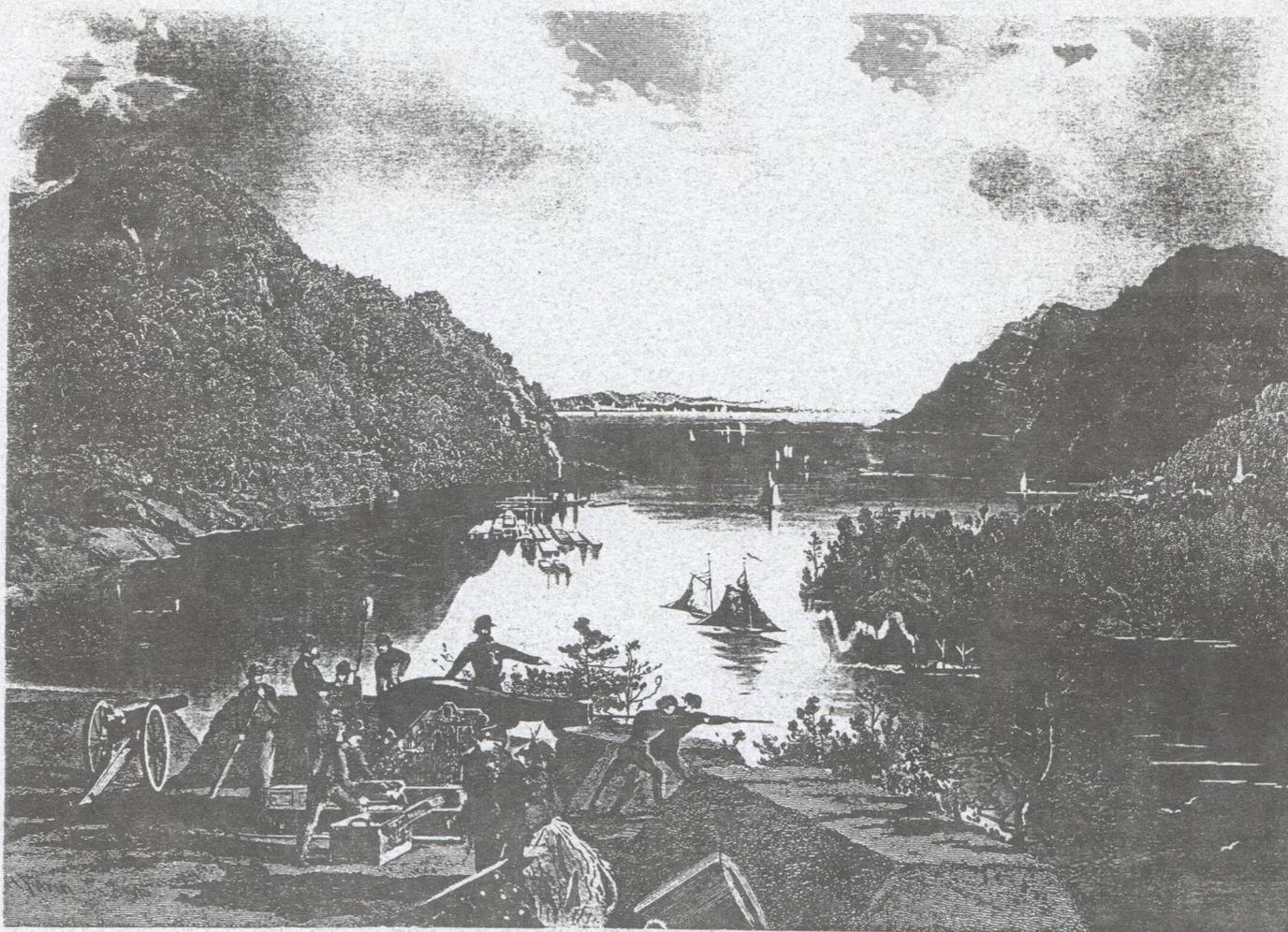


LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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PUBLISHERS PAGE

More Electronic Wiz-bangs!

We have two major announcements regarding postal history, *La Posta* and the computer communications phenomenon. First, thanks to the determined efforts of **Bob Trachimowicz**, the newsgroup -- *rec.collecting.postal-history* -- is now a reality. Second, *La Posta* now has its very own website, which you may access at <http://home.navisoft.com/laposta/lpweb>. As I write these words, I can visualize a large portion of our readership beginning to get glassy eyed, or worse, and muttering something like, "Dog gone that Helbock, doesn't he know that I see postal history as a refuge from all this electronic computer business?" Fact is, I do, and I hasten to assure you that nothing bad will happen if you choose to ignore all of what I'm about to say. *La Posta* will still arrive at your mailbox every other month. Subscribers' Auctions will continue to take place through the mail and via telephone. And we will still publish books, monographs and checklists on paper. On the other hand, if you will indulge me a bit longer, I think I can make a case for these two new developments which might at least appeal to some of you.

The newsgroup -- *rec.collecting.postal-history* -- is an electronic bulletin board where readers can post and respond to messages via their computer. To use the newsgroup, you must have an account with one of the commercial on line services (COMPUSERVE, AOL, etc.) or a local Internet access provider. Select "newsgroups" from the menu of activities offered, and identify the group "rec.collecting.postal-history" as where you wish to visit. Once the group has been accessed, you will see a listing of topics posted by users of the group. To read a message, simply highlight it and click your mouse button. After you have read the message, you may move on to the next or offer a response by following the procedures outlined on screen. The newsgroup apparently became active during Thanksgiving week. I checked it for the first time on Friday, the 24th and there were just 13 messages. The total had topped 40 by the end of that weekend, and my guess is that it may be approaching 100 as this is written on the 29th.

What sort of messages might one expect to find here? Well, there is quite a wide range of subjects. Some people post their collecting interests and proclaim an interest in trading. Others use the newsgroup as a source of information on this or that pet project. There will be offers to buy and sell, but, frankly, interest newsgroups are not the best place to advertise since most users are actually looking for contact with others who share their enthusi-

asms, not a lot of "classified ads" to tempt their spending. It is far too early to judge the success of *rec.collecting.postal-history*, but I am willing to bet that this bulletin board will eventually become one of the communication cornerstones of our hobby.

While on the subject of computer communications, I feel I should address a comment or two to the subject of smut. Often, in recent months, when I talk to someone on the phone about communications via computer, the subject of pornography or smut is raised. The comment usually takes the form of a "joke", as in "How can you put up with all the pornography on the Internet?" Unfortunately, there is a widespread impression among people who have not used computers to communicate, that the Internet is repleat with foul language and dirty pictures. This impression has largely been created by people with little minds (including many politicians), who are terribly afraid that something is going on out there that they might not be able to control. Sadly, the popular news media -- TV, newspapers and magazines -- have shamelessly trumpeted stories portraying real and imagined abuses of the Internet. The fact is, there are parts of nearly all aspects of life which are cluttered with foul talk, dirty pictures and ignorant, greedy people. I do not choose to go places where I know those people congregate and do business in my city, and I do not "dial" into places on the Internet where similar activities exist. The bottom line about smut on the Internet is, you have to go looking for it, and *rec.collecting.postal-history* is not likely to be the place you will find it.

The *La Posta* Publications website is another place you will not find smut on the Internet. A logical question is, "what will I find on the *La Posta* website?" Right now, the answer is a few pages with hypertext links to each other and a few other postal history sites. Not too impressive by today's standards, but it is a beginning. As I see it, the future of the *La Posta* website will be share information about our new publications and services. Sometime during the coming spring, for example, we plan to make available via our Website an entire cumulative index to the first 26 volumes of *La Posta*. It will be possible for visitors to our site to download the *La Posta* index directly to their own computers in order to see what kinds of things we have been up to over the past quarter century. Other future projects might include semi-electronic publication of new books and monographs, where a table of contents and a chapter or two could be made available on line.

The Website is not limited to just text and illustrations. Sound, filmclips and animation are all possible, but at this point well beyond the primitive capabilities of this publisher to use. I prefer to think of our Website as one where postal historians can turn to see what is going on not only at La Posta Publications, but in United States postal history in the broader sense. Once again, far too early to tell, but I certainly think it is worth a try. Comments and suggestions from readers are eagerly sought.

Bill

Richard W. Helbock, Publisher

POSTAL HISTORIANS ON LINE

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 laposub@aol.com.

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ERNIE PEYTON - A REMEMBRANCE

By Daniel R. Seigle

Ernest Steele Peyton died suddenly on October 14, 1995 of a massive heart attack. Known to many cover collectors through his decades of involvement in the postal history field, and more recently (approximately 1980 to 1991) through his postal history net price lists, Ernie was equally well known to railroad historians and railroaders collectors for his railroad photographs and his pursuit of railroad passes.

Born in 1929 in Bronxville, Westchester County, New York, Ernie moved as a small child with his parents to Fort Collins, Colorado, where his grandfather owned a lumber yard. He became interested in stamps as a result of the attention of an elderly man who showed Ernie his collection and offered Ernie stamps at a very inexpensive price. Ernie noted several years ago that he felt it helped him as a collector and as an individual that the man sold him the stamps (albeit very cheaply) rather than giving them to him outright. Once introduced to the fascination of stamp collecting, Ernie was never far from it. In a conversation several years ago, when Dan Meschter and I were trying to determine the approximate year that the O. C. Marsh (Yale University geologist of the 19th century) Correspondence came onto the philatelic market, Ernie told me that he believed he had bought a Marsh cover from Daniel A. Stone, the Denver stamp dealer, about 1938. Even as a boy, Ernie was attracted to covers. According to Ernie, his parents often dropped him off at Stone's shop on Saturdays where he would look through covers for hours. He said Stone tolerated his presence because Ernie was "smart enough" not to interfere when Stone had customers. Ernie said that he learned a lot by watching how Stone conducted himself in his store. He concluded quickly that Stone did not tolerate fools. When he had the time, Stone talked to Ernie about stamps and covers.

Over the decades, Ernie formed a comprehensive holding of Western postal history material of which his collections of Colorado, Nevada and Wyoming were probably the most extensive. At the same time, he built a massive collection of railroad passes. The latter he sold quite a few years ago, along with his Nevada collection, after a doctor advised him that he was terminally ill. Ernie wanted to provide immediate funds for his wife and children. Fortunately, death did not intrude, and the opinion of another doctor suggested "valley fever", a regional ailment in one area of the Southwest, as the culprit. A long and difficult recovery brought Ernie back to health.

Ernie began working as a mail carrier while still in high school during World War II. So many men were in the military that the Post Office Department had difficulty getting carriers. Ernie was big for his age (Ernie was a man of large stature -- well over six feet tall) and had no trouble carrying the standard load of a mailman. Full of a teenager's energy, he covered his appointed rounds with zest and usually completed his daily route early. After graduating from Colorado College in Colorado Springs, Ernie drove the USPO Department truck carrying mail from Loveland to Estes Park, Colorado.

Upon leaving the Post Office, Ernie joined the Great Western Railroad as a brakeman. He moved from the Great Western to the Colorado & Southern Railroad as a fireman trainee. Ernie later commented that the C & S was considered a dangerous place to work because of its high accident rate -- "This railroad has killed more people than the Union Pacific has carried," was the inside joke among C & S employees, according to him. Ernie enjoyed the C & S because of its narrow gauge history, its Colorado routes and its status as the successor to the hallowed (in railfan circles) Denver, South Park & Pacific Railroad.

From the C & S, Ernie moved to the Union Pacific, again as a fireman. He described to me with relish many of his experiences as a fireman on that line. It was a job he loved in spite of the hard work, abrupt assignments, often short layovers, some cantankerous engineers, and the often long hours (in spite of regulations). He worked on a number of different types of steam locomotives, including the monstrous "Big Boys" (4-8-8-4), the largest locomotives ever built. Ernie said he never knew how a run would turn out. As he explained it, "By the end of the run, you knew if you had won, or the engine had won." Some trips were pure misery, with problems from beginning to end, but the fun runs far outnumbered these and made up for them.

I asked Ernie why he quit railroading rather than advancing to engineer, a secure, well-paying position. He commented that when steam locomotives left the railroads, his interest in being in the cab of an engine died. Ernie did not like diesels! From the Union Pacific, Ernie moved to the Denver & Rio Grande Western Railroad as a traffic manager based in Oakland, California.

With the end of steam on mainline railroads, Ernie's interest in railroad photography also came to an end. Ernie was an accomplished photographer, and many major books on Western railroads contain his photographs with proper photo credits. Ernie told me that he sold his photographs and negatives decades ago.

After leaving railroading, Ernie spent many years with Mayflower Van Lines contracting for individual and industrial moves. During these years, he lived in Nevada and Arizona. Although holding an executive position, Ernie became increasingly frustrated with the bureaucracy he saw around him, particularly after the Mayflower-Pacific Greyhound merger. After careful consideration, he struck out on his own in the early 1980's with his own business as a mail order cover dealer. He made a success of this venture, and completely retired from it in 1992 after selling and/or consigning most of his stock and his mailing list to Doug Wick of Bismarck, North Dakota.

Ernie had a retentive mind and his knowledge of state and railway postal history was broad. He was a walking encyclopedia regarding town and railway postmarks, and he was very generous with his knowledge. His grasp of railroad history was phenomenal. Usually, he could recite an answer about the most obscure and arcane sort of subject off the top of his head and refer you to a specific section or chapter of a book so you could find the citation that would back up his statement. At the same time, he would often refer you to a photograph in that or another book to add further clarification to what he was saying (if you had any doubts!). On those few occasions that he did not know the answer, he told you so immediately.

I was continually amazed at the depth of his railroad knowledge. As an example, several years ago, I acquired a printed souvenir railroad brochure outlining an extensive itinerary in the mountains of Colorado for a group of conductors vacationing in that state in the mid-1880's. The tour involved several narrow gauge routes. As I read the schedule to Ernie over the phone, he stated which railroads were involved, which specific trackage and what back up moves and detours were needed, since parts of the systems had not yet been built at the time of this excursion. In addition, Ernie stated the exact months and years of completion of each specific section of the non-existent trackage to which he was referring for each respective railroad. He did all this on the spur of the moment completely from memory. I was, and still am, astounded by that particular performance. Ernie knew his subject cold. He was terrific. (Incidentally, he also told me that that was one fine tour those conductors were treated to!)

While running his mail order business, Ernie took up pass collecting again, and in a matter of a few years built a formidable holding. In his opinion, it was even stronger than his first collection. Regarding passes, Ernie insisted that anything he added to his collection had to be pristine, both front and back. Those fortunate enough to be shown parts of that collection saw many remarkable rarities,

including Otto Mears' silver filigree passes and passes signed by Jay Gould, George M. Pullman, Abraham Lincoln's son Robert Todd Lincoln (President of the Pullman Company from 1897 to 1911), and other famous persons.

In addition to collecting, Ernie liked to write short stories of a type published in the issues of old *Railroad Magazine*, based upon his experiences as a fireman and brakeman. Several of these stories were published in a magazine devoted to the history of the Union Pacific Railroad. He was also working on a novel with a railroad setting. I don't know if he ever finished it.

Almost 23 years ago, an old time railroading collector pointed out to me that artifacts of Colorado's railroads were worth about five times the value of equivalent artifacts of railroads from the surrounding states. (This may no longer be the case with a continuing boom in railroading nationally.) About ten years ago, I asked Ernie if this were true, and, if so, why. He told me that it was true, but had to think quite a while to explain why. He concluded that the people in Colorado got started with their organizations (such as the Rocky Mountain Railroad Club) and research back in the 1930's, well before equivalent activity in other states began. Ernie explained that that early start created the momentum which caused interest in Colorado railroad artifacts to be booming historically and monetarily when interest for other states was just beginning. Ernie was very proud of the fact (and mentioned it to me on a number of occasions) that he was one of the founding members of the Rocky Mountain Railroad Club, with a membership number below "10".

Along the way, Ernie developed an interest in coins. As a boy, he was allowed to check the change in the cash register in his grandfather's lumber yard. He told me that he liked United States large cents in nice condition, and would also, on occasion, buy United States gold coins, hold them for awhile, sell them, and start over again sometime later when the spirit moved him. Around 1993, he sold his latest batch, about thirty coins in all.

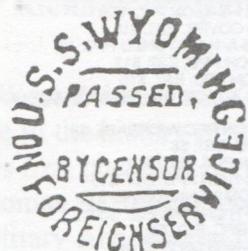
Ernie often expressed his opinion on the state of philately. One comment he made comes back to me frequently. He and his daughter, Ann, were visiting a large stamp show in the early 1990's. They split up on entering the show, and met about three hours later at an agreed upon location near the front of the show. Ann, who does not collect stamps or covers and who had not been to a stamp show in years, asked, "Dad, are these people having any fun?" Ernie looked around and wondered himself about that. No one was smiling. Everyone looked deadly serious and/or downright unhappy. Ernie

mentioned to me several times after that that he believed stamp and cover collectors are taking the hobby too seriously. He wondered whether many of them were getting even a fraction of the fun out of stamps and covers that he had over the years.

In addition to his daughter, Ernie leaves a son, Doug, and several grandchildren. Ernie was devoted as well to his pets, including several dogs (Benjamin Dog, Mindy and Scruffy), and two large tortoises. Ernie liked life and a lot of the things in it. He was a very positive man and very tolerant towards others. Those who were fortunate to know him well benefited from his friendship.

[The writer is indebted to John H. Willard, James L. Ozment and Doug Wick for their input into this remembrance. Any errors are the authors only, however. As I reviewed this article, I thought of Ernie several times suggesting, "I didn't say that exactly that way -- what I actually said was this...." "No, that isn't right; this is what happened...." Ernie wanted things factual and accurate, and he had great patience in helping others get the facts down correctly.]

BOOKS IN REVIEW



Kimes, Curtis R., *Pictorial of World War I United States Fleet Handstamped Censor Markings*. By the Author, 1995, 58pp plastic spiral bound. Available from Curtis R. Kimes, 1355 Martin Drive, Auburn, CA 95603. \$18.50 per copy postpaid.

This second edition of Randy Kimes beautifully illustrated checklist -- the original publication appeared in *La Posta*, No. 144 (Jan 1944) -- includes a major expansion of the ships listed. The basic information is arranged by censor mark design -- Line, Boxes, Circular, etc. -- and includes a carefully rendered tracing of the handstamp, the ship which used it and earliest and latest recorded dates of use. The book also includes appendices which provide two cross reference arrangements, an illustrated

listing of naval shore station markings and markings of unknown origin.

As Kimes points out in his introduction, this listing project is viewed as an ongoing effort. He anticipates that new discoveries will be made and encourages his readers to report their findings in order to maintain a continuing dialogue.

Highly recommended for ship collectors and censorship specialists, but also certain to be a useful library addition for anyone interested in military/naval postal history.

Stets, Robert J. and Teal, Harvey S., *South Carolina Postoffices & Postmasters, 1860-1865*. Published by the Authors, 1995. 65 pp., plastic spiral bound. Available at \$10.00 each, plus \$2.50 shipping from Robert J. Stets, P. O. Box 142, Walterboro, SC 29488.

Bob Stets and Harvey Teal, award-winning authors of *South Carolina Postal History and Illustrated Catalog of Postmarks, 1760-1860*, have extended that coverage through the Independent and Confederate state periods of South Carolinas history. The volume lists over 600 postoffices, and includes a scarcity rating for each office. Listings are provided in three formats: alphabetically for the state; detailed listings by District; and according to the name of the postmasters (almost 800 postmasters are identified).

The booklet is well produced and includes numerous illustrations of covers from the collections of the authors and from various Confederate postal history auctions. I recommend it highly to anyone with an interest in South Carolina, Confederate States, or Civil War postal history. It will also serve as a useful addition to a broader U. S. postal history library.

FLORIDA POSTAL HISTORY GROUP TO CENSUS STAMPLESS COVERS

Florida Postal History Society President Deane R. Briggs detailed plans to produce an updated census of Florida Stampless Covers at their Orlando meeting held in conjunction with FLOREX on November 11, 1995. The project is already underway, and several county mock-ups were available for viewing featuring the carefully executed tracings of Don Thompson.

At this time, the real need is for lots and lots of new information. A census is by definition a project requiring huge amounts of data. If you have any information about Florida stampless covers and are willing to help in this worthwhile effort, contact Donald G. Thompson, Sec/Treas, 7405 Cypress Bend Manor, Vero Beach, FL 32966-5172.

RANDY STEHLE MAIL BID SALE NO. 63
16 Iris Court, San Mateo CA 94401

CALIFORNIA

- 001 ADDINGTON, 1908 VG 4-BAR REC'D & O/S ON PPC (08-10 PER) \$60
002 ASIOMAR, 1930 G 4-BAR ON PPC (14-35). EST. \$3
003 ATCHISON/REC'D, 1907 F CDS O/S ON PPC (03-12). EST. \$25
004 BIG SUR, 1917 VG 4-BAR ON PPC. EARLY USAGE. EST. \$5
005 BOOTJACK, 1911 G 4-BAR ON PPC (03-12). EST. \$25
006 CARSONS CAMP, 1928 VG 4-BAR ON PPC (24-28). EST. \$25
007 COPLEY, 1912 VG LITE 4-BAR ON PPC (86-13). EST. \$12
008 DARRAH, 1897 VG CDS ON REC'D REC CARD (30/07). EST. \$25
009 EASTON, 1915 F 4-BAR ON PPC (09-16). EST. \$15
010 FOURTH CROSSING, 1919 F 4-BAR ON PPC (55/25). EST. \$12
011 GRAND ISLAND, 1911 VG DOANE ON PPC (54-19). EST. \$15
012 GRANITE HILL, 1908 VG CDS ON PPC (74-08). EST. \$36
013 GWINMINE, 1907 READABLE CDS ON PPC (70/10). EST. \$12
014 IDRIA, 1907 F DOANE REC'D & O/S ON PPC (94-34 PER) E \$15
015 INCLINE, 1907 F 4-BAR O/S ON PPC (07-10). EST. \$15
016 INSKIP, 1912 VG DOANE O/S ON PPC (62/15). EST. \$15
017 IVY, 1909 VG 4-BAR REC'D ON PPC W/STAMP GONE (99-22). E \$10
018 KENT, 1910 F LKU DOANE ON PPC (91-11). EST. \$25
019 LONOAK, 1909 VG DOANE ON PPC (85-54). EST. \$5
020 MAY, 1910 F 4-BAR ON PPC (81-20). EST. \$12
021 METZ, 1906 F DOANE REC'D & O/S ON PPC (88-33). EST. \$10
022 MIAMI, 1909 F 4-BAR ON PPC (94-26). EST. \$12
023 MOORETOWN, 1909 F CDS ON PPC (88-13). EST. \$20
024 MOUNTAIN KING, 1912 VG 4-BAR ON PPC (07-22). EST. \$12
025 NIMSHAW, 1910 F DOANE REC'D ON PPC (80-23). EST. \$10
026 NORTHWESTERN, 1908 VG 4-BAR ON BACK ON CVR W/O FLAP E \$8
027 OLD BEACH, 1907 READABLE DOANE ON PPC (05-07). EST. \$50
028 OLIVE, 1911 F TYPE 1 DOANE ON PPC (87/83). EST. \$5
029 PAICINES, 1907 F CDS ON PPC (SAB-475 LKL). EST. \$5
030 PARADISE SPRINGS, 1912 F 4-BAR ON PPC (77/39). EST. \$5
031 POLETA, 1907 VG CDS ON COVER (95-23). EST. \$40
032 POSTS, 1908 F DOANE ON PPC (99-10). EST. \$15
033 RICARDO, 1910 F 4-BAR ON PPC (96/17). EST. \$20
034 ROBLES DEL RIO, F DPLX ON 1952 LD COVER (41-52). EST. \$8
035 RUST, 1913 F B-BAR ON PPC (09-16). EST. \$8
036 SAN BENITO, 1914 F 4-BAR ON PPC (69-59). EST. \$5
037 SEASIDE, 1907 F LKU MOT-1885 ON PPC. EST. \$8
038 SOLEDAD, 1898 F CDS (NEW TYPE) ON GPC. EST. \$15
039 STAGG, 1907 F DOANE ON PPC (02-26). EST. \$8
040 STONE CANON, 1910 VG 4-BAR ON PPC (00-32). EST. \$8
041 SWITZERLAND, 1941 F 4-BAR ON COMM L PPC (39-41). EST. \$15
042 TARPEY, 1911 G 4-BAR ON CREAMED PPC W/STAMP GONE (92-14) B
043 VENADO, 1907 G CDS ON PPC W/SM NOTCH (74/14). EST. \$10
044 VISTA GRANDE, 1908 VG 4-BAR ON PPC (08-13). EST. \$8
045 WATCH CREEK, 1908 F DOANE ON PPC (93-38). EST. \$8

COLORADO

- 046 BURDETT, 1913 G 4-BAR ON PPC (88-37). EST. \$8
047 DEER TRAIL, 1979 PARTIAL CDS ON CVR (75-) EST. \$5
048 HIGHMORE, 1910 F 4-BAR ON PPC (89-31). EST. \$8
049 HOWARDSVILLE, 1910 F 4-BAR REC'D ON PPC (74/39). EST. \$10
050 LOGCABIN, 1914 G 4-BAR ON PPC (03-42). EST. \$5
051 READ, 1913 F 4-BAR ON PPC (98-34). EST. \$8
052 SMUGGLER, 1912 VG 4-BAR ON PPC (95-28). EST. \$12
053 WOODMEN, 1913 F 4-BAR ON PPC (12-49). EST. \$8

MONTANA

- 054 BEAR SPRING, 1922 F 4-BAR ON PPC W/STAMP GONE (14-33). \$5
055 BRUFFEYS, 1909 G CDS ON PPC (02-14). EST. \$15
056 FIELDING, 1910 F 4-BAR REC'D & O/S ON PPC (09/19). EST. \$15
057 FORT ASSINIBOINE, 1905 F CDS ON GPC (92-11). EST. \$20
058 FORT KEOGH, 1907 VG DUPLEX ON PPC (78-08). EST. \$40
059 HOCKETT, 1910 F 4-BAR ON PPC (89/12). EST. \$25
060 HUNTERS HOT SPRINGS, 1918 VG 4-BAR ON PPC (78-32). E \$8
061 MONTFORD, 1910 VG 4-BAR ON PPC (00-10). EST. \$40
062 MEYERSBURG, 1893 VG CDS ON COVER (87-11). EST. \$25
063 PIPESTONE SPRINGS, 1909 F DOANE ON PPC (87-28). EST. \$12

NORTH DAKOTA

- 064 AGRICULTURAL COLLEGE, 1909 F 4-BAR ON PPC (97-25). EST. \$4
065 DESART, 1908 F 4-BAR ON PPC (06-12). EST. \$4
066 KASMER, 1909 VG 4-BAR ON PPC (08-15). EST. \$8
067 PAOLI, 1913 G 4-BAR REC'D ON PPC (11-14). EST. \$8
068 ROCKSPRING, 1908 VG 4-BAR ON PPC (89-13). EST. \$10
069 TYNER, 1910 VG 4-BAR ON PPC (81-12). EST. \$20

SOUTH DAKOTA

- 070 COX, 1917 VG 4-BAR ON PPC (08-23). EST. \$10
071 DIAMOND, 1910 VG 4-BAR ON PPC (07-18). EST. \$8
072 KAMPESKA, 1893 VG CDS ON COVER (82-28). EST. \$8
073 LEBEAU, 1907 VG CDS REC'D ON PPC (82-25). EST. \$10
074 SHERIDAN, 1909 G+ DOANE O/S ON PPC (77-13). EST. \$5
075 WILLIAMSPORT, 1893 VG CDS ON COVER (83-03). EST. \$12

WASHINGTON

- 076 ANGLIN, 1909 VG 4-BAR ON SLIGHTLY SOILED PPC (02-21) E \$10
077 BLEWETT, 1908 F CDS ON PPC W/STAMP GONE (93-24). EST. \$10
078 BUTLER, 1910 F 4-BAR REC'D & O/S ON PPC (02-11). EST. \$10
079 CURBY, 1907 VG CDS O/S ON PPC (02-14). EST. \$18
080 EHRlich, 1913 F 4-BAR ON PPC (98-15). EST. \$8
081 HICKSVILLE, 1909 VG DOANE REC'D & O/S ON PPC (06-11). \$15
082 INGLEWOOD, 1913 F 4-BAR ON PPC (89-23). EST. \$12
083 OCOSTA, 1904 G+ CDS ON PPC (90-43). EST. \$8

- 084 TOPPENISH, 1898 VG CDS ON GPC. EST. \$5
085 WALVILLE, 1912 G+ 4-BAR ON PPC (03-36). EST. \$5

RAILWAY POST OFFICES (Towle Types)

- 086 ADDISON & GALETON, 1908 F (153-C-1) ON PPC. EST. \$15
087 ALBQ & WILLIAMS, 1907 VG (964-K-2) ON PPC. EST. \$15
088 ALEX & LAKE CHARLES, 1908 F (437-A-1) ON PPC. EST. \$8
089 ARCATA & ELINOR, ca 1913 PARTIAL ON PPC (1/2 STAMP GONE) B
090 ASH & NEW CASTLE, 1910 VG LITE (551-G-1) ON PPC. EST. \$12
091 BAKERSFIELD & FELLOWS, 1911 F (992-1-A-1) ON PPC. EST. \$20
092 BALTO & DURBIN, 1913 F (275-H-1) ON PPC. EST. \$15
093 B. PLAIN & SANBORN, 1909 VG (790-1-A-1) ON PPC. EST. \$8
094 BIGGS & SHANIKO, 1908 VG (896-4-A-2) ON PPC W/STAMP GONE 12
095 BILLINGS & RED LODGE, 1909 VG LITE (891-4-A-1) ON PPC. E 12
096 BRANCH & AUGUSTA, 1909 G (336-AC-1) ON PPC. EST. \$8
097 BUFFALO & GALETON, 1912 VG (153-F-2) ON PPC. EST. \$8
098 CALISTOGA & VALLEJO, 1913 G+ (983-E-1) ON PPC. EST. \$8
099 CALISTOGA & VALLEJO JC, 1909 VG (983-F-2) ON PPC. EST. \$8
100 CAM & LEAVENWORTH, 1907 VG (810-K-2) ON PPC. EST. \$8
101 CAPE G. & HOXIE, 1907 VG (458-D-3) O/S ON PPC. EST. \$8
102 CHADRON & LANDER, 1910 G+ LITE (936-F-1) ON PPC. EST. \$8
103 CHADRON & CASPER, 1893 VG (936-E-1) ON COVER. EST. \$10
104 CLAYTON & EASTON, ca 1910 VG (262-D-1) ON PPC. EST. \$8
105 CLEVE, HUD & COL, 1911 VG (573-H-1) ON GPC. EST. \$8
106 CLEVE & SELMA, 1888 G LITE (401-J-2) ON GPC. EST. \$8
107 COLO SP(GS & C) CREEK, 1913 PARTIAL (958-B-1) ON PPC. \$10
108 DEADWOOD & CHADRON, 1911 G (938-AD-1) O/S ON PPC. EST. \$8
109 DEN & STEAMBOAT SPGS, 1914 G+ (982-2-D-1) ON PPC. E \$10
110 DETROIT & ALGONAC/RFD, ca 1906 G+ (Q-3-Q) ON SOILED PPC. \$20
111 DET GD LED & GD RAP, 1908 VG (622-7-1) ON PPC. EST. \$8
112 DULUTH & GRAND FORKS, 1908 F (NEW TYPE) ON PPC. EST. \$8
113 EDGLEY & ABERDEEN, 1893 VG (NEW TYPE) ON CREAMED CVR. \$18
114 ENID & VERNON, 1911 VG (821-2-A-1) O/S ON PPC. EST. \$8
115 ERIE BUTLER & PITTS, 1893 G+ (231-A-1) ON COVER. EST. \$8
116 FERNAN & TAMPA, 1906 VG (380-H-1) ON PPC. EST. \$8
117 FT. WORTH & BIG SPRING, 1910 VG (483-I-2) ON PPC. EST. \$8
118 FT. WORTH & BRADY, 1908 F (498-A-2) ON TONED PPC. EST. \$8
119 FRESNO & COALINGA, 1915 VG (992-4-A-1) ON SKINNED PPC. \$8
120 FRESNO & PORTERS, 1907 G+ (992-3-F-1) ON PPC. EST. \$8
121 GREELY & DENVER, 1907 VG (951-K-2) ON PPC. EST. \$8
122 GREENS & N. WILKES, 1906 VG (325-D-1) ON PPC. EST. \$8
123 HARR & FRANK CITY, 1915 G+ (265-E-1) ON COVER. EST. \$8
124 HELENA & SPOK FALLS, 1890 G (892-B-4) ON CVR W/TEAR. \$10
125 HIBBING & DULUTH, 1907 F (NEW TYPE) ON PPC. EST. \$8
126 IND & BRI. JUNC, 1893 VG (220-G-1) ON COVER. EST. \$15
127 JACK OCALA & TAMPA, 1916 F (953-C-2) ON PPC. EST. \$8
128 JOHNSTOWN & ROCKWOOD, 1905 VG (234-B-1) ON PPC. EST. \$8
129 KETCHUM & SHOSHONE, 1912 PARTIAL (898-B-A-1) ON PPC. \$8
130 KIOVA & GUTHRIE, 1910 F (930-5-A-1) ON PPC-1/2 STAMP GONE B
131 KNOX & MARIETTA, 1907 VG (522-O-1) ON PPC. EST. \$8
132 KNOX & WALLAND, 1909 F (508-C-1) ON PPC. EST. \$12
133 LA FAY & QUINCY, 1882 F (577-G-5) ON GPC W/SPINDLE HOLE. B
134 LOS ANG & SAN B'D/NO KITE, 1917 VG (963-1-C-4) ON PPC. \$20
135 MADEIRA & FAIRMONT, 1915 F (870-H-1) ON COVER. EST. \$15
136 MANSFIELD & WENATCHEE, 1913 VG (802-3-A-1) ON TONED PPC. 12
137 McALESTER & SAYRE, ca 1911 G+ (455-K-2) ON PPC. EST. \$12
138 McCOOK & IMPERIAL, 1907 VG (947-P-A-1) ON PPC. EST. \$15
139 MONTECRISTO & EVERETT, 1909 VG (905-2-A-1) O/S ON PPC-1/3 STAMP GONE. \$20
140 MONTANO & BELLEF, 1908 VG (NEW TYPE) ON PPC W/CREASE. \$8
141 MT. MORRIS & BUFF, 1909 F (143-J-2) ON PPC. EST. \$8
142 NEWMAN & COLUMBUS, 1917 F (358-E-1) ON PPC. EST. \$10
143 NEW ORLEANS & BURAS, 1912 VG (146-4-A-1) ON PPC. EST. \$15
144 NO. BEND & SEATTLE, 1907 VG (901-7-B-1) ON SKINNED PPC. \$12
145 OLD BEACH & CALEXICO, 1909 G+ (994-1-C-1) ON PPC. EST. \$30
146 OROVILLE & SACTO, 1913 VG (982-O-1) ON PPC. EST. \$8
147 OSWEGO & NOR(WMCH), 1913 PARTIAL (121-M-3) ON PPC. \$8
148 PARIS & CLEBURN, 1914 VG (473-O-1) ON PPC. EST. \$8
149 REDLANDS & LO(S ANG), 1908 PARTIAL (994-2-D-1) ON PPC. \$8
150 RENO & LAS VEGAS, 1951 F (977-4-A-2) ON LAST RUN GPC. \$15
151 RINCON & SILVER CITY, 1918 F (965-4-C-6) ON PPC. EST. \$15
152 ROCH & SUSP BRIDGE, 1888 VG (115-O-1) ON GPC. EST. \$8
153 ROCH CHARL & BUFF, 1915 VG (139-M-1) ON PPC. EST. \$8
154 SACRA RIVER, 1908 G+ (U-9-a) ON PPC. EST. \$25
155 SAN FRAN & PAC GROVE, 1912 F (890-I-3) ON CREAMED PPC. \$5
156 SAN JUAN & PONCE, 1940 F (399-B-2) ON PC. EST. \$18
157 SEATTLE & HOQUIAM, 1909 VG (901-4-E-8) ON PPC. EST. \$8
158 SEATTLE & SKAGWAY, 1939 VG (X-19-d) ON PPC. EST. \$8
159 SPARKS & SAN FRAN, 1918 G+ (976-W-1) ON PPC. EST. \$20
160 SPOK, PASCO & SEAT, 1911 F (892-O-2) ON PPC. EST. \$8
161 SOUTH B & T HAUTE, 1917 VG (886-B-1) ON CREAMED PPC. \$8
162 SPRING & IND, 1910 VG (NEW TYPE) ON PPC. EST. \$8
163 STARLAKE & NEW (LIS), 1909 PARTIAL (848-1-F-1) ON PPC. \$8
164 STROMBURG & ALMA, 1909 F (947-11-B-1) ON PPC. EST. \$10
165 TRINIDAD & ALBUQ, 1920 VG (911-M-1) ON PPC. EST. \$4
166 TRUCKEE & LAKE TAHOE, 1910 G (997-4-A-1) ON PPC. EST. \$8
167 TUCSON & LOS ANG, 1904 VG (963-T-1) O/S ON PPC. EST. \$8
168 TUOLUMNE & MODESTO, 1938 F (989-E-1) ON FACING SUP. \$8
169 TUOLUMNE & STOCK, 1910 F (989-G-1) ON PPC. EST. \$10
170 UTICA & RAND, 1910 READABLE (NEW TYPE) ON PPC. EST. \$8
171 VAUGHN & ALBUQ, 1928 VG (928-I-1) ON PPC. EST. \$8
172 VICTOR & IDAHO FALLS, 1931 F (860-V-1) ON COVER. EST. \$18
173 WALLA WALLA & PASCO, 1915 PARTIAL (901-5-B-1) ON CVR. \$8

Standard rules apply. Minimum bid \$3.00 please.

Phone bids accepted: (415) 344-3080

CLOSING DATE: 15 FEBRUARY 1996 (10 PM PST)

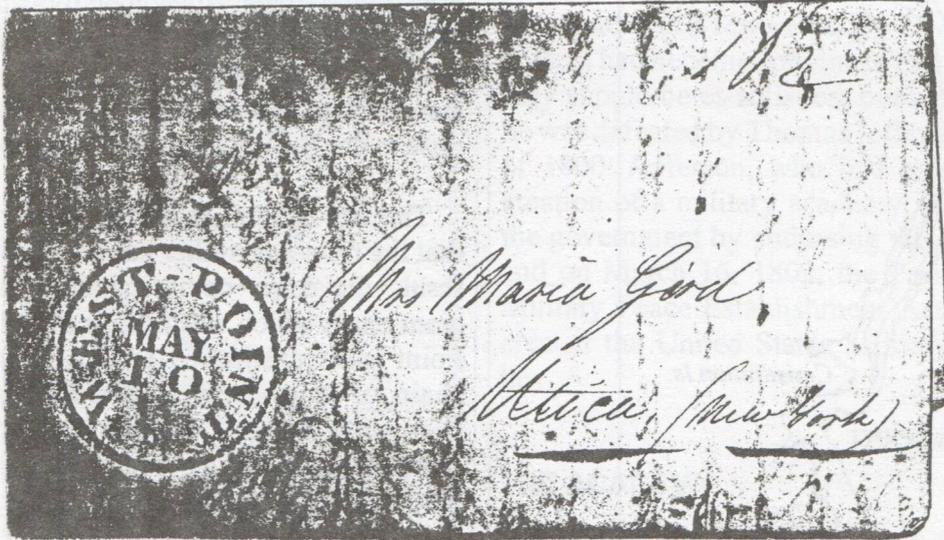


Figure 1. This stampless folded cover bears an example of the earliest known handstamp postmark used at West Point, New York. The cover dates from 1819. Addressed to Utica, NY, the cover bears a manuscript notation of payment in the amount of 18 1/2 cents, the single letter rate for a distance of 150 to 400 miles.

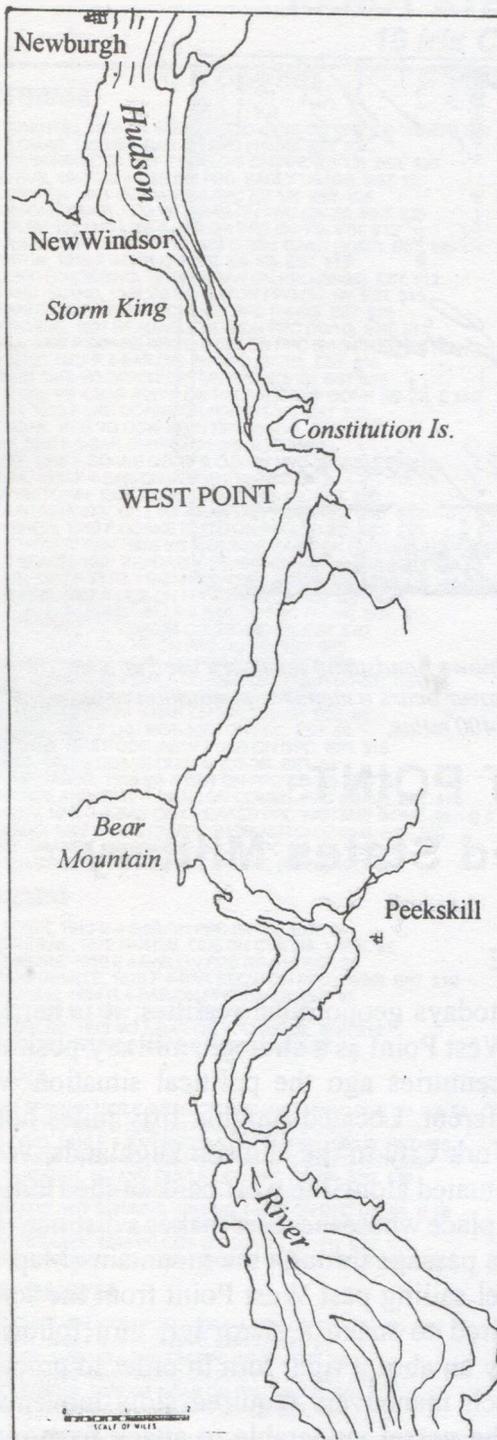
POSTMARKED WEST POINT: A Postal History of the United States Military Academy

By Richard W. Helbock, Class of 1960

West Point, New York, has played a significant role in the history of the United States ever since it was first occupied by the military in January 1778. Thomas Jefferson established the United States Military Academy at the site in 1802, and throughout its nearly two centuries the Academy has provided training for young men and women to assume roles of leadership in the military. In addition to providing military leadership, Academy graduates have become presidents, poets, engineers, architects, doctors and lawyers. Many have made important contributions to the growth and development of the United States and other nations. The post office at West Point was established in 1815 and has operated continuously over the past 180 years. The purpose of this article is to briefly trace the history of the Military Academy at West Point, with special attention to its post office and the types of postal markings applied by it to mail during the 19th century.

THE SITE

Given today's geopolitical realities, it is hard to think of West Point as a strategic military position, but two centuries ago the political situation was vastly different. Located roughly fifty miles north of New York City in the Hudson Highlands, West Point is situated along the west bank of the Hudson River at a place where the river makes a distinct "S" bend in its passage through the mountains (Map 1). Any vessel sailing past West Point from the south was required to make a sharp left turn followed quickly by an abrupt right turn in order to proceed north. Such maneuvers required slow movement and left the vessel vulnerable to attack from guns positioned on the high banks. Since the British saw the Hudson River as a critical objective in their plan to sever inland communications between the "radical" New England colonies and the colonies to the south, it became imperative the Washington and his Colonial Army maintain control of the river. West Point was seen as the best site to build gun placements to prevent ships from British occupied New



Map 1. New York's Hudson Highlands

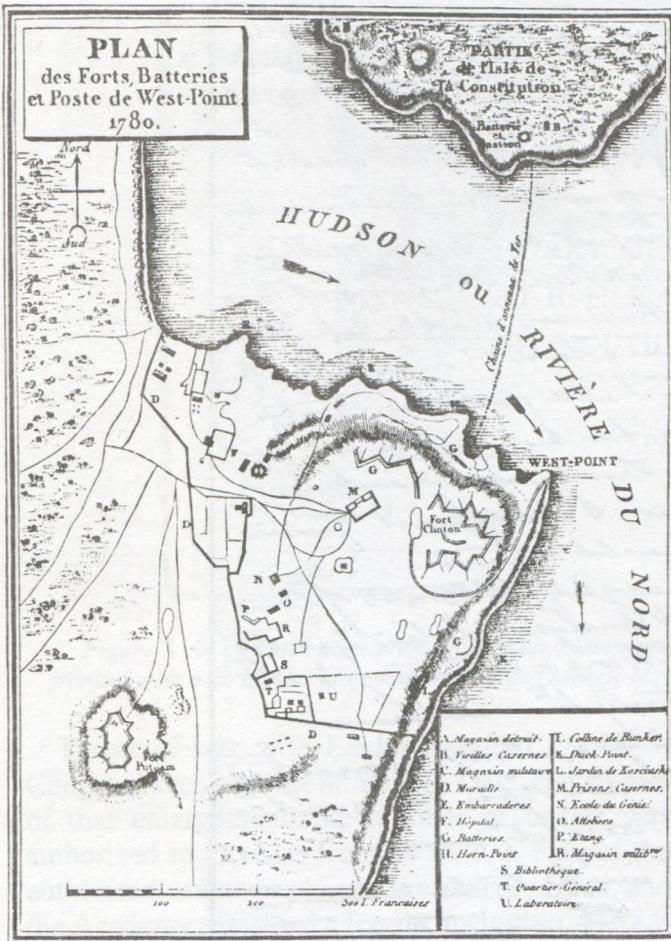
York City from proceeding up the river. On January 27, 1778, a brigade led by General Samuel Parsons crossed the frozen Hudson on foot and occupied the heights at West Point. There they built Fort Arnold, which was later renamed Fort Clinton after General Benedict Arnold was foiled in his attempt to sell the post to the British for 20 thousand pounds in 1780.

The site offered an added military advantage in that the river was rather narrow at West Point. As a result, the Army commissioned construction of a giant chain which was first stretched between West Point and Constitution Island in April 1778. This chain, of course, served to inhibit rapid river traffic even more than the local topography, and so it was removed each winter and reinstalled each spring until 1783.

EARLY MILITARY ACTIVITY

The role of West Point as guardian of the Hudson went untested during the Revolutionary War with the exception of Arnolds attempted treachery. General Washington toured West Point in late 1780, arriving only minutes after Benedict Arnold had fled. He found the military post in a sad state of disrepair and, fearing an imminent attack by the British, he placed the garrison on alert and immediately set about to put things right. No attack ever came, however, and after several weeks of heightened watchfulness, West Point settled back into a dreary routine of waiting.

Washington had been impressed with the vulnerability of the region, and upon his departure he left behind a force of 17 New England Regiments and assorted cavalry and artillery forces to guard the Hudson Highlands. He also called for the consolidation at West Point of the Corps of Invalids, a large body composed of wounded veterans who had previously been housed at scattered locations from Boston to Philadelphia. The Corps of Invalids was housed at posts in the vicinity of West Point from late July 1781. Their commander, Colonel Lewis Nicola, established his headquarters at Fishkill, a few miles north of West Point. Some historians have suggested that officers of the Corps of Invalids created a school for engineers, but modern researchers including Theodore Crackel (*The Illustrated History of West Point*, 1991) have found no evidence that such a school existed.



May 2. Fort Clinton and the Great Chain as shown in a 1780 French map.

In the Spring of 1782, Washington brought the Continental Army back to the Hudson Highlands to await signing of the treaty of peace with England. Washington made his headquarters at Newburgh, a few miles north of West Point, and throughout the winter troops were quartered at New Windsor Cantonment and a sites all around West Point.

In June 1784, six months following Washington's farewell address, the Army, most of which was still garrisoned in the vicinity of West Point, was disbanded. Only 80 officers and men remained on duty; 25 of these at Fort Pitt (Pittsburgh) and 55 at West Point.

During the next 17 years politicians and military leaders haggled over the future of West Point. Purchase of the land from its original owner was finally concluded in 1790. In 1794 Congress created the Corps of Artillerists and Engineers to be headquar-

tered at West Point, but the school was intended to be only a temporary training facility and it did not last more than a few years. By 1799 President John Adams had become convinced that a Military Academy should be established, but before he could act he was defeated by Thomas Jefferson in the election of 1800. Jefferson, who had previously opposed creation of a military academy, surprised many in the government by endorsing the Adams proposal, and on March 16, 1802, the President signed the Military Peace Establishment Act of 1802, which created the United States Military Academy, into law.

THE ACADEMY

The first dozen cadets -- all appointed to the Academy by President Adams -- were ordered to report in July 1901, and by September instruction had begun. The first, and for a time only, instructor was George Baron, a civilian who had formerly taught mathematics at the Royal Military Academy at Woolwich, England. Jonathan Williams, a nephew of Benjamin Franklin, was appointed the first Superintendent. Cadets were housed in Long Barracks, a wooden structure which had been built to garrison the troops assigned to Fort Clinton during the Revolutionary War.

Mathematics instruction -- the only regular subject -- occupied the cadets morning hours, and the afternoons were given to athletic and military exercises. Instructor Baron proved unsuitable to the task. He was dismissed in late 1801, and Superintendent Williams temporarily assumed his teaching duties. Two new instructors were hired in the spring of 1802: Jared Mansfield, who had taught mathematics at Yale, and Captain William Barron (no relation to George Baron), a graduate of Harvard.

The first year of instruction at the Academy had been interrupted by Baron's dismissal and an illness incurred by Superintendent Williams, but, nevertheless, on October 12, 1802, the first graduation of cadets was held. Cadets Joseph Swift and Simon Levy passed examinations in various fields of mathematics and were commissioned as Second Lieutenants of Engineers. Cadet Walter Armistead also passed his exams, but elected to remain at the Academy to continue his studies. In order to avoid

West. Point Decemb^r 25th 1817

Dear Sir,

I have been so much occupied, that I have had no time to write Letters - Yours of course has been unanswered from that cause - In respect to the Old mathematical books, which you have on hand, they are not those of the first Water; I would however gladly take them if I were on the spot, & if you retain them till next Spring when I shall be with you, I will purchase them. As an immense list of books has been made out for the Government, ~~of books~~ for this Academy embracing all modern Works of Science, I shall want fewer for my own use, than I should otherwise. I should however wish for myself to obtain from London, Lawson's Geometry, & Analysis, Leslie's Geometry, Gregory's Astronomy, Vincent Wing's Astronomy, & the 3^d Volume of Bode's Astronomy & the Works of La Grange's Catalogue, which I sometimes hope to receive & will remit you the cash immediately on their receipt -

The family are well, & wish to be remembered to you & yours with the greatest esteem & regard -

I am with great esteem
 Your friend &c. W. Howe Esq
 Jared Mansfield

Figure 2. In this 1817 letter Professor Jared Mansfield advises General Howe of New Haven, Conn. as to his evaluation of mathematics text books.

the severe winter weather, the Academy declared winter vacations from December 1st through March 15th. This practice was continued until 1817 when new quarters were built to replace the drafty Long Barracks.

The course of instruction was broadened to include French and drawing in 1803, and Francis Masson, a Frenchman was hired to teach both these subjects. As the second year of operation proceeded, some of the original problems involving housing of

officers and messing of cadets were dealt with, but the overall picture at West Point remained a bit unresolved. Superintendent Williams, for example, wished to see the Academy relocated to Washington, and its size increased. Despite the wishes of Williams, the Academy remained at West Point and its Cadet Corps stayed very small. In 1806 the Academy graduated 15 cadets, more than the combined total of all previous years.

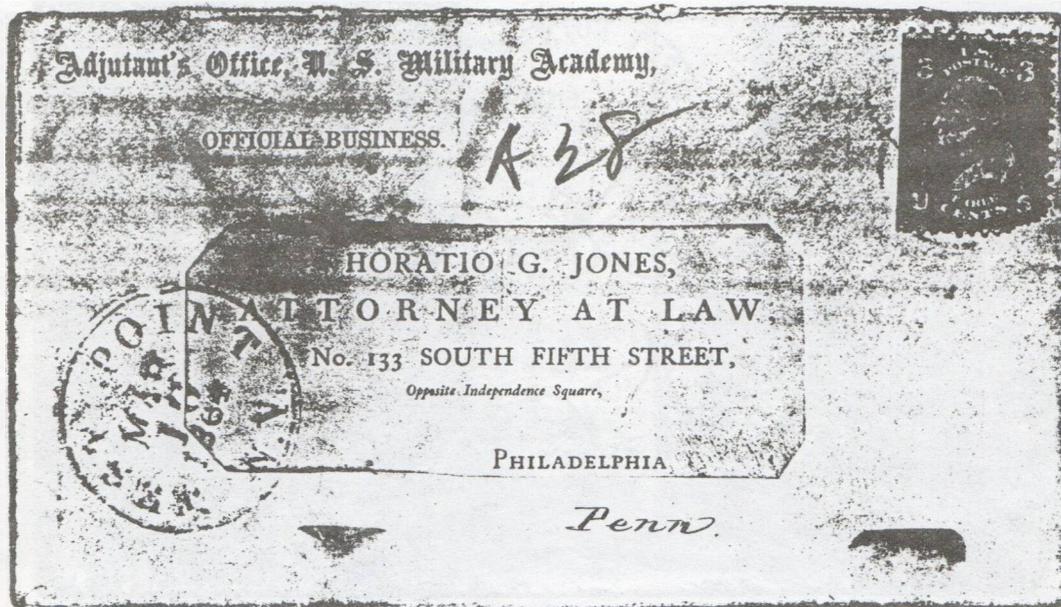


Figure 3. An official business envelope with an imprint of the Adjutant's Office, U.S. Military Academy, has been franked with a 3c Washington and postmarked March 16, 1864, at West Point.

Threat of war with England caused the U. S. Congress to enlarge the military in 1808, and, as part of that enlargement, the number of cadets was authorized to increase from 44 to 200. Few of the authorized cadet vacancies were actually filled, and the Academy remained a fragile institution. In mid-1811 instruction was abandoned entirely at the behest of the Secretary of War, and the institution remained without cadets or faculty until early 1913. Up to this time, a total of 88 cadets had been graduated, but they had been admitted without any sort of examination, and their ages had varied from as young as 12 to as old as 24.

President Madison signed into law on April 29, 1812, an act which reorganized the Academy and set forth the general principles on which it has since been operated. The course of instruction was to be broadened, new faculty positions were authorized, cadets were to be between ages 15 and 20 upon admission and each was to be awarded a degree upon completion of instruction, and \$25,000 was provided for construction of permanent buildings at West Point. Joseph Gardner Swift, who had been the first Academy graduate, was appointed Superintendent, and by spring of 1913 the Academy was up and running again.

The final step necessary to launch the Academy on the right path was the appointment of a visionary leader to the position of Superintendent. That step was taken in 1817 when President Monroe appointed Sylvanus Thayer. At the time, Thayer was 31 years old. He had graduated from the Academy in 1808, and served two years as an Assistant Professor of mathematics. Thayer had distinguished himself as an engineer during the War of 1812 in the harbor defense of Norfolk, Virginia. The new Superintendent reported to West Point on July 28, 1817, and for the next 16 years his leadership molded the Academy into an entirely different sort of institution. Academic requirements were stiffened, discipline of cadet behavior was imposed, and new and better facilities were added. Thayer was not without his critics, but he was a very persuasive and dedicated leader. He is acknowledged to this day as the "father" of the Military Academy.

In 1833 -- the year Thayer left the Academy -- there were 43 cadets graduated and commissioned. Throughout Thayer's tenure, the number of graduates had varied from about 20 to 50 per year, and this pace was to continue throughout the remainder of the 19th century. In other words, the Corps of Cadets typically numbered two to three hundred individuals during any given year prior to 1900. In 1900 Congress authorized substantial expansion of



Figure 4. This West Point cover of 1881 bears an illustration of the West Point Hotel. This building was located at the edge of the plain. It had 64 rooms and was occupied from 1829 to 1925. It was demolished in 1932.

the Military Academy, and the authorized size of the Corps was increased to 481. That number gradually grew to 748 in the years preceding World War I, and in 1916 the size of the Corps was nearly doubled to 1,332. In 1920, the new Superintendent Douglas MacArthur, Class of 1903, called for an expansion of the Corps to 2,500, and gradually the number of cadets increased. It was not, however, until 1942 with America involved in a world war, that size of the Corps was authorized to increase to 2,496. That same year, President Roosevelt reduced the course of instruction from four years to three for the duration of the war.

The next great period of growth was touched off in 1961 when Superintendent William Westmoreland, Class of 1936, proposed to President John Kennedy that the Corps of Cadets be increased to 4,250. In February 1964, Congress authorized an increase to 4,417 and the funds needed to provide accommodation for the new cadets. The new authorized strength was achieved in 1972.

In 1973 a bill was introduced in the House of Representatives which would allow women to attend West Point, as well as the other service academies. As one might imagine, the reaction of most cadets, graduates and the military establishment was shock. Never-the-less, the forces of change persisted and in June 1976 the first female cadets were

admitted to the Military Academy as members of the Class of 1980. The intervening two decades have shown that the visionaries were correct. The walls of West Point did not come tumbling down, and over the years female cadets have held leadership positions within the Corps at all levels both academically and militarily. In 1990 the cadet First Captain -- highest ranking cadet in the class -- was Kristin Baker, the first woman to attain this position.

The Academy and its Corps of Cadets evolved through many changes during the years from Thayer's departure until First Captain Baker's graduation. The Civil War years were particularly difficult as classmates were forced to choose sides and sometimes do battle with old friends. Similarly, classes graduating in the early years of World War II, during the Korean Conflict, and the Viet Nam War often suffered high attrition rates as young officers found themselves facing mortal combat only months after leaving the Academy. From time to time, the Academy has been rocked by scandals, and there has never been a lack of critics who believe the Military Academy a waste of taxpayers dollars. Never-the-less, West Point continues to modernize, grow and survive in the last years of the 20th century. Many today may believe that the Academy's motto of "Duty, Honor, Country" has become ar-

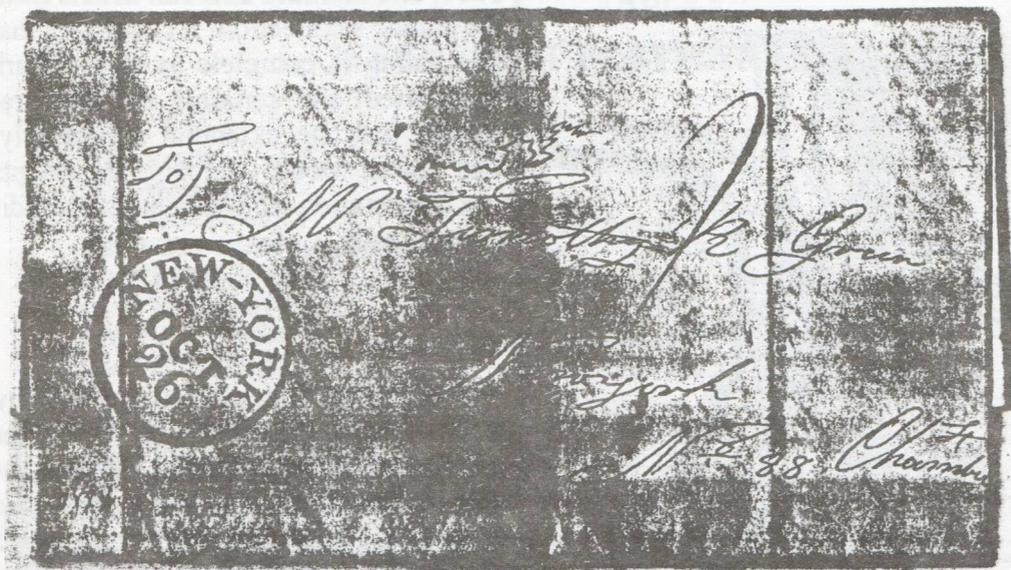


Figure 5. This stampless folded letter bears a dateline of "West Point, Oct. 20th, 1824." It traveled to New York City outside the mail, and entered the mail stream as a drop letter.

chaic, but, in times of national emergency, graduates of West Point have repeatedly demonstrated their leadership and dedication to these simple themes. Who is to say that such national emergencies will not come again?

THE WEST POINT POST OFFICE

The first United States post office to be established at West Point was authorized April 1, 1815, with the appointment of Andrew Ellicott as postmaster. Ellicott had joined the faculty of the Academy in 1813 as professor of mathematics, and was still serving in that capacity when he was appointed postmaster. The post office was housed in a building near the officers quarters, which previously was occupied by the commissary store.

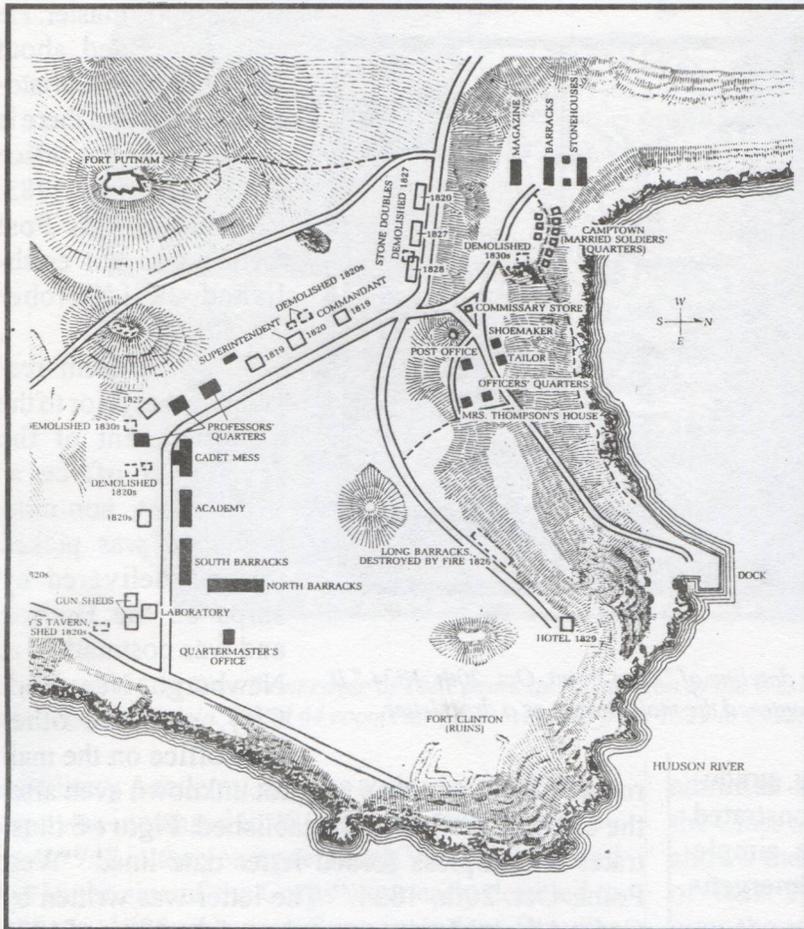
The procedure for dispatch and receipt of mail prior to the establishment of the post office is unknown to this writer. The first post office in the area was established sometime prior to October 1782. Located at Newburgh, this pioneer office was named Headquarters and it served Washington's Continental Army Headquarters. John D. Alvey was

the first postmaster. He was succeeded about Mar 1783 by Christopher Meng, and there is no record of this office after September 1783. The Newburgh Post Office was not established until October 27, 1795.

It would seem reasonable that prior to the establishment of the civil post office at West Point, non-military mail was picked up and delivered by ships on the Hudson and was postmarked at Newburgh, New York City, or some other post office on the mail

route. Such a practice was not unknown even after the civil post office was established. **Figure 5** illustrates a stampless folded letter date lined "West Point, Oct. 20th, 1824." The letter was written by Cadet Albert Martin, a member of the Class of 1828 who did not graduate. It appears that this cover was hand carried to New York where it entered the mails as a local 'drop letter, was charged 1c postage (manuscript "1"), and postmarked NEW-YORK/OCT/26.

Despite the fact that the West Point Post Office served the postal needs of the Academy's educated faculty and cadets, it remained fairly small throughout most of the 19th century. In 1877, for example, West Point was still a fourth class post office, and the office did not attract sufficient business to achieve third class status until the 1880s. Once the size of the Corps of Cadets began to increase in the early years of the 20th century, the post office experienced a similar growth. In 1911 Postmaster Mary R. Newlands received a salary of \$1,800, and was assisted in her duties by an Assistant Postmaster and two Clerks.



Map 3. The West Point post office was originally located in on the northwest side of the plain as shown in this map from Crackel's, *ILLUSTRATED HISTORY OF WEST POINT*, 1991.

POSTMARKS

The West Point post office used a variety of interesting handstamp postmarks and rate markings during the first six or seven decades of its existence -- roughly the time period when the office operated as a fourth class facility. Table 1 lists 16 different West Point postmark types which were used during the years 1815 to 1886. This list is based upon reports published in the *American Stampless Cover Catalog* and George Bernadt's *Postal Markings of New York State, 1792-*

1856, and includes addition details from the author's collection. It is unlikely that this listing is complete as to postmark types used, and certainly the dates recorded may be extended appreciably. The author would welcome comments and information from readers with additional details.

SUMMARY

The United States Military Academy at West Point has been in existence for nearly two hundred years. Throughout that lengthy history, the Academy has graduated approximately fifty thousand young men and women who have gone on to assume varied roles in our society (even postal historians). The postal history of West Point is similarly long in that the post offices has been in continuous operation for 178 years. Covers originating at West Point are not particularly scarce, but they do offer postal historians an interesting opportunity to form a collection closely associated with this nation's military tradition.

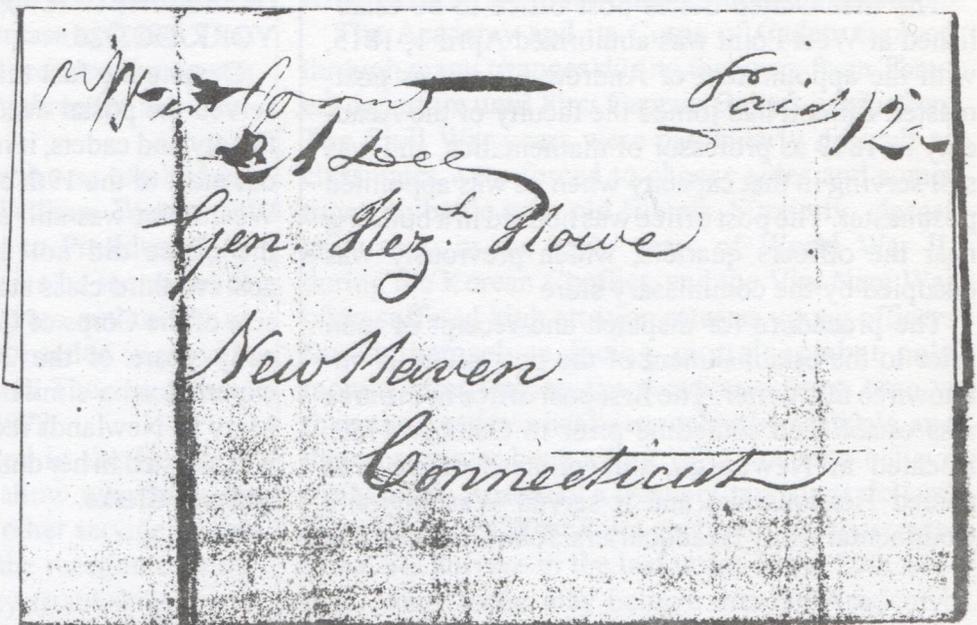


Figure 6. This 1817 cover bears a manuscript West Point postmark. Addressed to New Haven, Conn., the postage paid was 12 1/2 cents.

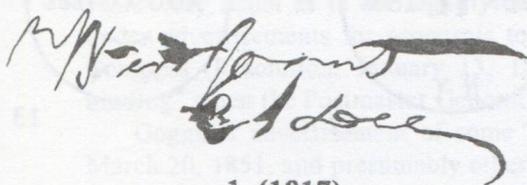
TABLE 1
WEST POINT POSTMARKS, 1815-1886

Type No.	Style Reads	Earliest Known	Latest Known	Associated Rate Handstamps	Notes
1.	MSS West Point	1815	5 Dec 1817		
	MSS West Point NY	12 Apr 1844	1844		(1)
2.	cds WEST-POINT/(hollow star)	1818	10 May 1819		
3.	cds WEST POINT/.	14 Sep 1821	4 Jun 1828	PAID, FREE	
4.	cds WEST POINT N.Y.	1822	1825		(2)
5.	cds WEST POINT/A	28 Jul 1829	20 Jun 1832	FREE	(3)
6.	cds WEST-POINT/N.Y.	22 Mar 1833	10 Jan 1848	5, 5 (in box), 10, FREE, PAID	
7.	cds WEST POINT/N.Y.	17 Sep 1849	12 May 1852	5, 10	
8.	cds WEST POINT/3/N.Y.	3 May 1853	3 Jul 185	PAID	
9.	cds WEST POINT/10/N.Y.,	185?			(2)
10.	cds WEST POINT/N.Y.	15 Mar 1859	4 Nov 1864		(4)
11.	cds WEST POINT/N.Y.	6 Nov 1869	7 Mar 1870		
12.	cds WEST POINT/N.Y.	13 Oct 1877	11 Jun 1881		(5)
13.	cds WEST POINT/N.Y.	14 Aug 1882	16 Oct 1882		(6)
14.	cds WEST POINT/ORANGE CO. /NEW YORK,	23 Jan 1885	31 Oct 1885		
15.	dcds WEST POINT/ORANGE CO. /NEW YORK	12 Nov 1885	30 Nov 1885		(7)
16.	dcds WEST POINT/ORANGE CO. /NEW YORK	8 Mar 1886	11 Nov 1886		

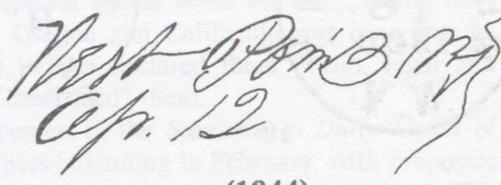
NOTES:

- (1)Probably Emergency Use
- (2)Reported by ASCC & PMNYS; not seen
- (3)Rim worn off in later years
- (4)Year date in dial
- (5)Straight line date
- (6)Decorative lines in dial
- (7)Note Scalloped Inner Circle

POSTMARKS OF WEST POINT



1 (1817)



(1844)



PAID
FREE

POSTMARKS OF WEST POINT



5



w/rim worn away

FREE



6

PAID



FREE



7

5 10



8

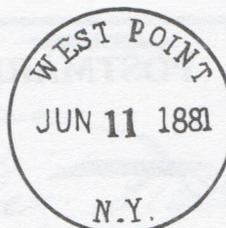
PAID



10



11



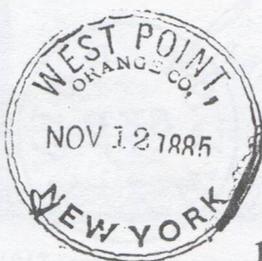
12



13



14



15



16

THE FIRST TRANSMOUNTAIN MAIL ROUTE CONTRACTS, 1850 - 1862

PART III

Route No. 5066 Sacramento, California to Salt Lake City, Utah May 10 1851 to June 30, 1854

by Daniel Y. Meschter

Contract Mail Route No. 4965 from Independence, Missouri to Salt Lake City was connected to the Pacific coast when the Post Office Department let a contract for Route No. 5066 from Sacramento to Salt Lake City the next year; but in so doing, however, there was no plan to establish a transcontinental route. California mail would not generally be routed by way of Salt Lake City for years to come. The order to advertise the route was dated January 27, 1857 and signed by James M. Goggin, Special Agent of the P.O.D. for California.

A synopsis of the route, conditions of service, bidding and marginal notations are continued in the Registers for Star Route Contracts, Vol. 117, pp. 16-19, in National Archives Record Group 28, Records of the Post Office Department (Appendix 2). Thirty-seven bidders, among whom can be recognized several names well known in postal and western history, entered 55 bids ranging from Woodward and Chorpenning's low of \$14,000 to \$200,000, with a median of \$45,000 for most comparable service. Evidently the majority of the bidders had a better sense of reality than Woodward and Chorpenning did.

The appointment of special agents for California and Oregon is how the Post Office Department dealt with the problems caused by the more than two months round trip transit time required to manage its business on the west coast by mail. The office of special agent in California was instituted by the P.O.D. as early as November 1848, according to the 1849 Annual Report of the Postmaster General (Sen. Ex. Doc. 1, Ser. 549, p. 785).

The first agent probably arrived in San Francisco on the mail packet *California* about the 5th of March and began by opening a postoffice of sorts. The *Alta California* announced on March 15, 1849 that the "desideratum" of a post office "is at last established. Mr. Voorhies, the agent appointed by the President, has made arrangements to deliver letters at the store of Ross, Benton & Co." Voorhies was succeeded within months by R.T.P. Allen and he, in turn, by Goggin within two years. Any doubt as to the legality of the contracts the special agents made for transporting mail under advertisements for proposals to carry the mail in Oregon and California was overcome by Congress (Resolution, January 13, 1852, 10 Stat. 145), which declared them "valid, legal and binding" when the Postmaster General has "accepted and confirmed" them.

Goggin's advertisement of some 26 mail routes appeared in the *Sacramento Daily Union* of March 20, 1851, and presumably other California newspapers beginning in February, with proposals to be received in the office of the Special Agent until 9 a.m., April 1 and decided by April 10. The contract for Route 5066 was dated April 11th and signed by the contractors, their sureties, and Richard A. Edes, the Sacramento postmaster on behalf of the P.O.D., on April 25. The Special Agent accepted it on October 16, 1851 and the P.M.G. accepted and confirmed it in conformance with the Congressional Resolution of January 13, 1852. On the whole, it appeared to be a standard form of contract more adaptable to carrying mail through settled country than across 900 miles of wilderness.

Because the provisions of this and several other transmountain mail route contracts in the 1850's were the subject of considerable public controversy, the contract for Route 5066 is

reproduced as Appendix 3 from Chorpenning (1889, Appendix, pp. 1-4). The key issues that came most into contention were, (1) "To take the mail and every part of it from, and deliver it and every part of it, at each post office on the Route . . .," (2) "It is hereby stipulated and agreed, by the said contractors and their sureties, that the Postmaster General may alter the contract . . . allowing a pro rata increase of compensation . . . ; also that the Postmaster General may discontinue or curtail the service, he allowing one month's extra pay on the amount dispensed with . . . or whenever the public interests require such discontinuance or curtailment for any other cause" and, (3) ". . . that the Postmaster General may annul the contract for repeated failures." Lastly, there was a provision for termination after one year for any reason.

Although the contract provided its term would begin on May 10, 1851 and end on June 30, 1854, Chorpenning wrote later that he left Sacramento with the first mail on May 1, 1851 (1874, p. 4). The *Deseret News* (June 14, 1851, p. 4) reported he left Sacramento on May 3rd and arrived in Salt Lake City on June 5th. The P.M.G., on April 1, 1853, recognized his service from May 1 for pay purposes.

Neither the contractors nor the P.O.D. fully understood the difficulties in attempting to establish monthly service on a year-round basis between Salt Lake City and California. It was a largely unknown wilderness penetrated only by the California or Emigrant Trail and a couple of routes directly across the Utah desert that had been travelled only a few times before. The Indian threat was very real and especially the Sierras and the highlands east of Goose Creek were susceptible to blizzards and heavy accumulations of snow in winter.

What the Postmaster General in Washington saw in the reports of the Sacramento and Salt Lake postmasters for the winter of 1851 were repeated failures to deliver the mail on time if at all without understanding the causes. Postmaster General Hubbard peremptorily annulled Woodward and Chorpenning's contract on November 18, 1852 and re-let it without advertisement the same day to Wm. L. Blanchard at the much increased pay of \$50,000 per year effective March 15, 1853 (Appendix 4). Chorpenning, with the support of Goggin who had all the documentation in the case, was able to prevail upon Postmaster General James Campbell. Campbell finally recognized that "the service was exceedingly difficult and hazardous" and that Chorpenning had made reasonable efforts to perform it. Campbell annulled Blanchard's contract effective July 1, 1853 and rescinded Hubbard's annulment order of November 18, 1852, thus reinstating Chorpenning's contract. He agreed at the same time to increase Chorpenning's compensation by \$16,000 to \$30,000 per annum for the balance of the contract term plus additional compensation for other services Chorpenning was rendering. The latter claims were the subject of voluminous statements Chorpenning addressed to Congress in 1874 and 1889 in support of continual petitions for further compensation.

The accompanying map of Route No. 5066 is based upon a map by Chorpenning attached to his 1889 statement. A map of the southern route will be prepared for the analysis of Contract Route No. 12801 between San Diego and Salt Lake City, July 1, 1854 to June 30, 1858.

THE CONTRACTOR

Absalom Woodward and George Chorpenning, Jr. were both from western Pennsylvania, Woodward most lately from the Borough of Indiana and Chorpenning from near Somerset, 40 miles south of Indiana. However, none of Chorpenning's writings say whether they knew each other in Pennsylvania before hand or how they happened to be in California in the spring of 1851. They may, of course, have known from earlier contacts with the P.O.D. that Goggin would advertise a large number of route contracts soon after the first of the year and that these offered attractive opportunities in the mail contracting business.

Woodward was born in 1810 in Armstrong County, Pennsylvania and lived somewhere around Elderton until he moved to Indiana in the 1840s. The only indication of an occupation that has been found for him is a report he was a bridge contractor in 1842 (Personal communication, Historical and Genealogical Society of Indiana County, January 31, 1995; Pennsylvania Census records, 1820-1850). He was 41 with a wife and four young children when he and Chorpenning won the contract for Route No. 5066. His decision to go west was an unfortunate one.

George Chorpenning, Jr. was born in Somerset in 1821. George Chorpenning, Sr. was a farmer, inn keeper on the Bedford Turnpike, and an associate judge on the Somerset County court late in life. Local biographers say that George, Jr. crossed the plains as a forty-niner, which would go far to explain his interest in California and familiarity with the Emigrant route (Personal communication, William Woodward, Stoystown, Pa., March 21, 1995). There is nothing to show whether he remained in California or returned east in the meantime.

Beginning with his inauguration of mail service when he left Sacramento on the 3rd of May, Chorpenning alternated trips with some of his employees. There is a definite report of Woodward carrying the westbound August mail from Salt Lake City. From this it can be inferred he also carried either the June or July eastbound mail from Sacramento.

Chorpenning himself wrote that it took him 22 days to reach Carson Valley over the snowbound Sierras with that first mail. He claimed that while at Carson Valley he staked off a 160-acre land claim for a mail station which became the first white settlement in Nevada. He apparently was asserting he was the "father" of Nevada, for he was anything but modest in putting forward a number of claims to fame that history, perversely, does not recognize.

He was not bragging, however, when he wrote that scarcely a mail train escaped difficulties with the Indians during the summer months and through the fall, often with loss of animals and sometimes the lives of his employees.

On November 1st (14th in some sources) Woodward left Sacramento with the November mail and a party of four men, nine mules, a horse and, Chorpenning said later, \$5,000 with which to buy stock, wagons, and materials, probably for a mail station they planned to build at Humboldt Wells.

Samuel Hansen, bringing the westbound November mail from Salt Lake City, reported to Chorpenning on his arrival in Sacramento in late December that he had met Woodward somewhere around the Big Cañon of the Humboldt River. Woodward told him he was attacked by Indians the day before near Stony Point where two of his men and some of his stock were killed. Pushing on, it was learned later through the Indian Agent for Utah that Woodward's party was attacked again in the vicinity of Goose Creek Cañon where the other two men were killed and the rest of the stock lost, except one mule on which Woodward, although wounded, made his escape. Nothing more was heard of Woodward until Edson Cady, the westbound carrier, found his remains on Deep Creek in April, a hundred miles east of Goose Creek.

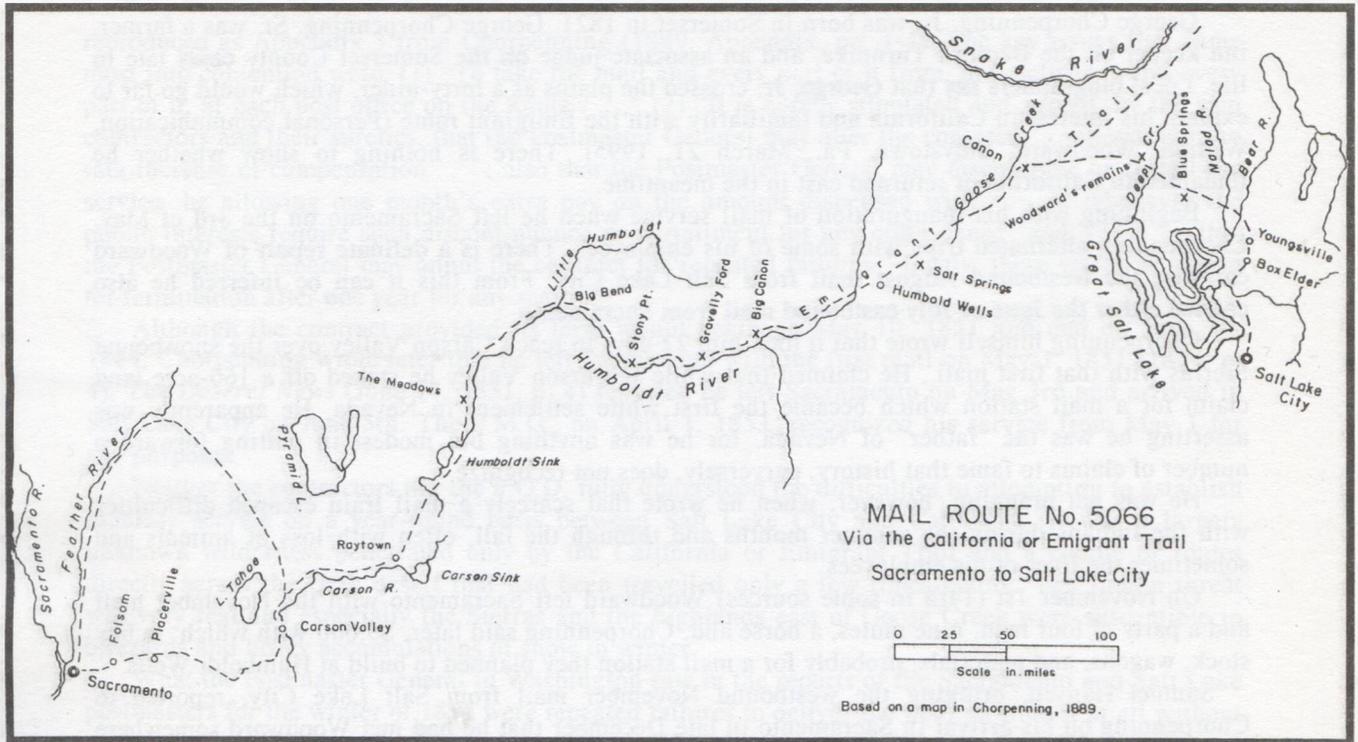
Chorpenning deposed later that he lost 83 mules and horses and other property up to June 30, 1852 and 86 mules and horses between then and April 1, 1856, including operations on the succeeding contract (H. Ex. Doc. 55, Serial 1271). Map notations indicate eight employees were killed besides Woodward.

THE ROUTE

The only practical route for regularly scheduled mail service between Salt Lake City and Sacramento in 1851 was by a trail known as the Salt Lake Cutoff that ran north from Salt Lake City through Box Elder (now Willard) and Youngsville (now Brigham City) to a crossing of the Bear River [Tremonton] and then northwesterly to Deep Creek [Snowville] and west to intersect with the California or Emigrant Trail coming down from Fort Hall six or seven miles west of the Raft River crossing. From there it followed the Emigrant Trail on to Goose Creek and southwesterly over a divide into the Humboldt River drainage that led 400 miles to where the Carson River emerged from the Sierras above Carson Valley [Genoa].

The total distance by this route was first estimated at 900 miles. It was corrected to 895 on the contract register while, in 1856, Congress accepted 910 miles as a basis for settling the "Chorpenning Claim."

The usual route across the Sierras was up Carson River and over a pass to the head of the American River that led down to Placerville and Sacramento. Typically, however, the passes across the Sierra Nevada were blocked with snow for up to five months a year, making movement across them virtually impossible in winter.



In an attempt to find an alternative to the Carson River route, Samuel Hansen with the November mail from Salt Lake City swung north and across the Sierras by the Northern or Feather River route, taking upwards of thirty days to make the crossing.

Not completely discouraged by this demonstration of the difficulty of the Feather River route, Chorpenning sent two more eastbound mail trains over it in February and April 1852. Edson Cady succeeded only by the use of snowshoes, his men carrying the mail bags on their backs, and taking 54 days to reach Salt Lake City on March 25. After sending the April mail by the Feather River route, Chorpenning carried the May mail himself via the Carson River route and took 16 days to reach Carson Valley to find that the April mail had reached there only the day before after taking 46 days by the Feather River route.

The Indian threat, in addition to the difficulty of carrying the mail over the Emigrant route during winter, became so intolerable by the summer of 1852 that Chorpenning requested authority from Special Agent Goggin to use a southern route from Salt Lake City via Las Vegas and Cajon Pass to San Pedro and up to Sacramento by coastal steamer during the winter months. After demurring for a time, Goggin granted his request without, apparently, realizing the problems it would cause. The increased distance was accepted as 500 miles so that a total of 1,410 miles was used for the purposes of settling the Chorpenning Claim.

The southern route will be discussed in connection with Contract Route No. 12801.

OPERATIONS

The mail trips on Route No. 5066 are summarized in Table III.

Woodward and Chorpenning's bid, like most of the others (a few did propose horse and wagon or carriage), specified the mail would be carried by horse back. So far as contemporary sources show, they used horses or mule trains exclusively on the Emigrant Trail route, although it is possible wagons were used to a limited extent.

Emigrants had been taking wagons over the California Road for several years already so it was known that wagons could be used on it during much of the year. Heavy traffic between Placerville and Carson Valley probably served to improve that segment to where heavy wagons could be used in summer and lighter vehicles whenever snow conditions did not block the road. On his map of the

TABLE 3 - MAIL TRIPS BETWEEN SACRAMENTO AND
SALT LAKE CITY

Route No. 5066, May 1, 1851 to June 30, 1854

EASTBOUND			WESTBOUND		
Leave Sacramento	Arrive Salt Lake City	Carriers/remarks	Leave Salt Lake City	Arrive Sacramento	Carriers/remarks
<u>1851</u>	<u>1851</u>		<u>1851</u>	<u>1851</u>	
3 May	5 Jun	George Chorpenning			
2 Jun	2 Jul	A. Woodward ?	? Jun		George Chorpenning ?
1 Jul	28 Jul				
1 Aug	12 Sep?	Henderson	1 Aug	30 Aug	A. Woodward
1 Sep	? Oct		1 Sep	1 Oct	
1 Oct		George Chorpenning, returned to Carson Valley	1 Oct		H.H. Jamieson, mail abandoned near Goose Creek
1 Nov		Also reported as 14 Nov: A. Woodward, murdered by Indians and mail lost	1 Nov	? Dec	Samuel Hansen, via Feather River route
1 Dec		Returned	Dec		
<u>1852</u>	<u>1852</u>		<u>1852</u>	<u>1852</u>	
1 Jan		Luther Olds, returned			
1 Feb	25 Mar	Edson Cady, via Feather River route	1 Feb		
? Mar	? Apr	George Chorpenning, via San Pedro			
1 Apr		Via Feather River route, arr. Carson Valley 15 May, mail combined with May dispatch	1 Apr		Edson Cady, found Woodward and returned 10 Apr
1 May	13 Jun	George Chorpenning	1 May	3 Jun	John R. Smith
2 Jun	8 Jul	George A. Leslie, et. al.			
1 Jul	28 Jul		1 Jul	15 Jul	George Chorpenning
2 Aug	28 Aug		Aug	29 Aug	
1 Sep	1 Oct		Sep	30 Sep	
7 Oct		Orson Burlingame, Virgil Merril			
5 Nov ?	9 Dec		1 Nov	7 Jan	Alphonse Borland, John Adams
1 Dec			1 Dec		Returned, 9 Dec
<u>1853</u>	<u>1853</u>		<u>1853</u>	<u>1853</u>	
1 Jan		Via San Pedro.	1 Jan		Via San Pedro, included Dec mail
1 Feb	17 Mar	Via San Pedro	1 Feb		Via San Pedro
1 Mar		Via San Pedro			
16 Mar	? Apr	E.L. Barnard	19 Mar		E.K. Hanks, via San Pedro
15 Apr	14 May				Apr mail not reported
15 May	7 Jun		15 May	10 Jun	E.L. Barnard
15 Jun	8 Jul		18 Jun	9 Jul	
1 Jul	25 Jul		9 Jul	? Aug	
			1 Aug	25 Aug	
1 Sep			1 Sep	28 Sep	
1 Oct	21 Oct		1 Oct	? Nov	
Nov		Via San Pedro	Nov	23 Dec	Via San Pedro
1 Dec		Via San Pedro	Dec	25 Jan	Via San Pedro
<u>1854</u>	<u>1854</u>		<u>1854</u>	<u>1854</u>	
Jan		Via San Pedro	Jan		Via San Pedro
27 Jan	1 Mar	Via San Pedro	4 Feb	10 Mar	Via San Pedro
Mar		Via San Pedro	3 Mar		Via San Pedro
1 Apr	5 May	Via San Pedro	1 Apr	17 May	Via San Pedro
2 May	3 Jun		1 May	25 Jun	Via San Pedro
		No report	4 Jun	2 Jul	

Emigrant Route (1889) Chorpenning noted next to Goose Creek Cañon, "7 mules, 4 horses, wagons, mail, etc., all taken, Oct. 1851." He confirmed in one of his several statements that this party did, in fact, include wagons. It is more likely, however, these wagons were used to carry materials for the proposed station at Humboldt Wells than mail. That project was never realized due first to Woodward's untimely death and then the annulment of the contract at the end of the following season.

In an affidavit in Chorpenning (1889, Appendix, p. 23-24), Charles Kinkead, a Salt Lake merchant, described what he considered to constitute an outfit for travelling across the plains or to California: "For each man is required at least two mules ([he] himself has never travelled with less than three), saddle, bridle, and Spanish spurs, pack saddle and blankets, lariettes, and not less than one pair of good Mackinaw blankets, one pair of good Alforrosses, a good fowling piece, and a pair of Colt's navy or dragoon revolvers, knife, belt, pistol holsters, hatchet, cooking utensils, one pound of meat, and a pound of bread per day (usually taking the bone out of the meat), with a few pounds of tea, coffee, sugar, and dried fruit, whiskey *ad libitum*."

As a sampling of the cost of such an outfit, Kinkead reported the value of some of these items as a California saddle, \$60; Mackinaw blankets, \$18 a pair; Alforrosses (large leather saddle bags), \$20 each; Colt's pistols, \$50 to \$75; and so on. Other sources reported the price of serviceable mules as anywhere from \$200 to \$500 with an average of \$350 each being considered reasonable. Outfitting a four or five man mail party was an expensive proposition.

Evidence developed in connection with the "Chorpenning Claim" was to the effect that the regular mail between Sacramento and Salt Lake City never exceeded 150 pounds and was sometimes as little 75 pounds that could be carried on one mule. The P.M.G. accepted 125 pounds as a working average.

Unsure of Cady's success crossing the mountains by the Feather River route and anxious for news of Woodward, Chorpenning obtained permission from Goggin to take the March mail via San Pedro and up the southern route to Salt Lake City. He led this mail party himself and decided the route could be travelled year-round. He undoubtedly returned the same way in time to carry the May mail from Sacramento to Salt Lake City where he finally learned Woodward's fate. It was while carrying the July mail to Sacramento that he made a daring, but foolhardy, trip alone, with but one saddle and one pack mule, in the remarkable time of fifteen and a half days.

Operations over the southern route began in January 1853. Round trips were made in January, February, March, November, and December 1853 and January, February, March, and April 1854 with one additional northbound trip in May 1854. Not only did this solve the problem of crossing the Sierras in winter, the Salt Lake postmaster recognized it as a solution to the irregularity of service on the Independence route. Accordingly, he directed Chorpenning to carry this additional mail beginning in January 1853 under the "take and deliver" clause of Chorpenning's contract. Independence mail was carried southbound only in January, February, March, and April 1853 and January, February, and March 1854, but the January 1854 trip also included the December 1853 Independence dispatch as well.

Diversion of the Sacramento mail to the southern route left the growing population at Carson Valley without mail service. Complaints of no mails in January, February, and March 1853 forced Chorpenning to agree to serve Carson Valley at his own expense, which he did by round trips from Sacramento in December 1853 and January, February, and March 1854 and one one-way trip in April 1854.

Again, evidence was presented to the effect the "eastern" mail on the southern route weighed between 500 and 1,000 pounds that required the use of wagons, except on one occasion when six additional mules were used. Wagon traffic on the southern route apparently was feasible although Chorpenning insisted that wagon trains were slower and more dangerous in Indian country than pack trains.

The sources are contradictory whether the mail at the south end of the route was transshipped at San Pedro, the port for Los Angeles, or San Diego. What seems most likely to have been the case was that the mail from and to Sacramento was carried by coastal steamer via San Pedro under private arrangements with the contractor, while the Independence or "eastern" mail had to be taken to San Diego because the government mail packets between the Isthmus and San Francisco were required to call there, but not at San Pedro. No "eastern" mail was carried north to Salt Lake City

during the term of the contract for Route No. 5066, nor was any eastern mail carried to Sacramento by either route before being put on the U.S. mail packet to the Isthmus

THE BLANCHARD CONTRACT

Just who William L. Blanchard was has not been explored. Although Chorpenning's contract seems to have been annulled by order of Postmaster General S.D. Hubbard in Washington, Blanchard's contract apparently was drawn up in Sacramento and signed by Blanchard and his sureties at the end of January before it was forwarded to Washington for Hubbard's signature on March 7, maybe his last act in office because James Campbell took office as P.M.G. on that same day.

The Blanchard contract differed from Chorpenning's (Appendix 3) only as to the first and second paragraphs and from the last paragraph to the end. These portions from Chorpenning (1889, Appendix, p.8-11) are reproduced as Appendix 4. The third to ninth paragraphs are the same in both contracts. The clause providing for discretionary annulment in the Chorpenning contract following the signatures is absent from the Blanchard contract.

Chorpenning, of course, was contemptuous of the whole affair. He knew he had done everything humanly possible to fulfill his contract and that nobody could have done better. He thought the requirement that Blanchard erect a fort at Carson Valley for the protection of emigrants "absurd," because the post he built in 1851 had been there nearly two years already and because the white population there now exceeded the Indians in the vicinity, obviating any need for a fort. Nor could he have helped resenting that Blanchard was given a contract without bidding for \$50,000 a year - three and a half times his pay at \$14,000 a year.

Since Chorpenning was under instruction to file all his reports with the Special Agent in San Francisco, all the Postmaster General knew was his failure to perform according to the contract without being aware of the circumstances. It being at the end of Goggin's term of office, he accompanied Chorpenning to Washington where they were able to prevail on Postmaster General James Campbell to rescind Hubbard's order of November 18, 1852 and annul Blanchard's contract.

The last trip under Chorpenning's annulled contract apparently was the March mail from Sacramento via San Pedro. He may have carried an April mail from Salt Lake City by the Emigrant Trail route, but this can only be inferred - no direct evidence of an April mail from Salt Lake City having been found by either Chorpenning or Blanchard. For pay purposes, Chorpenning's service was terminated as of March 15.

For some odd reason, the Blanchard contract set the departure dates on the 15th of the month. The sources show that the mails under the Blanchard contract left Sacramento in March, April, May, and June and Salt Lake City in May, June, and July, all by the Emigrant Trail route except the March mail from Salt Lake carried by E.K.Hanks. Conflicting press reports of Blanchard himself carrying the mails in June and July are impossible to reconcile and so are not used in Table 3. For pay purposes, Blanchard's service was recognized from March 15 to August 14.

Blanchard was far more acquiescent about the annulment of his contract than Chorpenning was about his. The matter was referred to the Attorney General for opinion whether his contract was "violated by the Post-Master General without legal and adequate cause given by said Blanchard," 10 Stat. 685. Blanchard settled for one month's extra pay.

THE CHORPENNING CLAIM

Under a strict interpretation of his contract, Chorpenning had no cause for redress against the government. Aside from clauses providing for annulment for cause, the final clause allowed the P.M.G. to terminate the contract at his discretion anytime after one year after commencement of service or after June 30, 1852. As far as Chorpenning serving Carson Valley at his own expense and the increased expense of the 500 mile detour via San Pedro were concerned, his detractors argued that these costs were incurred at his own request and convenience. The extra weight of the Independence mail, of course, was covered by the "take and deliver" clause.

However, there did seem to be some justice to Chorpenning's claim for additional compensation in view of the low figure of his original bid, lack of knowledge of the difficulties that would be

encountered on the route on both his and the P.O.D.'s part, the burden carrying the Independence mail imposed, and a commitment Campbell apparently made when he reinstated Chorpenning's contract. At Campbell's suggestion, he petitioned Congress for redress in the summer of 1856, including some matters arising from his "new" contract for Route No. 12801.

The House Committee on Post Office and Post Roads (H. Ex. Doc. 323, Ser. 870) agreed and recommended he be paid the full amount of what would have been due had his contract not been annulled, plus \$30,000 damages. It also recommended adjustments be made for the expense of carrying the eastern mail by wagon and for the increased mileage.

The committee's recommendations matured into an Act of Congress of March 3, 1857 which, among other things, directed the Postmaster General to adjust and settle the claim of George Chorpenning, "as surviving partner of Woodward and Chorpenning for carrying the mail by San Pedro, and for supplying the post-office in Carson's Valley, and also for carrying part of the Independence mail by California, allowing a *pro rata* increase of compensation . . ." 11 Stat. 521.

Postmaster General Aaron V. Brown (H. Ex. Doc. 1, Ser. 921, p. 984-6) considered the case and awarded Chorpenning \$30,000 for damages on account of the annulment or suspension of the old contract as provided by the law: \$1,153.33 for five months' service to Carson's Valley; \$6,410 for increased distance from Sacramento carrying the regular California and Salt Lake mail by San Pedro ten months; \$15,384.62 for increased distance carrying the Independence mail eight of the same months; and \$28,000 for carrying the Independence mail eight months between San Pedro and Salt Lake City, for a total of \$80,947.95.

Brown recognized the contradiction between paying Chorpenning \$28,000 for carrying the Independence mail from Salt Lake City to San Pedro or San Diego, as the case might have been, and then paying him \$15,384.62 for the increased distance as if he had carried it by way of Sacramento to San Pedro or had taken it back up the coast from San Pedro to Sacramento before entering it in the mail bound for the states. The problem, he observed, was a clause in Section 2 of the Act that read, "as shown in the affidavits and proofs on file in the House of Representatives." Those affidavits in fact did include one that the Independence mail was carried by the way of California, Sacramento, when P.O.D. records indicated it was transshipped by way of San Diego. Brown complained rather bitterly that, "These [the proofs and affidavits on file in the House] were to be the sole guides in the settlement, and neither the records of the department nor any contradictory or explanatory testimony could be taken by the government to assist in attaining what might be considered exact justice in the case." It did seem as if Chorpenning was getting away with something. Actually, the circumstances surrounding the committee's interpretation and the award of \$30,000 for damages would cost him dearly later on.

Another problem arose when Brown made his *pro rata* adjustments on the basis of the \$14,000 per annum pay specified in the original contract while Chorpenning argued, with some justification, that the penultimate sentence in the Act that read, ". . . said sum of thirty thousand dollars per annum shall be in lieu of the contract pay under both contracts," meant that Congress intended the *pro rata* adjustment be made on the basis of \$30,000. By "both contracts" was meant the contracts for Route No. 5066 and the subsequent Route No. 12801.

Chorpenning never finished prosecuting a grievance on this account together with similar claims for additional compensation on subsequent contracts, as will be discussed later. He applied for relief from Postmaster Generals Holt, Blair, Randall, and Creswell, all of whom ruled his claim *res judicata*, which is to say the matter has already been decided.

In the meantime, he took another approach with rather more success. In 1866 he filed a petition for damages due to Indian depredations. The House Committee on Indian Affairs made a favorable recommendation (Ex. Doc. 55, Ser. 1272) on the basis of which Congress awarded Elizabeth Woodward, as widow of Absalom Woodward, \$28,175 and Chorpenning \$26,370 for property destroyed by Indians (Act of June 29, 1866, 14 Stat. 609).

Beginning with a contract under which the government's original liability was \$44,333.33 (1/6th year for May and June 1851 plus three full years at \$14,000 per annum), it eventually cost the government a grand total of \$195,826.28, including Elizabeth Woodward's award. In spite of his continual efforts for even more compensation, this is all Chorpenning would ever squeeze out of the government for Route No. 5066.

APPENDIX 2 - ROUTE No. 5066
(Contract Register 117, pp. 16-19)

CALIFORNIA

5066

From Sacramento City Sacramento

at 6 A.M. on the first of each month

180 Carson Valley (E. Dec. 10, '52) Utah

* Youngsville (est. Dec. 13, 1853) Box Elder Utah

* Box Elder (Est. Jan. 20, 1853) Weber Utah

to 715 Salt Lake Salt Lake Utah

by 6 P.M. of the 30th of each month

900 miles and back between 6 A.M. of the 1st of each month and
§895 6 P.M. of the 30th of said month

Proposals to run through in 45 days will be considered.

Nelson G. Cleary	\$ 60,570	h.b.&w, or waggons if practicable
Wm. Beach		
Wm. Butts		
Josiah M. Cook	\$ 45,000	h.b.
	35,000	h.b. once in 45 days
Presley Dunlap	\$ 93,000	h.b.
	64,000	h.b. once in 45 days
Henry Walter Niles	\$ 34,000	h.b. Intermitting service from 31st Oct to 1st May each year, once in 45 days
John Tarbel	\$ 100,000	h.b.
Daniel C. Pinkham	\$ 19,000	h.b. once in 45 days. Intermitting service from 31 Oct to 1 May each year

John H. Wickizer	\$ 40,000	+++	{Omitting service when the mountains are covered with snow.
Robt Robinson	\$ 30,000	+++ once in 45 days	
Wm. H. McGrew			
A. Woodward	\$ 14,000	+++	
Geo. Chorpenning	* <u>16,000</u>		
(of Sacramento City)	* \$ 50,000		

Accepted by Sp. Agt. at \$14,000. 1851, Oct. 16.
Confirmed so far as to authorize tempy. contract

Jas. F. A. Marr	\$ 95,000	h.b.	
Fred. W. Carr			
Samuel Farman	\$ 34,000	2 h.c.	Intermitting service six months of the year
John M. Morgan	\$ 55,000	h.b.	{Intermitting 4 months
	\$ 45,000	h.b. once in 45 days	{service in each year
proposes for	\$ 25,000	h.b. for the remaining 4 months	
Henry S. Fitch	\$ 45,000	+++	{Omitting service when the roads are impassable
Jas. E. Stephens	35,000	+++ once in 45 days	
Wm. A. Lindsey	\$ 69,000	h.b.	
Benj. H. Blanton	63,000	h.b. once in 45 days	
Justus Hovey	\$ 64,000	h.b.	
Darius Hovey	60,000	h.b. once in 45 days	
Elisha A. March			
Wm. Gardner	\$ 49,990	h.b.	
Dennis U. Norton	36,995	h.b. once in 45 days	
Nelson Van Tapel	\$ 60,000	h.b.	
John Cutter			
James G. Stebbins	\$ 44,000	+++ - Except when roads are bad	
Geo. H. Crocker			
Jona L. Sampson			
J. S. Ormsby	\$ 27,000	h.b.	
S. P. Ormsby			
Geo. Greathouse	\$ 44,800	Pack Mules, {except when prevented by snow, {say 3 months of the year	
	55,000	Pack Mules, And no exceptions	
John Caruthers	\$ 57,500	h. or Mule b.	
Chas. A. Leake	45,000	h. or M. b. once in 45 days	
Henry A. Sheldon	\$ 72,000	+++	

J. F. Hoffman Robt. Little	40,000	+++ once in 45 days
Chas. Duncombe	\$ 166,000	h.b. or m.b. or the backs of men, in whole or in part; or in wagons, carriages or sleighs, in whole or part
Nathaniel G. Curtis	\$ 20,000	h.b., 2 h.c. as the service may require
John L. Thompson Alfred Waterman	\$ 55,000	Pack mules - Provided the roads are passable
David Bloom & others	\$ 35,000 25,000	h.b. 6 trips a year h.b. 4 trips a year
Charles E. Allen James C. Cobb Dexter Taft	\$ 29,500 25,000	h. or m.b. Remitting a portion of the sevediced h. or m.b. For 6 months of the year
Geo. R. Morris Stephen R. Harris E. Bosquez	\$ 75,000 65,000	h.b. h.b. once in 45 days
Wesley Mellard James M. Roane John W. O'Neil Reuben S. Chandler	\$ 40,000	Pack mules once in 45 days
Samuel Russell Alex. Boss	\$ 200,000	Pack animals, with 45 men divided into 3 parties
Jos. S. Watkins	\$ 29,900	h.b.
Cornelius Dorlermo Henry Russell	\$ 40,000	Pack m. or h.
Andrew Goodyear	\$ 29,000	h. or m.b. Proposes also to carry the mail through in 20 days for addl. comp.
Wm. K. Ish Sanderson Thrift Jos. L. Hampton	\$ 38,990	4 h.c. when practicable, otherwise on 5 mules with 5 men
Oliver P. Reed	\$ 100,000 55,000	h.b. h.b. omitting 6 months each year
Charles Camp	\$ 50,000 45,000	Pack mules Pack m. once in 45 days
Clark Burnahm	\$ 30,000 26,000	h.b. h.b. once in 45 days

John M. Geotschins \$ 135,000 4 h.c. with a guard of 6 men
 James H. Benson
 D. L. Stevenson
 John B. Taylor

[Abbreviations used: * - interlineated; § - struckthrough; h.b. - horse back; m.b. - mule back; w. - wagon; h.c. - horse carriage]

MARGINAL NOTES (Arranged in chronological order)

- 1852, Jan. 15. Accept and confirm contract with A. Woodward & Geo. Chorpenning at \$14,000 from May '51, a permanent contract for residue of the contract term ending 30 June 1854. See resolution of 13 Jan. 1852.
- 1852, Nov. 18. Annul contract of Woodward & Chorpenning for failure to perform agreeable to contract.
- 1852, Nov. 18. Contract with Wm. L. Blanchard, at \$50,000 a year, for four years, for mule service, with privilege of delivering the mails at San Diego, instead of Sacramento, when route is impracticable from snows (he furnishing proof of such impracticability), on conditions of his establishing a fortified post at Carson's Valley sufficient for the security and protection of emigrant trains.
- Contr. Wm. L. Blanchard (* Rescinded): \$50,000
- 1853, April 1. Recognize the service of Woodward & Chorpenning, 1st to 10th May, '51, \$14,000 a year.
- 1853, April 22. On examination of the facts in this case, I am of the opinion that the failures alleged to have been the cause of annulling Woodward & Chorpenning's contract were not of a character to justify annulling said contract. It appears that the service was exceedingly difficult and hazardous, and being satisfied that due exertions were made to perform it, I deem it just and proper to rescind the order of 18th Nov. 1852 to annul said contract and to contract with Wm. L. Blanchard, which I hereby do. J. C.
- 1853, Nov. 15. Report to Auditor that Woodward & Chorpenning's original service was continued until 15th March 1853, and that they should be settled with accordingly, subject to fines and deductions.
- 1853, Dec. 10. Allow Contractor to take, in winter, the Southern route via San Diego, San Bernardino and Los Angeles; also instruct P.M. of Sacramento to let off mail before Schedule day, on usual conditions.
- 1854, June 3. Recognize service of W. L. Blanchard in conveying the Mails on this route from 15 March to 15 Aug. 1853, at rate of \$50,000 per annum - subject to fines & deductions. Refer to Auditor to adjust and settle.
- 1856, Mar. 4. The act making appropriations for the service of the P. Office Department, dated 3d Mar 1855, having directed that the proper Comptroller of the Treasury, under the instruction of the Atty. Genl., inquire whether the contract with W. L. Blanchard for service on this route, was violated by the Postmaster General without legal and adequate cause given

by said Blanchard, and if so, to ascertain and allow such damages as he is entitled to in equity and justice - And application being now made by Mr. B. for allowance of one months extra pay under the order of 22d April 1853, rescinding the one of 18 Nov. 1852 directing contract be made with him, - And the Atty. Gen. having stated in his opinion of Mar. 3, 1856, that nothing has occurred, it seems to me, to preclude the party from now electing to receive the indemnity of the Contract; only it is my opinion, and if the question should recur in the special law, it would be necessary for me to rule that the acceptance of the month's extra pay by Mr. Blanchard, would constitute discharge and exoneration of the United States.

It is now ordered, that the one month's extra pay, \$4,166,66 be allowed W. L. Blanchard, in accordance with said opinion of the Atty. Genl., such allowance being an acquittance of the United States from all claims on the part of Mr. Blanchard for damages under the Contract dated 18 Nov. 1852, and under the Act of Congress passed for his relief dated 3d of March 1856.

1857, Feb. 3. Allow Isaac Hugus, of Somerset, Pa., \$30 for professional services and expenditures, in Sept. 1855, in taking depositions concerning service on this route. Refer to Auditor to pay.

1857, Mar. 17. Allow George Chorpenning, agreeably to the directions of the Act of Congress for his relief, passed 3d March 1857, at the rate of \$14,000 per annum, from 15 Mar. to 1 July 1853. Also at rate of \$30,000 per annum from 1 July 1853 to 1 July 1854.

For ord. of 4 Nov. '57, see 12801. For ord. of 25 May '57, see 12801

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

APPENDIX 3

The Chorpenning Contract

No. 5066. — \$14,000 per annum

THIS ARTICLE OF CONTRACT, made the eleventh day of April, in the year one thousand eight hundred and fifty-one, between the United States and Absalom Woodward, George Chorpenning, George C. Wright, Samuel T. Clymer, John R. Johnson and A.D. Rightmire.

WITNESSETH, That whereas Absalom Woodward and George Chorpenning of the City of Sacramento and State of California, have been accepted according to law, as Contractors for transporting the Mail on Route No. 5066 from Sacramento City, in the State aforesaid, to the City of Salt Lake, in the Territory of Utah, and back once a month, with "certainty, celerity, and security," at fourteen thousand dollars per year for, and during the term commencing the tenth day of May, in the year one thousand eight hundred and fifty-one, and ending with the thirtieth day of June, in the year one thousand eight hundred and fifty-four.

Now, therefore, the said Absalom Woodward and George Chorpenning, Contractors, and George C. Wright, Samuel T. Clymer, John R. Johnson, and A.D. Rightmire, their sureties, do jointly and severally undertake, covenant, and agree with the United States, and do bind themselves—

1st. To carry said mail within the times fixed in the annexed schedule of departures and arrivals, except that when more than seven minutes are taken for opening and closing the mails at any office, the surplus time so taken is to be allowed in addition to what is given in the schedule; and so carry until said schedule is altered by the authority of the Postmaster General of the United States, as hereinafter provided, and then to carry according to said altered schedule: 2d. to carry said mail in a safe and secure manner, free from wet or other injury, under a sufficient oil cloth or bear skin. 3d. To take the mail and every part of it from, and deliver it and every part of it at, each post office on the Route, or that may hereafter be established on the Route and into the post office at each end of the Route, and into the post office at the place at which the carrier stops the night, if one is there kept; and if no office is there kept, to lock it up in some secure place at the risk of the Contractors.

They also undertake, covenant, and agree with the United States, and do bind themselves, jointly and severally as aforesaid to be answerable for the person to whom the said Contractors shall commit the care and transportation of the mail, and accountable to the United States for any damages which may be sustained by the United States through his unfaithfulness or want of care; and that the said Contractors will discharge any carrier of said mail, whenever required to do so by the Postmaster General; also that they will not transmit by themselves or their agent, or be concerned in transmitting commercial intelligence more rapidly than by mail, and that they will not carry, out of the mail, letters or newspapers which should go by the post; and further, the said Contractor will convey, without additional charge, post office blanks, mail bags, and the special agents of the Department, on exhibition of their credentials.

They further undertake, covenant, and agree with the United States that the said Contractors will collect quarterly, if required by the Postmaster General, of Postmasters on said route, the balances due on account thereof to the Postmaster General, in the settlement of quarterly accounts, and will pay over to the General Post Office all balances remaining in their hands.

For which services, when performed, the said Absalom Woodward and George Chorpenning, Contractors, are to be paid by the said United States the sum of Fourteen Thousand Dollars a year, to wit: Quarterly in the months of May, August, November, and February, through the postmasters on the Route, or otherwise, at the option of the Postmaster General of the United States; said pay to be subject, however, to be reduced or discontinued by the Postmaster General as hereinafter stipulated, or to be suspended in case of delinquency.

It is hereby stipulated and agreed, by the said contractors and their sureties, that in all cases there is to be a forfeiture of the pay of a trip when the trip is not run; a forfeiture of at least one-fourth part of it when the running is so far behind time as to lose connection with a depending mail; and that these forfeitures may be increased into penalties of higher amount, according to the nature or frequency of the failure, and the importance of the mail; also, that fines may be imposed upon the Contractors unless the delinquency be satisfactorily explained to the Postmaster General in due time, for failing to take from or deliver at a post office a mail, or any part of it; for suffering it to be wet, injured, lost, or destroyed; for carrying it in a place or manner that exposes it to depredation, loss, or injury, by being wet or otherwise; or for not arriving at the time set in the schedule. And for setting up or running an express to transmit letters or commercial intelligence in advance of the mail, a penalty may be exacted of the contractors equal to a quarter's pay, but in all other cases no fine shall exceed three times the price of the trip.

And it is hereby further stipulated and agreed, by the said Contractors and their sureties, that the Postmaster General may annul the contract for repeated failures; for violating the Post Office Laws; for disobeying the instructions of the Department; for refusing to discharge a carrier when required by the Department; for assigning the contract without the consent of the Postmaster General; for setting up or running an express as aforesaid; or whenever the Contractors, or either of them, shall become a Postmaster, Assistant Postmaster, or Member of Congress; and this contract shall, in all its parts, be subject to the terms and requisitions of an act of Congress passed on the twenty-first day of April, in the year of our Lord one thousand eight hundred and eight, entitled "An act concerning public contracts."

In witness whereof the said Contractors and their sureties, have hereunto set their hands and seals, the day and year set opposite their names respectively.

[All signed as named above on April 25, 1851 in the presence of R.H. Woodward and Henry A. Benjamin.]

I hereby certify that George G. Wright and S.T. Clymer, J.R. Johnston and A.D. Rightmire are good and sufficient sureties for the amount in the foregoing Contract and Bond.

Richard A. Edes
Postmaster

THE SCHEDULE OF DEPARTURES AND ARRIVALS

Leave Sacramento City at 6 A.M., on the 1st of each month.
Arrive at the City of Salt Lake by 6 P.M., of 30th of same month.
Leave the City of Salt Lake at 6 A.M., on the 1st of each month.
Arrive at Sacramento City by 6 P.M., of the 30th of same month.

It is hereby further understood, stipulated and agreed by the Contractors and their sureties, that the Postmaster General shall have the power, and he doth hereby reserve the right to put an end to and terminate this contract for mail service, at the end of one year from the commencement of service, on the 30th of June, 1852, if he shall elect to do so. In the event of such discontinuance of service under this contract, then such additional allowance beyond the contract price, hereinbefore stipulated and agreed to be paid, shall be made for the mail service on said route during said first year, as to him the said Postmaster General shall deem seem just, proper and equitable.

[Signed as above on May 1st and May 12th, 1851, witnessed by D. Murray]

APPENDIX 4 The Blanchard Contract

No. 5,066.—\$50,000 per annum.

THIS ARTICLE OF CONTRACT, made the eighteenth day of November, in the year one thousand eight hundred and fifty-two, between the United States acting in this behalf by their Postmaster General) and William L. Blanchard—

WITNESSETH, That, whereas William L. Blanchard has been accepted according to law, as contractor for transporting the mail on route No. 5,066 from Sacramento City, California, by Carson's Valley to Salt Lake City, U. Ty., and back once a month on mules, with the privilege of delivering the mails at San Diego instead of Sacramento City, when the route is rendered impracticable by snows (the contractor furnishing proof by affidavit of such impracticability), on condition of the contractor's establishing and maintaining a fortified post at Carson's Valley sufficient for the security and protection of emigrant trains, at fifty thousand dollars per year for and during the term commencing the fifteenth day of March, in the year one thousand eight hundred and fifty-three, and ending with the thirteenth day of June, in the year one thousand eight hundred and fifty-six. Now therefore, the said William L. Blanchard, contractor, and Benj. Holliday, L. Sanders, Jr., and P.L. Edwards, his sureties, do jointly and severally undertake, covenant, and agree with the United States, and do bind themselves—

(Paragraphs 3 to 9 same as paragraphs 3 to 9 in Chorpenning contract, Appendix 3)

In witness whereof, the said Postmaster General has caused the seal of the Post Office Department to be hereto affixed, and has attested the same by his signature, and the said contractor and his sureties have hereunto set their hands and seals, the day and year set opposite their names respectively.

March 7, 1853.

SD Hubbard, [SEAL.]

Postmaster General.

Signed, sealed, and delivered, by the Postmaster General, in the presence of—

J.C. Foster

And by the other parties hereto in the presence of—

N.J. Holland

January 29, 1853

W.L. BLANCHARD [SEAL.]

January 29, 1853

BEN HOLLIDAY [SEAL.]

January 31, 1853

L. SANDERS, Jr [SEAL.]

January 31, 1853

P.L. EDWARDS [SEAL.]

I hereby certify that I am well acquainted with Benjamin Holliday, L. Sanders, Jr., and P.L. Edwards, and the condition of their property, and that after full investigation and inquiry I am well satisfied that they are good and sufficient sureties for the amount in the foregoing contract.

R.A. Edes,

Postmaster,

By N.J. Holland,

Asst. P.M. at Sacramento City, Cal.

SCHEDULE OF DEPARTURES AND ARRIVALS

Leave Sacramento City, the 15th day of each month.

Arrive at Salt Lake, the 14th day of each month

Leave Salt Lake, the 15th day of each month

Arrive at Sacramento City, the 14th day of each month.

ADDITIONAL REFERENCES

- Chorpenning, George, Jr., May 1, 1874. *The Case of George Chorpenning vs the United States*. Privately printed. Bancroft Library, Berkeley, California. 56 pp.
- Chorpenning, George, Jr., January, 1889. *Statement and Appendix of the Claims of George Chorpenning Against the United States*. Privately printed. Bancroft Library, Berkeley, California, Statement, 80 pp., map; Appendix 103 pp.

GOVERNMENT DOCUMENTS

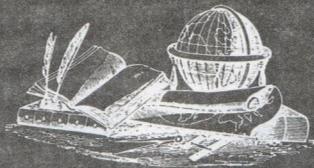
- House Ex. Doc. 323, Serial 870, Report of the Committee on the Post Office and Post Roads. August 5, 1856
- House Ex. Doc. 1, Serial 921, Annual Report of the Postmaster General, December 1, 1857
- House Ex. Doc. 55, Serial 1271, Report of the Committee on Indian Affairs. April 27, 1866
- Senate Ex. Doc. 1, Serial 549, Annual Report of the Postmaster General, December 3, 1849

NEWSPAPERS

- Daily Union*, Sacramento, CA, March 19, 1851 (daily).
- Los Angeles Star*, Los Angeles, CA, November 8, 1851 (w).

U. S. POSTAL HISTORY

PHIL BANSNER
PROFESSIONAL PHILATELIST



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

EXTENSIVE STATE COVERS

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



1860s-1870s Fancy Cancels of Philadelphia-2, cont'd.

by Tom Clarke



#113



#114



#115



#116



#117

This article is a continued dated listing of all known fancy and not-so-fancy cancels used in Philadelphia between 1866 and 1880. Last issue detailed the killers used along with cancel types 110 and 111. This installment illustrates types 113 through 117.

The article's goal is to correlate the killers' usage over time and give them proper date parameters. Please remember that though the data will be forever spotty, it should be appreciated that a collector's ability to even partially date an otherwise undateable cover is highly desirable. To continue...

#113 This short series of cancel/killers exhibits some problem areas, befitting its bad-luck number. Unlike types 110-111, these killers seem more friable and take on aspects of the "shape-shifters" seen on popular sci-fi TV. Their edges break away easily, impressions expand and distort more so than a "normal" cork does. The recognized "mummer/fez hat" types of December and January are particularly vexing. They seem to encompass the eight or more types as catalogued in Skinner-Eno, but careful study reveals that there are just three types. Cancel 113's killers have a propensity to hold ink tenaciously. The 6- and 8-segment crossroads may appear as solid corks without revealing line detail. Even the wide-spaced crossroads appear as separate killers at times. All tend to "blob" easily, as if impressed by a sponge (see the filled-in fez example later). More probably just a new box of corks made from a frail batch of trees.



#113
1868-1869



8 wedges
8/25?/68



6 wedges
8/25-28/68



wide +road
8/29/68



crossroad
9/2-12/68



solid D
9/4/68



med. +road
9/7-10/68



fine hashed D
9/7-15/68



full cork?
9/18/68



hash-7 D
9/23-10/27/68



wide +road
9/24/68



dbl cross
10/1/68



split cork
10/7/68



cross
10/14-22/68



broken cross
10/28-11/19/68



5? wedges
11/9/68



4-Vs
11/11-12/1/68



split cork
11/23/68



fez-3 tics
12/7-11/68



fez-full slash
12/14-31/68



crescent fez
12/5/68-
1/11/69



blue D
1/2-9/69



T?/+road?
1/12/69



4 diamonds
1/18/69



lg split cork
4/3/69



full cork?
5/27/69

#114, 115 Thanks be to corner cards and the increasing use of illustrations on envelopes to satisfy today's collector, because these series, while having a few nice fancies, consist primarily of abysmal examples of clerk skill and non-creativity. Many killers are plain corks and, then, very badly impressed. Can we blame an adulterated ink supply? Or were these cancelers assigned to beginning clerks new to the craft? The rapid turnover of one stark cork for another shows they may not have appreciated their own product! Though, here and there a creative soul (a temporary?) did cut a memorable cork. For a 15-month (114) and 34 month (115) cancel, one would expect better results than these demonstrate. An exasperatingly humble pairing; but thankfully the increasingly fanciful 70's were just beginning.



blu-blk +road
1/21-6/69



blu-blk split ck?
1/31-2/1/69



lg "eclipse"
2/3-13/69



sm "eclipse"
2/4/69



blu-blk helm?
2/17/69

#114
1869-1870



+road "eclipse"
2/19-20/69



blu-blk split ck
2/23/69



blue +road
2/23-5/69



blu-blk +road
2/27/69



crossroad
3/2-18/69

(4868)



Mrs D.W.C. Clement

STATE CAMP OF PENNSYLVANIA,
P. O. S. OF A.

OFFICIAL BUSINESS. If not called for within ten days,
return to Box 2273, Philad'a P. O.



To
J. H. Kauser Esq



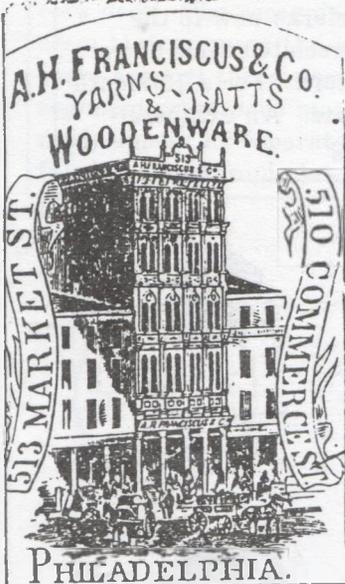
J. H. Kauser Esq



WN,

Md.

Mrs M. J. Melus



An interesting cover of Ed Harvey's shows cancel 113 with the upper left corner of a fez-full slash killer overlain by a #94. With pre-cancelled ink lines, is this ham-handed fakery or an official attempt to replace a stamp that had fallen off? A postmaster's favor for a favored customer? A letter sent by a clerk who had stamps for such occasions available?

A crescent fez killer in blue-black ink shows a fully clogged crescent, though its edges are still distinct.

An otherwise obscured hashed circle is proven to be a hashed initial "D" when compared with its brothers in the series.

A very late use of cancel type 113, in blue, in watery ink to boot. Is it a solid cork killer or is it carved with a design? A reader's neater example will supply the answer.



split cork
3/3/69



?
3/8/69



blue, blk ?
3/19-26/69



blue +road
3/20-2/69



split cork
4/5-6/69



heart
4/6?/69



blue cross
4/12-3/69



4-Vs
4/19/69



blue pinwheel
4/20-9/69



blue solid ck
4/28/69



?
4/29/69



?
4/30/69



blue void cross?
4/30-5/13/69



wide +road
5/11/69



blue lg cross
5/16/69 - seg.



blue 6-wedge
5/16-24/69



lg 8-wedge
5/18/69



6-wedge
5/19/69



lg 8-wedge
5/20/69



blue 8-wedge
5/21/69



blue wide +road
6/3/69



split cork
6/9/69



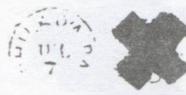
sq crossroad
6/12-3/69



sq crossroad
6/13-7/69



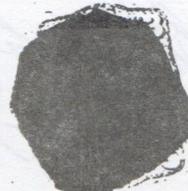
crossroad
6/24/69



cross
7/7/69



lg split cork
7/8/69



sq cork
7/14-28/69



solid cork
7/31-8/16/69



sm solid ck
8/2/69



sq cork
8/5/69



void star
8/27-8/69



med solid ck
9/20-2/69



lg crossroad
10/13/69



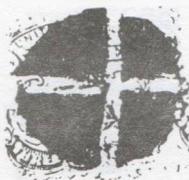
crossroad?
10/30/69



solid cork
11/5-8/69



crossroad
12/1-4/69



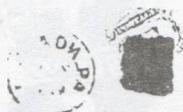
crossroad
12/8/69



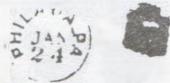
solid cork?
12/16-20/69



trunc.rect'gle
1/14/70



squarish cork
1/19/70



'bell'=?
1/24/70



sq crossroad
1/26/70



rect. w/ ltrs?
2/3/70



sm sq'ish cork
2/4/70



sm rect. cork
2/10/70



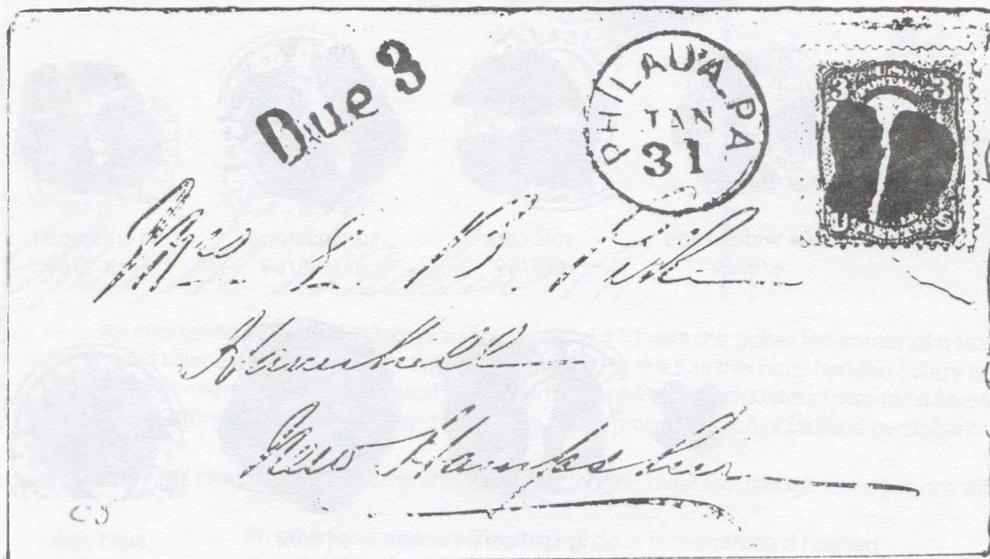
crossroad?
2/11/70



sm solid cork
3/13-22/70



solid cork
7/22/70



A neat little overweight #114 cover stamped and noted "Due 3," all in blue-black ink. The cancel's date of 1869 lends important data for building a chronology for the auxiliary mark.



#115
1870-1872



solid cork
1/10/70



crossroad
1/11/70



Maltese cross
1/17/70



Maltese cross
1/17-20/70



small cork
2/8/70



sm solid oval
3/3/70



small 4-Vs
3/16-8/70



heart
3/25-6/70



acorn?
4/17/70



thick crescent
4/12/70



sq'd cork
4/18/70



plain cork
4/21/70



wide crossroad
5/6/70



?
5/18/70



shell?
5/23-6/70



wide split cork
7/2/70



5 month hiatus?



crossroad?
12/29/70



cross
3/9/71



cross
4/21/71



cross
4/29/71

5 month hiatus?



leaf
9/15-22/71



liberty cap
11/8-29/71



horsehead?
11/13/71



rayburst?
11/28/71



arrowhead
12/13/71



cross?
12/14/71



?
1/12/72



?
4/11-15/72



small cork
6/19-20/72



dbl arrow
7/1-24/72



blue solid cork
8/8-20/72



blu-blk split ck
8/17-26/72



3 bars
8/29-9/5/72



cross
10/3/72



octo
hexagon
2/13/7x



square?
6/28/7x



sq crossroad
9/3/7x



leaf
10/19/7x



IR monogram
10/24-6/7x

115 year date
unknowns

#116 This cancel served dual purpose, as a local mail indicator and, without its DELIVERY slug, for regular domestic mail cancellation. It actually comes in three varieties (four counting the blue ink usage): 1) with DEL for local letters; 2) without any time designation, for non-local domestic mail; and 3) with the forthcoming standardized AM/PM time slugs for use on all mail. There would seem to be a natural progression of thinking evident here, removing the carriers' canceling duties in order to streamline increasingly hectic postal functions. Surrendered was the traditional carrier privilege and exclusivity (and drudgery) going back beyond Blood's Despatch to Franklin's penny home delivery scheme. Unfortunately, these covers very rarely have docketing notations or letters enclosed to help cement the chronology of their transitional status.



solid cork
9/11/70



cross
10/4/71



blue cross
5/28/72



blue cross
6/5/72



blue diamond?
7/27/72



#116
1871-1873



blue 4-squares
8/7-12/72



lg 4-Vs
9/26/73



9-sq checkerbd
11/1/73



lg crossroad
2/21/7x



lg 6-wedge
4/9/7x



?
5/14/7x



cross
6/11/7x



solid cork
7/11/7x



parallelogram
9/9/7x



cross
9/23/7x



8-wedge
9/29/7x



solid cork
10/6/7x



diamond
10/22-4/7x



dbl crossroad
10/24/7x



void V
12/11/7x

116 year date
unknowns

#117 The DISPATCHED markings have been well written up (see bibliography). But a piece of information not mentioned, to this writer's knowledge, has resulted in a small satisfying discovery. While computer sorting data for this survey, the distinction between the classic "wide" and "narrow" lettering on the dials has become plainly obvious. Friend and correspondent Ed Harvey, in his large collection of this marking, has wondered aloud if his March 5 cancel was an 1870; if so, it would be the latest known usage. Well, it was and it is because Harvey's example is wide lettered. The "wide" lettering dial wasn't placed into use until November/December 1869. All previous examples are narrow lettering. This simple recognition, simply arrived at, explains the relative scarcity of the former over the latter. The narrow style was used for 15 months, the wide existed for only four months, no overlap. One clerk handled matters.

POSTMASTER WILL PLEASE RETURN IF NOT CALLED FOR IN TEN DAYS.

ESTABLISHED IN 1837.

Emil Mathieu & Son,
CIDER, VINEGAR, PICKLING & PRESERVING

ESTABLISHMENT,

Nos. 120, 122 and 124 Lombard St.

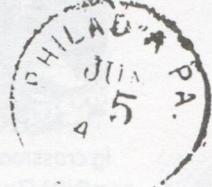
BELOW SECOND,

PHILADELPHIA.



*Mr
Clinton C*

Bachelors' Barge Club.



A. Clarke Esq

B. M. BUCH,
WIG MAKER,
IMPORTER & MANUFACTURER OF
ORNAMENTAL HAIR,
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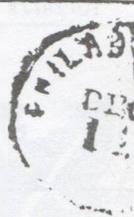

the city

C. C. Hartung & Co

Sept 1871

514 Broad

N.Y.



*Chief of Police
San Francisco
California*

A nice advertising face for a #114 cover whose killers rarely rate enthusiasm

A local usage #116 (note the time/delivery numeral) rated at double weight in 1872.

The earliest DISPATCHED cover to NYC. Happily, it was docketed in the lower left proving its early use.

This #116 was sent to San Francisco ca. 1871 at the printed matter rate; maybe a bulky wanted poster?



narrow ring
9/1/68



tri-split washer
10/3-5/68



6-Vs? (seg ring)
11/3/68



Blu,Blk 6-seg ring
12/8/68-1/18/69



late state of,
(1/18/69)

#117
1868-1870



blue split ...?
2/5-17/69



blue? RR track
3/10/69



blue wide +road
3/31/69



square
4/6/69



void spiral
4/13-8/69



wide lettered



blue 8-petals
4/22?-30/69



blue wide +road
6/5/69



?
7/1/69



solid cork
9/11/69



rectangle?
10/4/69



half cork?
12/6/69



solid cork
12/18/69



med solid ck
12/24/69



square
1/25-2/1/70



med solid ck
3/1-5/70



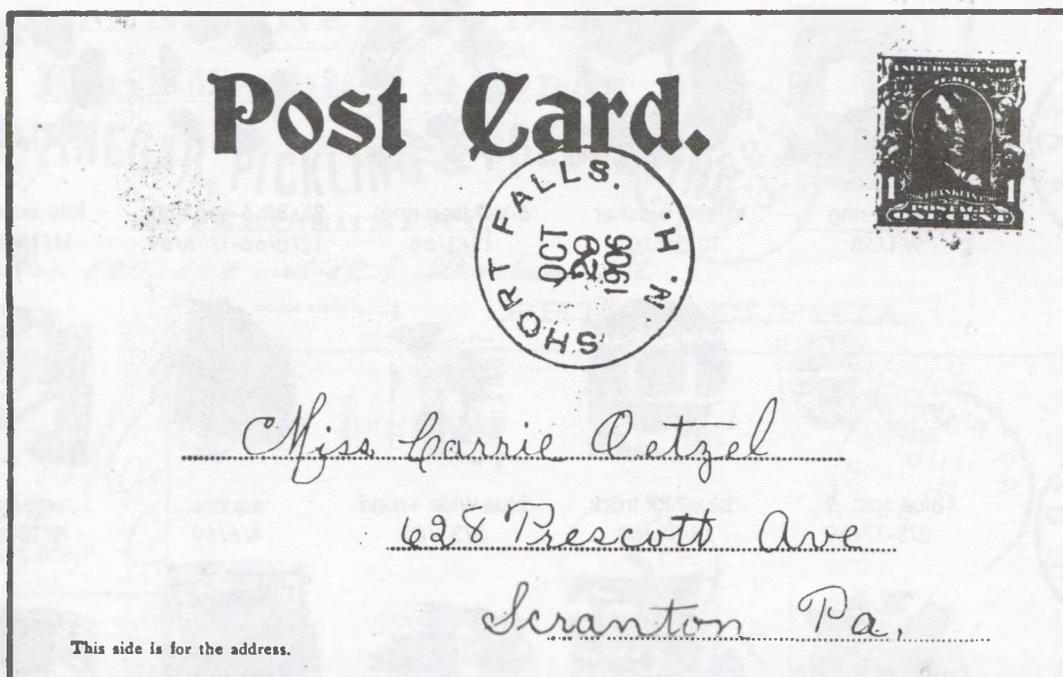
sq tic tac toe
?

117 year date
unknowns

NOTES: The definition of a "fancy" cancel here is any cork obliterator more ornate than a standard "crossroad" X-design. Odd crossroads, however, will qualify here, as will solid corks, etc.

--Date ranges show known usage. --Grilled stamps were not used in Philadelphia before February 1868.

--The "first blues" cancels date from late Dec 1868 through June 1869; the "second blues," May to August 1872.



This post card displays a well struck impression of the SHORT FALLS, NH non-standard postmark, which is classified as Type F-4880 in our study.

NON-STANDARD POSTMARKING & CANCELING DEVICES FROM 1900 TO DATE

Part 29 - Catalog Section, Type F (continued)

By Randy Stehle and Doug DeRoest

This installment continues our presentation of the Type F markings, which are generally described as circular date stamp (cds) mimics. We say generally because some of the Type F non-standard devices are not circular. For instance, this article reports two devices which are rectangular in shape (Strudwick, AL and Timblin, PA) and one that is a double oval (Wapping, CT). An even more unusual shape -- a shield -- was illustrated in the May 1995 [*La Posta*, Vol. 26, No. 2] from Pampa, TX. A few Type F handstamps do not even have a circular outline, but are rimless. An example of this style is represented by Pitcairn, PA, which was also shown in the May 1995 installment. This article has, we believe, the first presentation of a hexagonal device -- Two Rivers, WI. The unifying feature of all Type F non-standards is that the postmarks lack an integral cancellation or killer. The term "cds mimic" probably should be replaced by a more inclusive one.

Terms such as postmark-only or killerless mimics spring to mind. We would like to take suggestions from the readership for a better term to describe the Type F devices. While "postmark-only" mimics is proper, some collectors may be unfamiliar with the difference between the postmark (portion having the town, state and date) and the cancellation or killer. Also, "postmark-only" mimic is a little cumbersome. Please send your suggestions to Randy Stehle along with any new reports and date extensions to 16 Iris Court, San Mateo, CA 94401.

One rather tricky aspect of identifying Type F devices is illustrated by Tuolumne Meadows Sta., CA (Type F-5510). While the overall design of the device is standard (many branch and station markings use parentheses for the name of the city and state at the top of the dial) there is one distinguishing feature that makes it non-standard. As mentioned in past articles, handstamps which have been altered are considered to be non-standard. Most alterations are simply the removal of some special service designation such as "RECD.", "M.O.B.", "PARCEL POST", "REGISTERED", etc. Usually one can not tell what was removed, as is the case with the

Tuolumne Meadows Sta. device. At the bottom of the double circle there are some odd marks indicating that some lettering was removed. Most of the devices with the city and state at the top of the dial are also altered, a major exception being the Depression Era (DEPR) four bars of the early 1930s. Sometimes the alteration is done so well that are no tell tale signs of lettering having be removed. This installment contains three examples of this type of device all illustrated on the same page as the Tuolumne Meadows Sta.: Sultana, CA; Summershade, KY and Sweetwater, NV. While the Spray, OR and State College, PA double circle devices are probably altered, the Statesville, NC device probably was made the way it appears. The Statesville, NC had stamp dates from the 1910-20 era, and some pretty unusual handstamp designs were used in those days. The other double circle device illustrated on this page from the 'teens -- Stahlstown, PA -- is definitely an altered handstamp, as evidenced by the remains of some lettering still visible at the bottom of the dial.

It has been eight months since the last installment in this series, and 10 months have passed since we last reported the total number of non-standard marking recorded. During this time the number has risen to 3,598, up 156 since the last report. This averages out to 15 or 16 new reports a month, down sharply from the recent past when it was not unusual to receive 25 or more new reports in a month. It appears that new non-standard reports are starting to level off, and that may be due to several factors. First, there is probably less new discoveries to be made, as sharp-eyed postal history pickers examine more and more of the post card stocks around the nation. Second, the lack of articles over the last eight months may have been responsible for a drop off in reports from readers. To the extent that this second factor has depressed new reports, let me assure you readers that 1) we are back; and 2) we welcome your new reports of non-standard towns, types and date extensions.

The next article will complete the Type F non-standard handstamps and will also launch a presentation of newly reported type A, B, D, E and F non-standards. This recapitulation should take two installments. The Type C non-standards (four-bar mimics) will not be included as a new catalog

system is being developed to accommodate them due to the large number of Type C reports (nearly half of all non-standards are Type C designs). This new system will be unveiled in our last article in the series, which we anticipate to be late in 1996.

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TYPE F NON-STANDARD POSTMARKS

CODE TOWN STATE PO	DATES	EKU	LKU	PM	N	S/I
F-4800 SHEAVILLE NJ	1849-1915	13 SEP 1910	19 SEP 1910	29x20	4	2
F-4810 SELIGMAN AZ	1886-	29 APR 1947	19 JUN 1947	30x19		2
F-4820 SEMINOLE AL	1893-1967	28 MAY 1894	28 DEC 1904	29.5x19	3, 10	3
F-4830 SESPE CA	1894-1932	19 SEP 1926	17 DEC 1927	32		2
F-4840 SEWELL NJ	1884-	17 NOV 1919		33	1	2
F-4850 SHASTA SPRINGS CA	1892-1935	20 Dec 1907	10 AUG 1908	27.5		2
F-4860 SHELBURNE VT	1840-	15 JAN 191?		30x19		2
F-4870 SHEPHERD MI	1887-	04 Oct 1946		29x19		2
F-4880 SHORT FALLS NH	1870-1962	29 OCT 1906		29		2
F-4890 SHROCK MS	1888-1911	04 MAR 1908		27	5	3
F-4900 SHULTZ MI	1888-1933	05 MAY 1930		29x19	1	3
F-4910 SHUSHAN NY	1832-	15 AUG 1906	19 OCT 1906	28.5		2
F-4920 SIDNEY CENTER NY	1897-	29 SEP 1913	12 AUG 1914	30x20	2	2
F-4930 SITKA AK	1867-	24 JUN 1906	01 NOV 1907	31x20		5
F-4940 SITKA AK	1867-	28 SEP 1948	16 MAY 1951	29x19		2
F-4950 SKAGGS CA	1895-1927	04 MAR 1896	01 JUL 1911	31x19		3
F-4960 SKAGWAY AK	1897-	01 SEP 1938		29x19		3
F-4970 SLOATSBURG NY	1894-	22 NOV 1921		30x19	1	2
F-4980 SMITHS MILLS NY	1833-1935	10 MAR 1910	05 JUL 1910	27		2
F-4990 SOMERFORD NE	1883-1910	13 AUG 1906	31 DEC 1906	30		3
F-5000 SOMO WI	1892/1906	26 FEB 1902		30x20	5	3
F-5010 SOUTH PRAIRIE WA	1889-	02 NOV 1942		35x33	1	3
F-5020 SPARTANSBURG PA	1894-	26 SEP 1953		30x20	1	2
F-5030 SPICER MN	1886-	24 AUG 1909	08 NOV 1911	30		2



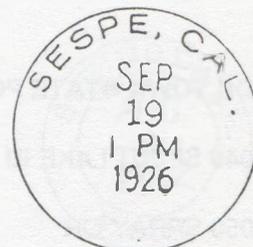
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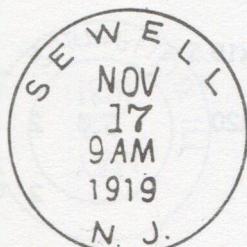
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F- 4820



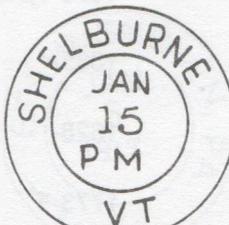
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F- 4840



F- 4850



F- 4860



F- 4870



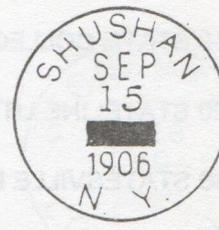
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F- 4890



F- 4900



F- 4910



F- 4920



F- 4930



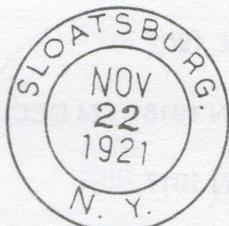
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F- 4950



F- 4960



F- 4970



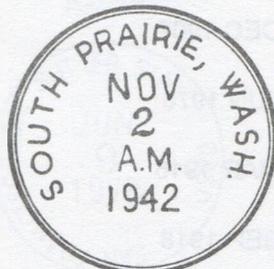
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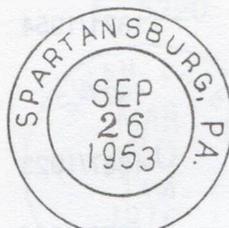
F- 4990



F- 5000



F- 5010



F- 5020



F- 5030

TYPE F NON-STANDARD POSTMARKS

CODE TOWN STATE PO	DATES	EKU	LKU	PM	N	S/I
F-5040 SPIRIT LAKE ID	1903-	22 DEC 1908	18 DEC 1909	29		2
F-5050 SPRAY OR	1900-	05 NOV 1951		30x20	1	2
F-5060 SPRING HILL WV	1873-1942	22 NOV 1927		29x19	1	2
F-5070 SPRINGDALE MT	1885/	02 AUG 1902		29x19.5		4
F-5080 SPRINGFIELD IL	1828-	22 MAY 1931		29x20	6	2
F-5090 SPRINGFIELD MA	1773-	15 JAN 1949	31 DEC 1951	34		2
F-5100 STAHLSTOWN PA	1849-	05 JAN 1917		31x20		2
F-5110 STATE COLLEGE PA	1874-	27 SEP 1935		28.5x19.5		2
F-5120 STATELINE UT	1896/1938	03 JUL 1910		30.5	1	3
F-5130 STATESVILLE NC	1801-	191?		33x21.5	1	2
F-5140 STEAMBOAT SPRINGS CO	1971-	17 DEC 1992		39x28		2
F-5150 STONEWALL LA	1878-	10 FEB 1904		31		2
F-5160 STONYFORD CA	1891-	24 OCT 1902		27.5x17		3
F-5170 STRUDWICK AL		08 OCT 191?		19x29	1	3
F-5180 ST. JOHN AZ	1880-	26 JUN 1917		25.5	5, 7	4
F-5190 MT. ST. MARYS RURAL STA. MD	1901-1907	06 FEB 1907		32		2
F-5200 SULLY OK	1902-1906	14 JUL 1902		30x20.5	1	4
F-5210 SULTANA CA	1900-	04 JUN 1916	24 DEC 1917	32.5		2
F-5220 SUMMERSHADE KY	1878-	05 JAN 1917		33	1	2
F-5230 SUNFIELD MI	1855-	04 JUN 1907		30x19		2
F-5240 SUNNY HILL LA	1871/1954	23 DEC 1907		30		2
F-5250 SUTTER STA. CA	1977-	09 JUN 1978		31		2
F-5260 SWAN LAKE AR	1887/1923	20 MAR 1916		33	5	2
F-5280 SWEETWATER NV	1870-1925	16 SEP 1918		32		4



F- 5040



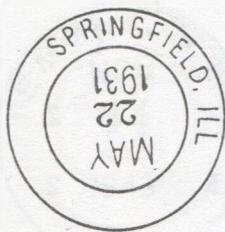
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F- 5060



F- 5070



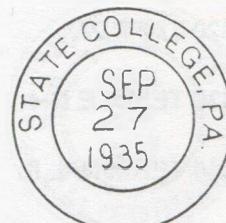
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F- 5090



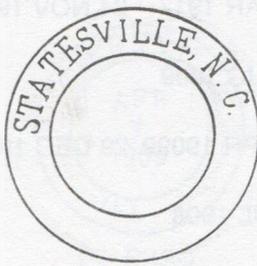
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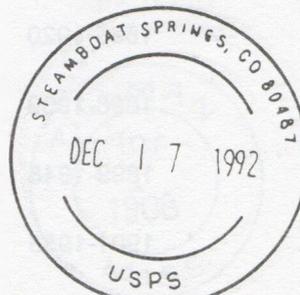
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F- 5120



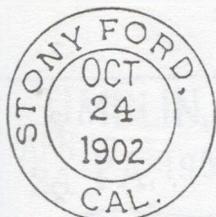
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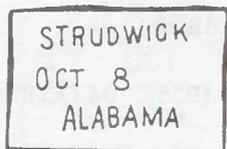
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F- 5150



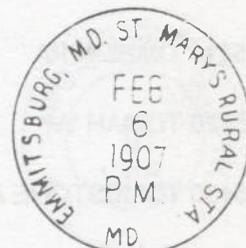
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F- 5170



F- 5180



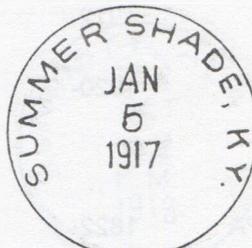
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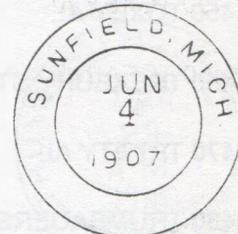
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F- 5210



F- 5220



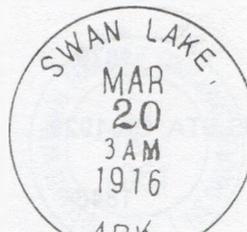
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F- 5240



F- 5250



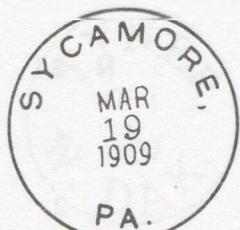
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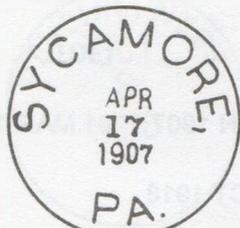
F- 5280

TYPE F NON-STANDARD POSTMARKS

CODE TOWN STATE PO	DATES	EKU	LKU	PM	N	S/I
F-5290 SYCAMORE PA	1878-	19 MAR 1909		30		2
F-5300 SYCAMORE PA	1878-	17 APR 1907		30		2
F-5310 SYLACAUGA AL	1837/	01 JUL 1916		31	5	2
F-5320 TAFT VA	1906-1944	19 OCT 1920		32	1	2
F-5330 TEMPLE NH	1813-	14 NOV 1943		34	1	2
F-5340 TERMINAL IL		10 SEP 1918	21 JUL 1919	29x19.5		2
F-5350 THE INN IA	1910-1940	01 JUN 1937		33	1	2
F-5360 THERMALITO CA	1895-1920	25 MAR 1917	24 NOV 1917	31.5x20		3
F-5370 THORWICK MN	1896-1909	23 AUG 1909		28	4	3
F-5380 TIEDTVILLE IL	1899-1948	07 APR 1909	29 DEC 1912	28x19x18.5		3
F-5390 TILLMAN MS	1901-1953	01 JUL 1908		30x20	5	3
F-5400 TIMBER NO	1894-1954	17 NOV 1919		29x19.5	1	2
F-5410 TIMBLIN PA	1889-	24 APR 1950		18x36		3
F-5420 TOMAH WI	1855-	20 NOV 1935	04 OCT 1937	33		2
F-5430 TOMBSTONE AZ	1878-	16 OCT 1918	27 JAN 1926	29x19		2
F-5440 TORONTO SD	1888-	09 ??? 1915		30x19	1	3
F-5450 TOXEY AL	1912 -	13 SEP 191?		32	1	2
F-5460 TREASURY STA. DC	1920-	11 SEP 1921	14 SEP 1923	29x19	8	2
F-5470 TRINITY AL		12 OCT 1918		32	1	2
F-5480 TRUMBAUERSVILLE PA	1822-	23 MAR 1916	22 APR 1916	32	1	2
F-5490 TUCKERVILLE NE	1877-1916	21 DEC 1910		28		3
F-5500 TULSA OK	1879-	05 APR 1940		29x19	6	2
F-5510 TUOLUMNE MEADOWS STA. CA	1929-	18 JUL 1951		29x19	4	2
F-5520 TWO RIVERS WI	1848-	194?		24		2



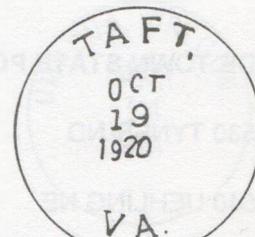
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F- 5300



F- 5310



F- 5320



F- 5330



F- 5340



F- 5350



F- 5360



F- 5370



F- 5380



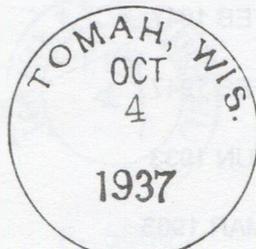
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F- 5400



F- 5410



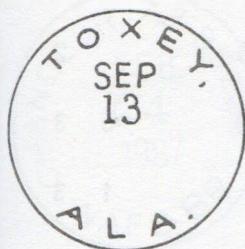
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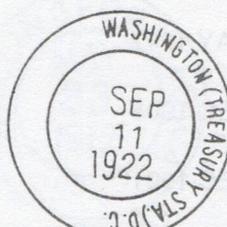
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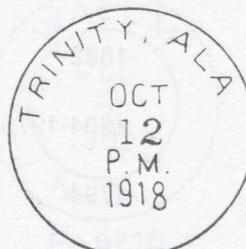
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F- 5450



F- 5460



F- 5470



F- 5480



F- 5490



F- 5500



F- 5510



F- 5520

TYPE F NON-STANDARD POSTMARKS

CODE TOWN STATE PO	DATES	EKU	LKU	PM	N	S/I
F-5530 TYNER ND	1881-1912	04 JAN 1907	01 MAR 1907?	28.5		4
F-5540 UEHLING NE	1906-	08 OCT 1918		32		2
F-5550 UMATAC GU	1948/	17 MAR 1981		18		3
F-5560 UMPQUA OR	1906-	14 APR 1914		29		2
F-5570 UNALASKA AK	1898-	10 JUL 1929	07 JAN 1937	28x19		4
F-5580 UNALASKA AK	1898-	29 OCT 1927		33	9	3
F-5590 UNALASKA AK	1898-	10 JUL 1939	02 OCT 1946	28x18		3
F-5600 UNION STAR MO	1863-	25 JAN 1917	05 OCT 1917	31		2
F-5610 VALE MD	1887-1932	10 MAR 1932		31	5	2
F-5620 VALLEJO CA	1851/	10 MAR 1949		29.5x19.5	8	2
F-5630 VALLEJO CA	1851/	04 FEB 1945		28.5x18.5	8	2
F-5640 VANDERBILT MI	1860-	31 OCT 1949		29x20		2
F-5650 VANDERVEER STA. NY	1905-	04 FEB 1947		28x19	8	2
F-5660 VANDERVEER STA. NY	1905-	04 FEB 1947		29x19	8	2
F-5670 VENLO ND	1922-1950	28 JUN 1933		24		3
F-5680 VIRGIL SD	1884-	12 MAR 1903		28.5	5	3
F-5690 WAFB BR. AZ	1953-	24 FEB 1987		35	11	2
F-5700 WALLINGFORD IA	1882-	23 MAY 1917		30x20		2
F-5710 WALLUM ND	1904-1973	04 DEC 1905		30x19	5	3
F-5720 WALPOLE NH	1794-	20 DEC 1901		22	1	3
F-5730 WALTON IL	1876-1936	04 NOV 1912		30x20		2
F-5740 WAPPING CT	1867-1970	11 OCT 1906	09 JUL 1907	32x20/26x16	10	3
F-5750 WARRENSVILLE NC	1902-	05 MAR 1931	23 JUN 1931	31	2	2

-----NOTES: 1 - Earliest known usage on piece. 2 - Latest known usage on piece. 3 - Earliest & latest known usage on piece. 4 - Used as a receiving mark. 5 - Earliest known is a cut square and any killer is unknown. 6 - Possibly a philatelic usage. 7 - Should be St. Johns. 8 - Used as a backstamp on registered mail. 9 - Only example is on a POD reply envelope. 10 - Ribbon dater device. 11- Williams Air Force Base.



F- 5530



F- 5540



F- 5550



F- 5560



F- 5570



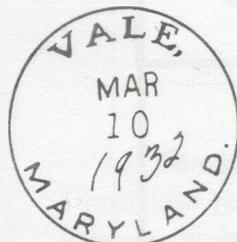
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F- 5590



F- 5600



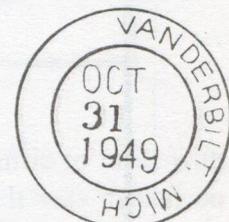
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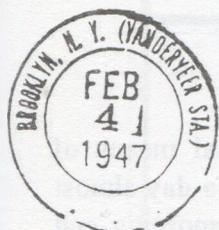
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F- 5630



F- 5640



F- 5650



F- 5660



F- 5670



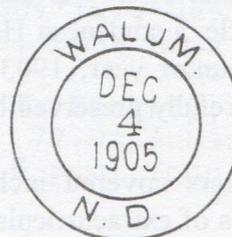
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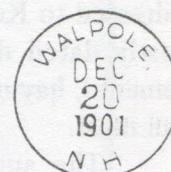
F- 5690



F- 5700



F- 5710



F- 5720



F- 5730



F- 5740



F- 5750

A Year at Harvard (1903-1904)

by James H. Patterson



Figure 1

The penny postal card was used as a reliable, efficient and economical means of communicating with students at the turn of the century. With mail delivery twice a day almost guaranteeing same-day delivery, it was possible to mail an announcement in the morning and reasonably expect it to be in hand in time for an evening meeting.

This aspect of postal history is demonstrated by a collection of 47 postal cards, all addressed to Kenneth Tuttle, a student at Harvard University in Cambridge, Massachusetts, and mostly dated during his junior year, 1903 to 1904. These cards obviously were a special memento, having been carefully preserved by Tuttle or his family, and smelling of cedar rather than must.

The sorts of matters covered included not only official communications from the University, but also notices of extracurricular events, such as musical rehearsals and the like, as well as commercial solicitations for tutoring and copies of notes and exam questions. Taken together, they present a fascinating and nostalgic portrait of the student's activities during his junior year.

Virtually all of the postal cards are the 1-cent profile McKinley [UX18] issued in 1902, as is the example shown as *Figure 1*. Most of the cancellations are a variety of one of the American Cancelling Machine Company's flag cancellations used in Boston — either the "Cambridge Station" or the "Boston Circuit R.P.O."

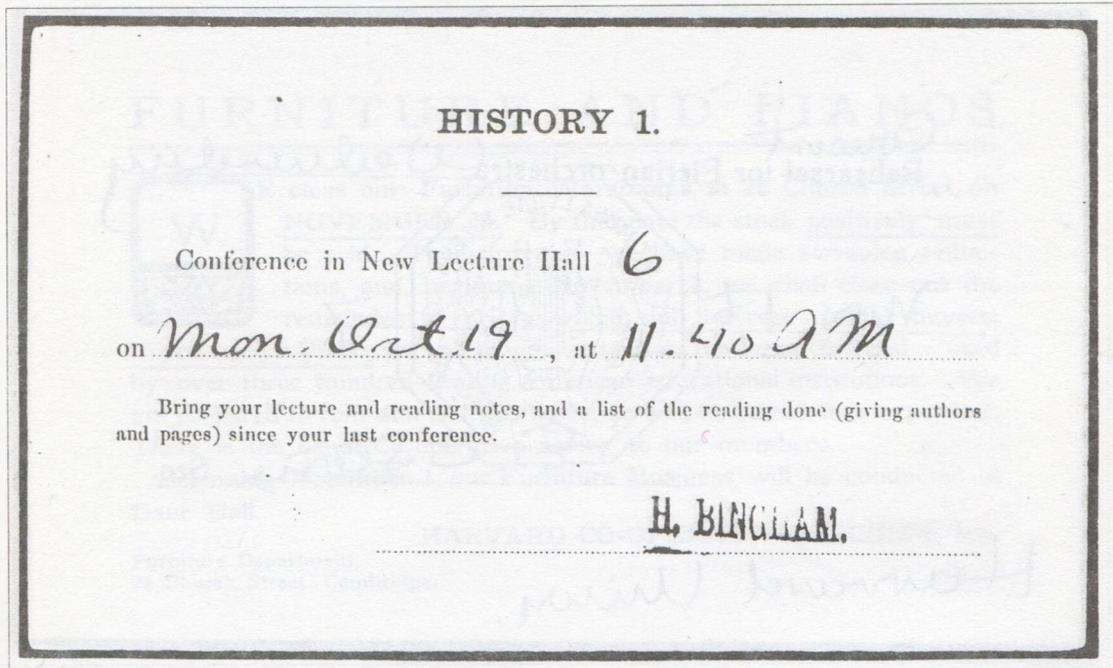


Figure 2

The first card in the collection, *Figure 2*, set an appointment for Mr. Tuttle to meet with a professor (or lecturer) in history, for the purpose of establishing progress. It was mailed on Saturday morning, October 17, 1903, for a morning appointment the next Monday.

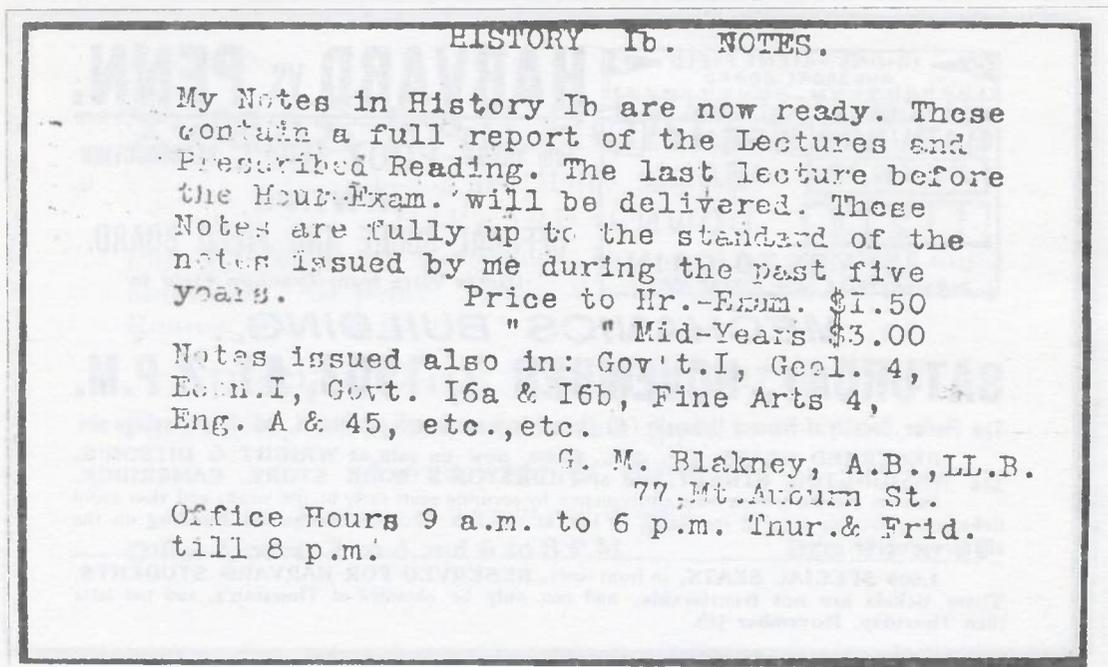


Figure 3

One cottage industry among Harvard graduates was the preparation (and sale) of notes for lectures (which maybe inadvertently were not attended) and required reading (which maybe was not done). *Plus ça change, plus c'est la même chose!*

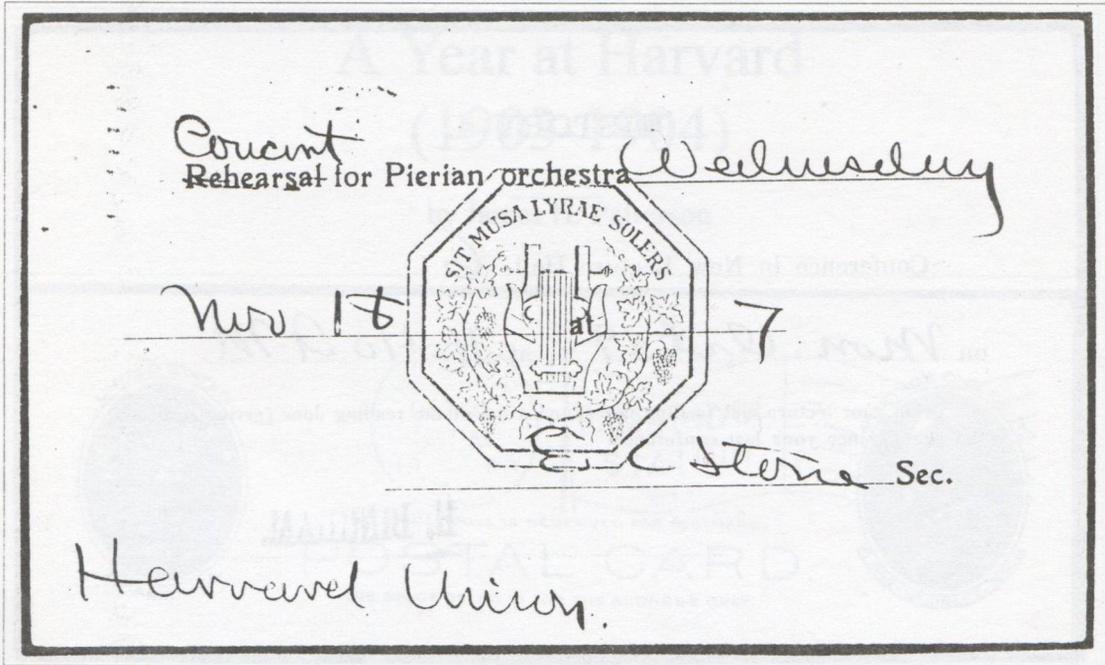


Figure 4

The collection includes a number of reminders of rehearsals and concerts. The card in Figure 4 was postmarked at 4:00 a.m. on November 18, 1903, for a concert at 7:30 that evening! Tuttle probably received the card in the afternoon mail and was on time for the performance.

<p>IRWIN'S PATENT FIELD AND SCORE BOARD</p> <p>HARVARD 0 PENN. 0</p> <p>PENN.'S BALL</p> <p>4 2 1 DOWN</p> <p>5 YDS TO GAIN</p> <p><small>Patented March 1894 & Sept. 1899</small></p>	<h2 style="margin: 0;">HARVARD VS. PENN.</h2> <p style="margin: 0;">10th ANNUAL FOOT BALL REPRODUCTION</p> <p style="margin: 0;">IRWIN'S</p> <p style="margin: 0;">OFFICIAL SCORE AND FIELD BOARD.</p> <p style="margin: 0;">Direct Wire from Franklin Field to</p>
<p style="margin: 0;">MECHANICS BUILDING,</p> <p style="margin: 0;">SATURDAY, NOVEMBER 7, 1903, AT 2 P.M.</p>	
<p style="margin: 0;">The Pierian Sodality of Harvard University (40 pieces) have courteously volunteered, and will play college airs</p> <p style="margin: 0;">RESERVED SEATS, 50c., 75c., \$1.00, now on sale at WRIGHT & DITSON'S, 344 WASHINGTON STREET, and at THURSTON'S BOOK STORE, CAMBRIDGE.</p> <p style="margin: 0;">Patrons will study their own convenience by securing seats early in the week, and thus avoid ticket speculators or delay of remaining in line at the box office at Mechanics Building on the afternoon of the game.</p> <p style="margin: 0;">1,000 SPECIAL SEATS, in front rows, RESERVED FOR HARVARD STUDENTS. These tickets are not transferable, and can only be obtained at Thurston's, and not later than Thursday, November 5th.</p>	

Figure 5

Early Pay-per-View. Students not able to attend the 1903 Harvard-Penn game in person, were invited to Mechanics' Building, where (for the price of a reserved seat) they could watch scores and stats displayed on a large scoreboard, after being telegraphed in from Franklin Field.

FURNITURE AND PIANOS



WE close our Furniture Warerooms, at 28 Church Street, on **NOVEMBER 30**. By that date the stock positively must be sold. To insure this, we have made sweeping reductions, and, beginning November 2, we shall close out the remainder at prices which will interest careful buyers. If you need a Piano, we call to your attention the Ivers & Pond — used by over three hundred leading American educational institutions. We are prepared to rent and sell this make, as well as others less expensive. There is the usual Co-operative saving to our members.

Beginning December 1, our Furniture Business will be conducted at Dane Hall.

HARVARD CO-OPERATIVE SOCIETY, Inc.

Furniture Department,
28 Church Street, Cambridge.

Figure 6

I believe the absence of postal cards in the collection for earlier years is attributable to Tuttle's living in college dormitories during his freshman and sophomore years. Only students living off-campus in their own apartments would need furniture. Figure 6.

X-MAS RAILROAD RATES

Boston and Maine Railroad

HARVARD OFFICE

Buffalo, Cleveland, Cincinnati, Detroit, Chicago, St. Louis, Montreal. All points South, West, and North. Choice of Routes. Lowest Rates.

Special Cars for Harvard Men

For tickets, berths and information apply to

Alexander & Metcalf

at Leavitt and Peirce's

Office Hours, 2 to 4 and 6 to 8 P.M.

Dec. 14 to 22

Figure 7

Home for the holidays! This enterprising agent obtained a list of Harvard students and used a penny postal card in December 1903 to offer railroad transportation to "all points, south, west, and north" with "special cars for Harvard men." Perhaps next to the Radcliffe cars?

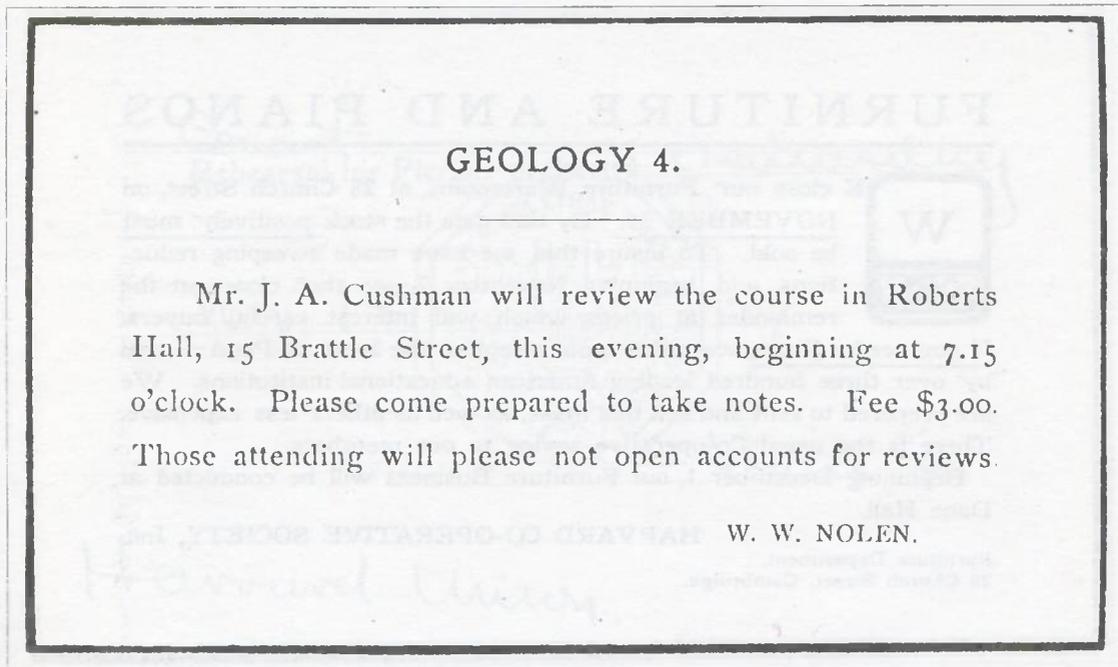


Figure 8

Postmarked at 4:00 a.m. on February 12, 1904, this undated card clearly was intended to be received later that same day, since it announced a review "this evening." Note, too, this this was "cash and carry" — no accounts!

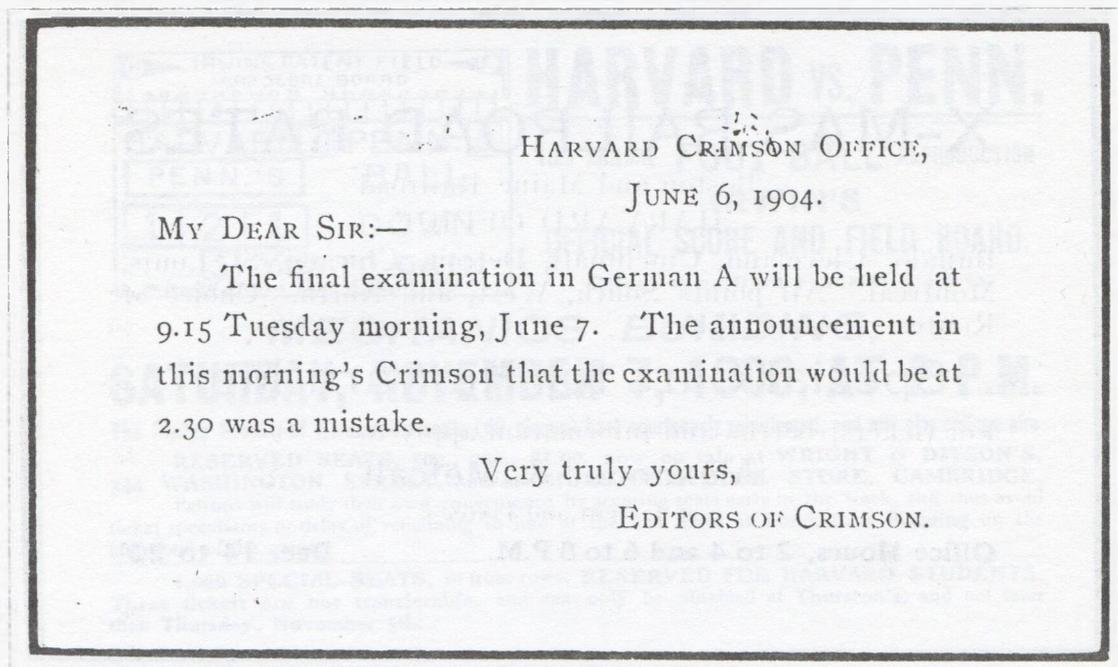


Figure 9

A Crammer's Nightmare! The university's newspaper, *The Crimson*, mailed this announcement to correct a mistake in a printed final exam time. This was postmarked at 5:00 p.m. on June 6. Could Tuttle have received it in time to appear at the exam early on the 7th?

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1000 SPECIAL SEATS in cheering section, **RESERVED FOR HARVARD STUDENT'S ONLY.** These tickets are **not transferable** and can only be obtained at **Thurston's**, and not later than **Thursday, November 17th.**

Figure 10

Only a few cards date from Tuttle's senior year, 1904-05. One was for the famous Yale ball rivalry, with a "direct wire from Yale Field to Mechanics Building." Although the card is similar to that shown in Figure 5, it was just too irresistible not to show!

 HARVARD UNIVERSITY, *March 10 1905*

Mr. *Tuttle* is directed

to call at the College Office, on *Saturday* between *9* and *12*

GEORGE W. CRAM, *Recorder.*

Figure 11

This official-looking announcement from the university's recorder set an appointment for me on "Saturday." The card was dated and postmarked 3:00 p.m. on Friday, March 10 — a, in anticipation of timely delivery for a morning appointment the next day.

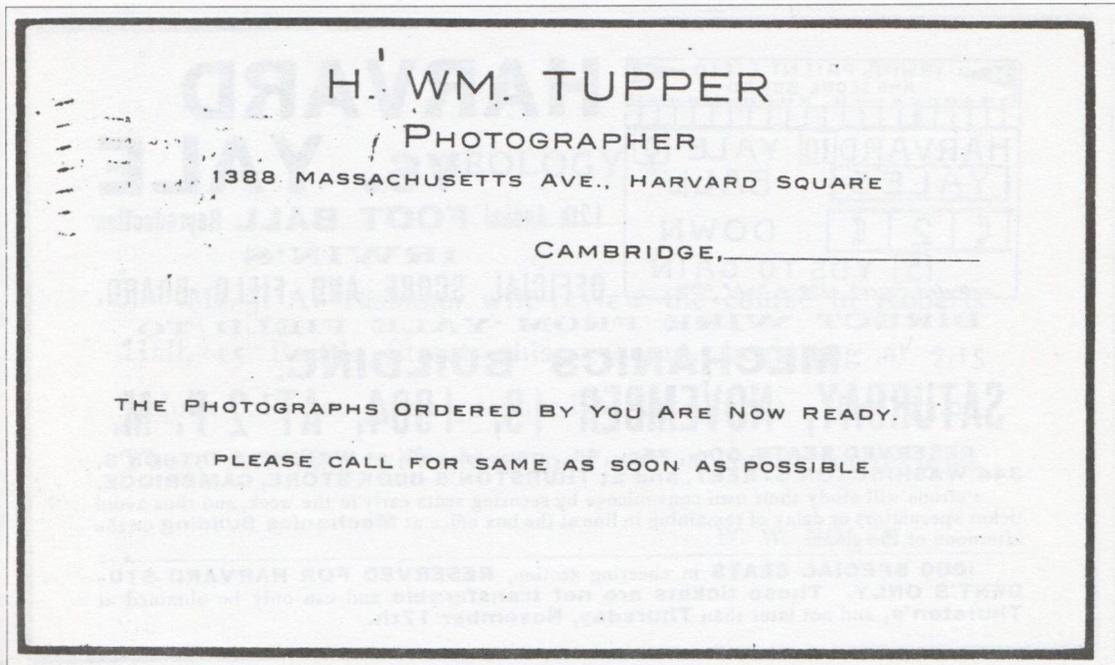


Figure 12

This postcard, mailed in May, during Tuttle's senior year, obviously referred to his yearbook photos. Another card in the collection — the message half of a paid reply card — solicited a "life" to be included in the "album."

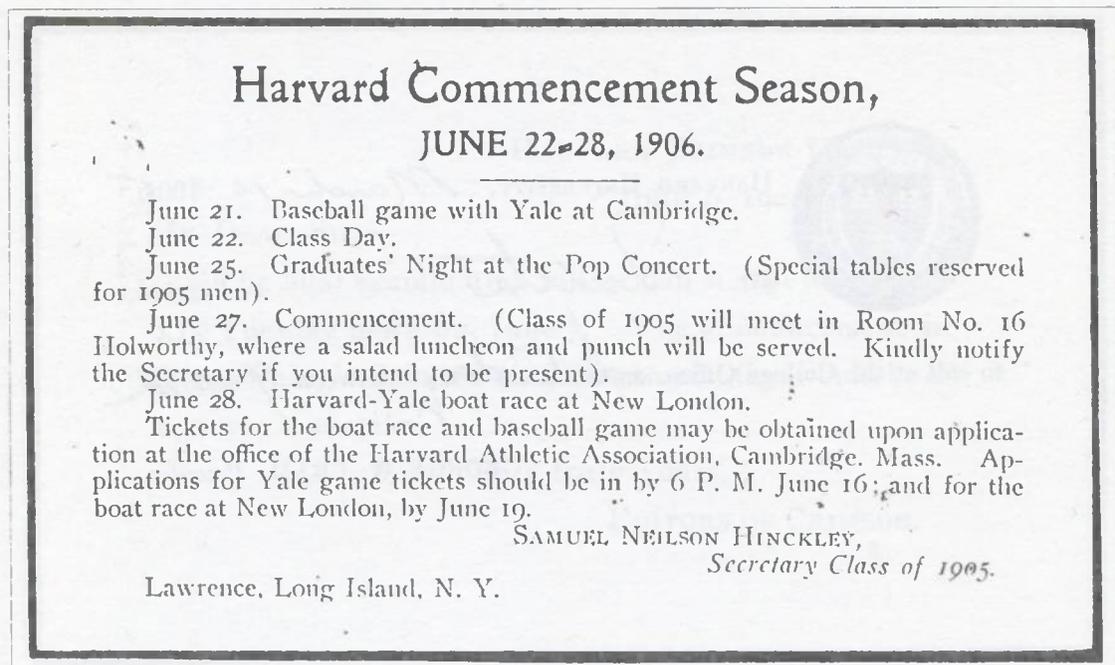
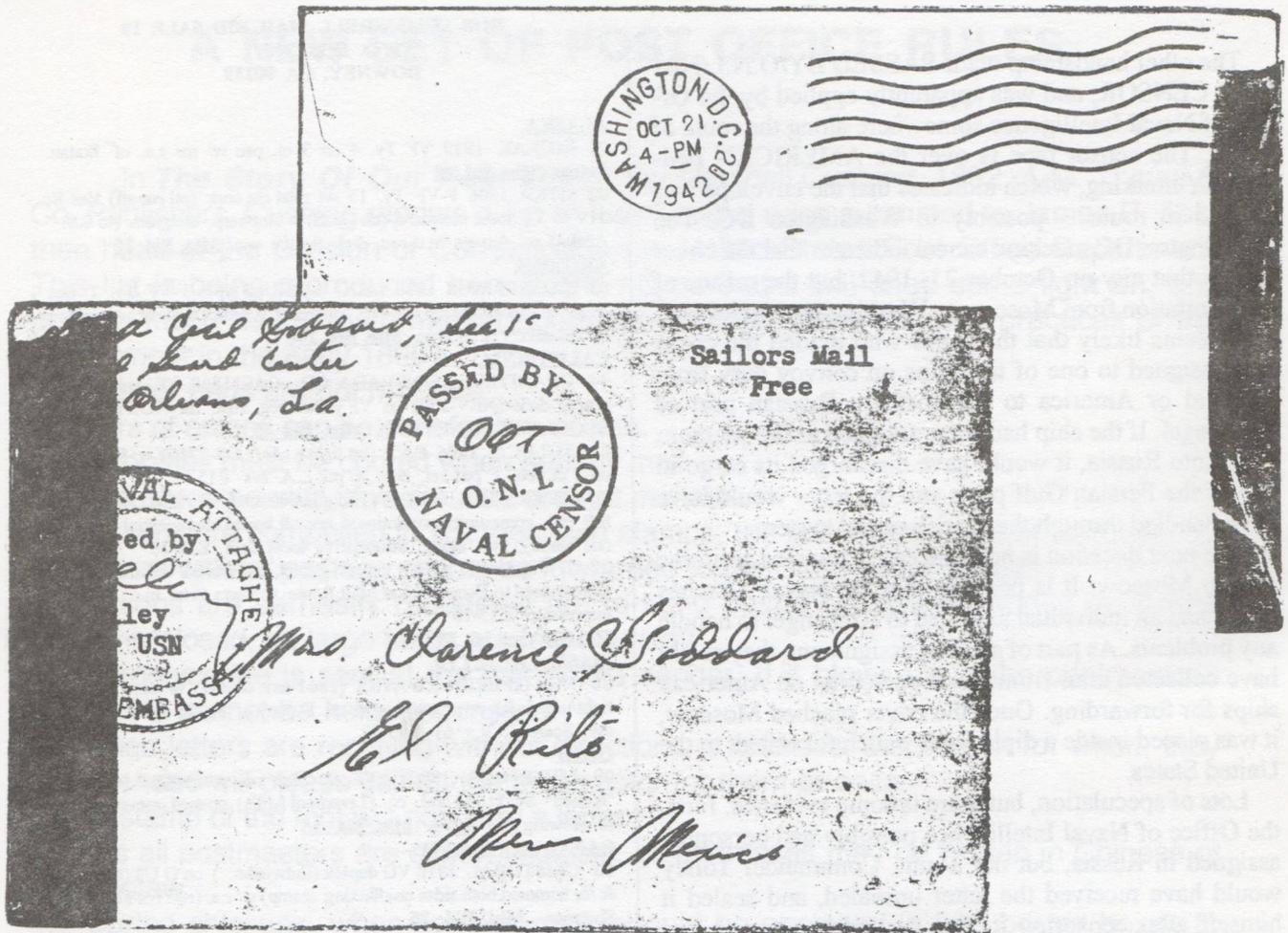


Figure 13

The final card in the collection was this, mailed in early June, 1906, to Tuttle at an address in upstate New York. It set forth a schedule of events for the 1906 commencement, including activities for Tuttle's class of 1905.



An Uncommon WW2 Naval Cover

By Rod Crossley

On the surface, the cover illustrated above appears to be a rather typical World War II U. S. naval piece. It was mailed by a seaman assigned to the Armed Guard Service in New Orleans to a family member living in New Mexico. For the knowledgeable collector, however, warning bells are set off by the heavy censoring -- two different handstamps and a tape; and the unusual WASHINGTON DC postmark which appears on the reverse. This is the kind of cover which begs more research.

The leftmost censor marking bears the name of Commander K. Tolley, who was stationed in Manila when the war began. Tolley commanded an old, obsolete sailing ship called the *U.S.S. Lanikai*. The ship was assigned the mission of sailing into the South China Sea on a defensive information patrol at the direct order of President Roosevelt. That was before war broke out.

The last U.S. naval surface ships left the Philippines in late December 1941. The *Lanikai* departed on December 26th. The ship first sailed for Java, arriving there on January 19, 1942. As Allied Forces soon began retreating, the *Lanikai* joined the exodus sailing from Java on February 26th. On March 14 the ship reached Australia to become the last ship from Manila to reach safety.

Because Commander Tolley spoke Russian, he was soon detached from the *Lanikai* and ordered to report as the Assistant Attaché at the U.S. Embassy in Moscow. The Commander left Australia on April 28, and arrived at his new assignment in early June 1942. This explains why Tolley's name appears in a censor marking which reads U.S. NAVAL ATTACHE/AMERICAN EMBASSY.

BOB SUMMERELL MAIL BID SALE 18
P. O. BOX 39597
DOWNEY, CA 90239

The other handstamp reads PASSED BY/O.N.I./NAVAL CENSOR, and was apparently applied by the Office of Naval Intelligence somewhere along the route of travel. The censor tape is over the AMERICAN EM-BASSY marking, which indicates that the envelope was opened in route — possibly in Washington DC. The Washington DC machine cancel indicates that the cover was in that city on October 21, 1942, but the means of transportation from Moscow to Washington is unknown.

It seems likely that the sailor who mailed the cover was assigned to one of the ships on convoy duty from England or America to the northern Russian port of Archangel. If the ship had been assigned to the southern route into Russia, it would have discharged its cargo in one of the Persian Gulf ports and the letter would have been handled through the British postal system.

The next question is how the cover traveled from the port to Moscow. It is possible that the Naval Attachés office had an individual assigned to Archangel to handle any problems. As part of such an assignment, they might have collected mail from naval personnel on American ships for forwarding. Once the cover reached Moscow, it was placed inside a diplomatic pouch for transit to the United States.

Lots of speculation, but there is some evidence. First, the Office of Naval Intelligence possibly had personnel assigned in Russia, but not a unit. Commander Tolley would have received the letter unsealed, and sealed it himself after censoring it. The second handstamp and censor tape indicates that the cover was reopened by ONI and resealed again, probably in Washington. The final clue is the lack of a postmark on the front of the cover and the receiving or transit mark as a backstamp. This is the normal way the postal service handled mail from the diplomatic pouch.

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01 KODIAK 1919 VF Ty. 4 on 3 ct. pse w/ ms r.a. of Ikatan. Scarce. Min. Bid 40

02 SITKA 1906 F-VF Ty. 15 w/ neat cut cork (ptl runoff) ties Sc. 319 to VF local viewcard (de Groff) > Antwerp, Belgium (to S.S. Afrika) w/ Anvers m.c. rec. dial. Scarce use. Min. Bid 75

ARIZONA

03 IRONSPRINGS 1910 (AUG 4-EKU of type) F-VF Ty. 2 ties 1 ct. green Franklin issue to F-VF viewcard (unidentified fire-main street of Phoenix??). Scarce. Min. Bid 160

CALIFORNIA

04 GRANTVILLE/NEVADA CO., CAL 1888 VF embellished purple cds (NEV-350) on VF yellow reg. rpt. fm NORTH BLOOMFIELD (NEV-875) Min. Bid 45

05 TOLUCA 1896 F-VF (bit light) cds (LOS-7750) w/ SON target on 2 ct. red; F ptd. ret. env. w/ ptl. L.A. b/s E15

06 UPPER LAKE 1907 F-VF duplex w/ ovate (LAK-635); U395 w/ full ptd. community promotional rev. & boxed commercial corner (all black); ave. aging; informative local data E18-20

07 UPPER LAKE similar to previous lot but cancel only G-VG & addressed to Bonny Doon Mail Route w/Santa Cruz m.c. back impression. E15-18

IDAHO (see lot 12)

MASSACHUSETTS

08 NORTH BRIDGEWATER (1861-env. docket) G cds (letters light/unstruck) w/ ptl. circ. grid on F copy of Sc. 26 on F orange cvr. Scarce (S/R = 6) E40-50

OHIO

09 LIVERPOOL (1880's) VF dk. blue cds w/smudged target ties "nicked" Sc. 210 to cml. cc. (Liverpool Mills) opened uneven @ rt. & showing ave. aging. Min. Bid 15

CANAL ZONE-WW1

10 CRISTOBAL 1918 VG duplex (Entwistle) on G U2 (opened &/or trimmed both sides unaffected stamp) w/ r.a. (rev.) of Fort Sherman. Min. Bid 25

PHILIPPINES-OCCUPATION

11 CAMP MARAHUI 1905 F-VF duplex w/ ovate double-tying pr. defect. Sc. 214 (opening tears) to small env. w/ o/s Manila & S.F. m.c. w/ Lakeport, Cal rec'd b/s; vert. opening tear & ave. aging; main value lies in markings although this is "traveled item" is quite presentable; non-military sender (?) Min. Bid 40

R.P.O. & RAILROAD RELATED

12 "OREGON SHORT LINE RAILROAD COMPANY" cc w/ logo (black) on small-size buff railway service env. (roughly opened & tom w/ LR corner missing). pmk ties Sc. 319 @ Weiser, Idaho > Meadows, Idaho (VF D. 2/3 b/s) E15-20

13 PO(RT) & ASH. / - / JAN/3/R.P.O. VG-F T. 894-C-1 on F U277 w/ Salem r.a. > Roseburg, Oregon w/ G "Roseburgh" b/s (note spelling) E15-20

ADVERTISING, ILLUSTRATED

14 UNDERWEAR SPECIALISTS 1921 VF HENDERSON and ERVIN (NYC) b/w/red ptd cc w/ 3/4 vertical left h/w silhouette "male model in 'basics'" pmk @ Chicago w/ 2 ct. red. Attractive color scheme. E18-22

STAMPS ON COVER

15 Sc. F1 (Registry issue) + 2 ct. red (st. edge @ top) tied to small reg. env., pmk AUG 12, 1914 @ Tampa, Fla. > Chicago & marked w/ purple h/s "Found in Ordinary Mail" 2x, uncommon) E50-60

AUXILIARY MARKINGS (see lot 15 also)

16 "UNCLAIMED" & "Return to Writer" (in Pointing Hand) lt. pur-ple h/s on VG U411 (few small stains) pmk. w/ f.c. @ Pacific Grove, Cal > Santa Cruz, Cal E12-15

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A NEW SET OF POST OFFICE RULES

In *The Story Of Our Post Office* by Marshall Cushing, 1892, A.M. Thayer & Co. Publishers, Cushing reprints a list of "new" postal rules submitted to James R. Ash, then head of the Division of Correspondence, United States Post Office Department. This list is being reproduced here in the hopes that it will shed some light on, and provide much needed information about some of the more obscure practices of the Department in the early 1890's.

1. Feather beds are not mailable.
2. Pairs of onions can be sent for two scents.
3. Ink bottles must be corked when sent by mail.
4. Over three pounds of real estate are not mailable.
5. Persons are compelled to lick their own stamps, the postmaster cannot be forced to.
6. Letters without postage should be forwarded to the Dead Letter Office.
7. Persons are earnestly requested not to send postal cards with money or money orders enclosed, as large sums are lost that way
8. Nitroglycerine is sent at the risk of the sender. If it blows up in the postmaster's hands. he cannot be held responsible!
9. When letters are received without directions or address, the person for whom they are intended will please call on the postmaster for them at once.
10. A stamp of the foot will not carry a letter.
11. As all postmasters are expert linguists, all addresses may be written in Chinese or in Choctaw.
12. Spring chickens, when sent by mail, should be enclosed in iron bound boxes to save their tender bodies from injury.
13. It is unsafe to mail apple or other fruit trees with fruit upon them as clerks have a weakness for such things.
14. It is earnestly requested that lovers writing to their girls will please confine their gushing rhapsodies to the inside of the envelope!
15. Ducks may not be sent through the mails alive. Their quacking would disturb the slumbers of the clerks in the postal cars.
16. If watches are sent through the mail, put a notice on the package and the postmaster will wind and/or repair it.
17. John Smith receives over 674,000 pieces of mail a year, hence a letter directed to John Smith, United States, will reach him.
18. When candy is sent through the mails, it is earnestly requested that both box ends be left open so that the quality of same is thoroughly tested.
19. Alligators over ten feet in length cannot be sent through the mails.
20. Young ladies desiring to send their trunks by mail to watering-places should notify the PMG at once. They cannot be over seven feet long by thirteen feet high!
and, last but, not least:
21. Upside down stamps on letters are prohibited. Several postmasters have been injured while trying to stand on their heads cancelling such stamps. In addition, Cushing lists some fascinating rulings and rules that were made by the 1st Assistant

PMG during the years prior to the publication of The Story Of Our Post Office. Some of which include:

1. A postmaster residing near a state line may be appointed postmaster at a post office in an adjoining state, providing he resides within the delivery of the post office.
2. Telegrams left at a post office for delivery are subject to postage just as other written communications are.
3. Minor coins, such as nickels, dimes, pennies, and three cent pieces, are legal tender in sums up to twenty-five cents.
4. When a postmaster is called upon to express an opinion about the financial standing of a patron of his office, he must decline to do so.
5. A simple statement of account may sent on a postal card, and sent through the mail when it is not accompanied by scurrilous, defamatory, or threatening language.
6. When a letter is presented for mailing after the mail pouch has been closed, it may be sent outside the mail pouch, by the hands of a carrier, for mailing at the next office on his route, providing the stamp has not been cancelled.
7. Mail matter upon which an indefinite address such as: "The Leading Vegetable Dealer" or "Any Intelligent Farmer" etc; cannot be delivered.
8. Postmasters of fourth class post offices are permitted to transact other business in the room in which the post office is located, when the same is kept distinct and separate.
9. Postmasters are not required to open their offices on Sunday when there is no mail arriving after the closing of the mails on Saturday, and before six o'clock P.M. on Sunday. When mail arrives between these hours, the office must be kept open one hour or more if the public convenience requires it.
10. A postmaster is forbidden to use the general delivery or regular boxes of his post office for the distribution of bills or circulars pertaining to his own private business without first paying postage on each.
11. If good order cannot be maintained at a post office, the only remedy in the hands of the Department is to discontinue that office.
12. It is forbidden for a postmaster to attach stamps to articles intended for mailing.
13. A lien cannot be enforced against horses while a vehicle drawn by same is carrying United States mail.
14. When a letter has been deposited in a post office for mailing, the writer may, upon identifying the same to the satisfaction of the postmaster, withdraw it from that post office; but if the stamp thereon has been cancelled, it cannot be remailed without the prepayment of postage anew.
15. A postmaster cannot refuse to sell postage stamps to a patron who intends to mail his letters at a post office elsewhere from which he purchased them.
16. A postmaster whose compensation is one thousand dollars per year or more is forbidden from holding the office of alderman or his city or town.
17. It is highly improper for the employees of post offices to importune the employees of traveling shows or local shows for tickets of admission when calling for mail.

Robert Munshower 9/20/95

An Early Northwest Cover
By Ward Parker and Bob Schultz

The 1824 stampless cover illustrated below is an interesting example of the reappearance of the "T" in the "St. Louis, Mo. T" cancel. The cancel was first used in St. Louis during the territorial period. The "T" was chiseled out in anticipation of statehood in 1821. In later years, the cancelling device wore down and the "T" began to reappear.

This "Free" cover is addressed to the "Adjutant General's Office, Washington City" and the contents themselves are of little interest. However, the heading of the letter is another matter.

Head Quarters, 5th Infty.
Fort St. Anthony
July 22, 1824

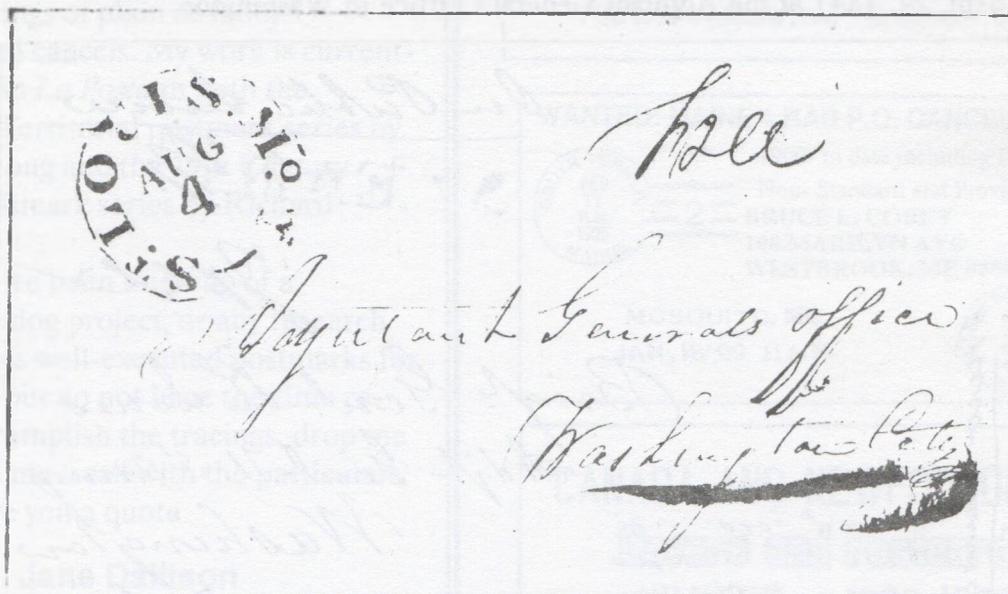
Sir,

I have the honor to acknowledge the receipt
this day of 12 blank monthly Returns from your
office.

With the highest respect
Your obedient Servant
David Hunter, adjutant
Lt. 5th Inf.

Fort St. Anthony (later Fort Snelling) was located at the juncture of the Minnesota and Mississippi Rivers. This particular communication, dated July 22nd, reached St. Louis and entered the mails on August 4th. Receipt is docketed in the Adjutant General's office on August 24th. This cover is an early example of communication from what became Minnesota Territory.

Lt. David Hunter later served in the Mexican War and as an elderly officer in the Civil War, rising from Major to Colonel to General with commands in Missouri and the eastern theater. He also was part of the honor guard that accompanied the newly-elected Lincoln to Washington.



Early New Mexico Correspondence

By Ward Parker and Bob Schultz

The illustrated stampless cover at first look seems rather ordinary, with an "On Public Service" manuscript, a St. Louis "Steam 10" marking in which the "10" has been scratched out and a manuscript "Free" added. It is addressed to Brig. Genl. R. Jones, Adjt Genl. U. S. Army, Washington, D. C. The contents are most interesting.

Albuquerque, N. M.
July 13th, 1847.

Sir,

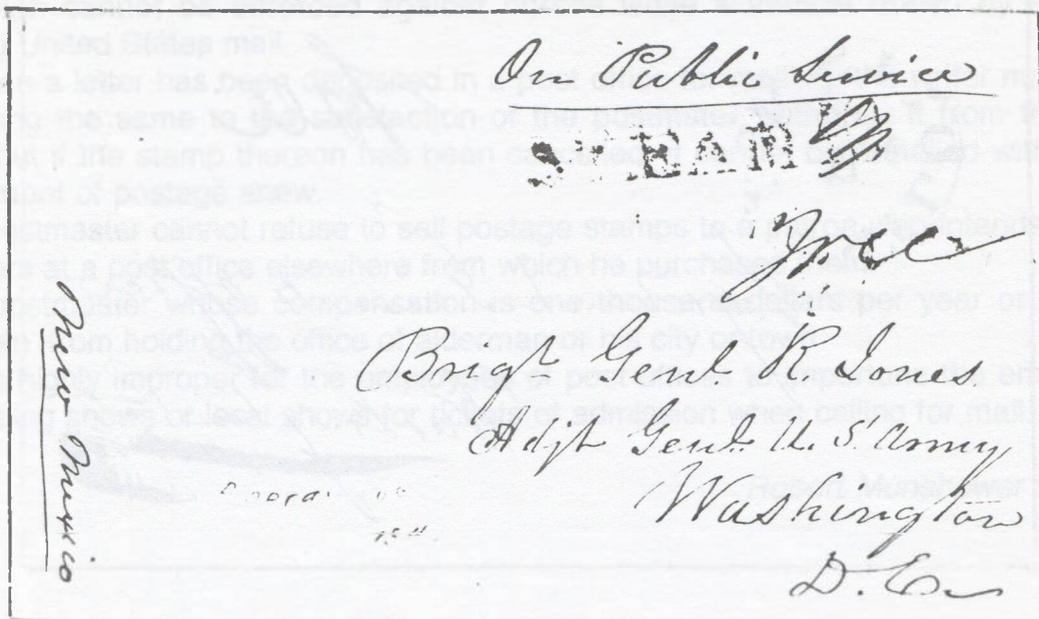
It becomes my melancholy duty to report to you the death of 2 Lieut Joseph McElvan, 1st Dragoons, who died at this place at 12½ O'Clock P.M. yesterday (July 12th) from the effects of a gunshot wound in the left arm near the shoulder joint.

On the morning of the 4th Inst., Lieut. M and two other officers of my command with a detachment of twenty Dragoons went in pursuit of a party of Marauding Indians (Navajoes).

About two miles from this place, Lieut. M. was wounded as described above by the accidental discharge of a carbine which he held in his right hand.

Very respectfully
Your Obt. Servt.
Wm. N. Brier
Capt. 1st Drags.
Comdg. Det. 1st Drags.

The date that this letter entered the mail in St. Louis cannot be determined, but it is docketed Sept. 24, 1847 at the Adjutant General's Office in Washington.



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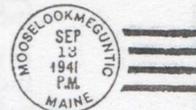
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 004 PALMER, 1908 VG 4-BAR ON PPC (87/12) EST. \$6.
 005 PENROSE, 1911 VG 4-BAR ON PPC (09-0P) EST. \$4.
 006 SHAW, 1912 VG 4-BAR ON PPC (DIAL SLIGHTLY HI) (08-55) EST. \$6.
 007 SORRENTO, 1909 G 4-BAR ON PPC (DIAL SLIGHTLY HI & DOUBLED) (07-18) EST. \$10.
 008 UNIVERSITY PARK, 1909 G 4-BAR ON PPC (PARK LIGHT) (90/15) EST. \$6.
 009 WOLFCREEK, 1911 G 4-BAR O/S AS REC'D ON PPC (10-19) EST. \$12.

IDAHO

- 010 BARBER, 1917 G LIGHT 4-BAR ON PPC (09-36) EST. \$8.
 011 BRIDGE, 1909 VG+ 4-BAR ON PPC (79/71) EST. \$6.
 012 CLYDE, 1915 VG 4-BAR ON COVER (REDUCE AT TOP THRU STAMP) (90-18) EST. \$15.
 013 COPELAND, 1911 G CDS & TARGET ON PPC (SOME LETTERS LIGHT) (00-72) EST. \$5.
 014 FRENCH, 1931 G+ 4-BAR ON PHILATELIC COVER (07-35) EST. \$6.
 015 LEONIA, 1952 VG 4-BAR ON COVER (23-54) EST. \$5.
 016 MEADOWS, 1910 VG 4-BAR ON PPC (SOME LETTERS LIGHT) (83-66) EST. \$5.
 017 MEDMONT, 1914 VG 4-BAR ON PPC (91-63) EST. \$6.
 018 SQUIRREL, 1947 VG 4-BAR ON PHILATELIC GPC (00-79) EST. \$4.

MONTANA

- 019 ACTON, 1912 G+ 4-BAR ON PPC (10-83) EST. \$5.
 020 ARMSTEAD, 1915 G 4-BAR ON CREASED PPC (EAD O/S ON STAMP) (07-62) EST. \$5.
 021 BAIRD, 1907 VG+ SLIGHTLY DOUBLED 4-BAR ON PPC (99-34) EST. \$12.
 022 BEAVER, 1914 G+ 4-BAR ON PPC (07-14) EST. \$20.
 023 BELFRY, 1913 G 4-BAR ON PPC (PART O/S ON STAMP) (06-0P) EST. \$4.
 024 BELLEVUE, 1895 VG CDS & TARGET ON COVER (95-10) EST. \$35.
 025 BELMONT, 1910 G 4-BAR ON PPC (09-65) EST. \$5.
 026 CARLYLE, 1909 VG BLUE 4-BAR ON PPC (07-86) EST. \$5.
 027 CHANCE, 1909 VG SLIGHTLY DOUBLED 4-BAR ON PPC (98-21) EST. \$25.
 028 CHESTER, 1912 VG NON-STANDARD 4-BAR ON PPC (95-0P) EST. \$6.
 029 COFFEE CREEK, 1914 VG 4-BAR ON PPC (14-0P) EST. \$5.
 030 DILLO, 1920 G 4-BAR ON PPC (MONT NOT STRUCK) (16-35) EST. \$6.
 031 DUNKIRK, 1913 VG 4-BAR ON PPC (IRK O/S ON STAMP) (10-58) EST. \$6.
 032 EDGEHILL, 1911 VG SLIGHTLY DOUBLED 4-BAR ON PPC (09-28) EST. \$12.
 033 ELGIN, 1912 VG 4-BAR ON COVER (MISSING BACK FLAP) (11-38) EST. \$15.
 034 FINCH, 1916 VG 4-BAR ON PPC (14-40) EST. \$12.
 035 GLENDALE, 1886 VG+ LARGE CDS AND TARGET ON GPC (75-00) EST. \$40.
 036 GRANITE, 1887 VG CDS ON GPC (86-97 PER.) EST. \$50.
 037 HENDERSON, 1914 G 4-BAR ON PPC (ERSON O/S ON STAMP) (04-30) EST. \$10.
 038 JUDITH GAP, 1909 VG 4-BAR ON PPC (08-0P) EST. \$4.
 039 LOMA, 1912 VG+ 4-BAR ON PPC (11-0P) EST. \$4.
 040 MILJ. IRON, 1931 VG+ 1930'S TYPE 4-BAR ON COVER (16-90) EST. \$12.
 041 NINEMILE, 1909 G+ 4-BAR AS TRANSIT MARK ON PPC (90-35) EST. \$8.
 042 OLLIE, 1915 G LIGHT 4-BAR ON STAINED PPC (11-55) EST. \$5.
 043 RETAIL, 1917 VG 4-BAR ON CREASED PPC (MONT SPOTTY) (10-18) EST. \$25.
 044 SILVER GATE, 1955 G 4-BAR ON PPC (37-83) EST. \$4.
 045 SIBBEK, 1912 VG 4-BAR ON PPC (10-42) EST. \$12.
 046 SYKES, 1916 G 4-BAR ON PPC (MONT NOT STRUCK) (09-23) EST. \$8.
 047 TETON BENCH, 1912 G SPOTTY 4-BAR ON PPC (MISSING UL CORNER) (11-12) EST. \$35.
 048 WELIVER, 1916 G SPOTTY 4-BAR AS TRANSIT MARK ON PPC (11-18) EST. \$8.
 049 WHITEPINE, 1910 G LIGHT 4-BAR ON PPC (03-65) EST. \$5.
 050 WINDHAM, 1908 F 4-BAR ON PPC (07-66) EST. \$6.
 051 WOLD, 1911 VG+ 4-BAR ON PPC (09-12) EST. \$50.
 052 WORDEN, 1919 VG 4-BAR ON PPC (10-0P) EST. \$4.

SOUTH DAKOTA

- 053 AVANCE, 1913 G+ SLIGHTLY DOUBLED 4-BAR ON PPC (10-51) EST. \$6.
 054 BONILLA, 1911 F 4-BAR ON PPC (83-73) EST. \$5.
 055 BUSHNELL, 1963 G 4-BAR O/S ON GPC (85-74) EST. \$4.
 056 CROCKER, 1909 NON-STANDARD CDS AND TARGET AS REC'D ON PPC (07-83) EST. \$12.
 057 DEERFIELD, 1954 G+ 4-BAR ON I.D.GPC (92-54) EST. \$4.
 058 EFFINGTON, 1910 VG 4-BAR ON PPC (ON O/S ON STAMP) (92-16) EST. \$5.
 059 FERNEY, 1907 VG 4-BAR ON PPC (87-84) EST. \$4.
 060 FLORENDAK, 1885 VG CDS AS B/S ON COVER (84-01) EST. \$15.
 061 HARDING, 1913 G 4-BAR ON PPC (SOME LETTERS LIGHT) (96-61) EST. \$4.
 062 LAKE PRESTON, DAK. 1884 VG CDS & TARGET ON SOILED COVER (82-0P) EST. \$30.
 063 MARLOW, 1908 VG+ 4-BAR ON PPC (97-14) EST. \$15.
 064 MIRANDA, 1941 VG 4-BAR ON GPC (87-85) EST. \$4.
 065 MONROE, 1930 F PURPLE 4-BAR ON PHILATELIC COVER (90-65) EST. \$6.
 066 NOWLIN, 1909 VG 4-BAR ON PPC (ON O/S ON STAMP) (90-63) EST. \$4.
 067 PAC TOI A, 1910 G+ SLIGHTLY DOUBLED 4-BAR ON PPC (77-53) EST. \$5.
 068 PENVILLE, 1910 VG 4-BAR ON PPC (08-19) EST. \$15.
 069 RAVINIA, 1912 VG 4-BAR ON PPC (09-57) EST. \$6.
 070 RENNER, 1911 VG+ 4-BAR ON PPC (02-85) EST. \$4.
 071 SAMPONI, 1912 VG 4-BAR ON PPC (05-18) EST. \$30.
 072 SULPHUR, 1915 VG 4-BAR ON PPC (06-58) EST. \$5.
 073 SYLVAN LAKE RS, 1964 VG 4-BAR ON PPC (62-66) EST. \$5.
 074 VERDON, 1894 VG CDS & TARGET ON COVER (STAINS & SEALED TEARS) (87-82) EST. \$5.
 075 VILAS, 1910 G LIGHT 4-BAR ON PPC (84-68) EST. \$4.
 076 WATSON, 1909 F 4-BAR ON PPC (08-12) EST. \$25.
 077 WINTHROP, 1909 VG 4-BAR ON PPC (83-11) EST. \$15.

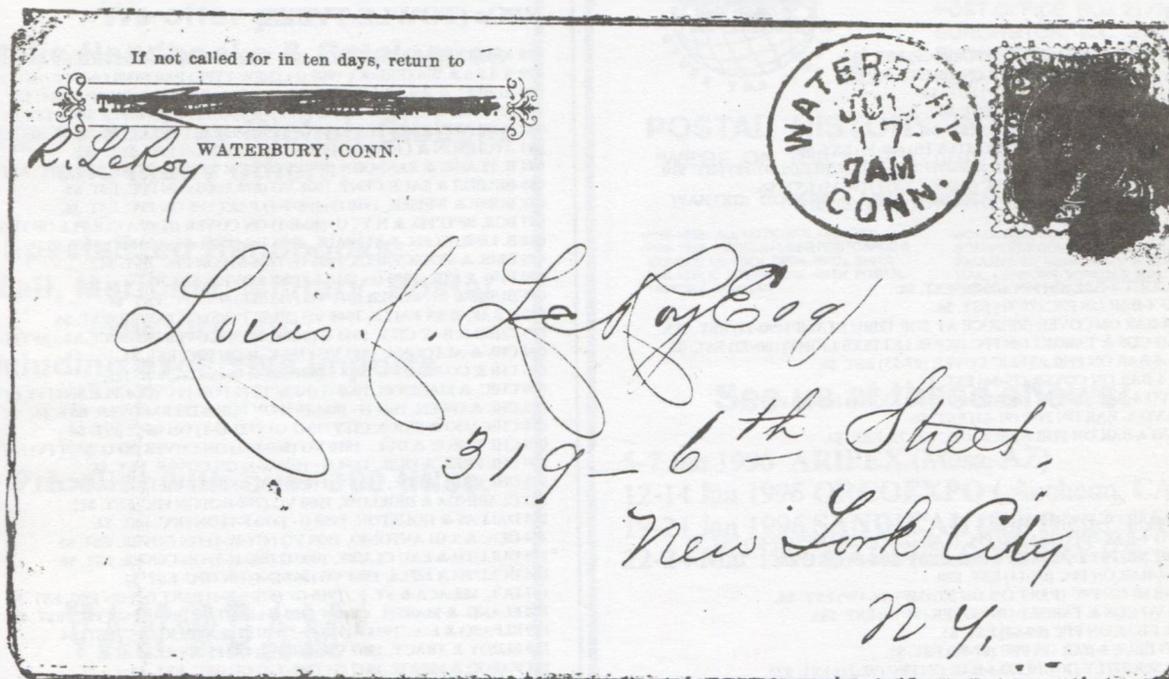
RPOs (TOWLE TYPES)

- 078 ABERDEEN & MILES CITY, 1945 VG (871-K-2) ON COVER. EST. \$4.
 079 A. LEA & WATERLOO, 1909 G+ (NEW TYPE) PART O/S ON PPC. EST. \$6.
 080 ALBUQ. & WILLIAMS, 1908 G+ (964-W-1) PART O/S ON PPC. EST. \$20.
 081 ANTLER & RUGBY, 1918 G (876-1-A-4) ON PPC (COUPLE SPOTTY LETTERS) EST. \$15.
 082 ASHLAND & MN'PLS, 1914 G+ (851-J-9) PART O/S ON PPC. EST. \$4.
 083 ATCHISON & LENORA, 1910 VG (908-G-2) ON PPC. EST. \$12.
 084 B. PLAIN & SANBORN, 1910 VG (NEW TYPE) ON CREASED PPC. EST. \$5.
 085 BEMIDJI & SAUK CENT, 1908 VG (878-1-A-1) ON PPC. EST. \$8.
 086 BOISE & WEISER, 1910 G (898-T-1) PART O/S ON PPC. EST. \$6.
 087 BOS, SP'G'FD. & N.Y., G+(80-E-1) ON COVER (HAS A COUPLE OF TEARS) EST. \$5.
 088 B. LINE, GLEN. & ST. PAUL, 1913 VG (880-1-1-1) ON PPC. EST. \$12.
 089 BRIS. & SIOUX FALLS, 1908 G+ (886-1-1) ON PPC. EST. \$12.
 090 BUF. & CHI., 1935 G+ (610-J-2) ON COVER. EST. \$4.
 091 BURL. & ST. LOUIS, 1941 VG (752-B-6) ON GPC. EST. \$4.
 092 C. RAP. & S. FALLS, 1948 VG (NEW TYPE) ON COVER. EST. \$6.
 093 CHEB. & BAY CITY, 1945 G (643-G-2) ON COVER (REDUCE AT LEFT) EST. \$4.
 094 CHI. & ALTOONA, 1945 VG (753-K-1) ON PPC. EST. \$4.
 095 CHI. & CO. BLUFFS, 1948 F (694-AB-6) ON COVER. EST. \$4.
 096 CHIC. & MADISON, 1908 G (NEW TYPE) ON PPC (COUPLE SPOTTY LETTERS) EST. \$6.
 097 CHI. & OWEN, 1949 G+ (844-G-1) ON PHILATELIC COVER. EST. \$4.
 098 CHICAGO & SIOUX CITY, 1942 G+ (723-D-1) ON GPC. EST. \$4.
 099 CHI. ELROY & DUL., 1910 VG (860-D-1) ON COVER (RPO SPOTTY) EST. \$7.
 100 CHI. FREE. & DUB., 1894 G+ (690-K-1) ON COVER. EST. \$8.
 101 CHI. RICH. & CIN., 1938 VG (651-F-3) ON PHILATELIC COVER. EST. \$4.
 102 CLARINDA & BIGELOW, 1906 VG (798-B-2) ON PPC. EST. \$15.
 103 DALLAS & HOUSTON, 1950 G+ (470-F-1) ON GPC. EST. \$4.
 104 DEN. & SAN ANTONIO, 1930 VG (471-W-1) ON COVER. EST. \$5.
 105 DULUTH & EAU CLAIRE, 1900 G (860-H-3) ON COVER. EST. \$6.
 106 DULUTH & MPLS., 1964 VG (867-D-4) ON GPC. EST. \$4.
 107 DUL. MILACA & ST. P., 1910 G+ (878-5-E-1) PART O/S ON PPC. EST. \$6.
 108 ELAND. & MARSH. CIRCA 1909 G LIGHT (851-AA-1) ON PPC. EST. \$8.
 109 EL PASO & L.A., 1953 F (963-O-2) ON PHILATELIC GPC. EST. \$4.
 110 ELROY & TRACY, 1907 VG (866-P-2) ON PPC. EST. \$5.
 111 FARGO & MINOT, 1947 G+ (869-T-1) ON GPC. EST. \$5.
 112 FT. WORTH & GALVES., 1910 G (473-C-1) ON COVER. EST. \$5.
 113 FREEPT. & CENT., G LIGHT (709-R-2) ON COVER. EST. \$8.
 114 GILMAN & SPRING, 1906 G LIGHT (NEW TYPE) ON PPC. EST. \$6.
 115 GD. FORKS & ST. PAUL, 1908 VG (869-W-2) ON GPC. EST. \$8.
 116 HANK. & BISMARCK, 1916 G+ (880-2-C-1) ON COVER (REDUCE AT RIGHT) EST. \$5.
 117 HASTINGS & COLOGNE, 1910 G (838-P-1) ON PPC (COLOGNE LIGHT & O/S) EST. \$5.
 118 HIBBING & DULUTH, 1948 VG (879-2-B-1) ON GPC. EST. \$4.
 119 HUDSON & ELLSWORTH, 1909 G LIGHT (NEW TYPE) ON PPC. EST. \$6.
 120 INLET & OLD FORGE, 1930 VG (NEW TYPE) ON PHILATELIC CARD. EST. \$4.
 121 INT. FLS. & ST. P., 1963 F (881-3-D-1) ON GPC. EST. \$4.
 122 JACK & MIAMI, 1954 F (NEW TYPE) ON PPC. EST. \$5.
 123 K.C. & DENISON, 1957 VG (809-M-3) ON GPC. EST. \$4.
 124 K.C. & MEMPHIS, 1935 F (819-C-3) PART O/S ON COVER. EST. \$5.
 125 K.C. & SILOAM SPRINGS, 1947 F (827-G-1) ON GPC. EST. \$5.
 126 K.C. & TUCUMCARL, 1947 VG (922-Y-1) ON COVER. EST. \$4.
 127 LAC. & ST. PAUL, 1878 VG BLUE (837-G-1) ON COVER. EST. \$12.
 128 LAKE & FT. MYERS, 1954 VG (388-C-1) ON GPC. EST. \$4.
 129 LAONA & GREEN BAY, 1932 G SPOTTY (834-3-B-1) ON TONED COVER. EST. \$6.
 130 LINC. & BILL, 1909 VG (946-T-2) ON PPC. EST. \$8.
 131 L. ROCK & FT. WORTH, 1948 VG (456-K-2) ON GPC. EST. \$4.
 132 LOWELL & BOSTON, 1910 G (69-1-A-2) ON PPC. EST. \$4.
 133 MADISON & CANTON, 1910 VG (739-3-C-1) ON PPC. EST. \$10.
 134 MILES CITY & SPOK., 1909 VG (874-B-1) ON PPC. EST. \$5.
 135 MPLS. & CEDAR RAP., 1950 VG (753-V-2) ON GPC. EST. \$4.
 136 MPLS. & MILES CITY, 1942 F (871-V-1) ON PPC. EST. \$5.
 137 MPLS. & WATERTOWN, 1954 F (883-E-1) ON GPC (DIAL A BIT HI) EST. \$4.
 138 MONROE & RUTH, 1904 VG (331-R-1) ON COVER WITH MINOR FLAWS. EST. \$12.
 139 N.O. & HOUSTON, 1950 VG (NEW TYPE) ON GPC. EST. \$5.
 140 N.Y. & CHI., 1909 VG (559-H-6) ON PPC. EST. \$4.
 141 NORF. & WILM., 1948 VG (513-F-1) ON GPC. EST. \$4.
 142 PALESTINE & HOUSTON, 1947 VG (485-J-2) ON GPC. EST. \$4.
 143 POCATELLO & PORT., 1906 G LIGHT (898-P-2) ON PPC. EST. \$5.
 144 PT. HURON & CHI., 1905 G (624-J-4) ON GPC. EST. \$8.
 145 ST. JOHNS & CAMB. JCT., 1956 VG SLIGHTLY DOUBLED (11-Q-1) ON PHIL. COVER. EST. \$4.
 146 ST. PAUL & ABERDEEN, 1912 VG (871-AA-6) ON PPC. EST. \$5.
 147 ST. PAUL & JAMESTOWN, 1910 VG (874-AF-2) ON PPC. EST. \$5.
 148 ST. PAUL & MINOT, 1917 G (869-AJ-2) ON SOILED COVER. EST. \$4.
 149 ST. P. & PORTAL, 1913 VG (880-1-G-2) ON PPC. EST. \$5.
 150 ST. PAUL & WILLISTON, 1951 VG (869-AM-3) ON GPC. EST. \$4.
 151 ST. PAUL. MINN. TERM. RPO, 1954 VG (884-B-3) ON GPC. EST. \$4.
 152 S.L. CITY & LOS ANG., 1929 G+ (972-K-3) PART O/S ON PPC. EST. \$8.
 153 SEATTLE & HOQUIAM, 1916 VG (901-4-E-6) ON PPC. EST. \$10.
 154 SHE. & MERRILLAN, 1908 VG+ (851-V-1) ON PPC MISSING UL CORNER. EST. \$12.
 155 THIEF R. FALLS & KEN., 1907 VG (880-1-Q-1) ON PPC. EST. \$15.

STANDARD RULES APPLY. PHOTOCOPIES AVAILABLE FOR AN ADDITIONAL BIDDING FEE. 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 FEBRUARY 10, 1996 FROM 1PM TO 9PM (CENTRAL STANDARD TIME).

CLOSING DATE: FEBRUARY 10, 1996 9PM (CENTRAL)

The "Rarest" Waterbury, Connecticut Killer?



Several recent postal history auctions have featured (deservedly so) some of the rarer and most sought after Waterbury, Connecticut fancy cancellations. Long known and desired by collectors, the creation and use these fanciful and elaborate designs are considered to be one of the more interesting sidelights to the collecting of American postal history. After perusing several auction catalogs that featured these items, it became apparent that many of these cancels, but not all, exist in relatively high numbers (and prices!). This observation then led me to the conclusion that the cover shown above (notwithstanding the illegal use of a revenue as postage) represents the "rarest" type of Waterbury, Connecticut killer!

How often has one been offered a plain Waterbury quartered cork killer? Not too often I'd bet, therefore they must be very rare or almost non-existent. What brought all this about was my being offered a philatelic text that due to the fact that it was "unsigned" by the author, it was much "rarer" than the plentiful and "common" autographed copies! It was not too much of stretch for me to then apply that sort of thinking to my modest, but "rare" Waterbury, Connecticut cover.

R. Munshower 7/75

DOUG DE ROEST MAIL BID SALE NUMBER 11

482 MODELAIRE DRIVE, LA GRANDE, OREGON 97850

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

CALIFORNIA

- 1 ADINVILLE, 1877 G lite, CDS on soiled CVR rough @ Rt (71-76) E \$10.00
- 2 ARNO, 1909 ty A-2 4 Bar (Sacra 89-27) Est \$8.00
- 3 BALLS FERRY, 1907 G+ Ty 1 DOANE, O'Strk (Shasta 75-16) E \$8.00
- 4 BULWINKLE, 1910 VG Ty A-1 4 Bar part on stamp (Humb 08-22) E \$5.00
- 5 CARMEL, 1908 VG+ Ty 2/1 DOANE as Recd (Mont 03-Op) Est \$3.00
- 6 CEMENT, 1908 VG Ty A-1 4 Bar (Solano 03-28) Est \$10.00
- 7 DENVERTON, 1908 Fine Ty 2/1 DOANE (Solano 58-11) Est \$10.00
- 8 FALK, 1918 VG+ Ty B 4 Bar on PSE, bit trim @ Rt Est \$5.00
- 9 FERRY STA (S.F.) 1929 VG Purple DCDS on penalty CVR Est \$4.00
- 10 FOSTERIA, 1909 G+ CDS/Target (Cala 03-18) Est \$8.00
- 11 GIBSON BRANCH / SAN PEDRO, 1918 VG+ Military Duplex (18-20) Est \$12.00
- 12 MIDLAND, 1909 FINE purple Ty A-2 4 Bar (Kern 08-14) Est \$10.00
- 13 MINERAL KING, 1927 VG CDS/Target (Tulare 77/78) Est \$4.00
- 14 NIMSHAW, 1912 VG Ty 2 DOANE as Recd, O'Strk (Butte 80-23) E \$5.00
- 15 PISMO, 1908 VG Ty 2 DOANE (94-23) Est \$4.00
- 16 PRESIDIO, 1908 G+ Weird Military Duplex, Year in killer E \$8.00
- 17 PRIZE, 1907 VG CDS/Target (Colusa 00-19) Est \$10.00
- 18 REDDING, 1922 VG FLAG (used 1922-1925) Est \$4.00
- 19 REDROCK, 1910 G+ CDS/Target (Lassen 88/33) Est \$ 5.00
- 20 RUBY, 1910 VG Ty A-2 4 Bar (Sisk 91-13) Est \$12.00
- 21 SEASIDE, 1909 VG+ Ty A-1 4 Bar (Mont. 91-Op) Est \$3.00
- 22 SOLDIERS HOME, 1907 G+ CDS ties stamp to CVR With illustrated CC views of town. Bit trim at Rt. still nice, (Los Angeles 89-15) Est \$10.00
- 23 SPRINGS, 1909 FINE Ty A-2 4 Bar (Ventura 09-12) Est \$10.00
- 24 STANTON, 1916 G+ Ty B 4 Bar (Orange 12-21) Est \$3.00
- 25 VERONA, 1908 VG Ty 2 DOANE (Sutter 97-41) Est \$5.00
- 26 WINEHAVEN, 1914 FINE Ty A-2 4 Bar (Con Cos 10-25) Est \$8.00

IDAHO

- 27 AVON, 1913 VG lite Ty B 4 Bar (Latah 91-53) Est \$ 4.00
- 28 BIG BAR (Rural Sta), 1966 VG 4 Bar on 3X5 card (65-66) Est \$10.00
- 29 BOWMONT, 1945 FINE Ty F 4 Bar on card size CVR (Cany 11-54) E \$3.00
- 30 BURKE RUR. BR., 1967 VG+ 4 Bar on 3X5 card (68-80) Est \$3.00
- 31 (CAMP FARRAGUT) U.S. NAVY, 1944, both 3 Bar and Inter. Mach. cancels both O'Strk Ea other. 3 Bar is scarce cancel, Est \$ 8.00
- 32 CORRAL, 1910 G+ Ty A-2 4 Bar (Camas 81/68) Est \$4.00
- 33 DECULO, 1926 VG Ty A-3 4 Bar. Mailed W/O postage \$3.00
- 34 DRUMMOND, 1913 G+ Ty B 4-Bar (Fremont 11-61) Est \$ 4.00
- 35 EMMETT, 1908 VG CDS/Cork on CVR Est \$ 4.00
- 36 FEATHERVILLE, 1917 READABLE ty B 4 Bar (Elmore 08-28) Est \$ 4.00
- 37 GOODRICH, 1914 G Ty A-2 4 Bar (Adams 01/57) Est \$ 3.00
- 38 GRAND VIEW, 1915 VG Ty A-2 4 Bar (Owyhee 88-Op) Est \$ 3.00 p73
- 39 GRANGEMONT, 1932 FINE Ty C-1 4 Bar on clean CVR (17-55) Est \$4.00
- 40 GREER, 1909 G+ lite (Clearwater 99-57) Est \$4.00
- 41 HARVARD, 1944 FINE Ty F 4 Bar (Latah 06-Op) E \$3.00
- 42 HAYDEN LAKE, 1927 G Ty D 4 Bar (Koot 07-86) Est \$3.00
- 43 ILO, 1913 VG Ty B 4 Bar (Lewis 90/20) Est \$10.00
- 44 LENORE, 1957 VG Ty F 4 Bar on GPC (00-Op) Est \$3.00
- 45 LORENZO, 1908 VG Ty A-1 4-Bar (01-73) Est \$3.00
- 46 MEADOWS, REC'D, 1908 CDS used as sending cancel. G Est \$3.00
- 47 MICA, 1907 and Lyondale, READABLE, as Rec'd. (stamp gone) Est \$4.00
- 48 MILNER, 1909 G Duplex, Idaho not struck, (03-44) Est \$3.00
- 49 MINKCREEK RUR. STA. 1959, VG 4 Bar on Phil. CVR (59-65) Est \$3.00
- 50 MONTGOMERY, 1920 VG Ty B 4 Bar on CVR, closed tear (Gem 12-78) Est \$4.00
- 51 MOSCOW RFD #4, Ca 1908 Ty 11, scribble Est \$12.00
- 52 OVID, 1913 G lite Ty B 4 Bar (Bear Lake 71-Op) Est \$3.00
- 53 PEARL, 1907 just G lite Ty 2 DOANE (Gem 95/29) Est \$7.00
- 54 PLUMMER, 1912 G+ Ty A-2 4 BAR, Early (Bene 10-Op) Est \$3.00
- 55 ROGERSON, 1917 VG Ty B 4-Bar (Twin 10-61) Est \$4.00
- 56 ROSEBERRY, 1932 VG Ty A-3 4 Bar on card size CVR \$3.00
- 57 ROSEWORTH, 1909 READABLE CDS/Target, off @ Rt (96/33) Est \$4.00
- 58 SANTA, 1948 VG Ty F 4 Bar (87-Op) Est \$3.00
- 59 SAINT CHARLES, M.O.B., 1921 G+ DBL CDS as sending cancel, ties stamp to cover Est \$7.00
- 60 SILVER CITY, 1911 just G duplex (Owyhee 67-43) Est \$3.00
- 61 SOLDIER, 1911 FINE non-standard 4 Bar (Camas 82-22) Est \$5.00
- 62 SNOW, 1914 VG Ty B 4 Bar (Nez Perce 05-22) Est \$10.00
- 63 STAR, 1910 VG Ty A-2 4 Bar (Ada 80-Op) Est \$3.00
- 64 STEELE, 1907 VG+ Ty A-1 4 Bar (Lewis 96-23) Est \$10.00
- 65 SWEET RUR. BR. 1968 G+ PURPLE DBL CDS on 3X5 card (67-68) E \$4.00
- 66 SWEETWATER, 1915 G+ Ty B 4 Bar (Nez Perce 03-55) Est \$4.00
- 67 TWIN FALLS, 1908 VG+ Ty 2 DOANE, O'Strk Est \$5.00
- 68 VALLEY, 1912 VG, over inked, Ty B 4 Bar (Bonner 02/23) Est \$8.00
- 69 WEST MOUNTAIN RUR BR., 1966 FINE DBL CDS on 3X5 card Est \$3.00

MONTANA

- 70 ABSAROKEE, 1930 VG 5 BAR Non-Standard on CVR (92-Op) Est \$4.00
- 71 ALPINE, 1948 VG+ Ty F 4 Bar (Carb 14/53) Est \$4.00
- 72 ARLEE, 1930 FINE Ty C-1 4 Bar on clean CVR (Lake 85-Op) E \$3.00
- 73 AUSTIN, 1908 G+ Ty 2 DOANE as rec'd (Lew & Clk 01-67) E \$4.00
- 74 BELGRADE RFD #1, Ca 1908 Ty 11 scribble Est \$12.00
- 75 BELTON, 1913 G+ Ty B 4-Bar (Flathead 09-49) Est \$5.00
- 76 CASTLE, 1909 G Ty 2/3 DOANE (Meagher 87/18) Est \$10.00
- 77 CHARLO, 1930 VG Ty C-1 4 Bar on clean CVR (Lake 18-Op) E \$3.00
- 78 CLANCY, 1881 G+ non-standard CDS ties 3ct Banknote. Illustrated Ad of McCormick Harvester, Dillon, etc Left 1/3 of CVR. Torn at night & repaired but all original. (1872-1885) Est \$15.00
- 79 CONCORD, 1912 VG+ Ty A-2 4 Bar (Toole 08-12) Est \$10.00
- 80 CRAIG, 1946 VG Purple Ty F 4 Bar on PSE (88-53) Est \$4.00
- 81 DEER LODGE CITY, 1894 VG CDS/Cork on CVR (Powell 68-94) E \$25.00
- 82 ELIZABETH, 1909 VG 4 Bar (Mont indist) stamp gone (Teton 96-10) \$10.00
- 83 ENID, 1911 VG+ Ty B 4 Bar (Rich 98-82) Est \$ 4.00

- 84 FORTINE, 1909 VG Ty A-1 4 Bar (Linc 05-Op) Est \$5.00
- 85 FOSTER, 1908 G+ Ty A-1 4-Bar (Big Horn 07-20) Est \$15.00
- 86 FROID, 1912 VG+ Ty B 4-Bar (Rosa 10-Op) Est \$5.00
- 87 GEYSER, 1931 VG Ty E Depression 4-Bar (92-Op) Est \$3.00 p73
- 88 HOFFMAN, 1917 G+ Ty A-2 4 Bar (Park 00/18) Est \$ 15.00
- 89 JEFFERS, 1917 VG Ty B 4 Bar (Madi 03-75) Est \$ 4.00
- 90 LAME DEER, 1931 VG Ty C-1 4 Bar on clean CVR (87-Op) E \$3.00
- 91 LOLO, 1929 VG Ty C-1 4 Bar on clean CVR (Miss 88-Op) Est \$3.00
- 92 MAMOUTH, 1907 readable CDS as rec'd (77/31) Est \$4.00
- 93 MARTINSDALE, 1908 VG, MAGENTA Ty 3/3 Doane, unlisted Est \$5.00
- 94 MARTINSDALE, 1910 VG+ GREENISH, DBL CDS Ty 1/3 DOANE MIMIC Est \$6.00
- 95 MEADOW CREEK, 1907 readable CDS as rec'd (Madison 89/08) E \$5.00
- 96 MILLTOWN, 1930 FINE Ty C-1 4 Bar on clean CVR (Miss 12-Op) Est \$4.00
- 97 MEYERSBURG, 1910 G+ lite, Ty 2 DOANE, unlisted (Park 87-11) E \$ 15.00
- 98 PINECREEK, 1908 VG+ Ty 2/1 DOANE as rec'd (Park 04-14) Est \$6.00
- 99 POLARIS, 1918 VG Ty B 4 Bar (BEAVER 98-85) Est \$5.00
- 100 REEDPOINT, 1930 FINE Ty A-3 4 Bar on CVR (Still 08-Op) E \$3.00
- 101 RIMINI, 1912 CDS ties 1ct Green (84-38) Est \$4.00
- 102 ROSCOE, 1908 VG Ty 2/1 DOANE as rec'd (Carbon 05-Op) E \$5.00
- 103 RUBY, 1908 G Ty A-1 4 Bar (Mad 01-24) Est \$5.00
- 104 SAINT JOSEPH, 1918 G+ blurry Ty B 4 Bar (Liberty 14-24) Est \$20.00
- 105 SAINT MARY RUR STA, 1957 G 4 BAR Est \$3.00
- 106 SALESVILLE, 1908 VG+ Ty 3/3 DOANE (Gallatin 80/27) Est \$6.00
- 107 SEDAN, 1909 FINE Ty 2/2 DOANE (Gallatin 91-15) Est \$15.00
- 108 SUNSET, 1911 FINE Ty 3/1 DOANE (Miss 83-14) Est \$20.00
- 109 SUPERIOR, 1931 VG+ weird non-standard wavy 4 Bar on clean CVR E \$5.00
- 110 THOMPSON, 1908 G+ duplex (Sanders 82/12) Est \$ 4.00
- 111 TIBER DAM RUR STA, 1955 VG 4 BAR, Rare One! (1954-1956) Est \$25.00
- 112 TROY, 1910 VG Ty A-2 4 BAR (Linc 93-Op) Est \$3.00
- 113 TUNIS, 1911 VG+ Ty B 4-Bar (Chouteau 10-18) Est \$40.00
- 114 WALKERVILLE, 1913 VG Duplex (Silver Bow 78-58) Est \$ 4.00
- 115 WARLAND, 1912 VG bit Dbl Ty A-1 as rec'd (Linc 07-57) Est \$3.00

OREGON

- 116 ANDREWS, 1909 G Ty 3/2 DOANE (Harney 90-68) Est \$5.00
- 117 BARNES, 1909 VG Ty A-2 4 Bar invert & on stamp (Crook 09-25) E \$10.00
- 118 BEULAH, 1337 VG Ty E Depression 4 Bar, on CVR (Mal 84-47) Est \$6.00
- 119 BLAKELYVILLE, 1910 G+ Ty A-2 4 Bar (Lane 10-18) Est \$8.00
- 120 BLIND S(LOUGH), 1912 readable Ty B 4 Bar as rec'd (10-24) E \$3.00
- 121 BRIDGEPORT, 1911 VG Ty B 4 Bar (Baker 83-67) Est \$5.00
- 122 CHITWOOD, 1910 VG Ty 1/2 DOANE (Linc 87-45) Est \$ 5.00
- 123 CORBETT, 1908 VG Ty 1/1 DOANE as Recd (Mult 95-Op) Est \$4.00
- 124 CROW, 1909 VG CDS/Target (Lane 74-38) Est \$5.00
- 125 FIFE, 1912 VG Ty A-2 4 Bar (Crook 09-18) Est \$10.00
- 126 FOLLYFARM, 1949 VG Ty F 4 Bar on LD GPC (Mal 29-49) Est \$6.00
- 127 GOSHEN, 1911 VG Purple Ty 3 DOANE (Lane 74-57) Est \$4.00
- 128 GREENHORN, REC'D, 1912 G CDS as Recd (Baker 02-19) Est \$ 10.00
- 129 GREENVILLE, 1907 G+ Ty 3 DOANE (Wash 71-07) Est \$12.00
- 130 HAINES, 1907 FINE Ty 3/5 DOANE (Baker 84-Op) Est \$4.00
- 131 HARE, 1908 G+ Ty 3 DOANE (Curry 98-13) Est \$60.00
- 132 HEMLOCK, 1909 VG+ Ty 3/1 DOANE (Till 08-21) Est \$7.00
- 133 HOT LAKE, 1905 FINE Ty 2/2 DOANE as Recd, CVR back SCARCE \$10.00
- 134 KEATING, 1909 VG Ty A-2 4 Bar (Baker 80-75) Est \$4.00
- 135 KIST, 1908 G+ CDS/Target (Col 99-12) Est \$ 25.00
- 136 LAMPA, 1909 G+ Ty 2/1 DOANE as rec'd (Coos 05-18) Est \$7.00
- 137 LIME, 1909 G+ Ty 3/2 DOANE (Baker 99-84) Est \$ 4.00
- 138 MITCHELL, 1907 VG Ty 3/5 DOANE (Wheeler 73-Op) Est \$4.00
- 139 MOWBACH, 1947 FINE Ty C-2 4 Bar on CVR (Klam 36-48) Est \$ 12.00 p73
- 140 NEWBRIDGE, 1908 VG+ Ty 3/2 DOANE (Baker 78-87) Est \$5.00
- 141 NYE, 1909 G+ Ty 2/1 DOANE (Umatilla 87-17) Est \$10.00
- 142 PEEL, 1912 G+ Ty 2 DOANE (Doug 88-21) Est \$10.00
- 143 PIONEER, 1910 G+ Ty A-2 4 Bar (Linc 00-29) Est \$10.00
- 144 PINE, 1928 VG Ty B 4-Bar on CVR (Baker 92-58) Est \$4.00
- 145 PITNER, 1908 VG Ty A-1 4 Bar (Till 01-10) Est \$15.00
- 146 POWWATKA, 1910 G Ty A-1 4 Bar (Wallowa 00-20) Est \$10.00
- 147 RICKREALL RFD #1, Ca 1910, Ty 11 Ms, carrier + date Est \$10.00
- 149 RILEY, 1908 VG Ty 3 DOANE (Harney 85-19) Est \$10.00
- 150 ROBINETTE, 1911 G+ EARLY Ty A-2 4 Bar (Baker 09-57) Est \$8.00
- 151 RUCKLES, 1910 VG lite Ty 2 DOANE (Doug 98-34) Est \$5.00
- 152 RYE VALLEY, 1910 FINE Ty A-2 4 Bar (Baker 69/35) Est \$5.00
- 153 SAINT HELEN, 1909 VG Ty 2 DOANE (Col 50-13) Est \$5.00
- 154 SIGNAL, 1938 VG Ty F 4 Bar on LD CVR (Lane 27-38) Est \$ 10.00
- 155 SILVIES, 1956 VG Ty E Depression 4-Bar (Grant 15-56) Est \$5.00
- 156 SKELLEY, readable Ty 2 DOANE, O'Strk (Doug 04-10) Est \$10.00
- 157 TEMPLETON, 1911 G+ Ty 3 DOANE (Coos 98-17) Est \$10.00
- 158 UNITY, 1907 VG Ty 3/4 DOANE (Baker 91-Op) Est \$7.00
- 159 WAPINITIA, 1908 VG Ty 2 DOANE (Wasco 78-35) Est \$5.00
- 160 WEATHERBY, 1910 VG Ty A-1 4 Bar on CVR, bit uneven Rt (Bak 79-20) 12.00
- 161 YANKTON, 1904 VG Ty 1/1 DOANE as rec'd on CVR back (Col 94-31) Est \$5.00

WASHINGTON

- 162 ARLETTA, VG Ty 2 DOANE (Pierce 93-27) Est \$10.00
- 163 BARNESTON, 1908 G+ Ty A-1 4 Bar (King 01-24) Est \$10.00
- 164 BLOCKHOUSE, 1908 VG CDS (Klickitat 72-30) Est \$10.00
- 165 CLYDE, 1934 VG Ty C-2 4-Bar LD GPC (Walla 91-34) Est \$5.00
- 166 DIAMOND, 1908 VG Ty 3 DOANE (Whitman 86-56) Est \$5.00
- 167 EAST SEATTLE, 1908 VG Ty 2/1 DOANE, O'Strk (King 04-24) E \$8.00
- 168 FAIRBANKS, 1914 FINE Ty B 4-Bar, faulty PPC (Whitman 09-17) E \$12.00
- 169 FALLBRIDGE, 1917 G+ non-standard 4 Bar (Klickitat 11-26) E \$10.00
- 170 FRONTIER, 1910 G CDS/Target (Stevens 01-12) Est \$18.00
- 171 HOH, 1908 VG Ty 2/1 DOANE, stamp bit damage (Jeff 04-34) E \$12.00
- 172 JOHNSON, 1908 FINE Ty 2 DOANE (Whitman 88-56) Est \$ 5.00
- 173 JUNCTION, 1907 VG+ Duplex (Jeff 01/09) Est \$14.00
- 174 KENNYDALE, 1909 VG Ty A-1 4 Bar (King 04-65) Est \$4.00
- 175 LEXINGTON, 1911 VG Ty A-1 4 Bar (Cowlitz 88-17) E \$10.00
- 176 LYNDEN RFD #1, Ca 1911 Ty 11 scribble Est \$12.00
- 177 MESKILL, 1911 VG lite Ty 3/1 DOANE (Lewis 05-20) E \$5.00
- 178 NAPAVINE, 1947 VG blurry, non-standard Machine Mims, faulty PPC 8.00

DOUG DE ROEST MAIL BID SALE NUMBER 11**WASHINGTON (Cont.)**

- 179 NAVAL TORP STA KEYPORT, 1943 G 4 Bar on GPC Est \$5.00
 180 NEWSKAH, 1907 G CDS/Target on GPC (Grays Harbor 96-11) Est \$20.00
 181 NORMAN, 1910 G+ Ty A-1 4-Bar (Snohomish 85-45) Est \$5.00
 182 NORTH YAKIMA, WASH. (RFD #5) Magenta straight line HANDSTAMP ties 1ct green to PPC Est \$15.00
 183 PILCHUCK, 1910 VG+ Ty A-1 4-Bar (Snohomish 90/22) Est \$6.00
 194 PRESCOTT, RFD #1, Ca 1909 Ty 11 scribble Est \$12.00
 195 RIMROCK, 1917 VG Ty B 4 Bar, PPC W/Vert crease (Yakima 17-18) E \$75.00
 198 ROBERTVILLE, 1908 G+ Ty 3 DOANE as recd & on stamp (Klick 06-12) \$10.00
 197 ROCKFORD RFD #1, 1919 Ty 11 date + Route Est \$12.00
 198 SCHRAG, 1917 G+ (Wash not struck) Ty B 4 Bar (Adams 11-34) Est \$4.00
 199 SILCOTT, W.T., 1886 FINE manuscript on PSE FRONT w/spindle, Very nice and no territorial marks known by LONG (Asotin 83-92) Est 75.00
 200 SILVANA, 1913 VG DOANE MIMIC (Ty 3/4) Est \$5.00 p73
 201 STANWOOD, WASH. TERR., 1878 G+ Purple non-standard CDS ties 3ct Bank note to clean cover. Est \$50.00
 202 STANWOOD RFD #2, Ca 1909, Ty 11F Est \$12.00
 203 SULTAN, 1917 VG DOANE (with round dot for number var.) tone cover 5.00
 204 TUMWATER RFD #2, 1908 Ty 11, (RFD + Date) Est \$12.00
 205 VALLEY RFD, Ca 1912 Ty 11 scribble Est \$12.00
 206 VANASELT, 1910 VG lite Ty 2/3 DOANE (King 92-13) Est \$10.00
 207 VANBUREN, 1908 FINE TY A-1 4-Bar (Whatcom 91-18) Est \$12.00
 208 WAUNA, 1908 FINE Ty 3/5 DOANE (Pierce 06-Op) Est \$5.00
 209 WINESAP, 1910 VG Ty A-2 4-Bar EARLY (Chelan 09-44) Est \$5.00
 210 WINLOCK, Ca 1885 CDS/Target (territorial) on PSE, lite stain E \$50.00

WYOMING

- 211 ALBIN, 1909 FINE Ty A-1 4-Bar (Laramie 05-Op) E \$3.00
 212 JENNY LAKE, 1958 G+ Ty F 4-Bar (Teton 26-62) E \$4.00
 213 LABARGE, 1908 VG Ty 3/2 DOANE (Linc 80/28) Est \$6.00
 214 LOST CABIN, 1910 VG+ TY A-2.4-Bar (Fremont 88-66) E \$4.00
 215 MANDERSON, 1909 VG Ty A-1 4-Bar Early (Big Horn 07-Op) E 3.00
 216 MAYOWORTH, 1908 G Ty 2 DOANE as Recd (Johnson 89-44) Est \$5.00
 217 MIDWAY, 1910 FINE Ty 2/2 DOANE (Sublette 92/18) Est \$12.00
 218 MORAN, 1955 VG Ty F 4-Bar (Teton 02-Op) E \$3.00
 219 NEW HAVEN, 1919 VG Ty B 4-Bar (Crook 09-75) Est \$4.00
 220 PATRICK, 1910 Ty A-1 4-Bar (Goshen 87-14) Est \$10.00
 221 POWELL, 1913 G+ Ty A-1 4-Bar (Park 08-Op) E \$3.00
 222 WAPITI, 1957 VG+ Ty F 4-Bar (Park 04/Op) E \$3.00

R.P.O. (TOWEL TYPES)

- 223 ALTURAS & RENO, 1911 VG 975-D-1, TR 2 Est \$15.00
 224 BAKER & PRAIRIE CITY 1915 G ("PR" bit off) on CVR (Sumpter Valley Railway, Narrow Gauge) TR2, Est \$20.00
 225 (BIGGS) & SHANIKO, 1907 partial TR13 Est \$5.00
 226 BLAINE & SEATTLE, 1937 G+ 903-B-2, T359 on PSE Est \$4.00
 227 BUTTE & S.L. CITY S.D., 1919 VG 890-K-1, TR31 \$8.00
 228 CENTRALIA & HOQUIAM, 1924 G+ lite, 901 4-A-1, T578 on CVR Est \$5.00
 229 DAYTON & PASCO, 1906 VG (ASCO on stamp) 901.5-A-1, WEST Est \$5.00
 230 EDGLEY & ABERDEEN, 1912 VG lite, 1885-O-1, NORTH Est \$15.00
 231 (FRE)SNO & GOSHEN, 1913 G 962 4-B-1, NORTH Est \$10.00
 232 GRANDVIEW & NO. YAKIMA, VG 901 6-A-1, T337 on CVR, Est \$15.00
 233 HAVRE & BUTTE, 1914 VG 891 6-B-1, T236 Est \$5.00
 234 HEMPSTAD & LLANO, 1911 VG 474-D-5, TR48 Est \$12.00
 235 LEWISTON & RIPARIA / JUL. 7, 1909 / RAYMOND BERRY, three straight lines in MAGENTA, unlisted clerks stamp ties 1ct Grn as sending \$25.00
 236 METALINE FALLS & SPOK, 1912 VG+ Unlisted type (TR45) Est \$18.00
 237 MILES C. & SEAT. W.D., 1896 VG+ 892-K-1, TR 2 Est \$5.00
 238 N.Y. & WASH. FAST MAIL, 1906 VG 238-D-2, TR78 Est \$3.00
 239 POCA & BOISE, 1911 G+ 898-M-2, TR14 Est \$6.00
 240 PORT & BEND, HPO, 1959 G+ on commercial CVR TRIP 104 Est \$4.00
 241 ST VINCENT & ST PAUL, 1914 FINE 869-AW-1, TR.1 Est \$6.00
 242 SEATTLE & SEATTLE, 1908 G+ SE 1-A Street Car, 1PM Est \$7.00
 243 SPOK & BREWSTER, 1938 VG bit lite, 906 6-B-1, TR 316 Est \$8.00
 244 TACOMA & MORT (ON), 1916 partial 905 5-B-1, Tr.2 Est \$10.00
 245 TEMPLE & SAN ANGELO, 1912 just G 484-L-4 Est \$4.00
 246 WALLA WALLA & PASCO, 1914 FINE 901 5-B-1, TR348 Est \$6.00

STANDARD RULES APPLY, Single item bids reduced to estimate.

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ANNOUNCEMENTS

MAIL SALES with postal history to delight any collector. Ask for free catalog. Juno Stamps, 1765A Juno Ave., St. Paul, MN 55116-1467. [26-6]

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MONTANA, WASHINGTON, OREGON, IDAHO collectors, join the Pacific Northwest Postal History Society. Dues \$10.00 annually includes subscription to the Society journal. To join, or for more information, write: Tom Pomeroy, 1909 Nut Tree Drive NW, Salem, OR 97304-1110. [27-1]

CARDS & COVERS: FOR SALE

COVERS FOR SALE - Disposing of varied collection - stampless through early 20th century, many categories represented, reasonable prices, quick response with photocopies. Please indicate interests - Russell Crow (APS), 3001 Hanover Ave., Richmond, VA 23221 [27-5]

CARDS & COVERS: FOR SALE

KANSAS FOR SALE - Real photo scenes and buildings from Norton, Kansas \$2 each plus postage. 1915 circa. I need Oregon DPOs prior to 1930. C. W. Deer, 1439 Barton Ave., Eugene, OR 97404 [26-6]

TOWNS: WANTED

ALABAMA POSTAL HISTORY before secession (1/11/1861) wanted. Send for offer made by check, or send photocopy and price. Van Koppersmith, P.O. Box 81119, Mobile, AL 36689. [26-6]

CONTRA COSTA COUNTY, California - Wish to buy originals or will pay for photocopies of covers from Nortonville, Sommersville, Stewartsville, West Hartley, Judsonville, Black Diamond and Antioch to 1910. Duane Ulrich, 2749-B Anklam Rd., Tucson, AZ 85745 (602) 623-7129 [27-5]

LAKE CITY, COLORADO & Hinsdale County, Colorado wanted. Bill Strauss, HC 64, Box 366, Big Lake, TX 76932 [27-4]

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]

TOWNS: WANTED

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]

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]

NORTH DAKOTA: All postal history wanted, from territorial to modern. Send photocopies or on approval. Gary Anderson, 698 E. Hoyt Ave., St. Paul, MN 55106 [27-3]

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]

SOUTH DAKOTA postal history from territorial to modern wanted for my personal collection. Top prices paid. Ken Stach, 212 E. Woodglen Road, Spartanburg, SC 29301. [27-4]

UTAH BRANCH PO POSTMARKS. Need Salt Lake City branches/stations: Air Base, Army Air Base, Granger-Hunter, Hunter, Kearns 1942-46 only, Pioneer 1920-45 only, Sugarhouse Station 1899-1908 only; Ogden's Station A, NPO 10295; Delta's Topaz Br cds only; Brigham's Bushnell General Hospital Sta. Any numbered station/branch of any Utah PO. Received markings/special delivery/general delivery/ect. for anu Utah Branch/Station. Send photocopy or approval with price. Dennis Pack, 1915 Gilmore Ave., Winona, MN 55987 [26-6]

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**AD DEADLINE FOR NEXT
ISSUE: JAN. 21, 1996**

TOWNS: WANTED

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 [27-4]

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

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

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

DOANES: WANTED

DOANE CANCELS: Buy and trade Doane cancels of all states. Send photocopies or on approval. Gary Anderson, 698 E. Hoyt Ave., St. Paul, MN 55106 [27-3]

ADVERTISING COVERS: WANTED

TEXAS HOTEL covers wanted. The cheaper, the better. Bill Strauss, HC 64, Box 366, Big Lake, TX 76932 [27-4]

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]

LITERATURE: FOR SALE

NEW! POSTMASTERS & POSTOFFICES OF SOUTH CAROLINA, 1860-1865, by Robert Stets and Harvey Teal. 65 pages, plastic comb binding, soft cover, \$10.00 plus \$2.50 shipping. Scarcity Rating for each office! Three sorts: Alpha Postoffice list with scarcity rating; Individual District list with Postmaster name, appointment date and LKU; Alpha Postmaster list with postoffice name. Learn which are scarce Confederate offices! Order from Robert Stets, P. O. Box 142, Walterboro, SC 29488. [27-1]

"WAR DATES" and "Beyond War Dates and More!" geographical and chronological listings of wars, occupations, new nations from World War I up to the Korean War. Both: softbound 170 pages. \$28.00 postpaid USA (Canada & Overseas add \$2.00). VAN-DAM, Box 8809L, Anaheim, CA 92812. [26-6]

LITERATURE: FOR SALE

ILLINOIS POST OFFICES: A Listing and Guide to Postmark Scarcity. For the first time, an alphabetical arrangement of Illinois offices with opening dates (virtually complete through 1930) and closing dates (complete through 1930, with previously unpublished data about later closings). With full county information, name changes, etc. Includes a relative scarcity index for every office, and valuation guide. Printing in January. Order it now! 192 pages, paperback, 5,000+ listings. \$25 postpaid. Jim Mehrer, 2405 - 30th Street, Rock Island, IL 61201. [26-6]

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

SERIAL RUNS of popular publications: *Transir Postmark Collector*, 1870-1994 - \$10 per year; *Heliograph*, 1987-1994 - \$10 per year; and *La Posta*, 1984-1993 - \$10 per year. Also the green book of MPOS History - \$50. All sent postpaid. Bob Kiskan, 226 Buena Vista, Ann Arbor, MI 48103. Phone 313-663-3115. [27-1]

MISCELLANEOUS: WANTED

ON COVER \$5.00 Alexander Hamilton (Scott 1053). Must be fine usage. Will pay \$200 for wrapper, etc. or \$300 for intact cover smaller than 7 1/2 x 9 inches. No bank tags. Tony Wawrukiewicz, 7257 S.W. Nevada Terrace, Portland, OR 97219. [27-5]

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. [26-6]

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]

PRECANCELED George Washington Bicentennial stamped envelope entires, any city, Scott U523-U528. Ken Lawrence, P.O. Box 8040, State College, PA 16803 [26-6]

MISCELLANEOUS: WANTED

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]

WANTED - US COVERS to foreign destinations using 3 cent commemoratives during period 1934 to 1954. Non-philatelic mail - Np FDC. Roger Schnell, 4800 NE 20th Terrace, Fort Lauderdale, FL 33308. [27-1]

AIRMAIL COVERS - Commercial Only; No First Flights or philatelic -United States to destinations in Europe, Africa, Asia and Oceania dating from before 1938. Also C1-C6 on commercial covers to foreign or domestic addresses. Send priced on approval or photocopies, or request my offer. Richard Helbock, P.O. Box 135, Lake Oswego, OR 97034 [26-6]

US SCOTTS #U88, U185, U186 unusual material especially covers, proofs, essays, the 7c Vermillion. I will even accept photostats of covers you do not want to sell for my CCP continuing article. Bob Markovits, Box 891, Middletown, NY 10940. [27-1]

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