

LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

\$4

MARCH 1996



Fort Boisse, 1811, Nassau, S.F.Y.

INSIDE VIEW OF FORT BOISSE ON SNAKE RIVER.

LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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COVER: Our cover this issue is a contemporary lithograph by F. Michelin depicting an interior view of Fort Boisse. It is intended to focus attention of Dan Meschter's outstanding series on early transmountain mail contracts.

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<http://www.teleport.com/~laposta/>

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The Times They Are A Changin'

First off, I wish to disavow any responsibility for the particularly ferocious winter weather most of us in North America have experienced thus far. There is absolutely no truth to the rumor that Randy Stehles article on snow delays and my selection of a train stranded in a snow-storm for our November 1995 cover was directly related to what has followed. You may be assured, however, that the November 1996 cover will feature something with palm trees, sunny beaches and happy children.

You have probably already noticed some changes in the current issue of our journal. The printing probably looks a bit different. The paper is a bit lighter and brighter than in the past. And there was no envelope to open to get to the publication itself. Some of you have also discovered that the normal date of arrival has varied from past issues. All of these reflect the fact that *La Posta* is now being printed and mailed from Tarpon Springs, Florida. Yes, after 26 years of Helbock Family -- first me and then my son, Richard -- printing and mailing, the time has come to contract the job with some professionals. All editorial and publishing work will remain here in Oregon, and the addresses and phone numbers you use to contact us will remain unchanged.

Similarly, there has been no change in ownership. We have not been bought out by some giant publishing empire (sounds kind of familiar though, doesn't it?), and if you have complaints, criticisms, suggestions, or even, attaboys, you should still contact me via letter, phone or email.

There may be some unexpected glitches with our new arrangement. The possibility certainly exists when old procedures change and new people get involved in the mix. But, overall, I am quite optimistic that our new printing procedure will lead to a better looking journal and, hopefully, happier readers. As I've said all along, my goal is to provide you readers with the best possible American postal history journal at a reasonable price, and to offer our authors a venue for publishing their work in which they can take pride. I think our new arrangement works toward both of those goals.

There is one additional change associated with this new printing and mailing arrangement. From this issue onward, billing for subscription renewal will be done separately from the journal mailing. You will receive subscription renewal requests one issue prior to your current expiration date and again with the final issue of your current subscription. I haven't quite worked out all the details yet, but, after all, this is the way the "big guys" do their billing, so I assume we can muddle through.

Our newest publication, *A Price Guide to U.S. A.P.O. Cancels of the Second World War* by Jim Forte and yours truly, is now hot off the press and ready to order. The price is just \$14.95 plus \$2.00 shipping, and, as usual, you order direct from us at P.O. Box 135, Lake Oswego, OR 97034. The book is bound in laminated card covers and runs 144 pages with a very detailed introduction by Jim Forte. Each APO number is evaluated at every country location it occupied in terms of scarcity, demand and current market price. In other words, covers from the moveable APOs, such as APO 5 serving the 5th Division, are evaluated for Iceland, Northern Ireland, England, France, Luxembourg, Germany and Czechoslovakia. I can tell you from a personal experience, that a lot of work went into this book, and a lot of opinions were considered in arriving at the numbers. Jim and I fully expect the book to be controversial, and we look forward to the discussion. I've done my best to keep the price reasonable, and I think you'll not be disappointed.

We have some delightfully diverse postal history in this issue. Thomas Greene, an author new to our pages, shares with us some Rhode Island postal history. Dan Meschter returns with the latest installment of his outstanding series on early transmountain mail contracts. Alton Kraft, who has been absent from our pages for many years, leads us on an tour of the Sidney - Deadwood Trail to the Black Hills. Tom Clarke examines some Civil War "postal history." Randy Stehle investigates auxiliary markings which indicates that mail delivery was not delayed in some cases. Bob Schultz treats us to some stories about inaccessible post offices. Bob Munshower explains the "free" mailing privilege as it applied to the Viet Nam War, and Rod Crossley and I continue our series on US Domestic Bases in WWII with an examination of the Medical and Ordnance facilities.

We will be back again in two months with additional news and information. There is still plenty of room for that pet project you've been thinking about. How about dropping me a line, and let me explain how we can help you join our cadre of outstanding authors?

Bill

Richard Helbock

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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WEBSITES OF POSTAL HISTORY INTEREST

John White (jwhite@ednet1.osl.or.gov) suggests the following websites might be of use to postal historians:

1) <http://www.webcom/~piper/state/states.html>

This is a listing of state offices/departments for all 50 states. One finds archives, libraries and all sorts of valuable localized resources.

2) <http://www.goldbug.com>

An extensive source for historic map reproductions and mapping software. He has an historic county map Windows program called ANIMAP that is inexpensive and outstanding as a local or postal history tool!

La Posta Website

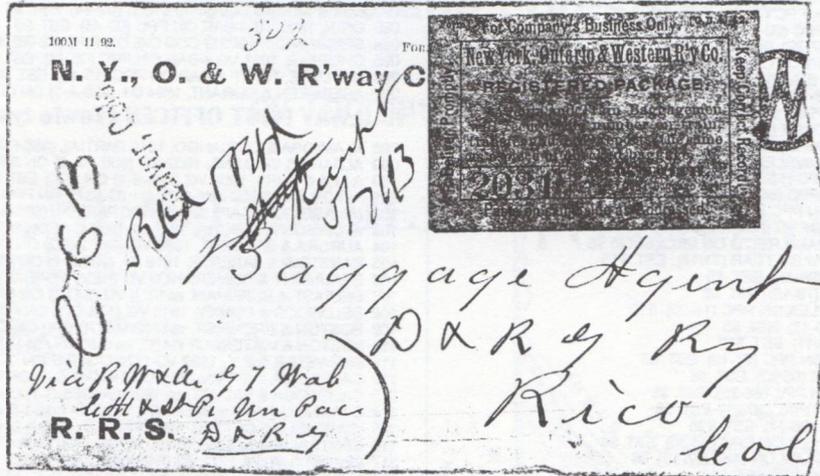
The La Posta Publications Website is moving to:

<http://www.teleport.com/~laposta/>

Check us out for the latest news on books, monographs and stuff. NOW AVAILABLE for downloading: Dan Meschter's "*Readers Guide to the first 25 years of La Posta*".

"We Have Met the Enemy and He Is Us."

by Robert G. Munshower



The oft-quoted (above) phrase uttered by Walt Kelly's Pogo character is an apt way to describe the thinking exhibited by railroad traffic departments in the eighteenth and early nineteenth centuries. Curiously enough, that same sort of thinking also expressed itself quite vividly, on the cover presented here. Over the years, railroads were famous for the routing of freight over lines and connections that were "friendly" to themselves. This practice often resulted in circuitous routings that engendered much added expense as well as delays, the cost of which, was then borne by the shipper.

The same sort of thinking is shown by the routing selected for this May, 1893 railroad business mail cover sent from the head freight office of the New York, Ontario & Western Railway in New York City to the baggage agent of the Rio Grande Southern Railway at Rico, Colorado. The circuitous routing this registered cover was forced to take resulted in a total of 2760 miles traveled and who knows how many days in transit. Had the cover simply been sent via the New York Central, Union Pacific, the Denver & Rio Grande, and the Rio Grande Southern railroads, the distance traveled would have been only 1692 miles. On another level of thinking, wouldn't it have been better to have routed the letter over the tracks of several "unfriendly" connections, thus allowing them to bear the cost of transporting the cover? The original routing and attendant mileage breaks down thusly:

New York, Ontario & Western Ry - New York City to Oswego, New York - 334 miles
 Rome, Watertown & Ogdensburg RR - Oswego, N.Y. to Suspension Bridge - 164 miles
 Grand Trunk Ry. - Suspension Bridge to Detroit, Michigan - 229 miles
 Wabash Ry - Detroit, Michigan to Chicago, Illinois - 343 miles
 Chicago, Milwaukee & St. Paul Ry - Chicago, Ill. to Omaha, Neb. - 488 miles
 Union Pacific Ry - Omaha, Nebraska to Denver, Colorado - 592 miles
 Denver & Rio Grande RR - Denver, Colorado to Durango, Colorado - 512 miles
 Rio Grande Southern RR - Durango, Colorado to Rico, Colorado - 94 miles

RANDY STEHLE MAIL BID SALE NO. 64

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CALIFORNIA

- 001 ASILOMAR, 1917 VG 4-BAR ON PPC (14-35). EST. \$5
 002 BELLVALE, 1909 VG CDS ON PPC (97-22). EST. \$10
 003 BERN, 1911 G+ 4-BAR REC'D ON PPC (04-32). EST. \$5
 004 BICKNELL, 1919 G+ 4-BAR ON PPC (09-40). EST. \$5
 005 BODIE, 1890 PARTIAL CDS B/S ON COVER (77-42). EST. \$5
 006 BODIE, G+ 191X MON-151 4-BAR ON PPC (77-42). EST. \$6
 007 BONANZA, 1908 F DOANE O/S ON PPC (00-14). EST. \$15
 008 BURNETT, 1905 VG CDS ON PPC (97-29). EST. \$5
 009 CASTLE CRAGS, 1908 F 4-BAR ON PPC TO GERMANY (08-30). \$8
 010 CHEROKEE, 1910 F 4-BAR ON PPC (54-12). EST. \$20
 011 CLINTON, 1908 F 4-BAR ON PPC (98-45). EST. \$20
 012 COLEGROVE STA., L.A., 1911 F DUPLEX ON PPC (09-17). \$6
 013 COZZENS, 1901 VG DUPLEX ON COVER (81-10). EST. \$35
 014 CRESSY, 1910 VG 4-BAR ON PPC (82-12). EST. \$10
 015 DALE, 1907 VG 4-BAR ON MUCH TRAVELED PPC W/COR GONE. \$25
 016 DALY CITY, 1918 G 4-BAR O/S ON PPC (13-17). EST. \$8
 017 DEADWOOD, 1907 G LITE CDS ON PPC (86-15). EST. \$8
 018 DUNMOVIN, 1941 F 4-BAR REC'D ON PPC FR CUBA (38-41). \$5
 019 EASTLAND, 1900 VG CDS ON PPC OF MT TAM (92-04). EST. \$15
 020 EAST PASADENA, 1904 VG EKV DOANE REC'D ON PPC (87/04). \$5
 021 EMMATON, 1908 F 4-BAR ON PPC W/ SM TEAR (71/18). EST. \$15
 022 FERN, 1908 F CDS REC'D ON PPC (98-45). EST. \$5
 023 FLORENCE, 1910 F 4-BAR ON PPC (78-18). EST. \$6
 024 FT. ROSECRANS BR., 1918 VG DUPLEX ON PPC (18-20). \$12
 025 GARNET, 1943 G 4-BAR ON PPC (30-43). EST. \$5
 026 GENEVA, 1907 F 4-BAR ON PPC (98/11). EST. \$12
 027 GERMANTOWN, 1914 G+ DUPLEX ON PPC (77-18). EST. \$5
 028 HARDWICK, 1910 VG 4-BAR ON PPC (95/42). EST. \$6
 029 INDIAN DIGGINS, 1909 G+ 4-BAR ON PPC (88-35). EST. \$5
 030 INGOMAR, 1909 G LITE DUPLEX ON PPC (90-21). EST. \$8
 031 KANAWYER, 1912 F 4-BAR ON PPC (08-14). EST. \$35
 032 LAMANDA PARK STA., 1928 VG DUPLEX ON PPC (26-30). EST. \$8
 033 LOS ANGELES/STA. U., 1911 VG DUPLEX ON PPC (07-13). \$6
 034 MARKWEST, 1906 G CDS ON PPC (85/17). EST. \$10
 035 MOSS, 1910 VG 4-BAR ON SKINNED PPC (95-17). EST. \$5
 036 NAT. MIL. HOME STA., L.A., 1929 NEW TYPE DPLX C.N. PPC. \$8
 037 NORD, 1914 VG LITE 4-BAR ON PPC (71/33). EST. \$5
 038 NORTH CUCAMONGA, 1908 G 4-BAR ON PPC (88-23). EST. \$5
 039 OLEANDER, 1910 VG 4-BAR ON PPC (81-35). EST. \$5
 040 OLEUM, 1911 F 4-BAR ON PPC (COC-1390 EKV)(10-51). E. \$5
 041 PALO VERDE, 1910 F 4-BAR ON PPC (03-40 PER.) EST. \$5
 042 PONDOSA, 1927 VG 4-BAR ON PPC (25-32 PER.) EST. \$8
 043 REDROCK, 1908 G+ CDS O/S ON PPC (88/33). EST. \$5
 044 SANITARIUM, 1910 VG 4-BAR ON PPC (01-88). EST. \$4
 045 SEQUOIA, 1907 F DOANE ON PPC (86-15). EST. \$20
 046 SHORB, 1907 F DOANE REC'D ON PPC (95-09). EST. \$5
 047 SIMONS, 1934 G+ LD 4-BAR ON PPC (08-34). EST. \$6
 048 SLIPPERY FORD, 1910 VG 4-BAR ON PPC (61-11). EST. \$5
 049 SPENCEVILLE, 1920 G+ 4-BAR ON PPC (72/32). EST. \$5
 050 STAGG, 1908 G+ DOANE ON PPC (02-26). EST. \$6
 051 STEDMAN, 1907 F DOANE USED YEARS LATER ON UNMAILED GPC. 10
 052 TANCRED, 1906 VG DOANE ON PPC (92-32). EST. \$8
 053 (THR)EE ARCHES(S), 1934 PARTIAL 4-BAR ON PPC (33-34). FIRST NON-PHILATELIC
 CANCEL I HAVE EVER SEEN FROM HERE. EST. \$10
 054 WEITCHPEC, 1910 VG CDS ON PPC (58/62). EST. \$5
 055 YOUNGS, 1913 VG 4-BAR ON PPC (12-14). EST. \$35

COLORADO

- 056 EARL, 1910 VG CDS ON PPC (95/23). EST. \$10
 057 FORKSCREEK, 1908 F DOANE ON PPC (78-27). EST. \$12
 058 GRAY CREEK, 1908 G+ CDS ON TORN PPC (95-21). EST. \$8
 059 PAGODA, 1908 F DOANE ON PPC (90-47). EST. \$6
 060 STRONG, 1908 VG 4-BAR ON PPC (05-29). EST. \$12

IDAHO

- 061 BOISE CITY, 1889 VG CDS ON GPC (64-96). EST. \$6
 062 CRAWFORD, 1910 G+ DOANE ON PPC (90-15). EST. \$12
 063 FERRELL, 1910 G+ 4-BAR ON PPC (02/21). EST. \$12
 064 LOWELL, 1912 VG 4-BAR ON PPC (08-43). EST. \$6
 065 MC ARTHUR, ca1917 G+ 4-BAR ON PPC (02/24). EST. \$20
 066 PICABO, 1931 F DC 4-BAR ON COVER. EST. \$6
 067 ROSEBERRY, 1911 VG 4-BAR ON PPC (91-43). EST. \$6
 068 SALMON CITY, 1891 G LITE CDS B/S ON GPC (69-95). EST. \$8
 069 STEELE, 1913 VG 4-BAR ON PPC (98-23). EST. \$12

MONTANA

- 070 BUSTEED, 1909 G CDS ON PPC (03-33). EST. \$6
 071 CLARA, 1912 VG 4-BAR ON PPC (05/35). EST. \$6
 072 FORT LOGAN, 1907 F DOANE ON PPC W/STAMP GONE (79-29). \$8
 073 HUNTERS HOT SPRINGS, 1910 G+ CDS ON PPC (78-32). E. \$6
 074 JITNEY, 1917 F 4-BAR ON PPC W/TEAR (18-34). EST. \$6
 075 RIDGELAWN, 1908 G DOANE REC'D ON PPC (08/14). EST. \$15

OREGON

- 076 CROW, 1912 VG 4-BAR ON PPC (74-38). EST. \$6
 077 EIGHTMILE, 1908 VG DOANE ON PPC (83-41). EST. \$6
 078 KINGSTON, 1908 VG CDS ON PPC (81-20). EST. \$8
 079 KINGS VALLEY, 1901 VG CDS ON SPINDLED GPC (55/74). E. \$6
 080 LAUREL, 1910 VG 4-BAR ON PPC (79-35). EST. \$6
 081 MELROSE, 1911 VG 4-BAR ON PPC (90-33). EST. \$6
 082 MINERVA, 1910 F 4-BAR ON PPC (90-39). EST. \$6
 083 PERRY, 1908 F 4-BAR ON PPC (90-31). EST. \$6
 084 PLEASANTHILL, 1911 VG DOANE ON PPC (50-22). EST. \$8
 085 STEAMBOAT, 1910 VG 4-BAR REC'D ON PPC (88-15). EST. \$25
 086 WELLEN, 1910 VG CDS ON PPC (91-22). EST. \$10

WASHINGTON

- 087 BOYLSTON, 1911 VG 4-BAR ON PPC (10-19). EST. \$35
 088 CATLIN, 1907 VG CDS ON PPC (92-09). EST. \$6
 089 DOMINION, 1923 VG 4-BAR ON PPC (15-41). EST. \$6
 090 MARKHAM, 1907 F UNLISTED DOANE ON PPC (84-45). EST. \$12
 091 MYRTLE, 1907 F CDS REC'D ON PPC (03-13). EST. \$8
 092 ORIN, 1907 VG DOANE ON PPC (02-44). EST. \$6
 093 ORIN, 1910 VG 4-BAR ON PPC (02-44). EST. \$6
 094 SEMIAHMOO, 1902 G CDS O/S ON PPC (72-08). EST. \$25
 095 CHOPAKA, 1911 VG 4-BAR ON PPC (08-43). EST. \$6
 096 SUNDAL, 1917 F 4-BAR ON PPC (15-45). EST. \$8
 097 ABERDEEN & DURANT, 1894 G+ (428-A-1) ON COVER. EST. \$8

RAILWAY POST OFFICES (Towel types)

- 098 ALAM(OSA & DUR)ANGO, 1910 PARTIAL (955-F-3) ON PPC. E. \$5
 099 ALBANY & YAQUINA, 1902 VG (900-1-A-2) ON SPINDLED GPC. \$20
 100 A LEA & BURL, 1909 VG (746-E-4) ON PPC. EST. \$6
 101 ALTON BAY & MERRY, 1930 G+ (C-13-b) ON PPC. EST. \$6
 102 (AMARILLO) & CARLSBAD, 1920 PARTIAL (988-A-1) ON PPC. \$8
 103 ATCHISON & LENORA, 1911 G+ (908-G-1) ON PPC. EST. \$10
 104 AURORA & SARGENT, 1935 VG (947-2-B-2) ON COVER. EST. \$6
 105 BARSTOW & BAKERSF., 1918 G+ (993-A-1) ON PPC. EST. \$10
 106 BEAUMONT & SOMER, 1909 VG (NEW TYPE) ON PPC. EST. \$10
 107 BELFAST & BURNHAM, ca1918 VG (5-D-1) ON PPC. EST. \$6
 108 BELLWOOD & PUNX'Y, 1912 VG (173-C-1) ON PPC. EST. \$8
 109 BOSTON & PROVAGT, ca1880 VG (70-G-1) ON COVER. EST. \$6
 110 BOSTON & WATERBURY/AGT, ca1880 VG (54-I-1) ON COVER. E. \$8
 111 BREWSTER & N.Y., 1892 VG (120-C-3) B/S ON COVER. EST. \$4
 112 CALEDONIA & SP VALLEY, 1910 F (744-C-1) ON PPC. EST. \$6
 113 CALISTOGA & VAL JCT, ca 1925 G+ (983-G-1) ON COVER. \$5
 114 CANANDAIGUA & WMSPORT, 1910 G+ (193-I-5) ON PPC. EST. \$5
 115 (CARL)ISLE & GETTYS, 1908 PARTIAL (210-A-3) ON PPC. E. \$5
 116 CENTRALIA & SOUTHBEND, 1911 G+ (901-3-A-1) ON PPC. E. \$6
 117 CHAMP & MILW, 1911 VG (648-K-3) ON PPC. EST. \$6
 118 CHI & HAYFIELD, 1921 VG (731-A-1) ON PPC. EST. \$6
 119 CHI & ST LOUIS/DAY, 1885 F (705-H-2) ON SPINDLED GPC. \$5
 120 CLARINDA & BIGELOW, 1911 G+ (798-B-2) ON PPC. EST. \$10
 121 CONCORD & HERIN, 1910 F (732-H-1) ON PPC. EST. \$12
 122 CUMB & DURBIN, 1912 VG (275-M-2) ON PPC. EST. \$6
 123 DANBURY & MINNEAP, 1916 VG (858-1-A-2) ON PPC. EST. \$6
 124 DEN & STEAMBOAT SPGS, 1909 F (962-2-D-1) ON PPC. EST. \$15
 125 ELK & CHARLESTON, 1922 VG (289-B-1) ON COVER. EST. \$6
 126 FRANK & TOL, 1912 VG LITE (NEW TYPE) ON PPC. EST. \$5
 127 FRESNO & COALINGA, 1915 F (992-4-A-1) ON PPC W/STAMP GONE 5
 128 FULTON & GRENADA, 1908 G (421-Q-4) ON PPC. EST. \$5
 129 GENEVA & NAPLES, 1908 VG (155-A-1) ON PPC. EST. \$6
 130 GLOBE & BOWIE, 1937 VG (989-1-D-2) ON PPC. EST. \$5
 131 HAMPTON & ALGONA, 1915 F (773-2-A-1) ON PPC. EST. \$6
 132 HOISINGTON & PUEBLO, 1928 F (920-C-3) ON COVER. EST. \$6
 133 LA CROSSE & WOONS, 1910 VG (888-R-2) ON PPC. EST. \$4
 134 LINWOOD & SUP, 1908 G (943-2-G-1) ON PPC W/STAMP GONE. \$4
 135 LOS ANG & SAN B'D'NO, 1908 F (984-X-3) ON PPC. EST. \$8
 136 LOUP CITY & GRAND ISL., 1907 G+ (NEW TYPE) ON PPC. EST. \$6
 137 MACK & RICH, 1911 F (820-T-1) ON PPC. EST. \$6
 138 MACON & PALATKA, 1907 VG (377-E-1) ON PPC. EST. \$6
 139 MANCH & HENNEKER, 1917 G+ (28-C-1) ON PPC. EST. \$5
 140 MONTANDON & BELLEFONTE, 1910 VG (199-G-1) ON PPC. EST. \$8
 141 MONTECRISTO & EVERETT, 1908 F (905-2-A-1) ON PPC. EST. \$25
 142 MONTROSE & GR JUNC., 1912 VG (957-G-1) ON PPC. EST. \$15
 143 MONTROSE & TUNK, 1908 VG (145-C-2) ON PPC. EST. \$15
 144 NENANA & EAGLE, 1939 F (X-48-b) ON GPC W/TEAR. EST. \$18
 145 NEWPORT & CARTHAGE, 1920 G+ (464-2-A-2) ON PPC. EST. \$6
 146 NEWTON CIRCUIT, 1911 VG (53-J-1) ON PPC. EST. \$6
 147 N.Y. & SAN JUAN, 1908 VG (E-13-a) ON PPC. EST. \$18
 148 NORFOLK & COLUMBUS, 1915 VG (938-O-1) ON PPC. EST. \$6
 149 OGDEN & CALIENTE, 1920 VG (972-D-2) ON PPC. EST. \$20
 150 PITTS & CRESTLINE, 1889 G (580-K-1) ON COVER. EST. \$5
 151 PT. HURON & SAGINAW, 1907 VG (635-B-2) ON COVERED PPC. \$5
 152 PORTLAND & DALLAS, 1911 VG (900-5-D-1) ON PPC. EST. \$5
 153 RENO & MINDEN, 1949 F (978-D-2) ON PPC. EST. \$4
 154 (R)OME & MERID, 1902 PARTIAL (401-L-1) ON GPC. EST. \$5
 155 SAN FRAN & S.L. OBISPO, 1920 G+ (980-K-1) ON PPC. EST. \$7
 156 SANTA ROSA & VAL JCT, 1908 VG (984-1-A-1) ON PPC. EST. \$18
 157 SEATTLE & SEWARD, 1929 VG (X-14-e) ON PPC W/ CORNER GONE. 8
 158 SEATTLE & SEWARD, 1941 VG (X-14-v) ON PPC. EST. \$10
 159 SEATTLE & SKAGWAY, 1932 VG (X-19-d) ON PPC. EST. \$8
 160 SHELBY FALLS & N HAVEN, 1911 VG (85-E-2) ON PPC. EST. \$6
 161 SIBLEY & GOWRIE, 1906 VG (786-2-B-1) ON PPC. EST. \$6
 162 SIL SPGS & TEXARK, 1910 G+ LITE (NEW TYPE) ON PPC. \$6
 163 SPOKANE & ADRIAN, 1909 F (906-6-A-1) ON PPC W/COR. GONE. 8
 164 (TACO)MA & M(ORT)ON, 1911 PARTIAL (905-5-B-1) ON PPC. \$5
 165 TEXARK & GATESV, 1909 F (488-I-1) ON GPC. EST. \$6
 166 TRUCKEE & LK TAHOE, 1931 VG (997-4-B-1) ON PPC. EST. \$8
 167 WASH & KNOXVILLE, 1915 F (754-H-1) ON PPC. EST. \$6
 168 WAY & LAKELAND, 1909 VG (371-E-1) ON PPC. EST. \$15
 169 WILKES RICK & TOW(ANDA), 1907 PARTIAL (179-C-2) ON PPC. \$8
 170 WILLITS & SAN FRAN, 1905 VG (985-U-1) ON COVER. EST. \$15
 171 WINTHROP & STORM LAKE, 1831 VG (794-H-1) ON REG REC. \$5
 172 WOODSVILLE & MONTPELLIER, 1928 G (38-D-1) ON PPC. EST. \$5
 173 YANKTON & PLATTE, 1909 G (885-M-1) ON PPC. EST. \$5

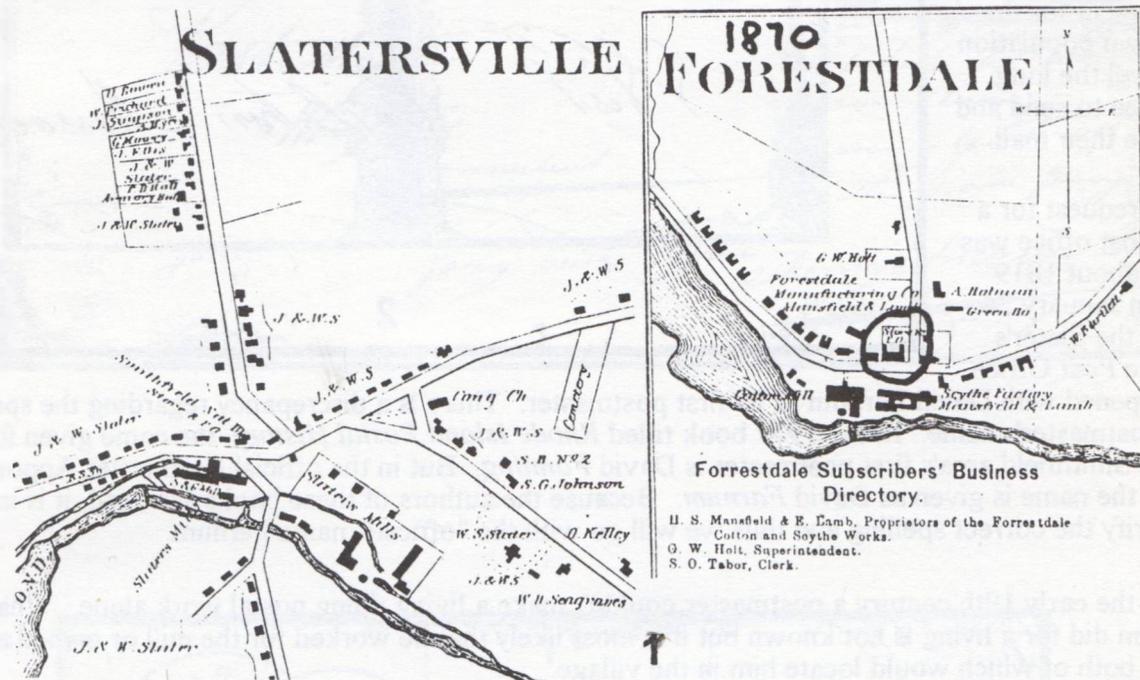
Standard rules apply. Minimum bid \$3.00 please.

Phone bids accepted: (415) 344-3080

CLOSING DATE: 15 April 1996 (10 PM PST)

The Post Offices of North Smithfield, Rhode Island --Slatersville and Forestdale--

by Thomas E. Greene



The town of Smithfield, Rhode Island was founded in 1731. After 260 years progressed it became necessary to divide the town for easier management. That event occurred in 1971 when North Smithfield was born. This is the story of the development of North Smithfield area's two post offices, Slatersville and Forestdale [Fig. 1].

Slatersville

The reason for the establishment of a U.S. post office in the northern section of the township was an increasing population. The trend began in Smithfield as mills in the area began to appear. By the early 19th century, with the creation of the mill owned by the Slater family, population growth was well under way.

Tom Greene has worked in public schools and now teaches area college students. His interests extend to maps and to thorough town history research as this article will attest. Tom has been the successful editor of the *Rhode Island Postal History Journal* from its beginnings eight years ago. Naturally, he and the RIPH Society members would appreciate information or questions from other collectors regarding Rhode Island covers. The society's address is: Box 113822, North Providence, RI 02911.

About the year 1819 a definite need for a separate post office for Slater's Village was apparent. The town of Smithfield to the south had had a post office since 1812, but it was no longer convenient for the milltown population to travel the long distance to send and receive their mail.

A request for a new post office was made about 1819 and on January 24, 1820, the Slater's Village Post Office

was opened with David Farnum as its first postmaster. There is a discrepancy regarding the spelling of this postmaster's name. In the 1977 book titled *Rhode Island Postal History*, the name given for the North Smithfield area's first postmaster is David *Fanning*. But in the official Postmaster Appointment Book the name is given as David *Farnum*. Because the authors of these books are dead, it is impossible to clarify the correct spelling and thus we will go with the "official" name Farnum.

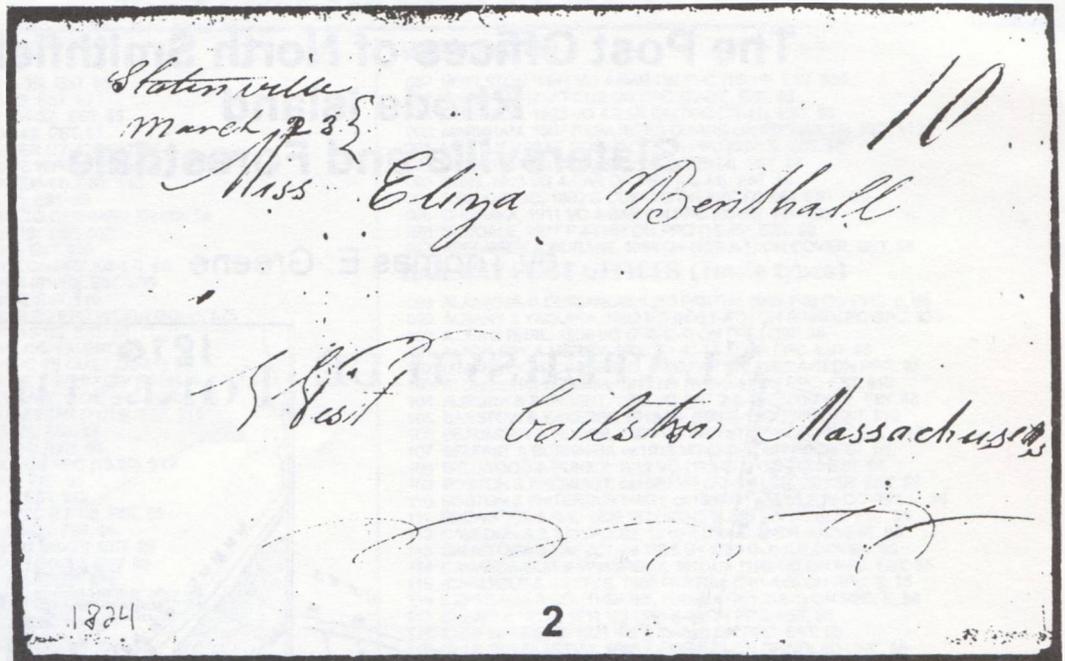
In the early 19th century a postmaster couldn't make a living doing postal work alone. What David Farnum did for a living is not known but it is most likely that he worked for the mill or owned a country store, both of which would locate him in the village.

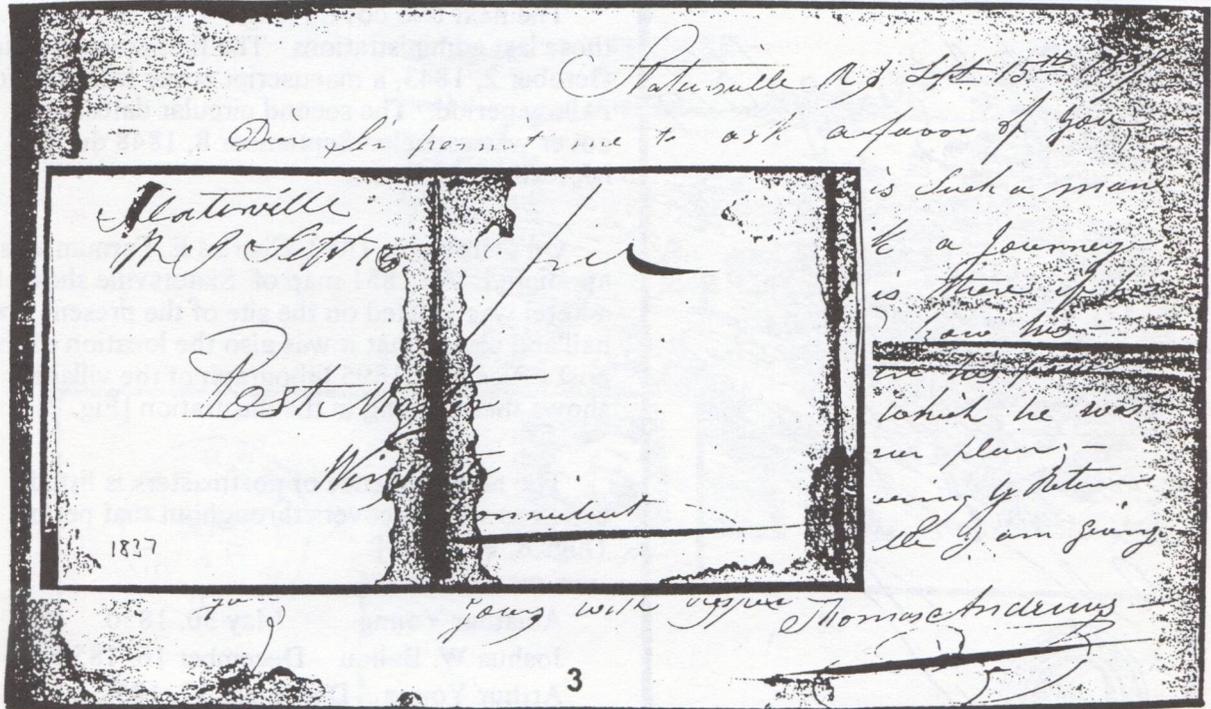
No cover from the first postmaster's term with a SLATERS VILLAGE postmark has yet surfaced. But the example [Fig. 2] appears to be a genuine cover from the last few days of the first postmaster. It dates from March 23, 1824, but the postmark reads SLATERSVILLE. This author can find no explanation for the error in spelling.

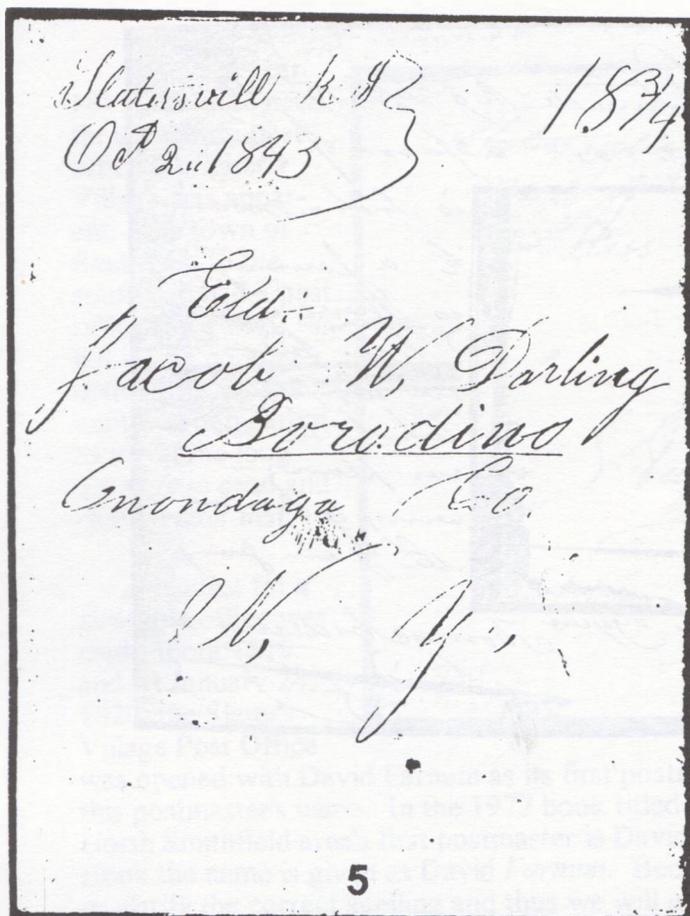
The second postmaster was Thomas Andrews appointed March 30, 1824. No cover survives from his term but a letter written by the said Andrews on September 15, 1837, the next example, dates from his second term as postmaster [Fig. 3].

The third postmaster was Abe Winsor appointed May 2, 1829 and the handstamped cover, dated August 15, 1832, is from this period [Fig. 4]. During this time, the Post Office Department changed the name to Slaterville. Apparently, the handstamp manufacturer did not know this and made a stamper with the spelling with an added "s": Slatersville. This last spelling has prevailed from that time on.

Thomas Andrews, as mentioned, returned as the fourth postmaster on April 9, 1834. He was followed by William S. Slater, appointed May 22, 1838. On January 16, 1843, George Bartlett became the fifth postmaster. In Walter Nebiker's book on the history of North Smithfield, a George Bartlett is listed on page 91 as being involved with the cotton mill at Branch Village in 1805. This may well be the same postmaster George Bartlett. He didn't last long though, because John Fellow was appointed on March 3, 1843 and was soon followed by Metcalf Marsh on June 26, 1845.







The next two covers [Figs. 5, 6] date from these last administrations. The first cover is dated October 2, 1843, a manuscript cover from the John Fellow period. The second circular datestamp cover was canceled September 8, 1848 during Metcalf Marsh's term.

On October 6, 1849, Charles E. Farnum was appointed. An 1851 map of Slatersville shows that a hotel was located on the site of the present town hall and claims that it was also the location of the post office. An 1895 lithograph of the village shows that building in the illustration [Fig. 7].

The next sequence of postmasters is listed below as well as covers throughout that period {Figs 8, 9, 10, 11}:

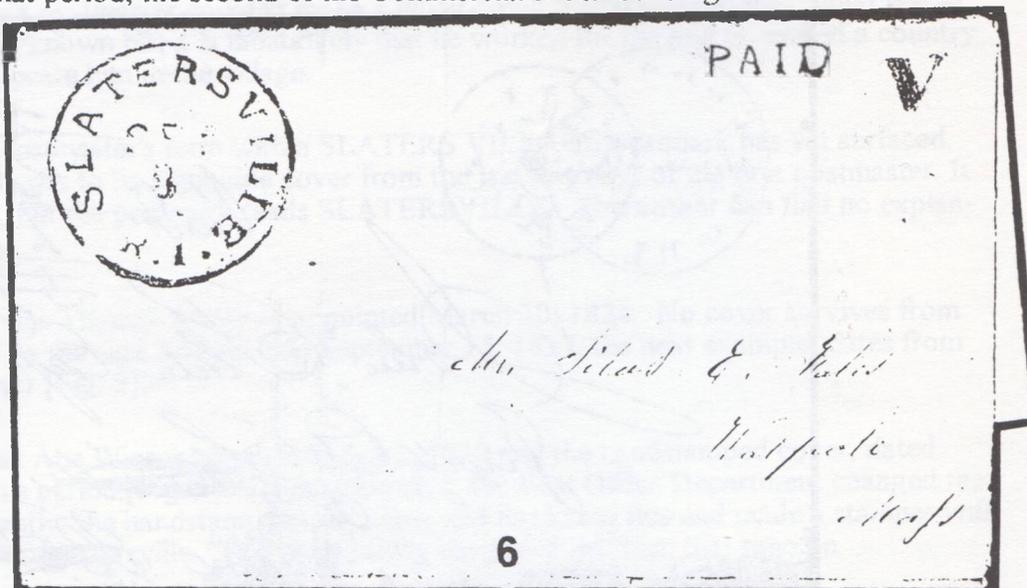
Abiathar Young	May 30, 1850
Joshua W. Ballou	December 16, 1856
Arthur Young	December 17, 1852
Arthur Young	July 2, 1861.

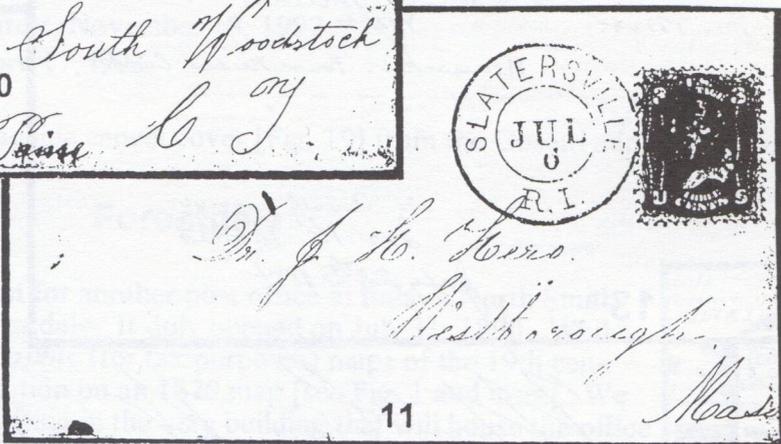
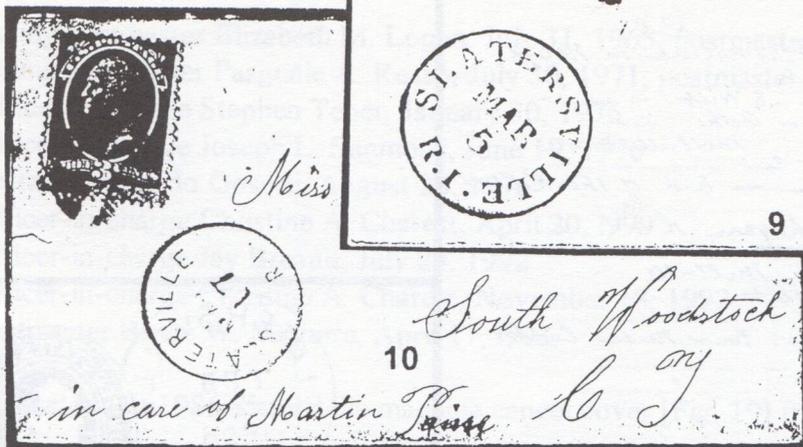
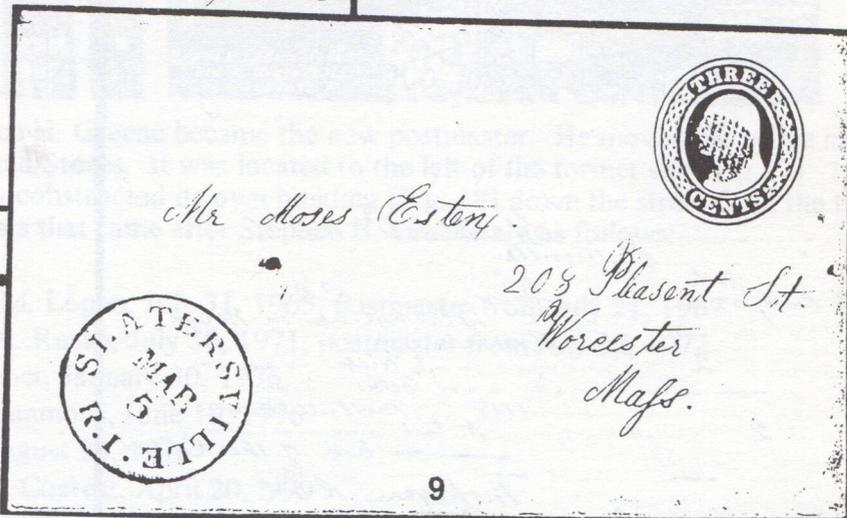
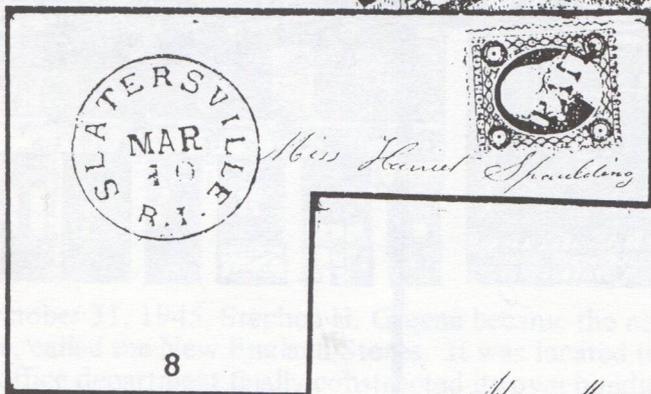
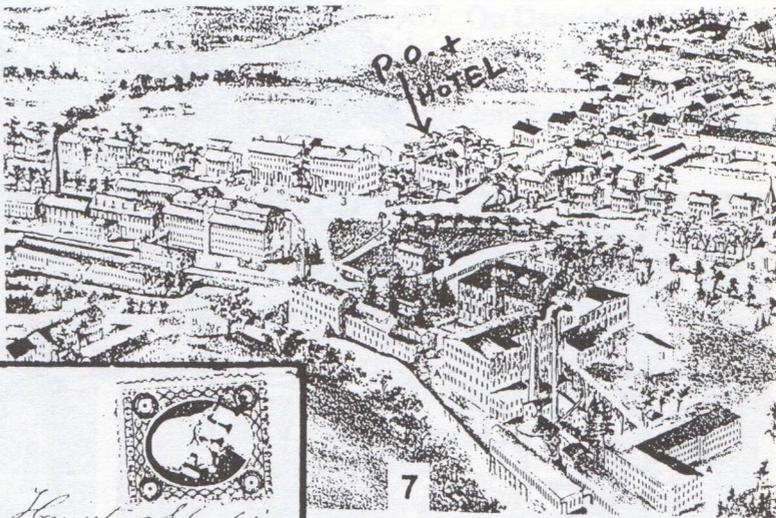
Throughout these years there is no information relating to the exact location of the post office other than the hotel. The last named postmaster retained his office from July 2, 1861 until

September 12, 1881. During that period, the second of the Commercial Block buildings was constructed and maps of 1862, 1870, and 1895 indicate that building as the location for the post office.

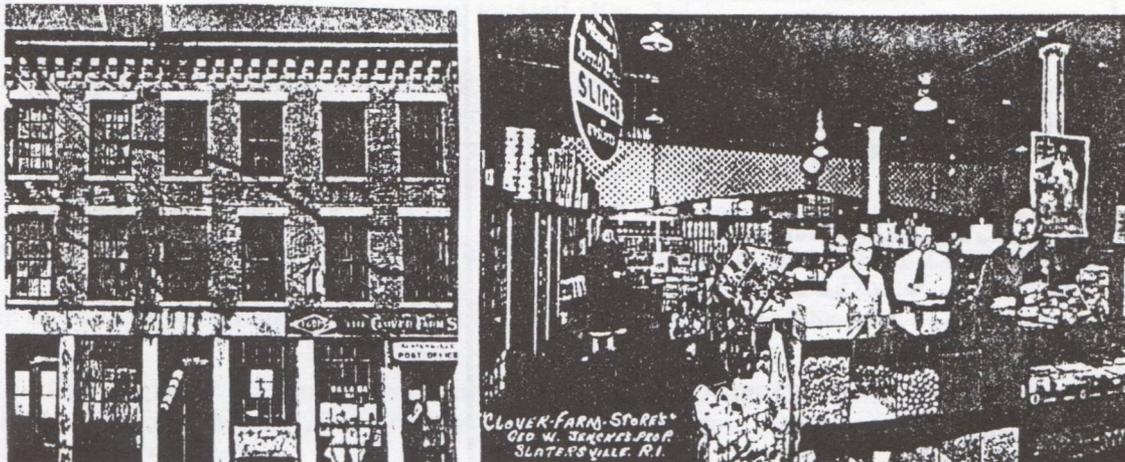
As mentioned earlier, North Smithfield became a separate town in 1871. The late 19th century photo [Fig. 12] shows the two Commercial Buildings. These buildings were used for the post office site until about 1964.

In 1881, the post office department changed the name to SLATERSVILLE at the time of the next postmaster appointment, that of Samuel Fessenden on September 12, 1881. The next two postmasters were Ira Parkis, from May 16, 1883, and Hebert I. Parkis, beginning on May 2, 1892. Illustrated is the site location report that was filed by Ira Parkis in accordance with post office regulations, and a cover from the Herbert Parkis tenure [Figs. 13, 14].





The next three postmasters were Felix O'Neill, beginning on November 22, 1901, James S. Slater, from March 23, 1905, and John N. Bottomley, after February 23, 1907. On December 19, 1911, George W. Jenckes became the postmaster. George was the proprietor of the Clover Farm Store and therein was located the post office. The photo pair below shows the store and an interior scene. The next illustration [Fig. 15] shows the site location report submitted by George Jenckes in 1935, along with one of his postal products [Fig. 16].



On October 31, 1945, Stephen H. Greene became the new postmaster. He moved the office into his own store, called the New England Stores. It was located to the left of the former site [Fig 17]. In 1964 the post office department finally constructed its own building [Fig. 18] down the street from the two former locations. The postmasters that came after Stephen H. Greene are as follows:

Acting postmaster Elizabeth M. Logan, July 31, 1965; postmaster from July 21, 1967

Acting postmaster Pasquale A. Russo, July 30, 1971; postmaster from July 22, 1972

Officer-in-charge Stephen Teper, January 30, 1976

Officer-in-charge Joseph L. Simmons, June 19, 1976

Postmaster Guido Gosetti, August 28, 1976

Officer-in-charge Christine A. Charest, April 20, 1990

Officer-in-charge Jay Breault, July 24, 1992

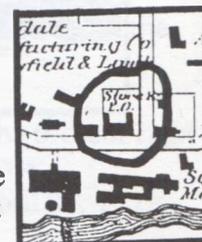
Officer-in-charge Christine A. Charest, November 18, 1992

Postmaster Bruce W. Maguire, April 17, 1993.

Illustrated is a 1986 Slatersville machine cancel cover [Fig. 19] from the Gosetti administration.

Forestdale

As population increased, the request for another post office in today's North Smithfield area came from the village of Forestdale. It duly opened on July 31, 1890. While researching among the various *cadastraphic* (for tax purposes) maps of the 19th century, I discovered a very peculiar indication on an 1870 map [see Fig. 1 and inset]. We see that a post office is indicated as existing in the very building that will house the office twenty years later after it actually came into being! Was this wishful thinking on the part of town planners at the time of the map's creation?



When the Forestdale post office was ultimately opened in 1890, the location was in the 1858 Com-

DIVISION OF TOPOGRAPHY
Post Office Department
 FOURTH ASSISTANT POSTMASTER GENERAL
 Washington

S

Postmaster, **SLATERSVILLE,**
 R. I.

In order that the site of your post office may be accurately located on the post-route maps, the following information is required. This form, together with a sketch described on the reverse side, should be completed and returned to the Division of Topography without delay.

FOURTH ASSISTANT POSTMASTER GENERAL

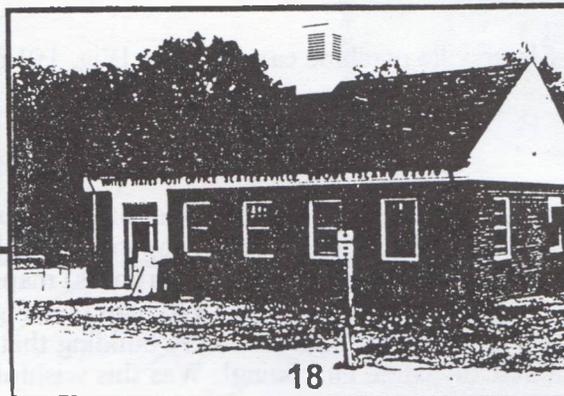
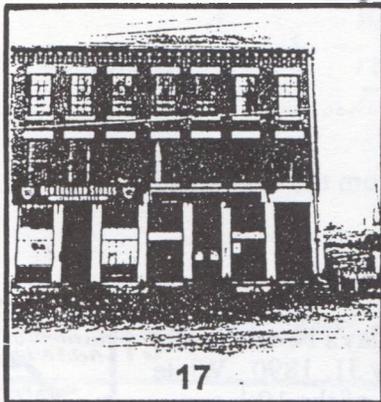
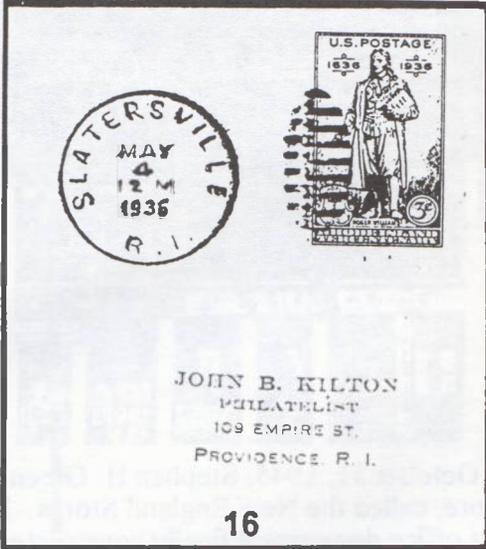
- Name of post office **Slatersville, R.I.** Other name by which town is known **No. Smithfield.**
- Township in which post office is located **No. Smithfield.** What part? **Northwestern.**
- County in which post office is located **Providence.** Nearest adjoining county **Rhodes.**
- Distances to nearest point of county line. By air **23 miles.** By traveled road **30 miles.**
- If your post office is located in an area that has been divided into sections by the U. S. Land Office, give the following data:
 quarter of section **---** Township **---** N or S **---** Range **---** E or W **---**
- Post offices nearest to your office (use in each general direction):

Name	County	Direction from your office	Distance by road
Mansville, R.I.	Providence	Southwest	2 1/4 m.
Forestdale, R.I.	Providence	East	1 1/2 m.
Millville, Mass.	Worcestershire	Northwest	2 1/2 m.
Georgiaville, R.I.	Providence	South	7 m.
- Name of nearest railroad **N.Y., N.H. & H.V.R.** Distance from post office **1/4 mile**
 Direction from post office **South** Name of nearest railroad station **SLATERSVILLE**
- Streams nearest to your post office (state whether River, Creek, Branch, etc.)

Name	Direction from post office	Distance
Branch River	South	1/8 mile
Blackstone River	No. East	2 1/2 mile
- How is mail supplied to your office? (Railroad, star route, etc.) **Star Route #5105**

POST OFFICE UNIT
 Division of Topography
 MAY 7 1936

15
 (Signed) *George H. Jackson*
 (Date) **MAY 6 1936**
 (Be sure to furnish sketch described on reverse side)



mercial Block and had as its first postmaster Ernest A. Mowry. Earlier, in July, 1890, Mr. Mowry had submitted a site location report which is reproduced here [Fig. 20].

The report gives us all sorts of detail --except to pinpoint the exact location of the office! We do know that this post office has always been in the Commercial Block, but it was at some time moved from one end of the building to the other. When that move occurred has not been documented. The photo shows where the first and second office were located [Fig. 21].

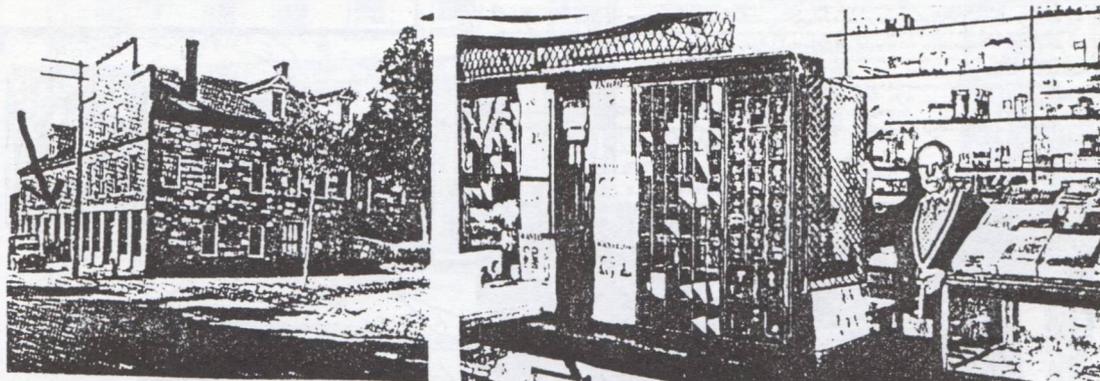
As shown, the first location was in the left end of the building. That section housed a village store which was still in use as late as 1930. The second postmaster, Fred E. Haines, was appointed on March 13, 1895. Illustrated is a cover canceled during his term, sent from the Forestdale Manufacturing Company, mailed on March 22, 1895 [Fig. 22].

Shortly thereafter, on March 21, 1898, Theodore F. Holman became the third Forestdale postmaster. The next cover [Fig. 23] was canceled during Mr. Holman's term and is a Doane. Notice the "2" printed within the killer lines which indicates that Forestdale was doing \$200.00 worth of business in 1908.

The fourth postmaster appointed on October 25, 1911 was Augusta Helm. In the *Providence Sunday Journal* dated February 22, 1914, the following Forestdale item is given:

...Miss Augusta Helm, who was made postmaster because the incumbent [Theodore F. Holman] did the very unusual thing for an office holder of resigning of his own violation that he might take up habitation elsewhere.

Arthur J. Stokes became the fifth postmaster on March 20, 1915. His post office was located in his village store. It continued there until probably 1978. This photo below shows Arthur Stokes at his post office counter as it appeared in 1930. In 1935, Arthur J. Stokes filed his site report [Fig. 24].



Bruce J. Stokes succeeded Arthur on December 31, 1945 as acting postmaster, and as official postmaster on July 24, 1947. A photo shows the post office while at the left side of the building in the village store [Fig. 25].

The post office, as mentioned, eventually moved from the left side of the building to the present right side as shown in the next photo [Fig. 26]. From 1978, the postmasters have been as follows:

- Officer-in-charge Mrs. Janice H. Thompson, September 23, 1978; postmaster from April 21, 1979
- Officer-in-charge Ms. Chris Charest, October 1986
- Officer-in-charge Joseph Breault, December 1986
- Officer-in-charge Jeffrey H. Massey, January 20, 1987
- Postmaster Martha M. Cote, March 28, 1987.

(No. 101) - New Series - July 1, 1896 (LOCATION PAPER)

Post Office Department,
OFFICE OF THE FIRST ASSISTANT P. M. GENERAL,
WASHINGTON, D. C.

20

Before the Postmaster General decides upon the application for the establishment of a post office at Forestdale, County of Providence, State of Rhode Island, it will be necessary for you to carefully answer the subjoined questions, get a neighboring postmaster to certify to the correctness of the answers, and return the location paper to the Department, addressed to me. If the site selected for the proposed office should not be on any mail route now under contract, only a "Special Office" can be established there, to be supplied with mail from some convenient point on the nearest mail route by a special carrier (see section 733, Postal Laws and Regulations of 1887), for which service a sum equal to two-thirds of the amount of the salary of the postmaster at such office will be paid by the Department.

You should inform the contractor, or person performing service for him, of this application, and require him to execute the inclosed certificate as to the practicability of supplying the proposed office with mail, and return the same to the Department.

Very respectfully,
J. S. Johnston
Post Asst. Postmaster General.

To Mr. George A. Reed
care of the Postmaster of Providence, who will please forward to him.

STATEMENT.

The proposed office to be called Forestdale P.O.

Select a short name for the proposed office, which, when written, will not resemble the name of any other post office in the State.

It will be situated in the West quarter of Section 1, Township North Smithfield (East or West to the County of Providence, State of Rhode Island).

Edge 1, 2, 3 (East or West to the County of Providence, State of Rhode Island).

It will be on or near route No. 1, 2, 3, being the route from Providence to Westerly, on which the mail is now carried twice times per week.

Will it be directly on the route - no - to be taken from Providence by Stage if not, how far from it - about 1/2 mile.

If not on any route, is a "Special Office" wanted - no - To be supplied from Providence.

The name of the nearest office to the proposed one, on one side, is Westerly, the distance is 1/2 m. in a Westward direction from the proposed office.

The name of the nearest office, on the other side, is Millville, the distance is 2 1/2 miles in a Southward direction from the proposed office.

The name of the nearest office to the proposed one is Westerly in a Westward direction from the proposed office.

The name of the most prominent river near it is Providence.

The name of the nearest creek is Providence.

The proposed office will be 1/2 mile from said river, on the East side of it, and will be 1/2 mile from said creek, on the West side of it.

The name of the nearest railroad is New York, Providence & Boston P.R.

If on the line of a river or railroad, on which the office will be located, how far from the track, and what is, or will be, the name of the station - no.

If on a village, state the number of inhabitants - no.

Also, the population to be supplied for the proposed office - no.

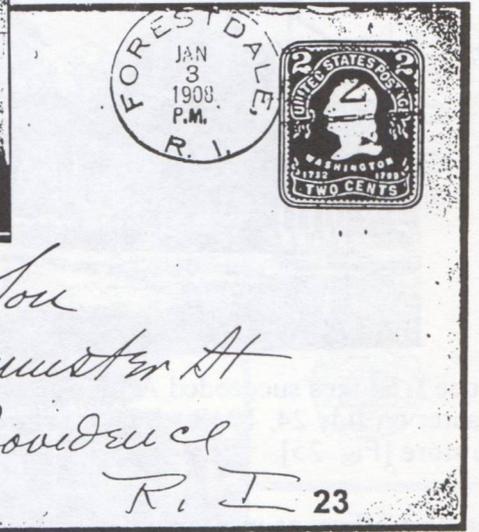
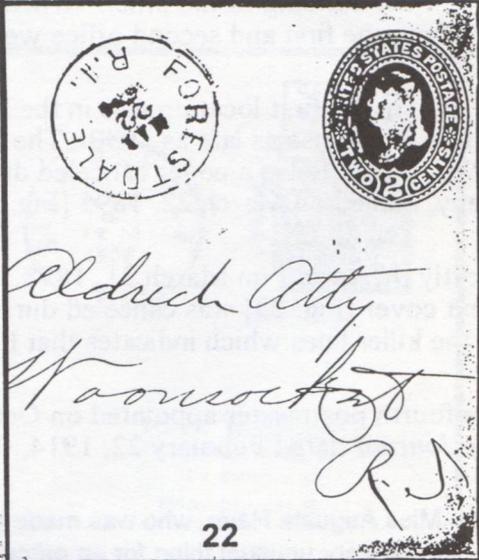
A correct map of the locality might be furnished by the county surveyor, but this must be without expense to the Post Office Department.

As witness my hand to be correct and true, according to the best of my knowledge and belief, this day of July 18 1908 at Providence R.I.

Emmett H. Murray Prepared P. M.

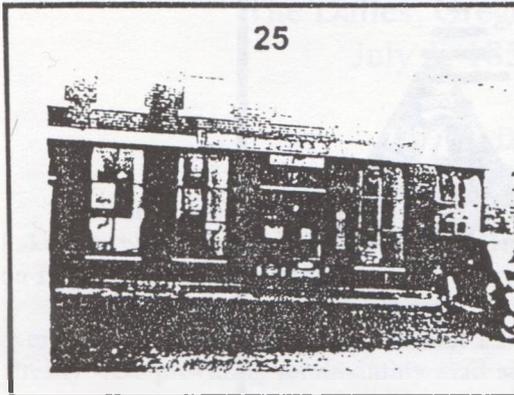
Dr. A. D. Perkins Postmaster of Westerly

Providence Co. R.I.



The last covers [Figs. 27-29] show a 1936 and 1957 (both Postmasters Stokes) cancel plus a current Postmistress Cote 1995 machine marking. In 1990, Forestdale celebrated its 100th anniversary. A newspaper release by Martha Cote tells the story of that event [Fig. 30].

Both the Slatersville and Forestdale Post Office remain in operation.



1. Name of post office Forestdale, R.I. Other name by which town is known Same

2. Township in which post office is located North Smithfield What part? Northern

3. County in which post office is located Providence Nearest adjoining county Worcester, Mass

4. Distance to nearest point of county line By air 1 Mile By traveled road 2 Miles

5. If your post office is located in an area that has been divided into sections by the U. S. Land Office, give the following data:

quarter of section	Township	N. or S.	Range	E. or W.

6. Post offices nearest to your office (one in each general direction):

Name	County	Direction from your office	Distance by road
<u>Slatersville, R.I.</u>	<u>Providence</u>	<u>West</u>	<u>1</u> Mile
<u>Woonsocket, R.I.</u>	<u>Providence</u>	<u>East</u>	<u>3.6</u> Miles
<u>Blackstone, Massachusetts,</u>	<u>Worcester</u>	<u>North</u>	<u>2.4</u> Miles
<u>Georgiaville, R. I.</u>	<u>Providence</u>	<u>South</u>	<u>11</u> Miles

7. Name of nearest railroad Branch of N.Y.N.E.&H Distance from post office 2/10 Mile
(Freight only) ✓
Direction from post office South Name of nearest railroad station Slatersville, R.I.

8. Stream nearest to your post office (state whether River, Creek, Branch, etc.)

Name	Direction from post office	Distance
<u>Branch River</u>	<u>South</u>	<u>1/10</u> Mile

9. How is mail supplied to your office? (Railroad, star route, etc.) Star Route

POST OFFICE DEPT.
Division of Publications
MAY 10 1935

(Signed) R. J. Stokes Postmaster
24 (Date) 5-7-1936

(Be sure to furnish sketch described on reverse side)



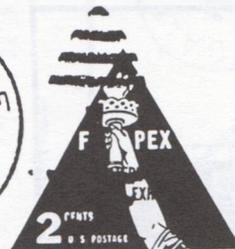
JOHN B. KILTON
PHILATELIST
109 EMPIRE ST.
PROVIDENCE, R. I.

27

29



28



THIS SIDE OF CARD IS FOR ADDRESS

Thomas Swaine
44 Longwood Avenue
Gaspee Plateau 5, R. I.

With outside help, post office marks 100th

BY CHRISTINE A. NOWAK
Staff Writer

30

NORTH SMITHFIELD — Martha Cote has never met Vern Youngman of Fort Collins, Colo., nor R.G. Raymond of St. Simons Island, Ga., but if it wasn't for them, the village of Forestdale might have missed out on a very special anniversary.

Mrs. Cote is postmaster of the tiny Forestdale Post Office located on School Street. Last Tuesday, she received letters from both persons asking her to cancel the enclosed postcards and envelopes on July 31, the 100th anniversary of the post office.

"It surprised me. I hadn't heard that before," said Mrs. Cote, who has worked at the branch for 11 years. She took over as postmaster in June 1987.

Information at the town library yielded little clues as to when the post office might have been established. Town Hall also had no records, Mrs. Cote found out.

Her next call was to the Federal Post Office in Washington, D.C.

"I needed to know, quickly. If it was true, I needed to make a special stamp and plan some sort of celebration," Mrs. Cote, of 96 Roselawn Ave., said.

On Friday, Mrs. Cote received a call from Washington confirming what R.G. Raymond and Vern Youngman already knew — the Forestdale Post Office is 100 years old today.

In honor of the occasion, Mrs. Cote has decked the post office building with red, white and blue banners, and had cake and coffee available at 11 a.m.

Although she regrets there wasn't time to send out formal invitations, she has invited officials from the Providence Post Office to be on hand, as well as postmasters from nearby branches, and town officials.

Northeast Printing of Milford also came through for Mrs. Cote, creating in one day a special anniversary stamp for cancellations. The stamp reads: "100th Anniversary of the Post Office, Forestdale, R.I., 02824, July 31, 1896-1996."

Mrs. Cote said she doesn't know how Youngman and Raymond knew it was the Forestdale Post Office centennial, but theorizes the philatelists must have access to a directory.

According to what little Mrs. Cote has been able to learn, the Forestdale Post Office was for a long time housed in a general store in the same stone building — known as The Block Building — in which the post office is now located. The stone building was built in 1858.

In March 1900, a new era began when the post office moved out of the store and into its present location.

According to *Call* records, postmaster before Mrs. Cote was Janice H. Thompson. She succeeded Bruce J. Stokes, who was postmaster from 1945 to 1973. Bruce Stokes inherited the job from his father,



Call Photo/Christine A. Nowak

Prepared postmaster

Martha Cote, postmaster of the Forestdale Post Office in North Smithfield, hand-cancels Rhode Island Constitution stamps with a special seal to commemorate today's 100th anniversary of her post office.

Arthur J. Stokes, who ran the post office from his store from 1915 to 1945.

In the early 1900s, Theodore Holman was postmaster and recollections from area residents pinpointed Mrs. Fred Trepanier as postmaster about the year 1911. Mrs. Trepanier lived in a house at the corner of Maple Avenue and Main Street, and operated the post office in her home. Another postmaster is listed only as Mr. Haines and the Postal Service in Washington records Ernest A. Mowry as the first postmaster.

Mrs. Cote said Washington was to send her a complete list of postmasters for today's celebration.

Anniversary cancellations may be obtained from Mrs. Cote at the Forestdale Post Office.

THE FIRST TRANSMOUNTAIN MAIL ROUTE CONTRACTS, 1850 - 1862

PART IV

Route No. 5043

The Dalles, Oregon to Salt Lake City, Utah

July 1, 1851 to June 30, 1854

by Daniel Y. Meschter

Transmountain mail Routes 4965 and 5066 connecting Independence and Sacramento at Salt Lake City were extended to the Pacific Northwest when the first mail carrier left the Dalles, Oregon on July 1, 1851 to inaugurate bimonthly service on Route 5043

It is difficult now to see what justification the Post Office Department had for establishing an overland mail between Oregon and Salt Lake City when Pacific Mail Steamship Company packets already were providing semimonthly mail service from Portland to the eastern states via San Francisco and the Isthmus in the spring of 1851. Salt Lake mail originating in Oregon, what little of it there might be, could just as economically and often as expeditiously be routed by way of Sacramento and Route 5066 (See Part III).

That Oregon was very much on the minds of Congress and the Post Office Department is indicated by two other overland routes over which the Department called for proposals for transporting United States mails.

The first was Route 5029 advertised in the Washington D.C. *Republic* in January 1850 to carry the mail semiannually from Oregon City, Oregon to St. Joseph, Missouri. The contract register page (Vol. 104) is abstracted in "A report of contracts made for the transportation of the United States mail in Oregon" (House Ex. Doc. No. 56, p. 868, Ser. 643) as follows:

5029. From Oregon City at 6 a.m., twice a year, on the 1st [days] of March and September, by the Dalles, Fort Boise, Fort Hall, Fort Laramie, and Grand Island, to St. Joseph's, MO, by 8 p.m. of the last days of May and November, 1,900 miles; and b[ack], between 6 a.m. of the 1st days of June and December, and 8 p.m. of the last days of August and February.

Although bids may have been received in April, the contract register does not indicate that the contract was let and, as a matter of fact, the same route number was used for a local route in Oregon the next spring. The reason for not awarding this contract apparently was that the advertisement of Missouri Route 4965 a couple of months later (see Part II) was for quarterly service from Independence to Oregon City via Salt Lake City and Fort Hall in 60 days, duplicating the Fort Hall to Oregon City segment, even though the route terminated at Salt Lake City in the final contract.

The other was Utah Route No. 5092 that called for monthly service from Brownsville (Ogden City), Utah to Dalles, Oregon beginning on 1 July 1851. The contract register (Vol. 116, p. 191) contains the notation "Not Necessary" and refers to Oregon Route 5043.

McArthur (1992, p. 826-7) reports that the name, "The Dalles," was derived from the French word *dalle*, meaning flagstone and by connotation flat stones used to line or flag gutters. It is supposed that the narrows of the Columbia River above the present city of The Dalles suggested gutters to the early 19th century Hudson's Bay Company voyageurs who used the word *dalles* for the flat, basaltic rocks that lined the channels through which the river flowed in rapids.

The Methodists established a mission on the site in 1838 named Wascopum or Waskopum for a tribe of Indians in the neighborhood before it was shortened to Wasco. Although commonly called

Dalles City, Dalles of the Columbia, and "the Dalles" to avoid confusion with another Oregon post office named Dallas, the first post office was established as just "Dalles." The name of the post office was changed to Wascopum on September 3, 1853 and back to The Dalles on March 22, 1860 (Landes, 1969).

Advertisement for proposals to carry the mails monthly from the 1st day of July 1851 to the 30th day of June 1854 from Dalles, Oregon to Salt Lake, Utah on Route 5043 was ordered by Daniel Y. Lowndale, Special Agent, Post Office Department, Oregon Territory and John Ferguson, Special Agent, on March 15, 1851 and published in the *Oregon Spectator* beginning on March 20, 1851 and the *Oregonian* on March 22nd. Bids were received until May 12th.

As shown in Appendix 5, the low bid of Brown and Torrence of \$8,000 was accepted for bimonthly rather than monthly service, leaving Dalles on the 1st day of July and each ensuing alternate month by way of Fort Boise and Fort Hall to Salt Lake City, 800 miles, by the 30th of the same month and returning from Salt Lake on the 1st day of August and each ensuing alternate month by the 30th of the same month on horseback. The contract was executed on May 24, 1851.

The choice of Dalles for the western terminus of the route was premature in several respects. A post office was not actually established there until November 5, 1851, more than four months after the effective date of the contract. At the same time, the Special Agents advertised Route 5042 for a weekly mail from Cascades, a town at the foot of the Cascades of the Columbia, to the Dalles and let a contract to Justin Chenowith effective July 1st, not only four months before the Dalles post office, but four months before the Cascades post office was established, also on November 5th.

Chenowith's award specified only that service would be "with celerity, certainty, and surety." This ambiguous language recognized that the P.O.D. was unsure how Chenowith was going to carry the mail. While steamboats already came upriver to Cascades regularly, a portage was required to reach navigable water stretching above the cascades to Dalles. The *James P. Flint*, the first steamboat built above the cascades, would not make its maiden voyage until the end of August and then run only until November when it was brought down river. The alternative was by horse or horse and wagon on a difficult, circuitous road around Mt. Hood.

THE CONTRACTOR

Of the two men who successfully bid the contract for Route 5043, J.L. Brown has not been recognized. The commonness of his surname, of course, makes speculative searches impractical.

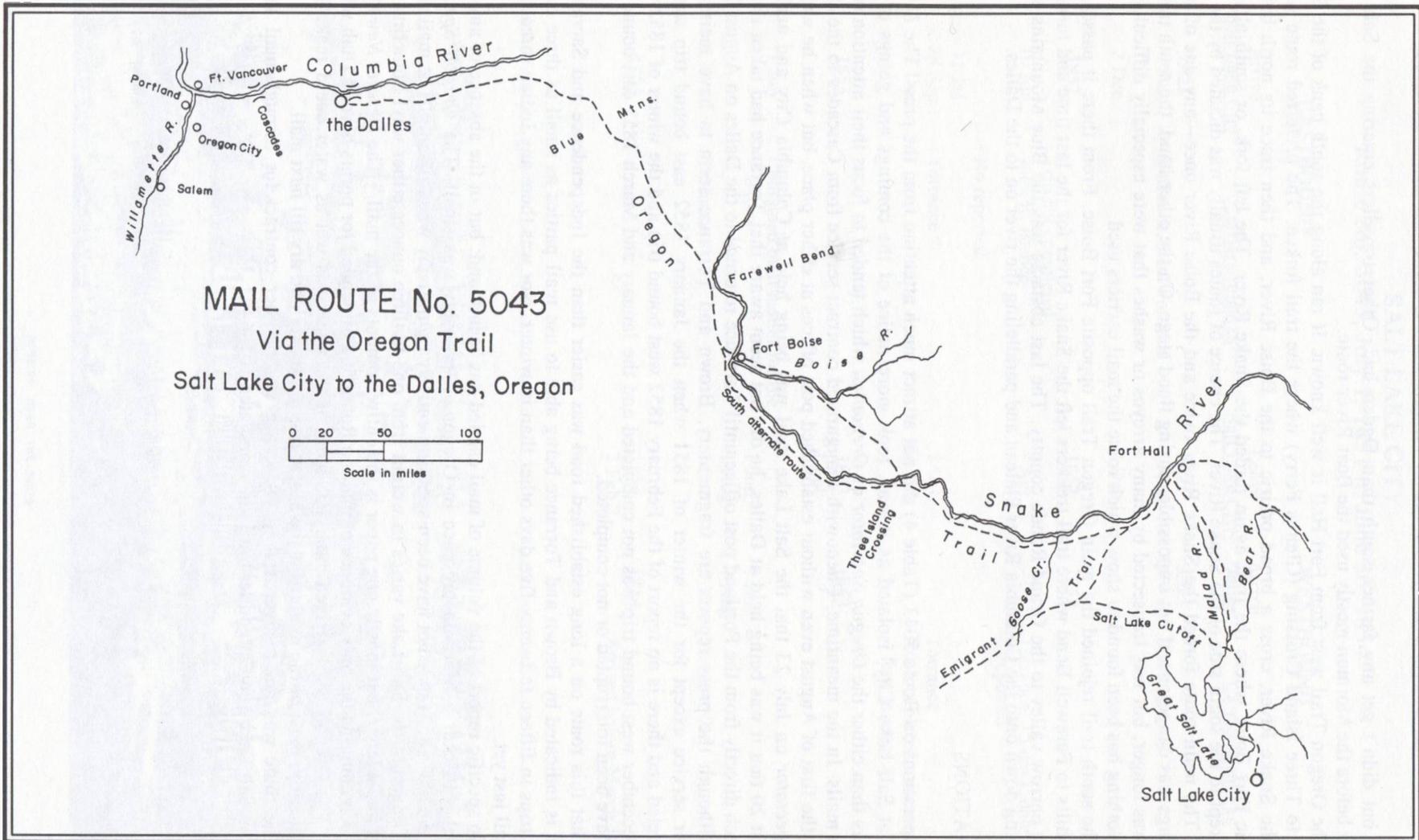
The Oregon Territorial and U.S. Censuses indicate that L.G. Torrance, sometimes Torrence, and William S. Torrance, almost certainly brothers, appeared in Oregon at least as early as 1845 and had some success in Milwaukie, William S. as a merchant and son-in-law of the well-known Oregon settler, Lot Whitcomb. L.G. Torrance is listed as a sawyer in the 1850 U.S. Census, but his admitting he owned real estate worth \$8,000 suggests he more likely was the proprietor of a sawmill, or maybe a partner in Whitcomb's mill, than an ordinary mill hand. If he was in partnership with Whitcomb, he suffered serious loss when his mill burned in the winter of 1850, so that in bidding for the mail contract, it might have been with the idea of being a carrier as well as contractor.

THE ROUTE

The route for mail contract 5043 retraced the Oregon Trail as far east as Fort Hall and then dropped down to the Salt Lake Valley and Salt Lake City.

Discovery of the Fort Hall to Salt Lake segment is generally credited to Army Captain Howard Stansbury in the fall of 1849 when he turned north from a reconnaissance of the Salt Lake Valley to Fort Hall to arrange for the supplies he would need for his detailed surveys the next year. The route followed a road north from Salt Lake City along the front of the Wasatch Mountains to the mouth of the Bear River and then up the Malad River fork of the Bear on an easy grade over to the Snake River a few miles below Fort Hall.

This credit, however, may be misplaced. The Malad River route was known to the fur traders as early as 1828 when it was first used by Peter Skene Ogden, although it does not appear he got as far south as the site of Salt Lake City. J.C. Fremont also made a side trip from Fort Hall by this route in



1843, but didn't get any farther south than Ogden had. Other travellers entering the Salt Lake Valley before the Mormon mostly used the Bear River route.

The Oregon Trail west from Fort Hall is well known. It ran along the south bank of the Snake River to Three Island Crossing (Glenns Ferry) where the trail forked. The preferred route was to ford the Snake River, cross a broad prairie to the Boise River, and then trace its north bank to historic Fort Boise where the trail again forded the Snake River. The left fork, or south alternate trail, kept to the south side of the Snake River. The choice of routes usually was dictated by the river itself. The main route forded the Snake River twice and the Boise River once—any one of which crossings was dangerous, if not impossible, during flood stage. On the other hand, the south trail not only was longer, but was transected by many arroyos or washes that were especially difficult when wet. Nothing has been found to show which route the mail carriers used.

The south trail rejoined the main Oregon Trail opposite Fort Boise. From there it passed over some hills to Farewell Bend where trail trekkers left the Snake River for the last time and turned up a long narrow valley to the Grand Ronde country. The last obstacle was the Blue Mountains before dropping down onto the Columbia River Plateau and paralleling the river on to the Dalles.

OPERATIONS

Operations on Route 5043 (Table 4) did not attract much attention from the press. The *Deseret News* at Salt Lake City, isolated as it was, took more notice of the comings and goings of mail carriers than either the *Oregon Spectator* or *Oregonian* which tended to focus their attention on the ocean mails. In the meantime, Chenoweth inaugurated contract service from Cascades to the Dalles about the first of August even without established post offices at either place, but when he wrote to the *Spectator* on July 23 that the Salt Lake mail was being held at Columbia City and again on August 20 that it was being held at Dalles, he did not seem aware that Torrance had taken the July dispatch directly from the Portland post office until Torrance returned to the Dalles on August 25th.

Although the press reports are fragmentary, Brown and Torrance seem to have maintained regular service except for the winter of 1851 when the January 1852 east bound trip was not completed and there is no report of the February 1852 west bound trip and the winter of 1852 when the December west bound trip was not completed and the January and March 1853 east bound trips may have been interrupted or not completed.

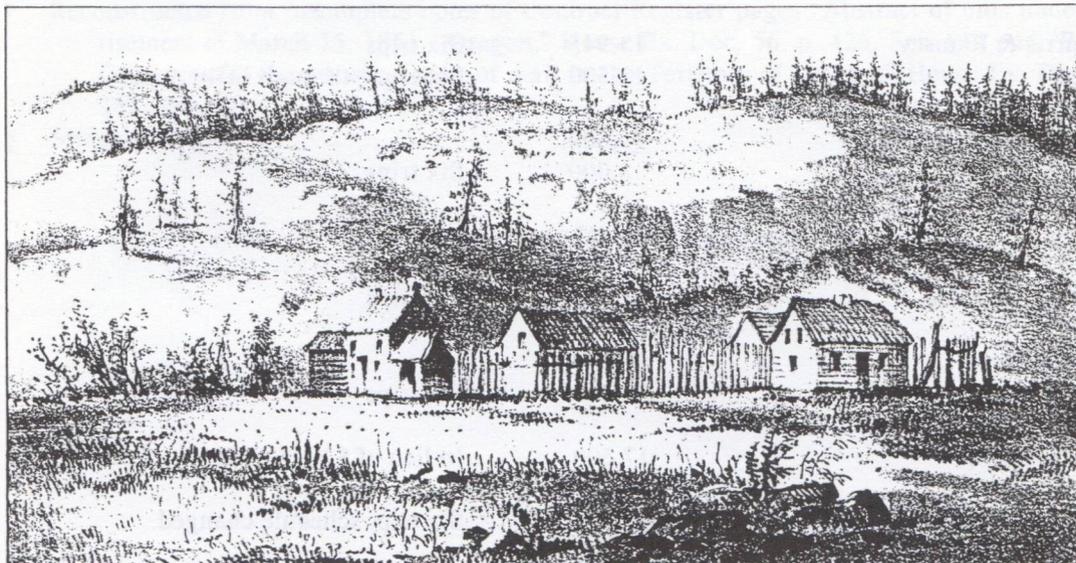
That this route on a long established road was easier than the Independence and Sacramento routes is indicated by Brown and Torrance being able to use mail parties as small as three men to make trips in fifteen to twenty-five days other than in winter. Nor was there any Indian threat along the trail just yet.

No specific report of the volume of mail carried has been found; but in the absence of any commercial traffic or a Mormon presence in Oregon, it probably was small. The *Oregon Spectator* (December 3, 1853) may not have been speaking entirely figuratively when it said: "The mail matter from Oregon to the Salt Lake varies in weight from one to three ounces either way! Sometimes two papers and a letter, but mostly one paper is the entire contents of the mail." The *Deseret News* (June 18, 1853) contains the only evidence of mail on Route 5043 intended for points beyond Utah when it said: "The Oregon Mail arrived June 1st, most of the papers as wet as water could make them, consequently, most of the matter for the States had to lie over and dry till next mail."

The route was not readvertised in 1854, nor was another contract for through mail service between Salt Lake and Oregon let until ten years later in 1864.

TABLE 4 -MAIL TRIPS BETWEEN DALLES, OREGON AND
SALT LAKE CITY
Route No. 5043, July 1, 1851 to June 30, 1854

EASTBOUND			WESTBOUND		
Leave Dalles	Arrive Salt Lake City	Carriers/remarks	Leave Salt Lake City	Arrive Dalles	Carriers/remarks
<u>1851</u>	<u>1851</u>		<u>1851</u>	<u>1851</u>	
1 Jul	? Jul	Torrance, from Portland	1 Aug	25 Aug	Torrance
1 Nov	2 Dec		2 Dec		
<u>1852</u>	<u>1852</u>		<u>1852</u>	<u>1852</u>	
? Jan		Trip not completed			
1 Mar	10 Apr	John R. Bisbee	? Apr		Torrance, 15 days, dates not reported
May		No reported			
1 Jul	31 Jul				
1 Sep	28 Sep	Torrance ?	? Oct		Torrance
? Nov	12 Dec		13 Dec		Not completed, returned before January 8
<u>1853</u>	<u>1853</u>		<u>1853</u>	<u>1853</u>	
			1 Feb	?	
? May	1 Jun	Contained mail matter for the States	1 Jun	? Jun	
			1 Aug	? Aug	
? Sep		Torrance ?	? Oct	? Nov	Torrance ?
<u>1854</u>	<u>1854</u>		<u>1854</u>	<u>1854</u>	
			2 Feb ?		Arrived before March 18



MISSION NEAR THE DALLES

APPENDIX 5 - ROUTE No. 5043
(Contract Register 116, pp. 37-38) †

OREGON

5043

From § The Dalles [Wascopum, Sep. 3, 1853]

at 6 A.M. on the 1st day of each month

by Fort Boise

Fort Hall

to Salt Lake

Ty of Utah

by the 30th of said month

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

Proposals for six trips per year, also allowing greater time to the trip,
will be considered

Crawford & McGrew	\$ 9,000	Five trips
William Purvine	9,500	
Raymond & Co.	10,000	Embracing Fort Loring, six trip, through in 35 days, from April 1 to December 1 in each year.
Harris & Ramsey	13,945	Six trips
	12,500	Six trips, through in 40 days
Brown & Torrence	16,000	
	8,000	Six trips
Accepted by special agent at \$8,000		
Ray & Harding	16,000	Six trips
S.B. Marye	40,000	
	20,000	Six trips
S.B. Marye	17,500	In lieu of \$20,000 bid.
Hedges & Barlow	18,500	Six trip, schedule changed.

Newell & Co.	18,900	
	10,000	Six trips
Fruit, Steward & Co.	19,750	Six trips
Raymond & Co.	25,000	
Leach & Lynde	45,000	
	27,000	Six trips
J.S. Smith	29,400	Six trips
Ray & Harding	25,400	Six trips
F.A. Ramsey	25,000	In lieu of former bid for six trips.
Bemier, Camoyer & Co.	61,300	
	32,300	Six trips
F.A. Chenowith	17,800	Six trips

MARGINAL NOTES

1851, May 24. Date of execution of contract.

1851, October 16. Confirm so far as to authorize temporary contract.

1852, Jan. 15. Accept and confirm contract with Brown & Torrence at \$8,000 from July '51, a permanent contract for residue of the contract term ending 30 June 1854. See resolution of 13 Jan. 1852.

† Reconstructed from incomplete notes of Contract Register pages "Abstract of bids under advertisement of March 15, 1851 - Oregon," House Ex. Doc. 56, p. 426, Ser. 643 and "Report of Contracts for the transportation of mail in the Territory of Oregon," House Ex. Doc. 62, p. 362, Ser. 680

§ Struck through.

ADDITIONAL REFERENCES

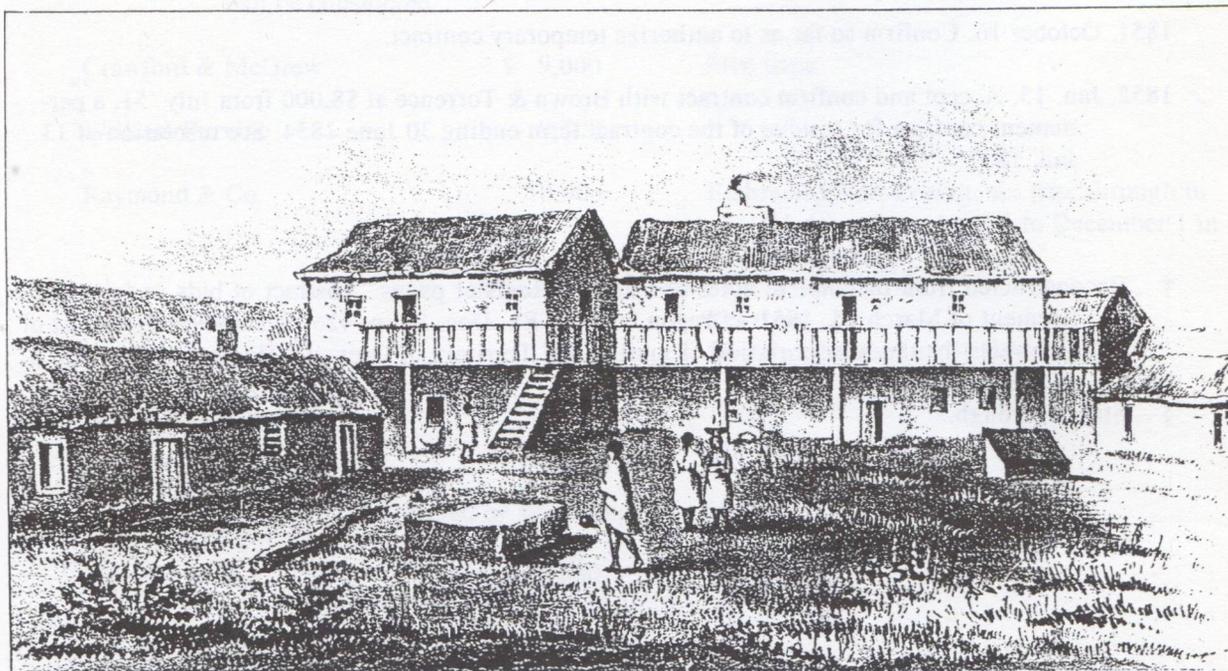
- Carey, Charles H. *General History of Oregon Through Early Statehood*. Third Edition. Binfords and Mort. Portland, OR. 1971.
- Landes, Robert L. *Post Offices of Oregon, Washington, and Idaho*. Patrick Press, Portland OR. 1969
- McArthur, Lewis A. *Oregon Geographic Names*, Sixth Edition. Oregon Historical Press. Portland, OR, 1992.
- Meschter, Daniel Y. *The Early Expresses of the Boise Basin*. La Posta, Vol. 25, No. 4. August-September 1994, p. 13-23/

GOVERNMENT DOCUMENTS

- House Executive Document 56, Ser. 643. Abstract of bids under advertisement of March 15, 1851—Oregon.

NEWSPAPERS

- Oregon Spectator*, Oregon City, Oregon, February 5, 1846 (biweekly to March 16, 1852, weekly thereafter, with suspensions).
- Oregonian*, Portland, Oregon, December 4, 1850 (weekly).



View of Fort Hall, on Snake River, or Lewis Fork of the Columbia River

INSIDE VIEW OF FORT HALL, ON SNAKE RIVER, OR LEWIS FORK OF THE COLUMBIA RIVER

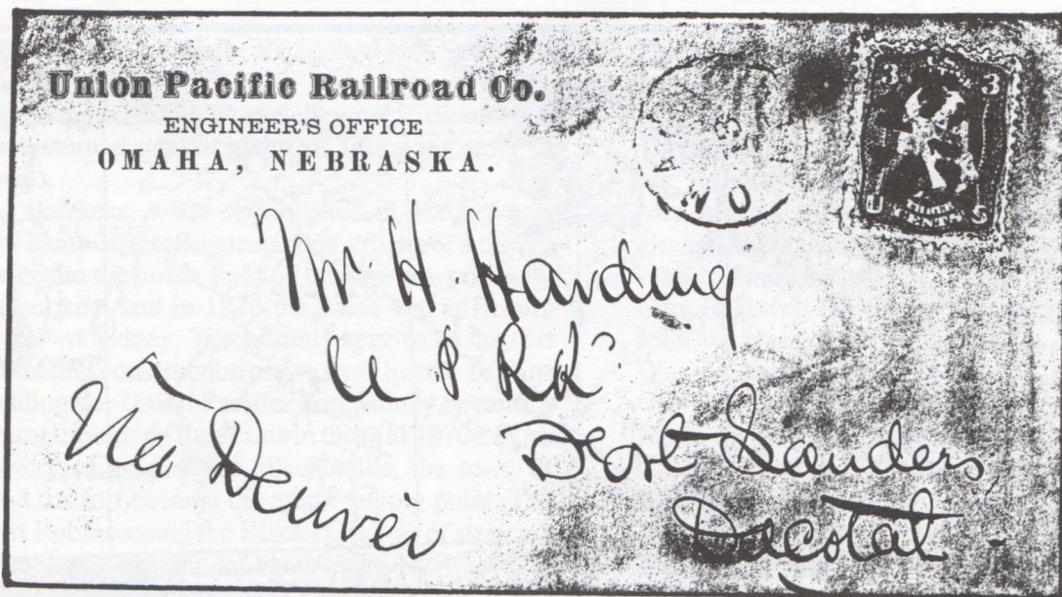


Figure 1. This Union Pacific Railroad cover was mailed in 1867 from the Omaha headquarters to an engineer working on the line in the vicinity of Fort Sanders, Dakota (Laramie, Wyoming).

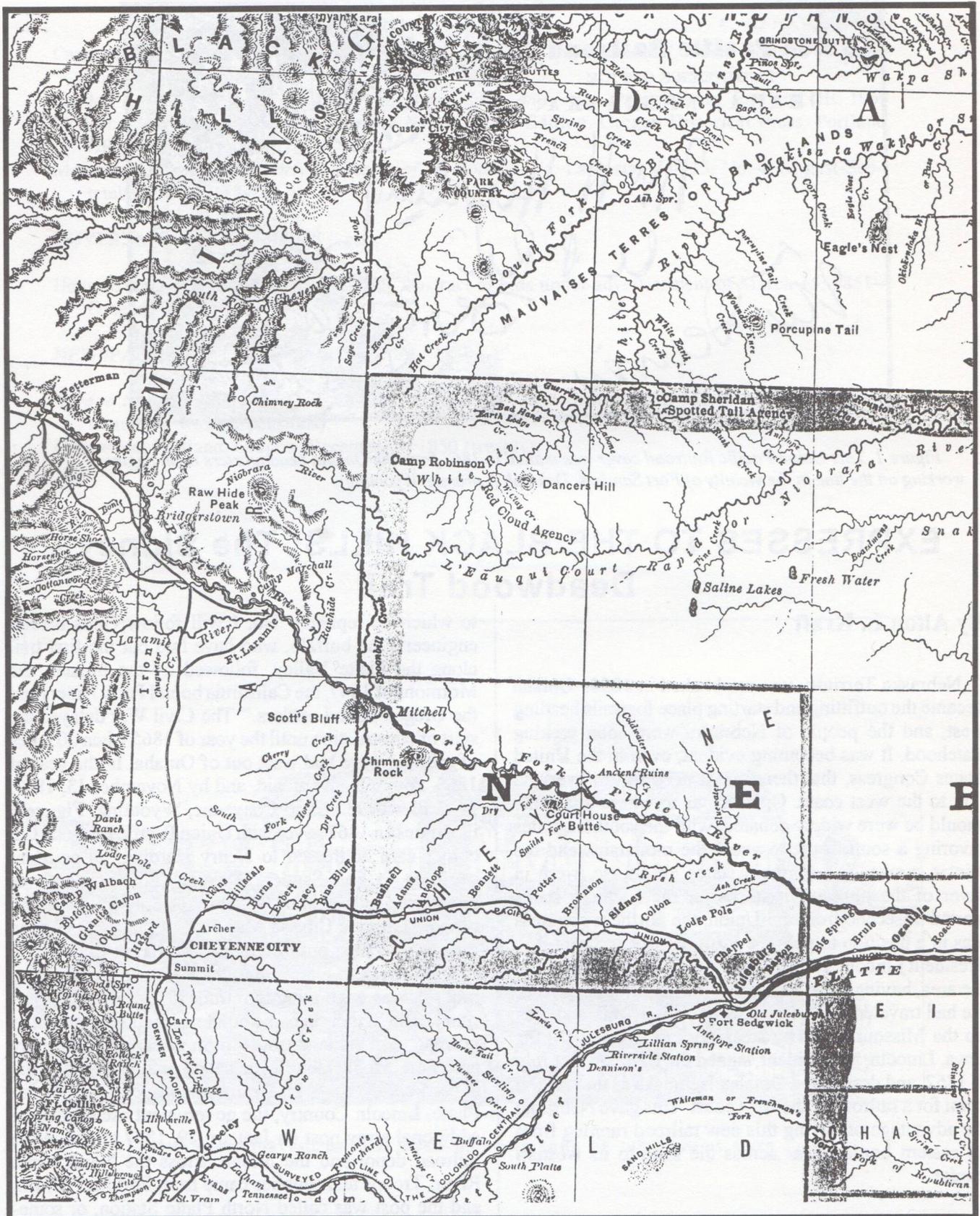
EXPRESSES TO THE BLACK HILLS: The Sidney - Deadwood Trail

By Alton L. Kraft

Nebraska Territory was established in 1854. Omaha became the outfitting and starting place for trails heading west, and the people of Nebraska were soon seeking statehood. It was becoming evident, even in the United States Congress, that there was a need for an overland link to the west coast. Opinions as to where this route should be were widely debated, with the southern states favoring a south route to avoid the mountains and the winter snows. The northern states, of course, were in favor of the northern route. After the southern states started to secede from the Union, the northern congress was in a position to pass the Railroad Act and sent it to President Lincoln. He was familiar with the railroads and the area, having been an attorney for an Illinois railroad. He had traveled to St. Louis, Missouri, by rail, and then up the Missouri river by steamboat to Council Bluffs, Iowa. Lincoln, as president, signed the Railroad Act July 1, 1862, and designated Omaha, Nebraska as the starting point for a railroad to the west coast. This gave Nebraska the advantage of having this new railroad running from its eastern border clear across the state to its western border.

The Union Pacific hired General Grenville Dodge as the Superintendent of construction. General Dodge was once asked if this would be a difficult engineering task,

to which he replied, "No, I will follow Gods natural engineers, the buffalo, who have laid out the first trail along the Platte Valley, followed by the Indians, the Mormons of 1847, the California bound Forty Niners and the Oregon bound settlers." The Civil War delayed the start of construction until the year of 1865 when 20 miles of railroad were laid west out of Omaha. In the year of 1866, 260 miles were laid, and by November 13, 1867, 240 miles were laid to Cheyenne, Wyoming. Figure 1 illustrates an 1867 cover with Union Pacific Railroad Co. corner card addressed to Henry Harding, an assistant engineer, at Fort Sanders, Dakota. (Fort Sanders was transferred to Wyoming Territory on July 29, 1868 and became Laramie City on May 19th of that year.) As the rails moved west out of Grand Island, Hall County, the Indians began to realize that this steaming and snorting monster was continuing to intrude deeper into their territory. The Indians became bolder in their harassment of railroad workers, and troops from nearby Fort Kearney and Fort McPherson were called upon to guard the construction crews and railroad property. At North Platte, Lincoln Country, the government established an additional army post on January 29, 1867 to secure the railroad depot and the bridge across the North Platte River. Troops and supplies came from Fort McPherson, and the post was called North Platte Station, or sometimes the post of North Platte Station. The commanding officer of this North Platte post was Captain MacArthur, father of General Douglas MacArthur of World War II



Map I. Western Nebraska with neighboring Wyoming and Dakota Territory showing the relationship of Sidney to Cheyenne City and the Black Hills. [Source: Rand McNally's Pioneer Atlas of the American West, page 50]

fame. This post was officially abandoned May 31, 1881. On November 19, 1867, Sidney Barracks was established, and supplied from Fort Sedgwick, Colorado. A Nebraska historical marker gives the following story of Fort Sidney.

Sidney Barracks, when established in 1867, was a temporary camp with one permanent structure, a block-house located to the north. In 1869 the fort was relocated to its present site, and in 1870 the name was officially changed to Fort Sidney. The primary service of the fort was in protecting construction crews from hostile Indians while building the Union Pacific. Fort Sidney became a major strategic point on the plains in the mid 1870s. With the discovery of gold in the Black Hills, the town of Sidney and the fort became the major supply point. The trail to Fort Robinson and the Black Hills was of strategic importance during the Indian troubles of 1874-1877 in serving freight wagons and stage coaches. At the same time, Sidney was an important trail town and railhead in the picturesque cattle business of the old west. The last Indian alarm of Fort Sidney was the most dramatic. In 1878 the Cheyenne, under Dull Knife, broke from their reservation in Oklahoma and staged an epic flight across Kansas and Nebraska. A special train was kept ready at Sidney to be rushed either way to intercept the Indians when they came to the Union Pacific. On October 4, the train was rushed to Ogallala, but the Indians escaped into the Badlands. The post closed May 24, 1894.

The author found this list of stations along the Sidney Trail in Nebraska.

They are listed in alphabetical order:

Big Cottonwood
 Carneys
 Cheese Cake
 Clarke's
 Greenwood
 Hayne's
 Halfway Hollow
 Little Cotton Wood
 Little White Clay Creek
 Pumpkin Creek
 Red Willow
 Running Water
 Snake Creek
 Water Holes

No claim is made that this listing is complete.

The arrival of the Union Pacific Railroad and the establishment of Sidney Barracks created the town of Sidney, and its post office was established August 9, 1869.

Postmasters and dates of appointments of some early postmasters:

Thomas Kane, August 9, 1869
 Jas. A. Moore, July 11, 1871
 Mrs. Mary C. Moore, January 13, 1874
 Granville W. Dudley, November 24, 1874
 Fred E. Clary, may 23, 1878
 Geo. H. Jewett, December 15, 1881
 John W. Haas, April 17, 1882
 Wm. J. Brennan, July 1884
 Otil. D. Lyon, may 21, 1891
 Pierre Sanders, May 12, 1893
 Charles Callahan, September 14, 1897
 Otil. D. Lyon, January 22, 1902

The Sidney Post Office is still open.

According to some sources, Sidney was named for Sidney Dillon of New York City, General Solicitor for the Union Pacific Railroad. In the early years it was just another town along the railroad, getting most of its support from the railroad and soldiers from Fort Sidney. After eight years it had a few bars and gambling houses, a small roundhouse a few homes and two or three stores. By 1874 there began to develop a trade with the Indian reservations of the Red Cloud and Spotted Tail Agency in the area of Fort Robinson. With the railroad now being able to bring supplies, there developed a large freight and cattle business to supply these Indian agencies which had a large Indian population.

The stage line operating between Sidney and Deadwood had competition. In Cheyenne, Wyoming, Gilmore and Salisbury were also getting started in the stage business to Deadwood, and their freighters were beginning to haul freight. Competition between these two routes soon became very intense, as the post office listed the distance between Sidney and Deadwood and Cheyenne and Deadwood as more or less equal -- about 275 miles. Sidney had one disadvantage, there was no bridge on the Platte River 40 miles north of Sidney.

The first mail contract was issued to James Deery, the Red Cloud trader and owner of several road ranches, for mail from Sidney to Fort Robinson and the Indian agencies in the amount of \$624.00. After Deery, Captain Marsh and Jim Stephenson started a line that was usually called the Sidney and Black Hills Stage Line, but was officially named The Western Stage Line. This line is not to be confused with the Western Stage Company, operated by E.S. Alvord in 1858 from Omaha to Fort Kearney. The Official Register shows that James Stephenson had a mail contract in 1879 in the amount of \$1314.00 for mail from Sidney to Deadwood, and in 1881 the amount had increased to \$1800.00. The West-

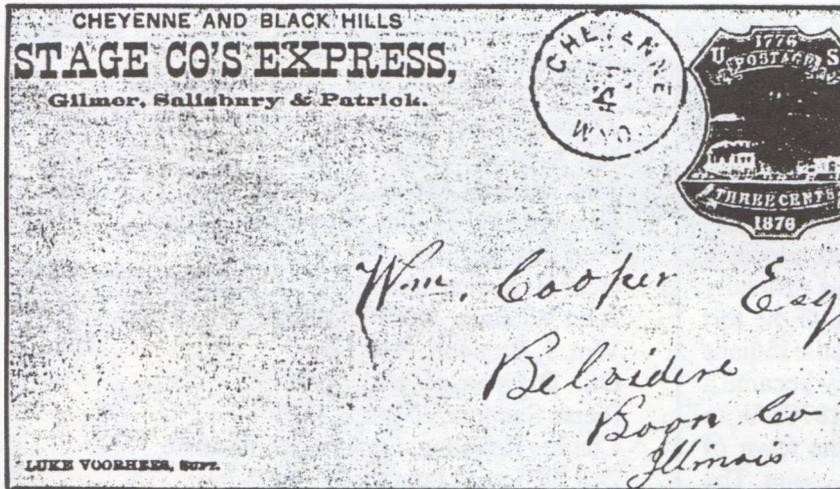


Figure 2. Cheyenne and Black Hills Stage Company Express franked cover postmarked at Cheyenne.

ern Stage Line had a very difficult time operating their line, and were virtually shot off of the roads by bandits. They then sold to John Gilmore and Monroe Salisbury of the Cheyenne and Black Hills Stage Company's Express. Figure 2 illustrates an example of their franked cover.

The lure of gold in the Black Hills, first reported by General George Custer in 1874, combined with the defeat of Custer at the battle of Little Big Horn and the result of the 1876 war of the Sioux, turned the support of Congress away from the Indians. The treaty that had given the Indians control of the Black Hills was signed away by the Sioux in October of 1876. Ironically, Custer's defeat, which was the Indians' biggest victory against the military, also sealed their fate in the Black Hills. The Sioux concession opened up the Black Hills, and legalized the presence of the thousands of miners already in the area. While the treaty with the Sioux had been in effect, the United States Army had been in a rather unique position. Having fought the Indians to protect the white man, they were then asked to keep the white man out of the Black Hills. Thus, in effect, protecting the Indians from the white man.

Perkey, in his *Nebraska Place Names*, reports that John Gordon (for whom Gordon, Sheridan County, is named) led a train of wagons during the 1870s Black Hills gold rush and attempted to travel to the hills when the country was still Indian territory and closed to white settlers. He was overtaken about 5 miles from the present location of the town by a United States Cavalry detachment. Gordon's oxen were turned loose and his wagons burned as an example to other gold seekers attempting to illegally enter the hills.

In any situation, such as a large gold strike, there are many unsavory elements drawn to it, and many of the Indians also formed renegade bands in the area through which the freighters and stages were operating. There was a large area with little or no organized law, and what little local law existed was unable to cope with this situation. So the Army and the local law cooperated. This situation was not only in the area of Sidney to Deadwood route, but also in the Cheyenne to Deadwood route, and the southern part of South Dakota. The Army many times kept prisoners in their stockades for the local law who had no such facilities. Many of the officers and regulars desired relief from this law enforcement duty, and in June of 1878 Congress forbade

federal military personnel from serving as law enforcers by passing the Posse Comitatus Act. Congress also provided for a fine of up to \$10,000, or two years

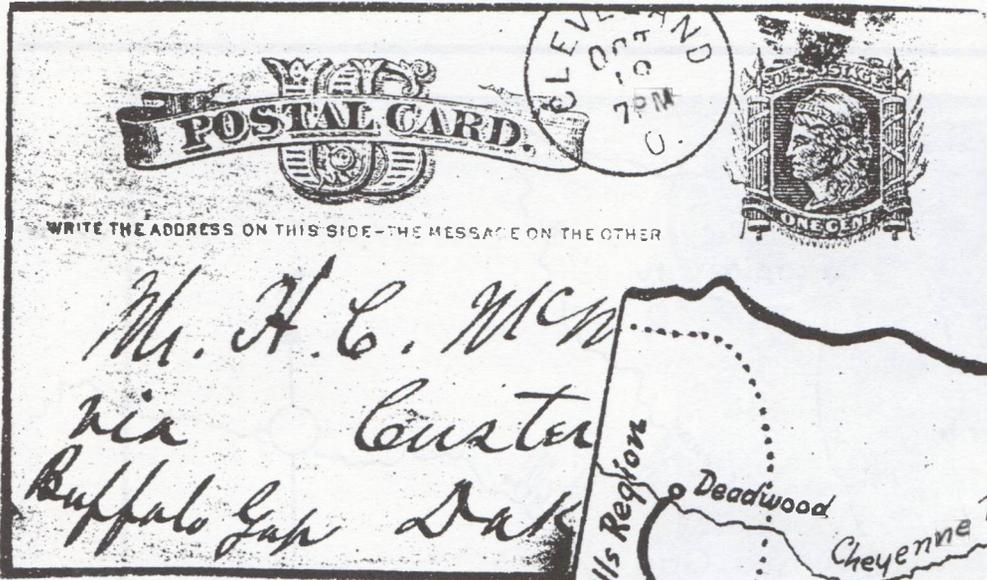
imprisonment, for any military personnel disobeying the new policy.

Among the exemptions in this law was the provision to protect United States property, which included the United States Mail. This allowed soldiers to protect mail cars on the railroad, and to some extent the stages. Some commanders got around this act by putting volunteers on leave until they could return back to duty.

Gilmore and Salisbury, after taking over from the Western Stage Line, outfitted a concord stage called the Iron Clad, with bullet proof steel plates, portholes around the interior of the coach, and a chilled steel safe bolted to the floor. They then put skilled marksmen inside, with three more on top, and were ready to transport gold shipments. State governments in the area increased their manpower and offered rewards. Vigilante committees also were active. One group left this poem on a board over the common grave of three outlaws.

*Here lies the body of Allen, Curry and Hall
Like other thieves they had their rise, decline and fall
On yon pine tree they hung till dead
And here found a lonely bed
We're bound to stop this business, or hang you to a man
For we've hemp and hands enough in town to swing the
whole Dam Clan.*

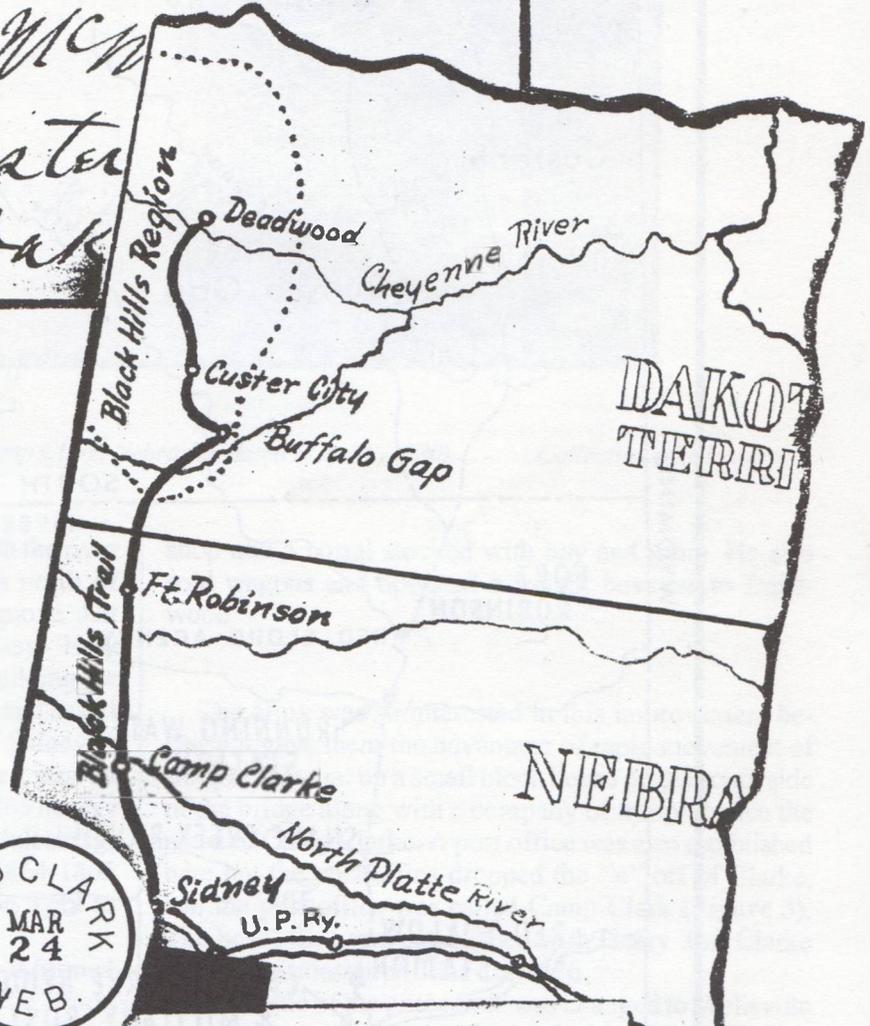
As trade in the northwestern part of Nebraska increased, both the Union Pacific and the Omaha suppliers began to look forward to the vast new area that would need supplies. The only other bridges across the North Platte River were at Laramie, Wyoming to the west and at North Platte to the east. Both were too far out of the



WRITE THE ADDRESS ON THIS SIDE - THE MESSAGE ON THE OTHER

Mr. H. C. McP
via Custer
Buffalo Gap Dak

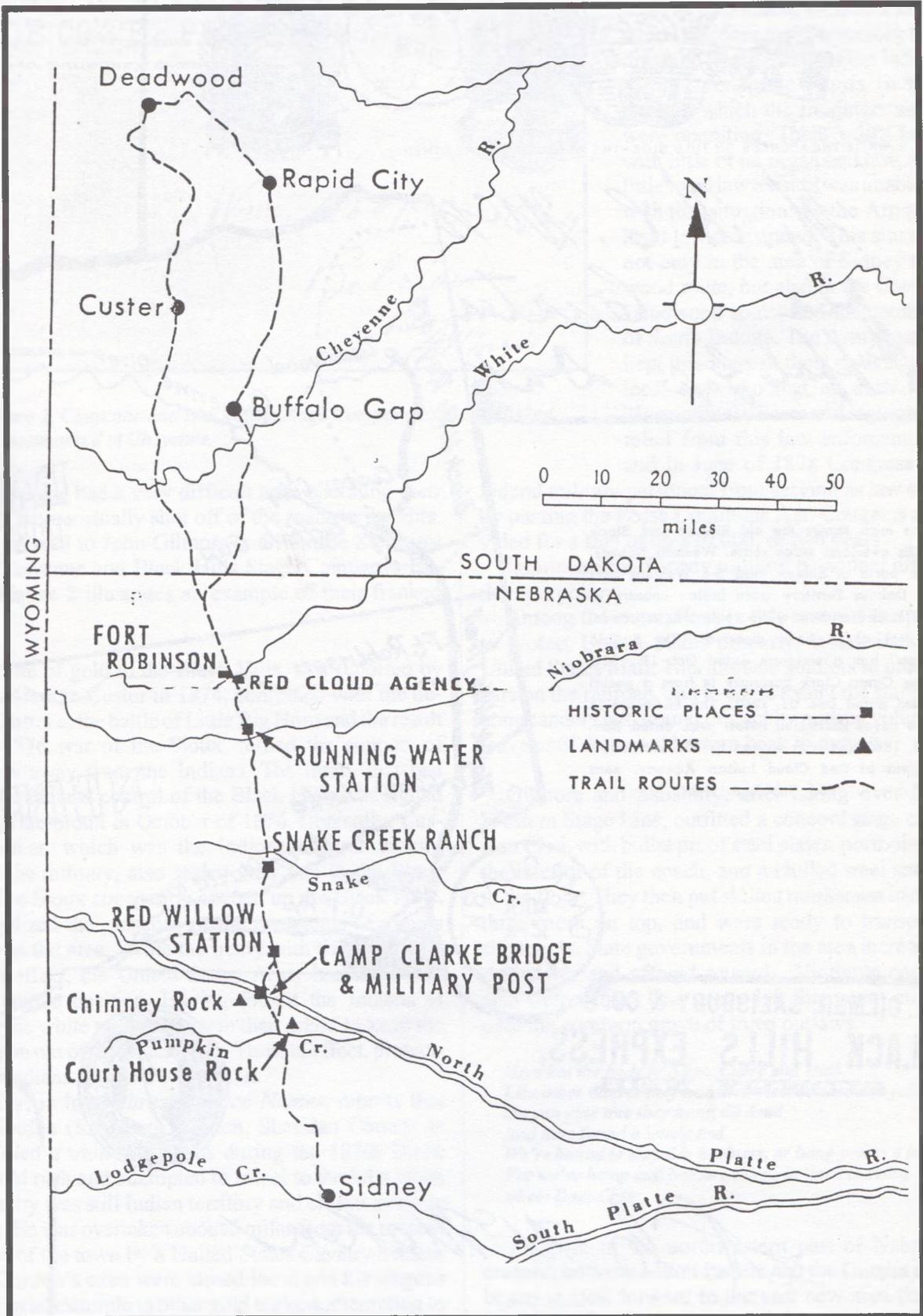
The map shows the old Sidney and Black Hills overland stage routes. Western Nebraska, north of Sidney, and the Western part of Dakota Territory were Indian country in 1875, and without white settlers or railroads. Postal card above directed "Via Buffalo Gap" has a message dated Oct. 18, 1881. The Camp Clark postmark is from a postal card dated Dec. 31, 1880. The enclosure in the cover illustrated below was dated Nov. 19, 1880 and was written by the company's agent at Red Cloud Indian Agency, near Fort Robinson, Neb.



GILMER, SALISBURY & CO.'S
BLACK HILLS EXPRESS,
SIDNEY, NEB.

within 10 days, to be returned to

A. C. McManis



MAP II. The Sidney - Black Hills Trail

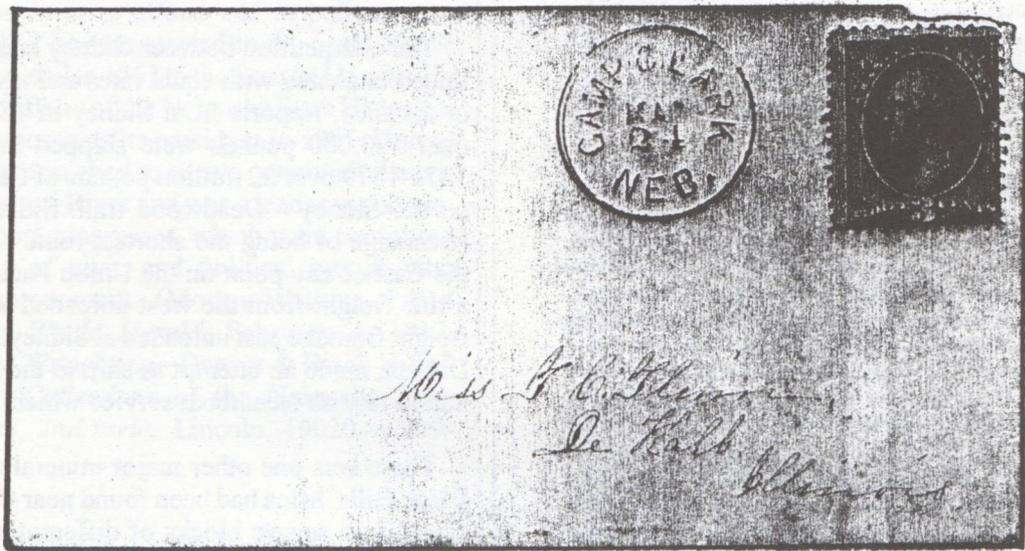


Figure 3. This cover bears a postmark of Camp Clark, Nebraska, dated May 24 (1880).
 Glendola Kraft)

Collection of Alton &

way to be economical for the Sidney Trail. With the river crossing of the North Platte River 40 miles north of Sidney in mind, the Union Pacific made a move that would be of tremendous importance to Sidney. They contacted a man who had done some bridge building for them during their construction of the railroad and asked him to look at the North Platte River north of Sidney in the winter of 1875-1876. Henry Teft Clarke¹ was an early freighter and business man. In May of 1865 he was reported to have lost 87 head of cattle near Julesburg, Colorado, to an Indian raiding party. Also in 1864-1865 Clarke was active in freighting on the Oregon Trail to Bozeman, Montana.

After looking at the North Platte River he informed the Union Pacific that a bridge was possible. The Union Pacific and the Rock Island Railroad in Iowa both offered to ship his supplies for the bridge free of charge to Sidney, and then hire freighters to deliver these supplies to the bridge site at the North Platte River. Omaha wholesalers also contributed financial support, and some financial support also came from the town of Sidney. The piles for the bridge were locally cut southwest of the bridge location. The bridge was completed in June of 1876 and was a solid 61 truss span about 2000 feet long. It was located about 3.5 miles west of the present town of Bridgeport in present Morrill County. Due to financial difficulty, Clarke was forced to make it a toll bridge. There were toll gates at each end of the bridge, and charges were \$2.00 for an outfit consisting of two animals, a vehicle and a man and 50¢ extra for each additional man and animal. Clarke built a store, blacksmith

shop and a corral stocked with hay and grain. He also sold wagons and operated a freight business to Deadwood.

The army was so interested in this improvement because it gave them the advantage of rapid movement of troops. They put up a small block house on the south side of the bridge along with a company of troops, hence the name of Camp Clarke. A post office was also established here but the post office dropped the "e" off of Clarke, and the post office was called Camp Clark (Figure 3). The post office was established with Henry Teft Clarke as first postmaster on June 16, 1876.

The name of the post office was changed to Wellsville and the site was moved to the north side of the bridge on December 16, 1886. Succeeding postmasters and their appointment dates were:

Charles E. Stover, December 16, 1886
 Darwin W. Whitet May 27, 1887
 Discontinued, papers to Camp Clark February 15, 1888
 Reestablished as Wellsville, February 15, 1888
 Wm. J. Manuly, February 15, 1888
 Wm. Howard Rochford, June 22, 1888
 Mortimer Brown, May 9, 1889
 Jessie N. Holloway, November 15, 1889
 Changed to Camp Clark November 19, 1890
 Discontinued effective march 20, 1901, papers to Bayard,

Cheyenne County.

The cover illustrated in Figure 3, canceled at Camp Clark May 24, 1880, contains the following letter:

North Plat or Clark Camp 45 miles north of Sidney May 23, 1880

Sister Fanny

I have at last a little time to write. We left N at Sidney had a fine time most of the way while we was with them. Only we have so much to do. We have 4 horses to feed and harness one yearling and one little colt we have to unload feed stove and chickens wood and dishes put back trunks before we can fix our bed. S does most of the cooking so you see I am busy I am tired most of the time. I went hunting one day took a horse came up to a jack rabbit to rods but my horse was so bad I could not shoot it I came to some antelope about ten rods then my horse was so wild I could not shoot then I was mad so I shot at anything and killed on hock and to ducks. 5 of the boys went out the same time and did not get any so I did not feel so bad. N made a great deal of fun of it I never saw such a land for wind it will most blow you away I am well except my feet they are better now s says he has not been so well for a spell. I saw a cow pulled out of the Platt I guess she will die. S says to tell that we have come 500 miles and we have not quite 250 yet to go before we get to the Black Hills we loaded 1570 lbs. of freight at Sidney for the Black

Hills which will bring 47.10. We have pulled through 18 miles of sand and in places it would go moste to the hub and lugged all the way. Some places whare it was steep down hill it would be all the 4 horses could pull. We averige load at 3000 weight frieghters say we have seen the worst road. The plat is quite high we have to pay 2.00 for 4 horse team and manf 50¢ for each extra man to cross the bridge wright to Deadwood Dakota I dond know how to spell it I am glad miss h has a scool hope she will be liked give my love to mother and tell her not to worry about me it may be I will buy a pony and ride home love to all from your brother

D. E. Flinn

While Clarke reminisced that the toll bridge, and its attendant mercantile enterprises and freighting businesses were good investments, there was one that was not as profitable as the others, but gave him the most satisfaction. This was the dramatic small scale pony express from Sidney to Custer, South Dakota. Influenced by the Philadelphia Centennial commemorating the one hundredth anniversary of the Declaration of Independence, Clarke called his line the Centennial Express. His first contract was with the United States Army to carry mail from Fort Sidney to Fort Robinson. He then extended his route to Custer, South Dakota, carrying his special printed envelopes for the price of 10 cents each from Sidney to Custer. He also carried newspapers, advertising a delivery of 4 days from Omaha and 5 days from Chicago. He continued to operated the line into 1877 despite poor returns due to high operating costs. As the volume increased, he then contracted with Marsh and Stephenson to carry mail in a four horse coach. When the

treaty with Indians was broken the United States Government signed new contracts.

The competition between Sidney and Cheyenne continued unabated with equal rates and nearly equal miles in distance. Reports from Sidney in 1876 indicate that over 500,000 pounds were shipped in one week. In 1878-1879 over 22 million pounds of freight was moved on the Sidney - Deadwood trail. Sidney did have the advantage of being the shortest route to the Hills from the East of any point on the Union Pacific Railroad. As a rule freight from the west unloaded at Cheyenne and freight from the east unloaded at Sidney. Yankton, South Dakota, made an attempt to ship to the reservations but had to rely on steamboat service which was seasonal.

There was one other major mineral discovery in the Black Hills. Mica had been found near Custer, and it was sawed into square blocks of different size, crated, and shipped to Sidney. This gave some shippers an opportunity to have a return load back to Sidney. From Sidney it was sent by railway express to Cleveland, Ohio. The total charge from Custer to Cleveland was 13½ cents per pound and there was a ready demand for this product.

In October of 1880 the Northwestern Railroad reached Fort Pierre, South Dakota, and, with a distance of only 220 miles to the Black Hills the traffic from Cheyenne and Sidney was diverted to Fort Pierre. Most of the freighters took their oxen and wagons to Fort Pierre. With this departure, the last great saga of transportation by oxen, horses and mules ended in the northwestern part of Nebraska.

FOOTNOTE:

Biography

Clarke, Henry Teft: born Greenwich, Washington County, New York, April 26, 1834; died Excelsior Springs, Missouri, February 3, 1913. After some experience as a store clerk, Clarke moved to Bellevue, Nebraska in 1856, where he became the steamboat agent and dealt in general merchandise. In 1862 in partnership with his brother Artmus M. he began contracting to supply grain to Fort Kearney. After several years as a government contractor, Clarke & Company engaged in private freighting to Colorado. In the meantime Clarke worked strenuously, but futility, to have the U.P.R.R. started at Bellevue rather than Omaha. After the construction of the Union Pacific, he surveyed railroad routes from Bellevue to Sioux City and Lincoln still in partnership with his brother. He began constructing railroad and highway bridges, including seven across the Platte, the last and best known being the bridge on the Sidney Trail. After his venture in the Black Hills gold rush trade, he returned to Omaha and engaged in numer-

ous mercantile activities including a finance company, a wholesale hardware firm, and a wholesale drug house. Clarke was active in civic affairs and in politics as a Republican. In 1862 he was elected to the State House of Representatives, and in 1863 to the Senate. He actively participated in the affairs of the Nebraska State Historical Society and was chosen as its president in 1905. During his last years Clarke worked to revive commercial navigation on the Missouri River and was a leader in convening several Missouri congresses, which were composed of representatives of civic and political groups who wanted river improvement. (Morton-Watkins, I 614 Omaha *Morning World Herald*, February 4, 1913. Henry Teft Clarke "Freighting - Denver & Black Hills," *Proceedings and Collections of the Nebraska State Historical Society, 2nd series* Lincoln, 19020 v, 299-312)

REFERENCE NOTE:

Post office dates, postmasters names and appointments and dates were taken from United States Post Office micro film. Much of the other information was taken from Nebraska Historical Society publications, from books such as *Where The Wagons Stopped* and from the *Missouri to the Great Salt Lake*. Many other tidbits of information were collected over a period of four years of postal history research.

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ALASKA

01 ATKA 1953 VF Ty. 1 (Helbock) on 3 ct. pse commerc. used w/ typed r/a E10-15

CALIFORNIA/mining related

02 OAKLAND 1900 F flag cancel ties 2 ct. red to VF ptd mining co. cc ("Eureka Tellurium Gold Mining Co./Mine situated at Middle Creek, Shasta Co.") w/ a routine Oakland business addr. Nice mining. E20-25

COLORADO/mining related

03 BLACK HAWK (1878) G-VG cds (several letters unstruck) w/ cut cork on VF UX5 w/ ptd rev. of "THE BOSTON & COLORADO SMELTING CO." w/ptd town dateline on shipping notice (C. C. R. R. mentioned) to Helena (terr.; no rec. mk.). Nice 1st period item. **Min Bid 80**

04 BLUE MOUNTAIN 1955 XF (bold strike) nonstd 4-B ties 3 ct. Liberty to orange env. w/ colored paste-up of the mtn. on front. Non-philatelic; 5-yr office **Min. Bid 15**

05 CARIBOU 1914 F (but lt.) blue 4-B ties 1 ct. green to F viewcard ("Falls ... Barker Dam"). Scarce. E20-25

INDIANA

06 SPRINGPORT 1875 G aquamarine double oval pmk (some letters weak/missing) w/ violet pen ms killer on VF UX3 (S2) - Nice 2-color cancel small-town use E25

MAINE

07 PORTLAND 1881 VF cds w/ negative "2" in solid square on VF UX5 (S4) > CUMBERLAND MILLS (F rec. mk. on front). Boston transfer? **Min. Bid 35**

NEBRASKA

08 DAKOTA 1897 VF cds w/ cut cork ties 2 ct. red Bureau iss. to VF fancy ptd multi-line commercial cc w/DAKOTA CITY r/a & Gamett, Kans. b/s. Attractive. E15-20

NEVADA

09 AUSTIN 1902 F-VF entire U362 ptd cc (unevenly opened @ rt. clipping stamp; "AUSTIN COMMERCIAL COMPANY") w/ fancy ptd lettersheet & bill; G duplex (town-name readable +) addr. to "Jefferson/Belmont Stage (lower left docket)/Nevada"-no rec. mks. **Min. Bid 45**

10 NATIONAL 1911 VG-F 4-B ties 1 ct. green F Mitchell viewcard (S.P.R.R. in mountain snowshed). Scarce. E20-25

OHIO

11 WAPAKONETA (1870's ?-no yr. date; mo. in mess. in Quaker format) VF-XF fancy pictorial (machinery-type; ptg press, wood-milling apparatus? not indicated In Cole reference & probably scarce/rare) on VG UX5 (S4)-filled file hole o/w VF. Suggest photocopy. E150-200

PENNSYLVANIA

12 ACKLEY STATION 1890 G-VG cds (few letters pty ptd) w/target (SON) & untied Sc. 213 on small silt soiled env w/ptl NYC b/s. Scarce. **Min. Bid 40**

SOUTH DAKOTA

13 NAHANT 1908 F D. 3/1 ("1" not obvious) ties Sc. 300 to VG viewcard. Scarce. E20-25

U.S. POSTAL CARDS/FOREIGN USE-railroad related

14 UX6 (S5) > England (no rec. mks) pmk @ NYC; ptd full-reverse May 1883 Traffic Dept. statistics report for ILLINOIS CENTRAL RAILROAD COMPANY; cor. crease @ LL o/w VF; uncommon: **Min. Bid 25**

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CALIFORNIA

- 1 BACHELOR, 1930 VG+ Ty C-1 4 Bar on early Philat. CVR (Lake 82/40) \$ 5.00
- 2 BALLS FERRY, 1910 G Ty A-2 4 Bar (Shasta 75-16) Est \$6.00
- 3 BLUE CANYON, 1917 G Ty B 4 Bar (Placer 67-27) Est \$5.00
- 4 CARMEL, 1907 VG Ty 2 DOANE (Monterey 03-Op) Est \$3.00
- 5 COSUMNE, 1907 VG+ Ty A-2 4 Bar (Sacramento 52-15) Est \$10.00
- 6 DIAMOND SPRINGS, 1911 G+ Ty 3/4 DOANE (Eldorado 53-50) E \$3.00
- 7 FITCHBURG, 1909 G+ Ty A-2 4 Bar (Alameda 08-11) Est \$10.00
- 8 FREDALBA, 1911 G+ Ty A-2 4 Bar (San Bern 98-15) Est \$10.00
- 9 KLAMATHON, 1903 G+ Duplex on CVR, uneven @ Rt (Sisk 97-18) Est \$10.00
- 10 LEON, 1909 G+ Ty A-1 4 Bar (Riverside 88-11) Est \$10.00
- 11 PLEASANT VALLEY, 1909 G Ty A-2 4 Bar (El Dorado 64-17) E \$5.00
- 12 RUBY, 1910 G+ Ty A-2 4 Bar (Siskiyou 91-13) Est \$10.00
- 13 SEVILLE, 1931 VG+ Ty C-1 4 Bar on early Philat. CVR (Tul 15-31) E \$5.00
- 14 TABLEROCK, 1911 G+ CDS/Cork (Sierra 57-22) Est \$10.00
- 15 WALDO, 1911 G+ Ty 3/1 DOANE (Yuba 98-15) Est \$10.00
- 16 WILD, 1931 VG+ Ty C-1 4 Bar on early Philat CVR (San Bern 28-31) \$20.00

IDAHO

- 17 BIG BAR, 1966 FINE 4-Bar on 3X5 card (Wash. 66-68) Est \$5.00
- 18 BRIDGE, 1910 VG Ty A-2 4 Bar (Cassia 79/71) Est \$3.00
- 19 BURKE RUR BR OF WALLACE, 1967 G+ 4 Bar, 3X5 card (Shos. 66-80) E \$3.00
- 20 CLEARWATER, 1910 G Ty 2/2 DOANE (Idaho 72-84) Est \$3.00
- 21 CRAWFORD, 1910 VG Ty 2 Doane as rec'd, O' Strk (Valley 90-15) E \$4.00
- 21a DEMPSEY, 1908 VG Ty 3 DOANE as FWD (Bannock 95-15) Est \$8.00
- 22 EMIDA RUR BR, of Saint Maries, 1967 G+ 4 Bar on 3X5 card (67-73) 3.00
- 22b GIBBS, 1911 VG Ty A-2 4 Bar (Koot 10/54) Est \$ 5.00
- 23 LANE, 1909 G+ Ty A-2 4 Bar (Koot 91/54) Est \$4.00
- 24 LESLIE, 1913 VG Ty 3/1 DOANE, part on stamp (Custer 88-80) Est \$3.00
- 25 MINIDOKA, 1908 G+ Ty 3/1 DOANE (83-86) Est \$3.00
- 26 REUBENS, 1912 VG Ty A-2 4 Bar (Lewis 08-88) Est \$3.00
- 27 SAM, 1932 VG Ty C-1 4 Bar on CVR (Teton 25-37) Est \$12.00
- 28 THARP, 1911 G+ Ty A-2 4 Bar (Idaho 09-15) Est \$10.00
- 29 VALLEY, 1917 VG Ty B 4 Bar (Bonner 02/23) Est \$8.00
- 30 VOLLMER, 1910 G+ Ty A-2 4 Bar (Lewis 07-19) Est \$4.00

MONTANA

- 31 ABSAROKEE, 1930 VG 5 BAR Non-Standard on CVR Est \$6.00
- 32 ARLEE, 1930 FINE Ty C-1 4 Bar on CVR (Lake 85-Op) E \$3.00
- 33 BOLE, 1936 VG Ty B 4 Bar (Teton 14-43) Est \$3.00
- 34 BONNER, 1911 G Ty 3/5 DOANE (Miss 88-Op) Est \$3.00
- 35 BOWERS, 1931 VG+ Ty C-1 4 Bar on early Philat. CVR (28-56) Est \$3.00 p73
- 36 CASTLE, 1908 G Ty 2 DOANE as Rec'd (Meagher 87/18) Est \$5.00
- 37 CHAPMAN, 1932 FINE Ty C-1 4 Bar on CVR (Phillips 29-55) Est \$4.00
- 38 CONCORD, 1912 G+ bit Dbl Strk Ty A-2 4 Bar (Toole 08-12) Est \$8.00
- 39 ELLISTON, 1930 VG+ Ty C-1 4 Bar on clean CVR (Powell 84-Op) E \$3.00
- 40 FRENCHTOWN, 1911 G+ Purple Ty 2/2 DOANE Est \$4.00
- 41 INTAKE, 1931 VG Ty C-1 4 Bar on CVR (Dawson 11-65) Est \$3.00
- 42 LOGAN, 1907 VG Ty 2/4 DOANE (Gallatin 91-60) Est \$4.00
- 43 LUTHER, 1915 VG+ Ty A-1 4 BAR (Carbon 07-83) Est \$4.00
- 44 MARTINDALE, 1909 VG Bright Magenta Ty 3/3 DOANE, unlisted \$6.00
- 45 MARTINDALE, 1909 VG BLUEISH DOUBLE CIRCLE DOANE MIMIC Ty 1/3 E \$8.00
- 46 MEYERSBURG, 1910 G Ty 2 DOANE, part on stamp, unlisted! (87-11) \$10.00
- 47 PABLO, 1930 VG Ty C-1 4 Bar on CVR (Lake 17-Op) Est \$3.00
- 48 PINE CREEK, 1910 G+ Ty 2/1 DOANE as rec'd (Park 04-14) E \$5.00
- 49 RED ROCK, 1910 G+ Ty A-1 4 Bar, part on stamp (Beaverhead 79-23) \$8.00
- 50 ROSCOE, 1908 VG lite Ty 2/1 DOANE as rec'd (Carbon 05-Op) Est \$6.00
- 51 RUBY, 1908 VG Ty A-1 4 Bar as rec'd. vert crease (Madison 01-24) \$4.00
- 52 SEELYE LAKE, 1930 VG Ty C-1 4 Bar on CVR (Miss 18-Op) Est \$4.00
- 53 SUPERIOR, 1930 VG WEIRD wavy non-standard 4 Bar Est \$4.00
- 54 VALENTINE, 1930 VG Ty C-1 4 Bar (Fergus 03-43) Est \$5.00

NEVADA

- 55 AUSTIN, NEV. M.O.B., VG 1943 purple DBL Circle as sending cancel \$5.00
- 56 BAUVARD, 1911 G purple Ty 3/6 DOANE (Elko 04-12) Est \$6.00
- 57 BELMONT, 1908 VG Ty A-1 4 Bar, soiled PPC (Nye 67/22) Est \$10.00
- 58 COBRE, 1953 VG Ty F 4 Bar (Elko 08/56) Est \$3.00
- 59 COLUMBIA, 1911 VG Ty A-1 4 Bar (Esmeralda 04-19) Est \$6.00
- 60 FRANKTOWN, 1911 G+ Ty B 4 Bar (Washoe 62/27) Est \$10.00
- 61 GOODSPRINGS, 1916 G+ Ty B 4 Bar (Clark 99-60) Est \$5.00
- 62 MASON, 1913 VG Duplex (Lyon 08-61) Est \$5.00
- 63 MILLERS, 1908 G+ Ty 3/1 DOANE as Rec'd on picture side (06/31) \$3.00
- 64 PARADISE VALLEY, 1915 VG Ty A-2 4 Bar (Humb 71-Op) Est \$3.00
- 65 RYE PATCH, 1908 G+ bit DBL. Duplex. Faulty PPC (Persh 72-16) E \$10.00
- 66 SHAFTER, 1928 G+ purple Ty C-1 4 Bar, over inked, on GPC Est \$6.00
- 67 SPARKS, 1906 G+ Ty 2/1 DOANE, scarce Est \$10.00
- 68 SPARKS, 1907 VG Ty 3/15 DOANE Est \$5.00
- 69 SUTRO, 1907 FINE Ty 2 DOANE (Lyon 72-20) Est \$15.00
- 70 TONOPAH, 1913 VG FLAG, (used 13-19) Est \$3.00
- 71 WABUSKA, 1908 G Ty 3 DOANE (Lyon 74/66) Est \$5.00

OREGON

- 72 ANDREWS, 1916 VG Ty 3/2 DOANE as FWD on CVR (Harney 90-68) Est \$6.00
- 73 BECKLEY, 1915 readable TY B 4 Bar (Harney 12-26) Est \$25.00
- 74 ELKHORN, 1907 VG+ Ty 2/1 DOANE as rec'd, stamp part gone (92-17) \$10.00
- 75 FISHAWK, 1910 VG Ty 3 DOANE (Columbia 90-10) Est \$10.00
- 76 GRANT, 1907 VG Ty A-1 4 Bar (Sherman 83-08) Est \$35.00
- 77 HARVE, 1907 G CDS/Target (Josephine 94-13) Est \$10.00
- 78 GRANEY, 1908 VG+ Ty A-1 4 Bar (Harney 85-19) Est \$20.00
- 79 HOMESTEAD, 1911 VG+ Ty B 4 Bar with Mineral, Idaho Ty 3/2 Doane Rec'd (Baker 00-65) Est \$5.00
- 80 LAIDLAW, 1908 VG Ty 2/1 DOANE (Deschutes 04-15) Est \$15.00
- 81 LAKE, 1909 VG lite Ty 3 DOANE (Lake 06-43) Est \$5.00
- 82 LAKEVIEW, 1907 Ty 3/14 DOANE (Lake 78-Op) Est \$6.00

- 83 LANGELLS VALLEY, 1910 G+ Ty A-1 4 Bar (Klamath 71-24) Est \$15.00 p73
- 84 LAMPA, 1909 G+ Ty 2/1 DOANE as Rec'd (Coos 05-18) Est \$5.00
- 85 LONDON, 1922 VG Ty A-1 4 Bar (Lane 02-18) Est \$10.00
- 86 MENOMINEE, 1907 VG lite Ty 2/1 DOANE (Hood River 03-06) Est \$50.00
- 87 MONKLAND, 1912 VG+ Purple non-standard 4 Bar (Sherman 86-19) Est \$10.00
- 88 NARROWS, 1914 VG Ty B 4 Bar (Harney 92-36) Est \$10.00
- 89 PALMER JUNCTION, 1912 G+ Ty A-1 4 Bar on embossed PPC (09-37) \$ 5.00
- 90 PITTSBURG, 1908 VG Ty 3/1 DOANE as rec'd (Columbia 79-08) Est \$6.00
- 91 POKEGAMA, 1910 VG lite Ty A-2 4 Bar (Klamath 99-11) Est \$15.00
- 92 RYE VALLEY, 1908 FINE Ty 2/1 DOANE (Baker 67/35) Est \$10.00
- 93 SINK, 1913 G Ty B 4 Bar as rec'd, O' Strk (Lake 11-20) Est \$20.00
- 94 SUNTEX, 1921 G+ Ty B 4 BAR, DBL STRK on tan CVR (Harney 16-49) \$6.00
- 95 SWAN, 1917 G+ Lt Ty A-2 4 BAR (Klamath 09-29) Est \$15.00
- 96 VENATOR, 1932 VG+ Ty C-1 4 BAR correctly on back of colorfully franked entire. (Harney 95/59) Est \$10.00
- 97 WARNER LAKE, G+ Ty Ty 3/2 DOANE (Lake 89-24) Est \$15.00

NORTH DAKOTA

- 98 FARLAND, 1911 VG, Ty A-1 4 BAR (07-16) Est \$5.00
- 99 GRABER, 1911 VG, Ty A-1 4 BAR (07-14) Est \$10.00
- 100 JEROME, 1911 VG, Ty 3/1 DOANE (06-14) Est \$6.00
- 101 KILLDEER, 1916 G+ Ty B 4 BAR EARLY (15-Op) Est \$3.00
- 102 LONETREE, 1911 VG Ty A-1 4 BAR (02-57) Est \$3.00
- 103 MORAIN, 1908 G+ Ty 2/1 DOANE (04-13) Est \$12.00
- 104 MOTT, 1908 G+ Ty 2/1 DOANE (04-Op) Est \$3.00
- 105 NEVABURG, 1909 VG Ty 3/1 DOANE (05-Op) Est \$3.00
- 106 NUMEDAH, 1910 VG 4 BAR, address & message blacked out (98-26) \$5.00
- 107 ROGER, 1907 G+ lite Ty 2 DOANE (98-17) Est \$5.00
- 108 THORSON, 1911 VG Ty 3/1 DOANE, O' Strk (05-12) Est \$5.00
- 109 WIRCH, 1913 G+ Ty A-1 4 BAR (00-34) Est \$5.00

SOUTH DAKOTA

- 110 CAPP, 1911 G+ Ty A-2 4 Bar (07-67) Est \$3.00
- 111 CRANDON, 1907 G+ CDS/Target (81-35) Est \$5.00
- 112 CUTMEAT, 1908 G+ Ty A-1 4 Bar CDS (07-16) Est \$15.00
- 113 EDDY, 1910 VG Ty A-1 4 Bar (04-13) Est \$6.00
- 114 EFFINGTON, 1914 VG Ty B 4 Bar (92-16) Est \$6.00
- 115 FOREST CITY, 1898 G+ CDS (84-43) Est \$6.00
- 116 JAMES, 1909 VG Ty 3 Doane, part on stamp (96-28) Est \$10.00
- 117 LYNN, 1910 VG Ty A-2 4 Bar (83/11) Est \$15.00
- 118 MANILA, 1908 VG+ Ty 2 DOANE (98-28) \$12.00
- 119 MOENVILLE, 1913 G+ Ty A-2 4 Bar (08-55) Est \$ 4.00
- 120 MYSTIC, 1909 VG Ty 3 DOANE (95/54) Est \$5.00
- 121 ORMAN, 1907 VG+ Ty 3 DOANE (06-14) Est \$12.00
- 122 SEIM, 1912 VG Ty A-2 4 BAR (01-18) Est \$20.00
- 123 SPINK, 1908 FINE Ty 3/2 DOANE (72-14) Est \$8.00
- 124 THUNDER HAWK, 1911 Ty B 4 Bar (09-65) Est \$4.00

WASHINGTON

- 125 BAY CENTER, 1907 VG Ty 3 DOANE, O' Strk (Pacific 76-Op) Est \$5.00
- 126 BIG LAKE, 1911 VG Non-Standard 4 Bar (Skagit 98-31) Est \$5.00
- 127 BLACK DIAMOND, 1897 G+ CDS, Star in Circle killer, on GPC \$10.00
- 128 BLY, 1909 FINE Ty A-1 4 BAR (Asotin 96-20) Est \$10.00 p73
- 129 BRIGHT, 1911 Ty A-1 4 Bar CDS socked on 1st Grm (Doug 02-17) E \$15.00
- 130 CANYON, 1908 VG+ Ty 2 DOANE, stamp gone (Whitman 05-18) Est \$10.00
- 131 CHENEY, 1885 VG CDS/Target on GPC, Territorial Est \$30.00
- 132 CHICO, 1913 VG Ty B 4 Bar (Kitsap 89-24) Est \$10.00
- 133 CLEVELAND, 1910 G Duplex on soiled PPC (Kickitat 81-15) Est \$12.00
- 134 CLIPPER, 1913 FINE Ty B 4 Bar (Whatcom 01-55) Est \$4.00
- 135 COLUMBIA RIVER, 1910 G+ Ty A-2 4 BAR (Douglas 08-26) Est \$10.00
- 136 DAISY, 1951 VG Ty F 4 BAR (Stevens 89-71) Est \$ 3.00
- 137 DODD, 1907 G CDS/Target (Asotin 98-11) Est \$15.00
- 138 EDGEWATER, 1911 VG lite Ty A-2 4 BAR (Skamania 11-15) Est \$10.00
- 139 ELDON, 1925 VG Ty B 4 Bar on CVR (Mason 01-25) Est \$10.00
- 140 FERNHILL, 1909 FINE duplex (Pierce 90-10) Est \$10.00
- 141 HARMONY, 1916 VG Ty 2 DOANE on Reg Recept card (Lewis 90-24) Est \$8.00
- 142 HELEN, 1911 VG Ty A-1 4 BAR (Spokane 07-12) Est \$10.00
- 143 KNAB, 1911 VG Ty 2/2 DOANE (Lewis 88-35) Est \$8.00
- 144 LAKE CUSHMAN, 1908 VG Ty A-1 4 Bar (Mason 93-22) Est \$10.00
- 145 LAKEHEAD, VG Ty 2/1 DOANE (Pierce 04-10) Est \$35.00
- 146 LEXINGTON, 1912 VG Ty A-1 4 Bar (Cowlitz 88-17) Est \$10.00
- 147 LONG LAKE, 1911 G+ Ty A-2 4 BAR AKE on stamp (Linc 11-16) E \$15.00
- 148 MALO, 1909 VG Ty 2/1 DOANE (Ferry 03-Op) Est \$4.00
- 149 MENDOTA, 1921 G+ purple Ty B 4 Bar, stamp gone (Lew 09-23) \$ 8.00
- 150 MENLO, 1908 VG+ Ty 3/3 DOANE (Pacific 94-Op) Est \$3.00
- 151 MILITARY STA. / TACOMA, 1911 VG Duplex Est \$25.00
- 152 MOHLER, WASH (1912) purple straight line, emergency cancel? Est \$12.00
- 153 MOORE, VG+ Ty C-1 4 Bar on CVR (Chelan 92/55) Est \$3.00
- 154 OLEMA, 1915 G+ fuzzy Ty B 4 Bar (Okanogan 96-24) Est \$8.00
- 155 OPHIR, 1908 VG Ty A-1 4 Bar on toned PPC (Okanagon 90-12) \$ 15.00
- 156 PEARSON, 1908 VG Ty 2/1 DOANE (Kitsap 89-37) Est \$5.00
- 157 PORT LUDLOW, 1910 G+ purple Ty 2/4 DOANE (Jefferson 57-65) E \$3.00
- 158 PORT STANLEY, 1912 BLUE Ty A-1 4 Bar (San Juan 92-40) Est \$6.00
- 159 PUGET, 1908 G+ Ty 2/1 DOANE as rec'd (Thurston 04-28) Est \$5.00
- 160 REDROCK, 1910 G+ Ty A-1 4 BAR (Grant 07-11) Est \$30.00
- 161 ROCK LAKE, 1910 G+ Ty A-1 4 Bar (Whitman 07-12) Est \$30.00
- 162 SLATER, 1909 VG+ Ty A-1 4 BAR (Walla Walla 06-19) Est \$10.00
- 163 SUNSET, 1908 VG lite Ty 2 DOANE (Whitman 89-55) Est \$5.00
- 164 TRENT, 1911 VG Ty A-2 4 BAR (Spokane 83/13) Est \$10.00
- 165 TUM TUM, 1908 G+ CDS/Target (Stevens 00-66) Est \$3.00
- 166 VANCE, 1912 G+ Ty B 4 BAR on CVR (Lewis 86-27) Est \$10.00

STANDARD RULES APPLY. Single bid items reduced to estimate.

Minimum bid \$3.00 please. Phone bids accepted (541) 963-6350

CLOSING DATE: MONDAY APRIL 8th, 1996 (7:00 PA-CIFIC)

Civil War "Postal History"

by Tom Clarke

What do you consider postal history? Is it routes, rates, and write-ups? Is it only covers? Only "classic" stamped covers? What about single stamps with an early or late-use socked-on-the-nose date? What about single stamp business-mail related perfins or precancels?

Going further, what about hard-to-come-by postal route maps or relevant post office building and postmen photos, insignia, buttons, etc.? It is debatable to what degree these are allowed in postal history exhibits. Nevertheless, do you collect them with the same feeling of reverence as you do covers? More than a few postal historians do.

These items many times relate directly or indirectly to the study and cataloguing of our prized covers. They definitely help give scope to our avocation. They maintain and deepen our interest in it. Otherwise our interest may languish, our collecting interest drift, and our holdings diminish to mere boxes of old envelopes.

Without attempting to give yet another definition of postal history, and fight the good fight over what ought to be allowable in exhibits, let's simply consider what we like to collect. Unless we are into the hobby for investment alone (not likely), we enjoy old letters and probably old things in general. We are closet historians for reasons psychological and it won't pay to consider or justify why. If collecting can take the edge off the daily grind, it has inestimable value, period. So why limit ourselves?

Contents

There is a great deal to interest us beyond the external attributes of our covers. Let's look at letter contents whether postally-related or not. This is, strictly speaking, the realm of social history (--but so is postal history). Many rare and valuable insights into former lives and attitudes can come from the study of such letters. Many of us do collect content as avidly as the stamps, markings, and us-

age. The contents *really* magnify the reason for collecting. And contents sell! Picture your postal history auction catalog listings. Much more than just envelopes and the trend is growing.

But there's more than just letters to postal history collateral. Breathes there a postal history soul so dead that hasn't to himself once said: I need to flesh out this collection, give it some body, it's getting to be a bore. Our near and dear wonder what all the fuss over mail is about. Until we show them some of those collateral items too, and then they begin to sense the spell from which we can't escape.

Can the definition of postal history appropriately stretch to include original mementos that assist in telling the whole story behind the covers? We all accumulate these parallel items. In fact, our beloved *La Posta* deems it necessary to include illustrations of towns, buildings, personages, and other ephemera that richly sets the mood of history, without which our covers grievously lose much of their punch and purpose.

Some categories

Consider the handful of envelope-challenged, orphan letters, many times found leading off those auction catalogs; they are often referred to in a group as "Americana." Several categories can be distinguished:

- a) pre-postal, private-carried missives;
- b) private carriage messages during postal times;
- c) "slave" letters --a particular subset of a) and b);
- d) letters, with or without covers, written and autographed by the rich and the famous;
- e) covers endorsed by the same, a subset of d)
- f) letters that speak firsthand of the famous and their activities;
- g) letters with or without recognizable postal

markings that are more important for their historic allusions [British collectors' *socio-logical letters*] than their postal origins.

Heavy bids secure many of these lots. Scores, even hundreds of dollars gather in each item, and not just by wizened museum keepers, but primarily by fellow postal historians.

Some philatelic judges permit a small percentage of "non-postal" material to attend covers in exhibits. But mostly these non-postal treasures stay at home in drawers under lids. There's a peculiar dichotomy here. We care for what we can't show off.

There are other versions on this non-cover theme as we all know. Consider these possibilities for your postal history collection/exhibit, too:

h) the otherwise postally-marked envelopes from which stamps have been removed, but which enclose beautiful engravings matching one of your existing corner card covers;

i) newspapers that mention postal affairs, packet sailings and port entries;

j) kindred paper collectibles such as slave posters;

k) analogous photos and tintypes, that unmistakably flesh out the senders of the covers we covet; and

l) relevant documents, for example Civil War memorabilia, whose continued existence is no less amazing than the stamped or stampless papers we desire?

The "l" variety is the topic for discussion this time around. There is much crossover among these grouping, however, as you shall see. Below we note some examples. Aren't they unashamedly worthy of inclusion in any people-conscious postal history collection?

The Civil War

Bruce Catton has written one of the definitive Civil War histories; public, and many private, libraries have copies. Public Television, during pledge weeks, continues to present the unforgettable 11-hour series by the 30-something Ken Burns. It has forever set the pattern for evocative documentary journalism, followed closely by Burns' *Baseball* series, and hopefully, by the turn of the century, by the *Jazz* history too. Still photos (and old movie snippets) never looked so good.

Matthew Bradys' and others' 1860s photographs captured the daily routine, expression, and landscape and the grueling butchery of the Civil War. Walt Whitman then, and Carl Sandburg later, in words did this, too. The great talents and the great and small participants themselves have been immortalized by the awfulness of the War Between the States.

Civil War covers can suggest to us the gory battles. But it is the uncensored letters within those covers that can hurl us back into the very tumult. Our minds-eye redraws the scenery, the scathing words tell of bitter times. Life was cheap in the apple and peach orchards and clearings. The letters restate the heavy pall cast by the greatest bloodbath to stain the ground ever in the Western Hemisphere.

Paper trail

But there are other collateral items that, in their quiet way, also breath the anxieties and sentiments, tendencies, and policies that continue to haunt us today. Hatred and longing --the human condition-- won't let go. Countless little people, no less than the great, participated in four years of diabolical struggle. They are remembered in the collateral remains that have been preserved for us and that we can buy, fortunately, under the heading of postal history. Are as appreciative of it?

These paper pieces in time have conveyed as much importance as any stamped cover could ever do. They encapsulate far more than mere mailing and delivery schedules. Many of us are drawn to preserve these glimpses of past lives alongside our cancels and platings. It's the least we can do.

We keep the memory alive as do Jews worldwide when they proclaim "never forget." Viscerally, almost mutely, we collect and assemble. We're a brotherhood and one of the best things the world has going for it: its memory. Our mini-museums preserve the smaller things most large scale museums can't bother with. And when we are permitted, we exhibit these bits and pieces of the human soul. Through them we express our inexpressible humanity. Civil War covers, letters, collateral pieces: all of it bears witness to strivings for good or ill and the horrors suffered by our ancestry North and South.



To all who shall see these presents, greeting:

Know Ye, That, reposing special trust and confidence, in the patriotism, valor, fidelity and abilities of Laurel Mayhew, I do hereby appoint him First Sergeant in Company G of the 99th Regiment of Pennsylvania Volts in the service of the UNITED STATES, to rank as such from the twenty-fifth day of September, one thousand eight hundred and Sixty one. He is therefore carefully and diligently to discharge the duty of First Sergeant by doing and performing all manner of things thereunto belonging. And I do strictly charge and require all Non Commissioned Officers and Soldiers under his command to be obedient to his orders as First Sergeant. And he is to observe and follow such orders and directions from time to time, as he shall receive from me, or the future Commanding Officer of the Regiment, or other Superior Officers and Non Commissioned Officers set over him according to the rules and discipline of War. This Warrant to continue in force during the pleasure of the Commanding Officer of the Regiment for the time being.

Given under my hand at the Head Quarters of the Regiment, at Camp McCallan Pa, this Twenty eighth day of November, in the Year of our Lord one thousand eight hundred and Sixty one

By the Commanding Officer: W. B. ... Commanding the Regiment.

Alfred Whitfield Adjutant of the Regiment.

Not rare, just unique

Amidst my handful of CW collateral items, gathered at random over a short score of years comes a few interesting items. Not rare. But, yes, almost all ephemera can claim uniqueness of one degree or another. The following examples are not especially pretty, certainly not destined for a museum catalog. But if we could hear them, they'd say they were pleased to speak their little piece and were glad to have made it to these illustrious pages.

A few of my Civil War items came from a sweet, neighborly octogenarian, who has since gone to attend her forebears. She lived in a stark, drafty Victorian home on very modest means. She lived alone and was mostly alone in the past. But she was sprightly in company and when visiting the grocery store up the street. A few questions about her few ancient furnishings always caused a smile and a ramble across the years.

An old daguerreotype of her grandfather that she carefully kept won't illustrate well here, but it will be restored with a little special attention. It is of a young narrow faced man in black Lincolnesque long coat and tie. There had to have been misgivings when she offered it along with other of her grand-fathers' artifacts: an old letter, another daguerreotype and photos, and more paper items.

Parker Mayhew joined the 99th Regiment of Pennsylvania Volunteers in September 1861 [Fig 1]. He was lucky. He came through the war successfully, to live on as a townsman, even attempting florid poetry in an 1880s and 1890s area weekly newspaper. Margaret herself lives in those papers of her grandfather. They're a double treasure.

Youthful interest

There are always gratifying nibbles of interest shown when these items are viewed by high school juniors, more amazed than anything else that anything "that old" can still exist. Show-and-tell documents and letters that witnessed life in those chilling times always brings on a healthy and sober pause. Not the least of these are the moments when we paint pictures of Northern hopelessness. After a full year's fight they were without a victory, and there was nothing suggestive of an early end in sight.

Any soldier, especially a poor boy, as most Americans were by today's standards, looked forward to the happy moment and prospects of heading

home. Many enlistments, at least in the beginning of this 19th century war, were for six months only. The upper class could pay their lower counterparts the legal \$300 bounty to purchase a substitute for the fight. Hundreds of Irish immigrants in New York City will riot in 1863 for several days over the injustice of this aristocratic tribute.

The Battle of Antietam in September 1862 was the depressing murderous labor of thousands of pawns on both sides thrown into a military meat-grinder. But this time it was with a difference. This time, though the North won't strictly win, they won't lose the battle, either. Lincoln was content to look upon that turn of events with grateful good cheer. He used it, as all attentive history students recall, as the catalyst to proclaim those slaves in the warring South to be free, effective New Year, 1863.

Item two concerns this battle. Going home, back to family and the mill where he had just gotten his start. Duty carried no small price tag when this 23-year old enlisted. The Discharge Certificate shown next [Fig. 2] can thus be seen as bittersweet. Antietam was a glorious, if partial victory, freedom after hard if brief service for Private Jacob M Garris. And all for the price of \$27.41.

Going home! This 5'7", gray-eyed, fair-haired miller from Doylestown, Bucks County, Pa., having joined for six months on August 8th, was now discharged. But, wait. Antietam was on September 17th.... Six months...?

The fateful words leap from the page: "...for successful completion of his enlistment...." And then the tell-tale remainder, "...owing to his being killed at the Battle of Antietam...."

What heartbroken parent preserved this memento of their son's loss? And how carefully was it passed along to nephews, children, and grandchildren. At what point, then, was the spell broken so that it became just another old paper mixed in with so much other detritus. Generations of life and death locked in basement or attic.

Under what circumstances, finally, did a sad memory as this one come to leave the family holdings? Found in an flea market shop in the mid-1970s, it had wound up ignominiously crumpled and tattered at the bottom of a carton of leftover papers, Topps baseball cards, and tearsheet *National Geographic* ad pages for Cadillacs and Atwater-Kent console radios. Life become a throwaway.

CERTIFICATE

TO BE GIVEN TO VOLUNTEERS AT THE TIME OF THEIR DISCHARGE TO ENABLE THEM TO RECEIVE THEIR PAY, &c.

I CERTIFY, on honor, that Jacob M. Davis a Private of Captain K. H. Henshaw's Company (1st) of the 12th Regiment of Infantry Volunteers, of the State of Pennsylvania, born in Bucks County, State of Pa., aged 23 years; 5 feet 7 inches high; light complexion, blue eyes, light hair, and by occupation a Miller, having joined the company on its original organization at Doylestown Pa., and enrolled in it at the muster into the service of the United States at Harrisburg, on the 10th day of August, 1862, (or was mustered in service as a recruit, by _____, at _____, on the _____ day of _____, 1862, to serve in the Regiment) for the term of nine months, and having served honestly and faithfully with his Company in the 12th Reg. P. V. to the 17th day of September 1862, to the present date, is now entitled to a discharge by reason of his death which occurred on the 17th day of September 1862 by reasons of his being killed at the Battle of Antietam.

The said Jacob M. Davis was last paid by Paymaster _____ to include the _____ day of _____ 1862, and has pay due him from that time to the present date, and also pay for the use of his horse, (having been mounted during the time,) and premium due him according to act of Congress passed July 17th 1862 and he is entitled to pay and subsistence for traveling to place of enrolment and what other allowances are authorized to volunteer soldiers, or militia so discharged. He has received 100 dollars advanced by the United States on account of clothing.

There is to be stopped from him, on account of the State of _____, or other authorities, for clothing, &c., received on entering service, 27 dollars; also, for expenses of subsistence for traveling from place of enrolment to the place of rendezvous, amounting to 100 dollars; and on account of the United States for extra clothing received in kind from _____ and for other stoppages, viz:

_____ amounting to 100 dollars; and he has been subsisted for traveling to his place of enrolment, up to the _____ 1862. He is indebted to _____, Suttler, 100 dollars. GIVEN in duplicate, at _____, this 3rd day of April, 1863.

L. H. Henshaw, Capt. Commanding Company.

NOTE.—Two of these certificates, (or duplicates,) are to be given to each volunteer soldier who may be discharged previously to the discharge of his company, that he may at once receive from the Paymaster the pay, &c., due him, and the captain or other officer commanding the company, will certify to the act of the delivery of the duplicate certificates; on these certificates the Soldier is "entitled to" his discharge, and should also present his discharge to the Paymaster to have the payment endorsed on it. The discharge is to be given back to the Soldier, by the Paymaster; the latter only retaining as his voucher the duplicate certificates.

Another 'keeper'

There are always memorabilia to be had from the ground or garage. You also may own a mini-ball or two, or cartridges of the many sizes used by both sides, maybe even a not-too-battered sword that made its way down history's backroad onto your den or livingroom wall.

We all may own several of the abundant photographs, especially the common *carte-de-visite* type, posed for by soldiers in Napoleonic stance, showing the many styles of "uniform" available throughout the war. (Do any of us exhibit these alongside their covers?)

But, aside from bullets and photos, there is in my small inventory one memento that stands out far above the rest. It oozes the 'stuff of history' and begs for the limelight to remind us of the most dramatic struggle of the war. A piece of money.

When Lincoln died on April 15, 1865, he bore in his pockets, among other items, his glasses case, a gold coin, and a Confederate \$5 bill. All can be seen in Washington DC museums. Precious, commonplace mementos to a stricken leader who had the "stamp of greatness" on him. But less than two years before, on July 1-3, 1863, many, many more became fodder in the name of glory and honor. Under what circumstances this third collateral item came to be had, one dare not imagine....

In a bin in the same antique shop mentioned above, was a dirty, crumpled paper, seemingly without redeeming grace, devoid of visible pedigree. It was destined to remain jammed under those current day lithos and comic book polys. For the price of a dollar it was mine to unfold and behold.

Carefully placed in distilled water and left to soak for days, the cotton fibers gently absorbed the liquid. They relaxed their disheveled, still taught, grip. After several more days gently pressed between a clean blotter and piece of plate glass, the tattered Confederate bill, now refreshed, came to light.

But this one was different from Lincoln's, and at least equally venerable. A loving fate miraculously preserved it, though it has little commercial value. No doubt its savaged condition stems from the very day it was found. And, yes, there is a deep stained coloration across it, but surely it couldn't be what you are thinking. This paper-thin piece of fragile history withstood the adversity of 100-plus years, until the very end. Now it lives again.

This \$5 piece of currency [Fig. 3] carried a rusty straightpin, attaching itself for many, many years to an accompanying rumpled note sheet. Both pieces speak of ultimate sacrifice. The note's message was written in an elderly or sickly, shaky hand. It bears a message that tells simultaneously of death and sorrow, of victory and thanksgiving:

A Peace of Rebble money that Papa found On
the Battle field at Gettysburg ... for ... George
hand it down from one to the other at Death ...
Mother

What more meaningful item to include with a Civil War collection, or within an exhibit writeup? After all, a letter describing the battles at Gettysburg is one thing. This is a witness that *has seen active duty!*

No stamp, but...

Last is an item more in keeping with the usual understanding of postal history. It is a speedily, raggedly torn, empty envelope. Its disordered appearance mimics the brutality of war. How much more wonderful and meaningful if the communique were in tow! It was a military message that saw first hand embroiled troops and havoc at some point during the worst American strife. Anything more that could be said would only clarify the circus of death already evident in its image. The address and clipped notation in a hasty scrawl reads:

Official / [To:] Lt Col Lewis / Commdg Cavalry--

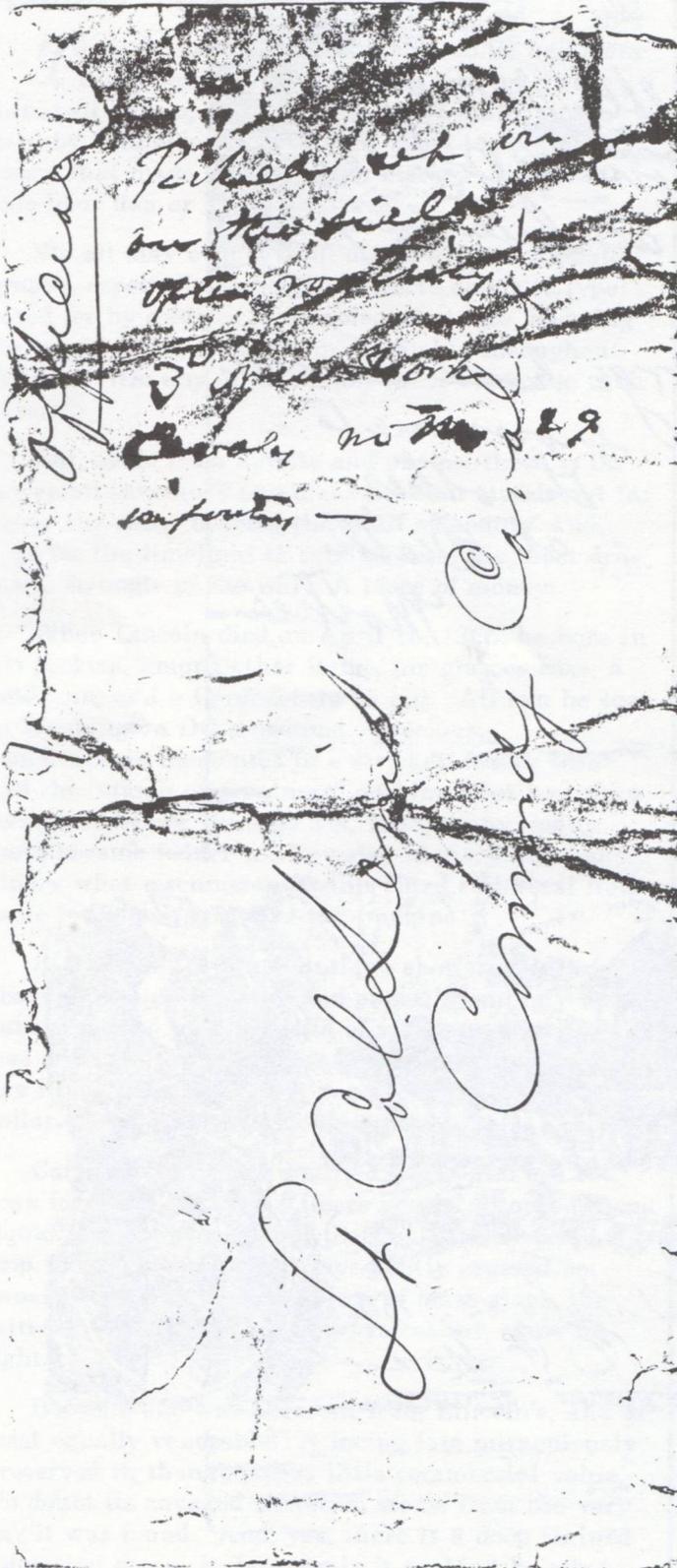
Picked up on / on the field / after routing /3d
New York / Cavalry, Novr 29 / infantry[?] --

What better item to include on a page of postal history that this attempted "local delivery?" There has been no effort made to discover the nature of this cover's wartime enclosure, the significance of the event described, much less the identity of the place, or the addressee. That will be up to a *La Posta* reader who likes this area of research and is eager to inform us of its specifics. Of course, any information about it would be gratefully received.

Those who want to spread the fascinating history of their covers' time cannot do so without including some of the broad spectrum of collateral material that can be found almost everywhere. Unfortunately, there's a terrible problem inherent in this discussion though, as you may guess.

A Piece of Pebble Money
 that Papa found on the
 Belle field at Bettuburg
 for
 George hand it down
 from one to
 the other
 at Death
 Mother





Ah, the distraction!

One specialist area dealer in Civil War memorabilia has cases of handsome vintage paper money to sell, plus buttons, medals, and other paper artifacts. And, naturally, there are pages of mouth-watering covers, at equally handsome prices. In addition, he displays albums filled with amazing history-laden Civil War letters. Horribly, they have all been roused from their respective covers and catalogued to await duplicate marketing.

This technique is enticing and financially productive but is it not also wanton destruction of delicate threads of history. Some might counter that, at least the letters are being preserved! But, aptly, would they feel so cavalier to separate from their children allowing anyone offering to clothe and feed them? Intellectually, the threads of our past are as just as precious.

Those auction catalogues mentioned above have steady markets for such solitary communications. They make wonderful, long write-ups. Now consider those collectors of yesteryear who regularly removed letter contents to make their collections thinner and less weighty. They did indeed do just that, but in a much more profound way than just pounds and ounces. So much is already disconnected and lost.

In today's world, for dealers (and collectors) to squander the knowledge placed in their keeping is more than crass entrepreneurialism. It is gross ignorance and academic barbarism. Today we are vastly better educated people and should realize our responsibility to demand our covers come complete with enclosures. We need to maintain historical continuity. And simply, personally, isn't this a way to deepen, expand, and enjoy the hobby?

Collateral material today sells big. We must exercise a sense of community about it (as in "community of researchers/scholars"). Our little corner of the historical puzzle has to be better appreciated. Perhaps we also need to continue to push those barriers that prevent more collateral items from appearing on exhibit pages.

We definitely need to exhaust every possibility, to overturn every dusty, flea shop stone to locate and preserve mementos of the past. We ourselves will derive enhanced pleasure from owning these extra items, and our families will better understand our collector-doings. They may become attracted themselves and take pleasure in our expanded pastime. Do them a favor. Collect more!

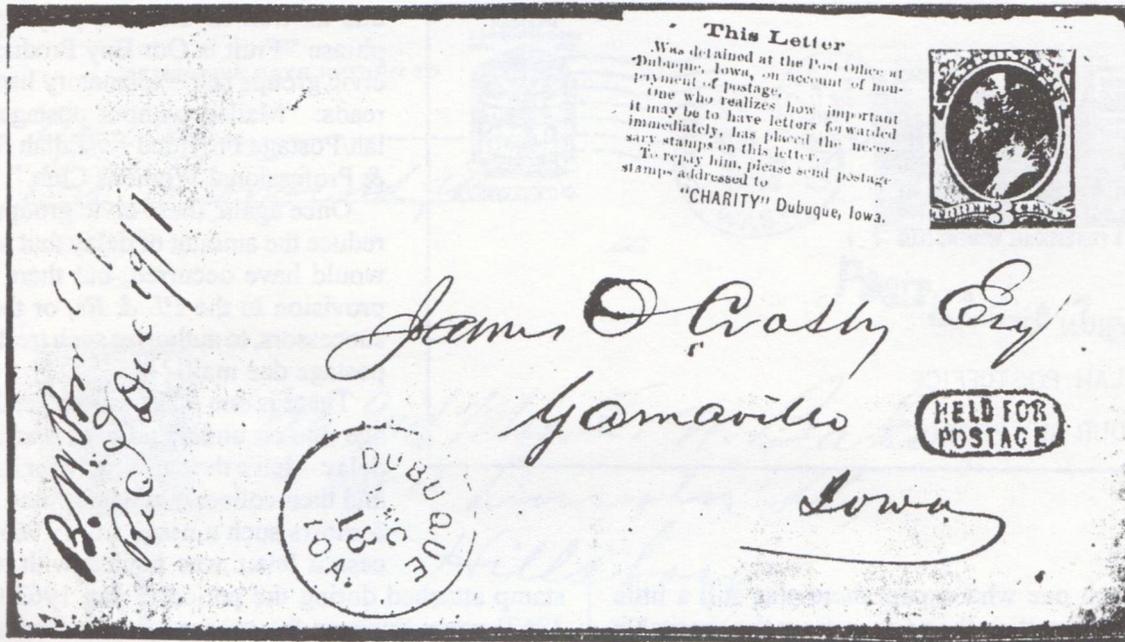


Figure 1. Not all mail, which should have been delayed, was actually slowed in transit. This cover displays an unusual label indicating that postage was paid by a charity.

AUXILIARY MARKINGS - UNDELAYED MAIL

By Randy Stehle

Many auxiliary markings have been used to explain why a particular piece of mail was delayed in its delivery. The reasons for delay are quite varied and numerous, ranging from a simple misaddressed letter to something as disruptive as an earthquake. There are a few types of markings that actually show just the opposite -- mail that normally would have been delayed but was not.

A common way that mail is delayed is due to the underpayment, or non-payment, of postage. Under certain conditions, the delay in collection of postage due can be shortened or eliminated altogether. The Post Office Department (POD) has required the prepayment of postage since 1855, and prepayment by means of stamps since early in 1856. Over the years, various rules have been in affect to deal with the area of postage due. Depending on the type of mail (class, letter or postcard, etc.), the time period, and the type of postage due (underpaid or not paid at all) various actions were taken by the POD. Such things as detaining the mail at the originating office (and advising the sender by a notice of detention), collecting the postage due from the addressee, and even sending the mail to the Dead Letter Office for further treatment have all been used by the

POD. This article will not explore these areas. It will be assumed that the need to collect postage due will create some type of delay, and that this delay has been avoided under certain circumstances. It is these circumstances which form the focus of this article.

During the second half of the 19th century, postage due mail sometimes received the treatment illustrated in Figure 1. This letter was mailed sometime in the 1880s without any postage. The envelope received the standard steel handstamp "HELD FOR/POSTAGE", but it also has a most interesting label attached which reads: "This Letter/was detained at the Post Office at/Dubuque, Iowa, on account of non-/payment of postage./One who realizes how important/it may be to have letters forwarded/immediately, has placed the neces-/sary stamps on this letter./To repay him, please send postage/stamps addressed to/"Charity" Dubuque, Iowa." These labels are fairly scarce. The author has seen only half a dozen over the last 15 years. Even so, their usage must reflect some sort of informal arrangement between these charitable groups and the local post office. There is no provision in the *Postal Laws & Regulations (PL & R)* for such treatment. The service benefited the post office by being able to collect postage due easily. It benefited the sender and addressee by shortening the delay to collect such

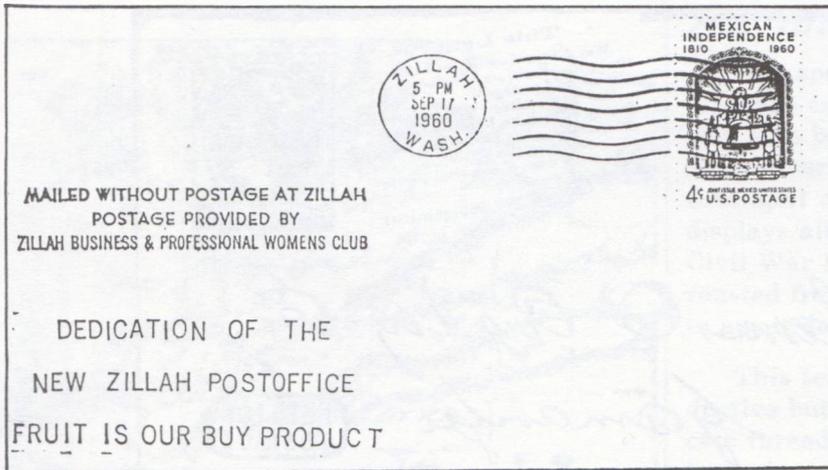


Figure 2

postage (though one who expect there was still a little delay involved in getting the postage from the charitable group). It also had the potential to benefit the charitable group to the extent that the addressee (Hopefully) will repay the postage and give a donation to the group.

Another group that sometimes paid postage due was active in the first half of this century. This was the Chamber of Commerce, and it had a totally different agenda from the charitable groups. The Chamber of Commerce liked to pay postage on mail that promoted their town. A classic example of this was illustrated in Dennis Pack's article on Utah branch post offices [*La Posta*, Vol. 26, No. 5, Oct-Nov 1995]. Figure 4 in that article showed a post card with a small bag of salt attached to it. The card had been mailed at the 1-cent rate instead of the proper 2 cent letter rate. Apparently the local post office had an informal agreement with the Chamber of Commerce to pay the extra postage, for a rubber handstamp marking appears explaining what happened was applied to the post card.

Figure 2 illustrates yet another example of a civic group providing such a service. Although this particular cover is unaddressed, one may assume that such a usage actually happened on a "real" piece of mail. The cover in question was created in conjunction with the dedication of the new Zillah

(WA) post office. A handstamp explains this as well as the cute play on words phrase "Fruit is Our Buy Product". The civic groups self-explanatory handstamp reads: "Mailed without postage at Zillah/Postage Provided By/Zillah Business & Professional Womens Club."

Once again, these civic groups helped reduce the amount of delay that normally would have occurred, but there was no provision in the *PL & Rs*, or their later successors, to authorize such treatment of postage due mail.

There is one other way to get the postage due on underpaid mail *and* incur no delay -- have the carrier pay for it up front and then collect it at a later time. Figure 3 shows such a usage from 1965. In this case a letter was mailed with a 5 cent

stamp attached during the period (7 Jan 1963 to 6 Jan 1967) when this was the proper rate for domestic first class mail of one ounce or less. This letter must have weighed between one and two ounces, as a postage due meter for five cents additional has been applied. The city carrier obviously applied the manuscript notation "Please leave money in mailbox". This procedure does avoid any delay in delivery, but does it follow rules laid out in the *PL & R* and its successors?

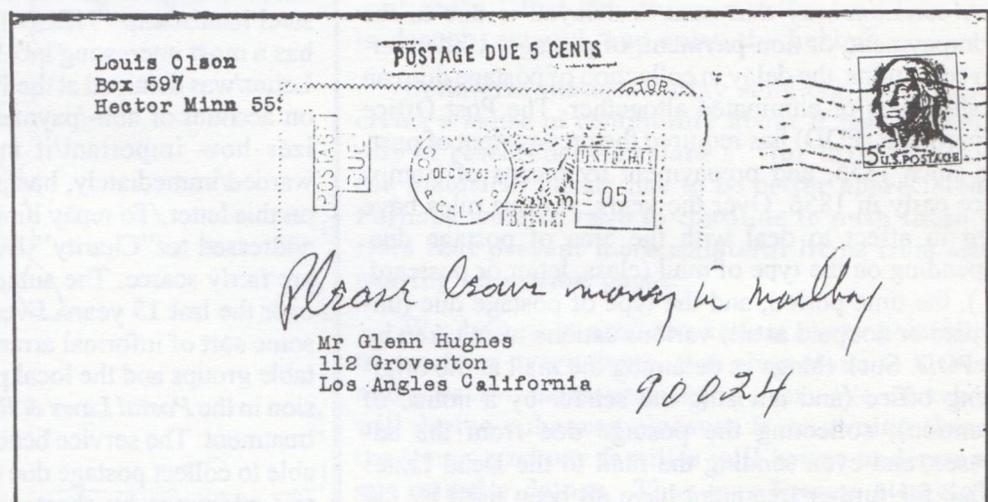


Figure 3

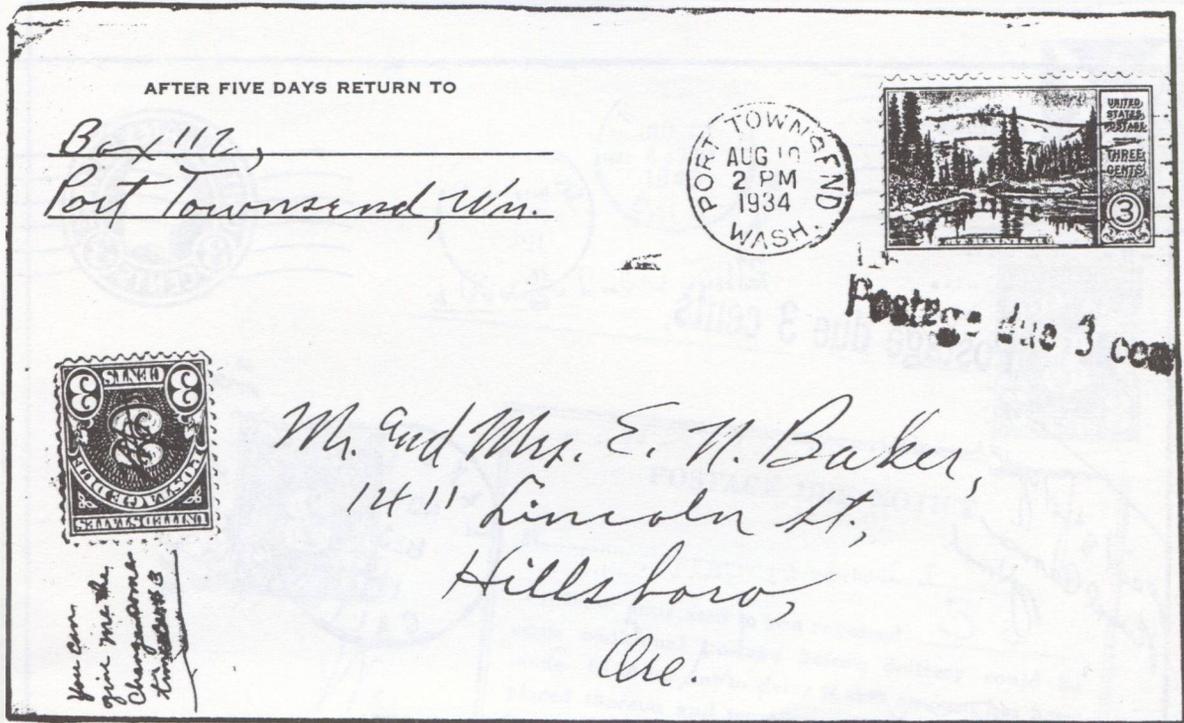


Figure 4

The earliest example of this type of usage seen by the author is shown in Figure 4. This cover was sent in 1934 when the domestic first class letter rate for one ounce or less was 3 cents. It must have weighed between one and two ounces, for it was assessed 3 cents postage due. The due stamp was canceled in the same pen that added the message: "You can/give me the/change some/time Car# 3 [Carrier #3]". The postage due stamp and message are shown in an enlarged view in Figure 5.



Figure 5

The then current *PL & R* would have been the 1932 edition. In Section 937 we find:

937. Carriers shall collect and promptly return to the postmaster all postage and other charges due on mail intrusted to them for delivery, as indicated by the postage-due stamps attached or otherwise. Such mail matter must not be delivered until the amount due shall have been paid.

See sec. 2315 as to penalty for failure to collect or to account for postage due.

Evidently the cover shown in Figure 4 was an improper way in which to collect postage due. Incidentally, the penalty mentioned in the above section was \$50.00.

Similar rules were in affect for rural carriers as well. In the 1932 *PL & R*, in Section 1013, we find language which expands upon what was quoted above for city carriers:

1013. When mail matter on which the required postage has not been fully paid is received at a distributing office, addressed to a patron of a rural route, the postmaster shall note thereon the amount of postage due and hand the mail to the carrier for delivery on collection of the amount due. If the deficient postage can be collected by the carrier without leaving his route he shall, on receiving the required amount in coin, affix postage-due stamps to the matter, cancel them, and deliver the mail; otherwise the carrier shall fill in a notification card (Form 4233), deposit it in the addressee's box, and return the unpaid or part-paid matter to the post office to be held until the amount of postage due is paid or directions are received from the addressee as to disposition of such mail.

An example of a rural free delivery usage is shown in Figure 6. The letter was addressed to a patron on a rural route out of Lakeside, CA, in 1943. The 3 cent due was canceled with a Lakeside duplex and the marking "Postage due 3 cents" was applied. The carrier then wrote

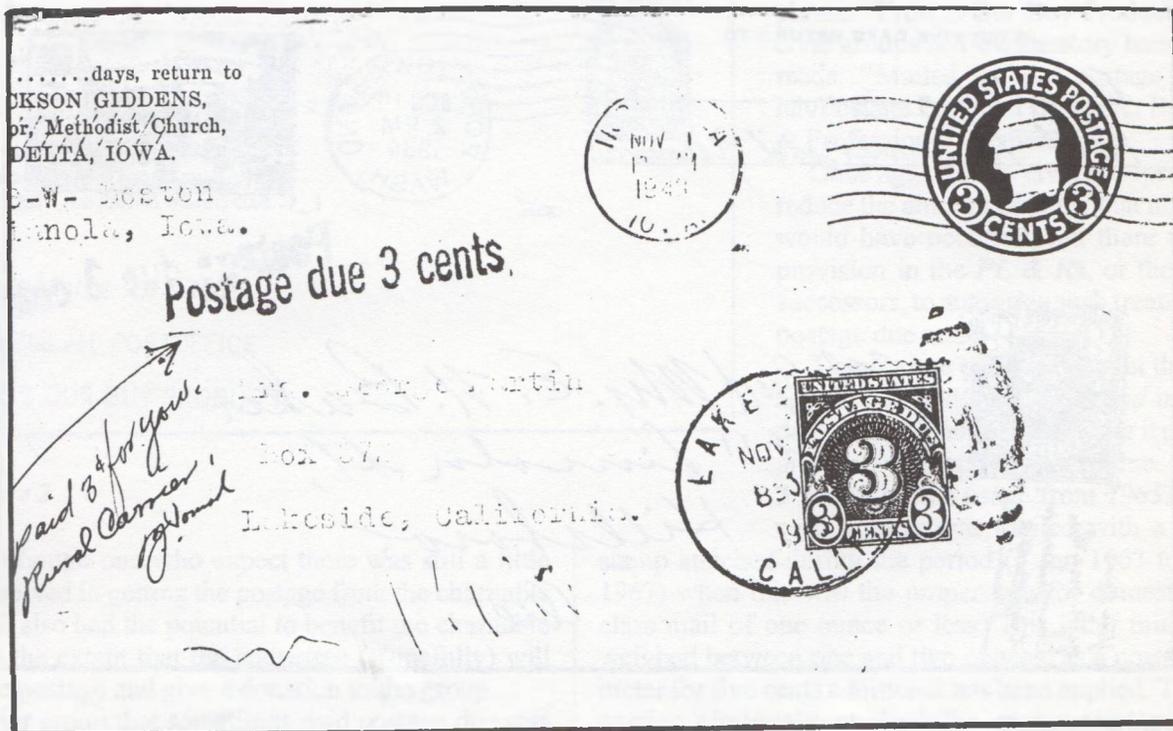


Figure 6

(with an arrow pointing to the due marking) “paid 3c for you./Rural Carrier,//signature/”. According to Section 1013, this was contrary to regulations, and these regulations were repeated pretty much verbatim in the 1940 and 1948 editions of the *PL & R*.

A shortpaid airmail cover from 1944 is illustrated in Figure 7. At the time it was mailed, the domestic letter rate for airmail of one ounce or less was 8 cents. The rate was in affect from 26 Mar 1944 to 30 Sep 1945. This cover was sent from Larchmont, NY, to San Francisco with only six cents postage. Since it was marked “Via Air Mail”, the cover was two cents short paid. A 2 cent due was applied in San Francisco, along with the marking “Postage Due, 2 Cents.” The city carrier wrote in indelible purple pencil the following note to the addressee: “Pd by/your Postman/02c/due here./11/16/44/AW.”

Since these were usages contrary to the rules, one wonders why the carriers would leave themselves open to being reprimanded. One carrier took all of this a step further and actually had a label printed for this purpose. An example of this is shown in Figure 8. This cover was mailed in 1943 from San Rafael, CA, to a rural route out of Williams, CA. It must have been double weight, which would explain the 3 cent due stamp and

handstamp marking “Postage due 3 cents”. The carrier attached his own label and used the postage due stamp to hold it in place. The label provides blank spaces for the addressee's name and amount of postage due, but only the latter was filled in. The label reads: “Postage Due Notice/M..... ?A letter addressed to you required

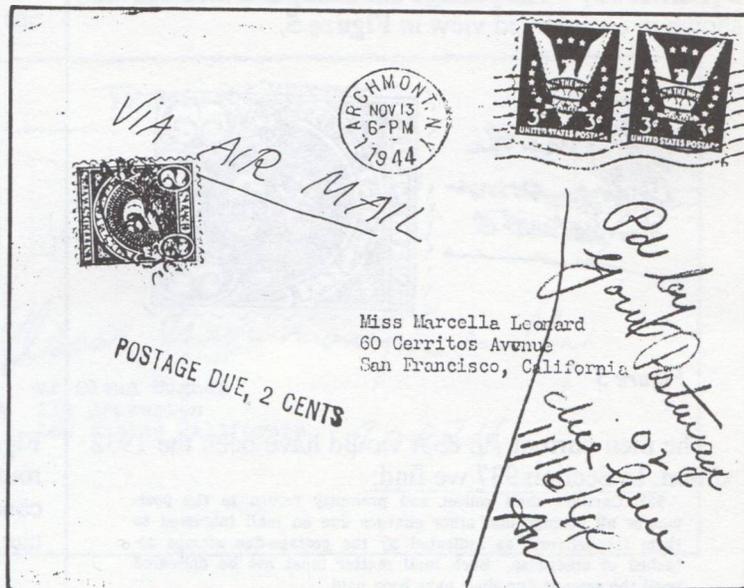


Figure 7

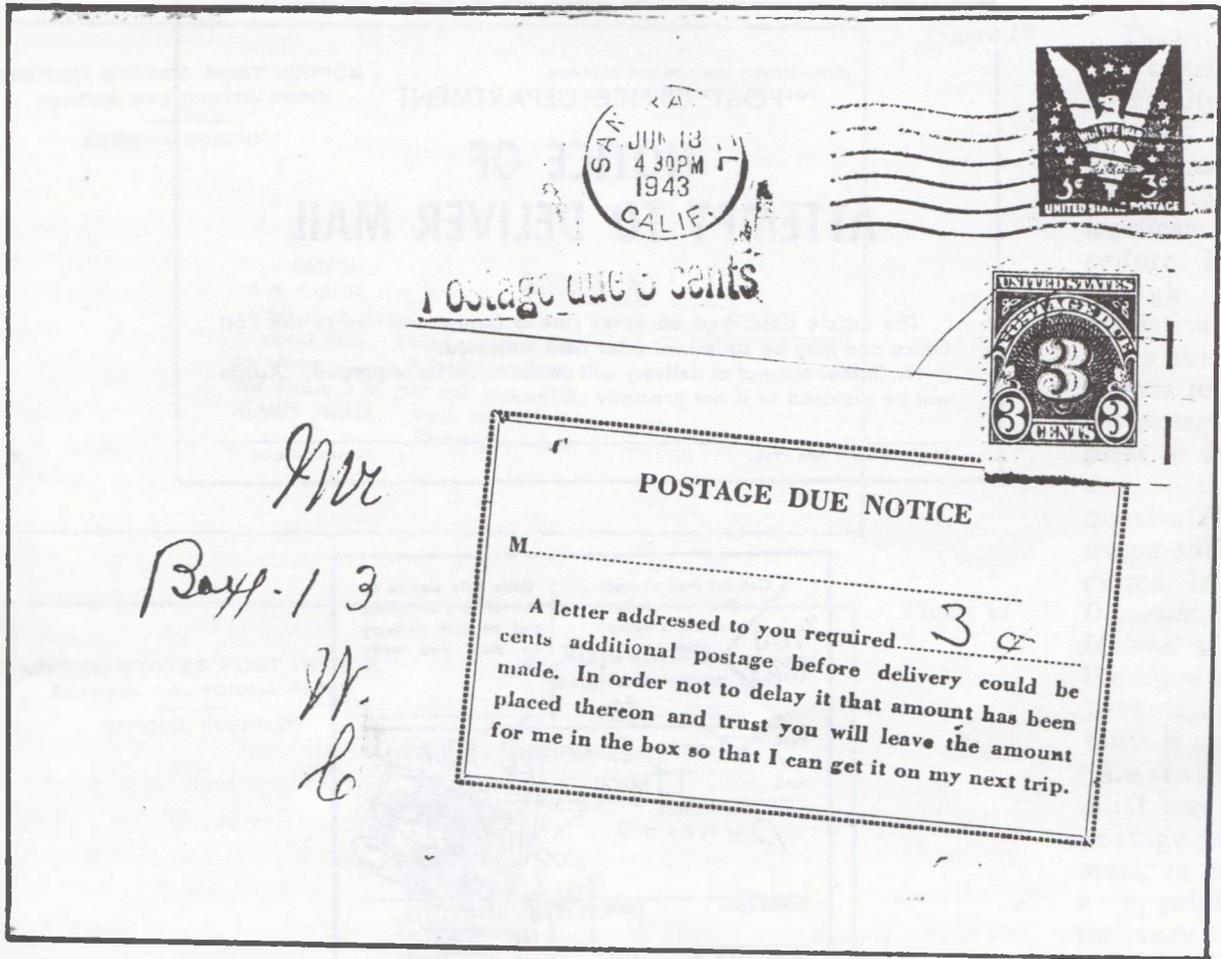


Figure 8

...../cents additional postage before delivery could be/made. In order not to delay it that amount has been/placed thereon and trust you will leave the amount/for me in the box so that I can get it on my next trip.”

The rules concerning the collection of postage due were essentially changed very little through the years. After the final edition of the *PL & R* was published in 1948, it was replaced by the *Postal Procedures Manual*. In the February 16, 1962 *Postal Procedures Transmittal Letter 121* at section 335.11 it says: “Collect postage due on mail in cash only, prior to delivery to addressee.” In section 335.343, it states: “The Carrier must leave a notice on Form 3570, Notice of Attempt to Deliver Mail, if the deficient postage can not be collected. Rural carriers who can not collect without leaving the route must give notice on Form 3570. Return the mail to the post office for the prescribed retention period pending payment of postage due or directions for disposition. [There

have always been regulations dealing with such notification forms. It was brought up here for two reasons: 1) to show the proper treatment of such mail, and 2) because the author would like to illustrate an example of Form 3570.]

Figure 9 shows the front and back of Form 3570. This version was released in June 1960, an indication that this form was in use for at least several years. The POD regularly changed form numbers, and for that reason earlier versions of the notification rules identified forms with different numbers. This particular attempted delivery notice was used in early 1961 to notify the recipient of 6 cents postage due. The 5 cent due stamp covers the text for the reason of non-delivery, but the “06” and the “Due” portions can still be seen.

Another interesting marking is shown in Figure 10. This time, a U.S. Post Office Department Official Business penalty envelope has had the following handstamps applied to it: “DEAR PATRON/YOUR CARRIER HAS PAID THE POSTAGE DUE/on this piece of mail so as to deliver/it without delay. Please reimburse him by placing ____ c in this envelope/and placing it in your

POST OFFICE DEPARTMENT

NOTICE OF ATTEMPT TO DELIVER MAIL

SEE REVERSE

The article described on other side is being returned to the Post Office and may be called for after time indicated.
No further attempt at delivery will be made unless requested. Article will be disposed of if not promptly claimed.

POD Form 3570, June 1960. GPO : 1960 OF-563226

YOU MAY Call for mail at post office or station with this notice after _____ A.M. _____ P.M.

OR Give this notice to carrier or post office and request delivery on date you write here.

TYPE OF MAIL: LETTER MAGAZINE PARCEL NEWSPAPER

NAME AND ADDRESS: Duncans.

CARRIER NO. _____ DATE OF NOTICE _____

REASON FOR NON-DELIVERY: PERSONAL DELIVERY REQUIRED NO RESPONSE OTHER

DELIVER ARTICLE TO (Name and address) _____

SIGNATURE OF PATRON _____

NORTH BEND
POST OFFICE OR STATION
MAR 15 1966
OREG.

Figure 9

mail box. NO STAMPS PLEASE. Thank you/ Carrier # _____." This envelope was unused, but the one shown in Figure 11 was used. The envelope is also a U.S.P.O. penalty envelope, but the handstamp marking is quite different from the one from Renton, WA, shown in Figure 10. This marking reads: "Postage Due/Magazines (....)/Letter (....)/Parcels (....)/Total (....)/Please leave this Envelope/For Carrier. He Paid For It./Route 415 Car-

rier/Cartwright." The amount ".04" has been filled in the Letters space. The contents of this envelope are illustrated in Figure 12. The post card was mailed in 1969 with a 1 cent stamp when the rate was five cents (7 Jan 1968 to 15 May 1970). A postage due meter for 4 cents and a postage due handstamp were applied.

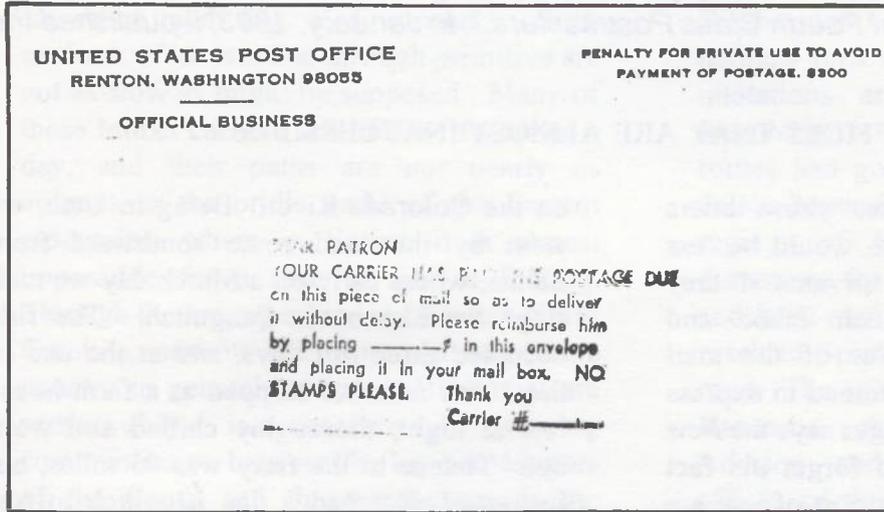


Figure 10

These last two examples on penalty envelopes give the impression that this was a legitimate procedure. Even though the regulations require the addressee to pay any postage due prior to delivery, these quasi-official usages still occurred. In the *Domestic Mail Manual* of 18 December 1988, section 146.3 it states: "Customers must pay for postage due mail, in cash only, prior to delivery to them."

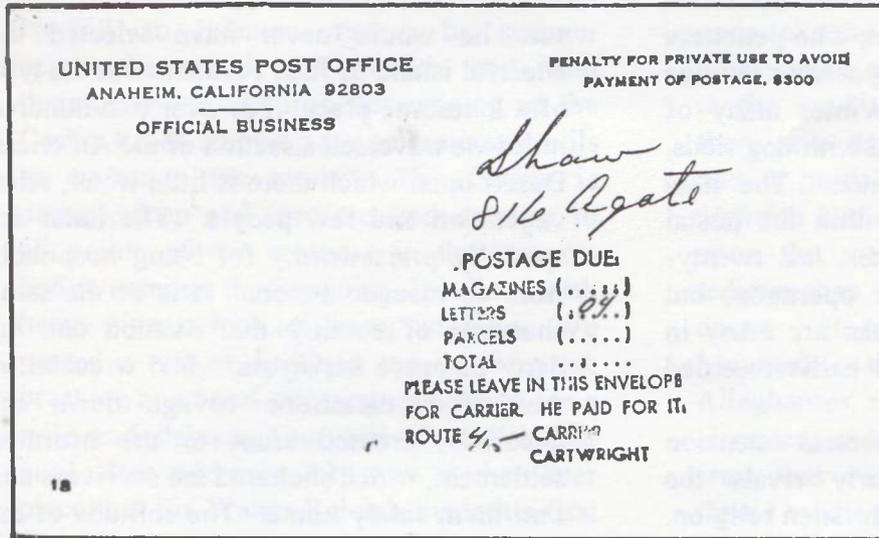


Figure 11

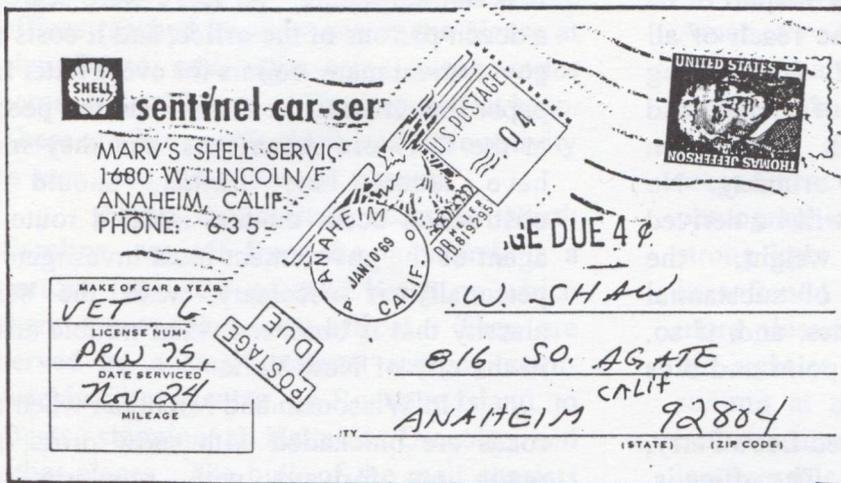


Figure 12

The United States Mail was a monthly publication billing itself as the "Official Organ of the National Association of Fourth Class Postmasters." In January, 1893, it published the following short article.

POST OFFICES THAT ARE ALMOST INACCESSIBLE

The residents of cities whose letters are at times a little overdue would be less impatient with the public servants if they understood with how much labor and oftentimes danger the duties of the mail carrier are attended. Accustomed to express trains and telegraphic messages says the *New York Herald*, we are apt to forget the fact that the great majority of our post-offices are not yet served by railroads, but are situated on stage routes, or are reached by horse carriers and even by footmen, who penetrate to fastnesses where it is impossible to urge a horse with safety. In Winter many of them travel by snowshoe and with dog sleds, like those of the Esquimaux. The new territory of Alaska, now within the postal confines of the United States, has twenty-two post-offices in regular operation, but they are no more remote than are many in regions in the Eastern and earliest settled states.

This principal of universal extension of the postal service fairly rivals the colporteur methods of the Christian religion. The aim of the government, regardless of expense to it, or of labor upon the part of its servants, is to place within the reach of all citizens the refining and humanizing influences of newspapers, of home and social letters, without which men, when exiled, tend to ignorance and brutality. No question as to what revenue will be derived from the new office has weight; the consideration is, will it be of substantial benefit to grant postal facilities, and, if so, then supplies are sent to the point and bids invited for carrying the mails.

As an inspector I visited Lee's Ferry, in Coconico County, Arizona. The office is

on the Colorado River. Being in Utah, we went by the mail route southward from Salina, where early on a March day we took stage for Kanab via Panguitch. The ride occupied three full days, and at the end of the 205th mile we stopped at a farm-house late at night, thoroughly chilled and worn out. Thence to the ferry was 93 miles, but fortunately we had a day in which to rest before proceeding on our journey.

Had De Foe made the same trip, I am sure he would never have selected the cheerful island of Juan Fernandez as the type of a lonesome place. For over two hundred miles we traversed a section of the American Desert upon which there is little water, scant vegetation and few people. The latter are specially praiseworthy for being hospitable from so meager a store. It is of the same character of country that Stanton and his party of brave surveyors, when wrecked on their first, disastrous voyage down the Colorado, crossed afoot to the Mormon settlement, which sheltered the survivors and sent them safely home. The solitude of the expedition unhinged the minds of the men. It is not surprising. At Lee's were scarcely a dozen patrons of the office, and it costs the government many dollars for every letter and paper that crosses the route. But the people at the ferry are Americans, and they must have letters; and further, should an obstruction occur on that isolated route an agent of the government must investigate it, personally if necessary, with the same alacrity that is observed when trouble arises in the city of New York.

In Wisconsin and Michigan when the roads are blockaded with snow drifts, the mails go forward with regularity by

snowshoe and dog sled carriers. Such methods of locomotion through primitive are not as slow as might be supposed. Many of these Indian carriers will make fifty miles a day, and their paths are not nearly as arduous as the bridle paths of the Eastern mountains, where in Spring it is almost impossible for a man to find a footing. Through the swamp regions of Eastern North Carolina, and in the pine and turpentine country in general, are post-offices that are remarkably inaccessible, supplying communication between the lumber shippers of the South and the warehouses in the North. Sans Souci, in North Carolina, is of this class, and is reached by rail from Norfolk to Edenton, thence by steamer across the sound to Plymouth, and from there on by a little propeller running up the Cashie River, stopping at numerous sawmills to exchange the mails. The Cashie is narrow, deep and very crooked, running to all points of the compass in the swamps before entering the Roanoke. It is lined with heavy pines, which are being cut down. We passed a raft of 5,000 in tow to Edenton, breaking apart and stopping navigation for a mile and delaying our arrival at Windsor until after midnight. It was at the latter place that Sir Walter Raleigh made his first home in America.

There are other equally inaccessible offices reached by ferry across the Neuse at New Berne, and riding some twenty miles across a sand beach to Pamlico or Bayboro. There are few people there, and little activity is seen save the hoeing of peanuts.

Along the eastern coast of North Carolina, cut off from the mainland, is a narrow, long strip of sand beach on which there are a dozen post-offices. They are served by a small sailboat running semi-weekly from Manteo, on Roanoke Island, to Davis, stopping at Hatteras, Oracoke, and other places. The bulk of the mail consists of official correspondence between

Washington and the lighthouses, with perhaps now and then a newspaper giving quotations at Norfolk and Wilmington. Regularity is enforced on this as on other routes and good cause must be shown for delays beyond schedule time. The mountain regions of West Virginia offer special attractions for depredations upon the mails, and have many offices that are very hard to reach in Spring when the roads are deep in mud. The route from Gauley Bridge, on the Kanawha, through the Alleghanies to Addison and Nicholas supplies several offices of this character. We crossed this route in April and had difficulty to get horses, their owners fearing to let them undertake the journey. We started with two horses and a mountain buggy, but getting set in the mud a mile away, left the vehicle there as a danger sign. Procuring saddles and a guide, we again set out, and by nightfall had covered ten miles of the sixty upon the route. The journey was more tedious than six hundred miles across the desert. It took us directly over Powell Mountain, the highest peak of the Alleghanies, requiring nine miles of a sharp circuitous ascent. But when once its wooded crest was reached, our labor was amply repaid by the panorama of mountain scenery that opened to the view.

Having seen the most noted points of America's natural scenery, I regard the view from Mount Powell as unsurpassed. The rarefied air of the Rockies presents their mountain gorges to the eye in brilliant magnificence, which is well reproduced by photographic transparencies exposed to strong light. The Alleghanies stretch away in softened azure mists that are infinitely more pleasing and restful. To a city toiler the sight is bewildering. We reached the summit at noon. From our lofty outlook before us and all round stretched away innumerable cloud-tipped peaks, rising uniformly like the waves of a stormy sea.

Within the horizon was not a sign of life, excepting a solitary attenuated spiral line of smoke rising from the massive chimney of a mountaineer whose cabin was concealed in the forest. It was a vision of what greeted the explorers of Virginia and the Carolinas. We could conceive the difficulties that confronted Lewis and Clark when on their hardy two years' expedition they penetrated the wilderness of the Northwest Territory, going forth into a boundless, wooded unknown continent they knew not whither. To travel but a few miles of such a country after a century of partial settlement requires unusual fortitude. We met but one traveler upon these remote bridal paths. He was the purchasing scout afoot of an Eastern carriage factory buying hickory trees for "stumpage." Keeping a little inn we found a man who was formerly a prominent physician in Cincinnati with a large practice and income, but who, becoming an inebriate, took the heroic treatment of exiling himself in the Alleghanies. He had horses and servants and was literally monarch of all he surveyed.

Gradually, the mountaineer is learning that the timber is valuable, and is more retentive of his lands. A native told us he had cleared and fenced ten acres and sold it readily for \$500 to a stranger. The purchaser simply shipped away the fence rails, which were of black walnut, to a furniture factory, and had not since set foot upon his possessions. The seller had no idea

that black walnut was good for anything except fences.

Beyond the difficulties attending the reaching of remote post-offices there is at times unusual danger in the work of the mail carrier. In Winter many of the routes in the Rockies are very dangerous and almost super-human efforts are required to avoid fines for delinquency. When the rich Lamartine mines were opened in Colorado, I was ordered to that point in midwinter. Without a guide, and following verbal directions, I rode from Freeland, turning my horse into the bed of a mountain stream. It was dark as we approached Freeland and had grown much colder. The stream had turned to thin ice, making it difficult for the horse to keep his footing. I endeavored to keep him on his feet, but he grew nervous, and reaching a wide stream where all feet were on the ice, he slipped and fell headlong and in trying to rise rolled from the bed of the shallow stream into a deep ravine, the bottom of which could not be seen in the darkness. I was uninjured, and picking my way cautiously to Freeland remained there all night, going on to the Springs by daylight. On my way I met the carrier coming afoot slowly up the mountain. He had lost two mules by their slipping from a narrow path, but was trying to perform the service with a degree of regularity, as the mines were filling with people anxious for their letters from home.

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The Vietnam War and Public Law 89-315

The "Free" Mailing Privilege

by Robert G. Munshower

While many of us are aware of the "Free" mail franking privilege given to members of the armed forces while serving in a combat zone, few if any have seen or read the laws that, during our major conflicts, have granted those privileges. In the case of the Vietnam War, the franking privilege was granted as soon as Public Law 89-315 was passed on November 1, 1965. More than just another "dry" statute recorded in the United States Code, Public Law 89-315 contains much of interest to the collector of either military or United States postal history. The text and wording of that law is presented here so that those who are interested, will gain a better understanding of the purpose and requirements of the law. Of unusual interest is the section granting "Free" mail privileges to members of the armed forces of friendly foreign nations (read allies). Notice too that a war, declared or otherwise, is never mentioned in the act.

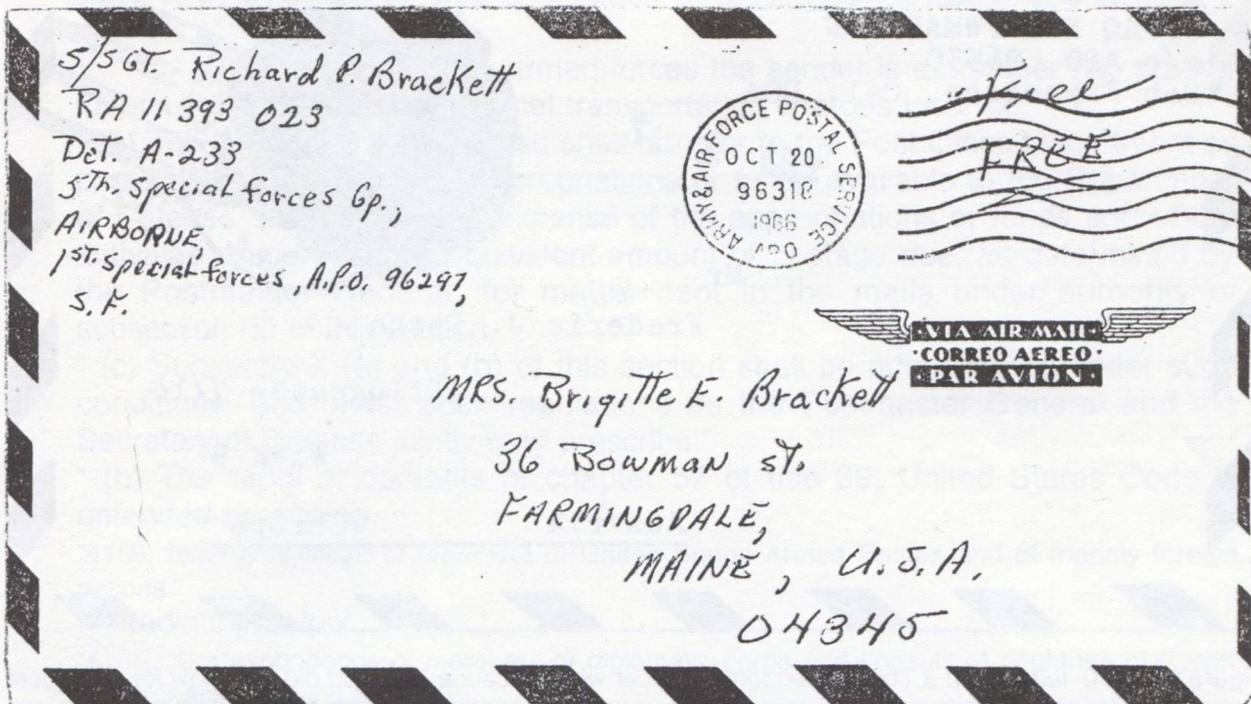


Figure 1. Free mail cover sent from a Green Beret assigned to A-Team 233 operating out of Ban Me Thuot. As APO 96297 was a mailing address only, the mail was pouched and sent on to APO 96318 at Camp Holloway. Plieku for forwarding and distribution to CONUS (Continental United States).

AN ACT

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That (a) chapter 57 of Title 39, United States Code, is amended by adding at the end thereof the following section:

" 4169. Mailing Privileges of members of United States Armed Forces and of friendly foreign nations

" (a) First-class letter mail, including postal cards and post cards, shall be carried as airmail, at no cost to the sender, when mailed by-

" (1) a member of the Armed Forces of the United States on active duty as defined in sections 101(4) and 101 (22) of Title 10, United States Code and addressed to a place within the delivery limits of a United States post office if-

" (A) the letter is mailed by the member at an Armed forces post office established under section 705 (d) of this title in an overseas area, as designated by the President, where the armed forces of the United States are engaged in action against an enemy of the United States, engaged in military operations involving armed conflict with a hostile foreign force, or serving with a friendly foreign force in an armed conflict in which the United States is not a belligerent: or

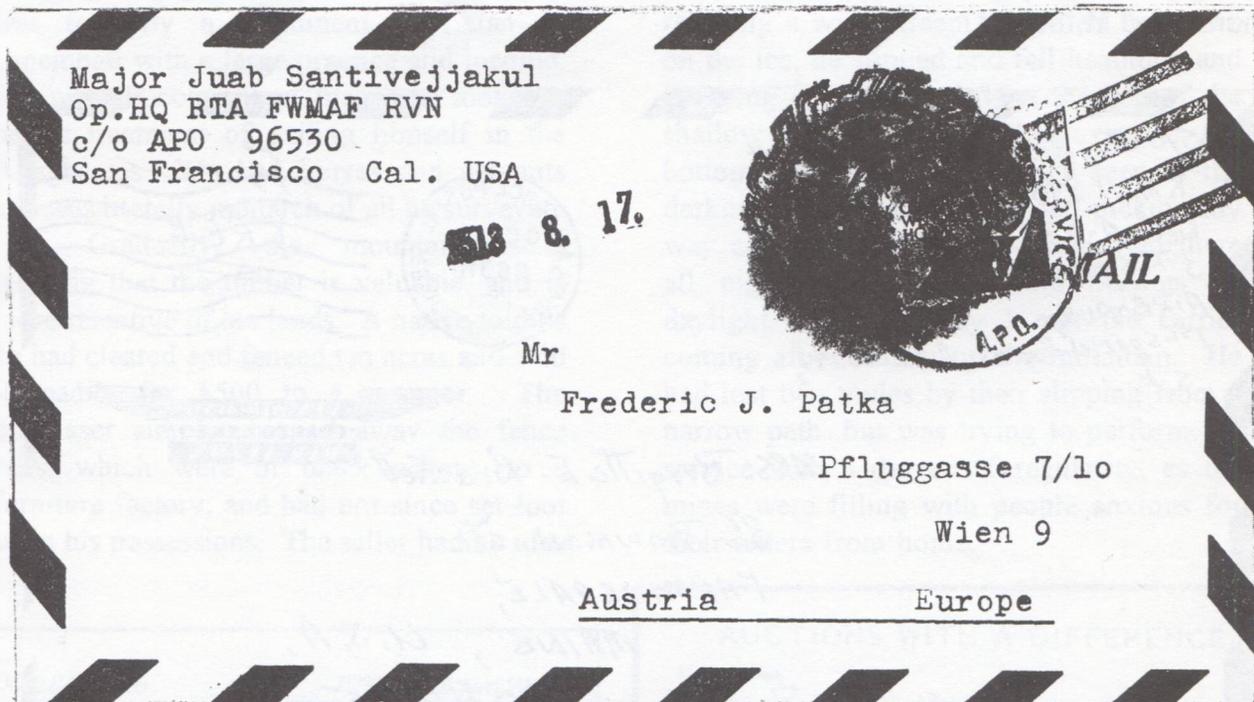


Figure 2. 1970 letter from a Thai armed forces officer who, because Thailand did not allow for reciprocal use of their free mail privilege, was required to pay postage on this cover to Austria. He was however, permitted to use the services of the Army Postal system which was much more dependable than that of the Republic of Vietnam. APO 96530 was located at Bear Cat. Royal Thai Armed ForcesVN cachet at right.

" (B) the member is hospitalized in a facility under the jurisdiction of the Armed Forces of the United States as a result of disease or injury incurred as a result of service in an overseas area designated by the President under clause (A): or

" (2) a member of an armed force of a freindly nation at an Armed Forces post office and addressed to a place within the delivery limits of a United States post office, or a post office of the nation in whose armed forces the sender is a member, if-

" (A) the member is accorded free mailing privileges by his own government;

" (B) the foreign nation extends similar free mailing privileges to a member of the Armed Forces of the United States serving with, or in, a unit under the control of a command of that foreign nation;

" (C) the member is serving with, or in, a unit under the control of a command of the Armed Forces of the United States;

"(D) The letter is mailed by the member-

" (i) at an Armed Forces post office established under section 705 (d) of this title in an overseas area, as designated by the President, where the Armed Forces of the United States are engaged in action against an enemy of the United States, engaged in military action involving armed conflict with a hostile foreign force, or serving with a freindly foreign force in an armed conflict in which the United States is not a belligerent; or

" (ii) while hospitalized in a facility under the jurisdiction of the Armed Forces of the United States as a result of disease or injury incurred as a result of services in an overseas area designated by the President under clauses (D) (i); and

" (E) the nation whose armed forces the sender is a member has agreed to assume all international postal transportation charges incurred.

" (b) The Department of Defense shall transfer to the Post Office Department as postal revenue, out of any appropriations or funds available to the Department of Defense, as a necessary expense of the appropriations or funds and of the activities concerned, the equivalent amount of postage due, as determined by the Postmaster General, for matter sent in the mails under authority of subsection (a) of this section.

" (c) Subsections (a) and (b) of this section shall be administered under such conditions, and under such regulations as the Postmaster General and the Secretary of Defense jointly may prescribe."

" (b) The table of contents of chapter 57 of title 39, United States Code is amended by adding

"4169. Mailing privilege of members of United States Armed Forces and of friendly foreign nations."

immediately below

"4168. Correspondence of members of diplomatic corps and consuls of countries of Postal Union of Americas and Spain.

Subsections three through six deal with rates for mail and packages from the combat zone to United States territories and possessions as well as weight and measurement restrictions on parcels and has been deleted to save time and space *Ed.*

Sec. 3. (a) Section 1040 of title 10 United States Code (relating to free postage for the United States Armed Forces in combat zones), is hereby repealed.

(b) The analysis of chapter 53 of title 10, United States Code, is amended by striking out " 1040. Free postage from combat zones."

Approved November 1, 1965

One year later, on November 2, 1966 Public Law 89-725 stipulating that sound recordings and messages of a personal nature would also be included under the free mail franking privilege. In addition, the same law also stipulated that space available airlift service would be given to all overseas APO's.

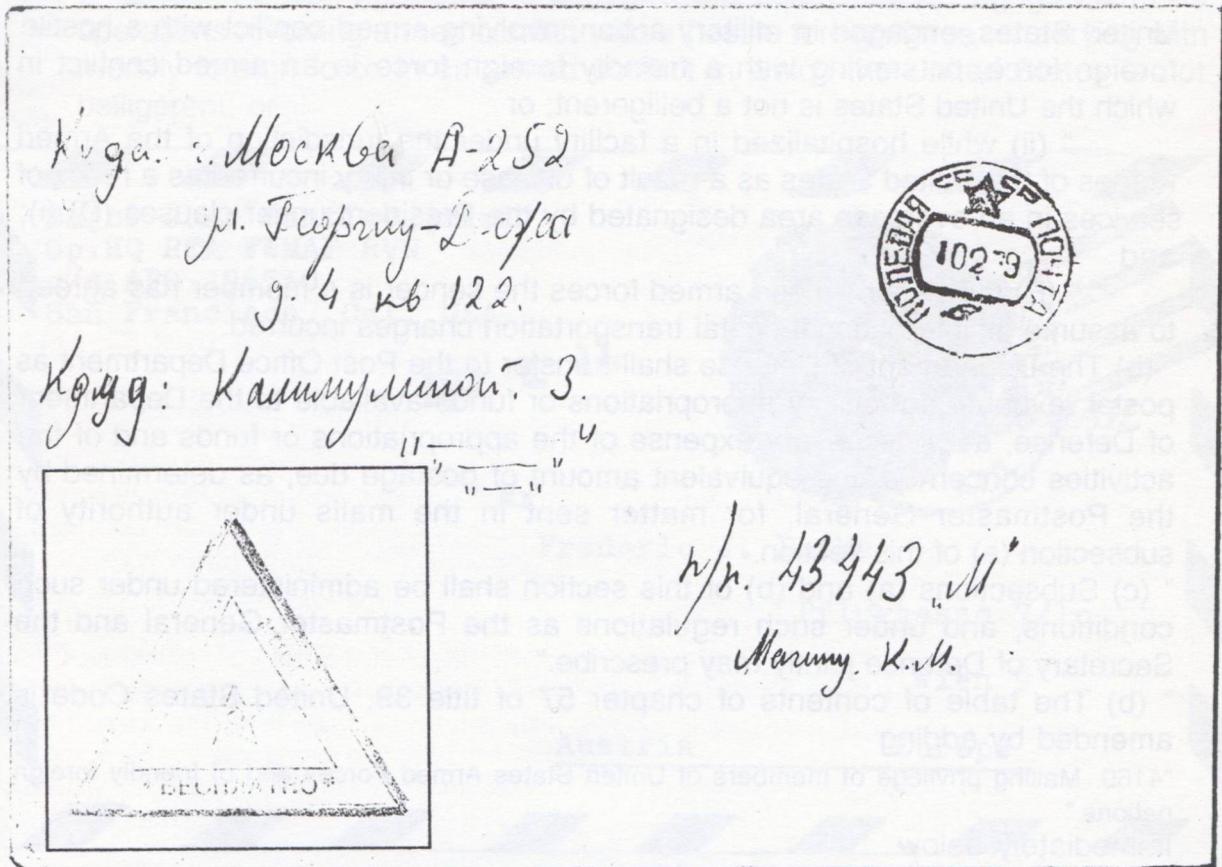


Figure 4.

As can be seen from this extremely rare example of a Soviet military advisor's cover sent as "free" mail from military Fieldpost # 43443M to Moscow under agreement with the communist North Vietnamese government. The cover is dated 1969, bears triangular blue military censor and "free" markings on the back. FP #43443M is thought to have been assigned to the Kep airbase near Ha Bac, Democratic Republic of Vietnam. The Soviet Union handled all mail posted its military personel assigned to serve in communist North Vietnam. Blue censor and free triangular mark at left.

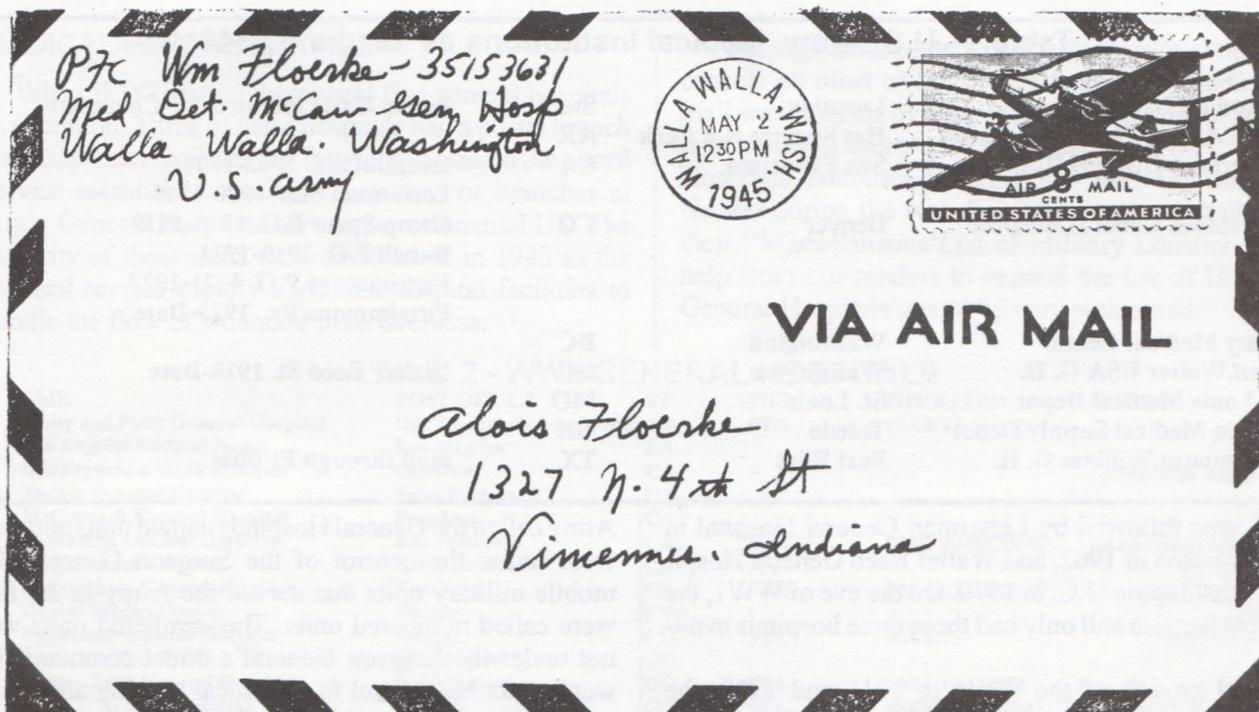


Figure 1. This cover bears the return address of a serviceman assigned to McCaw General Hospital in Walla Walla, Washington. Most mail from General Hospitals was postmarked at local civil post offices.

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

Part 5 - Supporting the Army

By Rod Crossley and Richard Helbock

The American Army is like a sword. The point does the cutting and the rest of the blade provides support. When the American soldier enters battle, he is backed by combat arms and support units. These units, in turn, must be supported by an umbilical cord that reaches back to the interior zone. The zone, America, contained all of the facilities needed to maintain the U.S. Army in combat. These facilities may range from a maneuver area across California and Nevada to a field office in downtown Boston. During WW2 as the U.S. Army traveled around the world, this system was stretched, damaged, but it was seldom broken.

Within the United States this support system had the responsibility for the development and procurement of new equipment and/or supplies, and the training of personnel to support the various phases of the Army. It also rebuilt or repaired equipment or personnel damaged in combat. Once all of these actions were completed the system had to store components until needed, and then arrange for transportation overseas.

MEDICAL DEPARTMENT

The office of The Surgeon General of the United States Army was established in 1818. In previous wars medical service had been established as needed. It was not until 1847 during the Mexican Wars that medical officers received permanent military rank. During the Civil War the Medical Department operated its first field hospitals, established better ways to manage its medical supplies, and improved the capability for the removal of casualties from the battlefield. The Spanish American War showed the need for preventative medicine, because of the occurrence of the Yellow Fever and other diseases never seen before in the United States. The Army also traveled overseas for the first time.

During this same conflict the Army experienced the service of female nurses. This led to the formation of the Army Nurse Corps in 1901. The Army formed the Dental Corps and a reserve medical component in 1908.

The Army had routinely handled its medical problems at posts, forts, stations, or wherever soldiers were located. In the 1890s it opened a general hospital to handle those cases that could not be treated at the locations where they occurred. The first of these was the Army/Navy General Hospital at Hot Springs, Arkansas,

Table 1 - U.S. Army Medical Institutions as of June 1941

Instution	Location	State	Postal Unit Operated	Comments
Army&Navy General Hospital	Hot Springs Nat Park	AR		
Letterman General Hospital	San Francisco	CA	Hospital Sta. 1902-1904 Letterman Sta. 1920-1946	
Fitzsimons General Hospital	Denver	CO	Camp Speer P.O. 1918-1919 Bunell P.O. 1919-1921 Fitzsimmons P.O. 1921-1923 Fitzsimmons Br. 1923-Date	
Army Medical Center	Washington	DC		
Reed,Walter USA G. H.	Washington	DC	Walter Reed St. 1918-Date	
St. Louis Medical Depot	St. Louis	MO		
Toledo Medical Supply Depot	Toledo	OH		
Beaumont,William G. H.	Fort Bliss	TX	mail through Ft Bliss	

which was followed by Letterman General Hospital in San Francisco in 1902, and Walter Reed General Hospital in Washington D.C. in 1910. On the eve of WWI, the Medical Service still only had these three hospitals available.

Rapid growth of the Army in 1916 and 1917, the distance to the European battlefields, and the fact that the use of gas caused new types of injuries put an increased strain on the Medical Department in WWI. To meet these demands it was necessary to train and form medical units which had to include hospitals and motorized ambulance units the Army called the Sanitary Corps. The Department adapted and used the new motor vehicles to remove battlefield casualties. New diseases and injuries at the soldiers base of training meant more extensive medical care was needed. Illness and injury overseas added further requirements for the establishment and staffing of numerous hospitals across the United States. When the war ended in the 1920's the military rapidly closed all of its facilities because the majority believed WWI was the end of all wars. This action left only four general hospitals within the continental United States.

As the war clouds again gathered over the world, the U.S. Medical Department had four general hospitals, two depots, and the Army Medical Center in Washington, D.C. The rapid expansion of the Army in WW2 meant that the Medical Department had to keep up. The total of seven facilities in June of 1941 had increased to 50 facilities across the nation by the end of the war. (During the war the

Army called the General Hospitals named units and these were under the control of the Surgeon General. The mobile military units that served the Army in the field were called numbered units. The numbered units were not under the Surgeon General's direct command, but were under his control for technical training and supervision.)

The war saw extensive use of aircraft for the rapid transportation of casualties for treatment. This and other improvements in patient care brought about the reduction in death by disease from WW1s 16.5 per thousand to .6 per thousand in WW2. Death from wounds went from 8.1 per thousand in WW1 to 4.5 in WW2.

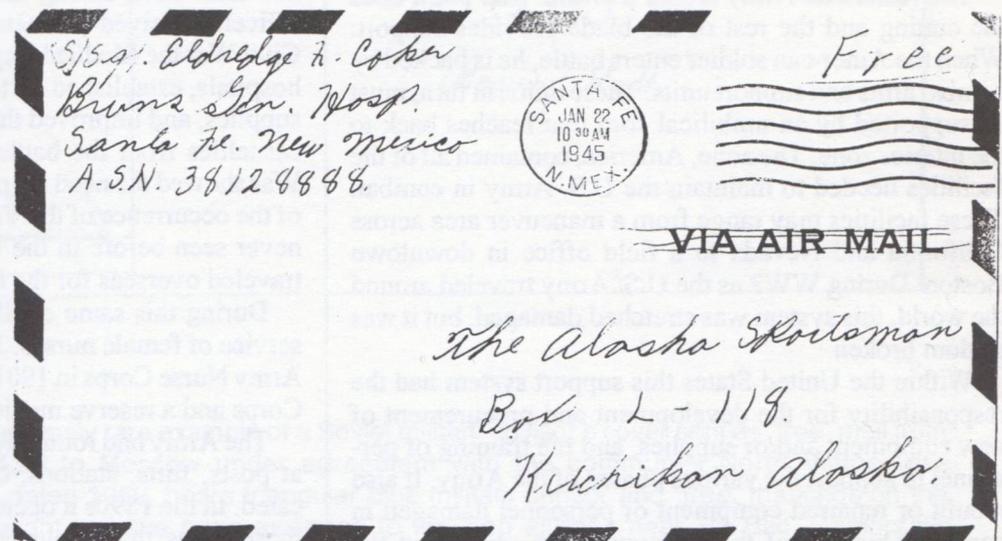


Figure 2. Free franked cover with return address of Burns General Hospital in Santa Fe, NM.

MEDICAL POSTAL SERVICE

When WW2 started there were five general hospitals in operation. Three of these hospitals had a postal branch located at their facilities. As the war progressed the postal service established another 32 stations or branches at Army General Hospitals across the continental US. The majority of these units were established in 1943 as the medical service rapidly expanded hospital facilities to handle the flow of wounded from overseas.

Although these branch postal units were in operation, cancels on most of the covers from WW2 indicate the mail was handled by their local post offices. In addition, it is believed there were probably even more General Hospitals established during the war. *Official Postal Guides* during the war did not list every installation in their "Miscellaneous List of Military Locations." Any help from our readers to expand the list of U.S. Army General Hospitals would be very welcomed.

Table 2 - WWII GENERAL HOSPITALS

NAME	POST OFFICE	ST	UNIT	OPERATED	NOTES
Army and Navy General Hospital	Hot Springs National Park	AR	STA	01/09/43-11/01/44	
Los Angeles Medical Depot	Los Angeles	CA			
San Francisco Medical Depot	Oakland	CA			At Oakland Army Terminal
Torney General Hospital	Palm Springs	CA			
McCormack General Hospital	Pasadena	CA			
Letterman General Hospital	San Francisco	CA	STA	07/01/20-05/31/46	no known cancels
Hoff General Hospital	Santa Barbara	CA			
Birmingham General Hospital	Van Nuys	CA	BR	01/15/43-06/05/46	
Denver Medical Depot	Denver	CO			
Fitzsimons General Hospital	Denver	CO	STA	05/01/23-	
Army Medical Center	Washington	DC			
Walter Reed General Hospital	Washington	DC	STA	08/01/18-OPER	
Lawson General Hospital	Atlanta	GA	STA	06/01/41-04/04/42	
Dewitt General Hospital	Auburn	GA	BR	12/01/43-	
Oliver General Hospital	Augusta	GA			Forest Hills Hotel
Batley General Hospital	Roswell	Ga	BR	11/10/43-	
Finney General Hospital	Thomasville	GA	BR	03/10/43-	
Schick General Hospital	Clinton	IA	STA	02/01/43-	
Billings General Hospital	Indianapolis	IN			
Kansas City Medical Depot	Kansas City	KS			Kansas City Food Terminal
Winters General Hospital	Topeka	KS	BR	04/01/43-03/16/53	
Darnall General Hospital	Danville	KY			
Louisville Medical Depot	Louisville	KY			
Nichols General Hospital	Louisville	KY			
LaGarde General Hospital	New Orleans	LA	BR	09/08/45-	
Lovell General Hospital	Ayer	MA			
Cushing General Hospital	Farmington	MA	STA	02/01/43-	
Murphy General Hospital	Waltham	MA	STA	11/01/42-03/31/44	
Percy Jones General Hospital	Battle Creek	MI			
Foster General Hospital	Jackson	MI	BR	11/01/43-	
Saint Louis Medical Depot	Saint Louis	MO			
O'Reilly General Hospital	Springfield	MO	STA	12/22/41-	
Moore General Hospital	Swannanoa	NC	BR	11/01/42-03/31/44	
Tilton General Hospital	Wrightstown	NJ			
Burns General Hospital	Santa Fe	NM			
Binghamton Medical Depot	Binghamton	NY			
Rhodes General Hospital	Utica	NY			
Halloran General Hospital	Willow brook	NY	STA	02/22/43-	PO Staten Island NY
Fletcher General Hospital	Cambridge	OH			
Toledo Medical Supply Depot	Toledo	OH			
Borden General Hospital	Chicasha	OK	STA	03/22/43-	
Deshon General Hospital	Butler	PA	BR	01/01/43-	
Valley Forge General Hospital	Phoenixville	PA	BR	01/01/43-	
Stark General Hospital	Charleston	SC	BR	01/05/41-	
Kennedy General Hospital	Memphis	TN	BR	01/04/43-09/01/45	to BR MOU 3
William Beaumont General Hospital	El Paso	TX	BR	09/08/41-	
Hammond General Hospital	Longview	TX	BR	11/15/42-	
Ashburn General Hospital	McKinney	TX			
Brooke General Hospital	San Antonio	TX	STA	09/15/41-OPER	cancel is Hospital
McCloskey General Hospital	Temple	TX	BR	09/02/42-	
Bushnell General Hospital	Brigham	UT	STA	09/21/42-05/16/46	
McGuire General Hospital	Richmond	VA	BR	06/05/44-	
Woodrow Wilson General Hospital	Staunton	VA	BR	04/01/41-	
Baxter General Hospital	Spokane	WA	STA	05/01/43-	
Madigan General Hospital	Tacoma	WA			
Barnes General Hospital	Vancouver	WA	STA	04/20/43-	
McCaw General Hospital	Walla Walla	WA	STA	03/05/43-	
Newton D Baker General Hospital	Martinsburg	WV	BR	01/10/43-	
Ashford General Hospital	White Sulphur Springs	WV	STA	04/20/43-	Greenbriar Hotel

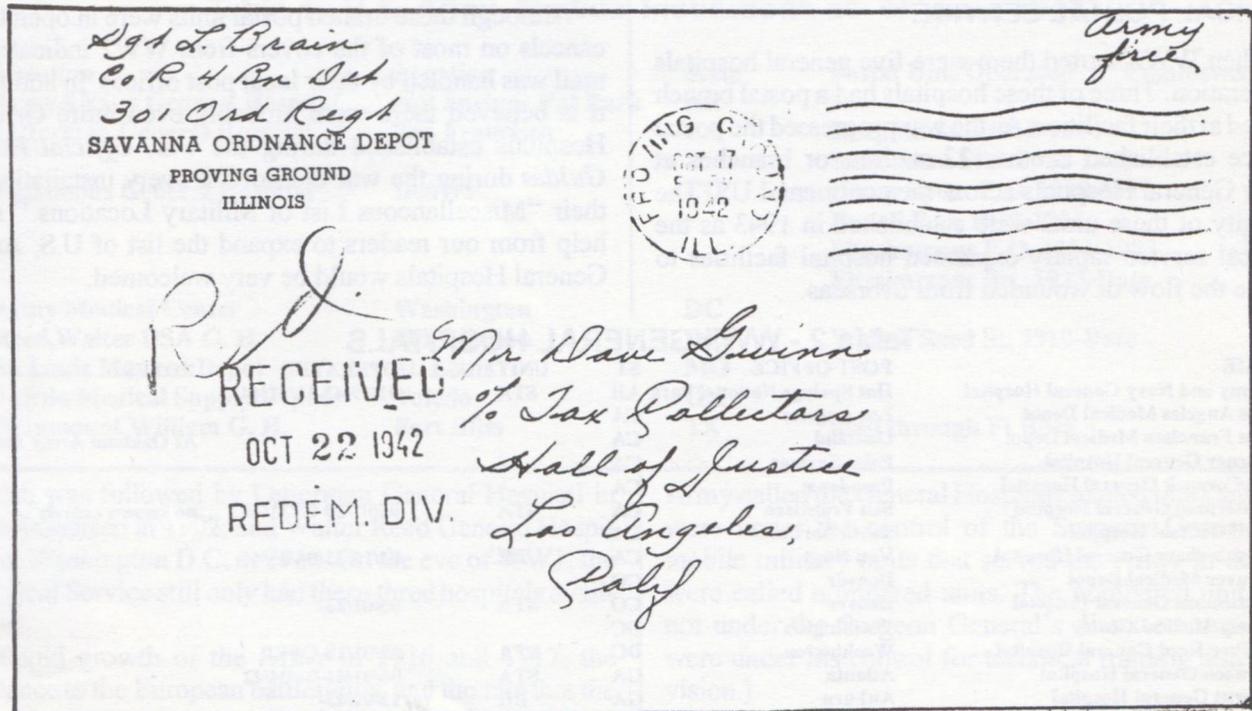


Figure 3. This free franked cover postmarked Proving Ground, Ill., bears a return address from the Savanna Ordnance Depot.

ORDNANCE CORPS

The Ordnance Corps was established by Congress on May 14, 1812. This organization was given responsibility for the inspection, proofing, and furnishing of weapons and ammunition. This was a giant step forward for the U.S., which had these duties under the supervision of the Board of War and Ordnance during the Revolutionary War. Even with these changes, there were many problems of supply during the War of 1812. Congress realized this in 1815 and expanded the Corps responsibility to include the procurement of arms, equipment, ordnance, and stores, organization and equipment of artificers assigned to troop units, management of arsenals, establishment of depots and establishment of materials standards. Following the War of 1812, the Army went through a period of consolidation in which the Ordnance Corps was combined with Artillery from 1821 to 1830. Finally separated in 1830, the Ordnance Department adopted the flaming bomb as its service insignia, which today is the oldest insignia in use.

The Army's procurement system could not meet the requirements for arms and supplies experienced during the Mexican and Civil Wars. These problems were corrected with additional officers and expanding the arsenal and armory system to enable it to meet the Army's needs by the end of the Civil War.

The Corps expanded until it included 17 arsenals, armories, depots and the Sandy Hook Proving Grounds by the end of the Spanish American War (Table 3). This system had been reduced to 10 locations by the start of WWI (Table 3). The rapid expansion of the army in WWI again led to procurement problems. These were addressed by the establishment of the ordnance district system of procurement. The war also saw the first use of mechanical type vehicles. The Ordnance Corps took responsibility for vehicles of the armored version.

In the period of 1918 and 1940 the Ordnance Corps prepared the system in the event of another war. They worked on development and production of improved materials for heavy ordnance like artillery. A survey of US industrial manufacturing plants to determine their needs for expansion during a war was also conducted. The ability to produce ammunition by both civilian and military facilities was increased so that by 1940 the system began to meet the Army's needs.

Increased production of ordnance equipment and supplies to meet the Army's growing needs was a major challenge. The Corps was responsible for new plant construction and the conversion of commercial plants to meet these needs. This program was greatly expanded when in 1942 the Ordnance Corps became responsible for all Army vehicle production. This growth was pri-

Table 3 - Army Ordnance Facilities in 1901 and 1916

Facilities in n 1901	Post Office	State
Allegheny Arsenal	Pittsburg	Pa
Augusta Arsenal	Augusta	GA
Benicia Arsenal	Benicia	CA
Columbia Arsenal	Columbia	TN
Fort Monroe Arsenal	Fort Monroe	Va
Frankfort Arsenal	Philadelphia	PA
Indianapolis Arsenal	Indianapolis	IN
Kennebec Arsenal	Augusta	ME
New York Arsenal	New York City	NY
Rock Island Arsenal	Rock Island ?	IL
St. Louis Powder Depot	Jefferson Barracks	MO
Sandy Hook Proving Grounds	Governors Island	NY
San Antonio Arsenal	San Antonio	TX
Springfield Armory	Springfield	MA
U.S. Powder Depot	Dover	NJ
Watertown Arsenal	Watertown	MA
Watervliet Arsenal	Watervliet	NY

Facilities in 1916	Post Office	State
August Arsenal	Augusta	GA
Benicia Arsenal	Benicia	CA
Frankford Arsenal	Bridesburg Philadelphia	PA
New York Arsenal	New York	NY
Picatinny Arsenal	Dover	NJ
Rock Island Arsenal	Rock Island	IL
San Antonio Arsenal	San Antonio	TX
Sandy Hook Proving Grounds	Fort Hancock	NJ
Springfield Armory	Springfield	MA
Watertown Arsenal	Watertown	MA
Watervliet Arsenal	Watervliet	NY

Another task that the Corps had to resolve was the training of personnel to handle and maintain the equipment and ammunition that they were producing. Such training was done at arsenals, depots, camps and other locations around the United States. Once training was completed, officers and enlisted personnel were assigned to ordnance numbered units attached to various posts, divisions, corps, and armies. Once so attached, the personnel no longer were the responsibility of the Ordnance Corps.

ORDNANCE POSTAL SERVICE

Through the years the Ordnance Department locations mainly used the local postal system, or that of the Army posts where their depots were located. During WW 2 several of the ordnance facilities were authorized branches or stations established at their locations. The primary reason for this was the large amount of troops or civilians assigned to these locations. In a review of Chet Smiths works on branches and stations established by U.S. postal service it was noted that several C.O.D. units were established in towns where ordnance operations were located during the Second World War. It can be assumed that these postal units were at

marily handled through the Ordnance District field offices. Two of these offices had major responsibilities. The Detroit office was responsible for all vehicle production, while St. Louis was responsible for ammunition production.

The small capacity of the various armories and arsenals across the country to produce ammunition necessitated the Corps build 73 new ammunition plants. These plants were designed to make powder, TNT, and other ammunition components. The plants would also have the ability to load shells, bombs, and powder bags. Once the equipment and ammunition had been manufactured, it was necessary for the Corps to store and issue these items as needed. In order to meet this requirement the Corps had to build 43 new storage depots.

The Corps faced a major test in meeting the requirements of the Army in combat. As the war progressed, the situations on the battlefields dictated that new weapons be developed or existing ones be improved. In many cases new or improved weaponry was needed to counteract improved weapons introduced by the enemy.

the depot or plant location due to the volume of money moving through them.



Figure 4. Many postal branches and stations serving Ordnance installations were issued double circle general purpose handstamps such as this, but they rarely appear on non-philatelic mail.

Comments

We would like to thank Chester Smith for providing us the advancef copy of his extensive lists of branch and station post offices established between 1899 and 1953. It has been a great help while working our way through the various listings to establish those post offices that existed within the continental U.S. during WW2.

Table 4 - WWII DOMESTIC ORDNANCE FACILITIES

NAME	POST OFFICE	STATE	P.O. UNIT	ESTAB	DISC	NOTES
Anniston Ordnance Depot	Anniston	AL				
Ordnance District Office	Birmingham	AL				
Childersburg Ordnance Works	Childersburg	AL				
Gadsden Ordnance Plant	Gadsden	AL				
Redstone Arsenal	Huntsville	AL	BR	08/06/42	01/04/44	PO cancel Arsenal
Alabama Ordnance Works	Sylacauga	AL				
Coosa River Ordnance Plant	Talladega	AL				
Ozark Ordnance Works	El Dorado	AR				
Southwestern Proving Ground	Hope	AR				
Arkansas Ordnance Plant	Jacksonville	AR				
Little Rock Ordnance Depot	Little Rock	AR				
Maumelle Ordnance Works	Little Rock	AR				
Red River Arsenal	Texarkana	AR	BR	03/05/43	04/02/47	
Lone Star Ordnance Plant	Texarkana	AR				
Navajo Ordnance Depot	Flagstaff	AZ				Ammunition storage
Benicia Arsenal	Benicia	CA				
Sierra Ordnance Depot	Doyle	CA				
"Seeley, Camp"	Imperial	CA				Ordnance Desert Proving Ground
Pomona Ordnance Depot	Pomona	CA	ST	12/1/42		Ordnance Base Sta.
Ordnance District Office	San Francisco	CA				
"Santa Anita, Camp"	Santa Anita	CA	BR	4/14/42	7/31/44	Ordnance Training Center
Stockton Ordnance Depot	Stockton	CA	BR	12/1/41	12/15/47	Ordnance Motor Base BR
Denver Ordnance Plant	Denver	CO				
Pueblo Ordnance Depot	Pueblo	CO				
Atlanta Ordnance Depot	Atlanta	GA	BR	8/1/42	9/30/47	Motor Base Branch, Automitive Training Center"
Augusta Arsenal	Augusta	GA				
Quad Cities Tank Arsenal	Bettendorf	IA	NO			
Des Moines Ordnance Plant	Des Moines	IA				
Illinois Ordnance Plant	Carbondale	IL				
Ordnance District Office	Chicago	IL				
Victory Ordnance Plant	Decatur	IL				
Green River Ordnance Plant	Dixon	IL				
Oak Ordnance Plant	Illioopolis	IL				
Sangamon Ordnance Plant	Illioopolis	IL				
Joliet Arsenal	Joliet	IL				
Elwood Ordnance Loading Plant	Joliet	IL				
Kankakee Ordnance Works	Joliet	IL				
Savanna Ordnance Depot	Proving Ground	IL	BR			
Rock Island Arsenal	Rock Island	IL				Development of F.A. Carriages here
Rockford Ordnance Plant	Rockford	IL				
Lincoln Ordnance Depot	Springfield	IL				
Indiana Arsenal	Charlestown	IN				

Table 4 - WWII DOMESTIC ORDNANCE FACILITIES

NAME	POST OFFICE	STATE	P.O. UNIT	ESTAB	DISC	NOTES
Hoosier Ordnance Plant	Charlestown	IN				
Wabash River Ordnance Works	Clifton	IN				
Evansville Ordnance Plant	Evansville	IN				
Fall Creek Ordnance Plant	Indianapolis	IN				
Kingsbury Ordnance Plant	La Porte	IN				
Jefferson Proving Ground	Madison	IN				
Ordnance Depot casad	New Haven	IN				
Terre Haute Ordnance Depot	Terre Haute	IN				
Vigo Ordnance Plant	Terre Haute	IN				
Sunflower Ordnance Works	De Soto	KS				
Kansas Ordnance Plant	Parsons	KS				
Ohio River Ordnance Works	Henderson	KY				
Kentucky Ordnance Works	Paducah	KY				
Blue Grass Ordnance Depot	Richmond	KY				
Louisiana Ordnance Plant	Minden	LA				
Dixie Ordnance Works	Monroe	LA				
"Devens, Fort, Ordnance Depot"	Ayer	MA				on the post
Ordnance District Office	Boston	MA				
Lowell Ordnance Plant	Lowell	MA				
Springfield Armory	Springfield	MA	STA	10/09/42		Small Arms Development
Hartford Ordnance District	Springfield	MA				
Watertown Arsenal	Watertown	MA				Research&Development of Ferrous Metals Plus Ordnance Training Center
Aberdeen Proving Ground	Aberdeen Proving Ground	MD	STA	08/01/42		
Curtis Bay Ordnance Depot	Balitmore	MD				
Ordnance District Office	Balitmore	MD				
Holabird Ordnance Depot	Baltimore	MD				
Allegheny Ordnance Plant	Cumberland	MD				
Detroit Arsenal	Centerline	MI				Combat&Transportion Veicles Development responsible for all vehicle production
Ordnance District Office	Detroit	MI				
"Wayne, Fort, Ordnance Depot"	Detroit	MI				
Twin Cities Arsenal	Minneapolis	MN				
Gopher Ordnance Works	Rosemount	MN				
Lake City Ordnance Plant	Independence	MO				
Missouri Ordnance Works	Louisiana	MO				
Ordnance District Office	Saint Louis	MO				responsible for all ammunition production early 1900's had BR called Arsenal
Saint Louis Ordnance Depot	Saint Louis	MO				
Saint Louis Ordnance Plant	Saint Louis	MO				
Weldon Springs Ordnance Works	Weldon Springs	MO				
Gulf Ordnance Plant	Aberdeen	MS				

Table 4 - WWII DOMESTIC ORDNANCE FACILITIES

NAME	POST OFFICE	STATE	P.O. UNIT	ESTAB	DISC	NOTES
Mississippi Ordnance Works	Jackson	MS	BR	12/01/43	06/30/44	Ord Unit Training Center Ordnance BR P.O.
Cornhusker Ordnance Plant	Grand Island	NE				
"Crook, Fort, Ordnance Depot"	Omaha	NE				Sub Depot Letterkenny Ord. Depot
Sioux Ordnance Depot	Sidney	NE	BR	3/5/43		Ordnance Depot BR
Nebraska Ordnance Plant	Wahoo	NE				
Picatinny Arsenal	Dover	NJ				Development of Ammunition was BR of New Brunswick in WWI
Raritan Arsenal	Metuchen	NJ				
Carteret Ordnance Motor Reception Park	Rahway	NJ				
Wingate Ordnance Depot	Gallup	NM				
White Sands Proving Grounds	Las Cruces	NM				
New York Ordnance Plant	Baldwinsville	NY				
Lake Ontario Ordnance Works	Lewiston	NY				
Ordnance District Office	New York City	NY				
Ordnance District Office	Rochester	NY				
Seneca Ordnance Depot	Romulus	NY				
Watervliet Arsenal	Watervliet	NY				Canon & Mortar Development
Ravenna Arsenal	Apco	OH				
Ordnance District Office	Cincinnati	OH				
Ordnance District Office	Cleveland	OH				
Buckeye Ordnance Works	Ironton	OH				
Kings Mills Ordnance Plant	Kings Mills	OH				
Erie Ordnance Depot	La Carne	OH				had BR in WWI
Erie Proving Ground	LaCarne	OH				Ordnance Testing Ground
Lima Ordnance Depot	Lima	OH				
Scioto Ordnance Plant	Marion	OH				
Portage Ordnance Depot	Ravenna	OH				
Plum Brook Ordnance Works	Sandusky	OH				
Rossford Ordnance Depot	Toledo	OH				
Lordstown Ordnance Depot	Warren	OH				
Oklahoma Ordnance Works	Tulsa	OK				P.O. Box 1289
Umatilla Ordnance Depot	Hermiston	OR				
Letterkenny Ordnance Depot	Chambersburg	PA				
Cherokee Ordnance Works	Danville	PA				
Keystone Ordnance Works	Geneva	PA				
Frankford Arsenal	Philadelphia	PA				Small Arm Ammunition Development
Schuylkill Arsenal	Philadelphia	PA				
Ordnance District Office	Philadelphia	PA				
Ordnance District Office	Pittsburgh	PA				
Trojan Ordnance Works	Seiple	PA				
Susquehanna Ordnance Depot	Williamsport	PA				Subpost Letterkenny Ordnance Depot

Table 4 - WWII DOMESTIC ORDNANCE FACILITIES

NAME	POST OFFICE	STATE	P.O. UNIT	ESTAB	DISC	NOTES
Pennsylvania Ordnance Works	Williamsport	PA				
Charleston Ordnance Depot	Charleston	SC				
Black Hills Ordnance Depot	Provo	SD				
Volunteer Ordnance Works	Chattanooga	TN				
East Tennessee Ordnance Works	Copperhill	TN				
Holston Ordnance Works	Kingsport	TN				
Milan Arsenal	Milan	TN				
Chickasaw Ordnance Works	Millington	TN				
Pantex Ordnance Plant	Amarillo	TX				
Baytown Ordnance Works	Baytown	TX				
Cactus Ordnance Works	Dumas	TX				
Dickson Gun Plant	Houston	TX	NO			Sub Post Watervliet Arsenal
San Jacinto Ordnance Depot	Houston	TX				
Longhorn Ordnance Works	Marshall	TX				
Blue Bonnet Ordnance Plant	McGregor	TX	STA	04/01/44		
San Antonio Arsenal	San Antonio	TX	NO			
Normoyle Ordnance Depot	San Antonio	TX	BR	06/01/20	03/31/44	
San Antonio Ordnance Depot	San Antonio	TX				
Ogden Arsenal	Ogden	UT				
Utah Ordnance Plant	Salt Lake City	UT				Ammunition Plant
Tooele Ordnance Depot	Tooele	UT				Sub Depot Ogden Arsenal
Virginia Ordnance Works	Clifton Forge	VA				
Nansemond Ordnance Depot	Portsmouth	VA				
New River Ordnance Plant	Pulaski	VA				
Radford Arsenal	Radford	VA				
Submarine Mine Depot	Suffolk	VA				at Fort Monroe Dev. &Control of mines
Mount Rainier Ordnance Depot	Tacoma	WA				
Badger Ordnance Works	Baraboo	WI	BR	10/01/44		
Eau Claire Ordnance Plant	Eau Claire	WI				
Milwaukee Ordnance Plant	Milwaukee	WI				
Morgantown Ordnance Works	Morgantown	WV				
West Virginia Ordnance Works	Point Pleasant	WV				

The Maryland Postal History Society is seeking new members!

If you are interested in any aspect of the postal history of Maryland, we are interested in hearing from you.

The Maryland Postal History Society (MPHS) was founded in 1981 by D. Homer Kendall. The MPHS currently has about 50 members. The MPHS is Affiliate 199 of the American Philatelic Society.

Annual Meetings are traditionally held at the BALPEX show during Labor Day weekend. At BALPEX, the Society sponsors the D. Homer Kendall Award for excellence in exhibiting Maryland postal history.

The *MPHS Newsletter* is published quarterly (when material is available!). Dues are \$10 annually (dues year running from January to December).

For further information or an application, write:

Patricia Stilwell Walker
MPHS Secretary
P.O. Box 99, Lisbon MD 21765

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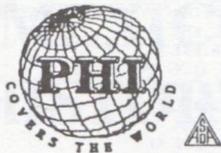
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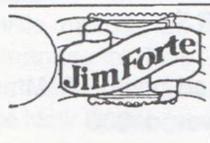
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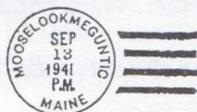
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COVER LOTS & MISC.

Lot of 16 covers with **Famous Americans** issues of 1940 tied by New England RPO's. Most are 5 and 10 cent values (11), all are non-philatelic. Scarce, \$50.00

THE UNITED STATES ONE CENT STAMP OF 1851-1857 Vol II by Stanley Ashbrook 1st ed. w/dust jacket, very good cond. Postage extra. \$35.

The Overland Mail by Leroy R. Hafen. 1st reprint, 1976. Dust Jacket. Scarce. \$35.

The Transit Postmark Collector - All are bound. 1978-82 \$35. 1983 \$17. 1984-5 \$25

The Postal History of Indiana by J. D. Baker. Two vol, 1060 pages, microfiche, mint cond. \$60.

FOREIGN COVERS AND LOTS.

Nepal - Lot of 56 internal use covers. Includes straightlines, duplex etc. Many stamps in blocks etc. Non philatelic except for a few scarce FDC's. 50's - 60's. \$60.00

Japan - 1921 registered cover from Tokyo to Germany w/ Via Siberia straightline and manuscripts 18 stamps including imperfs. Faults. \$30.

Bosnia/ Herzegovina- Two 1918 KUK post cards w/overprinted military post stps and KUK dcds, Sarajevo. \$9.

Canada - Registered 1904 cvr to Denver w/ #37 (2), #67, #90. Large R in oval. \$10.

Great Britain - 1933 reg. flight cvr from Werneth Oldham to Brazil. 2/6p Seahorse, 1sh GV, 3p, GV. many cancels. Age spots. \$10.

Haiti - Six WWII covers w/censor tape to Pa. Many stamps, overprints, airmails. \$20.

Phillipines - 1938 Clipper registered air mail cover w/421 and C49 to Texas. \$10.

Shanghai - 1893 Shanghai two cent orange Jubilee local post on cover to Baron de Grunzburg, tied by lite blue circular "Local Post." \$15.

Switzerland - 1893 Postal Service Jubilee card. From Lubeck to Ermatangen 11/15/93 36,000 printed, in use for only six months. Very rare. \$30.

UNITED STATES COVERS

Astrology! - Rare topic. 1924 Lynn, Mass. yellow cover w/full ad photo of "Mme. Perry Astrologer & Teacher" "Horoscope by mail" Send Birthday - Five questions answered. \$30.

Civil War - 1860's cover from Portland, Maine with mixed franking - 3c 1861 anf 10 ct Jeff Davis! Tied together by black grid. \$30.

Civil War - "Soldier's Letter CS French Asst Surgeon" manuscript. Due 3 black straight line. 1864 notation. Blurry dcds. \$20.

Congress - 1860's Wash D.C. Congress Free cds, A.H. Cragin M.C. (Missouri?) \$18.

Cornercard Postmark - 1865 Denison, Iowa. See story this issue of LaPosta. \$35.

Fancy Cancel - Full, clear, skull killer with Terre Haute Ind. Transfer Clerk cds on gov't. stamped envelope. Large Gavitt Medical X on face of cover. \$25.

Fancy Cancel - Very ornate unlisted star w/ pentagon in center. Williamsburgh Mass 1864 circular date stamp. Very attractive. \$18.

Caves - 1872 Howe's Cave, New York cancel on small cover w/3 cent green. \$12

- Penguins!** - Tiny 1955 Denver cover w/illus. color penguin invitation to party. \$10.
- Postage Due** - 1861 Franklin N.H. townmark ties 3c 1861 that has "1861" on it. second 3c added over "Due 3" (?) and also has 1861 in manuscript on it. Addressed to Quartermaster, 3rd N.H. Vols. Long letter w/some war news. \$25.
- Parcel Post** - One (2) and two cent (1) issues w/10 c Wash - Frank on 1914 spec del cvr from Iowa. \$15.
- Spanish American War** - Full red, white, and blue all over patriotic American flag patriotic open rough at right. \$12
- Shipping Tag** - 1931 Oklahoma City Five precanceled \$1 and a precancelled 14 cent tied by two Okla. City psuedo machine cancel handstamps - scarce use. \$15.
- Special Delivery** - Legal size 1952 Denver S.D. cover with (2) 1927 violet S.D. stps to make the 20 cent special delivery rate. Three 20 cent prexies also. Scarce. \$20.
- Express Money Envelope** - United States Express envelope from Concord N.H. bank to Bradford N.H. Large "Paid" with wax seals, manuscript "express" etc. \$25.
- Prison Mail** - 1933 postcard to #13781 Box B Iowa Prison. Various prison handstamps "Men's Reformatory" etc. Stamp peeled for contraband inspection. \$20.
- Ginseng!** - Multi-color Wasau, Wisc. advertising env, shows plant. Ornate photo ill. advt. enclosure w/much hype. Second cover has St. Paul Ginseng cornercard. \$20.
- Railroad** - April 1909 Eighth Division Schedule of Mail Trains for Alaska, Arizona, California, Hawaii, Idaho, Nevada, Oregon, Utah, and Washington for April, 1909. Includes steamboats, foreign mails, express pouches. Condition about good but showing some separation. Extremely rare 126 pages. No xerox. \$75.
- Verse Address** - 1882 cover w/five line rhyming address. Indistinct DCDS. \$15.
- To Japan** - Three covers 1902-8 to Japan from Chicago & N.Y. Variety of stamps and markings. \$20.
- U.S.P.O. Shanghai** - 1916 continental sized cvr w/ USPO Shanghai duplex on block of 1c Wash. Nice chamber of commerce cc w/chinese figures. \$20.
- Postage Dues** - Lot of six 1973-75 postage due bills, P.O. form 3549 w/blocks, strips of dues, odd combos used to show total amount due. \$35.
- Pan Am Expo** - Three covers w/expo cancel, 2c locomotives and gov cards. \$32.
- Colorado Railroads** - Two D&RG RR RRB cards sent in late 1880's both have RR train forwarding markings (purple), one ties 1cent blue Franklin to Sapinero or Glenwood.
- Balch's Territory** - See article in Sept. La Posta. \$25.
- 1 cent 1861** - 1863 Wesleyen University Sophomore Exhibition program (w/class list) sent as unsealed 1c circular. Middletown Conn townmark. \$15.
- A.E.F.** - WW I YMCA arrival card w/photo of "dugout" purple "Soldier's Mail" "Mail Censor" and " U.S. Army Base" straightlines. \$10.
- A.E.F.** - WW I "Soldier's Mail, No Postage Necessary" card w/purple "SOLDIERS MAIL Capt RW Hamlen QMRC" straightlines. \$13.

COVERS BY STATE

- Alabama** - 1857 Mobile, Alabama townmark ties 3 cent 1851 type I. \$9.
- Arkansas** - 1891 Garlandville manuscript. \$15.
- Arkansas** - 1895 Caldwell manuscript. Five 2c reds. \$15.
- Connecticut** - 1850's large New Britain townmark w/3cent 1857. \$8.
- Connecticut** - 1850's large New Britain townmark diff. than above type. 3 cent 1851 type I. \$12
- Connecticut** - 1866 Barkhampstead manuscript. \$13.
- Connecticut** - 1852 (docket date) Bridgecenter manuscript w/ 3 cent 1851. \$14.
- Connecticut** - 1847 Windsor Locks manuscript on SFL. "5". \$15.
- Connecticut** - 1859 green Tariffville townmark w/3c 1857 on FL. \$12.
- Illinois** - 1852 (docket date) red Chicago townmark (fair-good) w/3cent 1851 backflap damaged. \$20.
- Iowa** - Marvelous 1860's cover missent to Benton'sport (huge red townmark) instead of Boneparte, Iowa from Philadelphia. Small Philadelphia cancel, Centerville Indiana manuscript and additional 3 cent 1861. Due and forwarded in manuscript. \$35.
- Indiana** - See Benton'sport Iowa for Centerville manuscript.
- Indiana** - Monticello 1850's black townmark w/3 cent 1851. Faults. \$9.
- Indiana** - See **Terre Haute skull under Fancy Cancel Heading.**

- Oklahoma Territory** - Two cards, one cvr. Meno (1907) Boynton (1907) Lone Wolf (1904) \$22.
- Kentucky** - Beautiful spec del ad cvr with full Columbia head. E Louisville cds. \$10.
- Louisiana** - 1896 duplex on 5c gov stped env to Zurich. Transit marks. \$9.
- Louisiana** - 1900 barry on 5c UPU cvr to Belgium. \$8.
- Massachusetts** - 1850's Middleborough townmark on gov't stp. env. \$6.
- Michigan** - Fine 1885 Ingall's Michigan Menominee County tooth oval on card \$15.
- Mississippi** - Two 1870's covers, Horn Lake Mississippi cds. \$11.
- Nebraska** - 1885 partial C B & Q RR Juniata, Neb. station cancels (2) on card. \$20.
- Nevada** - 1915 4 bar w/real photo of prospectors camp. \$15.
- New Hampshire** - See postage due in section 3.
- New Hampshire** - See express money letter in section 3.
- New York** - Moore's Fork's 1860 (docket) townmark ties 3 cent 1857 (48124) w/ flaw
- New York** - Hartford manuscript with 3 cent 1857. small piece out at top. \$15.
- New York** - Hamlet, NY manuscript on stamp. Clean cover. \$15.
- New York** - Oxford 1839 red town on SFL w/ straightline red paid + man paid 38. to Hartford Conn. \$15.
- New York** - North Easton, 1850's/60's manuscript w/ paid 3 in manuscript also. \$15.
- New York** - See caves in section 3.
- Ohio** - 1850's red Zanesville townmark w/3 cent type I, 1851. \$12.
- Pennsylvania** - 1882 Forks Station cds w/nice mountain house cornercard. 10% off at top. \$12.
- Pennsylvania** - Wilkes Barre w/3c 1851, 1855 dckt'd date, to Texas. Fair cond. \$9.
- Pennsylvania** - Salovia, 1850's manuscript ties 3c 1857. \$13.
- Pennsylvania** - Mchaddon, 1890 registered letter w/10c green and (2) 2c reds. \$12.
- Pennsylvania** - Stroudsburch, largeblack townmark ties 3c 1851. \$9.
- Rhode Island** - Forwarded 1891 cover w/State House cornercard and enclosed card autographed by Gov. Whadd. \$20.
- Utah** - Pretty 1904 post card to Germ w/2 1c Louisiana Purchase. S.L. City duplex, Germ rec'd. \$10.
- Virginia** - 1880 Hamp. Sid. College cds. \$10
- Virginia** - Harvey's Store 1856 manuscript w/3 cent 1851 on pretty embossed env. \$20
- Wisconsin** - See gensing in section 3



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DPO's, RPO's, ships, Doanes, machines, military and much more! My bi-monthly Mail Bid Sales offer thousands of postal history lots to collectors and dealers around the world. If you're not on our mailing list, why not? Write or call for sample catalog. Also: sell your duplicates and excess material through my sales. Write or call for details. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. Phone: (309) 786-6539. E-mail: mehrer@revealed.net [27-1]

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. [28-1]

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]

CORRESPONDENCE: FOR SALE

GEORGE WASHINGTON'S estate at Oak Grove, VA; step brother Lawrence's family correspondence to and from Westmoreland Co., Va. Stampless, Confederate and later. No photos please. Write, Brian Levy, 1983 Guildford Park Dr., Seaford, NY 11783. [27-2]

TOWNS: WANTED

CONTRA COSTA COUNTY, California - Wish to buy originals or will pay for photocopies of covers from Nortonville, Sommersville, Stewartville, 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]

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]

TOWNS: WANTED

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]

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]

OREGON, PRE-1950 cancels of all types - operating - and D.P.O.'s especially 19th century. Washington Doane cancels and unusual cancels from anywhere. Send priced or approval, or photocopies, or request my offer. Doug DeRoest, 482 Modulaire, LaGrande, OR 97850 [28-1]

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 any Utah Branch/Station. Send photocopy or approval with price. Dennis Pack, 1915 Gilmore Ave., Winona, MN 55987 [27-6]

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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]

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]

ALL STATES, plus RPO's. classic ships, etc. Use my Mail Bid Sales to sell your duplicates and excess material. Write/call for consignment details. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. Phone: (309) 786-6539. E-mail: mehrer@revealed.net [27-1]

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. [27-1]

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LITERATURE: FOR SALE

ILLINOIS POST OFFICES: A Listing and Guide to Postmark Scarcity. For the first time, an alphabetical arrangement of Illinois offices with county information, name changes, etc. Includes a relative scarcity index for every office, and valuation guide. 5,000 + listings 192 pages, paperback, \$25 postpaid. Jim Mehrer, 2405 - 30th Street, Rock Island, IL 61201. [27-1]

"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 \$22 postpaid. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. [27-1]

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 Kiske, 226 Buena Vista, Ann Arbor, MI 48103. Phone 313-663-3115. [27-1]

"DOANE CANCELS of Illinois and Nebraska" lists all reported types, with earliest and latest dates of use, years of operation and county. Includes valuation guide for each listing. (30 pages). \$10 postpaid. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. [27-1]

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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 or philatelic covers. 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. [27-6]

MISCELLANEOUS: WANTED

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]

DOCUMENTS WITH REVENUE STAMPS. Primarily 1857-72, secondarily 1898-1902. Especially Western Territorial, incl. anything Calif., Nevada or Oregon State revenues. Will also sell, trade, correspond. Michael Mahler, 2721 2nd St. #211, Santa Monica, CA 90405. (310) 399-9304. [28-1]

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 [27-6]

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]

U. S. OFFICIAL ENVELOPES (U01-U069), covers and early penalty covers. Send photocopy or item with price or phone (903) 784-8777. Schmidt, 4325 Smallwood Road., Paris, Texas 75462. [27-5]

WESTERVELT LOCALS, Chester, Orange County, New York. Need information, covers, fakes. Bob Markovits, Box 891, Middletown, NY 10940. [27-1]

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Following a brief introduction to the Rural Free Delivery system in the United States and the conventions involved in the collecting of RFD markings, Richow presents a 50 page illustrated type chart with full size tracings of every known major RFD cancel variety. The heart of the book is a 170 page table arranged alphabetically by state and listing every recorded RFD cancel by post office with dates of use and market value shown for each marking. The book concludes with numerous illustrations of RFD stationery, Christmas cards and related ephemera.

The *Encyclopedia of R.F.D. Cancels II* will be published in sturdy hand sewn signatures bound in durable laminated card covers. The format is 8.5x11 inches and the book will include approximately 280 pages. The printing will be limited to just 600 copies.

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