TEX, 1889, a fine cancel on a corner card - \$3.00
5. VAN HORN, (TEX), 1891, a good cancel on a corner card, while Van Horn was in El Paso County (TEX is missing) - \$5.00
6. PECOS, TEX, 1888, a bold cancel on a cover - \$3.00
7. ABLES, TEX, 1941, a last day cancel on a cover - \$2.00
8. MELLON, TEX, 1908, a bold (cancel moved some) cancel (Frio Co. DPO 1906-09) - \$25.00
9. FILES, TEX, a VG cancel on a PC (DPO) - \$5.00
10. KENT, TEX, 1896 (El Paso Co.) a west Texas DPO (now a station out of Van Horn) now in Culberson Co. - \$8.00
11. KENT, TEX, 1896, same as #10 except date is not very clear - \$8.00
12. SHAFTER, TEX, 1896, a VG cancel, some letters weak, on cover - \$3.00
13. MARFA, TEX, (1888), date missing a VF cancel on a corner card - \$3.00
14. VAN HORN, TEX, 1889, a somewhat light, but VF cancel on a cover - \$3.00
15. MARFA, TEX, 1889, a VF cancel on a corner card - \$5.00
16. VAN HORN, TEX, (1890), cancel on a corner card (El Paso Co.) - \$3.00
17. TOYAH, TEX, 1899, the "T" is very lite, cancel on cover - \$2.00
18. CARTHAGE, TEXAS, 1895, a large registered shield (lite at top) did DEC 11, 1895, cancel on cover - \$25.00
19. UVALDE, TEX, 1883, a VF cancel on a cover - \$3.00
20. ALBU(Q). & E(L) PASO RPO, 1890, a New Mexico Terr. RPO on cover - \$10.00





*The falls of the Spokane River gave rise to the City of Spokane, capital of the Inland Empire, and one of America's least known urban areas by people outside the Pacific Northwest.*

## Spokane County, Washington

by Tim Boardman

Spokane County is considered by many to be the heart of the Inland Empire with Spokane, the city, its capital. The region known as the Inland Empire encompasses an area that stretches from the Cascade Mountains east to the Rocky Mountains, and from southern British Columbia to North central Oregon. In all, an area that incorporates approximately 120,000 square miles. Included are all of Eastern Washington, Northern Idaho, parts of Northeast Oregon, Western Montana, and Southern British Columbia. The term was first coined in 1848 by Rev. George H. Atkinson. Having made several trips through the region from his home in Oregon City, Atkinson made reference to the Walla Walla, Palouse, and Klickitat area as "a great Inland Empire". The phrase caught on and in 1878 gained credence when the newspaper *The Inland Empire* was published in The Dalles, Oregon. Walla Walla and Lewiston at one time claimed to be capitals of this vast area, but that was before Spokane came into existence. So, why did Spokane rise to such a level of import in the region? There are several reasons, many of which will be discussed later in this article.

First recorded history of the white mans travel into Spokane country can be found in the journals of Lewis & Clark where reference is made to a district known as 'Spokan'. In 1810, Finan McDonald and Jacques Finlay of the Canadian Northwest Fur Company constructed a trading post on land sitting between the Little Spokane

and the Spokane rivers. This structure became known as the Spokane House. Two years later Ross Cox, Francois Gardepi, Alexander Ross, and John Clarke-employees of John Jacob Astors Pacific Fur Company built Fort Spokane. The two structures were within "shoutin' distance" of one another. Though they were rivals, both in business and claim of the country, they maintained friendly relations. In fact, the men from both sides would get together to swap stories, drink, smoke, or share a Cayuse (horse) steak. Despite the abundance of wildlife and fish, the traders preferred to eat horse. There was only one incident between the two parties that precipitated in a show of violence. Pillet, an American, and Montour, a Canadian, decided to settle their differences like gentlemen, with a duel. They each took six paces, turned and fired. Both men claimed a hit - one in the collar of his coat, the other in the leg of his pants. The tailor was called, and summarily healed both mens' wounds.

The death nell of the Pacific Fur Company and Fort Spokane sounded at the War of 1812. Fearing a blockade by the British of Astoria that would have closed down all trade in the region, the American contingent decided to sell out. They knew they would get only a fraction of the company's worth, but they reasoned that this was better than nothing. By July 1, 1813 the enterprise had been sold to the Canadians. Cox and Ross stayed on with the Northwesters', as they were known,



rather than go back east. Many of the buildings from the "Old Fort" were used as residences for the Canadians as these were more spacious and better constructed. The location maintained the moniker of the Spokane House.

As the years passed, it became increasingly obvious that the Spokane House was not gaining the prominence in the region that it's founders had hoped for. It was not on any of the main transportation routes and was primarily noted for it's social gatherings when the trappers brought in their furs. Also, the Hudson's Bay Company was pressing into their trapping region. Finally, in 1821 the two companies merged under the Hudson's Bay Company. Dr. John McLoughlin visited the Spokane House that year and decided to close the operation in favor of a new site on the Columbia River just north of Kettle Falls that would become known as Fort Colville. By 1826 the last remnants of the Spokane House were moved and the old trading post was no more.

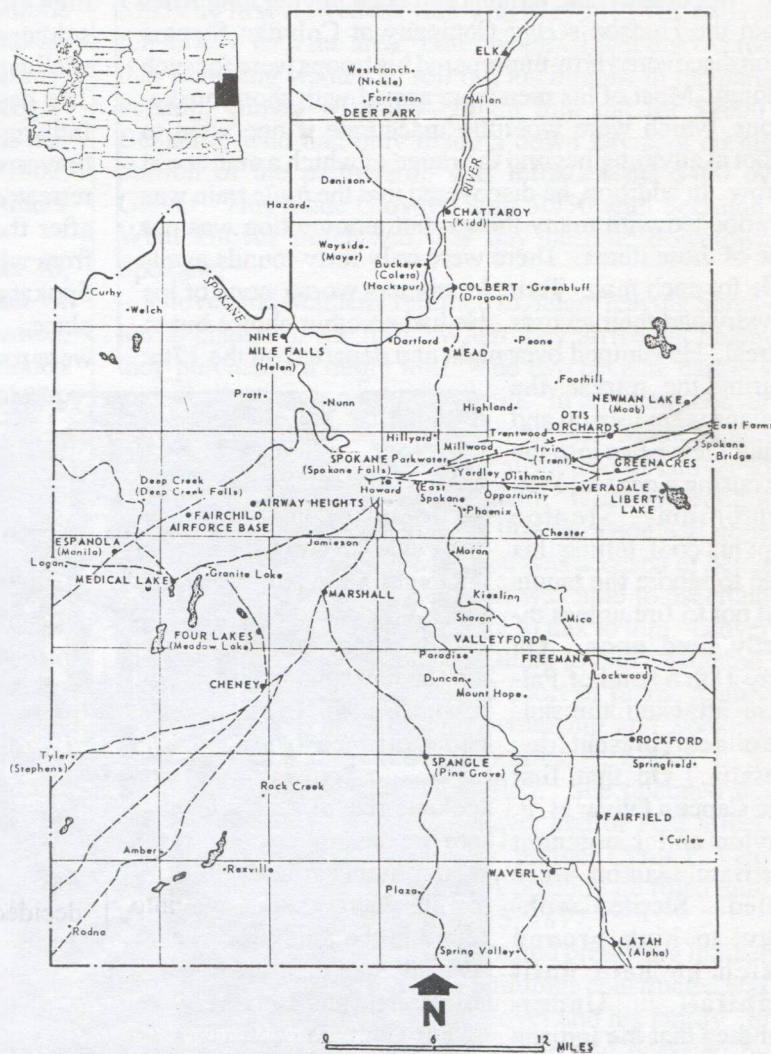
The next white men to trek to the region came at the behest of the Indians seeking the white man's God. In 1832 five Nez Perce Indians travelled two thousand miles to St. Louis enquiring of the white man's God. Amongst the most notable of these to venture to the Spokane area was Rev. Samuel Parker. He was a missionary to the Spokane Indians sent out by the American Board of Commissioners for Foreign Missions, or the ABCFM. This group represented the Congregational, Presbyterian, and Dutch Reform churches. Parker is considered to be the first real explorer north of the Snake River. He came into the Spokane vicinity in the Spring of 1836. The extent of his proselytizing is unknown, but Parker travelled extensively throughout the region. The significance of his travels are that he dutifully cataloged his journeys accurately describing the land, soil, races. He went on to write a book and toured the lecture circuit that served both to promote his book and the Oregon Country.

Through efforts of men like Parker and others who promoted the Oregon Country, the white man began migrating here in greater numbers. With more white men coming, the Indians consternation grew. They feared loss of their hunting grounds and encroachment upon their territory. They saw their hunting grounds disappear to make way for fields, and their game fall to the gun. This superiority in technology intimidated and humiliated the Indians. They saw emigrants who gave little regard to the Indian ways. Whites were set-

tling on Indian land, some raising herds of cattle that numbered 600-800 head. These issues served to nurture an inherent mistrust in the Indian. As a result, conflicts arose between the two races. The most famous was the Whitman massacre of 1847 which resulted in the Cayuse War. War flared up again in 1855-56 after Indian Agent A. J. Bolin was murdered. This rebellion lasted through most of 1856. The result of these hostilities was that Major-General Wool closed all of Eastern Washington to new settlers. This edict was countermanded in 1858 by General N. S. Clarke, Wool's replacement. Many of the Eastern Washington tribes felt coerced into signing their treaties of 1854-55. They felt the Nez Perce Chief Lawyer had essentially acted as a traitor.

By spring of 1858 white miners were again trespassing on Indian land. This, along with the antics of a horse

## SPOKANE COUNTY





thief, David (Ki-yu-ya), further angered the Indians. David was an Indian scout employed at Ft. Simcoe who had a real penchant for stealing horses. He would drive them to the Fort to sell. After one of his raids, the owners of the horses came to demand return of their property. They were met with gun fire. The Indians felt as though the treaty was annulled and conflicts resumed.

Colonel Edward Steptoe responding to a petition from the residents of Fort Colville set out from Fort Walla Walla on May 6, 1858 to investigate. He did not encounter any Indians until he got near the present site of Rosalia. On May 16th he came upon a contingent of six hundred to one thousand Spokane, Cour d'Alene, Palouse and Yakima Indians. Steptoe met with the Chiefs who wanted to know why soldiers were here if not to destroy the Indian. Steptoe told them they were on their way to Fort Colville. The Indians thought he was lying as the main trail to Colville did not go through this way. Steptoe was informed he would not be allowed to continue further. While in council with the Indians, he noticed some of them had better weapons than his troops did. Apparently, the Indians had been buying long rifles from the Hudson's Bay Company at Colville. Steptoe soon discovered how unprepared his troops were for such a foray. Most of his men were armed with short musketoons, which were woefully inaccurate if one were to shoot at anything beyond the range of which a man could throw. In addition, he discovered that the mule train was overloaded with many things, but ammunition was not one of those items. There were only forty rounds available for each man. To make matters worse, none of his cavalry had their swords. He had no other choice but to retreat. He camped over night and departed on the 17th.

During the retreat, the Indians were jeering and firing their rifles into the air raising a general Pandemonium. Steptoe kept his cool, telling his men to ignore the taunts and not to fire unless directly fired upon. On May 18th a band of Palouse attacked the soldiers near present day Rosalia. On that first raid Captain Oliver H. P. Taylor and Lieutenant William Gaston were killed. Steptoe withdrew to high ground which he held until nightfall. Understanding that the Indians

would probably charge the hill at dawn, Steptoe ordered his men to muffle their horses' hooves, bury their dead and the two howitzers they had brought along. During the night Chief Timothy, a Nez Perce, navigated the men out of harm to the Snake River. The band had travelled a distance of 85 miles to arrive at Chief Timothys' crossing on the Snake River the next day. This defeat only served to encourage the Indians defiance of the whites. The highest point in the Palouse region was named after the ill prepared Lieutenant. Steptoe Butte lies twelve miles south and slightly east of the site where the battle started.

General Clarke and his officers met to discuss the problem in Vancouver where another campaign was lodged. Colonel Wright was put in charge of the expedition that left Walla Walla in August. This contingent comprised 680 well armed men including three companies of artillery from San Francisco. On September 1 the battle of Four Lakes took place near present day Medical Lake. The Indians had been waiting for the soldiers. When the soldiers confronted them, the Indians took to high ground. Unfortunately, this was their undoing. The soldiers surrounded the hill and began shooting upon and shelling the Indians' position. The Indians panicked. The day was a total success for Colonel Wright. The Indians had suffered an estimated loss of more than fifty braves while Wright had not lost one man. The braves retreated to the east. On September 5th, Wright took out after them. He found them camped within five miles from where he started. Wright pursued the Indians to the Spokane River where the battle of Spokane Plains took place. Again, the whites lost no men and the Indians were routed. Wright set up a temporary headquarters on



Cottages at Hayden Lake  
near Spokane, Wash.

Log Cabins among the Pines



the Ned-Whauld river, east of Spangle where he negotiated peace with the braves. During this time Chief Owhi, his son Qualchin, and thirteen other Indians were hanged here. The name of the creek from that day forward was known as Hangman Creek.

The year 1858 was also the year that Spokane County first came into existence. On January 29 the territorial legislature drew up the boundaries of Spokane County. The original area included all land between the Snake and Columbia Rivers east to the boundary of the territory. No citizens could be found to fill the county offices until 1860. The first county seat was at Pinkney City (Colville). When the Eleventh Legislature of Washington Territory met on January 29, 1864 Spokane County was abolished and the area annexed into Stevens County. Politics behind the scenes brought this about. Delegates from Spokane were trying to annex newly formed Stevens County for purposes of increasing revenues. There were a lot of Chinese located in the Orofino mining district. A plan was devised to levy a tax of \$1.50 for each Chinese residing in the county. Since the Colville region also had a large Chinese population, the Spokane commissioners saw another opportunity to increase the county wealth by annexing Stevens County. When the idea was introduced in Olympia, many legislators favored the memory of Governor Stevens who had died in the Battle of Chantilly on September 1, 1862. They chose instead to combine the two counties under the name of Stevens.

Spokane County did not exist again until October 30, 1879 when it was again created from a portion of Stevens. By the time Spokane County was reformed, there were eight post offices in the area. Those included Spokane Bridge (1867-1958), Rock Creek (1871-1889), Spokane Falls (1872-1891), Hangmans Creek (1873-1881), Four Lakes (1874-1876, 1879-1881), Deep Creek Falls (1879-1894), Waverly (1879-Op), and Spangle (1879-Op). Pine Grove existed from 1872-1879 before the name was changed to Spangle.

Spokane Bridge was the first post office in the county, beginning operation on 26 February 1867. Timothy Lee was the first postmaster. The office was situated on the north bank of the Spokane River at the site of the first bridge across the stream 13 miles east of Spokane. A ferry operated at this locale prior to the bridge being built.

Rock Creek was the second office established in the county on August 31, 1871. The first postmaster was Abraham Hines. Located southwest of Spangle and northwest of Rosalia, the office must have been run out of the home of the postmaster. The office closed on 10 September 1889, mail to Cheney.

Spokane Falls was the next office to open on 05 July 1872. S. B. Scranton was the first postmaster. Scranton and J. J. Downing were cattlemen who had squatters

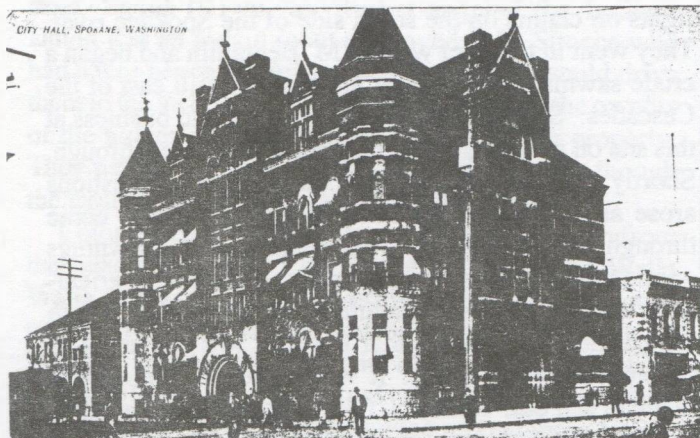
rights on claims on the south side of the Spokane river. They went in together with R. M. Benjamin and began a crude sawmill. Reportedly the first sawmill east of the Cascades. Scranton and Downing went into business at this site on rumors that the railroad would come through. Shortly after they began their venture, some questions arose as to whether the railroad would actually come through Spokane Falls. This coupled with Downings opinion that the surrounding land was of limited agricultural value led to discouragement for the project. When the partners discovered that the saw was too small to accommodate the timber it was to cut, Downing was ready to sell out. James N. Glover, considered by many the father of Spokane, arrived in time to bail Downing out of this enterprise.

James N. Glover and friend N. W. Matheny left Salem in the spring of 1873 for southeast Washington Territory. They came looking for business opportunities in the area. They first went to Lewiston and headed north. The pair met up with the missionary Henry Harmon Spalding who directed them to the Spokane valley. When Glover and Matheny first viewed the valley on May 11, 1873, Glover fell in love with the area. Later when Glover discovered that Downing wanted to sell out his interest in the partnership, Glover willingly bought him out for \$2000. Benjamin who had only made a down payment on his portion of the partnership was refunded his \$400 by Glover. This made Glovers' split 50/50 with Scranton. What Glover purchased that day became downtown Spokane.

Glover and Matheny returned to Salem leaving Scranton in charge of the mill. When they arrived at Salem they purchased a larger mill. The two became partners with C. F. Yeaton on the new mill. In addition, Glover purchased supplies to open a mercantile. Matheny and Yeaton went back to Spokane Falls ahead of Glover so he could tie up loose ends in Salem. When Glover got to Spokane Falls he discovered that Scranton had gone into hiding. Apparently, Scranton was accused of being a horse thief. Somehow, Glover was able to ascertain Scrantons' whereabouts and went to talk to him. Glover suggested that Scranton sell his share to him. Scranton, not in any position to argue and short of funds, readily agreed. This left Glover sole ownership and Spokane Falls without a postmaster. Fortunately, a Mrs. L. S. Swift filled in when Scranton fled. She operated the office out of her house at the lower end of Post Street. On September 16, 1873 Glovers' partner Cyrus F. Yeaton was appointed postmaster. A position he filled until Glover took it over on February 5, 1877.

The new mill was set up and started producing lumber for buildings. Among the first buildings constructed was a store and living quarters for Glover and his family. In 1876, the first grist mill was set up and operated by





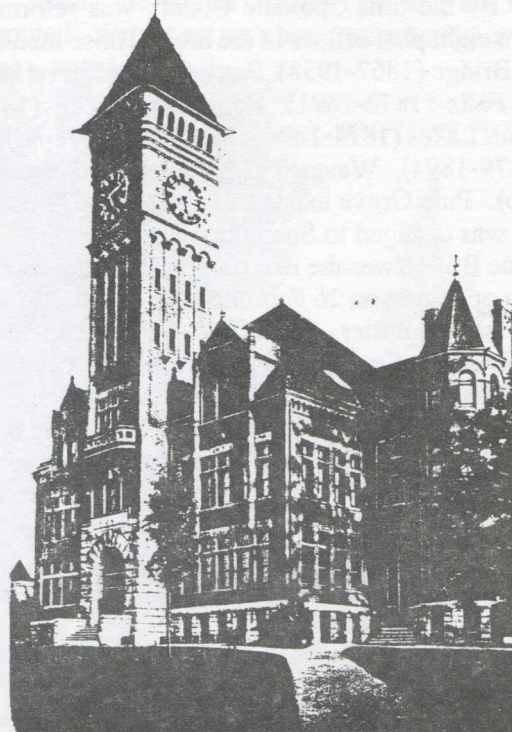
Fredrick Post. The first newspaper, 'Spokane Times', was started in 1879 as was the first bank.

Up until the arrival of the railroad Spokane Falls could only boast a population of about 500 citizens. Once the Northern Pacific came through the population grew modestly. The dreams of what the railroad would bring to Spokane Falls were a large part of why the site was chosen for a town. In the late 1870's Fredrick Billings, a Northern Pacific executive, laid out a new townsite sixteen miles southwest of Spokane Falls. Originally, the site was known as Depot Springs, a trading post. When Billings laid out the new town he wanted the name to be Billings. The new town became Cheney, named after a Boston tycoon Benjamin P. Cheney. Cheney had recently become director of the Northern Pacific. The post office was not established until 24 January 1881. Jacob Berringer was the first postmaster. Cheney had donated ten thousand dollars to begin the Benjamin P. Cheney Academy on land donated by the railroad. This Academy eventually became a State Normal School and is today Eastern Washington University. Soon after this Cheney began lobbying for the county seat. In 1879 the legislature in Olympia had designated Spokane Falls as the seat contingent upon a vote of the people in the county. When the votes were counted there were only a handful that separated the two towns. Spokane Falls won, but accusations of voter fraud were leveled on both sides. A recount was duly ordered, with no deadline set. The recount took place in March, five months after the election. While the majority of the citizens were attending a wedding dance, a group of Cheney residents crept into Spokane Falls down the southern slopes, under the cover of trees. Among the raiders was a probate judge, a justice of the peace, and a deputy sheriff. The County Auditor, Bishop, had conveniently left the books and records of the county bundled in piles for the upcoming elections audit. When the vigilantes arrived, Bishop renamed the judge, the justice of the peace, and the deputy the new members of the recounting committee.

The 'committee' recounted the votes and signed the necessary documents certifying the results. With this accomplished, the group returned to Cheney with the county records. Spokane Falls residents were stunned. Hope for the future seemed gloomy. Rumors circulated that Cheney would become the terminus for the Northern Pacific and that the railroad would not even come to Spokane Falls. If that happened, then Spokane Falls would probably stagnate and flounder. These fears, of course, were exaggerated as the railroad did reach Spokane Falls on 25 June 1881 to a great celebration. The railroad temporarily stimulated the economy and later that year the city was incorporated. This windfall proved to be temporary. The gold and silver found in Northern Idaho proved to be the Spokane Falls real boon.

In 1883 gold was discovered in Northern Shoshone County in Idaho. Shortly after this, an enormous silver strike was found near Kellogg. Immediately, Spokane Falls became the jump off stop for potential prospectors. The population grew from 500 in the 1880 census to more than 23,000 residents in 1890. By 1920 Spokane, as it was then called, boasted a population of 150,000 residents establishing Spokane as the metropolitan center of the Inland Empire. With this growth came increased business enterprises including a gambling and theater operated by "Dutch" Jake Goetz. With the mining bonanza came a large male population. Due to the great

*High School, Spokane, Wash.*





discrepancy between the male and female population (some reports say twelve men for each woman) prostitution thrived. In fact, Spokane Falls gained a reputation as an amusement center for the Inland Empire. Gambling and prostitution were openly tolerated. A situation that lasted into the twentieth century when temperance movements began gaining strength.

Spokane Falls continued to grow. In fact, it became known as one of the most progressive cities in the Northwest. The year 1886 saw several improvements take place for Spokane Falls. The first hospital, Sacred Heart, opened. The first County fair was held. A new centralized water system was put into operation. The power of the falls was put to use producing electricity as early as 1885. George A. Fitch bought a second hand dynamo out of a steamship in Portland and installed it in a building next to the falls. On September 2, 1885 Fitch began operating the first hydroelectric plant in Washington Territory. Though modest by today's standards, the little plant produced enough power to light ten arc lights for the streets of Spokane Falls. By 1889 the Washington Water Power Company came into existence lighting several homes and businesses.

The rowdy reputation that Spokane Falls enjoyed is what some say led to the devastating fire that took place on August 4, 1889. By one report, the fire started when a scuffle between a bar room 'hussie' and a patron resulted in a lit kerosene lantern being knocked over lighting some curtains. The fire traveled quickly to engulf the building. The fire should have been easily extinguished. Unfortunately, the superintendent of the waterworks was out of town and the calls made to increase water pressure went unanswered by his subordi-

nates. As a result, the fire spread to other buildings which led to panic. Mayor Furth ordered that the adjoining buildings be blown up to prevent the spread of the fire. The plan backfired as this only spread the fire and added to the general chaos. When the blaze was finally put out an area of thirty-two city blocks within the business district had been destroyed. The estimated cost of the loss was more than \$6,000,000.

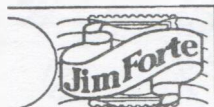
Spokane Falls did recover from this catastrophe. After the fire, many brick structures replaced the wooden ones lost to the fire. Just three months after the blaze, Washington became a State. The Spokane Falls that greeted Statehood was just cleaning up after the fires. On 24 April 1891 it would become known simply as Spokane dropping the 'Falls' off its name. The rowdy reputation would quiet down with the influx of the temperance movement and prohibition closing many clandestine establishments. Spokane was again the county seat after another vote of the county populous in 1889. In recent years a World's Fair was held in Spokane in 1974 which transformed much of the slum area into a beautiful park. Many who visit Spokane comment on the beauty of the city. Located just 90 miles from Canada and twenty miles west of Idaho in eastern Washington where there are an average of 200+ days of sunshine, perhaps the Indian word Spokein or Spehkunne, depending on which variation one chooses to use, was right on in describing the area and people as the Children of the Sun.

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# POSTMARKS OF WASHINGTON TERRITORY

By Richard A. Long

## Part 21 - Spokane County

### ALPHA (1881-1883)

1.	3	MAN	18 Apr 1882	29 Mar 1884	Manuscript
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### CHATTAROY (1888-open)

No examples reported

### CHENEY (1881-open)

1.	2	CDS35	21 May 1881	3 May 1884	CDS
2.	11	CDS30	30 Aug 1881	1 Jan 1884	Target
3.	6	CDS25	24 May 1885	17 Feb 1886	Cork
4.	4	OVL50	1 Dec 1885	15 Apr 1886	
5.	1	CDS	1887		
6.	4	CDS26.5	17 Dec 1887	15 Apr 1888	Cork

### CURLEW (1884-1888)

1.	1	MAN	8 Aug 1885		Manuscript
----	---	-----	------------	--	------------

### DEEP CREEK FALLS (1879-1894)

1.	1	SL	5 May 1881		Postmark
2.	1	MAN	1 Apr 1882		
3.	8	CDS28	15 Sep 1883	5 Oct 1888	Target

### FAIRFIELD (1889-open)

No examples reported

### FORRESTON (1886-1890)

1.	1	CDS31	13 Jun 1890		
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### FOUR LAKES (1874-1876, 1879-1881, 1910-open)

No examples reported

### GREENWOOD (1880-1881)

No examples reported

### HANGMANS CREEK (1873-1881)

1.	1	MAN	6 Feb 1878		
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### HAZARD (1885-1904)

No examples reported

### JAMIESON (1889-1896)

No examples reported

### KIDD (1882-1888)

No examples reported

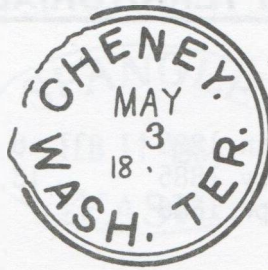
Copyright 1995 by Richard A. Long



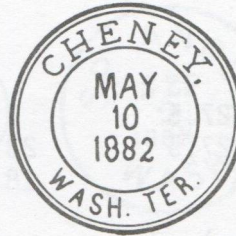
*Alpha W.T.*  
4.18.82

*Alpha W.T.*  
3-28-84

1



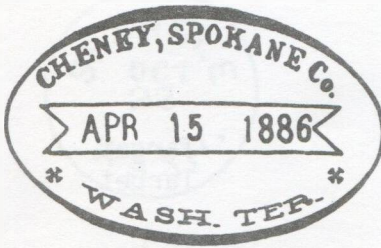
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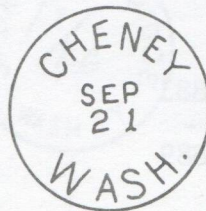
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4



6

*Courlew Wash Terr.*  
8-8-85-

1

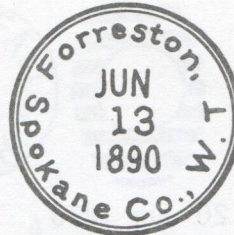


*DEEP CR FALLS WASH.*  
5-5-

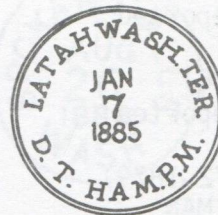
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3



1



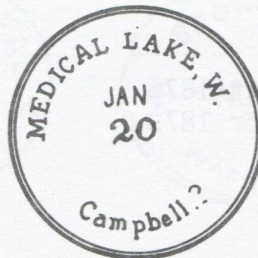
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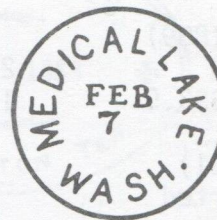
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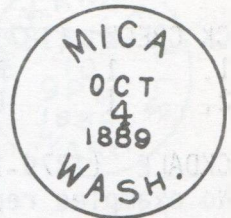
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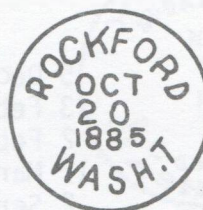
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*Pine Grove W.T.*  
*June 20th 176*

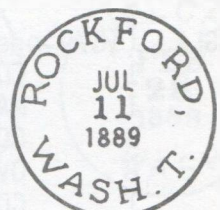
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2



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2



## SPOKANE COUNTY TERRITORIAL POSTMARKS

### LATAH (1883-open)

1.	3	CDS27.5	7 Jan 1885	8 Jul 1885	Star in Circle
2.	2	CDS27.5	23 May 1885	13 Apr 1886	Star in Circle
3.	2	CDS	18 Apr 1888		

### MARSHALL (1880-open)

1.	2	CDS32	19 Aug 1886	5 Feb 1887	Large Star
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### MAYER (1886-1892)

No examples reported

### MEDICAL LAKE (1880-open)

1.	1	MAN	- Jan 1883		
2.	1	CDS33	20 Jan -		Target
3.	2	CDS27.5	- May 1889		Target

### MICA (1887-1975)

1.	1	CDS28	4 Oct 1889		CDS
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### NICKLE (1889-1891)

No examples reported

### PEONE (1883-1906)

No examples reported

### PINE GROVE (1872-1879)

1.	1	MAN	20 Jun 1876		Manuscript
2.	1	CDS25	26 Apr 1878		Fancy

### PLAZA (1881-1884, 1888-1974)

No examples reported

### ROCK CREEK (1871-1889)

1.	1	MAN	26 Oct 1876		
2.	1	CDS32.5	11 Apr 1879		

### ROCKDALE (1879-1881)

No examples reported

### ROCKFORD (1880-open)

1.	5	CDS26	20 Oct 1885	18 Mar 1886	Target
2.	5	CDS27	11 Jan 1889	12 Jul 1889	Target

### SPANGLE (1879-open)

1.	1	CDS25	5 Dec 1879		Circular Grid
2.	1	MAN	3 Feb 1880		
3.	3	CDS25	2 Feb 1881	27 Jun 1882	Shield
4.	8	OVL42	17 Mar 1883	22 Dec 1888	Grid
5.	1	CDS27.5	2 Sep 1885		
6.	2	CDS25	16 May 1887	14 Jun 1887	Target
7.	3	CDS28	22 Oct 1887	- Sep 1889	Target





1



3



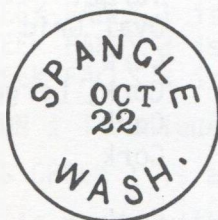
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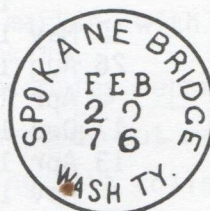
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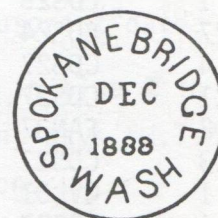
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2



3



1



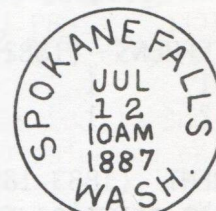
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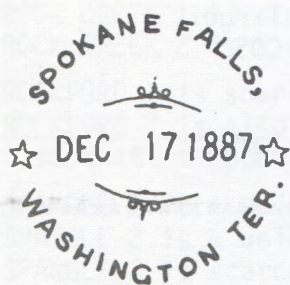
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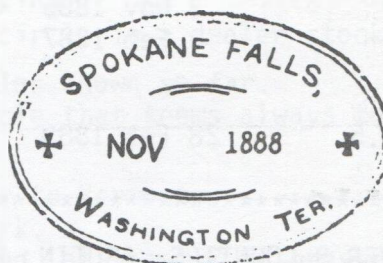
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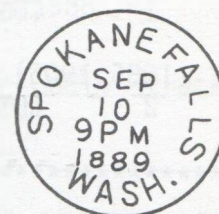
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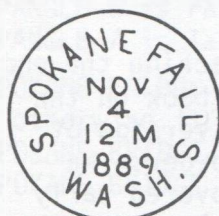
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9



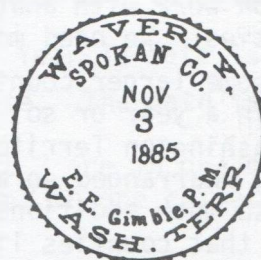
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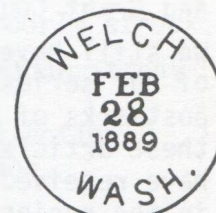
11

*Stephens W J*  
*Nov 27/85*

1



2



1



## SPOKANE COUNTY TERRITORIAL POSTMARKS

### SPOKANE BRIDGE (1867-1958)

1.	1	CDS26.5	26 Dec 1872		Manuscript
2.	8	CDS26.5	24 Aug 1873	12 Feb 1882	Target
3.	2	CDS27	17 Jul 1887	- Dec 1888	Target

### SPOKANE FALLS (1872-1891)

1.	1	CDS25	1 Jun 1876		Target
2.	3	CDS24	28 Feb 1878	22 Apr 1880	Target
3.	1	CDS25	1879		Target
4.	27	CDS24	17 May 1881	13 Jul 1886	Oval Grid
5.	4	CDS27	26 Aug 1886	6 Nov 1886	Cork
6.	21	CDS27.5	- Apr 1887	21 Mar 1888	Cork, Large Star
7.	2	FAN37	17 Dec 1887	24 Mar 1888	Cork
8.	13	CDS27	13 Apr 1888	7 May 1889	Cork
9.	1	OVL51	- Nov 1888		
10.	4	CDS27	1 Jul 1889	17 Sep 1889	Cork
11.	4	CDS28	2- Sep 1889	12 Nov 1889	Cork

### SPRINGFIELD (1881-1882)

No examples reported

### STEPHENS (1882-1890)

1.	1	MAN	27 Nov 1885	25 Nov 1886	Manuscript
2.	1	CDS33	24 Jul 1887		Target

### TRENT (1883-1883, 1888-1913)

No examples reported

### WAVERLY (1879-open)

1.	1	MAN	2 May 1882		
2.	2	FAN34	3 Nov 1885	29 Jun 1886	Target
3.	1	CDS27	- Feb 1887		CDS

### WELCH (1885-1905)

1.	2	CDS27.5	28 Feb 1889	17 Oct 1889	Target
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### NEXT TIME WE WILL COVER 3 COUNTIES: ASOTIN, BENTON, & COLUMBIA.

These are small ones, and not much information is on hand. If you have covers with postmarks from these counties, I will certainly appreciate photocopies. And we will soon work with another group of small ones: Adams, Chelan, Douglas, and Grant Counties. We need more information for those, too.

We still have some larger counties to cover, too, but we are approaching the end of our series in a year or so. I am beginning to make plans for a book on the postmarks of Washington Territory, which will really be an updated version of these articles, rearranged so all the offices are in alphabetical order. We have received so much additional information on counties that we covered early in the series, that counties like Cowlitz, San Juan, & Pacific are loaded with additions to date ranges, and with new types, in my notes. My thanks to recent contributor Steve Sims, and to all of you who continue to send new finds!



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## SPOKANE COUNTY TERRITORIAL POSTMARKS

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ALPHA 1 is a rare manuscript; 3 are known, in 2 different styles.

CHENEY 1 is a large cds with thick letters; both known are crude, partial strikes.

CHENEY 2 is common, with 11 reported so far, in purple and in black.

CHENEY 3 is somewhat scarce, 6 reported, usually crude, distorted strikes.

CHENEY 4 is a scarce large unusual oval. The 1885 example omits year in the date.

CHENEY 5 is unique, a double circle with "WASH" in a 1975 Zimmerman auction.

CHENEY 6 is a scarce cds with 4 examples known.

CURLEW 1 is a unique manuscript marking.

DEEP CREEK FALLS 1 is a unique straight-line marking with manuscript date.

DEEP CREEK FALLS 2 is a unique manuscript marking.

DEEP CREEK FALLS 3 is rather common, with 8 examples reported in blue & in black.

FORRESTON 1 is unique; date is in statehood period, but marking says "W.T."

HANGMANS CREEK 1 is a unique manuscript marking in a collection.

LATAH 1 is rare, with just 3 known at present. It bears the "D.T. HAM P.M."

LATAH 2 is a modified version of LATAH 1. The 1885 example has had the "D.T. HAM" removed while "P.M." remains. The 1886 example has whole lower legend defaced.

LATAH 3 is rare, with 2 known. It is a cds with diameter about 27-28mm; letters in date are Roman, others are Gothic. See a crude drawing in Landis catalog.

MARSHALL 1 is a large attractive open circle with star killer; just 2 are known.

MEDICAL LAKE 1 is a unique manuscript marking.

MEDICAL LAKE 2 is a unique large cds with postmaster name.

MEDICAL LAKE 3 is rare, with just 2 examples known.

MICA 1 is a unique marking on a government postal card.

PINE GROVE 1 is a unique manuscript marking.

PINE GROVE 2 is also unique; it is struck twice on a cover to Fort Walla Walla.

ROCK CREEK 1 is a unique manuscript marking.

ROCK CREEK 2 is a unique 32.5mm double circle in a dealer stock in 1988.

ROCKFORD 1 is scarce, with just 5 examples known so far.

ROCKFORD 2 is also scarce, a double circle that seems always to be oddly struck so that it appears a single circle.

SPANGLE 1 is a unique marking on a cover to Vermont.

SPANGLE 2 is a unique manuscript postmark.

SPANGLE 3 is scarce, with just 3 reported, at least 2 in grey-blue. Chase-Cabeen states "Seen with a shield in red-violet as a killer".

SPANGLE 4 is an unusual large oval that is not very scarce; 8 are known.

SPANGLE 5 is unique, a very unusual postmark with large gap in letters SP ANGLE.

SPANGLE 6 is rare, with just 2 known.

SPANGLE 7 is larger than 6, is also rare, 3 known. Year in date is poorly struck.

SPOKANE BRIDGE 1 is unique, with just 1 known to date. The date is handwritten; otherwise it is the same as #2.

SPOKANE BRIDGE 2 is not so scarce, with 8 known, but 3 are in one collection.

SPOKANE BRIDGE 3 is rare, with just 2 examples known, in one collection.



## SPOKANE COUNTY TERRITORIAL POSTMARKS

SPOKANE FALLS 1 is unique, the first of several spelled SPOKAN with no E.

SPOKANE FALLS 2 is rare, 3 known, of which at least 1 is magenta.

SPOKANE FALLS 3 is unique, described in an October 1970 Lewenthal auction as: "SPOKAN, WASH TER 1879 (FALLS blocked out). Excellent strike in 25mm magenta circle." This sounds like same type as #2, with FALLS obliterated.

SPOKANE FALLS 4 is very common; 27 reported so far, and there are surely more.

SPOKANE FALLS 5 is quite scarce, with just 4 known to date.

SPOKANE FALLS 6 is common, and it is the first to be spelled SPOKANE, with E.

SPOKANE FALLS 7 is very rare, a beautiful fancy postmark; just 2 are known.

SPOKANE FALLS 8 is quite common, with 13 known. The S and H are 1mm further apart than in #6, and the L's of FALLS have short bottom legs.

SPOKANE FALLS 9 is a unique, unusual large double oval. It has been recorded only as a receiving mark struck twice on a cover from Great Britain, but it is so large and ornate that it is difficult to believe that it was not used as a sending mark, perhaps for registered mail. Any reader comments about this?

SPOKANE FALLS 10 is scarce; 4 known. Note time slot, and nearness of S to H.

SPOKANE FALLS 11 is scarce; 4 known. Note time slot, nearness of S's to H & W.

STEPHENS 1 is a rare manuscript marking, with just 2 examples known.

STEPHENS 2 is a large double-circle postmark known only from a rather crude drawing. It reads, "STEPHENS, WASH. TER./H. Boston P.M."

WAVERLY 1 is a unique manuscript marking in a collection.

WAVERLY 2 is a large attractive toothed county & postmaster postmark; 2 are known.

WAVERLY 3 is a unique cds faintly struck on a government postal card.

WELCH 1 is rare, with just 2 examples reported so far.

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## Tom Edison Mail Sale NO. 9

### Box 822, Oakland, CA 94604

All on postcards except where noted.

### RPOs (Town Numbers) new type shown as (NT).

1. Duluth & MPLS, 1908, VF (887-D-1) Est. \$5.00
2. Greens & Atlanta, 1916, VF (NT) diff spacing, Est. \$3.50
3. Harrisburg & Erie, 1907, F (197-C-1) 5% off top, Est. \$3.00
4. Jack & Pt. Tampa, 1905, VF (384-C-1) PPC to France, Est. \$4.00
5. MPLS & Watertown, 1942, VF (883-E-1) cover, Est. \$3.00
6. New Orleans & Hou., 1916, VF (440-J-1) Est. \$3.00
7. Newton & Amarillo, 1921, VF (928-F-1) Est. \$5.00
8. Newton & Ft. W., 1907, VF (NT) diff spelling, Est. \$5.00
9. New Meadows & Weiser, 1915, F (904-A-B-1) Est. \$10.00
10. Newport & Spring, 1911, F (35-N-2) Est. \$3.00
11. N.Y. & Canal Zone, 1911, F (E-1-b) direction missing, Est. \$10.00
12. N.Y. & Chicago/ED, CA 1906, VF (114-T-1) Est. \$3.00
13. N.Y. & Chi/M.D., 1907, VF (115-N-5) Est. \$3.00
14. New York & Pitt, 1887, open circle, (NT) with E. Div cover, Est. \$10.00
15. Norfolk JC & Winner, 1911, VG (NT) diff spacing, "Winner" light, Est. \$10.00
16. No. Woodstock & Plymouth, 1907, VF (31-A-1) Est. \$5.00
17. Oakdale & Merced, 1910, VG (989-D-1) "Merced" light, Est. \$8.00
18. Oaks & Sioux City, 1913, F (887-I-F-1) Est. \$5.00
19. Ogden & San Fran/MD, 1920, VG (976-T-1) light strike, Est. \$5.00
20. Ogden & San Fran/MD, 1920, F (NT) with "MD", Est. \$6.00
21. Ogden & San Fran, 1887, VF (NT) diff spacing, cvr from Wurttemberg, Est. \$15.00
22. Oklahoma & Mangum, 1910, VF (931-I-D-1) Est. \$5.00
23. OM & Colo. Spgs, 1914, F (941-G-1) Est. \$5.00
24. Pocatello & Baker, 1934, VF (898-L-1) cover, Est. \$5.00
25. Palestine & Houston, 1938, VF (284-J-1) cvr open 3 sides, Est. \$3.00
26. Pac. Junc't & Denver, 1907, VF (933-R-1) Est. \$3.00
27. Pac. Jct. & Denver, 1907, VF (933-T-1) Est. \$3.00
28. Paris & Cleburne, 1907, VF (NT) diff spelling, Est. \$5.00
29. Paris & Cleb., 1907, VF (973-I-1) Est. \$3.00
30. Placerville & Sacto, 1919, VF (981-C-1) Est. \$5.00
31. Pocatello & Baker, 1918, VF (898-L-1) Est. \$5.00
32. Pocatello & Port, 1908, F (898-N-1) misspelled, Est. \$10.00
33. Pocatello & Port, 1913, VF (898-P-1) Est. \$5.00
34. Pocatello & Port, 1907, Exc. (898-P-2) Est. \$3.00
35. Pocatello & Port, 1908, VF (NT) diff spacing, Est. \$5.00
36. Pocatello & Port, 1908, VF (NT) with direction "East" in dial, Est. \$5.00
37. Port & Ashland, 1913, VG (894-L-1) Est. \$5.00
38. Port & Corvallis, 1914, VF (393-B-1) Est. \$5.00
39. Port & San Fran/ND, 1905, VF (894-R-1) Est. \$3.00
40. Port & San Fran/SD, 1907, VF (NT) diff spacing, Est. \$5.00
41. Port & Seaside, 1948, VF (NT) 28= mm dial, cover, Est. \$3.50
42. Port Wash & L.I. City, 1909, VF (112-W-1) Est. \$6.00
43. Port & Isld Pond, 1907, VF (9-N-1) Est. \$3.00
44. Prescott & Crown King, 1909, North, VF (987-3-B-1) Est. \$30.00
45. Pueblo & Alamosa, F, 1932 (955-I-1) cover w/ crease, Est. \$3.50
46. Reno & Goldfield, 1910, VF (977-2-B-1) regist. pack receipt card, Est. \$5.00
47. Reno & Mina, 1920, VF (977-2-C-1) regist. dispatch receipt card, Est. \$5.00
48. Reno & Preston, 1911, VF (877-1-B-2) Est. \$6.00
49. Red Bluff & Sacra, 1907, F (982-M-1) Est. \$5.00
50. Red Oak & Linc., 1912, F (NT) 29 mm dial, Est. \$5.00
51. Rin Con & Silver Cy, 1941, F, env. open 3 sides, Est. \$4.00
52. Quan & Floydada, 1934, VG, env. open 3 sides, Est. \$4.00
53. Rouses Point & Alb, 1909, Exc. (NT) unique spelling, Est. \$8.00
54. Runsey & Elmira, 1908, North, VF (992-B-2) Est. \$10.00
55. Scrant & North, 1908, VF (176-C-1) Est. \$5.00
56. St. Alb & Boston, Circa 1905, VF (24-L-2) Est. \$5.00
57. St. Joe, Atch & Tope, 1909 Exc. (NT) diff spelling, Est. \$8.00
58. St. Paul & Aberdeen, 1910, VF (NT) 30 mm dial, Est. \$4.00
59. St. Paul & Wells, 1911, F (882-C-1) Est. \$5.00
60. S.A. & El Paso/ED, 1935, F (476-T-2) cover, Est. \$3.00
61. Salida & Alamosa, 1914, South, F (955-G-2) Est. \$10.00
62. Salida & Ouray, 1909, East, F (957-M-3) Est. \$10.00
63. S.L. Obispo & Los Ang, 1917, F (980-U-1) Est. \$10.00
64. St. Vincent & Fargo, 1907, F (NT) with train no., Est. \$10.00
65. St. Vincent & St. Paul, 1907, VG (869-AV-2) "St. Paul" light, Est. \$5.00
66. San B'D'No & San J'C'Nto, VG, 1906 (987-I-1) "C'Nto" light, Est. \$8.00
67. Sapulpa & Ft. Worth, 1919, F (921-I-B-1) Est. \$5.00
68. Sandusky & Newark, 1907, VF (567-K-1) Est. \$5.00
69. San Fran. & Barstow, 1908, VF (993-3-B-1) ux card, Est. \$5.00
70. S.F. Mayf & Santa Cruz, 1931, VG (NT) smaller ltrs, "cruz" light, Est. \$5.00
71. S.F. & Barstow, 1914, VF (933-3-C-1) cover, Est. \$3.00
72. S.F.S. Jose & LA, 1956, VF (980-R-2) 3" stamp perf "SP", Est. \$3.00
73. S.F.S. Jose & Los Ang, 1935, VF (NT) diff spelling, Est. \$4.00
74. San Fran. & S. Cruz, 1893, F (980-L-1) ux card, Est. \$6.00
75. San Fran. & Santa Cruz, 1907, VG (980-L-2) light strike, Est. \$4.00
76. San Fran. & Visalia, 1911, VF (963-AD-2) Est. \$5.00
77. Santa Rosa & Val Juct, 1912, F (984-I-A-1) Est. \$10.00
78. Seattle & Seward, East, 1938, F (X-14-M) cover, Est. \$7.00
79. Seattle & Seward, 1935, F (X-14-J) no direction, cover, Est. \$7.00
80. Seattle & Seward, 1941, VF (X-14-c) Est. \$7.00
81. Seattle & Skagway, 1936, VF (X-19-D) Est. \$7.00
82. Shreve & Houston, 1908, F (NT) 30 mm dial, Est. \$7.00
83. Sedalia & Denison, 1905, VG (809-U-4) cover, ind. terr. cc. Est. \$8.00
84. Skowhegan & Boston, 1905, VF (4-AL-1) Est. \$3.00
85. Spok, Pasco & Port, 1910, VF (899-I-C-1) Est. \$5.00
86. Spring Valley & NY, 1938, VF (124-B-1) Est. \$3.00
87. Spokane & Tacoma, 1908, VF (982-Q-1) Est. \$10.00
88. Spok & Tacoma, 1905, VF (NT) diff spelling, Est. \$12.00
89. Spokane & Umatilla, 1911, VF (904-B-D-1) Est. \$5.00
90. Stockton & Fresno, 1910, F (963-AF-2) 5% off at top, Est. \$5.00
91. Sweetgrass & Grt Falls, 1914, F (891-S-E-1) some ltrs light, Est. \$10.00
92. Syracuse & Roch, 1900, F (NT) with train no., cover, Est. \$5.00
93. Tacoma & Ocosta, 1909, F (NT) with train no., Est. \$12.00
94. T. City & Hawarden, 1887, F (796-B-2) ux card, Est. \$7.00
95. Tama & Sioux City, 1916, VF (NT) diff spelling, Est. \$7.00

96. TI & Lake Geo, 1905, F (NT) no direction, Est. \$7.00
97. South C/RR, Circa 1875, VG (336-G-1) ux2, 2 file holes, Est. \$20.00
98. So. Ca/RR, Circa 1875, VG (336-E-1) ux2, 2 file holes, Est. \$20.00
99. Tol & La Fay/RPO, Circa 1882, F (NT) diff spacing, cover, Est. \$12.00
100. Toledo & Jackson, 1912, VF (614-E-1) Est. \$5.00
101. Topeka & Ft Scott, 1912, North, F (NT) with direction, Est. \$12.00
102. Tracy & Pierre, 1891, VF (866-Y-1) cover, Est. \$15.00
103. Trinidad & Albuquerque, 1932, F (911-AM-3) cvr open 3 sides, Est. \$3.00
104. Truckee & Lake Tahoe, 1908, F (997-4-A-1) overstruck, Est. \$8.00
105. Truckee & Lk Tahoe, 1936, VF (997-4-B-2) Est. \$5.00
106. Tucumcari & El Paso, 1934, F (980-3-F-5) cover, Est. \$3.00
107. Tucumcari & El Paso, 1934, F (989-3-F-CD) cover, Est. \$3.00
108. Tucson & Los Angeles, 1905, VG (963-U-1) "Angeles" light, Est. \$3.00
109. Tucson & Nogales, 1937, VF (965-2-A-4) cover, Est. \$3.00
110. Tucson & Nogales, 1911, VF (965-1-B-2) Est. \$6.00
111. Tuolumne & Stock, 1917, VF (988-G-1) cover, Est. \$10.00
112. Ukiah & San Fran, 1893, F (985-R-1) U cover reduced right, Est. \$20.00
113. Vanburen & Bang, 1907, VF (1G-M-1) Est. \$5.00
114. Vilisca & St Joseph, 1909, VF (798-W-2) early date, Est. \$10.00
115. Walla Walla & Pasco, 1911, VF (901-5-B-1) Est. \$6.00
116. Warroad & Crooks, 1937, VF (878-7-B-2) cover, Est. \$5.00
117. Wash & Bristol, 1917, VF (302-M-1) Est. \$3.00
118. Wash & Weld, Circa 1882, F (305-P-3) cvr rough open top, Est. \$10.00
119. Watsonville Jct & S Cruz, 1915, F (unlisted) 40% lower rim missing, Est. \$25.00
120. Waycross & Montg, 1893, VF (NT) 28 mm dial, 2" Columbus cvr, Est. \$8.00
121. Wichita & Kiowa, 1912, VF (920-AJ-2) Est. \$10.00
122. W. Falls & Breckenridge, 1933, VF (492-7-A-1) cover, \$4.00
123. Willets & San Fran, 1910, VF (9850T-1) misspelled, Est. \$10.00
124. Willets & San Fran, 1907, VF (985-U-1) Est. \$10.00
125. Will & Seattle/MD, 1957, F (869-BB-1) cover, Est. \$3.00
126. Will & Seattle/WD, 1940, VF (902-5-C-1) cover, Est. \$3.00
127. Williams & Los Ang, 1906, F (964-Q-1) Est. \$6.00
128. Wmsport & Pottsv, 1894, VF (NT) diff spelling, ux card, Est. \$6.00
129. Woodburn & Albany, 1919, F (900-6-A-1) Est. \$10.00
130. Woodville & Montpelier, 1937, F (38-D-1) Est. \$4.00
131. Nash & St Louis, 1909, (537-F-3) Est. \$3.00

### Streetcar RPOs (Towle Type)

131. Ari. & So. Balto/Balto, MD, 1908, VF (NT) no "RPO" in dial, Est. \$15.00
132. Ari. & So. Balto RPO/Balto, MD, 1908, VG (BA-1-a) Est. \$10.00
133. Ari. & So. Balto RPO/Balto, MD, 1908, F (BA-1-b) ux card, Est. \$15.00
134. Baltimore & Arlington RPO, 1920, F, Flag (BA-2-d) Est. \$5.00
135. Rol. PK & St. Hel. RPO/Balto, MD, 1907, VF (BA-3-g) Est. \$5.00
136. Rol. PK & St. Hel. RPO/Balto, MD, 1908, Exc (BA-3-k) Est. \$10.00
137. Rol. PK & Highland RPO/Balto, MD, 1910, G (BA-4-k) ltrs blurred, Est. \$5.00
138. Rol. Park & Highland Town RPO, 1915, F, Flag (BA-4-aa) Est. \$10.00
139. Towson & Cantonsville/RPO, 1918, F (BA-5-fb) Est. \$10.00
140. Tow & Cantons RPO/Balto, MD, 1905, VF (BA-5-g) Est. \$5.00
141. Tow & Cantons RPO/Balto, MD, 1903, VF (NT) similar to above smaller "RPO", Est. \$10
142. Tow & Cantons RPO/Balto, MD, 1904, VF (BA-5-h) Est. \$10.00
143. Towson & Catonsville RPO, 1915, VF Flag (BA-5-aa) Est. \$5.00
144. Towson & Cantonsville RPO, 1917, VG, Flag (BA-5-ob) cover, Est. \$5.00
145. Towson & Cantonsv RPO/Balto, MD, 1916, F (BA-5-m) Est. \$5.00
146. Boston Circuit RPO, 1905, VF, Flag (Bo-10-c) Est. \$3.00
147. Boston Circuit RPO, 1910, VF, Flag (Bo-10-e) Est. \$3.00
148. Boston Circuit RPO, 1913, VF, Flag (Bo-10-f) Est. \$3.00
149. Brooklyn, NY Cir/RPO, 1905, F (BR-5-b) Est. \$10.00
150. Brooklyn, NY Circuit/RPO, 1906, VF (BR-5-d) Est. \$8.00
151. Brooklyn, NY Circuit/RPO, 1902, VF (BR-5-f) Est. \$10.00
152. Bklyn, NY, So. Shore/RPO, 1906, VF Machine (BR-6-a) Est. \$8.00
153. Brooklyn, NY, So. Shore/RPO, 1905, VF (BR-6-b) Est. \$10.00
154. Brooklyn, NY, So. Shore/RPO, 1905, VF (NT) 28 mm dial, Est. \$12.00
155. Chi & Went Ave/RPO, 1905, F (CH-7-b) Est. \$3.00
156. Cleveland Circuit/RPO, 1909, VF (CL-1-a) Est. \$8.00
157. Cleveland Circuit/RPO, 1914, VF, Machine (CL-1-c) Est. \$5.00
158. Cleveland Circuit/RPO, 1910, VF, Flag (CL-1-c) Est. \$3.00
159. Pittsburg, PA, St/RPO, 1904, VF (PI-3-a) cvr rough, Est. \$10.00
160. Streetcar RPO, 1910, VF (PI-7-a) Flag, Est. \$3.00
161. Philadelphia & Germantown RPO, 1897, VF Flag (PH-4-c) Est. \$12.00
162. 3rd Ave, NY City/RPO, 1895, F (NY-1-b) backstamp, Brazil cvr, Est. \$10.00
163. Rochester, NY Car Coll. (service) VG (RO-3-a) Est. \$10.00
164. Seattle & Seattle, 1913, F (SEI-A) Est. \$15.00
165. St. Louis, MO, Olive/RPO, 1912, F (SL-10-c) Est. \$8.00
166. St. Louis, MO/Northwest RPO, 1910, VF (SL-12-B) Est. \$8.00
167. St. Louis, MO, Northwest/RPO, 1912, F (SL-12-C) Est. \$8.00
168. St. Louis, MO, North B' Way/RPO, 1913, VG (SL-13-D) Est. \$5.00
169. St. Louis, MO/Southwest Cir, 1907, VF (SL-14-A) Est. \$10.00
170. St. Louis, MO/B' Way South Circuit, 1907, F (SL-15-AO) Est. \$10.00
171. St. Louis, MO/South B' Way, RPO, 1909, Exc (SL-15-B) Est. \$10.00

### Transfer Clerk / Transfer Agents (Towle Type)

172. Bangor, ME/Trans. Clk, 1909, VF (19-C-1) Est. \$8.00
173. Ced. Rapids, Iowa/Transfer agent, 1912, VF (802-B-2) Est. \$8.00
174. Round Table Denver, Colo, 1910, F (959-A-8) Est. \$8.00
175. Houston, Tex/Trans. Clerk, 1910, F (497-B-5) Est. \$8.00
176. Jacksonville, Fla/Trans. Clerk, 1905, VF (389-D-5) Est. \$5.00
177. T.C.M.C. Sta/Jackson, Mich, 1911, VF (645-C-1) Est. \$8.00
178. La Junta, Colo/Trans. clk, 1908, VF (959-E-2) Est. \$8.00
179. Los Ang. Cal/Trans. clk S.P. Sta, 1908, VF (999-B-5) Est. \$8.00
180. Tr. Clk Oakland Pier Cal, 1909, F (999-F-2) Est. \$8.00
181. Oakland Pier, Cal/Tr. clk, 1918, F (999-F-3) Est. \$8.00
182. Portland, Oreg/Trans. clk, 1909, VF (897-1-A-1) Est. \$8.00

Standard rules apply. Minimum bid \$3. Xerox for 10c & S.A.S.E.

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**Closing date, 10 pm (PST) March 31, 1995.**



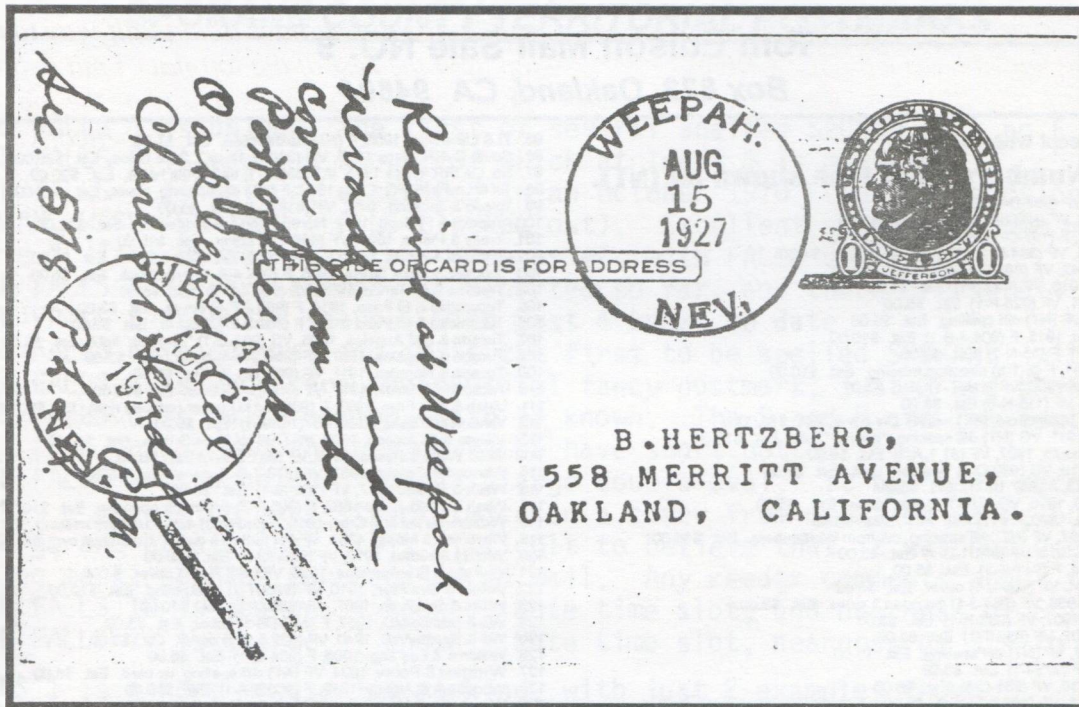


Figure 1. Postcard serviced by Charles A. Hendel, Weepah's only Postmaster. (Courtesy of Ted Gruber)

## WEEPAH, NEVADA - THE LAST BOOM TOWN

### MUSINGS OF "CINNABAR IKE"

By Bill Helmer

Weepah, Nevada is located in Esmeralda County about twenty-six miles southwest of Tonopah. The discovery of high grade gold bearing ore in March, 1927, came extremely late in the boom town mining era of the West. Beside each prospector's tent was parked an automobile instead of a horse and wagon. Residents were in more danger of being run over by a Model A or caught in the extensive news reporting (newspaper and movie newsreel) of the strike than being accosted by a claim jumper or desperado.

Although of very recent vintage in terms of mining camp DPO's, the availability of Weepah postmarks appears very limited at best. Ted Gruber, the noted Nevada specialist, was aware of only one postmark in 1988 (See Figure 1). In Richard Helbock's, "A Checklist of Nevada Post Offices, 1852-1988", Weepah is assigned a scarcity index of 7 on a scale of 9. Postmarks with an index of 7 or above are considered rare.

The following observations on postal and related matters in Weepah were extracted from two monographs in the collected works of Charles A. Hendel, aka "Cinnabar Ike". In addition to serving as the only Postmaster of Weepah, Mr. Hendel was the first Postmaster of Simpson, Nevada, and pursued mining and prospecting interests in Bisbee and Tombstone, Arizona and the Nevada camps of Lower Rochester, Millers, Gilbert and Lone Mountain as well as Weepah.

*The real story of Weepah has never been told nor published. What I am writing now (1969) is a copy of what I wrote shortly after leaving the camp in 1929, and it's been waiting until this day to be brought out. Now that I have started assembling my notes and letters of the past, I may just possibly get it set forth for the benefit of anyone who is interested in past events in Nevada wherein I have now for more than sixty years lent a hand.*

*The last real boom mining camp of the West. Oh, I beg your pardon. There was Wahomonie, but that blew up almost overnight. It was in Weepah that a \$74,000 per ton discovery set the western world afire!*



*Weepah in those first few months was known far and wide as the BIGGEST BONANZA of them all. But alas, after another month, it reversed itself when nearly everybody called it THE BIGGEST FLOP OF THEM ALL!*

*Weepah itself was an old camp at the time of this discovery. Frank Horton was the president of the Weepah Mining Company and was on the coast at the time of discovery in an effort to raise funds to carry on the development of the mine, having left his son and another youth on the ground doing assessment work when the boys made their fabulous discovery.*

*These boys led us all a merry chase before we finally learned that this discovery was in Weepah. This was in March, 1927.*

*I was one of the first in the camp after the discovery was made, and just about the last to leave two years later.*

*Within a month's time, there were thousands of people in the camp—many famous oldtimers from Goldfield, Tonopah, Virginia City, Reno, Elko, and all parts of the State and all parts of the nation, and some from Canada, Alaska, South America, Africa, Mexico and Australia. I know, because I was Weepah's first and only Postmaster.*

*Truly a momentous gathering of the world's prospectors, mining men, businessmen, gamblers, bootleggers, fugitives from justice, "several retired lady school teachers", a preacher, and salesmen for almost everything under the sun—everybody wanting to be among the first in their line of endeavor and to get firmly established in what they all believed was to become the biggest and best mining camp in the world!*

*Weepah meant "little water" in Paiute. In fact, there was none in the camp and all that was used had to be hauled in until about 25 years later. There were a number of granite holes in the mountains several miles away wherein winter snows melted and held stored, which the Paiutes in earlier years used as a source of supply when deer hunting.*

*When I established the Weepah Post Office, I set it up in an 8 x 10 foot tent. I had gotten hold of an old railroad tool box which was about 4 feet wide, 5 feet high, and 6 feet long,*

*with a lid sloping back about half-way to the top, and the rest of the top flat. I put in a row of pigeon-hole boxes across near the top to use for sorting the letters alphabetically.*

*In the daytime, I'd pull the tool box out of the tent. When the stage came in, I'd dump the sacks into the box and then sort the mail, after which I would start with "A" and go through the box calling out the names. I soon found this to be too tiresome and lengthy, and changed to having the people step up and give their names. Later when I got the bigger Army tent and enlarged my quarters, I made bigger boxes.*

*With about a half hundred or more people standing there waiting the first couple of days after I opened the Post Office, and at least fifty sacks of mail coming in that had been piling up in Tonopah for about a month—many of these people expecting letters with money from friends or kin—you can imagine what a mad scramble it was when MAIL CALL was sounded.*

*I could write a book about those two tent Post Offices. A lot of funny things happened around there in those early days, and one incident, not so funny, happened one night when I was asleep in the later-improved Army tent Post Office. My cot was between the back wall of the tent and the distributing box. I was suddenly wakened by the sound of a knife ripping the tent wall lengthwise in the back wall about a foot above my face and chest! I let out a whoop and the would be burglar jumped and stumbled over the tent ropes and got away. But, he didn't travel any faster than I did. I just threw myself over the tool box, and I knew I was scareder than he was.*

*Nothing left to do but to light the oil lantern and get out a sail needle that I happened to have with some cord in my grip and sew the rip together. Incidentally, the wind WAS blowing that night. Guess that's why I sewed it up before getting back in bed.*

*No, he didn't come back. Just another case of an unsung hero, not one who died fighting or something like that, but one, who by a fluke, saved the mail—and maybe his hide as well!*



*P.S. The next day, "the attempt to rob the Post Office" was the talk of the camp; and being only human, I "laid it on" and gloried in the honors brung. Only the thief knew better and what a liar I really was as I handed myself a few bouquets. But he wasn't in a very good position to dispute my word, so I DID get away with it.*

*Another episode occurred while working on the Post Office.*

*Crash! Bang! "Help! Murder! He's killin' me! HELP!"*

*We heard this cry coming from the tent cabin just across from the Post Office where Homer Buckley and I were putting a tar-paper roof covering over my new lean-to addition to the rear of my ARMY TENT BOOMTOWN Post Office in those early days of the Weepah boom.*

*Homer and I jumped down off the roof and ran toward the tent cabin door when the door opened and a man came out on the run with his wife dragging along behind him, hanging onto his arm.*

*"YOU COME BACK HERE AND EAT THAT SUPPER", she shouted.*

*"To hell with supper!" he shouted back. "I don't want any of your damn supper. I wanna drink!"*

*He started to beat her, and Homer and I rushed over to stop him. Then he spotted me and Homer.*

*"Oh Postmaster", he said to me, "so YOU want some of it, TOO!"*

*With that, he swung at me--and missed just enough to knock off my glasses onto the ground. Hastily stepping back in an effort to keep from tramping on them, I stooped to recover the glasses when I felt myself grasped chokingly on the neck--by the woman! Homer, watching his chance, grabbed the man and got his head under his arm and started pummeling him.*

*"Here, YOU, leave my husband alone!" Letting me go and rushing at Homer she yelled, "It's nobody's business how much my husband beats me! Let him alone, I tell you, or I'll hit you with this iron!"*

*Then I saw that she had a piece of steel in one of her upraised hands. She evidently had*

*picked it up in the tent cabin to protect herself from him!*

*And then all hell broke loose.*

*For weeks, feelings had been running high between the miners and the boot-leggers and gamblers, and here a perfect stage was set for the whole town to get in on a "battle royal".*

*Sides were quickly chosen--the miners and businessmen on one side and the gamblers and bootleggers on the other. A general "free-for-all" started but was nipped in the bud when the short but ponderous "John Law", Charlie Benton, ran around the corner of the Post Office and mixed int the fray. Poking a half-dozen in the belly and ribs with his big six-gun, and swinging his "billy", he had the incipient riot quelled in jig time.*

*About ten minutes later, Homer and I were back on the roof nailing down the tar-paper, and there wasn't a soul in sight. Everything had calmed down, and all was as peaceful and quiet as ever it is in the middle of a hot summer day in any mining camp.*

*After a few minutes, Homer stopped half-way in driving a roofing nail, and holding his hammer aloft, turned to me and said, "Charlie, dammed if I don't believe that that damned woman WOULD have clouted me with that piece of steel if I hadn't let him go!"*

*Repeating an old saw, I turned to Homer and said, "They'll do it every time, Homer, yes, they'll do it every time."*

*"Damned if I don't believe it NOW", and as he said "NOW", he swung that hammer and drove that nail home.*

*Near the end of activities, the Weepah store, Post Office, and school room were all in one building--our home. When the camp died, the original school was closed and the building was moved away, so we had packed up what was left of the books, benches and all, and had moved them into a room adjoining the store and Post Office room. Helen, my wife, having been a teacher in the days before our marriage in 1916, took over. For school children we had our young sons, Carl and John, and the two Hand boys. Our near two-year-old daughter insisted on taking a seat and going to school, too! She was three months old when the strike was made and the baby of the*



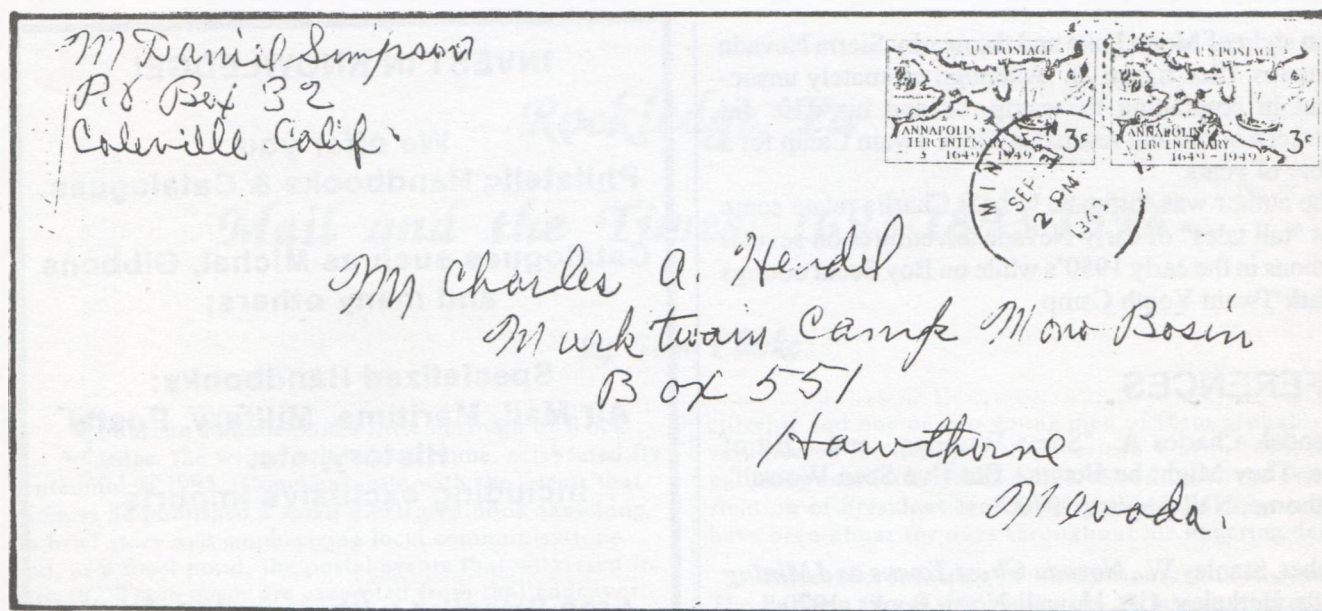


Figure 2. Cover addressed to Charles Hendel at Mark Twain Camp.

camp--the only one in all the time we were there.

When the stage came in, recess was called and school was stopped until Helen got the mail sorted and distributed to our patrons. Perry White, our stage driver, and the boys brought in the water, which Perry brought from a spring near South Gilbert, 30 miles away. Of course, there'd always be a recess when customers came for mail and groceries.

While my partner and I were away working on a cinnabar property thirty miles from there, Helen took over my job as watchman of the shut-down Horton Mine. It looks as though we should have made a lot of money, but in general, it was just about all "puttin out" with very little money left to splurge with. Post Office cancellations were indeed few--most of them our own mailings. The cinnabar lease and the watchman job petered out. We had \$600 due us and settled for \$180.

As for Weepah, at the end of the second year we closed the Post Office, packed up what groceries and other goods that we couldn't get rid of and pulled stakes, killing the camp as we did so.

Some twenty years later, a large company took the camp over and built a 100 stamp mill on the company property. It produced millions, leaving a hole like a big volcanic crater

more'n a hundred feet deep where the company's ore--and part of mine on an adjoining claim--once had been in place. This was another time when I believed I was right, but wasn't able to hang on. But such is life. At that we have NO regrets.

Subsequent to his mining and Postmaster careers Charlie Hendel became a civilian inspector for the construction of the Naval Ammunition Dept at Hawthorne, Nevada and other locations throughout the West prior to returning to Hawthorne during World War 2. During the war Charlie organized a Seabee unit to provide initial training for local men who eventually joined USN Construction Battalions. He also served as chairman for five War Bond Drives, was a member of the local Selective Service board and War Price and Rationing Board. Charlie served in the Nevada State Legislature for eight years. While serving in the legislature his poetic and literary talents were recognized with designation as "Poet Laureate" of the Nevada Legislature.

In addition to his numerous State and local civic activities Charlie was also a visionary. He proposed tapping into the water resources of the Columbia River for the parched Nevada landscape long before the idea was popularized by thirsty Southern Californians - and duly laid to rest.

After successfully lobbying both the Nevada and California legislatures to approve construction of State Route 31 to connect Mono County California and Mineral County Nevada, Mr. Hendel attempted to found Mark Twain Youth Camp on the Nevada-California border



within sight of Mono Lake and the nearby Sierra Nevada mountains. (See figure 2). Although ultimately unsuccessful in continuing the camp, he and his wife did construct a home and resided at Mark Twain Camp for a number of years.

The author was fortunate to hear Charlie relate some of his "tall tales" of early Nevada adventures on several occasions in the early 1950's while on Boy Scout outings to Mark Twain Youth Camp.

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## Rockledge Pa

### Mail and the Times, 1693-1893-1993

by Tom Clarke

Suburban Philadelphia's little borough of Rockledge, the writer's childhood home, celebrated its centennial in 1993. Commensurate with the event, that summer he published a small illustrated book sketching its brief story and emphasizing local communications and, as a focal point, the postal events that witnessed its growth. These pages are excerpted from that endeavor.

Rockledge is a discontinued post office, a DPO, that drew breath between 1893 and 1907. Not one example of its postal activity were known to have survived until recently, save for two cut-circle examples of its handstamp dials, shown here, preserved at the Post Mark Collectors Club's museum<sup>1</sup>.

Then, just a few short weeks before the current deadline, without warning, during a Christmas visit a Philadelphia postal view-card was shown to this disbelieving writer; it bore the second postmark type. Finally! A bona fide specimen had surfaced. Bless any *La Posta* reader who can supply another!

#### 1890s times

At the turn of the 20th century the post office was everyone's window to the world. With radio, TV, and movie newsreels not to appear for years to come, it was the post office that delivered its cheap newspapers and magazines filled with county, state, and national news. They spoke eloquently of those amazingly inventive decades. While these forms of print communication satisfied recipients' intellects, it was the occasional letter or card that provided the much sought after personal news that addressees' hearts required.

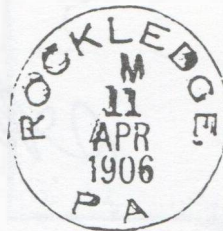
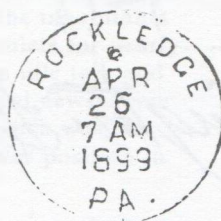
The post office in tiny Rockledge PA, as elsewhere, offered an opportune place for gossip, too, passed along by infrequently met neighbors as they congregated. Casual, engaging conversation took place if time permitted, though happily there were none of today's waiting lines.

The unsettling economic Panic of 1893 would have affected Rockledge. And, of those 200 to 300 earliest

citizens, and one or two young men of them probably volunteered for the Spanish-American War in 1898, then naturally sent letters back home. Soon, after the assassination of President McKinley in 1901, the office would have been abuzz for days throughout his lingering death.

The exuberant times of Teddy Roosevelt followed. The Panama Canal was begun, the Wright brothers flew, John Philip Souza played alongside the amusement attractions that delighted all at the famous Willow Grove Park close by. Buffalo Bill's *Wild West Show* visited Philadelphia and shortly San Francisco would have its earthquake.

Someone in Rockledge saw their first automobile, flicked on the village's first electric lamp, spoke on its first telephone. These events were on the lips of postmaster and patron alike, and on the pen tips of letter and card writers. The little Rockledge Post Office, like its 45,000 sisters, dutifully received and passed along news of these events and many more.



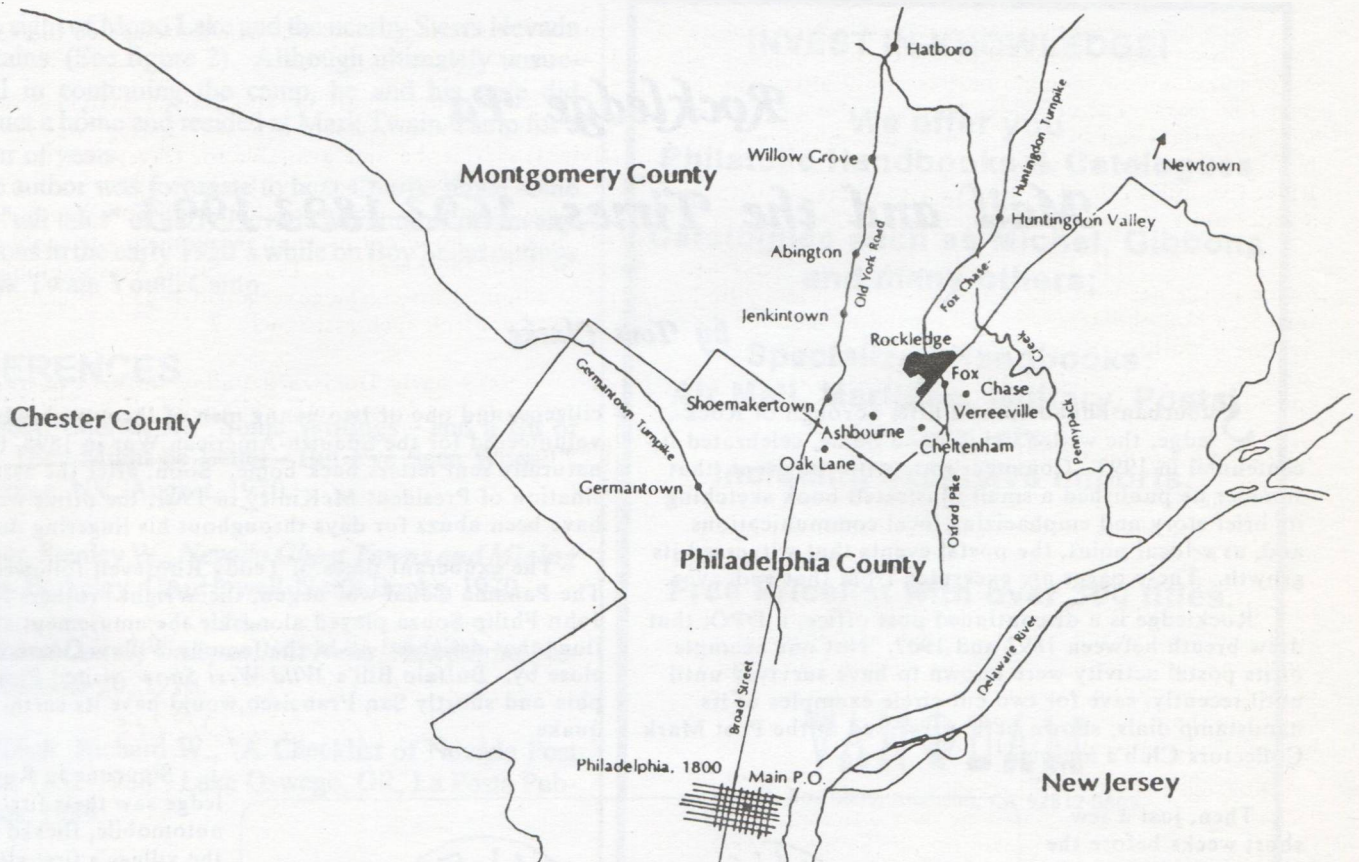
Only two types of the original handstamped Rockledge Post Office markings have been found; others, such as those used for backstamps, must surely exist.

#### In the beginning

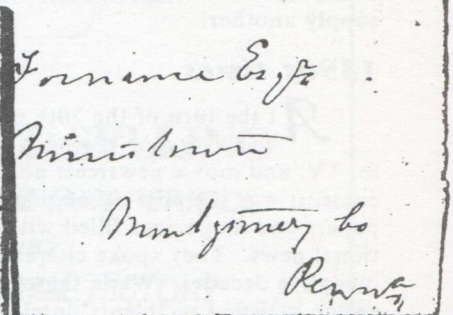
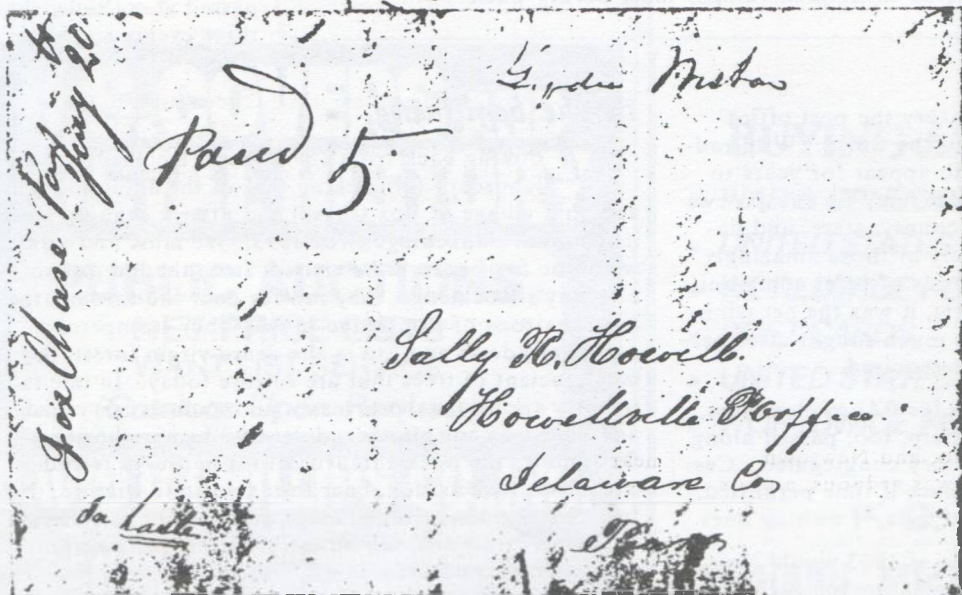
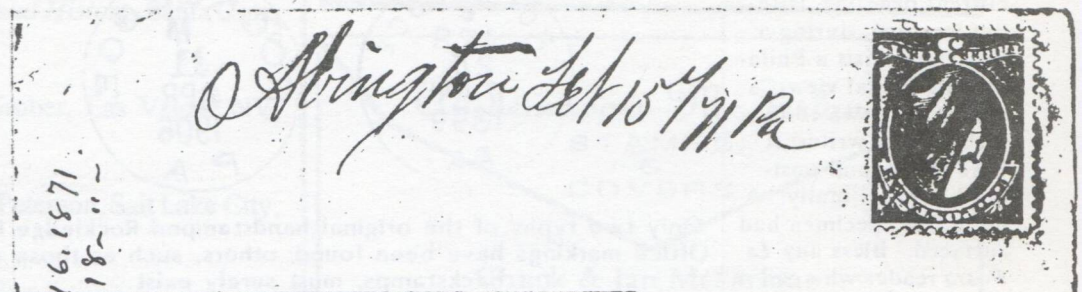
Looking back from 1893, life in Rockledge and its landscape (mimicking that of the adjoining Philadelphia village of Fox Chase) had utterly changed since its colonial awakenings circa 1693. We must assume that when the fox began to be chased, from the inn just south of today's Rockledge, they ran for dear life through the hilly environs of Rockledge-to-be. They scampered across meadows and hid in the dense virgin forest, those most ancient of trees that are so rare today. In late fall to early spring the dense leaves and underbrush vanished and gave way to soft snow dotted with animal tracks. By summer the woods returned to lush greens teeming with deer, rabbits, fox, bear, birds: infinite wildlife. Nature was the loving beacon that called forth early Philadelphians to the distant "interior," hours of coachtime beyond William Penn's small 'Greene Countrie Towne.'



# Delaware Valley Place Names Mentioned ca. 1870



An early Fox Chase manuscript of 1847 and an Abington manuscript of 1871. One or both sent by a Rockledge farmer?





Those many who purchased or leased Penn land in the 1680s and 90s, all named on the earliest maps, could never imagine how their properties would alter over the next 300 years. The creeks and streams, for one, were very deep then and filled to their banks. Shallow draft boats could travel Pennypack Creek from the Delaware River five miles inland to Fox Chase, where, in 1645, the Swedes built their historic square fort and settlement.

The water table dramatically lowered in later years owing to the needs of the thousands of 19th and 20th century area householders who had moved to the suburbs to live the good life. You would stand only ankle deep in the Creek by 1993, and local feeder streams had become little more than drizzle through damp soil.

### Earliest communications

The Swedes surely wrote accounts of their area stay, but no letters have survived or are recognized. The English superseded them in the early 1680s; they too left no communications from the vicinity either. But probably, in the distant days following 1683, those venturing into this beautiful wilderness for intense horseback sport would not think to write a letter from the little one story inn at Fox Chase, much less from the quiet woods and fields that later would become Rockledge Borough.

For 200 years, from the 1680s until the early 1800s, it was Philadelphia's lone post office that was the eyes and ears on the world for all the inhabitants of all surrounding Delaware Valley hamlets for nearly a hundred miles. News also came from idle talk and rumor and of course from primitive local newspapers like Ben Franklin's --free delivery of which was his prime motive for seeking the Post Master position in the first place; no fool he.

Incoming mail from overseas or from a relative in New York (either place almost equally remote in the eyes of the early colonists) remained at the post office until the addressee could come in to pick it up. (But recall that for the inhabitants of the dozen city blocks of early Philadelphia-proper, Postmaster Franklin invented American home delivery in 1753, for an extra English penny.)

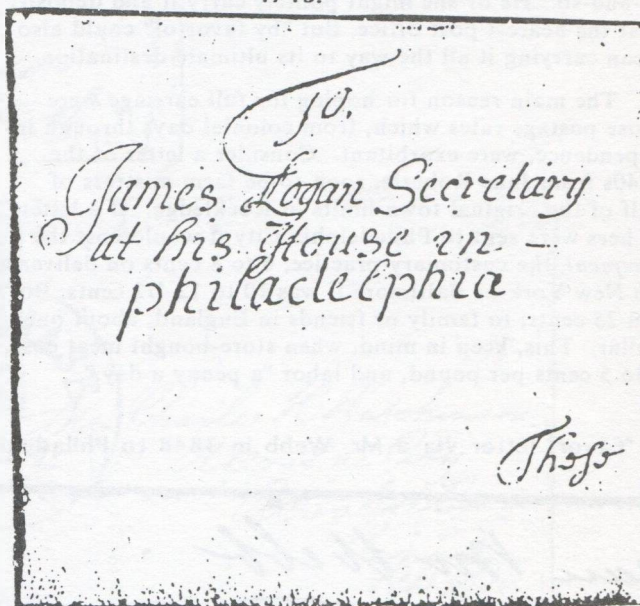
Penn, his sons, and associates had done a booming business charging goodly sums from those willing to risk emigrating to the New World. By 1700, all of his vast, verdant colony was subscribed and in most places individuals were subletting farmland and hiring indentured servants to create for them cultivation from the pristine woodland. Up-to-date information was a scarce commodity for this growing, though thin and scattered, population.

Assisting them was the sophisticated system of ancient Indian trails that provided the settlers with passageways between their villages and nearby towns like Philadelphia, Germantown, Hatboro, and Newtown. Travel between distant settlements was arduous, and only on special occasions would individuals accept the hazards of such an adventure. People mostly stayed on their farms. Letter communication was a costly luxury

not to be encouraged, and was usually relegated to exotic business and legal wranglings.

In exceptional situations, stage coach passenger service, an added improvement over the existing "wagon" (freight) service, became available for travel over the dirt pathways. Both passenger and freight wagons seem to have unofficially carried mail along with bulk goods. It was accepted no doubt as an inducement --friendly advertising for their services. Later, during Washington's 1790s administration, the government began officially to pay, and control, such assistance.

Front of a very early Delaware Valley letter: Chester County to James Logan into Philadelphia, Sep. 15, 1713.



One of these early stages (ca. 1760) was the Allentown-Philadelphia Stage. Another, after 1799, was the Swift-Sure Stage that connected New York, across New Jersey, down the York Road via Jenkintown to Philadelphia. One lady traveling by stage about 1800 described the drive:

We drove through forests from Spring Garden Street to Fox Chase, which consisted of a log tavern with an English sign, on which was painted a picture of mounted huntsmen in red coats, and Nathan Hicks, the proprietor, holding up the foxes that the hounds had killed.

Understand, few people in the days before and after the 1860s Civil War ever traveled more than a dozen miles from their homes in their *lifetimes*. This was particularly true for farm families. These, in a live-or-die world, toiled continuously and had little time, excluding church or Quaker meeting, for frivolous excursions. They, their friends, and town dwellers too, grew up and stayed close to one another and died and were buried nearby each other. In this sedate, stay-at-home world there was only occasional need for the post office's services. Exceptions included extraordinary family affairs: impending rare visits, inheritances, births, marriages, and everpresent deaths.



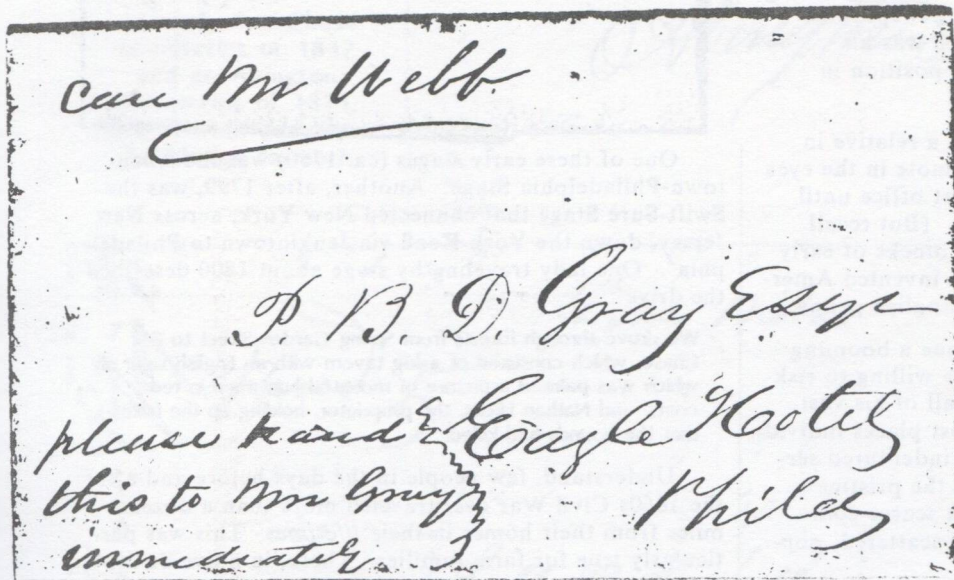
## Mailing letters

After 1800, one by one, Philadelphia's outlying villages grew into towns and requested of the government their own conveniences facilities. Suburban Jenkintown acquired one of the earliest post offices in 1803. Nearby Abington, the township to which Rockledge belonged until 1893, allegedly had a postmaster in 1816, but presumably had that privilege removed in 1818. Service permanently resumed in 1832.

Because postage rates were high, if by chance a journey-bound friend or kind traveler happened along, feverish letter writing to distant relatives would ensue. The letter likely would be "favor carried," "by the kindness of" so-and-so. He or she might politely carry it and deposit it at the nearest post office. But "by favor of" could also mean carrying it all the way to its ultimate destination.

The main reason for hoping for full carriage were those postage rates which, from colonial days through independence, were exorbitant. Consider a letter of the 1840s from Jane Roberts, soon-to-be farm mistress of half of the original town limits of Rockledge. If a letter of hers were sent to Philadelphia City it would cost the recipient, the customary practice, 6 to 8 cents on delivery. To New York or Baltimore it was 10 to 12-1/2 cents; Boston 25 cents; to family or friends in England, about one dollar. This, keep in mind, when store-bought meat cost 3 to 5 cents per pound, and labor "a penny a day."

"Favor" letter via a Mr. Webb in 1848 to Philadelphia's Eagle Hotel,



"Favor letters" were preferred, too, because of spotty service. Many post office letters never reached the addressee. Postoffice letters were rarely delivered to homeowners until after the 1860s. Recipients as well as senders had to have faith that the hotel-post office or main post office to which the letter was directed would recognize your name and hold onto it for you for as long as it took for you to get there.

Then there was outright theft: these are the years before registered or insured mail and any enclosed valuable (information alone in primitive times can be very lucrative) could be the target of mail stage robbers and the ever present highwaymen who thrived on individual horsemen such as post riders. There was wet weather to contend with too, mailboat accidents, etc., etc. Thus, there was a heavy under-the-table reliance on presumed honest, accommodating strangers to carry and deliver infrequent mail matter.

The new Post Office Department in 1845 re-reasoned that lower rates would multiply receipts. The new basic rate of five cents per letter-ounce replaced the complicated escalating one based on the distance a letter traveled times the number of sheets of paper used.

## Nearby post offices

With the revolutionary 1840s, a new era in postal history dawned. What facilities were available to hardpressed area residents? Where did farmers, blacksmiths, and storekeepers go to buy the newfangled, inexpensive stamps and pick up letters?

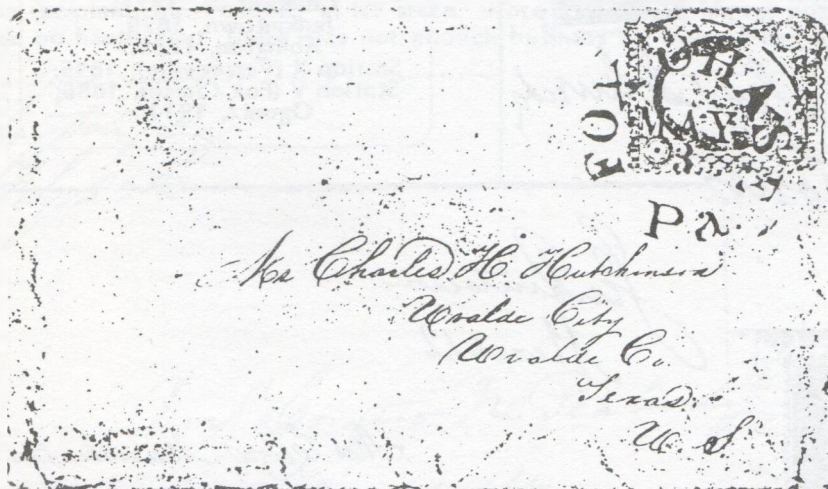
The Abington, Jenkintown, and Fox Chase Post Offices were the primary offices serving the 3000 person Abington-Fox Chase region. Nearby Jenkintown, as mentioned, opened as the initial suburban office. At first it primarily handled the mail of the New York-Philadelphia stage coach lines. It became a postal mecca for miles around. Abington's own office offered continuous service to area farmers after August 1832. Fox Chase, one of a dozen or more offices now beginning to dot a swelling Philadelphia County, joined ranks in 1839.

By the 1870-80s, Rockledge's area postal patrons had a wide set of postal options (see map). Convenience unquestionably was the order of the day. They could travel to the Fox Chase or Verreeville Post Offices (a half to one mile east) or the Jenkintown or Shoemakertown (Ogontz-Elkins Park) or Abington offices (two to three miles west and northwest). Or they could have also chosen from the Cheltenham, Ashbourne, or even Oak Lane Post Offices (one to two miles south and southwest). It simply depended on which direction the horse and buggy would direct them, or where they had nearby business that needed attending.

An interesting note: In 1877, in pre-police days, the residents of neighboring Abington and Cheltenham Townships formed the Anti-Tramp Association. It doubtless involved Rockledge subscribers too who were anxious to preserve and protect their shady and very habitable realm from unwanted intruders. Sixty-five subscribers paid for



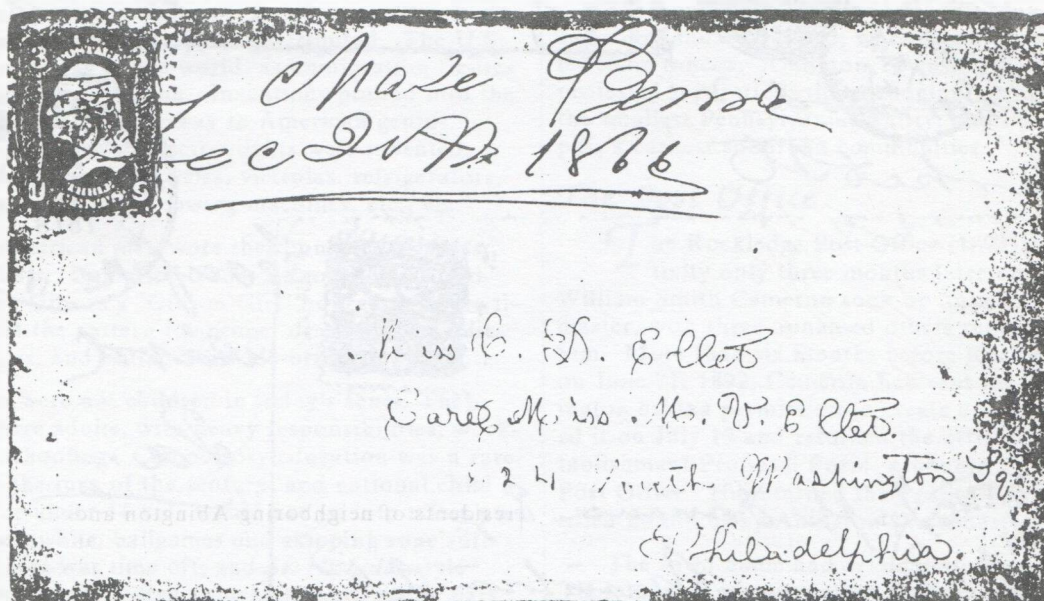
Examples from Rockledge's ancestral post office, Fox Chase, opened in 1839. Three known styles of handcancel exist from Fox Chase P.O.'s last 10 years, ca. 1857-1867, in addition to the postmasters' manuscript postmarks. The list of postmasters is given, accompanied by their beginning dates.



The Fox Chase Independent  
Post Office Postmasters:

- 1-Amos Snyder, 7/30/1839
- 2-James M Ramsey, 2/3/1848?
- 3-George W Rhawn, 6/9/1849
- 4-James M Ramsey, 3/22/1853
- 5-William Hageland, 2/19/1859
- 6-John Cadwalader, 3/16/1860
- 7-George W Rhawn, 3/19/1861
- 8-Joel Tomkins, 4/3/1862
- 9-Henry C Yeager, 8/24/1866

Discontinued as an independent  
office 8/19/1867.





Space For Writing Messages



Miss Helen Schwitz  
Ogontz

Examples of letters sent from several area post offices occasioned by the region's ancestors (clockwise, reduced to 90%):

Jenkintown manuscript, 1831;  
Cheltenham, 1871;  
Jenkintown, 1879;  
Abington, 1869;  
Station X (Verreeville), 1895;  
Station V (Fox Chase), 1886;  
Ogontz, 1911.

Don't eat too  
many eggs  
make yourself  
ick. From

Jenkintown  
March 12



Mrs. Oliver Maccois ter?

No 118 Chelmsford St

Saml M. Gales  
Kewell  
Livingston Co.  
Mich

ST. HOWLAND & SONS,  
Manufacturers of Spades, Shovels and Scoops,  
13 N. Fifth St., PHILADELPHIA, Pa.,  
covered within 30 days.



Mr. Walter Gregory M.  
Jenny City

Wack R. Howard  
233 Market St



couper  
ward  
Pa.

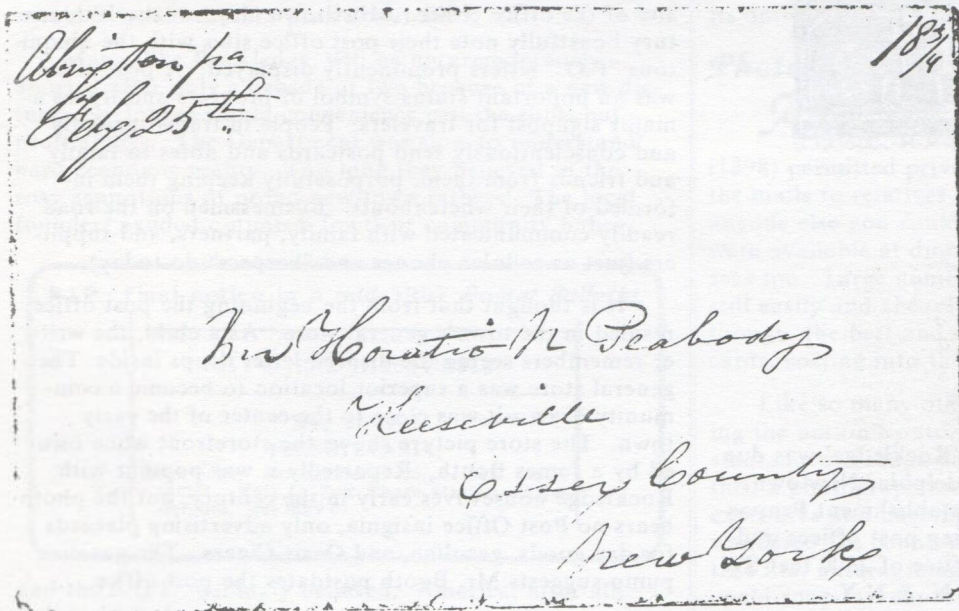


Joseph Romance Esq  
Mintown P. 6  
Mintown to  
Penn

H. A. S. R. May 17, 1869



A folded letter from the 7-year old Abington office by Caroline A. Peck, on February 1839; the postage rate of 18-3/4 cents was paid as usual by the recipient, Mr. Peabody in NY state. Note that the Abington postmaster had no handstamp. There was not enough business to warrant the expense.



the professional help of five constables who protected "their families against tramps and professional thieves." Were postcards, introduced four years earlier, illustrated by Abington's constables with "wanted" sketches and descriptions mailed out, as town lawmen across the country were doing to aid in the capture of their badmen?

### 1880s times

By the 1880s the country overall was enjoying a booming economy: Montgomery Ward, Armour, Swift, Rockefeller, Westinghouse, Remington, Winchester, Carnegie, Bell, and Edison all contributed. The U.S. rapidly was the envy of the world, as immigration figures proved, and for good reason. Inventions poured into the Patent Office. Vision gave way to American genius. During this short period electric lights were invented, along with safety brake bicycles, victrolas, refrigerators, sleeping cars, typewriters, sewing machines, etc., etc.

Stylish American men wore their mustaches, spats, and bowler hats. Copies of *Godey's Ladies' Book* and Charles Dana Gibson's "Gibson Girl" hourglass-figure illustrations set the pattern for proper dress for the ladies: corsets, bustles, and outlandish wide-brimmed hats.

Children were not children in today's sense. They were miniature adults, with heavy responsibilities, workloads, little schooling. Compulsory education was a rare thing before the turn of the century, and national child labor laws for under-14 kids would not go into effect until 1914. Meanwhile, ballgames and skipping rope sufficed when there was time off; and *St. Nicholas*-style magazines provided reading enjoyment until radio, cars, and TV would overtake them.

In the late 1880s, "Rockledge" had taken on definite village appearance. Fox Chase's overflowing farms and mills were spreading in both directions along its main roadway. To some citified entrepreneurs in Fox Chase the old farmsites north in Rockledge, worked for almost 200 years, began to look like excellent development land. Plowed rows gave way to sidewalks. An 1891 map shows that, two years before incorporation, there were 65 buildings in Rockledge. People were on the move and lots went fast.

### Suburban birth

Witness the birth of the suburbs. Change, not only in postal affairs but in many other ways, was making great strides and was quickening the pace of life. The mastery of electricity was largely responsible. Electric trolleys, by 1895, were ready for duty, while internal combustion autos were shortly to appear. Progress was afoot.

For the first time, thanks to such locomotion, center city factory and office workers and their managers, by 1890, found it convenient to remove their families to the airier, healthier parts surrounding the city. Business owners delighted at the beautiful vistas seen from their new wraparound, furnished porches in these faraway villages. They too would take the train to work and to shop in the city. Such convenience!

The numbers took their toll. The day of finality came on January 9, 1893, when Rockledge Borough, after some rancor. Abington Township Fathers furiously protested separation, then grudgingly allowed birth of the smallest Pennsylvanian entity, and one of Philadelphia's earliest suburban communities.

### The Post Office

The Rockledge Post Office (1893-1907) began activity only three months later on April 10, 1893. William Smith Cameron took up duties as the first postmaster, with three unnamed others reportedly following him. More than six months before Rockledge was born, on June 21, 1892, Cameron had sent the request to Washington asking permission to create an office. They received it on July 13 and returned the official Post Office Establishment Proposal Form, probably via the Abington Post Office. He returned the Proposal in short order, certified no doubt by Abington's postmaster, W. L. Francis.

The town name had originally been a sticking point. There were land association rivalries. The primary reason for Cameron proposing, and the Post Office Depart-



A fabricated "Rockledge Columbian." Do any exist?



*Insurance Eggs*

*Ministion P. 6.*

*Montgomery Co  
Pa  
March 11*

ment's decision to accept, the name 'Rockledge' was due to the existing rail stop on the Philadelphia, Newtown, and New York Rail Road. In the Establishment Proposal, Cameron names the nearest existing post offices and then measures a distance from the office of 2300 feet SW to the "Rockledge Station" of the P. N. & N.Y.

The train stop had been named "Rockledge" sometime in the late 1880s by its owner, the Fox Chase Land Association (which conveniently owned the prominent 'ledges of Rock' quarry, too.) Since railroads at the time singlehandedly fed, supplied, and moved the nation, the Post Office Department often allowed rail station names to take precedence. It was remorseless when it felt the need to substitute its choice over a town's preference. Doing so, the U.S.P.O.D. helped maintain cohesion and functionality, and thus further national goals.

The store: site of the Post Office, 1893-1907.



JAMES BOOTH'S GENERAL STORE at Central and Montgomery Ave. was popular with Rockledge housewives in early 1900's, when corner grocery stores competed successfully with horse-drawn butcher wagons. Today, street was resurfaced to shopping center supermarkets. Little girl is identified as a 1900's child at back of store, which belongs to thorough Major John M. Capellano.

## Office location

Where was the post office's location? Unfortunately, postal documents do not record the initial, or any succeeding, addresses. Nor does an 1897 property map of Rockledge, strangely enough, show the site of the office either. Most town maps of the 19th century boastfully note their post office sites with the ubiquitous "P.O." letters prominently displayed. A post office was an important status symbol of progress and it was a major signpost for travelers. People in transit proudly and conscientiously send postcards and notes to family and friends from them, purposefully keeping them informed of their whereabouts. Businessmen on the road readily communicated with family, partners, and suppliers (just as cellular phones and "beepers" do today).

It is thought that from the beginning the post office resided in the town's general store. As a child, the writer remembers seeing the disused letter drops inside. The general store was a superior location to become a community draw --it was close to the center of the early town. The store picture shows the storefront when owned by a James Booth. Reportedly it was popular with Rockledge housewives early in the century, but the photo bears no Post Office insignia, only advertising placards for dry goods, gasoline, and Oasis Cigars. The gasoline pump suggests Mr. Booth postdates the post office.

Last, prominent families generally lend their sons and daughters to become postmasters in small towns. Still, it was a Cameron who petitioned to become the postmaster at this location, not one of the Roberts clan, which had owned most of pre-Rockledge farmland. Obviously, one must also belong to the proper association!

## Death at an Early Age

Because of increasingly better and more rapid transportation, and because of massive industrialization and the lures of city life, family cohesion was unraveling. Family separation became the norm (and we were told this happened in the 1970s and '80s!) Grandparents, uncles, parents, sisters and brothers no longer necessarily lived together on the farm or in home next door. They began drifting away to live in the nearby city, or the next town, county, or state. Letters and postcards doubled effort to maintained family and business ties . . .

. . . until the extension of phone lines! Electric lamps came to Rockledge probably by 1892. Within a few years telephones, also electrically dependent, would challenge the mails in binding families across the miles. Note the pervasive telephone poles on all of the ca. 1905 street photocards. To phone was so much simpler. A witness to this phenomena change is one Philadelphia girl's note sent on July 17, 1904 from the Fairmount section of town. It came from Inex, a young lady of means, to her Harvey in Stroudsburg PA. The culprit proudly bares herself: "Ma Bell."<sup>4</sup>

The weather has been so hot, and I have been so exceedingly busy . . . that all letter writing has been suspended for the past two weeks. . . . I answer all letters [within] city limits by phone these days, it is quick and more comfortable and infinitely more pleasant.



The American postal system at the turn of the century strained to keep up with crushing loads of mail from monumental population shifts and immigration. Post Office Department officials were continuing to create new offices by the hundreds in small towns across the Pennsylvania countryside and across the nation. Their numbers would reach a peak about 1905.

Many, like Rockledge, will be unceremoniously aborted after only a decade or two because of a new dictum. No longer would convenience call the shot, but profitability. The Department was slow to understand hard economic reality. Too long they believed in the rosy aspirations of proud new-town fathers! The local founders exuded optimism for their community babes,

**R.I.P.: Final notice in a mid-1907 *Postal Bulletin*.**

**POST OFFICES DISCONTINUED.**

**May 31, 1907.**

**PENNSYLVANIA.**

Rockledge, Montgomery Co., 117117 and 210791. Mail to Fox Chase Station, Philadelphia. [21 May 07]

and the P.O.D. willingly believed. America, after all, was great and growing!

But in its zeal to placate the restless population, the Post Office Department too late recognized that successful enterprise needs consistent, increasing revenue and minimum overhead, not taxpayer support. Rockledge could have never provided such revenue, particularly after the unforeseen advent of the telephone supplanted it as a means of cheap, rapid information transfer.

The Fox Chase Post Office (ca. 1920, left side) also served Rockledge, and was located on the Rockledge side of town.



Curiously, the Postmaster General during Rockledge Post Office's birth was a veteran mega-businessman who should have hard-headedly foreseen such financial limitations: none other than department store giant John Wanamaker of Philadelphia. Rockledge, as a postal milchcow, was a disaster. Thus, Fox Chase Station took over its duties after official discontinuance on May 31, 1907.

### ***Photocard Eyewitnesses***

A remarkable fad swept the nation during the 1900s. It was the mania for sending recently (1898) permitted private picture postcards to go through the mails to relatives and friends, school chums, and anyone else you could think of. Sets and picture series were available at dime stores and they sold briskly, overseas too. Large numbers of the lithographic variety are still easily and cheaply found today. To collectors, though, the best and scarcest are the true photograph cards, costing into the several tens of dollars.

Like so many other creations, photography was taking the nation by storm, thanks to George Eastman's instantaneous Kodak camera and roll film of 1888. Before this, a photograph meant city studios and laborious long exposures and unsmiling portraits. Now, entrepreneurs wandered the countryside capitalizing on the craze for true life, natural images. These itinerant professionals could snap fast exposures of prominent town sites and buildings. Pridelful homeowners contracted for photocards of individual homes.

Sometimes the photo men just recorded simple, ordinary views down not-so-built-up streets. In their dark-rooms they then projected and developed the scenes onto postcard stock. These actual witnesses to past life are small historic and postal treasures. Townsfolk and visitors alike were captivated by, and happy to send, photocards. They proudly displayed them as souvenirs of travels and tangible objects of hometown pride.

There are very few snapshots of early Rockledge have been happily preserved by thoughtful children, grand- and great-grandchildren for us to enjoy today. But there are a dozen or so professionally taken area photocards that time has spared us.

For instance, the original wooden Rockledge Town Hall stood across from beautifully magnetic Holy Nativity Church. It was used temporarily for Sunday School classes and also as the new town's first



Early photocards show a postman's view of Rockledge streets; in all note the ubiquitous telephone poles.

TOP: Blake Avenue, well built up with curbs and sidewalks, closest to the Philadelphia city line;

MIDDLE: Park Avenue, in the center of Rockledge; the post office is hidden on the right side of the street, 50 feet beyond the huge center-of-photo tree. Note: little curbing, no sidewalks;

BOTTOM: A winsome schoolgirl glances up as we look down the main street toward Philadelphia.

The spired Rockledge Hotel is on the middle right, the school building on the left of the photographer. Note the traffic congestion, ca. 1905.





dayschool classrooms. A permanent stone school building replaced it after a ceremonious dedication on the Borough's tenth anniversary in 1903. Successive Rockledge schools have always occupied this revered spot.

What didn't the popular photocards record? There were, of course, sights and sounds that escaped the camera's eye, things so ordinary then that they were passed over. Before home lots devoured every acre, there were pleasant groves of shade trees, gentle rolling hills, honey-suckle, and carpets of wild daisies and Queen Anne's Lace. Sweet smells permeated this and other all other towns in the Spring and color spilled from rambling four o'clocks that clung to split rail fences, from crocuses and patches of wild violets that grew suicidally underfoot.

There are no oldtime photocards or photos of Fall's blazing colors either, of lordly pumpkins, nor of winter snowscapes that gratified the 1900s spirit and magnified senses and thoughts a hundredfold. The fields of fragrant hay, the haystacks, stretches of tree marked boundaries, hordes of diving flies and other insects on hot, dusty July and August days also escaped our nomad photographers.

Missed too was the quiet of an evening, sans the cacaphony of television, CDs, engine exhausts, and jets streaking overhead. Their absence today we can barely comprehend. But with each card or letter from this pre-1900s period comes, felt or not, a gentle persuasion of peace and simplicity mostly found only in our dreams. Certainly it was a different time. These treasures still remain, though in distant places, and they can be found only with diligence, and sense of loss.

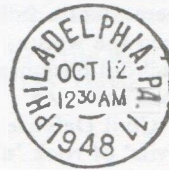
### The 'Twenties, plus

A behind-the-scenes postal development was taking place. Beginning in the early 1920s the zone concept was fashioned. It developed into a nationwide program that aided in handling the stupefying mail volume. It reduced urban distribution areas into numbered sections to simplify sorting, routing, and delivery. Locally, through the 1920s, 30s, and 40s, Rockledgers became accustomed to the "Zone 11" designation given to the Fox Chase service area.

Interesting new International machine cancellations were used in many cities including Philadelphia after 1921 and sporadically into the 1970s. They bore numerals from 1 to 50 (later 51) following the "Philadelphia, Pa." in the dial portion. Fifty,

later 51, numbers were used which happens to equal the number of zones adopted --a mere coincidence?

### A Philadelphia "11" machine cancel --Zone 11?



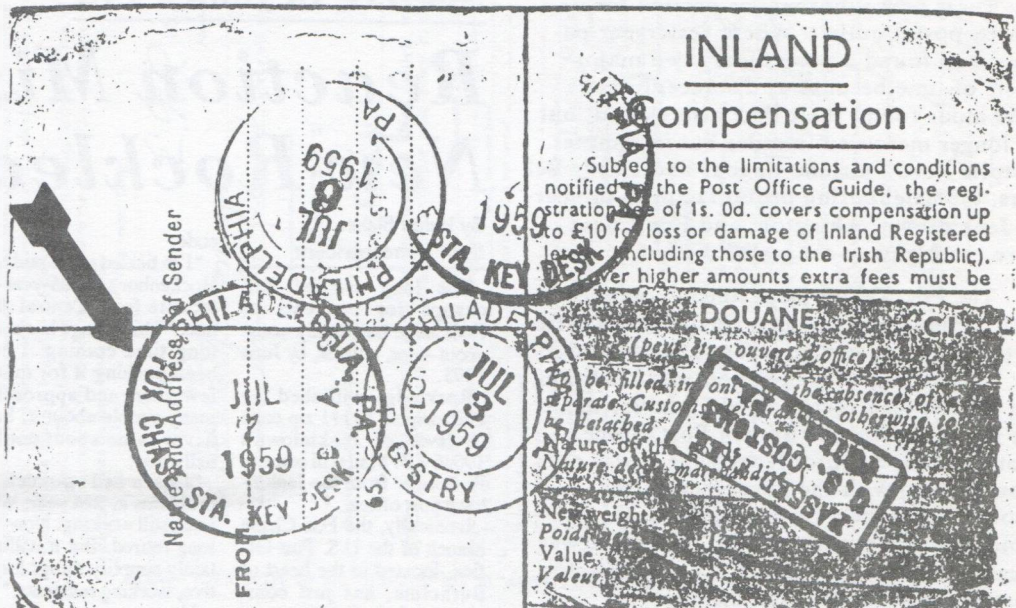
Initially, when compared to printed return addresses on envelopes, these *do* seem to have been used on mail collected from the corresponding zones. The "11" therefore seems to indicate Fox Chase/Rockledge origination mail, at least for the first few years of the '20s. The definitive answer is elusive. Subsequent to the mid '20s, however, mail, regardless of neighborhood origin, was canceled on a first-come basis, not at the respective stations, but on the mammoth center city post office floor; the numbers became mere aids to assist quality control.

### The 1950s and beyond

With a concentrated population in Rockledge by 1945 (the 1950 census listed 2,261 residents), plus a rapidly growing Fox Chase, too, the Fox Chase Postal Station was squeezed tight for work space. In the mid-1950s it had to move to new, extensive quarters. This was far from Rockledge, and a difficult destination to reach in heavy afternoon go-home traffic.

Nonetheless, the magic was overpowering. For a hobby-centered 'teen who grew up in the '50s and '60s, the sight even today of mail with Fox Chase backstamps can still evoke the pleasant sensations associated with hurried after school trips to pick up special parcels. This positive sentiment parallels the mixed '50s feelings

The Fox Chase Station Key Desk secured registered parcels until picked up.





brought on by the stress engendered by A-bombs and spies, all so utterly alien to the mind-set of the citizen in the little borough 50 years before.

These post war fears almost led us to national breakdown. Did anyone in Rockledge build themselves a fallout shelter in Rockledge? Students endured the wailing sirens and "duck and cover" drills in the school basement and their parents were required to run from cars into buildings displaying the black and yellow Civil Defense symbol. On the parent's side, as if the 'evils' of rock 'n roll, engineer boots, pegged pants, pink shirts, and "D.A." hair-do's weren't enough for mid-century parents to contend with, a major change all across town came when radio waves gave way in 1948-50 to the area's first TV roof antennas. They fed those envied wonders, the sensational 9- and 12-inch Muntz or Dumont televisions.

Radio standbys such as Walter Winchell, Ma Perkins, "The Romance of Helen Trent," "Baby Snooks," and "The Green Hornet" gave way to Sid Caesar and Imogene Coca, "Sky King," Molly Goldberg, Douglas Edwards, John Cameron Swayze, and "Man Against Crime" in 50 shades of gray. How easy it was to collect stamps, build models, or do homework by radio, but how nearly impossible to do anything in the glare of the tube!

### *The Rockledge Branch P.O.*

A dramatic upsurge in population growth at the conclusion of World War II further tested the ability of suburban communities to maintain their genteel standards. This was a nationwide baby boom and there was need for more room everywhere, in the Rockledge area too. This growth and crush of humanity continued well beyond the late-1950s Eisenhower years. The mass of population was now moving well beyond Rockledge town limits. The pastures and farmyard folk '50s kids had been familiar seeing were shortly to be bulldozed into history and made into splitlevels of sameness.

These new suburbanites pressed for a nearby postal outlet. Where yesteryear patrons had found a postal journey a major waste of time because of distance, frenetic 1960 mods found their time also wasted, but no longer measured in miles but in minutes. Despite Ford Fairlane wagons and Chevy Bel Airs, the neighboring postal facilities in nearby Jenkintown, Abington, and Fox Chase were too highway-congested distant.

The Post Office Department complied with demand and set up a small branch office in the shopping center across town boundaries. In keeping with their contrary tradition, the P.O.D. resurrected an old familiar name for it: the Rockledge Branch Post Office, though in the town of Rockledge it was not! Nonetheless, with the misnomer on the books, the Branch opened for business in Abington in November 1959. The clerk was located in a car parts store, on a countertop, possibly near the car wax display.



The Branch dater cancel.

After 16 years of service, on August 31, 1976, a lifespan two years longer than the original, it was gone.

### *And Finally, the ZIP Code War*

During the tense, vengefully middle class 1950s, prevailing wisdom said that the 180-year old Post Office Department wasn't performing up to par, so in 1971 the U.S. Post Office itself gave way to the new Postal Service. The Postal Service's computerized ZIP code idea, they claimed, would further dependability. So Philadelphia 11, Pa, became Philadelphia 19111; though they reluctantly accepted "Rockledge 19111" mail too.

Over the county line in Montgomery County however the ZIP change soon began to take its toll. New technology simultaneously began to create unforeseen problems. By the late 1970s businesses too were turning to computers for routine processing. Many streamlined their mailing lists and saved on filing costs by categorizing clients by ZIPs. It seemed so innocent, natural, and reasonable. Logic thus implied that insurance companies rate clients according to this ready-made, governmental ZIP sorting system. But soon they rashly, illogically began to associate risk statistics with those codes.

Rockledgers quickly caught on to this prejudicial un-

### New ZIP In June 1993

## *Reaction Mixed To New Rockledge ZIP*

By Helen Blaker  
Staff Correspondent

The long awaited ZIP change for residents of Rockledge has finally come about — or, at least, by June 1993.

Rockledge will shed the Philadelphia 19111 zip code in favor of Jenkintown's 19046 ZIP. Mail will come to Rockledge from the Jenkintown post office.

Ironically, the Fox Chase branch of the U.S. Post Office, located in the heart of Burholme, has just completed major renovations, at a cost of \$1.1 million.

code.

"I'm tickled pink!" said Mae Hockenbury, an 85-year-old localite from Central Avenue. "This change has been a long time coming. I have been pushing it for quite a few years and approached many people about it, but it never came about until finally now."

"I have had so much tax problems in past years when I was still working. Now I am long retired. But it will certainly simplify things for active, working residents," she said.

Another Rockledge oldti-

Avenue, was more philosophical about the new ZIP. "It doesn't make much difference to me these days. I still maintain a driver's license, although I don't drive anymore," Grapp said.

"Many people were pushing for other than a Philadelphia address because of the confusion of more expensive insurance rates. However, as far as I'm concerned, it will involve a lot of work changing zip codes on my address, such as for my Social Security records, bank statements, insurance policies, etc. Everything is addressed



## Reality

The sworn site location statement for Rockledge, certified on June 29, 1892 by William Cameron as proposed postmaster, and witnessed by Abington's postmaster W. L. Francis.

## Notes

<sup>5</sup> *The Globe*. Jenkintown PA. Issues of March 10 and July 1, 1993.

[illegible]



## *Allied And Other Forces Mail In Vietnam 1945 - 1975*

### The Vietnam "Free" Mail Follies

by Robert G. Munshower

During 1966 the United States Government granted the "free" mailing privilege to American men and women serving within the Republic of Vietnam. Certain other personnel such as Navy and Air Force pilots and crews flying over Vietnam, Cambodia, and Laos, were also granted the "free" postal concession. In addition, naval personnel aboard ships that were within waters adjacent to Vietnam were also allowed to send their mail home "free" (from this point on the author will dispense with the use of quotation marks to denote "free" as I do not wish to squander the entire supply of quotation marks contained within my computer).

As is the case with any large scale postal operation, especially during war-time, many unusual or, to say the least, strange things occurred. Examples of some of those "things" accompany this article. It can be appreciated just how extensive the Vietnam War operations of the Army & Air Force Postal systems were, when one takes the time to examine some of the data found in the publication, *U.S. Congress House Committee On Post Office And Civil Service - Postal Systems Of The United States Armed Forces-Vietnam And The Far East*. (1968 USGPO). Prior to 1967 these reports tended to focus on mail service to Japan and Thailand as well as Vietnam and several other locations. By 1967, when these annual reports began to concentrate on Vietnam War postal operations, it made the data contained therein much less confusing and much more specific to our area of interest. The primary

postal operations data contained in these reports is, as expected, rather broad and general and provides us with a broad overview of what was accomplished and what was not, specifics are hard to come by, for example:

-----

From 1/1/67 to 6/30/67 99,381 bags of mail were received and 32,382 were dispatched. In the same period, postal clerks in Vietnam were increased from 551 to 854 while postal officers were increased from 29 to 43. Operational apo's increased to 27, while postal money order sales hit \$13,540,123.93. During September of 1967, The 1st Marine Airwing and the 1st and 3rd Marine divisions alone received 45 tons of inbound mail, while, at the same time, 233 postal clerks manned 42 fleet and Marine post offices. One must assume such a high number of clerks was justified by the huge volume of photographs being sent home by Marines who seemed to take no end of pleasure in being photographed and photographing each other!

One odd yet intertesting statistic that emerge from the House Report is that in June, 1967 over \$400,000.00 of postage stamps were sold in Vietnam. Although the free franking privilege had been in effect for some time, certified, special delivery, registered and some other classes of mail required prepayment of postage. Figure 1 is an example of mail attempting to meet that requirement for a first class, special delivery letter.

The author remembers that during the 1968 Tet Offensive stamps were scarce, and



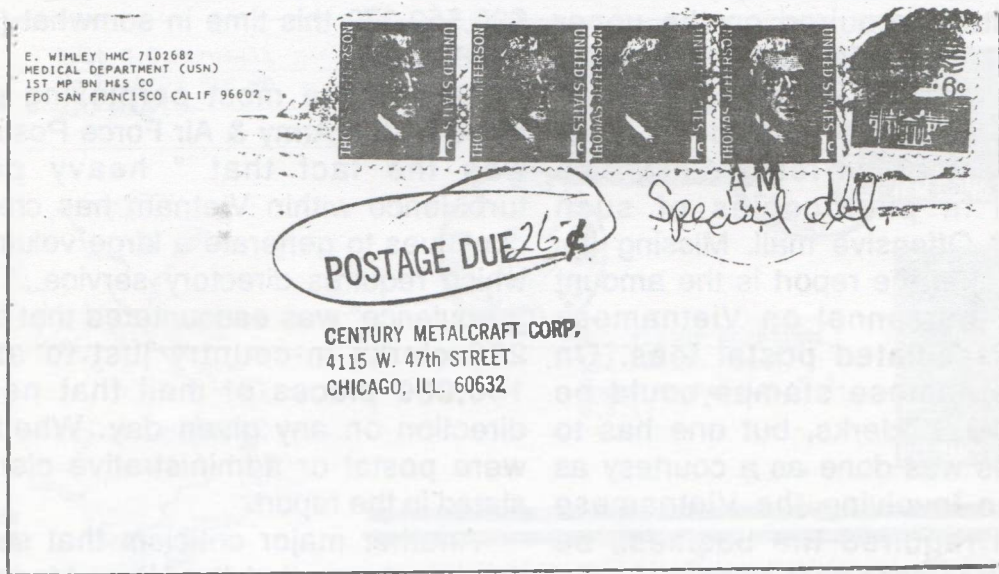
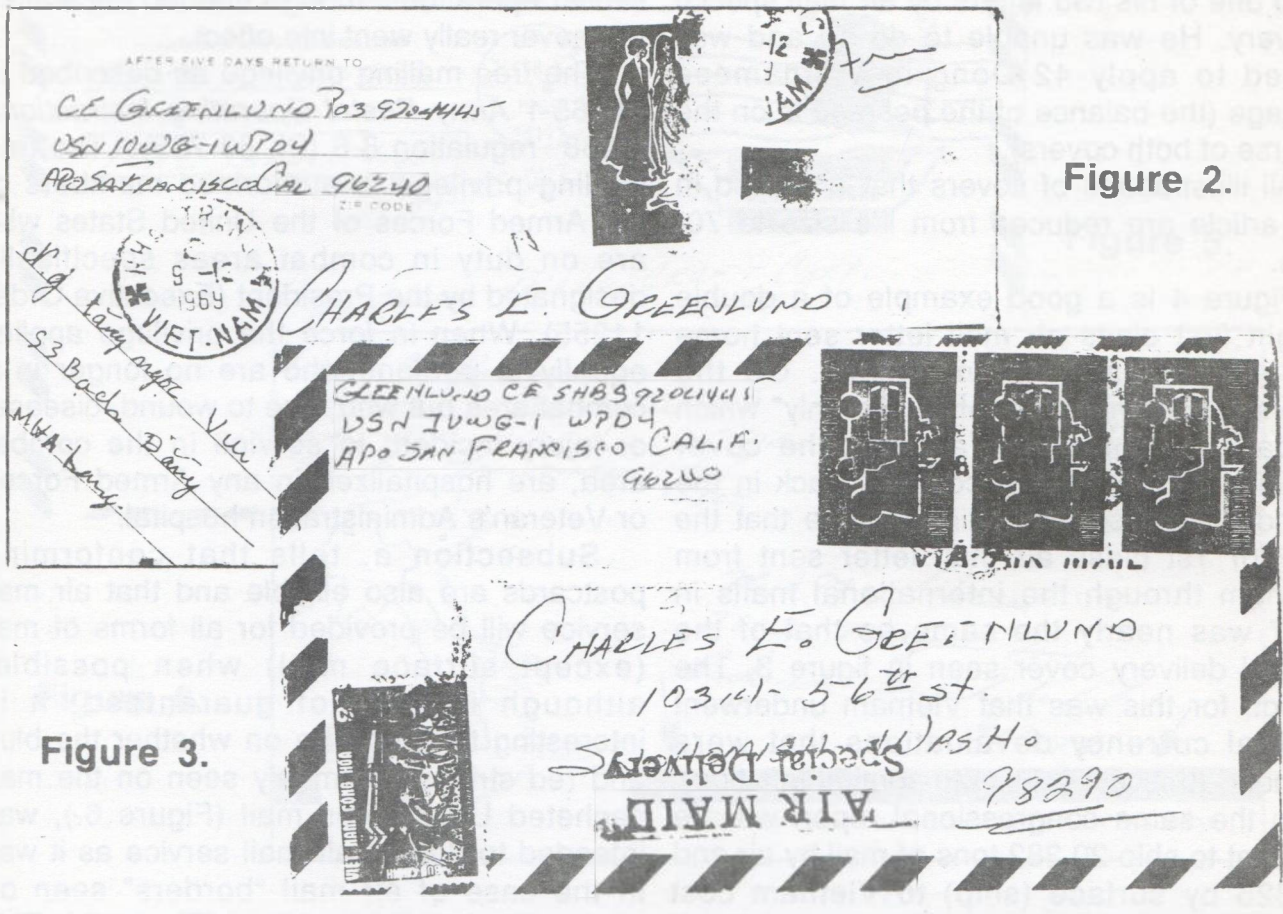


Figure 1.





in our unit at least, the clerk simply wrote the amount of postage required on the upper right corner, took the money, and stamped the same corner with his clerk's personal handstamp. The author would be most appreciative if any of our readers might be able to send in photocopies of such "stampless" Tet Offensive mail. Missing (for obvious reasons) in the report is the amount spent by U.S. personnel on Vietnamese stamps and associated postal fees. On occasion, Vietnamese stamps could be procured from U.S. clerks, but one has to assume that this was done as a courtesy as any transaction involving the Vietnamese postal system required the business be handled at a Vietnamese post office.

Figures 2 and 3 show examples of covers sent through the South Vietnamese postal system. Note that the sender, a sailor at Nha Trang attempted to use the free privilege to send one of his two letters by air mail special delivery. He was unable to do so and was forced to apply 42 Dong in Vietnamese postage (the balance of the postage is on the reverse of both covers).

All illustrations of covers that are used in this article are reduced from life size to 70-80%.

Figure 4 is a good example of a double weight first class air mail letter sent home through the international mails. On the reverse is the notation "philatelic only" which probably denoted the fact that the cover contained stamps for a collector back in the "world." It is also interesting to note that the rate for 1st class air mail letter sent from Vietnam through the international mails in 1967 was nearly the same as that of the special delivery cover seen in figure 3. The reason for this was that Vietnam underwent several currency devaluations that were intended (unsuccessfully) to combat inflation.

In the same congressional report we are told that to ship 20,382 tons of mail by air and 11,825 by surface (ship) to Vietnam cost \$52,087,271 in 1967 dollars! The first six

months of 1968 saw that figure rise to \$30,559,379 this time in somewhat (!) inflated 1968 bucks.

One of the most perplexing problems faced by the Army & Air Force Postal System was the fact that "heavy personnel turbulence within Vietnam has created and continues to generate a large volume of mail which requires directory service..." so much "turbulence" was encountered that it required 200 clerks in-country just to attack the 100,000 pieces of mail that needed re-direction on any given day. Whether these were postal or administrative clerks is not stated in the report.

Another major criticism that surfaced in the report was that the Navy, Marines, Army, and Air Force postal functions and operations duplicated each other, wasting time, energy, money, and manpower at almost every level. A general streamlining and consolidation of similar operations, though needed and called for, never really went into effect.

The free mailing privilege as described in AR 65-1 *Army Postal Operating Instructions* -1968 regulation 8-6 (PL 89-725) "The free mailing privilege is authorized members of the Armed Forces of the United States who are on duty in combat areas specifically designated by the President (Executive Order 11255). When in force the privilege applies equally to persons who are no longer in a combat area but who, due to wound, disease, or injury incident to service in the combat area, are hospitalized in any Armed Forces or Veteran's Administration hospital."

Subsection a. tells that conforming postcards are also eligible and that air mail service will be provided for all forms of mail (except surface mail) when possible, although it was not guaranteed. It is interesting to speculate on whether the blue and red stripes commonly seen on the map cacheted U.S. forces mail (Figure 6.), was intended to denote air mail service as it was in the case of air mail "borders" seen on domestic air mail envelopes (Figure 5.). This



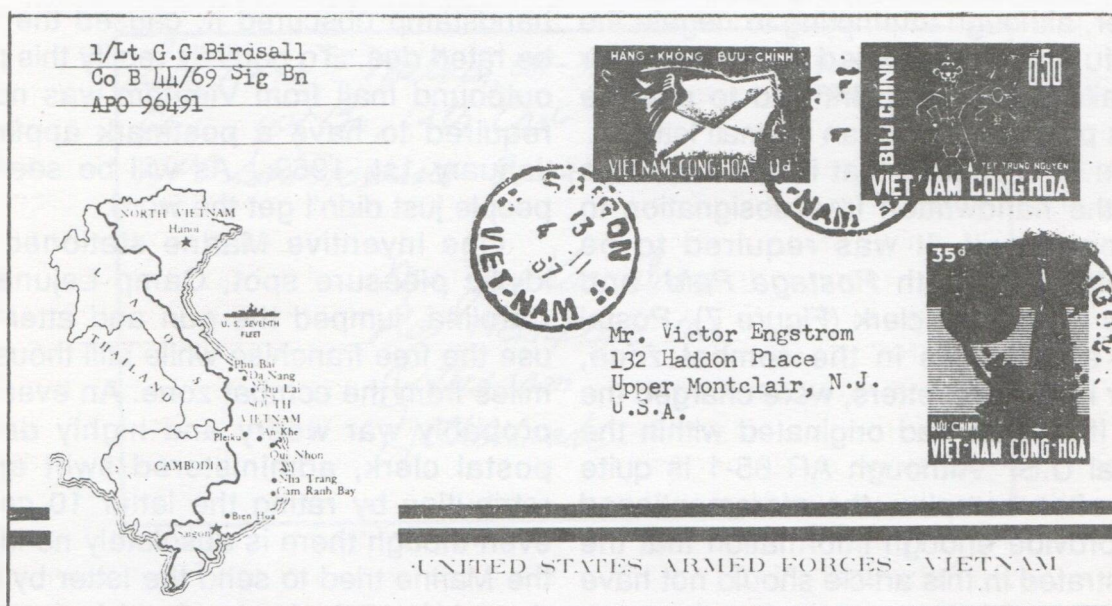


Figure 4.

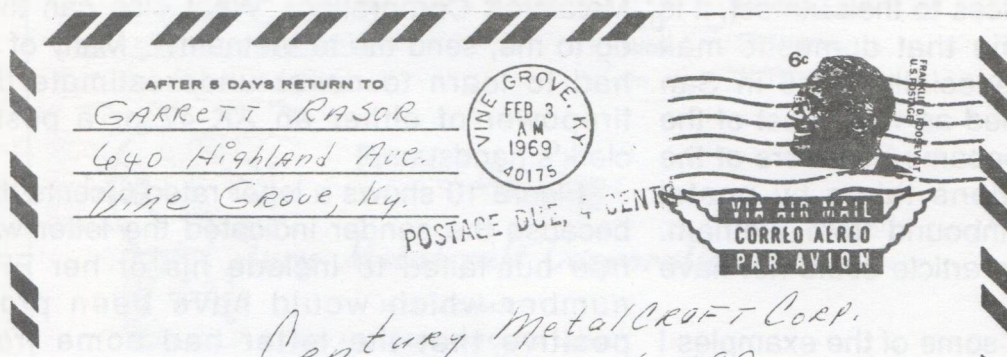
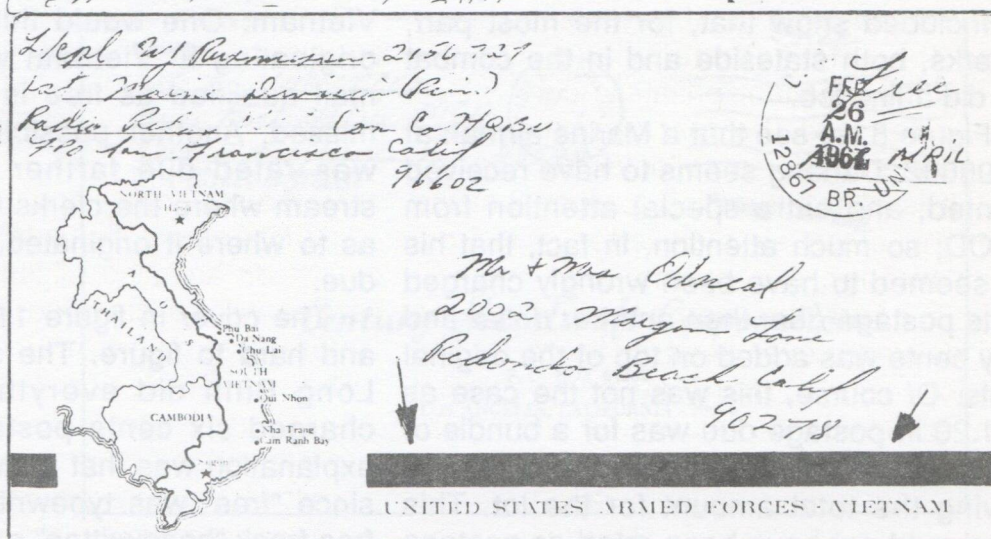


Figure 5.

Figure 6.





cover, not of Vietnam War origin, shows that the sender, although attempting to negate the air mail function stipulated by the border design, failed. The recipient had to pay the four cents postage due for an air mail letter.

Section b. stipulates that it was forbidden to apply the handwritten free designation to international mail. It was required to be "rubber stamped" both *Postage Paid* and *Port Paye* by a mail clerk (Figure 7). Postal rates for all services in the combat zone, except for Port Paye letters, were charged the same as if a letter had originated within the continental U.S. Although AR 65-1 is quite long and often complex, the aforementioned sections provide enough information that the items illustrated in this article should not have occurred.

Since the tremendous volume of wartime mail taxed the Army & Air Force, Marine, and U.S. Navy postal services to their utmost, it is reasonable to assume that domestic mail handling facilities, especially those in San Francisco, were strained as well. Most of the covers in this article became members of the cast because of actions taken by postal clerks handling mail inbound from Vietnam. Without their help, this article could not have been written!

On the other hand, some of the examples I have included show that, for the most part, the clerks, both stateside and in the combat zone, did a fine job.

In Figure 8 we see that a Marine airman at APO 96602, Danang seems to have received unwanted, and extra special attention from the POD, so much attention, in fact, that his letter seemed to have been wrongly charged 6 cents postage due, then another dollar and twenty cents was added on top of the original 6 cents. Of course, this was not the case as the \$1.20 in postage due was for a bundle of due letters, this one being on top and receiving the total amount for the lot. This letter should not have been rated as postage due in any event as it had been sent from Vietnam clearly marked "free." the fact that

the top bar of the 14909 BR. four bar handstamp obscured it, caused the letter to be rated due. To partially rectify this problem, outbound mail from Vietnam was no longer required to have a postmark applied after January 1st, 1969. As will be seen, some people just didn't get the word.

One inventive Marine stationed at that idyllic pleasure spot, Camp Lejune, North Carolina, jumped the gun and attempted to use the free franchise while still thousands of miles from the combat zone. An ever vigilant, probably war weary and highly decorated postal clerk, administered swift and sure retribution by rating the letter 10 cents due even though there is absolutely no indication the Marine tried to send the letter by air. One doesn't have to try too hard to imagine the reaction of that marine when he was billed an extra 4 cents for the letter by the Century Metalcraft Corporation: "What else can they do to me, send me to Vietnam?" Many of us had to learn to never underestimate the firepower of either an AK-47 or a postal clerk's handstamp!

Figure 10 shows a letter rated 6 cents due because the sender indicated the letter was free but failed to include his or her FPO number which would have been proof positive that the letter had come from Vietnam. One would think that mail sacks originating in Vietnam would contain only mail qualified as free is too obvious to be missed. Another possibility is that the mail was rated due farther along in the mail stream where the clerks would have no idea as to where it originated, hence the 6 cents due.

The cover in figure 11. is both interesting and hard to figure. The soldier, stationed at Long Binh did everything right yet was charged six cents postage due. The only explanation was that a stateside postal clerk, since "free" was typewritten, interpreted the free frank "handwritten" rule to be just that, an inviolable rule.

The last two covers are marvelous



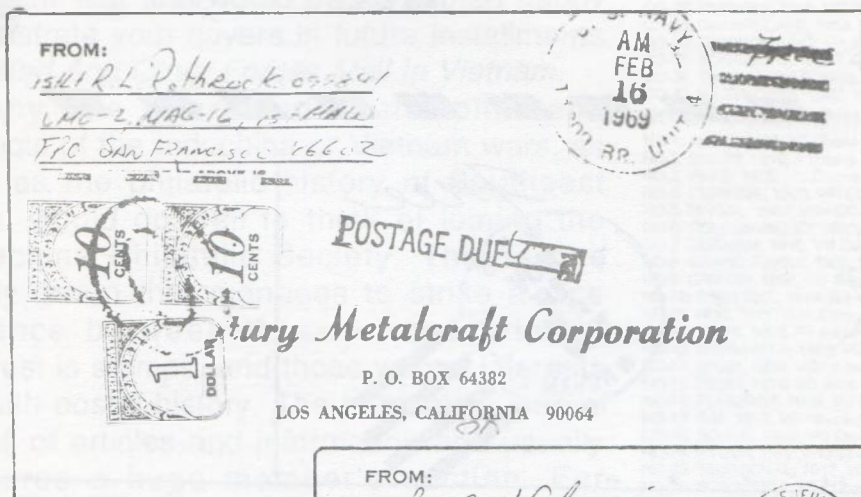
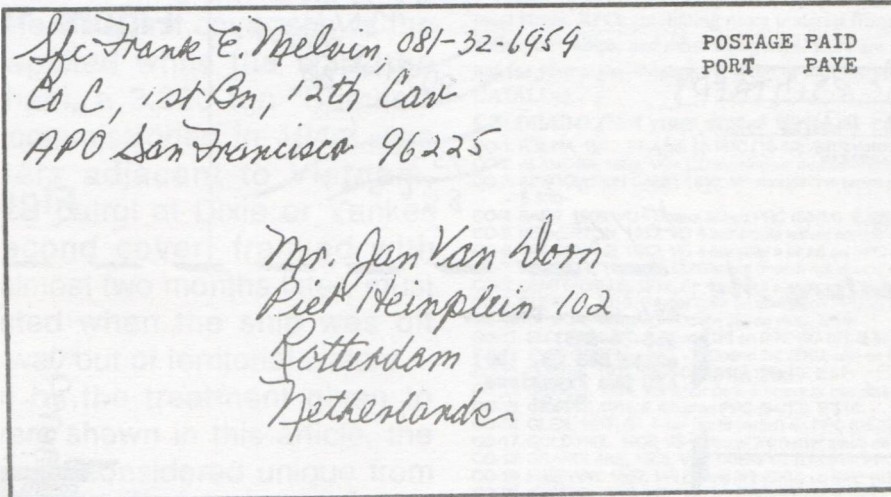
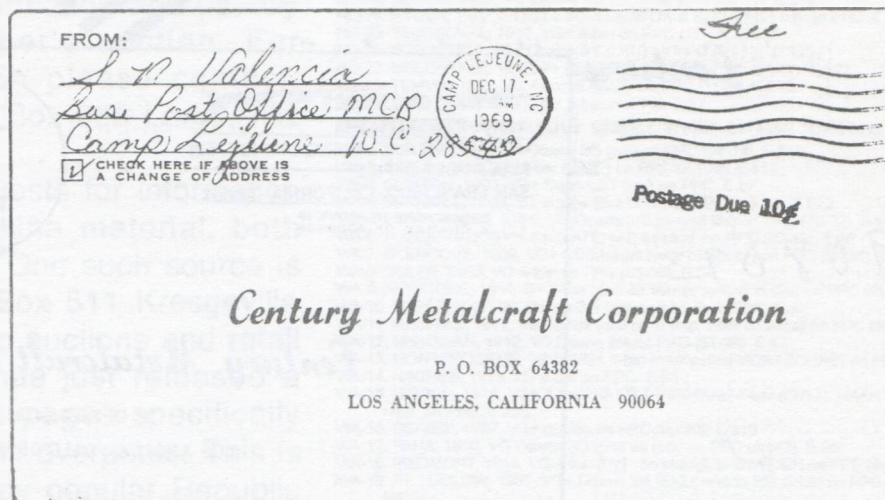


Figure 8.

Figure 9.





FROM: Ben Smith  
miss WERSHAFER  
FPO SAN FRAN  
☐ CHECK HERE IF ABOVE IS  
A CHANGE OF ADDRESS

11 *FREE*  
MAIL  
POSTAGE DUE 6¢  
754606  
896544

FILE X

Figure 10.

*Century Me*

LOS ANGELES

SP/4 Robert Deminas  
368-56-8431  
624th S&S Co. (DS)  
APO San Francisco  
96491

Century Metalcraft Corp.  
P.O. Box 64382  
Los Angeles, California  
90090

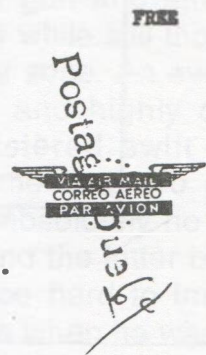


Figure 11.

FROM: TERRY A. TOMBESI PC3  
NAVAL POSTAL CLERK  
USS ALFRED A. CUNNINGHAM (DD752)  
FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA 96601  
☐ CHECK HERE IF ABOVE IS  
A CHANGE OF ADDRESS



*Century*

LO

908073

FROM: TOMBESI PC3  
NAVAL POSTAL CLERK  
USS ALFRED A. CUNNINGHAM (DD752)  
FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA 96601  
☐ CHECK HERE IF ABOVE IS  
A CHANGE OF ADDRESS



*Century Metalcraft Corporation*

P. O. BOX 64382  
LOS ANGELES, CALIFORNIA 90064



examples of the requirement for free franking as it was outlined for naval personell serving in the combat zone. The first cover shows the frank correctly applied while the ship, the U.S.S. Cunningham, a 3,200 ton "Sumner" class destroyer commissioned in 1944, was cruising in waters adjacent to Vietnam, probably, while on patrol at Dixie or Yankee Station. The second cover, franked with postage mailed almost two months later, must have been posted when the ship was off station or on the way out of territorial waters.

As was seen by the treatment given to many of the covers shown in this article, the Vietnam War can be considered unique from a philatelic as well as a historical or social perspective. I would enjoy hearing from any one with unusual covers connected to the Vietnam War and would be more than happy to illustrate your covers in future installments of *Allied And Other Forces Mail In Vietnam*.

Any one interested in the philatelic aspects of the Indochina or Vietnam wars, as well as the philatelic history of Southeast Asia, would do well to think of joining the Indochina Philatelic Society. This is one study group that manages to strike a nice balance between those whose primary interest is stamps, and those whose interests lie with postal history. The bi-monthly journal is full of articles and information and usually features a huge member's auction. For membership information please contact: George Demerette, P.O. Box 865 Largo, Fla. 34649-0865.

I also get many requests for information as to sources of Indochina material, both philatelic and historical. One such source is E R Philatelics at P.O. Box 511 Kresgeville, Pa. 18333. In addition to auctions and retail sales, E R Philatelics has just released a marvelous set of album pages specifically designed for the Viet Minh overprints. This is in addition to their already popular Republic of South Vietnam pages. As space permits I will list other sources of material for the Vietnam or Indochina War postal historian.

## JIM MEHRER MAIL BID SALE #12

2405--30th Street, Rock Island, IL 61201

NOTICE: THERE IS MORE THAN 2,000 LOTS IN THIS SALE, including most states, RPOs (including more material from William J. Bomars street car collection), ships, and other categories. Here are a few of the lots. If you do not see your state or category, write or call for your FREE ILLUSTRATED CATALOG.

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

- CO-1. ADENA, 1942, F+ 4-bar on PPC (10-49). E \$6
- CO-2. ALAMOSA, 1894, VG+ CDS/cork (tear thru bank cc) on PSE. E \$8
- CO-3. ASSOCIATION CAMP, 1918, VF straight-line provisional (half on stamp) on PPC (18-6). E \$30
- CO-4. BARR, 1909, VG+ Doane 2/2 on PPC (83-14). E \$25
- CO-5. BEAVERTON, 1912, VG 4-bar (coule letters partial) on PPC (10-15). E \$45
- CO-6. BROOKVALE, 1912, VG 4-bar (dial a bit hi) on PPC (78/42). E \$7
- CO-7. BURDETT, 1909, G+ CDS/target (month not struck) on PPC (88-37). E \$8
- CO-8. CENTERVILLE, 1914, F+ 4-bar (bit stain) on PSE (68-30). E \$10
- CO-9. CLIFTON, 1910, F 4-bar (part on stamp) on PPC. E \$6
- CO-10. CROOK, 1908, VG+ Doane 2/2 on PPC. E \$8
- CO-11. ELDORA, 1910, F Doane 2/6 on PPC (97-67). E \$6
- CO-12. EVERGREEN, 1907, VG Doane 3/4 (EKU, o/s) on PPC. E \$12
- CO-13. FONDIS, 1925, F+ 4-C on PPC (95-54). E \$7
- CO-14. GIBSON, 1914, VG 4-bar (tear & heavy cr into dial) pn PPC (11-23). E \$38
- CO-15. GILLET, 1911, F 4-bar on PPC (94/13). E \$18
- CO-16. GLEN, 1917, G+ 4-bar (state partial) on PPC (05-20). E \$18
- CO-17. GOLD HILL, 1908, VG+ Doane 2/4 (water stain) on PPC (63/52). E \$7
- CO-18. GRANDLAKE, 1908, VG+ Doane 1/3 (LKU) on PPC. E \$12
- CO-19. HALFWAY, 1907, VF1 Doane 3/2 (EKU) on PPC (03-17). E \$12
- CO-20. JOYCOY, 1917, VG 4-bar on PPC (15-27). E \$15
- CO-21. LAS ANIMAS/FORT LYON RUR STA., 1918, G+ 4-bar (few letters not struck) on PPC. E \$25

- CO-22. LEADVILLE, 1899, VG regd. on 8c Sheridan + 2c Trans Miss on #10 cvr. E \$30
- CO-23. LIME, 1914, VG 4-bar (state doubled) on PPC (98-43). E \$7
- CO-24. MATTISON, 1908, G+ Doane 3/1 (bit spotty) as recd on stained PPC (89/15). E \$7
- CO-25. PAGODA, 1909, VG Doane 3/1 (EKU, o/s) on PPC (90-47). E \$12
- CO-26. PIKEVIEW, 1909, VG+ Doane 3/1 (dial bit hi) on PPC (02-57). E \$6
- CO-27. PROWRS, 1908, VG Doane 3/1 (bit stutter) on PPC (81-33). E \$8
- CO-28. SHARPSDALE, 1914, VG+ 4-bar (spelled SHARPSDALE) on PSE (83/34). E \$12
- CO-29. SIMPSON, 1942, G+ 4-bar (bit stutter) on PPC (10-43). E \$7
- CO-30. SORRENTO, 1907?, G+ 4-bar (year & state partial) on PPC (07-18). E \$16
- CO-31. THOMASVILLE, 1906, G+ CDS as recd on PPC (90-18). E \$15
- CO-32. WLD HORSE, 1907, VG Doane 2/1 on cr PPC. E \$7

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

- ND-1. ALICE, 1908, VF Doane 2/4 (couple letters on stamp) on PPC. E \$8
- ND-2. BAILEY, 1910, F Doane 3/1 on PPC (05-16). E \$10
- ND-3. BERG, 1909, VG Doane 3/1 (toned corners) on PPC (05-43). E \$8
- ND-4. CUMINGS, 1906, VF1 Doane 3/1 (EKU, corner off stamp) on PPC (81-22). E \$22
- ND-5. FINGAL, 1907, VG+ DCDS/NON-STANDARD (blue clock-dial) as recd b/s on cvr. E \$35
- ND-6. GOLDENVALE, 1910, F 4-bar on PPC (09-0P). E \$10
- ND-7. GORHAM, 1910, VG Doane 2/1 (LKU) on PPC (99-73). E \$8
- ND-8. GRAND FORKS, 1909, VG+ DCDS/General Del. on PPC. E \$7
- ND-9. GRIFFIN, 1908, VG 4-bar (EARLY; dial hr: "RIFF" partly off) on PPC (08-30). E \$15
- ND-10. GRINNELL, 1914, G+ 4-bar (overall lite) on toned PSE (81/20). E \$8
- ND-11. HUB, 1911, VG+ 4-bar (part on stamp) on PPC (07-12). E \$28
- ND-12. LRVIK, 1908, F+ 4-bar on PPC (08-11). E \$70
- ND-13. MARMARTH, 1908, VG 4-bar (EARLY; o/s) on PPC (08-74). E \$12
- ND-14. MYLO, 1909, VG+ 4-bar on PPC. E \$8
- ND-15. PAOLI, 1914, VG 4-bar (LATE; spotty) 1c Parcel Post on PPC (11-14). E \$40
- ND-16. PLEASANT, 1909, VG Doane 3/2 (EKU) on PPC (98-21). E \$15
- ND-17. RAY, 1910, VG+ duplex on PPC. E \$6
- ND-18. ROGER, 1907, VG Doane 2/3 (LKU) on PPC (98-17). E \$15
- ND-19. RYDER, 1907, F Doane 3/2 + LAWTON & ED(MORE) cds on PPC. E \$10
- ND-20. SENESCHAL, 1912, VG+ 4-bar on PPC (11-18). E \$45
- ND-21. SOFIA, 1911, VG+ Doane 3/1 (LKU) on PPC (06-13). E \$35
- ND-22. STILLWATER, 1910, F+ Doane 2/1 (LKU) on PPC (04-17). E \$22
- ND-23. TEMVIK, 1911, VG 4-bar (EARLY) on PPC (11-68). E \$15
- ND-24. TROTTERS, 1915, VG+ 4-bar on PPC. E \$7

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

- WA-1. BURTON, 1906, F+ Doane 2/5 (o/s) on PPC (94-74). E \$10
- WA-2. CATLIN, 1909, VG 4-bar (LATE) on PPC (92-09). E \$12
- WA-3. CLINTON, 1906, VG+ Doane 2/1 (o/s) on PPC. E \$7
- WA-4. FERNHILL, 1909, VG duplex (dial bit hi) on PPC (90-10). E \$12
- WA-5. FORT SIMCOE, 1910, VG Doane 3/3 (overall lite) on PPC (70-22). E \$10
- WA-6. FULDA, 1912, G+ 4-bar (LATE; o/s) as recd. on PPC (77-12). E \$8
- WA-7. GLENCOVE, 1909, VG+ CDS/target (year bit spotty) on PPC (96-24). E \$16
- WA-8. GULER, 1933, VG 4-bar on PPC (03-36). E \$6
- WA-9. KEYSTONE, 1911, G+ 4-bar (part on stamp, writing in dial) on PPC (01-26). E \$10
- WA-10. LOPEZ, 1907, VG Doane 3/5 (edge nibbled) on PPC. E \$7
- WA-11. MACHIAS, 1912, VG duplex (dial on stamp, killer off edge) on PPC (92-43). E \$6
- WA-12. MCGOWAN, 1912, VG Doane 2/4 on PPC (01-39). E \$7
- WA-13. MONTEBOURNE, 1915, VG+ 4-bar (misspelled MONTBORNE) on PPC (91/43). E \$8
- WA-14. NACHES, 1913, VG 4-bar on PPC. E \$8
- WA-15. NISSON, 1916, VG+ 4-bar (12-17) & WSHKAH 4-bar (87/17), HKAH on stamp) as recd. on PPC. E \$65
- WA-16. OBRIEN, 1907, VG+ duplex on PPC (90-20). E \$15
- WA-17. PAHA, 1910, VG Doane 3/3 (o/s) as recd on PPC (86/43). E \$6
- WA-18. PIEDMONT, 1914, VG 4-bar ("NT" on stamp) to SWEDEN on PPC (94-35). E \$12
- WA-19. PT. LUDLOW, 1907, VG+ Doane 2/4 (EKU; o/s) to BELGIUM on PPC (1857-1965). E \$10

Standard rules apply. Minimum bid \$3.00 please. Photocopies: 10c for each 2, plus SASE. Phone bids welcome: (309) 786-6539. Write or call for FREE ILLUSTRATED CATALOG listing more than 2,000 lots.

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# RANDY STEHLE MAIL BID SALE NO. 58

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## CALIFORNIA

- 001 CAMP SIERRA, 1929 G+ 4-BAR ON PPC (24-35). EST. \$6.
- 002 COHASSET, 1911 VG 4-BAR ON PPC W/PINHOLE (88-20). EST. \$8
- 003 DEHESA, 1913 F 4-BAR ON PPC (88-17). EST. \$15.
- 004 EDNA, 1909 F 4-BAR ON PPC (87-20). EST. \$12.
- 005 GIBSONVILLE, 1907 VG DOANE ON PPC (55/10). EST. \$20.
- 006 IOAMOSA, 1909 VG 4-BAR ON PPC (95-13). EST. \$10.
- 007 KINSLEY, 1911 VG 4-BAR ON PPC (98-28). EST. \$10.
- 008 MELBURN, 1907 G+ CDS ON PPC (01-18). EST. \$15.
- 009 METROPOLITAN, ca 1910 VG 4-BAR ON PPC (05-33). EST. \$8
- 010 MONSON, 1891 G+ CDS AS BACKSTAMP ON COVER (89-20). EST. \$8
- 011 PARAISO SPRINGS, 1910 F 4-BAR ON TONED PPC (77/39). EST. \$8
- 012 PORT WINE, 1910 VG CDS ON PPC (61/18). EST. \$15
- 013 SHARON, 1909 VG 4-BAR REC'D & O/S ON PPC (88/34) EST. \$5
- 014 SOLID COMFORT, 1922 F 4-BAR ON PPC (18-25). EST. \$15
- 015 SURREY, 1908 VG 4-BAR ON PPC (91-15). EST. \$6
- 016 TASSAJARA HOT SPRING(S), ca 1920 G+ 4-BAR ON PPC (12-44). \$8
- 017 TYLER, 1915 F 4-BAR ON PPC (10-24). EST. \$12
- 018 WALSH STATION, 1910 G+ 4-BAR REC'D & O/S ON PPC (76-17). \$8
- 019 WEST BUTTE, 1912 G+ 4-BAR ON PPC (63-20). EST. \$6.

## MONTANA

- 020 BRENNER, 1910 F 4-BAR ON PPC (10-13). EST. \$40.
- 021 FOWLER, 1910 F 4-BAR ON COVER (10-45). EST. \$10
- 022 STRABANE, 1910 G+ 4-BAR ON PPC W/STAMP GONE (09/19). E \$15
- 023 YELLOWSTONE PARK OPENS JUNE 20 FLAG, 1919 ON SCRAPED PPC. 5

## OREGON

- 024 ALBERT, 1911 VG 4-BAR REC'D & O/S ON PPC (10-13). EST. \$8.
- 025 KELLOGG, 1912 F 4-BAR ON PPC (79-21). EST. \$10
- 026 McMinnville, 1887 WHEEL-OF-FORTUNE AS B/S ON CVR. EST. \$5
- 027 PHILLIPS, 1903 G+ CDS AS B/S ON CVR (95-05). EST. \$20.
- 028 SISKIYOU, 1916 F 4-BAR ON PPC (95-32). EST. \$5
- 029 VIENTO, 1908 VG DOANE REC'D & O/S ON PPC (96-19). EST. \$12.

## WASHINGTON

- 030 CHENOWITH, 1910 F 4-BAR ON PPC (82-28). EST. \$12.
- 031 CLEARBROOK, 1914 G+ 4-BAR ON PPC (88-18). EST. \$15.
- 032 COLLINS, 1909 VG DOANE ON PPC (00-18). EST. \$6
- 033 DOWNS, 1908 F DOANE ON PPC (02-30). EST. \$6.
- 034 FAIRHA(VEN), 1895 VG PARTIAL CDS ON CVR (89-04). EST. \$10.
- 035 FT. LAWTON STA., 1909 G+ DPLX O/S ON PPC (05-09). EST. \$8.
- 036 MILITARY BR. TACOMA, 1917 G+ DPLX ON PPC (16-17). E \$20
- 037 PEARSON, 1915 VG 4-BAR ON PPC (89-37). EST. \$3
- 038 THREE LAKES, 1910 F 4-BAR ON PPC (03-26). EST. \$10.
- 039 WINDOM, 1907 VG DOANE ON PPC. EST. \$10

## RAILWAY POST OFFICES (Towle Types)

- 040 AMESBURY & BOS, 1907 F (4-X-1) ON PPC. EST. \$6.
- 041 ASHEV & MURPHY, 1913 G+ (334-D-1) ON PPC. EST. \$5.
- 042 ATCH & (LE)NORA, 1909 G (908-E-5) ON PPC. EST. \$5.
- 043 ATHOL & SPRING, 1910 VG (80-D-2) ON PPC. EST. \$6.
- 044 BAKER & PORTLAND, 1920 (898-C-1) ON PPC. EST. \$8.
- 045 BELLINGHAM & ANACORTES, 1946 F (W-58-a) ON GPC. EST. \$15.
- 046 BEMIDJI & SAUK CENT, 1903 VG (878-1-A-1) ON CREASED CVR. 5
- 047 BIR ATTALLA & CALERA, 1911 VG (410-F-1) ON PPC. EST. \$15.
- 048 BROOKS & GETTYS, 1909 G+ (887-2-A-3) ON PPC. EST. \$8.
- 049 BUFFALO & HARRISBURG, 1911 G+ (146-F-1) ON PPC. EST. \$5.
- 050 CARIBOU & BANGOR, 1908 VG (16-C-1) ON PPC. EST. \$8.
- 051 CENTRALIA & SOUTHBEND, 1908 VG LITE (901-3-A-1) ON PPC. \$7
- 052 CHIP FALLS & WAB, 1905 G+ (855-A-1) ON COVER. EST. \$6
- 053 CLARKS & YAZOO CITY, 1909 VG (431-B-1) ON PPC. EST. \$6
- 054 CLEVELAND & COSHOC(TON), 1923 VG LITE (NEW TYPE) ON PPC. \$5
- 055 COLO SPGS & C. CREEK, 1906 VG (956-B-1) ON PPC. EST. \$20
- 056 COLUMBUS & SPALD, 1913 F (NEW TYPE) ON PPC. EST. \$18.
- 057 CRESSON & IDAMAR, 1923 G+ (173-G-2) ON PPC. EST. \$12
- 058 CUMB & DURBIN, 1914 G+ (275-M-2) ON PPC. EST. \$6
- 059 DANTE (& SPAR)TAN(BURG), 1911 G PARTIAL (519-D-2) ON PPC. 8
- 060 DANVILLE & THEBES, 1909 VG (689-C-2) ON PPC. EST. \$6
- 061 DEADWOOD & EDGEMONT, 1908 G+ (947-4-E-2) ON PPC. EST. \$6.
- 062 DENISON & TAYLOR, 1909 F (471-J-1) ON PPC. EST. \$6
- 063 DENVER & CRAIG, 1920 VG (982-2-B-1) ON PPC. EST. \$10.
- 064 DENVER & GRAND JUNC, 1907 F (953-K-1) ON PPC. EST. \$12.
- 065 DENVER & GRAND JUNCT, 1913 VG (953-L-3) ON PPC. EST. \$8.
- 066 DET & ALGONAC, 1908 VG (Q-3-a) ON PPC. EST. \$25
- 067 E GROVE & DES M, 1952 VG (796-I-1) ON GPC. EST. \$6.
- 068 EDMESTON & SIDNEY, 1907 F (142-A-1) ON PPC. EST. \$6.
- 069 EGAN & MANILLA, 1909 F (886-E-4) ON PPC. EST. \$6.
- 070 ELKHART & LOU, 1938 F (691-H-1) ON COVER. EST. \$6.
- 071 EUGENE & POWERS, 1934 F (900-2-B-2) ON PPC. EST. \$10.
- 072 EUGENE & POWERS, 1938 VG (900-2-B-1) ON PC. EST. \$8.
- 073 EURE(KA & S)COTIA, 1910 G PARTIAL (985-M-2) ON PPC. E \$8.
- 074 EXHIBIT CAR, SPG. MASS, 1929 F (69-D-5) ON COVER. EST. \$15
- 075 FABYAN HO & SPRING, 1910 F (35-AI-1) ON PPC. EST. \$6
- 076 FAIRB(ANKS & SE)WARD, 1945 PARTIAL (1000-A-1) ON CVR. E \$8.
- 077 FAIRCHILD & MONDOVI, 1912 VG (834-1-A-1) ON PPC. EST. \$15
- 078 FARGO & MARION, 1939 VG (888-5-A-2) ON PC. EST. \$8.

- 079 (FAR)GO & ORTONVIL(LE), 1911 PARTIAL (871-N-2) ON PPC. \$5
- 080 FARGO & STREETER, 1949 VG (888-4-B-1) ON GPC. EST. \$8
- 081 FLOR & ELLINWOOD, 1939 F (918-1-C-4) ON PC. EST. \$8.
- 082 F DU LAC & JAMES, 1947 F (839-H-1) ON GPC. EST. \$8.
- 083 FORG & W. FALLS, 1928 VG (490-E-1) ON COVER. EST. \$8.
- 084 FT. DODGE & OMAHA, 1908 F (NEW TYPE) ON PPC. EST. \$6.
- 085 FORT KENT & HOULTON, 1908 G+ (16-F-1) ON PPC. EST. \$8.
- 086 FOXCROFT & NEWPORT, 1914 VG (18-1-A-3) ON PPC. EST. \$8.
- 087 FREPT & CENT, ca 1890 F (709-R-1) ON COVER. EST. \$8.
- 088 GREEN JC & BAN, 1927 F (2-J-1) ON PPC. EST. \$5.
- 089 H.F. & STRAS JUNC, 1911 F (273-J-1) ON PPC. EST. \$6.
- 090 HAVRE & SPOKANE, 1919 F (889-BF-3) ON PPC. EST. \$8.
- 091 HERRINGTON & SALINA, 1914 VG (922-A-2) ON PPC. EST. \$8.
- 092 HOUSTON & TAYLOR, 1908 F (471-O-2) ON PPC. EST. \$8.
- 093 JOHN(STOWN & ROCK)WOOD, 1912 PARTIAL (234-B-1) ON PPC. \$5.
- 094 LACONIA & ALTON BAY, 1914 VG (NEW TYPE) ON PPC. EST. \$8.
- 095 LAS VEGAS & LOS ANG, 1921 F (872-C-2) ON PPC W/O STAMP \$20
- 096 LAW & MILLS, 1898 VG (227-B-1) ON COVER. EST. \$15
- 097 LAWRENCEVILLE & ULYSSES, 1899 VG (227-C-1) ON CVR. E \$8.
- 098 LEWISVILLE & SHREVE, 1909 VG (NEW TYPE) ON PPC. EST. \$15.
- 099 LITCH & DANBURY, 1909 G+ (89-E-1) ON PPC. EST. \$5.
- 100 LOS ANG & SAN B'D NO KITE, 1910 G+ (993-1-C-3) ON PPC. \$20
- 101 LOUP CITY & GR IS'D, 1909 VG (948-2-A-1) ON PPC. EST. \$8.
- 102 LOWELL & AYER, 1912 F (56-D-2) ON PPC. EST. \$8.
- 103 MONT & DAVENPORT, 1908 G+ (NEW TYPE) ON PPC. EST. \$8.
- 104 NEVIAN & COLUMBUS, 1912 F (NEW TY) ON PPC w/1/2 STP GONE. 6
- 105 NEWT FALLS & WATER'T'N, 1908 G (152-1-A-1) ON COVER. E \$10
- 106 NO. FAIRHAVEN & SAYRE, 1909 F (134-F-2) ON PPC. EST. \$8.
- 107 NORTH ME (JC) & SEARS, 1913 VG PARTIAL (18-J-1) ON PPC. \$10
- 108 NO PLATTE & DENVER, 1911 VG (950-K-3) ON TONED PPC. E \$5.
- 109 NO. WOODSTOCK & PLYMOUTH, 1908 VG (31-1-A-1) ON PPC. E \$5
- 110 ORLEANS & ST FRAN, 1911 VG (947-7-D-1) ON PPC. EST. \$12
- 111 PETERSBORO & WORC, 1913 VG (58-H-1) ON PPC. EST. \$5
- 112 PHA STA (& PIN)EY FORK, 1907 VG PARTIAL (587-E-1) ON PPC. 8
- 113 POCATELLO & BAKER, 1918 VG (898-L-2) ON PPC. EST. \$10
- 114 POCATELLO & BUHL, 1924 VG (898-10-C-1) ON PPC. EST. \$10.
- 115 PORTLAND & DALLAS, 1910 F (900-5-D-1) ON PPC. EST. \$8.
- 116 PROSS(ER & CONC)ORDIA, 1912 PARTIAL (NEW TY) O/S ON PPC. 8
- 117 PULLMAN & GENESEE, 1910 G+ (906-4-A-1) ON PPC. EST. \$12.
- 118 PUNX & INDIANA, 1908 VG (144-G-1) ON PPC. EST. \$6.
- 119 REDBANK (& BRIDGE), 1911 PARTIAL (241-K-2) ON PPC. EST. \$5
- 120 RENO & GOLDFIELD, 1907 F (977-2-B-1) ON CREASED PPC. E \$10
- 121 RICHHILL & SALINA, 1907 VG (920-AE-1) ON PPC. EST. \$5
- 122 RICHLAND & BUFF, 1906 VG (139-1-1) ON PPC. EST. \$6.
- 123 RICHMOND & DANVILLE, 1918 F (310-L-2) ON PPC. EST. \$5.
- 124 SALINA & McPHERSON, 1912 G+ (925-B-1) ON PPC. EST. \$5.
- 125 SALIS & KNOXVILLE, 1922 F (329-M-1) ON PPC. EST. \$5.
- 126 S.L. CITY & LOS ANG, 1906 F (NEW TYPE) ON PPC. EST. \$12
- 127 SAN ANT & COR CHRISTI, 1910 G+ (482-L-1) ON CREASED PPC. 5
- 128 SAN ANT & KERRVILLE, 1920 F (NEW TYPE) ON PPC. EST. \$8.
- 129 (SA)N BDNO & ORANGE, 1908 PARTIAL (993-2-B-1) ON PPC. E \$12
- 130 SANDERSON & EL PASO, 1909 F LITE (476-W-1) ON PPC. EST. \$8
- 131 SAN FRAN NEWARK & S CRUZ, 1917 G+ (991-B-1) ON PPC. E \$8
- 132 SAN FRAN & PAC GROVE, 1923 F (980-I-2) ON PPC. EST. \$8.
- 133 SAN FRAN & S.L. OBISPO, 1919 G+ (980-K-1) ON PPC. EST. \$8
- 134 SEAT & (NEAH BAY)S.R., 1907 PARTIAL (W-2-b) O/S ON PPC. 12
- 135 SEATTLE & SEWARD, 1935 F (X-14-h) ON PPC W/PINHOLES. E \$15
- 136 SEATTLE & SEWARD, 193X G+ (X-14-j) ON PPC. E \$10
- 137 SEATTLE & SKAGWAY, 1924 F (X-19-c) ON PPC. EST. \$20.
- 138 SEATTLE & SKAGW(A)Y, 1938 PARTIAL (X-19-d) ON PPC. E \$8
- 139 SHREVEPORT & ALEX, 1923 F (NEW) ON TONED PPC W/PINHOLES. 8
- 140 S(POK) & UMATILLA, 1903 PARTIAL (NEW TY) ON PPC. EST. \$8
- 141 SPGS PITTS & NEOD, 1907 VG (807-Y-1) ON PPC. EST. \$20
- 142 (S)UMAS & SEATTLE, 1914 PARTIAL (901-1-C-1) O/S ON PPC. \$10
- 143 SWEETGRASS & GR FALLS, 1928 VG (NEW TY) ON PPC. EST. \$12
- 144 SYR & ROCHVAGT, 1880 VG (115-I-1) ON GPC. EST. \$15.
- 145 TACOMA & MORTON, 1913 VG (905-5-B-1) ON PPC. EST. \$20
- 146 TRINIDAD & ALBUQUER, 1927 G+ (911-AN-1) ON CVR. EST. \$8
- 147 TUCUMCARI & EL PASO, 1912 F (989-3-F-4) ON PPC. EST. \$8.
- 148 VAN BURAN & BANG, 1909 F (16-M-1) ON PPC. EST. \$8
- 149 WARROAD & CROOKS, 1912 F (878-7-B-2) ON PPC. EST. \$8.
- 150 WHITE RIV JCT VT TERM, 1939 VG (45-C-2) ON COVER. EST. \$5
- 151 WICH FALLS & ABILENE, 1911 F (NEW TYPE) ON PPC. EST. \$8
- 152 (WINKLE)MAN & PHOENIX, 1912 PARTIAL (988-1-C-1) ON PPC. \$20
- 153 WILLIAMS & LOS ANG, 1907 F (964-Q-2) ON PPC. EST. \$8
- 154 WMSPT & BALT, 1888 G+ (193-D-7) ON COVER. EST. \$5
- 155 WISHRAM & LAKEV, 1938 VG (899-1-F-1) ON COVER. EST. \$15
- 156 YORK BEACH & PORTS, 1906 F (15-C-1) O/S ON PPC. EST. \$10
- 157 (ZANES)VILLE & PARKERS(BURG), ca 1919 PART'L (NEW) ON PPC. 6

## STREET CARs (Towle Types)

- 158 ARL & SO BALTO, 1906 F (BA-1-g) ON PPC. EST. \$5.
- 159 BROOKLYN,N.Y. CIRCUIT, 1903 F (BR-5-d) AS B/S ON CVR. \$8.
- 160 BROOKLYN,N.Y. CIRC, 1898 VG (BR-5-c) AS B/S ON CVR. \$8.
- 161 CHI & MILLARD AVE, 1908 VG (CH-5-a) ON PPC. EST. \$8

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

CLOSING DATE: APRIL 17, 1995 (10 PM Pacific)





This postcard displays a non-standard postmark from Mederville, Iowa. The variety is classified as Type F-3290 in our study.

## NON-STANDARD POSTMARKING AND CANCELING DEVICES FROM 1900 TO DATE

### Part 27 - Catalog Section, Type F (Continued)

By Randy Stehle and Doug De Roest

This installment continues our presentation of the Type F markings, which are generally described as circular date stamps (cds) mimics. While we have recorded non-standard devices from all fifty states, only one has thus far been reported from Puerto Rico. This postmark from Mayaguez is illustrated in the current installment as type F-3260. The authors do not have access to any listing of Puerto Rican post offices, and that accounts for the absence of data in the Operating Dates column.

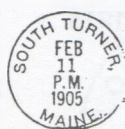
Another interesting usage included in this installment is from the town of Newport, Oregon. We have recorded four different Type F non-standards from this office. They are assigned Type F-3680 through F-3710, and have all been seen during a relatively short 12 year period from 1927 through 1938. It is believed that the two devices with the city and state at the top of the double circle dial are altered handstamps which originally read RECEIVED, REGISTERED, or M.O.B.. The other two devices were also not intended for use in canceling stamps on first class mail as they have not killers. They

should have been used on special delivery or registered mail as backstamps, on money order business receipts, as receiving marks, or other postal business which did not require canceling stamps. It is very unusual to find four such devices used on first class mail at one post office. Even though a single date has thus far been reported for each of the four non-standard types, other dates and types are very likely to be seen in the future.

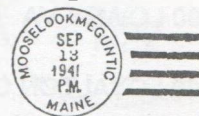
The number of newly reported non-standard markings has pushed up somewhat since the last article. Our total now stands at 3,442, up 55 from two months ago. Please continue to send new reports and date extensions directly to Randy Stehle, 16 Iris Court, San Mateo, CA 94401.

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

1900- to date including Doanes, Standard, Non- Standard and Provisional cancels.  
BRUCE L. COREY  
108 MARILYN AVE  
WESTBROOK, ME 04092



MOSQUITO, ME.  
JAN. 18'09 11 A.M.

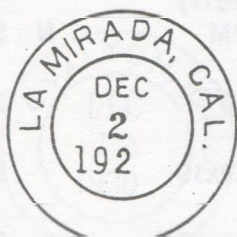




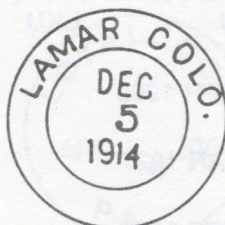
## TYPE F NON-STANDARD POSTMARKS (Continued)

CODE	TOWN STATE	PO DATES	EKU	LKU	PM	N	S/I
F-2810	LA MIRADA CA	1895-	02 DEC 192?		30x19		2
F-2870	LAMAR CO	1886-	05 DEC 1914		30x20	4	2
F-2880	LANDISVILLE PA	1832-	30 MAR 1923		31		2
F-2890	LANESBOROUGH MA	1893-	21 DEC 1920		29x19		2
F-2900	LANHAM NE	1886-1959	17 OCT 1911		32.5		2
F-2910	LAUDERDALE LA	1884-1935	19 DEC 1918		32	1	2
F-2920	LAWN PA	1889-	19 MAY 190?		30x20	2	2
F-2930	LE GRAND AL	1883-1916	30 JUN 1907		31x21	2	3
F-2940	LEHMAN PA	1832-	09 NOV 1944		30x20	1	2
F-2950	LENOX GA	1889-	29 DEC 1917		32	1	2
F-2960	LEWISTON WV	1873/1922	13 MAR 1911		31x29		3
F-2970	LIBRARY PA	1842-	14 JUN 192?	09 APR 1925	32	1	2
F-2980	LINWOOD STATION PA	1859-1916	20 MAR 1908		31		2
F-2990	LITTLE FERRY NJ	1873/	17 FEB 1915		31	1	2
F-3000	LOCUST STA. CA	1938-1948	25 APR 1938		28x18.5		2
F-3010	LOGAN SQUARE STA. IL		10 AUG 1950		29.5x19.5	5	2
F-3020	LOGAN STA. PA		21 MAR 1949		29x19	5	2
F-3030	LOMAX IL	1870-	?? JAN 1917		30x20	1	2
F-3040	LONG ISLAND CITY NY	1861-	12 DEC 1950		29x19	5	2
F-3050	LONG LAKE NY	1863-	16 AUG 1921		30x20		2
F-3060	LOS ALAMOS NM	1878-1914	25 MAR 1898	26 JUN 1909	33		6
F-3070	LOUGH WV	1892-1918	16 JUL 1906		30x19	2	3
F-3080	LOWPOINT IL	1895-	26 ??? 1910	?? ??? 191?	30x19.5		2
F-3090	LOWRY VA	1854-	29 MAR 1920		33		2
F-3100	LOYALTON CA	1864-	12 DEC 1930	28 SEP 1937	31x20		2

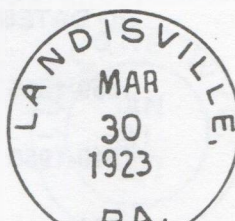




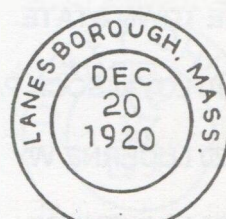
F-2810



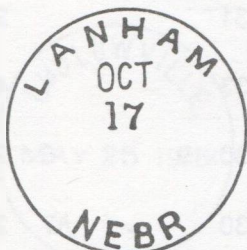
F-2870



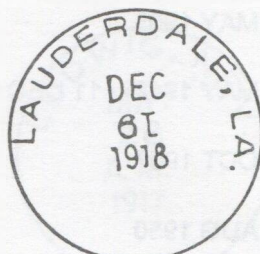
F-2880



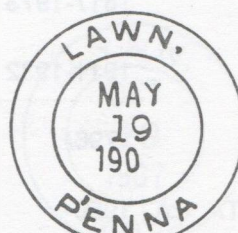
F-2890



F-2900



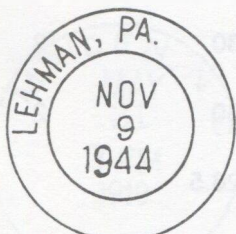
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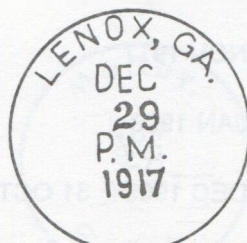
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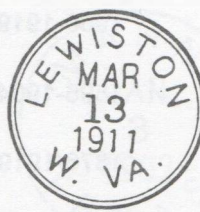
F-2930



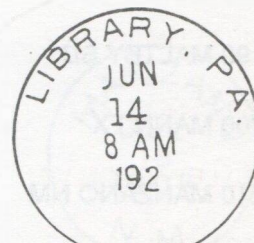
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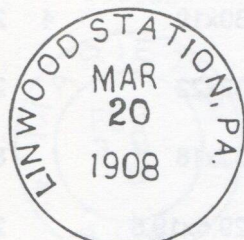
F-2950



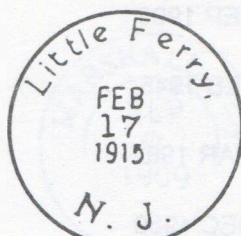
F-2960



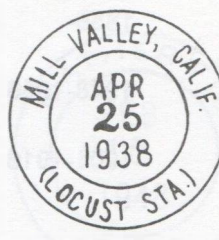
F-2970



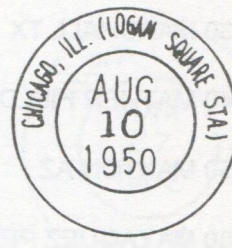
F-2980



F-2990



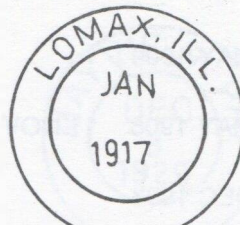
F-3000



F-3010



F-3020



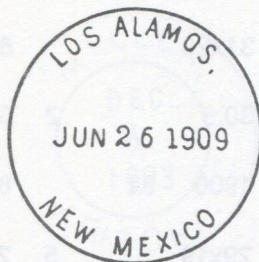
F-3030



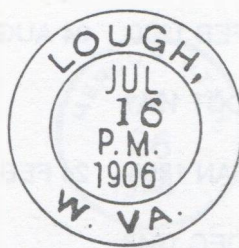
F-3040



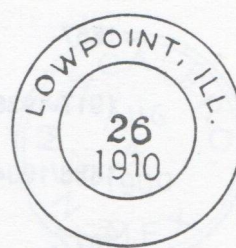
F-3050



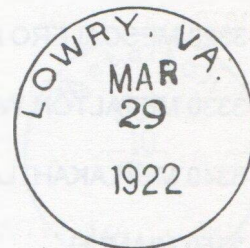
F-3060



F-3070



F-3080



F-3090



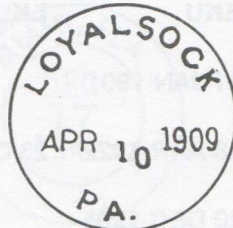
## TYPE F NON-STANDARD POSTMARKS (Continued)

CODE TOWN STATE	PO DATES	EKU	LKU	PM	N	S/I
F-3110 LOYALSOCK PA	1859-1915	10 APR 1909		30		2
F-3120 LUCERNE WY	1910-1956	31 JAN 1927		29x19		2
F-3130 LUCKEY OH	1881-	17 FEB 1956		31x20.5	1	2
F-3140 LUDLOWVILLE NY	1817-1973	25 MAY 1905		31		2
F-3150 LUDWIG NV	1911-1932	26 MAY 1917	11 DEC 1917	33	1	4
F-3160 LYNN MA	1796/	19 OCT 1907		30x19	6	2
F-3170 MAGNOLIA CENTER STA. CA	1950-	01 AUG 1950		30	7	2
F-3180 MAIDEN NC	1879-	31 MAY 1919		33		2
F-3190 MALTBY SD	1909-1919	28 NOV 1917		30	2	3
F-3200 MANN TX	1896-1904	03 JAN 1903		30	2	4
F-3210 MANZANO NM	1876/1919	18 DEC 1903	31 OCT 1904	26.5		5
F-3220 MARIETTA AL		09 FEB 190?		30x20.5	1	2
F-3230 MARSHALL TX	1856-	09 SEP 1909		30x19	4	2
F-3240 MATHER FIELD CA	1948-1956	16 FEB 1948		32x22		2
F-3250 MAXTON AZ	1901-1916	27 MAR 1902		32x18		8
F-3260 MAYAGUEZ PR		05 DEC 1950		29.5x19.5		2
F-3270 MAYVIEW PA	1922-1964	03 DEC 1929	12 JUN 1938	30x20	3	2
F-3280 MEADOW SD	1907-	31 MAY 1909		28.5x27		2
F-3290 MEDERVILLE IA	1870-1935	14 MAY 1908	11 NOV 1909	32x19.5		2
F-3300 MELLEN AZ	1903-1909	08 DEC 1903		32x20		8
F-3310 MERCUR UT	1893/1944	26 JAN 1906		25	2	5
F-3320 MESCALERO NM	1887-	26 FEB 1900	04 AUG 1900	31x29		6
F-3330 METALTON WV	1917-1936	10 OCT 191?		30.5	2	3
F-3340 METLAKAHTLA AK	1888/1904	28 JAN 1898	24 FEB 1900	32		8
F-3350 MIAMI FL	1877-	17 DEC 1948		29x19	5	2

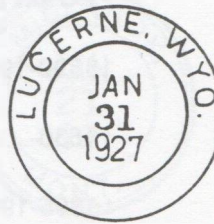




F-3100



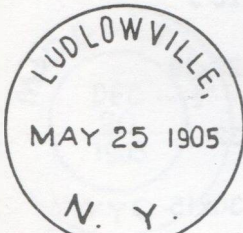
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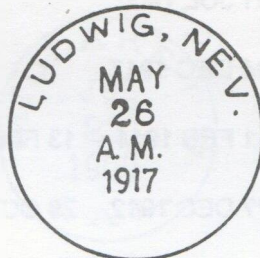
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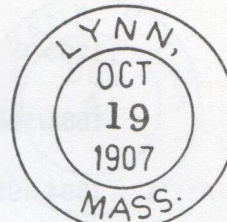
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F-3140



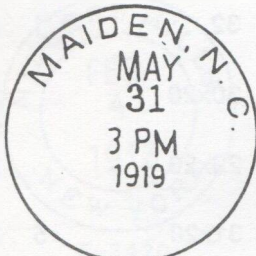
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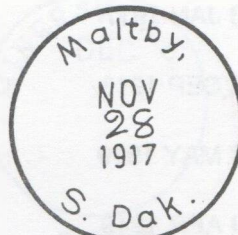
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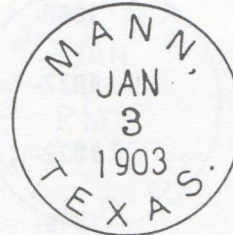
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F-3180



F-3190



F-3200



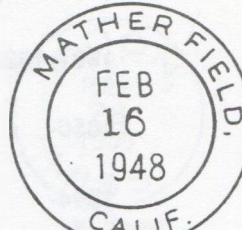
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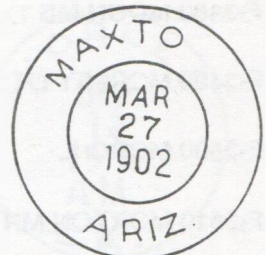
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F-3230



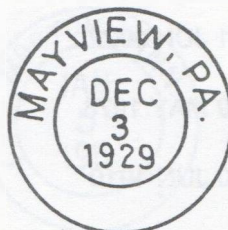
F-3240



F-3250



F-3260



F-3270



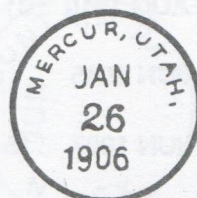
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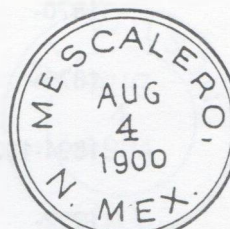
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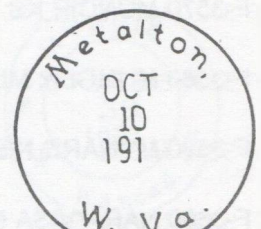
F-3300



F-3310



F-3320



F-3330



## TYPE F NON-STANDARD POSTMARKS (Continued)

CODE TOWN STATE	PO DATES	EKU	LKU	PM	N	S/I
F-3360 MIDCANON MT	1890-1905	21 JAN 1901		29x27x19	1	5
F-3370 MIDDLETON MA	1836-	18 APR 1922	23 OCT 1924	28x19		2
F-3380 MIDDLETON WY	1895-1908	20 DEC 1905		30x19	2	5
F-3390 MIDLAKE P.O. CA	1900-1945	21 JUL 1900		28.5		5
F-3400 MILBANK SD	1903-	04 DEC 1917		29x19	6	2
F-3410 MILL CITY NV	1864/1948	11 FEB 1911	13 FEB 1911	32		3
F-3420 MILLERS MILLS NY	1894-1953	?? DEC 1912	29 OCT 1913	30x15		2
F-3430 MINERSVILLE PA	1830-	07 DEC 1908		30	8	2
F-3440 MOLINO FL	1866-	03 JAN 1917		32	1	2
F-3450 MONCURE NC	1877-	06 SEP 1913		30x20		2
F-3460 MONROE OH	1822-	13 MAY 1919		29x20		2
F-3470 MONTEREY CA	1849-	29 APR 1949		31x20	5	2
F-3480 MOON MS	1895-1919	28 NOV 1905		25	1	3
F-3490 MORLEY LA	1907-1925	13 SEP 1916		33	1	3
F-3500 MORO IL	1856-	15 DEC 1905	16 MAR 1906	31		2
F-3510 MORTON MN	1894-	05 JAN 1911		29x19		2
F-3520 MOUNT VERNON OR	1877-	08 MAY 1908		30		2
F-3530 MOUNTAIN WI	1889-	21 JUN 1922		30x20	1	2
F-3540 MOUNTAIN HOME AIR FORCE BR. ID 1955-		09 MAY 1978		30		2
F-3550 MOUNTAIN PARK NM	1904-1955	10 JUN 1910		30		6
F-3560 MT. WILSON CA	1904-1965	04 AUG 1904	25 SEP 1904	31x20		4
F-3570 MUNCIE KS	1870-	30 AUG 1910	01 JUL 1911	28x18	1	2
F-3580 MUNGER MI	1876-	13 JUN 1945		29x19	1	2
F-3590 MYNARD NE	1894-1939	26 JUN 1907	15 JUN 1908	25.5		2
F-3600 NARA VISA NM	1902-	18 NOV 1907	13 DEC 1907	31.5x18	3	3

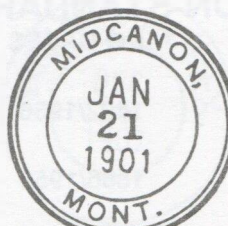




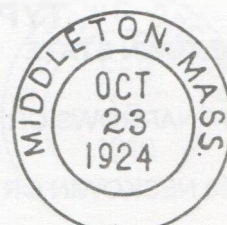
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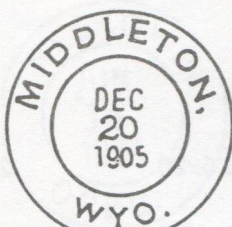
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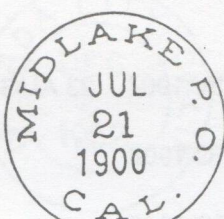
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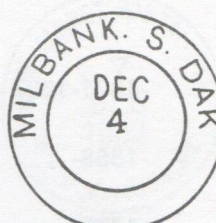
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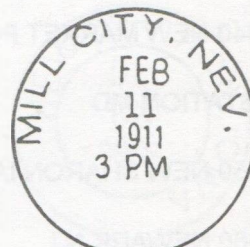
F-3380



F-3390



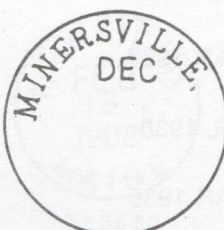
F-3400



F-3410



F-3420



F-3430



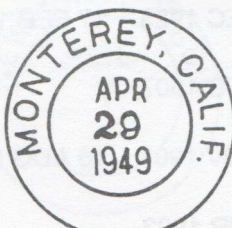
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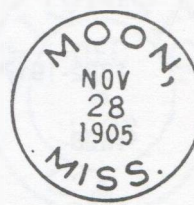
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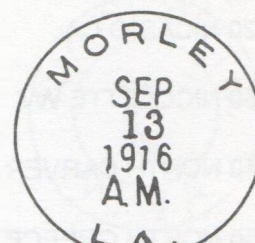
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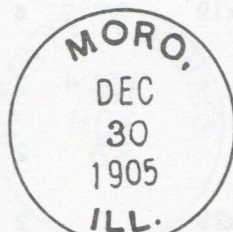
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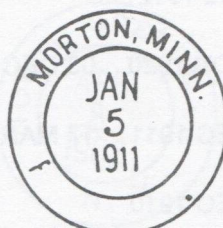
F-3480



F-3490



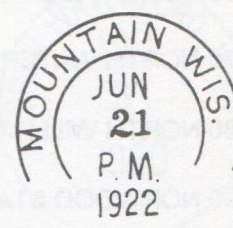
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F-3510



F-3520



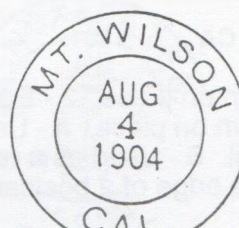
F-3530



F-3540



F-3550



F-3560



F-3570



# TYPE F NON-STANDARD POSTMARKS (Continued)

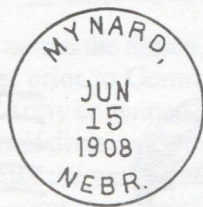
CODE TOWN STATE	PO DATES	EKU	LKU	PM	N	S/I
F-3610 NARROWS OR	1892/1936	15 FEB 1910		32x21		3
F-3620 NESKOWIN OR	1886/1959	14 JUN 1934 09 OCT 1939		30x20	1	2
F-3630 NEVADA CITY CA	1850-	02 DEC 1952		30x20	5	2
F-3640 NEW MARKET POSTAL STATION MD	1901-1907	15 NOV 1904	23 AUG 1905	29		3
F-3650 NEW SHARON IA	1858-	23 DEC 1908		30.5x20		2
F-3660 NEWARK NJ	1776-	27 DEC 1945		29x18.5	5	2
F-3670 NEWFIELD ME	1804-	15 FEB 1908		24		2
F-3680 NEWPORT OR	1868-	09 MAR 1927		29x20		2
F-3690 NEWPORT OR	1868-	23 JUL 1930		31x20		2
F-3700 NEWPORT OR	1868-	06 MAR 1935		30x20	1	2
F-3710 NEWPORT OR	1868-	07 AUG 1938		30x20		2
F-3720 NICASIO CA	1871/	03 DEC 1923	17 FEB 1925	32x19		2
F-3730 NICOLETTE WV	1892-1917	27 DEC 1907		30x19	2	4
F-3740 NORTH CARVER MA	1828-	29 NOV 1907	16 AUG 1909	31		2
F-3750 NORTH GREECE NY	1835-	08 APR 1902		29x18	1	2
F-3760 NORTH ROBY TX	1911-1917	20 JUL 1912		30x19	2	4
F-3770 NORTH WATERFORD ME	1848-	16 NOV 1920	03 DEC 1920	33	1	2
F-3780 NORTH WILLISTON VT	1865-1942	18 DEC 1911	17 MAR 1913	28		2
F-3790 NORWOOD STATION PA	1885-1941	24 DEC 1910		31x29		2
F-3800 NOXAPATEN MS	1846/	05 JUL 1949		32x22	1	2
F-3810 OAKLAND/STATION B CA	1891-	30 MAR 1917		28x27		3

NOTES: 1 - Earliest known on piece. 2 - Earliest known on cut-round. Therefore, postmark could have a killer. 3 - Latest known on piece. 4 - Used as a general delivery marking. 5 - Used as a backstamp on registered mail. 6 - Used as a receiving mark. 7 - Used on a first day of operation cover. 8 - Postmark is on the edge of a postcard with the killer portion completely off.

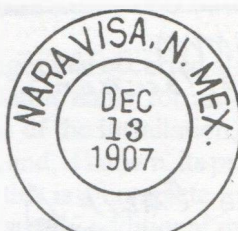




F-3580



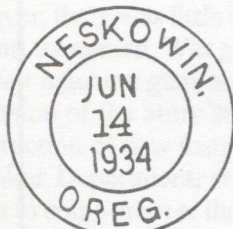
F-3590



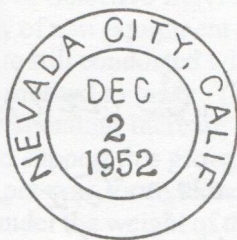
F-3600



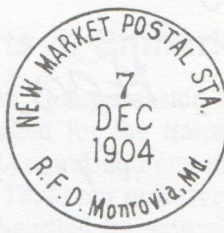
F-3610



F-3620



F-3630



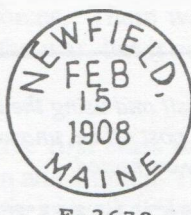
F-3640



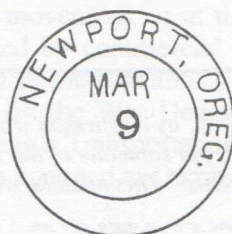
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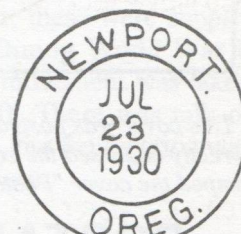
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F-3670



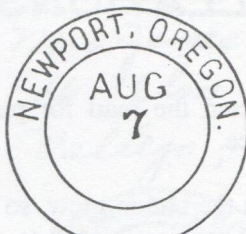
F-3680



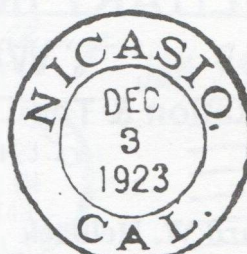
F-3690



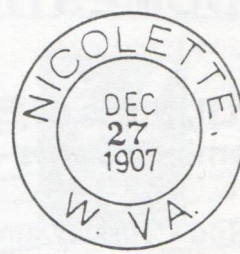
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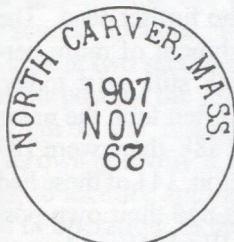
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F-3720



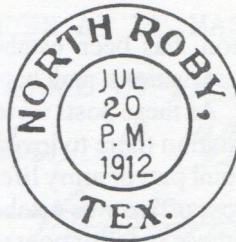
F-3730



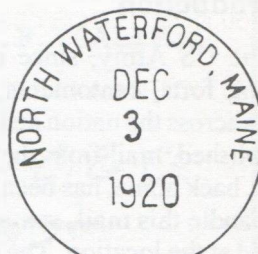
F-3740



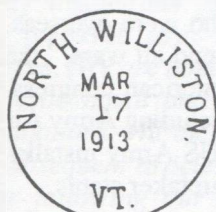
F-3750



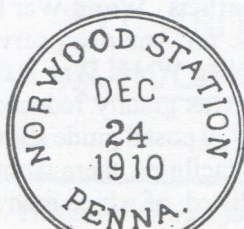
F-3760



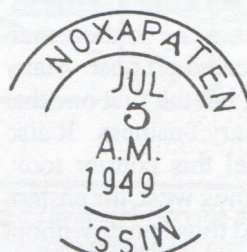
F-3770



F-3780



F-3790

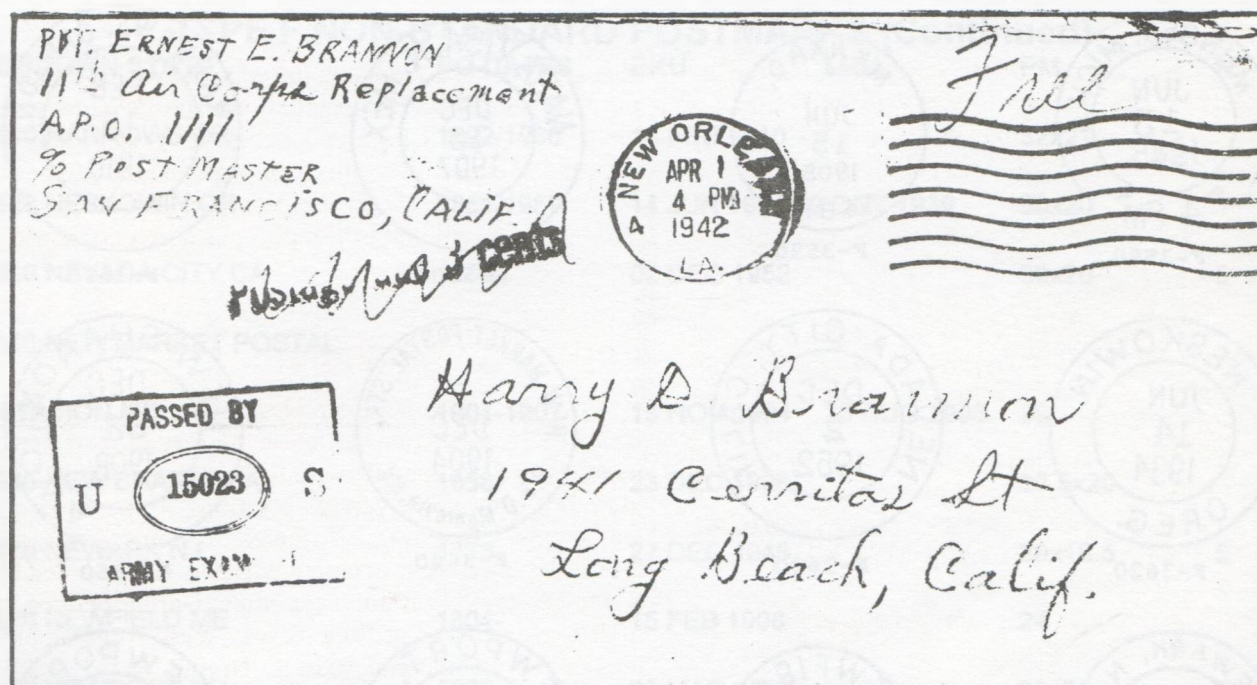


F-3800



F-3810





*This cover was posted April 1, 1942, by an airman who was in transit and using the temporary APO 1111. He correctly endorsed the cover "Free", but someone in the New Orleans post office, unaware of the new regulation, stamped the cover "Postage due 3 cents." This mistake was apparently corrected.*

## POSTAL FACILITIES OF THE UNITED STATES DOMESTIC MILITARY INSTALLATIONS IN WORLD WAR II

### Part II. Ports of Embarkation & The Chemical Corps

By Rod Crossley and Richard W. Helbock

#### Introduction

The US Army, since its inception, has been establishing forts, cantonments, posts, reservations and barracks across the nation and overseas. As these posts were established, mail from the soldiers station there to loved ones, back home, has been an important part of army life. To handle this mail, sometimes a post office was established at the location. The earlier of these types of operations would be Fort Niagara in upstate New York, in 1797, and Fort Wilkinson in Central Georgia, in 1798. However, in a majority of the locations the soldiers mail was handled through post offices located off post. Many times this was not the closest office, but the first one that the post courier traveled to on military business. It also depended on the direction of travel this courier took. *Translated:* that if the courier was going west, the eastern mail from the post went west first. At those posts without a mail office, the Post Quartermaster or the Post Sutter

collected the mail for pickup by the military courier service.

As the nation grew, so did its military posts and the postal service needed to support them. The war with Mexico and our Civil War caused the establishment of many temporary camps and forts across the country which disappeared when there was no further need. The western expansion saw the establishment of more permanent installations, many of which still exist today. Towns established near these posts often took the name of the installation for their own. In 1888, there were 187 US Army installations across the nation, 141 of these had troops assigned and 57 installations had their own post office. The Spanish-American and World War I saw an expansion of installations that were reduced at the end of the conflicts. World War I saw the first use of free mail service for American service men who were overseas. Following World War I, the "war to end all wars," the Army was greatly reduced by the American congress. The 1930 postal guide showed that, excluding Army Air Force facilities, there were only 190 US Army installations listed, of which many were in caretaker status.



As the war clouds began to grow across the nation, the army slowly began to expand. Just prior to Germany's invasion of Poland, in 1939, the US Army contained only 188,000 personnel. Its three and a half divisions were at best half strength and scattered across the nation at 130 posts. There was virtually no army, corps or specialized service troops. The year 1940 would see call-up of the National Guard units and the start of Selective Service, however, there was little in the way of new equipment to support these men. War games were still conducted with wooden machine guns and trucks marked as tanks. The expansion of the army saw a corresponding increase in construction of new installations to support this growth. The War Department, still in its pre-war form, slowly began to come apart at the seams under the weight of the growth. Recognizing this, General Marshall, in early 1942, reorganized the War Department into a General Staff, three Major Commands (air, ground and service), a defense command, and overseas forces. There were refinements of this structure during the war, but it continues in its basic form today.

World War II saw the return of free first class mail service for the American military men and women. This time it was available for both domestic as well as overseas mail, but did not include air mail. The new free rate went into effect on April 1, 1942 and ended for all personnel on December 31, 1947.

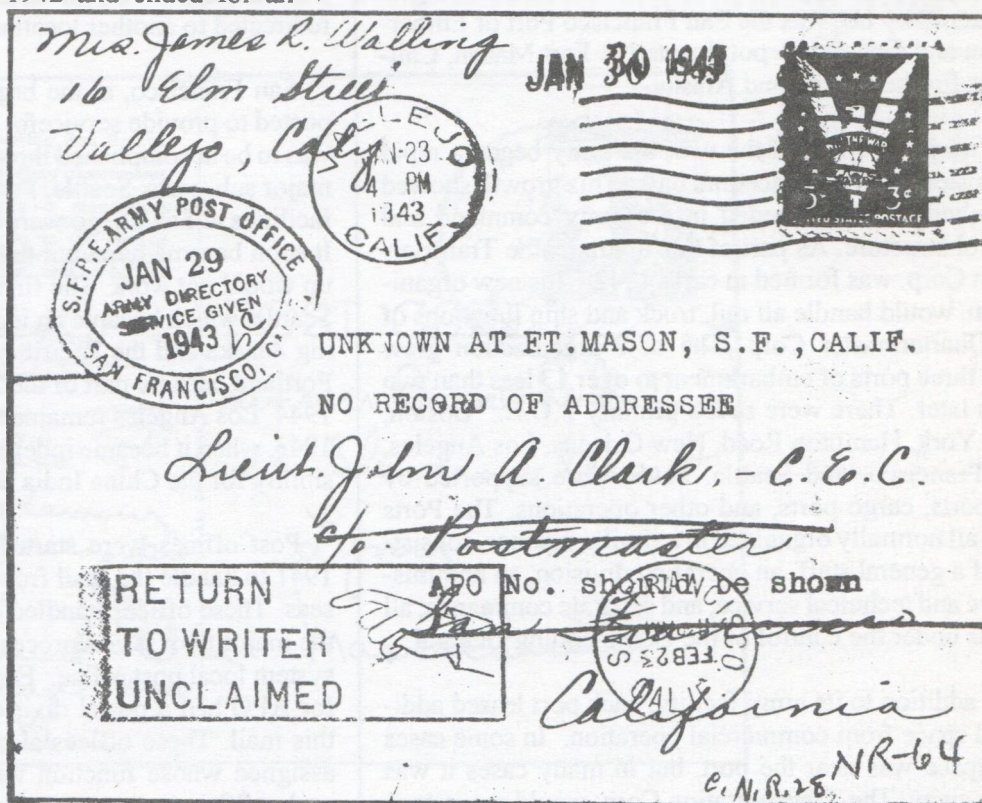
In Part I we talked about the postal service of the US Army Air Force between 1941 and 1945. The next part will deal with the US Army during that same period. We have broken this list down into several sections; Part II will look at two sections. The main purpose of the list is to establish if the installation had its own post office, and if it did, to identify appropriate dates of operation. In the majority of cases they did not. We have tried to list all US Army institutions based on our research into several sources. [We are hopeful that domestic naval and marine installations will be covered in subsequent articles to appear following our series.] There were some name

changes that occurred along the way and we have shown the latest name for an installation. The list shows the name of the installation, its location, its postal information, and, if known, its primary purpose. It is not expected that this is a complete listing. We hope that our readers will supply additional information or corrections so the list can be completed.

## Ports of Embarkation

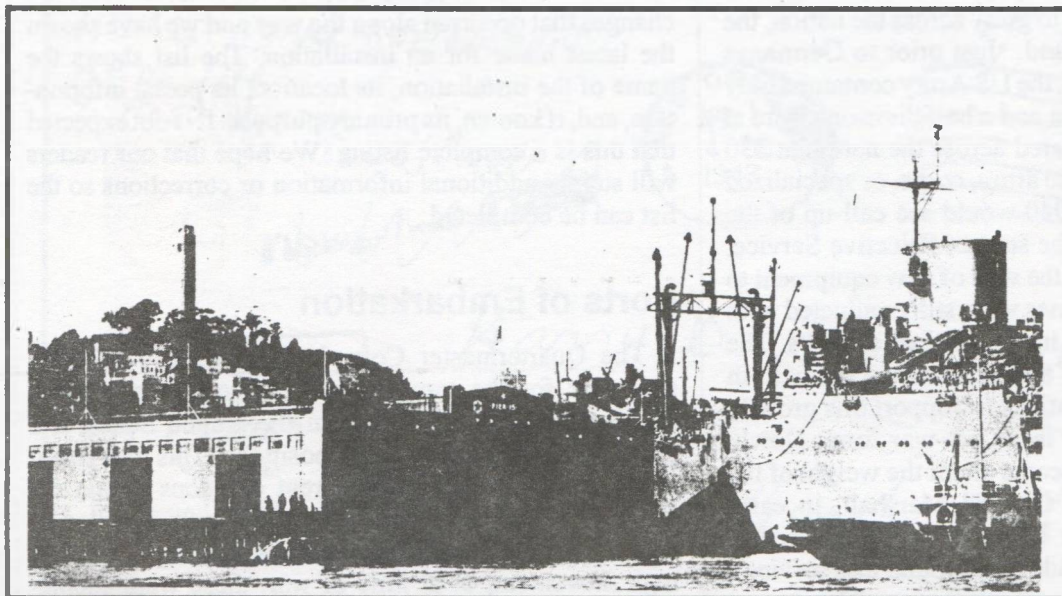
The Quartermaster Corp. had historically been responsible for the transportation of service personnel, supplies and equipment within the United States, and after 1898, our new overseas positions. This movement was handled by several different divisions within the Corp. The overseas movement was normally handled by a small fleet of quartermaster ships. During periods of high movement, or at time of war, these were supplemented by commercial vessels. During World War I, much of the function of overseas movement was taken over by the War Department staff. There was talk of forming a Transportation Division, but the function was again assigned to Quartermaster Corp.

During the 1930s the Ships were in bad shape due to heavy use, in fact, at the start of '39 there were only six



This cover bears a football shaped Directory Service marking applied at the San Francisco Port of Embarkation. Directory service was one of the more important functions provided by P.O.E. Army post offices during WWII.





*Pier 15, main debarkation center of San Francisco Port of Embarkation.*

left to meet all of the Quartermaster overseas commitments. There were three ports of embarkation during this period; New Orleans Quartermaster Depot to service Central and South American; New York, located in Brooklyn, for Europe and North Atlantic; and the largest operation, by far, was the San Francisco Port of Embarkation and General Depot, located at Fort Mason, California for the Pacific and Alaska.

With the coming of the war, the army began a rapid expansion from its peacetime base. This growth showed that changes were needed in the army command and control structure. As part of this upgrade, the Transportation Corp. was formed in early 1942. This new organization would handle all rail, truck and ship functions of the Quartermaster Corp. The new organization grew from three ports of embarkment to over 13 less than two years later. There were seven primary P.O.E.: Boston, New York, Hampton Road, New Orleans, Los Angeles, San Francisco, and Seattle. These were supported by sub-ports, cargo ports, and other operations. The Ports were all normally organized in a similar manner, consisting of a general staff, an operating division, an administrative and technical service, and separate commands, all of this under the control of the Commanding General.

In addition to its army facility, each port leased additional space from commercial operation. In some cases this space was near the port, but in many cases it was miles away. The Transportation Corp. would move over 4.4 million troops and 77.5 million tons of cargo to Atlantic destination, and 2.4 million troops, plus 49.2

million tons of cargo to the Pacific and Alaska. In addition, they would be responsible for bringing the majority of the troops and cargo back to the US at the wars end.

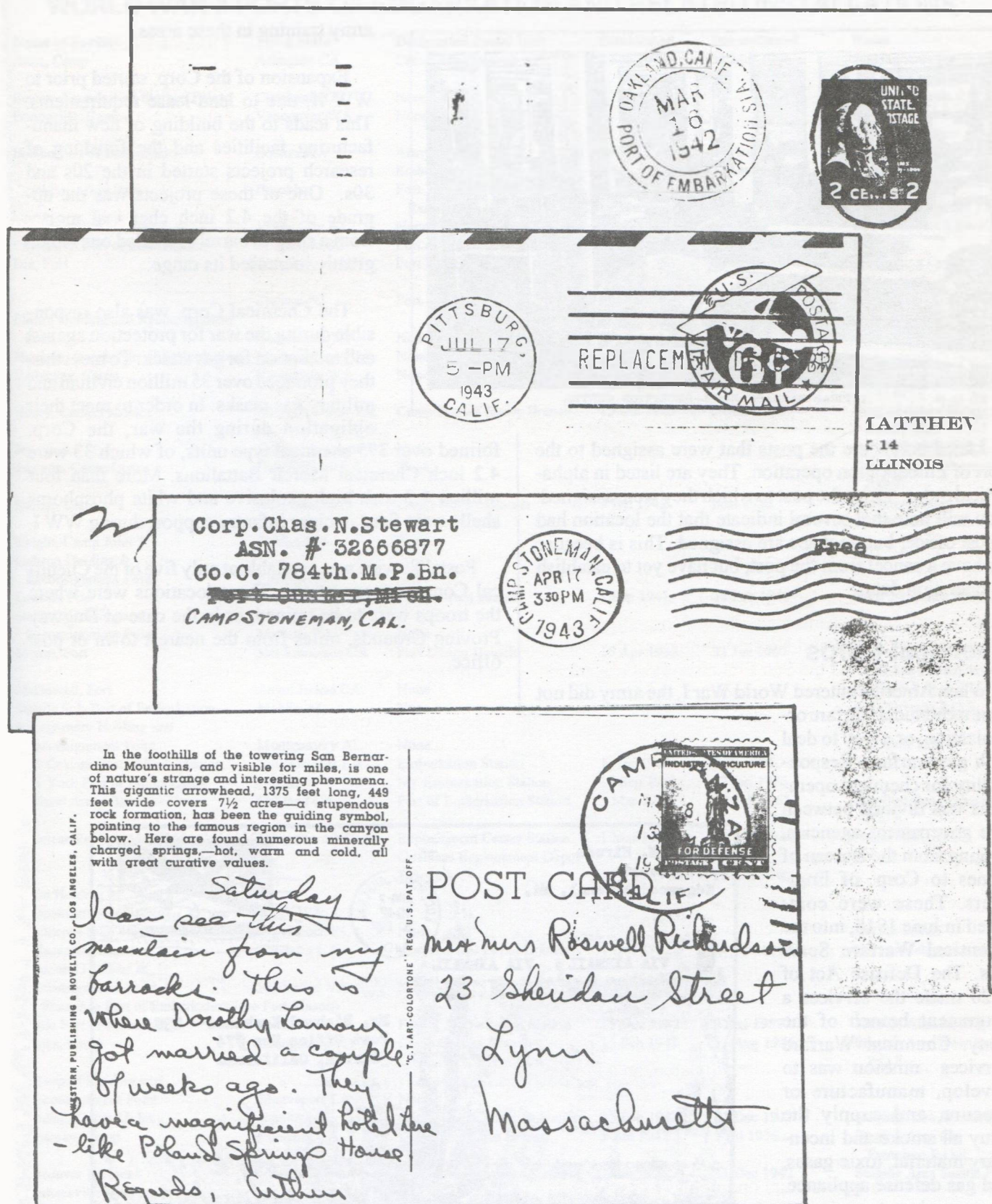
The movement of personnel and cargo to a P.O.E. was a well organized system. If cargo got there too early, it had to be stored, if it was late, the ship may have sailed. However, if a ship was late or had been sunk, this would also delay the shipment from the port. In addition, some-

times the priority changed. To stop, delay, or redirect troop movement was basically simple, but what about cargo? To handle these cargo problems, there were nine holding and reconsignment points set up across the United States. Cargo could be held until needed or redirected to another location at these points.

San Francisco, at the beginning of the war, was expected to provide service for the entire Pacific Rim. This was to be accomplished through San Francisco and three major sub-ports; Seattle, Portland and Los Angeles. The facilities at San Diego were to be used by the US Navy. It soon became apparent that this overall command set-up would not work. The first to leave the command was Seattle, which became an independent command servicing Alaska and the Pacific Northwest, in January 1942. Portland became part of the Seattle operation in January 1944. Los Angeles remained a sub-port until September 1943, when it became independent with primary responsibility for the China India Burma Theatre.

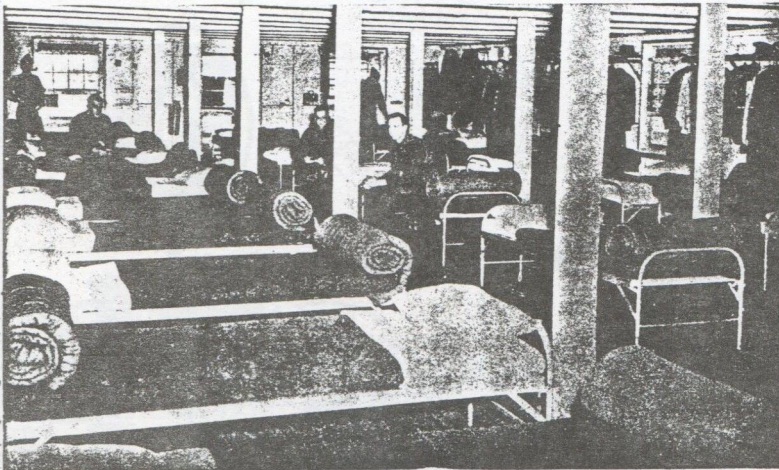
Post offices were started at various installations in 1941 to handle the mail from troops waiting to go overseas. These offices handled only a fraction of this mail, the majority of it was processed through the local postal system local post office. Each port that was responsible for APO had a postal division assigned which handled this mail. These offices also had an Army Post Office assigned whose function was to know the location of each APO in its area and corrected misdirected mail.





Not all postal installations serving WW II ports of embarkation used postmarks identifying themselves as such. The selection of markings from California shown above requires a bit of research to determine the nature of the origin of the mail.





Re. C. 10 TYPICAL BARRACK ROOM—RECEPTION CENTER

Listed below are the posts that were assigned to the Port of Embarkation operation. They are listed in alphabetical order, not by the post to which they were assigned. You will note that several indicate that the location had a post office, but no dates are assigned. This is because we have a cancel from the post, but have yet to establish its operation dates.

## Chemical Corps

When America entered World War I, the army did not have a chemical warfare organization, or a way to deal with gas warfare. Responsibility for chemical operations was divided between five government agencies, ranging from the Bureau of Mines to Corp. of Engineers. These were combined in June 1918, into the Chemical Warfare Services. The Defense Act of 1920 made the services a permanent branch of the army. Chemical Warfare Services mission was to develop, manufacture or procure, and supply the army all smoke and incendiary material, toxic gases, and gas defense appliance. It was also to operate chemical projectile filling plants, chemical proving grounds, and supervised

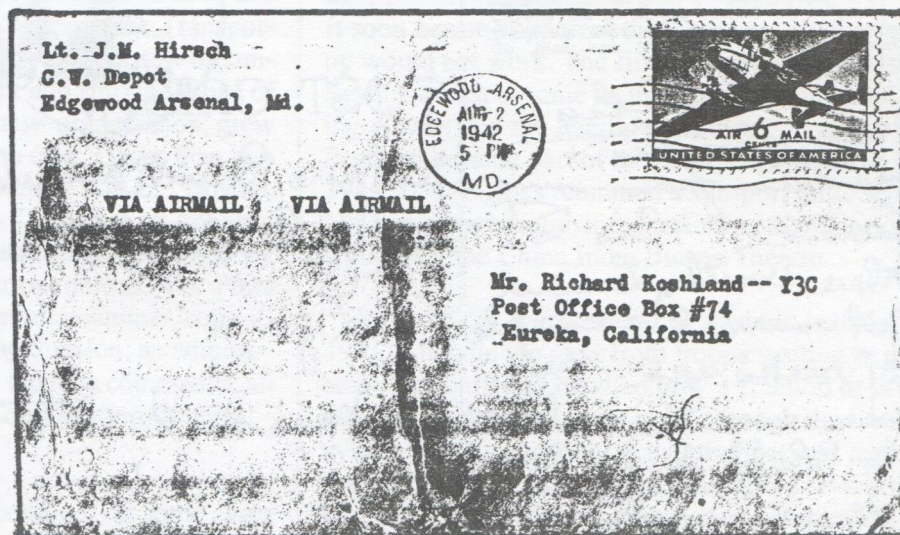
army training in these areas.

Expansion of the Corp. started prior to WW II, due to lend-lease requirements. This leads to the building of new manufacturing facilities and the finishing of research projects started in the 20s and 30s. One of these projects was the upgrade of the 4.2 inch chemical mortar from a smooth barrel to a rifled one which greatly increased its range.

The Chemical Corp. was also responsible during the war for protection against and retaliation for gas attack. To meet this, they produced over 35 million civilian and military gas masks. In order to meet their obligation during the war, the Corp.

formed over 375 chemical type units, of which 33 were 4.2 inch Chemical Mortar Battalions. More than four million 4.2 inch high explosive and white phosphorus shells were fired in close infantry support during WW I.

Postal Service was available at only five of the Chemical Command operations. These locations were where the troops were to be trained, or in the case of Dugway Proving Grounds, miles from the nearest town or post office.



*This cover was postmarked Edgewood Arsenal, MD, in August 1942. During WWII, Edgewood Arsenal was an independent post office in Maryland.*



## WORLD WAR II PORTS OF EMBARKATION AND RELATED INSTALLATIONS

Name of Facility	Town State	Designated Postal Unit	Established	Discontinued	Notes
Anza, Camp	Arlington CA	Camp Anza Branch	1 Feb 1943 -	31 Mar 1946	Staging Area for L.A. P.O.E.
Beaver Ammunition Storage Point	Clatskanie OR	None			Sub Post Seattle P.O.E.
Bonneville, Camp	Vancouver WA	None			Range for Vancouver Barracks @ 666 Summer Street
Boston Port of Embarkation	Boston MA	Army Station	16 Feb 1942	31 Aug 1943	
Brooklyn Army Base	Brooklyn	Embarkation Station	1 Sep 1943	31 Dec 1947	
		Fort Hamilton Military Reservation Station	16 Mar 1942	10 Oct 1950	SubPost New York P.O.E.
Caven Point Terminal	Jersey City NJ	None			Sub Post New York P.O.E.
Charleston Port of Embarkation	Charleston SC	Port of Embarkation Branch	10 Jul 1944		
Dix, Fort	Wrightstown NJ	Fort Dix Branch	ca.1938	4 May 1941	Pre-staging Center New York
	Trenton NJ	Fort Dix Branch	5 May 1941	Operating	
Elmira Holding and Reconsignment Point	Horseheads NY	None			
Hampton Roads Port of Embarkation	Newport News VA	None			
Hatheway, Camp	Vancouver WA	None			Staging Area for Seattle P.O.E.
Henry, Camp Patrick	Newport News VA	Camp Patrick Henry Branch	15 Oct 1942	5 Mar 1946	Staging Area - Hampton Road P.O.E.
Jay, Fort	Governors Island NY	None			Part New York P.O.E.
Johnson, Camp Leroy	New Orleans LA	None			Sub Post New Orleans P.O.E.
Kilmer, Camp	New Brunswick NJ	Camp Kilmer Branch	3 Jun 1942	post 1950	Shelton-Staging Area New York P.O.E.
Knight, Camp John T.	Oakland CA	None			
Lathrop Holding & Reconsignment Point	Lathrop CA	None			
Lawton, Fort	Seattle WA	Fort Lawton Branch	1 Sep 1941	28 Feb 1945	SubPost Seattle P.O.E.
Marietta Holding and Reconsignment Point	Marietta PA	None			
Mason, Fort	San Francisco CA	Fort Mason Branch	15 Apr 1935	31 Jan 1967	Port of Embarkation HQ San Francisco
McDowell, Fort	Angel Island CA	None			Part of S.F. P.O.E.
Mobile Sub-Port of Embarkation	Mobile AL	None			New Orleans P.O.E.
Montgomery Holding and Reconsignment Point	Montgomery AL	None			P.O. Box 1871
New Orleans Port of Embarkation	New Orleans LA	Embarkation Station	1 Apr 1942	post 1950	
New York Port of Embarkation	Brooklyn	NY Embarkation Station	15 Sep 1941	12 Jan 1976	
Oakland Army Base	Oakland CA	Port of Embarkation Station	9 Mar 1942	28 Feb 1965	Sub Post San Francisco P.O.E.
Overseas Replacement Depot	Greensboro NC	Replacement Center Station	1 Mar 1943	15 Nov 1944	Name changed to:
		Overseas Replacement Depot Branch	16 Nov 1944	15 Oct 1946	
Pasco Holding & Reconsignment Point	Pasco WA				
Providence Sup. Port of Embarkation	Providence RI	None			Boston P.O.E.
Replacement Depot	Pittsburg CA	Replacement Depot Branch	1 Dec 1942	29 Feb 19442	Overseas shipment point
Richmond Holding & Reconsignment Point	Richmond VA	None			
San Francisco Port of Embarkation (see Fort Mason)					
Seattle Port of Embarkation	Seattle WA	Port of Embarkation Station	15 Dec 1942	3 Sep 1957	1519 S. Alaskan Way
Shanks, Camp	Orangeburg NY	Camp Shanks Branch	15 Feb 1943	31 Aug 1946	Staging Area New York P.O.E.
Shreveport Holding and Reconsignment Point	Shreveport LA	None			
Standish, Camp Myles	Taunton MA	Camp Myles Standish Station	15 Feb 1942	31 Dec 1947	Staging Area Boston P.O.E.
Stoneman, Camp	Pittsburg CA	Camp Stoneman Branch	1 Jun 1942 3	1 Jul 1956	Staging Area San Francisco P.O.E.
Vancouver Barracks	Vancouver WA	Vancouver Barracks Station	1 Jan 1926	31 Dec 1942	Staging Area Seattle P.O.E.
Voorheesville Holding & Reconsignment Point	Voorheesville NY	None			
Wood, Fort	New York NY	None			New York P.O.E.
Yermo Holding and Reconsignment Point	Yermo CA	None			

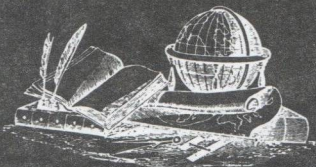


## WORLD WAR II CHEMICAL CORPS DOMESTIC INSTALLATIONS

Name of Facility	Town State	Designated Postal Unit	Established	Discontinued	Notes
Columbus Plant, CWS	Columbus OH	None			
Deseret Chemical Warfare Depot	Tooele UT	None			
Detrick, Camp	Frederick MD	None			Chemical Command
Dugway Proving Ground	Tooele UT	None			Chemical Warfare Service
Eastern Chemical Depot	Edgewood MD	None			
Edgewood Arsenal	Edgewood MD	Edgewood Arsenal P.O.	1 Oct 1940	1 Jun 1947	Chemical Command
Fostoria Plant, CWS	Fostoria OH	None			
Gulf Chemical Depot	Huntsville AL	None			
Habus Plant, CWS	Columbus OH	none			Columbus Quartermaster Depot
Huntsville Arsenal	Huntsville AL	Arsenal Branch	8 Jun 1942 1 Apr 1945	30 Sep 1942 post 1950	Re-established
Huntsville Chemical Warfare Depot	Huntsville AL	None			
Kansas City Plant, CWS	Kansas City MO	None			
Marshall Plant, CWS	New Martinsville WV	None			P.O. Box 311
Maury Plant, CWS	Columbia TN	None			
Midland Plant, CWS	Midland MI	None			
New Cumberland Plant, CWS	New Cumberland PA	None			
Niagara Falls Plant, CWS	Niagara Falls NY	None			
Ogden Chemical Warfare Plant	Ogden UT	None			
Owl Plant CWS	Azusa CA	None			
Pine Bluff Arsenal	Pine Bluff AR	Arsenal Branch	15 Jun 1942	post 1950	Chemical Command
Pine Bluff Chemical Warfare Depot	Pine Bluff AR	None			
Rocky Mountain Arsenal	Denver CO	None			Chemical Command
Saint Louis Plant, CWS	Monsanto IL	None			East St. Louis
Seattle Plant, CWS	Seattle WA	None			
Sibert, Camp	Attalia AL	Camp Sibert Branch	11 Jan 1943	1 Feb 1946	Chemical Warfare Training Center
Zanesville Plant, CWS	Zanesville OH	None			

### U. S. POSTAL HISTORY

**PHIL BANSNER**  
PROFESSIONAL PHILATELIST



Box 2529, 2320 HIGHLAND STREET  
WEST LAWN, PA 19609  
610 — 678-5000 FAX 678-5400



### ADVERTISING COVERS

Please send your collecting interest. We will reply with offering.





# GARY ANDERSON MAIL BID SALE NO. 2

## 698 E. HOYT AVE., ST. PAUL, MN. 55106

### CALIFORNIA

- 001 ASILOMAR, 1915 VG 4-BAR ON PPC (14-35) EST. \$8.
- 002 BEATRICE, 1955 VG 4-BAR ON LD GPC (84-55) EST. \$4.
- 003 BERDOO CAMP, G+ 4-BAR ON #8 COVER (SLIGHTLY OFF TOP) (34-37) EST. \$15.
- 004 CASA VERDUGO, 1912 VG 4-BAR ON PPC (06-13) EST. \$15.
- 005 CLAY, 1954 VG 4-BAR ON LD GPC (78-54) EST. \$4.
- 006 CORONADO, 1898 G CDS ON MONARCH SIZE COVER (87-12) EST. \$8.
- 007 DOLGEVILLE, 1909 G 4-BAR ON PPC (VILLE ON STAMP) (04-09) EST. \$6.
- 008 EAST AUBURN, 1908 VG DUPLEX ON PPC (02-19) EST. \$6.
- 009 FLORENCE, 1910 VG 4-BAR ON PPC (78-18) EST. \$12.
- 010 FRUITVALE, 1907 G DUPLEX ON PPC (92-07) EST. \$8.
- 011 MALAGA, 1909 G 4-BAR ON PPC (86-43) EST. \$5.
- 012 OLEANDER, 1911 VG 4-BAR ON PPC (DER ON STAMP) (81-35) EST. \$6.
- 013 RUBICON LODGE, 1931 F PURPLE 4-BAR ON PHILATELIC COVER (21-31) EST. \$8.
- 014 TAHOE, 1917 G NON-STANDARD ON PPC (71-49) EST. \$8.
- 015 WRIGHTS, 1916 G 4-BAR ON COVER (79-38) EST. \$6.

### COLORADO

- 016 BUFFALO CREEK, 1941 VG 4-BAR ON PPC (78-63) EST. \$5.
- 017 DUBOIS, 1901 VG CDS AS BACKSTAMP ON COVER (94-10) EST. \$12.
- 018 EGGERS, 1936 VG 4-BAR ON PPC (26-44) EST. \$8.
- 019 ESCALANTE FORK, 1955 VG 4-BAR ON PHILATELIC GPC (16-58) EST. \$4.
- 020 KEOTA, 1909 VG 4-BAR ON PPC (88-73) EST. \$5.
- 021 MATTISON, 1915 G 4-BAR ON PPC (SLIGHTLY DOUBLED) (89-15) EST. \$8.
- 022 PARKDALE, 1887 VG CDS & TARGET ON COVER WITH SLIGHT STAIN (80-70) EST. \$25.
- 023 SKULL CREEK, 1938 F 4-BAR ON COVER SLIGHTLY REDUCED AT LEFT (29-50) EST. \$8.
- 024 TIN CUP, 1882 VG CDS COUNTY CANCEL ON COVER (80-18) SCARCE! EST. \$125.
- 025 WALDORF, 1908 VG 4-BAR ON PPC (08-12) EST. \$12.

### HAWAIIAN ISLANDS

- 026. HONOLULU, 1869 G DCDS & TARGET ON HAWAII # 31 ON COVER EST. \$125.

### IDAHO

- 027 CONKLING PARK, 1914 VG 4-BAR ON PPC (12-67) EST. \$8.
- 028 CRANE, 1917 G (NE ON STAMP) 4-BAR ON PPC (84-18) EST. \$8.
- 029 HELMER, 1920 G (LIGHT) 4-BAR ON PPC (07-29) EST. \$5.
- 030 LARDO, 1898 G (SPOTTY) CDS ON COVER (89-17) EST. \$12.
- 031 MACE, 1912 F 4-BAR ON PPC (99-22) EST. \$12.
- 032 PIONEERVILLE, VG 4-BAR ON PHILATELIC COVER (65-43) EST. \$5.

### MINNESOTA

- 033 AIRLIE, 1909 VG 4-BAR ON PPC (82-34) EST. \$5.
- 034 BROOKFIELD, 1912 G NON-STANDARD CDS & FANCY STAR ON PPC (97-14) EST. \$12.
- 035 BEAULIEU, 1907 G+ CDS & TARGET ON PPC (91-60) EST. \$4.
- 036 ELLERTH, 1912 VG CDS & TARGET ON PPC (98-13) EST. \$8.
- 037 FLAMING, 1911 G+ 4-BAR ON PPC (02-19) EST. \$6.
- 038 FOSSUM, 1911 G+ CDS ON PPC (82-11) EST. \$8.
- 039 FORADA, 1911 VG 4-BAR ON PPC (04-54) EST. \$4.
- 040 FOX, 1913 F 4-BAR ON PPC (91-37) EST. \$6.
- 041 GRANGIER, 1925 G+ NON-STANDARD ON COVER (57-0P) EST. \$6.
- 042 LILLO, 1919 VG 4-BAR ON PPC (99-19) EST. \$6.
- 043 NEW PIERZ, 1914 G+ 4-BAR ON PPC (12-15) EST. \$15.
- 044 NORTH STAR, G CDS & TARGET ON COVER (75-04) EST. \$12.
- 045 PELAN, 1912 VG 4-BAR ON PPC (88-38) EST. \$8.
- 046 POMME DE TERRE, 1888 VG DCDS & TARGET ON COVER (68-02) EST. \$35.
- 047 RENO, 1907 VG CDS & TARGET ON PPC (80-35) EST. \$5.
- 048 SKIME, 1916 VG 4-BAR ON PPC (10-60) EST. \$4.
- 049 VINELAND, 1910 VG 4-BAR ON PPC (91-21) EST. \$6.
- 050 WHITEPINE, 1911 G 4-BAR ON PPC (09-21) EST. \$6.
- 051 WYLIE, 1913 VG 4-BAR ON PPC (83-37) EST. \$4.

### NEW MEXICO

- 052 AMSTAD, 1916 G+ 4-BAR ON PPC (07-0P) EST. \$12.
- 053 ANCHO, 1948 VG 4-BAR ON PHILATELIC GPC (02-69) EST. \$4.
- 054 BERNIO, 1915 G 4-BAR ON PPC (02-66) EST. \$18.
- 055 CAMBRAY, 1947 VG 4-BAR ON PHILATELIC GPC (93-52) EST. \$4.
- 056 CHLORIDE, 1956 VG 4-BAR ON LD GPC (81-56) EST. \$4.
- 057 CLOUDCROFT, 1910 G 4-BAR ON PPC (SLIGHTLY DOUBLED) (00-0P) EST. \$8.
- 058 CLOVIS, 1909 G 4-BAR ON PPC (07-0P) EST. \$15.
- 059 FIELD, 1930 F PURPLE 4-BAR ON PHILATELIC COVER (30-43) EST. \$12.
- 060 IONE, 1909 G SPOTTY 4-BAR ON PPC (08-62) EST. \$12.
- 061 KENNA, 1909 VG 4-BAR ON PPC (07-0P) EST. \$25.
- 062 KOEHLER, 1909 G 4-BAR ON PPC (N. MEX LIGHT) (07-57) EST. \$12.
- 063 LEVY, 1909 VG 4-BAR ON PPC (08-64) EST. \$30.
- 064 MOSES, 1955 VG 4-BAR ON LD GPC (09-55) EST. \$4.
- 065 OLIVE, 1909 VG 4-BAR REC'D ON PPC (09-55) EST. \$15.
- 066 PALOMAS SPRINGS, 1914 VG 4-BAR ON PPC (NGS ON STAMP) (11-14) SCARCE! EST. \$150.
- 067 PINOS ALTOS, 1912 VG 4-BAR REC'D ON PPC (67-64) EST. \$8.
- 068 ROY, 1909 VG 4-BAR ON PPC (SLIGHTLY DOUBLED) (01-0P) EST. \$8.
- 069 SEPAR, 1947 VG 4-BAR ON PHILATELIC GPC (82-60) EST. \$4.

### MONTANA

- 070 ALLARD, 1908 VG 4-BAR ON PPC (84-27) EST. \$15.
- 071 ARMELLS, 1913 G LIGHT 4-BAR ON PPC (90-37) EST. \$5.
- 072 BEEHIVE, 1910 F 4-BAR ON PPC (10-53) EST. \$8.
- 073 BONIN, 1927 G 4-BAR ON PPC (17-33) EST. \$8.
- 074 BRINKMAN, G 1914 4-BAR ON PPC (MONT SPOTTY) (13-33) EST. \$6.
- 075 CARTERSVILLE, 1910 4-BAR ON PPC (SLIGHTLY DOUBLED) (09-57) EST. \$4.
- 076 COBERG, 1909 CDS ON PPC (02-36) EST. \$6.
- 077 CRAIG, 1914 VG 4-BAR ON PPC (88-53) EST. \$6.
- 078 DEWEYS, (YEAR INDISTINCT) G+ CDS ON PO DEPT CARD WITH CREASE (78-13) EST. \$25.
- 079 MONTFORD, 1908 F CDS & TARGET ON PPC (00-10) EST. \$25.
- 080 PAGEVILLE, 1910 G 4-BAR ON PPC (SLIGHTLY OFF TOP) (92-13) EST. \$8.
- 081 PHILBROOK, 1909 F 4-BAR ON PPC (81-12) EST. \$12.
- 082 ROUND BUTTE, 1954 VG 4-BAR ON PPC (20-54) EST. \$4.
- 083 WICKES, 1889 VG CDS & FANCY KILLER ON COVER (78-64) EARLY! EST. \$40.
- 084 YATES, 1915 VG 4-BAR ON PPC (08-20) EST. \$15.

### NORTH DAKOTA

- 085 ALTA, 1915 VG 4-BAR ON PPC (06-30) EST. \$10.
- 086 APLIN, 1910 VG 4-BAR ON PPC (06-16) EST. \$20.
- 087 BADLAND, 1913 G+ 4-BAR ON PPC (08-16) EST. \$20.
- 088 BARTON, 1909 VG DUPLEX ON PPC (93-64) EST. \$4.
- 089 BERG, 1907 G+ DOANE 3-1 ON PPC (05-44) EST. \$6.
- 090 BONNIE VIEW, 1917 G 4-BAR ON PPC (O/S ON STAMP) (15-20) EST. \$12.
- 091 CHERRY, 1916 F 4-BAR ON PPC (08-29) EST. \$15.
- 092 DANZIG, 1911 VG 4-BAR ON PPC (98-55) EST. \$12.
- 093 EASTEDGE, 1909 VG 4-BAR ON PPC (02-54) EST. \$6.
- 094 FAYETTE, 1910 VG 4-BAR ON PPC (98-56) EST. \$5.
- 095 GAYTON, 1911 G DOANE 2-2 ON PPC (O/S ON STAMP) (81-15) EST. \$10.
- 096 GRABER, 1911 VG 4-BAR ON PPC (07-14) EST. \$20.
- 097 GRISWOLD, 1908 VG CDS & TARGET ON PPC (86-09) EST. \$12.
- 098 HASTINGS, 1920 VG 4-BAR ON PPC (90-67) EST. \$5.
- 099 HELENA, 1911 VG 4-BAR ON PPC (82-12) EST. \$8.
- 100 HURD, 1909 VG DOANE 3-1 ON PPC (06-42) EST. \$6.
- 101 KERMIT, 1911 G 4-BAR ON PPC (06-43) EST. \$6.
- 102 LARVICK, 1910 VG 4-BAR ON PPC (08-11) EST. \$20.
- 103 NIOBE, 1908 F 4-BAR ON PPC (08-74) EST. \$5.
- 104 NORTH CHAUTAUQUA, 1911 VG DOANE 3-2 ON PPC (02-31) EST. \$6.
- 105 OLGA, 1911 G LIGHT 4-BAR ON PPC (82-58) EST. \$4.
- 106 PEARCE, 1910 G+ DOANE 3-2 REC'D ON PPC (06-10) EST. \$15.
- 107 ROCKSPRING, 1910 VG 4-BAR ON PPC (98-13) EST. \$10.
- 108 SEABORN, 1911 G 4-BAR ON PPC (07-12) EST. \$20.
- 109 STEWARTSDALE, 1913 VG 4-BAR ON PPC (83-17) EST. \$12.
- 110 TEMPLE, 1909 VG 4-BAR ON PPC (08-65) EST. \$5.
- 111 WOLF BUTTE, 1912 VG 4-BAR ON PPC (08-16) EST. \$20.

### OREGON

- 112 ALICEL, 1909 F 4-BAR ON PPC (90-62) EST. \$6.
- 113 BLACKBUTTE, 1950 VG 4-BAR ON GPC (01-57) EST. \$5.
- 114 CHERRY GROVE, 1918 G 4-BAR ON PPC (SOME LETTERS SPOTTY) (12-59) EST. \$5.
- 115 CLARNO, 1910 VG 4-BAR ON PPC (94-49) EST. \$6.
- 116 EDENBOWER, 1909 G 4-BAR REC'D ON PPC (08-19) EST. \$8.
- 117 FOLEY SPRINGS, 1912 G 4-BAR ON PPC (84-40) EST. \$6.
- 118 HILLSDALE, 1913 VG 4-BAR ON PPC (86-35) EST. \$8.
- 119 MACLEAY, 1907 VG 4-BAR ON PPC (82-39) EST. \$8.
- 120 MARION, 1919 F 4-BAR ON PPC (71-62) EST. \$5.
- 121 NORTONS, 1908 VG 4-BAR ON PPC (95-34) EST. \$6.
- 122 OAKGROVE, 1915 G+ 4-BAR ON PPC (07-62) EST. \$5.
- 123 SOUTH FOREST GROVE, G 4-BAR ON PPC (T GROVE ON STAMP) (06-14) EST. \$8.
- 124 SPRINGBROOK, 1948 VG 4-BAR ON CARD (93-53) EST. \$4.
- 125 STRASSEL, 1913 F 4-BAR ON PPC (13-34) EST. \$10.

### TEXAS

- 126 ALFRED, 1954 VG 4-BAR ON LD GPC (05-54) EST. \$4.
- 127 BIARDSTOWN, 1909 G 4-BAR ON PPC (83-54) EST. \$6.
- 128 CHARLIE, 1954 VG 4-BAR ON LD GPC (82-54) EST. \$4.
- 129 EAGLE FORD, 1910 G+ 4-BAR ON PPC (ORD ON STAMP) (74-18) EST. \$6.
- 130 GARRETT, 1910 G+ 4-BAR ON GPC (94-60) EST. \$5.
- 131 GEM, 1954 VG NON STANDARD 4-BAR ON LD GPC (09-54) EST. \$4.
- 132 OLIVIA, 1911 VG 4-BAR ON PPC (92-54) EST. \$5.
- 133 PRAIRIE HOME, 1909 VG 4-BAR AS BACKSTAMP ON COVER (09-13) EST. \$6.
- 134 WOOTAN WELLS, 1908 VG 4-BAR ON PPC (83-19) EST. \$8.
- 135 ZITA, 1910 VG 4-BAR ON PPC (07-12) EST. \$20.

STANDARD RULES APPLY. PHOTOCOPIES AVAILABLE FOR AN SASE. MINIMUM BID \$3.00 FOR LOTS WITH ESTIMATES OF UP TO \$10.00, AND ONE-THIRD THE ESTIMATE FOR LOTS ESTIMATED OVER \$10.00. PHONE BIDS ACCEPTED AT (612) 771-9142 ON APRIL 22, 1995 FROM 1PM TO 9PM (CENTRAL STANDARD TIME).

**CLOSING DATE: APRIL 22, 1995 (9PM CENTRAL)**



## DOUG DE ROEST MAIL BID SALE NUMBER 8

### 482 MODELAIRE DRIVE, LAGRANDE OREGON 97850

PHOTOCOPIES FURNISHED FREE TO BIDDERS WITH SASE  
ON PPC UNLESS OTHERWISE NOTED

### CALIFORNIA

- 1 ASILOMAR, 1918 F Ty B 4-Bar on CVR, 1/2" tear (Mont 14-35) E \$0.00
- 2 BLUE CANYON, 1917 G Ty B 4-Bar (Plac 87-27) Est \$11.00
- 3 CEMENT, 1908 VG Ty A 4-Bar (Sola 03-28) Est \$12.00
- 4 CAMP TAYLOR, 1908 Ty 3/2 DOANE bit lite (Marin 94-12) Est \$10.00
- 5 COSUMNE, 1907 F Ty A2 4-Bar (Sacra 52-15) Est \$15.00
- 6 CRANMORE, 1906 FINE CDS/Target (Sutt 86-28) Est \$12.00
- 7 DENVERTON, 1909 F Ty 2/1 DOANE (Sola 58-11) Est \$12.00
- 8 EDENVALE, 1907 VG CDS/Target (Santita Clara 93-16) Est \$12.00
- 9 FALK, 1917 FINE Ty B 4-Bar, CVR bit uneven Rt (Humb 99-35) Est \$6.00
- 10 FOSTERIA, 1908 VG CDS/Target (Calav 03-18) Est \$15.00
- 11 HARDY, 1908 VG lite, as rec'd Ty A1 4-Bar (Mend 02-15) Est \$8.00
- 12 LEON, 1909 G+ Ty A-1 4-Bar (River 88-11) Est \$20.00
- 13 MAYTEM, 1907 VG CDS as rec'd (Sisk 87-19) Est \$8.00
- 14 PLEASANT VALLEY, 1913 VG Ty A1 4-Bar (Eldor 64-17) Est \$10.00
- 15 SHARON, 1920 VG Ty B 4-Bar (Madera 98-27) Est \$5.00
- 16 SPRINGS, 1909 F Ty A-2 4-Bar (Vent 09-12) Est \$20.00
- 17 THRALL, 1912 G Ty B 4-Bar (Sisk 04/14) Est \$10.00

### IDAHO

- 18 ATHOL, 1907 F Ty 3 DOANE (Koot 95-Op) Est \$ 4.00
- 19 BLAINE, 1911 VG PURPLE Ty A2 4-Bar, part on stamp Est \$15.00
- 20 CLAGSTONE, 1917 F Ty B 4-Bar (Bonn 07-58) Est \$ 5.00
- 21 FALKS STORE, 1910 G+ Ty A1 4-Bar (Pay 71-10) Est \$ 18.00
- 22 FERRELL, 1908 FINE Ty 2/2 DOANE (Bene 02/21) Est \$15.00
- 23 FORD, 1916 VG Ty B 4-Bar (Koot 11-30) Est \$12.00
- 24 GREENLEAF, 1908 FINE Ty A1 4-Bar EARLY (Cany 08-Op) Est \$4.00
- 25 GROUSE, 1920 VG Ty B 4-Bar on CVR (Cust 99-78) Est \$ 5.00
- 26 HUSTON RURAL STA, CADWELL (Sp Error) 1915 VG Ty B 4-Bar (Cany 15-20)  
Idaho's scarcest Rural Sta. Est \$25.00
- 27 LESLIE, 1913 VG Ty 3/1 DOANE, part on stamp (Cust 88-80) Est \$4.00
- 28 LENORE, 1907 VG Ty A2 4-Bar (Naz Per 00-Op) Est \$3.00
- 29 LORENZO, 1908 VG Ty A-1 4-Bar (Jeff 01-73) Est \$4.00
- 30 MELROSE, 1914 G+ Duplex (Naz Per 98-42) Est \$4.00
- 31 MERIDIAN, 1927 FINE Columbia Ty G-1W, Hand Crank Mach. on CVR Est \$3.00
- 32 MINIDOKA, 1908 G+ Ty 3/10 DOANE (Mini 83/86) Est \$4.00
- 33 NEW PLYMOUTH, 1907 FINE DOANE Ty 2/3 (Pay 98-Op) Est \$4.00
- 34 PONDERAY, 1909 VG DOANE 3/1 (Bonn 05-Op) Est \$4.00
- 35 POWELL, 1916 G Ty B 4-Bar (Blaine 98/12) Est \$35.00
- 36 ROSEBERRY, 1910 G+ Ty A1 4-Bar (Vall 91-43) Est \$4.00
- 37 SAMUELS, 1917 VG Ty B 4-Bar, Early (Bonn 14-85) Est \$5.00
- 38 SOLDIER, 1911 VG 4-Bar MIMIC (Camas 82-22) Est \$6.00
- 39 SOUTH BJOISE, 1910 Ty A2 4-Bar, off @ top (Ada 07-15) Est \$6.00
- 40 SPINK, 1911 FINE Ty 3/1 DOANE (Vall 06-14) Est \$40.00
- 41 STEELE, 1907 VG Ty A1 4-Bar (Lew 96-23) Est \$15.00
- 42 TAHOE, 1908 VG Ty 2 DOANE, O' Strk & Stmp part gone (94-12) E \$15.00
- 43 VALLEY, 1917 FINE Ty B 4-Bar (Bonn 02/23) Est \$10.00

### MONTANA

- 44 ALLARD, 1910 FINE Ty A1 4-Bar, some lt. creases (Daw 84/27) E \$12.00
- 45 ARMINGTON, 1907 G CDS as rec'd (Casc 90-57) Est \$ 4.00
- 46 BABB, 1908 FINE Ty 3/1 DOANE (Giac 05-Op) Est \$ 7.00
- 47 BABB M.O.B., 1938 VG DBL C.D.S. ties 1ct gm (unusual usage) E \$5.00
- 48 BIG ELK, 1909 VG Ty 3 DOANE, part on stamp (Wheat 82/13) Est \$ 20.00
- 49 BRUCE, 1915 VG purple Ty B 4-Bar (Garf 13-19) Est \$45.00
- 50 CASTLE, 1908 G+ Ty 2 DOANE, "Mont" not Strk as Rec'd, (87/18) \$10.00
- 51 CHESTNUT (error?), 1909 VG Ty A1 4-Bar (Galla 97/14) Est \$25.00
- 52 CONCORD, 1912 VG Ty A2 4-Bar, creased com. (Toole 08-12) Est \$22.00
- 53 COOKE, 1911 FINE Ty B 4-Bar (Park 82-57) Est \$5.00
- 54 CYR, 1908 FINE Ty A1 4-Bar (Min 08-14) Est \$40.00
- 55 DILO, 1929 VG Ty B 4-Bar (Garf 18-35) Est \$8.00
- 56 EDEN, 1911 VG Ty A2 4-Bar (Casc 00-80) Est \$10.00
- 57 FAIRFIELD, 1910 G+ Ty A1 4-Bar, Early (Tet 08-Op) Est \$3.00
- 58 FRESNO, 1924 just G Ty B 4-Bar (tear @ cent. top) (Hill 13-41) E \$4.00
- 59 GARNET, 1909 just G Ty A1 4-Bar (Gran 98/42) Est \$4.00
- 60 LENNER, 1908 FINE Ty 2/2 DOANE (Meag 03-62) Est \$6.00
- 61 LOTHROP, 1910 readable Ty A1 4-Bar (Miss 00-13) Est \$4.00
- 62 MARTINDALE, 1910 FINE Greenish Ty 1/3 DOANE MIMIC Est \$8.00
- 63 MILL IRON, 1919 readable Ty B 4-Bar as Fwd/Transit (18/Op) E \$10.00
- 64 NICKOWALL, 1913 VG Ty B 4-Bar, wee bit off @ top (McCone 09-41) E \$7.00
- 65 RUBY, 1909 VG Ty A1 4-Bar socked on 1ct Gm (Mad 01-24) Est \$10.00
- 66 SALESVILLE, 1909 FINE Ty 3/3 DOANE (Gall 80/27) Est \$5.00
- 67 SEDAN, 1907 VG BLUE Ty 2 DOANE (Gall 91-15) Est \$25.00
- 68 SILVER BOW, 1910 VG Ty A1 4-Bar (96/84) Est \$4.00
- 69 STEARNS, 1909 FINE Ty A2 4-Bar (Lew & Clk 91-21) Est \$15.00
- 70 TAFT, 1908 readable Ty A1 4-Bar, real photo BEV of town from mountain  
(Min 07/17) Est \$20.00, also with copy of MAIN STREET view
- 71 THOMPSON, 1909 G Duplex (Sand 82/12) Est \$5.00
- 72 TROY, 1909 VG Ty 3/5 DOANE (5 inverted) (Linc 93-Op) Est \$10.00
- 73 WATKINS, 1912 G+ Ty B 4-Bar Early (McCone 10-56) Est \$6.00
- 74 WINSTON, 1910 VG Ty A 2 4-Bar (Broad 92-83) Est \$5.00

### WASHINGTON

- 75 ALGONA, 1908 VG lite Ty A2 4-Bar EARLY (King 08-58) Est \$3.00
- 76 ARLINGTON R.F.D. #1, ca 1908 Ty 11 (Rt #) Est \$12.00
- 76 BAKER, 1906 G+ CDS/Cork, O' Strk (Skag 92-10) Est \$10.00
- 77 BIG LAKE 1911 G+ NON-STAND. 4-Bar MIMIC (Skag 98-31) Est \$6.00
- 78 BLACK DIAMOND, 1897 G+ NON-STAND. CDS/STAR IN CIRCLE on GPC  
(King 85-Op) Est \$15.00
- 79 BRIGHT, 1909 G+ Ty A1 4-Bar O'inked as Rec'd (Doug 02-17) E \$12.00
- 80 BRUSH PRAIRIE R.F.D. #1, ca 1908 Ty 11 (Scribble) Est \$12.00
- 81 BURTON, 1908 FINE Ty 2/3 DOANE, Vert crease (King 94-74) Est \$6.00
- 82 CATHLAMET, WASH. (TERR) 1897 (Terr. excised from die) lite purple  
Non-Standard CDS on 2ct entire, bit rough at left Est \$10.00
- 83 CHRISTOPHER, 1892 G+ Non-Stand. CDS ties 2ct red to CVR. water stain  
at bottom edge. letter enclosed (King 87-17) Est \$20.00
- 84 COHASSETT, 1915 G+ Ty A2 4-Bar part on stamp. Real Photo PC, Cohasset  
Hotel (Grays Harb 08-16) Est \$40.00
- 85 COLBY, 1910 VG Ty 2 DOANE (Kitsap 84-54) Est \$8.00
- 86 COLFAX, WASH. T., 1886 VG Non-Stand. CDS/Targ. Entire/Front Est \$5.00
- 87 COVE, 1911 VG DOANE Ty 2/1 bit o' Strk (King 04-58) Est \$6.00
- 88 CRAWFORD, 1917 VG Ty B 4-Bar (Clark 11-24) Est \$15.00
- 89 DABOB, 1913 VG Ty B 4-Bar EARLY (Jeff 11-55) Est \$5.00
- 90 DEWATTO, 1912 G Ty A2 4-Bar (Mas 85-28) Est \$ 6.00
- 91 EAGLE GORGE, 1906 F DOANE Ty 3/1, O' Strk (King 91/32) Est \$5.00
- 92 ECHO, 1908 VG Ty A1 4-Bar (Stev 90/21) Est \$ 12.00
- 93 EDEN, 1909 G+ Ty A2 4-Bar (Wahk 99/35) Est \$ 6.00
- 94 GENEVA, 1915 G Ty B 4-Bar (worn) (What 88/19) Est \$15.00
- 95 GOSHEN, 1911 VG Ty B 4-Bar (What 91-18) Est \$4.00
- 96 HANSON FERRY, 1912 FINE Ty 2/1 DOANE (Asotin 91-29) Est \$15.00
- 97 HARMONY, 1908 VG Ty 2/2 DOANE as rec'd, O' strk (Lew 90-24) E \$10.00
- 98 HAY, 1913 VG Ty A2 4-Bar (Whit 93-67) Est \$4.00
- 99 HAYES, M.O.B. 1913 VG, O'inked DBL CIRC. W/Target as Origin E \$10.00
- 100 HOUGHTON, 1917 G+ Ty B 4-Bar (King 81-61) Est \$ 3.00
- 101 KEYPORT, R.F.D. ?, ca 1909 Ty 11 (Scribble) Est \$8.00
- 102 KIRKLAND R.F.D. #1, 1910 Ty 11 (Scribble) Est \$12.00
- 103 KNOWLTON, 1907 just G CDS as rec'd (Okan 02-23) Est \$8.00
- 104 LINDBERG, 1911 FINE Ty B 4-Bar (Lew 11-25) Est \$15.00
- 105 LITHOW, 1908 VG CDS/Target (Cowl 00-11) Est \$25.00
- 106 LONETREE, 1909 FINE Ty A1 4-Bar on ENTIRE (Grays Harb 08-16) E \$15.00
- 107 MANTOSH, 1910 G+ Ty 2/1 DOANE, part on stamp (Thur 04/28) E \$15.00
- 108 MILLVILLE, 1909 G Ty A1 4-Bar CDS on stamp (Stev 08-12) Est \$12.00
- 109 MOHLER, 1909 VG Ty 1 DOANE CDS socked on 1ct Gm (Linc 95-64) E \$6.00
- 110 MOLD, 1917 VG Ty B 4-Bar (Doug 99-56) Est \$5.00
- 111 MONTERA, 1910 VG Ty A2 4-Bar (King 04-11) Est \$10.00
- 112 NELLITA, 1907 VG Duplex (Kits 00-24) Est \$15.00
- 113 NEPPEL, 1913 G+ Ty B 4-Bar, part on stamp (Grant 11-39) Est \$6.00
- 114 NEWCASTLE, 1908 FINE Ty 2/1 DOANE as TRANSIT (King 94-35) Est \$10.00
- 115 PESHAISTIN, 1908 VG Ty 2/1 DOANE (Chel 90-Op) Est \$7.00
- 116 POMEROY, WASH. TER. 1886 FINE CDS W/Crosses & Star in Circle killer  
on 2ct Brn ENTIRE/Front, W/Spindle Est \$5.00
- 117 PORT LUDLOW, 1911 G+ DOANE Ty 2 (Jeff 57-85) Est \$5.00
- 118 RHINE, 1917 VG Ty A2 4-Bar (Lew 08-21) Est \$15.00
- 119 SILVANA, 1911 FINE DOANE MIMIC, O' strk (Snoho 98-Op) Est \$8.00
- 120 SHAW ISLAND, 1908 FINE Ty 3/1 DOANE (San Juan 08-Op) Est \$25.00
- 121 SHINE, 1911 VG Ty A2 4-Bar (Jeff 09-23) Est \$15.00
- 122 SILVERDALE, 1908 FINE Ty 2 DOANE, bit O' strk (Kits 90-Op) Est \$6.00
- 123 WELLINGTON, 1909 G+ Ty 2 DOANE, part on stamp (King 94-29) E \$8.00
- 124 WEST SEATTLE, 1908 VG Ty 3/4 DOANE, bit O' strk (King 89-08) E \$12.00

### OREGON

- 147 ACME, 1910 VG Ty 3/3 DOANE (Lane 85-16) Est \$10.00
- 148 BEAVERTON, R.F.D. #1, ca 1909 Ty 11, (Scribble) Est \$10.00
- 149 CHITWOOD, 1942 G+ Ty E, DEPRESSION 4-Bar (Linc 87-45) Est \$4.00
- 150 DILLARD, 1908 VG Ty 1 DOANE (Doug 84-Op) Est \$15.00
- 151 DORA, 1915 VG Ty 3/1 DOANE (Coos 74-39) Est \$8.00
- 152 ELK CITY, 1908 G+ Ty 2/2 DOANE (Linc 88-58) Est \$5.00
- 153 ERWIN, 1907 G+ CDS/Target (Baker 92-10) Est \$35.00
- 154 GARIBALDI, 1909 F Ty 2/1 DOANE (Till 70-Op) Est \$6.00
- 155 GIBBON, 1910 VG Ty A1 4-Bar, scarce this early (Umat 92-66) \$8.00
- 157 GOSHEN, 1908 G+ Ty 3/2 DOANE (Lane 74-57) Est \$5.00
- 158 GRANITE, 1907 VG Duplex, (Grant 78/57) Est \$6.00
- 159 HEMLOCK, 1908 VG+ Ty 3/1 DOANE, EARLY (Till 08-21) E \$8.00
- 160 HOMESTEAD, 1909 VG Ty 3/2 DOANE (Baker 00-85) Est \$ 5.00
- 161 IMNAHA, 1909 VG Ty 2 DOANE, tough one (Wall 85-Op) Est \$7.00
- 162 IZEE, 1908 VG Ty 3/2 DOANE, SCARCE (Grant 89-54) Est \$10.00
- 163 KINGS VALLEY, 1908 F Ty 3/2 DOANE (Bent 55-74) Est \$6.00
- 164 LONDON, 1908 F Ty A1 4-Bar (Lane 02-18) Est \$10.00
- 165 MARMOT, 1909 G+ Ty A1 4-Bar (Clack 86-30) Est \$6.00
- 166 MC EWEN, 1914 G Ty B 4-Bar (Baker 93-43) Est \$6.00
- 167 MINAM RUR. STA. / ELGIN, OREG. 1957 VG Ty F 4-Bar. On CVR bit  
uneven @ Rt. Commercial use (Wall 57-63) Est \$10.00
- 168 MORGAN, 1908 G+ Ty 3 DOANE, EARLY (Morr 08-55) Est \$7.00
- 169 NETARTS, 1907 VG Ty 3/1 DOANE (Till 70-57) Est \$5.00
- 170 NEWBRIDGE, 1910 G+ Ty 3/2 DOANE (Baker 78-67) Est \$6.00
- 171 NYE, 1912 F Ty 2 DOANE (Umat 87-17) Est \$10.00



## DOUG DE ROEST MAIL BID SALE NUMBER 8 OREGON (Cont.)

- 173 OWYHEE, 1932 F Ty C2 4-Bar on LD CVR, (Mail 29-32) used during Owyhee Dam construction, Est \$15.00  
174 PALMER JUNCTION, 1912 VG Ty A1 4-Bar on embossed PPC (union 09-27) Est \$5.00  
175 PEAK, 1911 VG Ty A2 4-Bar, Oreg indist (Bent 99-17) E \$18.00  
176 PROMISE, 1917 G+ fuzzy Ty A1 4-Bar (Vall 96-44) E \$8.00  
177 RANGE, 1909 FINE Ty A2 4-Bar, EARLY (Grant 08-43) \$15.00  
178 REDBOY, 1908 VG, Oreg lite, bit O'Strk 4-bar CDS as rec'd scarce BLUE MTN. GOLD MINE (Grant 07-10) Est \$50.00  
179 RYE VALLEY, 1908 FINE Ty 2/1 DOANE (Baker 89-35) Est \$12.00  
180 SENACA, 1911 VG Ty 2/1 DOANE (Grant 95-Op) Est \$7.00  
181 SHEAVILLE, 1913 VG Ty 2/1 RARE DOANE, scribbles on PPC (Mail 87-18) Est \$30.00  
182 SHERWOOD, R.F.D. #1, ca 1910 Ty 11 (Scribble) Est \$10.00  
183 SILVIES, 1942 VG Ty E, DEPRESSION 4-Bar (Grant 15-56) \$5.00  
184 SKELLEY, 1908 Readable Ty 2/1 DOANE, O'Strk (Doug 04-10) E 15.00  
185 SUSANVILLE, 1909 VG Duplex, (Grant 88-52) mine camp E \$8.00  
186 TELOCASET, 1908 VG Ty A1 4-Bar (Union 85-75) Est \$5.00  
187 TEMPLETON, 1911 FINE Ty 3 DOANE (Coos 98-17) Est \$15.00  
188 WEATHERBY, 1910 VG Ty A1 4-Bar on CVR, bit rough @ Rt (Baker 79-20) Est \$12.00  
189 WOODSTOCK, 1911 VG Ty 2 DOANE (Mult 91-12) Est \$10.00  
190 ZUMWALT, 1908 VG Ty 2 DOANE (Mail 03-36) Est \$25.00

## R.P.O. & RELATED, Towle Types

- 125 BAKER CITY & AUSTIN, 1910 G (Austin readable) 896 2-D-1 (Tr3) E \$10.00  
126 BALTIMORE & ARLINGTON, 1918 FINE BA-2-O, Flag Est \$7.00  
127 BALTIMORE, ROL PARK & HIGHLANDTOWN, 1918 G BA-4-Oa FLAG \$5.00  
128 BLAINE & SEATTLE, 1921 G+ 903-A-1 Est \$8.00  
129 BREWSTER & WENATCHEE, 1910 VG PURPLE CLERK STAMP ties 1st Gm as Origin, 4 lines "From Brewster & Wenatchee R.P.O. / Sep. 7 1910/ Ora Kah????/ Wenatchee, Wash". STEAM SHIP (UNUSUAL & UNLISTED) Est \$50.00  
130 CHARLESTON S.C./O.A.C.L. NORTH STA., 1958 FINE unlisted RMS Duplex TOUR 3, on commercial cover, Est \$5.00  
131 CHI & MIL AVE, 1909 G+ CH-6-b (Tr4) E \$5.00  
132 CHI & N. CLARK ST. 2, 1909 G+ CH-1-b (Tr19) Est \$5.00  
133 CHI & WENT. AVE, 1908 G+ CH-7-b (3 in grid) Tr6, E \$5.00  
134 CHICAGO, WENTWORTH AVE, R.P.O., 1907 G CH-7-a2, Doremus Mach. \$15.00  
135 CLEVELAND CIRCUIT, 1909 VG CL-1-a (Tr10) Est \$8.00  
136 CLEVELAND CIRCUIT, 1910 F CL-1-c (TRIP 7) Flag Est \$8.00  
137 DAWSON & TUCUMCARI, 1920 G+ (Dawson blurry) 985 3-A-1 (NORTH) \$12.00  
138 FAR WIL. & ST. PAUL, 1899 VG UNLISTED ROUTE, (EAST) Est \$20.00  
139 GLACIER & BELLINGHAM, 1913 G+ (Bellingham lite) 905 1-A-1 (WEST) \$20.00  
140 HEMPSTEAD & LLANO, 1911 VG 475-D-5 (Tr 46) Est \$12.00  
141 JACK & PETERSBG, 1910 F 383-E-1 (Tr 40) Est \$5.00  
142 JAMES & MILES CITY, 1910 G+ 874-V-1 (TR 1) Est \$5.00  
143 PORTLAND & BEND, 1913 VG 898 1-B-1 (TR7) Est \$15.00  
144 ROCHESTER, N.Y. CAR COLL. SERVICE / B, 1898 VG RO-2-a Est \$8.00  
145 SEAT. & HOQUIAM, 1911 G+ 901 4-D-1 (T324) Est 5.00  
146 TEMPLE & SAN ANGELO, 1912 G 484-L-4 (Tr 7) Est \$5.00

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CLOSING DATE: WEDNESDAY APRIL 19th, 1995 (7:00 pacific)

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Albion & Wiscasset R.P.O. (1896-1902, 1909-1933)  
Waterville & Wiscasset R.P.O. (1902-1909)  
Harrison & Bridgton Junction R.P.O. (1900-1917)  
Carrabassett & Farmington R.P.O. (6/1/1900-8/31/1900)  
Farmington & Rangeley R.P.O. (1892-1903)  
Kingfield & Farmington R.P.O. (1903-1913)  
Phillips & Farmington R.P.O. (1913-1917)

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

## *Fourteenth in a Series*

**By Henry J. Berthelot**

[Writer's note: In the November 1994 issue of this journal, five covers salvaged from three railroad-related mail service interruptions were illustrated. I requested that anyone with background data about the mishaps which befell those covers share the information with the readers of this journal. Rod Dyke of Golden Age Collectables Ltd. in Seattle, Washington responded. Information about the interruptions reported below was provided by Rod and the illustrations shown are from the train wreck collection of Roderick B. Dyke.]

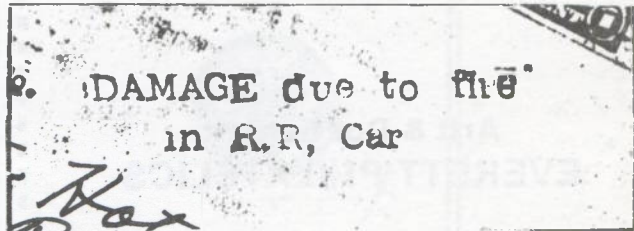
### **INTERRUPTION**

**NO. 1937-08-22**

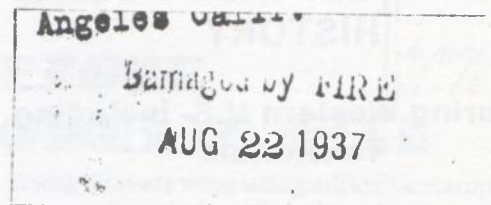
This interruption previously was reported on pages 25 through 27 of the March 1994 issue of this journal. The information about this mishap does not change from that reported; however, some additional data is that the official Railway guide for the period revealed Train #5 to have been a Union Pacific R.R. train that was known as the "California Fast Mail".

Three other varieties of markings were used to identify the mail involved in this storage car fire. These varieties, designated with the suffixes (c) through (e), are shown below.

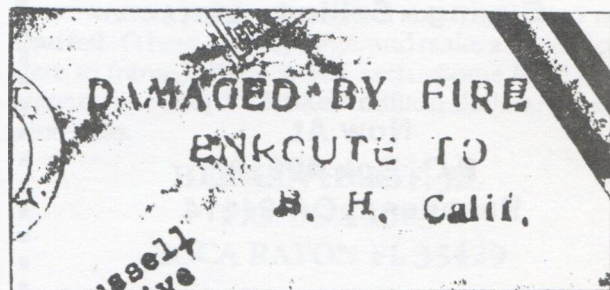
**MARKING NO.**  
1937-08-22 (c)



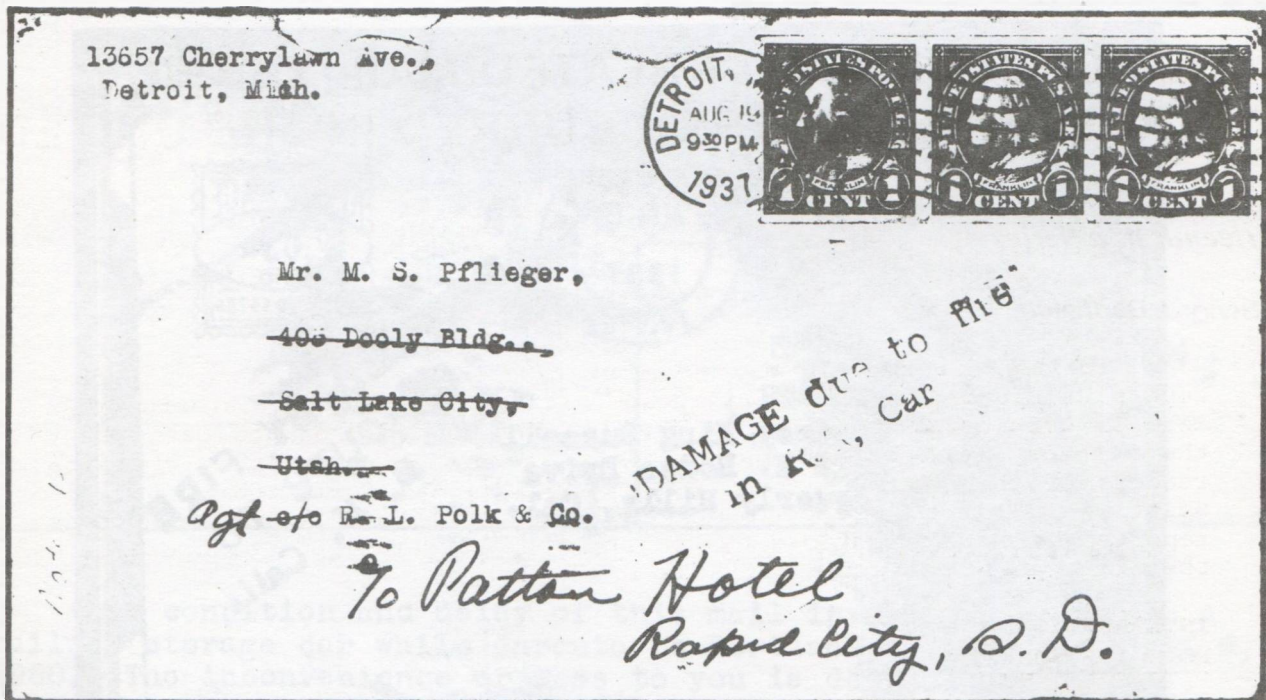
**MARKING NO.**  
1937-08-22 (d)



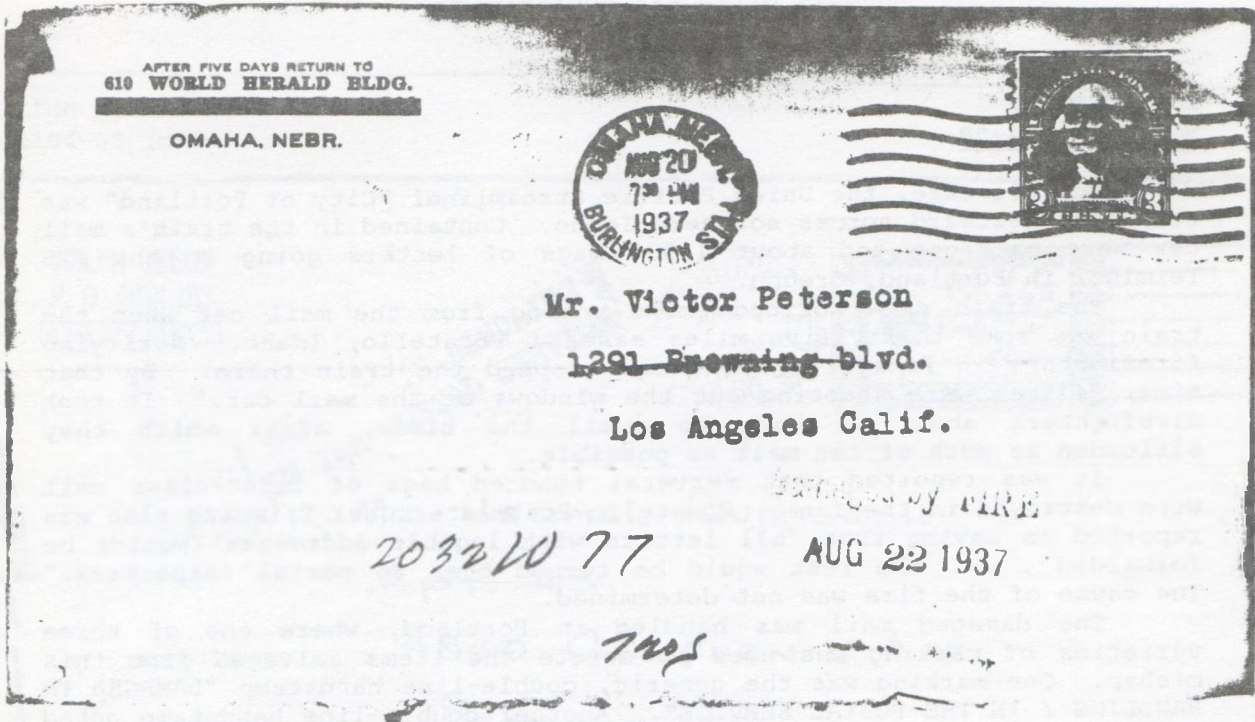
**MARKING NO.**  
1937-08-22 (e)





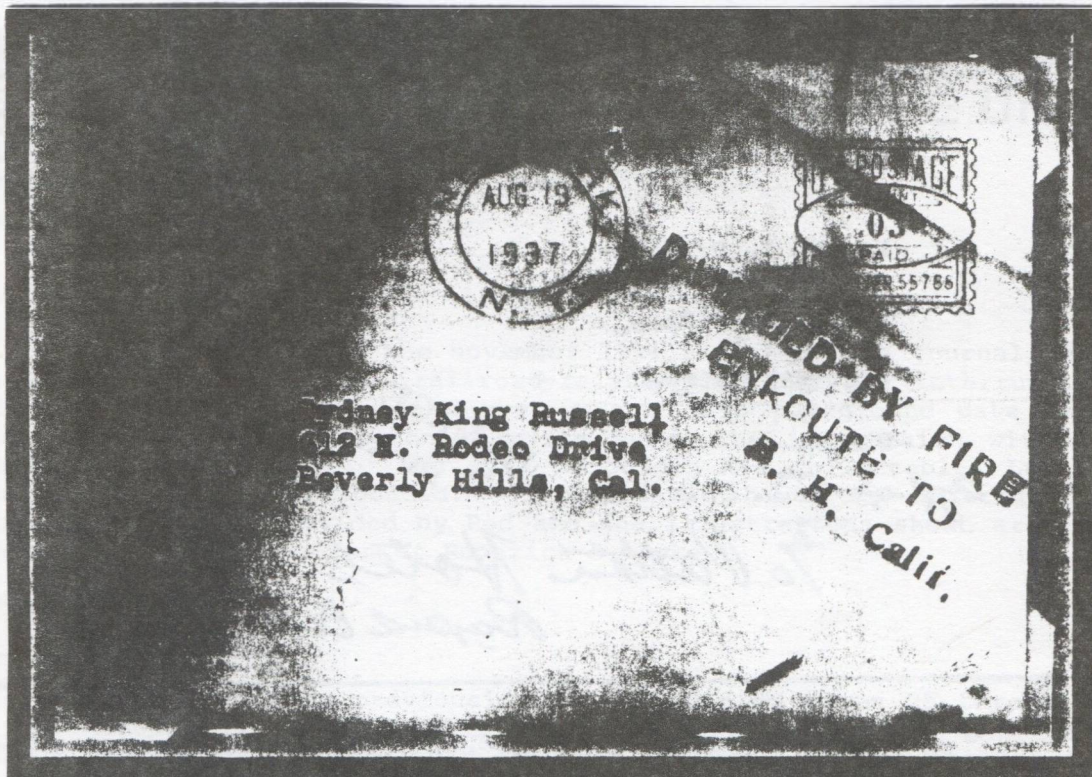


Postmarked Detroit, Michigan, at 9:30 PM, 19 August 1937, this cover was addressed originally to Salt Lake City, Utah. After the mishap, the cover was forwarded to Rapid City, South Dakota, as evidenced by the Salt Lake City backstamp



This envelope entered the mail at 7:30 PM on 20 August 1937, in Omaha, Nebraska. Addressed to Los Angeles, California, the envelope was involved in the storage car fire between Omaha and Cheyenne, Wyoming





Sent on 19 August 1937 from New York City, New York, to Beverly Hills, California, this cover bears the variety of marking on which Beverly Hills was abbreviated "B. H."

#### INTERRUPTION

NO. 1960-04-09

On this date, the Union Pacific streamliner "City of Portland" was traveling westward across southern Idaho. Contained in the train's mail car were packages and about 1,000 bags of letters going to the PTS Terminal in Portland, Oregon.

The train crew noticed smoke coming from the mail car when the train was some thirty-five miles east of Pocatello, Idaho. Notifying firefighters in Pocatello, the crew stopped the train there. By that time, "flames were shooting out the windows of the mail car." It took firefighters about an hour to quell the blaze, after which they offloaded as much of the mail as possible.

It was reported that several hundred bags of first-class mail were destroyed in the fire. Pocatello Postmaster Jack Trimming also was reported as saying that "all letters with legible addresses (would) be forwarded . . . the rest would be turned over to postal inspectors." The cause of the fire was not determined.

The damaged mail was handled in Portland, where one of three varieties of marking was used to denote the items salvaged from this mishap. One marking was the generic, double-line handstamp "DAMAGED IN HANDLING / IN THE POSTAL SERVICE". Another double-line handstamp noted "DAMAGED BY FIRE IN / RAILROAD STORAGE". Both handstamps were struck in magenta. A third marking was prepared separately, over the name of then Portland Postmaster Albert Hodler. Cut into eight inch by two and one-fourth inch strips, this variety of marking accompanied badly-damaged items that were forwarded in ambulances.



MARKING NO.  
1960-04-09 (a)

DAMAGED IN HANDLING  
IN THE POSTAL SERVICE

MARKING NO.  
1960-04-09 (b)

DAMAGED BY FIRE IN  
RAILROAD STORAGE

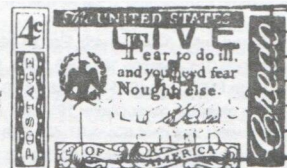
The condition and delay of this mail is due to a fire in a railway storage car while enroute to Portland, Oregon on April 9, 1960. The inconvenience or loss to you is deeply regretted.

Albert Hodler, Postmaster  
Portland, Oregon

MARKING NO.  
1960-04-09 (c)

RALPH IKELS  
P. O. BOX 153  
SCHERTZ, TEXAS

DAMAGED IN HANDLING  
IN THE POSTAL SERVICE



MR. HERMAN BURBACH  
APT. 43  
4840 CALIFORNIA AVE.,  
SEATTLE 16,  
WASHINGTON

Mailed on 7 April 1960 in San Antonio, Texas to Seattle, Washington, this envelope was repaired with scotch tape and identified with the Post Office's generic marking

(To be continued)



# RICHARD W. HELBOCK PRESENTS A MAIL BID SALE OF OREGON POSTAL HISTORY from the Collection of David Ramstead

P.O. Box 135, Lake Oswego, OR 97034

001. AJAX, 1911, G+ Doane on PPC (Gilliam 88/21). Est. \$8.00  
 002. ALBEE, 1909, G ("REGON" partial) 4-bar on PPC (Umatilla 1907-43). Est. \$10.00  
 003. ALBERSON, 1914, VG magenta 4-bar on PPC (Harney 1907-23). Est. \$15.00  
 004. ALBERT, 1911, G+ 4-bar on PPC (Clatsop 19801-13). Est. \$12.00  
 005. ALGOMA, 1940, VG 4-bar on commercial cover (Klamath 1912-43). Est. \$10.00  
 006. ALMEDA, 1918, VG 4-bar on commercial cover (Josephine 1912-20). Est. \$15.00  
 007. ANCHOR, 1907, VG cds (probably Type 3 Doane w/bars removed) on GPC (Douglas 1906-40). Est. \$15.00  
 008. ANDREWS, 1932, VG purple 4-bar on cover w/printed cc. of Joe's Cash Store (Harney 1890-1968). Est. \$10.00  
 009. ANTONE, 1911, G+ (light) 4-bar on PPC (Wheeler 94/48). Est. \$8.00  
 010. APIARY, 1914, VG 4-bar on PPC (Columbia 1889-1924). Est. \$15.00  
 011. ARAGO, 1907, VG Doane 2/3 on PPC (Coos 1886-1959). Est. \$6.00  
 012. ARMIN, 1940, VG 4-bar on philatelic cover (Wallowa 1916-40). Est. \$12.00  
 013. ASH, 1910, VG 4-bar on PPC (Douglas 94-34). Est. \$8.00  
 014. AUSTIN, 1908, VG Doane 3/1 ties 2c red on cover (Grant 88-50). Est. \$10.00  
 015. BACONA, 1915, VG cds & target on PPC (Wash. 1897-1934). Est. \$10.00  
 016. BARNES, 1914, G+ 4-bar on PPC (Crook 1909-25); flattened creases along right edge. Est. \$20.00  
 017. BARTLETT, 1911, VG Doane 2/1 on PPC (Wallowa 1904-45). Est. \$8.00  
 018. BAYVIEW, 1913, VG 4-bar on PPC (Lincoln 1901-41). Est. \$8.00  
 019. BEAGLE, 1908, G+ cds ties #300 on PPC w/flattened crease @ left (Jackson 85-41). Est. \$8.00  
 020. BEECH CREEK, 1925, VG 4-bar on 2c red entire (Grant 1900-55). Est. \$6.00  
 021. BELLVUE, 1877, light, readable cds on cover franked w/pn canceled 3c green banknote to Tygh Valley (Yamhill 1869-1904). Est. \$20.00  
 022. BEND, 1920, G+ duplex ties 2c red on cover w/illustrated PILOT BUTTE INN corner card. Est. \$10.00  
 023. BEULAH, 1932, VG 4-bar (Depression era style) on cover (Malheur 84-47). Est. \$10.00  
 024. BIG EDDY, 1926, VG 4-bar on 2c red entire (Wasco 1911-36). Est. \$10.00  
 025. BIRKENFELD, 1929, VG 4-bar on Hertzberg UX27 (Columbia 1916-60). Est. \$5.00  
 026. BLIND SLOUGH, 1911, G+ 4-bar on PPC (Clatsop 1910-24). Est. \$12.00  
 027. BLITZEN, 1926, FINE 4-bar on cover w/printed cc. of Rock Creek Merc. Co. (Harney 1916-43). Est. \$20.00  
 028. BOARDMAN, 1923, VG NON-STANDARD 7 BAR ties 2c Harding on cover. Est. \$8.00  
 029. BOOTH, 1908, G+ 4-bar on PPC w/tape residue in lwr. rt. corner (Douglas 1907-14). Est. \$15.00  
 030. BOOTH, 1940, VG 4-bar on card size cover (Douglas 1934-44). Est. \$10.00  
 031. BOURNE, 1908, G+ duplex on PPC w/flattened vertical crease (Baker 95/27). Est. \$10.00  
 032. BRADWOOD, 1931, FINE Depr. era 4-bar ties 2c red on cover w/lumber co. cc. (Clatsop 1931-59). Est. \$5.00  
 033. BREITENBUSH, 1937, VG 4-bar on PPC (rp swimming pool @ springs) (Marion 1928-53). Est. \$6.00  
 034. BRIDGE, 1927, VG 4-bar on 2c red entire (Coos 94-45). Est. \$8.00  
 035. BROADACRES, 1915, VG 4-bar on GPC (Marion 1914-28). Est. \$10.00  
 036. BROADMEAD, 1915, VG 4-bar on PPC (Polk 1915-42). Est. \$8.00  
 037. BROWNLEE, 1935, VG 4-bar on philatelic cover (Baker 1910/43). Est. \$10.00  
 038. BULLARDS, 1912, G+ 4-bar on water bizz card (Coos 97-45). Est. \$8.00  
 039. BULLRUN, 1908, FINE Doane 3/1 on PPC (Clackamas 95-39). Est. \$10.00  
 040. BUNCOM, 1911, VG Doane 2/1 on PPC (Jackson 96-17). Est. \$15.00  
 041. BURNS, 1889, VG Type 2 & target ties 2c green on cover. Est. \$20.00  
 042. BUTLER, 1908, VG 4-bar on PPC (Polk 95-11). Est. \$20.00  
 043. CAMP CLATSOP, 1934 (JUN 23), FINE duplex ties 3c commem. on cover w/Oregon Nation Guard cachet (Clatsop 1934-38). Est. \$15.00  
 044. CAMP NAMANU, 1941, FINE 4-bar on Camp Correspondence card from camper (Clackamas 1939-53). Est. \$10.00  
 045. CAPE MEARES, 1963, VG 4-bar on philatelic GPC (Tillamook 1953-54). Est. \$12.00  
 046. CARNATION, 1933, VG 4-bar on philatelic Hoover For President cover w/numerous & varied handstamps on both sides (Wash. 1914-33 period). Est. \$10.00  
 047. CARPENTERVILLE, 1934, FINE 4-bar on commercial cover (Curry 1932-44). Est. \$12.00  
 048. CARSON, 1908, VG 4-bar on PPC (Baker 1893-1952). Est. \$5.00  
 049. CARVER, 1939, VG 4-bar on philatelic GPC (Clackamas 1924-39). Est. \$10.00  
 050. CASTLEROCK, 1901, G+ cds on 1c green entire w/addl. 2c red; cover torn at upper left corner (Morrow 1883-1926). Est. \$15.00  
 051. CAZADERO, 1909, VG 4-bar on PPC (Clackamas 1904-18). Est. \$10.00  
 052. CELILO, 1944, VG purple Depr. era 4-bar on commercial cover (Wasco 1915/47). Est. \$8.00  
 053. CENTREVILLE, 1884, G (light) Type 1 w/STAR IN CIRCLE killer on 2c red entire (Umatilla 1878-1889). Est. \$20.00  
 054. CHETCO, 1909, G+ (a bit light) Doane 2/3 on PPC. Est. \$30.00  
 055. CLARNO, 1930, VG 4-bar on 2c red entire opened a bit unevenly along rt. edge (Wheeler 94/49). Est. \$8.00  
 056. CLATSOP, 1910, G+ 4-bar on PPC (Clatsop 94-14). Est. \$12.00  
 057. CLEM, 1909, VG 4-bar on PPC (Gilliam 84-37). Est. \$8.00  
 058. CLEVELAND, c1908, VG cds (no date slugs) ties 1c green on PPC (Douglas 74-23). Est. \$10.00  
 059. CLIFF, 1911, VG Doane 3/1 on PPC (Lake 1908-20). Est. \$15.00  
 060. CLIMAX, 1908, G+ cds & target on PPC (Jackson 91-33). Est. \$12.00  
 061. COCHRAN, 1930, VG purple 4-bar on philatelic cover (Wash. 1918-48). Est. \$8.00  
 062. COLESTIN, 1911, VG Doane 3/1 ties 2c red on cover w/label on reverse reading "DRINK COLESTIN" AND KEEP YOUNG" (Jackson 92/43). Est. \$10.00  
 063. COOSTON, 1910, VG 4-bar on PPC (Coos 1908-39). Est. \$10.00  
 064. COPPERFIELD, 1915, G+ 4-bar on PPC (Baker 1899/1927). Est. \$20.00  
 065. CORD, 1909, G ("C" not struck) Doane 1/1 on PPC (Malheur 97-17). Est. \$15.00  
 066. CORNUCOPIA, 1910, G+ duplex on PPC (Baker 85-42). Est. \$8.00  
 067. CORNUCOPIA, 1939, VG 4-bar on cover w/Cornucopia Gold Mines printed cc. Est. \$10.00  
 068. CRESTON, 1933, VG 4-bar on commercial cover (Malheur 1910-43). Est. \$12.00  
 069. CROWLEY, 1911, G+ 4-bar on PPC (Malheur 1911-35). Est. \$10.00  
 070. CRYSTAL, 1940, VG 4-bar on philatelic cover (Klamath 94/44). Est. \$8.00  
 071. DANNER, 1925, G+ 4-bar on 2c red entire w/letter (Malheur 1920-42). Est. \$12.00  
 072. DE MOSS SPRINGS, 1918, VG 4-bar on GPC w/iny nicked LR corner (Sherman 87-23). Est. \$12.00  
 073. DELLWOOD, 1942, G+ 4-bar on commercial cover (Coos 1940-54). Est. \$10.00  
 074. DENIO, 1901, VG cds & target ties 2c red on cover (Harney 1888/1950). Est. \$15.00  
 075. DENIO, 1905, VG Doane 2/2 on 2c red entire trimmed 3/8" along left edge (Harney 88/50). Est. \$10.00  
 076. DENZER, 1916, FINE 4-bar on 2c red entire (Lincoln 1909-33). Est. \$12.00  
 077. DERBY, 1912, VG 4-bar on PPC (Jackson 92-19). Est. \$15.00  
 078. DEVITT, 1925, VG 4-bar on commercial cover (Benton 1919-33). Est. \$20.00  
 079. DIXONVILLE, 1909, VG 4-bar on PPC (Douglas 1901-36). Est. \$10.00  
 080. DOLPH, 1908, VG 4-bar on PPC (Tillamook 86-21). Est. \$12.00  
 081. DOVER, 1908, VG Doane 3/1 on PPC w/nicked UL corner (Clackamas 90-11). Est. \$30.00  
 082. DRYLAKE, 1937, FINE 4-bar on postmaster signed LDC (Crook 1913-37). Est. \$10.00  
 083. DUDLEY, 1909, VG 4-bar on PPC (Jackson 1909-12). Est. \$75.00  
 084. DUNCAN, 1930, FINE 4-bar on 2c red entire (Umat. 99-58). Est. \$10.00  
 085. ELK LAKE, 1927, FINE 4-bar on PPC (Deschutes 1924-54). Est. \$12.00  
 086. ELKHED, 1909, G+ (trifle light) 4-bar on PPC (Douglas 77-26). Est. \$10.00  
 087. ELKHORN, 1912, VG Doane 2/1 on GPC (Marion 92-17). Est. \$15.00  
 088. ELWOOD, 1908, G+ 4-bar on PPC (Clackamas 92-14). Est. \$20.00  
 089. EMPIRE CITY, 1880, G+ magenta Type 7 w/light FANCY STAR KILLER on GPC. Est. \$30.00  
 090. ENRIGHT, 1942, FINE purple 4-bar on cover (Tillamook 1832/43). Est. \$15.00  
 091. ERWIN, 1907, G+ cds & target on PPC (Baker 1892-1910). Est. \$50.00  
 092. EVANS, 1929, FINE magenta 4-bar on 2c red entire (Wallowa 1913-40). Est. \$15.00  
 093. EVERGREEN, 1883, manuscript on Reg. Pck. Rct. (Harney 1882-1887). Est. \$75.00  
 094. FAIRBANKS, 1907, FINE Doane 3/1 as rec'd. mark on PPC (Wasco 1905-09). Est. \$12.00  
 095. FAIRVIEW, 1912, VG 4-bar on PPC (Coos 73-13). Est. \$10.00  
 096. FAUBION, 1937, G+ 4-bar on cover trimmed along right edge through stamp; toned (Clackamas 1925-37). Est. \$10.00  
 097. FERNHILL, 1908, G+ cds & target on PPC (Clatsop 1901-22). Est. \$10.00  
 098. FERNVALE, 1910, VG 4-bar on PPC (Douglas 1908-24). Est. \$12.00  
 099. FIFE, 1917, VG 4-bar on 2c red entire (Crook 1890/1937). Est. \$10.00  
 100. FLAVEL, 1917, G+ 4-bar on SS Great Northern PPC (Clatsop 95/18). Est. \$20.00  
 101. FOLLYFARM, 1949, G+ 4-bar on LDC (Malheur 1929-49). Est. \$8.00  
 102. FOSS, 1938, G+ 4-bar on commercial cover (Tillamook 1928-43). Est. \$20.00  
 103. FOUR MILE, 1949, VG 4-bar on UX27. Good non-philatelic example (Coos 1947-63). Est. \$8.00  
 104. FREEMONT, 1910, G+ 4-bar on PPC (Lake 1908-19). Est. \$20.00  
 105. FREEBRIDGE, 1910, G+ 4-bar on PPC (Wasco 1908-10). Est. \$20.00  
 106. FRIEDA, 1950, FINE 4-bar on LDC. 5 month Wasco County POI. Est. \$15.00  
 107. FRUITA, 1902, G+ cds & target on 2c red entire w/light vert. crease @ left (Wallowa 91-36). Est. \$15.00  
 108. GALENA, 1910, VG 4-bar on PPC (Grant 1901-43). Est. \$10.00  
 109. GALICE, 1914, VG 4-bar on 2c red entire (Jos. 76/42). Est. \$10.00  
 110. GATEWAY, 1914, VG 4-bar on PPC (Jefferson 1913-58). Est. \$12.00  
 111. GAYLORD, 1940, VG 4-bar on commercial cover (Coos 1927-58). Est. \$10.00  
 112. GAZLEY, 1927, G+ 4-bar on UX27 (Douglas 1915-35). Est. \$12.00  
 113. GENEVA, 1930, G+ 4-bar on LDC (Jefferson 1914-30). Est. \$15.00  
 114. GEORGE, 1910, VG 4-bar on PPC (Clackamas 81-19). Est. \$15.00  
 115. GLENCULLEN, 1936, VG magenta 4-bar on Last Day UX27 (Mult. 1927-36). Est. \$8.00  
 116. GOLDEN, 1917, FINE 4-bar on fancy drug store adv. cvr. (Jos. 96-20). Est. \$12.00  
 117. GOOCH, 1913, G 4-bar on PPC (Linn 1909-20). Est. \$10.00  
 118. GRANDVIEW, 1947, VG 4-bar on cover (Jefferson 1912-49). Est. \$10.00  
 119. GRAVE, c1910, G+ cds & target on PPC (Jos. 94-13). Est. \$10.00  
 120. GRAVE CREEK, 1940, VG 4-bar on commercial cover (Jos. 1928-45). Est. \$8.00  
 121. GREENHORN, 1908, VG duplex on PPC (Baker 1902-19). Est. \$20.00



## RICHARD W.HELBOCK OREGON POSTAL HISTORY AUCTION

P.O. Box 135, Lake Oswego, OR 97034

122. GREENVILLE, 1905, VG cds & target on cover (Washington 71-07). E\$15  
 123. GRIZZLY, 1928, VG 4-bar on 2c red entire (Jefferson 90/48). E\$12  
 124. GROUSE, 1909, VG cds as rec'd. mark on PPC (Wallowa 98-17). E\$10  
 125. GWENDOLEN, 1906, VG Doane 3/1 on PPC w/light crease LL corner (Gilliam 1906-41). Est. \$10.00  
 126. HAMLET, 1913, G+ 4-bar on PPC (Clatsop 1905-53). Est. \$8.00  
 127. HAMTON, 1913, G+ 4-bar on PPC (Deschutes 1911/53). Est. \$8.00  
 128. HARLAN, 1911, VG Doane 2/1 on PPC (Lincoln 90-68). Est. \$5.00  
 129. HARRIMAN, 1913, G+ ("REG." not struck) 4-bar on PPC (Harney 1907-17). Est. \$30.00  
 130. HARRIMAN, 1947, FINE 4-bar on First Day card (Klamath 1947-54). E\$8.00  
 131. HAYCREEK, 1907, FINE Doane 2/3 on PPC to England (Jeff. 75/20). E\$15  
 132. HELD, 1910, VG 4-bar on PPC (Crook 1909-19). Est. \$20.00  
 133. HILDEBRAND, 1917, VG 4-bar on PPC (Klamath 1890/1942). Est. \$10.00  
 134. HILGARD, 1908, VG 4-bar on PPC (Union 83/43) with G+ KAMELA 4-bar as rec'd. (89-49). Est. \$8.00  
 135. HOAGLIN, 1907, VG Doane 2/1 on PPC (Douglas 98-32). Est. \$8.00  
 136. HOBSONVILLE, 1908, G+ Type 1/1 Doane on PPC (Tillamook 83-13). E\$12.00  
 137. HOEVET, 1940, VG 4-bar on 3c purple entire w/letter (Tillamook 1932-44). Est. \$12.00  
 138. HOLDMAN, 1909, G+ 4-bar on PPC (Umatilla 1900-29). Est. \$8.00  
 139. HOOVER, 1908, VG 4-bar on PPC (Marion 1907-16). Est. \$10.00  
 140. HORSE HEAVEN, 1939, FINE 4-bar on philatelic cover (Jeff. 1938-46). Est. \$8.00  
 141. HOT LAKE, 1910, VG 4-bar on illustrated Hot Lake Sanatorium cover w/small tape reside in UL & UR corners. Est. \$12.00  
 142. HUDSON, 1913, G+ 4-bar on PPC (Columbia 1892-1913). Est. \$15.00  
 143. HULLT, 1937, VG 4-bar on commercial cover (Marion 91-43). Est. \$8.00  
 144. IDAVILLE, 1925, G+ 4-bar on monarch size (4x7.5") cover w/closed tears along top edge (Tillamook 1922-27). Est. \$25.00  
 145. IRRIGON, 1908, G+ Doane 2/1 on cover w/letter. Est. \$6.00  
 146. KAMELA, 1911, VG 4-bar on PPC (Union 87-49). Est. \$8.00  
 147. KELLOGG, 1911, VG 4-bar on 2c red entire (Douglas 79-21). E\$12.00  
 148. KERRY, 1938, VG 4-bar on 3c purple entire w/timber co. cc (Columbia 1917-38). E\$8.00  
 149. KILTS, 1938, G+ 4-bar on UX27 (Jefferson 1914-40). Est. \$12.00  
 150. KINGSLEY, 1909, VG Doane 2/2 on PPC (Wasco 78-20). Est. \$8.00  
 151. KINGSTON, 1910, G+ 4-bar on PPC (Linn 91-20). Est. \$8.00  
 152. KIRK, 1928, VG 4-bar on 2c red entire (Klamath 1925-48). Est. \$10.  
 153. KOLER, FINE blue 4-bar on PPC (Douglas 1907-23). Est. \$12.00  
 154. LAIDLAW, 1906, VG Doane 2/1 ties 2c red on cover w/small closed tear just touching postmark @ top (Deschutes 1904-15). Est. \$12.00  
 155. LAKE O WOODS, 1942, FINE magenta 4-bar on philatelic cover (Klamath 1941-56). Est. \$8.00  
 156. LAKE, 1942, FINE 4-bar on commercial cover w/light flattened crease (Lake 1906-43). E. \$8.00  
 157. LAKECREEK, 1909, G+ 4-bar on PPC (Jackson 86-58). Est. \$8.00  
 158. LAKEVIEW, 1907, VG Doane 3/14 on PPC. Not at all common. E\$5  
 159. LAMPA, 1910, G+ Doane 2/1 on PPC (Coos 1905-18). Est. \$15.00  
 160. LANGELLS VALLEY, 1912, VG 4-bar on PPC (Klamath 71-24). Est. \$20.00  
 161. LAUREL, 1907, VG Doane 2/2 on PPC (Wash. 79-35). Est. \$8.00  
 162. LEE, 1927, G+ 4-bar on PPC (Coos 88-28). Est. \$15.00  
 163. LEHMAN HOT SPRINGS, 1937, G+ 4-bar on commercial cover (Umatilla 1937-44). Est. \$20  
 164. LEHMAN, 1913, G+ purple Doane 2/1 on PPC (Umatilla 99-30). E\$12  
 165. LELAND, 1903, VG duplex ties 2c red on cover w/letter (Jos. 1855-1943). Est. \$12.00  
 166. LENA, 1919, FINE 4-bar ties 3c purple on cover (Morrow 73/42). E\$12  
 167. LEONA, 1906, G+ (light) Doane 2/2 ties 2c red on cover w/flattened creases (Douglas 1901-44). Est. \$8.00  
 168. LOGDELL, 1940, VG 4-bar on philatelic cover (Grant 1916-44). E\$8  
 169. LONG TOM, 1900, FINE cds & target ties 2c red on cover trimmed into stamp along right edge (Lane 1853/1904). Est. \$30.00  
 170. LOOKING GLASS, 1894, G+ Type 5 & target on cover w/2c Columbian. Est. \$20.00  
 171. MC EVEN, 1935, VG 4-bar on commercial cover (Baker 93-43). E\$10.00  
 172. LOST VALLEY, 1908, VG cds & target on PPC (Wheeler 79/28). Est. \$12.00  
 173. LOWER BRIDGE, 1912, VG 4-bar on water dept. card (Deschutes 1906-20). Est. \$15.  
 174. MACLEAY, 1908, VG 4-bar on PPC (Marion 82-39). Est. \$8.00  
 175. MARIAL, 1936, VG 4-bar on cover (Curry 1903-54). Est. \$8.00  
 176. MARMOT, 1912, G+ 4-bar on PPC (Clackamas 86-30). Est. \$8.00  
 177. MARQUAM, 1889, VG unlisted early cds & target on cover. Est. \$30.00  
 178. MARSHFIELD, 1894, VG Type 7 on 2c green entire. Est. \$20.00  
 179. MAXVILLE, 1927, G 4-bar on PPC (Wallowa 1923-33). Est. \$15.00  
 180. MCKEE, 1912, G+ 4-bar on PPC (Marion 88-24). Est. \$10.00  
 181. McMINNVILLE, 1881, G+ magenta TRIPLE CDS (Type 7) on 3c green entire. Est. \$30  
 182. MELROSE, 1914, VG 4-bar on PPC (Douglas 90-33). Est. \$8.00  
 183. MELVILLE, 1907, G+ cds & target on PPC (Clatsop 91-22). Est. \$10.00  
 184. MILLER, 1941, VG 4-bar on cover w/wise station cc (Sherman 1922-53). Est. \$12.00  
 185. MINAM, 1914, VG 4-bar on PPC (Wallowa 90/45). Est. \$8.00  
 186. MODOC POINT, 1922, G+ 4-bar on cover w/timber co. cc (Klamath 1918-55). Est. \$10.  
 187. MONITOR, 1943, VG 4-bar on UX27 (Marion 69/53). Est. \$8.00  
 188. MONROE, 1885, G+ (light) FANCY TYPE 2 cds ties #210 on cover. Est. \$40.00  
 189. MOUNTAINDALE, 1911, VG 4-bar on PPC (Wash. 73-35). Est. \$8.00  
 190. MOWMCH, 1947, VG 4-bar on philatelic cover (Klamath 1936-48). E\$10  
 191. NARROWS, 19057, G+ Doane 2/2 on 2c red entire (Harney 92/38). E\$15  
 192. NEW ERA, 1889, G+ (light) Type 1 on 2c green entire w/letter. Est. \$40.00  
 193. NEWBERG, 1893, G+ purple Type 5 on 2c Columbian entire. Est. \$20.00  
 194. NIAGARA, 1914, G+ (light) 4-bar on GPC (Marion 93/34). E\$10  
 195. NORTONS, 1919, VG 4-bar on commercial cover (Lincoln 95-34). E\$10  
 196. NUGGET, 1910, VG cds & target on PPC (Douglas 1902-28). E\$10.00  
 197. NYE, 1909, G+ Doane 2/1 on PPC (Umatilla 87-17). Est. \$10.00  
 198. OAKCREEK, 1908, G+ Doane 2/1 on PPC (Douglas 1878/1912). Est. \$20.  
 199. OCEAN VIEW, 1911, VG 4-bar on PPC (Lincoln 87/16). Est. \$10.00  
 200. ODESSA, 1916, VG 4-bar on PPC (Klamath 1902/1918). Est. \$15.00  
 201. OLNEY, 1909, VG cds & cork on PPC (Clatsop 75-50). Est. \$10.00  
 202. OPAL CITY, 1940, FINE purple 4-bar on philatelic cover (Jeff. 1911-41). Est. \$10.00  
 203. ORIENT, 1907, VG cds & target on leather PPC (Mult. 98-08). E\$10  
 204. OWYHEE, 1913, G+ 4-bar on PPC (Malheur 90/32). Est. \$10.00  
 205. PARKER, 1918, VG 4-bar on 3c purple entire (Polk 80/27). E\$12.00  
 206. PARKERSBURG, 1911, VG 4-bar on PPC (Coos 77-19). Est. \$20.00  
 207. PARKWOOD, 1927, VG 4-bar on PPC (Mult. 1913-23). Est. \$15.00  
 208. PEAK, 1909, FINE 4-bar on PPC (Benton 1899-1917). Est. \$15.00  
 209. PEDEE, 1931, VG 4-bar on cover opened just a bit unevenly along right edge (Polk 99/38). Est. \$12.00  
 210. PERDUE, 1908, VG 4-bar on PPC (Douglas 84-20). Est. \$10.00  
 211. PERSIST, 1918, VG 4-bar ties 1c green on 1c GPC (Jackson 1902-35). Est. \$10.00  
 212. PINE RIDGE, 1936, VG 4-bar on non-philatelic cover (Klamath 1925-9). Est. \$12.00  
 213. PIONEER, 1916, G+ 4-bar on PPC (Lincoln 1900-29). E\$10.00  
 214. PITTSBURG, 1908, G+ Doane 3/1 on PPC (Columbia 92-08). Est. \$12.00  
 215. PLACER, 1916, VG 4-bar on cover w/flattened vert. crease (Jos. 94-24). Est. \$12.00  
 216. PLAINVIEW, 1901, VG cds & target on cover (Linn 1886-1906). Est. \$40.00  
 217. PLEASANT HOME, 1917, VG 4-bar on cover (Mult. 1878/1918). Est. \$12.00  
 218. POKEGAMA, 1910, VG 4-bar on PPC (Klamath 1899-1911). Est. \$20.00  
 219. POWWATKA, 1914, VG 4-bar on PPC (Wallowa 1900-20). Est. \$15.00  
 220. PRESCOTT, 1919, VG 4-bar on PPC (Columbia 1907-45). E\$10  
 221. PRINEVILLE (1878), VG Type 1 on cover w/3c green banknote. Est. \$30.00  
 222. PROMISE, 1911, VG 4-bar on PPC (Wallowa 98-44). Est. \$10.00  
 223. QUARTZ MOUNTAIN, 1943, FINE 4-bar on LDC signed by postmaster (Lake 1930-43). E \$10.  
 224. RAJNEESHUPURAM, 1986, VG 4-bar on philatelic cover. Est. \$10.00  
 225. RANGE, 1909, FINE 4-bar on cover (Grant 1908-43). Est. \$12.00  
 226. REDBOY, 1909, G+ 4-bar as rec'd. mark on PPC (Grant 1907-10). Est. \$30.00  
 227. REEDVILLE, 1892, VG Type 2 on cover w/2c red. Est. \$20.00  
 228. REUBEN, 1908, VG cds & target on PPC (Columbia 90/23). E\$12  
 229. RILEY, 1892, G+ cds (unlisted) on cover trimmed 1/4" along left edge. Est. \$30.00  
 230. RILEY, 1909, VG Doane 3/2 ties 2c red on cover. Est. \$8.00  
 231. ROBINETTE, 1911, G+ 4-bar on PPC (Baker 1909-57). Est. \$8.00  
 232. ROCCA, 1914, G+ 4-bar on PPC (Polk 1895-1918). Est. \$15.00  
 233. ROCK POINT, 1908, VG 4-bar on PPC (Jackson 59-12). Est. \$15.00  
 234. ROCKVILLE, 1941, FINE 4-bar on philatelic cover (Malheur 1912-48). est. \$8.00  
 235. ROSLAND, 1909, G+ Doane 3/7 on PPC (Deschutes 97-10). E\$12  
 236. ROUND PRAIRIE, 1911, VG 4-bar on PPC (Douglas 53/18). Est. \$15.00  
 237. ROWE, 1909, VG 4-bar on PPC (Clackamas 1909-17). Est. \$12.00  
 238. ROWLAND, 1902, VG cds & target on cover trimmed 1/2 into stamp along right edge (Linn 1886-1905). Est. \$15.00  
 239. RUCH, 1908, G+ cds & target on PPC (Jackson 97-39). Est. \$8.00  
 240. RUSSELLVILLE, 1904, VG Type 1 Doane as backstamp rec'd. mark on cover, trimmed unevenly @ left. Only reported example. Est. \$12.00  
 241. SALADO, 1911, VG 4-bar on PPC (Lincoln 91/44). Est. \$10.00  
 242. SALMON, 1908, G+ (light) Doane 3/1 on PPC (Clack. 91-10). Est. \$15.  
 243. SHERARS BRIDGE, 1935, G+ 4-bar on commercial cover (Wasco 1922-37). Est. \$15.  
 244. SHEVLIN, 1834, VG 4-bar on commercial cover (Deschutes 1931-42). Est. \$15.00  
 245. SHEVLIN, 1947, VG 4-bar on commercial cover (Klamath 1942/1955). Est. \$12.00  
 246. SOMERANGE, 1926, VG 4-bar on commercial cover (Harney 1923-26). Est. \$75.00  
 247. SOUTH JUNCTION, 1936, VG Depr. Era 4bar on commercial cover (Wasco 1911/1980). E. \$8.  
 248. STAFFORD, 1895, VG Type 2 on 2c green entire opened unevenly along left edge; some toning (Clack. 1878-1905). Est. \$50.00  
 249. STARKEY, 1908, VG 4-bar on cover (Union 79/35). Est. \$10.00  
 250. STAUFFER, 1940, VG 4-bar on commercial cover (Lake 1913/1950). Est. \$15.00  
 251. STRASSEL, 1925, VG 4-bar on cover w/end; some toning (Wash. 1913-34). Est. \$10.  
 252. SULPHUR SPRINGS, 1911, G+ 4-bar on PPC (Douglas 78-20). Est. \$12.00  
 253. SUNTEX, 1926, VG 4-bar on commercial cover (Harney 1916-49). Est. \$10.00



# RICHARD W.HELBOCK OREGON POSTAL HISTORY AUCTION

P.O. Box 135, Lake Oswego, OR 97034

254, SWIM, 19327, FINE magenta 4-bar on signed LDC (Clack 1925-32) Est. \$20.00  
 255, TEMPLETON, 1912, G+ 4-bar on PPC (Coos 98-17) Est. \$10.00  
 256, TOLLGATE, 1941, FINE 4-bar on postmaster signed cover (Umat. 1941-54) Est. \$8.00  
 257, TOLO, 1911, G+ 4-bar on PPC (Jackson 88/18) Est. \$8.00  
 258, TRENHOLM, 1914, G+ 4-bar on PPC (Columbia 1911-24) Est. \$12.00  
 259, UNION CREEK, 1942, G+ 4-bar on PPC (Jackson 1924-45) Est. \$10.00  
 260, VALLEY FALLS, 1937, G+ 4-bar on cover missing top back flap (Lake 1909-43) Est. \$10.00  
 261, VAN, 1913, G+ 4-bar on PPC (Harney 1891-1953) Est. \$8.00  
 262, VESPER, 1909, VG Doane 2/1 on PPC (Clatsop 1879-1919) Est. \$12.00  
 263, VIENTO, 1908, G (light) Doane 2/1 on PPC (Hood River 98-19) Est. \$10  
 264, VISTILLAS, 1908, VG 4-bar on PPC (Lake 1900-43) Est. \$10.00  
 265, VOLTAGE, 1928, VG 4-bar ties 2c red on commercial cover (Harbney 19 08-33) Est. \$20.00  
 266, WACONDA, 1912, VG 4-bar on PPC (Marion 1864/1926) Est. \$10.00  
 267, WAGONTIRE, 1935, VG 4-bar on commercial cover (Harney 1919-43) Est. \$12.00  
 268, WATERMAN, 1908, FINE Doane 2/1 on PPC (Wheeler 87-44) Est. \$20.00  
 269, WATKINS, 1905, G+ Type 1 Doane on GPC (Jackson 93-20) Est. \$12.00  
 270, WEATHERBY, 1912, G+ 4-bar on PPC (Baker 79-20) Est. \$10.00  
 271, WELLEN, 1907, VG ods ties #300 on PPC (Jackson 91-22) Est. \$12.00  
 272, WESTIMBER, 1924, G+ 4-bar ties 2c & 10c on registered cover (Wash. 1916-35) Est. \$15.00  
 273, WHITESON, 1938, VG 4-bar on cover (Yamhill 90/53) Est. \$8.00  
 274, WHITNEY, 1919, VG 4-bar on cover (Baker 1901-43) Est. \$10.00  
 275, WILKESBORO, 1922, VG 4-bar on Reg. Pck. Red. (Wash. 1916-32) Est. \$10.00  
 276, WILLOWDALE, 1936, VG 4-bar on UX27 (Jefferson 1928-37) Est. \$10  
 277, WILLOWS, 1931, VG Depr. era 4-bar on commercial cover (Gilliam 78/42) Est. \$10.00  
 278, WILSON, 1915, G+ (light) 4-bar on PPC (Tillamook 96-17) Est. \$12  
 279, WINANT, 1907, FINE ods & target on PPC (Lincoln 1902-46) Est. \$10  
 280, WINLOCK, 1919, VG 4-bar on cover (Wheeler 88/37) Est. \$12.00  
 281, WYETH, 1936, VG 4-bar on philatelic cover Hood River 1903-36) Est. \$8.00  
 282, YAMSAY, 1947, VG 4-bar on commercial cover (Klamath 1930-42) Est. \$12.00

283, Postal Route Slip headed CALAPOOYA, O.T. Mar 9 1856 to Jacksonville OT. Est. \$30  
 284, Postal Route Slip headed LELAND, O.T. Jun 6 1857 to Jacksonville OT. Est. \$30.00  
 285, Postal Route Slip headed WASHINGTON BUTTE, O.T. Jul 6 1856 to Jacksonville OT. Est. \$30.

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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. [26-6]

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US COVERS: states, DPO's, Doanes, hand cancels, machine cancels, RPO's, RFD's, streetcars, auxiliary markings, military and more. Thousands on hand, realistically priced. Please let me know what you need. Paul Bourke, PO Box 125, Ashland, MA 01721. [26-3]

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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: (309) 786-6539. [26-4]

### TOWNS: WANTED

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. [26-6]

INDIANA COVERS. Send priced or for offer made by check. Zane Stohler, 808 Lawn Street, Winchester, IN 47394. [26-4]

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, Kaunakakai, HI 96748. [26-2]

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]

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

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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 [26-3]

SOUTH DAKOTA postal history from territorial to modern wanted for my personal collection. Top prices paid. Ken Stach, 3208 Amber Drive, Wilmington, NC 28409. [26-4]

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. [26-4]

WEST POINT, NEW YORK covers -- stampless to WW II -- wanted for personal collection. Send on approval or photocopies. Prompt response promised. Richard Helbock, P. O. Box 135, Lake Oswego, OR 97034 [26-4]

WISCONSIN POSTAL History material (1825-1900), especially Fond du Lac, WI. Darren Mueller, 8869 S. Oak Park Dr., #10, Oak Creek, WI 53154. [26-6]

WISCONSIN Pre-1910 covers, manuscript postmarks, stampless, unusual especially wanted. Also Upper Peninsula of Michigan, same period. Bill Robinson, Box 12492, Green Bay, WI 54307 [26-5]

WYOMING TOWNS on cover or card 1900 and later, especially DPO's dated before 1950. Copies/approvals appreciated. Leonard McCabe, 1249 N. Calaveras, Fresno, CA 93728 [27-3]

## DOANES: WANTED

DOANE CANCELS: Buy and trade Doane cancels of all states. Send photocopies or on approval. Gary Anderson, 698 E. Hoyt Ave., St. Paul, MN 55106 [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. [26-6]

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"CROSS-REFERENCE Guide to U.S. RPOs" identifies RPOs back-to-front where the first town name is obscured or partially struck. (100 pages, 7,500+ listings). "Abbreviations and Misspellings in U.S. RPOs" identifies those cryptic components of RPO cancels. (16 pages, 2,000+ listings). Get the expanded second printings of both essential references for only \$18 postpaid. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. [26-6]

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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]

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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 Helbock, P.O. Box 135, Lake Oswego, OR 97034 [26-6]

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A new philatelic society - **THE WRECK & CRASH MAIL SOCIETY** - has been organized. The Society will be devoted to wreck, crash and disaster related postal history and to the study of all aspects of interrupted mail services. Membership in the Society is Ten Pounds Sterling or Fifteen Dollars U.S. Those interested should send their cheques/checks in either currency indicated, payable to THE WRECK & CRASH MAIL SOCIETY. Mail payment to the Society's Secretary/Treasurer:

Norman Hoggarth  
10 Lady Jane Park, Bradgate Road  
Newtown Linford, Leicester LE6 0HD  
ENGLAND

A year's subscription to the Society's quarterly journal, **LA CATASTROPHE**, is included in membership. The first edition of the journal is planned for the first quarter 1995. Articles on any aspect of interrupted mail service and reviews of books on the subject eagerly are solicited. Manuscripts should be sent to and advertising rate cards requested from the Society's Editor-In-Chief:

H. J. Berthelot  
132 Livingston Pl. W.  
Metairie, LA 70005



## ADVERTISING IN LA POSTA

*La Posta* Publishes two types of Ads: Display & Auction/Net Price. Details for placing each are as follows:

**DISPLAY ADS** - May be run on a contract basis for one, three or six insertions. Ad contents may be changed at any time, provided proper notice is given. Contract rates for ads of varying sizes are as follows:

Ad Size	One Issue	Three Issues	Six Issues
1/8-page	\$13.00	\$29.90	\$54.60
1/4-page	\$30.00	\$69.00	\$126.00
1/2-page	\$55.00	\$126.50	\$231.00
1-page	\$100.00	\$230.00	\$420.00

These charges include Type setting & Layout

**AUCTION/NET PRICE ADS:** The charge for placing a 1/2-page ad is \$45.00; 1-page \$90.00; 2-pages \$170.00

These prices are for **prepaid** camera ready copy. Add \$15 typing charge is for 1/2-page auctions, \$35 for 1-page auctions; and auctions over 1-page must be camera ready or provided on computer disc.

**Ad Deadlines** are as follows: Dec/Jan issue - Nov 20; Feb/Mar issue - Jan 20; Apr/May issue - Mar 20; Jun/Jul issue - May 20; Aug/Sep issue - July 20; Oct/Nov issue - Sep 20.

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