

LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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COVER: *Our cover this time reproduces an illustration entitled "Delivering Letters" which originally appeared in Harper's New Monthly Magazine in October 1971. We are indebted to James Hale for this reminder of the days when there really was a postal "service" in this country.*

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IN THIS ISSUE:

AMERICA'S MANY WESTS

Part 2

By Tom Clarke 7

"SILENT WITNESS," A FOLLOWUP

By Tom Clarke 16

THREE EARLY WISCONSIN ARMY POSTS

By Michael Dattolico 18

POSTAL ARCHAEOLOGY - DIGGING FOR DOANES, Part II

By Charles Boubelik 21

THE FIRST TRANSMOUNTAIN MAIL ROUTE CONTRACTS, 1850-1862

Part VI - Route 12801, Salt Lake City Utah to San Diego, California, July 1, 1854 to June 30, 1858

By Daniel Y. Meschter..... 33

AN INTERESTING SHIP LETTER

By Robert G. Munshower 49

SHRIVER'S "COUNTY SYSTEM" OF RURAL FREE DELIVERY

By Michael Dattolico 50

DOMESTIC UNITED STATES MILITARY FACILITIES OF THE FIRST WORLD WAR (1917-1919) - NEW YORK STATE

Part III

By Robert D. Swanson 56

POSTAL HISTORY DESCRIPTIVE OF THE PHILADELPHIA CENTENNIAL OF 1876

Part 4

By Gus Spector 65

PICTORIAL POSTMARKS 70

Also Postal History Notes & Reviews

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PUBLISHER'S PAGE

The Sabbatical

Twenty-three years ago I took a sabbatical leave from teaching at New Mexico State, and worked in Islamabad, Pakistan for 18 months. My good friend, Tom Todsen of Las Cruces took over the editing and publishing duties for *La Posta*, and did an excellent job tending the fires in my absence. Ever since that experience, I've been completely sold on the idea of sabbaticals. Unfortunately, there appear to be very few opportunities for most of us to experience one of these wonderful breaks in the routine. Well, the time has come for Cathy and I to take another sabbatical, and this time I intend to continue all editing and publishing duties for *La Posta* as well as maintaining our ongoing series of Subscribers' Auctions. There will, however, be a few changes necessitated by our absence from Oregon.

We have chosen to live six months on Magnetic Island, a barrier reef island, off the coast of Queensland, Australia, not far from the city of Townsville. We leave on October 15th and will return to Oregon in mid-April 1998.

La Posta will maintain postal contact through P.O. Box 135, Lake Oswego, OR 97034, and mail will be forwarded on to us on a weekly basis or sooner if necessary. Telephone contact will, of course, be different. In fact, once we sell our current home sometime this summer, the 503-657-5685 number will no longer reach me. We can be reached, however, throughout the summer at our houseboat 503-453-3035, which will become temporary home of La Posta Publications once the house sells. A new e-mail address will be published once we are in Australia. I have already determined that e-mail and Website support is available on Magnetic Island, and I'll post the new online address as soon as it can be established.

Other than building in a bit of additional lead time in order to overcome the greater distances, I foresee no difficulties in holding the publication schedule of our journal right on course. We are, as you know, printed and mailed from Tarpon Springs, Florida, and all I'm doing is moving a bit further west of Tarpon Springs.

The Subscribers' Auctions are a bit trickier. We will have Auction Number 58 in June, and I intend to run one more sale – No. 59 – in September before we leave. I will carry along sufficient material to conduct one more sale – No. 60 – to be held about December. If we are to have another sale – No. 61 – while we are overseas, it will be necessary to have lots forwarded via P.O. Box 135, Lake Oswego, OR 97034, and that means that anyone wishing to consign auction material beginning September 1997 should send **no more than 20 lots in legal size envelopes only**. Mail arriving in larger parcels will not be for-

warded to me in Australia, and will have to await my return for consideration.

Bids for the Subscribers' Auction to be held in Australia (No. 60) may be submitted by mail, by email, or via telephone. Telephone calls to Queensland from the US typically cost about \$1 a minute, and a local phone number will appear in the sale catalog for Auction 60. Successful bidders will receive their lots mailed through the Lake Oswego post office, and payment can be made through P.O. Box 135 as usual. In other words, except for those wishing to place phone bids, the conduct of our Subscribers' Auction from Magnetic Island should vary little, if at all, from Subscribers' Auctions conducted from Lake Oswego.

The only activity of La Posta Publications which will be put on hold by our overseas adventure is the sale of books. Arrangements will be made to leave a small supply of popular titles with the person minding P.O. Box 135, and some book orders can be taken care of in that fashion. In addition, Jim Mehrer will be carrying a small stock of most of our titles, and orders can be placed through Jim. Large and unusual orders, however, will just have to wait until Spring '98.

One question you are probably wanting to ask after reading this announcement is, "Why are Bill and Cathy going to Queensland?" The answer is complicated and personal, but it has to do with more sunshine, less crowding, and a better opportunity to do the things we enjoy most in life. Over the past 10-15 years, Cathy and I have made numerous trips across the Pacific to Singapore, Malaysia, Thailand, New Zealand and, in January 1996, to Australia. On each of these trips we've been looking for some combination of attitudes and temperament of the local people, the environment, opportunities to recreate in the ways we most enjoy and, that most subjective of all aspects, how comfortable we feel in the place. Each country we visited had places we loved for their beauty, their cuisine, their low cost, their weather, the graciousness of their residents, and so forth, but we really fell in love with Queensland – particularly "Far North Queensland" as the Aussies call it.

The state has a population about the same as Oregon (3 million), but it stretches along the east coast for a distance greater than Seattle to San Diego. Some two-thirds of the Banana Benders live in and around Brisbane, and that leaves roughly a million scattered in small cities and towns throughout the rest of the state. Brisbane has a climate about as warm and a bit wetter than San Diego, and, as you go north, the weather gets hotter and wetter. We were most impressed with the Whitsunday Coast, and area north of Mackay, which features a hundred or

so nearby offshore islands called the Whitsundays. Many of the islands have deep bays and good harbors and most are fringed by beautiful coral reefs. There are a few resorts in the Whitsundays, but most islands are protected national parks. In size and shape, the islands look quite a bit like Washington's San Juans. The opportunities for boating, snorkeling and diving are vast, and that's certainly one of the features which most appeals to Cathy & I about the area.

Townsville is a small university/research city of about 130 thousand; large enough to provide good shopping facilities and the computer connections we need to maintain our ties with the States. The city is roughly an hour north of the Whitsundays jump off points of Airlie Beach and Shute Harbor. Magnetic Island is about 20 minutes by fast catamaran from Townsville, and within the telephone service area of the city. The island caters to tourists from backpackers to the high enders, but most of the time we'll be there will be low season, and it should be pretty quiet.

Well, in a nutshell, that's our plan for a new sabbatical. It's time to find out if this global village idea really works, and I think we have a good chance to be successful. Rest assured, I will maintain *La Posta* on its present publication schedule. We will continue to have Subscribers' Auctions. And Cathy & I will be coming back to Oregon in April '98. Stay tuned for further details

Richard Helbock

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 017 DALE, 1904 F CDS AS B/S ON PC (96-19). EST. \$25
 018 DELMONTE, 1903 F DUPLEX ON PPC. EST. \$4
 019 DONNER, 1911 F 4-BAR O/S ON PPC (82-26). EST. \$5
 020 ELDER, 1908 F 4-BAR ON PPC (93-13). EST. \$20
 021 ETHANAC, 1914 F 4-BAR ON PPC (00-25). EST. \$8
 022 EVERGREEN, 1912 F 4-BAR ON PPC (70/35). EST. \$5
 023 FAIRFIELD/UNIT 1, 1945 VG MACHINE ON "FREE" CVR (43-46) \$6
 024 FLEET TR BASE SAN CLEMENTE IS BR, 1940 VG 3-BAR ON CVR. \$8
 025 FORT BARRY, 1912 VG LITE 4-BAR REC'D ON PPC (11-18). E \$8
 026 FT BARRY BR, 1941 VG DC ON COVER (41-47). EST. \$8
 027 FT CRONKITE BR, 1941 F DC ON COVER (41-41). EST. \$8
 028 FT ROSECRANS BR, 1918 VG DUPLEX ON COVER (18-22). EST. \$8
 029 FT ROSECRANS STA, 1942 VG DUPLEX ON "FREE" PPC (41-46). \$6
 030 FT WIN SCOTT STA, 1928 VG DC ON GPC (13-41). EST. \$10
 031 GONZALES, 1908 VG 4-BAR ON PPC. EST. \$4
 032 GONZALES, 1936 F DUPLEX ON GPC. EST. \$4
 033 GREGORY, 1904 G LITE CDS ON PPC W/STAMP ON REVERSE (00-08). \$20
 034 GREENFIELD, 1937 VG DUPLEX ON GPC. EST. \$4
 035 HARDWICK, 1917 G+ 4-BAR ON COVER (08-42). EST. \$5
 036 HOLLISTER, 1904 VG (SAB-270) ON PPC. EST. \$4
 037 HOLLISTER, 1904 F (LJU SAB-270) ON PPC. EST. \$5
 038 HUNTERS, 1910 F DOANE ON PPC (88-30). EST. \$6
 039 INDIANOLA, 1914 F 4-BAR ON PPC (00-15). EST. \$20
 040 INGLENOOK, 1910 F CDS ON PPC (80-19). EST. \$20
 041 KING CITY, 1908 F DOANE ON PPC. EST. \$4
 042 KING CITY, 192X VG MOT-805 ON PPC. EST. \$5
 043 KING CITY, 1936 VG MOT-805 ON GPC. EST. \$4
 044 KLAMATHON, 1907 F 4-BAR O/S & REC'D ON PPC (97-18). E \$8
 045 LANCH PLANIA, 1909 VG 4-BAR ON PPC (59/19). EST. \$20
 046 MACHIN, 1896 VG CDS ON COVER W/FOLD & PIN HOLES (96-04) \$35
 047 METZ, 1906 VG DOANE O/S ON PPC (88-33). EST. \$5
 048 MILO, 1911 F DUPLEX ON PPC (88-22). EST. \$12
 049 MOSS LANDING, 1920 G+ LKU MOT-1155 ON COVER W/ENCL. E \$8
 050 MOUNTAIN PASS RUR STA, 1866 F 4-BAR ON COVER (86-80). \$5
 051 NIPINAWASEE RUR STA, 1959 F 4-BAR ON COVER (59-61). E \$10
 052 N. BAKSFELD RUR STA, 1941 F 4-BAR ON GPC (41-44). EST. \$8
 053 NOYO, 1909 VG DOANE ON PPC (72-18). EST. \$12
 054 OAKLAND RECREATION CAMP, 1948 F 4-BAR ON CACHED CVR. \$4
 055 OPAL CLIFFS RUR STA, 1948 F 4-BAR ON GPC (48 ONLY). E \$18
 056 ORDBEND RUR STA, 1962 VG 4-BAR ON COVER (59-66). EST. \$5
 057 PAICINES, 1936 F 4-BAR ON GPC. EST. \$4
 058 PEBBLE BEACH, 1929 F 4-BAR ON PPC. EST. \$4
 059 PEBBLE BEACH, 1936 F 4-BAR ON PPC. EST. \$4
 060 PINNACLES, 1951 F 4-BAR ON COVER (24-53). EST. \$5
 061 PITTVILLE RUR STA, 1961 F 4-BAR ON COVER (1961 ONLY). E \$15
 062 POND RUR STA, 1944 F FD 4-BAR ON GPC (54-86). EST. \$5
 063 PORT WINE, 1925 VG 4-BAR ON TONED PPC (61/18). EST. \$5
 064 POTHOLE, 1909 G+ DOANE ON PPC (05-09 PER). EST. \$65
 065 PARAISO SPRINGS, 1910 VG 4-BAR ON PPC OF SITE (77/39) \$4
 066 RANCHO LA COSTA RUR BR, 1969 F 4-BAR ON PPC (67-75). E \$5
 067 RECTOR, 1913 F 4-BAR ON PPC (96-32). EST. \$8
 068 RED TOP RUR STA, 1954 F 4-BAR ON PC (52-54). EST. \$10
 069 RICHGROVE RUR STA, 1950 F LD 4-BAR ON PC (49-50). E \$12
 070 RUTH RUR STA, 1964 VG 4-BAR ON COVER (61-66). EST. \$5
 071 SALINAS CITY, 1874 F CDS ON COVER W/ENCL. ROUGH @ RIGHT. PART OF
 BACK FLAP MISSING. EST. \$25
 072 SALINAS, 1914 G+ DUPLEX ON HOTEL ABBOTT/PPIE COVER. E \$8
 073 SALINAS, 1943 MACHINE W/A.B. RET ADDRESS ON "FREE" CVR. 5
 074 SAN LUCAS, 1890 G MOT-1780 W/STAR KILLER ON GPC W/FIELD HOLES
 & CREASE. EST. \$20
 075 SAWYERS BAR RUR STA, 1960 VG 4-BAR ON GPC (60-66). EST. \$5
 076 SCOTTS VALLEY RUR STA, 1951 F 4-BAR ON COVER (51-66). E \$4
 077 SEASIDE, 1905 F LKU MOT-1885 ON PPC. EST. \$5
 078 SEASIDE, 1914 F ECU MOT-1900 ON PPC W/CREASE. EST. \$5
 079 SHERWOOD, 1911 VG 4-BAR ON PPC (83/20). EST. \$12
 080 SILVER LAKE RUR STA, 1965 F 4-BAR ON PPC (59-66). EST. \$5
 081 SINGING SPRINGS RUR STA, 1961 F FD 4-BAR ON CVR (61-62) \$15
 082 SKY LONDA RUR STA, 1955 F 4-BAR ON PPC (54-59). EST. \$8
 083 SKY VALLEY RUR STA, 1964 G+ 4-BAR ON COVER (59-66). E \$4
 084 SLEEPY HOLLOW RUR STA, 1954 F FD 4-BAR ON GPC (54-57) \$10
 085 SPANISH FLAT RUR STA, 1959 F 4-BAR ON COVER (59-66). E \$8
 086 SPICER CITY RUR STA, 1952 VG 4-BAR ON COVER (49-52). E \$12
 087 SPRECKLES, 1906 F DUPLEX ON PPC W/CREASES. EST. \$4
 088 SPRING GARDEN RUR STA, 1961 VG 4-BAR ON CVR (61-66). \$8
 089 SQUAW VILLAGE RS, 1959 VG FD 4-BAR ON UNADDRESSED PPC. \$8
 090 STONEHURST RUR STA, 1939 F 4-BAR ON GPC (38-45). EST. \$8
 091 SUN CITY RUR STA, 1963 F LD F-BAR ON COVER (62-63). \$12
 092 SUN VILLAGE RUR STA, 1962 F 4-BAR ON COVER (62-66). E \$8
 093 SUSANA KNOLLS RUR STA, 1953 F FD 4-BAR ON UNADDRESSED GPC
 (53-55). EST. \$10
 094 TAHOE PARADISE RUR STA, 1963 VG 4-BAR ON COVER (62-66). \$8

- 095 TIONESTA, 1955 F LD 4-BAR ON COVER (39-55). EST. \$6
 096 TOM'S PLACE RUR STA, 1963 F FD 4-BAR ON COVER (63-66). \$8
 097 TRES PINOS, 1936 VG DUPLEX ON GPC. EST. \$4
 098 TUSCAN, 1911 F 4-BAR ON PPC (95-19). EST. \$15
 099 VAN DUZEN RUR STA, 1960 VG 4-BAR ON GPC (60-66). E \$6
 100 VOLTA RUR STA, 1959 F 4-BAR ON COVER (59-72). EST. \$8
 101 WENDLING, 1907 VG CDS ON PPC (02-14). EST. \$12
 102 WESTHAVEN RUR STA, 1954 F DC ON COVER (54-58). EST. \$10
 103 WHITLO(CK), 1902 PARTIAL CDS ON REG REC (89-10). EST. \$15
 104 WYANDOTTE, 1910 VG DOANE ON PPC (59-15). EST. \$20

COLORADO

- 105 ELDORA, 1911 VG DOANE ON PPC (97-67). EST. \$4
 106 HARGISVILLE, 1908 VG 4-BAR ON PPC (08-15). EST. \$20
 107 HOWARDSVILLE, 1910 VG 4-BAR REC'D & O/S ON PPC (74/39) \$8
 108 LIMON STATION, 1893 BARELY LEGIBLE CDS ON CVR W/CC (89-03) 8
 109 LODGE, 1911 VG 4-BAR ON PPC (11-20). EST. \$35
 110 NEW RAYMER, 1910 F 4-BAR ON PPC. EARLY USAGE. EST. \$4
 111 PEORIA, 1911 G 4-BAR ON PPC W/TEAR & CREASES (06-14). \$5
 112 PRAIRIE, 1914 F 4-BAR ON PPC W/1 (10/17). EST. \$40
 113 SUMMIT OF PIKES PEAK/PPAHCO., 1923 F DC ON PPC. ILLEGAL USAGE. 5

IDAHO

- 114 TROUBLESOME, 1918 VG 4-BAR ON PPC (78/35). EST. \$12
 115 LANDORE, 1911 VG 4-BAR REC'D & O/S ON PPC (10-20). E \$15
 116 MIDVALE, 1920 VG COLUMBIA MACHINE ON PPC. EST. \$4
 117 RUPERT, 1922 TYPE 11F (SCRIBBLE) RFD. EST. \$5

MONTANA

- 118 BANNACK, 1914 VG 4-BAR ON PPC (98-38). EST. \$8
 119 KILA, 1909 F DOANE ON PPC. EST. \$4
 120 LEWISTOWN, 1886 G+ CDS ON REG REC. EST. \$6
 121 PERMA, 1922 G+ 4-BAR ON PPC (11-82). EST. \$4
 122 WINDHAM, 1912 VG 4-BAR ON PPC (07-66). EST. \$4
 123 WINNETT, 1913 G+ BLUE 4-BAR ON PPC. EST. \$4

OREGON

- 124 COLES VALLEY, 1912 F 4-BAR ON PPC (60/14). EST. \$12
 125 FOLEY SPRINGS, 1911 F 4-BAR ON PPC (84-40). EST. \$6
 126 GEORGE, 1907 F 4-BAR REC'D & O/S ON PPC (81-18). EST. \$8
 127 GRAVE, 1909 VG CDS ON PPC (94-13). EST. \$12
 128 MELVILLE, 1907 VG CDS ON PPC (91-22). EST. \$12
 129 NOLIN, 1907 G+ DOANE REC'D ON PPC (85/23). EST. \$8
 130 PERRY, 1912 G+ 4-BAR ON PPC (90-31). EST. \$8
 131 ROCCA, 1910 F 4-BAR ON PPC (95-18). EST. \$20
 132 TEMPLETON, 1909 VG DOANE ON PPC (98-17). EST. \$12
 133 WINBURY, 1911 VG 4-BAR ON PPC (08-33). EST. \$12

SOUTH DAKOTA

- 134 EDNA, 1908 G+ CDS ON PPC ("S DAK" NOT STRUCK)(01-10) \$20
 135 MENTOR, 1912 F 4-BAR O/S ON PPC (09-17). EST. \$12

RPOs (Towle types)

- 136 ATLANTA & PALATKA, 1918 VG (377-A-2) ON PPC. EST. \$6
 137 AUGUSTA & TENNILLE, ca 1910 LEGIBLE (349-D-4) ON PPC. E \$5
 138 BELLVUE & CASCADE, 1905 PARTIAL (771-A-1) ON PPC. \$5
 139 CHAD & LANDER, 1934 G+ (936-AC-1) ON HOTEL COVER. E \$4
 140 COLLINS & DARIEN, 1913 G+ (369-2-A-1) ON PPC. EST. \$8
 141 DANVILLE & THEBES, 1913 F (689-C-6) ON PPC. EST. \$6
 142 DET & ALGONAC, 1915 VG (Q-3-e) ON PPC. EST. \$25
 143 FT SMITH & ARK CITY, 1908 G+ (923-1-A-1) ON PPC. EST. \$5
 144 GREENSPRING & PETERS, 1915 F (291-1-A-1) ON PPC. EST. \$5
 145 HANK & BISMARCK, 1944 VG (880-2-B-1) ON COVER. EST. \$15
 146 HOUS & EAGLE PASS, 1905 G+ (476-I-1) O/S ON PPC. EST. \$5
 147 LANC & FRED, 1912 G+ (208-C-2) ON PPC. EST. \$4
 148 LOS ANG & E SAN PEDRO, 1913 G+ (998-1-A-1) ON PPC. E \$10
 149 MT VERNON & MENARD, 1912 F (741-D-1) ON PPC. EST. \$8
 150 MACON & PALATKA, 1904 G (377-E-1) ON COVER. EST. \$5
 151 NORFOLK & HAMLET, 1908 G+ (309-J-3) O/S ON PPC. EST. \$4
 152 NORTH ME JC & SEARS, 1909 VG (10-J-1) ON PPC. EST. \$15
 153 PORT & CORVALLIS, 1911 F (893-B-1) ON PPC. EST. \$6
 154 PRESTON & S.L.CITY, 1907 VG (973-2-C-1) O/S ON PPC. E \$6
 155 PUEBLO, COLO/TERM RPO, 1923 VG (959-C-1) ON PPC. EST. \$4
 156 RICH GORD & C FORGE, 1909 VG (303-AD-3) ON PPC. EST. \$4
 157 (ST LOUIS) & ELDORADO, ca 1900 PARTIAL (NEW TYPE) ON GPC. \$6
 158 SANDUSKY & SPRINGFIELD, 1909 F (565-H-2) ON PPC. EST. \$12
 159 SEATTLE & SEWARD, 1940 G+ (X-14-s) ON PPC. EST. \$6
 160 SEATTLE & SKAGWAY, 1911 VG (X-19-g) ON PPC. EST. \$25
 161 SEATTLE & SKAGWAY, 1927 G+ (X-19-d) ON PPC. EST. \$6
 162 SEATTLE & SKAGWAY, 1931 VG (X-19-d) ON PPC. EST. \$8
 163 TACOMA & MORTON, 1927 F (905-5-B-1) ON COVER. EST. \$15
 164 TEMPLE & SAN ANGELO, 1908 VG (484-L-3) ON PPC. EST. \$4
 165 TRUCKEE & (LAKE) TAHOE, 1907 PARTIAL (997-4-A-1) ON PPC. 10
 166 WILUTS & SAN FRAN, 1910 VG (985-U-1) ON PPC. EST. \$8

STREET CARS (Towle types)

- 167 BROOKLYN, NY CIRCUIT, 1907 F (BR-5-e) B/S ON CVR. E \$5
 168 BROOKLYN N.Y. CIR., 1899 F (BR-5-b) B/S ON COVER. EST. \$8
 169 PITTSBURG PA, ST., 1906 F (PI-2-c) ON PPC. EST. \$12
 170 ROL PK & HIGHLAND, 1910 VG (BA-4-k) ON PPC. EST. \$6
 171 (SEATTLE) & SEATTLE, 1909 PARTIAL (SE-1-a) ON PPC. EST. \$10

Standard rules apply. Minimum bid \$3.00 please.

Phone bids accepted: (415) 344-3080

CLOSING DATE: June 18, 1997(10 PM PDT)

America's Many Wests, pt 2

by Tom Clarke

This portion continues the story of America's relationship with her westward movement approximated through a hoandful of remarkable and not-so remarkable letters. Beginning with the 17th century, America has had a love affair with the concept that there is always greener grass a few hundred miles that-a-way.

Horace Greeley, newspaper magnate of the mid-1800s taunted readers to "Go West, young man!" (Naturally, to bring their ladies with them once the hazards had been smoothed out.) By chance, we begin here with Oregon Country and "California dreamin'" in the 1840s

Both were the once in several lifetimes chances to experience the only-imagined boyhood fantasy of raw adventure and of far flung people and places. And with California you could add: revolutionize the family fortune. For both: just to get away from the hum-drum at home.

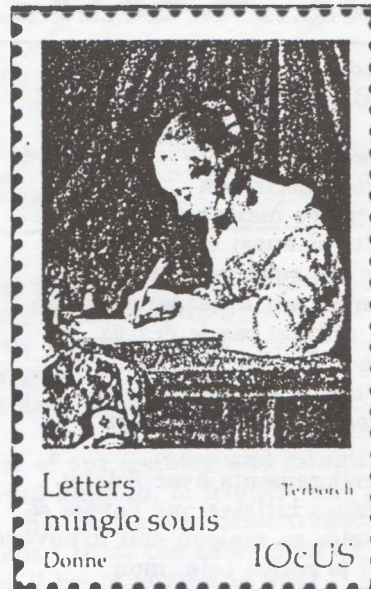
Religion and gold

Methodist missionaries and others pushed early on into the far northwest of the land. (Interestingly, the first man into future Washington State was a free Black.) The "Far West" was denoted California and Oregon Country by the 1830s and 1840s, and they

Settling Oregon began with trappers after 1803, with homesteaders in the 1820s-30s; ownership was agreed to with England only in 1846.



were well beyond the 1836-45 Texian Republic. Along with impetuous, eastern "Mountain Men" and Canadian *voyageurs*, Native American men and women met during these decades in the Rocky Mountain foothills for *Rendez-vous*, for trade and a good time.



Our lady, writing to her son-in-law missionary, headed for wild Oregon, may have looked like this, by sun or candle light, at her writing table, with quill, paper and stamp boxes. And a mind to communicate. We have lost this today. Writing is a non-event. Pre-digested data is poured into us via the tube or Internet. Which is/was better off?

Following President Polk's successful campaign to bring Florida (a "western" state in every sense, cows and all) and Texas into the Union, Gold fever caught the attention of the planet in 1848-49. Mercifully, from the American point of view, within months of the discovery, the treaty settling the Mexican War, and with it ownership of California and its gold passed to the United States.

Lest we forget, all or parts of five other states also came along for the ride, along with their indispensable routes and attractions. But, needless to say, it was California that gained all the fame, with its population growing almost overnight, allowing it the favor of virtually immediate statehood in 1850.

Meanwhile, Washington's off-again/on-

This fascinating letter is international business-oriented. It certainly is an early indicator of America as the melting pot. The writer is a sales rep of German descent (Hertzog), writing from the Republic of Texas. His letter traveled by land (Nacogdoches is reasonably close to Houston) and entered the pre-mail steamboat service, along with his shipment of goods, somewhere along the Mississippi on the good ship *Boguehouma*. It is addressed to a Franco-American in the "big easy." Furthermore, it indicates prices not in dollars, not francs, nor even pesos, but in *piastres*, the French equivalent of international "trade dollars." Note the story of a bakers who were burned out -- a rowdy, contemporary Texas sport? or lasting vibrations left over from the Texas War of Independence six years before? One store contained 130 barrels/bushels of flour. The reason for this curious destruction we'll never know! (And please excuse my poor French!)

Natchitochy 26 aout 1841.

*Monsieur Ch. Blanchard
N^u Orleans --*

Natchitoches 26 Aout 1840
Monsieur Ch. Blanchard / Nlle Orleans--

Monsieur Blanchard--

J'ai eu l'avantage de vous ecrire en
particulier ainsi qu'a votre maison en date
du 20 expire-- Le 15 Ct j'ai aussi ecrit a votre
maison pour confirmer ma susdite lettre--
Le silence que vous gardez est desesperant & en
meme temps j'en suis afflige: car je crains
que vous voyez malade-- Veuillez s'il vous plait
me tirer d'inquietude: car je vous assure que
la stagnation des choses me fait deja assez
souffrir--

J'ai pris des arrangements avec Adolp:
Prudhomme pour quelques billets que j'avais &
pour le montant desqueles sa maison doit m'envoyer
quelques grocirez -- si je recios cela, mon
assortiment ne
sera pas moindre de vingt mille piastres -- J'espere
beaucoup de la saison dans laquelle nous allons
entrer
surtout si nous n'avons pas de maladies -- Le Texas
etait certainement bien malpournu & pour surcroit
de malheur- Douglass & l'autre plus fort marchand
de la, vienntue d'etre incendies -- ici, le seul de nos
boulangers qui fut approvisionne, a brule sa
boulangerie ces jours derniers avec 130 Blls de
farine--

Le S. B. Boguehouma en apporte a lui & ci
Dupuis (murras) environs 60 Blls-- c'est tout notre
espoir pour passer peut etre 4 a 5 mois de basses
eaux--

Les marchands n'en ont pas-- L'annee dernier a
cette epagne on en comptait aumoins mille Blls

Votre devoue Serviteur & ami--
Richd St Hertzog

Nacogdoches, August 26, 1840
Mr. Charles Blanchard / New Orleans--

Mr Blanchard--

I had the pleasure of writing you
in particular, as well as your office on the
20th last-- The 15th I also wrote to your
office to confirm my fore-mentioned letter--
The silence that you keep is disconcerting and
at the same time sorrowful: because I fear
you must be sick-- I beg you to please
end my uneasiness: because I can assure you that
the holdup of things causes me
pain--

I have made arrangements with Adolph
Prudhomme for several tickets which I have and
for which amount your office must send me some
(gooseberries?!)-- if I receive them, my
compensation
will be not less than 1,000 piastres-- I expect
very much from this season we are entering

especially if we have no sickness-- Texas
was certainly poorly supplied and to make matters
worse- Douglass and the other strong merchant
there just burned down-- here, the only one of our
bakers who had stocked up, had his bakery
burned some days ago along with 130 barrels of
flour--

The Steamboat Baguehouma brings to you and to
Dupuis (casks) about 60 barrels- it's very much our
hope to spend about 4 or 5 months from ["low
waters"=N.O.?]--

The merchants have none-- Last year at
this stage they had counted about 1,000 barrels

Your devoted Servant and friend--
Richard St. Hertzog

A privately carried letter from Charlestown (Indiana Territory?) to Iowa Territory about Oregon Territory. In this September 10, 1845 letter, a mother-in-law sends words of consolation and deep respect to Reverend William Salter. Reverend William Salter, at the same time attempting nobly to mask her overwhelming concern and apprehensions. He is about to embark as a missionary to "that now desolate region" Oregon Country. Amid religious sentiments, she pours out her heart to him since, in taking his family with, she is losing her precious daughter to the wild west.

Charlestown Sept. 10. 1845.

My dear Mr Salter.

I am very happy to take my leave this morning, and acknowledge the receipt of your kind letter, which was very gratefully received, and it relieves the anxiety of your mind in regard to my health, (as I presume it somewhat doubtful about your leaving in any other way.) The next day after we left you at the depot, we took the boat for Portland, (as you have heard) and owing to a

... The next day after we left you at the depot, we took the boat for Portland, (as you have heard) and owing to a violent thunder storm in the night we were very sick and it truly worked together for our good, for it at once broke up my cough, and after a few days, I felt much better ... I do not doubt after visiting this part of our country and mingling your sympathies and joys with beloved kindred, & friends, and contrasting it with your present circumstances, that feelings of discouragement should arise in view of the future, but I trust the same motives what first led you to make the sacrifice still bears you on in your labour of love and you will reap a rich reward in your own soul, even an "hundred fold in this life." The prospect of being instrumental of "laying the foundations of many generations" in that now desolate region ... This enterprise is of God, & must prosper. I think your account of the far west corresponds with those we have heard from other sources ... we must eventually endure the hardships and perturbations of that country and mingle in its scenes ...

In looking at this enterprise, My dear Sir, in connexion with our beloved daughter, I feel constrained to acknowledge the hand of God, & to be thankful with you that He has disposed her to look with so much interest, and enter so heartily into the work ... my highest wishes will be gratified; trying [though] it will be in the extreme to part with her ... I am aware she will be subjected to very many trials, (and who of us can expect to be exempt) still I trust she will find "as her day is, so her strength will be" and the discipline will only refine her graces ... I think my dear Husbands mind is more at rest on this subject than when you left, I think it took him more by surprise ... Your letters will always be gratefully received ...

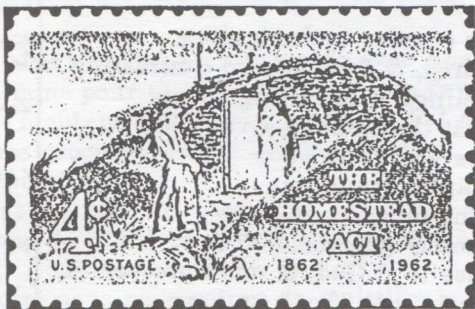
Drink and satisfy in thirsty souls for ever.



"There's gold in them thar hills!": 1848-49 saw one of the greatest greed-centered, overnight migrations in history, and remaining letters prove it.

again plans for the southwest and central territories following the war with Mexico ended with the Compromise of 1850. This was an effort to forestall a breach in the fuming family strife over slavery so long held at bay by cool, pragmatic heads. The impending Civil War rushed headlong toward a climax one way or the other --and unqualified, detestable disaster.

The pony express was obviously a method for tying California to the Northern cause by maintaining communication, brief though it lasted. Another more lasting, positive aspect amid war's gloom was the crafty ushering in of the Homestead Act. It insured the allegiance of most of the West to the North, who thus hastened statehood with sales of 160 acres of western "Gummint land" for \$10 cash money.



The Homestead Act of 1862 helped open up the West to families willing to work hard and endure much. Sod huts still can be found on the Plains.

Post-bellum West

For many white Southerners end of war meant moving on west to find a home without lingering memories. Freed blacks, too, went west to number, among other things, about one third of all the cowboys. Cowboys soon would be idolized by dime novel pulp fiction writers of the day. They were presumed to be white, in keeping with contemporary

feelings, until Hollywood of the last generation.

For the North, victory meant economic boom times. The railroads particularly held a flush hand. It was the Union Pacific and Central Pacific Railroads' joining in Utah in 1869 that cemented the "taming" of the west. Bret



Russell loved western life and painted it with thrilling action and detail. Theoretically, the cowboys' protein shipped east through Chicago stockyards made Americans fit to win world wars --and grow 7' athletes!

Harte for the occasion saw the locomotives "Facing on a single track / Half a world behind each back," thus daring technological America to fill the void between --no thought paid to any unmechanized native inhabitants.

Railway agents then badgered and hornswoggled easterners and European farmers with alluring broadsides and bombastic pamphlets. Buy up the ceded government land along the lines, amidst the land of promises: bountiful railroad rain, right-of-way vistas fit for gods. Young Teddy Roosevelt went west along with Mark Twain and others to taste the vitality about in the land

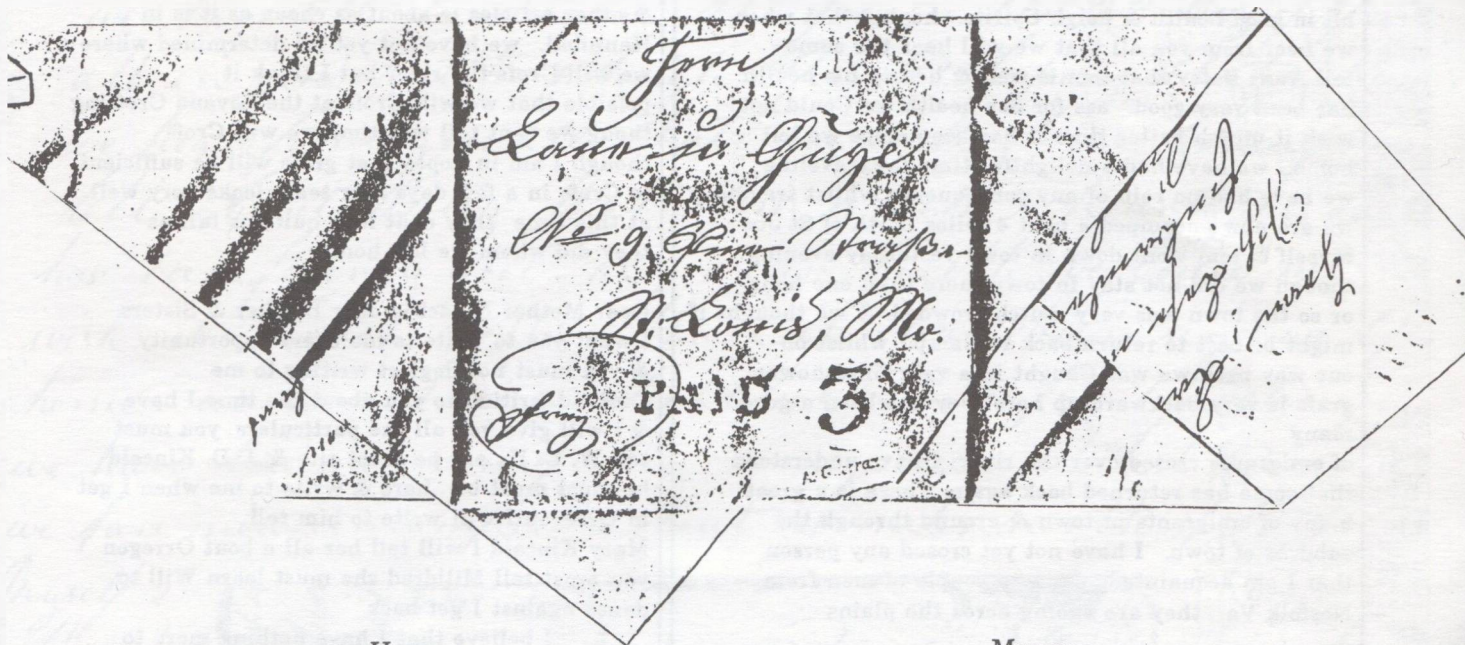
Photographers brought the west to the East in key ways. Their personal quests for eye-pleasing panoramas served well too for the stereopticons and entrepreneurial photo parlors of the day. These spread familiarity of the west as well as did lurid wild west adventure tales.

Photographers were even hired to bring pictures to Congress in the early 1870s as proof of Yellowstone's (and Yosemite's) outrageous magnificence. The result was the world's first National Park. The first tourist parties were simultaneously being organized. A new part of America was on the move.

This fascinating item proved to be a sleeper, not the least reason that it lay for years unread thanks to its undecypherability. Its initial lure was its bizarre appearance. It is folded uniquely: an 5x6 inch blue sheet folded *diagonally* and repeatedly into a small 2½ inch square, and except for its internal wax seal, reminiscent of the notes students pass to their honeys in class –remember?!

The key problem, of course, was that it was written in old gothic-style German (outlawed by the Allies after 1945). Transliterating the words letter-for-letter was not overly difficult. But, for the overall translation I had to rely on hours of guesstimating with a bi-lingual dictionary, so forgive the uneven reading –German readers, *please correct!*

The note was written from "Higland" [Highland? –where?] to an immigration firm in St Louis MO on July 28, 1854. At the very least this attempted translation indicates American-Swiss contact and keen motivation to bring even elderly German Swiss womenfolk as far as "Missaurie."



Hern
Laue u. Güze
No 9 Pine Strasse
St: Louis, Mo.
friejy [?]

Messrs
Laue and Guze
No 9 Pine Street
St Louis, Mo
paid

Higland der 28t Juli 1854.
hern, Laue u: Güze:
Ich Lese im *Anzeiger der Westens*, dafs Sie
Einwanderungs Geschäften Uebernehmen.
Sie werden höflichts Ersucht mir die Rüsten
für eine Aeltern Weibs Person von Cern
bis St: Luis. (der Schweiz bis Stand Missäü
rie) mit gehörig Roht Logis, zü Überschreiben,
jedoch in Eile, diese Person muss
sicher Seihen hören. Sie haben mir Ihren
Agenten, oder vom häuse des A: Heilchenbart
in Basel mit Namen zü Neuen, so
werde-ich-ein-Contrakt mit Ihnen
Schliessen!

freündlichs Grüssend
% Christian Pfister

Highland? the 28th July 1854
Messrs Laue and Guze:
I gather from the *Western Advertiser*, that you
are taking over an immigration business.
You kindly requested of me to prepare
for an elderly women from Cern
to St. Louis. (from Switzerland to Missouri
State) with necessary basic lodging, [and] to
write however quickly, [for] this Person must
be straining to hear. You have me for their
agent, or the firm of A. Heilchenbart
in Basel with new names, so
get me a contract with them
quickly

friendly greetings
% Christian Pfister

From Saint Louis, this letter writing westerner from Warren Co, Missouri is moving further on, to the Far West and Oregon. He sends back to his family a detailed account of this leg of the journey --how nice it would be to find more surviving letters of the correspondence to read a complete saga over the plains. As a farmer or even as an ordinary consumer, food prices were vital facts to know and transmit. But, oh, what a repetitious diet! We can wonder too whether Mildred ever learned Will to dance, "mutch" less whether they ever got hitched?

Bucklin (?) Andrew Co. Mo April 25 1852

Dear Mother.

It is with the greatest of pleasure that I now take the opportunity of writing those few lines to you to let you know that we have all landed in St. Joe on the 23 day of April all in good health & heigh Spirits. hoping that when we hear from you all that we will hear the same tell Aunt Betsy that tom is well & hearty his health has been very good. ass for our health we Could not wish it mutch better than it has been since we left home. we have had a delightful time for traveling we have had no rain of any consequence whilst traveling we are now encamped a bout 4 miles north of St Joe Myself & tom went down in town yesterday evening though we did not stay in town more than one hour or so the town was very mutch crowded. & we thought it might be best to return back to Camp. whilst on our way back we was Caught in a very fine shower. grafs is very backward up here they has been a good many of emigrants crosed over the river I have understood that some has returned back again. There is a great many of emigrants in town & around through the suburbs of town. I have not yet crosed any person that I am acquainted I saw a couple of men from Norfolk Va. they are agoing acros the plains

I will now give a small Idea of our route to St Joe & also the prices of Corn oats hay &c. we Came through bloomington we hav to pay in Macon Co: from 40 to 50 cts per bu for Corn oats from 20 to 30 cts per doz we came through Lincas. Linn Co. & then through Chillicothe Caldwell Co. Corn was a little heigher in this Co. we paid 50 cts per bu & they was one place we paid 75 cts per bu & oats 40 cts per doz. we then took the plattsburg road which was a South of our direct route we then bought Corn for 40 cts per bu in clinton Co. Plattsburg is the County seat of Clinton Co. after we got pretty well through

we then bought Corn for 30 cts per bu hay 50 cts per hundred lbs. & from there on to St Joe Corn was worth 30 cts per bu. we are getting Corn for 25 cts per bu & plenty plenty at that. we are emcamped at William Kincaid's 4 miles from town Flower is worth 2 & 1/2 per hundred all ready sacked & other articles is about as cheap as it is in Hannibal. we have not yet ful determined where we will Crofs the river but I think it pofsible that we will Crofs at the Savana Crofsing though we cant tell wat time we will Crofs though I am in hopes that grafs will be sufficient to Crofs in a few days our team looks very well at this time they dont look quite as full as they did whem we left home

Dear Mother & each a dear Brother & Sisters I want you to write to me every opportunity & you must not neglect writing to me I intend writing to you about the time I have & i will give you all the particulars. you must tell W. C. H...ary he must rite & J. D. Kincaid he must must be ..hare & write to me when I get in Orregon I will write to him tell Mary Kincaid I will tell her all a bout Orregon you must tell Milldred she must learn Will to dance against I get back

I believe that I have nothing more to wright at present. My love & best respects to you all & Friends John & tom sends their love & best respects to you all & Friends

Tell all the girst [girls?] that we are fat and saucy
Yours most Sincerely

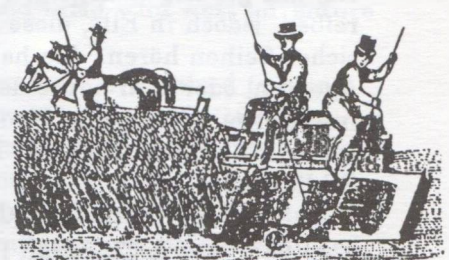
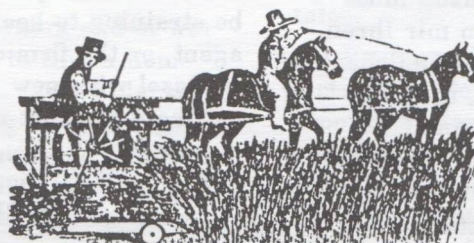
Madison Payne

Elias Mitchel sends his best respects to you all

Tell Mr. Holmes that the people says that we have the best wagon bed that has traveled the road

HUSSEY'S REAPING MACHINE.

They cut & reaper the machine dropping the sheaves behind.



Price of Reapers from \$100 to \$175. Extra parts will be furnished at moderate prices, and may be worth to the farmer ten times their cost.

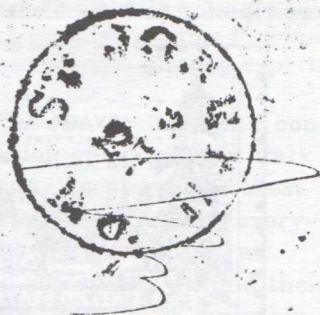
For Sale by ORED HUSSEY, Baltimore, Md.

Buckhorn, Nebraska Co. April 23rd 1852

Dear Mother,

It is with the greatest of pleasure that I now take the opportunity of writing those few lines to you ~~to let you know~~ that we have all landed in St. Joe on the 23rd day of April all in good health & high spirits. Hoping that when we hear from you all that we will hear the same. Tell Aunt Betsy that Tom is well & hearty his health has been ~~very~~ good. as for our health we could not wish it much better than it has been since we left home. we have had a delightful time for traveling we have had no rain of any consequence whilst traveling we have now encamped about 4 miles north of St. Joe.

Myself &
though
on so
might
our wa
grass is
of emig
that is
many of
suburb



Mrs. Nancy Payne
Warren Marion Co

24 5 (M)

16

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one hour
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lower

goodman
lost

a great
the

person

that I am acquainted I saw a couple of men from Norfolk Va. they are going across the plains



Home of ancestral spirits to Indians, early camera-men invaded the sanctity of Yosemite and other unearthly places and brought graphic proof of their existence to a doubting world. Today pollution and daunting crows replace much of the awe.

End of an era

Most every territory, soon to be states, had been carved out of mostly cheerless expanses by 1890. That was the fateful year for the last American West. In that year the Census Bureau published its unanticipated declaration. So many settlers had moved west, and the Indian "Wars" virtually over (except for a nasty little mop-up the following year at Wounded Knee).

The Frontier was the imaginary line and vision-filled approximation that began in Western Massachusetts and Central Virginia in the early 1600s, and steadily moved leftward mile by mile for three centuries until it reached Virginia City and beyond. It had been ever present in, and forever kneading, the American psyche with the phantoms of wanderlust, but by 1890 it was no more!

Far-sighted Jefferson's own 1800s view pronounced that the American West was so vast that it would provide "room for our descendants to the hundredth and thousandth generation." The Frontier that had anointed the



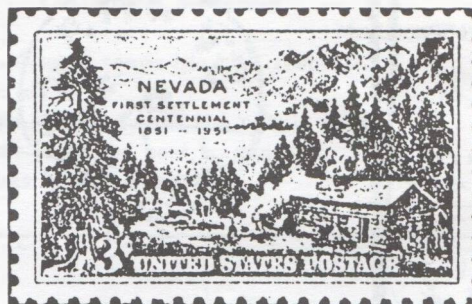
Rural America is everywhere. Though the Frontier has long vanished, the Plains, in particular, stamp the US as unique, have homogenized us.

American spirit with self-reliant verve couldn't be found.

Its rural inhabitants, who were forged in the fires of adversity and the unknown into the strongest of characters, with courage, patience, world renowned creativity, tenacity and bullheaded self-reliance. Why couldn't it be detected? Because there was no longer a homestead further than 25 miles of another. According to that official definition, the Frontier had disappeared.

The frontierless century

The range and farmlands of the high deserts from Montana and Idaho south into Nevada and Utah by 1910 was swarming with bank agents issuing new-fangled installment loans for tractors, plows, and anything else they could get a signature for. The climate was temporarily experiencing a serene interlude and the future seemed bright, and times were ripe for picking 5% interest notes.



Nevada looks like this in places still, in others it is kitsch, glassy, gaudy: a far cry from the dreams of the original settlers. Or is it true fulfillment?

But by 1920, many of these farms were abandoned. Longterm fair weather had now degraded, and World War One's postwar depression meant devastation. Few farmers or

ranchers enjoyed the Roaring 20's. Soon, the Great Depression of the early 1930s would wipe out many of the remaining ones.

Vacant farmsteads today are still found *with clothes left in closets*. Last remnant keepsakes, including photo albums from the halcyon days of 1912, 13, 14, lay burned to ashes in the front yard. The Dust Bowl conditions of the mid-30s in the southern plains dealt a death blow in the region. The wistful, dreamt-of west was dead or dying.

But Western "townies" had begun a separate existence. They had taken the reins, and the East was being transplanted to Tahoe, Boulder, and Reno with every rail car arrival.

Then came World War Two's prosperity and the GI Bill, cars, cheap gas, trucks and airplanes, as well as the Army Corps of Engineers and their dams revolutionized many dilapidated areas of the slumbering West. Today, back from the moribund 'thirties, many clamoring western cities complete with the tackiest, most mundane offerings of the worst of the East.



Lessons learned and unlearned. What once was eastern spillover and destination pristine freedom, today in places swarms with EPA cleanup experts.

The crush of population, groundwater contamination, and pollution of other sorts stalk the once pristine region. In places the West has become characterless, looking like everywhere else. Prosperity makes trouble, as states such as Oregon draw lines around their sprawling cities to rein them in, to maintain their more beguiling suburbs. And quotas are placed on neighboring interstate migration.

Does Ruin await, brooding in the distant mesas, as we headlong race into the 21st century? Nature has poured 20% more moisture, rain and snow on the West, according to recent reports, in the last 20 years. Maybe if Native Americans remain patient just a bit longer....



Bibliography

A few interesting, heavily illustrated books (getting a little dated I notice!) that may still be available are listed here.

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Brown, Mark H. and Felton, W. R. *The Frontier Years: L. A. Huffman, Photographer of the Plains*. Bramhall House. NYC 1955.

Drepperd, Carl W. *Pioneer America: Its First Three Centuries*. Cooper Square Publishers. NYC. 1972.

Florin, Lambert. *Ghost Town Album*. Superior Publishing Company. Seattle. 1962.

Phillips, David R. (ed.) *The West: An American Experience*. (A & W Visual Library) Henry Regnery Company. Chicago. 1973.

Welling, William. *Photography in America: The Formative Years, 1839-1900*. Thomas Y. Crowell Company. NYC. 1978.

"Silent Witnesses," a followup

by Tom Clarke

Since the January *LaPosta*, this writer has received some mail that may interest the reader's attention. Durham NC collector Rich Weiner responded to the first of this series, "Silent Witnesses..." (January, 1997). He has "been collecting postally-sent 'contents' of historical interest for quite some years and have amassed hundreds of such items, primarily from the pre-stamp period."

He goes on to mention that, "[as a doctor] one of my major categories is health-related items, and is broken up into three sub-categories: general, mental health, and patent medicine." Here is his list of categories:

- Life in America
- Current Events
- Warfare
 - Revolutionary War
 - War of 1812
 - Civil War
 - Union
 - Confederate
- Slavery
- Medical
 - General
 - Patent Medicine
 - Mental Health
- Foreign

He states that that article has given him impetus to start writing up some of his own material. Let us hope that these pages are some of those that he will choose to publish his material within!

He concludes, "I very much enjoy the psycho-social perspective into history that is provided by the letters. As such, they bring dry historical facts to life and provide some sense of what life was really like in the past (an appreciation of which is likely of relevance today).

Correspondant John Forester wrote of Rugby, England writes (paraphrased):

I was charmed and intrigued to read your article in last month's *LaPosta*. I have a small sub-section of about 30 items similar to yours in their "social history" content.

I have two guidelines when trying to locate such items:

a) condition is immaterial,

b) perhaps 98% of what has survived has a 'legal' connection, the remainder, the personal letters, are the more interesting. I always hone in on the women to women letters.

The oldest letter I have is 1725 regarding the discharge of a debt due a sheep dealer. On the health theme, I have a letter written on January 8, 1800 [see next page] by Aylmer Bourke Lambert, a botanist and a founder of the Linnean Society. He mentioned "tractors." What were they?

This caused me to do some research. I located a pertinent book to help solve my perplexity in the University Library in Cambridge [also next page]. Tractors I determined were a form of quack remedy. This same Benjamin Perkins, in the October 10, 1799 *Times (of London)* ran an advertisement which reads

The tractors, with every necessary direction for using them in Families, may be had for 5 guineas the set [approximately \$27 US].

Perkins' ad further claims

...General Washington, then President of the United States, convinced of the importance of the discovery from experiments in his own family, availed himself of its advantages by purchasing a set of the Tractors for their use.

[Coincidentally, Washington died 64 days

THE
INFLUENCE
OF
METALLIC TRACTORS
ON THE
HUMAN BODY,

In removing various painful Inflammatory Diseases, such as
Rheumatism, Pleurisy, some Gouty Affections, &c. &c.

LATELY DISCOVERED BY
DR. PERKINS, OF NORTH AMERICA;

And demonstrated in a Series of
EXPERIMENTS AND OBSERVATIONS,
By PROFESSORS MEIGS, WOODWARD, ROGERS, &c. &c.

By which the Importance of the DISCOVERY
Is fully ascertained, and a new Field of Enquiry opened in the Modern Science of

GALVANISM,
OR,
ANIMAL ELECTRICITY.

By BENJAMIN DOUGLAS PERKINS, A.M.
SON TO THE DISCOVERER.

Natura clementerando vincitur. BACON.

London:

Printed for J. JOHNSON, No 72, St. Paul's Church-Yard;
and OGILVY and SON, No 315, Holborn. 1798.

[Price. 2s. 6d.]

later, partly because he was quackfully bled excessively in the vain hope of curing a bad cold!]

John expanded his letter-research and found an interesting American connection in the Perkins story: The *Oxford English Dictionary* describes Perkins' metallic tractors thus:

a device invented by Elisha Perkins, an American physician, consisting of a pair of pointed rods, of different metals, as brass and steel, which were believed to relieve rheumatic or other pain by being drawn or rubbed over the skin.

And of Elisha Perkins, the *Dictionary of American Biography* says that he was born in 1741, made his tractors at home in a small furnace concealed in the wall of his house, and sold them for 5 guineas a pair. In 1797, however, he was expelled from membership in the Connecticut Medical Society on the grounds that he was a 'patentee and user of nostrums.' His son Benjamin Douglas Perkins, went to England to exploit the sale of the tractors...and immediately established a thriving trade. The doom of Perkinism was sounded by a Dr Haygarth who declared in 1800 that he had effected as many cures with tractors made of painted wood.

John is a sometimes collector of US cancels and is eager to locate postal examples from Mole Hill WV, John KY, and the seemingly impossibility: X-Ray NM. Any help you can give, via this writer, will be heartily appreciated.

wants, and have done almost all Masons. However I wish for you at my elbow to take a peek of many of them. I breakfasted with Sir Joseph on Monday morning who is recovered from the gout and in high spirits. We had a good deal of laughing about the Tractors Perkins has published several cases communicated by my Father, and presented me with a copy of this Book

"...I breakfasted with Sir Joseph [Banks] ... We had a good deal of laughing about the Tractors. Perkins has published several Cases communicated by my Father, and presented me with a copy of this Book...."

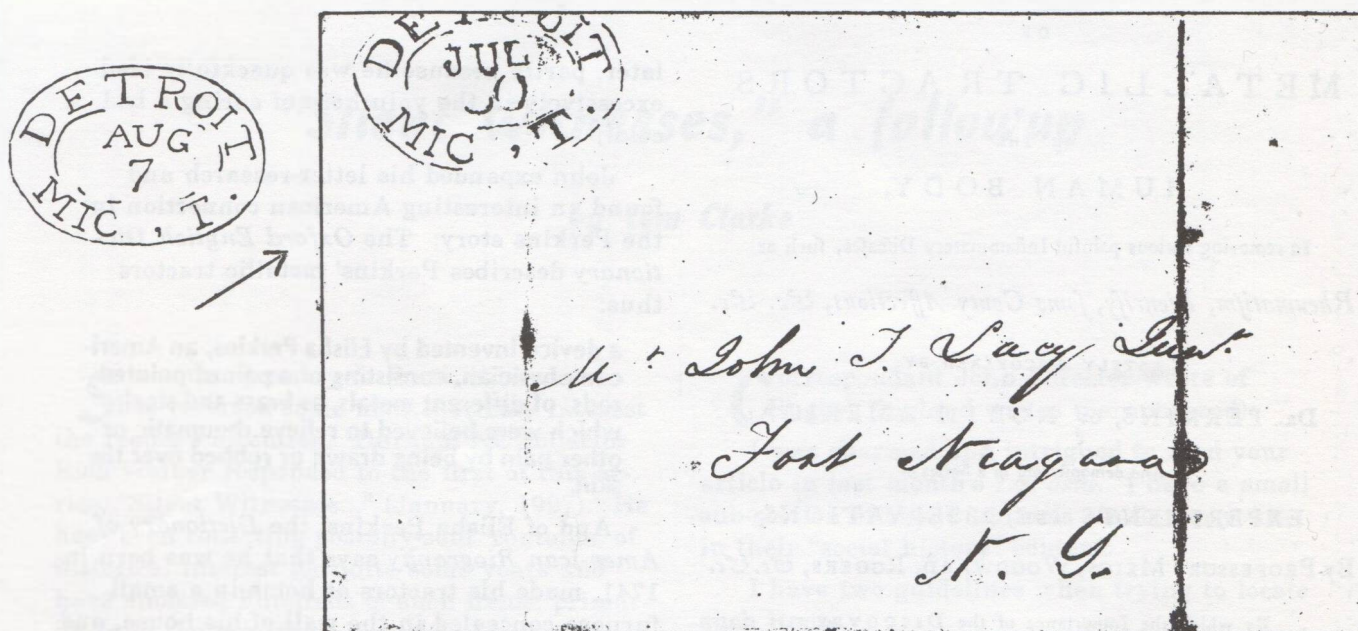


Figure 1. Letter from Lt. Edgar Martin Lacey, 5th U.S. Infantry, at Fort Howard, Michigan Territory, dated July 23, 1830, to Lt. John Lacey at Fort Niagara, NY. The cover went by military courier via the water route to Detroit, where it entered the mails. The oval "DETROIT, MIC. T." marking is seen at upper left (enhanced). Edgar Lacey graduated from West Point in 1827. After a brief period of duty at Jefferson Barracks, Missouri, Lacey spent the next 10 years at Wisconsin Territory army posts. He died at Fort Crawford on April 2, 1839, of natural causes. John Lacey later joined his brother in Wisconsin and served as an officer in the area's territorial militia during the 1830's.

Three Early Wisconsin Army Posts

By Michael Dattolico

You don't have to be from Wisconsin to enjoy that state's postal history. Wisconsin's early postal saga will especially delight U.S. military postal historians, since several prominent U.S. Army posts were located in Wisconsin Territory and gave the region a distinctive military flavor.

The Wisconsin area passed to United States control as part of the treaty which ended the Revolutionary War with England. But the British refused to acknowledge the American government's presence in that region until 1816, when Fort Crawford was established at Prairie du Chien on the Mississippi River, and Fort Howard was constructed at Green Bay.

By 1800 there were about 200 settlers in the area. Wisconsin was part of Indiana Territory for a time, and major portions of Wisconsin later was attached to Michigan Territory. Fur trading and lead mining attracted settlers to the Wisconsin area in those years. On July 4, 1836, Wisconsin Territory was officially organized.

Three army posts played an important role in the development of Wisconsin Territory. Those posts were Fort Howard, Fort Crawford and Fort Winnebago, and each post figured significantly role in the area's settlement.

Fort Howard, originally part of Michigan Territory, was constructed on the west side of the Fox River at Green Bay. Its purpose was to provide protection to independent trappers and fur traders employed by John Jacob Astor's American Fur Company. The fort was completed and garrisoned in 1817. This important territorial post was the rallying point for homesteaders moving into the area in the early 1800's. (Figure 1)

Fort Howard's postal accommodations are noteworthy. From 1816 through 1830, Fort Howard's mail was probably carried by boat to Detroit along with hand-carried military dispatches (Figure 2). Although the Green Bay post office was established on December 6, 1821, and handled settlers' mail during that period, the Detroit post office remained the major postal link between Fort Howard and eastern United States in the early years of the 19th century.

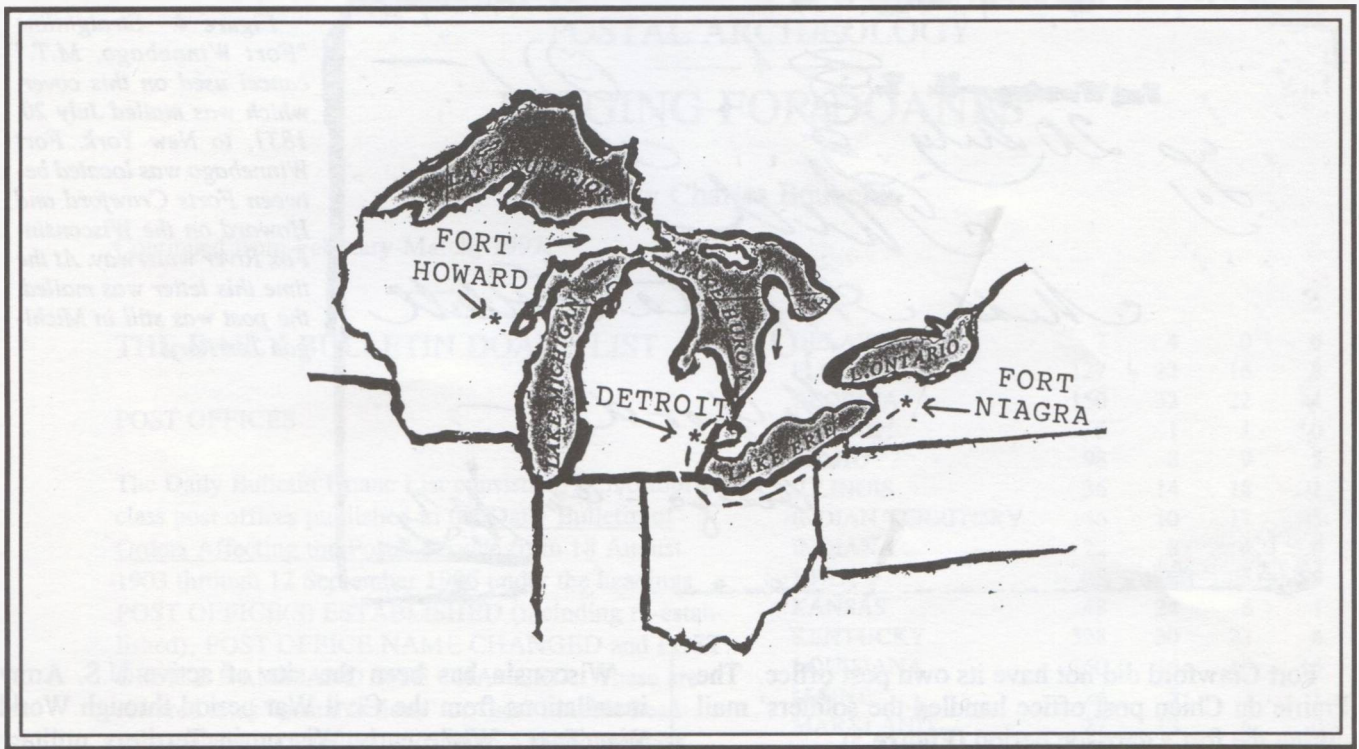


Figure 2. Route likely taken by Fort Howard military mail in 1830. The cover was carried with military dispatches via boat to Detroit, where it entered the mails. From there, it was carried to Fort Niagara, New York.

General Thomas Smith established Fort Crawford at Prairie du Chien, Wisconsin Territory, in 1816. It was located on the left bank of the Mississippi River near the mouth of the Wisconsin River. The post was established to protect incoming settlers and traders and to put an end to British influence in the region after the War of 1812. Eventually, Fort Crawford became a major treaty ground, the location of a government trading post, and an army mobilization point during the Black Hawk War of 1832.

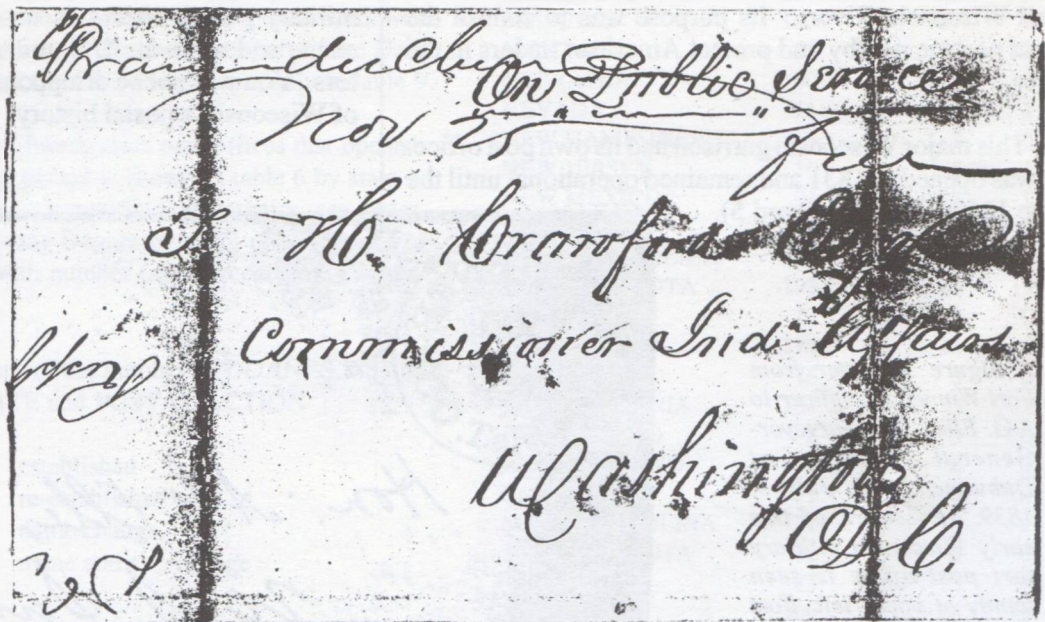


Figure 3. Letter sent to Commissioner of Indian Affairs, Thomas Hartley Crawford November 25, 1839, from Fort Crawford, Wisconsin Territory. The letter was sent by Lt. William M.D. McKissack, Indian affairs liaison officer at Fort Crawford. McKissack graduated from West Point in 1835 and was assigned to the 5th U.S. Infantry which was based at forts in Wisconsin Territory. He later served at Fort Jessup, Louisiana, during the 2nd Seminole War. He was part of the Rocky Mountain expedition of 1843-1846, and he served with distinction during the Mexican War. McKissack died on January 27, 1849 of complications from wounds received in Mexico. He was 36 when he died.

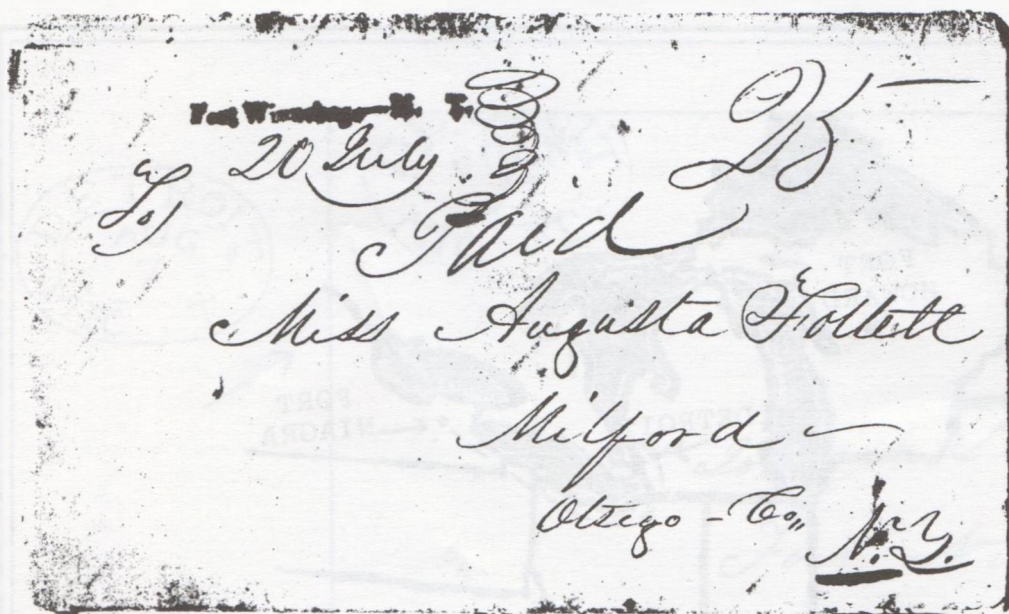


Figure 4. Straightline "Fort Winnebago, M.T." cancel used on this cover, which was mailed July 20, 1831, to New York. Fort Winnebago was located between Forts Crawford and Howard on the Wisconsin-Fox River waterway. At the time this letter was mailed, the post was still in Michigan Territory.

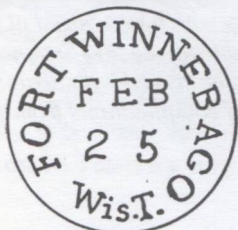
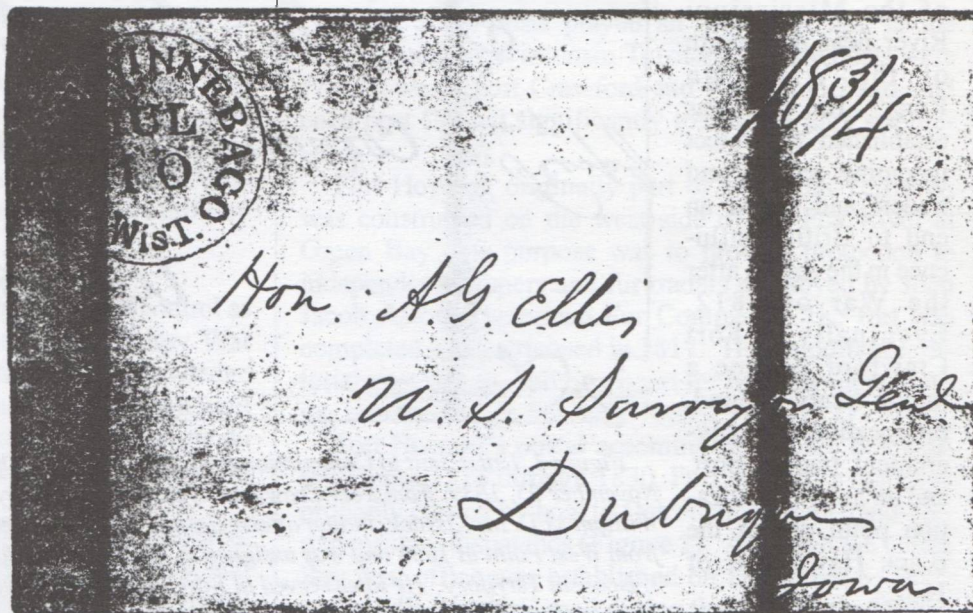
Fort Crawford did not have its own post office. The Prairie du Chien post office handled the soldiers' mail during the fort's garrison period (Figure 3).

Fort Winnebago was established on October 7, 1828, by troops of the 1st U.S. Infantry. It was situated on the right bank of the Fox River near the junction of the Fox and Wisconsin Rivers. Its purpose was to control the boat portage nearby and protect American traders in the area.

This major Wisconsin garrison had its own post office. It was opened in 1831 and remained operational until the late 1840s (Figures 4 and 5).

Wisconsin has been the site of active U.S. Army installations from the Civil War period through World War Two. While early Wisconsin Territory military mail may not be accessible to all collectors, later Wisconsin military postal history covers exist and are worthy of study by U.S. military postal historians. Wisconsin military postal history is a subject which will always excite and captivate U.S. military postal history collectors. You will not be disappointed if you study this facet of Wisconsin's postal history.

Figure 5. Letter from Fort Winnebago officer to A.G. Ellis, U.S. Surveyor-General based at Dubuque, Iowa, July 6, 1839. Postmark of this early Wisconsin military fort post office is seen faintly at upper left. Fort Winnebago remained an important military post as Wisconsin Territory moved into statehood in the mid-1830s.



POSTAL ARCHÆOLOGY

DIGGING FOR DOANES

By Charles Boubelik

Continued from February-March, 1997

THE DAILY BULLETIN DOANE LIST

POST OFFICES

The Daily Bulletin Doane List consists of 6,530 fourth-class post offices published in the Daily Bulletin of Orders Affecting the Postal Service from 18 August 1903 through 12 September 1906 under the headings POST OFFICE(S) ESTABLISHED (including re-established), POST OFFICE NAME CHANGED and POST OFFICE NAME AND SITE CHANGED. These are referred to as "postal actions" or "act" in table headings. The complete listing of the 6,530 fourth-class post offices is found in table 10.

During the Doane period, there were an additional 36 post offices with name changes whose postmasters were presidential appointees. These are not part of the Daily Bulletin Doane List but are shown separately in table 9.

A summary of all fourth-class post offices that opened during the Doane period is shown in table 6 by state and postal actions. For additional statistics, see tables 11, 12 and 13 listing Doanes by state, postal actions or types 1, 2 or 3 with number (and percentage) "known."

Table 6. Summary of the number of DOANES ISSUED by STATE and POSTAL ACTION

	est	ree	nch	nsc	total
STATE or TERR. (53)					
ALABAMA	180	30	28	6	244
ALASKA	29	1	4	0	34
ARIZONA	41	3	7	3	54
ARKANSAS	176	27	25	8	236
CALIFORNIA	125	14	27	3	169
COLORADO	84	23	7	2	116
CONNECTICUT	1	0	1	0	2

DELAWARE	2	4	0	0	6
FLORIDA	127	22	16	8	173
GEORGIA	150	32	22	4	208
HAWAII	5	1	1	0	7
IDAHO	98	8	9	5	120
ILLINOIS	36	14	18	1	69
INDIAN TERRITORY	146	10	17	5	178
INDIANA	22	8	4	0	34
IOWA	28	10	5	0	43
KANSAS	48	24	6	1	79
KENTUCKY	328	30	23	4	385
LOUISIANA	160	15	10	14	199
MAINE	24	5	7	1	37
MARYLAND	27	13	6	0	46
MASSACHUSETTS	3	1	1	0	5
MICHIGAN	65	8	13	1	87
MINNESOTA	176	13	20	8	217
MISSISSIPPI	231	41	29	9	310
MISSOURI	183	40	17	6	246
MONTANA	88	15	10	3	116
NEBRASKA	60	13	8	0	81
NEVADA	51	3	3	3	60
NEW HAMPSHIRE	3	3	2	0	8
NEW JERSEY	16	5	6	1	28
NEW MEXICO	94	13	13	1	121
NEW YORK	32	11	26	2	71
NORTH CAROLINA	154	13	30	7	204
NORTH DAKOTA	193	7	16	19	235
OHIO	27	19	12	0	58
OKLAHOMA	174	6	23	5	208
OREGON	76	12	5	0	93
PENNSYLVANIA	104	41	39	1	185
PUERTO RICO	2	2	0	0	4
RHODE ISLAND	5	1	2	0	8
SAMOA	1	0	0	0	1
SOUTH CAROLINA	71	14	18	1	104
SOUTH DAKOTA	72	5	6	3	86
TENNESSEE	83	21	15	3	122
TEXAS	300	25	28	19	372
UTAH	28	2	5	2	37
VERMONT	3	2	4	0	9
VIRGINIA	197	21	35	2	255
WASHINGTON	146	13	15	4	178
WEST VIRGINIA	333	24	38	5	400
WISCONSIN	82	12	10	1	105
WYOMING	65	6	3	3	77
totals	4955	706	695	174	6530

POST OFFICES RECEIVING DOANES

As more reported Doane examples are studied and more data are gathered, my early assumption that each post office in the list would get a Doane may not be entirely correct. It appears that some of the re-established post offices may have reissued the Doane from the previous period of operation with no new device being prepared when the post office was re-established.

For established post offices and those with a name change, a new Doane would be expected. But even here, there is evidence that there may also be exceptions whereby a new Doane was not manufactured.

There are 44 post offices with very minor name changes and these are listed in table 7. Many appear to involve misinterpreted handwritten applications resulting in a misspelled town requiring a subsequent name change to correct the error. Some have to do with splitting a name into two words or combining a two-word name into one. The latter would hardly justify a new Doane stamp to reflect the change.

Even if these do not seem worth replacing, 15 of the 44 minor name changes have already been reported with known Doane examples.

Name changes NARANJA, Florida and DEL ROSA, California are the only two, thus far, that show evidence that no new Doane was produced with the new name. Both post offices have reported Doane examples with the previous name still in use during the first year of the post-Doane period.

Table 7. List of POST OFFICE NAME CHANGES with ONLY MINOR VARIATIONS

* = reported known
x = evidence indicates a Doane was not produced for the new name

act	st	Town	type/no.	Previous Doane post office name
1 letter CHANGED (may have a space added or deleted)				
nch	fl	Naranja	3 1 x	from Narauja (example known 13.7.1907)
nch	ga	Jenks	3 1	from Jinks
nch	la	Aloha	2 1	from Alaha
nch	md	Reids Grove	3 1 *	from Reeds Grove
nch	mn	Callaway	2 1 *	from Calloway
nch	mt	Lennep	2 2 *	from Lennop

nch	nv	Las Vegas	2 1 *	from Los Vegas
nch	nc	Murchison	3 1	from Merchison
nch	pa	Bovard	3 1	from Borard
nch	pa	Landenberg	2 5	from Landenburg
nch	pa	Masten	3 1 *	from Maston
nch	va	Edinburg	2 7	from Edenburg
nch	wa	Manzanita	1 1	from Manzaneta

2 letters CHANGED

nch	it	Ahloso	2 1 *	from Ahlora
nch	nd	Courtenay	3 10	from Courtney
nch	tn	De Rossett	2 1	from Devassett

1 letter ADDED or DELETED

nch	ak	Metlakatla	2b 1 *	from Metlakahtla
nch	ak	Tyonok	3 1 *	from Tyoonok
nch	fl	Emeralda	3 2 *	from Esmeralda
nch	ia	Hospers	3 7	from Hosper
nch	ia	Prairieburg	3 4	from Prairiesburg
nch	md	Lanham	2 2	from Lanhams
nch	md	Marydel	3bf 4 *	from Marydell
nch	ny	Lyons Falls	3 8	from Lyon Falls
nch	sc	Kingville	1 2 *	from Kingsville
nch	sc	Ladson	3 3	from Ladsons
nch	sc	Pregnall	2 2 *	from Pregnalls
nch	tn	Embreeville	2 3	from Embreville
nch	tx	McCaulley	3 1	from McCauley
nch	ut	Indianola	2a 1 *	from Indiaola
nch	va	Motley	1 2	from Motleys
nch	va	Pine Beach	2 1	from Piney Beach

2 letters ADDED or DELETED

nch	ms	Highlandale	2 7	from Hilandale
-----	----	-------------	-----	----------------

2 LETTERS FLOPPED

nch	mn	Theilman	2 3 *	from Thielman
-----	----	----------	-------	---------------

NUMERAL to WORD or WORD to NUMERAL

nch	al	Lock Three	3 1	from Lock 3
-----	----	------------	-----	-------------

SPACE ONLY is ADDED or DELETED

nch	ca	Del Rosa	2 1 x	from Delrosa (example known 29.10.1906)
nch	ca	La Honda	2 2 *	from Lahonda
nch	ca	La Jolla	3 6	from Lajolla
nch	ca	La Manda	2 6	from Lamanda
nch	ca	Palo Verde	3 1	from Paloverde
nch	ca	Upper Lake	3 6	from Upperlake
nsc	la	Montpelier	2 1	from Mount Pelier
nch	mo	Mineral Spring	3 2	from Mineralspring
nch	nc	Haw River	2 8	from Hawriver

MODIFIED DOANES

Modified Doanes pose a problem, although their number, as a guess, is probably less than one percent of all Doanes. It is possible that a person who reported a Doane example may not have realized that the postmark was a modified Doane. The postmark under observation may be a Doane composite (a canceler with the dial of one Doane joined with the killer of another Doane) or it may be a Doane dial composite (a canceler with a Doane dial and joined with a non-Doane killer) or it may be a Doane killer composite (a canceler with a Doane killer and a non-Doane dial). Another possibility is that the cancel may appear to be a Doane but is really a Doane mimic, a complete and private fabrication whose parts resemble a Doane.

A skillfully altered Doane changeling would be difficult, if not impossible, for me to detect, but many are obvious. Although many of these Doane changelings are now included with the original Doane data, the changelings will be listed separately from the unmodified versions when I encounter them.

The Doane name/# changeling modifies the spelling of the name or changes the number or other parts of a killer. Removal of parts would be the easiest means of change, but changes by adding parts are also possible. The HOT SPRINGS / UTAH type 2b is an example of a Doane name/# changeling when the original UTAH HOT SPRINGS / UTAH lost its first Utah.

A Doane killer composite is deceptive because it gives the postmark the appearance of an authentic Doane, even if the dial may be similar, though not from a Doane. Fake killer bars in a Doane dial composite are recognizable in most cases, and this modification is easier to detect and less likely to be reported as a Doane. Occasionally, a Doane dial-only changeling is found with the killer removed without anything replacing the removed part and leaving only the rubber cushion to serve as the killer.

Especially difficult to detect are well crafted Doane composites consisting of 1a or 1b parts intermingled with 2a or 2b parts, or 1c parts intermingled with type 3 parts. Just as difficult to detect are composites of parts from type 3b Doanes and 4A or 4B parts. Doane examples prior to the potential composite may be the only way to substantiate or disprove possible or suspected Doanes with these combinations. Much easier to detect are Doane composites with dials that are not possible with the killer type. Using dials to identify Doane types makes it fairly easy for me to detect these.

With two exceptions, Doane composites are not indicated in the present Daily Bulletin Doane listing. The modified sub-type "m" is used in the "known" column to impart the knowledge that a Doane composite exists with the dial from a Doane of the expected type, but the likelihood of finding a postmark from the original Doane is small. These are not included in the statistics of "known" Doanes.

The first of the two Doane composites in the Daily Bulletin Doane List that came to my attention is the PECAN, Florida with an expected type 3 Doane. The PECAN, Florida post office came into being in the type 3bf period because of a name change from SAUBLE, which came into existence as an established post office during the type 2 period. The modified composite postmark, dated shortly after the name became PECAN, had the 3bfh dial with a type 2 number "1" Doane killer. While the original type 3bfh cancel is yet to be found, if it exists, the evidence is clear that a type 3bfh PECAN was manufactured and is reported as such. The modification was skillfully done. Identifying Doanes by the lettering style in the dials revealed the modification immediately. While no SAUBLE Doane example has yet been reported, it should have had a type 2 Doane as issued equipment to a newly established post office. The SAUBLE Doane should have been the source of the type 2 killer in the composite.

The other example of a Doane composite consisting of a type 3bfg dial with a type 2 Doane killer is the re-established BLUE MOUNTAIN, Maryland, figure 11. The previous period of operation was discontinued 30 Nov 1904, 14 months into the type 2 period. A type 2 Doane replacement must have been obtained with a Doane number "3", which is consistent with the

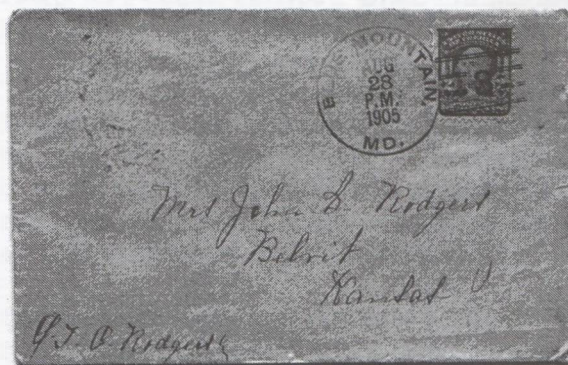


Fig. 11. A Doane composite consisting of a type 3bfg dial and a type 2-3 killer was used at the BLUE MOUNTAIN / MD. post office.

postmaster compensation. A new type 3 Doane was apparently produced for the re-established BLUE MOUNTAIN. The Doane composite in figure 11 was dated to show that it was created within the first month after reopening. This modification was reasonably well done. It appears that the type 3 dial was added to the type 2 canceler, because the dial is slightly rotated and the rim has a dent where it touches the top killer bar. What is puzzling about this composite is the reason for its creation. If a type 2 canceler was in existence, the production of a type 3 suggests that the Post Office Department did prepare a new postmarker for a re-established post office. Is it possible the new type 3 had a Doane number "1" and the postmaster wanted the prestige of the "3"? If this is so, why didn't the postmaster simply use the type 2 Doane?

These two examples, especially the PECAN, always prompts me to wonder why a postmaster would bother to modify a type 3 Doane with a type 2 killer when there is no apparent need. In the case of BLUE MOUNTAIN, the reason may be the prestige of the "3" as discussed above. This was not the case with the PECAN as both should have a "1". If we compare the type 2 and type 3 Doane hand stamps, type 2 would require much less physical effort in postmarking a letter than the type 3 because of the thinner lettering and the thin lines of the killer. This could certainly be an incentive to make the change. Another possibility also reflects my own taste. The serif lettering and the attractive numbers in the clean-looking bars of type 2a Doanes, and to a certain extent the type 2b as well, are aesthetically the most attractive four-bar style cancels we have had in 93 years. This, along with the ease of use, may explain the longevity of types 1 and 2 Doane usage.

PROBLEM REPORTS

Prior to the publication of United States Doanes, I found 15 type 3 Doanes in the Daily Bulletin Doane List that had reported examples with an earlier type number. Ten of these reported earlier types were confirmed as being incorrect or were examined and found to be type 3 Doanes. Five remain to be verified.

With the publication of the United States Doanes book, there were 14 additional Doane examples reported with an earlier type than would be expected in the Daily Bulletin Doane List. Of the 14, 13 should be type 3 and one, type 2. Of these, nine have now been verified and agree with the expected type.

ALFRED, Texas, a name change in the type 3 period, is listed "known" in the Doane book as type 1, postmarked in 1907. Investigating ALFRED, in Nueces County, it developed into a somewhat complicated situation. Prior to the name change, there was an unrelated ALFRED in the same county that existed from 1901 to 1904. This Alfred, SSE of Corpus Christi and probably within the present city boundary, could have had a type 1 or 2 Doane. A type 3bfh dial, the expected type 3, however, is known canceled 22 Dec 1905 for the listed ALFRED, a name change from Driscoll and now a part of Jim Wells County created in 1911.

Doane examples reported with Doane types earlier than possible are listed in table 8. All verified examples show the Doane type to be as expected, but only some were corrected for the Doane book listing. The table is divided into the Doanes that have been verified and those needing verification. For the examples that were verified, the table is further subdivided to indicate if the type was updated in the Doane book or if it required updating.

Table 8. Reported Doane examples indicating a TYPE EARLIER THAN EXPECTED according to the Daily Bulletin Doane List

VERIFIED TYPE 3 DOANES

DOANE BOOK ENTRIES UPDATED

ia	Prairieburg	nch	3	4
mn	Erie	est	3	1 *
ok	Cyril	est	3	1 *
or	Gwendolen	est	3	1 *

DOANE BOOK ENTRIES THAT REQUIRE UPDATING

PRE-DOANE BOOK REPORTS

fl	Pecan #	nch	3	1 m
nd	Blaisdell	nch	3	1 *
pa	Kuhn	est	3	1 *
pa	Stevensville	est	3	1 *
tx	Alfred #	nch	3	2 *
va	Radium	est	3	1 *

see text above for discussions

DOANE BOOK REPORTS

ca	Coram	est	3	1 *
ca	Oriole	est	3	1 *

mi	Kneeland	est	3	1 *
nm	Seama	est	3	1 *
or	Salisbury	est	3	1 *
pa	McCall Ferry	nch	3	3 *
wi	Enterprise	nsc	3	1 *

REPORTED DOANE EXAMPLES WITH A TYPE EARLIER THAN PREDICTED THAT REQUIRE VERIFICATION

PRE-DOANE BOOK REPORTS

it	Wainwright	est	3	1
nc	Barkers Creek	nch	3	1
ok	Barden	est	3	1
tx	Gouldbusk	est	3	1
va	Elly	est	3	1

DOANE BOOK REPORTS

md	Fike	est	3	1
ms	Togo	est	3	1
ms	Ark	nsc	3	1
pa	Midland	est	3	1
wv	Estep	est	2	1

Photocopies of the above Doanes ARE NEEDED for verification. See the section following ACKNOWLEDGEMENTS.

POST OFFICE(S) ESTABLISHED

There are 4,955 post offices under the heading "established". 1,701 of these, representing 34% of the total, are reported with the predicted type and number "1". I can only assume that all were prepared for the opening of the new post offices and are not replacements.

The number "1" has always been accepted as the number a Doane would automatically be assigned for an established post office. To upset this otherwise simple scheme for giving established post offices an automatic number "1", there are two established post offices in the list that received a "4" and a "5" respectively. The two, both related, were for the Virginia post offices known as MANEUVER CAMP NO. 1, which received a type 2-5 Doane, and MANEUVER CAMP NO. 2, which received a type 2b-4 Doane. No. 1 operated about a month and a half, while NO. 2 lasted, probably, a bit less than a month. When NO. 1 was discontinued on 30 Sep 1904, the mail was sent to MANASSAS (\$1400 compensation). NO. 2 was discontinued 15 Sep 1904, and this mail was sent to THOROUGHFARE

(\$272 compensation). It would be most helpful to come across documents that would explain this anomaly.

There is a possibility that the Doane number for established post offices may have been determined by another method. Whenever an application for a new post office was submitted to the Post Office Department, it usually included the expected number of people that would be served by that post office. When new homesteaders arrived to take up land farther and farther from the nearest existing post office facility, a request for a post office "closer to home" would certainly have been considered. In all probability, a small number of families would be served. When the Post Office Department considered an application for a new post office, the number of persons served should certainly have been a factor in the decision to approve the request. From post office statistics, the department could analyze this number and estimate the approximate revenues that could be expected. It is possible that the Doane number was determined by the estimated revenues that a certain number of people or families would be expected to generate. In the case of the two Maneuver Camp post offices, the number of men involved would have been available, and the estimated volume of mail could have been the basis for the numbers 4 and 5 that were assigned to the produced established Doanes.

Thirty-two post offices that were designated as established in the Daily Bulletin Doane List are in states with postal history books⁸ available to me and had previous periods of operation during the Doane period. For three of these post offices, it was determined that those in the previous period had the same name but were not related to those in the Daily Bulletin Doane List. There is a potential that a replacement Doane in the previous period could have been reissued at establishment. Except for a Colfax, Pa. type 2 Doane discussed below, however, there is no evidence that this occurred.

Ten of these 32 post office establishments have known Doane examples. Of these ten, nine could not have been reissued at establishment because the Doane type could not have existed during the previous period of operation. An assumption is made here that the known example was issued at establishment.

Only one of the reported examples, the COLFAX / PA. type 2-2 Doane, could have been from a previous period of operation. The COLFAX establishment occurred in the latter part of April 1905, while the

⁸ See bibliography (excluding Missouri).

previous period of operation was discontinued on 14 April 1904.

The Doane book lists a type 2-2 COLFAX / PA. with an earliest known date of 1907 and a latest known date of 9 Sep 1909 (figure 12) which is a type 2a-2. This could have been a replacement during the previous period of operation because the compensation appears to have been sufficient for a number 2. This postmark, however, utilizes the 3.5mm removable rubber type for the indicia, which suggests it was not issued until the established date or later.

The listed 1905 compensation is difficult to interpret. Assuming the 1909 dated Doane was prepared as a new Doane for the establishment, the estimated revenues for COLFAX could have been sufficient to warrant a "2". This would then be another example of an established post office not getting the automatic "1". It is also possible that this was prepared as a replacement, but it is unlikely because only two months were available.

So far, there is no concrete evidence to indicate a Doane from a previous period of operation has been reissued at establishment. Except for the Maneuver Camps, no Doane for an establishment is known with a number other than "1". Considering the evidence, the COLFAX, / PA. type 2-2 should not exist except as a resurrected canceler from a previous period of operation. Upon closer examination, however, the killer bars appear a bit too low in relation to the dial, a feature easily overlooked. This suggests a Doane changing or, more likely, a Doane composite. The 3.5mm indicia is a good indication that COLFAX received a new Doane at establishment and probably with a "1". Assuming there was a 2-2 Doane issued during the previous period of operation, this Doane could have been the source of the more prestigious number 2 killer for the composite. What is needed are examples of postmarks for 1904, 1905 and 1906.

Twenty-five reported Doane examples (excluding the Maneuver Camp and Colfax Doanes) of established post offices show numbers that are greater than "1". Some

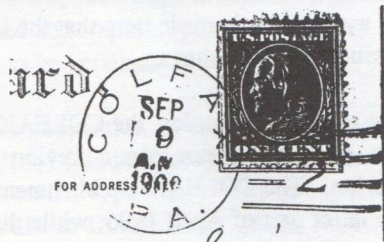


Fig. 12 The COLFAX, / PA. type 2a Doane.

may be misidentifications or replacements, but verification is needed.

POST OFFICE(S) RE-ESTABLISHED

This proved to be an area that requires more study and time to gather additional data. I was delayed for over a year by data entry in an effort to further study the re-established postal action, but had to stop when I realized that the time required to enter all the information would be considerable. I will continue this effort, but it will be some time before the data can be studied.

Because there is some question at this time what the predicted number for a particular re-established post office should be, I have left the predicted-number column blank, even if the vast majority of examples support the assignment of a number "1". The Doane type number is retained to designate the period the re-establishment took place.

There are 706 re-established entries. The post offices with the "known" (*) designation is based on "1" as the predicted number. Surprisingly, 199 (or 28%) of these are known with the number "1". There are 21 reported with a number greater than one. It is difficult to determine if these were issued at re-establishment or whether they are Doane replacements or carryovers and resurrected from a previous period of operation.

POST OFFICE NAME CHANGED and POST OFFICE NAME AND SITE CHANGED

The Daily Bulletin Doane List does not include 36 name changes during the Doane period for post offices whose postmasters were presidential appointees. These are listed separately in the following table 9.

Table 9. NAME CHANGES whose postmasters were
PRESIDENTIAL APPOINTEES

State	Town	previous name
ARKANSAS	Hartford	from Gwynn
	Lewisville	from New Lewisville
CALIFORNIA	Mill Valley	from Eastland
	San Fernando	from Fernando
COLORADO	Canyon City	from Canon City
	Canon City	from Canyon City
FLORIDA	Bradentown	from Braiden Town
	Clearwater	from Clearwater Harbor
GEORGIA	Commerce	from Harmony Grove
ILLINOIS	Granite City	from Granite
KENTUCKY	Hodgenville	from Hodgenville

MICHIGAN	Hubbell	from Southlake Linden
	Sandusky	from Sanilac Center
	Sault Sainte Marie	from Sault de Ste Marie
MINNESOTA	Detroit	from Detroit City
	Paynesville	from New Paynesville
	Winnebago	from Winnebago City
MISSOURI	Bonne Terre	from Bonneterre
MONTANA	Chouteau	from Choteau
NEBRASKA	Loup City	from Loup
NEVADA	Tonopah	from Butler
NEW HAMPSHIRE	Franklin	from Franklin Falls
NEW MEXICO	East Las Vegas	from Las Vegas
NEW YORK	Hornell	from Hornellsville
	Interlaken	from Farmer
	Lake George	from Caldwell
	Victorhill	from West Seneca
	Watervliet	from West Troy
OHIO	Mantua	from Mantua Station
OKLAHOMA	Altus	from Leger
PENNSYLVANIA	Derry	from Derry Station
UTAH	Lehi	from Lehi City
	Provo	from Provo City
VIRGINIA	Pulaski	from Pulaski City
WASHINGTON	Bellingham	from Whatcom
	Cle Elum	from Clealum

Of the 695 post offices listed as NAME CHANGED, 275 (or 40%) on the list have been reported and agree with the expected type and the predicted number.

For the 174 post offices listed in the NAME AND SITE CHANGED group, 71 (or 41%) of the total in the list were in agreement.

ACKNOWLEDGEMENTS

The need for examples of known Doane postmarks, as well as copies of Doanes that did not always conform to what was expected, led me to contact various collectors, coordinators and dealers for help. The response was wonderful. I would like to express my appreciation to the following:

Bill Helbock aroused my interest in Doanes with his call for western Doane examples in the early 1980s. He supplied me with information for many Colorado Doane examples when I became interested in compiling Doane information for Colorado. His continued assistance with problem examples and photocopies has been of great help. From this beginning, the study of Doanes has provided much pleasure, and for this, a big thank you.

In those early years, Boulder, Colorado postal history collectors Bill Grebe and Eldon Todd allowed me to examine their postal items for Doane information. Dealers Ed Bailey, Dick Lytle and Larry Piekenbrock

were most helpful by allowing me to examine their postal history stock for recording Doane and four-bar information from the time I was a Doane novice.

Special thanks are in order to the following for their help in providing state lists and/or clarifying problem Doanes with copies and/or discussion: Deane Briggs, Andrew Buckland, Jim Faber, Chuck James, Lynn Langdon, Otto Ludecke, Leonard McCabe, Gordon Twedt, Doug Wick, John Williams, James Williamson, R. G. Woodman.

For the state listings, photocopies and discussions about Doanes I express my appreciation to Gary Anderson, Bart Billings, C. H. Clippinger, William Coles, Tony Crumbley, Doug De Roest, David Ellis, Jim Felton, Arthur Hadley, Steve Hartwell, Neil Hawk, Thomas Hayes, C. Randy Kimes, Mike Maselli, Gary McIntyre, Jim Mehrer, Alan Patera, LaMar Peterson, Vincent Ross, Roger Rydberg, Ken Schoolmeester, Hal Smith, Jack Smith, Randy Stehle, Web Stickney, Thomas K. Todsén and to those who may have been missed.

PHOTOCOPIES NEEDED FOR STUDY

Often, when I encounter Doanes, it seems I learn something new about them, and many times this results in my recording new data for each Doane where applicable. Unfortunately, it is impossible to recheck many Doanes, seen previously, for the new data. Sometimes this adds a new item to the list of facts about Doanes. Because of this, the information in this article should not be considered the last word about Doane cancelers. While preparing for this article, many new areas for study were found, and some of the results are included. But, for the most part, any new information must be left for the future.

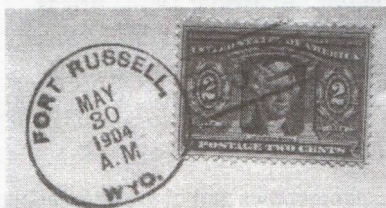
Photocopies of any Doanes or four-bar postmarks related to Doanes that are found and would help further the knowledge of Doanes would be very much appreciated. These would include any modified or suspected modified Doanes, Doane type 3bfh (the 27-30mm rim diameter), all type 411 (11mm) four-bars, any copies requested in the text, any Doane with a type earlier than those indicated in the Daily Bulletin Doane List and any that verifies or conflicts with the expected type and predicted number of any post office in the Daily Bulletin Doane List not indicated as "known."

Please send all information to the author at Box 40, Canon City, Colorado 81215.

EXAMPLES OF DOANE and FOUR-BAR SUB-TYPES

Figure 13.

DOANE SUB-TYPES



Type 1a



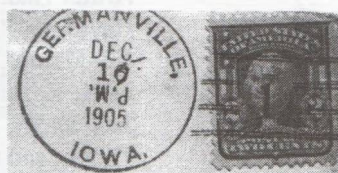
Type 1b



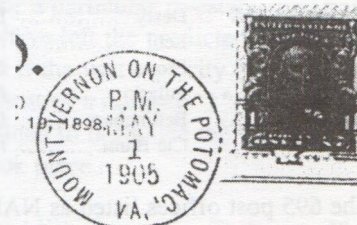
Type 1c



Type 2a



Type 2b



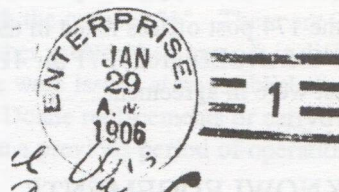
Type 2d



Type 3a

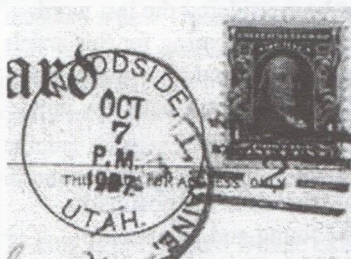


Type 3bfg



Type 3bfh

FOUR-BAR SUB-TYPES



Type 3bp



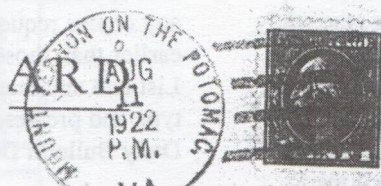
Type 4Aa



Type 4Ab



Type 4B (4Bb)



Type 4Bd



Type 411

Glossary

backstamp (generic) a term that refers to any cancel, other than the originating postmark, that is found on mail. It may represent a canceling, forwarding, receiving, transit or a cancel that cannot be definitely determined.

changeling see Doane changeling, Doane dial-only changeling or Doane name/# changeling.

compensation see postmaster compensation.

composite when referring to postmark hand stamps, a modification of the canceler that utilized one part, such as a dial, and has another part, such as the killer, from another source. Also see Doane composite, Doane dial composite or Doane killer composite.

Daily Bulletin Doane list the Daily Bulletin listing of all fourth-class post offices during the Doane period by state, town and postal action.

dial the permanent portion of a postmark consisting of lettering that generally includes the post office name and state and is usually within a rim. It may exist alone or in association with a killer.

dichotomous key a systematic method of identification that utilizes a series of binary choices until an item is identified.

discontinued the date a post office closed; the first business day after the Last Day of operation. It should not be confused with the "Last Day" of operation of a post office or the ending dates in the various tables in this article.

Doane book the book United States Doanes, published by La Posta Publications in 1993.

Doane canceler see Doane postmark.

Doane changeling a noticeable modification of a Doane utilizing the ORIGINAL DOANE DIAL and KILLER without any changes to the lettering or bars, resulting in a rotated or out-of-shape dial, inverted killer or all three.

Doane composite a modification in which an unchanged dial of a Doane is joined with an unchanged killer from another Doane.

Doane dial composite a composite utilizing only the unchanged dial of a Doane and joined with a non-Doane killer. The killer may be from a Doane mimic.

Doane dial-only changeling a Doane with an original, unchanged Doane dial with the killer missing and only the rubber cushion present to act as the killer.

Doane hand stamp see Doane postmark.

Doane killer composite a composite utilizing only the unchanged killer of a Doane and joined with a non-Doane dial. The dial may be from previous rubber cancelers issued by the post office, from 19th Century cancelers or from privately made fabrications. The killer can only be assumed to be from equipment within the same post office.

Doane name/# changeling a modification of a Doane by the removal of letters in the dial in order to change the name and/or the removal, partial removal or the changing of the Doane number in the killer.

Doane mimic a postmark creation of private manufacture with a killer resembling a Doane in some way.

Doane number the number found in the killer bars of a Doane canceler.

Doane period the period 18 August 1903 through 12 September 1906, excluding the experimental usage in early 1903, when Doanes were issued to fourth-class post offices as standard cancelers.

Doane postmark 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 of this postmark type.

Doane replacement same as a replacement Doane, which see.

Doane sub-type designations that I have coined that represent the various and easily recognizable lettering styles within type 1, 2 or 3 Doanes.

established 1. (est) a postal action heading in the Daily Bulletin.

2. the day a post office opened for business, or the same as the "First Day" of operation.

indicia the portion of the postmark that usually contains the date and possibly a time indicator or possibly other information, such as a train number. Removable type is utilized and anything is possible.

killer usually a stamping device that renders a postage stamp unsuitable for reuse. It may exist alone or in association with a dial.

modified Doane (generic) any change to an original Doane.

name change 1. (nch) a postal action heading in the Daily Bulletin.

2. the day an existing post office opened for business with a new name, or the same as the "First Day" of operation with a new name.

name and site change 1. (nsc) a postal action heading in the Daily Bulletin.

2. the day an existing post office

opened for business with a new name and at a new location, or the same as the "First Day" of operation with a new name and location.

postal action one of several headings in the Daily Bulletin to designate various decisions made by the Post Office Department affecting post offices and includes established (est) (including re-established [ree]), name change (nch) and name and site change (nsc).

postmaster compensation the annual or partial-year payment received by a postmaster as listed in the Official Register.

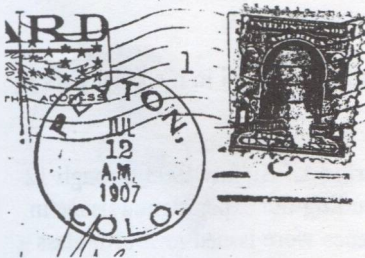
re-established 1. (ree) a postal action within the "established" heading in the Daily Bulletin.

2. the day a post office opened for business as a re-established post office or the same as the "First Day" of operation of a re-established post office.

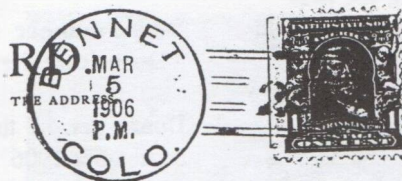
replacement when it refers to Doanes, see replacement Doane. Any canceler that succeeds a previously used postmarking device.

replacement Doane any Doane cancelers issued to a post office as successors to the initial Doane for any post office in the Daily Bulletin Doane list. If a post office was in existence prior to the Doane period, it would be any Doane that replaced a previously used device of any kind.

DOANE CHANGELINGS



Doane changeling

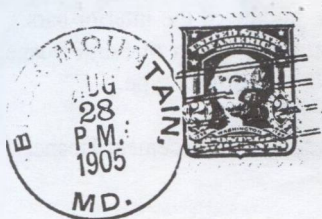


Doane name/# changeling



Doane dial-only changeling

DOANE COMPOSITES



Doane composite



Doane dial composite



Doane killer composite

THE DAILY BULLETIN DOANE LIST

Compiled by Charles Boubelik

Table 10.

The complete listing by STATE, TOWN and POSTAL ACTION of all 4th Class Post Offices that are listed in the Postal Bulletins as either ESTABLISHED, RE-ESTABLISHED, NAME CHANGE or NAME AND SITE CHANGE during the period that produced the DOANE cancelling device. The Doane period does not include the experimental period during the early part of 1903.

ALABAMA, Ajax - ALABAMA, Stough

COLUMN HEADINGS

The following fictional towns are examples of entries found in this listing.

State or Terr.

Postal Action (act)	Post office as published and spelled in the Daily Bulletin (Town)	Doane Type expected (+ sub-type if known) (type / (sub-type)) or (Typ+(sub))	Predicted Doane number (predicted No.) or (No.)	Symbols See footnote below (no heading)
VIRGIN ISLANDS				
ree	Artemesia	3b		*
est	Bouteloua	3bp	1	*
nch	Rosa Del	2	1	x
nch	Cashew	3bfh	1	m
est	Maneuver Camp No. 9	2b	8	e
nsc	Chrysothamnus	2a	2	*

act	Town	Doane type / (sub-type) & predicted No.	act	Town	Doane type / (sub-type) & predicted No.	act	Town	Doane type / (sub-type) & predicted No.
ALABAMA								
est	Ajax	1 1	est	Baldwin	3 1	ree	Browns Creek	3
nch	Alabama Port	3 1	nch	Battelle	2 1	est	Brushy Pond	2 1
est	Allenville	2 1	nch	Battles Wharf	2 1	est	Burbank	2 1
nsc	Ariton	3 2	est	Bazzate	2 1	ree	Calebee	3
est	Auglan	2 1	est	Beard	3 1	nch	Carlisle	1 1
est	Austinville	2 1	nch	Belle Ellen	2 5	ree	Carpenter	2
est	Avoca	2 1	ree	Benson	3 1	est	Carroll	2 1
est	Axis	3 1	est	Biler	3	est	Cassady	3 1
			est	Blackwell	2 1	est	Cawthorn	1 1
est	Bailey	1 1	est	Blalock	2 1 *	est	Cedar Creek	2 1
est	Baker	2 1	est	Bodine	2 1	est	Cedrom	2 1
			est	Boley	3 1	est	Ceylon	3 1
			est	Brightwater	2 1			

POSTAL ACTION

est = established
ree = re-established
nch = name change
nsc = name and site change

SYMBOLS after the Doane number

* = Doane canceler has been reported with "expected type and predicted number."
e = established Doane that did not receive a number "1".
m = modified Doane composite known.
x = evidence indicates a Doane was not prepared when published in the Daily Bulletin.

NOTE: -- For re-established post offices, the predicted number has been omitted as I am unsure, at this time, if all re-established post offices were assigned a number "1". The Doane type number is indicated to show the period the re-establishment took place. A re-established post office indicated as "known" (*) is for a Doane reported having a "1" Doane number.

act	Town	Typ+(sub) No.	act	Town	Typ+(sub) No.	act	Town	Typ+(sub) No.
ALABAMA			nsc	Hewitt (sic)	2 3	est	Newala	3 1
ree	Chalk Bluff	2	est	Highlog	2 1	est	Norris	3 1
est	Chatom	2 1	est	Hill	3 1			
est	Chrystine	2 1	est	Hilyer	2 1	est	Oak	2 1
nch	Churubusco	2 1 *	est	Holland	3 1	ree	Oakshade	2
nch	Clare	3 1	est	Holt	2 1	nsc	Ocampo	3 2
est	Cloddy	2 1	est	Hugo	2 1	est	Odom	2 1
est	Coal Creek	3 1	est	Hulsey	2 1	ree	Opine	2
ree	Coal Fire	3	est	Hyles	3 1	est	Orme	2 1
ree	Coalburg	3				est	Osburn	2 1
ree	Coalmont	3	est	Ice	3 1	est	Osierfield	3 1
nch	Coalmont	2 1	est	Ingate	2 1 *	est	Oxmoor	2 1
est	Conoly	3 1	est	Ingle	3 1			
est	Copeland	3 1	ree	Ino	2	est	Palmetto Beach	3bf 1 *
est	Corley	3 1	ree	Iola	2	est	Parcoal	2 1
est	Cortleyou	3 1	est	Itasca	2 1	est	Parsons	2 1
est	Cottagehill	2 1				est	Piper	2 1
ree	Creek Stand	3	est	Jacksontown	2 1	est	Poarch	2 1
est	Creelman	2 1	est	Janvier	2 1	est	Pohl	2 1
ree	Cross Keys	3				est	Ponoka	2 1
est	Curtiston	2 1	est	Kalmia	3 1 *	est	Prestwick	2 1
est	Czar	3 1	est	Kenney	3 1	nch	Pride	1 1
			nch	Kents	3 1	est	Pulpit	3 1
			nch	Keystone	2 3	est	Purves	3 1
est	Darlington	2 1	est	Kinley	3 1	est	Puryear	2 1
est	Davis	2 1	ree	Kipling	3	est	Pyrton	2 1
est	Daws	2 1	est	Kirkwood	3 1			
est	Donald	3 1	est	Kuykendall	2 1	nch	Quenelda	2 1
nch	Dora	3 8				est	Quinton	3 1
			ree	La Place	3			
est	Edgewood	2 1	ree	Ladiga	2 *	est	Ray	2 1
est	Elgin	2 1	est	Lahusage	2 1	est	Red Star	2 1
est	Ellawhite	3 1	ree	Lauderdale	2	ree	Redemption	2
est	Emauhee	3 1 *	est	Lederle	2 1	ree	Redemption	3bp
			nch	Lock Three	3 1	nch	Republic	2 3
ree	Fail	3	est	Lonnie	3 1	est	Rice	2 1
est	Fanninton	3 1	est	Loper	3 1	est	Richland	2 1
est	Fernando	3 1	est	Loree	2 1	est	Ridgeway	2 1
est	Festus	2 1	est	Lou	3 1	est	Robertsdale	2 1 *
ree	File	2	est	Lufkin	2 1	est	Robinsonville	2 1
est	Filmore	3 1	est	Lulu	2 1	ree	Rome	3
est	Flat Creek	3 1				est	Roscoe	3 1
est	Foley	3 1	est	Mabel	2 1			
est	Fore	2 1	est	Mamie	3 1	nch	Saco	2 2
est	Forest	2 1	est	Marble	2 1	est	Saucer	2 1
est	Forestdale	3 1	est	Marquis	3 1	est	Sayre	2 1
est	Fostoria	2 1	est	Masterson	2 1	est	Seloca	2 1
			est	Maybrick	2 1	est	Shadix	2 1
est	Gantts Quarry	3 1	est	McGowin	3 1	nch	Shellhorn	2 1
nsc	Gaskin	2 1	nch	McIntosh	2 2	est	Shibboleth	2 1
est	Gayoso	2 1	est	McIver	3 1	ree	Shopton	2
est	Geiger	2 1	est	McRae	2 1	est	Soldiers Home	2 1
ree	Gem	3	est	Mehaffey	2 1	est	Spears	2 1
est	Georgiaville	1 1	ree	Millry	3	nch	Speigner	3 4
est	Goodway	2 1 *	est	Mills	2 1	est	Spocari	2 1 *
est	Greeley	2 1	nch	Mineral Springs	2 1	est	Spotswood	3 1
est	Gretna	3 1	est	Moro	3 1	est	Springfield	2 1
			ree	Morrison	3	est	Spur	2 1
ree	Hackneyville	2	est	Mozelle	2 1 *	est	Stanley	1 1
nch	Hacoda	2 1	est	Mullenix	3 1	est	Stapleton	2 1
est	Hannah	2 1	est	Mussel	3 1 *	est	Steen	2 1
est	Hardwick	2 1	est	Myles	3 1	nch	Stockdale	2 1
nch	Harvest	3 1				ree	Stough	3
est	Heiberger	2 1	nch	Narcissus	2 2			
est	Herndon	2 1	est	Nettleton	3 1			

(To be continued)

THE FIRST TRANSMOUNTAIN MAIL ROUTE CONTRACTS, 1850-1862

PART VI

Route 12801

Salt Lake City Utah to San Diego, California,
July 1, 1854 to June 30, 1858

by Daniel Y. Meschter

As the contract for Route 5066 from Sacramento to Salt Lake City (Part III) approached expiration, the Post Office Department on October 23, 1853 ordered advertisements for proposals for monthly service via both the Southern Road to San Diego (12801) and the Sacramento route, allowing plenty of time for bids to be received in Washington, D.C. not later than April 3, 1854 (*Deseret News*, December 15, 1853). There was nothing in this, however, to suggest the P.O.D. planned to initiate service on both routes. It was, in effect, "testing the water" in view of the fact that Special Agent Goggin in San Francisco had long since approved diverting the mail from the California Trail to the Southern Road during the winter months.

Route 12801 (Appendix 16) was specifically by way of a series of Mormon settlements stretching south from Salt Lake City toward the corner of New Mexico (now Arizona) and across the deserts to San Bernardino and San Diego. The advertisement for Route 12523 (Appendix 18) listed Carson Valley and Box Elder as intermediate points on the Salt Lake Cutoff and California Trail lately used for Route 5066. Emigrant parties had already shown that crossing the salt flats to Pilot Peak was to be avoided; but there was a general awareness by this time that a route a little further south might prove a more direct, practical alternative to the California Trail. In fact, Army Lt. E.G. Beckwith was exploring such a route around the south end of the Great Salt Lake Desert and running nearly due west to Carson Valley that same summer.

Paradoxically, the more difficult Sacramento route over the Sierras attracted the heavier bidding with eighteen timely and three "after time" bids, among the latter of whom was the Mormon, Hiram Kimball, who later won the contract for the Independence route (Part Vb). Timely bidders of interest included Magraw and Reeside who were awarded the contract for Route 8911 from Independence to Salt Lake City at the same time (Part Va) and the California Stage Company, whose president, James Birch, would inaugurate the first true overland mail over Route 8076 from San Antonio to San Diego in July 1857.

The low bid for Route 12523 was \$9,600 by James B. Leach for monthly service on horseback. George Chorpenning's bid of \$12,500 with the mode of carriage left open actually was no better than third lowest, but he probably knew as well as anyone that the Post Office Department could hardly ignore the advantages of the Southern Road until the Indian threat on the California Trail was abated, a more direct road was built from Salt Lake City to Carson Valley, and the roads over the Sierras improved for winter travel. Even though the advertisement did not prescribe a mode of carriage, Leach's bid limited to horseback probably influenced the P.O.D. to withdraw this advertisement because pack trains already were becoming inadequate to carry the increasing volume of mail between Salt Lake City and the Pacific coast. In fact Chorpenning's contract on the Southern Road (Appendix 17) was indefinite where it provided the contractor would use "such means as may be necessary to transport the whole of said Mail, whatever may be its size or weight."

By contrast, the Southern Road attracted only seven timely and seven "after time" bidders, all or almost all from Mormons in Utah whose bids didn't reach Washington in time. However, nothing was lost by the delay in this case because none of their bids were lower than George Chorpenning's second low bid of \$12,500. Daniel Well's low bid of \$6,368 for transport by two-horse carriage very likely was rejected on the grounds it proposed changes in the route and schedule not in compliance with the advertisement.

In view of the difficulties he had experienced on the Sacramento route and the losses he was already alleging on the Southern Road, it is difficult on the face of it to understand Chorpenning's bid of \$12,500, actually \$1,500 less than his contract for Route 5066, even though the Southern Road had the advantages

that it was open in all seasons, its grade was moderate with no major mountain ranges to cross, and the country 300 miles south from Salt Lake City and 50 miles east from Los Angeles was being rapidly settled up and the deserts in between were no longer as formidable as they once had been. Chorpennig explained his strategy this way (Chorpennig, 1874, p. 14):

At this time [the winter of 1854] it was the settled opinion in California . . . that very soon the mail service from the Missouri river, via Salt Lake, to California, would be increased to weekly trips, and possibly the time reduced one half. With this view of the matter before me, and feeling satisfied it would be carried out, in part at least, I put my bid at that low price, first, that I might be sure to get the contract; second, because the Indians had up to this time been less troublesome on that route, as much of it was settled by the Mormons, thus affording a considerable carrying trade in the way of passengers, etc.; . . . and last, but most important, the prospect of at least a weekly service, possibly in four-horse coaches, which would give me a mail pay of not *less* than four times the amount of my bid . . .

Further, Chorpennig previously contended that he was verbally promised \$16,000 per annum in addition to his contract pay of \$14,000 when his contract on Route 5066 was reinstated in the summer of 1853 and the contract register supports him in this. What he no doubt realized based on that precedent was there was a very real prospect of having a petition for increased pay acted on favorably by the P.O.D.; and if not by it, then by Congress. By entering a very low bid he was not only assuring himself of being awarded the contract, but laying a foundation for damages in addition to what he would be awarded by Congress in connection with Route 5066.

He was right! The third section of *An Act for the Relief of George Chorpennig* (March 3, 1857, 11 Stat. 521) contained a provision, "to allow and pay to said Chorpennig, thirty thousand dollars per annum . . . which said sum of thirty thousand dollars per annum shall be in lieu of the contract pay under both contracts [Routes 5066 and 12801]". Not only did he get a raise in pay for Route 12801 from \$12,500 to \$30,000 per annum, it was retroactive to July 1, 1854 as noted in the marginal note of March 18, 1857.

Although he claimed in his statement of 1874 (p. 15) there was a general condition of Indian hostility on the Southern Road beginning in August 1854, as was the case on the Independence route, and that it became serious enough for him to go to Washington in the spring of 1856 to ask for protection, notations on his 1889 map do not fully support his contentions. Of ten such attacks noted, four were in 1853 and the first half of 1854 in connection with his previous contract. One attack each was reported in the last half of 1854 and 1855 and four in March, May, June, and August 1856. Losses aggregated seventeen mules and one horse. One man was wounded at Sulphur Spring in August 1856.

Actually his purpose in going to Washington in June 1856 was to memorialize Congress for damages in connection with his previous contract and operations under Route 12801 for being required to continue carrying the Independence mail via the Southern Road. When the P.O.D. was unable to indemnify him for these damages, he said Postmaster General Campbell suggested he go to Congress with *all* his claims since Congress was giving relief to contractors engaged in frontier service on account of Indian hostilities.

THE ROUTE

The route in the advertisement for Route 12801 was the "Southern Road" that Chorpennig surveyed in March 1852 and to which the Post Office Department's Special Agent permitted first Blanchard in the winter of 1852-53 and then Chorpennig in November 1853 to divert the mail seasonally from the California Trail over the snowbound Sierras; but it was well-known to explorers and traders long before the Mormon migration (Morgan, Dale L., 1948; Bancroft, *Utah*, 1889, pp. 7-28).

Escalante and Dominguez traced a portion of it from as far north as Utah Lake (Provo) in September 1776 down to just north of Fillmore before wandering off into the basin and range country in search of the mythical Rio Buenaventura to the sea.

More important was Jedediah Smith who in 1826 pioneered the Southern Road from the Great Salt Lake valley to below Nephi where he detoured up the Sevier River. He crossed back to it near Cove Creek and continued on to near Cedar City where he again branched off to the south and through the Rio Virgin Canyon above Beaverdam before swinging southwesterly toward San Diego.

The "Spanish Trail" crossing southern Utah from east to west and coming onto the Southern Road a little above Parowan was blazed by Santa Fe traders as early as 1805. It saw its heaviest use in the 1830s and

1840s for the California trade. These traders were the first to find the route from Cedar City over to the Santa Clara River and south to the Rio Virgin at Beavertown, skirting the difficult Rio Virgin Canyon. From there the trail led across the deserts to San Gabriel Mission (Los Angeles), shortcutting Smith's route via San Diego.

In the winter of 1829-30 Antonio Armijo led a company from Santa Fe into the southwest corner of Utah, across the Rio Virgin near present-day St. George and up the Santa Clara River to the Spanish Trail. His route across the deserts to southern California via Cajon Pass defined what became known as the Mormon Road to the sea twenty years later.

The Mormons began using the Southern Road the same year they arrived in the Great Salt Lake valley when Jefferson Hunt and O.P. Rockwell went to Los Angeles for supplies in November 1847, taking 50 days for the trip. No record of through trips during the following two or three years has been found, but the State of Deseret organized in 1849 claimed a corridor to the sea, evidencing both a political and economic interest in Southern California. However, it was not until after the erection of Utah Territory that the Mormons organized a colony at San Bernardino in 1851 and a smaller settlement at Las Vegas in 1855. Couriers between Salt Lake City and San Bernardino usually took about three weeks by pack train. San Bernardino became important enough that Chorpennig's carriers used it as a transfer point - their destination objective southbound and jumping off place northbound.

By 1854 the Mormons had established permanent settlements at Lehi, Provo City, Payson, Nephi, Fillmore, Beaver, Parowan, and Cedar City or Cedar Grove. Even as late as 1857 Painter (Panther in some sources) Creek twenty-five miles west of Cedar City and six miles short of Resting Springs or Mountain Meadows, as it became known, was the last Mormon settlement short of Vegas and San Bernardino. The stopping places beyond Painter Creek are not so well documented except that the meadows called Vegas or Las Vegas were a haven traders on the Spanish Trail had looked forward to. San Bernardino, Los Angeles, and San Diego were based on Spanish missions with San Pedro serving as the port for Los Angeles.

Chorpennig does not mention establishing mail stations anywhere on the route and it is possible he did not have to. The Mormon settlements in Utah and at least some of the trading posts and road ranches between Cedar City and San Bernardino would have been adequate to provide any services he might have needed without his having to set up his own mail stations.

A road log in the *Los Angeles Star* (December 19, 1857) gives a contemporary description of the route based upon a freighter's diary to which, however, Chorpennig's map does not fully conform, especially in the section between Cedar City and San Bernardino (water, grass, and road conditions deleted):

Mr. W.T.B. Sanford left Los Angeles on the 1st of May, 1855, for Great Salt Lake City, with fifteen wagons, each freighting 5,000 pounds, drawn by ten mules:

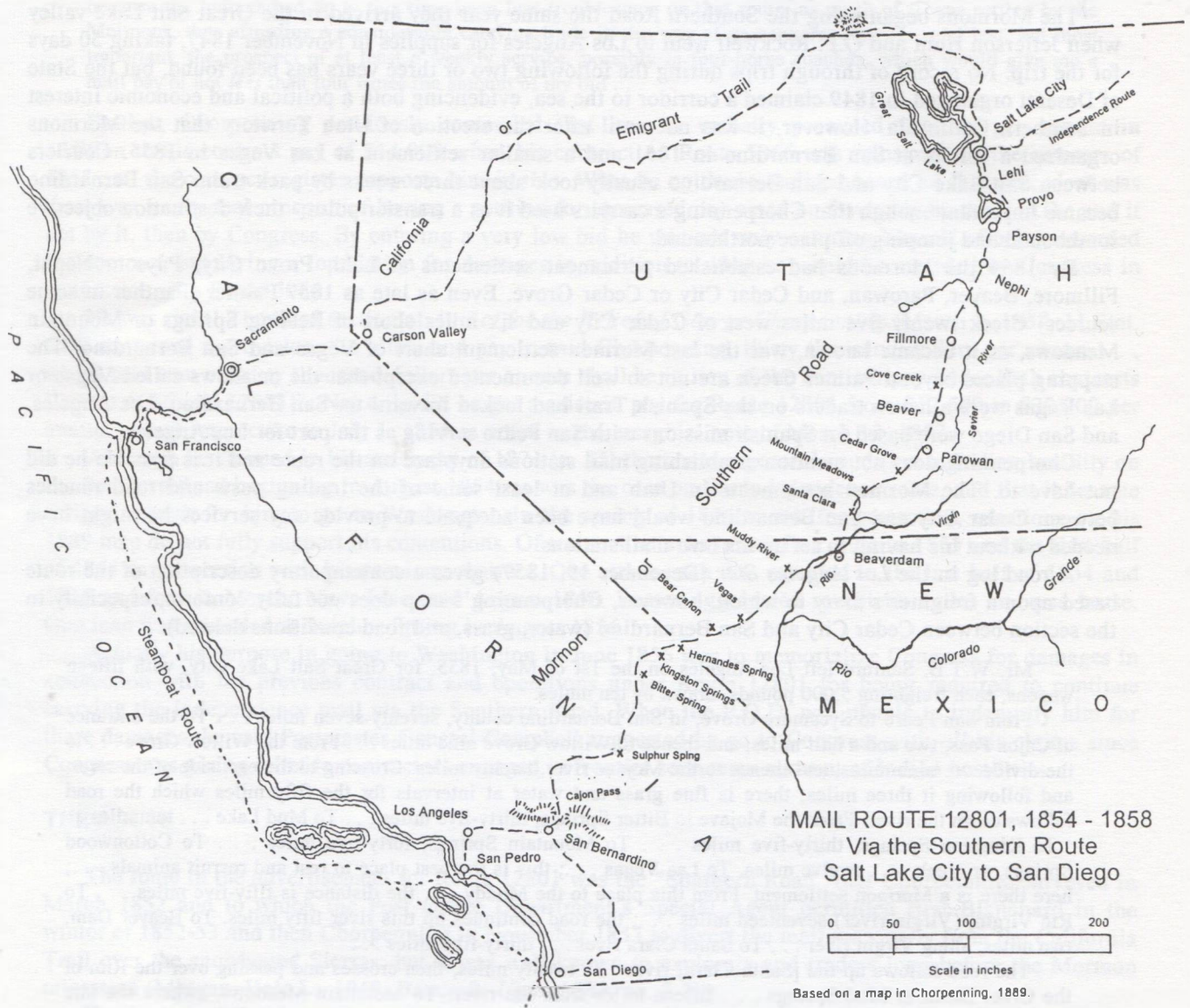
From San Pedro to Sycamore Grove, in San Bernardino county, seventy-seven miles . . . To the entrance of Cajon Pass, two and a half miles, and thence to Willow Grove nine miles . . . From the Willow Grove . . . to the divide . . . nine miles, and thence to the Mojave river, twenty miles. Crossing to the east side of the river, and following it three miles, there is fine grass and water at intervals for the fifty miles which the road follows down the river. From the Mojave to Bitter Springs, thirty-five miles . . . To Mud Lake . . . ten miles . . . To Kingston Springs, thirty-five miles . . . To Mountain Springs, forty-five miles . . . To Cottonwood Springs, or creek, . . . twelve miles. To Las Vegas . . .; this is the best place to rest and recruit animals . . .; here there is a Mormon settlement. From this place to the Muddy . . . the distance is fifty-five miles . . . To Rio Virgin, (Virgin river) seventeen miles . . .; the road continues up this river fifty miles. To Beaver Dam, two miles; along Virgin river . . . To Santa Clara river . . . thirty-five miles . . .

The road follows up the [Santa Clara] river . . . twenty miles, then crosses and passing over the Rim of the Great Basin to Mud Springs . . . fifteen miles from the river. To Mountain Meadows, (where the late massacre occurred [September 1857] thirteen miles . . . To Painter Creek, a Mormon settlement, seven miles. To Cedar City, the first large settlement, twenty-five miles; the Mormon population of this town was estimated in 1855 at four thousand souls. From thence to Salt Lake city, a distance of three hundred miles, the road is excellent, with water, grass and wood, at short intervals, the entire distance.

At my arrival in Salt Lake city on the sixth of July, having traveled eight hundred and sixty three miles from San Pedro . . . my animals were all in good condition.

I left Salt Lake city on the 7th of August, and arrived in Los Angeles on the 17th of September, with the same mules and wagons, having made the return journey in forty-one days.

"Santa Clara" both here and on Chorpennig's map alluded to a meadow on the Santa Clara River some miles above the present-day town of Santa Clara, Utah. In placing it in California in the contract register,



the scrivener evidently assumed the Santa Clara near San Francisco was meant without giving thought to the impossibility of that location. Inexplicably, "(Cal.)" was inserted after Santa Clara in the second paragraph of the contract (Appendix 16). Mountain Meadows is added to the map for reference purposes.

OPERATIONS

The schedule in the advertisement was from Salt Lake City to San Diego in 28 days, and back, leaving each place on the 20th of every month and arriving at the other on the 18th of the following month. Table 8, tabulated from press reports of mail arrivals and departures and Chorpenning's Statement (1889), shows that service on Route 12801 was regular and usually within schedule. Of trips for which both departure and arrival dates were reported, only five exceeded the twenty-eight day schedule, the longest being thirty-three days. Months without trips shown usually were due to lack of reports, with one exception. The November 1854 northbound trip was not made due to a schedule change; it would have been only ten days after the October dispatch.

The marginal note of November 13, 1854 reported a change of route after passing San Bernardino from San Diego to San Pedro without change in pay, conditioned upon the contractor increasing the service from San Pedro to San Bernardino to fortnightly via Monte, San Gabriel, and Los Angeles. A copy of the order in Chorpenning (1889, Appendix, p. 34) shows that it was signed by Special Agent J.D. Fry on September 14, 1854. Although it does not mention either the biweekly or the pay provisions, which probably were added by the P.M.G. without informing the contractor when he approved it in November, it did authorize a change in schedule from departures on the 20th to the 1st of every month. The changes of both route and schedule apparently were effective as of November 1st because when the carrier called at San Pedro for the Salt Lake mail on October 20th, the postmaster refused to deliver it to him (*Deseret News* November 30, 1854).

These changes are supposed to have been in an attempt to synchronize Salt Lake mail departures with steamboat arrivals. The *Star* (April 2, 1853) had already begun complaining that the Pacific Mail Steamship Company steamers from the Isthmus were bypassing San Diego, thus requiring southern California mail to be forwarded from San Francisco by coastal steamer at several weeks delay. The *Star* (June 2, 1853) was then informed that the ocean mail contractors desired to proceed directly from Acapulco to San Francisco, negating any reason for taking the Salt Lake mail to San Diego for transshipment.

The P.O.D. apparently agreed to allow Pacific Mail Company steamers to sail directly to San Francisco by the fall of 1854 when it contracted with the Independent Line to provide mail service to San Pedro by coastal steamer. The Line began advertising in the *Los Angeles Star* in November 1854 that the steamship *Goliath* would now carry the U.S. mails biweekly between San Francisco and San Diego via Monterey, San Luis Obispo, Santa Barbara, and San Pedro, leaving San Francisco every other Saturday and returning from San Pedro every other Friday "on the arrival of the stages from San Bernardino and Los Angeles."

Nor do the marginal notes explain modifications in mail handling beyond San Bernardino. The sources refer in several places to mail being relayed from San Bernardino to Los Angeles, rather than being carried directly through, although the *Star* usually reported arrivals in Los Angeles. Northbound departures were almost always reported from San Bernardino.

The *Star*, after complaining of the irregularity of the coastal steamers, went on to describe "Our Mail Arrangements" (March 15, 1856) in part as follows:

From San Pedro to this city the distance is thirty miles, and all the mail matter between these two points, amounting frequently from two to three hundred pounds, has been carried, for the past two years, by Messrs. Alexanders & Banning and, up to this time, without receiving any compensation from the Department. The mail service between these places is of more importance, taking into consideration the many inland offices to be supplied in connection with the mails for the Great Salt Lake Valley, than at any other point on the Southern coast, and should be liberally paid for.

Under the present mail arrangements with Utah Territory, from two to three hundred pounds of mail matter frequently lies in the Post office here from two to four weeks, as the mail contractor, instead of waiting the arrival of the steamer from San Francisco, are obliged to leave here on the first of every month. This is a serious inconvenience to the people of that Territory, and one we think could be easily remedied by altering the time for the departure of the mail from this office. As this route to Salt Lake is the only one that can be traveled with safety and dispatch during a large part of the winter season, it is of the greatest importance that there should be no delay in the mails to and from that region.

The *Deseret News* (July 2, 1856) reported another change of schedule to depart on the 5th of each month and arrive in 28 days on the 3rd of the following month, effective July 1, 1856, no doubt in response to the *Star's* suggestion the departure time be altered to accommodate the San Francisco steamer.

The *Star* went on to explain how the mails were being managed in Los Angeles indicating, incidentally, that the fortnightly mail between San Pedro and San Bernardino was not instituted as the marginal note indicated it was as a condition of the change from San Diego to San Pedro:

The Post Office in Los Angeles is a distributing office for the Great Salt Lake Valley, San Bernardino, Monte, San Gabriel, Sebastian Reservation, and Fort Tejon, and also for all the mail matter from this section destined for the towns along the coast from San Diego to Monterey. From this office to San Bernardino, and all the inland offices, the mail is forwarded by private conveyance, except that which is taken by the Salt Lake contractor *once a month* to San Bernardino, as we are informed the contractor is not obliged to stop at any of the intermediate offices. Application has been made for a weekly mail from this city to San Bernardino, by which all the intermediate offices would be accommodated with a mail once a week at very little additional expense in connection with the Salt Lake mail contract (emphasis supplied).

From this and other references, it appears that Chorpenning continued to carry the mail between Los Angeles and San Bernardino for the first three years or so of his contract, but that it was transferred to and from different carriers on the Salt Lake route at San Bernardino. While it is probable Chorpenning had an arrangement with Alexander and Banning to carry the mail between Los Angeles and San Pedro, as reported in the *Star*, nothing has been found to confirm this arrangement. Transportation between San Bernardino and Los Angeles would have been by wagon and team over well-traveled roads until the P.O.D. contracted for weekly service, most likely in mid-1857, after which the Salt Lake mail almost certainly was carried by stages on that route, presumably by arrangement with Chorpenning.

No direct evidence has been found as to the modes of transportation Chorpenning used on the Salt Lake route. Where the mail comprised no more than 200 to 300 pounds, it probably was more efficiently carried by pack mules than in wagons. The feasibility of stage coaches or wagons was demonstrated by Sanford's use of fifteen heavy wagons in 1855 and Chorpenning complained in his claim for damages in connection with Route 5066 of the higher cost and slowness of wagons when he had to use them to carry the Independence mail. Thus it is likely he preferred pack trains, but resorted to wagons whenever the Independence mail increased the weight above what could be readily carried by mules.

In his claims for additional compensation Chorpenning (1874, 1889) included allowance for carrying the Independence mail through January 1, 1857. However, with the mail embargo imposed by Johnston's Army during the Mormon War, there can be little doubt he also was required to carry the Independence mail via San Pedro for almost a year from July 1857 through his last trip of record leaving Salt Lake City on May 5, 1858, although no independent verification of this service has been found and Chorpenning himself doesn't mention it.

The Mormon War had one other impact on the the operation of Route 12801. When the Mormons evacuated Salt Lake City as of May 10, 1858, they relocated Salt Lake City's seat of government to Provo, taking the post office in charge of Elias Smith, the Salt Lake postmaster pro tem, with them. As a result of this move, the May and June trips northbound from San Bernardino terminated at Provo on May 29th and June 26th, respectively, and Daniel Taft, one of Chorpenning's employees coming up from San Bernardino, began making arrangements there for the first trip under the new contract planned to leave Salt Lake City on July 4th.

EXPRESSES

The Salt Lake City market had too much potential by the mid-1850's for the west coast express companies to ignore it any longer. Adams & Company accepted the challenge in October 1854 when the *Sacramento Union* (October 26, 1854) announced that Adams would dispatch an express for Salt Lake City on the 27th via San Bernardino. A month later on November 27th it reprinted an item from the *San Francisco Herald* that Adams & Co. will "dispatch a messenger by the Goliath, at four o'clock this afternoon, for Salt Lake City, via Los Angeles and San Bernardino." The messenger proved to be Felix Tracy, one of three brothers famed in the early history of western expresses (Livingston, Robert D. 1973, p. 3-6), actually being sent to Salt Lake City as the company's resident agent.

The company placed an advertisement in the *Los Angeles Star* beginning on December 7, 1854 for a northbound express to leave Los Angeles for Salt Lake City on January 1, 1855 and Tracy put another in the *Deseret News* on January 4th, soon after he arrived in Salt Lake City, announcing monthly expresses leaving for Los Angeles about the first of every month.

Although Chorpenning's contract prohibited him from running an express, there was nothing in it to prevent an express carrier from going along as a paying passenger or accompanying mail parties with his own stock for safety. Their advertisements and reports of arrivals and departures in the *Star* and *News* indicate that Adams & Co. coordinated its express schedules with the mails.

While there may be doubt whether the trip announced by the *Union* to leave Sacramento on October 27th actually was completed, Table 9 reflects reports in the *Star* and the *News* of northbound trips in December 1854 and February 1855 and southbound trips in January, February, and March 1855 that were. Meanwhile Adams & Co. failed in February so there would not have been a northbound March dispatch.

The Adams & Co. creditors moved at once to reorganize the company's assets as the Pacific Express Company and to resume service. The *Star* (April 21, 1855) announced that F. Gilbert, a Wells Fargo messenger, would leave Los Angeles on April 25th and San Bernardino on May 1st for Salt Lake City. Felix Tracy returned with the express from Salt Lake City on June 5th. A one time Pacific Express Company advertisement in the *Deseret News* (July 25, 1855) stated a south bound trip would leave Salt Lake City on August 1st in charge of special messenger R. Hereford; but Livingston, Kinkead & Company, its agents in Salt Lake City evidently began acting on their own in arranging expresses via Sacramento that summer, using those veteran mail carriers, Howard Egan and John Y. Green.

On July 25, 1855 the *News* acknowledged the Pacific Express Company for receipt of a file of eastern and California newspapers brought in from Sacramento by Howard Egan on the 21st. Egan took advantage of the opportunity to reconnoiter a new and shorter route from Carson Valley avoiding the Goose Creek Mountains and the big bend of the Humboldt River on the California Trail and the marshy places Lt. Beckwith crossed the year before. John Green left Salt Lake City on September 20, 1855 with the Pacific Express, arriving in Sacramento on October 1st. He left Sacramento on October 16th or 17th, returning to Salt Lake City on November 12th, no doubt following Egan's new route at least westbound.

Salt Lake expresses became more and more sporadic until a report of Mr. Fort of the Pacific Express arriving in Los Angeles with the mail carrier on June 25 1856 was the last. The company failed in early April 1857 as Adams & Company had before it.

THE CHORPENNING CLAIM

The marginal notes of March 18th, May 25th, and November 4th, 1857 (Appendix 16) relate to pay adjustments authorized by Congress in the Act of March 3, 1857 (op. cit.).

The note of March 18th implemented Section 3 of the act that increased the pay for Route 12801 from \$12,500 to \$30,000 per annum retroactive to July 1, 1854, the date the contract took effect. That action, of course, did not require any discretion on the part of the Postmaster General.

The notes of May 25th and November 4th implemented Section 1 that "required" the Postmaster General "to adjust and settle the claim of said Chorpenning" as discussed in Part III.

Briefly, the note of May 25th reported an interim payment of \$79,482, pending further scrutiny by the P.M.G. and additional showings by Chorpenning in support of his views of the settlement, of which \$65,102 was allotted to the contract for Route 5066 and \$14,380 to the contract for Route 12801 for continuing to carry the Independence mail via San Diego and San Pedro from July 1, 1854 to October 1, 1856. The note of November 4th reflected what the P.M.G. expected would be a final settlement in the additional amount of \$29,590, of which \$12,745 was allotted to Route 12801 for a total of \$28,125.

Thus while the original contract for Route 12801 was for \$12,500 per annum for four years = \$50,000, the eventual cost to the government was \$30,000 per annum for four years = \$120,000 plus \$28,125 for a grand total of \$148,125, or almost three times the original contract price. Nor was that the end of the matter.

TABLE 8 - MAIL TRIPS BETWEEN SALT LAKE CITY
AND CALIFORNIA POINTS

Route 12801, July 1, 1854 to June 30, 1856

SOUTHBOUND			NORTHBOUND		
Leave Salt Lake City	Arrive San Diego	Carriers/remarks	Leave San Bernardino	Arrive Salt Lake City	Carriers/remarks
<u>1854</u>	<u>1854</u>		<u>1854</u>	<u>1854</u>	
20 Jul			27 Jul	14 Aug	L.S. Conger, attacked by Indians, one sack of mail lost
20 Aug				17 Sep	
21 Sep					
20 Oct	<u>Los Angeles</u>				
—		No November dispatch	14 Nov	28 Nov	
4 Dec				27 Dec	
<u>1855</u>	<u>1855</u>		<u>1855</u>	<u>1855</u>	
(1 Jan)		(Inferree)		27 Jan	
(1 Feb)		(Inferred)		27 Feb	
1 Mar	28 Mar	John Williams		25 Mar	
1 Apr				26 Apr	
1 May	? May			25 May	L.S. Conger
1 Jun	? Jun			28 Jun	
2 Jul				21 Jul	
(1 Aug)		(Inferred)		27 Aug	
1 Sep					
1 Nov	? Dec		7 Oct	26 Oct	
1 Dec	? Dec		1 Nov	23 Nov	
<u>1856</u>	<u>1856</u>		<u>1856</u>	30 Dec	David Savage
1 Feb	27 Feb			<u>1856</u>	
1 Mar			1 Feb	28 Jan	
				1 Mar	L.S. Conger
				2 Apr	
				28 Apr	
1 May	22 May			24 May	
1 Jun	25 Jun			24 Jun	
5 Jul	25 Jul				
5 Aug	2 Sep		9 Aug	1 Sep	
				29 Sep	
				1 Nov	
				6 Dec	
				<u>1857</u>	
<u>1857</u>	<u>1857</u>		<u>1857</u>	6 Jan	
5 Feb	10 Mar	Delayed by attack on travelers ahead on Santa Clara R.		4 Feb	
				8 Mar	
5 Mar			8 Mar	3 Apr	
5 Apr	? May			2 May	
5 May	? Jun			1 Jul	
				2 Aug	
5 Aug	4 Sep			2 Sep	
5 Sep	? Oct				
5 Oct	30 Oct	John Hunt		2 Nov	
5 Nov	4 Dec			3 Dec	
	<u>1858</u>			<u>1858</u>	
6 Dec	5 Jan			3 Jan	
<u>1858</u>			<u>1858</u>		
7 Jan	3 Feb			3 Feb	
6 Feb	6 Mar			3 Mar	
				2 Apr	
7 Apr	4 May			4 May	
5 May	1 Jun			1 Jun	John Hunt, terminate at Provo
				27 Jun	Daniel Taft, terminate at Provo

TABLE 9 - EXPRESS TRIPS,
ADAMS AND PACIFIC EXPRESS COMPANIES

NORTHBOUND			SOUTHBOUND		
<u>Leave</u>	<u>Date</u>	<u>Arrive</u> <u>Salt Lake City</u>	<u>Leave</u> <u>Salt Lake City</u>	<u>Arrive</u>	<u>Date</u>
<u>ADAMS & COMPANY</u>					
Sacramento via San Bernardino	10-17-54				
San Francisco via San Bernardino, Felix Tracy	11-27-54	12-27-54			
			1-5-55	Los Angeles	1-31-55
Los Angeles	2-?-55	2-?-55	2-?-55	Los Angeles	2-?-55
			3-1-55	Los Angeles	3-28-55
<u>PACIFIC EXPRESS COMPANY</u>					
Los Angeles, by Wells Fargo	4-25-55	5-?-55	4-?-55	Los Angeles	5-1-55
			5-?-55	Los Angeles, by Felix Tracy	6-5-55
Sacramento, by Howard Egan		7-21-55			
			8-1-55	Los Angeles	8-?-55
			9-20-55	Sacramento, by John Y. Green	10-1-55
Sacramento, by John Y. Green	10-16-55	11-12-55			
?		4-28-56			
			6-1-56	Los Angeles	6-25-56

ADDITIONAL REFERENCES

ARTICLES

Livingston, Robert D. *The Three Tracy Brothers*, Western Express, Western Cover Society, Vol. XXIII, No. IV, October 1973, p. 3-6.

MAPS

Morgan, Dale L. *Utah Historical Trails Map*. Utah State Department of Publicity and Industrial Development, Salt Lake City, Utah, 1948.

(Contract Register 154, pp. 451-453) †

Utah

12801

From	Salt Lake City	Salt Lake	Utah
...by	American Fork	Utah	"
	Provo City	"	"
	Springville	"	"
	Payson	"	"
	* Santaquin, est. 5 June '56	"	"
	Summit Creek, (dis. Nov. 4, 1854)	"	"
	Nephi City	"	"
	Fillmore City, dis. Oct. 17, 1853, Re-est. Ap. 12, 1854.	Millard	"
	* Corn Creek (dis. Jun 13, '60)	"	"
	§ Red Creek		
	* Beaver (Est. 24 Jul '57)	Beaver	"
	Parovan	Iron	"
	* Fort Johnson (est. Oct. 30, 1855)	"	"
	§ Johnson's Springs		
	* Cedar City (est. May 3, 1854)	"	"
	§ Cold Creek		
	* Bringhursts (est. Aug. 21, 1855)	New Mexico	
	Santa Clara	Santa Clara	Cal.
and	San Bernardino	Los Angeles	Cal.
via	* Monte	"	"
	* San Gabriel	"	"
and	* Los Angeles	"	"
to	§ San Diego	San Diego	"
	* San Pedro	Los Angeles	"

1,000 miles and back once a month (* "total 917 miles").

Leave Salt Lake City on the 20th 1st 5th of each month,

Arrive at San Diego San Pedro by the 18th 28th 3rd of the next same next month.

Leave San Diego San Pedro on the 20th 1st 5th of each month,

Arrive at Salt Lake City by the 18th 28th 3rd of the next same next month.

Nov. 13, 1854

May 17, 1854

Daniel H. Wells	\$ 6,368,	two-horse carriage; route changed and schedule proposed.
Geo. Chorpenning	23,000,	x x x, once in 2 weeks.
California Stage Co.	25,000,	x x x
Jas. Birch, Prest.		
J.H. Jones & J. Kerr	24,000,	four horse or mule covered wagons.
M.W. Mitchell & N. Powell	64,000,	
L.E. Gordon	49,994,	wagons and four-horse coaches.
"	34,996,	on horse.
Dan'l H. Wells	13,168,	once a month, four-horses or mules, route changed.
George Chorpenning, jr.	12,500,	x.x.x., <i>Accepted April 22, 1854</i>
	add 17,500,	so as to make pay stand
	at 30,000,	as per order of March 18, 1857.

(After time bids)

Zerubel Snow	27,000,	wagons with extra allowance for additional men employed during Indian hostilities; less service till October next than advertisement calls for. Received April 10, 1854
Jeter Clinton	48,800,	in two-horse or mule covered carriages, with privilege of horse or mule in desert beyond Cedar city. Received April 10, 1854
Erastus Snow	15,500,	two or four-horse covered vehicle, with privilege, when Indian hostilities or other causes render it expedient to be carried on mules across the desert. Received April 10 1854.
O.P. Rockwell	14,000,	four-horse coaches. Received April 14, 1854.
John Taylor	14,500,	two-horse coaches. Received April 10, 1854.
W.H. Hooper	19,500,	
	21,000,	carriages. Received April 10, 1854.
J.L. Stoddard	14,900,	two-horse coaches.

Contract made with George Chorpenning, jr., dated April 22, 1854, at \$12,500: to commence July 1, 1854; to expire June 30, 1858.

Leave Salt Lake City on the 20th of each month; arrive at San Diego by the 18th of the next month.

Leave San Diego on the 20th of each month; arrive at Salt Lake City by the 18th of the next month.

† Augmented by reference to "Offers for carrying the mails . . . etc," February 28, 1855, House Executive Document 86, Serial 789, p. 711.

[Abbreviations used: * - interlineated; § - struck out; x x x - as advertised]

MARGINAL NOTES

1854, Nov. 13. Change, after passing San Bernardino, so as to run via Monte, San Gabriel, and Los Angeles, to San Pedro, omitting San Diego, 26 miles less without change of pay on condition that service be made once a fortnight, or oftener, on this part of the route, viz: San Bernardino to San Pedro.

1857, March 18. Agreeably to the directions of the act of 3d. March 1857 for the relief of contractor, let the pay of this route stand at \$30,00 per annum, from commencement of the contract term.

1857, May 25. Whereas, the 1st. and 2d Sections of the act of Congress, approved March 3d, 1857 required the P.M. General to adjust & settle the claim of Geo. Chorpensing, Jr. as surviving partner of Woodward & Chorpensing, & in his own right, for carrying the mails by San Pedro, & for supplying the Post Office in Carson's Valley, and also for carrying part of the Independence mail by California, allowing a pro rata increase of compensation for the distance by San Pedro, for the service to Carson's Valley, & for such part of the eastern mail was carried by California, during all the time when said services were performed as shown in the affidavits & proofs on file in the House of Representatives: Also, to adjust & settle the claim of said Chorpensing, as surviving partner of Woodward & Chorpensing, for damages on account of the annulment or suspension of Woodward & Chorpensing's contract for carrying the United States mail from Sacramento to Salt Lake, as shown in the affidavits and proofs in the House of Representatives: And whereas, the basis of said settlements cannot under the existing pressure of official business, be fully investigated & definitely determined on, & the said Chorpensing desiring further time to present the papers to show his views of arriving at just settlements: and whereas, it is found on careful investigation that, on the lowest basis that can justly be assumed towards both parties under said sections of the law, \$79,482 (dollars) are due the said Chorpensing:

It is ordered, that the said sum of \$79,482 be now paid to said Chorpensing, reserving for future examination & decision any claim beyond said sum that may be presented by him.

1857, Nov. 4. On further examination of the case it is hereby ordered to allow; in addition to the allowances by the order of 25th May 1857, the sums following to-wit:

For additional supply of Carson's Valley one trip in Dec. 1853, and a half trip in April and a half trip in Aug. 1854 - equal to two month month's	461.33
--	--------

For conveyance of Independence mails between Sacramento & San Pedro, during the months of Dec. 1852, Jan, Feb, Mar, & Dec. 1853, & Jan, Feb, & Mar, 1854 - eight months	15,384.62
---	-----------

For conveyance of Independence mails under new contract between San Pedro and Salt Lake from 1 July 1854 to 1st. Oct. 1856, \$28,125 (less the sum of \$14,380 allowed by said order of 25 May)	13,745.00
---	-----------

In the aggregate	\$ 29,590.95
------------------	--------------

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Second Chorpenning Contract, 1854 - 1858

No. 12,801 — \$12,500

This article of contract, made the twenty-second day of April, in the year one thousand eight hundred and fifty-four, between the United States (acting in this behalf by their Postmaster General) and George Chorpenning, Jr., and John C. Kingsley, George W. Crum and James W. Smith.

Witnesseth, That whereas George Chorpenning, Jr., has been accepted, according to law, as Contractor for transporting the Mail on Route No. 12,801 from Salt Lake City, (Utah) by American Fork, Provo city, Springville, Payson, Summit Creek, Nephi City, Fillmore City, Red Creek, Parovan, Johnson's Springs, Cold Creek, Santa Clara, (Cal.) and San Bernardino to San Diego and back, once a month, with "certainty, celerity and security," using therefor such means as may be necessary to transport the whole of said Mail, whatever may be its size or weight, at twelve thousand five hundred dollars per year, for and during the term commencing the first day of July, in the year one thousand eight hundred and fifty-four, and ending with the thirtieth day of June, in the year one thousand eight hundred and fifty-eight.

Now, therefore, the said George Chorpenning, Jr., Contractor, and John C. Kingsley, George W. Crum, and James W. Smith, his sureties, do jointly and severally undertake, covenant, and agree with the United States, and do bind themselves—

[Same as Chorpenning contract for Route No. 5066 (See Part III, Appendix 3), except as follows and for unimportant differences in pronouns and sequencing not noted.]

Paragraph 4 - after "bear-skin," add: "if carried on horse, and in a boot under the driver's seat if carried in a coach, or other vehicle, and in preference to passengers, and to their entire exclusion if its weight and bulk require it."

Paragraph 7 - delete "Absolem Woodward" and change "fourteen thousand dollars" to read "twelve thousand five hundred dollars."

Paragraph 8 - after "greater degree of service, delete "(first offering it to the Contractors at the price at which it can be obtained)"

Paragraph 9 - restate as follows: "It is hereby also stipulated and agree, by the said contractor and his sureties, that in all cases there is to be a forfeiture of the pay of a trip when the trip is not run, and of not more than three times the pay of the trip when the trip is not run, and no sufficient excuse for the failure is furnished; a forfeiture of at least one-fourth of it when the running is so far behind time as to lose connection with a depending mail; and a forfeiture of a due proportion of it, when a grade of service is rendered inferior to the mode of conveyance above stipulated; and that these forfeitures may be increased into penalties of higher amount, according to the nature or frequency of the failure, and the importance of the mail; also, that fines may be imposed upon the Contractor, unless the delinquency be satisfactorily explained to the Postmaster general in due time, for failing to take from or deliver at a post office the mail, or any part of it; for suffering it to be wet, injured, lost, or destroyed; for carrying it in a place or manner that exposes it to the depredation, or for, injury, by being wet, or otherwise, for intrusting the mail to a carrier under 16 years of age; for refusing, after demand, to convey a mail by any coach which the Contractor regularly runs or is concerned in running on the Route, beyond the number of trips above specified; or for not arriving at the time set in the schedule. And for setting up or running an express to transmit letter or commercial intelligence in advance of the mail, or for transporting knowingly, or after being informed, any one engaged in transporting letters or mail matter in violation of the laws of the United States a penalty may be exacted of the Contractor equal to a quarter's pay; but in all other cases no fine shall exceed three times the price of the trip. And whenever it is satisfactorily shown that the Contractor, his carrier or agent, has left or put aside the mail, or any portion of it, for the accommodation of passengers, he shall forfeit not exceeding a quarter's pay."

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

JAMES CAMPBELL
Postmaster General

Signed, sealed and delivered, by the Postmaster
General in the presence of GEORGE PETRIE.
Nov. 13th, 1854

Sept. 26, 1854
Oct. 11, 1854
Oct. 11, 1854
Oct. 11, 1854

GEORGE CHORPENNING, Jr.
JOHN C. KINGSLEY
GEORGE W. CRUM
JAMES W. SMITH

And by the other parties hereto in the presence of

JOHN FERGUSON, Sept. 26, 1854
W.B. MARTIN, Sept. 26, 1854
B.B. STERNBURG, Oct. 11, 1854
THOMAS SINGLETON, Oct. 11, 1854
D.L. MCDONALD, Oct. 1854

I hereby certify, that I am well acquainted with Jon C. Kingsley, George W. Crum, and James W. Smith, and the condition of their property, and that after full investigation and inquiry I am well satisfied that they are good and sufficient sureties for the amount in the foregoing contract.

J. FORMAN,
Postmaster at Sacramento City.

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APPENDIX 18 - ROUTE No. 12523 (Contract Register 154, p. 39) †

CALIFORNIA

12523

From Sacramento City, (California) to Salt Lake, (Utah,) 900 miles, and back, once a month. Bids to carry once a fortnight will be considered. July 1, 1854 to June 30, 1858.

From	Sacramento City	Sacramento	California
by	Carson Valley	Carson	Utah
	Box Elder	Box Elder	Utah
to	Salt Lake City	Salt Lake	Utah

Geo. W. Reddick & C.B. Patterson	\$ 18,000,	x x x; reduced to \$15,000, x x x, per telegraphic dispatch
Levi Hermance	12,000,	with armed carriers;
	24,000,	in two weeks, with double number of men.
	13,000,	with two armed men'
	26,000,	in two weeks, with double the above.
	14,000,	with twenty horses or mules, and three mounted men;
	28,000,	in two weeks, with double the above.
	16,000,	with twenty-eight horses or mules, and eight armed men;
	32,000,	in two weeks, with double the above.
	18,000,	with thirty horses or mules, and eight armed ;
	36,000,	in two weeks, with double the above.
M.K. Shearer, C. Finklone, and	14,850,	x x x
F. Wadsworth	29,500,	x x x, once a fortnight
A. Wilson, S.D. Brooks, H. L. Cady,	19,000,	
and M.K. Kidd	36,000,	twice a month
W.M.F. Magraw & John E. Reeside	17,475,	four-mule stages, with sufficient guard.
	26,250,	twice per month.
Alex. Denny, A.H. Hawley, and	22,500,	pack mules, with a guard of four men.
W.F. Cunningham	40,000,	once in two weeks, with a guard of four men.
Jas. H. Jones, John Kerr, Jno. H.	30,000,	covered wagons.
Kincaid, and J.M. Livingston	48,000,	cover wagons, once a fortnight.
John Ferguson	40,000,	
	80,000,	once in two weeks
James Nooney	14,980,	
	27,000,	once in two weeks.
	13,000,	
	23,000,	(withdraws bid of former date.)
E.S. Alvord	24,000,	four or six mules, and a guard of not less than four men.
	44,000,	four or six mules, once a fortnight.
James B. Leach	9,600,	horseback.
	18,000,	twice a month.

J.H. Holmes & L.G. Brandebury	\$ 12,500,	
	20,000,	schedule proposed (No certificate.)
W.M. Ormsby & J.M. Blanchard	12,000,	pack mules or horses.
George Chorpennin, jr.	24,500,	x x x; schedule changed.
	12,500,	x x x
David Quadlin & F. Clark	11,900,	x x x
	21,500,	once in two weeks.
Joseph K. Payne & Co.	17,988,	
E.L. Barnard & S.L. Kinsey	20,000,	four-horse coaches half the year.
California Stage Company - Jas.	30,000,	x x x, once a month.
Birch, president	28,000,	x x x, from Sacramento City, via Carson City and Box Elder, seven months in the year, and the residue from San Diego to Salt Lake by the southern route.

(After time bids.)

John S. Ormsby	24,000.	
Wm. H. Hooper	19,500,	Received April 10, 1854.
	21,000,	in carriage.
	36,000,	twice a month.
	40,000,	twice a month, in carriage.
H. Kimball	11,500,	four-horse coaches.
	17,500,	four-horse coaches, twice a month

(Not let - superceded by No. 12801)

† Reconstructed from notes from Contract Register 154, p. 39 and "Offers for carrying the mails . . . etc," February 28, 1855, House Executive Document 86, Serial 789, pp. 694-5.

NEW PHILATELIC SOCIETY FORMED

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

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

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Metairie, LA 70005

An Interesting Ship Letter By Robert G. Munshower



This "7" ship rate folded letter was privately carried by ship from Montevideo, Uruguay to Baltimore, Maryland. The letter was sent June 16, 1851 just two weeks prior to the July 1, 1851 postal rate changes went into effect. As seen by the Baltimore, Maryland port of entry cancel of August 14, (1851) the letter was in transit for nearly two months and arrived after the new rates for prepaid and unpaid letters went into effect. Although this seems an inordinately long time in transit, one could assume that the ship stopped at more than one port of call between Montevideo and Baltimore. This letter must have been mailed assuming it would be paid under the old rate, yet due to its time of arrival, came under the new, July 1851 rate. Interesting too is the fact that the letter is addressed to a "Captain." Due to the nature of the letter one wonders whether he was a military or a seafaring Captain.

Capt. T.C. Simpson

Montvideo June 16, 1851

Dear Sir,

After a passage of forty-two days I had the pleasure of seeing once more, my dear parents who are as well as I am well myself. I know not what words to employ to return our thanks to you for your kindness to me whilst my stay with you but believe me I shall never forget it and shall be happy to prove the same to you and your family.

This place (Montevideo) has changed a great deal, but since my arrival there, Driebe from his encampments and most of his generals have turned over to our favor. The Governor of Entre Rios has declared war against Rosias as have the Brazilians. Their squadron now consists of three steam warships, one frigate, three corvettes and three siieg (siege?) brigs.

Please give my love to all and be so kind as to remeber me to all the boys. Tell them I do not write them as I am going to sea.

W.B. Coeltho

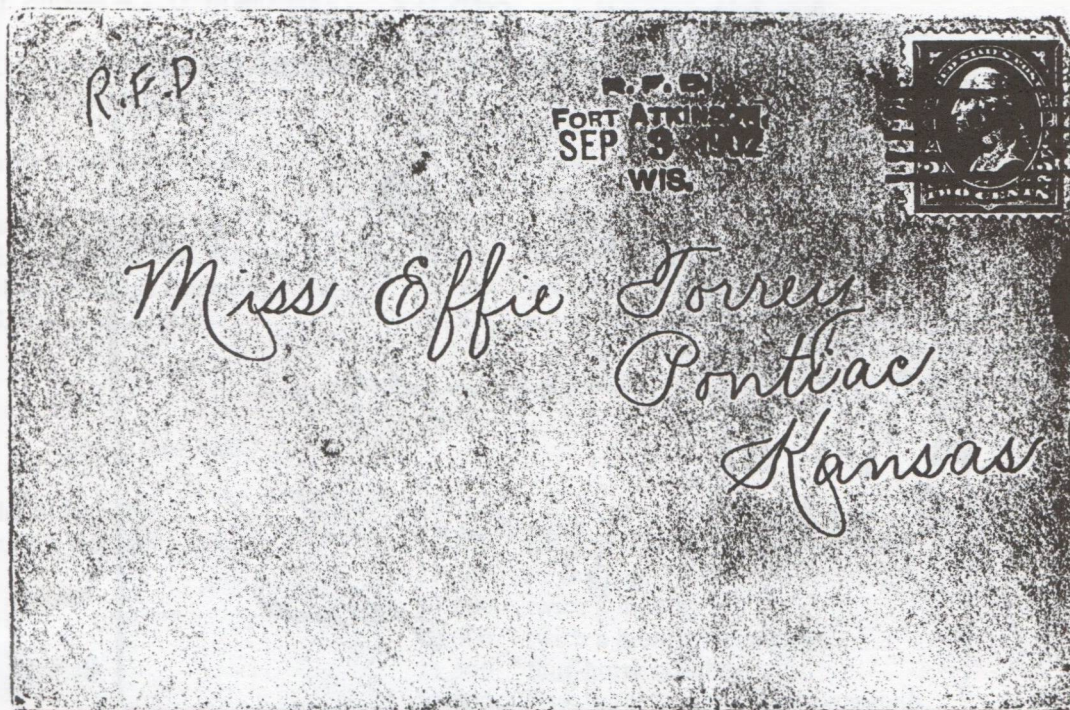


FIGURE 1. Fort Atkinson, Wisconsin route #2 cancel shown as the town's original R.F.D. postmark. It remained a marking in the Jefferson County, Wisconsin Type 3 county wide system. Under the original plan, the Fort Atkinson post office served three rural routes. But in its expanded county wide form in May, 1904, the Fort Atkinson post office served five routes. They remained sequentially numbered.

Shriver's "County System" of Rural Free Delivery

By Michael Dattolico

On October 1, 1896, Postmaster-General William L. Wilson inaugurated the Rural Free Delivery (R.F.D.) system in the United States. For the first time, rural patrons were provided with home mail delivery and collection, plus other routine mail services.

At first, the program was not well received. Many greeted the new system of rural delivery with antagonism, since the start of the system included the closings of many small post offices that had served rural communities for generations. But by 1900, the R.F.D. plan had proven to be dependable and was generally accepted by all.

But this innovative plan still did not meet the postal needs of all rural citizens. Some areas were virtually inaccessible due to poor roads or roads that were inadequately bridged. Other lowland areas were prone to flooding. Then, too, some regions were so isolated or sparsely populated that rural mail carriers had to travel long distances to reach only a few postal patrons. The result was that many rural Americans still received mail on a sporadic, irregular basis.

Edwin W. Shriver, a mail carrier in Carroll County, Maryland, noted these problems in his own area. He designed a plan that would serve every customer in his and similar territories, no matter how isolated or hard to reach those residents might be. His system became known as the "County System" of rural free delivery. First implemented by Shriver in Carroll County, his plan was established in 67 other locations throughout the United States between 1899 and 1903 with various degrees of success.

The original R.F.D. program and Shriver's county wide system of rural free delivery were noticeably different. Under the plan of 1896, rural patrons residing outside of but relatively near a settled area with a post office were served by carriers along rural routes emanating from that post office.

But Shriver's plan utilized a number of small post offices that were spread throughout sparsely populated counties. From them, "webs" of postal routes branched out, sometimes criss-crossing in places. It was along these routes which penetrated large tracts of isolated territory that carriers provided postal services to especially hard-to-reach rural patrons.

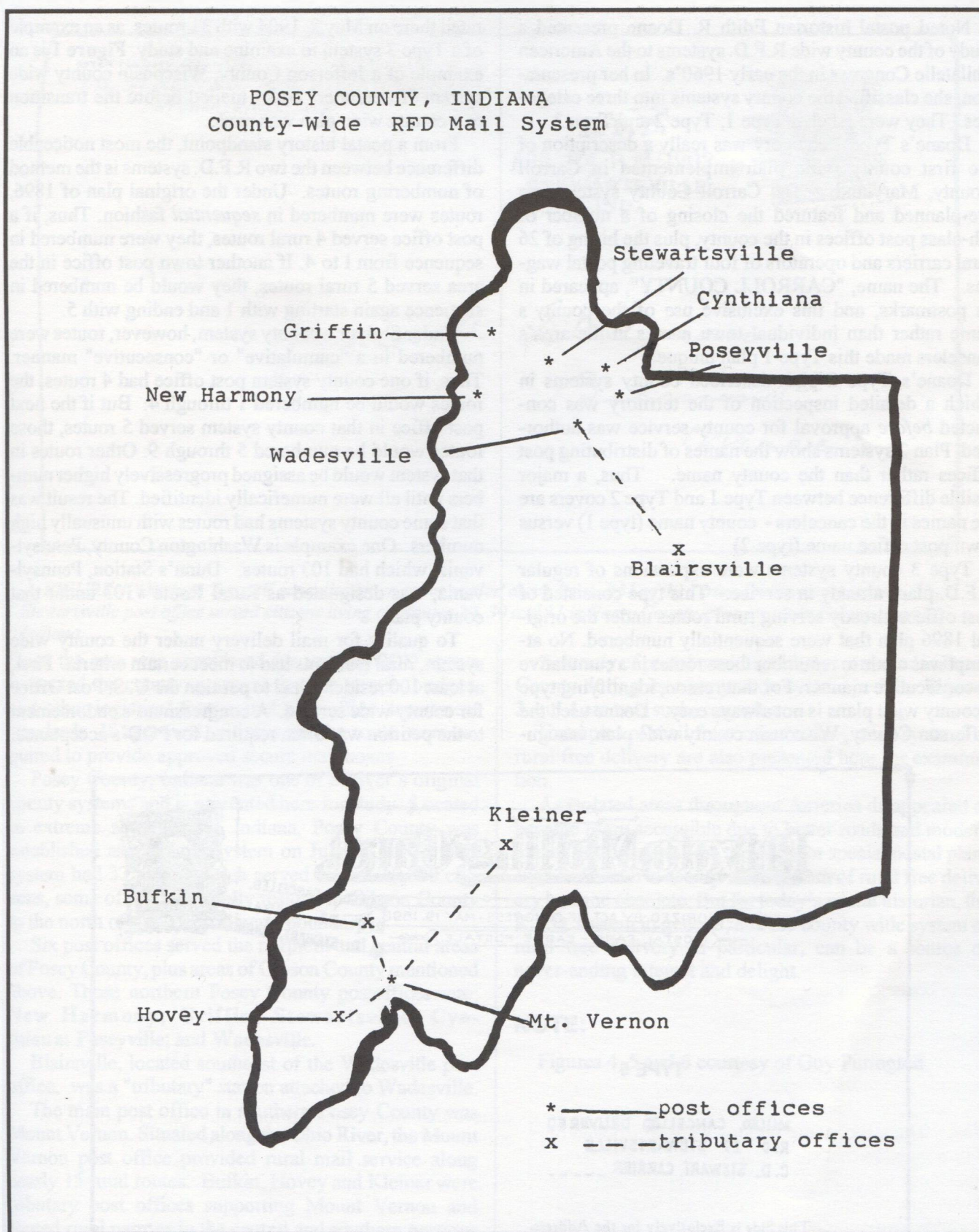


FIGURE 2. Map showing the approximate locations of Posey County, Indiana post offices that were part of that county's system of R.F.D. delivery. Exact routes are not known.

Noted postal historian Edith R. Doane presented a study of the county wide R.F.D. systems to the American Philatelic Congress in the early 1960's. In her presentation, she classified the county systems into three categories. They were labeled Type 1, Type 2 and Type 3.

Doane's Type 1 category was really a description of the first county wide plan implemented in Carroll County, Maryland. The Carroll County system was pre-planned and featured the closing of a number of 4th-class post offices in the county, plus the hiring of 26 rural carriers and operators of four traveling postal wagons. The name, "CARROLL COUNTY", appeared in its postmarks, and this exclusive use of the county's name rather than individual town names in the area's cancelers made this Type 1 plan unique.

Doane's Type 2 plan described county systems in which a detailed inspection of the territory was conducted *before* approval for county service was authorized. Plan 2 systems show the names of distributing post offices rather than the county name. Thus, a major visible difference between Type 1 and Type 2 covers are the names in the cancelers - county name (type 1) versus town post office name (type 2).

Type 3 county systems were expansions of regular R.F.D. plans already in service. This type consisted of post offices already serving rural routes under the original 1896 plan that were sequentially numbered. No attempt was made to renumber these routes in a cumulative or consecutive manner. For that reason, identifying type 3 county wide plans is not always easy. Doane used the Jefferson County, Wisconsin county wide plan, inaugu-

rated there on May 2, 1904 with 31 routes, as an example of a Type 3 system to examine and study. Figure 1 is an example of a Jefferson County, Wisconsin county wide system "forerunner" cover mailed before the transition to a county wide plan was made.

From a postal history standpoint, the most noticeable difference between the two R.F.D. systems is the method of numbering routes. Under the original plan of 1896, routes were numbered in *sequential* fashion. Thus, if a post office served 4 rural routes, they were numbered in sequence from 1 to 4. If another town post office in the area served 5 rural routes, they would be numbered in sequence again starting with 1 and ending with 5.

Under Shriver's county system, however, routes were numbered in a "cumulative" or "consecutive" manner. Thus, if one county system post office had 4 routes, the routes would be numbered 1 through 4. But if the next post office in that county system served 5 routes, those routes would be numbered 5 through 9. Other routes in that system would be assigned progressively higher numbers until all were numerically identified. The result was that some county systems had routes with unusually high numbers. One example is Washington County, Pennsylvania, which had 103 routes. Dunn's Station, Pennsylvania, was designated as Rural Route #103 under that county plan.

To qualify for mail delivery under the county wide system, rural residents had to meet certain criteria. First, at least 100 residents had to petition the U. S. Post Office for county wide service. A congressman's endorsement to the petition was often required for POD's acceptance.

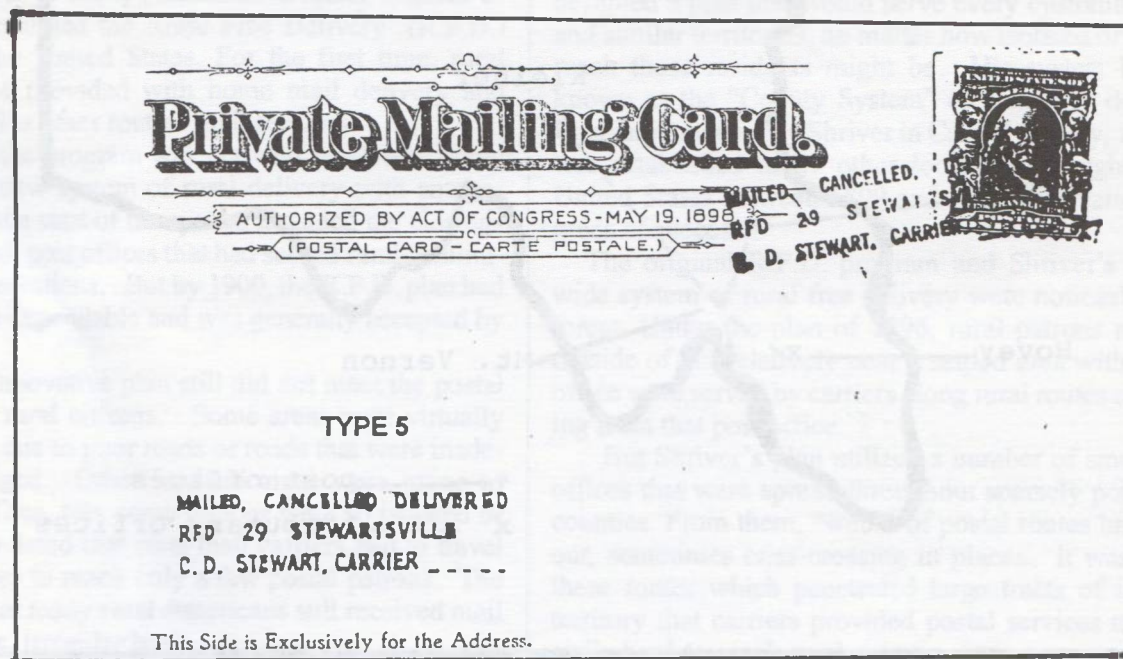


Figure 3. Postcard handled by Posey County route #29 carrier C.D. Stewart to a patron living on that route. A Richow Type 5 canceler which features the name of the rural route carrier as part of the cancellation was used.

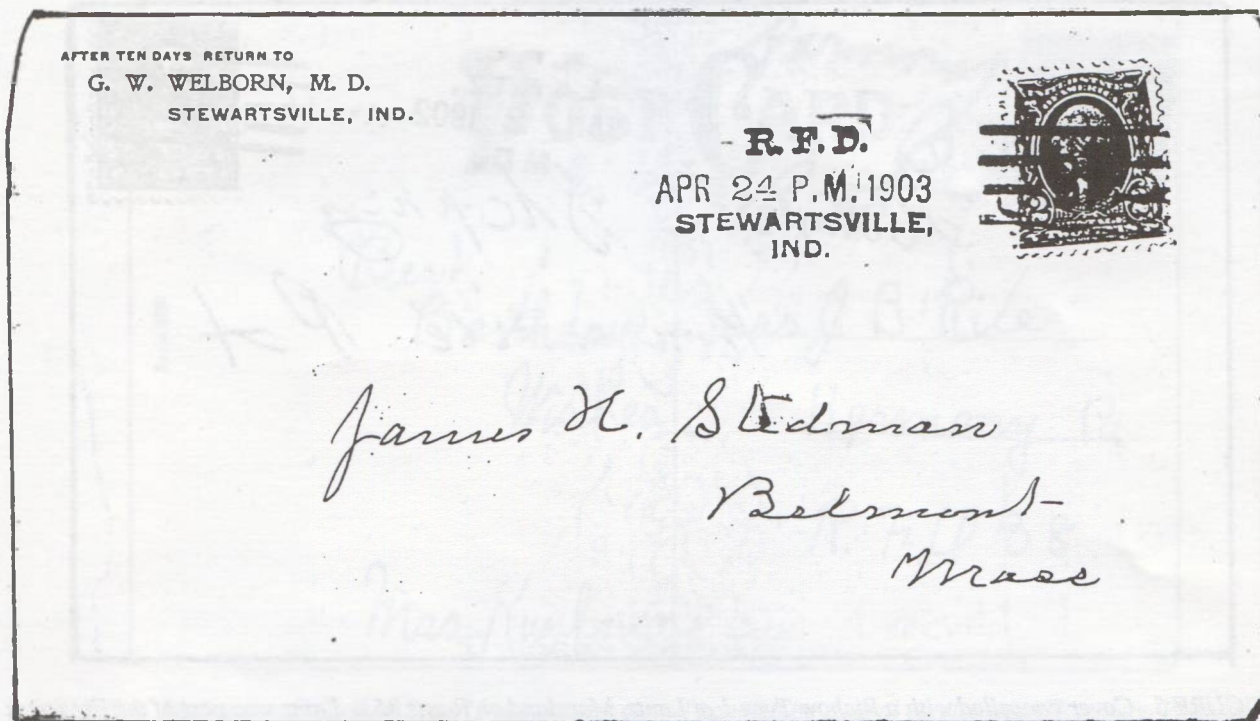


FIGURE 4. Richow Type 2F cancellation on cover mailed along Route #31 of the Posey County rural system. The Stewartsville post office served citizens living on Routes 29, 30 and 31 in Posey County, plus routes in Gibson County, Indiana.

Once the area was considered for service, POD agents inspected the county to ensure that the terrain, bridges, and other logistical factors met post office department standards. If approved, citizens on the route were required to provide approved secure mail boxes.

Posey County, Indiana was one of Shriver's original county systems and is presented here for study. Located in extreme southwestern Indiana, Posey County was established as a county system on July 15, 1902. This system had 33 routes which served almost 16,000 citizens, some of whom actually resided in Gibson County to the north of the Posey County boundary.

Six post offices served the northern and central areas of Posey County, plus areas of Gibson County mentioned above. Those northern Posey County postoffices were: New Harmony; Griffin; Stewartsville; Cynthiana; Poseyville; and Wadesville.

Blairsville, located southeast of the Wadesville post office, was a "tributary" station attached to Wadesville.

The main post office in southern Posey County was Mount Vernon. Situated along the Ohio River, the Mount Vernon post office provided rural mail service along nearly 15 rural routes. Bufkin, Hovey and Kleiner were tributary post offices supporting Mount Vernon and served rural patrons in the central and southern portions of Posey County. (Figure 2)

A variety of postal markings likely were used in Posey County during its county wide system period. Figures 3 and 4 are two such examples.

Examples of mail from other county wide systems of rural free delivery are also presented here for examination.

As isolated areas throughout America disappeared or became more accessible due to better roads and modern modes of transportation, the need for special postal plans such as Shriver's county wide system of rural free delivery became obsolete. But for today's postal historian, the R.F.D. system in general, and the county wide system of rural free delivery in particular, can be a source of never-ending interest and delight.

NOTE:

Figures 4, 5 and 6 courtesy of Guy Purington.

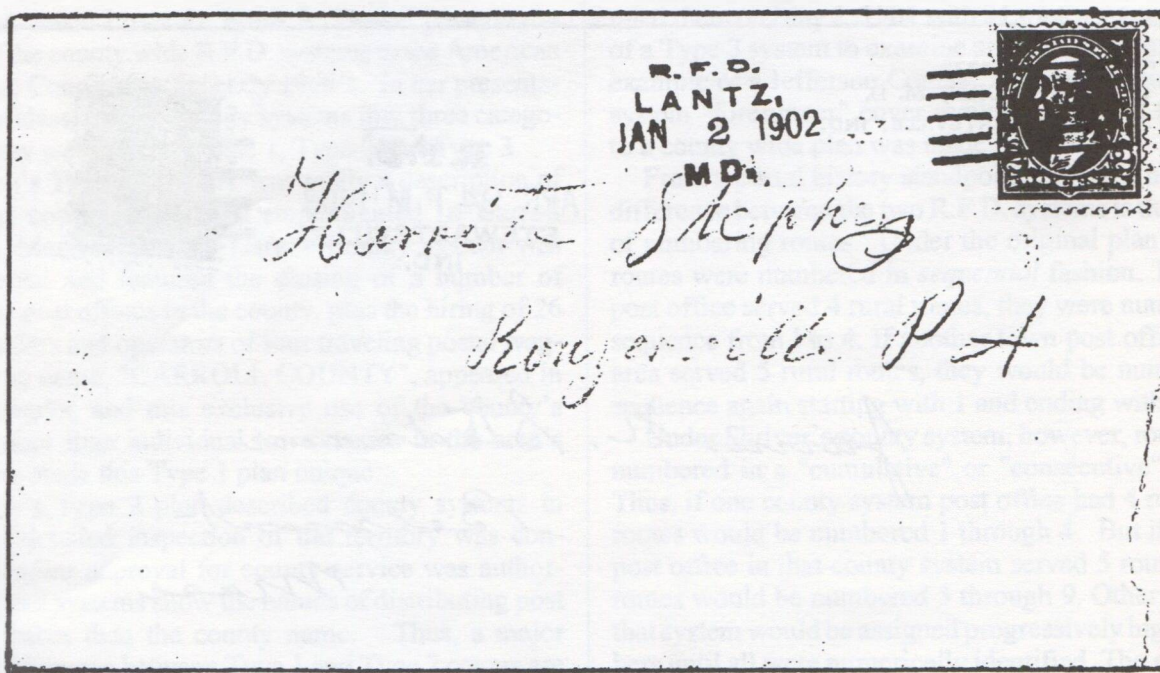


FIGURE 5. Cover cancelled with a Richow Type 1 at Lantz, Maryland on Route #53. Lantz was part of the Frederick County, Maryland system, established on November 15, 1901, with 57 routes. Census figures show that Lantz, Maryland had only 30 residents when the county system of rural free delivery was instituted.

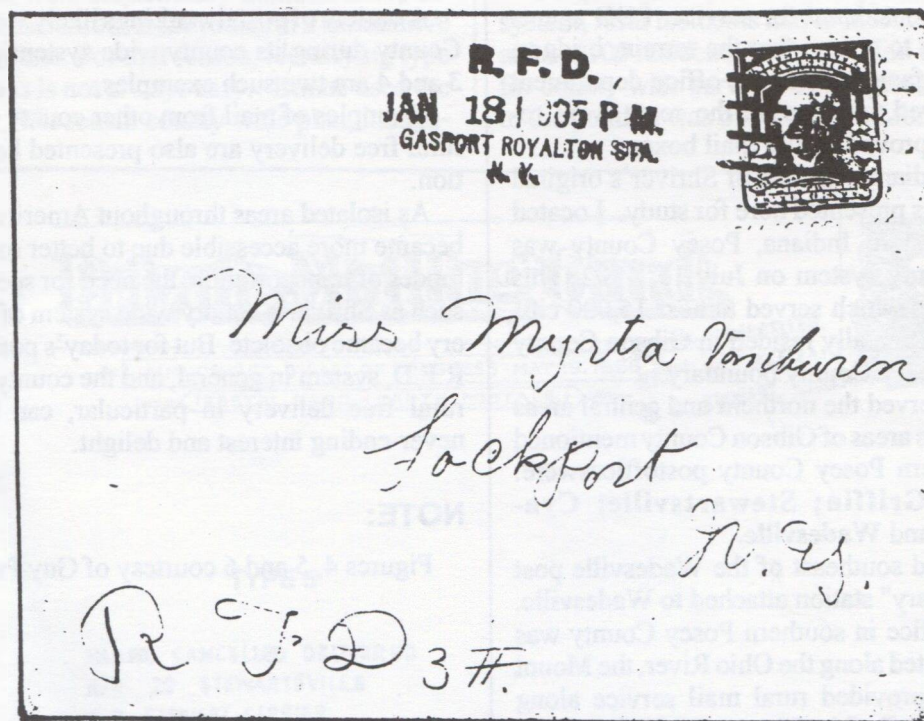


FIGURE 6. Cover with Richow Type 1N cancel mailed from Gasport, Royalton Station, N.Y., Route #42, circa early 1905. The Royalton rural station was a tributary office connected to the Gasport, New York post office in the Niagara County, New York county system. Formed on November 15, 1901, this county system had 42 rural routes.

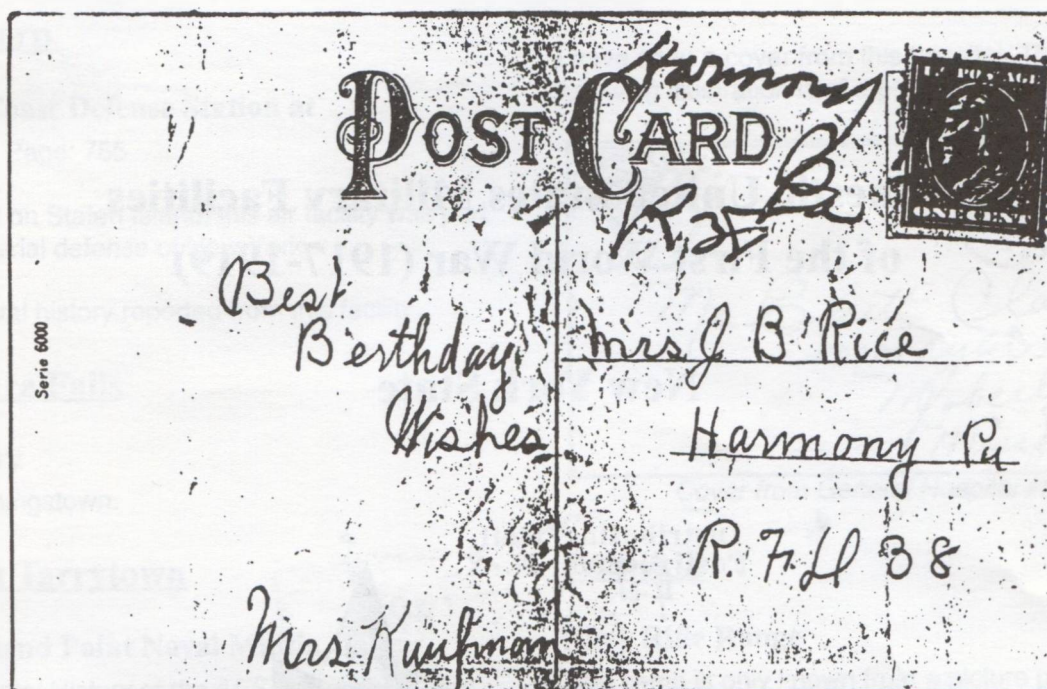


FIGURE 7. Postcard with Richow Type 11 manuscript cancel handled by a rural carrier near Harmony, Pennsylvania. The Butler County, Pennsylvania system included Harmony, Pennsylvania. Harmony was on Route #38 of that county plan. Formed on August 15, 1902, the Butler County, Pennsylvania system had 80 routes, which were numbered in a cumulative manner.

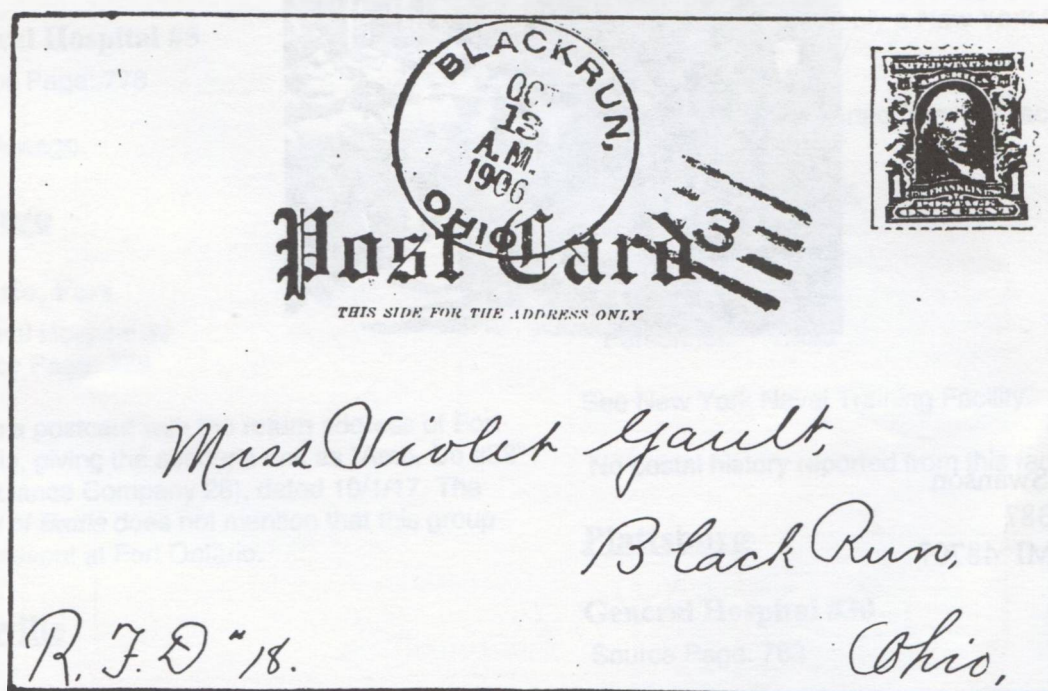


FIGURE 8. Postcard mailed to a resident served by the Muskingum County, Ohio county plan. The Muskingum County system was established on November 15, 1902, and was one of Shriver's original 67 county systems. It was the only county plan initially set up in Ohio, although other counties were later included. The Black Run post office was Number #18 in that system.

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 III

(Continued from Vol. 28, No. 1)

Newdorp

Aero Coast Defense Station at

Source Page: 765

Located on Staten Island, this air facility was part of the aerial defense of New York.

No postal history reported from this facility.

Niagara Falls

Military

See Youngstown.

North Tarrytown

Kingsland Point Naval Militia Camp

The Postal History of the AEF, Appendix 3, lists this camp. It was probably a New York state facility only.

No postal history reported from this facility.

Ontario, Fort

General Hospital #5

Source Page: 778

See Oswego.

Oswego

Ontario, Fort

General Hospital #5

Source Page: 778

I have a postcard with the return address of Fort Ontario, giving the sender's unit as "Amb. Co #28" (Ambulance Company 28), dated 10/1/17. The *Order of Battle* does not mention that this group was present at Fort Ontario.

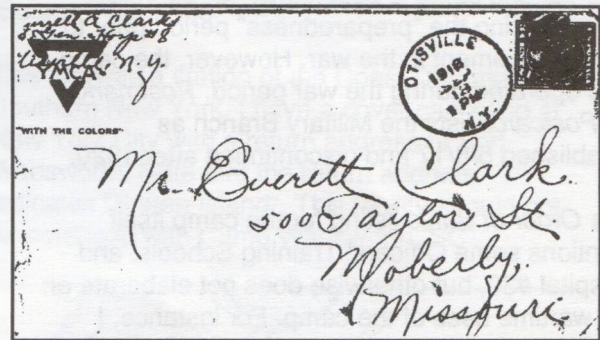
Otisville

General Hospital #8

Source Page: 778

Closed: 11/15/19

I have seen a cover from this hospital. The following illustration is of a photocopy of the cover.



Cover from General Hospital #8

Peekskill

Navy Rifle Range

This camp is only known from a picture postcard (unused). This may have been a New York Naval Militia camp.

No postal history reported from this facility.

Peekskill State Camp

The Postal History of the AEF, Appendix 3, lists this camp. It was probably a New York National Guard camp.

No postal history reported from this facility.

Pelham Bay Park

Naval Hospital

Source Page: N98

Personnel: 1,350

See New York Naval Training Facility.

No postal history reported from this facility.

Plattsburg

General Hospital #30

Source Page: 783

See Plattsburg Barracks

No postal history reported from this facility.

Plattsburg Barracks

Source Page: 783

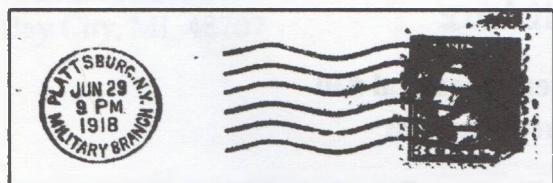
This training camp is best known for the role it played during the "preparedness" period prior to U.S. involvement in the war. However, the camp also operated during the war period. *Postmarks on Postcards* lists the Military Branch as established 5/8/17 and discontinued after 1920.

The *Order of Battle* listing for the camp itself mentions some Officers' Training Schools, and Hospital #30, but otherwise does not elaborate on the wartime uses of the camp. For instance, I have seen a letter written by a student at the summer camp of 1918, training as part of the SATC (Student Army Training Corps), previously in the ROTC. This student's letter indicates that about 3,000 troops were in the camp in August, 1918.

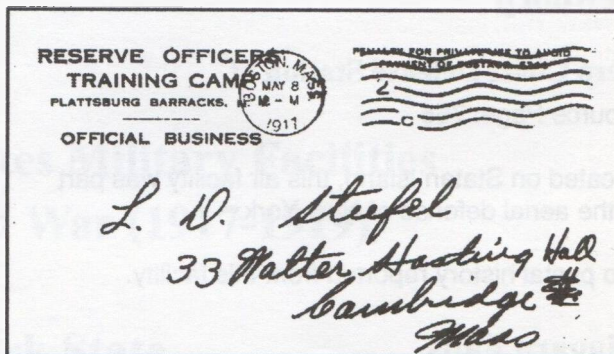
War-period postal history is hard to find but, strangely, pre-war material (especially from 1916) is more common.

The camp was definitely used for the initial call-up of officers at the start of U.S. entry into the war, these officers having previously trained during the summer camps there. I have illustrated an official postcard used to inform the officer candidates of their obligation. However, aside from the SATC item mentioned in the letter, and listed on page 569 of the *Order of Battle*, there may have been little regular Army activity during the remainder of the period.

This camp used a number of cancelling machines during the 1915-1920 period. During the war period, it used a Universal machine (illustrated). I have seen mail cancelled by the main P.O. Universal machine. Also, I have seen a duplex handstamp from the branch. Finally, I have a picture postcard cancelled at Chazy, New York, a small town near the camp.



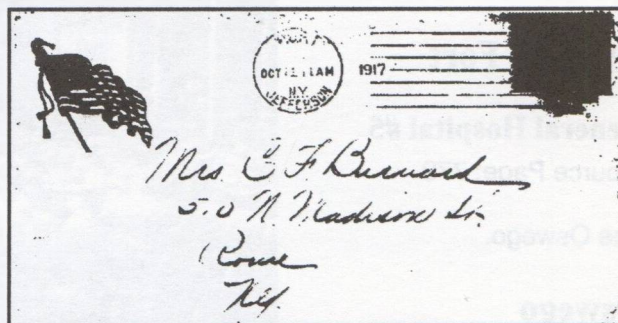
Plattsburg, New York, Military Branch, Universal machine cancel



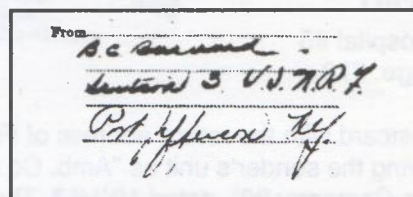
Postcard sent to officer candidates during the call-up immediately after the Declaration of War

Port Jefferson

I have a cover from this town, with a return address of a Naval Reservist. It is known that there were several stations located around Long Island Sound for the submarine chasers. Perhaps this cover originated from such a sailor. The return address includes the letters USNRF, which stand for U.S. Naval Reserve Force. No other information is available for this item.



Front of Cover from Port Jefferson, NY



Return Address from Back of Port Jefferson, NY, Cover

Poughkeepsie

Military Branch

Postmarks on Postcards lists Military Branch as established 5/1/17, and discontinued 8/22/17. The

only cover with this marking ever reported is from the New York National Guard facility: Camp Whitman (see Green Haven). The sender was a member of the New York National Guard who was part of the large company assembled at the Camp for federalization. They actually trained at Camp Wadsworth, SC.

Rochester

Baker's Field

Source Page: 712

Open: 5/1/18

Used as landing field for photographic activities based in Rochester.

No postal history reported from this facility.

Rochester Ordnance District, Office of

Source Page: 785

No postal history reported from this facility.

U.S. School of Aerial Photography

Signal Corps

Source Page: 786

Closed: 12/31/18 Personnel: 1,000

Located in Kodak Park, property of Eastman Kodak Co. I have been told that mail from this facility may have been censored. Confirming information would be very helpful.

No postal history reported from this facility.

Rockaway Beach

Naval Air Patrol Station

Source Page: N396

Construction started: 6/14/17

Naval Aviation in World War I indicates that this station was commissioned 10/15/17.

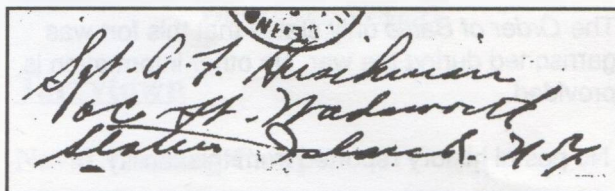
No postal history reported from this facility.

Rosebank

Wadsworth, Fort

Source Page: 800

This fort was a station of the Coast Defenses of Southern New York. I have a cover cancelled at New York City with a return address of Fort Wadsworth. Note that the return address indicates "Staten Island". This facility should not be confused with Camp Wadsworth, SC.



Return address on cover from Fort Wadsworth

Sacketts Harbor

While these military facilities may have been located near Sacketts Harbor, mail appears to have been handled through Watertown (which see).

General Hospital #37

Source Page: 786

Opened: 10/24/18 Closed: 3/4/19

Located at Madison Barracks. It reverted to a post hospital 3/4/19.

No postal history reported from this facility.

Madison Barracks

Source Page: 786

Postal history from this facility is generally cancelled by the American flag machine for Watertown, New York, Military Branch (which see).

Madison Barracks Target Range

Source Page: 786

Located at Stony Point, about 16 miles from Sacketts Harbor.

No postal history reported from this facility.

Sacketts Harbor Proving Ground

Source Page: 341

The Army tested 75mm guns at this facility.

No postal history reported from this facility.

Sag Harbor**Tyler, Fort**

Source Page: 572

The *Order of Battle* only states that this fort was garrisoned during the war. No other information is provided.

No postal history reported from this facility.

Sayville**Radio Station (?)**

Source Page: M19

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

No postal history reported from this facility.

Schenectady**Army Reserve Depot at**

Source Page: 789

This storage depot was acquired in 1918. No other information is available.

No postal history reported from this facility.

South Brooklyn**Army Supply Base**

Source Page: 767

Open: 4/22/18

Located at 55th St., this storage facility was part of the Embarkation Service.

No postal history reported from this facility.

Fleet Supply Base

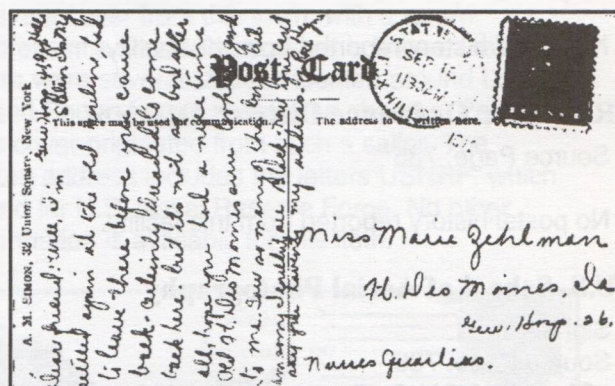
Source Page: N338

No postal history reported from this facility.

Staten Island**Debarkation Hospital #2**

Source Page: 769

Also called General Hospital #41, this facility was located on Staten Island. I have a postcard mailed from the Fox Hills Station of Staten Island 9/10/19, with the return address of this hospital (illustrated).



Postcard sent from General Hospital #2, Fox Hills, Staten Island, from one Army nurse to another at Fort Des Moines, Iowa

Fort Wadsworth

See Rosebank

Summerville**Naval Training Camp**

Source Page: N55

Personnel: 600

This tent camp operated only during the Summer of 1917.

No postal history reported from this facility.

Syracuse**Radio School, Syracuse University**

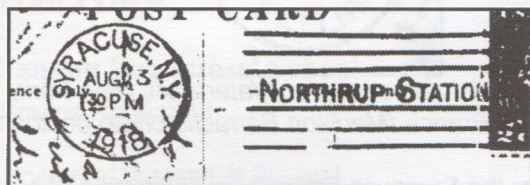
Source Page: 479, 793

No postal history reported from this facility.

Syracuse Recruit Camp

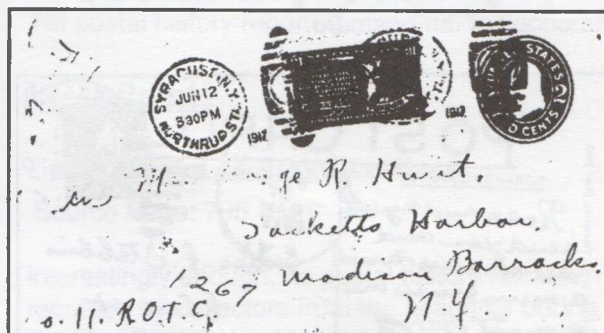
The *Order of Battle* calls this Camp U.S. Troops. This name was often a catchall phrase used by the Army for new, unnamed (purposely), or temporary camps. It is described on page 793 of that book. It was used for organization of new units, and operated as a recruit center for limited-service men.

Postmarks on Postcards lists a Military Branch of Syracuse, established 5/28/17, discontinued 11/15/18. However, no postal history has been recorded from this branch. A good amount of postal history has been seen from the Syracuse Recruit Camp. All items reported so far show the International machine cancellation, or duplex handstamp, of the Northrup Station of Syracuse. The following illustration is of the International machine, dated 8/3/18.



Example of International machine used on Syracuse Recruit Camp card

The following cover is interesting since it was mailed from the Syracuse camp to a soldier at Madison Barracks, who was attending the Officers' Training Camp there. It shows the duplex hand cancel of the Northrup Branch of Syracuse, dated 6/12/17. The reverse of this cover shows a receiving handstamp of Watertown, New York, Military Branch (illustrated under Watertown), dated 6/13/17.



Example of duplex handstamp on Syracuse Recruit Camp special delivery cover (see Watertown, Military)

Tarrytown

Naval Training Camp

Source Page: N55

Personnel: 1,000

This tent camp was abandoned in early winter, 1917.

No postal history reported from this facility.

Terry, Fort

Michie, Fort

Source Page: 752

The Postal History of the AEF, Appendix 3, lists this facility with mail being handled at the Fort Terry P.O. The Army's *Order of Battle* lists it as a subpost of Fort Terry for Coast Artillery activities. Since no postal history has been seen from this facility, it is not clear how its mail was handled.

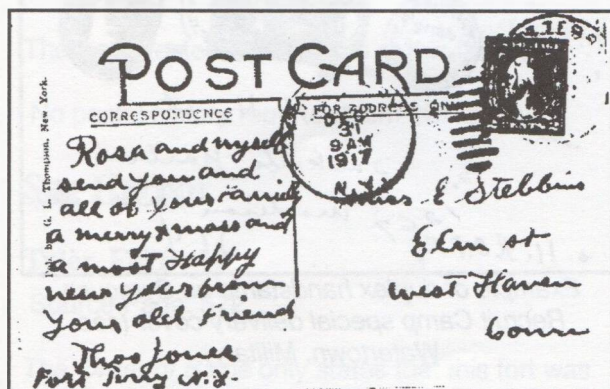
Terry, Fort

Source Page: 794

This post was located on Plum Island, Suffolk County (about 12 miles SW of New London, Conn.), and was a station of the Coast Defenses of Long Island Sound.

The Postal History of the AEF, Appendix 3, lists this facility as Fort Terry P.O. I have seen a photocopy of a postcard with the Fort Terry, NY duplex handstamp, dated 12/31/17. It is not completely clear whether this postcard is of

military origin. The following illustration is of a photocopy of the postcard.



Picture Postcard with Fort Terry, NY Duplex Handstamp

Tompkinsville

Military Station at

Source Page: 795

Established to provide shelter for detachments guarding docks and terminals in vicinity.

No postal history reported from this facility.

Totten, Fort

See Flushing

Utica

Marine Corps School of Machine Gun Instruction

Source Page: M28

This Marine school had 2,153 total graduates.

No postal history reported from this facility.

Wantagh

Lufberry Field

Source Page: 744

Open: Summer, 1918

Used for advanced flying training.

No postal history reported from this facility.

Watertown

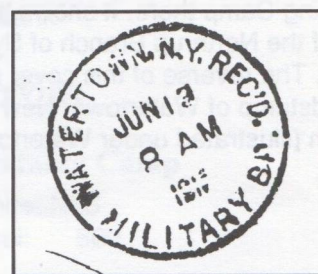
Postmarks on Postcards lists the Military Branch of Watertown, established 5/1/17 and discontinued 10/31/19. This branch may have also served Pine Camp, but no postal history has been seen with this branch marking from anywhere other than Madison Barracks. See Sacketts Harbor for more information on Madison Barracks.

There was an American flag machine A-38 used at the Watertown, Military Branch, ECU 5/1/17, LKU 2/27/19. I have a real photo postcard of Madison Barracks, showing the flag machine cancellation. A duplex handstamp of the Military Branch, dated 12/14/17, is also illustrated.



Duplex hand cancel of Watertown, New York, Military Branch (Madison Barracks photo postcard)

Under the Syracuse listing is an illustration of a special delivery cover mailed from the Recruit Camp at Syracuse to Madison Barracks. The reverse of that cover shows a receiving handstamp of Watertown, New York, Military Branch (illustrated), dated 6/13/17.



Receiving handstamp of Watertown, New York, Military Branch

Pine Camp

Source Page: 782

This camp was used as a National Guard Mobilization Camp by the Army, but it was a New York National Guard camp of long standing.

However, some Regular Army groups stayed there.

Postmarks on Postcards lists Pine Camp Military Branch of Watertown as established 6/1/17 and discontinued 11/30/17.

I have a cover dated 9/24/17, with the duplex of this branch (illustrated). The writer was a soldier from the 15th Field Artillery (2nd Division, Regular Army), and NOT from a National Guard unit.



Duplex handstamp of Pine Camp Military Branch of Watertown, New York

Watervliet

Cannon Inspectors' School

Source Page: 343

Located at Watervliet Arsenal.

No postal history reported from this facility.

General Supply Ordnance Depot

Source Page: 337

Personnel: 11

Also called Watervliet Ordnance Depot.

No postal history reported from this facility.

Gun Relining School

Source Page: 342

Located at Watervliet Arsenal.

No postal history reported from this facility.

Watervliet Arsenal

Source Page: 806

The arsenal was home to several schools, some of which are listed under the Watervliet heading.

No postal history reported from this facility.

West Point

United States Military Academy

Source Page: 795

Interestingly enough, no postal history has been recorded by collectors from the academy during the First World War. Material has been reported from both before, and immediately after the war period 1917-1919.

Whitestone

Totten, Fort

See Flushing

Yaphank

Yaphank Military Branch

See Brooklyn, Yaphank Military Branch

Youngstown

Niagara, Fort

Source Page: 774

The Postal History of the AEF, Appendix 3, lists this facility's post office in Youngstown, New York, while *Postmarks on Postcards* lists it as the Military branch of Niagara Falls P.O. (established 5/1/17, discontinued 12/14/17). The *Order of Battle* indicates that some U.S. Guards were present here, along with two Officers' Training Camps.

I have a picture postcard of Fort Niagara, with the Youngstown handstamp, dated 7/5/18. This postcard does not have a military return address, so it may not be from a soldier.

I have a different postcard with the Niagara Falls, New York, Military Station (illustrated), dated 10/19/17. I have seen this duplex used in September, October, and November of 1917. Examples of this handstamp shows up regularly in postal history auctions.

The Niagara Falls, Military Branch postcard is a real photo, showing soldiers at a rifle range, and the message on the reverse of the card describes how the shots are scored. The date of the postcard would place it during the second series of Officer's Training Schools, held at this post in 1917.



*Hand cancel of Niagara Falls,
New York, Military Branch*

MAINE NARROW GAUGE R.P.O. CANCELS WANTED

Bangor & Bucksport R.P.O. (10/9/1879-5/31/1883)
 Palermo & Wiscasset R.P.O. (1895-1896)
 Albion & Wiscasset R.P.O. (1896-1902, 1909-1933)
 Waterville & Wiscasset R.P.O. (1902-1909)
 Harrison & Bridgton Junction R.P.O. (1900-1917)
 Carrabassett & Farmington R.P.O. (6/1/1900-8/31/1900)
 Farmington & Rangeley R.P.O. (1892-1903)
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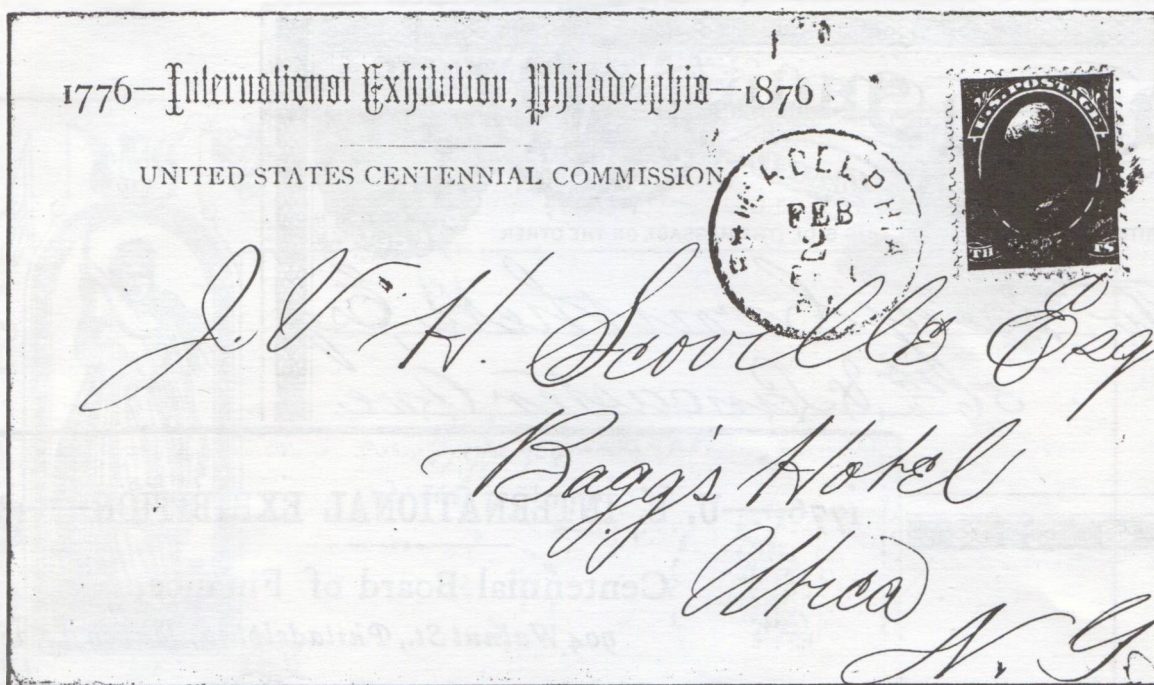


Figure 1.

(Author's Collection)

POSTAL HISTORY DESCRIPTIVE OF THE CENTENNIAL OF 1876

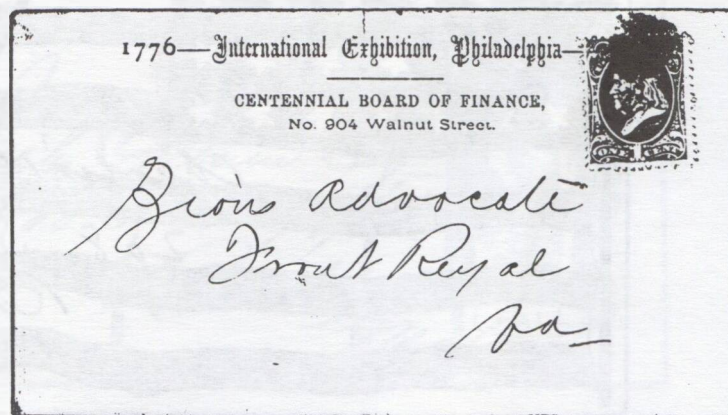
-PART IV-

by Gus Spector

The first three parts of this series of articles dealt with specific aspects of the postal history of the Centennial. The following last portion is a potpourri, a mish-mash so speak, of covers from my collection not falling under any other category.

The United States Centennial Commission was the ultimate governing body for the Exposition. There were also many subadministrative boards integral to the Fair's daily operations. The Centennial Board of Finance was responsible for budget management. Each of these agencies had its own stationery and postal cards printed. Three examples are shown below. (figs. 1,2,3)

A vast number of patriotic-type covers were printed by private concerns to be used in conjunction with this great up-coming event. The simple flag design is shown in figure 4. Lady Liberty has been depicted in many shapes, forms and adornments. Figure 5 shows the typical but dramatic "Proclaim Liberty throughout the Land". A much more ornate "United we stand, divided we fall" theme is featured in figure 6. Printes' names are absent from all three covers.



Copyright 1997 by Gus Spector

Figure 2.

Author's Collection

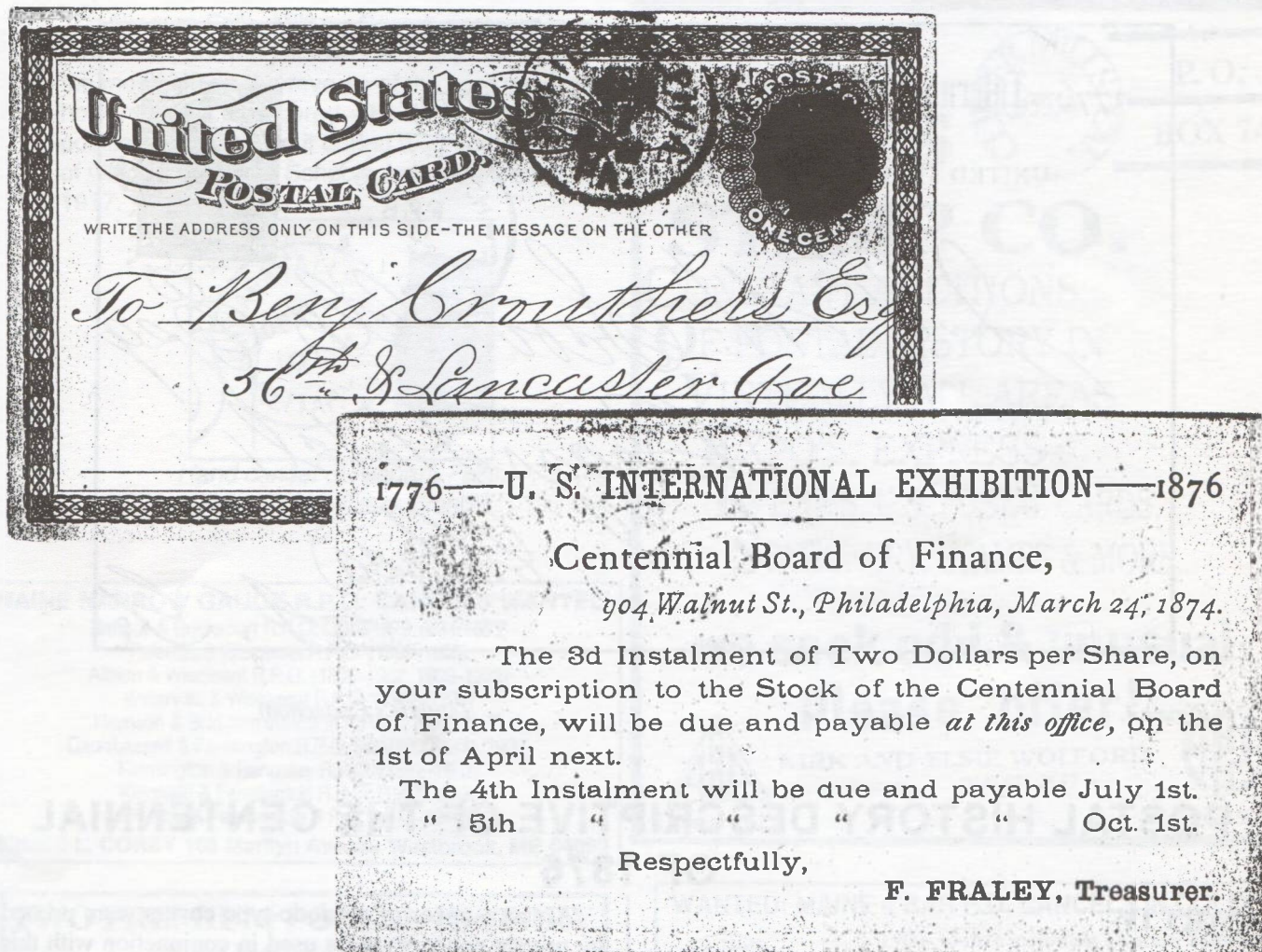


Figure 3. Obverse and reverse, postal card.

(Author's Collection)

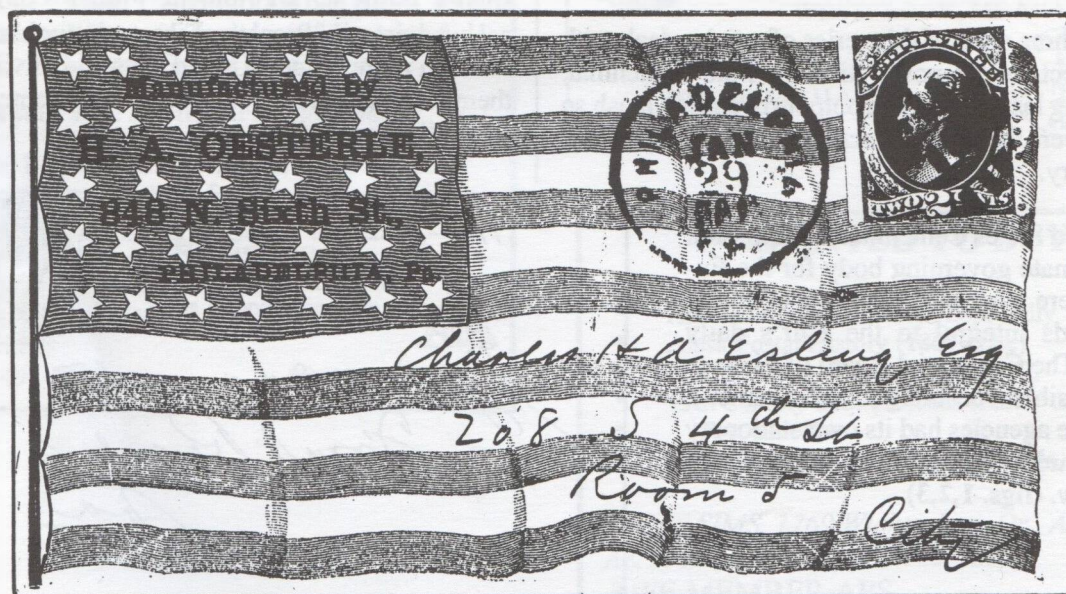


Figure 4

(Author's Collection)

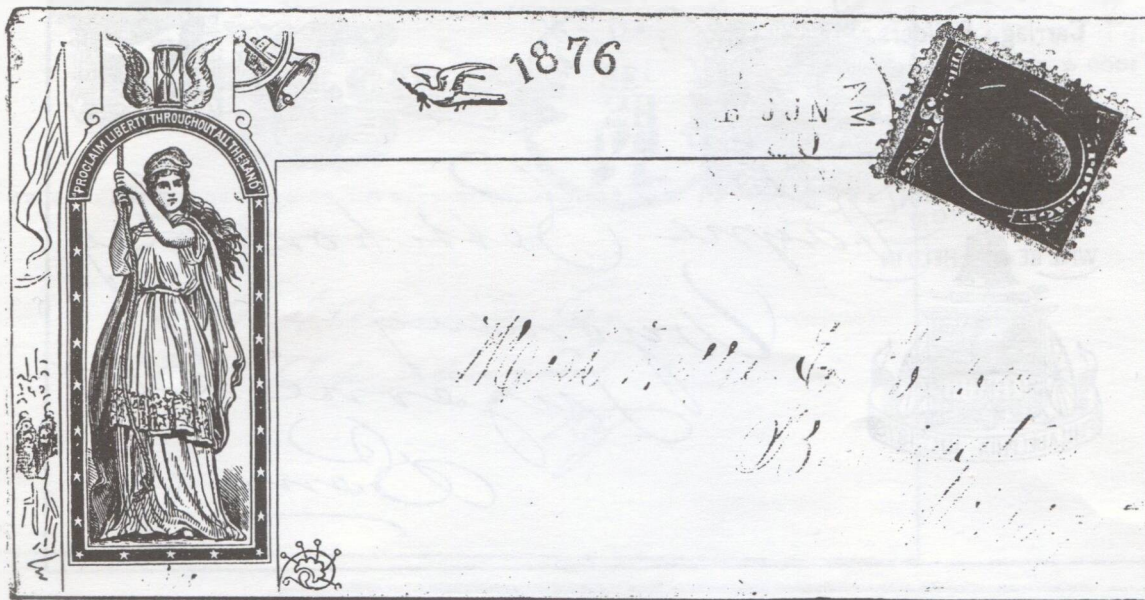


Figure 5. Centennial patriotic cover to Birmingham, Michigan.

(Author's Collection)

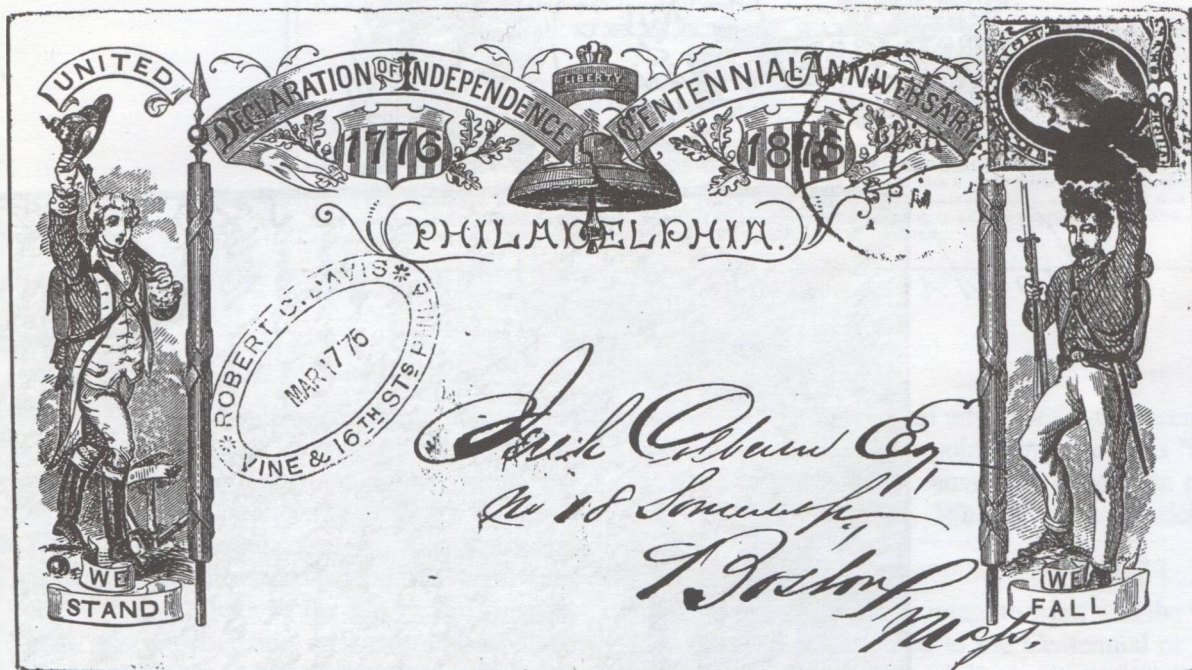
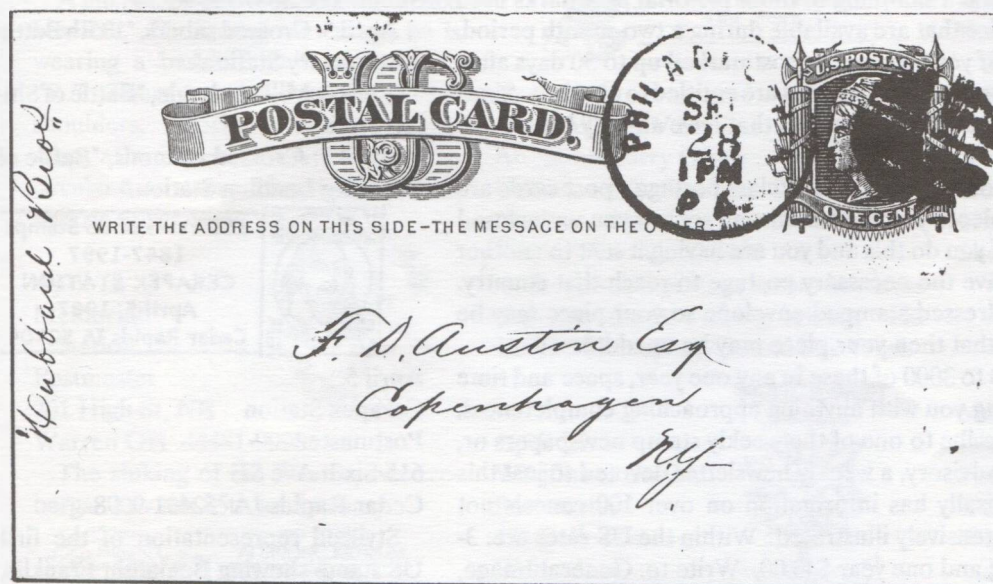


Figure 6.

(Author's Collection)



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Figure 9.

(Author's Collection)

Trade cards and sets of illustrated lithographs of Centennial scenes were plentiful, but picture postcards had not yet come into vogue, nor been sanctioned by the Post Office Department. The public was therefore forced to resort to the US governmental postal card in order to send a succinct, inexpensive message back home. The reverse of the card in figure 8 tells of the hot Indian summer Philadelphia was experiencing on November 1, 1876 (“we wanted to drink every five minutes but we didn’t”) and the writer’s inability to see everything at the Fair.

Another pre-Centennial advertisement is seen in figure 9. Hubbard Brothers publishing firm was “looking for a few good men” to canvas the exposition grounds and to sell their books. What a great get-rich-quick scheme!

One can only begin to imagine what was the volume of mailings that pertained to the Centennial or left the Centennial grounds on a daily basis during its seven month endeavor. It is always interesting to peruse the surviving material and marvel at American ingenuity.

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.

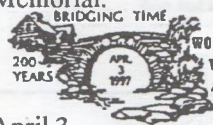
As there are about 2500 to 3000 of these in any one year, space and time considerations preclude providing you with anything approaching completeness. For that you would have to subscribe to one of the weekly stamp newspapers or, the best source, The Postmark Advisory, a weekly newsletter devoted to 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.computeek.net/public/mml/pa/pa.html>



The WV Coal Miner Memorial located at Fayette County Chamber of Commerce - Rt. 19 - Oyster Ave., Oak Hill, WV. Fashioned by Artist Nick Pavenski and placed by St. Peter & Paul Catholic Church in memory of those miners who lost their lives in mining accidents in West Virginia.

April 1
Coal Miners' Memorial Day in West Virginia Station
Postmaster
208 E Main St
Oak Hill WV 25901-9998

A coal miner is leaning on his shovel with coal about his feet. The wording is in tiny print and concerns this Miner Memorial.



WORCESTER BICENTENNIAL STA.
Worcester, New York 12197
April 3, 1797 - April 3, 1997

April 3
Worcester Bicentennial Station
Postmaster
51 Main St
Worcester NY 12197-9998

Small stone bridge, tiny wooden home, "Bridging Time/200 Years/April 3, 1797 - April 3, 1997."



April 3
Uncle Nick Station
Postmaster
P O Box 9998

Wilson WY 83014-9998
Galloping horse with saddle bags, "Pony Express."

April 5
Katonah Centennial Station
Postmaster
P O Box 9998
Katonah NY 10536-9998

A building is on a platform and a tiny horse is pulling it.

Ella Smith
1868-1932



April 5, 1997
Roanoke AL 36274

Alabama Indestructible Doll Sta.
April 5
Alabama Indestructible Doll Station
Postmaster
820 Main St
Roanoke AL 36274-9998

Picture of, "Ella Smith 1868-1932," or her doll.



The format of the design above will be used for three cancels in April in Shiloh TN. All relate to the Civil War

Postmaster
P O Box 2500
Shiloh TN 38376-9998

April 5: Crossed sabers, "135th Battle Anniversary Station"

April 6: Military bugle, "Battle of Shiloh Station."

April 7: Crossed cannons, "Battle of Pittsburg Landing Station."



150 Years of US Stamps
1847-1997
CERAPEX STATION
April 5, 1997
Cedar Rapids IA 52404

April 5
Cerape Station
Postmaster
615 Sixth Ave SE
Cedar Rapids IA 52401-9998

Stylized representation of the first US stamp showing Benjamin Franklin, "Post Office/Five Cents." Also, "150 Years of US Stamps/1847-1997."



On the Lincoln Heritage Trail
STATION
A Living History Presentation
April 5, 1997 - Allendale, IL 62410

April 5
On the Lincoln Heritage Trail Station
Postmaster
USPS
Allendale IL 62410-9998
Small bust of Lincoln, "A Living History Presentation."

80th Anniversary of U.S. Entry Into WWI 1917-1997



Remembrance
Station
April 6, 1997



Maspeth Post 783-AMERICAN LEGION Sponsor
Maspeth, NY 11378-9998

April 6
Remembrance Station
Ms Louise Magno
USPS
41-65 Main St
Flushing NY 11355-9998
World War I helmet, American Legion logo, "80th Anniversary of US entry into WWI/1917-1997/Maspeth Post 783 American Legion Sponsor."



The First Pitch Sta.
frontier
One Minute Short by
December 31, 1997
April 11, 1997

April 11
The First Pitch Station
Postmaster

1335 Jefferson Rd
Rochester NY 14692-9998

A humanized bird is sitting on a winged baseball. He is very masculine, he is wearing a baseball uniform reading, "R." There is a baseball bat on his shoulders, "Rochester Red Wings." Also, a large baseball is used for the circular date stamp, "frontier field/One Morrie Silver Way,"

April 15
Memorial
Station
Postmaster
201 High St, NE
Warren OH 44481-9998

The sinking of the Titanic, two icebergs. For the 85th anniversary.



April 18-19
Strong Museum Station
Postmaster
1335 Jefferson Rd
Rochester NY 14692-9998

Two gears from machinery, silhouette of a boy lying prone and holding a toy space shuttle, "Kid to Kid at Strong Museum/It's Beyond Words!"

*Wilder Birthplace Station
Centennial Weekend
April 18, 1997
Madison, Wis 53713*

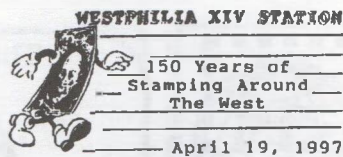
April 18
Wilder Birthplace Station
Postmaster
601 Sawyer Terrace
Madison WI 53705-9998

Fountain pen. For the playwright and novelist, Thornton Wilder.



April 19
USS The Sullivans DDG-68 Station
USPS
Staten Island NY 10304-9998

Naval craft. This is the new US Navy Aegis Guided Missile Cruiser. "First Day in Commission."



April 19-20
Westphalia XIV Station
Attention Larry Grant
Downtown Station Post Office
951 Twentieth St
Denver CO 80202-9998

The first US postage stamp has arms and legs and is walking briskly, "150 Years of Stamping Around The West."

April 25
Wildflower Station
Postmaster
433 Belle Grove
Richardson
TX 75080-9998

Stylized flower, "an arts & music festival."



SOCORRO STATION
MAY 1, 1997
EL PASO TX 79907



May 1
Socorro Station
Postmaster
5300 E Paisano Dr
El Paso TX 79910-9998

Horse and wagon, small church building with a cross on top, "Rural Free Delivery."

75th Anniversary Station

May 2, 1997

Sussex, WI 53089



May 2
75th Anniversary Station
Postmaster
P O Box 9998
Sussex WI 53089-9998

Fire engine, "Sussex Fire Dept/Est 1922/Wis."



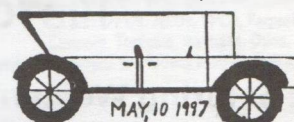
May 5
Celebration Station
Postmaster
210 N Washington St
Seymour TX 76380-9998

Cartoon fish, "71st Annual Fish Day."

May 9-11
Stamp Expo Station
Mike Boehm
Federal Station
Post Office
113 W Broadway
Anaheim CA 92815-9998

Sherlock Holmes, smoking a pipe, is seen through a magnifying glass, "Honoring Athur Conan Doyle/Creator of Sherlock Holmes."

OLD FASHION DAYS STA.



May 10
WONEWOC, WI. 53968
Old Fashion Days Station
Postmaster
P O Box 9998
Wonewoc WI 53968-9998

An old automobile.

Christening Day Station
May 17, 1997



May 17
USS BON HOMME RICHARD LHD-6
Pascagoula MS 39567-9998
Christening Day Station
Postmaster
911 Jackson Ave
Pascagoula MS 39567-9998

US naval craft, "USS Bon Homme Richard LFD-6."



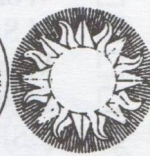
May 23-26
CIVIL WAR DAYS STATION
Civil War Days Station
Postmaster
USPS
West Point KY 40177-9998

The flags of the US and of the Confederacy, the words, "Lest We Forget," on a plain flag. Also, "Memorial Weekend."

May
24-26
Nojex
Station
Postmaster
300 Country Ave
Secaucus NJ 07094-9998



Stylized sun, "Weather Forecast Postmark Centennial 1896-1897."



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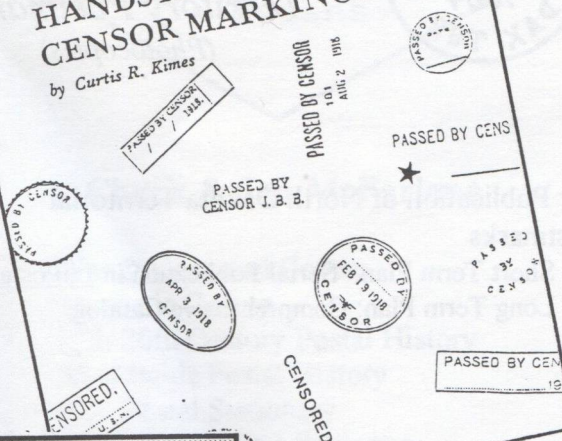
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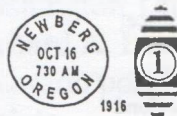
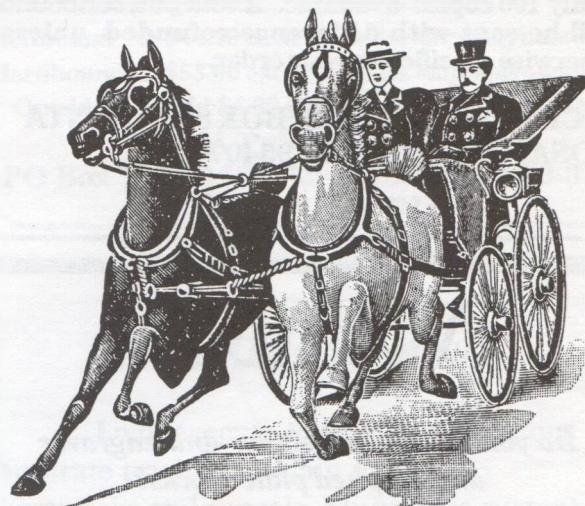
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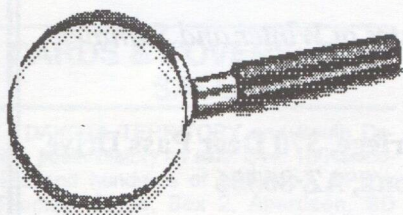
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31 35	1 75	3 04	4 35	8 28
35 40	2 00	3 48	4 98	9 48
41 45	2 25	3 92	5 61	10 68
46 50	2 50	4 36	6 24	11 88
51 55	2 75	4 78	6 84	13 02
56 60	3 00	5 22	7 47	14 22
61 65	3 25	5 66	8 10	15 42
66 70	3 50	6 10	8 73	16 62
71 75	3 75	6 52	9 33	17 76
76 80	4 00	6 96	9 96	18 96
81 85	4 25	7 40	10 59	20 16
86 90	4 50	7 84	11 22	21 36
91 95	4 75	8 26	11 82	22 50
96 100	5 00	8 70	12 45	23 70
101 110	5 50	9 58	13 71	26 10
111 120	6 00	10 44	14 94	28 44
121 130	6 50	11 32	16 20	30 84
131 140	7 00	12 18	17 43	33 18
141 150	7 50	13 06	18 69	35 58

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DPO's, RPO's, ships, Doanes, machines, military and much more! My bi-monthly Mail Bid Sales offer thousands of postal history lots to collectors and dealers around the world. If you're not on our mailing list, why not? Write or call for sample catalog. Also: sell your duplicates and excess material through my sales. Write or call for details. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. Phone: (309) 786-6539. E-mail: mehrer@revealed.net [28-4]

CARDS & COVERS: FOR SALE

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]

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<http://www.collectors-mall.com/>

CARDS & COVERS: FOR SALE

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. Some territorial items and misc. Loose mint 52 cent stamp for listing. Mario, Box 342, Saskatoon, SASK, Canada S7K 3L3 [28-3]

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]

TOWNS: WANTED

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 [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. [29-1]

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]

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]

**EXPIRATION DATE
SHOWN AT END OF EACH
AD, i.e., [28-2], MEANS AD
WILL EXPIRE WITH THIS
ISSUE**

**AD DEADLINE FOR NEXT
ISSUE: MAY 21, 1997**

TOWNS: WANTED

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]

MONTANA - CULVERTSON, April 13, 1916 through April 30, 1920. Also, other Montana postal history - try me for your common S/I 1 & 2s. Also documents, checks, correspondence, advertising, pamphlets, books, ephemera. Ken Hamlin, 517 So. 5th Ave., Bozeman, MT 59715. [29-5]

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 [28-2]

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]

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]

TOWNS: WANTED

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

WWII ARMORED Division APO's 251-263, 412, 444, 446 all usages wanted. Send photocopy or item with price. Rich Martorelli, 3855 Albermarle Ave., Drexel Hill, PA 19026 [29-1]

"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, view-cards. Approvals/photocopies welcomed! Dean Mario, Box 342, Saskatoon, Sask., Canada S7K 3L3. [28-3]

MISCELLANEOUS: WANTED

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]

JAIRMAIL 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]

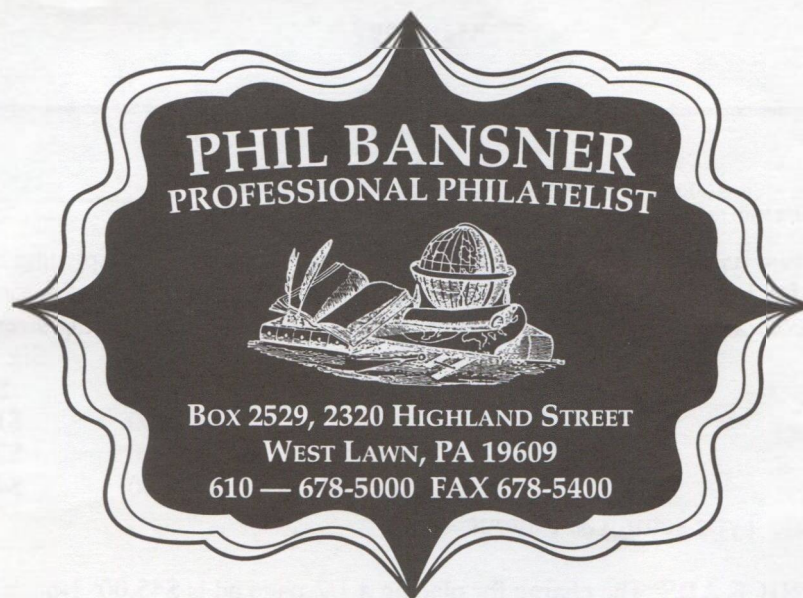
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ADVERTISING IN LA POSTA

La Posta Publishes two types of Ads: Display & Auction/Net Price. Details for placing each are as follows:

DISPLAY ADS - May be run on a contract basis for one, three or six insertions. Ad contents may be changed at any time, provided proper notice is given. Contract rates for ads of varying sizes are as follows:

Ad Size	One Issue	Three Issues	Six Issues
1/8-page	\$13.00	\$29.90	\$54.60
1/4-page	\$30.00	\$69.00	\$126.00
1/2-page	\$55.00	\$126.50	\$231.00
1-page	\$100.00	\$230.00	\$420.00

These charges include Type setting & Layout

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

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

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

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

INDEX OF ADVERTISERS

AUCTIONS

RANDY STEHLE - 6

DISPLAY ADS

ARIZONA-NEW MEXICO P. H. SOC. -76

AUSDENMORE-McFARLANE - 72

PHIL BANSNER - 79

JOHN H. BARWIS - 46

CAMA PUB. CO. (2nd Beecher Book) - 72

BRUCE COREY - 64 & 64

JANE DALLISON - 72

H.J.W. DAUGHERTY - 44

MIKE ELLINGSON - 73

EVERETT PHILATELICS - 72

JIM FORTE - 74

DISPLAY ADS

C. R. KIMES - 74

KIRK'S - 64

JIM MILLER - 75

RICHARD PAPP (Bear Flag Country) - 73

JAMES H. PATTERSON - 73

DAVID G. PHILLIPS CO. - 74

POSTAL HISTORY USA - 73

WM. B. ROBINSON - 64

SCHMITT INVESTORS LTD. - 75

STEVE SIMS - 64

WEBSTER STICKNEY - 44

DON TOCHER - 75

U.S. CANCELLATION CLUB - 76

JOHN WHITE - 74

WRECK & CRASH MAIL SOCIETY - 48

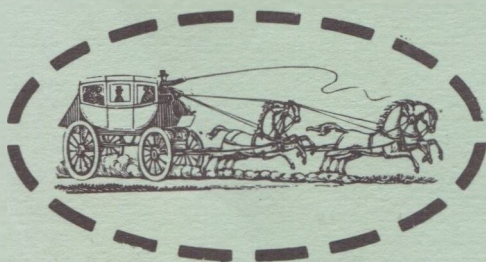
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