

# 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

## Can Spring Be Far Off?

Gracious, what a brutal winter! Blizzards in the Dakotas, ice storms in the nation's midsection, tornadoes in the South, flooding in California and the Pacific Northwest. For the second year in succession, we seem to be experiencing winter weather considerably more severe than that to which we had become accustom. To any of our readers who have been personally traumatized by the nastiness of our recent weather, please permit me to add my condolences. And to those of you who wrote and called when Lake Oswego made the national news again just after New Years Day as flood waters returned to menace our community for the second time in a year, thank you so much for your concern. Fortunately, Cathy and I were not directly impacted, but it was nice to learn of your concern.

The masthead of this issue reads "March", so, even though it is still January as this is being written, and eastern Multnomah County has just experienced its umpteenth frozen rain storm since November, I must take heart that Spring can not be far in the future. Spring is always such a wonderful season. Oh, I know it can still deal us severe weather and flooding, but it's the *promise* of the season that makes it so great. Here in the Willamette Valley, we will see trilliums beginning to show in early March. Soon the rhododendron and azalea bushes will begin to offer swelling buds which promise a spectacular burst of floral color in May. Next, just as the rhodies begin to fade, we'll see the first of our beautiful roses bloom to usher in the Portland Rose Festival in early June. After that, it's fresh local strawberries, followed by red raspberries, logan berries, marion berries and the other wonderful bounties of the field.

Warm, sunny days with daylight staying around until 9:30 in the evening to give you plenty of time to find a safe anchorage behind an island in the Columbia. Carefree days, when friends drop in from other parts of the country, to help share the pleasures of river cruising, swimming, picnicking and just relaxing in some quiet place off the beaten path. Now *these* are the promises of Spring! We have all been there before, and despite the look of things outside the windows and the temperature showing

on the thermometer, we know that the promises of Spring will eventually be fulfilled.

In addition to the normal promises, the Spring of 1997 has a special promise for those of us living along the West Coast. San Francisco will host the first ever international philatelic exhibition in the United States west of Chicago. **Pacific 97** will take place at the Moscone Center in the heart of San Francisco from May 29<sup>th</sup> through June 8<sup>th</sup>. Admission to this historic event will be free to all according to the December 1996 **Pacific 97 News**. Readers planning to attend should not delay in making their reservations, as hotel space convenient to the show is said to be filling rapidly. Persons wishing to obtain news of the show should contact Robert de Violini, P.O. Box 5025, Oxnard, CA 93031 (Email: [dvioilini@west.net](mailto:dvioilini@west.net)).

Cathy and I will be attending **Pacific 97** on the final weekend of the show (June 7 & 8). We will be staying at the ANA Hotel on 3<sup>rd</sup>, just a block from Moscone Center, and would be delighted to meet and greet any of you who happen to be in town that weekend. On the floor of the show, it should be possible to make contact with me by stopping by my friend Dale Forster's bourse table and leaving a message for me. **La Posta** has been entered in the literature competition.

As we launch this, the initial issue of our 28<sup>th</sup> volume, I am pleased to announce that we will be carrying a major new study of those popular early 20<sup>th</sup> century postmarks known as Doanes. Over the past six years, **Charles Boubelik** has devoted countless hours of laborious research into the peculiarities of the various Doane styles, their documented use and expected distribution to small post offices throughout the United States. Charles has compiled this information in a series of articles entitled "Postal Archaeology - Digging For Doanes", and we will be publishing these articles throughout Volume 28. Much of the information to be presented is tabular, and Charles and I discussed the possibility of publishing his work as a monograph. We both agreed, however, that the research was very important and that his findings elevated our knowledge of Doane cancels to a level significantly above its present standing. Therefore, in order to reach the broadest possible audience, it was determined that "Digging For Doanes" would be



serialized and presented in installments in *La Posta*.

**Dan Meschter** continues his pioneering series on early trans-mountain mail contracts with an investigation of the Central overland California & Pike's Peak Express Company contract. **Randy Stehle** and **Doug DeRoest** present their latest installment of 20<sup>th</sup> century non-standard postmarks with a listing of postmarks with two, three and five killer bars. We continue **Gus Spector's** four-part study of advertising covers associated with the Centennial Exposition of 1876, and **Michael Dattolico** introduces us to Doane cancels related to the United States military. **Tom Clarke** begins a two part article on letters discussing aspects of "America's Many Wests". We include a second installment of the New York State portion of **Bob Swanson's** forthcoming study of WWI domestic bases. **Rod Crossley** describes the founding of the U.S. Army's Transportation Corps at the beginning of World War II, and the US bases associated with it, and, finally, **Bob Munshower** treats us to three small bonbons to top off our meal. Quite a menu, I think you will agree. My thanks to our fine authors and editors who help *La Posta* out in front as America's premier postal history journal.

*Bill*

Richard W. "Bill" Helbock  
Publisher

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## POSTAL MARKINGS OF US EXPOSITIONS - 2nd EDITION

I am happy to announce the 2nd edition of this publication which was first released in 1986. In the past ten years, additional data has been gathered, which enlarges the available information by about 30%. This significant increase warrants publication of a major new work. Additional background information on the various expositions is being added, and many, many new earliest and latest uses have been added.

Several sections are expanded, and much of the PPIE is entirely new. A few corrections and some newly found markings will add to the completeness of the work. This edition is expected to be about 300 pages, unbound, printed on plain white paper.

I have appointed Bart Billings as the sole agent to prepare and distribute this publication. Pre-publication orders are now being accepted. Orders received prior to October 15, 1996 will be discounted \$10.00 and offered for \$35.00 postpaid. After that date, the full price of \$45.00 postpaid will be in effect.

Distribution is planned for early November.

Please send your check/order to :  
**Bart Billings; 15415 Lakeshore Villas  
 Rd #219; Tampa, FL 33613.**

*William J. Bonar*  
 William Bonar May 1996





# **RANDY STEHLE MAIL BID SALE NO. 70** **16 Iris Court, San Mateo, CA 94401**

## **CALIFORNIA**

001 ADAMS, 1909 VG ECU LAK-6 ON PPC (08-60). EST. \$5  
 002 AGER, ca1910 VG 4-BAR ON PPC (88-40). EST. \$6  
 003 ALCATRAZ, 1938 VG DUPLEX ON GPC W/CACHET (74-63). EST. \$8  
 004 ALCATRAZ, 1943 VG DUPLEX ON NON-PHIL. PPC (74-63). EST. \$8  
 005 AL TAHOE, 1917 F 4-BAR ON PPC (08-53). EST. \$5  
 006 AMEDEE, 1915 VG 4-BAR ON PPC (90-24). EST. \$12  
 007 AROMAS, 1911 VG 4-BAR ON PPC. EST. \$5  
 008 BACHELOR, 1910 VG CDS ON PPC (82-40). EST. \$6  
 009 BRADLEY, 1910 G+ 4-BAR ON COVER RED'D @ RIGHT. EST. \$5  
 010 BRADLEY, 1918 VG ECU MOT-180 ON PPC. EST. \$5  
 011 BRADLEY, 1940 VG 4-BAR ON COVER. EST. \$5  
 012 BRADLEY, 1940 F 4-BAR ON GPC (DIFF. TYPE THAN LOT 011). \$5  
 013 BUCKEYE RUR. STA., 1964 F 4-BAR ON COVER (63-65). E. \$10  
 014 CAJON, 1908 F DOANE REC'D & O/S ON PPC (89/44). EST. \$5  
 015 CALIFORNIA CITY RUR. STA., 1960 F 4-BAR ON CVR (60-66). \$8  
 016 CAMANCHE, 1908 F 4-BAR ON PPC (64-62). EST. \$4  
 017 CAMP EVERS RUR. STA., 1947 VG 4-BAR ON COVER (47-51). \$8  
 018 CAMP McQUAIDE, 1943 "FREE" USAGE CANCELLED IN APTOS. \$5  
 019 CAMPO SECO RUR. STA., 1964 VG DC ON COVER (63-66). E. \$8  
 020 CAMP ROBERTS, 1942 F MACHINE ON PPC OF SITE (41-53). E. \$5  
 021 CAMP ROBERTS, 1942 F MACHINE ON "FREE" PPC (41-53). E. \$5  
 022 CAMP SACRAMENTO, 1930 F 4-BAR ON PPC (29-40). EST. \$6  
 023 CARIBOU RUR. STA., 1961 F 4-BAR ON PPC (61-66). EST. \$6  
 024 CARMEL, 1910 VG DOANE ON PPC. EST. \$4  
 025 CARMEL, 1921 F COLUMBIA MACHINE ON PPC. EST. \$4  
 026 CARRVILLE, 1910 F 4-BAR ON PPC (82/43). EST. \$6  
 027 CARSON HILL, 1909 VG 4-BAR ON PPC (09-35). EST. \$6  
 028 CASPAR RUR. STA., 1964 F 4-BAR ON COVER (64-66). EST. \$8  
 029 CASTROVILLE, 1907 G+ DUPLEX ON PPC. EST. \$4  
 030 CEDAR CREST R.S. (FRESNO), 1959 VG 4-BAR O/S ON GPC. E. \$5  
 031 CEDAR CREST R.S. (BIG CREEK), 1963 F 4-BAR ON CVR. E. \$5  
 032 CHIRACO SUMMIT R.S., 1964 F 4-BAR ON CVR (59-66). EST. \$5  
 033 CHUALAR, 1911 VG 4-BAR ON PPC W/LIGHT STAIN. EST. \$3  
 034 COHASSET RUR. STA., 1961 VG 4-BAR ON COVER (61-65). E. \$8  
 035 COOPERSTOWN, 1912 VG 4-BAR ON PPC (01-32). EST. \$6  
 036 DEL MONTE, 1907 VG DUPLEX ON PPC. EST. \$4  
 037 DONNER, 1921 VG LIGHT 4-BAR ON PPC (62-26). EST. \$5  
 038 DRYTOWN, 1963 F 4-BAR ON CVR. (IND. R.S.). EST. \$6  
 039 ECHO LAKE R.S., 1961 VG 4-BAR ON PPC (60-61). EST. \$12  
 040 EDMONTON RUR. STA., 1952 VG 4-BAR ON GPC (47-56). EST. \$8  
 041 EL SOBRANTE R.S., 1941 G+ FD 4-BAR ON COVER (41-44). E. \$10  
 042 ENCHANTED FOREST R.S., 1962 F 4-BAR ON CVR (62-64). \$12  
 043 ETHANAC, 1914 G+ 4-BAR ON PPC (00-25). EST. \$6  
 044 FAIRMEAD, 1914 VG 4-BAR ON PPC (13-40). EST. \$6  
 045 FAIRPLAY, 1911 VG 4-BAR ON PPC (60-44). EST. \$6  
 046 FERNBRIDGE R.S., 1959 VG 4-BAR ON COVER (59-60 PER.). \$12  
 047 FIGARDEN R.S., 1948 F 4-BAR ON COVER (47-51). EST. \$10  
 048 FOREST PARK R.S., 1956 G+ DUPLEX ON CVR (49-59). EST. \$6  
 049 FOSTER PARK R.S., 1954 F 4-BAR ON COVER (52-58). EST. \$8  
 050 FOUNTAIN VALLEY R.S., 1958 G+ 4-BAR ON CVR (58-66). E. \$8  
 051 FRESHWATER R.S., 1964 VG 4-BAR ON COVER (64-66). EST. \$10  
 052 GENERAL GRANT NATIONAL PARK, 1923 F 4-BAR ON PPC (10-40) \$4  
 053 GERMANTOWN, 1910 F DUPLEX ON PPC (77-18). EST. \$6  
 054 GLEN ALPINE, 1912 G+ 4-BAR ON PPC (04/47). EST. \$5  
 055 GONZALES, 1886 VG BLUE MOT-520 ON GPC. EST. \$15  
 056 GRAND AVENUE R.S., 1951 VG LITE 4-BAR ON PPC (48-59). E. \$6  
 057 HARLEM SPRINGS R.S., 1957 G+ 4-BAR ON CVR (49-57). E. \$6  
 058 HASSLER HEALTH HOME R.S., 1944 G+ 4-BAR ON CVR (42-48) \$10  
 059 HAVASU RUR. STA., 1962 G+ ROLLER ON PPC (61-63). EST. \$10  
 060 HAVASU LAKE, 1963 VG FD 4-BAR ON PC (R.S.) (63-66). E. \$8  
 061 HENLEYVILLE, 1908 F DOANE REC'D ON PPC (73-36). EST. \$6  
 062 HERNDON RUR. STA., 1956 VG 4-BAR ON CVR (56-66). EST. \$6  
 063 HIGHWAY CITY R.S., 1951 F DC ON FD CVR (52-55). EST. \$10  
 064 ITALIAN SWISS COLONY R.S., 1964 VG 4-BAR ON CVR (64-66) \$8  
 065 JOLON, 1898 VG ECU MOT-705 ON GPC. EST. \$12  
 066 JOLON, 1909 G+ DOANE REC'D ON PPC. EST. \$4  
 067 KESWICK RUR. STA., 1962 F 4-BAR ON COVER (62-65). E. \$12  
 068 LAKE OF THE WOODS R.S., 1964 F 4-BAR ON CVR (63/65). E. \$15  
 069 LANDERS RUR. STA., 1962 VG 4-BAR ON PC (62-66). EST. \$6  
 070 LANG, 1913 VG 4-BAR ON PPC (81-33). EST. \$6  
 071 LA PORTE R.S., 1965 F 4-BAR ON CVR (57-66). EST. \$6  
 072 LA SELVA BEACH R.S., 1952 F 4-BAR ON GPC (52-66). E. \$6  
 073 LA SIERRA R.S., 1942 VG 4-BAR ON COVER (37-46). EST. \$10  
 074 LEONA VALLEY R.S., 1956 F 4-BAR ON GPC (56-56 PER) \$15  
 075 LINNELL R.S., 1959 F 4-BAR ON COVER (59-66). EST. \$8  
 076 LOS SERRANOS R.S., 1964 F 4-BAR ON GPC (54-66). EST. \$6  
 077 LOCKHART R.S., 1957 VG 4-BAR ON COVER (57-58). EST. \$15  
 078 LOCKHEED SCTB R.S., 1960 G+ 4-BAR ON CVR (58-73). EST. \$5  
 079 LOST LAKE R.S., 1964 G+ FD 4-BAR ON GPC (64-66). EST. \$8  
 080 MARSHALL, 1917 VG 4-BAR ON PPC. UNCOMMON TOWN. EST. \$6  
 081 MATHESON R.S., 1954 F 4-BAR ON GPC (54-62). EST. \$8  
 082 MAYBERT, 1900 G+ CDS AS B/S ON CVR (86/10). EST. \$15  
 083 Mc KINLEYVILLE, 1908 F 4-BAR ON PPC (03-21). EST. \$6  
 084 Mc KINLEYVILLE R.S., 1955 F 4-BAR ON CVR (55-61). EST. \$12  
 085 MEADOWBROOK HEIGHTS R.S., 1952 F 4-BAR ON GPC (52 ONLY) \$20  
 086 MEAD VALLEY R.S., 1962 F 4-BAR ON COVER (62-66). EST. \$8  
 087 MEYERS RUR. STA., 1960 VG 4-BAR ON PPC (58-62). EST. \$8  
 088 MINT CANYON R.S., 1958 VG FD 4-BAR ON CACHETED CVR. E. \$8  
 089 MISSION BEACH, 1928 VG 4-BAR ON PPC (22-28). EST. \$8  
 090 MONTEREY/NAVAL SCHOOL STA., 1952 VG DPLX ON CVR. EST. \$6  
 091 MONTEREY/NAVAL SCHOOL STA., 1976 VG DC ON PC. EST. \$4  
 092 MONTEREY/PRESIDIO STA., 1923 F DPLX ON CVR (19-37). E. \$4  
 093 MONTEREY/PRESIDIO OF MONTEREY STA., 1945 "FREE" MACH. \$5  
 094 MONTEREY, PRESIDIO OF MONTEREY RET ADD ON 1943 "FREE" CVR \$5  
 095 MONTERRY/U.S. NAVAL POSTGRADUATE SCHOOL STA., 1962 FD DC. \$4  
 096 MONUMENTAL, 1909 F DOANE ON PPC (04-11). EST. \$10

## **CALIFORNIA (Cont.)**

097 NORTH COLUMBIA, 1908 VG DOANE ON PPC (60-31). EST. \$6  
 098 PARAISO SPRINGS, 1909 VG 4-BAR ON PPC OF SITE (77/39) E \$5  
 099 PEBBLE BEACH, 1920 VG ECU MOT-1390 ON PPC. EST. \$5  
 100 PINEFLAT, 1909 VG DOANE ON PPC (74/32). EST. \$6  
 101 PINERIDGE, 1924 G+ 4-BAR ON PPC (92-44). EST. \$6  
 102 POINT RICHMOND, 1909 VG DUPLEX ON PPC (02-12). EST. \$4  
 103 POLLASKY, 1909 VG 4-BAR O/S ON PPC (91-10). EST. \$5  
 104 PRIZE, 1906 F CDS ON PPC (00-19). EST. \$12  
 105 PROSPECT PARK, 1909 VG DUPLEX ON PPC (08-09 PER). E \$5  
 106 RANLETT, 1901 G+ CDS ON REG REC CARD W/2 CORNERS GONE. E \$20  
 107 RANNELS, 1910 VG 4-BAR ON PPC (09-33). EST. \$6  
 108 ROADS END, 1941 F 4-BAR ON COVER (36-55). EST. \$4  
 109 ROLLING HILLS R.S., 1938 F 4-BAR ON COVER (37-42). EST. \$12  
 110 SAINT VINCENTS, 1920 VG 4-BAR AS B/S ON COVER (98-23). \$8  
 111 SALINAS, 1893 G MOT-1595 ON GPC W/CREASES. EST. \$8  
 112 SALINAS, 1896 VG LKU MOT-1595 ON D.A. COVER. EST. \$12  
 113 SALINAS (AAB IN RET ADD), 1945 "FREE" MACHINE ON COVER. \$8  
 114 SAN JUAN, 1894 SAB-665 ECU AS B/S ON COVER. EST. \$10  
 115 SAN JUAN, 1898 VG CDS AS B/S ON COVER. EST. \$8  
 116 SAN LUCAS, 1937 VG 4-BAR ON COVER. EST. \$5  
 117 SEASIDE, 1908 ECU MOT-1890 ON PPC. EST. \$8  
 118 SEASIDE, 1909 F 4-BAR ON PPC. EST. \$5  
 119 SESPE, 1908 VG 4-BAR ON PPC (94-32). EST. \$6  
 120 SHELTER COVE, 1907 VG 4-BAR ON PPC (92-33). EST. \$8  
 121 SISQUOC, 1913 VG 4-BAR ON PPC (81/31). EST. \$6  
 122 SLATINGTON, 1908 VG DOANE REC'D ON PPC (03/20). EST. \$8  
 123 STAGG, 1909 G+ DOANE ON PPC (02-26). EST. \$6  
 124 STUBBS, 1934 F 4-BAR ON COVER (26-35). EST. \$6  
 125 SWANTON, 1911 VG 4-BAR ON PPC (97-30). EST. \$6  
 126 TEMPLE, 1925 F 4-BAR REC'D & O/S ON PPC (24-28). EST. \$6  
 127 THE GEYSERS, 1909 G+ LIGHT CDS ON PPC (93-35). EST. \$5  
 128 THORN, 1909 F DOANE ON PPC (88/61). EST. \$5  
 129 TRES PINOS, 1908 VG DUPLEX ON PPC. EST. \$4  
 130 TUDOR, 1908 VG LITE DOANE ON PPC (93-42). EST. \$6  
 131 UNION, 1913 F 4-BAR ON PPC (00-24). EST. \$12  
 132 VETERANS HOME, 1908 VG DUPLEX ON PPC (92-66). EST. \$4  
 133 VICHY SPRINGS, 1919 G+ DOANE ON PPC (93-36). EST. \$6  
 134 WADDINGTON, 1907 VG DOANE ON PPC (91-40). EST. \$6  
 135 WALSH STATION, 1908 VG 4-BAR ON PPC (76-17). EST. \$12  
 136 WATSONVILLE (RIO DEL MAR RET ADD), 1943 "FREE" MACH. E \$5  
 137 WATSONVILLE (CAMP McQUAIDE RET ADD), 1943 "FREE" MACH. E \$5  
 138 WEST BUTTE, 1907 G+ DOANE ON PPC (63-30). EST. \$6  
 139 WEST LINDA, 1962 F 4-BAR ON PC (62-66). EST. \$8

## **MONTANA**

140 ACTON, 1915 VG 4-BAR ON PPC (10-83). EST. \$4  
 141 BLACKLEAF, 1912 LEGIBLE 4-BAR ON PPC (10-36). EST. \$4  
 142 CRESTON, 1909 G+ LITE DC NON-STD ON PPC (94-56). EST. \$6  
 143 FAIRVIEW, 1909 G+ 4-BAR ON PPC. EST. \$4  
 144 RED ROCK, 1910 F 4-BAR ON PPC (79-23). EST. \$12  
 145 WINDHAM, 1911 F 4-BAR ON PPC (07-66). EST. \$4

## **RPOS (Towle Types)**

146 ALAMOSA & DURANGO, 1926 F (955-F-4) ON COVER. EST. \$8  
 147 B PLAIN & SANBORN, 1913 G (NEW TYPE) ON PPC. EST. \$5  
 148 CHI & WILLIAMS BAY, 1911 VG (692-G-2) ON PPC. EST. \$6  
 149 ELMIRA & HOYTVILLE, 1909 G (224-D-1) ON PPC. EST. \$5  
 150 JOLIET & PEKIN, 1907 G+ (722-H-1) ON PPC. EST. \$6  
 151 LOS ANG & E SAN PEDRO, 1913 G VERY LITE (998-1-A-1). \$4  
 152 MASSEY & CHESTER, 1914 G+ (263-D-1) ON COVER. EST. \$12  
 153 NEWELL & CHADRON, 1925 G LITE (936-P-1) ON PPC. EST. \$4  
 154 N CREEK & SARA SPRINGS, 1909 VG (106-C-1) ON PPC. E. \$12  
 155 ORD & GD ISLAND, 1927 VG (948-2-B-1) ON CREAMED PPC. \$4  
 156 PORTLAND & BEND, 1914 VG (899-1-B-1) ON GPC. EST. \$6  
 157 SAN BDNO & ORANGE, 1909 VG (993-2-B-1) ON PPC. EST. \$12  
 158 SAN FRAN & SANTA CRUZ, ca1910(NYD) G+ (980-E-1) ON PPC. \$10  
 159 SEATTLE & SEWARD, 193X G+ (X-14-) ON PPC. EST. \$8  
 160 SEATTLE & SKAGWAY, 1937 VG (X-19-d) O/S ON PPC. EST. \$6  
 161 SEATTLE & SKAGWAY, 1936 G+ (X-19-e) ON PPC. EST. \$6  
 162 TRUCKEE & LAKE TAHOE, 1909 G+ (997-4-A-1) ON PPC. EST. \$8  
 163 TRUCKEE & LAKE TAHOE, 1925 F (997-4-A-2) ON CVR. EST. \$10  
 164 TRUCKEE & (LAKE) TAHOE, 1936 G (997-4-B-1) ON PPC. EST. \$4  
 165 VILLISCA & ST JOSEPH, 1910 F (798-D-3) ON PPC. EST. \$12  
 166 WILLITS & SAN FRAN, 1914 VG (985-U-1) ON Q1 ON PPC. \$12  
 167 ALBANY, OREGAN/TRANS.CLK, 1914 VG (897-1-B-1) ON PPC. \$12  
 168 JACKSONVILLE, FLA/TRANS.CLK.R.M.S., 1917 F (389-D-7). \$4  
 169 W LIBERTY, IOWA/TRANS.CLK.R., 1907 VG (802-K-1) O/S ON PPC. \$6  
 170 WHITE RIVER JCT/TR.CLK, 1914 VG (45-C-5) ON PPC. EST. \$4

## **STREET CARS (Towle Types)**

171 BROOKLYN SO SHORE, 1906 F (BR-6-b) ON PPC. EST. \$12  
 172 CHI & MILLARD AVE, 1908 VG (NEW TYPE) ON PPC. EST. \$8  
 173 CHILL. N. CLARK ST., 1902 F (CH-1-f) ON COVER. EST. \$6  
 174 CHICAGO/WORTH AVENUE, 1908 G+ DOREMUS ON SKINNED PPC 25  
 175 PITTSBURGH/STREET CAR, 1915 F FLAG (PI-2-f) ON PPC. E. \$10  
 176 SEATTLE & SEATTLE, 1907 G+ (SE-1-a) ON PPC. EST. \$20  
 177 TOW & CATONS, 1907 VG (BA-5-g) ON PPC. EST. \$4

Standard rules apply. Minimum bid \$3.00 please.

Phone bids accepted: (415) 344-3080

**CLOSING DATE: April 17, 1997 (10 PM PST)**



## POSTAL ARCHÆOLOGY

### §

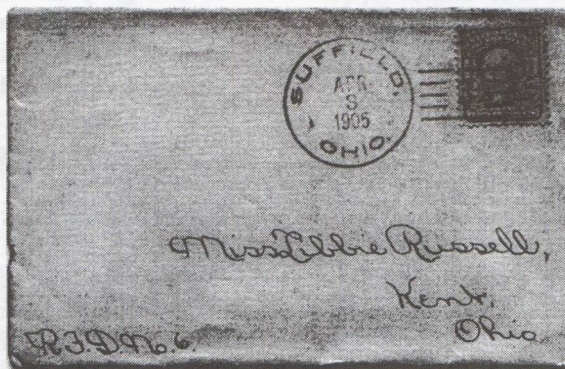
## DIGGING FOR DOANES

A Complete Listing of all 4th-Class Post Offices that appear in the Daily Bulletin during the period that produced Doane canceling devices and designated as ESTABLISHED, RE-ESTABLISHED, with a NAME CHANGE or with a NAME AND SITE CHANGE, and additional information that adds to or modifies our existing knowledge of the canceler known as the Doane.<sup>1</sup>

By Charles Boubelik

Originally, the purpose of this effort was to provide Doane<sup>1</sup> collectors with a list of all post offices published in the Daily Bulletin of Orders Affecting the Postal Service under the headings of postal actions (act) involving establishments (including re-establishments), name changes, and name and site changes during the Doane period. Many of these post office Doane cancels have yet to be reported as "found," and collectors could expect that an example might exist and is awaiting discovery. The listing, which I refer to as the Daily Bulletin Doane List, was intended to be nothing more than a big typing job with much eye strain from reading blurred copies of the Daily Bulletin. As data entry progressed, an effort was made to improve the listing beyond merely the postal action, state and post office name. This eventually led to the inclusion of the expected Doane type, based on the publication date of the Daily Bulletin and the predicted Doane number and based on the known correlation between the Doane number and the

postmaster compensation as discovered and reported by Bill Helbock.<sup>2</sup> He had found that for every 100 dollars of compensation, the Doane number was increased by one. (Note that all dates in this article are Daily Bulletin publication dates unless otherwise noted.)



The type 1c-3 Doane used in SUFFIELD, / OHIO. is the least common sub-type of type 1.

With the completion of the data entry of state, town and postal actions (act) —established [est], re-established [ree], name change [nch] or name and site change [nsc]— the names were carefully proofread twice to catch errors and typos.

The improved listing required a large number of known Doane examples, and the Official Register

of the United States for the years 1903 and 1905 was examined for postmaster compensations.

The published Doane lists, mostly in La Posta, were consulted for post offices with known Doane examples. For many of the states that lacked published listings, I contacted various collectors, coordinators and dealers for help and received a wonderful response. The Doane type 1, 2 or 3 and the Doane number were recorded for each post office in the Daily Bulletin Doane List that had a reported Doane example. With the large number of examples, I was able to establish when type 1

<sup>1</sup> A rubber postmarking device with a circular dial and 4 or 5 killer bars to the right with a number in the gap in the middle of the interior bars. The postmarks are so named in honor of Edith Doane, a pioneer researcher in this postmark type.

<sup>2</sup> Richard W. Helbock and Dan Meschter. "Postmarks and Cancellations." La Posta, 17 (Dec., 1985-Jan., 1986): 10-15.



changed to type 2 and type 2 changed to type 3. These dates were first published in my "Wyoming Doanes" article in *La Posta*, Vol. 22, No. 4, August-September 1991. With these dates now available, I entered the expected Doane type for all the post offices in the list.

At the time of the data entry, I had assumed that when a post office appeared in the Daily Bulletin under one of the four postal actions, the Post Office Department would have initiated the production of a canceler to be included in the supplies issued to each postmaster of the new office. In time, evidence began to indicate that exceptions to this assumption may have occurred.

The predicted Doane numbers were then entered. For established post offices, a "1" was assigned as previously stated by Helbock.<sup>3</sup> For re-established post offices, I assigned a number "1". This was based on an early discovery of a Doane example of a post office with a postmaster compensation of 300 to 400 dollars at the time of discontinuance, but when it was later re-established, it received a Doane with a number "1". Assigning a "1" to all re-established postal actions may be only partially correct. Much work remains to be done in the re-established postal action category, but any additional studies will be left for a later time.

For the post offices with a name change or with a name and site change, I entered the predicted Doane number based on postmaster compensations for the previous post offices listed in the Official Register of 1903 or 1905. Some of the individuals with whom this was discussed thought the post offices with name and site changes should get a "1"—as if they were new post offices—instead of a number based on the postmaster compensation. Many post offices experienced a site change during their existence without any apparent change in status. It is my opinion, therefore, that the method for determining the Doane number for a post office with a name change would be the same whether or not a site change occurred.

Because this project supposedly did not require any thought or study, I merrily entered Doane numbers for the name changes. In my ignorant bliss, it did not occur to me at the time that the postmaster compensations for the fiscal year were not known on the first day of the new fiscal year, let alone that the huge two-volume Official Register could not have been compiled, type set, printed, bound and delivered overnight.

At this point, the expected Doane type was compared with the Doane type from known examples. A few did not agree with the listed expected Doane type, but, for those reported examples that were verified, the type was found to agree with the expected type number. In one instance, the Doane was found to be a Doane composite, a Doane creation which has the dial of one Doane joined with a killer from another Doane. In this situation, the killer was type 2 while the expected Doane of type 3 provided the dial in this composite.<sup>4</sup> *To date, no verified Doane example disagrees with the expected Doane type in the Daily Bulletin Doane List.*

When the predicted Doane numbers were compared with the Doane numbers from the reported Doane examples, it became immediately apparent that there were many discrepancies. This is when the project became a challenge, and the study to determine the reason for these discrepancies began in earnest.

Thanks to the ability of the computer to quickly arrange various combinations of data, an occasional strange pattern would develop that got me started on the right path. One such pattern for post offices with name changes led me to notice the close correlation between the postmaster compensation in the 1903 Official Register and the Doane number of the reported Doane examples for the post offices published in the Daily Bulletin during mid-1904.

It then became apparent to me that when the Doane period began, it was the 1901 Official Register that was used to determine the Doane number for post offices with a name change. By comparing the Doane number of the reported Doane examples with the postmaster compensations listed in the Official Register for the years 1901, 1903 and 1905, I concluded that *the last known use of the 1901 Official Register was Thursday, 14 July 1904.*

*I found the earliest use of the 1903 Official Register for determining the Doane number for post offices with name changes to be Monday, 18 July 1904, and it remained in use until the end of the Doane period.*

This new information necessitated the reassignment of the predicted Doane numbers using the new set of compensations. *If the previously named post office was not listed in the Official Register, I assigned a "1", because all the known examples I have seen in this situation received a "1".* By comparing the new compensations

<sup>3</sup> Richard W. Helbock and Dan Meschter, "Postmarks and Cancellations." *La Posta* 17 (Dec., 1985-Jan., 1986): 14.

<sup>4</sup> See section entitled MODIFIED DOANES for a discussion of this and other Doane composites.



with the Doane numbers of the known examples, it substantiated the assignment of a predicted Doane number "1" for compensations from \$0.01 through \$99.99, a number "2" for compensations from \$100.01 through \$199.99, a number "3" for compensations from \$200.01 through \$299.99, and so on. For post offices with even \$100.00s of compensation, the method used to assign a Doane number is unknown. There is only one post office (Courtenay, N.D., \$1000.00) with a name change that had a postmaster compensation in even \$100.00s. No example of a Courtenay, N.D. Doane has been reported, and I have assumed a predicted Doane number of "10" for Courtenay until such time as one is found with a "10" or "11".

Many postal documents that would undoubtedly have been useful in studying Doanes were, unfortunately, destroyed as documents not worth saving.<sup>5</sup> I may occasionally venture to make an hypothesis based on the evidence at hand from the reported Doane examples, observed cancels, and the data from various listed references. In many cases, a number of hypotheses may remain under consideration until further evidence proves otherwise.

## THE DOANE PERIOD

The Doane period began 18 August 1903 and ended 12 September 1906, and does not include the experimental period during early 1903. Although the dates are still subject to change with additional information, I believe that this is unlikely. There have been a large number of reported Doane examples since I first listed the Doane period dates in "Wyoming Doanes". This large number of additional Doane examples has not caused any change in the Doane period dates. In the "Wyoming Doanes" article, the ending date was incorrectly listed as 17 September 1906 because of a Doane example that, even then, was considered suspect but not ignored until after the publication of the article, and should be changed to 12 September 1906.

It is important to note here that Bill Helbock enlightened us about the possibility of the role played by the Daily Bulletin publication date as to whether a post office received a Doane and of which specific type.<sup>6</sup> The fact that there is no verified example in my study

that disagrees with the expected Doane type in the Daily Bulletin Doane List corroborates Helbock's statement.

In most postal histories, it is unfortunate that the date column headed "established" is usually, though not always, the date on which a postmaster was appointed. While the appointment of a postmaster is an important step in the establishment of a post office, it is no guarantee that the post office actually existed or even operated with the originally appointed postmaster. The Daily Bulletin, which was first published in 1880, is a much more reliable source for indicating if a post office would be established, which to me —and others— means *the day the post office opened for business*. It is also a date that is difficult to determine from references readily available without searching old newspapers or collections with postmarks obtained on the first day of operation.

One example that shows the difficulty of using the postmaster appointment date for the established date is REESE, Texas, a 1904 name change from ANDY. The REESE postmaster appointment date and the "established" date in the postal history for Texas is 24 Dec 1902! This is, in all probability, the date John Henderson, the REESE postmaster, was first appointed postmaster of ANDY. This means that any postmaster, who continues in the position after a change of name, will cause the post office with the new name to have an "established" date earlier than the usual relationship of the postmaster appointment date to the actual established date of the post office. In the case of name changes, the discontinued date of the previously named post office should be an accurate establishment date for the post office with the new name.

## DOANE & 4-BAR TYPE & SUB-TYPE PERIODS

### DOANE PERIODS by TYPE & SUB-TYPE

The dates for Doane types 1, 2 and 3 were first published in the "Wyoming Doanes" article. Type 3 Doanes were divided into two major sub-types, depending on whether the 3mm sans serif lettering is very broad (3a) or just slightly broad or slightly narrow (3b.) Since the original article, type 3b has been further subdivided into two major sub-types by the lettering styles "flat top A" (3bf) and the "pointed A" (3bp). This led to the determination of the dates, within one day, when the flat topped "A" variety of type 3b ended and the pointed "A" variety of type 3b

<sup>5</sup> Randy Stehle, "20th Century Non-standard Postmarking Handstamps, Part 1." *La Posta* 21 (Apr.-May, 1990): 9.

<sup>6</sup> Richard W. Helbock, Postmarks on Postcards, 21.



began. *To date, there is no verifiable Doane example that disagrees with the dates for the types as listed in table 1.*

When the Doane period began, the removable rubber type used for the indicia was about 3mm high and contained numbers for the day, three-letter months, years and usually some type of time markings to show when a letter was posted. In type 3 Doanes and subsequent four-bars, the removable rubber type was about 3.5mm high. The indicia in type 2 Doanes are found with both sizes of rubber type (figures 2 and 3.) I began recording the removable rubber type size



Fig. 2 The GERMANVILLE / IOWA type 2b-1 Doane includes the 3mm (short) indicia font.



Fig. 3 The TIE SIDING / WYO. type 2a-3 Doane contains the 3.5mm (tall) indicia font.

for the type 2 Doanes in the listing to see if they fell into distinct periods. The data showed a definite pattern. The 3mm rubber type was issued with type 2 Doanes from the beginning of the period to the latter part of June 1904. My earliest record for the 3.5mm rubber type is 28 June 1904. I have found no examples, thus far, of type 2 Doanes issued to the post offices found in the Daily Bulletin Doane List prior to 24 June 1904, where the 3.5mm removable rubber type was used for the indicia. All type 2 Doane examples I have seen and that were issued to post offices from 28 June 1904 used the 3.5mm removable rubber type for the indicia. A few type 2 Doane examples were found in which the indicia had a mixture of both sizes of removable rubber type, but these were generally found on examples dated after the Doane period was over. In most cases when the fonts are mixed, the 3.5mm was used for all but the time-marking that

utilized the earlier 3mm font, indicating that a type 1 (or early type 2) was previously issued.

I have included these dates in table 1 below so that they can be used as guides to when a type 2 replacement Doane was issued to a post office. As the indicia is not an integral part of the canceler, anything is possible with removable rubber type, and using this feature to date the issuance of a type 2 Doane as a replacement must always be considered with some skepticism.

Type 2 has two easily recognizable bar variations. The common version is less than 1mm thick as illustrated in figure 2. The other variety is a bar over 1mm thick as found in the TIE SIDING / WYO. type 2a-3 Doane example in figure 3. The narrow version was produced throughout the type 2 period for sub-types "a" and "b". Seen less frequently is the thicker bar version, which is found with both the short (3mm) and tall (3.5mm) indicia font suggesting it too may have been produced throughout the type 2 period. The over-1mm-thick bar version is also found with sub-type "a" and "b" dials (one recorded "b" example.)

Table 1. DOANE PERIODS by TYPES

	<u>Beginning Date</u>		<u>Ending Date</u>
Type 1	18 Aug 1903	-	25 Sep 1903
Type 2	28 Sep 1903	-	27 Jun 1905
Indicia type size during Type 2			
3mm	28 Sep 1903	-	?23 Jun 1904
3.5mm	?28 Jun 1904	-	27 Jun 1905
Type 3	28 Jun 1905	-	12 Sep 1906
Type 3 sub-types			
3bf/3a	28 Jun 1905	-	?26 Jun 1906
3bp	?28 Jun 1906	-	12 Sep 1906

Dates with a "?" in front of the day indicate that an ending date can be later or a beginning date can be earlier. Except for the one day separating the day when type 3bp replaced type 3bf/3a, the interior dates between the types and major sub-types listed are permanent.

Recently, I decided to further subdivide the Doane 3bf into two minor varieties based on the diameter of the rim. A discussion of these sub-types, 3bfg and 3bfh, is presented in the section entitled "Doane Postmark Identification and Designation."



There is also a very narrow 3mm sans serif lettering that exists as a type 2 replacement for Mount Vernon on the Potomac / Va. that is not to be confused with type 3 sans serif lettering. This type 2 sub-type is discussed in the same section noted in the above paragraph.

The interior dates suggest that they correspond with changes in contract requirements with the company that produced the Doane canceler. 28 June seems to be an important date and possibly the date when new contracts for cancelers with the company took effect. It also appears that contract requirements could be affected at quarterly dates as seen by the major change from the five bars of type 1 to four bars of type 2 on 28 September 1903. The Post Office Department was probably dissatisfied with the killer bars of type 1. The importance of the 28 June date may also involve the change from 3mm to 3.5mm removable rubber type for the indicia of type 2 Doanes in 1904 and the change from 3bf to 3bp in 1906, because the ending and beginning dates are approaching the 28 June date.

There are a number of similarities between type 1, type 2, type 3a and 3bf (3bfg and 3bfh), as well as the later 4Ab, 4B, 4Bd and 411 four-bar lettering styles, to suggest that the same company produced these cancelers. No type 3a has been recorded to date for post offices published in the Daily Bulletin during the type 3bp period. This, along with other style changes, would indicate to me that the type 3bp Doanes and the type 4Aa four-bars were supplied by another manufacturer.

#### FOUR-BARS (Pre-1919 only)

Four-bar periods are included because they may be useful in providing an approximate time when the original Doane use was terminated. The four-bars (except 411) listed in table 2 below follow the Helbock/Meschter types as modified and with an added 4 to designate four-bars. DeRoest types are shown in parentheses.

Table 2. 4-BAR PERIODS by TYPE and SUB-TYPE to 1919

Type	4Aa (A/1)	- 13 Sep 1906 - ?19 Jun 1908
	4Ab (A/2)	- ?26 Jun 1908 - ?21 Jun 1910
	4B (B)	- ?1 Jul 1910 - ?1919
	411 (n/a)	- few cancels known, earliest postmark recorded is 28 Jul 1911

## THE OFFICIAL REGISTER

The Official Register of the United States is a Government Printing Office publication printed and dated every odd-numbered year and contains the names and compensation of employees in the Civil, Military, and Naval services. The 1905 edition is in two volumes, each about six inches thick. Volume Two is devoted to the Post Office Department and the Postal Service. The last edition covering the postal service was for 1911.

The first known use of the 1903 Official Register for name-change Doane numbers was 18 July 1904. It is probably safe to say that the 1903 Official Register took 12½ months to produce and distribute to Post Office Department personnel. This would be a good reason to publish it only every other year.

The 1905 Official Register is the only edition that includes postmaster compensations for a complete year within the Doane period. For an indication of the relative size or the amount of business conducted by fourth-class post offices during the Doane period, the 1905 Official Register is the best edition.

The Post Office Department apparently treated a post office with a name change in a similar manner as an established post office when it came to supplying a new Doane canceler. For the post offices listed in the Daily Bulletin with name changes, the Official Register seems to be the instrument used to assign the Doane number for the canceler with the new name. This suggests that the branch of the Post Office Department responsible for supplying equipment to "new" post offices, including Doane cancelers, was not the same branch when it came to replacement postmarkers ordered by the postmaster.

## REPLACEMENT DOANES

While this study is not directly concerned with replacement Doanes, it seems certain that the Official Register was not the vehicle for determining Doane numbers. Many of the replacement Doane numbers recorded for growing towns reflected their current volume of business. It appears that the only way for the post office to assign a "current" number to a replacement Doane would be to tie it to the latest quarterly reports or revenues. This could have been done by multiplying the last quarterly report figure by four or by a variation of this method.



If this is correct, why wasn't this method used for determining the Doane number for post offices with name changes?

### DOANE NUMBER DISCREPANCIES

There are a number of discrepancies between the reported Doane examples of post offices with name changes and the predicted Doane number based on the Official Register compensations. Some of these examples that do not agree may not be Doanes supplied at the time of the name change, but later replacements.

There are a few discrepancies that I suspect may have been Doanes for which the number was identified incorrectly, and additional examples are needed to verify the Doane number.

There are 30 examples of post offices with name changes (nch or nsc) that do not agree with the predicted Doane number dictated by the postmaster compensation. I have summarized these in table 3 in date order in six-month groups —January through June and July through December. The number of Doane examples that agree with the predicted numbers and the number of examples with discrepancies for the six-month periods are included in the table.

Table 3. Summary of Post Offices with NAME CHANGES in SIX-MONTH INCREMENTS

				<u>Reported Doane examples</u>	
				Total that agree / predicted	total # / discrepancies
Type 1 or 2					
18 Aug -	Dec 1903	36	3		
type 1		11	1		
type 2		25	2		
Type 2					
Jan -	Jun 1904	45	4		
Jul -	Dec 1904	45	4		
Jan -	Jun 1905	72	3		
Type 3bf/3a					
Jul -	Dec 1905	61	3		
Jan -	26 Jun 1906	55	13		
Type 3bp					
28 Jun -	12 Sep 1906	32	0		

The Doane type changes follow closely the mid-year divisions. The high discrepancy rate during the second six-month period of the type 3bf/3a may be significant, although only three have been verified. Five of these suggest the "replacement" method of figuring the Doane number noted above. Three had the same number as the "hundred" dollar value instead of a number higher by one. The rest show no correlation between the Doane number and the listed compensation.

Of interest, the last group, although lasting only two-and-a-half months and produced the type 3bp Doane, has 32 reported Doane examples with *all agreeing* with the listed predicted Doane number.

Table 3 suggests a possible connection between the determination of a Doane number and the manufacturer when it came to deciding the Doane number for Doanes with a name change. The company could have been supplied with a copy of the Official Register for this purpose. The increase in discrepancies may have caused the Post Office Department to become disenchanted with the company for its slipshod work during the first half of 1906 or, perhaps, the company became careless because it knew that a new contractor would be producing postmarkers in late June. The lack of discrepancies during the type 3bp period seems to indicate that a new company received the contract. Perhaps someone will stumble on the answer in researching Post Office Department documents.

If examples are found of any Doanes with a name change that do not agree with the predicted number of a post office in the Daily Bulletin Doane List, the author would appreciate photocopies for study and recording. See the section following ACKNOWLEDGEMENTS.

## RECORDING OF DOANE POSTMARKS

### THE DOANE HAND STAMP

Occasionally, a Doane postmark is found with the dial, consisting of a rim and lettering, rotated from the normal position. I tried to locate someone who had a Doane postmarker to determine if the construction of a Doane was different from the post office issue four-bars, found in present day fourth-class post offices, that would permit the rotation.

A phone call to the National Postal Museum, Smithsonian Institution and the assistance of Joe Geraci, who



was successful in locating a single Doane among the postmarkers at the museum, provided the answer. According to Mr. Geraci, the Doane had four bars with a Doane number "1" from the HATCHERY / PA. post office. The indicia, still in the canceler, is MAY/17/1918 and was probably the last day this canceler was used. Mr. Geraci indicated that the hand stamp was very worn and this made it difficult to determine with any certainty if the Doane type is 2 or 3. A single HATCHERY Doane example is listed in the Doane book as type 2-1?, dated 13 Feb 1907, and this suggests that no type 3 was issued to this post office. His description indicated that the construction of the Doane canceler was basically identical to the post office-issued four-bars found today. The Doane consisted of a handle, a metal portion with a rubber cushion attached and, importantly, the molded rubber containing the dial and the bars with the included Doane number is *one piece* and is attached to the rubber cushion.

With this information, my conclusion is that any rotated dial must have been a modification created by cutting the molded rubber in order to separate the dial from the killer. If the replaced dial was the same as the one removed, we can only speculate why the dial was cut away from the killer bars. When the postmaster applied adhesive and proceeded to replace the dial, the dial may or may not have been replaced with the proper orientation or in the appropriate roundness. If the replacement was skillfully made, it would probably be impossible for anyone to detect. If the replacement was less than perfect, the dial may be rotated a little to up-side-down and may have a shape that is not a circle.

The "Postal History" column in Linn's Stamp News of 11 October 1993 by Richard B. Graham pictures a NORTH DANVILLE, / N.H. type 3bf Doane that is not in its original state, based on the National Postal Museum Doane. The four examples of the SOUTH EUCLID / OHIO postmarks indicate that the dial was detached from the cushion at least once and the killer appears to have been detached at least twice. The Fig. 1 patent diagram also seems to indicate that the molded rubber portion was intended to be one piece.

#### REPORTED DOANE EXAMPLES RECORDED IN THE DAILY BULLETIN DOANE LISTING

The Doanes recorded in the Daily Bulletin Doane List as "known with expected type and predicted number," and indicated by an asterisk (\*) in the various tables, do not knowingly include any modified Doanes or mimics

of private manufacture.<sup>7</sup> The major source for known Doane examples comes from the published state lists, most of which I did not examine. I received a few copies of Doanes that showed sufficient alteration that a "known" designation was disregarded.

Many reported examples that I have not seen, in which the Doane number was indicated by a "?," were also excluded from the "known" column to avoid possible problems. Two verified Doane modifications *are* included to show that a Doane (dial) existed for a particular town and type. These are duly noted as modifications ("m") but are not included in the statistics as "known."

No record is kept if a listed post office received a subsequent replacement Doane except for my Colorado, Utah and Wyoming Doane files. I do, however, record the reported Doane number if it does not agree with the expected number and is of the same type.

#### DOANE POSTMARK IDENTIFICATION and DESIGNATION

The classic feature that determines the Doane type is the style of the killer bars. Concentrating on killer bars in questionable strikes, however, is not productive.

When I was learning about Doane postmarks, various articles relating to Doanes pictured examples of these postmarks that included the various lettering styles in the dials. It was at this time that I assigned sub-type designations to these various major lettering styles to use with my Colorado, Utah and Wyoming Doane records, because I wanted to know the lettering style associated with each Doane rather than merely type 1, 2 or 3. After further study, it became obvious that comparing the lettering style in the dial was a more useful method of identifying Doane types. Not only was type identification made easier, its usefulness became even more apparent when identifying Doanes of the same type but with different, but illegible, Doane numbers. The SHOSHONI / WY. post office had two type 3b Doanes, one with a "1" and the second with an "11". If the Doane number was illegible, it was impossible to know if it was the "1" or "11" version, that is, until the two sub-types of 3b were put to use. Now, the

<sup>7</sup> I have included as true Doanes the 3bfh sub-type that is considered non-standard by Stehle and DeRoest in their listing of non-standard postmarks (various issues of *La Posta*). It is my opinion that, based on the appearance of the 3bfh Doane, these Doanes were issued by the post office.



number is not needed and, assuming no modification exists, if the type is 3bf, then it is the Doane with the number "1", while the type 3bp is the Doane with the number "11".

When I wrote the "Wyoming Doanes" article, I took the opportunity to include the assigned sub-type designation with each of the major lettering styles in order to communicate easily the lettering style, if known, of each Wyoming Doane to anyone without access to the postmark. It was also intended to point out the usefulness of the dial in the identification of Doane types. Additional effort has been made to shift the Doane type importance, as well as the identification, of the Doane type to the dial, because it identifies the post office and contains considerable information about the Doane, even though the killer will always define Doane types 1, 2 and 3. In any unmodified Doane, the appropriate style killer should automatically be present.

To keep the sub-types simple, I originally ignored assigning sub-types to the two major sub-types of 3b, the flat top "A" 3bf and the pointed "A" 3bp. This was a mistake, and I have since been recording both. I am now also including the two minor sub-types of 3bf, the 30-32mm diameter 3bfg and the 27-30mm diameter 3bfh in the Daily Bulletin Doane listing when known. Because I have just recently begun to do this, the majority of these will continue to be listed as 3bf or just 3b as it will be difficult to re-examine many of these Doanes. The same situation exists with 3b and the two major sub-types, 3bf and 3bp.

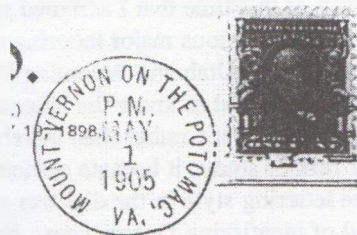


Fig. 4. Doane 2d-2 has very narrow 3mm sans serif lettering and should not be confused with type 3 Doanes. (Courtesy Post Mark Collectors Club)

In addition to the above sub-types, there is a type 2 with 3mm sans serif lettering, which is very narrow, that I have labeled 2d and should not be confused with type 3 lettering. None has been seen for any post office in the Daily Bulletin Doane List, but one is known as a Doane replacement for the MOUNT VERNON ON THE POTOMAC, / VA., a type 2d-2 (figure 4). It has been included in the "key" for identifying Doanes in order to keep this Doane from being mistakenly called

a type 3. This style is also used for the town name portion only in the 4B four-bar, 4Bd, (figure 8) of the same MOUNT VERNON ON THE POTOMAC, /VA., while the "VA." utilizes the normal style letters.

For the purpose of identifying the three Doane types, dial diameters are never considered as there is too much overlap to make it a useful identification tool.

When identifying Doanes, the killer is necessary only to separate 2a from 1b, 2b from 1a and 3a from 1c dials and to separate type 3bf and 3bp Doane dials from four-bar dials.

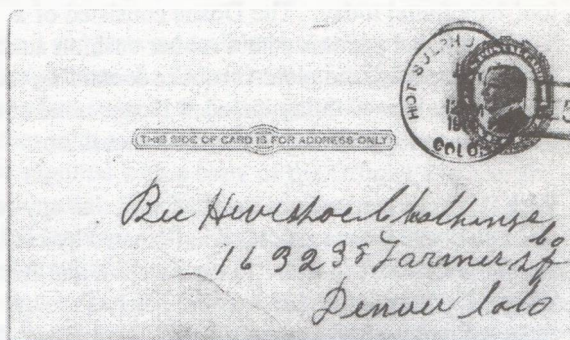


Fig. 5. Is this a Doane?

In my Colorado, Utah and Wyoming Doane records, modified Doanes and mimics have sub-types designated as "m" and "x" respectively. A modified Doane must have at least one of the dial/killer parts from a Doane. A mimic contains no post office-issue Doane parts. If the same Doane type dial has more than one killer version, I designate these as "m2" and so on. Because each modified example is unique, every modified Doane must be described individually. The "m" sub-type designation is used only to indicate that a modified Doane exists.

When identifying a Doane number, or any other portion of a less-than-ideal postmark, the use of a 10x hand lens cannot be overemphasized. The naked eye too often leads one to an erroneous conclusion, as personal experience can attest.

The HOT SULPHUR SPRINGS cancel in figure 5 could easily pass for a Doane. The lettering in the dial is similar to the type 1a or 2b Doanes and has type 3 Doane bars with a 5. The main problem is with the post office name. In 1894, HOT SULPHUR SPRINGS was changed to SULPHUR SPRINGS and in 1912 the name reverted to HOT SULPHUR SPRINGS. In 1905, SULPHUR SPRINGS / COLO. obtained a type 3bfg-5



replacement Doane that was used continuously until 1912. At best, the canceler in figure 5 is a composite consisting of a Doane killer from the type 3 Doane issued in 1905 and a dial that could have been used before the name change in 1894, or a new creation after the name change in 1912. This is a Doane killer composite with only the killer from a Doane, but it is not a Doane.

#### MAJOR DOANE TYPES and SUB-TYPES

Major Doane sub-types are summarized in table 4. See figure 13 for examples of Doane and 4-bar sub-types, preceding the Glossary and the Daily Bulletin Doane List (table 10). Following the Daily Bulletin Doane List, tables 11, 12 and 13 present Doane statistics by state, postal action and types 1, 2 and 3. Next is a dichotomous key, for the identification and descriptions of Doanes and four-bars, and a bibliography.

Table 4. MAJOR DOANE TYPES and SUB-TYPES

Killer bars must show the gap in the inner bars that distinguish Doanes from four-bars.

##### Doane type & sub-type

##### 1 - Doane with 5 killer bars, lettering style unknown

- 1a - smaller sans serif lettering (similar to 2b)
- 1b - lettering with serifs (similar to 2a)
- 1c - broad sans serif lettering (similar to 3a)

##### 2 - Doane with 4 paired line bars, lettering unknown, indicia may be 3mm or 3.5mm high

- 2a - lettering with serifs (similar to 1b)
- 2b - smaller sans serif lettering (similar to 1a)
- 2d - sans serif lettering 3mm high but very narrow, letter "A" pointed, narrow letters appear very tall, not to be confused with type 3bp (one example known)

##### 3 - Doane with 4 solid killer bars and 3mm sans serif lettering, lettering style unknown

- 3a - broad sans serif lettering (similar to 1c)
- 3b - slightly broader or slightly narrower sans serif lettering, "A" style unknown
- 3bf - slightly broader sans serif lettering, FLAT TOP "A" variety
- 3bfg - rim diameters 30-32mm, most common

3bfh - rim diameters 27-30mm, found infrequently

3bp - only slightly narrow sans serif lettering, POINTED "A" var., not to be confused with the very narrow type 2d sub-type

The type 3bfh is a minor sub-type of 3bf that is being observed often enough, and is easily recognizable with a little practice, that I recently decided that it was time to begin listing these separately from the other 3bf. The 3bfh is distinguished by the smaller diameter rim (27-30mm) similar to the type 2 Doanes. An example is shown in figure 6. Previously, these were always included in the 3bf sub-type. The very common 3bf variety, which I have designated 3bfg, has a rim diameter of 30-32mm. If the company making this type 3bfh is the same one that produced the type 1 and 2 Doanes, as I believe it is, it is very possible a type 3 lettering style was used with the smaller diameters previously used with type 2. For further study of this 3bfh sub-type, as many photocopies of these as possible and any evidence that this canceler was not issued by the post office would be appreciated. See the section following ACKNOWLEDGEMENTS.

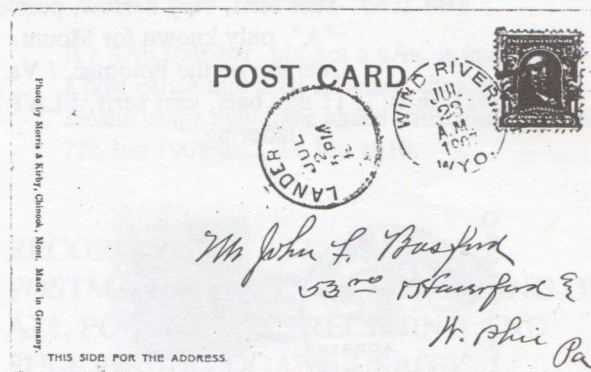


Fig. 6. Doane type 3bfh is represented by WIND RIVER / WYO., a name change from SHOSHONE AGENCY. (Courtesy Leonard McCabe, Fresno, California)

#### TEMPORARY DOANE TYPES

For a Doane that is KNOWN ONLY BY ITS DIAL, I use the temporary types listed below for recording purposes until an adequate strike is seen.

- Type 7 - for either a 2a or 1b Doane dial
- 8 - for either a 2b or 1a Doane dial
- 9 - for either a 3a or 1c Doane dial



## MAJOR 4-BAR TYPES & SUB-TYPES FOLLOWING THE DOANE PERIOD

The four-bar-types following the Doane period are useful in studying Doane usage and are summarized in table 5. The four-bar types, except 4Ad, 4Bd and 411, follow the Helbock/Meschter system with modifications and with an added 4 to designate four-bars. DeRoest types are shown in parentheses. Bar measurements are from top to bottom.

Table 5. 4-BAR TYPES and SUB-TYPES following the Doane Period to 1919

Type 4A (A)	- 14mm bars, sans serif, "A" style unknown
4Aa (A/1)	- sans serif, POINTED "A" lettering var.
4Ab (A/2)	- sans serif, FLAT TOP "A" lettering var.
4Ad (n/a)	- same dial as 4Bd but with 14mm bars, belongs to the 4Ab period (new).
4B (B)	- 20mm bars, sans serif, similar to FLAT TOP "A" lettering (more correctly labeled 4Bb to separate this variety from the 4Bd)
4Bd (n/a)	- sans serif, very narrow, pointed "A", only known for Mount Vernon on the Potomac, / Va.
411 (n/a)	- 11 mm bars, sans serif, FLAT TOP "A" lettering



Fig. 7. GRANEROS / COLO. type 411 four-bar replaced the type 2a-2 Doane previously used at this post office.

There are a number of four-bars of type 411 (figure 7) known and, in my opinion, appear to be post office issued four-bars. Only a few examples have been recorded thus far. The earliest 411 postmark is 28 July 1911 on a GRANEROS / COLO. strike, one month after the latest known type 2 Doane from this post office. For further study of the 411 type four-bars, photocopies would be appreciated. See the section following ACKNOWLEDGEMENTS.



Fig. 8. The only recorded example of the type 4Bd four-bar. (Courtesy Post Mark Collectors Club)

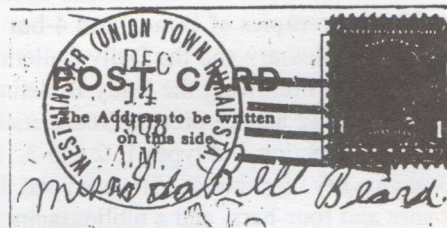


Fig. 9. A 4Ad four-bar is a new and only example recorded of this recent find that belongs to the 4Ab period.

## POSTMARK, DOANE SUB-TYPES and 4-BAR DATES in the IDENTIFICATION or USAGE of DOANES

### POSTMARK DATES

Postmark dates can be used to help determine whether cancels are, or may be, Doanes. This may be useful when viewing questionable strikes. Also, I am now including 4A, 4B and 411 four-bar descriptions and dates as part of the Doane study. These four-bars when found for a "Doane post office" may be useful in estimating the end of the initial usage of a Doane.

An assumption is made here that the postmark date is correct. Unfortunately, *the dates in the postmark must always be suspect* even if a relatively small percentage may be incorrect. Fortunately, many covers have additional markings, or the correspondence is dated, which can substantiate many of the postmark dates or reveal any erroneously dated postmarks.

The originating Newberg, Oregon postmark dated 2 Feb 1908 reveals the erroneous receiving date of 26 Feb 1907 in the EILEEN / CAL. 4Aa four-bar on the post card in figure 10. This error is easy to detect or verify because the 4Aa four-bar canceler for EILEEN (postmaster appointed 31 Jul 1907) could not have



existed for this newly established post office until the first half of October 1907. A number of EILEEN originating postmarks from the beginning of 1908 to the 26th of February, in all probability, could exist that show erroneous year dates. It would be interesting to know how long the 1907 was used in 1908.

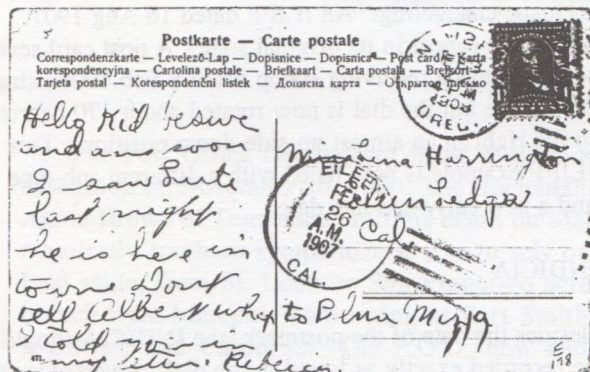


Fig. 10. A 4Aa four-bar was issued to the EILEEN / CAL. post office about the middle of October 1907. (Courtesy John H. Williams, Sebastopol, California)

Erroneous indicia dates that are impossible to detect are those without supporting dates and within the period when a post office operated with the contemporary use of a particular postmarker. Some of the problem 1907 4Ab dates I have recorded may be due to incorrect year dates. Also possible are Doane 3bfg dial composites joined with regular four-bar killers that may not show evidence of modification.

#### A GUIDE TO IDENTIFYING DOANE SUB-TYPES & DETERMINATION OF DISCONTINUATION OF DOANE USE WITH 4-BAR PERIOD DATES

Postmarks dated 12 Sep 1906 or earlier should be Doanes.

Type 3 sub-type bf (bfg or bfh) was issued from 28 Jun 1905 through 26 (possibly 27) Jun 1906.

Type 3 sub-type bp was issued from 28 Jun 1906 through 12 Sep 1906.

Cancels with the flat top "A" lettering (3bf/4Ab) in dials dated ?19 June 1908 or earlier should be Doanes. Caution is necessary because I have seen too many recorded 4Ab four-bars with prior dates that I cannot explain at this time. Additional evidence, such as verified examples dated after the

example in question, would be helpful when using this method.

Type 2 Doanes with 3mm-high indicia were issued through ?23 Jun 1904. If the type 2 Doane has 3.5mm indicia, the Doane was issued on or after ?28 Jun 1904. This is most useful for predicting when replacement type 2 Doanes were issued to post offices, though there is always some doubt when removable rubber type is concerned, and caution is necessary because the indicia can be changed at will. Occasionally, the indicia shows a mixture of the 3mm and 3.5mm rubber type, and it is possible that what began with the 3mm rubber type may have been completely replaced by the 3.5mm rubber type.

Doane sub-type dials 2b or 1a, and 3a or 1c should be, or from, Doanes. (See figure 5.)

Doane sub-type dials 2a or 1b should be Doanes if dated before 1919.

If a 4Aa type four-bar exists for a Doane town, the initial Doane use ended between 13 Sep 1906 and ?19 Jun 1908.

If a 4Ab four-bar, but not a 4Aa, is known for a post office that used a Doane, then the initial Doane usage may have ended somewhere between ?26 Jun 1908 and ?21 Jun 1910.

#### RECORDING OF ALL DOANE POSTMARKS AND THE RECORDING OF ALL POSTMARKS PRECEDING AND SUCCEEDING DOANE USAGE

Much can be learned about Doane usage by studying as many postmark examples as possible. For replacement Doanes, recording pre-Doane postmarks (usually a steel circular date stamp) helps to determine when the replacement Doane was issued to a post office. Recording the pre-Doane-period cancels may reveal that no replacement Doane was ever issued. The recording of subsequent four-bar use will help to identify when a Doane was retired after the initial period of use. All Doanes should be recorded with as much detail as possible for verification of continuous use and when various changes may have taken place. This does not mean that all "19 Doane postmarks seen from DOANE CITY / V.I. dated between 17-19 Aug 1909" need to be recorded. In all probability, one or two examples will



reveal the needed information that adds to our knowledge. A change in the arrangement of the indicia may indicate that a new postmaster was in charge. Some postmarks are consistently clean and well struck, while others vary, and some post offices show frequent use of colors other than black.

#### RECORDING DOANES and 4-BARS BY TYPES, SUB-TYPES or MODIFIED VERSIONS and RECOGNIZED PERIODS OF USE

All Doanes and four-bars should be identified and recorded by major sub-types. Not only will this show more accurately when a Doane was issued but it allows the reader to picture the appearance of the lettering in the dial of the Doane or four-bar type. All Doane modifications, whether merely a rotation of the dial or a more involved composite, should be noted in order to distinguish these modified Doanes from the original Doane and its subsequent changes. By recording as many examples as possible, tracing the history of these changes will be more accurate.

A Doane canceled before 13 Sep 1906 will always fall within the initial period of use for a specific Doane type. If the Doane undergoes a modification, each different state of the Doane should be treated as a separate canceler with a new set of dates. It was just recently that I recognized the desirability of separating the Doane in its original state from the Doane changelings, those utilizing the original dial and killer parts and resulting in a noticeable change in the position of the dial or killer. This adds to the history of the canceling device.

Because the post-card craze was becoming strong in 1907—reaching its peak in 1909—most of our Doane examples come from these post cards. For many Doanes, the earliest known date and/or the latest known date is 1907, 1908 or 1909. In most cases, lacking examples of 4Aa or 4Ab replacement four-bars, these early and/or latest dates would safely belong to the initial period of use. Occasionally, however, an unmodified Doane is found with a date beyond normal expectations. In a few instances, this may represent continuous usage, but in others it generally represents a resurrection of the Doane canceler. This is usually confirmed by examples of dated 4Aa, 4Ab or 4B four-bars. If only the earliest and the absolute latest dates are recorded, much of the history of the Doane will be lost or remain sketchy at best. My Colorado, Utah and Wyoming records show this history when four-bar information supports the various periods of use.

Up to now, the Doane changeling varieties were included with the original Doane in my Colorado, Utah and Wyoming Doane records. In the future, when a postmark is a Doane changeling, it will be listed as a modified sub-type with its own earliest and latest known dates.

The ILIFF / COLO. type 2a-1 Doane is an example of a Doane changeling. An ILIFF dated 16 Aug 1907 shows the cancel in its original state. A post card sent to ILIFF has a receiving stamp dated 8 Feb 1908 using the Doane but the dial is now rotated about 170 degrees to the right in an almost up-side-down position. This ILIFF example is now listed with a different sub-type and a new early and late date.

#### INDICIA

Besides the date of the postmark, the INDICIA should be recorded exactly as found in the dial. Inverted type should always be noted. For type 2 Doanes, recording the height of the indicia, whether 3mm or 3.5mm high or a combination of both, will be a good indication when a type 2 replacement was issued to a post office. Variations in the arrangement of the indicia may be clues to other changes at the post office.

#### COLOR and COVER TYPE

The color of the cancels should always be noted as well as the cover type and usage.

#### HOW WAS THE DOANE USED?

The use of the Doane should be recorded to indicate if it was an originating cancel, receiving, forwarding, transit or canceling postmark. If the use is questionable, the generic "backstamp" should cover it.

#### DAILY BULLETIN DOANE STATISTICS BY STATES

Fourth-class post offices are summarized in table 11 by state and postal action, and includes the number (and percentage) of "known" examples. Table 12 summarizes by state the type 1, 2 and 3 Doanes, and the number (and percentage) of "known" examples. Table 13 is the same as table 12 but is listed by percent "known" in descending order.

(To be continued)



PART V(e) - THE CENTRAL OVERLAND CALIFORNIA AND PIKE'S  
PEAK EXPRESS COMPANY CONTRACT (extended)

Route No. 8911

St. Joseph, Missouri to Salt Lake City, Utah

December 1, 1860 to June 30, 1861

by Daniel Y. Meschter

The Post Office Department faced a dilemma as the contract for Route No. 8911 approached expiration on November 30, 1860. The Buchanan Administration's western postal policy, first under Aaron Brown of Tennessee until his death on March 8, 1859 and then Joseph Holt of Kentucky, both manifestly southern sympathizers, was to rely on service over Route No. 12578, the southern overland route, from St. Louis to San Francisco across parts of Missouri, Arkansas, and Texas with a branch from Memphis converging at Fort Smith that gave the southern states direct access to the southwest and California. The P.O.D. now had to decide whether to discontinue service on the central route beyond Fort Laramie or to maintain service as far as Salt Lake City with a separate contract west of there to California as in the past. Upgrading the route to overland service either in competition with or in lieu of the southern route was still far from Holt's mind.

For himself, Holt began implementing a retrenchment policy within days after his appointment as Postmaster General on March 14th on the theory the Post Office Department should be self-supporting. John Hockaday, the contractor on the central route, was called in on March 26th and asked to propose a reduction in service at reduced pay. There was no prejudice in this; Hockaday was only one of many in both the north and the south who got caught up in Holt's economy drive.

By coincidence the ocean mail contracts via Panama also expired on September 30th. Holt wrote of them, "...not being willing to extend them, because of the exorbitant compensation exacted, I invited proposals for their transportation for nine months only..." (Annual Report of the Postmaster General, December 3, 1859, Serial 1025, p. 1409). Holt was accused of diverting the letter mails to overland carriage at the expense of the steamship companies which, in his defense, Congress intended the P.O.D. to do in the Act of March 3, 1857 that authorized the establishment of an overland mail from the Mississippi to San Francisco (11 Stat. 190).

For whatever reason we cannot know now, the P.O.D. took no action in the summer or fall of 1860 to advertise a new contract until November 6th when it ordered the C.O.C. & P.P. to continue service after November 30th at the rate of \$144,217 per annum (Appendix 13) until such time as either Congress made some arrangement for the service or the P.O.D. could let a regular contract under advertisement for proposals. With that, Holt resigned to accept appointment as the Secretary of War for the last nine weeks of the Buchanan administration.

In fact, the new Republican majority in the lame duck session of Congress after the southern states seceded did make arrangements for service by directing the Postmaster General to discontinue service over Route No. 12578 on or before July 1, 1861 and to modify the contract to provide a new level of service over the central route (Act of March 2, 1861, 12 Stat. 206). This justifies a review of the contract for the southern overland route although it does not otherwise fall within the ambit of this work.

#### THE BUTTERFIELD OVERLAND MAIL

Neither the P.O.D. nor the public for that matter ever regarded the central route via Salt Lake City as an overland route and the evidence of through mail being routed over it is fragmentary at best. It was not until his 1858 Annual Report that Brown alluded to it as an overland route when he said: "The routes between St. Joseph, Missouri and Salt Lake City, and between Salt Lake and Placerville, California, have been so improved that the trips through from St. Joseph to Placerville, and



back, are performed once a week in thirty-eight days each way" (Annual Report of the Postmaster General, December 4, 1858, Serial 1000, p. 722). However, Brown was alluding only to the aggregate of the St. Joseph to Salt Lake and the Salt Lake to Placerville contract schedules, not implying mail was being carried through on them. Buchanan's anti-Mormon policy and the curtailment of service Holt imposed on Hockaday in the spring of 1859 made it clear Buchanan's administration did not assign much priority to the central route.

The first true overland mail was semi-monthly service beginning in July 1857 over Route No. 8076 from San Antonio to San Diego. It was criticized at the time as a line that "started in the middle and didn't go anywhere" (Conkling, 1947, v. I p. 92-94). Mail trips at first took a month just between its termini and upwards of sixty days for through service from New Orleans to San Francisco. Nevertheless, the contractor's experience demonstrated the advantages of the southern route and no doubt influenced Brown's choice of the Butterfield Route which duplicated it in part.

Faced with a lack of public favor for the San Diego route and increasing demands for more effective overland mail service, Congress finally took the matter in hand. It authorized the Postmaster General "to contract for the conveyance of the entire letter mail from such point on the Mississippi River, as the contractors may select, to San Francisco . . . for six years at a cost not exceeding three hundred thousand dollars per annum for semi-monthly, four hundred and fifty thousand dollars for weekly, or six hundred thousand dollars for semi-weekly service; to be performed . . . at the option of the Postmaster-General" (Act of March 3, 1857, 11 Stat. 190).

Although the Act did not prescribe a route, six of the nine bids proposed a southern route across Texas, one the central route, one a northern route from St. Paul via South Pass, and one no route. Brown's choice of the southern route was taken as evidence of his southern sympathies, but there were good arguments for it. The two most important were all-season roads free from the mud and blizzards that so often hampered traffic over the central route and the gateways at St. Louis and Memphis that gave readier access from both the industrial north and the burgeoning agriculture of the south than St. Joseph. On the other hand it was 500 or 600 miles longer of which a thousand miles west of Fort Smith was mostly desert without population centers of any consequence.

The successful bidder was chosen more on ability to perform than on the bidding, in accordance with a provision of the Act that revoked the legal requirement that contracts be awarded to the lowest bidder. The contract was awarded to a consortium of successful businessmen: John Butterfield, Utica, New York; William B. Dinsmore, New York City; William G. Fargo, Buffalo, New York; James V.P. Gardner, Utica, New York; Marcus L. Kinyon, Rome, New York; Alexander Holland, New York City; and Hamilton Spencer, Bloomington, Illinois. The contract for Route No. 12578 was signed on September 16, 1857 to go into effect in one year. In the meantime, the bidders organized the Overland Mail Company, a New York stock corporation, to finance and manage what became popularly known as the Butterfield Overland Mail.

Briefly, it was a six-year contract for semi-weekly service in 25 days at the rate of \$600,000 per annum. Operations were inaugurated on September 15, 1858 and continued with a high degree of regularity and generally within scheduled time. Postmaster General Holt, however, complained in his 1859 Annual Report that postage receipts on it that fiscal year amounted to only \$27,300 and deliberated curtailing service to weekly for a saving of \$150,000 per annum (Serial 1025, p. 1408-12), but the Attorney General advised him that the Butterfield contract did not contain the customary revisory clause he used to curtail service on both the Hockaday and the San Antonio-San Diego routes and ruled he could not legally curtail the Butterfield contract without Congressional action. The situation was ameliorated in mid-1859 when the ocean letter mail yielding upwards of \$300,000 per year in postage was diverted to the overland route and the savings he effected on the ocean contracts went a long way toward offsetting the cost of the southern route.

Lincoln's election, of course, changed everything. The Butterfield Mail now was no longer secure across Missouri, Arkansas, and Texas and Congress directed the Postmaster General to discontinue mail service on Route No. 12578 on or before July 1, 1861, 12 Stat. 206 (Exhibit 14).

The Act, however, gave the Overland Mail Company an option to accept a modified contract requiring, among other things, transport of the entire letter mail six times a week on the central route from some point on the Missouri River to Placerville, through in twenty days eight months a year and twenty-three days the other four months and to extend triweekly mail service to Denver at a



compensation of one million dollars per annum! The Overland Mail Company's record on the southern route was clear evidence of its ability to fulfill a twenty-day schedule, only slightly more than half the thirty-eight days Brown noted.

The Overland Mail Company was in a corner. If it did not accept modification, the P.O.D. would annul its contract and readvertise it. If it accepted modification it would have to expand its operations more than threefold although it would be entitled to its present rate of pay while its stock and equipment was being changed over to the new route, to two months pay as liquidated damages, and a huge increase in pay. One other provision, moreover, forced it into an alliance with the C.O.C. & P.P. Express Company by requiring the Overland Mail Company to continue the C.O.C. & P.P.'s semi-weekly pony express service until the completion of the transcontinental telegraph.

William B. Dinsmore as president and E.S. Alvord as superintendent accepted the modified contract on behalf of the Overland Mail Company on March 12th for the new route renumbered 10773.

## OPERATIONS

The C.O.C. & P.P. continued operations on Route No. 8911 after December 1, 1860 the same as before except that the order of November 6th provided for weekly service from St. Joseph to Fort Kearney and semi-monthly service from Fort Kearney to Salt Lake City in conformance with Hockaday's contract after it was curtailed as of July 1, 1859. The C.O.C. & P.P. had reverted to weekly service at its own expense in February 1860 and apparently continued to carry the mail weekly at least for a while after its contract was extended. The *Deseret News* (March 6, 1861) reported that the last weekly stage arrived in Salt Lake City on January 19th, but was uncertain whether weekly service was being resumed when mail coaches arrived two weeks in succession, the second on February 26th. It is likely the contractor continued to provide weekly service through the end of June if only to handle an increasing volume of mail.

In the meantime, the C.O.C. & P.P. instituted the Pony Express in April 1860 without a mail contract and increased the number of mail or "Pony Express" stations between St. Joseph and Salt Lake City from Hockaday's 36 to 87 (neither counting St. Joseph) spaced at an average of a trifle more than 13 miles. These not only were available for use by the Overland Mail Company when it initiated operations on July 1, 1861 over Route No. 10773, but were essential to maintaining a twenty-day through schedule. A list of stations from St. Joseph to Salt Lake in a "Letter of the Postmaster General transmitting . . . " papers relating to the Overland Mail Company (December 1880, Senate Executive Document No. 21, Serial 1941, p. 7-8) with the addition of state locations is reproduced in Appendix 15.

Nothing definite has been found to indicate exactly when service over the Butterfield Route was discontinued or when overland mail began to be diverted to the central route; it probably was some weeks before the modified contract took effect. That the C.O.C. & P.P. continued as the primary contractor on Route No. 8911 until June 30th is indicated by the marginal note showing that the P.O.D. ordered its Auditor to pay the C.O.C. & P.P. at the rate of \$144,217 per annum for the three month period ending on that date.

As it happened, the change had little immediate impact on the C.O.C. & P.P., except for the increased volume of mail, for the Overland Mail Company entered into a contract with it late March to carry the mails from St. Joseph to Salt Lake City beginning July 1st as well as to continue to operate the Pony Express until October 24, 1861 when it was finally discontinued upon the completion of the Overland Telegraph line.

To anticipate a point of possible confusion, it was not until the next year, March 21, 1862, when Ben Holladay foreclosed a series of mortgages with the C.O.C. & P.P. and chartered the Overland Stage Company to take over its assets, including the contract with the Overland Mail Company. Thus, while the Overland Mail Company was the primary contractor for Route No. 10773, the carrier from St. Joseph to Salt Lake City after March 21, 1862 was the Overland Stage Company as successor to the now defunct C.O.C. & P.P. Express Company.

Thus it happened that the contract for Route No. 8911 finally came to an end on June 30, 1861 after seven years and five contractors. More than that, it was the end of an era of regional mail



service focused on Salt Lake City and the beginning of a new era of daily overland mail to the Pacific Northwest as well as California that would serve the nation through the critical years of the Civil War until it began to be displaced by the Central Pacific and Union Pacific Railways six years later.

#### ADDITIONAL REFERENCES

##### Government Documents

Annual Report of the Postmaster General, December 4, 1858, Serial 1000

Annual Report of the Postmaster General, December 3, 1859, Serial 1025

Letter of Postmaster General Transmitting . . ., 1881, Senate Document 21, Serial 1941

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APPENDIX 13 - ROUTE No. 8911  
(Contract Register 151, pp. 464-465)

MISSOURI

8911 Bro't from R. Register for term which expired 30<sup>th</sup> June 1858 - page 572 which see for service up to 30th November 1860.

From	St. Joseph	Buchanan	Mo.
by	Troy	Doniphan	Kansas Ty.
	Marysville		
	Fort Kearney	Nebraska Ty	N. Ty
	* Cottonwood Falls (Est. 19 Oct '60)		N. Ty
	Julesburgh	"	
	O'Fallons Bluff	"	
	Fort Laramie	"	
	Deer Creek	"	
	* South Pass City (Est. March 4, '61)	"	
and	Fort Bridger	Green River	Utah Ty
to	Salt Lake City		

1150 miles & back once a week to Ft. Kearney & Semi-monthly residue

[Abbreviations used: \* - interlineated]

Leave St. Joseph, Tuesdays, 8 am  
Arrive at Ft. Kearney  
Leave Ft. Kearney  
Arrive at Salt Lake City in 22 days  
Leave Salt Lake City, Fridays at 8 am  
Arrive at Ft. Kearney  
Leave Ft. Kearney  
Arrive at St. Joseph in 22 days

Central Overland California & Pikes Peak Express Comp.      \$ 144,217 from 1 Dec 1860  
Wm. H. Russell, Prest.  
Leavenworth City

This service was under Contract up to 30 November 1860, when it (the Contract) expired by limitation (See preceding route Register, Pages 572, 3, 4, 5, & 6). On the 6<sup>th</sup> November Ordered: Continue service temporarily after 30 November 1860 (when the Contract will expire by limitation) as follows: - the mails to be conveyed once a week and back between St. Joseph & Ft. Kearney and Semi-monthly between Ft. Kearney and Salt Lake City at rate of \$144,217 per ann.



(the prorate of the Contract pay) to Continue until Congress shall arrange for the service, or, should it not do so, until the Department can let it on regular Contract under advertisement for proposals.

- 1861, February 26. Recognize service, 1 a w. between St. Joseph & Ft. Kearney, and 2 a month between Ft. Kearney & Salt Lake City, performed by Central Overland California Express Comp. (Wm. H. Russell, of Leavenworth City, Prest.) for the month of December 1860, at rate of \$144,217 per annum, and refer to Auditor to pay, subject to fines and deductions.
- 1861, March 15. Act of Congress, approved 2<sup>d</sup> March, 1861, having provided for the removal of (Southern) Overland Mail Company up to this route - discontinue present service & pay of Central Overland California & Pikes Peak Express Co., to take effect when the Service provided for by said Act shall be commenced.
- 1861, April 15. Recognize service of Central Overland California & Pikes Peak Express Co., (Wm. H. Russell, Prest.) between St. Joseph, Mo. & Salt Lake City, Utah, from 1 Jan'y to 31 March (both inclusive) 1861 at rate of \$144,217 per annum, and refer to Auditor to pay, subject to fines and deductions.
- 1861, July 10. Overland Mail Company (route N° 10773) having Commenced Service between St. Joseph & Placerville, Cal. on the 1<sup>st</sup> July 1861, let discontinuance of the route under order of 15<sup>th</sup> March last take effect on the 30<sup>th</sup> June 1861.
- 1861, July 10. Recognize the service of the Central Overland California & Pikes Peak Express Co. between St. Joseph, Mo and Salt Lake City, Utah ty. from 1<sup>st</sup> April to 30<sup>th</sup> June (both inclusive) 1861 at rate of \$144,217 per annum and refer to Auditor to Pay, subject to fines and deductions.



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## APPENDIX 14 - MARGINAL NOTES FROM THE CONTRACT REGISTER FOR ROUTE No. 12578 RELATING TO TRANSFER OF MAIL SERVICE FROM THE SOUTHERN TO THE CENTRAL ROUTE

### Overland mail route to California

1861, March 12 Ordered that Overland mail service on route 12578 be discontinued.

1861, March 13 Allow one months extra pay, \$50,000, on order to discontinue Service.  
(The 10th Section of the act of Congress of March 10, 1861, allowed two months extra pay, the claim to which was relinquished by the Company; but the above payment was ordered. Claim for the other month made and declined by the Postmaster General, April 10, 1866. See his letter to J.J. Tracey.)

1861, March 12 Pursuant to Act of Congress approved 2<sup>d</sup> March 1861 and the acceptance of the terms thereof by the Overland Mail Company - Modify the present contract with that Company for Route No. 12578 - executed 16 Sept. 1857, to take effect 16<sup>th</sup> Sept. 1858, so as to discontinue service on the present route, and to provide for the transportation of the entire letter mail six times a week on the Central Route; said letter mail to be carried through in twenty days times 8 months of the year, and in twenty-three days the remaining 4 months of the year from St. Joseph, Mo. (or Atchison in Kansas) to Placerville in California, and also for the delivery of the entire mail three times a week each way to Denver City and Great Salt Lake City; and in case these mails do not amount to six hundred pounds per trip, the other mail matter to make up that trip to be conveyed; but in any event the entire Denver City & Salt Lake City mails and the entire letter mail for California to be conveyed. The Contractor also to be required to convey the residue of all mail matter in a period not exceeding thirty-five days, with the privilege of sending the latter semi-monthly from New York to San Francisco in 25 days by sea, and the public documents in 35 days. And to be required, also, during the continuance of this contract until the completion of the Overland Telegraph, to run a Pony Express, semi-weekly, at a schedule trip of ten days, 8 months of the year, and twelve days 4 months of the year, and to convey for the government, free of charge, five pounds of mail matter with the liberty of charging the public for transportation of letters by said Express not exceeding one dollar per half ounce. The compensation for the whole service to be One Million dollars (\$1,000,000) per annum, to take effect on or before the first day of July 1861, and to expire first day of July, 1864. The number of the route to be changed to 10773 and the service to be recorded in the Route Register for Missouri.

On behalf of the Overland Mail Co., the undersigned accept the above modification of their contract.

March 12, 1861

(Signed)  
(Signed)

Wm. B. Dinsmore, Prest.  
E.S. Alvord, Supt., OMCo.

1861, July 19 P.M. Placerville reports Commencement of service from his office on the 1<sup>st</sup> July, 1861.

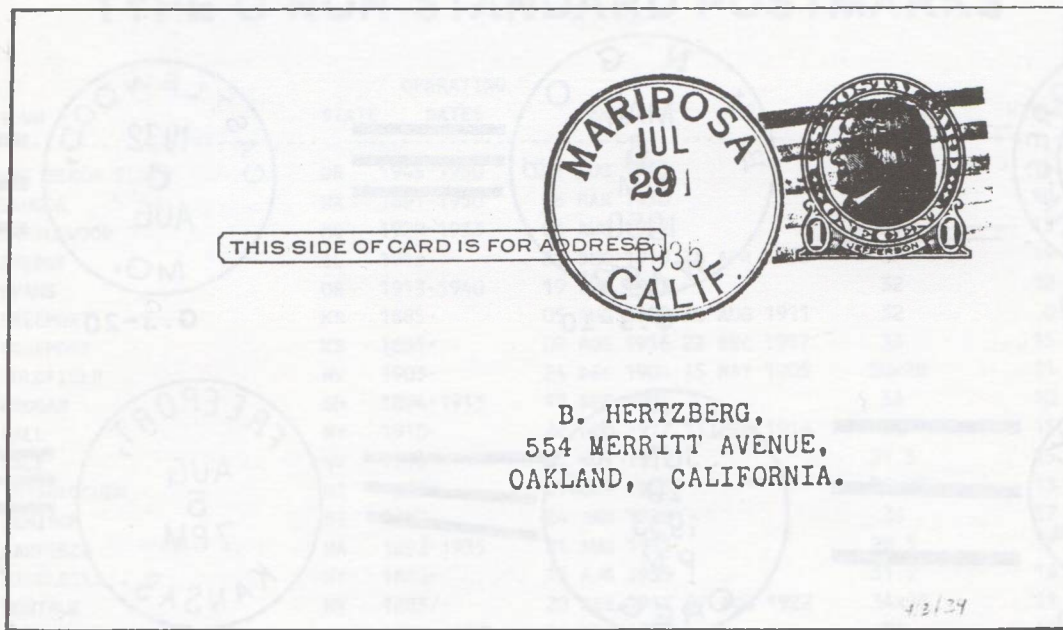
## APPENDIX 15

Mail Stations on Route No. 8911 under the Central Overland California  
and Pike's Peak Express Company Contract (extended), June 1861

## From St. Joseph to Salt Lake City

ST. JOSEPH	Missouri	Verdling's Ranch	"
Troy	Kansas	FORT LARAMIE	"
Lewis	"	9-mile House	"
Kennekuk	"	Horse Shoe	"
Goteschell	"	Elkhorn	"
Log Chain	"	La Bonte	"
Seneca	"	Bed Tick	"
Guittard's	"	Lapierville	"
Marysville	"	Box Elder	"
Cottonwood	"	Deer Creek	"
Rock House	"	Bridger	"
Rock Creek (Lodi P.O.)	Nebraska	North Platte	"
Virginia City	"	Red Butte	"
Big Sandy	"	Willow Springs	"
Millerville	"	Horse Creek	"
Kiowa Station	"	Sweetwater (Independence Rock)	"
Liberty Farm	"	Plant's (Devil's Gate)	"
32-mile Creek	"	Split Rock	"
Sand Hill	"	Three Crossings	"
Kearney Station	"	Ice Springs	"
FORT KEARNEY	"	Warm Springs	"
Platt's Station	"	Rocky Ridge	"
Garden	"	Rock Creek	"
Plum Creek	"	Upper Sweetwater	"
Willow Island	"	Pacific Springs	"
Midway	"	Dry Fork	"
Gilman's	"	Little Sandy	"
Cottonwood Springs	"	Big Sandy	"
Cold Springs	"	Big Timber	"
Fremont Springs	"	Green River	"
Dansey's Station	"	Ham's Fork	"
Gill's	"	Millersville	"
Diamond Spring	"	Fort Bridger	"
Frontz Station	"	Muddy	"
JULESBURG	Colorado	Quaking Aspen	"
9-mile Station	Nebraska	Bear River	"
Pole Creek No. 1	"	Needle Rock	Utah
Pole Creek No. 2	"	Head of Echo Canyon	"
Mud Ssprings	"	Half Way	"
Courthouse Rock Station	"	Webber	"
Chimney Rock Station	"	Wheaton Springs	"
Scott's Bluff	"	East Canyon	"
Horse Creek	Wyoming	Mountain Dale	"
Cold Spring	"	SALT LAKE CITY	"





*This MARIPOSA, CALIFORNIA postmark of 1935 clear has a five-bar killer, and is classified in our survey as Type G. Note how the bars are centered horizontally with respect to the postmark dial.*

## NON-STANDARD POSTMARKING & CANCELING DEVICES FROM 1900 TO DATE

### Part 33 - Catalog Section - Type G

By Randy Stehle and Doug DeRoest

This installment starts our presentation of Type G markings. This type includes all the horizontal bar killers except pseudo-machine types (Type E.1) and the four-bars, which were already covered in the Type C articles. The Type G markings shown in this installment range from a two-bar to the start of the five-bars. The next installment will continue the five-bar listings and continue on to include some markings which have as many as 18 bars in the killer.

A word of caution is in order regarding the correct identification of five-bar markings. Take a close look at the examples illustrated in this piece. One thing that should be evident in many of them is that they have non-standard elements other than the presence of five killer bars. Some have letters with serifs, some have smaller dials than standard 4-bars, some have thin or thick bars. Most of them have their killer bars centered in relation to the dial. The problem with identifying 5-bars is that sometimes a standard 4-bar will be struck hard or at an angle, producing what appears to be a fifth (or even sixth) killer bar. In order to distinguish these from true 5-bars, check the centering of the bars with relation to the postmark dial. Invariably one bar will be

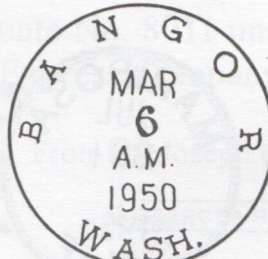
higher or lower than expected. Also, the other elements of the postmark (cds) portion – such as the lettering – will appear standard on a normal 4-bar device. It takes practice and a good eye to distinguish between true 5-bars and those that are not. In fact, during the preparation of this article, six markings originally thought to have been five-bars were deleted. They had been added to our data base way back when, and now under closer scrutiny were found to be 4-bars with bar of one of their frame lines showing. The last minute exclusion of these markings has been responsible for several things: the numbering and illustration ordering of the Type G markings has holes in it, and the number of reported non-standard markings has been reduced by the six deleted cancels.

Since the last installment was published four months ago, the adjusted total number of markings has only risen to 3,723. This represents an increase of only 15. Even if we ignore the deletion of the six markings thought to have been 5-bars, the rate of increase only averaged about five new reports per month. This is much lower than the average over the last year which has run eight to nine new reports per month. We believe that the slowing in new reports may be due to the distraction of the holiday season, and are certain that there are many new non-standard markings yet to be discovered. Please send your new reports or date extensions to Randy Stehle, 16 Iris Court, San Mateo, CA 94401.

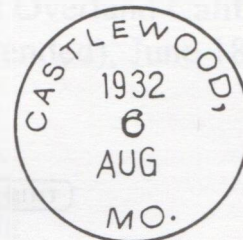




G.2-10



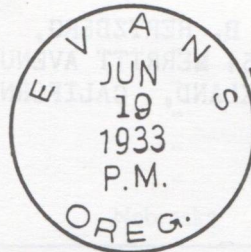
G.3-10



G.3-20



G.3-30



G.3-40



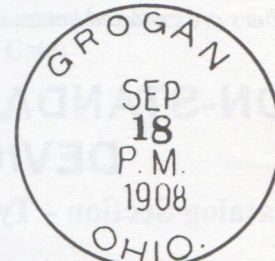
G.3-50



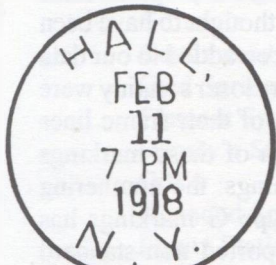
G.3-60



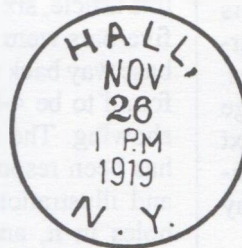
G.3-70



G.3-80



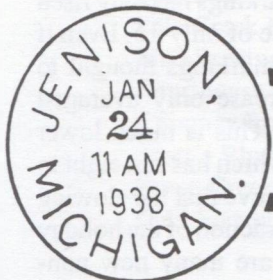
G.3-90



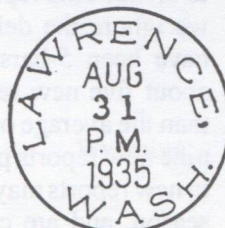
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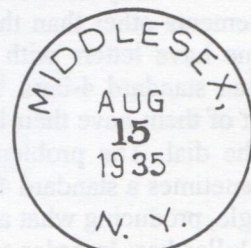
G.3-110



G.3-120



G.3-130

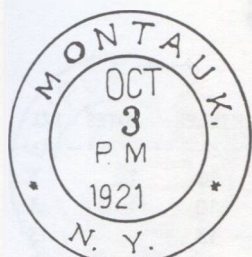


G.3-140

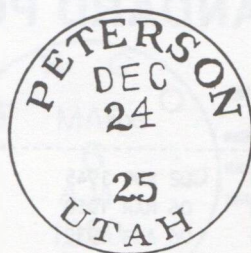


# TYPE G NON-STANDARD POSTMARKS

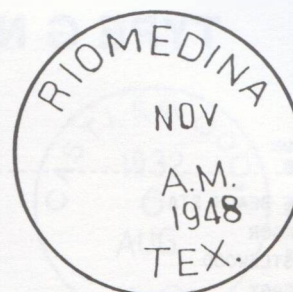
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		STATE	DATES						
G.2-	10 NYE BEACH STA.	OR	1945-1950	02 AUG 1945		30x19	15	1	3
G.3-	10 BANGOR	WA	1891-1950	06 MAR 1950		34	10	1	3
G.3-	20 CASTLEWOOD	MO	1920-1933	06 AUG 1932		31	13		3
G.3-	30 ENERGY	IL	1913-	21 DEC 1918	24 APR 1930	25	19	2	3
G.3-	40 EVANS	OR	1913-1940	19 JUN 1933		32	12		2
G.3-	50 FREEPORT	KS	1885-	05 AUG 1909	30 AUG 1911	32	8		2
G.3-	60 FREEPORT	KS	1885-	09 AUG 1916	22 DEC 1917	33	15	1	2
G.3-	70 GOLDFIELD	NV	1903-	24 DEC 1904	15 MAY 1905	30x28	11		4
G.3-	80 GROGAN	OH	1894-1913	18 SEP 1908		34	10		2
G.3-	90 HALL	NY	1910-	22 DEC 1917	11 FEB 1918	32	15	2	2
G.3-	100 HALL	NY	1910-	26 NOV 1919		31.5	15		2
G.3-	110 INTERLOCHEN	MI	1890-	21 SEP 1955		30x20	13		2
G.3-	120 JENISON	MI	1887-	24 JAN 1938		36	17		2
G.3-	130 LAWRENCE	WA	1892-1935	31 AUG 1935		28.5	17	3	3
G.3-	140 MIDDLESEX	NY	1812-	15 AUG 1935		31.5	14		2
G.3-	150 MONTAUK	NY	1883/-	20 DEC 191X	07 AUG 1922	34x23	11		3
G.3-	160 PETERSON	UT	1871-1939	24 DEC 1925		31	18		3
G.3-	170 RIO MEDINA	TX	1908-	20 NOV 1948		38	14	4	2
G.3-	180 STANTON	MO	1880-	19 AUG 1953		34	14		2
G.3-	190 THREE SANDS	OK	1923-1957	31 MAR 1926		33	14		3
G.3-	200 TIE PLANT	AR	1908-1958	1929				5	3
G.3-	210 VERO BEACH	FL	1925-	16 FEB 1955	05 APR 1955	31.5x20.5	19	1	2
G.5-	10 ABSAROOKEE	MT	1892-	10 MAR 1921	1935	32	25		2
G.5-	20 AMY	MI	1880-1919	10 JUL 1907	23 DEC 1908	30x19	19		3
G.5-	30 AVERILL PARK	NY	1882-	23 MAR 1913	11 APR 1914	30	11		2
G.5-	40 BAKER	MN	1903-	18 JAN 1915	03 APR 1915	31	19	1	2
G.5-	50 BEAVER CREEK RURAL STA.	MD	1905-1909	02 APR 1907	02 NOV 1907	29	16		1
G.5-	60 BLY	OR	1883-	23 MAR 1910	05 OCT 1915	30	18		2
G.5-	70 BULLARD	TX	1883-	19 FEB 1919		27	15		2
G.5-	80 BURKITTSTOWN POSTAL STA.	MD	1901-1905	1902	04 JUN 1903			6	6
G.5-	90 CEDAR CITY	UT	1854-	30 NOV 1911	27 MAY 1917	31	19		2
G.5-	100 CEDAR CREEK POSTAL STA.	TN	1901-	1907				6	6
G.5-	110 CLEMENTS	CA	1882-	02 APR 1915		34	21		2
G.5-	120 CLEMENTS	CA	1882-	19 MAY 1916	30 DEC 1916	36	22		2
G.5-	130 COBLER RURAL STA.	IN		01 AUG 1905		29.5	15		3
G.5-	140 COLUMBUS POSTAL STA.	NY	1901-1907	22 MAY 1904		30	13		6
G.5-	150 COOPERSTOWN	CA	1901-1932	04 JUL 1921	01 MAY 1923	30	23		2
G.5-	160 CREAGERSTOWN POSTAL STA.	MD	1901-1907	1902	1904			6	6
G.5-	170 CROSS CITY	FL	1908-	28 NOV 1933		33	20	1	2
G.5-	180 DEDRICK	CA	1891-1941	20 MAY 1903	27 JAN 1905	30	12		3
G.5-	190 DERBY	NY	1873-	07 AUG 1917		37.5	22.5	1	2
G.5-	200 DORNSIFE	PA	1870-	05 APR 1911		30	13		2
G.5-	210 EAST ELY	NV	1908-1974	25 DEC 1915	08 JUN 1916	32	20		3
G.5-	220 EAST WENATCHEE BR.	WA	1957-	24 JUL 1985		29x12	17		2
G.5-	230 ECLETO	TX	1854/1974	15 SEP 1931	07 MAR 1941	22	19		3
G.5-	240 ELGIN	OR	1885-	04 APR 1900		30x28x19	19	7	3
G.5-	250 ELKHORN	NE	1884-	22 NOV 1917		26	14		2
G.5-	260 EUCLID	NY	1828-1940	04 AUG 1913		30	15		2
G.5-	270 EVANSVILLE	MO	1872-1950	25 DEC 1915		31	17	1	2
G.5-	300 GRASS VALLEY	OR	1882-	11 JAN 1915	22 APR 1916	31	15	1	2
G.5-	320 GREGORY	AR	1892-	21 APR 1924		28.5x26.5	24		2
G.5-	330 HAMPTON BEACH RURAL STA	NH	1907-	27 JUN 1914	11 SEP 1917	32	19		1
G.5-	340 HARMONY POSTAL STA.	MD	1901-1907	1903				6	6



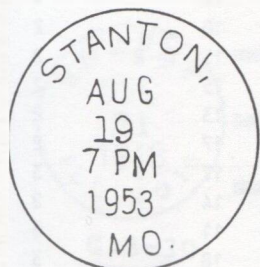
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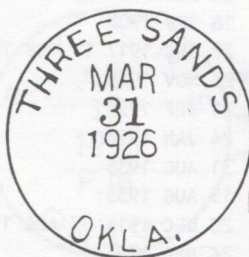
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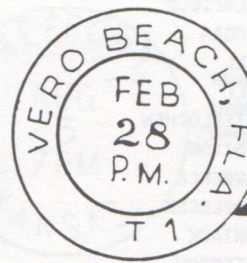
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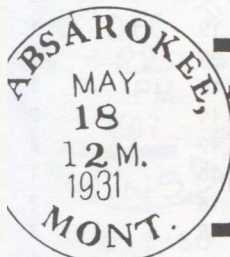
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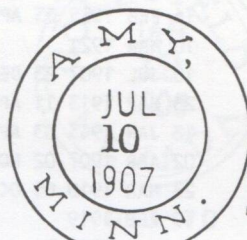
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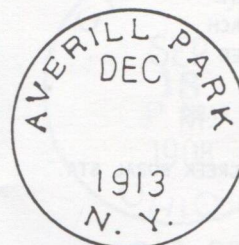
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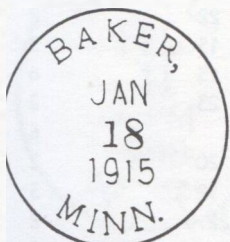
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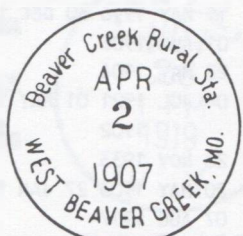
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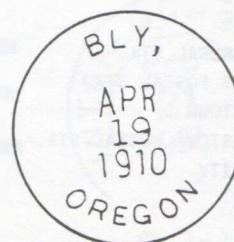
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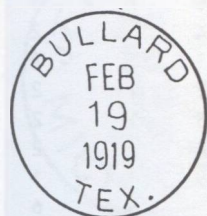
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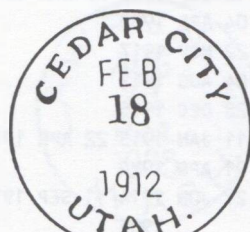
G.5-50



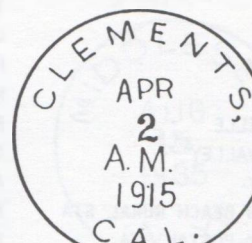
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G.5-70

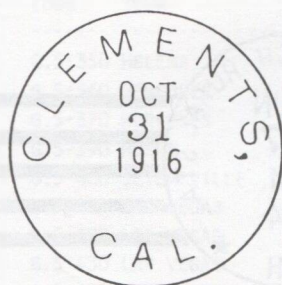


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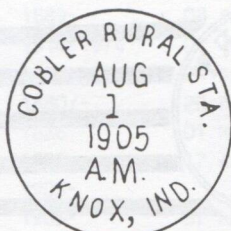


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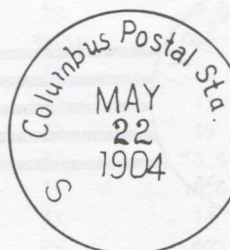




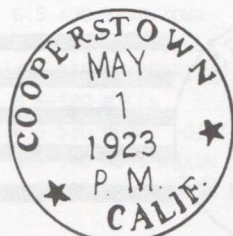
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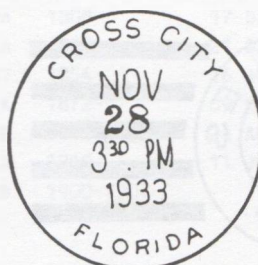
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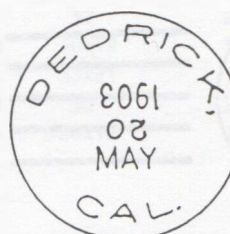
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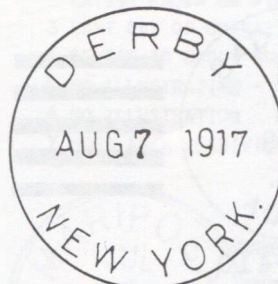
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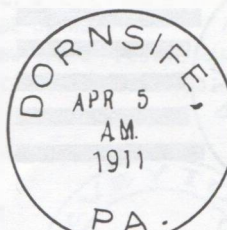
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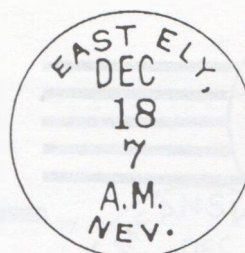
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G.5-190



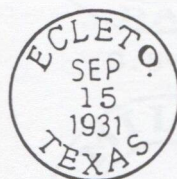
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G.5-210



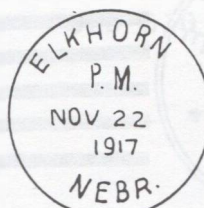
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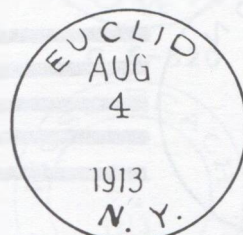
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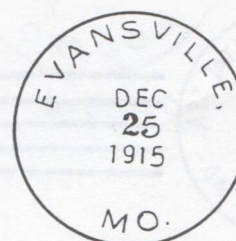
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G.5-250

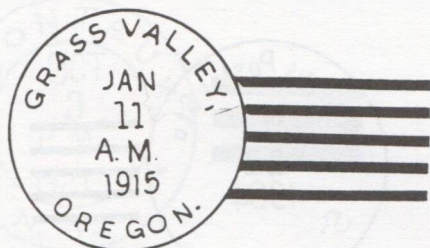


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G.5-270

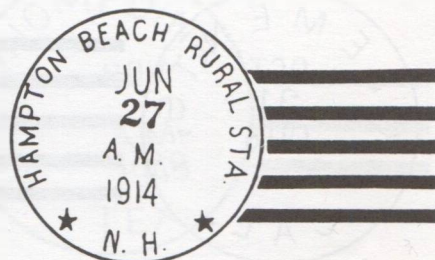




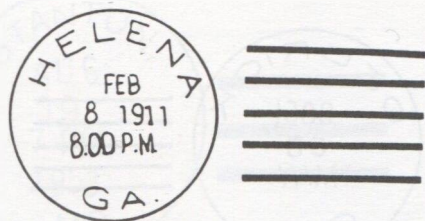
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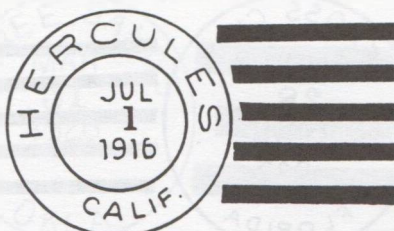
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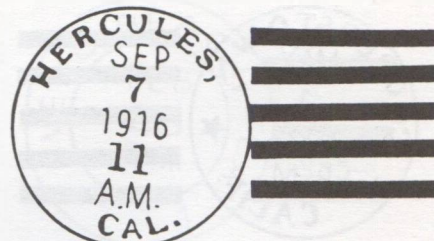
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G.5-350



G.5-360



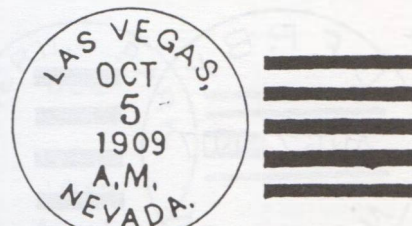
G.5-370



G.5-390



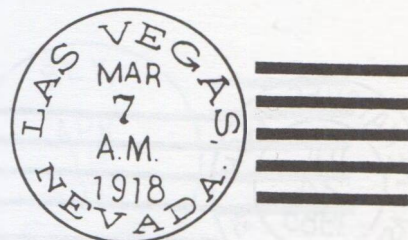
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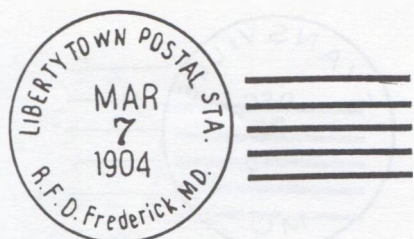
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G.5-420



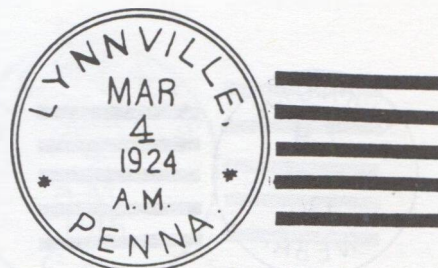
G.5-430



G.5-440



G.5-460



G.5-470



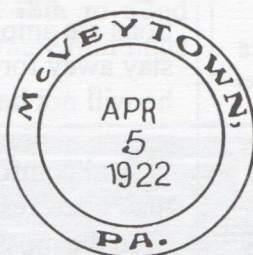
CODE	TOWN	OPERATING		EKU	LKU	POSTMARK	KILLER	NOTES	S/I
		STATE	DATES						
G.5-350	HELENA	GA	1889-	08 FEB 1911		28	17.5		2
G.5-360	HERCULES	CA	1914-1974	01 JUL 1916		30x18	23		3
G.5-370	HERCULES	CA	1914-1974	24 DEC 1916 27 NOV 1917		31	23		3
G.5-390	HUSUM	WA	1880/-	28 DEC 1912 17 JUL 1913		31	15		2
G.5-400	JETERSVILLE	VA	1826-	01 MAY 1917 12 NOV 1917		32	19	2	2
G.5-410	LAS VEGAS	NV	1903-	17 AUG 1908 06 AUG 1917		31	18.5		3
G.5-420	LAS VEGAS	NV	1903-	1910 07 APR 1913		31	18.5		2
G.5-430	LAS VEGAS	NV	1903-	07 MAR 1918		31	18		2
G.5-440	LIBERTYTOWN POSTAL STA.	MD	1901-1906	26 JAN 1903 07 MAR 1904		29	11		6
G.5-460	LORTON	NE	1894-	25 APR 1917		35	19.5		2
G.5-470	LYNNVILLE	PA	1820-1925	04 MAR 1924		35x33	20	1	2
G.5-480	MARIPOSA	CA	1851-	09 NOV 1934 20 OCT 1942		32x30	20		1
G.5-490	McVEYTOWN	PA	1808-	17 DEC 1918 05 APR 1922		32x29	38		2
G.5-500	MEANSVILLE	GA	1883-	21 DEC 1921		32	20		2
G.5-510	MIDDLEFIELD	CT	1854-	16 APR 1908 09 NOV 1910		30x19	15		2
G.5-520	MILES	IA	1872-	09 NOV 1909		33x21	14		2
G.5-530	MODOC POINT	OR	1916-1955	24 APR 1918 28 AUG 1920		36	22	1	3
G.5-540	MOSS BEACH	CA	1910-	11 JUL 1913 16 NOV 1914		30x16	14		2
G.5-550	NEW LONDON RURAL STA.	MD	1900-1907	1905				6	3

## NOTES

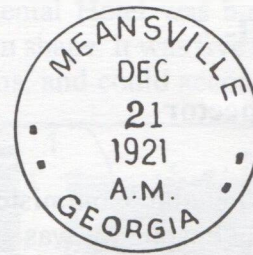
- 1 EARLIEST KNOWN ON PIECE.
- 2 LATEST KNOWN ON PIECE.
- 3 LAST DAY OF OPERATION FAVOR CANCEL.
- 4 DEVICE IS BADLY SWOLLEN FROM DAMAGE OR AGE.
- 5 NO ILLUSTRATION - MENTIONED IN KONWISER'S "POSTAL MARKINGS" BOOK.
- 6 NO ILLUSTRATION - CATALOGED IN RICHOW'S "ENCYCLOPEDIA OF R.F.D. CANCELS"
- 7 USED AS A RECEIVING MARK.



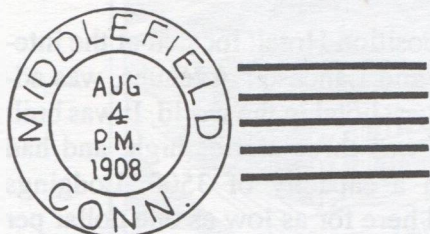
G.5-480



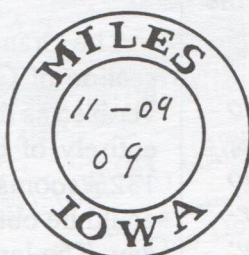
G.5-490



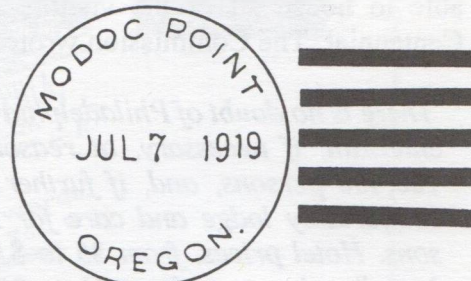
G.5-500



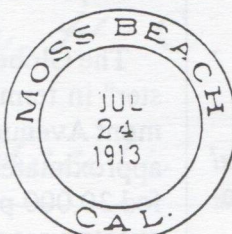
G.5-510



G.5-520



G.5-530



G.5-540



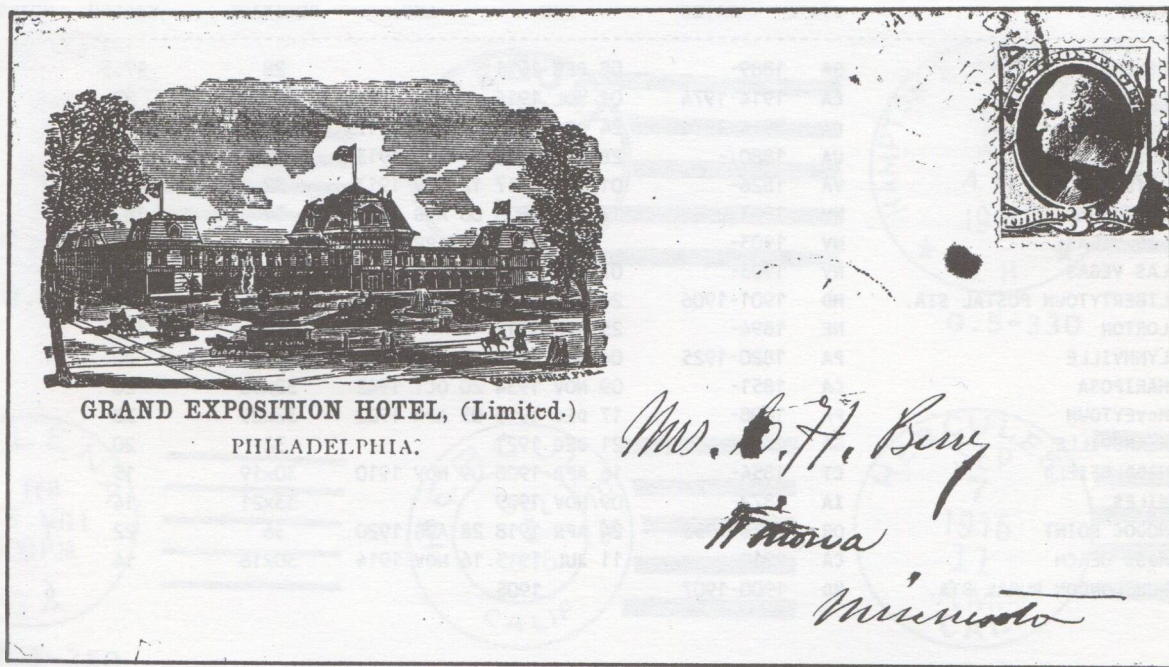


Figure 1

(Author's Collection)

## POSTAL HISTORY DESCRIPTIVE OF THE CENTENNIAL EXHIBITION OF 1876

### -PART III-

by Gus Spector

The Centennial Commission was chagrined. Philadelphia hospitality was getting bad press and there were grave concerns that the City might not be able to house all of the visitors arriving at the Centennial. The Commission wrote:

*There is no doubt of Philadelphia being able to entertain, if necessary, at reasonable prices, 100,000 persons, and, if further pressed, to comfortably lodge and care for 200,000 persons. Hotel prices, from \$5 to \$1.50 per day; boarding houses, from \$1 to \$2.50 per day; Centennial Lodging-house agency lodgings, \$1.25 per day; breakfast, supper and lodgings, \$2.50 per day.*

McCabe's *Illustrated History of the Centennial Exhibition* further embellished: "The accommodation Copyright 1996 by Gus Spector

tions are ample for all who will come. No one need stay away for fear there is not room for him, or that he will not be comfortable."

And comfortable there was! Hotels were erected that were resplendent and sumptuous enough for even the most fastidious Victorian tastes. A number of them are shown and discussed below.

The Grand Exposition Hotel, located at the intersection of Girard and Lancaster Avenues, was advertised as the largest hotel in the world. It was built entirely of brick, was three stories high, and had 1325 rooms with a capacity of 3500. Lodgings could be obtained here for as low as one dollar per day. The large dining halls were appointed to seat 1500 persons. (fig. 1)

The Globe Hotel was described as being a "monster" in terms of its size. Located at Elm and Belmont Avenues, it was five stories high, and covered approximately 81,000 square feet. The dining hall fed 30,000 people per day. It was luxurious in that guests were not forced "to rinse their faces in a soup





Figure 2

(Author's Collection)

plate half full of stagnant water and wipe them with the pillow case". (fig. 2)

The Atlas Hotel extended from 48th to 52nd Street. It consisted of a number of frame buildings

connected by covered galleries. This hotel contained 1500 rooms, and housed 3000 people. (fig. 3)

The Transcontinental Hotel was built of brick, and was triangular in shape. It was five stories high, contained 500 rooms, and could accommodate be-



Figure 3

(Author's Collection)





Figure 4

(Author's Collection)

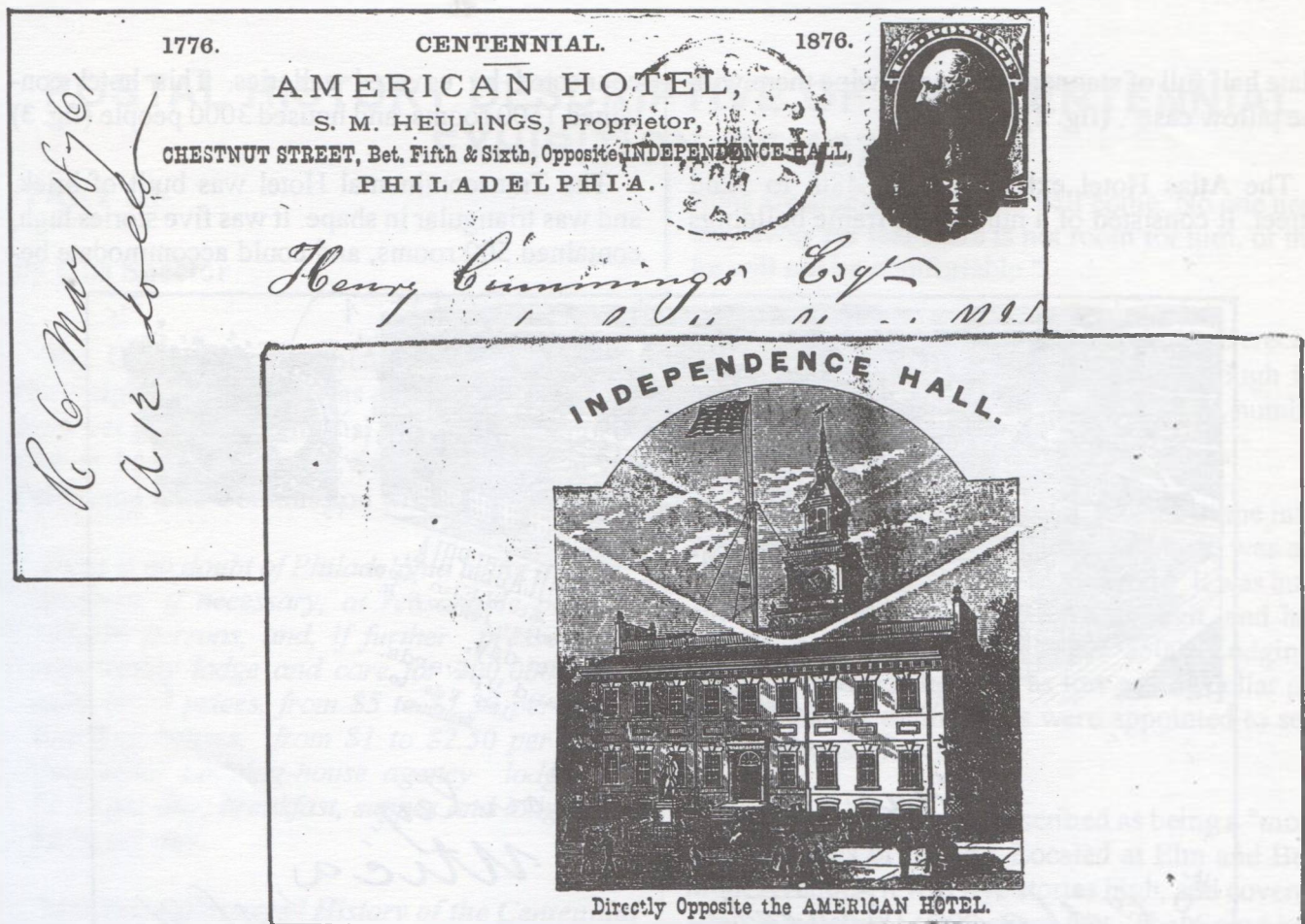


Figure 5. American Hotel, obverse and reverse.

(Author's Collection)



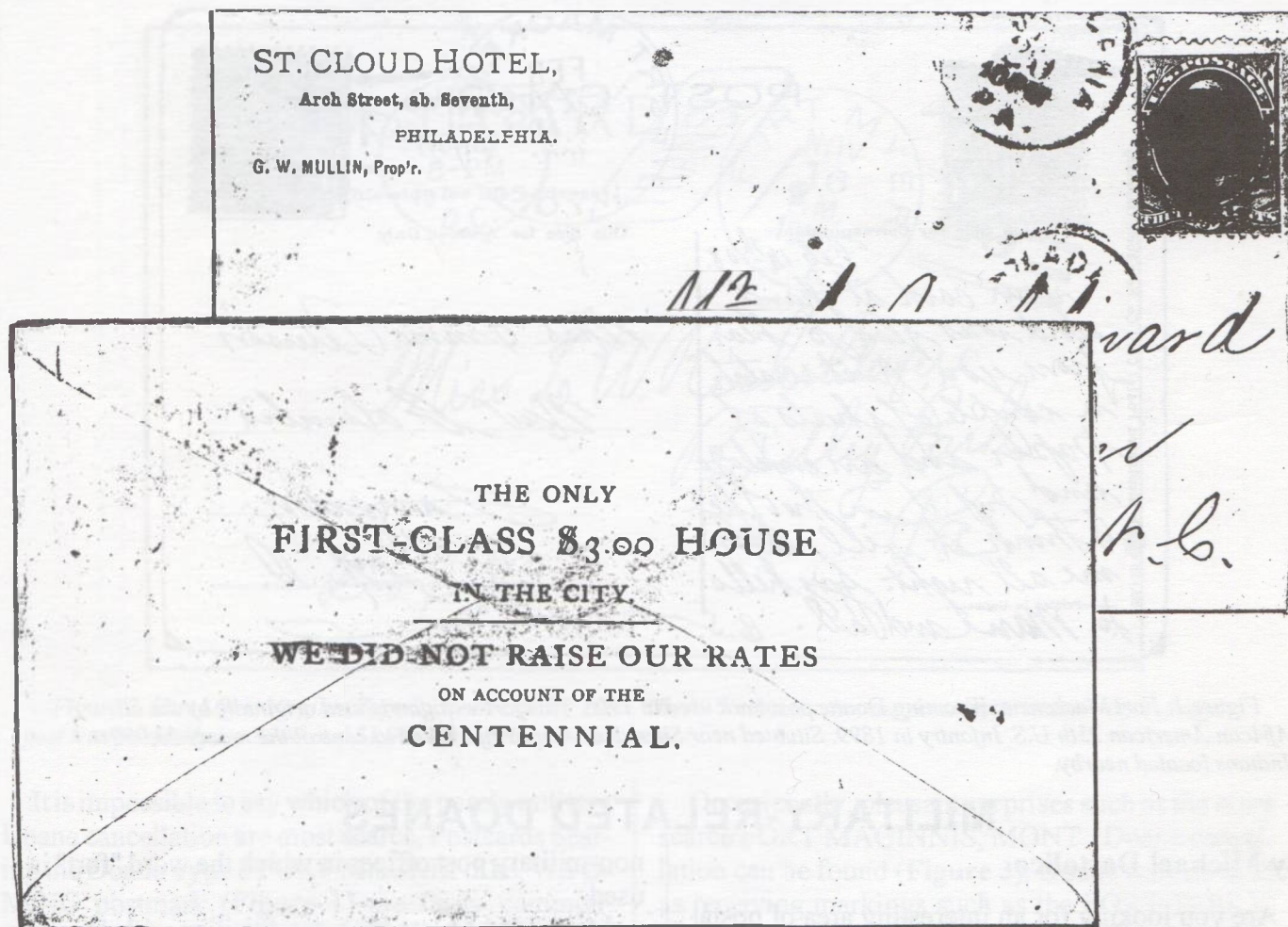


Figure 6. St. Cloud Hotel advertisement, obverse and reverse.

(Author's Collection)

tween 1200 and 1500 guests. Built at a cost of \$250,000, its management was the same as that of the then-famous Continental Hotel in center city Philadelphia. (fig. 4)

The American Hotel was a first class center city Philadelphia establishment actually located quite far from the Centennial grounds. It was necessary to travel by horse-drawn street car from the hotel to the Exhibition. It had 300 rooms and could accommodate up to 600 persons. "Terms" were \$3.00 per day. Its claim to fame was its proximity to Independence Hall. (fig. 5)

A much smaller center city hotel, the St. Cloud, is recognized here because of the advertisement on the reverse of the cover. This establishment was obviously proud of its reasonable rates. (fig. 6 and *La Posta* cover)

In its definitive, though possibly biased, multivolume postmortem report of the Exhibition, the United States Centennial Commission concluded, "Thus, practically the city became one vast hotel, which never became full. Even when the throng of strangers was the greatest, many houses lacked the desired guests. Extortion was impossible, prices were just, and thus entertaining visitors the citizens of Philadelphia performed their part most creditably."



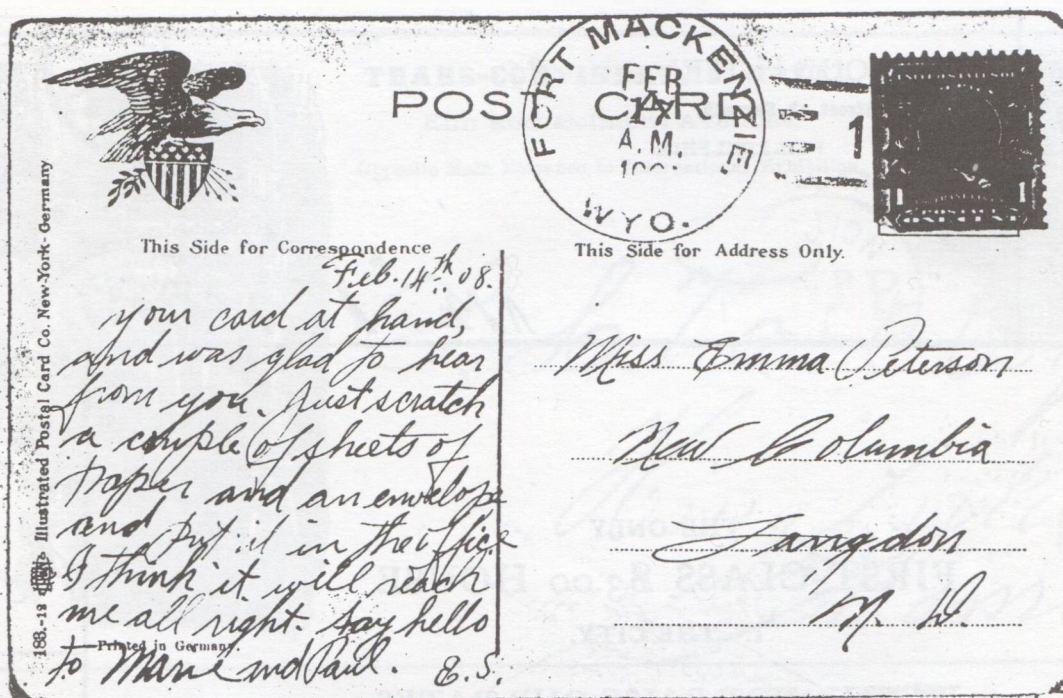


Figure 1. Fort Mackenzie, Wyoming Doane postmark used in 1908. This fort was garrisoned originally by the all African-American 25th U.S. Infantry in 1899. Situated near Sheridan, it was established to control the nearly 23,000 Indians located nearby.

## MILITARY-RELATED DOANES

By Michael Dattolico

Are you looking for an interesting area of postal history to study, exhibit or simply enjoy? If you are a postal historian interested in U.S. military postal history and you also like Doane cancels, why not try collecting "military-related" Doane cancellations on cover?

The term "military-related" has several meanings regarding Doane cancel usage in which the word "fort" is used as part of the post office's name. Doane postmarks which include the word "fort" usually refer to civilian post offices established on the sites of army posts where towns were later established. The word "fort" was retained as part of the town's official postal identity.

But the term "fort" also refers to a small number of active army garrisons having post offices that used Doane cancelers.

Thus, a postal historian could collect all Doane "military-related" post offices, -civilian and active military - in which the word "fort" is part of the official name. Military postal historians might want to collect only Doane cancels from active army post offices or temporary postal stations serving soldiers. And other collectors may want to collect only Doane

non-military post offices in which the word "fort" is used.

Most postal historians are familiar with Doane cancels. Named for the esteemed postal historian, Edith Doane, the large circle-date cancelers were introduced in 1903 and generally measured between 27 and 32 millimeters in diameter. Doane cancelers had unique 4-bar killers. The two middle bars in Doane cancelers are separated, and the open section within the bars contained a numeral which represented the amount of revenue collected in increments of \$100 at the post office during the previous year.

Many Doane cancellations are found on postcards, since the introduction of Doane cancelers coincided with the postcard craze that swept the United States in the early years of the 20th century. But Doane cancellations are frequently seen on covers used during the Doane period. The issuance of Doane cancelers by the Post Office Department ended in 1906, but many of the cancellers remained in use for many years. For the sake of this study, about 30 post offices are "military-related" post offices as previously defined.



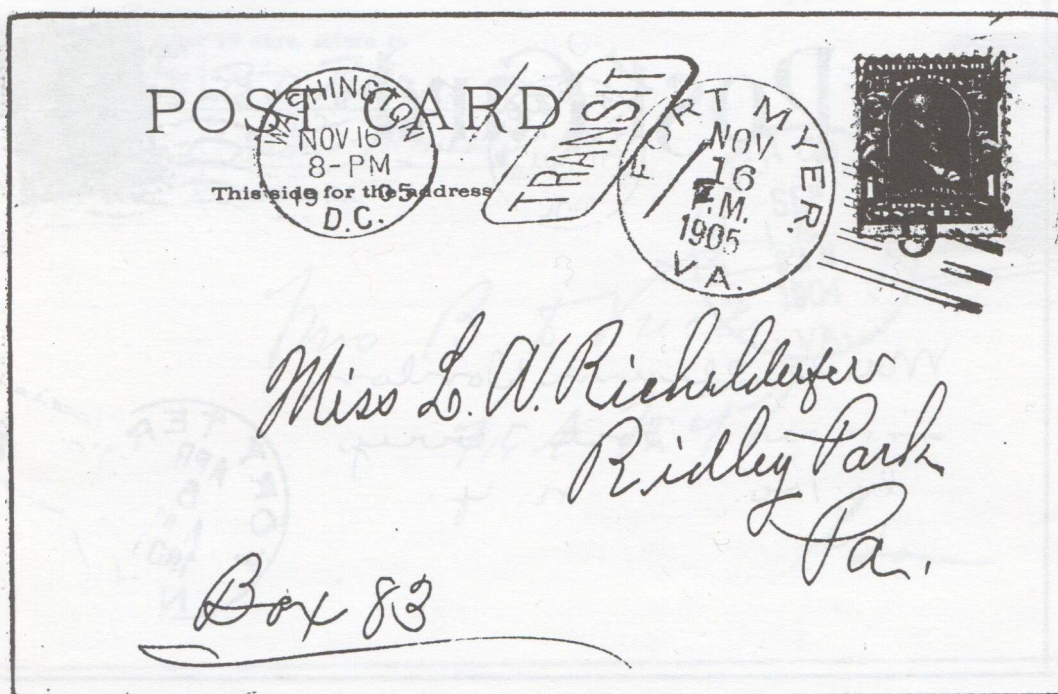


Figure 2. Fort Myer, Virginia Type 2 Doane cancel, 1905. The "9" indicates that the postmaster at this major Army post was paid between \$900 and \$1,000 during the previous year.

It is impossible to say which of the purely military Doane cancellations are most scarce. Postcards bearing the Doane Type 3 FORT MACKENZIE, WYOMING postmark (Figure 1) are fairly common. The military postal history collector can also find the FORT MYER, VIRGINIA Doane Type 2 cancellation without much trouble. (Figure 2)

Occasionally, pleasant surprises such as the more scarce FORT MAGINNIS, MONT., Doane cancellation can be found (Figure 3). Doane cancels used as receiving markings such as the FORT TERRY, NY., Doane Type 2 marking seen as Figure 4, can be unexpected finds for the searching postal historian.

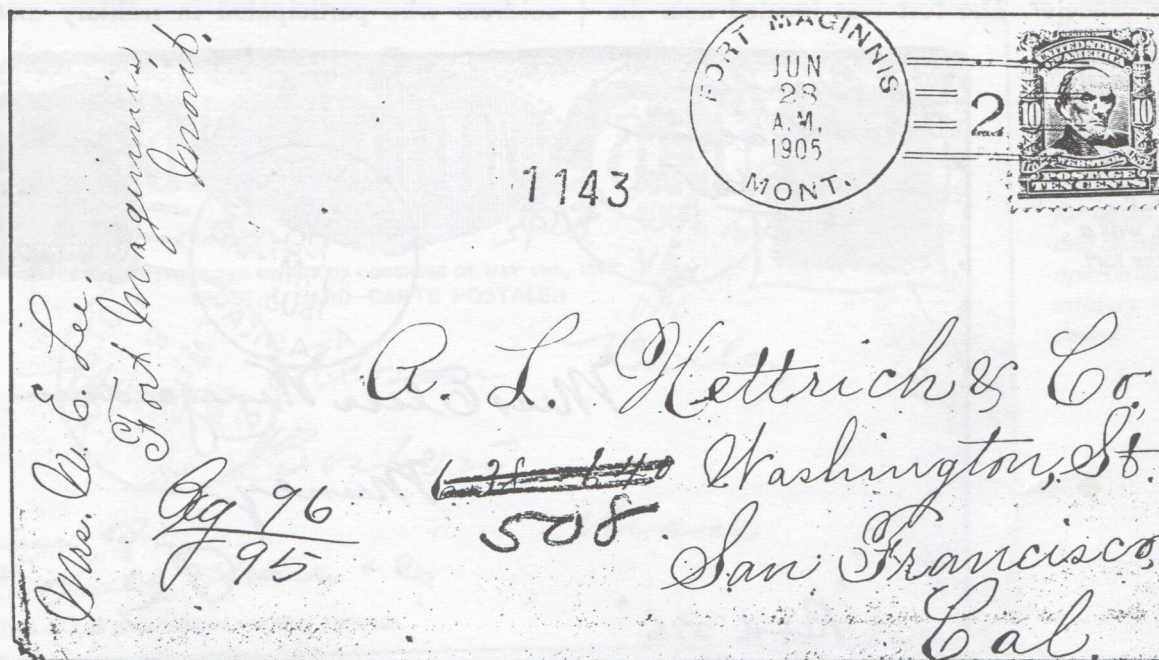


Figure 3. Fort Maginnis, Montana 1905 Type 2 Doane ties 10 cent Webster on registered cover.



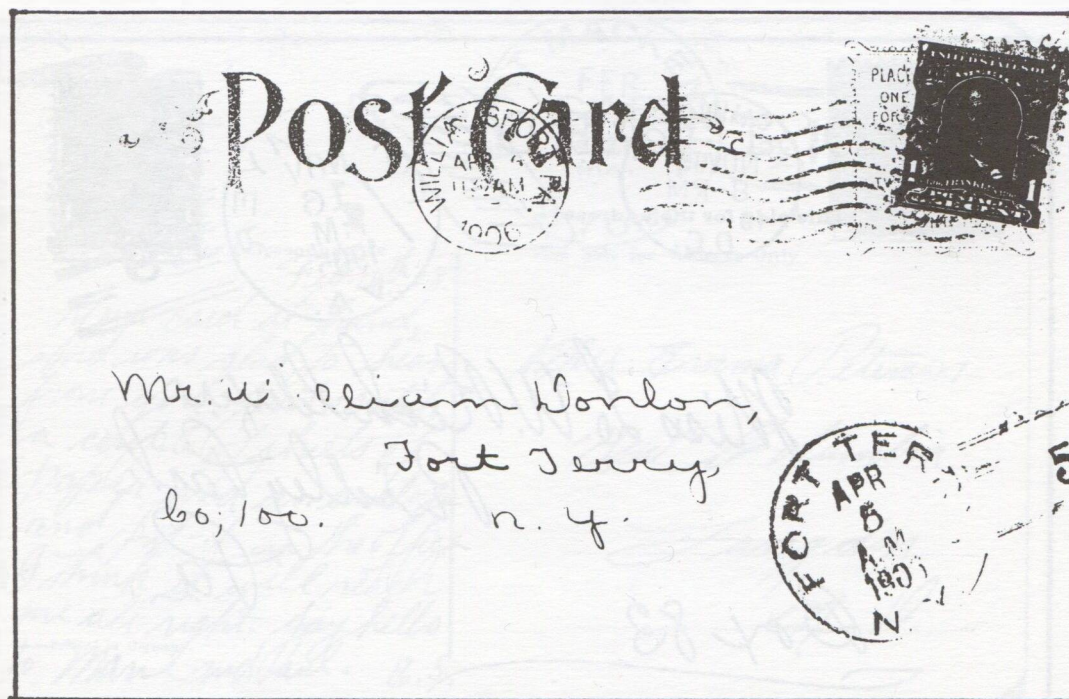


Figure 4. The Doane Type 2 Fort Terry, New York postmark is used as a receiving postmark on this postcard. Note the "5" in the killer, meaning that the postmaster was paid between \$400 and \$500 during the previous year.

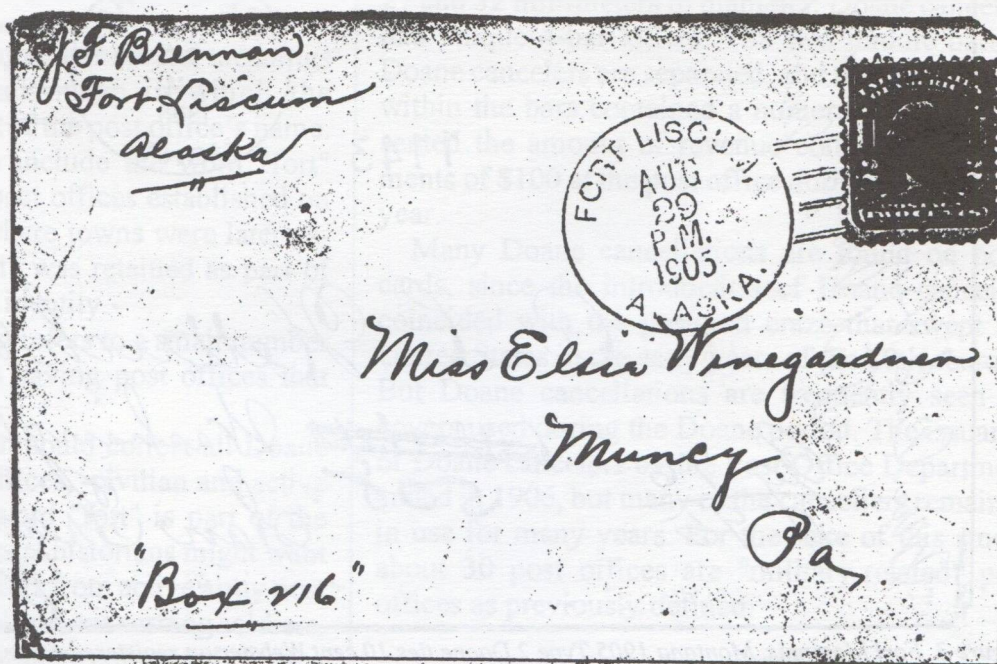
But for many military collectors, Doane cancels from one Alaska fort post office and from two temporary military postal stations in the United States are among the most highly prized Doane examples.

Fort Liscum, Alaska, is the only active army garrison in that territory having a post office that used a Doane canceler. The fort was located near the

present-day town of Valdez. Established as an active post in 1900, the fort's Type 2 Doane cancel was used from mid-1905 through early 1906. (Figure 5)

But Type 2 cancels seen on mail handled at two temporary military stations in northern Virginia are probably the scarcest of the purely military Doane usages. Those Doane cancels are seen on mail from soldiers who participated in military maneuvers

Figure 5. Type 2 Doane cancel from Fort Liscum, Alaska post office. The sender, J. F. Brennan, was a cook at the fort.





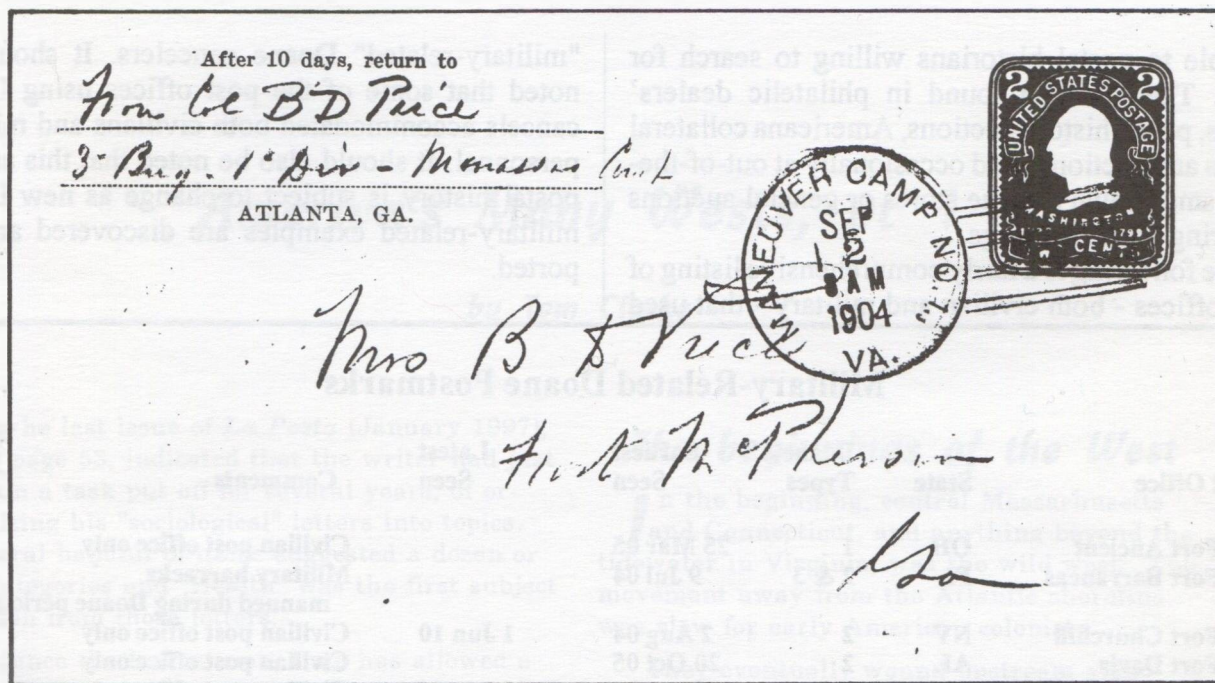


Figure 6. Cover postmarked September 2, 1904, from Colonel B. D. Price to his wife at Fort McPherson, Georgia. Note Col. Price's "Manassas Cont(ingent)" maneuver unit designation. Military leaders in 1904 obviously thought that lessons learned from the "Bull Run" Battles would benefit early 20th century American soldiers.

near Manassas, Virginia, in early September, 1904. The two postal stations were established at sites in northern Virginia. The maneuvers involved regular U.S. troops, state national guardsmen and militiamen, and were conducted so that the U.S. Army's state of unpreparedness in the early days of the Spanish-American War of 1898 might be avoided

in future wars. U.S. Marines also engaged in mock-Civil War battles in northern Virginia as part of their training in the 1920s.

Maneuver Camp No. 1 and Maneuver Camp No. 2 postal stations were only open for about 10 days. (Figures 6 & 7). Examples of both markings, plus other military-related Doane cancellations, are ac-

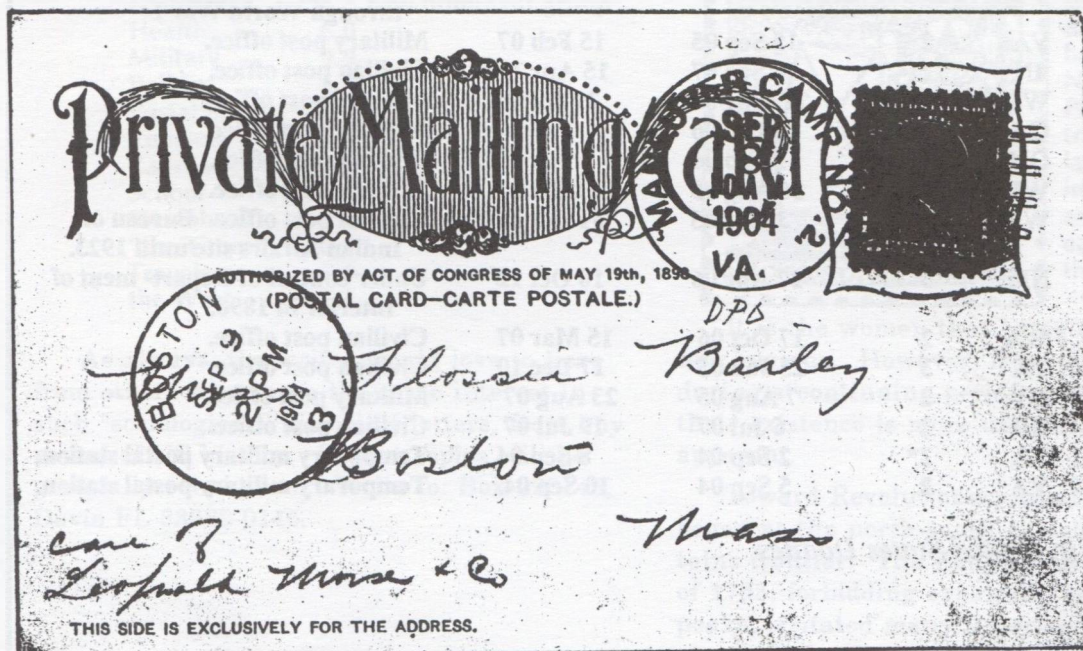


Figure 7. Postcard mailed from Maneuver Camp No. 2 in early September 1904. This postal station was open for about 10 days and ceased operations when military maneuvers ended.



cessible to postal historians willing to search for them. They can be found in philatelic dealers' stocks, postal history auctions, Americana collateral shows and auctions, and occasionally at out-of-the-way, small-town antique stores or general auctions featuring estate holdings.

The following is a fairly comprehensive listing of post offices - both civilian and military - that used

"military-related" Doane cancelers. It should be noted that some of the post offices using Doane cancels accommodated both civilians and military personnel. It should also be noted that this area of postal history is subject to change as new Doane military-related examples are discovered and reported.

### Military-Related Doane Postmarks

Post Office	State	Doane Types	Earliest Seen	Latest Seen	Comments
1. Fort Ancient	OH	1	25 Mar 05		Civilian post office only
2. Fort Barrancas	FL	2 & 3	9 Jul 04		Military barracks manned during Doane period.
3. Fort Churchill	NV	2	2 Aug 04	1 Jun 10	Civilian post office only
4. Fort Davis	AL	2	20 Oct 05		Civilian post office only
5. Fort Defiance	AZ	2	5 Jan 04	28 Dec 06	Civilian post office only
6. Fort Des Moines	IA	2 & 3	19 Jul 04	11 Feb 10	Military post office
7. Fort George	FL	3	28 May 06	12 Jul 06	Civilian post office only.
8. Fort Green	FL	2	1907		Civilian post office only
9. Fort Kent Mills	ME	3	21 Nov 06		Civilian post office only.
10. Fort Klamath	OR	2	11 Dec 05	18 May 09	Civilian post office only.
11. Fort Liscum	AK	2*	29 Aug 05	3 Feb 06	Military post office.
12. Fort Littleton	PA	3	28 Mar 07	12 Mar 12	Civilian post office only.
13. Fort Logan	MT		1909		Civilian post office. A small nearby garrison also used the town PO.
14. Fort Mackenzie	WY	3	16 Mar 06	27 Aug 10	Military post office.
15. Fort Maginnis	MT	2*	28 Jun 05		
16. Fort Mitchell	AL	2	25 Aug 06		Civilian post office.
17. Fort Morgan	AL	3	4 May 06		Active military post from 1895 through World War I
18. Fort Myer	VA	2	15 Sep 05	15 Feb 07	Military post office.
19. Fort Ritner	IN	2	26 Sep 07	15 Apr 11	Civilian post office.
20. Fort Russell	WY	1	22 May 04	29 Jul 08	Military post office.
21. Fort Screvan	GA	2	26 Dec 06		Military post office.
22. Fort Seneca	OH	2	12 Feb 06		Civilian post office.
23. Fort Seybert	WV	2	26 Aug 05	31 Jul 11	Civilian post office.
24. Fort Simcoe	WA	2 & 3	3 Apr 05	31 Oct 10	Civilian post office. Bureau of Indian Affairs site until 1923.
25. Fort Stanton	NM	3	27 Apr 06	10 Oct 12	Under control of Department of Interior in 1896.
26. Fort Steilacoom	WA	2	17 Oct 06	15 Mar 07	Civilian post office.
27. Fort Stockton	TX	3	25 Jan 05	17 Dec 10	Civilian post office.
28. Fort Terry	NY	2	7 Aug 05	23 Aug 07	Military post office.
29. Fort Yates	ND	2	6 Jul 07	19 Jul 07	Civilian post office.
30. Maneuver Camp #1	VA	2*	2 Sep 04	8 Sep 04	Temporary military postal station.
31. Maneuver Camp #2	VA	2	5 Sep 04	10 Sep 04	Temporary military postal station.

\* Earlier than listed in *United States Doanes*.



## America's Many Wests, pt 1

by Tom Clarke

The last issue of *La Posta* (January 1997), page 53, indicated that the writer had just begun a task put off for several years, of organizing his "sociological" letters into topics. Several handful of items suggested a dozen or so categories and "Health" was the first subject chosen from those letters.

Since the last session, time has allowed a more thorough perusal, and instead of 122 letter contents, 1,044 now have been categorized to date. "Health's" percentage, by the way, has been refined down from 7.4% to 6.0%. The "West" category presently occupies 7.8% as shown below in the updated chart. They represent random samples from dealer's boxes over the years. How similar are the relative weights of contents of anyone else's folded letter and cover hoard?

Boy-girl	3.8
Blacks	.8
Deaths	4.3
Economics	15.5 new dominant group
Health	6.0
Military	9.9
Politics	6.6
Postal history	9.5
Religion	5.5
Railroad	1.0
School	6.4
Steamboat	1.8
"the Times"	10.3
Travels	6.0
the West	7.8

As always, the writer would love to hear from others who share the same interest in such "sociological," historical letters, from any period of US history. Decent copies will be gratefully reimbursed. Write to: Box 290145, Davie FL 33329-0145.

### The beginnings of the West

In the beginning, central Massachusetts and Connecticut, and anything beyond the tidewater in Virginia, was the wild west. The movement away from the Atlantic shoreline was slow for early American colonists.

They eventually wound upstream along rivers and through verdant valleys, trading with the natives, and clearcutting when it suited their needs. Ships provided the highways in the early days, land travel being hazardous and unpredictable. America was its port cities and plows. Ship building and subsistence farming was its premier activity. Eventually came town life and the tasks required for a more secure, family-centered existence.



1607: the first American built ship, in present-day Maine. Perhaps the 1695 NYC to Boston-or-Piscataway letter traveled on a similar boat, roads being almost non-existent in the earliest years of the colonies.

It is the women that bring civilization to new regions. However, from letter evidence, during a continuing period of male dominance, their existence is more understood than readily apparent.

Toward Revolutionary times, the west began at the north-south Appalachian Mountains frontier. The King's Proclamation Line of 1763, forbidding expansion beyond those peaks, irritated many Americans into a frenzy of pre-nationalism that would break out into



This venerable "wild west" letter is addressed "To/ Mr Rodger Gordon merchant/ In Boston or Pishcadua" [mod: Portsmouth NH]. It was written in the environs of early Wall Street and mentions additional fearsome frontier venues in the colonies. However, nothing shall waylay our backwoods businessman from provisioning the growing populace while, naturally, pocketing the markup. Notice the fervent request for a letter in return --perhaps a wait of several months or as much as a year?

Comrad new york Septtr the 14 1695

my love to you this is to shew you that I am well and in good  
Helth at present blisted be the lord for the ..... and .....  
to hear the .... from you I Com here the first day of  
This month and Alexr Crocker is in pencilvana and will be  
Here a fortnight hom he wert from hence four days up befor my  
drived here Intend for barbadus with the first ocaſion ye will  
Be a month hence if ples god and I doe intend Alexr Shall stay here  
or goe to virginia and fend Som things to him for our going both  
will Signife nothing at all for you and I will do what we have to doe  
there I wold hav you to mak all the hoase? you Can and lay  
out your mony to the best advantage you Can gett butter and  
Candles will do well if you Can gett them chep bread  
is twenty tou shellings and flour is 18 Sh pr hundred here no more?  
or if you Can gett hops and shares? or pork rafnabell [reasonable] will doe  
well and mak all the Roap you Can Mr Spro.th is here and  
He ask his Lou remembred to you pray you Send me a letter home  
for I long to here from you no mor at present but rest your

Comrad new york Septtr the 14 1695  
my love to you this is to shew you that I am well and in good  
Helth at present blisted be the lord for the ..... and .....  
to hear the .... from you I Com here the first day of  
This month and Alexr Crocker is in pencilvana and will be  
Here a fortnight hom he wert from hence four days up befor my  
drived here Intend for barbadus with the first ocaſion ye will  
Be a month hence if ples god and I doe intend Alexr Shall stay here  
or goe to virginia and fend Som things to him for our going both  
will Signife nothing at all for you and I will do what we have to doe  
there I wold hav you to mak all the hoase? you Can and lay  
out your mony to the best advantage you Can gett butter and  
Candles will do well if you Can gett them chep bread  
is twenty tou shellings and flour is 18 Sh pr hundred here no more?  
or if you Can gett hops and shares? or pork rafnabell [reasonable] will doe  
well and mak all the Roap you Can Mr Spro.th is here and  
He ask his Lou remembred to you pray you Send me a letter home  
for I long to here from you no mor at present but rest your  
Ever loving Comrad John Donaldſon



A wonderful old piece of true Western Americana and unofficial postal history. It talks of Indians and an Indian purchase with the attendant land hustlers waiting in the wings. It also alludes to a major chapter in our early postal history development: the patient "Bearer." This private carrier was shortly to carry his communications to Pennsylvania's legislature at the colonial capitol in Philadelphia, a trip across 200+ miles of inhospitable lands and forest. Very much the western Frontier of the day.

Juniata Nov. 16th 1768

Sir

I hope this will find you returned to Philad<sup>a</sup> and that the much expected Purchase is before now compleated; People in these Parts seem almost distracted and no Perswasions have been able to prevent great Numbers from going out into what they esteem

*[Large stylized signature]*

James Tilghman Esq Secretary of  
the Land Office in

Honour of Mr  
John Gemmill }

Philadelphia

Sir

Juniata Nov 16th 1768

I hope this will find you returned to Philada and that the much expected Purchase is before now compleated; People in these Parts seem almost distracted and no Perswasions have been able to prevent great Numbers from going out into what they esteem the new Purchase. a few indeed have returned back on their being assured that the Measure would not meet with Approbation, but these are scarce worth mention in comparison of the Numbers which have made money in the last Purchase by the Business of taking up Lands and selling them to the Merchants. so great is the encouragement taken from a few Examples of this Kind That it seems as if an Age of Land robbing were at hand . . . . I thought the great Numbers of People going out might put the Indians in an ill humor . . . . the Bearer is a Safe hand I would be much obliged to you for a single line by him . . . .

I would write more but the Bearer (and few Bearers offer) is just waiting and urging Haste I am

Sir your most obedt & very Humble Servt

the last in applying I would write more but the Bearer (and few Bearers offer) is just waiting and urging Haste I am



warfare a dozen years later.

By the 1770s Daniel Boone had found the magic passageway through them via the Cumberland Gap in Tennessee Country. It was a premature "westward ho" for that days' danger seekers, adventurers and entrepreneurs, and simply others determined to "replenish the earth, and subdue it: and have dominion over . . . every living thing that moveth upon the earth."



1942 Kentucky 150th anniversary showing Daniel Boone and company viewing the future site of Frankfort, the state capital.

Peace brought with it the Land Ordinance of 1785 for our Midwest's Northwest Territories, and a school in every 16th square mile of the neatly squared 36 that every township was composed. Speculation in land ran rampant and the initial \$1 (albeit gold dollars then) per acre led a drain from the East into new Indian lands in earnest.

## 19th century Frontier West

Land waters and Indian paths saw keel boats and Conestoga wagons weaving and wending toward the fabled buffalo plains and mountain's majesties, and President Jefferson's infamously illegal Louisiana Purchase lands.

After the native people were quelled (1813)



Congress reasoned Jefferson's bargain outweighed the improper method; honored here by our fourth commemorative series at its centennial in 1903.

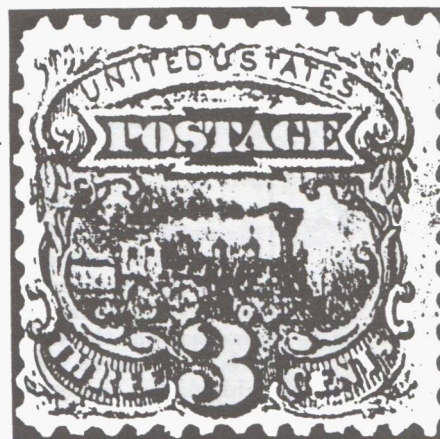


This 363-mile man-made road funneled goods and humankind back and forth between east and west in the '20s-'30s, till shortly railroading takes over.

and moved further west, canals were dug through Ohio, Indiana, etc., and the land cultivated. Canals, and especially the Erie Canal across still-expanding New York, by 1825 was aiding the vast movement of people and goods toward the setting sun.

But quickly, too, these Northwesterners were harvesting and moving foodstuffs and raw materials in great enough quantity *back* through the canal systems directly east to challenge the older, longer route down river through New Orleans.

This delightful, before-its-time "commemorative," relays to us a contemporary value: "steam cars." Purposefully used on the commonest denomination in that fateful train year of 1869—on the widest used denomination—folks could readily identify with it. But they found it ugly at the same time, so in with the National Bank Note portrait issues.



Americans quickly learned to "take the cars" after 1835-40, thus ending the hey-day for canal use. This new phenomena swept America and within 30 years will make a single continent, Frontier and all, out of eastern and western separations. Trains made Chicago. Their meat packing made Texas, the Chisholm Trail, Abilene KS, etc. But let's not get ahead of our story.

The "people's road," the National Road,



Here is a remarkable three-page historical eyewitness. Pittsburgh, at the head of the Ohio River, in addition to the National Road, New Orleans, and Erie Canal, was another key staging area for provisioning and population the West. At this time there were several thousand people living here. It was the St. Joseph, Missouri of its day, 40 years before the actual St. Joes could receive the honors.

The letter sets forth a determined pace of travel (wish we had the previous letter sent from Chambersburg PA detailing the first half of the excursion). We can't miss the daily preoccupation with cleanliness. There was no comprehension of germs as such for another 60 years, but real people naturally had a gut reaction to the cause and effect that uncleanness brought to health and survival.

Also contained in this dispatch is a valuable, if brief, description of a coal-laden, hard working, bustling, rather crudish Pittsburgh: rough-hewn "western," in a word. What a treasure if the dealer who discovered this intelligent, insightful correspondence had copied it in its entirety for future study.

There were, 10-15 years ago, a fair number of Canby, Poole, Emlen, and other Quaker family letters to be found in ordinary dealer's boxes. What others of these letters do you readers have to help flesh out this engaging, erudite, urbane and sophisticated snapshot of turn-of-the-century Western life?

Dear Anna —

Pittsburgh 6<sup>th</sup> Mo 2<sup>d</sup> 1812

We are here at last in good health but very Much oppressed by the heat—Which for the three last days has been excessive, & was particularly trying on the Mountains I shall commence when my letter dates at Chambersburgh on the 28<sup>th</sup> Ult

Dear Anna--

Pittsburgh 6th Mo 2nd [June 2] 1812

We are here at last in good health but very Much oppressed'd by the Heat--Which for the last three days has been excessive, & was particularly trying on the Mountains I shall commence when my letter dater at Chambersburgh on the 28th Ult closed, & endeavour to give you a suscinct detail of our journey Since that time-- I am some what fearfull the letter mentioned above will not go to hand as I had a Squabble with the Postmaster about the Postage which I intended paying --he insisted on charging thirty four Cents for a double letter this I refused & at last told him to send it on & the matter should be regulated at the place where it was directed-- this I hope he did-- We left Chambersburgh early after an excellent nights rest in good clean beds & breakfasted 15 miles off at a very dirty house, crofsed the North Mountain & got to Juniata at the ferry to lodge, here we were forced to Stop against our wills, as the house outside was much worse in appearance than that which we had breakfasted, but were most agreeably deceived on entering, to find all neat & clean, nay even handsome, the Supper or dinner, or more properly both in one Served to us was excellent, not only in quantity which I esteem a trifle, but also for nicety & cleanliness--rode twelve miles to Bedford to Breakfast & got on to Stoy's town to lodge rode 15 miles to Breakfast & got to Greensburgh 32 miles from this

detail  
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y--he insis-  
refused &  
ntated at  
left Cham  
in bed &  
the North  
we were  
much worse  
but were

of our jour  
Mention  
the Postm  
ted on Ch  
at last  
the place  
burgh  
brook out  
Mountain  
forced to stop  
in appear



town to lodge, with our faces almost in blisters with the heat of the Sun, which during the whole of the afternoon of Several days beat directly against them, as the road runs pretty direct in a West course, from Greensburgh we had an easy ride here yesterday got to town about five oclock & Soon as it became cool walked from our lodgings to James Lea's, were I found all the family well & apparently much pleased to See me, the letters were also a treat to them & I do not wonder at it, for after Leaving Wilmington or even Philada for Pittsburgh, they must see & feel the difference 6thmo 3rd

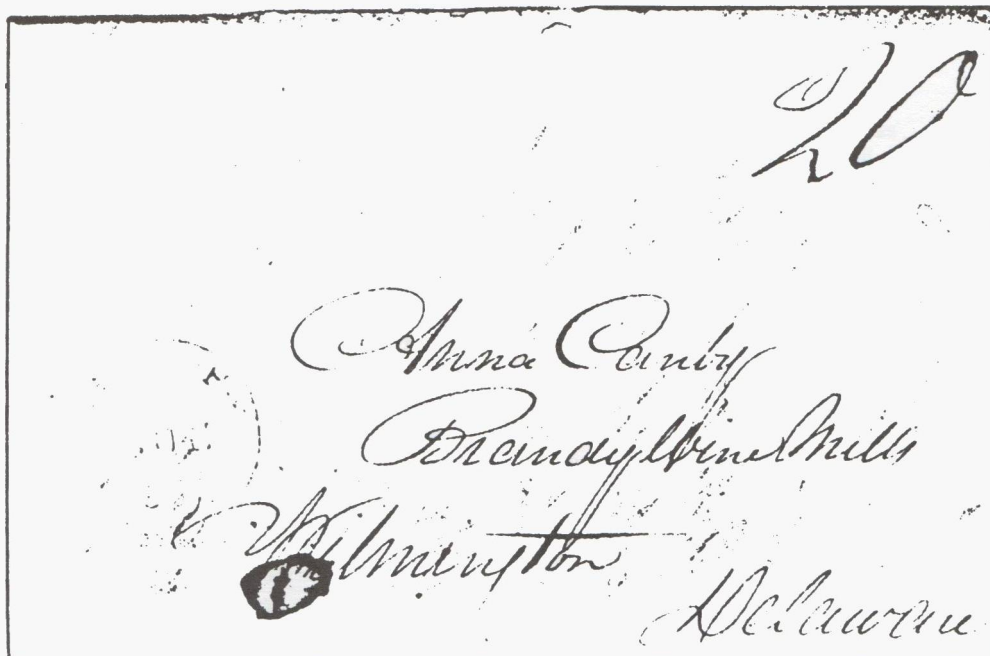
I had written the preceeding yesterday, with the intent of concluding my letter at that time but Some circumstances obliged me to defer it-- I have this morning perambulated the town & visited the market which is a tolerable good one, cheaper but not So nice as that of Wilmington, the [building] is a very handsome one forming half a circle in an open Square, plastered & cided, & all the Stalls numbered, None of the large Catfish were to be Seen this morning, but some fine perch were exhibited for Sale-- the Size equal to that of a small Shad--butter about 8 to 11.00 p lb-- The town is Situated very much as I had formed an idea of it, & after pafsing through many very clean well built places, looks very black & dirty, from the constant use of coal, many of the houses are well built, Some of them intended as store houses

large & Strong--owing to the prevalence of great heat we have not yet visited the manufactories in & around the town last evening we had a very refreshing shower, the first that has fallen here for many weeks-- & the air is now cool & pleasant-- there are many boats of a very rude & rough construction now preparing to leave Pittsburgh for the States below as far as New Orleans, & when the waggons occasionally arrive a very busy scene is presented to the view of the Traveler refering to a letter which if health permits I intend writing [to] Cousin Sarah next post for further particulars-- I may ... remark that I am anxiously looking for intelligence from you by next mail, & cherish a hope that a favourable State of health is your lot, & ardently wish if tis consistent with the best wisdom that that hope may be fulfilled please inform Cousin Mary Poole I have forwarded her letter on, having declined going further myself, & Martha Hillis that I am watching for an opportunity to send her little package on to its destination-- With the tender of my love to Father, Mother, Sister (& Brother if with you) & also to our relatives & Friends,

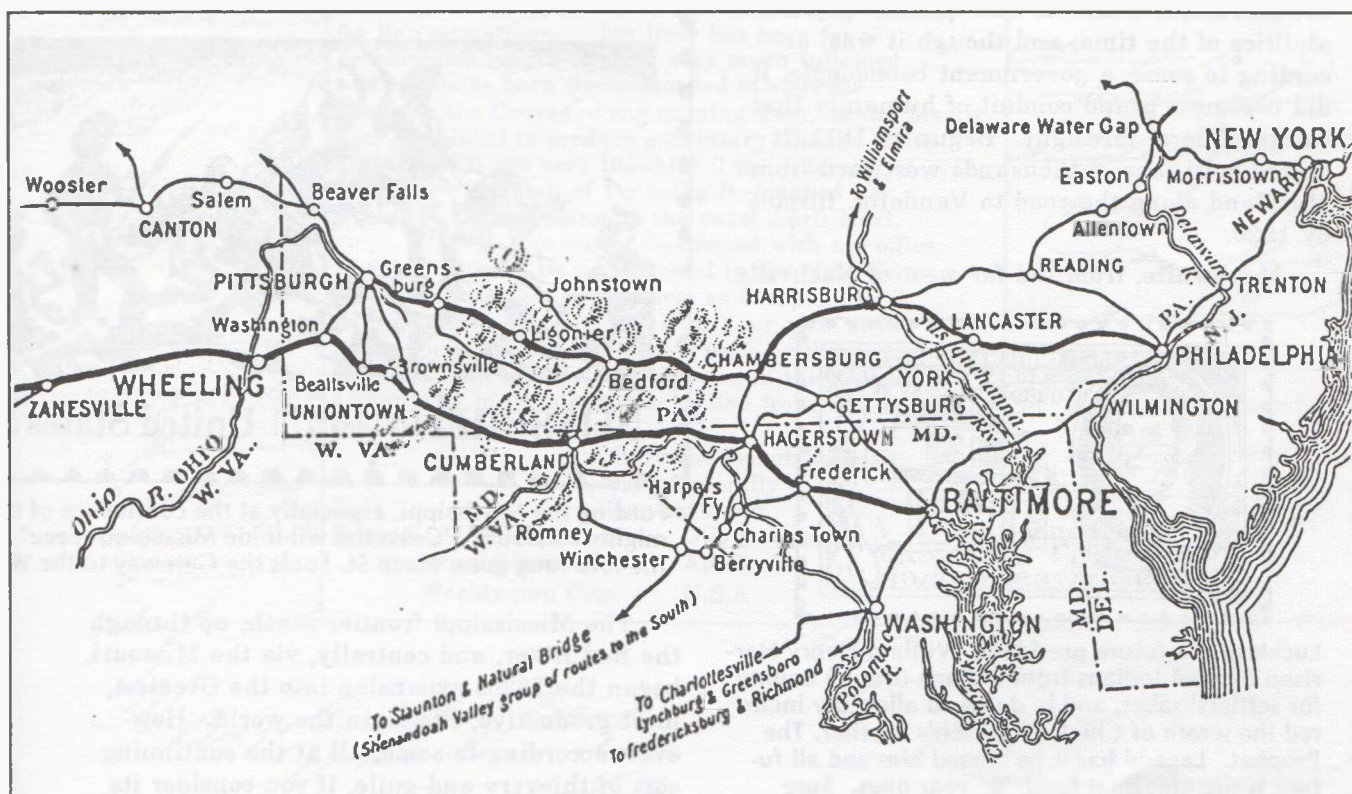
I am Affectionately thy Brother  
Merri Canby

The mail is just closing & will not permit revisions therefore Excuse errors & deficits--



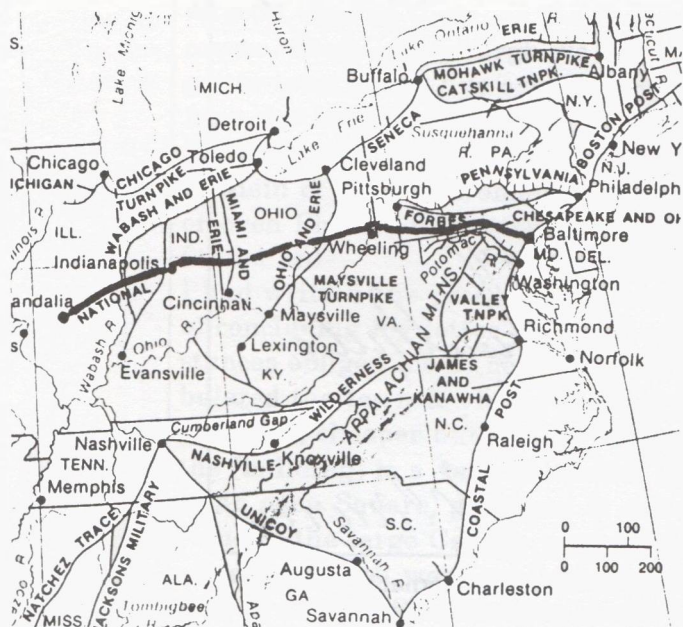


Here is the non-remarkable folded-letter front, with a barely discernable PITTSBG^ PA^ CDS in the lower left and the 20 cent rate prominently displayed.



This map shows the National Road (opened 1818) and the Pennsylvania Road, the route of Merrit Canby no doubt took from Chambersburg to Pittsburgh. It was developed out of various local cleared byways and Indian Paths but was not paved (with little more than tar and rough stones) till 8 years after the trip discussed here. The map comes from a fascinating local history by William H. Shank, *Three Hundred Years with the Pennsylvania Traveler*, published by the American Canal and Transportation Center, York, PA 17403 in 1976.





among other (see map), state supported roads during this generation, gave federal impetus to the movement west. It was "paved," given the abilities of the time, and though it was, according to some, a government boondoggle, it did become a grand conduit of humanity that salutes federal foresight. Begun in 1811, it helped spill tens of thousands westward from Maryland along the road to Vandalia, Illinois by 1820.

Meanwhile, from the far west of Nashville,

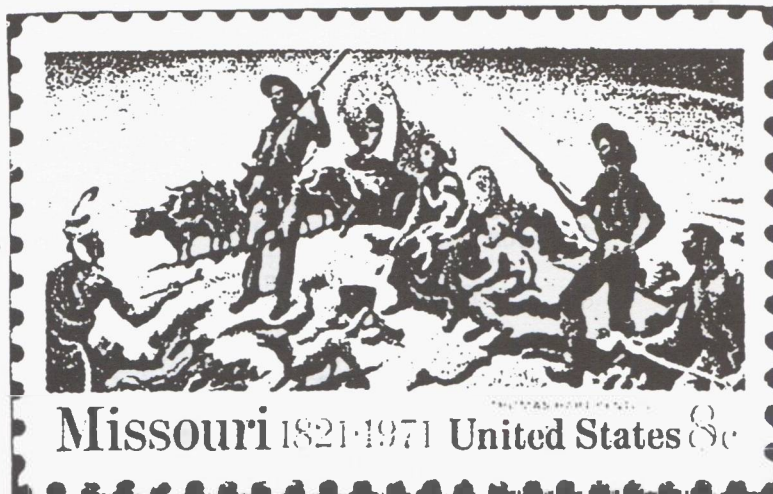


Luckless as a future president, William Henry Harrison roused Indians from Indiana (ironic) country for settlers' sakes, and in doing so allegedly incurred the wrath of Chief Tecumseh's brother, The Prophet. Legend has it he cursed him and all future white chiefs, at least "0" year ones. Sure enough, only they have died in office who were elected in a zero year --except Zachary Taylor, and he *died* in 1850. (But he is on a beautiful blue 5-center, a fair tradeoff, yes?) Presumably the curse ends with Chief Ronald Reagan, and only a quick-thinking doc saved him, not his "teflon."



Tennessee, Andy Jackson, that exemplar of love for his fellow man ("...the only good Indians..."), was railing against the evils of Easterners, particularly bankers. And in

growing company he might, for the center of population had radically shifted from the seaboard plain. The inhabited area of the country settled between 1609 and 1790 had more than doubled westward by 1820, and now confronted the "Father of Waters."



Fording the Mississippi, especially at the confluence of the mighty Missouri, "Cross the wii-ii-ide Missoo-oo-reeee" as the folk song goes, made St. Louis the Gateway to the West.

The Mississippi frontier south, up through the Red River, and centrally, via the Missouri, began the 1820s expansion into the Greatest, most productive, Plains in the world. However, according to some, all at the continuing cost of thievery and guile, if you consider its natural inhabitants that is. But, many figured then, and now, what is that when it comes to the Lord's Own manifest destiny?

*Part 2 next issue*



One of several area stamp show(?) lithographs of Cantonment Gibson, Arkansas Territory letters. This one is from a Frontier soldier, dated November 1, 1828. It informs Washington of his ailing liver, and requests a six month furlough. The letter admits that the fort is basically established by this date.

Sir. *Cant Gibson A.T.*  
1<sup>st</sup> Novr 1828.

The influence of this Climate has so much impaired the State of my Health during the last Year, that a temporary Removal to a more Northern position is indispensably necessary for its restoration — My liver has been for a

Considerable

and as

North in the

best Case

action, I

the Dept.

6 months,

at this of

as the Ca

4, Corporal

Subject my

often told me

I should

the favor

Sir.

Cant Gibson A.T

1st Novr 1828.

The influence of this Climate has so much impaired the State of my Health during the last Year, that a temporary Removal to a more Northern position is indispensably necessary for its restoration-- My liver has been for a considerable length of time, very much inflamed and as I have been Recommended to visit the North in the Course of the ensuing Year, as the Means best calculated to produce a Salutary Change in its action, I will be very thankful if the Interests of the Dept will admit of my being furloughed for 6 months, Commencing on the on1st April Next.

The duties Connected with my office at this Post, will be very limited in the Next Year as the Cant is now very nearly as Complete as it is proposed to Make it, and if in Your view of the Subject my absence for a Short period will not be attended with injury to the Service in this Quarter, I Should be much pleased to receive from You the favor Now Solicited---

I have the Honor to be sir

very respectfully

Your obt Servt

To/

Brigr Genl Th. S. Jessup

Qrmr General

Washington City

G L Dawson

Apt Qrmr

U.S.A

H/ Brig Genl Th. S. Jessup  
Qrmr General  
Washington City

I have the Honor to be sir  
very respectfully

Your obt Servt.

G L Dawson  
Apt Qrmr  
U.S.A

rec Decr 16. 1828.



## Domestic United States Military Facilities of the First World War (1917-1919)

### New York State



Robert D. Swanson  
P. O. Box 387  
Bay City, MI 48707

**Part II**  
(Continued from Vol. 27, No. 6)



## Mills, Camp Albert L.

Source Page: 753

Open: 5/1/18 Closed: 3/31/20 Personnel: 31,398

This large camp was initially established to house the 41st and 42nd Divisions (National Guard). After November, 1917, it was ordered abandoned. However, the camp was reestablished 4/4/18 as an embarkation/debarkation camp for the movement of large numbers of troops through the Port of New York.

*Postmarks on Postcards* lists the Mills Branch of Hempstead as being established 6/20/17 and discontinued 10/15/19. Postal history material from this camp is plentiful. Many of the cards or letters contain poignant "last" messages from soldiers going overseas and, later, high-spirited messages from soldiers returning after the Armistice.

This camp used an American flag machine, type A-38, EKU 4/23/18 (possible 12/4/17), LKU 9/5/19. During the National Guard period, soldier's mail is seen with the Hempstead, New York, main Post Office's Columbia machine. Military mail has been seen cancelled by this Columbia machine after the American machine was in full use. Still other mail has been seen cancelled by the main Hempstead P.O. Universal machine. I have seen only one handstamp with "Mills Branch" in the dial.

Note that the Army *Order of Battle* lists an Embarkation Hospital at Camp Mills (reference page 771). It is assumed that this hospital, located inside Camp Mills, probably used the Mills Branch for its mail. However, I have not seen this facility used as a Camp Mills return address. See also the Base Hospital listing.

In addition, note that the *Order of Battle* lists the General Depot, Purchase and Storage Services at Camp Mills (reference page 772). This Quartermaster facility was also inside the Camp, and probably used the Mills Branch for its mail. However, I have not seen this facility used as a Camp Mills return address.

## Mitchel Field

Source Page: 758

*The Postal History of the AEF*, Appendix 3

indicates a "Mitchell Field" with mail handled through the Hempstead, New York, Post Office. Note the different spelling from the Army *Order of Battle* listing. I have a postcard sent by a soldier of the 827th Aero Squadron, located at "Field #2". This was the original name for this flying field. The postcard bears the Columbia machine cancel of Hempstead.

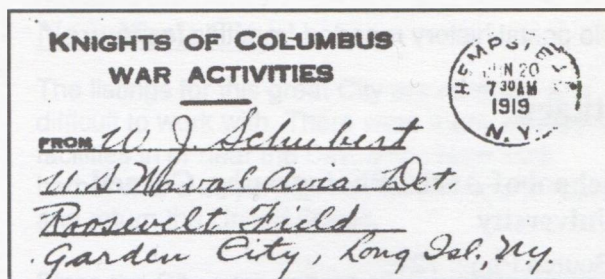
## Roosevelt Field

Source Page: 786, M73

This flying field was adjacent to Hazelhurst Field, and was used for advanced flying by the Army. *The United States Marine Corps in the World War* mentions that there was a Marine Air detachment training at this field. *Naval Aviation in World War I* notes that on 10/17/17, the Marine Aeronautic Company at Philadelphia was divided up, and the First Aviation Squadron was transferred to the "Army field at Mineola, Long Island, for training in landplanes." Combining these two references points to this field as the training location for the Marine group.

In addition, I have a cover showing the Hempstead main P.O. Universal machine (6/20/19) with the return address of the "Naval Aviation Detachment". From the letter's contents, it appears that this group of sailors had previously trained in Akron, Ohio, at the Goodyear facility (lighter-than-air).

No other postal history has been reported from this field during the training period before the Armistice.



Return address of Naval Aviation Detachment at Roosevelt Field.



## **Signal**

*Postmarks on Postcards* lists a Signal Branch of Hempstead, established 12/16/17 and discontinued after 1920. It is not clear which of the many aviation facilities were serviced by this branch, nor has any postal history been reported with this branch marking.

## **Iona Island**

### **Military Station at**

Source Page: 739  
Open: 1917

The *Order of Battle* states that this station was established to provide shelter for detachments on guard duty in that area, but lists the troops stationed there as members of the Coast Artillery. More often, these groups were members of the U.S. Guards.

No postal history reported from this facility.

### **Naval Ammunition Depot**

Source Page: N280, M19

The Navy book *Activities of the Bureau of Yards and Docks* lists this facility as being nine miles south of West Point on the west bank of the Hudson River.

*The United States Marine Corps in the World War* lists a Marine detachment at the "Naval Magazine" at Iona Island. It is assumed that this was the same as the "Naval Ammunition Depot".

No postal history reported from this facility.

## **Ithaca**

### **School of Aerial Photography, Cornell University**

Source Page: 721

No postal history reported from this facility.

### **School of Military Aeronautics, Cornell University**

Source Page: 722  
Personnel: 1,000

This school was a 12-week ground school.

No postal history reported from this facility.

### **School of Military Roentgenology, Cornell University**

Source Page: 722

The modern term for this medical activity is Radiology or the use of X-rays.

No postal history reported from this facility.

### **Signal Corps Training, Cornell University**

Source Page: 479,722

This was a Radio Communications Course only, and not a full Radio School.

*Postmarks on Postcards* lists a Signal Branch of Ithaca, New York, established 7/1/18 and discontinued 11/27/18.

No postal history has been reported from this facility, nor from this post office branch.

## **Kingston**

### **Greenkill, Camp**

*The Postal History of the AEF*, Appendix 3, lists this camp, as serviced by the Kingston P.O. There is no reference to this camp in the *Order of Battle* and lacking any other information, it must be assumed that this was a New York National Guard camp.

No postal history reported from this facility.

## **Lafayette, Fort**

### **Naval Ammunition Depot**

Source Pages: N280 and M19

The Navy material lists this as a minor depot, located in New York harbor. *The United States Marine Corps in the World War* calls this the "Naval Magazine", and indicates a Marine detachment at this site. No other information is available.

No postal history reported from this facility.



## Long Beach

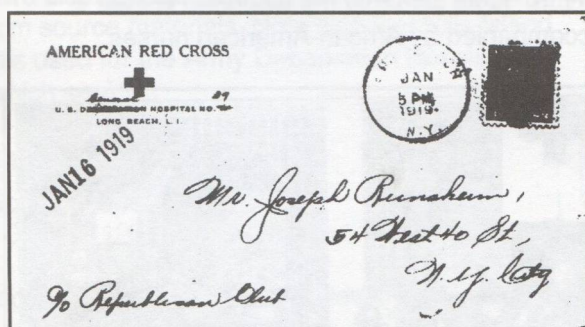
### **Debarkation Hospital #4**

Source Page: 769, 773

Closed: 4/30/19

This hospital was located in the Nassau Hotel at Long Beach. During its period of operation, it was actually used only as a general hospital, and not as a debarkation hospital. Its later designation was General Hospital #39.

The following illustration is of a cover of mine from this hospital. Note that the pre-printed Red Cross cornercard has been altered by the sender in ink, from the original "Debarkation Hospital No. 4" to "General Hospital No. 39".



Cover from General Hospital #39,  
Long Beach, Long Island, New York

### **General Hospital #39**

See Debarkation Hospital #4

## Long Island City

### **Yaphank Military Branch**

*The Postal History of the AEF*, Appendix 2, lists the Yaphank Military Branch of Long Island City as being established 7/16/17 and discontinued 7/18/17. See also Brooklyn, New York. There is a Yaphank Military Branch listed for this city, established 7/18/17 and discontinued 7/21/17. Finally, see also Yaphank. *Postmarks on Postcards* states that this branch was rescinded and changed to Upton Branch of Brooklyn.

No postal history reported from this facility.

## Mastic

### **Naval Air Patrol Station**

*United States Navy and Marine Corps Bases, Domestic* lists this air patrol station. This air station is not mentioned in any other source material.

No postal history reported from this facility.

## Montauk

### **Naval Air Patrol Station**

Source Page: N396

Construction started: 6/14/17

Commissioned: August 1917

No postal history reported from this facility.

## New Rochelle

### **Slocum, Fort**

Source Page: 790

This large recruit depot was located on David's Island. *Postmarks on Postcards* lists the Fort Slocum Branch as being established before 1916 and discontinued after 1920. Actual troop counts are hard to find.

This facility used the American flag machine A-38 (EKU 6/21/17, LKU 4/22/22), and postal history material is plentiful. Also, I have seen examples of a duplex hand cancel for this branch.

## New York City

The listings for this great City are complex and difficult to work with. There were many military facilities in or near the City, since New York harbor was a major gateway for soldiers to leave and return the United States.

Since the City encompassed boroughs such as Brooklyn, it will be useful for the reader to refer to these other localities, when seeking a specific facility. For instance, the New York Navy Yard was actually in Brooklyn (which see). I have also broken out separate headings for Governors Island (which see) and Staten Island (which see).



**Army Building**

Source Page: 765

Located at 39 Whitehall St. Housed several offices.

No postal history reported from this facility.

**Assistant Paymaster Office**

Source Page: M85

*The United States Marine Corps in the World War* indicates that there was a Marine detachment at this facility. It is possible that this was the Navy Paymaster, located in the Navy Yard in Brooklyn, but no additional information is available to confirm this conjecture.

No postal history reported from this facility.

**Auxiliary Hospital #1**

Source Page: 767

This teaching hospital was the Rockefeller Medical Institute.

No postal history reported from this facility.

**Aviation Radio School, Columbia University**

Source Page: 721

Personnel: 300

No postal history reported from this facility.

**Bureau of Aircraft Production District Office**

Source Page: 768

Located in the Abercrombie and Fitch Building, City Investing Building and Grand Central Palace.

No postal history reported from this facility.

**Debarkation Hospital #1**

Source Page: 768

Closed: 6/30/19

The hospital used the existing Ellis Island Immigration facilities.

No Postal History Reported from this Army Facility, but a Navy cover has been seen. See New York, Ellis Island for Navy information.

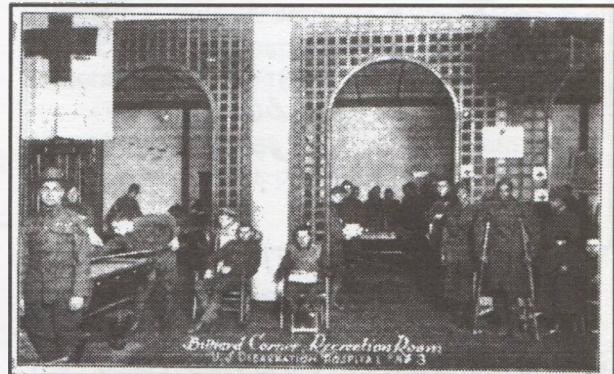
**Debarkation Hospital #3**

Source Page: 769

Closed: 7/1/19

Located in the Greenhut Building, 6th Ave., 18th to 19th Sts.; 30-32 W. 19th St.; and the Trowmart Inn.

While no postal history has been reported from this facility, I do have a picture postcard depicting it's interior (illustrated). The most striking feature of this postcard is that it shows both white and African-American ("colored") soldiers in the same picture. Note also that the wounded soldier is accompanied by African-American nurses.



*Picture postcard of Debarkation Hospital #3  
(showing African-American soldier and nurses)*

**Debarkation Hospital #5**

Source Page: 769

Closed: 6/1/19

Located in Grand Central Palace, Lexington Ave., 46th to 47th St.

No postal history reported from this facility.

**Ellis Island**

Source Page: N59

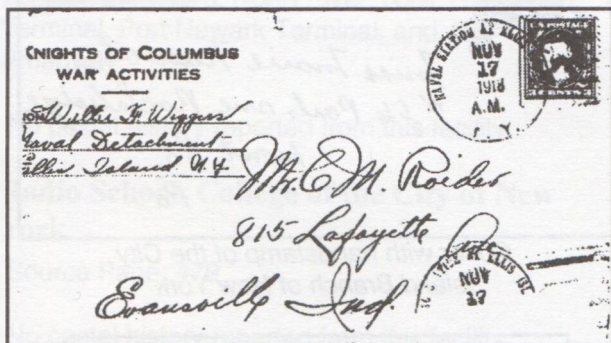
Personnel: 2,000

The Navy housed personnel here as an official part of the U.S. Naval Receiving Ship, New York.

I have seen a photocopy of a cover from the Naval Detachment at Ellis Island. The following



illustration is of this photocopy. The dial of the 4-bar handstamp reads "Naval Station at Ellis Island".



Naval Cover from Ellis Island

I have been told that enemy aliens and deportees were also housed here, but have no confirmation from source materials. Note also that Ellis Island was used for the Army Debarkation Hospital #1 (which see).

### Embarkation Hospital #3

Source Page: 770  
Closed: 1/1/19

Located on Hoffman Island, New York Harbor.

No postal history reported from this facility.

### Embarkation Hospital #4

Source Page: 770  
Closed: 8/15/19

Located in the New York Polyclinic Hospital, 345 W. 50th St.

No postal history reported from this facility.

### Finance Zone 2, Office of

Source Page: 771

No postal history reported from this facility.

### Gas Defense Production Division HQ

Source Page: 771

Located in the Berkely Building.

No postal history reported from this facility.

### General Hospital #1

Source Page: 772  
Closed: 10/1/19

Located in the Columbia War Hospital, Gun Hill Rd. and Bainbridge, Bronx.

No postal history reported from this facility.

### General Supply Depot, Quartermaster Corps

Source Page: 773

Located in the Army Building at 39 Whitehall St.

No postal history reported from this facility.

### General Supply Depot, Signal Corps

Source Page: 773

Located at Fort Wood (which see) and at 129-137 W. 18th St.

No postal history reported from this facility.

### General Supply Ordnance Depot

See Governors Island.

### Governors Island

See separate listing for Governors Island.

### Medical Supply Depot

Source Page: 251

The *Order of Battle* states that this depot was in operation at the beginning of the war.

No postal history reported from this facility.

### Mobilization Bureau

Source Page: M19

The *United States Marine Corps in the World War* indicates that there was a Marine detachment at this facility. No other information is available.

No postal history reported from this facility.



### Naval Hospital, Wards Island

Source Page: N98

Personnel: 1,200

No postal history reported from this facility.

### Naval Training Station

Source Page: N57

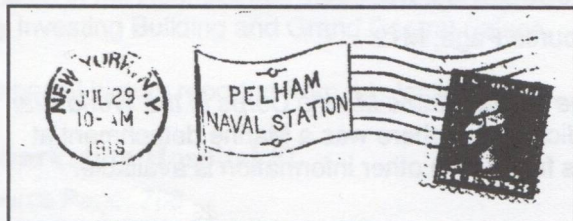
Open: 8/1/17 Personnel: 15,500

This was a large training camp, located in Pelham Bay Park. It was constructed to meet the expanded needs of the Navy Yard, with construction starting in August, 1917. Training started the first week of October, 1917 on a limited basis. The formal commissioning of the Camp was on 11/7/17, with capacity of 5,000. It was immediately determined that the camp needed expansion, and the new facilities were considered ready for occupancy 7/1/18, with a capacity of 8,000 men. This was eventually increased to 15,500. Among the camp's facilities was a detention camp and hospital.

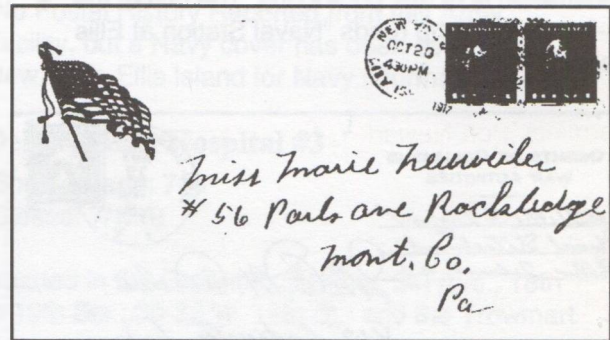
*Postmarks on Postcards* lists the Pelham Naval Station Branch of New York, established 9/15/17, and discontinued 8/30/19.

Considering the size and location of this camp, there is a surprising lack of postal history. This camp used a American flag machine, A-38 (EKU 4/23/18, LKU 3/19/19). Also, I have seen duplex handstamps from this branch used in the summer and fall of 1918.

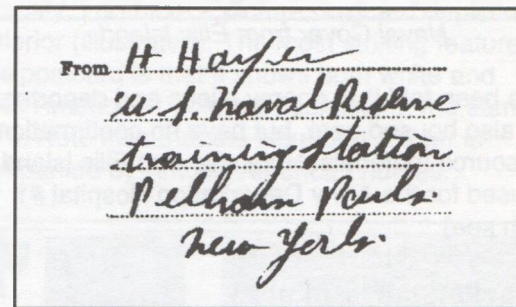
Finally, I have a cover cancelled by the duplex handstamp of the City Island Branch of New York, dated 10/20/17. This is very early in the occupancy of the new camp. The reverse of the cover (also illustrated) shows the return address of the training center at Pelham Park.



*American flag machine cancel of  
Pelham Naval Station Branch*



*Cover with handstamp of the City  
Island Branch of New York*



*Return address from back of  
City Island Branch cover*

### Navy Yard

Source Page: M19

*The United States Marine Corps in the World War* indicates that there was a Marine detachment at the Navy Yard. It is assumed that this was at the Brooklyn facilities. However, no additional information is available. See also: Brooklyn.

No postal history reported from this facility.

### Navy Yard

Source Page: N143

The New York Navy Yard was primarily located in Brooklyn (which see).

No postal history reported from this facility.

### New York Ordnance District, Office of

Source Page: 773

No postal history reported from this facility.



**Port Medical Supply Depot**

Source Page: 774

Located at Pier 45, North River, New York, Bush Terminal, Port Newark Terminal, and 45 Broadway.

No postal history reported from this facility.

**Radio School, College of the City of New York**

Source Page: 479

No postal history reported from this facility.

**Radio School, Columbia University**

Source Page: 479

No postal history reported from this facility.

**Radio School, New York University**

Source Page: 479

No postal history reported from this facility.

**School of Explosives, Columbia University**

Source Page: 721

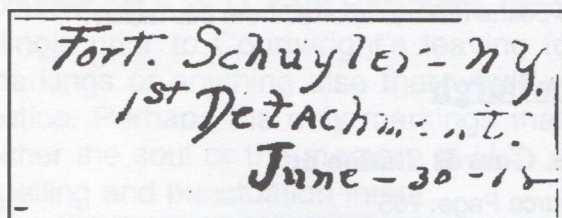
No postal history reported from this facility.

**Schuyler, Fort**

Source Page: 789

Station of the Coast Defenses of Eastern New York. *Postmarks on Postcards* lists the Fort Schuyler Branch as being established 6/10/18, and discontinued after 1920.

I have a picture postcard showing the return address of this fort (illustrated). The postmark on the card is unclear, but may be New York, Westche[letters missing] Branch, dated 7/1/18.



Return address of Fort Schuyler

**Signal Corps Communication Course, Columbia University**

Source Page: 721

No postal history reported from this facility.

**Signal Corps School of Photography, Columbia University**

Source Page: 721

Personnel: 200

No postal history reported from this facility.

**Third Naval District Base**

Source Page: M19

*The United States Marine Corps in the World War* mentions that there was a Marine detachment at this facility. No other information is available.

No postal history reported from this facility.

**U.S. Naval Camp San Diego**

*Postmarks on Postcards* lists this as a branch of the New York post office. No postal history has been seen with this marking, nor has any been seen with a U.S. Naval Camp, San Diego (which see) marking.

**U.S. Naval Training Center, Hampton Roads**

*Postmarks on Postcards* lists this as a branch of the New York post office. No postal history has been seen with this marking. However, there is a body of material seen from Hampton Roads and its adjoining Navy facilities.

**U.S. Naval Training Station San Francisco**

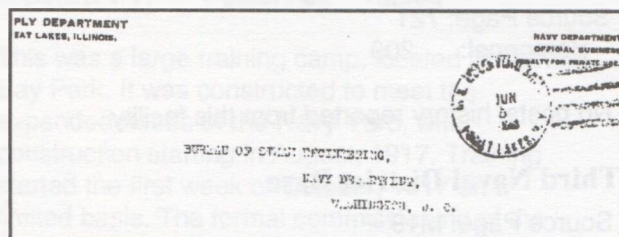
*Postmarks on Postcards* lists this as a branch of the New York post office. No postal history has been seen with this marking, nor has any been seen with a San Francisco U.S. Naval Training Station marking.

**U.S. Receiving Ship Great Lakes**

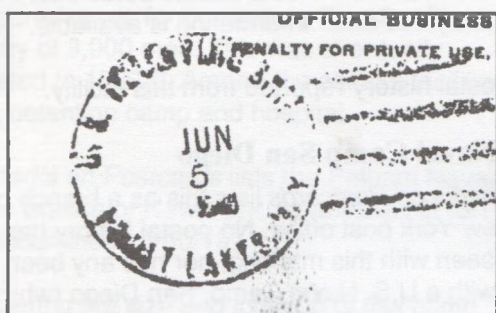
*Postmarks on Postcards* lists this as a branch of the New York post office. There is a large body of material cancelled at Great Lakes, Illinois Naval Training Facility. It would seem odd that the facility in Illinois would use a New York address.



However, I have seen a photocopy of a cover with a 4-bar handstamp containing this notation. The cover originated at Great Lakes in Illinois. It must be assumed that the Illinois facility had at one time, a postmarking device with the New York designation in it. The following illustrations are of this photocopy of the cover and its handstamp.



*Entire legal-sized cover with "U.S. Receiving Ship, Great Lakes, N. Y." Handstamp*



*Handstamp of "U.S. Receiving Ship, Great Lakes, N. Y."*

### **U.S. Receiving Ship San Francisco**

*Postmarks on Postcards* lists this as a branch of the New York post office. No postal history has been seen with this marking, nor has any been seen with a San Francisco Receiving Ship marking.

### **U.S.S. Granite State**

Source Page: N52

Personnel: 400

This ship was moored at 96th Street Manhattan, and served as a Naval Training Station. It was part of the overflow from the Brooklyn Navy Yard facilities.

No postal history reported from this facility.

### **Wissahican Barracks**

*Postmarks on Postcards* and *The Postal History*

of the AEF, Appendix 2, list this branch of New York post office for Wissahican Barracks. The Navy facility was actually located at Cape May, New Jersey. The *Postmarks on Postcards* listing shows this branch as being established 3/1/18 and discontinued 11/15/19.

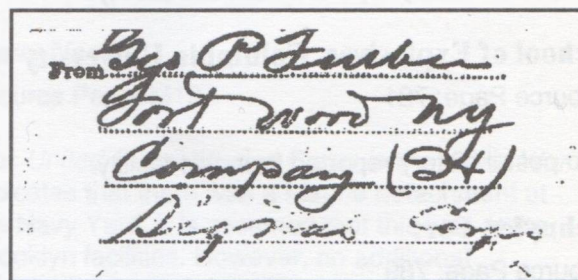
While postal history has been seen from Cape May, no evidence has been seen of this Post Office branch use. In addition, covers have been seen addressed to Wissahican Barracks, Cape May, and not to New York.

### **Wood, Fort**

Source Page: 807

There was a Signal Corps General Supply Depot located here. Part of the fortifications of this facility were torn down to permit erection of the structure housing the Statue of Liberty

I have a cover showing the return address of Fort Wood (illustrated). This return address includes the words "Signal Corps".



*Return address of Fort Wood*

### **Zone Supply Office**

Source Page: 774

No postal history reported from this facility.

### **Zone Transportation Office**

Source Page: 774

No postal history reported from this facility.

### **Newburgh**

### **U.S. Guards Station at**

Source Page: 765

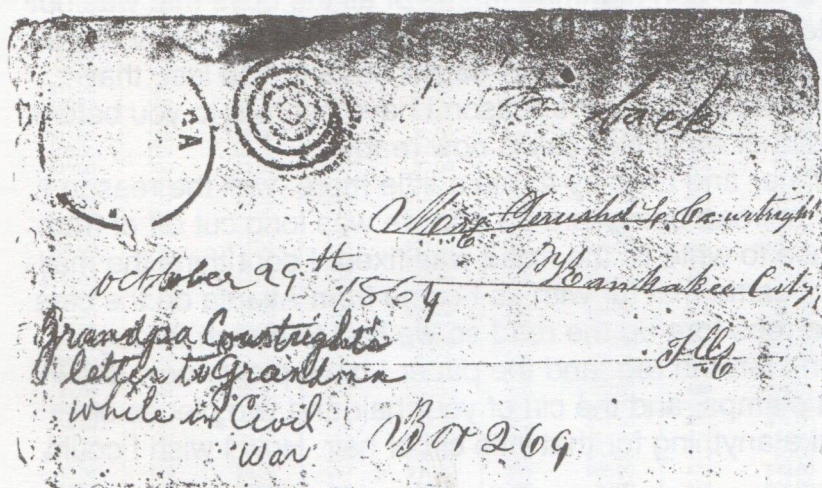
No postal history reported from this facility.

**To be Continued**



## An Ordinary Man, An Ordinary Letter... Extraordinary Times.

By Robert G. Munshower



Over the years, LaPosta has printed copies of many of the letters or enclosures that were contained in covers outlined in the same articles. Many of those letters had historical value and shed additional light or provided insight into events, either historical or postal, that had transpired. Detailed here is another type of letter, one that sheds light on the all too human thoughts of a civil war soldier caught up in something much larger than the world he knew back in Kankakee City, Illinois. How he attempts to make sense of the events that transpire around him is all too familiar, while at the same time poignant. Here too is a first person look at camp life, the reality of war, and the simple desire to return to a more familiar, less threatening world.

Enclosed with the letter was a photograph of the soldier, Private H. Y. Courtwright, Co. D, 14th Regiment, Illinois Volunteers taken by S. Alschuler of Ottawa, Illinois prior to Courtwright's leaving for battle. The cover itself shows no unusual markings or anything else that would give make a postal historian or collector take notice. Perhaps the only markings that really mattered were left permanently upon either the soul or the memory of H.Y. Courtwright. The letter is transcribed with both spelling and punctuation intact.



Chattanooga Tennessee  
Oct 20th 1864

Dear wife I will try and rite a fue lines to you to let you know whare I be and wheras I got her at this plase yesterday. the reg. is after the rebs sum whar I cant tel whare I left them at on the 16th when they was ready to start. Thad just got to the reg the night before. The(y) was ordered on a force march and I was not a bel to march so fast and so I was send here with a lot of con demmed teams of all the boys that was not a bel to march cam along. Cal Moore Add Shusser and Wm Montey is her, they are all vary well and feel vary well now. I have been quite sick cence I rote to you last, that was be fore we left East Point. I spose you now the reason I have not rote to you before this time if not I will tel you after dinner as dinner call is now ready.

Well now i have had my dinner and I will try to rite a little more. well the reason I have not rote is on a count of the railroad being tore up and we was long cut off of from communication. I now it was no use to write till the rroad was fixed. I dont think the mail has come up from reeacry(?) yet it came that fur with us I came from Atlanta on the cars as far as reeacry(?) so then those rebs tore up the road so we had to march through.

Thanks fore the letter when I left the reg. and the paper I have plenty now and in the other leter was the three cent stamps, and the cirl of your hair and two pieces of your cloth. I tel you I would not take anything for that little cirl of hair. How I wish I could see them little ones.

The boys in the reg was all well when I left them Amos is as fat as pig and he stands it well if he gets 3 or 4 letters in a day. I got mine won was from pa and I got a half pound of tobacco and Amos got the same. Jacob had to give up his team for the orders was to let no more wagons go with the reg. so he burnt up the wagon and let one of the other teams have a mule and he got a saddle and just rode the other (mule?).

Old Whood (Confederate General Wood?) is trying to play smug so he can get our hardtack and sow belly but he is getting with the wrong kind to suit him. Old Billy Sherman is close on his heels and knows how to hoop him up. At Altoony (Alatoona?) they lost 22 hundred boys and our 700 ended up hardtack and sow belly. They got in so close to our works that they almost began to think it was all gone up. After that they could see they could not drive our boys out or make them surrender. They tried to burn up all our har... (hardtack) cause they was enow to keep our army for a few days but a rebel Col (Colonel) got within 5 .... of it with a fier brand in his hand to set it all a going and thar was a niger behind sum boxes an seen him comin and he shot killing him on the spot. I can see his grave. I say hurah for the nig. I dont think they will let me go home to vote for good Old Abe but I hope thar is anowther alectan.

When ever the rebs makes a charge at us on our boys they yell a cheer for George B MClelon and that makes our boys mad.

I will close this now as the mail is going and it goes out at night now and I want to senf it. I will rite again if nothing happens so eques me this time.

May god bless you now and for ever.

J.B. (Courtright)

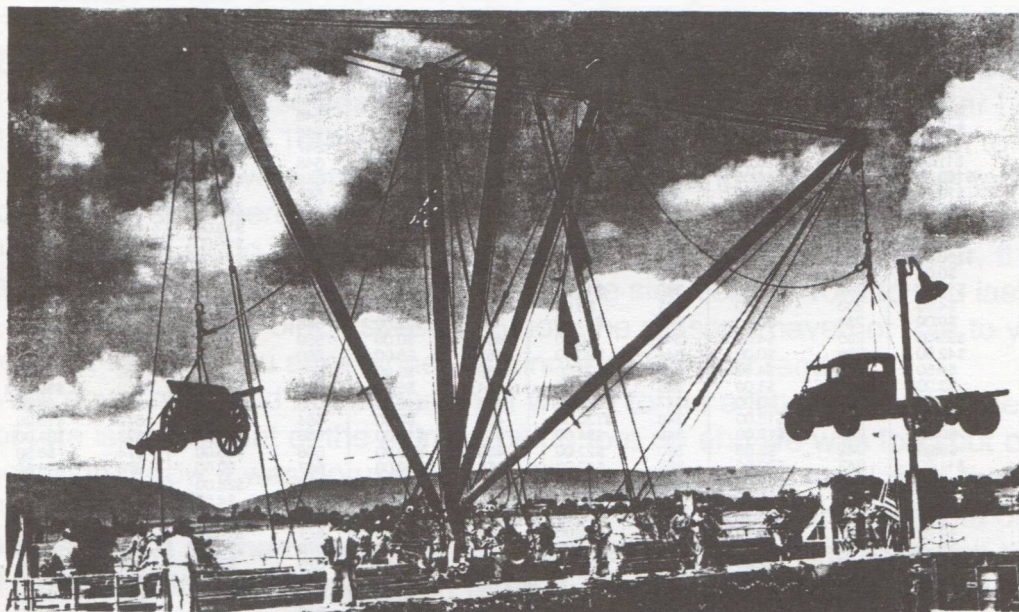
To be Continued



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No. 682-2

A Land Locked Training Ship, Indiantown Gap, Pa.

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

### Part 6 - The Transportation Corps

By Rod Crossley & Richard Helbock

In this chapter we will look at the formation of the Transportation Corps in 1942, and the domestic bases which trained and housed it's personnel. This was to be the last major service command to be formed during the war.

### Transportation Corps

Prior to World War I the Quartermaster General was responsible for the transportation of the US Army around the world. During the first World War, the requirements placed on the Quartermaster were so great that the War Department assumed responsibility for its transportation functions. An effort was made after the war to form a transportation corp within the War Department to handle these functions but congress would not approve such change.

As World War II approached, the responsibility for transportation of the army was still handled by the Quartermaster Corps through its rail, motor and water divisions. In addition, the G-4 branch of the

War Department also had a Transportation Branch. During the Army reorganization in March 1942, a new Service of Supply, (renamed the Army Service Forces a year later) including a Transportation Service, was formed. The new service took over the Quartermaster rail and sea functions plus the War Department responsibility. Air transportation was assigned to the Army Air Force. All new transportation duties were transferred to the new Transportation Corp when it was formed on July 31, 1942. The lateness of this formation would cause the Corps problems over the next 24 months as it established its function and command structure while under great expansion pressure.

### The Army's "Navy"

When the Transportation Corps was formed it accepted responsibility from the Quartermaster Corps for its naval program. The history of the US Army's "navy" goes back to soon after the Spanish American War. As the army moved around the world, it became the responsibility of the Quartermaster Corps to supply the outposts. In late 1938 the army sea-going fleet had been reduced to just 6 ships plus support vessels. As the Second World



War approached, a number of new ships were rushed into production.

The Army historically used its vessels to transport personnel and supplies while the Navy used its ships for combat. In 1942, when this operation was transferred to the new Transportation Corps, there was much political maneuvering on the part of the Navy to take over the operation. A shortage of naval personnel prevented this from taking place.

The Transportation Corps controlled 127,793 pieces of floating equipment during World War II that were identified by name or number. Of this total only 1,665 were sea going vessels over 1000 ton. The Army owned some of these, others were under charter, while the rest were allotted by the War Shipping Administration. These seagoing vessels were designated by the army as US Army Transport (USAT) and then their name.

Who used this floating equipment? Prior to the war, it was the Quartermaster, Engineers and the Coast Artillery. During the war, add to these branches the Transportation, Air Force and Signal.

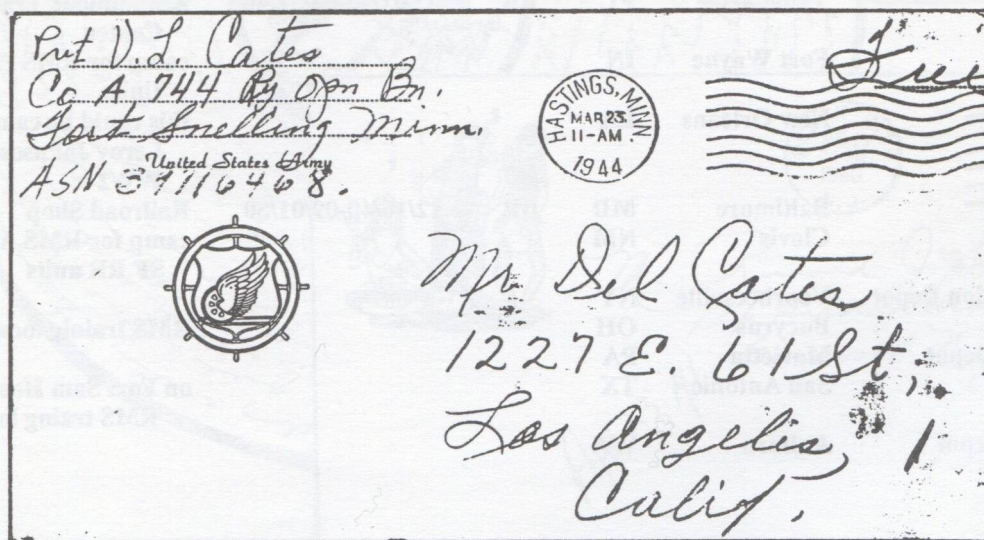
## Railways

In September of 1942 the Corps of Engineers transferred control of its Military Railway Service to the Transportation Corps. This organization began during the Civil War. President Lincoln seized the northern railroads soon after Fort Sumter, and in February 1862 formed the Military Railway Service

to operate them. The next war to use railroad operations was World War I. During this war the Corp of Engineers formed several regiments to handle railroad operations. Several of these regiments served in France with some of the light railway units operating on and near the battlefield.

During the period between wars, the Chief of Engineers formed several reserve railway units. Each of these units, termed Military Railway Service (MRS) units, was sponsored by one of the private railroad companies scattered across the United States. The theory behind this sponsorship was that the units' officers and key enlisted personal would be recruited from, and trained on, the railroad. In time of war, the remaining troops needed by the unit would come from the national draft.

At the moment the Japanese attacked Pearl Harbor, there was only one MRS unit on active duty. It had been formed in 1941 as a training unit. The first Military Railway reserve units were called to active duty in March 1942. The early training of these units took place at camps along their sponsoring railroads, or at Camp Claiborne, Louisiana. From that camp, the MRS had built a 50 mile railroad to Camp Polk, Louisiana in early '42 to be used for training. As the war progressed, all units were given basic training at Camp Plauche', Louisiana. When this facility became saturated, the over flow RMS units were trained at Camp Cushing, Texas. In late 1944 the formation and basic training of new railroad units was moved to Fort Francis Warren in Wyoming. After a unit finished its basic training, it was



*This free franked cover from Fort Snelling, Minnesota displays a return address of a soldier in the 744th Railway Operations Battalion.*

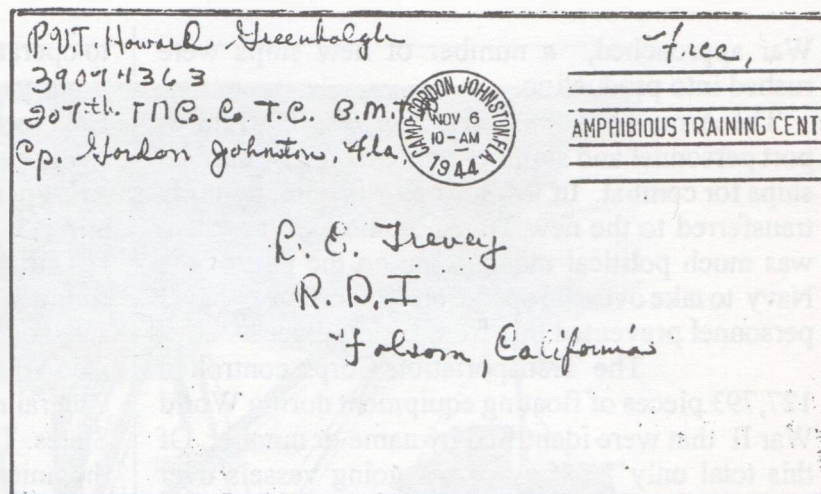


sent to the Claiborne and Polk Military Railroads, or to a sponsoring railroad for final training prior to being sent overseas.

## Ports

When the Corps was formed, it became responsible for the training of the Army port units. These units were designed to handle military cargo and to operate foreign ports as necessary. Training of these units at first was conducted at various Ports of Embarkation (POE), but was moved to Indiantown Gap Military Reservation, Pennsylvania. There the units conducted their basic training. They then moved to a POE for final training prior to overseas shipment. Several of these units, when assigned to the Transportation Corps were en route or already overseas.

As the Corps expanded, it became responsible for small harbor craft units and amphibian truck companies. Training of these units began at Charleston Port of Embarkation, but was soon moved to the



*A free franked cover from the Amphibious Training Center at Camp Gordon Johnston, Florida.*

Amphibious Training Center in Tallahassee, Florida. In March of 1943 the Center was renamed Camp Gordon Johnson. The basic training for these units, plus other transportation units, was conducted at Camp Plauche'. Officers training, for all but marine officers, was also done at Plauche'. Marine officers training, for both ship and harbor craft, was conducted at St. Petersburg, Florida.

## DOMESTIC MILITARY POSTS OF THE TRANSPORTATION CORPS

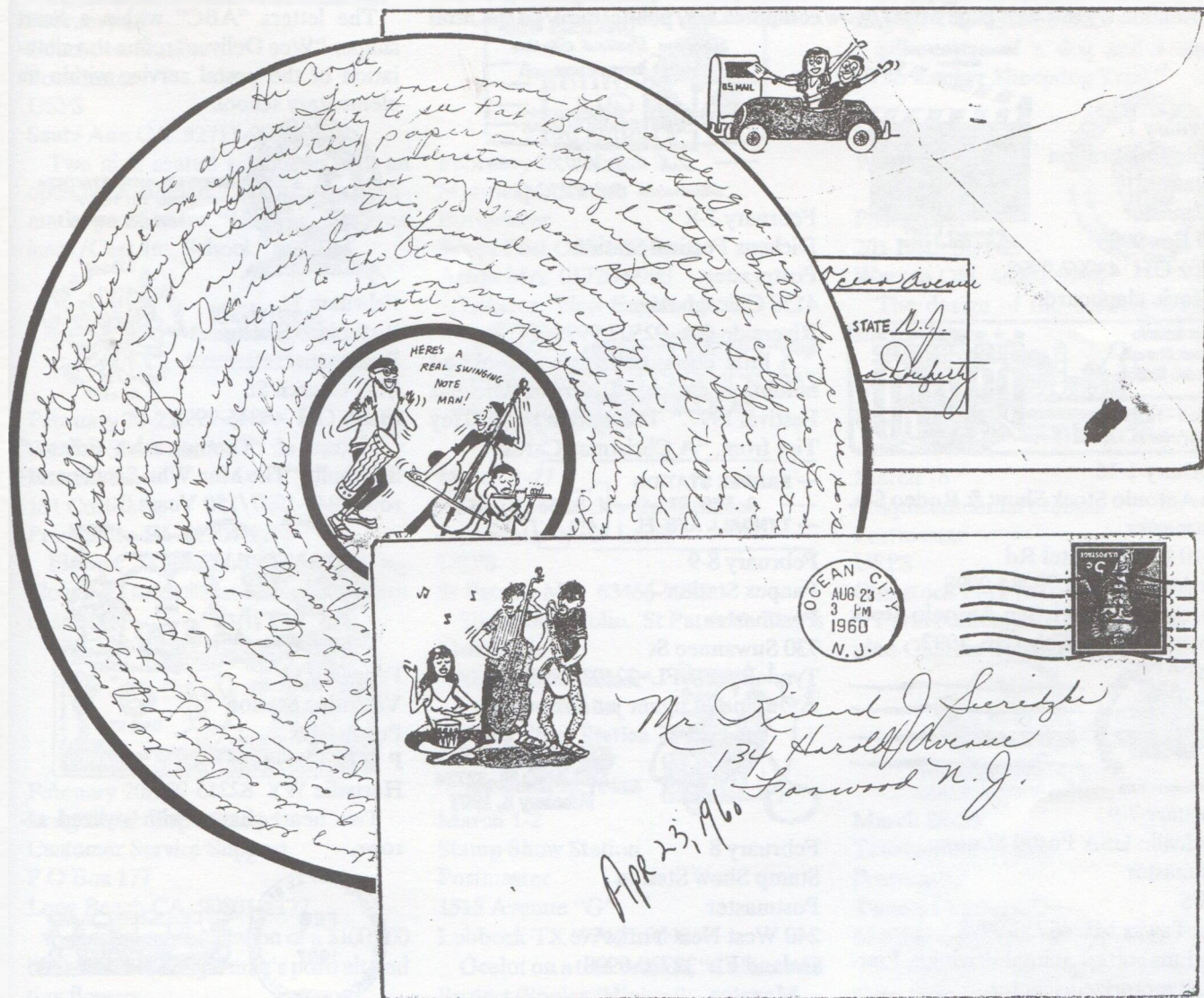
Name	Post Office	ST	PO UNIT	Dates	Notes
Montgomery Transportation Depot	Montgomery	AL			
Lathrop Transportation Depot	Lathrop	CA			
Yermo Transportation Depot	Yermo	CA			
Amphibious Training Center	Tallahassee	FL	BR	10/16/42-03/01/43	to Camp Johnson
Camp Gordon Johnson	Tallahassee	FL	BR	03/01/43-03/31/46	Amphibious Training Center
Camp Thomas A. Scott	Fort Wayne	IN			camp for RMS PRR Units
Camp Plauche'	New Orleans	LA			this could be camp Leroy Johnson after WW2
Camp Holabird	Baltimore	MD	BR	12/16/40-09/01/50	Railroad Shop
Camp William Reed	Clovis	NM			camp for RMS AT&SF RR units
Voorheesville Transportation Depot	Voorheesville	NY			
Camp Millard	Bucyrus	OH			RMS trainig location
Marietta Transportation Depot	Marietta	PA			
Camp Cushing	San Antonio	TX			on Fort Sam Houston
Auburn Transportation Depot	Auburn	WA			RMS traing location



## It's Like Postal....Man!

By Robert G. (far out, like neptune... Man!) Munshower

One of the least studied (and deservedly so) aspects of postal history is that of "beat" or "beatnik" postal history. As rare and as elusive as a "beat" without his copy of either **HOWL** by Ginsberg or **Ulysses** by Joyce are the covers of that subculture. Even so, as can be seen here, one inventive manufacturer printed what was an attempt to capitalize on the popular stereotypes generated in response to "beat" culture. In all reality, a true "beat" would reject and never consider using anything that even remotely resembles what appears on this page although a Maynard G. Krebs beatnik of the type seen on the "**DOBIE GILLIS SHOW**" might. Of note is the fact that the "rebel" who sent the cover may have put the 5 cent Monroe upside down as way to lash back at a cruel, uncaring, as well as materialistic, society. So while all you cool cats react to the vibes from this article, I think i'll pour a couple of glasses of cold "trash" for me and my "kitten" while we listen to some "far out" Thelonias T. Monk sounds or read a few lines from Ferlinghetti's **A CONEY ISLAND OF THE MIND**. Dig?





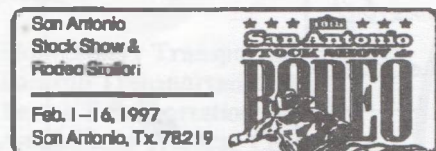
# PICTORIAL POSTMARKS

In this feature we give you a sampling of those pictorial postmarks used by the United States Postal Service that are available during a two-month period. There is a 30-day grace period. If your request is postmarked up to 30 days after the date of the postmark that you are requesting, you are entitled to obtain it. Since this listing includes information on some postmarks that have already been used, you will have to act fast to get them.

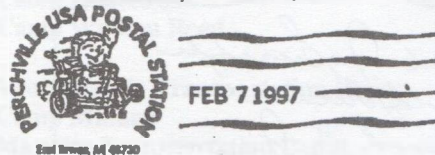
Be sure that the piece you submit has first class postage - post cards are acceptable. You may have the pieces you are submitting sent to you unenclosed but then it must be addressed. If you do this and you are having it sent to another country then your piece must have the necessary postage to reach that country. You may also enclose a self-addressed stamped envelope so your piece may be returned under cover. If you do that then your piece may be unaddressed.

As there are about 2500 to 3000 of these in any one year, space and time considerations preclude providing you with anything approaching completeness. For that you would have to subscribe to one of the weekly stamp newspapers or, the best source, The Postmark Advisory, a weekly newsletter devoted to just this subject. In any one year it usually has information on over 100 cancels not available elsewhere. And it is extensively illustrated. Within the US rates are: 3-months \$13.00; 6-months \$22.00; and one year \$40.00. Write to: General Image, Inc; P O Box 335; Maplewood NJ 07040. Its editor provides this column. For more information try this web page <http://www.computek.net/public/mml/pa/pa.html>

February 1  
Gable Celebration  
Station  
Postmaster  
P O Box 9998  
Cadiz OH 43907-9998  
Movie clapboard.



February 1-16  
San Antonio Stock Show & Rodeo Sta.  
Postmaster  
10410 Perrin Beitel Rd  
San Antonio TX 78284-9998  
A cowboy, "48th San Antonio Stock Show & Rodeo/Feb 1-16, 1997.



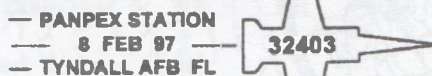
February 7-9  
Perchville USA Postal Station  
Postmaster  
USPS  
East Tawas MI 48730-9998

A humanized animal driving a four-wheel motorized scooter.

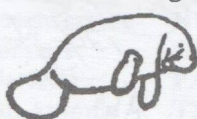


February 7-8  
Dickens Festival Station  
Postmaster  
4150 Chicago Ave  
Riverside CA 92507-9998

A little boy is sitting on a stool and holding a crutch. "Riverside Dickens Festival 1997." I think that this is Tiny Tim from, "A Christmas Carol."



February 8-9  
Panpex Station  
Postmaster  
730 Suwannee St  
Tyndall AFB FL 32403-9998  
Outline of fighter jet aircraft.

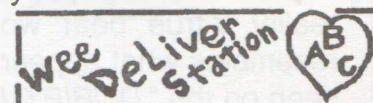


February 8  
Stamp Show Station  
Postmaster  
240 West New York Ave  
Deland FL 32720-9998  
Manatee.

STAMP SHOW STA.  
DELAND FL 32724  
February 8, 1997



February 9  
Exhibition Station  
Postmaster  
P O Box 9998  
Wisconsin Rapids WI 54494-9998  
Primitive light bulb, "150th Anniversary of Thomas Edison."



February 10  
Wee Deliver Station  
Postmaster  
USPS  
Wedderburn OR 97491-9998

The letters "ABC" within a heart shape. "Wee Deliver" refers to a simulation of the postal service within an elementary school.



BIRTHPLACE STATION  
FEB. 11, 1897  
MILAN OH 44846

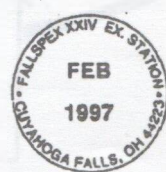
February 11  
Birthplace Station  
Postmaster  
11 E Church St  
Milan OH 44846-9998

Picture of "Thomas Alva Edison," light bulb, "The Man Who Saw Tomorrow/1847-1997/150 Years."



February 14  
Valentine Station  
Postmaster  
P O Box 9998  
Hartville WY 82215-9998

Two heart shapes with stylized arrows.





February 15-16

Fallsplex XXIV Exhibition Station

Postmaster

2054 Second St

Cuyahoga Falls OH 44221-9998

Steam locomotive.



February

15-16

Stamp Show

Station

STAMP SHOW STATION  
FEB. 15, 1997  
KENOSHA, WI 53141

Postmaster

P O Box 9998

Kenosha WI 53141-9998

Rural mail box, "US."



February 18

Education Station

Postmaster

USPS

Santa Ana CA 92711-9998

Two girls seated at a table with an open book labeled, "Math," two arithmetic problems, "Helping Children learn/Carr Int. School."



Rhode Island  
Spring Flower & Garden Show  
CARRINGTON STATION, PROVIDENCE, RI 02909

February 20-23

Garden Show Station

Postmaster

181 Corliss St

Providence RI 02904-9998

Flower, "The Rhode Island Spring Flower & Garden Show/the first breath of spring."



February 20-23

Long Beach Expo Station

Customer Service Support

P O Box 177

Long Beach CA 90801-0177

A fanciful representation of a \$100,000 bank note showing a man's portrait and tiny flowers.

February 22

Anniversary

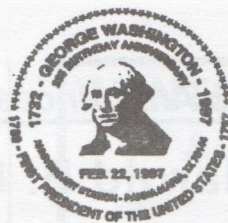
Station

Postmaster

Highway 81

Panna Maria TX 78144-9998

Picture of "George Washington/265 Birthday Anniversary/1732-1997/First President of the United States/1789-1797." BLUE & GOLD STATION



February 24

Blue &amp; Gold

Station

WARREN OH 44482

Postmaster 24 FEBRUARY 1997

201 High St, NE

Warren OH 44481-9998

Six boys (cub scouts) are in a circle saluting a draped flag.



NEW ENGLAND

FEBRUARY 28, 1997

METROEXPO STATION  
NATICK MA 01760

February 28 - March 2

Metroexpo Station

Postmaster

Seven Post Office Square

Acton MA 01720-9998

Lobster, "New England."



March 1-17

Happy St Patrick's Day Station

Postmaster Mike Lewis

USPS

St Patrick MO 63466-9998

Shamrock, violin. St Patrick's Day is March 17.

"Collect and Protect"

Soplex/Hiplax

Stamp Show Station

March 1, 1997

Lubbock, TX 79423



March 1-2

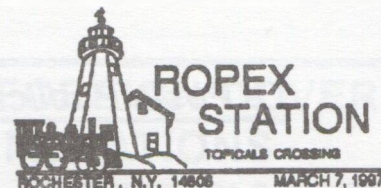
Stamp Show Station

Postmaster

1515 Avenue "G"

Lubbock TX 79402-9998

Ocelot on a tree branch, "Collect and Protect/Soplex/Hiplax."



March 7-9

Ropex Station

Postmaster

735 Mount Read Blvd

Rochester NY 14606-9998

Lighthouse, small silhouette of steam locomotive reading, "97 Ropex Express/Topicals Crossing."

SHEEPDOG STATION  
ZEPHYR TX 76890

March 8

Sheepdog Station

Postmaster

11680 Highway 84 E

Zephyr TX 76890-9998

Silhouettes of a dog and a sheep, "The Zephyr Sheepdog Trial."

March 15

Warren Stamp

Fun '97 Station

Postmaster

201 High St, NE

Warren OH 44481-9998

The design of the US flag within a shield shape.



March 16

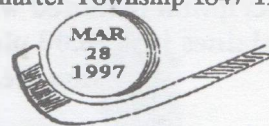
Sesquicentennial Station

Postmaster

USPS

Comstock Park MI 49321-9998

Farm buildings, trees, seedlings, "Alpine Charter Township 1847-1997."

TOURNAMENT STATION  
MARLBOROUGH MA 01752

March 28-29

Tournament Station

Postmaster

Twenty Florence St

Marlborough MA 01752-9998

Hockey stick and puck. For the 21st Canadian National Postal Employees' Hockey Tournament.



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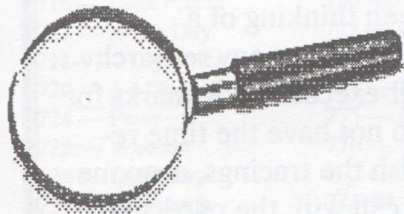
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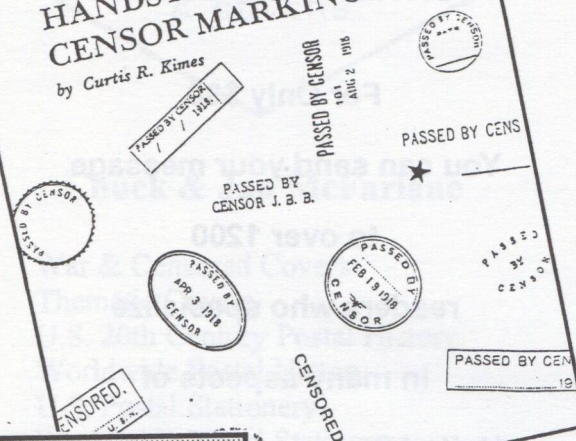
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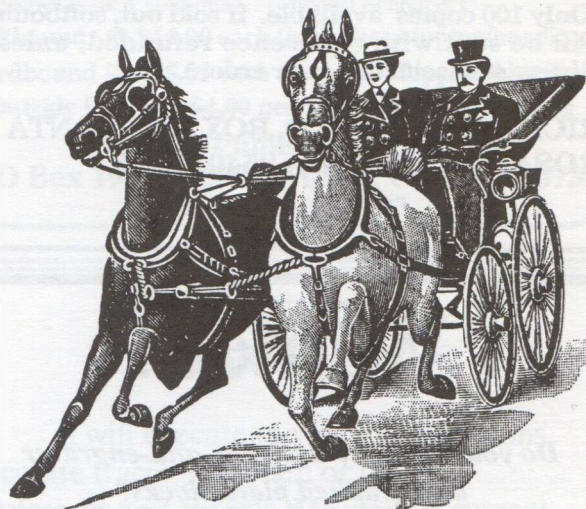
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- 173 LEWISTON & LOMBARD, 1908 VG+ 891-7-D-1 (TR.1) Scarce Montana Rt \$25.00
- 174 MILES CITY & BUTTE, 1917 VG 871-R-2 (TR16) Est \$10.00
- 175 MILES CITY & SPOK E.D., 1914 VG 874-AB-1 (TR.3) Est \$6.00
- 176 (MINI)DOKA & TWIN FALLS (LS), 1906 partial 896-10-E-1 (EAST) also with Clerk stamp "Min. & T Falls Tr.72 Mar.29/6 / Harry A. Howe SUB \$30.00
- 177 PHILA & DARBY, 1898 VG PH-7-a (TR4) on GPC, street car Est \$30.00
- 178 PHILA PA & GERMANTOWN, 1898 G Lite, PH-8-c (TP2) as TRANSIT, O'Strk on cover back. Est \$40.00
- 179 PRESTON & SLAKE CITY, 1908 FINE 973-2-C-1 (TR12) Idaho/Utah E \$25.00



**DOUG DEROST MAIL BID SALE NUMBER 16****RPOs (Cont.)**

180 S.W.B. & ST L. RR, 1878 G+ 807-D-1 on GPC Est \$100.00  
 181 UKIAH & SAN FRAN, 1892 VG 985-R-1 on cover, trim bit @ 1ft E \$35.00  
 182 VALLEY (SPRINGS) & LODI, 1906 UNLISTED ROUTE "SPRINGS" off @ top 40.00  
 183 WASH.D.C. PA. AVE, 1911 VG UNLISTED TYPE (TR. 8), wee bit high Est \$40.00  
 184 WHITHALL & ALDER, 1911 VERY FINE 891.13-A-2 (T499), Montana RPO \$25.00

STANDARD RULES APPLY, Single item bids reduced to estimate.

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

20TH NAVAL POSTAL HISTORY mail auction - 100's of "real mail" covers. Listing for 55 cent SASE. Paper Marche, 1355 Martin Drive, Auburn, CA 95603. [28-1]

### CARDS & COVERS: FOR SALE

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

DAKOTA TERRITORY and South Dakota postal history for sale. Over 100 territories and hundreds of statehood, DPO's. Thomas Hayes, Box 2, Aberdeen, SD 57402. [28-5]

CALIFORNIA POSTAL history for sale: DPOs, RPOs, 4-bars, Doanes, Service, PPIE Slogans, Flags, Military, Oddballs, Picture Postcards. Tom Edison, Box 822, Oakland, CA 94604 [28-4]

COVERS FOR SALE - Arizona, Nevada, Colorado, Utah, Montana on approval. References please. General Want List appreciated. LaMar Peterson, Box 17463, Holiday, UT 84117 [28-4]

PREXIE COLLECTION LIQUIDATION over 400 registered covers, many combinations of stamps, etc. Heavy in western states. Send Wants. LaMar Peterson, Box 17463, Holiday UT 84117 [28-4]

MONTANA (Mostly 4-bars) Collection for sale. Somew territorial items and misc. Loose mint 52 cent stamp for listing. Mario, Box 342, Saskatoon, SASK., Canada S7K 3L3 [28-3]

✓ **CHECKOUT** our Website at <http://www.collectors-mall.com/>

### CARDS & COVERS: FOR SALE

NORTH DAKOTA postal history collection for sale. Territorials, statehoods and DPO's individually priced. Thomas Hayes, P.O. Box 2, Aberdeen, SD 57402-0002. [28-2]

WWII COVERS: Patriotics, some hand painted, APO's, V-Mail, ship cancels, etc. Send postal card for list. Sanford's, Box 50, Bear Creek, NC 27207. [28-2]

### TOWNS: WANTED

ALASKA & YUKON postal history 1867 to 1899 wanted. Also Alaska & Yukon corner cards and advertising wanted pre-1959. Richard Reisinger, 2610 Holgate St., Tacoma, WA 98402 (206) 272-7092. [28-6]

STILL URGENTLY require covers/cards (even photocopies) from Mole Hill, VA; John, KY; X-Ray, NM. John Forster, Rose Cottage, Grandborough, Rugby, Warwickshire, England, CV23 8DQ. [28-2]

ALL STATES, plus RPO's, classic ships, etc. Use my Mail Bid Sales to sell your duplicates and excess material. Write/call for consignment details. Jim Mehrer, 2405 - 30th Street, Rock Island, IL 61201. Phone: (309) 786-6539. E-mail: [mehrer@revealed.net](mailto:mehrer@revealed.net) [28-4]

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

CALIFORNIA - KERN & IMPERIAL County covers and cards. Especially interested in Bakersfield corner cards. Send description or photocopies and prices to John Williams, 887 Litchfield Ave., Sebastopol, CA 95472 [29-6]

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## TOWNS: WANTED

FRESNO, MADERA & TULARE COUNTIES, CA. All towns 1850-1950 on cover, especially DPOs. Top prices paid. Leonard McCabe, 1249 N. Calaveras, Fresno, CA 93728. [28-4]

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. [28-5]

HAWAII, YUKON and ALASKA postal history wanted to 1959. Also buy Hawaiian stamps with town cancels off cover and fancy cancels and fort cancels on 19th century U.S. officials. Steve Sims, 1769 Wickersham Dr., Anchorage, AK 99507 [28-4]

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: PottsPlit@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]

MONTANA - Anyone have an extra cancel of Bowman Lake, Kintla, Paola or Trailcreek? Advise. Milton Sloan, 1013 E. 7th St., Whitefish, MT 59937-2844. [28-2]

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]

NORTH DAKOTA WANTED for personal collection. Territorial to modern also Real Photo cards, towns, depots, machinery in operation, covers with hotel corner cards. Gordon Twedt, Box 280, Maddock, ND 58348 [28-4]

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. [28-4]

## TOWNS: WANTED

WANTED: PHOTOCOPIES of clear postmarks from any of the following 17 post offices no longer active on Vashon-Maury Island, Washington: Aquarium (1892-1914); Camp Sealth (1922-50); Cedarhurst (1912-19); Chautauqua (1888-1912); Colvos (1905-06); Cove (1904-56); Dockton (1903-79 & CPO '79-95); Ellisport (1912-43); Glen Acres (1914-18); Lisabeula (1892-1935); Luseata Beach (1916-22); Magnolia Beach (1908-53); Maury (1888-1908); Portage (1903-68); Quartermaster (1890-94); Raeco (1907-11); Spring Beach (1913-43). I'll pay for photocopies and credit sender in Vashon history *The Past Remembered III*, to be published in 1998. Send copies to Garland B. Norin, 9326 SW Harbor Drive, Vashon, WA 98070. [28-4]

WEST POINT, NEW YORK covers - stampless to WW II - wanted for personal collection. Send on approval or photocopies. Prompt response promised. Richard Helbock, P. O. Box 135, Lake Oswego, OR 97034 [28-4]

## 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

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]

## MISCELLANEOUS: FOR SALE

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## MISCELLANEOUS: WANTED

"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]

SNAKE RIVER of Hells Canyon, Idaho and Oregon; postcards, especially boats, bridges, ferries, post offices, etc. Also most anything in cancels and cachets. Please send photocopies front & back with prices. Thanks! Frank H. Bailey, Fern Hill Sta., Box 12071, Tacoma, WA 98412. [28-2]

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]

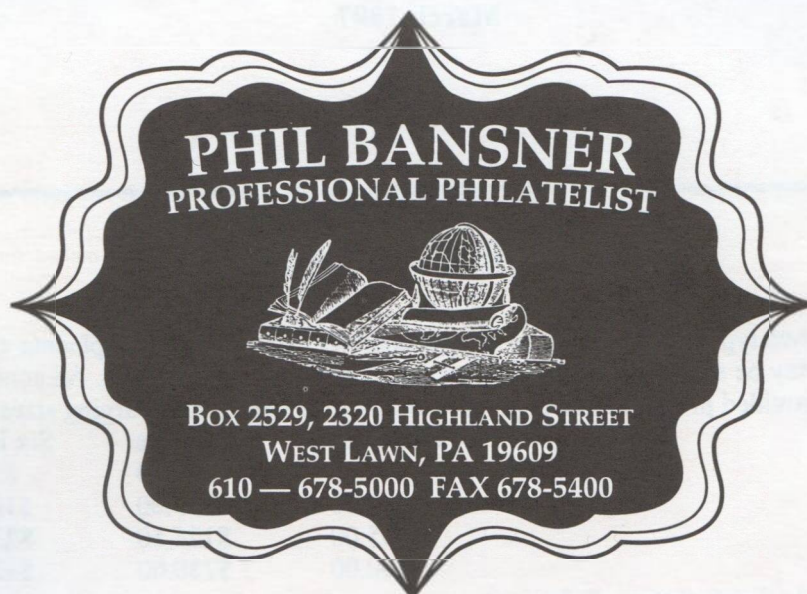
MAIL COVERS - Commercial Only; No First Flights or philatelic - United States to destinations in Europe, Africa, Asia and Oceania dating from before 1938. Also C1-C6 on commercial covers to foreign or domestic addresses. Send priced on approval or photocopies, or request my offer. Richard Helbock, P.O. Box 135, Lake Oswego, OR 97034 [28-6]

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. [28-5]

## FOREIGN: WANTED

DANISH "WILD WILD WEST" Indies postal history (1874-1917). Approvals or photocopies. Prompt response. Ron Trosclair (APS), 1713 Live Oak St., Metairie, LA 70005-1069. PH: (504) 835-9611 [28-3]





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