

LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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PUBLISHER'S PAGE

Stagecoaches and Coach Houses

"La Posta", as many readers are aware, is a Spanish term for a stagecoach rest stop, or way station. Horses were changed, passengers and drivers rested, mail was picked up and delivered. All of these activities occurred at small, but strategic, locations scattered along the fragile lines of communication which tied the frontier to the heartland of the country. It was with considerable surprise, and real pleasure, that I received an essay from Diane Fencl on her feelings regarding stagecoaches, keeping in touch, and life in the modern world. I am pleased to share Diane's thoughts with our readers.

RWH

Life's journey comes in stages, which may be why I like to research old stagecoach taverns. I like to recreate history: horses dashing to a destination, as fast as front-page headlines stirring a buzz.

Having personally taken-a ride in a stagecoach, and on a paved road, I know what a difficult way to travel the stage had been for my ancestors on marshy roads. When I was preparing to move from Ohio to Oregon in 1995, my Aunt encouraged me. "The world is a small place anymore," she said.

I thought of all the Ohio taverns I had visited: Dunham Tavern (Cleveland), The Rider Inn (Painesville), The Seville Inn, Welshfield Inn, The Olde Loyal Oak Tavern (Norton), The Old Tavern (Unionville), the Old Eagle Hotel and Tavern (Dalton), and The Liberty Inn (Medina). I dreamed of how the mid-1800's passengers had bumped along, relieved to visit long-lost family at the lines end. I wondered whether I would discover other stagecoach stops on my journey, by car, westward. (I did: The Virginian Hotel in Medicine Bow, Wyoming, the abandoned "swing stop: at Point of- Rocks, Wyoming, and Shaniko Hotel in central Oregon.) I wanted to convince myself that although Portland, Oregon seemed far, it really was just a journey, or, as my grandmother would say, "A hop, skip and a jump."

If people once traveled by stagecoach, then surely a plane ride or a car ride could be comfortable. Besides, I'd keep in touch by letter. Many of the stagecoach taverns served as postal stops in the

mid-1800's. I now know the importance of the development. I would revive letter writing in the 1990's.

Since I moved away, I feel far removed, just as those taking off from jump points along the old Oregon Trail did. News of tragedies come to me by letter. My friend, Melinda's, husband committed suicide, Mrs. Thurman died, Aunt Virginia died. There was good news, too. Cousin Lori got married and my friend, Susan, got engaged. I felt as a pioneer would: receiving old news, long after the family at home did. I thought of a popular stagecoach sign in taverns, *"Those learning to spell, please read yesterday's news."* I visualized the stagecoach bringing mail, announcing the stage arrival with a bugle blow, and the driver yelling out the latest: "Fire in Pittsburgh."

I, too, am hungry for delayed word. After Ohio became a state in 1803, the mail was taken on foot from Warren to Cleveland and it took a week. A man named McElvaine carried the letters in his hat to people just like me awaiting word. Later, the stagecoach came along. The stagecoach would leave the tavern at Unionville at 10 a.m. (third stop for the stagecoach east of Cleveland) and arrive in Warren at 5 p.m.: seven hours. By car today, one can travel from Warren to Cleveland in less than one hour. Compared to the past, the world most certainly is smaller.

Yet as time goes on, I feel even further removed, as if I am detached from unfolding dramas. I visit new stagecoach stops, explore new territory, send brief postcards home. Even the hotel concierge doesn't comfort me when she hands me stamps and says, "Letters are so slow. 1-800 numbers are really something these days. Even grandmothers get them so they can talk to their grandkids."

Still, I do go home frequently. Last trip home to Ohio, I asked my 85-year-old grandfather if he had any recollection of the stagecoach. He told me, "Your great grandparents ran a stagecoach tavern on Four-Corners."

Harry and I drove to look at the tavern. It was a two-story, run-down house with brown shingles on the front, like siding. I knew then that my intuition was a powerful tool. I had been interested in the stagecoach all those years. Perhaps the interest was inherited, a magical gift in my genes.

I watched the Orson Welles' movie, "Jane Eyre," and witnessed Jane ramble in her stagecoach back to Mr. Rochester. For years, Jane had stayed away from him. Something in her nature, her intuition, brought her home. I thought of how Melinda couldn't reach me by phone when her husband died, and how I had a strong inclination about then to call her, but got busy in my own days. If only I had followed my instinct

Eventually, though, I did get word from friends by letter. I am reminded of a happening in Seville, Ohio, written in a Seville history book. During the fall of 1830, a stage broke down about three miles north of Seville. It was traveling south. The driver took the mail bags on his horses and came into town, leaving the stage standing in the road. A couple, riding in a wagon, fixed the wheel, changed their horses from the wagon to the stage, then drove the stagecoach into Medina, blowing the horn all the way in. With such perseverance in those days, *and today*, letters are a sure-fire way to keep connected in this big world.

I thought of the sign in the Welshfield Inn that reads, "*Over the Top*." According to legend, the expression meant, "so long," or it prepared drivers for a steep upcoming hill. But to me, its a reminder that life is short, and distance is long, and stage-coaches hie thee far away.

Diane R. Fencel

MICHAEL DATTOLICO JOINS LA POSTA ASSOCIATE EDITORS

Michael Dattolico grew up in Fort Myers, Florida. He graduated from Florida Atlantic University in 1969 with a B.A. degree in physical education. He taught in the Brevard County, Florida public schools from 1969 to June, 1970, at which time he was called up for military service during the Vietnam War. He describes his military service as a "profound experience" that greatly shaped his later teaching career.

Dattolico taught in the Columbus, Ohio public schools from the early 1970s until 1979, when he moved to the South-Western City School District in Grove City, Ohio. He has taught English there, along with coaching football and wrestling. He is now an athletic director and is scheduled to retire from teaching in 1999.

Dattolico began writing for *The American Philatelist* magazine in 1975, and has contributed articles to that magazine over the years. Many of his articles have a military postal history theme, especially centering on the Spanish-American War of 1898. He also collects and studies U.S. western territorial fort mail, with a strong side-light interest in military postal history in general.

Dattolico describes writing as an activity that keeps his teaching skills sharp for his students. He also characterizes creative or factual writing as an art form as unique as painting, sculpting or writing music, activities for which he professes to have "zero talents".

Dattolico cites Richard Graham as his mentor and friend, who has encouraged him over the years. Dattolico states that one of his writing goals is to be able to write as well and prolifically as Graham in future years.

Michael hopes that all *La Posta* readers will enjoy and benefit from his contributions.

BOOKS IN REVIEW

The Postal History and Markings of The Forwarding Agents, by Kenneth Rowe. Published by Leonard H. Hartmann, 1996, 288 pages, 8x9.5 inches, glossy paper, sewn signatures, bound in buckram. Available from the Published at Box 36006, Louisville, KY 40233 for \$47.50, or \$52.50 with disk, post paid to any part of the world.

At first glance this edition will seem similar to the 1984 one, however you will find many changes, every chapter has been revised to reflect new information. Over 400 changes and corrections have been made to the previous listings, over 1,200 new agents have been added, an additional 80 cities brings the city list to 431. In all, it details about 5,000 markings giving the type, size, color, period of use and a rarity factor.

As the agents are arranged by city, the 1984 edition provides a listing of agents by the first surname. This was of some use in finding an agent, however many markings have several names and it is often a problem as to which names are surnames and even more so if the marking is unclear. Considering these limitations the new edition has dropped this listing in favor of a new search mechanism which takes advantage of modern computer technology.

The 1996 edition includes a Search File which allows a computer to search for any character string, any name or part name. On the INTERNET this file may be accessed free at Hartmann's home page <http://pbbooks.com> For \$5.00 over the books cost the publisher offers the file on a 3 1/2" floppy disk that has several files that can be searched for names and part names with an IBM or IBM compatible personal computer. MAC users can download this file from the INTERNET.

This book is fundamental to all cover collectors for the 17th through the 19th century irrespective of origin or transit. There are only a few 20th century agents.

Bear Flag Country by Richard Paul Papp. Published by Redwood Empire Collectors Club, Petaluma, Calif., 1996. 220 pages, 8.5x11 inches, card bound. Available from the author at P.O. Box 8395, Santa Rosa, CA 95407-1395 \$29.95 post paid (limited number of hard bound copies available at \$39.95).

Richard Papp has authored an attractive and very informative guide to the postal history of Sonoma County, California. With maps, cover illustrations and historical notes concerning each of the county's post offices, ***Bear Flag Country*** provides the reader with a wealth of interesting detail. Not long after the book arrived, I showed it to a friend who had once visited a hush hush Signal Corps installation located under the cover of a working Sonoma County farm during World War II. Known as Two Rock Ranch, we were both quite surprised to find a description of the place had been included.

I am pleased to recommend the book to anyone with an interest in California postal history, or anyone considering writing a county postal for it will serve well as a good model.

RWH

A Century of War Dates and More, 1859-1959 by Theo Van Dam. Published by the Author, 1996. 206 pages, 8.5x11 inches, soft cover, spiral bound. Available from Postal Covers, Box 8809B, Anaheim, CA 92812-0809 for \$28.00 post paid in US & Canada (overseas add \$2.00).

A Century of War Dates and More! gives comprehensive coverage of a hundred year period, starting with the Italian War of Liberation, through the U.S. Civil War - the Franco-Prussian War - the Russo-Turkish War - the Sino-Japanese War - the Spanish-American War - the Boer War - the Russo-Japanese War - the Balkan Wars - World War I - the Spanish Civil War - World War II - the Korean War - the Suez War and the major conflicts, colonial wars, revolutions in between up to the Vietnam War, with background and aftermath until 1990. With 250 country listings, more than seven thousand data entries, 44 maps and a 22 page index, there is a huge amount of chronological detail.

In addition, this book presents the major political events and new nations established during this period, listed by their date of independence, including lesser known countries such as Hatay, Kashgaria, the South Moluccan Republic, Stellaland, Western Ukraine and others.

The United States and Possessions are covered first, followed by the Latin American republics and then the balance of the world by country in alphabetical order. Colonies, protectorates etc. are listed with their mother country. This is followed by four Appendices: the Balkan Wars 1912-1913; World War I Battlefronts, such as the Caucasus, Eastern and Western Fronts etc.; Peace Treaties and Aftermath, including Plebiscites and League of Nations Mandates; and World War II Allied and Axis Campaigns, from the German invasion of Poland until the surrender of Japan.

Theo Van Dam is to be congratulated for bringing together a huge amount of useful information and presenting it in an organized package with an inexpensive price tag. Anyone involved in researching military covers is sure to find this work will be a useful tool.

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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 023 FREPORT, 1912 VG 4-BAR ON PPC (84-20). EST. \$12
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 025 GARDENS, 1943 VG LD DUPLEX ON 3x5 CARD (30-43). EST. \$6
 026 GIANT, 1913 VG 4-BAR ON PPC (95-36). EST. \$6
 027 GIRARD STACANOGA PARK, 1934 VG DUPLEX ON COVER (31-38). 8
 028 GOFFS, 1912 VG 4-BAR ON PPC (93/32). EST. \$6
 029 HARRISON, 1909 VG 4-BAR REC'D O/S ON PPC (89/19). E 15
 030 HULLVILLE, 1909 VG DOANE REC'D ON PPC (89-35). EST. \$8
 031 INGLENOOK, 1910 F CDS ON PPC (80-19). EST. \$20
 032 ISABELLA, 1912 VG LIGHT 4-BAR ON PPC (98-57). EST. \$4
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 034 JOLON, 1912 VG ECU MOT-715 REC'D O/S ON PPC. EST. \$5
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 036 KUNIK, 1924 G+ 4-BAR ON PPC (10-24). EST. \$6
 037 LOCKWOOD, 1908 F DOANE ON PPC. EST. \$5
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 040 OLYMPIA, 1927 F 4-BAR ON PPC (15-42). EST. \$6
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 044 POSTS, 1908 F DOANE ON PPC (89-10). EST. \$15
 045 SAN BENITO, 1913 F 4-BAR ON PPC (68-59). EST. \$5
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 047 (S)SEASIDE, 1924 VG PARTIAL NEW TYPE CDS ON PPC. EST. \$8
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 050 SHERWOOD, 1909 VG DOANE ON PPC WSM STAINS (83-20). E \$8
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 052 SPRECKLES, 1908 VG DUPLEX ON PPC (98-73). EST. \$5
 053 SPRECKLES, 1910 G+ DUPLEX ON PPC (98-73). EST. \$4
 054 SPRECKLES, 1917 G+ LKU MOT-2000 ON PPC (98-73). EST. \$8
 055 STAGG, 1910 VG 4-BAR ON PPC (02-26). EST. \$6
 056 SUGAR PINE, 1921 G+ 4-BAR ON PPC (07-34). EST. \$6
 057 SUR, 1907 VG LIGHT DOANE ON PPC (89-13). EST. \$8
 058 THALHEIM, 1916 VG 4-BAR ON PPC (03-18). EST. \$5
 059 TOBIN, 1910 F 4-BAR REC'D ON PPC (94/150). EST. \$20
 060 WATTS, 1913 G+ DUPLEX ON PPC (04-26). EST. \$6
 061 WILBUR SPRINGS, 1911 VG LITE 4-BAR ON PPC OF SITE (04-45) 8
 062 WINEVILLE, 1911 F 4-BAR ON PPC (08-30). EST. \$6

MONTANA

- 063 ALTA, 1923 VG 4-BAR ON PPC (98-40). EST. \$6
 064 BURNS, 1912 G+ LITE 4-BAR ON PPC (08-43). EST. \$6
 065 CASTLE, 1908 G DOANE REC'D ON PPC (87/18). EST. \$15
 066 ELKHORN, 190X G+ 4-BAR OFF @ TOP OF PPC (84-24). EST. \$8
 067 GOLDBUTTE, 1911 F 4-BAR ON PPC (95-45) \$8
 068 RUBY, 190X VG 4-BAR ON PPC (01-24). EST. \$8
 069 SAVAGE, 1912 VG 4-BAR ON PPC (10-). EARLY. EST. \$5

NORTH DAKOTA

- 070 ALDEN, 1907 F 4-BAR ON DOUBLE PPC (08-17). EST. \$6
 071 DEISEM, 1910 F 4-BAR ON PPC (07-43). EST. \$4
 072 GWYTHIER, 1910 F 4-BAR ON PPC W/STAMP GONE (09-10). EST. \$15
 073 RUDSER, 1914 G 4-BAR ON PPC (08-17). EST. \$5
 074 WILLIAMS, 190C G+ 4-BAR REC'D ON PPC (08-14). EST. \$15

OREGON

- 075 CELILO, 1921 VG 4-BAR ON PPC (15/57). EST. \$4
 076 DAVIDSON, 1907 F DOANE ON PPC (00-07). EST. \$75
 077 KUBLI, 4/407 F LKU DOANE ON PPC (89-07). EST. \$35
 078 LUTGENS, 1910 VG 4-BAR ON PPC (90/14). EST. \$12
 079 NATRON, 1910 VG 4-BAR ON PPC (92/34). EST. \$12

WASHINGTON

- 080 ARLETTA, 1909 VG DOANE ON PPC (93-27). EST. \$12
 081 FRANKFORT, 1911 VG CDS ON PPC (90-180). EST. \$12
 082 MILITARY BR/TACOMA, 1917 G+ DPLX ON PPC OF SITE (18-17). 20
 083 REDONDO, 1909 F DOANE ON PPC (04-63). EST. \$4
 084 VESTA, 1912 F 4-BAR ON PPC (92/38). EST. \$8
 085 YARDLEY RUR STA, 191X VG 4-BAR ON PPC (13-20). EST. \$12

RPO'S (Towle Types)

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 087 ALBANY & YAQUINA, 1912 G+ (900.1-A-1) ON PPC. EST. \$15
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 091 ATLA VALDOSTA & JACK, 1921 F (377-B-1) O/S ON PPC. EST. \$6
 092 BELLINGHAM & SEAT, 1938 VG (901.1-B-1) ON 3x5 CARD. E \$8
 093 BER MILLS & WHITE JCT, 1908 VG (25-Q-1) ON PPC. EST. \$6
 094 BLUEFIELD & NORTON, 1939 VG (285-A-1) ON 3x5 CARD. EST. \$6
 095 BOISE & WEISER, 1911 VG (898-T-1) ON PPC. EST. \$8
 096 BUTLER & LOGANS, 1912 G+ LITE (629-M-1) ON PPC. EST. \$10
 097 CANASTOTA & ELMIRA, 1921 F (133-C-3) ON PPC. EST. \$8
 098 CHEY & POCATELLO, 1910 VG (932-Q-1) ON PPC. EST. \$4
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 105 DEN & SILVER PLUME, 1911 VG (952-F-1) O/S ON PPC. EST. \$12
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 107 DET GD LED & GD RAP, 1908 G (622-T-1) ON PPC. EST. \$5
 108 GD JUNCT & OGDEN, 1907 VG (953-AD-1) ON PPC. EST. \$8
 109 GRANGEVILLE & LEWIS, 1910 VG (904.3-D-2) ON PPC. E \$12
 110 GRANGE & LEWISTON, 1954 F (904.3-B-2) ON HOTEL CAC. E \$5
 111 HAMLET & ANDREWS, 1925 F (348.4-A-1) ON REG REC CARD. E \$6
 112 HARLING & RIO G CY, 1950 F (493-E-1) ON PPC. EST. \$4
 113 HUNT & LOGAN, 1908 VG (NEW TYPE) ON PPC. EST. \$8
 114 HUTCH & BLACKWELL, 1910 LEGIBLE (918.8-A-2) ON PPC. \$3
 115 IND & BR JUNCTION, 1900 VG (220-E-1) ON COVER. EST. \$6
 116 K CITY & COFFEY, 1910 VG (920-I-1) ON PPC. EST. \$4
 117 KENMARE & WHITE, 1934 VG (880.4-D-1) ON COVER. EST. \$6
 118 LAPORTE & HARTLEY HALL, 1909 VG (186.2-A-1) ON PPC. E \$8
 119 LOS ANG & E SAN PEDRO, 1913 F (986.1-A-1) ON PPC. EST. \$15
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 121 (LOWELL) & MANSF/AGT, 1879 PARTIAL (57-B-1) ON BENT GPC. 8
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 132 PORTS & CON, 1907 VG (22-G-1) ON PPC. EST. \$6
 133 PUEBLO & ALAMOSA, 1920 VG (955-I-1) ON PPC. EST. \$6
 134 PUEBLO & CREEDE, 1915 VG (980-C-2) ON PPC. EST. \$8
 135 RED BLUFF & SACRA, 1908 VG (982-M-1) ON PPC. EST. \$6
 136 REDLANDS & LOS ANG, 1908 VG (994.2-D-1) ON PPC. EST. \$15
 137 RENO & GOLDFIELD, 1907 VG (977.2-B-1) ON PPC. EST. \$8
 138 RENO & MINA, 1932 VG (977.2-C-1) ON COVER W/LTR. EST. \$15
 139 ROCK ISL & PEORIA, 1912 G+ (704-C-2) ON PPC. EST. \$5
 140 ROCKLAND & PORT, 1923 F (8-L-3) ON PPC. EST. \$4
 141 ROCK & ANACORTES, 1910 G+ (904.4-D-2) ON PPC. EST. \$15
 142 SACTO & FRESNO, 1947 VG (979-K-1) ON COVER. EST. \$4
 143 SACTO & SAN FRAN, 1910 F (979-F-1) ON PPC. EST. \$4
 144 SALIDA & OURAY, 1908 VG (957-M-2) ON PPC. EST. \$15
 145 S.F. SANTA CRUZ & PAJARO, 1910 F (980-T-1) ON PPC. E \$25
 146 S.L. OBISPO & LOS ANG, 1921 VG (980-U-1) ON PPC. E \$15
 147 SEATTLE & SEWARD, 1930 F (X-14-a) ON PPC. EST. \$10
 148 SEATTLE & SEWARD, 1941 F (X-14-a) ON PPC. EST. \$10
 149 SEATTLE & SKAGWAY, 1925 VG (X-18-c) ON SHIP CAC. E \$20
 150 SEWARD & UNALASKA, 1928 F (X-49-e) ON PPC. EST. \$15
 151 SPOK PASCO & SEATTLE, 1910 VG (892-P-1) ON PPC. EST. \$6
 152 SYRA OSW & ROCH, 1928 VG (139-O-1) ON PPC. EST. \$4
 153 TR(UCKE) & LK TAHOE, 1933 PARTIAL (997.4-B-1) ON PPC. \$6
 154 WALLULA & PENDLETON, 1917 G (NEW TYPE) ON PPC. EST. \$20
 155 WASH & BLUEMONT, 1939 VG (301-C-7) ON GPC. ELECTRIC. E \$4
 156 WASH & CHARLOTTE, 1917 VG (302-P-3) ON PPC. EST. \$4
 157 WHITING & TUCK, 1893 F (248-D-1) ON REG REC CARD. EST. \$15
 158 WICHITA & KIOWA, 1911 F (920-AJ-2) ON PPC W/STAMP GONE. \$10
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 168 PITTSBURG PA ST, 1907 G+ (PI-2-C) ON PPC TO AUSTRIA. E \$15
 169 ST. LOUIS/EASTON CIRCUIT, 1909 F (SL-11-a) ON PPC. EST. \$8
 170 ST. LOUIS/SOUTHWEST, 1910 VG (SL-14-b) ON PPC. EST. \$8
 171 SEATTLE & SEATTLE, 1910 VG (SE-1-a) ON PPC. EST. \$30
 172 TOWSON & CATONS, 1924 VG (BA-5-m) ON PPC. EST. \$4

Standard rules apply. Minimum bid \$3.00 please.

Phone Bids accepted: (415) 344-3080

CLOSING DATE: 10 OCTOBER 1996 (10PM Pacific)

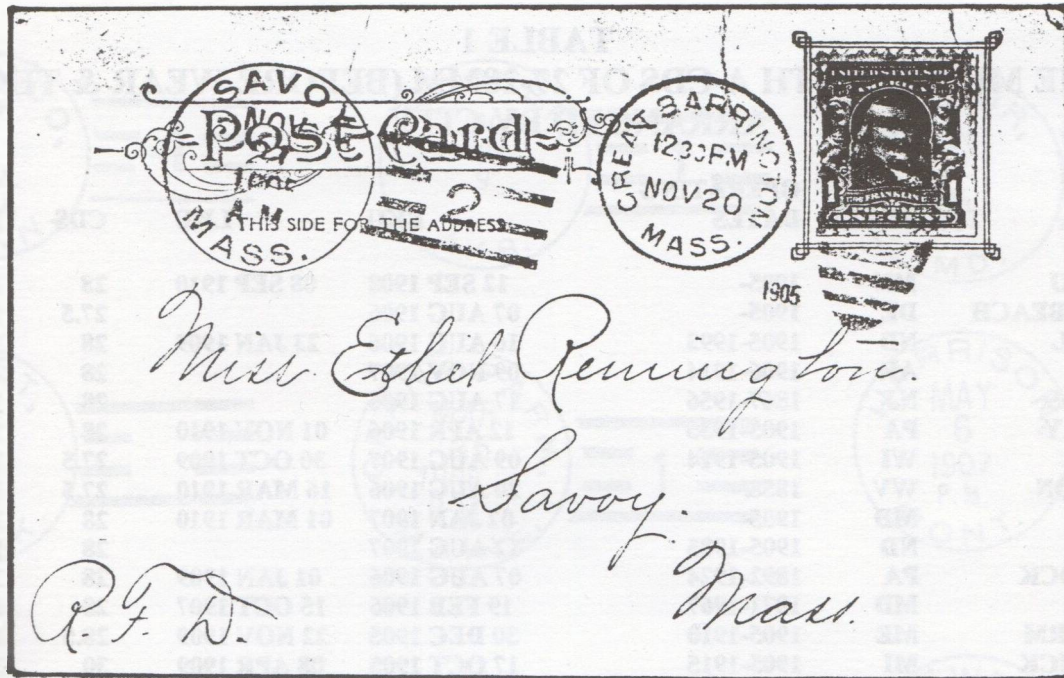


Figure 1. An example of the controversial Doane mimic used as receiving mark from Savoy, Mass. in November 1905.

DOANE MIMIC OR NEW DOANE TYPE?

By Randy Stehle

While working on the non-standard postmark project, I began to notice a certain kind of Doane mimic that looked very much like a standard Type 3 Doane. This Doane mimic has been reported from 35 towns, with over half the reports from offices established during the Doane distribution period (1903-1906). The question has arisen as to whether these mimics are, in fact, some type of official Post Office Department (POD) device. This article will explore this intriguing idea, and attempt to arrive at an answer.

Figure 1 shows the type of Doane mimic under study. This example is a receiving mark usage from Savoy, Mass. on a post card from 1905. The author specifically chose this example, rather than an originating mark, because the latter often appear with the killer bars directly on the stamp. This makes it very hard to accurately determine what number is in the bars. Rather than guess what the number may be, this article has chosen to omit the number. Such a notation in the listings which follow does not mean that no number was present.

The Savoy, Mass. Doane mimic may look like a standard Type 3 Doane to the untrained eye. While

the Type 3 Doane has a circular date stamp (cds) portion that measures 31-32 millimeters, all the Doane mimics in this study measure 27-28 mm. The few that measure a little larger are due to wear and tear. Figure 2 shows a tracing of the Savoy, Mass., Doane mimic next to a Type 3 Doane from Ruth, Calif. This side by side comparison makes it easier to see the difference in size. Granted, 3-4 millimeters is not much, but it is clearly enough to differen-

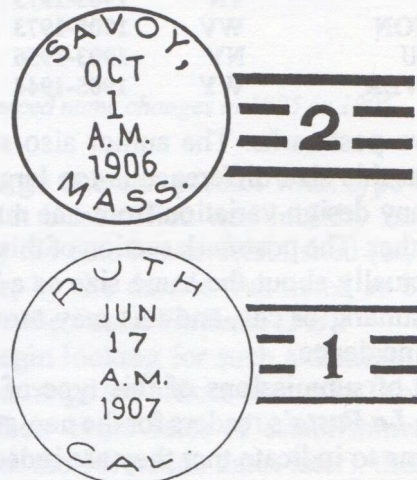


Figure 2. The Doane mimic and standard Type 3 Doane.

TABLE 1
DOANE MIMICS WITH A CDS OF 27-28MM (BEFORE WEAR & TEAR)
ARRANGED BY CITY

CITY	STATE	OPERATING DATES	EKU	LKU	CDS	KILLER
ALVARADO	MN	1905-	12 SEP 1908	08 SEP 1910	28	14(4)
BETHANY BEACH	DE	1905-	07 AUG 1906		27.5	14(4)
BLAISDELL	ND	1905-1993	16 AUG 1906	23 JAN 1909	28	14(4)
BOOKER	AR	1906-1914	09 NOV 1907		28	14(4)
BRAINARDS	NJ	1867-1956	17 AUG 1906		28	14(4)
BROADWAY	PA	1905-1935	12 APR 1906	01 NOV 1910	28	14(4)
BUSWELL	WI	1905-1914	09 AUG 1907	30 OCT 1909	27.5	14(4)
CANNELTON	WV	1858/-	20 AUG 1906	16 MAR 1910	27.5	14(4)
DETOUR	MD	1905-	02 JAN 1907	01 MAR 1910	28	13(4)
EMMET	ND	1905-1985	12 AUG 1907		28	14(4)
FRICKS LOCK	PA	1892-1924	07 AUG 1906	01 JAN 1909	28	14(4)
GLENCOE	MD	1871-1967	19 FEB 1906	15 OCT 1907	28	14(4)
GRANT FARM	ME	1905-1910	30 DEC 1905	22 NOV 1909	28.5	13(4)
HAMTRAMCK	MI	1905-1915	17 OCT 1905	08 APR 1909	30	14(4)
HARRISON	MT	1905-	15 SEP 1906	14 JUN 1909	28	14(4)
HIGHLANDS	NC	1875-	11 NOV 1905	21 AUG 1906	28	14(4)
JOHNSON	FL	1881-1961	06 AUG 1906	25 APR 1908	28	12(4)
KUTCH	CO	1899/1971	30 MAY 1906	24 OCT 1908	29	14(4)
LAMY	NM	1881/1963	16 OCT 1905	25 AUG 1908	27	14(4)
LILLINGTON	NC	1859-	28 OCT 1905	01 SEP 1909	28	14(4)
LOCKE	AR	1895-1956	24 AUG 1908	24 JUL 1909	28	15(4)
McCALL FERRY	PA	1906-1911	14 JUL 1906	15 SEP 1909	27	13(4)
McCARLEY	MS	1890/-	28 MAR 1908		28	14(4)
MOHAWK	AZ	1905-1958	25 FEB 1909	23 DEC 1911	28	13(4)
MUSSELFORK	MO	1895-1939	20 DEC 1907	21 OCT 1908	28.5	14(4)
NATAL	MT	1905-1929	26 APR 1910		28	14(4)
NEWMAN	AR	1905-1927	17 APR 1909		28	14(4)
PANTEGO	NC	1825/-	21 FEB 1907	16 FEB 1909	27	14(4)
PRAIRIEBURG	IA	1858/1961	17 APR 1907	13 AUG 1908	27.5	14(4)
SAFETY HARBOR	FL	1892-	27 MAY 1907	20 SEP 1907	27.5	13(4)
SAVOY	MA	1816-	23 OCT 1905	20 JAN 1923	28.5	14(4)
SHOUNS	TN	1905-1973	06 APR 1910		28.5	14(4)
SPRINGTON	WV	1905-1973	20 JAN 1912	21 FEB 1912	27	14(4)
TRUDEAU	NY	1903-1956	27 SEP 1905	21 AUG 1906	28	14(4)
WIND RIVER	WY	1905-1944	13 JAN 1906	18 JAN 1906	28	14(4)

tiate the two postmarks. The author also strongly believes that this size difference is too large to be caused by any design variation from one manufacturer to another. The postmark section of this Doane mimic is actually about the same size as a Type 2 Doanes postmark, or cds, and this may turn out to not be a coincidence.

The lack of submissions of this type of Doane mimic from *La Posta*'s readers for the non-standard project seems to indicate that they are indeed hard to spot. Either that, or most people do not think of them as Doane mimics. Because of the lack of reports, most examples studied have come from the

collections of Gary Anderson and the author. The author is indebted to Gary Anderson for his invaluable help and also to Alan Patera for his assistance with post office dates of establishment.

This article lists 35 Doane mimics which all share the same design characteristics. In addition to the 27-28 mm. postmark, all have solid Type 3 killer bars and medium thick, squared block lettering. These similarities in appearance suggest either a common manufacturer, or several manufacturers working from the same specifications. The 35 post offices known to have used this Doane mimic are listed in Table 1.

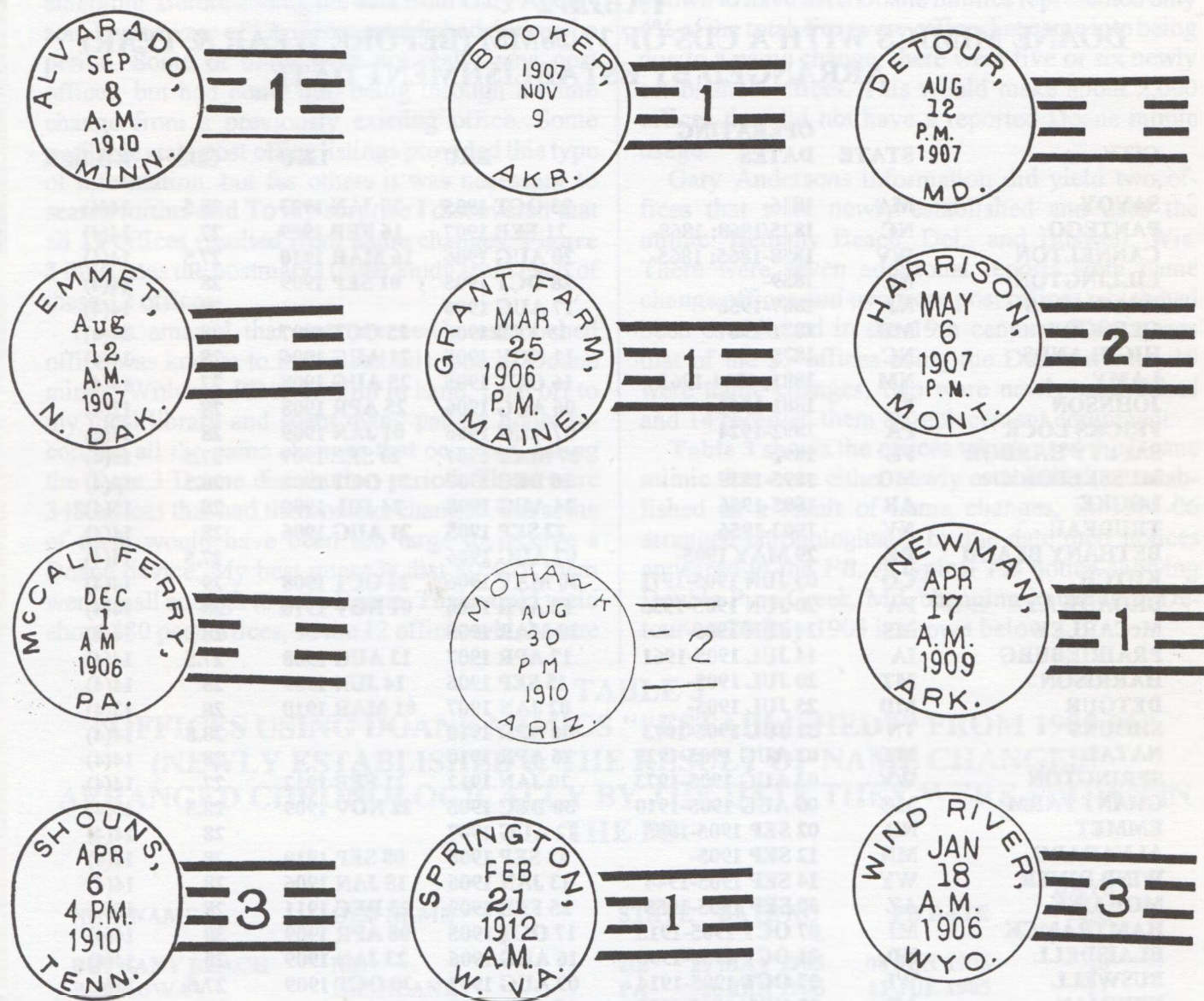


Figure 3. Initial group of Doane mimics from post offices that experienced name changes in 1905 or 1906.

Table 1 is organized alphabetically by town name, just like all the listings used in the non-standard project. If these mimics were POD issued, then certain characteristics and patterns of distribution must be present. As far as characteristics go, these mimics do look like Type 3 Doanes and they all look like each other. The POD distributed each type of official device to 4th Class offices (and a few higher class offices) during fairly specific time periods. There may be a little overlap between the timing of distribution when one type ended (Type 3 Doanes, for example) and another type began (4-bars), but

by in large one can predict what type of device a given 4th class office was initially issued by the POD by the date it was established (or, to be more accurate, by the date it was listed as being established in the *Postal Bulletin* (PB)).

To begin looking for such a distribution pattern, we can arrange the offices shown in Table 1 according to their exact dates of establishment (we will deal with the PB notice dates later). there are some offices which operated during more than one period. When a post office was re-established during the Type 3 distribution period (mid-1905 through the

TABLE 2
DOANE MIMICS WITH A CDS OF 27-28MM (BEFORE WEAR & TEAR)
ARRANGED BY ESTABLISHMENT DATE

CITY	STATE	OPERATING DATES	EKU	LKU	CDS	KILLER
SAVOY	MA	1816-	23 OCT 1905	20 JAN 1923	28.5	14(4)
PANTEGO	NC	1825/1868; 1868-	21 FEB 1907	16 FEB 1909	27	14(4)
CANNELTON	WV	1858-1865; 1865-	20 AUG 1906	16 MAR 1910	27.5	14(4)
LILLINGTON	NC	1859-	28 OCT 1905	01 SEP 1909	28	14(4)
BRAINARDS	NJ	1867-1956	17 AUG 1906		28	14(4)
GLENCOE	MD	1871-1967	19 FEB 1906	15 OCT 1907	28	14(4)
HIGHLANDS	NC	1875-	11 NOV 1905	21 AUG 1906	28	14(4)
LAMY	NM	1881; 1884-1963	16 OCT 1905	25 AUG 1908	27	14(4)
JOHNSON	FL	1881-1961	06 AUG 1906	25 APR 1908	28	12(4)
FRICKS LOCK	PA	1892-1924	07 AUG 1906	01 JAN 1909	28	14(4)
SAFETY HARBOR	FL	1892-	27 MAY 1907	20 SEP 1907	27.5	13(4)
MUSSELFORK	MO	1895-1939	20 DEC 1907	21 OCT 1908	28.5	14(4)
LOCKE	AR	1895-1956	24 AUG 1908	24 JUL 1909	28	15(4)
TRUDEAU	NY	1903-1956	27 SEP 1905	21 AUG 1906	28	14(4)
BETHANY BEACH	DE	29 MAY 1905-	07 AUG 1906		27.5	14(4)
KUTCH	CO	03 JUN 1905-1971	30 MAY 1906	24 OCT 1908	29	14(4)
BROADWAY	PA	20 JUN 1905-1935	12 APR 1906	01 NOV 1910	28	14(4)
McCARLEY	MS	24 JUN 1905-	28 MAR 1908		28	14(4)
PRAIRIEBURG	IA	14 JUL 1905-1961	17 APR 1907	13 AUG 1908	27.5	14(4)
HARRISON	MT	20 JUL 1905-	15 SEP 1906	14 JUN 1909	28	14(4)
DETOUR	MD	25 JUL 1905-	02 JAN 1907	01 MAR 1910	28	13(4)
SHOUNS	TN	31 JUL 1905-1973	06 APR 1910		28.5	14(4)
NATAL	MT	03 AUG 1905-1929	26 APR 1910		28	14(4)
SPRINGTON	WV	03 AUG 1905-1973	20 JAN 1912	21 FEB 1912	27	14(4)
GRANT FARM	ME	08 AUG 1905-1910	30 DEC 1905	22 NOV 1909	28.5	13(4)
EMMET	ND	02 SEP 1905-1985	12 AUG 1907		28	14(4)
ALVARADO	MN	12 SEP 1905-	12 SEP 1908	08 SEP 1910	28	14(4)
WIND RIVER	WY	14 SEP 1905-1944	13 JAN 1906	18 JAN 1906	28	14(4)
MOHAWK	AZ	30 SEP 1905-1958	25 FEB 1909	23 DEC 1911	28	13(4)
HAMTRAMCK	MI	07 OCT 1905-1915	17 OCT 1905	08 APR 1909	30	14(4)
BLAISDELL	ND	21 OCT 1905-1993	16 AUG 1906	23 JAN 1909	28	14(4)
BUSWELL	WI	27 OCT 1905-1914	09 AUG 1907	30 OCT 1909	27.5	14(4)
NEWMAN	AR	07 NOV 1905-1927	17 APR 1909		28	14(4)
BOOKER	AR	11 JAN 1906-1914	09 NOV 1907		28	14(4)
McCALL FERRY	PA	03 MAR 1906-1911	14 JUL 1906	15 SEP 1909	27	13(4)

all of 1906), the author has used that date as the 'establishment' date. Table 2 displays the offices arranged chronologically by establishment (or re-establishment) date. The results are provocative -- of the 35 offices, 21 of them were established from mid-1905 to the spring of 1906. There is a chance that some of these offices did not use the mimic as their first device, but absent more detailed records, the author will assume they did. Even if all did not, the sheer number established in the 1905-06 period is intriguing. The other 14 offices would have received their devices as replacement equipment. It does seem like too much of a coincidence for 60%

of the recorded offices to be established, or re-established, during this one brief period.

Examples of almost half (17 of 35) of these Doane mimics have been reported during the Type 3 Doane distribution period. This is an important point for if all of these devices were known *only* after the fall of 1906, that would be powerful evidence that they were indeed mimics. POD issued devices should be represented by some reports of usage during the distribution period.

While researching the exact dates of establishment for the offices that began operating in 1905-06, the author noted a very strange pattern

emerging. Before adding the data from Gary Anderson, I was aware of 12 offices established during the period. Some of these were not really *new* post offices, but had come into being through a name change from a previously existing office. Some available state post office listings provided this type of information, but for others it was necessary to search further and to my surprise I discovered that all 12 offices resulted from name changes. **Figure 3** illustrates the postmarks under study from each of these 12 offices.

I was amazed that not one newly established office was known to have used this type of Doane mimic. With my *PB* microfilm in hand, I ran off to my local library and spent many patient hours recording all the name changes that occurred during the Type 3 Doane distribution period. There were 348 offices that had their names changed, but some of them would have been too large to receive a Doane device. My best guess is that 80% of them were small enough to get a Doane. That would yield about 280 post offices, so the 12 offices which were

known to have used Doane mimics represented only 4% of the total. For every office that came into being due to a name change, there were five or six newly established offices. This would make about 2,000 offices that did not have a reported Doane mimic usage.

Gary Anderson's information did yield two offices that were newly established and used the mimic: Bethany Beach, Del., and Buswell, Wis. There were seven additional reports from name change offices and two from post offices which had been established in the 19th century. This means that of the 35 offices using the Doane mimic, 19 were name changes, two were newly established and 14 received them as replacement equipment.

Table 3 shows the offices which used the Doane mimic that were either newly established, or established as a result of name changes, in 1905-06 arranged chronologically by the date their notices appeared in the *PB*. A typical *PB* notice showing Double Pipe Creek, Md. changing its name to Detour on 26 July 1905 is shown below:

TABLE 3
"OFFICES USING DOANE MIMICS ""ESTABLISHED"" FROM 1905-06"
(NEWLY ESTABLISHED & THE RESULT OF NAME CHANGES)
ARRANGED CHRONOLOGICALLY BY THE DATE THEY WERE SHOWN IN
THE PB

NEW NAME	OLD NAME	STATE	DATE NC	PB DATE	DAYS LAG
BETHANY BEACH	N/A	DE	29 MAY 1905	08 JUN 1905	10
BROADWAY	IRISHLANE	PA	20 JUN 1905	11 JUL 1905	21
McCARLEY	McANERNEY	MS	24 JUN 1905	11 JUL 1905	17
KUTCH	SANBORN	CO	03 JUN 1905	22 JUL 1905	49
PRAIRIEBURG	PRAIRIESBURG	IA	14 JUL 1905	25 JUL 1905	11
HARRISON	FERGUSON	MT	20 JUL 1905	05 AUG 1905	16
DETOUR	DOUBLE PIPE CREEK	MD	25 JUL 1905	08 AUG 1905	14
SHOUNS	SHOUNS CROSSROADS	TN	31 JUL 1905	10 AUG 1905	10
SPRINGTON	TIGERTOWN	WV	03 AUG 1905	18 AUG 1905	15
WIND RIVER	SHOSHONE AGENCY	WY	14 SEP 1905	30 SEP 1905	16
NATAL	POMO	MT	03 AUG 1905	04 OCT 1905	62
EMMET	ROBINSON	ND	02 SEP 1905	10 OCT 1905	38
ALVARADO	SNAKE	MN	12 SEP 1905	11 OCT 1905	29
HAMTRAMCK	KRAFT	MI	07 OCT 1905	19 OCT 1905	12
BLAISDELL	GRENADA	ND	21 OCT 1905	24 NOV 1905	34
GRANT FARM	MORISON	ME	08 AUG 1905	24 NOV 1905	109
MOHAWK	CHRYSTOVAL	AZ	30 SEP 1905	25 NOV 1905	56
NEWMAN	FARRELL	AR	07 NOV 1905	08 DEC 1905	31
BUSWELL	N/A	WI	27 OCT 1905	05 JAN 1906	70
BOOKER	McALMONT	AR	11 JAN 1906	01 MAR 1906	49
McCALL FERRY	BONVIEW	PA	03 MAR 1906	31 MAR 1906	28

 POST OFFICE NAME CHANGED.

MARYLAND.

 Double Pipe Creek, Carroll Co., to Detour.
 [25 July 05]

Both the new and old names of the offices are shown in Table 3. The two newly established offices have "n/a" in the "old name" column. The exact date of the name change is given in addition to the *PB* notice date. The "days lag" column represents the number of days elapsed between the effective date of the name change (which usually coincides with the postmaster appointment date) and the date it appeared in the *PB*. The notices for this group appeared anywhere from 10 to 109 days after the name changes were effective. Nine days is the quickest any notice appeared during this time period. Some remote offices (especially Alaska) took as long as nine and a half months. After a postmaster was appointed it often took quite a while to get the office actually operating. The true start of operations was probably much closer to the *PB* notice date.

Howcan, Alaska, for example changed its name from Jackson on 16 May 1905, but the notice did not appear in the *PB* until 8 March 1906. Howcan

is, no doubt, an extreme case, but many older offices have "lags" that are long enough, or occur at just the right time, to affect the type of initial POD device they would have received. Looking at Howcan's spring of 1905 establishment date, one might assume that the office would have received a Type 2 Doane which was in distribution through June 1905. In reality, however, the March 1906 *PB* notice insures the office of receiving a Type 3 Doane. Whenever any length of "lag" occurs over the changeover from one device to another, the expected type of device the office should have received (based on establishment date) is likely to be wrong.

In the case of the 21 offices shown in Table 3, all the *PB* notice dates fall within the Type 3 Doane distribution period, except for Bethany Beach, Del. The notice of establishment for Bethany Beach appeared in the 8 June 1905 *PB*. A close examination of the June 1905 *PB* notice dates for all "establishments" compared to the type of any reported Doane usage from that office shown in *United States Doanes*, permitted me to narrow down the crossover date from Type 2 to Type 3 Doanes. All offices shown in *United States Doanes* with *PB* notice dates prior to 27 June 1905 showed reports of Type 2 Doane use. Those established on 27 June

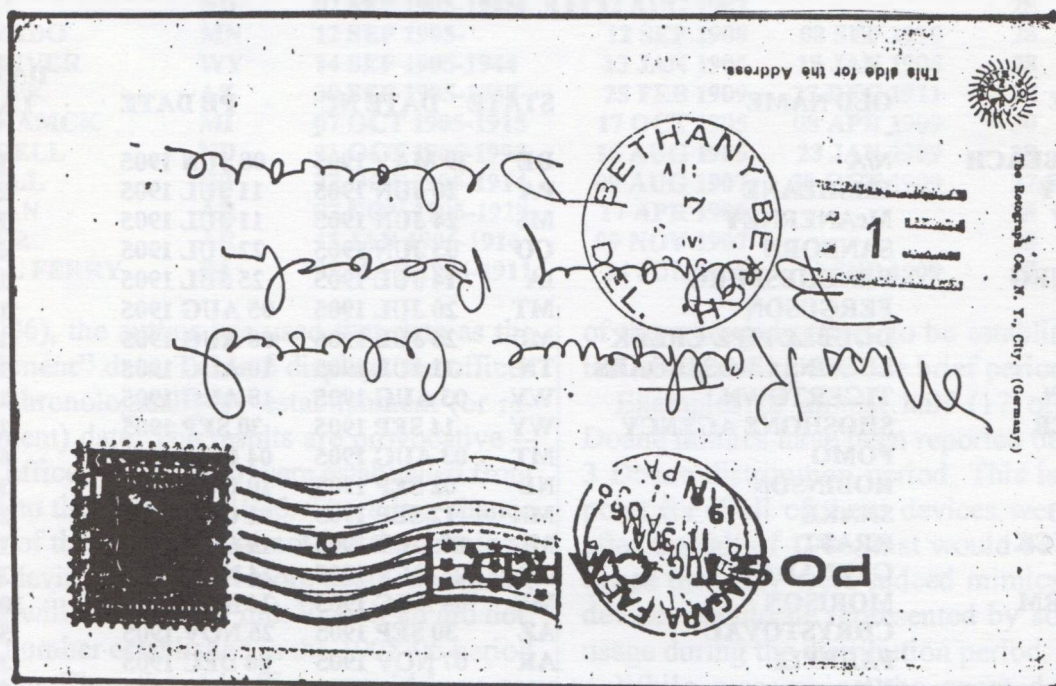


Figure 4. The Bethany Beach, Del. Doane mimic used as a receiving mark.

1905 either had Type 2 or Type 3 Doane reports. Offices with *PB* notices from 28 June 1905 until the end of 1906 were all represented in *United States Doanes* with Type 3 uses. Since not all the offices reported in the *PB* were shown in *United States Doanes* (about half were), there is a chance that the 27 June 1905 cross over date may be off by a few days.

Because *PB* notice dates are not readily available, one cannot accurately predict whether offices established in May or June 1905 received a type 2 or Type 3 Doane. It would be fair to say that offices established after 15 July 1905 received a Type 3 Doane.

This all brings us back to the problem posed by the Bethany Beach, Del. Doane mimic (see Figure 4 for a post card with the postmark used as a receiving mark in 1906). The *PB* notice date for Bethany Beach indicates that the office should have received a Type 2 Doane as its initial postmarker. The real question, which is unanswerable without additional information concerning the history of Bethany Beach, is whether the Doane mimic reported on 7 August 1906 was the *initial* device or a replacement for the original equipment. Thus far, no reports of a Type 2 Doane from Bethany Beach are known. Also, the known date of use for the mimic is only 14 months after the establishment date. If one assumes that the mimic was the office's first device, then one could make a good argument that the mimic is in reality some sort of experimental POD device. The *PB* notice date for Bethany Beach falls fairly close to the crossover date between Type 2 and Type 3 Doanes. Perhaps when Type 2 distribution ended, the POD initially issued solid bar Doanes with the same postmark diameter as the Type 2 devices. If one looks at the next two offices listed in Table 3, an even stronger argument could be made. Both Broadway, Penna. and McCorley, Miss. had *PB* notice dates of 11 July 1905 -- also very close to the 27 June cross over date.

The argument falls apart when the rest of the offices listed in Table 3 are taken into consideration. Distribution patterns for POD devices issued during the early decades of this century cover fairly definite time periods. There may be some slight overlap as previously noted, but so far a new POD issue device has not been observed to fall within the distribution period of another type of device.

The *PB* notice dates for the other 18 offices in Table 3 spread out over a nine month period. The author believes that this period is entirely too long to be that of an experimental POD device. The *PB* notice dates would all have to center around mid-June to mid-July 1905 to consider such a scenario. Why Bethany beach, Del. seemingly used a "Type 3" Doane mimic before the Type 3 devices were even issued may have a simple explanation. I assume that as soon as their *PB* notice appeared, the postmaster was solicited by a rubber device manufacturer, or the postmaster became aware of these devices through other means. Either way, the postmaster probably would not order something unless the POD took too long to send the Doane (or if the Doane was lost or damaged shortly after receipt). By the time either one of these events happened, Type 3 Doanes would have begun to be issued to other offices. The manufacturer was probably aware of this change in the design.

Having convinced myself that these puzzling handstamps were indeed Doane mimics, several other troubling questions about their use patterns come to mind. Why are there only two examples from newly established offices compared to 19 from the name change offices? And why are there more reports from the name change offices than from existing offices which would have purchased the mimics as replacement equipment.

One can speculate about the reasons why only two newly established offices out of a potential 2,000 establishments have been reported. Such issues as the possible reluctance of new postmasters to break the rules by using non-POD devices, and their unfamiliarity with the manufacturers of these mimic devices, are potential areas of exploration. A better way of exploring this situation is to observe the incidence of nonstandard usage among all newly established offices. Through my work on the non-standard project, I have estimated that about 20 offices established in 1905 and 1906 used a non-standard device as their initial postmark. This means that of the 2,000 offices established during the period, only one per cent used non-standards. These offices used a wide variety of devices including the Doane mimics examined in this study. This observation of the rate of non-compliance with POD rules helps explain the low incidence of Doane mimic reports from newly established offices noted here.

Possible reasons for the high incidence of reports from the name change offices remain even more elusive, especially when the usage rates among existing offices is taken into consideration. The 19 reported usages by name change offices (out of about 280 potential name changes offices of proper size in the 1905-06 period) is a rather high 7% of the total (especially when compared to the less than 1% rate for newly established offices).

What percentage of existing offices would be expected to need replacement equipment from mid-1905 to the end of 1906? In *United States Doanes* it is estimated that about 28 thousand offices used a Doane of some type. If we substitute the approximately 2,300 newly established and name change offices (per year) over the 3-year Doane distribution period, we are left with 21,600 offices that received Doanes as replacement equipment. This works out to about 7,000 per year. With only 14 Doane mimic reports, the usage rate is only 0.2%. This works out to about 1 in 400 compared to 1 in 14 for the name change offices.

The author can provide no reasonable explanation for these apparent statistical disparities. One observation I have made is that the name change offices had previously used a standard Doane about half of the time under their old name. The existing offices used standard Doanes about a quarter of the time before their use of a Doane mimic. The supposition is that prior standard Doane use might lead to the purchase of a similar device from outside sources. This observation would make more sense if the usage rate for name change offices was twice that of the existing offices rather than the observed rate of 28 times as much.

Given the large gap between these two groups of offices, one must pose the question what is it about an office undergoing a name change that makes it *much more* likely to use a Doane mimic? The author can offer only one totally unsubstantiated theory, which, unfortunately, is likely to be impossible to prove. It may be that someone in POD, who had knowledge of the approval process to get the name of a post office changed, solicited these offices either directly, or through an agent who worked for the manufacturer. It seems like a rather risky thing for anyone to do, however.

What can be proved through observation, and a little government document research, is that these Doane mimics were not a new Doane type. This is

one of the goals of postal history -- to try and make sense out of the patterns of postmark usage.

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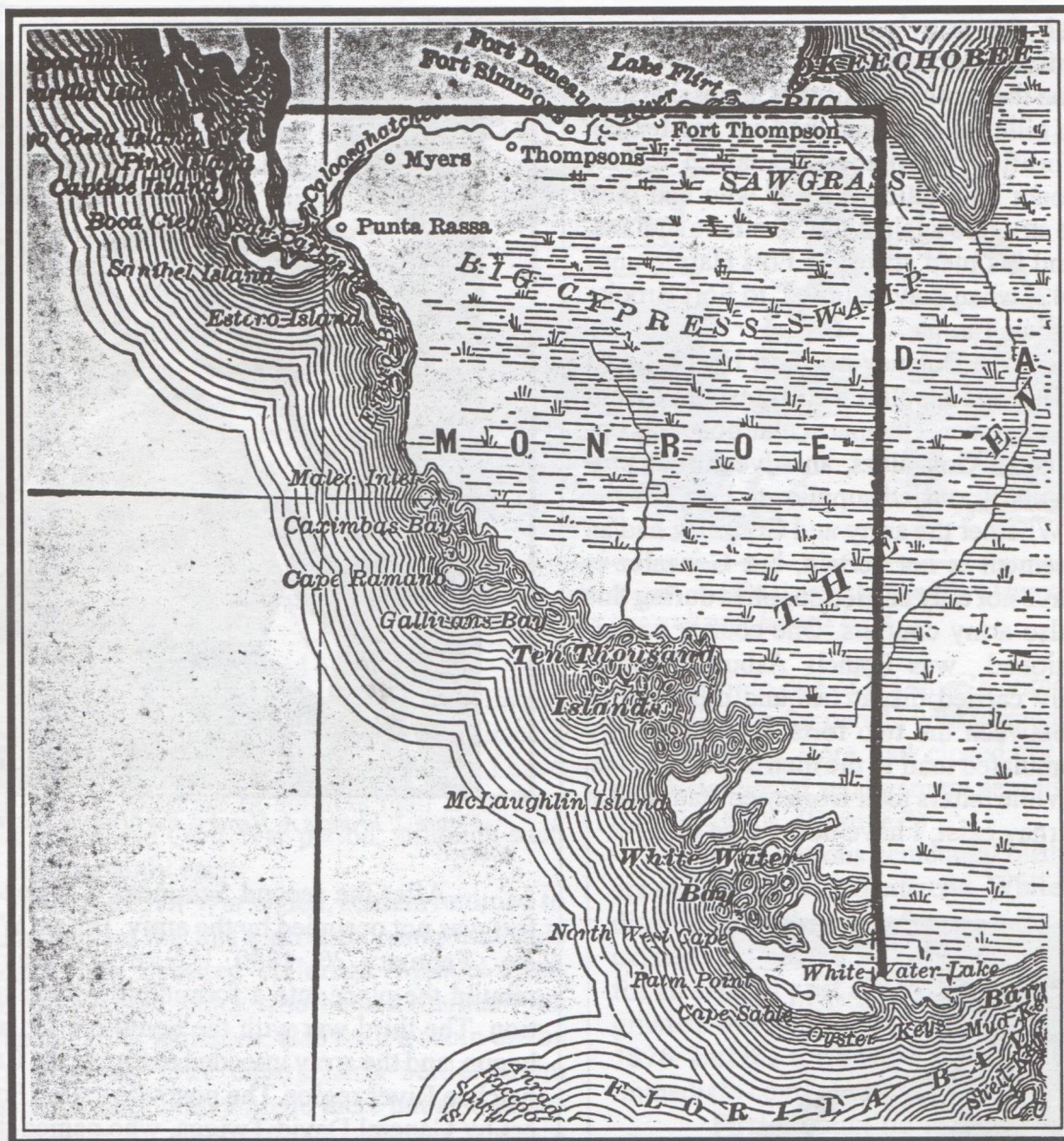
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Map I - In this 1885 map the area of Lee County was still contained within Monroe County. Myers and Punta Rassa appear on the Caloosahatchee River.

Fort Myers, Lee County, Florida: A Postal History

By Michael Dattolico

To many winter vacationers, Fort. Myers, Florida, is one of the most popular resorts in the Country. Its warm winter breezes, stately palms and friendly citizens draw thousands of visitors every year, some of whom stay to become residents thern-

Michael Dattolico, La Posta's newest Associate Editor, was raised in Fort Myers, and he begins his association with our journal with this postal history tribute to his former home.

selves. Fort Myers and surrounding Lee County is a place rich in history, and the story of the region's development is interesting. But the postal history of Fort Myers and Lee County is a fascinating story in itself.

Ironically, the destruction of one army post led to the founding of what was to become Fort Myers. In 1841, Fort Dulaney, a post situated near Punta Rassa, was destroyed by a hurricane. The fort's commander, Captain Henry McKavett, was ordered to find a more protected location at which

to reestablish the army's presence in southwest Florida Territory. McKavett discovered an ideal plot of land on the south bank of the Caloosahatchee River fifteen miles inland from the Gulf of Mexico. McKavett fortified the place and named it Fort Harvie in honor of a fellow officer who had died earlier in the struggle against the Seminole Indians. McKavett and his men stayed at Fort Harvie until March 3, 1842, when they returned to Fort Brooke near present-day Tampa.

Neither Fort Dulaney nor Fort Harvie had a post office. Mail and supplies were transported from Fort Brooke schooner. One particular boat was operated by Manuel Gonzales, an adventurous pioneer who regularly carried supplies to Fort Harvie. (Figure 1). Whether the army and Gonzalez had an official agreement is not certain, but Gonzalez is reputed to have not only carried supplies during this period but also army couriers. One courier prominently mentioned was Francis Asbury Hendry. Hendry likely carried dispatches and other correspondence between the two forts, so he probably carried accumulated mail to the men at Fort Harvie. (Figure 2) While letters to or from men stationed at Fort Harvie may exist, I have never seen one.

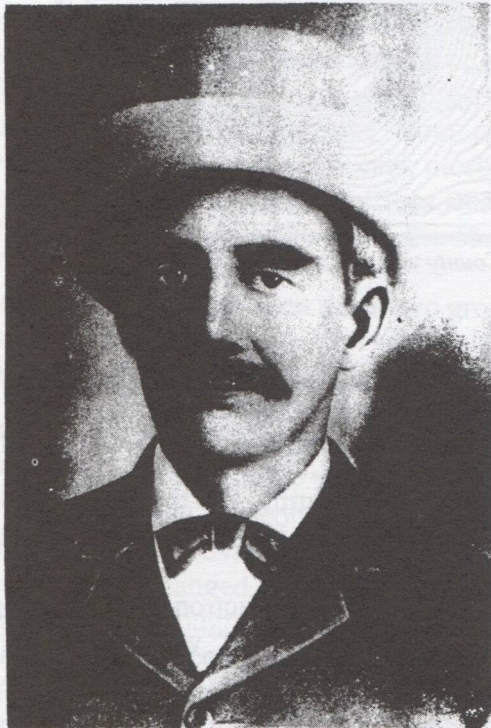


Figure 1. Manuel Gonzales, Fort Myers pioneer.

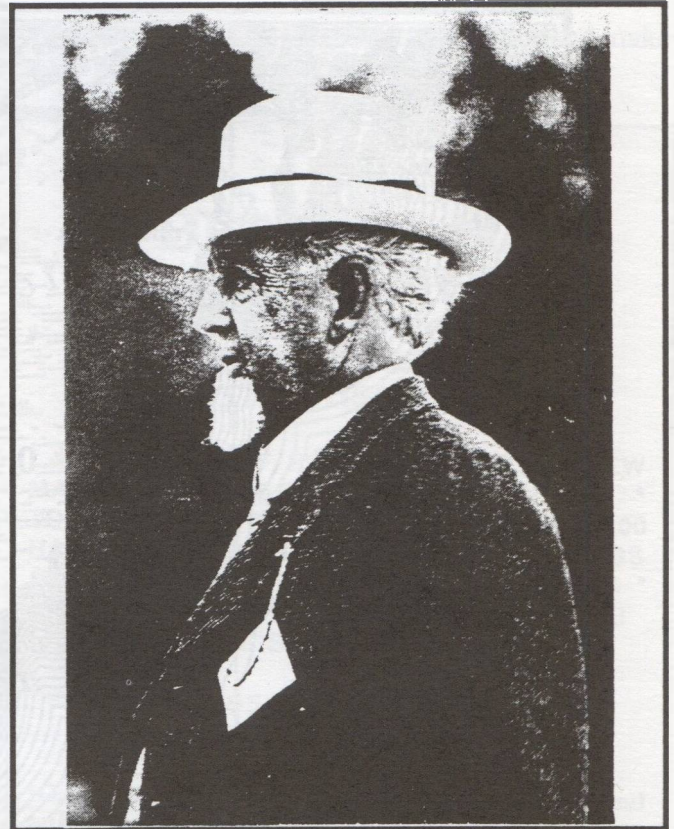


Figure 2. Francis A. Hendry, Fort Harvie soldier and courier.

After the second Seminole War ended, the fort was not occupied by the army. But on Wednesday, February 20, 1850, U.S. troops returned to rebuild the place into a formidable defensive position. The third war with the Seminole Indians had begun, and the army intended to fortify the Caloosahatchee River region. The post was called Fort Myers by General David Twiggs, who named the fort in honor of his son-in-law and former Fort Harvie officer, Abraham Myers. The fort remained operational until May 31, 1858, when it was abandoned by the army.

During the second garrison period, Manuel Gonzalez again helped supply the post with supplies from Fort Brooke. While mail from soldiers based at Fort Myers during the post's 8-year period may exist, I have never seen an example of such mail.

From May 1858 through the first half of the Civil War, the site was abandoned. Local settlers salvaged building materials from some of the buildings, while defiant Seminole Indians destroyed other existing structures. Subtropical flora overgrew and obscured much of the area.

But in late 1863, Union troops commanded by Captain James Doyle sailed up the Caloosahatchee River and rebuilt the fort. Doyle's orders were to raid and disrupt loosely organized Confederate army units in the area. His orders included seizing arms and munitions from enemy units in the area. But his orders specified the confiscation of local cattle which supposedly were sent to Punta Rassa for transport to other Union occupied areas of the South. Some historians have stated that the route used by Doyle's men to herd the cattle from Fort Myers to Punta Rassa was a path later known as McGregor Boulevard. In any case, Doyle and his men left the area in June 1865.

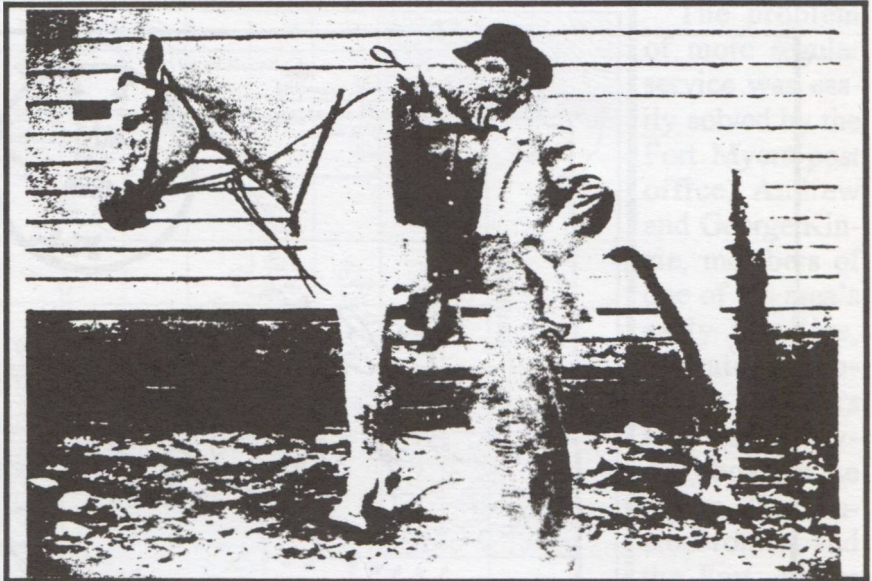


Figure 3. Jehu Blount, unofficial postmaster of Fort Myers prior to 1876. Note mail slot cut into wall near horse's head.

Mail for men stationed at Fort Myers during the Civil War came from Key West. Fort Myers did not have a post office. Mail came by ship when conditions permitted. Once again, I have never seen an example of soldiers' mail from Fort Myers during the Civil War period, although such mail may certainly exist.

After the Civil War ended, settlers returned to build homes on the fort's grounds using materials salvaged from deserted buildings. Manuel Gonzalez, the intrepid sailor who helped maintain the lifeline to earlier garrisons, also built a cabin on the fort's grounds. One enterprising settler, Jehu Blount, not only built a home there but also established one of the town's first businesses. It was a general store that figured significantly in the town's postal history.

Blount was in a unique position. As proprietor of one of the town's main businesses in those early years, he was often the recipient if not actual trustee, of mail delivered by boat from Tampa or from the new county government center at Key West. Blount accepted the mail on behalf of the settlers and made sure that the addressees received it when they came to his store, as the town's residents did when they needed supplies. A reciprocal relationship between Blount and the townspeople developed whereas the citizens entrusted Blount with their outgoing mail, which Blount diligently turned over to boat's captains bound for Tampa or Key West. Blount even

cut a slot into one of his store's outer walls to serve as a mail drop for people who wanted to mail a letter after Blount's store had closed for the day. This unofficial postal arrangement served the town until the mid-1870s. (Figure 3)

By the nation's centennial birthday, Fort Myers claimed over 300 citizens. While they were not displeased with the informal postal system that existed, the people still petitioned the government for an official post office. Washington obliged and granted the settlement an official post office in 1876. But the town's new postal status created two immediate conflicts for the local people.

First, Blount no longer was authorized to handle the town's mail. W. Marion Hendry, relative of former soldier Francis Asbury Hendry, was appointed as the first official postmaster. He promptly announced to all that he was now in charge of the town's mail, and he moved all postal business to his store across the street (Figure 4).

The second problem was a more emotional one. The name given to the post office was not Fort Myers but simply MYERS. The deletion of the word "fort" was taken as an insult by some townspeople and the government was asked to reconsider. Washington remained adamant on this issue, however, explaining that to call the town, "Fort Myers", might conflict with mail sent to the major army post, Fort Myer, Virginia. The local citizens accepted the post office's decision, but they still referred to their

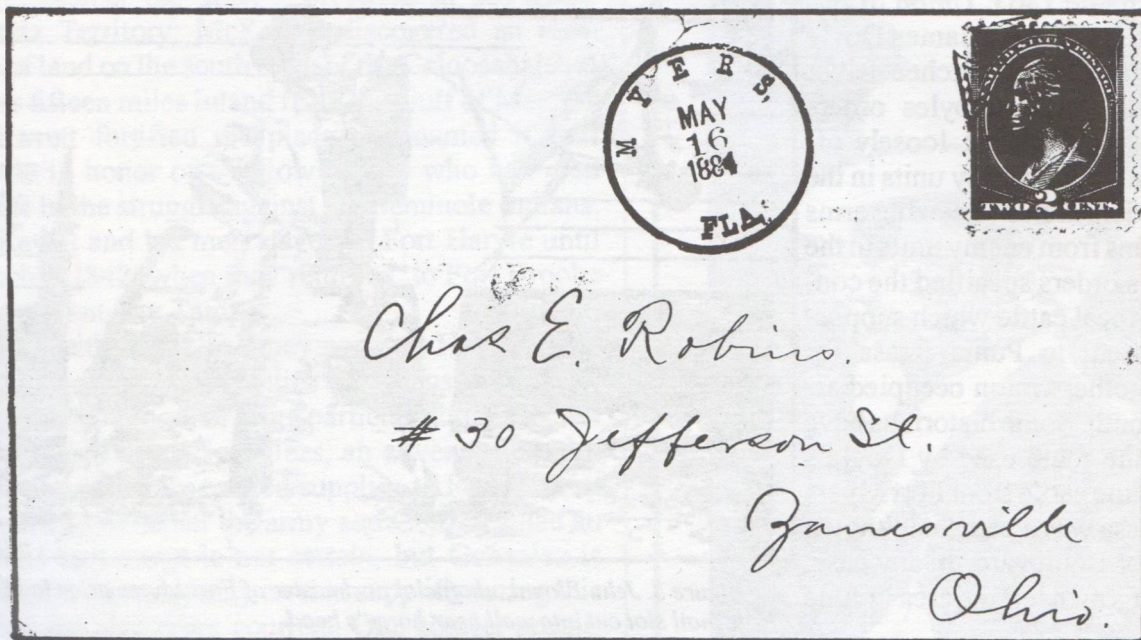


Figure 4. Cover showing Myers, Fla. circular date stamp with Maltese Cross killer used in 1880's.

town as **FORT** Myers in their correspondence. The government relented in 1901, officially changing the name of the post office to Fort Myers. (Figure 5). But by 1901, the name of the town was the least of the postmaster's concerns. For the area's unexpected growth created demands that local postal officials had not foreseen.

One problem was that some outlying areas already had post offices but lacked regular service. Punta Rassa, for example, had a postoffice since 1872. Other settlements in the area, especially those populated in the 1880's, received post offices towards the end of the century.

It was probably the people living on Sanibel Island, formerly known as Reed, plus those settlers living on nearby Captiva Island, who clamored the loudest for more regular service (see Map II). The Sanibel Islanders received an official post office in 1889, while people living

on Captiva Island received a post office in 1901. Other settlements along the coast were also becoming populated and would receive official post offices in the coming decade (Figure 6)

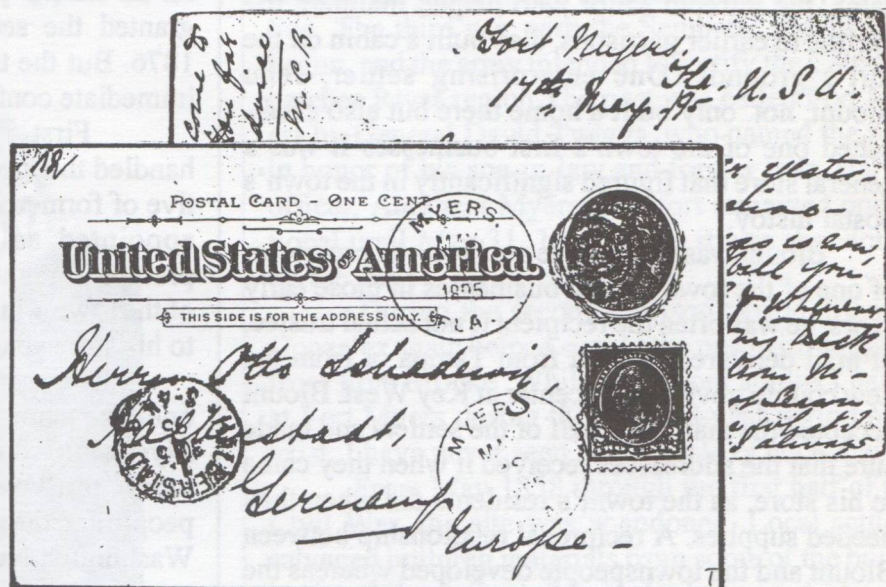
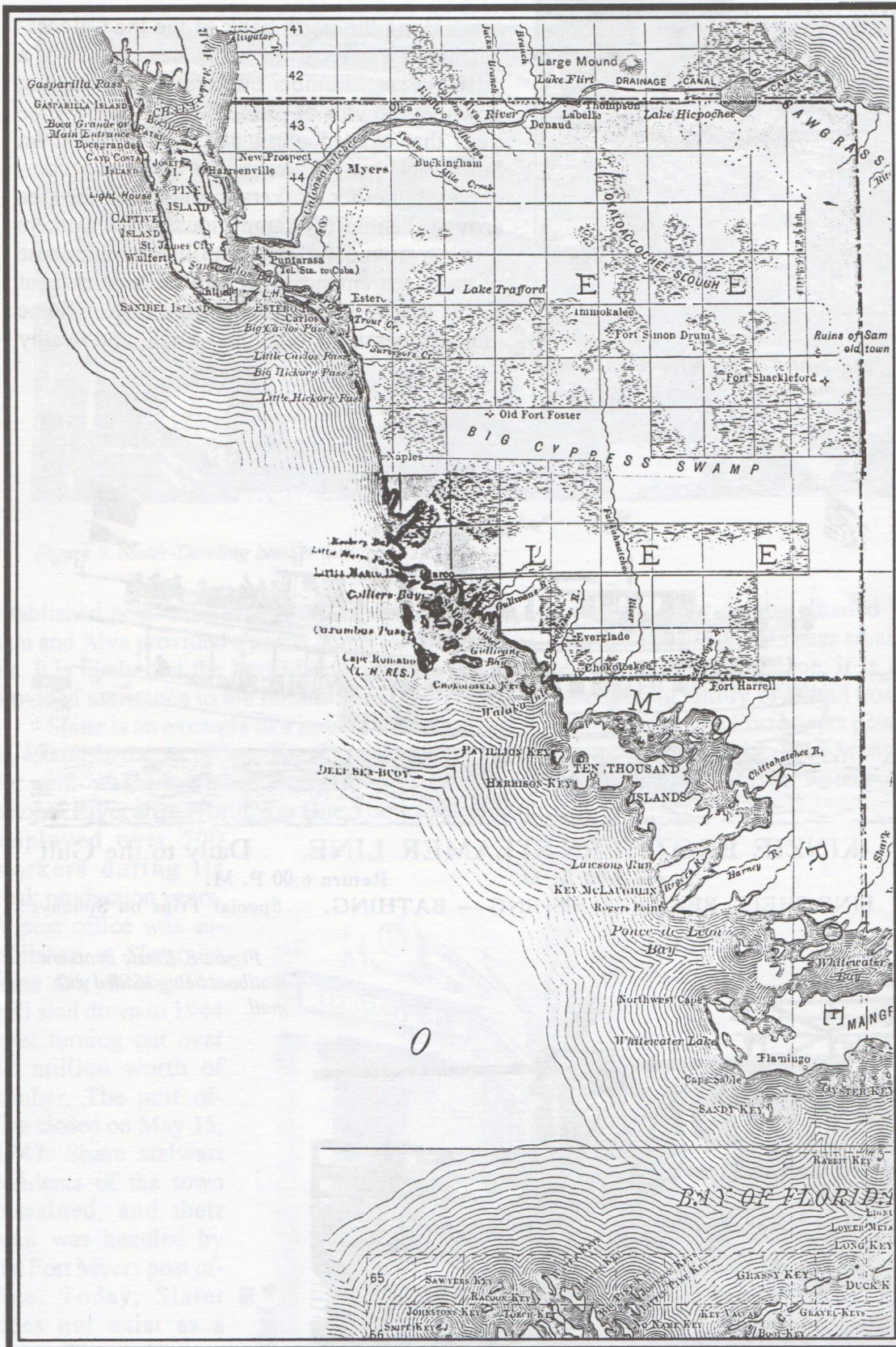


Figure 5. Postal stationery card mailed at Myers to Germany in 1895. Back of same card datelines his message "Fort" Myers. The government finally changed the post office name in 1901.



Map II. Lee County as shown on Rand, McNalley's 1903 Atlas.

The problem of more regular service was easily solved by the Fort Myers post office. Andrew and George Kinzie, members of one of the area's early families, operated deep-water steamers and shallow-draft boats in the region. The Kinzie Brothers and the Fort Myers postmaster reached an agreement whereby the Kinzie boats would deliver and pick up mail at Sanibel, Captiva and probably Punta Rassa on Monday through Saturday after 8:00 AM and return to the Fort Myers post office no later than 6:00 PM. This arrangement remained in effect until the early 1960's to the benefit of all. (Figures 7 & 8)

While the coastal areas of Lee County were becoming populated and serviced by the Fort Myers postoffice in the early 20th century, inland

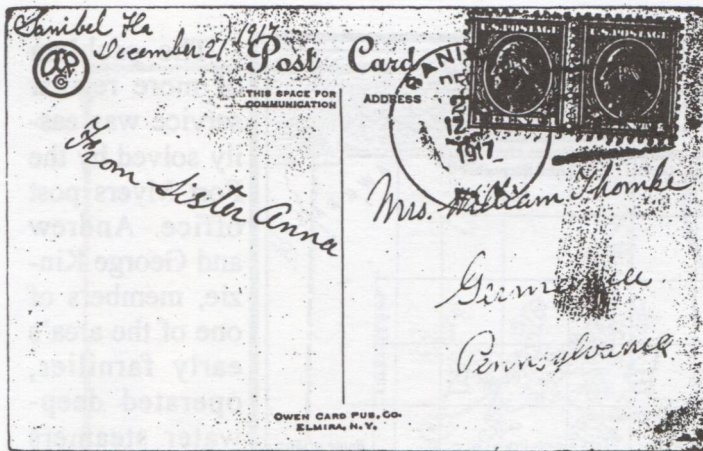
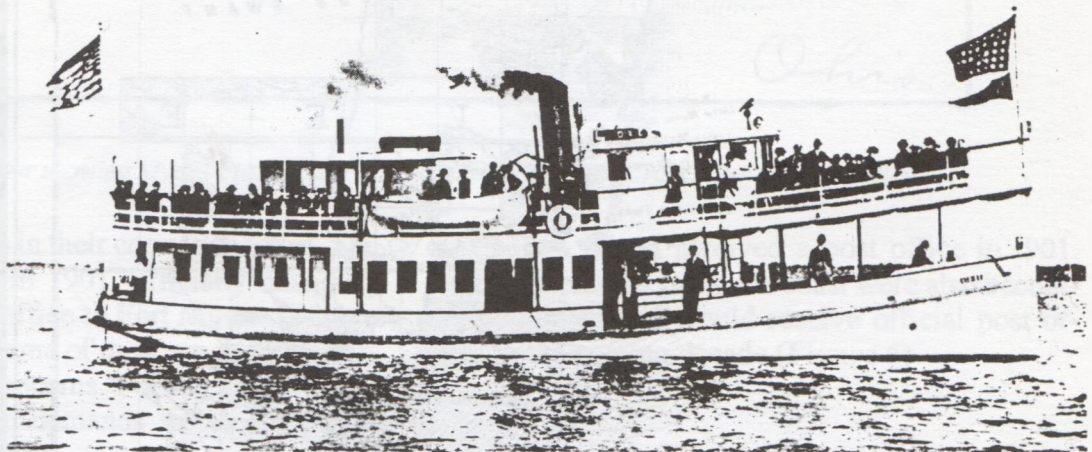


Figure 6. Example of mail posted at Sanibel post office and carried on a Kinzie Brothers mailboat.

areas along the north bank of the the Caloosahatchee River received many newcomers of a different sort. Lumber businesses were cutting down vast stands of prime Florida yellow-pine trees that existed north and east of the town. Some local people worked for the lumber companies, but other workers from outside the area arrived. Temporary camps housing the workers grew up around the lumber millworks, and some of these settlements grew into more permanent towns that received official post offices. Some lumber operations remained small, and nearby

Figure 7. Post card photo of Kinzie Brothers steamer on the Caloosahatchee River early in the century.



KINZIE BROTHERS STEAMER LINE. Daily to the Gulf
 Leave 8:00 A. M. Return 6:00 P. M.
FINE SHELL BEACH — FISHING — BATHING. Special Trips on Sundays

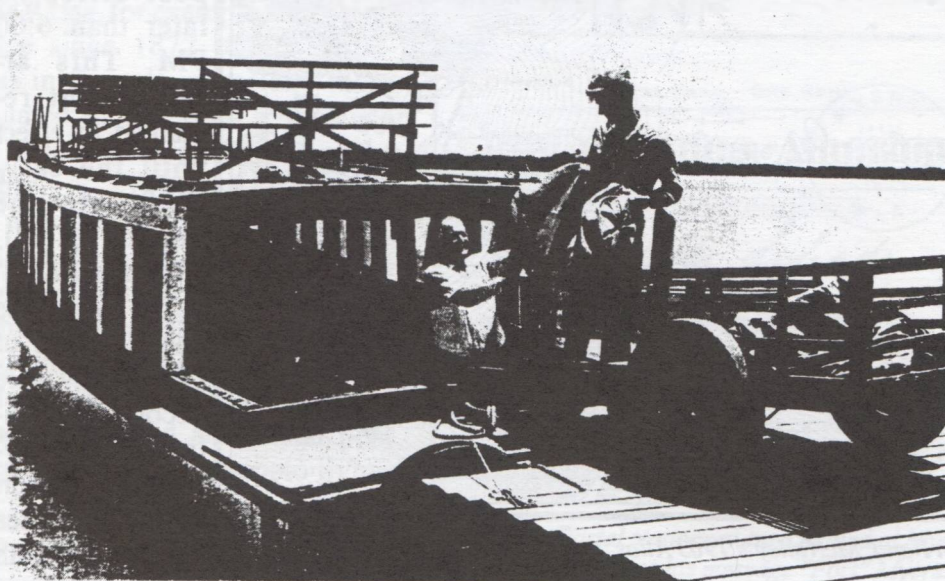


Figure 8. Kinzie Brothers mailboat being loaded with mail.

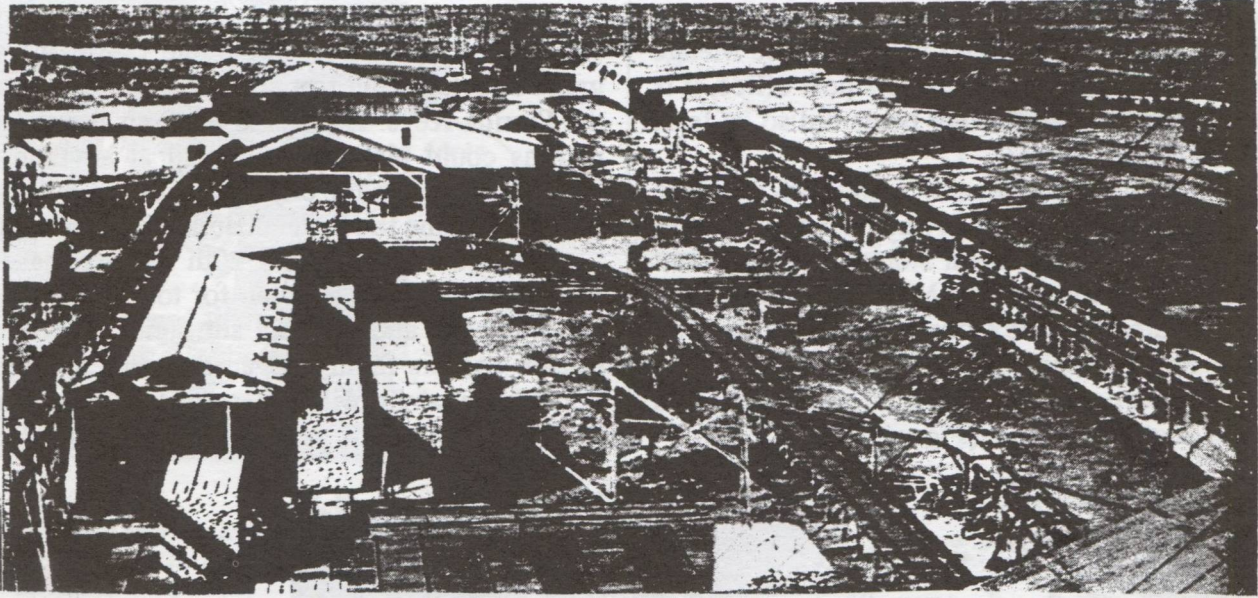


Figure 9. Slater-Dowling lumber mill circa 1930's.

established post offices at Punta Gorda, Buckingham and Alva provided a postal outlet for the workers. It is likely that the Fort Myers post office also provided assistance to the lumber camp workers.

Slater is an example of a lumber town that had an established post office. The Slater-Dowling paper mill was established north of the Caloosahatchee River after World War One. The corporation employed over 500 workers during its peak production years. A post office was established at Slater on June 24, 1926. The mill shut down in 1944 after turning out over \$2 million worth of lumber. The post office closed on May 15, 1947. Some stalwart residents of the town remained, and their mail was handled by the Fort Myers post office. Today, Slater does not exist as a town. (Figure 9)

For lumber camps situated near the Caloosahatchee River and for other small villages that dotted the upriver landscape, it is likely that another enterprising family of inland boat operators carried mail between the Fort Myers post office and upriver towns. Conrad and J. Fred Menge owned a fleet of boats that plied the river waters upstream from Fort.



Figure 10. The Lee County Bank housed Fort Myers post office for a time.

Myers, carrying passengers and freight on a regular basis. While I have seen no proof that the Menge boats worked with the Fort Myers post office, it is probable that Menge Brother boats did so, at least on an unofficial basis.

The early years of the new century saw a change in the location of the Fort Myers post office. After being housed in the general stores of Jehu Blount and W. M. Hendly, the Fort Myers post office was later moved to the Lee County Bank Building on Hendry Street in the 1920's. The post office also occupied a portion of the Collier Arcade, a mall area near the river, for a time. (Figure 10)

The post office was relocated in a prominent building on First Street in the late 1930s. It was a grand structure built from coquina rock quarried in the Florida Keys. It featured open-air boxes where patrons could pick up their mail at anytime. The building served as the city's post office until 1964, when it became the Federal Building. (Figure 11).

It was during the early 20th century that Fort Myers first became a haven for tourists seeking a warm climate and peaceful surroundings. Thomas Edison and his family began spending winters in Fort Myers, along with other notables who visited the area. During this period, the town's reputation

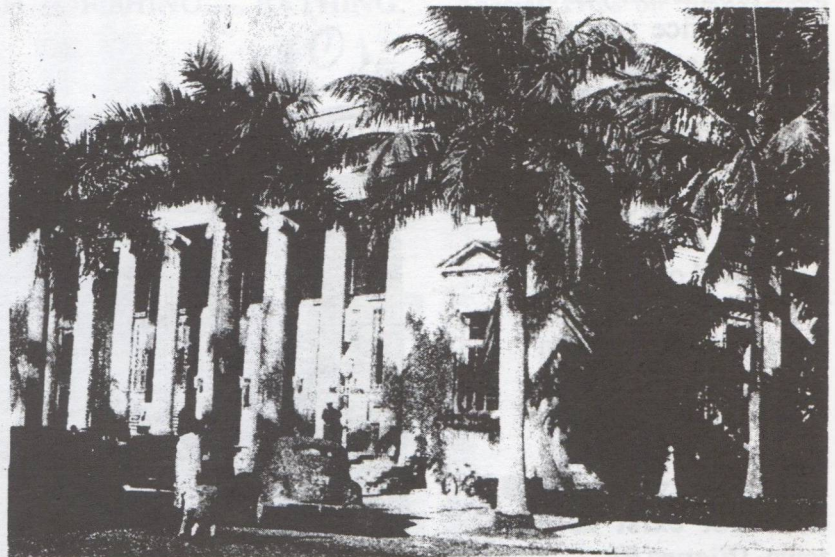
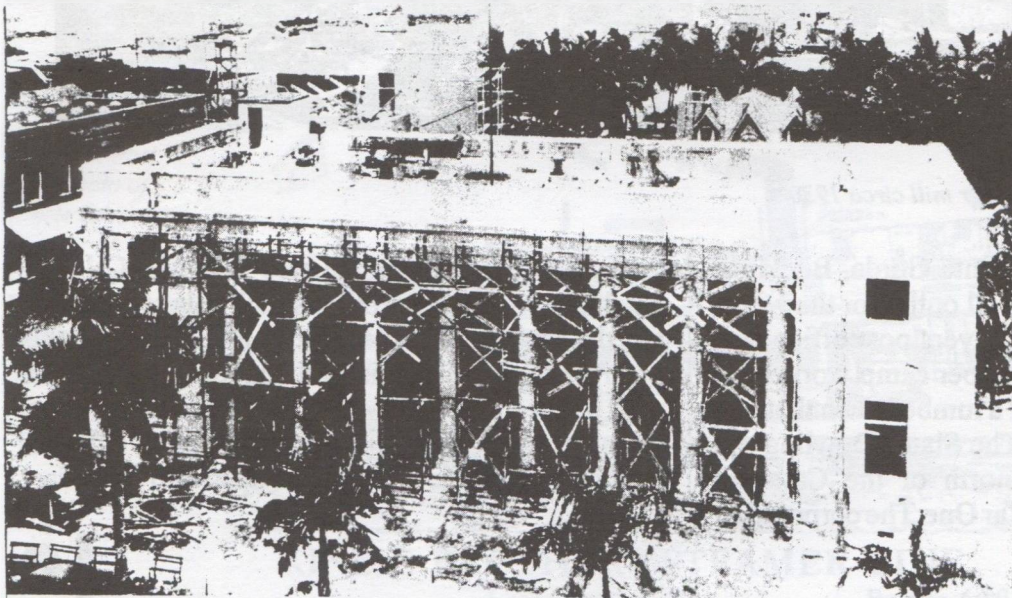


Figure 11. Various views of the Fort Myers post office completed in the 1930's. (TOP) Under construction. (LEFT) The post office featured an open air lobby, permitting citizens to get mail at any time. (RIGHT) View of the completed post office sometime during the 1940's.

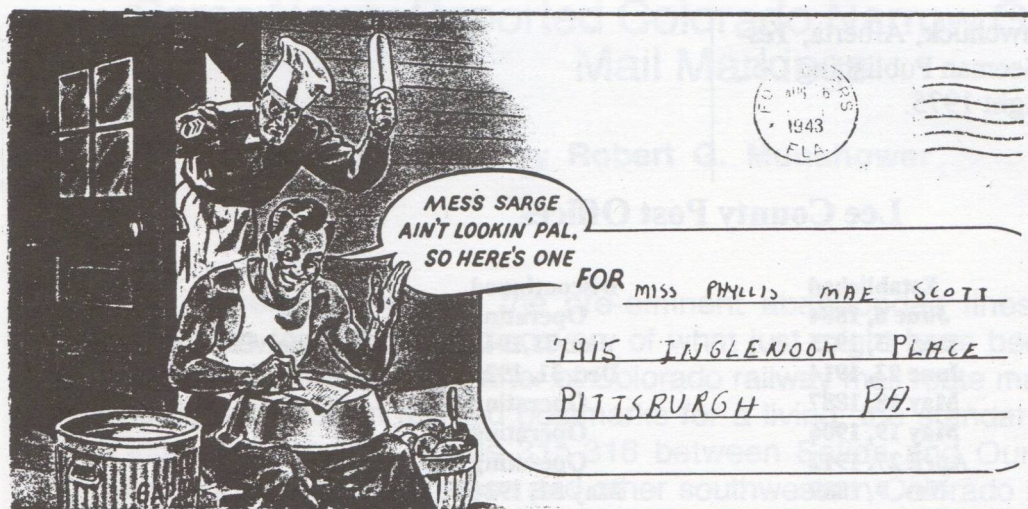


Figure 12. Letter mailed at Fort Myers during World War II from a soldier based at Buckingham Army Air Force Base.

as a winter retreat became widespread. The area's steady growth in tourism from World War One into the 1930s caused the Fort Myers post office to further increase its work force, especial during the winter months. But the town's growth due to tourism was small compared to the number of people who descended upon the area after December 7, 1941.

The country's entry into World War Two prompted a nationwide search for areas suitable for training America's manpower for combat against Germany and Japan. Southwest Florida's warm climate and flat, unpopulated terrain was ideal for the U.S. Army's aerial gunnery needs. An army air force training base was established near Buckingham in 1942. The Buckingham base did have a postal branch of the Fort Myers post office. The Buckingham military branch remained active until 1947, but during the war years the men at Buckingham generated a torrent of mail for the Fort Myers post office. (Figure 12)

After World War Two, many former servicemen returned as civilians and became residents in the Lee County area, just as former soldiers did after earlier wars. The return of the former servicemen, plus renewed interest in the area as a winter vacation resort, kept the Fort Myers post office busy as the local population grew steadily in the 1950's. Three particular areas of development - Gape Coral, Lehigh Acres and Fort Myers Beach - experienced

especially rapid growth in the 1950's. Those areas, along with others in the county were first established as rural, or branch, offices of the Fort Myers post office. The Lee County region continues to experience growth.

Today, the area remains a major tourist center. An international airport brings visitors to the place once garrisoned by a few hundred hard-bit-

ten American soldiers who fought the proud Seminole Indians. Early businesses owned by Jehu Blount and W.M. Hendry are gone, replaced by modern shops. Kinzie Brothers boats no longer ply the Fort Myers-Sanibel-Captiva mail route; a causeway spans the waters that the mailboats once traveled. Lumber camps that were a part of the county's landscape are gone, with little evidence that the men who cut down thousands of acres of pine trees were ever there. The army base at Buckingham remains closed and deserted. Areas of Lee County once rural are now developed and a modern postal system serves all.

As the Fort Myers/Lee County area continues to grow, its postal saga continues. It will remain a fascinating postal story to be told to future generations of postal historians.

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4. Godown, Marian & Rawchuck, Alberta, *Yesterday's Fort Myers*, E.A. Seeman Publishing Co., Inc., Miami, Florida. Copyright 1975.

Lee County Post Offices

Post Office	Established	Discontinued	Notes
Alva	June 6, 1884	Operating	
Bay Shore	Dec. 15, 1925	Jan. 31, 1942	Was Samville
Bayview	June 23, 1914	Dec. 31, 1923	
Boca Grande	May 18, 1887	Operating	
Bokeelia	May 19, 1906	Operating	
Bonita Springs	April 27, 1912	Operating	
Buckingham	Nov. 9, 1889	May 31, 1924	
Caloosa	May 6, 1893	Jan. 15, 1914	
Captiva	Aug. 29, 1901	Operating	
Carlos	May 26, 1898	Dec. 15, 1913	
Caya Costa	Jan. 28, 1911	Dec. 31, 1919	
Dunbar Heights	Aug. 16, 1954	May 13, 1956	Station of Fort Meyers
Estero	March 26, 1895	Operating	
Fort Myers	Nov. 29, 1901	Operating	
Fort Myers Beach Rural Sta.	Dec. 15, 1941	Aug. 30, 1955	To Ind. Post Office
Fort Myers Beach	Sep. 1, 1955	Operating	
Halgrim	June 23, 1916	Jan. 15, 1919	
Harrsenville	April 24, 1899	June 2, 1903	
Iona	Feb. 14, 1907	July 31, 1919	
Janeiro	Feb. 25, 1892	Aug. 5, 1893	
La Costa	April 25, 1891	June 5, 1895	
Laparita	Feb. 8, 1918	Oct. 31, 1922	
Lehigh Acres Rural Sta.	Nov. 2, 1957	Dec. 31, 1960	To Ind. Post Office
Lehigh Acres	Jan. 1, 1961	Operating	
Morganton	Jan. 11, 1889	April 4, 1890	
Myers	Aug. 22, 1876	Nov. 28, 1901	Changed to Fort Myers
New Prospect	Aug. 5, 1899	Feb. 28, 1904	
Olga	June 6, 1884	Sep. 15, 1930	
Owanita	Feb. 9, 1904	Nov. 29, 1930	
Pineland	Sep. 6, 1902	Operating	
Punta Rassa	March 29, 1872	Sep. 15, 1924	
Reed	July 31, 1894	March 31, 1895	Name changed to Sanibel
Rialto	June 1, 1897	Jan. 15, 1924	
Ridgewood Park	Sep. 15, 1915	Oct. 31, 1916	
Saint James City	Sep. 1, 1886	Operating	
Samville	Sep. 30, 1904	Dec. 8, 1913	Name changed to Woodrow
	Aug. 22, 1922	Dec. 15, 1925	Name changed to Bay Shore
Sanibel	July 31, 1889	Feb. 21, 1895	
	April 1, 1895	Operating	was Reed
Slater	June 24, 1926	May 15, 1947	
South Bocagrande	Nov. 16, 1908	May 4, 1945	
Survey	Jan. 26, 1901	April 27, 1912	
Tice	March 2, 1928	196?	To Fort Myers Branch
Upcohall	April 22, 1905	Oct. 15, 1918	
Useppa Island	March 31, 1914	Dec. 31, 1942	
Woodrow	Dec. 9, 1913	Aug. 27, 1922	Formerly Samville
Wulfert	Feb. 2, 1897	July 15, 1935	

Some Newly Reported Colorado Narrow Gauge Railway Mail Markings

by Robert G. Munshower

Several years ago, the pre-eminent abandoned lines reporter, Robert W. Richardson told us of the discovery of what just might have been the rarest, and, up until now, the most sought after of Colorado railway mail route markings. To those of us who collect western railroad postmarks for a living, the standard handstamp marking (Figure 1.) used on Trains 315-316 between Salida and Ouray, and occasionally Silverton, Durango, Montrose and other southwestern Colorado towns, know for a fact that this particular train actually travelled, during its journey, in just about every direction shown on the compass. To say the line was twisted and tortuous would be an worse than an understatement. In the end, and, luckily for collectors, it was the unusual physical nature of this unique narrow gauge railway mail route that was responsible for the unique cancelling device as discovered by Richardson, and for the first time, along with others, is being shown here.

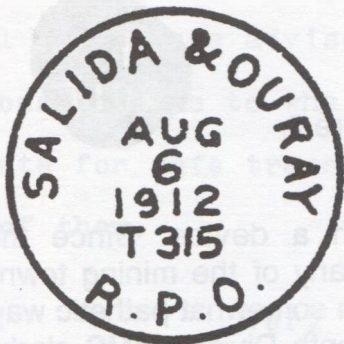


Figure 1.

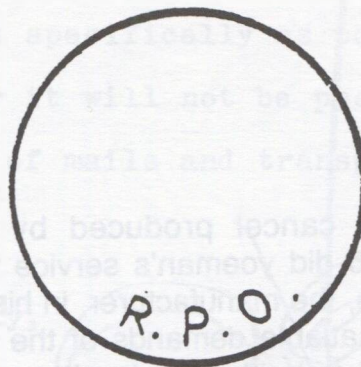


Figure 2.

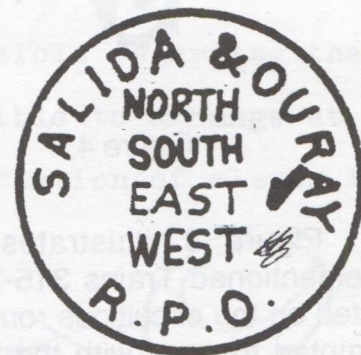


Figure 3.

Figure 2. is the only known example of the marking applied by the unusual device described by Richardson. He attributes its extreme scarcity to the following:

"This is the most prized of R.P.O. postmarks used in Colorado. The (rail)road would build a few more miles every few months, greatly annoying the manufacturer of the devices. This one came back with the instructions: "Just write it (date, train, route) in."

One can quickly see the practicality of this device as it was supposedly furnished to the RMS clerks assigned to the Salida run. Instead of having several handstamper, this one cleverly designed instrument would suffice. Now, it is with even greater pleasure that the author is able to provide several more, equally rare and unique, Colorado railway mail postmarks.

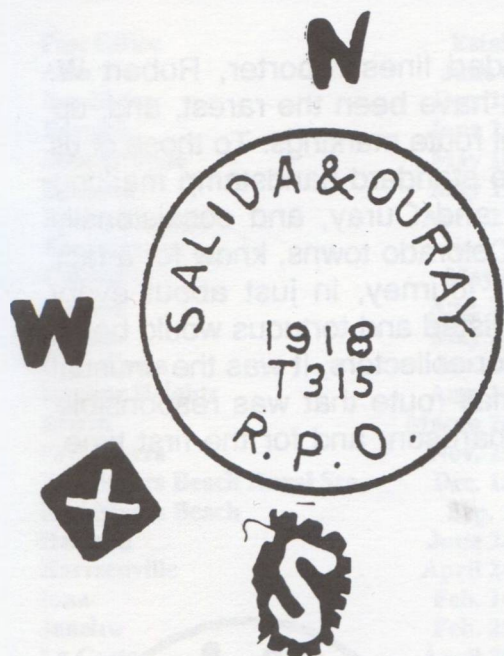


Figure 4.

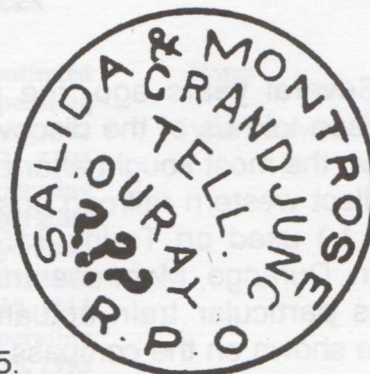


Figure 5.



Figure 6.



Figure 7.

Figure 3. illustrates a cancel produced by such a device. Since the aforementioned Trains 315-316 did yoeman's service to many of the mining towns located on the circuitous routes, the manufacturer, in his own somewhat pathetic way, attempted to cope with the insatiable demands of the Seventh Division RMS clerks who constantly demanded markers with new, hard to spell route titles in those same marking devices. Lucky indeed is the collector who numbers this among the gems in their collection.

Bizzare seems to be the only word that applies to the device that produced the postmark seen in Figure 4. Obviously, this handstamper would fulfill the same purpose as that used in Figure 3. (in terms of train direction) and just as obviously, the less said about it the better!

As can be seen by the killers shown in Figures 6. and 7., the postal clerks on this mountain route were just as apt to lose their moral compass as well as their physical one, while, at the same time, attempting to orient these postmarking devices in relation to the direction(s) being travelled. It is now thought that both of these extremely scarce killers were applied to uncanceled mail handled on the last trip of postal clerk Sneed. Testament to the hard working and hard living nature of those

Railway Mail Service,

OFFICE OF CHIEF CLERK,

Denver, Colo., May 28th, 1906.

A. C. Meldrum,

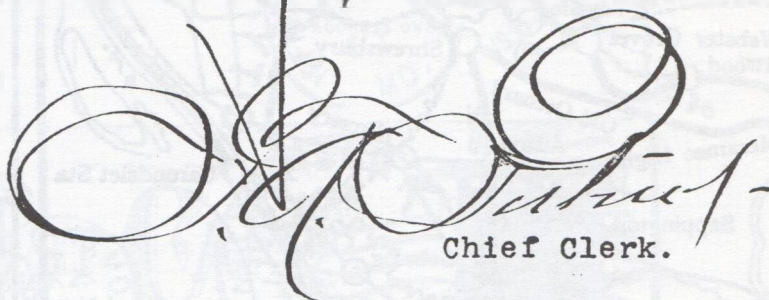
Supt., Ridgway, Colo.

Sir;--

This office is advised by clerks of our Service that account of land slides between Vance and Telluride, regular trains are only being operated between Ridgway and Vance, and between Vance and Durango, that the only facilities now for transportation of clerks with mails, both ordinary and registered, are by box car between point of slide and Telluride, and that the conditions for resumption of operation of regular trains is quite remote.

Will you please advise as specifically as possible regarding the conditions, and as to whether it will not be possible to arrange at an early date for safe transfer of mails and transportation of clerks in charge of them.

Very Truly,



Chief Clerk.

early postal clerks is clearly seen by the sentiments expressed Figure 6. Figure 7. on the other hand, seems related to the May, 1906 letter shown on this page. Perhaps the clerk misunderstood the notice and believed all railway mail businesses would henceforth be conducted from boxcars!

If nothing else, these rare postmarks do show that the old adage "One must believe it to see it." still holds true. On the other hand, perhaps what it really shows is that I should have had my head examined when I decided to write this article.

Nursery, Missouri - the Puzzle Solved?

By Bob Schultz

Nursery, Missouri has been a "puzzle" for postal history buffs.¹ Hopefully, this short note will clear up some of the problems. First, the post office. The post office was first established in 1873 as Gardenville.² In 1892, the Gardenville office was moved westward along Gravois Road in St. Louis County to the Weber Nursery property and renamed Nursery. [See the map below.³]

Now, the first problem. And this problem was my fault. In preparing the book on Missouri post offices,⁴ I misread the postmaster appointment data. I noted that Nursery closed in 1904 and reopened in 1907. The dates were actually 1902 and 1904. In the interim, the Nursery post office was made a station of the St. Louis post office. [And listing of stations was noted to be beyond the scope of the Missouri book.] The correct dates for closing, July 31, 1902 and for reopening, May 17, 1904, were found in the Daily Bulletin of Orders Affecting the Postal Service for July 9, 1902 and June 3, 1904.⁵



St. Louis County Postal Route Map, ca. 1902

POST OFFICES DISCONTINUED.

IOWA.

Kier, Buchanan Co. Refer to Bull. 6780 and state mail for this discontinued office, superseded by R. F. D. from Fairbank, instead of Independence. [9 July 02]

Effective July 31, 1902.

IOWA.

Arro, Scott Co. Supplied by R. F. D. Mail to Leclaire. [19 June 02]

MASSACHUSETTS.

Bay State, Hampshire Co., 304034. To be made a station of Northampton, Mass. [19 June 02]

MISSOURI.

St. Louis County.

Afton, 45623.
Bailwin, 45668.
Black Jack. Supplied.
by R. F. D.
Manchester, 45683.
Mattese, 45679.
Mehlville, 45629.
Normandy, 845012.
Nursery, 45628.
Sappington, 45628.
[17 June 02]

To be made stations of
St. Louis, Mo.

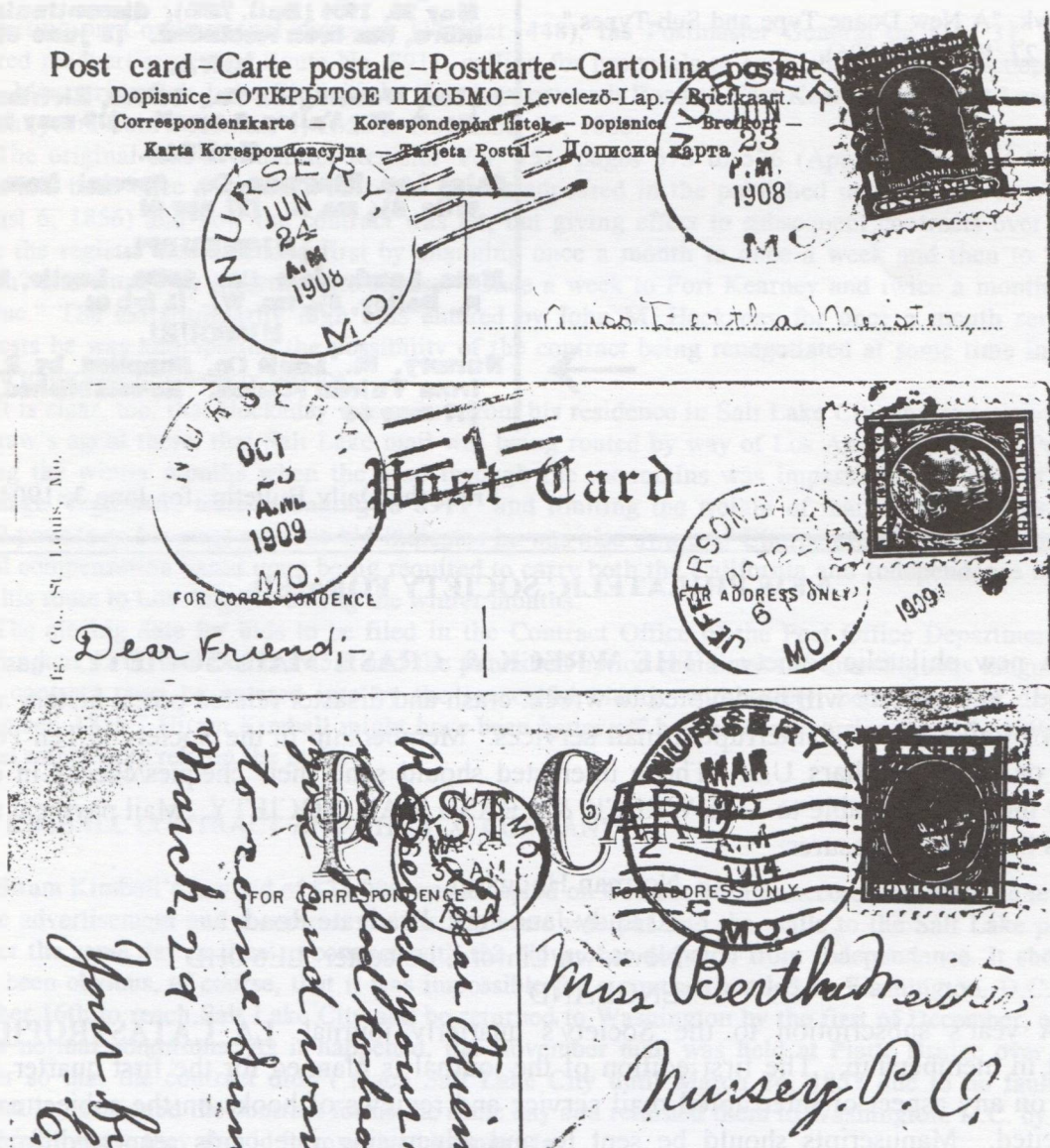


From the Daily Bulletin for July 9, 1902

The second problem, as noted by Neil Hawk in the May, 1996 *La Posta*, is that there are two Doanes - or rather a Doane and a Doane mimic.⁶ Using Neil's nomenclature, the Nursery, Missouri listing should be:

	Dates Reported	
	Early	Late
Doane Type 2a(1)	March 2, 1905	October 31, 1908
Mimic Type Mi(1)	October 23, 1909	March 24, 1913
Four-Bar markings (two types)	December 30, 1913	October 5, 1922

The Nursery post office closed January 15, 1926 with mail service transferred to the Affton office.



(Top to Bottom) The Doane Type 2, the Doane Type 3 Mimic and the earlier of the two four bar cancels.

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APS Branch No. 4, St. Louis, MO, 1982.
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July 9, 1902 and June 3, 1904.
6. Neil Hawk, "A New Doane Type and Sub-Types."
La Posta, 27, [2], 57, (1996).

POST OFFICES ESTABLISHED.

ALABAMA.

Odom, Butler Co., 26765, Garland, 3 ma. N. W.,
Crete, 6 ma. E. [19 may 04]

CALIFORNIA.

Ingot, Shasta Co. Special from Round Mountain, 9 ma. N. E. [18 may 04]

FLORIDA.

Bratt, Escambia Co. Special from Atmore, Ala., 8 ma. N. W. [10 may 04]

ILLINOIS.

Chicago Highlands, Lake Co. The order of May 20, 1904 (Bull. 788), discontinuing this office, has been rescinded. [3 June 04]

IOWA.

Rubin, Washington Co., 14806, Richland, 6½ ma. N. W., Valley, 3 ma. N. [19 may 04]

KANSAS.

Saint Leo, Kingman Co. Special from Nashville, 6½ ma. E. [27 apr 04]

MISSISSIPPI.

Mata, Lauderdale Co., 26820, Lucile, 2½ ma. N., Bailey, 3½ ma. W. [15 feb 04]

MISSOURI.

Nurnery, M. Louis Co. Supplied by R. F. D. from Vulcan Station. Re-established. [17 may 04]

From the Daily Bulletin for June 3, 1904.

NEW PHILATELIC SOCIETY FORMED

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

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

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

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

THE FIRST TRANSMOUNTAIN MAIL ROUTE CONTRACTS, 1850 - 1862

PART V(b) - THE KIMBALL CONTRACT

Route No. 8911
Independence, Missouri to Salt Lake City, Utah
December 1, 1856 to June 30, 1857

by Daniel Y. Meschter

Acting on Congressional direction (11 Stat. 448), the Postmaster General on May 31, 1856 ordered readvertisement of Route No. 8911, calling for proposals to carry the mail from Independence, Missouri to Salt Lake City via the Fort Leavenworth Road to Fort Kearney and Fort Laramie for four years from December 1, 1856 to November 30, 1860.

The original text in Contract Register Vol. 151, pages 573 to 576 (Appendix 8) read "1150 miles and back once a month". This was how it appeared in the published notice (*Deseret News*, August 6, 1856) and how the contract was let; but giving effect to subsequent contracts over this route the register was amended first by changing once a month to once a week and then to "2 a month" and finally by inserting the phrase: "Once a week to Fort Kearney and twice a month the residue." The extraordinarily high bids entered by John M. Hockaday for once a month service suggests he was anticipating the possibility of the contract being renegotiated at some time in the future to provide for weekly service.

It is clear, too, that Hockaday was aware from his residence in Salt Lake City and experience as Magraw's agent there, that Salt Lake mail was being routed by way of Los Angeles and San Pedro during the winter months when the road through the mountains was impassable. His use of the language "legitimate mail belonging to 8911" and limiting the weight of mail he would carry to 1,200 pounds in his most realistic bid indicates he was also aware of Chorpenning's claim for additional compensation based upon being required to carry both the California and Independence mails over his route to Los Angeles during the winter months.

The closing date for bids to be filed in the Contract Office of the Post Office Department in Washington, D.C. was October 15th and the published notice contained the unambiguous language: "and contract must be entered into by the successful bidder, with surety, before the 1st day of December, 1856." Hiram Kimball might have been better off had he hand carried his bid to Washington rather than rely on the mails

THE KIMBALL CONTRACT AND THE Y.X. COMPANY

Hiram Kimball's low bid of \$23,000 was accepted on October 16th in accordance with the terms of the advertisement and a contract for his signature was put into the mails to the Salt Lake postmaster the same day in time to connect with the November dispatch from Independence. It should have been obvious, of course, that it was impossible for a contract mailed in Washington, D.C. on October 16th to reach Salt Lake City and be returned to Washington by the first of December, even under normal conditions. As it happened, the November mail was held at Platte Bridge over the winter so that the contract didn't reach Salt Lake City until March 24, 1857 due to no fault of Kimball's. He signed the contract forms the same day and returned them to Washington, D.C. by the April mail where they should have arrived by mid May.

In an ironic twist, the news that Kimball had been awarded the Salt Lake mail contract first reached Salt Lake City on January 6th, *via Los Angeles*, in a letter from Utah's delegate to

Congress, John M. Bernhisel, to John Taylor, a member of the Council of Twelve. It was in reliance on this intelligence that Kimball inaugurated monthly mail service in February without a signed contract.

It has been asserted that in bidding for the contract for Route No. 8911 Kimball was acting only as an agent for the B.Y. Express Carrying Company. Schindler (1966, p. 241) finds evidence suggesting this was the case; but the assertion understates Kimball's role in the matter. Kimball had already bid on at least two mail contracts, No. 12803 from Salt Lake City to Council Bluffs in 1853 and No. 12707 to Oregon in 1854, before either the B.Y. Express or its predecessor were organized, so that in those two cases, at least, he certainly was acting on his own behalf. Nevertheless, there can be no doubt he had the support of both the Mormon Church and the express company when he bid for Route No. 8911.

The B.Y. Express Company was rooted in the Deseret Express and Road Company that was chartered by the Utah Legislature in January 1856. In an unusual step, Church leaders invited a number of non-Mormons, mostly Federal officials and merchants who included two of the territorial justices and, notably, Surveyor General David H. Burr, to participate in a meeting on January 26th, "for the purpose of taking into consideration the propriety of establishing daily express and passenger communication between this city and the western States and California (*Deseret News*, January 30, 1856)." At an adjourned meeting a week later they outlined a plan to operate the line in roughly one hundred mile sections, much like railroads were being organized, which individual shareholders would undertake to staff and equip. Governor Young, for example, "proffered to take stock and furnish 300 miles of the route (*Id.*, February 6, 1856)." In addition, the meeting voted to extend the line from the Missouri River to California.

Nothing has been found to indicate that the Deseret Express and Road Company ever became operational and nothing more is heard of it until April 1, 1857 when the *Deseret News* headlined a story on "The Express and Carrying Company" in the context of an express company already operating from Salt Lake City to the Missouri. The *News* described efforts to increase the company's facilities, such as supplying livestock and staffing stations, as a church activity. The carriers who had already begun monthly mail service to Independence in February were men of rank in the Church to whom were given responsibility for establishing stations and managing the route as well as carrying the mail.

With Kimball's signed contract finally in hand and reports from the Independence postmaster that mail actually was coming through on Route No 8911, the Postmaster General was forced to take some action. He could have waived the requirement in the published notice that the contract be returned to Washington before December 1st, of course; but there were other forces in motion that made that course politically impossible. On June 10th, Second Assistant Postmaster General Wm. H. Dundas wrote to Hiram Kimball declining to accept the signed contract Kimball returned in May. The Independence postmaster presumably handed Dundas's letter to one or another of the B.Y. Express Company carriers whom the *News* (July 29) said left Fort Leavenworth on July 4th and arrived in Salt Lake City in the near record time of twenty days on July 23rd, because the editor of the *News* knew of its contents before the July 29th number appeared and in time to prepare a lengthy discussion in the August 5th edition. Dundas's letter read:

The Indentures of Contract for the conveyance of the mails on route No. 8911—Independence, Mo. to Salt Lake City, Utah, sent for execution to the care of P.M. Salt Lake City on the 16th of October, last, do not appear to have been executed by you until the 24th March, following. The delay in executing and the unsettled state of things at Salt Lake rendering the mails unsafe under present circumstances the Postmaster General declines extending the time for execution beyond the period mentioned in the advertisement; and, therefore, declines to accept the Contract executed by you. Hence your services on the route will cease.

At the same time the P.M.G. instructed the Independence postmaster not to deliver any more mail to Kimball's carriers under his contract. Of the anti-Mormon policies the Buchanan Administration was implementing that spring, the Mormon leadership in Salt Lake City still had only an inkling when the P.M.G. cancelled Kimball's contract. The *Deseret News* was derisive of the

Second Assistant Postmaster's claim that "the unsettled state of things in Salt Lake" rendered the mails unsafe.

With the annulment of Kimball's contract and the outbreak of the so-called Mormon War that summer, the B.Y. Express Company served no further useful purpose and it was liquidated the following December (1857). It is an unimportant but interesting point that the *Deseret News* referred to it only as the Y. Express or Y.X. Company and not the B.Y. Express Company commonly used since.

THE CONTRACTOR

Hiram Kimball was born in Vermont in 1806 during the same period as a number of early Mormon disciples; but he was no closer a relation than a distant cousin, if at all, of the renowned Heber Kimball, whose standing in the councils of the Church was second only to Brigham Young himself. Neither did he embrace Mormonism until the Mormons caught up with him in Illinois after their expulsion from Missouri in 1839. Even then it was another four years before he was baptized into the faith and he didn't cross the plains to Utah until 1850. He seems not to have taken an active role in church affairs until he was chosen a missionary to the Sandwich Islands in 1863, which appointment was the indirect cause of his death when the boiler in the steam launch taking him out to the ship in San Pedro harbor on which he was to embark to Hawaii exploded, killing both another missionary and himself.

Kimball seems to have been a man of some means since he was a farmer and landowner in Illinois and may have started in the freighting business even before moving to Utah. In the summer of 1855 the *Squatter Sovereign* (June 12 and August 7, 1855) found him "on the eve of departure" from Atchison, Kansas "with his extensive train, heavily freighted." A mail contract would have been a logical adjunct to his freighting business.

THE ROUTE

The route in the readvertisement of Route No. 8911 was from Independence via the Fort Leavenworth road to Fort Kearney and Fort Laramie to Salt Lake City without the intermediate points listed in the advertisement for the route Magraw bid on in 1854. The changes shown in Appendix 8 were made later.

The mail parties sent east by Kimball or the B.Y. Express Company started to establish way stations, very probably at the same places Magraw had although the *Deseret News* didn't list them. It can be supposed two were at Mormon colonies at Fort Bridger and Green River. East of there the logical points were at Platte Bridge (Independence Rock), Deer Creek, and Fort Laramie. It is not likely the carriers had time to establish more than a token presence at stations east of Fort Laramie before the contract was cancelled in June.

OPERATIONS

The Salt Lake City postmaster was faced with a serious dilemma as of December 1, 1856. He knew that Magraw's agreement to continue carrying the mail expired by its own limitations on the first of December. He continued to dispatch eastern mail via Los Angeles, of course; but he evidently felt responsible for continuing service to the east by the Independence route.

Accordingly, he entered into an agreement with those veteran mail carriers, Feramorz Little and Ephraim Hanks, to make a single mail run to Independence for \$1,500. Little and Hanks left Salt Lake City on December 10th and arrived in Independence on February 27, 1857 after an arduous trip.

John Kerr started from Salt Lake on January 7th under another agreement. However, heavy snows in the Utah mountains forced his return on the 10th. A marginal note in the contract register shows that the P.O.D. initially declined his claim for \$550 and allowed him \$200, but this phrase was struck out and his service was recognized from which it can be supposed he was paid the full amount of his claim.

Operations by the B.Y. Express Company began in February, the Salt Lake postmaster evidently accepting Bernhisel's letter as his authority for turning the mail over to the express company even though the contract itself had not yet been signed. Carriers left Salt Lake City during the first weeks of February, March, April, May, June, and July (Table 6) and delivered eastbound mails to the Independence postmaster. The 150 pounds of Salt Lake mail at Marysville for which a marginal note in the contract register shows that the P.O.D. recognized the service of S.B. Miles of St. Joseph, an established mail carrier in his own right and an unsuccessful bidder for Kimball's contract, for bringing in to Independence between March 17th and 23rd apparently was left over from Magraw's last eastbound trip of which there is no other mention.

The westbound mail posed a problem from the fact that Kimball had no carriers available in Independence until his eastbound carriers were ready to return. Of only two west bound dispatches, John Murdock carried the May mail as far Fort Laramie where O.P. Rockwell took over. After their eastbound trip Little and Hanks continued on to Washington, D.C. and New York City before they returned to Independence in time to pick up the June dispatch. The Postmaster General's embargo took effect before A.O. Smoot could pick up the July dispatch so that the June mail was the last one to reach Salt Lake City before a new contractor could be selected from among the unsuccessful bidders.

Another marginal note shows that the Post Office Department, on July 20th, recognized Kimball's service carrying the mail five half trips before the contract was annulled, obviously the five eastbound dispatches between February and June, and paid him accordingly. It did not give credit for either Murdock's eastbound July trip or the two westbound dispatches.

THE MORMON WAR AND THE KIMBALL CONTRACT

Historians, beginning as early as Bancroft (Utah, 1889, p. 501-2), generally agree that a letter W.M.F. Magraw wrote to President Buchanan in October 1856, "when," as Bancroft says, "it [the mail contract] was awarded to a Mormon . . . probably was the actual reason that led to the withdrawal of the mail contract, and certainly among the reasons that led to the Utah war . . ." Unhappily, no such conclusion with respect to the mail contract is supported by either the letter itself or the circumstances of its writing. For starters, it was written a month before Buchanan's election, five months before his inauguration, and eight months before Kimball's contract was annulled.

Magraw's letter that he addressed to Buchanan "as a personal and political friend" has been transcribed in a number of sources, including Buchanan's Message to Congress in re the Utah Expedition (February 26, 1858, House Executive Document No. 71, Serial No. 956). It is, as Bancroft describes it, malignant and anti-Mormon in tone, but contains no specific charges. In fact, he states his reason for writing as "to lay before you some information relative to the present political and social condition of the Territory of Utah . . ." The nearest he came to stating a grievance is where he alludes to his "personal annoyances in the Mormon country." There is nothing in it that can be construed as referring specifically to the mails.

The key fact researchers seem to overlook is that the letter was datelined Independence, Missouri, October 3, 1856, two weeks before the contract was awarded to Kimball on the 16th. Since Magraw could not have known that Kimball would be awarded the contract or had even submitted a bid, his letter can not be construed as protesting the award of the contract to a Mormon thirteen days before it happened. Moreover, Magraw could not have known that his own bid of \$23,460 (second lowest only to Kimball's), submitted in spite of the annulment of his previous contract for failure to perform, would not be accepted. And it was more than three months after Buchanan's inauguration and then only after the Post Office Department received the signed contract from Kimball and became aware that Kimball was actually carrying the mail that it finally cancelled the contract. All this makes the argument that Magraw's letter was the actual reason for its withdrawal insupportable.

A more legitimate argument can be made that Magraw's letter contributed to Buchanan's decision to send a military expedition to invade Utah the next spring on the grounds that Magraw had the president's ear and his letter anticipated the flood of intelligence Buchanan's Administration

received in the spring of 1857, chiefly from anti-Mormon Federal officers, including Surveyor Burr, and correspondents who were filing highly inflammatory stories in the *New York Times* and the *New York Herald* and most other big city newspapers. The most vitriolic and, deplorably, influential of these was the reprobate Utah Territorial Associate Justice W.W. Drummond, many of whose lurid charges against Brigham Young and the Mormons were demonstrably false; but many officials in high position in Washington and readers of the press wanted to believe the slander they were being fed and did.

The Buchanan Administration made no secret of its decision to use military force to suppress what it perceived as a state of rebellion in Utah from the anti-Mormon propaganda with which it was being influenced and awareness of what it was planning began to reach Salt Lake City in July. The *New York Times* published a Washington dispatch as early as May 21st that troops had been ordered to Utah to take up a position forty miles south of Salt Lake City. Feramorz Little no doubt carried files of the *Times* back with him and others would have been forwarded by mail.

Little also reported passing Col. Sumner's baggage train en route to Fort Laramie to the *Deseret News* (July 1, 1857) and another Y.X. Company carrier, Levi Stewart, brought the news that the 2,500 troops ordered to Utah had not left Fort Leavenworth as late as July 11th (Id., August 19, 1857). A. O. Smoot who carried the June mail east met the advance guard of the Army of Utah between Fort Laramie and Fort Kearney and trains of heavy wagons under contract to Majors, Russell and Waddell as he approached Fort Leavenworth. He described in a letter he wrote later for Tullidge's *History of Salt Lake City* (1884, p. 156-7) how he and Nicholas Groesbeck, the Y.X. Company's agent at the east end of the line, called on William H. Russell in Kansas City from whom he learned that Russell's wagon trains indeed were en route to Salt Lake City with supplies for the troops who would follow shortly.

Although the Kimball contract was never actually legalized, its term for the purposes of this study is taken as from December 1, 1856, the date it would have gone into effect had all else been regular, to June 30, 1857, the inclusive date for which the P.O.D. recognized his service in the marginal note of July 20, 1857.

In the meantime, the P.O.D. had to make arrangements for interim service on Route No. 8911 pending negotiations for a new contract with S.B. Miles.

ADDITIONAL REFERENCES

Books

Tullidge, Edward W. *The History of Salt Lake City and Its Founders*. Salt Lake City, UT, 1884

Government Documents

The Utah Expedition, Message from the President of the United States, February 26, 1858, House Doc. No. 71, Serial 956

Newspapers

Squatter Sovereign, Atchison, KS, February 3, 1855 (w).

New York Times, New York, NY, May 21, 1857 (d).

APPENDIX 8 - ROUTE No. 8911
(Contract Register 151, pp. 573-576)

P.O.D., May 31, 1856

Proposals for Conveying the mails of the U.S. from the 1st day of December 1856 to 30th day of November 1860, on the following route will be received at the Contract office of this Department, until 9 a.m. of the 15th day of October 1856, to be decided the next day—to wit.

MISSOURI

8911

From	§ Independence	Jackson	Mo.
	* Saint Joseph	Buchanan	
	* Troy	Doniphan	Ky
	* Marysville		Ky
by	Fort Kearney	Nebraska Territory	
	* Julesburgh		
	* O'Fallon's Bluff (Est. May 16, '59) (Dis. July 9, '59) (ReEst. Oct 10, '59)	"	
	Fort Laramie	"	
	* Deer Creek, Est. Sept, 17, '59		Neb.
	* Fort Bridger, Est. Aug 6, '58	Green River	Utah
to	Salt Lake City	Utah Territory	

1150 miles and back ~~once a month week 2 a month~~ once a week to Fort Kearney and twice a month the residue.

§ Leave Independence the first day of every month at 8 am
§ Arrive at Salt Lake City by the last day of the month
§ Leave Salt Lake City on the 2nd day of every month at 8 am
§ Arrive at Independence by the last day of the month.

Notice of acceptance to Mr. Kimball and schedule &c to Pms. at ends of route.
Sent Oct 16, '56.

John M. Hockaday	\$ 114,075	x x x
	126,075	x x x, 1 a month to Frt. Kearney & 1 a month residue
	120,075	x x x, 8 months and 4 mos. will carry legitimate mail belonging to 8911, Salt Lake City to San Pedro, California. Department to designate arrival
	42,800	in one six mule carriage to convey 1200 lbs. (or less) when roads will allow or less than 1200 lbs on pack animals. <u>Pro rata</u> for increase over that.
Benjamin Holloday	45,000	no mode specified
Judson L. Stoddard	40,000	In good & suff ^t carriages drawn by 4 animals
Jas. Doniphan & Albert C. Crain	39,490	4 or 6 h.c.
Howard Livingston	36,000	in good & suff ^t carriages drawn by 4 animals
Jacob Hall	34,734	in coaches with iron axles & Eliptic Springs, drawn by 6 mules or horses
Wm. McCoy	33,700	in 4 or 6 mule vehicles
S.B. Miles	27,000	6 mule coaches & guard or
	24,000	Commence at Atchison, or
	23,000	Commence at Marysville, or
	26,500	Commence at Ft. Kearney, & carry 2 a month to Ft. Laramie & 1 a month residue
Wm. M.F. Magraw	23,460	x x x, (see bid)
Hiram Kimball (Salt Lake City, Utah Ty.)	23,000	carriages or wagons drawn by horses or mules

Accepted, Oct 16, 1856. Contract not accepted.

B.D. Spencer 39,500 Informal, for one year only, no guaranty.

[Abbreviations used: * interlineated; § - struck through. In original: x x x - as advertised; h.c. - horse carriage.]

MARGINAL NOTES

1857, May 15th. Recognize the service of Feramore Little & E.K. Hanks, in bringing mails from Salt Lake City to Independence, between 10th Dec. 1856 & the 27th Feb 1857, at \$1,500, according to agreement with p.m. Salt Lake City and refer to auditor to pay them that sum to be directed to the care of John J. Anderson & Co. Bankers, St. Louis, Mo.

May 26th. Contract not having been executed in time by the bidder, and the unsettled state of things at Salt Lake City rendering the mails unsafe under present circumstances, the Postmaster General declines extending the time for its execution beyond the period mentioned in the advertisement. We therefore decline to accept the contract.

June 12th § Decline the allowance of \$550 claimed, but allow \$200 which is considered ample remuneration for the service.

Recognize service of John Kerr of Salt Lake City between 7th & 10th Jany 1857 and refer to auditor to pay.

July 20th Recognize the service of Hiram Kimball of Salt Lake City, Utah, in carrying mails on route N^o 8911. Independence, Mo. to Salt Lake City, Utah Ty. between the 7th February and 31st (sic) June, 1857 at \$4,791.67 for five half trips, the quarterly pay for the performance of 3 round trips being \$5,750 = and refer to auditor to pay.

1858, Sept. 16. Recognize the service of S.B. Miles of St. Joseph, Mo. between the 17th and 23^d March 1857 in bringing down from Marysville, K.T. to Independence, Mo. some 150 lbs. of mail from Salt Lake left at that point by contractor, at \$300, and refer to Auditor to pay him that amount.

(CONTINUED IN PART V(c))

TABLE 6 -MAIL TRIPS BETWEEN INDEPENDENCE
AND SALT LAKE CITY

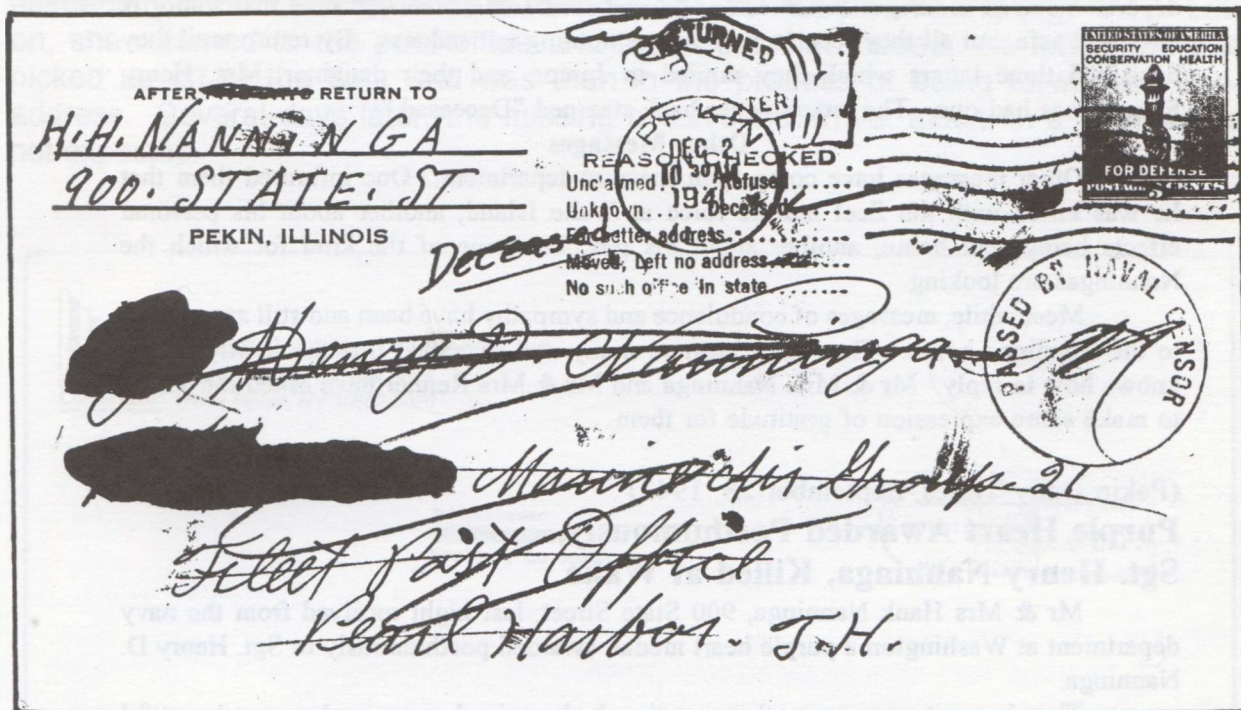
Route No. 8911, December 1, 1856 to June 30, 1857

WESTBOUND			EASTBOUND		
Leave Independence	Arrive Salt Lake City	Carriers/remarks	Leave Salt Lake City	Arrive Independence	Carriers/remarks
<u>1857</u>	<u>1857</u>		<u>1856</u>	<u>1857</u>	
			10 Dec	27 Feb	Feramorz Little and E.K. Hanks
			<u>1857</u>		
			7 Jan		John Kerr, returned 10 Jan.
			7 Feb	11 Apr	Wm. A. Hickman
			3 Mar	?	O.P Rockwell to Fort Laramie, N. Groesbeck to Independence
1 May	29 May	John Murdock to Fort Laramie, O.P Rockwell to Salt Lake City	1 Apr	?	Judson Stoddard
1 Jun	23 Jun	E.K. Hanks and Feramorz Little	2 May	?	Levi Stewart
			2 Jun	30 Jun	A.O. Smoot
			2 Jul (?)	19 Jul (?)	John Murdock

Researching a Sad Story

By Bob Schultz

Some years ago, I bought the illustrated cover. It was mailed on December 2, 1941 from Pekin, Illinois to "Henry D. Nanninga, Marine Air Group 21, Fleet Post Office, Pearl Harbor, T. H." It was then returned to sender with the pointing hand rubber stamp with the "deceased" box checked, and with the address crossed out (in both pencil and red pen). Two black ink blots mark out Nanninga's rank and first part of the unit identification. In addition, there is a manuscript "deceased" in red and a blue "passed by naval censor" circular marking. There are no markings on the reverse of the cover.



Finally, a few months ago, I got around to researching this cover. At first glance, it is tempting to postulate that this marine was a Pearl Harbor Attack casualty. My first approach, the Federal Military Records Center in St. Louis, drew a blank. Some years ago, the center was struck by a disastrous fire. While most of the records have been retrieved or replaced, those for Henry D. Nanninga remain lost.

The next approach was to try sources in Pekin, Illinois. The helpful people at the Pekin Daily Times put me in touch with Christal Dagit of the Tazewell County Genealogical and Historical Society. She very kindly sent me copies of two clippings (reproduced below) that tell the whole sad story.

(Pekin Daily Times, January 8, 1942)

"Both Pekin Boys Lost Lives on First Day of War; Nanninga Killed at Wake.

Both Pekin boys to lose their lives in World War II up to this hour were marines and both were killed on the first day of the war.

PFC P. Phillip Tobin died at Pearl Harbor, and the announcement of his death was the first to arrive by many days. Word that Sgt. Henry Nanninga Jr., had died in action did not come until Dec. 30. Sgt. Nanninga, his parents have learned, was killed at Wake Island, also on Dec. 7.

Parents Still Hopeful

Mr & Mrs. Henry Nanninga Sr., 900 State Street, remain hopeful that the war department's sad messages are in error and that they some time will hear that Junior is alive and safe, but all they receive now brings nothing but sadness. By return mail they have had three letters which they mailed to Junior, and their daughter, Mrs. Henry Renner, has had one. The letters come back stamped "Deceased."

Other Messages

Other messages have come from the war department. One informed them that he was killed with the fleet marine force at Wake Island, another about his personal effects being sent home, another about his pay, but none of the kind for which the Nanningas are looking.

Meanwhile, messages of condolence and sympathy have been and still are coming to the Nanninga home. They have been so many and so varied that the family hardly knows how to reply. Mr & Mrs. Nanninga and Mr & Mrs Renner have asked the Times to make some expression of gratitude for them.

(Pekin Daily Times, September 28, 1943)

Purple Heart Awarded Posthumously, Sgt. Henry Nanninga, Killed at Wake

Mr & Mrs Hank Nanninga, 900 State Street, last night received from the navy department at Washington a purple heart medal, awarded posthumously to Sgt. Henry D. Nanninga.

They knew it was coming because they had received some weeks ago a beautiful certificate from the government which stated that the President of the United States had awarded the Purple Heart, established by Gen. George Washington at Newburg, N. Y. Aug. 7, 1782, to Sgt Henry D. Nanninga of the United States Marine Corps for military merit and for wounds received in action resulting in his death, Dec. 8, 1941.

(This was the time of the Japanese attack. Sgt. Nanninga was one of those killed on Wake Island.)

The Purple Heart which came last night bears the engraving: "For military merit
- Sgt. Henry D. Nanninga.

Note that the first article states that three letters were returned to the parents stamped "deceased."

So there you have it. The cover is not a Pearl Harbor casualty cover, but rather a rarer Wake Island casualty cover.

"Well, thanks I think!"

by Robert G. Munshower

Last spring, (as I am writing this, the spring of '95) upon our return from the Garfield-Perry March Party held in Cleveland, Ohio, my wife Deborah, while picking up our mail at our local post office branch, failed to notice that she had either dropped a letter on the floor or had left the letter on the postal patron work counter. Later on in the day she did notice that an envelope from the Cuisinaire Company, a manufacturer of elementary school mathematics teaching aids was indeed, missing (figure 1.). Later on, she returned to the post office and found out that indeed, the letter had been picked up off of the floor and was then in the process of being forwarded to our address. Several days later, the missing missive did arrive, albeit, in a form we had not expected.

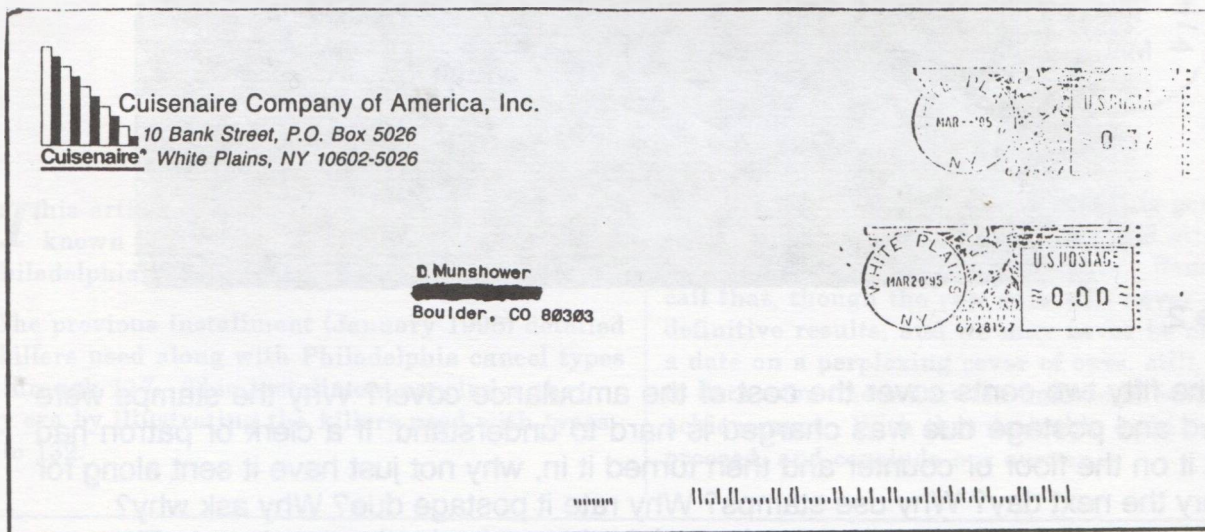


Figure 1.

When our doorbell rang, I, as usual, expected to have to sign for a registered or insured philatelic packet or possibly even refuse yet another request to make a donation to the Clinton Legal Defense Fund (After all, this is Boulder). As it turned out, what I did have to do was pay fifty two cents postage due on large brown mailing envelope (figure 2). As I opened the envelope I figured perhaps *La Posta* was undergoing another fiscal belt tightening and that editor Helbock had hit upon an ingenious (nefarious?) scheme to force his assistant editors to help subsidize the ever increasing cost of producing and mailing our journal. As it turned out, it was our missing letter that had come home to roost, and in the process, had become an

unusual and highly collectable piece of contemporary postal history.

As is seen in the accompanying illustration, our missing letter had been put into a post office "ambulance cover" franked with a stamp and a meter that as postage due stamps, in total, equaled the two-ounce reduced first class rate. It was then rated as due for that amount and sent on for delivery and collection of the fee.



Figure 2.

Did the fifty-two cents cover the cost of the ambulance cover? Why the stamps were applied and postage due was charged is hard to understand. If a clerk or patron had found it on the floor or counter and then turned it in, why not just have it sent along for delivery the next day? Why use stamps? Why rate it postage due? Why ask why?

Even so, our ever vigilant readers might then ask why the envelope in Figure 1, from Cuisenaire Inc. has a Pitney-Bowes meter strip made out in the amount of \$0.00 as well as one made out for thirty-two cents? This also puzzled me until I remembered that, according to the P.L.&R. meter paid postage must have the exact date of mailing clearly shown in the indicia. One can see that the upper strip has been dated Mar - - '95. An obliging or conscientious mail-room clerk then made up and applied a second meter so that the letter of the law was met.

For a short while I was bit irked at paying the unnecessary fifty two cents postage due, not to mention the inconvenience of the delayed letter and all that it had gone through, yet, as a very dear friend (who saw and covets this piece) reminded me ... "What postal history dealer would have sold this for the 52 cents you paid the Post Office?" and, then "Will you sell it to me for fifty-two cents?" "Nuff' said!

1860s-1870s Fancy Cancels of Philadelphia-3

by Tom Clarke



#120



#121



#125



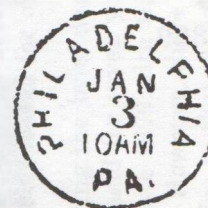
#129 (new)



#130



#131



#132

This article is a continued dated listing of all known fancy and not-so-fancy cancels used in Philadelphia between about 1866 and 1880.

The previous installment (January 1996) detailed the killers used along with Philadelphia cancel types 112 through 117. This installment concludes the fancy era by illustrating the killers used with types 120 to 132.

Recall that the article's continuing goal is to correlate the killers' usage over time and attempt to give them a proper dating sequence. Remember too call that, though the raw data will never give us the definitive results, and we may never be able to place a date on a perplexing cover of ours, still, to be able to date even one otherwise undatable cover is an achievement. With that desirable end in mind, we proceed, and conclude our survey....

#120, 121, 125 These three cancel/killers are for drop mail. It is particularly uncommon for covers of this sort to bear docketing due to their nature. They are many times hasty, cribbed notes concerning immediate events, no need for the niceties of convention since the content seems to have little lasting value to the recipient.

Notice that no dates are shown for most of the 120-21 types in the accompanying chart. Covers that have come down to us that bear enclosures usually lack the 19th century routine of inside address and month and day. Unless a hoard of these comes to light, saved gossipy notes between aging schoolgirls or an archive of a local manufacturer, persnickety to the point of saving two inch pencil stubs as well as otherwise very transient correspondence, it may well be that the light dusting of evidence presented here will be the best that can be achieved.

The cancels themselves are hurried too, poor strikes with rarely complete dials and illegible killers. They may have been applied in the field, standing in a doorway, laid on quickly upon thigh or door stoop before heading off again on their rounds. Just as fleeting and imprecise, though, would be the effect were they applied back at the office, where jostling mail bags and deadlines required expeditious marking --the six deliveries' slugs suggests a big brother looking over the shoulder. (continued below)

Specifically, Note that #120's dial bottom is blank, #121's carries an "x", whatever that may indicate. Those with an "A" in that position ('69-'70 so far) are probably assignable to Station A, created a few years before. This implies that markings with "B," "C," and "D" for the other early stations may also exist.

Type 125, the unforgettable rectangular "dial," seems to have been used the longest, for almost two years, May 1870 to March 1872. Was there a difference between the method used in applying 120-121 and 125, or were 120-121 really so little used in comparison? (The matching rectangular receiving mark was used for virtually the identical time period, May 1870 to Jun 1872.)



#120
1868-1869



blue + roads?
3/5/69



blue void + rds
4/29/69

Neat ladies local envelope bearing a #125 from center city to suburban Germantown. As is usual, no docketing or other indicator of the year of use, except the stamp: probably 1869.



120 year date
unknowns

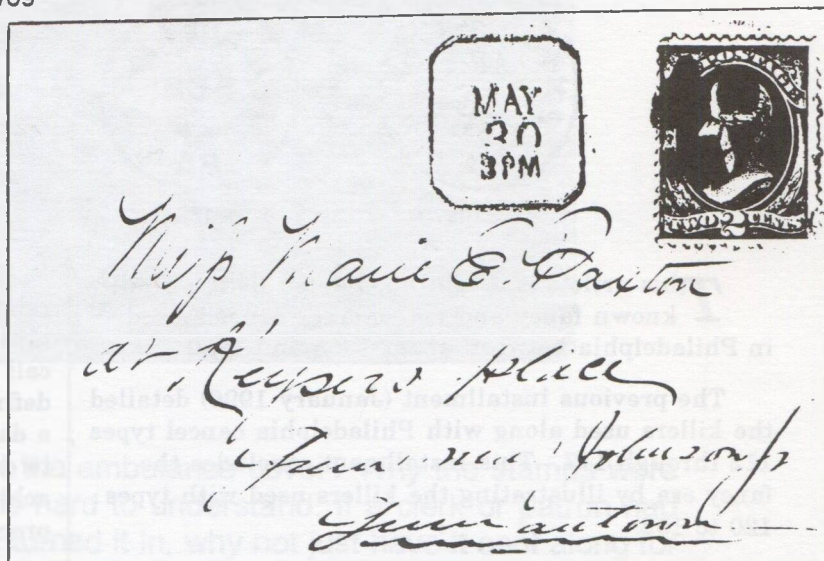
plain + rds
10/1x/??



#121
ca 1870



rectangle?
9/22/70



121 year date
unknowns

split C
2/18/??



?
2/28/70?



rect + rds
3/30/??



+ rds
4/3/68?



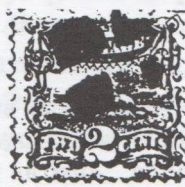
#125
1870-1872



rect? cork
7/27/70



malt +?
10/3/70



+ rds
2/11/71



125 year date
unknowns

+ rds
5/30/7x

?
9/8/7x

+ rd?
11/30/7x

malt +
2/6/7x

split cork
1/12/7x

#129 The writer was disbelieving when new type #129 appeared from out of nowhere. Despite years looking at these covers, a rash assumption of their similarity made him blind to the obvious. On gathering together the many #132 dial (standard out-of-town cancel) covers for this study, he roughly piled the 50% year-datable covers into stacks. The three earliest of the lot immediately screamed aloud. They were in a definite class by themselves! These three lone examples (plus two more found later) out of the writer's extensive holding bear the same general dial type as the 132, including an *hour slug* that was not to become the standard for another 19 months, in mid-1873, with the adoption of the new #132 type. But this new type was used for *local use* covers.

Was this hour-date canceler (a single device it appears) some early Goldsborough-style imaginativeness meant to stir up business? Or was it an error, someone chose the wrong design element, the conventional delivery slug used for years for locals? Or was it a determined effort at a transitional type cancel? Soon carrier strikes would be history in favor of centralized cancellation at the post office.

Currently #129 dates between April 26 and Nov 15, 1871, and all examples have rim damage above the HILA. The known dates of use for the yet-to-be carrier stamper #131 will be approximately May 20, 1872 to Nov 11, 1873. Now the 132's are relegated further down the line to mid-year 1873. See the chart.



#129
1871



split cork
4/26/71



malt +
6/9/71



?
8/11/71



IL?
11/15/71



129 year date
unknown

malt +
1/16/71?

Happily, if with mild shock, this new type 129 appeared after years of ownership buried amongst its kin. An experimental/transitional canceler, it was for local use mail but it debuted the new hour slug. In 1873 type 132 will adopt it when carrier canceling is abolished.

WM. G. BEDFORD,
Conveyancer & Real Estate Agent,
53 NORTH TENTH STREET,
PHILADELPHIA.



J. Fisher Leaming, Esq.
123 Chestnut St.
Phila.

April 26 1871
5000 offered

#130 Type 130 was used for standard mail. Its long life of about 37 months brought forth an ample numbers of fancy corks. There were several sub types of this dial and one would suffer significant edge damage, appearing ovalish and careworn.



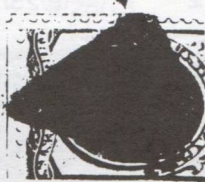
#130
1872-1873



shell
11/4/70



+ road
12/21/71



triangle
1/19/71



+ road
1/24/71



malt +
2/24/71



beehive?
6/8/71



cork
6/28/71



leaf?
7/29/71



leaf
7/29/71



sm leaf
10/16/71



leaf
10/31-11/13/71



malt +
2/2/72



+ roads
2/28/71



cork
3/16/72



blue lg 4-sq
5/3-10/72



blue sm 4-sq
5/20/72



blue rect
5/30/72



blue cork
6/8/72



sq
6/12/72



4-square
7/1/72



blue dbl arrow
7/30/72



blue shield
8/10?-19/72



blue 4-foil
8/21/72



lg malt +
9/16/72



lg malt +
9/18/72

lg malt +
9/23/72malt +
9/25/72lmalt +
9/25/72lg malt +
11/1/72malt +
11/5/72lmalt +
11/11/72ldiamond
11/30/72malt +
12/2/72void X flag
12/8/72malt +
12/16-23/72malt +
1/7/734-Vs
3/22-26/73malt +
4/6/73?
4/8/734-square
4/16-23/734-sq narrow
4/16-18/73lg 4-sq
4/17/734-sq wide
4/26-25/2/734-sq wide
5/10-15/17/735-ray burst
5/26-30/736-ray burst
6/2-4/73sq 7-ray
6/16-19/73sq 5-rays
6/17-24/735-ray burst
7/7-14/73'eagle'
7/16- 8/5/73sq 5 diag
8/16/73'leaf'
8/23-30/736-ray burst
8/28/73sq 6?-ray
9/6?/73'leaf,' slash
9/8-13/73



sm "leaf"
9/15/73



"rose"
9/23-25/73



"rose"
9/26/73



2-ring bullseye
10/30-11/8/73



7?-ray burst
11/14/73



void "B"?
1/15/7x



odd malt +
1/23/7x



lg + road
1/31/7x



lg malt +
2/12/7x



malt +
2/22/7x



malt +
2/15/7x



+ road
3/17/7x



lg + road
2/19?/7x



?
4/22/7x



4 diag
7/15/7x



huge malt +
8/9/7x



12 dot sq
8/22/7x



square
8/27/7x



III ?
8/31/7x



?
9/16/7x



?
9/17/7x



lg 4-sq
10/12/7x



ace/spades
10/19/7x



sm cork
12/2/7x



rect?
12/13/7x



lg malt +
12/14/7x



lg malt +
12/19?/7x

130 year date
unknowns

#131 Carrier type #131 is roughly datable to between Jan 10, 1873 and Oct 24, 1873. About this last date or a little before, it appears that postal carriers either gave up the task of individually canceling stamped letters, or they began to use the standard #132 style canceler instead.



#131
1872-1873



viod 6 pt star
11/7-20/72



sm 6 pt star
11/26/72



5 pt star
12/6-7/72



malt +
1/10-13/73



tilted malt +
1/10-16/73



malt +
1/17/73



lg cork?
2/14/73



shaped cork
3/11-22/73



trunc rect
4/18-21/73



lg trunc rect
6/21-27/73



hat/brim?
6/17-7/8/73



lg sq + road
7/18?-26/73



?
8/4/73



malt +
8/13-27/73



lg malt +
8/23/73



?
9/12/73



octag? cork
9/22/73!



4 bar cork
3/20/78 sic



Nonotuck Silk Company
68 Thomas Street
New York

Philad^a May 20th 78

More proof of the parsimonious nature at times in Philadelphia: the 131 canceler retained 5 years then reused at least this once in 1878. The dateline is unequivocal, "May 20th, 78" --and it's destined for New York City. How many La Posta readers, like the GPO in Philadelphia, never throw anything away? Fortunately for curious postal historians, the PO had no wife!

#132 These had a preview, as stated above, with the appearance of #129 in 1871. But present data shows that #132, for both local and standard domestic mail, entered service on or about Aug 16, 1873. It will become the workhorse staple over the next seven years. (There is one xeroxed cover which a dealer/collector has annotated as March 1873 but this is too questionable evidence given a population of hundreds of covers.) Readers may easily prove the #132 inception date to be earlier with firmer evidence.

Unfortunately, some of the nicer fancies/near-fancies in this study bear no year date indications. In the case of #132, about half of them, a percentage exceeding any other fancy type. Perhaps the public's indolence to mark their mail, inside or out, led to hypocritical complaints to the postmaster. Mr Wesson, and later the GPO in Washington itself, will hear and mandate universal series of postmarkers incorporating a two or four digit year.

The 129-130-131-132 series wind up our Philadelphia fancy cancel investigation. A new age of duplex cancels with steel, clerk-numbered killers will take their place in late 1879. Shortly thereafter, machine markings will revolutionize the remainder of the century.



#132
1873-1879



6-ray burst
10/8/73



7-ray burst
10/10/73



+ road
1/8-19/74



cork
1/31/74



+ road
2/19/74



malt +
3/2/74



8 wedges
3/2-7/74



+ road
4/14/74



split cork
5/8-16/74



6? wedges
5/18/74



sm cork
7/31/74



malt +
8/14-26/74



+ road
8/31/74



8 wedges
9/9/74



rabbit ears
10/16/74



wide + road
11/4/74



?
11/16/74



sq 6 diag
11/20/74



malt +
11/24/74



+ road
11/24/74



+ road
12/1/74



abstract
12/14/74



sq 4x4
12/28/74



sq 4-ray burst
1/6/75



tic-tac-toe
2/1/75



sq 4 diag
2/4/75



void "N"
2/20-21/75



void "A"
2/25-3/24/75



bullseye
4/10-6/7/75



+ road
4/20/75



6 wedges
4/21/75



sm cork
5/4/75



4-V + road
5/27/75



sm + road?
6/10/75



cork
6/25/75



3 bar, slash
7/15/75



wide + road
8/5/75



cork
8/9/75



bullseye
8/23-25/75



+ road
9/1/75



striated + road
9/6/75



cork?
9/23/75



cork
10/2-4/75



12 seg cork
10/13/75



+ road
11/9/75



lg split cork
12/10/75



+ road
12/11/75



+ road, slash
12/11/75



+ road, slash
1/18/76



void "X"
1/26-2/29/76



sm "X"
2/9/76



split cork
2/19-3/3/76



dented cork
3/4-8/76



wide split cork
5/11/76



cork
6/6-7/31/76



thick ring
8/3/76



split cork?
8/24/76



cork
8/25-29/76



9 seg cork
9/7/76



thick ring?
12/28/76



split cork
1/17/77



multi seg cork
1/29/77



lg cork
2/1/77



+ road
2/17/77



4 bar cork
3/1-31/77



void "H"
5/9/77



cork
6/25/77



+ road
6/27/77



void "X"
7/28/77



wide + road
8/15/77



seg cork
9/5/77



void "X"
10/1/77



wide + road
10/2/77



split cork
10/26/77



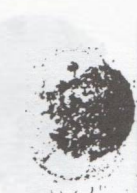
split cork
11/29/77



wide split cork
12/26/77



wide split cork
1/30/78



sm cork
4/14/78



3 bar cork
4/19/78



4 bar cork
4/26-6/1/78



3 bar cork
6/3-12/78



3 bar cork
10/9/78



striated cork
4/17/79



+ road
6/7-10/79



split cork
6/30/79



wide split cork
7/18/79



+ road
7/31-8/5/79



3? bar cork
9/19/79



3 bar 1/2 ck?
9/28/79



+ road
10/7-9/79



+ road?
10/17/79



cork
10/28/79

132 year date
unknowns



sq 5 bar
1/4/7x



+ road
1/8/7x



octag 4-bar
1/9/7x



mult seg cork
1/13/7x



lg + road
1/14/7x



malt +
1/21/7x



?
2/1/7x



9 seg cork
2/13/7x



+ road
2/15/7x



sq void "T"?
2/21/7x



void "H"
2/27/76?



6 seg cork
2/2/7x



+ road
2/2/7x



lg + road
2/3/7x



split cork
2/9/79?



long malt +
2/13/7x



12? Vs
2/26-28/7x



malt +
3/2/7x



cork
3/15/7x



sm cork
3/16/7x



6 wedges
3/18/7x



split cork?
3/20/7x



mult seg cork
3/21/7x



sq void "A"?
3/26/7x



split cork
4/9/7x



split cork?
4/18/7x



half moon
4/18/7x



cork
4/22/7x



8 wedges
4/23/7x



sq void diag?
4/28/7x



cork
5/4/7x



+ road
5/4/7x



8 wedges
5/6-7/7x



+ road
5/17/7x



+ road
5/19/7x



+ road
5/26/7x



lg half moon
6/1/7x



cork
6/3/7x



+ road
6/5/7x



wide + road
6/6/7x



sq 6-ray burst
6/6/7x



4? bar cork
6/7/7x



wide + road
6/7/7x



lg 6 wedges
6/12/7x



5 bar cork
6/14/7x



?
6/20/7x



cork?
6/21/7x



+ road
6/22/7x



sq 5 ray burst
6/25/7x



4-Vs
6/27/7x



wide split ck
7/1/7x



12 seg cork
7/6/7x



8 wedges
7/14/7x



broken ring?
7/16/7x



wide str split ck
8/4/7x



thin void star
8/6/7x



4 bar, slash
8/10/7x



?
8/10/7x



+ road
8/11/7x



6 ray burst
8/12/7x



+ road
8/14/7x



wide split cork
8/15/7x



broken + road
8/17/7x



lg + road
8/28/7x



wide split cork
9/2/7x



+ road
9/7/7x



split cork
9/9-12/7x



wide + road
9/10-15/7x



crescent?
9/12/7x



4 bar cork
9/18/7x

6 wedges
9/18/71xsplit cork
9/19/7x+ road
9/22/7xstr split cork
9/22/7xmalt +
9/23/7xplain? cork
9/23/7xseg cork
9/26/7x8 wedges
9/29/7x+ road
9/29/7xcork
10/3/7xstr cork
10/12/7xbrokn malt +
10/19/7xshield+?
10/19/7x+ road
10/22/7x+ road
10/22/7x+ road
10/22/7xcork
10/22/7xsplit cork
10/23/7xvoid outl star
10/28/7x+ road
10/29/7x8 wedges
11/2/7x6 petals
11/8/7xstr cork
11/10/7x+ road
11/11/7x6 wedges
11/12/7x+ road
11/22/7xmalt +
12/1/7xsm cork
12/3-5/7xheart?
12/10/7x+ road
12/11/7x5 seg burst
12/13-19/7xspl rect cork?
12/13/7xsq 4? bar
12/14/7xcork
12/26/7x+ road
12/29/7x5 bar cork
12/30/7x+ road
12/30/7xvoid ring/rect
12/30/7x

Good luck to those who search for fancy killers, or new type cancelers like #129. Your aid in *this* ongoing project would be appreciated. Send sharp xeroxes and any other pertinent data. I'll be happy to correspond with anyone interested in any phase of Philly markings, fancies or otherwise.

Mail to Box 290145, Davie FL 33329-0145.

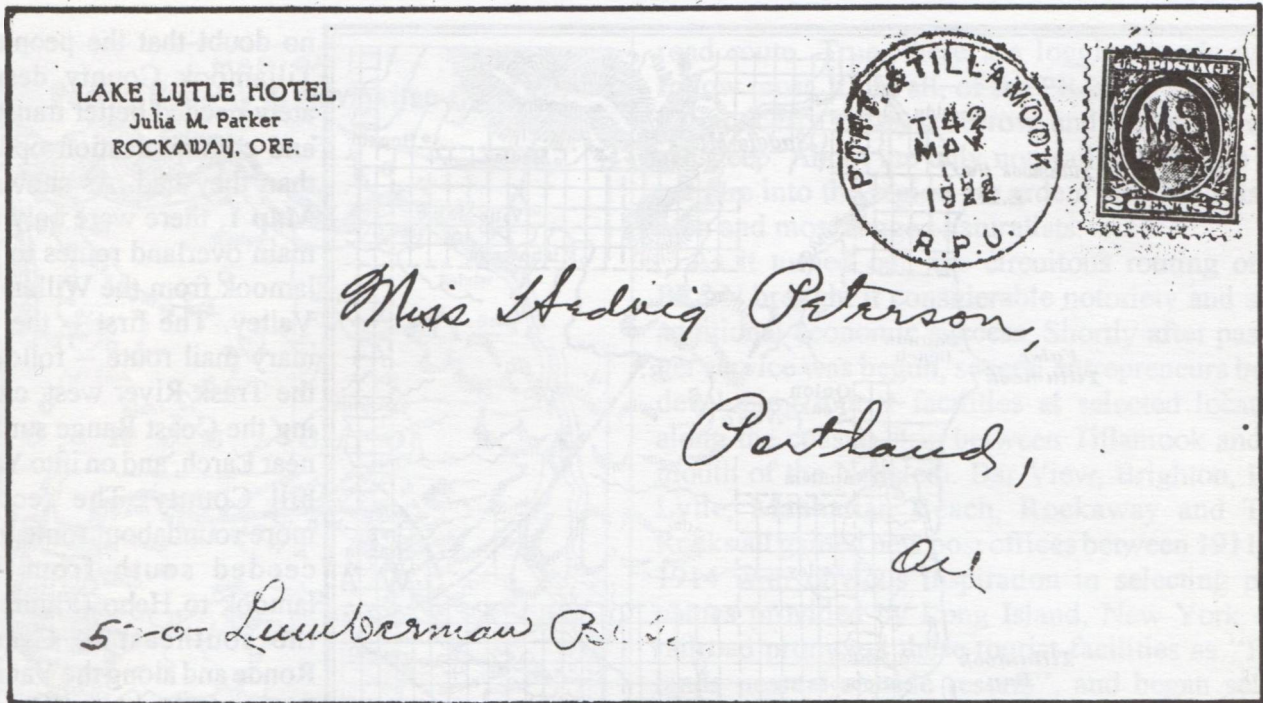


Figure 1. This cover displays a PORT. & TILLAMOOK/R.P.O. marking of 1922 with a printed corner card of the Lake Lytle Hotel. It represents a particularly appropriate memento from the days when this railroad enjoyed popularity as Portland's "Beach Train".

OREGON RAILWAYS - The Beach Train

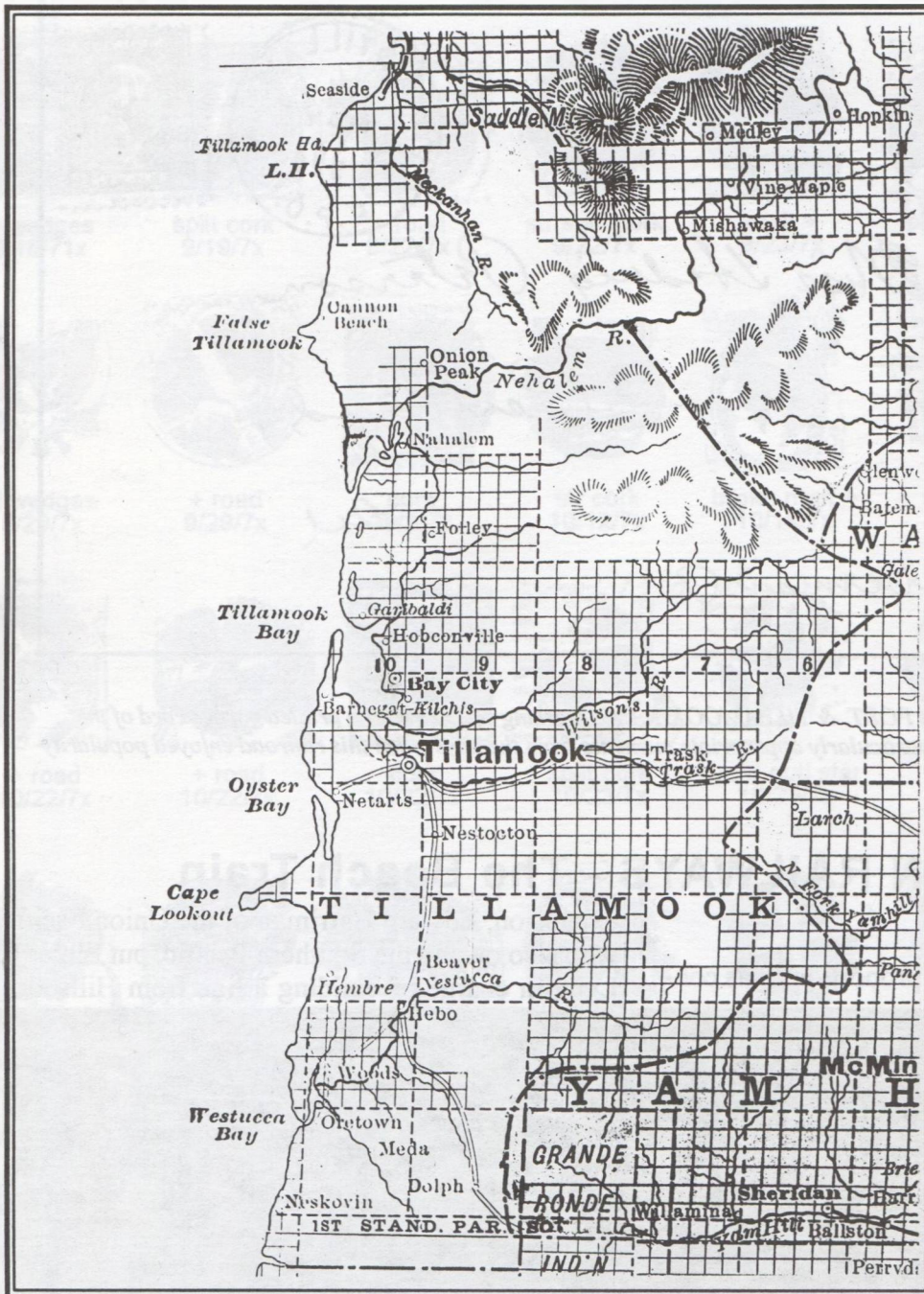
By Richard W. Helbock

A chess game of mammoth proportions was conducted in Oregon, and elsewhere in the west, by the great railroad moguls of the early twentieth century. James J. Hill, builder of the Great Northern, was thought to be considering the purchase of the Astoria & Columbia River Railroad which linked Portland with Seaside by way of the Columbia River and Astoria. Hill, it was rumored, would then build south along the Oregon Coast and on into California. In an effort to block such an

expansion, Edward Harriman of the Union Pacific, who also owned the Southern Pacific, put Elmer E. Lytle in charge of building a line from Hillsboro,



Figure 2. The Travelers Home stage station at Hebo was an important stopping place in 1910 on the route from Tillamook to the Willamette Valley before the railroad.



Map 2. Tillamook County about 1903.

west of Portland in Washington County, to Tillamook. This new line would be called the Pacific Railway & Navigation (PR&N).

Tillamook, commercial center of the fertile Tillamook Bay lowlands, was settled in the 1860s. Although it is debatable whether the local population or commercial development -- most lumber and dairy farming -- could economically justify a railroad connection to the Willamette Valley. There is

no doubt that the people of Tillamook County desperately needed better transport and communication options than they had. As shown in **Map 1**, there were only two main overland routes to Tillamook from the Willamette Valley. The first -- the primary mail route -- followed the Trask River west, crossing the Coast Range summit near Larch, and on into Yamhill County. The second, more roundabout route, proceeded south from Tillamook to Hebo (Figure 2), the southeast to Grande Ronde and along the Yamhill River to Sheridan. This second route was less arduous -- one can still drive it today -- but longer. The Trask River route today is passable only with four wheel drive vehicles.

Construction began on the PR&N at both Hillsboro and Tillamook in 1906, but was slowed by an economic depression beginning in 1907 which dragged on for several years. The line did not follow the shortest route between the two terminals. After all, one of the primary reasons for its construction was to block future expansion of any extension south from seaside by the Hill interests.

Instead, the PR&N proceeded north from Tillamook, hugging the coast until reaching the mouth of the Nehalem River. It then turned west, following the Nehalem until reaching its tributary (**figure 3**), the Salmonberry. The line then followed the beautiful Salmonberry through its Coast Range valley, then over the crest and down into Washington County near Cochran. The total length of the route was just 90 miles (**Map 2**).



Map 2. Route map of the Pacific Railway & Navigation Company

Oregonians, and others familiar with the local geography, are aware of just how difficult this construction project must have been. Although not as spectacular or challenging as the Rockies, or even the Cascades, the Coast Range in northern Oregon rises from elevations near sea level to summits of 3,000 to 4,000 feet. The route chosen by the PR&N has never been selected by the State Highway Department as a motor

road route. True, there are logging roads which follow most, if not all, of the PR&N grade, but the Salmonberry Valley is narrow, and the canyon walls are steep. About the only non-railroad people who venture into the region are ardent steelhead fishermen and most rugged naturalists.

As it turned out, the circuitous routing of the PR&N brought it considerable notoriety and some additional economic success. Shortly after passenger service was begun, several entrepreneurs began developing tourist facilities at selected locations along the coastal strip between Tillamook and the mouth of the Nehalem. Bar View, Brighton, Lake Lytle, Manhattan Beach, Rockaway and Twin Rocks all gained new post offices between 1911 and 1914 with obvious inspiration in selecting place names provided by Long Island, New York. The railroad promoted these tourist facilities as "Portland's nearest seaside resorts", and began selling special \$3 round trip tickets between Portland and the Tillamook beaches. Trains left Portland's Union Station at 7:25 AM and 12:45 PM (steam) and 7:55 AM and 1:25 (Red Electric). Trains followed different routes to Hillsboro, but at that point all passengers boarded the PR&N and proceeded on to Rockaway. The morning train reached Rockaway at 1:38 PM and the afternoon train arrived at 6:14 PM. Judging from the crowds visible in contemporary



Figure 3. The Nehalem and Salmonberry rivers cut narrow, often steep sided valleys through Oregon's Coast Range.



Figure 4. The PR&N train at Bar View Beach, ca. 1914.

post card views, the service was very popular (figure 4).

The old PR&N route is still used by the Southern Pacific. Of course, it is freight only now, and while there has been occasional talk about bringing back a tourist service between Portland and Tillamook, it has never gotten beyond the talking stage. The devastating floods of the Winter of 1995-96 washed out the tracks in several places, particularly in the difficult Salmonberry River stretch, and there was, for a time, some debate about whether the line should even be rebuilt along the Salmonberry. The river has become one of the last, best ref-

uges of our wild Pacific Northwest steelhead, and environmentalists were concerned that bringing in the equipment necessary to repair the line would do severe damage to the stream. The author is not certain how this controversy has played out, but the odds favor rebuilding.

RAILWAY MAIL SERVICE

Railway Mail Service was initiated on the PR&N on December 29, 1911 (figure 5). The rail-

way post office was known as the HILLSBORO & TILLAMOOK, and postmarks with this wording are known. Unfortunately, Hillsboro & Tillamook



Figure 5. This post card view captured the last mail stage at Bay City, north of Tillamook. Once the NR&P trains began running in December 1911, there was no need for mail service by stage along their route.



Figure 5 The NR&P taking on passengers at Rockaway, circa 1914.

postmarks are scarce because on February 3, 1912 -- only 36 days after inaugurating the RPO route -- its name was changed to PORTLAND & TILLAMOOK. Interestingly, postmarks with the HILLSBORO & TILLAMOOK wording have been

recorded with dates ranging from July 7, 1913 to July 22, 1919, with no dates known from the brief period when that name was officially in effect.

The Portland & Tillamook RPO continued in service until March 27, 1933, when railway mail service was discontinued on the PR&N route, which by that time had been merged into the Southern Pacific. Known postmarks read PORT. & TILLAMOOK/R.P.O. (as shown in figure 1) and PORTLAND & TIL-

LAMOOK/R.P.O., a marking which is known to have been used from 1922 until the route ceased operation.



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DEADLINE: SEPT. 30th Please include SASE

All items in perfect condition except as noted.

- #1: POSTAL HISTORY USA (Pub. Crete, NE) 29 copies incomplete
June 1975 and June 1988 plus 7 Annual Indexes.
 - #2: OREGON POSTAL HISTORY JOURNAL (Pub. Klamath Falls, OR)
14 copies incomplete from Spring 1983 to Spring 1990.
 - #3: Scott's Postage Stamp Catalogue 1909. Hard back Vg good.
 - #3A " " " " 1913. Paper back. Good
 - #4: The RFD, Golden Jubilee 1896-1946. by Aabers. Perfect.
 - #5: General Scheme of Washington 1922. 68 pgs. Incl. RPO
separations. Perfect.
 - #6: U.S. Postal Guide July 1911. 724 pgs. Complete. Cvr. loose.
 - #7: Street Directory of the Principal Cities of the U.S. 1908.
Embracing letter-carrier office estab. to April 30, 1908.
Pub. by Postmaster-General. 904 pages. good condition.
 - #8: Washington State cards (3 1/4"x1 3/4"--15 inches of them)
All Wash. towns with counties and routes on back.
 - #9: POST SCRIPT, A Postal History Journal, Pub. Wynantskill,
NY. First 24 is. (1977-1984, quarterly 5 1/2"x8 1/2") Perfect.
 - #10: Above Journal 12 issues 1985-6-7 cpl. (punched 3-hole)
 - #11: Above journal 16 issues 1988-9-90-91. (Bound 8 1/2"x11)
(above 3 lots comprise first 52 issues in perfect cond.)
 - #12: "Registry & Stamped Paper" 40 pg. by above pub. 1980.
 - #13: LA POSTA, #19-7/72 to #133-3/92 155 is. complete.
- FOLLOWING LA POSTA MONOGRAPH SERIES BOOKS:
- #14: Postal History of Louisville, KY by Cohen, 1981
 - #15: Prexie Postal History, By Helbock, 1988
 - #16: Colorado Illustrated Covers, by Segerstrom, 1988
 - #17: Postal History of Montana thru 6/30/70 by Meschter, 1989
 - #18: Wesson's "Time on Bottom" Duplex hand Cancelers, 1990
 - #19: Censorship of Civilian mail During WWII, by Roth, 1991
 - #20: THE ALASKAN PHILATELIST, 1986 thru 1990 (except Jan. &
June 1986. (28 issues) Pub. by Alaska Collectors Club.
 - #21: Postmarks of Territorial Alaska, Helbock, 1976. #18 of/400.
 - #22: Military PMS of Territorial Alaska, Helbock, 1977. #18/400.
 - #23: Frontier Centennial Western Postal Rte Atlas, Helbock, '81.
 - #24: Oregon Post Offices, Hard Cover, Helbock, 1985
 - #25: Alaska's Postmasters & Postoffices 1867-1963, Ricks, 1965.
 - #26: "R.F.D. From The Beginning" 5 pg. leaflet, P.O.D. 1957.
 - #27: Harmer Auction Cat. "Michael Stevens" coll. 12/37. 35 pg.
 - #28: "Description of U.S. Postage Stamps. P.O.D. 1927. 53 pg.
 - #29: 24 pg. program NW Fed. of Stamp Clubs Exhibit, 1959. with
Special Exhibit cancel on 4¢ Oregon Statehood stamp
 - #30: First Flight Pasco WA to Elko NV w/letter telling of lack
of opportunity in Post Office Air Mail Service 4/6/1926
 - #31: Penalty envelope w/F1, 10¢ Registry stamp, (Scott \$40.)
Bk/st: Fromberg, MT. 8/19/13. From Dept. Interior, Billings
 - #32: MMS Cancel Ridge Farm, IL 4/4/1867 w/letter.
 - #33: Dept. of Justice corner card on penalty env. Bk/St. Circle,
Alaska July 7, 1901
 - #34: Santa Cruz, CA 7/6/1866 cover with 3 page letter
 - #35: Hunter Arms Co. Letter/letterhead/env. 3/9/04. Corner
card colored, dog w/bird in mouth. Sl. tear at left.
 - #36: North Yamhill, OR 12/14/94 on U348 & 246. 1/4" U348 clipped.
 - #37: Pine Valley, OR 5/31/1886 on pair 145 (one clipped). w/good
letter declining with regrets invite to temprance picnic.

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Lot Number	Price	Lot Number	Price	Lot Number	Price	Lot Number	Price	Lot Number	Price	Lot Number	Price	Lot Number	Price
1	\$0.00	108	\$26.00	217	\$0.00	326	\$10.00	435	\$18.00	544	\$28.00	653	\$10.00
2	\$11.00	109	\$14.00	218	\$0.00	327	\$8.00	436	\$0.00	545	\$0.00	654	\$28.00
3	\$28.00	110	\$4.50	219	\$100.00	328	\$32.00	437	\$42.00	546	\$11.00	655	\$9.00
4	\$55.00	111	\$12.00	220	\$0.00	329	\$0.00	438	\$30.00	547	\$28.00	656	\$5.00
5	\$40.00	112	\$26.00	221	\$13.00	330	\$7.00	439	\$19.00	548	\$0.00	657	\$22.00
6	\$85.00	113	\$11.00	222	\$0.00	331	\$55.00	440	\$22.00	549	\$13.00	658	\$16.00
7	\$13.00	114	\$11.00	223	\$75.00	332	\$0.00	441	\$22.00	550	\$28.00	659	\$24.00
8	\$4.00	115	\$16.00	224	\$18.00	333	\$0.00	442	\$17.00	551	\$0.00	660	\$38.00
9	\$42.00	116	\$32.00	225	\$75.00	334	\$32.00	443	\$20.00	552	\$4.50	661	\$18.00
10	\$0.00	117	\$11.00	226	\$10.00	335	\$28.00	444	\$22.00	553	\$4.50	662	\$32.00
11	\$14.00	118	\$6.50	227	\$22.00	336	\$26.00	445	\$22.00	554	\$0.00	663	\$11.00
12	\$13.00	119	\$8.50	228	\$22.00	337	\$36.00	446	\$24.00	555	\$12.00	664	\$11.00
13	\$11.00	120	\$5.50	229	\$0.00	338	\$0.00	447	\$26.00	556	\$6.00	665	\$13.00
14	\$11.00	121	\$7.00	230	\$4.50	339	\$0.00	448	\$34.00	557	\$3.50	666	\$230.00
15	\$11.00	122	\$46.00	231	\$8.00	340	\$0.00	449	\$22.00	558	\$8.50	667	\$80.00
16	\$32.00	123	\$46.00	232	\$10.00	341	\$120.00	450	\$18.00	559	\$4.00	668	\$8.50
17	\$10.00	124	\$0.00	233	\$4.50	342	\$11.00	451	\$0.00	560	\$11.00	669	\$11.00
18	\$0.00	125	\$10.00	234	\$11.00	343	\$0.00	452	\$0.00	561	\$32.00	670	\$13.00
19	\$0.00	126	\$0.00	235	\$8.00	344	\$0.00	453	\$11.00	562	\$10.00	671	\$9.00
20	\$0.00	127	\$6.50	236	\$8.00	345	\$0.00	454	\$16.00	563	\$26.00	672	\$14.00
21	\$8.50	128	\$4.50	237	\$0.00	346	\$22.00	455	\$42.00	564	\$0.00	673	\$38.00
22	\$0.00	129	\$16.00	238	\$11.00	347	\$0.00	456	\$32.00	565	\$16.00	674	\$11.00
23	\$0.00	130	\$16.00	239	\$12.00	348	\$0.00	457	\$26.00	566	\$0.00	675	\$8.50
24	\$0.00	131	\$11.00	240	\$9.00	349	\$11.00	458	\$16.00	567	\$11.00	676	\$18.00
25	\$0.00	132	\$11.00	241	\$5.50	350	\$14.00	459	\$8.00	568	\$7.00	677	\$0.00
26	\$0.00	133	\$0.00	242	\$13.00	351	\$8.50	460	\$24.00	569	\$0.00	678	\$48.00
27	\$0.00	134	\$6.00	243	\$0.00	352	\$5.50	461	\$19.00	570	\$5.50	679	\$70.00
28	\$11.00	135	\$6.00	244	\$16.00	353	\$0.00	462	\$32.00	571	\$11.00	680	\$0.00
29	\$0.00	136	\$5.50	245	\$13.00	354	\$85.00	463	\$30.00	572	\$13.00	681	\$17.00
30	\$0.00	137	\$5.00	246	\$0.00	355	\$0.00	464	\$16.00	573	\$0.00	682	\$6.50
31	\$0.00	138	\$8.00	247	\$0.00	356	\$120.00	465	\$9.50	574	\$38.00	683	\$0.00
32	\$0.00	139	\$5.50	248	\$18.00	357	\$11.00	466	\$11.00	575	\$28.00	684	\$24.00
33	\$17.00	140	\$11.00	249	\$13.00	358	\$16.00	467	\$17.00	576	\$0.00	685	\$10.00
34	\$22.00	141	\$8.00	250	\$7.50	359	\$16.00	468	\$22.00	577	\$26.00	686	\$11.00
35	\$0.00	142	\$5.00	251	\$11.00	360	\$0.00	469	\$11.00	578	\$8.00	687	\$7.00
36	\$6.50	143	\$0.00	252	\$0.00	361	\$0.00	470	\$11.00	579	\$14.00	688	\$0.00
37	\$0.00	144	\$5.50	253	\$6.50	362	\$0.00	471	\$8.50	580	\$0.00	689	\$22.00
38	\$8.00	145	\$0.00	254	\$11.00	363	\$8.50	472	\$32.00	581	\$13.00	690	\$11.00
39	\$28.00	146	\$7.00	255	\$15.00	364	\$0.00	473	\$17.00	582	\$70.00	691	\$8.50
40	\$22.00	147	\$9.50	256	\$0.00	365	\$24.00	474	\$18.00	583	\$120.00	692	\$0.00
41	\$7.50	148	\$8.50	257	\$11.00	366	\$8.00	475	\$8.50	584	\$11.00	693	\$7.50
42	\$16.00	149	\$5.50	258	\$32.00	367	\$0.00	476	\$8.00	585	\$0.00	694	\$26.00
43	\$42.00	150	\$6.50	259	\$8.50	368	\$6.50	477	\$22.00	586	\$9.50	695	\$32.00
44	\$24.00	151	\$12.00	260	\$18.00	369	\$0.00	478	\$18.00	587	\$0.00	696	\$0.00
45	\$26.00	152	\$12.00	261	\$9.00	370	\$9.00	479	\$0.00	588	\$8.00	697	\$16.00
46	\$11.00	153	\$8.50	262	\$95.00	371	\$0.00	480	\$22.00	589	\$3.00	698	\$28.00
47	\$6.00	154	\$12.00	263	\$11.00	372	\$26.00	481	\$0.00	590	\$7.50	699	\$18.00
48	\$9.00	155	\$5.00	264	\$0.00	373	\$20.00	482	\$0.00	591	\$160.00	700	\$7.50
49	\$0.00	156	\$0.00	265	\$16.00	374	\$30.00	483	\$8.50	592	\$11.00	701	\$8.50
50	\$0.00	157	\$0.00	266	\$0.00	375	\$22.00	484	\$22.00	593	\$13.00	702	\$7.00
51	\$7.00	158	\$19.00	267	\$6.00	376	\$34.00	485	\$18.00	594	\$20.00	703	\$110.00
52	\$55.00	159	\$0.00	268	\$0.00	377	\$26.00	486	\$0.00	595	\$15.00	704	\$42.00
53	\$14.00	160	\$22.00	269	\$0.00	378	\$0.00	487	\$3.50	596	\$9.00	705	\$13.00
54	\$11.00	161	\$0.00	270	\$10.00	379	\$26.00	488	\$0.00	597	\$0.00	706	\$0.00
55	\$8.50	162	\$0.00	271	\$260.00	380	\$11.00	489	\$0.00	598	\$11.00	707	\$0.00
56	\$4.00	163	\$0.00	272	\$85.00	381	\$0.00	490	\$0.00	599	\$0.00	708	\$0.00
57	\$13.00	164	\$11.00	273	\$12.00	382	\$55.00	491	\$0.00	600	\$4.50	709	\$0.00
58	\$16.00	165	\$0.00	274	\$42.00	383	\$19.00	492	\$11.00	601	\$16.00	710	\$17.00
59	\$13.00	166	\$0.00	275	\$10.00	384	\$19.00	493	\$5.50	602	\$4.00	711	\$22.00
60	\$0.00	167	\$7.50	276	\$140.00	385	\$0.00	494	\$11.00	603	\$13.00	712	\$17.00
61	\$32.00	168	\$22.00	277	\$110.00	386	\$32.00	495	\$0.00	604	\$6.00	713	\$42.00
62	\$0.00	169	\$10.00	278	\$90.00	387	\$26.00	496	\$18.00	605	\$8.50	714	\$18.00
63	\$46.00	170	\$4.50	279	\$8.50	388	\$17.00	497	\$0.00	606	\$10.00	715	\$8.00
64	\$13.00	171	\$0.00	280	\$28.00	389	\$65.00	498	\$3.50	607	\$22.00	716	\$13.00
65	\$0.00	172	\$14.00	281	\$32.00	390	\$13.00	499	\$38.00	608	\$40.00	717	\$20.00
66	\$0.00	173	\$18.00	282	\$0.00	391	\$22.00	500	\$80.00	609	\$19.00	718	\$18.00
67	\$28.00	174	\$32.00	283	\$26.00	392	\$19.00	501	\$8.50	610	\$8.00	719	\$0.00
68	\$32.00	175	\$0.00	284	\$85.00	393	\$22.00	502	\$19.00	611	\$16.00	720	\$0.00
69	\$5.00	176	\$0.00	285	\$13.00	394	\$22.00	503	\$14.00	612	\$28.00	721	\$7.50
70	\$11.00	177	\$42.00	286	\$22.00	395	\$34.00	504	\$16.00	613	\$4.50	722	\$16.00
71	\$0.00	178	\$24.00	287	\$24.00	396	\$20.00	505	\$22.00	614	\$18.00	723	\$16.00
72	\$48.00	179	\$16.00	288	\$26.00	397	\$19.00	506	\$13.00	615	\$5.00	724	\$60.00
73	\$55.00	180	\$7.50	289	\$55.00	398	\$11.00	507	\$5.50	616	\$6.50	725	\$11.00
74	\$3.00	181	\$44.00	290	\$15.00	399	\$32.00	508	\$0.00	617	\$22.00	726	\$110.00
75	\$0.00	182	\$85.00	291	\$26.00	400	\$16.00	509	\$22.00	618	\$70.00	727	\$0.00
76	\$0.00	183	\$55.00	292	\$16.00	401	\$16.00	510	\$16.00	619	\$44.00	728	\$0.00
77	\$0.00	184	\$25.00	293	\$13.00	402	\$16.00	511	\$270.00	620	\$120.00	729	\$22.00
78	\$13.00	185	\$0.00	294	\$0.00	403	\$15.00	512	\$18.00	621	\$0.00	730	\$24.00
79	\$22.00	186	\$7.50	295	\$13.00	404	\$42.00	513	\$7.50	622	\$0.00	731	\$65.00
80	\$0.00	187	\$8.00	296	\$16.00	405	\$19.00	514	\$13.00	623	\$11.00	732	\$32.00
81	\$4.50	188	\$7.50	297	\$0.00	406	\$22.00	515	\$6.00	624	\$8.50	733	\$24.00
82	\$55.00	189	\$0.00	298	\$38.00	407	\$0.00	516	\$4.00	625	\$0.00	734	\$18.00
83	\$8.50	190	\$8.50	299	\$26.00	408	\$0.00	517	\$3.00	626	\$4.00	735	\$13.00
84	\$0.00	191	\$40.00	300	\$180.00	409	\$8.00	518	\$5.50	627	\$7.00	736	\$22.00
85	\$0.00	192	\$16.00	301	\$32.00	410	\$15.00	519	\$11.00	628	\$26.00	737	\$42.00
86	\$0.00	193	\$32.00	302	\$30.00	411	\$0.00	520	\$11.00	629	\$30.00	738	\$34.00
87	\$0.00	194	\$26.00	303	\$22.00	412	\$46.00	521	\$70.00	630	\$9.00	739	\$46.00
88	\$9.00	195	\$0.00	304	\$525.00	413	\$32.00	522	\$9.00	631	\$5.00	740	\$26.00
89	\$22.00	196	\$13.00	305	\$80.00	414	\$24.00	523	\$85.00	632	\$5.00	741	\$16.00
90	\$0.00	197	\$24.00	306	\$0.00	415	\$26.00	524	\$11.00	633	\$3.50	742	\$48.00
91	\$0.00	198	\$7.00	307	\$0.00	416	\$0.00	525	\$11.00	634	\$8.00	743	\$16.00
92	\$8.00	199	\$10.00	308	\$42.00	417	\$0.00	526	\$15.00	635	\$16.00	744	\$13.00
93	\$65.00	200	\$0.00	309	\$65.00	418	\$16.00	527	\$0.00	636	\$90.00	745	\$6.50
94	\$15.00	201	\$32.00	310	\$0.00	419	\$10.00	528	\$22.00	637	\$13.00	746	\$0.00
95	\$13.00	202	\$26.00	311	\$32.00	420	\$26.00	529	\$8.50	638	\$11.00	747	\$38.00
96	\$16.00	203	\$11.00										

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Mail sale closing September 30, 1996
Postal History

- | | |
|--|---|
| <p><u>Exposition</u> Ohio Centennial 1902 Toledo, Ohio on gov't card.</p> <p><u>Cross Border</u> 1884 govt card sent by "Postmaster Grandmanan" manuscript to Millbridge Maine via Eastport Me. Unusual usage from New Brunswick to U.S.</p> <p><u>Crime Related</u> 1905 "Wanted For Grand Larceny" cd. also has three pages of police description, notes etc.</p> <p><u>Postage Due</u> Fifty-five cvrs from one firm, 1969-70 with a variety of post. due straightline handstamps, 2 -10cents, some from military bases.</p> <p><u>Foot Ball Related</u> 1897 Worcester Mass. duplex on cover with eight cardstock football tickets enclosed. 5c each admission to fraternity ball game.</p> <p><u>Steamboat - Maryland Related</u> 1897 Baltimore Barry machine cancel on cvr with a pristine Baltimore Steam Packet Co annual cardstock pass enclosed. Pass is signed by the steamship line president.</p> <p><u>North Carolina</u> Collection of ten 1953 ldc of small town and rural post offices on Ux38. Several dupes + some 1st day under new name. total of 17 cards</p> <p><u>Post Office Collateral</u>
The following lots are 1897, 4 x 5 postal money order advice forms. They extremely attractive (mint green) and make great collateral items to mount on pages with covers. All have Eureka, Utah purple MOB backstamps.
Colorado - Alcott (not the station) purple MOB double circle, Coalcreek purple MOB double circle, Fruita purple fancy MOB.
Idaho - Sherman, 1897 purple double circle MOB.
DeLamar, purple double circle MOB.
Nevada - Cherry Creek large purple MOB.
Utah - Hoytsville purple 1896 MOB dbl circle</p> <p><u>Arizona</u>
Cordes About good 1897 cds on reg. ret. card.
Stoddard 1902 Stoddard cds on registry return card. small stain & repair on front.</p> <p><u>Colorado</u> Lot of 5 cvrs 1880 to 1889 from France to Georgetown, Colo. Very pretty cvrs w/french stps "paid" mks etc. One mourning cover. Minor faults.</p> <p>Ames 190(?) Doane on ppc, stamp torn
Cornish 1920 4 bar "Colo" not struck
Crescent 1909 4 bar ppc
El Moro 1878 on gov't card.
Evergreen 1892 cds on two covers, one o/s. Early!</p> | <p>Fort Garland 1905 duplex on West. Un. telegraph cvr
Fraser 1880's cds (1886) to Georgetown.
Logcabin 1913 4 bar ppc
Tiger 1930 4 bar, non-philatelic.</p> <p><u>Idaho</u>
Lewiston 1907 lgl size Dept of Int penalty cvr. Red Lewiston registered dble circle 8cent Martha Washington stamp.</p> <p><u>Illinois</u> Lot of 19th cent incl La harpe oct, Erwin, Rock Falls fncy, Lostant (65), Glencoe, New Phil, Dallas City, El Paso, Cottage Home, Augusta, Nokomis, Victoria (fcy) Williamsville (65) Raymond, five more. Huge blue balloon townmark on 3c 61</p> <p><u>Galena</u>
<u>Iowa</u>
West Prairie Manuscript, 3cent 1869 (small scuff)
<u>Michigan</u> Grand Rapids Paid 3 circle ties 3c 1851
<u>Montana</u> 11 4bars 1909-1930 seven are color, Most on ppc's Bighorn, Hall, Buffalo, Logan, Sanders (2), Winston, Fishtail etc</p> <p><u>Lousiana</u> 14 1880/90's covers Bunkie, Marksville, St Martinville, Fayette CH, Smithland, Ruston, Coushatta, Scott, Jackson, For-doche, New Roads, Collinsburgh, St. Amant, Egypt note: cover/pm faults</p> <p><u>Nebraska</u> Three nice 1880's cvrs w/fancy cancels St Paul, Fremont, West Point, Columbus (straight line) on UX6. Edgar M.O.B. oct ogon on UX6. Weeping Water triple circl</p> <p><u>New York</u>
Corfu 1850 manuscript on folded letter
Champlain (NY) 1837 manuscript folded ltr.
Leroy 1842 red townmark red s.l. "paid" 6 in manuscript</p> <p><u>Oregon</u>
Oakland 1871 cds (docketed).
Held 1911 4bar ppc text on pm, looks good.
The Dalles? river crossing cover as shown in article this issue of LaPosta.</p> <p><u>Utah</u>
Eureka 1899 cds struck nine times on a piece of 3x5 paper with several day dates.</p> <p><u>RPO</u>
Brownwood & Clovis 1929 ppc
Lincoln & Falls City 1920 ppc
Salt Lake C. & Silver C. 1899 on registry return card
Salt Lake City & Uvada 1898 straight line on reg ret card. Book says 1900-1901</p> |
|--|---|

Bridgeport & Guernsey 1910 ppc

Wyoming

Glendo 1909-10 lgl size cvr w/ Glendo 4bar, Chey-Reg'y purple dbl circle, Cheyenne Wyo boxed straightline. Penalty indicia, Dept of Int. ret to writer. 10 cent Webster stamp. Spindle hole defects

Golden Prairie 1912 4 bar, ppc

Hat Creek 1916 4 bar, ppc

Labonte 1907 doane ppc

Point of Rocks 1913 4 bars on 2 ppc's

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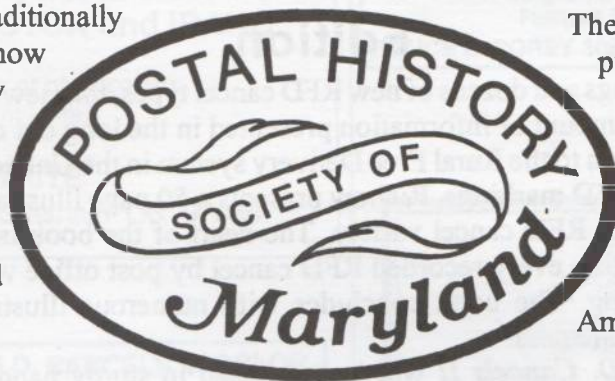
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The *Encyclopedia of R.F.D. Cancellations II* will be published in sturdy hand sewn signatures bound in durable laminated card covers. The format is 8.5x11 inches and the book will include approximately 280 pages. The printing will be limited to just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

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BRUCE L. COREY

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WESTBROOK, ME 04092

MOSQUITO, ME.

JAN. 18 '09 11 A.M.



2



MAINE NARROW GAUGE R.P.O. CANCELS WANTED

Bangor & Bucksport R.P.O. (10/9/1879-5/31/1883)

Palermo & Wiscasset R.P.O. (1895-1896)

Albion & Wiscasset R.P.O. (1896-1902, 1909-1933)

Waterville & Wiscasset R.P.O. (1902-1909)

Harrison & Bridgton Junction R.P.O. (1900-1917)

Carrabassett & Farmington R.P.O. (6/1/1900-8/31/1900)

Farmington & Rangeley R.P.O. (1892-1903)

Kingfield & Farmington R.P.O. (1903-1913)

Phillips & Farmington R.P.O. (1913-1917)

BRUCE L. COREY 108 Marilyn Avenue Westbrook, ME 04092

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SINCE 1975

SINCE 1970

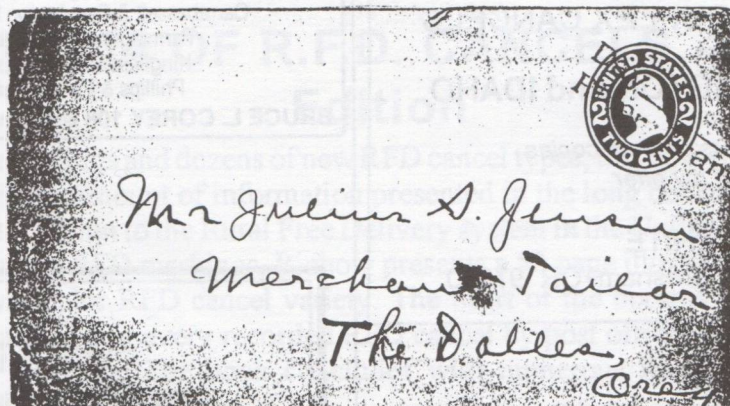


P. O.

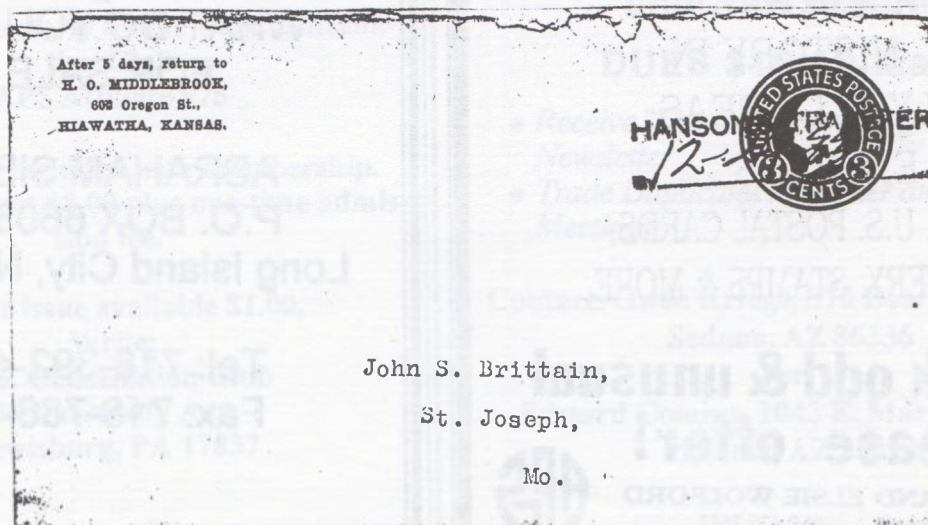
BOX 74

Two Out of the Mails 20th Century Ferriage Covers

by Robert G. Munshower



Our readers are asked for information and opinions on the two covers shown here. Both seem to have been carried out of the mails across major U.S. rivers. The above example bears a blue straightline handstamp reading: Hanson's Transfer By 12-29-33 and was carried from Hiawatha, Kansas across the Missouri River to St. Joseph, Missouri a distance of about 19 miles. The second cover, also bearing a straightline handstamp reads: Day _____ River Trans(fer) and bears an unreadable date (6-20?). Since this cover has no cornercard, the point of origin or the distance traveled, is impossible to assess. Neither bears a backstamp. Could either cover have been carried by boat? Out of the mails transit by courier via the local bridge seems to be a more reasonable scenario. One also has the feeling that either the addressee or recipient of either item may have been involved in the service that ultimately provided for the carriage of these items. Much like Railroad Business and other legal out of the mails means of transit, both are on the requisite government stamped envelopes. Please feel free to send any comments, criticism, or information about one, or both, of these interesting items to: R. Munshower P.O. Box 3484 Boulder, Colorado 80307



PICTORIAL POSTMARKS

For some basic information about this feature please see page 75 in the July issue



August 1-3
Lobster Festival Station
Postmaster
21 Limerock St
Rockland ME 04841-9998
Lobster.

North Dakota 1996 State
Class B Championship
August 2 - 6

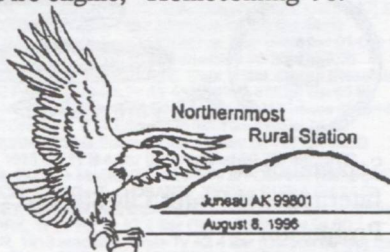


August 2-6
Mirror Lake Station
Postmaster
502 Adams Ave
Hettinger ND 58839-9998

Small image of a player swinging a bat, "North Dakota 1996 Stae/Class B Championships/August 2-6/Babe Ruth Baseball."

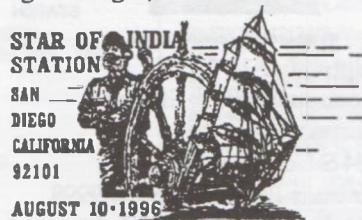


August 3
Homecoming Station
Postmaster
P O Box 9998
Venango PA 16440-9998
Fire engine, "Homecoming '96."



August 8
Northernmost Rural Station
Postmaster

USPS
Juneau AK 99801-9998
Eagle in flight, hill outline.



August 10, 11, 18
Star of India Station
Old Town Philatelic
P O Box 85530
San Diego CA 92186-9998
Full masted sailing ship, ship's wheel, sailor (or captain) with beard and pipe.



August 12
Lighttower Station
Postmaster
27 Smith St
Marblehead MA 01945-9998
Lighthouse, "Marblehead Light/A Friend at Sea for 100 Yrs."



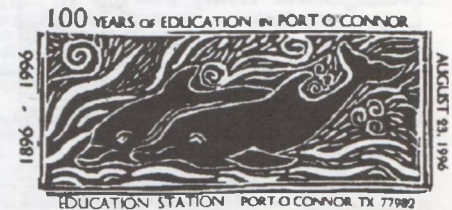
August 17
Hampden Station
Postmaster
114 Western Ave
Hampden ME 04444-9998
Stylized moose, bear, skunk and beaver, "Come Where the Wild Things Are!/18th Annual Hanpdn Children's Day."



August 17
Knife River Station
Postmaster
119 Harmon Ave
Stanton ND 58571-9998
Realistic American Indian tepee.



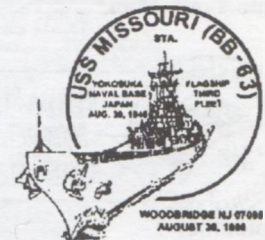
August 22
Expedit Station
Postmaster
997 Station Road
Twin Rocks PA 15960-9998
Stylized steam engine including bell, "Postal Centennial."



August 23
Education Station
Postmaster
P O Box 9998
Port O'Connor TX 77982-9998
Two dolphins, "100 years of Education in Port O'Connor/1886-1996."



August 25
5th Annual Car Show Station
Postmaster
P O Box 9998
Indianola PA 15051-9998
1920's automobile, "Indianola Volunteer Fire Company."



August 30
USS Missouri (BB-63) Station
Postmaster
60 Main St
Woodbridge NJ 07095-9998
The US battleship, "Yokosuka Naval Base, Japan, Aug.30, 1945/Flagship Third Fleet." The Japanese signed their surrender on this ship, ending World War II."

Knott County Gingerbread Festival

STATION
Sept. 6, 1996

Hindman, Ky 41022



September 5-7

Knott County Gingerbread Festival
Postmaster
100 Main St
Hindman KY 41822-9998

A gingerbread man is holding a tiny pine tree in his hand, a pile of logs reading, "Logging, Past, Present, Future."



September 6-7

Fair Station
Postmaster
USPS
Wellington TX 79095-9998

Desolate countryside with mesas, horse pulling covered wagon, armadillo, a man in a costume, "Collingsworth County Fair."



100th ANNIVERSARY POST OFFICE
SEPTEMBER 20, 1996
SUPAI, ARIZONA 86435
STATION

September 6

100th Anniversary Post Office Station
Postmaster
USPS
Supai AZ 86435-9998

Circular American Indian design showing figures of two people and several animals, "Havasupai Indian Reservation/ Mule Train Mail."



Rennion Station
September 7, 1996
Louisville, Ky. 40202

September 7

Reunion Station
Customer Service Support
P O Box 31905
Louisville KY 40231-9905

Cap, three tiny Boy Scout Fleur-de-Lis, "The National Order of Battlefield Commissions/5-7 Sep 1996."



The Biggest Shrimp Celebration in Texas.

September 13-15
Community Park Station
Postmaster
634 S Commercial
Aransas Pass TX 78336-9998

A large shrimp, "48th Annual Aransas Pass Shrimporee/The Biggest Shrimp Celebration in Texas."



PINEY POINT
LIGHTHOUSE
STATION
160TH
ANNIVERSARY
JUN. 1, 1996

September 14

Piney Point Lighthouse Station
Postmaster
USPS
Piney Point MD 20674-9998

Lighthouse, "I've seen the light!/Piney Point Lighthouse/160th Anniversary."

This was originally announced as being on June 1st, but the date was changed to the above.



Rolling Fork
Iron Horse Festival
Station

September 14

Rolling Fork Iron Horse Festival
Station
Postmaster
USPS
New Haven KY 40051-9998

A figure that is part locomotive and part horse, "Home of the KY Railway Museum."



September 14-15
Jubilee Station

Postmaster
P O Box 9998
Bishop Hill IL 61419-9998

Clock tower of the Swedish Commune with a tiny weather vane on top,

"1846-1996 150 Ars Jubileum." (150th Anniversary in Swedish.) The King and Queen of Sweden will be visiting.



150th ANNUAL CONCLAVE
GRAND COMMANDERY OF KENTUCKY
KNIGHTS TEMPLAR STATION
LOUISVILLE, KENTUCKY 40201
SEPTEMBER 16, 1996

September 16

Knights Templar Station
Customer Service Support
P O Box 31905
Louisville KY 40231-9905

Cross and crown, "150th Annual Conclave/Grand Commandery of Kentucky."



September 20-22

Festival Station
Postmaster
USPS
Millersburg KY 40328-9998

American Indian in full headdress, "Chautauqua."



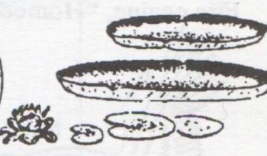
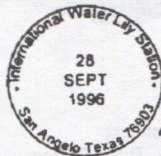
100th ANNIVERSARY
of R.F.D.
SEPTEMBER 21, 1996

CENTENNIAL STATION
SEBAGO LAKE, MAINE
04075

September 21

Centennial Station
Postmaster
P O Box 9998
Sebago Lake ME 04075

Mountain, trees, lake, "Lakes Region/100 Years of Service 1896-1996/ 100th Anniversary of R.F.D."



September 28-29

International Water Lily Station
Postmaster
USPS

San Angelo TX 76902-9998
Water lilies.

DOUG DE ROEST MAIL BID SALE NUMBER 13

482 MODELAIRE DRIVE, LA GRANDE, OREGON 97850

CLOSING TUESDAY, OCTOBER 22nd, 1996

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

CALIFORNIA

- 1 ARBOLADO, 1910 G+ Ty A2 4 Bar, rim off @ top (Mont 10-15) Est \$12.00
- 2 BOCA, 1910 VG Ty A1 4 Bar (New 72-45) Est \$5.00
- 3 BULWINKLE, 1909 VG+ Ty A1 4 Bar (Humb 09-22) Est \$8.00
- 4 CONFIDENCE, 1911 VG Ty A2 4 Bar (Tuol 99/25) Est \$12.00
- 5 COSUMNE, 1907 VG Ty A1 4 Bar bit O'Strk (Saca 52-15) Est \$15.00
- 6 FORT JONES, 1908 G+ RFD Ty 2F HANDSTAMP Est \$10.00
- 7 HOBOT SPRINGS, 1938 VG+ Ty C2 4 Bar on clean Philat CVR E \$3.00
- 8 JACKSONVILLE, 1909 VG lite Ty A1 4 Bar (Tuol 51/18) Est \$12.00
- 9 KEYSTONE, 1910 G Ty 2 DOANE, part on stamp (Tuol 05-13) Est \$8.00
- 10 LA SIERRA RUR STA (Arington) 1948 VG Ty F 4-Bar Est \$5.00
- 11 LATON, 1907 VG+ Ty 2FA Rt 1 on Entire Est \$15.00
- 12 LAGAS, 1910 VG Ty 2 DOANE (Santa Clara 92-15) Est \$40.00
- 13 MARINE BARRACKS, MARE ISLAND CAL, 1918 Blue Dater Receiver on picture side of PPC. Unusual Est \$8.00
- 14 MOSS, 1912 G+ Ty A1 4 Bar, part on stamp (Mont 95-17) Est \$6.00
- 15 PARKER DAM, 1936 FINE Ty C2 4 Bar on Entire, opened 3 sides. Clean commercial cover. (San Bern 35-39 period) Est \$5.00
- 16 PRESIDIO OF MONTEREY, 1917 VG Ty B 4 Bar, Monterey on stamp Est \$15.00
- 17 RED WINE, 1908 G+ Ty 2 DOANE as recd, O'Strk, stamp damaged Est \$10.00
- 18 RUBY, 1912 VG Ty A2 4 Bar (Sisk 91-13) Est \$15.00
- 19 SHELTON, 1911 VG Ty A2 4 Bar (Sacramento 80/13) Est \$18.00
- 20 SUNOL CITY, ALAMEDA CO, 1887 G+ lite DCDS ties 2ct BKNOTE to CVR \$20.00
- 21 TABLE BLUFF, 1887 G very lite DCDS Target on cvr, rough @ lft (Humbolt 61/01) Est \$30.00
- 22 UNO, 1911 VG Ty 2/1 DOANE (Eldorado 92-20) Est \$10.00
- 23 WOODWARD, 1911 VG purple Ty B 4-Bar (Contra Costa 01-13) Est \$15.00

IDAHO

- 24 BASALT, 1908 VG Ty 3/1 DOANE as Recd, stamp gone (Bing 88/Op) E \$5.00
- 25 BENNINGTON, 1918 VG Ty B 4 Bar (Bear Lake 87/86) Est \$5.00
- 26 COLBURN, 1911 G fuzzy Ty A1 4 Bar (Bonner 01-59) Est \$4.00
- 27 COLLINS, 1911 G+ CDS Target (Latah 95-15) Est \$25.00
- 28 CRANE, 1912 VG Ty A2 4 Bar, part on stamp (Wash 84/18) Est \$20.00
- 29 DENVER, 1908 G+ Ty 3/3 DOANE as recd (Idaho 92-14) Est \$10.00
- 30 ILO, 1917 G+ Ty B 4 Bar, part on stamp (Lewis 99/20) Est \$6.00
- 31 FALKS STORE, 1910 Ty A1 4 Bar as recd, O'Strk (Payette 71-10) E 10.00
- 32 FERNWOOD, 1913 G+ Ty A2 4 Bar Est \$3.00
- 33 GRANITE, 1908 VG Ty A1 4 Bar (Bonner 83/54) Est \$8.00
- 34 KING HILL, 1910 G+ Ty A2 4 Bar, early (Elmore 08-Op) Est \$3.00
- 35 MACE, 1908 G lite Ty 3 DOANE (Shoshone 99-22) Est \$4.00
- 36 MARYSVILLE, 1908 G+ part lite Ty 3 DOANE (Fremont 91-43) Est \$8.00
- 37 MINIDOKA, 1915 G+ Ty 2 DOANE (Minidoka 83/86) Est \$5.00
- 38 MOUNT IDAHO, 1914 G+ Ty A1 4 Bar, part on stamp (Ida 83/22) Est \$6.00
- 39 MURRAY, 1909 VG Ty A2 4 Bar (Shoshone 84-59) Est \$3.00
- 40 MYRTLE, 1908 G CDS Target on ratty PPC (Nez Perce 98-57) Est \$3.00
- 41 NOTUS, 1911 G+ Ty 2 DOANE (Canyon 86/Op) Est \$4.00
- 42 NOTUS RFD Rt. 1, Ca 1910, Ms Ty 11, scribble, UNLISTED Est \$12.00
- 43 RAMSEY, 1907 G+ strengthened CDS Cork, stamp partly peeled off lite stain (Kootenai 98-11) Est \$25.00
- 44 ROBIN, 1911 VG Ty A1 4 Bar, bit dbl (Bannock 99-58) Est \$6.00
- 45 ROCKY BAR, 1887 G+ CDS as BS on GVT Entire (Elmore 68/46) Est \$3.00
- 46 SAINT JOE, 1907 VG Ty 2 DOANE (Benewah 88/45) Est \$8.00
- 47 SALUBRIA, 1913 VG Ty B 4 Bar (Washington 70/16) Est \$25.00
- 48 SNOW, G+ Ty 3/1 DOANE as recd, soiled PPC (Nez Perce 05-22) Est \$6.00
- 49 TENSED, 1915 VG Ty B 4 Bar EARLY (Benewah 11-Op) Est \$5.00
- 50 TWIN LAKES, 1913 VG Ty B 4 Bar, bit Dbl (Kootenai 10-17) Est \$50.00
- 51 VAN WYCK, 1908 G Duplex (Valley 88-17) Est \$10.00
- 52 WESTMOND, 1911 VG+ Ty A1 4 Bar (Bonner 03-25) Est \$15.00

MONTANA

- 56 ABSAROKEE, 1933 VG+, weird 5 Bar non-standard on #10 CVR with 3ct Due stamp and Univ. of Montana perf. stamp damaged, Est \$8.00
- 57 ADA, 1902 G+ CDS/Target, rough @ lft (Blaine 96/17) Est \$20.00
- 58 AMOS, 1912 FINE Ty B 4-Bar (Hill 11-19) Est \$50.00
- 59 ANDES, 1920 VG purple Ty B 4 Bar (Rich 14-84) Est \$5.00
- 60 ARMSTEAD, 1912 G+ Ty A1 4 Bar on CVR W/Letter (07-62) E \$3.00
- 61 AUSTIN, 1908 FINE Ty 2 DOANE (clean) (Lew & Clk 01-67) Est \$7.00
- 62 BAIRD, 1912 G+ Ty B 4 Bar (Missoula 99-34) Est \$6.00
- 63 BIGFORK, 1908 VG Ty 2/2 DOANE as recd (Flathead 01-Op) Est \$3.00
- 64 BLAINE, 1911 VG Ty A1 4 Bar (Madison 93-35) Est \$5.00
- 65 BRANDENBURG, 1938 VG Ty E, Depr. 4 Bar, crease (Rosebud 81-57) E \$5.00
- 66 CLYDE PARK, 1910 G+ Ty A1 4 Bar (Park 87/Op) Est \$3.00
- 67 COLLINS (Rural Sta), 1963 FINE Philat CVR W/Cream (Teton 61-53) \$5.00
- 68 CRESTON, 1911 VG+ Entire (Flathead 94-56) Est \$4.00
- 69 CUSHMAN, 1912 G Entire (Golden Valley 09-75) Est \$3.00
- 70 DELL, 1913 G+ Ty B 4 Bar (Beaverhead 90-73) Est \$4.00
- 71 DIXON, 1911 G+ MAGENTA, bit lite Ty 2/1 DOANE (Sand 04-Op) Est \$4.00
- 72 DODSON, 1909 G+ Ty 3 DOANE? (Phillips 91/Op) Est \$4.00
- 73 DORSEY, 1909 VG Ty 2 DOANE, O'Strk & part on stamp (Meag 96-13) \$18.00
- 74 DUNKIRK, 1910 VG Ty A2 4 Bar (Toole 10-58) Est \$4.00
- 75 EDGAR, 1913 readable purple Ty A2 4 Bar (Carbon 08-Op) Est \$3.00
- 76 ELKHORN, 1902 G+ CDS, also VG Silver CDS as transit on back on Entire with additional postage, trimmed a bit @ lft (Jeff 84-24) Est \$20.00
- 77 EUREKA, 1908 G+ Ty A1 4 Bar (Linc 04-Op) Est \$3.00
- 78 FARMINGTON, 1909 G+ Ty A1 4 Bar (Teton 99-51) Est \$3.00
- 79 FLOWEREE, 1910 VG Ty A2 4 Bar VERY EARLY (Chouteau 10-74) E \$6.00
- 80 FOWLER, 1910 VG+ Ty A2 4 Bar VERY EARLY (Pondera 10-45) Est \$8.00

MONTANA (Cont.)

- 81 FROID, 1912 VG, Mont lite, Ty B 4 Bar, early (Roosevelt 10-Op) E 4.00
- 82 FULTON, 1912 G+ Ty A2 4-Bar (Lew & Clk 88-14) Est \$18.00
- 83 GLACIER PARK, 1914 VG Ty B 4-Bar EARLY (Glacier 13-50) Est \$6.00
- 84 GOLD CREEK, 1909 G+ Ty A1 4 Bar (Powell 86/Op) Est \$3.00
- 85 GRACEVILLE, 1913 G Ty B 4-Bar (Chouteau 11-23) Est \$15.00
- 86 HALL, 1908 VG Ty 2/2 DOANE (Granite 98-Op) Est \$4.00
- 87 HELMVILLE, 1925 VG+ Ty B 4-Bar (Powell 72-Op) Est \$3.00
- 88 HILL, 1910 FINE Ty 3 DOANE (Liberty 98-54) Est \$8.00
- 89 HODGES, 1914 G+ Ty A2 4-Bar (Dawson 98-68) Est \$4.00
- 90 HOMESTAKE, 1906 G+ Ty 3/1 DOANE on GPC (Jeff 99-12) Est \$15.00
- 91 HUGHESVILLE, 1918 VG Ty B 4-Bar (Judith Basin 12/43) Est \$8.00
- 92 HUNTERS HOT SPRINGS, 1908 G+ CDS Target (Park 78-32) Est \$5.00
- 93 JONES, 1908 Readable Ty 3/1 DOANE as recd (Fergus 06-19) Est \$10.00
- 94 KENDALL, 1909 G+ Recd CDS, O'Strk (Fergus 01-23) Est \$6.00
- 95 KILA, 1911 VG Ty 3/2 DOANE (Flathead 01-Op) Est \$5.00
- 96 LAT, 1909 VG Purple CDS (Mont not struck) as Transit to Meyersburg (Park 98/18) Est \$12.00
- 97 LEEDY, 1909 G+ Ty A2 4-Bar (Phillips 03-38) Est \$8.00
- 98 LOWRY, 1910 G+ lite Ty 2 DOANE (Teton 97-43) Est \$6.00
- 99 MONIDA, 1888 G+ CDS on GPC, interesting message about stage ride and lodging on route. (Beaverhead 91/64) Est \$8.00
- 100 MARTINDALE, 1909 VG PURPLE double CDS NON STANDARD Ty 1 DOANE MIMIC Est \$8.00
- 101 MINER, 1911 FINE Ty B 4-Bar (Park 98-20) Est \$12.00
- 102 MIZAPAH, 1908 G+ Ty A1 4-Bar, lite soil (Custer 92/41) Est \$8.00
- 103 MOSSBY, 1910 VG lite Ty 2/1 DOANE (Garfield 04-83) Est \$6.00
- 104 NIHILL, 1924 G+ Ty B 4-Bar as FWD/TRANSIT (Wheatland 10-27) E \$10.00
- 105 PAGEVILLE, 1910 VG Ty A1 4-Bar CDS ties stamp (Madison 92-13) E \$10.00
- 106 PHILBROOK, 1910 VG Ty A2 4-Bar (Judith Basin 81/12) Est \$8.00
- 107 RACETRACK, 1910 VG+ Ty A1 4-Bar (Powell 79-35) Est \$6.00
- 108 RENOVA, 1908 Readable Ty 3 DOANE (Jefferson 06-23) Est \$8.00
- 109 RIDGELAWN, 1908 VG Ty 2/2 DOANE, O'Strk as recd (Rich 83/14) E \$10.00
- 110 RIVERSIDE, 1909 G+ Ty A2 4-Bar, faulty PPC, (Park 08-09) Est \$10.00
- 111 ROBERTS, 1908 VG Ty 2 DOANE (Carbon 98-Op) Est \$5.00
- 112 ROSCOE, 1907 G+ Ty 2/1 DOANE as recd, EARLY (Carbon 05-Op) Est \$4.00
- 113 SALESVILLE, 1910 VG Ty 3 DOANE, small tear @ top & O'Strk Est \$4.00
- 114 SANDCOULEE, 1910 VG+ Ty A2 4-Bar (Cascade 84-Op) Est \$3.00
- 115 SAPPINTON, 1913 G+ Ty B 4-Bar on Entire, bit rough @ lft (92/57) E 3.00
- 116 SCHATZ, 1938 FINE, RED Ty C2 4-Bar on LD, GPC (Powell 15-39) E \$8.00
- 117 SHIELDS, 1908 G+ Ty A1 4-Bar (Park 07-11) Est \$20.00
- 118 SIDNEY, 1908 G+ Ty 3 DOANE (Richland 88-Op) Est \$4.00
- 119 SILVERBOW, 1910 VG Ty A1 4-Bar (Silverbow 89/84) Est \$4.00
- 120 SIXTEEN, 1932 FINE Ty C1 4-Bar on LD, GPC (Meagher 90/44) Est \$6.00
- 121 SPION KOP, 1918 G Ty 3 DOANE? (Judith Basin 06/33) Est \$5.00
- 122 STARK, 1925 G+ Ty C1 4-Bar, CVR, part on stamp (Miss 90/59) Est \$4.00
- 123 STEARNS, 1911 VG Ty A2 4-Bar (Lew & Clk 91-21) Est \$12.00
- 124 STIPEK, 1932 VG Ty C1 4-Bar on Cover (Dawson 10/42) Est \$8.00
- 125 SUPERIOR, 1935 VG Weird wavy 4-Bar non-standard (Mineral 71-Op) E 5.00
- 126 TOKNA, 1907 VG lite Ty A1 4-Bar (Richland 84/06) Est \$25.00
- 127 UTICA, 1887 Readable CDS/Cork on CVR (Judith Basin 81-59) Est \$4.00
- 128 VANDALIA, 1912 FINE Ty 2 DOANE, stamp added (Valley 04-Op) Est \$5.00
- 129 WHITEPINE, 1915 G+ purple Ty A1 4-Bar (Sanders 03-65) Est \$3.00
- 130 WASHOE, 1935 FINE Ty C2 4-Bar on CVR (Carbon 07-59) Est \$5.00
- 131 WATKINS, 1912 G+ (Mont not Strk) Ty B 4-Bar (McCone 10-59) E \$4.00
- 132 WEST GLACIER, 1953 VG DBL CDS NON-STANDARD 4-Bar (49-Op) Est \$4.00

OREGON

- 137 ANDREWS, 1931 FINE Ty C1 4-Bar on Commercial CVR (Harn 90-88) E \$5.00
- 138 BAKEOVEN, 1909 VG+ Ty A2 4-Bar (Wasco 75-13) Est \$40.00
- 139 BRADWOOD RURAL STA, 1959 FINE Philat. CVR (Clatsop 58-62) Est \$8.00
- 140 BURNT RANCH, 1907 G CDS W/Richmond & Mitchell Ty 3 DOANES as Recd & Transit (Jefferson 83/35) Est \$15.00
- 141 CEULO, 1910 VG+ Ty A1 4-Bar (Wasco 89-14) Est \$12.00
- 142 CORBETT, 1907 FINE Ty 1 DOANE W/1ct Balboa (Mult 95-Op) Est \$5.00
- 143 COYOTE, 1908 VG Ty 3/1 DOANE as recd on CVR back (Morrow 08-12) \$25.00
- 144 DEER ISLAND, 1907 VG+ Ty 1 DOANE (Columbia 87-58) Est \$4.00
- 145 DELL, 1907 VG lite Ty 2/2 DOANE as recd (Malheur 81-11) Est \$25.00
- 146 DEXTER, 1909 G+ very worn Ty 2 DOANE, tough one (Lane 75-Op) \$5.00
- 147 EARL, 1910 VG CDS/Target (Lane 98-25) Est \$12.00
- 148 EDDYVILLE, 1909 VG+ Ty 2 DOANE (Lincoln 88/Op) Est \$5.00
- 149 ELK CITY, 1908 VG Ty 2 DOANE (Lincoln 88-58) Est \$5.00
- 150 ELKHORN, 1910 VG+ Ty 2 DOANE (Marion 92-17) Est \$15.00
- 151 FERRY, 1914 Readable Ty B 4-Bar (Wasco 12-14) Est \$20.00
- 152 FREEWATER R.F.D., 1903 VG Ty 1 Rt. 1 Handstamp as Recd on CVR Bk \$15.00
- 153 FULTON, 1908 VG+ Ty 2/4 DOANE as Recd (Mult 83-05) Est \$15.00
- 154 GALLOWAY, 1910 G Ty 2 DOANE as Recd (Morrow 86-15) Est \$8.00
- 155 GARIBALDI, 1913 VG BLUE Ty 2 DOANE (Till 70/Op) Est \$4.00
- 156 GRANT, 1908 FINE Ty A1 4-Bar (Sherman 83-08) Est \$45.00
- 157 GREENHORN, 1909 G++ Duplex (Baker 02-19) Est \$35.00
- 158 HILLSDALE RURAL STA, 1939 G+ Ty C2 4 Bar on Commer. CVR, Corner card for "IRRADIATED MILK" (Mult 35-45) Est \$7.00
- 159 HOLLEY, 1911 VG NON-STANDARD 4-Bar (Linn 90-57) Est \$5.00
- 160 KEASEY, 1911 VG Ty A1 4-Bar (Columbia 90-23) Est \$10.00
- 161 LAKEVIEW, 1908 VG Ty 3/14 DOANE, highest # in Oreg. (Lake 74-Op) \$7.00
- 162 LAUREL, 1907 VG lite Ty 2 DOANE (Wash 79-35) Est \$8.00
- 163 LEE, 1910 VG Ty 3 DOANE (Coos 88-28) Est \$15.00
- 164 LOOKINGGLASS, 1909 VG+ Ty A1 4-Bar (Douglas 71-42) Est \$8.00
- 165 LORANE, 1908 VG Ty 2/2 DOANE (Lane 87-Op) Est \$5.00
- 166 MACLEAY, 1907 VG Wattery Ty 3/3 DOANE (Marion 82-39) Est \$6.00
- 167 MANZANITA, 1914, VG Ty B 4-Bar Very Early (Till 14-Op) Est \$5.00
- 168 MCKEE, 1908 VG Ty 2 DOANE (Marion 88-24) Est \$15.00
- 169 MINERVA, 1913 G+ Ty A1 4-Bar (Lane 90-39) Est \$8.00
- 170 NETARTS, 1908 FINE Ty 3/1 DOANE (Till 70/57) Est \$10.00
- 171 PANTHER, 1909 G+ Ty 2 DOANE (Lane 94-09) Est \$40.00
- 172 PRATUM, 1907 G+ lite Ty 2 DOANE, (Scarce) O'Strk (Marion 98-53) \$8.00
- 173 RILEY, 1909 VG Ty 3 DOANE on cover W/Letter, rough @ Rt (85-19) \$15.00

DOUG DE ROEST MAIL BID SALE NUMBER 13

482 MODELAIRE DRIVE, LA GRANDE, OREGON 97850

CLOSING TUESDAY, OCTOBER 22nd, 1996

OREGON (Cont.)

- 174 ROCKVILLE, 1947 VG Ty C1 4-Bar (Meth 12-48) Est \$8.00
 175 RUCH, 1917 G+ Ty A2 4-Bar (Jackson 97-39) Est \$6.00
 176 SALMON, 1908 VG+ Ty 3 DOANE (Clack 91-10) Est \$25.00
 177 SKELLEY, 1907 VG+ Ty 2/1 DOANE (Douglas 04-10) Est \$50.00
 178 SUTHERLIN, 1913 VG NON-STANDARD 4 Bar Mimic Est \$5.00
 179 VICTOR, 1910 VG bit like, Ty 1 DOANE (Wasco 93-12) Est \$12.00
 180 WALDPOR, 1907 FINE Ty 2 DOANE (Lincoln 81/Op) Est \$5.00
 181 WARRENTON, 1925 VG+ NON-STANDARD 4 Bar MIMIC, part on stamp Est \$5.00
 182 WILLOWDALE, 1932 G+ Ty C1 4-Bar on Cover (Jefferson 28-37) Est \$12.00

WASHINGTON

- 186 AIR DEPOT BR./SPOKANE, WASH. RECD. 1943, VG MAGENTA CDS on stamp & O'STRK (Spok 43-48) Est \$3.00
 187 ARLETTA, 1908 G+ Ty 2 DOANE (Pierce 93-27) Est \$12.00
 188 AZWELL, 1940 VG Ty F 4-Bar on Entire, (Chelan 19-58) Est \$3.00
 189 BAKER, 1908 G+ CDS, O'Strk (Skagit 92-10) Est \$10.00
 190 BORDEAUX, 1912 VG Ty A2 4-Bar, soil PPC (Thurston 03-42) Est \$5.00
 191 BRIGHT, 1909 G Ty A1 4-Bar as Recd (Douglas 02-17) Est \$7.00
 192 BRIGHTON, G+ Ty A2 4-Bar on stamp (King 01-11) Est \$6.00
 193 BURNETT, 1912 VG Ty A1 4-Bar (Pierce 68-27) Est \$6.00
 194 CENTERVILLE, 1906 VG Ty 2/3 DOANE as Recd (Kick 83-Op) Est \$5.00
 195 CHARD, 1910 G+ Ty A1 4-Bar, Wash not struck (Garf 87-11) Est \$12.00
 196 CLEVELAND, 1908 G+ CDS, Wash indist. (Kick 81-15) Est \$18.00
 197 COLBY, 1910 VG+ Ty 2 DOANE (Kitsap 84-54) Est \$5.00
 198 COVADA, 1908 G+ Ty 3/1 DOANE as Recd, O'Strk (Ferry 05-54) Est \$6.00
 199 CROSBY, 1914 VG Ty B 4-Bar (Kitsap 91/18) Est \$10.00
 200 CUMMINS, 1913 VG Ty B 4-Bar as Recd (Stevens 11-17) Est \$20.00
 201 DIERINGER, 1917 VG TURQUOISE Ty B 4-Bar (Pierce 92/57) E \$5.00
 202 DOTY, 1907 VG Ty 2 DOANE (Lewis 00-Op) Est \$3.00
 203 EAST CLALLAM, 1903 G+ CDS on No. 10 Cover (Clallam 92-08) Est \$10.00
 204 ECHO, 1913 G+ Ty A1 4-Bar, part on stamp (Stevens 90/21) Est \$10.00
 205 ELMA, (RFD) 1907 Ms Ty 11, Date+RD 1 on stamp Est \$12.00
 206 ELWHA, 1910 VG Ty 2 DOANE (Clallam 04-28) Est \$25.00
 207 EVELINE, 1913 VG bit like, Purple Ty 3 DOANE on CVR, Rough @ Rt. Est \$6.00
 208 FAIRHAVEN, 1892 G+ CDS, double struck on CVR, rough @ Lt. Est \$6.00
 209 FT WRIGHT STA. 1917 G+ Duplex (Spok 07-50) Est \$7.00
 210 FRAGARIA, 1920 G+ Ty B 4-Bar on small CVR (Kitsap 11-55) Est \$5.00
 211 FRANKFORT, 1910 G+ CDS/Target (Pacific 90/18) Est \$12.00
 212 FULDA, 1907 VG Ty 2 DOANE as Recd (Kick 77-12) Est \$5.00
 213 GETCHELL, 1908 VG Ty A1 4-Bar, soil PPC, stamp damaged (90-16) \$10.00
 214 GRANT, 1910 G CDS/Target, double struck (Mason 01-20) Est \$7.00
 215 GROWMORE RUR. STA. 1931 G+ 4-Bar, Yakima Wash indist. Entire (24-34) \$15.00
 216 HAMMOND, 1911 G CDS/Target (Douglas 02-14) Est \$12.00
 217 HANSON FERRY, 1911 G+ Ty 2 Doane, creases (Asotin 91-29) Est \$15.00
 218 HAZEL, 1924 VG Ty B 4-Bar but Wash not struck, (Snoho 03-27) Est \$10.00
 219 HOLDEN, 1942 VG Ty F 4-Bar on CVR (Chelan 37-57) Est \$3.00
 220 HOH, VG Ty 2 DOANE, toned PPC (Jeff 04-34) Est \$15.00
 221 HURN, 1909 G+ bit like CDS/Cork (Thurston 00-06) Est \$20.00
 222 KENMORE, 1908 G+ Ty 2/1 DOANE as Recd (King 03-15) Est \$8.00
 223 KNOWLTON, 1906 G+, Wash indist. (Okan 02-23) Est \$10.00
 224 LAMOINE, 1909 VG BLUE VIOLET Ty 3/3 DOANE (Douglas 06-10) E \$25.00
 225 LEBER, 1907 VG+ Ty A1 4-Bar bit O'Strk (Pierce 77-09) W/Eatonville Ty 1 Doane as Transl Est \$15.00
 226 LOCHSLOY, 1910 VG CDS/Target "Wash" indist (Snoh 01-15) Est \$18.00
 227 MARKHAM, 1907 G+ UNLISTED Ty 2 DOANE (Grays Harbor 84-45) E \$30.00
 228 MC KINLEY, 1910 VG Ty A1 4-Bar as Recd, O'Strk, stamp gone \$5.00
 229 METHOW, 1912 G+ Ty 2/2 DOANE (Okan 94-Op) Est \$8.00
 230 MILLWOOD, 1918 VG+ Purple Ty B 4-Bar (Spok 15-53) Est \$4.00
 231 MONAHAN, 1909 G+ like Purple Ty 3/3 DOANE as Recd (88-26) Est \$20.00
 232 NAPOLEON, 1912 G+ Ty A2 4-Bar, bit Dbl Strk (Stevens 09-15) E \$40.00
 233 NEW TACOMA, WASH T. 1893 Readable CDS on GPC, Datedlined ELHI, W.T. (Pierce 74-84) Est \$10.00
 234 NORTH YAKIMA, WASH. T., 1886 G+ fancy CDS & Maltese Cross killer on Entire FRONT only, Whispindle (85-18) Est \$10.00
 235 OLEMA M.O.B., G+ 1910 purple double CDS misused as sending postmark unusual (Okanogan 98-24) Est \$15.00
 236 ORCAS, 1910 VG Ty 3 DOANE, part on stamp (S. Juan 98-Op) Est \$10.00
 237 PENAWAWA, 1909 VG CDS (Whitman 76-37) Est \$6.00
 238 PENRITH, 1908 G+ CDS as recd (Pend Oreille 01-16) Est \$10.00
 239 PORT MADISON, 1906 FINE Ty 3/1 DOANE (Kitsap 58-43) Est \$10.00
 240 ROCHE HARBOR, 1908 VG Ty 2/4 DOANE, like stain (82-64) Est \$10.00
 241 RYAN, 1909 G Ty A1 4-Bar as recd (Stevens 97-12) Est \$8.00
 242 SAMISH, 1911 G+ CDS/Target (Skagit 71-20) Est \$12.00
 243 SILVANA, 1914 FINE NON-STANDARD DOANE MIMIC Est \$8.00
 244 SLATER, 1908 VG Ty A1 4-Bar as FWD/Transit to Bessie Slater \$10.00
 245 SOAP LAKE, 1907 VG but Wash indist Ty 3/1 DOANE Est \$4.00
 246 TIMBER VALLEY, 1910 VG Ty 2/1 DOANE (Klick 05-19) Est \$15.00
 247 VANASSETT, 1908 VG Ty 2/3 DOANE (King 92-13) Est \$15.00
 248 VAUGHN, 1906 FINE Ty 2/2 DOANE as recd (Pierce 88-Op) Est \$6.00
 249 VULCAN, 1909 VG+ Ty A1 4-Bar (Douglas 07-08) Est \$100.00
 250 WANICUT, 1912 VG Ty B 4-Bar, part on stamp (Okanogan 11-15) E \$25.00
 251 WEST BRANCH, 1908 VG Ty A1 4-Bar, Wash spotty (Spok 91-14) Est \$15.00
 252 YARDLEY RUR. STA., 1918 blurry Ty B 4-Bar (Spok 13-20) E \$15.00
 253 ZINDEL, 1910 VG but Wash indist Ty A1 4-Bar (Asotin 02-12) E \$40.00

R.P.O.'s (TOWLE TYPES)

- 258 ALBANY & YAQU(INA), 1913 G+ 900 1-A-1, TR 1 Est \$6.00
 259 BILLINGS & DENVER, N.D. 1929 VG 951-F-1, TR29 Est \$6.00
 260 BLAINE & SEA(TTLE), 1920 G+ 903-A-1, part on stamp, CVR T355 Est \$6.00
 261 BURL & WHITE RIV. JUNCT., 1911, G 24-R-1, TR 15, Est \$10.00
 262 CLEVELAND CIRCUIT, 1909 VG CL-1-a, TR 10, Street Car Est \$8.00
 263 DAYTON & PASCO, 1908 G 901.5-A-1, WEST (Pasco like) Soiled CVR, \$4.00
 264 DENVER & GRAND JUNC., 1912 VG 953-K-2, Tr 1 Est \$6.00

RPOs (Cont.)

- 265 DENV. & LEADVILLE 1908 VG 954-J-1, WEST ("VILLE" on stamp) Est \$15.00
 266 FORT SCOTT & JOPLIN 1912 G+ 910-W-1, T323 Est \$8.00
 267 HAVRE & BUTTE, 1914 VG 891-B-1, T236 Est \$8.00
 268 JOSEPH & LA GRANDE, 1917 VG 896-B-A-1, TR 32 (LaGrande on stamp) \$12.00
 269 METAL(INE FALLS) & SPOK. VG but off @ top, 906-B-2, TR 45 Est \$7.00
 270 MILES CITY & BUTTE, 1917 VG 871-R-2, TR 16, Est \$8.00
 271 MILES C. & SEAT. W.D., 1936 VG+ 892-K-1, TR 2, on GPC Est \$5.00
 272 MILES CITY & SPOK. E.D., 1917 G+ 874-AB-1, TR 4, Est \$4.00
 273 (MINI)DOKA & TWIN FALLS(LS), 1906 G 898-10-E-1, EAST, PPC White soil & creases, also FINE strike of clerks stamp in two straight black lines MIN. & T FALLS. TR 72 MAR 29/8 / HARRY A. HOWE SUB. SCARCE, E \$30.00
 274 MISSOULA & ELLENS. W.D., 1914 VG, "ELLENS" like 871-Y-1, TR 15 \$15.00
 275 MISSOULA & WALLACE, "Wallace" like, G+ 891.11-A-2, T263 on CVR \$8.00
 276 PAC. JCT. & DENV. (T. RUN) 1907, G+ 833-P-1, TR 2, Est \$7.00
 277 PASCO, WASH. TRANS. CLK., 1913 G+ Unlisted on embossed PPC, Est \$4.00
 278 PHILA. & WEST PHILA., 1898 VG, PH-8-a, TR37 as recd on cvr back \$20.00
 279 RENO & GOLOFIELD, 1913 G+ 877.2-F-1, TR23, MISSPELLING ERROR E \$30.00
 280 ST.P. & SPOK. 3rd DIV. 1908 VG 874-AR-1, TR 6, dial rim just off \$6.00
 281 SALIDA & GRAND JUNC., 1915 G+, "Salida" like, 857-K-1, T315, Est \$10.00
 282 SEATTLE & SEATTLE, 1912 VG SE-1-a, 1PM, STREET CAR, stain @ IR E 30.00
 283 SEATTLE & SEWAR(D), 1937 G X-14-M, EAST, on CVR W/Alaska stamp E 6.00
 284 SEATTLE & SKAGWAY, 1927 G+ X-19-d, EAST, Est \$8.00
 285 SEWARD & UNALASKA, 1929 VG X-49-e, EAST, on CVR rough @ Rt. E \$8.00
 286 SPOKANE & ADRIAN, 1913 G 908.6-A-2, TR26, Est \$8.00
 287 SPOK & LEWISTON, 1926 G+ 908.4-C-5, T312, Est \$8.00
 288 SPOKANE & PORTLAND, 1908, G+ 904.8-B-1, TR 3, Est \$8.00
 289 SPOKANE & SEATTLE, 1919, "Seattle" like & on stamp, 902.5-A-7, E \$6.00
 290 TACOMA & GLENAVON, 1910, G+, "GLENAVON" spotty, 905.5-C-2, TR11, \$20.00
 291 VALLEY (SPRINGS) & LODI, R.R.O., 1908 G+ 984.2-A-1, T171, off at top Spelling error, Est \$15.00
 292 WALLACE & SPOKANE, 1908 G 896.7-A-1, WEST, Est \$6.00

STANDARD RULES APPLY, Single item bids reduced to estimate.

Minimum bid \$3.00 please. Phone bids accepted (541) 963-6350 due to call waiting, if no answer keep trying.

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46 50	2 50	4 36	6 24	11 88
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MONTANA, WASHINGTON, OREGON, IDAHO collectors, join the Pacific Northwest Postal History Society. Dues \$10.00 annually includes subscription to the Society journal. To join, or for more information, write: Tom Pomeroy, 1909 Nut Tree Drive NW, Salem, OR 97304-1110. [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]

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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), 208 Portland Pl., Richmond, VA 23221 [27-5]

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

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

HAWAII, 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. [27-5]

MONONA COUNTY, IOWA - 19th & 20th century entire letters and covers with markings of all sorts for post offices in that county. Write, call or e-mail for listing of post offices. Walter Potts (APS & IPHS), Box 1935, Vienna, VA 22183-1935. Tel: 1-800-314-5872; E-mail: PottsPliit@juno.com [28-2]

LOUISIANA and other mid-Gulf Coast states. Stamped/stampless, etc. postal history (1790-1917). Individual items/entire correspondences. Ron Trosclair (APS), 1713 Live Oak St., Metairie, LA 70005 PH: (504) 835-9611 [28-3]

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 [28-3]

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TOWNS: WANTED

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]

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]

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 [28-3]

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. [28-3]

LITERATURE: FOR SALE

LA POSTA. Vol. 16-21 (1985-90) bound in blue library buckram with gold lettering in six volumes, \$120.00. Vol. 22-26 (1991-95) unbound, \$15 per volume. Terence Hines, Box 629, Chappaqua, NY 10514-0629. [27-5] O Box 125, Ashland, MA 01721. [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 WWM; 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]

"LOOK" MAGAZINE COVERS: all envelopes mailed from LOOK magazine are wanted, domestic or foreign destinations, regular postmark or precanceled, anything. Please send priced on approval or photocopies. Thanks! Roland Austin, P.O. Box 2641, Stillwater, OK 74076-2641. PH: (405) 624-9624. [28-2]

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]

WWII ICELAND APOs; Saskatchewan; Assiniboia; Newfoundland military (incl. APOs); Canadian base APO covers, viewcards. Approvals/photocopies welcomed! Dean Mario, Box 342, Saskatoon, Sask., Canada S7K 3L3. [28-3]

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]

POSTAL ARTIFACTS/memorabilia, hand cancellers, cancellation machines, badges, locks, street letter boxes, toys, board games, sheet music with postal logo. Price description. Ifshin, 7134 Byron Ave., Miami Beach, FL 33141. [28-3]

PRE 1900 VIRGINIA items - stampless, Civil War, letters, covers, documents, checks, photos. Also collecting any cdv photos with revenue stamps attached. Gary Ronk, 6247 Cove Road, Roanoke, VA 24019. (540) 562-2368 [27-5]

FREE REPRINT of U.S. Airmail rates to Asia, Africa and Oceania (1922-1940) is offered to each collector offering to sell U.S. commercial airmail covers (no flight covers) to foreign destinations (1922-1940). Send photocopies (SASE if reprint is desired). Murray Abramson, P. O. Box 61277, Durham, NC 27715. E-mail: Abram001@mc.duke.edu. [27-5]

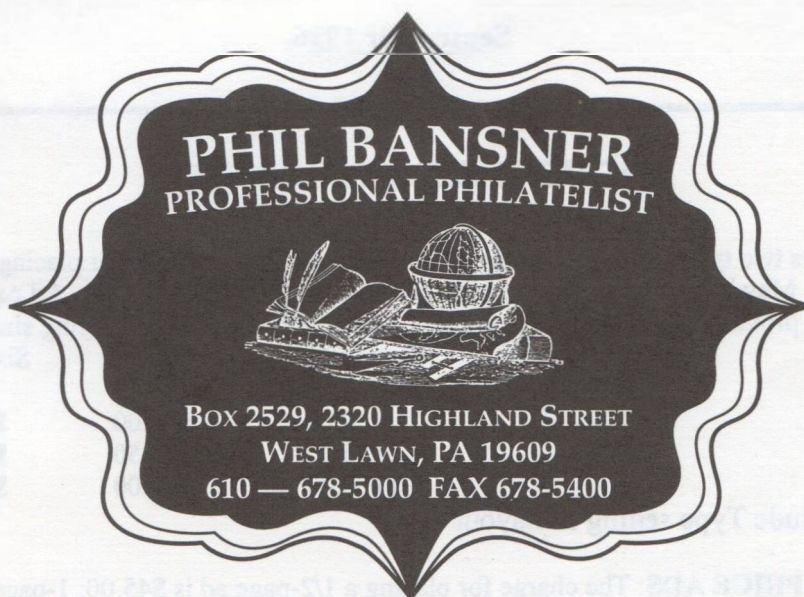
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AIRMAIL COVERS - Commercial Only; No First Flights or philatelic -United States to destinations in Europe, Africa, Asia and Oceania dating from before 1938. Also C1-C6 on commercial covers to foreign or domestic addresses. Send priced on approval or 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]

FOREIGN: WANTED

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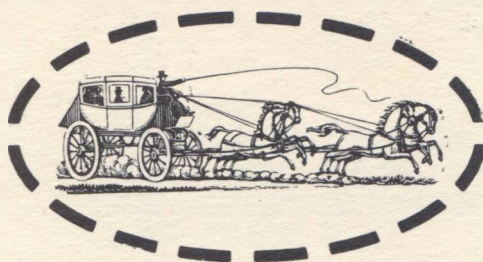
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