

LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

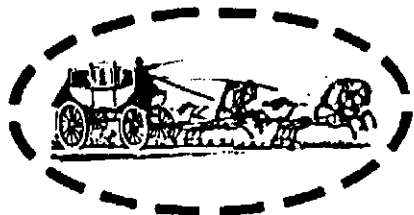
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SEPTEMBER 1998



The Ninth Infantry's flag flying

LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY



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COVER: Our cover illustration shows the regimental flag of the United States 9th Infantry flying over troops in the field, and an enlargement of one of the duplex postmarks used to cancel mail from U.S. forces in China. It is intended to call attention to Mike Dattolico's fine article in this issue.

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The Next Phase

La Posta continues to evolve. I would like to inform our readers of several changes which are about to occur, and will to some extent effect the way things operate here. Before describing these changes, I hasten to add that none of them should in any way diminish the content or quality of our journal, the publication of our other titles, or the conduct of Subscribers' Auctions in the future. In fact, it is my firm belief that the forthcoming changes should improve our services to you -- our faithful readers, and extend our presence throughout the broader postal history community.

Change 1: Our mailing address will change immediately from P.O. Box 135, Lake Oswego, OR 97034 to 33470 Chinook Plaza, #216, Scappoose, OR 97056.

Change 2: James E. Lee of Wheeling, Illinois, has acquired exclusive distribution rights to all existing and future books produced by La Posta Publications. Jim is a widely respected dealer specializing in philatelic literature, and this new arrangement should go far toward increasing the availability of our various publications to both our readers and the broader philatelic public. For more details, please see the announcement on page 4.

Change 3: John Van Alstyne of Sacramento, California, will be the sole distributor of back numbers of *La Posta: A Journal of American Postal History*. All existing back numbers, including the reprints of Volumes 3 through 7 have been moved to Sacramento. John and his wife, Sherri, will reorganize the stock and fill orders for individual numbers and runs of *La Posta*. Please see the detailed announcement on page 4.

Change 4: La Posta Publications has a new, expanded website located at www.la-posta.com. Among other features, the site has a complete listing of Subscriber's Auction No. 61 with on line illustrations of dozens of the better items in the sale and a complete listing of items in several of the large lots. We anticipate expanding the features available on our site, and urge all readers with internet access to check us out from time to time. Since the site is a registered domain, Cathy & I will be using it as our primary email address from now on. To send me an email message, address it to helbock@la-posta.com. To address a message to Cathy use Cath@la-posta.com.

Change 5: The telephone number we having been using since April -- 503/543-2606 -- will not be valid after October 1st, 1998. Cathy and I will be relocating again

this autumn, and do not yet have a new telephone number lined up. The fastest way to learn our new telephone number after October 1st will be to consult the new *La Posta* website www.la-posta.com. I will upload the new number to the site just as soon as we have one.

Change 6: As many of you may have already heard, Cathy and I will be returning to Australia in October. This time we will spend about six months in the Byron Bay-Northern Rivers region of New South Wales, and perhaps three additional months in the Whitsunday area of Queensland.

It's a little hard to pin down exactly the reasons for our fascination with the land down under. Certainly it has a lot to do with the slower pace of life we enjoyed last winter, but that's only part of the attraction. Obviously, the abundant wildlife, the warm sunny climate, the spectacular scenery and the friendly folks we met, have influenced our decision to return. For all of these, and probably other reasons, we have decided that we want to spend a bit more time exploring and getting to know the Southern Continent.

We have taken every precaution we can think of to insure that *La Posta* and related activities will continue to function normally and on time while we are overseas. The major problem last year was not anticipating the delays of the mail system, and I think we have made proper allowances this time. With Jim Lee handling our book distribution and John Van Alstyne in charge of back numbers, we should be in good shape on those two fronts. We will continue to conduct Subscribers' Auctions and persons interested in making consignments should send their material to our new address: 33470 Chinook Plaza, #216, Scappoose, OR 97056.

Michael Dattolico leads off this issue of our journal with an important article discussing the postal history of the Boxer Rebellion of 1900. With the help of Al Kugel, Mike illustrates some marvelous postal history material, and provides heretofore unreported details of the United States postal operations supporting American and Allied forces in the conflict.

Daniel Meschter is back on our pages once again. With this number he continues the first transmountain contract mail series through to the opening of the Pacific Railway. His purpose in starting this series originally was to sort out the complexities of the overland mail contracts during the Mormon War and to examine the all too prevalent misinformation surrounding them as well as to describe the routes both east and west of Salt Lake City. Putting the last half decade of the 1850's into its larger context, of course, suggested going back to the beginning

of transmountain mail service in 1850 and bringing it down to the beginning of the Civil War. Having gone that far, completing the series to the replacement of stage-coaches by the railway post office service in May 1869 now appears logical and desirable. That is what the chapters beginning with Part VIII are intended to do, although these final years were by no means near as exciting as the previous ten years of transcontinental mail operation were.

Tom Clarke provides us with some assorted notes concerning Pennsylvania postal history including a very interesting bit on the makeup and geographic interest of the Pennsylvania Postal History Society. Randy Stehle and Doug DeRoest return to our September issue with the latest installment in their long-running series on Non-standard Postmarks and Cancellations. Mike Ellisgson brings us the latest in his series in the territorial postmarks of North Dakota, and Rod Crossley updates some earlier work on domestic military bases in WWII.

Richard "Bill" Helbock

Conrad Bush Publishes New Confederate States Cancel Study

General Conrad L. Bush, C.S.A., has recently published *Straightline, Fancy & Unusual Cancellations & Handstamps on Confederate General Issue Stamps*. The 90 page hardbound book is printed on heavy, glossy stock which shows off the many photo illustrations to best advantage. Most of the examples appear on cover and are interspersed with descriptive text and some maps. This is an attractive volume, and sure to be a popular addition to the library of postal historians with an interest in the Civil War and the Confederacy. Details on how to order this publication appear elsewhere in this issue of *La Posta* in General Bush's display advertisement.

JAMES E. LEE TO BE EXCLUSIVE DISTRIBUTOR OF LA POSTA PUBLICATIONS

James E. Lee, P.O. Drawer 250, Wheeling, IL 60090-0250, has acquired exclusive distribution rights to all existing and future titles published by La Posta Publications. Richard Helbock and James Lee have agreed that the existing stock of La Posta books and monographs, which includes some 24 different titles, will be transferred to Lee's Illinois facility. All future orders for such popular titles as *UNITED STATES DOANES*, *the ENCYCLOPEDIA OF R.F.D. CANCELS*, and *A PRICE GUIDE TO U.S. A.P.O. CANCELS OF THE SECOND WORLD WAR* should be placed through James Lee.

The first two volumes of *UNITED STATES POST OFFICES - The West* and *The Great Plains* - will only be available through James Lee for retail or wholesale purchase. Anyone who ordered these books through the La Posta pre-publication offer or advertisements in the July issue will receive their copies on schedule.

This move is seen by Helbock as a way to make La Posta books and monographs more readily available to postal historians and to broaden exposure to the work of La Posta's authors through Lee's greater experience in marketing throughout the philatelic world. James Lee publishes a quarterly newsletter titled *James E. Lee's Philately*, and frequent catalogues listing the wide variety of available titles in philately and postal history in his current stock. In addition, Lee is a frequent participant at major stamp shows across the country.

Publication of the La Posta Pocket Guide Series of state checklists and inventories has been discontinued. The information in this series is being superseded by publication of the *UNITED STATES POST OFFICE* series, and during the past few years titles in the pocket guide series were only published "on request", so no stock of existing titles is available.

La Posta Publications will continue to sell state post office data bases on computer disk. Persons interested in these, and other La Posta data bases including United States Doanes and Prices Realized in Subscriber's Auctions, should consult the "Data Base" pages of La Posta's new website www.la-posta.com.

JOHN VAN ALSTYNE ASSUMES DISTRIBUTORSHIP OF LA POSTA BACK NUMBERS

John Van Alstyne, 1787 Tribute Rd., Suite J, Sacramento, CA 95815 has agreed to become the exclusive distributor of all back issues of *La Posta: A Journal of American Postal History*. The existing stock, which includes most numbers issued over the past decade, reprints of most of the first seven volumes and a quite a few individual numbers from volumes 8 through 18 is now housed in John's Sacramento warehouse. The contents of *La Posta* back numbers have been indexed by Daniel Y. Meschter, and this index is available on the new La Posta website at www.la-posta.com. Persons interested in purchasing specific issues or runs of back numbers should contact John and his wife Sherri at the above address, by phone at 800-297-3929, or by email at sherjohn@softcom.net.

In addition to *La Posta* back numbers, John and Sherri have purchased wholesale quantities of many of our titles over the years, and probably have the best supply available of state checklists in the La Posta Pocket Guide

Series. The *La Posta* management is grateful to the Van Alstyne's for agreeing to continue to make *La Posta* back numbers available to the public. Recent changes in life-style have made it impossible for Cathy Clark and Richard Helbock to continue the service, and this gracious offer by John and Sherri is certain to benefit the larger postal history community.

NEW JERSEY COVER AUCTION

The New Jersey Postal History Society announces its annual Auction of New Jersey Covers and Postal History materials, to be held this year at the Clifton 1998 Fall Stamp show, Clifton Community Recreation Center, 1232 Main Avenue @ Washington Avenue, Clifton, NJ on the weekend of October 24-25, 1998.

This sale will consist of well over 200 lots of New Jersey covers including stampless, classics, foreign rates, town cancels and featuring material from an award winning exhibit of Schaalburgh Township (central Bergen County) being offered by the estate of a deceased member. Much of this material has been off the market in excess of 20 years, and will provide a unique opportunity to obtain material from this part of the state.

Copies of the auction catalog will be available in early September, and for those not already on the NJPH mailing list, can be obtained at no cost with a request to the New Jersey Postal History Society, 144 Hamilton Ave, Clifton, NJ 07011.

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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 helbock@la-posta.com

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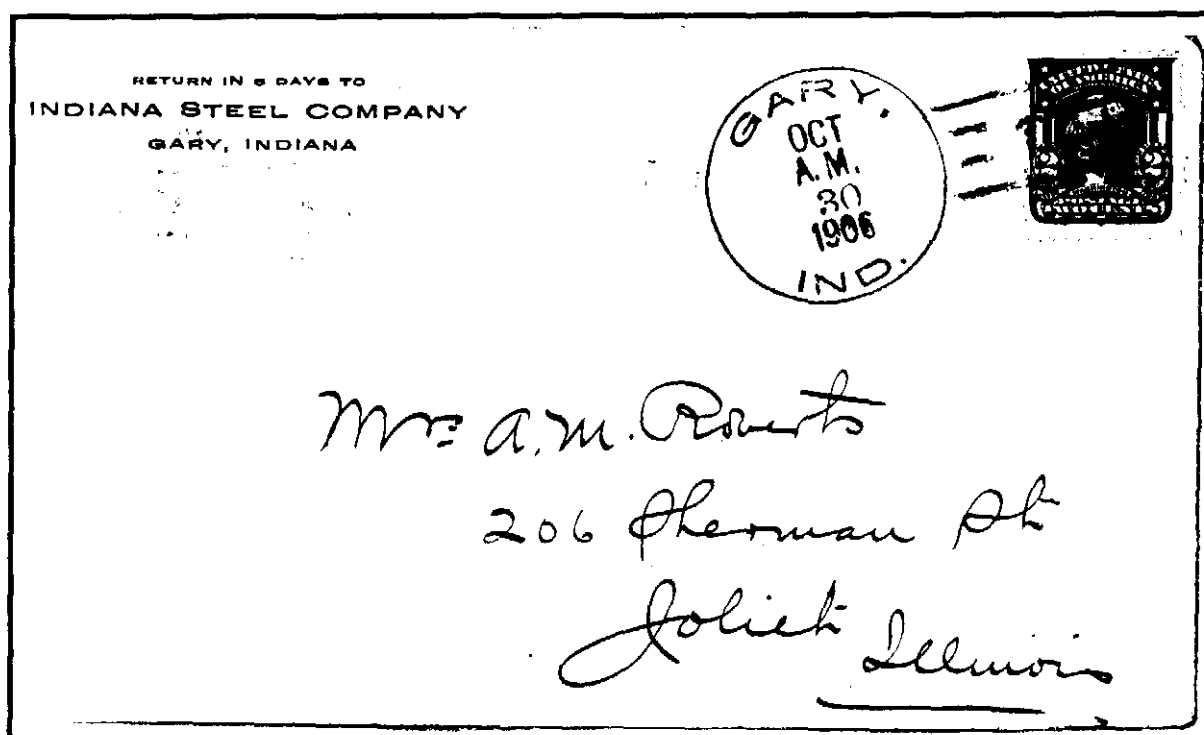
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Continued on page 8

"Doane Fence Me In!"

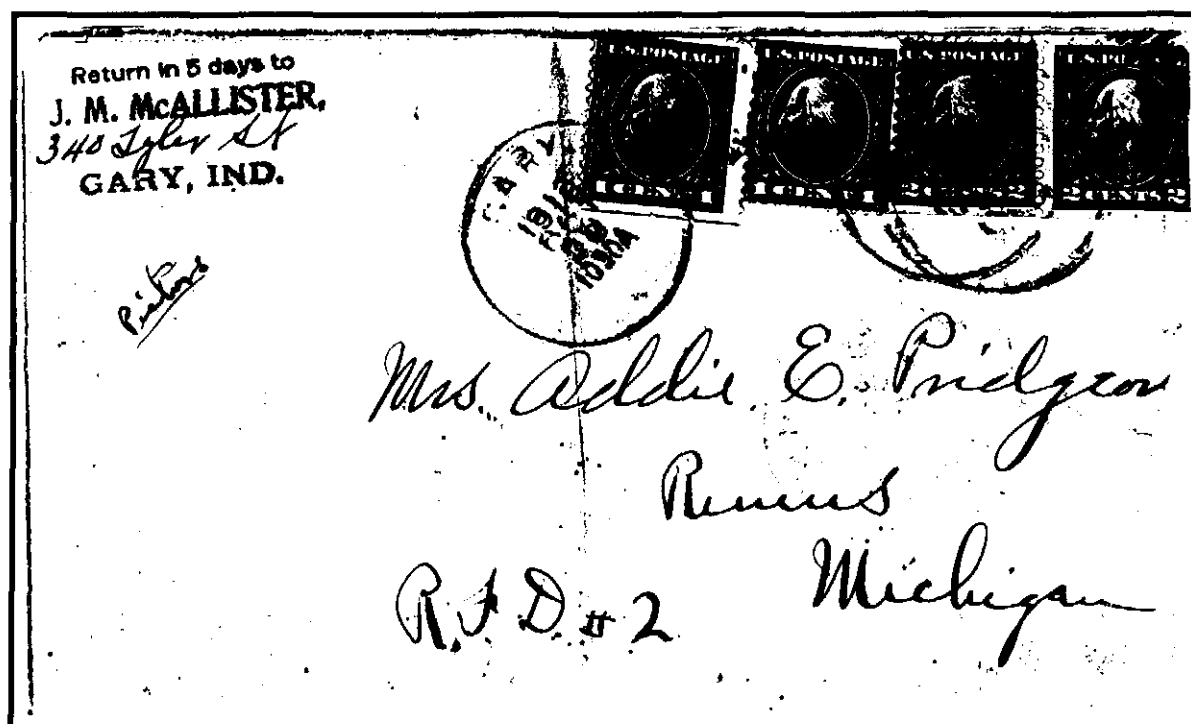
by Robert G. Munshower



We all know the drill, right? "Doane cancels -- technically a duplex postmark and bar cancellation -- were applied by small post offices..." (1., p.1.) and "Finally, because Doane cancels were typically assigned to only the smallest post offices..." (1., p.1) we tend to think (and collect) along the lines that Doane cancels represent the visible remains of the smallest, or at least smaller post offices in existence just after the turn of the century. Yet, as one studies the growing canon of literature devoted to the history of these devices and their uses, one gets a picture that just as many were issued to post offices undergoing name changes or establishment as were those issued to the small, fourth class post offices.

Gary, Indiana provides us with an example of a scarce Doane marking that flies in the face of the assumptions held by many collectors as to what a post office used a Doane cancel was, or, ought to have been. Established on June 9, 1906, the Gary, Indiana post office met all the requirements needed for a Doane device to be issued. It was a new office and had no predecessor, hence there had been no prior receipts on which to base either compensation or numerical class of business on. Not only was it a new post office, it was a newly emerging city as well. Founded as a site for the mills of both the Illinois and the Indiana Steel Companies (U.S. Steel Inc.), Gary, Indiana eventually became the site of one of the largest industrial areas in the United States. In fact, Gary, Indiana was to be "Gary, the Steel City, became known as the largest city in the country to have been born in the 20th century..." (2., p. 154).

As far as is known, this is both the earliest and latest known use of a Gary, Indiana Type 3 Doane cancel. The date, October 30, coincides exactly with the time the Post Office Department ceased issuing the devices. Given the parameters of how Gary, Indiana came into being, one would expect to find this marking on either covers, real photo postcards, or greetings post cards of one type or another. Since Gary, Indiana did not, in reality, exist prior to the establishment of the post office, this marking would not be found on Gary, Indiana scenic postcards or viewcards.



By 1912, all was right with both God and the Post Office Department! Gary, Indiana had its duplex device(s).

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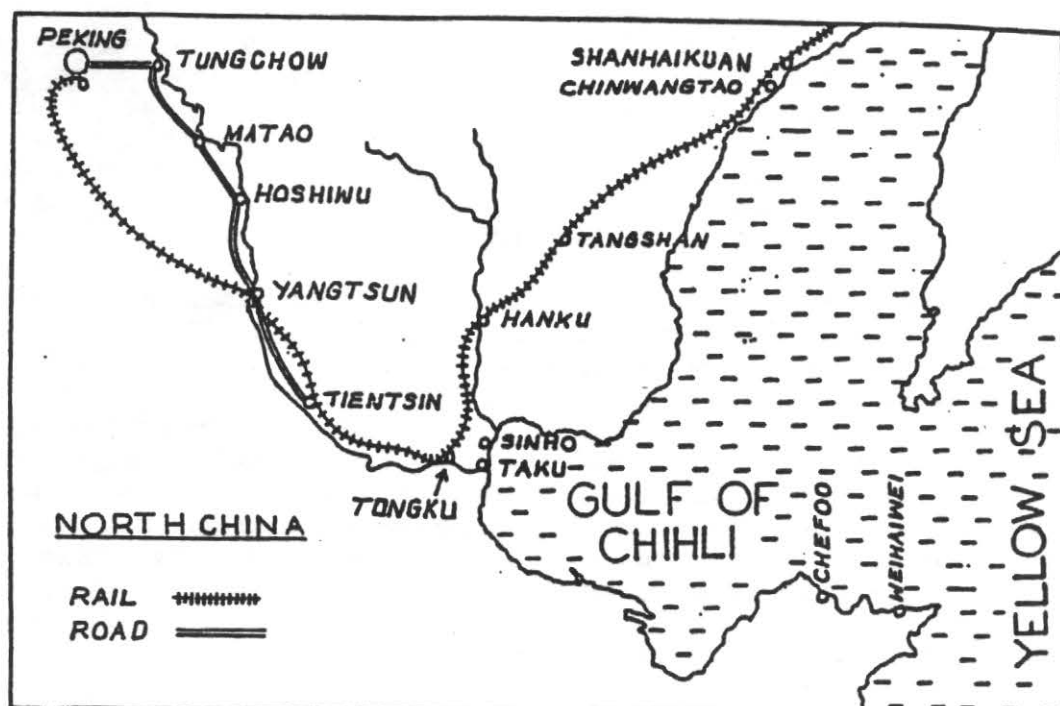


Figure 1. Map showing the combat operations area between the Chinese coast and Peking. Taku was the landing point at which troops came ashore. The railroad figured prominently in the fighting between Boxer rebels and Allied troops in the summer of 1900.

America's Military Postal Stations - The China Relief Expedition 1900 - 1901

By Michael Dattolico

By early 1900, northern China had degenerated into a state of near-anarchy. One cause of the unrest was the weather extremes that buffeted the region during the 1890s, limiting food production. The Yellow River had flooded its banks, washing out hundreds of villages, and two successive harvests failed, causing wide-spread famine. A plague of locusts caused additional misery to the area. But May, 1900, was a hot, dry month, and as weather calamities alternated between flood and drought, the Chinese struggled to survive.

Foreign intrusions into China's social and economic life also caused resentments to boil over that spring. One particular source of anger was the opening of the Peking-Tientsin railroad, along with construction of the Peking-to-Hankow spur, which threw thousands of Chinese boatmen out of work.

But perhaps the greatest source of rage was directed towards foreign missionaries working to convert the Chinese from Confucian beliefs to Christianity. The behavior of some priests and ministers ranged from well-meaning sincerity to outright zealotry.

Among the Chinese, the list of abuses committed by the missionaries was long and bitter. One grievance which especially angered the Chinese was the missionaries' ridicule of ancestor worship. Allegations that some missionaries charged into temples during traditional religious ceremonies to denounce the worshippers for bowing to idols fueled Chinese ire. Another grudge against the missionaries' was their interference into Chinese court proceedings when Christian converts were on trial. By the spring of 1900, the Chinese people seethed with anger over these and other interruptions into Chinese life.

The catalyst which fueled the unrest was a secret group known as the Fists of Righteous Harmony. With clenched fists pressed against their chests in a seemingly fighting pose, they resembled "boxers" to the Europeans and were so named. Some historians have characterized them as an over-zealous patriotic group, while others have depicted the Boxers as a religious cult. But regardless of their political or religious convictions, the Boxers expressed their anti-western sentiments through violence.

The Boxers had an uncanny understanding of the people's emotions. They capitalized upon Chinese frustrations by persuasively saying that it was the Westerners

who had angered Chinese gods. They maintained that the intruders had provoked the spirits, who were punishing the Chinese with droughts, floods, disease and famine. Only through the expulsion of the Westerners, stated the Boxers, would they appease their gods and stop their punishments. Their message was a popular one, and many Chinese wholeheartedly embraced it.

Unhampered by restraints, the Boxers backed up their words with actions. They began assaulting non-Chinese individuals and prominent Christian converts with impunity, even as regular Chinese troops sometimes idly stood by. The Dowager Empress, observing the Boxers' aggression against the seemingly impotent foreigners, initially took no action against them. In fact, her inaction was seen by many as tacit approval of the Boxers' violence. Thus, unrestrained by the Empress and sensing the approval of the masses, the Boxers felt emboldened to commit their most ambitious act of violence: the siege of the American and European embassies and the murders of all who resided therein.

Alarmed by the growing threat, E. H. Conger, the U.S. representative at Peking, cabled the State Department about the growing danger on May 18, 1900. European ministers made similar requests. As the scorching summer of 1900 began, the foreign embassies at Peking could only hope for salvation before they were overwhelmed by the fanatical Boxers.

Washington responded quickly. The *U.S.S. NEWARK*, already at Nagasaki, Japan, steamed to the Chinese coast near the port of Taku on May 27th. The cruiser was soon joined by the *U.S.S. NASHVILLE* and the gunboat *U.S.S. MONOCACY*. On May 29th, marines and sailors from the *NEWARK* commanded by Captain John T. Myers were towed on barges up the Pei-Ho River to Tientsin. They were greeted by the much-relieved U.S. consul, J.W. Ragsdale. Myers and 5 other officers, one of whom was navy surgeon T.M. Lippitt, plus 54 marines and sailors moved north to Peking. They were accompanied by 337 troops from eight other nations.

At Tientsin, they boarded a train for Peking. The Chinese engineer, a Boxer sympathizer, refused to cooperate. Myers pushed him out of the way and put Marine Pvt. William C. Horton, a former railroader, at the controls. With two other marines stoking coal for the 83-mile trip to Peking, they arrived in three hours. Upon arrival, the troops established a defensive position around the legations and awaited reinforcements. But on June 6, the Boxers effectively cut the Peking-Tientsin railway. The small relief force was stranded with the legation diplomats. By the end of June, the fate of Americans and Europeans at Peking seemed grimmer than ever.

But aid for the besieged Americans was coming. On June 14, the War Department instructed General Arthur McArthur, commander of army forces in the Philippines,

to send an infantry regiment to China without delay to become part of a multi-national force being formed to lift the siege at Peking. McArthur ordered the 9th U.S. Infantry Regiment, regarded as his best infantry unit, to China on June 16. It landed at Taku on July 6, and began moving inland. On July 11th, two battalions of the 9th Infantry and soldiers from other countries, reached Tientsin. (Figure 1). July 13th was a day of savage fighting between Boxer rebels and the allied contingent at Tientsin. The 9th Infantry was in the thick of it and took heavy casualties, including its commander, Colonel Emerson Liscum, who was killed. Allied forces took the city the next day.

The night of July 13/14 was also a hot time for fighting at Peking. Captain John Myers ordered marines commanded by Capt. Newt Hall to secure the Methodist mission three-quarters of a mile from the legations. Hall needed time to strengthen his defenses. Private Dan Daly, a wiry marine private from New York City, volunteered to keep the Boxers at bay throughout the night so that Hall could position his men for the coming attack. Acting alone and armed only with bullets and bayonet that night, Daly single-handedly held back the rebels. The next morning, Hall and marine veterans were awed by the sight of Daly sitting calmly at his post, surrounded by a circle of Boxer dead. Hall thanked Daly for his night's work, but the laconic private supposedly fell asleep while Hall praised him. The small multi-national force at Peking held, and Daly's action was the beginning of a Marine Corps legend.

The United States dispatched an impressive array of American firepower to China to back up the marines and the 9th Infantry. Four batteries of the 3rd U.S. Artillery, light battery "F" of the 5th U.S. Artillery, and two battalions of the 14th U.S. Infantry departed from Manila on July 15. They arrived at China on July 26, along with hospital corpsmen, engineers and signal corpsmen. Arriving on July 29 was General Adna R. Chafee, the designated commander of U.S. troops in China. Chafee and 8 troops of the 6th U.S. Cavalry arrived at Taku aboard the *S.S. GRANT*.

Army insiders were not surprised at Chafee's cavalry choice. The pugnacious Ohioan had joined the 6th U.S. Cavalry as an enlisted man during the Civil War, and served as an officer in the regiment throughout its Indian-fighting years in the American Southwest. Those acquainted with Chafee knew of his great affection for the 6th U.S. Cavalry. With him were some of his best field commanders, especially Colonel Eli Huggins, a much-respected soldier who had been awarded the Medal of Honor for his actions against the Sioux Indians in 1880.

Fighting in China continued throughout July and August, but the infusion of fresh American troops made the difference. In early August, Light Battery "F" of the 5th



Figure 2. Henry Robinson, Railway Mail Service chief clerk, who served as superintendent of U.S. military postal stations during the China Relief Expedition.

U.S. Artillery, the 9th & 14th U.S. Infantry, and U.S. Marines fought their way to Peking. American, British, Japanese and Russian soldiers entered Peking at 5:00 PM on August 14, 1900, linking up with forces already there, and the siege was over. Combat operations continued in northern China area throughout September. But by then, most of the fighting had ended, and a period of occupation by U.S. and allied troops began.

U.S. Post Office directives issued on August 2 and 6, 1900, ordered military postal stations to be set up for U.S. troops in China. The postal arrangements were similar to those established in Cuba, Puerto Rico and the Philippines in 1898. San Francisco was to be the main post office, with the postal stations in China serving as branch offices.

The directives also specified that an experienced Railway Mail Service official would supervise the China postal stations. The RMS man selected was Henry Robinson. (Figure 2). The hard-driving, 42-year-old Georgia native was a chief clerk in the Railway Mail Service's 4th Division based in Atlanta. He had managed the military postal stations in Puerto Rico in 1898 with great success.

Robinson had little time to prepare for the trip to China, but it seems that he had some input as to who would ac-

company him. An example is Granville M. Hunt, who had handled money orders in Puerto Rico under Robinson. He agreed to perform the same function in China. The rest of the clerks were competent, eager volunteers.

Supplied with cancelers, stamps, postal stationery, registry material and money order forms, the American postal contingent arrived at Nagasaki, Japan, on September 8, 1900. Robinson had first planned to operate U.S. postal operations from Japan. But with fighting in northern China nearly over, he and his staff moved to Tientsin.

For years, postal historians have debated whether Robinson's first day of postal operations at Tientsin was September 18 or September 20. Thanks to Al Kugel, this mystery can be put to rest.

Kugel recently identified a Japanese postal stationery piece dated September 19, 1900, which was sent from an American doctor at Tientsin. On the card the doctor stated, "....The U.S. post office opened here yesterday...." Thus, Robinson's postal station at Tientsin opened on September 18, 1900, not the 20th as many collectors think. Military post offices opened at Peking and Taku soon after.

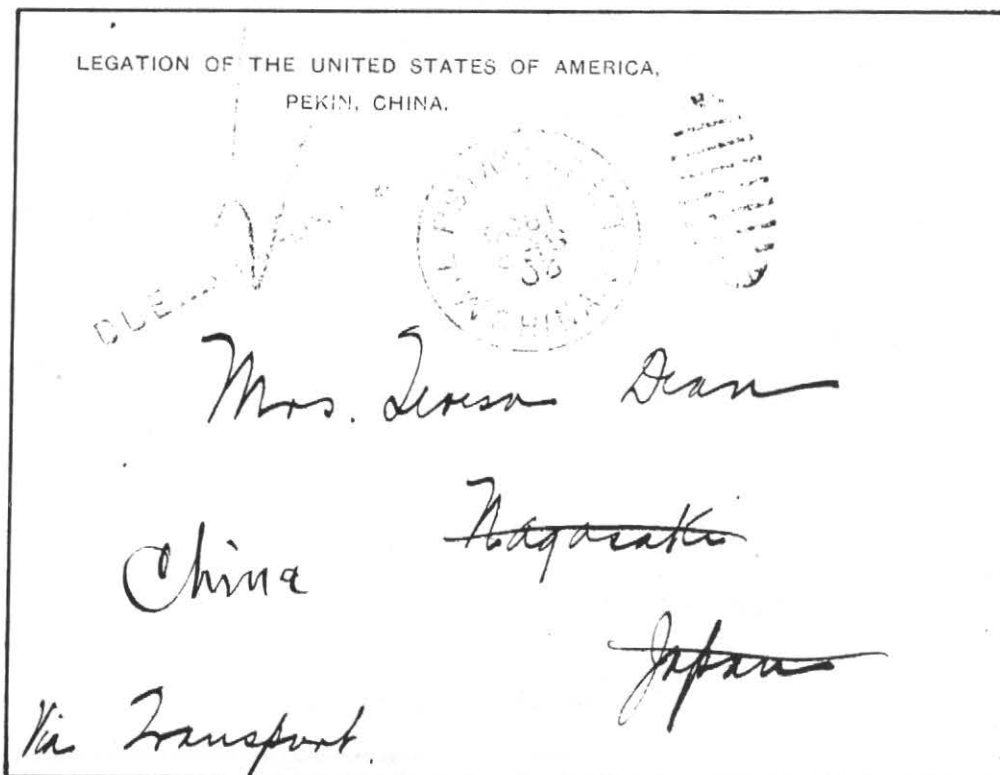


Figure 3. U.S. legation stationery piece handled by the American postal staff on September 20, 1900. Note the Japanese address. The Japanese postal system was one of the most expeditious ways to get mail out of northern China before American postal stations were opened.

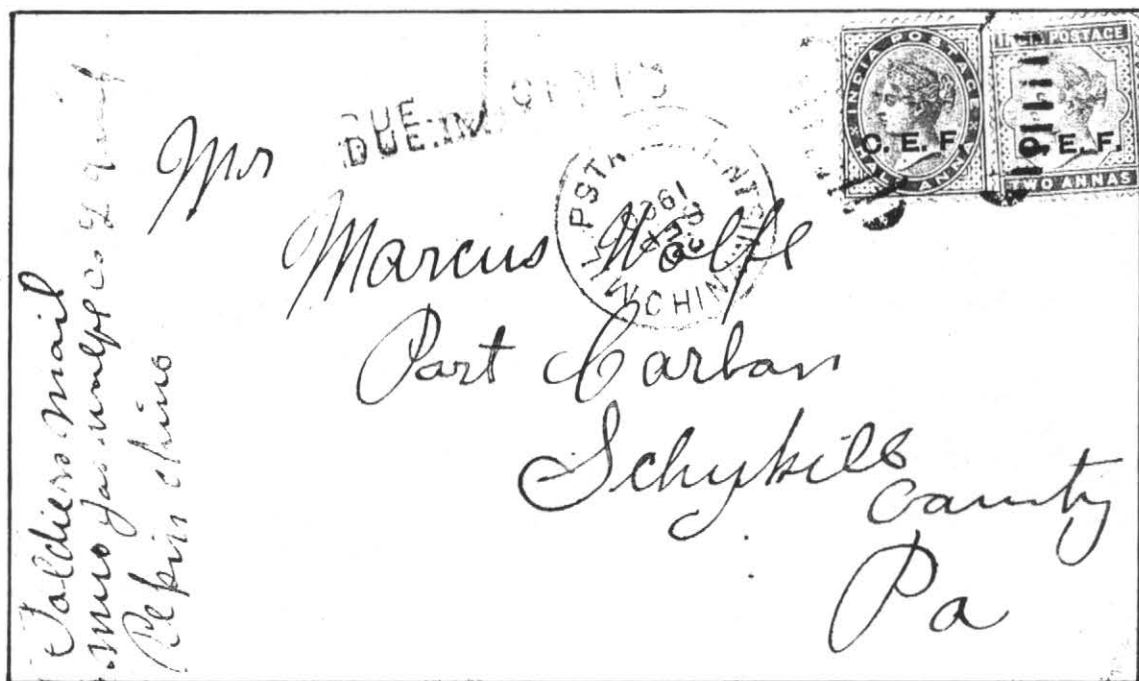


Figure 4. U.S. soldier's letter processed at the Tientsin station by the U.S. postal staff on September 20, 1900. This 9th Infantry soldier affixed the India overprint stamps to send his letter from China before U.S. postal stations were established. The stamps were not recognized as legitimate postage by the American postal staff, and the cover was assessed a 2-cent postage due penalty.

The postal situation facing Robinson at Tientsin was chaotic. Lacking established postal outlets to the United States before Robinson arrived, U.S. troops had resorted to using the stamps and postal stations of any and all allied countries to get mail out of China. The Japanese post office in China had been especially accommodating to American troops from July through September. (Figure 3). The mail of U.S. troops who had written letters and affixed foreign postage to them was turned over to U.S. postal personnel. (Figure 4) The accumulation of such mail was a flood which nearly inundated Robinson's newly arrived crew.

The unsettled days of late September, 1900 have provided examples of mail showing auxiliary markings which students of the China

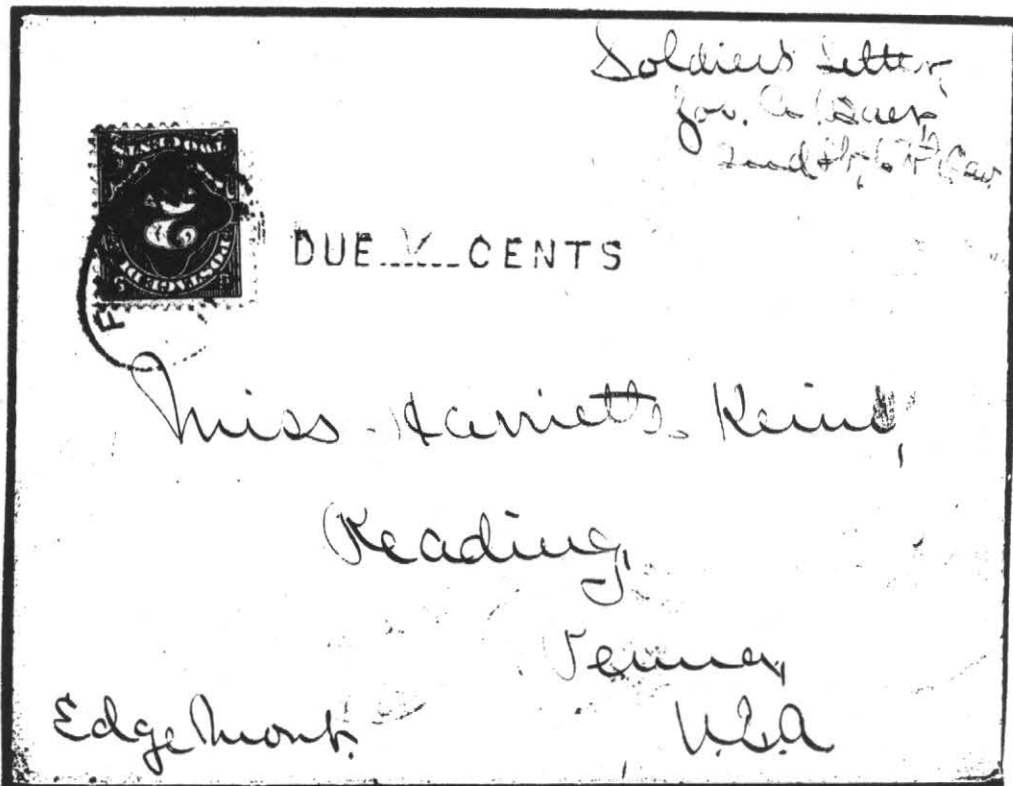


Figure 5. Soldier's letter from Lt. Joseph A. Baer, 6th U.S. Cavalry, mailed from Tientsin in late September, 1900. The "DUE.....CENTS" marking on Baer's letter is one of only three examples observed, making it one of the scarcest auxiliary markings seen on U.S. mail during the China Relief Expedition.

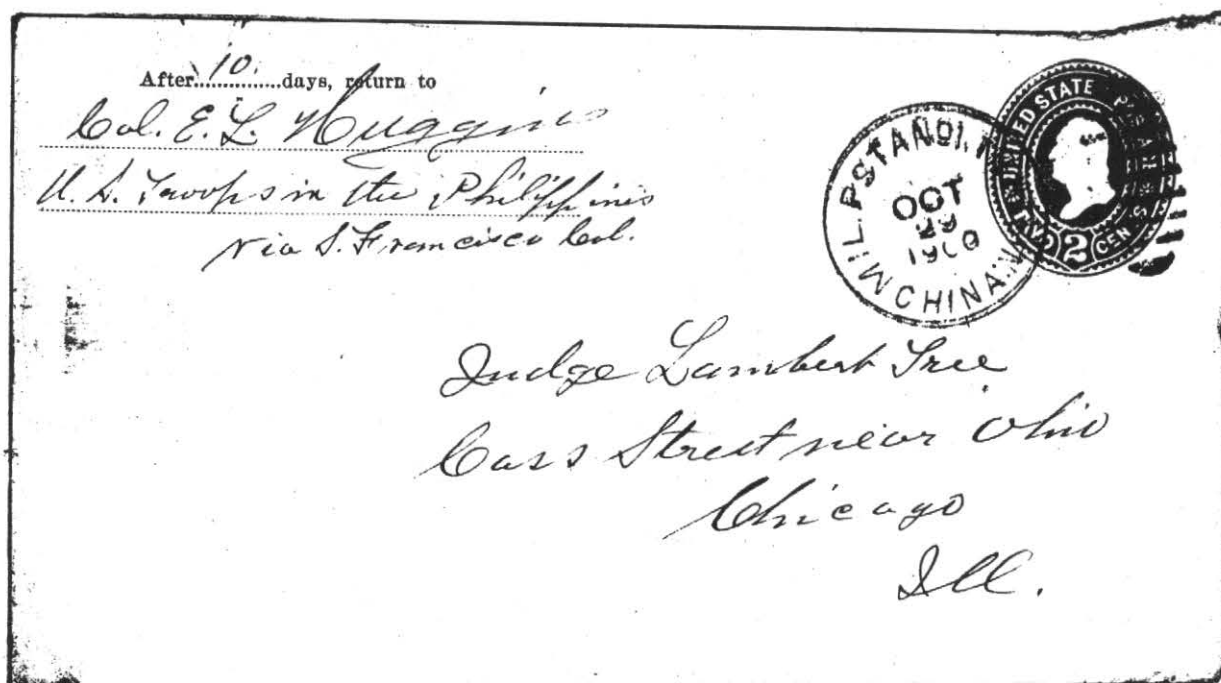


Figure 6. Soldier's letter from Colonel Eli L. Huggins, commander of the 6th U.S. Cavalry Regiment, processed at the U.S. military postal station at Tientsen. Huggins was awarded the Medal of Honor during the Indian wars.

Relief Expedition may not readily recognize as such. Figure 5 is an example.

The letter was sent by Lt. Joseph Baer of the 6th U.S. Cavalry to Reading, Pennsylvania in late September, 1900. All that appears on the cover's front is a "DUE.....CENTS" marking with a manuscript "2". A 2-CENT postage due stamp is tied by an oval Reading, Pennsylvania marking.

The "DUE.....CENTS" marking itself gives no hint that it was applied in China. In reality, however, it is one of the scarcest auxiliary markings used by Robinson and his staff. Figures 3 & 4 also show this marking. They and Figure 5 are the only three examples seen with this marking used on mail from China.

A cursory check of West Point records confirms that Baer graduated 10th in the class of 1900, and indicates

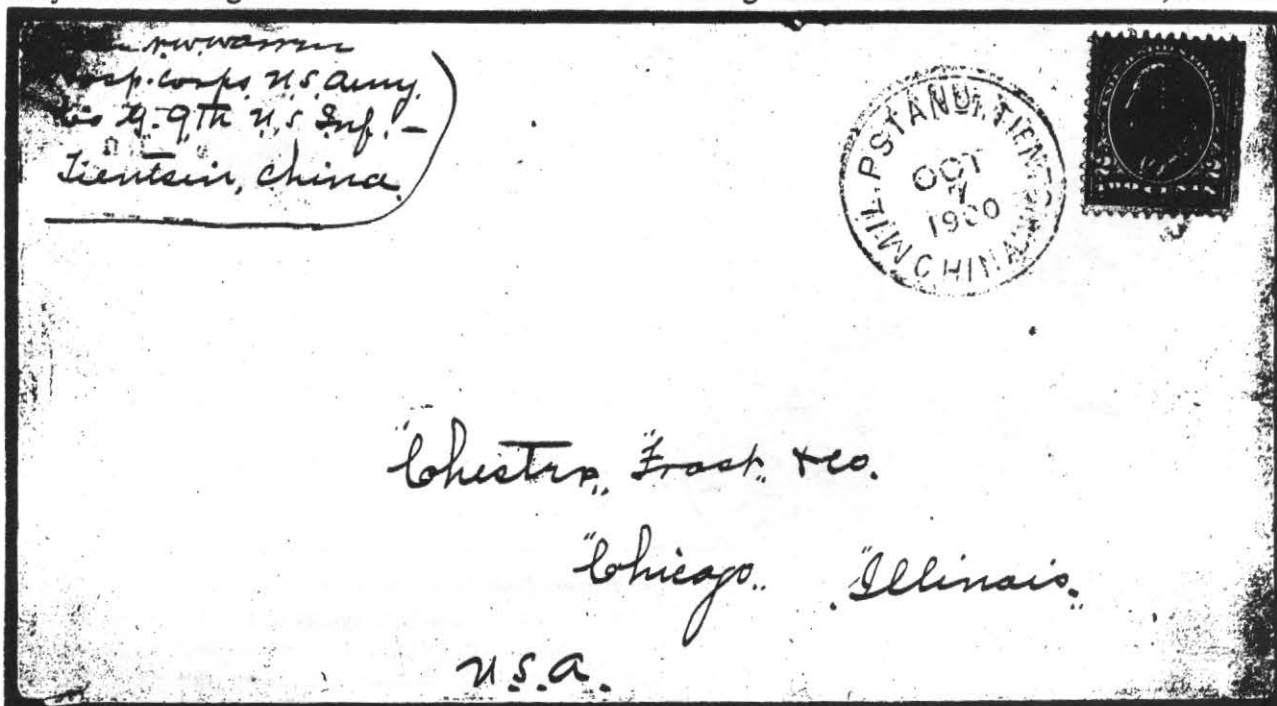


Figure 7. Letter from a medic attached to Company C, 9th U.S. Infantry. Little has been written about medical personnel sent to China as part of the American relief force.

part in the last cavalry actions conducted against the Boxers in September, 1900.

The military postal stations in China show similarities to those which operated in Cuba, the Philippines and Puerto Rico in 1898. Cancellers identified the mail as originating in China, just as soldiers' mail was identified from Cuba, Puerto Rico and the Philippines. (Figures 6, 7 & 8) Soldiers in China could send mail at the U.S. domestic rate. Registered mail and money orders were available to the soldiers at Peking and Tientsin. Generally, postal regulations governing soldiers' mail during the Spanish-American War applied to military mail in China.

But there are significant differences. First, all American army units which fought in China were regular units. The volunteer regiments which served in the Philippines in 1898 and 1899 had long since demobilized.

It has been suggested that since the soldiers fighting in China were regulars, they wrote and received fewer letters than the volunteers of 1898. The reasoning seems to be that being career soldiers, many of whom were bachelors with few if any family ties, they did not generate much mail. If that is true, then the overall volume of mail sent or received by these professional soldiers is far smaller than that sent by the 1898-1899 volunteers. And when one realizes that the number of troops fighting in China was much smaller than the 1898 force, then the

amount of mail sent to U.S. soldiers in China is even further reduced. Thus, the small amount of U.S. soldiers' mail handled at China during the China Relief Expedition makes it a truly scarce commodity.

Second, unlike the Spanish-American War when American soldiers almost exclusively used our military postal stations, foreign troops also used the U.S. postal stations in China. Collecting the stamps and cancels of foreign countries was quite popular among our allies, especially the very literate German soldiers. But foreign troops legitimately mailed letters home via U.S. postal stations in China. (Figures 10, 11 & 12)

Third, the number of American civilians who used the China postal stations was probably greater than those who used our postal stations in 1898. That the number of civilians using the China military postal stations was far greater than the stranded Americans in Cuba, the Philippines and Puerto Rico in 1898 is not questioned. One is not surprised, since they were the only mail outlets for surviving missionaries, American miners and railroadmen, or consulate officials and their dependents. Figure 12 is an example of incoming civilian mail handled during the period. The circuitous route that the cover took from the United States to its north China destination reveals much about the disrupted mail situation in the region.

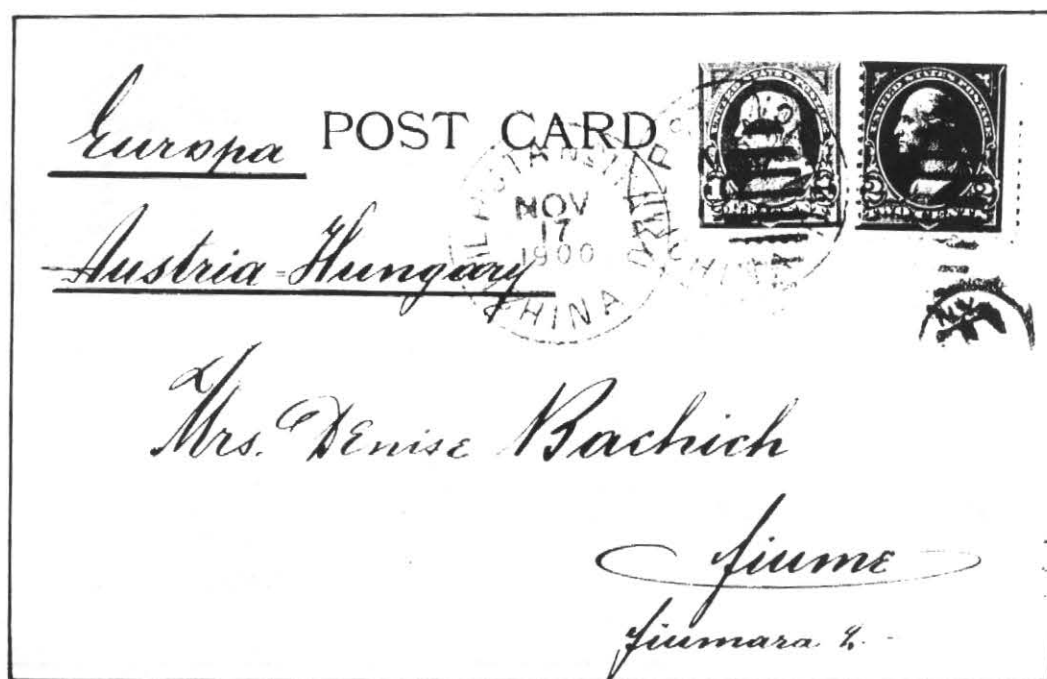


Figure 10. Postcard mailed from the U.S. military postal station at Taku to Austria, November 17, 1900. Soldiers of the multi-national relief force were permitted to send mail using another country's postal stamps and stationery.

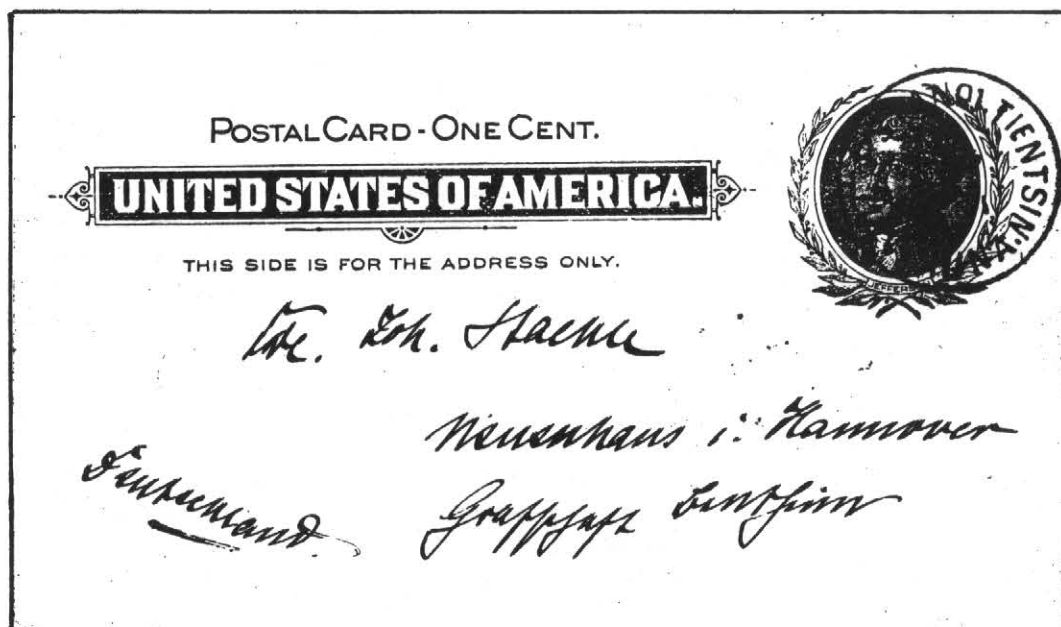


Figure 11. This U.S. postal stationery card was mailed to Germany from the U.S. military postal station at Tientsen on February 20, 1901. It is a genuine, non-philatelic usage.

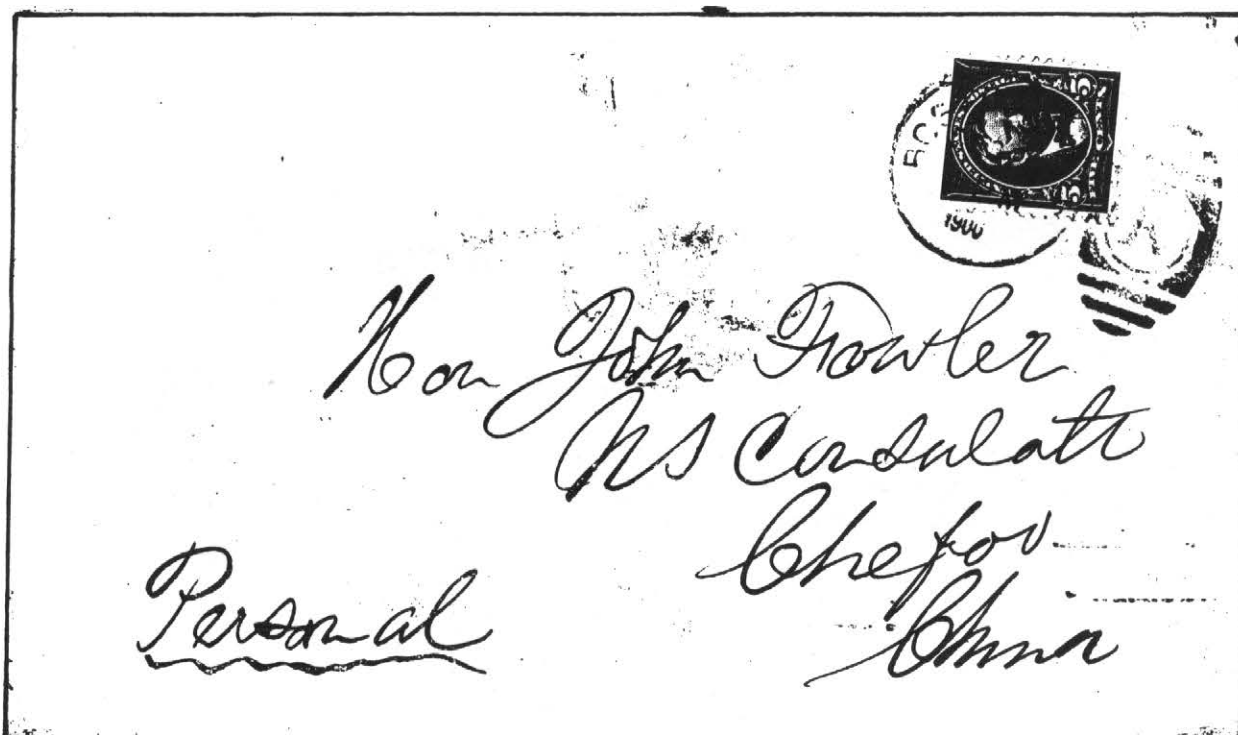


Figure 12. Letter sent to John Fowler, U.S. consul at Chefoo, China, in late October, 1900 from Boston. The cover was first handled by the Chinese Shanghai post office and then the U.S. postal agency at Shanghai before being routed north to Chefoo. The letter was missent to the military postal station at Taku before reaching Fowler in January, 1901.

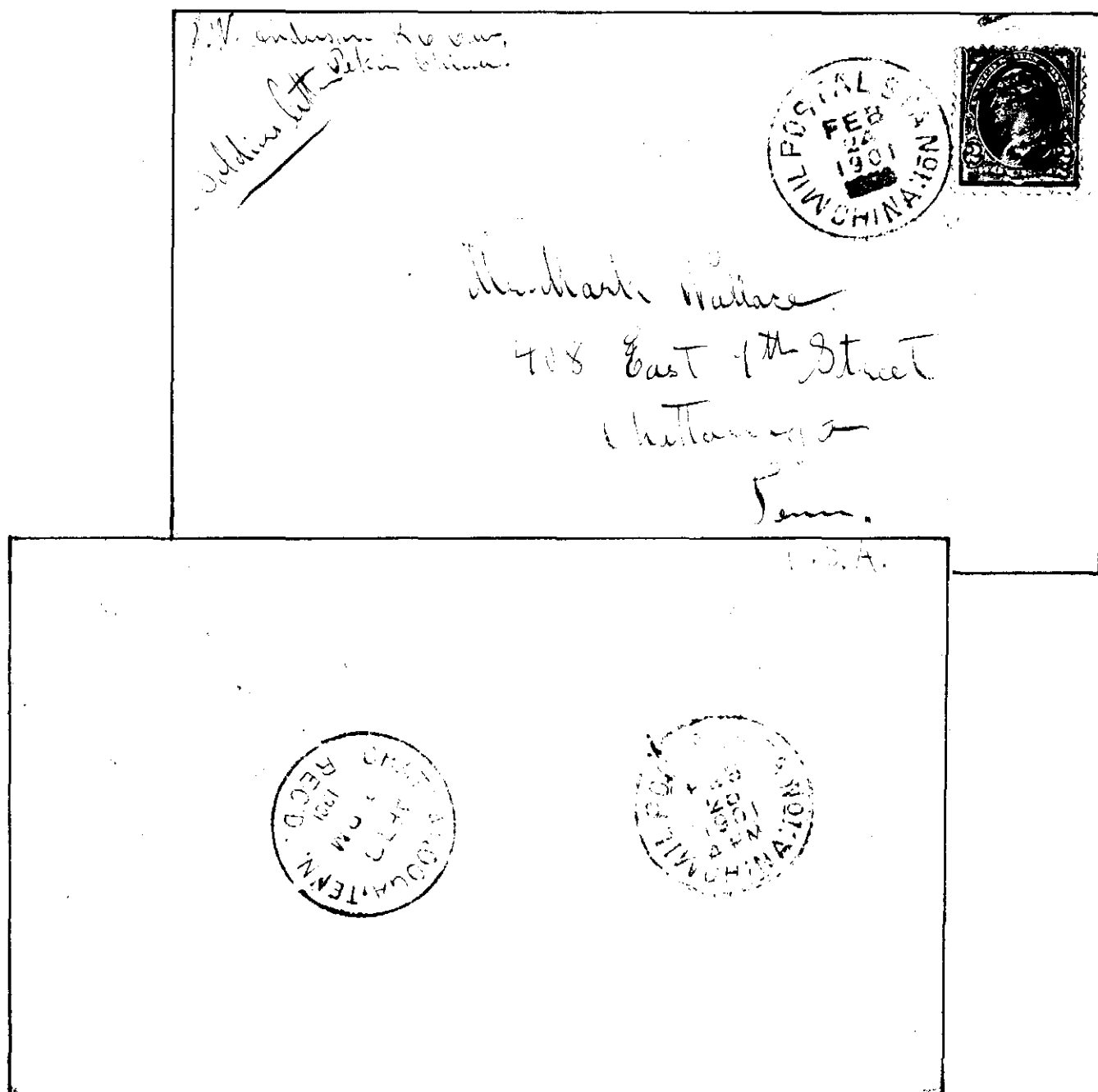


Figure 13. Soldier's mail sent from Peking's military postal station on February 24, 1901, and processed at Tientsen on Monday, February 25, 1901. U.S. soldiers' letters mailed from the Peking postal station on weekdays were processed at or near Tientsen on the following Monday.

Exact day-to-day activities at the China military stations are not known. But Figures 13 & 14 give some insight into the scheduled movements of mail from Peking to the coast.

The covers show what appears to be the same canceler used on the fronts and backs of both covers mailed from Peking in early 1901. The fronts of both covers show a

cancel in which the time slug has been deleted, while the backs show what seems to be the same cancel but with the time slug showing 4:00 PM. Both front cancels show different dates than their backstamps. For years, many students and collectors of Boxer Rebellion postal history assumed that the same canceler was used for both fronts and backstamps. But such is not the case. Two different

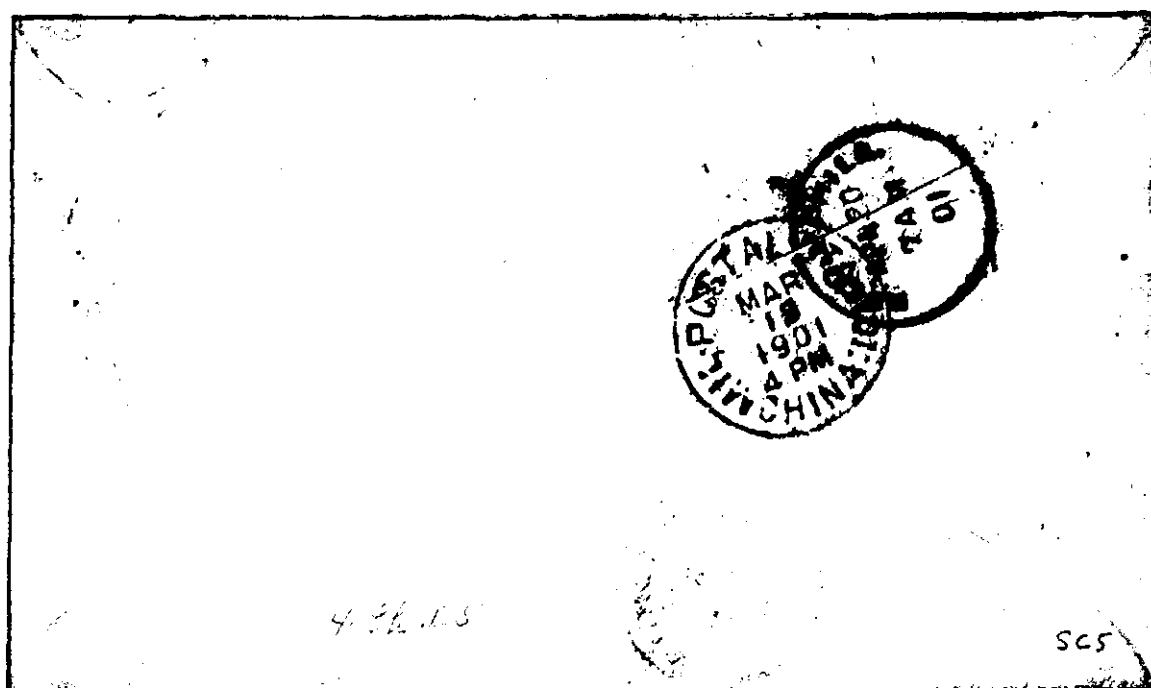
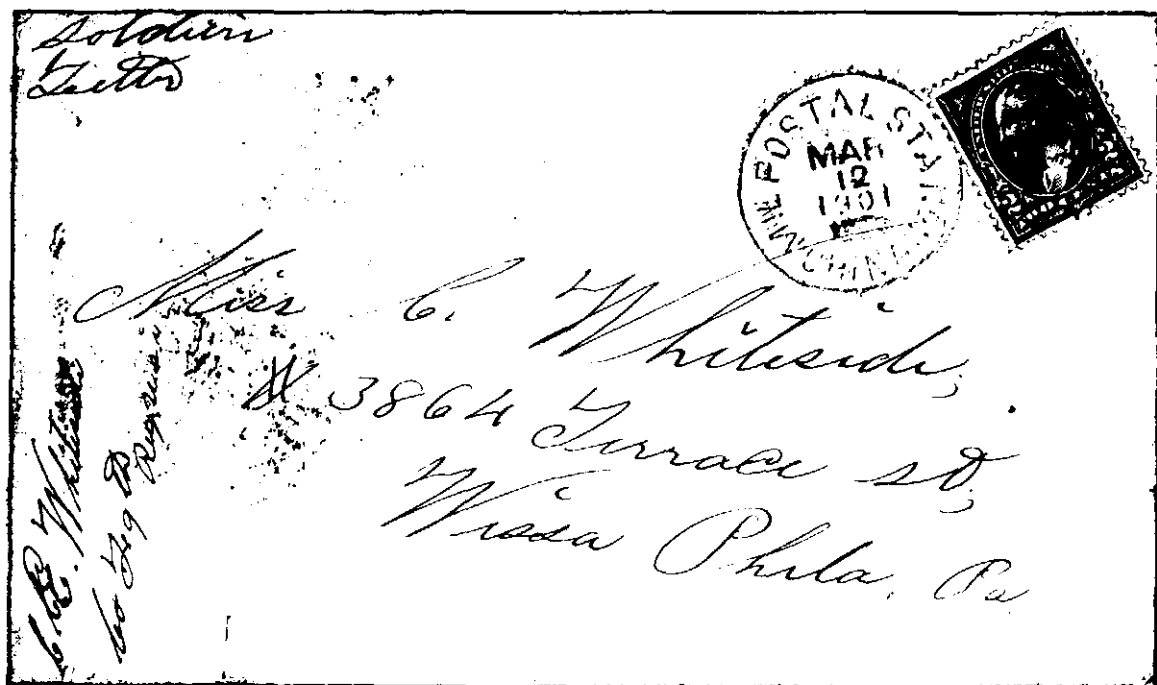


Figure 14. Example of a soldier's letter mailed at Peking on Tuesday, March 12, 1901, and processed for mailing on Monday, March 18, 1901. The canceler used on the back almost always shows 4:00 PM.

markings were used. One marking was used on the cover fronts with the time slug deleted, while a different canceler almost always showing 4:00 PM. is seen on the covers' backs.

Regardless when the letters were cancelled at Peking, they are always backstamped with a Monday date. The Figure 13 cover was postmarked on Sunday, February

24, 1901, and was backstamped Monday, February 25, 1901. The figure 14 cover was postmarked at Peking on Tuesday, March 12, 1901, and backstamped on Monday, March 18, 1901. All other covers seen postmarked at Peking from late 1900 through August, 1901 show Monday backstamp dates.

Figures 15 through 20 are rare examples of registered mail and money order business processed through American military postal stations in China. They are shown here courtesy of esteemed postal historian and China Relief Expedition specialist, Al Kugel.

American military postal stations in China were closed in August, 1901, when the last U.S. troops departed for the Philippines. Ironically, the last army unit to leave China had been the first to arrive: the 9th U.S. Infantry. One company of the 9th Infantry remained at

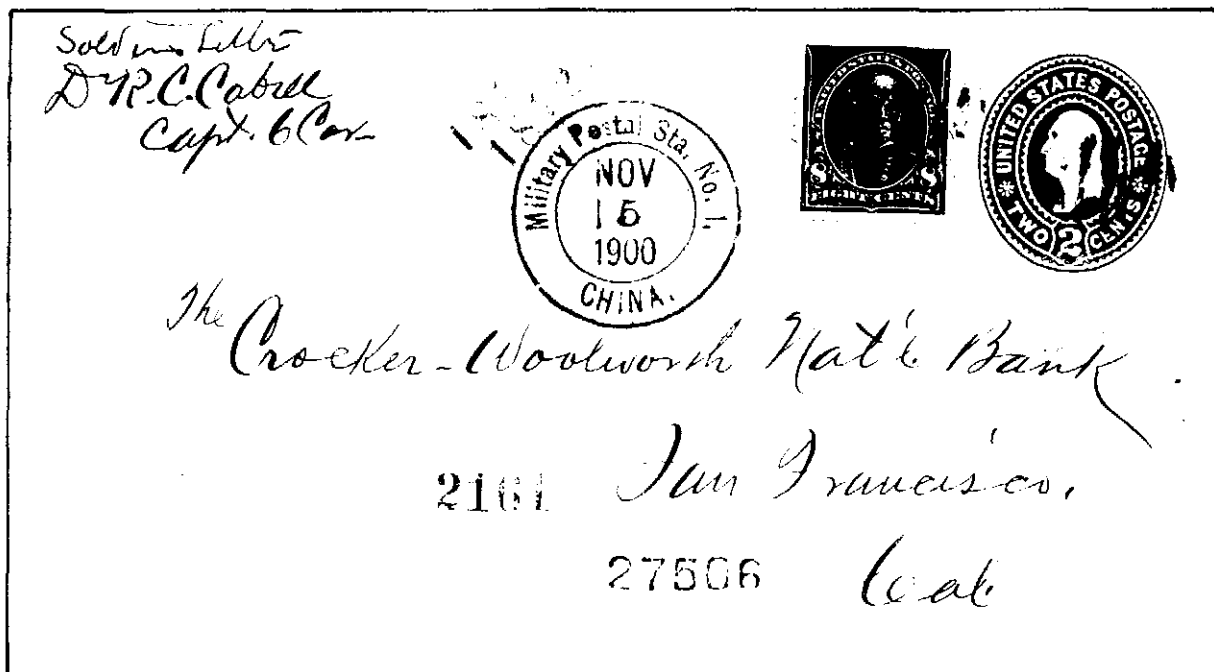


Figure 15. Registered cover mailed from U.S. military postal station showing a double-circle datestamp, which was intended for use on registered and parcel post mail. This canceler was used from October 27, 1900, through April 19, 1901. The rings of this postmark became increasingly irregular with use.

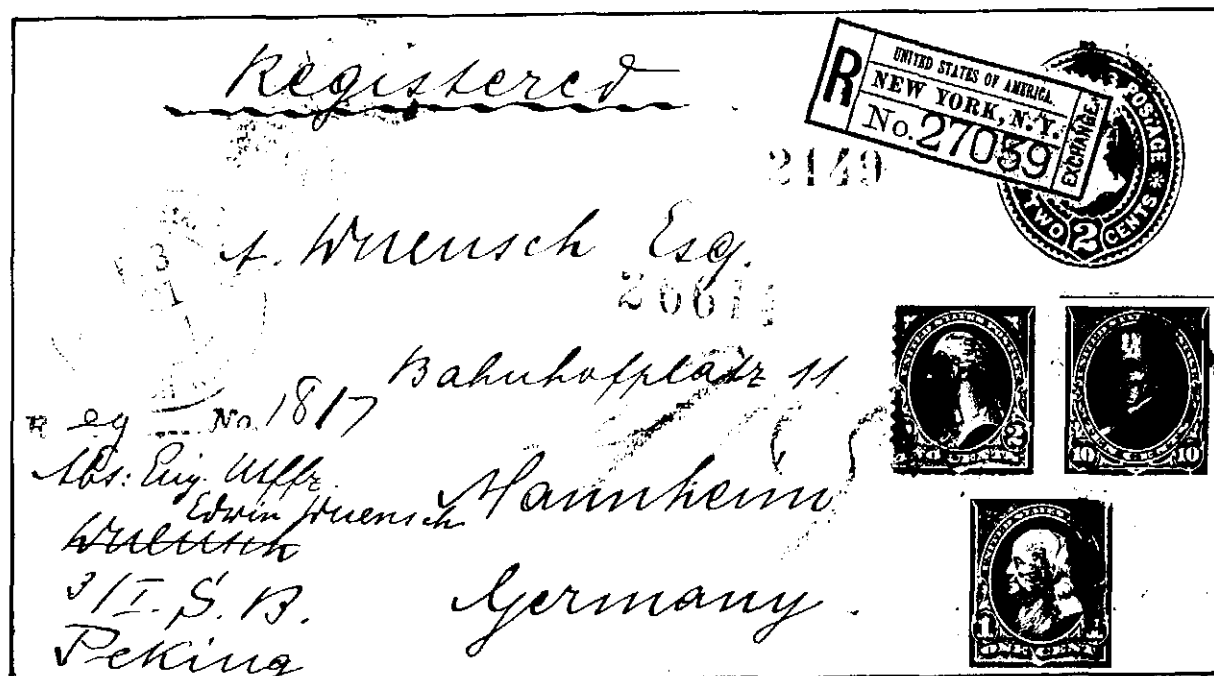


Figure 16. A second straightline "R.....No." handstamp, identical to the one used at Tientsen, was used at Peking. Each station had a separate numbering system and used different colored ink pads. The date of the first use of the Peking handstamp is not known. But most likely, it was used between January 5-10, 1901.

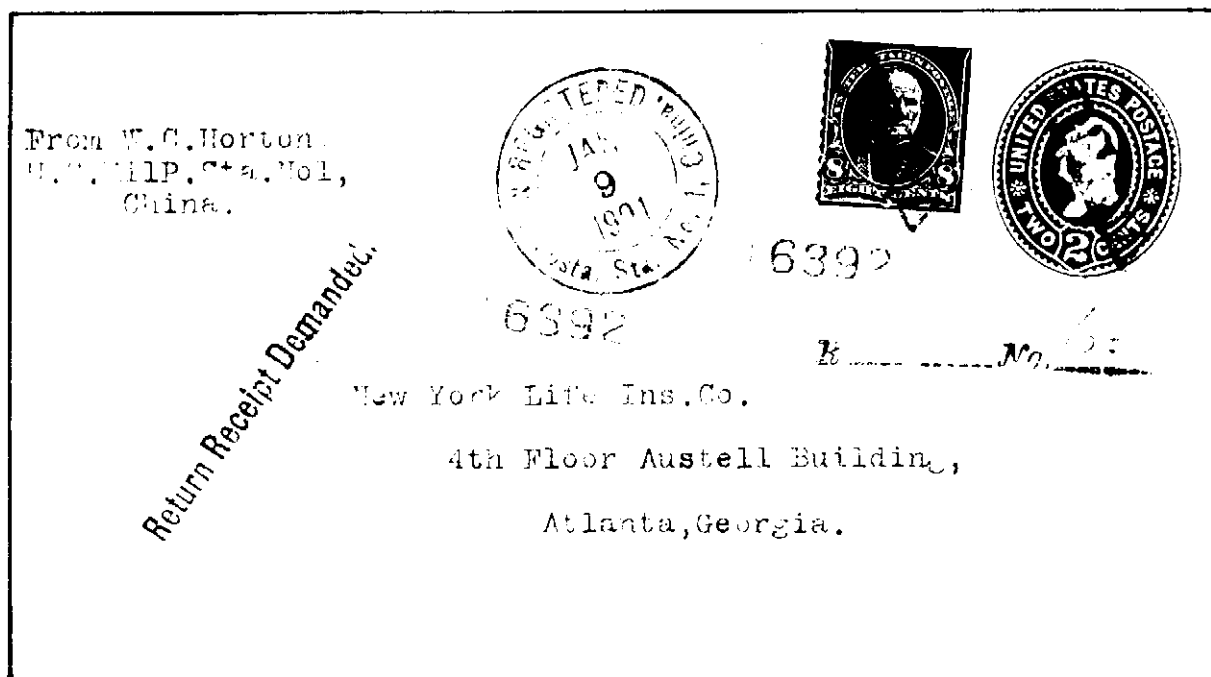


Figure 17. Registered cover processed through an American military postal station in China dated January 9, 1901, sent to Atlanta. Note the CHINA obliterator used to cancel the stamp and embossment. The CHINA canceler was first recorded on December 6, 1900, and was last seen in early May, 1901.

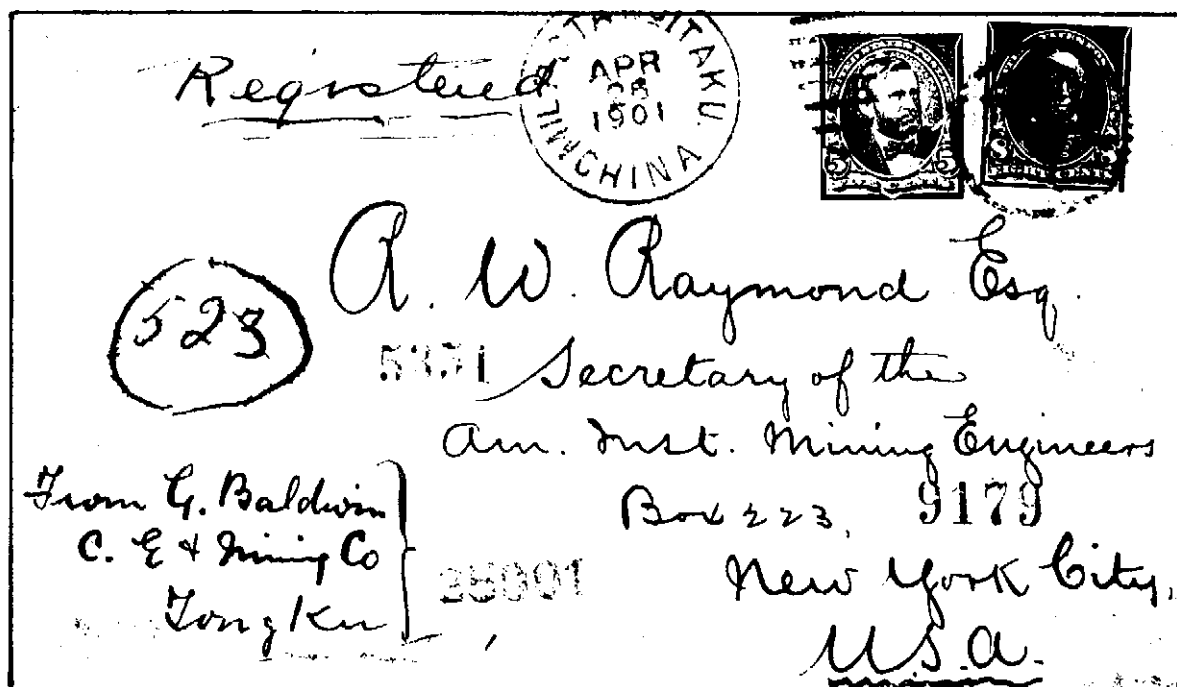


Figure 18. Registered letter mailed at the U.S. military postal station at Taku. Note the crude hand-carved "R" within the circle obliterator which cancels the 8-cent stamp. This is the only example of this cancel used on mail from China circa 1900-1901.

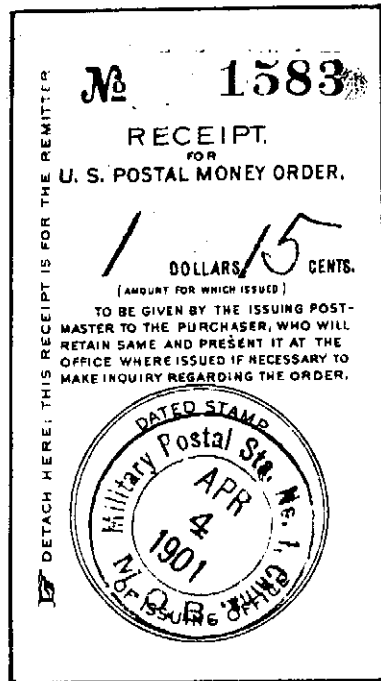


Figure 19. This is the only postal money order receipt seen which was issued at a U.S. military postal station while U.S. troops served in China from the summer of 1900 through the fall of 1901.

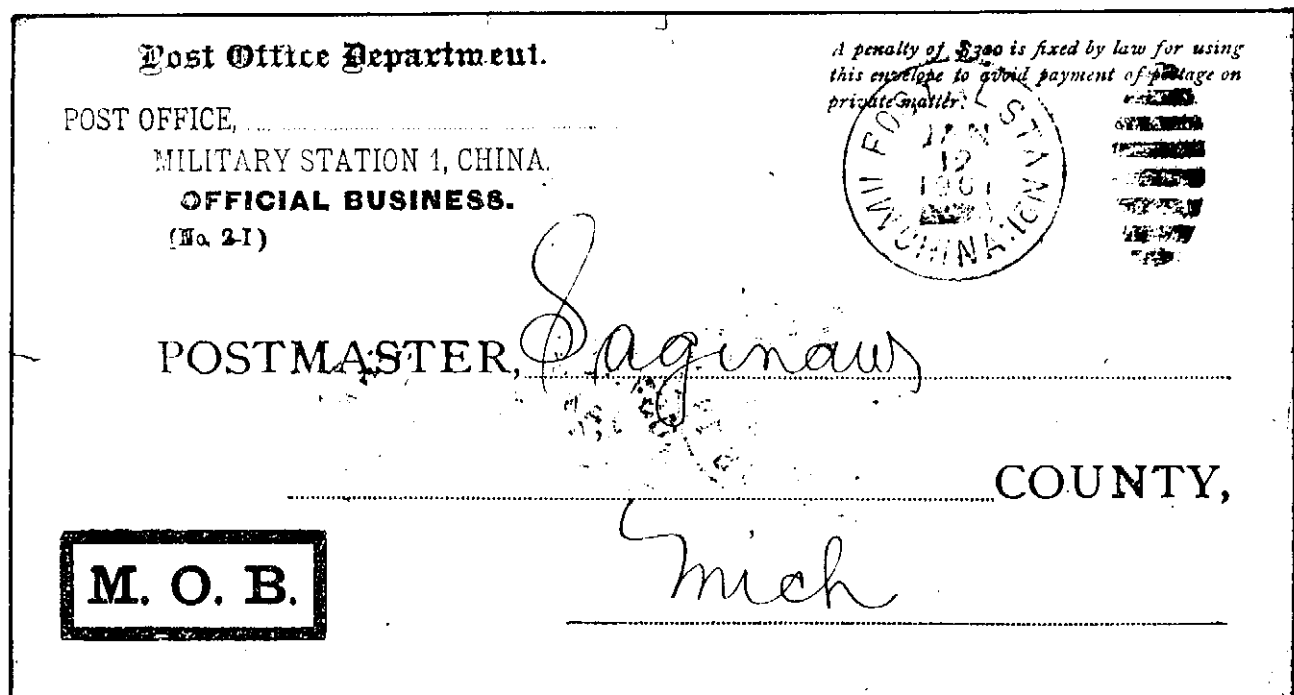


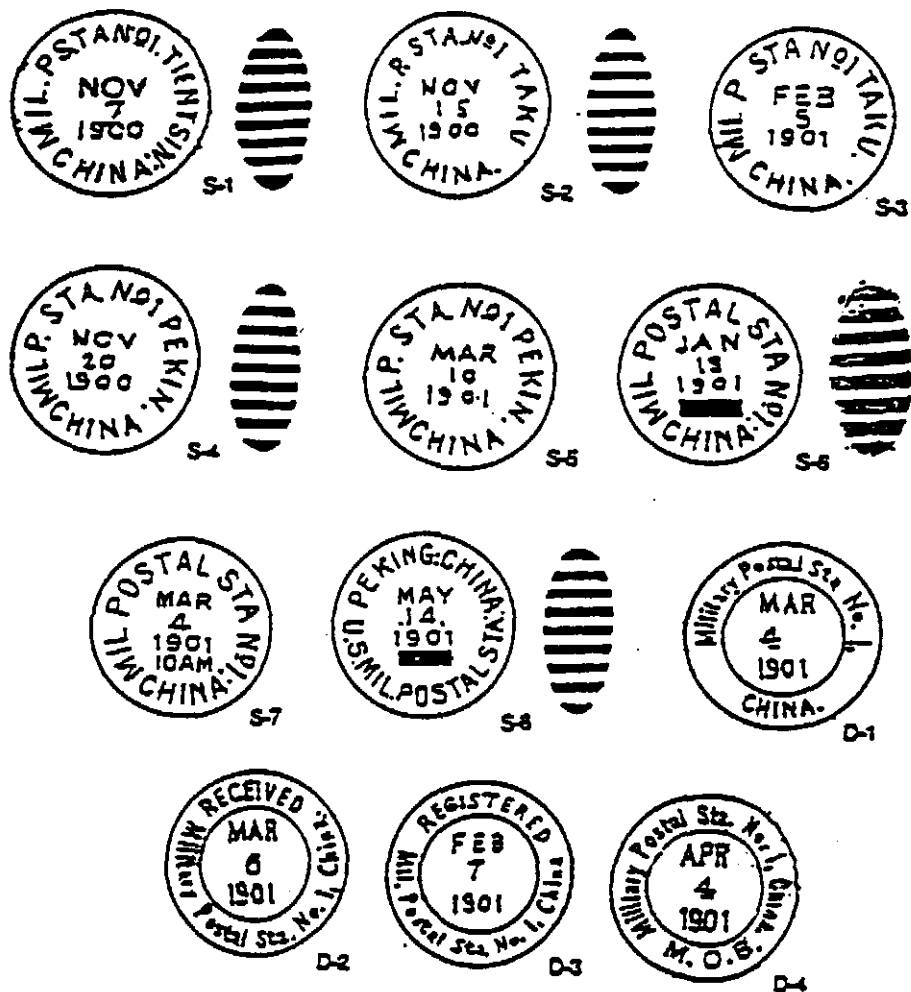
Figure 20. Official M.O.B. (Money Order Branch) cover likely mailed by a member of the U.S. postal staff on January 12, 1901, to Michigan.

Peking as consulate guards for several years before U.S. Marines took over that duty.

Henry Robinson left China with the 9th Infantry in 1901. He remained in the Philippines as assistant postal superintendent until 1903. Robinson played a major role in establishing the postal facility at Guantanamo, Cuba, and he later traveled to Alaska where he made recommendations for the Railway Mail Service's expansion.

Perhaps Robinson's brightest star was his service as mail superintendent for the U.S. Postal Agency at Vera Cruz, Mexico in 1914. He ended his overseas service career as the assistant postal superintendent for the American Expeditionary Forces in France during World War One. Robinson died in Atlanta in 1936.

Attachment 1
AMERICAN FORCES POSTAL MARKINGS



Return Receipt Demanded. 4th Class.

From Military Postal Sta. No. 1, China. DUE _____ CENTS

A-1 A-2 A-3 A-4 A-5

Attachment 2
AMERICAN POSTAL MARKINGS:
PERIODS OF USAGE

American Forces Postal Markings

Marking #	Single Circle:	Earliest Date	Latest Date
S-1	MPS No.1 TIEN(SIN) duplex	09/19/00	05/18/01
S-2	MPS No.1 TAKU duplex	09/23/00	05/13/01
S-3	MPS No.1 TAKU cds	10/23/00	03/01/01
S-4	MPS No.1 PEKIN duplex	09/30/00	11/28/00
S-5	MPS No.1 PEKIN cds	11/18/00	
S-6	MPS No.1 duplex (slug)*	10/27/00	08/15/01
S-7	MPS No.1 cds (time)**		
S-8	PEKING duplex (slug)	04/03/01	05/20/01
	Double Circle:		
D-1	MPS No.1 China*	10/27/00	04/19/01
D-2	RECEIVED**	10/31/00	04/26/01
D-3	REGISTERED**	11/24/00	07/02/01
D-4	M.O.B.	04/01/01	
	Auxiliary Markings:		
A-1	R.....No.....* **	01/04/01	07/02/01
A-2	Return Receipt Demanded**	01/09/01	
A-3	4th Class (for parcels)*	09/23/00	04/19/01
A-4	From Mil Postal Sta. No.1, China**	12/??/00	
A-5	**	09/20/00	

*Used in Peking **Used in Tienstin

Attachment 3
UNITED STATES ARMY TROOP DEPLOYMENT
NORTHERN CHINA: 1900 - 1901

Army Units Using Military Postal Stations

<u>Units</u>	<u>Comments</u>
6th U.S. Cavalry	Troops A B C D I K L M & HQ
9th U.S. Infantry	Entire Regiment
14th U.S. Infantry	Companies E F G H I K L M & HQ
15th U.S. Infantry	Companies A B C D & HQ
3rd U.S. Artillery	Batteries A D I O
5th U.S. Artillery	Light Battery F
<u>Other</u>	signal corpsmen, engineers and hospital corpsmen.

Disposition By Rank

191 Officers and 4,809 Enlisted Men

General Chafee was transferred to the Philippines in 1901, where he was promoted and given other command duties.

The 9th U.S. Infantry saw more combat in the Philippines. On the island of Samar in September, 1901, Company C of the 9th Infantry was surprised and massacred by Filipinos as they ate breakfast on a Sunday morning.

The 9th Infantry sailed for home in early 1902, having served overseas for three years.

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THE FIRST TRANSMOUNTAIN MAIL ROUTE CONTRACTS

PART VIII - THE DENVER CITY SPUR CONTRACTS

Route 15151, Julesburg to Denver City, July 1 to September 13, 1860
and
Route 15151a, Fort Kearney to Denver City, September 12, 1860 to June 30, 1861

by Daniel Y. Meschter

The Denver City spur was not strictly a transmountain route; but Denver City by 1860 was a population center between the Missouri and the California Sierras second only to Salt Lake City that could no longer be ignored by the Post Office Department. Nevertheless, the Buchanan Administration's support of the proslavery faction in Kansas and a democratic Congress so torn by divisive factions in the uneasy suspense pending the election of 1860 that virtually no action could be taken on matters involving popular sovereignty in the west prevented the extension of a contract mail route to Denver City until finally even a dissident Congress could no longer ignore public demands for mail service to the gold regions (See Meschter, Monograph 10, 1994 for a history of the discovery of gold in the Rocky Mountains and precontract mail service).

Congress at last passed "An Act to Establish Mail Routes in the Territory of Kansas" (Act of March 27, 1860, 12 Stat. 4) authorizing the Post Office Department to contract for mail services from "Denver City down the Platte River to Julesburg, 240 miles," and on four local routes radiating out from Denver City. It then took the unusual step of making a specific appropriation of \$26,160 to be "placed at the disposal of the Postmaster General for mail service on the new post routes in western Kansas, authorized by the Act of March twenty-seventh, eighteen hundred and sixty" (12 Stat. 16). In the meantime the P.O.D. had already published for proposals to carry the mail on Route 15151 from Denver City to Julesburg once a week from July 1, 1860 to June 30, 1862 (*Rocky Mountain News*, May 9, 1860; Meschter, Monograph 10, 1994, Appendix A).

Congress then went on to take jurisdiction over the contract-letting so that Schuyler Colfax's report of the bidding carried in the *Chicago Press and Tribune* of June 20th (reprinted in *Rocky Mountain News*, July 4, 1860) was headed, "House of Representatives, June 18." A surprising number of seventeen bids ranging down from \$19,000 by E.S. Alvord to \$800 by E.F. Bruce of St. Joseph (Appendix 22) were received. No other bid was for less than \$2,400. The contract was awarded to Bruce in conformance with the rule that required contracts to be awarded to the lowest bidder.

Bruce's bid was absurd by any standard even though Representative Colfax assured the public the contract was guaranteed by two reliable citizens of St. Joseph. And it was only the first of several problems. Another was that the contractor on the Salt Lake route, technically Luther R. Smoot of Leavenworth, trustee for Jones and Russell (Part Vd), although the route already was being operated by the Central Overland California and Pike's Peak Express Company, took the position the contract for Route 8911 was for carrying the Salt Lake mail exclusively and that he could not be compelled to drop off or pick up Denver City mail at Julesburg, presumably as long as the Denver City contract was held by somebody other than the C.O.C. & P.P. Meanwhile, the Denver mail was being carried triweekly as express by the C.O.C. & P.P. via St. Joseph.

At about the same time a St. Joseph correspondent pointed out that since the Salt Lake mail only ran semi-monthly, the weekly Julesburg to Denver City coach could do no better than bring in a mail twice a month although the contract for Route 15151 provided for weekly service (*Rocky Mountain News*, July 11, 1860).

All of these difficulties were quickly resolved.

Although the Postmaster General had ordered Hockaday to reduce service on Route 8911 from weekly to semi-monthly effective July 1, 1859, he agreed on January 23, 1860 to allow Hockaday's assignee (Smoot) to increase service to weekly at no additional cost to the government (Part Vd), so that the St. Joseph correspondent was in error when he asserted the Salt Lake mail only ran semimonthly.

The government apparently accepted Smoot's argument he could not be compelled to drop off or pick up Denver City mail at Julesburg when on July 24, 1860 the P.O.D. ordered service from St. Joseph to a new post office estab-

lished at Julesburg on May 29th to be improved to weekly or at least agreed to pay the Salt Lake contractor an additional \$25,535 per annum for service as far as Julesburg, making it a way station where Denver City mails could be exchanged weekly (Part Vd).

As far as the Bruce contract was concerned, Bruce's default became manifest within a matter of weeks. This gave the P.O.D. the option to invite bids rather than to having to repeat the advertisement process. The Post Office Department, however, took advantage of the opportunity to avoid the contractual problem raised by Smoot by extending the terminus of the route eastward to Fort Kearney to connect with contract routes from both St. Joseph and Omaha. Of the three bids considered for new Route 15151a from Denver City to Fort Kearney, Alvord's bid of \$15,000 was accepted on August 29 for the rest of the contract term at the rate of \$9,000 per annum from the commencement of service to November 30th and \$15,000 per annum thereafter.

THE CONTRACTOR

Nothing of E.F. Bruce is known in the records reviewed for this study and from his unrealistic bid it would appear he was neither an experienced stagecoachman nor mail contractor.

It is not known whether in entering bids for both Route No. 15151 and 15151a E.S. Alvord was bidding for himself on his own account, as General Superintendent for the Overland Mail Company, or as an officer and superintendent of the Western Stage Company. The last is the most likely.

Elijah Smead Alvord was a descendent of an early 17th century immigrant from the southwest of England where the Alvord family appears to have been representative of England's emerging middle class (Alvord, 1908). He was born in 1809 near Greenfield, Massachusetts. Little is known of his early life except the facts that his oldest uncle was an attorney and public official of some prominence and another was a hotel keeper while his father and two younger uncles were tradesmen suggest he grew up in a business environment. It was also significant that these last three brothers emigrated to Ohio in mid life, one to the northeast corner of the state, another to near Cleveland, and his father to Troy in the western end of the state close to the Columbus-Indianapolis turnpike, if not actually on it.

E.S. Alvord either accompanied his father west or joined him in Ohio possibly as early as 1832. He is said to have engaged in the livery business at Richmond on the Ohio line in 1834 and in Indianapolis in 1836 where he also was a money broker from 1839 to 1843. He maintained his permanent residence in Indianapolis for almost fifty years although business often took him away for protracted periods of time.

The sources are uncertain, but it is thought it was through his association with the livery business that Alvord entered the stage business in Indianapolis first as Reame and Alvord and then in partnership with the Voorhees brothers in the Ohio Stage Company from Columbus to Indianapolis. It apparently became the Western Stage Company when the line was extended westerly via Danville and across the Mississippi into

Iowa and southwesterly via Terra Haute to St. Louis and eventually across Iowa to Omaha and Missouri to St. Joseph. It also established a network of branch lines throughout Illinois, Missouri, and Iowa.

Alvord was general superintendent, vice president and ultimately president of the Western Stage Company for many years although, as it turned out, it was a business without a history. It was never incorporated nor did its owners ever draw up a formal partnership agreement. Alvord himself testified in a litigation years later that the company kept no books and that its business office was "in his hat."

Beginning from the time the first railroad reached Indianapolis in 1847, the Western Stage Company was hard put to keep ahead of the tracks. All that was left of the Company's empire when the Hannibal and St. Joseph Railroad was opened across Missouri in early 1859 were a few branch lines in Iowa and the remnant from Omaha to Fort Kearney that was extended to Denver City in 1860.

Although stagecoaching was the foundation of his personal fortune, Alvord also profited from real estate, retail stores managed by his older sons, and the Indianapolis street railway company after the Civil War. His eulogist in the *Indianapolis News* (March 12, 1894) described him as a high liver and a gentlemanly gambler who won consistently at cards.

With the decline of the Western Stage Company, Alvord accepted a position with the Butterfield Overland Mail Company in 1858 as its division superintendent in San Francisco (Conkling, 1947, v. 1. p. 127). He was appointed general superintendent in April 1860 (*Los Angeles Star*, May 5, 1860), all the while continuing his oversight of the Western Stage Company, and became the Overland Company's representative in San Francisco after the changeover to the Central Route.

The end of the Western Stage Company came about May 1, 1861 when Alvord sold the Denver mail contract and whatever was left of the company's assets to the Overland Mail Company (*Rocky Mountain News*, May 8, 1861). The effective date of this sale, under the circumstances, more likely was immediately rather than upon expiration of Western's contract on June 30th.

Alvord lost heavily when real estate values crashed in the late 1870's, but retained an interest in Wells Fargo & Company and spent several years in the California gold region as the part owner and manager of a gold mine there. He retired to northern Virginia in 1885 and then to Washington, D.C. where he died on March 10, 1894.

THE ROUTE

There was nothing new about the route. It followed the well-established California or Oregon Trail via numerous stage stations from Fort Kearney to Julesburg and then the road the Pike's Peak gold rushers pioneered along the right bank of the South Platte River from Julesburg to Denver City in the fall of 1858. The contract register page for Route 15151 lists only St. Vrain as an intermediate station while Route 15151a shows St. Vrain and Fort Lupton (post office established January 14, 1861) interlineated between Julesburg and Denver City.

OPERATIONS

When Bruce defaulted on his contract for Route 15151, the Post Office Department made a temporary arrangement with the C.O.C. & P.P. Express Company to carry the mail from Julesburg to Denver City pending execution of a new contract for Route 15151a. It is virtually certain, however, that the C.O.C. & P.P. exchanged the Denver mail with its Salt Lake coaches at Fort Kearney or perhaps even St. Joseph instead of at Julesburg.

The first U.S. mail arrived in Denver rather unexpectedly on Friday evening, July 27, 1860 when a C.O.C. & P.P. express coach arrived with two bags of mail. Another bag arrived the next Monday, July 30th. The *Rocky Mountain News* made no mention of any more U.S. mail received until Denver Postmaster W.P. McLure was swamped with 16 bags on Monday, August 20th. Nor did it mention any outgoing dispatches, but since the marginal note to Route 15151 of July 23, 1861 recognized the service of the C.O.C. & P.P. for carrying the mails once a week from July 1 to September 13, 1860 at the negotiated rate of \$9,000 per annum (Appendix 22), it can be assumed the C.O.C. & P.P. began carrying outgoing mails perhaps as early as late July after the Bruce default became certain and incoming mail with some regularity after August 20th through September 13th.

Alvord's bid of \$15,000 for Route 15151a was accepted on August 29, but the first the *Rocky Mountain News* (September 19, 1860) heard of it was when a representative of the Western Stage Company named

Hooker arrived in Denver to make arrangements for stocking the line from Denver City to Fort Kearney where it would connect with their existing line between Omaha and Fort Kearney. He told the *News* that Western would dispatch the first eastbound mail the next morning, September 20th, on a five and one-half day schedule to Omaha. For lack of better data, it has to be assumed that Western stocked and equipped the line and operated it for the nine and a half months its contract ran without, however, giving effect to the sale to Ben Holladay's Overland Stage Company. Nevertheless there remains a possibility that Western arranged with the C.O.C. & P.P. to actually carry the mail on its behalf and that it never stocked the line nor carried the mail itself. In any event, it is certain that C.O.C. & P.P. coaches continued to run between Denver City and Julesburg and probably on to Fort Kearney throughout the entire period of the Alvord contract.

The Alvord contract was unusual in that while Alvord's bid of \$15,000 was for service between Denver and Fort Kearney, the P.O.D. conditioned the contract on continuation of service between Denver and Julesburg at \$9,000 until November 30th and only then for service between Denver and Fort Kearney at \$15,000 per annum from December 1st to June 30, 1861. The separate reports from the postmasters at Denver City, Julesburg, and Fort Kearney, however, suggest that the service was through to Fort Kearney from its inauguration in September. Regardless of whether the mail was carried by Western Stage Company or C.O.C. & P.P. coaches, it would have been transferred at Fort Kearney to or from C.O.C. & P.P. coaches running between Salt Lake City and St. Joseph.

The report of the Denver City postmaster to the Post Office Department (Appendix 23) was that Alvord commenced service from Denver City on Thursday, September 13th, probably via C.O.C. & P.P. Express Company coach. A similar report from the Fort Kearney postmaster was that Alvord commenced service from there on September 12th while the Julesburg postmaster reported September 17th. Denver mail operations continued, apparently regularly, from then until the Postmaster General annulled the contract effective July 1, 1861.

The schedules of mail trips for Route 15151 and Route 15151a, as adjusted on February 9, 1861, are shown in Appendix 22 and 23, respectively.

CONTRACT ANNULMENT

The annulment of the contract for Route 15151a on May 21, 1861 is best understood by reference to the concurrent annulment of the contracts for Route 12801 and Route 8911.

By an Act approved on March 2, 1861 (12 Stat. 206), Congress directed that the contract for Route 12578 be modified to discontinue service on the Southern Overland or Butterfield Route and to provide for transportation of the entire letter mail through from St. Joseph to Placerville daily, which is to say six times a week, and delivery of the entire mail, including papers and documents, to Denver three times a week. The Overland Mail Company by William Dinsmore, its president, and E.S. Alvord, its superintendent accepted modification of its contract on March 12th in lieu of allowing the P.O.D. to annul and readvertisement it.

Since the contract for Route 12801 had another year to run to June 30, 1862 and the extended contract for Route 8911 was open-ended, both had to be abrogated before daily service on Route 10773 could begin on July

1st. Accordingly, service under the contract for Route 12801 was ordered discontinued on March 14th (Part VIIb) and Route 8911 on March 15th (Part Ve). The Denver City spur Route 15151a also had to be annulled because the Act of Congress specifically provided for triweekly service to Denver City as an integral part of Route 10773. The effective date of each of these three annulments was June 30, 1861

Unhappily, the C.O.C. & P.P. Express Company was the contractor for both Route 8911 from St. Joseph to Salt Lake City and Route 12801 from Salt Lake City to Placerville. Even though it would continue as the Overland Mail Company's subcontractor on the eastern division of Route 10773, loss of these contracts was a financial blow from which it never recovered.

ADDITIONAL REFERENCES

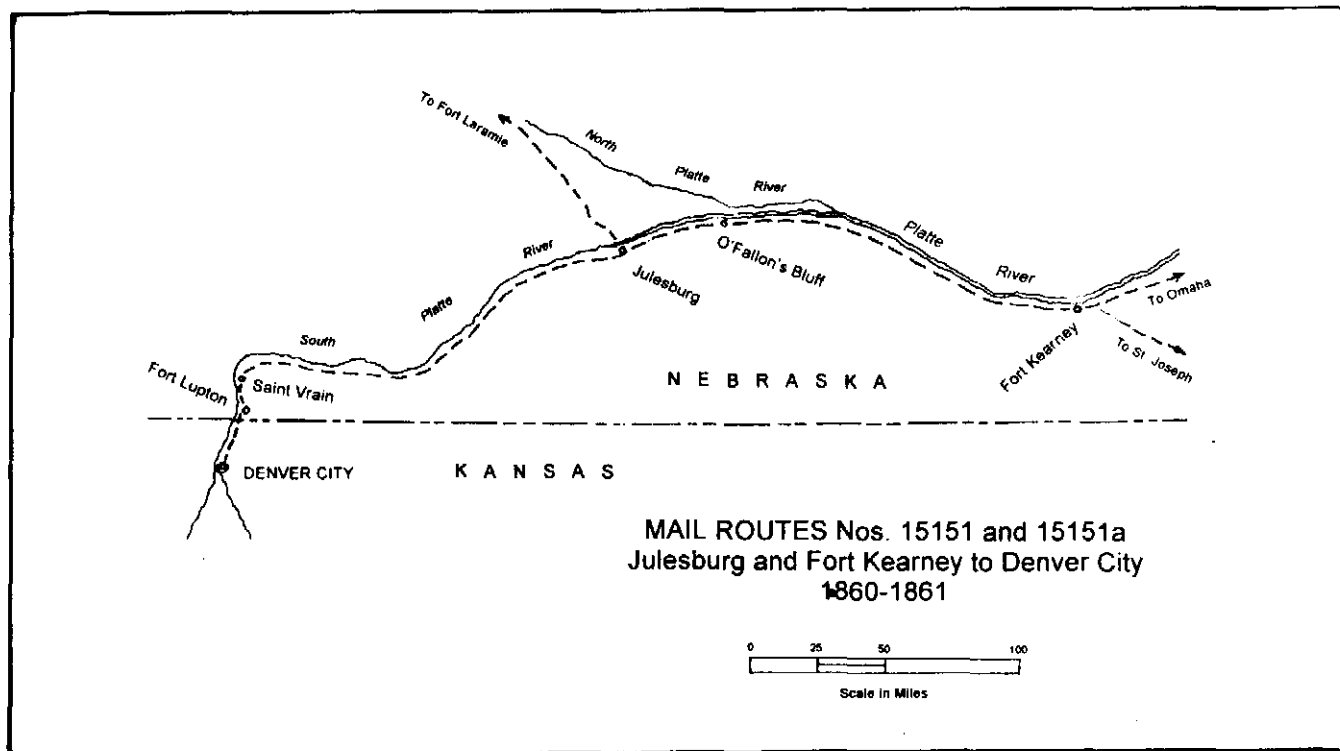
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APPENDIX 22- ROUTE 15151
(Contract Register 203, pp. 316-17)

KANSAS

15151

From	Julesburg		N. Ter.
up	(the South Platte)		
by	Saint Vrain		
to	Denver City	Arapahoe	Kan.

240 miles and back once a week

Leave Julesburg	Saturday at 6 A.M.
Arrive at Denver City	Tuesday by 6 P.M.
Leave Denver City	Wednesday at 6 A.M.
Arrive Julesburg	Saturday by 5 A.M.

E.S. Alvord	\$ 19,000	service to Ft. Kearney \$8.000 add.
Wm. Stewart	18,900	
I. Davis & Co.	18,000	
John E. Barrow	17,450	
Wm. H. Steffins	14,900	
Luther R. Smoot	14,750	
Wm. L. Hamilton & Jas. Thompson	12,000	
A. I. Blanchard	11,500	
Peter H. Smith	9,998	
B. H. Beanton	7,500	
W.P. Miller	4,700	
John S. Jones	4,200	
Clay Thompson	3,800	
Paul Deater	2,900	
Luke Benham	2,400	
Jos. S. Roberson	2,400	
E. F. Bruce	800	1860, June 16, Accepted

MARGINAL NOTE

1861, July 23 Recognize the service of the Cal. & Pikes Peak Express Co., B. M. Hughes, Presdt., St. Joseph, Mo. in conveying the mails 1 a.w. from 1 July to 13 September 1860 at the rate of \$9,000 a year, and refer to the Auditor to pay the same. Subject to fines and deductions and charge failing bidder, E. F. Bruce.

APPENDIX 23 - ROUTE 15151a
(Contract Register 203, pp. 438-9)

KANSAS

15151a

From	Fort Kearney	Clackimas	Neb.
	* O'Fallons Bluff ReEst Dec 11/60	Dis. April 9/62	"
by	Julesburg		"
	*Saint Vrain (order)		
	*Fort Lupton		"
to	Denver City	Arapahoe	Kan
	400 Miles and back, once a week		

Leave Fort Kearney ~~Monday~~ Sat. at 8 7 A.M.
 Arrive at Denver City ~~Sunday~~ Thurs. by 10 P.M. 6 A.M.
 Leave Denver City ~~Monday~~ Tues. at 8 6 A.M.
 Arrive at Fort Kearney ~~Sunday~~ Sat. by 10 P.M. 6 A.M. Sch. Adj. Feb. 9/61

Bids to omit Julesburg and run by proposed schedule will be considered

S. Stemmons	\$19,897
E. S. Alvord	15,000
Indianapolis, Indiana	

1860, August 29 Accepted, pay to be made at the rate of \$9,000 per annum from commencement of service to 30th. Nov. '60; from Julesburg to Denver City & from 1st. Dec. '60 at \$15,000 per annum from Ft. Kearney to Denver City for residue of time.

James R. Porter	3,200	Omit Julesburg
-----------------	-------	----------------

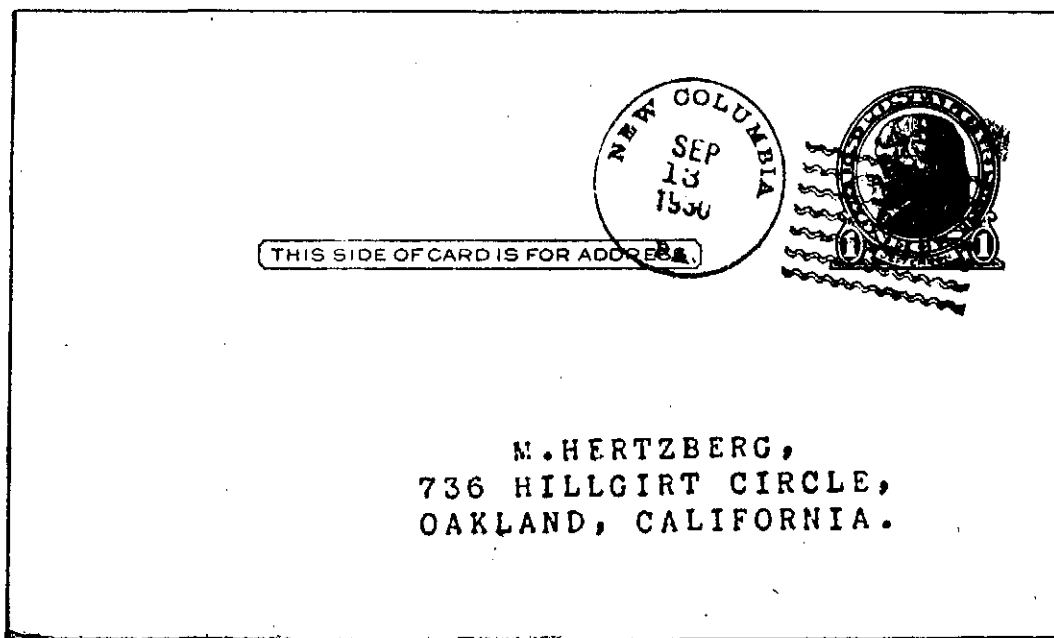
[Abbreviations used: * - interlineated]

MARGINAL NOTES

1860, October 6 Embrace Saint Vrain on this route between Julesburg and Denver City without change of pay.

1860, November 28 The Postmaster at Denver City, Kan. Ter. reports that E.S. Alvord commenced Service on 13th. September 1860. Postmaster Julesburg, Neb. Ter. reports that he commenced 17th. September 1860. The Postmaster at Fort Kearney, Neb. Ter. reports that he commenced at his office 12 September 1860.

1861, May 21 Discontinue the service and annul the contract from 1st. July 1861, and allow one months extra pay.



This postal card displays a Type I non-standard postmark device from New Columbia, Pennsylvania. Type I devices are characterized by wavy lines in the killer position of the design.

NON-STANDARD POSTMARKING & CANCELING DEVICES FROM 1900 TO DATE

Part 37 - Catalog Section - Type I

By Randy Stehle and Doug DeRoest

This installment presents the Type I (wavy bar killer) markings. We have recorded 62 different examples of this type from 52 post offices. This means that some of the offices used more than one Type I device. The champ is New Lebanon, OH, which four different handstamps of this design from 1923 to 1930. Alberton, MT, used three different devices from 1919 to 1934. There were also five offices that used two different Type I devices: Harrison, NE; New Columbia, PA; Newcomb, NY; Redford, MI; and Superior, MT. Of all these, the devices used at Newcomb, NY, are the most interesting. When the first device (I-380) was manufactured in 1918, the year date was part of the postmark. It occupied the bottom of the circular date stamp portion and was aligned with the circular outline. This worked fine for 1918, but presented a problem for succeeding years. The solution was to carve out the "1918" date and insert a normal date slug instead. I believe this is the first example I can recall of a non-standard postmark being altered for the purpose

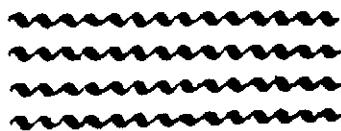
of extending its useful life. The altered device is shown as Type I-390.

Some of the devices that used braided killers appear to be from the same manufacturer. Specifically, the ones used at Decker, MI; Fairfax, IA; Goffs, CA; both the Harrison, NE devices; Karnak, IL; Oglethorpe University, GA; and Slater, IA are very similar in design. Other examples are strongly reminiscent of other types of canceling devices. For example, Fallbridge, WA resembles a roller cancel, while Percy, IA looks a bit like a mailer's permit.

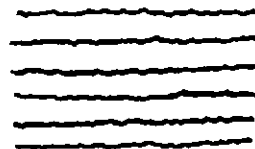
The number of reported non-standards now stands at 3,842, which is an increase of only 32 over six months ago. This represents an addition of about five new devices each month, which is as slow a rate of new reports as we have ever seen. Please send any new discoveries and date extensions to Randy Stehle, 16 Iris Court, San Mateo, CA 94401. Next time we shall show all the Type J (pseudo slogan) and all the Type K (straight-line with an integral killer) non-standard devices.



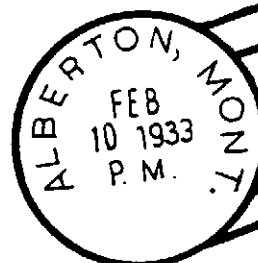
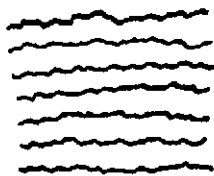
I- 10



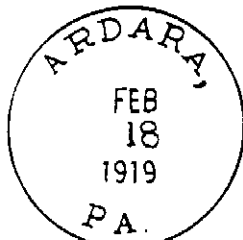
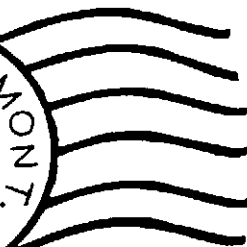
I- 20



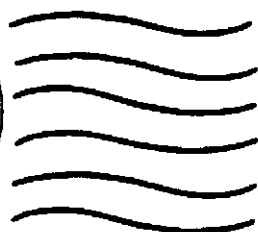
I- 30



I- 40



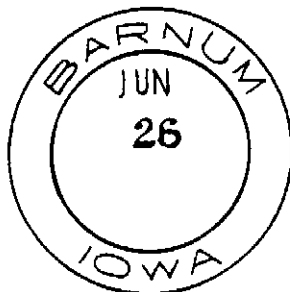
I- 50



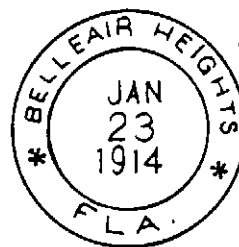
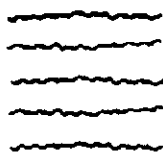
I- 60



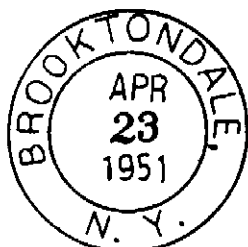
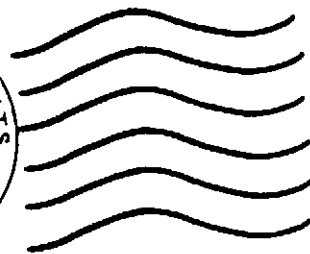
I- 70



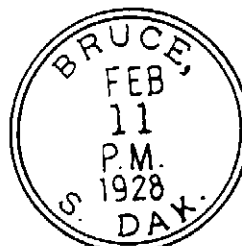
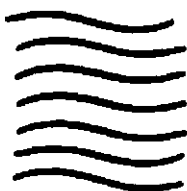
I- 80



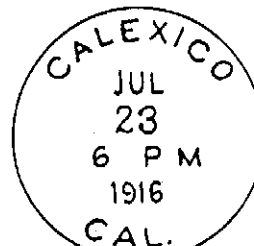
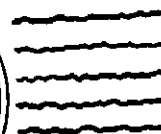
I- 90



I- 100



I- 110



I- 120

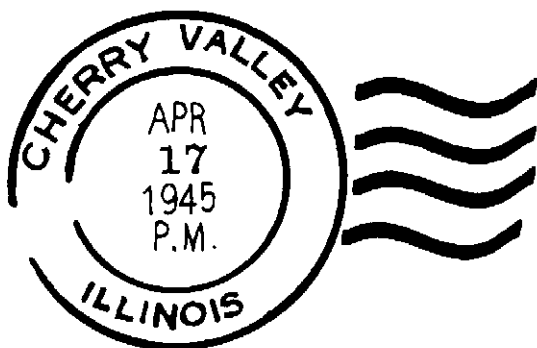


I- 130

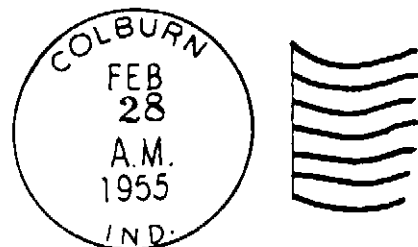


TYPE I NON-STANDARD POSTMARKING & CANCELING DEVICES

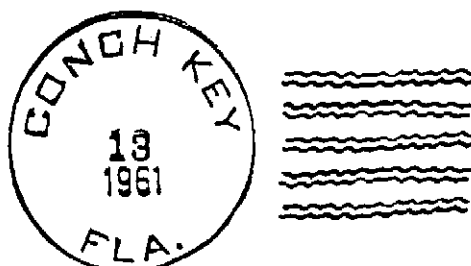
CODE	TOWN	STATE	DATES	EKU	LKU	PMRK	KLR	ST N
I- 10	A.M.F. HOUSTON	TX		11 OCT 1947	10 FEB 1949	30.5	15(4)	1
I- 20	ALBERTON	MT	1909-	26 NOV 1919		26.5x23.5	17(6)	2 1
I- 30	ALBERTON	MT	1909-	09 JUL 1923	03 OCT 1925	28x26	16(6)	2
I- 40	ALBERTON	MT	1909-	12 AUG 1931	29 DEC 1934	31.5	26(6)	2
I- 50	ARDARA	PA	1907-	24 APR 1918	18 FEB 1919	31	20(6)	2 1
I- 60	ATASCADERO	CA	1914-	20 SEP 1910	14 OCT 1910	30x28.5x19.5	15(6)	2 2
I- 70	BACONE	OK	1888-1976	02 APR 1948	27 AUG 1951	31	18(4)	2 1
I- 80	BARNUM	IA	1874-	26 JUN 193X	03 SEP 193X	36x26	16(5)	2
I- 90	BELLEAIR HEIGHTS	FL	1912/1933	23 JAN 1914	01 FEB 1916	30	26(6)	2
I- 100	BROOKTONDALE	NY	1926-	25 OCT 1946	22 DEC 1954	31x20	20(7)	2
I- 110	BRUCE	SD	1883-	20 DEC 1923	08 FEB 1943	31x29.5	16(5)	2
I- 120	CALEXICO	CA	1902-	20 JUL 1916	09 AUG 1916	33	13(3)	3 3
I- 130	CASSELLS	CO	1899-1929	03 AUG 1909	03 MAY 1910	28	17(5)	3
I- 140	CHERRY VALLEY	IL	1849-	17 APR 1945		42x36	19(4)	2
I- 150	COLBURN	IN	1863-1988	28 FEB 1955		32	19(7)	2
I- 160	CONCH KEY	FL	1961-1962	23 MAY 1961	13 NOV 1961	32	18.5(10)	2
I- 170	CUT-N-SHOOT	TX	1958-	05 NOV 1991	11 SEP 1992	33	14(6)	2
I- 180	DECKER	MI	1914-	20 SEP 1918	13 MAR 1920	34	17(5)	2
I- 190	FAIRFAX	IA	1863-	23 MAY 1918	02 MAR 1920	32	20(4)	2
I- 200	FALLBRIDGE	WA	1911-1926	10 SEP 1924	08 AUG 1925	31	29(6)	3
I- 210	FED. RESERVE STA.	GA		27 JUN 1929	27 OCT 1931	30x28	18(5)	2
I- 220	FREMONT	MN	1876-1910	25 MAR 1908	09 MAY 1910	24	16(5)	3
I- 230	GOFFS	CA	1893/1932	15 APR 1917	27 APR 1921	32	20(5)	3
I- 240	HARBERT	MI	1889-	16 AUG 1929	14 OCT 1943	24.5	16(5)	2



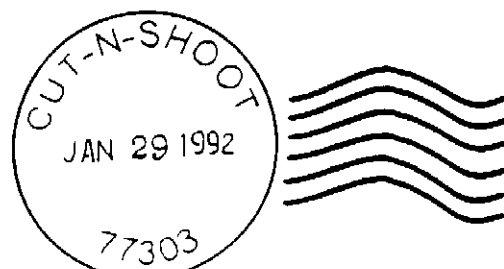
I- 140



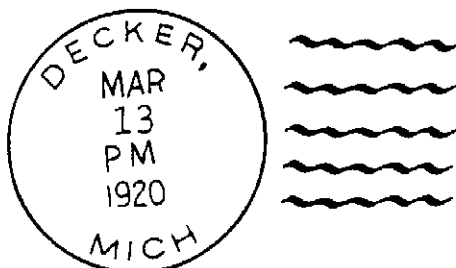
I- 150



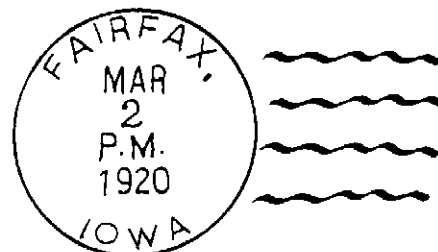
I- 160



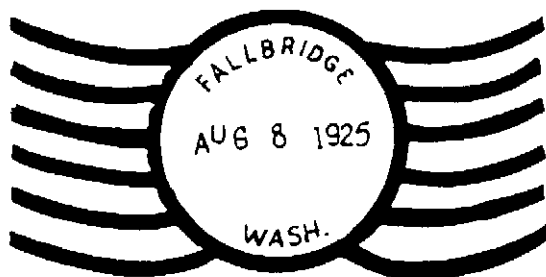
I- 170



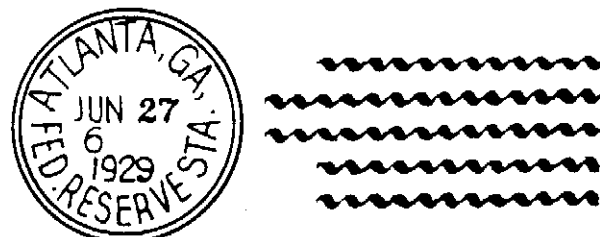
I- 180



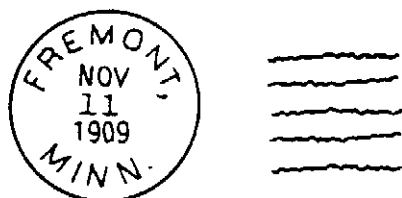
I- 190



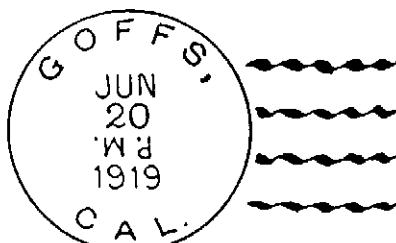
I- 200



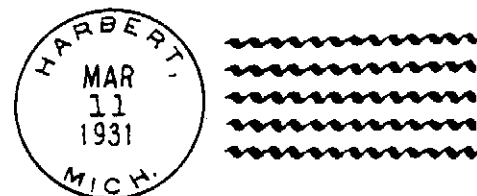
I- 210



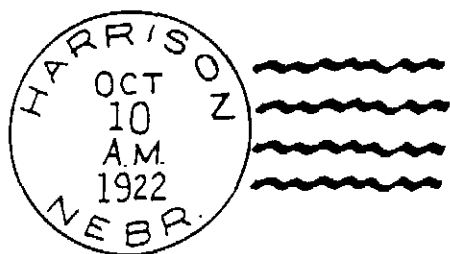
I- 220



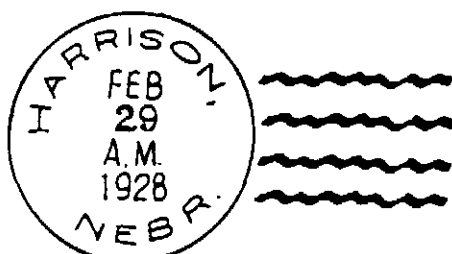
I- 230



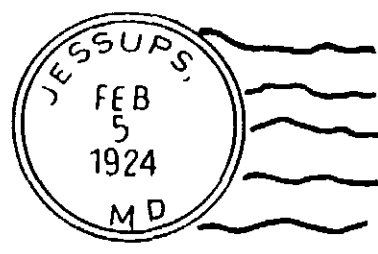
I- 240



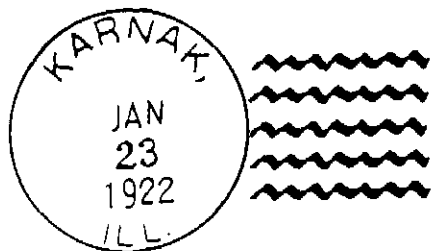
I- 250



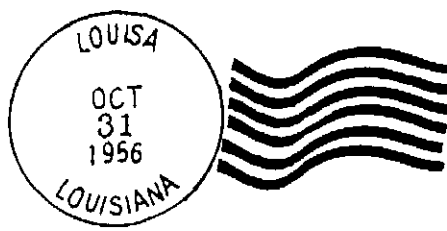
I- 260



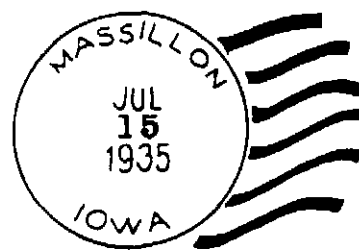
I- 270



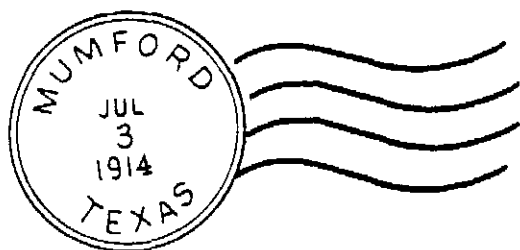
I- 280



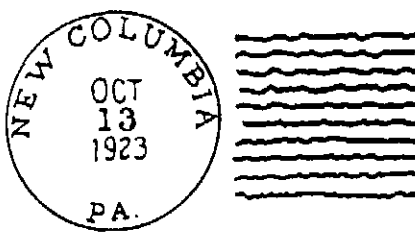
I- 290



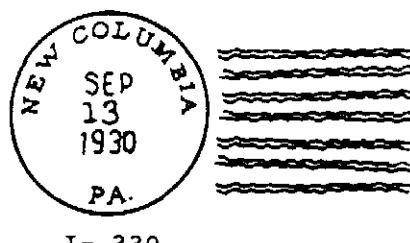
I- 300



I- 310



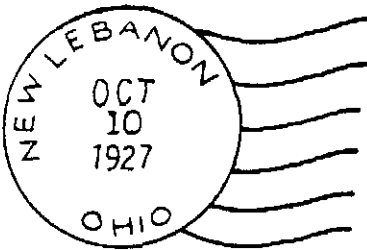
I- 320



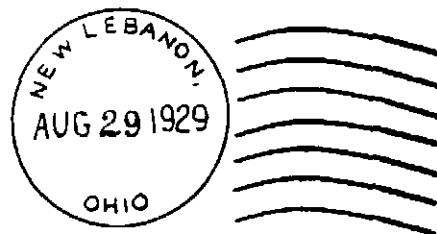
I- 330



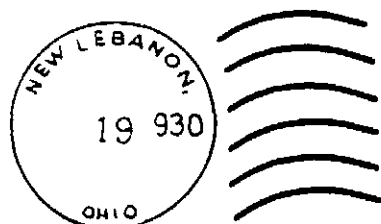
I- 340



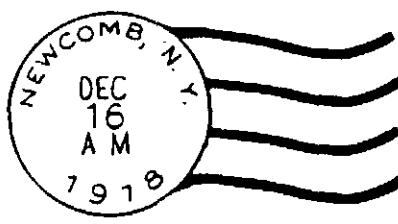
I- 350



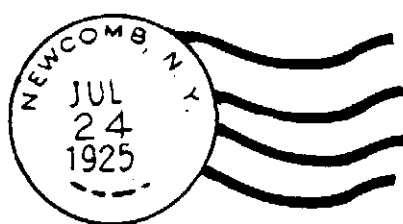
I- 360



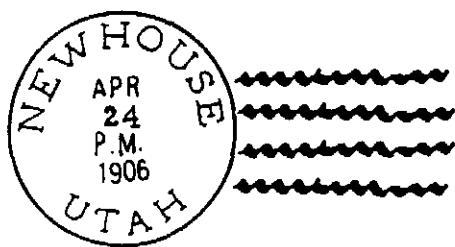
I- 370



I- 380



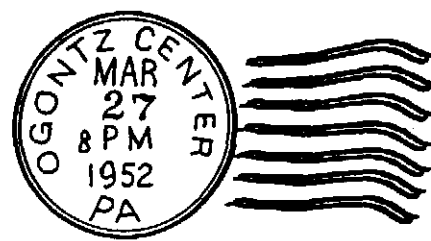
I- 390



I- 400



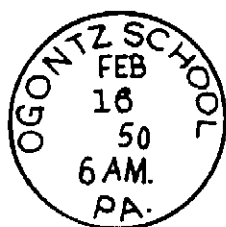
I- 410



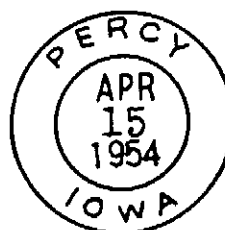
I- 420

TYPE I NON-STANDARD POSTMARKING & CANCELING DEVICES

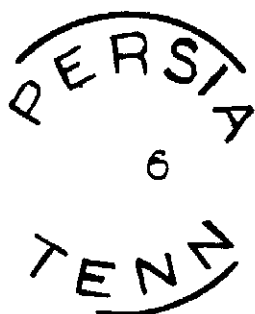
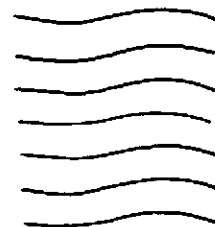
CODE	TOWN	STATE	DATES	EKU	LKU	PMRK	KLR	S/I	N
I- 250	HARRISON	NE	1886-	10 OCT 1922	1928	30.5	17(4)	2	
I- 260	HARRISON	NE	1886-	29 FEB 1928	28 NOV 1930	32	16(4)	2	
I- 270	JESSUPS	MD	1889/1963	05 FEB 1924		30.5x28.5	34(5)	2	
I- 280	KARNAK	IL	1905-	23 JAN 1922		30	19(5)	2	
I- 290	LOUISA	LA	1885-1972	31 OCT 1956	10 JAN 1957	28	14(6)	2	
I- 300	MASSILLON	IA	1854/1958	15 JUL 1935	17 DEC 1938	30.5	38(6)	2	4
I- 310	MUMFORD	TX	1878-	03 JUL 1914		32x29	15(4)	2	1
I- 320	NEW COLUMBIA	PA	1826-	13 OCT 1923	18 AUG 1926	28.5	21(10)	2	1
I- 330	NEW COLUMBIA	PA	1826-	09 SEP 1930	26 APR 1937	25.5	18(7)	2	4
I- 340	NEW LEBANON	OH	1849-	26 MAY 1923	03 DEC 1924	33	28(6)	2	
I- 350	NEW LEBANON	OH	1849-	10 OCT 1927		32	25(6)	2	
I- 360	NEW LEBANON	OH	1849-	14 NOV 192X	29 AUG 1929	29	22(7)	2	
I- 370	NEW LEBANON	OH	1849-	01 OCT 1930	19 DEC 1930	28	19(6)	2	
I- 380	NEWCOMB	NY	1863-	15 FEB 1918	16 DEC 1918	28	19(4)	2	1
I- 390	NEWCOMB	NY	1863-	10 NOV 1923	24 JUL 1925	28	19(4)	2	
I- 400	NEWHOUSE	UT	1904-1929	24 APR 1906	04 JAN 1908	31	15(4)	3	
I- 410	OGLETHORPE UNIV.	GA	1916-1956	03 MAY 1918		32	18(5)	2	
I- 420	OGONTZ CENTER	PA	1951-1962	27 MAR 1952		28.5x26.5	20(7)	2	1
I- 430	OGONTZ SCHOOL	PA	1888-1951	16 FEB 1950	31 MAY 1951	29	20(7)	2	4
I- 440	PERCY	IA	1882-1954	15 APR 1954		29x18	26(7)	2	
I- 450	PERSIA	TN	1868-1967	193X		38	19(4)	2	
I- 460	REDFORD	MI	1906-1924	25 APR 1910	08 JAN 1916	31	14(5)	3	4
I- 470	REDFORD	MI	1906-1924	03 NOV 1917	01 APR 1920	31	14(5)	3	
I- 480	ROOSEVELTOWN	NY	1933-	01 NOV 1933	09 NOV 1936	31	14(4)	2	4
I- 490	SLATER	IA	1887-	30 AUG 1917	14 NOV 1918	32	18(5)	2	
I- 500	SO. LANCASTER	MA	1853-	DEC 1911	23 1914	28	18(4)	2	
I- 510	SOLDIER	IA	1871-	12 DEC 1984		37x35	17(4)	2	
I- 520	ST. MARTIN	MN	1891/-	16 AUG 1948		31x21	21	2	1
I- 530	SUMNER	WA	1875-	28 APR 1910	05 AUG 1913	32	18(5)	2	



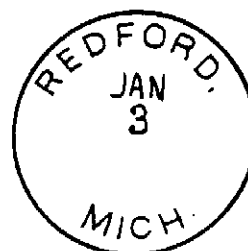
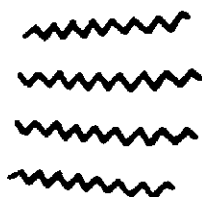
I- 430



I- 440



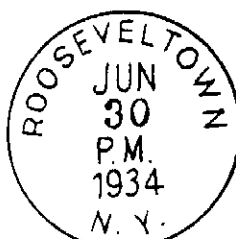
I- 450



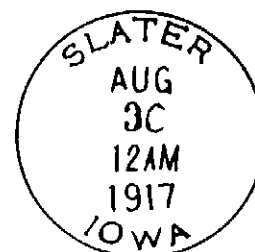
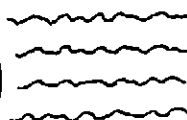
I- 460



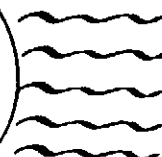
I- 470



I- 480



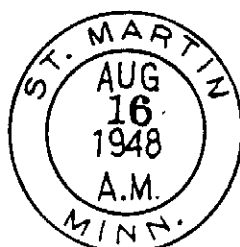
I- 490



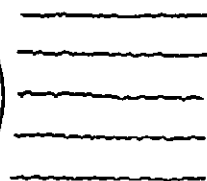
I- 500



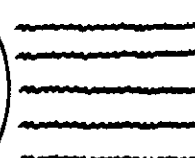
I- 510



I- 520



I- 530

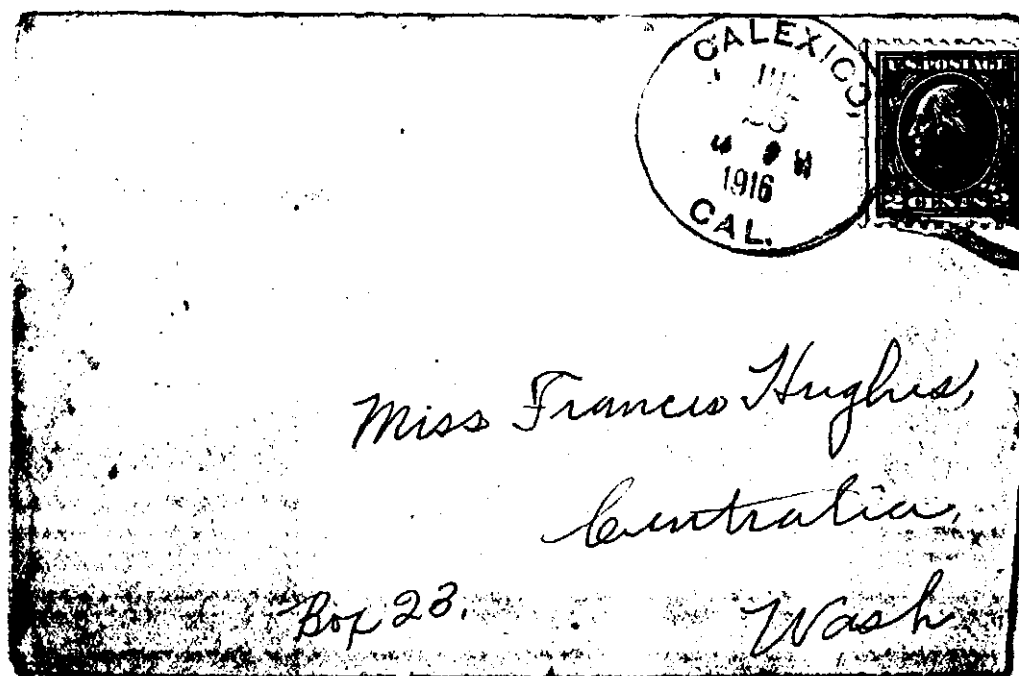


TYPE I NON-STANDARD POSTMARKING & CANCELING DEVICES

CODE	TOWN	STATE	DATES	EKU	LKU	PMRK	KLR	S/N
I- 540	SUPERIOR	MT	1871-	19 JUN 1923	03 JUL 1925	32	19(5)	2
I- 550	SUPERIOR	MT	1871-	25 FEB 1929	06 APR 1938	31.5	18(4)	2
I- 560	SURF	CA	1897-1957	06 JUN 1902		29	17(5)	3
I- 570	VANDALIA	OH	1843-	12 MAY 1920		44x42/27x25	30(9)	2 1
I- 580	VINCENT	OH	1857-	21 DEC 1927	15 MAY 1931	34	22(4)	2
I- 590	VULTEE FIELD	CA	1942-1947	09 OCT 1943	14 NOV 1944	28	18(7)	3
I- 600	WABANINGO	MI	1897-1938	22 AUG 192X		31	19(4)	3
I- 610	WAUCONDA	IL	1849-	28 JUL 1903		27	20(6)	2
I- 620	WILKINSONVILLE	MA	1827-1989	11 AUG 1915	10 APR 1916	32	18(4)	2 1

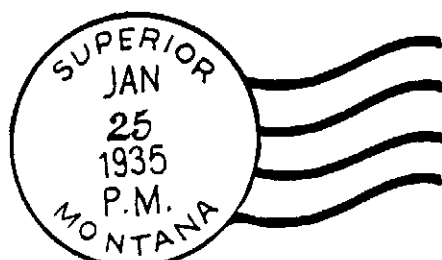
NOTES

- 1 EARLIEST KNOWN ON PIECE
- 2 USED DURING MILITARY PERIOD. OPERATING DATES UNKNOWN.
- 3 USED AT MILITARY STA. - OPEN 13 JUL 1916 TO 31 JUL 1917.
- 4 LATEST KNOWN ON PIECE

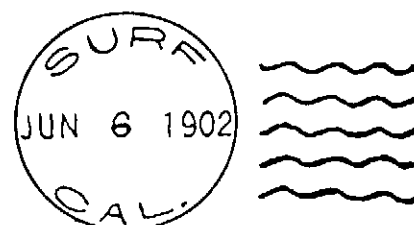




I- 540



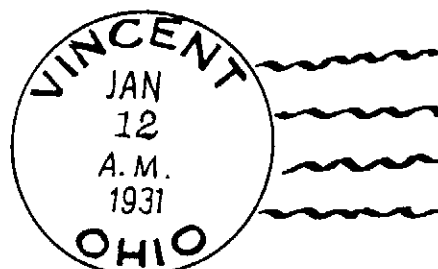
I- 550



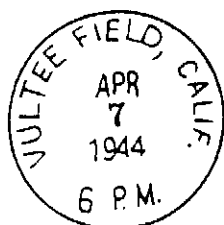
I- 560



I- 570



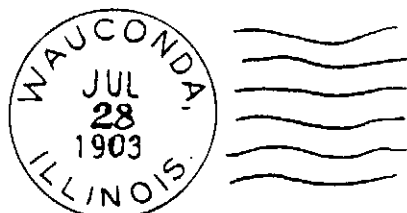
I- 580



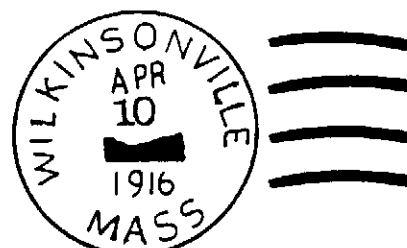
I- 590



I- 600



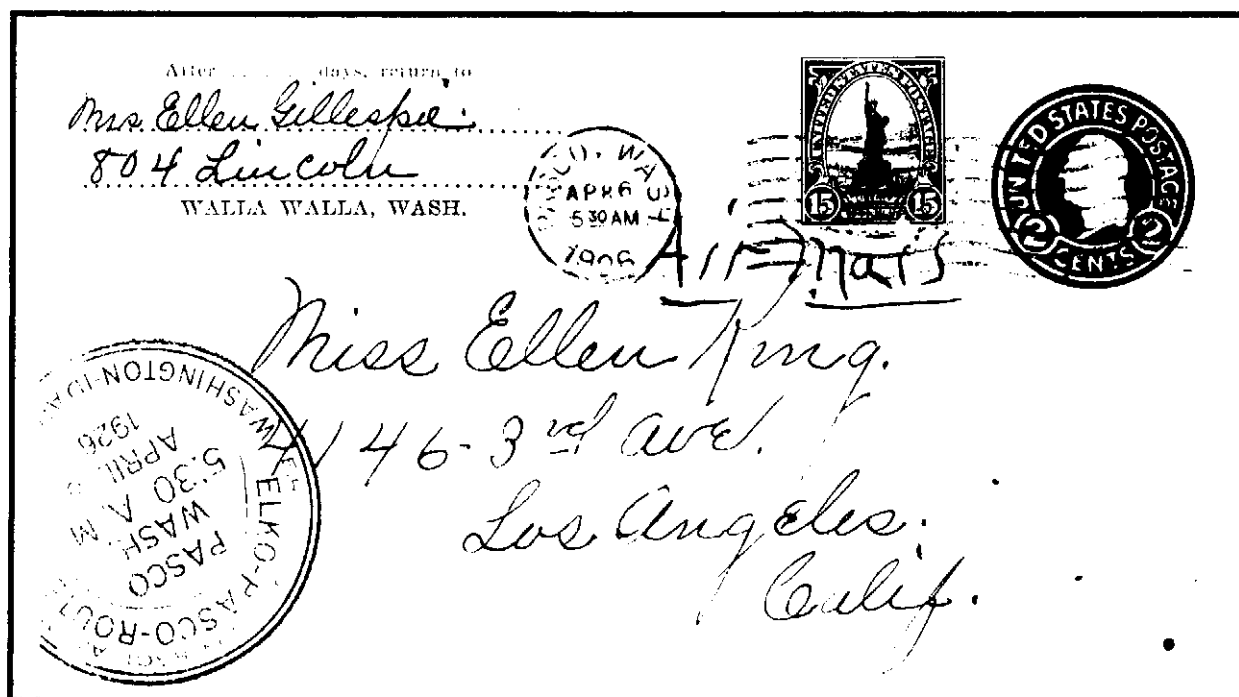
I- 610



I- 620

Dear Little Ellen:

By Robert G. Munshower



With all of the philatelic flight covers we encounter it is refreshing to come across an early first flight cacheted cover sent from one non-collector to another. Although some early air mail items seem to be non-philatelic in nature, one can almost bet they were mailed by those with a keen interest in aviation, and were very aware of what was about to occur (a first flight, air show etc.) making them nearly as contrived as a prepared cover sent by a collector.

The above item seems all the more charming due to its entirely non-philatelic content, and perhaps, intent:

"Dear Little Ellen:

Mammy rec'd your nice letter yesterday and you may be sure I was very glad to hear from you. I wish I were there to spend Easter with you, but Bob says he will be home by the 15th so I will likely be here for the summer. Grandma is not so very well, so I expect it will be best for me to be near for awhile, even if I am in Pasco, it don't take but two hours to get over here if they should want me.

The fruit trees are in bloom now and the leaves are coming out on the other trees so I guess spring is here. Now honey this will be a souvenir letter as it will leave Pasco at 6:AM April 6 by the first Air Mail of the North West. Should I send one to Sonny too? Words of love to all of you as always."

It is not too difficult to imagine Mrs. Gillespie stopping by the Walla Walla, Washington Post Office to purchase some stamps and then be told by the window clerk that the very first contract air mail flight would be passing through Walla Walla enroute to Pasco. Surely she was intrigued enough to post a letter or two via this strange new communications phenomenon that was about to encircle the globe. Charming too, is the fact that Mrs. Gillespie did not realize that by the time she would have received an answer from Ellen as to whether she should send one to Sonny, it would be far too late and the "First Air Mail of the North West" would be history. Since the backflap is ripped off and torn open very roughly in several places, it seems that "Little Ellen" was not an early air mail cover collector either!

It would seem that the lack of a Walla Walla postmark indicates the mail picked up enroute was cancelled upon arrival at Pasco, Washington.

POSTAL MARKINGS OF NORTH DAKOTA TERRITORY

Part V: Dunn, Eddy, Emmons, and Foster County

By Mike Ellingson
Post Office Box 21402
Eagan, MN 55121
E-Mail: mikeellingson@juno.com

This is the fifth installment in an effort to catalog all known postmarks used in the portion of Dakota Territory that later became North Dakota. Please continue to send updates to the author at the above address. Thanks!

Dunn County

Code	Earliest	Latest	Killer	Notes
Oakdale (1889-1958)				
1 C1GN1B27.5	18 Oct 1889		target	

Eddy County

Code	Earliest	Latest	Killer	Notes
Brenner (1880-1887)				
<i>None Reported</i>				
Dunn (1883-1883)				
<i>None Reported</i>				
Gates (1883-1886)				
<i>None Reported</i>				
Morris (1886-1908)				
1 OV22E1S1R	3 Aug 1889			(1)
New Rockford (1883-Date)				
1 C1GN1B26.5	20 Feb 1884	9 Jun 1884	target	
Sheyenne (1887-Date)				
<i>None Reported</i>				
Tiffany (1882-1917)				
1 C21G'9N1R32.5	4 Jul 1883	6 Oct 1883	target	
Tomlinson (1883-1885)				
<i>None Reported</i>				

Emmons County

Code	Earliest	Latest	Killer	Notes
Armstrong (1886-1909) <i>None Reported</i>				
Buchanan (1884-1894) <i>None Reported</i>				
Cannon Ball (1880-1881) <i>None Reported</i>				
Casselman (1886-1887) <i>None Reported</i>				
Danbury (1887-1894) <i>None Reported</i>				
Emmonsburg (1883/1934) <i>None Reported</i>				
Exeter (1887/1907) <i>None Reported</i>				
Gayton (1881-1915) 1 MS	1 Feb 1884		pen	
Glencoe (1883-1930) 1 OV22G1S1R37	11 Apr 1886			(2)
Hampton (1888-1906) 1 G1GN1B27	4 Nov 1888	20 Mar 1893	target	
Hull (1888/1954) <i>None Reported</i>				
Livona (1883-1955) <i>None Reported</i>				
Omio (1886-1914) 1 SLGS1B'23	18 Jun 1886		cork	
Roop (1884-1900) 1 C1GN1B26.5 2 MS	28 Feb 1885 22 Jun 1887	17 Jan 1898	target pen	



1



1



1



1

Guyton D. G.
Feb 1

1

Omio Dak
June 18 1886.

1

Rook Lab:
6 = 22 = 87

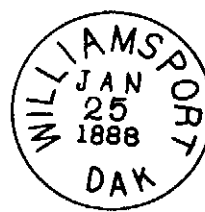
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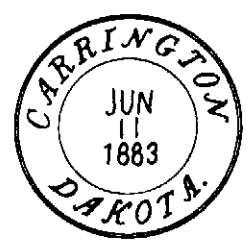
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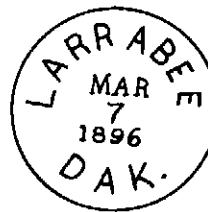
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2



1



1

Emmons County

Code	Earliest	Latest	Killer	Notes
Waylin (1886-1886)				
<i>None Reported</i>				
Westfield (1888-1964)				
1 C1GN1B27.5	4 Feb 1890		target	
Williamsport (1883-1903)				
1 C21GN1R28	31 Jul 1884	4 Jul 1885	star-in-circle	
2 C1GN1B26	15 Jan 1888	12 Mar 1889	target	
Winchester (1884/1909)				
1 C1GN1B27	2 Oct 1885	19 Nov 1888	target	
Winona (1884-1939)				
1 C1GN3B27	26 Jan 1886	12 Jan 1889	target	

Foster County

Code	Earliest	Latest	Killer	Notes
Barlow (1884-1965)				
1 C21GN1B32.5	25 Nov 1885			
Carrington (1883-Date)				
1 C41HN1R29.5	11 Jun 1883		cork	
2 C1GN1B27	2 Jul 1883	15 Oct 1883	target	
3 C1GT1B27	21 Jul 1885	6 Jul 1887	duplex	
Glenfield (1886/Date)				
1 C1GN1B27	5 Jul 1889		cork	(2)
Larrabee (1882-1910)				
1 C1GN1B26.5	7 Feb 1891	7 Mar 1896	cork	
Melville (1883-1967)				
1 C1GN3B26.5	25 Dec 1888	27 Oct 1887	target	
Newport (1882-1883)				
<i>None Reported</i>				

Notes:

- 1 - In Doane-Thompson's *Catalog of U.S. County and Postmaster Postmarks* (Edited by Kenneth L. Gilman).
 2 - Postmark tracing is not available.

Pennsylvania Postal History Notes

Tom Clarke

This year marks the twenty-fifth anniversary of the Pennsylvania Postal History Society, 1973-1998. It's a fairly routine organization. It does the usual things: it carries a small treasury surplus for purchasing things like exhibit medals, in honor of late members of note, and particularly for publishing its bulletin. It, too, sponsors gatherings, exhibits, and lectures at local and national stamp shows.

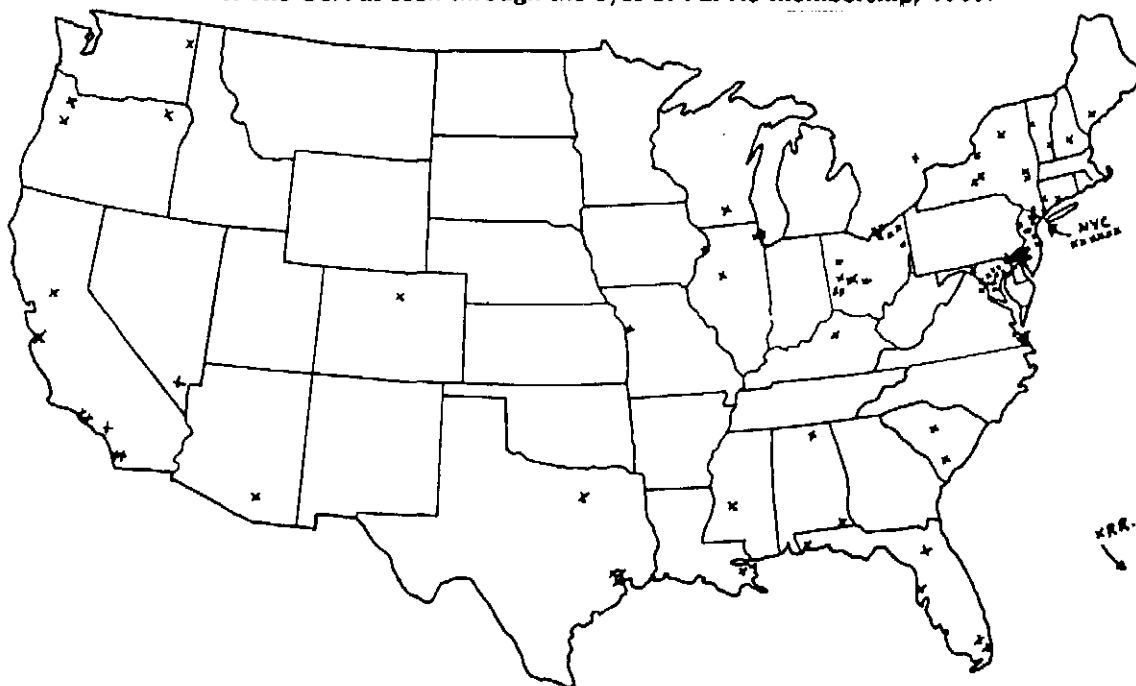
There have been greater and lesser periods of activity in this society as with other groups. Its goal, like other's, is to spread the postal history word and encourage and publish research on a myriad of topics germane to Pennsylvania collecting. This writer feels the group has been, arguably, ahead of other groups in postal history stud-

ies and write-ability. That fact was made abundantly clear when recently compiling the Anniversary Edition of the *Index to the Pennsylvania Postal Historian*.

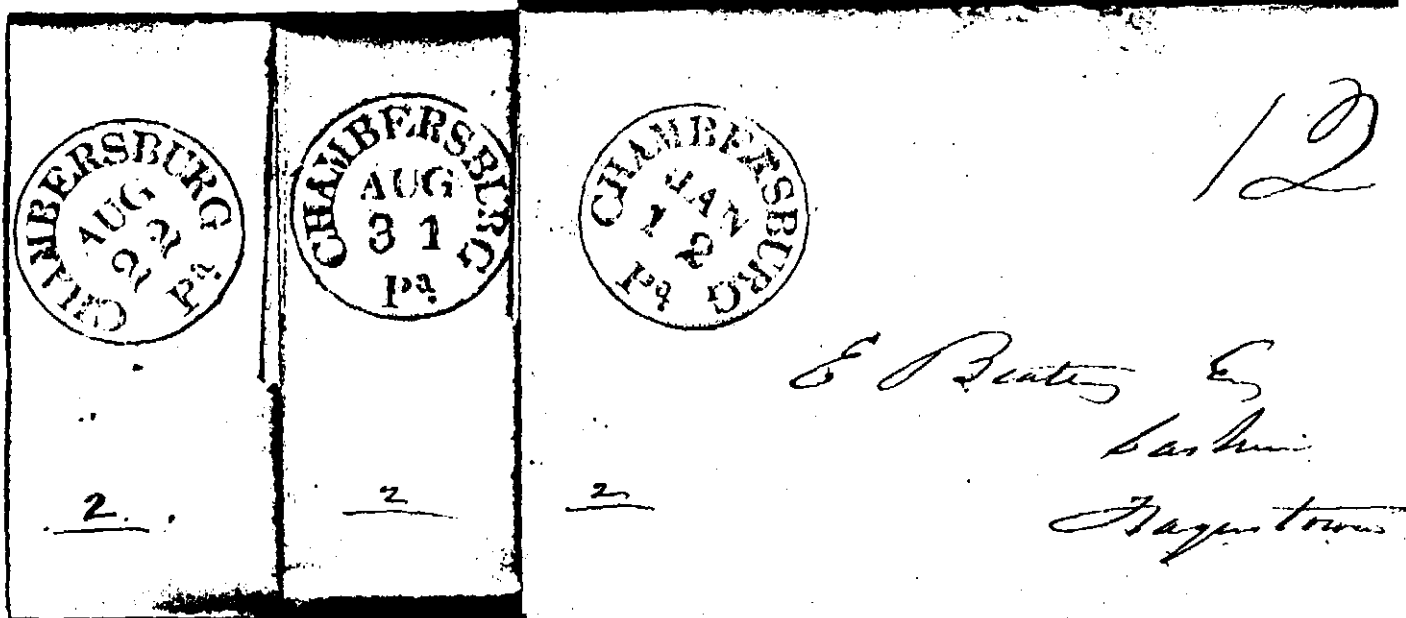
PaPHS membership hovers at a moderate 200-250 and has done so for some time. As with other societies, its members may move out of state but most remain happily tied to their roots. Membership maps in the 100th edition of the *Historian* in December 1989 showed members in Washington State, Oregon, and California --skip the Rockies and Plains states except for one member in Denver, and was well represented in the South, and very well in the Midwest and the rest of the East (Figure 1).

Within Pennsylvania, members were scattered

1. The USA as seen through the eyes of PaPHS membership, 1989.



across a wide belt that suspiciously centered on the route of the Pennsylvania Turnpike across the south. In addition, the northeast and Pittsburgh and Western PA counties bore a good number of members.



A. Three stampless, Aug 1838-Jan 1842, that seem to bear an add'l 2 cents delivery/pickup (?) notation.

covers that no one would show the least bit of interest in. No profit will be made on them, no retirement option. Why did we select them?

One of them may have a common cancel and routine usage but carry a full-bodied, colorful marking --one with *personality*. Or a curious semi-literate name and address. Another, a namesake on the cover or in the contents. And surely we all hold onto mailables that were stamped or addressed to our hometowns. And positively, some have fascinating contents that rivet our attention.

Innumerable rationales tell us to pop for just that one more. What follow are a few of this sort of letter and cover. Such items rest in our care for the meantime till they move on.

The following come from Pennsylvania, from those areas that haven't elicited much interest between 1989 and now. They're ignored simply because they come from the wrong part of the state. For now, their age is their greatest value. But each has a *something*.

The Covers

A. These three crisp Chambersburg Bank covers all show a 2 manuscript mark on the bottom left. Is this a pickup fee for the convenience of the Bank in Chambersburg (it's in the handwriting of the addressor)? Collectors of the town

could research this and document the story.

B. An interesting cover from Easton, Aug 1845, shows evidence of a postal charge account in the upper left. J(ohn) Able, the sender, was debited the 10 cent mail tab.

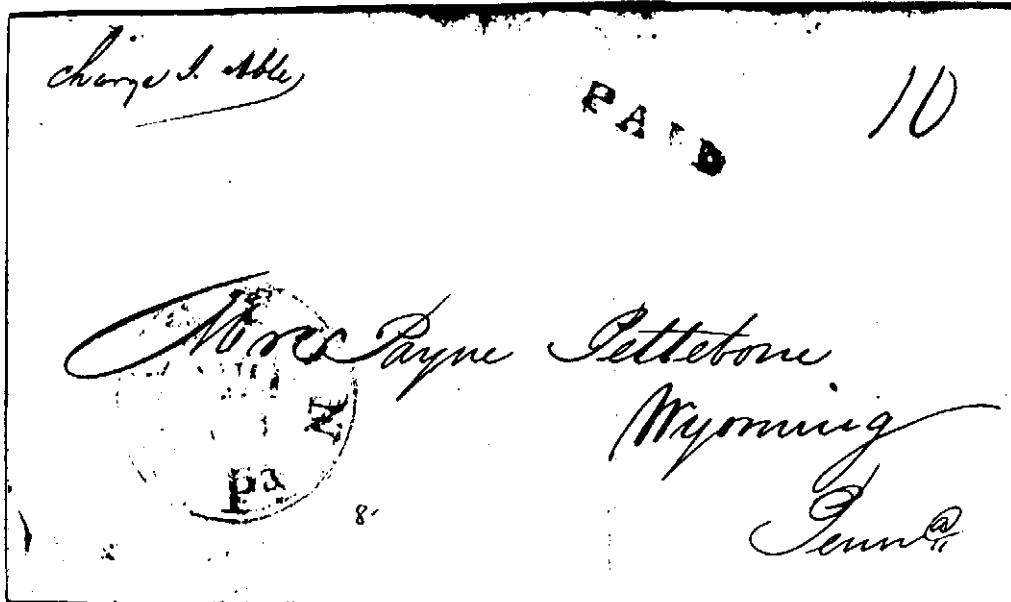
Out of courtesy, Mr Able pre-paid the letter since he was indebted to the addressee for "the box of Roots, for which Brother Samuel was very anxious, I assure you, as his health has not been very good since you were at our place." The letter goes on, "He considers himself very much indebted to you, for the trouble you had in obtaining them"

A self-respecting individual never caused the recipient to pay for mail to whom they were obliged, as this well shows, nor for a variety of other ethical reasons, asking favors, etc.

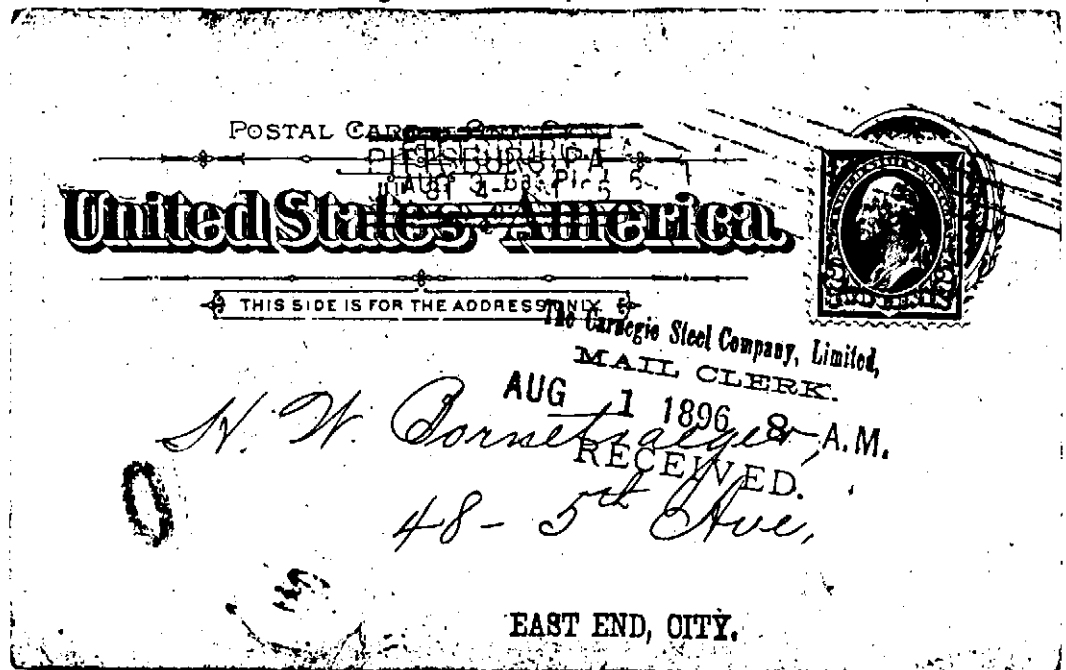
C. A simple postal card originally sent on July 31, 1896, then remailed on August 3 with a second Doremus machine cancel on an added 2c Washington. Is the Carnegie Handstamp, dated Aug 1, actually a forwarding address? Was the card held at the Post Office for the "EAST END, CITY" handstamp to be applied, yet not otherwise indicated officially as a bad address? Was it purposefully sent at a first class rate upon remailing?

This is a Pittsburgh card, and Pittsburgh is

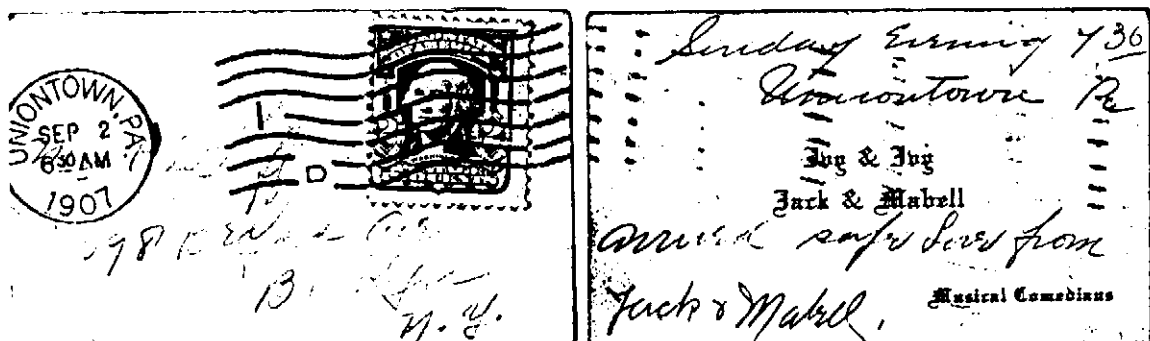
B. Post Office postage charge account for the convenience of the sender: "charge J. Able" upper left.



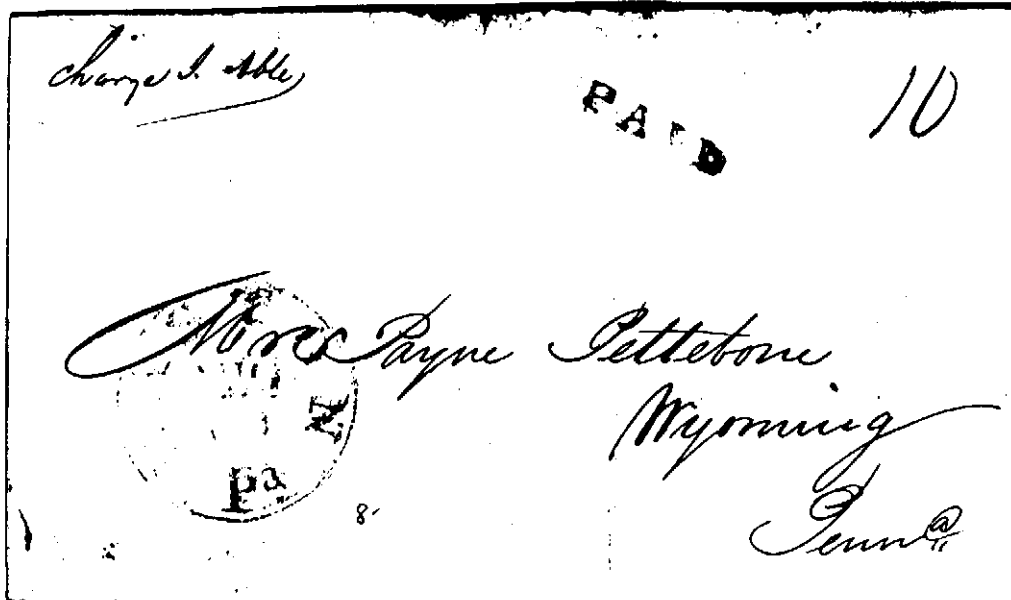
C. A Carnegie Steel-bound postal card with a curious story.



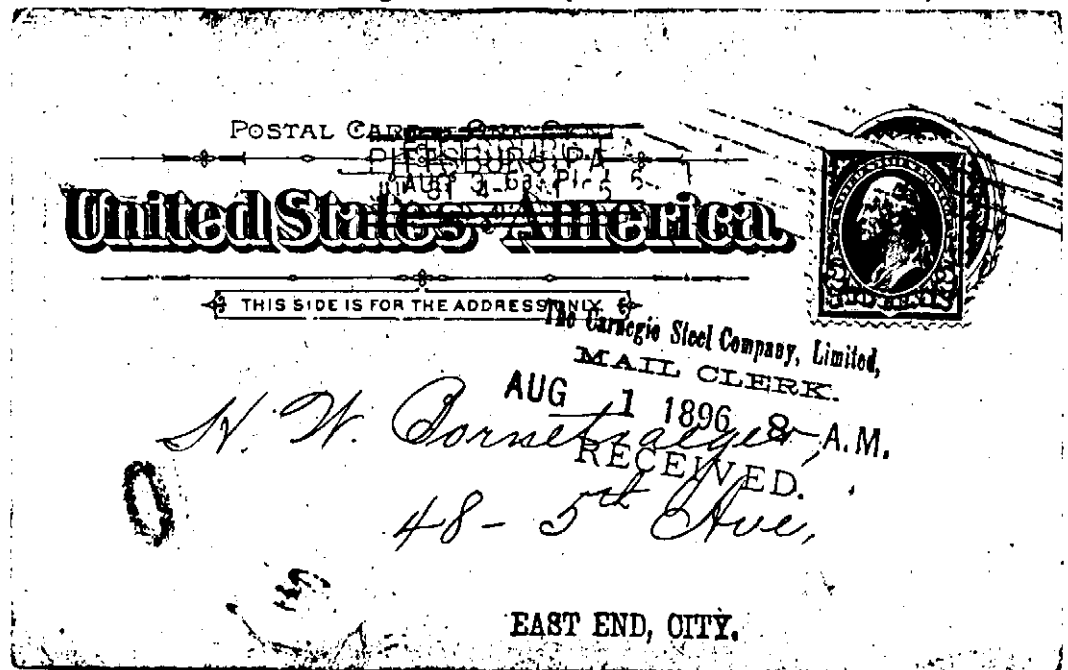
G. A Uniontown PA "post card" from 1907 from a vaudeville comedian pair?



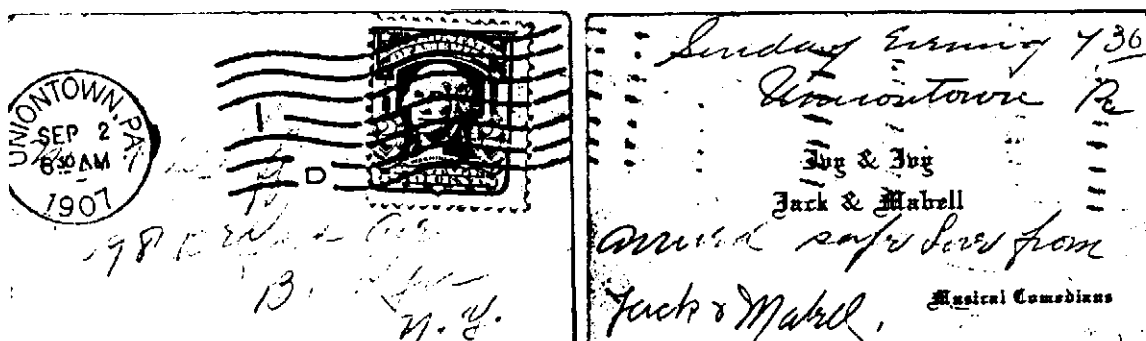
B. Post Office postage charge account for the convenience of the sender: "charge J. Able" upper left.



C. A Carnegie Steel-bound postal card with a curious story.

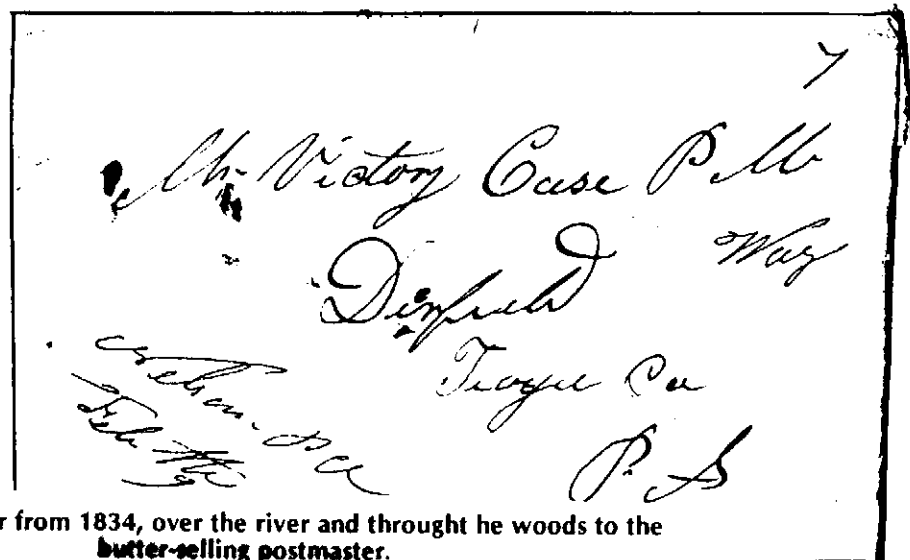
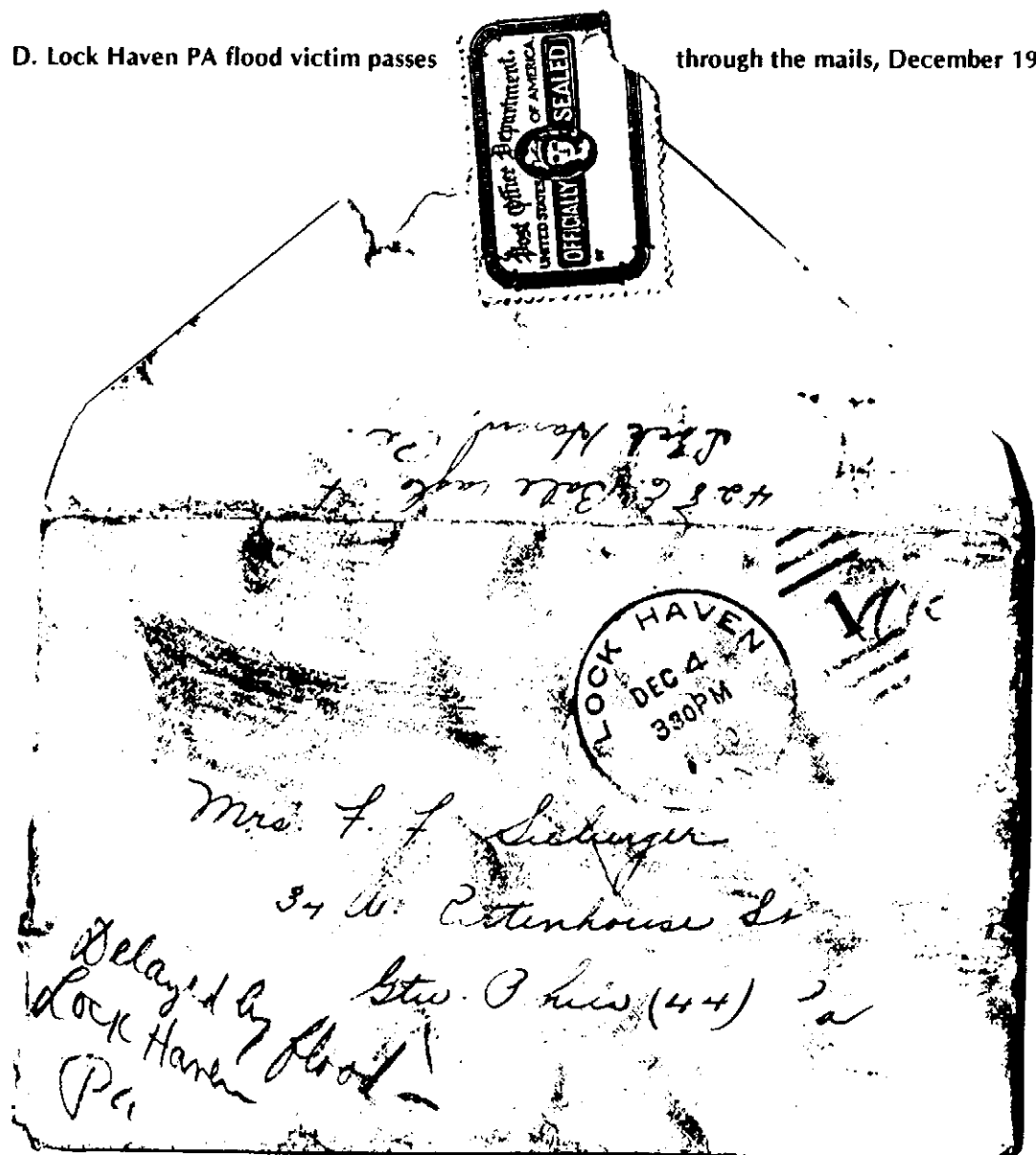


G. A Uniontown PA "post card" from 1907 from a vaudeville comedian pair?



D. Lock Haven PA flood victim passes

through the mails, December 1950.



F. A Way letter from 1834, over the river and through the woods to the butter-selling postmaster.

not an uncollected locale, but the Carnegie association and the curious posting makes it worthy of holding (besides, I think it cost a nickel).

D. Here's a modern item, December, 1950, which in many eyes immediately makes it uncollectable, aside from coming from a less than desirable, north-central Clinton County. But it's a flood cover, thanks to one of the many inundations of the mighty Susquehanna River.

The flood possible affected a mailbox near the sender's home. Ice jam, rapid snow melt, or late fall downpour? There's a light "OK" where the stamp had been. Smeary, ground in mud stains disfigure (or enhance?) the front, abck, and insides, and the enclosure, from a niece to her aunt grieving that her husband may have to go to war (Korea).

There is an OX18 seal on the back flap and the Post Office's apologetic "Delayed by flood-/Lock Haven/Pa" adds icing to the cake. Pretty good postal tale after half a century even though it's an orphan in the collecting-storm.

E. Brunnerville, Lancaster County, falls into the category of being a "happy accident" according to Jim Forte, having many covers and good collecting interest. But this cover and letter has no postal history appeal per se, except for a nice even dial marking. It's the insides that give it its appeal.

A young lady from this Pennsylvania Dutch region, had been to the Centennial in Philadelphia three years before and its paintings had impressed her so she could still remember to sketch it in water color-like ink on the last page. Old-timey, but is that a castle on the ridge? And grazing critters in the mid distance, and a top-hatted fellow (?) waving at mid left. Her English bespeaks foreign climes as she goes on to mention seeing there "a staddue [statue] painting from a staddue down at the centennial." Neat.

F. This item is a "Way" letter that was written in Lawrenceville, several rugged miles east of the Nelson Post Office still remains a mile or so south of the New York State border in north-central Pennsylvania. The front is appropriately inscribed and rated, 6 cents for the distance and one cent for the pickup privilage.

The history book says there were 9,000 people living in Tioga county in 1830 and no doubt very well spread out as there are still large stretches of game and forest lands there today besides the postmaster at Deerfield, to whom the letter was written, in 1834.

The writer, a storekeep it seems, wants the postmaster to sell him 200 pounds of butter if he has it on hand! Proof that the post office was a mere adjunct to a larger, primary business in many early offices.

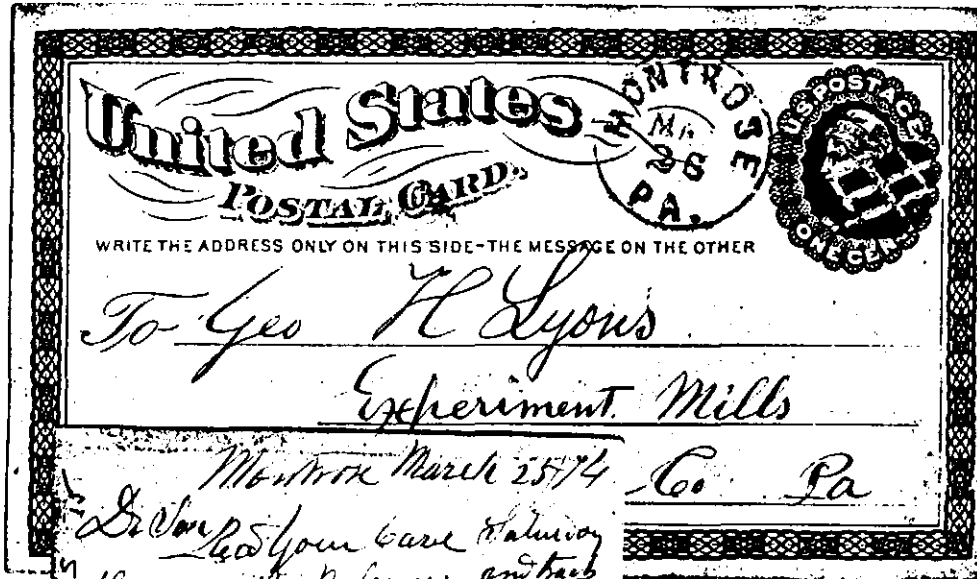
Deerfield (not a village but a township name) was about 15 miles west of Nelson. Its proper name was Knoxville, which is still there, but whether the sender knew the correct name or merely aimed it toward the township is conjecture.

Given the geologic and primitive conditions present at the time, the postman probably had a better chance of getting the communication through than the sender himself could.

The last sentence is a wonderful one: "...pleas write me by return male." He might be referring to the gender of the postman, though the word 'male' is literally scrawled 'mule' which, given the rocky terrain, might be just what the sender figured appropriate!

G. Uniontown, in Fayette County, in the far southwest portion of the state, was another tank town on the vaudeville circuit for the likes of the writers of this tiny "post card." They were Jack and Mabel, Musical Comedians, as their business card on the reverse reads. They were sending word back to New York City that they had "arrived safe" (on the way to...?). Probably the smalles possible communication that could be sent through the mail, long since repudiated by the Post Office of course, but in 1904, a 1-3/4 x 2-7/8 piece of light card was still a viable mailing medium.

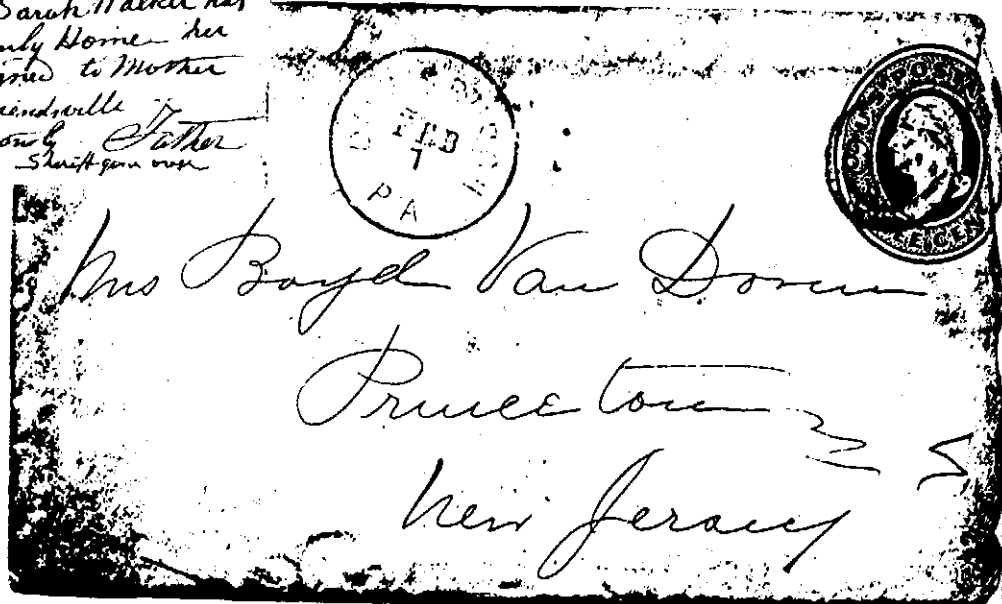
H. Next to last is a clean Montrose, Susquehanna County, postal card from the far northeast of the state. A UX3 with a nice cork killer duplex of March 25, 1874. Taking advantage of the cheap card rates, people experimented with putting letter-sized sentiments onto postcard sized space, however clipped the sentence structure, till



H. A Montrose PA postcard impersonating as a letter, written over several days in diary fashion. Everything from birth to death to gushing blood!

Dear George
I have sent the messengers and have as near as could - have not got the one I came to you - but sent one very near like it - It is a old pleasant morning - Mr Drake was taken yesterday morning at 6 o'clock with nose bleed - He called in Dr. Halsey bled over two quarts - and four hours and ten minutes - I altered his look amazingly - The family were quite alarmed - ten o'clock just called over to see him - he is rather better - look pale - has the backache and feels very weak. He is still at 8-31 - Montrose has been sprinkling your plants & the gun makes them glisten - John Tyler is pretty well with a new corner of rich grounds. 2 P M Home been at store some two hours - Good Sarah Walker has gone to her Heavenly Home - her remains are conveyed to Mother earth to day in Mendonville. I am at your service. Sincerely yours
Father

1. And otherwise ugly cover, but with a wealth of human interest and calories galore inside, from about 1880.



word spread about prying eyes reading others' thoughts. It was a considerable turn of conscience at the time.

Here, we have Father writing to Son in a sort of diary fashion. Question: does the Father know the difference between a pints and quarts?

Montrose March 25 / 74

Received your card Saturday. Have sent the Messenger and truch as near as could -Have not got the one 'Come to Jesus' but sent one very near like it -It is a cold pleasant morning -Mr Drake was taken yesterday morning at 6 o'clock with nose bleed -He called in Doct Halsen bled over two quarts and [in] 4 hours and ten minutes -it altered his looks amazingly -the family were quite alarmed -ten o'clock just called over to see him -he is rather better -looks pale -has the backache and feels very week.

Ther [Thur?] at 1/2 past 8 -Mother has just been sprinkling your filauts [violets?] & the Sun makes them glisten -Julie Tyler is pretty well with a new comer of nine pounds.

2 PM Have been at store some two hours -Good Sarah Walker has gone to her Heavenly Home -her reamins are consigned to Mother earth to day in Friendsville

affectionately Father

A fuss at Friendsville -Sheriff gone over

I. A letter content that is very satisfying despite the ratty cover bearing a fair DILLSBURGH/PA. (in souther York County) dial. After reading it, we get the idea that church leadership aims as much at the stomach as it does the heart.

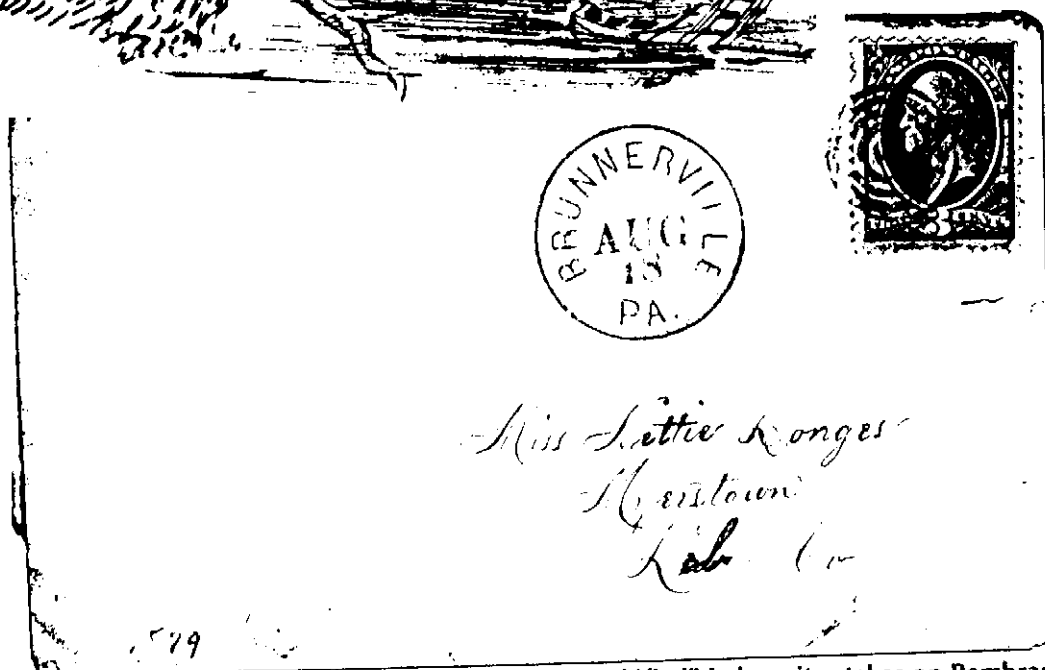
The lady writes to Mrs Boyd Van Doren at Princeton, New Jersey (which sounds like "quality" to me). The contents certainly speak to the fashionable circles that the sender travels in --if only for the feed bag she and her friends put on at every possible instance.

Her husband is a minister, we read, busy composing his sermon. The two of them "have been on the go nearly every day for the last two weeks." On thisparticular February, winter day in a sleigh,

... we were all wrapped up and I don't know when I enjoyed a ride so much. We stopped about ten miles from here to warm then drove on to Oxford went to a good hotel ordered a big dinner of chicken, beef steak &c -everything very nice after dinner ... about four

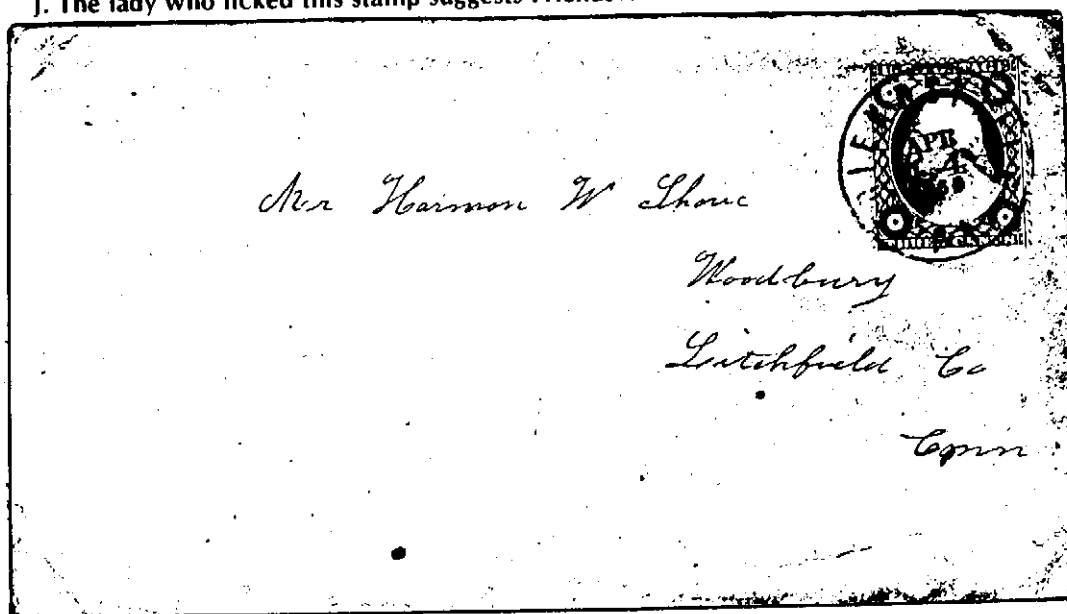
o'clock started for home --stopped at Petersburg about eight miles from here got an oyster supper and reached Poters about half mile out of town where the Sociable was. . . Everyone expressed themselves well pleased with the days ride. Friday . . . I killed the turkey Mrs Nunper (?) had sent us . . . that evening after they had gone Mrs Dr Sheares came in & brought us a nice lot of lard sausage &c and said the Dr was coming down too so I got Mr L to run up street for some oysters . . . we played dominoes which the Dr is very fond of. My oysters were fine. I forgot to say Thursday night we were out to a party and Saturday night to an oyster supper with our new dentist and wife. I went up to him a few days ago to have some work done to my teeth which he did very nicely and cleaned them all up and would not take a cent. Monday morning I took a notion to give a party that night for a lady that was visiting here with some one we are anxious to get in our church, so we invited about eight gentlemen with their wives . . . the table looked very pretty we had stewed oysters & raw, celery, coffee oranges cut up & a large dish of whole ones apply hickory nuts almond nuts & raisins . . . before supper they played croquet, authors, dominoes and letters, then while we were setting the table they all went in the empty room and played blind mans buff which they seemed to enjoy best of all and after supper they were all in there again and kept it up until after eleven when we had some singing and it was past twelve before all left. The congregation are so negligent to strangers that if we don't show them special attentionthey drift off into other churches. Our supper cost about five dollars but I don't think we will lose anything on it. Every Saturday Mr Henry Spahrs drives in from the Country and takes me out to give his daughter a lesson on the organ . . . We enjoy the ride so much that I tell them I won't take any pay for it so they give me twice what it is worth in milk, meat, apples and other good things. . . .

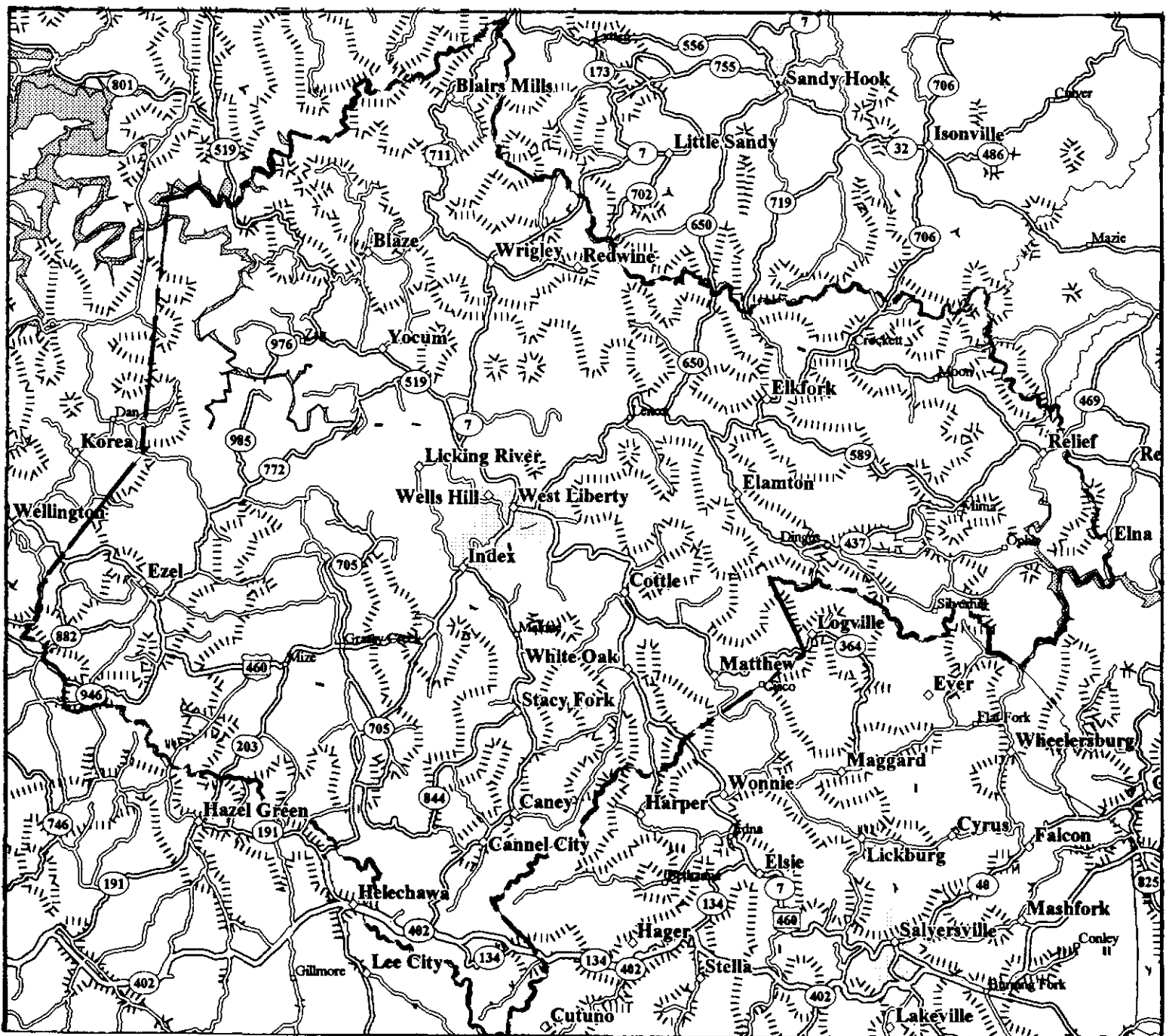
J. A pretty cover from the Friendsville mentioned in "H" above (where the 'fuss' occurred) that bears a very fine #26 with a blue S-O-N dial dated April 14, 1860. The letter is interesting too in that it's the only one I recall frankly discussing getting a divorce, so rare in the 'olden days.' Henry Whitney is described as a no-account trouble maker, who cannot support his wife. She, Cornelia, asks the addressee to intercede and talk to Henry about her intentions (actually it's her parent's wishes). It's a tough request, she realizes, knowing that the addressee lost money when he loaned it to Henry --who'll never pay it back-- at her suggestion.



E. A budding artist down on the farm? An 1879 "Dutchified" lady writer takes on Rembrandt?

J. The lady who licked this stamp suggests Friendsville PA wasn't too friendly in 1860.





Morgan County, Kentucky. Scale 1:250,000.

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The Post Offices of Morgan County, Kentucky

by Robert M. Rennick

(continued from July 1998)

After several short distance moves Samuel D. Hamilton, in May 1909, had the office name changed to *Silverhill*, presumably for the silver tint of the clay on the side of a local hill.

The *Goodsey* post office, which operated from December 21, 1898 through October 1912, has not been precisely located. According to its only postmaster Lou Walsh's Site Location Report, it would serve a store and school one mile north of Elk Fork, four road miles east of Pomp, five miles south of Steele, and five miles north of West Liberty. Small scale maps of the early twentieth century place it east of Mordica Branch, but on the road between West Liberty and Lenox, six miles west of the latter. From this I think it might have been the predecessor of the *Lick Branch* post office. In any case, it was probably named for Samuel Goodsey (1831?-1923), an area farmer who had come from Pulaski County.

We know that the *Lick Branch* post office was located on the present Ky 172, just north of where this road crosses Elk Fork, a mile southwest of the most recent site of the *Lenox* post office, and probably half a mile south of *Goodsey*. Between November 5, 1924 and mid-November 1933, it served the short-lived Evans-Thompson stave mill and later a school and some homes. Amelia S. Walsh was its first postmaster. Its name source was the two mile long branch joining the Fork across from the post office.

On the present Ky 437, at the head of Smith Creek, a branch of Paint Creek's Open Fork, was the *Mima* post office. Named for local resident Mima (Mrs. John) Lemaster, the daughter of Elijah and Mary Elizabeth Smith, it operated between December 2, 1898 and 1992. Wiley B. Hill was its first postmaster.

On September 16, 1899 William Thomas Caskey opened the *Lenox* post office at his store on Elk Fork, just below the mouth of Straight Creek. His first choice - *Etta* - gave way to the name of a brand of laundry soap said to have been suggested by a fellow storekeeper - postmaster David Davis of Bascom (in Elliott County).¹⁵

In 1908 the Roper-Reese Lumber Company opened a band saw mill near the *Lenox* post office and began construction of a rail line up Straight Creek and Big Mandy that would connect with the newly completed Morehead and North Fork Railroad at Redwine. In 1916 this company sold out to the American Lumber and Manufacturing Company of Pittsburgh, Pa. Whose local subsidiary, the *Lenox* Saw Mill Company, completed the six mile rail line, and founded the town of *Lenox* at the

Roper-Reese site to house its nearly 500 employees and their families. *Lenox* with commissary, hotel, club house, hospital, and the other institutions of a company town, lasted little more than a decade. By the mid-1920's, with the depletion of the area's timber and the company's deteriorating financial condition, the mill and railroad closed, and the town was all but abandoned. The few buildings that weren't sold and moved away by 1939 were nearly wholly destroyed by a flash flood. But the post office survived at several locations along Elk Fork and Ky 172, serving a scattered population below the mouth of Williams Creek. When it closed for good in 1993, it was above and across from the mouth of Cow Branch.

Crockett, one of the county's surviving post offices, is on Ky 172 and Fannin Fork of Elk Fork, fourteen miles northeast of West Liberty. Its vicinity was first settled by Fannins, Hutchinsons, Fyffes, and Barkers, later joined by Wheelers, and for awhile the local settlement was called *Wheeler Town*. The post office was established on April 1, 1900 and named by its first postmaster Peter Fannin for his ten year old son David Crockett Fannin. One of Morgan's five elementary schools was in this hamlet until it was recently replaced by the modern East Valley School, seven miles down the Fork.

One of the descendants of the pioneer Nickell family was the first postmaster and probable name source of the *Nickell* post office. On August 10, 1900 Holly B. Nickell established this post office on what was then the Gevedon Fork of Grassy Creek (and is now Payton Fork). In 1949 the office was moved nearly a mile down the fork to a point just south of the junction of Ky 205 and 705, 6 3/4 miles south-southwest of West Liberty, where it closed in 1958.

Kentucky had four post offices named for the Chinese capital, but no one knows why. One of these *Pekins* served farms and homes at three sites along the Upper Long Branch of Grassy Creek from August 16, 1900 through March, 1954. James G. Yocum was its first postmaster. When it closed it was two miles east of the Pekin Pentecostal Church, and about eleven miles west of West Liberty.

The inexplicably named *Wilcox* post office was probably on Coon Creek, near its confluence with Broke Leg Creek, and two air miles north of Ezel. Washington C. Dehaven was its first postmaster, and it operated between September 11, 1900 and mid-May, 1915.

Somewhere between the Laurel and Little Laurel Branches of the Licking and half a mile east of the river was a small turn-of-the-century lumber camp with a post office called *Wellford*. Willard T. McGlone, alone, ran

the office from October 1, 1900 through November, 1904. Its name source is unknown.

Pennsylvania-born Major William J. Seitz, a Morgan County debt collector, is said to have had a daughter named Florress for whom the *Florress* [flawr/es] post office was named. This office was established about 2 1/2 miles up Lacy Creek from the Licking River on June 7, 1901, with George Winston Rice, postmaster. In 1931, for the convenience of its patrons, the office was moved 1 1/4 miles down the creek to the mouth of Sugar Camp Branch, 8 1/2 miles southeast of West Liberty, where it closed in 1975. Its service area is now called *Lacys Creek* for the stream that was probably named for pioneer settler John Lacy.

At the upper end of Straight Creek, just south of the Elliott County line, John Hensley operated the *Manker* post office between July 16, 1901 and mid-September of the following year. More precisely, this may have been about half a mile above Rockhouse Branch, 1 1/2 miles above what may have been the Steele post office's last location (and thus eight miles northeast of West Liberty). It was most likely named for an Ohio-born family of Millers who lived in West Liberty in 1880. The Rev. William W. Manker (ne 1826) later owned and operated a saw and flour mill in Maytown. His son William H. Manker (1859-1941) is listed in the 1900 Census as a traveling salesman.

John S. Rittenhouse is said to have come to Morgan County with the Ohio and Kentucky Railroad. On November 16, 1901 he established the *Rittenhouse* post office on upper Caney Creek, probably at the mouth of Big Staff Branch, midway between the developing Cannel City and Adele. Early the following August, Myrtle L. Keyser had the post office name changed to *Bigstaff* (sic) for the less-than-a-mile long creek that heads near the Magoffin County line. The office closed at the end of June, 1905.

For the first third of the twentieth century, *Cannel City* was a prosperous company town of some 1,500 residents centering at the mouth of Stone Coal Fork of Caney Creek. It extended for 1 1/2 miles along the present Ky 191, some twelve miles south of West Liberty. The town developed around the offices of the Kentucky Block Cannel Coal Company located there around 1900, and was named for the area's cannel coal mines. Also located there were the offices and shops of the affiliated Ohio and Kentucky Railroad which first extended from its junction with the Lexington and Eastern Railroad, just west of Jackson, to this point, twenty-six rail miles north, and after 1910, to the O&K's northern terminus on the Licking River.¹⁶ A dwindling coal supply, but mostly the closing of the rail line for financial reason in 1933, led to the closing of the mines and the company's abandonment of the town. Little remains but some homes, one of the

county's five elementary schools, and the local post office, in operation since January 27, 1902. Harvey H. Hager was the first postmaster.¹⁷

Just south of John Williams' mill and the short-lived (1883) *Swetnam* post office on lower Caney Creek were the *Lemon* and *Liberty Road* post offices. *Lemon* was established on May 29, 1902 with Ida M. Elam, postmaster, on the west side of the creek, 2 1/2 miles south of the Licking River. Its name source is not known.

In 1912, on the arrival of the Caney Valley (which became the O&K) Railroad on the east side of Caney, a station was established called *Liberty Road*. It was named for its being at the railroad's junction with an old wagon road between the Bluegrass and West Liberty. On November 28, 1913 Minnie Phillips moved her *Lemon* post office to this site where it took the *Liberty Road* name. When it closed in 1956 the post office was one mile north of Index.

Adele, on the State Road Fork of Red River, was established as a station on the O&K when the line was built between Jackson and Cannel City. It is said to have been named for the daughter of the railroad's first president William Delancey Walbridge. An effort to name its new post office for the station was probably precluded by an *Adela* post office having been established in Clay County the year before. So, with John M. Stricklin as its first postmaster, the Morgan County office opened on February 18, 1903 as *Insko*. After several local moves, the office arrived at the junction of Ky 13 and 191, 3 1/2 miles southwest of Cannel City, where it closed in the mid-1990's. Whence the name *Insko* is still in dispute. According to his niece, it was named for a turn-of-the-century postal inspector.¹⁸ Residents think there was a local family of that name whose descendants now live in Michigan.¹⁹ Lynn Nickell, a county historian, recalled a lumber man named Dan Insko. Some Lexington Inskos believe it was named for a relative of theirs who ran another post office in the region.

From June 13, 1903 through October 1937 the inexplicably named *Demund* post office operated on the east bank of Salem Fork of Grassy Creek, on the present Ky 205, three-quarters of a mile southwest of the Nickell post office's last site. Postmaster-designate Napoleon P. Graham's first name preference was *Lacy*, for his wife's family.

Equally inexplicable was the name applied to the *Ebon* [ehb/en] post office established by Ben F. McGuire on June 20, 1904. His first preferred name may have been *Oval* (already in use, as *Ovil*, in Christian County). The office was half a mile west of Blackwater Creek, on or near the present Rt. 1950, about a mile north of its junction with Ky 772, and sixteen miles west of West Liberty. After several short distance moves, in 1922 and 1929, Ollie J. Bailey moved it two miles northwest to a

point on the Higgins Cemetery Road, half a mile east of the Menifee County line, where it closed in September 1955.

The Caney and West Liberty Railroad Company, organized in 1904, built a line between Cannel City and Caney that soon extended up the present Spring Branch (which then may have been called Watson's Branch), over the hill, and down to the head of White Oak Creek's Right Fork. Here, 1 1/2 miles east of Caney, a town was established to house the workers of the Piedmont Coal Company whose product, along with area timber processed at a local mill, would be shipped by the C&WL to distant markets. In 1906 the railroad was reorganized as the Caney Piedmont and Morehead Company, and the following year it became a part of the O&K. But in less than a year the mill and station had closed and the town was abandoned. It had its own post office, as *Piedmont*, from March 20, 1905 through September 1906, with Charles Andrew McQuay, its only postmaster.

According to local tradition, James F. Wallin, whose first choice *Olga* had just been pre-empted for a Russell County post office, was then inspired by a moonlit night to name his new office *Moon*. This office, on Ky 172, 17 1/4 miles east-northeast of West Liberty, served the upper end of Paint Creek's Open Fork between April 14, 1905 and mid-May 1993. On Greasy Fork of Blackwater and Rt. 946 were the two sites of the *Nannie* post office. It was established on May 9, 1905 with Kelcy H. Murphy, postmaster. After his death, his widow Nannie A. (1869-1923), for whom the office was probably named, took it over. In 1916 she married George S. Frost. In 1923 her successor Mrs. Grace Murphy moved the office three-quarters of a mile northwest where it closed in January, 1938.

William C. Nickell's post office would be called *Little Caney* for its site at the head of this Caney Creek branch, two miles south of the present US 460 at Greear, and 5 1/2 miles south-southeast of West Liberty. In his Site Location Report he wrote that if this name was not acceptable, the Post Office Department could select the name itself. *Panama*, probably for the canal, was the name chosen, and the office, with William C. and Martha Nickell, among its postmasters, operated between June 14, 1905 and September, 1955.

Jeff D. *Rose* first submitted his family's name for a post office that would serve a store on Sinking Creek, two miles north of the Licking River. Not able to call it this, he then submitted *Jeston* for his wife Victoria's mother Jeston Testerman Gevedon (1851-1959) of the Grassy Creek area. Rose and several others operated the office at three sites in the Sinking Creek area from August 28, 1905 through 1913.

On September 23, 1915 Jeff D. Cox had the *Jeston* office reopened just south of the creek. He would call it

Wick.²¹ The local story goes that when this name and seventeen others submitted to the Post Office Department were rejected, Cox's daughter Pearl sent in two words *Zig* and *Zag*. The second was accepted, and the *Zag* post office operated at six area sites until it closed in 1965 when it was serving a store on Ky 976, half a mile west of 519, and 8 3/4 miles northwest of West Liberty.

Samuel L. and Charles V. Reed, local storekeepers, ran a post office called *Lamar* from July 12, 1906 through September, 1917. It began at a point on White Oak Creek's Right Fork, 2 1/2 miles below (north of) Piedmont. In 1911 Charles had it moved one mile up the Fork, and three years later he moved it half a mile further up the Fork. County historians do not know the origin of the *Lamar* name. I'll venture a guess. Could it have honored the late Lucius Quintus Cincinnatus Lamar (1825-1893), the Georgia-born, Mississippi lawyer who served in the U.S. Senate (1877-1885) and as Cleveland's Interior Secretary (1885-1888) before he was appointed to the U.S. Supreme Court? His post Civil War efforts at regional conciliation had a wide appeal in both the North and the South.

On January 6, 1920, in the vicinity of Lamar's last site, Harrison H. Holliday, a twenty-two year old school teacher, reopened that office as *Holliday*. Here it continued to serve the upper end of the Fork, 2 1/2 miles east of Caney, until 1957.

According to Charley D. Arnett's Site Location Reports, his *Arnett* post office, established on July 19, 1907 was just north of the mouth of Blackwater Creek, at the terminus of the Licking River Railroad whose station was called *Blackwater*. By 1911 the station and the small village developing around it had taken the post office name. Arnett alone operated the office until it closed in January, 1913. The station and village were soon abandoned. Current county highway maps have erroneously placed the office on the present Rt. 985, 1 1/2 miles north of Ky 772.

In addition to Nannie, above, Morgan County's Murphys were involved with two other post offices. The first, simply *Murphy*, was probably named for the first of its two postmasters, Jerre M. Murphy, and was just south of Ezel, and one quarter of a mile west of Blackwater Creek, in the vicinity of the junction of US 460 and Rt. 1010. The office operated between October 15, 1907 and mid-December, 1918. This section may now be known as *Jericho* though it is really a part of the larger *Ezel* community.

The other office is *Murphy Fork*, 2 1/2 miles up the stream of that name that joins the Oldfield Fork of Grassy Creek, just southwest of the Mize Church. It operated between January 27, 1926 and July, 1953. Its first two postmasters, the local storekeepers Benjamin Sherman

Murphy and his son Courtney, were descendants of the stream's early owners, settlers, and probable name sources, John and Nancy Murphy, who had acquired it in the 1830's.

The *Alice* post office was probably at or near the mouth of Williams Creek, in the vicinity of the junction of Ky 172 and 437, for, according to its only postmaster, Noah C. Day, it was nearly three miles southwest of the Elk Fork post office, three miles north of the then site of Elamton, and three miles from Lenox – in short, about 7 ½ miles northeast of West Liberty. His proposed name *Taft* was then in use in Owsley County, so he named the office for his fourteen month old daughter, Alice Faye Day. He alone operated it between December 26, 1907 and mid-October, 1918.

In 1905, John W. Wrigley of the Clearfield Lumber Company of Pennsylvania bought J.W. Buchwalter's land with its timber and coal holdings on the upper end of the Licking River's North Fork. To exploit that area's resources he built a railroad from his company's mill at Clearfield, near Morehead, to Loveland, that was eventually extended to Lenox and Rush Branch. At Buchwalter's, three miles west of Loveland, where two stores had already been located, he founded a town called *Wrigley*. Its post office was established on June 9, 1908, with Joseph F. Reed, postmaster, just prior to the opening of the local rail station. The latter soon became the rail shipping point for an important coal and timber producing area in northern Morgan County. With the depletion of the area's resources came the abandonment of the railroad in the early 1930's, and the beginning of the community's present status as a crossroads hamlet with store, school, post office, and coal depot at the junction of Ky 7 and 711, 8 ½ miles north of West Liberty. The post office lost its independent status in the early 1990's and is now a community post office.

Morgan County's easternmost post office was *Elna*. In fact, it was established on August 4, 1908, just within the Johnson County line, on the north bank of Big Paint Creek. Haden Williams, the first postmaster, is said to have named it for his daughter Ida Elna (nee 1884) who had married Williams' successor Polk Pendleton. On February 21, 1924 Pendleton's successor, Mr. Rosslyn Williams, moved the office three-quarters of a mile to a site just within Morgan County. By 1929 and until it closed in October 1980, the office was on Rt. 3214, the county line, and one mile north of Big Paint.

Guy Williams gave his family name to the *Williams* post office on the present US 460, a quarter of a mile east of White Oak Creek's Left Fork, and 1 ¾ miles south of the White Oak Post Office. Established on March 6, 1909, it lasted until 1942.

From August 17, 1909 to mid-September, 1913 Lou-tisha (or Lauticia) Elam operated the *Dorsie* post office

which her husband David Preston Elam had applied for. It was probably on Wheelrim Fork of Johnson Creek for, according to Elam's Site Location Report, it was to be three miles northeast of the Belknap post office in Wolfe County, three miles northwest of Magoffin County's Elmore post office, and four miles west of the Netty post office. Nothing has been learned of its name.

The *Dehart* post office, named for the family of its first postmaster David Boone Dehart, operated between October 5, 1909 and late July, 1963 at three sites a mile up Greasy Creek from the Licking River. It was most recently on Ky 772, 2 ½ miles from 519, and seven miles northwest of West Liberty.

Two Morgan County post offices were undoubtedly named for Lizzies whose specific identities are not known. The earlier, simply *Lizzie*, was established on April 1, 1910 on Straight Creek, three miles southeast of Loveland-Redwine Station, and as many miles north of Lenox. It thus probably served the area earlier served by the Steele and Manker post offices. David N. *Trimble*, its first postmaster and the local storekeeper, found his family's name already in use in Pulaski County, so he chose *Lizzie* instead. Some say he named it for a daughter, but there is no record of his having a daughter by this name. However, his brother Marion G. did then have a five year old named Lizzie. Also, an older Elizabeth C. Trimble (1853-1933) is listed in county records. In any event, the office closed in November 1919, but was re-opened on March 12, 1930 with Marion as postmaster, and closed for good in November, 1934.

The other office was *Lizzielane*. It was established on April 5, 1916 with Mattie (Mrs. William) Burton, postmaster, on the upper end of Stacy Fork. When, in 1919, Lula F. Nickell moved the office one-quarter of a mile southwest to a store probably in the vicinity of Nickell School, it was 1 ½ miles southwest of the first Payton post office. A slim possibility was that Mrs. Burton had named her office for a neighbor and in-law Lizzie Deboard (Mrs. Robert H.) Nickell (nee ca. 1878). Whence *Lane* is not known. The office closed in May, 1927.

The *Payton* post office which also served the upper Stacy Fork area from March 30, 1921 through October, 1964 was established by Mack K. Peyton and named for his family. The post office Department apparently misread his application, recording the name as *Payton*, and it was never corrected. Curiously, neither was the spelling of the name of nearby Payton Fork, also named for the descendants of Morgan County pioneer magistrate Daniel Peyton. In 1932 the *Payton* post office was moved 200 yards south, and in December, 1933 it was relocated two-thirds of a mile north at the site on Rt. 844 shown on contemporary maps.

When the O&K Railroad reached the Licking River in 1912 it established there the *Licking River Station*.

This was just east of the mouth of Caney Creek. In a building owned by the railroad, half a mile from the tracks, and three miles north of the Liberty Road post office, the *Licking River* post office was opened on May 14, 1912, with Dr. Charles C. Burton, postmaster. When the railroad was discontinued in 1933, most of the area businesses dependent on it were closed and a number of buildings were torn down. One of these was the building housing the local post office which, in October 1934, was relocated one-quarter of a mile east. Four years later the office was moved back to a site close to its original location where it closed in July, 1956.

On Little Caney Creek and the present US 460, two miles south of Index, William Bolton Greear (1868-1958) established the *Greear* post office on April 2, 1915. In 1922 Pearlie Greear moved the office half a mile west, and in 1935 J. Eugene Halsey moved it three-quarters of a mile east where it closed in March, 1957.

Somewhere on *Vance Fork* was the short-lived (May 26, 1915 through January, 1916) post office of *Wise*. Since Jane Salyer Vance, its only postmaster, was unable to name it for the 2 1/2 mile long stream, she suggested *Wise* for her husband Henry Wise Vance (1877-1961). Henry was a son of Alexander W. and Almarinda Elam Vance and a descendant of John Clay Vance, for whom this branch of White Oak Creek's Right Fork was named.

Rexville was another post office that was given someone's middle name. This office, a mile up Nickell Fork of Caskey (a Grassy Creek tributary), and 11 1/4 miles southwest of West Liberty, was named for Alvin Rex Childers, the seven year old son of Zepha and Ethel Childers, neighbors of the first postmaster George W. Brewer. It operated from May 23, 1924 through February, 1959.

The settlement of *Wheelrim* had a post office called *Burg*. This was established on October 6, 1924 by Kelson H. Risner, postmaster, whose family name and something like *Burgentender* were first suggested for its name. *Risner* was already in use in Floyd County; the other, too long, was shortened to *Burg*. The office operated through June, 1955. The settlement was named for its location two miles up the Wheelrim Fork of Johnson Creek, at the mouth of Elam Branch, and a mile north of the junction of Morgan, Wolfe, and Magoffin Counties.

According to tradition, *Wheelrim Fork* was named when some early settlers spied the rim of an old wagon wheel that someone had thrown up in the branches of a tree on its banks. For years, the community was also officially known as *Burg* until in 1965 the U.S. Board on Geographic Names decided in favor of the local preference for *Wheelrim*. But, for some reason, the board saw fit to spell the name of both settlement and stream as *Wheel Rim*. Now *Burg* as a name is all but forgotten.

Buskirk was another post office serving a community with a different name. The community of *Salem* and the Grassy Creek fork at whose head forks it is located, were named for the local Christian church established around 1884 by Richard Phipps. But since Salem was already the name of a Livingston County post office, Thomas J. Buskirk, the postmaster-designate, gave his own family's name to the Morgan County office established on March 9, 1925. The two names continue to be used interchangeably to identify the community at the junction of Ky 705 and 844, one-quarter of a mile east of the new Ky 205, and 9 1/4 miles south-southwest of West Liberty. The post office closed in 1993.

The inexplicably named *Apple* post office was operated by Richard M. Hamilton from August 9, 1926 through February, 1931 on the present Ky 772, just north of the Lower Long Branch Road (Rt. 3345), 2 1/2 miles northeast of Ezel. Hamilton's preferred name *Noah* is equally inexplicable.

Another unusually named post office actually bore a number written out as *Twenty Six*. From May 3, 1927 through November, 1956, it served the *Perry Bend* neighborhood, sometimes called *Mussel Shoals*, just west of the Licking River and north of the mouth of Grassy Creek. The office was on the present Ky 772, 7 1/2 miles northeast of Ezel and five miles southwest of Ky 519. Its first postmaster Mrs. Martha Rowland is said to have submitted a list of twenty-five names to the Post Office Department and then added a twenty-sixth, the year she applied for the post office.

On May 4, 1927 Charley Rudd established the *New Cummer* post office just west of Grassy Creek, two miles north of the Grassy Creek post office, and 8 1/2 miles west-southwest of West Liberty. It closed in March 1941, and its name source has never been learned.

Cottle, the recently closed post office just north of the junction of US 460 (Ky 7) and Ky 364, and just east of the Licking River, was established on March 11, 1931 with Herbert Hammonds, postmaster. It was named for the descendants of pioneer settler Joseph Cottle.

On Ky 711, at the mouth of Devils Fork of the Licking River's North Fork, was the *Blairs Mills Station* on the Morehead and North Fork Railroad. In 1932, just before the railroad's cessation, Otis Cassity established the local post office and called it *Leisure*. According to local tradition, the men who loafed at John Cassity's store were considered to be the "leisure class." The office closed in August, 1941.²¹

Morgan's last post office to be established was *Gordon Ford* on the south bank of the Licking, four miles south of West Liberty. This was just below the site of a natural fording place on the river at low tide and a ferry operated by Joe Gordon who had settled there in the

1830's. Cora Keeton was the first postmaster of the office that operated from 1946 through March, 1957.

On February 2, 1894 Jerome Oakley was appointed postmaster of the *Ollie* post office that would have been located in the Pleasant Run area.

Somewhere on Ky 172, between the Elk Fork and Crockett offices, would have been the *O'Rear* post office, established in April, 1902 and probably named for Edward C. O'Rear, then a twenty-nine year old West Liberty lawyer who later became Chief Justice of the Kentucky Court of Appeals.

The noted *Easterling* family of the Cottle-Florress-White Oak area (or one or more of its members) may have given their name to an unlocated post office established on November 8, 1904 with David Allen, postmaster.²²

Alwilda was established on March 26, 1906 by Sarah J. (Mrs. John W.) Fyffe and may have been named for Alwilda Fyffe, the twenty year old daughter of Mary Fyffe. According to Lynn Nickell, this office was probably in the Paint Creek area of the county.

Mrs. Pearl Fairchild's order of April 15, 193 for the *Medowlawn* post office could have anticipated by a year the *Lick Branch* office for, according to Lynn Nickell, it would have been on Elk Fork between Mordica and Indian Creeks.

Seven of Morgan's ninety-five post offices (West Liberty, Ezel, Cannel City, Crockett, Malone, Elk Fork, and Ophir) are still active. Wrigley remains a community post office served by West Liberty. Five offices were established but their authorizations were later rescinded and they were never in operation.

Forty Morgan post offices were named for local or county residents. One may have been named for a U.S. president. Four had geographic or locational references. Two were named for the county itself, though one of these was later to be better known by another name. Six were named for distant places (two from the Bible). Sixteen were derived from other named features in their immediate area (eleven of these were streams, three were mills, one was a local road, and one was a ford. Seven of these other features also bore the names of local persons or families.)

The Biblical Matthew may have given his name to one office. Three names reflected the area's economy --one was the name of a local mining company; another was a product of local mining operations; and a third was the name of a product found on a store shelf. One office may have been named for a local horse. Three names could be considered symbolic or have what some might call imaginative or figurative derivations. Two names are said to have been influenced by the application for the offices themselves. For seventeen post offices, however,

name derivations have not yet been learned. Also, seven offices have not been precisely located.

Twenty-six post office names were not those first proposed for them. Twelve offices had names different from those of the communities they served. Four offices had name changes.

FOOTNOTES

¹ Robert M. Rennick, *Kentucky Place Names*, Lexington: University Press of Kentucky, 1984, P. 313, from an account shared by Lynn Nickell, Morgan County historian, on December 1, 1978.

² Nathan, Wallace, Francis, and William Brown, postmasters of *Head of Paint*, are not to be confused with the Browns of Rockhouse on the Licking River.

³ The only other post office called *Relief* in the U.S. is in Mitchell County, North Carolina. It is said to have gotten its name this way: a man was walking to the local store to pick up a bottle of Heart's Relief, a medicinal tonic with a high alcohol content. On his way he told a friend that he was going to pick up some Relief. The friend thought he heard him say he was going to Relief to pick up some medicine, and from that local people began to say that they too were going to Relief. So the post office took that name. (From Donald L. McCourry, *Us Poor Folks and the Things of Dog Flat Hollow*, Winston-Salem: John F. Blair, 1975, p. 71).

⁴ The Walnut Grove Baptist Church was later moved down the creek to the mouth of Stacy Fork but retained its name.

⁵ According to local tradition, *Walnut Grove* was, for a time, nicknamed *Pinhook* for the bent pins residents often used for fishing.

⁶ *Caney* seems unlikely to have been named, as is locally believed, for one Elcaney Lykins, the son of Caleb and Poly Lykins, for he was not born until several years after the post office was established and given that name.

⁷ The creek has always been *Devil's Fork*, and, indeed, Stamper's petition called for the possessive, but postal records officially list it without one.

⁸ According to the Postal Route Map of 1884, the original *Yocum* post office was five road miles southeast of Paragon (on the North Fork) and 9 1/2 road miles northwest of West Liberty.

⁹ A post office called simply *Fanin* was established in Elliott County in 1900.

¹⁰ The same account has been given for the Elkhorn Creek in the Bluegrass. See Robert M. Rennick, *Kentucky's Bluegrass: A Survey of the Post Offices*, Lake Grove, Or: The Depot, 1993, P. 91.

¹¹ The May's first name choice for their new office was *Clyde*. Incidentally, *Flatwoods* was so identified in an 1840 survey of land owned by John and Lewis Henry.

(According to Willard Rouse Jillson, *The Kentucky Land Grants*, two volume edition, Baltimore: Genealogical Publishing Company, 1971, Vol. II, PP. 1337).

¹² The Biblical *Ophir*, referred to several times in the Old Testament, is believed to have been within the borders of the present Yemen.

¹³ W. Lynn Nickell, compiler, *U.S. Postal Service – Morgan County, Ky, 1822-1990, Updated 1992 – Offices and Postmasters* at the Kennedy Library in West Liberty, P. 55. *Index*, however, is hardly a unique American place name. Several western elevations (in South Dakota, Washington and Wyoming) were so named for their resemblance to a pointing index finger. (cf George R. Stewart, *American Place Names*, New York: Oxford University Press, 1970, P. 219.) At least one other American post office has borne this name – an office in Snohomish County, Washington was named for the nearby mountain.

¹⁴ According to Harlan R. Brown's *Brief History of Our Early Life and Morgan County, Kentucky*, Ashland, 1950. P. 30, Tarkiln Branch was named for a pioneer kiln that burned pine knots to make grease for wagon axles.

¹⁵ Pauline D. Blair, Davis' daughter-in-law, in the *Licking Valley Courier*, August 25, 1958.

¹⁶ In 1910 the Lexington and Eastern Railroad was acquired by the Louisville and Nashville Railroad.

¹⁷ Cannel Coal, the term applied to the compact and readily burning coal, may have been corrupted from "candle coal", describing its propensity to burn like a bright flame. (cf W. Lynn Nickell, *The Last Train to Jackson*, West Liberty, 1991, p. 3).

¹⁸ Everett Bach of Jackson, Ky., interviewed by the writer on June 30, 1978.

¹⁹ No Inskos are listed in Morgan County's 1900 Census.

²⁰ Could Cox's preferred name *Wick* have honored the late Kentucky Congressman John "Wick" Kendall, a Morgan County native?

²¹ The *Leisure* post office established in Madison County, Indiana in 1888 was named for a local family.

²² Henry, one of the earliest of the Easterlings (ca. 1799-1876) is buried at the old White Oak Cemetery below the Allen Cemetery. William T. Easterling (1857-1940) lived on Lacy Creek and is buried in his family's cemetery just south of the Florress post office.

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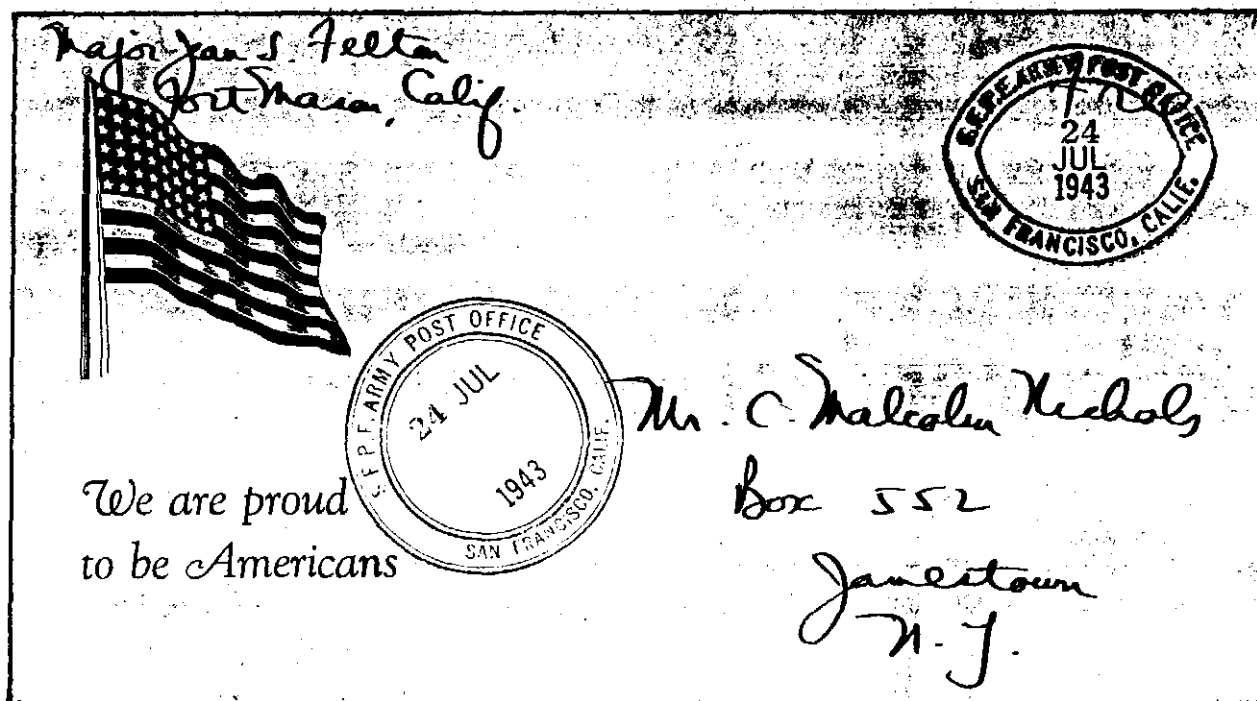


Figure 1. This cover displays two postal markings used at the San Francisco Port of Embarkation post office at Fort Mason. The "football" shaped marking has not been seen used at any other military installation.

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

Port of Embarkation and Army Hospital Updates

By Rod Crossley

The Port of Embarkation operations were addressed in the March 1995 issue [Vol. 26, No. 1] of *La Posta*. Since that time additional information and data has been found that updates the previous article, as follows:

Installations

Additions:

- Auburn Holding and Reconsignment Point, Auburn, WA, no post office.
- Fort Slocum, New York POE, station post office established 7 July, 1934.
- Jackson Barracks, New Orleans, LA staging area for New Orleans POE, no post office.
- Juneau and Skagway, Alaska were part of the Seattle Port of Embarkation and used as discharge ports for Alaska and Western Canada.
- Los Angeles POE, sub-port of San Francisco until October, 1943, no post office is known.
- Portland Sub-port of Embarkation was part of the Seattle POE, no post office is known.

Correction:

Fort Wood, New York City, NY should be listed under Coast Artillery.

Canadian Ports:

The U.S. Government used two Canadian ports as part of its Ports of Embarkation. These were Halifax in Nova Scotia and Prince Rupert in British Columbia. Halifax, as part of the Boston POE, was used for limited troop movement. Prince Rupert, on the other hand, was part of the Seattle operation to move troops and supplies (including ammunition) into western Canada and Alaska. Prince Rupert was also designed to relieve pressure on Seattle plus reduce the distance to Alaska.

Commercial Ports:

The Army used commercial ports to move general cargo. New research has shown that ammunition and explosives were also shipped from commercial ports. Table I below shows the ports used to move this cargo and the munitions storage locations supplying the ports.

Table 1
Army Facilities for the Movement of Ammunition and Explosives Overseas
during WW 2

Port of Embarkation	Location	ST.	Storage Location	Notes
Boston	Casle Island	MA	Maynard Ma.	
	Searsport	ME		
New York	Caven Point	NJ	Raritan NJ	
	Hog Island	PA		
Hampton Roads	Hawkins Point	MD	Oyster Point VA	Philadelphia Cargo Port
	Newport News	VA		Baltimore Cargo Port
Charleston	Charleston	SC	North Charleston SC	
New Orleans	Therodore	AL	Therodore AL	Mobile Sub Port
	Houston	TX	Slidell LA	Houston Cargo Point
Los Angeles	Long Beach	CA	Fontana CA	
San Francisco	Benecia	CA	Benecia CA	
Seattle	Beaver	OR	Beaver OR	Portland Sub Port
	Mulkiteo	WA	Marysville WA	
	Prince Rupert	BC	Prince Rupert BC	Prince Rupert Sub Port

Vehicle processing:

As the movement of equipment and supplies were processed through the various ports, it was noted that the majority of the vehicles were not prepared properly for shipment overseas. San Francisco addressed the problem by establishing a vehicle processing plant in Emeryville. This concept of preparing vehicles for overseas shipment was adopted by several other POEs.

arrived overseas and how they should address mail to the new location. At first this was done with "safe arrival cards" which the troops prepared prior to leaving and were mailed by the Port of Embarkation as soon as a message was received that the troop ship had arrived safely at its destination (Figure 2). In early 1943 the reference to safe arrival was removed and only the soldiers' new Army Post Office number was supplied as well as their cable address, if one was assigned (Figure 3). Because both of these types of cards were filled out

Hospitals for POE:

When POEs were first established, they lacked proper medical facilities. The Ports of Boston, Seattle, and Hampton Roads sent their patients to nearby Service Command Station Hospitals. New York used Tilton GH (General Hospital); New Orleans used La Grande GH; Charleston used Stark GH; San Francisco used Letterman GH; and Los Angeles used the Western Defense Command 73rd evacuation hospital at Sawtelle. During the latter part of 1942 and early 1943, special port and staging area hospitals were built to care for port personnel and troops in transit.

Safe Arrival Cards:

The Army wanted to quickly notify families that their loved ones had safely

Figure 2. An example of a WWII Safe Arrival Card from 1942

WAR DEPARTMENT
COMMANING GENERAL,
SAN FRANCISCO POST OF FLS
PORT MARCH, CALIFORNIA
OFFICIAL BUSINESS

SAN FRANCISCO CAL.
JUN 23
8:30 PM
1943

PENALTY FOR PRIVATE USE \$200
PAYMENT BUY
WAR SAVINGS
BONDS AND STAMPS

Please address me as shown below until otherwise advised:

TYPE Pfc
PRINT (Grade) Floyd E. Jeffries 6930431
(First name) (Initial) (Last name) (Army serial number)

Hq. Battery
(Company, battery, etc.)

281st Coast Artillery Bn.
(Regiment or other organization)

919
APO No.

SAN FRANCISCO CAL.
c/o POSTMASTER

The above complete address should be placed on all mail sent to me.

My cable address is CNE

NORMAL SIGNATURE Floyd E. Jeffries

The APO number, city, State, and cable address will be inserted by the post postal officer; the remainder of the card will be completed by individual concerned or designated person.

W. D. A. G. O. Form No. 206 (January 23, 1943) 16-35850-1 GPO

WAR DEPARTMENT
OFFICIAL BUSINESS

SAN FRANCISCO CAL.
NOV 5
12-11
1943

PENALTY FOR PRIVATE USE \$200
BUY
WAR SAVINGS
BONDS AND STAMPS

NOTICE OF CHANGE OF ADDRESS
(A sufficient number of these cards will be distributed to each soldier when his mail address is changed to permit him to send one to each of his regular correspondents.)

Date 10-1-1943

This is to advise you that my correct address now is—

Staff Sgt. Bedford C. Stull
(Name) 13018412
(Army Serial No.)

88th Signal Co.
(Company or comparable unit) 88th Signal Co.
(Resident or comparable unit)

APO No. 11-B % Postmaster NEW YORK, N.Y.
(Strike out if not applicable) (Name of post office)

Signature Bedford C. Stull

Note.—Newspapers and magazines may now use your old address for correct processing.

Figure 3 (top) and Figure 4 (bottom) illustrate successive modifications of Safe Arrival Cards in 1943.

prior to arriving overseas, a large amount of misdirected mail resulted from the use of APO numbers assigned at the POE. In order to correct this problem, late in 1943 the cards were replaced with a V-Mail form. This form was filled out at the port or on the troopship, but was not mailed until the soldier was overseas where his APO number and cable address had been established (Figure 4).

Medical Department Update:

Additional data has been found that updates the information provided in the March 1996 issue of La Posta. The Medical Department had two types of hospitals to meet the stateside needs of Army service personnel during WW II. These were:

Station Hospitals

These hospitals were operated under the command of the Army Service Force (ASF) or the Army Air Force (AAF). The ASF station hospitals were designed to provide medical services to the Service Forces as well as the troops assigned to the Army Ground Forces, such as those at Ft. Jackson or Ft. Bragg. In February 1943, there were some 166 of these units across the nation ranging in size from 18 beds to 3,007 beds. In some locations, the hospitals also treated dependents of service personnel. A great many of the station hospitals were located in old rambling hotels taken over for the duration.

General Hospitals

These units were also operated under the ASF but treated patients from the ground service and Air Force. General hospitals were designed to treat all types of problems. However, as the war progressed they began to specialize in various types of medical and psychological

problems. At one point during the war the AAF tried to establish their own general hospital but were denied. They were permitted to set up their own convalescent centers for flight crews with operational fatigue.

In addition, the Medical Department established special units to treat the Woman Army Corps (WAC), Negro troops, Prisoners of War, and civilian employees of the army. Station hospitals for WACS personnel were at Fort Des Moines, Iowa and Fort Oglethorpe, Florida. The Negro facilities were station hospitals at Fort Huachuca, Arizona and Tuskegee, Alabama. Prisoners of War were treated at Glennan General Hospital, Okmulgee, Oklahoma and POW General Hospital number two at Camp Forrest, Tennessee. Prisoners of War were also treated in isolation wards of station hospitals or at local hospitals under armed guard.

As the ordnance department established storage depots for explosives in isolated areas, they had problems recruiting civilian personnel to staff the depots due in part to a lack of medical facilities. In order to overcome these problems the army built hospitals at depots in Sierra, California, Umatilla, Oregon, Black Hills, South Dakota, Tooele, Utah, and Navajo, Arizona.

The hospital location chart updates the one in the March, 1996 article.

Table 2
U.S. Army Hospitals in World War II

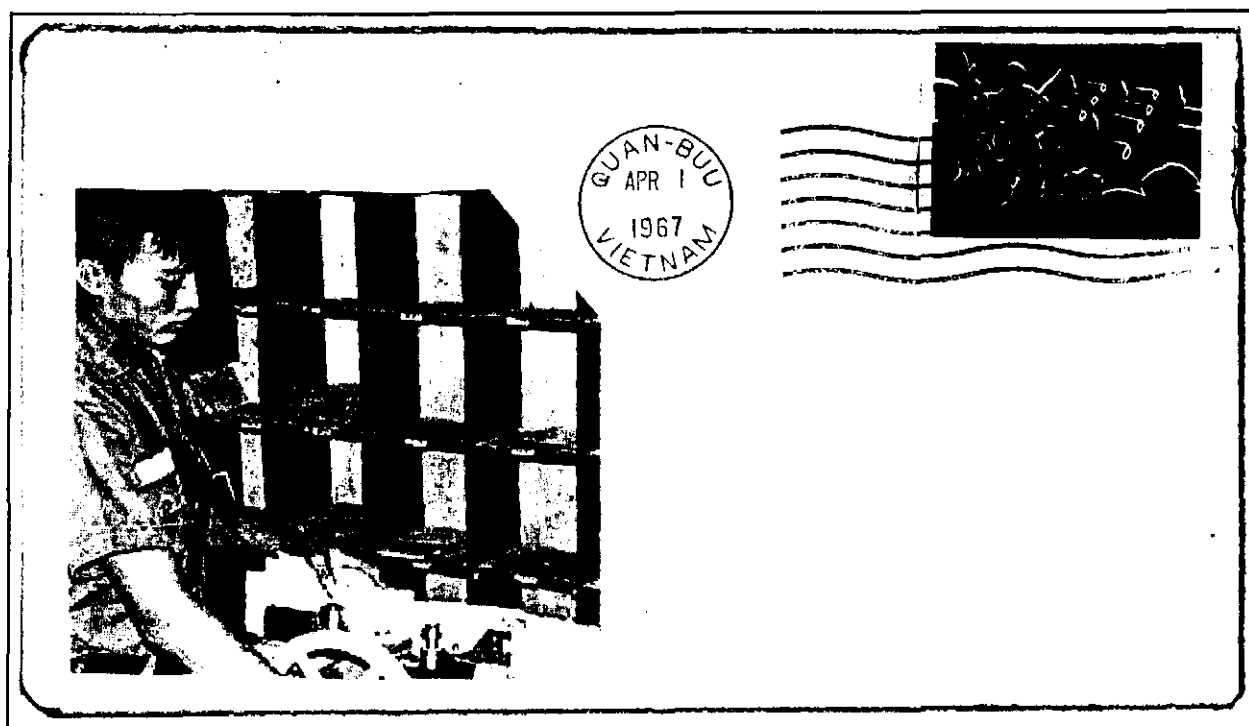
NAME	POST OFFICE	ST	UNIT	OPERATIONAL	NOTES
Army and Navy General Hospital	Hot Springs Nat'l Park	AR	STA	01/09/43-11/01/44	
Dewitt General Hospital	Auburn	CA			
Los Angeles Medical Depot	Los Angeles	CA			
Dibble General Hospital	Menlo Park	CA			
Hammond General Hospital	Modesto	CA	BR	09/01/42-	
San Francisco Medical Depot	Oakland	CA			At Oakland Army Term.
Torney General Hospital	Palm Springs	CA			
McCornack General Hospital	Pasadena	CA			was Pasadena Area Sta. Hosp
Letterman General Hospital	San Francisco	CA	STA	07/01/20-05/31/46	no known cancels
Hoff General Hospital	Santa Barbara	CA			
Birmingham General Hospital	Van Nuys	CA	BR	01/15/43-06/05/46	
Denver Medical Depot	Denver	CO			
Fitzsimons General Hospital	Denver	CO	STA	05/01/23-	
Army Medical Center	Washington	DC			
Walter Reed General Hospital	Washington	DC	STA	08/01/18-OPER	
Lawson General Hospital	Atlanta	GA	STA	06/01/41-04/04/42	
Oliver General Hospital	Augusta	GA			Forest Hills Hotel
Batley General Hospital	Roswell	Ga	BR	11/10/43-	
Finney General Hospital	Thomasville	GA	BR	03/10/43-	
Schick General Hospital	Clinton	IA	STA	02/01/43-	
Gardiner General Hospital	Chicago	IL			
Mayo General Hospital	Galesburg	IL			
Vaughan General Hospital	Hines	IL			
Wakeman General Hospital	Columbus	IN			
Billings General Hospital	Indianapolis	IN			
Kansas City Medical Depot	Kansas City	KS			Kansas City Food Term.
Winters General Hospital	Topeka	KS	BR	04/01/43-03/16/53	

Table 2
U.S. Army Hospitals in World War II

NAME	POST OFFICE	ST	UNIT	OPERATIONAL	NOTES
Darnall General Hospital	Danville	KY			
Louisville Medical Depot	Louisville	KY			
Nichols General Hospital	Louisville	KY			
LaGarde General Hospital	New Orleans	LA	BR	09/08/45-	
Lovell General Hospital	Ayer	MA			
Cushing General Hospital	Farmington	MA	STA	02/01/43-	
Murphy General Hospital	Waltham	MA	STA	11/01/42-03/31/44	may be AFF regional Station Hospital
Percy Jones General Hospital	Battle Creek	MI			
Saint Louis Medical Depot	Saint Louis	MO			
O'Reilly General Hospital	Springfield	MO	STA	12/22/41-	
Foster General Hospital	Jackson	MS	BR	11/01/43-	
Moore General Hospital	Swannanoa	NC	BR	11/01/42-03/31/44	
England General Hospital	Atlantic City	NJ			
Tilton General Hospital	Wrightstown	NJ			
Bruns General Hospital	Santa Fe	NM			
Binghamton Medical Depot	Binghamton	NY			
Mason General Hospital	Brentwood L.I.	NY			
Northington General Hospital	Tuscaloosa	NY	BR	07/15/43-	
Rhodes General Hospital	Utica	NY			
Halloran General Hospital	Willowbrook	NY	STA	02/22/43-	PO Staten Island NY
Fletcher General Hospital	Cambridge	OH			
Crile General Hospital	Cleveland	OH			
Toledo Medical Supply Depot	Toledo	OH			
Borden General Hospital	Chicasha	OK	STA	03/22/43-	
Deshon General Hospital	Butler	PA	BR	01/01/43-	
Valley Forge General Hospital	Phoenixville	PA	BR	01/01/43-	
Stark General Hospital	Charleston	SC	BR	01/05/41-	
Kennedy General Hospital	Memphis	TN	BR	01/04/43-09/01/45	to BR MOU 3
Thayer General Hospital	Nashville	TN	STA	09/15/43-	
William Beaumont General Hospital	El Paso	TX	BR	09/08/41-	
Harmon General Hospital	Longview	TX	BR	11/15/42-	
Ashburn General Hospital	McKinney	TX			
Brooke General Hospital	San Antonio	TX	STA	09/15/41-OPER	cancel is Hospital
McCloskey General Hospital	Temple	TX	BR	09/02/42-	
Bushnell General Hospital	Brigham	UT	STA	09/21/42-05/16/46	
McGuire General Hospital	Richmond	VA	BR	06/05/44-	
Woodrow Wilson General Hospital	Staunton	VA	BR	04/01/41-	
Baxter General Hospital	Spokane	WA	STA	05/01/43-	
Madigan General Hospital	Tacoma	WA			
Barnes General Hospital	Vancouver	WA	STA	04/20/43-	
McCaw General Hospital	Walla Walla	WA	STA	03/05/43-	
Newton D Baker General Hospital	Martinsburg	WV	BR	01/10/43-	
Ashford General Hospital	White Sulphur Springs	WV	STA	04/20/43-	Greenbriar Hotel

AN AMERICAN IN SAIGON

By Robert Munshower and Fmr. Captain Tung Bao Nguyen, ARVN



1967 wavy-bar machine cancel ties Vietnamese first issue imperf. military frank stamp on 1st day of use.

Although the use of cancelling and postmarking machines made in the United States and used abroad in countries such as Canada and Great Britain are well documented, the use of a single obscure American machine as it was used in Southeast Asia is less well known. Late in 1966, as the United States began increase its forces in Vietnam, it, at the same time, began to modernize and "Americanize" Vietnamese military thinking, planning, operations and strategy. Included was a plan to streamline and upgrade the the Vietnamese Military Postal System (QUAN-BUU). Although the Vietnamese mail system was a simple, yet basic operation well suited to the postal needs of what was in reality, a developing military system in an emerging nation, U.S. military postal/communications advisors felt "rapid" cancelling machines would speed up mail flowing through the congested Saigon Military Postal Center (QUAN-BUU CUC). "Rapid" in this case meant hand-operated as the accompanying photograph taken by former Military Police Captain Tung Bao Nguyen shows.

A few philatelic covers were produced (above) on the first day of operation, April 1, 1967. As often occurs in Asia, something new is often timed to begin on an auspicious date. In this case, April 1, 1967 was the date of the Proclamation of the Constitution of the 2nd Republic of Vietnam. After that, little use was made of the machine. Even though the photograph shows a clerk cancelling non-philatelic mail, no examples of such mail has been recorded. The machine was ill suited for use in Vietnam due to the fact that many types of envelopes produced in the region were extremely thin and were easily torn and punctured by the cancelling die in the machine. In addition, the extremely wide range of envelope types and sizes found throughout that part of the world were difficult for the machine to handle. In any event, the machine fell into disfavor and nothing is known of its ultimate fate. No cancels are known to exist from the period following the Communist take-over, so the machine was not put to use by them. Although the cancelling dies were new, it is felt that the machine itself came from an American military installation.

Perhaps a dozen examples of cancels and postmarks made by this machine have been recorded. Any surviving example of one of these should be considered very rare.

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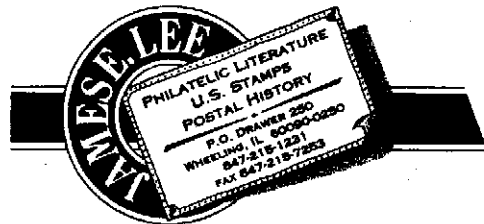
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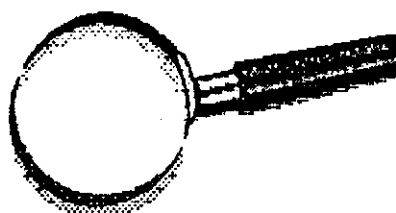
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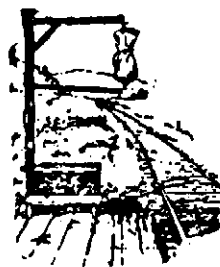
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- 002 WWII, US Naval Forces Europe S/L 2x. US Navy blind 4 bar all are in blue.
- 003 11/41 Mar. Det. Argentia Newfoundland 3 bar. Philatelic.
- 004 Fort Russel, Wyo 1918 duplex on YMCA cvr from Co "C"
- 005 WWI 2 cvrs w/Romsey, Eng cds (rest area). Typed cornercard from American Air Service Hq's.
- 006 32-929/---, 11/42 Papua
- 007 37/194 NYD New Hebrides?
- 008 38/38 11/44 Oro Bay NG repaired tears
- 009 70/43 Japanese Postal Card w/Japanese and US stamps from Aussie to wife from US APO, 1945.
- 010 72/248 3/45 two 3 cent dues, censor tape, opened right, enclosure.
- 011 79/79, 3/45 Germany, 6c transport.
- 012 86/86, 5/43 Iwo Jima, enclosure.
- 013 90/90, 2/45 two 3 c dues, 6c transport on 6c env.
- 014 90/90, two 3c dues magenta 4 bar, enclosure.
- 015 90/90 5/45 purplr 4 bar, enclosure. Germany.
- 016 90/90, 7/45, Czech. large 4 bar. Enclosure.
- 017 96/96, 7/45, Okinawa. Yakima, Wa. parcel post rec'd.
- 018 125/125, 8/45? Base weather station.
- 019 171/171, 10/46. Germany. Blue machine cancel.
- 020 178A/178, 12/48 5 cent Buchanan prexie.
- 021 180 L.A./--- unlisted? 1943.
- 022 198/--- 4/44, Papua.
- 023 241/241, 6/44, Kwajalein.
- 024 241/241, 11/44, Kwajalein.
- 025 301/301, 11/47, Japan.
- 026 322/7BPO, 7/44.
- 027 322/13, 8/45, Dreger harbor.
- 028 331/105, 1945 duplex (poor).
- 029 334/334, 1945
- 030 343/343, 12/47, Japan.
- 031 350/148, 8/44, Bright magenta 4 bar. Enclosure.
- 032 410/--- 3/45, Germany..
- 033 427/427, 11/44, magenta 4 bar, 4 3 cent prexies.
- 044 433/433, 3/45, blue 4 bar. Enclosure.
- 045 445/--- 1/46, Japan.
- 046 445/---, 10/45, Japan.
- 047 445/-5, 11/45, Japan.
- 048 447/447, 12/45, Germany.
- 049 450/450, 12/45 - 2/46, 2 covers.
- 050 466/466, 11/44, India. 6 cents due. Enclosure.
- 051 502/502, 10/43, Camp Barnes.
- 052 502/502, 8/44 black army censor tape. Enclosure.
- 053 520/509, 3/?? Magenta 4 bar.
- 054 634/556, 10/43, Magenta 4 bar on ppc.
- 055 663/663, 12/44. Aden.
- 056 680/680, 3/43, Iran. Two covers.
- 057 713/BPO 7, 5/45, New Guinea.
- 058 714/714, 3/47. Philippines
- 059 716/716, 8/44, Bouganville. Americal.
- 060 718/718, 9/43. Samoa
- 061 719/719, 4/44. Solomons.
- 062 719/719, 10/44, Indonesia?
- 063 742-A/742, 1947. Germany.
- 064 801 10/41 Philatelic 4 bar, patriotic cachet.
- 065 801-A 10/41 philatelic cachet
- 066 801-B 11/41 4 bar Phil/patriotic
- 067 801-C 10/41 4 bar Phil/patriotic
- 068 801-C 3/42 duplex small cachet
- 069 801-D 10/41 4 bar Phil/patriotic
- 070 801-D 2/42 4 bar small cachet
- X70 810/810, 3/42, Iceland, non-phil. Censor strip tape
- 071 825 N.O. 1/43
- 072 836 N.O./836 7/44?
- 073 845/Miami/845, 1/45.
- 074 845 Miami/845, 10/45.
- 075 860/860, 6/44. Iceland..
- 076 886/--- 1/43. 4 postage dues (18 cents).
- 077 919 S.F. Blind early 40's 4 bar, open right., looks OK. Fr. Polynesia?
- 078 924/--- 2/43 2 dues.
- 079 957/963, 7/42, bit out of top.
- 080 986/986, 7/45 1 and 5 cent prexies.
- 081 6/6, 2/51. Korea. Enclosure.
- 082 7/- 7/51 to APO 343. Korea.
- 083 24/-4, 5/50. Korea.
- 084 358/--- 10/54 cachet (2) shows Korean papa-san carrying letter to Portland, Ore. Bit oversized cover.
- 085 86/86, 10/51, Korea.
- 086 970/blind 4 bar (52?) struck twice. Korea.
- 087 970/70 machine cancel, Korea.
- 088 970/70 6/52 4 bar. Korea.
- 089 9200/604, 12/43 bit smeared.
- 090 762/520 4/43 red stripe V-Mail envelope
- 091 1945, British Field Posts 227 and 549 2 covers.
- 092 118/118, 7/59 Blue 4 bar. Morocco.
- Doanes, Colors, 4 Bars, Non-Std.. Check for DPO's**
- X92 Geneva, Kans RFD Doane, purple "Geneva, Kans Rural delivery " Doane. 1 in bars, ppc. Some staining.
- 093 1937, Harrison, Nebraska non-std flag on lgl size cvr.
- 094 "Missent to Hillsboro, Ore" purple 1910 straightline PPC.
- 095 "Examined, Carrier No. 1" thru carrier 8 magenta straightline backstamps, 1907, Batavia, N.Y.
- 096 "UNCLAIMED" "ADVERTISED APR 7 1910" large blue typeset letters on Pawnee, Okla. PPC
- 097 Magenta 1. 2. 3. 4.5.6. (carriers) checked off on 1899 Elwood, Indiana cover "Have your Mail addressed... etc.)
- 098 "Not Known As Addressed" "Carrier No. 47" 1889 gov't stamped Wrapper from New Orleans.
- 099 Purple, "Sent notice of detention" "Held for postage" at Ypsilanti, Mich. 1909 PPC.
- 100 1908, Hardawa(y), Ala. purple Doane. stamp torn, ppc.
- 101 Del Rosa, Cal 1905 doane on ppc.
- 102 Douglasflat, Cal. Very lite 1907 doane w/letter about encounter w/rattlesnake & other wildlife.
- 103 Encanto, Cal. 1910 purple Doane as ppc rec'd mark.
- 104 Fellows, Cal. 1911 purple 4 bar on ppc.
- 105 Gaviota, Cal. 1911 purple 4 bar on ppc.
- 106 Hermosa Beach, Cal. 1907 Doane on beach view ppc.
- 107 Indian Diggins, Cal. 1930's philatelic cancel, grid killer.
- 108 Perkins, Cal. 1906 Doane as backstamp.
- 109 Susanville, Cal. Tiny, 1940 purple oval.
- 110 Wallace, Cal. 1908, red Southern Pacific RR double oval station cancel o/s by Stockton duplex. 2nd strike on reverse.
- 111 Eldora, Colo. 1911 Doane.

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- 112 Peyton, C(olo). 8/18/06 Doane on cover.
- 113 University Park, Colo. 6/19/06 Doane on ppc.
- 114 Ormond Beach, Fla 5/16/07 Doane on ppc.
- 115 Indian Spring, Ga. 8/04/10 Doane on ppc.
- 116 Tate, Ga. 6/12/33 non-std dbl circ w/wavy bars.
- 117 Ilo, Idaho. 6/22/09 Doane on reg. card.
- 118 Reynolds, Idaho. 2/25/05 Doane as backstamp.
- 119 St Clair, Ohio. 4/12/05 doane as backstamp on cvr.
- 120 Lancaster, Ill.. Serif letter Doane. 1911 Ppc.
- 121 Paloma, Ill.. 3/10/11 Doane on ppc.
- 122 Raleigh, ill. 10/08/07 Doane on ppc.
- 123 Woodlawn, Ill. 12/29/08 Doane on ppc.
- 124 Waterman, Ill. 1911 purple 4 bar on ppc.
- 125 Hedric, Ind. 12/24/10 doane on ppc.
- 126 Julietta, Ind. 4/15/08 Doane on ppc.
- 127 Ragelsville, Ind. 11/9/08 Doane on ppc.
- 128 Campbell, Iowa. 6/02/08 Doane on ppc.
- 129 Flugstadt, Iowa. Purple 1911 4 bar on ppc.
- 130 Ralston, Iowa. 1927 dbl circ 4 bar non-std.
- 131 Waukoma, Iowa. 1909 Serif letter 4 bar on ppc.
- 132 Gradan, Kans. Magenta 1921 4 bar on ppc.
- 133 Sharon Spring, Kans. Aqua blue 1909 4 bar on ppc.
- 134 Belfre, Ky. Magenta 1948 4 bar on spec del cvr.
- 135 Byron, Ky. 2/01/11 doane on ppc.
- 136 Ed, Ky. EBoxed EDKY magenta fancy.
- 137 Glenarm, Ky. 4/19/12 Doane on ppc.
- 138 Henderson, Ky. Fancy 1912 pp oval w/stars, reg cvr.
- 139 West Point, Ky. Very small 1912 non-std 4 bar.
- 140 Belgrade Lake, Me. 6/26/07 Doane on "Best Black Bass fishing in the World ill. ad cvr.
- 141 Columbia, Me. 7/12/06 Doane on gov. card.
- 142 Pulpit, Harbor, Me. 1914 good but lite magenta 4 bar on cvr.
- 143 Sebec, Me. 12/22/10 Doane as rec'd mk on ppc.
- 144 South Bristol, Me. 8/17/06 doane on cvr.
- 145 Squirrel Island, Me. 7/21/06 doane on ppc, part o/s.
- 146 West Peru, Me. 3/05/08 doane on ppc. Howe's Cnr cds.
- 147 Detour, Md. 10/11/09 doane on 2c Alaska-Yukon.
- 148 West Beaver Creek, Md. 8/23/05 Doane. Part overstruck.
- 149 Hortonville, Mass. 3/12/07 Doane on ppc as rec'd mk.
- 150 Comins, Mich. 1907 non-std blue 4 bar/doane on ppc.
- 151 Greenfield, Mich. Purple 1938 psuedo machine on phil.
- 152 Waltz, Mich. 9/10/07 Doane on ppc.
- 153 Minnetonka Lake, Minn. 8/21/08 doane on ppc.
- 153X Holt's Summit, Mo. 4/09/09 Doane on ppc. Bailey, Mo rec.
- 154 Inza, Mo. 8/21/09 Doane on ppc.
- 155 Mabel, Mo. 9/18/09 Doane on ppc.
- 156 Mabel, Mo. 1/23/10 purple Doane as rec'd mark.
- 157 Pleasant View, Mo. 3/27/07 Doane on ppc as rec'd mark.
- 158 Hall, Mont. 1910 purple 4 bar on ppc.
- 159 Hershey, Neb. 10/04/06 Doane on ppc.
- 160 Menard, Neb. Tiny vertical purple 1908 oval cds on ppc.
- 161 Roca, Neb. 3/25/07 doane on ppc
- 162 Bradley, N.J. 12/30/08 Doane as rec'd mark on ppc.
- 163 Colesville, N.J. 10/25/04 Doane on ppc as rec'd mark.
- 164 Fair(mount), N.J. 10/19/05 partial doane on ppc.
- 165 Monroe, N.J. Very smeared, looks homemade. 6/19/05 Doane on ppc.
- 166 North Branch Depot, N.J. 12/31/07 Doane on ppc.
- 167 Ottano, N.J.? 8/17/09 Doane on ppc.
- 168 Pattenburg, N.J. 7/02/06 Doane on ppc.
- 169 Wildwood, N.J. Tiny oval "wildwood N.J." on sea sand about 1915.
- 170 Bannerhouse, N.Y. 9/07/08 doane on ppc.
- 171 Bolton, N.Y. Oversize, block letter 12/28/15 Doane, ppc.
- 172 Catskill Station, N.Y. 9/03/07 Doane on Hudson River Day Line cc ppc.
- 173 Earl Valley, N.Y. 2/03/11 non-std cds + purple "Name not in directory" straightline on ppc.
- 174 Lasalle, N.Y. non-std 4 bar w/duplex type killer 12/19/16.
- 175 Longyear, N.Y. 7/06/06 Doane on ppc.
- 176 RedHill, N.Y. 3/31/32 red 4 bar on last day cover.
- 177 Scott, N.Y. 7/18/07 Doane on ppc
- 178 Stockbridge, N.Y. 11/20/12 appears to be a non-std Doane.
- 179 West Side, N.Y. 8/16/10? Doane on ppc.
- 180 Asheville, N.C. Huge 2" blue clock rec'd kills Fam. American.
- 181 Thorne, N.D. Home made non-std huge 4 bar, about 1912.
- 182 Erhart, Oh. 4/15/15 purple 4 bar on ppc.
- 183 Harpster, Ohio. 11/12/10 Doane on ppc.
- 184 West Farmington, Ohio. 1947 non-std dbl circ 4 bar as fwd.
- 185 Hebron, Ohio. 11/11/09 Bright purple 4 bar on ppc.
- 186 Seidler, Ohio. Purple Doane? on emb ppc, 12/06/09? stp tn.
- 187 Arleta, Ore. 12/22/08 Doane on ppc.
- 188 Coles Valley, Ore. 6/25/08 Doane on ppc. Stp torn.
- 189 Deer Island, Ore. 4/21/03 (Prob. 08) Doane on ppc.
- 190 Hunter, Ore. 4/19/10 non-std cds, cork killer, ppc.
- 191 Lents, Ore. 3/28/09 doane on ppc.
- 192 Coal Valley, Pa. 2/14/10 Doane on ppc.
- 193 Dublin Mills, Pa. 5/04/10 Doane, bit off of ppc at top.
- 194 Maddensville, Pa. 9/01/12 Doane on ppc.
- 195 Muir, Pa. 5/27/07 Doane on ppc.
- 196 Orson, Pa. 12/20/09 doane on ppc.
- 197 Pentz, Pa. 12/24/07 doane as rec'd mark on ppc.
- 198 Selea, Pa. 7/24/08 doane on ppc.
- 199 Stalker, Pa. Purple 1920 4 bar.
- 200 Volant, Pa. Non-std doane w/huge duplex bars. 3/14/12.
- 201X Burke, S.D.? 6/02/09 bit blurry doane on ppc.
- 202 Chandler, Im(jare). Willard Doanes on front or back of 9/11/06 cover. Some are overstruck. Westover duplex..
- 203 Crooks, S.D. 12/20/15 Doane on ppc.
- 204 Kirk, S.D.? 1/15/09 bit blurry doane on ppc.
- 205 National Soldiers Home, Tenn. 4/06/04 Doane on 3 cent shield issue cover.
- 206 Burton, Tex. CDS style purple non std. 3/19/12, tgt killer, ppc.
- 207 Cookes Point, Tex. Ovate, purple 1/09/11 doane on ppc.
- 208 Dale, Tex. Full 1907 manuscript, not RFD. Ppc.
- 209 Estacado, Tex. 7/29/10 purple doane. Stp torn. Ppc.
- 210 Premont, Tex. Full 1909 manuscript, 1st month. Not RFD.
- 211 Rossville, Tex. 6/07/07. Doane on ppc. Stp torn.
- 212 Southard, Tex. 6/14/09 Doane on ppc as rec'd mark.
- 213 Bomoseen, Vt. 8/01/07 doan on gov't card.
- 214 Bolivar, Va. 12/25/10 magenta Doane on ppc.
- 215 Brockroad, Va. 11/09/10 Doane on cover.
- 216 Mount Solon, Va. 4/18/10. Lite, readable Doane on ppc.
- 217 Mountville, Va. 7/01/09 Doane on cover.
- 218 Partlow, Va. 5/11/07. Doane on cover.
- 219 Spotsylvania, Va. 3/10/09 Doane on cover.
- 220 Sumner, Wash. Non-std 4 bar w/wavy lines on ppc.
- 221 Bancroft, W.Va. 2/21/07 doane on ppc.
- 222 Charleston, W.Va. 1939 Psuedo machine permit cancel.
- 223 Goosecreek, W.Va. 4/28/09 Doane on ppc.
- 224 Horseneck, W.Va. Cdsnon std. 6/21/10 ppc.
- 225 Maxwell, W. va. 11/30/07 doane on ppc.
- 226 Petroleum. W.Va. 6/13/07 Doane , ppc, part stp torn.

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- 206 Arbova(?) W.Va. 11/8/08 Doane on ppc.
- 207 Creston, W.Va. 11/23/11 doane on ppc.
- 208 Pike, W.Va. 4/17/08 Doane on ppc.
- 209 Rockport, W. Va. 11/16/14 doane on ppc.
- 210 Wasp, W.Va. 12/02/08 doane on ppc.
- 211 Wyndal (??) W.Va. 5/20/07 doane on ppc.
- 212 Fenwood, Wis. 1/17/12 doane on ppc.
- 213 Buford, Wyo. 1915 purple 4 bar on ppc.
- 214 Tie Siding, Wyo. 2/24/09 doane on ppc.

RFD - All are handstamps unless noted

- 215 Northford, Conn. 6/21/02 On cover.
- 216 Frankfort, Ill. Large non-std straightline hs on two ppc's
1 purple and 1 black, both 1910
- 217 Rochester, Ill. 12/06/12 on ppc.
- 218 "Sheldon, 12/23/15 Ill." indelible pencil on ppc.
- 219 St. Anne, Ill. (2) 1 purple non-std and 1 black non-std
7/16/08 and 09. Both on ppc.
- 220 Salem, Ind. 5/22/03 on gov't card. Bit overstruck.
- 221 (M)echanicsville, Iowa. 2/13/10 on ppc.
- 222 Honeycreek, Iowa. 4/04/12 on ppc.
- 223 Monona, Iowa. 6/30/03 on cvr. Repaired tear, looks ok.
- 224 "Tiffin, Iowa, R1, 4/30/09" Large indelible pencil marking, ppc.
- 225 "Waukono, (Iowa) 3-19-08 RR #2" Indelible pencil on ppc.
- 226 Eldorado, Kans. 9/21/03 on cover.
- 227 Geneva, Kans. RFD Doane. Purple "Geneva, K(ans) Rural
Delivery " as rec'd mark on lightly stained ppc.
- 228 Ogden, Kans. 4/24/?? on ppc.
- 229 Bardwell's Ferry, Mass. 3/21/10 Homemade non-std
handstamp. Large target killers. Two ppc's.
- 230 Farmington, Mich. Large circular purple handstamp with oval
killer. 1/11/10. Farmington a bit lite. On cover
- 231 Lincoln, Mo. "Lincoln, Mo R3 4/15" Indelible pencil.
- 232 Cozad Neb. Circular non-std 11/08/12.
- 233 Stamford, Neb. Magenta h/s 10/30/09 on ppc.
- 234 Chester, N.H. Very large circular handstamp with bars. No. 1
in circle, 4/27/07.
- 235 Chester, N.H. Large double circle handstamp with target killer
RFD No.2 6/15/10 on ppc.
- 236 As above in magenta.
- 237 Chester, N.H. 6/06/06 std handstamp.
- 238 Bid as one lot- 3 copies of #234, 3 copies of #235, 2 copies
#236, 1 copy of #237.
- 239 Bridgeton, N.J. 1/30/03 on gov't card. Lite overstrike looks ok.
- 240 Alden, N.Y. 3/06/10 on ppc.
- 241 Bolton Landing, N.Y. ??/??/10 on ppc.
- 242 Amsterdam, N.Y. 2/08/04 on cover.
- 243 "Norwalk, O. 4-18-11 R6" indelible pencil on ppc.
- 244 Dover, Penna. 7/30/09 on ppc.
- 245 Large "McClure, Pa RT6" scrawl on ppc about 1906
- 246 West Alexander, Pa. 8/07/03 on cover.

DPO's

- 247 Angel Island, Cal 1916 4 bar on ppc.
- 248 Gorman, Cal 1908 4 bar on ppc.
- 249 Georgiana, Fla. 3/21/10 4 bar on ppc.
- 250 Lanark, Fla. Bit lite 1917 magenta 4 bar on ppc
- 251 Eylar, Ill. 1909 4 bar on ppc.
- 252 Phelps, Ill. 5/29/09 4 bar in indicia on ppc.
- 253 Cassoday, Ky. 7/27/09 4 bar on ppc.

- 260 Gravel Switch, Ky. 1932 reg cvr.
- 261 Jeffersontown, Ky. 8/02/10 4 bar in indicia on ppc.
- 262 Riverside, Mont. 7/23/09 4 bar on ppc.
- 263 Barnes, N.Y. 10/21/16 4 bar on ppc.
- 264 Levanna, N.Y. 6/30/12 4 bar on ppc.
- 265 Arthurs, Pa. 8/22/12 4 bar on ppc.
- 266 Litzenberger, Pa. 4/20/09 4 bar on cover.
- 267 Pine Flats, Pa. 3/25/10 4 bar on ppc.
- 268 Twilight, S.D. 1933 magenta 4 bar readable -on stamps.
- 269 Marquess, W.Va. Lite 1908 4 bar on ppc.
- 270 Ravenrock, W.Va. 1908 4 bar on ppc.

Advertising - Miscellaneous

- 271 Set of five daily ship news postcards printed aboard the USS
S. Carolina while at battle stations off Haiti, 1914. Four have
S. Carolina 3 bar ship cancels. Much detail and history.
- 272 Full ill. chicken ad cover w/5/27/09 Cressman, Pa Doane
- 273 Another ill. chicken cover, from Shrub Oak, N.Y. 1908.
- 274 Entire back of 1922 Port Washington, Wisc cover full of
info "Highway 17 - Concrete All The Way."
- 275 Full ill ad cover for "Farallone City, Cal" Very pretty 1913
yellow cover w/big map. Death Valley 4 bar.
- 276 Rare! "The Army Mail Service" Instructions and Guidance of
Army Mail Clerks - 2nd Edition, 1942, 61 pages. Much
information.
- 277 Ad cover for "Asparagus Buncher" and "Writing Tablets for
the Blind" both illustrated on same cover! Philadelphia, 1910.

Greetings!

High bid wins over 2nd high bid by 25 cents. Minimum bid
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51-55	2.75	4.78	6.84	13.02
56-60	3.00	5.22	7.47	14.22
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66-70	3.50	6.10	8.73	16.62
71-75	3.75	6.52	9.33	17.76
76-80	4.00	6.96	9.96	18.96
81-85	4.25	7.40	10.59	20.16
86-90	4.50	7.84	11.22	21.36
91-95	4.75	8.26	11.82	22.50
96-100	5.00	8.70	12.45	23.70
101-110	5.50	9.58	13.71	26.10
111-120	6.00	10.44	14.94	28.44
121-130	6.50	11.32	16.20	30.84
131-140	7.00	12.18	17.43	33.18
141-150	7.50	13.06	18.69	35.58

5¢ Per Word Over 150 Words

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ALASKA & YUKON & HAWAII postal history oldest to present wanted. APS life member. Steve Sims, 1769 Wickersham Dr., Anchorage, AK 99507 (907) 563-7281. [29-8]

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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. [30-1]

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. [29-5]

EXPIRATION DATE
 SHOWN AT END OF EACH
 AD, i.e., [29-4], MEANS AD
 WILL EXPIRE WITH THIS
 ISSUE

AD DEADLINE FOR NEXT
 ISSUE:

SEPTEMBER 10, 1998

TOWNS: WANTED

DOODLETOWN, NY and FLAGG, NY covers, cards - stampless to 1980. Send on approval or photocopies. Will quickly respond. Roger Brody, P.O. Box 722, Westfield, NJ 07091. [30-1]

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]

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

NEVADA: Atlanta, Barclay, Bullionville, Coaldale, Columbus, Como, Comstock, Crescent, Deerlodge, Fort Churchill, Fort McDermitt, Gold Butte, Hornsilver, Kawich and Marietta. Send priced on approval or send photocopy for offer. Richard V. Wyman, 610 Bryant Ct., Boulder City, NV 89005-3017. (702) 293-1098. [29-6]

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 [30-3]

OREGON, PRE-1950 cancels of all types - operating - and DPOs, especially 19th century. Washington Doane cancels and unusual cancels from any state. Send priced or on approval, or send photocopies for my offer. Doug DeRoest, 482 Modelaire Drive, La Grande, OR 97850 [30-6]

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]

UTAH: Alunite, Blue Acre, Diamond, Goldstrike, Grafton, Harrisburg, Hite, Iron Springs, Pine Valley, Robinson, Shauntie, Shem and Tintic. Send priced on approval or send photocopy for offer. Richard V. Wyman, 610 Bryant Ct., Boulder City, NV 89005-3017. (702) 293-1098. [29-6]

WEST POINT, NEW YORK covers -- stampless to WW II -- wanted for personal collection. Send on approval or photocopies. Prompt response promised. Richard Helbock, P. O. Box 135, Lake Oswego, OR 97034 [29-4]

DOANES: WANTED

DOANE CANCELS: Buy and trade Doane cancels of all states. Send photocopies or on approval. Gary Anderson, 698 E. Hoyt Ave., St. Paul, MN 55106 [29-3]

ADVERTISING COVERS: WANTED

URGENTLY NEEDED: Pre-1900 Philadelphia, PA advertising covers illustrated with buildings and street scenes. Also any paper memorabilia or postal history from the Philadelphia Centennial of 1876. All correspondence answered. Member APS. Gus Spector, 750 S. Main Street, Suite 203, Phoenixville, PA 19460. [30-3]

MISCELLANEOUS: WANTED

AIRMAIL COVERS - Commercial Only: No First Flights or philatelic -United States to destinations in Europe, Africa, Asia and Oceania dating from before 1938. Also C1-C6 on commercial covers to foreign or domestic addresses. Send priced on approval or photocopies, or request my offer. Richard Helbock, P.O. Box 135, Lake Oswego, OR 97034 [29-6]

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]

FOREIGN: FOR SALE

DANISH "WLD WLD WEST" INDIES stamps, covers, postal stationery, etc. Long-time student/collector/exhibitor. Ron Trosclair (APS), 1713 Live Oak St, Metairie, LA 70005-1069. PH: (504) 835-9611. [29-4]

Let a *La Posta* Classified ad send your message to over 1,200 of North America's most energetic and interested postal history enthusiasts. **As simple as 1, 2, 3!!!**

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

OFFICIAL NOTICE

Beginning with this issue, *La Posta* will no longer carry an "Address Correction Requested" label. For many years, we paid for this as a service to our readers so that we could help track changes of address. For each undeliverable copy of the journal, USPS sent us a new address for our missing subscriber and charged a fee of \$0.50.

In July, however, the USPS began charging us \$2.16 for each undeliverable issue, and when asked for an explanation, we were told that "the rules must have changed."

What this change will mean to you, our readers, is that if you change your address you *must* let us know if you wish to continue receiving *La Posta*. We will no longer have an alternate means of keeping track of your address. We are sorry to have to stop providing this service, but hope you will keep on buying those Elvis and Bugs Bunny stamps and Sylvester & Tweety t-shirts and coffee mugs because the USPS really does have our best interests at heart.

Richard W. Helbock, Publisher

RANDY STEHLE MAIL BID SALE NUMBER 79
16 Iris Court, San Mateo, CA 94401
Phone: (650) 344-3080; Email: RSTEHLE@ix.netcom.com

CALIFORNIA

- 001 ACAMPO, 1934 F EMERGENCY SL ON COVER. EST. \$5
 002 ALCATRAZ, 1947 VG DUPLEX ON CACHED COVER (74-63). E \$5
 003 ANGEL ISLAND, 1909 VG 4-BAR ON PPC (75-45). EST. \$5
 004 ASIOMAR, 1917 VG 4-BAR ON PPC (14-35). EST. \$5
 005 ASIOMAR, 1923 F 4-BAR ON PPC (14-35). EST. \$5
 006 ATLAS, 1908 VG DOANE ON PPC (94-34). EST. \$5
 007 BECKWITH, 1915 F 4-BAR ON PPC (70-32). EST. \$4
 008 BIG SUR, 1937 VG 4-BAR ON PPC. EST. \$4
 009 BULWINKLE, 1913 VG 4-BAR ON PPC (09-22). EST. \$5
 010 BRIDGE, 1906 F CDS O/S ON PPC (02-07). EST. \$70
 011 BUTCHER RANCH, 1916 G+ 4-BAR O/S ON PPC (71-35). E \$5
 012 CAMP BADGER, 1885 G+ CDS ON COVER RED'D @ RT (79-94). E \$35
 013 CAMP ROBERTS, 1945 F MACHINE ON PPC. EST. \$4
 014 CARMEL, 1909 VG DOANE ON GPC. EST. \$4
 015 CHUALAR, 1909 F ECU MOT-620 REC'D ON PPC. EST. \$5
 016 COLD BROOK, ca 1912 VG 4-BAR ON PPC (11-16). EST. \$20
 017 CONCEPTION, 1910 VG 4-BAR ON PPC (02-53). EST. \$4
 018 DAY, 1907 F ECU MOD-610 ON PPC (88-53). EST. \$5
 019 DEER PARK, 1906 F CDS ON PPC (00-29). EST. \$5
 020 DENVERTON, 1908 VG DOANE REC'D ON PPC (58-11). EST. \$8
 021 DE SABLE, 1916 VG 4-BAR ON PPC (11-42). EST. \$5
 022 EASTON, 1910 VG 4-BAR ON PPC (08-18). EST. \$20
 023 EDNA, 1908 VG 4-BAR REC'D ON PPC (67-20). EST. \$10
 024 ELIZABETH LAKE, 1914 F 4-BAR ON COVER WIENCL (78-25). E \$12
 025 ELKLAWN, 1889 G+ CDS B/S ON COVER WEDGE TEARS (88-97) \$50
 026 FAIRPORT, 1922 G LITE LKU MOD-780 ON PPC (12-52). EST. \$8
 027 FOREST CITY, 1891 F DPLX B/S ON CVR RED'D @ LT (54-95) \$10
 028 FORT JONES, 1909 G+ SL WRFD REMOVED. EST. \$4
 029 FREDERICKSBURG, 1909 G+ CDS ON PPC (88-11). EST. \$30
 030 GILROY HOT SPRINGS, 1909 VG CDS ON PPC (73-34). EST. \$5
 031 GONZALES, 1898 VG LKU MOT-840 REC'D ON GPC W/FILING HOLES 12
 032 GONZALES, 1908 VG LKU MOT-880 ON PPC (2nd REPORTED). E \$8
 033 GONZALES, 1910 VG ECU MOT-880 ON PPC. E \$8
 034 GONZALES, 1907 VG 4-BAR O/S ON PPC. E \$8
 035 HALF MOON BAY, 1901 VG RFD #2 B/S ON COVER. EST. \$15
 036 HARDY, 1909 F 4-BAR REC'D ON PPC (02-15). EST. \$15
 037 HAVILAH, 1908 VG LKU KER-1730 ON PPC (66-18). EST. \$10
 038 HENDERSON, 1908 VG DOANE ON PPC (06-22). EST. \$8
 039 HILL, 1912 VG 4-BAR ON PPC (09-27). EST. \$5
 040 HOLLISTER, 1885 F SAB-350 ON DOCKETED COVER. EST. \$5
 041 HOLLISTER, 1909 VG DUPLEX ON PPC. EST. \$4
 042 IMPERIAL JUNCTION, 1912 F 4-BAR ON PPC (10-13). EST. \$40
 043 INGLENOOK, 1916 F CDS ON PPC W/STAMP GONE (80-19). E \$15
 044 INGOT, 1914 F LKU DOANE ON PPC (04-40). EST. \$8
 045 IOAMOSA, 1907 VG DUPLEX REC'D ON PPC (95-13). E \$10
 046 IOAMOSA, 1908 G+ 4-BAR REC'D & O/S ON PPC (95-13). E \$8
 047 JERSEY, 1924 VG 4-BAR ON GPC (88-35). EST. \$8
 048 LATROBE, 1908 F 4-BAR ON PPC (64-21). EST. \$12
 049 McNEAR, 1907 VG CDS O/S ON PPC (97-10). EST. \$20
 050 NEIGHBORS, 1919 WEAK MOB MOSTLY ON STAMP (05-20). EST. \$8
 051 NORTHSPUR, 1911 VG 4-BAR AS TRANSIT MARKING (10-22). E \$30
 052 PACIFIC GROVE, 1905 F DUPLEX ON PPC. EST. \$4
 053 PAIGE, 1909 G+ 4-BAR ON PPC W/STAMP 1/4 GONE (08-14). E \$30
 054 PARAISO SPRINGS, 1923 VG 4-BAR ON PPC (77-39). EST. \$5
 055 PLANTATION, 1911 F 4-BAR ON PPC (02-23). EST. \$8
 056 PROSPECT PK STA, 1908 G DUPLEX ON PPC (08-12). EST. \$5
 057 REDWINE, 1909 F DOANE ON CREASED PPC (04-15). EST. \$12
 058 SALSIG, 1908 F DOANE REC'D ON PPC (04-12). EST. \$20
 059 SAN JUAN BAUTISTA, 1910 VG DUPLEX ON PPC. EST. \$4
 060 SYLVANDELE, 1913 G 4-BAR ON PPC W/STAMP GONE AFFECTING CANCEL (11-18). EST. \$15
 061 WEST ALHAMBRA, 1911 G+ DUPLEX ON PPC (11-20). EST. \$4

COLORADO

- 062 BARELA, 1911 VG CDS ON PPC (74-32). EST. \$8
 063 BURT, 1913 VG 4-BAR ON COVER (10-16). EST. \$35
 064 HOWBERT, 1910 VG 4-BAR REC'D ON PPC (87-33). EST. \$12
 065 MORRINE PARK, 1918 F 4-BAR ON PPC (02-21). EST. \$12
 066 SAUGUS, 1911 F 4-BAR ON PPC (08-14). EST. \$40
 067 TROUBLESOME, 1917 G+ 4-BAR ON PPC (78-35). EST. \$10
 068 TWIN LAKES, 1911 F DOANE ON PPC. EST. \$4
 069 TERCIO, 1912 G+ 4-BAR ON PPC (02-49). EST. \$8
 070 TOBE, 1911 VG 4-BAR ON PPC (10-60). EST. \$4
 071 TOLLERBURG, ca 1916 G 4-BAR MOSTLY ON STAMP (09-31). \$5

IDAHO

- 072 BOWMONT, 1911 F 4-BAR ON PPC (11-54). EST. \$4
 073 FORD, 1915 G+ 4-BAR ON PPC (11-30). EST. \$8
 074 FRASER, 1910 VG DOANE ON PPC (80-20). EST. \$12
 075 HARLEM, 1911 G+ 4-BAR ON PPC (07-18). EST. \$15
 076 MADISON, 1912 G LIGHT 4-BAR REC'D & O/S ON PPC (07-12) \$12
 077 MICA, 1911 VG 4-BAR ON PPC (99-28). EST. \$12
 078 ROCK CREEK, 1909 VG 4-BAR ON PPC (71-25). EST. \$12
 079 VOLLMER, 1911 F 4-BAR ON PPC (07-19). EST. \$8

MONTANA

- 080 BRISTON, 1913 VG 4-BAR ON PPC (99-19). EST. \$20
 081 COLDSRING, 1907 F 4-BAR ON PPC (72-24). EST. \$20
 082 DEMERSVILLE, 1891 VG CDS ON GPC W/CREASE (89-98). E \$35
 083 HOGAN, 1908 VG DUPLEX ON PPC (87-19). EST. \$20
 084 MAMMOTH, 1905 VG CDS REC'D ON PPC (77-08 PER). EST. \$35

NORTH DAKOTA

- 085 APLIN, 1908 G+ 4-BAR ON PPC (09-16). EST. \$12
 086 BESSIE, 1911 F 4-BAR ON PPC (09-26). EST. \$8
 087 COTTONWOOD LAKE, 1908 G+ 4-BAR ON PPC (07-17). EST. \$4
 088 HOWARD, 1909 VG 4-BAR ON PPC (06-17). EST. \$8
 089 LUDDEN, ca 1908 TY 11F (SCRIBBLE ONLY) RFD ON PPC. EST. \$5

OREGON

- 090 ALBERSON, 1912 G+ 4-BAR ON PPC W/STAMP GONE (07-23). E \$8
 091 AUDREY, 1913 VG CDS ON PPC (02-18). EST. \$35
 092 GRIZZLY, 1906 VG CDS REC'D & O/S ON PPC (90-48). EST. \$8
 093 HILLMAN, 1911 F 4-BAR ON PPC (10-11). EST. \$75
 094 HOOVER, 1908 VG 4-BAR REC'D ON PPC (07-16). EST. \$10
 095 NESTOCTON, 1903 F CDS B/S ON CVR WEDGE FAULTS (87-04). \$85
 096 OREGON CITY, 1910 TY 11F (SCRIBBLE ONLY) RFD #4 ON PPC. \$5
 097 SHELburn, 1909 F 4-BAR ON PPC (90-48). EST. \$8

SOUTH DAKOTA

- 098 JORDAN, 1925 VG 4-BAR ON PPC (10-33). EST. \$8
 099 MASON, 1913 G+ 4-BAR ON PPC (12-40). EST. \$5
 100 PLEASANTRIDGE, 1911 VG 4-BAR ON SOILED PPC W/TEAR (11-29) 6
 101 WETA, 1909 F 4-BAR REC'D ON PPC W/COR BEND (09-39). E \$5

WASHINGTON

- 102 BOSSBURG, 1912 VG 4-BAR ON PPC (91-41). EST. \$5
 103 COLLEGE STAPULLMAN, ca 1916 G+ DUPLEX ON PPC (15-) \$5
 104 DALKENA, 1910 VG CDS ON PPC (03-42). EST. \$8
 105 DEWEY, 1907 G+ 4-BAR REC'D ON PPC (88-18). EST. \$8
 106 FIR, 1910 VG 4-BAR ON PPC (80-32). EST. \$8
 107 FT WRIGHT STA, 1920 G+ DUPLEX ON PPC (07-50). EST. \$4
 108 HAYES, 1907 VG CDS ON PPC (78-13). EST. \$8
 109 MEADOW CREEK, 1915 VG 4-BAR ON PPC (13-16). EST. \$35
 110 NEWCASTLE, 1909 VG DOANE ON PPC (84-35). EST. \$8
 111 PEACH, 1910 VG 4-BAR ON PPC (98-39). EST. \$8
 112 RING, 1898 G+ CDS O/S ON GPC W/FIN HOLES (88-10). EST. \$15
 113 SLATER, 1908 F 4-BAR ON PPC (08-19). EST. \$12

RPO's (Towle Types)

- 114 BALT & HIGHFIELD, 1906 VG (238-C-3) O/S ON PPC. EST. \$5
 115 BIG RAPIDS CY & DET, 1908 G+ (822-L-1) ON CREASED PPC. \$5
 116 B LINE & ST PAUL, 1891 VG (889-M-1) ON GPC. EST. \$8
 117 CALIENTE & BARSTOW, 1921 G+ (972-B-1) ON CVR RED'D & RT. \$8
 118 CALISTOGA & VAL JCT, 1917 VG (983-G-1) ON PPC. EST. \$8
 119 CENTRALIA & HOQUIAM, 1936 F (901-A-1) ON PPC. EST. \$8
 120 CENTRALIA & SOUTHBEND, 1922 G+ (601-3-A-1) ON COVER. E \$8
 121 C SPGS & GLEN SPGS, 1912 G+ (958-C-1) ON PPC. EST. \$15
 122 DEAD & EDGE, 1935 F (947-A-C-1) ON GPC. EST. \$4
 123 DEC & HANNIBAL, 1936 F (713-E-1) ON GPC. EST. \$4
 124 DENISON & DALLAS, 1935 F (499-1-A-1) ON GPC. EST. \$5
 125 DENVER & ALAMOSA, 1940 F (965-G-1) ON GPC. EST. \$5
 126 DENVER & LEADVILLE, 1935 F (954-H-2) ON GPC. EST. \$8
 127 DES MOINES & CAINES, 1930 VG (760-F-2) ON GPC. EST. \$8
 128 DES M & ELDON, 1940 F (757-H-1) ON GPC. EST. \$4
 129 DET G LEDGE & G RAPIDS, ca 1915 VG (822-Y-1) ON PPC. E \$8
 130 DETROIT & MANSFIELD, 1938 VG (582-B-1) ON SOILED GPC. \$3
 131 DODGE C & BOISE C, 1932 VG (818-5-D-1) ON GPC. EST. \$4
 132 DOTHAN & PAN CITY, 1938 F (388-B-1) ON GPC. EST. \$4
 133 DOTT & POCAHONTAS, 1936 F (280-1-A-1) ON GPC. EST. \$8
 134 DRAKE & BISMARCK, 1931 VG (880-2-A-2) ON GPC. EST. \$8
 135 DUL & THF RIV FALLS, 1937 F (880-3-B-1) ON GPC. EST. \$8
 136 DUNK & TITUS, 1909 VG (149-E-3) ON PPC. EST. \$8
 137 DUPONT & LAKE, 1931 VG (371-C-1) ON GPC. EST. \$8
 138 DURBIN & RONCE, 1950 F (NEW TYPE) ON GPC. EST. \$8
 139 HARLOWTON & GREAT FALLS, 1916 G+ (891-7-B-1) ON PPC. \$8
 140 HORICON & PORTAGE, 1905 G+ (840-F-2) ON PPC. EST. \$8
 141 IND & BR JUNCTION, 1899 G+ (NEW TYPE) ON COVER. EST. \$8
 142 KLAMATH FALLS & WEED, 1911 VG (900-4-A-1) ON PPC. EST. \$15
 143 LA FARGE & WAUZEKA, 1911 G+ (848-2-A-3) O/S ON PPC. \$5
 144 LAWRENCE & GRIDLEY, 1917 G+ (908-AC-1) ON GPC. EST. \$8
 145 LEEDS & JAMESTOWN, 1912 F (988-B-D-2) ON PPC. EST. \$8
 146 LEWISTON & LOMBARD, 1908 G+ (891-7-D-1) ON PPC. EST. \$18
 147 PORTLAND & DALLAS, 1910 VG LIGHT (900-5-D-1) ON PPC. E \$8
 148 PROV & SOUTHBIDGE, 1913 G+ (71-C-3) ON PPC. EST. \$5
 149 SEATTLE & SEWARD, 1928 F (x-14-b) ON PPC W/TEAR. E \$12
 150 SEATTLE & SEWARD, 1937 F (x-14-b) ON PPC. EST. \$8
 151 SPOK & LEWISTON, 1909 F (908-4-C-1) ON STAMP. EST. \$5
 152 TUCSON & NOGALES, 1932 G+ (985-2-A-3) ON COVER. EST. \$8
 153 TUOLUMNE & STOCK, 1912 F (989-G-1) ON PPC. EST. \$12
 154 WALLACE & SPOKANE, 1909 G+ (898-7-A-4) ON PPC. EST. \$5
 155 WOODBURN & SPRING, 1909 G+ (900-8-B-1) ON PPC. EST. \$12
 156 NEW HAVEN, CONNTR CLK, 1900 VG (92-B-2) ON GPC. EST. \$8
 157 T.C. SAN JOSE, 1913 F (999-I-1) ON PPC. EST. \$8

STREET CARS (Towle Types)

- 158 BOSTON CIRCUIT, 1908 F (80-10-d) ON PPC W/LR COR GONE. \$50
 159 BROOKLYN SO SHORE, 1909 F (BR-6-b) REC'D ON PPC. EST. \$12
 160 CHI & N CLARK ST/2, 1908 F (CH-1-b) ON PPC. EST. \$8
 161 CHI & WENT AVE/STREET, 1910 VG (CH-7-c) ON PPC. EST. \$8
 162 PITTSBURG/STREET, 1914 VG FLAG (PI-2-b) ON PPC. EST. \$12
 163 SEATTLE & SEATTLE, 1912 G+ (SE-1-a) ON PPC. EST. \$20

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

CLOSING DATE: October 14, 1998 (10 PM Pacific)

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

For Additional Details Call or Write: La Posta Publications, P.O. Box 135, Lake Oswego, OR 97034

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