

# **LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY**

**\$4**

**SEPTEMBER 1997**





# LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

*Publisher:* Richard W. Helbock

*Associate Editors:*

Henry Berthelot

Rod Crossley

Martin Margulis

James Patterson

Randy Stehle

Tom Clarke

Michael Dattolico

Bob Munshower

Robert Schultz

*Advertising Manager:* Cathy R. Clark

## MAILING ADDRESS:

P.O. BOX 135,  
LAKE OSWEGO, OR 97034  
PHONE: (503) 543-3035  
FAX: (503) 543-3035  
e-mail: [laposta@teleport.com](mailto:laposta@teleport.com)

**COVER:** *Our cover this time is intended to call attention to Mike Dattolico's lead article, which looks into some of the history surrounding mail to and from sailors on America's naval ships.*

**BUSINESS HOURS: 9AM - 4PM (M-F)**

## AWARDS:

*Victimized by bureaucratic bungling\**, PACIFIC 97

*Vermeil w/felicitations*, CHICAGOPEX 1995

*Gold Medal*, COLOPEX 1987

*Silver Medal*, CAPEX 1987

*Large Silver Medal*, AMERIPEX 1986

*Silver Medal*, PHILA KOREA, 1984

*Silver-bronze*, AUSIPEX, 1984

\*See page 69

LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY (ISSN 9885-7385) is published bi-monthly with 6 numbers per volume by LA POSTA PUBLICATIONS, P. O. Box 135, Lake Oswego, OR 97034. Richard W. Helbock, Owner & Publisher. Issues are mailed on or about the 1st of February, April, June, August, October & December. POSTMASTER: Send address changes to LA POSTA, Post Office Box 135, Lake Oswego, OR 97034.

## SUBSCRIPTION RATES (6 ISSUES):

United States - \$18.00 per year

Canada - \$26.00 (US) per year

Surface rate overseas - \$28.00

Air rate overseas - \$48.00

- AUGUST - SEPTEMBER 1997
- VOLUME 28, NUMBER 4
- WHOLE NO. 166

## IN THIS ISSUE:

### UNITED STATES NAVAL SHIP MAIL

By Michael Dattolico ..... 7

### GHOST COUNTIES OF TEXAS

By Jack M. Smith, Sr. .... 20

### NON-STANDARD POSTMARKING & CANCEL- ING DEVICES FROM 1900 TO DATE

Part 34 - Catalog Section, Type G

By Randy Stehle and Doug DeRoest ..... 24

### A TRIO OF U.S.-HONG KONG RELATED LETTERS

By Tom Clarke ..... 31

### SALVAGED FROM THE "CHICAGO" FERRY DISASTER

By Michael Dattolico ..... 42

### THE FIRST TRANSMOUNTAIN MAIL ROUTE CONTRACTS, 1850-1862

Part VIIb - The Central Overland California &  
Pikes Peak Express Company Contract

By Daniel Y. Meschter..... 44

### POSTAL MARKINGS OF NORTH DAKOTA TERRITORY

Part I. Barnes County

By Mike Ellingson ..... 49

### POSTAL ARCHAEOLOGY - DIGGING FOR DOANES, Part IV

By Charles Boubelik ..... 56

Subscriber's Auction 58 Prices Realized ..... 68

La Posta Publications Website:  
<http://www.teleport.com/~laposta/>

## LA POSTA SUSTAINING SUBSCRIBERS

The following individuals and institutions have contributed financial assistance to *La Posta* in excess of their subscriptions. We are indebted to them for their generous support. Without it *La Posta* could not continue to exist.

Murray A. Abramson  
Joseph J. Adamski  
Richard Agee  
Carl Albrecht  
William C. Allen  
Gary Anderson  
Jon K. Arndt  
Ausdenmore-McFarlane Stamps/Covers  
Edward P. Babcock  
Mark T. Baker  
Kendall Lee Ballard  
Dan Barber  
Jacob M. Bard  
Richard Bard Jr.  
Edmund Bashista  
Rex J. Bates  
Henry F. Battestin Jr.  
William H. Bauer  
Robert A. Beall  
Arthur E. Beane Jr.  
John E. Beane MD  
John W. Becker  
Robert W. Becker  
Stan Bednarczyk  
Britain A. Beezley  
W.R. Beth  
Bary D. Bender  
Dr. Stephen J. Berlin  
Henry J. Berthelot  
Donald G. Beuthel  
John Bigart  
William O. Bilden  
Dr. W.Wallace Bilyeu  
Joseph Bock  
Thomas V. Boettger  
Robert O. Boyer  
Dr. James G. Bradsher  
Deane R. Briggs M.D.  
John Broberg  
Roger S. Brody  
William E. Brooks  
Edward (Ned) Brown  
Mike Brown  
BTW Covers  
Dr. Kenneth E. Burden  
Raymond L. Buse Jr.  
Robert S. Bush  
James W. Busse  
Charles M. Buterbaugh  
Dr. Louis T. Call  
Elmer Campbell  
E. B. Canteley Jr.  
Cardinal Covers - Robert G. Homung  
Thomas E. Caton  
Albert Chang  
Robert Chisholm  
C. Robert Chow  
Clay's Covers  
Donald Cohen  
Louis Cohen  
Stephen E. Cohen  
Giles R. Cokelet  
David C. Collier  
Philip C. Cooley  
H. David Cooper  
Bruce L. Corey  
Joe H. Crosby  
Rod Crossley  
Wesley A. Crozier  
Raymond A. Curnier  
Richard F. Curtin  
Matt Dakin  
H. J. W. Daugherty  
Charles W. Deer  
W. R. DeKay  
John DeNault  
Doug DeRoest  
Carl R. Ditsch  
Warde H. Dixon  
Lee Drickamer  
William F. Droessler  
Joseph E. DuBois  
Richard H. Duke  
E. F. (Al) Mueller  
Robert M. Ebner  
Craig Eggleston  
Stephen W. Ekstrom  
Mike Ellingson  
David M. Ellis  
Alyce Evans  
Arthur Everett  
Sidney Fingerhood  
Kenton Forrest  
Dale Forster  
Myron Fox  
Louis W. Freese

Mike Fritz  
Bennie Fry  
Richard A. Furchtenicht  
Robert K. Garrity  
William R. Geijsbeek  
David A. Gentry  
John J. Germann  
Glen Gholston  
Dorance Gibbs  
William A. Gile Jr.  
Michael Goldstein  
Clarence E. Goulding Jr. MD  
Albert L. Greene  
Ted Gruber  
Seely Hall Jr.  
Larry J. Haller  
Kenneth L. Hamlin  
John Hanby  
Ronald R. Harmon  
Wayne Hassell  
Loyal M. Haun  
J. C. Hawley  
Thomas Hayes  
Bruce W. Hazelton  
Edwin J. Helitzer MD  
Stephen F. Herzick Jr.  
Justin Hess  
H. Stanton Hill  
Dorlon Himber  
Joseph T. Holliman  
Charles J. Holtz  
Joseph A. Holzman  
Jay F. House  
Jacque Houser  
Marvin D. Hunewell  
David E. Hunter  
Robert L. Hunter  
James H. Inverarity  
James D. Jacobitz MD  
Charles L. James  
Lowell Joerg  
Constant R. Johnson  
Jonathan L. Johnson Jr.  
LTC James T. R. Johnson  
Al E. Jones  
Robert Juceam  
Phil Kay  
Curtis R. Kimes  
Gerard Klaasse Jr.  
Lucien S. Klein  
James A. Klinger  
Kenneth Kloss  
Floyd M. Kneil  
Fredrick D. Knoche  
Steve Kovacich  
Kelly J. Krizan MD  
Alfred F. Kugel  
Floyd Kunzwiler  
William O. Kvale  
Walter P. LaForce  
Edward C. LaFountain  
Eliot A. Landau  
Russell Lang  
Robert M. Langer  
Donald B. Lannon  
Otto C. Larsen  
Peter B. Larson  
Howard Lee  
James E. Lee  
Leslie Warren Lee  
Lewis Leigh Jr.  
Arnold A. Leiter Uncle Sam S&C  
Richard A. Long  
Robert Lorenz  
John B. Ludin MD  
Thomas A. Luellen  
Leonard G. Lukens  
Dr. Dennis J. Lutz  
Mildard Mack  
Larry Dean Maddux P.L.S.  
Howard A. Mader  
Richard Malmgren  
Oscar R. Marsh  
Doug Marty  
Stephen H. Marx  
Michael J. Maselli  
Bernard D. Mayer Jr.  
Thomas C. Mazza  
Larry McBride  
Leonard McCabe  
David R. McCord  
R.J. McEwen  
William T. McGreer  
Great Valley Archives; Attn: Dan McGuire  
Kirk McKenzie  
Wilton N. Melhorn

Lawrence C. Merriam Jr.  
Robert G. Metcalf  
Mark Metkin  
Mike Metti  
J. L. Meyer  
Steven Miedziak  
Lynn I. Minneman  
Jack E. Molesworth  
Steven R. Morehead  
Richard L. Morris  
John G. Mullen  
Neill D. Mullen  
Robert Myerson  
Eric A. Nelson  
Ray L. Newbom Jr.  
William A. Nix  
Frank Novelli  
Francis E.W. Ogle  
Ronald Olin MD  
Arthur E. Olson  
Douglas Olson  
Robert Ormberg  
James C. Orcutt  
Dennis Pack  
Bruce E. Panek  
Dr. Richard Papp  
Richard H. Parker  
Alan Parsons  
Robert Patkin  
Robert J. Payne  
Donald R. Pearson  
Eustolio G. Perez  
Alan Peterson  
Eugene T. Peterson  
LaMar Peterson  
Hans Pohler  
Rev. Elwood S. Poore  
Vern Potter  
Louis Prahar  
Stephen Prigozy  
James Quinn  
Robert Quintero  
Michael J. Rainey  
Mrs. Beatrice Rainier  
James H. Raley  
Peter J. Rathwell  
Robert D. Rawlins  
Albert F. Regenthal  
Louis A. Repetto  
Robley D. Rhine  
Timothy T. Rhodes  
Martin Richardson  
Thomas S. Richardson  
Harold Richow  
Michael Riordan  
Norman N. Ritchie  
A. E. Roach  
Linda Roberts  
James E. Rogers  
Jack Rosenthal  
Art Ross  
Hal Ross  
Vincent A. Ross  
Dr. Seymour L. Rudman  
Mildard H. Ruether  
Arthur E. Rupert  
Edward M. Ryan  
Roger Rydberg  
Robert Sanford  
Leonard G. Sautter  
Gil A. Schmidtman  
Schmitt Investors Ltd.  
Michael E. Schnee  
Dr. Ken Schoolmeester  
Neil C. Schroeder  
Robert G. Schultz  
G. Alan Schuyler  
Jack M. Schwartz  
Eric Scott o/o The Stamp Shop  
Joseph Sedivy  
William Seifert Jr.  
Daniel R. Seigle  
Dr. Alan Selby  
Michael Senta MD  
Terry Shaw  
Timothy M. Sheehan  
Bradford D. Shiff  
Wesley N. Shellen  
Gina Sheridan  
Lawrence Sherman M.D.  
James E. Shew  
W. Wade Shipley  
Richard Simchak  
Milton Sloan  
Donald T. Smith

Rev. Fred K. Smythe  
Al Soth  
John W. Spangler  
Gus Spector M.D.  
A. Burns Speer  
Henry M. Spelman III  
Keith R. Spencer  
Stanley Spurgiesz  
Ken Stach  
Thomas E. Stanton  
Randy Stehle  
Webster F. Stickney  
Seymour B. Stiss  
Zane Stohler  
Robert Stoldal  
Bill Strauss  
David E. Sudweeks  
Bob Summerell  
Sunbelt Covers & Stamps  
Robert A. Svoboda  
John & Nina Swanson  
Robert D. Swanson  
Harvey S. Teal  
Robert Tepe  
Carmel Stamp & Coin  
The Postal History Foundation  
Donald G. Thompson  
O. Alvin Tjeltveit  
Dr. Robert L. Toal  
Don Tocher  
Thomas K. Todsen  
Allan Tomey  
William Jay Treat  
Ron Trosclair  
Joseph A. Turek  
Mort D. Turner  
James O. Vadeboncoeur  
Prescott Van Horn Jr.  
Frank Von Borstel  
Howard A. Wallace  
M. Lauck Walton  
Ronald A. Wankel  
Dr. Ronald A. Ward  
James L. Ware  
Joseph M. Weaver  
Edward Weinberg  
Larry Weinstock  
John W. White  
Kenneth L. White  
William H. White  
Craig A. Whitford  
Charles A. Whittlesey  
C. Michael Wiedemann  
John H. Willard  
John H. Williams  
Charles W. Winter  
Kirk Wolford  
William R. Wood  
John Wright  
Nicholas Zevos



## PUBLISHER'S PAGE

### How Can We Improve Ethics and Honest Dealings in Postal History?

The majority of people who act as dealers in postal history are honest, ethical people, whom I have always been pleased to know. While I rarely get a chance to see members of the dealership fraternity face to face, it has always been a genuine pleasure to visit with Jim Johnson, or Jim Forte, or Chuck McFarlane, or Kirk Wolford, or Dave Phillips at a show somewhere around the country. These fellows, and many others like them, are really fine folks, and our hobby owes its continuing popularity to their honest, straight forward business practices. Naturally, being human, mistakes sometimes occur, but in my 28 years of publishing *La Posta* I have never heard from anyone who felt cheated or duped by these men or any of the other dealers from whom we are proud to carry advertisements.

Unfortunately, the same can not be said for everyone who hangs out a shingle and proclaims himself a postal history dealer. Last year the philatelic press carried the story of a well known dealer in United States postal history, who reportedly bilked a score or more of his customers and creditors from sums totaling over \$100,000 and then declared bankruptcy. The story of this fellow, regarded by some as one of the more knowledgeable postal historians in the nation, is sadly not an isolated instance. Over the past three decades there have been several "big time" producers of glossy auction catalogs featuring high-priced lots of US postal history which have gone belly up, usually leaving a trail of unpaid consignors in their wake. Less conspicuous, but probably more widespread, are numerous low profile dealers who have cheated heirs, taken advantage of the inexperience of new customers, and generally created feelings of ill will in the hobby. As a rule, these bad apples are eventually cast out of the hobby as their unscrupulous past dealings finally catch up to them. But often, the Day of Reckoning is a long time in coming, and many others can be victimized during that time.

I once believed that our national philatelic collector and dealer organizations could police the hobby by expelling the corrupt and dishonest, and to some extent they attempt to do just that. Unfortunately, sanctions and expulsion do not prevent one from simply moving to a new venue and tacking up a new sign. In some instances, politics and the "good ol' boy" network intervene to prevent the organizations from even warning the public of shady dealings. As in other areas of human commerce, a well placed postal history crook has less to fear if he's caught than a petty thief.

So how do we defend ourselves? How can we learn who these bad apples are and warn others (including our

heirs) not to deal with them? The answer is to communicate. If you, or someone you know, is cheated by a dealer in our hobby, tell people about it. Now, I don't mean a case where someone sold you a cover for \$20 and you found out later that it was only worth \$10. That can happen for any number of reasons, and most of them have nothing to do with dishonesty and more to do with lack of knowledge. Examples of what I mean by cheating are fraudulent misrepresentation in a sale, failure to make payment for material consigned to private treaty or auction, or outright theft of cards or covers. The amounts involved do not have to be large, it's the intent that matters, and if you believe that a dealer willfully attempted to cheat you, let people know about it.

Your first step should be to let the dealer know you are dissatisfied, and give him a chance to make amends. After all, mistakes do happen. None of us are perfect. If no satisfaction comes of that, tell your colleagues in the hobby. Word of mouth is a powerful tool, and this is a very small hobby. Frankly, the "grapevine" in postal history is continually buzzing with gossip, complaints and advice. Much of it would invite law suits if it appeared in print, but, I dare say, many important postal history deals and decisions have been influenced by the "word" as passed along the grapevine. Furthermore, write letters of complaint to the American Stamp Dealers Association and the American Philatelic Society and any specialist groups with whom you are involved. Finally, tell the philatelic press. Write *Linn's* and *Stamp Collector* and, particularly if the dealer is a postal historian, write me. Spell out the particulars, who did what when? Did you make an attempt to resolve your complaint with the dealer? How does the situation stand now?

And, finally, let your spouse and other members of your family know what is going on in your hobby. I realize that this can be a sore subject. Many of our husbands and wives are not very interested in our postal history affairs, and some of us prefer to keep our dealings – particularly our financial dealings – private. But, at least, make notes. Keep a diary, or a log. It matters greatly to those we leave behind that they have all the information possible when it comes to disposing of our collections and accumulations. Chief among these notes should be a list of people to trust and people to avoid. That way, even if we don't take the time to inventory our own collections, at least we'll know that our heirs will have access to good advice. Remember, the fact that a person is knowledgeable in US postal history, means little if that person is unethical or dishonest. It really only means that he knows what is your best stuff to steal.

Richard W. Helbock



---

## POSTAL HISTORIANS ON LINE

---

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

Paul G. Abajian [Vermont postal history]  
-- [PABAJIAN@vbi.champlain.edu](mailto:PABAJIAN@vbi.champlain.edu)

Murray Abramson [4th Bureaus & airmail to foreign destinations] -- [abram001@mc.duke.edu](mailto:abram001@mc.duke.edu)

Charlie Adrion [Flag Cancels] -- [adrionc@mail.idt.net](mailto:adrionc@mail.idt.net)

Gary Anderson [US Doanes & ND postal history]  
-- [garyndak@ix.netcom.com](mailto:garyndak@ix.netcom.com)

A. A. Armstrong, Jr. [Western Nebraska & S. D. Butcher PPCs] -- [dra@prairieweb.com](mailto:dra@prairieweb.com)

Roland Austin [Liberty Series & Modern p.h.] -- [raustin13@aol.com](mailto:raustin13@aol.com)

John H. Barwis -- [j.h.barwis@siepi.shell.com](mailto:j.h.barwis@siepi.shell.com)

Henry Betz [Franklin Co., PA & Cumberland Valley RR]  
-- [hbetz@epix.net](mailto:hbetz@epix.net)

Robert Bezilla -- [bezillaR@eworld.com](mailto:bezillaR@eworld.com)

Tim Boardman [Washington PH, photos, books & maps]  
-- [Simcoe@gconn.com](mailto:Simcoe@gconn.com)

Joe Bock [Airmail/US Transports] -- [jorobock@sedona.net](mailto:jorobock@sedona.net)

Caj Brejtfus [1851-61 3c & Machine cancels]  
-- [brejtfus@earthlink.com](mailto:brejtfus@earthlink.com)

Roger S. Brody [US 2nd Bureau issue] -- [RSBCO@AOL.com](mailto:RSBCO@AOL.com)

James W. Busse [San Diego Co. p.h.]  
-- [jim.busse@sandiego.ca.attgis.com](mailto:jim.busse@sandiego.ca.attgis.com)

Gary Carlson [Ohio RPOs & machine cancels]  
-- [gcarlson@ee.net](mailto:gcarlson@ee.net)

Philip Chan [airmail postal history] -- [pchan@cs.cornell.edu](mailto:pchan@cs.cornell.edu)

Bob Chow [Colorado] -- [bchow@notesmail.fmr.com](mailto:bchow@notesmail.fmr.com)

Douglas Clark [Railway Mail] --  
-- [dnc@alpha.math.uga.edu](mailto:dnc@alpha.math.uga.edu)

Tom Clarke [Philadelphia p.h.] -- [ocl-tom@ix.netcom.com](mailto:ocl-tom@ix.netcom.com)

Giles Cokelet [Montana p.h.] --  
-- [cokelet@micro.biophysics.rochester.edu](mailto:cokelet@micro.biophysics.rochester.edu)

Joe H. Crosby [Oklahoma & Indian Territory p.h.]  
-- [JCrosbyCI@aol.com](mailto:JCrosbyCI@aol.com)

Tony L. Crumbley [NC & Confederate postal history]  
-- [crumbley@charlotte.infi.net](mailto:crumbley@charlotte.infi.net)

Allison W. Cusick [Ohio & WV p.h.; Doanes & Non-standards] -- [awccjs@aol.com](mailto:awccjs@aol.com)

Mike Dattolico [La Posta Associate Editor]  
-- [mldattol@freenet.columbus.oh.us](mailto:mldattol@freenet.columbus.oh.us)

John L. DuBois -- [jld@thlogic.com](mailto:jld@thlogic.com)

Steve Edmundson [Tennessee postal history] --  
-- [TENACSTEVE@aol.com](mailto:TENACSTEVE@aol.com)

Craig Eggleston [US Possessions] -- [cae@airmail.net](mailto:cae@airmail.net)

Mike Ellingson [North Dakota p.h.] -- [mikeellingson@juno.com](mailto:mikeellingson@juno.com)

Ray Erickson [Registration Label Mail]  
-- [vikel@ix.netcom.com](mailto:vikel@ix.netcom.com)

Glenn A. Estus [Essex Co., NY & Stampless rates]  
-- [gestus@nylink.org](mailto:gestus@nylink.org)

Louis Fiset [WWII civilian internment ph]  
-- [fiset@u.washington.edu](mailto:fiset@u.washington.edu)

Jim Forte [dealer] -- [jimforte@postalhistory.com](mailto:jimforte@postalhistory.com)  
& Website <http://postalhistory.com>

Myron Fox [US & German censorship & WWI & WWI]  
-- [MyronFox1@aol.com](mailto:MyronFox1@aol.com)

---

## POSTAL HISTORIANS ON LINE

---

Gene Fricks [Literature, TN & NJ PH]  
-- [ernestfricks@swec.com](mailto:ernestfricks@swec.com)

Don Garrett [Mississippi] -- [Donompix@aol.com](mailto:Donompix@aol.com)

John Germann [Texas postal history & ship covers]  
-- [jghist@neosoft.com](mailto:jghist@neosoft.com)

Jerry Gorman [Rhode Island PH] -- [barbarag@worldnet.att.net](mailto:barbarag@worldnet.att.net)

John Grabowski [Prexy postal history] --  
-- [MINNJOHN@aol.com](mailto:MINNJOHN@aol.com)

Ken Grant -- [kgrant@uwcmail.uwc.edu](mailto:kgrant@uwcmail.uwc.edu)

Thomas E. Greene [Rhode Island PH] -- [TGBG@aol.com](mailto:TGBG@aol.com)

Ted Gruber [Nevada] -- [ted@fastgraph.com](mailto:ted@fastgraph.com)

Alex Gundel [Mail to Foreign Destinations]  
-- [Alexander.Gundel@dlr.de](mailto:Alexander.Gundel@dlr.de)

Michael Gutman [Mass ph & 19th cent. precancels]  
-- [Mikeg94@aol.com](mailto:Mikeg94@aol.com)

Larry Haller [Handstamped Flags] -- [LJHaller@aol.com](mailto:LJHaller@aol.com)

Lou Hannen [Classic Railway & Waterways]  
-- [loucanoe@3rddoor.com](mailto:loucanoe@3rddoor.com)

Ron Harmon [Florida PH] -- [Rrharmon@aol.com](mailto:Rrharmon@aol.com)

Neil Hawk [Doane cancels] -- [NEILINSPH@aol.com](mailto:NEILINSPH@aol.com)

Bill Helmer [Nevada] -- [bill5168@worldnet.att.net](mailto:bill5168@worldnet.att.net)

Monte Hensley [Mexico pre1868 & Revolution]  
-- [MHENSLEY@IBM.NET](mailto:MHENSLEY@IBM.NET)

Joe Horn -- [horn@mail.utexas.edu](mailto:horn@mail.utexas.edu)

John Hotchner -- [JMStamp@ix.netcom.com](mailto:JMStamp@ix.netcom.com)

Robert L. Hunter [Alaska & Yukon Early Air Flights] --  
-- [EZEZ95A@prodigy.com](mailto:EZEZ95A@prodigy.com)

Stefan T. Jaronski -- [mycotech@buttenet.com](mailto:mycotech@buttenet.com)

Cary E. Johnson [Michigan p.h.; Railway, Waterway & Streetcars] -- [cejohn@umich.edu](mailto:cejohn@umich.edu)

Jim Johnson [Dealer - Postal History International (USA)]  
-- [phiusa@netpath.net](mailto:phiusa@netpath.net)

C. Randy Kimes [US Naval covers] -- [pmarche@jps.net](mailto:pmarche@jps.net)

Jim Klinger [Colorado ph & Naval covers]  
-- [IX15@aol.com](mailto:IX15@aol.com)

Van Koppersmith [Alabama & Mississippi p.h.]  
-- [cleave3@aol.com](mailto:cleave3@aol.com)

Jim Kotanchik [Franklin Co., MA & PO Seals]  
-- [jkotanchik@aol.com](mailto:jkotanchik@aol.com)

Gary Laing [Virginia p.h.] -- [laing@naxs.com](mailto:laing@naxs.com)

Peter B. Larson [Northern Idaho] -- [plarson@wsu.edu](mailto:plarson@wsu.edu)

Ken Lawrence -- [apsken@aol.com](mailto:apsken@aol.com)

Wes Leatherock -- [wes.leatherock@sandbox.telepath.com](mailto:wes.leatherock@sandbox.telepath.com)

MingKung Jason Liu [China/US combinations & crash covers]  
-- [mliu@DataPathSystems.Com](mailto:mliu@DataPathSystems.Com)

Otto Ludecke [Wyoming p.h. & early PPCs] --  
-- [Oplud@aol.com](mailto:Oplud@aol.com)

Mike Ludeman [Texas p.h.] -- [mml@computeuk.net](mailto:mml@computeuk.net) also  
[www.computeuk.net/public/mml/tx\\_philately.html](http://www.computeuk.net/public/mml/tx_philately.html)

Max Lynds [Aroostock Co., Maine p.h.] --  
-- [max@ainop.com](mailto:max@ainop.com)

Peter Martin -- [pmartin@amos.com](mailto:pmartin@amos.com)

Bernard Mayer [Oklahoma] -- [BernieM385@aol.com](mailto:BernieM385@aol.com)

David McCord -- [damac@halcyon.com](mailto:damac@halcyon.com)

Michael J. McMorro [Vermont photocards & POW cards of WWI & WWII] -- [SFA@SOVER.NET](mailto:SFA@SOVER.NET)

Jim Mehrer -- [mehrer@revealed.net](mailto:mehrer@revealed.net)  
& website <http://home.revealed.net/mehrer/>

Bob Munshower -- [bearmt19@mail.idt.net](mailto:bearmt19@mail.idt.net)

Martin Nicholson -- [Martin@crozet.demon.co.uk](mailto:Martin@crozet.demon.co.uk)

Kevin O'Reilly [NWT, Yukon & Labrador; US APOs in Canada] -- [xcarc@ssimicro.com](mailto:xcarc@ssimicro.com)

James Orcutt [Washington] -- [jorcutt@u.washington.edu](mailto:jorcutt@u.washington.edu)



## POSTAL HISTORIANS ON LINE

Dennis Pack [Utah ph & Branch offices]  
 - dpack@VAX2.Winona.MSUS.EDU  
 John Palm [Merced & Mariposa Co., CA] -- jwpalm@elite.net  
 Bob Patkin [Machine cancels] -- bpat@shore.net  
 James Patterson - patterson@azbar.org  
 Eustolio G. Perez [Dealer/Collector Mexico to US covers]  
 - BVKZ77A@Prodigy.com  
 Bill Pletke [Prexie postal history] -- pletkeb@tyrell.net  
 Walt Potts [Monona Co., Iowa] -- Pottsplit@aol.com  
 Norm Ritchie [CO, UT, AZ & NM postal history]  
 - mnp@ctos.com  
 Roger Rhoads [UX1 & UX3 cancels & PH]  
 - rrhoads@landisplastics.com  
 Art Rupert [Rural Branches & Stations]  
 - aerupert@bentonrea.com  
 Roger Rydberg [Colorado postal history]  
 - RRydb53472@aol.com  
 Bill Sandrik [Postal History dealer] -- sandrik.philat@zapp.org  
 Ken Schoolmeester [NC ph & Worldwide meters] -  
 Kenschool@aol.com  
 Niles Schuh [Florida postal history] -- niless@cfcs.org  
 Dennis W. Schmidt [Texas p.h. & US Officials]  
 - Dews@neto.com  
 Mike Senta [Alaska postal history] - mspc@alaska.net  
 Lloyd W. Shaw [Utah p.h. & general postal stationery]  
 - LWStamp@aol.com  
 Wesley Shellen [Montana p.h. & Machine cancels] --  
 shellen@selway.umn.edu  
 Russell V. Skavaril -- skavaril.1@osu.edu  
 Rich Small [Machine cancels] -- resmall@gte.com  
 Chet Smith [US branches & stations] -- cms@psu.edu  
 Keith Spencer [Alberta & western Canada]  
 - krs2@maildrop.srv.ualberta.ca  
 Anita Sprankle -- sprankle@kutztown.edu  
 Chet Sprinkle -- 73114,2115@compuserve.com  
 Ken Stach [South Dakota PH]  
 - KSTACH@WPO.HCC.COM  
 Randy Stehle -- RSTEHL@ix.netcom.com  
 Greg Stone -- grego83310@aol.com  
 Bob Summerell [DEPR 4-bars] -- Bsummerell@aol.com  
 Greg Sutherland -- Gregfree@aol.com  
 Bob Swanson [WWI Domestic p.h.] -- swanson@cris.com  
 Ed Thomas [New England town cancels] -- Edthomas@fsc.edu  
 Don Tocher [19th Century US] --  
 dontoch@ix.netcom.com  
 Bob Trachimowicz [TOB markings] -- track@ma.ultranet.com  
 Dirk van Gelderen [Alaska postal history] -- c.esveld@tip.nl  
 Ron Wankel [Nebraska & WWII APOs on #UC9] -  
 - rwankel@aol.com  
 John White [Yamhill Co., OR ph; BNA & Trans-Atlantic  
 ship mail] -- jwhite@orednet.org  
 Mike Wiedemann [Florida p.h. & Cutley Advertising] --  
 ursula@digital.net  
 Chuck Yaunk -- chuck@e-tex.com

Additional Websites of Postal History Interest

Rocky Mountain Philatelic Library, Denver:

<http://www.collectors-mall.com/philib/RMPL.htm>

## BOOK REVIEW

*California Town Postmarks, 1849-1935* by John H. Williams. Published by Leonard H. Hartmann, P. O. Box 36006, Louisville, KY 40233, 1997. Two volumes, 8.5x10.5", 1504 pages, sewn signatures bound in buckram in an edition of 450 copies. Available from the publisher; price \$105.00 or \$110.00 with disk postaid worldwide.

John Williams, my dear old friend, spent the better part of a decade turning this dream into reality. Through his diligent, painstaking effort, and the help of quite a few friends, John has built a true monument of American postal history.

California has had during its history over 4,200 different post offices, and from these -- plus uncounted branches and stations -- Williams has identified over 17,000 different postmarks used between 1849 and 1935. Each one of these is illustrated in a carefully rendered full sized tracing in the books.

The books are arranged by counties, rather than alphabetically for the whole state. A detailed post office - county index is included in the book, and available as "The County Finder" by Hartmann as either a 3.5" floppy disk (IBM compatible) or at his website <http://www.pbbooks.com>.

John's emphasis is on the postmarks, as opposed to the cancels, or killers, used by California post offices. Standard four-bar and elliptical cancels are identified in the notes column, but not illustrated. Some of the unusual and fancy killers are, however, illustrated along with postmarks.

Each postmark listing includes a catalog number, notes on shape and dimensions, earliest and latest dates recorded, a value rating and notes column. Values range from 1 (common) through 8 (extremely rare) and are matched with estimated cash ranges. John certainly qualifies as an expert in the market for California postmarks, and his values appear to be right on target for the present market situation.

Leonard Hartmann is to be commended for this two volume set meets his usual high standard of presentation. *California Town Postmarks* was printed in a very limited edition of 450 copies. The word is that half the entire run was sold prior to Pacific 97, and I can imagine that quite a few more were sold on the floor.

This will be one of the all time standards of American postal history, and it will be a long time before anyone reprints it. If there was ever a sure fire investment in postal history literature, this is it!

RWH



# RANDY STEHLE MAIL BID SALE 73

16 Iris Court, San Mateo, CA 94401 (e-mail: rstehle@ix.netcom.com)

## CALIFORNIA

- 001 ALCATRAZ, 1910 VG 4-BAR ON PPC (74-63). EST. \$8  
 002 ALCATRAZ, 1939 F DUPLEX ON CACHED GPC (74-63). EST. \$6  
 003 ALCATRAZ, 1947 F DUPLEX ON CACHED CVR (74-63). EST. \$6  
 004 ALAMOUNT, 1911 VG LITE 4-BAR ON PPC (72-55). EST. \$4  
 005 ANGEL ISLAND, 1916 VG NON-STD 4-BAR ON PPC (75-45). E \$5  
 006 ANTELOPE, 1908 F CDS ON PPC (77-73). EST. \$4  
 007 AROMAS, 1908 VG SAB-20 OVS ON PPC. EST. \$4  
 008 ATLAS, 1908 G+ LITE DOANE ON PPC (83-34). EST. \$4  
 009 BAGDAD, G+ ca 1907 (NYD) 4-BAR ON PPC (89/23). EST. \$15  
 010 BELLS STATION, 1912 F LKU DOANE ON PPC (73-14). EST. \$20  
 011 BENBOW, 1941 VG 4-BAR ON PPC (29-53). EST. \$4  
 012 BLACK DIAMOND, 1910 G+ DUPLEX ON PPC (88-11). EST. \$15  
 013 BLACKS STATION, 1908 F DOANE ON PPC (76-15). EST. \$10  
 014 BRYNMAWR, 1899 G+ CDS ON COVER. EST. \$12  
 015 CAMANCHE, 1912 VG DOANE ON PPC (84/82). EST. \$4  
 016 CAMP ANGELUS, 1933 VG 4-BAR ON PPC OF SITE (24-43). E \$8  
 017 CAMP RICHARDSON, 1931 VG 4-BAR ON PPC (27-64). EST. \$4  
 018 CANTARA, 1907 VG 4-BAR ON PPC (02-16). EST. \$20  
 019 CASTROVILLE, 1947 DUPLEX & MACHINE ON PC. EST. \$4  
 020 CHUALAR, 1909 VG EKV MOT-305 ON PPC. EST. \$5  
 021 COLMA, ca 1910 (NYD) F DUPLEX ON PPC (95-43). EST. \$4  
 022 CONFIDENCE/REC'D, 1911 F CDS O/S ON PPC (99/25). EST. \$10  
 023 COOPERSTOWN, 1908 G+ LKU STA-110 ON PPC (01-32). EST. \$5  
 024 CORAM, 1909 F 4-BAR ON PPC (08-22). EST. \$12  
 025 CUDEBACK, 1912 VG 4-BAR ON PPC (95-14). EST. \$12  
 026 DALY CITY, 1915 VG 4-BAR REC'D & O/S A BIT ON PPC (13-17) 8  
 027 DE LUZ, ca 1909 VF 4-BAR ON PPC (82-55). EST. \$4  
 028 EDEN VALE, 1910 VG 4-BAR ON PPC (93-16). EST. \$12  
 029 EL CASCO, 1908 VG 4-BAR ON PPC (88-14). EST. \$20  
 030 ELINOR, 1909 VG DOANE ON PPC (08-14). EST. \$20  
 031 ELIZABETH LAKE, 1911 F DOANE O/S ON PPC (78/25). EST. \$12  
 032 ETHANAC, 1917 VG 4-BAR ON PPC (00-25). EST. \$8  
 033 FELIX, 1908 VG DOANE ON PPC THAT NEVER HAD A STAMP. E \$10  
 034 FLORENCE, 1911 F 4-BAR ON PPC (78-18). EST. \$8  
 035 FORT ORD, 1981 MACHINE ON PPC. EST. \$3  
 036 FORT ORD, 1943 MACHINE ON "FREE" PPC. EST. \$3  
 037 FULDA, 1907 VG 4-BAR REC'D ON PPC W/STAMP TORN OFF. E \$10  
 038 GELATT, 1935 F 4-BAR ON PPC (23-35). EST. \$8  
 039 GONZALES, 1974 MACHINE ON RINCON DAIRY AD COVER. E \$3  
 040 GREENFIELD, ca 1912 G+ 4-BAR ON PPC. EST. \$3  
 041 GUERNEWOOD PARK, 1930 F DC ON PPC (25-48). EST. \$4  
 042 GWINNINE, G 1907 CDS ON PPC (70/10). EST. \$12  
 043 HARDY, 1910 F 4-BAR REC'D ON PPC (02-15). EST. \$15  
 044 HOLLISTER, 1909 F DUPLEX ON PPC. EST. \$4  
 045 HUENEME, 1910 F 4-BAR ON PPC (74-40). EST. \$4  
 046 HULLVILLE, 1910 F DOANE REC'D ON PPC (89-35). EST. \$8  
 047 INCLINE, 1925 F 5-BAR ON COVER (24-53). EST. \$5  
 048 INGOT, 1911 F DOANE ON PPC (04-40). EST. \$8  
 049 IRMA, 1914 G LITE 4-BAR ON PPC (10-15). EST. \$12  
 050 JACKSONVILLE, 1910 VG 4-BAR ON PPC (51/18). EST. \$12  
 051 JAMISON, 1899 G+ CDS ON COVER (93-11). EST. \$20  
 052 JOHNSVILLE, 1910 F 4-BAR ON PPC (82-53). EST. \$4  
 053 KEYSTONE, 1913 G+ LKU 4-BAR REC'D ON PPC (05-13). E \$8  
 054 LAUGHLIN, 1907 F DOANE ON PPC (02/11). EST. \$35  
 055 LITTLE SHASTA, 1908 G DOANE ON PPC (88-20). EST. \$8  
 056 LOCKWOOD, 1912 F LKU DOANE ON PPC. EST. \$6  
 057 LORDSBURG, 1912 F DUPLEX ON PPC (87-18). EST. \$5  
 058 LORIN, 1898 VG CDS ON COVER (82-00). EST. \$12  
 059 LYTTON, 1912 VG DC ON PPC (95-54). EST. \$5  
 060 MARE ISLAND NAVAL BR, 1920 F FLAG ON COVER. EST. \$5  
 061 MATHER AIR FORCE BASE, 1958 F FD DUPLEX ON COVER. EST. \$4  
 062 MATHEWS, 1910 VG 4-BAR ON PPC (81-22). EST. \$12  
 063 McLELLAN, 1958 F LD DUPLEX ON COVER (49-56). EST. \$5  
 064 McLELLAN FIELD, 1948 F DUPLEX ON GPC (40-49). EST. \$5  
 065 MENO PARK, 1944 F MACH. ON CVR W/DIBLE GEN'L HOSP C/C \$8  
 066 METROPOLITAN, 1908 G+ DOANE ON PPC (05-33). EST. \$5  
 067 MIDLAKE, 1907 F CDS ON PPC (00-45). EST. \$5  
 068 MIDLAND, 1912 G+ 4-BAR ON PPC (08-14). EST. \$12  
 069 MILTON, 1912 VG 4-BAR ON PPC W/BEND (71-42). EST. \$4  
 070 MINERAL, 1909 F DOANE ON PPC. EST. \$3  
 071 MIST, 1931 F 4-BAR ON COVER (13-35). EST. \$8  
 072 MONTEREY/NAVAL SCHOOL STA, 1949 F DPLX ON COMM'L GPC. E \$8  
 073 MONTPELLIER, 1910 G+ 4-BAR ON PPC (91-37). EST. \$5  
 074 MOODY, 1907 F DOANE ON PPC (00-12). EST. \$20  
 075 MORRO, 1907 G+ CDS ON PPC (70-23). EST. \$4  
 076 MOSS, 1910 VG 4-BAR REC'D ON PPC (97-17). EST. \$5  
 077 MOSS LANDING, 1937 VG 4-BAR ON COVER. EST. \$4  
 078 MURRIETTA, 1925 F DUPLEX MIMIC ON COVER. EST. \$4  
 079 NORDHOFF, 1910 G+ DUPLEX ON PPC (74-17). EST. \$4  
 080 NORLOFF, 1910 G LITE DOANE ON PPC (05-11). EST. \$5  
 081 OPHIR, 1909 G+ DOANE ON PPC (72-10). EST. \$12  
 082 PACIFIC GROVE, LOT OF 2 1911 GPC'S FOR BOND STRAW VOTE. \$12  
 083 PACINES, 1913 WORN OUT LKU SAB-475 ON PPC. EST. \$8  
 084 PATCHIN, 1912 VG CDS ON PPC (72/25). EST. \$12  
 085 PEBBLE BEACH, 1919 F EKV MOT-1390 ON PPC. EST. \$6  
 086 PEBBLE BEACH, 1932 F 4-BAR ON COVER. EST. \$4  
 087 PENNINGTON, 1907 F DOANE ON PPC (81-17). EST. \$20  
 088 PLEASANT VALLEY, 1910 F 4-BAR ON PPC (64-17). EST. \$12  
 089 PORT KENYON, 1910 VG DOANE ON PPC (89/13). EST. \$20  
 090 PRATTVILLE, 1913 G+ LITE 4-BAR ON PPC (74-14). EST. \$15  
 091 RITCHIE, 1908 F 4-BAR ON PPC (00-14). EST. \$20  
 092 RUST, 1913 F 4-BAR ON PPC (08-16). EST. \$12  
 093 SAINT JOHN, 1916 VG 4-BAR ON PPC (64/17). EST. \$20  
 094 SAN BENITO, 1908 F DOANE ON PPC (89-59). EST. \$4  
 095 SAN BRUNO, 1945 MACH. ON COVER W/USCG RADIO STA RET ADD. \$8

## CALIFORNIA RURAL STATIONS & BRANCHES

- 096 GORMAN RUR STA, 1983 G+ 4-BAR ON PPC (58-88). EST. \$5  
 097 GRAEAGLE RUR STA, 1980 VG FD 4-BAR ON PC. EST. \$5  
 098 GREENACRES RUR STA, 1949 F 4-BAR ON PC (41-88). EST. \$8  
 099 GREEN VALLEY RUR STA, 1950 F FD DC ON CVR. EST. \$4  
 100 GUERNEWOOD PARK RUR STA, 1948 F 4-BAR ON PC. EST. \$4  
 101 HAVASU RUR STA, 1981 VG FD 4-BAR ON PC (81-82). EST. \$12  
 102 HAVASU LK. RUR STA, 1977 VG ROLLER ON COVER. EST. \$5  
 103 HOPE VALLEY RUR STA, 1983 VG DC ON 3x5 CARD. EST. \$8  
 104 HOSPITAL RUR STA, 1950 VG 4-BAR ON COVER (28-80). EST. \$8  
 105 IOWA HILL RUR STA, 1980 VG 4-BAR ON GPC. EST. \$8  
 106 ITALIAN SWISS COLONY, 1899 VG 4-BAR ON COVER. EST. \$4  
 107 KAGEL CANYON RUR STA, 1954 F 4-BAR ON 3x5 CARD. EST. \$8  
 108 KEDDIE, 1986 VG 4-BAR ON COVER. EST. \$3  
 109 KERN CITY RUR STA, 1973 VG 4-BAR ON 3x5 CARD. EST. \$4  
 110 LAKEWOOD VILG. RUR STA, 1937 G+ 4-BAR O/S ON CVR (37-41) 10  
 111 LAS PLUMAS RUR STA, 1984 G+ 4-BAR ON COVER (81-67). E \$5  
 112 LENWOOD RUR STA, 1955 VG FD 4-BAR ON 3x5 CARD. EST. \$5  
 113 LEONA VALLEY RUR STA, 1981 VG 4-BAR ON COVER (81-88). \$8  
 114 LITTLE VALLEY R.S., 1979 G+ 4-BAR ON COVER. EST. \$4  
 115 LOCH LOMOND RUR, 1988 VG 4-BAR ON 3x5 UNCANCELLED CARD. \$4  
 116 LONDON RUR STA, 1983 F 4-BAR ON 3x5 CARD (83-86). E \$8  
 117 LOS OSOS RUR STA, 1955 F 4-BAR ON 3x5 CARD (54-80). E \$5  
 118 MALAGA RUR STA, 1949 VG 4-BAR OB 3x5 CARD (43-84). EST. \$5  
 119 MARINELAND RUR STA, 1962 F 4-BAR ON 3x5 CARD (54-82). E \$8  
 120 MEAD VALLEY RUR BR, 1971 VF DC ON UNADDRESSED 3x5 CARD. \$4  
 121 MEINERS OAKS RUR STA, 1950 VG 4-BAR ON COVER. EST. \$5  
 122 METTLER RUR STA, 1948 G+ 4-BAR ON PC (48-56). EST. \$8  
 123 MINTER VILLAGE RUR STA, 1952 VG 4-BAR ON 3x5 CARD (48-61) 8  
 124 MIRACLE HOT SPRINGS RUR STA, 1957 VG FD 4-BAR ON COVER. \$8  
 125 MOUNTAIN MESA R.S., 1972 G+ 4-BAR ON UNADDRESSED 3x5 CARD. 4  
 126 MOUNT SAN ANTONIO RUR STA, 1958 VG 4-BAR ON COVER. EST. \$8  
 127 NORTH EDWARDS RUR STA, 1982 F 4-BAR ON GPC. EST. \$8  
 128 NORTH SHAFTER RUR STA, 1951 G 4-BAR ON 3x5 CARD (48-52). \$5  
 129 NORTH SHORE, 1982 F 4-BAR ON GPC (62-88). EST. \$5  
 130 NORTH SHORE, 1978 F 4-BAR ON COVER (88-PER). EST. \$4  
 131 O'BRIEN, 1987 F 4-BAR ON GPC. EST. \$4  
 132 OLINDA RUR STA, 1955 VG 4-BAR ON 3x5 CARD. EST. \$5  
 133 OLYMPIC VALLEY RUR STA, 1981 G 4-BAR ON PPC. EST. \$3  
 134 ONO RUR STA, 1986 VG 4-BAR ON 3x5 CARD. EST. \$5  
 135 ORINDA RUR STA, 1928 VG 4-BAR ON GPC (27-44). EST. \$10  
 136 OXNARD BEACH RUR STA, 1950 F 4-BAR ON COVER (49-80). E \$5  
 137 PENINSULA VILLAGE, 1973 VG 4-BAR ON UNADDRESSED GPC. E \$4

## COLORADO

- 138 FORKSCREEK, 1907 F DOANE ON PPC (78-27). EST. \$12  
 139 TIGIWON, 1938 VG 4-BAR ON COVER (29-42). EST. \$8  
 140 TROUBLESOME, 1918 VG 4-BAR ON PPC (78/35). EST. \$12  
 141 ZITA, 1910 F 4-BAR ON PPC (1910 ONLY). EST. \$40

## SOUTH DAKOTA

- 142 AMMONS, 1908 F 4-BAR ON TONED PPC (08-13). EST. \$12  
 143 CEDARFORK, 1909 F 4-BAR ON TONED GPC (08-13). EST. \$20  
 144 EALES, 1909 F 4-BAR ON PPC (95-20). EST. \$20  
 145 VERNON, 1908 VG DUPLEX REC'D ON PPC (92-13). EST. \$15

## WASHINGTON

- 146 BADGER, 1898 VG CDS ON REG REC W/STAINS (84-90). E \$100  
 147 BIRMINGHAM, 1920 VG 4-BAR ON PPC (10-23). EST. \$8  
 148 INDEPENDENCE, 1917 F 4-BAR O/S ON PPC (11-44). EST. \$8  
 149 SPOKANE FALLS, 1891 F DUPLEX ON GPC (72-91). EST. \$12  
 150 TAMIL STA, 1910 G+ DUPLEX ON PPC (09-28). EST. \$5

## RPOs (Towle Types)

- 151 ALTUS & SAN ANGELO, 1912 G+ (929-A-1) ON PPC. EST. \$10  
 152 AMARILLO & VAUGHN, 1923 VG (928-A-2) ON PPC. EST. \$8  
 153 AUGUSTA & TENNILLE, 1934 VG (349-D-1) ON COVER. EST. \$5  
 154 BEARDSTOWN & SHAWN, 1920 VG (718-L-1) ON PPC. EST. \$8  
 155 CALISTOGA & S.F./AGT, ca 1880 LEGIBLE ON COVER. EST. \$4  
 156 CAZADERO & SAN FRAN, 1911 VG (985-H-3) ON PPC. EST. \$8  
 157 CHADRON & LANDER, 1908 VG (NEW TYPE) ON PPC. EST. \$8  
 158 CHI.ROOD & KAN CITY, 1913 VG (708-I-1) ON PPC. EST. \$5  
 159 CLEVELAND & WHEELING, 1893 G+ (NEW TYPE) ON COVER. E \$5  
 160 CORDOVA & KODIAK, 1940 VG (X-45-a) ON CACHED COVER. \$8  
 161 CRESTON & ST. JOSEPH, 1903 G+ (NEW TYPE) ON COVER. EST. \$8  
 162 DEN & GE(ORGETO)WN, 1889 PARTIAL (952-C-1) ON CVR. E \$8  
 163 EL PORTAL & MER(CED), 1911 PARTIAL (997.1-A-1) ON PPC. \$5  
 164 ERIE BUTLER & PITTS, 1908 VG (231-A-2) ON PPC. EST. \$8  
 165 FT. KENT & HOULTON, 1915 G+ (18-G-1) ON PPC. EST. \$8  
 166 GERLACH & SACRAMENTO, 1918 PARTIAL (985-C-1) ON PPC. \$8  
 167 GREEN JC & BANGOR, 1911 VG (2-H-1) ON PPC. EST. \$8  
 168 HASTINGS & COLOGNE, 1910 VG (871-P-1) ON PPC. EST. \$8  
 169 KENSETT & NEOSHO, 1920 VG (452-D-4) ON COVER. EST. \$8  
 170 KLAMATH FALLS & WEED, 1910 F (800.4-A-1) ON PPC. EST. \$15  
 171 (LAKE)VIEW & RENO, 1912 PARTIAL (975-G-2) ON PPC. E \$15  
 172 MUSCATINE & MONT, 1913 VG (793-G-1) ON PPC. EST. \$8  
 173 POWERS & HURLEY, 1908 VG (840-D-2) ON TONED PPC. EST. \$7  
 174 ROCKWOOD & OAKLAND, 1918 G+ (6-H-1) ON CREASED COVER. \$5  
 175 SEATTLE & SEWARD, 1930 G+ (X-14-J) ON PPC. EST. \$8  
 176 SEATTLE & SKAGWAY, 1934 F (X-19-d) ON PPC. EST. \$8

Standard rules apply. Minimum bid \$3.00 please.

Phone bids accepted: (415) 344-3080

**CLOSING DATE: October 15, 1997 (10 PM PDT)**





Figure 1. A typical U. S. naval postmark on a sailor's letter after legislation established post offices aboard American warships. The USS SARATOGA was formerly the USS NEW YORK.

## United States Naval Ship Mail

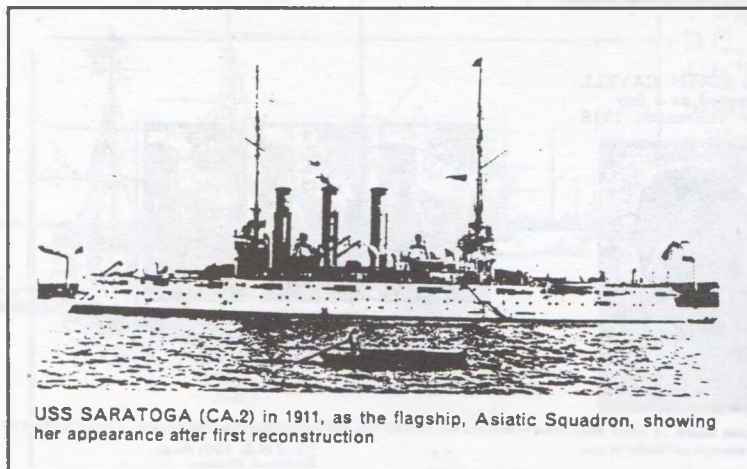
By Michael Dattolico

From a postal history standpoint, the U.S. Post Office appropriation act approved on May 27, 1908, greatly contributed to the interest and pleasure of future generations of American philatelists. It was that legislation that established post offices aboard U.S. warships. The legacy of that law is innumerable covers with U.S. naval

ship cancellations that are available to today's postal historian.

Many ship cancellations during this period were large cds markings which indicated only the ship's name and the date of mailing. Ship cancels from 1908 through the First World War years are usually found on covers. (Figure 1) But the establishment of post offices aboard U.S. warships coincided with the post card craze then sweeping the United States. Thus, ship cancellations can also be found on commercial post cards from 1908 onward, with naval ship cancels occasionally seen on foreign post cards or those mailed from America's newly acquired overseas possessions. (Figure 2).

Many early naval cancels featured accompanying 3-bar killers that often indicated the location of the ship within the bars. (Figure 3), while other ship cancellations showed the ship's location next to the cds but without the bars. (Figure 4). Picturesque cachets enhanced their appearance and heightened interest in this area of philately over the years.





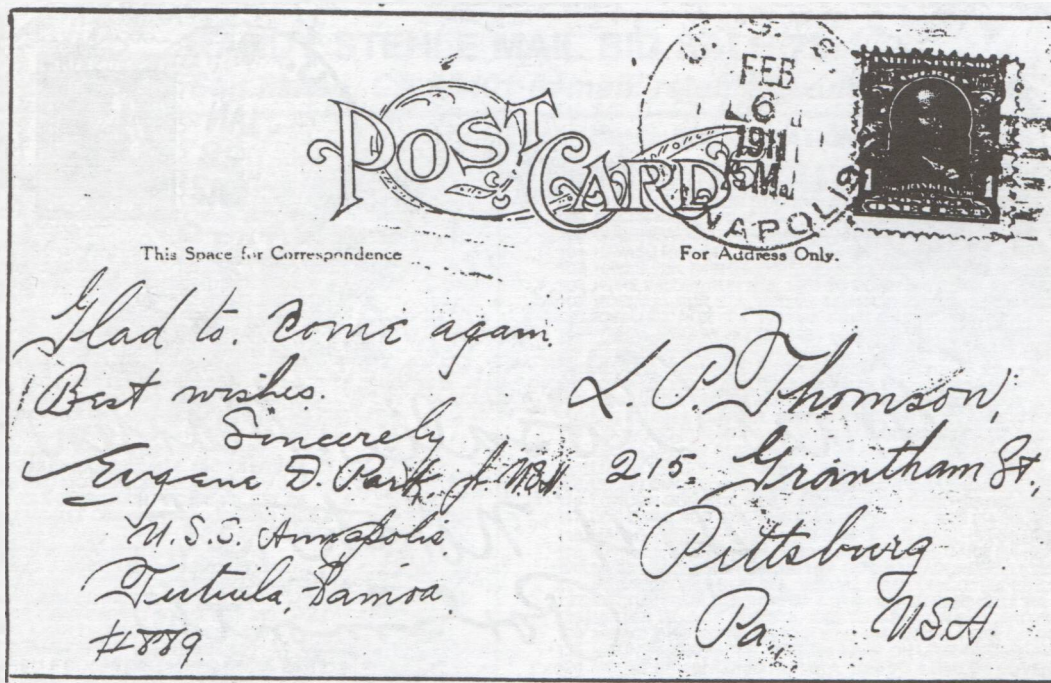


Figure 2. The USS ANNAPOLIS was a shallow-draft gunboat commissioned in 1896. It brandished 13 guns and was manned by 146 officers and men. The ANNAPOLIS saw extensive service in the Pacific in the early years of the 20th century.

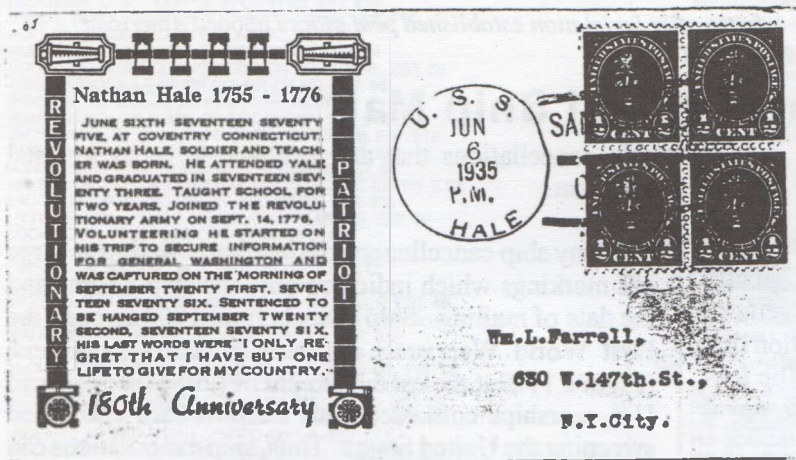
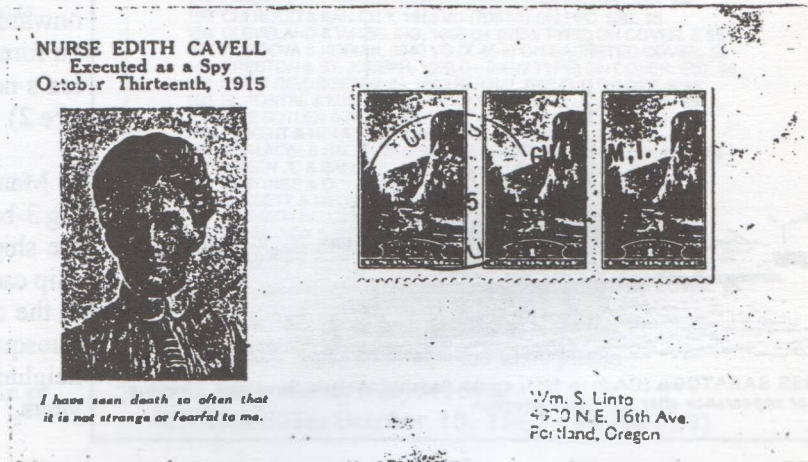


Figure 3. Cacheted cover postmarked aboard the USS HALE on June 6, 1935. The warship was named in honor of American Revolutionary War hero, Nathan Hale. The USS HALE, a destroyer designated as DD 133, was later sold to the British and scrapped in September 1944.

Hale was a school teacher who volunteered for military service during the Revolutionary War, serving in the Continental U.S. Army as a captain. He was captured by the British and executed as a spy in 1776.

Figure 4. Cacheted cover mailed aboard the USS PENGUIN in 1935 while the ship was at Guam. The cachet commemorates the 20th anniversary of the execution of Edith Cavell, a British nurse put to death by the Germans in World War I. The cover also commemorates "Navy Day" that year. The USS PENGUIN was a minesweeper launched into service in 1918. The ship was lost in August 1941.





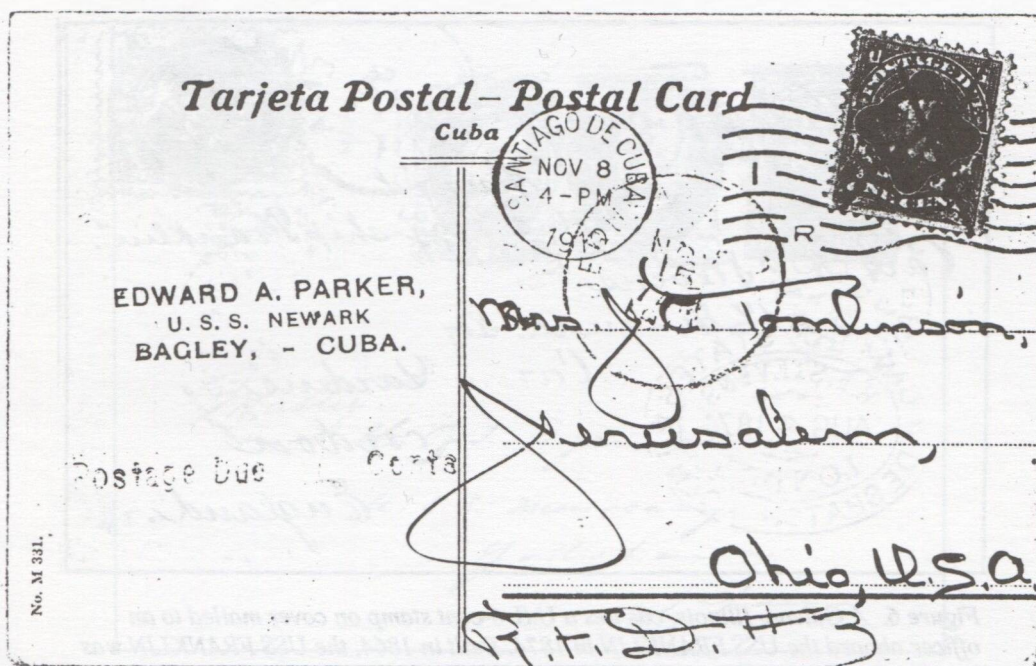
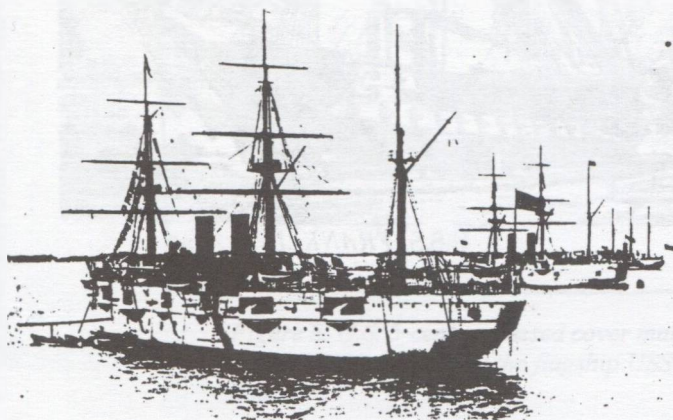


Figure 5. Post card mailed by a USS NEWARK sailor to Ohio while the ship was in Cuba in 1910. The NEWARK, a cruiser launched in 1890, was manned by 387 officers and men. Its marine detachment landed in China in 1900 as part of the relief force that rescued American and foreign embassy personnel from the militant Chinese Boxers.

Postal items mailed by American sailors and marines at foreign post offices rather than from ships' postal facilities are also sought by naval collectors. Figure 5 is an example of such mail. Covers and post cards like this one are easy to find and are not expensive.

But one often-ignored category of U.S. naval covers is mail sent to sailors or marines serving aboard U.S. warships from 1865 through the early 20th century years. Such covers are sometimes harder to find and may show a wide variety of auxiliary markings, which will undoubtedly appeal to many collectors. Here are some examples of such covers.



USS NEWARK (Cruiser 1) pictured while visiting England 1897, with Chicago and Concord in background

Figure 6 features a cover addressed to Thomas Benton Howard, an officer serving aboard the USS FRANKLIN when the ship was docked at London, England, in 1874. The cover was sent to Howard by his mother, Elizabeth, and was handled by well-known U.S. despatch agent B.F. Stevens upon its arrival in London. The stamp is a U.S. #159 tied by a Galena, Illinois CDS cancel.

Howard later served on the USS CONCORD, a ship in the U.S. Asiatic Squadron that destroyed the Spanish fleet at Manila on May 1, 1898. He was later a fleet officer aboard an American warship that was part of the Great White Fleet of 1908.

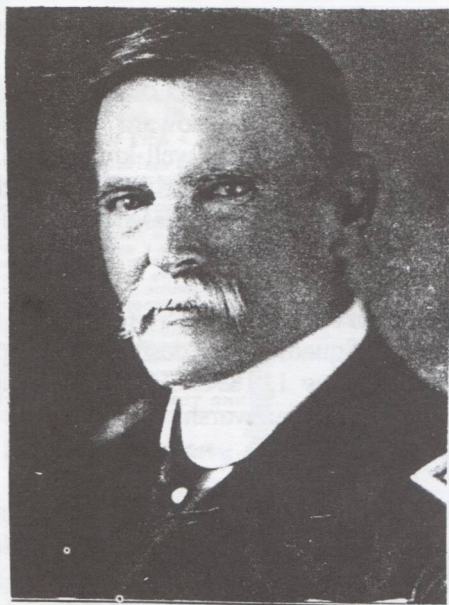
Figure 7 highlights a cover mailed from Washington, D.C., in August, 1879, to a sailor aboard the USS MONOCACY, then anchored at Yokohama, Japan. A 3-cent banknote stamp and two 1-cent banknote stamps tied by a Washington, D.C. postmark paid the overseas postage to Japan.

A Yokohama backstamp dated September 14, 1879 appears on the back of the cover and verifies its arrival at Yokohama. The MONOCACY was a turreted gunboat built in 1863. It saw service in Philippine waters after the Spanish-American War and performed extensive duty in China in later years.

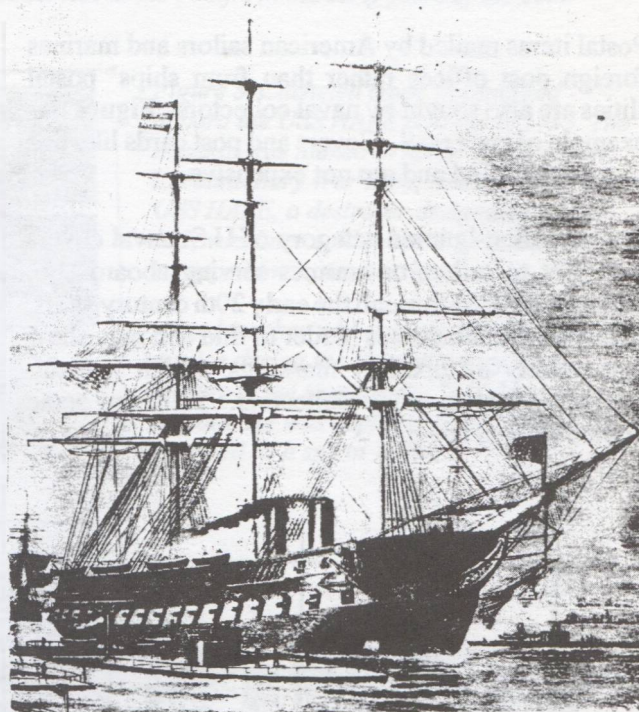




Figure 6. A Galena, Illinois, cds ties a U.S. 6-cent stamp on cover mailed to an officer aboard the USS FRANKLIN in 1874. Built in 1864, the USS FRANKLIN was the Navy's receiving ship at the Norfolk, Virginia, naval base in later years.



THOMAS B. HOWARD  
NAVAL OFFICER



U.S.S. FRANKLIN



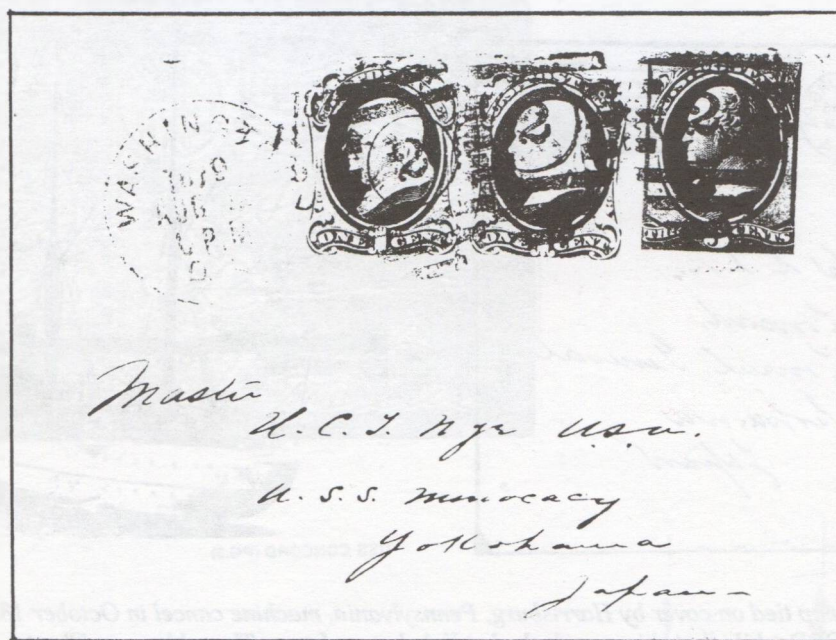


Figure 7. Cover mailed to a sailor on board the USS MONOCACY based at Yokohama, Japan, in 1879. Originally classified as a paddle sloop, the MONOCACY was launched in 1864. It was later converted to a shallow-draft gunboat that saw years of service in China.

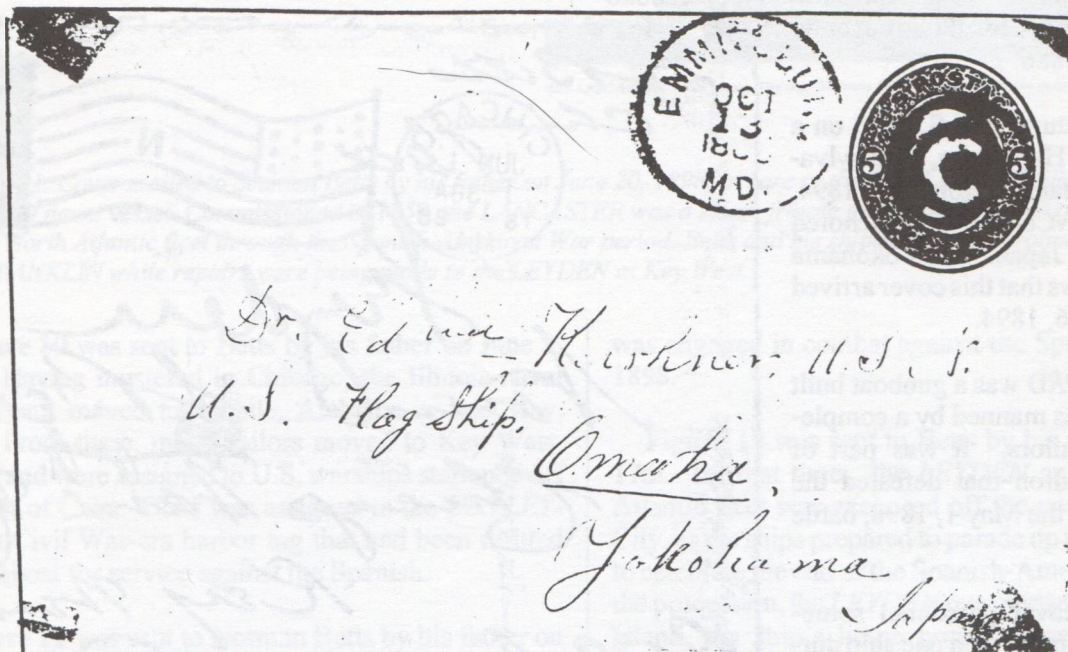
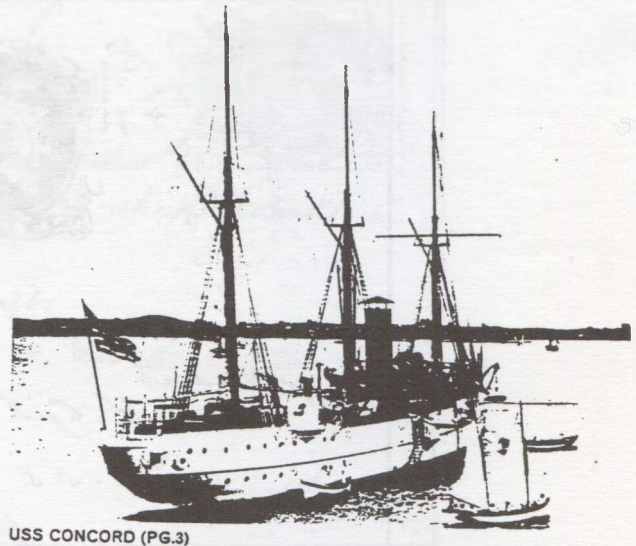
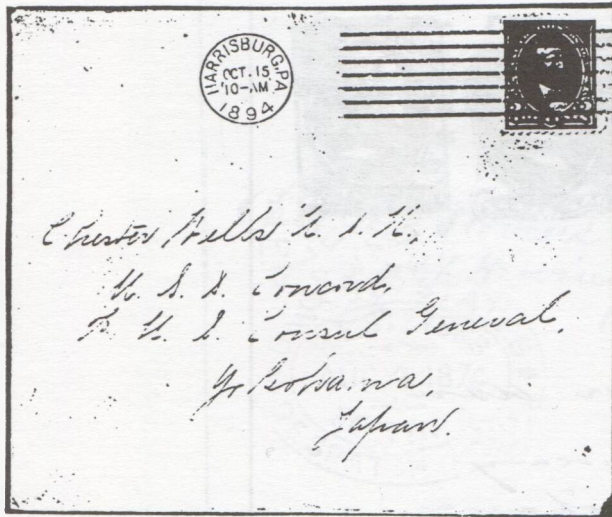


Figure 8. U.S. 5-cent embossed cover mailed from Emmitsburg, Maryland, in 1885 to a doctor stationed aboard the flagship USS OMAHA, while it was anchored at Yokohama, Japan.





USS CONCORD (PG.3)

Figure 9. U.S. 5-cent stamp tied on cover by Harrisburg, Pennsylvania, machine cancel in October 1894 to a sailor aboard the USS CONCORD while that ship was docked at Yokohama, Japan. The addressee, Chester Wells, was a Pennsylvanian who joined the Navy in 1889 and was first assigned as an assistant engineer on the USS CONCORD. The CONCORD, a gunboat commissioned in 1888, was manned by 193 sailors, and was part of Dewey's squadron that defeated the Spanish at Manila. Wells later served as an assistant engineer aboard the battleship USS TEXAS.

Figure 8 is an embossed 5-cent U.S. envelope cancelled by an Emmitsburg, Maryland cds cancel. It was sent to Dr. Edward Hershner, a surgeon stationed aboard the U.S. Flagship OMAHA in 1886 while that vessel was at Yokohama, Japan. Backstamp shows that the Yokohama post office received this cover on December 10, 1886.

such covers. They were mailed to Seaman Norman Betts, a sailor of the (Chicago) Illinois Naval Reserve, which was mobilized for service against Spain during the Spanish-American War.

Figure 9 features a U.S. #255 on a cover tied by a Harrisburg, Pennsylvania cds cancel dated October 15, 1894, to the USS CONCORD, then anchored at Yokohama, Japan. A Yokohama backstamp shows that this cover arrived on November 16, 1894.

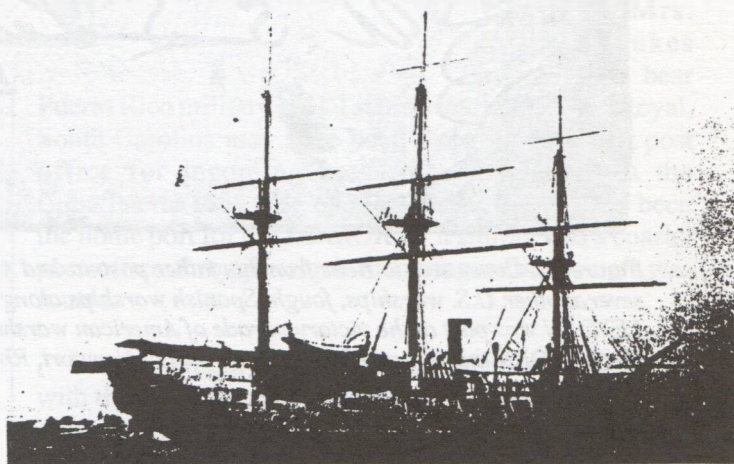
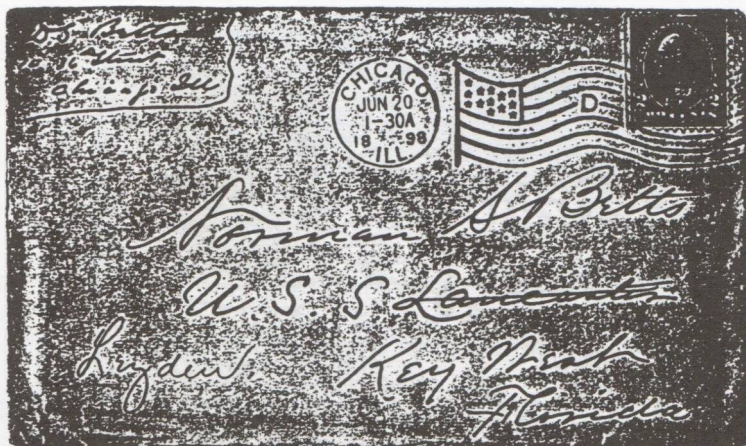
The CONCORD was a gunboat built in 1888, and was manned by a complement of 193 sailors. It was part of Dewey's squadron that defeated the Spanish fleet in the May 1, 1898, battle at Manila Bay.

America's naval personnel sometimes served on more than one ship during their periods of duty, especially during wartime. It can be interesting to follow a sailor during his naval service by letters sent to him, especially if he spent time aboard different warships. Figures 10, 11 & 12 are examples of



Figure 10. The Chicago Naval Reserve was mobilized in May 1898 for service against the Spanish. The unit arrived at Mobile, Alabama, in late May and from there, many of the reserve sailors were sent to Key West for assignment on U.S. warships stationed off the coast of Cuba. The manuscript marking on the cover shows that Betts was assigned to the gunboat, LEYDEN.





USS LANCASTER, steam frigate. The only Old Navy warship on active service during the Spanish-American War

*Figure 11. Cover mailed to Seaman Betts by his father on June 20, 1898, in care of the USS LANCASTER, the Key West receiving naval vessel. Commissioned in 1858, the LANCASTER was a steam frigate that served incoming sailors assigned to the North Atlantic fleet through the Spanish-American War period. Betts and his shipmates were probably assigned to the FRANKLIN while repairs were being made to the LEYDEN at Key West.*

Figure 10 was sent to Betts by his father on June 1, 1898. Having mustered in Chicago, the Illinois naval reserve unit moved to Mobile, Alabama in late May, 1898. From there, many sailors moved to Key West, Florida and were assigned to U.S. warships stationed off the coast of Cuba. Betts was assigned to the USS LEYDEN, a Civil War-era harbor tug that had been refitted as a gunboat for service against the Spanish.

Figure 11 was sent to Norman Betts by his father on June 20th. The cover was addressed to him while he was aboard the USS LANCASTER, the navy's receiving ship at Key West. A manuscript marking shows routing to the LEYDEN by either a Key West civilian post office clerk or a navy liaison person assisting that post office. The LEYDEN operated along Cuba's northern coast. It

was engaged in combat against the Spanish on July 21, 1898.

Figure 12 was sent to Betts by his father on August 17th. By that time, the LEYDEN and the rest of the Atlantic fleet was anchored off the coast of New York City, as the ships prepared to parade up the Hudson River to celebrate the end of the Spanish-American War. After the procession, the LEYDEN returned to Newport, Rhode Island, the ship's home port, where this cover was marked, Return to Sender, and sent back to Chicago on September 26, 1898. Betts was released from active service at Newport and returned to Chicago in late 1898.

The USS LEYDEN sank off the Rhode Island coast in January, 1904.



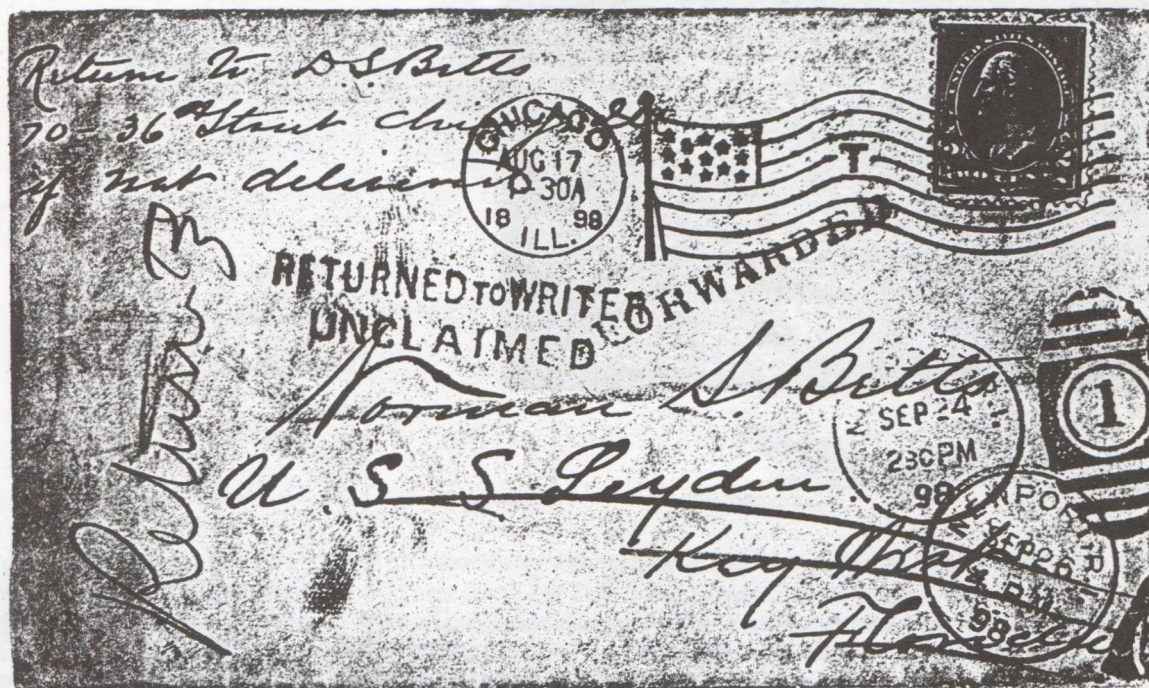
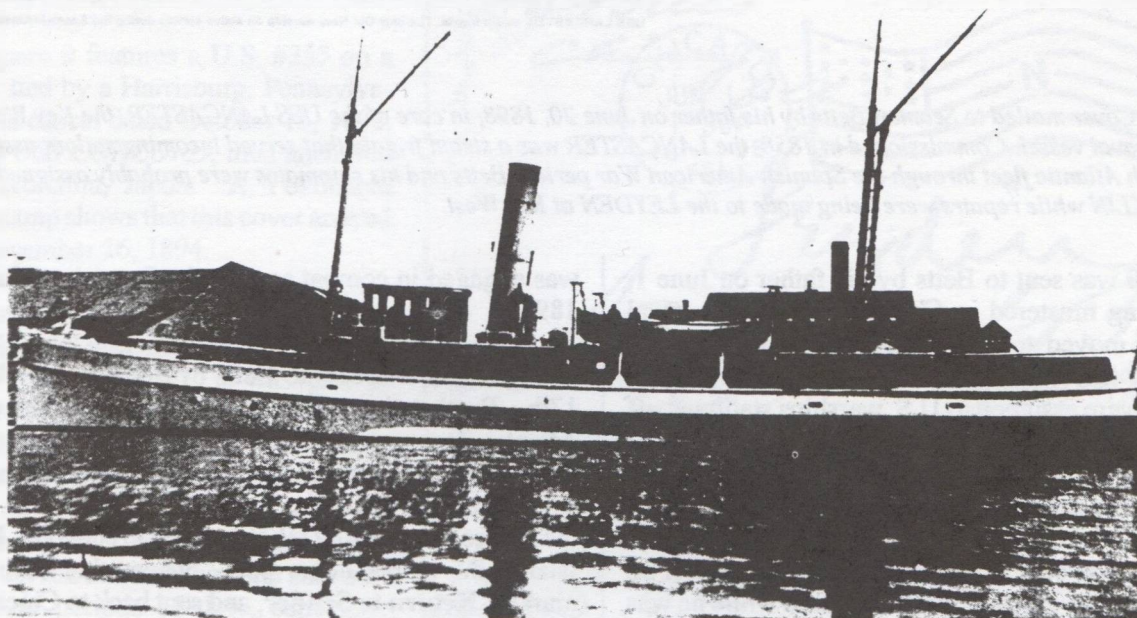


Figure 12. Cover sent to Betts from his father postmarked August 17, 1898. The LEYDEN, along with several other U.S. warships, fought Spanish warships along Cuba's northern coast on July 21, 1898. The LEYDEN was part of the victory parade of American warships that sailed up the Hudson River in August. The LEYDEN then returned to its home port of Newport, Rhode Island.



USS LEYDEN, a tug of the Civil War era, that lasted in service until 1903



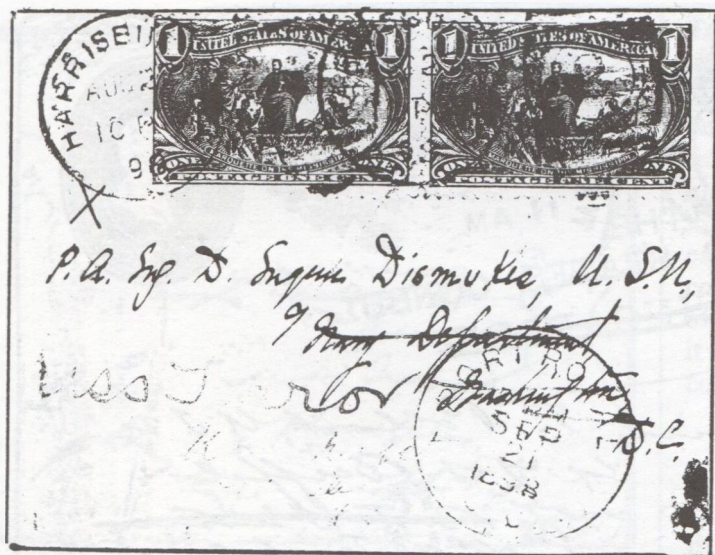


Figure 13 is a small cover mailed to D. Eugene Dismukes, an engineer officer stationed aboard the gunboat *USS TERROR* during the Spanish-American War. Dismukes was commissioned a naval officer in 1886 and joined the *TERROR*'s crew in March, 1898.

The cover features a pair of 1-cent Trans-Mississippi stamps tied by a Harrisburg, Pennsylvania cds cancel dated August 27, 1898. The cover was sent to Dismukes by his wife.

Manuscript markings on this cover tell the story. It is likely that Mrs. Dismukes did not know where her husband's ship was when this letter was written, so she sent it in care of the Navy Department in Washington in the hopes that someone would forward it to the *TERROR*.

The *USS TERROR* took part in the July 3, 1898 naval showdown between the American fleet and the Spanish

Figure 13. This cover postmarked Harrisburg, Pa., carried a letter mailed to U.S. Navy Engineer D. Eugene Dismukes, serving aboard the *USS TERROR* in August 1898. The *TERROR* was a monitor built in 1883.

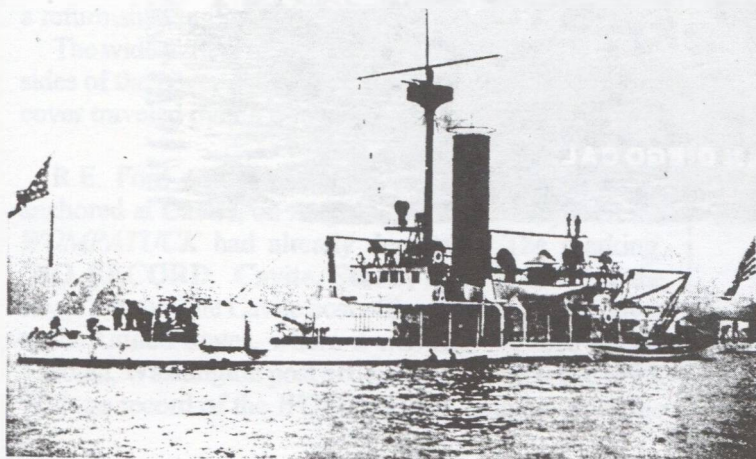
squadron off the coast of Santiago de Cuba. By September, the *TER-ROR* had moved to the Puerto Rico area of operations, as verified by letters sent to Mrs. Dismukes which bear

Puerto Rico military postal station markings. Port Royal, South Carolina may have been a central receiving post office for incoming naval/marine mail from the Cuba/Puerto Rico area of operations. It may have been the home port for the *TERROR*, or it simply was a coastal post office through which incoming military mail was routed.

Letters written to sailors sometimes "played chase" with the addressee's warship, meaning that letters might arrive at the port where the ship was previously anchored, but the ship had already moved when the letter arrived for delivery. The letter was then forwarded to the ship's next port, and the "paper chase" continued.

Figure 14 is an example of such a cover. The letter was mailed at West Chester, Pennsylvania in early 1901 to Lt. Edwin T. Pollock aboard the *USS BUFFALO*, then based at London. By the time the letter reached England, the *BUFFALO* had already departed. The letter was forwarded by despatch agent B.F. Stevens to Singapore, in care of the U.S. Consul. But by the time the letter had arrived at Singapore, the *BUFFALO* had departed again, this time for Ceylon, the *BUFFALO*'s next scheduled stop. Backstamps show that the Singapore post office handled the letter on April 3, 1901, and the Columbo, Ceylon post office received it on April 10th. It is assumed that Lt. Pollock received the letter at that time.

Pollock, an Ohioan, graduated from the Naval Academy in 1887. At the start of the Spanish-American War, he was an officer aboard the *USS NEW YORK* and saw action in the naval engagement with the Spanish fleet off the coast of Cuba.





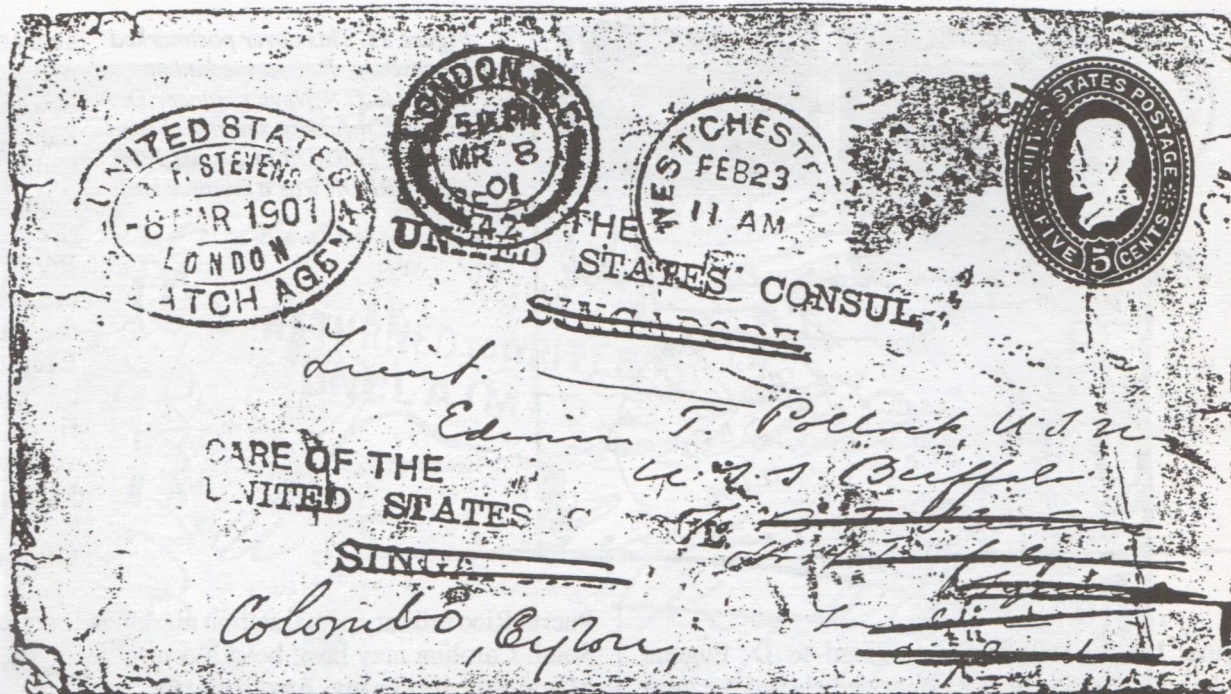


Figure 14. This cover carried a letter sent to an officer serving aboard the USS BUFFALO in 1901. The BUFFALO, commissioned in 1893, served as an auxiliary cruiser at the turn of the century.





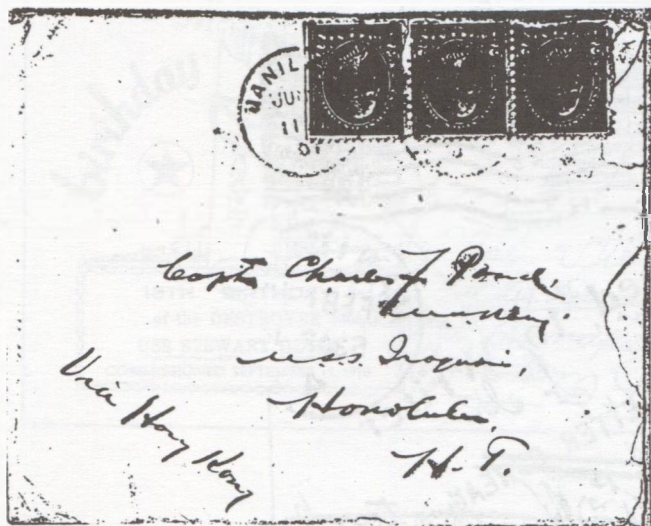


Figure 15. This cover was mailed from Manila to Captain Charles F. Pond, commanding the *USS IROQUOIS* at Honolulu in 1901.

Figure 15 is an envelope mailed to Captain Charles F. Pond from Manila in 1901. The letter was sent to Pond, then in command of the *USS IROQUOIS*, based at Honolulu. This ship was originally built as a tugboat but was later converted into a gunboat.

A Connecticut native, Pond entered the navy in 1872. At the beginning of the Spanish-American War, he was an officer aboard the *USS PANTHER*, a transport that carried U.S. Marines to Cuba in 1898. A few years later, he was one of a group of naval officers who recommended that Pearl Harbor be developed into a major naval base.

Figures 16 and 16a show both sides of a remarkable naval cover. The letter was sent from Seaman R.E. Ford of the *USS IRIS* to Seaman E. Van Horn, a sailor stationed aboard the *USS WOMPATUCK*. The *IRIS* was a fresh water distillery ship, while the *WOMPATUCK* was a refurbished tug which served as a general utility ship.

The wide variety of auxiliary markings visible on both sides of the cover describes the odyssey upon which the cover traveled over a 6-month period.

R.E. Ford mailed the letter to the *WOMPATUCK*, anchored at Cavite, on August 7, 1903. But by then the *WOMPATUCK* had already departed. The marking, "NO RECORD Cavite, Sta. 2, P.I." is seen on the cover's front. The Cavite post office forwarded the cover to the United States, where it was first handled by the Tacoma, Washington post office on September 20, 1903. With no record of the *WOMPATUCK* being in port, the

Tacoma post office forwarded the letter to the San Francisco post office, which received it on September 22nd.

The San Francisco post office advertised the cover on November 9th, as evidenced by the marking on the front. Being a major post office into which U.S. military mail routinely arrived from Pacific locations, it is likely that the San Francisco post office had a "general delivery" section set aside for military mail. In any case, this cover remained unclaimed at the San Francisco post office for three months. Since no one claimed the letter, it was sent to the Dead Letter Office, which received the cover on December 8, 1903.

Normally, that would have been the end of it. But the Dead Letter Office forwarded the letter back to the Philippines. The marking, "FROM DEAD LETTER BUREAU - MANILA, P.I.", appears on the front, while the cds marking, "DEAD LETTER OFFICE, MANILA, P.I." dated February 18, 1904, appears on the back. A faint, "Cavite, P.I.", cds receiving marking dated February 20, 1904 also appears on the back. It is assumed that the Cavite post office tried to deliver the letter to Seaman Van Horn, but it is not known if that sailor ever received this letter.

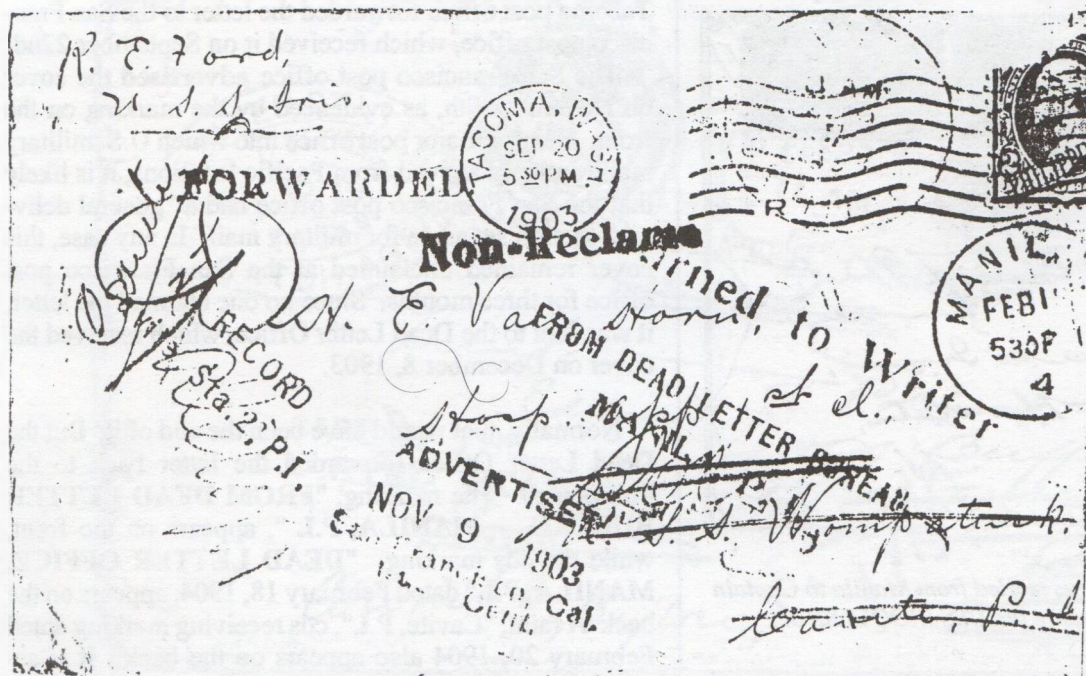
Figure 17 illustrates a letter sent by a sailor aboard the *USS STEWART*, an Asiatic Fleet destroyer, to a sailor based aboard the *USS REINA MERCEDES*, the U.S. Naval Academy's station ship, in September, 1938. The cachet on the cover's left commemorates the commissioning of the destroyer in 1920.

From all indications, the cover was first handled by the *STEWART*'s ship post office on September 15, 1938. It was then put in the Victoria, Hong Kong, mails on September 28th for the trip to the United States. A backstamp shows that the letter was received by the *USS REINA MERCEDES* ship post office on October 24, 1938. But apparently, the addressee was no longer aboard the *REINA MERCEDES*.

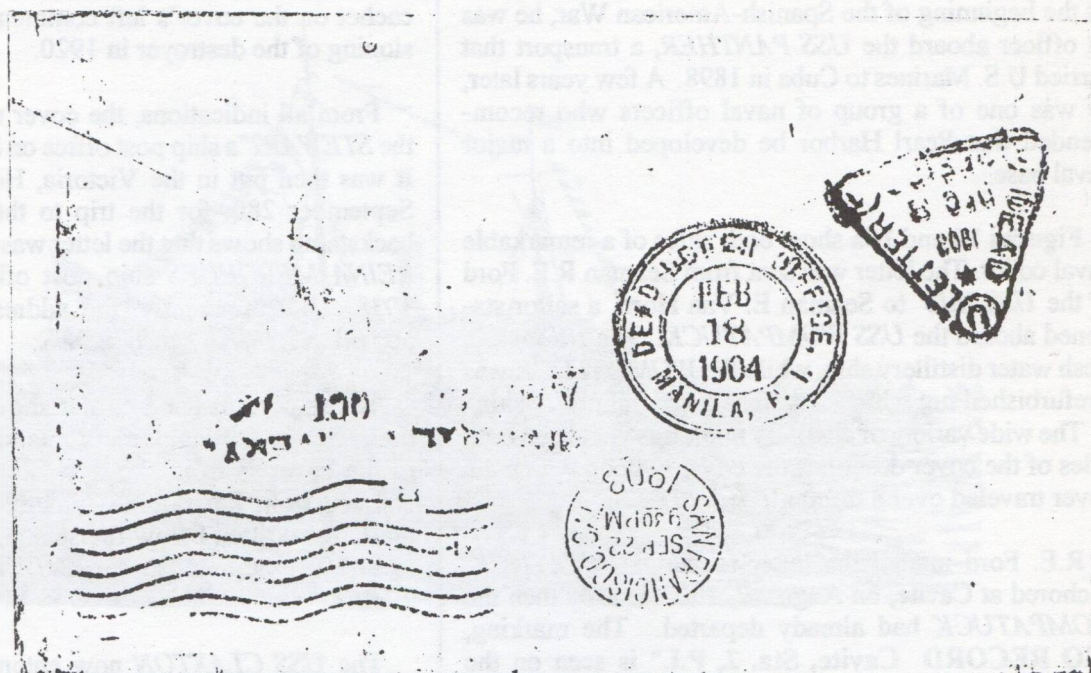
The upper left-hand corner shows a "Change of Address Due to Official Orders" marking, while the center of the cover's front shows a "Return to Writer - Unclaimed from Portsmouth, Va" marking. Manuscript markings written below the stamps indicate an attempt to forward the letter to the *ENTERPRISE* and the *ANTARES*.

The *USS CLAXTON* now entered the picture. For whatever reason, the cover was handled by that ship's post office on November 11, 1938. It was then forwarded to the *USS ANTARES*, based at San Pedro, California, on November 21st.





*Figure 16. Front of a cover sent from a sailor aboard the USS IRIS to a sailor stationed aboard the USS WOMPATUCK in 1903.*

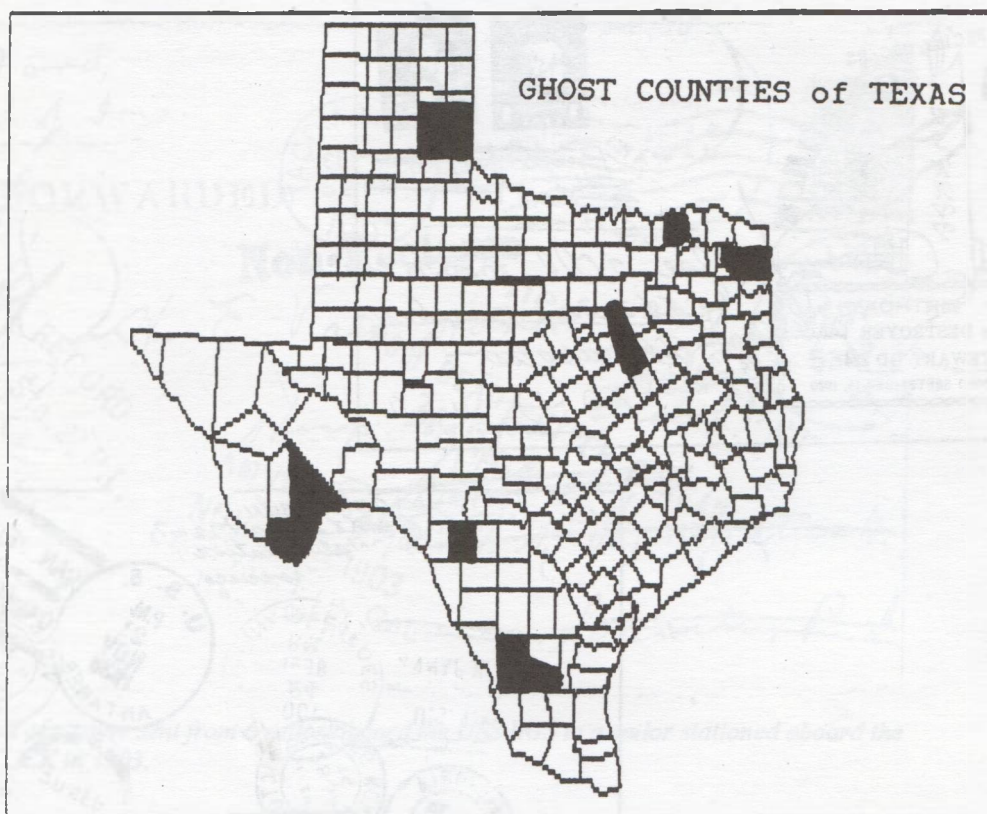


*Figure 16a. Reverse of the cover shown in Figure 16 showing San Francisco receiving marking in September 1903, plus markings from U.S. and Manila dead letter offices.*









## Ghost Counties of Texas

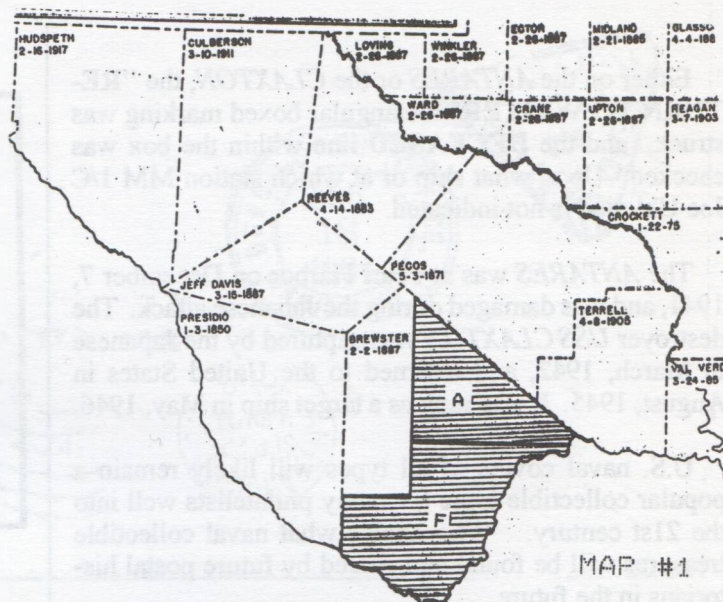
by Jack M Smith, Sr

Listed with each ghost county is a list of post offices that were or could have been located within the county.

At least thirty-two counties created in Texas by Texas law no longer exist. These defunct counties fall into five categories: (1) Judicial Counties; (2) counties established by declaration of the Constitutional Convention of 1868-1869; (3) counties created by legislative act but were never organized and later abolished by legislative act; (4) counties established outside the present boundaries of Texas; (5) counties whose names have been changed.

In this article we are interested in the so called ghost counties listed as follows: Buchel, Davis, Dawson, Dunn, Encinal, Foley, Latimer, Richland, Webster, and Wegefarth.

Of the nine ghost counties only four existed long enough to have post offices listed. These are Buchel, Davis, Encinal, and Foley. The other ghost counties could have had post offices listed had they existed for a longer period of time.



A-Buchel: (Ghost County), map #1



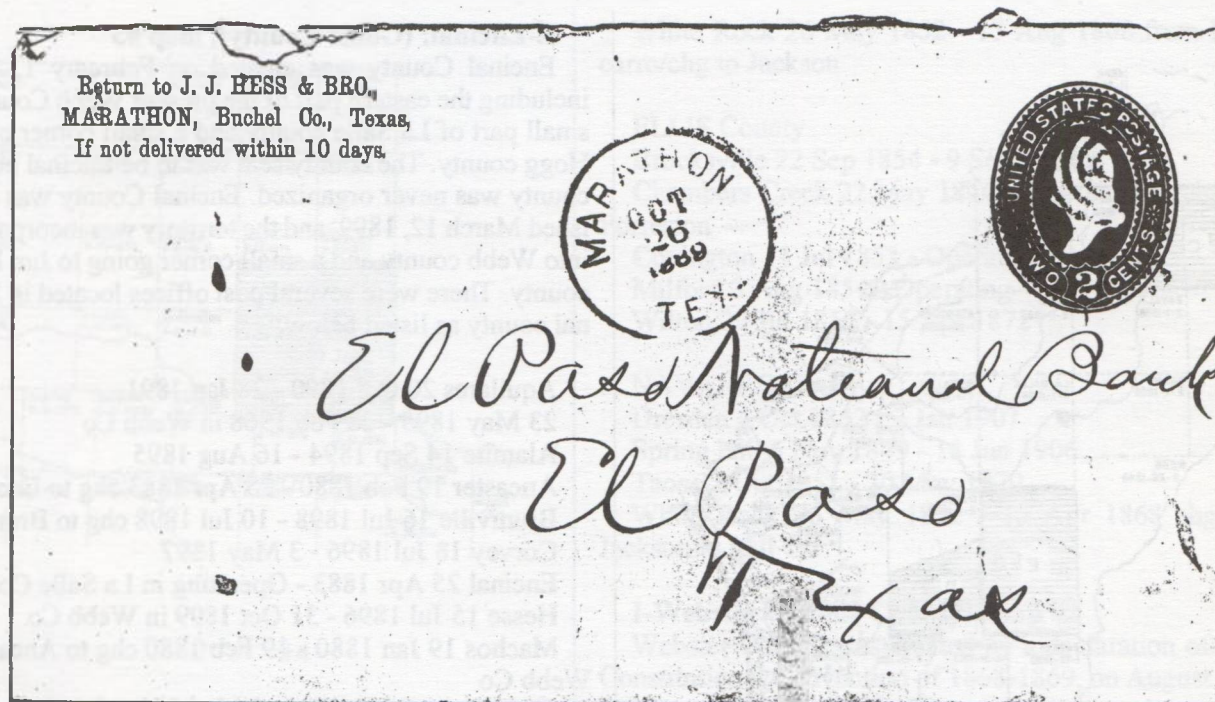


Figure 1. This 1889 cover from Marathon bears a return address showing the town to be in Buchel County.

Buchel county, created March 15, 1887, out of Presidio county, was attached to Brewster county for surveying purposes on March 22, 1889, with Marathon as the county seat (noteprinted return address in Figure 1). On the 20th of August 1897 the county was abolished by act of the Texas Legislature, its territory being incorporated into Brewster county. There were two post offices located in Buchel county as listed below and these were transferred to Brewster county in 1897.

Haymond 24 Jan 1884 - 15 Mar 1887 fr Presidio Co\ to Buchel Co

15 Mar 1887 - 20 Aug 1897 fr Buchel Co\ to Brewster Co

20 Aug 1897 - 15 Oct 1936 in Brewster Co

Marathon 13 Feb 1883 - 15 Mar 1887 fr Presidio Co\ to Buchel Co

15 Mar 1887 - 20 Aug 1897 fr Buchel Co\ to Brewster Co

20 Aug 1897 - Operating in Brewster Co

#### B-Davis (Ghost County), map #2

In 1861, the legislature changed the name of Cass county to Davis county. Davis county was in existence until 1871, when the name was changed back to Cass county. White Hall was the only post office to be established and exist only in Davis county.

Cusseta 18 Jun 1856 - 15 Jun 1918 in Cass Co

Douglassville 8 Jul 1854 - Operating in Cass Co

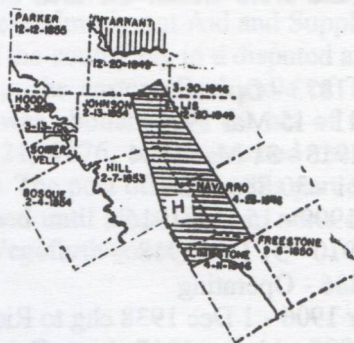
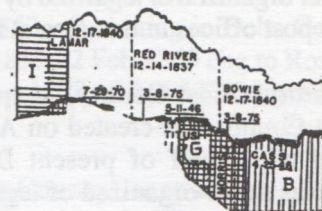
Havana 30 Jan 1854 - 5 Nov 1866

Haw Grove 25 Jun 1860 - 5 Nov 1866

Linden 25 May 1852 - Operating in Cass Co

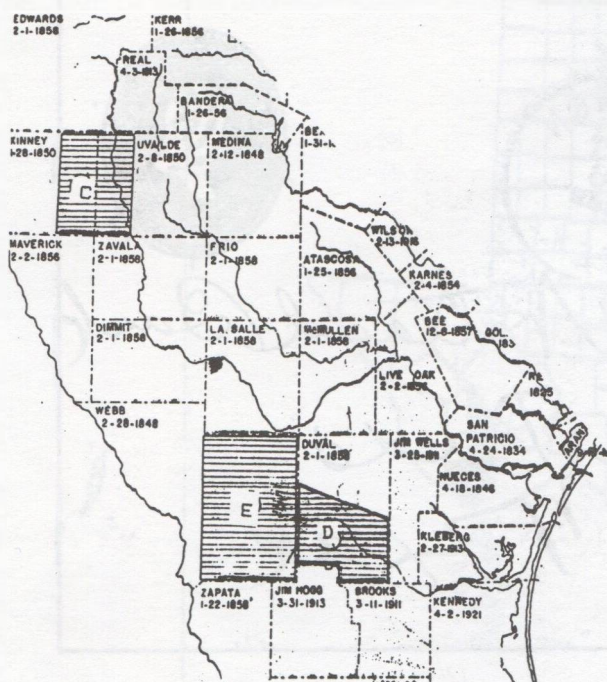
Unionville 8 Feb 1851 - 5 Nov 1866

White Hall 2 Jul 1869 - 1 Feb 1871



MAP #2





MAP #3

**C-Dawson: (Ghost County), map #3**

Dawson County, created by the Texas Legislature on February 1, 1858, out of the eastern 1/3 of Kinney County and the western 1/3 of Uvalde County. Dawson County was never organized or legalized by legislative act. There were no post offices in this area at the time.

**D-Dunn: (Ghost County), map #3**

Dunn County was created on August 21, 1913, and included about half of present Duval county. Dunn county was never organized or legalized by legislature. The following post offices were in operation when Dunn county was created and were within the area of the proposed county.

Concepcion 6 Feb 1873 - Operating  
 Copita 30 Mar 1911 - 15 Mar 1922  
 Crestonio 20 Jun 1913 - 31 Mar 1944  
 Dubose 8 Nov 1911 - 30 Sep 1929  
 Mazatlan 31 Aug 1909 - 15 Dec 1916  
 Ramirez 12 Dec 1910 - 31 Dec 1918  
 Realitos 15 Feb 1886 - Operating  
 Santa Cruz 21 Mar 1906 - 1 Dec 1938 chg to Rios  
 Shaeffer 29 Aug 1883 - 11 Apr 1917 chg to Bess  
 Sweden 19 Jun 1907 - 31 Aug 1932

**E-Encinal: (Ghost County), map #3**

Encinal County was created on February 1, 1856, including the eastern part of the present Webb County, a small part of La Salle county and a small corner of Jim Hogg county. The county seat was to be Encinal but the county was never organized. Encinal County was abolished March 12, 1899, and the territory was incorporated into Webb county and a small corner going to Jim Hogg county. There were several post offices located in Encinal county as listed below.

Aquiles 20 Oct 1890 - 28 Jan 1891  
 23 May 1895 - 28 Feb 1968 in Webb Co  
 Alamite 14 Sep 1894 - 16 Aug 1895  
 Ancaster 19 Feb 1880 - 25 Apr 1883 chg to Encinal  
 Brunville 16 Jul 1898 - 10 Jul 1898 chg to Bruni  
 Corvey 18 Jul 1896 - 3 May 1897  
 Encinal 25 Apr 1883 - Operating in La Salle Co  
 Hesse 15 Jul 1896 - 31 Oct 1899 in Webb Co  
 Machos 19 Jan 1880 - 19 Feb 1880 chg to Ancaster / Webb Co  
 Ojuelo 26 Oct 1894 - 31 Oct 1917 in Webb Co  
 Pena Station 24 May 1882 - 12 Feb 1895 chg to Hebbronville  
 Shea 22 Apr 1881 - 29 Sep 1882

**F-Foley: (Ghost County), map #1**

Foley County was created from Presidio County on March 15, 1887, and attached to Brewster County for surveying purposes in March, 1889. The county was abolished in April, 1897, its territory being incorporated into Brewster County. There was one post office located in Foley county as listed below.

Boquillas 30 Dec 1886 - 15 Mar 1887 fr Presidio Co\ to Foley Co  
 15 Nov 1887 - 20 Apr 1897 fr Foley Co\ to Brewster Co

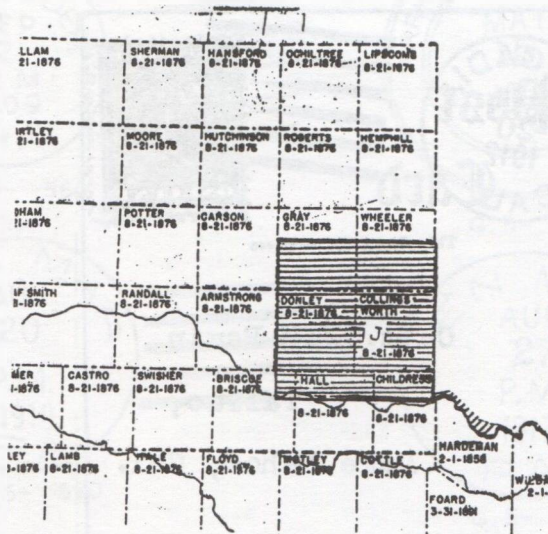
**G-Latimer: (Ghost County), map #2**

Latimer County, created January 22, 1869, by a declaration of the Constitutional Convention of 1868-1869 and probably named for Albert Hamilton Latimer, included parts of Titus and Morris counties. Latimer county was never organized or legalized by the Texas Legislature. The following post offices were in operation when Latimer county was created and were within the area of the proposed county.

**TITUS County**

Daingerfield 8 Mar 1846 - Operating fr Rid River  
 Colin Morris Co  
 Monticello 5 May 1857 - 14 Jul 1906





MAP #4

Snow Hill 21 Oct 1857 - 14 Jan 1878 in Morris Co/NC to Cason

Stag Mills 3 Feb 1863- no further information

Wheatville 7 Dec 1868 - 9 Jan 1882 in Morris Co/NC Station Belden

#### **H-Richland: (Ghost County), map #2**

Richland County, as created by a declaration of the Constitutional Convention of 1868-1869, on August 26, 1868, included parts of present Tarrant, Johnson, Limestone, Hill, Ellis and Navarro counties. Richland County was never organized or legalized by legislative act. The following post offices were in operation when Richland county was created and were within the area of the proposed county.

#### **TARRANT County**

Mansfield 1 Mar 1860 - Operating

#### **JOHNSON County**

Alvarado 29 Aug 1854 - Operating

Buchanan 27 Nov 1857 - 9 Sep 1868

Grand View 29 Apr 1856 - 15 Sep 1925 chg to Grandview

#### **LIMESTONE County**

Iron Clad 13 Aug 1867 - 14 Oct 1870

Mount Calm 30 Jun 1858 - Operating in Hill Co

Steel's Creek 29 Jun 1857 - 22 Dec 1868

#### **HILL County**

Towash 8 Oct 1866 - 15 Mar 1881

Jackson 13 Apr 1869 - 28 Sep 1868

White Rock 26 May 1852 - 13 Aug 1868 from Navarro/chg to Jackson

#### **ELLIS County**

Brocksville 22 Sep 1854 - 9 Sep 1868

Chambers Creek 22 May 1846 - 28 Mar 1891 chg to Forrester

Covington 11 Jul 1855 - Operating in Hill Co

Milford 3 Aug 1854 - Operating

Wilton 27 Jul 1857 - 15 Apr 1872

#### **NAVARRO County**

Dresden 4 Oct 1852 - 2 Jan 1907

Spring Hill 5 Nov 1849 - 18 Jun 1906

Taos 31 Oct 1851 - 20 May 1870

White Rock 26 May 1852 - 13 Apr 1868 chg to Jackson/in Hill Co

#### **I-Webster: (Ghost County), map #2**

Webster County was created by a declaration of the Constitutional Convention of 1868-1869, on August 26, 1868, out of the east part of Fannin County, and the west part of Lamar County. Honey Grove was to be the county seat. Webster county was never organized or legalized by the legislature. The following post offices were in operation when Webster county was created and were within the area of the proposed county.

#### **Fannin County**

Honey Grove 22 May 1846 - Operating

Warren 8 Mar 1847 - 19 Oct 1876

#### **Lamar County**

Ben Franklin 8 Sep 1853 - Operating in Delta Co

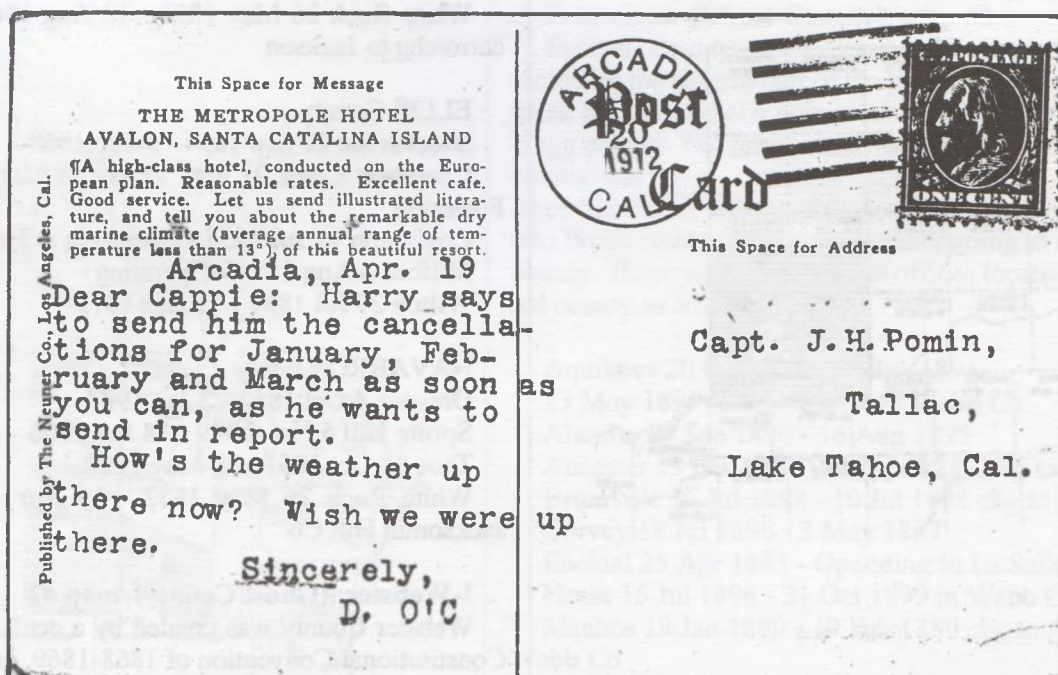
Prairie Mount 9 Sep 1853 - 2 Feb 1869 chg to Roxton

Shiloh Academy 16 Jun 1868 - 5 Apr 1871 chg to Pine Creek

#### **J-Wegefath: (Ghost County), map #4**

Wegefath County, created by the Texas Legislature on June 2, 1873, was named for C. Wegefath, president of the Texas Immigrant Aid and Supply Company. Territory of the county lay in a disputed area west of Greer County in the eastern Panhandle of Texas. Wegefath County was abolished by the act of the legislature on August 21, 1876, which created the other panhandle counties. The post offices in this part of Texas were not established until after 1876, so none existed during the life of Wegefath county.





*This post card bears a non-standard six-bar postmark and cancel from Arcadia, California, from 1912. Handstamp markings of this design are classed as Type G non-standards in this survey.*

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

### Part 34 - Catalog Section, Type G (continued)

By Randy Stehle and Doug DeRoest

This installment continues our presentation of Type G markings which appeared in Volume 28, No. 1 (March 1997). This type includes all the horizontal bar killers except pseudo-machine cancels (Type E.1) and the four-bars, which were already covered in the Type C articles. The Type G markings shown in this installation conclude the five-bars and begin our presentation of the six-bars. We will conclude the six-bars, and proceed on to the seven, eight, nine and ten-bar handstamps in the next installment.

As previously mentioned, there are a number of post offices from which we have reports of the use of more than one non-standard handstamp. In fact, just a little over 13% of all the offices in our records used more than one non-standard device. Over 300 offices used two devices, 64 used three, 23 used four, and 8 post offices are known to have used five different non-standard devices. There are even a few post offices which used as many as six, eight and ten different non-standards. One

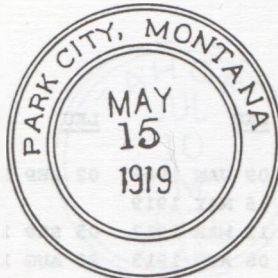
of the two offices for which we have reports of 8 different devices is Tahoe, CA. In this article Tahoe is represented by five different five-bar handstamps. Westford, MA, which is known to have used at least five different non-standards, used four different five-bar types. One can only assume that once a basic design had been chosen at these two offices, it became their new "standard" and was the basis for later handstamps used there. In addition to Tahoe, CA and Westford, MA, four other post offices used two six-bar devices: Pen Mar, PA; Saint Mary's Branch, IN; Stilwell, OK; and Valley, WV. It is interesting to note the differences (sometimes very subtle) between devices used at these offices. Readers should examine the illustrations carefully.

Since the last installment was published six months ago, the total number of markings recorded in our survey has risen to 3,739. This represents an increase of only 16, which is a marked decrease in the rate of new discoveries from a year ago. In our opinion, this decreased rate of new additions indicates that new material is not coming on the market in significant quantities to generate the new finds. Please send your new reports or date extensions to Randy Stehle, 16 Iris Court, San Mateo, CA 94401.

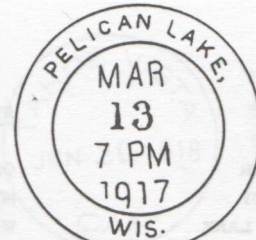




G.5- 560



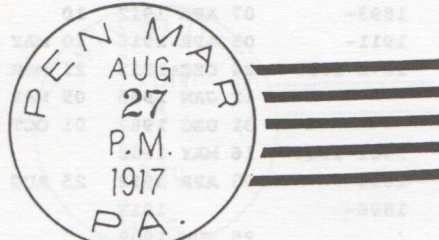
G.5- 570



G.5- 580



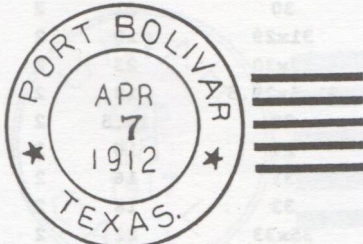
G.5- 590



G.5- 600



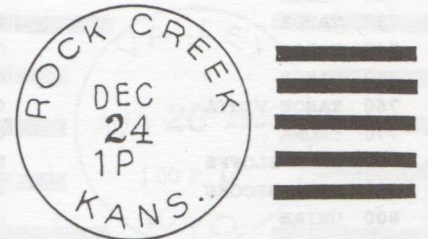
G.5- 610



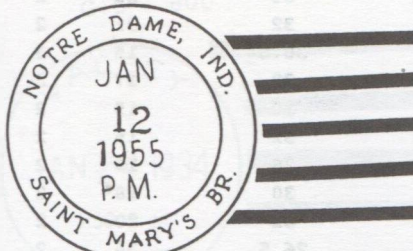
G.5- 620



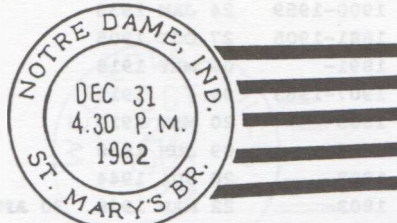
G.5- 630



G.5- 640



G.5- 650



G.5- 660



G.5- 670



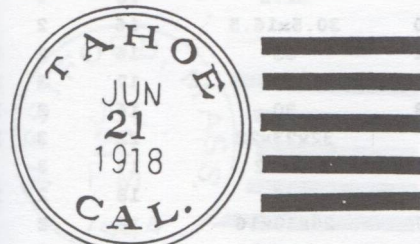
G.5- 680



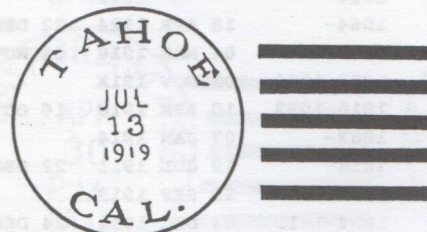
G.5- 690



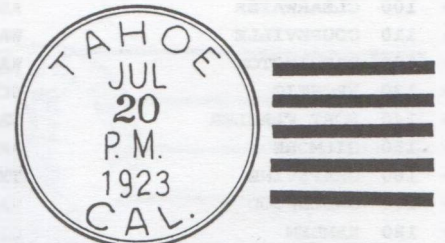
G.5- 700



G.5- 710



G.5- 720

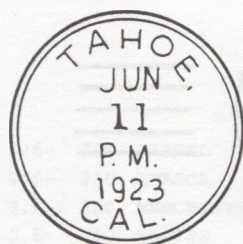


G.5- 730

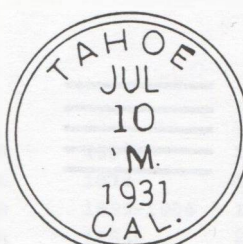


CODE	TOWN	STATE	OPERATING		EKU	LKU	POSTMARK	KILLER	S/I	N
			DATES							
G.5-	560	OSTRANDER	OH	1855-	09 JAN 1906	02 SEP 1909	28	17	2	
G.5-	570	PARK CITY	MT	1882-	15 MAY 1919		35x33.5x25x23	21	3	
G.5-	580	PELICAN LAKE	WI	1882-	13 MAR 1917	05 SEP 1919	31x23.5	19	3	1
G.5-	590	PEN MAR	PA	1883-1967	08 AUG 1913	20 AUG 1919	31	15	2	
G.5-	600	PEN MAR	PA	1883-1967	17 AUG 1917	02 SEP 1918	33	15	2	
G.5-	610	POMIN'S	CA	1915-1942	20 AUG 1924	23 JUL 1929	31	23	2	
G.5-	620	PORT BOLIVAR	TX	1893-	07 APR 1912	10 1913	32x20.5	13	3	1
G.5-	630	RICHVALE	CA	1911-	05 APR 1916	10 MAY 1917	29	22	2	
G.5-	640	ROCK CREEK	KS	1872-1959	24 DEC 1912	21 MAR 1917	30.5	19	2	
G.5-	650	SAINT MARY'S BR.	IN		12 JAN 1955	09 MAY 1955	33x24.5	25	2	1
G.5-	660	SAINT MARY'S BR.	IN		31 DEC 1962	01 OCT 1966	30x21.5	19	2	1
G.5-	670	SOMERSET POSTAL STA.	NY	1901-1924	16 MAY 1902		29		6	
G.5-	680	STILWELL	OK	1896-	03 APR 1912	25 AUG 1915	34.4x31.5	17	2	2
G.5-	690	STILWELL	OK	1896-	191X		32x30	17	2	
G.5-	700	TABLE MOUND RURAL STA.	KS		25 JUN 1908	1911	32	16	3	
G.5-	710	TAHOE	CA	1871-1949	24 JUN 1917	09 SEP 1920	32x30.5	23	2	
G.5-	720	TAHOE	CA	1871-1949	14 AUG 1918	11 SEP 1921	30	21	2	
G.5-	730	TAHOE	CA	1871-1949	22 MAY 1921	26 JUL 1927	31x29	19	2	
G.5-	740	TAHOE	CA	1871-1949	11 JUN 1923	23 JUL 1931	32x30	23	2	
G.5-	750	TAHOE	CA	1871-1949	10 JUL 1931	27 JUN 1934	31.5x29.5	18	2	
G.5-	760	TAHOE VISTA	CA	1911-	16 JUL 1915	20 JUN 1918	28	18.5	2	
G.5-	770	TRONA	CA	1914-	24 APR 1915		27	16	3	
G.5-	780	TWIN BLUFFS	WI	1883-1954	08 JUN 1909		31	16	2	
G.5-	790	TWIN BROOKS	SD	1879-	27 DEC 1915		33	18	2	
G.5-	800	UKIAH	CA	1858-	11 JUL 1917	12 JUL 1919	35x33	22	2	
G.5-	810	UNION MILLS RURAL STA.	MD	1905-1954	21 DEC 1906	15 JAN 1914	29	16	2	
G.5-	820	VALLEY	WY	1900-1959	12 AUG 1930	06 NOV 1931	31	29	2	
G.5-	830	VALLEY	WY	1900-1959	24 JAN 1934		32	31	2	
G.5-	840	WELLESLEY HILLS	MA	1881-1905	27 OCT 1905		30.5	15	3	1
G.5-	850	WELLINGTON	TX	1891-	09 MAY 1918		32	17	2	
G.5-	860	WEST MIDDLETOWN	OH	1907-1963	09 1910		30	19	2	
G.5-	870	WESTFORD	MA	1803-	20 MAY 1919	1924	31	16	2	3
G.5-	880	WESTFORD	MA	1803-	09 JUN 1930	1935	28	19	2	1
G.5-	890	WESTFORD	MA	1803-	20 JUL 1944		30	18	2	1
G.5-	900	WESTFORD	MA	1803-	22 MAR 1948	30 APR 1949	31	20	2	
G.5-	920	WESTSIDE	IA	1869-	11 APR 1995		26.5	36	2	
G.5-	930	WESTVILLE	SC	1890-	12 MAR 1910		30x19	14	2	1
G.5-	940	WIMER	OR	1887-1909	02 DEC 1908	12 JAN 1909	30	12	4	
G.5-	950	WOLFSVILLE POSTAL STA.	MD	1901-1907	09 JAN 1904	29 MAR 1907	29	11	5	
G.6-	10	ARCADIA	CA	1888-	23 DEC 1911	14 JUL 1912	25	19	3	
G.6-	20	ARKOE	MO	1877-1953	21 FEB 1913	20 NOV 1913	28x26	10	3	
G.6-	30	BARANOF	AK	1929-1973	01 DEC 1929	14 APR 1934	30	14.5	3	4
G.6-	40	CARMAN	IL	1872-	07 AUG 1922	01 OCT 1923	28	18	2	
G.6-	50	CASNOVIA	MI	1867-	13 MAY 1912	12 MAY 1915	31	18	2	
G.6-	60	CATARINA	TX	1910-	20 JAN 1927		32x21	22.5	3	
G.6-	70	CEMENT	CA	1903-1928	26 JAN 1912	22 MAR 1913	34	18	2	
G.6-	80	CHESTER HEIGHTS	PA	1911-	11 MAR 1919		30	16	2	1
G.6-	90	CLAYTON	GA	1827/-	27 MAR 1914		31	17	2	1
G.6-	100	CLEARWATER	KS	1894-	1919		32.5	10	2	
G.6-	110	COUPEVILLE	WA	1864-	18 APR 1924	22 DEC 1930	30.5x16.5	16	2	
G.6-	120	DARRINGTON	WA	1892-	04 MAR 1918	06 NOV 1941	33	16	2	1
G.6-	130	FECHTIG	SC	1903-1920	03 NOV 191X		31.5	17	3	1
G.6-	140	FORT FLAGLER	WA	1910-1933	10 APR 1918	16 OCT 1918	30	16	2	1
G.6-	150	GILMORE	AR	1883-	07 JAN 1914		32x23x22	22	3	1
G.6-	160	GRAPEVINE	TX	1858-	19 JUL 1911	22 DEC 1914	34x32	17	3	
G.6-	170	GREENWOOD	VA	1907-	29 SEP 1913		32	18	2	1
G.6-	180	HAMDEN	CT	1834-1915	24 DEC 1911	24 DEC 1917	28x18x16	16	2	
G.6-	190	HELMAR	IL	1894-1912	29 DEC 1909	15 APR 1911	28x26	14	3	

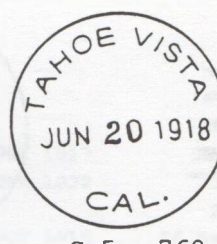




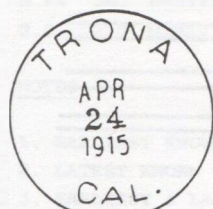
G.5- 740



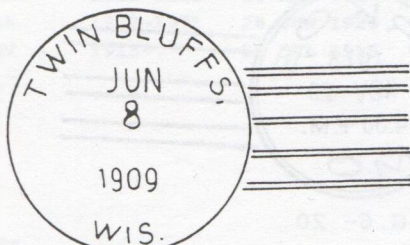
G.5- 750



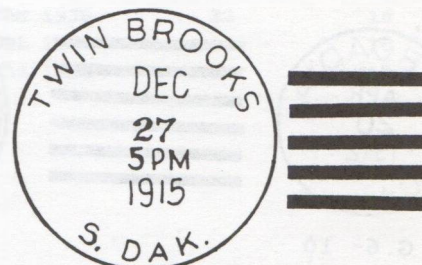
G.5- 760



G.5- 770



G.5- 780



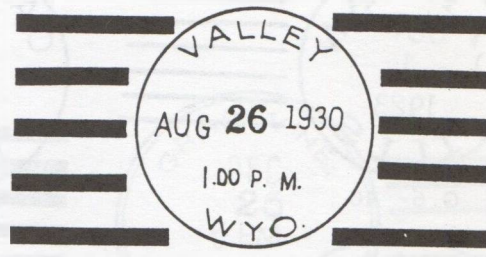
G.5- 790



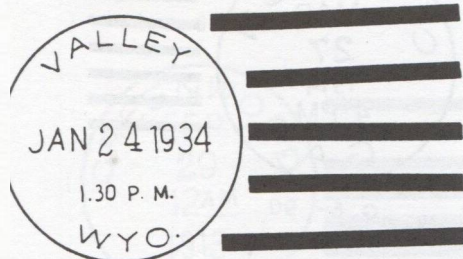
G.5- 800



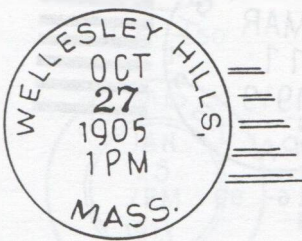
G.5- 810



G.5- 820



G.5- 830



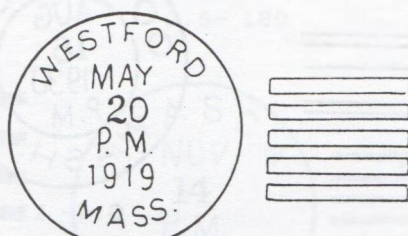
G.5- 840



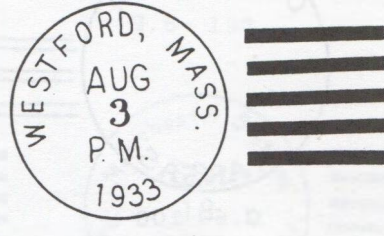
G.5- 850



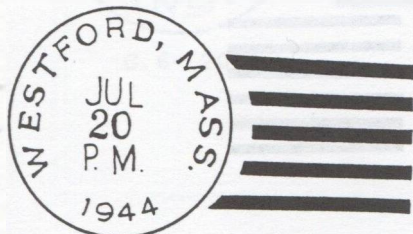
G.5- 860



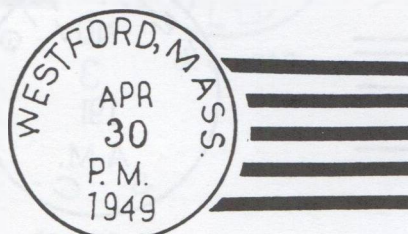
G.5- 870



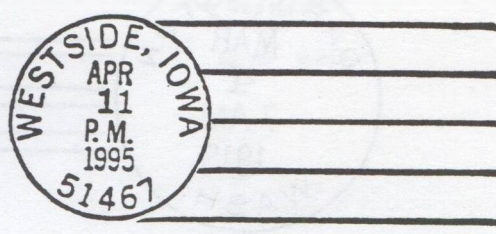
G.5- 880



G.5- 890



G.5- 900

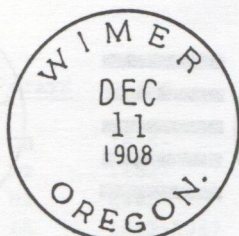


G.5- 920

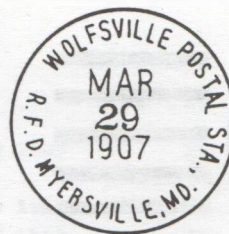




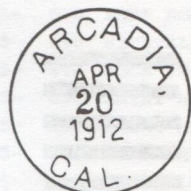
G.5- 930



G.5- 940



G.5- 950



G.6- 10



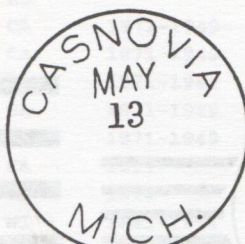
G.6- 20



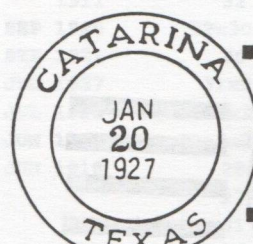
G.6- 30



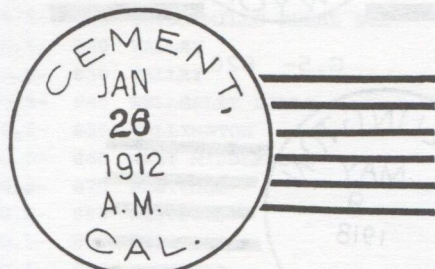
G.6- 40



G.6- 50



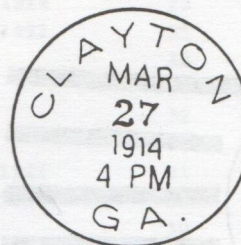
G.6- 60



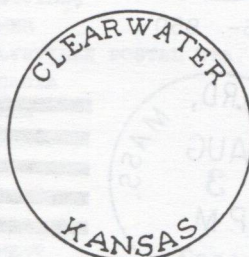
G.6- 70



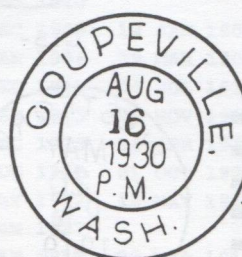
G.6- 80



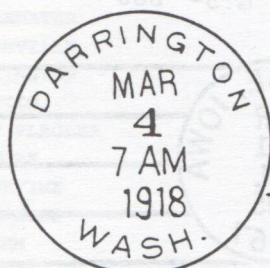
G.6- 90



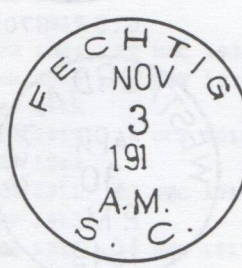
G.6- 100



G.6- 110



G.6- 120



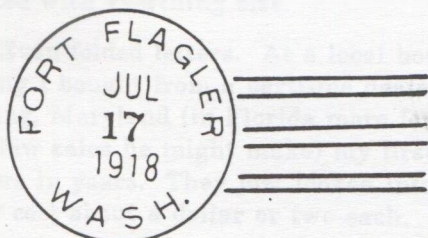
G.6- 130



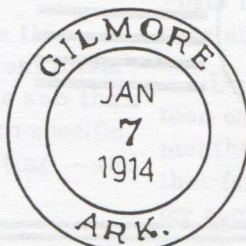
G.6-	200	ISABEL	KS	1887-	15 JUN 1916	23 DEC 1917	32x22	26	3
G.6-	210	ITASCA	IL	1873-	11 NOV 1931	04 MAR 1932	32	15	2
G.6-	220	MANCHESTER STATION	MD	1899-1906	18 SEP 1903		29		6
G.6-	230	MARCUS	WA	1884-	26 OCT 1913	16 OCT 1915	24.5x23x22	16	3
G.6-	240	MASKELL	NE	1908-	13 MAR 1916		31	23	2
G.6-	250	MCCARTHY	AK	1912-1943	18 MAY 1926	21 JAN 1938	32	16	3
G.6-	260	McKINLEY PARK	AK	1922-1971	28 JUN 1929	17 JUL 1939	31	16	2
G.6-	270	MONAVILLE	WV	1915-	26 JUL 1915	08 MAR 192X	31	17	2

## NOTES

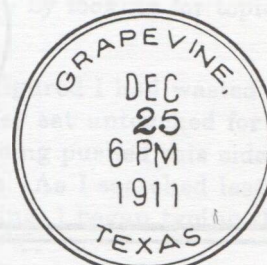
1. EARLIEST KNOWN ON PIECE
2. LATEST KNOWN ON PIECE
3. EARLIEST & LATEST KNOWN ON PIECE
4. POST OFFICE NAME MISSPELLED "BARONOF"



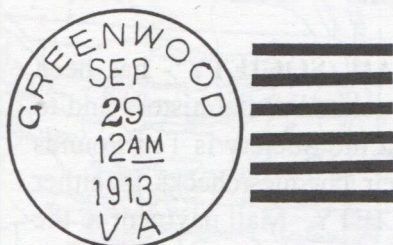
G.6- 140



G.6- 150



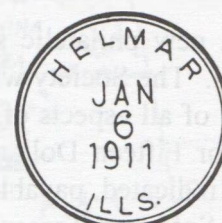
G.6- 160



G.6- 170



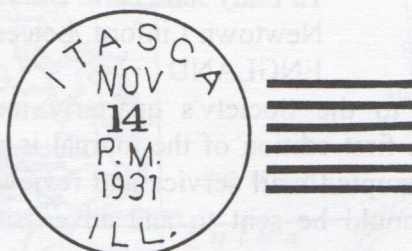
G.6- 180



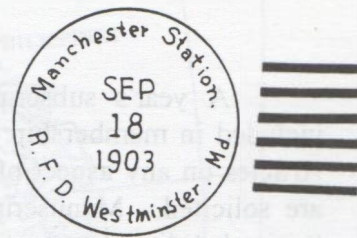
G.6- 190



G.6- 200



G.6- 210

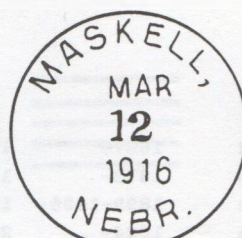


G.6- 220

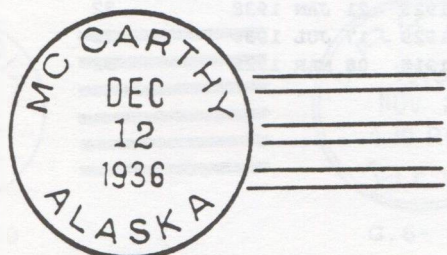




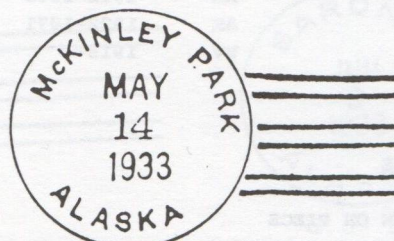
G. 6- 230



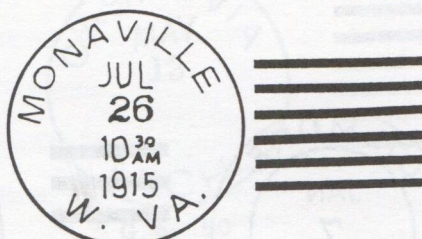
G. 6- 240



G. 6- 250



G. 6- 260



G. 6- 270

### NEW PHILATELIC SOCIETY FORMED

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

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

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

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



# A trio of U.S.-Hong Kong-related letters

by Tom Clarke

Someone estimated that we can reach absolutely anyone in the world by phone by our judicious choice of, and cooperation of, just five persons who are willing to refer us and give us the next phone number one rung further up the ladder. (Just try the Dalai Lama!)

This article may be seen as a similar stretch of coincidence, given three recently purchased "interesting content" letters and some current news headlines. As the former TV series "Connections" suggested, virtually everything is somehow connected with everything else.

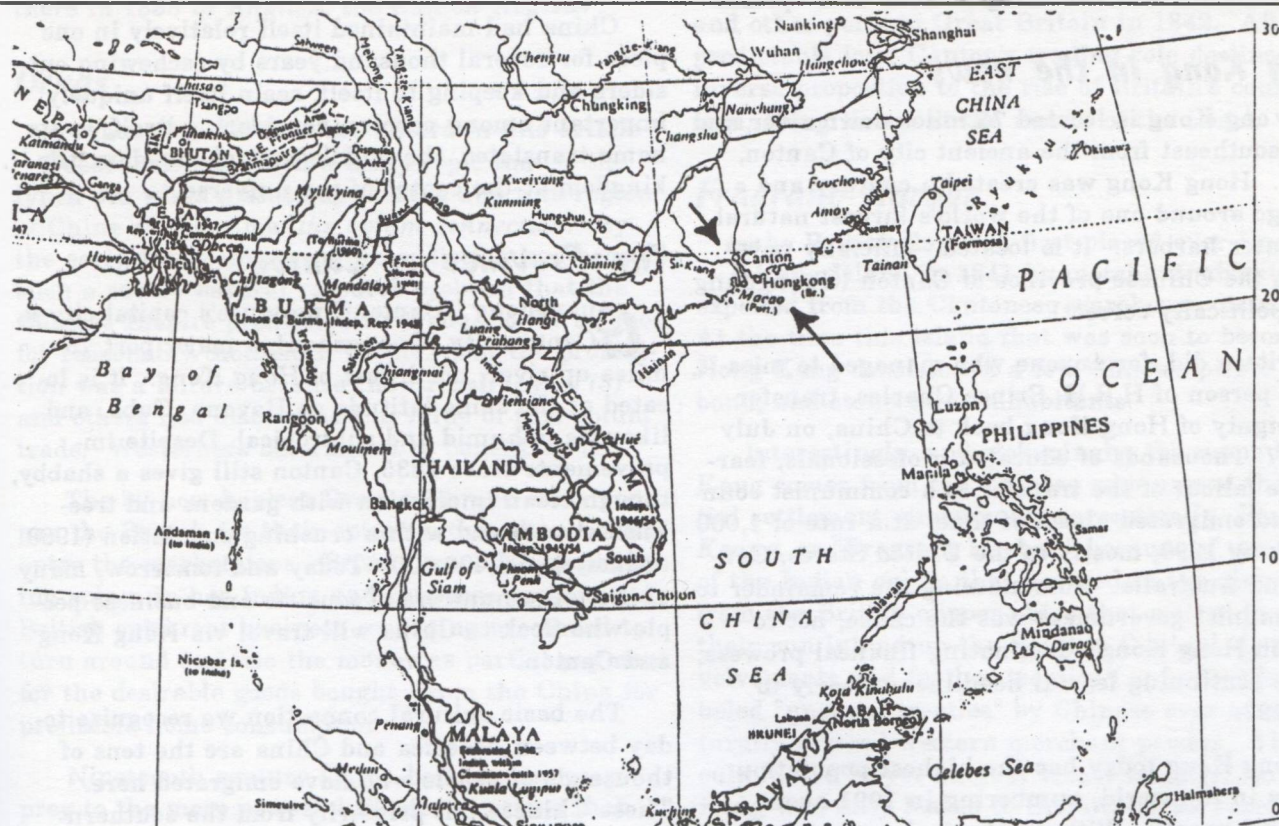
Even folded letters. At a local bourse this spring I bought from a parttime dealer from Silver Spring, Maryland (in Florida more for the sun than the few sales he might make) my first non-specific covers in years. They just looked interesting --and only cost about a dollar or two each.

How does any of this, and three folded letters, connect with the recent glaring headlines and CNN overkill reporting the transfer of Hong Kong back to China? That's the interesting part.

## Three letters

The three discussed here were very innocuous looking in the dealer boxes. They are 1830-40s vintage common items, with a few too many folds across the face, etc. I was drawn to glance inside a handful for their content, thinking of *La Posta* readers --honest-- by looking for topics for future articles.

Until last week I figured I had wasted those fifteen or so dollars. They sat untouched for 3 months on my desk, being pushed this side and that for other business. As I searched last week for something interesting, I began typing the con-





tents of these and a few others, hoping to chance upon that all important *angle*.

The first I opened (Letter B) had a vivid red arc PAID marking and matching (1833) double-line outlined New York date stamp. Nothing special there. It was written to a street delivery address in Philadelphia, which is probably what caught my attention in the first place.

The second (Letter A) was an 1832 letter to the same person I noticed, but had unfortunately large docketing extending halfway onto the front --why ever did I want this one? However it did have an Albany NY red date stamp from the same government series of handstamps as the common "PHIL/month/day" handstamp I am familiar with. I don't recall ever seeing another city's parallel version before. I suppose that is why I selected it --but ugh! what a front. (I would soon come to admire that docketing as you will too.)

The third (Letter C) of the trio was equally nondescript on the surface, having a barely perceptible BALTIMORE/MD^ marker in red, again with a red PAID, and again to Philadelphia. But as I typed the words from within them I saw the glimmerings of a connection and I began to warm up to these brief --it was becoming obvious now-- prizes.

### *Hong Kong in the news*

**H**ong Kong is located 75 miles down river and southeast from the ancient city of Canton, China. Hong Kong was created a century and a half ago around one of the world's largest natural, deepwater harbors. It is located --officially now-- within the Chinese province of Canton (Guangdong to be politically correct).

Britain did, for anyone who managed to miss it, in the person of H.R.H. Prince Charles, transfer sovereignty of Hong Kong back to China, on July 1, 1997. Thousands of educated professionals, fearing the fallout of the transfer to a communist country, had emigrated ahead of time, at a rate of 1,000 a week by 1990, mostly to the United States, Canada, and Australia. Surrendering the remainder to a communist government was the cause, not to mention Hong Kong's dominating financial prowess, for the continuing fearful headlines in early to mid-1997.

Hong Kong today has the highest population density in the world, numbering in 1991 about 5,900,000 people. With no physical space to expand

but upward, Hong Kong has some of the world's tallest buildings outside of New York City.

Ninety-eight percent of Hong Kong's population is Cantonese-Chinese. Britons make up a narrow majority of the non-Chinese, followed by Indian and U.S citizens. Both the Cantonese-Chinese dialect and English are the primary languages, with English favored in commerce. This is interesting background to the three letters under consideration here.

### *Hong Kong and Canton today*

**A**s in years past, Hong Kong's economy is positioned at the center of a rapidly expanding trading area, the Pacific Rim. During the last century, and for Canton centuries before that, the region had also been the gateway for trade with the most populous nation on Earth.

China today depends on this trade to provide the bulk of its foreign trade, (and today its needed foreign exchange and capital investment --are we talking here about a *communist* country? How times do change.). But in the 1835 era China rightly dreaded the consequences of these expanded trading contacts.

China had maintained itself relatively in one piece for several thousand years by eschewing outsiders and keeping to itself, seeing itself uniquely important among peoples, considering itself, as its name translates, the middle/central kingdom: the kingdom at the center of the universe.

### *The Province of Canton*

**G**uangdong ["Canton"] province's capital city is Canton city [Guangzhou], a major port 75 miles up river, northwest of Hong Kong. It is located at the same latitude as Havana, Cuba, and likewise is humid and subtropical. Despite improvements since 1835, Canton still gives a shabby, though clean impression with gardens and tree-lined streets and with a crushing population (1989 estimate) of 3,490,000. Today and tomorrow, many of the large numbers of tourists and business people who flock to China will travel via Hong Kong and Canton.

The basic cultural connection we recognize today between America and China are the tens of thousands of people who have emigrated here. These Chinese left primarily from the southern Canton region. Beside the philosophic, medical,



martial, and other aspects of Chinese culture added to the American mix is Cantonese cuisine. Many of our families sampled some, probably last week.

## Canton to 1835

The three letters mentioned concern trade. They mention contacts with *Canton*. Though this is a specific piece of geography to us today, it was a generic expression for southern China to an 1830s American. It was one of the primary red dots on the business dart board in the minds of businessmen at the birth of international trading. Many of their ventures were, as the letters imply, a hit-or-miss effort to see what was there. They held to the temperament that takes advantage of whatever is found in order to turn an honest buck.

Canton city has had a long trading history as the key to south China going back to the 3rd century BC. Canton emerged in the tumultuous East Asian middle ages as a major port and contact point between China and the questionable world outside. Europeans began to arrive by the mid-1500s and by mid-19th century the Americans had also gained rights to live in this prominent city and to trade. Note in Letter C the remarkable fact that a newspaper was already being published there in 1835 in *English*, the *Canton Register*.

## Drugs

It must be said that the letters in this article deal indirectly with a nasty topic that is the lynch pin when discussing Canton and this region of China at this time: *the opium connection*. By the early 18th century opium addiction had become such a severe natural resource problem that the Chinese Empire prohibited its trade. So far so good for reasonably thoughtful people. But the prohibition was a failure because the British (by 1773) and others had discovered the value of this opium trade. Westerners determined to benefit by it.

The by now hapless Dragon Throne contrived to pay the British for their opium rather than have it enter the marketplace. Britain was also propagating opium in her Indian and Burmese possessions. British cutthroat business reasoning proceeded to turn around and use the money as partial payment for the desirable goods bought from the China for profitable home consumption.

Nineteenth century China had become easy prey to the more powerful Western nations that

wanted to exploit every advantage to profit from trade, even opium; Great Britain, France, Russia, and the United States, too, gained significant commercial advantage from it.

(Doesn't this sound eerily *deja vu* like the alleged drug smuggling involvements that some modern nations have a hand in today, Cuba, Columbia, Panama, even suggestions that involve the CIA in South-central L.A. and the Iran-Contra drug connection in Nicaragua. People being basically unchanging, prove, to coin a phrase, that there's nothing new in history.)

## First Opium War

In 1839, six years after the dates of Letters A and B, the Chinese government made a concerted effort after all to suppress this opium trade. Every opium warehouse in Canton was confiscated. This serious effort, followed by a minor military incident, led to hostilities. In February 1840 the British sent an expedition against Canton. The First Opium War, 1839 to 1842, between Britain and China started in Canton.

The conflict, in which the more powerful British were easily victorious, was ended by the Treaty of Nanjing. The Chinese ceded Hong Kong and other ports to Great Britain in 1842. After the predictable loss, Canton's trading role declined in inverse proportion to the rise of Britain's concession, Hong Kong, at the mouth of the Pearl.

## Fragrant Harbor

The British flag was first placed over Hong Kong Island in 1841 by merchant-adventurers expelled from the Cantonese warehouse district. At the time this island that was soon to become Hong Kong consisted of a few Chinese pirate, vagabond, and stonecutter inhabitants.

Interestingly, and sickeningly, the name Hong Kong comes from the Chinese who named the initial settlement, presumably sarcastically, *Heung Keung*, or "Fragrant Harbor," because of the scent of the Indian opium that hovered in the air coming from the British clipper ships that waited to make their run inland up the Pearl to Canton! Later involvements and further treaties (understandably labeled "unequal treaties" by Chinese ever after) naturally favored western merchant powers. They culminated in yet another treaty in 1899: Hong Kong was fully leased to Britain for 99 years.



## Tea time

Other famed products that could be loaded for exchange in "Patriot Dollars" (Letter C) or other hard currency was tea. It is interesting that this product, following the Boston Tea Party of 1770 and the successful Revolution, greatly declined as an American favorite. It was western hemisphere coffee that took hold in the States. Nevertheless, a by-product of the profitable China tea trade, here as well as in Europe, was porcelain china --it was useful as ballast (!) to counteract the light weight tea that traveled on the higher class upper decks of the ship.

## Coins current

A last couple comments concerning the coins of the Far East realm. "Patriot Dollars," mentioned in Letter C, saw service in Far East trade, along with the bullion coins of every other country involved there.

An internationally known historic American coin is the 1804 silver dollar. But it was actually struck about the time of letter C, the mid 1830s. One of the most famous of these extremely rare coins is contained in a full set of 1804 coins which to this day is still contained in a small flat presentation case originally handed to the *King of Siam*. This was done diplomatically to facilitate governmental as well as merchantile contacts in his portion of Southesat Asia. It said that the U.S. was officially here, and its money was good.



Finally, some readers may have come across mention of "chopmarked" coins, especially silver dollar coins of many countries, including our own "Patriot" and later silver dollars. On them, or rather in them, Chinese and other countries' merchants punched characters as marks of acceptance (as merchants had been doing with precious metal coins since ancient Greek days, to validate their

proper metal content).

Some countries that were just breaking into the trading game with fast-talking western countries demanded hard money, and had to affirm for their merchants (if the merchants didn't chopmark their own affirmations) that the money was acceptable by weight and fineness. Thus Letter C refers to the Province of Canton's 1835 edict that regulates dollar coins in a pecking order of acceptance, country by country.

A later U.S. Trade Dollar, 1878, with telltale chopmarks



Belatedly, you may be aware, about 40 years after the 1835 Letter C was written, our country along with several European countries will mint specific "Trade Dollars" with the weight and fineness engraved directly onto the design. These too would get local merchants' validation chopmarks -- just in case!

## And now, the letters

Within this thriving beehive of oriental merchandising activity came recent entry Americans. A variety of excellent articles have been written on the letter communication associated with this commerce from China and other East Asian ports. It is a fascinating area for continuing study, if only to unite an otherwise unexciting looking letter to the overall events of the times, as these several letters do. Unfortunately, the writer is boxed for a local move and can't search his *Postal History Journal* set or other prime sources for further help. For now the letters will have to stand on their own.

## Letter A: Shell specimens

Not tea, opium, china, wallpaper (a favorite with the First President) or other likely product is mentioned in this letter, but shells. Gastropods, mollusks, and the like. But there is a direct connection to the East.



Albany April 27. 1832

Dear Sir

I had the pleasure of receiving  
your letter & the interesting communications en-  
closed which I disposed of as directed - The Institute  
will be highly gratified by your attentions &  
grateful for the shells. I should have great  
pleasure in seeing you & it is my hope when  
you return not to forget the promised visit -  
wishing you a prosperous voyage & safe return  
to your Country Friends in the prayer of yours

respectfully

J. W. F. J. W. F.

Letter A: from Stephen Van Rensselaer, 4/27/1832, forwarded to Canton

Mr. H. W.

Stephen Van Rensselaer.

Albany

April 27. 1832

Recd at Canton Dec. 12/32

G. M. Burroughs



Caroline  
Canton  
~~Philadelphia~~

Pa



Letter A was sent by Stephen Van Rensselaer, famous New Yorker and founder of Rensselaer Polytechnic Institute (1824), the first engineering school in U.S. His ancestors helped found the original Dutch colony at Albany. Here he writes simply enough to:

-----  
Dr M. Burrough  
Philadelphia  
Pa  
-----

Albany April 27. 1832

Dear Sir

I had the pleasure of receiving your letter & the interesting communications in closed which I disposed of as directed – The Institution will be highly gratified by your attentions & grateful for the shells. Would have had great pleasure in seeing you in Albany I hope when you return not to forget the promised visit—wishing you a prosperous voyage & safe return to your Country & friends is the prayer of yours

respectfully  
S V Rensselaer

-----  
Dr M. Burrough is about to undertake a shell collecting expedition/business venture. The following letter by happy chance references the ultimate purpose of that very voyage as inferred from Letter B: the exposition and sale of the prized shells in Philadelphia the following year.

What was almost overlooked when I bought it was the inconspicuous light brown re-routing instruction mixed in with the large docketing mentioned before. The routing is what now holds most interest. It was sent in April 1832 from the Rensselaer family seat in Albany NY to Burrough's office/home? in Philadelphia and then forwarded to Canton China. This was done privately(?) via the Brig *Caroline* --or was the *Caroline* specifically contracted to move mail?

This writer readily admits personal ignorance in this area, and only supposes that, three years before the age of steam crossings with the *Sirius*' and *Great Western*'s Atlantic Ocean mail runs, that Pacific Ocean mail was still handled traditionally, as it had in the previous century before scheduled packet services began. Namely, the first captain to weigh anchor took the mail bag in hopes of adding several cents per letter --private money-- to his accounts.



Shells Typical of Mollusca.

Either way the letter took the trip and only found Mr Burrough *eight months later*, April 27 to December 12, 1832, as notated on that wonderful front cover docketing, which reads:

The Hon'l  
Stephen Van Rensselaer  
of Albany  
april 27. 1832  
rec'd at Canton Dec. 12th /32

Perhaps it joined up with Burrough after his return from --literally-- still further foreign shores where, barefoot, he picked up lucrative shells for the home market. And where was it held during that time? At the *Canton Register*'s (Letter C) office? Or at an inn or coffee house frequented by foreigners?

Even more wonderful is the fact that Mr Burrough bothered to bring the letter back with him across the Pacific, around Cape Horn and up the coast to Philadelphia, along with precious shells!

### Letter B: profit

The second item is a fresh letter from New York City to Philadelphia concerning shell purchases by a famous-name early collecting enthusiast. It bears a red PAID, double-circle outlined New York date stamp, and red inked 12½, dated October 5 (1833). It is from Dr John C. Jay to

-----  
M. Burrough.  
N.E. corner Race & 9th Streets  
Philadelphia  
Pens.



New York Oct. 5<sup>th</sup> 1833

Dear sir

I am much obliged to you for your letter of the 30<sup>th</sup> Ult- and have merely to repeat to you, that I shall not be able to attend the sale and therefore will thank you to select \$20.00 worth of Fresh water and of Land shells, including a perfect specimen of the large Pleurotoma you shewed me at the American Hotel—

yours Respectfully Truly

John C. Jay

M. Burroughs

N.B. I would like all diff. only,

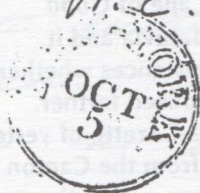
Letter B: from Dr John C. Jay, 10/5/1833, re: shell purchases

water shells I do not  
in foreign climate,  
merican unio's as I

M. Burroughs

12

N.E. corner Race & 9<sup>th</sup> Streets



Philadelphia  
Penn.

Paid



-----  
New York Oct. 5th 1833

Dear sir

I am much obliged to you for you letter of the 30th Ult- and have merely to repeat to you, that I shall not be able to attend the sale and therefore will thank you to select \$20.00 worth of Fresh water and of Land shells, including a perfect specimen of the large *Pleurotoma* you shewed me at the American Hotel--

yours Respectly & Truly  
John C Jay

M. Burrough

N. B. I would like all diff-- only 1 of a kind-- and as for the F. water shells I do not want any but what come from foreign climates I do not want any South American unio's as I have several diff kinds--

[*Pleurotoma* are conch shells; *unio*'s refers to univalves (single shell, snails), as opposed to bivalves (two-shells, oysters) --Ed.]

-----  
Was Dr Jay buying mollusk shells on behalf of a museum or with a college departmental budget? Or, from a personal hobby account? Twenty dollars, after all, was a princely sum to waste on non-essentials in those days for most everyone, easily worth ordinary workers' wages for a month or more. If the writer was related to the famous John Jay --Revolutionary Congressman, ambassador, Federalist papers contributor, Supreme Court Chief Justice, and New York Governor of a generation or two before, then perhaps "mad money" such as this might not be much of an imposition.

Does any reader have a shell collector's history and is he/she aware of whether either of these correspondents, the early entrepreneur-explorer-salesman or the collector, became famed academics in the dusty, early annals of gastropod and mollusk studies?

### Letter C: "Patriot Dollars"

Philadelphia in the 1830s was still riding high as the major sea link for the United States. For a while, the total value of Philadelphia's exports exceeded the combined trade of New York City and all of New England. And the mint was located there too.

But like the ill-fated Bank of North America located in Philadelphia (until Andrew Jackson's 1830s war on the Bank would dissolve it), the city was about to decline. Trade between Philadelphia and other cities dwindled because its port was no match for that of New York City, which had been given a tremendous boost as the launching pad for much of the trade with the mid west in the 1820s and 1830s thanks primarily to the newly built Erie Canal.

Baltimore, rested in the shadows between Philadelphia and the capital, but made its own strong contributions to the business life and growth of the country. During the Revolution Baltimore armed many privately owned vessels to prey on British shipping. Again, at the outbreak of the War of 1812, Baltimore privateers were active against Britain, which called Baltimore a "nest of pirates." Thus, with relish they bombarded it "through the rockets red glare" in September 1814.

As the west grew, Baltimore businessmen promoted federal construction of the Cumberland Road (the National Pike westward from Cumberland, Md.). When the state of New York completed the Erie Canal, which drew much of the western trade, Baltimore's businessmen countered by building across the mountains the nation's first passenger--freight railroad, the Baltimore & Ohio (1827). Thus Baltimore thrived until the mid-1800s, when the city became self-absorbed in political infighting.

And so, the last letter of the trio, canceled with a faint red BALTIMORE/OCT/15/MD^ and PAID with a red inked 12½, addressed to

-----  
Joseph Archer Esq  
Car of Samuel Archer Esq  
Philadelphia.

-----  
Baltimore. Oct 15th 1835.

Joseph Archer Esq  
Philadelphia

Dear Sir,

We intend shortly to despatch our ship Covington on a voyage round the Cape of Good Hope, stopping first at Batavia and it will depend upon circumstances whether she will load there or proceed farther.

In the Baltimore Gazette of yesterday we observed an extract from the Canton Register brought by the Tartar, purporting to



Baltimore. Oct 15<sup>th</sup> 1835.

Joseph Archer Esq  
Philadelphia

Dear Sir,

We intend shortly to despatch our Ship Covington on a voyage round the Cape of Good Hope, stopping first at Batavia and it

Letter C: from William Wilson & Sons, Baltimore, 10/15/1835, re: dollar coins

PAID  
Joseph Archer Esq  
Care of Samuel Archer Esq  
Philadelphia

instances whether proceed further.

getting of yesterday in the Canton Ry-

on, purporting to being the value

on dollars in the

which it would

dollar ranks

the lowest of all, the Spanish mite, the Peruvian mite & the Bolivian highest of all. — As the Price current of the same date quotes Patriot Dollars at  $3\frac{1}{2} @ 4\frac{1}{2} \%$  discount it would seem that this edict has had no effect. We would therefore



be a proclamation establishing the value of various kinds of foreign dollars in the Province of Canton, from which it would appear the Mexican dollar ranks the lowest of all, the Spanish next, the Peruvian next & the Bolivian highest of all. —As the price current of the Latter date quotes Patriot Dollars at  $3\frac{1}{2}$  @  $4\frac{1}{2}$  % discount it would seem that this edict has had no effect. We would therefore

[—page 2]  
thank you to inform us what difference this regulation has produced or will occasion in the value of the Patriot Dollars or whether it will have any effect at all. It appears from the extract published that it does not extend beyond the Province of Canton.

Please reply as soon as convenient & oblige

Dear Sir

yours very respy  
Wm Wilson & Sons

-----  
This letter contains a fascinating reference to silver dollar coins of the period, particularly to the not-minted-since-1803 United States silver dollars. They are referred to in this letter as [and this coin collecting postal historian has never heard this term before] *Patriot Dollars*.



(Perhaps this wording alluded to the fact that Congress hadn't minted dollar coins since the time when most of the original patriots were still alive, a quarter century before? It is however appropriate for the city of Fort McHenry, the focal point for the *Star Spangled Banner*.)

Half dollars by 1835 had become the bulwark of the U.S.'s silver production in the intervening 'teens, 'twenties, and, 'thirties. Dollars would go back into production five years later in 1840 after a total hiatus of 37 years. Mind you, this was with-

out any form of substitute federal paper money. That medium would not see the light of day until the Civil War and the creation of the "greenbacks" of 1862-3.

Not much silver money of any kind, for that matter: half-dimes, dimes, quarters, halves, or dollars, had been minted by the United States from the beginning of the Republic. Why? Because the



A sample of the U.S. silver coins in use about 1835: ½ dime, dime, quarter, and a half; plus an old style Bolivian Piece of Eight and a more current Mexican peso.



U.S. was a precious metal poor country and had been so since the first immigrants arrived. Our world-reknown gold and silver strikes were still years in the future. Few Americans had heard yet of Californy, much less of Carson City and the 1870s "Mother Lode" of silver.

We as a country simply continued to depend on foreign mintages, especially Latin American pieces, with a sprinkling of European here and there. Letter contents of which we are all aware give ample evidence of this fact. The prices current sheets we see from time to time through the mid-19th century at times still reckoned in pounds and shillings. And of ordinary citizens, too, who often accounted in their letters by foreign currencies.

Most every one of our folded letters shamefacedly tells the same tale. The very letter being discussed here is rated at 12½ cents or 1/8 of a Spanish dollar/*Piece of Eight*. Twelve and a half cents equaled *one bit*, or eighth of a dollar, as evidenced by ditties over the years like "shave and a haircut, two bits (25 cents)," and the still-sung cheer "two bits, four bits, six bits, a dollar...."

Congress finally will act and *officially* demonitize such foreign coinage in 1857. Though, as a recent thread winding through a coin collector discussion group (Numism-L) over the internet has recently proved, official pronouncements and local usage do not always coincide. A variety of parties expressed the fact that their grandfathers' purses from the turn of the 20th century still were apportioned for foreign coins, maybe even a "bit" or two --even though these had been last struck south of the border in the 1820s.

And so, to a "Bal'merian" of 1835, the nature and acceptance of hard money was indeed a matter of ultimate concern. Sending a ship to the Far East, rife with all the terrible possibilities that might entail, only complicated matters.

The Wilson & Sons Company, after the Baltimore fashion, was eager to aim for one of those vague-ish "dart board targets," Batavia, modern Indonesia, in the name of progress and profit. And it was very willing to switch destinations and loads if need be for wherever and whatever product might reasonably turn a "Patriot Dollar," Piece of Eight, or a Bolivian or Mexican Peso, or however Neptune's good fortune might favor them.

Think of the Wilson clan the next time you tune in your Mitsubishi, or button your Maylasian

sport shirt, or hear the overnight price of gold on Hong Kong's Hang Seng blue-chip stock index. Messrs. Wilson, and even professor Burrough in his academic way, was only there ahead of us.

## Epilogue

The writer is a bit amazed but gratified that these few letters bonded so well and called forth so much essential background material. And tie into so easily into today's current events as they do, into the bargain. They are important little documents that witnessed the opening up of a region of our planet that is still increasing in importance and influence 160 years later.

It's all in the contents (and once in awhile in the docketing)! Any responses to:

Box 290145, Davie FL 33329-0145

## FOREIGN POSTAL HISTORY COLLECTORS-- *For Sale*

A collection of several hundred early  
European folded letters, 1392 to ca. 1800

Italian, British, Levantine, French, etc. with marks and  
without, including a sprinkling of parallell  
early paper and parchment documents, plus  
a large corresponding library

Serious parties please  
inquire in writing to:

*Tom Clarke*

*Box 290145*

*Davie FL 33329-0145*



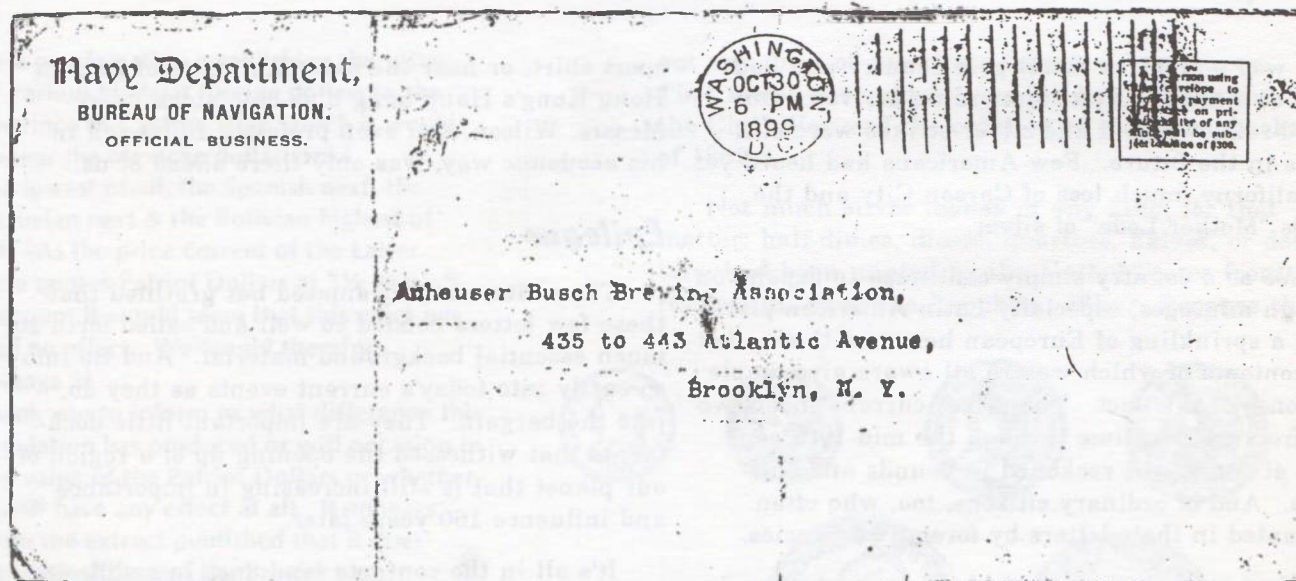


Figure 1. This Navy Department cover was postmarked Washington, DC, October 30, 1899, and addressed to the Anheuser Busch Brewing Association in Brooklyn. (reduced 33%) [Cover illustration courtesy of Bob Baldridge]

## SALVAGED FROM THE "CHICAGO" FERRY DISASTER

By Michael Dattolico

At 12:45 a.m. on October 31, 1899, the Pennsylvania Railroad ferryboat *CHICAGO* was rammed and nearly cut in half by the Savannah Lines steamer *CITY OF AUGUSTA* in New York City's North River. The local ferry was turning towards its dock on Cortlandt Street when the disaster occurred. The *CHICAGO* sank in 35 feet of water within a few minutes.

The local boat carried over 40 passengers, most of whom were workmen from New Jersey, along with 7 wagons and teams of horses harnessed to them. One wagon belonged to the Adams Express Company and was carrying \$50,000 in silver bullion. Also aboard the stricken vessel was a fully loaded mail-wagon. One passenger was known to be killed, and four people were listed as missing, one of whom was a crewman aboard the ferry.

Ironically, the dead passenger was the driver of the mail-wagon, 40-year-old John Bryson, a post office employee from New York City. His body was recovered after dawn. It was later learned that Bryson's mail-wagon contained 34 sealed pouches and 66 sacks of mail. Postal officials also confirmed that over 25,000 pieces of 1st-class mail went to the bottom of the North River with the *CHICAGO*. Much of the mail came from Washington, D.C., Philadelphia and Baltimore. A batch of official mail from various government agencies addressed to New York was included in the shipment.

Shortly after dawn on October 31st, divers retrieved the load of mail from the wreck. It was transported to New York City's main post office for inspection. Postal clerks immediately began laying out every salvageable item of mail so that each piece could dry. Labels explaining the mail shipment's water-damaged condition were hastily printed and affixed to letters that survived the ferryboat's sinking.

Despite the efforts of New York City's post office staff, a sizeable portion of the *CHICAGO*'s load was lost. Some mail was undeliverable because the quality of paper upon which the letters were written was flimsy, causing them to fall apart. Then, too, the addresses on some letters were illegible because the river water had caused the addressers' ink to run, making delivery of such mail impossible.

The featured cover which survived the *CHICAGO*'s sinking was mailed at Washington, D.C. on 6:00 PM on Monday, October 30, 1899. Figure 1 shows the featured cover's front. It originated at the Navy Department's Bureau of Navigation and was addressed to the Anheuser Busch Brewing Association in Brooklyn. Its typed address is quite legible and shows only minimal water damage. Perhaps the cover was in a tightly bound bundle, and other letters around it absorbed more of the river water. It could also be that the typewriter's ink was not so apt to smear as regular ink.



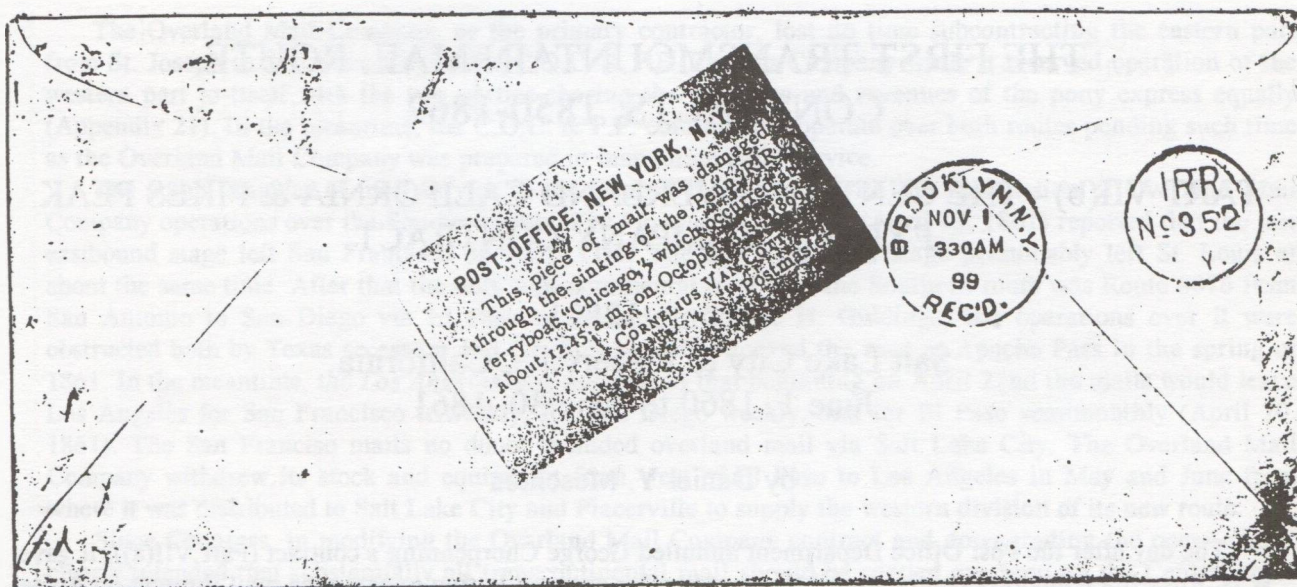


Figure 2. Reverse of the cover shown in Figure 1. (reduced 33%)

Figure 2 shows the back of the cover. Its backstamp verifies handling by the Brooklyn post office at 3:30 AM on November 1st -- only one day after the *CHICAGO*'s sinking. The label explaining the mishap is also prominently displayed on the back.

By November 2nd, all salvageable mail from the *CHICAGO*'s wreck had been delivered. But legal repercussions stemming from the near disaster were just beginning, as warrants for the arrests of both captains were issued. Both men were initially charged with criminal negligence.

After divers lifted the Adams Express Company's silver bullion from the wreck, priority was given to removing the *CHICAGO*'s hull, which was blocking river traffic. The wreck was towed away as soon as possible, but not before two other ferryboats collided in the crowded North River. In fact, a collision involving the riverboat, *MAUCH CHUNK* and the *EASTON*, a Central Railroad of New Jersey ferry, occurred not far from the *CHICAGO*'s mess.

One wonders how many other pieces of mail from John Bryson's mail-wagon have survived.



## WANTED!

*North Dakota  
Territory Postmarks*  
(Photocopies)

For Publication of North Dakota Territorial  
Postmarks

Short Term Plan: Serial Publication in *LaPosta*  
Long Term Plan: Comprehensive Catalog

Send To:

Mike Ellingson  
P.O. Box 402  
Eagan, MN 55121

E-Mail contact:  
mikeellingson@juno.com





## THE FIRST TRANSMOUNTAIN MAIL ROUTE CONTRACTS, 1850-1862

### PART VII(b) - THE CENTRAL OVERLAND CALIFORNIA & PIKES PEAK EXPRESS COMPANY CONTRACT

Route 12801  
Salt Lake City to Placerville, California  
June 1, 1860 to June 30, 1861

by Daniel Y. Meschter

The day after the Post Office Department annulled George Chorpenning's contract (Part VII(a)), it gave W.H. Russell a temporary contract until the next regular contract letting to carry the mail through on Route 12801 from Salt Lake City to Placerville in sixteen days at \$33,000 per annum to take effect June 1, 1860. Since Russell was president of the Central Overland California & Pike's Peak Express Company, this contract obviously was with the company rather than with him individually. The phrase "till the next regular letting" meant until the expiration date specified in Chorpenning's contract or June 30, 1862, which also was the quadrennial year when the P.O.D. regularly readvertised mail route contracts; but since Russell's contract, too, was annulled in the spring of 1861, effective with the inauguration of service on Route 10773 or July 1, 1861, its term is taken from June 1, 1860 to June 30, 1861.

Thus the situation as of December 1, 1860 was that the C.O.C. & P.P. Express Company was carrying both the mail in its own name weekly from St. Joseph to Salt Lake City under an extension of Hockaday's original contract for Route 8911 to June 30, 1861 and the mail semimonthly from Salt Lake City to Placerville under this temporary contract for Route 12801. Although still under different contracts, this was the first time a transcontinental mail was carried over the Central route *by the same carrier*.

The Act of March 2, 1861, 12 Stat. 206 (Appendix 14), in response to the secession of the southern states and imminence of civil war, directed that service on the Southern or Butterfield route be discontinued and modified the contract for Route 12578 to provide for a daily, actually six times a week mail on the Central route, through in 20 days eight months per year and 23 days the other four months, from St. Joseph to Placerville with triweekly service to Denver, effective on or before July 1, 1861 at a compensation of \$1,000,000 per annum. The number of the new contract was changed to Route 10773 at the same time.

On March 12th the Postmaster General ordered that mail service on Route 12578 be discontinued without specifying an effective date. The same day the Overland Mail Company formerly accepted modification of its contract rather than let it be annulled and put out for new bids. Two days later, the P.O.D. annulled the C.O.C. & P.P. Express Company's contract for Route 12801 from Salt Lake City to Placerville, effective from the date service was inaugurated on Route 10773 and allowing one month's extra pay of \$3,180.33 damages, thus opening this segment to operation by the Overland Mail Company.

Discontinuance of service on Route 8911 from St. Joseph to Salt Lake City was ordered on March 15th, again to take effect when "the Service provided for by said Act shall be commenced," but offered no compensation, probably because the contract for this route would terminate at the end of June in any case. The effect of the Act as implemented by these orders was to bring the Central route from St. Joseph to Placerville under a single contract by July 1, 1861.

The Overland Mail Company had no illusion it would be able to abandon the Southern route, shift its operations to the Central route, and inaugurate six-day a week service requiring three times the stock and equipment as the Southern route in barely 3½ months. It had to face the reality that the C.O.C. & P.P. not only already was maintaining weekly mail and stage service as far west as Salt Lake City and semimonthly beyond there, but was running the pony express that the Act of March 2, 1861 required the contractor for Route 10773 to continue through the completion of the transcontinental telegraph line that fall. W.H. Russell obviously had been involved in the matter from the beginning.



The Overland Mail Company, as the primary contractor, lost no time subcontracting the eastern part from St. Joseph to Salt Lake City to the C.O.C. & P.P. Express Company while it reserved operation of the western part to itself with the two parties sharing the expenses and revenues of the pony express equally (Appendix 21). In the meantime, the C.O.C. & P.P. continued to operate over both routes pending such time as the Overland Mail Company was prepared to inaugurate daily service.

The actual transfer of mail service to the Central route began with the termination of Overland Mail Company operations over the Southern route. *The Mountain Democrat* (April 13, 1861) reported that the last eastbound stage left San Francisco on April 11th. The last westbound stage presumably left St. Louis at about the same time. After that the only transcontinental mail over the Southern route was Route 8076 from San Antonio to San Diego via El Paso contracted to George H. Giddings; but operations over it were obstructed both by Texas secession and the Apaches who blocked the road at Apache Pass in the spring of 1861. In the meantime, the *Los Angeles Star* announced that beginning on April 22nd the mails would leave Los Angeles for San Francisco triweekly, for San Diego weekly, and for El Paso semimonthly (April 20, 1861). The San Francisco mails no doubt included overland mail via Salt Lake City. The Overland Mail Company withdrew its stock and equipment from west of El Paso to Los Angeles in May and June from where it was distributed to Salt Lake City and Placerville to supply the western division of its new route.

Since Congress, in modifying the Overland Mail Company contract and downgrading the ocean mails, clearly intended that substantially all transcontinental mail should be carried overland on the Central route beginning as of July 1, 1861, it is relevant to review how mail was routed between California and the eastern states up to that time.

Before July 1858 virtually all mail between California and the Atlantic states was carried by steamship via the Isthmus as the only practical means. Mail from the Pacific coast to Salt Lake City before 1854 was dispatched monthly from Sacramento and monthly via the "southern" route between 1854 and 1858. Eastern mail to Utah was routed from Independence via Fort Laramie at first and later through St. Joseph, except during those winters when the roads were blocked by snow and during the Utah War when it was forwarded via the Isthmus to Southern California and up the "southern" route to Salt Lake City.

With the inauguration of overland service from Placerville via Salt Lake City in July 1858, the Post Office Department directed that letters intended to be sent to the Atlantic states over the Central route be marked "Via Salt Lake City," otherwise they would be sent via the Isthmus. The San Francisco postmaster gave postal patrons additional options after service was started on the Southern and Tehuantepec routes: "I am directed by the Postmaster General to request writers of letters, destined to places in the Atlantic States, to direct thereon the route by which they wish them sent, to wit: 'Via Los Angeles, Overland,' 'Via Salt Lake City, Overland,' 'Via Tehuantepec.' Letters with no such endorsement upon them, and all newspapers, will be sent: 'Via Panama'" (*The Mountain Democrat*, December 4, 1858). The Post Office Department made an important change to this rule a year later when it announced all eastern mail would be sent by the Southern overland route unless specifically marked "via Panama" (Id. January 21, 1860).

## THE ROUTE

The Central Overland California & Pikes' Peak Express Company already was using Simpson's route from Salt Lake City to Ruby Valley and straight west to Carson City for its pony express operations when the P.O.D. gave it the temporary contract to carry the mail from Salt Lake City to Placerville effective June 1, 1860. Pony express stations already established at ten to fifteen mile intervals made it easy for the company to reduce the ten to twelve day schedule achieved by Chorpenning to eight days and laid the foundation for the twenty day schedule from St. Joseph to Placerville prescribed in the contract for Route 10773.

Beyond Carson City both the pony express and C.O.C. & P.P. Express Company stages continued to use Chorpenning's route via Lake Valley and over Johnson's Pass to the American River and down it to Placerville. The P.O.D. apparently continued to assume the route still went up the Carson River past Carey's Mill post office (established July 1, 1858) when it issued an order on December 18, 1860 allowing omission of "Carys Mill" from the "main route" on condition of its being supplied by a semimonthly "side mail."

Place names between Carson City and Placerville tended to be inconsistent in the various sources due, perhaps, in part to changes of proprietorship of stations and in part to changes of the stations themselves in a highly competitive business climate.



## OPERATIONS

A marginal note in the contract register dated July 11, 1860 shows that the Salt Lake City postmaster reported that the C.O.C. & P.P. Express Company began service from Salt Lake City on June 6, 1860. No report of the resumption of service from Placerville has been found in either the official record or the press.

There is no evidence the C.O.C. & P.P. Express Company upgraded the semimonthly service stipulated in its contract for Route 12801 to weekly at its own expense as it did on the St. Joseph to Salt Lake City route and the mail schedules published by the Placerville postmaster in *The Mountain Democrat* in the spring of 1861 were consistent in reporting the Salt Lake mail as departing "semi-monthly on Wednesday mornings." Nothing has been found indicating that service was other than regular and within schedule.

A marginal note dated July 24, 1860 reported that the President ordered service between Carson City and Placerville be improved to weekly with a pro rata increase in pay of \$5,164. The report of the Placerville postmaster that this service went into effect on August 19th tends to confirm that the C.O.C. & P.P.'s service was semimonthly and was improved to weekly on just this part of the route.

In spite of the statutory provision that allowed the Overland Mail Company to inaugurate operations over new Route 10773 before July 1, 1861, it did not attempt to do so. The C.O.C. & P.P. Express Company continued weekly operations from St. Joseph to Salt Lake City and semimonthly operations from Salt Lake City to Placerville through the spring of 1861 until the Placerville postmaster reported service on Route 12801 ceased on July 1st.

Unlike earlier contracts when the press usually reported the inauguration of new mail service, only *The Mountain Democrat* noticed the departure of the first daily overland mail coach to St. Joseph on Monday July 1st:

The San Francisco mail arrived at one o'clock, P.M. and the overland departed half an hour later. Flags were hoisted, the Placerville Band played some National airs, and at the suggestion of Mayor Wade a procession was formed to escort the mail to the Cedar Ravine bridge. The procession was large and enthusiastic, and when the first coach passed it on its long and toilsome journey, loud and hearty cheers greeted it. Thirty-four bags containing seventeen hundred and seventy-four pounds of mail matter was forwarded on the first daily overland coach from California to the Atlantic States.

This display of enthusiasm paled in comparison to how the first daily mail from St. Joseph was welcomed on the 18th. The Placerville firemen, the Placerville Brass Band, Mayor Wade and the city council, and a crowd of citizens turned out at two o'clock in the morning to greet the mail coach and escort it into town with blazing torches, martial music, and loud cheers.

## FINALE

Although Chorpenning's contract for Route 12801 was written to terminate on June 30, 1862, the temporary contract with the C.O.C. & P.P. Express Company that superseded it was annulled as of June 30, 1861. The C.O.C. & P.P.'s contract that extended Hockaday's contract for Route 8911 expired at the same time so that on that date both were replaced by a single contract for Route 10773 from St. Joseph to Placerville over which daily service in under 20 days was regularly performed until the coming of the Central Pacific and Union Pacific Railways. In fact, the C.O.C. & P.P. Express Company, "Being a Division of [the] Overland Mail Line" that fall began advertising service to Denver in six days and through to Placerville in 17 days with access to a literal baker's dozen telegraph stations along the road to allow passengers to keep in touch with the world on their way (*Freedom's Champion*, October 12, 1861).

The 1850's saw remarkable progress in transmountain postal service. In a mere eleven years from July 1, 1850 to July 1, 1861, service developed from Brown and Woodson's once-a-month pack trains on a sporadic thirty day schedule from Independence to Salt Lake City, to regular six times a week service by stage coach from St. Joseph to Placerville in under 20 days, a schedule only the coming of the railroad would significantly improve on.



## MARGINAL NOTES (continued from Part VII(a))

- 1860, May 11 Contract with W.H. Russell of Lexington, Mo. temporarily viz. till the next regular letting, for the conveyance of the mails on this route with certainty, celerity, and security twice a month each way through in sixteen days at \$33,000 per annum. Let contract take effect 1st June 1860.
- 1860, July 11. P.M. of Salt Lake City says Russell's service began at that end of route 6 June 1860.
- 1860, July 24. By direction of the President of the United States it is ordered that the service on the route between Carson City and Placerville, 103 miles, be improved to weekly trips at pro rata increase of pay \$5,164 additional per annum. (P.M. Placerville says order obeyed 19 Aug '60).
- 1860, Dec. 18. Allow omission of Carys Mill from main route on condition of its being supplied twice a month by side mail.
- 1861, March 14. Discontinue service, annul Contract, and allow one months extra pay, \$3,180.33, the order to have effect from date service is commenced on No. 10773.
- 1861, July 30. P.M. of Placerville reports service ceased 1 July 1861.

## APPENDIX 21 - CONTRACT FOR THE JOINT CARRIAGE OF MAIL BETWEEN THE CENTRAL OVERLAND CALIFORNIA & PIKE'S PEAK EXPRESS COMPANY AND THE OVERLAND MAIL COMPANY†

This Memorandum of Contract—Witnesseth—That, whereas at the last session of the 36th Congress a law was passed authorizing the Postmaster Genl to make certain modifications in the contract for mail service on route 12,578—among others changing their route to what is known as the Central or Salt Lake Route—to be accepted by the contractors—

And whereas The Overland Mail Company now performing the service, and the recognized contractors on said Route, have accepted said modifications, and entered into a contract with the Postmaster General for the performance of service under said act of Congress—a copy of which contract is hereto appended and made part of this agreement. And whereas it has been agreed that “The Central Overland California & Pikes Peak Express Company” shall perform a part of said service. Now these Presents witness—That the said Express company, acting by Wm. H. Russell its President & duly authorized by its Board of Directors, party of the first part, and the said Overland Mail Company acting by Wm. B. Dinsmore its President, duly authorized by its Board of Directors, party of the second part, do mutually agree as follows.

1st. Said first party agree to perform the entire service between the Eastern terminus, and Salt Lake City, and to furnish facilities to accommodate the travel both “through” and “local”—The second party to perform the ballance (sic) of the service, and to afford like facilities, and to pay over to the first party quarterly as it shall be received from the Government & no sooner, mail pay at the rate of Four Hundred & Seventy Thousand Dollars per annum, after deducting therefrom one half the amt paid for said service.

2nd. The passenger business, and the Express business to be divided as follows—The through passenger & through Express business to be divided equally—the local passenger & Express business of first party to be divided seventy per cent to the first party and thirty per cent to the second party, and the local business of the second party to be retained by them entire. Settlements are to be made quarterly and all accounts ballanced (sic). Business going only part way on both divisions charged as local & price to be fixed by the parties.

3rd. Each party is to pay all fines occasioned by failures on their respective divisions. The division of time to be as follows—On the 20 day schedule the first party has 12 days and the 2nd party has 8 days. On the 23 day schedule the first party has 14 days and the 2nd party 9 days. And a like ration on the 35 day schedule.

4th. The receipt from Pony Express to be divided equally, each part as in carrying the mail paying their own expenses on their divisions.



5th. A General Superintendent to be appointed by the second party—and paid equally by the two parties, shall have general charge and supervision of the Eastern line, so far as to see that the service is properly performed, but is not to interfere with the management and detail of the first party's division.

6th. The Supt or other authorized agent of the second party shall have the right to examine the books of the first party in which are kept the accounts for this division. And an agent shall be kept at Ft. Kearney, paid equally by the parties who shall copy way bills & attend to the business of both parties.

7th. The second part reserve the right and privilege of making an exclusive contract for the Express business with Wells Fargo & Co. for all business going from the East to any point West of Salt Lake City and for all business originating west of Salt Lake City going East—at a fair compensation—said business shall be called through business and divided as such.

8th. In case any change or modification by Congress or the P.M. Gen'l of the said contract so as to deprive the 2nd party of the mail pay then the 2nd party are not to be held liable or responsible to the first party.

9th. Whenever either party reaches the common point of Salt Lake City, the other party will proceed with the mail at once without waiting for the schedule time, and it is understood that the whole trip is to be made as rapidly & promptly as possible.

10th. It is further stipulated and agreed that in case the 1st party should fail to perform their contract, and a serious interruption should take place, and if it should become necessary for the 2nd party to assume the performance of the entire service, then said second party shall have the right to at once take possession of the entire stock and equipments of the 1st party, and use the same in performing the service, and they shall have the right to and shall purchase said stock and equipment at an appraised value, each party selecting an appraiser, and the two an umpire (whose decision shall be final) if necessary.

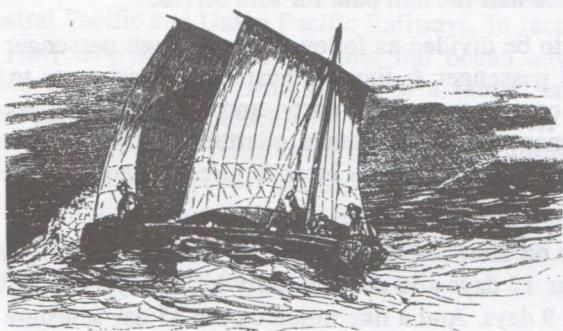
And it is further expressly stipulated that in case said 1st party shall fail as aforesaid and the second party shall be obliged to perform the service, then said 1st party shall pay the sum of one hundred thousand dollars to the second party, which sum shall be liquidated damages and paid without deduction or offset.

In witness whereof the parties hereto have subscribed their names this 16th day of March 1861 at the City of New York.

Wm. H. Russell, Prest.  
The C.O.C. & P.P. Ex. Co.

W.B. Dinsmore, Prest.  
Overland Mail Co.

† Transcribed from a manuscript copy (RW 303) in the Huntington Library, San Marino, CA by permission.



(303) 841-0316

7590 Windlawn Way  
Parker, Colorado 80134

**Webster F. Stickney**  
**World Postal History**  
*Featuring Russia and the Baltics*

ASDA PTS APS  
Rossica BSRP



# POSTAL MARKINGS OF NORTH DAKOTA TERRITORY

## Part I: Barnes County

By Mike Ellingson

Post Office Box 402

Eagan, MN 55121

E-Mail: mikeellingson@juno.com

Welcome to the first installment in an effort to catalog all known postmarks used in the portion of Dakota Territory that later became North Dakota. This catalog will focus on markings used prior to November 2, 1889, the day North and South Dakota were created from Dakota Territory. However, some of the dates listed are later than November 2, 1889. This was particularly prevalent in smaller offices where the postmaster likely deferred the cost of a new postmarking device until the old one wore out.

The ultimate goal of this project is to take all of the installments that appear in *LaPosta*, incorporate updates provided by *LaPosta* readers, and compile them in book format. The final book will include much more information, such as postmaster compensation, postmasters, maps, and perhaps railway and steamboat markings (Yes! A few steamboat markings are known from Dakota Territory).

Additional information is needed! The success of an undertaking such as this depends largely on the willingness of other collectors to provide information. There is undoubtedly a substantial amount of material

that would make this catalog more complete, whether it be in the form of unreported markings or simple date extensions. Photocopies are the best way to verify new types and dates. Please send any and all updates to Mike Ellingson at the address listed above. In advance, thank you for your input!

The format chosen for the catalog is similar to cataloging efforts done on other Western states. The post offices and years of operation are listed for each office that was open during the territorial period. The Dike Postmark Code, described later in this article, is then listed for each known marking. Following the code are the dates of earliest and latest known usage for each type of postmark. The next field describes the killer type, if any, used with the postmark. (The 'cork' designation is a broad one, covering any type of cut, quartered, segmented, or other usage of a simple 'corklike' killer device). The notes field is reserved for any other information which may be necessary to describe the postmark.

This first county listing was compiled with information provided by Gordon Twedt, Gary Anderson, and the Author's collection. Also, Doug Wick provided access to Murray Pearce's substantial collection before it was dispersed. Tom Hayes also provided copies for this effort. Many thanks to these contributors. This project would not have been feasible without their cooperation.

### BARNES COUNTY, DAKOTA.

**Barnes County** is in the midst of the great wheat growing region of the Northwest, its center lying at Valley City, on the left bank of the Sheyenne River by the Northern Pacific Railroad. The county adjoins Cass County, in which are the well-known Cass, Cheney and Dalrymple farms. With the exception of the bottom lands of the Sheyenne, nine-tenths of the area of the county is upulating prairie, with a soil of black loam from 12 to 30 inches in depth, subsoiled by a yellow clay, capable in itself of growing wheat. This yellow clay is from 15 to 20 feet in depth and retains sufficient moisture to mature crops in the driest season. While the crop of 1878 was growing, no rain fell for nine weeks, yet the average yield of wheat per acre was 25 bushels, exceeding that of Cass County.

**Wood and Water.**—The amount of timber in the county is estimated at 25,000 acres. Beautiful lakes are numerous upon the prairie, and the Sheyenne River affords abundant mill power at several points. The purest water can be had anywhere upon the uplands at a depth of from 15 to 20 feet.

**Population.**—The resident population is now (January, 1879) 1,000. One year ago there were less than 100 settlers in the entire county. Valley City, the county seat, is beautifully located in the valley of the Sheyenne, at an important fall of the river. It has a good flouring mill, several stores, lumber yards, a hotel, livery stable, blacksmith shop, real estate and law offices. At intervals of 6 miles along the railroad, side-tracks are established, where elevators will be erected during the present year.

**Climate.**—The climate of Northern Dakota is one of the finest in the world. Malarial diseases are unknown, and the dry air of the prairie is greatly beneficial in cases of lung disease. The winters are clear and cold, and although the average winter temperature is slightly higher than that of New England or the Western States, the dry atmosphere renders the cold less severe than in those States. The summers are very warm, the mercury standing at 90° Fahrenheit for weeks together.

**Transportation.**—The Northern Pacific Railroad is in operation from Duluth, on Lake Superior, to Bismarck, on the Missouri, a distance of 400 miles, and it is now in process of extension to the Yellowstone. Owing to water transportation from Duluth to the Eastern market, wheat commands 10 cents more per bushel at Valley City than at any point in Southern Dakota, Kansas or Nebraska, and its quality (No. 1 hard) insures for it the highest market price.

**Government and Railroad Lands.**—In Barnes County there have been taken from the government by actual settlers, over 100,000 acres. Of railroad lands there have been sold over 250,000 acres. Of government lands an abundance yet remains for actual settlers, each settler who has not before taken land being entitled to 320 acres under the pre-emption and timber culture acts. Railroad lands can be had at low figures and on long time. A large immigration during the present year is certain.

An 1879 description of Barnes County on a cover originating out of Valley City.

Copyright 1997 by Michael W. Ellingson



## The Dakota Territory Postmark Classification System

The system utilized in the Dakota Territory listing is an adaptation of Dr. Sheldon Dike's work on his New Mexico territorial postmark catalog and later works done on other Western states. Major modifications have been made only in the state abbreviation keys. The Dike System, while seemingly complicated at first glance, is a flexible code which allows unique classification of almost all postmark types. Familiarity with the Dike System permits the visualization of a postmark without actually seeing the illustration. For a complete description, including illustrations, refer to the title by Richard Helbock, Classifying Postmarks: An Illustrated Guide to the Dike Postmark Code.

Note: Credit goes to Gordon Twedt for adapting the Dike System to the classification of North Dakota postmarks. A useful feature of this system is that it allows for expansion as varieties of postmarks are discovered. So, in essence, it is never really 'done'.

The Dike system consists of six parts or keys.

- I        The Basic Design
- II       The State Abbreviation
- III      Additional Design Features
- IV      The Date Type
- V       The Style Of Printing
- VI      The Diameter or Size

I. The Basic Design key is a letter, or group of letters, followed by a number. Letters in this key describe the shape the postmark, e.g., 'C' for circle, 'OV' for oval, and so forth. The number which follows the letters detail the exact form of the postmark, i.e., single circle, double oval, etc. Basic design keys used are as follows:

CO	A rimless circle, but no outline	OV21	Double oval outline
C1	Single plain circular outline	OV22	Double oval outline, outer oval toothed or geared
C2	Single plain circular outline with teeth or gears	OV31	Double oval, one inner, one outer, with lettering between
C21	Double-circle outline	OV41	Double oval outline plus inner oval
C22	Double-circle outline, outer circle toothed or geared	OC1	Single plain octagonal outline
C31	Double-circle, one inner, one outer, lettering between	OC4	Single plain octagonal outline, oblong shape
C32	Double-circle, outer circle toothed or geared	OC21	Double octagonal outline
C41	Double-circle outline plus inner circle	MS	Manuscript
C42	Double-circle outline plus inner circle, outer geared	SL	Straight-line with no borders
C51	Double-circle outline plus double inner circle	SLB	Straight-line with border described in 'notes'
OV1	Single plain oval outline	REG	Registry marking used as postmark
		EX	Express marking
		F	Fancy markings or unusual design described in 'notes'



II. The state abbreviation key consists of a letter representing one of the various postmark abbreviations of North Dakota. This letter appears in the code immediately following the basic design key. Letters assigned are as follows:

A	N.D.	J	D. TY.
B	N.DAK.	K	DAKOTA TERRITORY
C	NO.DAK.	L	DAK. TERR.
D	NORTH DAKOTA	M	DAKOTA, TER.
E	D.T.	N	MIN.
F	DAK. TER.	O	N. D. T.
G	DAK.	P	NOR. DAK.
H	DAKOTA	Q	DAKOTA T.
I	N.DAKOTA	R	NORTH DAK.

Where the state abbreviation is followed by an apostrophe ('), it means that the state abbreviation follows the town name in a clockwise, or left to right, manner in the postmark dial.

III. Additional design features are incorporated into the postmark code by assigning one of the following numbers which best describes the features. If such features exist, the number representing the feature immediately follows the state abbreviation code. Most postmarks do not have any of these features and thus do not have this particular field in their postmark code:

1	County name at the bottom	9	Postmaster's name or initials present
2	County name in a straight line	10	Maltese crosses appear in dial
3	County name on top	11	Stars or asterisks appear in dial
6	Registered at the bottom	12	Other features appear in dial
7	M.O.B. at the bottom	13	Decorative lines appear in dial
8	Received (Rec'd) at the bottom	17	Year at bottom

When more than one additional feature is present, each will be keyed and separated by a comma.

IV. The date type key consists of a letter and a number, with the letter abbreviations having the following meanings:

'M' = Month, 'D' = Day, 'Y' = Year, 'T' = Time.

A1	MD	T1	MDTY in any order arranged vertically
A3	MY	T2	Type T1, but with time missing, or bar
M1	MDY in manuscript	T3	Type T1, but with year missing
M2	MD in manuscript	T4	MDTY with time in outer circle
N1	MDY in any order arranged vertically	T5	MDTY with year in outer circle
N2	MDY with only the last two digits of the year	T6	(MD)TY with month and day on same line
N3	Type N1, with year missing	T7	(MD)TY with year outside the circle
N4	Type N1, with day missing	T8	(MD)TY with only last two digits of year.
N6	Type N1, with month missing	S1	MDY in horizontal line
N9	Type N1, month is given by number	S2	M.D.T. in horizontal line, date below

V. The style of the print is represented by a series of letters (B=Block, R=Roman, I=Italics, or M=Manuscript) to indicate the style of the print used in the name of the town, state, county or postmaster, and date respectively. Use of a single letter indicates all words use the same print style. A letter followed by an apostrophe (') indicates that the lower case letters were used for that word.

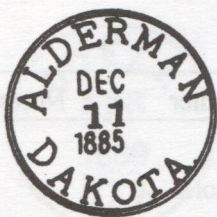
VI. The size of the postmark, in millimeters, is given immediately following the style of print. Postmark size may vary somewhat with the age of the device, thickness of ink, force with which applied, and so forth. Hence, measurements for the same postmarking device can easily vary 1/2 - 1 millimeter.



## Barnes County

Code	Earliest	Latest	Killer	Notes
<b>Abbotts (1880-1882)</b>				
<i>None Reported</i>				
<b>Alderman (1885-1902)</b>				
1 C21HN1R27.5	11 Dec 1885			
<b>Ashtabula (1882-1913)</b>				
<i>None Reported</i>				
<b>Barnes (1884-1901)</b>				
1 C1GN1B27	9 Apr 1887		cork	
<b>Binghamton (1884-1891)</b>				
1 C1GN1B27	14 May 1889		cork	
<b>Booth (1882-1884)</b>				
<i>None Reported</i>				
<b>Carlton (1879-1881)</b>				
1 C1HN1B29.5	2 Apr 1881		pen	
<b>Charlestown (1881-1881)</b>				
<i>None Reported</i>				
<b>Daily (1882-1908)</b>				
1 C21HN1R27	31 May 1887	19 Nov 1887	cork	
<b>Dazey (1884-Date)</b>				
1 C1E1N1B30.5	16 Jul 1884	13 Jul 1886	target	
<b>Eckelson (1882-1966)</b>				
1 C31HN1B32	3 May 1883	24 Mar 1890	cork	
<b>Ellsbury (1880-1900)</b>				
1 C21HN1R28	4 Aug 1883	5 Feb 1885	cork	
<b>Fisher (1883-1885)</b>				
<i>None Reported</i>				
<b>Gragreen (1881-1882)</b>				
<i>None Reported</i>				
<b>Hackett (1882-1891)</b>				
<i>None Reported</i>				
<b>Litchville (1886-Date)</b>				
1 C1GN1B27	5 Dec 1892	8 Jan 1894	target	
<b>Logan (1884-1886)</b>				
<i>None Reported</i>				
<b>Minnie Lake (1880/1906)</b>				
1 C1GN1B26.5	18 Feb 1888		target	

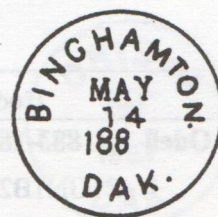




1



1



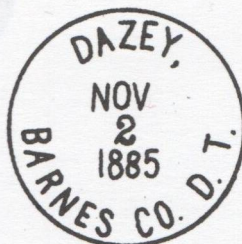
1



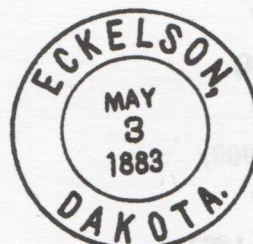
1



1



1



1



1



1



1









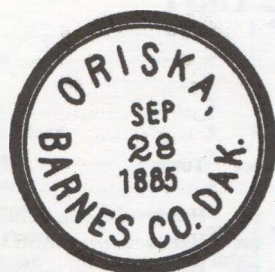
1



1



2

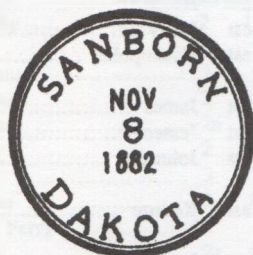


3

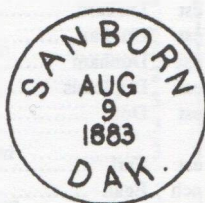
# ORISKA, DAK.



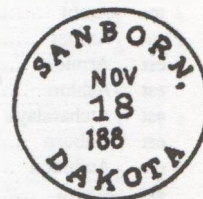
5



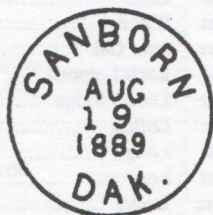
1



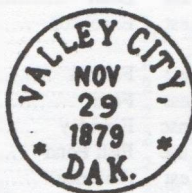
2



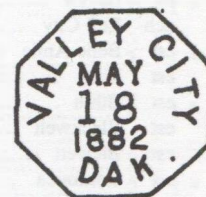
3



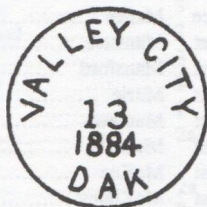
4



1



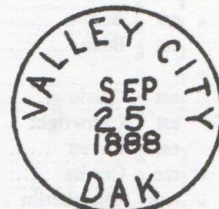
2



3



4



5



# POSTAL ARCHÆOLOGY ----- § ----- DIGGING FOR DOANES

By Charles Boubelik

Continued from June-July, 1997

## THE DAILY BULLETIN DOANE LIST

Table 10 continued

LOUISIANA, Alonzo - NORTH DAKOTA, Lamont

act	Town	Typ(+sub)-No.	act	Town	Typ(+sub)-No.	act	Town	Typ(+sub)-No.
LOUISIANA			est	Coldwater	3 1	est	Handy	2 1
est	Alonzo	2 1	nsc	Concession	3 1	nsc	Hanna	2a 1
nsc	Angie	3 2	est	Danville	2a 1	est	Hargis	2 1
est	Antonia	2a 1	est	Decatur	2 1	est	Harris	3bp 1 *
ree	Arabi	3 1 *	est	Dickard	2 1	est	Hayes	2 1
est	Archer	2 1 *	est	Dunbar	2a 1	nsc	Hessmer	2 2
est	Armide	2 1	nsc	Dunham	3 1	est	Holly	3 1
est	Ashton	2 1	est	Duplessis	3 1	est	Hydopolis	3bfg 1
est	Atchafalaya	3 1	est	Duty	2 1	est	James	2a 1 *
est	Auburn	3 1	est	Earl	3 1	est	Jessica	3 1
est	Audubon	2 1	nch	Egan	1 1	est	Johnson	2 1
est	Avard	3a 1	est	Elvie	3 1	est	Kedron	2 1
est	Bagdad	3 1	est	Emden	3 1	est	Laark	3 1
est	Bagley	2 1	est	Engelwood	3bfg 1	est	Lacache	3 1
est	Bancroft	3 1 *	est	Epney	3a 1	est	Landry	3 1
est	Barnett	3 1	est	Eudora	2 1	est	Lelia	2a 1
est	Baylor	2 1	est	Eular	1 1	est	Litroe	3bfg 1 *
nch	Bell City	2a 2	est	Excelsior	3bfg 1	ree	Live Oak	2
est	Belle Amie	2 1	est	Fatama	2 1	est	Loch Lomond	2 1
est	Betty	2a 1	est	Fern	3 1	est	Locust Ridge	2a 1 *
est	Bihm	2 1	nsc	Ferriday	2a 2	est	Lofton	2 1
est	Blackwell	3 1	nsc	Fish Pond	2 1	est	Long	2 1
est	Blewett	2 1	est	Florence	3 1	est	Lou	1b 1
est	Bonfouca	2 1	nch	Fluker	3 2	nsc	Lucky	3 2
ree	Bourg	2 1 *	est	Flynn	3 1	est	Ludington	2 1 *
est	Bunkerhill	3 1	nch	Folsom	2 1	est	Ludivine	2 1
est	Burch	2 1 *	est	Ford	2 1	est	Macland	3 1
est	Burnham	2 1	est	Fricke	3 1	ree	Magee	2
ree	Burrwood	2	est	Funston	3 1	est	Manistee	3 1
est	Burton	2a 1	est	Garden City	3bfg 1 *	est	Mansford	2 1
est	Bush	2 1	est	Gayle	2 1	est	Marie	3 1
est	Carrie	2 1	est	Genesee	3 1 *	est	Mathews	2a 1
est	Cartwright	2 1	est	Glasburg	3 1	est	McDade	2 1 *
est	Cavett	2 1	est	Gold Dust	3 1	est	McKee	3 1
ree	Cecilia	2	est	Gorum	3 1	est	McKinley	3 1 *
nch	Chamberlin	2a 4 *	est	Grambling	3 1	est	Miller	2 1
nsc	Chapman	2 1	nsc	Grand Bayou	3bfg 3	est	Millikin	2 1
est	Chase	3a 1	ree	Grand Ecore	2	est	Mink	3 1
est	Chickasaw	3 1	est	Haile	2a 1 *	nch	Mix	2 2
est	Cleora	2 1 *	est	Halcyon	2 1	nsc	Montpelier	2 1
est	Clover	2 1				est	Montz	2a 1
est	Coburn	1 1						



act Town Typ+(sub) No.

## LOUISIANA

est Moore ..... 2 1  
 est Mulberry ..... 3 1  
  
 est New Verda ..... 3 1  
 est Newlin ..... 3 1  
 est Ninock ..... 2 1  
 est Nocks ..... 1 1  
 est Nolia ..... 3a 1  
  
 est Ora ..... 3 1 \*  
 est Ossun ..... 2 1  
  
 ree Parker ..... 3  
 est Pecan Island ..... 3 1  
 ree Perkins ..... 3  
 est Pickett ..... 3 1  
 est Pierrepert ..... 3 1  
 nch Pine Prairie ..... 3bf 1 \*  
 nsc Powhatan ..... 3bfg 2  
 est Prichard ..... 2a 1  
  
 nsc Quebec ..... 2a 3  
 est Quimby ..... 2 1  
  
 ree Raccourci ..... 3  
 est Rambin ..... 2 1  
 nch Ramsay ..... 2a 1  
 est Remy ..... 2 1  
 est Rena ..... 3 1  
 est Rogers ..... 3 1  
 ree Rudd Ferry ..... 2  
 est Ruple ..... 2a 1  
  
 est Sadie ..... 2 1  
 est Sailes ..... 2a 1  
 est Salt ..... 3 1  
 est Sandy ..... 2 1  
 est Shady Grove ..... 2 1  
 est Shamrock ..... 2 1  
 est Shaw ..... 2a 1  
 est Shelburn ..... 2 1  
 ree Silverwood ..... 3  
 nsc Simms ..... 2 2  
 est Simon ..... 1 1  
 est Six Mile ..... 1 1  
 est Skidder ..... 2a 1  
 est Smith ..... 2 1  
 est Sojourner ..... 3 1  
 est Southwood ..... 3 1  
 est Stables ..... 3 1  
 est Standard ..... 2 1  
 est Stille ..... 2 1  
 ree Sun ..... 2a  
  
 est Taft ..... 2a 1  
 est Talla Bena ..... 2a 1  
 est Thaxton ..... 2a 1  
 est Thornwell ..... 2 1 \*  
 est Tiger ..... 2 1 \*  
 est Tobin ..... 2 1  
 est Togo ..... 2a 1  
 est Topsy ..... 2 1  
 nch Transylvania ..... 2b 3 \*

act Town Typ+(sub) No.

## MAINE

est Trout ..... 2a 1  
 est Tucker ..... 2 1  
  
 est Veneer ..... 2a 1  
 est Viola ..... 2a 1  
 ree Vowells Mill ..... 2b 1 \*  
  
 ree Warner ..... 3  
 est Water Valley ..... 2 1  
 est Watizit ..... 3 1  
 est Westdale ..... 2a 1  
 est Wham ..... 3a 1  
 est Whitford ..... 3 1  
 est Whittington ..... 2 1  
 est Wilbert ..... 2 1  
 est Wilda ..... 2 1  
 est Wilmer ..... 3 1 \*  
 est Woodlawn ..... 3 1  
 est Wynnville ..... 3bfg 1  
  
 ree Allens Mills ..... 2 1 \*  
 nsc Ayers ..... 3 2 \*  
 est Carry Pond ..... 3 1 \*  
 est Chamberlain ..... 3 1 \*  
 ree Charlotte ..... 2 \*  
 est Cleveland ..... 3 1 \*  
 est Dickey ..... 3 1 \*  
 est Dirigo Island ..... 3 1 \*  
  
 est East Sherman ..... 2 1 \*  
 est Fort Kent Mills ..... 3 1  
 ree Goodrich ..... 2 1 \*  
 nch Grant Farm ..... 3 1 \*  
 est Highisle ..... 2 1 \*  
 nch Hinckley ..... 2 4  
  
 nch Jefferson ..... 3bf 4 \*  
 est Jewell ..... 2 1  
 est Jordan ..... 2 1  
 est Macy ..... 2 1 \*  
 est Matagamon ..... 2 1 \*  
 est Michael ..... 2 1  
 ree Milo Junction ..... 3bfg 1 \*  
 est Morison ..... 2 1 \*  
  
 nch North Mariaville ..... 2 1 \*  
 est Rawson ..... 3bf 1 \*  
 est Round Mountain ..... 3 1 \*  
 est Sebec Lake ..... 2 1 \*  
 est Selden ..... 2 1 \*  
 est Soldier Pond ..... 2 1 \*  
 ree South Windsor ..... 2  
 est Sprague ..... 2 1  
 est Square Lake ..... 3 1 \*  
 nch Starboard ..... 2 1 \*  
 est Sugar Island ..... 3 1 \*  
  
 est Trefethen ..... 2a 1 \*  
 nch West Enfield ..... 2 6  
 est Westfield ..... 2 1 \*  
 nch Woodland ..... 3bf 1 \*

act Town Typ+(sub) No.

## MARYLAND

ree Atholton ..... 1  
 est Awman ..... 3 1  
  
 est Beachville ..... 2 1  
 ree Blue Mountain ..... 3bfg m  
 est Braddock Heights ..... 3 1 \*  
 ree Burkittsville ..... 2 1 \*  
  
 est Champ ..... 2 1  
  
 nch Detour ..... 3 2 \*  
  
 est Eccleston ..... 3 1 \*  
 nch Elk Mills ..... 2 1 \*  
  
 ree Fair Play ..... 2 1 \*  
 est Fike ..... 3 1  
  
 est Harold ..... 2 1  
 est Helen ..... 2 1  
 est Hinebaugh ..... 2 1  
  
 ree Jefferson ..... 2 1 \*  
 ree Johnsville ..... 2 1 \*  
  
 nch Kendall ..... 1 3  
 est Kitzmillerville ..... 3 1 \*  
  
 nch Lanham ..... 2 2  
 est Love Point ..... 3 1  
  
 ree Manchester ..... 3 1 \*  
 nch Marydel ..... 3bf 4 \*  
 est McCoolle ..... 2 1 \*  
 ree Millstone ..... 3  
 est Mount Rainier ..... 2b 1 \*  
  
 est National ..... 2 1 \*  
  
 est Oraville ..... 2 1 \*  
  
 ree Parsonville ..... 2  
 ree Petersville ..... 2 1 \*  
 est Pivot ..... 3 1  
 ree Pleasant Hill ..... 2 1 \*  
 est Portobello ..... 2 1  
  
 est Rankin ..... 2 1  
 nch Reids Grove ..... 3 1 \*  
 est Rison ..... 3 1  
 ree Roxbury ..... 3 1 \*  
 est Rumbley ..... 2 1  
  
 est Spring Gap ..... 2 1  
 est Stoyer ..... 2 1 \*  
 est Sutton ..... 2 1 \*  
 est Swallow Falls ..... 2 1  
  
 est Thomas ..... 2 1  
 est Tylerton ..... 2 1  
  
 ree Unionville ..... 2 1 \*



act Town Typ(+sub)-No.

## MARYLAND

est Wilburn ..... 3 1 \*

## MASSACHUSETTS

est Bradstreet ..... 2 1 \*

ree Crow Point ..... 2 1 \*

est Darby ..... 2 1 \*

est South Barre ..... 2 1 \*

nch Woronoco ..... 2 6

## MICHIGAN

nch Afton ..... 3 1

est Alfred ..... 2 1 \*

est Alicia ..... 2 1 \*

est Aloha ..... 2 1 \*

est Alvin ..... 3 1 \*

est Arbutus ..... 2 1 \*

est Arva ..... 2 1 \*

est Birch ..... 3 1 \*

est Bomanville ..... 3 1 \*

est Bryan ..... 3 1

est Buckley ..... 3 1

est Bunyea ..... 2 1

est Charles ..... 3 1 \*

est Cole Creek ..... 2 1 \*

nch Comstock Park ..... 3 3

est Cornwell ..... 3 1 \*

est Crew ..... 2 1 \*

est Curtis ..... 3 1 \*

est Cusino ..... 3 1 \*

nch Demmon ..... 3 4

est Dick ..... 2 1 \*

ree Dollaryville ..... 2 1 \*

est Dow ..... 2 1 \*

est Dryburg ..... 2 1 \*

est Emery Junction ..... 2 1

nch Faithorn ..... 2 3 \*

est Felch ..... 3 1

est Forward ..... 2 1

ree Fouch ..... 2

nch Franklin Mine ..... 2b 5 \*

nch Garnet ..... 2 4

ree Garth ..... 3 1 \*

est Gay ..... 2 1

est Glenmere ..... 2 1 \*

nch Gordonville ..... 3 2

est Gourley ..... 3 1 \*

est Granite Bluff ..... 2 1 \*

est Green ..... 2 1 \*

est Haff ..... 2 1 \*

est Hallock ..... 3 1

nch Hamtramck ..... 3 2 \*

est Hardluck ..... 2 1

ree Harlan ..... 3

est Homestead ..... 3 1 \*

act Town Typ(+sub)-No.

nch Hopkins ..... 3 8

est Ingleside ..... 2 1 \*

est Jenney ..... 1 1

est Kates ..... 3 1 \*

est Kenneth ..... 1 1 \*

est Kneeland ..... 3 1 \*

est Kreetan ..... 3 1

est Leelanau ..... 3 1

ree Little Harbor ..... 3

est Loxley ..... 2 1 \*

est Lyle ..... 2 1

est Mangum ..... 2 1

est Markey ..... 3 1 \*

ree Merlebeach ..... 2a 1 \*

est Montreal ..... 1 1

est Nagel ..... 2 1 \*

est Palatka ..... 3 1 \*

ree Pansy ..... 3

est Petrel ..... 2 1

est Point Catosh ..... 2 1

nch Ralph ..... 2 2

nch Ramona ..... 2 1

est Riley ..... 2 1 \*

est Riverbank ..... 2 1 \*

est Rockview ..... 2 1

est Rust ..... 2 1

nsc Saint Jacques ..... 2 3

est Schomberg ..... 2 1 \*

est South Range ..... 2 1

est Steuben ..... 1 1 \*

est Sugar Rapids ..... 3 1 \*

est Swanson ..... 3bf 1 \*

est Thelma ..... 3 1

est Thorice ..... 2 1 \*

est Toivola ..... 2 1 \*

est Tyoga ..... 3 1 \*

est Verona ..... 3 1 \*

est Vesper ..... 2 1 \*

nch Walhalla ..... 2 2 \*

nch West Highland ..... 3 1

ree Witbeck ..... 3 1 \*

est Wood ..... 3 1 \*

est Woodlawn ..... 2 1

MINNESOTA

est Almora ..... 2a 1 \*

nsc Alvarado ..... 3bf 1 \*

est Alwood ..... 2a 1 \*

est Angora ..... 2 1

est Anstad ..... 3bfg 1 \*

est Anton ..... 2a 1 \*

est Arnesen ..... 2 1 \*

act Town Typ(+sub)-No.

est Arrow ..... 2 1

est Ashawa ..... 1 1

est Aure ..... 2 1 \*

est Aurora ..... 1 1

est Ballclub ..... 2 1 \*

est Balsam ..... 2 1 \*

est Baltic ..... 2 1 \*

est Bates ..... 2 1

est Bear River ..... 2 1 \*

est Bede ..... 2 1

est Bejou ..... 3 1 \*

est Bement ..... 2 1 \*

est Bengal ..... 2 1 \*

est Benwood ..... 2a 1 \*

est Bergville ..... 2 1 \*

est Berner ..... 3 1 \*

nch Big Falls ..... 3 1 \*

est Birchdale ..... 3 1

est Blix ..... 2 1

est Bloomwood ..... 1a 1

est Bovey ..... 2 1

est Brager ..... 2 1 \*

nsc Bronson ..... 2a 2 \*

est Brunkeberg ..... 2 1 \*

nch Callaway ..... 2 1 \*

est Calloway ..... 2 1

est Candor ..... 2 1 \*

est Canyon ..... 2 1

est Caribou ..... 3 1 \*

est Carlos ..... 2 1 \*

nch Catlin ..... 2a 1

ree Centergrove ..... 2

est Charlesville ..... 2b 1

est Cisco ..... 2 1

est Coates ..... 2 1 \*

est Colechester ..... 2 1

est Colony ..... 2 1

est Copas ..... 3b 1 \*

est Corbin ..... 3 1

est Cotton ..... 3 1 \*

nch Cove ..... 3bf 1

nch Crystal Bay ..... 3 3 \*

est Decoy ..... 2 1

est Delft ..... 2a 1

est Drewes ..... 2a 1 \*

est Drexel ..... 1 1

est Duane ..... 2a 1 \*

ree Dudley ..... 2

est Dunowen ..... 3bfg 1 \*

est Duquette ..... 3bfg 1 \*

est Dykeman ..... 2 1 \*

est Effie ..... 2a 1

nch Elden ..... 2a 1

est Ellson ..... 2a 1 \*

est Elmer ..... 3 1

est Elsie ..... 3 1

est Erie ..... 3a 1 \*

est Estherville ..... 2 1

est Fairbanks ..... 2 1 \*

est Fernhill ..... 3 1 \*



act Town Typ+(sub) No.

## MINNESOTA

est Finn ..... 3 1  
 est Firman ..... 2 1 \*  
 est Forada ..... 2 1 \*  
 est Forbes ..... 3 1  
 est Forsyth ..... 2 1 \*  
 est Fowlds ..... 3 1 \*  
 est Frontier ..... 2 1 \*  
  
 nch Gemmell ..... 2 1  
 est Glasspool ..... 3 1  
 est Goldenrod ..... 2 1 \*  
 est Gordon ..... 2 1 \*  
 est Gowan ..... 3 1  
 est Graceton ..... 2 1  
 est Grainwood ..... 3 1  
 est Granfalls ..... 3 1  
 est Grant ..... 2a 1 \*  
 est Gunder ..... 2 1  
  
 est Hackett ..... 3 1  
 nsc Halma ..... 2 1 \*  
 est Hamre ..... 2 1  
 est Hanson ..... 1 1  
 est Haugen ..... 2 1  
 est Hazel ..... 2 1 \*  
 ree Hedin ..... 3  
 est High Landing ..... 2 1 \*  
 est Hilda ..... 3 1  
 est Hines ..... 2 1 \*  
 est Hulda ..... 2a 1  
  
 nch Inez ..... 3 1 \*  
 est Island Lake ..... 3 1  
  
 est Jelle ..... 2 1 \*  
 est Jewett ..... 3 1 \*  
 est Juneberry ..... 2 1 \*  
  
 nch Karlstad ..... 2a 1 \*  
 est Keewatin ..... 3 1 \*  
 est Kelliher ..... 1b 1 \*  
 est Klingville ..... 2 1  
 ree Klondike ..... 2  
 est Kolb ..... 2 1  
 est Kratka ..... 2 1 \*  
 est Kuehnel ..... 2 1 \*  
  
 est Lake Alice ..... 2 1 \*  
 ree Lake Sarah ..... 2  
 nch Lakenetta ..... 2 1  
 nsc Lancaster ..... 2a 1 \*  
 est Lanerow ..... 1 1 \*  
 est Lavinia ..... 3 1 \*  
 est Lindford ..... 2 1 \*  
 est Little Marais ..... 3 1 \*  
 est Littlepine ..... 3 1  
 est Loerch ..... 2 1 \*  
 est Long Siding ..... 1 1  
 est Longfellow ..... 1 1 \*  
 est Longville ..... 2 1 \*  
 nch Lorne ..... 2 1 \*  
 est Louis ..... 2a 1 \*  
 est Lude ..... 2 1

act Town Typ+(sub) No.

nsc Mahnommen ..... 2a 1 \*  
 nch Mahtomedi ..... 2 2  
 est Malcolm ..... 2a 1 \*  
 nch Manitou ..... 2 1  
 est March ..... 3 1 \*  
 est Marcus ..... 2 1  
 est Margie ..... 2 1 \*  
 est Max ..... 3 1 \*  
 ree McHugh ..... 2 1 \*  
 est McPhail ..... 2 1 \*  
 est Meadowbrook ..... 2 1  
 est Middle River ..... 2 1 \*  
 nch Minnie ..... 3 1  
 ree Moose Island ..... 2  
  
 est Naset ..... 2 1  
 est Newhaven ..... 3 1  
 ree Newhouse ..... 2 \*  
 est Nokay ..... 2 1 \*  
 ree Norman ..... 2 1 \*  
 est Nymore ..... 2a 1 \*  
  
 est Ogema ..... 3 1 \*  
 est Olander ..... 3 1  
 est Oran ..... 2 1 \*  
 est Orchid ..... 2 1  
 est Orheim ..... 2 1 \*  
 nsc Orleans ..... 2 1 \*  
 nsc Oslo ..... 2 1 \*  
 est Oylen ..... 3 1 \*  
  
 est Payne ..... 2a 1 \*  
 est Perrault ..... 2 1  
 est Pitt ..... 2 1  
 est Plummer ..... 2 1 \*  
 est Pontoria ..... 2 1  
 est Popple ..... 3 1 \*  
 ree Portage ..... 1  
 nch Proctor ..... 2 5  
 est Puposky ..... 3 1  
  
 ree Quamba ..... 3bfg 1 \*  
  
 est Radium ..... 3 1 \*  
 est Radny ..... 2 1 \*  
 est Raether ..... 2 1  
 est Randen ..... 2 1 \*  
 est Raritan ..... 1 1  
 est Rebedew ..... 2 1  
 est Remer ..... 2 1 \*  
 est Rhoda ..... 2 1  
 est Richville ..... 2 1  
 est Rucker ..... 3bf 1 \*  
 est Rudell ..... 3 1  
 est Rusten ..... 2a 1  
  
 est Salo ..... 2 1  
 est Saum ..... 2 1 \*  
 nch Savage ..... 2 3 \*  
 est Schoolcraft ..... 2 1 \*  
 nsc Seavey ..... 2 1 \*  
 est Sellwood ..... 3 1  
 est Sewell ..... 1 1  
 ree Shoreham ..... 3 1 \*

act Town Typ+(sub) No.

est Shotly ..... 2 1 \*  
 est Skramstad ..... 2 1  
 nch Southshore ..... 2 2  
 est Spatten ..... 2a 1 \*  
 est Sprucedell ..... 2 1  
 est Stonehouse ..... 2 1  
 est Stoner ..... 2a 1  
 est Strathcona ..... 2a 1 \*  
 est Strole ..... 2 1 \*  
 est Sullivan ..... 2 1 \*  
 est Sunbeam ..... 3 1  
 est Swanburg ..... 2 1  
 est Swatara ..... 2a 1  
 est Swift ..... 2 1 \*  
  
 ree Tabor ..... 3  
 nch Theilman ..... 2a 3 \*  
 est Thor ..... 2a 1 \*  
 est Thorhult ..... 3 1 \*  
 est Togo ..... 3 1 \*  
 est Tomsonite ..... 3 1  
 est Turpville ..... 3 1  
 nch Tuxedo ..... 2 1  
  
 est Ude ..... 2 1  
 est Urbank ..... 2 1  
  
 est Velzora ..... 2 1  
 nch Vergas ..... 3bfg 1 \*  
  
 est Wabana ..... 2 1 \*  
 est Wendt ..... 2 1 \*  
 est Westbury ..... 2 1  
 est Whiteford ..... 2 1  
 est Wildwood ..... 3 1  
 est Winnibigoshish ..... 3 1  
 est Wirt ..... 2 1 \*  
 est Woolnough ..... 3bfg 1 \*  
  
 est Zerkel ..... 2 1  
  
 MISSISSIPPI  
 est Abner ..... 2 1  
 est Absalom ..... 3bfg 1  
 est Addie ..... 2a 1  
 est Agatha ..... 3 1  
 est Alcorn ..... 3bfg 1  
 est Aline ..... 2a 1  
 est Almo ..... 2 1  
 est Alton ..... 3 1  
 est Altus ..... 3a 1  
 est Anchor ..... 3 1  
 ree Anderson ..... 2a  
 ree Anvil ..... 2  
 nch Arbo ..... 2a 1  
 nsc Ark ..... 3a 1  
 est Arline ..... 3 1  
  
 est Balucta ..... 2a 1  
 est Banks ..... 2 1  
 est Battle ..... 3 1  
 ree Bedford ..... 3  
 nch Belden ..... 2 2  
 ree Berryville ..... 2



act	Town	Typ(+sub)-No.	act	Town	Typ(+sub)-No.	act	Town	Typ(+sub)-No.
<b>MISSISSIPPI</b>								
est	Bertram	2 1	est	Durham	1b 1 *	est	Igo	2 1
est	Beth	3 1	est	Dutch	2 1	nch	Ipsa	2a 1
est	Bigblack	2 1	est	Earlyville	2 1	est	Ireland	2 1
est	Biggers	2 1	est	Edda	3a 1	est	Irene	3a 1
ree	Blackburn	3	est	Elf	2 1	est	Iris	2a 1
est	Blaine	2 1	est	Elm	2 1	ree	Jerome	2
est	Blakeney	2 1	est	Elvira	2 1	est	Jersey	3 1
est	Blue Lake	2 1	nch	Enid	2 4			
est	Bodga	2 1	est	Esiole	1 1	est	Katzenmeyer	2 1
est	Bordeaux	3 1	est	Essex	2 1	est	Keirn	2 1
est	Breedlove	2 1	est	Eukaba	2 1	est	Keith	2 1
est	Brewer	2 1	est	Eula	2 1	est	Kentarkey	2 1
est	Briscoe	2a 1	est	Expose	3 1	est	Kenzie	3 1
est	Bryant	3 1	est	Extra	2a 1	est	Kioto	2 1
ree	Buckhorn	2a	est	Fair	2 1	est	Kirk	3bfg 1
ree	Bunker Hill	3	est	Falcon	2 1	est	Klein	2 1
ree	Bunker Hill	2	ree	Flowerree	2	est	Kodol	2 1
est	Burkett	3 1	est	Flowers	3 1			
nch	Burnside	3 1	est	Fortinberry	3 1	est	Lacewood	2 1
est	Busey	2 1	est	Foster	3 1	nch	Lake Cormorant	2 3
est	Bush	2 1	est	Frazier	2a 1	nch	Lambert	2 1
est	Byrd	2 1				ree	Lameta	2
			est	Gandsi	2a 1	est	Lamkin	2a 1 *
est	Cam	2 1	est	Gant	2a 1	est	Langston	2 1
est	Carnes	2 1 *	ree	Garcia	2	est	Lantrip	2 1
est	Carter	3 1	est	Gavin	2 1	est	Lapanto	2 1
est	Cassels	3 1	est	Geddie	3 1	est	Latimer	3 1 *
ree	Cedars	3	est	Giano	2a 1	est	Lay	3 1
est	Celie	2 1	est	Gin	2 1	est	Leah	1 1
est	Chancy	2a 1	ree	Glade	2	est	Leedo	3a 1 *
est	Charm	2 1	est	Glading	2 1	est	Leeke	2 1 *
est	Cheraw	3 1	est	Glancy	2 1	est	Lehi	2 1
est	Chewalla	2 1	nch	Glen	2 1 *	est	Lela	2 1
est	Chism	2 1	nch	Gluckstadt	3 1	ree	Leonina	2
est	Chritton	2 1	est	Goodluck	2 1	est	Lessley	2 1
nch	Chunky	2 3	ree	Goza	2	est	Lilac	2a 1
nch	Claremont	2 1	est	Graceland	3 1	est	Lines	2 1
est	Clarion	2 1	ree	Grafton	2	est	Locopolis	2 1
est	Claude	3 1	est	Grande	2 1	est	Locust	2 1
est	Cloud	1 1	est	Grandee	2 1	est	Lodabar	2a 1
nch	Clyde	2 2	est	Gregory	3 1	est	Logan	2 1
nch	Como	3 8	ree	Griffin	3	ree	Lois	2
est	Cork	2 1	est	Grimsley	2 1	est	Longstreet	3 1
est	Coulter	2 1	est	Groveton	3 1	est	Loper	3 1
est	Craft	2a 1	est	Gulf	3 1	est	Lost Lake	3 1
est	Creek	2a 1				ree	Low	3
est	Crottstown	2b 1	est	Hally	3 1	est	Lucas	3 1
est	Crumps	3bfg 1	est	Haney	2a 1	est	Lucky	2 1
est	Cude	3 1	est	Harbour	3 1	est	Lum	3 1
est	Cuffy	2 1	ree	Hartman	2			
			est	Harvey	2 1	est	Maclin	3 1
est	Dalen	2 1	nch	Harworth	2 1	ree	Mada	2
nsc	Dancy	2a 1	nsc	Hathorn	3 1	est	Madras	3bfg 1
ree	Delmar	2	ree	Hazel	2	ree	Manning	3
est	Dentis	2 1	ree	Heater	3	ree	Marathon	3
est	Dewey	3 1	nch	Highlandale	2 7	est	Marie	2a 1
est	Dick	2a 1	nsc	Holly Bluff	3 1	est	Markette	3 1
est	Dinsmore	2a 1	ree	Homestead	2	est	Mason	3 1
est	Divide	2 1	ree	Hoskin	2	est	Mate	2 1
ree	Dolphin	1	est	Huff	3a 1	est	Maurine	2a 1
est	Donna	2 1	est	Huntlo	1 1	ree	May	2
est	Dowell	2 1	est	Huxford	2 1 *	nch	McAnerney	2a 3
est	Duncandale	2 1	ree	Huxford	3	nch	McCarley	3bfg 1
						est	McCoy	2 1



act	Town	Typ+(sub) No.	act	Town	Typ+(sub) No.	act	Town	Typ+(sub) No.
<b>MISSISSIPPI</b>			nch	Slayden	2a 1	est	Arditta	2a 1
est	McRae	2 1	est	Snaves	3 1	est	Argyle	2 1
ree	Meads	1	est	Snell	2 1	ree	Arp	3
est	Melba	2 1	est	Sorin	3 1	est	Arroyo	2 1
est	Mesa	3 1	est	Southern	3bfg 1	est	Atteberry	2 1
est	Millview	1b 1 *	est	Spitzer	2 1	ree	Auburn	2
est	Mohoba	2 1	est	Stokely	2 1	ree	Ballwin	2
est	Mollie	3 1	est	Storm	2 1	est	Barnhart	2a 1 *
nsc	Moss	2 1	est	Story	2 1	ree	Bartlett	2
nch	Muldrow	3 1	nsc	Stratton	3 1	est	Bertha	2 1
nch	Mussacunna	2 1	est	Streater	3 1	est	Birdsong	3 1
est	Napanee	2a 1	est	Strengthford	2 1	ree	Black Jack	2
est	Navina	2 1	est	Stringtown	3 1	est	Blunt	2 1
est	Neshoba	3 1	est	Sunshine	2 1	est	Boekerton	2a 1 *
est	Neville	3 1	est	Surry	2 1	est	Bowman	3 1
est	New	2 1	est	Symonds	2 1	est	Brame	2 1
est	New Augusta	1a 1 *	est	Taft	3 1	nsc	Branson	2 1
est	Newhebron	2a 1	est	Tenmile	2 1 *	ree	Branum	1
est	Nita	2 1	est	Tibbs	2a 1 *	ree	Brawley	2
est	Nutbank	3 1 *	est	Tibbs	2a 1 *	est	Brickley	3 1 *
est	O'Reilly	2a 1	est	Tie Plant	3 1	nch	Brittian	2 1
ree	Oldtown	1b	est	Tim	3 1	est	Broadwater	2 1
nch	Paradise	3 1	est	Timberville	2 1	est	Buell	2 1 *
est	Paul	3a 1	est	Togo	3 1	ree	Cainby	2a
est	Pearlhaven	2 1	est	Topsy	3 1	est	Calvey	2a 1
nch	Pecan	2a 1 *	est	Trade	3 1	est	Canady	2 1 *
est	Peoria	2a 1	ree	Tribbett	2	est	Canalou	2a 1
est	Percon	3 1	est	Tribble	2 1	est	Caney	3 1
est	Perks	3 1	est	Tubal	2 1	est	Cartmell	1 1 *
nsc	Pineview	3 1	est	Twins	2 1	est	Chaffee	3 1 *
est	Pink	3 1	est	Uriel	3 1	est	Chance	2 1
ree	Poe	3	est	Venice	2 1	est	Cicero	1 1
nch	Pope	2 3	est	Vestry	2 1	ree	Clayton	2a 1 *
est	Press	2a 1	nch	Vex	3 1	est	Clifford	2a 1
est	Priscilla	2a 1	est	Victor	2 1	est	Clio	3 1
nch	Rawles Springs	2 2	est	Vidalia	2a 1	est	Cooksey	3 1 *
ree	Raworth	2 1 *	est	Vinnie	3 1	est	Cordoreva	3 1
est	Rea	3a 1	est	Walkiah	2 1	est	Crusher	2 1
est	Reddoch	2 1	est	Wall	2 1	ree	Czar	2 1 *
nsc	Reuben	2a 1	est	Waltonia	3 1	nch	De Camp	3 1 *
est	Richey	3 1	est	Westonia	2 1	est	Denton	2 1
est	Ringold	2 1	est	Wicker	3 1	est	Dickey	2 1
nch	Roberts	2 1	nch	Wilczinski	2b 2	nch	Diggins	2 1 *
est	Rose	2 1	est	Wiley	2 1	est	Dimock	3 1
est	Rosine	2 1	nch	Winborn	2a 1	est	Dirk	3 1 *
est	Roundaway	3 1	est	Woodruff	2 1	est	Dolphin	3 1
est	Rounsaville	2b 1	est	Woodside	3bfg 1	est	Douglas	2 1
est	Ruckerville	3 1	est	Wooldridge	2a 1	est	Draten	2a 1
est	Sadie	3 1 *	ree	Worth	2	est	Durnell	3 1
est	Salona	2 1	ree	Zion Hill	3 1 *	est	Eaglette	2a 1
ree	Sapa	1	<b>MISSOURI</b>			ree	East Bonne Terre	3
ree	Savage	1	est	Abesville	3 1 *	nsc	Effingham	2 1
est	Sayle	2a 1	est	Ada	2 1	est	Elijah	3 1
est	Seitz	2 1	ree	Afton	3 1 *	est	Elva	3 1
est	Sherlock	3 1	nsc	Aid	2 1 *	nsc	Ethlyn	2 1 *
nsc	Shipman	3 2	est	Algire	2 1	nch	Etterville	2 1 *
est	Shraderville	2b 1	est	Allbright	3 1 *	est	Eudy	3a 1
est	Shute	2 1	est	Ameera	1 1	est	Eugene	2a 1 *
nch	Silver City	2 4	est	Arab	3 1 *	nch	Faro	3 1
						ree	Ferguson	2a 1 *



act Town Typ(+sub)-No.

## MISSOURI

ree Florissant ..... 2 1 \*

est Flynn ..... 1 1

est Folk ..... 2 1

nch Fontella ..... 2 1

est Fordham ..... 3 1

est Fornfelt ..... 2 1 \*

est Frankclay ..... 2a 1

est Furr ..... 2 1

nch Gads Hill ..... 3 2

est Ganter ..... 2a 1 \*

est Garfield ..... 2 1

ree Garland ..... 2a

ree Gifford ..... 2a 1 \*

est Gipsy ..... 2 1

ree Glenn ..... 2

est Glenrock ..... 2 1

est Globe ..... 2 1 \*

est Goodloe ..... 3 1

est Graceland ..... 2 1

est Gretna ..... 3bfg 1

est Hadsell ..... 3 1

est Halcyon ..... 2 1

est Havana ..... 2a 1

ree Headquarters ..... 3

est Hebron ..... 3 1 \*

est Heppner ..... 3bf 1 \*

est Hilberton ..... 2 1

ree Hilda ..... 2 1 \*

est Hilderbrand ..... 2 1 \*

nch Hilo ..... 3 1

est Hixon ..... 2 1

est Hoberg ..... 3b 1 \*

nsc Hoecker ..... 2 1

est Hollister ..... 2 1

est Holman ..... 2 1

est Howards Ridge ..... 2 1

est Huckaby ..... 2 1 \*

est Hulda ..... 2 1 \*

ree Hunter ..... 2

ree Huntingdale ..... 2

ree Hurley ..... 2

est Hyman ..... 2 1 \*

est Ilasco ..... 2 1

est Illmo ..... 2 1

est Ionia ..... 2 1 \*

ree Iron Mountain ..... 3 1 \*

est Jack ..... 3a 1 \*

nch Jerico Springs ..... 2 7

est Jody ..... 2 1 \*

est Jordan ..... 3 1 \*

est Judge ..... 2 1 \*

est Kaiser ..... 2 1

est Keltner ..... 2 1

est Kerens ..... 1 1

est Kime ..... 2a 1

est Kinderpost ..... 3 1

est Kinserlow ..... 2 1 \*

est Krallman ..... 2 1

act Town Typ(+sub)-No.

est Kye ..... 3 1

est Lacon ..... 3 1

est Lamb ..... 2a 1

est Lane ..... 2 1 \*

est Larussell ..... 2 1 \*

est Leader ..... 2 1

nch Leadwood ..... 3 2 \*

est Lena ..... 3 1

est Liebig ..... 2 1

ree Lindley ..... 2

ree Lonejack ..... 2 1 \*

est Loop ..... 3 1

est Loring ..... 2 1 \*

est Louisa ..... 2a 1

est Macy ..... 2 1

est Malone ..... 2 1

est Mammoth ..... 1 1

ree Manchester ..... 2a 1 \*

est Maple ..... 1 1

ree Maples ..... 1b

est Marco ..... 2 1

est Marcoot ..... 3 1

est Marvin ..... 2 1

ree Mattese ..... 2

est McBride ..... 2 1 \*

est McCabe ..... 3 1

est McGee ..... 3 1

est McGinty ..... 3 1

est McGuire ..... 2 1

est McMullin ..... 2b 1

est Medford ..... 3 1 \*

ree Mehlville ..... 2

est Melzo ..... 3a 1 \*

est Menfro ..... 2 1 \*

est Metalbound ..... 2 1

nch Mineral Spring ..... 3 2

est Minimum ..... 2 1

est Mistletoe ..... 3 1

est Montague ..... 2a 1

est Moral ..... 2a 1

est Nancy ..... 2 1

ree Nesbit ..... 2

est New Grove ..... 2 1 \*

est New Truxton ..... 2a 1 \*

est Newstover ..... 2 1

ree Normandy ..... 2

ree Nursery ..... 2a 1 \*

est Oasis ..... 3a 1

est Osaka ..... 3 1

ree Oskaloosa ..... 3 1 \*

est Oswego ..... 2a 1

est Otley ..... 2 1

nch Oxly ..... 2a 3 \*

est Pack ..... 2 1

est Pillman ..... 2 1

est Pinedale ..... 3 1

est Pinegrove ..... 3 1 \*

est Pinkston ..... 3 1

est Potts ..... 3a 1 \*

est Powe ..... 2a 1

act Town Typ(+sub)-No.

est Purcell ..... 3 1 \*

nch Rayborn ..... 2a 1

nch Reeds Spring ..... 2a 2 \*

est Rembert ..... 2a 1 \*

est Restful ..... 3bf 1 \*

nch Reynolds ..... 3 1

est Richville ..... 3bfg 1

est Risco ..... 1b 1

est Roe ..... 2 1

est Royal ..... 2a 1 \*

est Ruegg ..... 3 1

est Rueter ..... 3 1

est Rushcreek ..... 3 1

est Ryors ..... 3 1 \*

est Sample ..... 3 1

est Sampson ..... 2 1 \*

ree Sappington ..... 2a 1 \*

est Schumer Springs ..... 3 1 \*

est Selma ..... 2 1

ree Selsa ..... 2

est Shinkle ..... 2a 1 \*

est Shook ..... 2 1

est Signal ..... 2 1

est Sisco ..... 2 1

ree Slagle ..... 2

est Slinkard ..... 3 1

est Southard ..... 3 1 \*

ree Stancil ..... 3

est Star ..... 2 1

est Story ..... 2 1

nch Stover ..... 2a 1 \*

est Strain ..... 2 1 \*

est Sudheimer ..... 3bfg 1 \*

est Sugar Creek ..... 2 1

nch Tacoma ..... 2 1

est Taft ..... 2a 1 \*

est Talmage ..... 2 1 \*

est Tate ..... 2 1

est Teresita ..... 2 1 \*

est Tiff ..... 2 1

est Toppertown ..... 3 1

est Townley ..... 2a 1 \*

est Tralaloo ..... 2 1

est Triumph ..... 3 1 \*

est Trowel ..... 3 1

est Turtle ..... 3bfg 1 \*

ree Ulam ..... 2

est Unis ..... 3 1

est Valleyknob ..... 2 1

ree Varvel ..... 2 1 \*

est Viburnum ..... 1 1

est View ..... 2 1 \*

ree Vigus ..... 3

est Watkins ..... 2 1

est Wickes ..... 2a 1

est Windy ..... 2a 1

est Winnipeg ..... 3 1

est Wyeth ..... 2a 1



act Town Typ+(sub) No.

## MISSOURI

est Yarrow ..... 2a 1 \*  
 nsc Youngstown ..... 1 1

## MONTANA

est Adams ..... 3bp 1  
 est Apex ..... 2a 1  
 ree Apex ..... 3  
 ree Argenta ..... 3 \*  
 est Arrow ..... 3 1 \*  
 est Ashfield ..... 1 1 \*  
 est Avery ..... 1 1

est Babb ..... 3a 1  
 nch Bainville ..... 2 1  
 est Barr ..... 1 1 \*  
 est Bearcreek ..... 3bf 1  
 nch Belfast ..... 2 1  
 est Belfry ..... 3 1 \*  
 ree Belleview ..... 2b  
 est Bighorn ..... 2a 1  
 est Blodgett ..... 2 1  
 est Boyes ..... 3bf 1 \*  
 est Brockton ..... 2a 1 \*  
 est Burns ..... 3a 1 \*  
 est Busby ..... 2a 1 \*

est Circle ..... 3b 1 \*  
 est Clara ..... 3 1  
 est Clearcreek ..... 1a 1  
 est Cohagen ..... 3 1  
 est Cowan ..... 3a 1 \*  
 est Custer ..... 2 1

ree Deerfield ..... 2a  
 est Delos ..... 2 1  
 est Dixon ..... 2 1 \*

est Eldridge ..... 2 1  
 nch Electric ..... 2 4  
 ree Emery ..... 2  
 est Eureka ..... 2 1 \*  
 nsc Evano ..... 2 1 \*  
 est Ewalt ..... 3 1

nch Fairbanks ..... 3 1  
 est Fairview ..... 2a 1 \*  
 est Farlin ..... 2 1  
 est Fattig ..... 2a 1  
 ree Forestgrove ..... 2b  
 nch Fortine ..... 3 1  
 est French Gulch ..... 2 1 \*  
 est Fullerton ..... 2 1

est Gibson ..... 3 1  
 est Gossett ..... 3b 1 \*

est Harrisburg ..... 2 1  
 nsc Harrison ..... 3b 2 \*  
 est Hauserlake ..... 3bfg 1 \*  
 est Hedstrom ..... 2a 1 \*  
 est Henderson ..... 2a 1 \*  
 est Holmes ..... 2a 1 \*

act Town Typ+(sub) No.

ree Hoyt ..... 2  
 est Hubbart ..... 3 1

est Jeffers ..... 2a 1  
 est Jones ..... 3 1

est Laird ..... 3a 1 \*  
 nch Lennep ..... 2 2 \*  
 est Lockwood ..... 3 1  
 est Lodge Pole ..... 3 1 \*  
 est Long ..... 3 1 \*  
 est Lostlake ..... 2a 1  
 est Lubec ..... 3 1

est Manchester ..... 2 1  
 nch Marion ..... 3bfg 1 \*  
 est Mason ..... 2 1  
 est Mauland ..... 2 1  
 est Mondak ..... 2a 1  
 est Moore ..... 2 1  
 est Morrison ..... 2 1  
 est Mosby ..... 2 1

nch Natal ..... 3a 1 \*  
 est Nelson ..... 2 1 \*  
 est Niles ..... 2 1  
 est Norvella ..... 2 1

est Oldham ..... 2a 1 \*

est Pearl ..... 2 1  
 est Peskan ..... 3 1  
 est Pinecreek ..... 2 1 \*  
 nch Pleasant Valley ..... 2b 1 \*  
 est Pomo ..... 2 1  
 est Portage ..... 1a 1 \*  
 ree Preston ..... 2 1 \*

est Redstone ..... 2 1  
 nsc Renova ..... 3b 2 \*  
 ree Ridge ..... 3a  
 ree Rockvale ..... 3  
 est Rollins ..... 2a 1 \*  
 nch Roscoe ..... 2 1

ree Sadie ..... 2  
 est Sanders ..... 2 1  
 est Sapphire ..... 3 1  
 est Sappington ..... 2 1  
 est Satchwell ..... 2a 1  
 ree Saypo ..... 2  
 ree Shields ..... 2a  
 est Shirley ..... 3 1  
 ree Sixteen ..... 2a  
 est Snowshoe ..... 2 1  
 est Snyder ..... 3 1 \*  
 est Spion Kop ..... 3 1 \*  
 est Stone Shack ..... 2b 1  
 est Storrs ..... 2 1 \*  
 est Straw ..... 2a 1 \*  
 est Summit ..... 2 1  
 est Swan ..... 2 1  
 est Swiftcurrent ..... 3 1

est Taylor ..... 2 1

act Town Typ+(sub) No.

est Three Buttes ..... 2b 1 \*  
 ree Trout Creek ..... 2 1 \*

est Ural ..... 2 1

est Vandalia ..... 2a 1 \*  
 est Viall ..... 3 1

est Whitcomb ..... 3 1  
 est Whitepine ..... 2a 1  
 est Wolfspring ..... 2 1

est Zortman ..... 2 1 \*

## NEBRASKA

ree Allston ..... 3  
 nch Andrews ..... 3 1  
 est Arna ..... 3a 1  
 ree Austin ..... 3

est Bethel ..... 2 1  
 est Biscuit ..... 3 1  
 est Braden ..... 3 1  
 est Buff ..... 3 1  
 est Burge ..... 2a 1 \*  
 nch Burkett ..... 3bf 1  
 est Burns ..... 3bp 1 \*  
 ree Burton ..... 3 1 \*

ree Carrico ..... 2a  
 est Carson ..... 3 1  
 est Carter ..... 3 1 \*  
 est Cooper ..... 3 1

est Deverre ..... 2 1  
 est Dewey ..... 2 1  
 est Disney ..... 2a 1  
 est Doris ..... 2 1  
 est Dumas ..... 2a 1 \*  
 est Dye ..... 3a 1 \*

est Eclipse ..... 2a 1 \*  
 est Elizabeth ..... 3 1 \*  
 est Enola ..... 3 1  
 est Epworth ..... 3b 1 \*

ree Galena ..... 2  
 est Goldville ..... 3 1  
 est Gracie ..... 2 1

est Harold ..... 2 1  
 est Hollinger ..... 2 1  
 est Homestead ..... 2 1  
 ree Hope ..... 1  
 est Horsefoot ..... 3 1  
 est Huffman ..... 3bfg 1 \*  
 est Hunt ..... 2a 1 \*

est Ingleside ..... 2 1

est Jelen ..... 2a 1 \*

est Key ..... 3 1  
 ree Kilmer ..... 3



act Town Typ(+sub)-No.

## NEBRASKA

est Lake ..... 2a 1 \*  
 ree Lavaca ..... 3bp 1 \*  
 est Lemoyne ..... 3 1  
 est Leshara ..... 3 1  
 est Long Lake ..... 2 1  
 est Lucy ..... 2 1

nch Macy ..... 3 2  
 nch Marple ..... 2 1  
 est Martha ..... 2a 1 \*  
 est Mayflower ..... 3bfg 1 \*  
 ree Meadville ..... 2a  
 est Melia ..... 2 1

est Norris ..... 2 1  
 est Norton ..... 3 1  
 ree Norway ..... 3  
 est Norwood ..... 2 1  
 ree Nysted ..... 2a 1 \*

nch Parks ..... 2 1 \*  
 est Pike ..... 3 1  
 nch Poole ..... 3 2  
 est Pritchard ..... 2a 1 \*

est Raven ..... 3a 1 \*  
 est Rolf ..... 2 1  
 est Rosalie ..... 3 1  
 est Rose ..... 3 1

est Saint Ann ..... 2 1  
 est Sanborn ..... 3b 1 \*  
 est Schaupps ..... 2 1  
 ree Selden ..... 2a 1 \*  
 ree Sheridan ..... 2a 1 \*  
 est Sunnyside ..... 3 1

est Thorn ..... 2 1  
 est Tonawanda ..... 2a 1 \*  
 est Triangle ..... 3 1

est Uehling ..... 3 1 \*  
 est Unit ..... 2 1 \*

nch Walthill ..... 3 1  
 est White ..... 2 1 \*  
 est Whiteclay ..... 2 1 \*  
 nch Willow Island ..... 3 2  
 est Winslow ..... 3b 1 \*

## NEVADA

nsc Acoma ..... 2 1 \*  
 est Alamo ..... 3bf 1 \*  
 est Antelope ..... 2 1 \*  
 est Ashdown ..... 2 1  
 est Atwood ..... 3 1  
 ree Aurora ..... 3bf 1 \*

est Bauvard ..... 2a 1 \*  
 est Beatty ..... 2 1 \*  
 est Brattain ..... 2 1  
 est Buckskin ..... 3 1 \*

act Town Typ(+sub)-No.

est Buena Vista ..... 3 1 \*  
 est Bull Frog ..... 2 1 \*

est Coaldale ..... 3 1  
 nsc Cobre ..... 3 4 \*  
 est Columbia ..... 2a 1 \*  
 est Copper ..... 3 1  
 est Crescent ..... 3 1 \*

est Derby ..... 3 1  
 est Diamondfield ..... 2 1 \*

est Fairview ..... 3 1 \*  
 est Fitting ..... 2 1 \*  
 est Fort Churchill ..... 2 1 \*

est Gold Butte ..... 3 1 \*  
 est Gold Center ..... 2 1 \*  
 est Golden ..... 3 1 \*  
 est Goldfield ..... 2a 1 \*  
 est Goldyke ..... 3 1  
 est Gordon ..... 3 1 \*

est Harriman ..... 2 1 \*  
 est Hazen ..... 2 1 \*  
 ree Holbrook ..... 2 1 \*

est Jean ..... 3 1 \*  
 est Johnnie ..... 2 1 \*

est Kawich ..... 2 1  
 est Kimberly ..... 3 1 \*  
 est Kingston ..... 3 1

est Lane ..... 3a 1 \*  
 nch Las Vegas ..... 2 1 \*

est Maestretti ..... 2 1  
 est Manhattan ..... 3 1  
 est Marble ..... 3 1 \*  
 est Millers ..... 3 1 \*  
 est Millett ..... 3 1 \*  
 est Mina ..... 3 1 \*  
 est Morristown ..... 2 1

est Nelson ..... 3 1 \*

est Olinghouse ..... 2 1  
 est Oneota ..... 3 1

est Palmetto ..... 3 1  
 est Pyramid ..... 2 1 \*

nch Reveille ..... 3 1 \*  
 est Rhyolite ..... 2 1 \*  
 est Ruth ..... 2 1 \*

ree Saint Clair ..... 2  
 est Silver Bow ..... 3 1  
 nch Sparks ..... 2 1 \*  
 est Stewart ..... 2 1 \*  
 nsc Stine ..... 2a 2 \*

est Thorp ..... 3 1 \*  
 est Tule ..... 3 1

act Town Typ(+sub)-No.

## NEW HAMPSHIRE

ree Bear Island ..... 3  
 ree Bear Island ..... 2 1 \*  
 est Cascade ..... 3 1 \*  
 ree Croydon Flat ..... 3 1 \*  
 est Deer Park ..... 3bf 1 \*  
 nch East Wakefield ..... 2 4  
 nch Londonderry ..... 3 3  
 est Stinson Lake ..... 3 1 \*

## NEW JERSEY

est Beaver Lake ..... 3 1  
 est Bennett ..... 2 1 \*  
 est Chrome ..... 2 1 \*  
 est Da Costa ..... 3 1  
 nch East Nutley ..... 2 6  
 est Fortescue ..... 2 1 \*  
 est Grantwood ..... 3bp 1 \*  
 nsc Grasselli ..... 2 2 \*  
 nch Great Meadows ..... 2 3 \*  
 est Groveville ..... 2 1  
 est Hazelton ..... 2 1  
 est Holmeson ..... 2 1 \*  
 ree Jenkins ..... 3 1 \*  
 nch Kenilworth ..... 2 8  
 ree Lanoka ..... 2a \*  
 ree Maple Shade ..... 2a  
 est Newtonville ..... 2 1 \*  
 ree North Vineland ..... 2  
 nch Northfield ..... 3 3  
 ree Ortley ..... 2a \*  
 est Ottens ..... 3 1 \*  
 est Pinewald ..... 3 1  
 nch Ringwood Manor ..... 3 2 \*  
 nch Towaco ..... 2 2 \*  
 est Townley ..... 2 1 \*  
 est Townsends Inlet ..... 2 1 \*  
 est White ..... 1 1  
 est Woodbury Heights ..... 3 1

## NEW MEXICO

nch Abbott ..... 3 1 \*  
 est Acme ..... 3 1 \*  
 est Acoma ..... 3 1  
 ree Aden ..... 3 1 \*  
 est Agricultural College ..... 3 1 \*  
 est Airola ..... 3 1  
 est Alellen ..... 2 1  
 nch Aragon ..... 3 1 \*  
 est Arch ..... 2a 1 \*  
 est Armijo ..... 3 1  
 est Avis ..... 2 1 \*

est Bent ..... 3a 1 \*  
 est Bibb ..... 2 1 \*  
 est Blackrock ..... 2 1 \*  
 est Blacktower ..... 3 1 \*  
 est Blummer ..... 3 1  
 nch Brice ..... 2a 2 \*  
 est Brownhorn ..... 3 1  
 est Bursum ..... 2 1 \*



act	Town	Typ+(sub)	No.
NEW MEXICO			
est	Carpenter	2	1 *
est	Carter	3	1 *
est	Casa Blanca	3	1
est	Chamisal	2	1
nch	Clear Creek	2b	1
est	Corazon	2	1
est	Corrumpa	3	1 *
est	Cowles	2	1 *
est	Crystal	2a	1 *
est	Dayton	2	1 *
est	Delphos	2a	1 *
est	Des Moines	3	1 *
ree	Dorsey	3	
est	Eichel	3	1 *
est	El Vado	2a	1 *
est	Elmendorf	3	1 *
est	Embudo	2	1 *
est	Emery	3	1
est	Encino	2	1
est	Ensenada	3	1
est	Epris	3	1 *
est	Estancia	1a	1 *
ree	Estey	2	1 *
est	Garcia	2	1 *
est	Gascon	3	1 *
ree	Genova	2a	
ree	Gila	3	
est	Gonzales	2	1 *
est	Gran Quivera	2	1
est	Griegos	2	1
est	Guique	3	1 *
est	Hadley	2	1
est	Hagan	2	1 *
est	Hereford	2a	1 *
est	Holland	3	1 *
ree	Hot Springs	2	
est	Jarilla Junction	3	1 *
est	Kent	2	1 *
est	Kettner	2a	1 *
nch	Kirtland	2	1 *
est	Knowles	2	1 *
ree	La Boca	2	
est	La Cienega	3	1
est	La Lande	3	1 *
est	La Liendra	3	1
est	Lake Arthur	2b	1 *
nch	Lakewood	2	3 *
est	Lanark	3b	1 *
est	Langton	2a	1 *
ree	Las Vegas	3	1 *
est	Leopold	2	1 *
nch	Lobo	2	1 *
est	McIntosh	3bp	1 *
est	Meek	2	1 *
nch	Melrose	3	1 *

act	Town	Typ+(sub)	No.
est	Miera	3a	1
est	Moore	2	1
nch	Mountain Park	2	2 *
nch	Newman	3	1
est	Olguin	3	1
est	Opal	2	1
est	Oran	2	1 *
est	Orange	2	1 *
nch	Orogrande	3bf	1 *
est	Otero	3	1
est	Paquate	3	1
est	Pendleton	2	1 *
nsc	Phillipsburg	2b	2 *
est	Pinoville	3	1
est	Pratt	3	1
ree	Progreso	2	
ree	Punta	2a	1 *
est	Quay	2	1 *
est	Queen	3	1 *
est	Ranchitos	3	1
est	Red Cloud	2	1
ree	Riley	3	
est	Riverside	3	1 *
est	Rodey	2	1 *
est	Romero	2	1 *
est	Russia	2	1
est	Ruth	2	1 *
ree	Sabinal	2	
est	San Jon	3	1
est	San Patricio	2	1 *
est	Sauz	2	1 *
est	Seama	3	1 *
est	Shandon	2	1 *
est	Shiprock	2	1
nch	Steins	3	2 *
est	Stockton	2	1
est	Sunnyside	3b	1 *
est	Taiban	3	1 *
est	Talpa	2a	1 *
est	Taylor	3	1
est	Tolar	3	1 *
ree	Torreon	3	
est	Urton	3	1 *
nch	Valley	2	1 *
est	Willard	2	1 *
est	Wright	2	1 *
est	Yankee	3	1 *
NEW YORK			
est	Aldrich	2	1
est	Antlers	2	1 *
est	Arey	3	1

act	Town	Typ+(sub)	No.
est	Bannerhouse	2	1 *
ree	Barnharts	3	1 *
nch	Beaver River	3	4 *
ree	Birdsall	3	
est	Bradley	2	1
est	Brandon	2	1
est	Briggs	2	1
nch	Callicoon	3	9
nch	Callicoon Center	3	3 *
nch	Canada Lake	3	2 *
nch	Cascade	2	2 *
nch	Cementon	3	3
ree	Chauncey	2	
est	Chazy Lake	2	1 *
est	Childwold	2	1
est	Craterclub	3bp	1
est	Dahlia	2	1 *
est	Eagle Nest	2	1
ree	East Eden	2	
est	East Salamanca	3	1
ree	Elmdale	2	
nch	Empire	3	3 *
est	French Woods	3	1
ree	Galeville	2	
est	Glen Eyrie	3	1 *
ree	Green Ridge	2	
nch	Grooville	3	2 *
est	Harper	2	1
est	Hawkeye	3	1
ree	Hollywood	2	1 *
nch	Howells	2	4
est	Kalurah	2	1 *
est	Kempton	3bf	1
est	Kyserike	2a	1
nch	Lake Clear Junction	3	8
nch	Lake Kashaqua	2b	4 *
nch	Lake Placid Club	2	4 *
est	Lake Ronkonkoma	2	1
ree	Laona	2	
est	Longbow	1	1
nch	Lyons Falls	3	8
nch	Machias Junction	3	3
est	Madawaska	2	1
nch	Manhasset Manor	2	6
nch	Mount Hope	2	4
nch	Mount Marion	3	3
est	New Bridge	3	1
nch	Neweiden	2a	2 *
nch	Niobe	2	2
nch	North White Lake	3	6
nch	Peekamose	2	2
ree	Poelsburg	3	
est	Point Lookout	3	1
est	Ponds	3	1



act Town Typ(+sub)-No.

## NEW YORK

nsc Rainbow Lake ..... 2 2 \*

est Ramblersville ..... 3 1

est Rensselaer ..... 3 1

nch Saint Huberts ..... 2 4

ree Schroon River ..... 2 1 \*

nch Shoreham ..... 3 3

est Trudeau ..... 2 1

est Upper Saint Regis ..... 2 1

nch Wadhams ..... 3 3 \*

nsc Waits ..... 2 1

est West Seneca ..... 2 1

est West Side ..... 3 1 \*

nch Wingdale ..... 3 5

nch Worth ..... 2 2 \*

## NORTH CAROLINA

est Ada ..... 2a 1

est Adako ..... 3a 1 \*

est Alligator ..... 2a 1

est Alonzo ..... 2 1

est Alston ..... 2 1

est Altapass ..... 3 1 \*

est Alvin ..... 2 1

est Arch ..... 2 1

est Ava ..... 2 1

est Bald Mountain ..... 1 1

est Balm ..... 1b 1 \*

nch Barkers Creek ..... 3 1

est Basilus ..... 2a 1

est Bead ..... 2 1

nch Belew Creek ..... 2 1

est Benbow ..... 3 1

est Beng ..... 1 1

nch Berryville ..... 3bfg 4

est Bettie ..... 2 1

est Bilbao ..... 2 1

est Birch ..... 2 1

ree Birdtown ..... 2a

est Boyles ..... 2 1

est Brittain ..... 2 1

est Busick ..... 2a 1

nch Canaan ..... 3 1

nsc Carmel ..... 3bfg 1

est Cash Corner ..... 3 1

est Ceylon ..... 2 1

nsc Chambers ..... 3 1

ree Chapman ..... 2

est Chowan ..... 2a 1

nch Clemmons ..... 2a 1

est Coffeys ..... 3bfg 1

est Cold Spring ..... 3 1

nch Compton ..... 2 1

nch Courtney ..... 2 2

est Cowles ..... 2 1

est Cranfill ..... 2 1

est Cremo ..... 2a 1

act Town Typ(+sub)-No.

est Cross Landing ..... 2 1

est Cycle ..... 2 1

est Dandy ..... 3 1

est Danish ..... 3 1

est Dewdrop ..... 2 1

est Draper ..... 3 1

est Duke ..... 2 1 \*

ree Dwight ..... 2

est Eagle Nest ..... 2 1

nch Elarka ..... 2 1

est Elk Spur ..... 3 1

ree Elsie ..... 2

est Euclid ..... 2 1

nch Eufola ..... 2a 1

est Eunice ..... 3 1

est Fairbanks ..... 2a 1

est Fatima ..... 2a 1 \*

est Fay ..... 2 1

est Fleda ..... 2a 1

nch Flee Hill ..... 2 2

est Flintridge ..... 2 1

est Forbes ..... 2 1

est Fox ..... 2 1

est Gap ..... 3 1

nch Gates ..... 2a 2 \*

est Gillett ..... 3 1

est Glenco ..... 2 1

nch Glendale Springs ..... 2b 1 \*

est Gloucester ..... 2a 1

est Googoo ..... 3 1

ree Governors Island ..... 2

ree Gravelhill ..... 2a

nch Green Valley ..... 2a 1

nch Guthrie ..... 2 1

est Hagy ..... 3a 1

est Handleton ..... 3 1

est Happy ..... 3 1

est Hare ..... 2 1

est Harkers Island ..... 2 1

est Harvard ..... 2a 1

est Hath ..... 2a 1

nch Haw River ..... 2 8

est Hawbranch ..... 2a 1

est Hoch ..... 2a 1

ree Holbrook ..... 1

est Holyfield ..... 2a 1

nch Homerville ..... 2 1

est Humid ..... 2 1

est Ida ..... 2a 1

est Imogene ..... 2 1

est Index ..... 2 1

est Iris ..... 2a 1

est Janeiro ..... 3 1

nch Japan ..... 1 1

est Jericho ..... 2 1

est Jessama ..... 2 1 \*

est Kellerville ..... 3 1

act Town Typ(+sub)-No.

nch Kipling ..... 2a 1 \*

est Koontz ..... 2 1

nsc Kuhns ..... 3 1

nch Lake ..... 1 1

est Lake Toxaway ..... 1 1 \*

est Levingston ..... 2 1

est Lindley ..... 2 1

est Link ..... 3 1

est Lola ..... 2 1

nch Loray ..... 1 2

est Luther ..... 2 1

est Mada ..... 2 1

est Maggie ..... 2a 1

est Mamie ..... 2a 1 \*

nch Mansfield ..... 3 1

est Maple ..... 2a 1

est Maplewood ..... 2 1

ree Mariposa ..... 2

est McLin ..... 3 1

est Meadow Creek ..... 2 1

est Melvin ..... 3 1

est Merchison ..... 3 1

est Mertie ..... 3 1

est Millsaps ..... 3 1 \*

nch Misenheimer ..... 2a 1

est Mon Swamp ..... 2 1

est Moores Springs ..... 2 1 \*

nsc Mortimer ..... 2 1 \*

nch Murchison ..... 3 1

ree Myers ..... 2

nch Nantahala ..... 1a 2

est Naoma ..... 3a 1

est Narrows ..... 2 1

est Niagara ..... 2a 1 \*

est Nicanor ..... 2 1

est Norman ..... 3 1

est Norment ..... 2 1

nch Oak City ..... 2a 3

est Oge ..... 2 1

est Osia ..... 2 1

est Otila ..... 3a 1

est Paradise ..... 2 1

est Parkville ..... 3 1

est Peppers ..... 3 1

est Perry ..... 2 1

est Pickler ..... 2 1

est Piedmont ..... 2 1

nch Pineview ..... 3 1

est Pitts ..... 2 1

est Pluto ..... 2 1

est Proctorville ..... 3 1

est Protection ..... 2 1

est Pump ..... 2 1

est Pyatte ..... 2 1 \*

nsc Quebec ..... 2 1 \*

est Ragle ..... 2 1

est Ramon ..... 2 1

nch Rio ..... 3 1



act	Town	Typ+(sub) No.	act	Town	Typ+(sub) No.	act	Town	Typ+(sub) No.
NORTH CAROLINA			est	Alta	3 1 *	ree	Emrick	3
est	Roberto	2a 1	est	Amanda	3b 1 *	ree	Emrick	2 1 *
est	Roby	2 1	est	Ambrose	3 1 *	est	Endres	2a 1
est	Rockdale	2 1	est	Amy	2 1	est	Epping	3bf 1 *
nsc	Rockliff	3 1	est	Angie	2a 1 *	nch	Epworth	3 1 *
nch	Rocky Point	3 1	est	Arena	3 1 *	ree	Everest	2
est	Rominger	1a 1 *	est	Arnegard	3bp 1 *	nsc	Fairdale	3 1 *
nch	Rosman	2 4	est	Aster	2a 1 *	est	Ferdinand	3 1
est	Ruth	3 1	est	Avoca	2 1	est	Fern	2a 1 *
est	Savage	2 1	nch	Baden	2 1 *	est	Fernwood	2 1
est	Sherman	2 1	est	Bailey	3b 1 *	est	Fero	3a 1 *
est	Shetucket	2 1	nsc	Bantry	3 1 *	est	Fleak	2a 1 *
est	Sly	3 1	est	Baqual	2a 1 *	est	Forbes	3 1 *
est	Sol	3a 1	est	Barber	2 1 *	nch	Forfar	3 1 *
est	Spout Springs	2 1 *	est	Bayfield	3 1	est	Fortier	2 1
est	Sprite	2 1	est	Beaumont	3 1	est	Fredonia	2 1 *
est	Stearns	1 1	est	Belden	2 1 *	est	Frettim	2a 1 *
est	Stonery	3 1	est	Benson	3 1 *	est	Gardena	3 1 *
est	Street	2a 1	est	Berg	3 1 *	est	Garfield	3 1
est	Sulphur Springs	2 1	est	Bergen	3 1 *	est	Games	2a 1
est	Sunburst	3 1	est	Big Bend	3 1	est	Gem	3a 1 *
est	Sunlight	2a 1	nch	Blaisdell	3 1 *	est	Gladys	3 1 *
est	Taft	2a 1	est	Bolken	3 1	nsc	Glenburn	2a 1 *
est	Tam	2 1	est	Bonetrail	3 1 *	est	Goss	3 1
est	Tindal	3 1	est	Brampton	2 1 *	nsc	Grano	3 2 *
est	Toledo	2 1	est	Brofy	3 1 *	est	Gravly	2 1 *
est	Top	3 1	est	Brumbaugh	3 1 *	est	Greatstone	2 1 *
est	Tozo	3 1	est	Burkey	3bf 1	est	Grenada	2 1
est	Tucker	2 1	est	Bye	1 1	nsc	Gronna	3 1 *
ree	Unionville	2a	est	Byers	2 1 *	est	Gunthorp	2a 1
est	Valda	2 1	nsc	Calio	3a 1 *	est	Haarstad	3 1
est	Vale	2 1	est	Campagna	2 1	nsc	Hamar	3 1 *
est	Van	2 1	est	Canfield	3bf 1 *	est	Hammerfest	2 1
est	Vera	3 1	est	Carbury	3bfg 1	est	Hansboro	3 1 *
est	Vernon	2 1	est	Charlson	2a 1 *	nch	Hartford	3 3 *
est	Vista	2a 1	est	Chaseley	3 1 *	est	Heart	3 1 *
est	Walthall	3 1	est	Clare	2a 1 *	est	Heaton	1 1 *
nch	Watha	3 3	est	Clyde	3 1 *	est	Hecker	2 1 *
est	Watson	3 1	est	Colgan	3 1 *	est	Higley	3bfg 1 *
est	Weeksville	3bfg 1	est	Collins	3 1 *	est	Horswill	3b 1 *
ree	Wehuty	3	nch	Courtenay	3 10	est	Hult	2a 1
est	Whitney	2a 1 *	est	Crosby	2a 1 *	est	Hungary	3 1
est	Whortonsville	2 1	est	Daneville	3 1 *	nsc	Hurd	3b 1 *
ee	Williams	2	est	De Vault	3 1	nsc	Irene	3a 2
est	Willis	2a 1	est	Deep	3a 1	est	Jarves	2 1 *
est	Williston	3 1 *	est	Deer Lake	2a 1 *	est	Jeannette	3 1 *
est	Winthrop Mills	2b 1 *	nsc	Deering	2a 1 *	est	Jefferson	2 1
ee	Womble	3	est	Diamond	3 1	est	Jerome	3 1 *
st	Wright	1 1	est	Dogden	3 1 *	ree	Josephine	3
isc	York Institute	2b 1	est	Douglas	1 1	est	Juno	2 1
NORTH DAKOTA			est	Drady	3 1 *	est	Kintyre	2a 1 *
st	Ackworth	2 1 *	ree	Durbin	3 *	est	Knoff	2 1
st	Alexander	3 1 *	est	Eastman	2 1	nsc	Kramer	3b 2 *
st	Alfred	2a 1 *	est	Eckman	3 1 *	est	La Follette	2b 1 *
st	Almira	2 1 *	nsc	Egeland	3bfg 1 *	nch	Lakewood	2b 1
isc	Alsen	3 1 *	est	Elizabeth	2 1	est	Lamont	2 1 *
est	Ellefson	2 1 *	est	Ellis	1b 1 *	(To be continued)		
est	Ellsberry	3 1 *	est	Elm	2a 1			
est	Emmet	3 1	nch	Emmet	3 1			



## PRICES REALIZED - SUBSCRIBERS' AUCTION NO. 58 (Closed June 17, 1997)

1	\$20.00	110	\$32.00	220	\$0.00	329	\$85.00	439	\$0.00	550	\$32.00	660	\$8.50	770	\$48.00
2	\$24.00	111	\$16.00	221	\$8.00	330	\$19.00	440	\$32.00	551	\$0.00	661	\$95.00	771	\$0.00
3	\$13.00	112	\$18.00	222	\$0.00	331	\$190.00	441	\$48.00	552	\$0.00	662	\$24.00	772	\$13.00
4	\$30.00	113	\$13.00	223	\$13.00	332	\$4.50	442	\$13.00	553	\$13.00	663	\$55.00	773	\$210.00
5	\$19.00	114	\$0.00	224	\$16.00	333	\$11.00	443	\$16.00	554	\$17.00	664	\$18.00	774	\$16.00
6	\$10.00	115	\$32.00	225	\$42.00	334	\$0.00	444	\$90.00	555	\$8.00	665	\$18.00	775	\$0.00
7	\$13.00	116	\$10.00	226	\$0.00	335	\$0.00	445	\$28.00	556	\$18.00	666	\$0.00	776	\$0.00
8	\$26.00	117	\$0.00	227	\$10.00	336	\$0.00	446	\$0.00	557	\$4.00	667	\$675.00	777	\$5.00
9	\$12.00	118	\$28.00	228	\$18.00	337	\$17.00	447	\$0.00	558	\$15.00	668	\$0.00	778	\$0.00
10	\$0.00	119	\$0.00	229	\$18.00	338	\$9.50	448	\$22.00	559	\$5.00	669	\$26.00	779	\$0.00
11	\$18.00	120	\$8.00	230	\$0.00	339	\$16.00	449	\$19.00	560	\$0.00	670	\$15.00	780	\$8.50
12	\$11.00	121	\$0.00	231	\$42.00	340	\$15.00	450	\$22.00	561	\$8.00	671	\$28.00	781	\$0.00
13	\$14.00	122	\$8.50	232	\$13.00	341	\$5.00	451	\$55.00	562	\$42.00	672	\$32.00	782	\$16.00
14	\$40.00	123	\$18.00	233	\$0.00	342	\$0.00	452	\$32.00	563	\$55.00	673	\$7.50	783	\$0.00
15	\$22.00	124	\$19.00	234	\$0.00	343	\$28.00	453	\$22.00	564	\$26.00	674	\$11.00	784	\$0.00
16	\$22.00	125	\$80.00	235	\$0.00	344	\$0.00	454	\$22.00	565	\$20.00	675	\$16.00	785	\$18.00
17	\$24.00	126	\$0.00	236	\$38.00	345	\$22.00	455	\$13.00	566	\$0.00	676	\$22.00	786	\$36.00
18	\$22.00	127	\$16.00	237	\$75.00	346	\$32.00	456	\$55.00	567	\$7.00	677	\$13.00	787	\$0.00
19	\$9.50	128	\$0.00	238	\$0.00	347	\$28.00	457	\$5.00	568	\$0.00	678	\$80.00	788	\$11.00
20	\$32.00	129	\$0.00	239	\$22.00	348	\$16.00	458	\$95.00	569	\$120.00	679	\$44.00	789	\$32.00
21	\$13.00	130	\$0.00	240	\$0.00	349	\$0.00	459	\$0.00	570	\$7.50	680	\$42.00	790	\$22.00
22	\$10.00	131	\$11.00	241	\$16.00	350	\$0.00	460	\$36.00	571	\$7.50	681	\$22.00	791	\$9.50
23	\$13.00	132	\$9.00	242	\$28.00	351	\$6.00	461	\$6.00	572	\$22.00	682	\$11.00	792	\$110.00
24	\$46.00	133	\$0.00	243	\$17.00	352	\$10.00	462	\$55.00	573	\$7.00	683	\$7.00	793	\$0.00
25	\$130.00	134	\$4.50	244	\$28.00	353	\$0.00	463	\$32.00	574	\$26.00	684	\$13.00	794	\$0.00
26	\$0.00	135	\$0.00	245	\$32.00	354	\$0.00	464	\$0.00	575	\$5.50	685	\$0.00	795	\$8.00
27	\$32.00	136	\$28.00	246	\$28.00	355	\$7.00	465	\$40.00	576	\$0.00	686	\$0.00	796	\$32.00
28	\$18.00	137	\$0.00	247	\$0.00	356	\$9.50	466	\$90.00	577	\$0.00	687	\$11.00	797	\$22.00
29	\$210.00	138	\$16.00	248	\$28.00	357	\$0.00	467	\$4.50	578	\$0.00	688	\$8.50	798	\$8.50
30	\$16.00	139	\$48.00	249	\$11.00	358	\$0.00	468	\$18.00	579	\$32.00	689	\$13.00	799	\$32.00
31	\$18.00	140	\$0.00	250	\$12.00	359	\$0.00	469	\$36.00	580	\$0.00	690	\$22.00	800	\$190.00
32	\$7.00	141	\$5.00	251	\$11.00	360	\$36.00	470	\$8.00	581	\$0.00	691	\$26.00	801	\$8.00
33	\$0.00	142	\$32.00	252	\$0.00	361	\$0.00	471	\$65.00	582	\$55.00	692	\$42.00	802	\$18.00
34	\$0.00	143	\$19.00	253	\$0.00	362	\$80.00	472	\$36.00	583	\$0.00	693	\$9.00	803	\$13.00
35	\$65.00	144	\$17.00	254	\$0.00	363	\$38.00	473	\$0.00	584	\$0.00	694	\$19.00	\$20,427.50"	
36	\$0.00	145	\$11.00	255	\$180.00	364	\$0.00	474	\$0.00	585	\$14.00	695	\$22.00		
37	\$9.00	146	\$7.00	256	\$0.00	365	\$30.00	475	\$55.00	586	\$48.00	696	\$13.00		
38	\$7.50	147	\$42.00	257	\$0.00	366	\$17.00	476	\$8.50	587	\$8.00	697	\$5.00		
39	\$0.00	148	\$32.00	258	\$18.00	367	\$0.00	477	\$17.00	588	\$13.00	698	\$16.00		
40	\$230.00	149	\$450.00	259	\$16.00	368	\$42.00	478	\$160.00	589	\$4.50	699	\$13.00		
41	\$7.00	150	\$44.00	260	\$0.00	369	\$0.00	479	\$0.00	590	\$11.00	700	\$26.00		
42	\$10.00	151	\$16.00	261	\$0.00	370	\$55.00	480	\$0.00	591	\$32.00	701	\$36.00		
43	\$13.00	152	\$17.00	262	\$0.00	371	\$110.00	481	\$8.00	592	\$11.00	702	\$32.00		
44	\$0.00	153	\$0.00	263	\$16.00	372	\$44.00	482	\$85.00	593	\$8.50	703	\$8.50		
45	\$0.00	154	\$160.00	264	\$36.00	373	\$0.00	483	\$13.00	594	\$9.00	704	\$0.00		
46	\$8.50	155	\$130.00	265	\$18.00	374	\$0.00	484	\$8.00	595	\$4.50	705	\$11.00		
47	\$75.00	156	\$160.00	266	\$34.00	375	\$130.00	485	\$55.00	596	\$7.50	706	\$22.00		
48	\$42.00	157	\$48.00	267	\$26.00	376	\$32.00	486	\$22.00	597	\$0.00	707	\$0.00		
49	\$180.00	158	\$36.00	268	\$11.00	377	\$0.00	487	\$13.00	598	\$4.50	708	\$3.50		
50	\$22.00	159	\$11.00	269	\$16.00	378	\$13.00	488	\$9.50	599	\$4.00	709	\$0.00		
51	\$13.00	160	\$0.00	270	\$13.00	379	\$0.00	490	\$0.00	600	\$325.00	710	\$11.00		
52	\$0.00	161	\$34.00	271	\$18.00	380	\$13.00	491	\$24.00	601	\$22.00	711	\$55.00		
53	\$12.00	162	\$22.00	272	\$22.00	381	\$0.00	492	\$0.00	602	\$55.00	712	\$4.50		
54	\$0.00	163	\$0.00	273	\$22.00	382	\$36.00	493	\$0.00	603	\$32.00	713	\$0.00		
55	\$24.00	164	\$0.00	274	\$16.00	383	\$22.00	494	\$0.00	604	\$0.00	714	\$38.00		
56	\$0.00	165	\$7.00	275	\$16.00	384	\$26.00	495	\$24.00	605	\$0.00	715	\$16.00		
57	\$22.00	166	\$0.00	276	\$120.00	385	\$19.00	496	\$10.00	606	\$0.00	716	\$22.00		
58	\$16.00	167	\$0.00	277	\$32.00	386	\$26.00	497	\$9.50	607	\$230.00	717	\$22.00		
59	\$8.00	168	\$0.00	278	\$0.00	387	\$19.00	498	\$0.00	608	\$0.00	718	\$11.00		
60	\$260.00	169	\$9.00	279	\$0.00	388	\$9.50	499	\$26.00	609	\$19.00	719	\$5.00		
61	\$20.00	170	\$16.00	280	\$22.00	389	\$0.00	500	\$32.00	610	\$36.00	720	\$19.00		
62	\$40.00	171	\$13.00	281	\$32.00	390	\$11.00	501	\$0.00	611	\$170.00	721	\$38.00		
63	\$280.00	172	\$0.00	282	\$220.00	391	\$8.50	502	\$42.00	612	\$290.00	722	\$5.00		
64	\$26.00	173	\$65.00	283	\$36.00	392	\$11.00	503	\$0.00	613	\$0.00	723	\$16.00		
65	\$32.00	174	\$0.00	284	\$230.00	393	\$7.50	504	\$0.00	614	\$130.00	724	\$16.00		
66	\$55.00	175	\$19.00	285	\$220.00	394	\$16.00	505	\$12.00	615	\$13.00	725	\$28.00		
67	\$16.00	176	\$0.00	286	\$11.00	395	\$18.00	506	\$42.00	616	\$11.00	726	\$11.00		
68	\$16.00	177	\$10.00	287	\$0.00	396	\$6.00	507	\$8.00	617	\$8.00	727	\$14.00		
69	\$55.00	178	\$22.00	288	\$0.00	397	\$38.00	508	\$0.00	618	\$28.00	728	\$11.00		
70	\$8.50	179	\$32.00	289	\$15.00	398	\$28.00	509	\$28.00	619	\$0.00	729	\$17.00		
71	\$5.50	180	\$5.00	290	\$38.00	399	\$8.50	510	\$8.00	620	\$5.50	730	\$0.00		
72	\$0.00	181	\$10.00	291	\$13.00	400	\$11.00	511	\$13.00	621	\$0.00	731	\$17.00		
73	\$0.00	182	\$0.00	292	\$0.00	401	\$0.00	512	\$9.50	622	\$5.00	732	\$42.00		
74	\$5.50	183	\$0.00	293	\$0.00	402	\$22.00	513	\$24.00	623	\$230.00	733	\$26.00		
75	\$130.00	184	\$0.00	294	\$42.00	403	\$10.00	514	\$14.00	624	\$4.00	734	\$0.00		
76	\$22.00	185	\$12.00	295	\$0.00	404	\$0.00	515	\$11.00	625	\$4.50	735	\$16.00		
77	\$170.00	186	\$55.00	296	\$11.00	405	\$16.00	516	\$0.00	626	\$22.00	736	\$0.00		
78	\$11.00	187	\$10.00	297	\$9.00	406	\$0.00	517	\$18.00	627	\$10.00	737	\$22.00		
79	\$0.00	188	\$14.00	298	\$5.00	407	\$5.00	518	\$5.00	628	\$20.00	738	\$18.00		
80	\$0.00	189	\$0.00	299	\$38.00	408	\$0.00	519	\$9.00	629	\$15.00	739	\$30.00		
81	\$16.00	190	\$10.00	300	\$11.00	409	\$0.00	520	\$0.00	630	\$0.00	740	\$0.00		
82	\$22.00	191	\$16.00	301	\$16.00	410	\$3.00	521	\$0.00	631	\$120.00	741	\$16.00		
83	\$0.00	192	\$22.00	302	\$55.00	411	\$130.00	522	\$28.00	632	\$6.50	742	\$12.00		
84	\$30.00	193	\$8.50	303	\$42.00	412	\$80.00	523	\$26.00	633	\$10.00	743	\$0.00		
85	\$4.00	194	\$17.00	304	\$6.00	413	\$10.00	524	\$32.00	634	\$230.00	744	\$16.00		
86	\$42.00	195	\$0.00	305	\$22.00	414	\$44.00	525	\$22.00	635	\$60.00	745	\$22.00		
87	\$0.00	196	\$26.00	306	\$70.00	415	\$16.00	526	\$28.00	636	\$180.00	746	\$22.00		
88	\$48.00	197	\$0.00	307	\$22.00										



**WORLD PHILATELIC EXHIBITION**

San Francisco, California USA

29 May - 8 June 1997

Dr. Russell V. Skavaril, *Literature Commissioner*  
222 East Torrence Road, Columbus, Ohio 43214-3834  
TEL (614) 262-3046 / FAX (614) 261-6628

WORLD PHILATELIC EXHIBITION PACIFIC 97, INC. IS A CALIFORNIA NON-PROFIT CORPORATION  
ESTABLISHED FOR EDUCATIONAL PURPOSES AND THE PROMOTION OF PHILATELY

Mr. Richard W. Helbock  
Post Office Box 135  
Lake Oswego, OR 97034

June 24, 1997

Dear Mr. Helbock:

I have now received a response to the official objection I filed to protest the disqualification of Vol. 25 of *La Posta* from the competitive philatelic literature exhibition at PACIFIC 97. I submitted by objection in writing on June 8, 1997, to Mr. Joseph D. Schwartz, PACIFIC 97 Commissioner General. He, in turn, forwarded the objection to Mr. F. Burton Sellers, PACIFIC 97 Jury President.

The response, prepared by Mr. Charles J. Peterson, PACIFIC 97 Literature Jury Chairman, pointed out that the signature of the exhibitor on the Provisional Entry Form shall be deemed to imply acceptance of ... the Special Regulations of the F.I.P. For the Evaluation of Competitive Exhibits ... [and] the Supplementary Rules for Philatelic Literature. Rule 8 of the latter specifies that for periodicals, the most recent complete volume or year shall be exhibited. The response did allow that the exhibitor may have been misled by the "January 1994" date on page 23 of *PACIFIC 97 Bulletin 1*.

Well, that date certainly misled me. What troubles me more than the intransigence of the individuals to whom I appealed, however, is that notice of the disqualification decision came to me so late. I received word of the disqualification on June 8, 1997, the last day of the exhibition. Had I been advised of the matter earlier, I believe it would have been easily possible for me to obtain the latest volume of *La Posta* from Western Philatelic Library and have that volume judged.

I do not see that there is anything further that can be done in the way of seeking a change in the decision reached by the Literature Jury, and I am deeply sorry that a more favorable outcome couldn't have been possible. Since it is clear to me that you acted in good faith, I asked the PACIFIC 97 Organizing Committee that your entry fee be refunded and that the copies of *La Posta* which you submitted be returned to you. The Organizing Committee agreed. A check for your entry fee is enclosed; and, by sending him a copy of this letter, I am requesting that Mr. Roger Skinner mail your journals back to you. Again, I'm sorry that this turned out so unsatisfactorily.

Very sincerely,

Russell V. Skavaril, Ph. D.  
Literature Commissioner

RVS/mtf

Encl. (Check No. 5139, \$30.00)

copies (less enclosure):

Mr. James A. Bowman, PACIFIC 97 Executive Officer

Mr. Roger D. Skinner, PACIFIC 97 Literature Exhibits Coordinator

Mr. Stephen D. Schumann, PACIFIC 97 Vice President

Mr. Joseph D. Schwartz, PACIFIC 97 Commissioner General

Mr. Gene Tinsley, PACIFIC 97 President

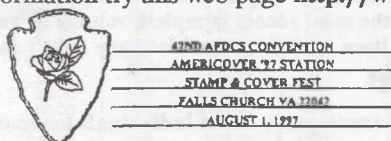


## PICTORIAL POSTMARKS

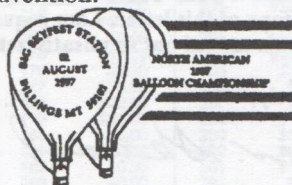
In this feature we give you a sampling of those pictorial postmarks used by the United States Postal Service that are available during a two-month period. There is a 30-day grace period. If your request is postmarked up to 30 days after the date of the postmark that you are requesting, you are entitled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

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

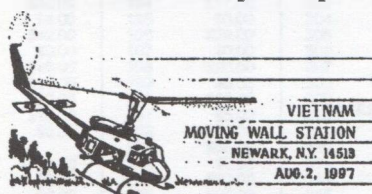
As there are about 2500 to 3000 of these in any one year, space and time considerations preclude providing you with anything approaching completeness. For that you would have to subscribe to one of the weekly stamp newspapers or, the best source, The Postmark Advisory, a weekly newsletter devoted to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



August 1-3  
Americover '97 Station  
Postmaster  
USPS  
Falls Church VA 22046-9998  
A rose within an arrowhead, "42nd AFDCS Convention."



August 1-3  
The Big Skyfest Station  
Postmaster  
841 South 26th St  
Billings MT 59101-9998  
Two hot air balloons, "North American 1997 Balloon Championship."



August 2  
Vietnam Moving Wall Station  
Postmaster  
300 S Main St  
Newark NY 14513-9998  
Helicopter.



August 3  
30th Annual International Coachmen Rally Station  
Postmaster  
USPS  
Centreville MI 49032-9998

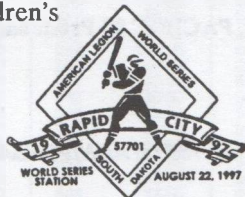
The image of a leaping dalmatian dog is superimposed upon a globe showing the Americas, "Coachman Caravan."



August 16  
Hampden Station  
Postmaster  
114 Western Ave  
Hampden ME 04444-9998

Several cartoon bees are in a parade, they are holding child's balloons, a baton, a triangular banner, a drum and a trumpet, "Bee a Part of It/Bee There!/ Hampden Children's Day 1997."

August 22-23  
World Series Station



Postmaster  
500 East Blvd  
Rapid City SD 57701-9998

Stylized baseball batter at bat, "American Legion World Series."



August 24  
6th Annual Car Show Station  
Postmaster  
USPS  
Indianola PA 15051-9998

Antique luxury car, "Indianola Volunteer Fire Company."



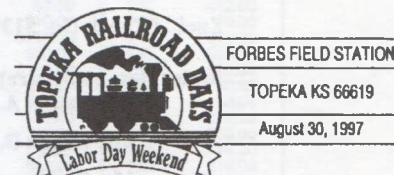
August 30  
Labor Day Weekend '97 Station  
Postmaster  
USPS  
Central City KY 42330-9998

Portraits of, "Everly Brothers." Also, "Homecoming X Music Festival." The Everly Brothers were very popular singers of the 1960's.



August 30  
U.S. LST Association Station  
Postmaster  
Customer Service  
USPS  
433 Harrison St, 2nd Floor  
Chicago IL 60607-9611

A tank is leaving a ship, a logo showing an eagle with a rifle, "Uncommon valor was a common virtue/Iwo Jima 1945." This is from World War II. LST = Tank Landing Ship



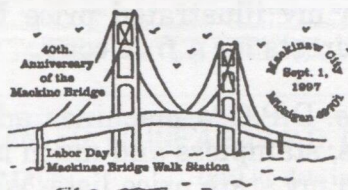
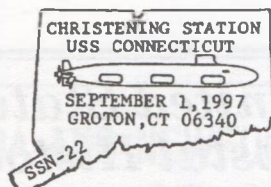
August 30  
Forbes Field Station  
Postmaster  
424 S Kansas Ave  
Topeka KS 66603-9611  
Stylized steam locomotive, "Topeka Railroad Days/Labor Day Weekend."



September 1  
Christening  
Station  
Postmaster  
100 Plaza  
Court

Groton CT 06340-9998

Submarine within a map of Connecticut, "USS Connecticut SSN-22."



September 1  
Mackinac Bridge Walk Station

Postmaster

306 E Central Ave

Mackinaw City MI 49701-9998

Long suspension bridge, several very tiny birds, "Labor Day/40th Anniversary of the Mackinac Bridge."



September 12  
Grand Opening Station

Postmaster

210 Maple Ave

Cheshire CT 06410-9998

"Say! Dis is Swell!" appears on the shirt of a comic character. Also, "Barker Character Comic and Cartoon Museum."



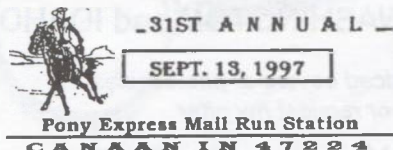
September 12  
Community Park  
Station

Postmaster

634 S Commercial

Aransas Pass TX 78336-9998

Shrimp, "49th Annual Shrimporree/The Biggest Shrimp Celebration in Texas."



September 13

Pony Express Mail Run Station

Postmaster Minnie Kessler

8842 N Canaan Main St

Canaan IN 47224-9998

Horse and rider, "31st Annual." This is for the re-enactment of a pony express mail run to Madison.

GORMAN PEANUT FESTIVAL



September 13, 1997  
Gorman, Texas 76454

September 13

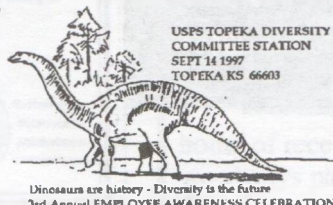
Gorman Peanut Festival Station

Postmaster

113 S Kent St

Gorman TX 76454-9998

A humanized peanut (with his hat) is driving a tractor, "A Thrashing Good Time."



September 14

USPS Topeka Diversity Committee  
Station

Postmaster

424 S Kansas Ave

Topeka KS 66603-9611

Dinosaur, trees, "Dinosaurs are history - Diversity is the future/3rd Annual Employee Awareness Celebration."

September 18

Golden Anniversary  
Station

Postmaster

USPS

Sioux Falls SD 57105-9998

The head of an eagle, a large "50," and, "US Air Force/1947-1997."



September 20

Falls of the Ohio Station

Postmaster

USPS

Clarksville IN 47129-9998

Worm-like creature, "Heliophyllum sp/Falls Fossil Festival."



September 20-21

Goldsmith Gashopper Days Station

Postmaster

310 E Gulf Ave

Goldsmith TX 79741-9998

An oil pump that looks like a grasshopper.



September 20

Commissioning Day

US Navy Postal Clerk

USS Bataan LHD-5

FPO AE 09565-1657

Alligator, picture of marine helo and condong craft ship, "USS Bataan LHD-5/Pascagoula MS." Rope frame. This is a ship's cancel.

September  
27-28

Annual Show  
Station

Postmaster

USPS

Falls Church VA 22046-9998

Flower, capitol building, "National Capital Dahlia Society/62nd."



September 27

Kentucky African American Civil War  
Soldier's Monument Rededication  
Station

Postmaster

1210 Wilkinson Blvd

Frankfort KY 40601-9998

Monument, tree.



FRIJOLE RANCH STATION  
September 30, 1997  
SALT FLAT, TX 79847

September 30

Frijole Ranch Station

Postmaster

Main St

Dell City TX 79837-9998

Outline of a mountain range, succulent plant, "25th Anniversary/Guadalupe Mountains National Park/1972-1997." In cancel, Salt Flat 79847.



# U.S. COVERS AND POSTAL HISTORY

## PUBLIC AUCTIONS

NET PRICE LISTS

WANT LIST SERVICE

(Catalogs Upon Request)

### DAVID G. PHILLIPS CO., INC.

Publisher of American Stampless Cover Catalog

P.O. Box 611388 • North Miami, Florida 33161

Phone (305) 895-0470

## United States Postal History

**Twentieth Century.** Foreign destinations, airmail, unusual usages...Explore these and much more in my illustrated price lists. State your interests for a *free* copy.

**Town Cancels.** D.P.O.'s, machines, advertising, R.P.O.'s, stampless and much more are featured in my state price lists. Which state may I send you?

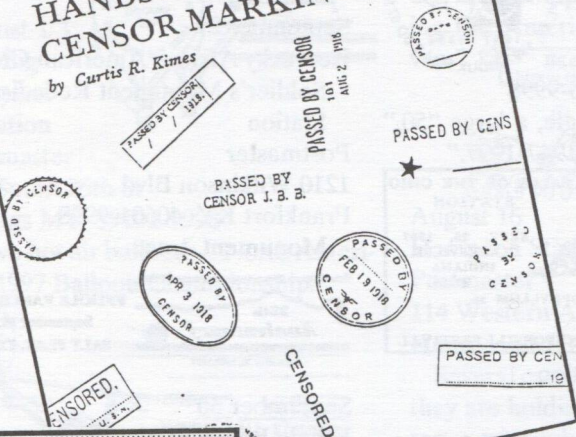
P.O. Box 94822  
Las Vegas NV 89193  
(800) 594-3837  
FAX (702) 369-9139



Still Available!  
(Third printing)

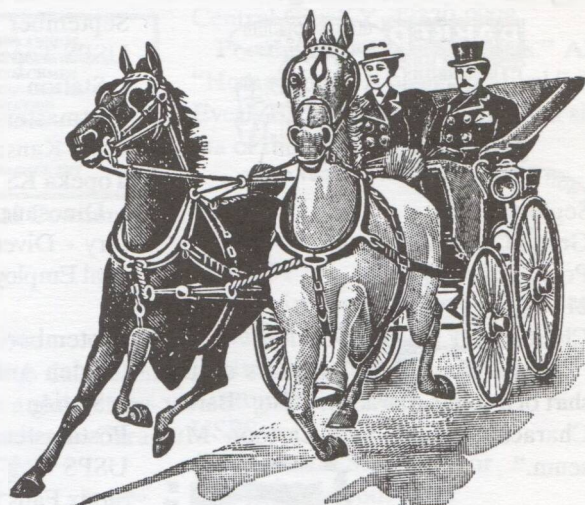
### Pictorial of World War I United States Fleet HANDSTAMPED CENSOR MARKINGS

by Curtis R. Kimes



\$18.50 postpaid\*  
order/payment to:  
C. R. Kimes  
1355 Martin Drive  
Auburn, CA 95603

\*CA residents add \$1.34 tax



## WANTED

"YEAR OUTSIDE" DUPLEX CANCELS  
from  
OREGON, WASHINGTON and IDAHO

Send priced covers or photocopies  
or request my offer

JOHN WHITE

780 NW Wallula Ave Gresham OR 97030



## CANADA AND NEWFOUNDLAND

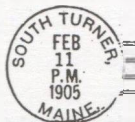
## Covers and Postcards

## WANTED : 1880-1950

I am a specialist looking for Town Postmarks, RPO's, Registered Mail, Ship Mail, Anything Unusual. ALSO WANTED: Canadian viewcards showing town main streets, depots, trains, ships, planes, farm machinery, disasters, etc. MEMBER APS.

JIM MILLER BOX 3005 KAMLOOPS, B.C. V2C 6B7 CANADA

## WANTED: MAINE 4 BAR P.O. CANCELS IN COLOR



1900- to date including Doanes, Standard, Non- Standard and Provisional cancels.

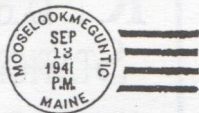
BRUCE L. COREY

108 MARILYN AVE

WESTBROOK, ME 04092

MOSQUITO, ME.

JAN. 18'09 11 A.M.



## WANTED TO BUY

- \* Hawaiian Postal History (Especially 1900-1959)
- \* Alaska Postal History (1867-Date)
- \* Yukon Postal History (1885-1959)
- \* 19th Century U.S. Officials (Fancy cancels and Fort cancels)
- \* Hawaiian Stamps with town cancels

STEVE SIMS, 1769 Wickersham Dr., Anchorage, AK 99507. Phone: (907) 563-7281

LIFE MEMBER APS

## WANTED: FOREIGN COVER ACCUMULATIONS

## WANTED! COVERS!



We are insatiable buyers of worldwide cover lots! Any foreign country to 1960. If you have a large holding of bulk covers, why not pack up that accumulation and turn it into cash today? Top prices paid. You'll like our generous instant offer check which is generally mailed within 24

hours of receipt. Ship with absolute confidence -- we always pay all shipping costs. Please be sure to fully insure. References on file.



## SCHMITT INVESTORS LTD.

Postal History Specialists Since 1953

P.O. Box 67

Woodbury, NY 11797

516-367-4030 (24 hours)

ASDA-APS-PTS (London)-CSDA (Canada), etc.

ASDA

APS

USPCS

BIA

MSDA

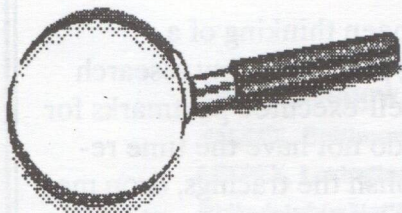
CSA

ESPHS

PSE

(Expert Staff)

Don Tocher  
U.S. Classics  
Stamps and Postal History



Box 16

Shrewsbury, MA 01545

PH/Fax: 508-845-1505

E-mail: dontoch@ix.netcom.com

AMEX, VISA and Master Charges Accepted

Visit PostalNet, "The Never Ending Stamp Show", at: <http://www.postalnet.com>



**Artt & Dot Everett  
EVERETT PHILATELICS**

**U.S. & WORLDWIDE POSTAL  
HISTORY**

**Featuring Western U.S. including  
Territorials**

**Buying - Selling - Lists**

**Now At  
P.O. Box 40010  
Pasadena, CA 91114**

*Ausdenmoore-McFarlane*

**STAMPS, POSTCARDS  
& COVERS**

**Chuck & Jan McFarlane**

- ☐ War & Censored Covers
- ☐ Thematic Covers
- ☐ U.S. 20th Century Postal History
- ☐ Worldwide Postal History
- ☐ U.S. Postal Stationery
- ☐ Worldwide Postal Stationery
- ☐ Picture Postcards
- ☐ USPS Publicity Photos

**P. O. Box 2348  
Midland, Michigan 48641-2348**



**P. O.  
BOX 74**

**KIRK'S  
STAMP CO.**

**CONSTANT ADDITIONS  
OF POSTAL HISTORY IN  
VIRTUALLY ALL AREAS.  
EXPO'S, EXPRESS  
R. P. O.'S, U.S. POSTAL CARDS,  
STATIONERY, STAMPS & MORE...**

**we seek odd & unusual  
Please offer!**



**KIRK AND ELSIE WOLFORD**  
Owners (916) 675-2687

**SINCE 1975**



**SINCE 1970**

**PROFESSIONAL  
POSTMARK TRACING**

I will execute to your specifications accurate tracings of plain or fancy postmarks and cancels. My work is currently appearing in *La Posta* in both the Washington Territorial postmark series by Richard A. Long and the 19th Century Colorado postmark series by Richard Frajola.

If you've been thinking of a postmark catalog project, or any research which requires well-executed postmarks for illustrations, but do not have the time required to accomplish the tracings, drop me a line or give me a call with the particulars, and I will give you a quote.

**Jane Dallison  
P. O. Box 296. Landlois, OR 97450  
(541) 348-2813**



**MAINE NARROW GAUGE R.P.O. CANCELS WANTED**

Bangor & Bucksport R.P.O. (10/9/1879-5/31/1883)  
 Palermo & Wiscasset R.P.O. (1895-1896)  
 Albion & Wiscasset R.P.O. (1896-1902, 1909-1933)  
 Waterville & Wiscasset R.P.O. (1902-1909)  
 Harrison & Bridgton Junction R.P.O. (1900-1917)  
 Carrabassett & Farmington R.P.O. (6/1/1900-8/31/1900)  
 Farmington & Rangeley R.P.O. (1892-1903)  
 Kingfield & Farmington R.P.O. (1903-1913)  
 Phillips & Farmington R.P.O. (1913-1917)

**BRUCE L. COREY 108 Marilyn Avenue Westbrook, ME 04092**

## TWO PREMIUM POSTAL HISTORY AUCTIONS

**Spring and Fall 1997**

Many illusive Wisconsin Territorial and statehood, other U.S. Postal History, Stamps & Large Lots

**Request your Free illustrated catalogs now**

We want: Better Wisconsin covers, stamp and cover collections and accumulations for purchase or consignment.

**Wm. B. Robinson**

**Box 12492**

**Green Bay WI 54307-2492**



phone 414-499-6886

fax 414-498-2912



### Hot Off The Press:

### *North Carolina Post Offices & Postmasters, Colonial to UPS*

The definitive work for postal historians and genealogists. An illustrated listing of all North Carolina post offices by county, with every known postmaster, date of office and illustration of all known markings prior to 1900.

Arranged in four volumes:

Vol. I - Alamance through Durham (May 1997)

Vol. II - Edgecombe through Northampton (1998)

Vol. III - Orange through Yancey (1999)

Vol. IV - Cross Reference, Appendix, Bibliography & Addenda (1999)

Volume I is now available at \$42.50 plus \$3.50 shipping

Cloth bound, gold stamped cover with 402 pages detailing markings and history of 2316 post offices.

**Order from:**

**Tony Crumbley, PO Box 219, Newell, NC 28126**



## JIM JOHNSON

POST OFFICE BOX 2178  
 BURLINGTON, N.C. 27216  
 PHONE/FAX 910-570-1533  
 EMAIL: phiusa@netpath.net  
 ASDA APS



## POSTAL HISTORY USA

**WANTED: COVERS & USED POSTCARDS (STAMPS INTACT)**

\*All US Postal History/US Stamps

\*Foreign Covers: (No FDCs)

DPOs, RPO's, Ships, Auxilliary Marks

\*Philatelic Literature with Postal History Content

\*Worldwide: Postal Stationery, Stampless

Covers, FPOs, APOs, TPOs, Paquebots,

Censors, Topicals, Airmails, Dues,

Patriotics (Including Mint Civil War)

### See Us At These Upcoming Shows:

**APS STAMPSHOW, Milwaukee, WI 21-24 Aug**

**BALPEX, Baltimore, 29-31 Aug**

**LEXPEX, Lexington, KY, 13-14 Sep**

**Philadelphia Nat'l. Show, King of Prussia, PA, 26-28 Sep**

**PEACH STATE APS SHOW, Athens, GA, 17-19 Oct**

**ASDA MEGA SHOW, NY City (Javitts Center), 30 Oct - 2 Nov**

**CHICAGOPEX, Rosemont Conv. Center, 21-23 Nov**



**La Posta Publications Announces An Important Publishing Event**

**Harold E. Richow's  
ENCYCLOPEDIA OF R.F.D. CANCELS, 2nd Revised  
Edition**

With over 15 thousand listings and dozens of new RFD cancel types, this new edition of Richow's popular reference nearly doubles the amount of information presented in the long out of print 1983 edition.

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

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

**TO ORDER : SEND \$34.95 to**

**La Posta Publications, P.O. Box 135, Lake Oswego, OR 97034**

## Wanted!

*Do you have any designer-and-engraver  
autographed plate blocks?*

I am looking for the following designer-and-engraver autographed plate blocks (or other selvage multiples). Please send description and price!

C25-31 — Transport airmails	733 — Byrd
704-15 — Bicentennials	736 — Maryland
716 — Lake Placid	740-49 — Parks
717 — Arbor Day	772 — Connecticut
718-9 — Olympics	773 — San Diego
720 — 3-c "Stuart"	774 — Boulder Dam
724 — Penn	775 — Michigan
725 — Webster	776 — Texas
726 — Oglesby	777 — Rhode Island
727 — Newburgh	785-94 — Army-Navy
728-9 — Chicago	1041 (&B) — 8-c Liberty
732 — NRA	1084 — Devil's Tower

**James H. Patterson**  
P.O. Box 3456 — Phoenix, Arizona 85030

## ARIZONA - NEW MEXICO POSTAL HISTORY SOCIETY

**Seeks New Members, Who Seek  
New Material, New Information  
and New Friends**

**DUES \$10 Annually**

- Receive "The Roadrunner" Quarterly Newsletter
- Trade Duplicates at Winter and Summer Meetings

**Contact: Thomas K. Todsen, 2000 Rose  
Lane, Las Cruces, NM 8005**

**or**

**Peter Rathwell, 4523 E. Mountain View  
Dr., Phoenix, AZ 85028**



# LA POSTA

## CLASSIFIED ADS

Only 5 cents per word sends your message to the largest & best informed group of postal historians in America

NUMBER of WORDS	Total for Consecutive Issues			
	1 Issue	2 Issues	3 Issues	6 Issues
1 75	1 25	2 18	3 12	5 94
26 30	1 50	2 62	3 75	7 14
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

5¢ Per Word Over 150 Words

### ANNOUNCEMENTS

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

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](mailto: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]

### 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]

### 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]

ALASKA & YUKON & HAWAII postal history oldest to present wanted. APS life member. Steve Sims, 1769 Wickersham Dr., Anchorage, AK 99507 (907) 563-7281. [29-4]

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

### TOWNS: WANTED

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]

D.C. (DISTRICT OF COLUMBIA) postal history. Washington Philatelic Society putting together a postal history of D.C. along with postmarks in various categories. as a preliminary we will publish a D.C. bibliography for which we solicit your input. In addition we would like to hear from collectors of D.C. postal history or postmarks. All letters will receive a response and contributions towards the book will be acknowledged. S.B. Stiss, 436 N. Park Drive, Arlington, VA 22203. [28-6]

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]

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: 1-888-259-5494; E-mail: [pottsplit@aol.com](mailto:pottsplit@aol.com) [28-6]

**EXPIRATION DATE  
SHOWN AT END OF EACH  
AD, I.e., [28-4], MEANS AD  
WILL EXPIRE WITH THIS  
ISSUE**

**AD DEADLINE FOR NEXT  
ISSUE:**

**SEPTEMBER 21, 1997**



## TOWNS: WANTED

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 [29-3]

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]

WANTED!! SHUBEL, OREGON cover, either 19th or 20th century strike. If cover not for sale, would appreciate a photo copy and/or tracing of the strike. Wayne Holmes, P.O. Box 812, Beavercreek, OR 97004. [28-4]

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]

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 [29-3]

## 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. [29-3]

## MISCELLANEOUS: WANTED

EXPRESS COMPANY LABELS pn or off cover. All types: "Forwarded By ...", C.O.D., Newspaper Stamps, "Return Goods By ...", "Money Package", Parcel Stamps, etc. (Railroad Registered Package labels too). Bill Samis, 436 Thomas Road, Ithaca, NY 14850. [29-3]

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]

SEEKING AIR FORCE Base or flying field cancellations on cover, (no APOs), 1947-1997. Jerome C. Jarnick, 108 Duncan Drive, Troy, MI 48098-4613. [29-2]

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

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

Let a *La Posta* Classified ad send your message to over 1,200 of North America's most energetic and interested postal history enthusiasts.

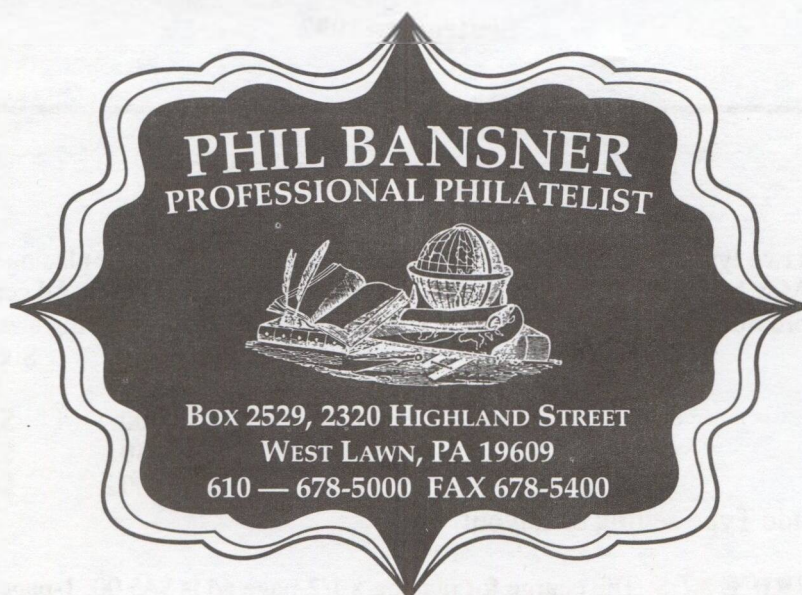
**As simple as 1, 2, 3!!!**

1) Write down your ad on a slip of paper;

2) Count words excluding ZIP code and check the rate card on page 77 to find the cost & number of insertions, and

3) send your ad along with a check to La Posta, P.O. Box 135, Lake Oswego, 97034 and we'll do the rest.





*Buying and Selling*

**WORLDWIDE PHILATELIC LITERATURE**

*(Send \$5.00 for Current Catalog)*

**UNITED STATES POSTAL HISTORY**

*Featuring*

COVERS FROM COLONIAL TO 1920  
POSTAL HISTORY BY STATE  
ADVERTISING COVERS BY TOPIC  
RAILWAY AND WATERWAY CANCELS  
MACHINE CANCELS  
CIVIL WAR PATRIOTICS  
ANY BETTER POSTAL HISTORY

*Please let me know your collecting interests!*

800-438-4483 (U.S. & Canada)

e-mail: [pbansner@epix.net](mailto:pbansner@epix.net)

Visit my Home Page on the Web — [www.philbansner.com](http://www.philbansner.com)



## 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 - 74**

**PHIL BANSNER - 79**

**BRUCE COREY - 71 & 73**

**TONY CRUMBLY - 75**

**JANE DALLISON - 74**

**H.J.W. DAUGHERTY - 19**

**MIKE ELLINGSON - 43**

**EVERETT PHILATELICS - 74**

**JIM FORTE - 72**

### DISPLAY ADS

**C. R. KIMES - 72**

**KIRK'S - 74**

**JIM MILLER - 73**

**JAMES H. PATTERSON - 76**

**DAVID G. PHILLIPS CO. - 72**

**POSTAL HISTORY USA - 75**

**WM. B. ROBINSON - 75**

**SCHMITT INVESTORS LTD. - 73**

**STEVE SIMS - 73**

**WEBSTER STICKNEY - 48**

**DON TOCHER - 73**

**JOHN WHITE - 72**

**WRECK & CRASH MAIL SOCIETY - 30**



**ANNOUNCING A MAJOR POSTAL HISTORY PUBLISHING EVENT!!**

**A  
PRICE GUIDE  
TO U.S.  
A.P.O. CANCELS  
OF THE  
SECOND WORLD WAR**

**By Jim Forte & Richard W. Helbock**

This 144 page, 8.5x5.5 inch book lists and prices every US APO in each country it operated from 1941 through 1945. Certain to be one of the most talked about publications of the year, you may order your copy today for just \$14.95 plus \$2.00 shipping from:

**LA POSTA PUBLICATIONS, P.O. Box 135, Lake Oswego, OR 97034**



**La Posta Publications  
P.O. Box 135  
Lake Oswego, OR 97034**

**BULK RATE  
US POSTAGE  
PAID**  
Tarpon Springs, Fla  
Permit No. 37  
Zip Code 34689

**Address Correction Requested**