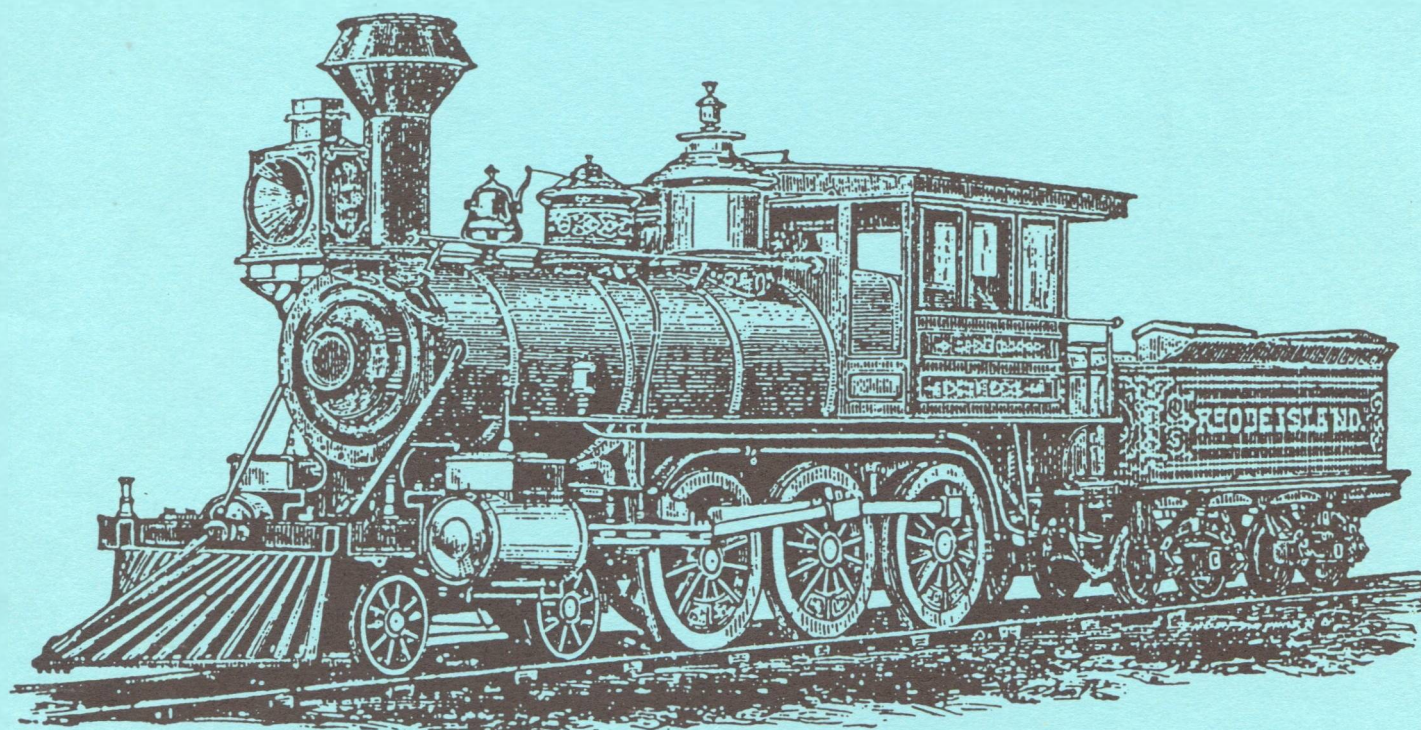


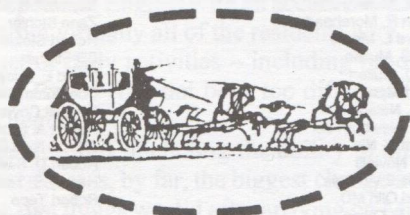
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PUBLISHER'S PAGE

And Now For Something Entirely Different...

Life here on Magnetic Island in Australia's Great Barrier Reef is really not so different than the life we left in the Pacific Northwest. Obviously, the surroundings of tropical plants, birds and wildlife – including insects – bear little resemblance to our former home. We've had only one brief, heavy rainfall in the six weeks Cathy & I have been here. And we find ourselves speaking English with an accent that makes us sound different from virtually all of the residents here. But, all in all, the conduct of daily activities – including production of this issue of *La Posta* – has not been too different from what we knew in Oregon.

Communications, including the ability to interact with *La Posta* subscribers is, by far, the biggest change in our lifestyle. One of the first things we did after arriving on Magnetic Island was to establish a local Internet presence. Email can now be sent to us through laposta@pronet.net.au, although email sent to our old address -- laposta@teleport.com – is forwarded to us here in Australia immediately. Once the email connection had been reestablished, we were able to make cheap, nearly instantaneous contact with everyone for whom we had email addresses. Unfortunately, one of the files that failed to get transferred from my desktop to my laptop before we left Oregon was the "On Line" listing of *La Posta* subscribers. *[Listed subscribers should verify their email addresses as listed in this issue are correctly entered]* I also failed to carry a printed copy of *La Posta*, assuming that I would have the November issue at hand in only a matter of a few weeks. What I failed to fully appreciate was just how time delay would be needed to overcome the slow international mail service between the US and Australia. Parcels sent USPS International Express Mail require no less than 6 days to reach us on Magnetic Island from Oregon. The required delivery time for letters and parcels sent by airmail is 10-11 days from the West Coast. Granted those delivery times don't appear to be too bad, but, if you are looking for a turn around, then it's necessary to double them, and you are looking at nearly three weeks to receive an answer to a question provided both parties use airmail and there is no delay in posting the answer. In the time frame required for journal publication deadlines or mail auctions, three weeks can be an eternity!

Never-the-less, direct surface mail can be sent to us at 17 Compass Crescent, Nelly Bay, Magnetic Island, Queensland 4819, Australia. Alternatively, all mail sent to P.O. Box 135, Lake Oswego, OR 97034 will be forwarded to us on a weekly basis. The phone number required to reach us from North America is 011-61-747-581-440. We are 18 hours ahead of Pacific Standard Time. When it is 7PM on Monday in San Francisco, it is 1 PM on Tuesday here in Nelly Bay. We would appreciate it if callers would limit calling times to 4-8PM Pacific or 7-11PM Eastern.

Several folks really came through in a big way to help me put this issue of *La Posta* together despite the communications problems. **Randy Stehle, Tom Clarke, and Mike Dattolico** all responded to my email pleas with prompt manuscript sendings. **Charles Boubelik, Robert Rennick, and Gerald**

Gorman had all provided me with copy before we left Oregon. **Dave McCord** responded to my desperate email request for assistance with a cover illustration by locating the attractive locomotive which graces this issue. Their combined efforts, along with those of our newest full-time staff member, my dear wife **Cathy**, have provided the necessary skills and energy to make this issue possible. To all, my heartfelt thanks!

A few interesting articles are already at hand for the March issue, but we could certainly use some additional material for that and future issues. If you have been contemplating a postal history project, why not jump in this winter and join our small group of *La Posta* authors? Editorial assistance will be happily provided.

In response to several requests from readers, I will extend my space in this issue to relay a few personal observations about life on Magnetic Island. To everyone who has wished us well in this venture, please accept my sincere thanks. Cathy & I are enjoying the challenges and you may rest assured that we will do all we can to maintain an even keel for *La Posta* in the months to come.

THE ATTRACTIONS OF ISLAND LIFE

It's a quiet November Sunday morning on Magnetic Island, and the temperature is slowly creeping from a morning low of about 75 to the typical daily high of around 85 degrees Fahrenheit. Of course, with only 10 km. of paved roads, there aren't many cars or trucks and the few stores that usually provide the basics - groceries, meat, hardware and videos - are all closed, or about to close at noon. There are few tourist facilities here in Nelly Bay, so it's difficult to judge whether the weekend has brought much an influx of visitors to the island. Most of the visitors arrive by passenger ferry at Picnic Bay, and quite a few of them remain in and around that village. There is a commercial strip, a number of backpacker accommodations, and a netted section of the beach which is important to keep out the lethal box jellyfish. Box jelly fish breed in the mangrove swamps and when spring rains flush the estuaries, they float out with tides and become a concern for bathers all along the coast of tropical Queensland. We haven't yet seen any spring rains, but the lifeguard service puts up the nets here and throughout the Townsville area on November 1st.

A small group of four or five stone curlews is resting comfortably in the front yard in the shade of the small palms. Apparently after a wild night of banshee like wailing, these birds enjoy listening to Mozart and dozing away the daylight hours. It has taken us some time to get used to the curlews. Also known as bush thicknees, although there knees do not appear particularly thick, they are shy brown and white birds with large, fierce eyes. They stand about two feet tall, appear to prefer running to flying, and remind Cathy and I a bit of Southwestern roadrunners. These gentle creatures once ranged over much of coastal northern Queensland, but have lost most of their former habitat to man and predatory dogs. They are now limited to a few off shore islands. By day, they stand or lie around in small groups in yards or vacant lots trying to blend in with the vegetation, but, as dusk approaches, the air is pierced with their long plaintive wailing, which sounds a bit

like elk trumpeting to our North American ears. The calls go on virtually all night long, rising and falling in volume as the curlews carry on their dance of life. At first, we tried pillows over the ears, but given the warm night air that wasn't very comfortable. Besides, it didn't really do the job well; kind of like that old admonition to ignore at all costs that huge pink elephant standing behind that bush. After two or three weeks, we have reached what can best be described as an "accommodation". We leave the doors and windows open when we go to bed, knowing that the typical curlew serenade will be an element of the nighttime environment. At dawn, however, the curlews are joined by rainbow lorakeets, sulfur crested cockatoos, Torresian pigeons, friar birds, and who knows how many other voices, until the curlew serenade becomes a raucous avian symphony. Too loud to shut out, impossible to ignore, we fumble around closing all the open doors and windows, and hope that we drift off back to sleep. As Cathy pointed out, the birds are only allowing us to share their sanctuary, and it is fitting that we make at least some sacrifices to live with them. A bit of night noise from our feathered neighbors must surely be preferable to the whine and rumble of freeway traffic.

Cathy and I have never lived on an island before, and it takes a bit more planning and forethought than living on the mainland. For example, Cathy is off at the moment on a trip to the Sunday morning farmers' market in Townsville in search of fresh herbs. There are at least three grocery stores on Magnetic Island, but all are on the small side by US or suburban Australian standards. The selection of products is limited to basic canned fruits and veggies, sauces and condiments, packaged bakery goods, a bit of frozen vegetables and ice cream, dairy products, soft drinks and juices. Meat is available at the island's one butcher shop, although the largest grocery, which bills itself as the "supermarket" does have a deli case including roast chook. Turkey is apparently not available in this part of Australia, but roast or barbecued chicken is very popular. Fortunately, we've been able to assemble most of the basic ingredients and spices for preparation of some of our favorite Mexican dishes - nothing extraordinary, just enchiladas, chili con carne, guacamole salads, and so forth. We are, however, missing fresh cilantro, and that rare herb is one of the prime objectives of Cathy's trip today.

The trip involved checking the Sunday ferry schedule, and timing her three kilometer drive from Nelly Bay to Picnic Bay in order to catch the boat. The ferry ride is only 20 minutes to Townsville city center, so the whole trip is only about half an hour - just about what it used to take us to drive from our home near Lake Oswego to downtown Portland. Granted, the drive along the island road over the headland to Picnic Bay and the subsequent 20 minute sea voyage are a much more pleasurable experience than thirty minutes of 60-70 mile-an-hour driving on good ol' Interstate 5, but the fact that you actually have to plan such a trip instead of just hopping in the car and going as you please is a bit new to us.

One of the island's most exciting attractions are its beaches. Picnic Bay, Nelly Bay and Horseshoe Bay have the longest beaches, but there are a number of smaller beaches scattered along the 10 km. island road which offer great swimming and sunning possibilities. Alma Bay in Arcadia is a beautiful little inlet framed by large pink granite boulders and hoop pines. It has its own lifesaving station which is manned on weekends,

and is very popular with tourists and residents alike. Because of its position with respect to ocean currents, the occurrence of box jellyfish in Alma Bay is reportedly very rare.

Cathy and I are particularly fond of Radical Bay, which is another small coastal indentation, but located three or four kilometers off the main road on the north side of the island. Decomposing granite has produced a beach light pink in color, and, because of its distance from the road, the place receives a limited number of visitors. We've never seen more than four or five other couples or families on the beach when we've been there. As with all Magnetic Island beaches, the waves are usually gentle and the water is bathtub warm - around 75-80 degrees Fahrenheit.

What are the drawbacks for an American living on Magnetic Island? That's a difficult question, for everyone has different tastes and preferences. For some Americans, life on Maggie would be just too slow and bucolic; for others it might be paced just about right. I, for one, rather miss my choice of multiple TV channels, but for Cathy it makes little difference because she mostly prefers to watch TV in the evening to help her wind down from the day's activities before going to bed.

Normally, on a Sunday afternoon in November, I would be plopped in front of my TV watching this or that football game. But in Australia, the only American football on TV is Monday Night Football, which appears on TV here at half past midnight on Tuesday. So far, I haven't been able to stay up late enough to watch, although I'm thinking of taping a game next week to see how that works.

A far more serious problem for some Americans living in Australia might be the difficulty in staying in close touch with family and friends back home in the US. Telephone calls from Australia to the US cost between 55 and 90 US cents per minute depending upon the time the call is made and the plan being used. That's obviously quite a bit higher than US domestic long distance rates. Email contact can be substituted for some telephone conversations, and I would expect cheaper telephone connections as "phone calls" via the Internet drive down international calling prices in years to come.

Physical travel between Australia and the US is another matter. A flight of about 14 hours is required to travel from Los Angeles or San Francisco to Sydney. If one begins the journey from somewhere other than the California gateways, or plans to reach a destination beyond Sydney, then additional hours of flying and waiting in airline terminals will extend the trip. From the time Cathy & I left our houseboat in Scappoose, Oregon, until we landed in Cairns, Queensland, some 30 hours had elapsed.

Current airline ticket prices between the US and Australia are fairly high in comparison to international fares between the US and Europe or the US and Asia. The small populations of Australia and New Zealand, combined with a relatively low number of Americans seeking tourist destinations in the South Pacific, keep demand for air service fairly low and ticket prices high. Discount round trip air fares from Los Angeles or San Francisco to Sydney typically run in the US \$900 to \$1,000 range, although bargains are sometimes available during the North American summer months.

Domestic air fares within Australia are very high by US standards due primarily to a lack of competition. Qantas and Ansett are the only two major airlines, and, while there are

occasional fare discounts, intercity travel is very expensive. Americans wishing to visit Australia and planning to see several different locales on their visit, should purchase intra-Australia ticket packages before leaving the States. Such packages offer some very good air travel bargains and are not available once you reach Australia. See your travel agent of details.

The cost of living on Magnetic Island appears to be fairly comparable to living in a small town in the US. Housing - either rental, or purchase -- seems to be about 1/3rd less expensive than what we knew in Oregon, although the Portland area is by no means cheap by overall US standards. As an example, Cathy & I are paying US \$530 per month for a smallish - perhaps 1,400 square foot -- three bedroom, three bath masonry block house on a small lot in a quiet suburban style neighborhood located eight minutes walk from the beach at Nelly Bay. The house has a small front yard, but backs onto a huge natural wooded area with visiting kookaburras, bush tailed possums, and all sorts of other natural delights. The downside is an almost continuous stream of insect and arachnid visitors, but so far nothing we can't handle.

Food appears to be about comparable in cost to what we were used to in the US. The choice of foods on Magnetic Island is a bit limited by transport difficulties, but we've been in some large grocery shopping centers on the mainland which would compare well with anything in the US suburbs in terms of choice or price. Dining out is also fairly comparable in cost to US standards. A very nice meal for two at one of the better restaurants on the island may be had for under \$30 US, particularly since tipping is not a common practice and most restaurants are BYO when it comes to alcoholic beverages.

Clothing is very cheap. First off, you don't have to wear much. Quick dry shorts, some sort of T-shirt, and sandals or athletic shoes are about all you need for everyday ware. Few people wear anything else on the island, and the degree of formality in dress is usually reflected in the length and color of shorts, or the style of shirt - with or without collar. A bit of advice from a British couple we recently met, who are doing exactly the same sort of six month visit that we are: before you leave home, once you've packed your bags, unpack everything, and then repack leaving at least half of your clothes behind.

The biggest difference in costs of living in the US and Australia appear to be in prices charged for cars, appliances and audio-visual equipment. Automobiles appear to run at least 1/3rd more expensive than comparable makes and models in the US. In addition, gasoline costs \$2 (US) per gallon or more, and repairs and other automotive services are also probably higher, although I have had no personal experience along those lines. On the island most people drive either cheap older cars - four-wheelers if possible, or *mokes*. Mokes are small jeep-like vehicles, with no tops, or at best a canvass covering on metal tube frame. They have little power, very few features beyond the basics, and are the cheap transport of choice. Magnetic Island is said to have the largest fleet of mokes in Australia - perhaps in the world.

Televisions, stereo equipment, VCRs, kitchen appliances, and other items of that sort all tend to be about 1/3rd higher with far less choice among makes and models available. The 240 volt current coupled with the PAL television standard and

the limited Australian market size - less than 20 million people in the whole country - all act to drive prices higher than what we Americans have come to know.

In summary, if an American is willing to live in a typical Australian suburban style house; drive around the island in a moke, or some other basic transportation; be flexible enough, or creative enough, to make due with the somewhat limited variety of foods available; and willing to substitute moonlit walks on the beach for the accustomed TV fare, the life on Magnetic Island will probably be no more expensive than life in the USA. We'll let you know in five more months how successful we have been.

RWH

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

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Continued on Page 69

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CALIFORNIA

001 AIR CORPS ADVANCED FLYING SCHOOL BR, 1943 F MACH ON PPC. \$6
 002 ALCATRAZ, 1910 G+ 4-BAR ON PPC (74-63). EST. \$5
 003 ANNAPOLIS, 1910 F LKU SON-180 ON PPC. EST. \$4
 004 AROMAS, 1917 G 4-BAR (SAB-40) ON CREASED PPC. EST. \$4
 005 ASILOMAR, 1933 G+ LKU MOT-100 ON PPC. EST. \$4
 006 BLANCO, 1909 VG CDS ON PPC W/SKINNED SPOT. EST. \$6
 007 BONANZA, 1907 F EKU DOANE ON PPC (00-14). EST. \$20
 008 BRADLEY, F 1907 CDS W/SOLEAD & PARAISO SPRINGS. EST. \$5
 009 BRADLEY, 1907 F LKU MOT-230 ON PPC. EST. \$4
 010 BRADLEY, 1907 G CDS REC'D W/ KING CITY STAMP 1/2 GONE. \$4
 011 BRODERICK, 1909 VG SL W/STAMP GONE ON PPC. EST. \$5
 012 BROWNSVILLE/YUBA CO, 1884 G+ T&C ON COVER. EST. \$20
 013 CAHUENGA, 1905 F DOANE ON PPC (81/07). EST. \$12
 014 CARMEL, 1910 F DOANE ON GPC RE: LIBRARY. EST. \$4
 015 CARMEL, 1913 F DUPLEX ON GPC RE: LIBRARY. EST. \$4
 016 CARMEL VALLEY, 1958 F MACHINE ON GPC. EST. \$4
 017 CASTROVILLE, 1932 G+ 4-BAR ON COVER W/SALINAS HOTEL AD. \$5
 018 CHUALAR, 1943 VG 4-BAR ON PPC. EST. \$4
 019 CLOVERDALE, 1894 F EKU SON-1040 ON COVER W/1" RIP. EST. \$4
 020 CLOVIS, 1912 F CUMMINS MACHINE ON PPC. EST. \$4
 021 CONFIDENCE, 1911 VG 4-BAR ON PPC (99/25). EST. \$8
 022 COPPERVALE, 1904 G EKU LAS-370 B/S ON COVER. 2nd KNOWN. \$12
 023 DAUNT, 1910 VG 4-BAR ON PPC (86-11). EST. \$10
 024 DIMOND, 1906 F DUPLEX ON PPC (91-08). EST. \$6
 025 ECHO, 1912 VG 4-BAR ON PPC (88/13). EST. \$6
 026 ELINOR, 1910 G+ DOANE ON PPC W/STAMP GONE (06-14). E. \$6
 027 EXCHEQUER, 1911 VG 4-BAR ON PPC (07/26). EST. \$12
 028 FAIRFIELD/SOLANO CO, 1886 VG T&C ON COVER. EST. \$20
 029 FIGARDEN, 1925 F MS EKU FRE-1360 ON COVER. EST. \$10
 030 FORT ROSS, 1913 VG SON-1900 AS FORWARDING ON PPC. EST. \$12
 031 FORT ROSS, 1914 VG SON-1910 ON PPC (77-28). EST. \$12
 032 FROHM, 1896 F CDS B/S A BIT LOW ON COVER (87-02). EST. \$25
 033 GALT, 1921 F COLUMBIA MACHINE ON PPC. EST. \$4
 034 GONZALES, 1910 G+ EKU MOT-880 ON PPC. EST. \$4
 035 GREENFIELD, 1934 F 4-BAR ON GPC. EST. \$4
 036 GREGORY, 1906 VG CDS ON PPC W/STAMP GONE (00-08). E. \$20
 037 GUERNEVILLE, 1943 MACH W/ C/C ARMY AIRDROME/SANTA ROSA. \$8
 038 GUERNSEY, 1911 F 4-BAR ON PPC (98-18). EST. \$20
 039 HARPER, 1911 F 4-BAR ON PPC (09-20). EST. \$5
 040 HAYDENHILL, ca1910 VG 4-BAR ON PPC (78/19). EST. \$12
 041 HOLLISTER, 1895 F EKU SAB-440 ON GPC. EST. \$5
 042 HOLLISTER, 1898 F EKU SAB-450 ON GPC. EST. \$5
 043 HOLLISTER, 1910 F SAB-510 ON PPC. EST. \$3
 044 HONCUT, 1911 G+ 4-BAR ON PPC (56/43). EST. \$5
 045 IVERSEN, 1908 F DOANE ON CVR CUT @ RT INTO STAMP (90-10) 20
 046 KEARNEY PARK, 1908 F 4-BAR ON PPC (01-35). EST. \$6
 047 KING CITY/REC'D, 1909 VG EKU MOT-1300 ON PPC. EST. \$6
 048 KING CITY, 1915 VG EKU MOT-1330 ON COVER W/ C/C. EST. \$5
 049 LAKEVILLE, 1908 G+ CDS ON COVER W/SM STAIN (59/20). E \$10
 050 LAKEVILLE, 1917 VG 4-BAR ON COVER (59/20). EST. \$12
 051 LIKELY, 1907 VG LKU MOD-1100 ON PPC. EST. \$4
 052 LYONSVILLE, 1912 F 4-BAR ON PPC (83-37). EST. \$6
 053 MAMMOTH, 1908 VG 4-BAR REC'D & O/S ON PPC (07/25). EST. \$8
 054 MANHATTAN, 1910 VG CDS ON PPC (03-27). EST. \$6
 055 MARIGOLD, 1914 VG LITE 4-BAR ON PPC (11-29). EST. \$12
 056 MARKLEEVILLE, 1907 F DOANE ON PPC. EST. \$4
 057 MELBURNE, 1909 VG CDS ON PPC (01-18). EST. \$20
 058 "MISSANTO MONTEREY, CAL." 1912 F AUXILIARY ON PPC. \$4
 059 MONTEREY, 1919 F COLUMBIA MACHINE ON PPC. EST. \$3
 060 MOSS LANDING, 1942 G+ 4-BAR ON COVER. EST. \$4
 061 MOUNT HEBRON, 1907 F DOANE ON PPC (87/73). EST. \$4
 062 NAVAL 10054, 1944 RET ADDRESS (MCAS MOJAVE) ON PPC. \$3
 063 NAVAL 10225, 1945 RET ADDRESS (USNABPD SAN BRUNO) ON CVR. 5
 064 NAVAL 10300, 1945 RET ADDRESS (USNCH YOSEMITE) ON PPC. \$6
 065 NAVAL 10343, 1944 RET ADDRESS (USNDB TERMINAL (SL) ON CVR 5
 066 NAVAL 10335, 1944 RET ADDRESS (USNCH ARROWHEAD) ON CVR. \$6
 067 NAVAL AIR STA, 1933 F 4-BAR ON CACHED CVR (1933 ONLY) \$5
 068 NORTH BLOOMFIELD, 1899 G+ LKU NEV-1550 ON CVR W/ C/C. \$6
 069 NORTHWESTERN, 1909 VG 4-BAR B/S ON TONED CVR (06-27). \$6
 070 OAKLAND, 1946 DPLX W/RET ADDRESS OF WAVE BARRACKS. \$6
 071 OMO RANCH, 1910 VG CDS ON PPC (88-74). EST. \$4
 072 ONO, 1914 F 4-BAR ON PPC (83-63). EST. \$4
 073 ORNBALUN, 1908 G+ CDS ON CVR CUT @ RT INTO STAMP (97-26) \$8
 074 PACIFIC GROVE, 1914 FLAG ON GPC RE: DONNER PARTY SURVIVOR \$8
 075 PACIFIC GROVE, 1931 F LKU MOT-2150 ON PPC. EST. \$4
 076 PACIFIC GROVE, 1899 F LKU MOT-2060 ON GPC. EST. \$8
 077 PACIFIC GROVE, 1887 F DC ON COVER. EST. \$12
 078 PALO ALTO, 1893 VG SCL-2350 ON STANFORD CVR RED'D @ LEFT. 8
 079 PARAISO SPRINGS, 1887 F CDS TO PARIS, FULL BACK ILLUS OF TOWN \$50
 080 PARKFIELD, 1909 VG EKU MOT-2330 ON PPC. EST. \$5
 081 PEBBLE BEACH, 1938 VG 4-BAR ON PPC. EST. \$4
 082 PINERIDGE, ca1908(NYD) VF 4-BAR ON PPC (92-44). EST. \$6
 083 POINT REYES, 1935 F LKU MRN-1950 ON GPC. EST. \$4
 084 POMO, 1908 VG EKU MEN-3120 ON PPC W/STAMP GONE. 2 FILE HOLES & PASTE
 REMNANTS (70/11). EST. \$6
 085 PORT KENYON, 1908 VG LITE DOANE ON PPC (86/13). EST. \$10
 086 PRUNEDALE, 1908 VG LKU MOT-2670 FORWARDING USE ON PPC. \$25
 087 QUINETTE, 1911 VG DOANE REC'D & O/S ON PPC (03-12). E. \$15
 088 REC STA NAV OPR BASE STA (SAN PEDRO), 1942 F 4-BAR ON PPC. 6
 089 REDDING, 1943 F MACH W/RET ADDRESS ARMY AIRDROME ON CVR. \$8
 090 REDWOOD CITY, 1895 VG LKU SAM-1450 ON GPC. EST. \$8
 091 RIEGO, 1918 G+ 4-BAR ON CREASED PPC (09-19). EST. \$12
 092 SALINAS, 1895 G+ CDS ON GPC. EST. \$4
 093 SAN ARDO, 1940 VG 4-BAR ON COVER. EST. \$4
 094 SAN BRUNO, 1944 U S NAVY MACH W/RET ADDRESS USNR/ABPD. \$4

095 SAN QUENTIN, 1882 VG TC ON COVER. EST. \$40
 096 SANITARIUM, 1917 G+ DPLX ON CVR W/LETTER & C/C FROM SITE. 5
 097 SEASIDE, 1936 F 4-BAR ON PPC. EST. \$4
 098 SELBY/CONTRA COSTA CO, 1890 LEGIBLE T&C ON COVER. \$5
 099 SELBY, 1915 F DUPLEX ON PPC (86-67). EST. \$4
 100 SEQUOYA, 1924 VG 4-BAR ON COVER (22-27). EST. \$6
 101 SESPE, 1914 G+ 4-BAR ON PPC (94-32). EST. \$5
 102 SLATINGTON, 1907 F DOANE REC'D & O/S ON PPC (03/20). \$5
 103 SNOWDEN, 1910 VG 4-BAR ON PPC (04/15). EST. \$20
 104 SOLEDAD, 1911 VG LKU MOT-3460 ON CVR W/ C/C. EST. \$4
 105 SOLEDAD, 1936 F DUPLEX ON GPC. EST. \$4
 106 SOLEDAD, 1936 VG DPLX ON COVER W/INS C/C. EST. \$4
 107 SOLEDAD, 1945 F MACHINE ON COVER. EST. \$4
 108 SOUTH S F, 1945 MACH W/RET ADDRESS USCG AIR STA. EST. \$5
 109 SPRINGS, ca1910 VG 4-BAR ON PPC (09-12). EST. \$20
 110 SPYROCK, 1916 F 4-BAR ON PPC W/BEND (10/64). EST. \$4
 111 STONE CANON, 1909 VG 4-BAR ON PPC (00-32). EST. \$6

COLORADO

112 DAFFODIL, 1907 VG DOANE REC'D & O/S ON PPC (96-08). E \$25
 113 GLEN, 1909 VG DOANE ON PPC (05-20). EST. \$20
 114 SHOSHONE, 1909 F 4-BAR MIMIC ON PPC (07-10). EST. \$65

OREGON

115 BROADMEAD, 1924 F 4-BAR ON PPC (15-42). EST. \$6
 116 ORIENT, 1907 VG CDS ON PPC (96-08). EST. \$6
 117 STAR, 1912 VG 4-BAR ON PPC (91-23). EST. \$6
 118 VICTOR, 1909 G+ DOANE ON PPC (93-12). EST. \$8
 119 WALKER, 1906 G+ DOANE REC'D ON PPC (91-25). EST. \$6

SOUTH DAKOTA

120 BRAYTON, 1910 G 4-BAR REC'D ON PPC W/SCRATCHED OUT MSG. \$8
 121 CLARK, 1910 F TY 11E (DATE ONLY) MS RFD. EST. \$5
 122 DEERMONT, 1912 F 4-BAR REC'D & O/S ON PPC (10-20). EST. \$15
 123 LAKEVIEW, 1917 VG 4-BAR ON PPC (12-55). EST. \$4
 124 LAMRO, 1910 G+ 4-BAR ON PPC W/STAMP HALF GONE (07-11) \$8
 125 WINANS, 1907 F DOANE ON PPC (94-08). EST. \$25

RPOs (Towle types)

126 AMARILLO & PECOS, 1906 VG (966-B-1) ON PPC. EST. \$8
 127 BALT & NORFOLK/AGT, ca1880 G+ ON CVR W/STAIN & RED'D @ RT 5
 128 BLAINE & SEAT, 1907 VG (903-B-1) O/S ON PPC. EST. \$6
 129 BUFFALO & EMPO, 1908 VG (146-D-2) ON PPC. EST. \$6
 130 CANANDAIGUA & WMSPORT, 1912 VG (193-I-4) ON PPC. EST. \$6
 131 CAZADERO & SAN FRAN, 1914 VG (985-H-3) ON PPC. EST. \$8
 132 CHARITON & ST. JOE, 1909 VG (776-D-2) ON PPC. EST. \$4
 133 DENVER & AMARILLO, 1910 G+ (958-R-1) ON PPC. EST. \$10
 134 DENVER TERM, 1919 VG (959-A-10) ON PPC. EST. \$5
 135 E. STROUD & PHILA, 1910 G+ (242-E-1) ON PPC. EST. \$4
 136 ERIE TERM/JERSEY CITY, ca1916(NO INDICIA)(259-A-3) ON PPC 4
 137 EVANS & HOP, ca1908 G+ (535-B-1) ON PPC. EST. \$5
 138 FOXCROFT & NEWPORT, 1908 VG (18-1-A-2) ON PPC. EST. \$6
 139 GREY COURT & BELV, 1921 VG (252-D-1) ON PPC 25% STAMP GONE. 5
 140 K C ASHGROVE & SPRING, 1909 VG (829-C-1) ON PPC. EST. \$6
 141 KING & CAMP HALL, 1909 G+ (118-C-1) ON PPC. EST. \$6
 142 LAWRENCE & GRIFFLEY, 1913 PARTIAL (909-AC-1) ON PPC. \$5
 143 MILW & ROCK ISLAND, 1909 PARTIAL (835-N-1) ON PPC. E \$5
 144 MONTANDON & BELLEFONTE, 1910 VG (199-G-1) ON PPC. EST. \$8
 145 N.Y. SCRANTON & BUFF, 1910 F (175-I-1) ON PPC. EST. \$4
 146 NILES & LISBON, 1906 G+ (558-J-1) O/S ON PPC. EST. \$5
 147 PUNX & INDIANA, 1912 F (144-G-4) ON PPC. EST. \$6
 148 READING & LANCASTER, 1915 VG (188-E-2) ON PPC. EST. \$4
 149 RUMSEY & ELMIRA, 1909 G+ LIGHT (992-B-B-4) ON PPC. E. \$10
 150 SAN FRAN & FRESNO, 1927 G+ (963-W-2) ON COVER. EST. \$6
 151 S.F. SANTA CRUZ & PAJARO, 1910 F (980-T-1) ON PPC. EST. \$25
 152 SCRAN & NORTH, 1910 F (NEW TYPE) ON PPC. EST. \$6
 153 SPIRIT LAKE & DES MOINES, 1934 VG (784-H-1) ON COVER. E \$4
 154 SPOKANE & PENDLETON, 1913 VG (NEW TYPE) ON PPC. EST. \$8
 155 SYRACUSE & ROCHESTER, 1923 VG (115-AB-4) ON GPC. EST. \$4
 156 WARROAD & CROOKS, 1910 F (878-B-1) ON PPC. EST. \$6
 157 WASH & GREENSBORO, 1912 F (302-T-3) ON PPC. EST. \$4
 158 WELLS RIVER & MONT, 1908 G+ (38-C-1) ON CREASED PPC. E \$5
 159 WILLIAMSPORT & WASH, 1918 VG (193-N-3) ON PPC. EST. \$6
 160 CONCORD, NH/TR CLERK, 1910 VG (30-A-2) ON PPC. EST. \$4
 161 LANCASTER, PA/TRANS STA, 1897 VG (237-O-1) O/S ON GPC. \$6
 162 QUINCY, ILL/TRANS CLK, 1928 F (745-P-3) ON GPC. EST. \$4
 163 SOUTH STA BOSTON, MASS/TRANS CLK RMS, 1938 VG (69-A-7). \$3

STREET CARS (Towle types)

164 BALTIMORE & ARLINGTON, 1917 VG FLAG (BA-2-a) ON PPC. \$4
 165 BROOKLYN NY CIRCUIT, 1904 F (BR-5-f) B/S ON COVER. EST. \$6
 166 CHILL COTT GRO AV, 1906 F (CH-3-e) ON PPC. EST. \$4
 167 CLEVELAND CIRCUIT, 1910 G+ FLAG (CL-1-b) ON PPC. EST. \$4
 168 PITTSBURGH STREET CAR, 1914 VG FLAG (PI-2-i) ON PPC. \$12
 169 PITTSBURG, PA STREET, 1907 VG+ (PI-2-e) ON PPC. \$12
 170 ROL PARK & HIGHLANDTOWN, 1917 VG FLAG (BA-4-a) ON PPC. \$5
 171 ROL PK & HIGHLANDTOWN, 1925 G TRANSIT USE (BA-4-m) ON PPC. 8
 172 ROCHESTER/CAR COLL SERVICE C, 1907 G+ (RO-3-c) ON PPC. \$12
 173 ST LOUIS MO NORTH B'WAY, 1913 VG (SL-13-d) ON PPC. E \$8
 174 ST LOUIS MO NORTH B'WAY, 1913 VG (SL-13-Var) ON PPC. E \$8
 175 SAN FRAN MARKET ST, 1904 LEGIBLE (SF-1-b) ON CVR W/TEARS. 12
 176 TOW & CATONS, 1907 F (BA-5-g) O/S LIGHTLY ON PPC. EST. \$4
 177 TOWSON & CATONS, 1908 F (BA-5-j) ON PPC. EST. \$6

Minimum bid \$3.00 please. Phone bids accepted: 650-344-3080

CLOSING DATE: Feb. 18, 1998 (10 PM Pacific)



Rowan County, Kentucky. Scale 1:250,000. Copyright DeLorme Mapping 1993.

THE POST OFFICES OF ROWAN COUNTY, KENTUCKY

Robert M. Rennick

Rowan became Kentucky's 104th county when it was created by the legislature on January 19, 1856 from parts of Fleming and Morgan Counties. It was named for John Rowan (1773-1843), a Justice of the Kentucky Court of Appeals and later (1825-1831) a U.S. Senator.

The 282 square miles of Rowan County are drained by the Licking River, its western border with Bath and Menifee Counties, and two main tributaries -- Triplett Creek, which extends through most of its central section, and North Fork and its branches, which separate Rowan from its southern neighbor, Morgan County. Triplett's main tributaries -- its own North Fork, and Dry and Christy Creeks -- figured prominently in Rowan's early history and development. By the late 1830's the county's first permanent residents had settled Revolutionary War grants along these streams.

The county's first significant development came with the completion of the Elizabethtown, Lexington, and Big Sandy (now the C&O) Railroad in the early 1880's. This and the opening of several spur lines provided needed shipping outlets for the products of the area's earliest economic activities -- the exploitation of its extractive resources of timber, clay, and stone. In 1974 the U.S. Corps of Engineers completed an impoundment of the Licking River, creating the 8,270 acre Cave Run Lake as a key tourist attraction. The U.S. Census, in 1995, counted some 21,500 Rowan County residents.

Morehead, sixty-five road miles east of downtown Lexington, is the county's centrally located seat and largest town. Most of the forty post offices described in this chapter will be located by road miles from Morehead's office (see Map 1).

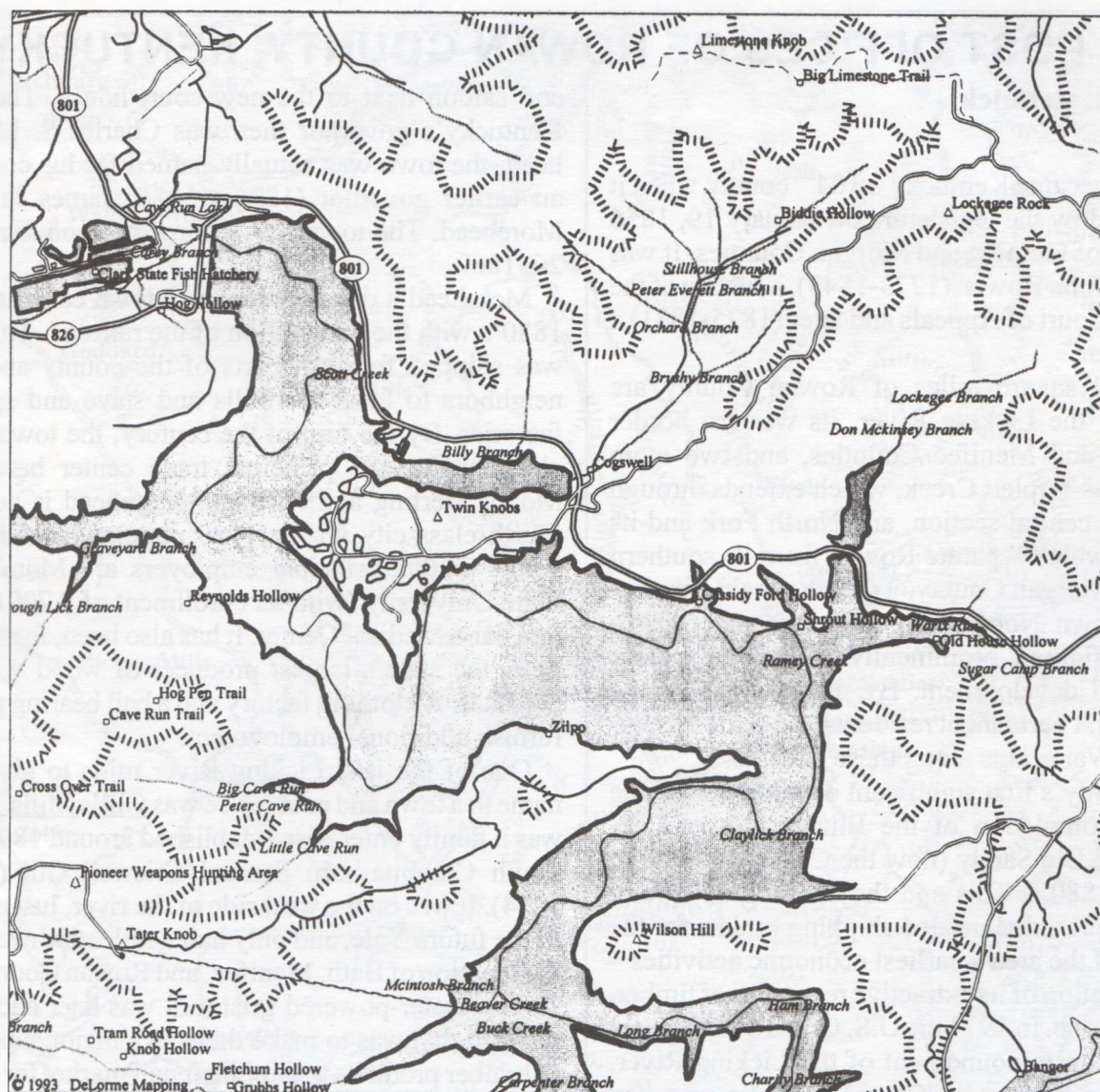
Little is known of Morehead's early history. Until it was established as the county's seat by the same legislative act that created the county, there were at this site only a couple of houses and Jake Wilson's sawmill. Yet as early as April 1817 the site had its own post office called Triplett for the local stream. Jacob Powers and several members of his family were its first postmasters. When the town became Morehead in 1856 its office too took that name. John Hargis operated the office in his combination store

and saloon next to the new court house. Though Kentucky's governor then was Charles S. Morehead, the town was actually named for his cousin, an earlier governor (1834 - 1836) James Turner Morehead. The town was incorporated on January 26, 1869.

Morehead's development as a town came in the 1880's with the completion of the railroad. Timber was shipped from all parts of the county and its neighbors to local sawmills and stave and spoke factories. By the turn of the century, the town had also become the principal trade center between Mount Sterling and Ashland. Morehead is now a fourth class city with a 1990 population of some 8,400. Bath's principal employers are Morehead State University (with an enrollment of 8,700) and St. Claire Medical Center. It has also been, for some time, the state's largest producer of wood veneer products. A clothing factory and a ball bearing plant furnish additional employment.

One of the first Licking River mills to give its name to a town and post office was Gill's Mills. This was a family enterprise established around 1809 by South Carolina-born Samuel Criswell Gill (died 1854). It was on the west side of the river, just north of the future Yale, and only half a mile northwest of the junction of Bath, Menifee, and Rowan Counties. To this water-powered grist mill was later added a sawmill that was to make the area a major supplier of lumber products to the Cincinnati market for over one hundred years. The post office of Gill's Mills was established here (on the Bath county side of the river) on September 11, 1832 with Thompson L. Parks, postmaster. He was soon succeeded by Gill's sons Harrison and Marcus, and late by William M. Ragland, whose family name was to be applied in the late 1860's to another post office, in Bath County, a mile north.

In April 1866 the Gill's Mills post office was moved across the river to a site in Rowan County, half a mile east of the river and a mile south of Scotts Creek (that is, six miles south of Farmers via the present Ky 801). Within ten years it was serving a good sized town of some 500 residents with grist and woolen mills, a distillery, a wagon works, at least two stores, and other businesses. The town was even incorporated in 1869. But its success was short-lived. The post office closed in April 1881.



Map 2. Cave Run Lake area.

Both this and Gill's Mills' original Bath County site are now in Cave Run Lake (see Map 2).

It has been said that Rowan County's first settlement of any consequence was not at what became Morehead but at or near the present Farmers. But like Morehead's its early history is not known. The first settlers may have built their homes in the 1830's somewhere south and east of the mouth of Triplett Creek. They are known to have been served by James Hunt's Licking post office on Triplett, just below the mouth of that stream's North Fork, between January 5, 1837 and early April, 1839.

Shortly thereafter, a mile or so down Triplett, a Major James M. Brain, (ne ca. 1810) opened a tavern at the junction of two main roads that gave

rise to a community that came to be known as Farmer's Cross Roads or simply The Cross Roads. On August 28, 1849 the Farmer's post office was established at this place with John M. Zimmerman, postmaster.

Sometime after the Civil War, this community was known by several names – Licking City, Farmer's, Cross Roads, and Confederate Crossroads. It was incorporated on April 23, 1873 as Confederate City, though the following year Collins' history identified the town (with a sawmill, tavern, three stores, and some 300 residents) as Crossroads. An 1876 gazetteer gave its name as Farmers with several stores, a hotel, cabinet makers, a wagon maker, and other businesses. On April 15,

1862 the state legislature officially sanctioned the Farmers name, and this has been ever since.

No one knows why it was called Farmers. Its earliest spelling with an 's' offers no clue. The mid-nineteenth century area censuses show no families of this name, but one can't rule out local agriculturists as its source.

With the arrival of the EL and BS Railroad in the early 1880's, Farmers became a key lumber town with several sawmills and a rail shipping point for their products. Until its boom busted with the depletion of the area's timber shortly after the turn of the century, Farmers was the county's largest town.

Farmers is still a village centered around its school and post office near the junction of U.S. 60 and Ky 801, half a mile from the river, and 7 1/4 miles west/south-west of Morehead. Its several local businesses now cater to the nearby Cave Run Lake tourist trade.

The first of the two Rowan County post offices to be established across Licking's north Fork in Morgan County was Bangor. At the mouth of North Fork, this was probably the site of the abortive Knowlesburg, which Maine-born Harrison Knowles and his fellow sawmill operators had succeeded in getting the legislature to incorporate on March 18, 1871. John J. Cassidy, a grist mill operator, had established here, on June 22, 1868, the Bangor post office which he probably named for Knowle's home town.¹ By the early 1880's Cassidy was still running his mill and the post office. Maine-born C.H. Whitcomb was managing the Licking River Lumber and Mining Company, and at least two other local mills were in operation. In May 1889 Sanford A. Day moved the Bangor post office a mile north into Rowan County. It was again moved, in 1897, to a site just north of the North Fork that is now in Cave Run Lake. The office closed in 1960. Bangor is now shown on current maps on Rt. 1274, less than 1 1/2 miles north of the river, and 12 1/2 miles south of Morehead.

Pine Springs is said to have been a fairly important settlement on Triplett's north Fork in the last third of the nineteenth century. At least Collins' 1874 history and other contemporary records report that a place with this name had a sawmill, at least three flour mills, a couple of stores, a shingle factory, two churches, a doctor, a post office, and some 150 residents. But while this community and its post office are said to have been at several sites along this

Triplet Branch, these have not been precisely located.

The Pine Springs post office was established on June 29, 1869 by storekeeper L.B. Heflin. He was succeeded in November 1876 by Fielding B. Ham (who, four years later, was to establish another post office called Triplet). The community it served, ten miles northeast of Morehead, was then known as Pine Grove. According to Ham's Site Location Report for Triplet, Pine Springs was five miles west of his new office. But an 1881 record places Pine Springs near Island Fork, a stream joining Rock Fork four miles from Triplett's North Fork, at the site of the future Waltz post office. Some late nineteenth century maps also place Pine Springs some distance north of the main stream. (We must bear in mind that the name of a main stream, in those days, was often applied to other streams in the watershed.) Wherever it was then located, the post office closed in early September 1895 and has since been almost forgotten.²

The short-lived Blue Bank post office was located where the present I-64 crosses the Licking River, a mile west of the future Ramey post office, and twelve miles west of Morehead. It was operated solely by John W. Morgan from July 31, 1871 through January, 1874. T.W. Razor's attempt to reopen it as Bluebank in November 1901 failed, and the area's postal needs were then handled by nearby Ramey. Like the Bluebank area south of Flemingsburg, it may have been named for the local slate-like blue-gray soil. The Bluebank name survives in Rowan County in that of a stream and the local church on the Bluebank-Ramey School Road, just east of Rt. 1722.

The extant village of Elliottville with school, stores, and an active post office extends for a mile along Ky 32, at the head of Christy Creek, and ten miles east of Morehead. It may first have been called Hoggetown (which continued to be applied as a nickname until at least the First World War) for the vicinity had first been settled around 1870 by Squire and James Hogge, the first storekeepers. The post office, established on September 12, 1876 with John P. Huff, postmaster, was inexplicably named Elliottville, which name it has borne ever since. Yet, on April 9, 1878, one of the three local storekeepers, Charles A. Ward, had the town incorporated as Bristow.

Bristow's source also remains unknown. One may merely guess that it honored Benjamin Helm Bristow (1832-1896). Bristow was an Elkton, Kentucky native who had served briefly in the State Senate during the Civil War. He was also the country's first Solicitor General, a U.S. Treasury Secretary (1874-1876), and an unsuccessful candidate for the Republican presidential nomination in 1876. He was late to serve as legal advisor to several major U.S. businesses, including the L&N Railroad; and was a co-founder of the American Bar Association.³

Another Rowan post office neither recalled, precisely located, nor explained was Queen City. However, in his Site Location Report, Delaney Bolling, the first of its two postmasters, pointed out that the office would be on the east side of Triplett's North Fork, 3 3/4 miles west of Morehead. It served Robert Nickell's saw and grist mill between April, 1878 and late May, 1884.

In the late 1860's William W. Phillips was operating the Cassity's Mills post office on the Morgan County side of Licking's north Fork, just above the mouth of Yocum Creek. Between April 30, 1879 and July 1880 he was operating a post office called Popping Hill on the Rowan County side of the Fork, across from and just below the mouth of Yocum Creek. On April 14, 1882 a storekeeper, David Myers, re-established that area's post office, but instead of his preferred name Martin, he called it Paragon [paer/a/ghen]. In November 1884 a Morgan County miller, William C. Brown, had the office, still as Paragon, moved across the Fork to Morgan County. Here it stayed at the mouth of the Yocum till July 1908 when it returned to Rowan County to serve the local station on the newly completed Morehead and North Fork Railroad, some 10 1/2 miles south of Morehead. The office survived by eight years the railroad's abandonment in 1933.

The names Popping Hill and Paragon have not been derived. Since the former had been applied to the landmark elevation east of the present Ky 519 and the Lower Lick Fork at least by the late 1870's, the story of a rock on the hill popping during the construction of the 275 foot railroad tunnel nearly thirty years later cannot be considered its derivation.⁴

On Triplett's North Fork, probably at the mouth of Holley Fork, Fielding B. Ham, on February 24, 1880, established the Triplet (sic) post office.⁵ Here

he served two stores and a steam-powered mill until the summer of 1892 when John W. Shumate moved the office 1 1/2 miles south to serve the community of Locust Grove. In June 1926 the office was again moved, one mile east, to a site a mile south of Holley. It was moved four more times over the next half dozen years before ending back where it began, and closed in 1941. Today Triplet is a store at the junction of Ky 377 and 799, eleven miles north of Morehead. The Triplett Creeks may have been named for pioneer landowner William Triplett.

All of the several sites of the Cogswell post office are also now in the waters of Cave Run Lake. This office, always in the vicinity of Scotts Creek, a Licking River tributary, was established on July 22, 1881 by Fielding Alfrey and was soon serving at least two stores and one or more mills. When it closed in 1951 it was just east of Ky 801, six miles southeast of Farmers. Scotts Creek was settled in the 1850's by several related Cogswell families, probably descended from Jedediah Cogswell (ca. 1765 to sometime after 1850). Another of his descendants, William P. Cogswell, served as postmaster in 1906.

Eadston was the first of Rowan's post offices that owed their existence to the Elizabethtown, Lexington and Big Sandy (later C&O) Railroad. It was established on October 23, 1882, with Jessa Stout its first postmaster, to serve the new Gates Station, five miles northeast of Morehead. By 1930 it had been moved about a mile east to Hays Station. Till it closed in 1941 this office, always Eadston, moved between the two stations.

On most current maps, Eadston is associated with the stringtown community of Gates that extends for about 1 1/2 miles along US 60, east from its junction with Ky 799. Hays Station⁶, centered at the junction of US 60 and 174, was part of a large area settled in the early nineteenth century by the Richards family and acquired from them around 1860 by John Wesley Hays, a Letcher County native. Before the arrival of the railroad that area may have been called Highland Point. The name Gates probably honored local landowner Augustus Gates, but the origin of Eadston remains unknown.

In the 1880s, some six miles west of Morehead and just north of the newly completed EL & BS Railroad, the Cushman Stone Company located two quarries which they called Freestone and Bluestone. These names referred to a kind of sandstone that

became popular as a building material in the late nineteenth and early twentieth centuries. The stone may be characterized as fine-grained and even-textured, of medium hardness, gray and bluish in color, and comparatively easy to cut in all directions without splitting or shattering.

On April 16, 1883 Henry F. Martin, the superintendent of one of the quarries, opened the Freestone post office at the Freestone Station just below the mouth of Triplett Creek's North Fork. In July 1897 this office, still called Freestone, was moved three-quarters of a mile east to serve what by then was called Rockville Station. On April 17, 1920 this office was renamed Bluestone, and shortly thereafter Rockville Station took the Bluestone name. With the increased use of limestone and concrete for biding purposes by the early 1930's, local production of freestone and bluestone all but came to an end. Bluestone lost its post office in 1960 and today it and Lakeview Heights, its incorporated neighbor on the hill above it, are residential suburbs of Morehead.⁹

Somewhere in the vicinity of the present Ky 32, some four miles east of Elliottville and two miles west of Ordinary (in Elliott County), was the Fraley post office. Postmaster-designate John M. Cornett's proposed name Spruce was already in use as Spruceville in Whitley County, so he named his new office for one or more area families. It operated from January 26, 1888 through 1913.

Two more post offices in the North Fork of Triplett watershed have not been precisely located. The first, Munson, operated from February 25, 1888 through November 1914. According to the Site Location Report of its postmaster-designate Fantley R. Muse, it was to be one-quarter of a mile west of Clear Fork, and four miles southwest of the Pine Springs post office. Though he doesn't indicate where on Clear Fork it was located, it is shown on early twentieth century published maps at or near the junction of an unidentified stream and the North Fork itself. Yet when the Cranston post office was established in 1902 (see below), Munson was 2 1/2 miles west of (that is, down the Fork from) Cranston, and here it has been shown on subsequent maps.

Now to confuse matters more, Munson was the preferred name for another post office that Henry C. Caudill operated from August 22, 1919 through 1925. This, however, was given the name Newway

and, according to Caudill's Site Location Report, it would be somewhere on the east side of Clear Fork, three (road) miles from Cranston, and four (road) miles from Waltz. The Munson and Newway names have not been explained. Neither have Auburn and Arlington, two other names proposed for the Munson office.

Several homes and businesses now occupy the site of an old sawmill town centered at the junction of US 60 and Ky 32 at the eastern edge of Morehead. The mill and town were founded around 1880 by the New York State-based Hixson-Rodbourn Lumber Company to process timber brought in from the Clear Fork area in the vicinity of the future Cranston. With the arrival of the railroad in the 1880's a station called Martin's Switch began to receive the timber directed to the local mill. To serve his company's operations Amos Hixson established to Rodbourn post office on July 3, 1888. Several years later the company sold out to another New York firm, but in the late 1890's a series of fires, which may have been deliberately set, destroyed most of the original buildings. The post office closed in late January, 1922. By this time, two C&O stations were serving this vicinity now called Rodburn: East Rodburn (later simply Rodburn), just above the mouth of Martins Branch (now Rodburn Hollow), and West Rodburn (later Christy), 0.9 miles west, at the junction of the short-lived Christy Creek Railroad.

Minor Creek, which heads a couple of miles south of Elliottville and joins Craney Creek some 7 1/2 miles southwest, may have given its name to the Minor post office. This office was established on the ridge just east of the creek on May 15, 1890 with William R. Wells, postmaster. By 1941, when it closed, it was on the present Ky 173, 4 1/2 miles south of Elliottville.

The origin of the creek's name is still in question. It was identified as Miner's Creek on land records and surveys by the late 1830's and given as Miner's Fork on some mid-nineteenth century eastern Kentucky coalfield maps. According to Collin's history (1874), twelve inch thick seams of coal were being mined along that stream. Could Minors Creek have originally been Miners? No antebellum censuses list any Minor families in that area.

One of Kentucky's four Pekin post offices served a section of Triplett's North Fork between May 27, 1891 and mid-July of the following year. Postmaster John G. Evans' preferred Dallas, but this name was

already in use in Pulaski County. Pekin's location can only be approximated, as 3 1/2 road miles east of the Pine Springs post office and 4 1/2 road miles west of the Triplet post office. This makes sense if Pine Springs was the forerunner of Waltz (see above), though it would then have been much closer to Triplet. The reasons for Dallas and Pekin have not been learned, and few Rowan Countians are even aware that such an office ever existed.

The same can be said of an office called Iby that, according to postal records, was operated by John Kelly between October 5, 1892 and June 21, 1895. However, no Site Location Reports for it are available. It has never been located, nor has its name been explained.

One of Rowan County's Waggoner families may have given its name to the Wagner post office. This was established on Craney Creek on April 2, 1894 by Samuel B. Caudill whose first name preference was Craney. In 1911 George Fultz had the office moved northeast to what is now Ky 1167, four miles south of Elliottville, where it closed in 1933.

Somewhere on the lower end of Dry Creek, Joel H. DeBord established the DeBord post office on April 2, 1894. According to his Site Location Report, this was 2 1/2 road miles southeast of Morehead. In the fall of 1899 a successor, Howard M. Turner, moved the office three-quarters of a mile west, but it closed the following October. An attempt by John M. DeBord to re-establish the office as Dry Creek in July 1903 was unsuccessful. Since 1908 the Clearfield post office has served this area.

Rowan County's short-lived (June 4, 1894 to September, 1895) Clayton post office is not to be confused with the longer-lived (1907-1932) Clayton post office in Neighboring Elliott County. With its postmasters Aaron McRoberts and William M. Bell, the Rowan County office served a small village of some fifty residents somewhere between Munson and Pine Springs, and twelve miles from Morehead. One of both of two Rowan County business men could have been its name source: George Clayton (1844-1916), a Farmers area merchant, or C.L. Clayton (1866-1911) who, at his death, was mayor of Morehead and the president of its local bank.

The Hilda post office was at several sites on Little Brush Creek from June 30, 1897 through June, 1943. According to an account by Iva J. Manning,⁸ her mother Alice, the twenty year old daughter of

local mail carrier James Thompson, suggested Hilda for a character in a book she was then reading. Mattie M. Howard, the first postmaster, was succeeded by Alice's brother-in-law, the local storekeeper John Ed Johnson, and later (1933) by Alice herself. When the office closed, it was at the junction of the present Ky 32 and Bull Fork Road, seven miles northwest of Morehead.

An obvious Biblical name was given to the Rowan County post office of Mizpah. One of three such named offices in the U.S.⁹ Rowan's was probably on the road between Brinegar and Christy Creek, nearly four miles southwest of the former and a mile north of the latter (as road miles went in those days), half an air mile from the Carter County line, and three miles northwest of Elliottville. The office operated from August 5, 1897 through June 1905 with William Patton the first of its three postmasters. Mizpah is Hebrew for watchtower and referred to several Holy Land places. It was derived from the lines in Genesis 31:49: "The Lord watches between me and thee when we are absent from another."

The inexplicably named Crix post office was established on February 11, 1899, probably on the present Rt. 1167, half a mile south of the Oak Grove Church. Robert Arnold was its first postmaster. In 1914 Jesse H. Cornett had the office moved two air miles west to a site on Dry Creek, in the vicinity of the Dry Creek Church, some five miles east of Morehead, where it closed in 1933.

Christy was another creek that gave its name to a post office on its banks. The stream heading just above Elliottville, is said to have been named for a Bill Christy who owned all of it early in the nineteenth century. Or it may have been named for James Christy who later owned over 900 acres on the lower end of the creek, and 200 more acres on Triplett which the creek joins just south of Rodburn. The post office was established on April 5, 1899, 3 1/2 miles east of Rodburn, probably at the mouth of Moore Branch, with Malissie F. Bradley, postmaster. It moved one mile east the following year, to a site 4 1/2 miles west of Elliottville, and moved again in 1917 to serve the short-lived Christy Station on the Christy Creek Railroad, just below the mouth of Old House Creek. When it closed in 1941 the office was about back where it started. This Christy Station and its post office must be distinguished from the Christy Station on the C&O just below Rodburn.

Midway between Christy and Elliottville was the post office and rail station of Vale. The office was established by George W. Bruce on January 29, 1903 and might have been called Needmore if that name had not already been in use in Mason County. This office also closed in 1941. Whence Vale is not known.

Storekeeper John H. Ramey gave his family's name to the Ramey post office he established on October 14, 1901, one-quarter of a mile up Three Lick Creek from the Licking River. From 1909, after several moves until it closed in 1932, the office was 1 1/4 miles up Bluebank Branch, just north of the present I-64, one air mile from its Rt. 801 interchange, and two air miles southeast of its original location.

Cranston, at the mouth of Clear Fork of Triplett's North Fork, might have been called Arch if that name had not already been in use in Hardin County. The Rowan office was established on August 28, 1902 with Belford B. Ham, postmaster. From 1939 until it closed in 1975 it was on Ky 377, 9 1/4 miles north of Morehead. Its name source is not known. There were no Rowan families of that name but one can't rule out the Rhode Island city.

At or near the mouth of Island Fork or Rock Fork, another of Triplett's North Fork tributaries, was the Waltz post office. It was named for the family of its first two postmasters, Dawson M. and George Waltz, the sons of John L. Waltz, a Clear Fork resident. The office operated five miles north of Cranston, between December 26, 1906 and 1941.

Little remains of the once prosperous company town of Haldeman that extended almost a mile west along Ky 174 and the C&O tracks from the head of Triplett Creek, just short of the Carter County line, to a point 1 1/4 miles from Hays Crossing, 7 1/2 miles northeast of Morehead. Around 1907, Ohioan L.P. Haldeman founded his namesake to accommodate the workers of the Kentucky Firebrick Company that he established there the year before to produce bricks from area clay deposits. The brickyard, later acquired by General Refractories, closed in 1951. The Haldeman post office, established on February 12, 1907, with David Leadbetter, postmaster, closed in the early 1990's.

Another one-time company town but now a Morehead suburban village with active post office is Clearfield. It extends on both sides of Ky 519, roughly from the foot of Clack Mountain, three

miles to Triplett Creek at Morehead's south central city limits. In 1905, near the site of Dixon Clack's early nineteenth century water-powered sawmill and store on Dry Creek, the Clearfield Lumber Company of Clearfield, Pennsylvania established a sawmill and the dispatch point and northern terminus of its Morehead and North Fork Railroad to receive timber and coal shipments from its extensive holdings in south Rowan and northern Morgan Counties. Blaine Fulton became the first postmaster of Clearfield on August 4, 1908.

With the depletion of the area's timber, the Clearfield Lumber Company ceased operations in 1922, and its mill, acquired by the Lee Clay Products Company, was converted to the production of clay sewer tile and chimney pipe. In 1933, when area coal was no longer in sufficient supply to warrant continued hauling to Morehead for shipment on the C&O Railroad, all but four miles of the M&NF was abandoned. These four miles continued until the 1970's to carry fire clay mined in Clack Mountain to the Lee Clay plant.

Inexplicable was the name applied, at least since the 1830's, to the North Fork (of Licking) tributary of Craney Creek. Just below the mouth of this stream, and four miles above Paragon, was the M&NF Railroad station and post office of Craney. The office, with U.G. Blair as its first postmaster, operated between February 2, 1910 and 1941.

Rowan County had two post offices – Smile and Grin – whose names in combination have evoked much mirth for "odd name" fanciers. According to tradition, local residents smiled when they learned that the application for a post office to serve Caudill's store had been approved. Lyda J. Caudill was the first of several postmasters, between September 12, 1913 and 1975, to serve the office at several sites on Ky 785 and North Fork of Triplett's Big Brush Creek, eight miles north/northwest of Morehead.

Grin, 5 1/2 miles south of Smile, operated between July 14, 1920 and mid-November of the following year, probably in the vicinity of the present Pine Crest Shopping Center, where Ky 32 meets I-64. John W. Barber, its only postmaster, whose first name choice was his family's name, placed the office (in his Site Location Report) half a mile east of Triplett's North Fork, three miles northwest of the Morehead post office, and three miles south of

Hilda. But he didn't say, nor has anyone else, why it was named Grin.

Then there was the short-lived post office of Longway whose name was possibly suggested by the Elliott County office of Sideway, a mile or so north. Longway, serving the Sand Gap community from July 20, 1916 through September 1917, would have been called Jones, probably for the family of postmaster Russell Jones. According to Jones' predecessor, William Waggoner, the office was 3 1/2 miles northwest of Ordinary and four miles north of Elliott County's Clayton. The Sideway name, incidentally, was but a reversal of Wayside, the name first proposed for this office but found, in 1912 already in use in Kentucky.¹⁰

Rushie Martt proposed his family's name for an office on Craney Creek, just above the mouth of Slabcamp. But it opened, on June 21, 1928, as Hamm, probably named for an area family. The office moved several times: first, in 1939 to Wagners Fork (of Craney), a couple of miles north. Then, in 1948, it moved another 1 1/2 miles north, but in the following year it returned to its Wagners Fork site on the present Rt. 1167, nine miles east of Morehead, where it closed in 1955.

Rowan's last post office to be established was Pelfrey on Upper Lick Fork, three miles north of its confluence with Licking's North Fork, and seven miles east of Morehead. Upper Lick was postmaster Mary Terrell's first name preference. The office, operated by Mrs. Terrell and several other family members between 1932 and 1951, was named for a family probably descended from Amos Pelfrey, an early Christy Creek landowner.

Of Rowan's forty post offices, only four (Morehead, Farmers, Clearfield, and Elliottville) survive. The county's two incorporated places – Morehead and Lakeview Heights – are served by Morehead's office. At least eight discontinued offices served communities with other names. Two had name changes.

Ten post offices were named for local or area people, while Morehead was named for a Kentucky governor. Four were named for distant places and six were given the names of nearby features (five streams and a mill). Three names were descriptive, one referred to a local business, and another had a literary origin. One may have been suggested by the name of a nearby post office, and another may have been inspired by a local joke. The sources of twelve

office names are not known. Five offices (in Triplett's North Fork area) have not been precisely located.

FOOTNOTES

¹George R. Stewart, in his *American Place Names* (New York: Oxford University Press, 1970, P. 34), questioned Ralph Waldo Emerson's half-jocular attribution of the name of Maine's *Bangor* to an old hymn tune. According to Stewart, it was probably named for towns in Wales or (Northern) Ireland. He also stated that Pennsylvania's *Bangor* had been named by a Welshman for the Welsh town that was, like it, the center of an important slate quarrying operation.

²The Pine Grove name, also to the late nineteenth century magisterial district, is now that of a mission on the northwest side of Ky 377, midway between the mouth of Rock Fork and the present Triplet.

³Ross A. Webb, Benjamin Helm Bristow: Border State Politician, Lexington: University of Kentucky Press, 1967. There being a Bristow Station and then a Bristow post office in Warren County, Kentucky may have precluded a Rowan County post office of this name.

⁴Indiana also had a Paragon, in its Morgan County, whose post office was established in 1868. Great things are said to have been expected of this place though they never happened.

⁵Ham's first preference for what became the Triplet post office was Holley (sic) for the stream at whose mouth he had probably located it.

⁶In railroad records and some maps derived from them, the station name was incorrectly spelled Hayes, while on the 15 minute Morehead topographic map of 1935, a community called Hayes is shown half a mile east of the 60/174 junction.

⁷The sixth class city of Lakeview Heights, Rowan's only other incorporated place, had a 1990 population of 250.

⁸Letters from Iva J. Manning of Morehead to the writer, June 5 and September 1, 1969.

⁹The other Mizpahs are in north central Minnesota and Atlantic County, New Jersey.

¹⁰Robert M. Rennick, "Elliott County Place Names" in *The History of Elliott County, Kentucky, 1869-1990*, edited by Martyne Mason, et al, Marceline, Mo: Walworth Publishing Company, 1992, Pp. 10-15.

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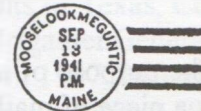


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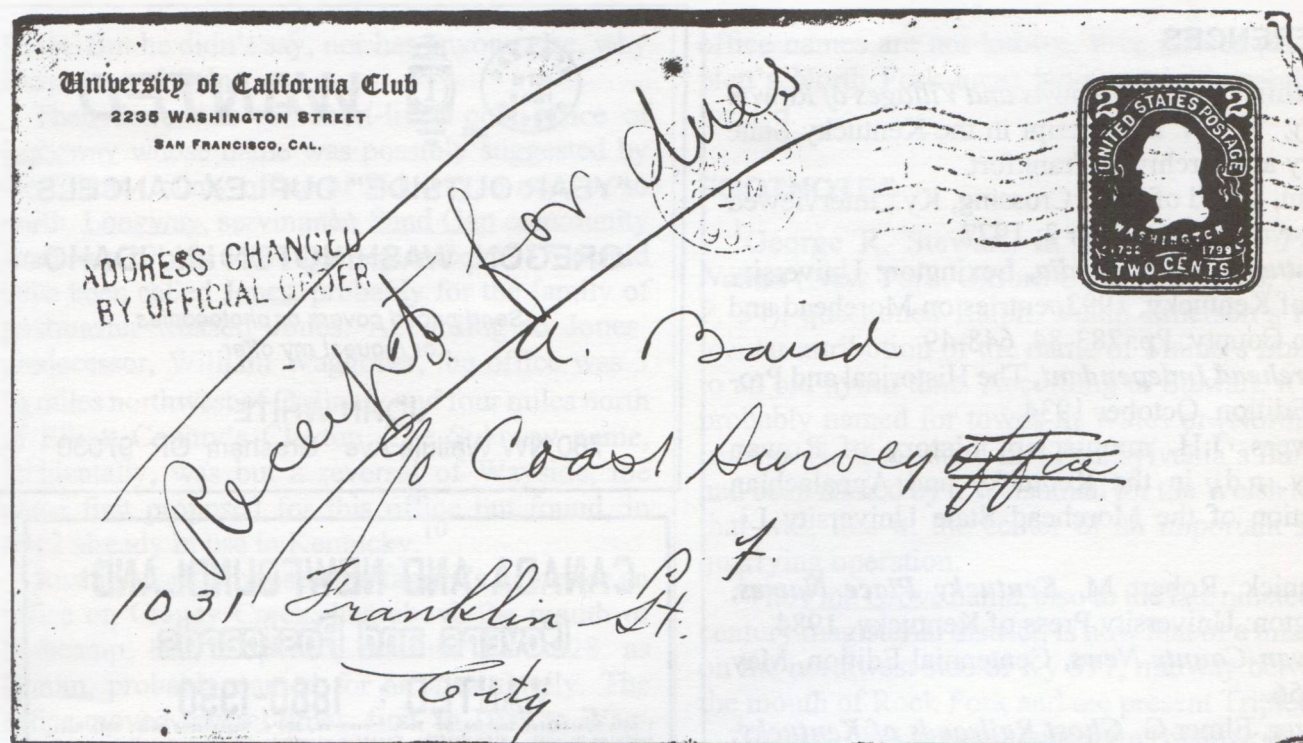


Figure 1.

Auxiliary Markings -- Address Changed by Official Orders

by Randy Stehle

The purpose of an auxiliary marking is to show why a piece of mail received extra attention due to some extenuating circumstance. Sometimes it is necessary to do a little digging to figure out exactly why a marking was applied. Such is the case with the cover shown in **Figure 1**.

This cover was sent from and to San Francisco in January 1907. It was addressed to someone in care of the Coast Survey Office. The addressee was at a different location, and the cover was forwarded to the correct address on Franklin Street. The auxiliary marking "Address Changed/By Official Order" was applied to the cover before being delivered to the new address. This is the earliest usage of this marking seen by the author.

I wanted to determine when this marking was first used by the Post Office Department (POD), and then figure out what it meant and when it was supposed

to be used. The *Postal Laws & Regulations (PL&R)* that covers January 1907 is the one issued in 1902. I checked it, but there was no mention of this usage. In 1907 a supplement to the 1902 PL&R was issued, which had all the regulations that had been issued in the last five years. Checking this revealed the purpose of this marking. In section 627, part 2 is found:

All mail, whatever its class, addressed to persons in the United States service (civil, military, or naval), serving in the United States or any of its possessions, or en route to or from the United States or any of its possessions, whose change of address is caused by official orders, shall be transmitted as rapidly as possible until it reaches the addressee; the actual location of the addressee for the time being shall be considered as the original destination of the piece of mail matter. Such transmission shall not be considered as "forwarding" in the sense in which that word is used in the postal service, and no additional postage shall be required therefor.

To insure prompt delivery mail matter sent to persons in the United States service should include in the address the complete designation of the organization, company, and regiment, vessel, or other branch of the service to which the addressee belongs, and the postage thereon should be fully prepaid.

I wanted to pin the exact date this took effect, so I checked the annual indexes to the **Postal Bulletin (PB)**. This was a daily publication (during this period), that among other things, listed all the new regulations. I found nothing on this subject from 1902 through 1907. As the marking in Figure 1 was used two months before the 1907 **Supplement to the PL&R** was published, I was stumped. All I can say is that some time from 1902 to 1907 this regulation went into effect.

What also puzzled me was the **Figure 1** cover was a first class piece of mail, which entitled it to free forwarding. First class mail includes letters prepaid at one full rate (2 cents at that time), parcels fully prepaid at the first class rate, postal cards, post cards and official matter. In general, mail other than first class requires additional postage to be forwarded. Why would the regulation include first class mail when it already had free forwarding? I cannot think of any reason for this. Why was this marking applied to the cover in Figure 1 when it would have been forwarded for free with a simple "Forward" marking? The most likely answer is that the regulation mandated this treatment. The postal clerks already had the correct auxiliary marking handstamp, so it is an easy matter to use it. I do not believe that this marking was used on a consistent basis, though. I have only seen about two dozen examples of its usage. One would expect to see much more than this over the last 90 years. I imagine that sometimes just a "Forward" marking was used instead.

This regulation stayed unchanged from its inception until the 1932 **PL&R**. Here one additional sentence was added that precludes members of the families of government employees being officially transferred from getting free forwarding on non-first class mail. This implies they could have gotten free forwarding on this type of mail prior to this, though I have not seen any mention of it. This new wording appeared unchanged through the last

PL&R in 1948. I checked a 1988 **Domestic Mail Manual** and the same regulation was still in effect. The only substantive change was to allow other members of the household free forwarding on all classes of mail.

Lets take a look at some more examples of this marking that show some interesting government jobs and some variations on its wording. Then I will examine how W.W.II impacted this regulation as it applied to third class mail.

The post card shown in **Figure 2** has a really interesting story. It was sent from Washington, DC in December 1907 to General McCaskey in San Antonio, TX. The auxiliary marking "Address Changed By/Official Orders." was applied before it was sent on to Pacific Grove, CA. A check of the New York **Times** obituary index revealed that the General died in 1914. His obituary lay out his long and distinguished career in the Army. He joined up on President Lincoln's first call for troops in 1861 at the age of 18. He was engaged in all the battles of the Army of the Cumberland, the high point being the taking of Chattanooga, TN. He was also with Sherman on the march to the sea. During the Spanish American War he commanded the Twentieth Infantry in the Battles of El Caney and Santiago. He was put in charge of the post of Manila in 1904 and later commanded the Departments of Texas, Colorado and Dakota. He became a Brigadier General in 1904 and a Major General in April 1907. He retired to his home in Pacific Grove, CA in October 1907.

When the post card was sent to him, he had been retired for about two months. I am not sure if this would qualify as an official address change. This is a moot point, as the post card would have been forwarded for free no matter what. I wonder if his non-first class mail was also accorded free forwarding after his retirement.

The post card shown in **Figure 3** was forwarded twice in order to be properly delivered. It was mailed from Trenton, NJ in 1909, addressed to a member of the U.S. Forestry Service in Kalispell, MT. Once there it received the marking "Change of address caused by official orders" before being sent on to Thompson, MT. Mr. Whitney was actually in Plains, MT where it was finally sent.

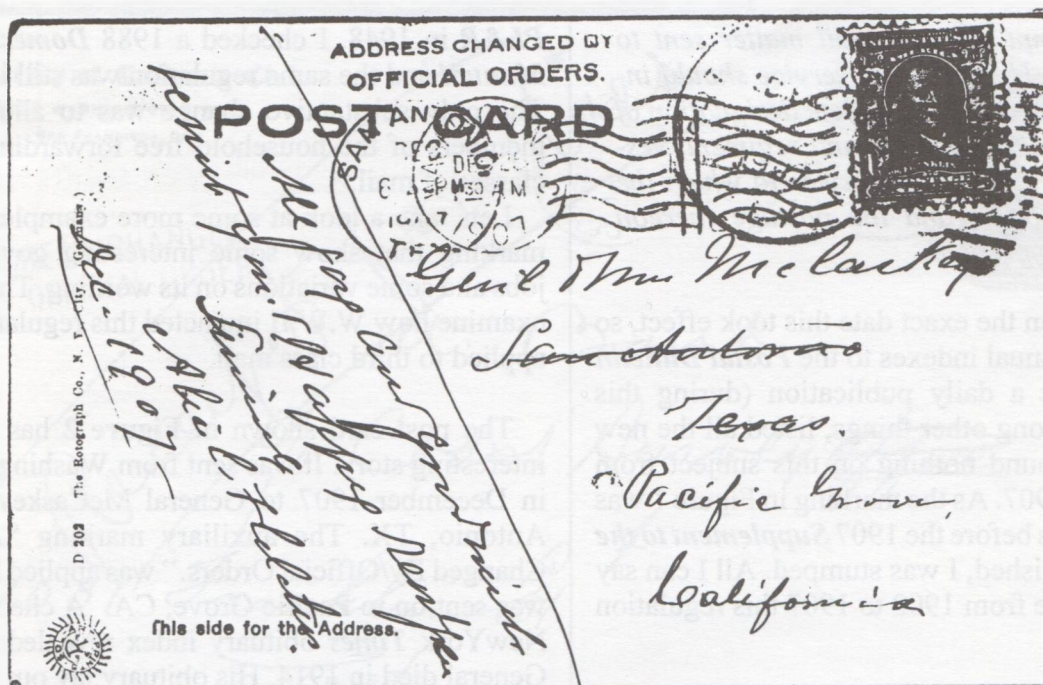


Figure 2

Sometimes the place the addressee worked adds a little flavor to the use of this marking. The post card in **Figure 4** was sent from Quebec, Canada in 1936 to a colonel at Fort McPherson, Atlanta, GA. He was not there, so an "official orders" marking was applied before the card was re-addressed and

sent on. The new address is the Chemical Warfare School at Edgewood Arsenal, MD.

The cover shown in **Figure 5** is the only example I have seen that correctly incorporates the free forwarding rule into the wording of the marking. It was sent from Vallejo, CA a few months after W.W.II

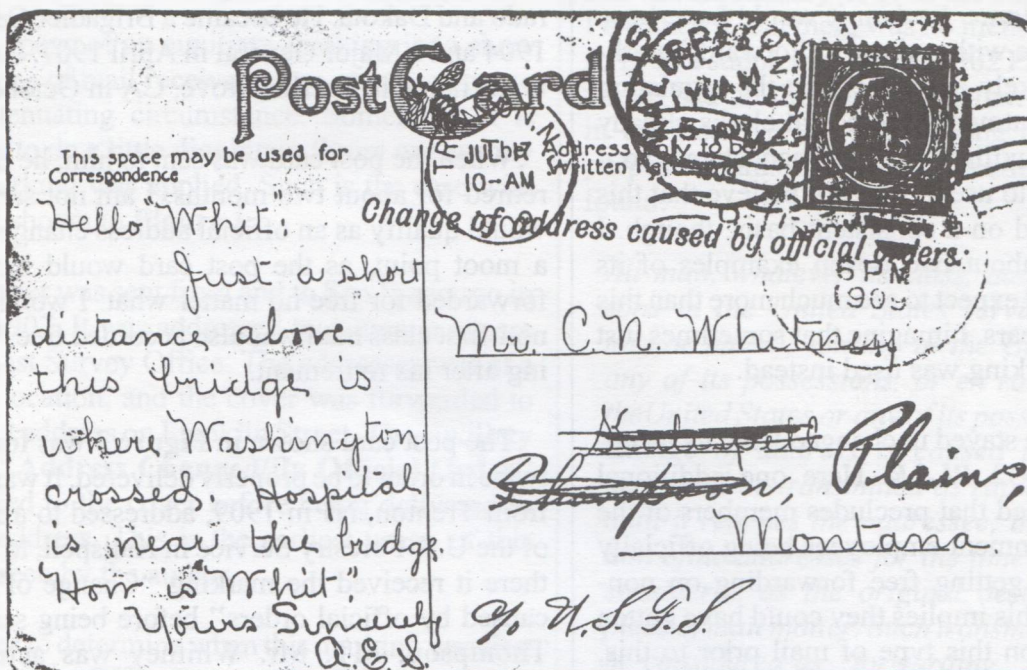


Figure 3

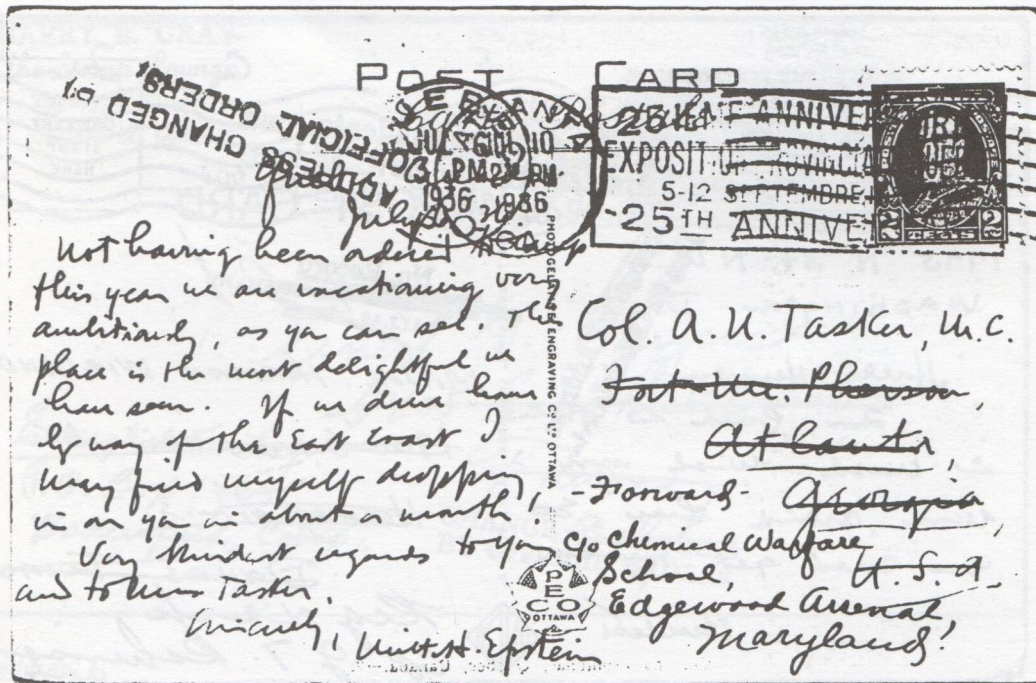


Figure 4

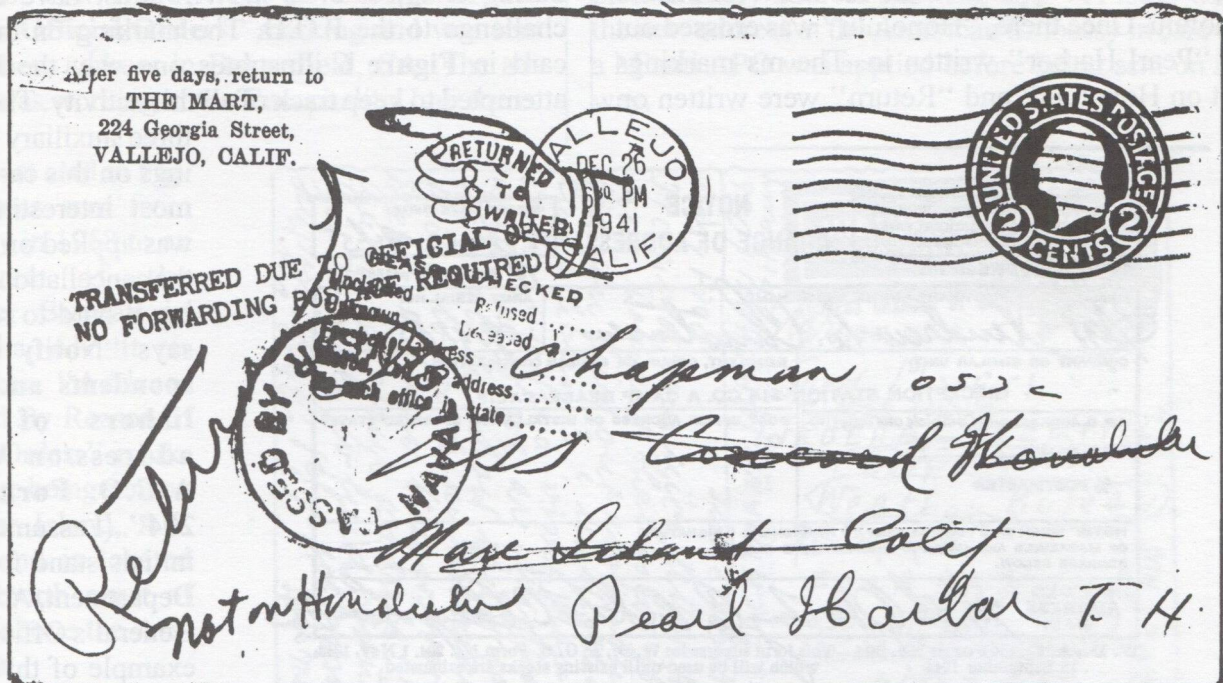


Figure 5

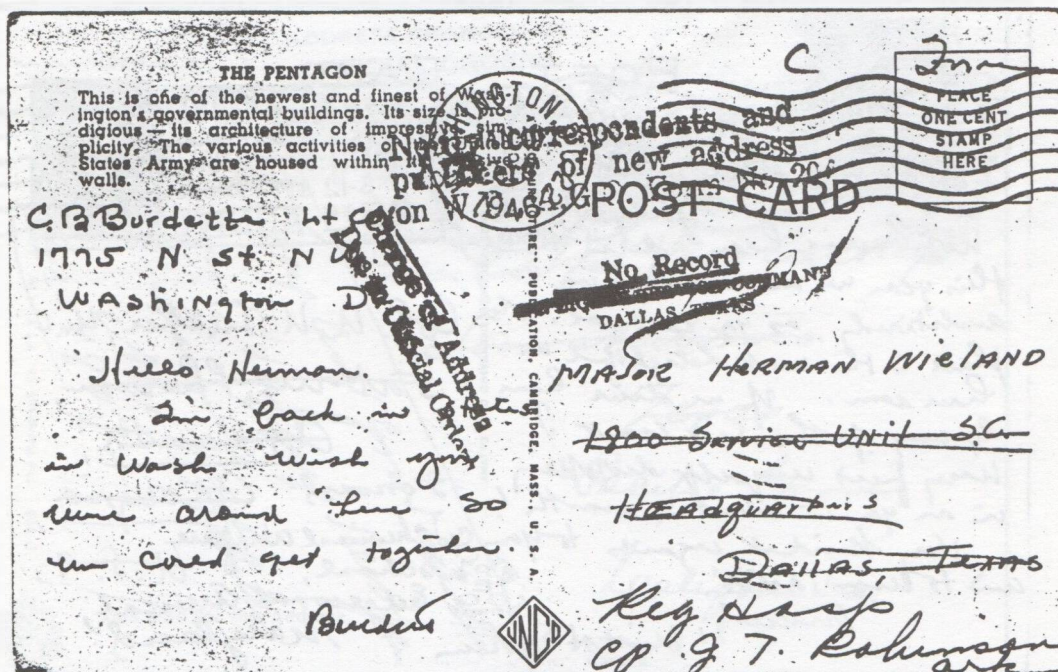


Figure 6

started to a sailor on the *U.S.S. Concord* at Mare Island, CA (which borders Vallejo). The sailor had been sent to Hawaii, so the marking “**Transferred Due to Official Orders/No Forwarding Postage Required**” was applied to the cover before sent to Honolulu. Once there, “Honolulu” was crossed out and “Pearl Harbor” written in. The ms markings “not on Honolulu” and “Return” were written on

it along with an arrow pointing at the sender’s return address. The cover ended up back where it started -- in Vallejo, CA.

The frequent movement of military personnel during and just after W.W.II must have been a challenge to the P.O.D. The marking on the post card in **Figure 6** illustrates one way the P.O.D. attempted to keep track of all this activity. There are

three auxiliary markings on this card. The most interesting one was applied on top of the cancellation, making it hard to read. It says “**Notify correspondents and publishers of new address/on W.D., A.G.O. Form No. 204**”. (I assume these initials stand for War Department, Adjutant General’s Office.) An example of this form is shown in **Figure 7**. Used in June 1945, the soldier had been

A SUPPLY OF THIS FORM WILL BE GIVEN TO EACH SOLDIER WHEN HIS ADDRESS IS CHANGED.		NOTICE CHANGE OF ADDRESS		INSERT DATE HERE 11 June 1945
MY NEW ADDRESS IS:				
GRADE	FIRST NAME—INITIAL—LAST NAME	ARMY SERIAL NO.		
Sgt	Andrew C. Christensen	39111857		
COMPANY OR SIMILAR UNIT		REGIMENT, GROUP, OR SIMILAR ORGANIZATION		
RECEPTION STATION		S14 CO. A CAMP BEALE, CALIF.		
A.P.O. ADDRESS OR (Complete one only) →		POST OFFICE ADDRESS OF INSTALLATION IN UNITED STATES		
A.P.O. NO.				
% POSTMASTER				
NOTE: WHEN THIS FORM IS SENT TO PUBLISHERS OF MAGAZINES AND NEWSPAPERS COMPLETE OLD ADDRESS BELOW.		SIGNATURE		
MY OLD ADDRESS WAS:		74th Cav Infg Co ABTC, Camp Lee Va		

W. D., A. G. O. Form No. 204 15 September 1944 This form supersedes W. D., A. G. O. Form No. 204, 1 Nov. 1943, which will be used until existing stocks are exhausted.

Figure 7.

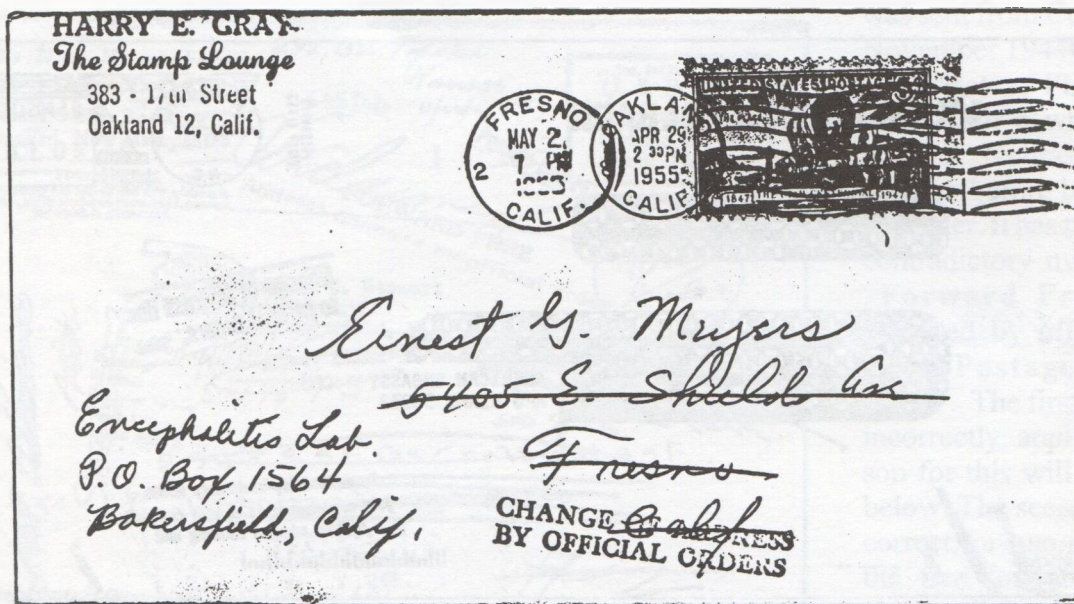


Figure 8 (reduced)

transferred from Camp Lee, VA to Camp Beale, CA.

Some interesting civil service positions can be seen in Figures 8 and 9. The cover shown in **Figure 8** was sent in 1955 from Oakland to a street address in Fresno, CA. There it got a “**Change of Address/By Official Orders**” marking and was sent on to a new address in Bakersfield, CA. The addressee was working at the Encephalitis Lab there.

The post card in **Figure 9** was sent from Germany in 1958 to an employee of the Weather Bureau in Fairbanks, AK. It received an “Address Changed By Reason/of official Orders” marking before being sent on to Barter Island, AK. This island is located off the north coast of Alaska, above the Arctic Circle.

Just to show that these markings are still

in use, look at **Figure 10**. This double window envelope was sent from Charlotte, NC in 1987. It could not be delivered to the addressee, so it received two auxiliary markings: “Change of address due/to official orders” and “To avoid delay in delivery advise/your correspondent of your complete/military address showing unit”. A label with the new address at the American Embassy in care of a Miami APO was applied before being sent on its way.

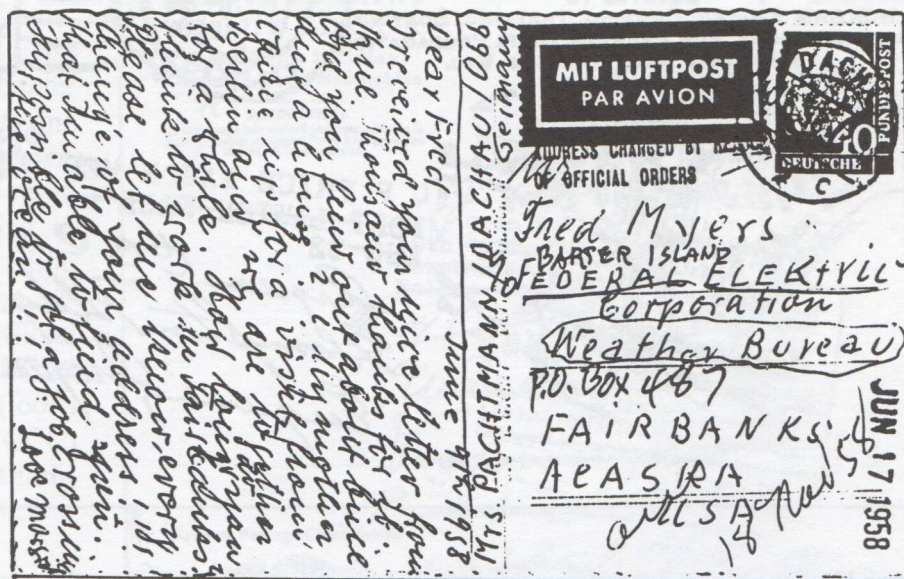


Figure 9. (reduced)

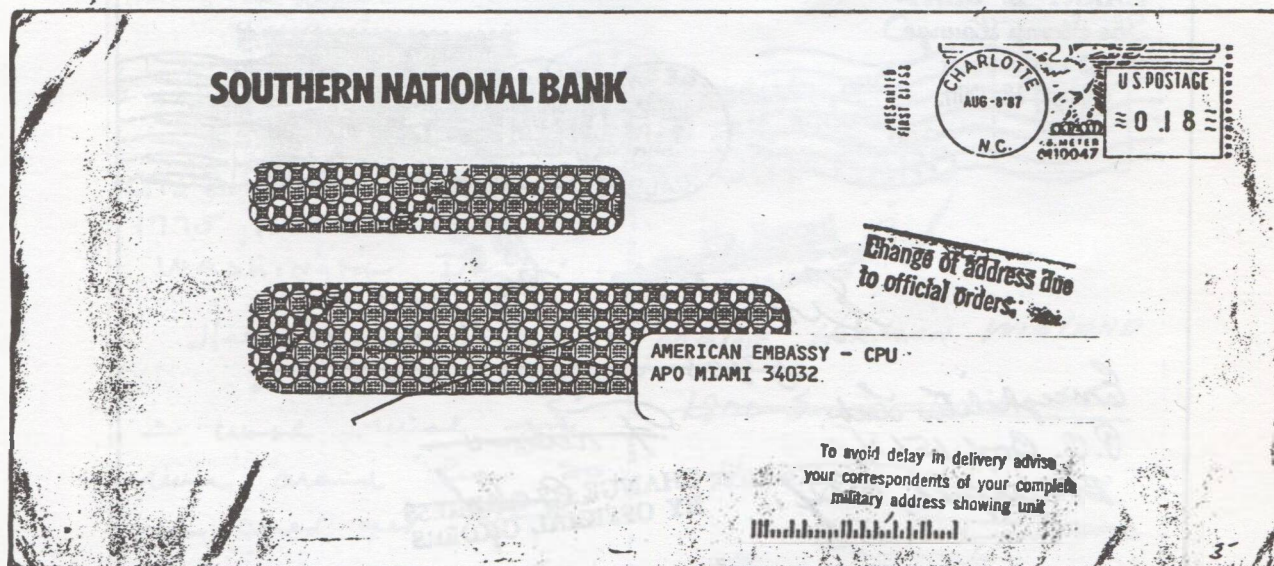


Figure 10. (reduced)

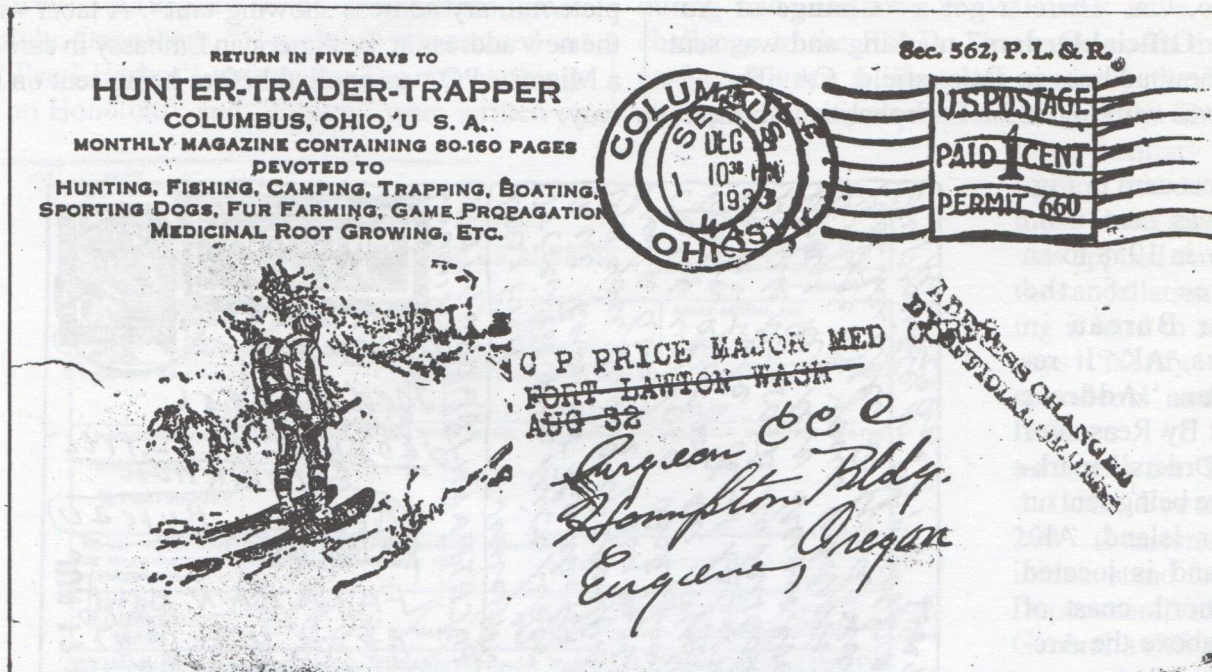


Figure 11.

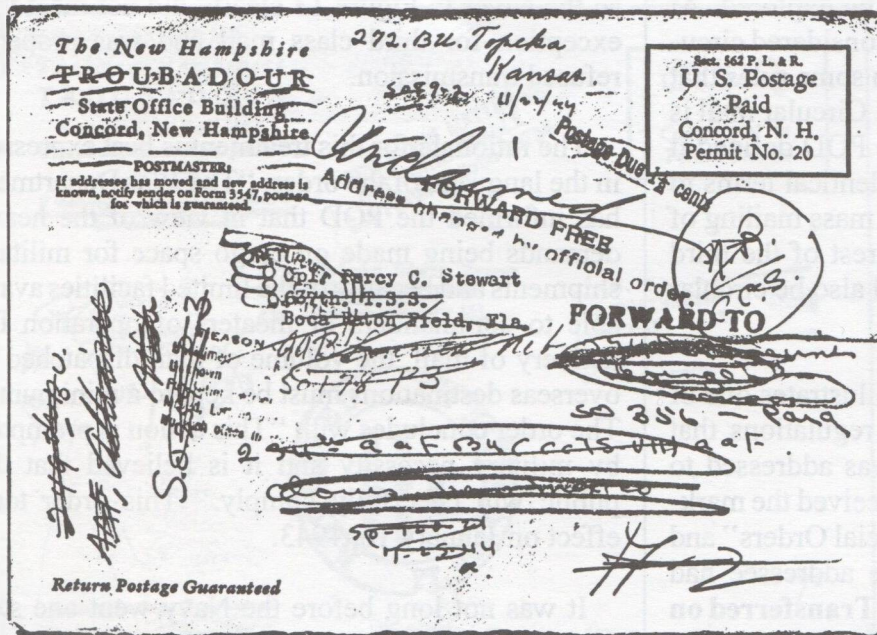


Figure 12. (reduced)

THIRD CLASS USAGES

Though first class usages of this marking are not too common, third class usages are scarce. The earliest usage I have seen is shown in Figure 11. This cover was sent from Columbus, OH in 1933 to a major at Fort Lawton, WA. Postage was paid by a one-cent permit imprint, which also included a reference to Sec. 562, PL&R. This section authorizes and explains the rules for using these permits on third class mail. This cover features a hunter on skis and advertises a magazine called *Hunter-Trader-Trapper*. This monthly periodical covered everything from fur farming to medicinal root growing according to the ad on the cover. The addressee had moved, so an "official order" marking was applied. A new address was written in (looks like he was a surgeon for the CCC) before it was sent on without additional postage being required.

The cover shown in Figure 12 is a piece of third class mail that

was sent from Concord, NH in November 1944 to a soldier in Boca Raton, FL. It bounced around for a while, going to Kansas, Nebraska and New Mexico before being returned to sender. It has two seemingly contradictory markings on it: "Forward Free/Address changed by official order." and "Postage Due 1-1/2 cents". The first marking was incorrectly applied. The reason for this will be explained below. The second marking is correct for two reasons. First, the free forwarding of third class mail does not include returning it to sender. Second the sender pledged to pay for this service by printing "Return Postage Guaranteed" on the cover. The current rate of

postage for this type of cover was 1-1/2 cents.

There have been several different types of third class mail as defined by the POD over the years. As the big changes to the rules covered above occurred in W.W.II (and to the best of the author's knowledge

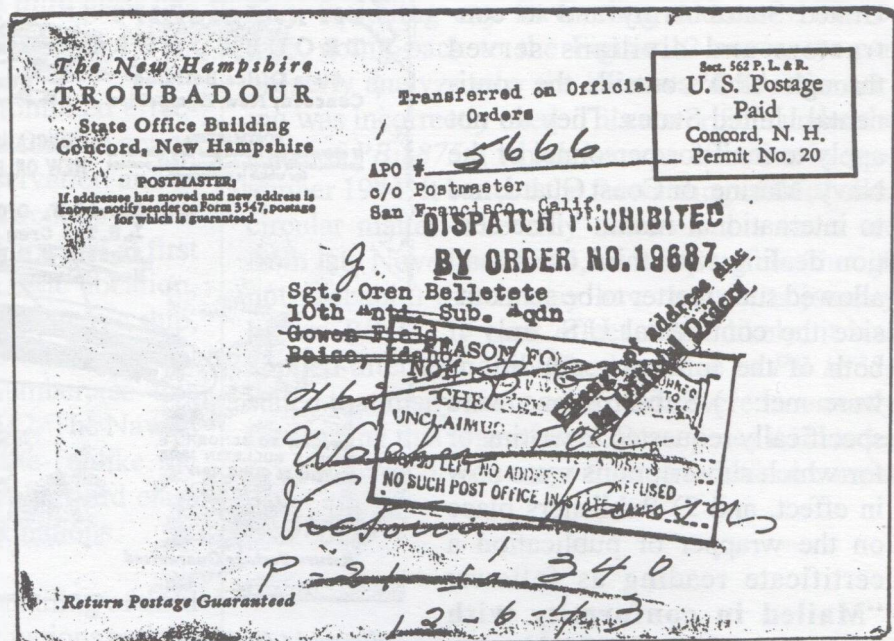


Figure 13. (reduced)

at no other time), this period will be explored. At this time, the Figure 12 cover was considered circular mail, and as such was subject to some rules that singled it out for special treatment. Circular mail is nowadays called "junk mail." The POD defined it as "a printed letter being sent in identical terms to several persons." In other words, a mass mailing of some type of form letter. All the rest of the third class covers used in this article will also be circular mail.

The cover shown in **Figure 13** illustrates one of the new third class circular mail regulations that were enacted during W.W.II. It was addressed to Gowen Field, Boise, ID. There it received the marking "Change of address due to Official Orders" and was sent on to Victoria, KS. The addressee had already moved on, so the marking "**Transferred on Official/Orders/APO #5666/c/o Postmaster/San Francisco, Calif.**" was applied. (Note: This APO is not listed in "United States Numbered Military Post Offices Assignments and Locations 1941-1994".) The use of an APO in the new address triggered the marking "**Dispatch Prohibited/By Order No. 19687**" to be applied.

This order, dated January 7, 1943, appeared in *PB No. 18539*, which came out the next day. The restrictions imposed under it only applied to "...personnel of the United States Army and to contractors and civilians served through APO's outside the continental United States. They do not apply to mail for personnel of the Navy, Marine, or Coast Guard, nor to international mail..." The section dealing with third class mail allowed such matter to be sent outside the continental U.S. only if both of the following conditions were met: 1) Subscriptions were specifically requested in writing or for which subscriptions were now in effect, and 2) Publishers place on the wrapper or publication a certificate reading as follows: "**Mailed in conformity with POD Order No. 19687.**" No provision was made for circular mail,

so the cover in Figure 13 clearly did not meet this exception for third class mail and was properly refused transmission.

The rationale for this treatment is best expressed in the language of the order: "The War Department has informed the POD that in view of the heavy demands being made on cargo space for military shipments and because of the limited facilities available to commanders or theaters of operation for delivery of mail, the volume of mail dispatched to overseas destinations must be kept to a minimum." The order concludes with "This action is prompted by military necessity and it is believed that the public will cheerfully comply." This order took effect on January 16, 1943.

It was not long before the Navy went one step further than the Army's order. **Figure 14** shows a third class circular cover mailed to a sailor at Algiers Naval Operating Base, New Orleans, LA. Directory service was given at the U.S. Naval Repair Base at New Orleans, as evidenced by the auxiliary marking. As the addressee could not be found, the "official orders" rules did not take effect. The "Postage Due 1-1/2 cents" marking is properly used as that was the third class rate in the 1940's. The marking that is most interesting reads "**Return to**

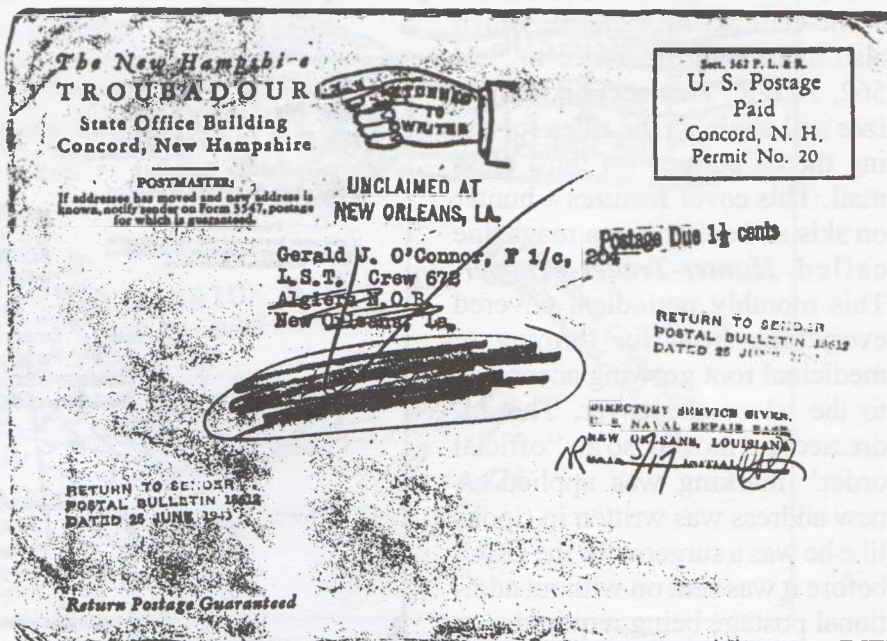


Figure 14 (reduced)

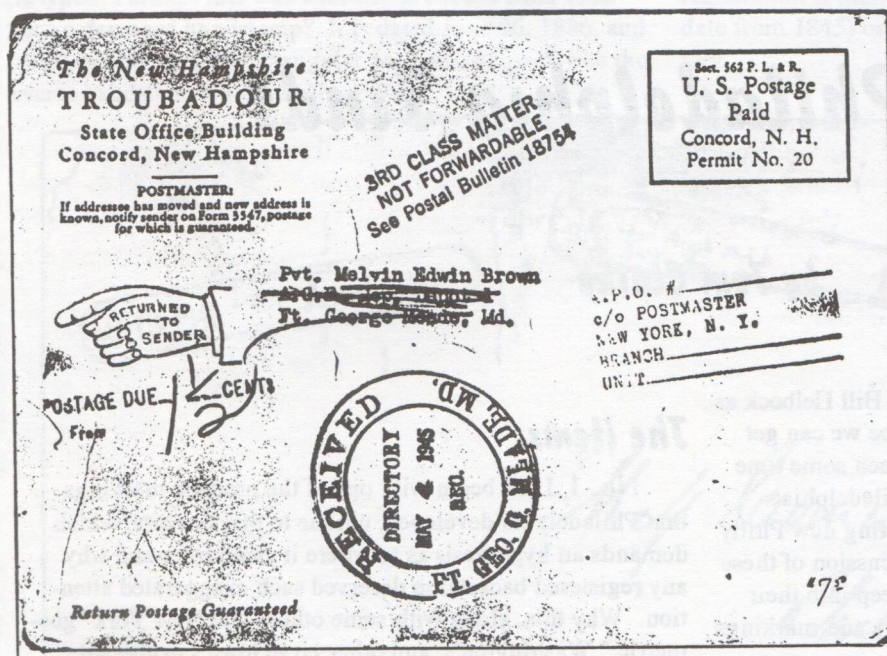


Figure 15. (reduced)

Sender/Postal Bulletin 18612/Dated 25 June 1943". (Note: it is uncommon for auxiliary markings to cite PB numbers and dates or Postmaster General orders. The seriousness of the war effort probably was a factor in taking this step to enforce proper compliance with the new regulations.)

Postal Bulletin 18612 stated that third class circular mail addressed to personnel of the Navy, Marine Corps and Coast Guard for overseas delivery (including vessels) would be prohibited effective July 1, 1943. The reason stated for this action was "...in the interest of space conservation and in view of the limited value of the circulars to the addressees." The cover in Figure 14 appears at first glance to be addressed to a domestic location, though the "L.S.T." reference means "landing ship, tanks." The crossed out area below the original address contains another L.S.T. number, so this cover falls under the rules of *PB 18612*. The Navy's action did not allow for a certificate (unlike the Army) that would have let non-circular third class mail to be delivered to overseas destinations.

The Army finally did prohibit the mailing of third class circular matter to overseas destinations and the forwarding of such mail to domestic destinations.

The cover shown in **Figure 15** illustrates the Army's new rule. It was addressed to a soldier at the Replacement Depot, Ft. George Meade, MD. Once there it received directory service, but the soldier was gone. The cover also received the marking "3RD Class Matter/Not Forwardable/See Postal Bulletin 18754" and a 1-1/2 cents postage due marking for its return to the sender. This PB came out on September 15, 1944, and made reference to a notice from the War Department that appeared in the September 1, 1944, issue of the *Army Postal Bulletin*. (The author had never heard of this publication prior to its mention in this *PB*.) The notice stated that third class circular matter to domestic destinations shall not be

forwarded and is prohibited out right to any overseas destination.

Any analysis of how third class circular matter was handled during W.W.II would have to focus on many factors. Among these is the branch of the military involved, the date mailed and the destination, including any forwarding addresses. Therefore, going back to the Figure 12 cover, we can properly analyze why the "Forward Free" marking was incorrectly used. This cover falls under the rules of *PB 18754*, which became effective in September 1944. It banned the forwarding of third class circular matter. The only dates on this cover are from late November 1944, so it is possible (though not probable) that it may have begun its journey before *PB 18754* took effect. Most likely, it was applied after this date. The language in *PB 18754* stated that many army mail clerks were incorrectly forwarding this type of mail. Sometimes it is harder to spot an incorrect usage than to explain a correct one.

Scarce Philadelphia Finds

by Tom Clarke

This is the first article to be written with Bill Helbock as a loyal ex-patriot living in Australia, so maybe we can get away with something across the miles. It's been some time since we indulged ourselves in discussing Philadelphia's postal history. In the meantime some interesting new Philly markings have come to light. Hopefully, discussion of these may spark *LaPosta* readers into to digging deep into their own holdings for similar or unrecorded covers and markings of their own.

It was mentioned here before that the Ed Harvey Philadelphia collection was placed on the retail market a little more than a year ago. It appeared as offerings at shows and via xerox offers by Phil Bansner Postal History. Since it was combined into the holdings of this dealership, it has at times been difficult to determine the exact pedigree of particular items, though it is assumed the majority of them come by way of the massive collecting interests of Ed. (Octogenarian Ed, happy to say, continues to prosper at home with his wife in New Jersey.)

This, then, will be just a show and tell listing. All are referenced from among the already

known markings listed in the *Catalog of Philadelphia Postmarks* (which, by the way, is becoming dangerously close to complete re-writing and re-publication.) One item deserves an extended letter write-up following, since it discusses an important, if ugly, still prevailing attitude; it stems from insecurity, I think, from deep in our American psyche.

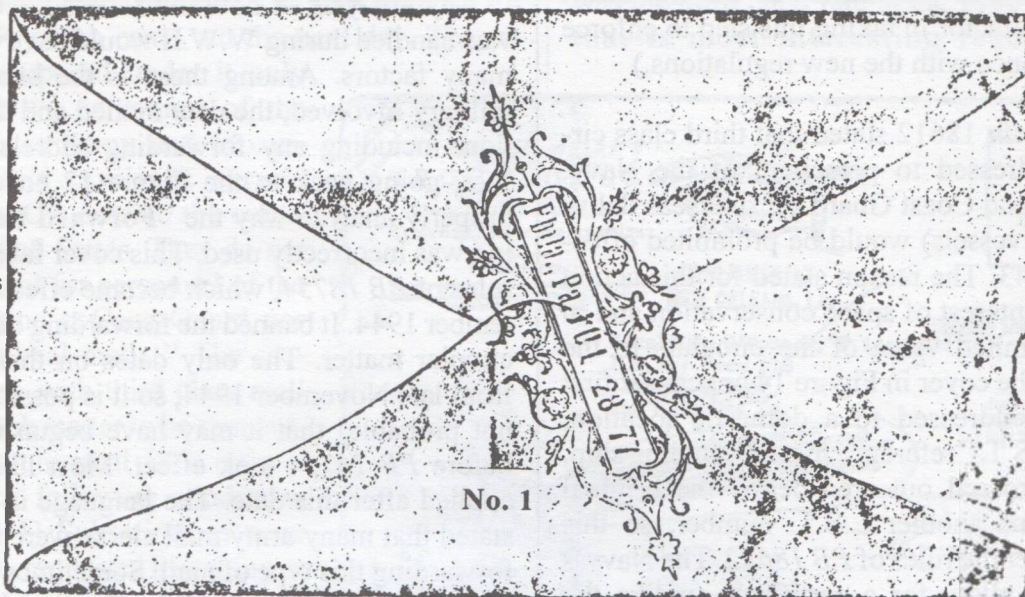
The items

No. 1 Let's begin with one of the prettiest markings that Philadelphia developed, unique to this one city, which demands an hypothesis as to where it came from and why any registered backstamp deserved such exaggerated attention. Why this, along with some others: the New York "geometric," Washington's, and other large town's exuberant backstamps? Maybe just simply to make positive the identification that it was registered and only a blind postal worker could miss it?

Actually, this isn't a newly discovered canceled, just the fullest design (X 48, and the earliest known). Its floricate ornamentation must have been devilish to keep free of ink clogging, and it did have a limited life of 11-12 months to

about the Spring of 1878.

No. 2 Compare the previous to the next registered marking (X 18), the only 1879 seen and 20 months earlier than the previous earliest known usage. Usually these are dated in the 1880's and 1890's. Nothing

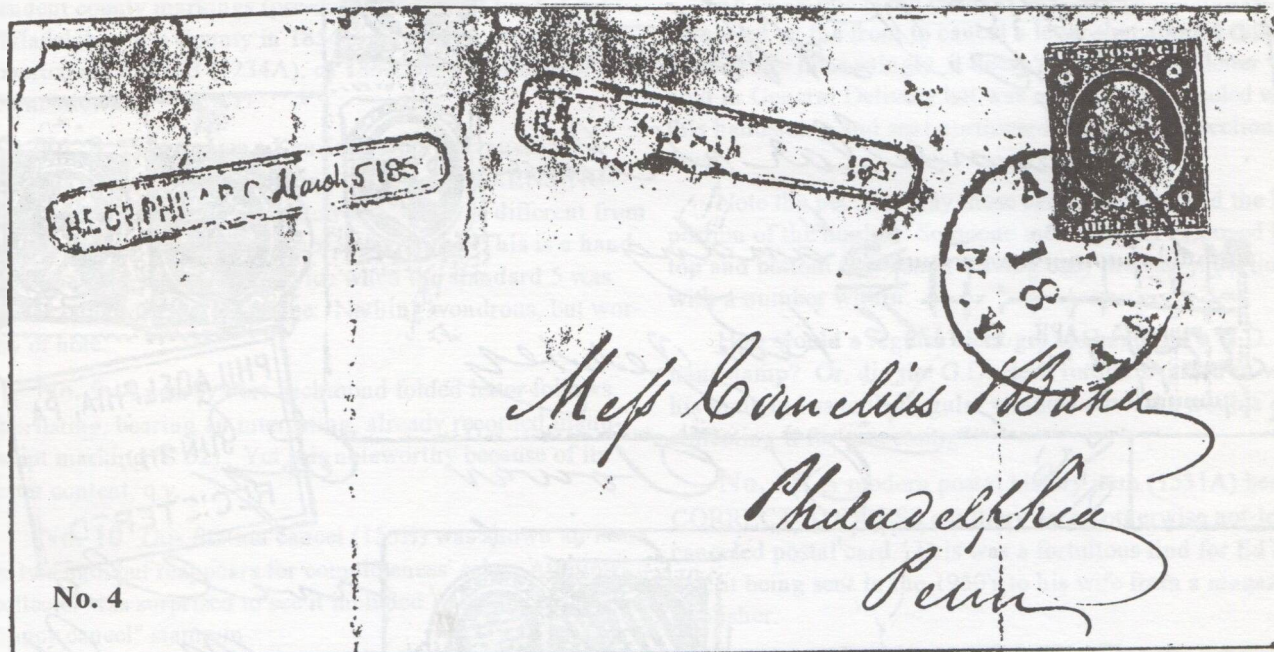


ing fancy, but an early one, and with a reverse marking that succeeded the previous one. Granted, it too is somewhat overstated in design, though it must have been a very sturdy affair that could stand up to clerk abuse longer than its frilly predecessor.

No. 3 A new cancel (X 25), and therefore scarce, is

this squarish number that mimics the usual elongated rectangle types. Perhaps this was a locally-produced filler to replace a damaged handstamp? It is dated June 26, 1886, and has a familiar latticed rectangular backstamp, much like the reverse handstamp on cover No. 2 above.

think of received's. There are no other markings to indicate registration (Philadelphia's blue and red "R" handstamps date from 1845) or other special occasion use. A small mystery.



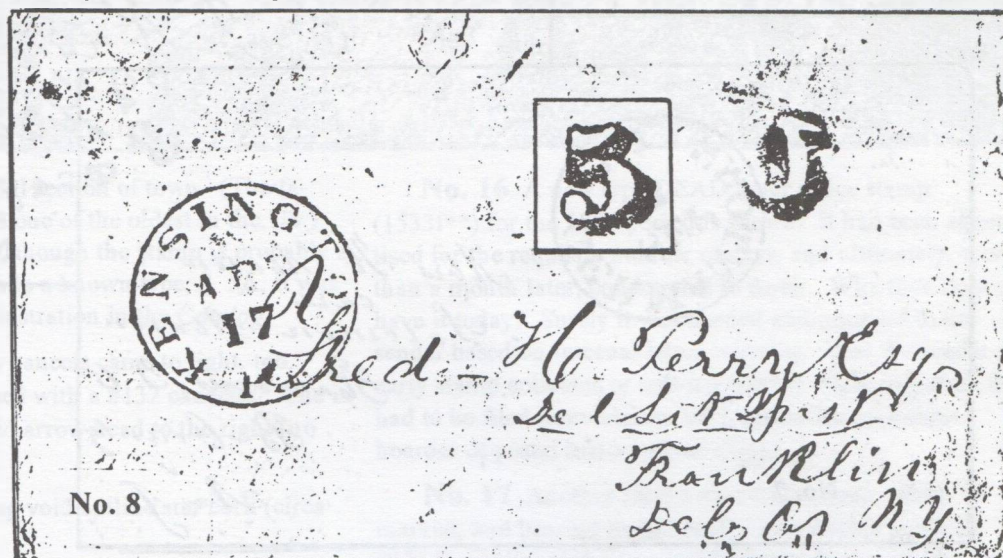
No. 4 Here is a remarkably early dated handstamp (R 1), belonging to the "archaic" group of US handstamps, but unfortunately in less than fine condition. Note that it has adopted a clever universality in that it drops the last year date digit to allow the clerk to fill in, thus making it usable throughout the decade --not to mention the blank space left for the month and day. Maybe its use died a death because of the extra hand work necessary?

It is marvelous in that it predates the next oldest standard Philadelphia received marking by a decade or more (R 4, 1868+). Konweiser in *Postal Markings*, p. 384, does claim that the earliest received marking is from Wilmington DE, dated Jan 1, 1845 and possibly before. Still, the double octagon styling matches the well-known 1830's through 1850's Philadelphia date stamp, FREE, and PAID markings. One can only wonder what other varieties of cancelers were in the original set of Philadelphia-bound octagon handstamps?

It is close in years to the fancy R 2 marking, but that was really used as a postage due, money-received handstamp, not as a mail-received control mark as we normally

No. 5 Remaining in the same time interval, the fifth item (101g) will be unimpressive even to 99.9% of Philly collectors. But it is a new sub-type, and was fully unexpected after 10 years of subtyping these cancels via transparency overlays. It looks sharp and thus must be new, except for the insert date elements which are thick and worn. Did this appliance become damaged early, which would account for its scarcity?

No. 6 In addition to the proletarian cover above is this next, a government carrier letter, stamped *USPO DISPATCH* (1161), and town marked, happily, with a second day usage of the balloon (103c) town stamp. Begging the





question, some dealer has indicated that this is the earliest known use of the carrier cancel with this particular date stamp.

No. 7 Going back some years, we come to the independent county markings (pre-consolidation of the City of Philadelphia into County in 1854). This cover bears an unreported arc PAID/3 (1234A), ca 1853, for the village of Germantown.

No. 8 Then comes a Kensington village auxiliary marking (1246A) accompanying the usual red KENSINGTON date stamp. It is a "shadowed 5" but it is different from the usual shadowed 5 that is not uncommon. This is a hand-cut 5 that may have done service when the standard 5 was lost or otherwise out of service. Nothing wondrous, but worthy of note.

No. 9 A nearby Port Richmond folded letter follows this listing, bearing an interesting, already recorded manuscript marking (C 52). Yet it is noteworthy because of its letter content, q.v.

No. 10 This Station cancel (153B) was shown an issue or two ago, but reappears for completeness' sake. A fellow collector was surprised to see it included as he has had a "fancy cancel" stamp in his collection for 10 years and didn't know that it was otherwise unrecorded. Now that his stamp's usage is dateable he is content.

No. 11 Another not-new Station marking (S 5A) is nonetheless an oddball, maybe a local manufacture attempting to conform to the markers of the larger stations in the area? It is a Station "lazy Z" that looks for all intent and purpose like an "N." The giveaway is the stone cutter's return address which mentions the Laurel Hill section of town. (The famous Laurel Hill Cemetery is one of the oldest in the US.) Unfortunately, it is not dated, though the stamp is probably a #135 and is ca. 1872 and, while a known type, S 5A, it was unavailable at the time for illustration in the *Catalog*.

No. 12 Two new fancy cancels came to light, too. Both this and the next are used with a #132 canceler. One is a rectangular cork with a void arrow head to the right (no year date) and

No. 13 is a nice looking void outline star cork (circa 1878) on a postal card.

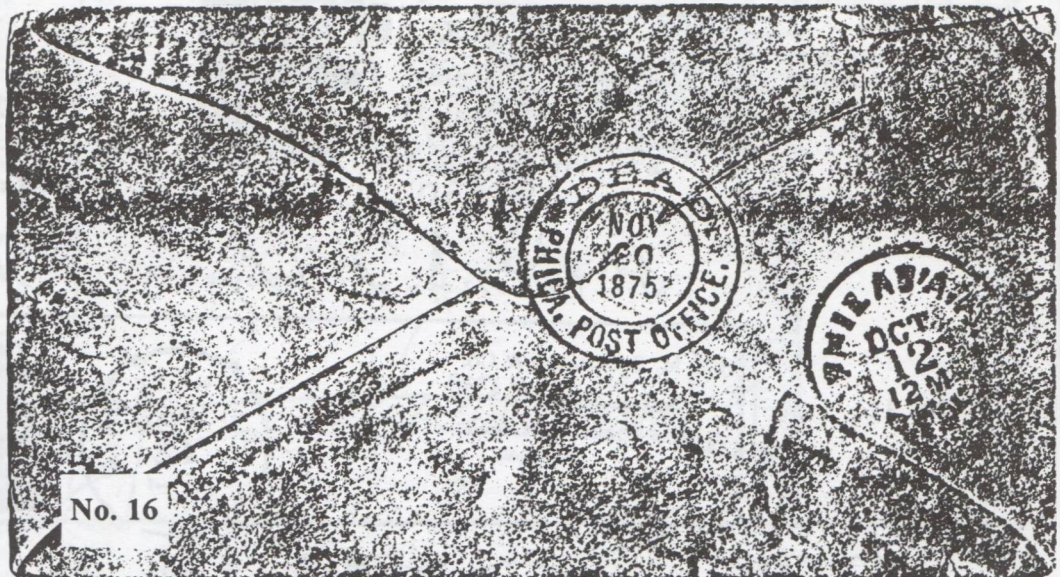
No. 14 All the remaining new items are auxiliary markings. Owing to their multitudinous nature, it shouldn't be surprising that a guesstimated half of all additional auxiliaries found would be unrecorded markings.

An older one is the General Delivery backstamp (R202) here used on the front to cancel a letter that slipped through unmarked. Interestingly, it doesn't seem that the letter was held in General Delivery but was mistakenly canceled with this handstamp and sent northward to the Olney section of town.

Note the peculiar way these cancelers doctored the killer portion of the duplex. Someone methodically removed the top and bottom three bars, leaving only the barrel portion with a number within.

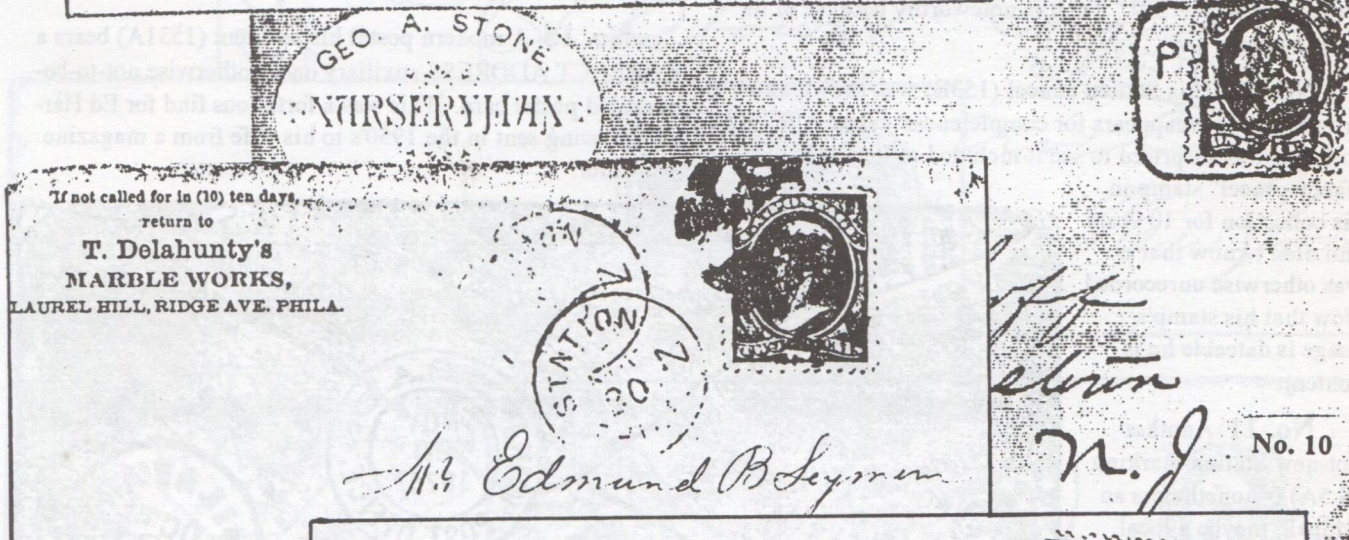
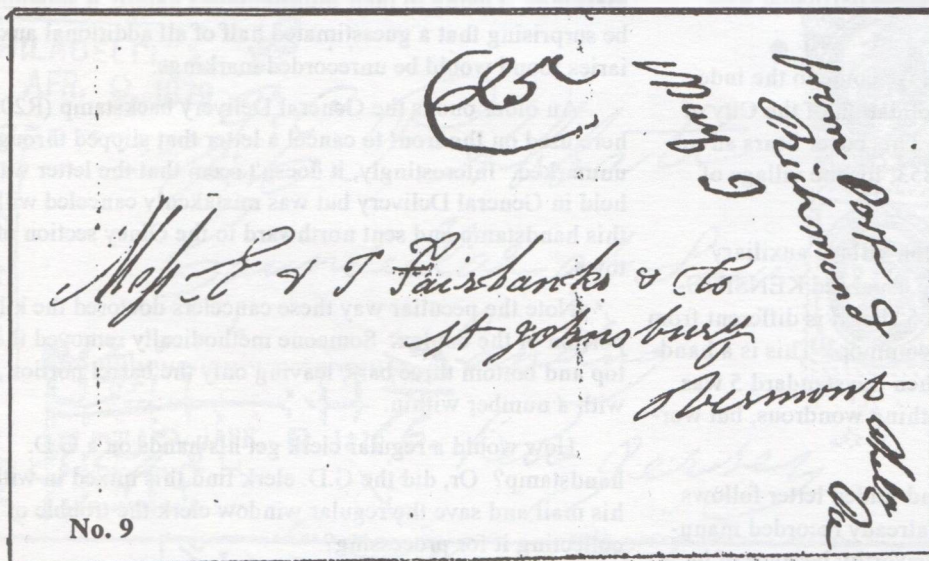
How would a regular clerk get his hands on a G.D. handstamp? Or, did the G.D. clerk find this mixed in with his mail and save the regular window clerk the trouble of collecting it for processing?

No. 15 A modern postal history item (1531A) bears a CORRECT ADDRESS auxiliary on an otherwise not-to-be-canceled postal card. This was a fortuitous find for Ed Harvey, it being sent in the 1950's to his wife from a magazine publisher.



No. 16 A new type DEAD letter office stamp (1533f**) for the 1875 period is shown. It had been advertised for the requisite number of days, and ultimately, more than a month later, condemned to death. Why then do we have it today? Surely it was opened and returned to the sender based on internal letter evidence. Was the sender an early stamp collector or was it a critical communication that had to be filed forevermore, till a fast-talking, packrat hoarder of postal history came along?

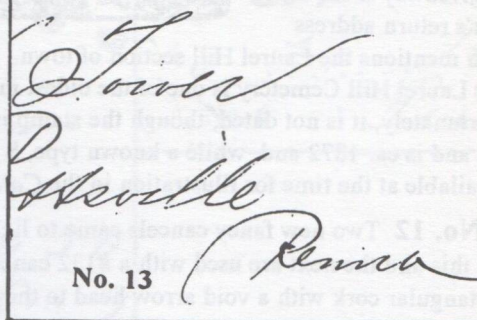
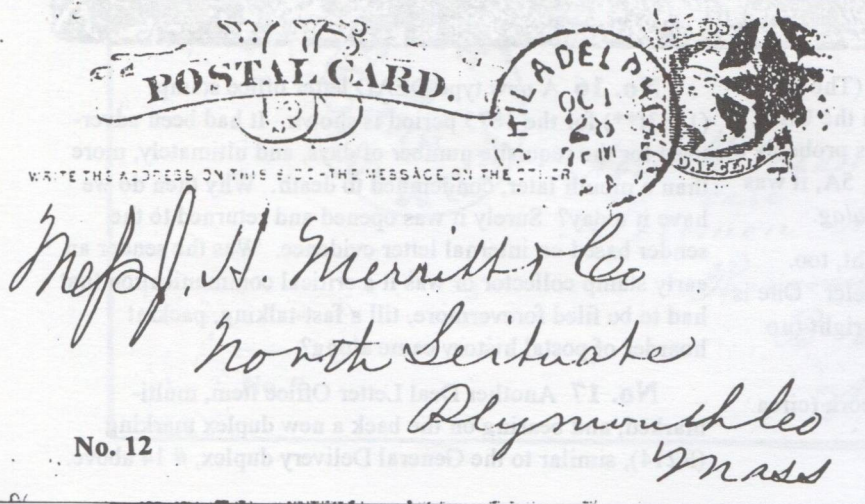
No. 17 Another Deal Letter Office item, multi-marked, and bearing on the back a new duplex marking (R214), similar to the General Delivery duplex, # 14 above.



No. 11

we Days please return to

Jos. M. SHOEMAKER & Co.
Bankers and Brokers,
134 SOUTH THIRD STREET,
Philadelphia.



Post Office Protective Association,
OF PHILADELPHIA, PA.
CHARLES H. KURTZ, SECRETARY.



THIS SIDE OF CARD IS FOR ADDRESS

Schiele

No. 14

Chil. P.

Miss Marguerite Harvey
145 E. Chalmers
Pittman, New York

No. 15

Not in Directory.

DELAWARE No. 44.

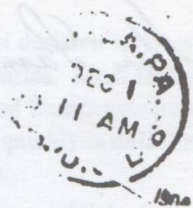
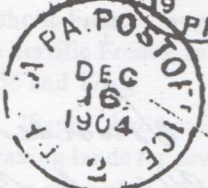
Search for Address.



To Station
Philadelphia, Pa.

NO SUCH NUMBER.

No. 17

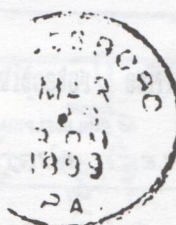


20/11

After.....days, return to



NOT FOUND



Mr Jacob Leeper,

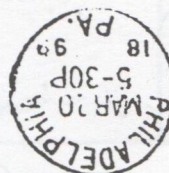
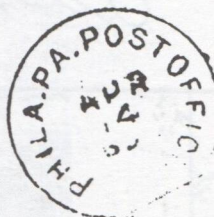
~~1134 Locust St,~~

Philadelphia,

Pu.

No Such No
Anderson 1844

No. 18

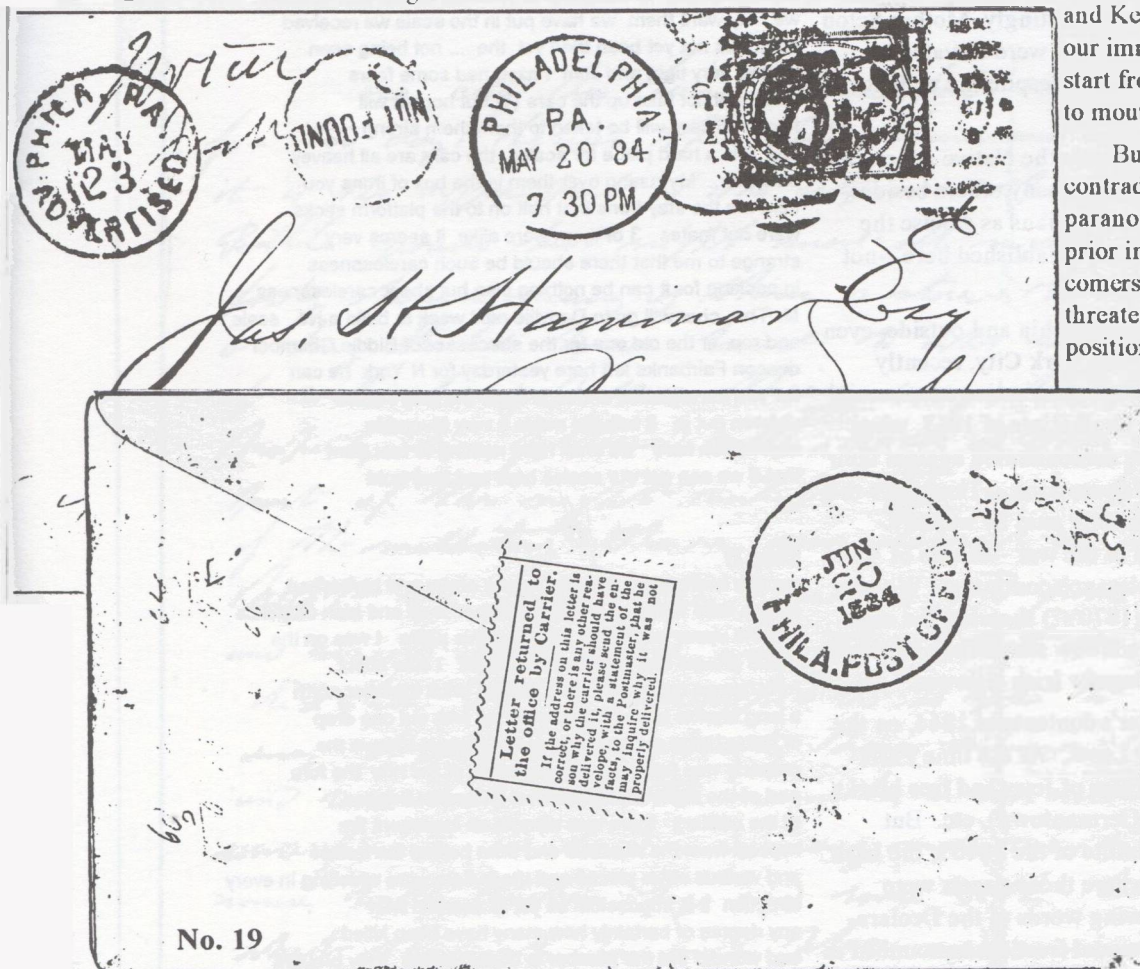


Mr. Samuel Townsend
Black Bird
Delaware

An easy comparison cover from Kensington shows a sharp impression of the standard shadowed-5 rate stamp commonly found. Compared to item No. 8 described above, this is the official marker, where No. 8 is the jury-rigged version.

Here, the duplexed killer portion is ghosted, though only the barrel portion of it hints of its existence, as would be presumed. It appears to read on the bottom "REC'D. D. L. S." ("Dead Letter Section"?).

No. 18 A new type backstamp (1533c*) appears on this 1899 (the year date is badly impressed) advertised letter. There is no indication of the fact, but is this an anonymous Dead Letter Office marking?



No. 19

No. 19 Finally, another Dead Letter Office marking of a new format is shown, from 1884 (1533c*). Heretofore, similar cancels had the word DEAD in the blanked portion of the cancel. This variety continues the blanked tradition. It seems that a directive may have been received, or maybe a local taboo suggested the word be deleted? Note the 1899 marking previously that also does not use the word DEAD but appears to be from that section of the post office.

1844 Port Richmond riot letter

This folder letter (No. 9 above) is another of those eyewitness accounts that makes collecting postal history along with its letter contents rewarding. It is from a village that was soon to become incorporated into the extended City and County of Philadelphia. Port Richmond today is basically run down and desirable as a home base for bringing up

children or enjoying the finer aspects of life. (My apologies to my cousin and her family who have raised three remarkably sound, reflective, intelligent, motivated, and highly moral children in this general environment.)

Next door, and just inland of this port village on the Delaware River, north of Philadelphia proper, was/is Kensington, a town of old and a center for budding industry in the Philadelphia suburban 1840's. As a result, Port Richmond and Kensington attracted many of our immigrant ancestors who had to start from the bottom up, living hand to mouth, fighting to survive.

But there exists the unending contradiction: the defensive, paranoid position adopted by many prior immigrants, to reject newcomers. After all, these new souls threaten the tenuous jobs and social position that they themselves had recently achieved or still hoped to achieve.

Those under the gun during the period of this letter are the Irish Catholics, who carried two strikes against them from the outset. As new people on the block they had to fight for their niche. They were dirt poor, "shanty Irish," who in future days probably couldn't have made it past the Ellis Island requirements set by latter Congresses.

Their outstanding vice in the eyed of many Americans/ Philadelphians was their religion. As Catholics

they bore the yellow star of a hated religion, a fear passed on from one generation to next by Brits who had struggled against an intolerant Catholic queen, Bloody Mary (1550's), the threat of the Spanish Catholic invasion fleet the Spanish Armada defeated (1588) under Elizabeth I, the three generation apprehension of the return of dethroned (1688) Catholic king James II or of his equally combatant Catholic son "Bonnie Prince Charlie." Add to this the centuries old hatred of a Catholic France, ranging from before Joan of Arc (1429) to the horrific French and Indian War in the colonies between 1756 and 1763.

"Papist" had been a term of derision in most English speaking lands for several centuries. Most recently many of us can remember otherwise good Democrats fretful that Catholic John Kennedy would quickly install the Pope in Washington soon after election.

Maryland, though, had been established as a Catholic

treatment in Mother England. However, indicative of the more universal values of America to come, Maryland with a generation adopted the Toleration Act (1649), permitting all Christians (only these) to settle in her confines.

Existing Catholics in America were forced to, or chose to establish separate schools, beginning with Mother Seton's first parochial school in Baltimore in the 1810's and 20's. Philadelphia saw Catholic Churches and the beginnings of its own parochial school system. Interestingly, Mother Seton and Philadelphia's John Newmann later were elevated to Sainthood by the Church they fostered despite the violence and hatred they had to endure.

At the head of the antagonism was the Native American Party and its supporters, and probably many others besides. These were definitely not American Indians as we use the term today but non-Catholics already established here --not one Green Card holder among them.

Antagonism continued in Philadelphia and outside, even in that greatest of melting pots, New York City, recently (1840's-50's) become the largest and most active commercial center in the US. Following the Draft Riots of 1863, when Irish and other immigrant groups demonstrated against their use as fodder for vicious Civil War cannons. (They were the ones most eligible for the \$300 bounty paid by wealthy Americans who opted to stay out of the war --shades of Viet Nam era protests.) Abusive intolerance continued. Witness that infamous store photograph (1870's?) showing the most classic of derogations: the front window stated that, while all customers were welcome, "No Dogs or Irish Allowed."

Thus the setting for this letter's contents of 1844, on the outskirts of the City of Brotherly Love. At the time Philadelphia had prosperous communities of Jews and free blacks, and in the suburbs of Germans (Germantown), etc. But thanks to the appalling potato famine of the 1840's, the Irish onslaught into North America, where those streets were paved with gold, despite the glowing words of the Declaration, the glorious elements of personal freedom announced in the Bill of Rights, scared and angered existing citizens.

The Irish arrival stirred such basal cultural phobia that only the authorities could attempt to suppress it. And that would take more than a generation or two and that would only halt the outward violence.

Today it's Haitians, Cubans, Mexicans, Viet Nameese, Mong tribesman, our own Puerto Ricans, etc. that fall under the bigoted ax. After their inclusion, who will be the goats of the 21st century?

The letter

is addressed to: Mefsr E & T Fairbanks & Co
St Johnsbury
Vermont

and is manuscript postmarked:

(25 from Port
Richmond Phila/Pa
May 9

Port Richmond May 8 1844

Mefsr Fairbanks

Gent yours of the 25 of April and May 7 has been received also one from T Fairbanks the scales sent by Boston have not yet arrived but we look for them every day I am waiting very importantly they are in want of them and we are very sorry to make them wait I think you had better send two more of the Long Levers as soon as you can and one or two each of the 10 & 12 feet Levers and I think it would be well to order one or two hay scales from Boston we may want them we have put in the scale we received but it has not yet been tried yet the not being seen it looks very tight and slim I have had some fears that it will not take up the cars (?) but hope it will I hope all care will be taken to them them strong one it is a hard place for scales the cars are all heavy on cont.... My runing over them in the box of irons you sent me the stay irons that holt on to the platform sticks were not mates 3 of them were alike it seems very strange to me that there should be such carelessness in packing for it can be nothing else but sheer carelessness Mr Thr...cher will go to Danville next week to build a No.. scale and rep...er the old one for the successor of Biddle Chamber deacon Fairbanks left here yesterday for N York he can tell you the situation of things here the gray? scale ... been put in it has not made a very favorable impression here we shall have nothing to fear from that if we can get our scales here and they hold up

[page 2]

our city has been a dreadful scene of riot and bloodshed for two days between the Native Americans and Irish catholics it is the upper part of the city near this place I was on the Battle ground last night most all night I saw about forty homes many of them 3 stories brick together north a long Market house burnt to ashes with out one drop of water being put on them every attempt to save the property was followed with the crack of the rifle the fore part of the night untill the arrival of the 7th Briggad of the military there was allmost an incessent fire kept up from the windows and from behind the fences and various other places and the bullets were whistling in every direction it is impossible as yet to ascertain with any degree of certainty how many have been killed and wonder but the number is considerable they brought some five or six dead and many more wounded while I was ther some with broken legs and some with broken arms some shot through in one place and some in another many were shot in trying to rescue the wounded from the flames the Military however succeeded in restoring order and some engines wer brought into action however only by being garded by the point of the bayonet -- I have not heard of any out break to day but very likely it will be renewed to night but we hope not I shall not go any more for I never wish to witness onother such an awful scene

Yours with respect

Wm Sanborn

I have sent some papers to day that give an account of the riot

Port. Richmond May 8 1844.

our city has seen a dreadful scene of mob and bloodshed for two days between the Native Americans and Irish Catholics it is the upper part of the city near this place I was on the Battle ground last night most all night I saw about forty houses many of them & stores & ick together with a long Market house burnt to ashes with out one drop of water being put in there very attempt to save the property was followed with ^{the} crack of the rifle the first part of the night until the arrival of the 1st Brigade of the military there was almost an incessant fire kept up from the windows and from behind the fences and corners at the places and the bullets were whistling in every direction it is impossible as yet to ascertain with any degree of certainty how many have been killed and wounded but the number is considerable this brought some five or six dead and many more wounded while I was there some with broken legs and some with broken arms were shot through in one place and some in another many were shot in trying to rescue the wounded from the flames the military however succeeded in restoring order and some engines were brought into action however ~~being~~ ^{being} guided by the point of the bayonet I have not heard of any out break to day but very likely it will be renewed to night but we hope not I shall not go any more for I never wish to witness another such a dreadful scene.

Yours with respect

Sam. Sanborn

I have sent some papers to day that give an account of the riot

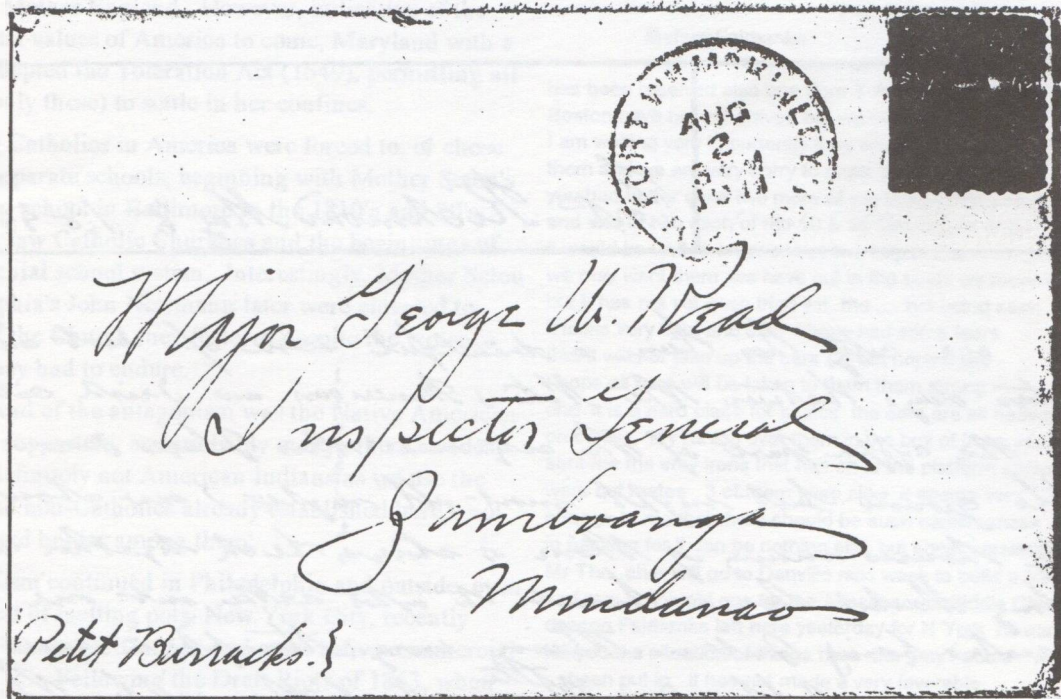


Figure 1. Fort William McKinley to Petit Barracks, Zamboanga, Mindanao Island, 1911. Fort William McKinley was the hub of U.S. military activity in the Philippines during the early 20th century. Petit Barracks was one of many installations established throughout the archipelago after the 1898 war against Spain.



Figure 2. Camp Jossman, P.I. postcard to the United States. Located on Guimaras Island between Panay and Negros Islands, Camp Jossman was a major post office in the central Philippines after 1905.

U.S. ARMY CAMPS IN THE PHILIPPINES 1905 - 1915

By Michael Dattolico

The early 20th century years was a time of relentless military activity for U.S. military forces in the Philippines. It began with Admiral George Dewey's defeat of the Spanish fleet at Manila Bay on May 1, 1898, and continued with our army's complete victory over Spanish ground forces at Manila in August, 1898.

The conflict continued after an uneasy truce with disgruntled Filipinos, who attacked American troops on February 4, 1899. That attack marked a period of guerrilla warfare between Filipino insurgents and U.S. troops which ensued until 1906. By then, many war-weary Filipino citizens welcomed an end to hostilities and grudgingly accepted an American civilian control and military presence in the islands.

During those years, the U.S. Army established garrisons throughout the islands to enforce American mandates and maintain an uneasy truce. The military postal stations which served American troops during and shortly after the Spanish-American War were gone. Some of those camps had their own post offices. But for many camps, mail was

handled by the Manila post office or civilian post offices at near the camps. For that reason, U.S. soldiers' mail is not always readily identified, since the postmarks often are those of the Philippine towns or provinces which processed the soldiers' mail.

The following is a compilation of U.S. Army installations established in the Philippine Islands after the Spanish-American War, with emphasis upon postal accommodations when the U.S. civil government took control of the islands until the First World War began.

POSTAL SERVICE FOR U.S. ARMY CAMPS IN THE PHILIPPINES, 1905-1915

<u>LUZON CAMPS</u>	<u>MAIL ARRANGEMENTS</u>	<u>COMMENTS</u>
Fort William McKinley	Fort had its own post office.	Largest U.S. Army base in the Philippines - 1905-1915.
Fort Stotsenburg	Fort had its own post office.	Located near site of now-closed Clark Air Base.
Fort Wint	Mail handled by Manila PO.	Located at Subic Bay.
Fort Mills	Mail handled by Manila PO.	Located on Corregidor.
Fort Hughes	Mail handled by Manila PO.	Located on Caballo Island in Manila Bay.
Fort Drum	Mail handled by Manila PO.	Located on El Fraile Island in Manila Bay.

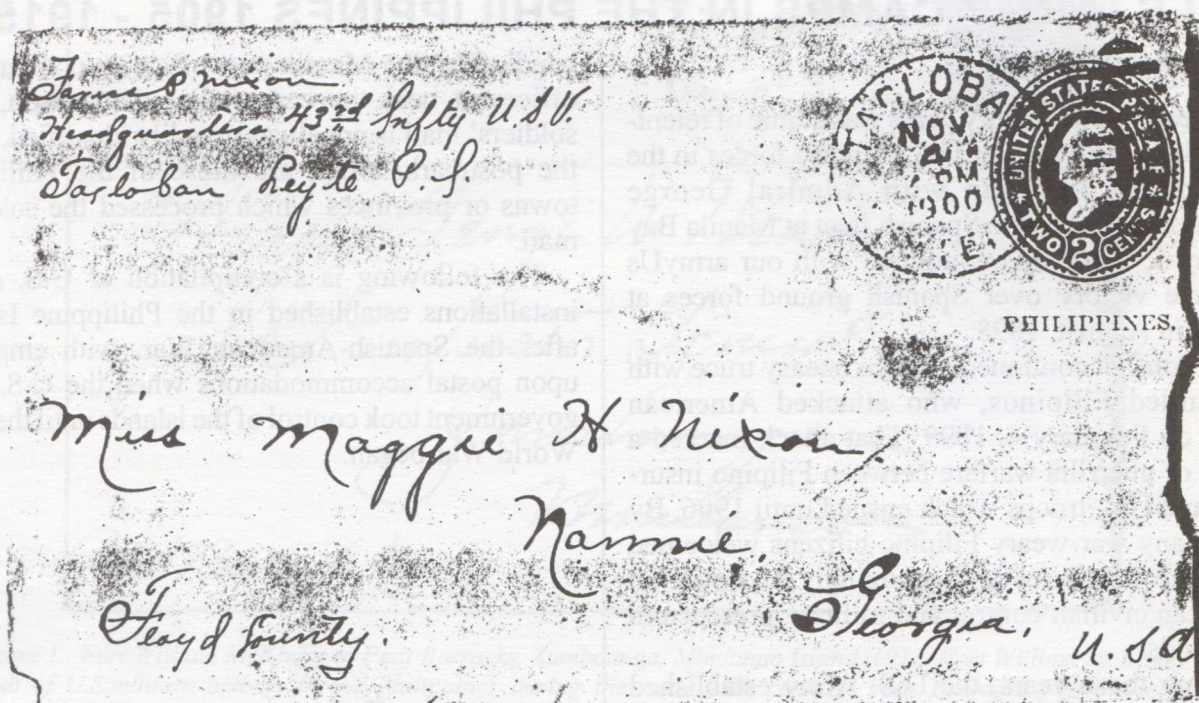


Figure 3. Tacloban, Leyte, P.I. postmark on cover to the United States in 1900. The Tacloban post office handled mail from soldiers based on Leyte and Samar in the early years of the 20th century, even though some camps on those islands had their own post offices for a time.

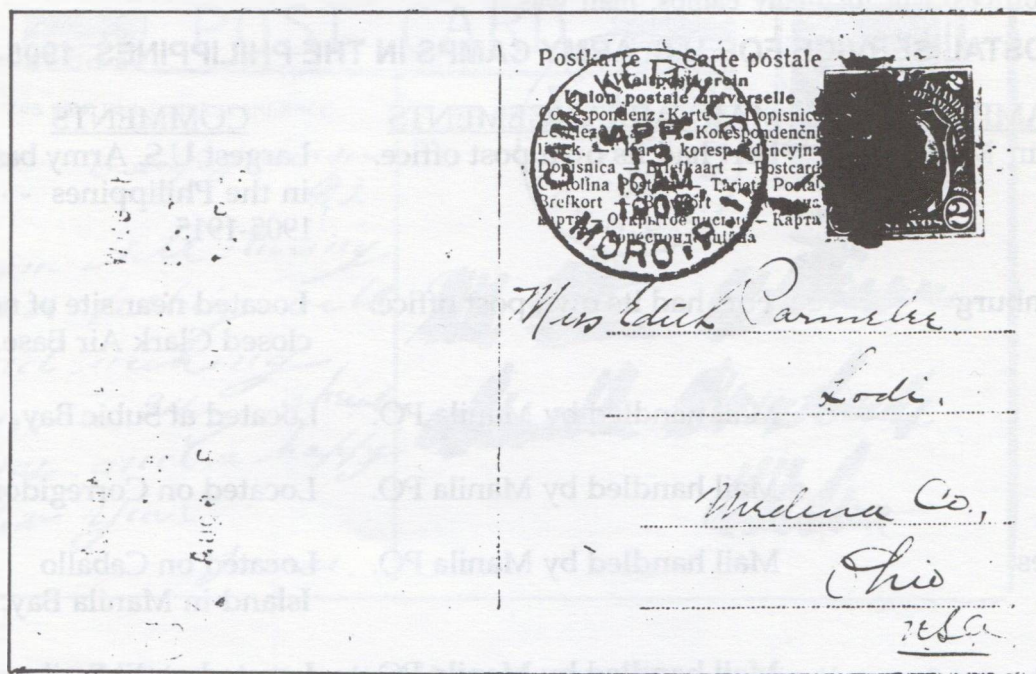


Figure 4. Camp Keithley, Moro, P.I., postcard to Ohio, 1908. The sender was Lt. Jacob Wuest, then based at Auger Barracks on Jolo Island. The USMA graduate from Ohio may have mailed the card at Camp Keithley, although it is thought that Keithley may have been the main gathering point for all U.S. military mail from the southern Philippines, since the postmark is very common.

Fort Frank	Mail handled by Manila PO.	Located on Carabao Island in Manila Bay.
Camp Ward Cheney	Located near Cavite. Mail handled by Manila P.O.	Camp garrison by 8th U.S. Infantry.
Fort Santiago	Mail handled by Manila PO.	Major infantry headquarters.
Malate Barracks	Mail handled by Manila PO.	Garrisoned by 11th U.S. Cavalry.
Camp Wallace	Mail handled by town post offices in La Union and/or Pangasinan Provinces.	Located along coast of northwestern Luzon.
Pasay Barracks	Mail handled by Manila PO.	Located near Manila.
Camp John Hay	Mail handled by Baguio PO, Benguet Province.	Located in northwest Luzon; named for Sec'y of State for President Theodore Roosevelt.
Camp Gregg	Mail handled by town post offices along west-central Luzon coast.	Elements of the 1st-15th-27th Infantry manned the camp.
Camp Eldridge	Mail handled by nearby town post offices in south Luzon.	Located on south shore of Laguna de Bay Lake.
Camp McGrath	Mail handled by nearby town post offices in south Luzon.	Located in south Luzon; Manned by 2nd- 9th-11th U.S. Cavalry.
Camp Daraga	Mail handled by nearby towns post offices in south Luzon.	Located extreme south-eastern Luzon; mainly an infantry base.
Regan Barracks	Same as Camp Daraga.	Same as Camp Daraga.

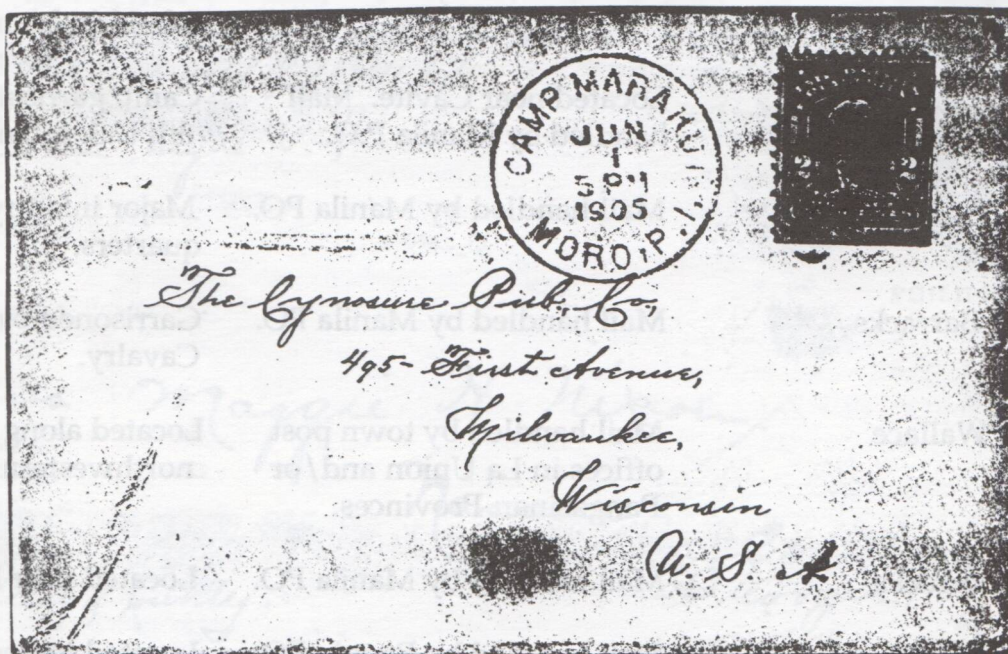


Figure 5. Camp Marahui, Mindanao, to Wisconsin circa 1905. The garrison was located on the shore of Lake Lanao.



Figure 6. Camp Vickers, Mindanao, to Ohio circa 1903. George Goodale was a young officer stationed there in late 1903, and Capt. John J. Pershing served there in 1905. Goodale indicated that this postmark was used from October 27th through December 9, 1903, making this one of the scarcest markings of the period. It is likely, however, that the postmark spanned a much longer time period.

SAMAR CAMPS

Camp Connell

MAIL ARRANGEMENTS

May have had its own post office. Tacloban post office also handled its mail.

COMMENTS

Named in honor of Capt. Thomas Connell, 9th U.S. Infantry, killed on Samar in 1901.

Camp Hartshorn

Mail likely handled by the Tacloban post office. Camp may have had its own PO for a time.

Located on Samar coast. Manned by 9th & 14th U.S. Infantry.

LEYTE CAMPS

Camp Bumpus

MAIL ARRANGEMENTS

Mail likely handled by the Tacloban post office. Camp may have had its own PO for a time.

COMMENTS

Named in honor of Lt. Edward Bumpus, 9th U.S. Infantry. Killed on Samar in 1901.

Camp Downes

Mail likely handled by the Tacloban post office.

Located on east coast of Leyte. Manned by the 6th & 13th Infantry.

CEBU CAMPS

Warwick Barracks

MAIL ARRANGEMENTS

Civilian post offices on island handled soldiers' mail.

COMMENTS

Manned by 14th U.S. Infantry companies.

PANAY CAMPS

Camp Jossman

MAIL ARRANGEMENTS

Camp had its own post office from April 14, 1904. Major central Philippine Islands post office from 1904 onward.

COMMENTS

Located on Guimaras Island. Possibly a sub-station of Iliolo post office.

Camp (Point)
Bondulan

Mail likely handled by the Camp Jossman PO or the Iliolo civilian PO.

Local infantry garrison.

MINDANAO CAMPS

Camp Vicars

MAIL ARRANGEMENTS

Camp had its own post office from 10/27/03 through mid-December, 1903.

COMMENTS

Located on south shore of Lake Lanao. Mail carried by pack mule to coast of Mindanao for transport to Manila.

Camp Marahui

Camp had its own post office from 10/28/04 through 1909.

Located on north shore of Lake Lanao. (See Camp Vickers.)



Figure 7. Camp Vickers as it appeared circa 1905.

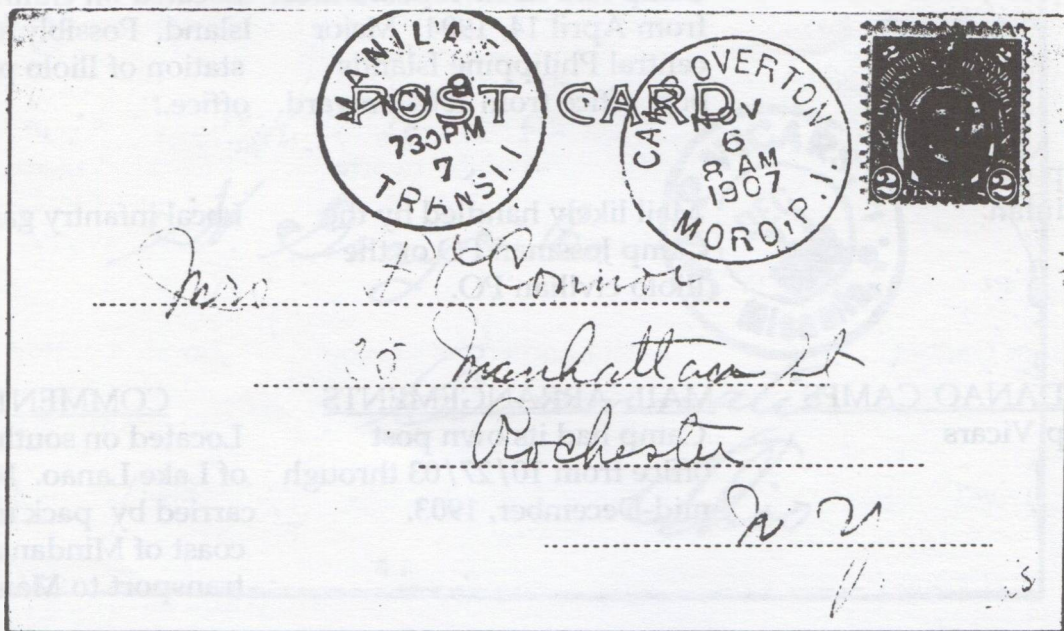


Figure 8. Camp Overton, P.I., postcard to New York in 1907.

Camp Pantar	Mail likely processed by the Zamboanga civilian post office or nearby military camp post office.	Manned by 15th U.S. Infantry.
Camp Overton	Camp had its own post office & mail was handled by Zamboanga civilian post Office.	Garrisoned by 23rd U.S. Infantry & 4th U.S. Cavalry.
Petit Barracks	Mail handled by Zamboanga civilian post office & sent to Manila for processing.	A headquarters station on Mindanao.
Ludlow Barracks	Mail handled by Zamboanga civilian post office & sent to Manila for processing.	Garrisoned by 8th U.S. Cavalry & 23rd U.S. Infantry.
Camp Keithley	Camp had its own post office & was a gathering point for mail from other Mindanao army camps.	Major infantry / artillery base on Mindanao.
Camp Wheeler	Mail handled by Zamboanga civilian post office & sent to Manila for processing.	Named for General Joseph Wheeler. Camp was manned by the 3rd U.S. Artillery & the 6th U.S. Infantry.
Torrey Barracks	Mail handled by Zamboanga civilian post office & sent to Manila for processing.	Manned by 2nd U.S. Cavalry & 23rd U.S. Infantry

BASILAN CAMPS

Camp Bojebung

MAIL ARRANGEMENTS

Mail likely handled by the Zamboanga civilian post office.

COMMENTS

Garrisoned by the 25th U.S. Infantry.

JOLO CAMPS

Auger Barracks

MAIL ARRANGEMENTS

Mail likely handled by the Zamboanga or Jolo civilian post offices.

COMMENTS

Manned by 3rd & 25th U.S. Infantry; 4th U.S. Artillery; & 12th U.S. Cavalry. Last major battle of insurrection fought here in 1906.

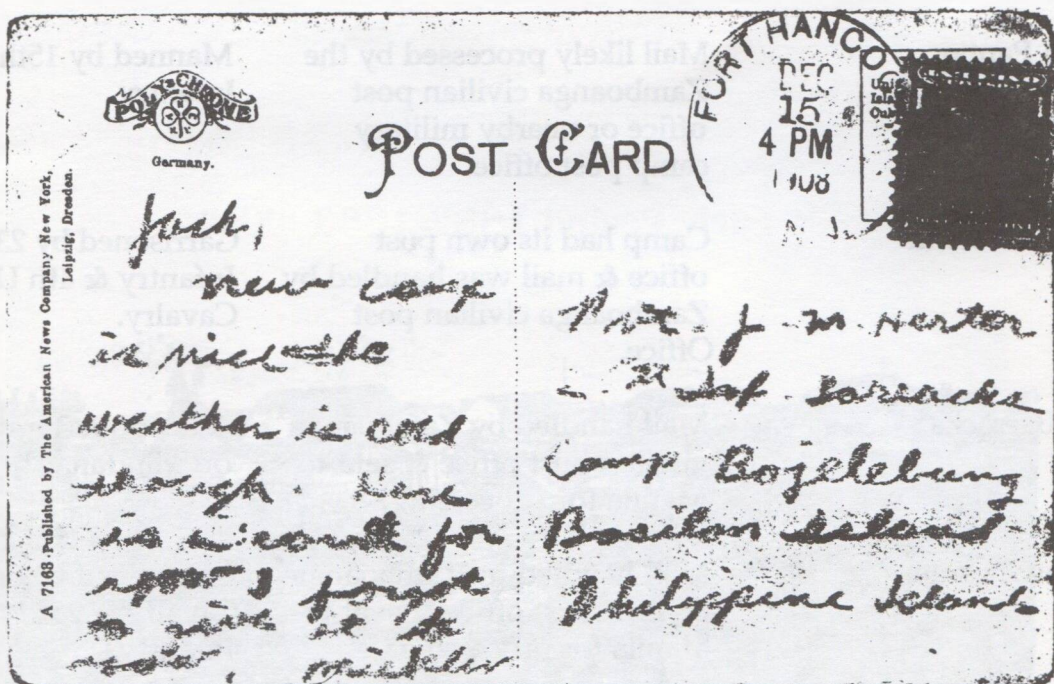


Figure 9. Unusual usage of commercial Philippines postcard sent from a soldier at Fort Hancock, New Jersey, to a soldier stationed at Camp Bojelebung in the southern Philippines. The message hints that they were formerly stationed together.

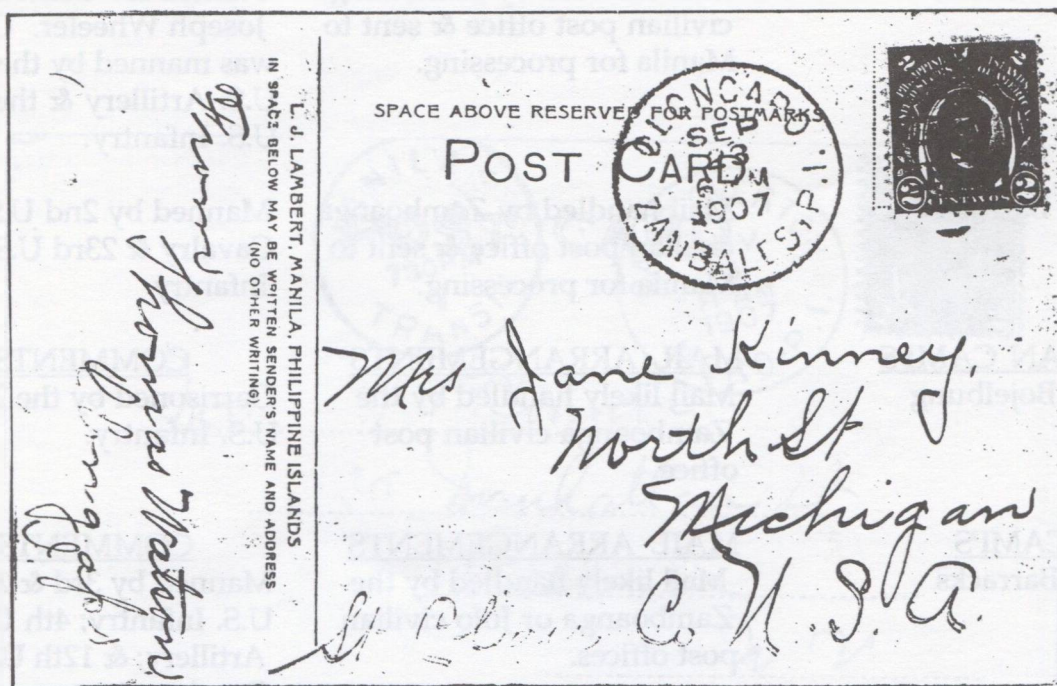


Figure 10. The Olongapo post office processed this U.S. marine's postcard. Sailors and marines would become well acquainted with "Po City" throughout the 20th century.

Walter D. Wesson's**Providence, RI T.O.B. Duplex Hand Cancels****Early Period 1882-1883 "X's"****by: Gerald J. Gorman**

I, along with many others, purchased my copy of LAPOSTA'S Monograph Series, Volume 5, in 1990. This is the volume of Walter D. Wesson's "Time on Bottom" Duplex Hand Cancelers, by Theodore W. Bozarth, compiled and edited by Russell F. Hanmer. With all this information at hand, my interest in the cancels was renewed. I collect Rhode Island cancels, including the Wesson TOB's. In checking my holdings in the Providence "X" area, I noticed immediately that the Providence hand-carved killers are divided into two distinct sections. The early uses are from January 1882 to May 1883. The later uses are from 1885 to 1887. Since I had more of the early period cancels, I started accumulating as many as I could. When they were unobtainable, I asked for photocopies. Collectors are really great and willing helpers. I wrote to Richard Helbock at LAPOSTA and obtained permission to use the page layout that the Monograph Series used and got started.

So many have contributed over the past six years that I hope I don't miss anyone, but if I do, thank you one and all. Thanks go to LAPOSTA, Del Beaudreau, Dr. William H.P. Emery, Tom Greene, Maurice Grossman, Larry Merola, Eugene Meyer, Henry Turnbull, some auction catalogs from which I was outbid such as, Abraham Siegel and Paul Kukstis and my friends who have closed their albums - Frank McCardle, Don McKenna and Gordon Robert.

The hand-carved killers are believed to have been made of cork or soft wood. In the busy Providence office, they lasted but a few days at most. As the killer wore down, it appears that it was turned 180 degrees, as the same killer appears a day or two later in the reversed direction. The longest period of use that I have is four straight days from Oct. 21, 1882 to Oct. 24, 1882. By the

fourth day, the killer is unrecognizable without the previous days' cancels for comparison. This opens the door for an estimate of the number of early "X" killers used in Providence. With 475 days in the known use period, we can divide by four for a minimum of 119 different hand-carved killers. I'm sure it is higher because this assumes that only one device was in use at a time and that all killers lasted four days. The more intricate designs broke in less time. I do have different killers dated on the same day, but cannot determine if the killer was changed during the day or if a second device was in use.

Wesson's patents are dated as early as 1877 with the one used on these "X" killers dated Nov. 22, 1881. The earliest Providence Wesson "X" killer used is reported on Jan. 16, 1882. My latest date on the early period of use is on May 5, 1883. The metal ellipse killers were in use by May 23, 1883. The change over date is somewhere in the 18-day interim period. Mr. Wesson, a Providence postal clerk, kept improving his duplex canceler.

The question was how long to wait and how many different cancels does one need to show. I have managed to compile approximately 100 early period Providence "X" cancels for you to look over. There are many missing links in the timeframe. Can you fill any in? Send photocopies to Gerald J. Gorman, 24 Oakridge Dr. West Warwick, RI 02893-5483, or e-mail to barbarag@worldnet.att.net

ASDA

APS

USPCS

BIA

MSDA

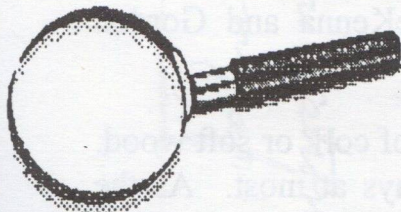
CSA

ESPHS

PSE

(Expert Staff)

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Shrewsbury, MA 01545

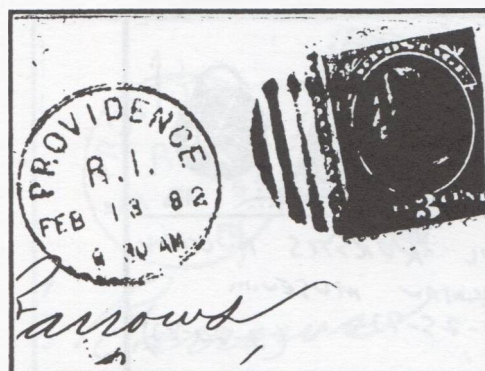
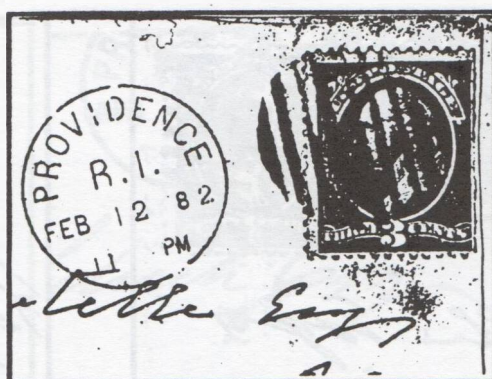
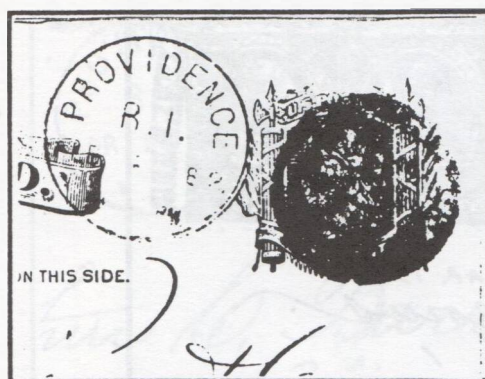
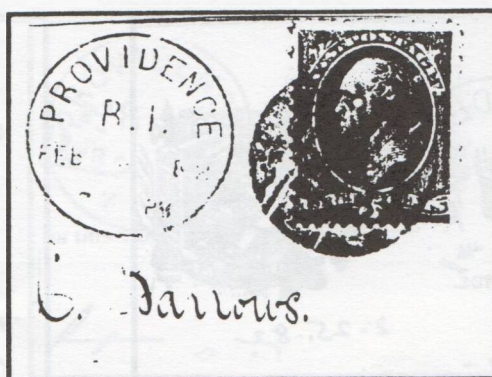
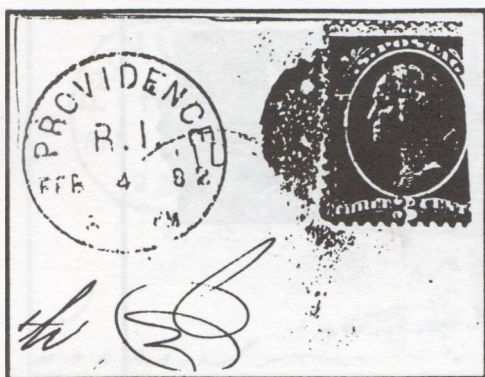
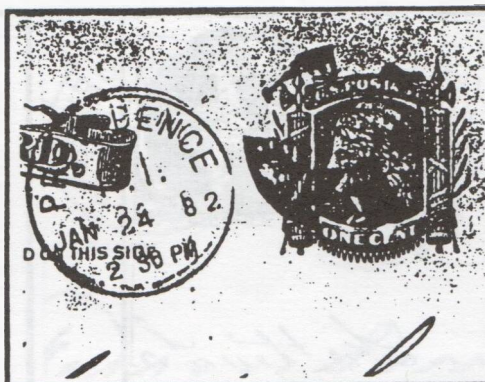
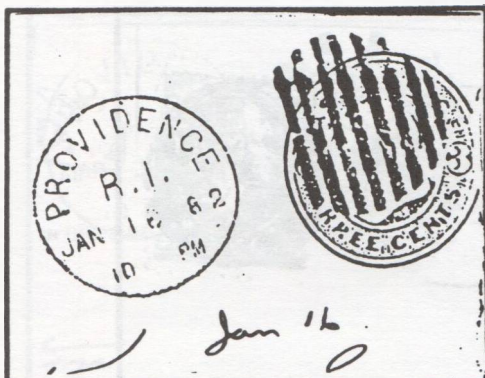
PH/Fax: 508-845-1505

E-mail: dontoch@ix.netcom.com

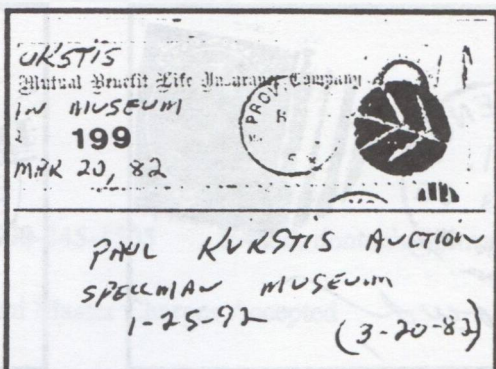
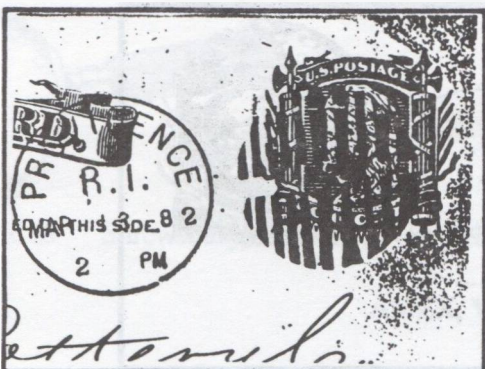
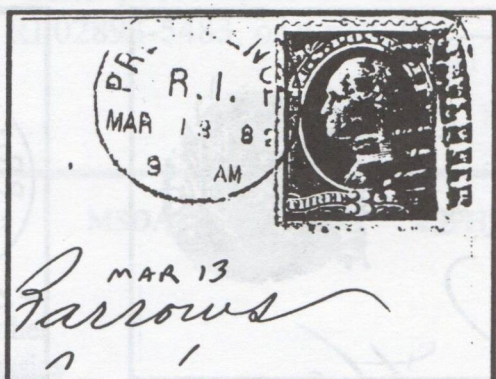
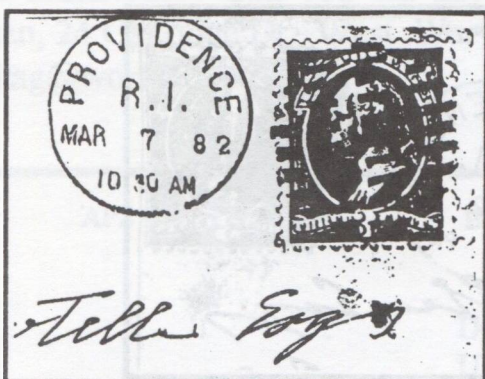
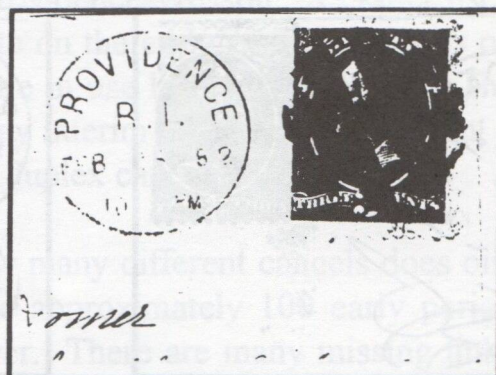
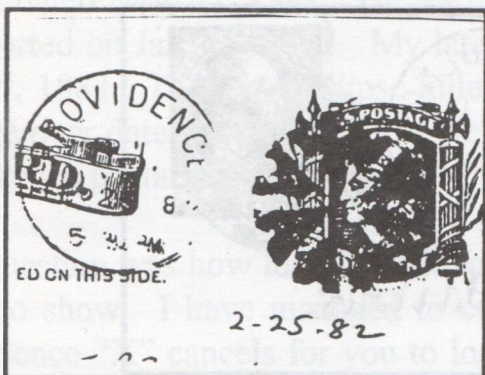
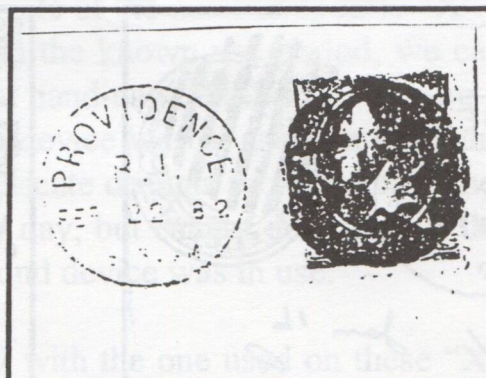
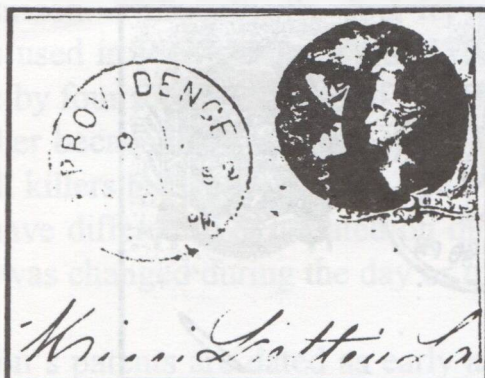
AMEX, VISA and Master Charges Accepted

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

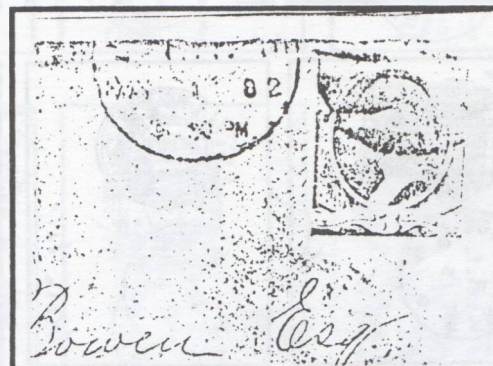
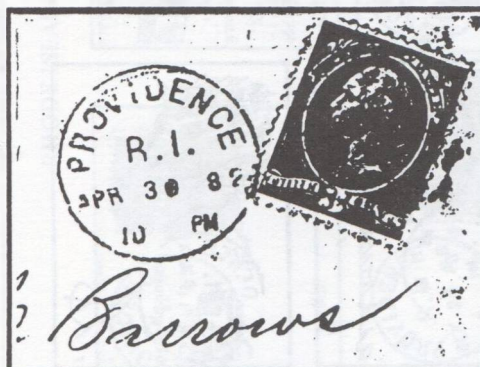
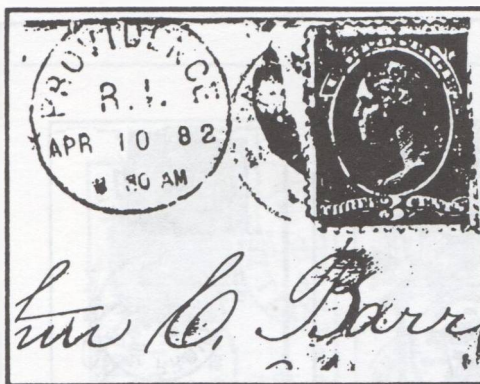
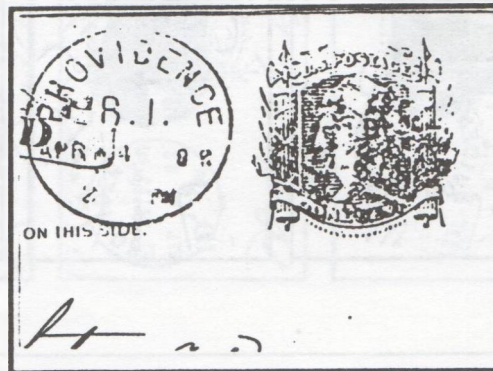
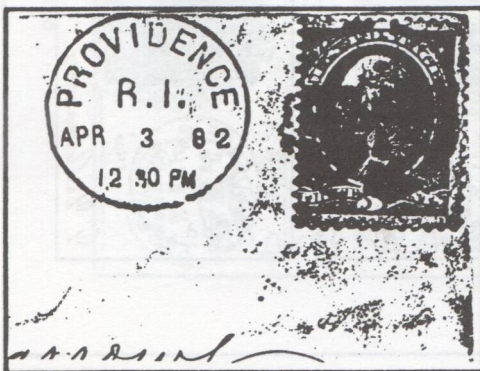
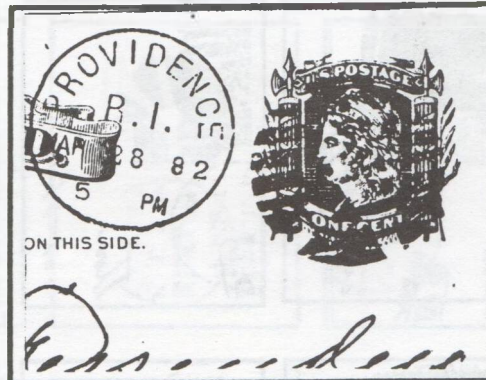
RHODE ISLAND



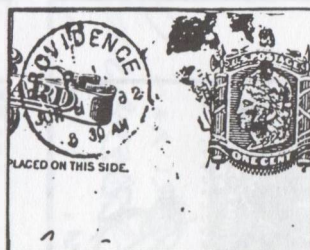
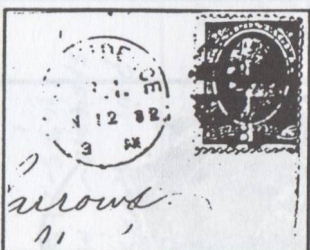
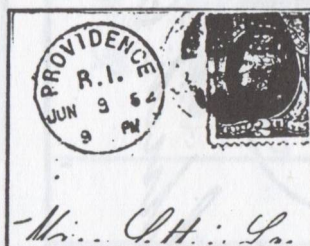
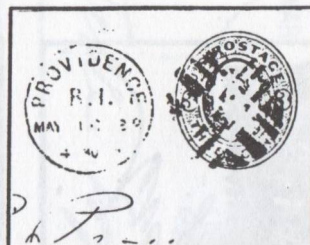
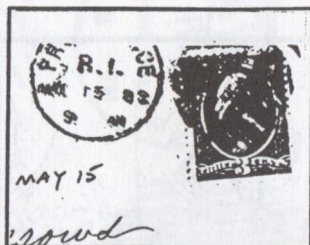
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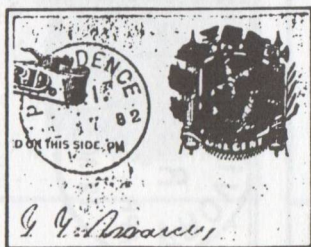
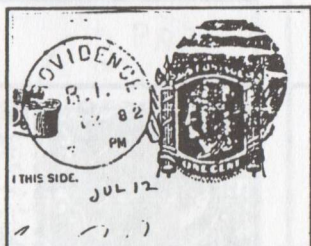
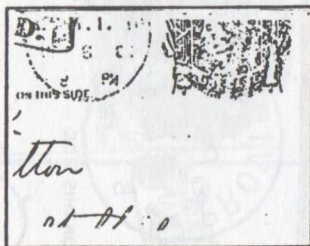
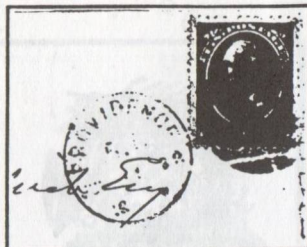
RHODE ISLAND



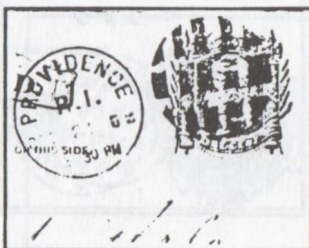
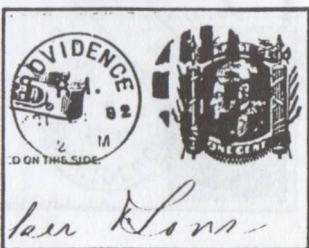
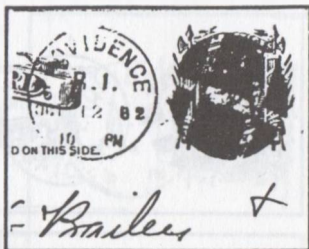
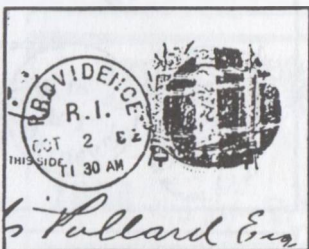
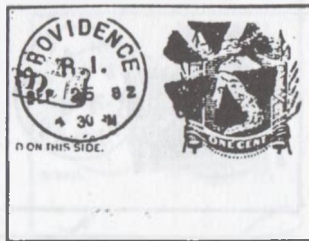
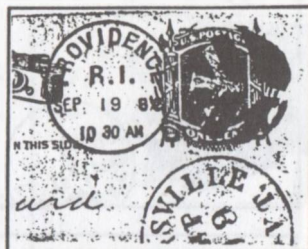
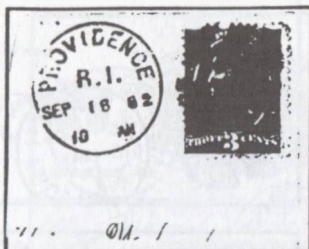
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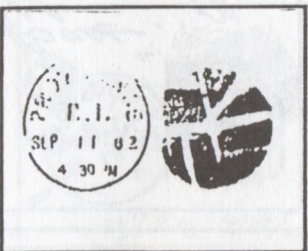
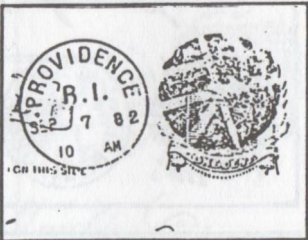
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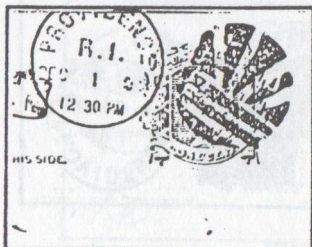
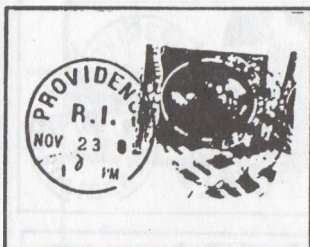
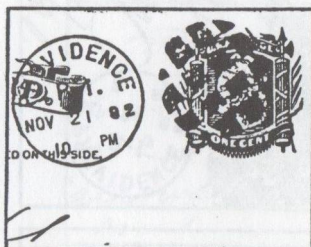
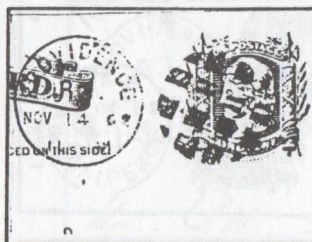
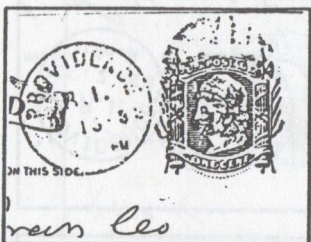
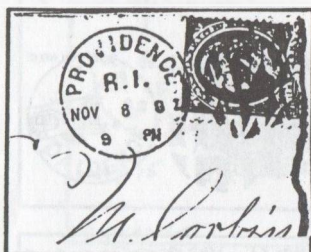
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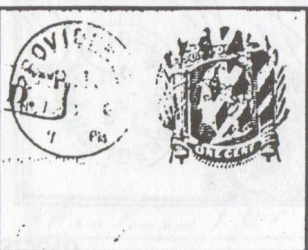
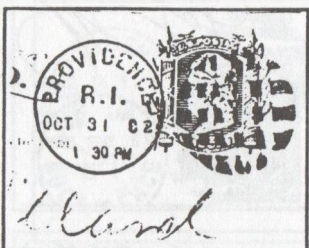
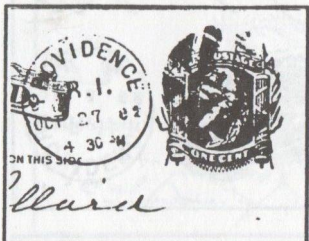
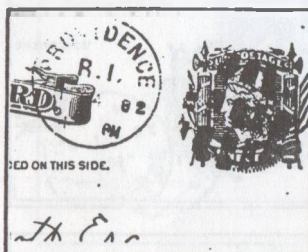
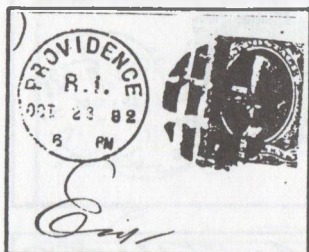
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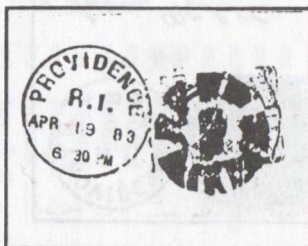
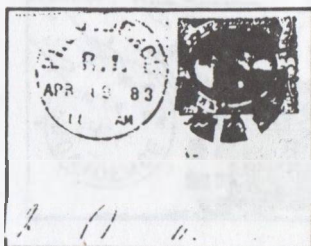
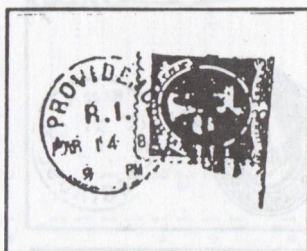
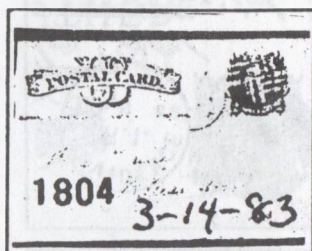
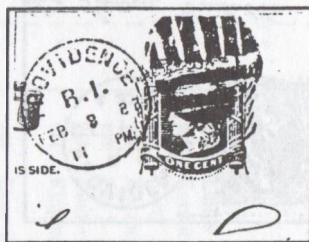
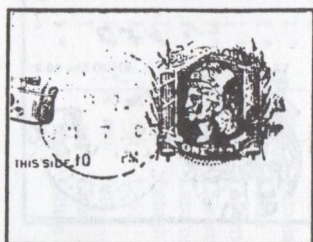
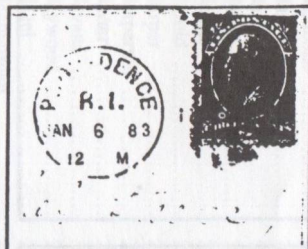
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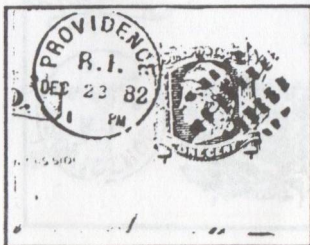
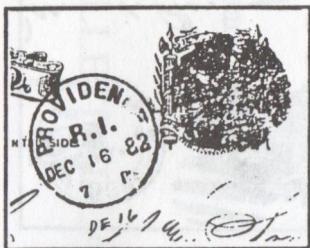
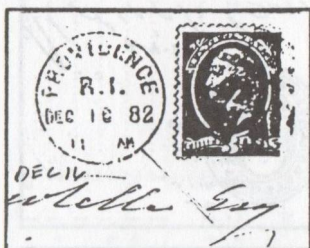
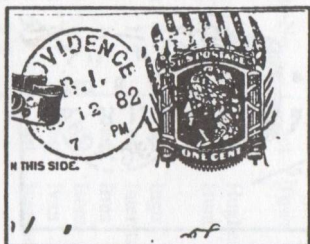
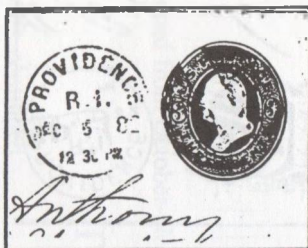
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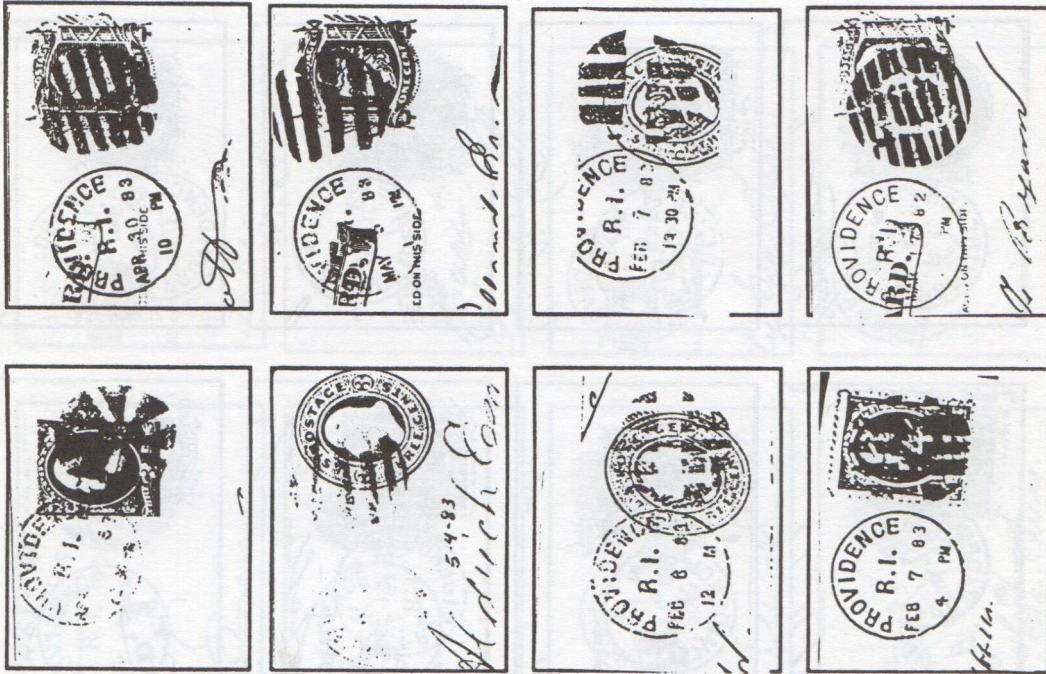
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POSTAL ARCHÆOLOGY ----- § ----- DIGGING FOR DOANES

By Charles Boubelik

Continued from October-November, 1997

THE DAILY BULLETIN DOANE LIST

Table 10 continued

WEST VIRGINIA, Gary - WYOMING, Wyman

14.9.1997

act	Town	Typ(+sub)-No.	act	Town	Typ(+sub)-No.	act	Town	Typ(+sub)-No.
WEST VIRGINIA			nch	Hugheston	2 2 *	nch	Lindsey	3 1
est	Gary	2 1 *	nch	Hunt	2a 1 *	est	Loda	2 1 *
nch	Gassaway	2a 3 *	est	Ingo	2 1	est	London	3 1
ree	Geneva	3 1 *	est	Interstate	2b 1 *	est	Long	3 1 *
est	Gertrude	2 1 *	est	Irma	2 1 *	est	Longpole	2a 1
est	Gill	2 1	est	Isom	2 1	est	Losie	2a 1 *
est	Gilman	2a 1 *	est	Ivan	2 1 *	ree	Lough	3a 1 *
est	Girard	2 1	est	Iverson	2a 1	est	Lovada	2 1
nch	Glendon	2a 1 *	est	Jap	3 1	est	Lumber	3 1 *
est	Glenova	3bfg 1 *	est	Jared	3 1	nsc	Lyman	2a 1
est	Goodman	2 1	est	Jed	3 1 *	est	Mabscott	2a 1 *
est	Goodwin	3bfg 1 *	est	Jennings	2 1	est	Mace	3 1 *
est	Gould	2 1 *	nsc	Jenningson	3bfg 1 *	est	Mahan	2 1 *
ree	Grassy	3	est	Jewell	2 1 *	est	Mangus	2 1
nch	Greenview	2 1 *	est	Jingo	3 1	est	Mark	2a 1 *
est	Guyan	2 1	ree	Joebranch	3	est	Marvel	3 1 *
est	Hager	3 1	est	Joker	2a 1 *	est	Masseysville	3 1
est	Halcyon	3 1	est	Joppa	2 1 *	est	Matoaks	2 1
est	Hambone	2 1	est	July	2a 1	est	May	2a 1 *
est	Hans Creek	2 1	est	Juna	3 1 *	nch	McCauley	2 1 *
nch	Hansford	3 3 *	est	Keim	3 1	est	McCreery	2 1 *
est	Hany	3 1	est	Kellys Creek	2 1 *	est	McNutt	2 1 *
nch	Harlin	2 1 *	est	Kermit	2a 1	nch	Meadow Creek	2 5
est	Harold	2 1	est	Kerr	2 1 *	est	Merrimac	2 1
nch	Harper	2a 3 *	est	Keyrock	2a 1	est	Miami	2 1 *
est	Harperton	2 1	est	Kid	1 1	est	Middle Run	2a 1 *
est	Harter	2 1 *	est	Kinder	3 1	est	Mildred	2 1
est	Havana	3 1	est	Kingmont	2 1	nch	Minden	3 5 *
nch	Haywood	2 1 *	est	Laneville	2a 1 *	est	Mitcliff	2 1
est	Hazel	2 1	est	Largent	3 1 *	est	Mohawk	2 1
est	Heatherman	2b 1	nch	Latch	3 1	est	Montes	2a 1 *
nch	Heizer	2a 1 *	ree	Latonia	2	est	Morribell	2a 1
est	Hemphill	3 1	est	Lattin	3 1	est	Mount Alto	2 1
est	Hermione	3 1 *	est	Laverne	2 1	est	Mucklow	2a 1
est	Hiawatha	2a 1 *	est	Lawrence	2 1	est	Mullens	2 1 *
est	Hilltop	3 1 *	ree	Lazarus	3	est	Myers	2a 1 *
est	Hoke	2 1 *	est	Lehigh	2a 1	est	Nay	1 1
est	Holden	2 1	est	Leota	2 1	est	Nebo	3 1
est	Home	2a 1 *	est	Lex	3 1 *	est	Ned	2a 1
est	Honaker	2a 1	est	Lick	3a 1	est	Nella	2 1
est	Horsepen	2 1 *	ree	Lillian	2 1 *	est	Nemours	2 1 *
est	Hotchkiss	2 1				est	Nero	2 1 *
est	Hoy	3 1 *				est	Newell	3 1 *

act	Town	Typ+(sub) No.	act	Town	Typ+(sub) No.	act	Town	Typ+(sub) No.
WEST VIRGINIA								
est	Newlyn	3bfg 1	est	Shatto	2 1	est	Walther	2 1
est	North Carbon	2 1	ree	Shaw	2	est	War	3 1
est	Nova	2a 1 *	est	Shriver	3 1 *	est	Ward	2a 1 *
			est	Silica	2 1 *	est	Warrior	2a 1
est	Oakdale	2 1	est	Siloam	2 1	est	Warwick	3 1 *
ree	Oakgrove	3 1 *	est	Simoda	3 1 *	est	Watoga	3 1 *
nch	Oakmont	3 1	est	Simon	2a 1	nch	West Charleston	3 5 *
est	Ohley	2a 1 *	est	Sip	2 1	est	Wevaco	2a 1 *
est	Ola	2 1	est	Sitlington	2a 1	est	Whipple	2a 1
est	Oland	2 1	est	Sizemore	3 1	est	Whitesville	2 1
est	Olcott	2a 1	nch	Sleepy Creek	2 2 *	est	Wickdale	1 1
est	Oriole	2 1	est	Slicker	2a 1 *	est	Wickham	2 1
est	Orma	2 1 *	est	Sod	2 1	nch	Wickware	3 1 *
est	Orndoff	3 1 *	est	Spears	3 1	est	Widemouth	2a 1 *
est	Oswald	3 1 *	nch	Springton	3 1	ree	Wiggins	2a *
			est	Standard	2a 1	est	Wilcox	2 1
nch	Paden City	1 1 *	est	Stone Branch	2 1	est	Wildell	2a 1 *
est	Page	2a 1 *	est	Stop	2a 1 *	est	Winterburn	3 1
est	Pageton	2a 1 *	est	Streby	3 1 *	est	Withers	2 1 *
est	Paintsville	3bfg 1 *	est	Stuart	2 1 *	est	Wittenburg	3 1
est	Palermo	2a 1	est	Sully	3 1 *	est	Wolfe	2a 1
nch	Palestine	3 3 *	est	Surveyor	2a 1	est	Wriston	3 1
est	Paxton	3 1	est	Susanna	2 1	est	Wyndal	2 1
nch	Pecks Mill	3 2	est	Suter	2 1			
ree	Pedro	3	est	Sutphin	2a 1 *	nch	Yukon	3 1
est	Pedro	2 1	est	Swiss	2a 1 *	est	Yule	3a 1
est	Pen	3 1	est	Swope	2 1			
est	Pennbrooke	3 1 *	nch	Sylvia	3 3	est	Zada	1 1
est	Piro	2 1	est	Taft	2 1	est	Zip	2 1
est	Plum Orchard	2 1	est	Tarrytown	3 1	WISCONSIN		
est	Post	2 1	est	Tempa	3 1	est	Adkins	3 1
nsc	Prendergast	3 1 *	est	Tenerton	2a 1 *	est	Alois	3 1 *
est	Putney	2a 1 *	est	Terry	2 1 *	est	Angus	3 1 *
			est	Teterton	3 1 *	est	Arbutus	1 1 *
est	Quaker	2 1	est	Teutonia	2 1 *	ree	Arland	2
ree	Quaker	3	est	Thacker Mines	3 1 *	est	Arnold	2a 1 *
est	Quantico	3 1	ree	Thorpe	3	est	Aspen	3 1 *
			est	Thorpe	2 1			
ree	Raccoon	3	est	Tigertown	2 1	est	Barkpoint	3 1 *
est	Ramp	3 1 *	est	Tincher	2 1 *	est	Barksdale	2a 1 *
est	Range	2 1	est	Tioga	2a 1 *	est	Bass Lake	2 1 *
est	Rawl	2 1 *	est	Tombsburg	2 1	est	Bavaria	3 1 *
est	Renick	2 1	est	Toneyfork	2 1	est	Bellis	3 1
ree	Rich Mountain	2	est	Train	2 1 *	est	Bellwood	2 1
est	Richard	2 1	est	Trent	2 1	est	Belton	2 1
est	Ridgeway	3 1 *	est	Trixie	2 1	est	Blackwell	2a 1 *
est	Riffle	2 1	est	Twin Branch	2b 1	nch	Bundy	2 4
est	Riley	2 1 *	est	Tyler	2 1	nch	Burnett	3 4 *
est	Rimel	2a 1 *				est	Buswell	3 1 *
est	Rockton	2 1 *	est	Unie	2 1 *			
est	Rodney	3 1	est	Upper Potomac	2 1	est	Cobban	2a 1 *
est	Rolfe	3a 1 *	ree	Upper Potomac	3 1 *	est	Coles	3 1 *
est	Rowan	2 1				est	Cornell	2a 1 *
est	Rudkin	3 1	est	Valley	2a 1 *	est	Cota	2 1
est	Runa	2 1	est	Vanetta	2 1 *	est	Cotter	2 1
			est	Vere	3 1	est	Coyne	2 1
est	Sadie	3 1 *	est	Vicars	2 1 *	est	Crystal	3 1
est	Salmon	2 1	est	Violet	2 1	est	Cusson	3 1
est	Saltpetre	3 1	est	Virgil	2 1			
est	Sand Creek	2a 1				ree	Deerbrook	2a 1 *
est	Sayre	3 1 *	est	Wabash	2 1 *	est	Dellwood	2a 1 *
est	Scotford	2a 1	est	Waggy	2a 1 *	nch	Devils Lake	1b 2 *
est	Sena	3 1	nch	Wake Forest	2 1 *	est	Dewey	2 1 *
			est	Wallback	3bp 1 *			

act Town Typ(+sub)-No.

WISCONSIN

est Divide 2 1 *
 est Donald 2a 1 *
 nch Dover 3 1 *
 est Draper 3bfg 1 *
 est Dunfield 2 1 *

 est Earl 3 1 *
 est Edgewater 3 1
 est Emerson 3 1
 est Emet 2 1
 nsc Enterprise 3bfh 1 *

 est Fairview 3bfg 1 *
 est Folz 2 1
 ree Foss 3
 est Fosterville 3 1

 est Galloway 2 1 *
 est Glenrock 2 1 *
 ree Glenrock 2
 est Glover 3 1
 nch Gotham 2a 3 *
 nch Grandview 3 4 *
 est Graywood 3 1
 est Gurney 3 1 *

 est Hannibal 2 1 *
 ree Holland 3

 est Kadlec 2 1 *
 est Keelers 2 1
 ree Kidsvold 2
 est Konz 2 1 *

 ree Laney 2
 est Leef 2 1 *
 ree Lincoln 2
 est Lohrville 2a 1
 est Loomis 3a 1 *

 est Malvern 2a 1
 est Manley 3 1 *
 est Maplehurst 2a 1 *
 nch Marek 2 1 *
 est Maribel 3bp 1 *
 est Martinsen 2a 1 *
 est Meteor 3 1 *
 ree Moro 2 1 *
 est Mound 3 1 *

 est Nenah 2 1
 nch New Auburn 2 1
 est Newald 2 1
 est North Fork 2 1 *

 ree Okauchee 2 1 *
 est Oulu 2a 1 *
 est Oxley 3 1 *

 est Pansy 2 1 *
 est Pickerel 2 1 *

act Town Typ(+sub)-No.

est Rooney 2 1

 est Sandrock 2 1 *
 est Schaack 2a 1
 est Sears 3 1
 est Shanagolden 2 1 *
 est Shiprock 2 1
 est Signor 2 1 *
 est Slim Lake 2 1
 est Snell 2 1 *
 est Soperton 2a 1 *
 est Spider Lake 2 1
 est Stinnett 3 1
 est Strickland 2b 1 *

 est Tabor 2 1 *
 ree Tell 2 1 *
 est Teresita 1 1
 ree Tomahawk Lake 2 1 *
 nch Trego 3 3 *

 est Van Buskirk 2 1

 est Walton 2a 1 *
 est Wicklow 2 1
 nch Wills 3 1 *
 est Winter 2a 1 *

 est Yellowlake 2a 1 *

WYOMING

est Albin 2a 1 *
 est Anchor 2a 1 *
 nch Arapahoe 3bp 2 *

 est Ball 2a 1
 est Barber 2a 1 *
 est Bertha 2a 1 *
 est Birdseye 3bfg 1 *
 est Bondurant 1a 1 *
 est Boulder 2a 1 *
 nsc Bridger 3b 3 *
 est Bronx 3a 1 *
 est Brooks 3bfg 1 *
 est Burks 2 1
 est Butte 2 1

 est Carneyville 2b 1
 est Carroll 2a 1 *
 est Chrystal 2a 1 *
 est Clarence 2 1
 est Copperton 2a 1 *
 ree Corbett 3bf 1 *

 est Dale 2a 1 *
 est Dale Creek 2 1
 ree Dale Creek 3bp 1 *
 est Depass 3bf 1 *
 est Difficulty 2b 1 *
 est Donald 3bf 1 *

 est Esterbrook 2a 1 *

act Town Typ(+sub)-No.

est Fayette 2a 1 *
 est Forest 2a 1 *
 est Fort Mackenzie 3bfg 1 *

 est Hagie 2a 1 *
 est Hammond 2a 1 *
 ree Hamsfork 2a
 est Hemingway 2a 1 *
 ree Hobart 3
 est Holt 3a 1

 est Ironton 3bfg 1 *

 est Jensen 2a 1 *

 est Keystone 2a 1 *
 est Knapp 3 1

 est Le Roy 3 1
 est Leslie 2a 1 *
 est Lorey 2a 1 *
 est Lost Soldier 3 1

 ree Milford 2a 1 *
 est Millburne 2a 1 *
 est Miller 2a 1 *
 est Mohler 3bf 1 *
 est Monarch 2 1
 est Moneta 3bf 1 *

 nsc Natrona 3 1

 est Osmond 3 1

 nsc Pathfinder 3bf 1 *
 est Penrose 3b 1 *
 est Powder River 2b 1 *
 est Publow 3 1

 ree Riverside 2
 est Rozet 2a 1 *

 est Saint Joe 3bfg 1 *
 est Seminole 3bf 1 *
 est Shannon 3 1
 est Shoshoni 3bfg 1 *
 est Soldiers Home 3 1
 est Sun 3a 1 *

 est Taylorville 3 1
 est Teton 3 1
 est Thornton 2a 1 *
 est Tisdale 2 1

 est Wapiti 2 1 *
 nch Watson 3 1
 est Wayside 3bf 1 *
 est Willow 2 1
 nch Wind River 3bfh 3 *
 est Windsor 2 1
 est Woodrock 3bfg 1 *
 est Wright 3bp 1 *
 est Wyman 2a 1 *

Table 11. Summary of Fourth-Class Post Offices found in the Daily Bulletin Doane List by STATE and POSTAL ACTION and includes the number (and percentage) of "known" examples.

21 May 1996

STATE or TERR. (53)	total est	total known	% known	total rec	total *	% *	total nch	total *	% *	total nsc	total *	% *
ALABAMA	180	15	8%	30	1	3%	28	2	7%	6	0	0%
ALASKA	29	24	83%	1	0	0%	4	3	75%	0	0	0%
ARIZONA	41	29	71%	3	2	67%	7	4	57%	3	2	67%
ARKANSAS	176	27	15%	27	1	4%	25	7	28%	8	1	13%
CALIFORNIA	125	104	83%	14	11	79%	27	16	59%	3	3	100%
COLORADO	84	56	67%	23	13	57%	7	5	71%	2	2	100%
CONNECTICUT	1	1	100%	0	0	0%	1	1	100%	0	0	0%
DELAWARE	2	0	0%	4	1	25%	0	0	0%	0	0	0%
FLORIDA	127	30	24%	22	2	9%	16	6	38%	8	1	13%
GEORGIA	150	6	4%	32	2	6%	22	2	9%	4	2	50%
HAWAII	5	0	0%	1	0	0%	1	0	0%	0	0	0%
IDAHO	98	67	68%	8	5	63%	9	8	89%	5	2	40%
ILLINOIS	36	10	28%	14	2	14%	18	5	28%	1	0	0%
INDIAN TERRITORY	146	35	24%	10	3	30%	17	7	41%	5	3	60%
INDIANA	22	12	55%	8	1	13%	4	1	25%	0	0	0%
IOWA	28	14	50%	10	3	30%	5	3	60%	0	0	0%
KANSAS	48	12	25%	24	7	29%	6	3	50%	1	0	0%
KENTUCKY	328	22	7%	30	3	10%	23	5	22%	4	1	25%
LOUISIANA	160	18	11%	15	3	20%	10	3	30%	14	0	0%
MAINE	24	19	79%	5	4	80%	7	5	71%	1	1	100%
MARYLAND	27	10	37%	13	9	69%	6	4	67%	0	0	0%
MASSACHUSETTS	3	3	100%	1	1	100%	1	0	0%	0	0	0%
MICHIGAN	65	43	66%	8	4	50%	13	4	31%	1	0	0%
MINNESOTA	176	95	54%	13	5	38%	20	9	45%	8	8	100%
MISSISSIPPI	231	13	6%	41	2	5%	29	2	7%	9	0	0%
MISSOURI	183	59	32%	40	14	35%	17	7	41%	6	2	33%
MONTANA	88	32	36%	15	3	20%	10	3	30%	3	3	100%
NEBRASKA	60	20	33%	13	3	23%	8	1	13%	0	0	0%
NEVADA	51	34	67%	3	2	67%	3	3	100%	3	3	100%
NEW HAMPSHIRE	3	3	100%	3	2	67%	2	0	0%	0	0	0%
NEW JERSEY	16	9	56%	5	3	60%	6	3	50%	1	1	100%
NEW MEXICO	94	62	66%	13	4	31%	13	11	85%	1	1	100%
NEW YORK	32	7	22%	11	3	27%	26	11	42%	2	1	50%
NORTH CAROLINA	154	17	11%	13	0	0%	30	3	10%	7	2	29%
NORTH DAKOTA	193	125	65%	7	3	43%	16	9	56%	19	16	84%
OHIO	27	9	33%	19	10	53%	12	7	58%	0	0	0%
OKLAHOMA	174	42	24%	6	0	0%	23	7	30%	5	1	20%
OREGON	76	61	80%	12	8	67%	5	5	100%	0	0	0%
PENNSYLVANIA	104	49	47%	41	15	37%	39	23	59%	1	1	100%
PUERTO RICO	2	0	0%	2	0	0%	0	0	0%	0	0	0%
RHODE ISLAND	5	5	100%	1	0	0%	2	0	0%	0	0	0%
SAMOA	1	1	100%	0	0	0%	0	0	0%	0	0	0%
SOUTH CAROLINA	71	10	14%	14	2	14%	18	7	39%	1	0	0%
SOUTH DAKOTA	72	39	54%	5	4	80%	6	3	50%	3	2	67%
TENNESSEE	83	4	5%	21	2	10%	15	1	7%	3	0	0%
TEXAS	300	54	18%	25	4	16%	28	4	14%	19	2	11%
UTAH	28	17	61%	2	2	100%	5	3	60%	2	1	50%
VERMONT	3	2	67%	2	1	50%	4	3	75%	0	0	0%
VIRGINIA	197	28	14%	21	2	10%	35	8	23%	2	1	50%
WASHINGTON	146	124	85%	13	10	77%	15	10	67%	4	3	75%
WEST VIRGINIA	333	142	43%	24	9	38%	38	28	74%	5	2	40%
WISCONSIN	82	49	60%	12	5	42%	10	8	80%	1	1	100%
WYOMING	65	41	63%	6	3	50%	3	2	67%	3	2	67%
totals	4955	1710	35 %	706	199	28 %	695	275	40 %	174	71	41 %

Table 12. Summary of Fourth Class Post Offices found in the Daily Bulletin Doane List by STATE and DOANE TYPE and includes the number (and percentage) of "known" examples.

21 May 1996

STATE or TERR. (53)	total entries	total known	% known	total type 1	total *	% *	total typ 2	total *	% *	total typ 3	total *	% *
ALABAMA	244	18	7%	12	2	17%	144	12	8%	88	4	5%
ALASKA	34	27	79%	0	0	0%	13	12	92%	21	15	71%
ARIZONA	54	37	69%	1	1	100%	37	24	65%	16	12	75%
ARKANSAS	236	36	15%	17	3	18%	129	17	13%	90	16	18%
CALIFORNIA	169	134	79%	7	4	57%	87	76	87%	75	54	72%
COLORADO	116	76	66%	4	2	50%	65	43	66%	47	31	66%
CONNECTICUT	2	2	100%	0	0	0%	2	2	100%	0	0	0%
DELAWARE	6	1	17%	0	0	0%	5	1	20%	1	0	0%
FLORIDA	173	39	23%	8	1	13%	106	21	20%	59	17	29%
GEORGIA	208	12	6%	5	0	0%	145	8	6%	58	4	7%
HAWAII	7	0	0%	1	0	0%	4	0	0%	2	0	0%
IDAHO	120	82	68%	4	3	75%	64	41	64%	52	38	73%
ILLINOIS	69	17	25%	2	1	50%	37	6	16%	30	10	33%
INDIAN TERRITORY	178	48	27%	8	1	13%	107	38	36%	63	9	14%
INDIANA	34	14	41%	3	0	0%	21	11	52%	10	3	30%
IOWA	43	20	47%	2	0	0%	32	16	50%	9	4	44%
KANSAS	79	22	28%	2	1	50%	50	12	24%	27	9	33%
KENTUCKY	385	31	8%	17	3	18%	186	20	11%	182	8	4%
LOUISIANA	199	24	12%	7	0	0%	115	14	12%	77	10	13%
MAINE	37	29	78%	0	0	0%	22	15	68%	15	14	93%
MARYLAND	46	23	50%	2	0	0%	28	14	50%	16	9	56%
MASSACHUSETTS	5	4	80%	0	0	0%	5	4	80%	0	0	0%
MICHIGAN	87	51	59%	4	2	50%	46	28	61%	37	21	57%
MINNESOTA	217	117	54%	12	3	25%	145	82	57%	60	32	53%
MISSISSIPPI	310	17	5%	12	3	25%	194	9	5%	104	5	5%
MISSOURI	246	82	33%	12	1	8%	156	52	33%	78	29	37%
MONTANA	116	41	35%	5	3	60%	71	22	31%	40	16	40%
NEBRASKA	81	24	30%	1	0	0%	39	12	31%	41	12	29%
NEVADA	60	42	70%	0	0	0%	29	22	76%	31	20	65%
NEW HAMPSHIRE	8	5	63%	0	0	0%	2	1	50%	6	4	67%
NEW JERSEY	28	16	57%	1	0	0%	18	12	67%	9	4	44%
NEW MEXICO	121	78	64%	1	1	100%	64	45	70%	56	32	57%
NEW YORK	71	22	31%	1	0	0%	39	13	33%	31	9	29%
NORTH CAROLINA	204	22	11%	12	3	25%	133	15	11%	59	4	7%
NORTH DAKOTA	235	153	65%	10	5	50%	107	65	61%	118	83	70%
OHIO	58	26	45%	4	2	50%	33	9	27%	21	15	71%
OKLAHOMA	208	50	24%	13	3	23%	135	25	19%	60	22	37%
OREGON	93	74	80%	4	2	50%	49	39	80%	40	33	83%
PENNSYLVANIA	185	88	48%	5	3	60%	126	58	46%	54	27	50%
PUERTO RICO	4	0	0%	0	0	0%	3	0	0%	1	0	0%
RHODE ISLAND	8	5	63%	0	0	0%	3	2	67%	5	3	60%
SAMOA	1	1	100%	0	0	0%	0	0	0%	1	1	100%
SOUTH CAROLINA	104	19	18%	6	2	33%	65	15	23%	33	2	6%
SOUTH DAKOTA	86	48	56%	2	0	0%	45	21	47%	39	27	69%
TENNESSEE	122	7	6%	5	1	20%	88	4	5%	29	2	7%
TEXAS	372	64	17%	22	8	36%	218	37	17%	132	19	14%
UTAH	37	23	62%	3	2	67%	20	14	70%	14	7	50%
VERMONT	9	6	67%	0	0	0%	8	5	63%	1	1	100%
VIRGINIA	255	39	15%	15	2	13%	164	27	16%	76	10	13%
WASHINGTON	178	147	83%	8	3	38%	90	78	87%	80	66	83%
WEST VIRGINIA	400	181	45%	7	2	29%	256	110	43%	137	69	50%
WISCONSIN	105	63	60%	3	2	67%	66	38	58%	36	23	64%
WYOMING	77	48	62%	1	1	100%	40	27	68%	36	20	56%
totals	6530	2255	35 %	271	76	28 %	3856	1294	34 %	2403	885	37 %

Table 13. Summary of Fourth Class Post Offices found in the Daily Bulletin Doane List by STATE and DOANE TYPE IN DESCENDING ORDER of the percentage "known".

21 May 1996

STATE or TERR. (53)	total entries	total known	Desc. % known	total type 1	total *	% *	total typ 2	total *	% *	total typ 3	total *	% *
CONNECTICUT	2	2	100%	0	0	0%	2	2	100%	0	0	0%
SAMOA	1	1	100%	0	0	0%	0	0	0%	1	1	100%
WASHINGTON	178	147	83%	8	3	38%	90	78	87%	80	66	83%
MASSACHUSETTS	5	4	80%	0	0	0%	5	4	80%	0	0	0%
OREGON	93	74	80%	4	2	50%	49	39	80%	40	33	83%
ALASKA	34	27	79%	0	0	0%	13	12	92%	21	15	71%
CALIFORNIA	169	134	79%	7	4	57%	87	76	87%	75	54	72%
MAINE	37	29	78%	0	0	0%	22	15	68%	15	14	93%
NEVADA	60	42	70%	0	0	0%	29	22	76%	31	20	65%
ARIZONA	54	37	69%	1	1	100%	37	24	65%	16	12	75%
IDAHO	120	82	68%	4	3	75%	64	41	64%	52	38	73%
VERMONT	9	6	67%	0	0	0%	8	5	63%	1	1	100%
COLORADO	116	76	66%	4	2	50%	65	43	66%	47	31	66%
NORTH DAKOTA	235	153	65%	10	5	50%	107	65	61%	118	83	70%
NEW MEXICO	121	78	64%	1	1	100%	64	45	70%	56	32	57%
NEW HAMPSHIRE	8	5	63%	0	0	0%	2	1	50%	6	4	67%
RHODE ISLAND	8	5	63%	0	0	0%	3	2	67%	5	3	60%
WYOMING	77	48	62%	1	1	100%	40	27	68%	36	20	56%
UTAH	37	23	62%	3	2	67%	20	14	70%	14	7	50%
WISCONSIN	105	63	60%	3	2	67%	66	38	58%	36	23	64%
MICHIGAN	87	51	59%	4	2	50%	46	28	61%	37	21	57%
NEW JERSEY	28	16	57%	1	0	0%	18	12	67%	9	4	44%
SOUTH DAKOTA	86	48	56%	2	0	0%	45	21	47%	39	27	69%
MINNESOTA	217	117	54%	12	3	25%	145	82	57%	60	32	53%
MARYLAND	46	23	50%	2	0	0%	28	14	50%	16	9	56%
PENNSYLVANIA	185	88	48%	5	3	60%	126	58	46%	54	27	50%
IOWA	43	20	47%	2	0	0%	32	16	50%	9	4	44%
WEST VIRGINIA	400	181	45%	7	2	29%	256	110	43%	137	69	50%
OHIO	58	26	45%	4	2	50%	33	9	27%	21	15	71%
INDIANA	34	14	41%	3	0	0%	21	11	52%	10	3	30%
MONTANA	116	41	35%	5	3	60%	71	22	31%	40	16	40%
MISSOURI	246	82	33%	12	1	8%	156	52	33%	78	29	37%
NEW YORK	71	22	31%	1	0	0%	39	13	33%	31	9	29%
NEBRASKA	81	24	30%	1	0	0%	39	12	31%	41	12	29%
KANSAS	79	22	28%	2	1	50%	50	12	24%	27	9	33%
INDIAN TERRITORY	178	48	27%	8	1	13%	107	38	36%	63	9	14%
ILLINOIS	69	17	25%	2	1	50%	37	6	16%	30	10	33%
OKLAHOMA	208	50	24%	13	3	23%	135	25	19%	60	22	37%
FLORIDA	173	39	23%	8	1	13%	106	21	20%	59	17	29%
SOUTH CAROLINA	104	19	18%	6	2	33%	65	15	23%	33	2	6%
TEXAS	372	64	17%	22	8	36%	218	37	17%	132	19	14%
DELAWARE	6	1	17%	0	0	0%	5	1	20%	1	0	0%
VIRGINIA	255	39	15%	15	2	13%	164	27	16%	76	10	13%
ARKANSAS	236	36	15%	17	3	18%	129	17	13%	90	16	18%
LOUISIANA	199	24	12%	7	0	0%	115	14	12%	77	10	13%
NORTH CAROLINA	204	22	11%	12	3	25%	133	15	11%	59	4	7%
KENTUCKY	385	31	8%	17	3	18%	186	20	11%	182	8	4%
ALABAMA	244	18	7%	12	2	17%	144	12	8%	88	4	5%
GEORGIA	208	12	6%	5	0	0%	145	8	6%	58	4	7%
TENNESSEE	122	7	6%	5	1	20%	88	4	5%	29	2	7%
MISSISSIPPI	310	17	5%	12	3	25%	194	9	5%	104	5	5%
HAWAII	7	0	0%	1	0	0%	4	0	0%	2	0	0%
PUERTO RICO	4	0	0%	0	0	0%	3	0	0%	1	0	0%
totals	6530	2255	35 %	271	76	28 %	3856	1294	34 %	2403	885	37 %

A DICHOTOMOUS KEY FOR THE IDENTIFICATION OF DOANE AND FOUR-BAR POSTMARKS PRODUCED FROM 1903 - 1918

- A. Rubber postmarking device with circular dial; 4 or 5 killer bars to the right with only the top and bottom bars without a gap, gap in the middle of the interior bars replaced with a number, canceller modified if no number is present

1. DOANE CANCELS

Lettering in the dial is either serif or sans serif from 2-3mm high, width of the lettering varies from 75% to over 150% of the letter height (one single example is 50%); Doanes characterized by 20-24mm-long inner killer bars having a gap in which a Doane number is placed; the bar may be solid from 0.5mm to under 1mm or over 1mm thick, or the bar may consist of a pair of thin parallel lines with a thickness of under 1mm or over 1mm; the 4 or 5 bars from top to bottom range from 11-14mm; indicia type style is sans serif 3mm high and was provided to post offices until about late June 1904 when replaced by a sans serif type 3.5mm high; postmarker was intended mainly as standard equipment for fourth-class post offices to replace former steel circular date stamps; Doanes were issued by the Post Office Department from 18 Aug 1903 to 12 Sep 1906 when the 4Aa 4-bar replaced the Doane; during the early part of 1903 a number of post offices received Doane cancels on an experimental basis.

1. 5 killer bars

..... -1. Doane type 1

1. 4 killer bars

2. Letters with serifs or sans serif; sans serif lettering not over 2.5mm high, appear small or, if letters 3mm high, then letters very narrow (width of letter "O" about 50% of the height)

..... -2. Doane type 2

2. Letters sans serifs (Gothic or block) not under 3mm high (but not the very narrow letters)

..... 3. Doane type 3

1. Doane Type 1

5 killer bars, bar thickness under 1mm wide and bars measure 11-12mm from top to bottom; serif or sans serif lettering in the dial, letters 2-3mm high, width of lettering 50% (one example) or varies from 75-160% of the height; indicia type 3mm tall and appear small when compared with the 3.5mm type used in later Doane or 4-bar types (mixed is possible in later years); rim diameter is about 28mm but may vary from 27-29 mm for horizontal measurements; type 1 was issued to post offices from 18 Aug 1903 through 25 Sep 1903.

1. Sans serif lettering

2. Letters about 2mm tall, letter "O" width about equal to or slightly less than the height

..... -1. Doane type 1a

2. Letters 3mm tall and very broad, letter "O" width about 1.6 times the height

..... -3. Doane type 1c

1. Serif lettering

..... -2 Doane type 1b

1. Doane type 1a

Sans serif lettering not over 2.5mm tall, the letter "O" is equal to or slightly less than the height; used often for longer names but has been found with shorter names as well.

The more a rubber postmarker is used, the thicker the lines of the rim and lettering tend to get; consequently, the lettering distances may be greater than those listed in the key and descriptions. Conversely, the space between the letters and rim may be less. Besides the number of impressions made, the amount of pressure exerted and the way the stamp was struck will also influence how a postmarker ages. The measurements listed in the key were made from the earliest strikes possible. Rarely have I found a rim to have the horizontal (east and west) diameter equal the vertical (north and south) diameter.

In the vast majority of measurements, the vertical diameter tended to be a bit longer than the horizontal. This may be partially due to rocking the canceller to make sure all the lettering gets printed. All diameters in the key are horizontal measurements, and the zero line of the ruler was halfway between the outer and inner edges of the rim as was the ending point. This does not guarantee that the original diameter is the same, but it does provide for a more uniform measurement. Occasionally, a dial is found that is so completely out of shape that a diameter measurement is meaningless.

2. Doane type 1b
Serif lettering about 3mm tall; the letter "O" may be up to 3.5mm wide, serifs not always prominent.
3. Doane type 1c
Broad sans serif lettering about 3mm high, the width of the letter "O" may be about 1.6 times the height.

2. Doane type 2

4 killer bars; each bar created by two thin parallel lines, bar thickness is either over 0.5mm to under 1mm or 1-1.5mm thick, bars 13mm to under 14mm from top to bottom; serif or sans serif dial lettering, letters 2-3mm high; width of letters slightly less to slightly more than the letter height, one 3mm sans serif exists with very narrow ("O" width is 50% of the height) letters, letter "A" very pointed; indicia (removeable rubber type) is sans serif, either 3mm or 3.5mm tall, 3mm sans serif indicia type was issued to ?23 Jun 1904 and then replaced by the 3.5mm sans serif on ?28 Jun 1904, indicia type styles may be found mixed in later strikes as well as with unconventional type sets; rim diameters about 27-29mm; type 2 was issued from 28 Sep 1903 through 27 Jun 1905.

1. Letters with serifs

- | | |
|---|--------------------------|
| | -1. <u>Doane type 2a</u> |
| 1. Letters sans serif | |
| 2. Letters about 2-2.5 mm high, "O" width equal to or slightly less than the height | |
| | -2. <u>Doane type 2b</u> |
| 2. Letters about 3mm high and very narrow, "O" width is 50% of the height, letter "A" pointed | |
| | -3. <u>Doane type 2d</u> |

1. Doane type 2a

Letters with serifs about 3mm high, serifs not prominent, letters slightly wider than the height, letter "O" measures about 3mm tall and up to 3.5mm wide.

2. Doane type 2b

Sans serif lettering that appears small, 2-2.5mm high; the width of the letter "O" is equal to the height for those about 2mm high or the width of the letter "O" is slightly less than the height for those 2.5mm high; difficult to distinguish in many cases.

3. Doane type 2d

Sans serif lettering about 3mm high, very narrow, and appear to be much taller than the 3mm letters of type 3bp; width of letter "O" is only 50% of the height; letter "A" is pointed; only the Mount Vernon on the Potomac, / VA. type 2 is known with this lettering.

3. Doane type 3

Lettering in the dial is always sans serif, letters are usually about 3mm high but letters up to 4mm may be encountered, letters may appear slightly narrow to slightly broad or very broad but never as narrow as the one type 2d example; 4 killer bars, each bar solid and over 1mm thick, bars measure about 14mm from top to bottom; rim diameters are usually about 30-32mm or 27-29mm; occasionally, type 3 may be found with lettering over 3mm and a rim diameter of as much as 37mm; indicia removeable rubber type is sans serif 3.5mm tall, if 3mm type is mixed with 3.5mm, the type may come from type 1 or early type 2 sets; type 3 was issued from 28 Jun 1905 through 12 Sep 1906, the end of the Doane period.

- | | |
|--|--------------------------------|
| 1. Letters about 3mm high, very broad lettering, width of letter "O" may be up to 1.6 times the height | |
| | -1. <u>Doane type 3a</u> |
| 1. Letters about 3mm high and may appear slightly narrow or slightly broad, never exaggerated or very narrow as in type 2d | |
| | -2. <u>Doane type 3b</u> |
| 2. Letters have a slightly broad appearance, width of letter "O" up to 0.5mm greater than the height; letter "A" has a flat top | |
| | -3. <u>Doane type 3bf</u> |
| 3. Rim diameter about 30-32mm; letters have the appearance of being well away from the rim; this 3bf sub-type is the most frequently encountered | |
| | -3. var <u>Doane type 3bfg</u> |

3. Rim diameter under 30mm giving the appearance that the rim is close to the letters
 -3. var Doane type 3bfh
2. Letters have a slightly narrow appearance though not the very narrow appearance of the type 2d letters;...
 letters compressed and lack boldness, letter "A" is pointed
 -4. Doane type 3bp
1. Doane type 3a
 Sans serif letters about 3mm high, letter width is very broad, width of letter "O" may be up to 1.6 times the height, letters usually over 1mm from the rim giving the appearance of much white space; used for short names, usually 5 letters or less, although one is known with 6; rim diameters 30-32mm, type 3a was issued from 28 Jun 1905 through ?26 (27?) Jun 1906.
2. Doane type 3b
 Sans serif lettering about 3mm high, letters may appear slightly broad or slightly narrow, the letter "O" width may be up to 0.5mm less or more than the height; letter "A" may have a pointed or flat top; the space between the letters and the rim from under 0.5mm to 1mm; rim diameters about 27-32mm but known as high as 37mm; type 3b was issued from 28 Jun 1905 to 12 Sep 1906.
3. Doane sub-type 3bf
 Sans serif lettering about 3mm high but rarely up to 4mm, letters have a slightly broad and bold appearance, the letter "O" width may be up to 1.2 times greater than the height, the letter "A" has a flat top and is the feature that is used to designate this type style; the space between the letters and the rim is over 0.5mm to 1mm; type 3bf was issued from 28 Jun 1905 through ?26 (27?) Jun 1906.
3. minor var. Doane sub-type 3bfg
 Rim diameters 30-32mm or occasionally up to 37mm; the distance between the lettering and rim is about 1mm; the 3bfg sub-type is the most frequently encountered type 3bf; type 3bfg was issued to post offices from 28 Jun 1905 through ?26 (27?) Jun 1906.
3. minor var. Doane sub-type 3bfh
 Rim diameters 27-29mm; space between the letters and rim over 0.5mm but has the appearance of being close; this sub-type is encountered infrequently; type 3bfh was issued during the 3bf period.
4. Doane sub-type 3bp
 Sans serif lettering about 3mm high, letters have a slightly narrow appearance, the width of the letter "O" is about 0.75 times the height, but never as narrow as the type 2d which is 0.5 times the height; lines making up the letters appear to be slightly thinner than in 3a or 3bf types, the letter "A" has a pointed top and this feature labels this lettering style, letters are more compact and not over 0.5mm from the rim; type 3bp was issued to post offices from ?28 (27?) Jun 1906 to 12 Sep 1906, the end of the Doane period; this lettering style continued with the succeeding 4Aa type 4-bar.

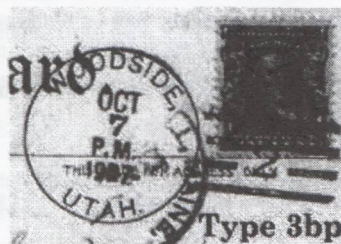
AA. Rubber postmarker with circular dial and 4 thick bars to the right of about equal length

2. FOUR-BAR CANCELS (to 1918)

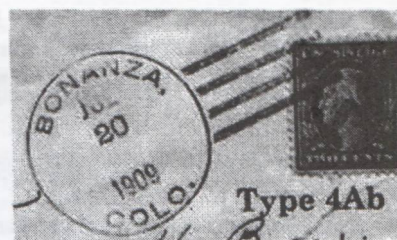
Rubber postmarking devices having a circular dial and always 4 killer bars, bar thickness not under 1mm, bars measure 11-20mm from top to bottom, length of the bars vary considerably but usually over 20mm; lettering is always sans serif if cancel is dated 1918 or earlier, dials with serif lettering dated before 1919 should be composites utilizing type 1 or 2 Doane dials; after 1918 (or possibly later), 4-bar lettering may be found with serifs; lettering about 3mm high, width of letters vary from slightly less to slightly more than the height or very narrow ("O" width 0.5 times the height) lettering for the town name portion only (one example only); 4-bars were first issued on 13 Sep 1906.

1. Killer bars measure about 14mm from top to bottom
 -1. 4-bar type 4A
2. Sans serif letters are slightly narrower than the height; "A" has a pointed top
 -2. 4-bar sub-type 4Aa
2. Sans serif letters are slightly wider than the height; "A" has a flat top
 -3. 4-bar sub-type 4Ab
1. Killer bars not about 14mm from top to bottom

3. Killer bars about 20mm from top to bottom
 4. sans serif 3mm letters very narrow with a sharply pointed letter "A," width of the letter "O" is 0.5 times the height, only one example is known and is used for the town lettering only
 4. var. 4-bar sub-type 4Bd
 4. sans serif 3mm letters appear slightly wider with a flat topped letter "A"
 4. var. 4-bar sub-type 4Bb
 3. Killer bars about 11mm from top to bottom
 - 5. 4-bar type 411
1. 4-bar type 4A
The 4 bars are about 14mm from top to bottom; lettering is sans serif about 3mm high, the width of the letters vary from slightly narrower to slightly broader, the letter "A" may be pointed or have a flat top, the distance of the letters to the rim varies from under 0.5mm to 1mm; type 4A issued from 13 Sep 1907 to at least 21 Jun 1910.
 2. 4-bar sub-type 4Aa
The 4 bars are about 14mm from top to bottom; sans serif lettering about 3mm high have a slightly narrow appearance but not as narrow as in 4Bd, the letter "A" is pointed, the width of the letter "O" is up to 0.5mm less than the height, lines making up the letters appear to be slightly thin with the letters more compact and appear close to the rim; not over 0.5mm separates the rim from the letters, this is the same lettering style used in the Doane type 3bp; issued from 13 Sep 1906 to at least 19 Jun 1908.
 3. 4-bar sub-type 4Ab
The 4 bars are about 14mm from top to bottom; sans serif lettering is about 3mm high and have a slightly broad and bold appearance, the letter "A" has a flat top, the width of the letter "O" is up to 0.5mm greater than the height, the space between the letters and the rim is not over 1mm; issued from at least 26 Jun 1908 to at least 21 Jun 1910.
 4. 4-bar type 4B
The 4 bars are not over 20mm from top to bottom; sans serif lettering is about 3mm high and have a slightly broad and bold appearance with a flat top "A" or letters very narrow (width of the letter "O" is 0.5 times the height) with a sharply pointed "A" (only one example is known using this lettering and then only for the town portion); issued from at least 1 Jul 1910 to 1919.
 4. minor var. 4-bar sub-type 4Bd
20 mm bars with very narrow sans serif lettering with a sharply pointed "A," the width of the letter "O" is 0.5 times the height and appear extremely tall; Mount Vernon on the Potomac, / VA. is the only known example utilizing this type style and is used for the town portion only; issued during the 4B period.
 4. minor var. 4-bar sub-type 4Bb
This is the same as all 4B 4-bars except the one sub-type 4Bd Mount Vernon on the Potomac / VA.; unless needed, 4Bb is virtually synonymous with 4B.
 5. 4-bar type 411
The 4 bars are about 11mm from top to bottom; sans serif lettering is about 3mm high and have a slightly broad and bold appearance, the letter "A" has a flat top, the width of the letter "O" is up to 0.5mm greater than the height; this 4-bar type is uncommon; of the few seen, the earliest example is postmarked 28 July 1911.



DOANE POSTMARK



FOUR-BAR POSTMARK

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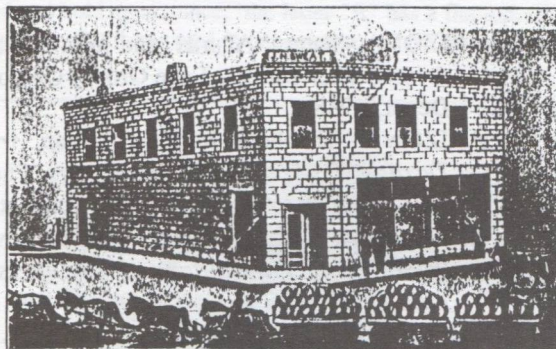
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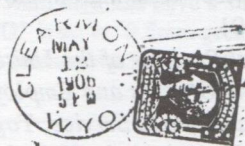
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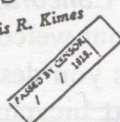
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The United States Mail was a monthly publication billing itself as the "Official Organ of the National Association of Fourth Class Postmasters." In October, 1892, it published the following short article.

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The cycling experiment in carrying mail between the post-office at Concord, N. H., and that in Manchester of the same State proved a great success. Promptly at 2 o'clock, Harry Hall was handed the following letter by Postmaster Robinson of Concord to deliver to Postmaster Piper at Manchester.

UNITED STATES POST OFFICE,
Concord, N. H. 2 P. M. Oct. 8, 1892
Bro. Piper, Manchester, N. H.:

Expert bicyclists of Manchester and this city have volunteered to try the experiment of delivering mail, a letter from me to you and returning your answer to me in the quickest possible time that they can make. It is a voluntary experimental trip, as I understand it, for the purpose of seeing what proficiency the wheelmen have reached and how far they might be useful to the mail service in an emergency. This office improves this opportunity to send greetings to our brother postal employees at Manchester, and to express the hope that this will find you all in health and happiness. I have the honor to be

Yours fraternally,

Henry Robinson, Postmaster.

Hall, who is a good rider started on a gait which was a three-minute one or better, and when he reached the next relay station he delivered the mail bag to another rider who delivered it to the next rider and

so on until it reached its destination. Postmaster Piper received the letter at 3:14½ and sent the following answer in return, which reached Postmaster Robinson at 4:26:50 P.M.

U. S. P. O., 3:14½ P. M.

Manchester, N. H., Oct. 8, 1892.

P. M. Henry Robinson, Concord, N. H.,

My Dear Sir: Your welcome letter of this date at hand and as you desire to make a test of what an expert bicyclist rider can do in delivering mail between Manchester and Concord, thereby showing their proficiency in case of an emergency. The scheme I heartily cooperate in, and will be ready to return this letter without delaying the rider. In return I send to yourself and your employees the greetings of this office, and hope to see you all and the good people of Concord in Manchester during Merchants' week, as preparations are in progress to give a good entertainment to all who come. Manchester is in it, and we wish you also to be. The parade will be good, with fair weather on our side, also the crowd; come and see how we do it. Your letter received at just 3:14½ P. M.; good time. Most respectfully yours.

S. S. Piper.

There were six relays between the towns which are at a distance of 18 miles apart.

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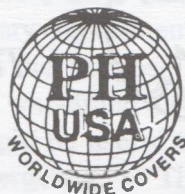
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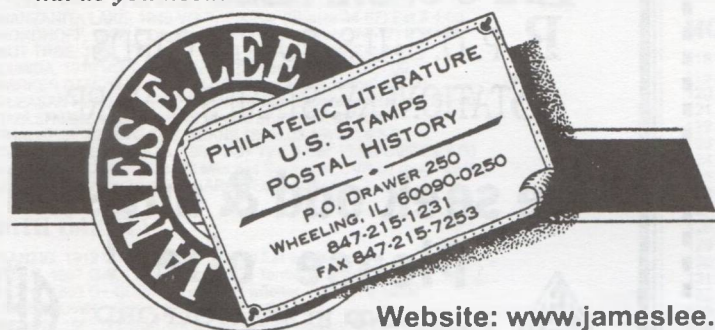
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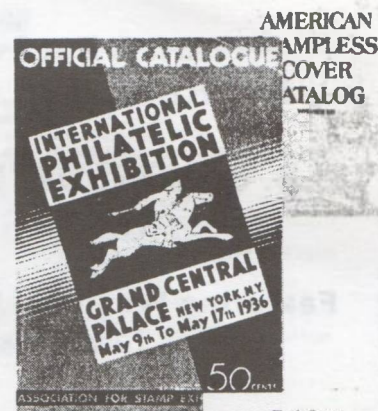
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DOUG DEROST MAIL BID SALE
482 MODELAIRE DRIVE, LAGRANDE, OREGON 97850
(E-MAIL: deroest@oregontrail.net)
CLOSING TUESDAY FEBRUARY 10th, 1998

PHOTOCOPIES FREE TO BIDDERS WITH SASE.

On PPC unless otherwise noted.

CALIFORNIA

- 1 BLUE CANYON, 1917 G Ty B 4-Bar (Placer 67-27) Est \$10.00
- 2 BOCA, 1910 VG Ty 3/5 DOANE (Nevada 72-45) Est \$ 6.00
- 3 BYRON HOT SPRINGS, 1910 G+ Duplex on CVR (Con Cos 89-30) E \$ 3.00
- 4 CAMP HAAN, 1943 VG Intern'l Mach. on free cover Est \$ 5.00
- 5 CAMP ROBERTS, 1943 F Intrn'l Mach. on free cover Est \$5.00
- 6 CEDAR CREST, 1951 G+ Ty F 4-Bar (Fresno 23-55) Est \$ 4.00
- 7 COSUMNE, 1907 F Ty A1 4-Bar, O' Strk (Sacramento 52-15) Est \$15.00
- 8 CUDDEBACK, 1907 F Ty 2/1 DOANE (Humb 95-14) Est \$15.00
- 9 DINKEY CREEK, 1963 F Ty F 4-Bar on Philat CVR (Fresno 25-67) \$3.00
- 10 GWINMINE, 1905 G+ CDS as Recd on Pict side, incoming from KOBE JAPAN (Calaveras 70/10) Est \$ 12.00
- 11 LEON, 1909 G+ Ty A1 4-Bar (Riverside 88-11) Est \$ 15.00
- 12 MANZANITA LAKE, 1949 VG Ty F 4-Bar (Shasta 34-67) Est \$ 4.00
- 13 NORDHOFF, 1907 F Duplex ties 1 Cl Green (Vent 74-17) E \$ 4.00
- 14 NUT TREE, 1962 FINE Ty F 4-Bar on Philat cover Est \$ 5.00
- 15 OLINDA, 1910 VG Ty 2/2 DOANE (Shasta 90-55) E \$ 4.00
- 16 PARKER DAM, 1936 FINE Ty C2 4-Bar (35-39 period) \$ 4.00
- 17 PLEASANT VALLEY, 1909 G Ty A2 4-Bar (El Dorado 64-17) E \$ 5.00
- 18 TALEROCK, 1911 G+ CDS (Sierra 57-22) Est \$10.00
- 19 THALHEIM, 1908 VG Ty 2 DOANE (Stan 03-18) Est \$ 5.00
- 20 TOM'S PLACE RUR STA, 1963 VG+ Ty F 4-Bar, Philat CVR E \$ 5.00
- 21 WEBBS LANDING, 1878 VG Mss ties Banknote, CVR bit rough @ lft (Contra Costa 1873-1879) SCARCE Est \$ 200.00

NORTH DAKOTA

- 25 DANZIG, 1912 G+ Ty B 4-Bar (98/55) Est \$ 5.00
- 26 EGAN, 1887 G+ CDS/Cork on GPC, Territorial Est \$ 10.00
- 27 HOPE, 1883 G+ CDS/Cork on CVR w/letter, Terr Est \$ 15.00
- 28 JOHNSTOWN, 1908 F CDS/Cork Est \$ 4.00
- 29 LISBON, 1886 G CDS/Cork on GPC, nibbles at rt. Est \$ 7.00
- 30 MOTT, 1908 VG Ty 2 DOANE Est \$ 4.00
- 31 NEWVILLE, 1909 G+ CDS/Target (00-42) Est \$ 6.00
- 32 PLEASANT LAKE, 1913 G Ty B 4-Bar (87-84) Est \$3.00
- 33 ROGER, 1907 G+ lite Ty 2 DOANE (98-17) Est \$5.00
- 34 TAPPEN, 1886 G+ Purple DCDS on CVR, Terr. Est \$ 20.00
- 35 WIRCH, 1913 VG Ty A1 4-Bar (00-34) Est \$ 5.00

SOUTH DAKOTA

- 38 AURORA, 1884 G+ TCDS W/maltese crosses and PM name (readable) CVR/letter backflap missing Territorial, Est \$ 15.00
- 39 BANGOR, 1907 VG, part on stamp, Ty A1 4-Bar /Doane (75-09) Est \$ 35.00
- 40 CABA, 1911 VG Ty A2 4-Bar (07-67) Est \$ 4.00
- 41 CRANDON, 1907 G+ CDS/Target (81-35) Est \$ 6.00
- 42 CUTMEAT, 1908 G+ Ty A1 4-Bar CDS (07-16) Est \$ 20.00
- 43 DEADWOOD, 1881 G+ CDS/Cork on GPC, Terr. E \$ 5.00
- 44 EFFINGTON, 1914 G+ Ty B 4-Bar stamp replaced, affects part of cancel \$ 5.00
- 45 HANSON, 1910 G+ Ty A1 4-Bar (96-11) Est \$ 20.00
- 46 HARTFORD, 1881 FINE DCDS / Target on CVR FRONT only Est \$ 10.00
- 47 HOOVER, 1930 VG Ty D 4-Bar on Philat GPC Est \$ 4.00
- 48 HURON, 1881 G+ lite purple CDS W/interior ornaments on CVR Est \$ 15.00
- 49 IROQUOIS, 1885 readable CDS/Cork on Entire (Beatrice CC) Est \$ 10.00
- 50 LAKE ANDES, 1908 VG Ty 3/2 DOANE on CVR / letter Est \$6.00
- 51 MONROE, 1907 G+ CDS (90-65) Est \$3.00
- 52 PLAINVIEW, 1909 VG Ty A2 4-Bar (08-72) Est \$ 5.00
- 53 RAPID CITY, 1877 VG CDS, W3Ct Banknote, on CVR bit tatty on edges E \$10.00
- 54 TYNDALL, (1886) Fine CDS/Target on CVR Front only Est \$ 6.00
- 55 YANKTON, 1882 G+ CDS on CVR W/piece torn off @ top Lft. W/letter E \$7.00

IDAHO

- 70 AMWACO, 1911 G+ Ty B 4-Bar (Koot 10-21) Est \$ 22.00
- 71 ARROWROCK, 1914 G+ Ty B 4-Bar on CVR / lite soil (Boise 11-17) E \$20.00
- 72 BEAVER (RUR STA), 1963 G+ Ty F 4-Bar on Philat CVR Est \$5.00
- 73 BIG CREEK, 1940 G+ Ty F 4-Bar part on stamp, on CVR (36-51) Est \$ 6.00
- 74 CANFIELD, 1909 VG CDS (Idaho 00-54) Est \$ 5.00
- 75 CHILCO, 1951 VG Ty E, depression 4-Bar, on Philat card (Koot 12-54) \$ 5.00
- 76 COUNTY LINE, 1911 F Ty A2 4-Bar as recd (Elmore 10-13) Est \$ 20.00
- 77 CRESNET, 1908 VG+ Ty 3/1 DOANE (Latah 95-30) Est \$15.00
- 78 CRICHTON, F Ty A2 4-Bar (Camas 84/13) Est \$ 22.00
- 79 DICKEY, 1910 VG Ty A2 4-Bar as recd on CVR back (Custer 85-34) E \$ 4.00
- 80 DIETRICH, 1955 VG Ty F 4-Bar on X-Mass card size CVR (09-72) E \$3.00
- 81 EAGLE ROCK, 1883 G blue CDS/Cork on GPC (Bonneville 66/90) E \$ 15.00
- 82 FALKS STORE, 1911 G+ Ty A1 4-Bar (Payette 71-10) Est \$ 18.00
- 83 FRASER, 1909 G+ Ty 3/2 DOANE (Clearwater 90-20) Est \$ 12.00
- 84 HAILEY, 1889 G+ purple DCDS / STAR killer on CVR (near @ Rt) W/letter \$ 15.00
- 85 HOT SPRING, 1910 JUST G Ty 2/1 DOANE on GPC (92-34) Est \$ 5.00
- 86 ILO, 1909 VG Ty 2/3 DOANE (Nez Perce 99-20) Est \$ 8.00
- 87 JUNCTION, 1910 VG but Idaho not struck Ty 3 DOANE (79-19) Est \$ 10.00
- 88 KEUTERVILLE (RUR STA) 1964, FINE Ty F 4-Bar on Philat CVR E \$ 5.00
- 89 KILGORE RUR STA / DUBOIS, 1963 FINE Ty F 4-Bar on Philat CVR \$ 7.00
- 90 LARDO, 1912 G+ Ty B 4-Bar, part on stamp (Valley 898-17) Est \$ 12.00
- 91 LENIA, 1913 VG Ty A2 4-Bar (Boundary 01-23) Est \$ 15.00
- 92 LILLIAN, 1909 VG but Idaho readable, Stamp replaced (Ty 3 DOANE) E \$ 12.00
- 93 LYONDALE, 1908 JUST G DOANE as transit to Mica Bay (Koot 06-10) \$ 20.00
- 94 MORAVIA, 1911 F Ty B 4-Bar as recd on CVR back (Boundary 03-43) Est \$ 4.00
- 95 MULDOON, 1948 VG Ty F 4-Bar on CVR (Blaine 82/51) Est \$ 5.00

IDAHO (Cont.)

- 96 NEELEY, 1910 VG Ty A2 4-Bar (Power 02/18) Est \$ 25.00
- 97 NOTIS, 1911 VG Ty 2/2 DOANE part on stamp Est \$ 4.00
- 98 ONEIDA, 1910 VG lite Ty A1 4-Bar (Bannock 78-12) Est \$ 12.00
- 99 POWELL, 1910 F Ty A2 PURPLE 4-Bar, as recd, O' Strk (Blaine 96/12) Est \$ 30.00
- 100 RUSSELL, 1909 G+ Ty A1 4-Bar (Lewis 01/23) Est \$ 12.00
- 101 SALUBRIA, 1908 G+ Ty A1 4-Bar (Wash 70/16) Est \$ 20.00
- 102 SLICKPOO, 1917 VG Ty B 4-Bar (Nez Perce 98-26) Est \$ 12.00
- 103 SNOW, 1912 VG Ty 3/1 DOANE as recd, WEBB as sending Est \$ 12.00
- 104 SUMMIT, 1915 VG+ Ty B 4-Bar (Nez Perce 00-34) Est \$ 12.00
- 105 TWIN SPRINGS, 1908 G+ BLUE Ty 3/1 DOANE on Entire rough @ Rt Est \$ 20.00
- 106 VOLLMER, 1912 VG Ty A1 4-Bar (Latah 07-19) Est \$6.00
- 107 WAHA, 1912 F Ty A2 4-Bar (Nez Perce 79/41) Est \$ 8.00
- 108 WAY, 1910 G+ Ty A2 4-Bar as recd (Bannock 10/21) Est \$ 15.00
- 109 WESTMOUND, 1919 G Ty B 4-Bar (Bonner 03-25) Est \$ 10.00
- 110 WILSON, 1910 VG Ty A1 4-Bar on CVR, rough @ Rt (Owyhee 97-23) Est \$15.00
- 111 WRENCOE, 1912 G+ purple Ty B 4-Bar (Bonner 01-16) Est \$ 25.00

MONTANA

- 118 ALBERTON, 1962 G+ purple DRC ties stamp Est \$ 3.00
- 119 ARMINGTON, 1907 G DUPLEX as recd Est \$ 4.00
- 120 BOULDER VALLEY, 1888 VG CDS on GPC W/file holes (Jeff 66-97) E \$ 15.00
- 121 CASTLE, 1908 VG Ty 2 DOANE, Mont not struck (Meagher 87/18) Est \$ 10.00
- 122 COLLINS, 1910 G+ Ty A2 4-Bar (Teton 91/61) Est \$ 5.00
- 123 CRESTON, 1917 VG BLUE Ty A2 4-Bar socked on stamp (Flathead 94-56) \$ 5.00
- 124 DEERFIELD, 1910 G+ Ty B 4-Bar (Fergus 88/19) Est \$20.00
- 125 DRUMMOND, 1930 F Ty C1 4-Bar on clean CVR, NPRR CC Est \$5.00
- 126 EMIGRANT, 1914 G+ Ty B 4-Bar, part on stamp Est \$4.00
- 127 FARMINGTON, 1909 G+ Ty A1 4-Bar (Teton 99-51) Est \$4.00
- 128 FOWLER, 1915 G+ Ty B 4-Bar (Pond 10-45) Est \$ 7.00
- 129 FULTON, 1911 G+ Ty B 4-Bar (Strk (Lew & Clk 88-14) Est \$ 18.00
- 130 GALPIN, 1909 VG Ty A2 4-Bar (Valley 08-12) Est \$ 35.00
- 131 GOSSETT, 1910 Fine Ty 3/1 DOANE (Richland 05-13) Est \$ 50.00
- 132 HODGES, 1914 G+ Ty A2 4-Bar (Dawson 98-68) Est \$ 5.00
- 133 HUNGRY HORSE, 1948 Fine Ty F 4-Bar on Philat CVR \$ 4.00
- 134 KENDALL RECD, 1908 G+ CDS as recd, O' Strk (Fergus 01-23) Est \$ 15.00
- 135 LAZY DAY, 1942 Fine Ty F 4-Bar on Philat CVR (Park 38-46) Est \$ 15.00
- 136 MAMOUTH, 1907 G CDS as Recd (Madison 77/31) Est \$ 10.00
- 137 MISSOULA, 1884 VG CDS on GPC, Territorial Est \$ 10.00
- 138 MOIESE, 1937 FINE purple Ty C2 4-Bar on clean CVR Est (18-60) Est \$ 7.00
- 139 NEIHART, 1937 G+ Ty C2 4-Bar, bit hi and on stamp, on CVR, Est \$3.00
- 140 PHILBROOK, 1911 VG+ Duplex (Judith Basin 81/12) Est \$7.00
- 141 PINECREEK, 1912 VG lite Ty 2/1 DOANE as recd, O' Strk (04-14) Est \$6.00
- 142 PRINCETON, 1911 G+ Ty 3/1 DOANE, part on stamp (Granite 84/18) Est \$20.00
- 143 QUARTZ, 1911 G+ CDS/Target (Mineral 82-16) Est \$ 20.00
- 144 RUBY, 1908 G+ Ty A1 4-Bar as recd (Madison 01-24) Est \$ 7.00
- 145 SALESVILLE, 1914 VG Ty B 4-Bar inverted & on stamp (Gallatin 80/27) \$ 5.00
- 146 SIDNEY, 1908 G+ Ty 3/3 Est \$5.00
- 147 SUPERIOR, 1931 G+ WEIRD wavy bars NON STANDARD on clean CVR \$5.00
- 148 TAFT, 1908 VG+ Ty A1 4-Bar (Mineral 07/17) Est \$ 20.00
- 149 TARKIO, 1913 VG+ Ty B 4-Bar very EARLY (Mineral 13-59) Est \$ 7.00
- 150 WEST GLACIER, 1950 VG, bit hi Ty F 4-Bar Est \$3.00
- 151 WINSTON, 1908 G+ Duplex (Broadwater 92-83) Est \$ 4.00
- 152 YAAK, 1949 VG Ty F 4-Bar on collectors card (Lincoln 14/53) Est \$ 5.00

OREGON

- 157 ACME, 1910 VG+ Ty 3/3 DOANE (Lane 85-16) Est \$ 12.00
- 158 BEDFIELD, 1907 VG CDS ties stamp (Klam 92-09) Est \$35.00
- 159 BRIDGEPORT, 1915 VG Ty B 4-Bar (Baker 83-67) Est \$ 15.00
- 160 BUNCUM, 1908, G+ Ty 2/1 DOANE (Jack 96-17) Est \$ 15.00
- 161 CECIL, (RUR STA), 1964 VG Ty F 4-Bar on FD CVR (64-74) E \$ 5.00
- 162 COLESTIN, VG+ Ty 3/1 DOANE (Jack 92-43) Est \$ 10.00
- 163 COYOTE, G+ Ty 3/1 DOANE as recd on CVR back, rough @ Rt (06-12) E \$ 25.00
- 164 CRATER LAKE, 1923 VG Ty 2/1 DOANE (Klam 05-43) Est \$ 5.00
- 165 CRAWFORDSVILLE, 1907 FINE Ty 3/3 DOANE (Linn 70-Op) Est \$ 5.00
- 166 CROW, 1909 VG+ CDS/Target (Lane 74-38) Est \$ 12.00
- 167 DEERHORN, 1908 VG Ty A1 4-Bar (Lane 07-13) Est \$ 15.00
- 168 DELL, 1910 VG Ty 2 DOANE (Malheur 81-11) Est \$ 40.00
- 169 FARBANKS, 1908 VG+ Ty 3/1 DOANE as recd (Wasco 05-09) Est \$ 20.00
- 170 FULTON, 1891 VG Unlisted CDS/Target CVR W/letter, rough @ Rt Est \$ 30.00
- 171 GIBBON, 1927 G+ DRC M.O.B. used as ORIGIN, CVR (Umatilla 92-66) E \$ 8.00
- 172 GRANITE, 1908 G+ Duplex (Grant 78/57) Est \$ 6.00
- 173 HARDMAN, 1909 VG+ Ty 2/3 DOANE (Morrow 81/57) Est \$ 5.00
- 174 HARNEY, 1910 G+ lite Ty B A1 4-Bar (Harney 85-19) Est \$ 12.00
- 175 HOOD RIVER RFD, 1900 VG Ty 1 RT 1 Est \$ 35.00
- 176 HOOD RIVER RFD, 1903 G+ wattery Ty 2 RT 1 Est \$ 35.00
- 177 ISLAND CITY, 1907 VG Ty 2 DOANE (Union 73-59) Est \$ 6.00
- 178 JEWELL (RUR STA), 1964 Ty F 4-Bar on FD CVR, (64-67) Est \$ 8.00
- 179 KAMELA, G+ CDS ties stamp, bottom bit off (Union 87-49) Est \$ 7.00
- 180 LONGCREEK, 1907 G+ Ty 2/4 DOANE, some stain Est \$6.00
- 181 MEDFORD, 1888, VG Ty 4, wheel of fortune killer on CVR, lite soil Est \$ 15.00
- 182 MONITOR RUR STA, 1955 VG+ 4-Bar (Marion 03-73) Commer CVR Est \$ 5.00
- 183 MYRTLE CREEK, 1874 G+ Ty 4 on Entire, bit rough @ top Est \$ 20.00
- 184 OLALLA, 1907 G+ Ty 3 DOANE (Doug 81-22) Est \$ 8.00
- 185 PARADISE, 1908 VG Ty 2/2 Doane, O' Strk (Wallowa 89-42) Est \$ 6.00
- 186 QUARTZ MOUNTAIN, 1943 VG purple Ty F 4-Bar on LD CVR E \$ 8.00
- 187 RUCKLES, 1907 VG+ Ty 2 Doane, specks (Doug 98-34) Est \$ 8.00
- 188 SANDLAKE, 1955 G+ Ty F 4-Bar as recd (unusual) (Till 53-56) E \$ 10.00
- 189 SKULLSPRING, 1909 G CDS/Target (Malheur 02/27) Est \$ 30.00
- 190 SPRINGWATER, 1908 VG lite Ty A1 4-Bar (Clack 74-17) Est \$ 6.00
- 191 SUSANVILLE, 1908 G+ Duplex (Grant 88-52) Est \$ 6.00
- 192 VALLEY FALLS, 1942 VG Ty C2 4-Bar (Lake 09-43) Est \$ 15.00

DOUG DEROST MAIL BID SALE
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OREGON (Cont.)

193 TAKILMA, 1909 G+ Ty 3 DOANE (Josp 02-58) Est \$ 5.00
 194 TUCKER, 1899 G+ CDS as recd on CVR back, rough @ RT (92-00) Est \$ 50.00

WASHINGTON

199 ALKI, 1907 G+ lite Ty2/1 DOANE as recd (Whit 88-08) Est \$ 25.00
 200 ALMOTA, 1897 DRC on GPC (Whitman 78-61) Est \$ 4.00
 201 A.M.F. & FINANCE STA, 1965 VG Ty F 4-Bar, Philat CVR Est \$ 6.00
 202 BLAKELY ISLAND RUR STA, 1961 F Ty F 4-Bar, on collectors card, Est \$ 6.00
 203 CANTO, 1896 VG+ CDS on Reg Rept card (Grays Harbor 92-08) Est \$ 25.00
 204 CAPLES, 1892 G+ CDS as recd on CVR back, Wileter (Cowlitz 90-09) \$ 8.00
 205 CHAUTAUQUA, 1907 VG Ty 3/1 DOANE as recd (King 88-12) Est \$ 5.00
 206 CLEARVIEW RUR STA, 1953 FINE Ty F 4-Bar on Philat CVR Est \$ 5.00
 207 COVELLO, 1896 G+ CDS/Target on CVR (Columbia 83-18) Est \$ 15.00
 208 CRABCRECK, 1901 G CDS/Target on GPC (Lincoln 73/04) Est \$ 80.00
 209 EARL, 1895 G+ CDS as forward on CVR (Lincoln 84-08) Est \$ 40.00
 210 EAST FARMS, 1946 VG+ Ty F 4-Bar on Philat GPC (Spok14/57) E \$ 5.00
 211 EAST STANWOOD, 1914 VG Ty B 4-Bar, part on stamp (Snoho 13-61) \$ 6.00
 212 EAST WENATCHEE BR, 1960 VG DCDS on Philat CVR E \$ 5.00
 213 EDGEWOOD RUR STA, 1953 F Ty F 4-Bar, O'Strk on Philat CVR Est \$ 8.00
 214 FEDERAL WAY RUR STA, 1954 VG Ty F 4-Bar on Philat CVR (53-55) \$ 8.00
 215 FIFE RUR STA, 1954 VG DCDS, O'Strk on Philat CVR Est \$ 5.00
 216 FINLEY RUR STA, 1954 G+ Ty F 4-Bar on Philat CVR Est \$ 5.00
 217 FORT STEILACOOM, 1907 VG+ Ty 2/3 DOANE, O'strk (Pierce 81-66) \$ 10.00
 218 GETCHELL, 1911 G+ Ty A1 4-Bar (Snoho 90-18) Est \$ 12.00
 219 GLACIER RUR STA, 1960 VG Ty F 4-Bar on Philat CVR Est \$ 4.00
 220 GOLD BASIN, 1912 VG+ Ty B 4-Bar (Snoho 95-13) Est \$ 15.00
 221 GRANT, 1911 VG Ty B 4-Bar as recd O'Strk (Mason 01-20) Est \$ 10.00
 222 HIGHLANDS STA, 1953 F DCDS on Philat CVR E \$ 5.00
 222 HILLHURST, 1897 FINE CDS/Target on Entire, rough @ RI (Pier 78-20) E 15.00
 223 HOH, 1910 VG Ty 2/1 DOANE as Recd (Jefferson 04-34) Est \$ 7.00
 224 ISLAND CENTER RUR STA, 1954 F Ty F 4-Bar on Philat CVR (53-59) E \$ 10.00
 225 JAMESON, 1911 G+ Ty 3/1 DOANE, part on stamp (Doug 06-12) Est \$ 50.00
 226 LADU, 1911 G+ Ty 3/1 DOANE (Cowlitz 95-13) Est \$ 8.00
 227 LAKE CUSHMAN, 1909 VG+ Ty A1 4-Bar (Mason 93-22) Est \$ 15.00
 228 LAMOINE, 1909 G+ Ty 3/3 DOANE as recd (Douglas 06-10) Est \$ 15.00
 229 LARSON, 1912 VG Ty A2 4-Bar (Whatcom 08-18) Est \$ 25.00
 230 LAURIER, 1926 G+ Ty A3 4-Bar (Ferry 02-43) Est \$ 7.00
 231 LENORA, 1909 G CDS as recd (Pend Oreille 03-12) Est \$ 10.00
 232 LOFALL, 1920 VG Ty B 4-Bar on Entire (Kitsap 12-34) Est \$ 7.00
 233 MANZANITA, 1908 FINE CDS/Target (Kitsap 03-27) Est \$ 15.00
 234 MAPLEHURST, 1924 VG Ty C1 4-Bar (Grays Harbor 22-27) Est \$ 50.00
 235 MARYHILL RUR STA, 1964 F DCDS ties stamp on Philat CVR (63-67) E 10.00
 236 MC CHORD AIR FORCE BASE BR, 1954 F DCDS on philat CVR E \$ 5.00
 237 MILITARY BR/TACOMA, 1917 VG Duplex (17-19) Est \$ 8.00
 238 MINERAL, 1906 G+ lite Ty 3/2 DOANE, unlisted Est \$ 8.00
 239 NORTH RICHLAND BR, 1953 FINE DCDS on Philat CVR (47-55) E \$ 10.00
 240 NEWCASTLE, 1908 VG Ty 2/1 DOANE as recd (King 94-35) Est \$ 7.00
 241 NEW TACOMA, WASH T, 1884 CDS/Cork on CVR Trimmed @ Rt (74-84) \$ 25.00
 242 NEWTON, 1910 G Ty A2 4-Bar, (Grays Harbor 10-19) Est \$ 18.00
 243 NEW WHATCOM, 1892 FINE CDS Cork on GPC (Whatcom 91-01) Est \$ 10.00
 244 PARKWATER, 1932 G+ Ty D 4-Bar on Entire (Spok 14-52) Est \$ 6.00
 245 PASCO, AIR MAIL FIELD, 1931 G+ Ty F 4-Bar, socked on airmail stamp and off at top, but scarce marking, on cover (Franklin 29-36) Est \$ 20.00
 246 PATAHA CITY, 1905 G+ spotty CDS/Target on CVR (Garf 79-08) Est \$ 12.00
 247 PENRITH, 1911 G+ lite CDS as recd (Pend Oreille 01-16) Est \$ 12.00
 248 PORT MADISON, 191? G Straight Line, Unusual? (Kitsap 58-43) Est \$ 8.00
 249 POSSESSION, 1939 VG+ Ty F 4-Bar on collectors card (Island 23-52) E \$ 5.00
 250 SHERIDAN, 1907 VG CDS/Target, O'Strk (Kitsap 01-10) Est \$ 15.00
 251 SHINE, 1922 VG Ty A2 4-Bar (Jefferson 09-23) Est \$ 15.00
 252 SILVERBEACH, 1908 G+ Ty 2/3 DOANE as recd on pict side (What 90-08) 8.00
 253 GEIGER FIELD BR, 1960 G DCDS, LD & SPOKANE INTERNATIONAL AIR PORT BR, FINE DCDS FD on Philat Cover (59-60) Est \$ 10.00
 254 SPOKANE STA NO. 9, 1963 FINE DCDS strikes on registered cover back E \$ 5.00
 255 TAMPICO, 1901 F CDS as recd on CVR back (Yakima 84-07) Est \$ 25.00
 256 TILLICUM BR, 1960 VG+ DCDS on Philat CVR Est \$ 4.00
 257 TULALIP, 1911 G+ Composite, Ty A 4-Bars W/DOANE DIAL, creases E \$ 8.00
 258 UNION CITY, 1891 G/Wheel of Fortune killer, on Entire & off @ top (90-95) \$ 20.00
 259 VANASSET, 1908 VG TY 2 DOANE (King 92-13) Est \$ 12.00
 260 WAVERLY, 1906 F Ty 3 DOANE Est \$ 8.00
 261 WATERMAN, 1908 VG+ Ty 2/1 DOANE as recd (Kitsap 04-31) Est \$ 6.00
 262 WEST FERNDAL, 1898 F CDS as recd on CVR back (What 85-99) Est \$ 40.00
 263 WHITE BLUFFS, 1909 G+ Ty A1 4-Bar (Benton 07-43) Est \$ 8.00

WYOMING

325 ALBIN, 1909 F Ty A1 4-Bar early (Laramie 05-Op) Est \$ 4.00
 326 BITTERCREEK, 1911 G+ purple Ty B 4-Bar (Sweetwater 69/71) Est \$ 5.00
 327 CHEYENNE CITY, 1886 G+ CDS on Reg Rpt card (67-88) Est \$ 5.00
 328 COLTON BAY RUR STA, 1963 VG DCDS on Philat CVR Est \$ 8.00
 329 COLTER, 1911 G+ Ty A1 4-Bar (Washakie 07-18) Est \$ 22.00
 330 DALE CREEK, 1908 G+ MAGENTA Ty A1 4-Bar stamp gone (03/17) Est \$ 10.00
 331 JUNCTION, 1908 G+ Ty A1 4-Bar as recd on pict side (Platte 01-16) Est \$ 8.00
 332 LINDEN, 1907 VG Ty 3/2 DOANE (Crook 88-10) Est \$ 35.00
 333 LYSITE, 1922 G+ Ty B 4-Bar (Fremont 14-Op) Est \$ 3.00
 334 MAYOWORTH, 1908 G+ Ty 2 DOANE as recd (Johnson 89-44) Est \$ 4.00
 335 SHOSHONI, 1908 VG Ty 3/1 DOANE, early (Fremont 05-Op) Est \$ 5.00
 336 SPOTTED HORSE, 1939 FINE Ty C2 4-Bar on collectors card (21/64) \$ 5.00
 337 TETON, 191? VG Ty B, but Wyo not struck (Teton 06-25) Est \$ 12.00

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

270 ALBANY & YAQUINA, 1907 G+ 900 1-A-2 (EAST) Vert crease E \$ 15.00
 271 BAKER & PRARIE CITY, 1928 G+ 896 2-C-1 on Entire, Scarce narrow gauge Eastern Oregon, Sumpter Valley RR, W / Prarie City CC Est \$ 30.00
 272 BELLINGHAM & SEAT., 1910 G+ 901 1-B-1 (Tr3) Est \$ 6.00
 273 BIGGS & SHANIKO, 1912 G+ bit hi, 896 4-A-2 (TR2) Est \$ 25.00
 274 BILLINGS & DENVER ND, 1929 VG 951-F-1 (Tr29) Est \$ 8.00
 275 BURL & WHITE RIV JUNCT, 1911 G+ 24-R-1 Est \$ 12.00
 276 BUTTE & SLAKE CITY, 1911 G++ 890 4-2 (Tr2) Est \$ 12.00
 277 CARBONADO & GATE, 1898 G++ 901 2-C-1 (WEST) SCARCE Est \$ 50.00
 278 CENTRALIA & SOUTHBEND, 1912 VG+ 901 3-A-1 (T394) Est \$ 8.00
 279 COQUILLE & BANDON, 1912 G+ V-5-A (WEST) bit hi (BOAT) Est \$ 30.00
 280 DAYTON & PASCO, 1908 G+ 901 5-A-1 Est \$ 8.00
 281 EUG & COOS BAY, 1953 VG 900 2-A-1 (Tr1) Philat CVR Est \$ 6.00
 282 EUGENE & POWERS, 1924 VG+ 900 2-B-3 (T501) Est \$ 12.00
 283 FRANNIE & CODY, 1912 Vg 951-J-1 (T315) Est \$ 15.00
 284 GLENWOOD SPGS & ASPEN, 1910 VG 962 5-A-1 (NORTH) Est \$ 30.00
 285 HAVER & SPOKANE, 1912 G+ 869-BF-2 (TR4) Est \$ 8.00
 286 HEPPNER JCT & HEPPNER, 1910 G+ 896 13-A-1 part on stamp Est \$ 30.00
 287 HILLSBORO & TILLAMOOK, 1913 Fine socked on 1ct Balboa 900 3-A-2 \$ 20.00
 288 HINKLE & YAKIMA, 1957 G+ 904 2-A-1 (Tr64) on Philat CVR Est \$ 12.00
 289 JOSEPH & LA GRANDE, 1941 F 896 6-A-2 (WEST) on CVR Est \$ 18.00
 290 KALISPEL & SPOK(ANE), 1895 G UNLISTED ROUTE as transit on CVR back rare marking Est \$ 50.00
 291 KLAMAT(H F)ALLS & WEED, G+ 900 4-A-1 (TR39) part on stamp E \$ 20.00
 292 MAIL DELAYED / TRA(IN LA)TE, CHI CITY, CHI & CINC / F MAIL, 1895 G+ VERY LARGE DCDS as backstamp on CVR bit rough @ ift Est \$ 10.00
 293 MILWAUKEE WIS / AIR MAIL, 1948 VG Duplex Est \$ 5.00
 294 MONTROSE & GR JUNCT, 1914 VG, 957-H-1 (T320) Est \$ 20.00
 295 ONTARIO & BURNS, 1938 VG+ 896 11-A-1 (T570) on GPC Est \$ 10.00
 296 OROVILLE & SPOKANE, 1918 G+ 902 1-F-2 (SOUTH) on CVR E \$ 8.00
 297 OROVILLE & WENATCHEE, 1917 VG 902 3-B-2 (T373) Est \$ 8.00
 298 PASCO & VANCOUVER, 1908 VG bit lite 899 1-A-1 Est \$ 20.00
 299 PENLETON & YAKIMA, 1948 VG 904 2-B-1 (TR63-65) Philat CVR \$ 15.00
 300 PORT & BEND H.P.O., 1957 VG on Commercial GPC Est \$ 6.00
 301 PORT NEWRG & (CORV) 1911 G 900 5-F-1, corner crease Est \$ 20.00
 302 PORTLAND WHI(TESON) 1924 G 893-C-1 (T122) Est \$ 8.00
 303 ROCKPORT & ANACORTES, 1919 Vg 902 4-B-1 (WEST) CVR bit rough @ low er Rt. Est \$ 20.00
 304 SALIDA & GRAND JUNC, 1915 VG lite 957-K-1 (T315) Narrow Gauge E \$ 15.00
 305 SAN FRANCISCO A.M.F., 1955 VG Duplex part on stamp Est \$ 5.00
 306 SEATTLE & MOCLIPS, 1922 G (Moclips readable) 901 4-F-1 CVR E \$ 10.00
 307 SEATTLE & NEAH BAY S.R., 1910 G+ W-2-C (EAST) Est \$ 20.00
 308 SEATTLE & SEATTLE, 1910 VG SE-1-a (6PM) embossed PC Street Car \$ 30.00
 309 SEATTLE & SKAGWAY, 1927 G+ X-19-d (EAST) steamboat \$ 10.00
 310 (SE)ATTLE & TAY(LOR), 1915 partial 899 3-A-? (TR31) Est \$ 20.00
 311 SEWARD & UNALASKA, 1926 G+ X-49-e (EAST) CVR rough @ Rt E \$ 8.00
 312 S.J.V. / R.P.O. (San Joaquin Valley) 1877, VG 963-AG-1 on CoverRARE \$ 100.00
 313 SPOKANE & ADRIAN, 1913 readable 906 6-A-2 (TR26) Est \$ 5.00
 314 SPOKANE & (COU)LEE CITY, 1905 906 6-D-1 off @ top (WEST) Est \$ 8.00
 315 SPOK & PENDLETON, 1915 VG 896 5-D-4 Est \$ 5.00
 316 SPOKANE & PORTLAND, G+ 904 6-B-1 (TR3) Est \$ 7.00
 317 STARLAKE & NEVILS, 1912 VG 848 1-F-1 (TR2) EST \$ 8.00
 318 TACOMA & MORTON, 1913 Vg 905 5-B-1 (TR2) Est \$ 18.00
 319 UNITED FRUIT COMPANY / STEAMSHIP SERVICE, POSTED ON THE HIGH SEA, 1933 Fine large DCDS's (two) on Philat CVR, Unusual Est ?
 320 WALLA WALLA & PASCO, 1911 F 901 5-B-1 (T262) on stamp Est \$ 8.00
 321 WALLACE & SPOKANE, 1908 G 896 7-A-1 (WEST) Est \$ 6.00

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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]

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. [28-6]

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 [28-6]

LOUISIANA and other mid-Gulf Coast states. Stamped/stampless, etc. postal history (1790-1917). Individual items/entire correspondences. Ron Trosclair (APS), 1713 Live Oak St., Metairie, LA 70005. PH: (504) 835-9611 [29-4]

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OUR MAIL SALES feature postal history from almost every state. Also machine cancels, military, etc. Free catalog. No buyer's premium. We also welcome consignments. Juno Stamps, 1765A Juno Ave., St. Paul, MN 55116-1467. [29-4]

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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 [29-4]

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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]

PHILADELPHIA: 1850-1885 outgoing foreign-mail covers wanted for personal collection. Prompt reply and offer promised; no SASE necessary. Please send photocopies only. John Barwis, P.O. Box 4704, Houston, TX 77210-4704. [29-5]

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. [29-4]

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 [29-4]

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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 on 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]

MISCELLANEOUS: WANTED

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

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]

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ABN ISSUES (large/small ordinary postage) on cover from Southern States. Ron Trosclair (APS), 1713 Live Oak St., Metairie, LA 70005-1069. PH: (504) 835-9611 [29-4]

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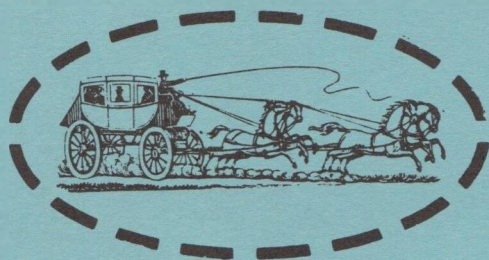
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