

# LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

\$4

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# LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

*Publisher:* Richard W. Helbock

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Tom Clarke	Rod Crossley
Martin Margulis	Bob Munshower
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*Advertising Manager:* Cathy R. Clark

**MAILING ADDRESS:**

P.O. BOX 135,

LAKE OSWEGO, OR 97034

PHONE: (503) 657-5685 FAX: (503) 657-5685

e-mail: [laposub@aol.com](mailto:laposub@aol.com)

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*COVER: Our cover reproduces an illustration of a Postal Agent about to search the mail pouch on a stage coach for signs of robbery or tampering. As Randy Stehle points out in his article on damaged mail, robbery was only one of the many perils which might befall a letter in transit. We are indebted to Bob Munshower for sharing this illustration with us.*

**AWARDS:**

*Gold Medal, COLOPEX 1987*

*Silver Medal, CAPEX 1987*

*Large Silver Medal, AMERIPEX 1986*

*Silver Medal, PHILA KOREA, 1984*

*Silver-bronze, AUSIPEX, 1984*

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**IN THIS ISSUE:**

**ASOTIN, BENTON & COLUMBIA COUNTIES,  
WASHINGTON**

**By Tim Boardman ..... 6**

**POSTMARKS OF WASHINGTON TERRITORY**

**Part 22 - Asotin, Benton & Columbia Counties**

**By Richard A. Long ..... 10**

**C/O POSTMASTER, SAN FRANCISCO**

**By Rod Crossley..... 15**

**20TH CENTURY AUXILIARY MARKINGS -  
DAMAGED MAIL**

**By Randy Stehle ..... 19**

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

**Ffteenth in a Series**

**By Henry Berthelot..... 40**

**THE FIRST TRANS-MOUNTAIN MAIL ROUTE  
CONTRACTS, THE CENTRAL ROUTE, 1850-  
1862; Part 2**

**By Daniel Y. Meschter ..... 47**

**INSTRUCTIONS FOR THE GUIDANCE OF  
NAVY MAIL CLERKS, 1912 Edition**

**Presented By Bob Munshower ..... 62**

**WHERE WAS BALCH'S TERRITORY?**

**By Bob Munshower ..... 73**

**Also Postal History Notes**

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## PUBLISHER'S PAGE

### Ah, Summertime...

Ninety degrees, the sun blazing away high in the sky, cats sprawled like furry mounds in shadowy spots across the deck, more cold cuts and cool drinks for dinner... The summer of '95 is proving to be quite a toaster for most of us in North America. Hard to concentrate on postal history when it gets this hot, but the masthead on this issue says "September", and that is a portend that the heat will not last too many more weeks. So, if your local environmental conditions dictate outdoor activities when this issue of *La Posta* reaches your doorstep, just put it away for a couple weeks and read it when the weather cools. We have an interesting and varied mix of topics this time, and hopefully there will be at least some thing of interest for everyone.

**Tim Boardman** and **Dick Long** join forces once again to introduce us to three counties of southeastern Washington, and their postmarks of the territorial era. **Rod Crossley** explores the organization and role of the Army Post Office at the San Francisco Port of Embarkation in World War II. **Randy Stehle** conducts us on an extensive tour of the potential perils which might befall a piece of mail as it travels along the mail stream from sender to addressee. Randy has compiled a fascinating array of manuscript and handstamp auxiliary markings which have been applied to unfortunate mail victimized by everything from mail box fires and unruly canceling machines to vicious letter-eating snails.

We welcome back Associate Editor **Hank Berthelot**, who reported that this has been a difficult weather year in New Orleans due to flooding. Hank was able to save his collection, but he and his family had to cope with quite a bit of water damage and the attendant disruptions of life required to correct those problems. Hank continues his series on Railway Mail Interruptions.

**Dan Meschter** brings us Part II of his ground breaking history of the first trans-mountain mail route contracts, and **Bob Munshower** shares with us his discovery of a 1912 manual of instructions for Navy Mail Clerks. The collecting of ship postmarks from this classic era of U.S. Navy mail is a popular and growing field in postal history, and we believe Bob's discovery of this early instruction manual to be a significant postal history find. Read-

ers interested in learning more about the manual should contact Bob directly as described in his introduction to the pages reproduced in this issue.

The exceptional number of mail sales and auctions accompanying this issue deserve special mention. There are seven different sales carried on our pages this time and **John Amberman's** 1000 lot sale is piggybacked with the journal. Each auction or sale is likely to have different rules and/or closing dates, so please read the instructions carefully before participating.

A new *Nebraska Post Office Checklist* joins our line up of Pocket Guides. Please see the advertisement elsewhere in this issue for details on how to obtain your copy. Upcoming publications for the fall include a World War II APO price guide co-authored by **Jim Forte** and yours truly (watch for details in the November issue); a Florida Post Office Checklist; and **Randy Stehle's** *Rural Free Delivery in the West*, which will be Volume 12 in the *La Posta* Monograph Series. Also (hopefully) before years end, we will publish *Postmarks of Territorial Alaska, Fourth Edition*, and *Postmarks on Postcards, Second Edition*. With regard to the latter, I have begun experimenting with *hypertext* (a form of electronic publishing which allows the use of "key words" and "hot spots" that can carry the reader to explanatory and/or related subject matter), and would very much like to publish a hypertext version of *Postmarks on Postcards* in the near future.

Of course, there are many other projects... So many things to explore, so much to do... What a wonderful hobby we share!

### R. F. D. HANDSTAMP FLAGS

-- Richow Type 6 --

- I have:
- a want list
  - a list of varieties available for trading
  - a data base of recorded varieties, EKU and LKU, census data, and ink colors used

Can we help each other by exchanging information, photocopies, or items for our collections?

Larry J. Haller  
4300 Butte Circle  
Anchorage, Alaska 99504



# GARY ANDERSON MAIL BID SALE NO. 4

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

### ALASKA

- 001 ANDREAFSKI, 1951 G 4-BAR ON PHIL. ATELIC CARD (51-54) EST. \$5.  
 002 CLEARY, 1935 VG 4-BAR ON COVER (05-43) EST. \$12.  
 003 COLLEGE, 1939 VG 4-BAR ON GPC (26-66) EST. \$4.  
 004 HAYCOCK, 1932 VG 4-BAR ON PHILATELIC COVER (16-57) EST. \$20.  
 005 JUNEAU, 1911 VG DUPLEX ON PPC (82-0P) EST. \$12.  
 006 KETCHIKAN, 1914 G DUPLEX ON PPC (92-0P) EST. \$12.  
 007 MCKINLEY PARK, 1931 F NON-STANDARD ON PHILATELIC COVER (22-71) EST. \$15.  
 008 SITKA, 1905 G CDS & CORK ON PPC (67-0P) EST. \$25.  
 009 SKAGWAY, 1912 G DUPLEX ON PPC (SOME LETTERS SPOTTY) (97-0P) EST. \$8.  
 010 WRANGELL, 1910 G 4-BAR ON PPC (I.L. ON STAMP) (02-0P) EST. \$20.

### ARIZONA

- 011 ADAMANIA, 1922 G 4-BAR ON PPC (96-69) EST. \$6.  
 012 CACTUS, 1931 VG PURPLE 4-BAR ON PHILATELIC COVER (18-63) EST. \$6.  
 013 CAMP GRANT, 1877 G LIGHT CDS ON COVER (75-79) EST. \$40.  
 014 CHLORIDE, 1909 G LIGHT 4-BAR ON PPC (73-0P) EST. \$5.  
 015 CHRISTMAS, 1931 VG 4-BAR ON PHILATELIC COVER (05-35) EST. \$8.  
 016 CONGRESS JUNCTION, 1909 VG 4-BAR ON PPC WITH CREASE (06-38) EST. \$12.  
 017 EMERY PARK, 1936 G+ 4-BAR ON PPC (28-52) EST. \$6.  
 018 HOLBROOK, 1896 G DUPLEX ON COVER (COK LIGHT) (82-0P) EST. \$15.  
 019 IRON SPRINGS, 1930 VG BLUE 4-BAR ON PHILATELIC COVER (00-50) EST. \$8.  
 020 PHOENIX, 1883 VG LARGE CDS AND TARGET ON CREASED GPC (69-0P) EST. \$12.  
 021 WARREN, 1916 VG DUPLEX ON PPC (07-68) EST. \$8.

### CALIFORNIA

- 022 ADAMS, 1932 VG 4-BAR ON PHILATELIC COVER (08-60) EST. \$4.  
 023 AGER, 1912 G+ 4-BAR ON PPC (88-40) EST. \$6.  
 024 BASS LAKE, 1912 VG 4-BAR ON PPC (12-0P) EST. \$5.  
 025 BECKWOURTH, 1945 VG PURPLE 4-BAR ON COVER (32-60) EST. \$5.  
 026 CAMP CONNELL, 1944 G 4-BAR ON PPC (34-63) EST. \$4.  
 027 DEL PASO HEIGHTS, 1930 G 4-BAR ON COVER (11-62) EST. \$4.  
 028 EL CASCO, 1912 G 4-BAR ON PPC (88-14) EST. \$25.  
 029 EVERGREEN, 1906 G CDS ON PPC (70-35) EST. \$8.  
 030 FOSTER, 1912 VG 4-BAR ON PPC (93-16) EST. \$25.  
 031 GRAHAM STATION, 1914 G 4-BAR ON PPC (TION ON STAMP) (11-18) EST. \$15.  
 032 LOG CABIN, 1929 F BLUE 4-BAR ON PHILATELIC COVER (26-44) EST. \$8.  
 033 MARK WEST, 1907 G LIGHT CDS & TARGET ON PPC (65/17) EST. \$8.  
 034 METROPOLITAN, 1929 G 4-BAR ON COVER (05-33) EST. \$6.  
 035 OTAY, 1908 G 4-BAR ON PPC (CAL. LIGHT) (70-25) EST. \$6.  
 036 PROJECT CITY, 1940 VG 4-BAR ON COVER (39-75) EST. \$5.  
 037 SANDBERG, 1932 VG 4-BAR ON COVER (18-44) EST. \$5.  
 038 SOUTH LAGUNA, 1935 VG 4-BAR ON PPC (34-68) EST. \$5.  
 039 STORRIE, 1931 VG PURPLE 4-BAR ON PHILATELIC GPC (26-64) EST. \$5.  
 040 WHEELER RIDGE, 1936 VG 4-BAR ON PPC (23-72) EST. \$5.  
 041 WHITLOW, 1940 VG 4-BAR ON COVER (27-65) EST. \$5.

### MONTANA

- 042 ALLARD, 1911 VG MANUSCRIPT CANCEL ON PPC (84/27) EST. \$20.  
 043 ALPINE, 1941 G 4-BAR ON PPC (O/S ON STAMP) (14-53) EST. \$4.  
 044 ANDES, 1925 G+ 4-BAR ON PPC (14-64) EST. \$8.  
 045 BAKER, 1909 VG 4-BAR ON PPC (ER ON STAMP) (08-0P) EARLY! EST. \$5.  
 046 BENCHLAND, 1944 G+ 4-BAR ON PPC (09-64) EST. \$4.  
 047 CLEARWATER, 1912 G LIGHT 4-BAR ON PPC (89-26) EST. \$8.  
 048 COALRIDGE, 1912 VG 4-BAR ON PPC (07-74) EST. \$6.  
 049 CORVALIS, 1874 G CDS ON COVER (70-0P) EST. \$20.  
 050 DENNIS, 1912 G 4-BAR ON PPC (MONT. SPOTTY) (10-16) EST. \$20.  
 051 DUTTON, 1910 VG 4-BAR ON PPC (09-0P) EARLY! EST. \$4.  
 052 EAST SCOBIEY, 1915 G+ 4-BAR ON PPC (BEY ON STAMP) (14-17) EST. \$25.  
 053 FRANCIS, 1944 F 4-BAR ON PHILATELIC GPC (39-62) EST. \$4.  
 054 EDGEHILL, 1912 VG 4-BAR ON PPC (09-28) EST. \$12.  
 055 GILT EDGE, 1927 G 4-BAR ON PPC (SOME FILLED LETTERS) (94-48) EST. \$5.  
 056 GLENDALE, 1886 VG LARGE CDS & TARGET ON GPC (75/00) EST. \$40.  
 057 GOLD STONE, 1911 VG 4-BAR ON PPC (11-54) EST. \$8.  
 058 GRACE, 1912 G OVERINKED 4-BAR ON PPC (82/26) EST. \$12.  
 059 GRAYLING, 1912 G+ 4-BAR ON PPC (ING ON STAMP) (98-51) EST. \$6.  
 060 HAMILTON, 1881 VG MANUSCRIPT CANCEL ON GPC (68-84) EST. \$50.  
 061 HARO, 1915-G 4-BAR ON PPC (RO ON STAMP) (15-17) SCARCE DPO! EST. \$75.  
 062 HENDERSON, 1913 G 4-BAR ON PPC (04-30) EST. \$8.  
 063 HINGHAM, 1910 (APR 10) F MANUSCRIPT CANCEL ON PPC (10-0P) VERY EARLY! EST. \$25.  
 064 KIRBY, 1931 VG PURPLE 4-BAR ON PHILATELIC COVER (95-70) EST. \$5.  
 065 LIMESTONE, 1911 G+ 4-BAR ON PPC (10-53) EARLY! EST. \$8.  
 066 LOST LAKE, 1930 G RED 4-BAR ON PHILATELIC GPC (15-32) EST. \$8.  
 067 MARCO, 1912 VG+ 4-BAR ON PPC (09-18) EST. \$35.  
 068 NAVAJO, 1917 G 4-BAR ON PPC (JO ON STAMP) (14-55) EST. \$8.  
 069 OSWEGO, 1911 VG 4-BAR ON PPC (96-71) EST. \$5.  
 070 QUARTZ, 1908 G CDS ON PPC (71-16) EST. \$6.  
 071 REGINA, 1917 VG 4-BAR ON PPC (15-82) EST. \$6.  
 072 SILESIA, 1913 VG NON-STANDARD CDS & TARGET ON PPC (00-75) EST. \$15.  
 073 SUNBURST, 1913 F 4-BAR ON PPC (12-0P) EARLY! EST. \$8.  
 074 UBET, 1883 VG CDS ON REG. RECEIPT (81/08) EST. \$60.  
 075 WACO, 1908 G 4-BAR ON PPC (07-18) EST. \$25.  
 076 WEBSTER, 1913 VG 4-BAR ON PPC (10-65) EST. \$6.  
 077 WESTMORE, 1910 VG 4-BAR ON PPC (10-42) EST. \$8.

### COLORADO

- 078 EAST PORTAL, 1945 G 4-BAR ON PPC (23/62) EST. \$4.  
 079 ELK SPRINGS, 1932 VG 4-BAR ON PHILATELIC COVER (24/66) EST. \$5.  
 080 GARFIELD, 1932 VG PURPLE 4-BAR ON PHILATELIC COVER (80-63) EST. \$5.  
 081 GREAT DIVIDE, 1954 VG 4-BAR ON LD GPC (17-54) EST. \$4.  
 082 HAXTUM, 1909 VG 4-BAR ON PPC (88-22) EST. \$12.  
 083 MANTOU, 1880 G CDS & FANCY STAR KILLER ON COVER (72-36) EST. \$20.  
 084 RAVEN, 1911 VG+ 4-BAR ON PPC (DAMAGED STAMP) (98-39) EST. \$8.  
 085 TENNESSEE PASS, 1914 G 4-BAR ON PPC (TEN SPOTTY) (12-60) EST. \$5.  
 086 THOMASVILLE, 1909 G 4-BAR ON PPC (COLO SPOTTY) (90-18) EST. \$15.  
 087 TROUTVILLE, 1954 VG 4-BAR ON LD GPC (09-54) EST. \$4.  
 088 WALDORF, 1907 G LIGHT 4-BAR ON PPC (08-12) EST. \$10.

### IDAHO

- 089 CLEVELAND, 1932 VG 4-BAR ON PHILATELIC COVER (89-54) EST. \$6.  
 090 FALKS STORE, 1910 G 4-BAR ON PPC (SOME LETTERS LIGHT) (71-10) EST. \$20.  
 091 FRENCH, 1930 VG 4-BAR ON PHILATELIC COVER (07-35) EST. \$6.  
 092 GRANITE, 1909 G 4-BAR ON PPC (83/54) EST. \$6.  
 093 GROUSE, 1948 VG 4-BAR ON PHILATELIC GPC (99-76) EST. \$4.  
 094 HORSE SHOE BEND, 1912 VG 4-BAR ON COVER (67/68) EST. \$5.  
 095 MORA, 1914 G LIGHT 4-BAR ON PPC (09-18) EST. \$8.  
 096 MELROSE, 1908 G DUPLEX ON PPC (SOME LETTERS LIGHT) (98-42) EST. \$6.  
 097 SOLDIER, 1909 G 4-BAR ON PPC (ER ON STAMP) (82-22) EST. \$5.

### OHIO

- 098 CHATHAM CENTRE, 1888 G CDS & TARGET ON COVER (37-93) EST. \$8.  
 099 CONCORD, 1890 VG CDS & TARGET ON GPC (36-01) EST. \$8.  
 100 JERSEY, 1891 G CDS ON COVER (33-07) EST. \$6.  
 101 MOSK, 1896 G CDS ON COVER (SOME LETTERS LIGHT) (82/02) EST. \$5.  
 102 MT. UNION, 1881 G CDS ON GPC (35-91) EST. \$6.  
 103 OLMSTEAD, 1888 VG CDS ON COVER (45/01) EST. \$6.  
 104 WARD, 1893 VG CDS & TARGET ON GPC (82-07) EST. \$8.  
 105 WOODLAND PARK, 1924 G 4-BAR ON PPC (SOME LETTERS SPOTTY) (19-29) EST. \$6.

### SOUTH DAKOTA

- 106 ACME, 1910 VG 4-BAR ON PPC (10-14) EST. \$25.  
 107 BONILLA, 1911 G OVERINKED 4-BAR ON PPC (83-73) EST. \$4.  
 108 BUSHNELL, 1913 VG 4-BAR ON PPC (85-74) EST. \$5.  
 109 CHANCE, 1915 G 4-BAR ON COVER (S.DAK. LIGHT) (01-58) EST. \$4.  
 110 DALLAS, 1908 G 4-BAR ON PPC (04-73) EST. \$4.  
 111 DOWLING, 1924 VG 4-BAR ON PPC (08-54) EST. \$5.  
 112 GIDDINGS, 1910 VG 4-BAR ON PPC (86/12) EST. \$30.  
 113 IMOGENE, 1911 G 4-BAR REC'D ON PPC (10-43) EST. \$4.  
 114 MENTOR, 1911 F 4-BAR ON PPC (09-17) EST. \$35.  
 115 NUTLEY, 1894 VG CDS & TARGET ON COVER (REDUCED AT LEFT) (86-11) EST. \$20.  
 116 PENVILLE, 1910 VG 4-BAR ON PPC (08-19) EST. \$15.  
 117 SHEFFIELD, 1910 F 4-BAR ON PPC (92/27) EST. \$12.  
 118 VAN METRE, 1909 VG 4-BAR ON PPC (07-60) EST. \$5.  
 119 WARD, 1898 VG CDS & TARGET ON GPC (90-85) EST. \$6.  
 120 WINTHROP, 1909 VG 4-BAR ON PPC (83-11) EST. \$15.  
 121 WHEELER, 1909 VG 4-BAR ON PPC (SLIGHTLY OFF TOP) (78-23) EST. \$6.

### WASHINGTON

- 122 BIGLAKE, 1910 G 4-BAR ON PPC (AKE ON STAMP) (98-31) EST. \$6.  
 123 BORDEAUX, 1912 VG 4-BAR ON PPC (03-42) EST. \$6.  
 124 BUCKEYE, 1913 VG 4-BAR ON PPC (03-34) EST. \$8.  
 125 BURTON, 1909 VG 4-BAR ON PPC (94-74) EST. \$4.  
 126 CATLIN, 1908 G 4-BAR ON PPC (IN ON STAMP) (92-09) EST. \$20.  
 127 CLIPPER, 1908 VG 4-BAR ON PPC (01-55) EST. \$6.  
 128 FORT CASEY, 1918 VG 4-BAR ON PPC (00-32) EST. \$6.  
 129 FRUITLAND, 1915 VG 4-BAR ON PPC (87-63) EST. \$5.  
 130 LAKE CUSHMAN, 1909 G 4-BAR ON PPC (93-22) EST. \$6.  
 131 LAMONA, 1909 4-BAR ON PPC (09-74) EST. \$6.  
 132 L.OWELL, 1910 CDS & CORK ON PPC (71-62) EST. \$5.  
 133 MANOR, 1909 G LIGHT 4-BAR ON PPC (92-11) EST. \$10.  
 134 NORTHBEND, 1908 VG 4-BAR ON PPC (94-25) EST. \$6.  
 135 O'BRIEN, 1912 VG 4-BAR ON PPC (90-20) EST. \$15.  
 136 PARKWATER, 1918 VG 4-BAR ON PPC (14-52) EST. \$6.  
 137 SUNSET, 1910 VG 4-BAR ON PPC (SLIGHTLY DOUBLED) (89-55) EST. \$6.  
 138 TANNER, 1908 VG 4-BAR ON PPC (07-12) EST. \$25.  
 139 THOMAS, 1910 VG 4-BAR ON PPC (07-25) EST. \$12.  
 140 YALE, 1909 VG 4-BAR ON PPC (98-41) EST. \$6.

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 OCTOBER 14, 1995 FROM  
 1PM TO 9PM (CENTRAL DAYLIGHT TIME).

**CLOSING DATE: OCTOBER 14, 1995 (9PM CENTRAL)**



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## POSTAL HISTORIANS ON LINE

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The following individuals have expressed an interest in corresponding with other collectors via e-mail. Names are followed by specific interest (where known) and complete e-mail address. If you would like to join this list in future issues of *La Posta*, send us a note via e-mail at [lapo-sub@aol.com](mailto:lapo-sub@aol.com).

Robert Bezilla -- [bezillaR@eworld.com](mailto:bezillaR@eworld.com)  
 James W. Busse [San Diego Co. p.h.]  
 -- [jim.busse@sandiego.ca.attgis.com](mailto:jim.busse@sandiego.ca.attgis.com)  
 Philip Chan [airmail postal history] -  
 - [pchan@cs.cornell.edu](mailto:pchan@cs.cornell.edu)  
 Douglas Clark [Railway Mail] -  
 - [dnc@alpha.math.uga.edu](mailto:dnc@alpha.math.uga.edu)  
 Allison W. Cusick [Ohio & WV p.h.; Doanes & Non-standards] -- [awccjs@aol.com](mailto:awccjs@aol.com)  
 Steve Edmundson [Tennessee postal history] -  
 - [TENACSTEVE@aol.com](mailto:TENACSTEVE@aol.com)  
 Glenn A. Estus [Essex Co., NY & Stampless rates]  
 - [gestus@nylink.org](mailto:gestus@nylink.org)  
 Louis Fiset [WWII civilian internment ph]  
 -- [fiset@u.washington.edu](mailto:fiset@u.washington.edu)  
 John Grabowski [Prexy postal history] -  
 - [MINNJOHN@aol.com](mailto:MINNJOHN@aol.com)  
 Ken Grant -- [kgrant@uwcmail.uwc.edu](mailto:kgrant@uwcmail.uwc.edu)  
 Joe Horn -- [horn@mail.utexas.edu](mailto:horn@mail.utexas.edu)  
 Robert L. Hunter [Alaska ph] -  
 - [FMUY33B@prodigy.com](mailto:FMUY33B@prodigy.com)  
 Jim Klinger [Colorado ph & Naval covers]  
 - [IX15@aol.com](mailto:IX15@aol.com)  
 Wes Leatherock -  
 - [wes.leatherock@oubbs.telecom.uoknor.edu](mailto:wes.leatherock@oubbs.telecom.uoknor.edu)  
 Martin Nicholson -- [Martin@crozet.demon.co.uk](mailto:Martin@crozet.demon.co.uk)  
 Dennis Pack [Utah ph & Branch offices]  
 - [dpack@VAX2.Winona.MSUS.EDU](mailto:dpack@VAX2.Winona.MSUS.EDU)  
 Bob Patkin [Machine cancels] -- [b.patkin@genie.geis.com](mailto:b.patkin@genie.geis.com)  
 Roger Rydberg [Colorado postal history]  
 -- [RRydb53472@aol.com](mailto:RRydb53472@aol.com)  
 Ken Schoolmeester [NC ph & Worldwide meters] -  
 - [ZPBM90A@prodigy.com](mailto:ZPBM90A@prodigy.com)  
 Mike Senta [Alaska ph] - [SENTA@eworld.com](mailto:SENTA@eworld.com)  
 Russell V. Skavaril -- [skavaril.1@osu.edu](mailto:skavaril.1@osu.edu)  
 Chet Sprinkle -- [73114.2115@compuserve.com](mailto:73114.2115@compuserve.com)  
 Greg Sutherland -- [Gregfree@aol.com](mailto:Gregfree@aol.com)  
 Bob Swanson [WWI Domestic p.h.] -- [swanson@cris.com](mailto:swanson@cris.com)  
 Don Tocher [19th Century US] - [dtocher@aol.com](mailto:dtocher@aol.com)  
 Bob Trachimowicz [TOB markings] -  
 - [ak45@cityscape.co.uk](mailto:ak45@cityscape.co.uk)  
 Ron Wankel [Nebraska & WWII APOs on #UC9] -  
 - [rwankel@aol.com](mailto:rwankel@aol.com)  
 John White [Yamhill Co., OR ph; BNA & Trans-Atlantic ship mail] -- [jwhite@ednet1.osl.or.gov](mailto:jwhite@ednet1.osl.or.gov)  
 Chuck Yaunk -- [chuck.yaunk@piney.woodybbs.com](mailto:chuck.yaunk@piney.woodybbs.com)

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## WANTED: INFORMATION ABOUT MINNESOTA DEPR 4-BARS! (and other states)

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News regarding the current status of the DEPR(ession) Era 4-Bar Project is generally mixed. Bob Summerell, the coordinator, extends thanks to all persons who have participated in the Project to date. He continues to request, however, clear photocopies of any DEPR cancel to ensure verification of either new town-users or date extensions. Bob indicates all contributors will be prominently credited as such in the final publication. Also, upon permission, identified owners of earliest or latest known postmarks will be indicated by their initials in the listings. He says there are many states which are still either unrepresented or sparsely reported. Minnesota, for example, notwithstanding the consistent and greatly appreciated input of Ron Olin, Andrew Buckland, and W.G. McDonald, still has a long way to go: To date, only the communities of Brownsville, Cormorant, Erie, Glenville, Mahtowa, Montrose, Quamba, Schley and Smiths Mill have been reported and confirmed. Let's redouble efforts for all states, including Minnesota, by either continuing or joining the quest for these elusive cancels. Send all reports and clear photocopies to:

Bob Summerell  
 P.O. Box 39597  
 Downey, CA 90239

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## Postmaster's Daughter Appeared in The Vermont Philatelist First

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Subscriber John C. Wriston, Jr. wrote informing *La Posta* that the *Harper's Weekly* illustration which graced our July cover had been used as a cover of *The Vermont Philatelist* in February 1992 to illustrate an article John had written on "Mail Cranes and Catchers". *La Posta* will explore the possibility of reprinting John's most interesting article in a future issue.





*Main Street, Asotin, Washington, ca.1910*

## Postal History of Southeastern Washington: Asotin, Benton, and Columbia Counties

by Tim Boardman

### Asotin County

Asotin County was the last county formed in the southeast portion of Washington. On 27 October 1883 it split from Garfield County. The county is bordered on the North by Whitman County, on the east by Idaho, Garfield County to the West, and Oregon to the South. The Snake River defines the east and northern borders. The total land mass includes some 627 square miles, making it the fourth smallest county in the state. Asotin is a Nez Perce Indian word for 'eel creek.' Eels were purported to inhabit the area of the confluence of Asotin Creek and the Snake River.

The principle industry in the county is agriculture, and livestock. Wheat and barley are the dominate crops.

Including name changes, and multiple listings of offices from closing and re-openings, there have been 28 post offices in the county. Currently, there are only three operating offices. Those include Anatone, Asotin, and Clarkston.

Anatone was the earliest office established in Asotin County obtaining authorization on September 24, 1878. The origin of the name is in doubt. According to some, the name comes from that of a popular Nez Perce Indian lady that lived in the area. Others contend that the name was given by the Indians and means "meeting place". Still others claim the word has no meaning whatsoever. The town is located in south central Asotin county on Mill Creek about 25 miles southeast of Clarkston. Situated near the north end of the Blue Mountains, Anatone was started by Daniel McIvor who ran a mercantile. They chose the site primarily because it was on one of the routes travelled to the Salmon River mines in Idaho.

Asotin, and Assotin were actually two separate towns adjacent to one another. The local name for Assotin was actually Assotin City, but the "City" was dropped by the post office department when opened on May 14, 1880. Looking at the postal records, one would naturally assume that this was merely a name change status. In a way this is true, as Assotin "City" had the post office and Asotin did not. These two towns were in competition with



Theon for the county seat. The issue was resolved by a vote of the people in 1883. By that time Assotin and Asotin had merged and accepted the one "s" spelling of their names. Asotin is still the county seat.

Asotin is located six miles south of Clarkston on highway 129 at the mouth of Asotin Creek where it joins the Snake River. The little berg currently has a population of approximately 1,000 residents.

Theon first opened on September 14, 1880. Theon was named for Daniel Theon Welch, a local resident. After Asotin received the honor of becoming the county seat Theon seemed to dwindle. It managed to maintain a post office until December 31, 1892 with the mail records going to Anatone. Theon opened a second time on May 5, 1899 and managed to stay open for ten years. Unfortunately, the locale of Theon was only 2 1/2 miles northeast of Anatone. With the advent and growth of the rural free delivery system the necessity of having a post office diminished. The office finally closed on November 30, 1909 with the mail records going to Anatone.

Silcott first opened a post office on February 8, 1883. The site is located just five miles west of Clarkston near where Alpowa Creek empties into the Snake River. Silcott was the first collection area for mail in Asotin county. It was also on an old Nez Perce trail where Chief Timothy lived. Chief Timothy was a proven friend to the whites. His daughter, Jane, married John Silcott for whom the town was named. He ran the Clearwater ferry across the Snake River. There was a small town site platted on this locale in 1882 that was called Alpowa City. When consideration was being given to starting a post office, the name Alpowa City

was unacceptable as there was already an Alpowa in Garfield county. In fact, Alpowa had been in existence for nearly ten years by that time. R. P. Reynolds was the first postmaster of Silcott and operated inside his store. With the improvements of the road systems, and subsequent rise of the automobile, Silcott declined, and closed on May 31, 1931.

Lake was established April 2, 1883 and is located on what is known as Cloverland Country, approximately nine miles northwest of Anatone. Upon the first closure on November 30, 1888 the mail went to Asotin. The post office re-opened on June 16, 1899 and remained open until January 14, 1904. The mail went to nearby Cloverland which had just opened on February 26, 1903. The two post offices were about five miles apart.

## Benton County

Benton County was formed on March 8, 1905 from the eastern most portions of Yakima and Klickitat counties. The total land mass encompasses 1,738 square miles ranking it 21st in size overall. When the legislature was considering names for the county, McKinley and Riverside were proposed. McKinley, to honor President McKinley who had been assassinated in 1901. Riverside for the fact that the Columbia River bounds the county on three



Figure 2. Main Street, Prosser, Washington, ca. 1930.



sides. Benton was chosen to honor Thomas Hart Benton, Senator from Missouri who was instrumental in supporting and introducing legislation that favored the west. Prosser is the county seat.

The chief industry is agriculture, but the Hanford Site of the Dept. of Energy takes up some 193,833 acres, or roughly one-third of the county. In 1943 the town of White Bluffs was closed and its residents were evacuated from the region during the formation of the reservation. The hulks of the buildings stand silent yet today. Today, only Benton City, Kennewick, Paterson, Plymouth, Prosser, and Richland have post offices. Of these, only Prosser and Kennewick saw usage during territorial days.

Prosser was established on 20 March 1884, Mrs. Flora T. Prosser postmistress. The office was named after Mrs. Prosser's husband, William Farrand Prosser. Prosser came west and settled in California in 1854. When the Civil War broke out he went back east and served as a Union Army officer. After the war, he was postmaster of Nashville, Tennessee for three years. He returned to the west and became Yakima county auditor from 1886-1888. He was a member of the State Constitutional Convention that took place on July 4, 1889 where he represented Klickitat and Yakima counties. Later, he served on the Harbor Line Commission, and became mayor of North Yakima. In 1882 Prosser and his wife opened a trading post along the Yakima River near the falls the Indians called *Tap-Tap*. Early names for the settlement that grew up around the shop included Yakima Falls, Tap-Tap Falls, and Prosser Falls. Two years later the post office was housed in the store. The trading post was successful and by 1887 a grist mill was started near the falls which had been renamed Prosser Falls reflecting the preferred name by the locals. Eventually the Falls portion of the name was dropped and the town was known as Prosser.

Kennewick had two periods of operation. The first was from 21 January 1885 to 31 August 1886 when the name was changed to Tehe. Tehe remained in service until 16 February 1891 when the name was changed back to Kennewick. So, technically Kennewick did not operate during territorial days. But, since there has been a post office at this locale since territorial days, albeit through a hiatus of name changes, I consider this one of the operating territorial offices. Kennewick is the Anglicized form of the Indian word 'Kin-i-wack', which means

'grassy slopes' and is a testament to the surrounding fields that make up this largely agrarian community.

Kennewick is one of the three cities that make up what is known as the 'Tri-Cities'. Besides Kennewick, these include Richland (also in Benton county), and Pasco (in Franklin county). These three cities make up a metropolitan area second only to Spokane in population for eastern Washington. Pasco and Kennewick are across the Columbia river from one another. They are just northwest of where the Snake river empties into the Columbia. Richland is slightly northwest of the other two just north of where the Yakima river empties into the Columbia. This helps explain why three towns in such close proximity could grow up independently of one another. Each has a post office today, however, most postmarks from the area are cancelled "Tri-Cities" rather than their respective offices.

### Columbia County

Columbia County was brought into existence on 11 November 1875 from Walla Walla County. A proposed name for the county, which the Territorial governor vetoed, was Ping. Elisha Ping, a Territorial Councilman, was credited with bringing the county into being. The county was then named after the mighty Columbia River. Later, Asotin, and Garfield counties were created from Columbia county. Columbia County is 860 square miles making it 31st in size. The county seat is Dayton. There are only two offices in operation today, Dayton and Starbuck. Both offices were in operation during territorial days.

Dayton was established as Touchet on 23 March 1864 and operated until the name changed to Dayton on 26 March 1872. Lambert Hearn was the first postmaster of Touchet. The next postmaster, George Miller, was also the first postmaster of Dayton. He was appointed on 27 February 1865. The town was named after Jesse Day who migrated to the Oregon Territory in 1848. Jesse Day came to Touchet in 1859 with his brother Henry. They began raising cattle Jesse had brought with him. In 1864 Jesse purchased property from Fred (Red) D. Schneckley. Shortly thereafter, Jesse built a house along the Touchet River. The house was used as a hotel for travelers and was supplied with goods furnished by William Kimball from Walla Walla.





*Main Street, Dayton, Washington, ca. 1910*

Before the white man came to the region, the Nez Perce used this spot to cross the Touchet river. Main Street is the location of the old Nez Perce trail. By the time Day arrived there were six other settlers in the region. Some of these settlers were here before Eastern Washington was closed to whites. They chose to stay since they had taken Indian spouses. During the 1860's Touchet prospered due to increased travel by prospectors to the mines in Northern Idaho. Dayton was on the main trail to Elk City, Pierce City and Orofino. When Columbia County was formed Dayton was the logical choice as county seat with nearly 1,000 residents.

Unlike Dayton, Starbuck did not come into existence until the railroad came through. The Oregon Railroad & Navigation built a rail line that opened on December 24, 1881 connecting the Touchet and Snake Rivers. George Hunter, the first postmaster, opened the post office on 8 February 1883. Many of the railroad employees lived at Starbuck which helped the fledgling town grow. By the time the post office opened, Starbuck boasted a depot, warehouse, section house, one store, a blacksmith shop, and a turntable north of town. The little berg also had a Presbyterian church. One of the railroad officials, W.H. Starbuck, donated a bell to the city. A steeple was promptly built and the bell put into use.

In gratitude, the townsfolk named their town to commemorate Starbuck's generosity. By 1889 the O.R. & N. had built a seven stall roundhouse, a machine shop, sand house, section house, a forge, an agent's house, and telegraph office. In addition to all of this, the town became a dividing place on the main line. At one point there were 24 trains stopping or passing through Starbuck on any given day. Starbuck's future looked bright. The railroad supported the town for almost 40 years. In 1914 a new railroad bridge opened across the Snake River just downstream from Lyon's Ferry causing the rail traffic to shift away from Starbuck. As a result, the little town gradually began to wither. About all that is left today are a brick bank building, an abandoned school along one street, a concrete block post office, and a park displaying the bell donated by Starbuck.





# POSTMARKS OF WASHINGTON TERRITORY

By Richard A. Long

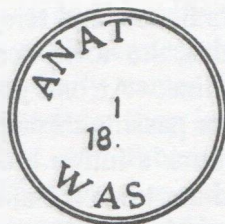
## Part 22 - Asotin, Benton & Columbia Counties

### ASOTIN COUNTY TERRITORIAL POSTMARKS

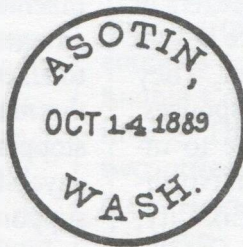
ANATONE		(1878-open)				
1.	2	MAN	3 Mar 1881			Manuscript
2.	1	CDS28	1 Feb 1889			
ASOTIN		(1884-open)				
1.	2	CDS31	20 Dec 1880 (?)	14 Oct 1889		Large Star
ASSOTIN		(1878-1884)				
1.	2	CDS32	17 Jun 1881	25 - 1883		Postmark
LAKE		(1883-1888, 1899-1904)	No examples reported			
SILCOTT		(1883-1892, 1901-1931)	No examples reported			
THEON		(1880-1892, 1899-1909)				
1.	2	CDS27	30 Aug 1886	- Jul 1888		

*Anatone Wash*  
10-14

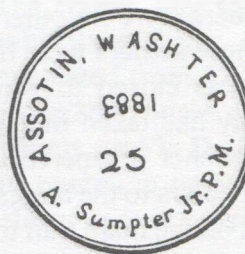
1



2



1



1



1

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

ANATONE 2 is a unique marking, partially visible, on a 2¢ green envelope. An 1889 listing in a group lot in a 1975 Zimmerman auction may be the same one, or it may be a second example.

ASOTIN 1 is a very rare marking; 2 known. The 1880 (?) example was a cover that I purchased from Frajola in 1989, but year may be wrong; this needs checking.

ASSOTIN 1 is a very rare Postmaster marking. One of the 2 is reported to be pink.

THEON 1 is also very rare with just 2 known. Both are messy strikes, and the 1888 example is a receiving mark.

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## BENTON COUNTY TERRITORIAL POSTMARKS

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BROWN (1884-1891)

No examples reported

CLOVERDALE (1885-1889)

No examples reported

CRIMEA (1886-1906)

No examples reported

KENNEWICK (1885-1886, 1891-open)

1.	1	CDS32	10 Nov 1885		
2.	5	CDS27.5	3 Feb 1886	24 Jul 1886	Fancy Cork

KIONA (1888-1973)

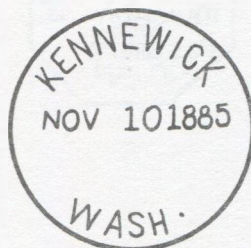
No examples reported

PROSSER (1884-open)

1.	2	MAN	24 Jun 1884	21 Aug 1884	Manuscript
2.	1	CDS26.5	12 Apr 1885		Manuscript

TEHE (1886-1891)

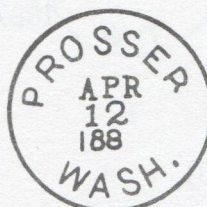
1.	3	CDS27	10 Mar 1887	14 Feb 1888	Target
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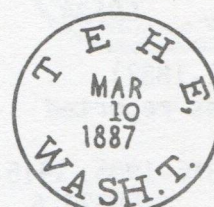
1



2



2



1

*Prosser-6-24-1884. 1 Prosser 8/21 1884*

KENNEWICK 1 is a unique marking on a registered package receipt. We catalog it because it is probable that it was used on first-class mail.

KENNEWICK 2 is very scarce but it has been available at times; we know of 5.

PROSSER 1 is a very rare manuscript; the 2 known differ somewhat from each other.

PROSSER 2 is unique; the "1885" manuscript killer is on a stamp not tied to cover.

TEHE 1 is very rare, with examples known in 3 different collections.



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## COLUMBIA COUNTY TERRITORIAL POSTMARKS

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**ALTO (1882-1903)**

1.	1	CDS27.5	22 Feb 1885		
2.	3	CDS32.5	19 Sep 1885	3 Sep 1889	Large Star

**ANNETTA (1877-1878)**

No examples reported

**BURKSVILLE (1875-1880)**

No examples reported

**COVELLO (1883-1918)**

1.	1	MAN	1 Jan 1884
2.	1	CDS30	7 Dec -
3.	1	CDS30	- - 1888
4.	1	OVL45x19.5	6 Dec 1889

**DAYTON (1872-open)**

1.	1	MAN	3 Apr -		
2.	3	CDS23.5	17 Dec 1873	3 Jun 1878	
3.	24	CDS32.5	19 Mar 1879	20 Jun 1882	Target, Star in Cir
4.	7	OCT25	7 Aug 1882	1 Dec 1883	Cork
5.	15	CDS26.5	20 Mar 1884	22 Aug 1889	Cork

**GABEL (1880-1883)**

1.	1	MAN	22 Feb 1881
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**HUNTSVILLE (1880-1968)**

1.	2	MAN	29 Sep 1882	11 Oct 1882	
2.	1	OCT27	1 Sep 1883		Target
3.	3	CDS34	1887	3 Dec 1888	Postmark

**LENAN (1881-1882)**

No examples reported

**MARENGO (1876-1905, 1915-1960)**

1.	1	CDS23.5			
2.	2	OVL37.5x22.5	7 May 1881	1 Mar 1885	Large Star
3.	1				

**PATIT (1873-1875, 1880-1880)**

No examples reported

**PERRY (1881-1927)**

1.	1	CDS28.5	22 Feb 1886		Postmark
2.	1	CDS26.5	Sep 1888		Target

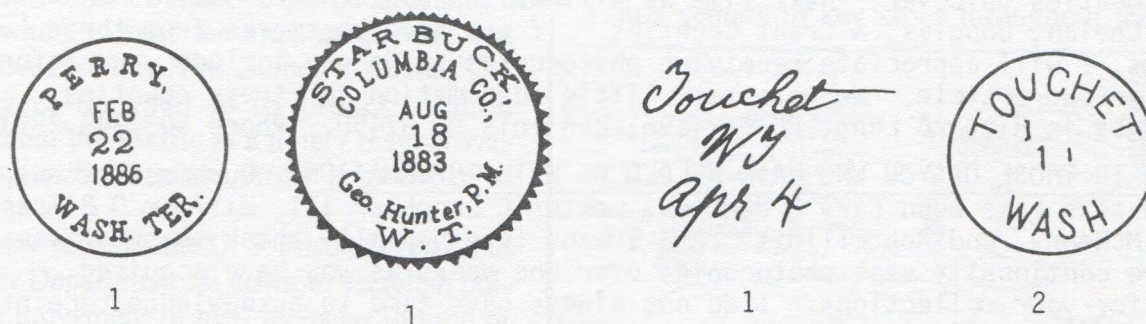
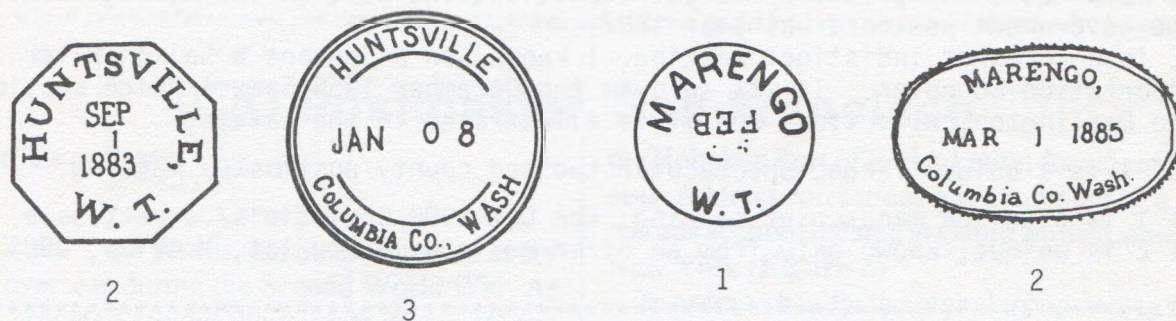
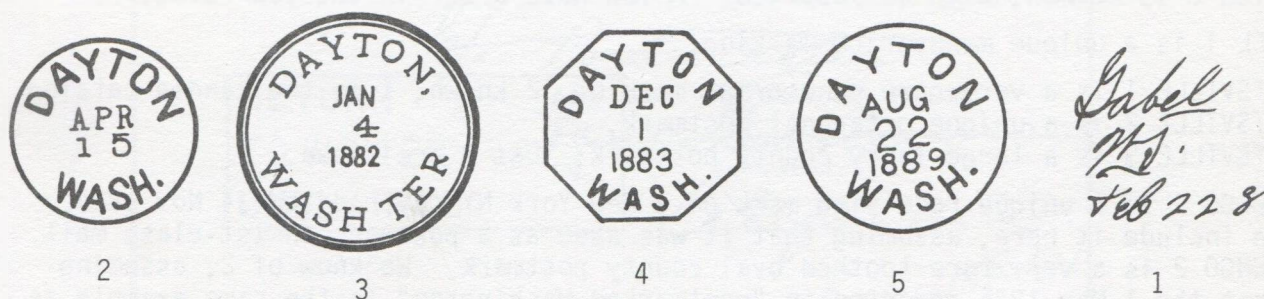
**STARBUCK (1883-open)**

1.	1	CDS34	18 Aug 1883		Rectangular Grid
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**TOUCHET (1864-1872)**

1.	1	MAN	4 Apr 1869		Postmark
2.	1				







## **COLUMBIA COUNTY TERRITORIAL POSTMARKS**

ALTO 1 is a unique recently-discovered postmark, in magenta.

ALTO 2 is a rare large fancy postmark, quite attractive; 3 known so far.

COVELLO 1 is a unique manuscript marking.

COVELLO 2 is unique, clearly struck except for the date.

COVELLO 3 is also unique, with just year of the date visible. Covered docketed in pen, "Answered May 4./88".

COVELLO 4 is a unique oval postmark.

DAYTON 1 is a unique manuscript marking, reported 1863 (?); to be checked.

DAYTON 2 is rare, with just 3 known so far, though an 1873 cover in a Zimmerman auction of 1975 is probably the same type.

DAYTON 3 is quite common, 24 known so far, in both magenta and black, well struck.

DAYTON 4 is somewhat scarce but turns up at times; we know of 7 to date.

DAYTON 5 is common, with 15 reported. A few have a bar in the year slot.

GABEL 1 is a unique manuscript marking.

HUNTSVILLE 1 is a very rare manuscript marking, 2 known, 1 in the Landis catalog.

HUNTSVILLE 2 is a unique octagonal postmark.

HUNTSVILLE 3 is a large fancy county postmark; just 3 are known.

MARENGO 1 is a unique receiving mark on a New York NY cover dated 14 Nov 1884.

We include it here, assuming that it was used as a postmark on 1st-class mail.

MARENGO 2 is a very rare toothed oval county postmark. We know of 2, assuming that the 1 May 1885 reported in "postmarked Washington" is the same example as the 6 May 1885 sold in the Ramsey collection, McBride auction, December 1980.

PERRY 1 is unique; the postmark has year 1886, but the date on the message side of the government postcard has year 1887.

PERRY 2 is a somewhat indistinct marking, 1 known, on a Spokane & Salmon River Transportation Co cover. It was sold in the December 1956 Samuel Paige auction of the Darlington collection, and it is illustrated in the catalog.

STARBUCK 1 is a unique large, spectacular toothed county/postmaster marking.

TOUCHET 1 is a unique manuscript marking; see Oct 1990 Christie's/Jarrett sale.

TOUCHET 2 is unique, known only from an offering in a county lot, McBride, 1980.

\*\*\*\*\*

WE ARE WELL INTO OUR STUDY OF WASHINGTON TERRITORIAL POSTMARKS, but we still have a few counties to cover. Next time we will write about 4 more small ones - Adams, Chelan, Douglas, & Grant Counties. If you have postmarks from these counties, I will appreciate receiving photocopies so we can include your information in our article. We have very little information for these counties. My address is Richard Long, PO Box 296, Langlois OR 97450. Phone 503-348-2813.

MY THANKS TO THOSE OF YOU WHO HAVE HELPED US WITH INFORMATION! Our most recent contributors have been Cary E Johnson, Lester C Lanphear III, William O Bilden, Gordon McHenry, and Rob Elliott. And I want to especially thank those of you who have continually sent photocopies over the years as you have acquired covers for your collections. I do not always have time to acknowledge receipt of these, but I want you to know that I deeply appreciate your help. You are the people who are making this project a success!

IT LOOKS LIKE WE HAVE ABOUT A YEAR TO GO IN THESE ARTICLES, then I will get busy and put all of this into a book, though that will take awhile. Target 1997-98.

\*\*\*\*\*



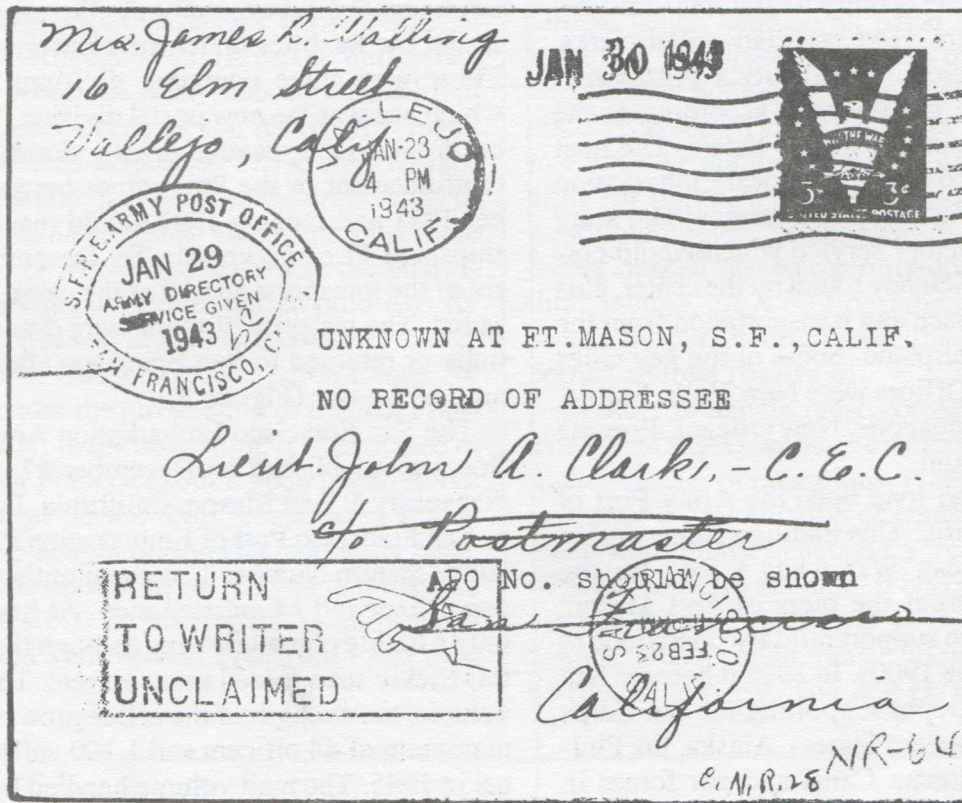


Figure 1. This cover displays the "football" shaped handstamp of the San Francisco Port of Embarkation Army Post Office, which provided directory assistance for mail addressed to Army and Air Corps personnel stationed throughout the Pacific during World War II.

## C/O Postmaster, San Francisco

By Rod Crossley

"Mail call," the Words that meant home to every soldier overseas during the Second World War. As the GIs crowded around the tailgate of the 3/4 ton truck they noted that there are several bags of mail for distribution. Some wondered how the army knew where to send the mail, as the unit had just moved from New Guinea to Luzon. The routing of the mail to its proper location throughout the Pacific in a timely manner was the responsibility of the Army Post Office in San Francisco.

In May of 1940, the U. S. Postal Service and the War Department sat down to establish policy for movement of mail overseas in time of war. This would be a more complex system than that of World War I when all mail for Europe was routed to a distribution station called Chelsea Terminal in New York City. Here the mail was processed and forwarded to

the Hoboken Port of Embarkation for shipment over seas. Address corrections were supplied by a central records section, located at Camp Mills, Long Island, New York (Figure 2).

In order to handle the global troop deployment of World War II, it was agreed that the Postal Service would establish and operate new postal concentration centers in key cities throughout the country.

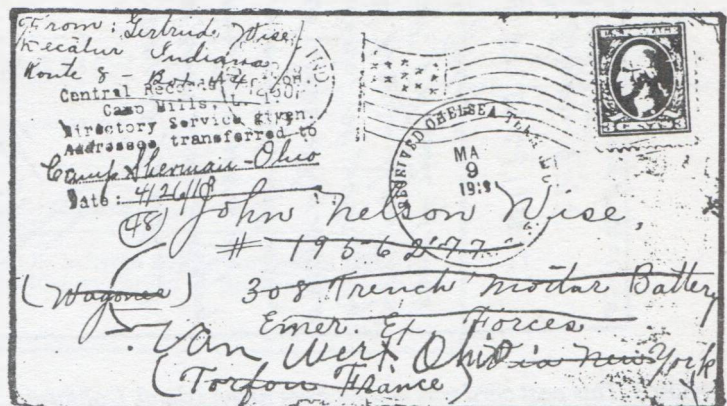


Figure 2. All World War I directory assistance for the AEF was provided at Camp Mills, NY.



Post offices across the country would route military mail to these centers. Here, civilian postal clerks, under the supervision of that city's postmaster, would, sort and tie out the mail according to the Army Post Office number on the letters. The mail was then to be turned over to the local Embarkation Army Post Office for delivery overseas. The army was to provide directory service which would correct any address deficiency found by the center, plus provide shipping space and transportation from the center to a ship or airplane. Some of the key cities to have Army Post Offices were New York, Seattle, San Francisco, Minneapolis, New Orleans, Presque Isle, Maine and Miami.

San Francisco had long been the Army Port of shipment to the Pacific. This tradition began during the Spanish American War when troops for the Philippines sailed from the piers of Fort Mason. The fort continued to support military operations in the Pacific during the 1900s. In 1925 it became San Francisco General Depot supporting the 9th Corps area (most of the Western States), Alaska, the Philippines, Hawaii, Panama Canal and our forces in China. The Depot was upgraded to San Francisco Port of Embarkation and General Depot in 1932. With the beginning of the war in Europe, the activi-

ties expanded substantially. As the expansion grew so did the facilities under the control of the P.O.E. There were three operating divisions of ports of which one was the new postal division. The buildup on the Pacific expanded greatly during 1941. The reinforcement of the Philippines between November 1941 and January 1942 would require 11 troop ships and 12 cargo vessels. By December 7, 1941, six of the transports and 10 of the cargo vessels had sailed. The majority of these were diverted to Australia or returned to San Francisco after the beginning of the war (Figure 3).

The San Francisco Embarkation Army Post Office was established on December 27, 1941 in the dispensary at Fort Mason, California. It was known as San Francisco Port of Embarkation Postal Regulatory Station Number 1, with an initial strength of one officer and 14 enlisted men. At first there was only a trickle of mail flowing through the office, but this trickle soon turned into a torrent. To handle the volume, the strength of the office grew steadily to a maximum of 44 officers and 1,100 enlisted personnel in 1945. The mail volume handled by the Army Post Office between January 1942 and December 1945 included over 1 billion letters and 150,000 parcels and periodicals. Women Army Auxiliary

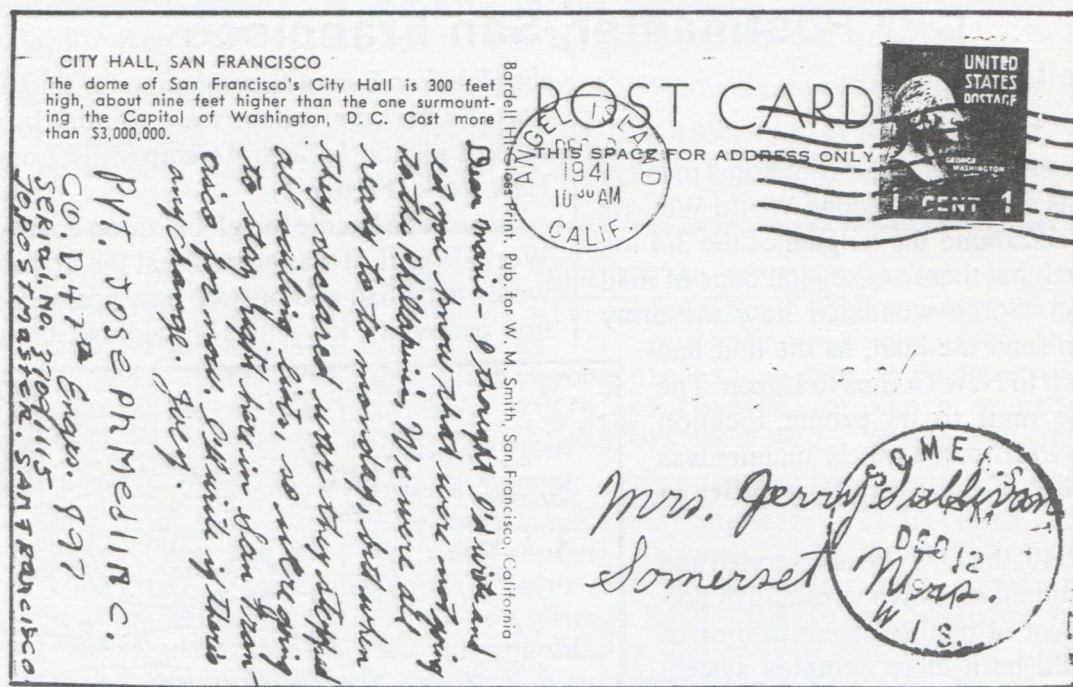


Figure 3. This post card was mailed from Angel Island, California, by a soldier who had been about to board a transport ship for the Philippines when the Japanese attacked Pearl Harbor.



Corps personnel began to replace enlisted men at the Army Post Office in 1943. However, during late 1944 - 1945, when the Army needed all qualified personnel possible overseas, the A.P.O.s lost many of their experienced personnel. These were replaced by those who, so far, had escaped the draft. Most of the replacements had physical handicaps, plus some could not read or write. This decline in the qualifications of operating personnel caused problems for the office which it was able to overcome.

The US Postal Service Concentration Center for the Port was under the jurisdiction of the San Francisco Postmaster. In the beginning, it was located in Downtown San Francisco, but it soon began to outgrow its quarters so the army constructed a new center at Camp Knight on the Oakland army base. The facility was opened in early 1944 and became home to over 4,000 civilian postal employees. It should be noted that the San Francisco Fleet Post

Office, which handled all naval and marine corps mail, was established just south of Camp Knight.

All mail addressed "c/o Postmaster, San Francisco" was routed to the center for sorting according to the A.P.O. number, it was then turned over to the army for shipment overseas. Much of the mail was poorly addressed, sometimes up to one in fifteen letters needed director service. In order to reduce this handling, the A.P.O. designed a card which was sent to the person originating the letter to show the correct address (figure 4).

In order to handle these corrections, it was necessary that A.P.O. know the address of every soldier in their theater of operations. Please remember, this was prior to introduction of computers so this step alone would have generated a tremendous volume of paper work. In addition, it was necessary to keep track of the location of over 10,000 units or organizations, plus those in transit, so that the mail could be routed properly. The A.P.O. also kept track of

<b>WAR DEPARTMENT</b> <b>COMMANDING GENERAL,</b> <b>SAN FRANCISCO PORT OF EMBA</b> <b>PORT MASON, CALIFORNIA</b> <b>OFFICIAL BUSINESS</b>		SAN FRANCISCO, CALIF. JUN 27 8 30 PM 1943	PAYMENT BY POSTAGE, \$3.00 <b>BUY</b> <b>WAR SAVINGS</b> <b>BONDS AND STAMPS</b>
---	--	--	---

*Please address me as shown below until otherwise advised:*

TYPE or PRINT	Pfc	Floyd	E.	Jeffries	6930431
	(Grade)	(First name)	(Initial)	(Last name)	(Army serial number)
	Hq Battery				
	(Company, battery, etc.)				
	281st Coast Artillery Bn.				
	(Regiment or other organization)				
APO No.	919				
	SAN FRANCISCO CAL.				
	c/o POSTMASTER				
The above complete address should be placed on all mail sent to me.					
	My cable address is				
	NORMAL SIGNATURE <i>Floyd E Jeffries</i>				
The APO number, city, State, and cable address will be inserted by the port postal officer; the remainder of the card will be completed by individual concerned or designated person.					

W. D., A. G. O. Form No. 206 (January 23, 1943) 16-52626-1 apo

Figure 4. Front and back of an Address Correction Card which was intended to reduce the amount of incorrectly addressed military mail.



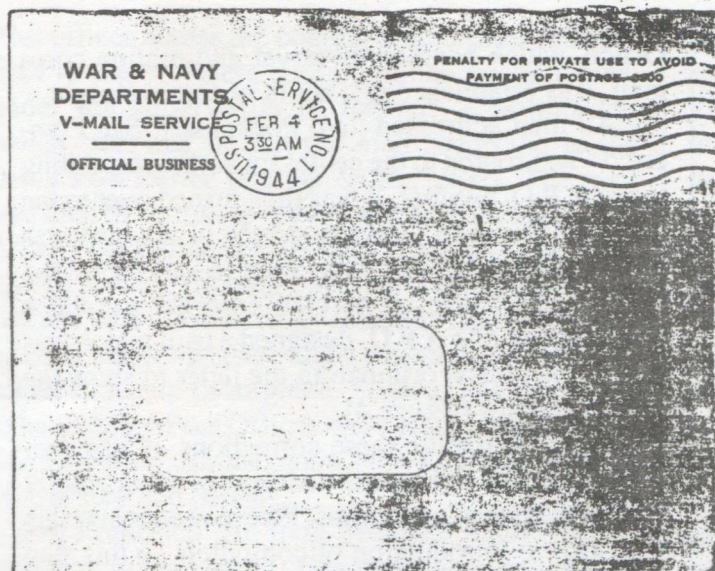


Figure 5. This cover was used to carry a photo-reduced V-mail letter.

troops awaiting shipment, or that were in the process of loading, so that all their mail was delivered prior to sailing. A record was also maintained of all ships sailing on the West Coast, including their route and speed. This information was then used to determine the fastest service for the mail. It should be noted that not all mail was dispatched from San Francisco.

The Postal Division also operated the San Francisco Army V-mail station (Figure 5). Letters were reduced by a photo mechanical process at a 17 to 1 ratio. The process was well liked by the military, as it reduced the weight of the mail. In fact it was calculated that the use of V-mail alone saved over 2 million pounds of aircraft space. Civilian postal clerks, however, generally disliked V-mail, as most addresses were illegible when reduced. V-mail was discontinued by the army on October 31, 1945.

The flow of mail through the port decreased after W.W.II only to take a sharp increase during the Korean War. In 1952, the Army Post Service became the Army and Air Force Postal Service, therefore the term A.P.O. could apply to other services. The A.P.O. numbers were changed in January 1965 to 5 digit numbers, compatible with the civilian Zip Code mail processing system. Mail continues, today, to flow through San Francisco to Army and Air Force units across the Pacific.

## BOB SUMMERELL MAIL BID SALE 16

P.O. BOX 39597  
DOWNEY, CA 90239

### ALASKA

01 DOLOMI 1912 F Ty. 2 (# indistinct); 1ct Franklin; VF PPC (Indian cemetery) E75

### ARIZONA

02 PEORIA (1895) F Ty. 1 (yr. date unclear) w/ target; U311; > OR-CUTT (b/s; SAN-2615) w/ ptd magenta PHOENIX (Ty. 22) trans. mk.; untrimmed & VF; PHOENIX r/a; scarce E300

### CALIFORNIA

03 AUKUM 1908 VF cds w/ target (ELD-20); UX18; E8-10  
04 BLAKE 1909 F 4-B (SBE-370); 1ct Franklin; G-VG viewcard (early wagons); dateline "near Needles"; E20-25  
05 JERSEY 1914 VG 4-B (COC-1005); 1ct Wash.; VG RP (tinted lady); E10  
06 LINNE 1917 VF 4-B (SAL-536); 1ct Wash.; gtrs PPC E15-20  
07 RITCHEY 1910 VF 4-B (AMA-815); 1ct Franklin; VF PPC (wild cattle); E20-25  
08 SACRAMENTO 1905 F-VF Ty. 2B RFD; Sc. 300; Mitchell PPC E15-20

### COLORADO

09 DENVER 1886 VG-F cds w/ bold "D" killer; UX8; bank acknowl. to HELENA (b/s; terr.) E20-30  
10 LEHMAN 1906 F cds w/ target; Sc. 300; VG viewcard; scarce E45

### INDIAN TERRITORY

11 ATOKA IND.T. 1906 (SEP 24) VF duplex w/ ovate; Sc. 319 (defect.); ptd Masonic cc ("...GRAND SECRETARY O.E.S./ATOKA-IND. TER."); 2 notesheets w/ptd headings ("Grand Lodge, A.F. & A.M. of Indian Territory"); >DURANT, IND. T. (b/s); env. has sht. trim, weathering, minor insect damage; scarce E60-80

12 DARLINGTON/TN. TER. (1880's) VG-F reg. use (high-value adhes. gone); U163; ptd "DARLINGTON, Chey. & Arap. Agency Indian Ter." corner; sht. trim @ left E25

13 "Osage Agency/Osage; Nation/I. T." (USE TO!) 1888 bit soiled U311 pmk. @ ELM SPRINGS, ARK w/ pen docket "in Haste" but "MISSENT" (h/s) > SARCOXIE, MO (h/s); opened ragged @ rt. unaffected stamp or markings; int. misdirected item E45-50

### NEW MEXICO

14 SAN MARCIAL 1884 VG-F Ty. 4A (Todsén)—octag. M.O.B. pmk—w/2 targets; line pr. Sc. 182; small env. > Pacific Grove, Cal (MONTEREY b/s dated Aug/17); opened rough @ rt. into one stamp o/w VF & clean & scarce E80-100

15 SAN MARCIAL 1895 (AUG 12) F Ty. 9 (Todsén); F UX12 w/ptd rev. local-use WELLS, FARGO & CO'S EXPRESS consignee's notice; small repair @ top o/w VF E35-40

### OHIO

16 DRESDEN 1907 F Ty. 11 RFD; Sc. 300; local-use humor PPC E4-8  
17 LAKESIDE 1935 F-VF Ty. C nonstd (large 40 mm dial); 2ct Wash.; VF relig. PPC E8-10

### OKLAHOMA TERRITORY

18 CLIFFORD 1906 (APR 8) F D. 2/1; U395 (roughly opened thru rt. side of stamp; cancel just affected); w/ptd DURHAM r/a w/ VG PRAIRIE GROVE, ARK b/s; bit soiled o/w F-VF; scarce E30-50 (?)

19 GRAND 1905 (OCT 14) Fair ("GRA" not well struck) duplex w/ ovate; U395 (opened ragged @ rt. thru 1/3 stamp & 1/2 grid; moderate wear); > PRAIRIE GROVE, ARK (b/s); ptd DURHAM r/a E15

### WASHINGTON

20 WHITE BLUFFS 1909 VF 4-B (faded blue); Sc. 300; VF viewcard (Killamey) E8-10

### WASHINGTON TERRITORY

21 ELLENSBURG/WASH TY 1886 F-VF purple dcds w/ wheel-of-fortune ("ASH" incomplete); UX8 (mmr pinholes/corner crease) w/ ptd addr. ("GENERAL LAND AGENT, N.P.R.R. CO., PORTLAND, OREGON") & rev. (railroad property deed) E30-40

### WYOMING

22 CAMBRIA 1907 Overstruck receiver (as trans. mk. > HORTON pmk @ Kansas City); Sc. 300; RP (vignette/family member) E8-10

23 HORTON 1909 VF 4-B; Sc. 300; F gtrs PPC w/ int. but brief farm message E10

24 VALLEY 1921 VF 4-B; 1ct Wash.; VG RP (5 pple all on horseback—minor stains o/w VF E12-15)

La Posta Subscriber's Auction rules apply. Minimum 50% bid please. Photocopies for SASE.

CLOSING DATE: OCTOBER 10, 1995 (NOON, PACIFIC)  
Phone bids accepted (310) 920-0914. Thank you.



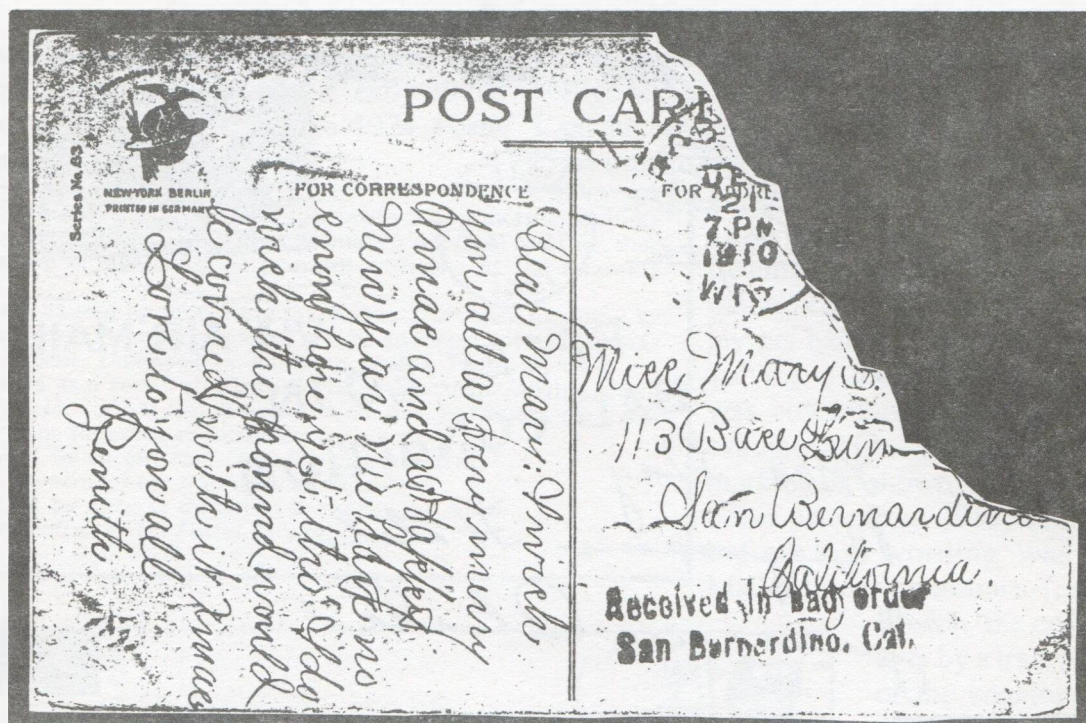


Figure 1. This badly damaged post card experienced some unknown mishap while in the care of the postal service. The possible dangers to mail are many and varied, and the purpose of this article is to examine some of them and document the ways in which the US postal service indicates what has happened.

## 20TH CENTURY AUXILIARY MARKINGS - DAMAGED MAIL

By Randy Stehle

This article will present an overview of the various auxiliary markings used on damaged mail. The Post Office Department (POD) did specify what these markings should say, but they all tended to be generic. The *Postal Laws and Regulations (PL&R)* for the first quarter of this century addressed this issue in the following section. Readers will note that unsealed and damaged matter is treated in the same section.

Mail matter of the first class deposited in or received at any post office unsealed or in a mutilated or otherwise bad condition shall be stamped or marked with the words "Received unsealed" or "Received in bad order," as the case may be, and be officially sealed before being forwarded or delivered.

A typical usage of the "Received in bad order" marking is shown in Figure 1. The post card was sent from Wisconsin to San Bernardino, CA, in

1910. Almost one-fourth of it was somehow torn off in transit.

Starting with the 1932 *PL&R*, the wording was changed from "bad order" to "bad condition". Examples of both of these wordings have been observed from almost every decade of this century. The *PL&R* was being used as a guideline, with the local postmasters adapting (and changing) the exact wording to their liking. The cover shown in Figure 2 displays the "proper" wording for its period of usage. The cover was sent in 1947 from Oregon to

someone at a hotel in Juneau, Alaska. Although no damage is visible, it still received the marking. What is noteworthy about the marking is the lower case "d" in the word "Condition". Surely this handstamp was of local manufacture. The only question is whether it was applied by the POD or the Bergmann Hotel. The generic markings observed from the first half of this century all appear to have been of local manufacture. In other words, it appears that the POD was not supplying post offices with standardized handstamps indicat-



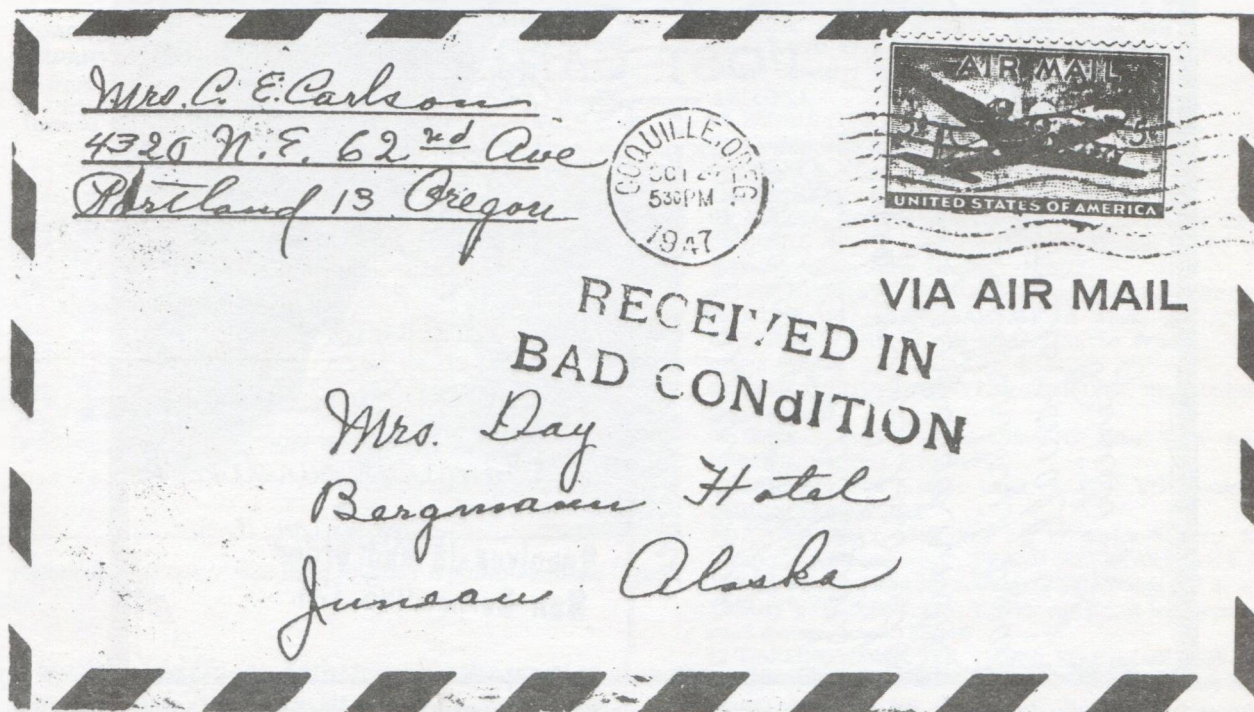


Figure 2

ing that mail was received in bad order or bad condition.

Beginning in the 1950s the *Postal Procedures Manual*, which succeeded the *PL&R*, changed the way damaged mail was to be handled. The appropriate section reads as follows:

**ENDORISING DAMAGED MAIL MATTER:** Mail matter damaged in postal handling or in accidents involving aircraft, trains, trucks, buses, boats, or other conveyances shall be endorsed **DAMAGED IN HANDLING IN THE POSTAL SERVICE**. This prescribed wording is contained in item R-1300-222 of the Supply Catalog. No other endorsement shall be used to identify damaged mail matter.

handstamp duplex canceller had to be used to properly cancel and date the card.

As before, the wording is still generic, but there are two important things to note in this section. The first is that the POD will supply post offices with the marking, i.e., a stock marking. Second, there is a specific prohibition against any other type of explanation for the damage. This may have been implied in the earlier *PL&R* rules, but it was never made explicit.

Figure 3 illustrates a postal card displaying the stock marking mentioned above. This card was received in San Francisco in 1954. Evidently, when it went through the canceling machine at Sunnyvale it became very overinked. A

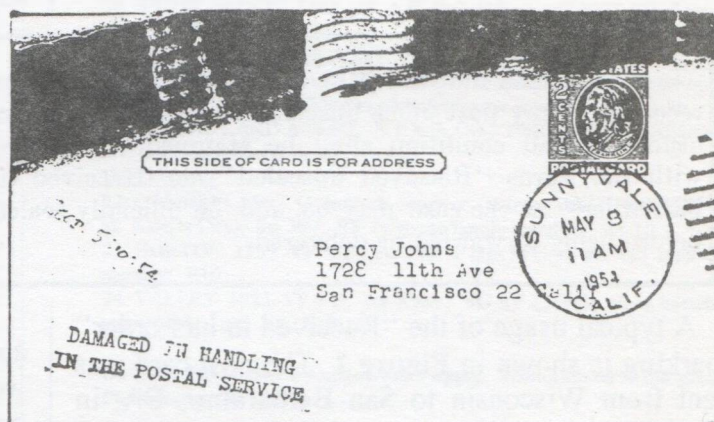


Figure 3



The handling of damaged mail was once again changed starting in the late 1960s, or early 1970s. The following is an excerpt from the 1974 *Postal Procedures Manual*:

**Damaged Mail Matter.** Where necessary to protect its contents, securely rewrap or seal the damaged article. All damaged articles, whether they require rewrapping or not, must be stamped with one of the following endorsements:

- (1) Mail damage caused by processing machinery, improper handling by postal employees, or unknown causes will be endorsed with the standard endorsement, *Damaged in handling in the Postal Service*.
- (2) Mail damaged as a result of a transportation accident (airline crash, train wreck, etc.) or natural disaster (flood, fire, hurricane, etc.) will carry one of the following endorsements:
  - (a) *Damaged in an air, rail, truck or ship accident. Beyond control of the US Postal Service.*
  - (b) *Damaged by natural disaster—fire, flood, or storm. Beyond control of US Postal Service.*

An example of a “sealed” item is shown in **Figure 3A**. The term “reconditioned” is often used on this type of item, even if only a few pieces of tape are used to repair it. While still maintaining the same

generic bent as in earlier sections, the 1974 regulations did expand upon the treatment of mail damaged in transportation accidents. The author could not lay his hands on a “proper” usage involving a transportation accident that was contemporary to this section. An example of the “No Fault of the P.O....” marking is shown in **Figure 4**. This cover dates from 1953; about 15 years before this wording was required. Mailed from Minnesota to (presumably)

Boston, the cover was run over by a train (the left side of the envelope is shredded) while in transit. To reiterate an earlier point, the wording used even in generic markings on damaged mail never really followed the specifications of the *PL&R* or its successors. The markings which were non-generic will be the subject of the balance of this article. The organization of the remainder of this article is based upon

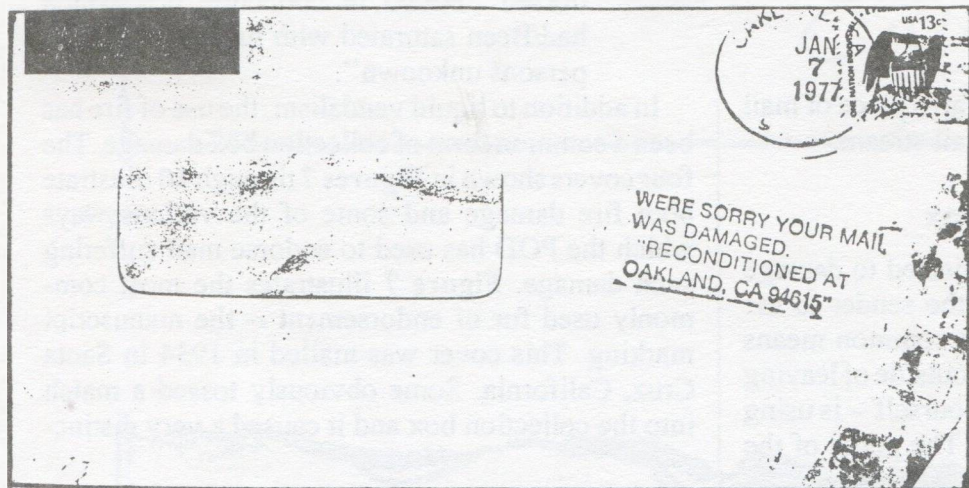


Figure 3A

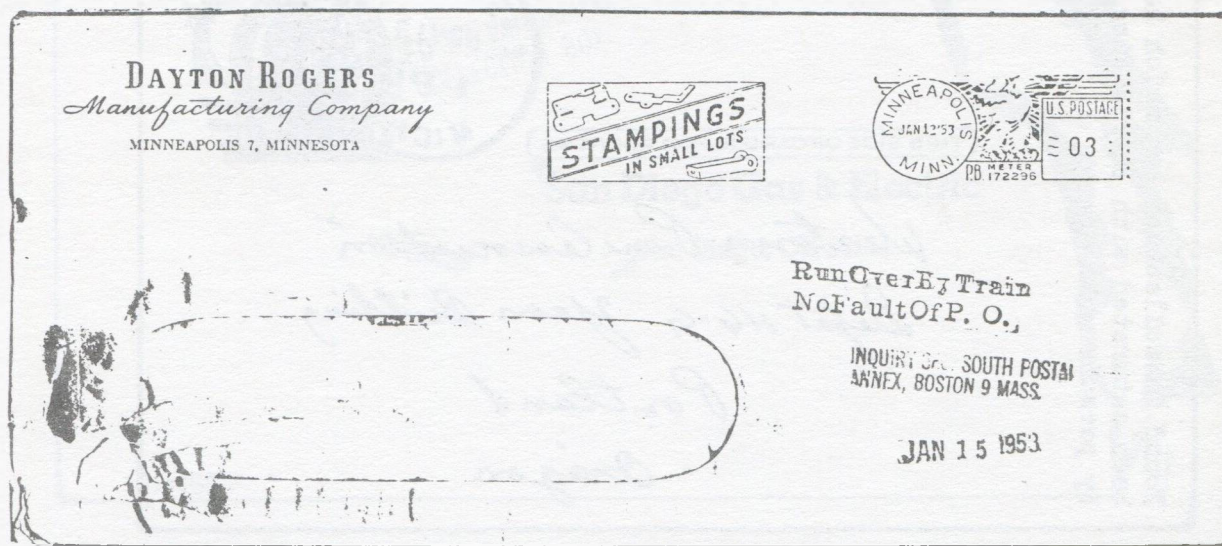


Figure 4



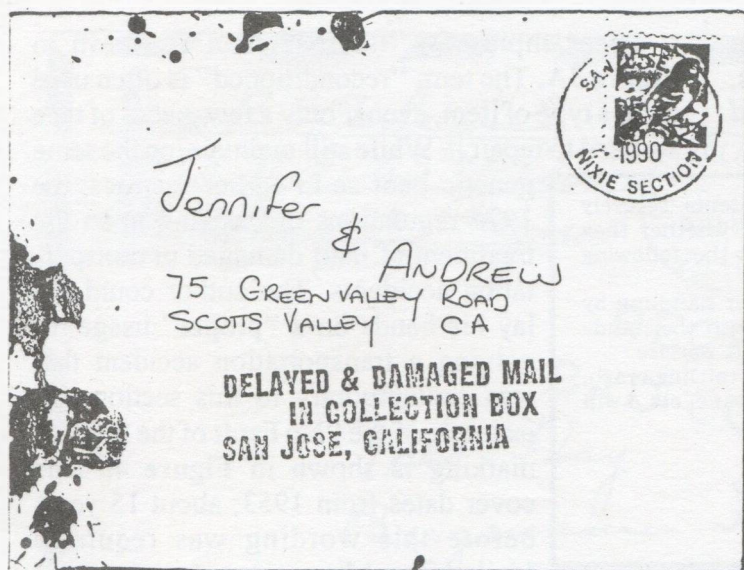


Figure 5

the various perils which might befall a piece of mail as it makes its way through the mail stream.

### The Collection Box

The first place mail can be subjected to damage is in moving from the hands of the sender to the dispatching post office. The most common means of getting mail to the post office -- outside of leaving it for the carrier or taking it there yourself -- is using a collection box or a mail chute. The perils of the

mail chute were the subject of an earlier article in *La Posta* (September 1994), and we shall not revisit them here, but let's now examine the dangers of the collection box.

Collection box damage can occur in many forms. Figure 5 shows a cover that had a problem in 1990 in San Jose, CA. The marking reads "Delayed & Damaged Mail/In Collection Box/San Jose, California". The left hand side of the cover has some brown substance on it. Another example of some liquid substance damaging mail in a collection box is illustrated in Figure 6. This 1938 postal card was damaged in East Detroit, Michigan, where it was endorsed "Found in collection box which had/Been saturated with lubricating oil/by persons unknown".

In addition to liquid vandalism, the use of fire has been a common form of collection box damage. The four covers shown in Figures 7 through 10 illustrate both fire damage and some of the various ways which the POD has used to endorse mail suffering such damage. Figure 7 illustrates the most commonly used form of endorsement -- the manuscript marking. This cover was mailed in 1934 in Santa Cruz, California. Some obviously tossed a match into the collection box and it caused a very distinct

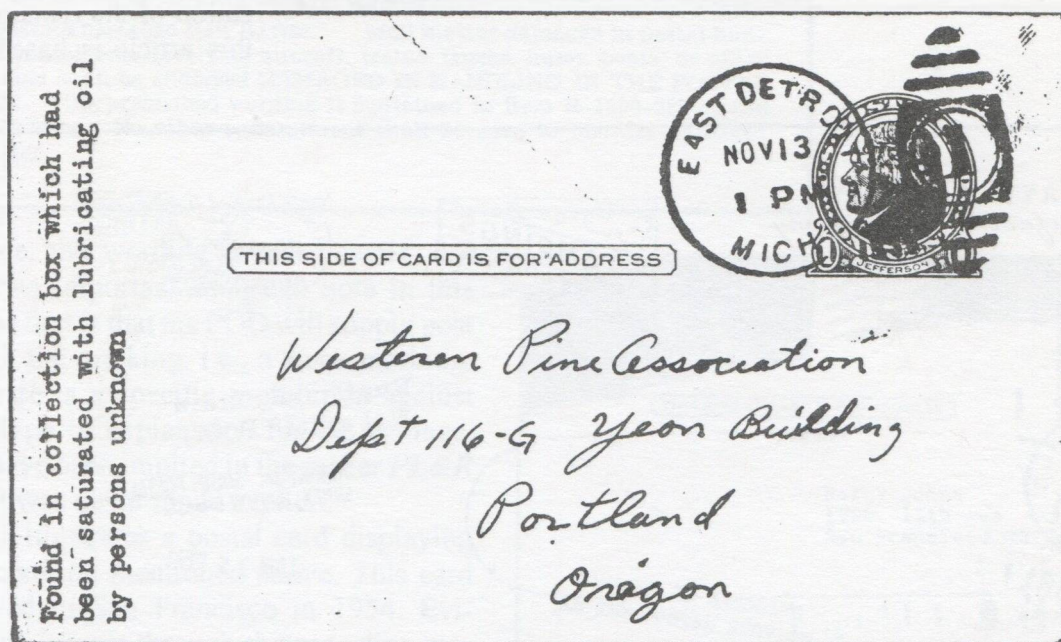


Figure 6.



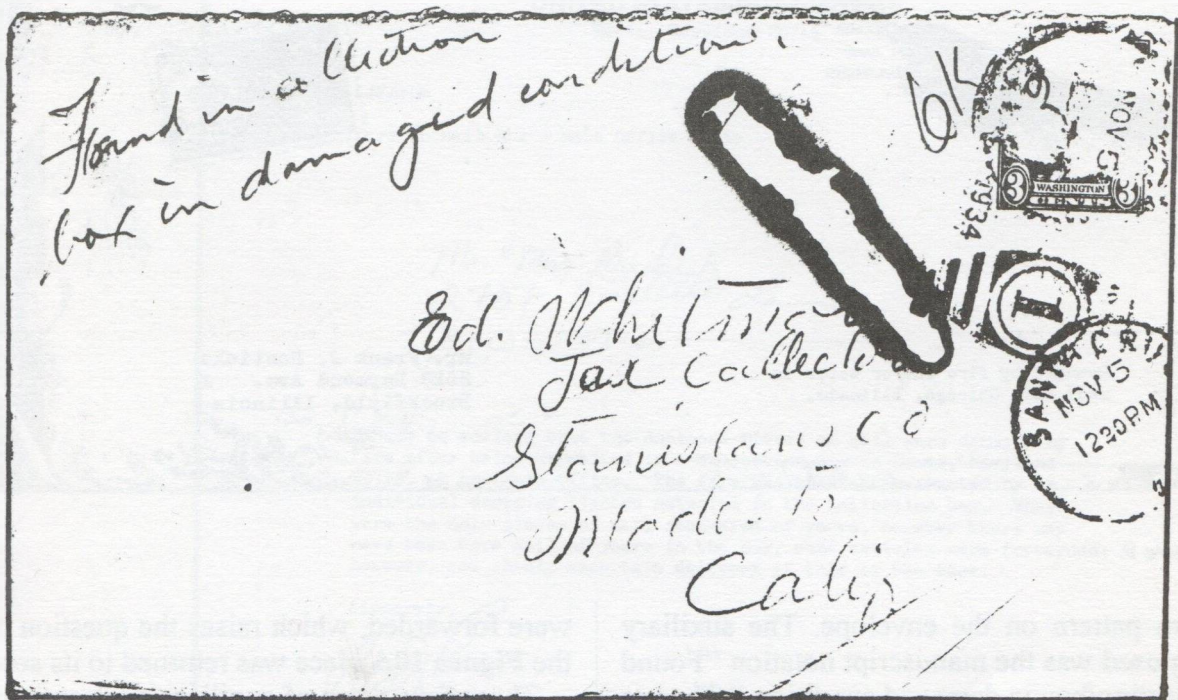


Figure 7.

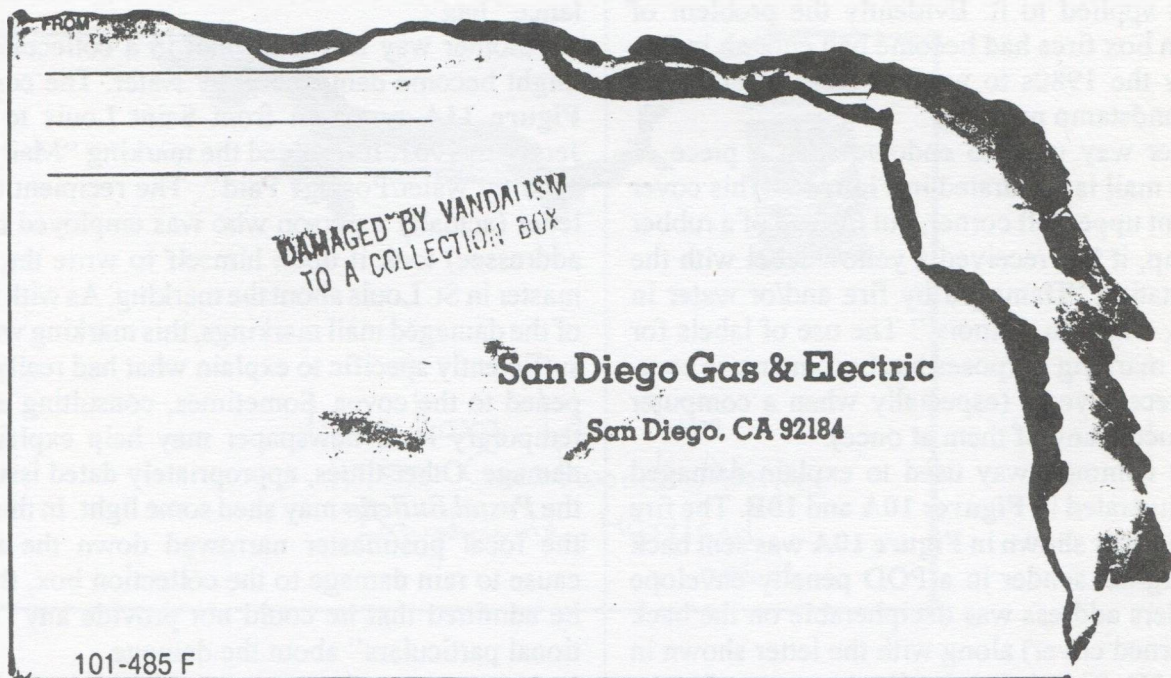


Figure 8.



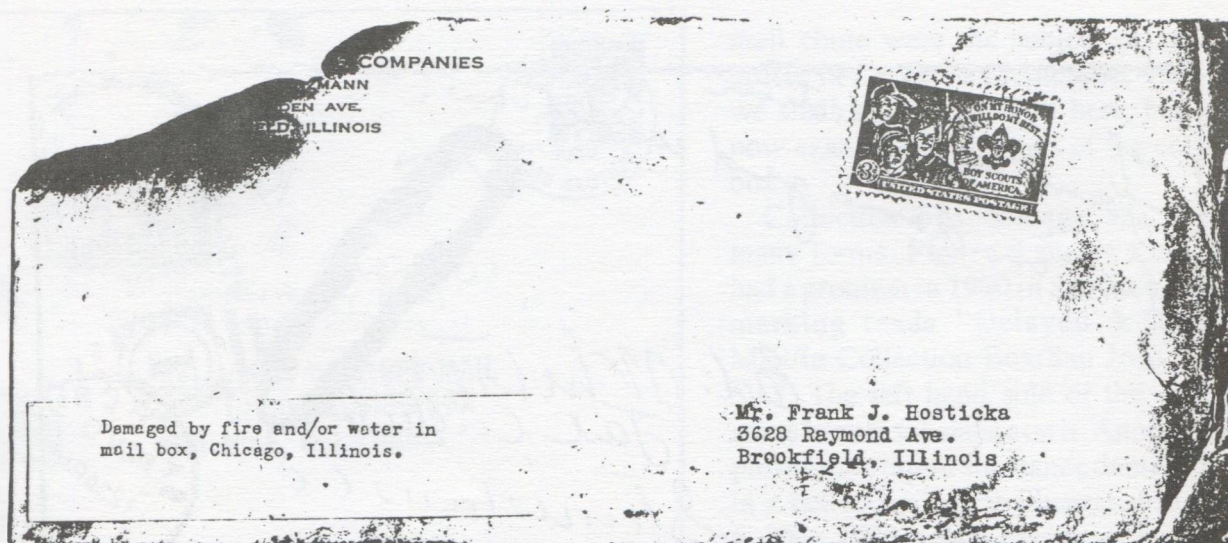


Figure 9.

tive burn pattern on the envelope. The auxiliary marking used was the manuscript notation "Found in a collection/box in damaged condition." The use of a manuscript endorsement usually indicates a situation that is uncommon enough to not warrant the cost of having a rubber handstamp marking made.

The cover shown in **Figure 8** is from the 1980s and has considerable fire damage. The marking "Damaged By Vandalism/To A Collection Box" has been applied to it. Evidently the problem of collection box fires had become bad enough in San Diego by the 1980s to warrant the purchase of a rubber handstamp marking.

Another way used to endorse such a piece of damaged mail is illustrated in **Figure 9**. This cover has a burnt upper left corner, but instead of a rubber handstamp, it has received a yellow label with the typed notation "Damaged by fire and/or water in mail box, Chicago, Illinois." The use of labels for auxiliary marking purposes has become more common in recent years (especially when a computer can produce many of them at once).

A less common way used to explain damaged mail is illustrated in **Figures 10A** and **10B**. The fire damaged cover shown in **Figure 10A** was sent back to the original sender in a POD penalty envelope (the sender's address was decipherable on the back of the burned cover) along with the letter shown in **Figure 10B**. This letter details the reason for the cover's condition. It also mentions that some articles

were forwarded, which raises the question of why the **Figure 10A** piece was returned to its sender.

These four types of auxiliary explanations have been largely replaced by the plastic "ambulance" bag that should be familiar to most readers. The language carried on the bag is generic and basically says that the Postal Service processes a lot of mail and that inevitably some of it is damaged. The POD is sorry, but that's just the way it is. **Figure 10C** illustrates such a message from a modern "ambulance" bag.

Another way in which mail in a collection box might become damaged is by water. The cover in **Figure 11A** was sent from Saint Louis to New Jersey in 1961. It received the marking "Mail damaged by water/Postage Paid". The recipient of the letter (actually a person who was employed by the addressee) took it upon himself to write the postmaster in St. Louis about the marking. As with many of the damaged mail markings, this marking was not sufficiently specific to explain what had really happened to the cover. Sometimes, consulting a contemporary local newspaper may help explain the damage. Other times, appropriately dated issues of the *Postal Bulletin* may shed some light. In this case the local postmaster narrowed down the actual cause to rain damage to the collection box, though he admitted that he could not provide any "additional particulars" about the damage.

A more unusual manner in which a piece of mail might be damaged in a collection box is shown in **Figure 12A**. The cover is missing its upper right



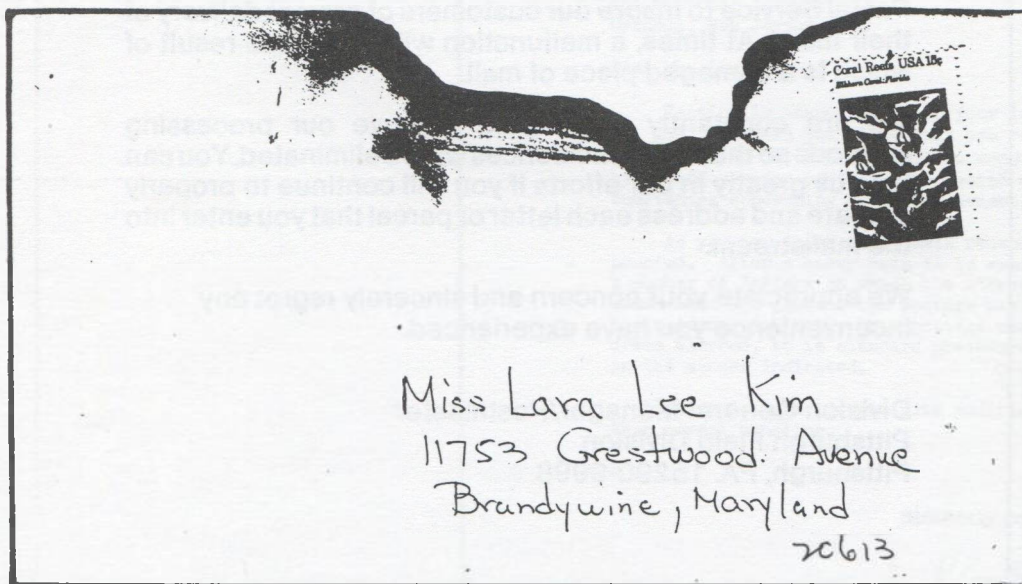
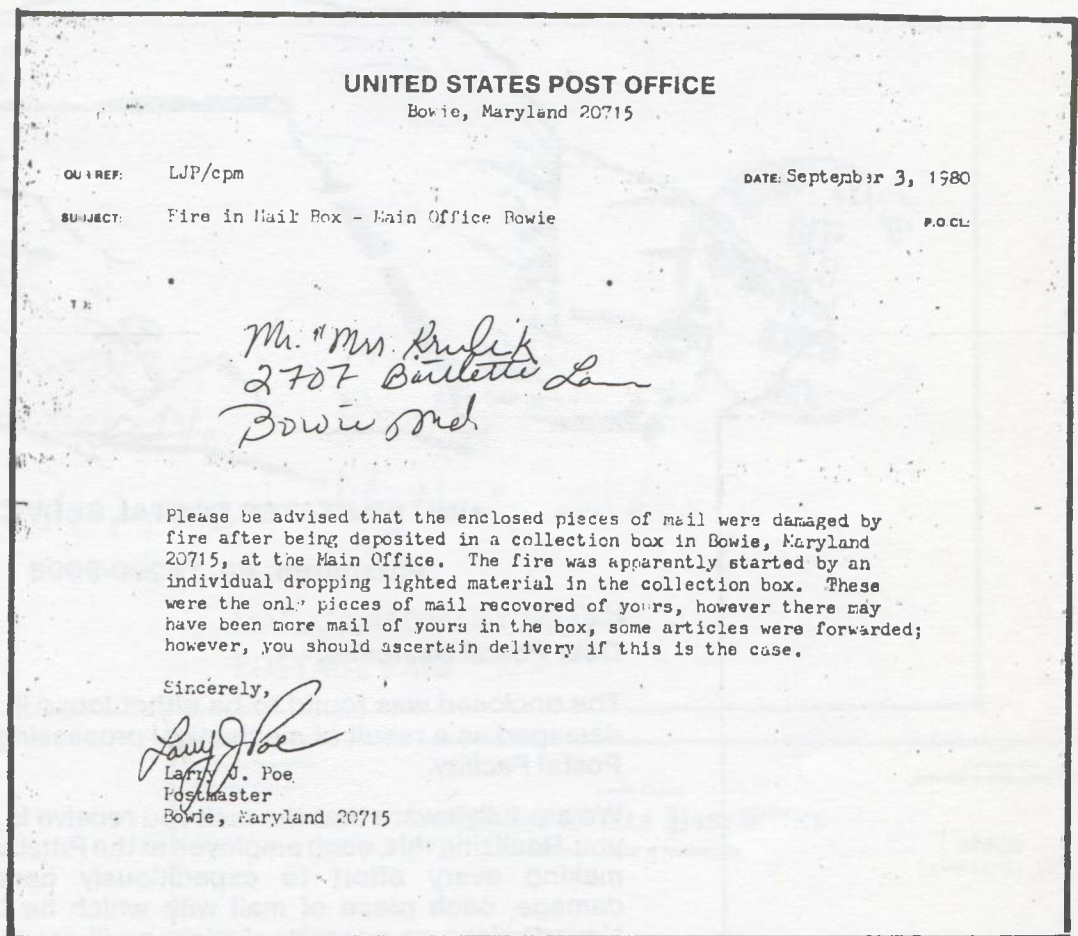


Figure 10A (lower left) and 10B (upper right)





**UNITED STATES POSTAL SERVICE**

**Pittsburgh, PA. 15290-9998**

Dear Postal Customer;

The enclosed was found to be either loose in the mails or damaged as a result of mechanical processing here at this Postal Facility.

We are fully aware that the mail you receive is important to you. Realizing this, each employee at the Pittsburgh Office is making every effort to expeditiously handle, without damage, each piece of mail with which he is entrusted. Nevertheless, an occasional mishap will occur.

This Facility handles in excess of seven and one-half million pieces of mail daily. It is necessary, therefore, that highly sophisticated mechanical systems be employed by the Postal Service to insure our customers of prompt delivery of their mails. At times, a malfunction will occur, the result of which is a damaged piece of mail.

We are constantly working to improve our processing methods so that these incidences will be eliminated. You can help us greatly in our efforts if you will continue to properly prepare and address each letter or parcel that you enter into the mailstream.

We appreciate your concern and sincerely regret any inconvenience you have experienced.

Division General Manager/Postmaster  
Pittsburgh Field Division  
Pittsburgh, PA. 15290-9998

Figure 10C



Mrs. Donald A. Ehrhardt  
4849 Black Hawk Drive  
Affton 23, Missouri

Readers Service Bureau  
80 New Bridge Road  
Bergenfield, New Jersey



MAIL DAMAGED BY WATER  
POSTAGE PAID

MAILING DIVISION  
CLAIMS SECTION

United States Post Office

SAINT LOUIS 3, MISSOURI

IN REPLYING  
MENTION INITIALS AND DATE

WJG:MG  
October 2, 1961

Mr. Gustav J. Lund,  
581 Fletcher Avenue,  
Oradell, New Jersey.

Dear Mr. Lund:

Receipt is acknowledged of your letter dated September 25, 1961, wherein you state that you received a letter that was mailed at St. Louis, Missouri endorsed "Mail damaged by water/postage paid" and requested advice as to the circumstances concerning such endorsement.

As you can understand, mail receptacles are not water-proofed. After a heavy rain it is commonplace to receive a number of letters on which the address is blurred and in some cases the glue on the postage has been dissolved. When the evidence indicates that postage was prepaid and the address blurred, it is standard procedure to endorse letters in the manner indicated.

We cannot provide you with additional particulars other than normal handling.

Sincerely yours,

*Claude I. Bakewell*  
CLAUDE I. BAKEWELL  
Postmaster

Figure 11A (above) and 11B (below)



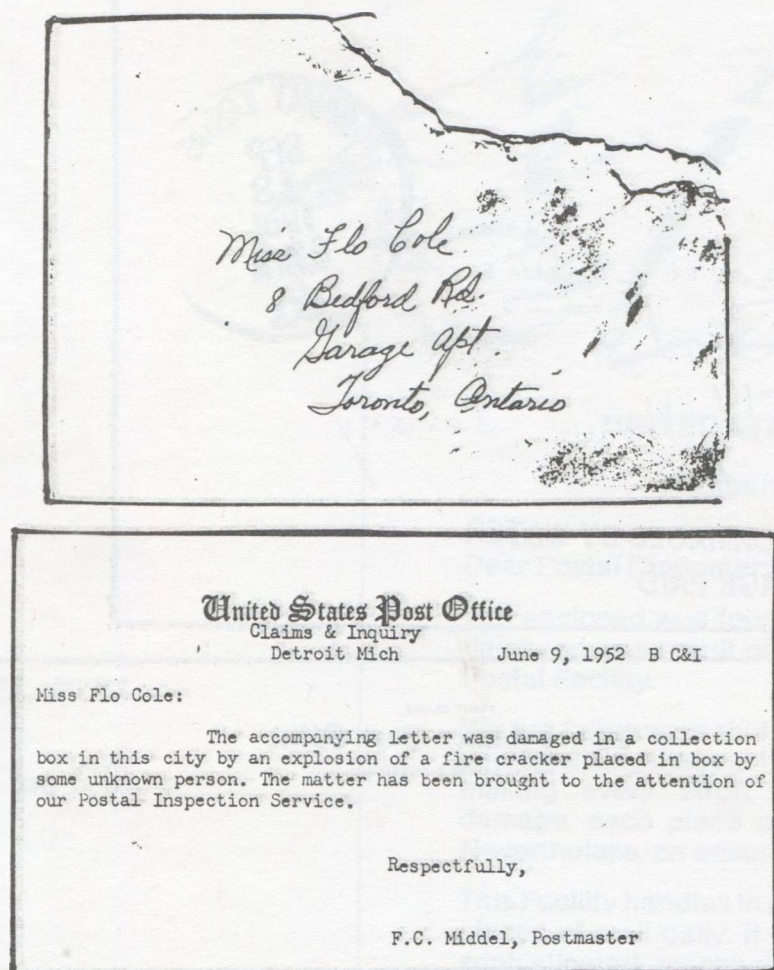


Figure 12A (above) and 12B (below)

hand corner. Explanation of the damage was provided by the note shown in **Figure 12B**, which accompanied the cover in a POD penalty envelope. The note is dated June 9th, and indicates that the damage was caused by a fire cracker. Apparently the Fourth of July came early in Detroit that year.

Certainly one of the strangest ways in which a piece of mail can get damaged in a collection box is illustrated by the cover shown in **Figure 13**. The cover was postmarked in Cardiff, Wales, and, while the author normally limits his *La Posta* discussions to US domestic mails, the unusual nature of this piece (and two others mentioned later) argue persuasively for their inclusion in this article. By the way, the author does collect auxiliary markings on a worldwide basis. The **Figure 13** item shows major damage to both the envelope and its contents. The

manuscript marking along the right edge of the cover notes "Damaged by/snails" followed by the carriers initials. The subject of snail damage is discussed in A. E. Hopkins book, *A History of Wreck Covers, 3rd Edition* (1966). He writes that snail hibernate in the wall letter boxes during the winter. When Spring comes, wake up and are very hungry. If they are not cleared from the post boxes, they can damage the mail. Normally they attack the stamps, being attracted by the gum, but in this case they left the stamp alone and ate the paper. Close inspection of the cover reveals that their slime trail is still there, proving that the damage really was caused by snails.

### The Dispatching Post Office

Continuing the journey of a piece of mail through the mail stream, the next place it goes after the collection box or mail chute is the dispatching post office. Some of the problems that affect collection boxes can also occur at the post office. The cover shown in **Figure 14** has a singed top edge. It bears the handstamp marking "Soiled in POST OFFICE/By having furnace/trouble." Luckily, *La Posta* Associate Editor Henry Berthelot knew the story behind this marking. His note on the

incident reads as follows:

During the isolation wintering period of 1972, the heating furnace flue in the building housing McMurdo Stations post office became blocked by snow and ice. The chimney effluence back up, filling the building with soot and hot debris. Exposed piles of mail were soiled and in some instances singed in places by those emissions.

The naval mail clerks decided to handle the mail in the same manner that USPS clerks would handle mail damaged in a U.S. post office under similar circumstances. Affixed in magenta-colored ink, this marking was used on ALL mail that was in the McMurdo Station Post Office on March 1, 1972.

In addition to furnace trouble, a post office may have an outright fire. The cover in **Figure 15** has



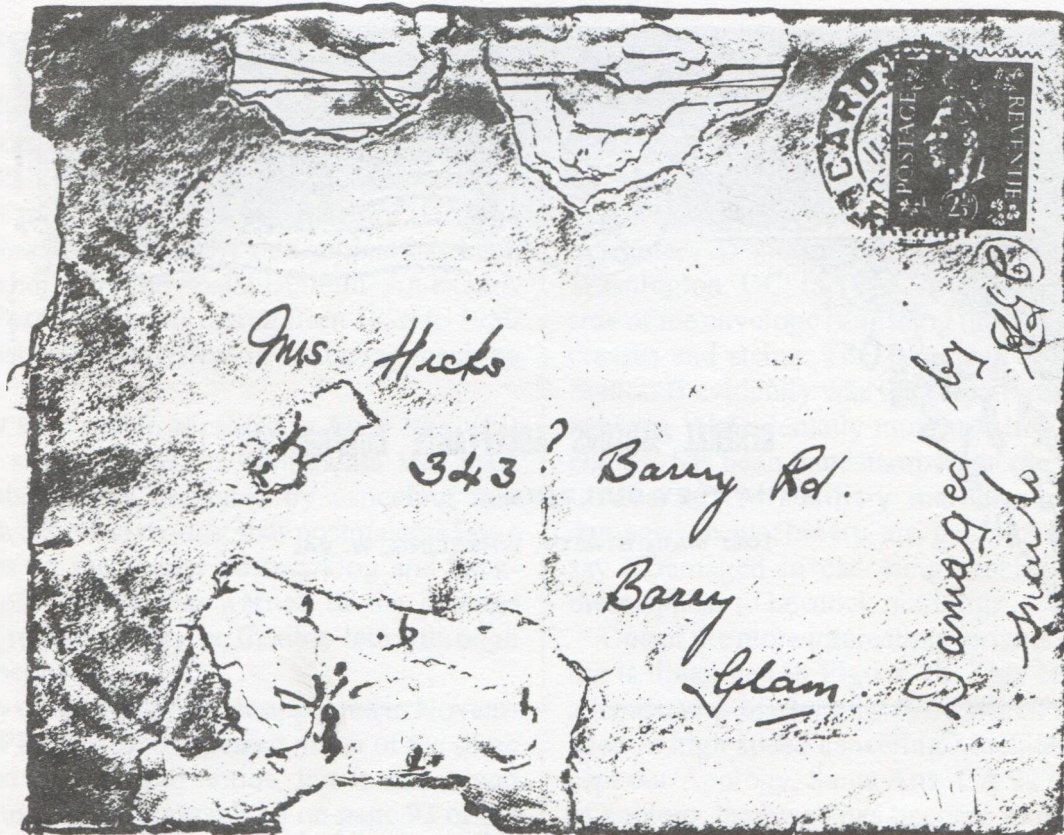


Figure 13

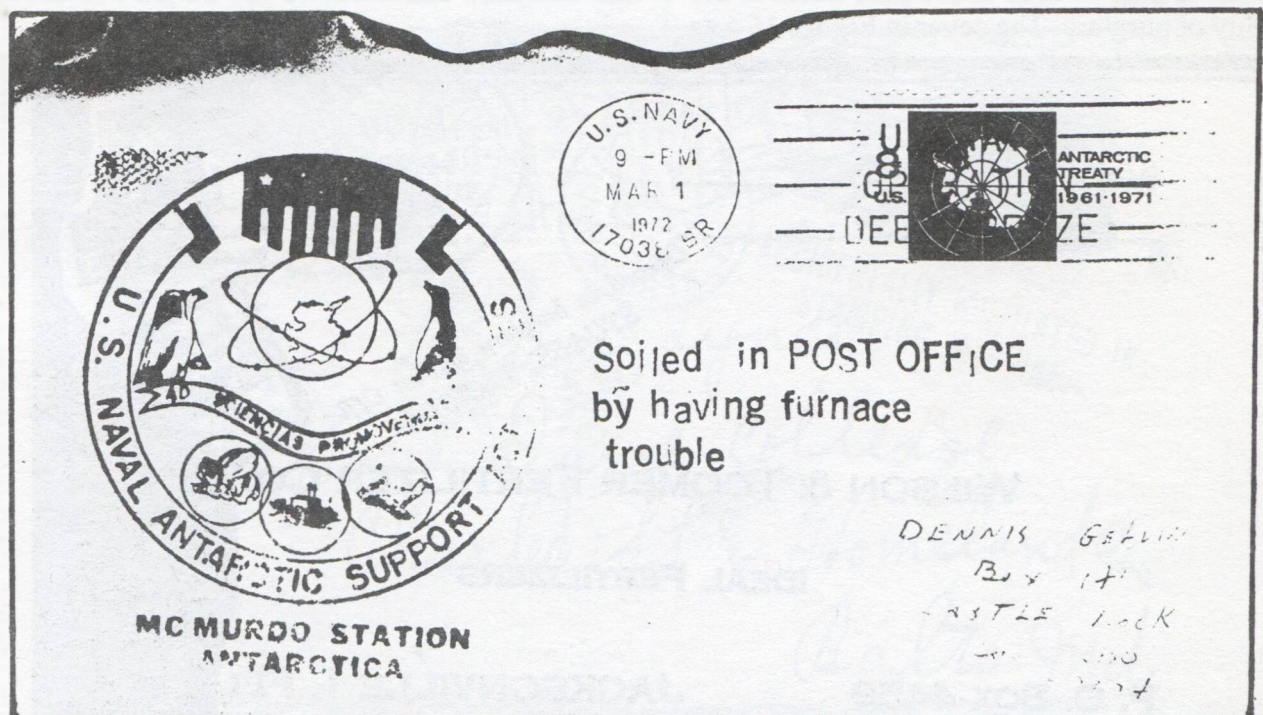


Figure 14



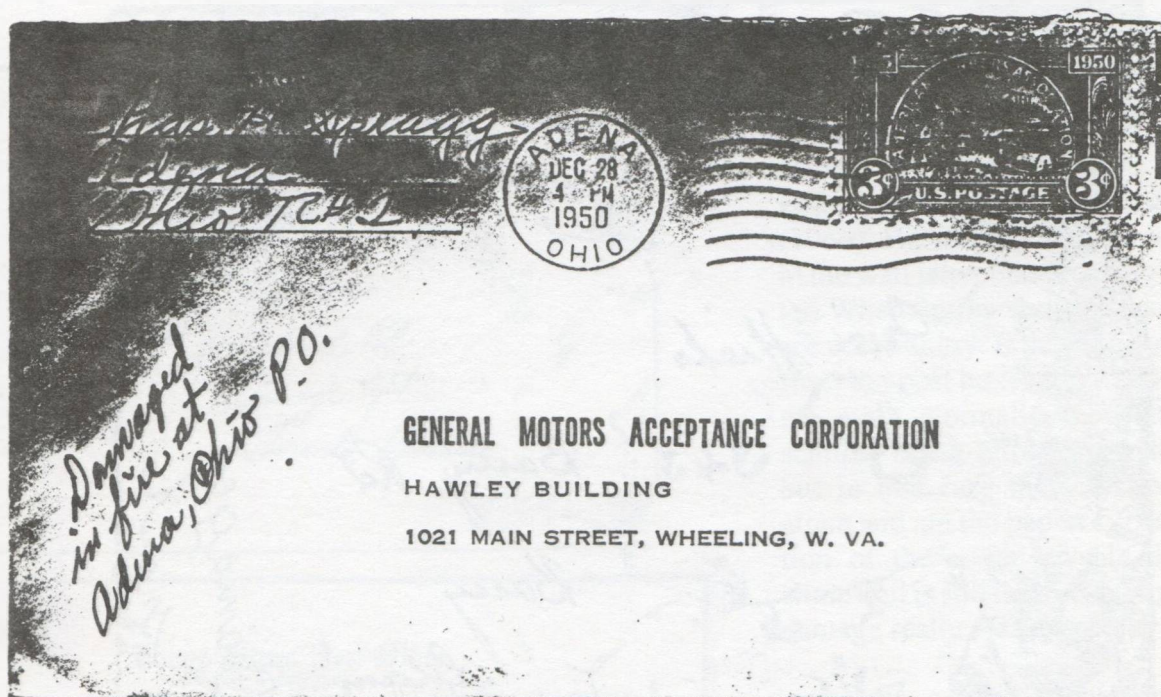


Figure 15

experienced some heavy smoke damage. Mailed from Adena, Ohio, in 1950 to West Virginia, it received the manuscript notation "Damaged/in fire at/Adena, Ohio P.O."

Another danger to mail at the post office is the possibility of burglary. The cover in Figure 16 was

roughly torn open along its right edge. It received an official post office seal and the handstamp marking "Opened in burglary of Post Office/STUART, FLORIDA" The envelope is addressed to a fertilizer company and attracted the burglars attention

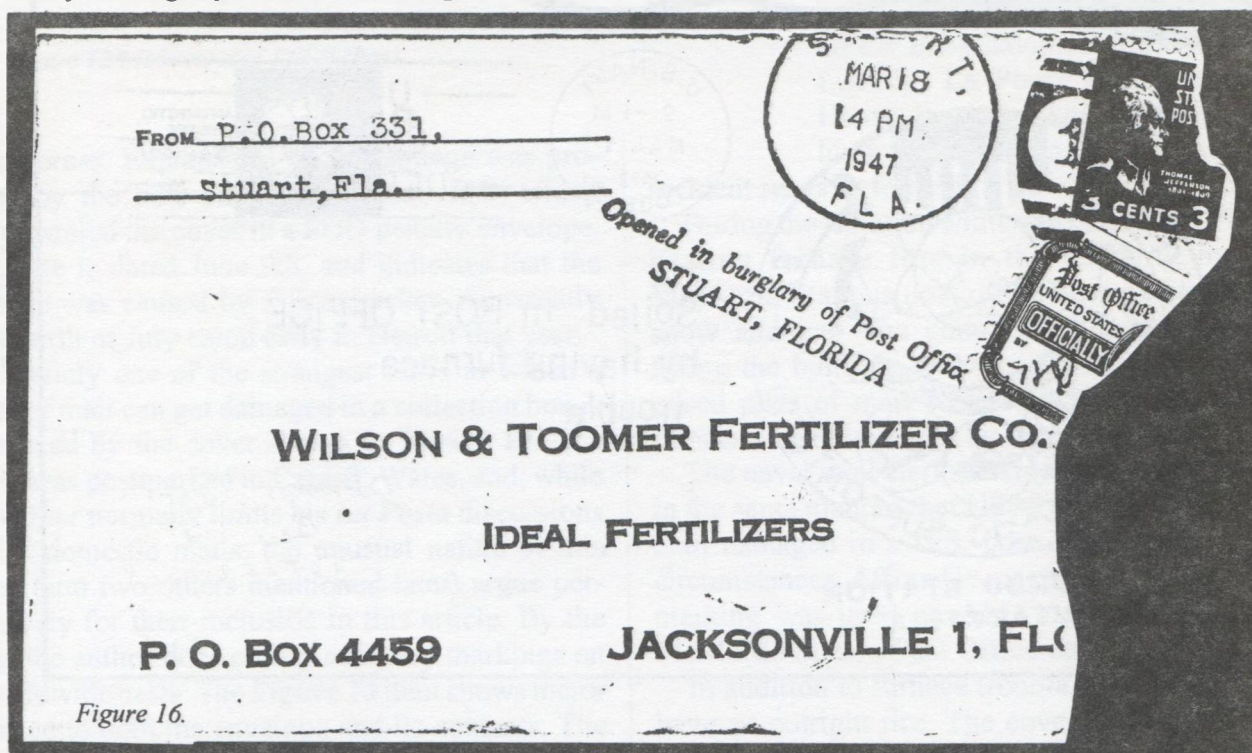


Figure 16.



perhaps because it was thought to enclose payment for a bill.

Probably the most common way mail can become damaged at the post office is in the canceling and sorting machinery. The author has seen a large quantify of mail damaged by machines of this type and therefore is puzzled why this subject has been virtually ignored by the Postal Bulletin. An examination of *Postal Bulletins* dating from 1898 to 1950 revealed only two references to canceling machine damage!

The first such notice appeared in April 1900 (PB 6134). It stated numerous complaints had been received about mail mutilated by canceling machines. It went on to request that postmasters issue instructions on the proper postmarking and back-stamping of mail. It also warned of the damage caused by running bulky or flexible letter through the machinery.

The only other similar notice appeared in November 1929 (PB 15146). It repeated much of the same information of the 1900 notice, but it also urged personnel to reread Paragraph 16 on page 93 of the current *Postal Guide*. This paragraph appeared in the *Postal Guides* for many years prior to the 1929 notice. It reads "Postmasters should issue necessary

instructions to their employees enjoining care in postmarking mail by canceling machines. Letters containing bulky enclosures should not be run through the canceling machines, but instead, should be handstamped."

An example of a cover damaged in canceling machinery is shown in **Figure 17**. It was sent from Washington, DC, in 1907. A large piece of the left side of the envelope is missing in addition to several creases and stains. The American flag machine at Station B evidently was the culprit in this case. The marking "Accidentally mutilated in/Stamping Machine." has been handstamped on the cover.

Most of the auxiliary markings used on mail damaged in machinery are generic. Many simply say "Damaged in canceling machine". Some of these appear to be stock markings.

One of the more interesting variants on this marking is illustrated in **Figure 18**. This cover received a handstamp marking in 1987 which reads "Damaged in high speed canceling/Machines, please accept our/Apology, Santa Ana, CA 92799". The use of apology language has become more common in recent years.

Another variant of this marking is shown in **Figure 19**. This time another kind of machine caused

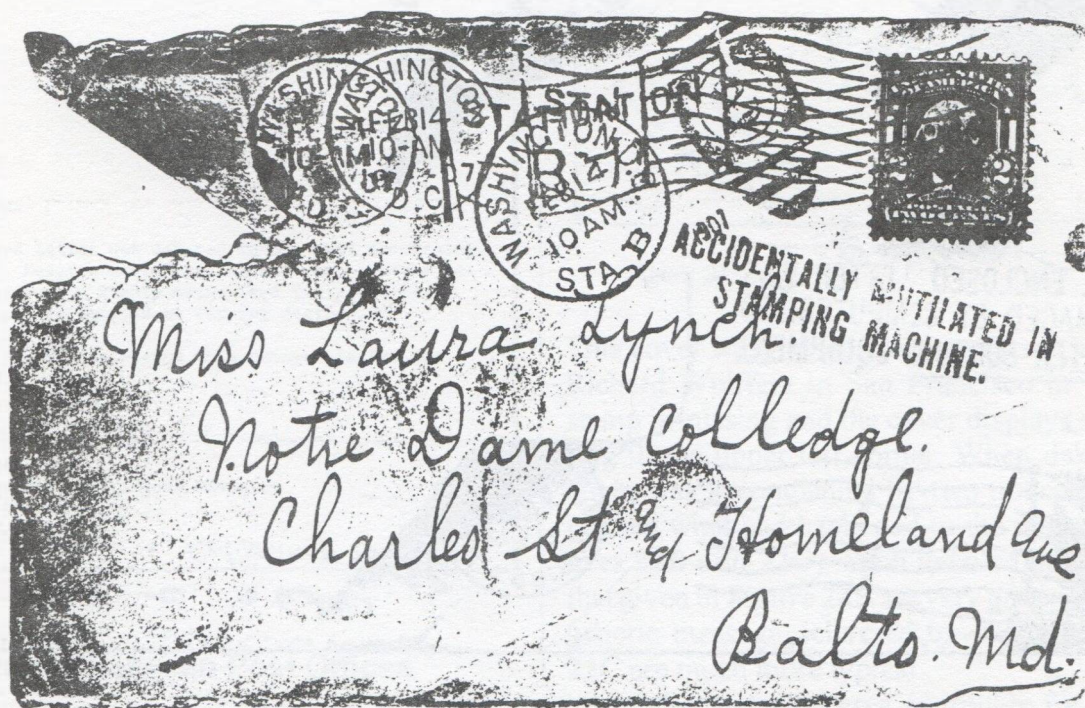


Figure 17.



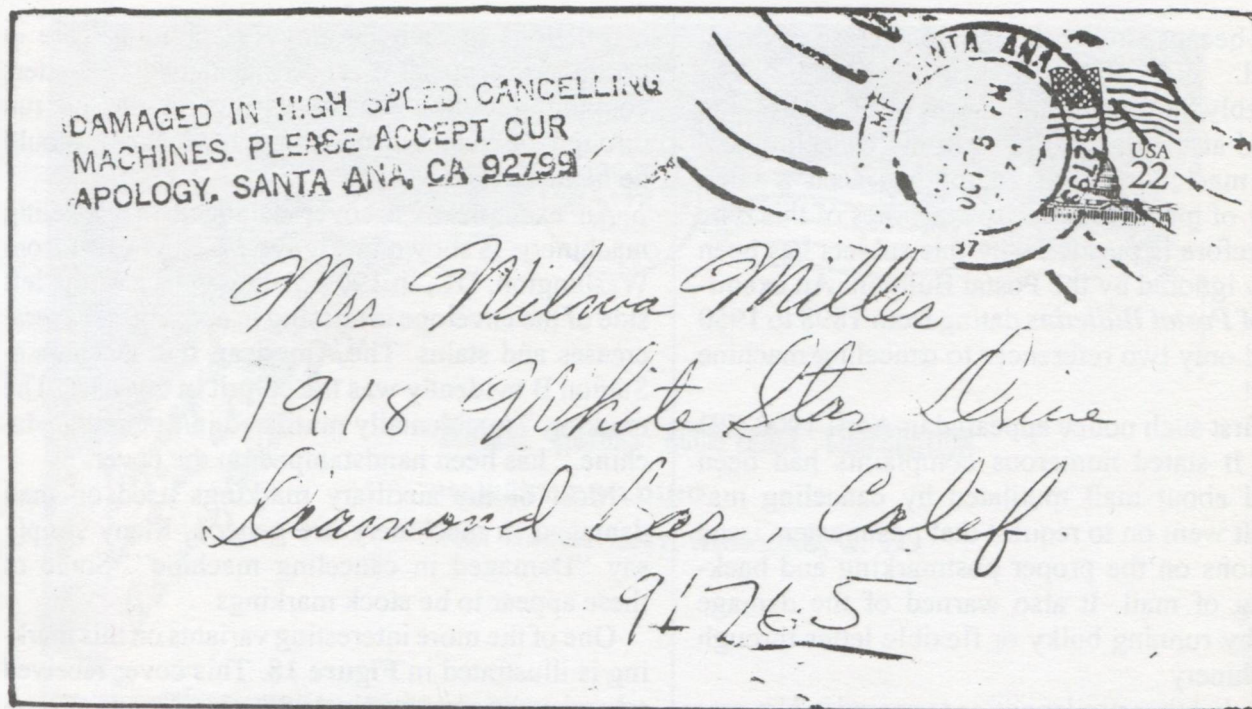


Figure 18.

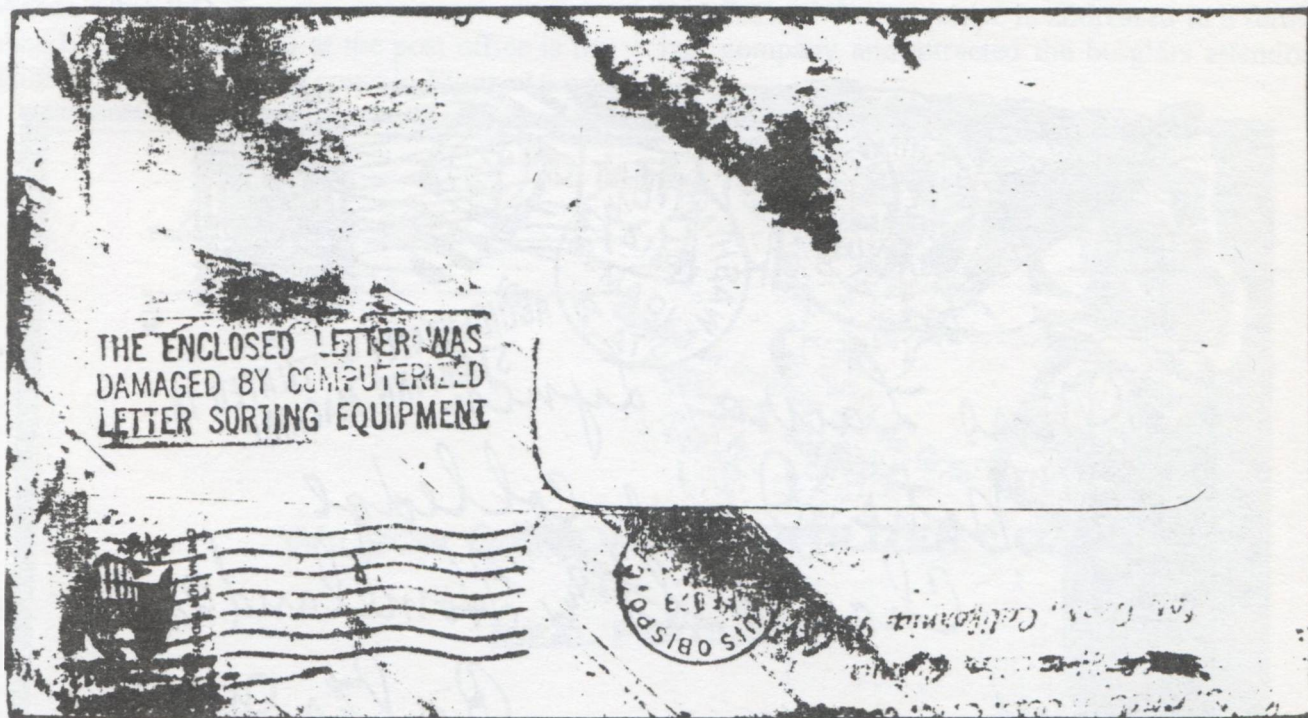


Figure 19.





Figure 20A

the damage. The marking reads "The enclosed letter was/Damaged by computerized/Letter sorting equipment".

Letter sorting equipment was also responsible for the damage caused to the cover illustrated in Figure 20A. The note which accompanied the cover on to its destination is illustrated in Figure 20B.

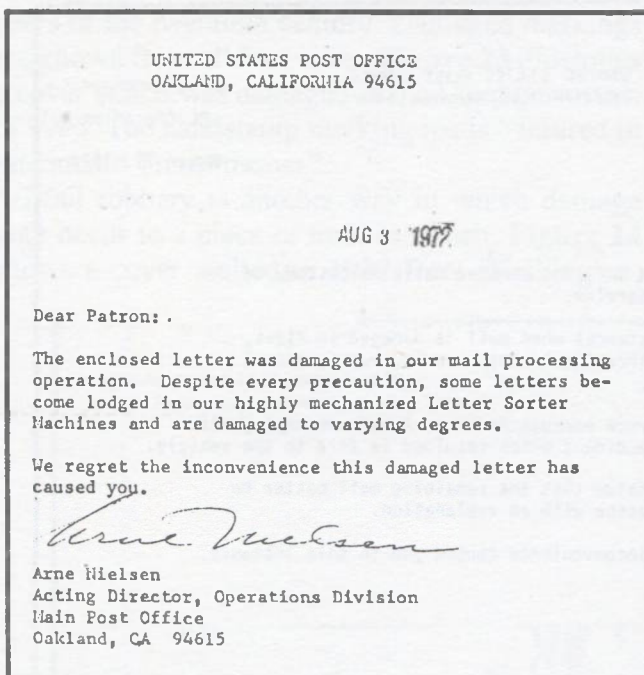


Figure 20B

### Transit Between Post Offices

The next step in the letters journey through the mail stream is to be transported from the dispatching post office to the dispersing post office (assuming,

of course, that the mail was not for local delivery). Ships, trains and planes are all among the most common methods of mail transport, but damage caused by mishap in these transport modes has been extensively documented in *La Posta* and elsewhere, and will not be addressed here.

The other common method of mail transport is by truck. Shown in Figure 21 is a cover with several charred edges and a missing upper right corner. It received a manuscript endorsement which reads "Recovered after truck/fire a W. Roxbury/Mass 12/21/44".

Figure 22A illustrated another cover which was damaged in a mail truck mishap.

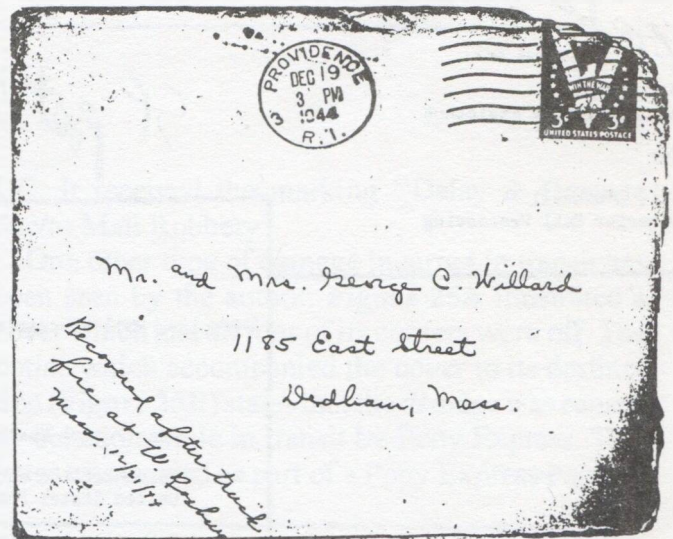
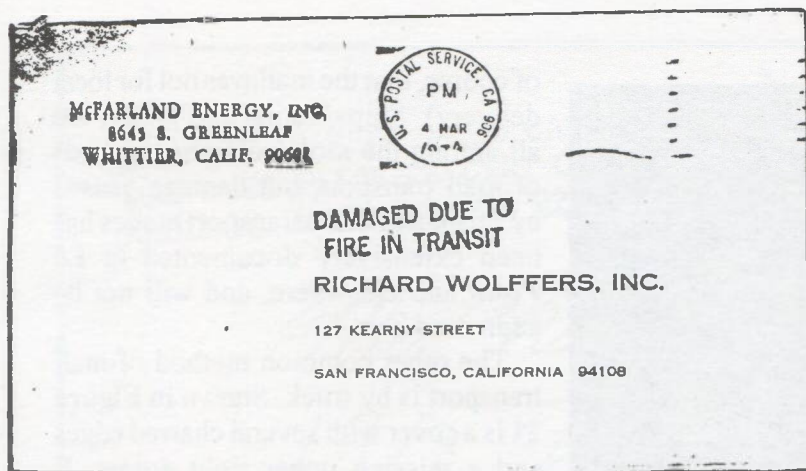


Figure 21.

This cover was mailed from southern California to Richard Wolfers in San Francisco in 1974. The stamp is missing and the cover displays some charring in the upper left corner. When delivered, the cover was accompanied by two notices which explained what had happened to the mail truck (Figures 22B and 22C). Such detailed descriptions as that given in Figure 22B are very unusual. The more generic message delivered by the note in Figure 22C are much more typical.

Another potential area of trouble for a piece of mail in transit (in certain cities) was the pneumatic tube. These tubes were used in New York City,





This contract route which hauls mail between Los Angeles, CA and San Francisco, CA., left Los Angeles, CA on March 5, 1974, 1:00am in the morning. At approximately 5:00am the same morning near the vicinity of Los Banos, CA., the truck had a blow out and jackknifed causing the gas tank to rupture and catch fire. All the damaged mail has been processed and returned to sender if possible. Mail not damaged has been forwarded to destination.

The inconvenience this has caused you is deeply regretted.

*S.C. Franco*  
S.C. Franco  
Administrative Assistant

for

C.F. O'Donnell  
Director Mail Processing

*SF Post Office*

OFFICE OF

UNITED STATES POST OFFICE  
SAN FRANCISCO, CALIFORNIA 94101

IN REPLY REFER TO

Director, Mail Processing

LPL:CFO:JM:pm 1/1

March 11, 1974

Dear Postal Customer:

We regret the enclosed mail was damaged while in custody of the United States Postal Service.

There are isolated instances when mail is damaged in fires, accidents involving aircraft, trains, trucks, buses, boats, and other conveyances.

In this instance, a truck enroute from Los Angeles carrying this mail, encountered an accident which resulted in fire to the vehicle.

Postal regulations provide that the remaining mail matter be forwarded to the addressee with an explanation.

We apologize for any inconvenience caused you in this instance.

Sincerely yours,

Lim P. Lee  
Postmaster

*C. F. O'Donnell*  
By: C. F. O'Donnell  
Director, Mail Processing

Enclosures(s)

Figure 22A (top), 22B (center) and 22C (bottom).



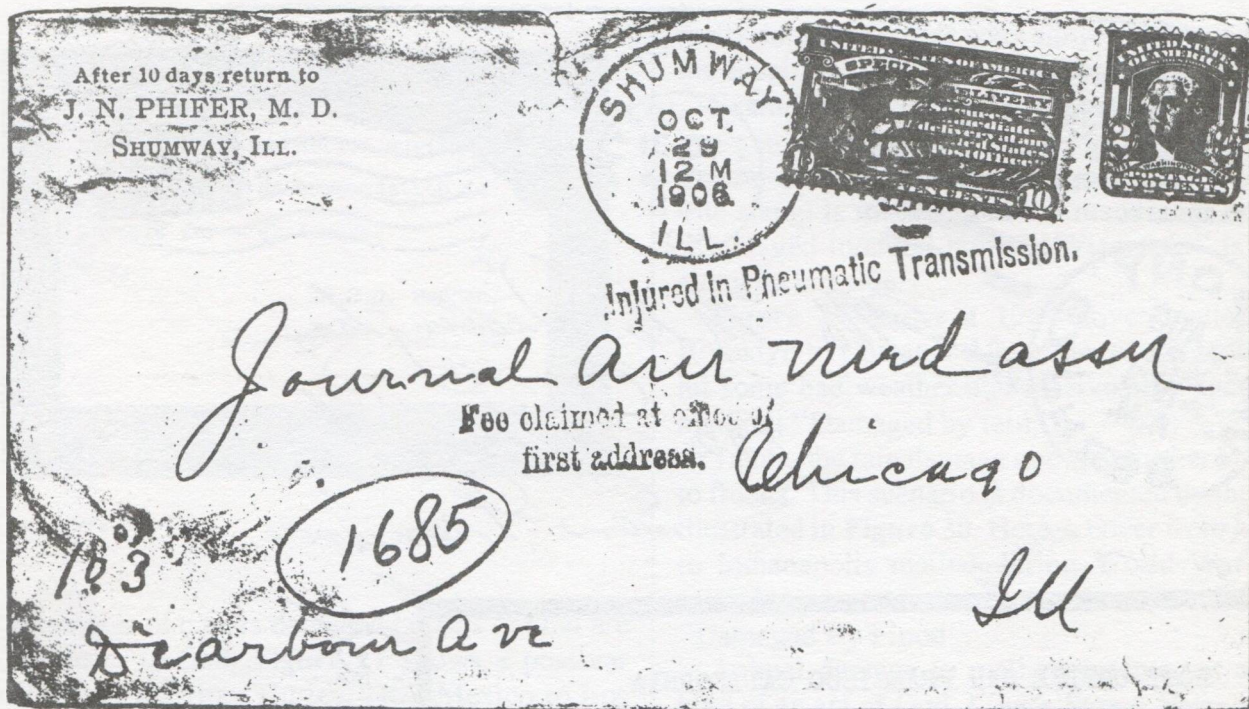


Figure 23.

Chicago, Boston and Philadelphia during the early years of the twentieth century. Damaged markings are known from all four cities. **Figure 23** illustrates a cover which was damaged in the Chicago system in 1906. The handstamp marking reads "Injured in Pneumatic Transmission".

Mail robbery is another way in which damage may occur to a piece of mail in transit. **Figure 24** shows a cover mailed in 1932 from Washington,

DC. It received the marking "Delay & Damage due/to Mail Robbery".

One other type of damage incurred in transit has been seen by the author. **Figure 25A** illustrated a cover which had all four of its corners worn off. The notice which accompanied the cover to its destination (**Figure 25B**) states that the damage was caused by abrasion while in transit by Pony Express. This letter was carried as part of a Pony Express Pageant

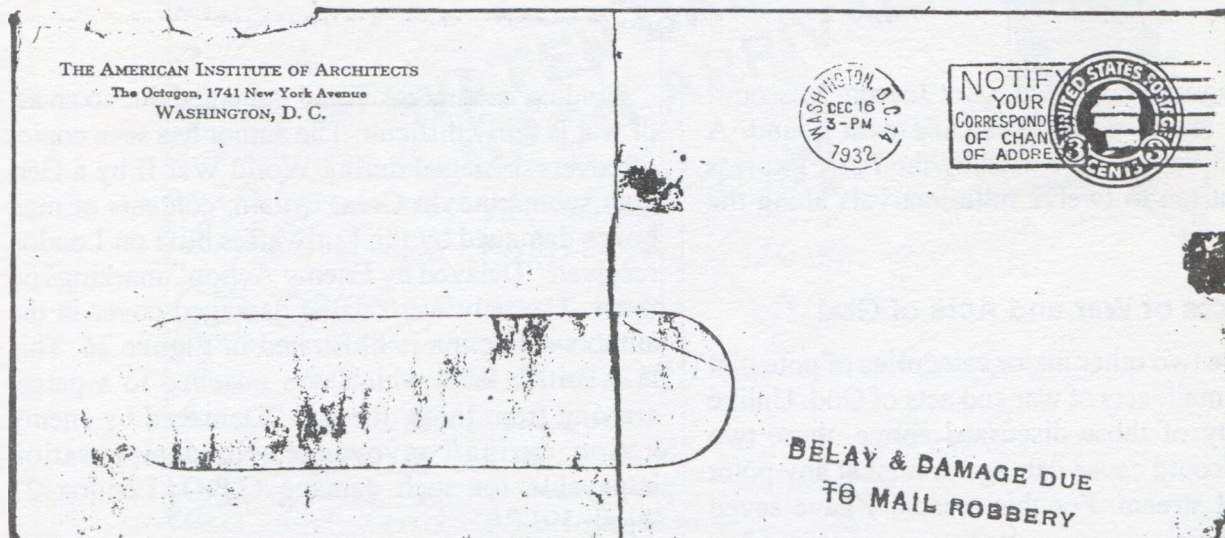


Figure 24.



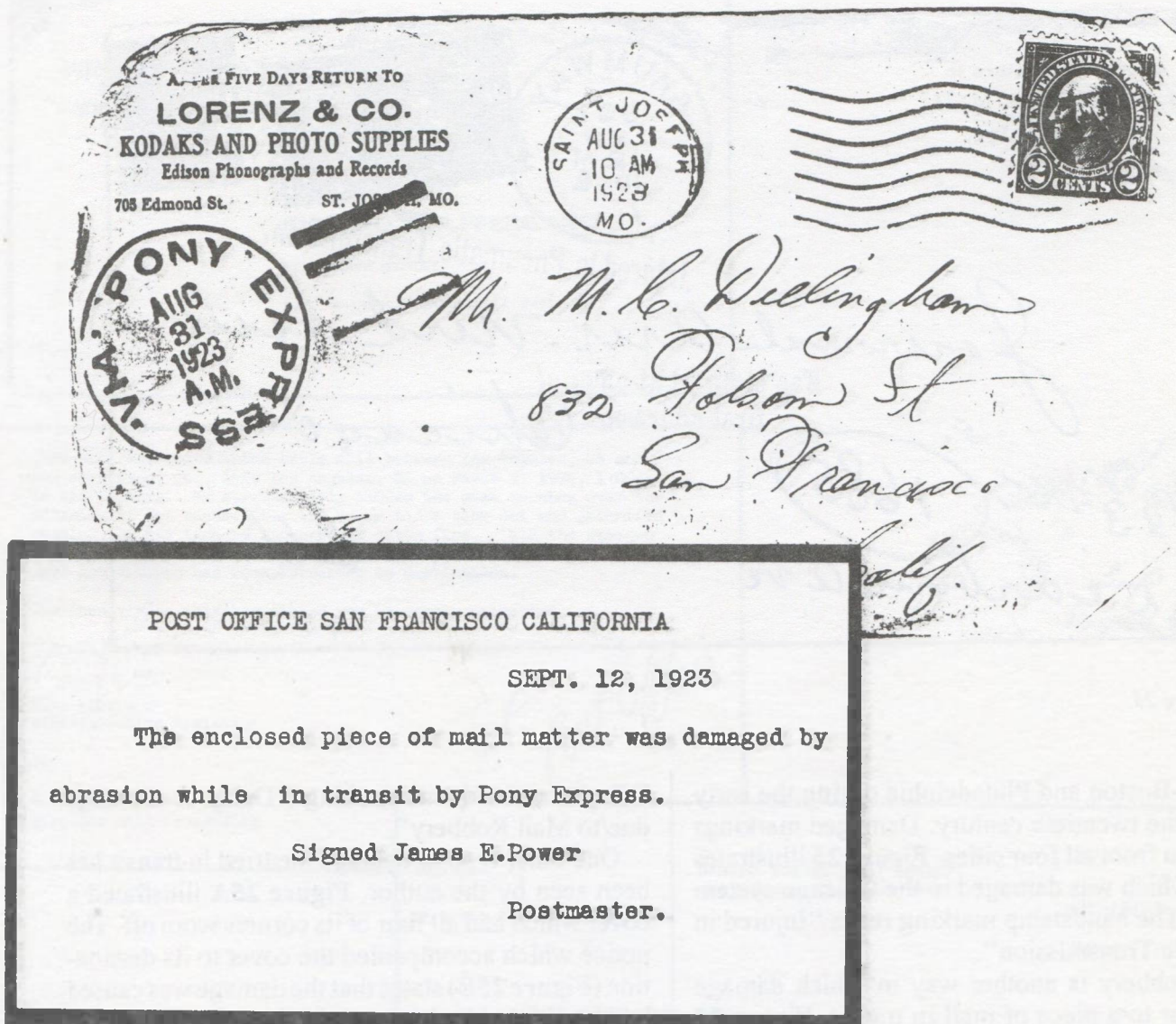


Figure 25A (top) and 25B (bottom)

held on August 31, 1923 at Saint Joseph, Missouri. Some 389 letters were dispatched west bound. A total of 243 horses were used by the Pony Express stationed at ten to twelve mile intervals along the route.

### Acts of War and Acts of God

There are two other major categories of potential damage to mail: acts of war and acts of God. Unlike the majority of those discussed above, these two categories could cause damage to mail at any point in the mail stream. For this reason, I have saved them until last.

Finding examples of mail damaged due to an act of war is fairly difficult. The author has seen copies of covers damaged during World War II by a German submarine. In Great Britain, contents of mail boxes damaged by the Luftwaffes blitz on London received "Delayed by Enemy Action" markings on them. The only war related damaged cover in the authors collection is illustrated in Figure 26. This is a British label which was attached to a parcel arriving from India. It reads "Damaged by enemy action during/conveyance. No compensation is/payable for such damage./G.P.O. London,/27 April, 1917".



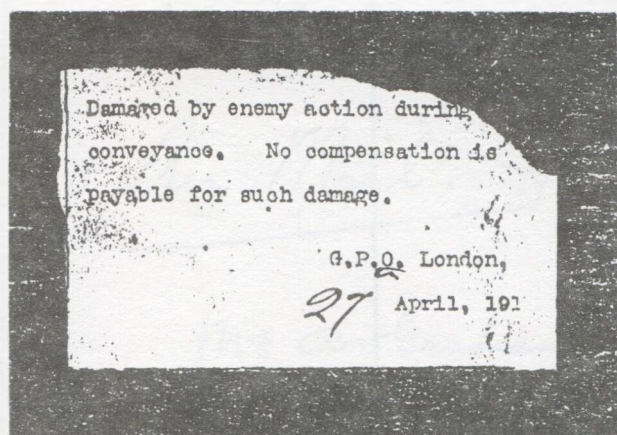


Figure 26.

Examples of covers damaged by acts of God are a bit easier to find. Figure 27 shows a post card mailed in 1912 from Hurley, New Mexico to Los Angeles. The card bears a large stain and has several corners missing. A bold handstamp marking reads "Water Damaged/Upon Arrival". It would be interesting to learn what happened to this post card. The event would have had to be of sufficient importance to make the Los Angeles *Times* in order for a modern day researcher to learn what happened. The author has the feeling that a trip to POD archives in Washington, DC, would be fruitless because so

many detailed records were simply destroyed under the auspices of the Useless Papers Act.

Examples of weather related damaged covers are show in Figures 28 through 30. Figure 28 illustrates a cover sent from Fall River, Mass. to Seattle. The stamp is missing and the manuscript notation "Damaged in/cloud burst in/Wisconsin" is found along its left side.

Figure 29 shows a 1964 cover mailed from Brooklyn to Chicago. Along the way, it apparently hit some bad weather and received the handstamp marking "Damaged by rain."

Taking the rain damage one step further brings us to floods. This scenario is documented by the cover illustrated in Figure 30. Here, a cover from Mexico to Indianapolis mailed during World War II received some water damage, and was handstamped "Damaged By Flood".

Animal damage to mail represents yet another kind of an act of God. *Linn's Stamp News* showed a 1923 cover once that bore the manuscript notation "01-25-23/Letter damaged in transit by mice/J Marr - PM Durant [Miss]". In the wreck covers book by Hopkins, the author mentions a 1945 Argentine marking that read "Caution. Damaged By Rodents." He also mentions some damage done by some birds in England. This bird damage was noted

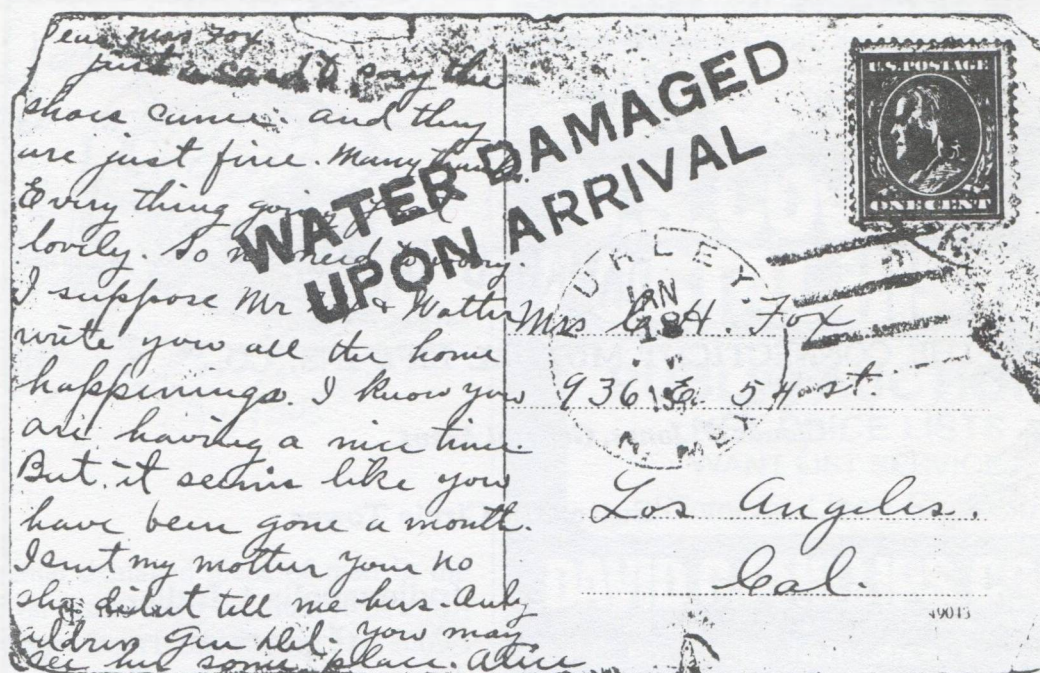
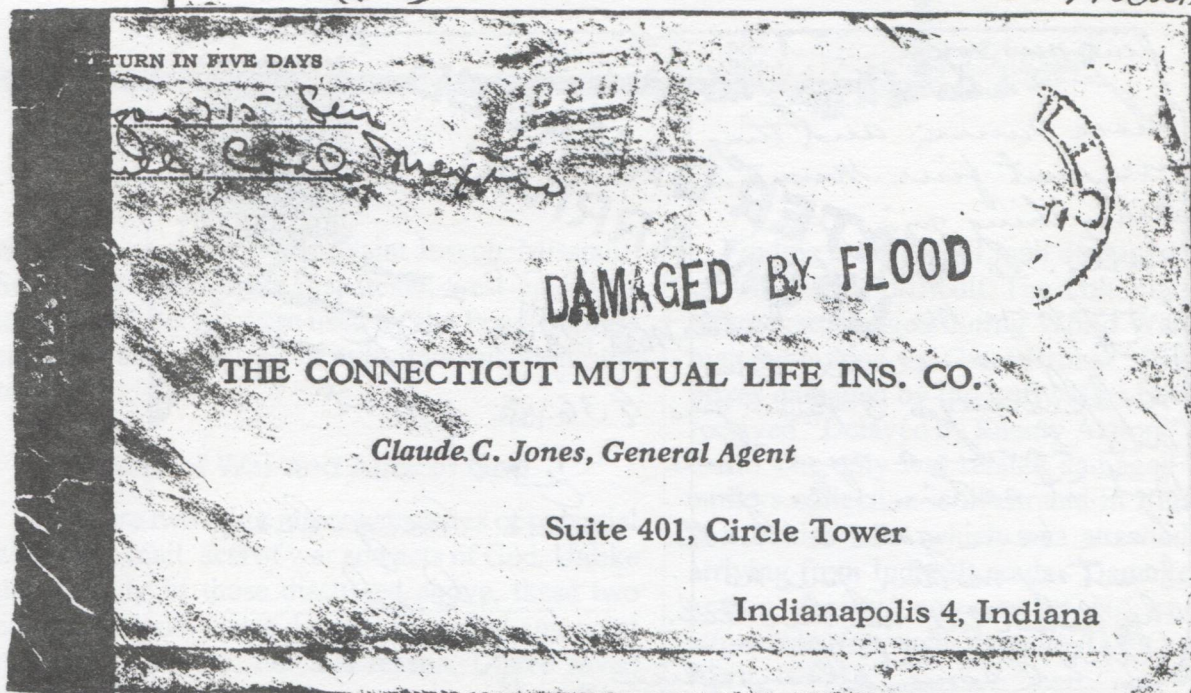
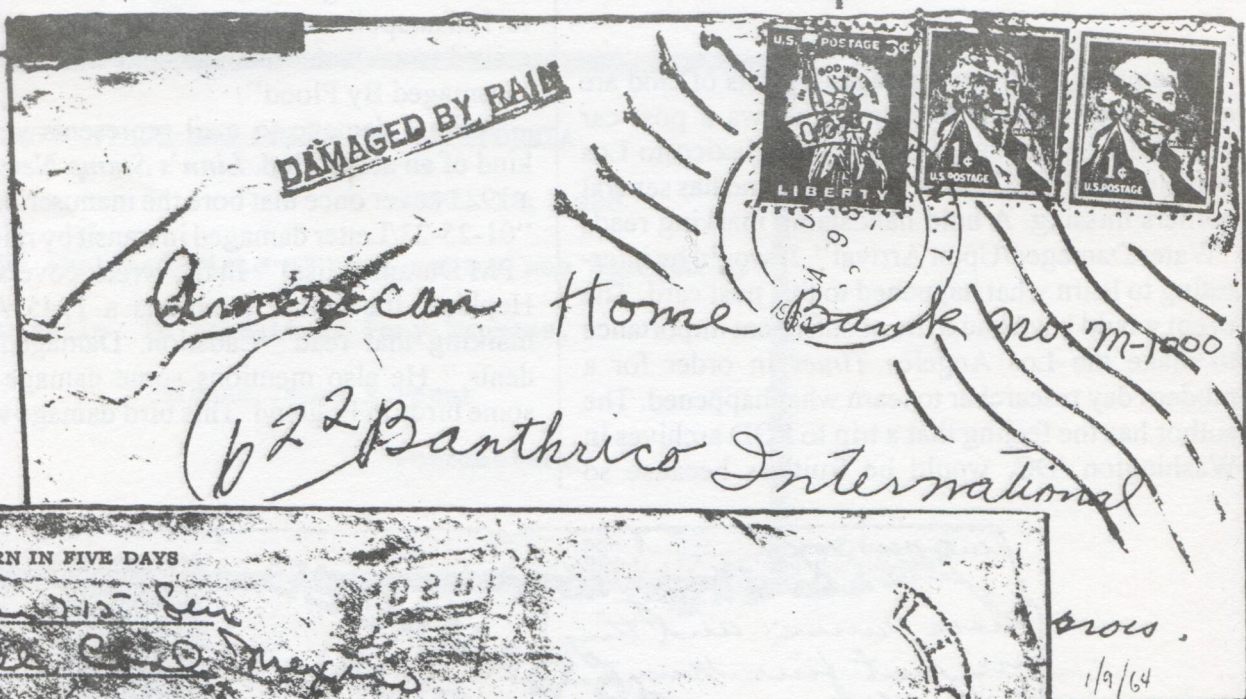
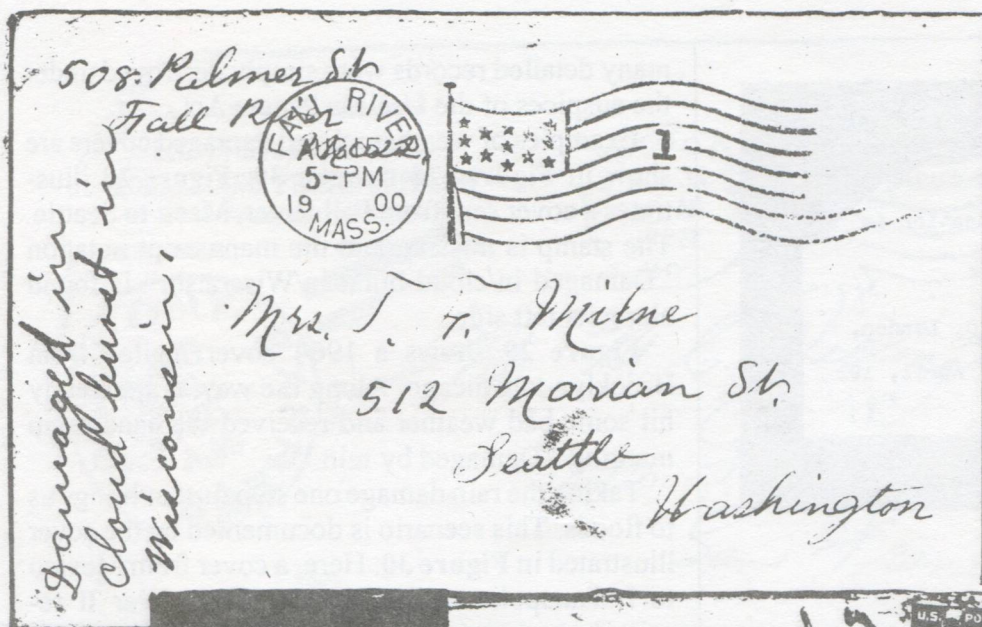


Figure 27





Figures 28 (top), 29 (center) and 30 (bottom).



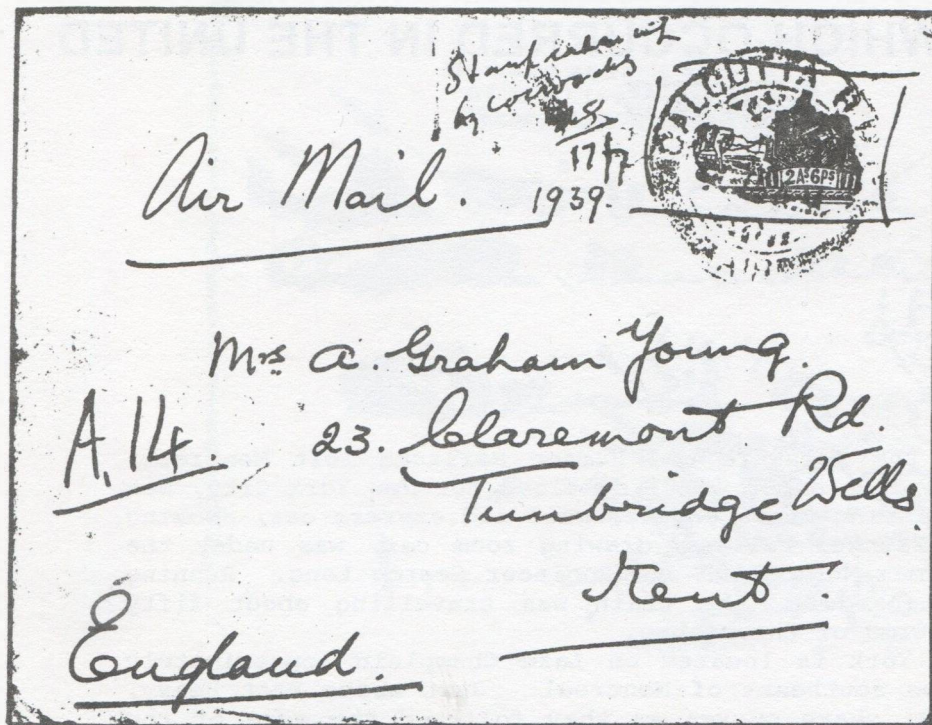


Figure 31A

by the manuscript marking "Destruction by Tom Tits 26.10.57."

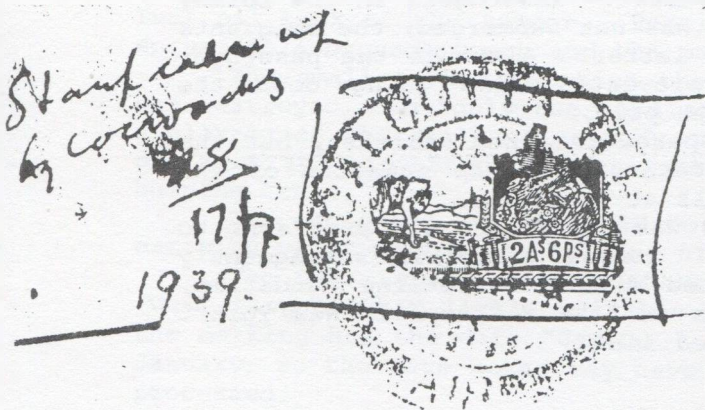


Figure 31B

The only animal damaged piece of mail in the authors collection (aside from the snail item introduced earlier) comes from India. Figure 31A shows the 1939 cover mailed from Calcutta to England. The stamp has been nibbled by cockroaches, and the

cover bears a manuscript notation "Stamp eaten up/by cocroaches [sic]". Figure 31B shows an enlargement of this marking.

Another animal related item illustrated in Linn's was a 1991 package mailed between two Alaskan post offices. The item had several large stains on it. A POD notice was prepared to explain the damage. It read "Dear Postal Customer,/This piece of mail was damaged in the mail system. Due to the improper/packaging of a moose jaw, going to Fish and Game, moose blood leaked on it."

The collecting of items damaged in the mails can be an exciting and educational pursuit. There is the thrill of finding examples of various types of damage and the challenge of undertaking research to learn more of the circumstances behind the damage. The author would be delighted to hear from anyone who shares his interest in this topic, and he can be reached at 16 Iris Court, San Mateo, CA 94401.

## U.S. COVERS AND POSTAL HISTORY

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

Fifteenth in a Series

By Henry J. Berthelot

## INTERRUPTION NO. 1894-12-03

Train No. 4 of the Delaware and Hudson Railroad left Montreal, Canada at 9:10 A.M. on 3 December 1894, destined for New York City, New York. The train, consisting of an engine, mail and express car, smoking car, emigrant car, passenger car and drawing room car, was under the charge of Conductor James McLaughlin and Engineer George Long. Running forty minutes behind schedule, the train was travelling about fifty miles per hour at the time of the mishap.

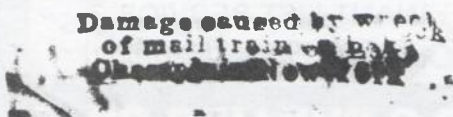
Port Henry, New York is located on Lake Champlain approximately one hundred three miles southeast of Montreal. Just above Port Henry, the tracks made several sharp curves as they followed the edge of the lake. When the train struck a point about a mile and a half north of Port Henry, it gave a lurch and three of the railway cars left the tracks. The engine went along for some distance before it was brought to a stop. Neither it nor the drawing room car left the tracks.

The railway cars that left the tracks went over the embankment. The mail and express car rolled into Lake Champlain and lodged in fourteen feet of water. Of the four men working in that car, two - an express agent and a mail agent - were drowned. The other two agents escaped through the top of that car which had broken open. Those men then were rescued by a boy in a boat.

The smoking car landed three-quarters in the lake and the emigrant car fell on its side at the edge of the lake. Passengers in the former were able to exit through the door that was not submerged; the emigrants crowded out the exposed windows of the latter. Although the passenger car also left the tracks, it was prevented from going down the embankment by lodging against a telegraph pole.

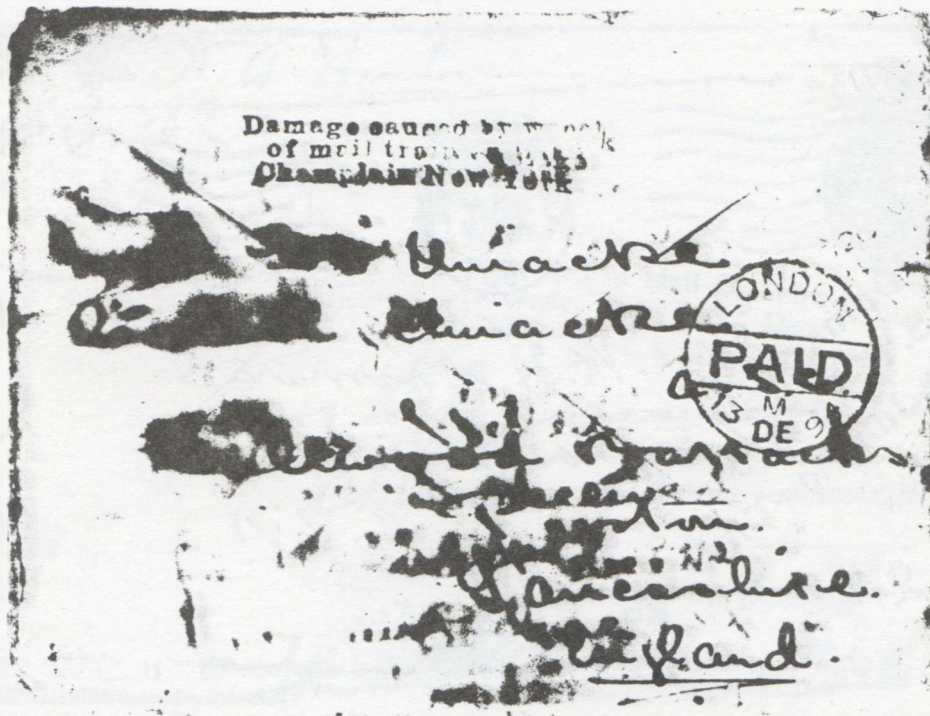
The tracks where the accident happened remained unbroken, but the spikes were drawn from the ties, indicating that the momentum of the train was too great a strain on the rails at the curve.

Among the mail aboard Train No. 4 was Canadian mail being sent to England via New York City, New York. Postal officials subsequently recovered the mail, which was identified with a three-line handstamp, "Damage caused by wreck / of mail train on Lake / Champlain New York". The marking was affixed in purple-colored ink.



MARKING NO.  
1894-12-03





Postmarked on the reverse at Lethbridge, Alberta, Canada on 26 November 1894, this envelope was among the mail items damaged in this derailment

#### INTERRUPTION

NO. 1907-01-09

The locomotive attached to Southern Pacific passenger train No. 15, southbound from Portland, Oregon, was wrecked in the yard limits of Junction City, Oregon, at midnight the 9th of January 1907. The train had stopped at Junction City so the locomotive could take on a fresh supply of fuel oil. During that operation, an explosion occurred in the fuel oil tank of the tender. Before the fire was extinguished, it had spread to a baggage coach and the mail car.

The small tank from which the locomotive was taking the fuel oil was destroyed, and "only the hard work of the train crew, aided by local employees of the railroad company and citizens, saved the large reserve oil tank and prevented the destruction of the passenger coaches of the burning train."

The explosion was believed to have been caused by sparks igniting escaping vapor during the filling of the engine's oil tank.

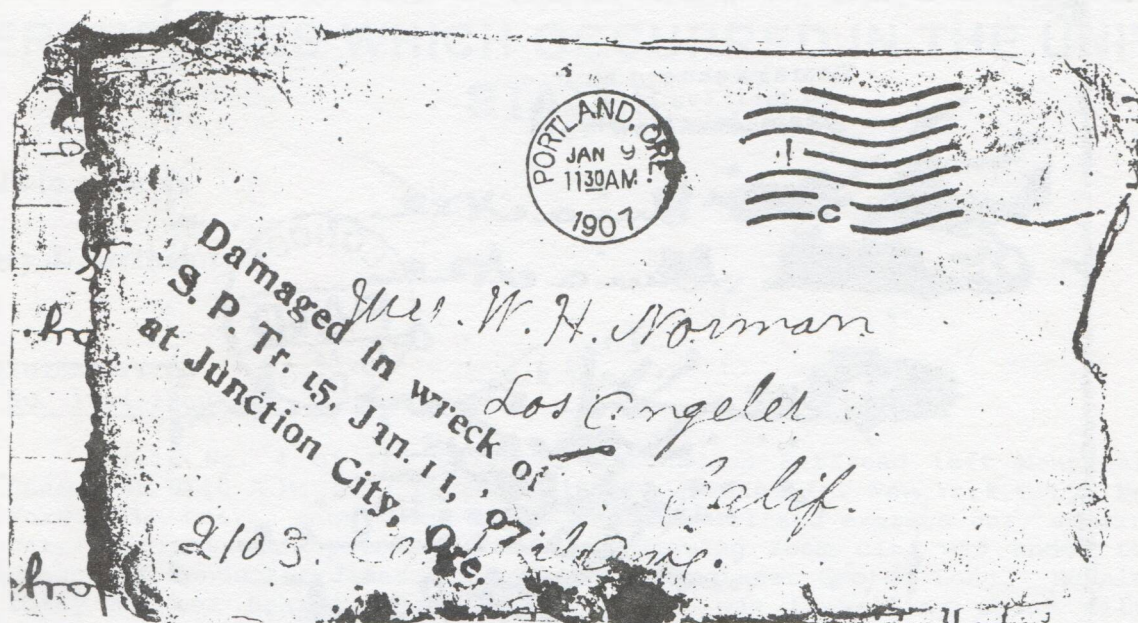
The news report noted that much baggage was lost; however, "(i)t (was) thought that little valuable mail matter was burned." Note that the marking has the date "Jan 11." This mishap occurred on the 9th of January, so the date noted may have been the date on which the mail was processed.

**Damaged in wreck of  
S. P. Tr. 15, Jan. 11, '07  
at Junction City, Ore.**

MARKING NO.

1907-01-09





Envelope sent from Portland, Oregon to Los Angeles, California, damaged en route aboard Southern Pacific Train No. 15

#### INTERRUPTION

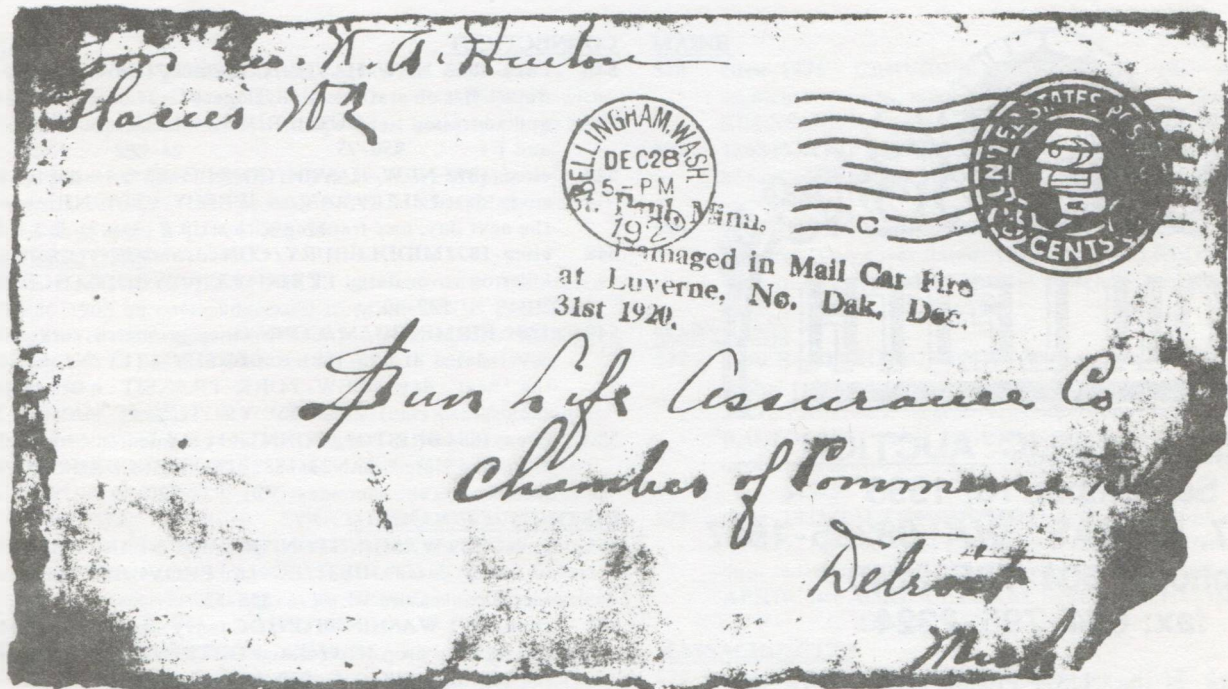
NO. 1920-12-31

The four-line marking on the envelope seen below reads,  
"St. Paul, Minn.

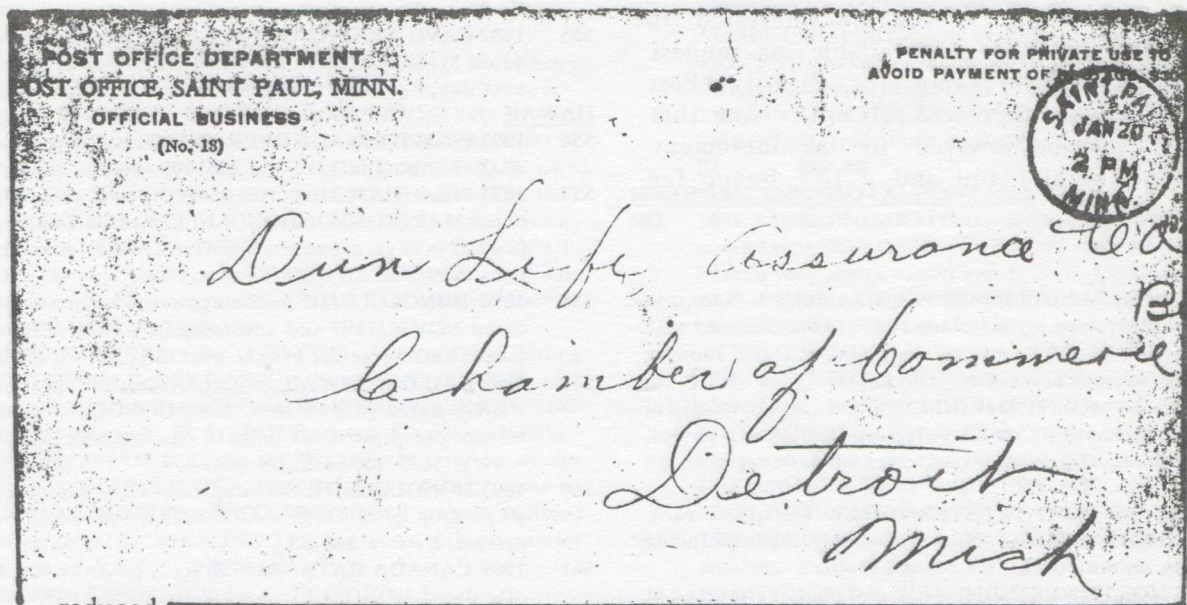
Damaged in Mail Car Fire  
at Luverne, No. Dak. Dec.  
31st 1920."

It was struck in magenta with a handstamp device. The writer has not been able to find any information regarding the interruption which befell this envelope. Does any reader know about the envelope's background? Also illustrated is an ambulance used by the St. Paul Post Office to forward the envelope. Note that the postmark is dated 20 January 1921, almost a month after the date stated in the marking. Why did the envelope take so long to be returned to the mail stream?





Mailed at Bellingham, Washington on 28  
 December 1920, to Detroit, Michigan, this envelope  
 was damaged in a mail car fire at Luverne, North Dakota



Ambulance used by the St. Paul Post Office  
 to forward the envelope seen immediately above

(To be continued)





## MAIL & PUBLIC AUCTION

September 16, 1995

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The following is the "USA Postal History by State" portion of my September 16, 1995 Sale. I've packed over 1300 exciting USA + Canada + Worldwide Postal History lots in the auction plus another 1300 stamp lots that include virtually every topical area imaginable. All items are illustrated. Simply bid from the following list, or if you are interested in receiving a catalogue, they are available on request accompanied by a \$3.00 stamp for Priority Post delivery (order early as they will sell out). Note that winning prices will be lowered to one increment above the second highest bid and a 10% buyer fee will apply. Good luck.

### ALASKA

- 539 circa-1940 "SS ALEUTIAN" B&W real photo card (Johnston photo No.1250) showing the steamer near Juneau, unused with small corner crease UR, still a lovely photo clearly showing passengers on both decks. F+ . . . . \$25-30
- 540 circa-1920 "SS MOUNT McKINLEY" B&W real photo card of the Alaska Steamship Company flagship (Schallerera photo), a lovely photo clearly showing scores of passengers on all decks. F+ . . . . \$35-45
- 541 circa-1920 "SS NORTHWESTERN" B&W real photo card, posted at WRANGLE/ALASKA with stamp removed, many passengers on both decks. F+ . . . . \$30-40
- 542 1916 "SS NORTHWESTERN" B&W real photo card taken at the JUNEAU dock JAN22/1916 showing the ship caked with ice after a winter storm. F-VF . . . . \$30-40

### CALIFORNIA & CAROLINA'S

- 543 1873 SAN-JOSE/CAL fancy segmented cork duplex on cover dated AUG4/1873 to SANTA-BARBARA, interesting enclosure, reduction LHS does not detract. F-VF . . . . \$20-30
- 544 circa-1871 NEW-BERNE/NC fancy cork duplex cancel on cover dated AUG8/187? to NEW-YORK with m/s receiver 2 days later. F+ . . . . \$20-30
- 545 1882 AIKEN/SC target duplex h/s dated NOV15/1882 on cover to CHICAGO receiver b/s 2 days later. VF . . . . \$20-30

### CONNECTICUT

- 546 circa-1862 NEW-HAVEN/Con. fancy Cross-of-David cork duplex h/s on stationery envelope #U-34 dated MAY24/186? and addressed to SOUTHBIDGE/MASS, scarce cancellation and F+ . . . . \$50-75
- 547 circa-1872 NEW-HAVEN/CONN fancy cork duplex h/s on cover dated JUL19/187? to JERSEY-CITY/NJ receiver b/s the next day, nice franking with strip #134(x3), F . . . \$25-35
- 548 circa-1872 MIDDLEBURY/CONN cds and fancy crossroads cork killer on cover dated FEB19/187? to WOODSTOCK/CONN. VF . . . . \$30-40
- 549 1881 BIRMINGHAM/CONN fancy geometric cork cancel on cover dated JUL21/1881 to JERSEY-CITY/NJ receiver b/s the next day, NEW-YORK-TRANSIT b/s, interesting enclosure. VF . . . . \$45-55
- 550 circa-1884 BRISTOL/CONN fancy segmented cork duplex h/s on cover dated JAN23/188? TO WALLINGFORD/CONN receiver b/s the same day. VF . . . . \$20-30

### DISTRICT of COLUMBIA

- 551 circa-1871 WASHINGTON/DC fancy "STAR" cork duplex h/s on cover dated JUL31/187? to PROVIDENCE/RI, a very scarce cancel and VF . . . . \$45-55
- 552 circa-1871 WASHINGTON/DC fancy segmented cork duplex h/s on City drop letter dated DEC29/187? with delivery h/s the next day. VF . . . . \$30-40

### DAKOTA'S & GEORGIA

- 553 1905 HOTEL DACOTAH, GRAND-FORKS/N.DAK. B&W postcard showing the Hotel (photo T.Lude). F-VF . . . \$20-30
- 554 DAZEY/N.DAK duplex on cover dated AUG14/1902 to ELMORE/ASSA (Canada Assiniboia Territory 1887-1905, RF-E) with split ring receiver b/s 13 days later, a good cross-border routing to a very scarce location. F-VF . . . . \$35-45
- 555 1887 CAVE-SPRING/GA fancy cork grid duplex h/s on cover dated MAR23/1887 to MOBILE/ALA with receiver b/s the next day. F-VF . . . . \$30-40

### HAWAII

- 556 1893 PROVISIONAL GOVERNMENT 3¢ blue-green postcard #UX-7, mint and VF . . . . \$75-100
- 557 1894 HILO/HAWAII purple barrel h/s on postcard #UX-9 dated MAY28/1894 to HONOLULU with No.2 duplex receiver h/s 2 days later, message written in Japanese, scarce and F-VF . . . . \$75-100
- 558 1897 HONOLULU/HI No.2 duplex h/s on postcard #UX-8 dated NOV30/1897 and addressed to WAIMIA/KAUAI with purple barrel receiver b/s the next day. VF . . . . \$75-100
- 559 1899 KAILUA/HAWAII purple barrel receiver h/s on postcard #UX-8 dated SEP13/1899, from HONOLULU with 4 days transit, pre-printed adv on back offering mules for plantation work at \$135-150 each, file folds o/w F . . . . \$50-75
- 560 1893 HONOLULU/HI No.1 duplex h/s on stationery envelope #U-1 drop letter dated MAR1/1893, reduction LHS does not detract. F . . . . \$45-55
- 561 1909 CANADA RATE, #300.319(x2) pays the 5¢ UPU letter rate dated HONOLULU machine flag cancel JAN29/1909 to ONOWAY/ALTA (Canada) with split ring receiver b/s FE10/09, a good destination and VF . . . . \$25-35

### ILLINOIS

- 562 1895 CHICAGO "X", 6-bar machine cancel on reply card entire #UY-1 dated OCT14/1895 to SANTA-BARBARA/CAL, F . . . . \$20-30
- 563 1906 KNOX 5¢ and 10¢ STORE, early B&W postcard showing crowds of people at the famous store (Souvenir PC No.6308), dated CHICAGO FEB22/1906 and addressed to Canada, message says clerk positions in this store at \$1.50 per week. F-VF . . . . \$25-35



**INDIANA**

- 564 **1882 LAFAYETTE/IND** fancy segmented cork duplex on double rated cover dated JUN11/1882 to HOMER/NY with "STAR" duplex receiver b/s 2 days later, good markings and F-VF . . . . **\$35-45**
- 565 **circa-1884 NOTRE-DAME/IND** fancy cork duplex h/s on cover dated FEB8/188? to FORT-COLLINS/COLO receiver b/s 3 days later, F+ . . . . **\$20-30**

**INDIAN TERRITORY**

- 566 **1903 BARTLETSVILLE/IND.T.** receiver cds b/s dated SEP26/1903 on cover addressed to Miss ANNIE PICKETT, daughter of the famous Bill Picket (?), from the US SCHOOL OF MUSIC in NEW-YORK with 3 days in transit, VF . . . . **\$100-150**
- 567 **5 INDIAN TERRITORY COVERS** (one card), including COLLINSVILLE/IND.T. on 1906 cover to INDEPENDENCE/KANS. card dated SAPULTA/IND.T. 1907, PURCELL/IND.T. (Chickasaw Nation) on 1902 cover to OKLAHOMA Territory, SOUTH-McALESTER/IND.T. (Choctaw Nation) 1904 drop letter, EUFAULA/IND.T. (Creek Nation) 1905 cover to TULLAHASSEE/IND.T. (Creek Nation) with scarce receiver b/s, a good lot, a few faults, still a scarce lot and mostly F-VF . . . . **\$75-100**
- 568 **5 INDIAN TERRITORY COVERS**, including SOUTH-McALESTER/IND.T. (Choctaw Nation) 1904 drop letter, 1907 PORUM/IND.T. (Cherokee Nation) cover to QUINTON/IND.T. (Choctaw Nation) with receiver b/s, PRIOR-CREEK/IND.T. (Cherokee Nation) 1901 cover to MUSKOGEE/IND.T. (Creek Nation) with receiver b/s, AL-LU-WE/IND.T. (Cherokee Nation) 1898 cover, VINITA/IND.T. (Cherokee Nation) 1885 cover to TAHEQUAN/IND.T. (Cherokee Nation), a few faults, still a scarce lot and mostly F-VF . . . . **\$75-100**
- 569 **6 INDIAN TERRITORY COVERS**, including BOKOSHE/IND.T. (Choctaw Nation) 1905 cover, CANADIAN/IND.T. 1907 cover to QUINTON/IND.T. with receiver b/s (both Choctaw Nation), CLAREMORE/IND.T. (Cherokee Nation) 1907 cover to MUSKOGEE/IND.T. with flag receiver b/s, CROWDER/IND.T. (Choctaw Nation) 1907 cover to MUSKOGEE, AL-LU-WE/IND.T. (Cherokee Nation) cover with NOWATA/IND.T. transit b/s, BACONE/IND.T. (Creek Nation) 1897 cover to WEWOKA/IND.T. (Seminole Nation) with receiver b/s, a few faults, still a scarce lot and mostly F-VF . . . . **\$100-125**
- 570 **5 INDIAN TERRITORY COVERS** (one card), including BARTLETSVILLE/IND.T. 1897 cover to VINITA/IND.T. with receiver b/s (both Cherokee Nation), CHELSEA/IND.T. 1888 cover to PRAIRIE-CITY/IND.T. (both Cherokee Nation), MUSKOGEE/IND.T. duplex on 1891 registered return receipt card, VINITA/IND.T. (Cherokee Nation) on 1885 cover to TAHLEQUAH/IND.T., WETUMKA/IND.T. (Creek Nation) on cover to WEWOKA/IND.T., a few faults, still a scarce lot and mostly F-VF . . . . **\$75-100**

**IOWA, KANSAS, KENTUCKY**

- 571 **1879 CEDAR-RAPIDS/IOA** target duplex on cover dated MAY8/1879 to LEADVILLE/COLO with routing via ATCHISON and CARSON-CITY, good route cover and F-VF . . . . **\$30-40**
- 572 **1873 FONTANA/KAN** fancy cds and 4-ring killer on cover dated APL23/187? to HILLSDALE/KANS. F-VF . . . . **\$25-35**
- 573 **1880 PRINCETON/KY** fancy "STAR" duplex h/s on cover dated JUL5/1880 to NEW-YORK receiver b/s 2 days later, reduction LHS does not detract, still a scarce cancel and F . . . . **\$35-45**

**MAINE**

- 574 **circa-1875 CARVER'S-HARBOR/ME** cds and fancy segmented cork killer on cover dated JUL17/187? to KEENE/NH, interesting enclosure, F-VF . . . . **\$25-35**
- 575 **1883 FORT-FAIRFIELD/MAINE** non-standard target duplex h/s on cover dated MAY30/1883 to LOS-ANGELES, F-VF . . . . **\$30-40**
- 576 **1901 "R.F.D." GARDINER/MAINE** unlisted carrier route-4 purple h/s on cover dated APR20/1901 to REDLANDS/CAL with quite scarce RECEIVED Doremus machine cancel on back, F-VF . . . . **\$35-45**

**MARYLAND**

- 577 **1870 BALTIMORE/MD** fancy segmented cork duplex h/s on folded letter dated JUL2/1870 to ANNAPOLIS-JUNCTION/MD, scarce late use of a folded letter with BALTIMORE FIRE INSURANCE lovely illustrated policy expiration notice enclosure, nice cancel and great letter, F-VF . . . . **\$45-55**
- 578 **circa-1875 BALTIMORE/MD** cork duplex h/s on cover dated APR10/187? to GETTYSBURG with receiver cds the next day, redirected to LITTLETON/PA with error date b/s on APR10, nice AGRICULTURAL INSURANCE COMPANY adv cc, F+ . . . . **\$20-30**

**MASSACHUSETTS**

- 579 **circa-1875 NANTUCKET/MASS** fancy "STAR" duplex h/s on cover dated JUL24/187? to PITTSFIELD/MASS receiver b/s the next day, reduction LHS does not detract, a scarce cancel and F-VF . . . . **\$30-40**
- 580 **circa-1876 STONEHAM/MASS** grid duplex h/s on stationery envelope #U-219, dated JUL24/187? to RED-HILL/NH, reduction LHS does not detract, F+ . . . . **\$30-40**
- 581 **1903 "R.F.D." MYRICKS/MASS** route-1 h/s on cover dated AUG20/1903 (unreported in 1903), addressed to LINGS-TREE/NH, no such town and letter was redirected a number of times finally settling at LITTLETON/NH with receiver b/s 2 days later, MYRICKS/MASS cds + SUGAR-HILL/NH + LISBON/NH transit b/s, a good route item with nice markings, F+ . . . . **\$30-40**

**MICHIGAN, MINNISOTA, MONTANA**

- 582 **1871 JACKSON/MICH** fancy segmented cork duplex h/s on cover dated SEP2/1871 to DETROIT with m/s receiver 2 days later, a very scarce cancel and F . . . . **\$30-40**
- 583 **1903 R.F.D." ATWATER/MINN** route-1 h/s on cover dated MAY18/1903 to WILMAR/MINN receiver b/s the next day, ATWATER/MINN cds transit b/s, F-VF . . . . **\$20-30**
- 584 **1908 BINGHAM-LAKE/MINN POST OFFICE**, B&W real photo card showing the Post Office located in the HOLT & WICKLUND Dry Goods Store, outstanding photo showing carts and horses at the hitching post, dated BINGHAM-LAKE/MINN duplex h/s FEB19/1908 and addressed to MAPLETON/IOWA, F-VF . . . . **\$45-55**
- 585 **1907 BUTTE/MONT TRAIN-LATEMAIL-DELAYED** transit machine cancel dated JUN23/1907 on postcard from CLINTON/MONT and addressed to CENTERVILLE/MONT, F-VF . . . . **\$20-30**

**NEBRASKA**

- 586 **1878 TECUMSEH/NEB** purple cork duplex h/s dated MAR28/1878 on cover to SYRACUSE/NEB with octagonal receiver h/s 18 days later, sent to the wrong person with m/s OPENED BY MISTAKE, a bit aged and reduced LHS, still a scarce cancel and VG-F . . . . **\$30-40**
- 587 **1901 SOUTH-OMAHA/NEB** 3rd class blank machine flag cancel on unsealed printed matter cover to TOLEDO/OHIO, VF . . . . **\$20-30**



- 588 1910 BINGHAM/NEB Doane duplex h/s on postcard dated SEP20/1910 to ST-MARYS/IDAHO, nice B&W card showing farmers re-fuelling a steam plough (Western Nebraska), interesting message, F-VF . . . . \$25-35

#### NEW JERSEY & NEW-YORK

- 589 circa-1884 TRENTON/NJ fancy segmented cork duplex h/s on cover dated FEB26/188? to PHILADELPHIA with receiver b/s 2 days later, nice CLERK U.S. CIRCUIT COURT cc, VF . . . . \$25-35
- 590 1871 FARMERVILLE/NY cds and 4-ring killer h/s on cover dated MAY5/1871 to PLACERVILLE/CAL. F . . . . \$20-30
- 591 circa-1872 WHITES'S-CORNERS/NY large blue cds and 4-ring killer h/s on cover dated MAY28/187? to PATCHIN/NY, on large piece, F . . . . \$20-30
- 592 1879 MILLBROOK/NY fancy purple "STAR" duplex h/s on cover dated APR7/1879 to PHILADELPHIA with receiver b/s the next day, VF . . . . \$35-45
- 593 1912 "R.F.D." MADRID-SPRINGS/NY purple h/s with blank route number, on postcard dated JUL16/1912 to MALONE/NY, previous latest date was 1910 on route-3, F-VF . . . . \$35-45
- 594 1901 NIAGARA-FALLS/NY flag cancel dated JUN22/1901 on patriotic pioneer Private Postcard Strauss No.135 with B&W view of the falls and USA/Canadian red/blue flags, F . . . . \$20-30

#### OHIO

- 595 1884 XENIA/OHIO fancy segmented cork duplex h/s dated FEB12/1884 on cover to CIRCLEVILLE/OHIO, lovely EXCELSIOR BUGGY TOP DRESSING COMPANY adv cc, VF . . . . \$30-40
- 596 1903 "R.F.D." MENTOR/OHIO route-1 h/s on cover dated APR11/1903 to ST-JOSEPH/MICH flag receiver b/s 2 days later, F . . . . \$20-30

#### OREGON

- 597 1880 ELKTON/OREGON (Douglas County) purple non standard barrel h/s (quite light strike) and black cork killer on cover dated NOV9/1880 to NEW-BEDDFORD/MASS, F . . . . \$25-30
- 598 1927 KLAMATH-FALLS/OREGON, B&W real photo card (pub Underwood Pharmacy) showing birds-eye-view of the town, posted at CRATER-LAKE/OR duplex dated AUG/1927 to NORTH-BEND/OR, lovely card with readable signs and scores of automobiles, F-VF . . . . \$30-40
- 599 1916 MARSHFIELD/OREGON, B&W real photo card showing birds-eye-view of the town, F-VF . . . . \$35-45
- 600 1909 FOREST-GROVE/OREGON, B&W postcard showing birds-eye-view of the town, posted at GASTON/OREG with duplex h/s dated SEP17/1909 to CENTRALIA, F-VF . . . . \$15-20

#### PENNSYLVANIA

- 601 1878 RIXFORD/PA non standard purple "STAR" duplex h/s on cover dated OCT1/1878 to FRANKLINVILLE/NY, reduction LHS does not detract, a scarce cancel and F-VF . . . . \$30-40
- 602 1909 "R.F.D." MOHNTON/PA route-1 h/s on postcard dated MAY5/1910 to READING/PA, 3 years after the latest reported use, F . . . . \$20-30
- 603 1905 CORRY/PA, lovely Doremus machine cancel on cover dated SEP15/1905 to ERIE/PA receiver b/s the same day, F-VF . . . . \$20-30

#### RHODE ISLAND

- 604 1870 PROVIDENCE/RI fancy segmented cork duplex cancel on mourning cover dated OCT26/1870 to PORTSMOUTH/VA, F-VF . . . . \$30-40

- 605 1905 BRISTOL/RI Doremus machine cancel on cover dated JUL1/1905 to BUFFALO/NY receiver b/s the next day, enclosure, F-VF . . . . \$20-30

#### TENNESSEE, UTAH, VERMONT, VIRGINIA

- 606 circa-1875 COLUMBIA/TENN fancy leaf cork duplex h/s on drop letter dated AUG17/187?, scarce and VF . . . . \$35-45
- 607 1911 UNION STATION SALT-LAKE-CITY/UTAH color litho postcard showing the station with taxis and delivery carts in front, dated JUN20/1911, F . . . . \$15-20
- 608 1907 "R.F.D." WOLCOTT/VT route-1 h/s on postcard dated JUL27/1907, unusual doubling of only the top line, quite scarce and F-VF . . . . \$20-30
- 609 circa-1871 RICHMOND/VA fancy segmented cork cancel on red trimmed patriotic envelope dated AUG2/187? to WASHINGTON/OHIO, F-VF . . . . \$30-40

#### WASHINGTON

- 610 1903 SOUTH-BEND/WASH B&W postcard showing birds-eye-view of the town (pub Sprouse & Son), F-VF . . . . \$20-30
- 611 circa-1935 LINCOLN FERRY at KIRKLAND/WASH, B&W real photo card showing the Ferry at the Kirkland dock (Ellis photo No.3862), unused, scarce and VF . . . . \$30-40
- 612 1912 ABERDEEN/WASH, B&W real photo card showing parade in front of the BIJOU THEATRE, dated AUG27/1912, one parader is carrying a TACOMA pennant, F-VF . . . . \$30-40

#### WISCONSIN

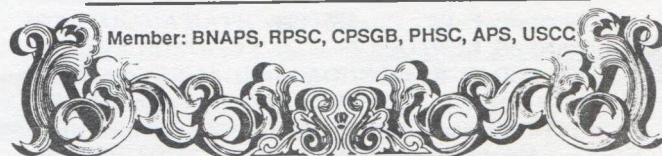
- 613 1899 ELK-CREEK/WIS duplex h/s on cover dated APR10/1899 to GLENWOOD/WIS receiver h/s 2 days later, redirected to ST-PAUL/MINN with receiver b/s APR12/1899, good markings and F-VF . . . . \$30-40
- 614 1906 RHINELANDER/WIS Doremus machine cancel dated JUN17/1906 on HOTEL SEATTLE adv cover to BARODA/MICH with receiver b/s the next day, F . . . . \$20-30
- 615 1909 "R.F.D." HILBERT/WIS route-3 h/s on postcard dated NOV23/1909 to STILBERT/WIS, scarce type 1-TAA cancel and F-VF . . . . \$30-40

#### WYOMING

- 616 circa-1910 DOUGLAS/WYO color litho card showing birds-eye-view of the town (pub H.F.Hasseler), unused and F-VF . . . . \$15-20
- 617 circa-1905 CHEYENNE/WYO B&W postcard showing Capitol Avenue with the Burlington Railroad Passenger Terminal on RHS, lovely card with readable signs (pub Colorado News), VF . . . . \$25-35

# RON LEITH

## • AUCTIONS •



Box 1507, SUMAS WA 98295-1507

phone: 604-795-2240

fax: 604-795-2324



## THE FIRST TRANSMOUNTAIN MAIL ROUTE CONTRACTS, 1850 - 1862 PART II

Route No. 4965  
Independence, Missouri to Salt Lake City, Utah  
August 1, 1850 to June 30, 1854

by Daniel Y. Meschter

The Post Office Department extended overland mail service beyond the Missouri for the first time in early 1850 when it advertised Route No. 4888 from Independence to Santa Fe and accepted the bid of David Waldo for monthly service to begin July 1st. Waldo was a trader with vast experience in the freighting business. In the summer of 1850 he and his partners had wagon trains stretched out on the Oregon Trail as far west as Salt Lake City and down to Santa Fe carrying supplies for the Army and goods for traders and merchants.

The postal authorities delayed advertising Route No. 4965 from Independence to Oregon City by way of Salt Lake City until May and even then invited bidders to propose alternative routing from Kaneshville and St. Joseph and as few as eight trips a year ending at Salt Lake instead of the quarterly service to Oregon City the advertisement called for.

A synopsis of the route, conditions of service, and the bidding is contained in the Registers for Star Route Contracts, Vol. 104, pp. 348-350 in National Archives Record Group 28, Records of the Post Office Department. Five bidders, including Waldo, entered a total of eighteen bids.

It is not practicable to reproduce the contract register exactly due to occasionally illegible or meaningless entries and sometimes illogical sequencing. Some material in Appendix 1 has been rearranged for clarity. Asterisks (\*) and the symbol (§) indicate interlineations and strike throughs. Brackets are used in the analyses of mail trips (Table 2) for names and dates that are assumed or inferred from indirect evidence and in the text below to identify place names that did not exist at the time of the contract.

### The Contractor

At the time of the first Salt Lake mail contract, contractors generally were either carriers themselves or the partners or associates of carriers. Bids commonly were entered in only one name although the bidder often represented a combination of freighters, investors, and businessmen. Such seems to have been the case with James Brown

Brown, nearly 50, was a farmer of means near Georgetown, Missouri where he probably raised horses and the famous Missouri mules that were always in demand by the Army and freighters alike. He was known familiarly as "judge" and "colonel," the latter perhaps from having contracted the transportation of government stores to Santa Fe



during the Mexican War. He was a man of action who preferred the role of wagonmaster in charge of the trains that fulfilled the contracts to which he was a party.

He was associated in freighting contracts with William H. Russell in 1849 and with Russell and John S. Jones the next year so that had things worked out differently, their company one day might have become Russell, Majors, Waddell and Brown.

There is little doubt that Samuel H. Woodson, an Independence attorney, had at least a fiduciary interest in the contract. While Brown and Woodson's carrier, Thomas D. Scoggins, was getting ready to start out with the first Salt Lake mail on August 1st, Brown, Russell & Company were organizing to carry out a huge government contract requiring five wagon trains that rolled out for Santa Fe around the first of October, leaving Woodson to manage the mail contract.

It was Brown's last trip. Stopped by a blizzard on the Pecos with a heavy loss of animals, Brown pushed on to Santa Fe where he came down with typhoid fever and died on December 5, 1850. Woodson eventually transferred the mail contract to his own name in February 1852.

Woodson soon realized that while his carriers could maintain the monthly schedule as far as Fort Laramie without difficulty, except for the few months a year when snow or mud delayed them, keeping up a monthly schedule beyond Fort Laramie through the winter months was virtually impossible due to extreme weather conditions and the long distances between the few supply points there were along the road.

Acting on the theory that carriers from Salt Lake would have more experience with winter travel than his Missourians, Woodson subcontracted the route west of Fort Laramie to Feramor Little and his in-laws, Ephraim K. Hanks and Charles E. Decker, beginning August 1, 1851 (Little, F., 1884, p. 2). Hafen (1969, p.58) cites a source that Little's compensation was \$8,000 per year to leave Salt Lake on the first of every month, exchange mail bags with the Independence carrier at Fort Laramie on the 15th, and arrive back in Salt Lake City by the 30th.

### The Route

Route No. 4965 was originally advertised to run from Independence by Fort Kearney, Fort Laramie, Fort Bridger, and Fort Smith to Salt Lake City. The continuation to Oregon City need not be discussed further here since the contract route terminated at Salt Lake.

The Post Office Department estimated the distance at 1,150 miles, which was a little on the conservative side, if anything. In round figures, it was 350 miles to Fort Kearney, another 350 or a total of about 700 miles to Fort Laramie, and 450 or maybe 500 from there to Salt Lake City.

While the contract prescribed that the route be via the forts named in it, the choice of roads, especially between Independence and Fort Kearney, was left to the contractor. The Oregon Trail was the best developed and most heavily traveled to Fort Kearney and, in effect, the only one between there and Fort Bridger so that it was Brown and Woodson's obvious choice. There were alternatives, however.

The Mormon Trail was too far north for a mail route starting at Independence and since it stayed on the north side of the Platte and North Platte Rivers, it missed Fort



Kearney and Fort John and touched at Fort Laramie only because most travelers crossed over there anyway.

The Old Fort Kearney [Nebraska City] Road that looped northwest to the Platte and then southwest along it to Fort Kearney was attractive for getting to the Platte River quickly, although somewhat roundabout. It was much used by Army quartermaster trains as a route from the steamboat landing at [Nebraska City] shorter than the Fort Leavenworth Road and the least difficult of any.

The St. Joseph Road traced a sinuous course westerly to a junction with the Fort Leavenworth Road and on to a meeting with the Oregon Trail a little west of [Marysville]. Emigrant traffic was beginning to shift to it even before 1850 in view of its 75-mile advantage over the Oregon Trail and increasing congestion at Independence.

There were at least two occasions when Woodson's carriers used routes other than the Oregon Trail east of Fort Kearney and there no doubt were other times when eastbound carriers finished their trips on steamboats coming down the river from landings above Independence.

In December 1850 the eastbound mail in charge of Milligen arrived in St. Joseph on account of heavy snow that made it "impossible to get to Independence by the usual route along the Blue" (*Frontier Guardian*, January 8, 1851). Again, in 1854, J. H. Jones brought an unscheduled mail through from Salt Lake City to Austin, Iowa, a place that no longer exists, on February 17, probably via [Nebraska City]. Jones, who seems not to have been a regular carrier, gave no reason for his detour; but the *Sidney (Iowa) Journal* (quoted in the *Liberty Weekly Tribune*, March 3, 1854) identified him as "of St. Joseph", so that it is likely he used the Old Fort Kearney Road for personal convenience.

The addition of Fort John to the route recognized the increasing importance of Scott's Bluff, 50 miles short of Fort Laramie, where the American Fur Company moved its trading post by that name after it sold Fort Laramie to the Army in 1849.

There was a parting of the ways on the Pacific side of the South Pass where several trails turned directly west, cutting many miles off the road to Fort Hall while the original Oregon Trail detoured southwesterly along Sandy Creek and across the Green River to Fort Bridger. The place called Green River was important for the ferry the Mormons operated across the river there.

The mail route finally branched off from the Oregon Trail at Fort Bridger and headed across a line of low hills to the Bear River at [Evanston] and into the Wasatch Mountains on its last leg to Salt Lake City.

The identification of Fort Smith on the route west of Fort Bridger presents a problem for which no entirely satisfactory answer has been found. A trading post on Bear River near [Montpelier] operated by the famous mountain man, Thomas L. "Peg Leg" Smith for a couple of years clearly was too far out of the way to have been on the Salt Lake route.

An item in the *Frontier Guardian* (September 5, 1849) states that "Major Simonson has established the Government post at Smith's Fork of the Bear River about fifty miles from the Salt Lake City." It makes sense only if it is assumed the compositor left out the word "road" after Salt Lake City. In this case the site might have been at the mouth of Smith's Fork of the Bear River at [Cokeville] about 60 miles north of the Bear River crossing at [Evanston]. However, none of the dictionaries of military posts list a



Fort Smith in this vicinity, nor do any of the registers of regular Army officers list a Simonson on active duty at about that time. Nevertheless, the *Guardian's* source apparently was reliable enough that the Post Office Department included Fort Smith on the mail route

### Operations

James Brown's successful bid prescribed four- or six-mule or horse and "wa[gons]", struck out, and "Stages" interlineated in the contract register. But the Oregon Trail, even after ten years of increasing traffic, was still far short of being able to handle heavy stages on a regular schedule, especially at stream crossings during wet weather and anywhere beyond Fort Laramie. Instead, the *Frontier Guardian* (September 4, 1850) reported that the first mail dispatched from Independence used light wagons drawn by mules, which is to say flatbed spring wagons, each with four or six mules to pull it and a couple of spares led along behind.

A typical mail party consisted of three or four men and two or more wagons depending upon the number of passengers and their baggage, provisions, and supplies. One wagon probably carried fodder for the mules since adequate grass was not available at all places and times of year. The letter mail seldom exceeded 150 pounds in two or three bags thrown under the driver's seat where it was almost incidental. Heavier bags of magazines, newspapers, and government documents became a problem for Little and his associates when they had to travel light during winter months.

Passengers were gladly accommodated both for their revenue and extra gun, for all travelers recognized the best defense against Indian attack was in numbers, although the Indian threat was not yet as serious as it would become in a couple of more years. It was for this reason that merchants and other travelers regularly accompanied mail parties for mutual safety.

The contractors' performance is analyzed in Table 2, which is compiled from press reports of departures and arrivals in the *Frontier Guardian*, *The Weekly Tribune* and the *Liberty Weekly Tribune*, and the *Deseret News*; Feramorz Little's manuscript (1884); and miscellaneous references.

The first Salt Lake mail was carried by Thomas D. Scoggins who left Independence on August 1, 1850 and returned on October 24th. He apparently went all the way through to Salt Lake City without changing teams. The *Frontier Guardian* (September 18, 1850) reported that no teams were available for hire at Fort Laramie around the first of September and learned (November 13) from Scoggins that:

Going out [west] he was detained a few days by the jaded condition of his animals and on his return he was delayed eight days - six by sickness and two by stops to shoe mules, etc. Considering that this was the first trip with no previous arrangement for change of animals, we imagine that there will be but little difficulty with property arrangements, in going through in the time allotted - thirty days.

Actually, since Scoggins took forty days on his outbound trip and equally as long coming back, the *Guardian* was recognizing that fresh stock at regular intervals was essential to maintaining a thirty-day schedule.



Woodson made arrangements to change teams and buy fodder at Fort Kearney and Fort Laramie as soon as he could. Mattes (1969, p. 469) quotes an Oregon Trail diarist writing at Fort John in June 1852: "There is a U. S. Mail Station and a blacksmith shop here," which Mattes took to mean that Woodson had either rented quarters from the American Fur Company or built a station nearby. It would have been logical for him to establish a mail station at Unionville, too. In this manner Woodson seems to have laid the foundation for the system of mail stations developed by later contractors.

Changes of stock at Forts Kearney and Laramie allowed Woodson's carriers to average 40 miles a day through to Salt Lake City during good weather and eventually up to 75 miles a day as far as Fort Laramie as he added mail stations to the route. Travel, however, was limited to daylight hours since the condition of the road still did not permit night travel.

Service on the Fort Laramie to Salt Lake segment was a different matter. Feramor Little (1884, p. 2-3) said that when the Mormon emigrants first went west in 1847, "There was then no settlement between [Salt Lake valley] and Laramie and the only trading post was Fort Bridger, 110 miles east of Salt Lake City." When he started carrying the mail in 1851 he added: "The 400 miles between Ft. Bridger and Laramie was at first run without any station or change of animals. There was afterwards a trading post established at Devil's Gate which afforded the mail carriers some further facilities." He seemed to contradict himself, however, where he said he took extra animals with him to stock the road on the Sandies" (Sandy Creek, etc.), when he started east with the first mail on August 1, 1851.

From this it appears Little established mail stations of a sort at Fort Bridger, Green River, and Devils Gate. His manuscript does not mention changing stock except once at Fort Laramie and then only to replace animals stolen by Indians. Little and his associates usually took only one other man with them in a single wagon and relied on experience to keep them out of trouble, although they still tried to travel with other parties whenever they could.

On the whole, between Woodson's carriers east of Fort Laramie and Little's west of there, a thirty-day schedule was maintained with considerable regularity, except during spring rains on the prairies and heavy snows in the mountains. As it happened, the winters of 1850-51 and 1852-53 were unusually severe.

The *Frontier Guardian* (May 16, 1851) reported in the spring of 1851, "A correspondent informs us that no mail had passed Fort Kearney from Salt Lake since December last, and also states that the mail for March en route for the Valley went as far out as the Big Blue, and in consequence of high water, returned to Independence." Again, in 1853, Jarvis Streeter told the *The Weekly Tribune* (April 22) that when he left Fort Laramie on the 21st of March, "No mail had arrived at Laramie up to the time of his leaving, from Salt Lake and that none had been received for the past five months owing as it is alleged to the fact of the frequent and unusual heavy snows which have fallen in that region."

This was the winter when wagons were abandoned west of Fort Kearney and the mail carried by pack train. Leaving Fort Laramie on December 1, 1852, Little (1884, p. 23-27; *Deseret News*, February 5, 1853) took 26 days to reach Fort Bridger on horseback



and didn't arrive in Salt Lake City until the 20th of January and then only after dragging the letter mail the last 40 miles on foot.

Salt Lake City was shut off from the outside world that winter except for its outlet to southern California. To take advantage of this opportunity, the Salt Lake postmaster dispatched the Independence mail together with the Sacramento mail that the Post Office Department's Special Agent in San Francisco authorized the contractor on Route No. 5066 to reroute via San Pedro or San Diego during the winter months of December 1852 and January, February, and March 1853 when the direct route between Sacramento and Salt Lake was impassable, holding back only mail addressed to Fort Laramie and a few frontier towns.

It happened again the next year when the December 1853 and the January, February and March, 1854 Independence mails were diverted via southern California. George Chorpenning, the contractor on Route No. 5066, later filed a claim for additional compensation for carrying the Independence mail on his route eight months.

Meanwhile, regular service probably continued between Independence and Fort Laramie during the winter without attracting the attention of the press.

One effect of the hard winter of 1852-53 was the caching of "heavy" mail at various points by carriers weighed down with it. The *Deseret News* (June 16, 1853) "supposed" that as many as twenty-four bags had been en route to Salt Lake for up to eight months. It happened again the next year when, in spite of a mild winter without major interruption of the letter mail, the *Deseret News* (April 27, 1854) complained that it was receiving very few newspapers and presumed the May mail would bring all of the back mail matter cached along the trail up to date.

Just how serious the problem was didn't become apparent until after the expiration of Woodson's contract when freighters brought in thirteen bags of old mail by ox team on August 12th, three more on the 14th, and twenty-two on the 16th for a total of thirty-eight bags containing mail material up to two years old, most of it badly damaged. Nevertheless, Woodson was a bidder for the new contract.

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APPENDIX 1 - ROUTE No. 4965  
(Contract Register Vol. 104, pp. 348-350)

MISSOURI

4965 Under advertisement of May 20, 1850  
Service to go into operation on 1 Aug. '50  
rom Independence Jackson Mo.  
§\* Uniontown (Est. 18 Mar. '51, Dis. 16 Dec '52) Indian Ty.  
by Fort Kearney  
\*Fort John (Est. Jany. '54) Nebraska  
Fort Laramie  
\*Green River (Est. 29 Dec '53) Green River Mo.  
§Fort Bridger (Est. 6 Aug. '50, Dis. 9 June '51)  
Fort Smith  
Salt Lake City Salt Lake Utah  
\* 12 times a year  
§Fort Hall  
§Fort Boise  
§Grand Ronde  
and §The Dalles  
to § Oregon City O.T.  
\* 1150 Estimated  
§ 1900 Miles, and back four times a year

[\* Interlineated]

[§ Struck through]



Leave Independence on the 1st day of July, October, January and April in each year at 6 A.M.

Arrive at Oregon City in 60 days thereafter by 6 P.M.

Leave Oregon City on the 1st day of July, October, January and April in each year at 6 A.M.

Arrive at Independence in 60 days thereafter by 6 P.M.

Proposals to carry the mail upon the most direct route from Independence, by Salt Lake, to Oregon City will be considered.

Also, separate proposals for so much of the foregoing service, either on the most direct road or by the Forts named, as by between Independence and Salt Lake, and between Salt Lake and Oregon City will be considered.

Also, for service to Salt Lake and back twelve times a year, leaving Independence and Salt Lake on the first day of each of each month and arriving at the other end of the route on the last day of same month, and also for eight times a year.

Proposals to commence the route at Kaness, Iowa or at St. Josephs, Mo., instead of Independence, will be considered.

James Brown      \$19,500 - Independence to Salt Lake, 12 t. a year. Leaving Independence and Salt Lake on 1st of every month, 4 or 6 mule or horse (\$) and wag (\*) Stages.

Bid accepted July 1st.

1852, Feby 20th - Transfer to Sam'l Woodson of Independence at \$19,500, Independence to Salt Lake 12 t. a year, leaving Independence & Salt Lake on 1st of every month, 4 or 6 mule or horse Stages from 1st Jany 1852.

\$24, 500 in 4 or 6 h. or mule Stages

\$8,000 Salt Lake to Oregon City, 4 trips, 4 or 6 h. or mule Stages, if his twelve times a year from Independence to Salt Lake be accepted.

David Waldo      \$29,750 - 4 wheel light Carr. to be made waterproof, elipt. Springs, 6 mules, or  
\$21,000 - Independence to Salt Lake, same conveyance, 8 t. a year, allowing 45 [days] running time each was.



- L. E. Powell & F. J. McElhiney \$46,000 - Independence or St. Josephs to Salt Lake, 8 t. a year from 1 March to 1 Oct. in 4 small cov. wagons. The first two and the last two trips to be run in six weeks, either way starting on 1 of each month ,remaining 4 trips according to schedule.  
 \$55,000 - Independence or St. Josephs to Salt Lake 8 t. a year from 1 March - 1 Oct., 4 small cover. wag.  
 \$37,500 a year 8 t. a year from 1st March to 1st October, starting at the 1st of every month from each point, run through in six weeks in 4 small cov. wag. to commence at Independence or St. Josephs.  
 \$6,000 - Independence or St. Josephs to Salt Lake once during winter months and back or at option of Supt. Supplemental.
- John Frink \$56,000 - Independence to Salt Lake.  
 \$48,000 - Com. at Kanessville, all in 4 h. wag. with tuff guard, and will run the 4 addl. trips from Salt Lake to Oregon City, when directed by the P. M. General at \$4,000 per trip making \$16,000 for the 4 addl. trips from Salt Lake to Oregon City.
- Thomas S. Price \$65,000 - 4 small cov. sp. wag. with tuff guard.  
 \$65,000 - by most direct route from Independence to Salt Lake to Oregon City, same conveyance.  
 \$24,000 - Independence to Salt Lake, most direct route, same conveyance. sameconveyance.  
 \$24,000 - Independence to Salt Lake by the Forts between those points.  
 \$40,000 - Salt Lake to Oregon City.  
 \$38,900 - Independence to Salt Lake, 12 a year.  
 \$30,500 - Independence to Salt Lake, 8 a year, will commence at St. Josephs for 1-1/2 percently on either proposition.



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TABLE 2 - MAIL TRIPS BETWEEN INDEPENDENCE AND SALT LAKE CITY

Route No. 4965, August 1, 1850 to June 30, 1854

## WESTBOUND

<u>Leave</u> <u>Independence</u> <u>1850</u>	<u>Arrive</u> <u>Fort</u> <u>Laramie</u>	<u>Carrier</u>	<u>Leave</u> <u>Fort</u> <u>Laramie</u> <u>1850</u>	<u>Arrive</u> <u>Salt Lake</u> <u>City</u> <u>1850</u>	<u>Carrier/remarks</u>
1 Aug				9 Sep	Thos. D. Scoggins
1 Sep				15 Oct	Milligen
1 Oct				9 Nov	
					November, no report
				<u>1851</u>	
1 Dec				7 Mar	W. H. [Arnold]
<u>1851</u>	<u>1851</u>		<u>1851</u>		
1 Jan	8 Feb	Powell	11 Feb	? Apr	Hackard
1 Feb				3 Apr	Smith, via Austin, Iowa
1 Mar					Returned and combined with April dispatch
1 Apr				24 May	R S. Phelps
1 May				28 May	Jarvis Streeter
					June, no report
					July, no report

[1 Aug]			? Aug	F. Little & E. K. Hanks
[1 Sep]			? Sep	C. F. Decker
[1 Oct]			15 Oct	F. Little
1 Nov			29 Nov	
			<u>1852</u>	
1 Dec			29 Jan	
<u>1852</u>	<u>1852</u>		<u>1852</u>	
1 Jan			22 Feb	E. K. Hanks
1 Feb				Mail held at Fort Laramie
1 Mar			3 Apr	John Y. Green, February, and March mails
[1 Apr]				
1 May			5 Jun	C. F. Decker
[1 Jun]				
1 Jul			28 Jul	
1 Aug			26 Aug	
1 Sep			26 Sep	C. F. Decker
				October, no report



1 Nov	30 Nov		1853	1 Dec	25 Jan	F. Little
<u>1853</u>	<u>1853</u>			<u>1853</u>		December, no report
						January, no report
						February, no report
						March, no report
1 Apr				7 May		
1 May	11 May	Allison		29 May		C. F. Decker
1 Jun				25 Jun		
1 Jul				21 Jul		
[1 Aug]						
[1 Sep]						
1 Oct				?		E. K. Hanks
						November, no report
						December, no report
<u>1854</u>	<u>1854</u>			<u>1854</u>	<u>1854</u>	
1 Feb						January, no report
				1 Mar		March, no report
[1 Apr]	[Jamieson]					
[1 May]	[Allison]					
[1 Jun]	[Allison]					

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## EASTBOUND

Leave Salt Lake City 1850	Arrive Fort Laramie	Carrier	Leave Fort Laramie 1851	Arrive Indepen- dence 1850	Carrier/remarks
? Sep				24 Oct	Thos. D. Scoggins
20 Oct				24 Dec	Milligen, arrive St. Joseph
22 Nov					December, no report
1851	1851		1851	1851	
4 Jan					Hackard
1 Feb					C. G. Olin, returned 3 February
1 Mar					800 letters
1 Apr					W. H. Arnold
1 May				? May	[ Smith]
1 Jun				27 Jun	Jarvis Streeter
1 Jul				24 Jul	Wyrock
1 Aug	9 Aug	F. Little & E. K. Hanks		30 Aug	
1 Sep	16 Sep	C. F. Decker	16 Sep	28 Sep	Smith
1 Oct				30 Oct	
[1 Nov]					
1 Dec					
1852	1852		1852	1852	
1 Jan		E. K. Hanks	17 Jan	31 Jan	Wyrock, no Salt Lake mail at Fort Laramie before 17 January
1 Feb	16 Feb	C. F. Decker			
1 Mar		John Y. Green			
[1 Apr]			17 Apr	? Apr	Caldwell
13 Jun		John Y. Green			May, no report
1 Jul					3,000 letters
1 Aug					4,000 letters
[1 Sep]					
1 Oct				29 Oct	
1 Nov	10 Nov	F. Little			
20 Dec		Returned (?)			Salt Lake mail forwarded via San Pedro with January mail
1853	1853		1853	1853	
1 Jan		Returned			Salt Lake mail forwarded via San Pedro



1 Feb	Returned				Salt Lake mail forwarded via San Pedro
1 Mar	Returned (?)				Salt Lake mail forwarded via San Pedro
			7 Mar	W. Allison & Smith	
			6 Apr	Jarvis Streeter	
1 Apr	F. Little	21 Mar	31 Apr	Hobbs	
1 May	C. F. Decker	16 Apr	25 May	W. Allison	
[1 Jun]		13 May			
[1 Jul]					
[1 Aug]					
1 Sep			28 Sep	Barr	
[1 Oct]					
1 Nov			29 Nov		
			29 Dec	W. Allison	
Dec		17 Dec		Salt Lake mail forwarded via San Pedro	
24 Dec	J. H. Jones		17 Feb	J. H. Jones through to Austin, Iowa	
<u>1854</u>			<u>1854</u>		
1 Jan				Salt Lake mail forwarded via San Pedro	
2 Feb				Salt Lake mail forwarded via San Pedro	
? Mar				Salt Lake mail forwarded via San Pedro	
		?	3 Mar	William Allison	
		?	30 Mar		
1 Apr			3 May	Jamieson	
1 May			? Jun	Wm. Allison	
[1 Jun]			29 Jun	Wm. Allison	

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- 2 BURLINGAME, 1908 G+ Ty 3/7 DOANE on CVR (S.MAT. 94-Op) Est \$4.00
- 3 CARMEL, 1907 FINE Ty 2/1 DOANE (MONT. 03-Op) Est \$4.00
- 4 DESCANSO, 1908 VG+ Ty 2 DOANE, stamp gone (S.Diego 77-Op) Est \$3.00
- 5 FAIROAKS, 1905 FINE Ty 2/5 DOANE (Sacra. 96-Op) Est \$4.00
- 6 GIBSON BR. SAN PEDRO, 1918 VG+ DUPLEX, wee bit off (18-20) Est \$15.
- 7 GLEN FRAZER, 1909 FINE Ty 3/1 DOANE (Con Cos 06-19) Est \$12.00
- 8 GUINDA, 1908 FINE Ty 2 DOANE (YOLO 89-Op) Est \$ 4.00
- 9 KINGRIVER, 1910 G+ Ty 3 DOANE (FRESNO 95-13) Est \$12.00
- 10 MC KEON, 1922 G+ Ty B 4-Bar (Plac. 20-53) Est \$4.00
- 11 MCKINLEYVILLE, 1908 F Ty A1 4-Bar (Humb 03-21) Est \$8.00
- 12 MURPHYS, 1883 Non Stand CDS/Target, on CVR (Calav 51/Op) Est \$5.00
- 13 NORDHOFF, 1907 VG+ Duplex (Vent 74-17) Est \$5.00
- 14 OLINDA, 1910 VG Ty 2 DOANE (Shasta 90-55) Est \$4.00
- 15 PACIFIC BEACH, 1908 VG lite Ty 2/3 DOANE on CVR (S.Diego 88-42) E 5.
- 16 PLEASANT VALLEY, 1909 just G Ty A2 4-Bar (El Dorado 64-17) Est \$5.00
- 17 SATICOY, 1909 VG+ Ty A1 4-Bar (Vent 73-59) Est \$4.00
- 18 SELMA, 1921 VG FLAG (Used 1920-1923) Est \$4.00
- 19 VENICE, 1906 VG Ty 3 DOANE, O'Strk (L.Angles 05-Op) Est \$3.00
- 20 WADDINGTON, 1909 VG Ty 2/3 DOANE (Humb 91-40) Est \$6.00
- 21 WHITE RIVER, 1914 VG Ty A1 4-Bar on Entire (Tul 62/33) Est \$8.00

#### COLORADO

- 22 ARMEL, 1927 G+ Ty B 4-Bar (Yuma 03-58) Est \$4.00
- 23 BUFORD, 1927 VG Ty C1 4-Bar (Rio Blanco 90/62) Est \$4.00
- 24 CHERRY, 1908 G+ lite CDS/Cork (Doug 00-20) Est \$12.00
- 25 CRESENT, 1908 G Ty A1 4-Bar (Boulder 07/22) Est \$8.00
- 26 ELKHORN, 1912 VG Ty A1 4-Bar on oversize PPC (Larm 79/17) Est \$22.00
- 27 FRIEND, 1887 G CDS as rec'd on CVR back. From Saint Johns, Mich. Via WRAY. Interesting letter inside. (Arap 87-01) Est \$30.00
- 28 HAHNS PEAK, 1917 G Ty A2 4-Bar. PEAK indst. on stamp (77-41) Est \$3.00
- 29 HENRY, 1910 G+ Ty A1 4-Bar (Wash 07-17) Est \$20.00
- 30 HIGHLAND LAKE, 1907 FINE Ty A1 4-Bar, wee bit hi (Weld 83-15) E \$30.00
- 31 KONANTZ, 1910 VG Ty 3/1 DOANE, TZ on stamp (Baca 95/24) Est \$15.00
- 32 LONGS PEAK, 1911 VG Ty A2 4-Bar (Lar 09-36) Est \$8.00
- 33 LORETTO, 1920 G Ty B 4-Bar (Apap 96-66) Est \$3.00
- 34 LUJANE, 1906 VG Ty 3/1 DOANE on CVR back as Rec'd (Mont 05-10) E 15.
- 35 MANITOU SPRINGS, 1886 readable CDS/Pie Cork on CVR bit rough @ Rt 4.00
- 36 MONTCLAIR, 1908 G+ Ty 2 DOANE. PPC w/creases (Denver 88-12) Est \$4.
- 37 NEW WINDSOR, 1908 VG Duplex (Weld 84-11) Est \$5.00
- 38 OLNEY, 1908 G+ Ty A1 4-Bar (Crowley 90-09) Est \$15.00
- 39 PINE, 1911 VG RECD CDS ties 1st gm as ORIGIN (1882-1918) Est \$6.00
- 40 RAVENWOOD, 1922 G MAGENTA Ty C1 4-Bar, part on stamp (10-39) E \$10.
- 41 SMUGGLER, 1910 VG Ty A2 4-Bar (San Miguel 95-28) Est \$12.00
- 42 SNEFFELS, 1910 G+ Duplex, corner crease (Ouray 95-30) Est \$12.00 p73
- 43 SULPHUR SPRINGS, 1906 VG Ty 3 DOANE bit on stamp (Grand 94-12) E\$5
- 44 TOLLAND, 1906 VG Ty 2 DOANE (Gipin 04-44) Est \$5.00
- 45 VALLECITO, 1910 FINE Ty 3/1 DOANE (LaPlatta 01-16) Est \$20.00

#### IDAHO

- 46 ATHOL, 1908 VG Ty 3 DOANE, O'Strk (Koot 95-Op) Est \$4.00
- 47 BONNERS FERRY, 1922 VG Columbia hand crank machine on CVR rough @ RT Ty G-2W, letter enclosed. Est \$3.00
- 48 CRAWFORD, 1908 G MAGENTA Ty 2 Doane, stamp removed (Vall 90-15) E 6.00
- 49 CLEARLAKE, 1910 VG Ty 2 Doane, (AKE) on stamp (Good 05-18) Est \$20.
- 50 CLEARLAKE, 1911 VG Ty 2 Doane (Good 05-18) Est \$22.00
- 51 DE LAMAR, 1912 VG Ty A1 4-Bar (Owyh 89-42) Est \$8.00
- 52 DESMET, 1910 G+ Ty 3/2 DOANE (Bene 90-Op) Est \$5.00
- 53 DUDLEY, 1908 VG PURPLISH Ty A2 4-Bar (Koot 95-57) Est \$4.00
- 54 EASTPORT, 1917 VG Ty A2 4-Bar (Bound 06-Op) Est \$3.00
- 55 ELK RIVER, 1911 G Ty B 4-Bar (RIVER) on stamp (Clear 09-Op) E \$3.00
- 56 FORT HALL, 1947 VG Ty F 4-Bar (Bing 66/59) Est \$4.00
- 57 GOODING, 1907 VG Ty 2/2 DOANE, bit hi (Good 00-Op) Est \$5.00
- 58 ISLAND PARK, 1945 VG Ty F 4-Bar (Frem 11/Op) Est \$3.00
- 59 JACKSON, 1906 G Ty 3/1 DOANE as Rec'd on pict side of leather PC E 8.00
- 60 KILGORE, 1909 F Ty 2/2 DOANE (Clark 89-63) Est \$8.00
- 61 LARDO, 1917 G+ Ty B 4-Bar (Valley 89-17) Est \$12.00
- 62 MORTON, 1911 VG Ty A1 4-Bar (Bonner 07-40) Est \$8.00
- 63 MICA, 1907 readable CDS as rec'd also Lyondale Ty 3 Doane Est \$5.00
- 64 MONTEVIEW, 1952 VG Ty F 4-Bar (Jeff 15/Op) Est \$3.00
- 65 MIDVALE, 1927 G+ Ty G-1W Columbia hand crank machine on CVR Est \$4.
- 66 PINE, 1914 G+ Ty A1 4-Bar (Elmore 88-55) Est \$ 4.00
- 67 ROSEWORTH, 1908 VG CDS (Twin 96/33) Est \$15.00
- 68 SOUTHWICK, 1910 VG Purplish Ty A2 4-Bar (Nez Perce 88-73) Est \$4.00
- 69 THARP, 1910 VG Ty A2 4-Bar (Idaho indst.) (1909-1915) Est \$10.00
- 70 TWIN FALLS, 1905 VG Ty 2 DOANE, EARLY (04-Op) Est \$6.00
- 71 UNIVERSITY STA., MOSCOW, 1932 F Intnl. Machine on Entire Est \$5.00
- 72 VALLEY, 1917 FINE Ty B 4-Bar (Bonn 02/23) Est \$10.00
- 73 VOLLMER, 1908 VG Ty A1 4-Bar (IDAHO not struck) (Lewis 07-19) E \$6.00

- 74 WAHA, 1908 G CDS/Target (Nez Perce 79/41) Est \$5.00
- 75 WEIPPE, 1910 FINE Ty 2/2 DOANE (Clearw 87-Op) Est \$5.00
- 76 WENDELL, 1911 VG+ Ty A2 4-Bar, EARLY (Good 08-Op) Est \$3.00

#### MONTANA

- 77 ALZADA, 1914 G Ty B 4-Bar (Carter 85-Op) Est \$3.00
- 78 BAINVILLE, 1910 G+ Ty A2 4-Bar (Roose 04-Op) Est \$3.00
- 79 BEARCREEK, 1908 VG Ty 3/1 DOANE (Carb 05-Op) Est \$5.00
- 80 BOLE, 1934 VG Ty C1 4-Bar (Teton 14-43) Est \$4.00
- 81 BONNER, 1911 G Ty 3/5 Doane (Miss 88-Op) Est \$4.00
- 82 CHICO, 1910 G Duplex, Lt. Pine Creek Doane Recd (Park 74-19) Est \$5.00
- 83 CLARA, 1909 FINE Ty 3/1 DOANE (Gold V. 05-35) Est \$8.00
- 84 CLARA, 1912 VG Ty B 4-Bar (Gold V. 05-35) Est \$6.00
- 85 COALRIDGE, 1913 VG Ty A1 4-Bar (Sheri 07-74) Est \$5.00
- 86 COLLINS, 1907 G Ty A2 4-Bar (Teton 91/61) Est \$4.00
- 87 CONCORD, 1912 VG Ty A2 4-Bar (Toole 08-12) Est \$14.00
- 88 COOKE, 1954 G+ Ty F 4-Bar (Park 82-57) Est \$ 3.00
- 89 ELECTRIC, 1909 G PURPLE Non-Standard 4-Bar (04-15) Est \$15.00
- 90 EDGAR, 1913 readable Magenta Ty A2 4-Bar (Carb 09-Op) Est \$3.00 p73
- 91 ENTERPRISE, 1911 VG Ty A2 4-Bar, part on stamp (Roose 08-16) Est \$45.00
- 92 ESSEX, 1915 G+ purple Ty B 4-Bar wee bit hi (Flat 98-76) Est \$4.00
- 93 FARMINGTON, 1909 G+ Ty A1 4-Bar (Teton 99-51) Est \$3.00
- 94 FRENCHTOWN, 1911 G+ Ty 2/2 DOANE (Missoula 68/Op) Est \$5.00
- 95 GARLAND, 1906 VG Ty 2/2 DOANE (Custer 90-50) Est \$8.00
- 96 GLACIER PARK, 1914 VG Ty B 4-Bar EARLY (Glacier 13-50) Est \$4.00
- 97 HOMESTEAD, 1912 readable Ty B 4-Bar (Sher 11-Op) Est \$3.00
- 98 LOGAN, 1906 VG Ty 2 DOANE (Gallatin 91-60) Est \$6.00
- 99 LUTHER, 1915 FINE Ty A1 4-Bar (Carb 07-43) Est \$5.00
- 100 MARTINSDALE, 1908 G+ lite PURPLE unlisted Ty 3/3 DOANE Est \$5.00
- 101 MARTINSDALE, 1910 F Ty 1/3 DBL CIRCLE DOANE MIMIC Est \$5.00
- 102 MELSTONE, 1921 VG Ty E-1WT Columbia hand crank machine, GPC W/soil & creases (Musselshell 08-Op) Est \$3.00
- 103 MEYERSBURG, 1910 G+ Ty 2 DOANE, unlisted (Park 87-11) Est \$20.00
- 104 MILLEGAN, 1912 VG Ty 2 DOANE (Cascade 87-28) Est \$15.00
- 105 MOORHEAD, 1912 G Purple Ty B 4-Bar (Powder R. 90-58) Est \$5.00
- 106 PINECREEK, 1910 G lite Ty 2/1 DOANE, EEK on stamp (04-14) Est \$10.00
- 107 POLARIS, 1915 VG Ty B 4-Bar on clean CVR, Mont spotty (98-85) E \$5.00
- 108 PRYOR, 1912 VG PURPLE Ty 3/1 DOANE (Big Horn 92/Op) Est \$8.00
- 109 RED ROCK, 1910 VG PURPLE Ty A1 4-Bar, OCK on stamp (Beav 79-23) Est \$15.00
- 110 ROBERTS, 1908 G+ lite Ty 2/2 DOANE, RTS on stamp, O'Strk & small piece of LR corner missing (Carb 96-Op) Est \$3.00
- 111 ROBERTS, 1911 VG Ty B 4-Bar (Carb 96-Op) Est \$4.00
- 112 RUBY, 1907 VG Ty A1 4-Bar as Rec'd, lt crease (Madison 01-24) Est \$8.00
- 113 SAINT PETER, 1912 VG Ty B 4-Bar (Cascade 85-38) Est \$8.00
- 114 SANDCOLEE, 1912 VG Ty A2 4-Bar (Cascade 84-Op) Est \$3.00
- 115 SIDNEY, 1920 VG Ty G-1WT Columbia hand crank machine Est \$4.00
- 116 SONNETTE, 1944 FINE Ty F 4-Bar (POW RIV 26-67) Est \$5.00
- 117 WEST GLACIER, 1950 VG+ Ty F 4-Bar, wee bit hi (49-Op) Est \$3.00
- 118 WEST YELLOWSTONE, 1927 G+ Ty B 4-Bar off @ top (1920-Op) Est \$3.00
- 119 WHITEFISH, 1918 VG Ty G-2W Columbia hand crank machine Est \$4.00
- 120 WINDHAM, 1908 VG Ty A1 4-Bar (Jud Bas 07-66) Est \$4.00
- 121 YORK, 1908 FINE Ty 2/1 DOANE on CVR rough @ rt. (Lew & Clk 87-17) Est \$18.00

#### OREGON

- 122 ALBANY, RFD ROUTE 6, 1912 Ms Ty 11 Scribble Est \$12.00
- 123 ALOHA, 1938 G+ Ty E, Depression 4-Bar (Wash 12-54) Est \$4.00
- 124 ANDREWS, 1937 FINE Ty C1 4-Bar on CVR (Harney 90-68) Est \$6.00
- 125 BARTLETT, 1910 VG+ Ty 2 DOANE, part on stamp (Wallowa 04-45) E \$6.00
- 126 BERLIN, 1910 FINE Ty 3/1 DOANE (Linn 99-37) Est \$5.00
- 127 BOURNE, 1907 VG+ Duplex (Baker 95/27) Est \$12.00
- 128 BULLRUN, VG Ty 3/1 DOANE (Clack 95-39) Est \$8.00
- 129 CAMP CLATSOP, 1934 VG Duplex (Clat 34-38) Est \$18.00
- 130 CANNON BEACH, 1937 VG Ty E, Depression 4-Bar on CVR, Vert Crease E\$5.00
- 131 CHESHIRE, 1923 G+ Ty B 4-Bar on CVR (Lane 14-Op) Est \$3.00
- 132 CLARNO, 1910 VG Ty A2 4-Bar (Wheeler 94/49) Est \$6.00
- 134 COCHRAN, 1935 VG Purple Ty C2 4-Bar on collector CVR (18-48) Est \$6.00
- 135 DETROIT, 1909 G+ Ty 2/3 DOANE (Marion 91-Op) Est \$4.00
- 136 DILLEY, 1939 G Ty E Depression 4-Bar (Wash 73/61) Est \$4.00
- 137 DODGE, 1909 VG Ty 2 DOANE (Clack 96-14) Est \$20.00
- 138 DOVER, 1908 VG+ Ty 3 DOANE, PPC w/many creases (Clack 90-11) E\$20
- 139 FAIRVIEW, 1911 VG+ Ty A2 4-Bar (Cooz 73-13) Est \$10.00
- 140 FISHER, 1908 VG Ty 3/1 DOANE (Linc 92/42) Est \$12.00
- 141 FLAVEL, 1914 G+ Ty B 4-Bar, stamp gone, Vert crease (Clat 95/18) E10.00
- 142 GALENA, 1914 VG Ty A1 4-Bar (Grant 01-43) Est \$5.00
- 143 GEISER, 1902 G+ CDS as rec'd on CVR back, rough @ Rt. Mining Co. CC from BAKER CITY to BONANZA MINE (Baker 98-09) Est \$35.00
- 144 GRANT, 1908 G+ Ty A1 4-Bar, O'Strk (Sherman 83-08) Est \$35.00
- 145 GREENVILLE, 1906 G+ Ty 3 DOANE, as rec'd (Wash 71-07) Est \$8.00
- 146 HARLAN, 1910 VG lite Ty 2 DOANE (Linc 90-68) Est \$5.00
- 147 HOLLY, 1910 G Ty 2 DOANE, bit hi (Linn 90-57) Est \$5.00
- 148 IDAVILLE, 1925 VG Ty C1 4-Bar on Monarch CVR (Till 22-27) Est \$25.00
- 149 LINNTON, 1907 VG Ty 2 Doane (Mult 89-36) Est \$5.00
- 150 MOUNT VERNON, 1908 G Non-Standard CDS ties 1st Gm Est \$7.00



## DOUG DEROST MAIL BID SALE NO.10

### 482 MODELAIRE DRIVE, LAGRANDE OREGON 97850

#### OREGON (Cont.)

151 NORTH BEND, 1925 G FLAG on CVR w/ills. Hotel CC (1924-1928) Est \$5.  
 152 OPAL CITY, 1916 readable+ Ty B 4-Bar, Early (Jeff 11-41) Est \$4.00  
 153 PINE, 1910 G+ Ty A1 4-Bar on CVR w/ite stain (Baker 92-58) Est \$4.00  
 154 PLEASANT VALLEY, 1913 VG Ty B 4-Bar (Baker 68/62) Est \$4.00  
 155 PRESCOTT, 1924 Blueish Ty C1 4-Bar (Col 07-45) Est \$5.00  
 156 RILEY, 1911 G Ty 3 DOANE on CVR, rough @ Rt (Ham 85-19) E \$5.00  
 157 ROCKVILLE, 1947 VG Ty C1 4-Bar on CVR (Malh 12-48) Est \$8.00  
 158 SITKUM, 1907 VG Ty 2 Doane, O'Strk & off @ top (Coos 73/64) E \$4.00  
 159 TOP, 1953 F Ty B 4-Bar on L.D. GPC (Grant 15-53) Est \$5.00  
 160 UNITY, 1910 VG+ Ty 3/4 DOANE (Baker 91-Op) Est \$7.00  
 161 WALDPORT, 1909 F Ty 2/2 DOANE (Linc 81/Op) Est \$4.00  
 162 WILLOWS, 1916 G lite, MAGENTA Ty B 4-Bar (Gill 78/42) Est \$4.00  
 163 WINCHESTER, 1907 F Ty 3 Doane, also Fine Dillard Ty 1 reciever E \$5.00

#### WASHINGTON

164 ACME, 1910 VG bit Lt. Ty 2 Doane (What 87-Op) Est \$5.00  
 165 ANGLIN, 1910 VG Ty A2 4-Bar as read on Pict side (Okan 02-21) E \$10.00  
 166 ARCADIA, 1913 F Ty B 4-Bar (Mason 74/18) Est \$15.00  
 167 AUBURN, 1924 VG FLAG (used 1921-1928) Est \$3.00  
 168 BAKER, 1907 VG+ Ty 3 Doane + VG TOLT Ty 1 Doane Reciever Est \$15.00  
 169 BLOCKHOUSE, 1908 VG CDS (Klick 72-30) Est \$10.00  
 170 BRIGHTON, 1912 G+ Ty A2 4-Bar, Wash indist. (King 01-11) Est \$12.00  
 171 BURNETT, 1912 VG+ Ty A1 4-Bar (Pierce 88-27) Est \$8.00  
 172 CHARD, 1910 G+ Ty A1 4-Bar (Garf 87-11) Est \$15.00  
 173 CLEVELAND, 1907 G+ CDS/Cork, Wash Indst. (Klick 81-15) Est \$22.00  
 174 CLINTON 1906 F Ty 2 DOANE (Island 92-Op) Est \$10.00  
 175 COLFAX, WASH.T 1888 G+ Non-Stand CDS/Target. Entire front w/spindle Est. 5.00

176 DAYTON, 1886 VG CDS/Cork Entire front w/spindel hole Est \$5.00  
 177 DOUGLAS, 1909 G+ lite Ty 2/3 Doane (Doug 88-68) Est \$5.00  
 178 EAGLE GORGE, 1907 G Purple Ty 3/1 DOANE (King 91/32) Est \$10.00  
 179 EDGEWATER, VG Ty A2 4-Bar, stamp gone (Skam 11-15) Est \$10.00  
 180 FORT STEILACOOM, 1910 VG Ty A1 4-Bar (Pierce 81-66) Est \$5.00  
 181 GETTYSBURG, 1910 VG Ty A2 4-Bar as read on CVR back (Clall 90-26) Est. 12.00  
 182 GLENWOOD, 1907 G+ Ty 3/2 Doane, O'Strk (Klick 91-Op) Est \$5.00  
 183 HARTLINE, 1908 G+ Ty A1 4-Bar (Grant 90-Op) Est \$3.00  
 184 JUNCTION, 1907 Vg Duplex (Jeff 91/09) Est \$15.00  
 185 KIONA, 1907 G+ Duplex (Bent 88-72) Est \$3.00  
 186 LATONA, 1900 VG CDS/Cork 1st Prid Matter Rt. to England (90-01) \$22.00  
 187 LISABELLA, 1907 Readable Ty 1 Doane (King 92/35) Est \$5.00  
 188 MASON CITY, 1936 FINE Ty C2 4-Bar on Philat. CVR (Okan 34-43) \$4.00  
 189 MOAB, 1915 G+ Ty B 4-Bar (Spokane 02-29) Est \$6.00  
 190 MORTON, 1908 G+ Ty 3 Doane (Lewis 90-Op) Est \$6.00  
 191 NAPAINE, 1941 FINE MACHINE cancel MIMIC, on clean CVR Est \$8.00  
 192 NASEL, 1909 G+ Duplex (Pacific 81-20) Est \$8.00 p73  
 193 NATCHEZ, 1908 VG Ty A1 4-Bar (Yak 06-08) Est \$8.00  
 194 NEW KAMILCHE, 1910 VG Ty A2 4-Bar (Mason 90-31) Est \$4.00  
 195 NIGHTHAWK, 1947 VG+ Ty F 4-Bar (Okan 02-62) Est \$3.00  
 196 O'BRIEN, 1919 G Ty B 4-Bar (King 90-20) Est \$10.00  
 197 OPHIR, 1908 VG Ty A1 4-Bar on toned PPC (Okan 90-12) Est \$20.00  
 198 ORIN, 1927 G+ Ty C1 4-Bar, Wash Indist (Stevens 02-44) Est \$5.00  
 199 PALOUSE FALLS, 1911 G+ Ty A1 4-Bar (Adams 09-27) Est \$20.00  
 200 PARK RAPIDS, 1919 FINE Ty B 4-Bar, early (Stevens 12-45) Est \$8.00  
 201 POMEROY, 1886 G+ fancy CDS w/maltese crosses & S in C killer, Entire front with spindle hole Territorial \$5.00

202 PORTAGE, 1909 VG+ Ty A1 4-Bar (King 03-68) Est \$5.00  
 203 PORT STANLEY, 1912 G+ BLUE Ty A1 4-Bar (San Juan 92-40) Est \$8.00  
 204 REGENTS PARK, 1911 VG lite Ty A2 4-Bar (Pierce 09-17) Est \$15.00  
 205 ROCHESTER, 1906 FINE Ty 2 DOANE (Thurs 90-Op) Est \$5.00  
 206 ROCKDALE, 1913 FINE Ty B 4-Bar (King 12-15) Est \$100.00  
 207 ROCKLYN, 1912 VG Ty A2 4-Bar (Linc 98-55) Est \$4.00  
 208 SATSOP, 1889 (Aug) G CDS/Target on CVR trimmed 1/2" @ Lift (Terr) \$50.00  
 209 SLATER, 1908 FINE Ty A1 4-Bar (Walla 06-19) Est \$12.00  
 210 SNOHOMISH, RFD #2, (about 1910) Ms Ty 11 scribble Est \$12.00  
 211 SUNRISE LODGE, 1932 VG+ Ty C2 4-Bar (Pierce 31-44) Est \$6.00  
 212 TIGER, 1948 VG Ty F 4-Bar on air CVR (Pend Oreille 06-75) E \$3.00  
 213 TIMBER VALLEY, 1910 G+ Ty 2/1 DOANE (Klick 05-19) Est \$15.00  
 214 TULALIP, 1911 VG Ty 2 Doane Composite (Doane dial, Ty A 4-Bars)E \$8.00  
 215 TULALIP, 1915 VG Ty B 4-Bar (Snohomish 65/53) Est \$5.00  
 216 WAITSBURG, WASH.T, 1886 Non-Stand. CDS/Targ. CVR front w/spindle Est. \$5.00

217 WALLA WALLA, RFD #5, 1913 Ms Ty 11, date + Scribble Est \$12.00  
 218 WICKERSHAM, 1909 VG Ty 2 Doane (Whatcom 91-57) Est \$8.00

#### WYOMING

219 ALBANY, 1910 G+ Ty A2 4-Bar on CVR, bit rough @ Rt. (08-61) Est \$5.00  
 220 BITTER CREEK, 1911 G+ PURPLE Ty B 4-Bar (Sweet 69/71) Est \$5.00  
 221 BORDER, 1908 VG Ty A2 4-Bar, Wyo indst. (Linc 00-33) Est \$5.00  
 222 CARLILE, 1912 G Ty 3/1 Doane (Crook 88/65) Est \$6.00  
 223 CARNEYVILLE, 1907 VG Ty 3 DOANE (Sheridan 04-21) Est \$15.00  
 224 EDEN, 1909 FINE Ty A2 4-Bar EARLY, (Sweet 08/65) Est \$12.00  
 225 FORT MACKENZIE, 1910 readable Ty 2 DOANE (Sheri 05-18) Est \$5.00  
 226 FOX PARK, 1913 FINE Ty A2 4-Bar on CVR, EARLY (Albany 10-66) Est \$7.

#### WYOMING (Cont.)

227 GREYBULL, 1910 VG Ty A2 4-Bar (Big Horn 07-Op) Est \$3.00  
 228 GROVER, 1908 FINE Ty A1 4-Bar (Linc 89-Op) Est \$3.00  
 229 HOME ON THE RANGE RUR. STA/LANDER, 1958 VG+ on GPC Est \$5.00  
 230 JELM, 1948 VG Ty E, Depression 4-Bar (Albany 98-65) Est \$4.00  
 231 KEARNEY, 1911 readable Ty 3/2 DOANE (Johnson 81/36) Est \$4.00  
 232 KENDALL, 1910 G lite Ty 2 Doane (Sublette 99-35) Est \$6.00  
 233 KIRTLEY, 1913 FINE Ty A1 4-Bar on CVR w/no postage (95-50) Est \$5.00  
 234 LABARGE, VG Ty 3/2 DOANE (Linc 80/28) Est \$10.00  
 235 LOST CABIN, 1910 VG Ty A2 4-Bar (Fremont 86-66) Est \$4.00  
 236 MAYOWORTH, 1909 Vg PURPLE Ty 2/2 DOANE as read (Johnson 89-44) Est \$8.00

237 MIDWAY, 1910 FINE Ty 2/2 DOANE (Sublette 92/18) Est \$25.00  
 238 NODE, 1914 VG Ty B 4-Bar Early (Niobrara 10-Op) Est \$3.00  
 239 PAHASKA, 1957 G+ Ty F 4-Bar (Park 50-63) Est \$5.00  
 240 PATRICK, 1910 VG Ty A1 4-Bar (Goshen 87-14) Est \$22.00  
 241 PERRIN, 1936 VG Ty A3 4-Bar on L.D. GPC (Fremont 23-37) Est \$7.00  
 242 ROCK RIVER, 1914 VG Ty A2 4-Bar (Albany 00-Op) Est \$3.00  
 243 TRABLING, 1912 readable CDS ties 1st Grn (John 80/13) Est \$10.00 p73  
 244 UVA, 1910 G+ Ty 2 Doane (Platte 80/51) Est \$5.00  
 245 VALLEY, 1926 VG+ Ty C1 4-Bar (Park 00-59) Est \$5.00  
 246 VAN TASSELL, 1912 G+ Ty A2 4-Bar Early (Niobrara 10-Op) Est \$3.00  
 247 WOODROCK, 1912 G Purplish Ty 3/1 Doane (Sheridan 05-13) Est \$20.00

#### R.P.O. (TOWEL TYPES)

248 BLAINE & SEATTLE, 1937 VG 903-A-4, TR1355 on Entire Est \$4.00  
 249 BURL & WHITE RIV. JUNCT., 1911 G 24-R-1, TR15 Est \$12.00  
 250 CASE & PONTIAC, 1914 VG644-B-1, TR52 Est \$5.00  
 251 CENTRAILIA & HOQUIAM, 1924 G 901.4-A-1 T578 Est \$7.00  
 252 CHEY & POCATELLO, 1912 G+ 932-Q-1 TR10 Est \$5.00  
 253 COLO SPGS. DIV & C.CREEK, 1916 VG 956-E-2, EAST Est \$18.00  
 254 GRANGEVILLE & LEWIS (STON), 1917 Bright Purple in three straight lines  
 TRAIN 122 APR-8 ????/LEON H. PURTT ties 1st Grm as origin Est \$25.  
 255 LEWISTON & RIPA(RIA), 1917 Torquoise Blue, three lines similar to lot  
 345, Clerks stamp used as origin, very rare marking Est \$25.00  
 256 LINCOLN & BILLINGS, M.D., 1918 G Unlisted type TR41 Est \$5.00  
 257 MALAD CITY & S.L.CITY, 1910 G+973.1-B-2 T131 Est \$25.00  
 258 MILES CITY & BUTTE, 1917 VG 871-R-2, TR16 Est \$10.00  
 259 MILES CITY & SPOK. E.D., 1917 G, 874-AB-1 Est \$4.00  
 260 MILES CITY & SPOK. W.D., VG, on stamp, CVR 1915, 892-L-2, TR2 \$5.00  
 261 MISSOULA & ELLENS, W.D., 1914 VG 871-Y-1, TR15 Est \$30.00  
 262 (M)ONTE CRISTO & EVERETT, 1908 G+ 905.2-A-1, off @ Bottom & soaked  
 on stamp, toned PPC, Scarce Washington State R.P.O. Est \$30.00  
 263 PORT & CAZADERO, 1907 G 897.2-A-1, TR2, ELECTRIC Est \$12.00  
 264 PORTLAND & SEASIDE, 1921 VG 899.2-A-1, TR32 Est \$5.00  
 265 S.T.P. & SPOK. 1st DIV., 1907 FINE 874-AN-1, TR8 Est \$5.00  
 266 S.T.P. & HAVRE, 2nd DIV., 1909 VG 869-AE-1, TR6 Est \$8.00  
 267 S.T.P. & SPOK. 4th DIV., 1907 FINE Unlisted Type TR2 Est \$7.00  
 268 SALIDA & GRAND JUNCTION, 1915 G+ lite 957-K-1, Narrow Gauge E \$10.  
 269 SEATTLE & SEATTLE, 1909 FINE SE1-A (7AM) STREET CAR Est \$20.00  
 270 SPOK. PASCO & SEAT., 1907 G+ 892-O-1 TR4 Est \$6.00  
 271 SPOKANE & PORTLAND, 1908 G Unlisted Type TR3 Est \$4.00  
 272 SPOKANE & SEATTLE, 1919 G Unlisted Type TR1 Est \$5.00  
 273 TACOMA & MORT(ON), 1916 G partial 905.5-B-1 TR2 Est \$15.00  
 274 WALLACE & SPOKANE, 1908 G 896.7-A-1, WEST Est \$6.00  
 275 WALLA WALLA & PASCO, 1911 VG 901.5-B-1, T252 Est \$6.00

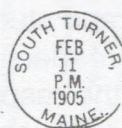
STANDARD RULES APPLY; Single item bids reduced to estimate.

Minimum bid \$3.00 please. Phone bids accepted (503) 963-6350

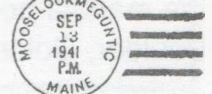
**CLOSING DATE; TUESDAY, OCTOBER 17th, 1995 (7:00 PACIFIC)**

#### 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.





## NAVY MAIL SERVICE

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# Instructions for the Guidance of Navy Mail Clerks and Assistant Navy Mail Clerks

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EDITION OF 1912

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The manuals used by the various types of postal clerks have always been uncommon although some types such as those used by Railway Post Office clerks and postal station employees are a bit more common. Among the scarest of these manuals are those that were written for U.S. Navy mail clerks. Why this is so is, to say the least, difficult to understand. Part of the reason might be that the Navy has fewer ships than the army has units that were, or are, authorized a postal clerk. Another factor might be that up until the Vietnam War, ships did not, due to their mobile nature did not receive mail on as frequent a basis as their land-based counterparts did. Whatever the reason, these manuals are extremely scarce and it is relatively safe to say that most postal historians have had the opportunity to study one. It is with that in mind that Bill Helbock and I have decided to reprint the opening pages from this 1912 manual of *Instructions for the Guidance of Navy Mail Clerks and Assistant Navy Mail Clerks*.

Two things about this manual are very striking. The first and most obvious is that this manual was printed and used during what collectors refer to as the "Classic Period" of naval ship cancels and covers. Over the years I have seen many questions asked of editors, columnists, and specialists about how and why certain things happened or occurred in relation to shipboard post offices during this period. One hopes that by our reprinting of this manual, some of those questions will be answered.

Another interesting subject to be found within this manual is seen in Section 10. which attempts to deal with the issue of who the mail clerk was (is?) ultimately commanded by and responsible to. As a member of the military, one is subordinate to the Commander-In- Chief and those under his command. This manual infers that mail clerks while "amenable ... to naval discipline" seemed to be required to follow the rule of the Post Office Department first. What came first, the military mission or safeguarding and delivering the mails. Obviously the issue did not cause all that many problems, and if it did, those of us who collect and study military covers would be aware of it.

If a positive response from readers dictates it, we will, on an irregular basis, reprint the manual in its entirety. If the response is underwhelming, we will discontinue the series and I will make available to those who desire, high quality photocopies of the manual postpaid at \$5.00. Requests may be sent to: R. Munshower P.O. Box 3484 Boulder, Colorado 80307



**Surety companies.**

**Sec. 8.** Surety companies authorized to do business under the Act of Congress approved August 13, 1894, as amended by the Act approved March 23, 1910, will be acceptable as sureties on bonds of navy mail clerks and assistants. (A list of approved surety companies is published in the annual Postal Guide.)

**Filing of oaths and bonds.**

**Sec. 9.** Oaths and bonds of navy mail clerks and assistants will be transmitted through the Secretary of the Navy to the Postmaster General for approval, and will be filed in the Post Office Department.

**Postal duties.**

**Sec. 10.** Navy mail clerks and assistants will be amenable in all respects to naval discipline. Commanding officers of the vessels upon which navy mail clerks and assistants are stationed will, however, require them to perform their duties as such clerks according to the postal laws and regulations of the United States.

**Regulations and instructions.**

**Sec. 11.** The attention of all navy mail clerks and assistants is directed to the Postal Laws and Regulations, and the supplement thereto, as well as the instructions published from time to time in the current Postal Guides, for information as to the general conduct of their postal duties, and such clerks are expected to thoroughly familiarize themselves with the special instructions contained in this pamphlet.

**Assistant to perform duties.**

**Sec. 12.** Whenever necessity arises therefor any assistant navy mail clerk may be required by the commanding officer of the vessel upon which he is stationed, or of the squadron to which said vessel is attached, to perform the duties of navy mail clerk.

**Salvage of mail.**

**Sec. 13.** In case of accident which renders it necessary to abandon the ship, navy mail clerks and assistants will see that due measures are taken for the salvage of the mail. In an emergency of this kind the registered articles and the cash and stock of postage stamps, must be saved before the ordinary letters.

**Treatment of wet mail.**

**Sec. 14.** If mail bags become wet in consequence of accident or the influence of the weather, they must be opened, their contents dried and then resacked, and this must be done even in cases where the bags were to have been forwarded unopened. (See sec. 83 as to registered mail.)

**Treatment of damaged mail bags.**

**Sec. 15.** Defective or damaged mail bags of all kinds will be promptly sent to the Mail Bag Repair Shop, Washington, D. C.



## INSTRUCTIONS FOR THE GUIDANCE OF NAVY MAIL CLERKS AND ASSISTANT NAVY MAIL CLERKS.

Section 1. The Navy Mail Service was established and <sup>Navy mail</sup> service. is conducted in accordance with the provisions of the act of May 27, 1908. (See copy on p. 35.)

Sec. 2. Enlisted men of the United States Navy may, <sup>Appoint-</sup>ments, upon selection by the Secretary of the Navy, be designated by the Post Office Department as "navy mail clerks" and "assistant navy mail clerks."

Sec. 3. The services of navy mail clerks and assistant <sup>Removals.</sup> navy mail clerks are discontinued at the discretion of the Secretary of the Navy. Recommendations for the removal of such clerks may also be made by post-office inspectors for violations of postal laws or regulations.

Sec. 4. Every navy mail clerk and assistant will take <sup>Oaths of</sup> the oath of office prescribed for employees of the postal <sup>off.</sup> service.

Sec. 5. Before entering upon any postal duties and <sup>Execution.</sup> before they may receive any salary therefor, navy mail clerks and assistants will execute the oath of office which appears upon the back of the bond furnished them for execution as such clerks.

Sec. 6. Upon a change in the designation of a clerk <sup>New oath.</sup> from assistant navy mail clerk to navy mail clerk, or vice versa, a new oath of office will be executed and transmitted through the Navy Department to the Post Office Department.

Sec. 7. Every navy mail clerk and assistant will give <sup>Bonds.</sup> bond to the United States in the sum of one thousand dollars for the faithful performance of his duties as such clerk. A new bond need not be executed upon a change in the designation of a clerk from assistant to navy mail clerk, or vice versa. If a navy mail clerk or assistant whose term of enlistment has expired is, upon reenlistment, designated to his former position, it will be necessary for him to execute a new oath and bond.



Accounting for postage due.

Sec. 22. Whoever, being a postmaster or other person engaged in the postal service, shall collect and fail to account for the postage due upon any article of mail matter which he may deliver without having previously affixed and canceled the special stamp provided by law, or shall fail to affix such stamp, shall be fined not more than fifty dollars. (Act of March 4, 1909.) For instructions as to collection of postage due, see annual Postal Guide: Index, "Postage due."

Forwarding of mail without additional postage.

Sec. 23. All mail matter, whatever its class, addressed to persons in the United States service whose addresses are subject to change by official order will be transmitted as rapidly as possible until it reaches the addressee, without additional payment of postage for forwarding.

Canceling of stamps.

Sec. 24. Navy mail clerks and assistants will cancel with indelible ink the stamps on all mail matter received by them for dispatch.

Postmarking of mail.

Sec. 25. Navy mail clerks and their assistants will postmark all letters and postal cards received for dispatch in such manner as to show the date on which they were so received. The type in postmarking stamps must be carefully changed to show the exact date. When the stamp, type, or inkpads require to be renewed, requisition therefor should be made upon the Fourth Assistant Postmaster General, Division of Supplies.

Making up and dispatching of mail.

Sec. 26. Navy mail clerks and assistants will make up and dispatch mail.

(a) The reverse side of the label of each sack of mail should bear a notation showing where the first delivery of the mail took place and the number of sacks in the dispatch; for example, "Delivered ———, 1912, to Postmaster, Hong Kong, ——— sacks;" or "Delivered ———, 1912, to British S. S. 'Zealandia' bound for Seattle, ——— sacks."

Ordinary mail.

Sec. 27. A facing slip, bearing the postmark of the vessel, will be placed upon each package of letters. Separate or direct packages should be made up when there are ten or more letters for one State or city by placing the name of the State or city on the facing slip covering the package. When direct packages are not made up, letters should be faced one way and placed in packages under facing slips marked "Mixed mail." Separate packages should be made up of long and short letters whenever practicable. Packages of letters should be securely tied.



Sec. 16. Navy mail clerks and assistants will receive matter for transmission in the mails. Receipt of mail for dispatch.

Sec. 17. Navy mail clerks and assistants will not accept for transmission in the mails letters on which postage has not been properly prepaid, except in the case of letters of United States soldiers, sailors, and marines when marked "Soldier's letter," "Sailor's letter," or "Marine's letter," and signed thereunder by an officer with his name and official designation. (See sec. 422, Supp., P. L. & R.) Transmission of mail without prepayment of postage.

Sec. 18. Any article entitled to transmission free of postage in the domestic mails of the United States, either in a "penalty" envelope or under a duly authorized "frank," will be entitled likewise to transmission in the mails free of postage between places in any possessions of the United States, from one to another of such possessions, from the United States to such possessions, and from such possessions to the United States; and between vessels of the United States Navy and places in the United States and possessions thereof. (For definition of term "possessions of the United States," see Postal Guide. Index, "Domestic mail matter, classification of.") Transmission of free mail.

Sec. 19. All mail matter originating in the United States for transmission to officers and members of the crew of vessels of war of the United States stationed abroad, and all mail matter originating with officers and members of the crew of such vessels and designed for transmission to persons in the United States, shall be admitted to the sealed sacks forwarded to such vessels from post offices in the United States, or from such vessels to such post offices, and be subject to the United States domestic classification, conditions, and rates of postage. Transmission of mail to and from war vessels.

2. As a general rule, mails for U. S. naval vessels should be sent to New York, Boston, San Francisco, Tacoma or Seattle; the selection of one or the other office will depend upon where the naval vessel is stationed abroad.

Sec. 20. For classification of mail matter and rates of postage, see Postal Guide: Index, "Domestic mail matter," "Foreign mails," and "Rates of postage." Classification of mail.

Sec. 21. Whoever, being a postmaster or other person authorized to receive the postage of mail matter, shall fraudulently demand or receive any rate of postage or gratuity or reward other than is provided by law for the postage of such mail matter, shall be fined not more than one hundred dollars or imprisoned not more than six months, or both. (Act of March 4, 1909.) Collecting unlawful postage.



Messages to  
postmasters re-  
garding dispatch  
to naval vessels.

Sec. 33. Whenever navy mail clerks are required to prepare messages to the postmaster at a United States post office, informing him of the points to which the mail for a naval vessel should be dispatched, it is desirable that any dates given be connected clearly with the future movements of the vessel, or with the intended dispatch of the mail from the United States, as the case may be. It is suggested that the message show the expected date of departure rather than the date of arrival, or the date up to which the mail should be dispatched from the United States; for instance: "U. S. S. North Dakota sails from Cristobal tenth, Port Limon twentieth."

Sale of post-  
age stamps.

Sec. 34. Navy mail clerks and assistants will keep and have for sale an adequate supply of postage stamps. They will be furnished an initial supply of postage stamps and other stamped paper in such amount within their bonds as may be necessary for the accommodation of the officers and crews of the vessels to which they are attached, such supplies to be charged by the Post Office Department to the account of the navy mail clerk. Subsequent supplies will be secured, when the vessel is in United States waters, of the most available post office, and paid for from the proceeds of sales of earlier supplies. When the vessel is in foreign waters the navy mail clerk shall draw requisition upon the Third Assistant Postmaster General for such supplies of stamped paper as may be needed; at the same time the postal funds held by the navy mail clerk will be remitted as directed in sec. 46.

Requisitions  
for stamps.

Sec. 35. Requisitions for stamps and other stamped paper will be made on the blanks enumerated on page 34. In lieu of the post office, county, and State, requisitions will bear the name of the vessel, with the prefix, "U. S. S.," to which the stamped paper is to be supplied. No requisitions will be honored which have not been signed by the navy mail clerk and countersigned by the commanding officer, and when the navy mail clerk is absent from duty such papers, to be honored, must be signed in his name by the assistant navy mail clerk thus,

JOHN DOE, *Navy Mail Clerk.*

By RICHARD ROE, *Assistant Navy Mail Clerk.*

Countersigned:

WALTER BROWN,

\_\_\_\_\_, *Commanding.*



2. Newspapers and other printed matter should be placed in sacks separate from letter mail. All sacks made up should be securely lead-sealed. Empty sacks in excess of the actual need should be dispatched to the United States post offices to which mails are made up. (See sections 66 and 68 as to the manner in which registered and special delivery mail should be tied out.)

3. In every mail made up there should be included a Letter Bill (form 4072-E) bearing an impression of the postmark of the date of dispatch, and in the proper spaces the name of the vessel and the number of sacks in the dispatch. (For specific directions as to listing registered mail see sec. 68.)

Letter bill.

Sec. 28. Special delivery letters should be placed together on the outside of the package and the facing slip on such package placed crosswise so as to expose the special delivery stamp or the ordinary stamps which may be used for the purpose of securing special delivery of mail, the lower third of the slip being turned in so as to inclose the special delivery matter.

Special delivery mail.

Sec. 29. Navy mail clerks and assistants will indorse all matter mailed on board United States naval vessels which they have reason to believe contains matter subject to United States customs duty with the words "Supposed liable to customs duty" before dispatching. (See sec. 94 as to registered mail.)

Supposed liable to customs mail.

Sec. 30. When the vessel is in an American port, including Porto Rico, Hawaii, the Philippines, and the United States postal agency at Shanghai, China, ordinary mail should be deposited in the most available post office; when in a foreign port it should be inclosed in a sealed sack and left at the most available post office for dispatch to the designated United States post office.

Deposit of mail for transmission.

Sec. 31. Navy mail clerks and assistants will receive and open all pouches and sacks of mail addressed to naval vessels and make proper delivery of such mail. (See sec. 79 as to registered mail.)

Receipt of mail for delivery.

Sec. 32. In addition to the mail matter in the direct sacks, mail matter is frequently addressed to officers and crew, in care of United States consuls, who hold the matter pending application therefor. The direct sacks, in most cases, will be received on application to the post office at the foreign port of call, but in the event of their non-receipt there, application for the sacks should be made at the office of the United States consul.

Application to consul.



# RANDY STEHLE MAIL BID SALE NO. 61

16 Iris Court, San Mateo, CA 94401

## CALIFORNIA

- 001 AETNA SPRINGS, 1929 VG 4-BAR ON CREASED PPC (12-45). E \$5  
002 ARMADA, 1909 VG 4-BAR ON PPC (95-20). EST. \$10.00.  
003 BAY CITY, 1908 VG DOANE ON PPC (00-14). EST. \$5.  
004 BEULAH HEIGHTS, 1909 VG 4-BAR W/STAMP GONE ON PPC (07-11) 6  
005 BIGGS/BUTTE CO, 1890 F T&C ON GPC W/FILE HOLES. EST. \$6.  
006 BULWINKLE, 1910 VG 4-BAR ON PPC (09-22). EST. \$8.  
007 CARSON HILL, 1911 VG 4-BAR REC'D ON PPC (09-35). EST. \$6.  
008 CHOWCHILLA, 1901 VG CDS ON REG'D REC (83-05). EST. \$20.  
009 COLLINSVILLE, 1906 G+ EKU DOANE ON PPC (62/60). EST. \$4.  
010 CORAM, 1910 G+ 4-BAR ON PPC (06-22). EST. \$10.  
011 CUTTENS, 1912 G+ 4-BAR ON PPC (11-13). EST. \$30.  
012 DALE, 1904 VG CDS (NEW TYPE) REC'D ON PPC (96-15). E \$25.  
013 DEERPARK, 1911 F 4-BAR ON PPC (00-29). EST. \$6.  
014 EAST SAN PEDRO, 1911 F 4-BAR ON PPC W/PIN HOLES (06-24). 5  
015 EAST WILMINGTON, 1917 G LKU 4-BAR ON PPC (12/21). E \$10.  
016 ELECTRA, 1912 F 4-BAR ON CREASED PPC (90-23). EST. \$8.  
017 FOSTERIA, 1911 G+ 4-BAR ON PPC (03-18). EST. \$15.  
018 FREDALBA, 1911 VG 4-BAR REC'D ON PPC (96/24). EST. \$20.  
019 FRESNO CITY, 1887 F CDS ON GPC (72-89). EST. \$5.  
020 GIBSON BR, 1918 F DUPLEX ON PPC (18-20). EST. \$10.  
021 GORDA, 1906 F DOANE REC'D ON PPC (93-23) + LUCIA CDS. E \$15  
022 HILL, 1912 VG LIGHT LKU 4-BAR ON PPC (09-27). EST. \$8.  
023 HYNES, 1913 VG EKU 4-BAR ON PPC (58-48). EST. \$5.  
024 JACOBS, 1909 VG LITE 4-BAR STRONGLY O/S ON PPC (09-10). \$25  
025 JAMACHA, 1910 F 4-BAR (NEW TY) ON PPC W/PIN HOLE (95-22) 12  
026 KEYSTONE, 1905 F DOANE REC'D ON PPC (05-13). EST. \$10.  
027 LITTLE BEAR LAKE, 1921 VG LITE LKU 4-BAR ON CREASED PPC. 10  
028 MALAGA, 190X VG 4-BAR ON PPC (86-43). EST. \$5.  
029 MARK WEST, 1911 F 4-BAR ON PPC (65/17). EST. \$12.  
030 NELSON, 1890 VG WH-OFF-FORTUNE ON REG'D REC W/FILE HOLES.  
Est. \$8

- 031 NEW ALMADEN, 1905 VG DUPLEX ON PPC (61/21). EST. \$5.  
032 NORTONVILLE, 1909 F LKU 4-BAR O/S ON PPC (74/10). EST. \$25  
033 NORTHBRANCH, 1908 VG LKU CDS ON PPC (52/25). EST. \$10.  
034 OGILBY, 1902 VG LKU CDS REC'D ON GPC (90/42). EST. \$10.  
035 ORLOFF, 1909 F DOANE ON PPC (05-11). EST. \$12.  
036 PEANUT, 1910 VG LKU 4-BAR ON PPC (00-33). EST. \$8.  
037 PINO GRANDE, 1908 VG CDS O/S ON PPC (92/09). EST. \$25.  
038 PISMO, 1906 F DOANE REC'D ON PPC (94-23). EST. \$4.  
039 PITTVILLE, 1908 F DOANE ON PPC (73/63). EST. 5  
040 PRESIDIO OF MONTEREY, 1917 G+ EKU 4-BAR ON PPC (15-19). 12  
041 QUARTZ, 1908 G+ DUPLEX ON PPC (97-24). EST. \$10.  
042 RANNELS, 1909 F LITE 4-BAR ON PPC W/STAMP GONE (8th MO.) 6  
043 SEASIDE, 1907 F LKU CDS (MOT-1885) ON PPC. EST. \$6.  
044 SILSBEE, 1908 VG MAGENTA 4-BAR ON PPC (02-09). EST. \$20.  
045 SOLDIERS HOME, 1921 EKU DUPLEX ON PPC (15-29). EST. \$5.  
046 STONE CANON, 1908 VG EKU 4-BAR ON PPC (00-32). EST. \$10.  
047 THE GEYSERS, 1910 VG CDS ON PPC (93-35). EST. \$6.  
048 THERMALITO, 1911 F 4-BAR REC'D ON PPC (95-20). EST. \$8.  
049 TUSCAN, 1911 G+ 4-BAR ON PPC (95-19). EST. \$15.  
050 U.S. RECEIVING SHIP AT MARE ISLAND, 1913 VG 4-BAR ON PPC  
WITH STAMP GONE. SCARCE CANCEL. EST. \$15.  
051 VIRNER, 1909 F 4-BAR ON PPC (97-13). EST. \$20.  
052 WESTGATE, 1912 VG 4-BAR ON PPC (09-150). EST. \$12.  
053 WOODWARD, 1909 VG 4-BAR REC'D ON PPC (01-13). EST. \$15.

## MONTANA

- 054 COOKE, 1911 VG 4-BAR ON PPC (82-57). EST. 4.  
055 CRANE, 1911 VG 4-BAR ON PPC. EARLY. (1910-). EST. \$4.  
056 DEMERSVILLE, 1891 F CDS ON REG'D REC (89/98). EST. \$30.  
057 FLATWILLOW, 191X G+ 4-BAR ON PPC (83/46). EST. \$6.  
058 GAGE, 1912 VG 4-BAR ON PPC (08-40). EST. \$8.  
059 HOCKETT, 1912 VG 4-BAR ON PPC (89/12). EST. \$20.  
060 HUNTERS HOT SPRINGS, 1908 G+ CDS ON PPC (78-32). EST. \$6.  
061 INVERNESS, 1913 F 4-BAR ON PPC (09-). EST. \$4.  
062 KENDALL, 1909 G+ DUPLEX ON PPC (01-23). EST. \$15.  
063 KINGSLEY, 191X G+ 4-BAR ON PPC (MONT NOT STRUCK)(02/29) 8  
064 LYON, 1910 F LKU DOANE ON PPC (87/35). EST. \$8.  
065 MAUDLOW, 1916 VG 4-BAR ON PPC (98/80). EST. \$4.  
066 MEYERSBURG, 1909 F DOANE (UNLISTED) ON PPC (87-11). E \$25.  
067 OSBORN, 1910 VG 4-BAR REC'D & O/S ON PPC (08-14). EST. \$30  
068 (OXFORD, 1911 G PART'L 4-BAR REC'D & O/S ON PPC (09-16) 12  
069 PARROT, 1899 F CDS ON REG'D REC (97-06). EST. \$40.  
070 ROCKCREEK, 1908 F EKU DOANE ON PPC (02-37). EST. \$8.  
071 RUBY, 1908 VG 4-BAR OFF A BIT @ TOP OF PPC (01-24). E \$10.  
072 SPION KOP, 1923 G+ 4-BAR ON PPC (06/33). EST. \$5.  
073 STACEY, 1912 VG EKU DOANE ON PPC (88/59). EST. \$5.  
074 STEARNS, 1920 VG 4-BAR ON PPC (91-21). EST. \$10.  
075 STRAW, 1914 F 4-BAR ON PPC (04-54). EST. \$5.  
076 WARLAND, 1910 VG 4-BAR ON PPC (07-57). EST. \$5.  
077 WILSON, 1912 F 4-BAR ON PPC (10-14). EST. \$40.

## NORTH DAKOTA

- 078 HAVELock, 1915 G+ 4-BAR ON PPC (10-48). EST. \$5.

- 079 HEART, 1909 F DOANE ON PPC (05/16). EST. \$15.  
080 MIDWAY, 1911 F 4-BAR ON PPC (07-30). EST. \$8.  
081 PEARCE, 1908 VG DOANE REC'D ON PPC (06-10). EST. \$15.  
082 SHAWNEE, 1911 VG CDS ON PPC (02-23). EST. \$6.  
083 STONE, 1909 VG 4-BAR REC'D & O/S ON PPC (07-13). EST. \$15

## WASHINGTON

- 084 BORDEAUX, 1907 G+ CDS ON PPC (03-42). EST. \$6.  
085 CHARD, 1909 VG 4-BAR REC'D ON PPC (87-11). EST. \$15.  
086 EDEN, 1909 F 4-BAR ON PPC (99/35). EST. \$8.  
087 EVELINE, 1913 VG EKU DOANE ON PPC (06-30). EST. \$8.  
088 FORT CASEY, 1907 VG CDS ON PPC (00-32). EST. \$5.  
089 FORT SIMCOE, 1910 VG 4-BAR ON PPC (70-22). EST. \$10.  
090 FORT WARD, 1910 F 4-BAR ON PPC W/SM TEAR (03/20). EST. \$18.  
091 HAYES, 1911 VG CDS ON PPC (76-13). EST. \$6.  
092 HOPE, 1917 VG 4-BAR ON PPC (10-18). EST. \$12.  
093 KRUPP, 1912 G+ 4-BAR ON PPC (01-18). EST. \$4.  
094 LANGE, 1911 F MAGENTA 4-BAR ON PPC (10-19). EST. \$25.  
095 MILITARY BR/TACOMA, 1917 VG DUPLEX ON RP PC (16-17) E \$20  
096 PEARSON, 1908 F DOANE O/S ON PPC (89-37). EST. \$4.  
097 RICHARDSON, 1911 VG 4-BAR ON PPC (87-53). EST. \$4.  
098 SUMMIT, 1919 VG 4-BAR ON PPC (78/10). EST. \$10.  
099 SUNSET, 1908 VG DOANE ON PPC (89-55). EST. \$4.  
100 THREE LAKES, 1911 G+ 4-BAR ON PPC (03-26). EST. \$10.

## RFDs (Richow Types)

- 101 SHELLEY, ID, UNLISTED TYPE 11F (SCRIBBLE) RT 1 ON PPC. 15  
102 HILLSDALE, OR, UNLISTED TYPE 11E (DATE ONLY) RT 1 ON PPC. 8  
103 PUYALLUP, WA, UNLISTED TYPE 11F (SCRIBBLE) RT 1 ON PPC. E 8  
104 TACOMA, WA, UNLISTED TYPE 11D (RFD ONLY) RT 1 ON PPC. E \$8  
105 TUMWATER, WA, UNLISTED TYPE 11C (RFD & DATE) RT 2 ON PPC. 8

## RPOs (Towle Types)

- 106 ALAMOSA & DURANGO, 1910 F (955-F-3) ON PPC. EST. \$8.  
107 A LEA & WATERTOWN, 1912 F (760-C-1) ON PPC. EST. \$8.  
108 BARSTOW & BAKERSF, 1917 F (993-A-1) ON PPC. EST. \$20.  
109 BOUNDARY & SPOK, 1941 VG (902.1-A-1) ON COVER. EST. \$15.  
110 BOWME & MIAMI, 1917 G+ (969.1-A-1) ON PPC. EST. \$10.  
111 CALIS & VALLEJO JC, 1908 VG (983-F-2) ON PPC. EST. \$8.  
112 CHATTROME & ATL, ca 1908 VG (361-G-1) ON PPC. EST. \$6.  
113 CHEYENNE, WYO/TERM RPO, 1929 VG (949.1-A-5) ON PPC. E \$4.  
114 CHEY & POCATELLO, 1905 F (932-Q-1) ON PPC. EST. \$4.  
115 C SPGS & GLEN SPGS, 1904 VG (956-C-2) ON PPC. EST. \$15.  
116 DEN & GRAND JCT/E.D., 1919 VG (953-AP-1) ON PPC. EST. 4  
117 DOW & ESTHERVILLE, 1924 VG LITE (NEW TYPE) ON PPC. E \$6.  
118 FRESNO & COALINGA, 1918 VG (992.4-A-1) ON COVER. EST. \$8.  
119 GARRETSON & YA(NK), 1909 VG PARTIAL (878.8-A-1) ON PPC. 8  
120 GRANDVIEW & NO. YAKIMA, 1916 VG (904.6-A-1) ON COVER. E 15  
121 (HAYWARDS) & OAK, 1910 PARTIAL (992.6-A-1) ON PPC. E \$10  
122 JUNE(AU & SITKA, 1932 PART'L (X-26-b) ON GPC W/PIN HOLES 8  
123 KAL & SO HAVEN, 1893 G+ (636-C-3) ON GPC. EST. \$10.  
124 LAFARGE & WAUZEKA, 1921 VG (848.2-A-2) ON GPC. EST. \$8.  
125 LINCOLN & CON/N.D., 1900 VG (940-N-1) ON GPC. EST. \$15.  
126 LOS ANG & SAN BD'NO, 1908 F (964-X-4) ON PPC. EST. \$8.  
127 MILW & ROCK ISLAND, 1910 G (835-N-1) ON PPC. EST. \$5.  
128 MINIDOKA & BUHL, 1932 G+ (896.10-B-1) ON PC W/PIN HOLES. 12  
129 N.O. & MARSHALL/W. DIV, 1920 F (NEW TYPE) ON PPC. EST. \$5  
130 NEWT FALLS & WATER'TN, 1907 G+ (152.1-A-1) ON PPC. E. \$10  
131 N. CREEK & SARA SPRINGS, 1907 G+ (106-C-1) ON PPC. EST. \$10  
132 OIL CITY & ASH, 1909 F (228-C-2) ON CREASED PPC. E \$6.  
133 PHILA & ATL CITY, 1904 VG (256-B-5) O/S ON PPC. EST. \$5.  
134 PHOENIX & MARICOPA, 1912 G (968.2-A-1) ON PPC. EST. \$20  
135 PLACERVILLE & SACTO, 1920 F (981-C-1) ON PPC. EST. \$6  
136 PORT & CORVALLIS, 1912 G (893-B-1) ON PPC. EST. \$5  
137 PORT & MADISON, 1898 F (859-E-1) ON GPC W/SPINDLE HOLE. 12  
138 PORTLAND & SEASIDE, 1909 VG (NEW TYPE) ON PPC. EST. \$6.  
139 PORT & SHERIDAN, 1910 G (900.5-E-2) ON PPC. EST. \$5.  
140 PORT WASH & L.I. CITY, 1911 G+ (112-W-1) ON PPC. EST. \$8  
141 RENO & GOLDFIELD, 1910 VG (977.2-B-1) ON PPC. EST. \$10  
142 RENO & VIRGINIA CITY, 1911 F (978-F-1) ON PPC. EST. \$15  
143 ROCK & ANACORTES, 1914 G (NEW TYPE) ON PPC. EST. \$15.  
144 RUMSEY & ELMIRA, 1909 G+ (992.8-B-4) ON PPC. EST. \$8.  
145 (SAC)RA RIVER, 1911 PARTIAL (U-9-a) ON PPC. EST. \$6.  
146 ST. JOE & OXFORD, 1909 VG (935-R-3) ON PPC. EST. \$5.  
147 SALIDA & GRAND JUNC, 1910 F (957-K-2) ON PPC W/STAMP GONE 8  
148 SAN BDNO & ORANGE, 1907 F (993.2-B-1) O/S ON PPC. EST. \$6  
149 SANTA ROSA & VAL JCT, 1915 VG (984.1-A-1) O/S ON PPC. E 6  
150 (SE)ATTLE & KODIA(K), ca 1915 PARTIAL (X-48-b) ON COVER. 8  
151 SEATTLE & SEWARD, 1939 VG (X-14-l) ON COVER. EST. \$8.  
152 SPOK & PENDLETON, 1908 G LITE (NEW TYPE) ON PPC. EST. \$4  
153 SUMAS & S(EATTLE), 1909 PARTIAL (901.1-C-1) ON PPC. E \$8  
154 (HIEF R FA)LLS & KEN, 1912 PARTIAL (880.1-Q-1) ON PPC. E 6  
155 TUCSON & NOGALES, 1910 G+ (965.1-B-2) ON PPC W/STAMP GONE 8  
156 TUOLUMNE & STOCK, 1910 F (989-G-1) ON PPC. EST. \$8.  
157 WALLACE & SPOKANE, 1911 G+ (896.7-A-1) ON PPC. EST. \$6.  
158 WICHITA/TERM R.P.O., 1932 VG (927-D-2) ON PPC. EST. \$4.



**RANDY STEHLE MAIL BID SALE NO. 61**  
**16 Iris Court, San Mateo, CA 94401**

**RPOs (Towle Types)**

- 159 WILLITS & SAN FRAN, 1909 G+ (98-U-1) ON PPC. EST. \$8.  
 160 YORK BEACH & PORTS, 1912 G+ (15-C-1) ON STAINED PPC. E 8.  
 161 BUTTE/TRANS CLK, 1910 VG (891.1-B-1) ON PPC. EST. \$5.  
 162 POCATELLO/TRANS CLK, 1914 VG (891.1-C-2) ON PPC. EST. \$4.  
 163 S BERNARDINO/TRS CLK, 1909 F (999-H-1) ON PPC W/PIN HOLES 4

**STREET CARS (Towle Types)**

- 164 BROOKLYN SO SHORE, 1906 G+ (BR-6-b) ON PPC. EST. \$8.  
 165 CHI & N CLARK ST, 1905 VG (CH-1-b) ON PPC. EST. \$6.  
 166 CHI & WENT AVE, 1907 VG (CH-7-b) ON PPC. EST. \$6.  
 167 PITTSBURG, PA ST, 1906 G+ (PI-2-c) ON PPC. EST. \$10.  
 168 PITTSBURGH/STREET R.P.O., 1912 F (PI-2-f) O/S ON PPC. E 20  
 169 PITTSBURG/STREET CAR, 1911 VG (PI-2-i) FLAG ON PPC. E 10  
 170 PITTSBURG/STREET CAR, 1915 VG (PI-2-l) FLAG ON PPC. E 10  
 171 ST LOUIS/OLIVE CIR, 1907 VG (SL-10-a) ON PPC. EST. \$8  
 172 ST LOUIS/OLIVE SOUTHWEST, 1908 F (SL-14-b) ON PPC. EST. \$8  
 173 WASH DC PA AVE, 1911 VG (WA-1-b) ON PPC W/UL CORNER BEND 15

Standard rules apply. Minimum bid \$3.00 please.

Phone bids accepted (415) 344-3080

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# Wanted!

## C23!!!

I am looking for a plate block (or other selvedge multiple) of the 1938 red-and-blue eagle airmail stamp (C23) signed by the designer, William K. Schrage, and the engraver, Charles A. Brooks.

Please send description and price!

**James H. Patterson**

P.O. Box 3456

Phoenix, Arizona 85030

### NEW PHILATELIC SOCIETY FORMED

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



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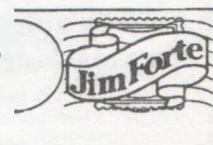
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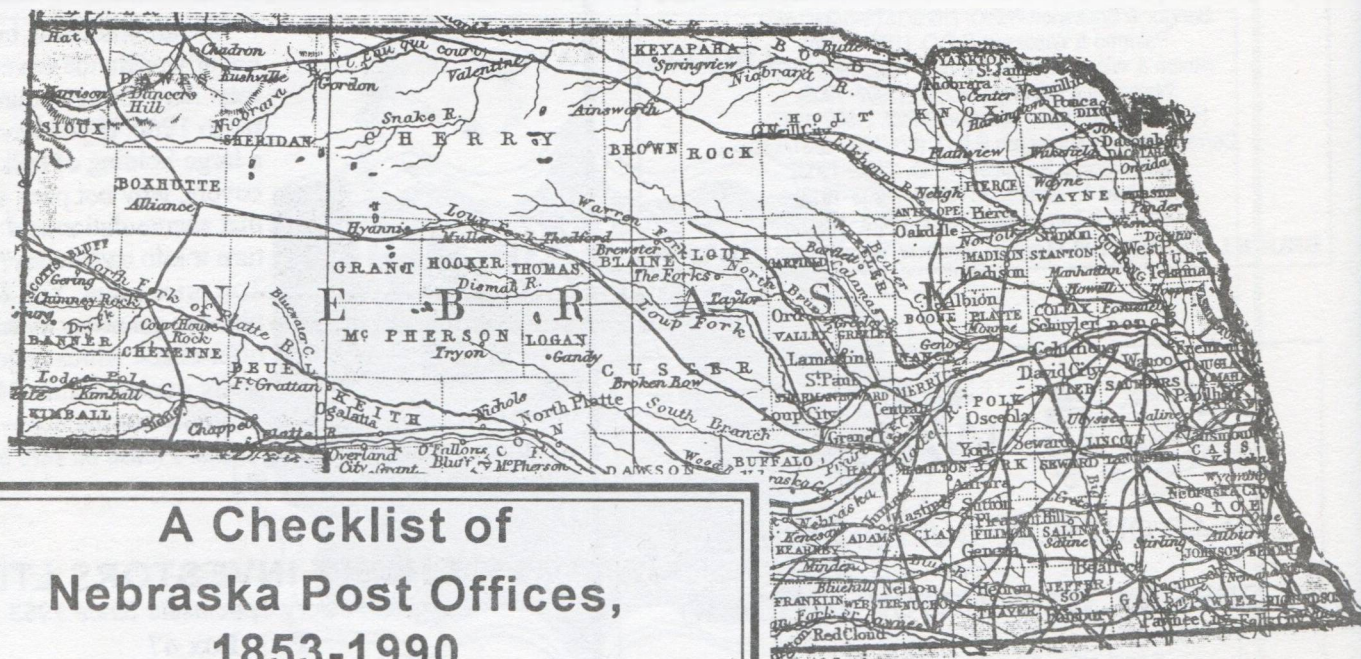
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List Available November 1, 1995



## A Checklist of Nebraska Post Offices, 1853-1990

*By Richard W. Helbock*

\$8.00 postpaid from La Posta Publications, P.O. Box  
135, Lake Oswego, OR 97034



# Ted Gruber and Jim Gamett present a NEVADA POSTAL HISTORY AUCTION

Closes October 13, 1995, at 9:00 p.m. Pacific Time

## DPO's AND TOWN CANCELS

- 1 BUCKHORN, 1915, VG purple 4-bar on insured parcel tag (1910-16) Est \$20
- 2 CAMP McDERMITT, 1878, partial blue cds, 3¢ BN tied to cover (1866/79) Est \$80
- 3 CANDELARIA, 1891, VG purple cds, star ties #220 to cover (1882/1939) Est \$40
- 4 COLUMBUS, 1895, VG cds on 2¢ green entire with *Pacific Coast Borax Company* corner card, very attractive (1866/99) Est \$125
- 5 CORTEZ, 1923, VG 4-bar on early third period cover 1869/1943) Est \$25
- 6 DEETH, 1881, manuscript postmark on GPC, scarce this early (1875-date) Est \$75
- 7 DUN GLEN, 1874, G cds, 3¢ BN tied to lightly soiled cover (1865/1913) Est \$125
- 8 EMPIRE CITY, 1867, manuscript postmark on early cover, #65 not tied (1866/95) Est \$250
- 9 GOLD HILL, 1886, VG cds ties #210 to cover (1862-1943) Est \$25
- 10 HAMILTON, 1878, G purple cds, 3¢ BN tied to cover (1868-1931) Est \$35
- 11 HAMILTON, 1890, G cds, #220 tied on cover to Eureka (1868-1931) Est \$25
- 12 HIKO, 1878, neat manuscript cancel on 3¢ entire (1867-date) Est \$60
- 13 IONE CITY, c.1867, G cds, pen-cancelled #65 not tied to cover opened slightly irregular at right, very scarce town (1865-82) Est \$300
- 14 LEWIS, 1884, G cds (date partial) on 2¢ entire, cover edge wear, trimmed at right just into stamp (1878-1901) Est \$80
- 15 MASON VALLEY, 1893, VG purple cds on 2¢ entire, very clean (1871-94) Est \$125
- 16 NORDYKE, c.1912, G 4-bar on *real photo* PPC of *smelter at Thompson*. Scarce town and card (1892-1914) Est \$200
- 17 ROWLAND, 1910, G cds used as receiving cancel on PPC (1900-42) Est \$20
- 18 SAN JACINTO, 1935, about G 4-bar on commercial cover (1898-1938) Est \$20
- 19 SHERMAN, 1908, G 4-bar on PPC, scarce town (1903-15) Est \$45
- 20 SILVER PEAK, 1880, about G blue cds on 3¢ entire to Canada, thence forwarded to Massachusetts (1866-1913 period) Est \$75
- 21 TAYLOR, White Pine Co./Nevada, 1889, VG *town/county postmark* ties #213 to very clean cover (1883-93) Est \$200
- 22 TEMPIUTE, 1956, G-VG 4-bar on 3¢ entire, commercial usage (1953-57) Est \$20
- 23 VERNON, 1908, G 4-bar (light) on PPC with light edge wear (1906-18) Est \$35
- 24 WARD, 1878, VG purple octagon ties 3¢ BN to cover (1877-87) Est \$80
- 25 WELLINGTON, 1885, G cds with star killer on 2¢ entire (1865/date) Est \$90
- 26 WHITNEY, 1943, VG cds on commercial cover (1932-59) Est \$15
- 27 ZELDA, 1900, G cds on cover with pair #279, opened irregular at right into one stamp, scarce town (1891-1902) Est \$125

## DOANE CANCELS all on PPC unless noted

- 28 ALAMO, 1908, VG 3/1 (1905-date) Est \$12
- 29 AURORA, 1906, G 3/1 (1866/1919) Est \$20
- 30 BERLIN, 1910, G-VG 3/4 (1900-18) Est \$40
- 31 COLUMBIA, 1905, G 2/1 ties #319 to cover (1904-19) Est \$35
- 32 FALLON, 1907, G 2/10 (1896-date) Est \$12
- 33 GOLDFIELD, 1905, G 2/1 on cover, irregular at right, scarce Doane (1903-date) Est \$15
- 34 LANE, 1907, G 3/1, scarce (1902/11) Est \$60
- 35 MCGILL, 1907, G 2/1 ties #319 to cover (1891-1907 period) Est \$25

## DOANE CANCELS (continued)

- 36 PALISADE, 1905, G-VG 2/5 ties #319 to attractive blue cover (1870-1961) Est \$20
- 37 STINE, 1908, VG 2/2 (1904-09) Est \$45
- 38 UNIONVILLE, 1908, Fine 2/1 on cover, very slightly irregular at right (1862-1956) Est \$15

## RAILWAY POST OFFICES

- 39 MOUND HOUSE & KEELER, 1899, about G cds ties #279 on cover Est \$40
- 40 RENO & VIRGINIA CITY, 1909, VG bold postmark on PPC Est \$10

## SAN FRANCISCO EARTHQUAKE COVER

- 41 VIRGINIA CITY, April 18 1906 (4PM), VG duplex ties #319 on cover to *San Francisco*. Cover likely contained an inquiry about friends or relatives, sent once news of the disaster reached Virginia City. Est \$100

## FLAG CANCELS

- 42 BATTLE MTN, 1935, VG flag on cover Est \$10
- 43 TONOPAH, 1921, G flag on cover Est \$5
- 44 WINNEMUCCA, 1921, G flag on PPC Est \$8

## STAMP USAGES

- 45 2¢ Jamestown (#329) tied to 1907 cover by VG Carson City duplex, attractive Est \$15
- 46 2¢ Pan-Pacific (#398) tied to 1913 cover by VG Goldfield machine cancel Est \$12
- 47 2¢ Huguenot (#615) tied to 1924 cover by G Reno machine cancel Est \$8
- 48 9¢-10¢ Washington Bicentennials (#714-15) tied to 1932 registered cover by VG Sparks boxed straightline, very pretty Est \$35
- 49 24¢ and 3¢ Prexies tied to 1946 registered cover by Reno mute oval Est \$12
- 50 10¢ Registry (#F1) plus 2¢ tied by decipherable East Ely 4-bar to 1912 cover, very scarce stamp used from Nevada Est \$40

## ADVERTISING AND CORNER CARDS

- 51 CARSON CITY, 1882, G cds, 2¢ orange BN tied to yellow-orange cover with c/c of state Attorney General, very pretty Est \$30
- 52 GOLDFIELD, 1920, G machine cancel on cover with illustration of *Goldfield Hotel* Est \$40
- 53 PIOCHE, 1889, readable cds, 1¢ BN tied to cover with c/c of sheriff/assessor Est \$20
- 54 TONOPAH, 1920, G flag cancel on cover with fancy c/c of *Tonopah Trucking Co.* Est \$20
- 55 RENO, 1937, G machine cancel and duplex tie six copies #721 to air mail special delivery cover with fancy c/c of *Nevada Tobacco Co.* Est \$15

## FOREIGN DESTINATIONS

- 56 CARSON CITY, 1907, VG duplex ties #319 (x2) and #300 on cover to Sweden Est \$10
- 57 DYER, 1906, about G cds ties #319 on PPC to Germany Est \$20
- 58 GOLDFIELD, 1915, VG machine ties 1¢ green on GPC to Switzerland Est \$10
- 59 WADSWORTH, 1895, readable cds ties 1¢ blue and 2¢ red to 2¢ green entire to Germany, colorful Est \$35

**Ted Gruber • Jim Gamett**  
**PO Box 13408**  
**Las Vegas, NV 89112**

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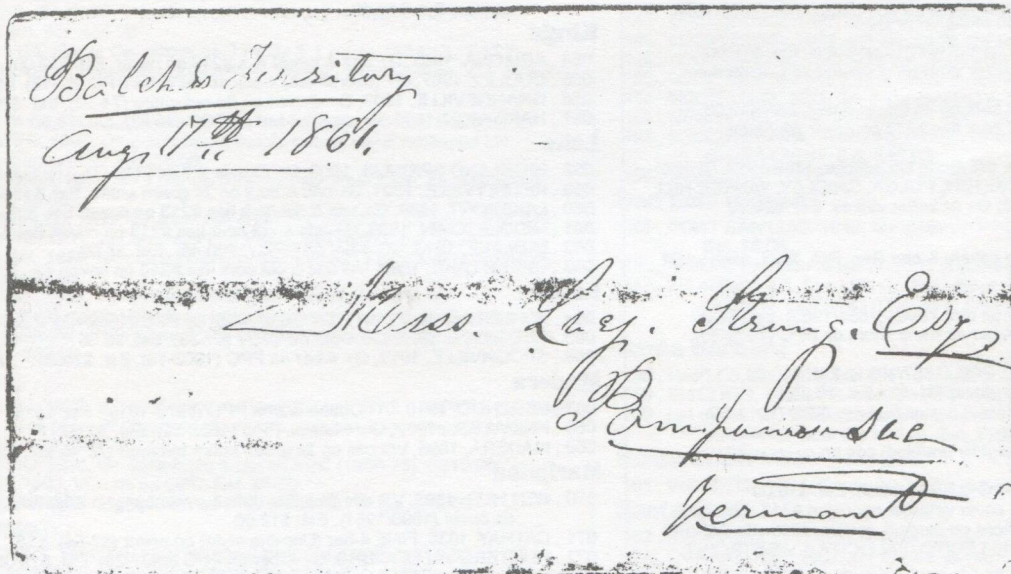
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### Where was Balch's Territory?

This folded letter is datelined Balch's Territory, August 17th 1861. The enclosed lines of doggerel refers to both the Mohawk River and Valley and might provide a clue to the whereabouts of Balch's. Obviously statehood was never conferred upon the territory or we surely would have heard about it. Please send any comments or suggestions to: R. Munshower P.O. Box 3484 Boulder, Colorado 80307



Benny Eloise.

O, Sweet is the vale where the Mohawk gently glides  
 On its clear winding way to the sea,  
 And deeper than all storied streams on earth besides  
 Is that bright rolling river to me;  
 But sweeter, deeper, gladder far than those  
 Who charm where others all fail,  
 Is blue-eyed, honey, honey Eloise.  
 The hills of Mohawk vale; Repeat.



**Richard W. Helbock Presents**  
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**P.O. Box 135, Lake Oswego, OR 97034**

**Alpine County**

001, LAKE ALPINE, 1953, G+ 4-bar on PPC (1927-72). Est. \$5.00

**Amador**

002, IONE, VG cds &amp; cork ties #213 on cover. Est. \$15.00

**Butte**

003, BIGGS/BUTTE CO., 1887, VG fancy purple cds &amp; bar grid killer on 2c brown entire. Est. \$25.00

004, BIGGS, 1893, G+ cds &amp; cork grid on 2c red entire. Est. \$10.00

005, CHICO, 1878, G+ fancy cds ties cork canceled 3c green on toned cover w/leter. Est. \$15.00

006, COHASSET, 1915, VG 4-bar on PPC (88/65). Est. \$8.00

007, DURHAM, 1897, G+ cds on cover w/pair 1c blue. Est. \$10.00

008, FOREST RANCH, 1889, G+ cds &amp; target on 3c green entire (1878-1926 period). Est. \$20.00

009, GRIDLEY, 1889, G+ cds &amp; cork cancel w/#213 on cover. Est. \$12.00

010, MERRIMAC, 1894, G+ cds on cover w/target canceled 2c Columbian (83/34). Est. \$20.00

011, OROVILLE, 1886, VG cds &amp; cut cork on 2c brown entire. Est. \$12.00

012, OROVILLE, 1889, G+ cds &amp; cut cork ties #213 on cover w/printed jeweler's cc. Est. \$15.00

013, Lot of seven cards &amp; cover w/six diff. Butte Co. offices, 1889-1959, CHICO (two diff handstamps), RACKERBY, PULGA, GRIDLEY, YANKEE HILL &amp; RICHARDSON SPRINGS, G+ or better strikes. Est. \$20.00

**Calaveras**

014, ANGELS CAMP, 1891-1910, two covers &amp; one Reg. Pck. Rect. each w/diff. handstamp, G-VG strikes. Est. \$15.00

015, CAMPO SECO, 1938, VG 4-bar on cml. cover (1854/1963). Est. \$6.00

016, CARSON HILL, 1911, G (light) 4-bar as rec'd. mark on PPC (1909-35). Est. \$5.

017, JENNY LIND, 1910, VG 4-bar on PPC (1857/1951). Est. \$10.00

018, MILTON, 1939, VG 4-bar on cml. cover (71-42). Est. \$6.00

019, MITCHELL MILL, 1955, G+ Depera 4-bar on last day GPC (1912-55). Est. \$6.00

020, VALLEY SPRINGS, 1889, G+ (slightly doubled) cds on cover w/#213. Est. \$12.00

021, WALLACE, 1911, VG 4-bar on PPC (83-45 period). Est. \$10.00

022, WEST POINT, 1889, VG cds on cover w/target canceled #213. Est. \$15.

023, Lot of five diff. Calaveras Co. offices on cards &amp; covers, 1907-45: CAMPO SECO, RAILROAD FLAT, VALLECITO, VALLECITA &amp; WESTPOINT, G-VG strikes, Est. \$15.00

**Colusa**

024, ARBUCKLE, 1889, VG cds &amp; target on cover w/#213. Est. \$12.00

025, DELEVAN, 1908, VG 4-bar on toned PPC (1902-17 period). Est. \$10.00

026, GRAND ISLAND, 1907, G+ Doane 3/7 on PPC (54-19). Est. \$15.00

027, SITES, 1907, G+ 4-bar ties 2c red on cover (87-68). Est. \$8.00

**Contra Costa**

028, WOODWARD, 1911, G+ 4-bar on PPC w/light toning (1901-13). Est. \$15

**Del Norte**

029, CRESCENT CITY, 1892, G+ cds on cover w/cork tied 2c red. Est. \$10.

030, Lot of three diff. Del Norte Co. offices on 2 PPCs &amp; a cover, 1935-44: KLAMATH, REQUA &amp; SMITH RIVER, G+ strikes. Est. \$12.00

**El Dorado**

031, CAMP RICHARDSON, 1930, G+ 4-bar on PPC (1927-64 period). Est. \$5.

032, OMO RANCH, G+ cds w/manuscript date &amp; target cancels 2c red on cover opened a bit unevenly along rt. edge (88-74). Est. \$12.00

033, PILOTHILL, 1901, VG cds &amp; target cancels 2c red. Est. \$10.00

034, YOUNGS, 1957, G+ 4-bar on GPC (1924-50). Est. \$6.00

035, Lot of 8 diff. El Dorado Co. offices on covers &amp; cards, 1909-57: EMERAL BAY (Doane), FALLEN LEAF, GLEN ALPINE, MEEKS BAY, OMO RANCH, RESCUE, SHINGLE &amp; YOUNGS, all G+ or better strikes. Est. \$20.00

**Fresno**

036, LAYTON/R.F.D., 1908, G+ blue Type 2FA, Rt. 2 on PPC. Est. \$12.00

037, OLEANDER, 1910, VG 4-bar on PPC (81-35). Est. \$8.00

038, SQUAW VALLEY, 1912, G+ 4-bar on PPC (79-45). Est. \$6.00

**Humboldt**

039, ALTON, 1916, G+ Doane 2/3 on PPC (89-65). Est. \$6.00

040, BLUE LAKE, 1907, VG Doane 3/2 on PPC. Est. \$6.00

041, DYERVILLE, 1910, G+ (light) magenta cds ties 1c green on PPC (90-33). Est. \$8

042, MC KINLEYVILLE, 1911, G+ 4-bar on PPC (1903-21). Est. \$8.00

043, PORT KENYON, 1908, G+ Doane 2/1 on PPC (86/13). Est. \$20.00

044, TRINIDAD, 1907, VG Doane 2/3 on PPC. Est. \$8.00

045, YAGER, 1910, G+ Doane 2/1 on PPC (80-32). Est. \$10.00

**Kern**

046, AQUEDUCT, 1909, G (light &amp; overstruck) 4-bar on PPC (1908-10). E. \$20.

047, BAKERSFIELD/REGISTERED, 1899, VG magenta straight line in SHIELD struck in magenta on #10 size registered cover w/vert. fold @ left. Est. \$12.

048, HOBO HOT SPRINGS, 1938, G+ 4-bar on illustrated resort cover (1932-47). Est. \$15.00

049, LOST HILLS, 1915, G+ 4-bar ties 2c red on cover. Est. \$10.00

050, MIDLAND, 1911, G+ 4-bar on PPC (1908-14). Est. \$20.00

051, ROSAMOND, 1911, G+ Doane 2/7 on PPC. Est. \$5.00

052, WASCO, 1901, G ("ASC" light) cds &amp; target on 2c red entire. Early for this PO! Est. \$10.00

053, Lot of three diff. Kern Co. offices on 2 cards &amp; 1 cover, 1901-32: BAKERFIELD &amp; OILCENTER (duplexes) &amp; TAFT (machine), G+ strikes. Est. \$10.00

**Kings**

054, ARMONA, 1889, G+ cds &amp; target ties #213 on cover. Est. \$12.00

055, DUDLEY, 1907, G+ (overstruck) 4-bar as rec'd. on PPC (87-18). Est. \$8

056, GRANGEVILLE, 1903, G+ duplex on 2c red entire (74-20). Est. \$20.00

057, HARDWICK, 1912, G+ (light) 4-bar on PPC (95/42). Est. \$6.00

**Lake**

058, HIGHLAND SPRINGS, 1906, G+ Doane 2/7 on PPC (75-21). Est. \$15.00

059, KELSEYVILLE, 1891, G+ cds &amp; cork on 2c green entire. Est. \$15.00

060, LAKEPORT, 1889, G+ cds &amp; cut cork ties #213 on cover. Est. \$20.00

061, MIDDLETOWN, 1889, G+ cds &amp; cut cork ties #213 on cover. Est. \$20.00

062, MIDLAKE, 1913, VG 4-bar on PPC (1900-45). Est. \$8.00

063, UPPER LAKE, 1889, VG cds &amp; cut cork ties #213 on cover. Est. \$20.00

**Lassen**

064, JOHNSTONVILLE, 1911, G+ (light) 4-bar on PPC (1902-43). Est. \$8.00

065, RED ROCK, 1926, G+ 4-bar on UX27 (91-33). Est. \$8.00

066, SPOONVILLE, 1913, G+ 4-bar on PPC (1903-13). Est. \$20.00

**Madera**

067, BERENDO, 1910, VG Doane 3/2 on PPC (1873-1919). Est. \$8.00

068, KNOWLES, c1912, G+ 4-bar on PPC (1902-55). Est. \$6.00

069, MADERA, 1895, VG cds on 2c green entire trimmed 1/2" @ left. Est. \$8

**Mariposa**

070, BEN HUR, 1897, VG cds 2/st. line date &amp; ovate bar grid killer ties 2c red on cover (1890/1951). Est. \$12.00

071, CATHAY, 1936, FINE 4-bar (Dep-era style) on cover (82-64). Est. \$6

072, HUNTERS VALLEY, 1910, G+ 4-bar on PPC (1907-23). Est. \$12.00

073, VARAIN, 1910, G+ 4-bar (overstruck by CHRISTMAS/ARIZ. 4-bar) on PPC (1907-19). Est. \$15.00

074, Lot of 3 diff. Mariposa Co. offices on PPCs, 1908-15: EL PORTAL, MOUNT BULLION &amp; YOSEMITE, G+ or better strikes. Est. \$12.00

**Mendocino**

075, Lot of 4 diff. Mendocino Co. offices on 3 covers &amp; 1 PPC, 1900-08:

COVELO, ELK &amp; HOPLAND on cover &amp; COMPTCHE on PPC (as rec'd.), all G+ or better strikes. Est. \$20.00

**Merced**

076, INGOMAR, 1913, VG 4-bar on PPC (1890-1921). Est. \$15.00

077, PLAINSBURG, 1894, VG cds on cover w/2x 1c COLUMBIANS (1869-1907). Est. \$50.00

078, VOLT, 1914, G+ 4-bar on PPC (1890-1959). Est. \$6.00

**Modoc**

079, ADIN, 1908, G+ Doane 2/5 on PPC. Est. \$5.00

080, IVY, 1910, VG 4-bar on PPC (1899/1922). Est. \$12.00

**Mono**

081, BRIDGEPORT (1884), G+ cds &amp; cut corks cancel strip of four #210 on legal size cover to Salt Lake City, Utah Territory; minor edge wear &amp; flattened vert. crease. Est. \$10.00

**Monterey**

082, MONTEREY, 1885, G+ (light) cds &amp; target on 2c brown entire. Est. \$10.00

083, PARAISO SPRINGS, 1908, VG 4-bar on PPC (1877/1939). Est. \$8.00

084, WATSONVILLE, 1877, G (light) red cds ties 3c green on cover. Est. \$15.00

085, WATSONVILLE, 1894, G+ (light) cds ties 2c COLUMBIAN on cover. Est. \$12.00

086, Lot of 4 diff. Monterey Co. offices, 1908-31, on two PPCs &amp; two covers: CARMEL, PACIFIC GROVE, CHUALAR, &amp; PARKFIELD, all G+ or better strikes. Est. \$15.00

**Nevada**

087, BOCA, 1912, VG 4-bar on PPC (72-45). Est. \$8.00

088, GRANITEVILLE/NEVADA CO., 1890, G+ fancy cds ties #213 on cover (1867-1959). Est. \$40.00

089, HOBART MILLS, 1908, VG 4-bar on PPC (1900-38). Est. \$8.00

090, NORTH COLUMBIA, 1908, G+ Doane 3/2 on PPC (60-31). Est. \$8.00



## A Mail Auction of California Postal History

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

#### Nevada County (cont.)

- 091, WASHINGTON, 1889, VG blue cds on cover w/target tied #213. Est. \$20.00  
 092, WOLF, 1907, VG 4-bar on PPC (1888-1956). Est. \$6.00

#### Orange

- 093, BAY CITY, 1910, VG Doane 2/1 on PPC (1904-14). Est. \$8.00

#### Placer

- 094, AUBURN, 1895, VG cds & cut cork ties 2c red on cover. Est. \$12.00  
 095, CLIPPER GAP, 1890, G+ cds on cover w/2c red (1866-1960). Est. \$15.00  
 096, McKINNEY, 1917, G+ 4-bar on PPC (84-28). Est. \$8.00  
 097, PENRYN, 1889, VG cds & cut cork killer on 2c green entire. Est. \$20.00  
 098, RIEGO, 1908, G+ (slightly doubled) 4-bar on PPC (1908-19). Est. \$20.00  
 099, TOWLE, 1898, VG cds w/st. line date & ovate bar killers tie pair of 2c red on legal size cover (1891-1935). Est. \$15.00  
 100, YANKEE JIM, 1889, VG cds on cover w/target cancelled #213 (1852-1940). Est. \$30.00  
 101, Lot of 4 diff. Placer Co. offices on 3 PPCs & 1 cover, 1904-13.; EAST AUBURN, IOWA HILL, LOOMIS & TAHOE, all VG strikes. Est. \$20.00

#### Plumas

- 102, BECKWITH, 1905, VG Doane 2/5 on 2c red entire (70-32). Est. \$10.00  
 103, CHESTER, 1897, G+ cds & target ties 2c red on cover w/clipped LR corner; w/letter. Est. \$8.00  
 104, GRAEAGLE, 1932, G+ 4-bar on cover w/Calif. Fruit Exch. cc. (1920-60). Est. \$6.00  
 105, GREENVILLE, 1889, G+ triple cds & bar grid ties #213 on cover. Est. \$15.  
 106, LAPORTE, 1911, VG Doane 3/1 on PPC (1857-1957). Est. \$6.00  
 107, MOHAWK, 1889, G+ cds & target on cover w/ #213 on cover (1881-1926). Est. \$20.00  
 108, MOHAWK, 1911, VG 4-bar on PPC (1881-1926). Est. \$12.00  
 109, PRATTVILLE, 1890, VG cds on legal size cover trimmed 3" @ left; Registered w/10c green & two 2c reds (1874-1914). Looks nice! Est. \$20.00

#### Riverside

- 110, BANNING, 1926, st. line registry marking ties pair 1 1/2 c IMPERF Harding & block of four Ericsson Memorial on registered cover w/minor edge wear. Est. \$12.00  
 111, ETHANAC, 1913, G+ (trifle high) 4-bar on PPC (1900-25). Est. \$10.00  
 112, HEMET, 1903, VG cds on GPC. Est. \$5.00  
 113, LEON, c1908, G+ (light) 4-bar on PPC (1888-1911). Est. \$15.00

#### Sacramento

- 114, FREEPORT, 1911, G+ 4-bar on toned PPC (64-20). Est. \$10.00  
 115, GALT, 1889, VG cds on cover w/cork tied #213. Est. \$20.00  
 116, REPRESA, 1894, VG (trifle light) magenta fancy dcds on cover w/target canceled 2c Columbian; opened just a bit unevenly along right edge; w/letter (1892-1971). Est. \$15.00  
 117, VORDEN, 1910, VG 4-bar on PPC (1902-36). Est. \$8.00  
 118, WALNUT GROVE, 1889, G ("ALNU" indistinct) purple FANCY TOOTHED dcds & target ties #213 on cover. Est. \$15.00  
 119, WALSH STATION, G+ 4-bar as rec'd. on PPC (76-17). Est. \$8.00

#### San Bernardino

- 120, ARROWHEAD SPRINGS, 1908, G+ (struck upside down) 4-bar on PPC (87/42). Est. \$6.00  
 121, BLAKE, 1909, G+ (light) 4-bar on PPC (stafe coach near Needles) (1896-1911). Est. \$20.00  
 122, COLTON, 1899, VG duplex on 2c red entire. Est. \$8.00  
 123, IOAMOS, 1907, G+ 4-bar on PPC (1895-1913). Est. \$15.00  
 124, KEENBROOK, 1917, VG 4-bar ties 2c red on 3x7" cover (94/21). Est. \$15  
 125, RIVERSIDE, 1877, G cds & target cancels two 3c greens on legal size cover w/printed cc of SOUTHERN CALIFORNIA/COLONY ASSOCIATION. Est. \$25.00  
 126, RIVERSIDE, 1877, G+ cds & target ties 3c green on cover opened a bit evenly along rt. edge. Early. Est. \$15.00  
 127, Lot of 6 diff. San Bernardino Co. offices on 5 PPCs & 1 cover, 1907-36: BLUE JAY, CHINO, CRESTLINE, REDLANDS, LOMA LINDA & MENTONE, all G+ or better strikes. Est. \$20.00  
 128, SKYLAND HEIGHTS, 1912, G+ 4-bar on PPC (1910-19). Est. \$12.00

#### San Diego

- 129, BONSTALL, 1891, G+ cds on registered cover w/10c green on 2c green entire. Est. \$25.00  
 130, BOSTONIA, 1901, G+ cds & target on GPC (1894-1958). Est. \$10.00  
 131, CAMPO, 1901, FINE cds on 1c green entire. Est. \$10.00  
 132, EAST SAN DIEGO, c1915, G+ duplex ties 2c red on small cover (1912-17). Est. \$8.00  
 133, ELSINORE, 1892, G+ ("CAL" not struck) cds & cut cork on 2c green entire (1883-1972). Est. \$10.00  
 134, FALL BROOK, 1892, G+ cds on registered cover trimmed 1/4" along left edge. Est. \$15.00  
 135, LINCOLN ACRES, 1933, VG 4-bar on commercial cover (1927-67). E. \$8.  
 136, NATIONAL CITY, 1891, G+ cds & cut cork on 2c green entire. Est. \$10.00  
 137, NESTOR, 1904, VG Doane 2/3 on GPC. Est. \$6.00

#### San Diego County (cont.)

- 138, NORTH SAN DIEGO, 1921, G+ 4-bar on PPC (1870/1943). Est. \$8.00  
 139, OCEAN BEACH, 1913, VG 4-bar on PPC (1909-28). Est. \$8.00  
 140, PALM CITY, 1924, G+ 4-bar on PPC (1914-56). Est. \$8.00  
 141, SAN DIEGO/REGISTERED, 1891, G+ purple straight lines on registered cover. Est. \$12  
 142, SAN DIEGO, lot of 11 diff postmarks on cards & covers, 1895-1950, several special event & station markings. Est. \$30.00  
 143, Lot of six diff. San Diego Co. offices on 5 PPCs & 1 GPC, 1906-36: LAKESIDE, LEMONGROVE, PINE VALLEY, RAMONA, SANTA YSABEL & SPRING VALLEY, all G+ or better strikes. Est. \$20.00

#### San Joaquin

- 144, ACAMPO/R.F.D., 1908, VG Type 1 RFD marking, Rt 1 on PPC. Est. \$15  
 145, FARMINGTON, 1897, G+ ("CAL" indistinct) cds on cover w/2c red. Est. \$8  
 146, LINDEN, 1915, VG NON-STANDARD 5-bar on 2c red entire. Est. \$10.00  
 147, LOCKEFORD, 1892, G (light) magenta cds on cover w/2c red. Est. \$12.00  
 148, LOCKEFORD, 1899, VG cds on 2c red entire. Est. \$10.00  
 149, LODI, 1882, VG dcds & target on 3c green entire. Est. \$15.00  
 150, LODI, 1897, VG cds & cork on 2c green entire. Est. \$10.00  
 151, MOORLAND, 1911, G+ 4-bar on PPC w/light stains (1902-15). Est. \$12  
 152, NEW HOPE, 1910, VG 4-bar on PPC (1878-1910). Est. \$15.00  
 153, STOCKTON/Cal., 1857, VG balloon ccds & "5" struck in blue on stampless envelope to SF. Est. \$40.00  
 154, STOCKTON, 1877, VG cds & cut cork on 3c green entire. Est. \$10.00

#### San Luis Obispo

- 155, PORT SAN LUIS, 1912, G+ 4-bar on PPC w/minor toning (1907-32). Est. \$8.00  
 156, UNION, 1918, G+ 4-bar on PPC (1900-24). Est. \$12.00  
 157, Lot of three diff. San Luis Obispo offices on 2 PPCs & 1 GPC, 1906-11: MORRO, OCEANO (Doane) & SAN SIMEON, all G+ or better strikes. Est. \$12.00

#### Santa Barbara

- 158, NAPLES, G+ (light) cds ties 1c green on PPC (1890-1923). Est. \$12.  
 159, SISQUOC, 1920, VG 4-bar on PPC (1881-1931). Est. \$10.00  
 160, Lot of two diff. Santa Barbara offices on PPCs, 1910-11: SANTA YNEZ & SOLVANG, both G+ strikes. Est. \$10.00

#### Santa Clara

- 161, WRIGHTS, 1904, G+ duplex on 2c red entire (79-38). Est. \$8.00

#### Santa Cruz

- 162, BROOKDALE, 1907, VG 4-bar on PPC (1902-44 period. Est. \$8.00  
 163, CORRALITOS, 1907, G+ duplex as rec'd. mark on PPC (61/23). Est. \$8  
 164, ECCLES, c1910, G 4-bar on PPC (93-15). Est. \$8.00  
 165, OLYMPIA, 1924, VG 4-bar on PPC (1915-42). Est. \$10.00  
 166, SOQUEL, 1892, VG purplew dcds & target ties 2c red on cover. Est. \$20.00

#### Shasta

- 167, BALLS FERRY, 1908, G+ purple Type 1 Doane on PPC (75-16). Est. \$15.00  
 168, CASTLE CRAGGS, c1910, VG 4-bar on PPC (1909-30). Est. \$10.00  
 169, CORAM, 1908, FINE 4-bar on PPC (1906-22). Est. \$20.00  
 170, FERN, 1909, G+ 4-bar on PPC (98-45). Est. \$8.00  
 171, HAT CREEK, 1915, FINE 4-bar on PPC. Est. \$8.00

#### Sierra

- 172, PIKE, 1939, VG 4-bar on cml. cover (77/54). Est. \$6.00  
 173, SATLEY, 1914, VG 4-bar ties 2c red on cover (84-18 per.) Est. \$10.00  
 174, SIERRA VALLEY, 1889, VG cds on cover w/#213 (1862-1899). Est. \$15.00  
 175, AGER, 1908, G+ ("CAL." ver light) Doane 2/? on PPC (88-40). Est. \$6

#### Siskiyou

- 176, BESWICK, 1913, VG 4-bar on PPC (82-47). Est. \$8.00  
 177, ETNA MILLS, 1907, VG Doane 3/13 on 2c red entire. Est. \$12.00  
 178, FORT JONES, 1889, VG cds & target ties #213 on cover. Est. \$15.00  
 179, HAMBURG, 1906, VG Doane 1/? ties 2c red on cover (78-54). Est. \$12.  
 180, HORN BROOK, 1895, G+ (a bit light) cds on cover. Est. \$12.00  
 181, MONTAGUE, 1889, VG cds on cover w/target canceled #213. Est. \$15.00  
 182, RETREAT, 1910, VG 4-bar on PPC (1903-31). Est. \$10.00  
 183, ROLLIN, 1908, VG 4-bar on PPC (1898-1927). Est. \$15.00  
 184, Lot of three diff. Siskiyou Co. offices on PPCs, 1908-10: GAZELLE, SHASTA SPRINGS & SISSON, all G+ or better strikes. Est. \$15.00

#### Stanislaus

- 185, CERES, 1899, VG cds on 2c green entire. Est. \$12.00  
 186, COOPERSTOWN, 1910, G+ 4-bar on PPC (1901-32). Est. \$10.00  
 187, GRAYSON, 1897, VG cds & target on 2c green entire (1874-1906). E. \$30.  
 188, NEWMAN, c1899, G+ cds on cover w/cork tied 2c red. Est. \$10.00  
 189, WARNERSVILLE, 1908, G+ (pll. o'strk.) Doane 2/2 on PPC (98-09). Est. \$15.00

#### Sutter

- 190, CRANMORE, 1889, VG cds & target on 2c green entire (86-28). E. \$30.  
 191, PENNINGTON, 1907, G+ (pll. o'strk.) Doane 2/? on PPC (81-17). Est. \$15.00



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**Tehama County**

- 192, FLOURNOY, 1933, G+ 4-bar on cml. cover (1908-66). Est. \$5.00  
 193, LOWERY, 1909, G+ 4-bar on PPC (88-17). Est. \$15.00  
 194, MANTON, 1899, VG cds on cover w/target tied 2c red; minor surface wrinkles. Est. \$15.00

**Trinity**

- 195, BURNT RANCH, 1897, FINE dcds on registered quadruple rate cover. Est. \$20.00  
 196, LEWISTON, 1889, FINE purple dcds & target ties #213 on cover. E\$20  
 197, LOWDENS RANCH, 1908, G ("ENS R" off @ top) 4-bar on PPC (74-08). Est. \$15.00

**Tulare**

- 198, ALLENSWORTH, 1911, G+ (overstruck) 4-bar used as rec'd. mark on PPC (1909-33). Est. \$6.00  
 199, ANGOLIA, 1916, G+ 4-bar on PPC (98-27). Est. \$10.00  
 200, BALANCE ROCK, 1936, VG 4-bar on philatelic cover w/California poppy cachet (1935-50). Est. \$8.00  
 201, DAUNT, 1889, VG dcds on cover w/light spindling along top edge (1886-1911). Est. \$20.00  
 202, GENERAL GRANT NATIONAL PARK, 1927, G+ 4-bar on PPC (1910-40). E\$10  
 203, MILO, 1909, FINE duplex on PPC (88-22). Est. \$12.  
 204, NARANJO, 1907, G+ cds on PPC w/light stain in UL corner (1901/18). Est. \$15.00  
 205, PLANO, 1889, G+ blue dcds w/STAR killer ties #213 on cover (1880-1907 period). Est. \$25.00  
 206, POPLAR, 1895, VG (a bit light) dcds & STAR IN CIRCLE ties 2c red on cover (1880-1907). Est. \$40.00  
 207, ROADS END, 1955, VG 4-bar on last day GPC (1936-55). E\$8  
 208, SULTANA, 1906, VG Doane 2/3 on PPC. Est. \$5.00  
 209, VISALIA, 1894, VG duplex on 1c blue entire. Est. \$8.00  
 210, WOODVILLE, 1906, VG cds & target ties 2c red on cover (71-08). E. \$20.  
 211, Lot of 6 diff. Tulare Co. offices on cards & covers, 1909-58: DINUBA, FARMERSVILLE, CALIFORNIA HOT SPRINGS, WOODLAKE, OROSI & KINGS CANYON NATIONAL PARK, mostly G+ or better strikes. Est. \$20.00

**Tuolumne**

- 212, GROVELAND, 1897, VG cds on cover w/ 2c red. Est. \$10.00  
 213, KEYSTONE, 1911, G+ (on stamp) Doane cds (no killer) ties 1c green on PPC (1905-13). Est. \$12.00  
 214, OAKLAND RECREATION CAMP, 1946, G+ 4-bar on PPC (1922-56). E\$6  
 215, SONORA/CAL., 1857, G+ triple cds & "10 in dotted circle" on stampless env. to Mass.; missing top back flap. Est. \$40.00  
 216, STENT, 1913, G+ 4-bar on PPC (95-25). Est. \$12.00

**Ventura**

- 217, MATILIJA, 1911, VG 4-bar on PPC (89-16). Est. \$15.00  
 218, NEWBURY PARK, 1903, VG cds & target on lightly toned 2c red entire (1875-1972). Est. \$10.00

**Yolo**

- 219, BLACKS STATION, 1909, G+ Doane 2/1 on embossed PPC (76-15). E\$12  
 220, BRODERICK, 1905, G+ Doane 2/4 on PPC. E\$8.00  
 221, BROOKS, 1889, G (light) cds on cover w/#213 opened a bit roughly through stamp; w/end. Est. \$8.00  
 222, CAPAY, 1889, G (light) cds on registered cover. Est. \$15.00  
 223, GRAFTON, 1913, G+ 4-bar on PPC (1854-1925). Est. \$12.00  
 224, WOODLAND, 1867, VG cds & target on 3c pink entire. Est. \$20.00

**Yuba**

- 225, BROWNSVILLE, 1907, FINE doane 2/2 on PPC. Est. \$5.00  
 226, DOBBINS, 1903, VG cds & target w/2c red on cover. Est. \$8.00  
 227, ERLE, 1907, VG Type 1 Doane on PPC (1892-1909). Est. \$15.00  
 228, HAMMONTON, 1908, G+ (slightly doubled) 4-bar on PPC (1906-57). E\$6  
 229, LOG CABIN, 1929, VG 4-bar on philatelic GPC (1926-44). Est. \$8

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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 postal history 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. [27-2]

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. [27-3]

LOUISIANA POSTAL history material (1790-1917). All responses seriously considered. Ron Troclair (APS), 1713 Live Oak St., Metairie, LA 70005 PH: (504) 835-9611 [27-3]

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MISSISSIPPI POSTAL HISTORY before secession (1/9/1861) wanted. Send for offer made by check, or send photocopy and price. Van Koppersmith, P.O. Box 81119, Mobile, AL 36689. [26-6]

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OREGON - MAJOR collector wants covers before 1900. Also buying tougher DPO's and handstamp RFDs. Please mail photocopies. Ross Willey, 3930 SE 150th Ave., Portland, OR 97236 [27-1]

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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]

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## 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 [27-3]

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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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C24, C38 and C46 commercial covers, unusual destinations, in period mail, No FDC. Bob Markovits, Box 891, Middletown, NY 10940. [27-3]

CIVILIAN CONSERVATION CORPS covers wanted all states. Send priced photocopies or approvals. Harold Richow, 31552-58 Railroad Canyon Road, Canyon Lake, CA 92587. [26-5]

MONTANA TERRITORIALS; Saskatchewan; Assiniboia; Yukon; Newfoundland cancels, covers, viewcards; early bison/buffalo-related covers. Approvals/photocopies welcomed! Dean Mario, Box 342, Saskatoon, Sask., Canada S7K 3L3. [27-3]

US Scotts 179, 185 Foreign destinations, photostats only for possible use in article in progress in CCP. Help appreciated; unusual rates, usages, proofs, essays, etc. Bob Markovits, Box 891, Middletown, NY 10940 [27-1]

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## INDEX OF ADVERTISERS

### AUCTIONS

GARY ANDERSON - 4  
DOUG DEROEST - 60-61  
GRUBER & GAMETT (NEVADA) - 71  
RICHARD HELBOCK (CALIFORNIA) - 74-76  
RON LEITH - 44-46  
RANDY STEHLE - 66-67  
BOB SUMMERELL - 18

### DISPLAY ADS

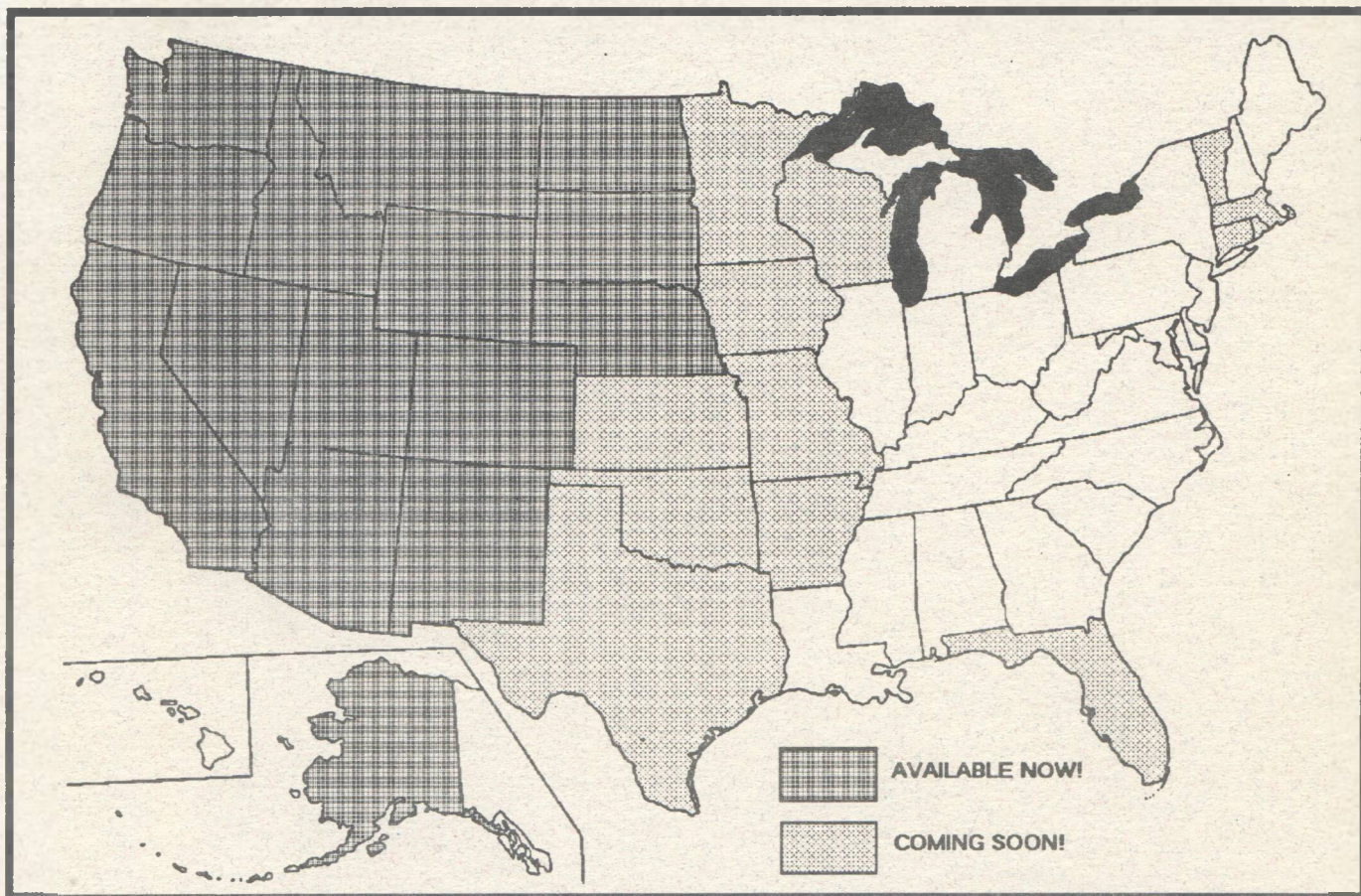
ARIZONA-NEW MEXICO P. H. SOC. - 76  
AUSDENMORE-McFARLANE - 68  
PHIL BANSNER - 68  
COAST PHILATELICS - 55  
BRUCE COREY - 61 & 69  
JANE DALLISON - 72  
H.J.W. DAUGHERTY - 59

### DISPLAY ADS

EVERETT PHILATELICS - 68  
JIM FORTE - 69  
LARRY HALLER - 3  
KIRK'S - 69  
L. D. MAYO - 57  
JIM MILLER - 67  
JAMES H. PATTERSON - 67  
DAVID G. PHILLIPS CO. - 39  
POSTAL HISTORY INTERNATIONAL - 72  
SCHMITT INVESTORS LTD. - 69  
WEBSTER STICKNEY - 59  
SUMMERELL COVERS & COLLECTIBLES - 70  
DON TOCHER - 70  
THEO VAN DAM - 76  
JOHN WHITE - 69  
WRECK & CRASH MAIL SOCIETY - 67



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