

LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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THE OVERLAND MAIL STARTING FROM SAN FRANCISCO FOR THE EAST.—[FROM A PHOTOGRAPH.]

LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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COVER: *Our cover this issue is adorned by an illustration which appeared in Harper's Illustrated Weekly on December 11, 1858. Bob Schultz has provided us with a copy of the original article, which are pleased to reprint in this issue.*

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The "Relevance" of Postal History

Yesterday I received a call from a gentleman who identified himself as being associated with a company called New Media Magic. It turns out his company has been contracted to develop an interactive history exhibit in Tacoma, and one of the features they wished to include was a big map board with lights to show how the growth of settlement spread throughout Washington. Someone at the company had come up with the idea that the establishment of post offices would make a reasonable proxy for the birth of new settlements, and they were contacting *La Posta* to see what kind of information we could provide about the dates and location of post offices in Washington during the 19th century and early 20th centuries.

Needless to say, I was delighted at the prospect of contributing to a project which could result in such a dandy teaching tool. Imagine a child reaching out to press a button marked "1880's" and seeing lights turn on as each new post office in the state which opened during the decade was triggered in chronological order. The pattern would clearly illustrate the impact of railroad building on settlement expansion, the growth and decline of mining and logging communities as new resource regions were tapped and depleted, and the settlement impacts of large scale irrigation schemes such as the Grand Coulee Dam. In other words, the child would be treated to the same dynamic view of historical settlement geography that you and I, as postal historians, see in our minds eye when we build our collections of postal artifacts.

History is under assault today by forces who claim -- sometimes rightly so -- that the traditional line has not done justice to their particular role. Sadly, however, the attack on traditional American history has been so emotional and bitter in some cases that it has undermined the credibility, and hence the relevance, of the entire discipline to our nation's young people. We have all heard the "horror stories" coming from surveys of high school students asking questions about basic facts of American history, and many of us must have privately concluded that the chances of our hobby finding new advocates among this upcoming generation are bleak indeed.

That is why I was so happy to learn of this one little ray of sunlight in the form of an interactive exhibit. Maybe, just maybe, the Tacoma exhibit will capture the imagination of a few minds. And maybe, just maybe, people from other parts of the country will see the exhibit and think this might be a useful thing to do in their region or state. If this should happen, then maybe, just maybe, we can hope that there will be a few young people who will gain an appreciation of our spatial-temporal view of settlement history and be eventually attracted to our

hobby. Frankly, I for one, believe that the education of potential advocates has a much better chance of success to attract new people to the hobby than the U.S. Postal Service's misguided attempts to win the hearts and minds of new collectors by issuing commemoratives for heroes of "pop culture". In other words, it is more appealing to me to try to bring people *up* to enjoy and appreciate postal history as a strategy for growth, than to bring the hobby *down* in an attempt to appeal to a mass audience. When finding the "lowest common denominator" became a guiding principle in human relations instead of merely a means of combining fractions in mathematics, we began to a trek down a very slippery path. Readers wishing to comment on this subject will be provided space in future issues.

A Little Fine Tuning

The first mailing of *La Posta* from our new printer in Florida went pretty well, although we did receive four complaints about delivery of the journal in damaged condition. My copy arrived from its 3,000 mile bulk rate journey a little tired looking, but not torn or badly mutilated. The protective envelopes we have used over the years are no longer a cost effective option for us, but if you are one of the unlucky few who receive a copy of our journal in damaged condition, I will try to replace it from the small over run which is shipped back to me from each issue.

Within a week to ten days from the time you read this, you should be receiving Subscribers Auction #54, which will also be mailed from Tarpon Springs. As I write these words, the auction is about one-half lotted with the other half to follow just as soon as I can chase the journal out the door. There are some great pieces already lotted, and I think it may be one our best Subscribers Auctions when all is said and done. We have had to sacrifice four pages from the 36-page format we have been using for the sales, and two of those pages -- the Prices Realized from the previous sale -- will now appear regularly in *La Posta*. Check page 73 of this issue for prices realized from Auction No. 53. By the way, for those of you with Internet access, Prices Realized from SubAuct 53 were available on the *La Posta* website just four days after the sale closed! I plan to make similar rapid postings after future sales, and make use of the net for other types of speedy information dissemination. Bookmark our Website and check us out from time to time.

My multi-part study of 1942 censor markings which were applied to World War II APO mail is concluded in this issue with an examination of mail from APOs in Canada, Greenland and Iceland, Central Africa, the Mid-

dle East and North Africa. Randy Stehle and Doug DeRoest conclude their cataloging of circular date stamp non-standard postmarks. Henry Berthelot explores some modern postal history in his examination of the ways in which the postal service verifies postage applied to mail. Tom Clarke develops an historical trace of free franks and official mail. Bob Munshower presents another portion of the 1912 Navy Mail Service manual. This section was supposed to appear in the March issue, but was bumped to the current issue by space limitations. My apologies to Bob and any readers who were perturbed because references were made to it without it actually appearing in the March issue. Neil Hawk presents some interesting new research and a challenge to Doane cancel collectors. Bob Scales introduces us to a postmark ghost and Dan Meschter adds an interesting tidbit to Part IV of his series on early trans-mountain mail routes, which appeared in the March issue. All in all, we have a rather varied menu for you, despite the fact that I hogged nearly one-third of the space for a conclusion to my own pet project.

Bill

Richard W. Helbock

BOOKS IN REVIEW

Edmondson, L. Steve, *Tennessee Machines, A Compilation of Postal Markings from the State of Tennessee Impressed by Mechanical Means*, By the Author: 1996, 8.5x11 inch format, 352 pages. Available at 10 cents per page from the author at P.O. Box 871, Shelton, WA 98584. Do not send money. You will be billed with the shipment.

Steve Edmondson has produced a very attractive exploration of machine cancel use in the State of Tennessee. It is well organized, concisely written and copiously illustrated, but the most innovative thing about this book is the way it has been published. For want of a better term, I describe Steves book as a quasi-electronic publication. To quote Steve:

This work is published by the author and will be made available in a novel manner. It was entirely written on computer and hard copies will be sold on a per page basis. Of course, if anyone wants the entire "book" it is available. However, for those Tennessee collectors who only have an interest in certain towns, regions or counties, you need only purchase those pages. Each page will be printed on one side only! My intention is to add data continually - you will receive hard copies on an "as is when order" basis.

The publication consists of the following sections
With page count):

INTRO PACKAGE

title page	1
index	2
introduction	5
machine die illustrations	62
MAIN (town) listings	72
SLOGAN CANCELLATION listings	21
AUXILIARY MARKINGS listings	1
Appendix I: Chattanooga Specialized	37
Appendix II: Knoxville Specialized	32
Appendix III: Memphis Specialized	47
Appendix IV: Nashville Specialized	72

Prices are 10 cents per page plus actual postage and shipping costs. Steve recommends that everyone purchase the INTRO PACKAGE (about 70 pages), because readers will be handicapped in following the catalog without the introductory explanation. It is not a requirement, however, that anyone purchase the INTRO PACKAGE, and individual sections are each available as singles or in combinations. If you would like to place an order, or communicate with Steve about this novel publishing approach, you may use his address listed above or Email his at TENACSTEVE@aol.com.

This may well prove to be at least a temporary solution to the dilemma of publishing narrow interest range books in our hobby in the face of ever increasing publication costs. I know that bibliophiles will not agree, but, if the purpose of publishing is to disseminate information, rather than produce an artifact, then electronic and quasi-electronic publishing may be the way to go.

RWH

Morris, Reg, Robert J. Payne and Timothy B. Holmes, *An Introduction to Japanese Cancelling Machines and Markings*, Tampa: Machine Cancel Society, 1996. Card-bound, 8.5x11 inch format, 240 pages. Available for \$20.00 plus \$2.50 postage (In Japan 3000 yen surface or 4000 yen airmail) from MCS Secretary Art Hadley, 3407 N 925 E, Hope, IN 47246-9717.

So why is an American postal history journal publishing a review of a book on Japanese machine cancels? Well, I suppose I could point to the books appendix which consists of a 10-page illustrated explanation of U. S. Military Markings used in Japan, but that would not be the real reason. The simple fact is that Morris, Payne, et. al. of the MCS have published so many wonderful studies of United States machine cancels in recent years that it is impossible for me to turn them down when it comes to telling our readers about their latest work. In addition, many machine cancel collectors do collect

markings from other countries, and this book on machine use in Japan maintains the high standard of research set by the other MCS volumes of recent years.

Following a 14 page introduction, the book is organized into chapters covering the 1885-1965 pre-automation era, the 1966-1980 era of automation, a recapitulation of the standard cancellations, advertising slogans, miscellaneous markings, new "wave" cancellations and a market guide. The text is clean and easily readable, and illustrations are either sharp line drawings or halftones. This is a good looking book, although not fancy in binding and presentation. The subject matter might not appeal to a large number of our readers, but it seems worthwhile for you to know that it is available.

RWH

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

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 027 NEW MONTEREY STA., 1911 VG DUPLEX ON PPC (09-13). EST. \$15
 028 OZENA, 1920 VG 4-BAR ON PPC (90-21). EST. \$12
 029 PAICINES, 1908 G+ 4-BAR ON PPC (EKS SAB-475). EST. \$6
 030 PANOCHE, 1912 F 4-BAR ON PPC (70-15). EST. \$12
 031 PRUNEDALE, 1907 G+ CDS REC'D ON PPC (94-08). EST. \$25
 032 REDWINE, 1908 F DOANE REC'D & O/S ON CREADED PPC (04-15) 10
 033 RELIEF, 1912 F 4-BAR ON PPC (94-21). EST. \$12
 034 RIEGO, 1911 VG 4-BAR O/S ON PPC W/STAMP GONE (08-19). \$10
 035 ROSELAWN, 1909 VG DOANE ON PPC (02-18). EST. \$12
 036 RUBICON, 1910 G 4-BAR ON PPC (01-13). EST. \$12
 037 SALMON FALLS, 1909 F 4-BAR ON PPC (51-12). EST. \$20
 038 SEASIDE, 1914 F 4-BAR ON PPC (EKS MOT-1900). EST. \$6
 039 SPRECKLES, 1910 VG DUPLEX ON PPC (98-73). EST. \$6
 040 TANCRED, 1911 VG DOANE ON PPC (92-32). EST. \$6
 041 TUSCAN, 1909 F 4-BAR ON PPC (95-19). EST. \$20
 042 TWO RIVERS, 1914 VG 4-BAR ON CVR REDUCED @ RT (12-15). \$15
 043 WOODSIDE, 1908 VG 4-BAR ON PPC (54-15). EST. \$6
 044 WOODWARD, 1908 VG 4-BAR ON PPC (01-13). EST. \$20

COLORADO

- 045 ARROW, 1910 F DOANE ON TONED PPC (05-15). EST. \$6
 046 MONARCH, 1908 G+ 4-BAR ON PPC (07-22). EST. \$15
 047 OMER, 1909 VG CDS ON PPC (00-09). EST. \$35
 048 OPHIR, 1911 F 4-BAR ON PPC W/STAMP GONE (78-21). EST. \$12
 049 SCHOLL, 1911 VG 4-BAR ON PPC (01-30). EST. \$12

IDAHO

- 050 GILBERT, 1913 VG 4-BAR ON PPC (94-22). EST. \$12
 051 LARDO, 1912 G+ LITE 4-BAR ON PPC (89-17). EST. \$8
 052 LINDEN, 1909 F 4-BAR ON PPC (89-29). EST. \$12
 053 STARKEY, 1908 F DOANE ON PPC W/TEAR (06-43). EST. \$6
 054 WEBB, 1909 G+ LITE CDS ON PPC (01-91). EST. \$12

MONTANA

- 055 CLEMONS, 1909 G 4-BAR O/S ON PPC W/STAMP GONE (98/25) \$8
 056 CUSHMAN, 1909 VG EARLY 4-BAR ON PPC (09-75). EST. \$5
 057 DALEVIEW, 1910 F 4-BAR ON PPC W/STAMP GONE (07-14). E. \$8
 058 ELECTRIC, 1906 VG DUPLEX ON PPC W/STAMP GONE (04-15). \$15
 059 FARMINGTON, 1911 VG 4-BAR ON PPC (99-51). EST. \$5
 060 GLACIER NATIONAL PARK, 1920 SLOGAN FLAG ON PPC. EST. \$4
 061 RIDGELAWN, 1911 G 4-BAR ON PPC (83-14). EST. \$12

NORTH DAKOTA

- 062 COAL HARBOR, 1908 F DUPLEX ON PPC (83-22). EST. \$4
 063 CUMINGS, 1908 F DOANE ON PPC (81-22). EST. \$4
 064 DORE, 1908 F DOANE ON PPC (83-14). EST. \$20
 065 MELBY, 1909 VG 4-BAR ON PPC (07-14). EST. \$4
 066 NORTH CHAUTAUQUA, 1909 VG DOANE ON PPC (02-31). EST. \$4
 067 OJATA, 1914 G+ 4-BAR ON PPC (83-36). EST. \$6
 068 ROCKSPRING, 1908 VG 4-BAR ON PPC (98-13). EST. \$10

SOUTH DAKOTA

- 069 NORDEN, 1909 F 4-BAR ON PPC (07-12). EST. \$6
 070 WETA, 1909 F 4-BAR ON PPC (08-39). EST. \$6
 071 WHITNEY, 1914 G 4-BAR ON PPC (09-28). EST. \$5
 072 WITTENBERG, 1909 VG 4-BAR ON PPC (79-09). EST. \$20
 073 ROCKY FORD, CO. ca 1908 TYPE 11F (SCRIBBLE) ON PPC. E. \$6

RFDs (Richow Types)

- 074 STERLING, CO, 1909 TYPE 11F (SCRIBBLE) ON PPC. EST. \$6
 075 BEAVERTON, OR, ca 1912 TYPE 11F (SCRIBBLE) ON PPC. E. \$6
 076 GERVAIS, OR, 1906 RT. 2 TYPE 11E (DATE ONLY) ON PPC. \$6
 077 PLATTE, SD, 1909 TYPE 11E (DATE ONLY) ON PPC. EST. \$5
 078 PULLMAN, WA, ca 1910 TYPE 11F (SCRIBBLE) ON PPC. EST. \$6

RPOs (Towle Types)

- 079 ABERDEEN & MILES CITY, 1916 F (871-K-1) ON PPC. EST. \$8
 080 AKRON & DELPHOS, 1915 F (597-A-3) ON PPC. EST. \$12
 081 AMARILLO & PECOS, 1915 G+ (966-B-3) ON PPC. EST. \$5

RPOs (continued)

- 082 AMARILLO & SWEET, 1933 VG (489-F-1) ON PPC. EST. \$15
 083 ASHFORK & LOS ANG, 1908 G+ (964-L-1) ON PPC. EST. \$6
 084 AUSTIN & ALBIA, 1908 G+ (NEW TYPE) ON PPC. EST. \$6
 085 BAYVIEW & GRAND RAP, 1910 G+ (632-G-1) ON PPC. EST. \$5
 086 BELL PORT T. & SEAT, 1910 G+ (W-15-c) ON PPC W/STAIN & NO STAMP. \$15
 087 BOS TO ESS JUN, 1878 G+ (41-D-1) ON PPC. EST. \$6
 088 BOUND LINE & ST PAUL, 1919 F (880-1-B-1) ON PPC. EST. \$8
 089 BREMOND & WACO, 1913 VG (485-C-1) ON PPC W/CREASES. E \$5
 090 BURL & CARROLLTON, 1910 G+ (750-E-2) ON PPC. EST. \$6
 091 CLOVIS & ALBUQ, 1918 G+ LITE (928-D-1) ON PPC. EST. \$12
 092 (CO)EUR D'ALENE & SPOK, 1909 PARTIAL (906-1-A-1) ON PPC. 8
 093 COFFEYVILLE & L. ROCK, 1910 G+ (453-E-2) ON PPC. EST. \$6
 094 CRAFTONV & LOS ANG, 1908 G+ (994-2-A-2) ON STAINED PPC. \$8
 095 DENVER & AMARILLO, 1910 VG (958-R-1) ON PPC. EST. \$12
 096 FLOR & ELLINWOOD, 1911 G+ (NEW TYPE) ON PPC. EST. \$5
 097 GLOBE & T(EVISTON), 1909 PARTIAL (NEW TYPE) ON PPC. E \$12
 098 GRAND JUNC & OGDEN, 1915 VG (953-AW-1) ON PPC. EST. \$8
 099 GREELEY & DENVER, 1909 VG (951-L-5) ON PPC. EST. \$8
 100 HANK & BISMARCK, 1915 VG (NEW TYPE) ON PPC. EST. \$6
 101 HOLD & STERLING, 1915 G+ (947-3-J-3) O/S ON PPC. EST. \$5
 102 HUNT & LORADO, 1936 VG (292-1-B-3) ON PPC. EST. \$6
 103 IND & CHARITON, 1911 VG (776-P-3) ON PPC. EST. \$6
 104 KINGSTON & ONEON, 1908 VG (117-E-1) ON PPC. EST. \$5
 105 LONGVIEW & GALV, 1915 VG (485-G-2) ON PPC. EST. \$5
 106 MO. VAL & LINCOLN, 1910 VG (943-3-A-1) ON PPC. EST. \$6
 107 NEWTON & AMARILLO, 1911 F (928-F-1) ON PPC. EST. \$6
 108 OAKDALE & MERCED, 1911 VG (989-D-1) ON PPC. EST. \$12
 109 OG & SAN FRAN/FAST MAIL, 1915 G (976-O-1) ON PPC. EST. \$5
 110 OGDEN & SAN FRAN CDS/SACRAMENTO, 1892 F (976-X-1) ON GPC. 12
 111 OQUOS & PORT, 1922 G+ (10-C-2) ON PPC. EST. \$12
 112 OROVILLE & SAC TO, 1912 F (982-Q-1) ON PPC. EST. \$6
 113 PEORIA & MASON C., 1912 VG (751-L-1) ON PPC. EST. \$6
 114 PHOENIX & MARICOPA, 1921 G+ (968-2-A-1) ON PPC. EST. \$20
 115 PORT JEFF & HICKS/AGT, F (112-J-1) ON GPC. EST. \$12
 116 PORT & CAZADERO, 1914 G+ (897-2-A-1) ON PPC. EST. \$12
 117 PORT & CORVALLIS, 1911 VG (893-B-1) ON PPC. EST. \$6
 118 PORTS & CIN, 1908 F (584-C-1) ON PPC. EST. \$6
 119 RENO & PRESTON, 1911 G+ (877-1-B-2) ON PPC. EST. \$6
 120 RENO & VIRGINIA CITY, 1910 F (978-F-1) ON PPC. EST. \$12
 121 RICHLAND & ROCH, 1912 VG (139-L-1) ON PPC. EST. \$6
 122 ROCKPORT & BOSTON, 1914 G+ (69-3-B-1) ON PPC. EST. \$5
 123 ST LOUIS, ELTON & K.C., 1911 G+ (822-C-1) ON PPC. EST. \$5
 124 SALINA & OAKLEY, 1910 VG (925-C-2) ON PPC. EST. \$6
 125 SAN BDNO & ORANGE, 1910 F (993-2-B-1) ON PPC. EST. \$15
 126 SAN FRAN & BAKERSF, 1923 F (993-3-A-1) ON PPC. EST. \$10
 127 SEATTLE & SKAGWAY, 1912 VG (X-18-b) ON PPC. EST. \$15
 128 SEATTLE & SKAGWAY, 1913 F (X-19-h) ON PPC. EST. \$18
 129 S. FALLS & ONAWA/S D., 1909 F (759-A-1) ON PPC. EST. \$6
 130 SUPERIOR & STRONG, 1908 G+ (918-4-D-1) ON PPC. EST. \$10
 131 (TE)HAMA & SAC, 1908 PARTIAL (983-C-2) ON PPC. EST. \$15
 132 TEMPLE & SAN ANG, 1913 G+ (484-M-1) ON PPC. EST. \$5
 133 TRACY & PIERRE, 1908 VG (866-Y-2) ON PPC. EST. \$6
 134 TUCSON & NOGALES, 1912 VG (965-2-A-1) ON PPC W/SM TEAR. \$6
 135 (TR)UCKEE & LAKE TAHOE, 1905 PARTIAL (997-4-A-1) ON PPC. 8
 136 TRUCKEE & LK TAHOE, 1932 F (997-4-B-1) ON PPC. EST. \$8
 137 TUOLUMNE & STOCK, 1909 F (989-G-1) ON PPC. EST. \$10
 138 WALLACE & SPOKANE, 1909 F (896-7-A-1) ON PPC. EST. \$8
 139 WHARITON & PALACIOS, 1915 G+ (482-T-1) ON CVR. EST. \$12
 140 ALBANY, OREGON/TRANS CLK, 1912 VG (897-1-B-1) ON PPC. \$15
 141 ALBUQUERQUE, N MEX TER, 1915 G+ (965-9-B-1) ON PPC. \$6
 142 GREENSBORO, NC/TRANS CLK, 1910 VG (332-E-4) ON PPC. E. \$4
 143 ELROY, WIS/TRANS CLK, 1912 F (863-F-1) ON PPC. EST. \$6
 144 (H)ORN/JELLVILLE, NY/TR CLK, 1900 PARTIAL (150-Q-2) ON CVR 5
 145 T.C.M.C. STA/JACKSON, MICH, 1909 VG (645-C-1) ON PPC. \$5
 146 PASCO, WASH/TRANS CLK, 1910 VG (906-5-B-1) ON PPC. EST. \$6
 147 ROCKYMOUNT, NC/TR CLK, 1907 F (332-H-1) ON PPC. EST. \$5
 148 ROUND TABLE DENVER/COLOR, 1909 VG (956-A-6) ON PPC. EST. \$5
 149 S. BERNARDINO, CAL/TRS CLK, 1907 F (999-H-1) ON PPC. \$6
 150 T.C. SAN JOSE/CAL, 1913 F (999-I-1) ON PPC. EST. \$8

STREET CAR RPOs (Towle Types)

- 151 BROOKLYN N.Y. CIR, 1899 VG (BR-5-b) B/S ON CVR. EST. \$8
 152 BROOKLYN N.Y. CIRCUIT, 1903 VG (BR-5-d) REC'D ON PPC. \$8
 153 CHI ILL COTT GRO AV, 1907 VG (CH-3-e) ON PPC. EST. \$4
 154 CHI & N CLARK ST/3, 1907 F (CH-1-c) ON PPC. EST. \$8
 155 WENTWORTH/AVENUE RPO, 1906 G+ DOREMUS O/S ON PPC. EST. \$20
 156 PHILADELPHIA & GERMANTOWN, 1898 F (PH-4-c) ON GPC. E \$15
 157 PHILADELPHIA & MANAYUNK, 1898 VG (PH-2-c) B/S ON CVR. \$6
 158 PHILADELPHIA & W PHILADELPHIA 1897 F (PH-8-c) ON CVR. \$15
 159 PITTSBURG PA ST, 1904 G+ (PI-2-c) ON PPC. EST. \$12
 160 PITTSBURG PA STREET, 1909 F (PI-2-e) ON PPC. EST. \$16
 161 PITTSBURG STREET CAR RPO, 1909 VG (PI-2-i) ON PPC. EST. \$15
 162 ST LOUIS/EASTON CIRCUIT, 1907 F (SL-11-a) ON PPC. EST. \$8
 163 ST LOUIS/EASTON R.P.O., 1908 VG (SL-11-c) ON PPC. EST. \$8
 164 ST LOUIS/NORTH B'WAY, 1909 VG (SL-13-b) ON PPC. EST. \$8
 165 ST LOUIS, MO NORTHWEST, 1913 VG (SL-12-b) ON PPC. EST. \$8
 166 ST LOUIS, MO NORTHWEST, 1911 F (SL-12-c) ON PPC. EST. \$8
 167 ST LOUIS/OLIVE R.P.O., 1908 F (SL-10-b) ON PPC. EST. \$8
 168 SEATTLE & SEATTLE, 1907 VG (SE-1-a) ON PPC. EST. \$30

Standard rules apply. Minimum bid \$3.00 please.

Phone bids accepted: (415) 344-3080

CLOSING DATE: 10 June 1996 (10 PM PST)

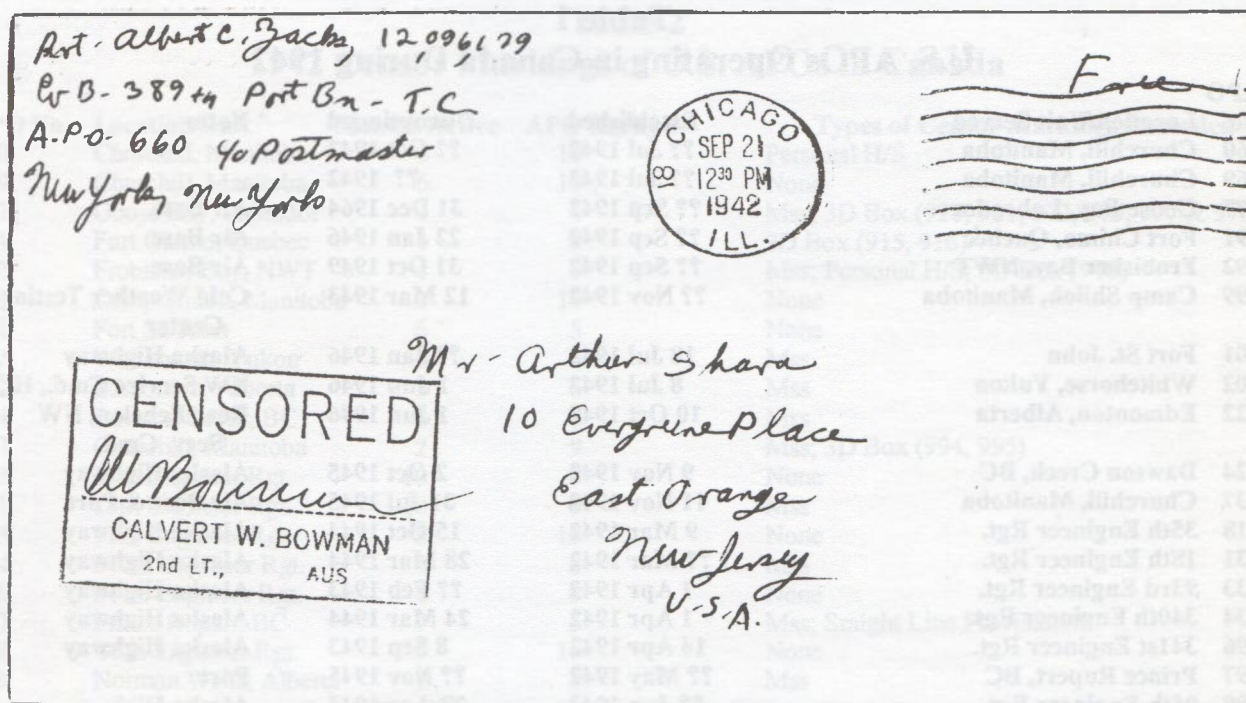


Figure 1. This cover displays the personal censor handstamp of a lieutenant in the U. S. Army. The cover bears the return address of a private in the Transportation Corps receiving mail through APO 660, which was at Churchill, Manitoba, Canada. Apparently carried on an Army transport plane out of Churchill, the letter entered the mails in Chicago.

CENSOR MARKINGS OF THE U.S. ARMY IN 1942

By Richard W. Helbock

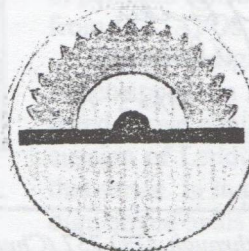
Part VI: Conclusion

The first five parts of this series appeared in *La Posta* between Whole No. 135 (July 1992) and Whole No. 145 (March 1994). **Part I** was an Introduction and listing of 1942 censor marks from the Lend Lease Bases and Alaska. **Part II** (Whole No. 136) listed 1942 censor marks used in Hawaii and Australia. **Part III** detailed 1942 censor marks of units stationed in the Caribbean and South Atlantic. **Part IV** (Whole No. 141) listed 1942 censor marks used in the South Pacific and China-Burma-India. **Part V** listed the 1942 censor marks of U. S. Army forces in the United Kingdom. During the two years which have elapsed since the fifth installment appeared, several kind readers have sent me letters and photocopies containing information which greatly expands upon that published previously. It is my hope to be able to incorporate this wealth of new information into a

revised publication to appear as a monograph later this year. In the meantime, there are a few odds and ends needing to be explored in print before this series can be completed. What follows is my exploration of these remaining odds and ends.

CANADA

Censor markings used in 1941 and 1942 at the Lend Lease bases in Newfoundland were detailed in Part I of this series, but the United States operated several other APOs in Canada during the war and some of these were established as early as 1942. Table 1 lists 19 United States APOs which operated in Canada during 1942.



These early U. S. APOs in Canada nearly all served troops involved in transporting material through the country. In eastern Canada, troops were assigned to construct and operate air bases on the North Atlantic Ferry Operation, which was designed to

Table 1
U.S. APOs Operating in Canada During 1942

APO				
No.	Location/Unit Served	Established	Discontinued	Notes
660	Churchill, Manitoba	?? Jul 1942	?? Oct 1942	
669	Churchill, Manitoba	?? Jul 1942	?? 1942	
677	Goose Bay, Labrador	?? Sep 1942	31 Dec 1964	Air Base
691	Fort Chimo, Quebec	?? Sep 1942	22 Jan 1946	Air Base
692	Frobisher Bay, NWT	?? Sep 1942	31 Oct 1949	Air Base
699	Camp Shiloh, Manitoba	?? Nov 1942	12 Mar 1943	Cold Weather Testing Center
701	Fort St. John	18 Jul 1942	?? Jan 1946	Alaska Highway
702	Whitehorse, Yukon	8 Jul 1942	1 Jun 1946	NW Service Cmd., HQ
722	Edmonton, Alberta	10 Oct 1942	1 Jun 1946	Rear Echelon, NW Serv. Cmd.
724	Dawson Creek, BC	9 Nov 1942	2 Oct 1945	Alaska Highway
737	Churchill, Manitoba	11 Nov 1942	31 Jul 1945	Air Base & Port
918	35th Engineer Rgt.	9 Mar 1942	15 Oct 1944	Alaska Highway
931	18th Engineer Rgt.	?? Mar 1942	28 Mar 1944	Alaska Highway
933	93rd Engineer Rgt.	1 Apr 1942	?? Feb 1943	Alaska Highway
934	340th Engineer Rgt.	1 Apr 1942	24 Mar 1944	Alaska Highway
996	341st Engineer Rgt.	14 Apr 1942	8 Sep 1943	Alaska Highway
997	Prince Rupert, BC	?? May 1942	?? Nov 1945	Port
998	95th Engineer Rgt.	?? Jun 1942	23 Apr 1943	Alaska Highway
999	Norman Wells, Alberta	24 Jun 1942	31 Dec 1944	Canol Project

fly U. S. built aircraft to the United Kingdom. Gander, Goose Bay, Fort Chimo, Frobisher Bay, and Churchill were part of that system. In the west, American troops worked alongside their Canadian counterparts in building and operating the Northwest Staging Route, which flew aircraft to the U.S. 11th Air Force in Alaska and to the USSR; and the Alaska Highway, a 1,523 mile roadway intended to provide the United States with a land link to its northern territory. Each of the six combat engineer regiments involved in Alaska Highway con-

struction during the summer and fall of 1942 had their own APO, and other APOs were located at important headquarters centers. In addition to these transport related APOs, there were a few others. Camp Shiloh, Manitoba (APO 699) provided a site for the U. S. Army to test ordnance and vehicles. Some 900 troops took part in these tests during the winter of 1942-43. APO 999 operated at Waterways, Alberta, during the late summer and fall of 1942. It served U. S. combat engineers involved in building a road from Peace River, Alberta, to

Fort Smith, NWT. This road was part of the Canol Project, an effort to insure a local supply of petroleum for the Northwest Staging Route and the Alaska Highway, but most of the APOs associated with this project were not established until 1943.

Censor Markings

The 1942 censor markings recorded from U.S. APOs in Canada are no where near as interesting and varied as those which are known from Alaska. Most are manuscript, but there are a few 3-digit boxed ovals, a couple personal handstamps, and at least one

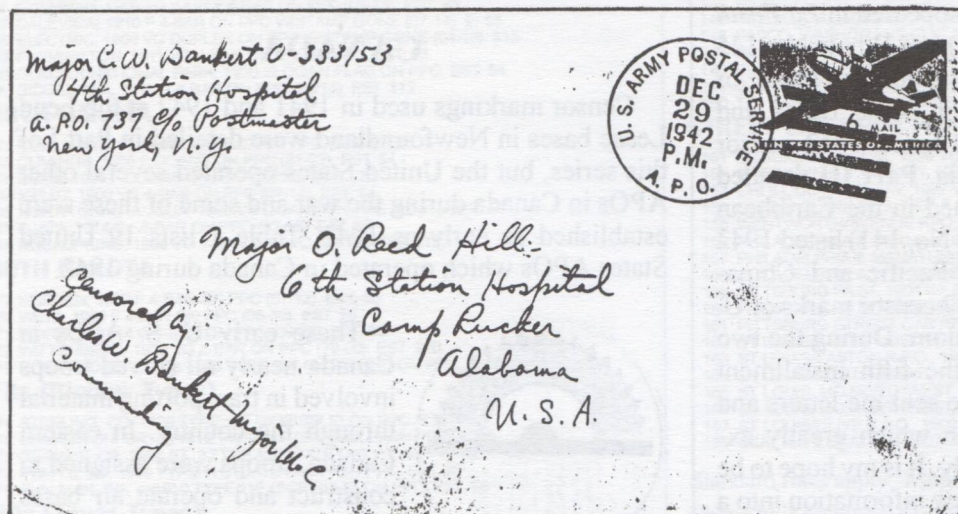


Figure 2. This cover was posted through APO 737 (Churchill, Manitoba). It was self-censored by the Medical Corps major who wrote the letter, a typical form of censorship on officer's mail.

Table 2
1942 Censor Markings of U.S. APOs in Canada

APO No.	Location/Unit	Months Active	APO Rarity #	Types of Censor Markings Recorded
660	Churchill, Manitoba	6	10	Personal H/S
669	Churchill, Manitoba	6	10	None
677	Goose Bay, Labrador	4	4	Mss; 3D Box (920, 921, 972, 975, 977 & 978)
691	Fort Chimo, Quebec	4	9	3D Box (915, 916)
692	Frobisher Bay, NWT	4	9	Mss; Personal H/S; 3D Box (918)
699	Camp Shiloh, Manitoba	2	10	None
701	Fort St. John	6	5	None
702	Whitehorse, Yukon	6	4	Mss
722	Edmonton, Alberta	3	6	Mss
724	Dawson Creek, BC	2	7	Mss
737	Churchill, Manitoba	2	9	Mss; 3D Box (994, 995)
918	35th Engineer Rgt.	10	9	None
931	18th Engineer Rgt.	10	9	Mss
933	93rd Engineer Rgt.	8	10	None
934	340th Engineer Rgt.	8	8	Mss
996	341st Engineer Rgt.	8	9	None
997	Prince Rupert, BC	7	5	Mss; Sraight Line Provisional
998	95th Engineer Rgt.	7	10	None
999	Norman Wells, Alberta	7	9	Mss

large, straight line provisional handstamp known to this author. Much of the problem in documenting 1942 censor marks from the APOs in Canada is that examples of mail from servicemen using these APOs are scarce to rare. Table 2 lists the various APOs along with the number of months they operated in 1942, their Forte/Helbock Rarity number, and the types of censor markings documented.

Manuscript censor markings are commonly seen on 1942 APO covers from Canada (Figure 2). Standardized handstamps had apparently not yet been shipped to most of these units, and the number of personnel assigned was generally rather low through the year. On 31 Dec 1942 there were a total of 15,660 officers and men assigned to Western Canada, and only 2,000 assigned to Eastern Canada. There were an additional 6,910 assigned to Newfoundland. In many instances the mail originating from U.S. troops in Canada received no censor markings, and passed on to its destination either uncensored or with evidence of civil censorship in the form of paper tape resealing the cover (Figure 3).

Examples of personal censor handstamps from U.S. APOs in Canada are not common, but that is probably a function of the overall scarcity of 1942 APO covers from the country. As we have seen in other regions examined in this study, there were some censor officers who chose to have personal handstamps made rather than writing out their name and rank in longhand every time they marked a piece of censored mail. We can expect that more examples of personal censor handstamps will be found on mail from U.S. APOs in Canada (Figure 4).

The three-digit boxed oval censor handstamps which appear on 1942 covers from some of the APOs listed above continue a pattern described in the discussion of Lend Lease Base censorship in Part I of this series. In that article, it was reported that three-digit boxed ovals with numbers in the 900 series were known only from APOs operating in Greenland.

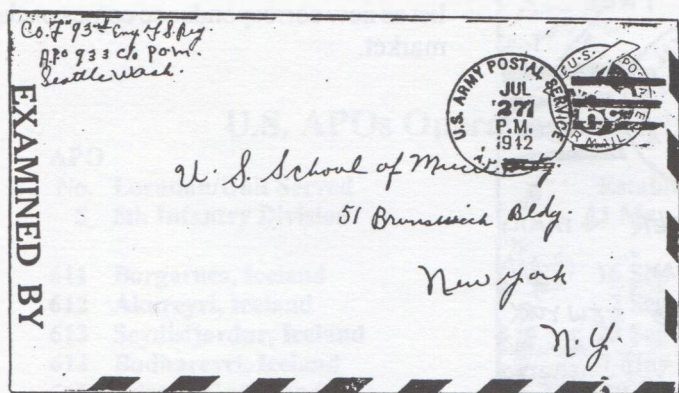


Figure 3. This cover from APO 933 (95rd Engineers) bears no indication of military censorship, but does show a paper tape at left indication civil censorship.

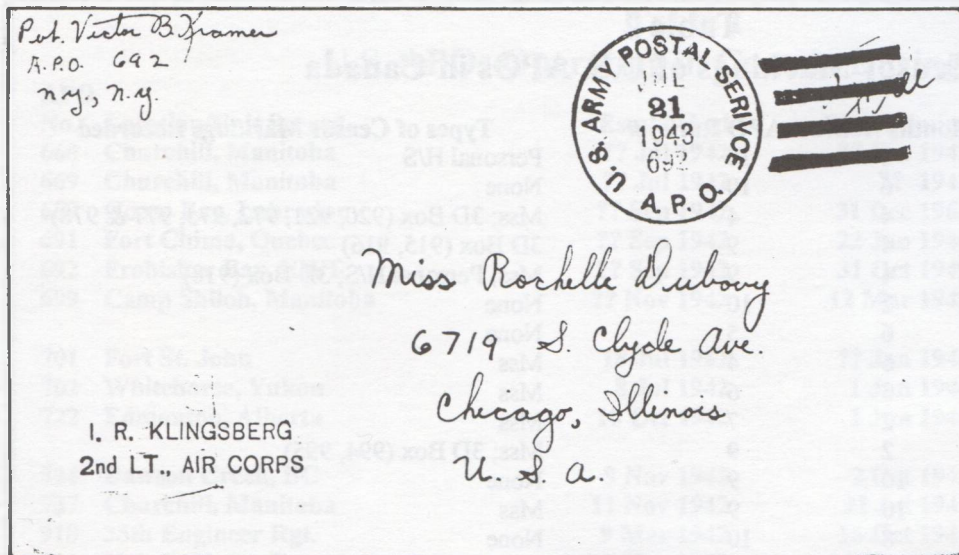


Figure 4. This cover from APO 692 (Frobisher Bay) displays a personal censor handstamp used by an Air Corps lieutenant. The cover also bears a lightly struck 3 digit boxed oval handstamp. (Courtesy of Kevin O'Reilly)

Only censor numbers from 901 through 909 had been documented. In Table 2 it may be seen that 900 series three-digit boxed ovals were used at four air bases on the North Atlantic Ferry Route: Fort Chimo (915-16); Frobisher Bay (918); Goose Bay (920-21 and 972-78); and Churchill (994-95) (Figure 5). Once again, these reports are based upon a very limited number of examples, and we may anticipate that other numbers in the 900 series are likely to be found on mail from these four APOs and perhaps APOs 660 and 669.

The one provisional handstamp censor marking recorded from U.S. APOs operating in Canada in 1942 appears on some mail from the troops assigned to Prince Rupert, B.C (Figure 6). Prince Rupert provided good deep draft harbor facilities for shipping to Alaska, and was home to several Transportation Signal and Quartermaster units in addition to Military Police and a station hospital. All these units were served by APO 997.

In summary, the list of 1942 censor markings recorded from U. S. APOs operating in Canada includes quite a large number of manuscripts, a few personal handstamps and three

digit boxed ovals of the 900 series, and one provisional handstamp which was used at APO 997. Given the scarcity of 1942 covers from most of these APOs, we

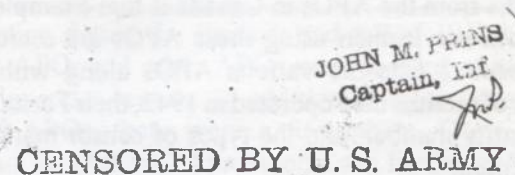


Figure 6. This straight line provisional handstamp, shown here reduced to 78% of full size, often appears on the reverse of 1942 covers from APO 997 (Prince Rupert).

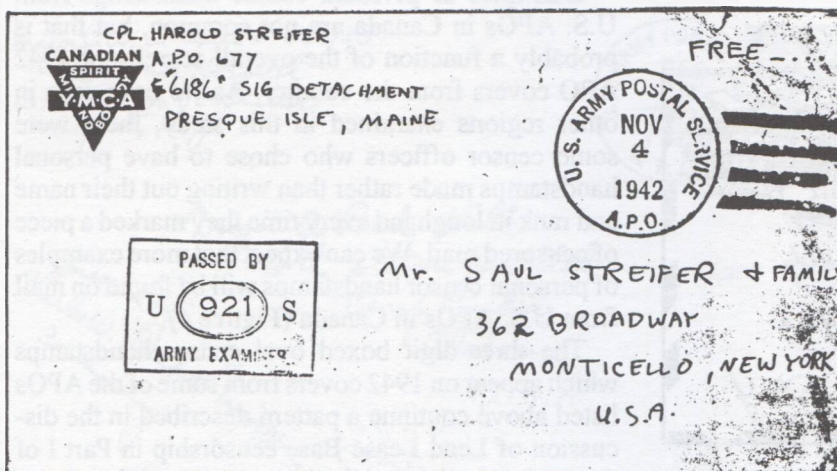
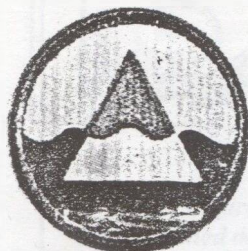


Figure 5. This attractive cover was mailed by a signalman through APO 677 (Goose bay). It bears a 3 digit boxed oval censor handstamp. (Courtesy of Kevin O'Reilly)

may expect to see some additions to this list as new correspondence comes on the market.

ICELAND & GREENLAND

Censor markings from the earliest APOs cited in Iceland (APO 810 & 860 - Reykjavik) and Greenland (APO 809 & 858 - Narsarssuak and APO 809-A & 859 - Sondre Stromfjord) were discussed in Part I under the Lend Lease Base heading. There were, however, a few other APOs established in these two countries during 1942. They are listed numerically in Table 3 along with their dates of operation.



Iceland Base Command was established as U.S. forces began to relieve British troops in the defense of the island nation against Germany in the summer of 1941. An initial force of 4,100 U. S. Marines landed on 7 July, and was followed on 6 August by the arrival of the 33rd Pursuit Squadron of the

Army Air Force. The entire 5th Infantry Division was transferred to Iceland during the summer of 1942, and at its peak in May 1943, U. S. troop strength amounted to 40,712 ground, air and service troops.

Command headquarters were located at Camp Pershing, about two miles east of Reykjavik. Several other camps lay within at ten to twenty mile strip along the coast north of the capital. Over three quarters of the U. S. force was concentrated in these camps. The remaining troops were scattered around the coast of Iceland at isolated airfields and radar installations. Air Corps units were dominated by elements of the Air Transport Command which shared its home base at Meeks Field near Keflavik with the 9th Bomber Squadron and the 1st Observation Squadron in addition to the 33rd Pursuit Squadron.



Greenland Base Command was formally activated on 26 November 1941, although the first U. S. troops arrived at Narsarssuak on the southwest coast on 6 July. This pioneer force established BLUIE WEST 1 at Narsarssuak, and in October a second post was established at Sondre Strom-

fjord on the west coast about 15 miles inside the Arctic Circle. The code name for this second base was BLUIE WEST 8. These two initial Greenland bases were served by the APOs discussed in Part I of this series.

In November 1941 a post was established at Ikatek, near Angmagssalik on the east coast of Greenland about 40 miles below the Arctic Circle. Known as BLUIE EAST 2, this base became primarily a weather and communications station. Its postal needs were served by APO 679, which was established in September 1942.

The most developed settlement in Greenland in 1941 was at Ivigtut, about 100 air miles west of Narsarssuak, which was the site of a cryolite mine. Ivigtut had a rudimentary port and a few miles of paved road. The Army decided to enhance the port facilities and established a base there in March 1942. Code named BLUIE WEST 7, the Ivigtut base was served by APO 615, which began operating in September 1942.

Censor Markings

Examples of covers from the 5th Infantry Division dating from 1942 are reasonably easy to find. The other six APOs are all rated "7" or higher in the Forte/Helbock rarity scale, and, since four of the six only operated for a few months in late 1942, examples of covers dating from 1942 are difficult to find from these bases. Our knowledge of 1942 censorship practices is strongly limited by these factors.

Table 3
U.S. APOs Operating in Iceland & Greenland During 1942

APO	No. Location/Unit Served	Established	Discontinued	Notes
5	5th Infantry Division	11 May 1942	?? Aug 1943 ¹	¹ Moved to Tidworth, England
611	Borgarnes, Iceland	16 Sep 1942	27 Jul 1943	Port (West Coast)
612	Akureyri, Iceland	2 Sep 1942	21 Oct 1943	Port (North Coast)
613	Seydisfjordur, Iceland	23 Sep 1942	21 Oct 1943	Port (East Coast)
614	Budhareyri, Iceland	7 May 1942	10 Jul 1943	Port (East Coast)
615	Ivigtut, Greenland	19 Jul 1942	10 Jan 1948	Port
679	Ikatek, Greenland	2 Sep 1942	16 Feb 1947	Air Base & Port (East Coast)

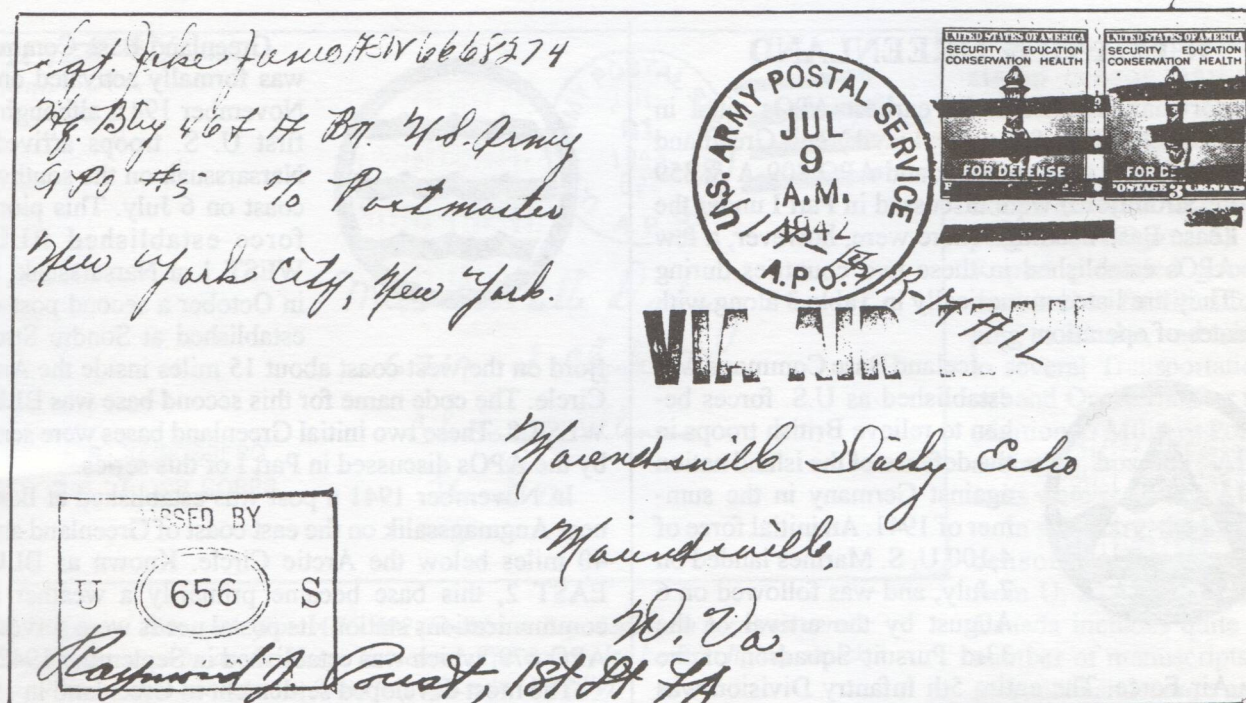
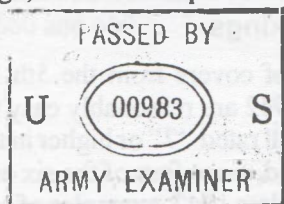


Figure 7. The earliest covers seen from APO 5 (5th Infantry Division) in Iceland show handstamp censor marks of the 3 digit boxed oval variety.

The earliest examples of mail from the 5th Infantry Division in Iceland show that censor officers were using handstamps of the boxed oval design containing three digit numbers (Figure 7). Numbers recorded thus far are in the 650-659 range, which corresponds nicely with the

Figure 8.



600-620 range of three digit numbers in boxed ovals used on early mail from Reykjavik (APO 810/860). It is certainly possible that we may see this 650-659 number range expanded as additional examples of early 5th Division mail are discovered. Evidence suggests, however, that by late July 1942, 5th Division censor officers were using the more universal five digit boxed oval handstamps (Figure 8), or, in some cases, the circular base examiner handstamps, with or without an additional manuscript notation (Figure 9).

The author has seen no examples of early 1942 censored mail from any of the four Iceland port APOs. Figure 10 shows a December cover from APO 612 (Akureyri) with a 5-digit boxed oval with number 00906, which is in sequence with the numbers being used by the 5th Infantry Division in late 1942 (00700-00950). The cover illustrated in Figure 11 originated at APO 614 (Budhareyri) but dates from January 1943. Here we find a manuscript censor marking in combination with the circular base examiner handstamp.

No examples of 1942 covers from either APO 615 (Ivigtut) or 679 (Ikatek) have been examined by the author, but 1943 covers suggest that censor officers were using circular base examiner markings and five digit boxed ovals with numbers in the 01450-80 range. There is a possibility that early 1942 mail -- particularly from Ivigtut -- was censored with

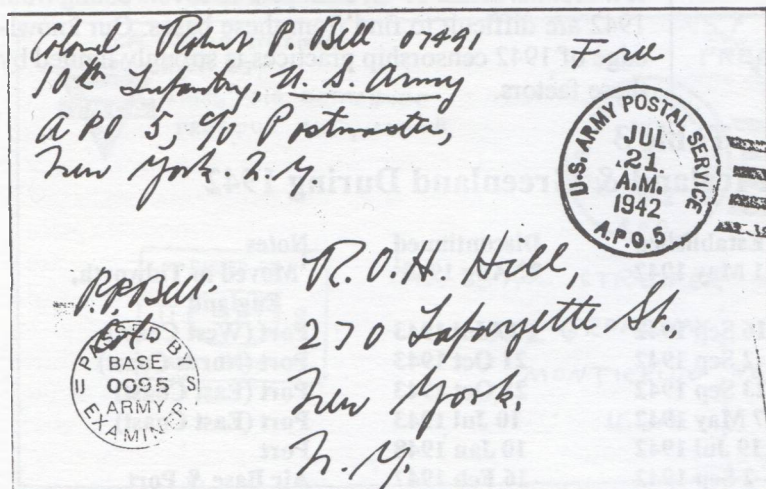


Figure 9. This late July 1942 cover displays a circular Base Examiner handstamp along with a manuscript censor mark of Colonel Robert Bell, who mailed the letter.

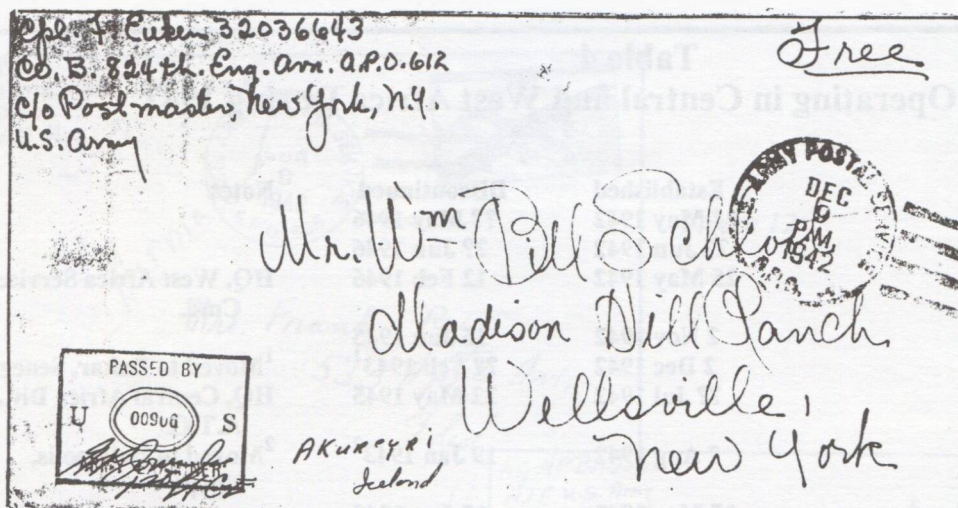


Figure 10. This cover was mailed by a member of the 824th Aviation Engineers through APO 612 (Akureyri, Iceland). It displays a 5 digit boxed oval censor marking.

Figure 11. This cover was mailed through APO 614 (Budhareyri, Iceland) by an Infantry private with the 118th Regiment. It bears only the circular base examiner handstamp censor mark.



three digit boxed oval handstamps with numbers likely to have been in the 900 series. Readers should keep an eye peeled for such material, and, if you find anything, the author would love to hear from you.

SUB-SAHARAN AFRICA

The presence of United States Army forces in Africa south of the Sahara was decidedly limited during World War II. On December 31, 1942, there 1,300 air and ground troops in Liberia; 2,350 in the Gold Coast; 1,320 in Belgian Congo and French Equatorial Africa; and 280 in Kenya. As such, the total U.S. Army contingent was only 5,250 men, and they were concentrated in only a few key locations spread across the vast heart of central Africa.

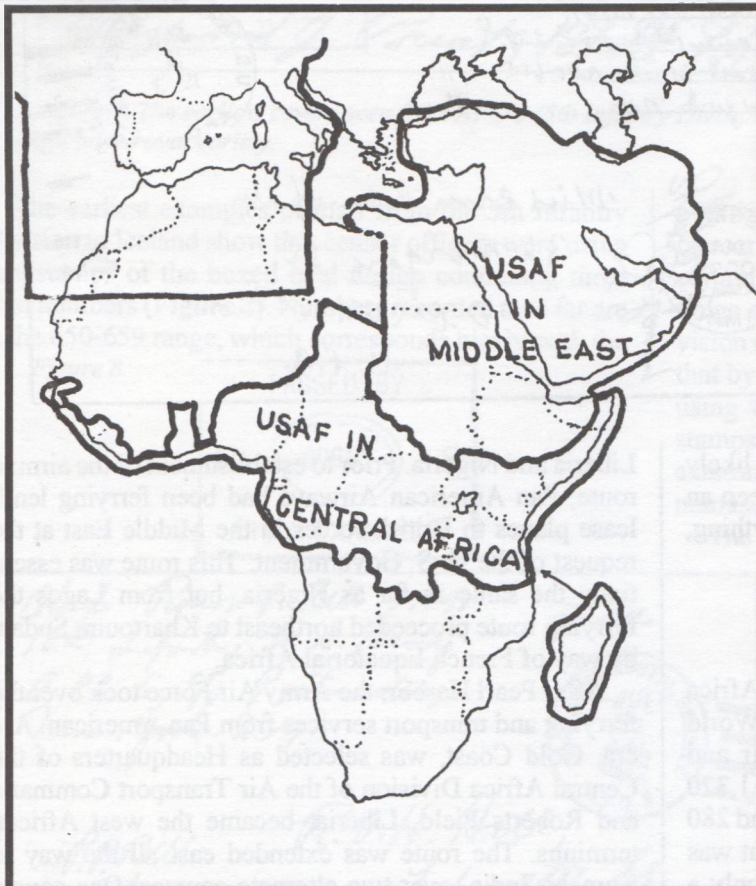
The primary purpose of assigning U. S. Army troops to Sub-Saharan Africa was to maintain a secure air route to Cairo and the Middle East. The route, F.A.M. 22, was pioneered by Pan American Airways on December 6, 1941, with a flight from Miami to Leopoldville, Belgian Congo, by way of Puerto Rico, Trinidad, Brazil, Gambia,

Liberia and Nigeria. Prior to establishment of the airmail route, Pan American Airways had been ferrying lend-lease planes to British forces in the Middle East at the request of the U. S. Government. This route was essentially the same as far as Nigeria, but from Lagos the ferrying route proceeded northeast to Khartoum, Sudan, by way of French Equatorial Africa.

After Pearl Harbor, the Army Air Force took over the ferrying and transport services from Pan American. Accra, Gold Coast, was selected as Headquarters of the Central Africa Division of the Air Transport Command and Roberts Field, Liberia, became the west African terminus. The route was extended east all the way to Karachi, India, over two alternate courses. One course ran from Khartoum to Cairo and on to Palestine and Bassra, Iraq, before proceeding on to India. The other proceeded more directly east by way of Eritrea and Aden. There were 11 APOs established in Central and West Africa during 1942, and these are listed numerically along with their locations and dates of operation in Table 4.

Table 4
U.S. APOs Operating in Central and West Africa During 1942

APO No.	Location/Unit Served	Established	Discontinued	Notes
601	Roberts Field, Liberia	?? May 1942	?? May 1946	
605	Roberts Field, Liberia	22 Jun 1942	?? Jun 1946	
606	Accra, Gold Coast	25 May 1942	12 Feb 1946	HQ, West Africa Service Cmd.
607	Kano, Nigeria	2 Nov 1942	15 Jun 1945	
621	Bathurst, Gambia	2 Dec 1942	?? Feb 1943 ¹	¹ Moved to Dakar, Senegal
625	Accra, Gold Coast	?? Jul 1942	22 May 1945	HQ, Central Africa Div., A.T.C.
626	Nairobi, Kenya	7 Aug 1942	19 Jan 1943 ²	² Moved to Heliopolis, Egypt
663	Leopoldville, Belgian Congo	27 Mar 1942	15 Jun 1943	
664	Pointe Noire, French Congo	15 Sep 1942	?? Dec 1942 ³	³ Moved to Accra
665	Elizabethville, Belgian Congo	9 Oct 1942	?? Jan 1943	
878	Liberia	?? May 1942	?? Mar 1943 ⁴	⁴ Moved to Oran, Algeria



Map 1. The division of Africa between U.S.A.F. in Central Africa and U.S.A.F. in the Middle East in 1942.

Censor Markings

Examples of 1942 covers are not common from any of these bases. Given the concentration of headquarters units in Accra, mail from troops served by APO 606 and 625 tend to be slightly easier to find, but not even these can be considered common. Despite this relative paucity of material from which to base generalizations, there do appear to be some tentative comments which can be offered regarding the censorship practices followed in 1942.

Mail from civilian employees of Pan American Airways appears to have passed through APOs without censorship (Figure 12). Several similar examples are known. Manuscript censor markings were used frequently given the fairly small numbers of troops assigned (Figure 13). Only one provisional handstamp marking has been identified (Figure 14). This handstamp has been seen with the signatures of different censor officers on mail from APO 625 (Figure 15).

Several five digit boxed oval censor handstamps have been recorded. APO 605 used numbers in the 02000 series, but all other 1942 covers seen from Central Africa have been in the 13000 series (Figure 16).

CENSORED
By the Commanding Officer
Per *[Signature]* **USA**

Figure 14. This provisional handstamp censor marking has been seen with the signatures of different censor officers on mail from APO 625 (Accra).

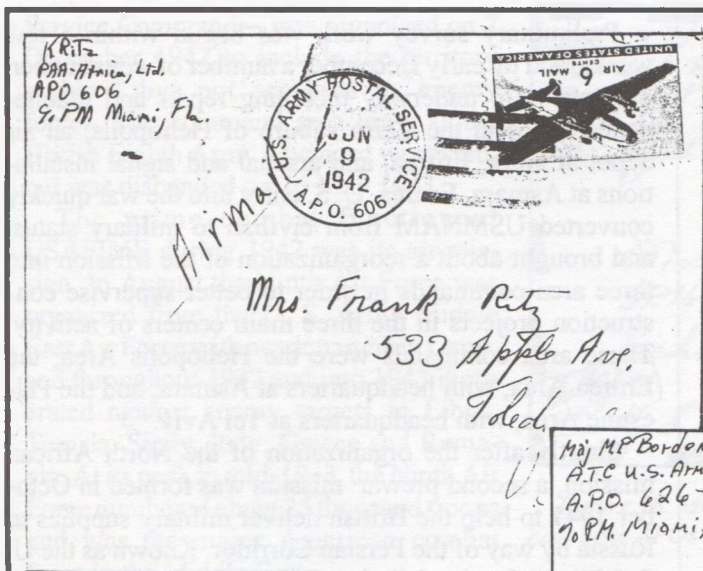


Figure 12

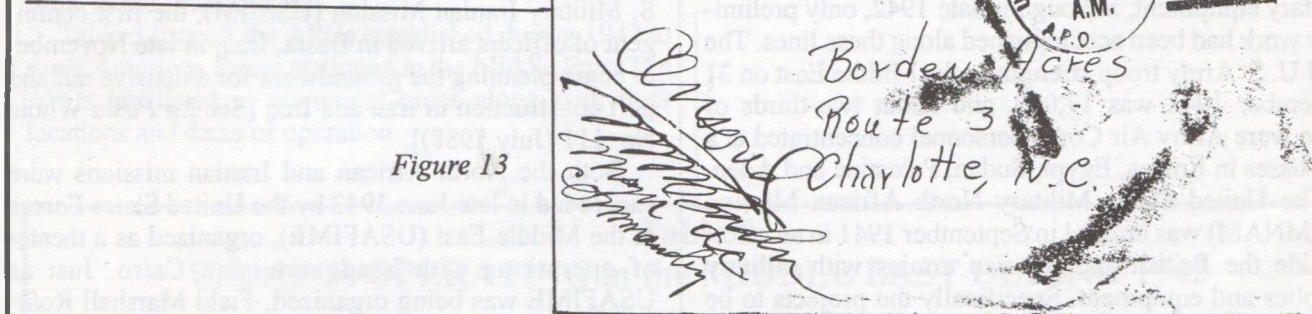


Figure 13

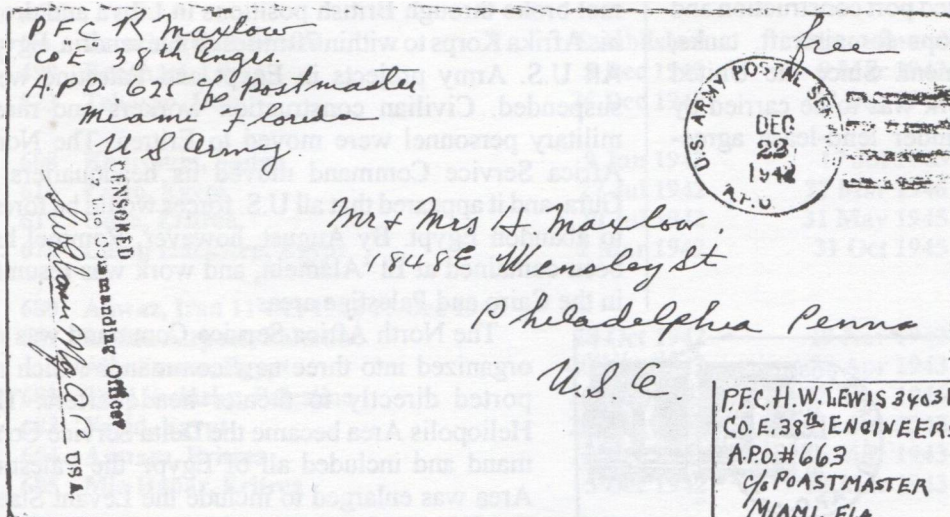


Figure 15

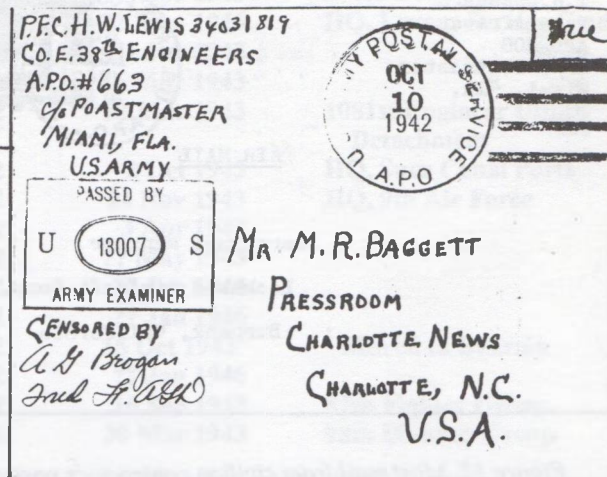


Figure 16

THE MIDDLE EAST



United States Army forces in the Middle East were scattered throughout a vast region which stretched from the Sudan and Eritrea in Africa, north to Palestine and east to Iran (see Map 1). As was the case in Central Africa, one of the primary purposes for stationing U. S. troops in this area was to maintain vital air communication routes. In Iran, however, there was the added mission of supplying the USSR with vehicles and

military equipment, although in late 1942, only preliminary work had been accomplished along these lines. The total U. S. Army troop strength in the Middle East on 31 December 1942 was 17,080, and about two-thirds of these were Army Air Corps personnel concentrated at a few bases in Eritrea, Egypt, Sudan, Palestine and Aden.

The United States Military North African Mission (USMNAM) was created in September 1941 in an effort to aide the British and Russian armies with military supplies and equipment. Specifically the projects to be carried out by the Mission included port construction and the establishment of repair shops for aircraft, tanks, locomotives and signal equipment. Since the United States was not a belligerent, work was to be carried by civilian contractors working under lend-lease agreements.

Preliminary survey work was begun within a few weeks, and by early December a number of construction projects were underway including repair and maintenance shops in the Cairo suburb of Heliopolis; an air depot at Gura, Eritrea; and arsenal and signal installations at Asmara, Eritrea. U. S. entry into the war quickly converted USMNAM from civilian to military status, and brought about a reorganization of the Mission into three area commands in order to better supervise construction projects in the three main centers of activity. These area commands were the Heliopolis Area; the Eritrea Area, with headquarters at Asmara; and the Palestine Area, with headquarters at Tel Aviv.

Shortly after the organization of the North African mission, a second prewar mission was formed in October 1941 to help the British deliver military supplies to Russia by way of the Persian Corridor. Known as the U. S. Military Iranian Mission (USMIM), the first contingent of officers arrived in Basra, Iraq, in late November to begin planning the groundwork for extensive rail and port construction in Iran and Iraq [See *La Posta* Whole No. 111 (July 1988)].

Both the North African and Iranian missions were succeeded in late June 1942 by the United States Forces in the Middle East (USAFIME), organized as a theater of operations with headquarters in Cairo. Just as USAFIME was being organized, Field Marshall Rommel broke through British positions in Libya and drove his Afrika Korps to within 70 miles of Alexandria, Egypt. All U.S. Army projects in Egypt and Palestine were suspended. Civilian construction workers and many military personnel were moved to Eritrea. The North Africa Service Command moved its headquarters to Gura, and it appeared that all U.S. forces would be forced to abandon Egypt. By August, however, Rommel had been contained at El 'Alamein, and work was resumed in the Cairo and Palestine areas.

The North Africa Service Command was reorganized into three new commands which reported directly to theater headquarters. The Heliopolis Area became the Delta Service Command and included all of Egypt. the Palestine Area was enlarged to include the Levant States and Transjordan, and renamed the Levant Service Command. Boundaries of the Eritrean Service Command were expanded to include Sudan, French Somaliland, Aden and all of Arabia south of the Persian Gulf. The Iran-Iraq Service Command was renamed the Persian Gulf Service Command. One other command -- the Libyan

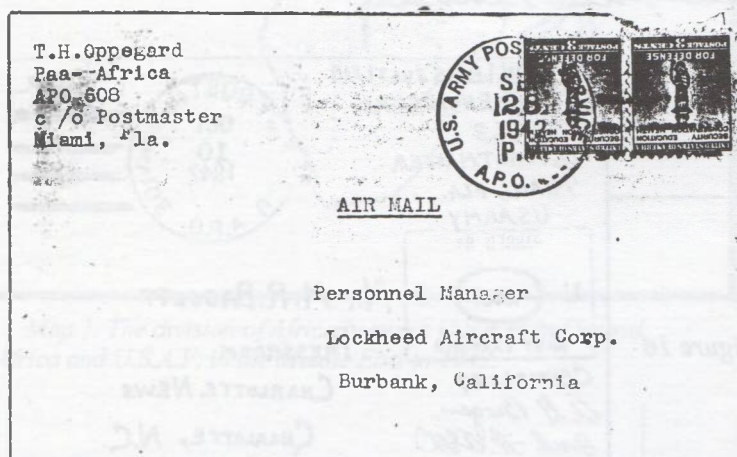


Figure 17. Most mail from civilian contractors posted through APOs in Africa passed through uncensored in 1942 as this September cover from a Pan American Airways employee.

Table 5 lists all the APOs established during 1942 to serve American forces stationed in the Middle East. The APOs are listed in numerical order along with their locations and dates of operation.

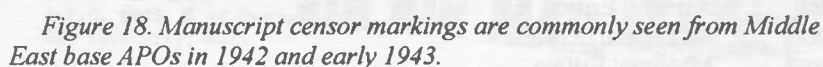


Figure 18. Manuscript censor markings are commonly seen from Middle East base APOs in 1942 and early 1943.

APO				
No.	Location/Unit Served	Established	Discontinued	Notes
499	Benghazi, Libya	5 Dec 1942	8 Mar 1943	
523	Teheran, Iran	26 Dec 1942	?? Dec 1945	HQ, Persian Gulf Command
608	Khartoum, Sudan	9 Jun 1942	17 Jul 1945	
616	Cairo, Egypt	27 Jul 1942	?? Mar 1946	
617	Gura, Eritrea	20 Jul 1942	31 May 1945	
678	Camp Huckstep, Egypt	2 Mar 1942	31 Oct 1945	HQ, Middle East Service Cmd.
680	Ahwaz, Iran	11 Oct 1942	?? Dec 1945	
681	Lydda Airport, Palestine	28 Oct 1942	19 Nov 1942	376th Bomber Group
	Abu Suwer, Egypt	20 Nov 1942	?? Apr 1943	376th Bomb Group
682	Tel Litwinsky, Palestine	26 Nov 1942	?? May 1946	HQ, Levant Service Cmd.
683	Fayid, Egypt	20 Nov 1942	31 Jan 1943	
684	Asmara, Eritrea	5 Dec 1942	16 May 1943	
685	Mia Habar, Eritrea	5 Dec 1942	12 Mar 1943	1081st Engineer Utility Detachment
686	Massaua, Eritrea	5 Dec 1942	2 Oct 1943	HQ, Suez Canal Ports
696	Cairo, Egypt	23 Dec 1942	24 Nov 1943	HQ, 9th Air Force
785	Alexandria, Egypt	30 Nov 1942	3 Apr 1943	
786	Alexandria, Egypt	5 Dec 1942	?? May 1943	
795	Khurramshahr, Iran	18 Dec 1942	?? Jan 1946	
797	Andimeshk, Iran	24 Dec 1942	?? Jan 1946	
816	Basra, Iraq	?? Mar 1942	15 Oct 1943 ¹	¹ Moved to Bahrain
824	Abadan, Iran	28 May 1942	?? Jan 1946	
1221	Mugeibila, Palestine	15 Jul 1942	16 Sep 1942	57th Fighter Group
1227	Haifa, Palestine	20 Jul 1942	30 Mar 1943	98th Bomber Group

Table 6
1942 CENSOR MARKINGS OF U.S. APOs in the MIDDLE EAST

APO No.	Location/Unit Served	Manuscript	5-Digit Boxed Oval Nos.	Other
499	Benghazi, Libya			
523	Teheran, Iran			
608	Khartoum, Sudan	X		
616	Cairo, Egypt		22046, 23004	
617	Gura, Eritrea		22006-22014	
678	Camp Huckstep, Egypt		22017, 22047.	
680	Ahwaz, Iran		15907	
681	Lydda Airport, Palestine			
	Abu Suwer, Egypt		23000-23001	
682	Tel Litwinsky, Palestine.			
683	Fayid, Egypt	X	22031	Boxed H/S
684	Asmara, Eritrea			
685	Mia Habar, Eritrea.			
686	Massaua, Eritrea			
696	Cairo, Egypt	X		
785	Alexandria, Egypt	X		
786	Alexandria, Egypt		22041	
795	Khurramshahr, Iran		21028	
797	Andimeshk, Iran			
816	Basra, Iraq			
824	Abadan, Iran		21000	
1221	Mugeibila, Palestine			
1227	Haifa, Palestine	X	22000, 22033	Boxed H/S

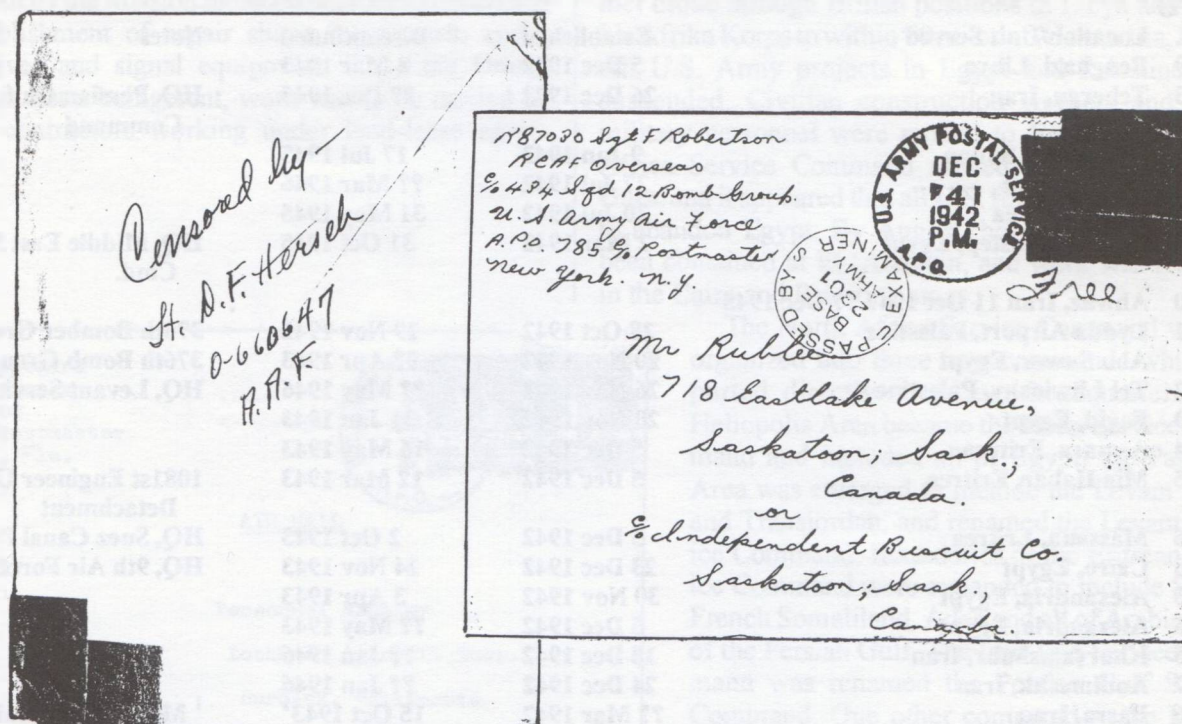


Figure 19. This cover was posted by a RCAF airman attached to the U.S. Air Force at Alexandria. He franked the cover with a Egyptian stamp, but this was covered by brown paper tape -- probably by the censor officer. The reverse shows a manuscript censor marking by a U.S. Air Force lieutenant.

Censor Markings

The censor markings seen on 1942 mail originating from U. S. APOs in the Middle East include manuscripts, five digit boxed oval handstamps, and one provisional handstamp. Table 6 lists the various Middle East APOs and a record of the various censor markings recorded from each.

Documenting 1942 censorship practices for this group of APOs is complicated by the fact that so many of them were not established until November or December.

Never-the-less, there are a few generalizations which can be made. First, as noted earlier with civilian mail from Central Africa, we find some mail passing through APOs of the Middle East from civilians without censor-

Figure 23. The same provisional handstamp appears on this cover from APO 683 with a 5 digit boxed oval.

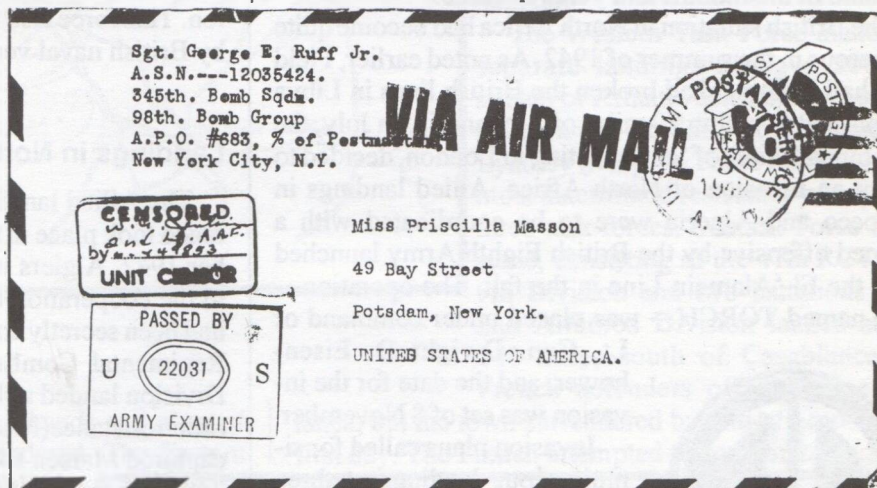
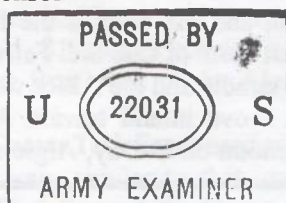


Figure 20



ship markings (Figure 17) Second, there is a fair amount of 1942 military mail from the Middle East which bears manuscript censor markings (Figure 18). A particularly interesting example of manuscript censorship is illustrated in Figure 19, which shows a cover from a Royal

Canadian Air Force sergeant apparently attached to the 12th Bomb Group in Alexandria, Egypt. The sergeant affixed an Egyptian stamp, which was then covered by brown paper tape and marked "Free", probably by the Base Examiner. The manuscript censor marking of Lt. Hersch of the A.A.F. appears on the reverse.

The five digit boxed oval handstamps dominate 1942 censor markings from the Middle East (Figure 20). Most tend to have numbers in the 21000 to 23000 series, but 15000 series numbers have been recorded from Persian Gulf bases in 1942 and early 1943.

The most interesting and distinctive censor marking recorded from APOs of the Middle East is the rectangular boxed handstamp shown in Figure 22. This handstamp has been seen on covers from APO 1227 [Haifa, Palestine] and APO 683 [Fayid, Egypt] (Figure 23), but, thus far, has only been seen on covers originating from members of the 98th Bomb Group.

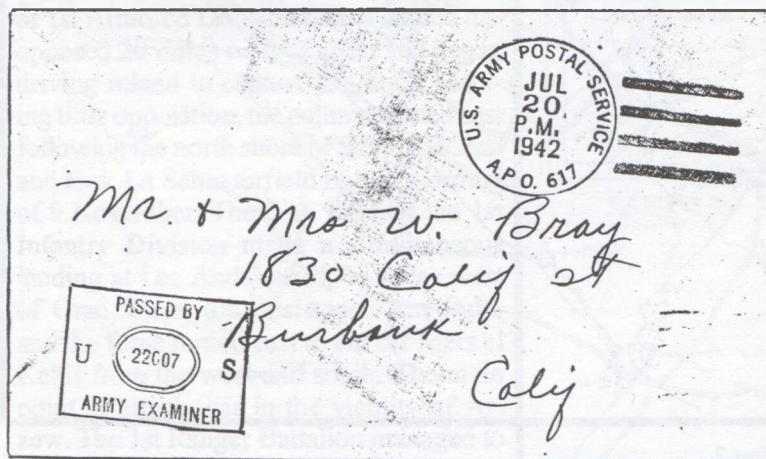


Figure 21. This APO 617 (Gura, Eritrea) cover displays an early use of the 5 digit boxed oval censor handstamp.

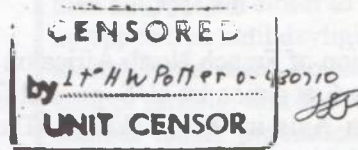


Figure 22. this provisional handstamp is known used at both APO 683 and 1227 by censor officers of the 98th Bomb Group.

NORTH AFRICA - OPERATION TORCH

The invasion of French North Africa on 8 November 1942 was the first action by U. S. ground forces against the European Axis in World War II. The beaches of Morocco and Algeria, and the rugged mountains of Tunisia, provided a severe test for the men and equipment of the U. S. Army. The invasion proved a great success, but many hard lessons were learned which proved invaluable in the months and years to come.

The British situation in North Africa had become quite dangerous in the summer of 1942. As noted earlier, Field Marshall Rommel had broken the British lines in Libya and pushed to within 70 miles of Alexandria. In July, the Combined Chiefs of Staff meeting in London, decided to mount an invasion of North Africa. Allied landings in Morocco and Algeria were to be coordinated with a planned offensive by the British Eighth Army launched from the El 'Alamein Line in the fall. The operation -- code named TORCH -- was placed under command of

Lt. Gen. Dwight D. Eisenhower, and the date for the invasion was set of 8 November.

Invasion plans called for simultaneous landings at three separate points. British naval units were to support operations inside the Mediterranean; U. S. units in the Atlantic. The

Twelfth U. S. Air Force was activated and began training to give the necessary air support as soon as airfields could be captured and made operational.

The Western Task Force was to storm the Atlantic coast of Morocco near Casablanca. Under command of Maj. Gen. George S. Patton, the force totaled approximately 34,000 men of the 2nd Armored Division, the 3rd Infantry Division, and two regimental combat teams of the 9th Infantry Division. This force was trained in the U. S. and transported as a convoy by the U. S. Navy.

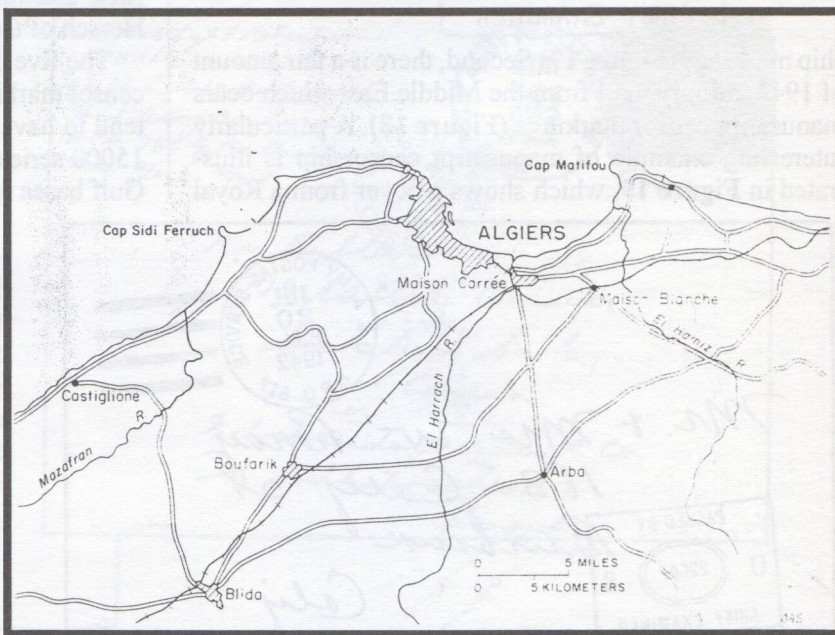
The Center Task Force, under command of Maj. Gen. Lloyd R. Fredenthall, was to land on the beaches flanking Oran, some 250 miles in side the Mediterranean. This force was made of elements of II Corps, built around the 1st Infantry Division, half

of the 1st Armored Division, and a force from the 509th Parachute Infantry Regiment. Center Task Force was reinforced by corps troops to a strength of over 40 thousand. It trained in England and was convoyed by British warships.

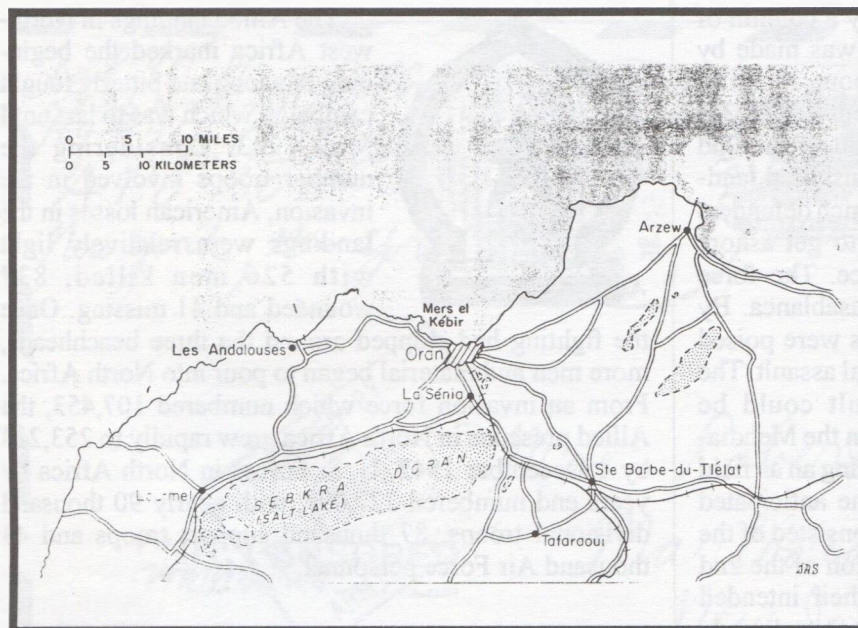
The Eastern Task Force had a compliment of 23,000 British and 10,000 American troops commanded by Lt. Gen. K. A. N. Anderson of the British First Army. It was to attack Algiers. The American component consisted of two regimental combat teams -- one from the 9th and one from the 34th Infantry Divisions -- and a Ranger Battalion. This force also trained in England and was convoyed by British naval vessels.

Landings in North Africa

The Allied landings on the coast of Algeria and Morocco took place in the early morning hours of 8 November 1942. Algiers was the first to surrender, due in part to the cooperation of French military commanders who had been secretly contacted before the invasion. The 39th Regimental Combat Team (RCT) of the 9th Infantry Division landed at Cap Matofou east of the city and met little resistance (Map 2). They quickly drove inland and captured Maison Blanche airfield. The 168th RCT of the 34th Infantry Division and the bulk of the British 1st Commando landed just north of Cap Sidi Ferruch. Here, too, opposition was sporadic and the Allies were able to regroup quickly and move inland toward Algiers by daylight. By late afternoon on D-Day, Algiers was sur-



Map 2



Map 3

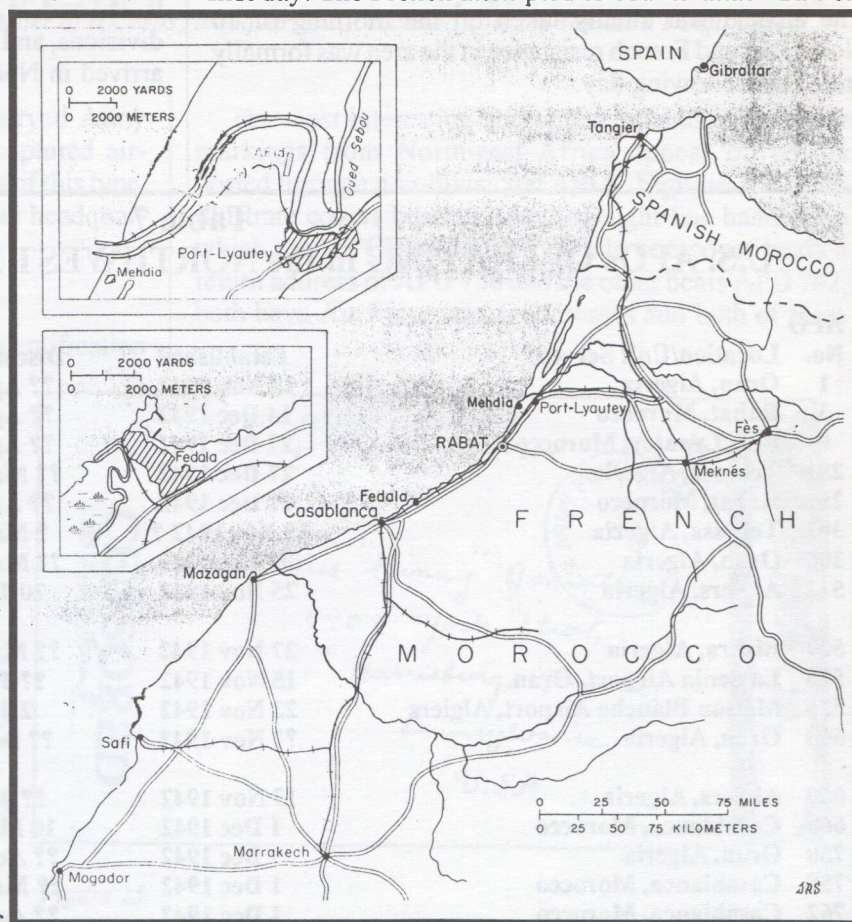
rounded, its airfields were in Allied hands and most of the coastal fortifications had surrendered. The Eastern Task Force had been very successful with only 93 U. S. soldiers hospitalized during the entire first week of the Algiers campaign.

The Center Task Force used an invasion strategy very similar to that used by the Eastern Task Force. Like Algiers, Oran lies at the head of a crescent shaped bay protected by headlands on either side. The plan was to outflank the strong defensive points at Mers el Kebir harbor and Arzew (Map 3). An armored column composed of 1st Armored Division forces landed unopposed 30 miles west of Oran and began driving inland to capture Lourmel. Meeting little opposition, the column turned east following the north shore of Sebokra D'Oran and took La Senia airfield on the morning of 9 November. The 26th RCT of the 1st Infantry Division made a simultaneous landing at Les Andalouses, 15 miles west of Oran. Here, too, resistance was light, and the force turned east to cut off Mers el Kebir from the west and south. The main point of attack was in the vicinity of Arzew. The 1st Ranger Battalion managed to get ashore undetected just north of town and quickly seized the two forts dominating the harbor. The 16th and 18th RCTs of the 1st Infantry Division and the larger

portion of the 1st Armored Division were then able to land closer to shore and met no opposition until daylight. The 1st Armored force raced south to seize Tafaraoui airfield, and the two regimental combat teams proceeded west toward Oran. The 18th RCT met some opposition at St. Cloud, but by the end of 9 November, Oran was surrounded and a cease-fire was ordered about noon on the next day.

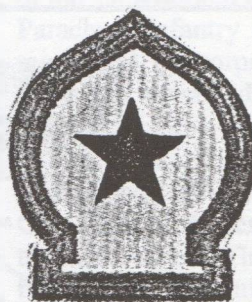
The Western Task Force made three separate landings along a 200 mile stretch of Atlantic coast on both sides of Casablanca, at Safi, Fedala, and Port Lyautey (Map 4). These landings met the most determined resistance of any of the three task forces. Subtask Force Blackstone, consisting of the 47th RCT of the 9th Division and two battalions of the 2nd Armored Division landed at Safi, 140 miles south of Casablanca. The French defenders offered some resistance,

but the town surrendered by mid-afternoon of the first day. The French attempted to counterattack Safi on



Map 4

9 November, but the attack was broken by a column of 2nd Armored tanks. The largest landing was made by Subtask Force Brushwood at Fedala, about 15 miles north of Casablanca. The force consisted of the 3rd Infantry Division reinforced by a battalion of the 2nd Armored Division. Although flawed by unskilled landing craft handling, the attack caught the French defenders by surprise and 3,500 troops were able to get ashore before dawn brought organized resistance. The force moved inland and turned west toward Casablanca. By midnight of 10 November, the Americans were poised on the outskirts of the city ready for the final assault. The French surrendered before that assault could be launched. Subtask Force Goalpost landed in the Mehdiya-Port Lyautey area with the objective of seizing an airfield from which U. S. P-40s could support the anticipated attack on Casablanca. The landing force consisted of the 60th RCT of the 9th Division and a battalion of the 2nd Armored Division. Many boats missed their intended landing targets, and the French were alerted and ready for the assault. Coastal batteries delivered heavy fire as the first wave reached the shore and French planes strafed the beaches at dawn. Opposition increased throughout the day and, by dark, only one battalion of the 60th RCT had moved inland opposite the target airfield. The airfield was finally taken on the morning of 10 November and French resistance in the area was formally ended the following day.



The Allied landings in Northwest Africa marked the beginning of a long and bitterly fought campaign which was to last until May 1943. Considering the number troops involved in the invasion, American losses in the landings were relatively light with 526 men killed, 837 wounded and 41 missing. Once the fighting had stopped around the three beachheads, more men and material began to pour into North Africa. From an invasion force which numbered 107,453, the Allied presence in North Africa grew rapidly to 253,213 by 1 December 1942. U. S. Forces in North Africa by years end numbered 227,099, with nearly 90 thousand divisional troops, 87 thousand support troops and 43 thousand Air Force personnel.

Censor Markings

Table 7 below lists the U. S. APOs which operated in northwest Africa during 1942. The APOs may be divided into two types: divisional and non-divisional. APOs 1, 3, 9, 251 and 252 all served individual infantry or armored divisions, and they, along with corps APOs 302 and 306, arrived in North Africa in late November or December

Table 7
U.S. APOs OPERATING in the NORTHWEST AFRICA DURING 1942

APO No.	Location/Unit Served	Established	Discontinued	Notes
1	Oran, Algeria	19 Nov 1942	?? Apr 1943	1st Infantry Division
3	Rabat, Morocco	14 Dec 1942	?? Apr 1943	3rd Infantry Division
9	Port Lyautey, Morocco	27 Dec 1942	?? Apr 1943	9th Infantry Division
251	Tebessa, Algeria	27 Dec 1942	?? May 1943	1st Armored Division
252	Rabat, Morocco	?? Dec 1942	?? Apr 1943	2nd Armored Division
302	Tebessa, Algeria	15 Nov 1942 ?	? May 1943	II Army Corps
306	Oran, Algeria	31 Dec 1942	?? May 1943	IV Army Corps
512	Algiers, Algeria	25 Nov 1942	20 Jul 1944	HQ, Allied Force North Africa
520	Biskra, Algeria	27 Nov 1942	?? Mar 1943	HQ, 15th Air Force
525	La Senia Airport, Oran	15 Nov 1942	?? Jul 1943	12th A.F. Fighter Cmd.
528	Maison Blanche Airport, Algiers	23 Nov 1942	2 Jul 1944	12th A.F. Service Cmd.
600	Oran, Algeria	?? Nov 1942	?? Dec 1944	HQ, Mediterranean Base Section
650	Algiers, Algeria	13 Nov 1942	?? Jul 1943	HQ, 12th Air Force
668	Casablanca, Morocco	1 Dec 1942	10 May 1944	
750	Oran, Algeria	9 Dec 1942	?? Aug 1944	HQ, Services of Supply
758	Casablanca, Morocco	1 Dec 1942	?? Mar 1943	HQ, 7th U.S. Army
762	Casablanca, Morocco	1 Dec 1942	?? Aug 1943	

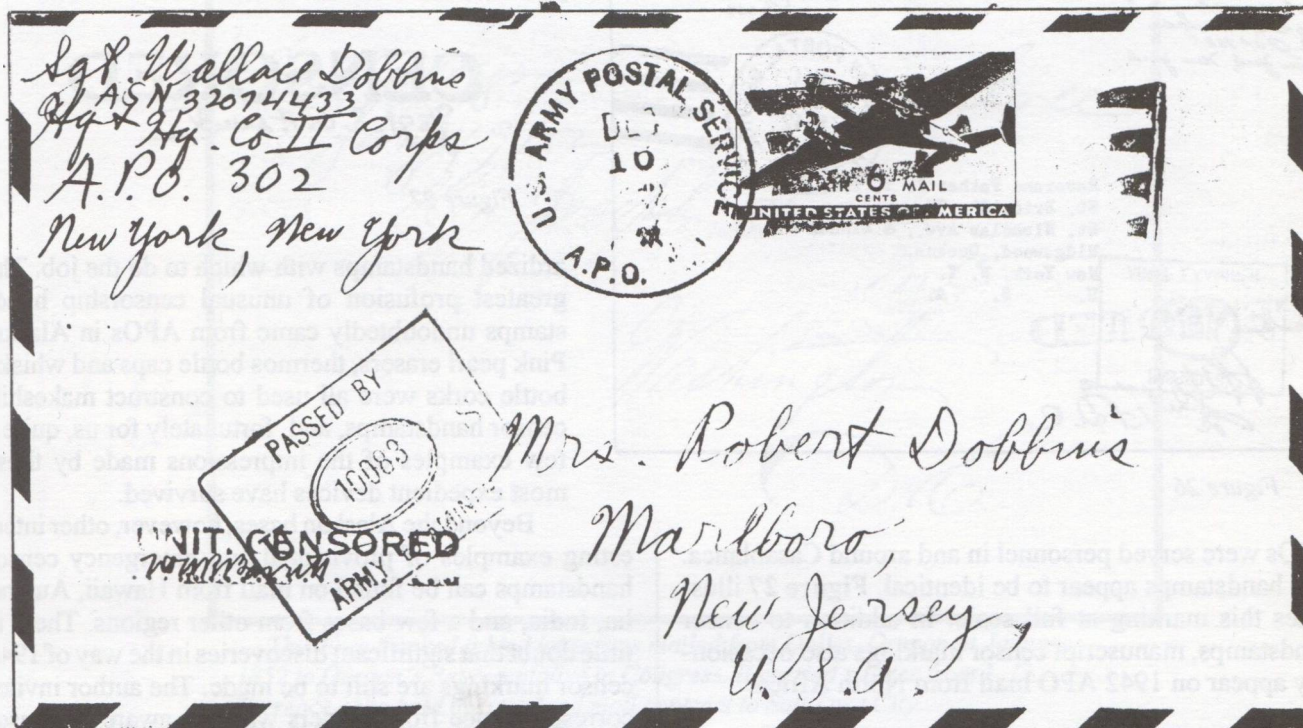


Figure 24. This cover was mailed by a member of II Corps Headquarters. It received both the standard 5 digit boxed oval and a straight line censor handstamps.

1942. Many of the non-divisional APOs served Army Air Corps units operating at the various captured airfields. APOs 520, 525, and 528 are examples of this type. Others, such as 600, 750 and 758 served major headquarters and service centers.

The most interesting and unusual handstamp censor markings from Northwest Africa appear on covers posted through non-divisional APOs. Figures 25 and 26 illustrate covers bearing a bold straight line handstamp which reads "CENSORED". While one cover bears a return address of APO 758 and the other bears APO 762, both have Air Force return addresses and both of these

Boxed oval handstamps with five-digit identification numbers dominate the censor markings recorded from Northwest Africa in 1942. Table 8 lists the types of censor markings recorded from each APO in 1942. Censor officers working with mail to be posted through the divisional APOs were equipped with the standardized censor stamps, and rarely does one see a 1942 cover censored in any other manner. At least one provisional censor handstamp was used on some mail originating from II Corps Headquarters. Figure 24 illustrates an APO 302 cover postmarked 16 December and bearing a standard boxed oval with number 10083. In addition, however, this cover also bears a red straight line marking which reads "UNIT CENSORED".

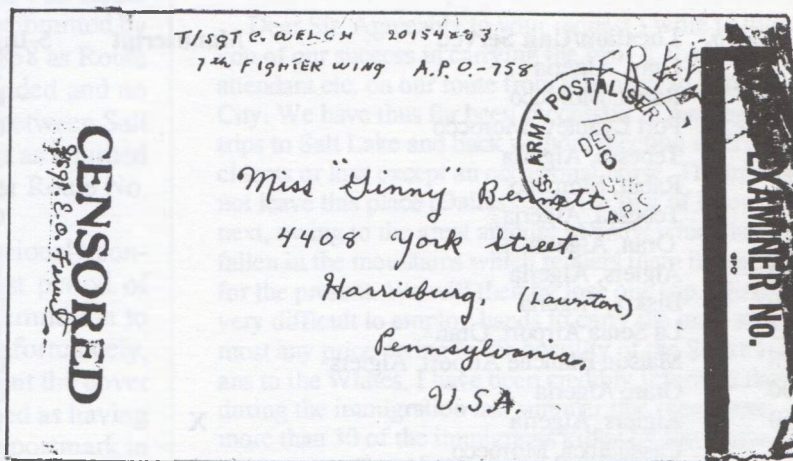


Figure 25

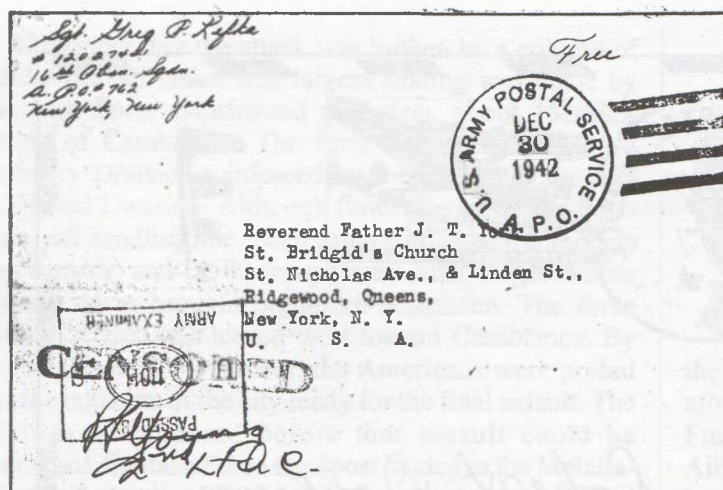


Figure 26

APOs were served personnel in and around Casablanca. The handstamps appear to be identical. Figure 27 illustrates this marking at full scale. In addition to censor handstamps, manuscript censor markings also occasionally appear on 1942 APO mail from North Africa.

CONCLUSION

This concludes my preliminary survey of the censor markings which appear on 1942 United States APO covers. It has been shown that techniques used to indicate censorship in the early months of World War II varied widely from region to region. The most unusual censor handstamps appeared in those first four to six months following Pearl Harbor, when censor officers were first required to mark censored mail, but not yet issued stand-

CENSORED

Sept. E. O. Farrell

Figure 27

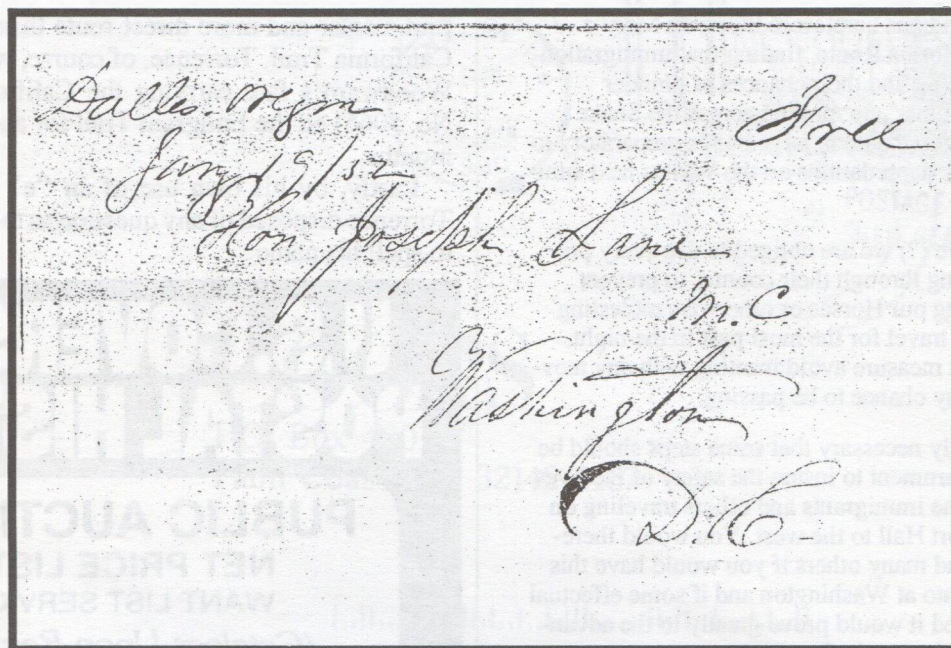
ardized handstamps with which to do the job. The greatest profusion of unusual censorship handstamps undoubtedly came from APOs in Alaska. Pink pearl erasers, thermos bottle caps and whisky bottle corks were all used to construct makeshift censor handstamps, and, fortunately for us, quite a few examples of the impressions made by these most expedient devices have survived.

Beyond the Alaskan bases, however, other interesting examples of provisional and emergency censor handstamps can be found on mail from Hawaii, Australia, India, and a few bases from other regions. There is little doubt that significant discoveries in the way of 1942 censor markings are still to be made. The author invites correspondence from readers who are aware of censor markings not reported in this series.

Table 8

1942 CENSOR MARKINGS OF U.S. APOs in NORTH WEST AFRICA

APO No.	Location/Unit Served	Manuscript	5-Digit Boxed Oval Nos.	Other
1	Oran, Algeria		111--	
3	Rabat, Morocco		023-- & 024--	
9	Port Lyautey, Morocco		033-- & 034--	
251	Tebessa, Algeria		100--	
252	Rabat, Morocco		034--	
302	Tebessa, Algeria		080--, 100--, 103--, 110--	H/S
306	Oran, Algeria			
512	Algiers, Algeria		103--, 110--, 114--	
520	Biskra, Algeria		093--	
525	La Senia Airport, Oran		100--, 104--	
528	Maison Blanche Airport, Algiers		093--, 110--	
600	Oran, Algeria		092--	
650	Algiers, Algeria	X	110--	
668	Casablanca, Morocco		024--	
750	Oran, Algeria			
758	Casablanca, Morocco			H/S
762	Casablanca, Morocco		093--, 110--	H/S



This Free franked folded letter was mailed from Dalles, Oregon in January 1852 to Oregon's Representative in Congress. It carried a letter from L. G. Torrence, who held the overland mail contract to Salt Lake City.

The First Transmountain Mail Route Contracts, 1850-1862

Part IV - An Update

By Daniel Y. Meschter

The last paragraph of Part IV (*La Posta*, March 1996, p. 22) erred in stating that Route No. 5043 from the Dalles, Oregon to Salt Lake City was not readvertised upon its termination in 1854.

In fact, this route was readvertised in 1854 as Route No. 12707 and bids received, including one submitted by Luke G. and W.S. Torrence, and again in 1858 as Route No. 12716; but these offerings were suspended and no contracts were let for through mail service between Salt Lake City and Oregon, actually Walla Walla as it turned out, until Ben Holladay won the contract for Route No. 15022 in 1864.

To supplement Part IV, a reader has graciously contributed an 1852 Dalles cover from its first period of operation under that name together with permission to share it and the letter enclosed with you. Unfortunately, the letter is too faint to reproduce. In the event the cover can't be reproduced either, it can be described as having a "Dalles, Oregon, Jany 19/52" manuscript postmark in the upper left corner. "Free" franking in the upper right corner and "Indian Depredations" docketed on the reverse indicate it was used for official business which the

text bears out. It was written by L.G. Torrance, the contractor on Route No. 5043, to Joseph Lane, Oregon's Delegate to Congress in Washington, D.C and datelined "Dalles of the Columbia River, Oregon Territory, Jany 18th, 52."

This letter is important on several counts. Historically, it reflects Lane's concern for the safety of emigrants coming to Oregon by the overland route and describes how Torrence's mail parties traveled at night for the same reason:

Dear Sir, Agreeably to your request I write to inform you of our success in carrying the mail & the difficulties attendant etc. on our route from this place to Salt Lake City. We have thus far been successful in making three trips to Salt Lake and back without meeting with any accidents or loss except an occasional horse. The mail will not leave this place (Dalles) until the first of March next, owing to the great amount of snow which has fallen in the mountains which renders them impassible for the present. We will thereby lose one trip. I find it very difficult to employ hands to carry the mail at almost any price owing to the hostility of the Snake Indians to the Whites. I have been credibly informed that during the immigration last summer that there were more than 30 of the immigrants killed by the Snake Indians between Fort Hall and Boise, the distance being probably about three hundred miles. The Indians appear to be much emboldened by their success in robbing and killing the Whites last summer - I have also been in-

formed that the Indians heretofore living on Mary's River on the California Route, finding that immigration is rapidly decreasing and their chances of plunder thereby becoming less, are moving across the Snake River on the Oregon Route in large bands preparatory to commencing their depredations on the Whites next summer.

From the above (?) we are obliged to use every precaution in traveling through their country to prevent them from stealing our Horses or otherwise molesting us. We generally travel for the most part in the night, thereby in a great measure avoid meeting with any moving bands that may chance to be passing.

I think it highly necessary that some steps should be taken by the government to insure the safety of the lives and property of the immigrants and others traveling on the route from Fort Hall to the west. You would therefore oblige me and many others if you would have this matter inquired into at Washington and if some effectual remedy be applied it would prove greatly to the advantage of your constituents in Oregon.

Owing to the hostility of the Snake Indians on this route I am compelled to pay such large sums for the hire of hands to go with the Mail that I find this business a sinking operation. I send a petition to Washington to have my salary increased. If you think that there would be any chance of my success in doing so you would oblige me much by giving me the desired information.

I subscribe myself your humble servant

/s/ L.G. Torrence

There are no markings to show how this letter was forwarded to Washington; but because it was dated in mid January and Torrence indicated in it that the Salt Lake mail would not leave Dalles until March, it doubtless was routed via Portland and the ocean route.

Brown and Torrence probably were penalized proportionately for the canceled trip. The *Official Register* shows that they were paid their full contract price of \$8,000 for fiscal year 1853, indicating both that they subsequently performed according to schedule and that they did not receive any increase in salary. In spite of Torrence's complaint the business was a "sinking operation," his 1854 bid of \$6,000 for bimonthly service over Route No. 12707 actually was 25% less than the \$8,000 he bid for the same service on Route No. 5043 in 1851.

Torrence also was misinformed about the traffic on the California route which in fact was steadily increasing while the emigration to Oregon decreased. At the same time the Indian threat on the Humboldt and Mary's Rivers swelled to far more serious proportions than it had been so that mail and freight contractors undertook to

find a safer and more direct route than the Emigrant or California Trail. Torrence, of course, would not learn of Woodward's fate carrying the California mail (Route No. 5066) on the Emigrant Trail for another four or five months.

Lastly, by his own use of an "e" in his signature, Torrence disposed of any question as to how he preferred to spell his name.

U.S. COVERS AND POSTAL HISTORY

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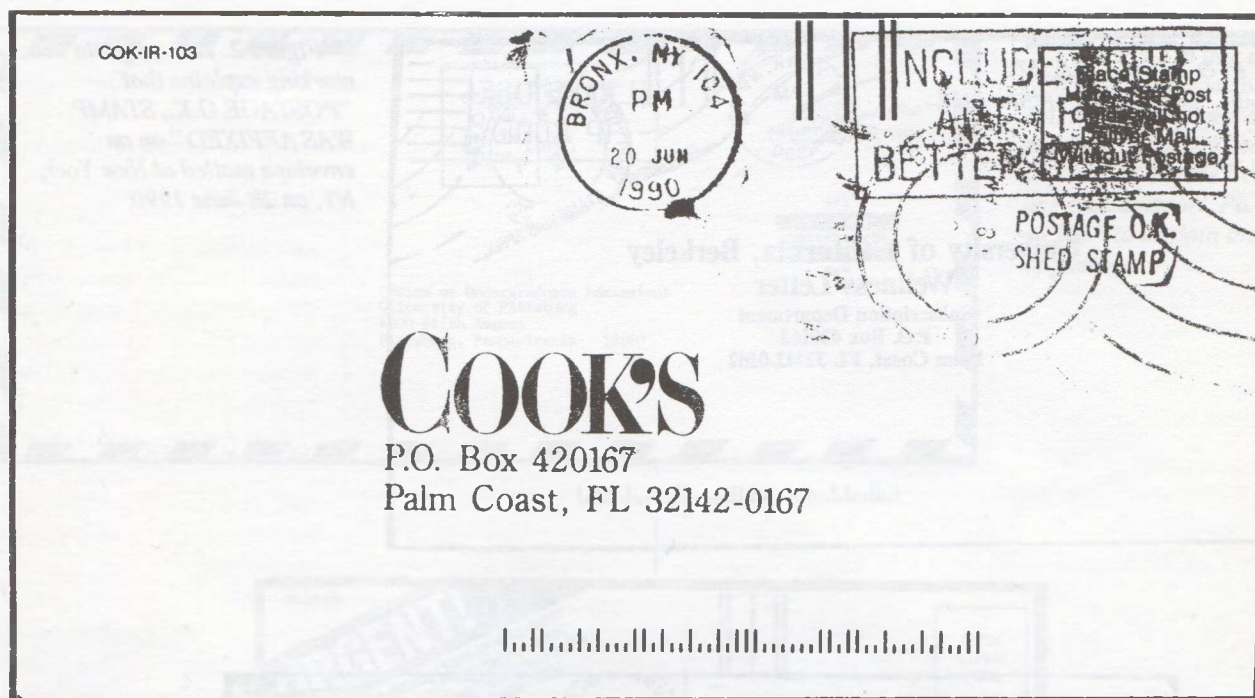


Figure 1. Struck in magenta on an envelope postmarked 20 June 1990, in Bronx, NY, this marking explains that "POSTAGE O.K. / SHED STAMP."

UNITED STATES POSTAL SERVICE AUXILIARY MARKINGS THAT VERIFY POSTAGE

By Henry J. Berthelot

The United States Congress passed legislation, effective 1 June 1855, that made the payment of postage compulsory for items sent through the United States Mail. After that enactment, any mail item found in the United States Mail either without postage or with an insufficient amount of postage affixed generally was handled in one of the following manners: It was returned for postage; it was held by postal officials pending payment of postage; or it was forwarded postage due. On occasion - the most notable being the aftermath of the 1906 San Francisco earthquake - the compulsory prepayment requirement was suspended locally when the Post Office could not furnish postage or services, owing to the particular emergency or disaster.

However, during transit, an item with properly prepaid postage occasionally lost all or a portion of the postage affixed. In some instances, the postage intentionally was removed.

The United States Postal Service (USPS) usually disclaims responsibility for the stamps on a mail item. But, when stamps intentionally are removed from an envelope or portions of the envelope cut out so the contents of the item can be either seen or lost, the USPS investigates because the act constitutes "tampering with the mail," a federal crime.

Whether removal of the postage was intentional or unintentional, the USPS has published guidelines that address the lack of postage on an item. The present guidelines are a continuation of those that were instituted by the United States Post Office Department.

When USPS officials find items in the Mail either without postage or with an insufficient amount of postage affixed, they handle the items in accordance with Section 146.4 of the *Domestic Mail Manual (DMM)*, which advises the postal official:

"When it is apparent from the impression of a cancellation that a postage stamp or stamps have been wholly or partially lost, the piece must be handled, in the absence of contrary evidence, as if correct postage had been paid or the class and weight of the piece."

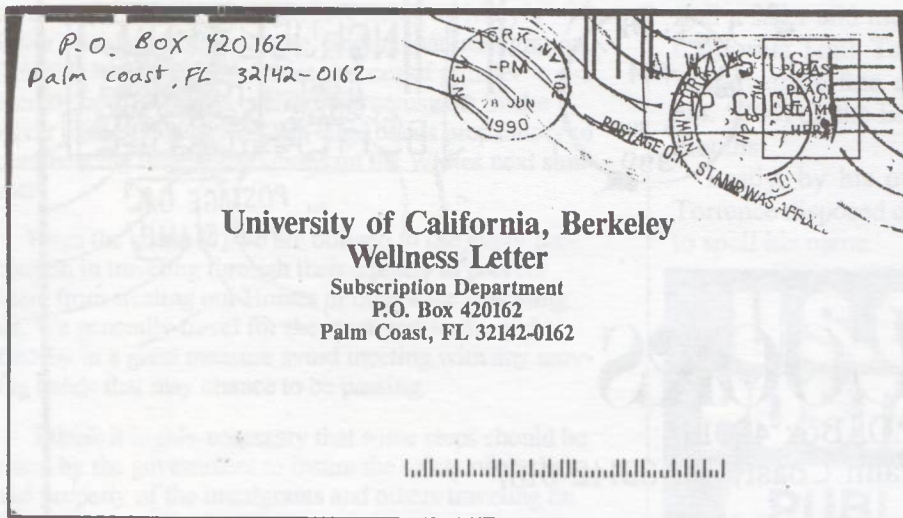


Figure 2. This magenta marking explains that "POSTAGE O.K., STAMP WAS AFFIXED" on an envelope mailed at New York, NY, on 28 June 1990.

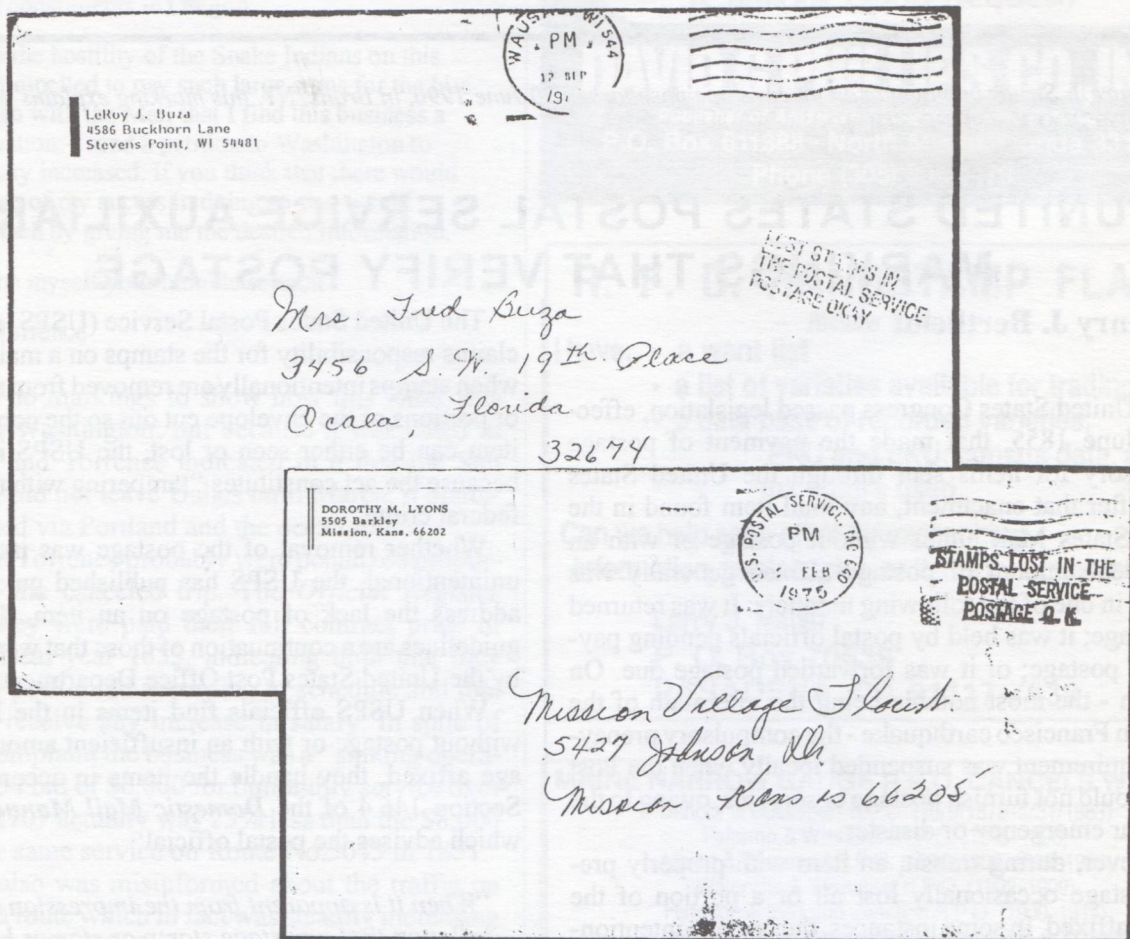


Figure 3. Canceled 12 September 1989, in Wausau, WI, the upper envelope bears the magenta ink marking that explains "LOST STAMPS IN / THE POSTAL SERVICE / POSTAGE OKAY." A variation of that marking, on the lower envelope postmarked 2 February 1975, at UPS MC 640, notes "STAMPS LOST IN THE / POSTAL SERVICE / POSTAGE O.K."

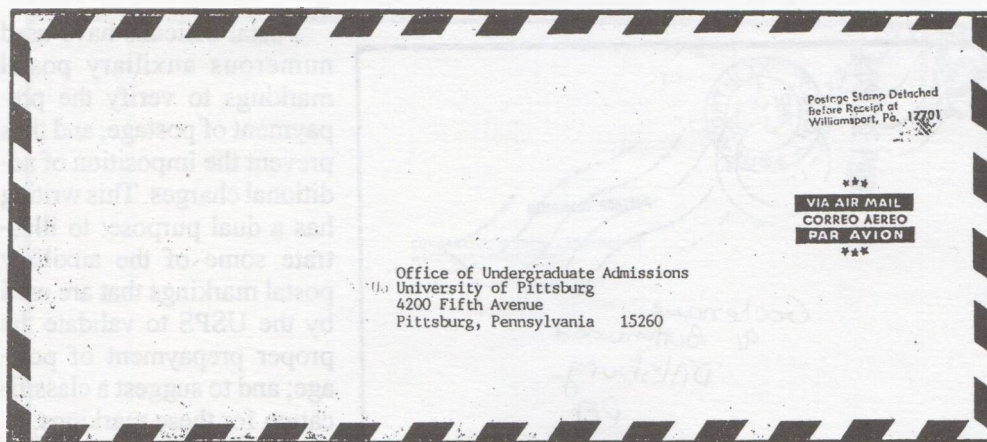


Figure 4. On this cover, officials at Williamsport, PA, used the magenta marking "Postage Stamp Detached / Before Receipt at / Williamsport, Pa. 17701" to explain the lack of postage.

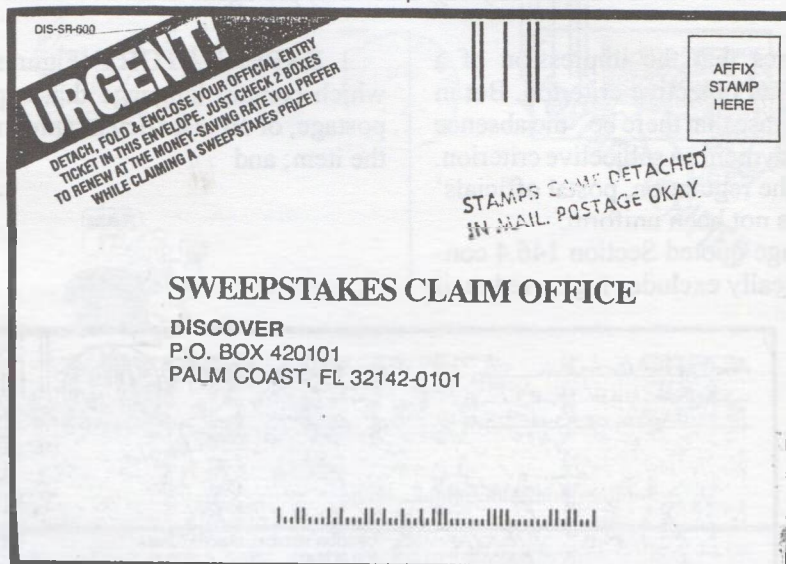
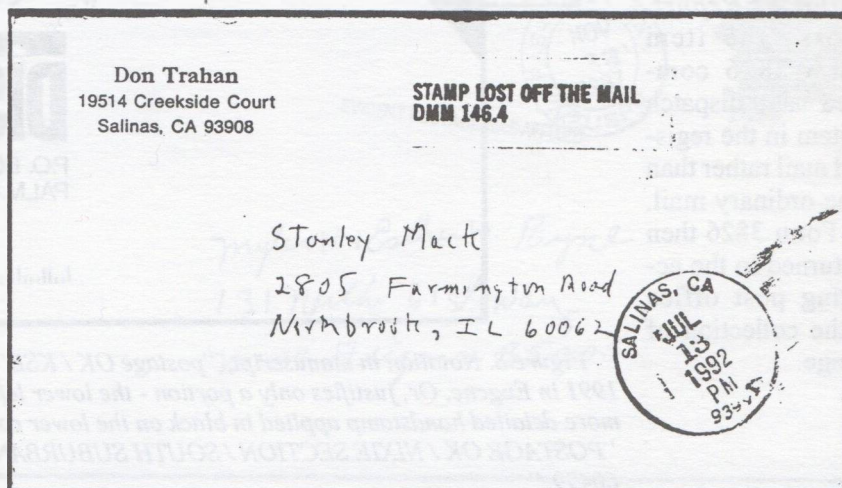


Figure 5. This envelope, has affixed the black ink marking that explains "STAMPS CAME DETACHED / IN MAIL. POSTAGE OKAY."

Figure 6. On 13 July 1992, an official at the Salinas, CA Post Office used the black ink marking "STAMP LOST OFF THE MAIL / DMM 146.4" to verify the prepayment of postage.



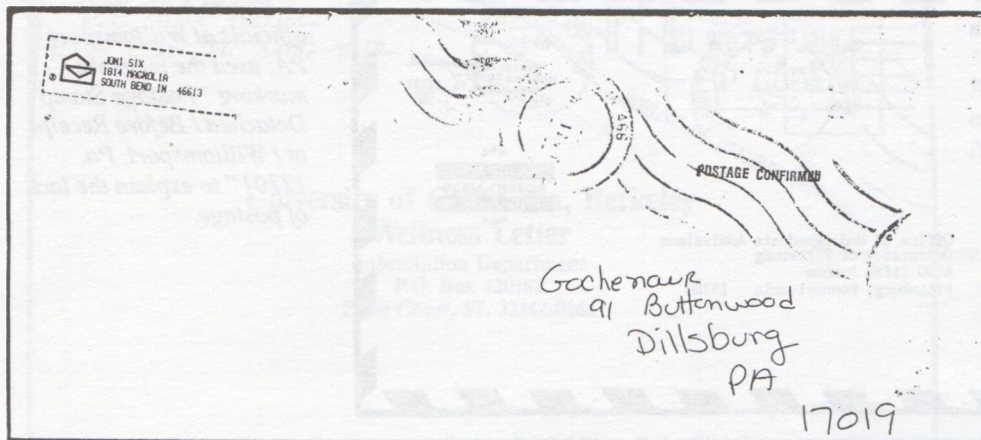


Figure 7. Posted in South Bend, IN, on 31 January 1988, this envelope has the magenta ink marking "POSTAGE CONFIRMED" to justify the lack of postage.

Postal officials have used numerous auxiliary postal markings to verify the prepayment of postage, and thus prevent the imposition of additional charges. This writing has a dual purpose: to illustrate some of the auxiliary postal markings that are used by the USPS to validate the proper prepayment of postage; and to suggest a classification for these markings.

The auxiliary postal markings that verify postage may be separated into two classes:

Note the *DMM* requires that the impression of a cancellation be apparent - an objective criterion. But in the same sentence is the phrase that there be "the absence of contrary evidence" of payment - a subjective criterion. Owing to the wording in the regulation, postal officials' handling of such items has not been uniform.

In addition to the passage quoted Section 146.4 contains language that specifically excludes registered mail from being handled in the manner stated above. When registered mail is found in the Mail either without postage or with an insufficient amount of postage affixed, the *DMM* instructs the postal unit noting the irregularity to complete *Form 3826, Registry Irregularity Report*, endorse the item "Form 3826 completed" and dispatch the item in the registered mail rather than in the ordinary mail. The *Form 3826* then is returned to the accepting post office for the collection of postage.

1. **EXPLANATORY** (Figures 1 - 6), those markings which contain language that explains why there is no postage, or an insufficient amount of postage, affixed to the item; and

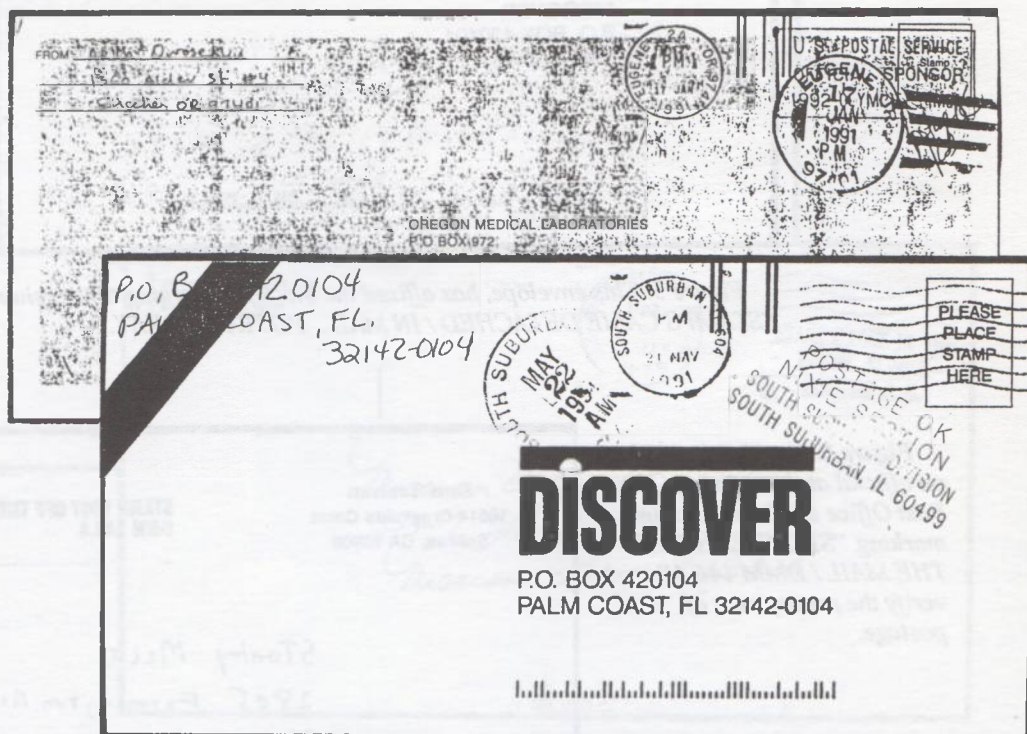


Figure 8. Notation in manuscript, "postage OK / KSB" on the upper cover mailed 17 January 1991 in Eugene, Or, justifies only a portion - the lower left corner - of the stamp being affixed. A more detailed handstamp applied in black on the lower cover dated 21 and 22 May 1991, notes "POSTAGE OK / NIXIE SECTION / SOUTH SUBURBAN DIVISION / SOUTH SUBURBAN, IL 60499."

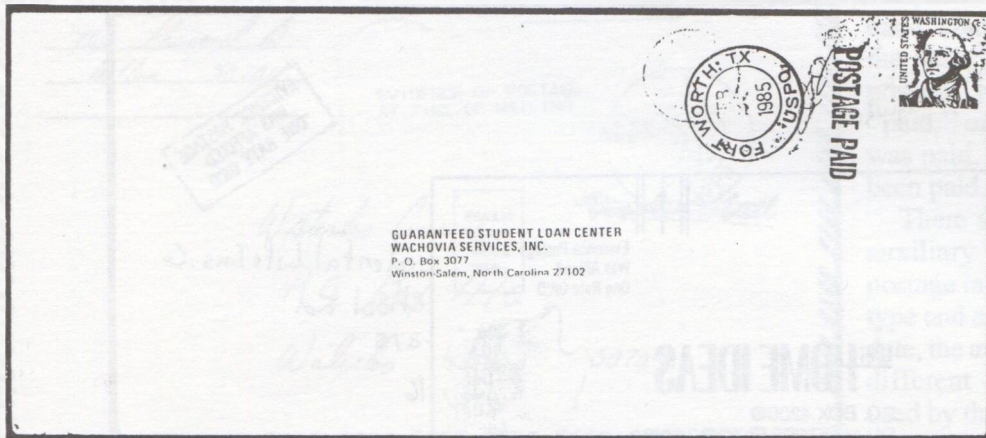


Figure 9. Mailed 23 February 1985 in Fort Worth, TX, this envelope lost its stamp. The "POSTAGE PAID" marking and Ft. Worth circular date stamp, both struck in magenta, justified the envelope having no postage.

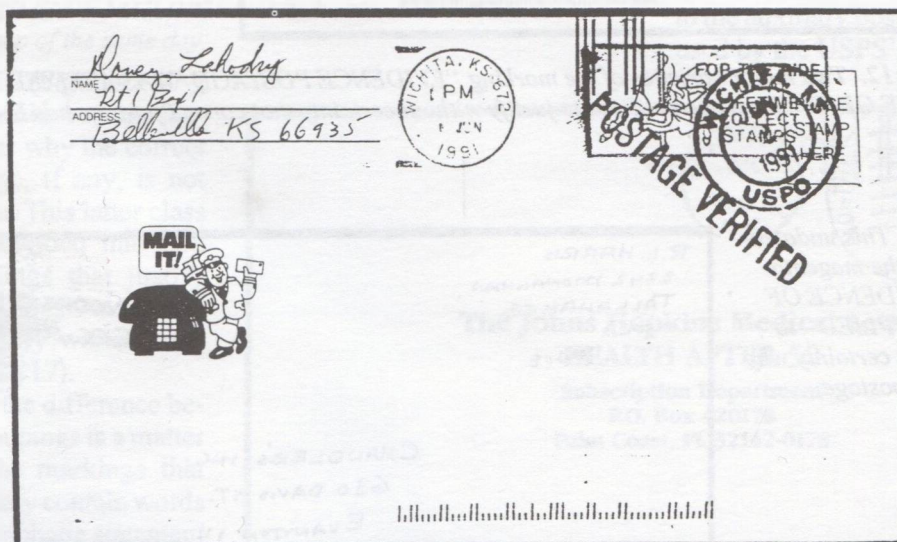
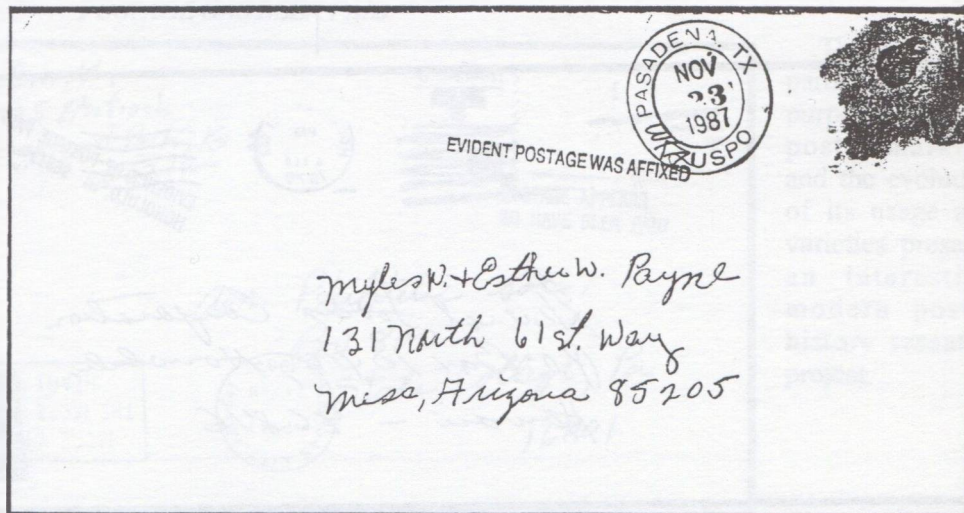


Figure 10. Struck in red, the marking "POSTAGE VERIFIED" and the 1 June 1991 Wichita, KS, circular date stamp justified there being no postage on this item.

Figure 11. This cover has the magenta ink handstamp "EVIDENCE POSTAGE WAS AFFIXED" inferring payment of postage. The marking was applied at Pasadena, TX, on 23 November 1987.



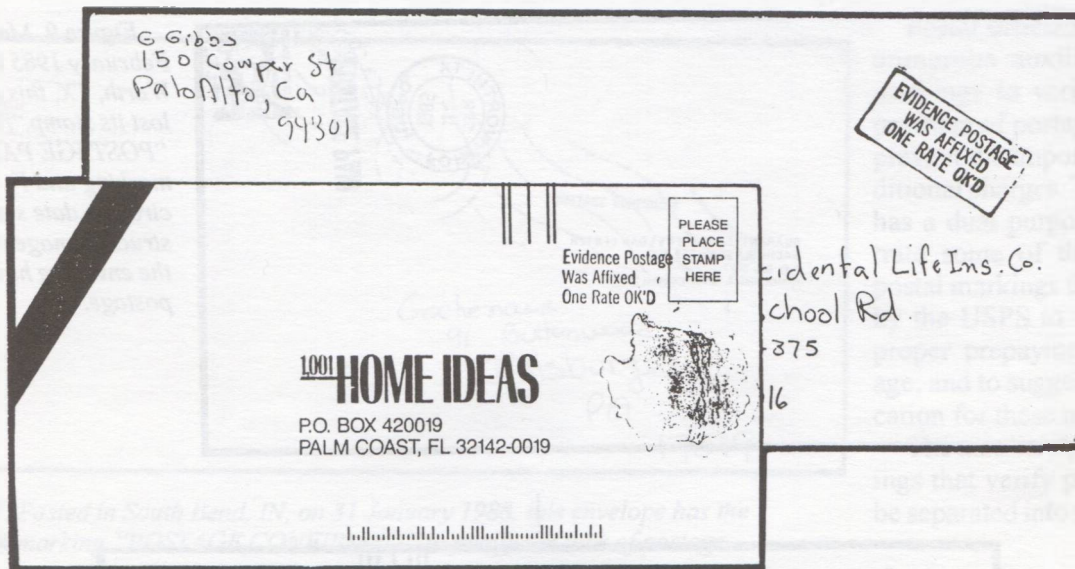


Figure 12. Two major varieties of the marking "EVIDENCE POSTAGE / WAS AFFIXED / ONE RATE OK'D," have been utilized to justify without certainty that correct postage had been paid.

Figure 13. This undated envelope has the magenta marking "EVIDENCE OF POSTAGE APPLIED" to justify without certainty why there was no postage.

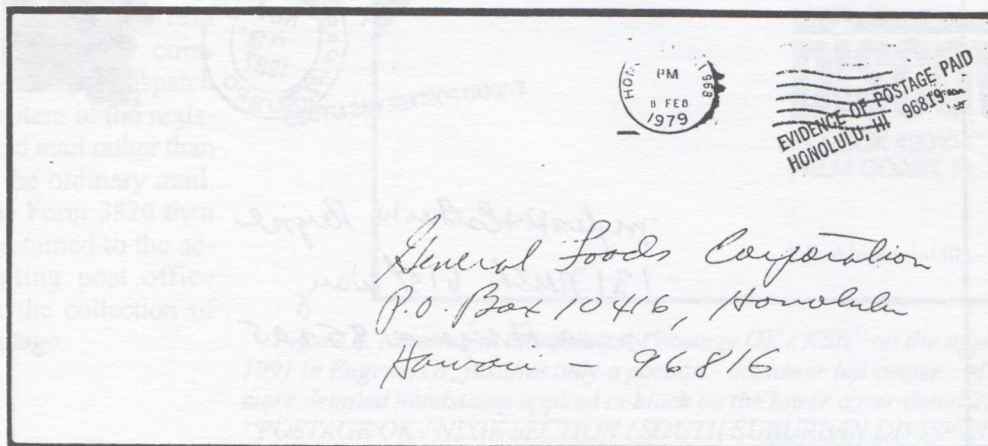
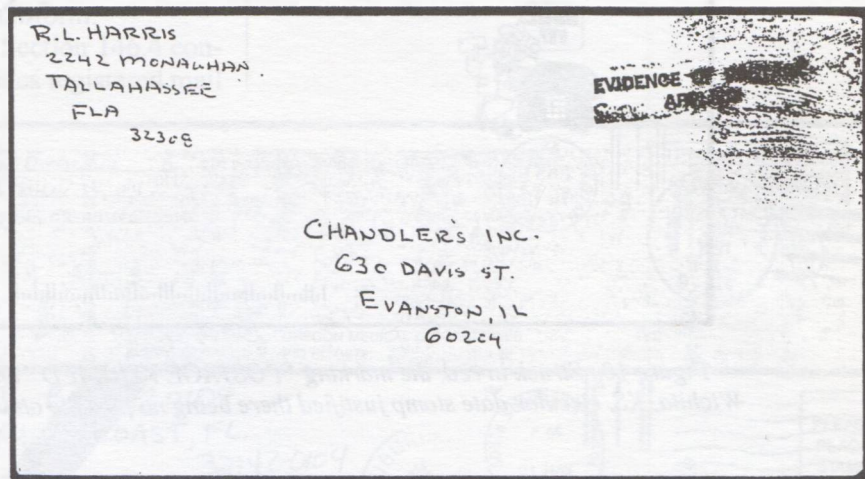


Figure 14. The Honolulu, Hawaii Post Office used the black ink marking "EVIDENCE OF POSTAGE PAID / HONOLULU, HI 96819" on 8 February 1979, to justify the lack of postage on this cover.

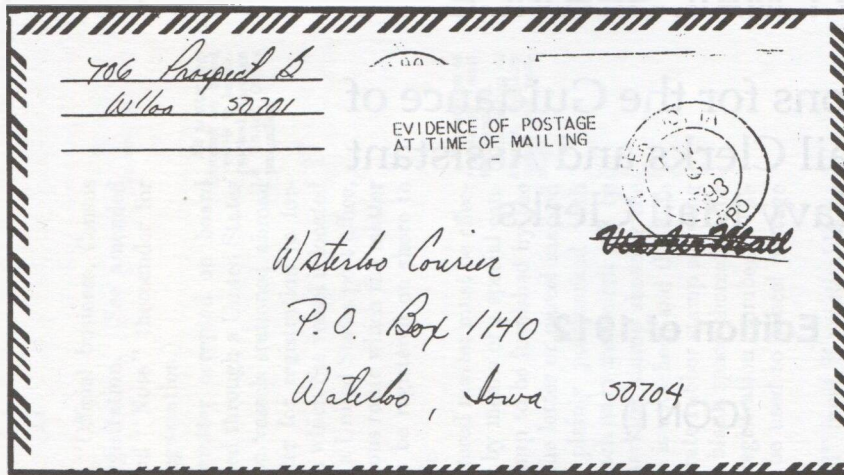


Figure 15. Dated 6 November 1993, this envelope's Waterloo, Iowa, cancellation was covered with a label which notes "EVIDENCE OF POSTAGE / AT TIME OF MAILING" and tied with another Waterloo circular date stamp of the same day.

2. VINDICATE (Figures 7-17), those markings which contain language that justifies why the correct amount of postage, if any, is not affixed to the item. This latter class further may be divided into two groupings, markings that justify with certainty (Figures 7 - 11) and markings that justify without certainty (Figures 12 - 17).

To the author, the difference between the two groupings is a matter of semantics. The markings that justify with certainty contain words which make an emphatic statement - postage "confirmed," "O.K.," "paid," or "verified" - or declare an inference - "evident" postage was paid. The markings that justify without certainty, on the other

hand, contain words which only express the basis for a belief - "evidence" that postage was "affixed," "applied" or "paid," or "evidence indicates" postage was paid, or postage "appears" to have been paid.

There are numerous variations of the auxiliary postal markings that verify postage in regard to both style and size of type and arrangement of the wording. To date, the author has recorded some eighty different examples of these markings used by the USPS. Except for those variations mentioned in Figures 3, 8 and 12, no consideration was given to other variations of the auxiliary postal markings or to the auxiliary postal markings that were used by the USPS's predecessor.

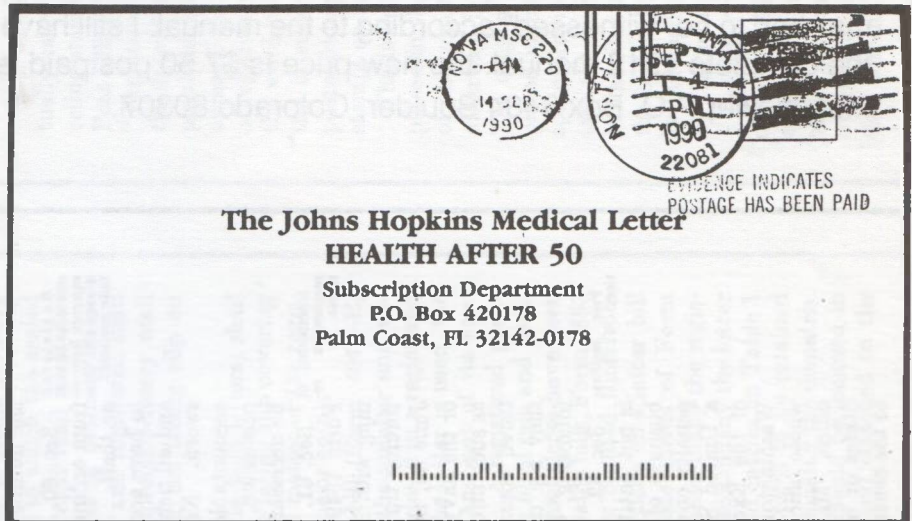
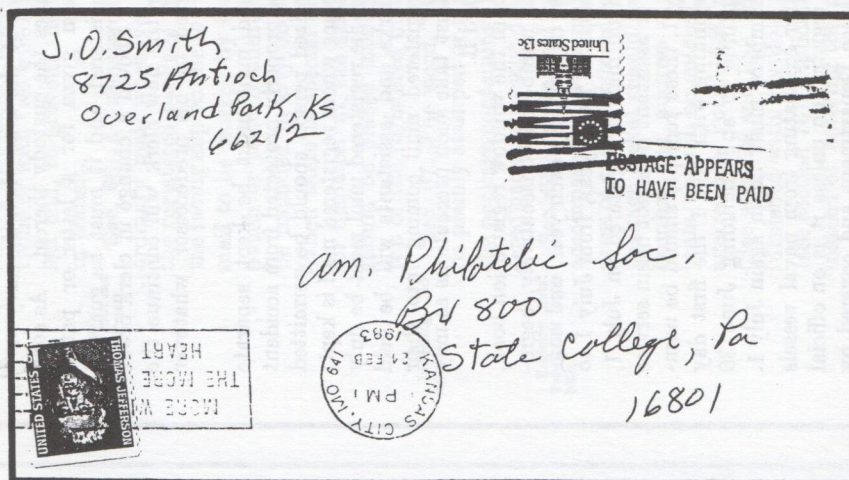


Figure 16. On 14 September 1990, postal officials at the Northern Virginia Sectional Center examined this cover and marked it "EVIDENCE INDICATES / POSTAGE HAS BEEN PAID."

Figure 17. The missing postage was justified with the magenta ink marking "POSTAGE APPEARS / TO HAVE BEEN PAID," affixed to a cover postmarked Kansas City, Mo, on 24 February 1983.



The study of a particular, special purpose auxiliary postal marking and the evolution of its usage and varieties presents an interesting modern postal history research project.

NAVY MAIL SERVICE

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

Edition of 1912

(CONT)

In this, the third installment of the 1912 Navy Mail and Assistant Mail Clerk's manual, we present how registered mail to both domestic and foreign destinations were handled aboard ship and ashore. Especially interesting is the fact that the dispatch of sacks of registered mail had to be "witnessed" according to the manual. I still have a few photocopy reprints of the complete 1912 manual. the new price is \$7.50 postpaid. send requests to: Robert G. Munshower P.O. Box 3484 Boulder, Colorado 80307.

Issue of registration receipt.

Sec. 58. The letter or parcel must be numbered to correspond with the number on the registration receipt, and the receipt must be signed with the full name of the navy mail clerk or assistant issuing the same, removed from the registration book, and given to the sender immediately.

Receipts to be issued when articles are accepted for registration.

Sec. 59. Articles must not be accepted for registration unless receipts are given at the time when the navy mail clerk or assistant assumes the custody thereof. As soon as this receipt has been given for a letter or parcel the article becomes registered, and it must be guarded with the utmost care. Should a change in clerk occur during any fiscal year the new clerk will continue the series of numbers started by his predecessor, whatever the number may be.

Registered matter to be kept separate from ordinary and carefully protected.

Sec. 60. All registered mail must be kept separate from ordinary mail and properly protected from accident or theft. No unauthorized person should be permitted to have access to the place where registered mail is kept; and all persons who handle registered mail must be duly sworn. Navy mail clerks and assistants will be held accountable for all registered mail coming into their possession, and they must take such precautions as may be necessary to safeguard it.

Numbering of registration receipts.

Sec. 61. The receipts in the window registration book, Form 1549-B, must be numbered consecutively, beginning with No. 1 the 1st day of July each year, and continuing throughout the entire fiscal year, from July 1 to June 30, inclusive. If no mail is registered on July 1, or the navy mail clerk or assistant does not begin service as such until after July 1, these receipts should be numbered consecutively beginning with No. 1 the first day they are used and continue to and including June 30 following, when the numbers must begin again July 1.

Free registration.

Sec. 62. Official matter emanating from naval vessels is not entitled to free registration unless it is on official business of the Post Office Department and covered by penalty envelopes of that Department, or is mailed by a United States pension agent, or by an official of any of the Executive Departments or the Public Printer at Washington, D. C., while temporarily absent therefrom, whose official mail is entitled to free registration at that office. Matter mailed by anyone anywhere in the United States or on board United States naval vessels relating to the census and addressed to the Census Office or to an--

Postmarked
twice on the
back.

2. The impression of the postmarking stamp must be placed twice on the back of each letter and other sealed article, as nearly as practicable at the crossings of the upper and lower flaps. The postmark must not be placed on the face of first-class registered mail. All other matters should be postmarked on the face.

Fastening of re-
turn receipts.

3. Senders' return receipts accompanying registered mail should be securely fastened to the registered article with twine or with two wire clips, one at the top and one at the left end, to prevent them from becoming detached while in transit.

Tying out of
registered mail.

Sec. 66. All registered matter should be tied with the ordinary mail whenever practicable, and, together with the registered package receipt, placed immediately under the facing slip on the top of the package of mixed ordinary mail to be worked by the post office to which the sealed pouch or sack is addressed. Registered mail must not be included in city or State packages of ordinary mail. When there is special delivery mail and registered mail for dispatch at the same time the special delivery mail should be placed immediately under the facing slip on top of the registered mail.

Indorsing fac-
ing slip.

Sec. 67. The word "Registered," in bold letters, shall be plainly stamped or marked on the facing slip covering the package containing the registered matter or the registered package receipt describing it (one or both).

Registry lists.
Table I of letter
bills.

Sec. 68. In Table I of the letter bill (Form 4072-E) accompanying every mail made up the number and address of each registered article not inclosed in a registered package jacket should be listed, if the latter is used, the number and address of the jacket and not of its contents, should be entered on the bill. A registered package receipt, Form 1556, must also be filled out and sent. (See secs. 74 and 75.) When navy mail clerks have been furnished with manifold registry dispatch bills, Form 3853 (see section 76); triplicate sheets may be used therefrom instead of entering the registered articles on a letter bill and package receipt. When triplicate sheets of Form 3853 are used, the original bill is to accompany the registered articles, one carbon copy is to accompany the letter bill, Form 4072-E, in lieu of detailed entries on Table I of that bill, and the other carbon copy is to be retained in the book by the navy mail clerk making the dispatch.

2. The letter bill, Form 4072-E, should be inclosed in an envelope marked "Letter Bill" and attached to the

official thereof, and indorsed "Official business, Census Office," is entitled to free registration. (See amended section 801, P. L. and R. and "Note" thereunder for detail and limitation of free registration.)

Sec. 63. As all registered matter accepted on board naval vessels must be dispatched through a United States post office, navy mail clerks on vessels stationed abroad should, before accepting matter for registration to foreign countries in the vicinity in which the vessel is located or nearer to the vessel than to a United States post office, advise the sender of the circuitous route which the matter must take and suggest that it be registered on shore to secure the most direct dispatch.

All matter registered on board vessels to be dispatched through a United States post office.

Sec. 64. All stamps on registered matter must be effectually canceled with black ink by means of a special canceling stamp, both ink and stamp to be furnished by the Post Office Department, and the letter or parcel marked "Registered" numbered and plainly postmarked with the date of its registration. Each navy mail clerk will be provided with a rubber postmarking stamp showing the name of the vessel to which he is attached, and the date of registration, and also a separate rubber stamp showing the word "Registered" with a blank space thereafter for the insertion of the original registration number. The postmarking stamp must not be used to cancel postage stamps on registered mail.

Preparation of registered mail for dispatch. Cancellation of stamps, registry mark, and postmark.

The indorsement "Registered" must, if practicable, be placed in the upper left-hand portion of the address side of the registered article or directly above the address; otherwise in some conspicuous place near the address. The original registration number of the piece should be placed immediately under the word "Registered" in the space provided in the stamp. Articles too small to contain the word "Registered" must be stamped or marked in a similar manner with the letter "R," to be followed by the original registration number. Sealed parcels should be indorsed "First class" on the address side of the piece by the mailing postmaster.

Sec. 65. The name of the county in which the post office of address is located must be plainly marked on each registered article as near the lower left-hand corner of the address side as possible, unless the piece is addressed to some office which is excepted from this requirement. (See current Postal Guide Index: "Registered Mail.")

Name of county to be marked on each article.

packet of registered-letter mail contained in the sealed bag, or, if the registered matter is dispatched in a separate sealed sack, the envelope containing the letter bill should be securely fastened to the neck of the sealed sack of registered mail.

3. The letter "F" must be placed on the label of the outer bag containing any registered mail in order to indicate to the postal employee first receiving the dispatch which bag contains the registered matter and the letter bill.

P 19

Sec. 69. Registered matter that can not be tied with the ordinary mail should be inclosed, if possible, in a registered package jacket (or registered package envelope) unaddressed, unnumbered, and unsealed, but securely tied; otherwise the registered articles should be placed loose in the pouch. These unaddressed, unnumbered, and unsealed registered package jackets (or registered package envelopes) are to be used merely as containers or convenient coverings for small registered parcels that might otherwise become mislaid and not be easily located when the pouch is opened.

Articles too large to be tied with other mail.

Sec. 70. Registered mail for foreign destinations (except for Canada, Mexico, and the Republic of Panama) prepared for dispatch via San Francisco, Cal.; Seattle, Wash.; or Tacoma, Wash., should, when the quantity or bulk justifies, be inclosed in a jacket or not-regular pouch or sack addressed simply to the country of destination, as "China," "Japan," "Korea," "Australia," etc.

Registered mail for foreign destinations.

Sec. 71. When it is known that registered mail for two or more foreign countries is scheduled for dispatch from one of the Pacific exchange offices by the same vessel, such matter should, when the quantity or bulk justifies, be inclosed in one jacket or not-regular pouch or sack addressed simply to the countries of destination. To illustrate, registered mail for China, Japan, and Korea may be included in the same pouch, sack, or jacket, but registered mail for Australia, New Zealand, and the Philippine Islands must be dispatched separately in each case.

Jackets or pouches addressed to trans-Pacific countries.

Sec. 72. Registered package envelopes now on hand on board naval vessels may be used as jackets by placing the letter "J" before the number. Registered package jackets should be made up when five or more separate registered articles for the same post office are dispatched, provided at least one record and handling in transit of

Registered jackets for five or more articles for same post office.

the registered articles inclosed will thereby be saved. Although a jacket is not required for less than five pieces, two or more pieces for the same destination may be included in a jacket when advantageous. Whenever a jacket is made up the letters or parcels contained therein must be described on a manifold bill from the manifold registry dispatch book (Form 3853). These books will be furnished by the Fourth Assistant Postmaster General, Division of Supplies, to any Navy mail clerk who usually has five or more registered articles available for dispatch at the same time to the same post office.

Manifold jacket
bills.

P. 10

Name of county
on registered
jackets.

Sec. 73. The name of the county in which the post office of address is located should be included in the address on each registered package jacket, except when for one of the larger post offices. The cases in which the name of the county may be omitted from registered package jackets (as well as from registered articles themselves) are explained in the annual Postal Guide. (Index, Registered mails.) No more pieces should be included in any one registered package jacket than can be safely sealed therein. When the quantity of mail justifies, extra jackets should be made up.

Hand-to-hand
receipts required
whenever practi-
cable.

Sec. 74. Hand-to-hand receipts are required, and must be secured whenever it is practicable to obtain them. If a hand-to-hand receipt can be obtained, a description of all registered articles to be dispatched should be entered on registered package receipts the same as if the articles were to be dispatched in a sealed pouch (see secs. 68 and 76) and receipt of the postmaster to whom the matter is delivered taken immediately upon delivery of the articles described, and the postmark of the post office of receipt affixed thereto in the space provided therefor.

Dispatches in
sealed bags when
hand-to-hand re-
ceipts are im-
practicable.

Sec. 75. When vessels are so stationed that hand-to-hand receipts can not be secured for registered mail dispatched therefrom, it should be inclosed in lead-sealed mail bags together with the ordinary mail, and registered package receipts, fully describing each article by number, postmark, and office of destination should accompany the same.

When manifold
registry bill
should be used in
lieu of registered
package receipts.

Sec. 76. When an average of five or more registered articles are usually dispatched at one time, either hand-to-hand or in the same lead-sealed pouch, the manifold registry dispatch book (Form 3853) should be used in lieu of registered package receipts and of entry on Form 4072-E (see secs. 68, 74, and 75). If the conditions justify, the manifold registry dispatch book may be obtained upon

Free Franks and Official Mail

--a cross section of history

by Tom Clarke

The redoubtable *American Stampless Cover Catalog, Part II*, devotes 30% of its space, 90 out of its 305 pages, to free frank mail, from which much of the following data is derived. Included there under Free Franks is the outgoing mail of the Revolutionary, Confederation, and early Federal US Government Departments from 1775 to 1800, plus those of post offices, and miscellaneous origin franks to 1873.

There is a distinction between "traveling"/personal privilege franks, good anywhere and for any mail, and official trust mail. These latter were for strictly official mail sent to and from the work place and the local post office. Both types of mail had to include the word "Free," the title of office (written, handstamped, or printed), and the signature. The privilege of franking is often granted as an inducement as the last item in non-postal legislation, along with the salary amount.

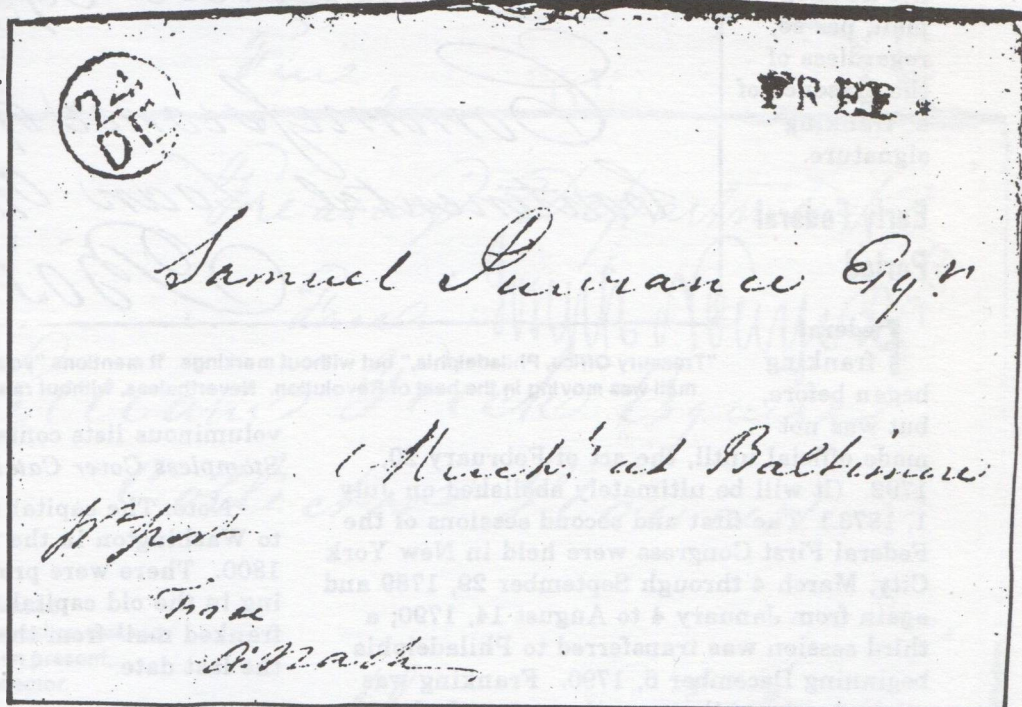
Pre-Federal Period

Franking privileges were granted to the Second Continental Congress members beginning on November 8, 1775 by resolution, but only for periods of the term of Congress and strictly for their own mail. All letters to and from the delegates of the United Colonies,

during these sessions of Congress, were to pass and be carried free of postage. However, the delegates were warned not to frank or enclose in packets any additional letters of others.

Potential frankers met in Philadelphia as the Second Continental Congress and Articles of Confederation Congress as follows:

- Nov. 8, 1775 to 12/12/1776. then to Baltimore.
- March 5, 1777 to September 18, 1777, then to Lancaster and York.
- July 2, 1778 to June 21, 1783, then to Princeton, Annapolis, Trenton, and New York City (the new national capital from January 11, 1785 to March 2, 1789, under the Articles.
- Constitutional Convention session: May 9-



A rare, starred-FREE marking franked by Articles Congressman A. Nash of North Carolina

25.1789 to September 17, 1789 (plus about two additional weeks).

Revolutionary Franks

On December 28, 1779, Congress extended franking to the Commander-in-Chief and other army personnel and to the Departments of War, Finance, and Foreign Affairs.

On March 11, 1782, an ordinance repealed all franking except for those Members of Congress in attendance (many stayed away), the Commander-in-Chief, commanders of separate armies, but only for official mail, on public service.

The October 18, 1782 Act set the norm for distinguishing between legislative mail --unhindered as to content, concerned only with weight, i.e., traveling franks-- and Executive Department franks, mail that must be official, not personal in nature.

Note that "official mail" sent without postal markings was probably sent via messenger and therefore is not franked mail, per se, regardless of the presence of a "franking" signature.

Early Federal Period

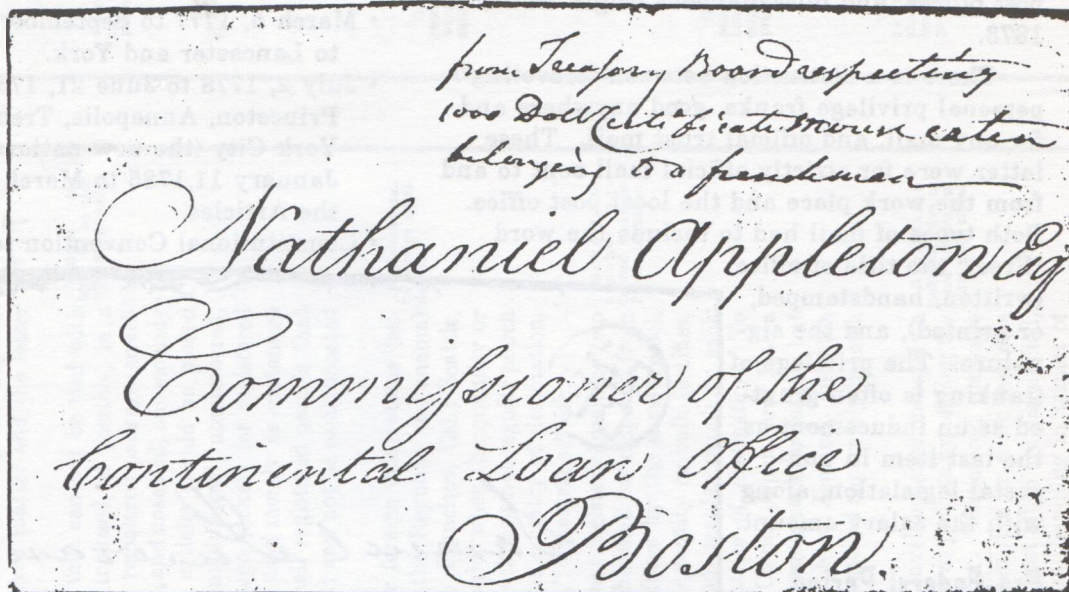
Federal franking began before, but was not made official until, the act of February 20, 1792. (It will be ultimately abolished on July 1, 1873.) The first and second sessions of the Federal First Congress were held in New York City, March 4 through September 29, 1789 and again from January 4 to August 14, 1790; a third session was transferred to Philadelphia beginning December 6, 1790. Franking was allowed only while in session, as with the Con-

tinental/Articles of Confederation Congresses, plus:

- an additional 20 days before and after, added 1792
- an additional 30 days before and after, added 1816
- an additional 60 days before and after, added 1825
- the 60 days before taking seat and continuous, added in 1833
- the 30 days before, till a successor takes the seat, added in 1847.

A variety of other branches of the federal bureaucracy were granted franking privileges over time. For example, the Internal Revenue (1791-1803) under Commissioner Tench Coxe, May 8, 1792 to December 27, 1797, and William Miller January 23, 1798 to December 31, 1803, etc.

Franking is an immensely detailed and date-intensive collecting area. Consult the



"Treasury Office, Philadelphia," but without markings. It mentions "your letter of Oct 13 last," so some mail was moving in the heat of Revolution. Nevertheless, without rates, was this carried privately?

voluminous lists contained in the *American Stampless Cover Catalog, Vol. II*.

Note: The capital moved from Philadelphia to Washington in the months of May and June 1800. There were probably stragglers remaining in the old capital of Philadelphia, sending franked mail from there for some time after the last date.

Additional Franking Considerations

Clerks of the various Departments were given the right to frank in the absence of the Secretary.

After 1798, certain internal Revenue officials, not resident at the capital, could frank.

In the absence of an entire Department, another Secretary could frank for that Department, March 1799:

Department Secretaries "may frank letters or packets on official business. prepared in any other public office, in the absence of the principle thereof," thereby speeding mail that otherwise would sit idle for lack of a Secretary or his clerk.

Major or Brig Generals of State Militias could frank to their Adjutants on Official Business between 1810-1845.

And Governors could transmit to other Governors their reports and laws free from 1834 to 1863.

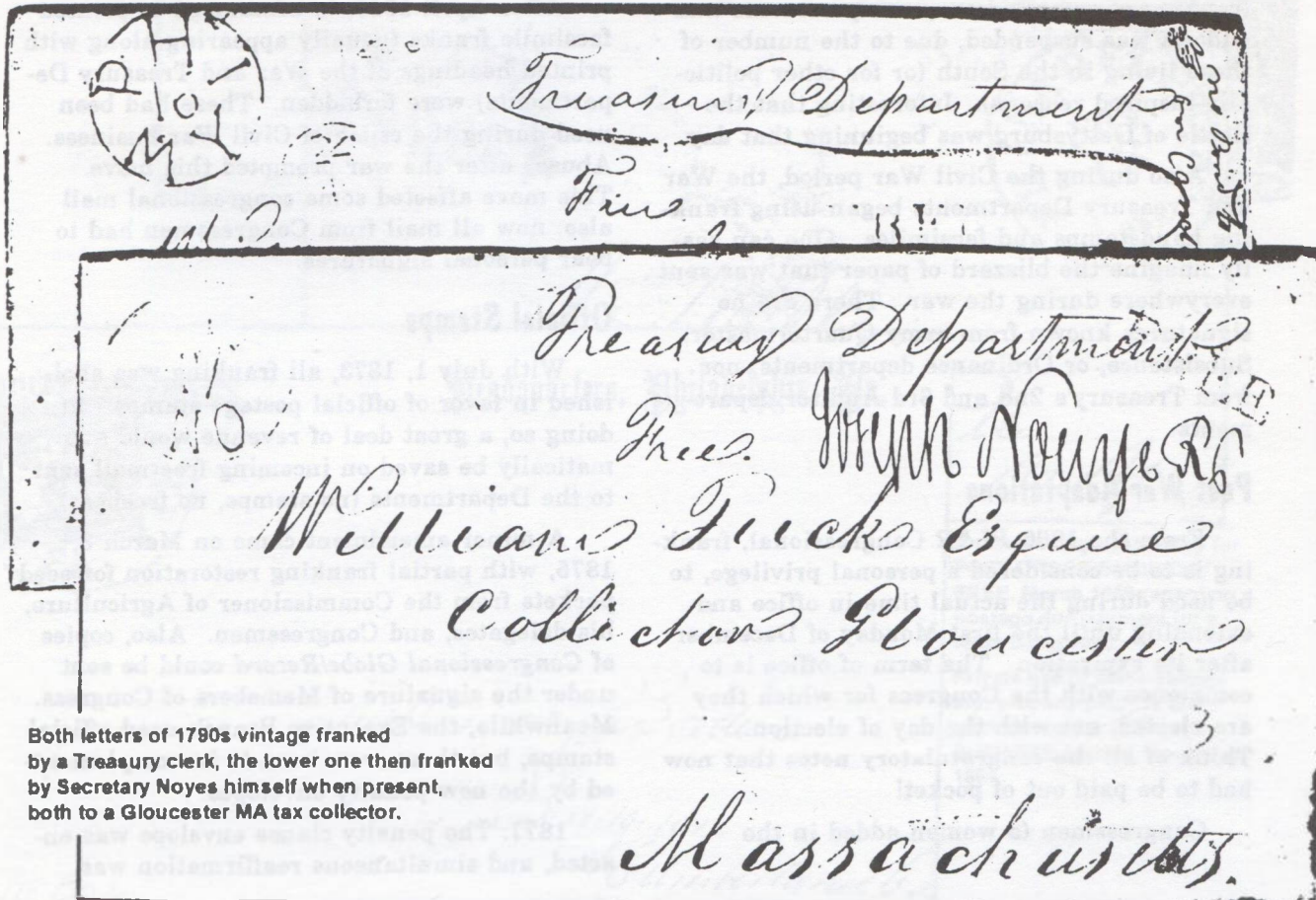
1845's "Contract With America"

During the Franking Brownout, beginning in March 1845, Congress abolished most all franking due to the abuse of "lending" franks to friends, family, business partners....

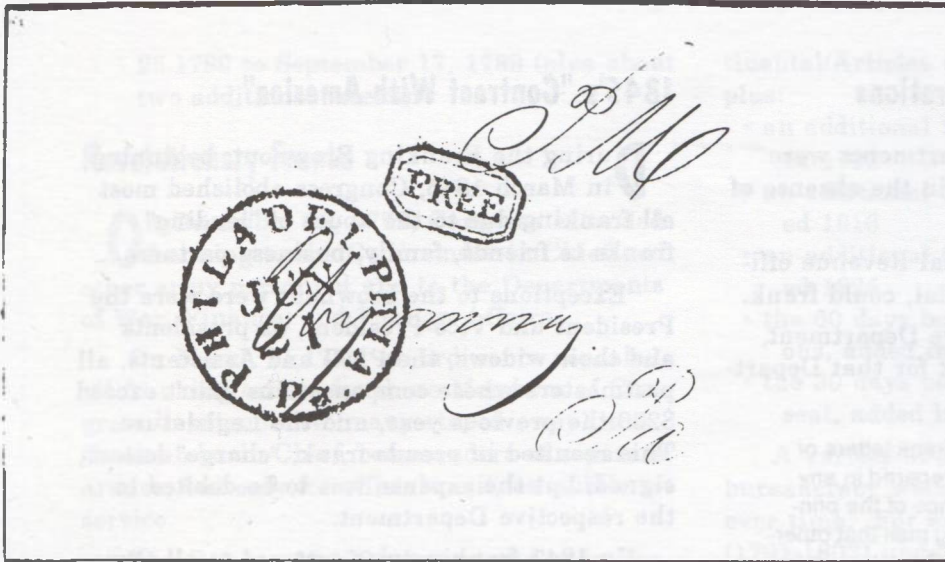
Exceptions to the brownout were the President and Vice President, ex presidents and their widows, the PMG and Assistants, all postmasters whose compensations didn't exceed \$200 the previous year, and the Legislature. This resulted in pseudo-frank, "charge" letters, signed, but the expense was to be debited to the respective Department.

In 1847 franking was restored to all those who had previously possessed it. However, letters sent to Departments must be Official Business and so marked, not private mail.

Within another two years the galloping Washington bureaucracy was extending the franking privilege further still. In preparation for the 1850 census, (from 1849) and for the next six censuses to 1890, federal census takers, US Marshals and their assistants, were



Both letters of 1790s vintage franked by a Treasury clerk, the lower one then franked by Secretary Noyes himself when present, both to a Gloucester MA tax collector.



A "brownout period" cover (June 1845) form letter from a publisher offering commissions for collection of due bills for Graham's Magazine.

added. And then, having seemingly fallen through the cracks ten years before, on March 3, 1855, the franking privilege was extended to ex vice-presidents, too.

The Civil War forced the next move, though curiously belated by two years from the start of the conflict. After July 1, 1863, all franking of ex presidents, vice-presidents and widows was suspended, due to the number of those living in the South (or for other politically-inspired reasons). Interesting that the Battle of Gettysburg was beginning that day.

Also during the Civil War period, the War and Treasury Departments began using franking handstamps and facsimiles. One can easily imagine the blizzard of paper that was sent everywhere during the war. There are no signatures known from army Quartermaster. Subsistence, or Ordinance departments, nor from Treasury's 2nd and 3rd Auditor departments.

Post War Adaptations

From the 1866 *PL&R* Congressional, franking is to be considered a personal privilege, to be used during the actual time in office and extending until the first Monday of December after its expiration. The term of office is to commence with the Congress for which they are elected, not with the day of election. Think of all the congratulatory notes that now had to be paid out of pocket!

Congressmen (a women added in the

1880s) were further restricted to letters of 2 oz maximum and packets not exceeding 4 oz. Public documents of any weight were still allowed.

Once again, recalling the criteria of 1775, Congressmen were reminded they were forbidden to apply their signatures on others' letters. Their franked stationery was strictly for their own use. Postmasters were instructed to be aware of a Congressmen's presence or absence from the general area, just in case! Not that

the US government was downsizing overall, it's just that the Post Office Department had to balance its books.

By 1868, Adjutants General were permitted to frank mailings of Civil War medals, certificates, and testimonials to recipients.

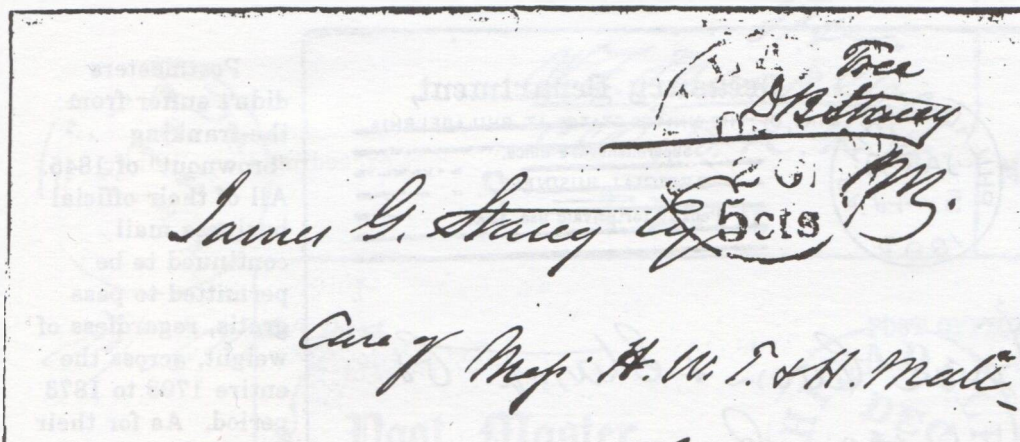
After April 1869, handstamped or printed facsimile franks (usually appearing along with printed headings of the War and Treasury Departments) were forbidden. These had been used during the crush of Civil War business. Abuses after the war prompted this move. This move affected some congressional mail also: now all mail from Congressmen had to bear personal signatures.

Official Stamps

With July 1, 1873, all franking was abolished in favor of official postage stamps. In doing so, a great deal of revenue would automatically be saved on incoming free mail sent to the Departments (no stamps, no freebees).

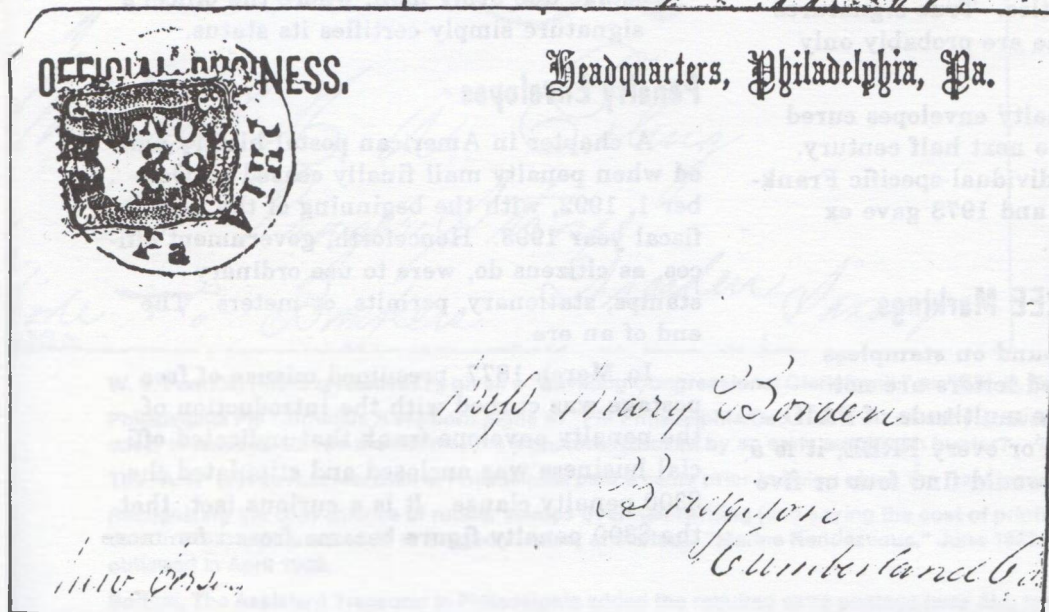
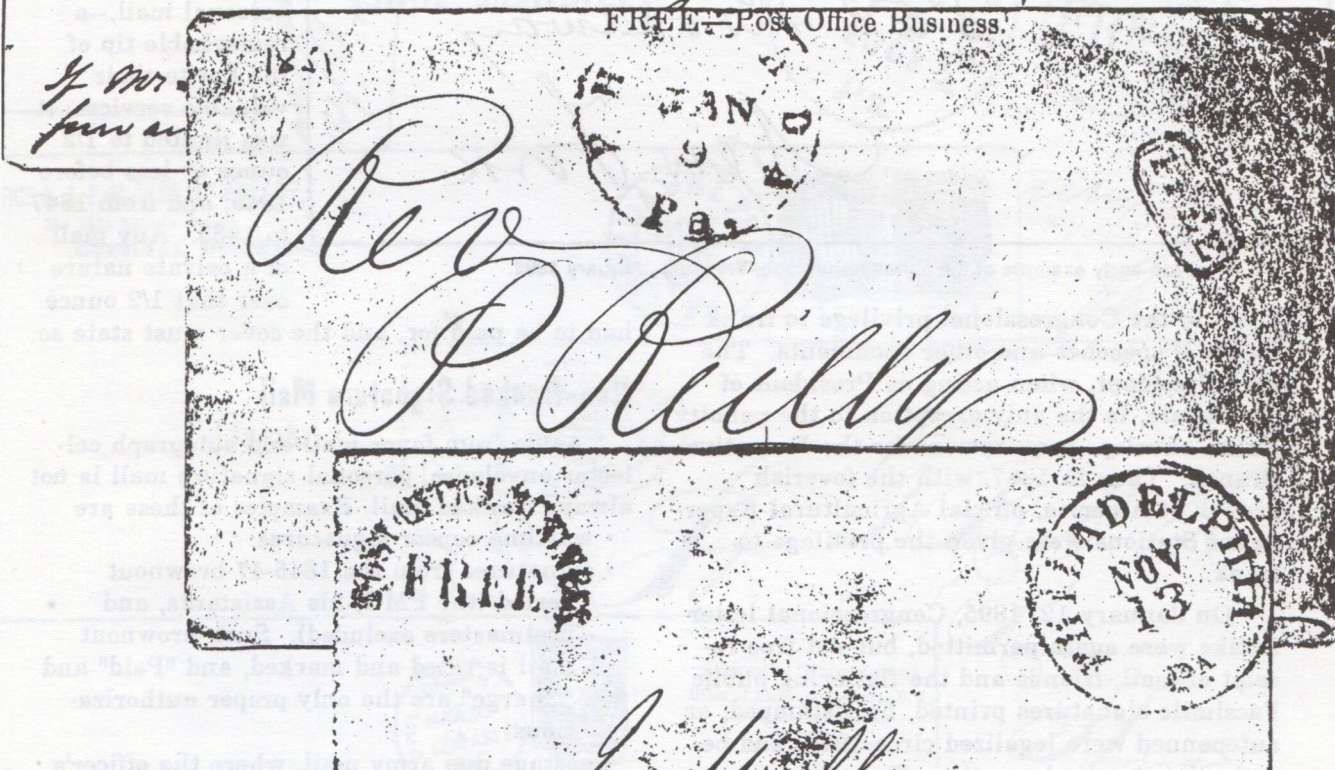
A minor amendment came on March 3, 1875, with partial franking restoration for seed packets from the Commissioner of Agriculture, his delegates, and Congressmen. Also, copies of *Congressional Globe/Record* could be sent under the signature of Members of Congress. Meanwhile, the Executive Branch used official stamps, but these were soon to be complemented by the new penalty envelopes.

1877: The penalty clause envelope was enacted, and simultaneous reaffirmation was



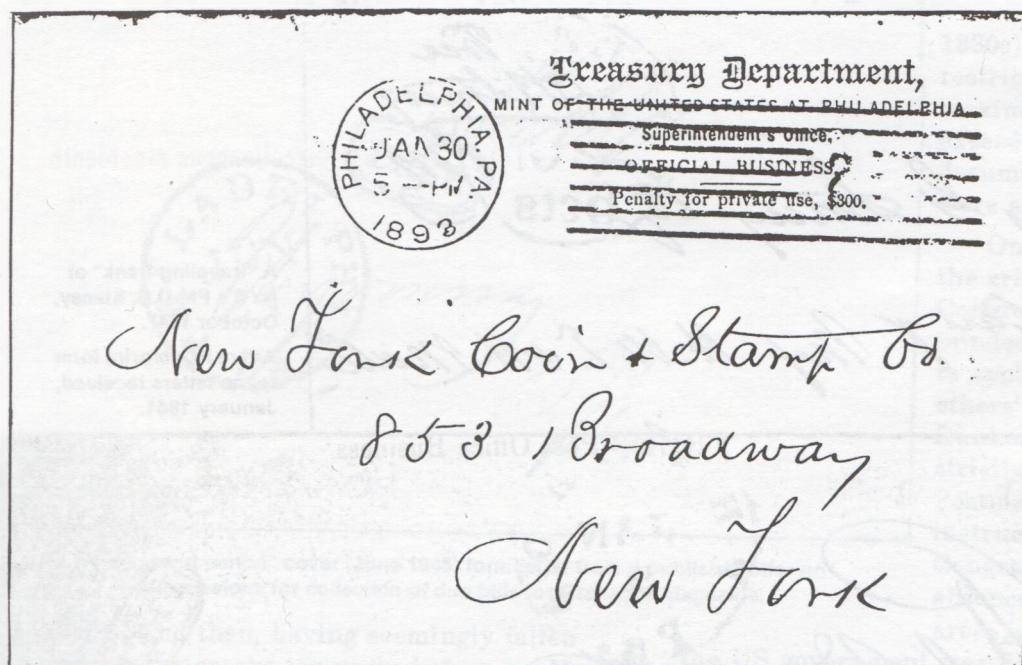
A "traveling frank" of
NYC's PM D.B. Stacey,
October 1847.

A rare PO imprint form
re: no letters received,
January 1851.



A time-saving handstamp for
POST OFFICE BUSINESS/
FREE, March 1856 regarding a
postage due payment for a
letter being held.

Private use of Army station-
ary, properly paid for and
obliterating the OFFICIAL
BUSINESS imprint, November
1861.



A not-too-early example of the penalty envelope, Treasury, January 1892.

given to the Congressional privilege to frank copies of speeches and other documents. The Vice President, when acting as President of the Senate, is the only exception to the penalty clause envelope requirement for the Executive Branch. Then in 1887, with the feverish growth of America, official Agricultural Experiment Stations were given the privilege to frank.

On January 12, 1895, Congressional letter franks were again permitted, but not free receipt of mail; friends and the flattering public Facsimile signatures printed, handstamped, or autopenned were legalized circa 1900, and became the standard practice. True signatures on letters after this time are probably only autographs.

Facsimilies and penalty envelopes cured the franking itch for the next half century. And, ultimately, the individual-specific Franking Acts of 1957, 1970, and 1973 gave ex presidents the privilege.

Postmaster Franks, FREE Markings

Free markings as found on stampless covers and early stamped letters are not common compared to the multitude of PAID examples to be found. For every FREE, it is a prudent guess that one would find four or five PAIDs.

Postmasters didn't suffer from the franking "brownout" of 1845. All of their official business mail continued to be permitted to pass gratis, regardless of weight, across the entire 1798 to 1873 period. As for their personal mail --a remarkable tip of the hat to their valuable services: it was limited to 1/2 ounce or less before 1845, and from 1847 to 1863. Any mail of a private nature over that 1/2 ounce

had to be paid for, and the cover must state so.

Non-franked Signature Mail

Aside from favor mail and autograph collector envelopes, personal signature mail is not always franked mail. Examples of these are

- wartime censor signatures
- signatures from the 1845-47 brownout period (the PMG, his Assistants, and postmasters excluded). Such brownout mail is rated and marked, and "Paid" and "Charge" are the only proper authorizations
- postage due army mail, where the officer's signature simply certifies its status.

Penalty Envelopes

A chapter in American postal history ended when penalty mail finally ceased on October 1, 1992, with the beginning of the new fiscal year 1993. Henceforth, government offices, as citizens do, were to use ordinary stamps, stationary, permits, or meters. The end of an era.

In March 1877, presumed misuse of free postage was curbed with the introduction of the penalty envelope frank that indicated official business was enclosed and stipulated the \$300 penalty clause. It is a curious fact that the \$300 penalty figure became frozen for more



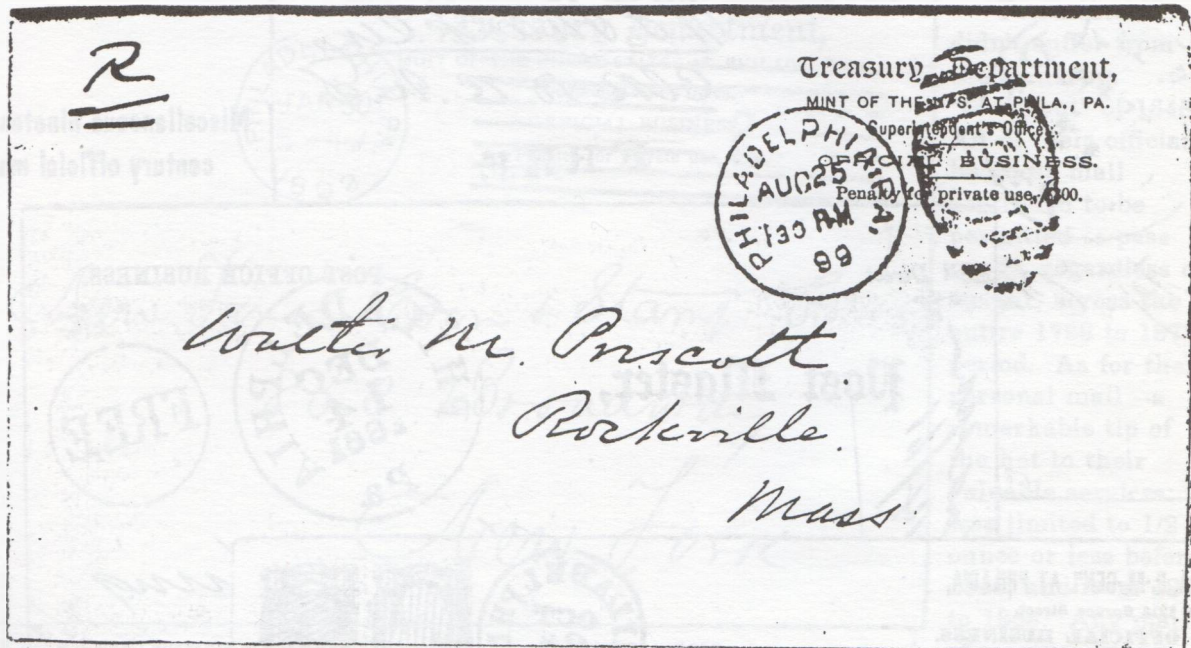
W. S. Franklin (visiting relatives?), gives a "traveling Congressional Clerk frank," as "Clk: H. R. U. S.", March 1837.

Philadelphia PM Cornelius A Walborn signs as "PM Philadelphia/Dec 14/61" on an early convenience franked envelope. The cover is reduced 1/2" on the left. Was his signature removed by an early autograph hunter?

The "A. A" (?) Provost Marshall at Philadelphia paid 6 cents prior to being given the franking privilege. (these at 67%)

Recognizing the convenience of rubber stamps over handwriting (and saving the cost of printing), the U. S. Navy Commandant in Philadelphia sent this to Surgeon Horner at the local "Marine Rendezvous," June 1866. Such rubber stamps will be outlawed in April 1869.

Bottom, The Assistant Treasurer in Philadelphia added the required extra postage (was ALL foreign postage considered extra?) to this letter destined for Dresden, Germany. It seems it was extra postage inasmuch as the penalty is at full view.



New rules required Departments to pay the added costs beyond normal first class postage. Why didn't this red-waxed "R" U.S. Mint penalty packet (containing coins?) bear added postage? It went regular mail as a result; did the money arrive?

than 115 years.

The \$300 penalty, a phenomenal sum in 1877 dollars (when gold was about \$20/oz.), would equal some \$5,000 or more today. Today's equivalent five grand would surely suffer the wiley perpetrator. Why no change in over six generations?

In the 30 years between 1912 and 1943 penalty mail had risen from 300 million pieces to about 1 billion. The Post Office was utterly overburdened. By the 1940s it was hoped that physical control of the penalty envelope inventory would stem their runaway use. In this way, the USPO would be able to allocate appropriate accountability to all departments as they drew down inventory.

Metered Official Mail

In light of the attempts of the Post Office and Congress over scores of years to accurately determine inter-governmental postage use, stringent controls for reimbursement were begun following WW II. By 1956 agencies themselves were interested in determining more closely their postage use, rather than depend on the "best" post office estimates.

In June 1973 the Air Force began to test the use of metered mail. These were used widely by the Air Force by mid-1974. Most

other departments then began to use official metered mail too. Meters became part of the program to replace penalty envelopes, inventories of which were purposefully being depleted.

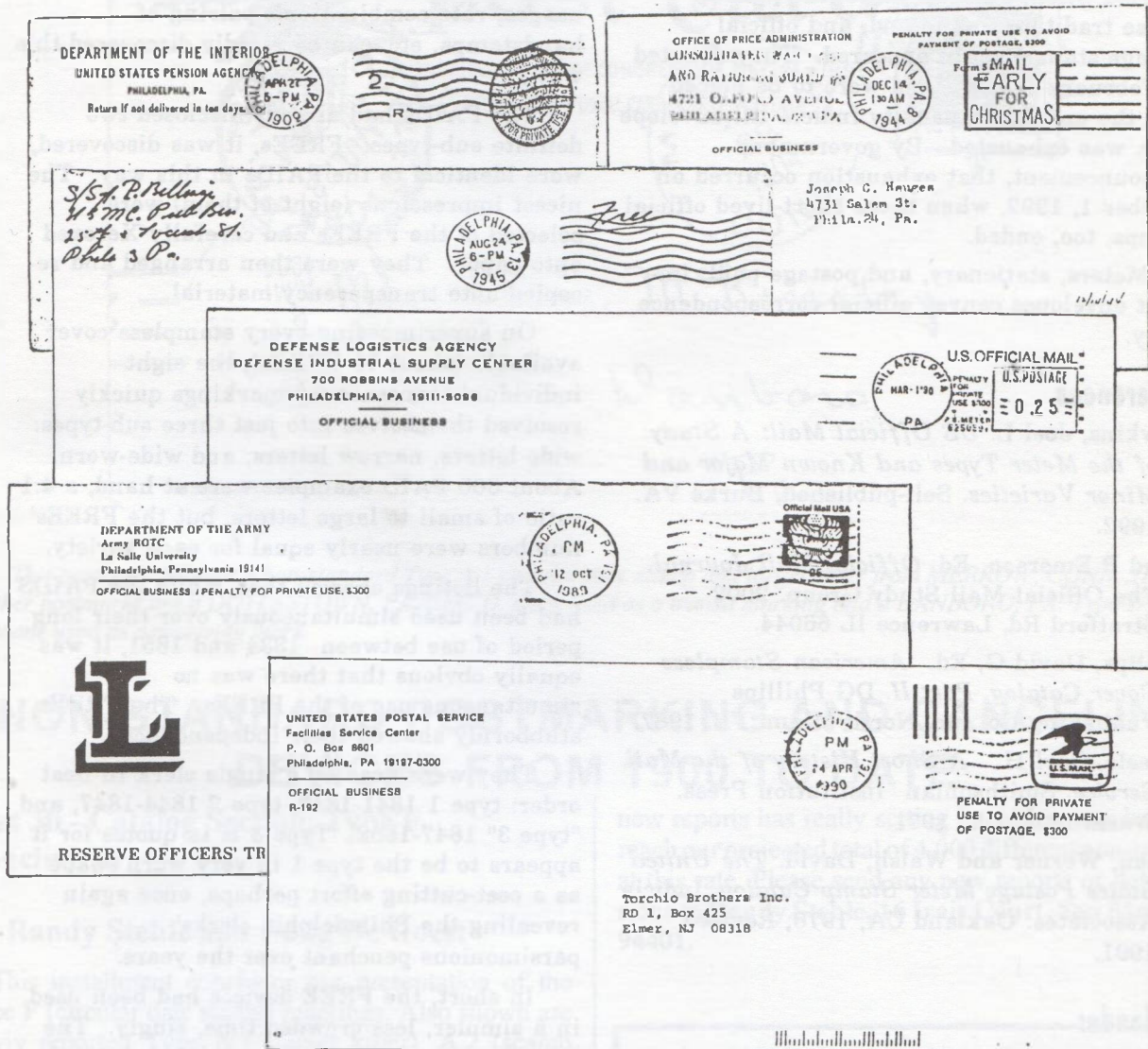
A New Definition

Thus, the penalty envelope was redefined. No longer would it represent "free mail," but mail that had an unstamped cash value that would be reimbursed to the USPO. Special services such as air mail, registration, etc. would had to have to be paid for with stamps or meters added for those extra charges.

In 1956 the USPO (unable to keep up with the paperwork?) dropped the controlled system of penalty envelopes and went back to periodic samplings to allocate department usage reimbursements. So, beginning in 1956 and continuing until 1960, all departments (except for the Post Office, which surely could account for its own usages) altered their stationary to read "Postage and Fees Paid."

Added postage for special services was no longer necessary, but would be included in the Post Office's sampling estimates. Thanks to this new method of accounting, there was a desired increase of transfer revenue (from 77% to 113% of expected first class income). This is due to the fact that the more expensive classes

Miscellaneous twentieth century official mail



A "fancy" penalty franked envelope, perhaps concerning a Civil War or Spanish-American War pension claim, April, 1909.

The good and the bad of it: A WW II postcard to a war-weary citizen after requesting a Grade II replacement tire of the Office of Price Administration. Sorry, he is only eligible for a Grade III. But the good news is Grade III's are no longer rationed.

A typical soldier's free frank in the closing days of the Pacific War, August 1945.

Meters proved a good way to account to the penny for official usage after January 1973. This letter bearing the 4-line parcel-intended version of the indicia.

La Salle College ROTC Department sent this in October 1989, thus helping reduce the soon-to-be-no-more official stamp inventory, after an 8-1/2 year run.

Bottom, the typical, current style of official greeting: a return to dependence on penalty franks. (All at 67%)

of mail were now added to the reimbursement demands. The Post Office was finally winning.

Yet another try at fiscal precision was to be tried when, after 80 years, the penalty clause tradition was to end, and official postage stamps again appeared. They debuted on February 1, 1983, and were to be placed over the envelope's penalty indicia till envelope stock was exhausted. By government pronouncement, that exhaustion occurred on October 1, 1992, when these short-lived official stamps, too, ended.

Meters, stationary, and postage paid imprint envelopes convey official correspondence today.

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Addenda:

Double-octagon FREE Findings

Some interesting findings occurred while analyzing possible sub-types of the well known double-octagonal FREE markings. The same procedure of analysis was followed for the better known DOct PAIDs. For convenience

all examples of both handstamp categories were printed from a computer database. (This is simple, obvious research. With a little judicious sorting, the unveiled information jumps off the pages at the viewer. Inks, usages, rate combinations, pairing of handstamps, etc. can be rapidly discovered this way.)

The PAIDs had already disclosed two definite sub-types. FREEs, it was discovered, were identical to the PAIDs in this way. The nicest impressions (eight of them) were selected of the FREEs and carefully Xeroxed onto paper. They were then arranged and re-copied onto transparency material.

On superimposing every stampless cover available (about 70 FREEs), the eight individual transparency markings quickly resolved themselves into just three sub-types: wide letters, narrow letters, and wide-worn. About 300 PAID examples were at hand, a 4:1 ratio of small to large letters, but the FREEs' numbers were nearly equal for each variety.

The listings showed that, while the PAIDS had been used simultaneously over their long period of use between 1834 and 1851, it was equally obvious that there was no simultaneous use of the FREEs. The FREEs stubbornly showed their independence.

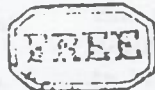
They were used by a single clerk in neat order: type 1 1841-1843, type 2 1844-1847, and "type 3" 1847-1852. Type 3 is in quotes for it appears to be the type 1 in very worn shape -- as a cost-cutting effort perhaps, once again revealing the Philadelphia clerks' parsimonious penchant over the years.

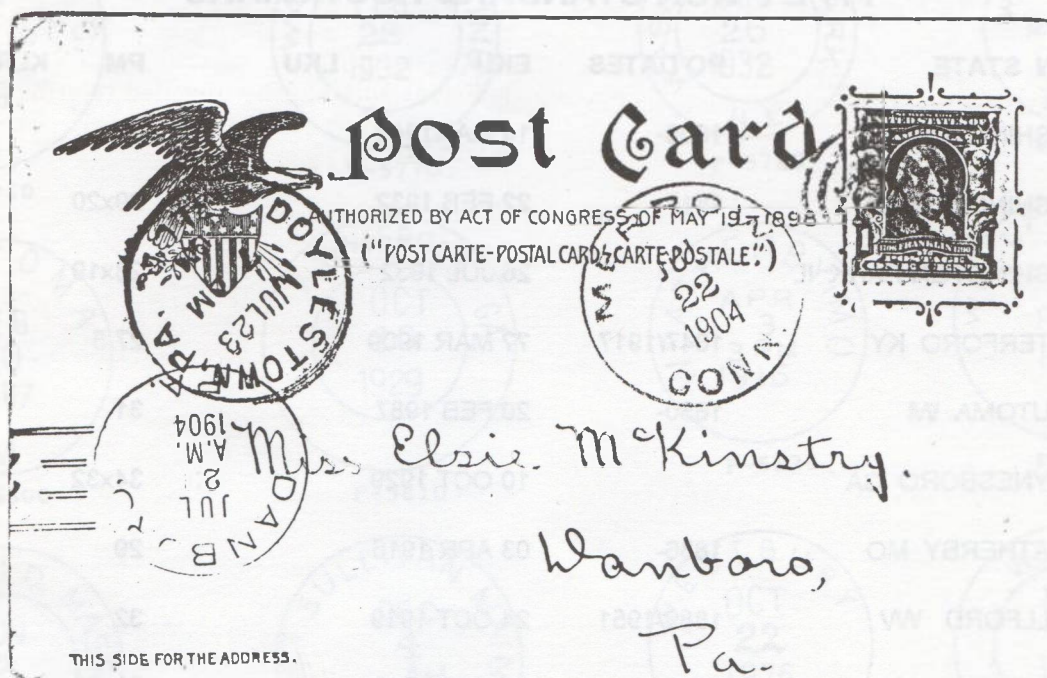
In short, the FREE devices had been used, in a simpler, less crowded time, singly. The PAIDs, about 4-5 times more abundant, took the efforts of two styles = two clerks. One single clerk, circa 1840, handled franked mail.

* * * * *

Send inquiries to me at Box 290145,
Davie FL 33329-0145 or via the web at
ocl-tom@ix.netcom.com

The two PAIDs mentioned and the "2-1/2" FREEs, in their proper orders.





This postcard displays a non-standard Type A.1 circular date stamp and target killer from MERROW, CONN. The other postmarks are a DOYLESTOWN, PA./REC'D. mark used as a transit marking and a DANBORO, PA. Type 2/2 Doane used as a receiving mark.

NON-STANDARD POSTMARKING AND CANCELING DEVICES FROM 1900 TO DATE

Part 30 - Catalog Section, Type F (concluded)

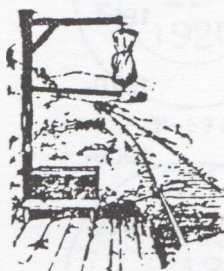
By Randy Stehle and Doug De Roest

This installment concludes our presentation of the Type F (circular date stamp) markings. Also shown are newly reported Type A.1 (target killer), A.2 (scarab killer) and A.3 (star killer) markings. We will continue the presentation of newly reported examples of Type A, B, D and E in the next article.

It has been four months since our last article, and the number of reported non-standard markings has risen to 3,635. This is an increase of 37, the lowest number of new reports yet. This averages out to only about nine new reports per month, down from 15 or 16 half a year ago and way down from the days when we used to average 25 or more new reports per month. The leveling off of

new reports has really setting in, and it may be hard to reach our projected total of 4,000 different non-standards at this rate. Please send any new reports or date extensions to Randy Stehle, 16 Irais Court, San Mateo, CA 94401.

AUCTIONS WITH A DIFFERENCE



H.J.W. Daugherty

P.O. Box 1146LP
Eastham, Mass., 02642

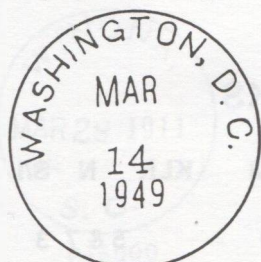
ASDA

Write For Next Catalog

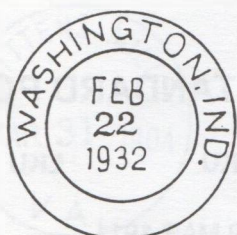
APS

TYPE F NON-STANDARD POSTMARKS

CODE TOWN STATE	PO DATES	EKU	LKU	PM	KLR	N	S/I
F.- 5760 WASHINGTON DC	1800-	14 MAR1949		34		1	1
F.- 5770 WASHINGTON IN	1817-	22 FEB 1932		29x20		2	1
F.- 5780 WASHINGTON PARK IL		26 JUL 1932		28x19			1
F- 5790 WATERFORO KY	1847/1917	?? MAR 1909		27.5			2
F.- 5800 WAUTOMA WI	1850-	20 FEB 1987		31			1
F.- 5810 WAYNESBORO GA		10 OCT 1929		34x32		3	1
F.- 5820 WEATHERBY MO	1886-	03 APR 1916		29			1
F.- 5830 WELLFORD WV	1889/1951	24 OCT 1919		32			1
F.- 5840 WESTFIELD MA	1795-	02 JUN 1943		31x20		4	1
F.- 5850 WEST SULLIVAN ME	1848/-	04 DEC 1913		32			1
F.- 5860 WESTBURY NY	1907-	22 OCT 1976		29 5			1
F.- 5870 WESTEND VA	1888-1910	13 MAR 1909		30x20			2
F- 5880 WESTMINSTER VT	1794-	05 AUG 1944		31x20.5		3	1
F- 5890 WEVERTOWN NY	1859-	14 FEB 1910		32		7	1
F- 5900 WHARTON OH	1879-	04 FEB 1924		32			1
F- 5910 WHEELERVILLE PA	1883-1952	03 FEB 1911		33			1
F- 5920 WHITE LAKE NY	1811-	15 JUL 191X		32x22			1
F- 5930 WHITE OAK TX	1951-	21 NOV 1990		31x21/28x18			1
F- 5940 WHITE SALMON WA	1870-	25 DEC 1920		31X21			2
F- 5950 WHITESBORO NJ	1909-	27 AUG 1920		31		5 & 7	1
F- 5960 WHITMER WV	1915-	27 SEP 1915	01 OCT 1915	29x19		6	2
F- 5970 WICKAHONEY ID	1895-1911	26 JAN 1904	14 APR 1909	30x28x19		7	5
F- 5980 WILLIS WHARF VA	1902-	12 AUG 1920		33		7	1
F- 5990 WINDOM NC	1889/1954	05 JUL 1915		31		5 & 7	1



F-5760



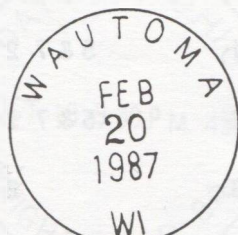
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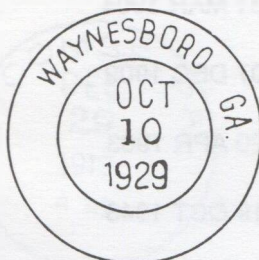
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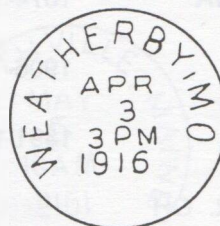
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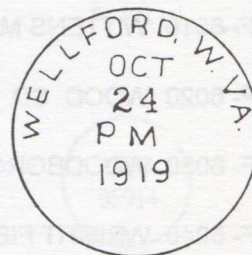
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F-5810



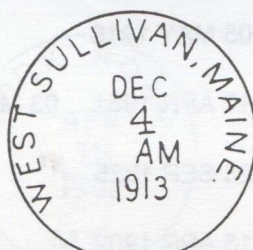
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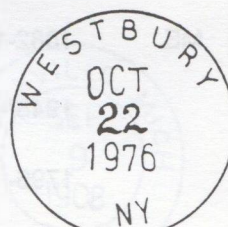
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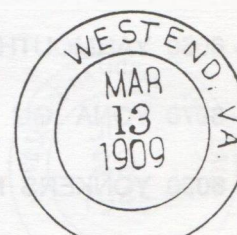
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F-5850



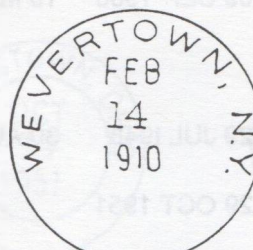
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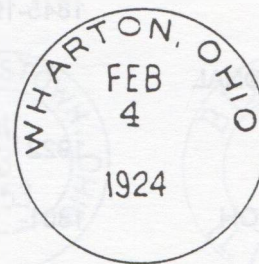
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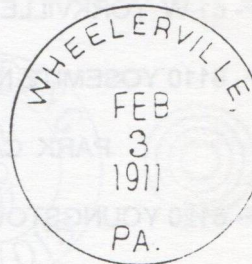
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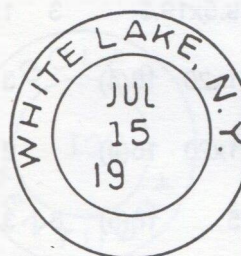
F-5890



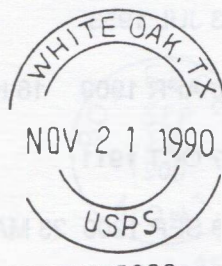
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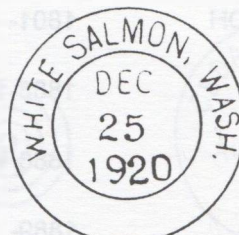
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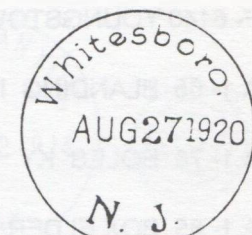
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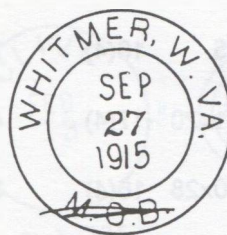
F-5930



F-5940



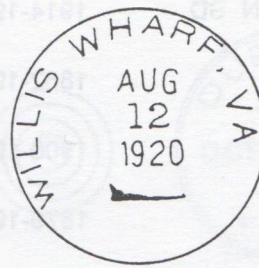
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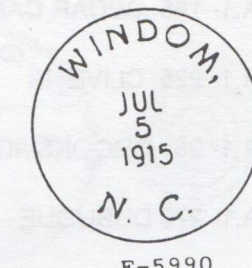
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F-5970



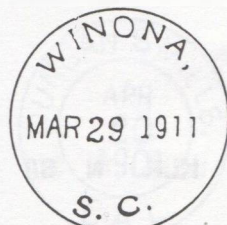
F-5980



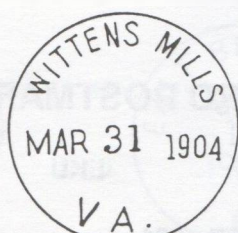
F-5990

TYPE F & NEW A.1 NON-STANDARD POSTMARKS

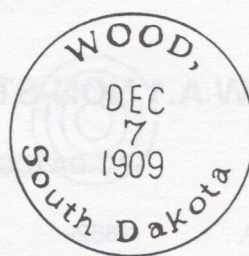
CODE	TOWN STATE	PO DATES	EKU	LKU	PM	KLR	N	S/I
F- 6000	WINONA SC	1895-1911	29 MAR 1911		30		5 & 7	3
F- 6010	WITTENS MILLS VA	1874-1928	31 MAR 1904		29		5 & 7	2
F- 6020	WOOD SD	1906-	07 DEC 1909		31		5 & 7	2
F- 6030	WOODBORO W	1891-1931	20 APR 1903		32		5 & 7	2
F- 6040	WRIGHT FIELD BR. OH		19 OCT 1943		43			2
F- 6050	WYCOMBE PA	1896-	29 DEC 1917		32		7	1
F- 6060	YARMOUTHVILLE ME	1882-1928	05 MAY 1916		32		7	1
F- 6070	YONA GU	1948/-	10 APR 1981	03 MAR 1982	18			3
F- 6080	YONKERS NY	1796-	28 SEP 1925		30X19		3	1
F- 6090	YORK ROAD MD	1871-1909	18 APR 1902		30			3
F- 61 W	YORKVILLE MI	1845-1939	09 SEP 1908	18 MAY 1910	30x19			3
F- 6110	YOSEMITE NATIONAL PARK CA	1922	29 JUL 1948	30 AUG 1948	31x20			1
F- 6120	YOUNGSTOWN OH	1801-	29 OCT 1951		28.5x18.5		3	1
F- 6130	YOUNGSTOWN OH	1801-	17 OCT 1951		28.5x18.5		3	1
F- 6140	YOUNGSTOWN OH	1801-	13 JUL 1953		29.5x19.5		3	1
A.1- 65	BLANDING IL	1888-1912	16 APR 1909	16 NOV 1910	31x20	16(4)		3
A.1- 76	BOLES KY	1888/1964	?? OCT 1911		31x20	16(4)		2
A.1- 85	BOX ELDER MT	1889-	19 SEP 1900	23 MAR 1901	25	16(5)	8	3
A.1- 195	CEDAR CANYON SD	1914-1949	12 AUG 1914		30	15(4)		3
A.1- 225	CLIVE IA	1882-1972	13 FEB 1910		25	16(4)		2
A.1- 251	CROOKS ID	1906-1920	23 OCT 1906		31x20	17(4)		4
A.1- 279	DUBUQUE KS	1879-1909	15 OCT 1905		30x28	16(4)		3



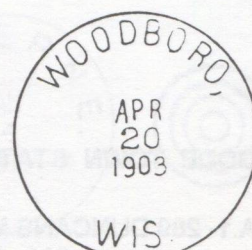
F-6000



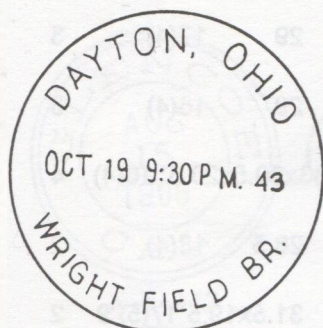
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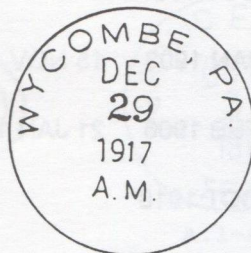
F-6020



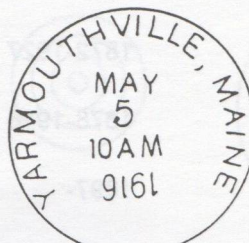
F-6030



F-6040



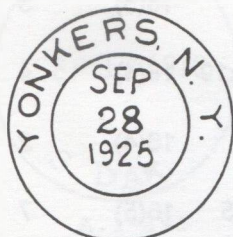
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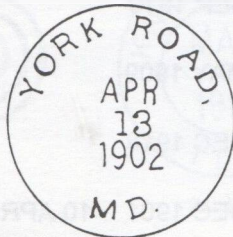
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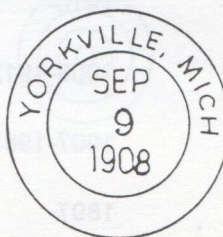
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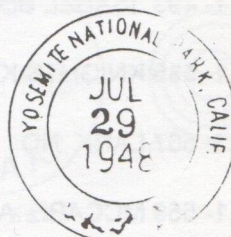
F-6080



F-6090



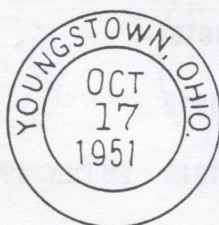
F-6100



F-6110



F-6120



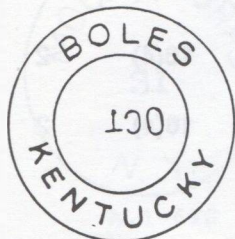
F-6130



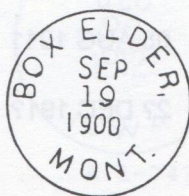
F-6140



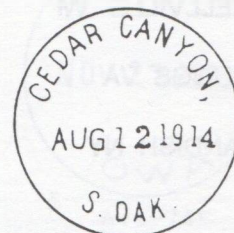
A.1-65



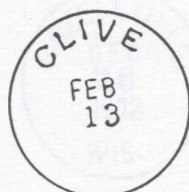
A.1-76



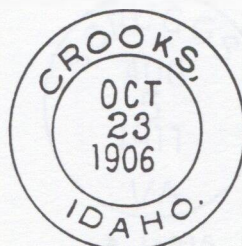
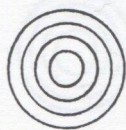
A.1-85



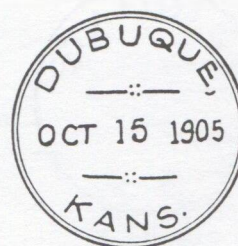
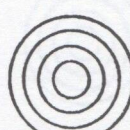
A.1-195



A.1-225



A.1-251



A.1-279



NEW A.1 NON-STANDARD POSTMARKS

CODE TOWN STATE	PO DATES	EKU	LKU	PM	KLR	N	S/I
A.1- 289 DUNCANS MILLS CA	1862-	20 APR 1901		30.5x19.5	17(4)		3
A.1- 295 EAST BERKLEY PA	1875-1908	12 OCT 1907		29	17(4)		3
A.1- 347 FINDERNE NJ	1872-1927	24 JAN 1903	15 NOV 1907	29	16(4)		3
A.1- 412 GLENCOE CA	1878-1916	12 FEB 1906	21 JAN 1907	33x30.5x20.5	16(4)		4
A.1- 422 GRAND FALLS TX	1897-	03 OCT 1910		28.5	18(4)		2
A.1- 424A GREENFIELD MO	1850-	19 DEC 1907	06 MAR 1908	31.5x19.5	17(5)	9	2
A.1- 493 ISABEL SD	1910-	17 SEP 1910		34	18(3)		3
A.1- 535 KNIGHTS KEY FL	1908-1912	07 MAY 1909		29x19	18(4)		4
A.1- 567 LARK ND	1907-1985	21 DEC 1918		30	16(4)		2
A.1- 559 MCCABE AZ	1897-	20 DEC 1901	10 APR 1902	28.5	16(5)		7
A.1- 685 MERROW CT	1883-1980	02 MAY 1904	22 JUL 1904	30	20(3)		2
A.1- 695 MODALE IA	1858-	28 FEB 1916		31	16(4)		2
A.1- 698 MOOERS FORKS NY	1868-	31 AUG 1912		32	16(4)		2
A.1- 747 OLDS IA	1884-	24 DEC 1912	26 DEC 1912	29	16(4)		2
A.1- 748 OLDS IA	1884-	27 NOV 1914		32	16(4)		2
A.1- 871 ROZELLVILLE WI	1877-1929	26 DEC 1912		25	16(4)		3
A.1- 915 SCRUGGS VA	1880-1941	05 AUG 1911		30	16(4)		2
A.1- 1017 STANDISH NY	1886-1958	27 DEC 1917		30	16(4)		2



A.1-289



A.1-295



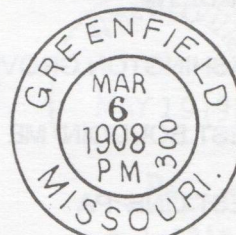
A.1-347



A.1-412



A.1-422



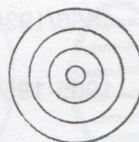
A.1-424A



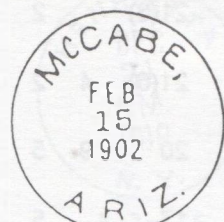
A.1-493



A.1-535



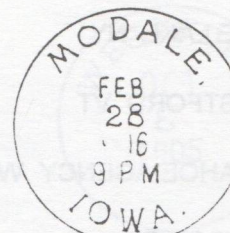
A.1-567



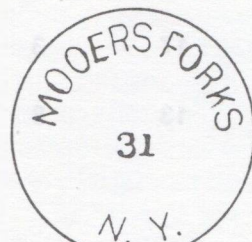
A.1-559



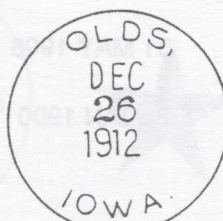
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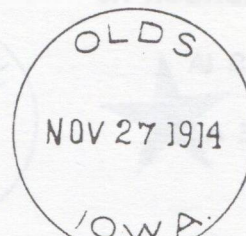
A.1-695



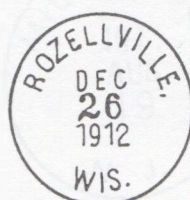
A.1-698



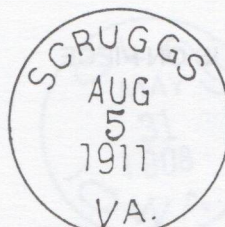
A.1-747



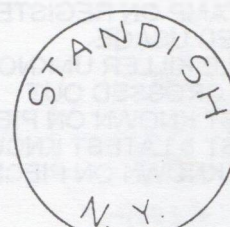
A.1-748



A.1-871



A.1-915



A.1-1017



NEW A.1- A.3 NON-STANDARD POSTMARKS

CODE	TOWN	STATE	PO DATES	EKU	LKU	PM	KLR	N	S/
A.1- 1058	TIPTONVILLE	TN	1865-	25 MAY 1910	06 AUG 1910	29.5x19	17(4)	9	3
A.1- 1108	VERDI	NV	1869/-	19 MAY 1900		31	17(3)		4
A.1- 1157	WASHINGTON GROVE	MD	1889-	26 DEC 1914	13 APR 1916	31	16(4)	9	2
A.1- 1189	WEST BOUDOIN	ME	1856-	19 SEP 1906		29	16(4)		2
A.1- 1204	WEST LINE	PA	1893-	30 JUL 1907		31	18(4)		2
A.1- 1215	WHEELERVILLE	PA	1883-1952	19 MAY 1915		31	16(4)		2
A.2- 15	BEAVER CREEK	NC	1856/1930	12 APR 1910	01 SEP 1910	30	21(6)	7	3
A.2- 65	CAYUGA	WI	1905-1956	23 APR 1907	26 MAY 1908	30	21(6)		3
A.2- 117	ETNA	NJ	1877-1909	13 AUG 1907		29.5	21(6)		3
A.2- 146	HENRIETTA	NY	1821-	31 DEC 1919	27 DEC 1924	29	21(6)		2
A.2- 195	LIME LAKE	NY	1899-1950	09 AUG 1909		30	21(6)		2
A.2- 315	WESTFORD	VT	1815-	03 OCT 1905		30	21(6)	4	2
A.3- 5	ARAPAHOE AGENCY	WY	1893-1906	12 FEB 1900	29 MAR 1905	32	20	9	5
A.3- 50	GRAYSON	CA	1874-1906	20 AUG 1902		27.5	17		5
A.3- 65	MILLBROOK	NJ	1848-1919	19 AUG 1911		32	21		3
A.3- 83	OLDS	IA	1884-	31 MAY 1908		29	17		3
A.3- 85	PINE	AZ	1884-	21 JAN 1900		29	13		8

NOTES

-
- 1 BACKSTAMP ON RETURNED MAIL
 - 2 USED ON WASHINGTON'S BIRTHDAY COVER
 - 3 BACKSTAMP ON REGISTERED MAIL
 - 4 RECEIVED USAGE
 - 5 POSSIBLE KILLER UNKNOWN AS EXAMPLE IS ON PIECE.
 - 6 "M.O.B." CROSSED OUT
 - 7 EARLIEST KNOWN ON PIECE
 - 8 EARLIEST & LATEST KNOWN ON PIECE
 - 9 LATEST KNOWN ON PIECE



A.1-1058



A.1-1108



A.1-1157



A.1-1189



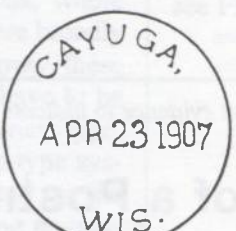
A.1-1204



A.1-1215



A.2-15



A.2-65



A.2-117



A.2-146



A.2-195



A.2-315



A.3-5



A.3-50



A.3-65



A.3-83



A.3-85





Figure 1. This ghostly postmark provides no direct evidence to indicate its point of origin.

The Ghost of a Postmark Past

By Robert Scales

Even Scrooge would be perplexed by this postmark past (Figure 1). The octagonal dial is void of any clue of location such as state or town. Neither the backstamp designation -- Oaklawn, R.I., nor the date -- Feb 23, 1907, solve the mystery. Only two haunting clues offer a glimmer of hope: a Los Angeles, California publisher; and, a Type 2/3 Doane killer tying #300. This same ghost has been seen on postcards with Jan 10th and Feb 12th dates.

Who do you call? A ghost busting postal history collector! The veil is lifted with Figure 2 in which a



Figure 2

single line of type reading "PROSPECT PARK" has been added to our elusive octagon. Further confirmation is provided by the return address. A quick glance at John

Williams' serial reference on California postmarks reveals that the last recorded use of a type 2/3 Doane at Prospect Park was in July 1906, and that the office was converted to a station of the Los Angeles post office on December 31, 1907.

Apparently, during the fall of 1906 the government issue Doane handstamp broke so the postmaster decided to juryrig the device. These ghostly octagons are the result. Apparently, business was brisk enough to support reissue of a new handstamp for by August 8th we see a new four-bar in use (Figure 3). Its use, however, was to be short lived, for within a few months it was replaced by a steel duplex handstamp indicating that Prospect Park was now a station of Los Angeles.

The moral of this story, for those of us who like to catalog postmarks, is that the next time you see a gap, even as brief as 18 months, don't automatically assume that the last recorded postmark was used during those months. The ghost of a postmark past may be lurking in its shadows.



Figure 3

A NEW DOANE TYPE AND SUB-TYPES

UNNEEDED COMPLICATION OR ESSENTIAL INFORMATION?

BY Neil S. Hawk

Before I "join the fray" or more correctly, "start the fray", I want to make one thing clear. The issues raised in this article are not a criticism of either Bill Helbock or *UNITED STATES DOANES*. An editor, any editor, can only redact (prepare for publication) the raw material that state coordinators and others submit.

For the problems that I will mention in this article to be soluble; the state coordinators, aided by interested collectors and dealers, must do the job. I feel strongly that for broad based general or regional Doane collecting (as opposed to State and County collections, where Doanes are often only one component of a more broadly based collection) to continue to prosper and grow, these suggestions, or something very similar will have to be adopted. What follows is a proposal to add a new type, covering the non-standard Doanes, and a sub-type system, to describe the various type faces found on the standard USPOD issue Doanes, to the existing nomenclature used to identify Doane cancels.

Let's deal with the non-standard Doanes first.

NON-STANDARD DOANES

The expanded nomenclature would add an "M" to the existing types: 1, 2 and 3. The "M" represents "mimic" a useful term that is inclusive of both basic types of non-standard Doane cancels. I would further sub-type this M designation as (1) Mi (imitation) a cancel, any number of bars, which has a number or other symbol within its killer bars, but uses no government issue components and (2) Mc (composite) a cancellation using at least one USPOD standard issue Doane component and that has a "number" within the killer bars.

The number is crucial! Without a number, e.g. Doane dial and type B four bar killer (this pairing exists from Jutland, NJ), a cancel may be non-standard, but not a non-standard Doane!

The obvious intent of this proposal is to create a standardized description for non-standard Doanes. These new type designations (Mi and Mc) will facilitate their recording and provide a convenient way of separating them from other Doanes used by the same post office. Space permitting, as many as possible should be illustrated in future editions of *UNITED STATES DOANES*.

SOME SPECIFIC CASES: DRYDEN MAINE

Typical of the problem is the listing for DRYDEN, MAINE, which currently reads

DRYDEN 1/3 (EKU) 12 APR 1904 (LKU) 24 DEC 1924

This post office used at least two different Doanes; one was a type one, the other a non-standard composite that used the type one's killer bars combined with either a type three Doane (3c/3) dial or a type A/1 four bar dial, see Figure 1.

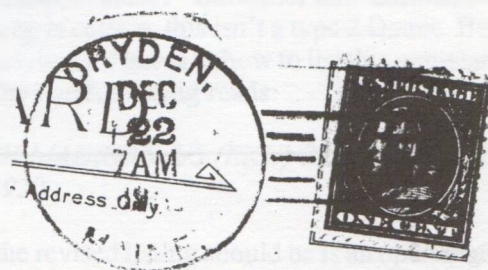


Figure 1

That the illustrated cancellation is not a standard Doane is obvious to anyone who collects Doanes. What is not obvious is its existence, if your sole source of information is the catalog listing. Using the new "M" type and a sub-type system will remedy that deficiency and the Dryden listings would read:

DRYDEN 1/3 (EKU) 12 APR 1904 (LKU)

DRYDEN Mc/3 (EKU) 22 DEC 1911 (LKU) 24 DEC 1924

The space behind the type number "1" is intentional, it is for the sub-type designation when that is determined. The dates listed are known to exist. As a result of this simple change, several interesting questions (at least to me) come to mind. Given the two December uses, thirteen (13) years apart, was this non-standard Doane (Mc/3) an auxiliary cancel only used during the "Christmas rush"? Also, how long was the standard USPOD issue Doane used? is it common or rare? was it an "experimental" or regular issue type one (watch these pages for developments on this last question)? Do any Maine specialists have answers to or opinions on any of these questions?

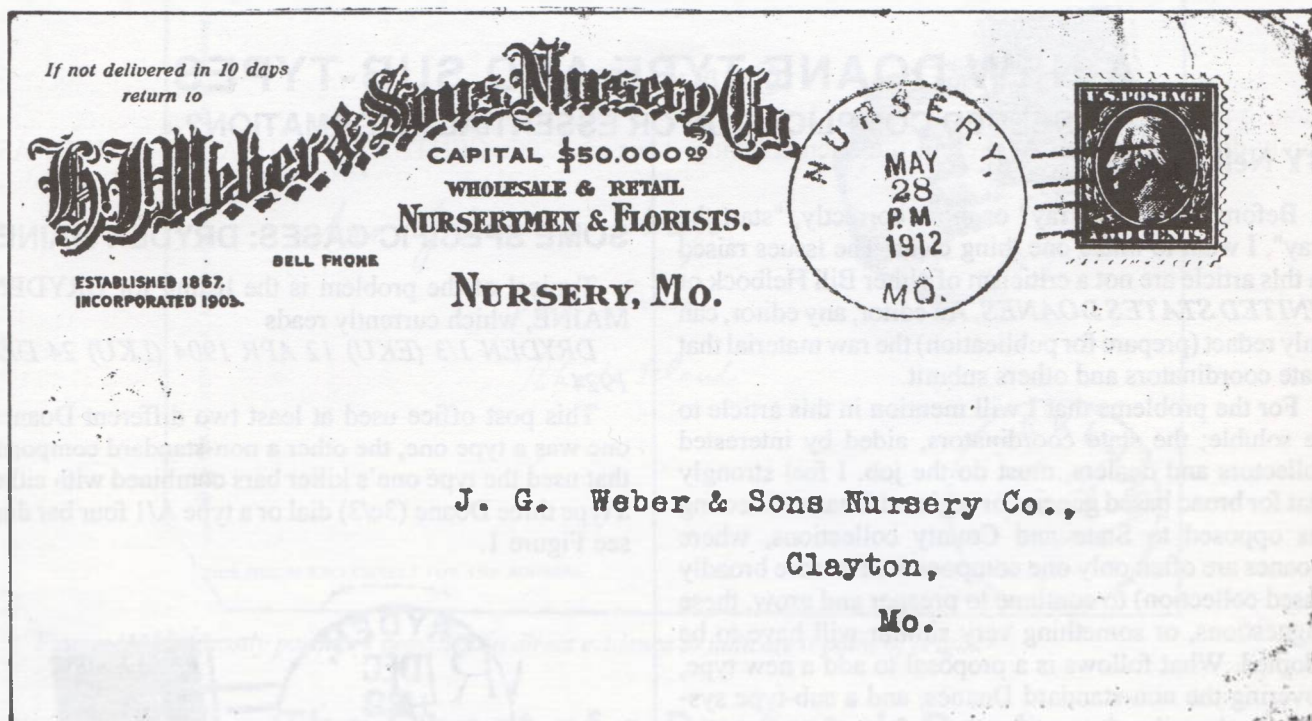


Figure 2

NURSERY MISSOURI

The inconsistent treatment of non-standard Doane mimics is further evidenced by the illustrations following the MISSOURI listings (page 109) which show an obvious type two (2) Doane and a second cancel listed as "DOANE MIMIC", both are from Nursery. Despite the illustrations, this listing reads:

NURSERY 2/1 (EKU) 02 MAR 1905 (LKU) 05 DEC 1912

Adoption of the new nomenclature results in the following entries:

NURSERY 2a/1 (EKU) 02 MAR 1905 (LKU) 31 OCT 1908

NURSERY Mi/1 (EKU) 23 NOV 1909 (LKU) 05 DEC 1912

Ed Note: Bob Schultz, MISSOURI POST OFFICES, shows two periods of operation for NURSERY; 1892-1904 & 1907-1926

Unfortunately, this revised listing does create a disturbing question that further complicates any possible understanding of these cancels. To wit, in *POSTMARKS ON POSTCARDS* (page 77), Bill Helbock mentions that NURSERY did not open until 1907(?). Can any Missouri specialist clarify this conundrum?

VIENNA NEW JERSEY

This is a recent discovery (Figure 3). Among other things, it represents the latest recorded use of any type of Doane cancel in New Jersey. When I first saw it I thought it was a DEPER because of the dial. However, upon closer examination, I realized that this was a non-standard Doane composite made by joining a "REC'D." (with



Figure 3

the REC'D. cut away) cancel to the killer bars of Vienna's type three Doane. Without the new "M" classification, it might have been listed as a new LKU for an entirely different cancel. At present the Vienna listing appears as shown here:

VIENNA 3b/3 (EKU) 12 APR 1906 (LKU) 27 JUN 1921

Adding the non-standard to this listing would have resulted in a six (6) year extension of the LKU date. This would have been incorrect and misleading! With the new classification, Mc/3, the listing is accurate and informative:

VIENNA 3b/3 (EKU) 12 APR 1906 (LKU) 27 Jun 1921

VIENNA Mc/3 (EKU) 22 DEC 1927

Could Vienna Mc/3 also be a "Christmas rush" auxiliary cancel, as I speculated in the case of the Dryden, Maine non-standard?



Figure 4

NORTH MADISON OHIO

Yet another enigma! This cancel seems to be a combination of a DEPER dial and a killer with four (4) very thin bars and a "5" inside the bars (Figure 4). The message on this philatelic "last day of operation(?)" postal card reads, "Dear Sir:/ Will you please have this card postmarked/clearly with your odd(?) hand-cancel, and mail it to me?/I would also like to have your signature on the card,/if convenient. Thank you." It is signed J.D. QUICK or QUIRK, who I assume was the postmaster. The addressee is "William C. Vestal/Box 185/Redlands/California. I don't know if Vestal meant "old" or "odd" when he typed the card, but he certainly got an odd cancel!

First, *UNITED STATES DOANES* lists a type 2/5 for North Madison. Second, the catalog lists an LKU of 14 JUL 1930 for the cancel. Third, Doug DeRoest tells us in "20th CENTURY POSTMARKS ISSUED AS STANDARD EQUIPMENT", *LA POSTA* September 1990, that DEPERs were not introduced until August or September of 1930.

Now the questions: Is this the same cancel as the LKU? if it is, how did the DEPER dial come into use about one (1) month before DEPER distribution began? why cut up a brand new (and attractive) cancel to create a non-standard Doane? if this isn't the same cancel, was that one a type 2 Doane or a non-standard Doane? where did the strange "very thin" killer bars originate? is this a "last day of operation" favor cancel? if it is, why did the USPOD send a new cancel, the DEPER, to a post office that was about to close? "Curiouser and Curiouser!"

One thing is certain, this isn't a type 2 Doane. Beyond that, it is anybody's guess as how to list this non-standard Doane. The current listing reads:

NORTH MADISON 2/5 (EKU) 20 OCT 1911 (LKU) 14 JUL 1930

What the revised listing should be is an open question. One that requires a lot more information (including photocopies) than we have at this time. Time for the Ohio specialists to ride to our collective rescue. Please write.

I find it interesting that none of these examples are from the postal history "boonies." All are from states that have active postal history societies, all have "Post Office/Postal History Guides," two (2), North Dakota and Maine have "scarcity indexes." a third, New Jersey, has a DPO book. Ohio has a Doane book! Despite all this literature, I had no trouble finding these examples, all listed incompletely or incorrectly in *UNITED STATES DOANES* and all common enough to have an example in my collection! Given all of this, some people think it is possible to accurately price Doanes. Now, in 1996?

I could continue, but by now I'm certain that you get the point. I'm also certain that many of you are thinking, who cares? this is too complicated! too technical! too whatever! Now, I could appeal to you as postal historians and "keepers of the flame", etc. But I won't! Instead, I appeal to your latent pecuniary interests, so let's "cut to the chase" and address the unspoken crux of the issue.

VALUE!

"How much is that Doaney in the window?" Postal history has no intrinsic value, except as waste paper or perhaps, shredded into "kitty litter!" Without collector interest, covers are virtually worthless, no matter how rare! Collector interest fuels demand, which is the only arbiter of price (without demand, even condition and rarity become unimportant).

Without comprehensive information, demand usually hovers at near zero! Recently Jim Mehrer told me there are now about a dozen Doane specialists who collect the entire country. Only three years ago, Bill Helbock told me there were three! What happened in the intervening years? *UNITED STATES DOANES* was published! Can you name any important collectible that lacks a comprehensive, accurate and "in print" body of literature? 45 rpm records, comic books, pulp magazines and Barbi dolls are covered in greater depth than Doane cancels. We already possess a basic reference, now we need to build on that foundation.

THE NEED TO LIST ALL NON-STANDARD DOANES

Value aside, collecting is more enjoyable with good information. Even something as simple as mounting a collection is difficult without knowledge of what exists or doesn't exist. Exhibiting is almost impossible without in-depth knowledge and an understanding of your subject. How will a judge be able to evaluate what he or she is looking at?

Earlier, I gave some examples of unlisted non-standard Doanes. I showed how listing them highlighted information, that was otherwise lost or at least obscured when these cancels are "lumped together" with other Doanes. How would you answer these questions, if you didn't even suspect that they could be asked, is the Dryden non-standard a common Doane used on Christmas cards? when did Nursery Missouri's post office open? did Vienna New Jersey use its non-standard Doane only at Christmas? did North Madison Ohio ever have a standard type 2 Doane? From a personal (and pecuniary) point of view, is that neat non-standard Doane in your own collection a rare and short term contrivance or a common, long term auxiliary cancel? Is it worth \$2.00 or \$25.00? Without a separate designation, no one can tell! Even a SWAG (sophisticated wild ass guess) is problematic! The new "M" designation will eliminate the guesswork. Now, to really get your blood boiling, let's discuss sub-types.

DOANE SUB-TYPES, A NECESSARY EVIL!

In the September 1991 issue of *LA POSTA*, Charles Boubelik, in "WYOMING DOANES", presented a system of sub-types based on the various alphabets (type faces) that can be found on these cancels. I do not know if this was a first presentation of an original idea or if it represented a distillation of an earlier idea.

I do know that when *UNITED STATES DOANES* was published in January of 1994, this sub-type system had not been adopted. This is not surprising since the need for this system was not apparent at that time. Only Steins, NM was reported using two different Doanes of the same type with the same killer bar number, a phenomenon which I refer to as "same type, same number." The only similar use was from Masonville NJ, which used two (2) type three Doanes (different killer bar spans).

If, of the 15,223 Doanes listed in *UNITED STATES DOANES*, only these two post offices used "same type, same number" Doanes; the use of any "sub-type system" would be unwarranted. While discussing this with Bill Helbock, he pointed this out to me; and I agreed. The use of a sub-type system such as that presented in 1991 would be an unnecessary complication of the Doane listings. Footnotes handle the "rare" enigma very nicely, thank you! Until recently this was apparently the case, but is it still the case? I don't think so!

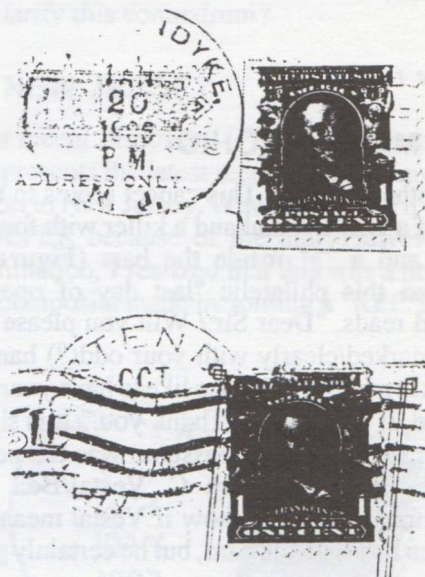


Figure 5

Every state coordinator is familiar with the following scenario: post cards and letters received (all too infrequently) listing new post offices, types, EKU/LKUs and other data, e.g. ANYTOWN, 3/1, 10/12/08 New LKU; SMALLVILLE, 2/4, 03/05/04 New EKU; HAMLET, 1/3, 02/04/07 NEW POST OFFICE, etc. I receive much the same type of information everyday (I wish). Then something happened!

WORTENDYKE NEW JERSEY TYPES 2a/3 & 2b/3

The first discovery, Wortendyke's use of both a type 2a/3 and a type 2b/3 Doane, see Figure 5 of New Jersey's Doane sub-types, was completely fortuitous. For over a year, I had been exchanging lists of New Jersey Doanes with Gary Anderson, all of the lists contained Wortendyke, type 2/3. Neither of us ever considered the possibility that we might be reporting information on different cancels. There was no reason to suspect this. Given the "shorthand" presently used to describe Doanes, there never will be a reason. Anyway, a type 2/3 Doane is a type 2/3 Doane, plain vanilla at its plainest! Until, that is, we exchanged photocopies of duplicates.

In August, 1994, I was checking those photocopies when I realized that the Wortendyke that I was looking at (photocopy) was different from the one in my collection. Gary's "duplicate" had Romanesque lettering (type 2a/3) and mine was the Small Gothic lettering (type 2b/3), see illustration. When I received the "new" Wortendyke, I could determine that it was (1) not a non-standard, i.e. mimic or composite, Doane and (2) the killer bar number was a three.

In other words, it is a common unremarkable type 2 Doane similar in style to thousands of other Doanes distributed by the USPOD between September 28, 1903 and June 27, 1905. The other Wortendyke Doane is equally unremarkable, again it is a common type 2 Doane. Only when viewed together do they gain any significance.

WORTENDYKE 2a/3 (EKU) 11 OCT 1906 (LKU)
WORTENDYKE 2b/3 (EKU) 17 APR 1905 (LKU)
20 JAN 1906

So far, only one Wortendyke sub-type 2a has been recorded, while sub-type 2b is more frequently encountered. However, this is the first time that the existence of these two sub-types has been publicized. If you have a Wortendyke sub-type 2a Doane in your collection, I would appreciate a photocopy.



Figure 6. Masonville with "phantom" hollow bars. Note downstrokes that close bars. This is not a feature of Type 2 hollow bars.

MASONVILLE NEW JERSEY "HOLLOW BARS" AND OTHER ERRATA

The second instance of a New Jersey post office using "same type, same number" Doanes is more confused. Masonville is reported using two (2) type 3 Doanes in *UNITED STATES DOANES*. Accompanying notes indicate that different killer bar spans exist, one measuring 12mm, the other 13.5mm.

In the September 1994 issue of *UNITED STATES DOANES*, I "delisted" these notes since my personal experience is that rubber handstamps are very difficult to measure accurately because of (1) distortion caused by the angle of the strike (2) over inking (3) swelling caused by climatic and/or chemical changes and (4) the possibility of two people obtaining different measurements, given the problems caused by clear plastic overlays (parallactic distortion) and differing measuring techniques, is high.

In the March 1994 issue of *UNITED STATES DOANES*, Randy Stehle reported and illustrated two non-standard New Jersey Doanes including one from Masonville. This cancellation appeared to be a composite created by using a type 3 dial with type 2 (hollow) killer bars. I included this cancel in the revised New Jersey Doane list, since it seemed to account for the killer bar span differences reported in *UNITED STATES DOANES*. I inferred the existence of a type two Doane since the then listed EKU of 26 MAR 1905 (too early for type three) implies the existence of a type two Doane.

However, I was incorrect when I "delisted" the notes in the catalog and listed the non-standard Masonville. That cancellation does not exist! The 1905 EKU was a misread! Masonville never had a type 2 Doane, the only source of "hollow" killer bars!



Figure 7

Gary Anderson sent copies of his Masonville Doanes. Gary owns the marking that was the genesis of the "non-standard" mimic that Randy reported. This cancel is a backstamp and shows a phantom hollow killer bar, line 2 after the killer bar number, no other killer bar that suggests "hollow" killer bars is present.

Steve Perilstein has also sent a copy of this Masonville Doane. While the killer bars "run off" his example, there is no suggestion of "hollow" killer bars.

I own three examples, including two (2) VF strikes. Unlike the other examples, all three are complete. The clearest shows no evidence of hollow bars. Of the others, only one shows any evidence of the phantom hollow bars and that was caused by the strike. However, further proof, if any is needed (that these bars are not "hollow") is the presence of vertical downstrokes that "close" the end of these bars; feature is not found on any of the true, type 2, hollow bars.

To summarize, all known Masonville Doane cancellations were made by standard USPOD issued devices! There is no Masonville non-standard Doane mimic! There is no type two Doane from, Masonville! There are two different and easily identifiable type three Doanes from Masonville!

MASONVILLE NEW JERSEY 3b/3 WS & 3b/3 NS

Both Masonville Doanes are the common type 3b/3 Doane. Because of this, even the sub-type designations are insufficient to differentiate between these cancels. However, they are easy to tell apart, without measuring killer bars, since the spacing of the letters is sufficiently

different to cause "MASONVILLE" to occupy 175: of arc, with the "E," even with the second killer bar on one device, while "MASONVILLE" occupies slightly more than 200: of arc with the "E," even with the third killer bar on the other.

It is this second device that was erroneously reported to be a non-standard cancel. It has 12mm killer bars and the "E," is even with the third killer bar. The cancel that has the "E," at the second killer bar has 13.5m killer bars.

Therefore, the killer bar spans mentioned in the "notes" that accompany the New Jersey list in UNITED STATES DOANES are correct. Nevertheless, an easier method (visually easier to recognize, not to describe verbally) of identification uses the position of the "E," relative to the killer bars, see illustration. I have added the designations, "WS" (wide spacing) and "NS" (narrow spacing) to the 3b/3 designations for Masonville.

MASONVILLE 3b/3 WS (EKU) 10 FEB 1908 (LKU)
08 APR 1913

MASONVILLE 3b/3 NS (EKU) 13 APR 1906 (LKU)
17 NOV 1906

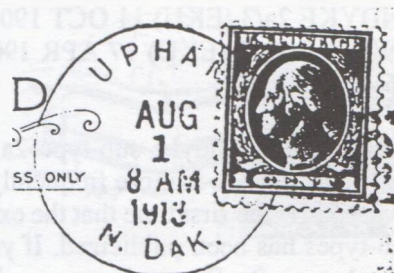
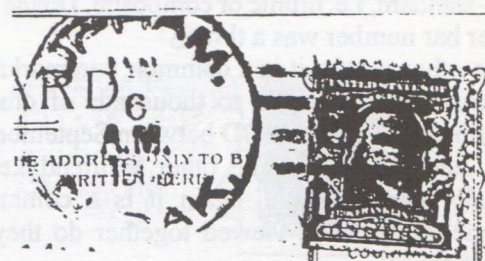
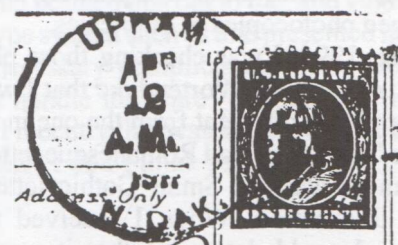


Figure 8

STEINS NEW MEXICO

This is listed in the footnotes to the New Mexico section of *UNITED STATES DOANES*. I do not own an example of either of these Doanes. However, if the "footnotes" are correct, they are a 3a/2 and either a 3b/2 or 3c/2, depending on the style of the lettering. Assuming the far more common, 3b, the listing would read:

STEINS 3a/2 (EKU) 07 NOV 1906 (LKU) 18 JUL 1910

STEINS 3b/2 (EKU) 25 FEB 1906 (LKU) 20 APR 1906

UPHAM NORTH DAKOTA

Several conflicts exist here. I have photocopies of four Doanes from this post office, including three (3) different (Figure 8). From these copies it seems that the killer bar number is "8", rather than the recorded "3". Has anyone checked the *NATIONAL REGISTER* to determine the PM compensation in 1905? Another problem is a "misread" of the EKU date. These are common mistakes and not a primary concern now.

The primary concern here is proper type identification. Of the three different Doanes that seem to exist, one is definitely a non-standard Doane composite, my Mc/8. The other two are a 3a/8 and what is either a 3c/8 or a type A/1 Four Bar (see *LA POSTA* September 1990, "20th CENTURY POSTMARKS ISSUED AS STANDARD EQUIPMENT" by Doug DeRoest for a discussion of four bars). My photocopy strongly suggests a Doane 3c/8, but I'm not certain. If this is true, the Upham listing would read:

UPHAM 3a/8 (EKU) 28 FEB 1907 (LKU) 06 JAN 1908

UPHAM 3c/8 (EKU) 12 APR 1911

UPHAM Mi/8 (EKU) 01 AUG 1913 (LKU) 17 NOV 1914

OTHER "SAME TYPE, SAME NUMBER" POST OFFICES

Unfortunately, all I have are rumors and hearsay vis-a-vis, "same type, same number" uses in other states. These include in no particular order; Maine, Texas, California, Minnesota and Colorado. Does anyone have information about these or any other state? Write to me with as much corroboration as possible, thanks.

THE NEED FOR STANDARDIZED SUB-TYPE REPORTING AND LISTING OF DOANES

Given the method we now employ to describe Doanes, e.g. type 1/5, type 2/7, type 3/1, etc., there is no reason to suspect that two completely different type faces (lettering) or spacing may exist on otherwise identical types. This apparent lack of need is the reason that a system of Doane sub-types was never adopted on a wide scale basis. It seemed to be of limited use, ergo its adoption was viewed as problematic.

Nevertheless, because of the Wortendyke and Masonville discoveries, it has been necessary to adapt Boube-lik's sub-type system for use with the New Jersey Doane list. I believe that the time has come for all state lists to be carefully rechecked to determine if this "same type, same number" phenomenon is more wide spread. Even if no other examples are found, future reports should be accompanied by photocopies and state coordinators should adopt this sub-type system to avoid missing post offices that may have used "same type, same number" Doanes. Without a descriptive sub-type system in use, the discovery of "same type, same number" Doanes will continue to require "dumb luck."

There is no reason to think that distribution to New Jersey post offices was atypical of the normal USPOD distribution of Doane handstamps. If this is the case, the use of multiple "same-type, same number" devices is probably a fairly common occurrence, not a phenomena. How could this have happened?

Here is some speculation about the "how and why of a post office receiving "same type, same number" Doanes. First, it seems obvious that it was due either to clerical error or impatience. A list of the "usual suspects" would include: the local postmaster (tired of waiting several weeks (?) for replacement equipment, he reorders), a clerk at the USPOD supply division in Washington, DC (two possible scenarios (1) returning from lunch processes the requisite forms a second time (2) becomes tired, distracted or careless), a clerk at the USPOD contractor (same scenario as the USPOD clerk). Can anyone shed any light on this? does anyone have another theory about-the cause of these interesting anomalies?

No matter how it happened, the examples given earlier exist. We cannot ignore their existence. Even if occurring no more frequently than already recorded, over 150, otherwise unrecognizable on lists or in catalogs, Doanes exist. This is too many to ignore and, most likely, far fewer than exist!



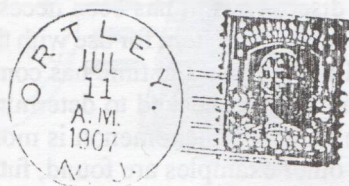
TYPE 1a
SMALL GOTHIC



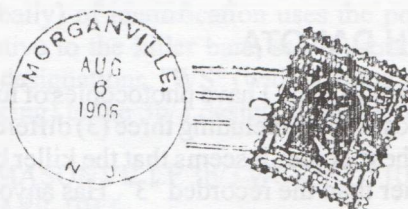
TYPE 1b
ROMANESQUE



TYPE 1c
ELONGATED GOTHIC



TYPE 2a
ROMANESQUE



TYPE 2b
SMALL GOTHIC



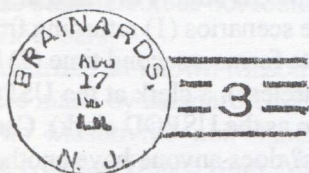
TYPE 3a
ELONGATED GOTHIC



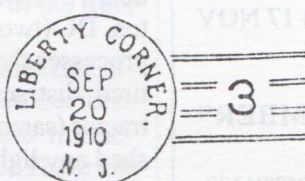
TYPE 3b
BROAD GOTHIC



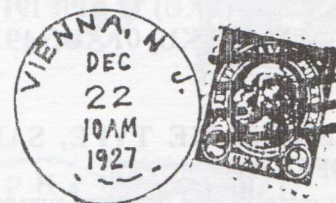
TYPE 3c
REGULAR GOTHIC



TYPE 3d
SMALL DIAL/BROAD GOTHIC



TYPE Mc
LIBERTY CORNER MIMIC



TYPE Mc
VIENNA MIMIC

ILLUSTRATIONS ARE 80% OF ORIGINAL SIZE. THIS SUB-TYPE SYSTEM HAS BEEN ADAPTED FROM A SYSTEM PRESENTED BY CHARLES BOUBELIK IN "WYOMING DOANES."

Plate 1. NEW JERSEY DOANE SUB-TYPES. New Jersey Doanes exist in nine (9) sub-types. Two (2) Doane "mimics" also exist.

SUMMARY

From correspondence and conversations with other state coordinators, I believe that the listing of new post offices, especially in the states that were under represented in the first edition of *UNITED STATES DOANES* is progressing. I have been able to report several hundred myself and I hope that others are making new information available too.

I believe that a few state coordinators have reviewed their listings to eliminate the mistaken sightings (swollen type twos being mistaken as type threes and four bars being reported erroneously) that were on their lists. The improved listings will be very useful when our final step, determining value, is undertaken.

However, we will not be ready to take that step until we list all of the many non-standard Doanes. The adoption of the new type designation "M" makes this a simple process and the results will be unambiguous. The "sample" listings of Dryden Maine, Nursery Missouri and Vienna New Jersey are sufficient to prove my point.

The penultimate step will come with the realization that important sub-types are out there waiting to be discovered. However, they are currently unseen and unsuspected, because the existing nomenclature, i.e. 1/2, 2/3 and 3/4, does not deliver this information or even alert a collector that variations may exist. The sub-type designations will allow a collector to visualize exactly what another collector or dealer is listing and, in turn, communicate without confusion or ambiguity what Doane they are "talking" about.

I am sure that forty years ago, when Edith Doane started to list these cancels; a Doane could be identified without a type number. Merely noting that a handstamp existed from a post office, with a number in the killer bars, was probably enough to convey the needed information.

In fact, this is still the case with the majority of post offices. In over 90% of the listings, even the simple type designations, e.g. 1/2, 2/3, 3/4, etc., are superfluous. Most post offices only used one (1) Doane cancel! So why do we complicate the listings with those numbers?

The probable reason is, as the number of reported Doanes increased, it became obvious that different basic types existed. These multiple types required a system to convey that information. Now we need to expand that system!

Adoption of the sub-type system now, well in advance of the publication of any second edition of *UNITED STATES DOANES*, will allow the system to mature and become entrenched. The improved accuracy will attract new collectors. This will enhance the value of our collections and bring increased prestige to our specialty.

That should lead to a point that most of us want to reach, a priced Doane catalog. We should target 2003, the one-hundredth anniversary of the first Doanes, as a possible publication date for a third, PRICED edition of *UNITED STATES DOANES*! All of the foregoing notwithstanding, these goals will never be achieved unless we take the necessary steps NOW! Think about it!

FINIS

I want to thank Charles Boubelik for bringing his article "WYOMING DOANES" to my attention and providing copies of the Upham Doanes. I also want to thank Gary Anderson and Steve Perilstein for providing photocopies of Doanes in their collections. All opinions stated in this article are mine, as are any factual mistakes (not the typos!). Your comments, both pro and con, are invited. Please send them to: Neil S. Hawk, Princeton Arms, North I-18, Cranbury, NJ 08512.

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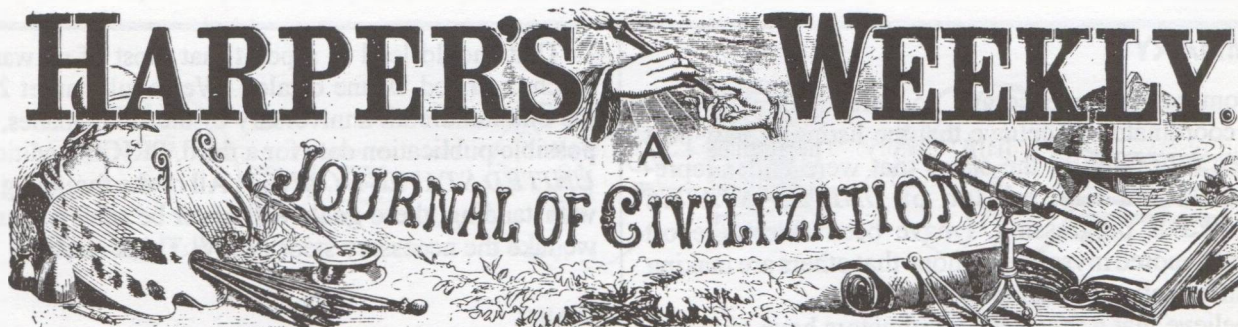
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Vol. II.—No. 102.]

NEW YORK, SATURDAY, DECEMBER 11, 1858.

[PRICE FIVE CENTS.]

THE BUTTERFIELD OVERLAND MAIL TO CALIFORNIA

We in New York, who have railroad, steamboat, and telegraphic communication north, south, east, and west, and who have had but recently the belief that our almost daily arrivals of steamers from Europe were to be supplanted in importance by immediate electrical communication with all parts of the Old World, can but faintly estimate the enthusiasm with which the arrival of the first overland mails from St. Louis were received in San Francisco, and indeed throughout all California. The people of California had been accustomed to receive with grateful joy, for years, the semi-monthly mails of the steamers; and when they found that, instead of twice a month, their new mails were to come twice a week - that the great overland mail which had for years been talked about was not a myth, but a decided reality - they evinced an enthusiastic joy which it would hardly have been reasonable to expect of us in New York. They are, as it were, but a colony of the East - just as the London *Times* tried to show we were but colonies of the Old World, and therefore had so much powder to spare on the cable.

But the great overland mail is a fixed fact; and as such, we propose to enlighten some of our readers concerning it. This is necessary, because, in spite of the many scientific publications which have been made with regard to it, many people have no idea whether it goes by the South Pass or not; when the fact is, its most southern point is full six hundred miles below the South Pass. This popular desire for information can only be met - and met properly - by a brief but comprehensive description of the whole route, showing at a glance its advantages and disadvantages, what it is doing, which way it goes, and all about it, in a very few words.

The "Butterfield Overland Mail" was authorized, at a late hour of the session, by the Congress of 1857, which provided for a compensation of six hundred thousand dollars per annum for a term

of six years. The route was expressly set forth in the Act to be such "as the contractors may select;" and as Congress could not agree over the matter, it was passed in this shape to the hands of Postmaster-General Aaron V. Brown to award the contract. Messrs. John Butterfield, William D. Dinsmore, William G. Fargo, J. V. P. Gardner, M. I. Kinyon, Alexander Holland, and Hamilton Spencer - most of them well-known in New York - were the successful bidders; but, strange to say, instead of being allowed to select their own route, they were compelled to adopt one which made their road a semicircle, and took them nearly four degrees further south than they wished to go, and than there was any need of going - and thereby hangs a tale. The contract was signed on the 16th of September, 1857, and on the 16th of September, 1858 stages started simultaneously from St. Louis to San Francisco, and have continued running ever since semi-weekly, making their passages nearly always inside the contract time, which is twenty-five days between the two points.

The mail is exclusively a letter mail, and the only papers carried are by the courtesy of the Overland Mail Company, which we should have said before is a stock company formed by the contractors, who being mainly the principal managers of several of our largest express companies, will doubtless soon have an express for light packages running as rapidly as the mail.

The route, starting from St. Louis, is 160 miles on the Pacific Railroad; thence through Western Missouri, a pretty-thickly settled part of the State, to Springfield, in Greene County; thence over the line into Arkansas, touching at Fayetteville, in Washington County, and over the Ozark Mountains to Van Buren, in Walker County, on the Arkansas River, opposite Fort Smith, where it meets the mail from Memphis, Tennessee; and both mails proceed thence on a common line to San Francisco. We have now been traveling 468 miles through a comparatively well-settled country, where the stations are about ten or fifteen miles apart, at farmhouses,

and some comfort may be seen. In the depth of winter there may be a little trouble from snow, but very little. At Fort Smith we ford the Arkansas River, and take a short cut through the Choctaw nation reserve, in the Indian Territory. The Indians are very friendly. Crossing the Red River at Colbert's Ferry, the route leads through the almost undiversified prairies of Texas, through Sherman, Gainesville, Phantom Hill, and Fort Belknap to Fort Chadbourne, on a branch of the Little Colorado, in Texas, a distance of about 487 miles from Fort Smith, with no settlements after leaving Sherman. There is, however, little danger here, as the Indians are seldom troublesome - or, in fact, in the vicinity in any formidable numbers. At Chadbourne the wild part of the route may be said to have commenced; for, after a ride of about eighty miles to the source of the Concho River, another tributary of the Little Colorado, the edge of the great staked plain is reached, where for seventy-five miles there is no water. The Comanche Indians are sometimes troublesome between the Little Colorado and El Paso all along here, but none have disturbed the Mail company yet. The route leads up the level banks of the Pecos River, through the rough Guadalupe Pass, and then across rolling table-lands to El Paso, on the Rio Grande; passing on the route the celebrated Corundas Tanks, Huecco Tanks, Sierra Altes mountain, and other objects of note; stations being rather long as there are no inhabitants but the employees of the Company from Chadbourne to Franklin, a distance of 414 miles - not a house or a settlement - and little else but prairies and jagged mountains, Indians and game. From El Paso, or the American town on this side of the Rio Grande River called Franklin, the route proceeds up the Rio Grande; and, after fording it, through the Messilla Valley and the lower part of the new Territory of Arizona; the Gadsen purchase to Tucson, the first settlement of any consequence from El Paso - except, perhaps, Messilla - a distance of 334 miles from that point, over rough hills, mountains, and plains, and through a "Doubtful" Pass. The Apache Indians frequent this locality, but we have not as yet heard of their committing any overt act. From Tucson through some pretty rough passes, the route leads directly through the Pimas Indian villages on the Gila River; and after crossing a bend from the Maricopas wells, through a forty-mile desert, strikes the Gila again, and follows it nearly to its junction with the Colorado of the West, which is crossed a short distance below, at Arizona City, which consists of a few mud houses. The most direct rout thence is taken to Los Angeles, crossing sixty miles of heavy sandy desert - about

thirty miles of which are in lower California - and entering upper California by a series of most lovely valleys, whose fertile lands and myriads of cattle astonish the beholder. Los Angeles is celebrated for its delicious fruit - especially grapes, from which the most luscious wines are made. Fort Tejon, in the Sierra Nevada mountains, is but ninety-four miles distant and lies directly in the route. It is 654 miles from Tucson, a distance which, until the last two hundred miles, has few charms for the botanist, and many for the geologist and mineralogist. From Fort Tejon to San Francisco the route is pretty well settled - a distance of 373 miles. Indeed, when within five or six hundred miles of San Francisco the scenes seem to change as if by magic, and the cheerless deserts and mountain passes are gladly resigned for the green valleys.

Such is the route at a birds-eye view. The whole distance to San Francisco is 2729½ miles, which was traveled by the first mail stage-coach according to the correspondent of the Herald (the only passenger) in half an hour less than twenty-four days. The Western mail made the distance in an hour or two less time; but the trips have since been made in shorter time, and there seems to be no doubt in the minds of some that, with the loss of a few horses by overdriving, the distance could be made in twenty days. Should this be done, the West and Northwest might actually have an advantage over New York in the transmission of mail matter to California.

But there seems to be no probability of this yet. The Company will not, doubtless, run their stock to death when they don't get any extra pay for it. Then there is another consideration - the junction of at Fort Smith don't work well. The great Western, Northwestern and Eastern mails are obliged to wait twenty-four, and sometimes thirty-six, hours for the comparatively small Southern mail. This often occasions the anticipation of the whole mail by the steamer's news when a steamer from New York is preceded but two or three days by an overland mail from St. Louis. This must be remedied in some way, as the passengers begin to complain.

There are accommodations for six passengers in each stage; and thus far the stages have run pretty full - those from San Francisco especially. The Company is rapidly establishing stations for eating. As the wagons travel night and day, sleeping must be provided for in them, though generally after the first few days it takes care of itself. Tired nature regulates that matter; and after a man has crossed the plains a few times he gets accustomed to both rough eating and sleeping. If the passenger travel should be found to pay, we may, before long, see a train of spring

wagons following each mail. Even at this early day parties have been organized for crossing on the Company's route, carrying their own food, and relying upon the Company's stations for foddering their animals on any thing beyond grass, of which there is plenty all the year round on a large portion of the route. There is no doubt that emigrants across the plains will now have a more certain guide, and that as the whitened bones by the road-side at present disappear, their places will not be completely refilled.

The necessity for military protection of this route through the dangerous Indian countries and rough mountain passes has been thoroughly demonstrated, and needs no indorsement here. But without going into the very broad question whether the route is good or bad - without discussing the point whether it is designed to establish a Southern Pacific railroad on the line - without questioning the purely disinterested motives of the Postmaster-General and the President in placing the line where it is - it may be observed that through military protection is as requisite as the mail-bags themselves. It will build up towns along the line, strengthen the force itself, check the Indians more thoroughly, and, in short, be a source of benefit all around the board.

It has been suggested - nay, broadly asserted - that this route never ought to have been run so far south - that it is illegally placed where it is - that a route three or four degrees north would be better and cheaper - and that the experience of scientific, as well as practical, men demonstrates these facts. Undoubtedly, if there is the slightest atom of truth in all these charges, it should be sifted out; and perhaps that task may form the subject of another article in this paper. All we can say now is, that we merely have given as fair a record as possible; and there can be no doubt that any route is better than none. The people of California have thought so for years; and could the enthusiasm which greeted the arrival of the

first mails at San Francisco have been witnessed by our apathetic New Yorkers, who lazily read their "five days later news from California, by the Overland Mail," they would learn to appreciate this truly great enterprise.

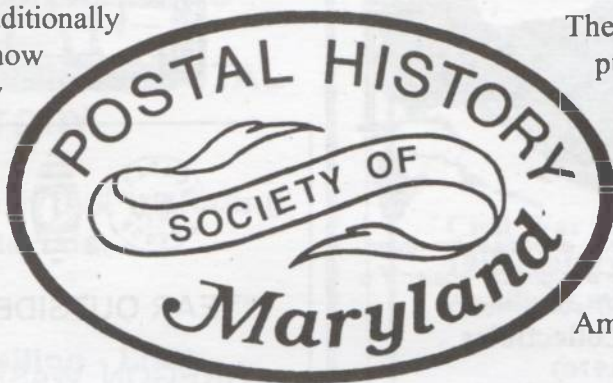
Doubtless there will be many travelers over the route from among those who love adventure, and take sufficient interest in the wild beauties of nature to risk a little for the enjoyment of them. To these men this route will afford a rich treat. Almost every foot of it presents some curious feature to the intelligent mind, and the dullest could not pass over it without interest. The grandeur of the mountain scenery, the broad western rivers, the boundless prairies dotted with game, and even the deserts, some of which present the most surprising curiosities in the way of animals and vegetables; the novelty of the mode of travel; the rough Western life, and all the concomitant of a journey like this for over twenty-seven hundred miles across the country, must make it one of unflagging interest to a mind of any activity. It may soon be fashionable, instead of detailing the difficulties of ascending Mont Blanc or the Alps, to relate the experience of riding on the overland mail route. Certainly, to Americans, the one record should be far more interesting than the other.

That the present route will be permanent for some purpose seems evident from the fact that, in addition to the \$3,600,000 for the six years' service, the contractors are entitled to locate three hundred and twenty acres of public land, not nearer than ten miles from each other, for the purposes of stations (mineral lands excepted). So unless Congress changes the route speedily, the contractors will have so established it as to make its removal expensive. As it is, whatever objections to the route can be made, we are glad to see it working so regularly, and to see this first step taken toward a Pacific railroad.

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It's quite likely these two cats know something Professor P.H. should be aware of by now....



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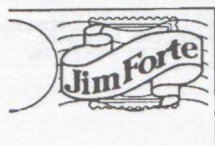
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W003 ALDER, 1918, FINE 4-bar on PPC (Skagit 1912-21). Est. \$20.00
W004 ALSTOWN, 1920, VG purple 4-bar on PPC w/flattened UR corner crease (Douglas 1913-34). Est. \$12.00
W005 ARCADIA, 1907, VG Doane 2/1 as rec'd mark on PPC (Mason 74/18). Est. \$10.00
W006 ARDEN, 1906, G+ Doane 2/1 on PPC (Stevens 90/14). Est. \$20.00
W007 ARGYLE, 1909, VG cds & target on PPC (San Juan 88-12). Est. \$12.00
W008 ARLETTA, 1916, VG 4-bar on PPC (Pierce 93-27). Est. \$15.00
W009 AVON, 1897, VG cds on cover w/target tied 2c red. Enclosure (Skagit 83-08). Est. \$30.00
W010 BADGER, 1912, VG 4-bar on official POD form re- Money Orders (Benton 1912-17). Est. \$20.00
W011 BAKER, 1907, VG Doane 3/2 on PPC (Skagit 92-10). Est. \$15.00
W012 BALLARD, 1903, G+ duplex ties 2c red on cover (King 89-08). Est. \$10.00
W013 BALLOU, 1910, VG 4-bar on PPC (Mason 94-26). Est. \$15.00
W014 BARNESTON, 1917, G+ 4-bar on PPC (King 1901-24). Est. \$12.00
W015 BAY CITY, 1914, G+ 4-bar on 2c red entire w/printed AMERICAN PACIFIC WHALING CO. cc (Grays Hbr. 1911-20). Est. \$15.00
W016 BAYNE, 1911, G+ 4-bar on PPC (King 1908-24). Est. \$15.00
W017 BEE, 1908, G (light) Doane 2/7 on PPC w/small flattened crease (Pierce 95-19). Est. \$10.00
W018 BENSTON, 1905, VG Doane 2/1 ties 2c red on cover w/small UR corner nibble (Pierce 92-18). Est. \$10.00
W019 BERLIN, 1909, G+ Doane 3/3 on PPC (King 1900-18). Est. \$10.00
W020 BIG FOUR, 1924, VG 4-bar on PPC (Snohomish 1922-34). Est. \$10.00
W021 BIRDSVIEW, 1917, VG 4-bar on PPC (Skagit 81-34). Est. \$10.00
W022 BIRMINGHAM, 1916, G+ (light) 4-bar on PPC (Snohomish 1910-23). Est. \$10.00
W023 BLACK RIVER, 1903, G+ cds & target on cover (King 91-09). Est. \$12.00
W024 BLANCHARD, 1903, FINE cds & target on 2c red entire (Pierce 94-13). Est. \$20.00
W025 BLOCKHOUSE, 1908, VG cds & target on PPC (Klickitat 72-30). Est. \$15.00
W026 BLY, 1902, VG cds & target tied 2c red on OREGON RAILROAD & NAVIGATION Co. cover opened a bit unevenly along left edge (Asotin 96-20). Est. \$15.00
W027 BLYN, 1908, VG Doane 2/1 on PPC (Clallam 1890-1909). Est. \$20.00
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W039 BUTLER, 1890, FINE cds on cover (Kitsap 1890-1893). Est. \$100.00
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W042 CAMP TALBOT, 1932, VG purple 4-bar on signed LDC (Jefferson 1927-32). Est. \$12.00
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W050 CHARD, 1901, G+ cds as backstamp rec'd mark on GPC (Garfield 87-11). Est. \$12.00
W051 CHARLESTON, 1901, VG duplex ties 2c red on cover (Kitsap 91-28). Est. \$15.00
W052 CHENOWETH, 1897, VG cds & target on 2c green entire (Skamania 81-28). Est. \$20.00
W053 CHICO, 1890, G+ cds & target ties 2c red on cover (Kitsap 89-24). Est. \$20.00
W054 CHRISTOPHER, 1908, G+ 4-bar on PPC (King 87-17). Est. \$12.00
W055 CLALLAM, 1902, G+ cds & target on cover (Clallam 94-11). Est. \$20.00
W056 CLAUQUATO, 1898, VG cds & target ties two 5c Grant on registered cover. (Lewis 1858-1903). Est. \$75.00
W057 CLARK, 1908, VG 4-bar on lightly toned PPC (Lincoln 92-24). Est. \$12.00
W058 CLAY CITY, 1912, VG purple 4-bar as rec'd mark on PPC (Pierce 1908-220). Est. \$10.00
W059 CLEARBROOK, 1909, G+ (a bit doubled) 4-bar on PPC (Whatcom 88-18). Est. \$15.00
W060 CLEVELAND, 1908, G+ duplex on PPC w/minor flattened crease (Klickitat 81-15). Est. \$15.00
W061 CLOVERLAND, 1908, G+ cds & target on PPC (Asotin 1903-42). Est. \$10.00
W062 CLYDE, 1893, G+ cds & target on 2c green entire (Walla Walla 91-34). Est. \$15.00
W063 COLUMBIA CITY, 1901, VG duplex ties 2c red on cover (King 91-02). Est. \$30.00
W064 COLUMBUS, 1908, VG 4-bar on PPC (Klickitat 72-22). Est. \$10.00
W065 CONCORD, 1899, VG cds as backstamp rec'd. mark on cover (Asotin 1897-1900). Est. \$30.00
W066 CONNIE, 1900, VG cds & target on GPC (Grays Hbr. 1892-1908). Est. \$50.00
W067 COVELLO, 1909, G+ 4-bar on PPC (Columbia 83-18). Est. \$12.00
W068 COWLITZ, 1893, VG cds & target on 2c Columbian entire w/small repair @ upper left corner (Lewis 54/08). Est. \$50.00
W069 COYLE, 1914, VG 4-bar on PPC (Jefferson 1908-28). Est. \$12.00
W070 CROMWELL, 1931, VG 4-bar on signed LDC (Pierce 1903-31). Est. \$12.00
W071 CROSBY, 1915, FINE 4-bar on PPC (Kitsap 91/18). Est. \$15.00
W072 CRYSTAL FALLS, 1910, FINE 4-bar on PPC (Stevens 1909-13). Est. \$75.00
W073 DAHLIA, 1928, VG 4-bar on UX27 w/small file hole (Wahkiakum 1910-26). Est. \$15.00
W074 DAMON, 1894, VG cds on 2c green entire (Grays Hbr. 81-10). Est. \$50.00
W075 DANIELS, 1912, VG (very light overstrike) 4-bar ties 1c green on PPC (Adams 1907-12). Est. \$75.00
W076 DELRIO, 1909, VG 4-bar on GPC (Douglas 1904-43). Est. \$12.00
W077 DELTA, W.T., circa 1887, mss. ties #65 on -over to Corvallis, Oregon (Walla Walla 1887-1871). Est. \$300.00
W078 DETROIT, 1912, FINE 4-bar on PPC (Mason 94-22). Est. \$15.00
W079 DEWATTO, 1903, VG cds & target on 2c red entire w/small closed tear in upper left corner (Mason 85-28). Est. \$15.00
W080 DEWEY, 1911, G+ 4-bar on PPC (Skagit 98-18). Est. \$12.00
W081 DODD, 1908, G+ cds & target on PPC (Asotin 88-11). Est. \$20.00
W082 DOWNS, 1905, G (light) Doane 2/1 ties 2c red on cover (Lincoln 1902-30). Est. \$10.00
W083 DRYAD, 1896, G+ cds & cut cork on GPC (Lewis 92-57). Est. \$12.00
W084 DUNGENESS, 1904, VG cds & cork on 2c red entire w/printed Dungeness Trading Co. cc. (Clallam 92-37). Est. \$15.00
W085 DUNLAP, 1911, G+ 4-bar on PPC (King 1894-1911). Est. \$12.00
W086 DYER, 1908, G+ Doane 2/2 on PPC (Douglas 96-17). Est. \$20.00
W087 EAGLECLIFF, 1910, VG cds & target on PPC (Wahkiakum 72/35). Est. \$10.00
W088 EAST CLALLAM, 1901, VG cds & cork on 2c red entire opened just a bit unevenly along left edge; contents (Clallam 1892-1908). Est. \$20.00
W089 EAST SEATTLE, 1909, VG Doane 2/1 on PPC (King 1904-24). Est. \$12.00
W090 ECHO, 1909, VG 4-bar on PPC (Stevens 90/21). Est. \$15.00
W091 EDEN, 1914, VG 4-bar on PPC (Wahkiakum 99/35). Est. \$10.00
W092 EFFIE, 1909, G+ Doane 2/1 on PPC (Whitman 1904-17). Est. \$15.00
W093 EHRLEICH, 1910, VG blue-green 4-bar on PPC (Skagit 96-15). Est. \$12.00
W094 ETNA, 1909, G+ 4-bar on PPC (Clark 82-18). Est. \$12.00
W095 FAIRHAVEN, 1893, G+ cds & cut cork ties 1c blue on cover w/Garnwell & Warner printed blue cc. (Whatcom 89-04). Est. \$15.00
W096 FALLON, 1910, G+ Doane 2/7 on PPC w/UL corner crease (Whitman 96-12). Est. \$12.00
W097 FARRIS, 1911, G (light) 4-bar on PPC (Chelan 1903-13). Est. \$15.00
W098 FAYETTE, 1892, G+ cds & target on 2c green entire (Lewis 1880-95). Est. \$75.00
W099 FERN HILL, 1907, G+ (overstruck) magenta NON-STANDARD cds as rec'd mark on PPC (Pierce 1890-1910). Est. \$12.00
W100 FINLEY, 1908, G+ Doane 3/1 on PPC (Benton 1908-35). Est. \$10.00
W101 FIR, 1912, VG 4-bar on PPC (Skagit 1880-1932). Est. \$10.00
W102 FISHTRAP, 1911, G+ 4-bar on PPC (Lincoln 1906-38). Est. \$10.00
W103 FOREST, 1921, VG 4-bar on registered cover (Lewis 96-34). Est. \$12.00
W104 FORT CASEY, 1909, VG 4-bar on patriotic PPC (Island 1900-32). Est. \$12.00
W105 FORT FLAGLER, 1901, VG cds & target on 2c red entire (Jefferson 1900-33). Est. \$20.00
W106 FORT SIMCOE, 1909, G+ Doane 3/3 on PPC (Yakima 1870-1922); lower right corner nibbled. Est. \$15.00
W107 FRANKFORT, 1910, FINE cds & target on PPC (Pacific 90/18). Est. \$15.00
W108 FRANKLIN, 1908, G+ Doane 3/1 w/rotated dial on PPC (King 86-16). Est. \$15.00
W109 FRAVEL, 1910, G+ 4-bar on PPC (Skagit 1903-13). Est. \$12.00
W110 FULDA, 1909, VG Doane 2/1 on PPC (Klickitat 77-12). Est. \$10.00
W111 GERTRUDE, 1918, VG 4-bar on 2c red entire w/light stains (Pierce 1900-36). Est. \$10.00
W112 GETTYSBURG, 1903, VG cds & target on 2c red entire (Clallam 90-26). Est. \$25.00
W113 GILMER, 1907, G+ (light) Doane 3/27 on PPC (Klickitat 83-19). Est. \$12.00
W114 GLENCOVE, 1910, VG cds & target on 2c red entire (Pierce 96-24). Est. \$20.00
W115 GLOBE, 1908, VG Doane 2/1 on PPC (Pacific 1904-28). Est. \$15.00
W116 GODFREY, 1910, G+ (light) Doane 3/1 on 2c red entire (Stevens 1905-12). Est. \$20.00
W117 GOSHEN, 1910, VG Doane 2/7 on PPC (Whatcom 91-18). Est. \$10.00
W118 GOULD CITY, 1912, G+ 4-bar on PPC (Garfield 91-13). Est. \$15.00
W119 GRASMER, 1913, VG 4-bar on PPC w/flattened crease (Skagit 1910-21). Est. \$12.00
W120 GRAY, 1903, G+ cds & target on GPC (Stevens 1901-35). Est. \$15.00
W121 GREENLAKE, 1900, VG cds w/st. line date on 2c red entire opened a bit unevenly along left edge (King 1894-1901). Est. \$20.00
W122 HANFORD, 1907, G+ Doane 3/1 on PPC (King 1906-08). Est. \$10.00
W123 HAPPY HOLLOW, 1933, VG "depr" type 4-bar ties NRA stamp on cover (Mason 1922-34). Est. \$12.00
W124 HARSTINE ISLAND, 1920, VG 4-bar on PPC (Mason 1892-1926). Est. \$10.00
W125 HARTLAND, 1896, G+ cds & target on cover w/printed cc. of EVERGREEN STATE PHILATELIST (Klickitat 1881-1930). Est. \$20.00
W126 HARVEY, 1909, G+ Doane 2/3 on PPC (Stevens 87-25). Est. \$15.00
W127 HARWOOD, 1913, VG 4-bar on PPC (Yakima 1912-34). Est. \$10.00
W128 HAYES, 1911, FINE cds & target on PPC (Clark 76-13). Est. \$12.00
W129 HAZEL, 1914, G+ 4-bar on PPC (Snohomish 1903-27). Est. \$12.00
W130 HILLHURST, 1897, VG cds & target on 2c green entire (Pierce 78-20). Est. \$20.00
W131 HOCKINSON, 1904, VG cds & target on brown business cover (Clark 84-06). Est. \$25.00
W132 HOLCOMB, 1925, G+ 4-bar on PPC (rp Raymond residential street) (Pacific 1912-43). Est. \$10.00
W133 HOLLY, 1904 (Jan 18), FINE Doane 1/1 ties 2c red on cover (Kitsap 93-28). Beauty! Est. \$15.00
W134 HOLLYWOOD, 1921, G+ 4-bar on revalued 2c GPC (King 1911-22). Est. \$15.00
W135 HOME, 1901, VG cds & target on 2c red opened through embossed stamp along right edge; letter end. (Pierce 1900-02). Est. \$75.00

A Mail Auction of Outstanding Washington State DPOs

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

- W136 HOOD, 1912, VG 4-bar on PPC (Skamania 1910-15). Est. \$15.00
W137 HOPE, 1916, VG 4-bar on PPC (Pierce 1910-18). Est. \$15.00
W138 HOT SPRINGS, 1908, G+ 4-bar on PPC (view of Hot Spgs. Hotel) (King 1887-1910). Est. \$10.00
W139 HUNTSVILLE, 1896, FINE cds & target on 2c green entire (Columbia 1880-1968). Est. \$20.00
W140 HURN, 1908, G+ cds & target ties #300 on PPC (Thurston 1900-09). Est. \$20.00
W141 IRONDALE, 1913, G+ duplex on PPC (Jefferson 181-20). Est. \$12.00
W142 JUNCTION, 1908, VG duplex on 2c red entire (Jefferson 1891-1909). Est. \$15.00
W143 JUNO, 1898, G+ cds & target on GPC (Grays Hbr. 91-07). Est. \$25.00
W144 KANE, 1912, G+ 4-bar on PPC (Stevens 1907-15). Est. \$20.00
W145 KENDALL, 1910, G+ Doane 2/1 on PPC (Whatcom 1902-26). Est. \$12.00
W146 KERNS, 1899, VG cds & target ties 2c red on cover (Cowit 1890-1906). Est. \$50.00
W147 KEYSTONE, 1909, VG 4-bar on PPC (Adams 1901-26). Est. \$15.00
W148 KIESLING, 1910, G+ 4-bar on PPC w/flattened light crease (Spokane 1909-23). Est. \$12.00
W149 KNAPPTON, 1910, G+ 4-bar on PPC (Pacific 71-43). Est. \$10.00
W150 KNOX, 1910, VG 4-bar on PPC (Lewis 1904-10). Est. \$15.00
W151 LAIDLAW, 1892, VG cds & target on 2c green entire (Grays Hbr. 1885-98). Est. \$50.00
W152 LAKE CITY, 1911, G+ blue 4-bar on PPC (Stevens 1910-12). Est. \$40.00
W153 LAKE CRESCENT, 1919, VG 4-bar on PPC (rp view of lake) (Clallam 1913-20). Est. \$20.00
W154 LAKE CUSHMAN, 1906, VG cds & target on PPC (Mason 93-22). Est. \$15.00
W155 LAKEHEAD, 1910, G+ 4-bar on PPC (Pierce 1904-10). Est. \$15.00
W156 LAMAR, 1907, G+ cds ties #300 on PPC (Walla Walla 1900-16). Est. \$15.00
W157 LAMOINE, 1907, VG purple Doane 3/1 on PPC (Douglas 1906-10). Est. \$20.00
W158 LANTZ, 1908, VG Doane 2/1 on PPC w/small tape repaired closed tear at top center (Adams 1904-28). Est. \$15.00
W159 LARSON, 1909, G+ ("I" indistinct) 4-bar on PPC (Whatcom 1908-18). Est. \$20.00
W160 LATONA, 1900, VG cds & cut cork killer on 2c red entire (King 1890-1901). Est. \$20.00
W161 LENORA, 1909, VG cds & target on PPC which shows a bit of aging (Pend Oreille 1890-12). Est. \$20.00
W162 LEWISVILLE, 1894, VG cds on GPC (Clark 1882-1907). Est. \$50.00
W163 LEXINGTON, 1903, VG cds partially overstruck by VG CATLIN duplex on GPC to Tacoma. Both are Cowit County DPOs. Est. \$15.00
W164 LEXINGTON, 1907, VG Doane 1/1 on PPC (Cowit 88-17). Est. \$15.00
W165 LINDBERG, 1913, VG 4-bar on PPC (Lewis 1911-25). Est. \$15.00
W166 LONDON, 1907, G+ cds & target on PPC (Grays Hbr. 95-09). Est. \$20.00
W167 LONE TREE, 1909, VG 4-bar on 2c red entire (Grays Hbr. 1908-16). Est. \$12.00
W168 LOOKOUT, 1909, VG 4-bar on PPC (Skagit 90-12). Est. \$15.00
W169 LOWELL, 1901, VG cds & cut cork on 2c red entire w/Everett Pulp & Paper cc (Snohomish 71-82). Est. \$10.00
W170 LOWGAP, 1909, G+ 4-bar on PPC (Grant 1906-21). Est. \$12.00
W171 MABANA, 1921, VG 4-bar on PPC w/printed cc. of Nils Anderson, County Commissioner (Island 1912-36). Est. \$15.00
W172 MACHIAS, 1904, VG duplex on 2c red entire w/printed cc. of Balcom Bartlett Mill Co. (Snohomish 1892-1943). Est. \$15.00
W173 MANOR, 1910, VG Doane 3/1 on PPC (Clark 92-11). Est. \$10.00
W174 MARBLE, 1911, G+ 4-bar on PPC (Stevens 97-43). Est. \$10.00
W175 MAXWELTON, 1910, G+ 4-bar on PPC (rp N.W.C.A. camp) (Island 1908-24). Est. \$20.00
W176 Mc CORMICK, 1912, G+ 4-bar on PPC (Lewis 1899-1929). Est. \$12.00
W177 MC KINLEY, 1908, FINE 4-bar on PPC w/light stain @ upper left (Kickitat 1907-10). Est. \$12.00
W178 McGOWAN, 1911, G+ Doane 2/7 on PPC (Pacific 1901-39). Est. \$8.00
W179 MCINTOSH, 1910, G+ Doane 2/1 on PPC (Thurston 1904-28). Est. \$15.00
W180 McMURRAY, 1901, G+ cds & target on cover (Skagit 1890-1945). Est. \$15.00
W181 MEADOW, 1896, VG cds as backstamp rec'd. on cover (Thurston 1880-1905). Est. \$20.00
W182 MEADOW CREEK, 1915, VG 4-bar on PPC (Kittitas 1913-16). Est. \$40.00
W183 MEADOW LAKE, 1909, G+ 4-bar on PPC (Spokane 1908-10). Est. \$20.00
W184 MELMONT, 1912, VG purple Doane 2/2 on PPC (Pierce 1902-15). Est. \$25.00
W185 MENDOTA, 1910, G+ 4-bar on PPC (Lewis 1909-23). Est. \$15.00
W186 MERIDIAN, 1897, G+ cds pn cover opened a bit unevenly just into 2c red along rt. edge (Pierce 90-36). Est. \$10.00
W187 MILLVILLE, 1909, G+ 4-bar on PPC (Stevens 1906-12). Est. \$20.00
W188 MISSION, 1909, VG 4-bar on 2c red entire (Okanogan 1907-15). Est. \$15.00
W189 MOAB, 1909, VG cds & target on PPC (Spokane 1902-29). Est. \$10.00
W190 MOHRWEIS, 1914, VG 4-bar on 2c red entire (Mason 1907-18). Est. \$20.00
W191 MONCTON, 1911, VG 4-bar on PPC w/small closed tear @ lwr. center (King 1910-12). Est. \$20.00
W192 MOORE, 1907, FINE 4-bar ties 2c red on cover w/beautiful illus. Moore's Hotel cc. (Chelan 92-55). Est. \$20.00
W193 MORA, 1909, FINE 4-bar on 2c red entire (Clallam 1900-42). Est. \$12.00
W194 MORAN SCHOOL, 1930, VG blue 4-bar on 2c red entire (Kitsap 1926-32). Est. \$15.00
W195 NAGROM, 1914, VG 4-bar on PPC (King 1911-36). Est. \$10.00
W196 NELLITA, 1909, FINE cds & target on PPC (Kitsap 1900-24). Est. \$20.00
W197 NEMAH, 1911, VG cds & cork killer on PPC (Pacific 94-23). Est. \$15.00
W198 NESIKA, 1909, G+ Doane 2/1 on PPC (Lewis 98-34). Est. \$10.00
W199 NEWCASTLE, 1890, VG cds on cover opened through 2c red along right edge (King 1878-94). Est. \$20.00
W200 NEW KAMILCHE, 1900, G+ cds & target on 2c red entire (Mason 1890-1931). Est. \$12.00
W201 NEW TACOMA, 1884, G (light) cds on cover w/#210 to Portland. Cover has two add'l 3c greens tied lower left by suspicious looking handstamps. E520.
W202 NEW WHATCOM, 1894, G+ duplex ties 2c red on cover (Whatcom 1891-1901). Est. \$10.00
W203 NEWAUKUM, 1903, G (light) cds & target on GPC (Lewis 1856/1907). Est. \$30.00
W204 NEWCASTLE, 1911, G+ magenta Doane 2/1 on PPC (King 94-35). Est. \$10.00
W205 NEWELL, 1903, VG cds on 2c red entire missing top back flap (Island 1895-1904). Est. \$30.00
W206 NEWTON, 1911, G (light & overstruck) 4-bar on PPC (Grays Hbr. 1908-19). Est. \$15.00
W207 NILE, 1914, VG magenta 4-bar on PPC (Yakima 96-24). Est. \$15.00
W208 NOVELTY, 1898, VG cds & target on GPC (King 78-06). Est. \$30.00
W209 O'BRIEN, 1914, G+ 4-bar on PPC (King 1890-1920). Est. \$12.00
W210 OCCSTA, 1891, VG cds & target on 2c green entire (Grays Hbr. 90-43). Est. \$20.00
W211 OFFUT, 1915, G+ 4-bar on PPC (rp Offut Lake) (Thurston 1913-18). Est. \$40.00
W212 ONEIDA, 1911, VG 4-bar on PPC (Wahkiakum 92-34). Est. \$10.00
W213 ORILLIA, 1901, VG duplex ties 2c red on cover (King 87-64). Est. \$10.00
W214 ORIN, 1908, VG Doane 2/2 on PPC (Stevens 1902-44). Est. \$10.00
W215 OTTER, 1910, FINE 4-bar on PPC (Grays Hbr. 92-12). Est. \$25.00
W216 PACKARD, 1914, G+ 4-bar on PPC (Adams 1911-15). Est. \$50.00
W217 PAHA, 1915, G+ 4-bar on PPC (Adams 86-43). Est. \$10.00
W218 PARK, 1906, G+ Doane 3/1 ties #300 on PPC (Whatcom 84/25). Est. \$10.00
W219 PARK RAPIDS, 1924, FINE 4-bar on 2c red entire (Stevens 1912-45). Est. \$12.00
W220 PARKLAND, 1901, VG duplex ties 2c red on cover (Pierce 91-54). Est. \$10.00
W221 PATAHA CITY, 1907, G+ Doane 3/7 on PPC (Garfield 79-08). Est. \$12.00
W222 PEARSON, 1903, VG cds & cork ties 2c red on cover w/long letter (Kitsap 1888-1937). Est. \$10.00
W223 PENRITH, 1908, light, readable cds as rec'd. mark on PPC (Pend Oreille 1901-18). Est. \$10.00
W224 PEOLA, 1909, VG 4-bar on PPC (Garfield 1880-1934). Est. \$10.00
W225 PEONE, 1904, G+ (ptl. o'strk.) Doane 2/1 on GPC (Spokane 83/33). Scarce Doane (1883-1906 period). Est. \$25.00
W226 PIEDMONT, 1921, VG 4-bar on PPC (Clallam 94-35). Est. \$10.00
W227 PINE CITY, 1901, VG cds & target on GPC w/pine hole (Whitman 1879-1901). Est. \$8.00
W228 PING, 1909, G+ 4-bar on PPC (Garfield 89-10). Est. \$25.00
W229 PLAINVIEW, 1910, G+ Doane 3/1 on PPC (Yakima 1905-10). Est. \$15.00
W230 PLATEAU, 1910, VG 4-bar on PPC (Kickitat 1908-11). Est. \$20.00
W231 PLUM, 1910, G+ 4-bar on PPC (Lincoln 1902-36). Est. \$10.00
W232 POINT NO POINT, 1913, G+ 4-bar on PPC (Kitsap 90-14). Est. \$20.00
W233 PORT ANGELES/Section Base Brl., 1942, VG 4-bar on FREE FRANKED cover. Est. \$10.00
W234 PORT BLAKELEY, 1901, VG cds ties 2c Pan-Am on cover (Kitsap 90/58). Est. \$12.00
W235 PORT DISCOVERY, 1912, G+ 4-bar on PPC (Jefferson 1861-1925). Est. \$10.00
W236 PORT LUDLOW, 1900, G+ (light) duplex on GPC (Jefferson 1857-1965). Est. \$10.00
W237 PORT STANLEY, 1917, G+ 4-bar on 2c red entire w/BUY A LIBERTY BOND slogan handstamp (San Juan 82-40). Cover trimmed just into embossed stamp along rt. edge. Est. \$12.00
W238 PORT WILLIAMS, 1914, VG 4-bar on PPC (Clallam 90-19). Est. \$15.00
W239 PROEBSTEL, 1904, VG cds & target ties 2c red on cover (Clark 1886-1907). Est. \$30.00
W240 PUGET, 1911, VG 4-bar on PPC (Thurston 1904-28). Est. \$10.00
W241 PYSHI, 1913, G+ Doane 3/1 on PPC (Clallam 78/44). Est. \$10.00
W242 RAECCO, 1910, VG 4-bar on 2c red entire (King 1907-11). Est. \$80.00
W243 RED APPLE, 1932, G+ (high) 4-bar on last day cover (Douglas 1921-32). Est. \$10.00
W244 REX, 1911, FINE 4-bar on Reg. Pck Rect (Douglas 1905-13). Est. \$15.00
W245 RHINE, 1912, FINE 4-bar on PPC (Lewis 1908-21). Est. \$15.00
W246 ROCKDALE, 1914, G+ 4-bar on PPC (King 1912-15). Est. \$75.00
W247 SAINT HELEN, 1908, VG 4-bar on PPC (Cowit 1893-1936). Est. \$10.00
W248 SCOTIA, 1908, G+ duplex on PPC (Pend Oreille 92-36). Est. \$10.00
W249 SEDRO, 1894, VG cds & cork killer on 2c green entire (Skagit 1885-99). Est. \$20.00
W250 SHERIDAN, 1906, G+ cds & target on GPC (Kitsap 1901-10). Est. \$20.00
W251 SHERMAN, 1896, G+ cds on GPC w/pin holes (Lincoln 1884-1905). Est. \$40.00
W252 SHUWAH, 1904, VG duplex on 2c red entire (Clallam 1890/1908). Est. \$50.00
W253 SILCOTT, 1911, VG 4-bar on PPC (Asotin 83/31). Est. \$12.00
W254 SILVER, 1906, FINE Doane 3/1 on PPC (Okanogan 1890-1907). Est. \$100.00
W255 SILVERBEACH, 1907, VG Doane 2/3 as rec'd. mark on PPC (Whatcom 90-08). Est. \$10.00
W256 SILVERTON, 1915, G+ Doane 3/1 on PPC (Snohomish 92-45). Est. \$10.00
W257 SIXPRONG, 1917, G+ 4-bar on UX27 (Kickitat 1905-33). Est. \$10.00
W258 SKYE, 1909, VG 4-bar on PPC (Skamania 88-11). Est. \$10.00
W259 SLATER, 1909, G+ 4-bar on PPC (Walla Walla 1906-19). Est. \$15.00
W260 SOLDUC, 1914, G+ 4-bar on PPC (Clallam 1911-18). Est. \$20.00
W261 SOUTHPARK, 1902, VG duplex ties 2c red on cover (King 92-08). Est. \$10.00
W262 SPIRIT LAKE, 1906, VG Doane 2/1 as rec'd. mark on PPC (Skamania 1903-10). Est. \$15.00
W263 SPOKANE (YARDLEY RURAL STA.), 1914, VG 4-bar on PPC (1913-20). Est. \$15.00
W264 SPRING VALLEY, 1917, VG 4-bar on PPC w/creased LR corner (Spokane 1907-42). Est. \$8.00
W265 STADIUM, 1917, VG (ptl. o'strk.) 4-bar on cover (Mason 1916-28). Est. \$15.00
W266 STANDARD, 1916, VG 4-bar on UX27 (Whatcom 1908-19). Est. \$20.00
W267 STEARNSVILLE, 1912, VG 4-bar on PPC (Grays Hbr. 1910-19). Est. \$25.00
W268 STELLA, 1894, VG cds & bar grid on 2c green trimmed 1/2" along left edge; w/closure (Cowit 1884-1935). Est. \$25.00
W269 STELLA, 1898, G+ purple BOXED STRAIGHT LINE & WHEEL OF FORTUNE KILLER as backstamp forwarding mark on cover. Est. \$25.00
W270 SUMMIT, 1909, VG 4-bar on PPC (Grays Hbr. 78/10). Est. \$15.00
W271 SUNSET BEACH, c1908, VG Doane 3/1 as rec'd. mark on PPC (Pierce 1905-09). Est. \$15.00
W272 SWOFFORD, 1899, G+ cds & target on GPC (Lewis 1890-1922). Est. \$20.00
W273 TAYLOR, 1910, VG 4-bar on PPC (King 1904-44). Est. \$10.00
W274 THATCHER, 1903, VG cds & target on 2c red entire (San Juan 1892-1950). Est. \$12.00
W275 THREE LAKES, 1913, G+ 4-bar on PPC (Snohomish 1903-28). Est. \$15.00
W276 TIMBER VALLEY, 1911, VG Doane 2/1 on PPC (Martin exag. wheat harvest photo) (Kickitat 1905-19). Est. \$20.00
W277 TONO, 1922, VG 4-bar ties 2c red on cover (Thurston 1909-32). Est. \$10.00
W278 TRENT, 1910, VG 4-bar on PPC (Spokane 83/13). Est. \$15.00
W279 TULALIP, 1917, VG 4-bar on Official Penalty env. w/TULALIP INDIAN AGENCY handstamp return address (Snohomish 65/53). Est. \$15.00
W280 TUMWATER, 1901, G+ cds & cork on GPC w/pin holes (Thurston 1863-1960). Est. \$10.00
W281 TWINFISH, 1938, FINE 4-bar on philatelic first day card signed by PM (Ferry 1938-39). Est. \$20.00
W282 TWO RIVERS, 1915, G+ 4-bar on PPC (Walla Walla 1905-33). Est. \$12.00
W283 TYLER, 1904, FINE cds & target on GPC (Spokane 90-74). Est. \$10.00
W284 UNCAS, 1912, G+ 4-bar on PPC (Jefferson 1909-24). Est. \$12.00
W285 UNION CITY, 1891, G+ cds & wheel of fortune killer ties 2c red on cover (Mason 1890-1895). Est. \$25.00
W286 VAN HORN, 1910, G+ 4-bar on PPC (Skagit 1901-25). Est. \$15.00
W287 VANCE, 1924, G+ 4-bar ties 2c red on cover (Lewis 86-27). Est. \$15.00
W288 VANCOUVER BARRACKS, 1889, G+ cds on cover w/cork canceled #213 (Clark 1884-90). Est. \$50.00

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- W289 VENESS, 1910, FINE 4-bar on PPC (Lewis 1908-17). Est. \$25.00
 W290 VESTA, 1910, G+ 4-bar on 2c red entire (Grays Hbr 92-36). Est. \$12.00
 W291 WAHLUKE, 1912, G+ 4-bar on PPC (Grant 1907-36). Est. \$10.00
 W292 WARD, 1916, G+ 4-bar on PPC (Stevens 1904-33). Est. \$10.00
 W293 WELCH, 1893, G+ cds & target on GPC (Spokane 1885-1906). Est. \$50.00
 W294 WEST SEATTLE, 1904, VG duplex ties 2c red on cover (King 89-08). Est. \$15.00
 W295 WHITEBLUFFS, 1908, G+ 4-bar on PPC (Benton 1907-43). Est. \$10.00
 W296 WILCOX, 1913, G+ Doane 3/1 on PPC (Whitman 92-35). Est. \$10.00
 W297 WILDWOOD, 1908, G+ (double strk.) 4-bar on PPC (Lewis 89-30). Est. \$8.00
 W298 WILSON, 1908, VG Doane 2/1 on PPC (Lewis 1891-1924). Est. \$15.00
 W299 WINDOM, 1908, FINE Doane 2/2 on PPC (Lewis 1891-1909). Est. \$15.00
 W300 WISHKAH, 1910, VG Doane 2/1 as rec'd. mark on PPC (Grays Hbr. 82/17). Est. \$12.00
 W301 WOOLLEY, 1899, VG cds & cork ties 2c red on cover (Skagit 1890-99). Est. \$20.00
 W302 WYMER, 1927, VG 4-bar ties 2c red on cover (Kittitas 1912-38). Est. \$10.00
 W303 WYNOCHE, 1896, G+ cds & targets on registered cover w/light water stain along rt. edge (Grays Hbr. 1888-1901). Est. \$30.00
 W304 YESLER, 1909, VG 4-bar on PPC (King 90-17). Est. \$12.00
 W305 YOUNGSTOWN, 1909, VG 4-bar on PPC (rp Ye Olde Curiosity Shop) (King 1905-09). Est. \$15.00
 W306 ZINDEL, 1908, VG 4-bar on PPC (Asotin 1902-12). Est. \$50.00

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SUNNY ALBERTA - Alberta town cancel's and postal history. Territorial period forward. Edmonton and Alberta small town views, advertising covers, corner cards - "Everything Alberta". Keith R. Spencer, 5005 Whitemud Road, Edmonton, Alberta, Canada T6H 5L2. Phone: (403) 437-1787. [28-1]

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 Wicker-sham Dr., Anchorage, AK 99507. [27-2]

HAWAII, Copies of all postmarks between ca. 1840 and 21 August 1959 seriously needed for postal history studies; including service, ship, transit and other related markings. I will pay copying and post, and credit each contributor. Phil Kay, P. O. Box 920, Kaunakakai, HI 96748. [27-3]

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

RADERSBURG(H), MONTANA March 1, 1870 through 1873. Also, other Montana postal history, documents, checks, ephemera. Ken Hamlin, 517 So. 5th Ave., Bozeman, MT 59715. [28-1]

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

EXPIRATION DATE SHOWN AT END OF EACH AD, i.e., [27-2], MEANS AD WILL EXPIRE WITH THIS ISSUE

AD DEADLINE FOR NEXT ISSUE: MAY 21, 1996

ANNOUNCEMENTS

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 [27-3]

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]

OUR MAIL SALES feature postal history from almost every state. Also, machine cancels, military, etc. Free catalog. No 10% premium. We also welcome consignments. Juno Stamps, 1765A Juno Ave., St. Paul, MN 55116-1467. [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]

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US COVERS: States, DPO's, Doanes, machine cancels, RPO's, streetcars, RFD's, auxiliary markings, military, ships, more. Thousands on hand, realistically priced. Let me know what you need. Paul Bourke, PO Box 125, Ashland, MA 01721. [28-1]

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]

COVERS OR CARDS with clear postmarks from: Rugby, Colorado; John, Kentucky; Rara Avis, Mississippi; X-Ray, New Mexico; Mole Hill, West Virginia. John Forster, Rose Cottage, Grandborough, Rugby, Warwickshire, England, CV23 8DQ. [27-2]

TOWNS: WANTED

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]

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]

RPO'S: FOR SALE

US RPO'S: List of 150 different, most rarity 1-2, excellent strikes. \$4.00 each. SASE to Paul Bourke, PO Box 125, Ashland, MA 01721. [27-2]

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. [27-3]

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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 Mehr, 2405 - 30th Street, Rock Island, IL 61201. [27-3]

"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 \$24 postpaid. Jim Mehr, 2405-30th Street, Rock Island, IL 61201. [27-3]

"DOANE CANCELS of Illinois, Iowa 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 Mehr, 2405-30th Street, Rock Island, IL 61201. [27-3]

"GUIDE TO IDENTIFYING Route and Station Agent Postmarks" has 100+ pages packed with essential information for deciphering those cryptic postmarks -- even partial strikes! Contains cross-reference guides, abbreviation identifiers, manuscript identifiers and much more! \$18 postpaid. Jim Mehr, 2405-30th Street, Rock Island, IL 61201. [27-3]

MISCELLANEOUS: WANTED

DIVERSE EXHIBIT NEEDS example of precanceled Prexy used without permit and returned for postage; pre-1900 RFD cancellation; U.S. Custom censorship from WWI; parcel post stamp usage dated prior to July 1, 1913; "Held for Postage" marking in lower left corner of 1860's cover; and cover addressed to civilian POW at Santo Tomas Camp, Manila, Philippines. E.J. Guerrant, PO Box 909, Antlers, OK 74523. [27-4]

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

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]

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 [27-3]

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. [27-2]

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]

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]

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1-page	\$100.00	\$230.00	\$420.00

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

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

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

For Additional Details Call or Write: La Posta Publications, P.O. Box 135, Lake Oswego, OR 97034 (503) 657-5685 9AM - 4 PM PACIFIC (M-F)

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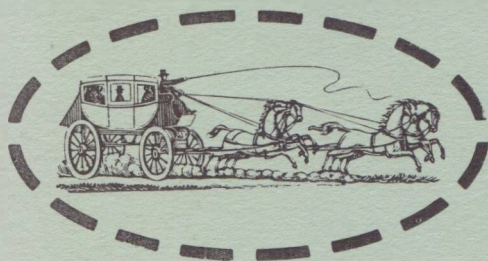
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