

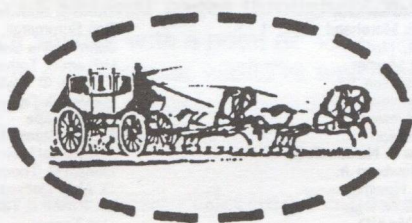
LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY



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COVER: Our cover illustration shows a scene from the 7 February 1892 edition of the Frankfurt newspaper *Kleine Presse* [Small Press], depicting the SS *Eider*'s stranding on Atherfield Ledge and the evacuation of its passengers and crew (and some mail) to the Isle of Wight. It calls attention to Hank Berthelot's article on postal markings associated with the wreck.

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US Postal History into the 21st Century

Now that we are into the "ember" months of 1998 it's probably best we begin bracing ourselves for the forthcoming year of century summaries, top 10 lists, and prognosis of what is to come. Frankly, I find such retrospective activities mildly amusing, but I think there is some merit in exercises which cause us to try to look ahead into the future. It strikes me that it might be appropriate for *La Posta* to conduct a running "open forum" on our editorial pages throughout the coming year in which anyone with a point of view, opinions to express, or questions to pose would be welcome to share them with our readers. In order to get the ball rolling, let me offer a few questions.

Will there be anyone collecting US postal history in 2030?

Can we count on a new generation, weaned on instant collectibles such as sports cards, action figures and beanie babies, to mature into people with sufficient curiosity and patience to pursue a hobby which demands a fair degree of historic awareness and imagination?

How will we be buying, selling or exchanging postal history material 10 years from now?

Will stamp show bourses go the way of urban stamp shops? What impact will the internet have on buying and selling postal history?

Will tomorrow's collectors approach the hobby in the same way we do today?

What sorts of changes can we expect to occur among specialties within the hobby? Will US postal history specialties which are popular now continue to be popular throughout the next decade? What new specialties appear most likely to become "hot" before 2010?

What are the research and exhibition challenges of the early 21st century?

What subjects will attract attention among those who write articles, annotate collections and enter competitive exhibits over the next few decades? There is compelling evidence to suggest that the hobby responds to pulls and tugs exerted by research published in the books, monographs and periodicals of day. The leadership of specialist societies can also be a powerful force in shaping the future direction of interest in postal history, e.g. Charles Towle, John Kay and their colleagues' work in the Mobile Post Office Society during the 1980's, or the efforts of Bob Payne, Reg Morris, et. al. in machine cancels in the 1990's.

These are but a few of the kinds of questions we can look at over the coming year if we put our collective heads together, and share some ideas and opinions. So, let us gaze into our blurry crystal balls and see what emerges. Many of us have been around long enough to observe what has happened to our hobby over a few years, or perhaps a few decades, so what do those changes bode for the future? Drop me a note, or send me an e-mail and let me know what you think about the future of our hobby. Look for more on this subject throughout 1999.

Meanwhile, in order to set the tone for our discussion, I would like you all to meet one of our readers who has some thoughts to share about her approach to US postal history. One of the neat things about being associated with *La Posta* is that, whenever I actually manage to visit a stamp show, I get to meet a few of you readers in person. In September Cathy & I attended the first couple days of the APS show in Santa Clara. We enjoyed meeting quite a number of people from across the country whose names were familiar, but with whom we had never personally crossed paths. One of these we met was Gina Sheridan of Santa Clara, and I've asked Gina to tell you a little about herself and her own personal approach to US postal history. Here is Gina in her own words:

I am currently a manager for New Product Introduction at Cisco Systems, Inc., and a graduate of Indiana University with a degree in Geology. I am married to Frank Sheridan, who is a manager of physical design for a start-up company called SipCore here in the Silicon Valley. I have always held a strong interest in geography, history, and natural sciences, and many of my collecting themes reflect these interests.

My avocations include bird watching (I have seen over 700 species in North America), nature study (especially seeking out native plants and animals), collecting worldwide stamps (at least one example from every country, province, and military occupation that has ever been issued), alternative politics, science fiction, and collecting covers (of course!).

It is rather difficult to explain to someone what I collect. Mainly, I try to obtain type examples of town names that reflect local geographic (natural & artificial) features and local business enterprises.

Examples include Timberline Lodge, Endless Caverns, Pinnacles, High Spire, Kellers Church, Thoroughfare, Warren Tavern, Big Cove Tannery, and Chapman Quarry etc.

I also pursue mini themes such as native flora and fauna (e.g. Wild Rose, Gentian, Sugar Pine, Marmot,

Goldfinch). Beyond that I seek unusual town names such as Liberty Bond, Frozen, Evolution, or Glad Tidings.

I recently completed my goal of obtaining nice examples from every state capitol. These range from state agencies, post cards, and philatelics with governors' autographs to commercial corner cards.

Another active pursuit of mine is collecting covers carried by unusual modes of transportation. I have covers from the Sea Floor bathysphere, pony express, camel, dog team, covered wagon, balloon, autogiros, tin can mail, sky tram, and even hovercraft. I am still seeking covers that I know exist for ferris wheels, reindeer sleighs, and elephant rides!

As with most other collectors, I am easily enticed by clever cachets or unusual auxiliary markings, and I own some very nice territorial pieces as well.

In short, I enjoy the spectrum from historical to whimsical. I love reading the well researched articles in *La Posta*. Our hobby is great fun!

As an additional note to the discussion of collecting interests in the 21st century, I wanted to add an observation that I made at the APS show. When I was sorting through a Tennessee based dealer's cover inventory, the dealer asked several different browsers "What do you collect?" At least three of these replied "Everything". Obviously, this is an over generalized response. Perhaps, it would be better stated as "I have an interest in most everything, but I will only purchase items that meet certain minimum requirements". These "requirements" are highly personalized and often exist on a sliding scale.

For instance, my basic requirements are that I need or want the town CDS (circular date stamp) or some auxiliary marking on the cover or post card. Additional features that increase the desirability of a piece for me include: corner cards matching the CDS, real photo post cards matching the CDS, cachets, autographs of post masters and others, significant dates in the CDS, and rarity. Occasionally, the cachet or post card may be attractive enough to warrant buying the item even if the town postmark is not needed.

The bulk of my purchases at shows consist of items not specifically on my want list. That is due to the fact that there is a plethora of attractive material out there that I had not anticipated encountering. I constantly find items that fit my interests that I previously never knew existed.

Cheers,
Gina

All right, friends, the ball is in your court, as they say. Let us hear from you in the weeks to come. What changes to you see looming ahead for our US postal

history hobby? We can all benefit from some good old fashioned "brain storming".

Unfortunately, I must close my comments this issue with a sad report. Gordon Twedt, dean of the North Dakota postal historians, passed away on August 21st. Gordon was familiar to many collectors throughout the nation as an avid student of Dakota postal history, and was personally responsible for lighting the fire in quite a number of new postal historians who will, undoubtedly, continue on his efforts. As the recipient of many telephone calls from Gordon over the years, I, for one, will miss his familiar greeting on the other end of the line, "Yeah, Twedt here," always delivered in that wonderfully dry North Dakota accent.

Bill

Richard W. Helbock

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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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- 015 FIRMIN, 1912 F 4-BAR ON PPC (11-12). EST. \$12
- 016 HAWKINSVILLE, 1908 G CDS ON PPC (68/14). EST. \$12
- 017 HODSON, 1915 F 4-BAR ON GPC (15-17 PER). EST. \$45
- 018 HUTTON, 1907 VG DOANE REC'D ON FRONT OF PPC (06-14). \$15
- 019 JAMESBURG, 193X VG 4-BAR ON CREASED COVER (94-35). E55
- 020 JOLON, 1911 VG DOANE REC'D ON PPC. EST. \$4
- 021 JOLON, 1912 G+ ECU MOT-1190 REC'D ON PPC. EST. \$4
- 022 KING CITY, 1909 F DOANE ON PPC. EST. \$4
- 023 KING CITY, 1909 VG LKU MOT-1290 ON PPC. EST. \$4
- 024 KING CITY, 1912 F DUPLEX ON PPC. EST. \$4
- 025 KING CITY, 1951 F DUPLEX ON CVR. EST. \$4
- 026 MATHESON, 1943 G+ 4-BAR ON GPC (22-54). EST. \$4
- 027 MATILJA, 1908 VG DOANE ON PPC (89-18). EST. \$10
- 028 MONTEREY, 1943 F MACHINE W/PRESIDIO RET. ADDRESS & ENCL. \$4
- 029 NARANJO, 1906 G+ CDS REC'D ON PPC (01/18). EST. \$15
- 030 NORDHOFF, 1891 F CDS ON COVER (74-17). EST. \$8
- 031 NORTH COLUMBIA, 1911 VG DOANE ON PPC (80-31). EST. \$5
- 032 NORTHWESTERN, 1910 VG 4-BAR ON PPC W/STAMP GONE (08-27) \$8
- 033 PACIFIC GROVE, 1894 CDS ON COVER. EST. \$8
- 034 PAICINES, 1950 F 4-BAR ON COVER. EST. \$4
- 035 PARKFIELD, 1909 VG ECU MOT-2330 ON PPC (84-54). EST. \$5
- 036 PARKFIELD, 1954 VG LD 4-BAR ON COVER (84-54). EST. \$4
- 037 PEBBLE BEACH, 1925 VG LKU MOT-2430 ON PPC. EST. \$5
- 038 PRESIDIO OF MONTEREY, 1943 F MACHINE ON CREASED COVER. \$4
- 039 RINCON, 1903 F CDS ON COVER (70/07). EST. \$12
- 040 ROSEDALE, 1909 F 4-BAR ON PPC (91-13). EST. \$12
- 041 SAN ARDO, 1929 G+ 4-BAR ON PPC W/SCRAPES. EST. \$4
- 042 SEARLES, 1902 F CDS ON COVER REDUCED @ RT (98-14). EST. \$15
- 043 SHERMANTOWN, 1898 VG CDS ON GPC (96-99). EST. \$40
- 044 SISUQUO, 1919 VG LIGHT 4-BAR ON PPC (81/31). EST. \$5
- 045 SKYLAND HEIGHTS, 1916 F 4-BAR ON PPC (10-19). EST. \$12
- 046 SOLEDAD, 1908 G CDS ON PPC. EST. \$4
- 047 SOLEDAD, 1924 VG DUPLEX ON PPC W/CREASE. EST. \$4
- 048 SOUTH SAN LEANDRO STA, 1955 G+ DUPLEX ON COVER. EST. \$4
- 049 SPENCEVILLE, 1912 VG DUPLEX ON PPC (72/32). EST. \$6
- 050 SWEETLAND/J.W. WOOD, 1896 VG T&P ON COVER (57-05). EST. \$15
- 051 WADDINGTON, 1934 VG 4-BAR ON PPC (91-40). EST. \$5
- 052 WALDO, 1912 F 4-BAR ON PPC (98-15). EST. \$20

COLORADO

- 053 BROOKVALE, 1909 F LKU DOANE ON PPC (78/42). EST. \$6
- 054 CARDINAL, 1908 G+ DOANE ON PPC (05-19). EST. \$15
- 055 EL MORO, 1915 VG 4-BAR ON PPC (76/33). EST. \$8
- 056 MADRID, 1908 VG NEW DOANE REC'D ON FRONT OF PPC (82-17). \$30
- 057 SOUTH PLATTE, 1910 VG 4-BAR ON PPC (99-37). EST. \$8
- 058 SUNSET, 1903 VG CDS ON COVER (83-21). EST. \$12
- 059 TOLLERBURG, 1913 VG 4-BAR ON PPC (09-31). EST. \$12
- 060 WILBUR, 1910 F 4-BAR ON PPC (94-13). EST. \$20

IDAHO

- 061 CLYDE, 1911 VG 4-BAR ON PPC (90-18). EST. \$20
- 062 COLLINS, 1911 VG CDS ON PPC (95-14). EST. \$20
- 063 DENVER, 1906 VG DOANE ON PPC W/SCRAPES (92-14). EST. \$8
- 064 FERRELL, 1909 F 4-BAR ON PPC (02-21). EST. \$12
- 065 FORD, 1911 VG 4-BAR REC'D ON PPC (11-30). EST. \$10
- 066 FRASER, 1909 G+ LIGHT DOANE REC'D ON PPC (90-20). EST. \$10
- 067 GRANITE, 1907 F CDS ON PPC (83/51). EST. \$4
- 068 HEISE, 1912 F 4-BAR ON PPC (00-44). EST. \$6
- 069 JESSIE, 1904 VG CDS ON COVER W/ENCL (82-05). EST. \$40
- 070 JUNCTION, 1910 VG 4-BAR ON PPC (71-19). EST. \$12
- 071 MORTON, 1913 F 4-BAR ON PPC (07-40). EST. \$8
- 072 MOUNT IDAHO, 1909 G+ DOANE ON PPC (63/22). EST. \$8
- 073 ROSEBERRY, 1911 G+ 4-BAR ON PPC (91-43). EST. \$8
- 074 WESTMOUND, 1912 G+ 4-BAR ON PPC (03-25). EST. \$12

MONTANA

- 075 ALLARD, 1910 F 4-BAR ON PPC (84/27). EST. \$12
- 076 ARGENTA, 1909 F 4-BAR ON PPC (71/35). EST. \$8
- 077 GLACIER, 1911 VG 4-BAR ON PPC (09-13). EST. \$20
- 078 MAIDEN, 1909 G+ DOANE ON PPC (88/21). EST. \$15
- 079 UNGER, 1907 F CDS ON PPC (03-08). EST. \$45

NORTH DAKOTA

- 080 CAYTON, 1909 VG DOANE ON PPC (81-15). EST. \$20
- 081 GLADYS, 1910 F DOANE ON PPC (06-18). EST. \$6
- 082 JOSEPHINE, 1909 F 4-BAR ON PPC (03/43). EST. \$12
- 083 PEARCE, 1908 VG DOANE REC'D ON PPC (06-10). EST. \$10
- 084 SEROCO, 1909 F 4-BAR ON PPC (08-25). EST. \$20
- 085 SMISHEK, 1909 F 4-BAR ON PPC (06-10). EST. \$45
- 086 STILLWATER, 1909 G+ DOANE ON PPC (04-17). EST. \$8
- 087 TYNER, 1911 VG 4-BAR ON PPC (81-12). EST. \$20
- 088 VILLA, 1910 VG 4-BAR ON PPC (11-14). EST. \$20
- 089 VILLARD, 1908 VG DOANE REC'D ON PPC (82-11). EST. \$8

OREGON

- 090 ELWOOD, 1908 F 4-BAR ON PPC (92-14). EST. \$25
- 091 EUGENE CITY, 1889 VG CDS ON COVER (53-89). EST. \$8
- 092 LANDAX, 1921 VG 4-BAR ON PPC (14-27). EST. \$20
- 093 STEPHEN(S), 1910 VG 4-BAR ON PPC W/STAMP GONE AFFECTING CANCEL (90-12). EST. \$10

SOUTH DAKOTA

- 094 CATON, 1911 F 4-BAR ON PPC (10-14). EST. \$20
- 095 LENNOX, ca 1910 TYPE 11F (SCRIBBLE ONLY) RFD ON PPC. \$4
- 096 HANSE, 1909 F 4-BAR ON PPC (08-11). EST. \$45
- 097 HODGES, 1911 VG 4-BAR ON TONED PPC (10-12). EST. \$50
- 098 LEVER, 1914 VG 4-BAR ON PPC W/SM TEAR (09-24). EST. \$20
- 099 MAGNET, 1911 G+ LIGHT 4-BAR ON PPC W/STAIN (10-14). \$25
- 100 MAPLELEAF, 1925 VG 4-BAR ON PPC (20/42). EST. \$12
- 101 MULLEN, 1910 F 4-BAR ON PPC (08-27). EST. \$12
- 102 WHEELER, 1909 VG 4-BAR ON PPC (76-23). EST. \$12
- 103 ZEAL, 1908 G LIGHT 4-BAR ON PPC (08-21). EST. \$8

WASHINGTON

- 104 ANGLIN, 1910 VG 4-BAR ON PPC (02-21). EST. \$12
- 105 BUCKEYE, 1919 VG 4-BAR ON PPC (03-34). EST. \$6
- 106 CANYON, 1909 G+ DOANE ON PPC (05-18). EST. \$20
- 107 ECHO, 1911 VG 4-BAR REC'D ON PPC (90/21). EST. \$10
- 108 FAIRBANKS, 1911 VG 4-BAR ON PPC (09-17). EST. \$20
- 109 HILLHURST, 1911 VG 4-BAR ON PPC (78-20). EST. \$12
- 110 INGLEWOOD, 1911 F CDS ON PPC (89-23). EST. \$12
- 111 KEYSTONE, 1916 VG 4-BAR ON PPC (01-26). EST. \$10
- 112 KESLING, 1912 VG 4-BAR ON PPC (09-20). EST. \$12
- 113 LEBER, 1909 G LIGHT 4-BAR ON PPC (77-09). EST. \$8
- 114 LONG LAKE, 1913 F 4-BAR ON CREASED PPC (11-16). EST. \$25
- 115 NAVAL TORP STA KEYPORT, 1942 F 4-BAR ON COVER (31-47). \$8
- 116 NEWLAND, 1908 G DOANE REC'D ON PPC (01-08). EST. \$15
- 117 OSCEOLA, 190X VG 4-BAR REC'D ON PPC (77-09). EST. \$15
- 118 ROCKLAKE, 1911 VG 4-BAR ON PPC (07-12). EST. \$25
- 119 RYAN, 1908 VG 4-BAR REC'D & O/S ON PPC (97-12). EST. \$8
- 120 SO BELLINGHAM STA, 1936 G+ FLAG ON PPC. EST. \$4
- 121 WACO, 1909 VG 4-BAR REC'D ON PPC (07-10). EST. \$20
- 122 WILEY RUR STA/YAKIMA, 1920 VG 4-BAR ON PPC (20-83). \$15

R.P.O.s (Towle Types)

- 123 BELLAIRE & ZANES, 1910 G+ (593-F-2) ON PPC. EST. \$10
- 124 BELL & ANACORTES, 1916 G (w-58-b) ON PPC. EST. \$8
- 125 BELOIT & SALINA, 1936 F (916-A-1) ON GPC. EST. \$8
- 126 BERTHOLD & CROSBY, 1937 F (876-2-A-1) ON GPC. EST. \$8
- 127 BISMARCK & CHARLES, 1937 F (806-B-1) ON GPC. EST. \$8
- 128 BLAINE & SEAT, 1908 VG (903-B-1) ON PPC. EST. \$8
- 129 BOISE & HUNTINGTON, 1915 VG (898-D-1) ON PPC. EST. \$15
- 130 BOUNDARY & SPOK, 1940 F (902-1-A-1) ON 3x5 CARD. EST. \$12
- 131 BURL & OSKALOOSA, 1902 VG (NEW TYPE) ON COVER. EST. \$12
- 132 CAM CITY & MAD, 1902 G+ (854-K-1) AS B/S ON COVER. \$4
- 133 CLARKS & RICHWOOD, 1936 F (279-F-1) ON GPC. EST. \$8
- 134 COLS & SPALDING, 1935 F (938-E-1) ON GPC. EST. \$8
- 135 COLUMBUS & LINCOLN, 1909 VG (935-F-1) ON PPC. EST. \$8
- 136 DET & ALGONAC, 1907 F (Q-3-e) ON PPC. EST. \$25
- 137 DET & IRONTON, 1907 F (642-H-2) O/S ON PPC. EST. \$10
- 138 DODGE CITY & CLAYTON, 1937 F (918-5-B-1) ON GPC. EST. \$15
- 139 DOWNS & LENORA, 1937 VG (908-J-2) ON GPC. EST. \$8
- 140 DULUTH & DRESSER JCT, 1937 F (856-1-B-1) ON GPC. EST. \$8
- 141 DULUTH & EAU CLAIRE, 1902 F (860-H-3) ON COVER. EST. \$4
- 142 ELLIS & DENVER, 1948 VG (907-F-4) ON PPC. EST. \$4
- 143 FARLEY & CED RAPIDS, 1910 VG (NEW TYPE) ON PPC. EST. \$15
- 144 GALVA & BURLINGTON, 1922 VG (NEW TYPE) ON PPC. EST. \$8
- 145 GEORGIANA & GRACE, 1939 F (417-1-A-1) ON GPC. EST. \$8
- 146 GLEN CAMP & CRESSON, 1910 G+ (173-J-1) ON PPC. EST. \$6
- 147 GREENS & WINSTON, 1891 F (325-C-1) ON COVER. EST. \$15
- 148 HARLING & RIOG, 1935 F (493-C-2) ON GPC. EST. \$8
- 149 HEMPSTEAD & LLANO, 1911 G+ (474-D-4) ON PPC. EST. \$10
- 150 HORTON & NELSON, 1936 VG (832-C-1) ON GPC. EST. \$8
- 151 HUNT & HOLIDAYSBURG, 1907 G+ (174-D-1) ON PPC. EST. \$6
- 152 JACK & CIN, 1912 VG (647-E-1) ON PPC. EST. \$6
- 153 KING & BLOOM, 1900 SL RPO ON COVER. EST. \$10
- 154 KINGSTON & ONEON, 1906 VG (117-E-1) ON PPC. EST. \$6
- 155 LAKE COR & TUTWILER, 1935 F (431-L-1) ON GPC. EST. \$8
- 156 LENOIR & CHESTER, 1939 F (344-E-2) ON GPC W/SCRAPE. \$8

STREETCARS (Towle Types)

- 157 CHI & MILLARD, 1910 F (CH-5-a) ON PPC. EST. \$8
- 158 CHI & N CLARK ST, 1908 F (CH-1-c) ON PPC. EST. \$8
- 159 CLEVELAND CIRCUIT, 1909 F FLAG (CL-1-b) ON PPC. EST. \$4
- 160 PITTSBURG STREET CAR, 1909 F FLAG (PI-2-i) ON PPC. \$12
- 161 ROCHESTER CAR COLL SER, 1907 G+ (RO-3-c) ON PPC. EST. \$12
- 162 ROLAND PARK & SAINT HELENA, 1897 VG FLAG (BA-3-b) ON CVR. \$15
- 163 ROL PK & ST HEL, 1904 F (BA-3-h) ON COVER. EST. \$8
- 164 SEATTLE & SEATTLE, 1911 F (SE-1-a) O/S ON PPC. EST. \$25

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

CLOSING DATE: December 16, 1998 (10 PM Pacific)

VARIOUS AUXILIARY MARKINGS DENOTE US MAIL SALVAGED FROM 1892 WRECK OF THE *EIDER*

By: Henry J. "Hank" Berthelot

On the evening of 31 January 1892, the *Steamship Eider* ran aground on Atherfield Ledge and was sunk. That mishap was heartrending to the passengers and crew; however, historically the loss of the ship was not significant. So, when the newsworthiness of the mishap ended, the *Eider* became but a maritime statistic -- one of the many nineteenth century ships to have succumbed to a "peril of the sea." The peril in that instance was "stranding," the driving of a ship onto an obstacle (shore, reef or rocks) so as to render the ship helpless.

Mail matter salvaged from such mishaps presents an interesting area of philatelic study. In the case of the *Eider*, US Mail was the postal cargo being transported on and thus comprised the mail items salvaged from the shipwreck.

This narrative has a dual purpose: to present the maritime-postal history of that ship, and to discuss the auxiliary markings known to the writer that were used to identify the US Mail *ex Eider*.

Built for the Norddeutscher Lloyd (North German Lloyd) of Bremen, Germany, by John Elder & Co. of Glasgow, Scotland, the *Eider* was launched on 15 December 1883. Although steam powered, the ship also was rigged with sails should that form of power have been necessary. That dual form of locomotion was a common practice of the era.

Designed for transatlantic service, the *Eider* plied the North Atlantic between New York City, New York, the Line's western terminus and Bremen, Germany, its eastern terminus, with an intermediate port call at Southampton, England. [On occasions, severe winters rendered the Bremen port inaccessible owing to icing over of the Weser River. During such periods, Bremerhaven was the port used in its place.]

On 23 January 1892, the *Eider* departed New York Harbor under the command of Captain H. Heineke. The ship carried 367 passengers, and was transporting cargo consisting of piece goods, cotton and corn, gold and silver valued at £250,000 and 596 bags of US Mail (386 bags for delivery to Southampton and 210 bags for delivery to Bremen).

In 1892, neither sonar nor radar was known. Ships navigated obstacles solely by log-distances, with adjustments for drifting and leeway. Astride the shipping lane in the English Channel, adjacent to the Isle of Wight, was Atherfield Ledge, at the time a very dangerous reef. Since channel currents toward that reef always were strong, there was the possibility that a bridge crew's "dead-reckoning" calculations could be impeded, espe-

cially during conditions of adverse weather. As an aid to ships navigating the area, a series of lighthouses was located on the English mainland and on the Isle of Wight.

"The Solent," a ship channel two to five miles wide, located between England and the Isle of Wight, was the route used by ships to navigate safely the English Channel to and from Southampton. When an eastward-bound ship approached the western "entrance" to the Solent, the ship's bridge crew kept the Hurst Castle Lighthouse on the English mainland to their port (left) side and the Needles Lighthouse on the northwestern coast of the Isle of Wight to their starboard (right) side. Those lighthouses were four miles apart.

At the southern tip of the Isle of Wight was located another lighthouse -- the St. Catherine's Lighthouse. The distance between the Hurst Castle Lighthouse and the St. Catherine's Lighthouse was some ten miles.

In a patchy dense fog, the *Eider* approached the Solent on the evening of 31 January 1892. Seeing a light to port -- that being the Hurst Castle Lighthouse -- the bridge crew maintained the ship's course to the right of that light. A short while later, as the ship entered a clearing, the bridge crew saw a second light to starboard, which they assumed was the Needles Lighthouse. Unfortunately, the Needles Lighthouse at the time was completely obscured by the dense fog; the light seen was that of the St. Catherine's Lighthouse. So instead of entering the Solent, the *Eider* steamed -- at a slower speed since the ship was in dense fog but nevertheless -- directly onto Atherfield Ledge, where it stranded about ten o'clock PM, one-half mile from shore. Since the ship was in no immediate danger, most of the passengers, in consultation with the captain, decided to wait until the next morning to disembark, if that were necessary. Thirteen passengers, however, insisted on being taken ashore without delay. Captain Heineke ordered a lifeboat launched, and those passengers were transferred to the lifeboat and landed safely that night on the Isle of Wight.

During the morning of 1 February, the captain tried to re-float the ship by jettisoning some of its cargo. The attempt, however, was futile. In the meantime, lifeboats were dispatched from the coastal stations, but Captain Heineke declined their services since sea tugs were en route to assist his ship. Unfortunately, a rainstorm with high winds developed in the area, forcing the tugs to return to port.

The adverse weather and a receding tide caused the *Eider* to list and scrape against the rocks. For reasons of safety, Captain Heineke decided to evacuate the ship (Figure 1 - See Cover illustration). As soon as weather

conditions permitted, the passengers and crew were transferred from the ship to the town of Atherfield on the Isle of Wight. Taken across the island to Cowes, they were conveyed to Southampton. From there, they were taken to Bremerhaven on 7 February by the North German Lloyd ship *Aller*.

Constant motion against the rocks fractured the hull of the *Eider*, causing the ship to sink. Since the cargo compartments were flooded, salvage operations had to be conducted by divers. The wreck ultimately was floated off the reef on 29 March and towed to Southampton. Since the salvors demanded more than its book value, the ship was auctioned off as scrap metal and insurers covered the loss of the *Eider*.

As relates to the mail, some of it was carried ashore by the crew during the evacuation. Taken across the island, that mail was transferred to Southampton with the passengers. Since that portion of the mail had not been damaged, nor had its delivery been unduly delayed, it was handled in the regular course of business and delivered without explanation.

That portion of the mail recovered by divers was damaged by immersion. While the number of mail items salvaged in water-damaged condition is not known, subsequent news reports on the mishap noted:

that on 3 February, "all the specie and several bags of mail were landed, the latter in a wet condition";

that by 8 February, "all the remaining mail bags, except for fifteen, had been recovered by divers." That mail was described as "badly water damaged";

that the fifteen missing mail bags were brought-up by divers on 2 March. While the report did not discuss the mail, one can only imagine the condition of the items contained in those mail bags.

Various auxiliary markings are associated with the mail items *ex Eider* that were salvaged by divers. All of those mail items, existing in various stages of water-damaged condition, may be divided into three groupings, based upon their destination.

I. The mail bags destined for delivery to Southampton, containing items addressed to the United Kingdom, were forwarded to and processed in London. After the mail items were allowed to dry, postal officials used the double-line marking, *Saved from / wreck of s.s. "Eider"* to explain the mishap that befell them (Figure 2). This marking, framed in a rectangular border, was affixed with a handstamp device, in violet-colored ink.

II. The mail bags destined for delivery to Bremen, containing items addressed to Germany and Austria, were separated in England. Mail addressed to Austria was dried and as noted by Hopkins in his book on shipwreck mail, probably denoted in London with the triple-line marking, *Gehoben aus dem / gescheiterten Schiff / "Eider"* (Figure 3). Framed in a rectangular border, that marking was struck in violet-colored ink with a handstamp device. In English, the marking meant, *Salvaged from the / washed-ashore Ship / "Eider."*

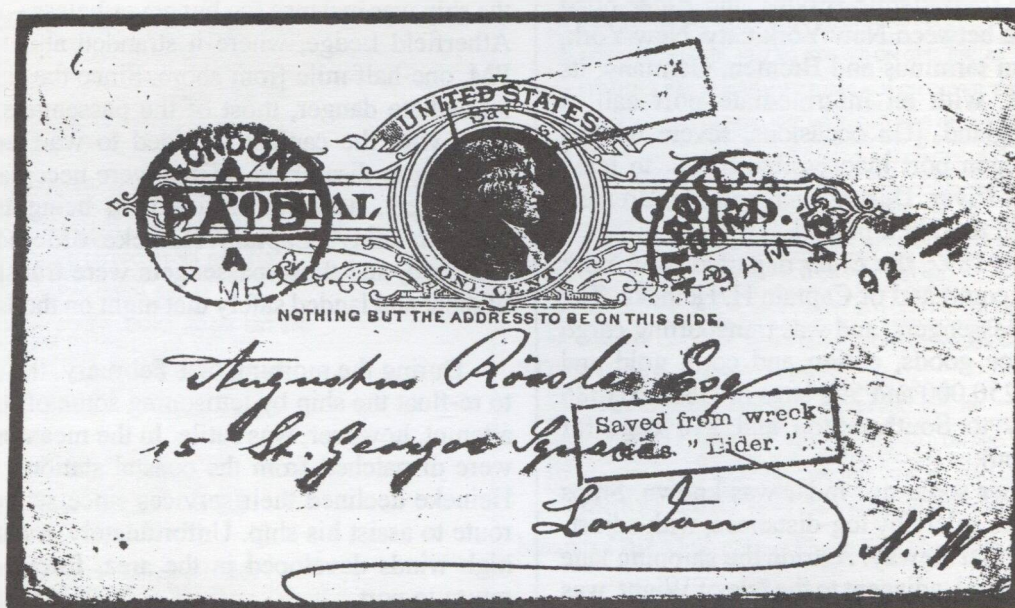


Figure 2. Marking affixed in Southampton to denote this water-damaged mail item *ex Eider* that was destined to an address in the United Kingdom



Figure 3. Marking used to denote this water-damaged mail item ex *Eider* that was destined to an address in Austria

Figure 4 illustrates the reverse of the envelope, showing its receipt in Vienna, Austria, on 9 March 1892.

III. The remainder of the mail bags destined for delivery to Bremen, containing items addressed to Germany, was forwarded to that country for disposition. Thus, the items in those mail bags were processed by

Imperial Post officials at a post office in the particular city to which the mail bags were addressed.

One marking, on a letter to Frankfurt am Main read, *Frankirter Brief aus / gestrandetem. D. Eider geborgen* (Figure 5). Translated, that double-line marking meant, *Franked Letter of / the stranded Steamship Eider recovered*. The marking was applied with a handstamp device in black ink. To the illustrated envelope, a Frank-



Figure 4. Reverse side of envelope with a Vienna datestamp evidencing receipt there on 9 March 1892

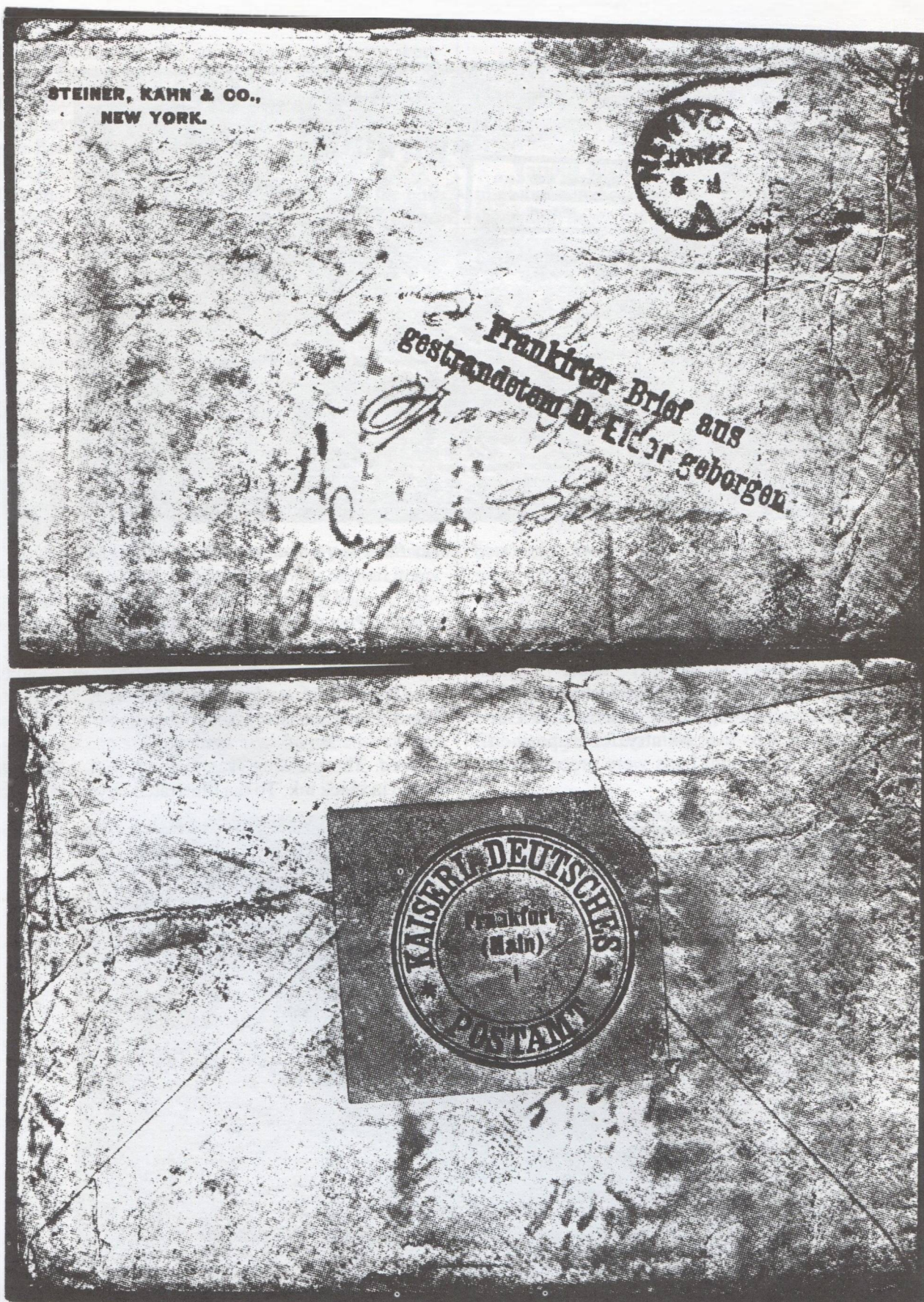


Figure 5. Marking struck in Frankfurt to denote this water-damaged mail item ex Eider that was addressed to Frankfurt au Main. Figure 6. Reverse of envelope showing Frankfurt Post Office seal used to close the back flap



Figure 7. Marking written in Berlin to denote this water-damaged mail item ex *Eider* that was addressed to Berlin

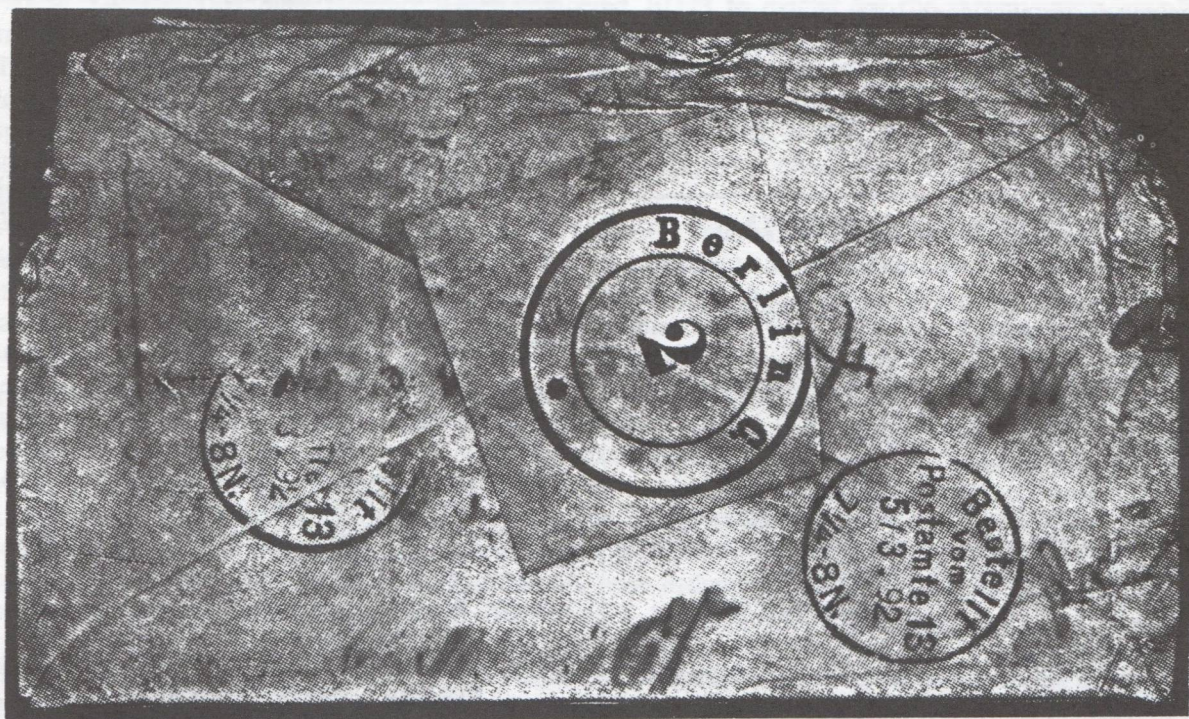


Figure 8. Reverse of envelope showing Berlin Post Office seal used to close the back flap

furt postal official also affixed a Post Office Seal from that city, over the back flap to secure the contents contained in the envelope (Figure 6).

Another marking on a letter to Berlin had the manuscript notation, "v(on) d(ampfer) "Eider" / gestrandet / ausgeliefert," which meant in English *from steamship "Eider" / stranded / sent out* (Figure 7). Since the illustrated envelope's back flap was without glue owing to the immersion, a Berlin postal official secured the envelope with that city's Post Office seal (Figure 8).

Does any reader have a cover recovered from the *Eider* with an auxiliary marking different from those noted above or applied in a different color of ink? If yes, I would greatly appreciate a copy of that cover for further philatelic study of the mail salvaged from the *Eider*. Further, assuming as fact the "probability" that the Austrian mail was processed in England, can any reader explain why that would have occurred?

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THE FIRST TRANSMOUNTAIN MAIL ROUTE CONTRACTS

PART IX - THE OVERLAND MAIL COMPANY CONTRACT

Route 10773, St. Joseph to Placerville, July 1, 1861 to September 30, 1864

by Daniel Y. Meschter

The contract for Route 10773 was a turning point in western mail operations. No longer could an individual or partnership such as John Hockaday or Chorpenning and Woodward bid in a contract, put together a bunch of mules or horses and a couple wagons, hire a handful of drivers and go into business. Now, the contract for Route 10773 to carry six hundred pounds, or more, of mail *six days a week* 1,900 miles over the central route from the Missouri to the Pacific Coast in 20 days called for substantial capital investment and a corporate organization to manage such a huge undertaking. Fortunately, the Overland Mail Company already had the fiscal backing of its organizers and a management infrastructure in place operating Route 12578 over the southern or Butterfield Route. It was fortuitous, too, that it chose to operate the western division of the overland mail route from Salt Lake City to Placerville, leaving Ben Holladay, the C.O.C. & P.P.'s successor, to absorb enormous losses from Indian depredations on the eastern division from St. Joseph or Atchison to Salt Lake City beginning in the spring of 1862.

For thirteen months from June 1860 to June 1861 the Central Overland California & Pikes Peak Express Company was the first to carry overland mail through from St. Joseph to Placerville via the central route, although under two different contracts: Route 8911 weekly between St. Joseph and Salt Lake City and Route 12801 semi-monthly between Salt Lake City and Placerville. Meanwhile, the primary overland mail was semiweekly from St. Louis to San Francisco via the southern or Butterfield route until service was ordered discontinued and operations transferred to the Central route pursuant to Congressional direction (Parts Ve and VIIb).

The contractor on the southern Route 12578, the Overland Mail Company, accepted modification of its contract to the central route on March 12, 1861 (Appendix 25) and discontinued actual operations over the southern route in mid April. The modified route contract was renumbered 10773 to extend for the three years remaining on the contract for Route 12578.

The fiscal arrangements for the modification of the Overland Mail Company contract are not strictly clear. While the language of the Act provided for discontinuance of service on Route 12578 on or before July 1, 1861, it did not specify an effective date to commence operations on Route 10773. It did, however, provide that the contractor would continue to be paid at its present rate during the time required to change its stock and would be entitled to two months' pay as liquidated damages.

At the same time, the order discontinuing service under the contract for Route 8911 was "to take effect when the Service provided for by said Act shall be commenced" and for Route 12801, "the order [of discontinuance] to have effect from date service is commenced on No. 10773." For its part, the Overland Mail Company inserted the phrase "to take effect on or before the 1st of July, 1861, and to expire 1st of July, 1864" in its acceptance of modification, signifying its understanding the effective date was to be July 1, 1861 and the C.O.C. & P.P. Express Company went ahead in conformance with that understanding. It continued operations under both of its contracts until June 30th while the Overland Mail Company, as the prime contractor, stocked the western division from Salt Lake City to Placerville. In the meantime it subcontracted the eastern division to the C.O.C. & P.P. (Appendix 21), all the while receiving its previous rate of pay until July 1st.

Unlike the usual run of route contracts in which the route, schedule, and equipment to some extent were prescribed by the Postmaster General and the compensation established by competitive bidding, the basic provisions of the contract for Route 10773, including compensation, were ordered by Congress in Sections 9 and 10 of the Post Office Department Appropriation Act approved on March 2, 1861 (12 Stat. 204).

Sec. 9. *And be it further enacted*, That . . . the Postmaster General is hereby directed to discontinue the mail service on route number twelve thousand five hundred and seventy-eight from Saint Louis and Memphis to San Francisco, California, and to modify the contract on said route, subject to the same terms and conditions only as hereinafter provided, said discontinuance to take effect on or before July 1, eighteen hundred and sixty-one. The contractors on said route shall be required

to transport the entire letter mail six times a week on the central route, said letter mail to be carried through in twenty days time, eight months in the year, and in twenty-three days the remaining four months of the year, from some point on the Missouri River connected with the East, to Placerville, California, and also to deliver the entire mails tri-weekly to Denver City and Great Salt Lake City; said contractors shall also be required to carry the residue of all mail matter in a period not exceeding thirty-five days, with the privilege of sending the latter semi-monthly from New York to San Francisco in twenty-five days by sea, and the public documents in thirty-five days. They shall also be required, during the continuance of their contract, or until the completion of the overland telegraph, to run a pony express semi-weekly, at a schedule time of ten days, eight months, and twelve days four months, carrying for the Government free of charge, five pounds of mail matter, with the liberty of charging the public for transportation of letters by said express not exceeding one dollar per half ounce. For the above service said contractors shall receive the sum of one million dollars per annum; the contract for such service to be thus modified before the twenty-fifth day of March next, and expire July one, eighteen hundred and sixty-four.

Sec. 10. *And be it further enacted*, That the contractors on route twelve thousand five hundred and seventy-eight, shall be entitled to their present mail pay during the necessary time required to change their stock from their present route to the central route without performing the service, and shall be entitled also to two months' pay on their present contract as liquidated damages for such change of service if made by them in accordance with the terms of the preceding section.

Therefore, except for the specific modifications prescribed by law and accepted by the Overland Mail Company, the contract for Route 10773 was exactly the same as that for Route 12578.

The marginal notes on the contract register page for Route 12578 indicate that the Overland Mail Company relinquished its claim to the two months' extra pay the law allowed it. The notes also indicate, however, that on March 13, 1861 the P.O.D. ordered one month's extra pay, or \$50,000, to discontinue service; but that the company's claim for the other month's pay was refused by the PMG on April 10, 1866.

THE CONTRACTORS

A. The Overland Mail Company

The Overland Mail Company was the outgrowth of an act of Congress (March 3, 1857, 11 Stat. 190) that authorized the Postmaster General to contract for an overland mail from the Mississippi to San Francisco for six years from the time service was inaugurated in September 1858. While the law allowed the contractor to designate the route, the language of the act gave the Postmaster General complete discretion in his selection of the contractor so that a bidder had little choice but to accept the PMG's judgment in the matter if his bid was to be accepted. Nor was the PMG bound by the prevailing law that required contracts to be awarded to the lowest bidder.

The bidding was spirited with nine proposals submitted by eight different principals, but there was real doubt as to the ability of most of them to organize and finance such an enormous enterprise. In fact, Section 13 of the act required the PMG to satisfy himself of the ability of the bidders to complete the contract. Only a consortium of stagecoachmen and express company managers of experience and repute headed by John Butterfield, together with William B. Dinsmore, Wm. G. Fargo, James V.P. Gardiner (or Gardner), Marcus L. Kinyon, Hamilton Spencer, and Alexander Holland, fully satisfied PMG Aaron Brown.

They were not, however, acting as individuals, but as executives and shareholders in four of the leading express companies in the country: the American

Express Company, Wells Fargo & Company, Adams Express Company, and National Express Company (Settle and Settle, 1949, p. 68-69) which had interlocking directorates and convoluted organizations as described by Stimson (1860).

John Butterfield was a stagecoachman when he founded Butterfield, Wasson & Company in 1840 to serve central New York State points. He merged his company with Wells & Company and Livingston & Fargo in 1850 to form the American Express Company of which he became a major stockholder, general superintendent, and later vice-president.

William B. Dinsmore was a long time employee and currently president of Adams Express Company originally organized by Alvin Adams in 1840.

William G. Fargo hardly needs introduction. He was one of the organizers of Wells & Company in 1845 to provide express service from Buffalo to St. Louis and Chicago, a component of the American Express Company of which he was elected secretary. With exceptional vision, he, Henry Wells and others founded Wells, Fargo & Company in 1852 to serve the needs of the burgeoning gold mining and related industries in California for express, mail, and passenger service.

Marcus Kinyon was a long time associate of Butterfield's who, together with Butterfield's son, John, Jr., did the field work siting stations, organizing the work force, and getting the route ready for operations.

Hamilton Spencer was principally a financier. He was one of the organizers of the former United States Express Company that the American Express Company

bought out in early 1854, making him a significant stockholder in American.

Alexander Holland, John Butterfield's son-in-law, became treasurer and director of the American Express Company upon its formation and was its agent in New York City.

Their sureties could easily have substituted for any of them:

Danford Barney was a college educated banker and capitalist who served a vital function as president of the stock companies chartered as the National Express, Wells Fargo, and the later United States Express Company organized after Hamilton Spencer sold his earlier United States Express Company to American. Barney's presidency of the United States Company suggests that it, too, might have had an interest in the overland mail contract. Barney regularly served as surety for Ben Holladay's mail contracts.

Johnston Livingston was the scion of the famous Hudson River Livingstons and one of three Livingstons who were prominent as stagecoach and express company owners and managers from before 1840. He was a partner of Henry Wells and William Fargo in Wells & Company and director of both the American Express Company and Wells, Fargo & Company and later president of the National Express Company.

David Moulton, like Barney, was a capitalist from the Utica area where he was an associate of Butterfield's and probably his personal banker.

Elijah P. Williams was member of the first board of directors of Wells, Fargo & Company. He continued to serve as a director until 1863.

To finance and operate the route semiweekly over a distance estimated at 2,765 miles in twenty-five days without imposing an unfunded liability on the four parent companies, the consortium organized the Overland Mail Company, commonly known as the Butterfield Overland Mail Company, under the laws of New York as a joint stock company capitalized at \$2,000,000 with John Butterfield, president; William B. Dinsmore, vice-president; Johnston Livingston, secretary, and Alexander Holland, treasurer (Conkling, 1947, v. 1, p.124ff). The board of directors was dominated by Wells Fargo representatives, the principal investor in the company. In a corporate shakeup in April 1860, Butterfield stepped aside in favor of Dinsmore as president, Holland resigned to concentrate on his other business interests, and E.S. Alvord replaced Owen Tuller as general superintendent.

The initial investment in 1,800 mules and horses, 250 coaches and wagons, and construction of 137 stations in time for the first trip, gradually increasing to as many as 200 during the next year, alone exceeded a million dollars. With an income of only \$600,000 a

year from the mail contract plus passenger fares and express revenue, the company required regular infusions of cash from Wells Fargo & Company in exchange for additional directorships. As the Overland Mail Company's majority stockholder and chief policymaker, Wells Fargo, in Overland's name, eagerly accepted the modified contract for daily service over the central route in the spring of 1861 as the springboard from which it looked forward to seizing control of the entire overland mail system. First, however, it would have to contend with the C.O.C. & P.P.'s sub-contract and Ben Holladay.

B. The C.O.C. & P.P. Express Company

The corporate foundations of the Central Overland California & Pikes Peak Express Company were Jones, Russell & Company and the partnership of Russell, Majors and Waddell when it was chartered by the Kansas legislature in February 1860 with William H. Russell as president.

W.H. Russell, Alexander Majors, and W.F. Waddell were merchants and freighters who were rapidly becoming the largest government freight contractors west of the Missouri River in the early 1850's. They extended their business interests from Lexington, Missouri to Leavenworth, Kansas in mid-1855 to take advantage of contracts to supply Army outposts up the Missouri River and out the Oregon and Santa Fe Trails from nearby Fort Leavenworth. Their keystone establishments were a large general store and warehouse and a banking house.

Independent of Majors and Waddell, Russell and John S. Jones organized the Leavenworth & Pikes Peak Express Company in February 1859 to carry passengers, express and letters from the Missouri to the booming Pike's Peak gold fields. Part of their financing was a series of 90-day notes they issued about the first of March to pay for the 800 mules and 50 Concord coaches they would need. Frederick (1940, pp. 39-40) believes these notes were subscribed by Ben Holladay. Further, his research into War Department accounts shows that Holladay bought 782 mules, seven horses, and 21 wagons from the Army at Camp Floyd, Utah in 1859, paying for them with a draft drawn on W.H. Russell for \$73,257, although the numbers he delivered to Russell, Majors, & Waddell cannot now be distinguished from those he furnished to the L. & P.P. Express Company or kept for his own use. Holladay already may have furnished Russell, Majors and Waddell with government surplus mules he bought at Fort Laramie in the fall of 1858 at \$30 to \$40 a span.

Meanwhile, Jones and Russell bought J.M. Hockaday's mail contract for Route 8911 as of May 15, 1859

and about the first of July reorganized the L. & P.P. Express Company as Jones & Russell's Pike's Peak Express Company or, simply, Jones, Russell & Company. Russell finally chartered the Central Overland California & Pike's Peak Express Company in February 1860 to consolidate the assets of Jones & Russell and Russell, Majors, and Waddell to furnish express service to Denver City and carry out the Salt Lake City mail contract (Part Vd; Meschter, 1994, pp. 35-46). After this mail contract was annulled and the Overland Mail Company subcontracted the eastern division of Route 10773 to the C.O.C. & P.P. Express Company, Holladay cosigned the \$100,000 performance bond the Overland Mail Company required the C.O.C. & P.P. to post (Townley, 1994, p. 13).

Unfortunately, the C.O.C. & P.P. never was fully solvent. Russell, Majors and Waddell's indebtedness to Ben Holladay that devolved on the C.O.C. & P.P. was a serious enough problem by the spring of 1861 that on April 26th the directors replaced Russell as president with General Bela M. Hughes, whom Townley (id, p. 13) reports was a cousin of Holladay's and later his legal counsel. Hughes wrote some thirty years later that when he was elected president, he did not know the company was so heavily in debt (Hafen, 1926, p. 227).

Although Holladay's financial involvement in the C.O.C. & P.P. is not entirely known and some authorities deny he was either a stockholder or creditor before July 1861, he himself represented in a Memorial to Congress claiming indemnification for losses that he was the contractor on the Overland Route from the Missouri to Salt Lake City from 1860 to November 13, 1866 (Sen. Misc. Doc. No. 19, p. 1-2, Serial 1890). Irrespective of when he assumed an interest in the C.O.C. & P.P., the print of his heavy hand is obvious long before he took over the mail route contract as of March 22, 1862. In addition to influencing the election of Hughes as president and cosigning its performance bond, he insisted the company execute a chattel mortgage on its entire line and equipment in his favor on July 5, 1861 to secure more than \$200,000 he advanced the company either then or earlier as another step toward taking over the company (Frederick, 1940, p. 64). He followed this up with a deed of trust on November 21st, possibly to cover further advances.

Two weeks later one of Holladay's trustees, Robert L. Pease of Atchison, took possession of the C.O.C. & P.P. and published a notice of sale for December 31st. The sale was delayed by technicalities until March 21st when Holladay was the sole bidder at \$100,000. Hughes was the authority for Hafen's statement (op. cit.) that the debt owed Holladay was \$208,000. Even Wells Fargo was not prepared to redeem all the outstanding debt Holladay held in order to bid the

company in. Meanwhile, Pease (op. cit., p. 2, Serial 1890) considered that he had the chief control and management of the C.O.C. & P.P.'s property from December 31, 1861 through March 21, 1862.

Holladay took control of the C.O.C. & P.P.'s operations the next day pending prolonged litigation and operated the line first under the company's Kansas charter and then under a new Colorado charter for the Overland Stage Line granted that summer.

C. Ben Holladay

Few men better personified nineteenth century stagecoaching than Ben Holladay whose shrewdness and daring, and a large dose of good fortune, took him to the top of the financial ladder. Frederick (1940, p. 24) describes him as a solidly built six-footer with dark complexion and sandy hair reflecting his Celtic ancestry who, while by no means a brawler, established a reputation for being able to hold his own against larger and more experienced opponents before he was out of his teens.

Ben Holladay was born in western Kentucky in October 1819, one of eight children born to William Holladay, himself the scion of an early Virginia colonist. He was sixteen when his father moved the family to Westport Landing on the Missouri River in 1836. Ben began his business career clerking in a general store in Weston. Some authorities say that he was with Col. Alexander Doniphan's forces in 1838 when Governor Boggs ordered the militia to drive the Mormons out of western Missouri by force. Doniphan was genuinely sympathetic with the Mormons' plight. He gave them as much protection as his authority allowed and extended his personal friendship in a way that was gratefully accepted and never forgotten.

In the following decade Holladay opened a tavern, started a hotel, and owned his own store. This was the foundation for a trade and mercantile empire when he contracted to supply Gen. S. W. Kearney with wagons, mules, flour, and bacon for his invasion of New Mexico in the summer of 1846. Two years later he realized that the thousands of Mormons following the party Brigham Young led into the Great Salt Lake Valley in 1847 comprised a vast market for goods and supplies of every kind if he could overcome the Mormons' antipathy towards gentile traders.

Using his profits from supplying Kearney's forces, Holladay formed a partnership with T.W. Warner, a Weston merchant, to which he contributed fifty wagons and the hundreds of Army surplus mules needed to pull them while Warner assembled \$70,000 worth of goods. When he set out for Salt Lake City in February 1850, Ben carried a letter of recommendation from Doniphan

to Brigham Young that assured him of a cordial reception and an open market for his goods which he sold out, wagons, mules, and all, in days.

Holladay and Warner opened a general store in Salt Lake City the next year that remained in business into the 1860's, even after Holladay bought Warner out in 1855. He sent out trains every spring and regularly took some of his credits with cash-poor Utah customers in the form of cattle he sold in California at an enormous profit.

Before he was 35 years old, Ben Holladay was accounted a wealthy man. He owned businesses in Weston and Salt Lake City, conducted a freighting business on his own account as well as for others, and had venture capital to invest. He familiarized himself with the routes to the Pacific coast and while it cannot be confirmed that he backed George Chorpenning's contract mail route operations, he was a surety for W.L. Blanchard when the Post Office Department annulled Chorpenning's contract briefly in the winter of 1852-53 (Part III, Appendix 4). In the fall of 1856 he was a bidder for the contract for Route 8911 from Independence to Salt Lake City that was won by Hiram Kimball (Part Vb, Appendix 8).

The years following Holladay's purchase of the Central Overland California & Pikes Peak Express Company was the apex of his career as he reorganized the Salt Lake mail route and became the contractor on as many as six routes at one time in Missouri, Kansas, Nebraska, Colorado, Utah, Nevada, California, Idaho, Oregon, Washington, and Montana, producing more than one million dollars per annum. He read the doom of stagecoaching with the coming of the transcontinental railroad and sold out to Wells Fargo & Company on November 1, 1866 in that company's

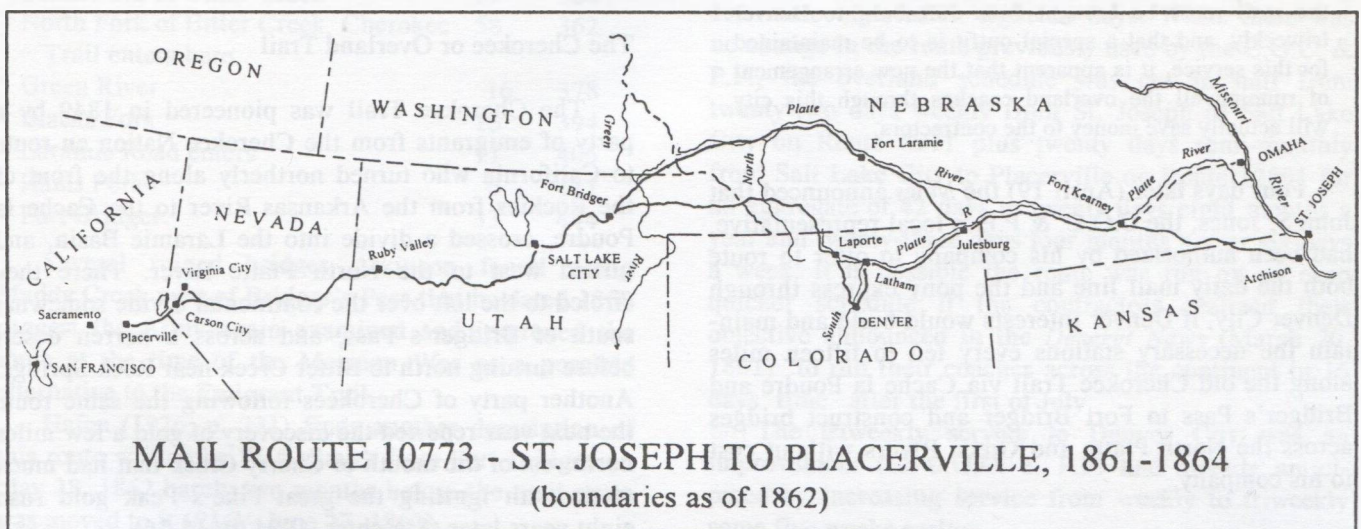
"Grand Consolidation" of western stagecoach companies for a reported million and a half dollars in cash and \$300,000 in Wells Fargo stock.

Meanwhile, he organized the California, Oregon, and Mexican Steamship Company in 1863 and the Northern Pacific Transportation Company in 1867 before venturing into the Oregon Central Railroad Company in 1868, but he had already suffered heavy losses in stations, equipment, and supplies destroyed in the Indian uprisings on the Plains in 1862 and 1864-65. Financial difficulties forced him to sell his steamship interests in the early '70's to bolster his railroad projects which he lost to bondholders after the 1873 financial panic forced his retirement in 1876, his financial power irretrievably broken.

His personal life also suffered when neither his first wife nor any of their children survived him and his two children by a second wife were still small when he died in Portland, Oregon on July 8, 1887 leaving little more than contentious litigation over his estate, an unsettled claim against the government, and an imperishable legend.

THE ROUTES

The legislation transferring the overland mail contract from the southern to the central route provided only for service from "some point on the Missouri River connected with the East [by railroad] to Placerville." No definite route was specified except that the contractor was required to deliver the "entire mails triweekly to Denver City, and Great Salt City." In the absence of specific direction to the contrary, of course, there was no question the route from St. Joseph to Salt Lake City would continue over the familiar Oregon or



California Trail, now more popularly known as the Emigrant Trail, and the old Mormon Trail to Salt Lake City with service to Denver via the Denver Spur.

West of Salt Lake City the route would continue by way of the Simpson-Overland route to Carson City and Placerville originally opened by George Chorpensing as far as Ruby Valley and the rest of the way by the C.O.C. & P.P. for the pony express (Table 10). An important consideration to the contractor was that these routes were well-established with stations for both mail coaches and pony express riders already stocked and manned and, although it was not specifically mentioned, Fort Laramie remained a key point on the Emigrant Trail the Army would not willingly allow to be bypassed without alternative service. The post offices listed in the contract register between St. Joseph and Denver City, Denver City and Great Salt Lake City, and Great Salt Lake City and Placerville (Appendix 24) were interlineated at various times and especially after the route between Julesburg and Fort Bridger was transferred from the Emigrant Trail to the Cherokee or Overland Trail in July 1862.

On the other hand, almost from as soon as it became aware of the new contract, the *Rocky Mountain News* began wishful thinking that the new contractor was planning to furnish service to Denver City superior to the existing triweekly mail via Julesburg provided by the new statute (April 15, 1861):

"Information has been lately received that the great Overland California Mail Line will run through Denver. The high contracting parties who represent the route across the continent are now at St. Joseph, perfecting arrangements on a scale never before equaled in any part of the world. It has been found that the detour from Julesburg, via Denver, involves an increase of distance of less than one hundred miles over the old route by Fort Laramie. When it is taken into consideration that the mail must be brought from Julesburg to Denver triweekly, and that a special outfit is to be maintained for this service, it is apparent that the new arrangement of running all the overland coaches through this city will actually save money to the contractors.

Four days later (April 19) the *News* announced that John S. Jones, the C.O.C. & P.P.'s local representative, had been authorized by his company to offer to route both the daily mail line and the pony express through Denver City, if Denver interests would build and maintain the necessary stations every ten to fifteen miles along the old Cherokee Trail via Cache la Poudre and Bridger's Pass to Fort Bridger and construct bridges across the North Platte and Green Rivers without cost to his company.

Although enthusiastic about Jones' proposal, the *News*, without explaining where the idea came from, expressed preference for a still more direct route from Denver up Clear Creek and over the mountains straight west to Salt Lake City. Jones insisted, correctly, that such a route was "utterly out of the question" since there was no road open across the mountains and the region beyond was virtually an unknown wilderness.

Once articulated, however, the idea of a mountain route took on a life of its own and the Cherokee Trail option was soon forgotten when a representative of the mining districts along Clear Creek Valley between Denver and the crest of the Rocky Mountains, George Nickolls, approached the *News* (April 29). He argued that a route across the mountains would be 150 miles shorter than the Cherokee Trail and that such a road could be opened within sixty days, and asked that representatives of the mail companies inspect his proposed route. In fact, the mining districts did organize an exploration party headed by E.L. Berthoud, an "engineer" from Golden City, with Jim Bridger as guide. Berthoud's party left Downieville on May 9th and a few days later crossed the pass named for him. Berthoud and his party continued on across the Colorado Plateau and through the Wasatch Mountains to Provo, Utah on the first of August and Salt Lake City a day or two later where he wrote to the *Rocky Mountain News* on the 4th (RMN, August 19, 1861).

The Post Office Department was impressed enough by Berthoud's expedition to advertise the next year for proposals to carry the mail on a direct route from Denver to Provo (Route 14323, RMN, September 4, 1862). Neither was Jones' proposal to reroute the overland mails via the Cherokee Trail adopted at this time, but it was a practical alternative and the route was transferred to it after circumstances forced abandonment of the Emigrant Trail.

The Cherokee or Overland Trail

The Cherokee Trail was pioneered in 1849 by a party of emigrants from the Cherokee Nation en route to California who turned northerly along the front of the Rockies from the Arkansas River to the Cache la Poudre, crossed a divide into the Laramie Basin, and turned west to the North Platte River. There they circled to the left over the continental divide somewhat south of Bridger's Pass, and across a barren desert before turning north to Bitter Creek near Rock Springs. Another party of Cherokees following the same route the next year reported the discovery of gold a few miles northwest of the mouth of Cherry Creek that had much to do with igniting the great Pike's Peak gold rush eight years later (Meschter, 1994, p. 15-16).

Capt. Howard Stansbury, returning from his explorations of the Great Salt Lake Valley in the fall of 1850, discovered a more direct route for the segment between the North Platte River and Bitter Creek (Sen. Ex. Doc. No. 3, Serial 608; Stansbury, 1852). Accompanied by Jim Bridger as his guide, Stansbury crossed the Green River on September 13th and traced up Bitter Creek to its source and over to Muddy Creek. He crossed the continental divide on September 20th into the North Platte River drainage over what he named Bridger's Pass.

Lt. Francis T. Bryan reconnoitered this route as far west as Muddy Creek in 1856, but since he was heading from east to west, he had difficulty recognizing Stansbury's west to east description (House Ex. Doc. No. 2, p. 455-88, Serial 943). Neither he nor Stansbury took notice of the Cherokee Trail, although Jim Bridger undoubtedly knew of it.

A Dr. Atkinson did recognize it in a table of distances of the route from Denver to Fort Bridger he furnished the *Rocky Mountain News* (May 16, 1860) as follows (edited and abridged):

	<u>Miles</u>	<u>Total</u>
From Denver to Thompson's Creek		24
Cache-a-la Poudre River	42	66
Beaver Creek	16	82
Laramie River	40	122
Sulphur Spring Creek	48	170
Medicine Bow River	5	175
Rattlesnake Creek	14	189
Pass Creek	5	194
North Fork of Platte River, Cherokee	15	209
Trail turns to the left and crosses three miles above.		
Bridger's Pass	29	238
Muddy Creek	7	245
South Fork of Bitter Creek	59	304
North Fork of Bitter Creek, Cherokee	58	362
Trail enters here		
Green River	16	378
Blacks Fork	16	394
Laramie Road enters	11	405
Hams Fork	6	411
Fort Bridger	33	444

Several ruined bridges Atkinson found along Muddy Creek west of Bridger's Pass that he dated 1858 suggest the Army again examined and improved the route at the time of the Mormon War as a possible alternative to the Emigrant Trail.

Hafen (1926, p. 231) finds another description of this route written by W.A. Smith from Fort Bridger on May 28, 1862 barely two months before the mail route was moved to it (*RMN*, June 27, 1862).

The Emigrant Trail mail route was connected to the Cherokee Trail at Laporte about sixty-five miles north of Denver City by the Denver Spur route along the right bank of the South Platte River from Julesburg to Cherokee City>Latham (now Greeley) opposite the mouth of the Cache la Poudre and thence by a cutoff up the Cache la Poudre to Laporte.

The detour the *Rocky Mountain News* (April 15, 1861) may have visualized to bring a daily stage to Denver might well have been the Denver Spur route along the right bank of the south Platte via St. Vrain and Fort Lupton to Denver and back up the Cherokee Trail on the west side via Thompson's to Laporte. The difference via Denver was about ninety miles. In fact the Overland Stage Company did use this route for about eight months in 1862-63.

Both the *Rocky Mountain News* and the *Deseret News* began referring to the Bridger's Pass route somewhat generically as the "Overland route," as indeed the Emigrant Trail had been on occasion, which gradually evolved into the "Overland Trail" as distinct from the original Cherokee Trail, although the names were used interchangeably for some years.

The mail and pony express stations on the Emigrant Route between Julesburg and Fort Bridger prior to the transfer of the route to the Cherokee or Overland Trail as of June 1, 1861 are shown in Appendix 15. The stations on the entire route from Atchison to Placerville as of approximately July 1, 1862 are reproduced from Root and Connelley (1970, p. 102-3) as Table 11.

OPERATIONS

Operations were inaugurated over Route 10773 with no problems on either its eastern or western divisions. The first trip that departed St. Joseph on July 1st was completed in eighteen days. While there was no change in the route previously used by the C.O.C. & P.P., the overland schedule was cut in half from twenty-two days weekly from St. Joseph to Salt Lake City on Route 8911 plus twenty days semi-monthly from Salt Lake City to Placerville on Route 12801 for an aggregate of 42 days to twenty days eight months a year and twenty-three days four months a year six days a week. It is possible the route was run on an even quicker schedule if the contractors realized their objective announced in the *Deseret News* (March 20, 1861) "to run their coaches across the continent in 16 days' time" after the first of July.

The triweekly service to Denver City was an improvement the C.O.C. & P.P. had already anticipated by increasing service from weekly to triweekly some five weeks earlier.

Because the contract only provided for triweekly service to Denver City, the legislative mandate "to deliver the *entire* mails tri-weekly to Denver City and Great Salt Lake City" had no particular meaning in its case because there was no other way any mail let alone "the entire" mail could be delivered to Denver City; but since overland mail coaches passed through Salt Lake City six times a week, the requirement to deliver the entire mails there triweekly can be explained only in terms of what was meant by "the entire" mails.

By "the entire" mail was meant letters plus heavy documents and papers. The mandate, therefore, can be read as requiring the delivery of document mail and papers in addition to letters to Salt Lake City three times a week while letter mail can be assumed to have been delivered six times a week if the St. Joseph and Placerville postmasters made up bags of Salt Lake mail every day. At least, the *Deseret News* never complained of a triweekly limitation and news items consistently alluded to daily service. Further, the Overland Stage Line confirmed in a letter to the Post Office Department dated November 9, 1862 that it was supplying Salt Lake City six times a week (Appendix 24).

The Postmaster General's interpretation of Section 9 was susceptible to the view that the delivery of the mails to Salt Lake City, if not Denver City, was subject to limitation: "By terms of the law the contractors were required to convey only the California letter mail on each trip by the short schedule [twenty days], and this they were to do whatever might be its weight; but by voluntary agreement they stipulated that in case it should fall short of 600 pounds on any occasion they would take other mails so as to make that weight. As the letter mails are seldom or never equal to 600 pounds in weight, some papers are conveyed in connection with the letter mails each trip, while others are necessarily delayed." (Annual Report, December 2, 1861, p. 560-1, Serial 1119). He acknowledged there were complaints of delays in the delivery of printed matter, but excused such delays by alluding to the thirty-five days allowed for delivery of the mail "residue." Presumably, accumulated residue was sent out by teams and wagons on a casual schedule.

Alternatively, Section 9 gave the contractor the option of sending the heavy mail documents and papers from New York to San Francisco semimonthly in twenty-five days by sea. The Annual Report of the Postmaster General for 1862 (p. 126, Serial 1157) indicates that the contractor made no arrangement to transport the heavy mail matter by ocean until the first of July, 1862 when Holladay contracted with the Pacific Mail Steamship Company to carry the printed matter to San Francisco for \$75,000 per annum until June 30, 1864 (Sen. Report 403, Serial 2006). The

evidence of the marginal notes is that the Post Office Department began defraying the cost of ocean mail as of July 1, 1864 for both the extension of the contract for Route 10773 and its successor.

The Denver Spur

It will be helpful to an understanding of the transition from the C.O.C. & P.P.'s earlier contracts through its subcontract with the Overland Mail Company to Ben Holladay's proprietorship to elaborate on operations on the Denver Spur under the Alvord or Western Stage Company contract that were inadequately treated in Part VIII.

Although the *Rocky Mountain News* didn't follow up on its report of September 19, 1860 that the Western Stage Company would dispatch its first eastbound mail the next day and that its first westbound mail was expected that same evening or the next morning, a half dozen news items over the next four months confirm that Western did indeed stock and equip the line and carried the mail between Denver and Fort Kearney under its contract for route 15151a, exchanging it there with the C.O.C. & P.P. that carried it between St. Joseph and Fort Kearney under its contract for route 8911.

Hinckley & Company, which began carrying letters by express from St. Joseph to Denver and on to the burgeoning mining camps and towns in the mountains in May 1860, advertised in the *News* on October 2nd that it was "now running special messengers over Western Stage Co.'s Line between Denver and Saint Joseph, via Omaha." This confirms that Western was running stages through from Omaha to Denver. The *News* (October 20) praised the Western coach that arrived at 6 p.m. on the 19th for setting a new record of four days and twelve hours from Omaha.

The Overland Mail Company's purchase of the Western Stage Company on the first of May 1861 was followed at once by the assignment of Western's operations to the C.O.C. & P.P. pending its subcontract for Route 10773 effective on July 1st. The C.O.C. & P.P. already had been carrying letters by triweekly express between Denver and St. Joseph when the *News* reported on May 23rd that "The C.O.C. & P.P. Express coach that arrived last night brought a U.S. Mail. We believe every coach will bring a mail hereafter," and on the 25th. that "A regular U.S. mail will after this week, leave on Tuesday, Thursday and Saturday morning, arriving on alternate days, by the coaches of the C.O.C. & P.P. Express Company." The *News* erred when it opined this service was "gratuitous on the part of the company." The company obviously had some arrangement with the Overland Mail Company although the increase from weekly to triweekly service was without

cost to the Post Office Department. Nevertheless, Denver welcomed the increase in service which gave it cause to look forward to further improvements.

HINCKLEY & CO.'S
EXPRESS
Government Stamped Envelopes
FOR SALE
AT THEIR DENVER OFFICE, FOR 10 CTS. EACH
THESE Envelopes pay the postage to any part of the United States, and are forwarded by Express to Missouri River. sep29dtf (1860.) T. CLARK, Agent.

HINCKLEY & CO.'S
EXPRESS
ARE NOW RECEIVING SPECIAL ORDERS
WESTERN STAGE CO.'S
LINE.
Between Denver and Saint Joseph, via
Omaha
TRANSPORTING GOLD DUST, COIN, BANK NOTES, Valuable Packages and Light Freight, connecting at Omaha and Saint Joseph with the United States Express Company for all Cities and Towns in the United States and Europe.
RECEIPTS GIVEN TO DESTINATION:
The facilities and Eastern connections of this Company are unsurpassed.
Freight and Packages forwarded from all the Eastern Cities lower than by any other line.
Order Goods care Hinckley & Co.'s Express, St. Joseph.
The Agents of this Company in the Mountains will give through receipts for Dust at reduced rates.
GEO. T. CLARK, Agent.
Agents of United States Express Co., are authorized Agents of Hinckley & Co.'s Express at all points.
Denver, October 1st, 1860.

Rocky Mountain News, October 2, 1860

There was no significant change in service for the *Rocky Mountain News* to notice when the new contract went into effect on July 1st. A new schedule published on July 19th announced arrivals from the east at noon on Mondays, Wednesdays, and Fridays and departures at 8 a.m. on Tuesdays, Thursdays, and Saturdays with the mails closing at 8 p.m. the previous night. Nor was there any change when Holladay took over the C.O.C. & P.P. on March 22nd 1862 until the route was changed from the old Emigrant Trail to the new Overland Trail

The Emigrant Trail

"Difficulties on the Plains," as the *Deseret News* (June 26, 1861) put it, began in mid June 1861 when W.S. Gilbert, a Salt Lake merchant, reported to James Bromley, the C.O.C. & P.P.'s superintendent of the eastern mail division, that a war party of Cheyennes

stole a number of mail mules and express ponies from the Upper Sweetwater station on the east side of South Pass. Minor disturbances between Fort Laramie and Green River continued during the rest of that summer and fall incited by the transcontinental telegraph line contractors were stringing along the Emigrant Trail toward Salt Lake City and by the appearance the next spring of the Eleventh Ohio Cavalry assigned to protect it; but these outbreaks did not significantly interfere with mail operations at this time.

Sioux and Cheyenne war parties resumed their attacks on mail stations from Horseshoe to Ham's Fork with a vengeance early the next spring. The first was on March 1st, barely three weeks before Holladay took over the C.O.C. & P.P.'s subcontract, when a war party shot Auguste, the C.O.C. & P.P.'s station keeper and killed Visey, the stock tender, at Split Rock; took ten mules and a horse; and destroyed twelve sets of harness (Id., May 21, 1862). On the 15th a party got away with two mules and destroyed 120 sacks of oats from the Dry Sandy [Fork] Station.

Holladay's ownership was greeted by raids on Horse Creek on March 23rd with the loss of eighteen mules and five horses, Platte Bridge the next week with the loss of 13 mules, and Split Rock again on the 30th with seven mules stolen and eight sets of harness destroyed.

Division Agents Bromley and Slade replaced as much lost stock as they could with spares and continued to run the mail until the end of March by which time there was not enough stock left to maintain daily service. Isaac Eaton, Holladay's superintendent in Salt Lake City, then tried to keep up intermittent service by running two stages in tandem with extra men "riding shotgun" until John Mallory, the stationkeeper at Green River, was killed on April 20th and attacks continued on the stations at Three Crossings, Plant's (Devil's Gate), Ice Spring, Strawberry, Red Buttes, Sweetwater, Big Sandy, Rocky Ridge, Pacific Springs and Little Sandy, whereupon Eaton ordered no further eastbound mails to go beyond Fort Bridger (Id., April 23, 1862) and the War Department authorized Brigham Young to raise a company of cavalry to help protect the property of the mail and telegraph companies between Forts Bridger and Laramie (Id., April 30, 1862). Eaton's order brought mail operations between Fort Laramie and Salt Lake City to a standstill

Altogether, R.L. Pease testified that the Overland Stage Line lost 173 mules and horses between December 31, 1861 and March 23, 1862, although his figure clearly included stock lost during the rest of March, April, May, and early June (Sen. Misc. Doc. 19, p. 3, Serial 1890). In addition, the losses included reserves of hay and grain, many sets of harness, and, of course,

the stations themselves of which most were damaged and several burned to the ground, besides a large quantity of mail scattered to the winds.

In the meantime, the War Department dispatched the Eleventh Ohio Cavalry under Col. William O. Collins to Fort Laramie, where they arrived at the end of May, to reinforce its complement of troops depleted by assignments to Civil War duty in the east. Collins deployed his troops along the Emigrant Trail from Fort Laramie to South Pass and succeeded in suppressing Indian depredations for the moment; but it was too late to restore mail service. Second Assistant Postmaster General Geo. W. McLellan already had ordered the St. Joseph postmaster on April 23rd to "Send all mail matter, letters, and papers, going to the Pacific Coast, to the Post Office in New York City, till present interruption of Overland Route ceases." (*RMN*, May 17, 1862). The New York post office presumably forwarded Pacific coast and Salt Lake City mail to San Francisco by ocean. Holladay's Overland Stage Line maintained service from St. Joseph to Denver City and Fort Laramie while Overland Mail Company schedules between Placerville and Salt Lake City were reduced to semiweekly.

Fortunately, the solution to the Indian problem was already in sight. The Post Office Department needed only remember John Jones' proposal to reroute the overland mails to the Cherokee Trail to arrive at a safe, practical alternative to the Emigrant Trail now closed to stagecoach traffic by hostiles.

The Cherokee or Overland Trail

The Post Office Department on July 7, 1862 permitted but, significantly, did not order the Overland Stage Line to move the mail route from the Emigrant Trail to the Cherokee Trail. Escorted by Company A of the Eleventh Ohio, the mail company moved its remaining stock and equipment across country to the new route in mid July and distributed it to the stations it was building at ten to fifteen mile intervals from Latham via Laporte to Fort Bridger (Table 11). After completing this duty, Company A began the construction of Fort Halleck at a strategic point in the Medicine Bow River valley to protect the mail company's stages and the increased traffic the road was expected to attract.

The transfer of operations was by no means as timely and orderly as Agnes Wright Spring implies in her history of the Eleventh Ohio (*Caspar Collins*, 1969, p. 42-3). The *Deseret News* (July 23, 1862) reported the resumption of mail operations between Salt Lake City and the Missouri saying:

"Nothing has been heard from any westward bound coach on the new Overland route, and when the next mail from the east may be expected to arrive here, no one knoweth. . . There has, we believe, been one mail brought through from the Missouri river within schedule time since the commencement of the year, and some half a dozen arrivals, more or less, since the middle of April. . . The first mail sent east from this city since the [Fort] Laramie route was abandoned left on Monday morning (July 21)."

In fact, the first westbound mail arrived on Sunday, July 27th, and a second the next day (Id., July 30). Service gradually improved after that until by September the *Deseret News* could report stages arriving regularly and within schedule.

The change of routes eliminated the Indian threat for the rest of that summer, but horse stealing was a way of life with the plains Indians and was resumed on both the Emigrant and Overland routes that winter. Reports of Utes stealing horses on the Overland Trail reached Fort Laramie on February 23, 1864, but units sent out from Fort Laramie ran into a blizzard with the loss of one man due to exposure and several others severely frostbitten (Hafen and Young, 1938, p. 312; Spring, 1969, pp. 46-47).

Raids continued through the spring and early summer with stage drivers being murdered and private property stolen or destroyed. Company B of the 9th Kansas Cavalry now manning Fort Halleck was sent out in July to pursue Indians who attacked the Cooper Creek station on the 5th and looted the Medicine Bow station. The pursuit resulted in a sharp skirmish on the 7th in which a number of Indians and one soldier were killed (*Freedom's Champion*, August 1, 1863). Pease (op. cit., p. 2-3, Serial 1890) placed the loss of stock at thirty-four mules.

A council with the Shoshones at Fort Bridger in July and a settlement with the Utes at Conejos that fall resulted in relative peace for the rest of 1863, but ominous intelligence reached Colorado Governor Evans in November warning him that the plains tribes were pledging mutual support in a war against the whites in the spring of 1864. A general outbreak began on the plains in April with attacks especially on freighters and ranchers, but with little impact on the mail route until July.

Route adjustments

The transfer of Route 10773 to the Cherokee Trail permitted the Denver Spur junction to be moved from Julesburg to Latham, only about fifty-five miles north of Denver (*Rocky Mountain News*, July 17, 1862), but Isaac Eaton's announcement of a daily mail from the

Junction (Latham) to Denver on July 31st was premature. In gratitude to the Colorado Legislature for the liberal charter to the Overland Stage Line, Holladay wrote to the *Rocky Mountain News* (September 11, 1862) "I have instructed my agents to change the route from its present to one bearing via Denver to Laporte, so that hereafter you will have the great through mails passing direct through your city.

It did not necessarily follow from this that mail deliveries to Denver actually were increased from triweekly to daily and the company's letter two months later (November 9, 1862, Appendix 24) to the Assistant Postmaster General seemed to confirm there was no change in mail service where it stated: "We take out triweekly mails to Denver, C.T." Holladay's purpose in running daily coaches through Denver may have been more in the interests of his passenger and express business than improving mail service.

Diverting his through daily mail coaches to Denver lasted no later than the next June when the *Rocky Mountain News* (June 11, 1863) referred somewhat cryptically to "the change of the mail route" and complained that mail from the west was being carried through to the states and carried back as way mail at a delay of from twelve to fifteen days. Discontinuing running coaches through Denver and changing the overland route back to the Latham/Laporte cut off was indicated where the *News* said, "We see no way to remedy [the problem] unless our postal matter could go into a way mail and be taken out at Laporte or Latham for Denver."

The long hoped for daily mail service from the states finally became a reality in mid November 1863 when A.N. Zively, the Third Assistant Postmaster General advised Denver postmaster W.N. Byers under date of November 5: "By special authority from the Postmaster General, I have just made arrangements to supply Denver with daily mails; and I am duty bound to say that from this improvement much credit is due to Mr. Holladay, Proprietor of the Overland Mail (sic) Line" (*Rocky Mountain News*, November 18, 1863).

In its letter of November 9, 1862 (op. cit.), the Overland Stage Line seemed to be telling the Post Office Department what service it was providing rather than responding to P.O.D. direction when it wrote it was supplying Lancaster, Huron, Kinnekuk, Stewards, Ash Point, Senaca, and Guittard's Station in Kansas; Daniel's Ranch, Fort Kearney, Cottonwood Springs, and Alkali in Nebraska and Fort Bridger, Utah with way mail three times a week instead of the previous daily star route service. Interestingly, the *Deseret News* (November 25, 1863) noted that under the contract for Route 10773 the "Salt Lake Post Office is technically called a 'way office' on the Overland Route, and, in

consequence, neither the eastern or western mail contractors are in any way under obligation to deliver the mails here at any specific time."

Also on the eastern division, the Oketo Cutoff bypassed Marysville which now was being served only semiweekly by horseback from Guittard's. More importantly, the Overland Stage Line confirmed that Fort Laramie was being provided with a weekly mail by horseback, presumably from either Julesburg or Laporte, but this service was changed by P.O.D. order of December 12, 1862 instructing the Fort Kearney postmaster to deliver the Fort Laramie mails to military express carriers when called for, relieving the Overland Stage Line of this responsibility.

Finally, on November 24, 1863, the Overland Mail Company was ordered to supply the booming silver mining town of Virginia City, apparently in lieu of a locally serviced spur from Dayton.

PONY EXPRESS AND THE TELEGRAPH

Semiweekly pony express service until the completion of the overland telegraph line was mandated by Section 9 and made part of the contract for Route 10773 by reference in the Overland Mail Company's acceptance of its contract modification. The service actually may have been triweekly if the contractors carried out their intent to run the pony express three times a week after July 1st announced in the *Deseret News* (March 20, 1861).

In the meantime, the Postmaster General ordered the western mail route between the Mississippi and the Missouri Rivers moved north to a new route from Davenport, Iowa to Omaha to avoid the threat of civil disturbances in Missouri and increased triweekly and weekly service between Omaha and Fort Kearney to daily (Annual Report, December 2, 1861, p. 561, Serial 1119). This allowed the Post Office Department to permit (August 7, 1861) the eastern terminus of the pony express to be moved from St. Joseph to Fort Kearney. Thus, although the contractor no doubt picked up considerable volumes of eastern mail at Fort Kearney, the terminus of this and subsequent route contracts remained at St. Joseph or Atchison.

The *Deseret News* hailed the completion of the telegraph line to Salt Lake City from the east on October 17 and its activation the next day when Brigham Young sent a message of congratulations to the President of the Pacific Telegraph Company in Cleveland. The wires from the west reached Salt Lake City on the 21st or 22nd and were connected with the line from the east on October 24th. Pony express service did not come to an end at that instant. There were riders on the road and others starting out in the

meantime. Mabel Loving (1960, p. 104) quotes a San Francisco press source reporting that the last trip was completed on November 18th.

CONTRACT EXTENSION

As the time approached to call for bids to replace the contract for Route 10773 expiring by the terms of the Overland Mail Company's acceptance of the modification of its contract for Route 12578 on June 30, 1864 (Appendix 25), Postmaster General Blair was unsure of himself. He realized that the Act of March 3, 1857 authorizing one continuous route from some point on the Mississippi River to San Francisco for six years (Route 12578 ending June 30, 1864) was not precedent. He therefore studied the history of Congressional enactments and decided that dividing the whole route into four segments would be "the preferable mode of letting the service and most likely to secure the best terms" with printed matter to be conveyed by ocean mail under a separate contract (Annual Report, October 31, 1863, p. 11, Serial 1184).

Accordingly, the Post Office Department began advertising for bids on October 15, 1863 to close on March 3, 1864. The arrangement proved awkward and caused confusion on the part of bidders so that he was compelled to readvertise for bids on January 2, 1864 with no better results. After withdrawing both of these advertisements he tried one more time on March 22, 1864 after simplifying the organization of the routes and inviting bids for one through contract. Unfortunately, the closing date of June 14 allowed too little time for a successful bidder to execute the contract and begin operations by the first of July so that when the low bidder for a through route withdrew his bid and the Postmaster General was required to enter into a period of negotiations with other bidders, he was forced to arrange with the Overland Mail Company to continue the service for an additional three months through September 30th on the same terms as the original contract (Annual Report, November 2, 1864, p. 782, Serial 1220).

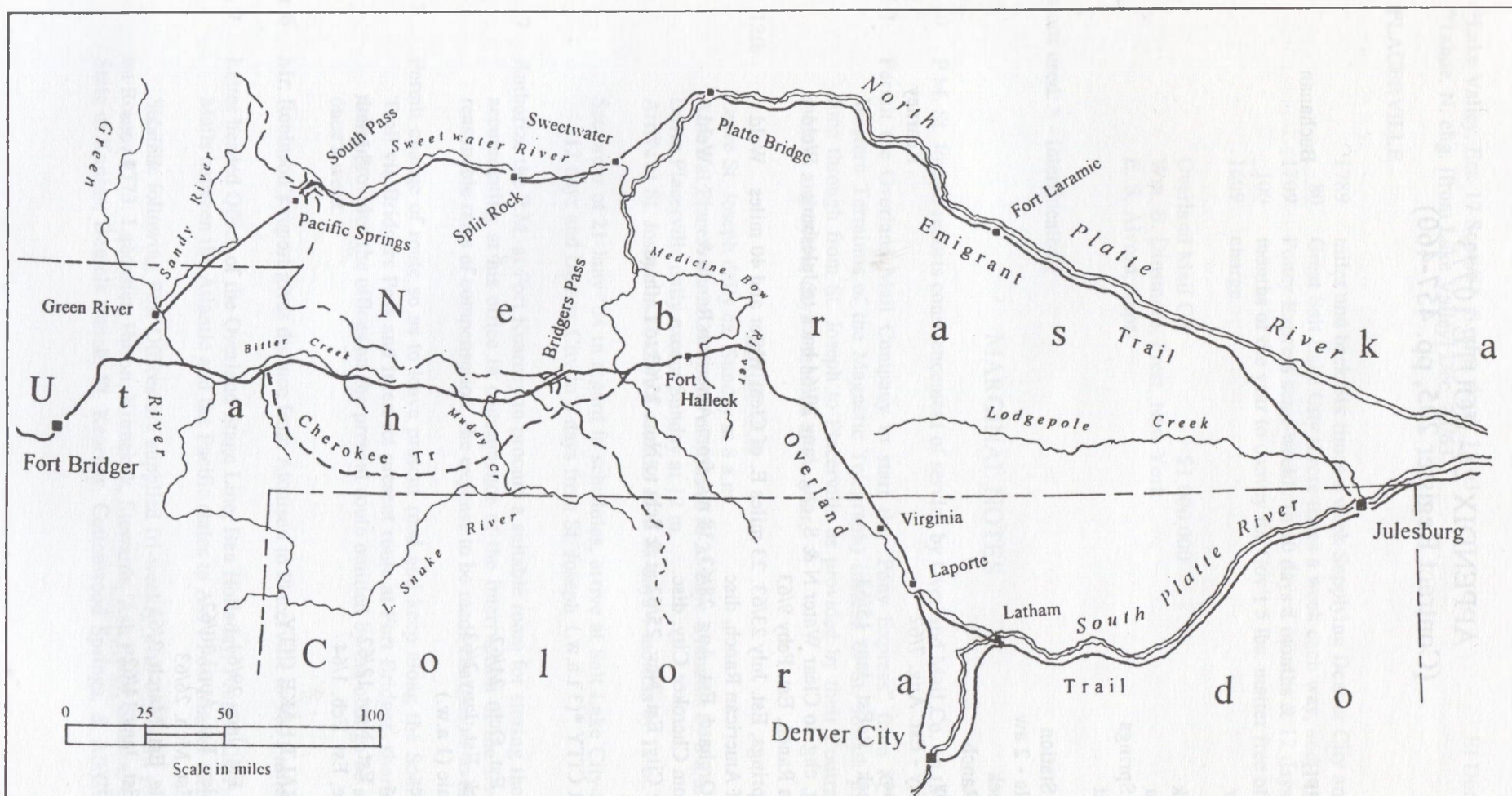
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MAIL ROUTE 10773 - JULESBURG TO FORT BRIDGER SEGMENT, 1861 - 1864
 Showing Emigrant and Overland Trail Routes, as of 1862

APPENDIX 24- ROUTE 10773 (Contract Register 205, pp. 457-460)

10773

From	ST. JOSEPH	Buchanan	Mo.
	*Atchison		Kan
	*Lancaster		
	*Huron		
	*Kennekuk		
	*Powhatan		
	*Pleasant Springs		
	*Ash Point		
	*Senaca		
	*Guittard Station		
	*Marysville - 2 aw		
	*Rock Creek		
	*Daniels Ranch		Neb
	*Big Sandy		
	*Valley City - Est. Aug. 7/62	Kearney	Neb. Ter.
	*Ft. Kearney		
	*Plum Creek - ReEst. Jany 15/63		
	*Alkali		
	*Julesburg, chg. to Clear Water N & S. chg. Jany 20/64 back to Julesburg	Weld	Col. Ter.
	*American Ranch, Est. Feby 9/63		
	*Lillian Springs, Est. July 23/63. 23 miles E. of Clear Water and 40 miles W. of American Ranch, disc.	Weld	Col. Ter.
	*Fremont Orchard, Est. Aug. 28/63, 38 ms. from American Ranch & 24 from Cherokee City, disc.	Weld	Col. Ter.
	*Cherokee City, Est. Nov. 25/62 at & Sch. to Nov. 25/63 to Latham	"	"
	*St. Vrain		
	DENVER CITY *(3 t.a.w.)		
	*Laporte		Col. Ter.
	*Virginia, Est. Octo. 24/62		Neb. Ter.
	*Ft. Halleck, Est. Jany 2/63		"
	*Ft. Laramie (1 a.w.)		
	*Ft. Bridger		Utah
	*Ironopolis		
	*Coalville, Est. Nov. 12/62	Summit	Utah
	*Hoytsville, Est. Feb. 1/64	"	"
	GREAT SALT LAKE CITY		
	*Fairfield, Est. Jany 29/64		
	*Ruby Valley Est. April 30/62		Utah
	*Clifton, Est. Mch. 26/63		
	*Jacobsville, Est. March, 3/63		
	*Dayton, Est. Jany 14/62	Lander	Nev. Ter.
	*Carson City	Lyons	Nev. Ter.

*Lake Valley, Est. 17 Sept./61, S. chg. April 15/63

El Dorado

Cal

*Tahoe, N. chg. [from Lake Valley] Dec. 23/63

To PLACERVILLE

1789 miles and back Six times a week Supplying Denver City and
80 Great Salt Lake City threre times a week each way, and run
 1709 Pony Express semi-weekly in 10 days 8 months & 12 days 4
100 months of the year to convey for Gov't 5 lbs. matter free of
 1609 charge.

Overland Mail Co. \$1,000,000
 Wm. B. Dinsmore, Prest. New York
 E. S. Alvord, Supr.

[Abbreviations used: * - interlineated.]

MARGINAL NOTES

1861, July 10 P.M. St. Joseph reports commencement of service by Overland Mail Co. on the 1st July, 1861.

1861, Aug. 7 Permit the Overland Mail Company to start the "Pony Express" from Ft. Kearney (the present Western Terminus of the Magnetic Telegraph) instead of St. Joseph provided they make the time through from St. Joseph to Placerville as provided by their Contract; Viz: in ten days 8 months and twelve days 4 months of the year.

1861, Sept. 12th

SCHEDULE

Leave St. Joseph daily ex. Sunday at 8 a.m.
 Arrive at Placerville in 20 days 8 months & in 23 days 4 months by 8 a.m.
 Leave Placerville daily except Sunday at 12 m.
 Arrive at St. Joseph in 20 days 8 months & in 23 days 4 months by 12 m.

See order ot 21 Jany '64 in regard to schedules, arrive at Salt Lake City in 12 days and Denver City in 6 days from St. Joseph.

1862, May 17 Authorize the P.M. at Fort Kearney to procure a suitable room for storing the Overland Mail matter accumulating at his office in consequence of the interruption of the Overland Mail service at reasonable rates of compensation, the expense to be made chargeable to the contractors.

1862, July 7 Permit change of route so as to leave present road and keep along the South Platte and Cherokee Trail via Bridgers Pass and intersect present route at Fort Bridger, shortening the distance 100 miles provided the offices on the present route omitted by the change be supplied with the mails once a week.

1862, Octo. 6 Mr. Robinson's report gives disance from Atchison to Placerville at 1871 miles [corrected to 1892].

1862, Nov. 9 Letter headed Office of the Overland Stage Line, Ben Holladay, Prop'r, Carrying the Great Through Mails between the Atlantic and the Pacific states to Ass't Post Master General:

Sir: The following Post Offices are supplied tri-weekly with way mail posts, by the contractors on Route 10773: Lancaster, Huron, Kinnekuk, Stewards, Ash Point, Senaca, Guittards Station in the State of Kansas; Daniels Ranch, Ft. Kearney, Cottonwood Springs, & Alkali in Nebraska Ter., Ft.

Bridger in Utah Ter. There is also a bag of mail done up at Denver Post Office for Saint Joseph. We also take out tri-weekly mails to Denver, C.T. and Carson City, N.T. as rec'd from Post Master at Saint Joseph, Mo. We supply Salt Lake City, Ruby Valley, and Dayton Post Offices with mail six times per week. We supply Marysville Post Office, Kan. with mail semi-weekly on horse back, it being not on our route. We also supply Ft. Laramie, N.T. with a weekly mail in same manner.

- 1862, Dec. 12 Give notice that order to the P.M. Ft. Kearney to send Laramie mails by military express has been given as they may call for it instead of via Overland route [best reading of indistinct copy].
- 1863, November 24th. Instruct Overland Mail Company to supply office at Virginia City, Nev. Territory, 15 miles east of Carson City and immediately on route without increase of pay.
- 1864, Jan'y 21 The Overland Mail Company having provided for the conveyance of the mails by Railroad between St. Joseph & Atchison, instruct Inspection Office that the schedule time of said company is to be calculated from the hours of departure from and arrival at Atchison instead of St. Joseph.
- 1864, Oct. 1st Recognize service of the Overland Mail Company (Wm. B. Dinsmore of New York, Prest.) in conveying the mails from 1 July to 30th September 1864, between St. Joseph, Mo. and Placerville, California, at rate of \$840,000 per ann. and refer to Auditor to adjust pay subject to fines and deductions.
- 1864, Oct. 1st Recognize the service of the Atlantic & Pacific Steamship Line (D.B. Allen of New York, Agt.) in conveying the mails between New York & Aspinwall from 1st. July to 30th September 1864, at \$8,437.50; and of the Pacific Mail Steamship Company (Allen McLane of New York, Prest.) for similar service between Aspinwall & San Francisco, Cal., for same period at \$29,062.50, and refer to Auditor to pay.

PROTECTIVE POCKETS!

ARCHIVAL MYLAR "D," POLYPROPYLENE
(100% acid free), and SAFETY VINYL.

ALL POCKETS PROTECT BUT, KRISTAL KARE, INC. PROTECTS SAFELY
YES, SAFELY PROTECT YOUR COVERS, STAMPS, POSTCARDS, ETC.



Let us prove our quality to you! Send us your name and address and we'll RUSH YOU our "GET TO KNOW US" SAMPLE KIT.
A \$3 retail value YOURS ABSOLUTELY FREE!! MADE IN THE USA.

☒ Yes, I want to protect my covers and stamps.
RUSH my FREE sample kit today. I understand no salesman will call.

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APPENDIX 25 - The Overland Mail Company Contract, 1858 - 1864†

No. 12578.]

[\$600,000 per annum.

This article of agreement, made the sixteenth day of Sept., in the year 1857, between the U.S. (acting in that behalf by their Postmaster-General), and John Butterfield, of Utica, N.Y., William B. Dinsmore, of New York City, William G. Fargo, of Buffalo, N.Y., James V.P. Gardiner, of Utica, Marcus L. Kinyon, of Rome, N.Y., Alexander Holland, of New York City, and Hamilton Spencer, of Bloomington, Ills., and Danford N. Barney, of the city of New York, Johnston Livingston, of Livingston, N.Y., David Moulton, of Floyd, N.Y., and Elijah P.J. Williams, of Buffalo, N.Y.,

Witnesseth, That whereas John Butterfield, William B. Dinsmore, William G. Fargo, James V.P. Gardiner, Marcus L. Kinyon, Alexander Holland, and Hamilton Spencer, have been accepted, according to law, as contractors for transporting the entire letter mail, agreeably to the provisions of the 11th, 12th and 13th sections of an act of Congress, approved 3d March 1857 (making appropriations for the services of the Post Office Department for the fiscal year ending 30th June, 1858), from the Mississippi River to San Francisco, California, as follows, viz:

From St. Louis, Missouri, and from Memphis, Tennessee, converging at Little Rock, Arkansas, and thence via Preston, Texas, or as near as may be found advisable, to the best point of crossing the Rio Grande above El Paso, and not far from Fort Fillmore; thence along the new road being opened and constructed under the direction of the Secretary of the Interior, to or near fort Yuma, Cal.; thence through the best passes and along the best valleys for safe and expeditious staging to San Francisco, California, and back twice a week, in good four-horse post-coaches or spring wagons, suitable for the conveyance of passengers as well as the safety and security of the mails, at six [hundred] thousand dollars a year for and during the term of six years, commencing the sixteenth day of September, in the year one thousand eight hundred and fifty-eight, and ending the fifteenth day of September in the year one thousand eight hundred and sixty-four; Now, therefore, the said John Butterfield, William B. Dinsmore, William G. Fargo, James V.P. Gardner, Marcus T. Kinyon, Alexander Holland, and Hamilton Spencer, contractors, and Danford N. Barney, Johnston Livingston, David Moulton, and Elijah P. Williams, their sureties, do jointly and severally undertake, covenant, and agree with the U.S., and do bind themselves—

1st. To carry said letter-mail within the time fixed by the law above referred to, that is, within twenty-five days for each trip, and according to the annexed schedule of departures and arrivals.

2d. To carry said letter-mail in a safe and secure manner, free from wet or other injury, in a boot under the driver's seat, or other secure place, and in preference to passengers, and to their entire exclusion if its weight and bulk require it.

3d. To take the said letter-mail and every part of it from, and deliver it and every part of it at, each post-office at each end of the route, and into the post-office at the place which the carrier stops at night, if one is there kept; and if no office is there kept, to lock it up in some secure place at the risk of the contractors.

They also undertake, covenant, and agree with the United States, and do bind themselves jointly and severally as aforesaid, to be answerable for the persons to whom the said contractors shall commit the care and transportation of the mail, and accountable to the United States for any damages which may be sustained by the United States through their unfaithfulness or want of care; and that the said contractors will discharge any carrier of said mail whenever required to do so by the Postmaster-General; also that they will not transmit, by themselves or their agent, or be concerned in transmitting, commercial intelligence more rapidly than by mail, other than by telegraph; and that they will not carry out of the mail letters or newspapers which should go by post., And, further, the said contractors will convey without additional charge the special agents of the department, on the exhibition of their credentials.

They further undertake, covenant, and agree with the United States, that the said contractors will collect quarterly, if required by the Postmaster-General, in the settlement of quarterly accounts, and will pay over to the General Post-Office all balances remaining in their hands.

For which services, when performed, the said John Butterfield, William B. Dinsmore, William G. Fargo, James V.P. Gardner, Marcus L. Kinyon, Alexander Holland, and Hamilton Spencer, contractors, are to be paid by the United States the sum of \$600,000 a year, to wit: Quarterly in the months of May, August, November, and February, through the postmasters on the route, or otherwise, at the option of the Postmaster-General of the United States; said pay to be subject, however, to be reduced or discontinued by the Postmaster-General, as hereinafter stipulated, or to be suspended in case of delinquency.

It is hereby also stipulated and agreed, by the said contractors and their sureties, that in all cases there is to be a forfeiture of the pay of a trip when the trip is not run; and of not more than three times the pay of the trip, when the trip is not run and no sufficient excuse of the failure is furnished; and a forfeiture of a due proportion of it when a grade of service is rendered inferior to the mode of conveyance above stipulated; and that these forfeitures may be increased into penalties of higher amount, according to the nature or frequency of the failures and the importance of the mail; also that fines may be imposed upon the contractors, unless the delinquency be satisfactorily explained to the Postmaster-General in due time for failing to take from or deliver at a post-office the said letter mail, or any part of it; for suffering it to be wet, injured, lost, or destroyed; for carrying it in a place or manner that exposes it to depredation, loss or injury, by being wet or otherwise; for refusing, after demand, to convey a letter mail by any coach or wagon which the contractors regularly run, or are concerned in running, on the route, beyond the number of trips above specified; or for not arriving at the time set in the schedule; and for setting up or running an express to transmit letters or commercial intelligence in advance of the mail; or for transporting knowingly, or after being informed, any one engaged in transporting letters or mail matter in violation of the laws of the United States, a penalty may be exacted of the contractors equal to a quarter's pay; but in all other cases no fine shall exceed three times the price of the trip. And whenever it is satisfactorily shown that the contractors, their carrier, or agent, have left or put aside the said letter mail, or any portion of it, for the accommodation of passengers, they shall forfeit not exceeding a quarter's pay.

And it is hereby further stipulated and agreed by the said contractors and their sureties that the Postmaster-General may annul the contract for repeated failures; for violating the post-office laws; for disobeying the instructions of the Department; for refusing to discharge a carrier when required by the Department; for assigning the contract or any part of it without the consent of the Postmaster-General; for setting up or running an express as aforesaid; or for transporting persons carrying mail matter out of the mail, as aforesaid; or whenever either of the contractors shall become a postmaster, assistant postmaster, or member of Congress; and this contract shall in all its parts be subject to the terms and requisitions of an act of Congress passed on the 21st day of April, in the year of our Lord 1808, entitled "An act concerning public contracts." And the Postmaster-General, may also annul the contract whenever he shall discover that the same, or any part of it, is offered for sale in the market for the purpose of speculation.

It is hereby further stipulated and agreed that if obstacles, such as the want of water or feed, or physical obstructions, should be found between the points herein designated, so that the time cannot be made, and a better line can be found between these points, the Postmaster-General may vary the route to such better line.

And it is also further understood and agreed that the contractors shall have all the rights of pre-emption, whatever they may be, secured by the twelfth section of the act of Congress aforesaid, approved 3d March 1857, on either of the line, from the Mississippi River to the point of their junction with the main stem, but not on both. The election to be made by them at any time within twelve months after the date of the execution of this contract.

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

[Seal]

AARON V. BROWN
Postmaster-General

Signed, sealed, and delivered by the Postmaster-General in the presence of—

WM. H. DUNDAS.

REVERDY JOHNSON.

And by the other parties hereto in the presence of—

REVERDY JOHNSON.

ISAAC V. FOWLER.

JOHN BUTTERFIELD.	[Seal.]
W.B. DINSMORE.	[Seal.]
WM. G FARGO.	[Seal.]
J.V.P. GARDNER.	[Seal.]
M.L. KINYON.	[Seal.]
ALEX. HOLLAND.	[Seal.]
H. SPENCER.	[Seal.]
D.N. BARNEY.	[Seal.]

JOHNSTON LIVINGSTON. [Seal.]

DAVID MOULTON. [Seal.]

ELIJAH P. WILLIAMS [Seal.]

I hereby certify that I am well acquainted with Danford N. Barney, Johnston Livingston, David Moulton, and Elijah P. Williams, and the condition of their property, and that, after full investigation and inquiry, I am well satisfied that they are good and sufficient sureties for the amount in the foregoing contract.

ISAAC V. FOWLER,
Postmaster at New York, N.Y.

MARCH 12, 1861,—Route No. 12578, California, St. Louis, and Memphis to San Francisco semi-weekly, four-horse coaches. Overland Mail Company, E.S. Alvord, Superintendent,—\$625,000.

Ordered: Pursuant to act of Congress, approved 2d of March, 1861, and the acceptance of the terms thereof by the Overland Mail Company. Modify the present contract with that company for route No. 12578, executed 16th of September, 1857, to take effect 16th of September, 1858, so as to discontinue service on the present route and to provide for the transportation of the entire letter-mail six times a week on the central route; said letter-mail to be carried through in twenty days' time, eight months of the year, and in twenty-three days the remaining four months of the year, from St. Joseph, Missouri, (or Atchison, in Kansas,) to Placerville, in California, and also for the delivery of the entire mail, three times a week each way, to Denver City and Great Salt Lake City; and in case the mails do not amount to six hundred pounds per trip, then other mail matter to make up that weight per trip to be conveyed; but in any event the entire Denver City and Salt Lake City mails, and the entire letter-mail for California, to be conveyed. The contracts also to be required to convey the residue of all mail matter in a period not exceeding thirty-five days, with the privilege of sending the matter semi-monthly from New York to San Francisco in twenty-five days by sea and the public documents in thirty-five days. And to be required also, during the continuance of their contract, or until the completion of the overland telegraph, to run a pony express semi-weekly at a schedule time of ten days, eight months of the year, and twelve days four months of the year, and to convey for the Government free of charge five pounds of mail matter, with the liberty of charging the public for transportation of letters by said express not exceeding \$1 per half ounce. The compensation for the whole service to be \$1,000,000 per annum, to take effect on or before the 1st of July, 1861, and to expire 1st of July, 1864. The number of the route to be changed to 10773 and the service to be recorded in the route register for Missouri.

In behalf of the Overland Mail Company the undersigned accept the above modification of their contract.

12th of March, 1861.

(Signed)

W.B.DINSMORE, *President*
E.S. ALVORD, *Supt. O.M. Co.*

TABLE 11 - MAIL STATIONS ON ROUTE 10773 FROM ATCHISON, KAN. TO PLACERVILLE, CAL. VIA THE CHEROKEE OR OVERLAND TRAIL, SHOWING CUMULATIVE DISTANCES, JULY 1, 1862, (Root & Connelley, 1901, p. 102-03)

		<u>Miles</u>	<u>Cum.</u>										
ATCHISON	Kan.		---	Boon's	12	676	No Name	10	1304				
Lancaster		10	10	Little Thompson	18	694	Rush Valley	10	1314				
Kennekuk		14	24	Big Thompson	8	702	Point Lookout	11	1325				
Kickapoo		12	36	Laporte	16	718	Simpson's Springs	15	1340				
Log Chain		13	49	Boner	10	728	River Bed	8	1348				
Senaca		11	60	Cherokee	12	740	Dug Way	10	1358				
Laramie Creek		12	72	Virginia Dale	12	752	Black Rock	12	1370				
Guittard's		12	84	Willow Springs	Wyo. 15	767	Fish springs	11	1381				
Oketo		10	94	Big Laramie	15	782	Boyd's	10	1391				
Otoe	Neb.	11	105	Little Laramie	14	796	Willow Springs	10	1401				
Pawnee		11	116	Cooper Creek	17	813	Cañon Station	15	1416				
Grayson's		14	130	Rock Creek	11	824	Deep Creek	12	1428				
Big Sandy		10	140	Medicine Bow	17	841	Prairie Gate	Nev. 8	1436				
Thompson's		14	154	Elk Mountain	8	849	Antelope Springs	18	1454				
Kiowa		14	168	[Fort Halleck]			Spring Valley	13	1467				
Little Blue		12	180	Pass Creek	14	863	Schell Creek	12	1479				
Liberty Farm		13	193	North Platte	16	889	Gold Cañon	12	1491				
Lone Tree		15	208	[ten mile error in original]			Butte	15	1506				
32-mile Creek		10	218	Sage Creek	14	903	Mountain Spring	11	1517				
Summit		12	230	Pine Grove	10	913	Ruby Valley	9	1526				
Hook's		13	243	Bridger's Pass	9	922	Jacob's Wells	12	1538				
Fort Kearney		10	253	Sulphur Springs	10	932	Diamond Springs	12	1550				
Platte Station		10	263	Waskie	11	943	Sulphur Springs	12	1562				
Craig		11	274	Duck Lake	13	956	Robert's Creek	13	1575				
Plum Creek		15	289	Dug Springs	12	968	Camp Station	13	1588				
Willow Island		15	304	Laclede	15	983	Dry Creek	15	1603				
Midway		14	318	Big Pond	12	995	Cape Horn	10	1613				
Gilman's		15	333	Black Buttes	14	1009	Simpson's Park	11	1624				
Cottonwood Springs		17	350	Rock Point	14	1023	Reese River	15	1639				
Cold Springs		15	365	Salt Wells	14	1037	Mount Airey	12	1651				
Fremont Springs		14	379	Rock Spring	14	1051	Castle Rock	14	1665				
Elkhorn		11	390	Green River	15	1066	Edward's Creek	12	1677				
Alkali Lake		14	404	Lone Tree	14	1080	Cold Spring	11	1688				
Sand Hill		12	416	Ham's Fork	18	1098	Middle Gate	10	1698				
Diamond Springs		11	427	Church Buttes	12	1110	Fair View	15	1713				
South Platte		15	442	Millersville	8	1118	Mountain Well	13	1726				
Julesburg	Colo.	14	456	Fort Bridger	12	1131	Still Water	15	1741				
Antelope		12	468	Muddy	12	1143	Old River	14	1755				
Spring Hill		13	481	Quaking Asp Spr'gs	10	1153	Bisby's	14	1769				
Dennison's		13	494	Bear River	10	1163	Nevada	11	1780				
Valley Station		12	506	Needle Rock	Utah 10	1173	Desert Wells	12	1792				
Kelly's		15	521	Echo Cañon	10	1183	Dayton	13	1805				
Beaver Creek		12	533	Hanging Rock	10	1193	Carson	13	1818				
Bijou		20	553	Weber	10	1203	Genoa	14	1832				
Fremont's Orchard		16	569	Daniel's	12	1215	Friday's	11	1843				
Eagle's Nest		11	580	Kimball's	11	1226	Yank's	Cal. 10	1853				
Latham		12	592	Mountain Dell	15	1241	Strawberry	12	1865				
Big Bend	Colo.	15	607	SALT LAKE CITY	14	1255	Webster's	12	1877				
Fort Lupton		17	624	Travellers' Rest	9	1264	Moss	12	1889				
Pierson's		15	639	Rockwell's	11	1275	Sportsman's Hall	12	1901				
DENVER		14	653	Joe Dug Out	9	1284	PLACERVILLE	12	1913				
Child's		11	664	Fort Crittenden	10	1294							

Yardleyville and Yardley, Bucks County, PA

Norman Shachat

Historical Background^{1,2,3}

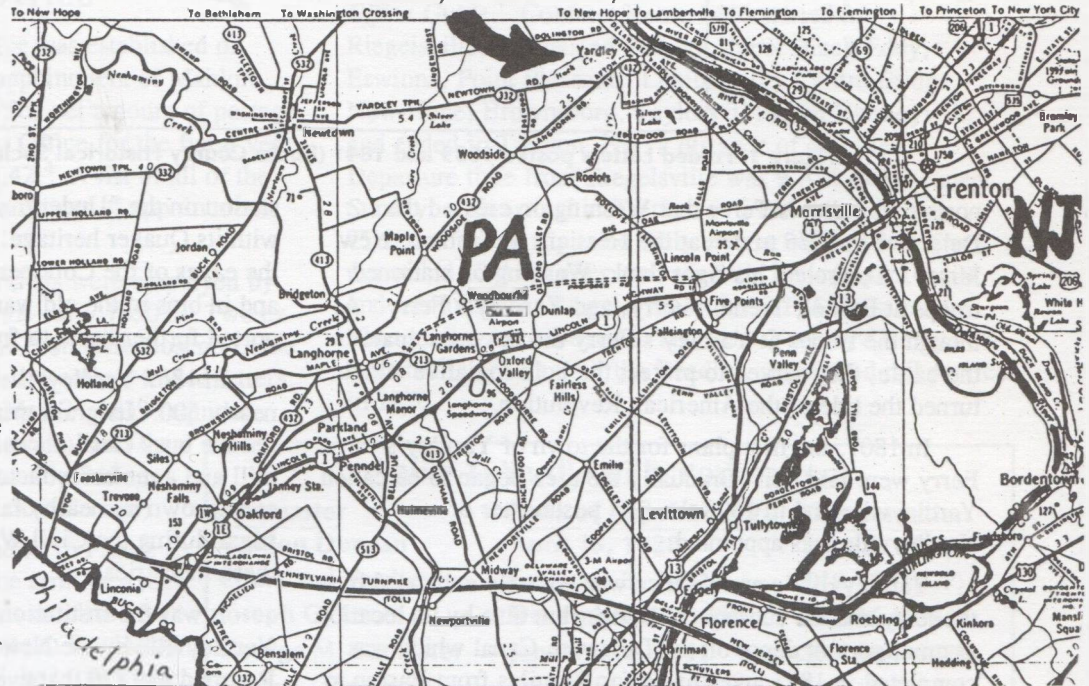
The area known today as the Borough of Yardley in Lower Makefield Township in Bucks County, Pennsylvania was first settled by William Yeardley (original spelling) who purchased a 519 acre tract on the west side of the river three miles north of the Falls of the Delaware from William Penn for 10 pounds sterling. He actually bought the land while still in England on March 20, 1681, only sixteen days after Penn received his royal charter from Charles II as payment of a debt owed to Penn's father. Yeardley, a Quaker minister seeking religious freedom, arrived in America with his wife, three sons and a servant on September 28, 1682.

While building a home (Prospect Farms) and clearing land, William Yeardley was very active in politics, in public service and in serving his Quaker faith. He subsequently purchased an additional 1000 acres of land and his 1500 acres is essentially the area which covers the present Borough of Yardley. He died at the age of 61, May 6, 1693.

Tragedy struck the remainder of William Yardley's immediate family, and by the end of 1702 all were dead primarily as a result of a smallpox epidemic. Conse-

quently his estate was inherited by his brothers, Thomas and Samuel, who still resided in Rushton, Staffordshire, England. In 1704, Thomas Yeardley, Jr., son of Thomas of Rushton and nephew of William Yeardley, arrived in America with power of attorney from his father and uncle Samuel to claim the land of his uncle William. Thus Thomas was fated to be the direct ancestor of the Yardley's of Bucks County.

Yardley PA and vicinity



Thomas married Ann Biles in December 1706 and they subsequently had ten children. Like his uncle William. Thomas was also active in politics and became a very successful farmer, industrialist, statesman and financier. Around 1710 he started a ferry service across the Delaware, and thus for approximately the next 100 years, the area was known as Yardley's Ferry. The ferry operated until 1835 when the Yardleyville Delaware Bridge Co. opened its bridge between Yardleyville and Greensburg (subsequently Wilburtha), N.J.

Thomas died in 1756 and willed his Makefield lands to his sons William and Thomas. It was just a few miles

This article previously appeared in the *Pennsylvania Postal Historian* and is reproduced here in conjunction with a recent postal marking discovery. This is a fine, succinct, carefully researched, local postal history. Norm is a national award-winning exhibitor and longtime officer in the PA Postal History Society, and is currently Secretary; write the Society or to him at 382 Tall Meadow Lane, Yardley PA 19067.

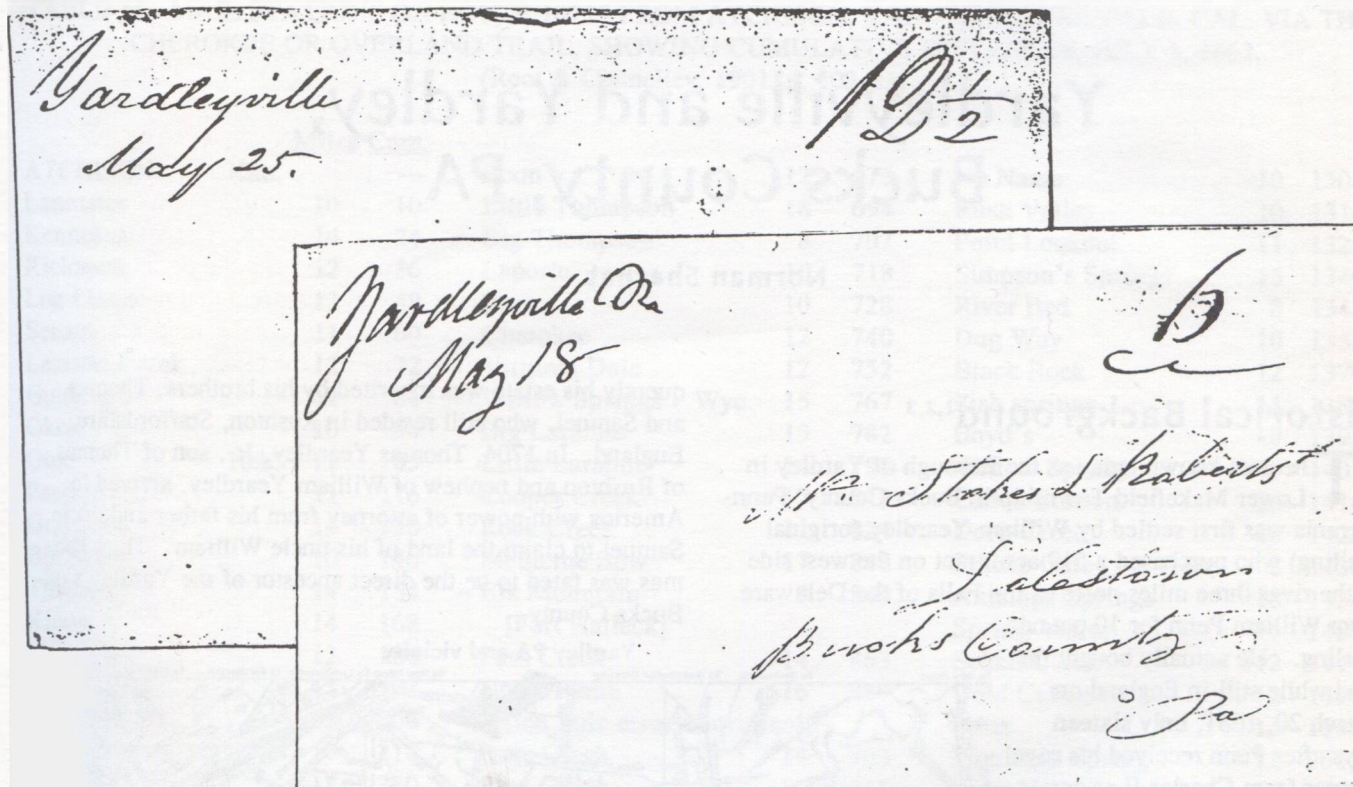


Figure 1: Folded Letters posted 1839 and 1841 (Bucks County Historical Society Library Collection)

north of Yardley's Ferry that Washington crossed the Delaware in 1776 to defeat the Hessians at Trenton, New Jersey. To protect his right flank, Washington stationed troops at Bristol, Trenton Ferry, and Yardley's Ferry. Although the troops at Yardley's Ferry did not participate in the battle, they served to protect the bold initiative which turned the tide of the American Revolution.

In 1807, the first plans for the town of Yardley's Ferry were laid out. Gradually the area began to be called Yardleyville and in 1828 the first postmaster of Yardleyville was appointed.

Yardleyville's prominence was not only enhanced by the ferry and the subsequent bridge, but also by its location as an important depot on the Delaware Canal which was completed in 1831 and flowed for 59 miles from Easton to Bristol. The canal was built by the Lehigh Coal and Navigation Company as part of the Pennsylvania Canal System. Thus until the railroads and highways took over, thousands of tons of coal, lime and other goods passed through Yardleyville on mule-drawn barges.

The covered wooden bridge across the Delaware, built in 1835, was swept away by the flood of January 1841. The following year a new bridge of the same construction was completed, and it was demolished in the great flood of October 10, 1903. A new bridge of steel construction was built in 1904. It was damaged in the flood of 1935 and finally came down in the hurricane of 1955.

Before and during the Civil War, Yardleyville was a

station on the "Underground Railroad", in consonance with its Quaker heritage. Escaping slaves were hidden in the eaves of the Continental Hotel, in the Canal Shoppe and in bins in the old warehouses until they could be transported further north to freedom.

In 1867 Yardleyville was a thriving community of nearly 500. Its grain grinding mills and lumber sawmills fed the busy canal docks. The town contained a sorghum mill and a molasses factory which converted the sugar cane grown by nearby farmers. Apparently the scarcity of sugar during the Civil War prompted the development of these industries.

It was the institution of railroad service through Yardleyville by the New York Branch of the Reading Railroad in 1876 that eventually resulted in the name change to Yardley. The Railroad petitioned to shorten the name to avoid confusion with Yardville, N.J. a town just south of Trenton. Although some townspeople opposed the change, the Reading began listing its stop as Yardley, and the issue became mute on Feb. 12, 1883 when the Post Office name was officially changed to Yardley.

By 1890, the population of Yardley had grown to 813. A Reading Railroad pamphlet published in 1891 described Yardley as follows:

A handsome little town on the west bank of the Delaware with regularly laid out streets and pretty residences overlooking the broad river and the far-stretching valley. There are pleasant walks and drives, excellent boating

bathing and fishing, good springwater and no malaria. The houses named below all charge about the same rate, \$6.00 to \$7.00 per week according to rooms occupied. The Continental Hotel, Aaron Slack, proprietor is a quarter mile from the station and accommodates 150 persons. Stabling here for twenty horses. Swan Boarding House....

In 1895 the town was incorporated as a borough in Lower Makefield Township. The main industries during this period were dyed textiles and hardware specialties. The Cold Spring Bleachery which opened in 1899 brought prosperity to Yardley for the next half century.

Although the area has grown considerably in population. Yardley remains a quaint town with a rich historical heritage. The Post Office ceased operation as an independent entity on August 1, 1958 when it became a branch of the Morrisville Post Office. Today it still provides counter service.

Yardleyville Post Office

The Yardleyville Post Office was established on April 15, 1828 with the appointment of Mahlon Dungan as its first postmaster. The net amount of postage accrued by the Yardleyville Post Office for the fiscal year ending March 31, 1830 was \$18.42.⁴ A list of all of the Yardleyville postmasters and their dates of appointment are given in Table 1.⁵

Only manuscript postal markings were employed by the Yardleyville postmasters to the early 1850's. Two examples posted during the term of Postmaster Joseph Larue are illustrated in Figure 1. Both are collect folded letters; the one to Harrisburg datelined May 24, 1839 required 12 1/2 cents collect (80-150 mile rate), and the one to Doylestown datelined May 13, 1841 required 6 cents collect (Not over 30 mile rate).

The manuscript example shown in Figure 2 was most likely posted during the term of Asher Trimmer even though the letter is datelined Jan. 2, 1845. The 10 cents collect rate to Doylestown definitely dates the cover after July 1, 1845 when the rates for a single letter (to 1/2 oz.) changed to 5 cents (under 300 miles) and 10 cents (over 300 miles). Apparently the letter weighed between 1/2 and 1 oz. and the writer used the prior year in his dateline, as we are all prone to do at the beginning of a new year.

That manuscript markings were used into the 1850's is demonstrated by two examples in the collection of Phil Marks, one posted on Sept. 11, 1851, the other on May 11, 1852. Both are prepaid letters with manuscript "Paid 3" markings, reflecting the rate change effective June 30, 1851 to 3 cents for a prepaid single letter (to 1/2 oz)

not exceeding 3000 miles. The 1851 example is illustrated in Figure 3.

The first handstamp townmark employed by the Yardleyville, Post Office is illustrated in Figure 4. The 31mm YARDLEYVILLE/Pa. townmark is struck in black and contains the day above the month. The manuscript notation on the front "Aug 1854" and the posting date "28/AUG" indicate usage at least from that date. Other less clear examples in the Bucks County Historical Society Library collection indicate that the townmark was used at least until Nov. 1859. The PAID/3, also struck in black, is surrounded by a 19mm circle.

For the year ending June 30, 1855, Yardleyville provided \$70.09 net revenue to the Post Office. Dept. and Postmaster Charles Shoemaker received \$140.68 in compensation.

The earliest indication of a regular mail route through Yardleyville is recorded in Eli Bowen's 1851 *Post Office Guide*.⁷ Contract Route 1446 started in Riegelsville, and passed through Upper Black Eddy, Erwinna, Point Pleasant, Lumberville, Centre Bridge, New Hope, Brownsburg, Taylorsville and Yardleyville, and ended in Trenton, N.J., a distance of 44 miles. Departure time from Riegelsville was 9 AM daily, except Sunday, with arrival at Trenton at 6 PM the same day. The northbound trip, also daily except Sunday, left Trenton at 11 1/2 AM (after arrival of the Philadelphia mail) and terminated at Riegelsville at 8 1/2 PM the same day. Thus mail was conveyed to and from Yardleyville by contract mail carriers until the Reading established rail service in 1876.

Table 1: Yardleyville Postmasters

Postmaster	Date of Appointment	Compensation
Mahlon Dungan	April 15, 1828	\$ 9.95 (1831)
Courtland Yardley	February 3, 1832	\$40.17 (1837)
Joseph G. Larue	December 21, 1838	\$62.16 (1841)
George M. Bannister	January 26, 1842	\$57.66 (1845)
Asher G. Trimmer	December 8, 1845	\$93.18 (1849)
Josiah B. Smith	November 25, 1850	\$76.18 (1851)
Samuel Stahr	April 29, 1853	
Charles Shoemaker	March 27, 1854	\$143.24 (1859)
Jacob E. Bayley	July 11, 1861	
Samuel H. Potts	June 10, 1863	
John R. Bitting	January 7, 1868	
Cary Coats	March 5, 1868	
Mahlon Brown	September 23, 1868	
Ulysses C. Coates	March 15, 1869	
William P. Lovett	March 25, 1876	
Jonathen T. Pursell	January 2, 1880	

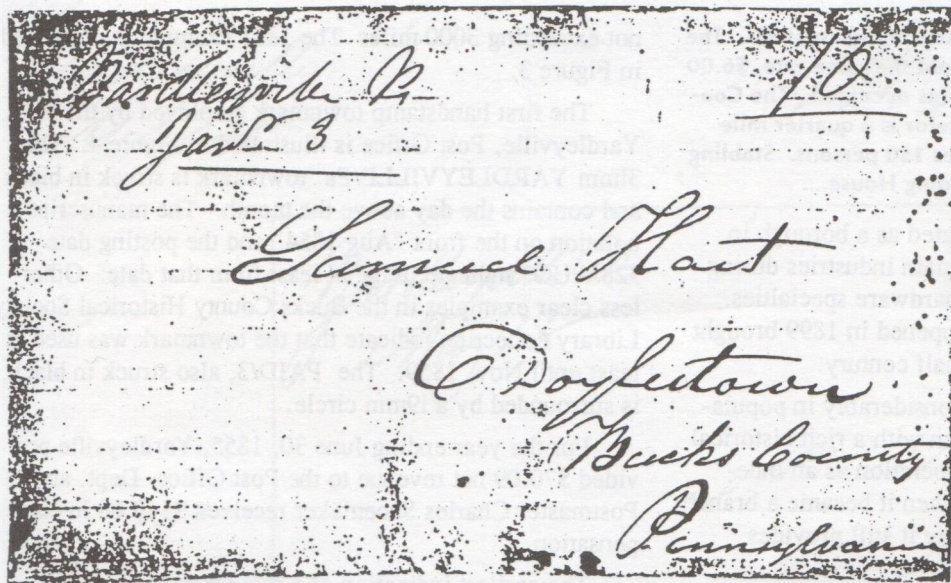


Figure 2: Folded Letter Dated Jan. 2, 1845, but likely posted Jan. 3, 1846
(Bucks Cty HSL Colln)

Figure 3: Use of manuscript marking Letter posted September 11, 1851
(Collection of Phil Marks)

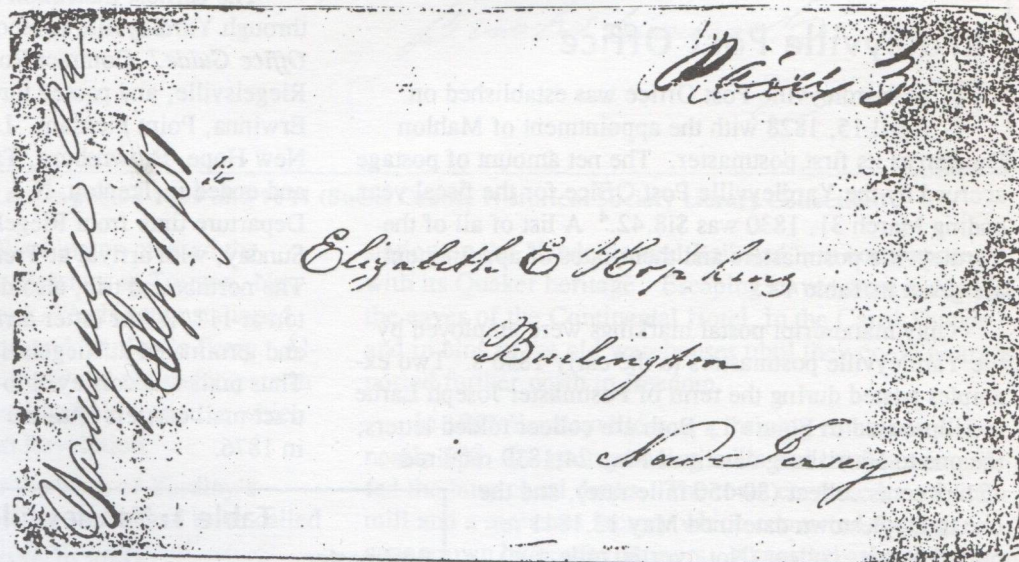


Figure 4: First Yardleyville Handstamp posted August 28, 1854
(Bucks Cy HSL Colln)

During the 1860's and 1870's, the townmark shown in Figure 5 was employed, always struck in black. It is 26mm in diameter and differs from the prior handstamp in two features other than size: 1.) the A in PA is uppercase and 2.) the date is in the normal sequence Month/Day. Cancels other than the fancy circular geometric in the Figure 5 cover were used with this townmark.

Available examples include a four circle target cancel and a manuscript cancel (Figures 6 and 7). A variant of the 26mm townmark with wider letters on an envelope containing a letter dated 1874 is illustrated in Figure 8.

A reduced photocopy of the certificate commissioning Cary Coates as Postmaster of Yardleyville is shown in Figure 9. It and a like certificate for Ulysses C. Coates reside in the files of the Bucks County Historical Society Library. U.C. Coates is listed as a restaurant proprietor in the 1871-1872 Bucks County Directory and presumably the Post Office was located in his restaurant.

In the late 1870's or early 1880's, the Yardleyville Post Office employed a year-dated handstamp illustrated by the 1880 cover in Figure 10. It is 29mm in diameter and struck in purple. The stamp, a 3 Cent 1879 American Banknote, is cancelled in black.

Prior to the name change to Yardley, a double circle, year dated townmark was put to use. The outer circle in the 1882 example shown in Figure 11 is 27 mm in diameter and consists of a double line, a thick outer line and a thin inner line. Both the townmark and the grid cancel on the 3 cent 1881 American Banknote are struck in purple.

As previously discussed, on Feb. 13, 1883 the name of the Yardleyville Post Office was officially changed to the Yardley Post Office. Jonathon T. Pursell remained as postmaster and thus has the distinction of serving both as the last Postmaster of Yardleyville and the first Postmaster of Yardley. In the 1884 Bucks County Directory, J. Thomas Pursell is listed as proprietor of a general store, and it is likely that his Post Office business was conducted at the store.

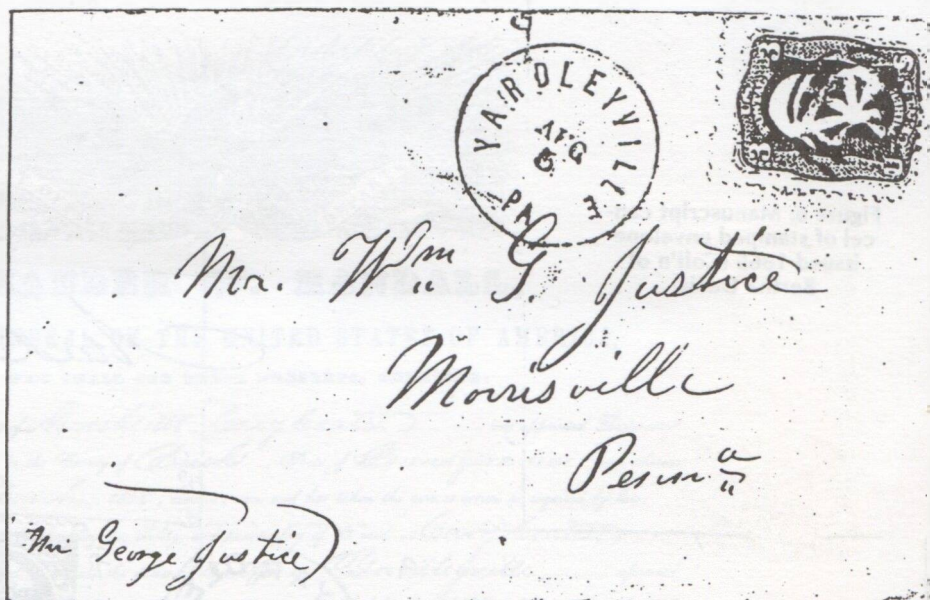


Figure 5: Circa 1865 cover with fancy geometric cancel

Yardley Post Office

The Yardley postmasters and their dates of appointment are listed in Table 2.⁵ It is interesting to note that Watson Cadwallader, a cobbler (Bucks County Directory, 1898), served two separate terms (1885-1889, 1893-1897), as did Samuel Willard, a pharmacist (1889--1893, 1901-1913). Both presumably ran the Post Office at their places of business.

Unfortunately, material is not available to establish precisely when Yardley postal markings began to be used. In many instances when small post offices changed their name, they continued using handstamps with the old name until the new ones were available.

It is not unreasonable to assume that the first Yardley

Table 2: Yardley Postmasters

Postmaster	Date of Appointment	Compensation
Jonathon T. Pursell	January 2, 1880	\$404.43 1883
Watson W. Cadwallader	August 21, 1885	440.73 1887
Samuel B. Willard	May 10, 1889	504.42 1891
Watson W. Cadwallader	July 2, 1893	
William Y Cadwallader	August 27, 1897	
Samuel B. Willard	October 23, 1901	981.00 1907
Jesse H. Smith	June 6, 1913	
Samuel B. Willard*	September 15, 1918	
Carlton E. Rich*	November 27, 1918	
Mrs. Susanna S. Hartmann	August 29, 1919	
Mrs. Ruth A. Fetter*	February 10, 1936	
Mrs. Ruth A. Fetter	June 16, 1936	
Mrs. Ruth A. McKenna**	—	3400.00 1946

*Acting Postmaster

**Name changed by marriage from Ruth Fetter, November 26, 1938.

Figure 6: Manuscript cancel of stamped envelope issued 1865 (Coll'n of Bertha Davis)

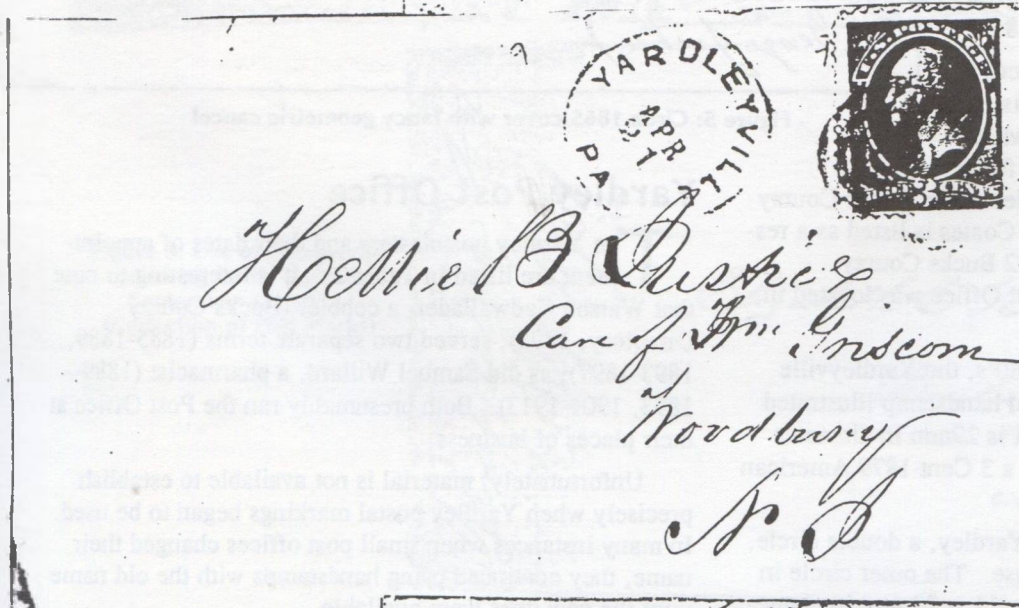
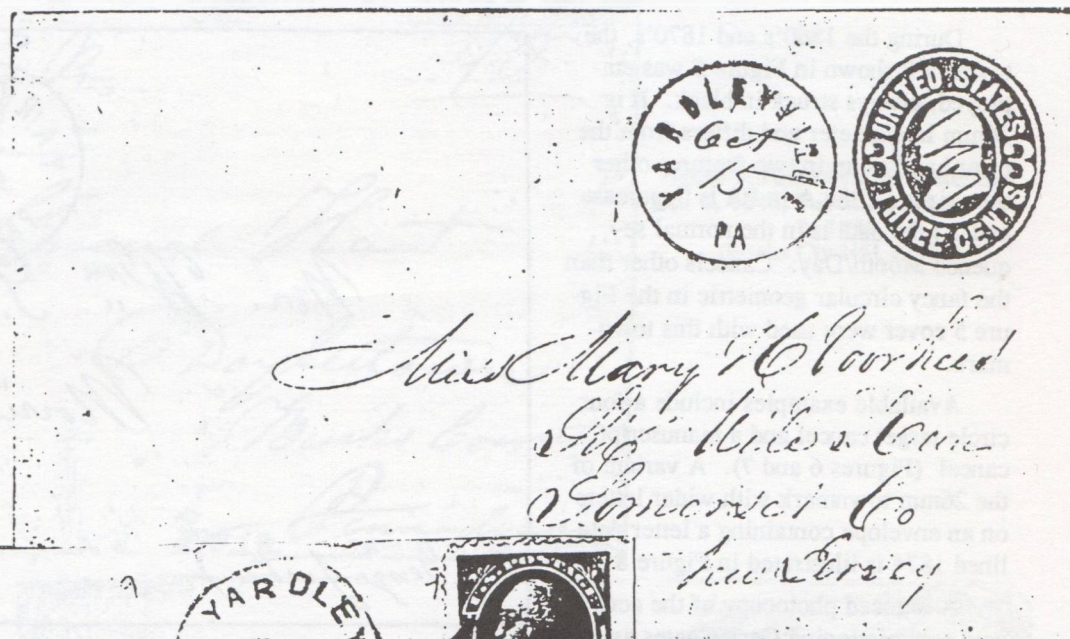
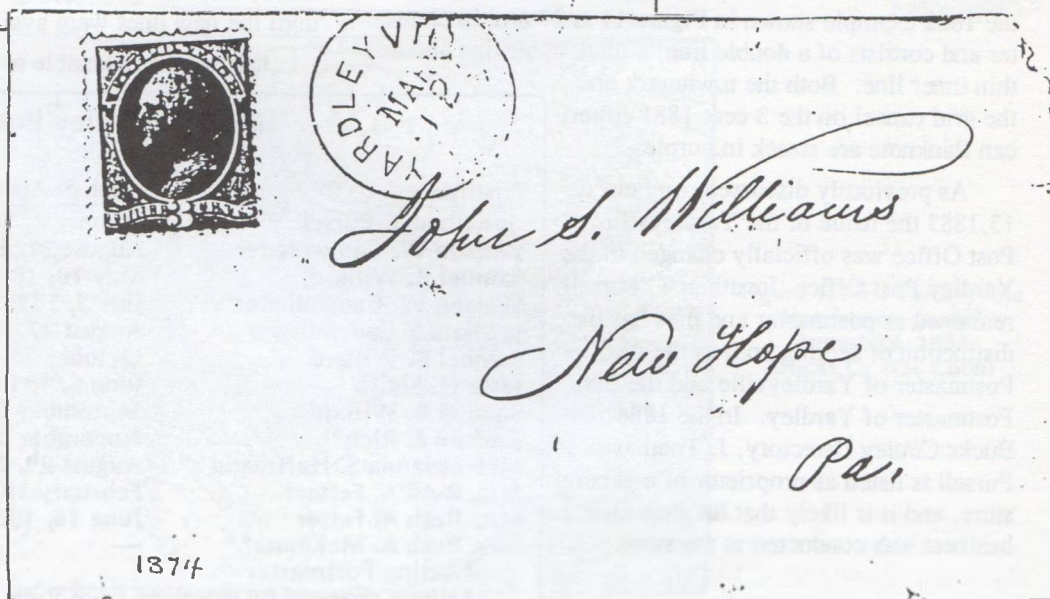
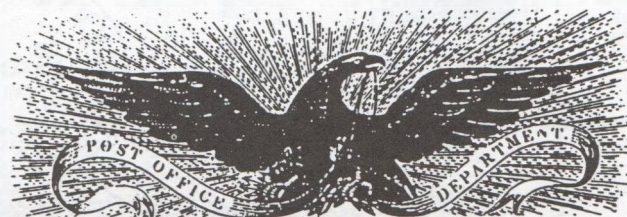


Figure 7: Four circle target cancel.

Figure 8: Wider letter variant of 26mm. town-mark; letter posted in 1874. (Collection of Bertha Davis)





ALEXANDER W. RANDALL,

POSTMASTER GENERAL OF THE UNITED STATES OF AMERICA,

TO ALL WHO SHALL SEE THESE PRESENTS, GREETING:

Whereas, On the 5th day of March, 1868, Cary Coates was appointed Postmaster at Yardleyville, in the County of Berks, State of Pennsylvania; and whereas he did, on the 9th day of March, 1868, execute a bond, and has taken the OATH OF OFFICE, as required by law:

Now know ye, That, confiding in the integrity, ability, and punctuality of the said Cary Coates, I do commission him a Postmaster, authorized to execute the duties of that Office at Yardleyville aforesaid, according to the LAWS OF THE UNITED STATES, AND THE REGULATIONS OF THE POST OFFICE DEPARTMENT: To hold the said Office of Postmaster, with all the powers, privileges, and emoluments to the same belonging, during the pleasure of the Postmaster General of the United States.

In testimony whereof, I have hereunto set my hand, and caused the seal of the Post Office Department to be affixed, at Washington City, the 11th day of March, in the year of our Lord one thousand eight hundred and sixty-eight, and of the Independence of the United States the ninety-second.

Alexander W. Randall

Figure 9: Postmaster Cary Coates' Certificate of Appointment

townmark is the black circular, 27mm YARDLEY/PA shown in Figure 12. The enclosure is dated Aug. 16, 1887. Postage was paid with a 2 cent red-brown 1883 issue, canceled with a 'Y' in a circle. A very similar townmark, but with a slug below the date, is shown in Figure 13. The fancy segmented star cancel may have been attached. The 2 cent 1890 issue used for postage suggests the letter was posted during the early 1890s.

A subsequent slightly larger, 28 mm, handstamp containing the date, time and year was used from at least 1894, as indicated by the cover in Figure 14.

Somewhere around the turn of the century this same style townmark was employed with an attached 9-bar elliptical cancel (Figure 15). This continued in use well into the second decade of the 20th Century. Around 1920, the size increased to 30 mm and the lettering height decreased slightly, as indicated by the examples shown in Figure 16, which range from 1903 to 1940. From around 1940, one finds the townmark duplexed with a larger 8-bar elliptical cancel with a '1' in the center.

Langford lists use of an American Machine Type A-14 flag cancel from 1931 to 1935 (Figure 17). Other machine cancels used by the Yardley Post Office are shown in Figure 18. In 1918 the Post Office Department leased a portion of the newly-built Municipal Building from the

Yardley Borough Council for use as the Yardley Post Office. Annual cost of the ten-year lease was \$336 for which the Borough agreed to provide:

... Boxes, fixtures and furniture for the use of the post office, with city, rural delivery, parcel post, and postal savings furniture, when necessary, together with satisfactory heat and light, heating and lighting fixtures, the requisite water-closets, urinals, water, and a fireproof safe with burglar-proof chest, etc.

In 1927 the lease was renewed for five years for the same annual cost. Renewals continued every five years, and in the 1942 renewal, the annual cost increased to \$348.

In preparation for the 1947 renewal, Ruth, McKenna, P.M., supplied the following information to the Post Office Department on Form 1418 (Information Required for Leasing Post Office Quarters):

Second Class Post Office

P.M. Salary \$3400.00

Principal Industries: Cold Spring Bleachery, Eagle Neckband, Yardley Feed Mill, Delaware Valley Lockers, Yardley Duck Farm, Coal & Lumber Co., Ice & Coal Co., Zealand Craft, Precision Screw Co.

Gross receipts last six fiscal years:

1941 \$ 7,806.67

1942 9,014.68

Figure 10: 29mm Year-dated townmark struck in purple

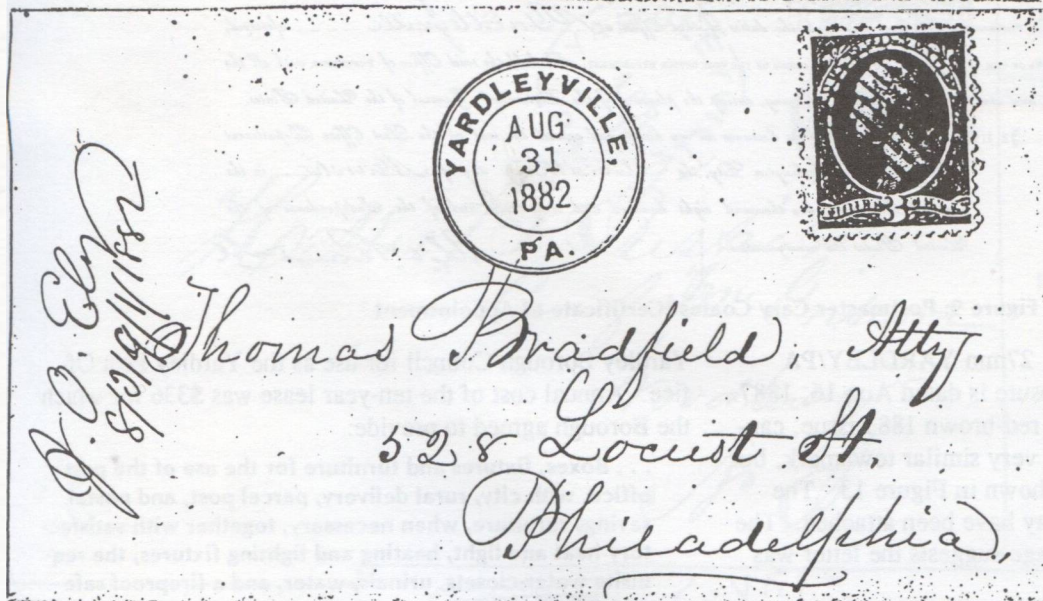
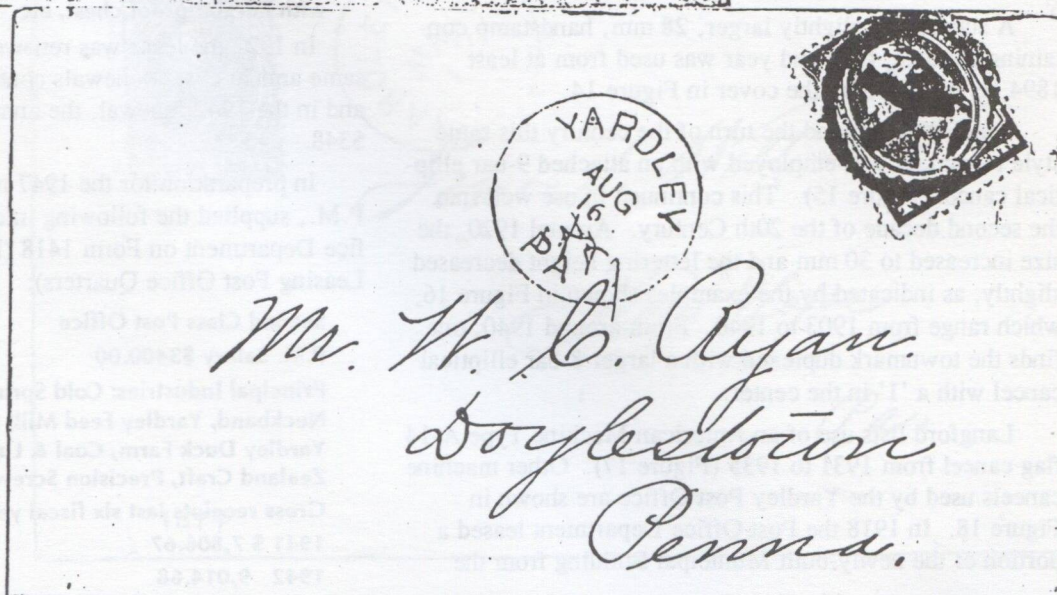


Figure 11: Purple handstamp used prior to the name change.

Figure 12: Yardley handstamp and fancy 'Y' cancel; enclosure dated 8/16/87. (Collection of Bertha Davis)



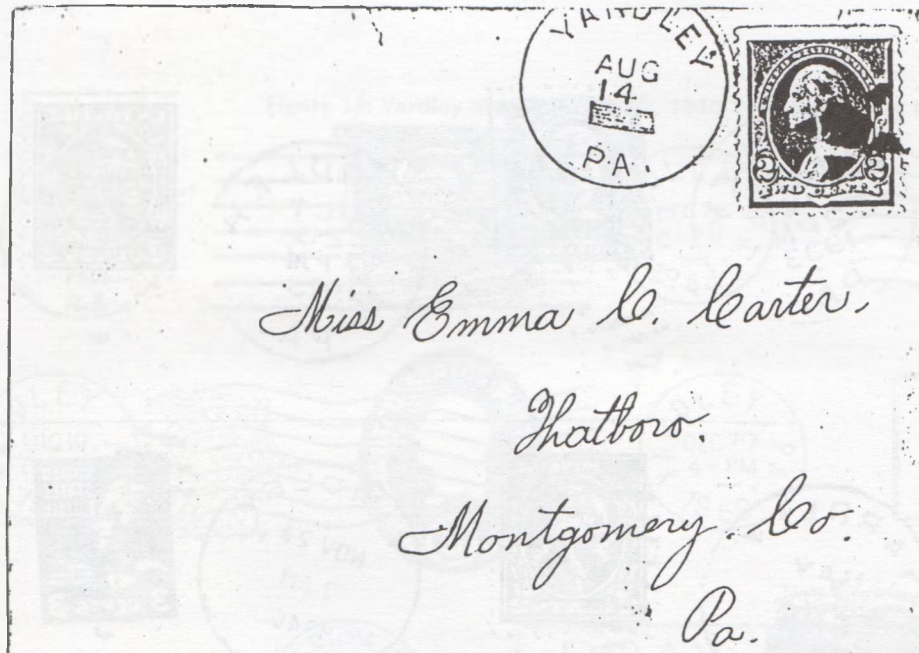


Figure 13: Yardley handstamp with fancy star cancel, circa 1891 (Collection of Bertha Davis)

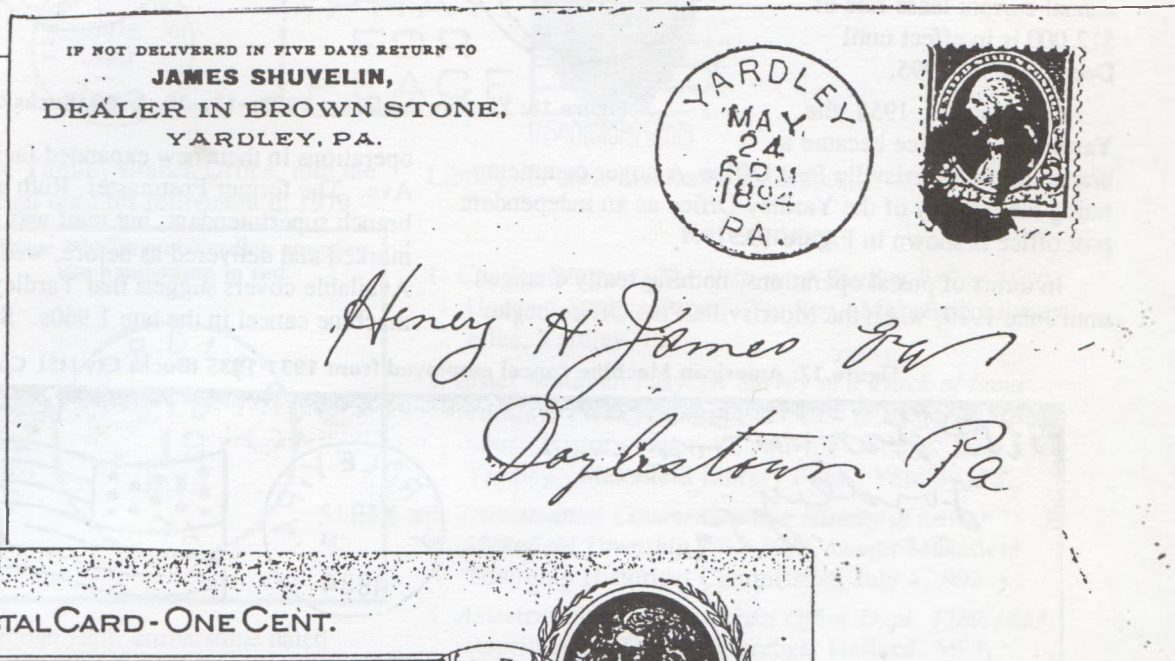


Figure 14: Slightly larger Yardley townmark with date, time, year. (Bucks Cty HSL Colln)

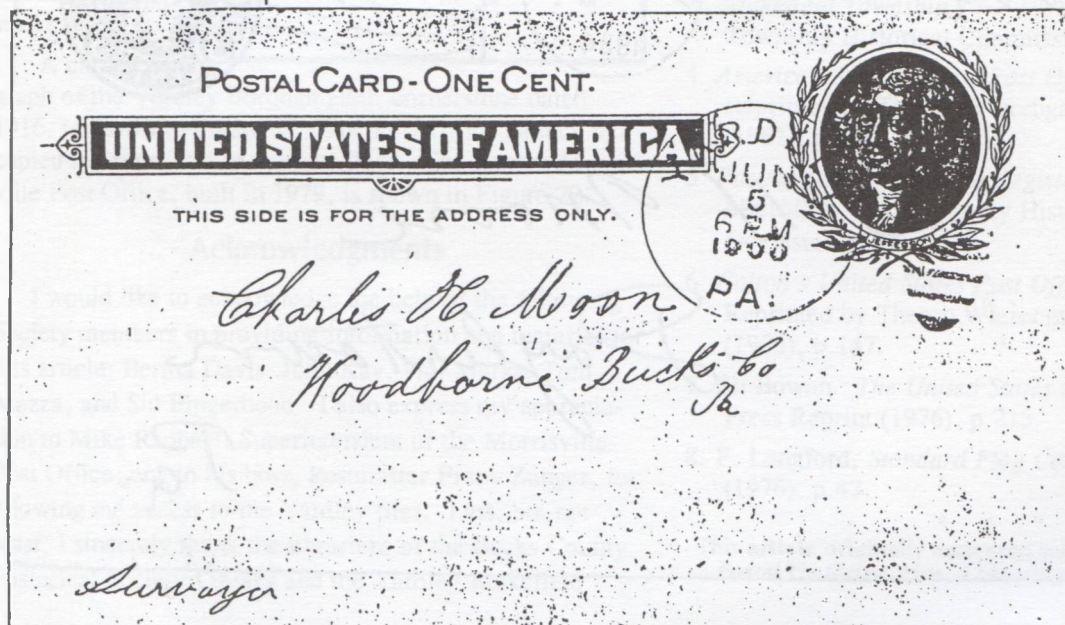


Figure 15: Yardley townmark with attached 9-bar elliptical cancel, circa 1891 (Collection of Bertha Davis)

1943 10,723.68

1944 12,406.66

1945 14,723.00

1946 12,962.05

Employees: 1 Postmaster, 2
Clerks, 1 Rural Carrier.

Renewal in 1952 was for only one year, at \$900. Apparently there was a similar renewal in 1953, because in 1954 a 20 year renewal was agreed upon at an annual cost of \$3200. The new long-term renewal included utilities as previously described, but eliminated the boxes, furniture, safe, etc. A two year renewal in 1974 cost \$7,200 per year. The annual current lease rate of \$12,000 is in effect until December 31, 1995.

On August 1, 1958, the Yardley Post Office became a branch of the Morrisville Post Office. A cover commemorating the last day of the Yardley Office as an independent post office is shown in Figure 19.

In terms of postal operations, nothing really changed until June 1979, when the Morrisville Post Office began

operations in their new expanded facility on West Trenton Ave. The former Postmaster, Ruth McKenna, became a branch superintendant, but mail was processed, post-marked and delivered as before, well into the 1970s. Available covers suggest that Yardley stopped using the machine cancel in the late 1960s. Spencer Parks, the last

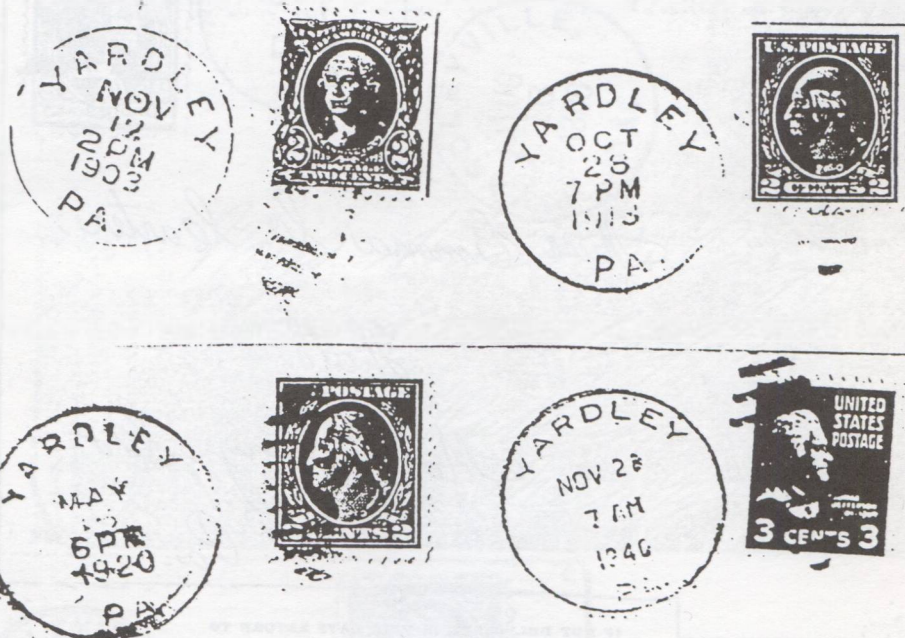


Figure 16: Yardley duplexes: 1903, -13, -20, & -40 (Bucks Cty HSL Colln)

Figure 17: American Machine cancel employed from 1931-1935 (Bucks Cty HSL Colln)

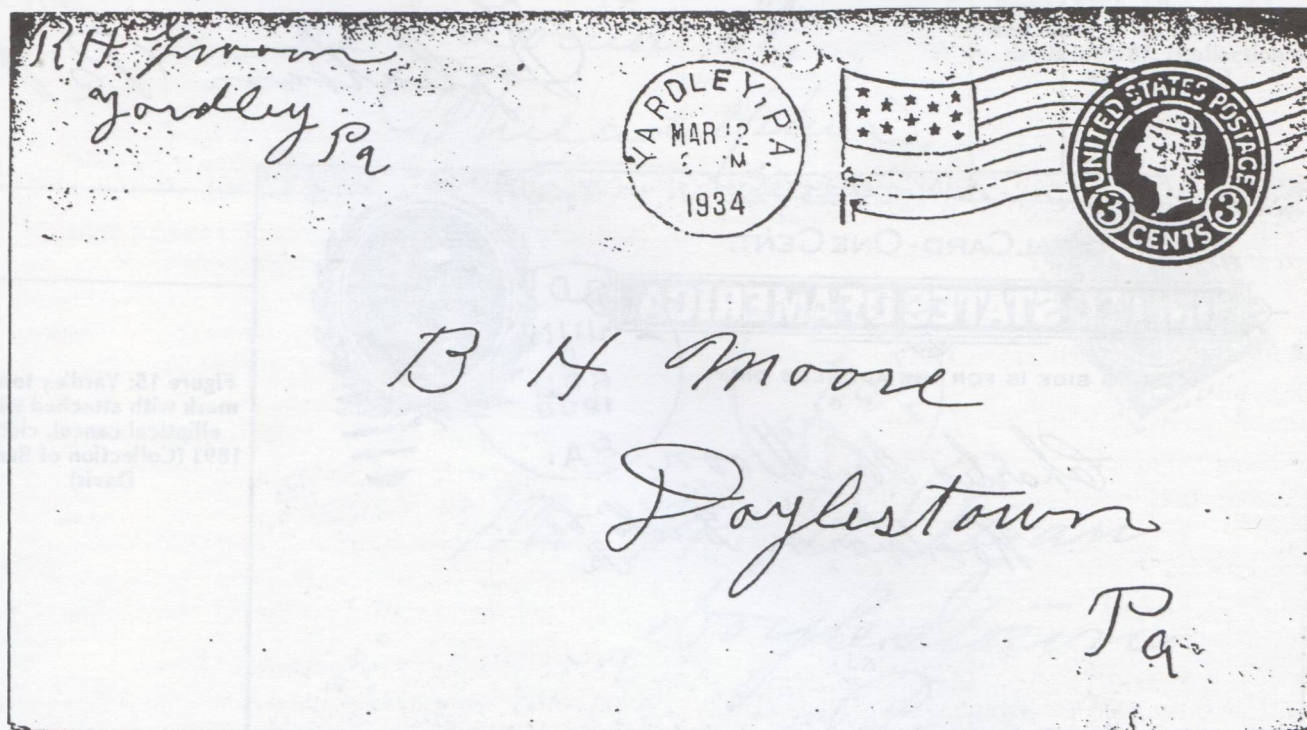


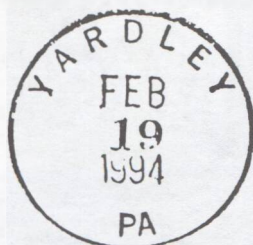
Figure 18: Yardley Machine Cancels, 1940-1966 (Bucks Cty HSL Colln)



carrier working out of the Yardley Branch Office, told me he continued to deliver mail until his retirement in 1979.

The handstamp currently employed by the Yardley Branch for mail processed at the counter is illustrated in Figure 20. It is used on mail which requires a counter marking and is struck in red.

Figure 20: Current Yardley counter use handstamp in red.



A current photograph of the Yardley Borough Hall, cornerstone dated 1916, is shown in Figure 21. The Post Office Branch occupied the right half of the first floor. The current Morrisville Post Office, built in 1979, is shown in Figure 22.

Acknowledgments

I would like to acknowledge the help of the following Society members in providing information and material for this article: Bertha Davis, John Kay, Phil Marks, Tom Mazza, and Sid Fingerhood. I also express my appreciation to Mike Raphael, Superintendent of the Morrisville Post Office, and to his boss, Postmaster Frank Zanger, for allowing me access to the Yardley files. Last, but not least, I sincerely thank the librarians of the Bucks County Historical Society Library and the Yardley-Makefield

Library for their invaluable assistance.

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8. F. Langford, *Standard Flag Cancel Encyclopedia*, (1976), p.47.

* * * *

This article originally appeared serially in the *Pennsylvania Postal Historian*, Nos. 124-5 (Nov. 1994 and Feb. 1995)

Figure 19: Cover commemorating the last day of the Yardley P.O. as an independent post office.

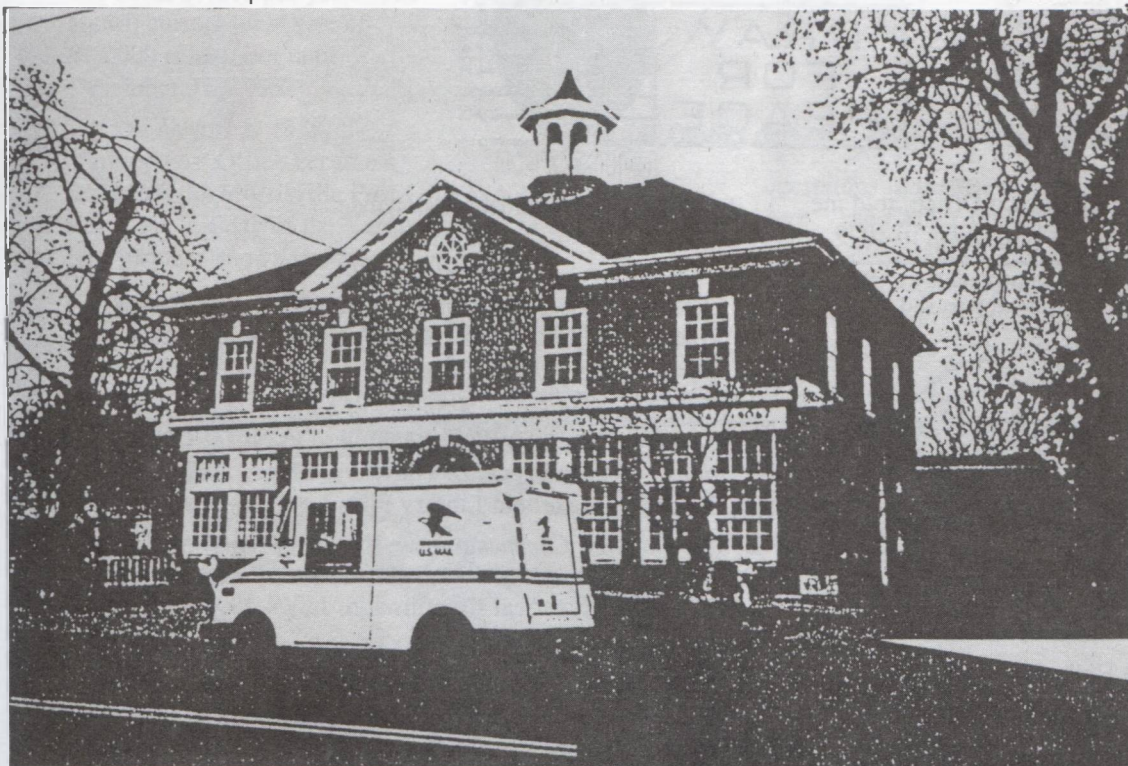
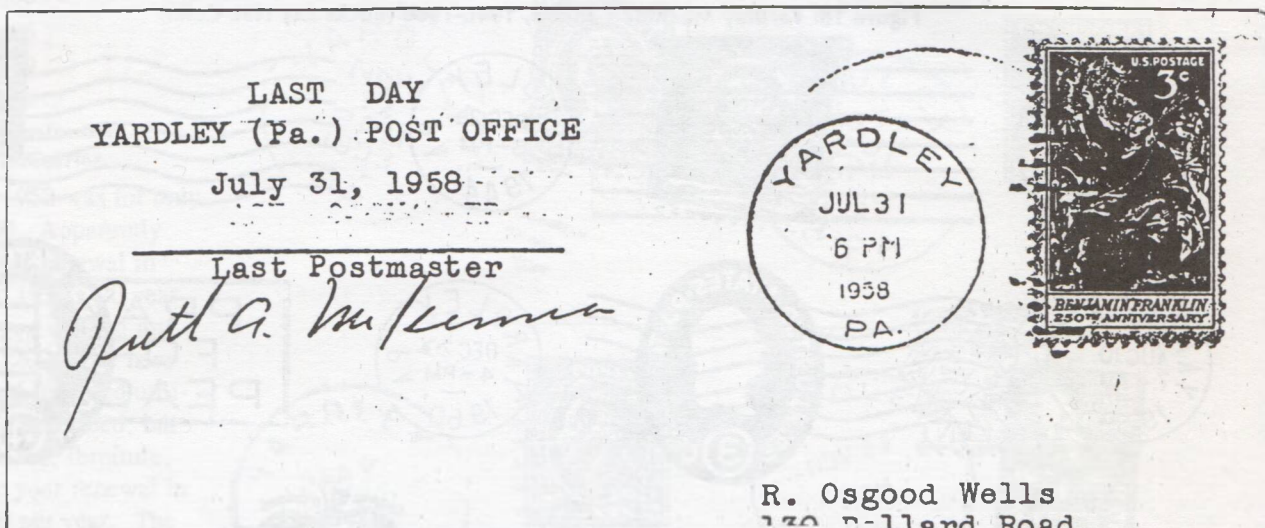


Figure 21: Current photograph of Yardley Borough Hall

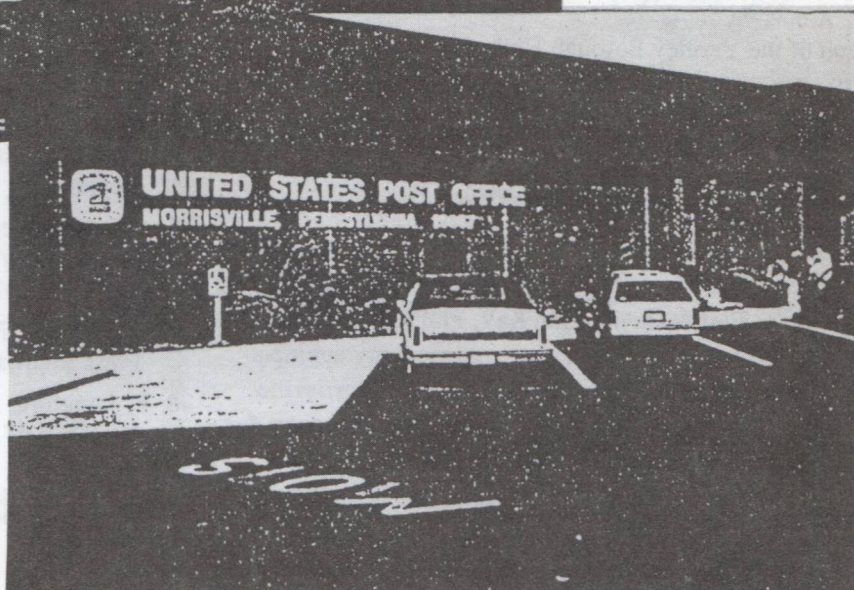


Figure 22: Current photograph of Morrisville PA Post Office.

Yardleyville/Yardley PA --An Update

Tom Clarke

Every collector has a junkie box, a place to put collectible items that are too good to throw away, but for which there is no current or even probable use. That is where the present cover was found.

It had been lying dormant there for maybe ten years. My overwhelming postal history interest is Philadelphia, but I still yearn for places near the old homestead where my family used to visit, so, probably like you, I hold onto lots of bits and pieces.

An acquaintance was interested in central Pennsylvania examples so I secluded one Saturday afternoon for several hours and went through thousands of "junkie" items and was surprised at what I came across. My "big box" is replete with about 9,000 cut 2x4s covering probably 50% of available post offices in the state since about 1900. Then there were the "Pennsy Box" containing stampless and later covers, most all of which had had *something* about them that made them necessary at one time to keep. Does any of this sound familiar?

Shachat's article

In the Pennsy Box I found a Yardley cover, Figure A. I remembered Norm Shachat's two-part serial describing the postal history of this town in the *Pennsylvania Postal Historian*, that I had lightly skimmed some years ago. Now I made time to read it over more thoroughly.

That's the beauty of having a backlog of bulletins and magazines: when you want to understand something, you can just look it up. The plain envelope in your hand then begins to take on a new life. It reveals an added depth, sometimes even intrigue, as its story begins to unfold.

My Yardley envelope (now Norm's), as you can see, is not much to look at, and it has very little philatelic value. But it IS, as it turns out, a very satisfying piece in a small puzzle.

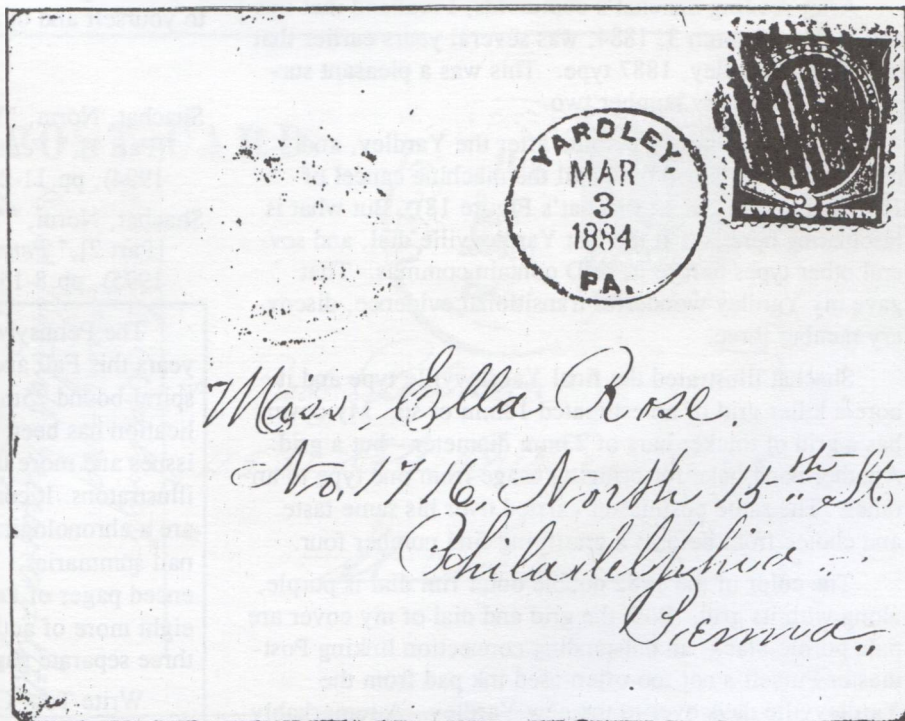
Changeover

Shachat had relayed to us that this suburban Philadelphia town was originally Yardleyville. Civic pride was incensed when time came for the railroad to come through. The General Post Office in Washington at the time had a penchant for granting, renaming, and inventing names for post offices. Since there was a Yardville in New Jersey, postal powers determined Yardleyville was too close a tie.

Since railroads were considered the future of the nation, the Post Office felt itself a key to implementing national greatness. Therefore, it declared, amidst local furor, the post office's new name that of the new rail station: Yardley, on February 13, 1883.

Postmaster Pursell, while working at his general store, received a package one day via the mail delivery wagon containing the new Yardley handstamps. It was weeks be-

Figure A: The new found "missing link;" presumed to be the true first type cancel from Yardley/Yardleyville PA.



fore or after the changeover date.

Device renovation

Shachat wondered out loud whether Yardley wouldn't continue to use its existing devices, with outdated name nonetheless, for some years into the new period.

Unfortunately material is not available to establish precisely when Yardley postal markings began to be used. In many instances when small post offices changed their name, they continued using handstamps with the old name until the new ones were available.

It is not unreasonable to assume that the first Yardley townmark is the black circular, 27mm YARDLEY/PA shown in Figure 12. The letter is from Aug. 16, 1887. (PPH 125, 8)

As for the last used type, Shachat showed what appears to be the final Yardleyville type marker:

Prior to the name change to Yardley, a double circle, year dated townmark was put to use.... Both the townmark and the grid cancel on the 3 cent 1881 American Banknote are struck in purple. (PPH 124, 19)

Serendipities times five

Serendipity is defined as "making fortunate discoveries of things you were not looking for." When I saw the cover hiding in the junque box, that was discovery number one.

After reading Shachat's comments, I realized that this cover, dated March 3, 1884, was several years earlier than his earliest Yardley, 1887 type. This was a pleasant surprise and discovery number two.

But this dial bore a comma after the Yardley, and none of Shachat's had one until the machine cancel of 1940 again added one (Shachat's Figure 18). But what is fascinating here is that the last Yardleyville dial, and several other types before it, DID contain commas. That gave my Yardley wonderful transitional evidence, discovery number three.

Shachat illustrated the final Yardleyville type and it bore a killer grid of an estimated 18mm or so. My cover has a grid of thicker bars of 23mm diameter --but a grid. Another handshake for bridging usage from one type to another. The same postmaster carried over his same taste and choice from before: a gratifying find number four.

The color of the 1882 double outer rim dial is purple, along with its grid. Both the grid and dial of my cover are pale purple-black, an outstanding connection linking Postmaster Pursell's not-too-often-used ink pad from the Yardleyville days over to the new Yardley. A remarkably satisfying and serendipitous discovery number five.

Conclusion

Thus, we can with some, if not total, assurance answer Shachat's musings about the first true Yardley canceller. Used only 13 months after the name changeover, its characteristics make a tremendously strong claim as a solid link between the double outer circle Yardleyville, 1882, and the plain Yardley dial of 1887.

Evidence of the ink is convincing, not to mention the killer similarity. The comma use after 1883 is additional strong circumstantial evidence that Figure A is indeed a missing link.

Of course, while rummaging through their own or a dealer's junque box, someone may well find one of the last *Yardleyvilles* used after February 13, 1883, as Shachat suggested. But my bet is that it will be the double circle type and no other. Further, it will be in purple-black ink and used in conjunction with a grid killer.

And if another new, even earlier, Yardley of mid to late 1883 appears, *c'est la vie*. But I frankly doubt another type exists; the office was too small for that much variety.

* * * *

Consider what satisfying revelations may lie hidden within the readers' own collections. Mix these together with a healthy portion of article reading and, *voila!* You may uncover an item of postal history that someone else has been itching for years to get a glimpse of. You too can add a piece to the puzzle that is satisfying and useful to yourself and others.

Bibliography

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Shachat, Norm, "Yardleyville and Yardley, Bucks County [Part 2]," *Pennsylvania Postal Historian*, #125 (Feb. 1995), pp. 8-15.

The Pennsylvania Postal History Society marks 25 years this Fall and Winter. To commemorate this, a spiral-bound 25th Anniversary *Index* of its *Historian* publication has been created, detailing the contents of 134 issues and more than 1500 pages of information and illustrations. It contains 36 pages, of which eleven pages are a chronological list of article titles along with thumbnail summaries. In addition there are eleven cross-referenced pages of Pennsylvania town or county names and eight more of author-articles-volume and page, plus three separate pages of Philadelphia County topics.

Write Tom Clarke, Box 290145, Davie FL 33329 to obtain a copy (\$5 ppd).

A POSSIBLE VARIATION: AN A-Y-P NAVAL CANCEL WHICH MAY QUALIFY AS AN EXPO POSTMARK

by Vern Cope

As a postcard collector and dealer, I've subscribed to *La Posta* for a number of years to learn about postal history and postal history values. Although not a postal history collector per se, I have developed a particular fascination with exposition cancels because my wife and I collect postcards from several world's fairs. For this reason, I purchased a copy of William Bomar's superb catalogue, *Postal Markings of United States Expositions*, when it first appeared in 1986.

Because I lived in the Pacific Northwest for 26 years, I've had an ongoing interest in the cards and cancels of the Alaska-Yukon-Pacific Exposition which took place in Seattle from June 1 until October 16, 1909.

Bomar's chapter on the A-Y-P was partially revised thanks to an article which appeared in the January 1993 issue of *La Posta*. In his book, Bomar had stated that a number of battleships were assigned to A-Y-P duty and, in addition, "Naval ship cancels from any of those listed dated from as early as February 22, 1909, until October 16, 1909, are highly sought by collectors of postal markings from the A-Y-P." (Bomar, p. 115).

However, thanks to some questions from U.S. Naval ship postmark collector C. Randy Kimes, Bomar did further research and revised his acceptable cancels to include only the dates officially designated by the Navy as "Duty in Connection with Exposition"; specifically May 21-June 10, 1909, inclusive. (See pages 22-25 of *La Posta* whole number 138 for the complete explanation of this revision). Figure 1 illustrates an "official" Navy cancel from the A-Y-P.

Some of the ships were assigned to the Puget Sound Naval Shipyard at Bremerton, just across the bay from Seattle, for several months of repairs. Bomar notes that cancels from these ships during this time would not qualify as Expo cancels.

But how does one qualify the card shown in Figure 2, with its cancel and message mailed from one of the ships on August 7, 1909?

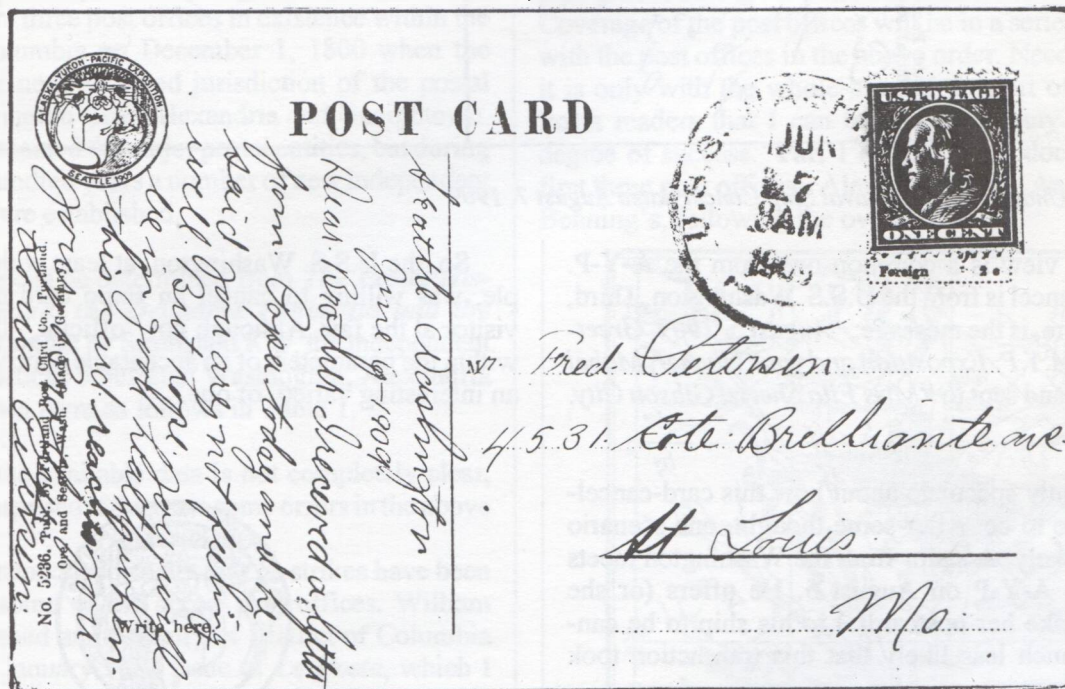


Figure 1 - "Official" AYP Naval Ship Cancel from La Posta Auction #61 - dated June 7, 1909

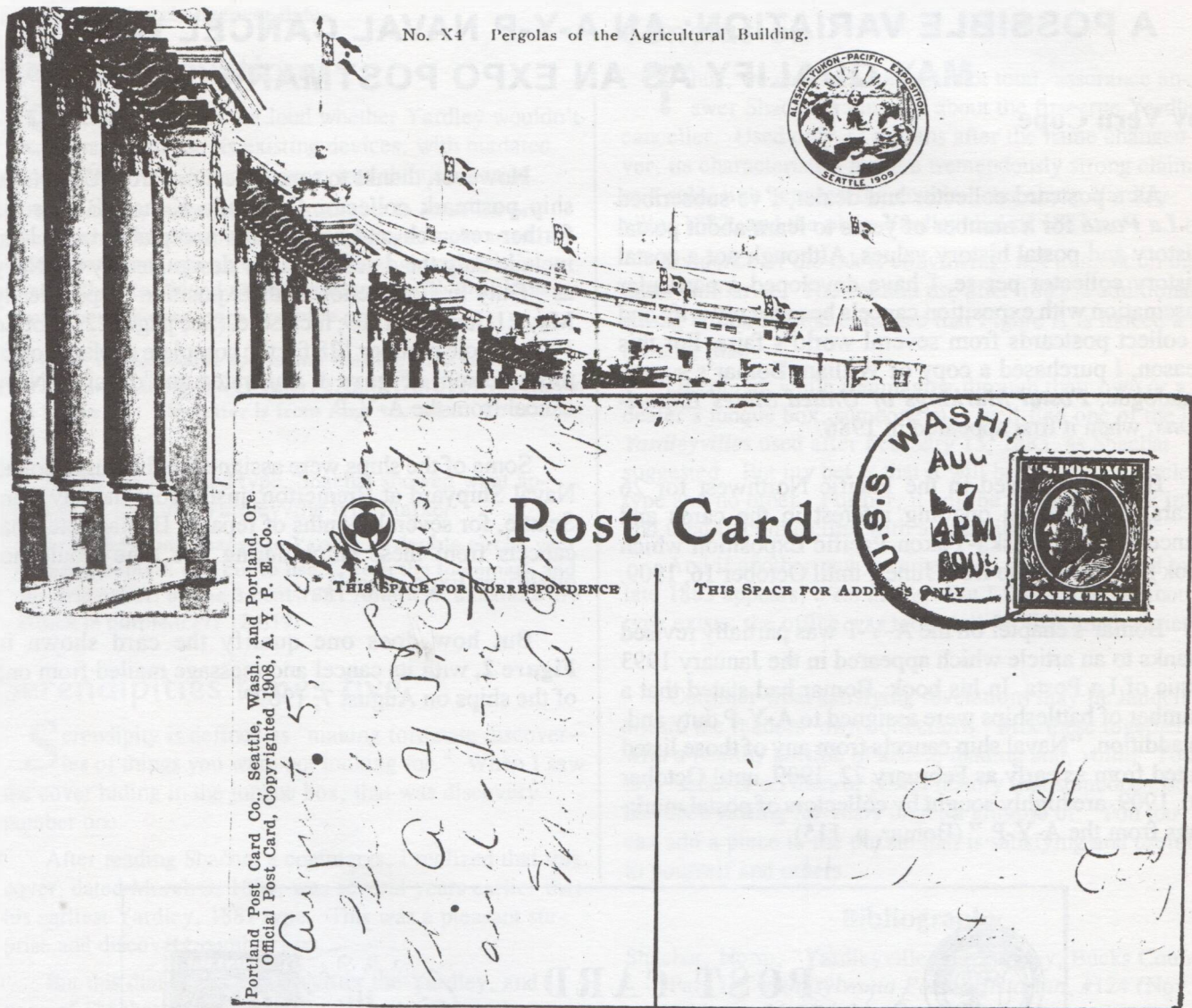


Exhibit 2 - "Unofficial" AYP Naval Ship Cancel dated August 7, 1909

First, the view is a common one from the A-Y-P. Second, the cancel is from the U.S.S. Washington. Third, and crucial here, is the message: "August 5, 1909. Greetings from the A.Y.P. Exposition and your teacher. Mabel A. Flordyce" and sent to "Miss Ella Shertz, Gibson City, Illinois."

We can only speculate about how this card-cancel-message came to be. After some thought, one scenario seems most likely: A sailor from the Washington meets Mabel at the A-Y-P on August 5. He offers (or she requests) to take her postcard(s) to his ship to be cancelled. It's much less likely that this transaction took place in Bremerton.

So, the U.S.S. Washington, at least with this example, was willing to cancel an Expo card mailed by a visitor at the fair. Although not "official," this may fall within the parameters of an acceptable cancel or, at least, an interesting variety of one.



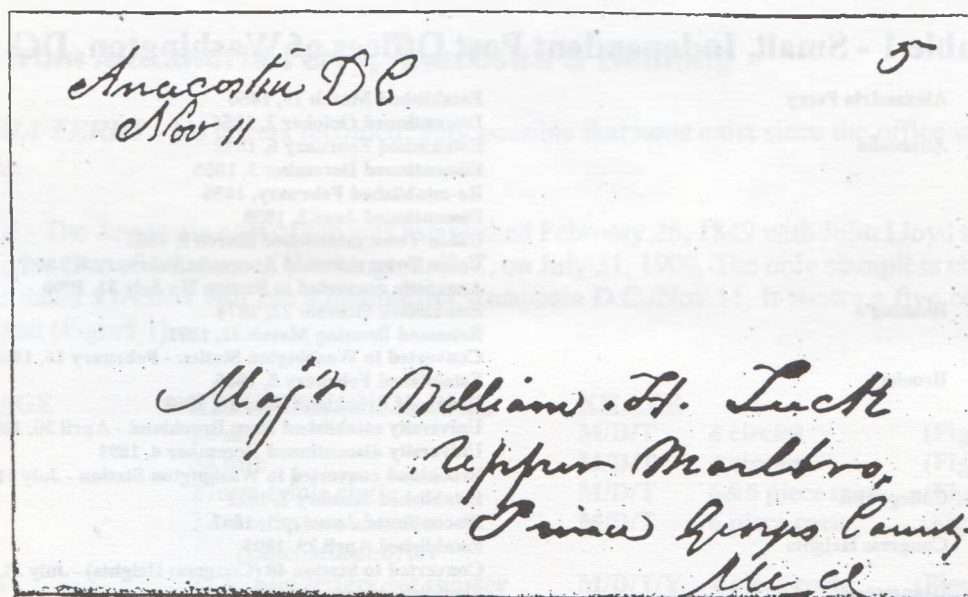


Figure 1 - Anacostia DC Nov 11, 1851

POSTAL MARKINGS OF THE SMALL INDEPENDENT POST OFFICES OF THE DISTRICT OF COLUMBIA: PART I

by Carl L. Stieg

There were three post offices in existence within the District of Columbia on December 1, 1800 when the federal government accepted jurisdiction of the postal system: Washington City, Alexandria and Georgetown. These three remained the major postal entities, but during the next one hundred years a number of new independent post offices were established.

As well as can be determined from *The Postal History of Maryland, the Delmarve Peninsula and the District of Columbia* by Smith and Kay, the independent District post offices other than Washington, Alexandria and Georgetown were as follows in Table 1.

Some of the available data is not completely clear, so do not be surprised if there are some errors in the above listing.

It is understood informally that no strikes have been recorded for some of the above post offices. William Sandrik published an inventory of District of Columbia covers in the January 1994 issue of *La Posta*, which I believe reflected his and George Turner's collections. He received a few responses to the article, but a significant number of these small post offices remain unreported.

I have decided to expand on Bill Sandrik's effort and publish a record of the known postal markings of these post offices during the period of their independent status. Coverage of the post offices will be in a series of articles with the post offices in the above order. Needless to say, it is only with the whole-hearted support of all the *La Posta* readers that I can hope to have any reasonable degree of success. Part 1 of this series documents the first three post offices: Alexandra Ferry, Anacostia and Benning's, following the overall listing.



Table 1 - Small, Independent Post Offices of Washington, DC

Alexandria Ferry	Established March 19, 1856
Anacostia	Discontinued October 2, 1856
	Established February 6, 1849
	Discontinued December 3, 1855
	Re-established February, 1856
	Discontinued June 2, 1858
	Union Town established March 9, 1865
	Union Town renamed Anacostia February 8, 1869
	Anacostia converted to Station H - July 31, 1900
Benning's	Established October 22, 1874
	Renamed Benning March 31, 1891
Brooks	Converted to Washington Station - February 16, 1903
	Established February 5, 1885
	Renamed Brookland June 28, 1888
	University established from Brookland - April 30, 1890
	University discontinued December 4, 1891
	Brookland converted to Washington Station - July 31, 1900
College Hill	Established January 1, 1822
	Discontinued January 1, 1842
Congress Heights	Established April 29, 1893
	Converted to Station 48 (Congress Heights) - July 31, 1900
Deanewood	Established November 12, 1892
	Converted to Station 62 (Sta. Washington)
Good Hope	Established June 26, 1847
	Discontinued January 14, 1848
	Re-established December 7, 1860
	Discontinued December 22, 1861
	Garfield established November 29, 1882
	Changed to Good Hope April 16, 1887
	Changed back to Garfield June 15, 1889
	Changed back to Good Hope June 12, 1893
	Converted to Station 49 (Good Hope) July 31, 1900
Ivy City	Established February 18, 1890
	Incorporated into Washington post office - June 29, 1895
Kenilworth	Established October 2, 1899
	Converted to Station 63 (Kenilworth) February 15, 1903
Longdon	Established August 25, 1893
	Renamed Pathfinder December 9, 1898
	Re-established as Langdon November 9, 1901
	Converted to Station K - April 30, 1903
Mills	Established April 13, 1888
	Service discontinued May 22, 1891
Montrose	Established April 19, 1872
	Absorbed into Washington post office - January 13, 1873
Mount Pleasant	Established June 17, 1872
	Absorbed by Washington post office June 6, 1873
Oakgrove	Established March 12, 1856
	Name changed to Brightwood June 14, 1861
	Oakgrove re-established June 27, 1888
	Oakgrove incorporated into Brightwood July 31, 1891
	Brightwood converted to Sta 56 (Brightwood) January 30, 1901
Saint Alban	Established March 15, 1883
	Absorbed by Washington post office - June 28, 1883
Saint Elizabeth	Established August 3, 1899
	Converted to Sta. 47 (Saint Elizabeth) July 31, 1900
Takoma	Established December 6, 1886
	Renamed Takoma Park January 27, 1888
	Converted to Washington Station - June 30, 1901
Tennallytown	Established December 19, 1846
	Converted to Washington Station - December 31, 1894
	Converted to Station E - March 1, 1895
Terra Cotta	Established October 20, 1885
	Absorbed into Washington PO - June 30, 1901
Twining	Established August 28, 1890
	Absorbed into Anacostia November 29, 1890
	Re-established April 17, 1894
	Converted to Station 50 (Twining) July 31, 1900
Winthrop Heights	Established January 16, 1889
	Absorbed into Washington PO - April 30, 1903

Covers from Alexandria Ferry, Anacostia & Benning

ALEXANDRIA FERRY - No covers recorded; very possible that none exist since the office was open for only about 6 ½ months.

ANACOSTIA - The Anacostia post office was established February 26, 1849 with John Lloyd as Postmaster. Its status was changed to that of a station of Washington, D.C. on July 31, 1900. The only stampless cover recorded for this post office is dated 11/11/51 and has a manuscript Anacostia D.C./Nov.11. It shows a five cent rate to Upper Marlboro, Maryland (Figure 1).

<u>DATES OF USAGE</u>	<u>DESCRIPTION OF DIAL</u>	<u>KILLER</u>		
2/71 - 1/11/81	24 mm	M/D/T	4 circles	(Figure 2)
8/21/82	34 mm	M/D/T	4 circles	(Figure 3)
4/2/85	27mm triple circle	M/D/T	6&5 piece cork	(Figure 4)
9/6/89	27 mm letters shorter Anacostia shorter	M/D/T	6 piece cork	(Figure 5)
6/10/95 - 3/2/96	27 ½ mm letters yet shorter	M/D/T/Y	4 piece cork	(Figure 6)
4/21/00	26 ½ mm	M/D/T/Y	Anchor	(Figure 7)
6/?/00	29 mm	M/D/T/Y	10 bar ellipse	(Figure 8)
5/26/00	27 ½ mm REC'D	M/D/T/Y	none	(Figure 9)

Delivered in three days return to
JUN & EARNSHAW,
 Wholesale Grocers,
 1110 ELEVENTH STREET, S. E.,
 Washington, D. C.

Figure 2



Figure 3

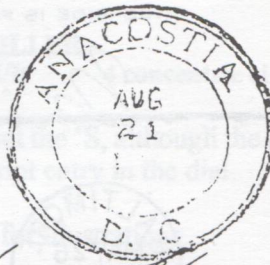
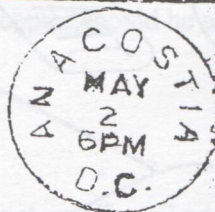
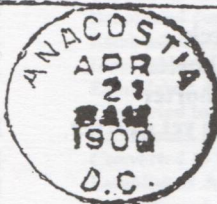
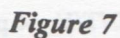
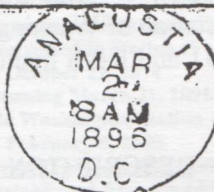
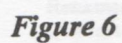
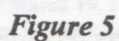


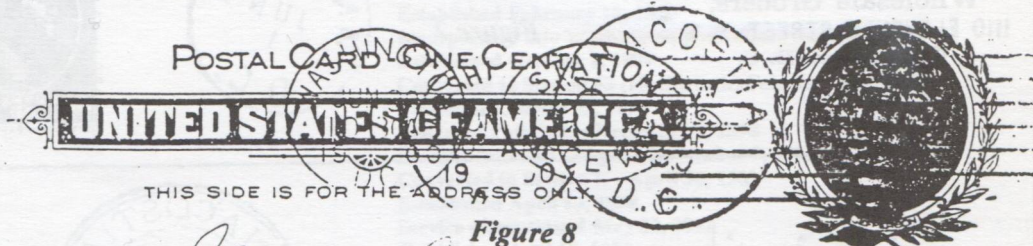
Figure 4



Mr. A. C. Hawkins
 Lancaster
 Mass.



Whitecomb,
Langdon,
W.C.

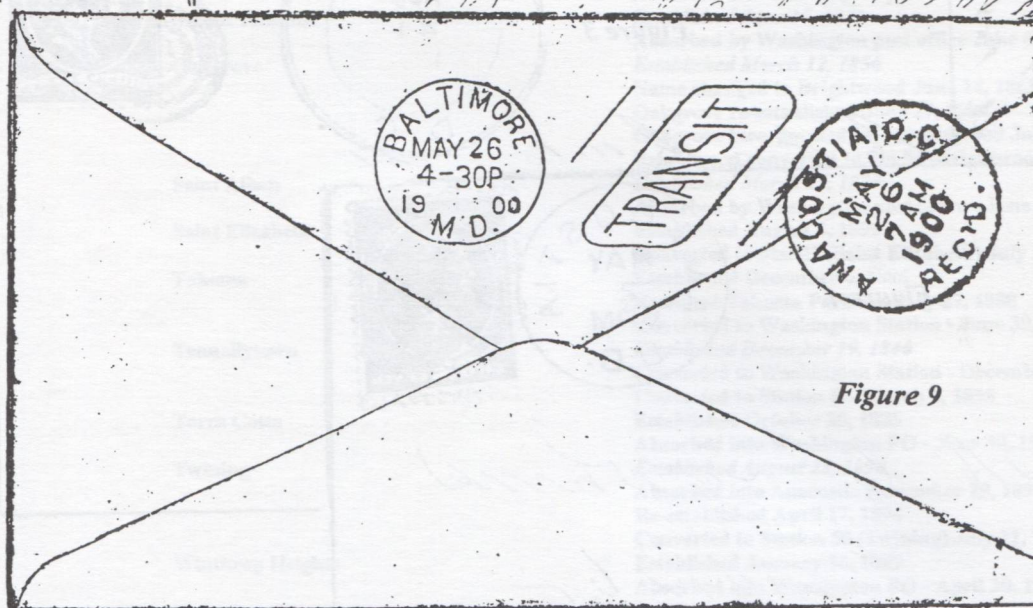


POSTAL CARD ONE CENT

UNITED STATES OF AMERICA

THIS SIDE IS FOR THE ADDRESS ONLY

Figure 8



BALTIMORE
MAY 26
4-30P
1900
M D.

TRANSIT

ANADOLIAID. C.
MAY 6 1900
REC'D.

Am.
glow
D.C.



Figure 10. Only one postmark type has been reported from the Benning, DC post office. This example dates from August 30, 1888.

BENNING'S - The Benning's post office was established October 22, 1874; then changed to Benning March 31, 1891. Its status changed to that of a station of Washington, D.C. on February 16, 1903. Only a single handstamp type has been recorded.

DATES OF USAGE

4/25/88

DESCRIPTION OF DIAL

25 mm

KILLER

M/D

4 concentric circles (Figure 10)

Note that the post office name in the circular date stamp is without the 'S', although the change was not officially made until 1891. Much of the time the month and day are a manuscript entry in the dial.

My appreciation to Bill Sandrik, Tuck Taylor and Bob Omberg for illustrations.

Your questions, corrections, additions and photocopies should be addressed to me as follows:

Carl L. Stieg
260 Merrydale Road, Apt. 15
San Rafael, CA 94903.

If you have a quick question and you are on the net, my E-mail address is carl_phil@webtv.net

Please do not cut your photocopies to the size of the covers; I would like at least one-half a page for working and recording purposes.

POSTAL MARKINGS OF NORTH DAKOTA TERRITORY

Part VI: Golden Valley and Grand Forks County

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

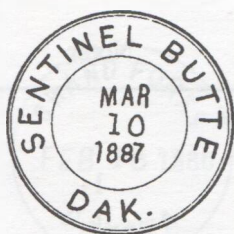
This is the sixth installment in an effort to catalog all known postmarks used in the portion of Dakota Territory that later became North Dakota. Please continue to send updates to the author at the above address. Thanks!

Golden Valley County

Code	Earliest	Latest	Killer	Notes
Sentinel Butte (1886-Date)				
1 C41GN1B30	10 Mar 1887		target	

Grand Forks County

Code	Earliest	Latest	Killer	Notes
Arvilla (1882-Date)				
1 C41HN1B30	29 Aug 1882	2 Jan 1884	star	
2 C1H11N1B23.5	12 May 1884		star	
3 C1GA1B27	8 Aug 1885	10 Oct 1891	cork	
Bean (1888-1891)				
<i>None Reported</i>				
Belleville (1882-1907)				
1 C1GN1B27.5	11 Jul 1891	2 May 1892		
Bjorn (1880-1881)				
<i>None Reported</i>				
Bushnell Park (1881-1882)				
<i>None Reported</i>				
Cable (1888/1903)				
1 C31HN1R32	17 Jan 1891			
Clinton (1880-1882)				
<i>None Reported</i>				
Dahl (1879-1881)				
<i>None Reported</i>				
Emerado (1885-Date)				
1 C1GN1B26	12 Jun 1887		target	
2 C1GN1B27.5	3 Mar 1888	24 Mar 1889	target	
Gilby (1881-Date)				
1 OC1HN1R27	19 Feb 1883		target	
2 C1GN1B27	24 Apr 1888	23 Sep 1888	target	
3 C1GN1B27.5	28 Dec 1890		target	



1



1



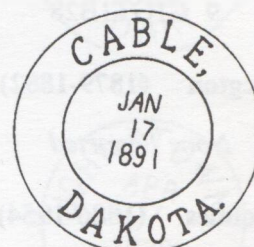
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3



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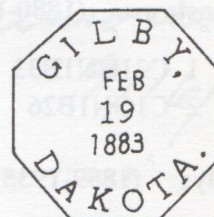
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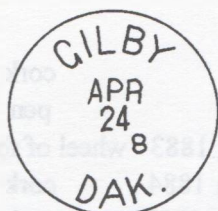
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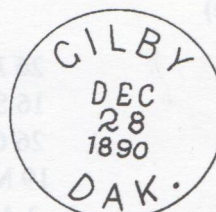
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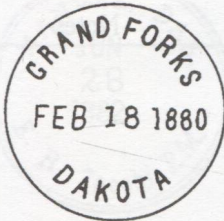
2



3

Grand Forks County

Code	Earliest	Latest	Killer	Notes
Grand Forks (1870-Date)				
1 MS	3 Jul 187?			1
2 C1GA1B2?	23 Jun 187?	25 Nov 1875		1
3 OV1ES1???	29 May 1878			1
4 C1HS1B28.5	3 Apr 1879	2 Aug 1880	target	
5 OC1GN1B24.5	2 Sep 1880	22 Oct 1880	cork	
6 C1GN1B27	9 Jun 1881	6 Nov 1883	star/cork	
7 C1GN1B27	1 Apr 1884	3 Sep 1885	star/cork	
8 C1GT1B27.5	24 Oct 1885	16 May 1888	duplex	
9 C1GT1B28	9 Aug 1888	23 Aug 1890	duplex	
Hegton (1879-1882)				
<i>None Reported</i>				
Holmes (1886-1954)				
<i>None Reported</i>				
Inkster (1880-Date)				
1 C21GN1R27	30 Apr 1886		target	
Johnstown (1880-1964)				
1 C21HN1B33	13 Jun 1886	12 Feb 1889	star	
2 C1GN1B26	27 Apr 1889		target	
Kellys (1889-1935)				
<i>None Reported</i>				
Kempton (1887-1963)				
1 C1GN1B27.5	27 May 1888	24 Dec 1889	target	
Larimore (1881-Date)				
1 C1GN1B27	26 Jun 1882		cork	
2 MS	16 Sep 1882		pen	
3 C1GN1B27	26 Oct 1882	6 Aug 1883	wheel of fortune	
4 C1GN1B26.5	19 May 1884	10 Jun 1884	cork	
5 C1GN1B27	3 Aug 1885	22 Dec 1887	cork	
6 C1GN1B27.5	20 Apr 1889	16 Dec 1889	cork	



4



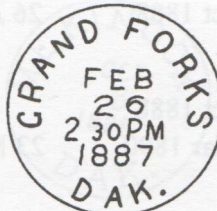
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7



8



9



1



1



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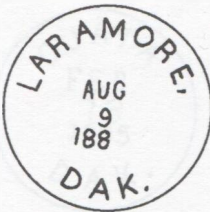
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*Larimore ref
9/16/82*

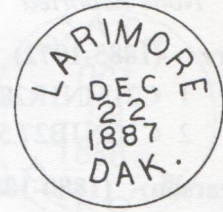
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4



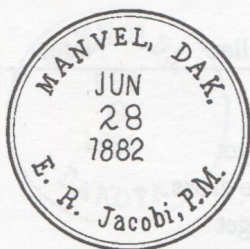
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6

Grand Forks County

Code	Earliest	Latest	Killer	Notes
Manvel (1882-Date)				
1 C21G'9N1R32	28 Jun 1882	26 Jan 1885	target	
2 C1GN1B27	5 Jan 1887		cork	
3 C1GN1R26.5	11 Feb 1889	15 Mar 1890	target	
McCanna (1884-1989)				
1 C1GN1B27	1 Oct 1888	26 Aug 1891	target	
Mekinock (1879/Date)				
1 C1GN1R26.5	6 Oct 1888		'US Mail'	
2 C1GN1B27	16 Mar 1890	23 May 1890	target	
Merrifield (1886/1954)				
<i>None Reported</i>				
Niagara (1883-Date)				
1 MS	11 Apr 1883	23 Nov 1883	pen	
2 C1GN1B32.5	30 Jun 1883	6 Aug 1884	star	
3 C1HN1R27	11 Dec 1885	4 Dec 1889	wheel of fortune	
Northwood (1879-Date)				
1 C1GN1B27	30 Oct 1884	31 Oct 1887	target	
2 C1GN1B27	21 Jun 1887	14 Jun 1888	cork	
Ojata (1883-1936)				
1 C21EN1R28	29 Sep 1883	15 Aug 1884	cork grid	
2 C1GN1B27	13 Feb 1885			
3 C1GN1R26	24 Nov 1886		star in circle	
4 C1HN1R28.5	10 May 1888	18 Oct 1888	wheel of fortune	
Orange (1879-1882)				
<i>None Reported</i>				
Orr (1885-1972)				
1 C21MN1R28	4 Apr 1887	23 Feb 1888	target	
2 C1GN1B27.5	3 Jul 1887		target	
Pearson (1880-1882)				
<i>None Reported</i>				
Perth (1881-1882)				
<i>None Reported</i>				
Pilot (1880/1939)				
<i>None Reported</i>				
Reno (1881-1885)				
<i>None Reported</i>				



1



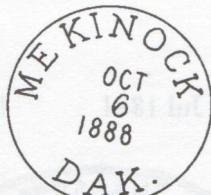
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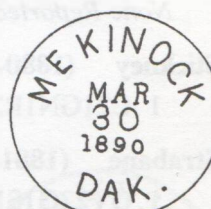
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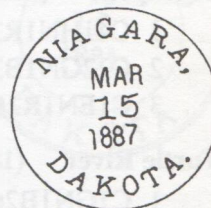
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*Niagara D.T.
April 11-1883*

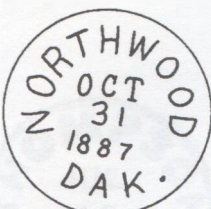
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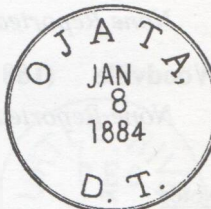
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2



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2



3



4



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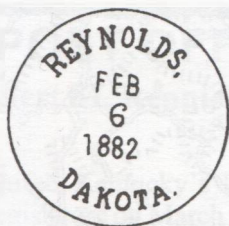
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Grand Forks County

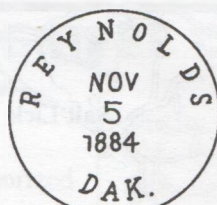
Code	Earliest	Latest	Killer	Notes
Reynolds (1881-Date)				
1 C1HN1R28.5	6 Feb 1882	8 Aug 1883	target	
2 C1GN1R27	1 Dec 1883	5 Nov 1884	maltese cross	
3 OC1GN1R26.5	5 Oct 1888		target	
Stewart (1886-1887)				
<i>None Reported</i>				
Stickney (1880-1883)				
1 C21GN1R27.5	11 Jul 1881	10 Nov 1882	target	
Strabane (1881-1886)				
1 OV22G1S1R37	1 Dec 1883		target	
Thompson (1881-Date)				
1 C41HN1R34	17 Apr 1882	16 Feb 1884	cork	
2 C22GN1B31	19 Jun 1885	31 Jul 1885	star	
3 C1EN1R26.5	7 Jun 1888	11 Jun 1889	target	
Turtle River (1877/1902)				
1 C1GN1B26.5	5 Dec 1881		cork cross	
2 C1HN1R30.5	26 Jan 1882	22 Feb 1886	cork cross	
Walle (1878-1902)				
<i>None Reported</i>				
Woodville (1881-1883)				
<i>None Reported</i>				

Notes:

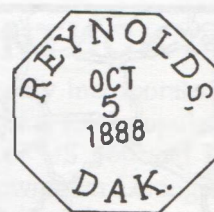
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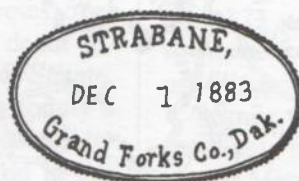
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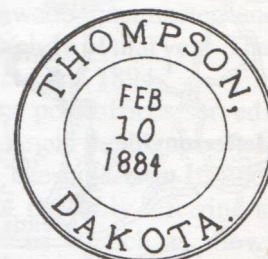
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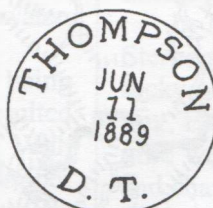
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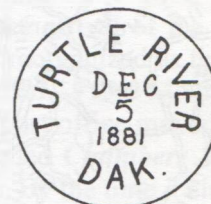
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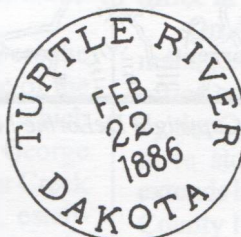
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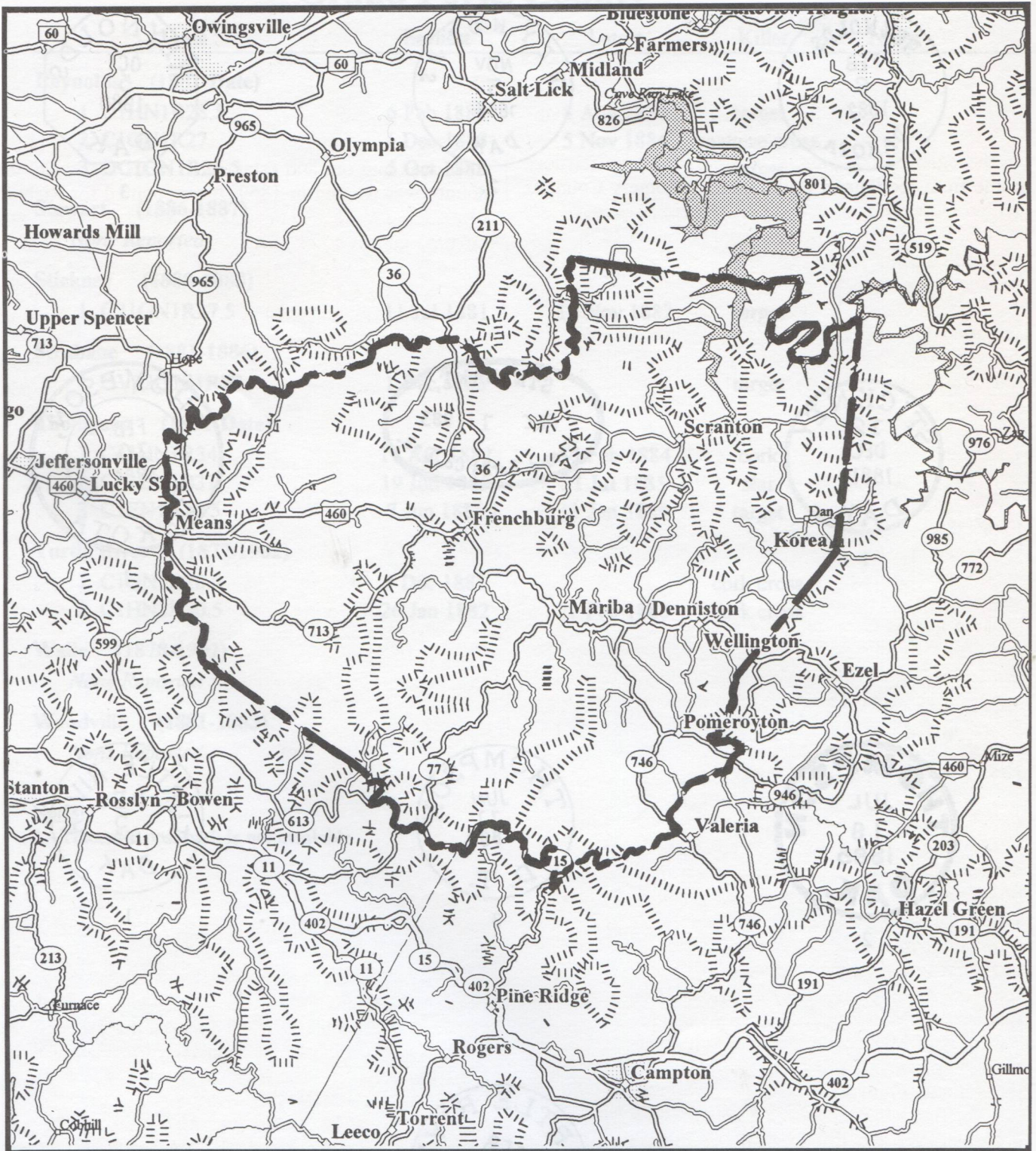
3



1



2



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

POST OFFICES OF MENIFEE COUNTY, KENTUCKY

by Robert M. Rennick

Menifee, Kentucky's 114th county, was authorized by the legislature on March 10, 1869. Most of its territory came from sections of Bath and Montgomery Counties with some smaller areas taken from Powell, Morgan, and Wolfe. It assumed its present boundaries in 1886 when it acquired some property along its Morgan County line to accommodate local landowners.

The county was named for Richard Hickman Menefee, jr. (1809-1841) of Owingsville who was elected to the U.S. Congress in 1836 by a mere 234 votes over Richard French of Mt. Sterling. His untimely death occurred only five days after his election to the U.S. Senate. The Kentucky legislature erred in spelling the county's name, and although a bill to correct this was passed by the state Senate, it was never even considered in the House, and thus the county's name remains misspelled to this day.

Menifee's 203 square mile area, in the western edge of the Eastern Kentucky Coal Fields, is drained by streams in the Licking and Red River watersheds. The Licking and its Cave Run Lake impoundment serve as the county's northeast border with Rowan, while the Red River forms part of its southern boundary with Powell and Wolfe Counties. Menifee's main interior streams are the Licking River's Slate and Beaver Creeks and their branches and some west side tributaries of Blackwater, and the Red River's Indian and Gladie Creeks.

Although Minifee is essentially rural, its being mainly in the Daniel Boone National Forest has resulted in only about one-eighth of its land in cultivation. With the end of the county's once thriving iron and lumber production by the early twentieth century, industry is virtually non-existent. Most of Menifee's gainful non-farm employment, that is not trade or service oriented, is out of the county. Future economic hopes seem to lie in the better development of area tourism. The revised 1990 Census counted nearly 5,400 county residents.

Most of Menifee's twenty-nine post offices will be located by road miles from the court house in its centrally located seat, Frenchburg.

The first two post offices within the county were the only ones whose entire lifespan was spent in one of the mother counties – Bath. *Beaver Iron Works*, which operated between October 4, 1820 and 1824 by George Slaughter, served a forge and furnace in the Beaver Creek valley, near the future Scranton. *Laurel Fork*, established on January 28, 1851 by John Latham, was probably somewhere on that branch of Gladie Creek. Like many of Kentucky's antebellum post offices, it failed to survive the Civil War, closing in mid-April, 1863.

Frenchburg, the county's only incorporated community, is a sixth class city with a 1990 population of 625. Centered at the junction of US 460 and Ky 36, fifty-eight road miles east of downtown Lexington, the town was laid out and established as its seat when the county was formed in 1869. It was named for Richard French (1792-1854), the Mount Sterling lawyer and onetime circuit court judge who had lost his Congressional seat to Richard Menefee. French was later to lose another race, for Kentucky governor in 1840, but regained his Congressional seat two years later. The local post office was established as *Frenchburgh* on February 24, 1871 with Samuel Greenwade, postmaster, and the town was incorporated on March 18 of that year. The post office name became *Frenchburg* in 1894.¹

Since the mid-1870's five post offices served consecutively the Slate Creek valley in the extreme western part of Menifee County. The latest, *Means*, still does.

The first was *Pine Table*, probably referring to the forested section along Hawkins Branch as shown on Joseph Leslie's 1859 map of the Eastern Kentucky Coal Field. On September 2, 1875 local storekeeper James Wills opened the *Pine Table* post office, one-fourth of a mile north of Slate Creek. This may have been what Collins' 1874 history identified as *Rebelville*, with a store, shop, hotel, and some thirty residents on the state road (now U.S. 460), nine miles from Frenchburg and thirteen miles from Mount Sterling.²

In November 1878, with the arrival of the Mount Sterling Coal Road, later to be reorganized as the Kentucky and South Atlantic Railroad. From Mount Sterling, Elijah Chambers had the post office moved half a mile west to his newly established *Chambers Station*, and changed its name to *Boone*. By the time it closed in June 1881, this office was also serving three sawmills and other businesses taking advantage of the station.

The post office was re-established one quarter of a mile west of the Chambers Station on September 4, 1882, as the inexplicably named *Serena*. George C. Stephens was its only postmaster. When it closed in June 1886, the area's postal services were transferred to Cornwell, an office at another K&SA station, three miles east.

On April 10, 1901 storekeeper and Chambers' depot manager Wilbur W. Means (ne 1867) reopened the post office as *Means*. By then the K&SA had been acquired by the C&O Railroad. Today the hamlet of *Means*, with three stores, its post office, and a number of homes extends half a mile along U.S. 460 from the Montgomery County line to Ky 713, eight miles west of Frenchburg.

Another post office serving a K&SA station in the Slate Creek valley was the aptly named *Cedar Grove*. About a mile north of Chambers Station, it operated

between November 2, 1889 and mid-March 1907 with William D. Thornton, Boone's last postmaster, as its first postmaster. William S. Hamilton, Thornton's successor, ran the local store in the mid-1890's.

The village of *Cornwell*, referred to above, grew up around the home of William Cornwell built in 1870 near the mouth of the Bull Fork of Slate Creek, 2 1/2 miles east of Pine Table. With the arrival of the K&SA, a station was located here. By 1880, there were at least four general stores, two groceries, flour, saw, and woolen mills; two saloons, a hotel, and other businesses serving a village of some 150 residents. The *Cornwell* post office was established on January 3, 1878 with Arnold Ingram, postmaster.

In April, 1889 Samuel Tabor moved the post office one mile east to the new community of *Rothwell* where it took that name. By then *Rothwell*, named for several related local families, had become the K&SA's eastern terminus, 19 1/2 miles from its Mount Sterling junction with the C&O's main line.³ Meanwhile, William Cornwell's son Charles continued to operate a local store and several other businesses at the Cornwell site. The post office remained at Rothwell, five miles west of Frenchburg, until it closed in 1960. Today, only some abandoned stores, a church, and homes on U.S. 460 mark the site of these two stations and the communities they served.

One of Menifee's four active post offices is *Wellington*. This serves two local stores and most of the eastern part of the county at the junction of the present U.S. 460 and Ky 1569, 8 3/4 miles east-southeast of Frenchburg. It was named for Wellington Davis (1850-1887), a wealthy landowner, in thanks for his getting the office established on January 15, 1880. James S. Wells was its first postmaster.

On April 13, 1880 John King opened a post office at his store on the west side of Beaver Creek, some two miles south of the Licking River. Since his first name preference, *Skidmore*, for a nearby creek, was already in use in Leslie County, he suggested *Slab Camp* for another nearby Beaver Creek branch. He operated the office as *Slab* until March, 1883.

The *Slab Camp* name probably derived from the slab shanties built in that vicinity to house the employees of the nearby Beaver Iron Works, a fifty year old furnace and forge that had begun operation in the early 1820's.

Shortly after the closing of the *Slab* post office, some lumbermen from Scranton, Pennsylvania opened a sawmill at the mouth of Slab Camp Branch and built a town for their employees. At first the community was called *Slab Camp*, and then, possibly, *Maze* (for a local family). On April 27, 1899 the local post office was re-opened as *Mifflin* (for one of several Pennsylvania towns and a county that had been named for that state's

first governor). George Williams was the first postmaster. In October of that year the office adopted the community's new name *Scranton*.

With the depletion of the area's timber supply around the First World War, the mill closed and the community became the trading center for the few lumbermen who remained to farm the area. Most of the timbered land between Scranton and the river was taken for Cave Run Lake in 1974 and nearly all of the remaining residents were relocated. The post office, just north of Ky 1274, eight miles east-northeast of Frenchburg, closed in the spring of 1988.

The site of the short-lived (December 7, 1881 to the following August) *Bragg* post office continues to confuse Powell and Menifee historians. According to sole postmaster James Wills' Site Location Report, his office was on the north side of the Red River, one-fourth of a mile below the mouth of Indian Creek, clearly then, as now, in Powell County, a mile from the Menifee line. Yet this office has always been considered in Menifee County.

Neither has its name been explained. It was to serve a small settlement called *Fortner*, probably for a local family, but the proposed name was *Bragtown* (sic). When Wills' petition was returned to him, however, "town" was crossed out and he was advised to select a short name. *Bragg* was apparently what he selected. But there were no known Bragg families in Menifee or Powell Counties, leaving one to wonder if the office could have been named for Confederate General Braxton Bragg, or for the settlement of *Bragtown* in North Carolina that is now a part of Durham.

If the *Bragg* post office was, indeed, at or near the mouth of Indian Creek, in either county, it was probably the predecessor of the *Haystack* post office. This office was established at the mouth of Indian Creek (in Powell County) on August 13, 1888. Postmaster Henry C. Farmer's first name choice was probably *Halsey*, for another area family, but it was named instead for the Haystack Rock, in Auxier Ridge, about half a mile south of Red River, and probably within sight of the new office. The rock resembles a farmer's haystack. In October of 1903 Belle Palmer had the office moved 1 1/4 miles up Indian Creek, to the mouth of Powder Mill Branch, one quarter of a mile within Menifee County, where it closed in mid-March, 1913.

An early producer of tanbark and barrel staves, with a mill and a couple of stores, was called *Laurel Spring* for its site in a grove of laurel trees. When postmaster-designate Jonathan Osborn was instructed by the Post Office Department to find another name for his new office, he chose his daughter's name *Mariba*. But the office was actually established on May 10, 1882 as *Hariba*, a misspelling. Mariba's husband, William C.

Taylor became postmaster in August, 1883. He was a local landowner, merchant, and lumberman who later became a school superintendent and county judge. When Mariba herself succeeded him in January 1886, she had the name changed to *Mariba* [me:/a/ba or me:/o/bee]. As recently as the 1910's this community, on U.S. 460, 4 ³/₄ miles southeast of Frenchburg, was also known as *Pokeberry*. The post office closed in 1993.

The inexplicably named hamlet of *Pomeroyton* [pahm/ar/oi/tan] centers at the junction of Rts. 946 and 1569, which is 10 ³/₄ miles southeast of Frenchburg, and 1 ¹/₂ miles from where Menifee, Morgan, and Wolfe Counties come together. This southeastern Menifee area was first settled by the Little family in the mid-eighteen hundreds, and was the center of extensive logging operations by the end of the century. Its post office, established on October 11, 1883, with storekeeper William C. Catron as postmaster, closed in July, 1993.

John Ledford's old home near the mouth of Gladie Creek may have been the site of the three post offices that served his family's 4,000 acre logging operation in the Red River valley. The first office, as *Gladie*, was established on June 11, 1884 with Benjamin Noe, postmaster, who was succeeded by two of John's sons, Aley and Will, before the office closed in April, 1887. It was re-established on August 30, 1900 as *Gladys* [ghla/dez] with Isaac N. Horton, Jr., postmaster. In February 1905, John's other son Joseph B. moved the office half a mile south to a point on the north bank of the river where it closed before the end of the year. From July 15, 1915 through the following April, Joseph maintained the third office as *Glendive* (because his preferred name *Glady* was too close to *Gladys*, by then assumed by an office in Lawrence County). The Menifee office may then have been back in the Ledford family home. The home, on Ky 715, 16 ¹/₄ miles south of Frenchburg, was recently rebuilt by the U.S. Forest Service as a museum for area logging activities.⁴ The *Gladie* (or *Glady*) and *Glendive* names have not been derived. Perhaps the latter, like that of the stream in Montana, was corrupted from the name of the Irish river, the Glendine.

The little remembered *Lonesome* post office served a sawmill and store in the *Buck Creek Neighborhood* in the northeastern section of the county. It was half a mile south and west of the Licking River and less than 200 yards east of Beaver Creek, then some fourteen to fifteen road miles northeast of Frenchburg, and now in the Cave Run Lake. The office operated between November 6, 1885 and September, 1907 with James W. Swim, its first postmaster. At or near the office was a station on the short-lived Licking River Railroad between Yale (in Bath County) and Blackwater (in Morgan County). *Lonesome's* name source is not known.

On May 21, 1890 Hiram B. Armitage established the *Carrington* post office which he named for the area's antebellum landowner John Carrington who had operated a successful local tannery. On March 5, 1904 Armitage's successor Charles B. Craig renamed the office *Sudith* [su/deth] for another prominent area family. Until it closed in the early spring of 1988, the office had been at several sites along Ky 36, from the Bath county line to a point at the mouth of Johnson's Branch of Stonequarry, its most recent location, some five miles north of Frenchburg.

Postmaster-designate Daniel Boone Morefield (ne 1856) probably gave his name to the *Dan* post office established on July 21, 1893 on Eaton Creek, about half a mile from the Morgan County line. Thence, until it closed in 1958, the office was at several vicinity sites, most recently on Rt. 1693, one mile from the county line, and 13 ¹/₂ miles east of Frenchburg.

Alley and *Petra* were the names that Hawkins Branch timberman Thomas E. Amburgey suggested for his post office some 350 yards north of Hawkins and two to three miles south of the future Means. *Alley* may have honored one or more families of Amburgey's acquaintance, while *Petra* was probably derived from the nearby Petre Trace Branch of Slate Creek, so identified on 1850's area coal maps, and given as Peter Trace on current maps. The office, with Amburgey its only postmaster, operated between July 31, 1893 and January, 1899.

A post office called *Kent*, for reasons unknown, has only been indefinitely located. According to the Site Location Report of the first of its two postmasters, Alexander H. Daugherty, it was some 300 yards east of Coal Cave (now Cold Cave) Creek (of Beaver Creek), and 2 ¹/₂ miles from Dan. It operated only from April 29, 1898 through May, 1904.

In 1898 the Union City Lumber Company of Michigan acquired some trackage that had been built several years before in an attempt to extend the Kentucky and South Atlantic Railroad southeast from Rothwell to ship timber from Indian and Amos Creek. On its completion, the Red River Valley line, as it came to be known, extended some nine miles to a ridge, 1 ¹/₂ miles south of Frenchburg. The ridge and local station were named *McCausey* for Joseph McCausey, the railroad's chief executive. To serve the station which shortly also became an important supply depot for area storekeepers, the *McCausey* post office was opened on February 8, 1899 with Joseph Ledford, postmaster. But like many other spur line stations in the region, *McCausey's* days were numbered. By late 1911, with the depletion of the timber supply, the line was abandoned as unprofitable. The post office closed in February of 1918, and the ridge is now an area of scattered farm homes.

The year after the completion of the Red River Valley Railroad to McCausey, a five mile extension of the line was built from a point called Amos, two miles west, to the mouth of Big Amos Creek on the East Fork of Indian Creek. The station located here was called *Apperson*, probably for the family of the late circuit judge. It, too, had a short-lived post office (from February 28, 1899 through July 1902) but the latter was called *Strong* for its only postmaster, Nathan A. Strong (ne 1856).

The several names George W. Buchanan submitted for his post office on the upper reaches of Indian Creek included *Myers* for the branch at whose mouth it would be located. But these were already in use in Kentucky. Thus he chose *Tabor*, the name of a prominent Rothwell family. (W.C. Tabor was then Rothwell's railroad agent, and Samuel Tabor was Rothwell's postmaster who had endorsed Buchanan's application.) The office, on the present Ky 713, four miles southwest of Frenchburg, operated between July 15, 1899 and 1941.

The *Denniston* post office, named by and for its first postmaster, Joseph C. Denniston (1870-1963), was established on March 9, 1900 on Betty Gap Ridge, four miles northeast of Mariba and four miles northwest of Wellington. In 1934 Henry Goebel Botts had it moved several miles south to the new highway (now U.S. 460) where, seven miles east-southeast of Frenchburg, it still serves a store, a church, a rural crafts museum, and the county's second elementary school named for the Botts family.

On the present Rt. 1274 and Beaver Creek, about midway between Frenchburg and Scranton, was the *Havana* post office. It was established on August 28, 1900 by James H. Thomas whose first preference - *Ray* - had been given to a newly opened Logan County office. So he deferred to storekeeper (and later postmaster, sheriff, and county judge) Harlan Sexton's suggestion that it be named for the capital of Cuba where Sexton had served during the recently concluded Spanish-American War. The Menifee office closed in August of 1913, and nothing now marks its site.

Only homes on Ky 713 and a nearby fire tower remain of the small settlement and post office of *Fagan* [fa/ghen], seven miles southwest of Frenchburg. They were not named for a local family, however, nor for a character in a Dickens novel, but for the guide or center pole of a charcoal pile that, in the decade before the Civil War, supplied the Bath and Estill County iron furnaces.⁵ The *Fagan* post office operated between January 23, 1901 and 1953, with George W. Miller its first postmaster.

Menifee County historians assume that the post office of *Korea* was named for the Asian country that was in the news on February 10, 1904 when it was

established (with Liza A. Whitt, postmaster). When it closed in 1982 it was at the junction of Rts. 1693 and 3343, 2 1/2 miles northeast of U.S. 460, and twelve miles east of Frenchburg.

Tennie was the first preference for Richard A. Craft's *Artville* post office on Coon Creek and Rt. 3343, 100 air yards from the Morgan County line, and twelve miles east of Frenchburg. The office operated between February 15, 1919 and 1971. Neither name has been explained.

The post office of *Big Woods*, on the north end of Dan Ridge, just south of the junction of Rts. 1693 and 1274, and 11 1/4 miles east-northeast of Frenchburg, must be distinguished from Tarr Ridge which was also called *Big Woods* during its timbering days in the late nineteenth century. Both were densely wooded areas. The post office was established on June 10, 1925 with Mrs. Flora Back, its first postmaster, and closed in 1963.

Though *Salt Spring* was the first name proposed for a post office on the Licking River, two-thirds of a miles above the mouth of Fuget Branch, *Bertis* was the name given when Mrs. Bertis Barber opened it on July 19, 1926. In September 1940 John Staton moved the office to his home and store 1 1/4 miles around the bend, where he said he could accommodate more customers. Here, a mile below the mouth of Twolick Creek, it closed in 1969. Both sites are now in Cave Run Lake.

Serving the community of *Flat Rock*, some 700 yards from where Wolfe, Morgan, and Menifee Counties came together, 12 1/4 miles southeast of Frenchburg, was Menifee's last established post office. Postmaster-designate Kelly Kendrick Little's preference for *Moody* gave way to *Stoll*, and by this name the office operated between June 2, 1928 and 1937. *Flat Rock*, already in use by a McCreary County post office, was derived from a large flat rock which provided a natural fording place for travelers crossing Little Blackwater Creek. *Stoll* may have been corrupted from *Stull*, the name of several Menifee families descended from S.C. Stull listed in the county's first tax register.

Only four of Menifee's twenty-nine post offices (Frenchburg, Wellington, Denniston, and Means) are still in operation. Frenchburg's serves the county's only incorporated place. Nine office names were not those first proposed for them. Five offices served communities with other names. Three had name changes.

Local or area people accounted for thirteen post office names, while Frenchburg was named for a politician from an adjacent county. Three offices had geographic or descriptive names. Three were named for distant places, while two received the names of nearby streams. One name was derived from an artifact used by a local industry. Six names remain underived. Three post

offices (Laurel Fork, Alley, and Kent) have not been precisely located.

FOOTNOTES

¹ The once popular contention that Frenchburg was named for some local families of French descent is hardly taken seriously any more. Old Bath County postal records suggest that the Frenchburg post office may have been preceded by a post office called *Rockhouse*, established on January 10, 1859 with Benjamin F. Cox, its first postmaster. He was succeeded, in May 1861, by Thomas N. Perry, but the office closed in December of that year. It was re-established, again as *Rockhouse*, on February 6, 1867 with Barbara E. Pierce, postmaster, who was followed, in November 1868, by Ilborn H. Hackney. The office became *Frenchburgh* on February 24, 1871 when Samuel Greenwade became postmaster, nearly two years after the new county was created.

² Richard H. Collins and Lewis C. Collins, *Historical Sketches of Kentucky*, Covington: Collins & Co., 1874, reprinted in 1966, Vol. II, P. 601. James Wills, whose parents, William and Mary Wills, had settled this section of Slate Creek around 1820, is said to have maintained a roadside inn on the state road and called it *Travellers Rest*.

³ The Kentucky and South Atlantic Railroad was organized in 1874 by some Mount Sterling businessmen to ship Menifee County coal and timber for transfer to the Chesapeake and Ohio in their town. In 1907 the line was extended nine miles to McCausey to supply stores in the upper Beaver and Red River areas. The railroad was abandoned in 1931.

⁴ Don Fig, U.S. Forest Service historian, Stanton, Ky., in notes shared with the writer, July 16, 1987.

⁵ *Ibid.*, interviewed by the writer on June 17, 1978.

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- 032 ALPHA, 1909 G++ Ty 3 Doane (Valley 88-54) Est \$ 6.00
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 045 ERA, 1886 Vg RED CDS with fancy monogram killer on PSE entire, two short sealed tears @ Lft with letter inside. EARLY, also Hailey, fancy shield killer as rec'd on reverse. (Butte 85-94) Est \$ 100.00
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 047 FOREST, 1910 Vg Ty A1 4-Bar (Lemhi 93-48) Est \$ 8.00
 048 GILMORE, 1910 Vg Ty 2 DOANE, stamp gone, on Charlie Russell PC (Lemhi 02-57) \$10.
 049 HANNA, 1910 VG Ty A2 4-Bar O'Strk (Canyon 09-12) Est \$ 40.00
 050 HARRISBURG, 1911 VG CDS/Target, O'Strk by Winona Ty 3/1 Doane (Idaho 03-20) Est \$ 12.00
 051 HAYDEN LAKE, 1919 VG Ty B 4-Bar (Kootenai 07-86) Est \$ 5.00
 052 HOLBROOK, 1910 Vg Ty 3/1 DOANE (Oneida 01-87) Est \$ 8.00
 053 HOLLISTER, 1911 Vg Ty B 4-Bar Early (Twin Falls 10-55) Est \$ 5.00
 054 KILGORE, 1963 FINE Ty F 4-Bar on LD cover (Clark 89-63) Est \$ 3.00
 055 KING HILL, 1910 VG Ty A2 4-Bar (Elmore 08-Op) Est \$ 3.00
 056 KUNA, 1917 G Ty 3 Doane (Ada 84/Op) Est \$ 3.00
 057 LAKEVIEW, 1912 Fine purple Ty 2/1 DOANE (Bonner 90-44) Est \$ 8.00
 058 LEVEL, 1921 G+ Ty B 4-Bar, part on stamp, white soil (Jefferson 15-35) Est \$ 6.00
 059 LOOKOUT, 1909 G+ lite Ty 3/2 DOANE (Nez Perce 01-16) Est \$ 20.00
 060 LUCILE, 1913 VG+ Ty 3/4 DOANE (Idaho 99-Op) Est \$ 6.00
 061 MEADOWS/RECD, 1909 G+ CDS Unusual, as SENDING (Adams 83-66) Est \$ 5.00
 062 MIDAS, 1910 Fine Ty A2 4-Bar (Bonner 09-39) Est \$ 8.00
 063 MURRAY, 1909 Vg Ty A2 4-Bar (Shoshone 84-59) Est \$ 5.00
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 065 NOTUS, 1908 Vg Ty 2/2 DOANE (Canyon 88/Op) Est \$ 5.00
 066 REUBENS, 1912 Vg Ty A2 4-Bar (Lewie 08-88) Est \$ 4.00
 067 SHOSHONE, 1949 Fine duplex on Western Union Telegram cover, rough @ bottom Est \$ 3.00
 068 SOLDIER, 1911 Vg Non-Standard 4-Bar (Camas 82-22) Est \$ 6.00
 069 THATCHER, R.B. 1988 Vg DRC 4-Bar on collectors card, Est \$ 3.00
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 103 MONTFORD, 1910 VG bit like Ty A2 4-Bar, 1/2" tear @ top center (Flathead 00-10) Est \$ 40.00
 104 NEW CHICAGO, 1908 G+ Ty 3/1 DOANE, PPC view of horse logging (Granite 72-08) Est \$ 25.00
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 106 RADIO, 1933 Fine Ty C2 4-Bar on Philatelic Cover (Lake 27-42) Est \$ 7.00
 107 RUBY, 1908 VG+ Ty A1 4-Bar as rec'd, nibbles lower & upper Rt. (Madison 01-24) Est \$ 10.00
 108 SAGE, 1914 VG Ty B 4-Bar (Hill 1912-1918) Est \$ 50.00
 109 TANDE, 1917 G+ Ty B 4-Bar (Daniels 15-22) Est \$ 50.00
 110 TUNIS, 1912 Vg Ty B 4-Bar (Chouteau 10-18) Est \$ 45.00
 111 UTICA, 1908 VG+ Duplex on Cover (Judith Basin 81-59) Est \$ 4.00
 112 VALIER, 1910 Vg Ty A2 4-Bar, Early (Pondera 09-Op) Est \$ 4.00

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- 123 BAKEOVEN, 1908 VG Ty 2/2 DOANE as rec'd on PSE cover back (Wasco 75-13) Est \$ 25.00
 124 BAR VIEW RUR STA, ROCKAWAY, 1956 G+ lite Ty F 4-Bar on Philat CVR (Till 54-58) Est \$ 15.00
 125 BAY CITY, 1909 VG Ty 2/2 DOANE (Till 89-63) Est \$ 5.00
 126 BEND, 1907 VG Ty 2/1 DOANE, vert. crease (Deschutes 04-Op) Est \$ 5.00
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 141 MANNING RUR STA, Hillsboro, 1984 G+ bit like Ty F 4-Bar on cover (Wash 57-78) Est \$ 7.00
 142 MARQUAM RUR STA, Mount Angel, 1971 VG+ Ty F 4-Bar on cover Est \$ 5.00
 143 MAYGER RUR STA, CLATSK(ANIE), 1959 VG Ty F 4-Bar bit off @ top (Columbia 57-61) Est \$ 15.00
 144 MEDICAL SPRINGS, 1910 G++ Duplex (Union 87-82) Est \$ 4.00
 145 MEHAMA RUR STA, Stayton, 1981 Vg Ty F 4-Bar on GPC Est \$ 3.00
 146 MONITOR RUR STA, Woodburn, 1956 fine Ty F 4-Bar on cover (Marion 53-73) Est \$ 5.00
 147 NIAGARA, 1907 G Ty 2/2 DOANE as transit (Marion 93-07) Est \$ 20.00
 148 NORTH CANYONVILLE, 1873 G CDS on cover (Douglas 52-93) Est \$ 10.00
 149 OLEX RUR STA, Arlington, 1989 G+ Ty F 4-Bar on Philat cover (Gilliam 59-76) Est \$ 7.00
 150 PARKERS, 1907 VG+ Ty 2 DOANE as rec'd (Polk 84-07) Est \$ 15.00
 151 PILOT ROCK, 1907 G+ Ty 2/5 DOANE on cover and part on Scott's 329 Est \$ 7.00
 152 RILEY, 1908 VG town bit like Ty 3/3 Doane on cover rough @ Rt (Harney 85-19) E \$ 12.00
 153 ROSE CITY RURAL STA., Portland 1909 VG++ Ty A 4-Bar, SCARCE (1909-1910) Est \$ 20.00
 154 RUCH, 1915 G+ Ty A2 4-Bar (Jackson 97-39) Est \$ 6.00
 155 SAGINAW RUR STA, Cottage Grove, 1962 Fine Ty F 4-Bar on Commercial cover Est \$ 6.00
 156 SAMS VALLEY, 1907 G+ Ty 3/2 DOANE (Jackson 73/63) Est \$ 8.00
 157 SANDLAKE RUR STA, Cloverdale, 1955 Fine Ty F 4-Bar on cut down No.10 cover (53-58) \$ 5.00
 158 SEC. BASE COOS BAY, Marshfield, 1943 DRC with US Navy 3 Bar on Philat Cvr. (42-43) Est \$ 15.00
 159 SENECA, 1910 Fine DOANE Ty 2/1 (Grant 95/Op) Est \$ 8.00
 160 SPRINGBROOK RUR STA, Newberg, 1956 VG+ Ty F 4-Bar on cover (Yamhill 53-61) Est \$ 10.00
 161 STA. NO. 1, Albany, 1948 DRC on Philat. cover (Linn 47-54) Est \$ 10.00
 162 STRASSER, 1923 G+ Ty B 4-Bar (Wash 13-34) Est \$ 8.00
 163 SUMMIT RUR STA, Philomath, 1960 G+ lite Ty F 4-Bar on Philat. cover (Benton 59-61) Est \$ 15.00
 164 SUMPTER, 1892 Early VG+ CDS on Reg Pkg Recpt card (Baker 83-Op) Est \$ 20.00
 165 TOKETEE FALLS RUR STA, 1956 VG but parent office not struck 4-Bar (Douglas 55-56) Est \$ 25.00
 166 TRAIL, 1908 VG, bit like Ty 2/2 DOANE (Jackson 93-Op) Est \$ 5.00
 167 TWIN ROCKS RUR STA, Rockaway, 1954 4-Bar on FD Cover (Till 54-59) Est \$ 10.00
 168 WEST STAYTON, 1912 Vg Ty B 4-Bar, Early, part on stamp (Marion 11-53) Est \$ 8.00
 169 WILLOWCREEK RUR STA, Vale, 1959 VG+ Ty F 4-Bar on FD Cover (Malheur 59-69) Est \$ 8.00
 170 WHITNEY, 1909 VG+ Ty A1 4-Bar (Baker 01-43) Est \$ 8.00

WASHINGTON

- 180 ANNAPOLIS RUR STA, Port Orchard, 1957 Fine 4-Bar on Commer.Cover (53-61) Est \$ 12.00
 181 AYER RUR STA, Prescott, 1962 Fine 4-Bar on cover (60-63) Est \$ 15.00
 182 AZWELL RUR STA, Chelan, 1984 Fine 4-Bar on collectors post card (58-73) Est \$ 8.00
 183 BIRCH BAY RUR STA, Blaine, 1987 VG 4-Bar, wee bit off on Philat post card (63-70) Est \$ 8.00
 184 BRIER BR, Lynnwood, 1967 VG+ 4-Bar on collectors letter size post card (66-77) \$ 6.00
 185 CAMANO ISLAND RUR STA, Stanwood, 1964 Fine 4-Bar on Philat post card (59-69) Est \$ 7.00
 186 CHARD, 1908 G+ 4-Bar as transit (Garfield 87-11) With G, Mayview Doane Est \$ 15.00

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- 187 CHUCKANUT GARDENS RUR STA, Bow, 1965 VG++ 4-Bar on Philat cover (65-66) Est \$ 25.00
- 188 COKEDALE, 1900 G+ CDS as rec'd on cover back (Skagit 94-04) Est \$ 80.00
- 189 DAHLIA, 1920 Fine red ty B 4-Bar on cover (Wahkiakum 10-26) Est \$ 15.00
- 190 DYER, 1910 G+ Ty 2 DOANE mostly on stamp (Douglas 96-17) Est \$ 20.00
- 191 EASTON, 1907 Fine Ty 3/5 DOANE, O'Strk (Kittitas 90-Op) Est \$ 5.00
- 192 EAGLE CLIFF, 1907 G+ CDS/Target, O'Strk (Wahkiakum 72/35) Est \$ 6.00
- 193 EAGLE GORGE, 1907 G+ purple Ty 3/1 DOANE (King 91/32) Est \$ 10.00
- 194 FARMER RUR STA, Waterville, 1961 Vg but parent weak, 4-Bar, Cover (Douglas 61-69) Est \$ 8.00
- 195 FINLEY RUR STA, Kennewick, 1962 VG++ violet 4-Bar on Philat Cover Est \$ 5.00
- 196 GERMANIA, 1938 FINE, purple Ty F 4-Bar on collectors post card (Stevens 11-38) Est \$ 15.00
- 197 GLEED RUR STA, Yakima, 1953 VG+ Ty F 4-Bar on first day GPC Est \$ 4.00
- 198 GLOBE, 1913 G Ty B 4-Bar (Pacific 04-29) Est \$ 10.00
- 199 GOOSEPRAIRIE RUR STA, Naches, 1965 VG+ 4-Bar on GPC (non-Philatelic) (63-77) Est \$ 8.00
- 200 GOULD CITY, 1911 FINE Ty 2/1 DOANE, tear w/ tape repair (Garfield 91-13) Est \$ 18.00
- 210 GRANT ORCHARDS, 1937 G Ty C2 4-Bar on stamp, cover (Grant 12-54) Est \$ 3.00
- 211 HANSON FERRY, 1907 VG Ty 1/1 DOANE UNLISTED TYPE (Asotin 91-29) Est \$ 25.00
- 212 HOQUIAMCHEHALIS CO. 1890 VG bluish double oval on cover Est \$ 25.00
- 213 HUDSON, 1911 FINE Ty A2 4-Bar (Okanogan 09-16) Est \$ 50.00
- 214 IRONDALE, 1911 Fine violet Ty A2 4-Bar (Jefferson 81/20) Est \$ 12.00
- 215 KEYSTONE, 1911 G+ lite Ty A2 4-Bar (Adams 01-26) Est \$ 10.00
- 216 KNOWLTON, 1907 G+ CDS/Target (Okanogan 02-23) Est \$ 12.00
- 217 LACEY BR, Olympia, 1973 Fine DRC on Philat Cover (65-Op) Est \$ 3.00
- 218 LILLIWATUP, 1924 FINE Ty B 4-Bar (Mason 95/Op) Est \$ 5.00
- 219 MANOR, 1909 VG Ty 3/1 DOANE (Clark 92-11) Est \$ 8.00
- 220 MAR.BRKS, PUGET SOUND, N.YARD BR./Bremerton, 1942 Fine blue 4-Bar Philat Cvr Est \$ 10.00
- 221 MARENGO RUR STA, Ritzville, 1962 VG++ 4-Bar on Philat Cover (Jul 62-Oct 62) Est \$ 30.00
- 222 MEDICAL LAKE, W.T. / THOS CAMPBELL PM, 1886 VG double cds along with another single cds Medical Lake and target killer, on cover opened rough @ Rt. Territorial Est \$ 90.00
- 223 MELBOURNE, 1908 G Ty 3/2 DOANE, some scribbles (Grays Harbor 85-44) Est \$ 10.00
- 224 MIRROR LAKE, 1955 VG+ Ty F 4-Bar on last day cover (King 44-55) Est \$ 5.00
- 225 NINE MILE FALLS, 1919 FINE Ty B 4-Bar, Early, on cover (Spok. 12-Op) Est \$ 4.00
- 226 PARK RAPIDS, 1916 G Ty B 4-Bar (Stevens 12-45) Est \$ 6.00
- 227 PATAHA CITY, 1899 G+ CDS/Target on PSE cover trim @ Lft (Garfield 79-08) Est \$ 12.00
- 228 PROVIDENCE HEIGHTS RUR STA, Issaquah, 1964 Fine 4-Bar on collectors PC, (61-69) E \$ 10.00
- 229 RENO, 1914 VG lite Ty B 4-Bar (Cowitiz 12-19) Est \$ 40.00
- 230 ROSEDALE, 1905 G+ CDS/Cork on PSE cover (Pierce 87-18) Est \$ 20.00
- 231 ROSE HILL BR, Kirkland, 1987 Vg 4-Bar, bit off @ top, on Collectors post card (King 62-77) \$ 5.00
- 232 ROYAL CITY RUR STA, Othello, 1962 Fine 4-Bar on Philat cover (62-64) Est \$ 15.00
- 233 SAMISH ISLAND RUR STA, Bow, 1981 Fine 4-Bar on Philat cover (61-66) Est \$ 12.00
- 234 SCHWARDER RUR STA, Yakima, 1956 Fine 4-Bar on cover (42-77) Est \$ 7.00
- 235 SLATER, 1909 Fine Ty A1 4-Bar (Walla Walla 06-19) Est \$ 15.00
- 236 STA. No. 13, SEATTLE, 1907 Fine Magenta DRC on front of Reg. cover, lite soil Est \$ 15.00
- 237 SUMMIT, 1908 FINE purple Ty 3/3 DOANE, lite soil (Grays Harbor 78/10) Est \$ 20.00
- 238 SWOFFORD, 1911 Fine Ty A2 4-Bar (Lewis 90-22) Est \$ 17.00
- 239 THREE LAKES, 1909 G+ Ty A1 4-Bar, part on stamp (Snohomish 03-26) Est \$ 12.00
- 240 TONO, 1918 VG Ty B 4-Bar (Thurston 08-32) Est \$ 8.00
- 241 TRENT, 1899 G CDS on GPC, part on indicia (Spokane 83/13) Est \$ 10.00
- 242 TUM TUM RUR BR, Nine Mile Falls, 1974 Vg 4-Bar (66-Op) Est \$ 3.00
- 243 TWEEEDIE, 1909 Vg Ty A1 4-Bar as rec'd (Pend Oreille 08-16) Est \$ 25.00
- 244 UNCAS, 1911 G+ Ty A2 4-Bar twice on back of properly cancelled Reg. Cover Est \$ 12.00
- 245 UNION GAP RUR STA, Yakima, 1943 FINE 4-Bar on clean cover (18-53) Est \$ 6.00
- 246 VANASSETT, 1911 VG Ty 2/3 DOANE (King 92-13) Est \$ 15.00
- 247 VANCOUVER MILITARY BR, 1918 readable duplex on patriotic cover (17-19) Est \$ 10.00
- 248 VENESSE, 1912 G Ty A2 4-Bar as rec'd (Lewis 08-17) Est \$ 10.00
- 249 WHIDBEY ISLAND BR./NAVY AIR STA, 1943 Fine Magenta DRC and US Navy 3 Bar on Philatelic cover, Est \$ 20.00
- 250 YESLER, 1911 Vg Ty A2 4-Bar (King 90-17) Est \$ 12.00
- 251 TAMPICO, 1906 Vg CDS as rec'd on cover back, with letter (Yakima 84-07) Est \$ 25.00
- R.P.O.s.... Towle Types**
- 261 ARLINGTON & CONDON, 1932 G+ 896.1-A-2 (NORTH) on cover opened rough @ Rt Est \$ 15.00
- 262 B.L., GLENWOOD & ST.P, 1911 G+ 880.1-C-1 (T106) Est \$ 5.00
- 263 BAKER & PRAIRIE CITY, 1931 VG 896.2-C-1 (TR2) NARROW GAUGE on Philat GPC Est \$ 25.00
- 264 BOUNDARY & SPOK, 1937 VG 902.1-A-1, part on stamp, on cover Est \$ 20.00
- 265 BUTTE MONT/TRAIN LATE/MAIL DELAYED, 1906 VG American machine marking E \$ 5.00
- 266 BUTTE & S.L.CITY, SD, 1920 VG 890-K-7 (TR29) new type on cover Est \$ 8.00
- 267 CENTRAILIA & SOUTH BEND, 1912 G+ 901.3-B-1 (T394) Est \$ 6.00
- 268 CHANUTE & TULSA, 1910 909-M-1 (T221) Est \$ 15.00
- 269 CHEY & POCATELLO, 1908 G+ RPO not struck, 932-Q-3 Est \$ 5.00
- 270 DAYTON & PASCO, 1908 G+ 901.5-A-1 (WEST) on cover Est \$ 10.00
- 271 ELROY & PIERRE, ED., 1922 Vg 866-L-1 (T514) Est \$ 5.00
- 272 EUGENE & POWERS, 1919 G+ 900.2-B-3 (T501) Est \$ 12.00
- 273 GRANGE & LEWISTON, 1948 FINE 904.3-B-2 (T344) on Philat GPC Est \$ 5.00
- 274 GREELEY & DENVER, 1910 G+ 951-L-6 (T124) Est \$ 6.00
- 275 HAVRE & BUTTE, 1911 VG 891.6-B-7 New Type, part on stamp, Est \$ 15.00
- 276 JACK & ST PETERS, 1905 VG 393-D-2 (TR76) Est \$ 6.00
- 277 KLAMATH FALLS & WEED, 1915 G+ 900.4-A-1 (TR39) Est \$ 18.00
- 278 MANSFIELD & WENATCHEE, 1913 readable 902.3-A-1 (T382) Est \$ 10.00
- 279 McALL & NAMPA, 1931 VG+ 896.9-A-1 (SOUTH) on Forest Service Official Cover Est \$ 25.00
- 280 OROVILLE & SPOKANE, 1909 G+ 902.1-F-1 (NORTH) Est \$ 6.00
- 281 PLACERVILLE & SAC, 1908 Vg 981-B-1 (TR63) O'strk Est \$ 6.00

R.P.O.s (cont.)

- 282 PORTLAND & BEND, 1912 G+ 899.1-B-2 (TR7) Est \$ 15.00
- 283 PORT, NEWBRG (& CORV), 1914 partial 900.5-F-1 (TR74) Est \$ 20.00
- 284 PRESTON & S.L.CITY, 1907 VG 973.2-C-1 (TR11) Idaho-Utah RPO, Est \$ 12.00
- 286 RENO & GOLDFIELD, 1907 Vg 977.2-B-1 (TR23) Est \$ 10.00
- 287 RENO & VIRGINIA CITY, 1914 G+ 978-F-1 Est \$ 12.00
- 288 RUMSEY & ELMIRA, 1909 G+ lite 982.8-B-2, California route, Est \$ 15.00
- 289 SAN FRAN & BARSTOW, 1910 G+ 983.3-B-1 Est \$ 8.00
- 290 SEATTLE & SKA(GWAY) 1907 G+ later lite, X-19-g (WEST) Est \$ 12.00
- 291 ST MARIES & ELK RIVER, 1930 VG+ 905.4-A-1 (T102) on GPC Est \$ 30.00
- 292 ST PAUL & HAVRE 1st DIV, 1912 G+ 899-AD-2 Est \$ 5.00
- 293 STITES & LEWISTON, 1924 G 906.4-B-1 on cover rough @ Rt & into stamp Est \$ 10.00
- 294 TACOMA & MORTON, 1913 VG+ 905.5-B-1 Est \$ 25.00

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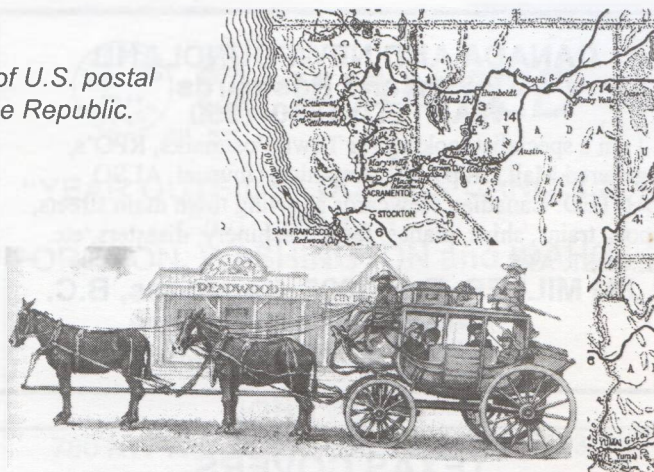
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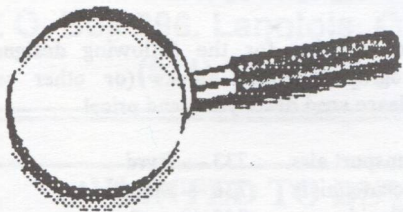
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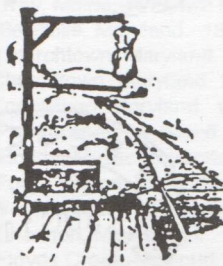
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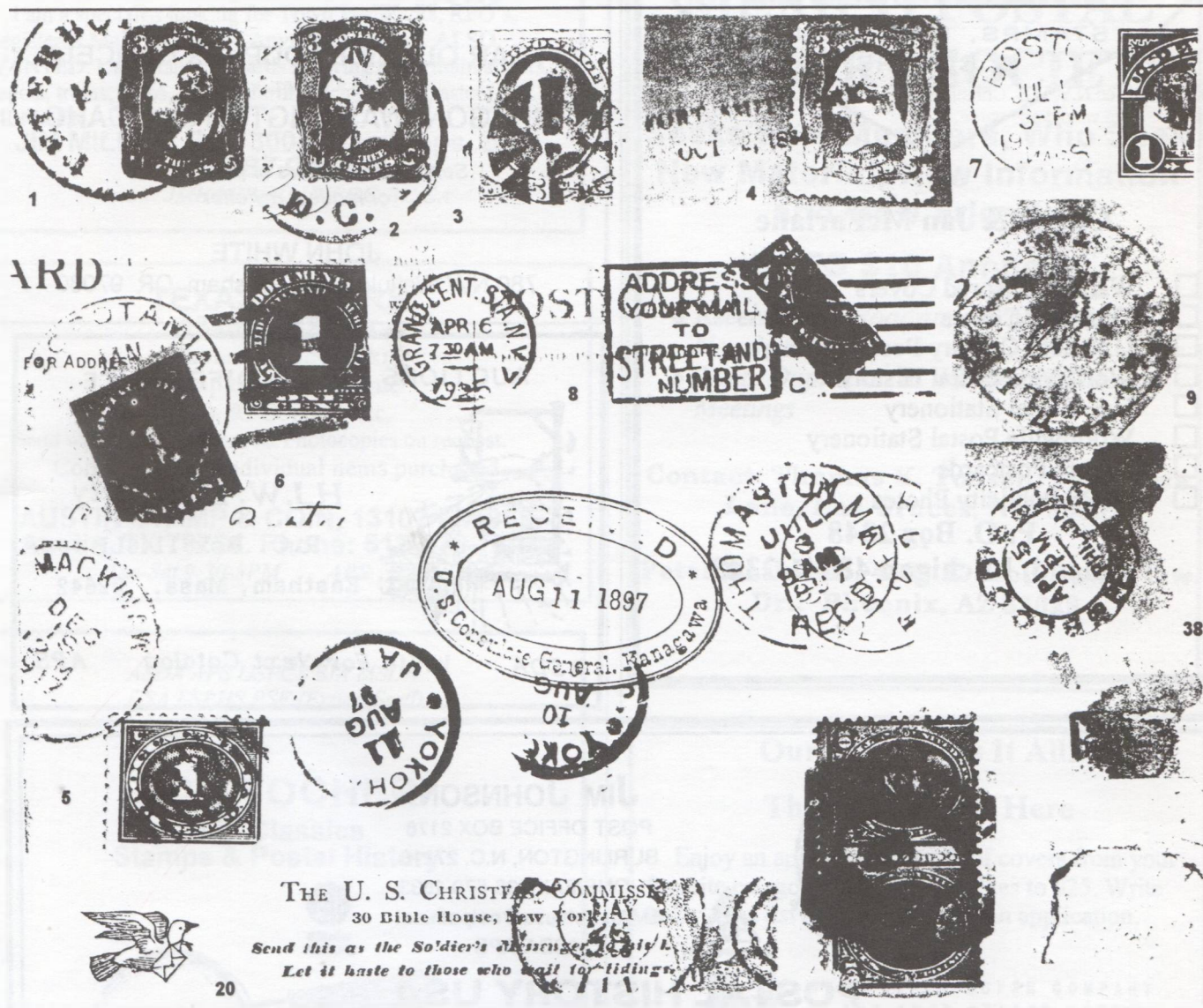
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6. Attempted use of 1914 1 cent rose documentary on Jan, 1914 ppc. S/L Postage due ___ cents. Ohio 4 bar.
7. July 1, 1913 first day of first class use of 1 cent parcel post on 1 cent Franklin buff, gov't stamped envelope.
8. Two cent carmine issue of 1923 used as non-philatelic 1925 bisect on ppc from NYC.
9. Very attractive 1850's blue "Marysville Cal PAID BY STAMPS" imperf pair 1 c and 1, 3 c imperfs tied on U9.
10. Two 1897 covers from Maine to Phillipines via "Ship St. John", fwd to U.S. Consualtes via Kobe etc. Stps cut.
11. Mss. E. Charlemont Mass cvr addressed " Mass 52nd RegVol CoB.c/oCapt Nelson Banks Exped via NY.
12. Indiana 1880's blue hotel cancel w/straightline paid on banknote cover.
13. Pair and single, 2 cent grilled 1870 Jacksons pen cancelled on Cobham (blurry) Va. doubleweight cover.
14. A.C. Roessler Full illus. "Winged Letters" July 15, 1918 Wash - Phil -NY flight cover to England. rare destination. Cover has 3 c perfin, pair Hudson-Fulton imp. 3 two cent reds 5 strikes of cancel. Spectacular. (Next Page).

15. 1828 Original *POST OFFICE LAWS, Instructions and forms and Post Offices for Postmasters*. Mint Cond 235 pages. Black, acid-free library std binding. Rare!
16. 1c 1901 Pan-Am on expo card w/expo cancel and an expo fair label (blue) that matches the scene!
17. 1899 Philadelphia Nat'l Export Expo VF flag slogan.
18. 1861 Suspension Bridge, Ny balloon on 1 c 1861
19. 1864 Sanitary Commission General Office Wash. D.C. handstamp as b/s on cover to Pa. Washington D.C. cds.
20. 1864 ill. cc N.Y. U.S. Christian Commission, Chicago cds, dove w/soldier's verse.
21. Boston Rubber Co. 1890's shipping tag w/2 10c greens.
22. Three Norton 1850-60's patent cancels, not lazy date. 2 Mason Village, N.H. 1 Kent, Conn. w/SL "Free"
23. B.F. Stevens Fwdng Agt. 1871 to USS Richmond.
24. As above, 1873 red oval to USS Plymouth.
25. As above, to steamer Congress.
26. As above 1887 to USS Saratoga, London then to U.S. Consul in Portugal. Repaired corner, looks OK.
27. W. Watson Fwder. Lakeside, Cal 1897 letter to London, fwd w/many labels, cancels. 5 c brown.
28. U69 and 1 c blue 1890's wrapper w/5c brn, to Sweden.
29. Real photo of lady in white North Dakota RFD wagon
30. Insurance policy holder used as env. 1880's, 6c Lincoln.
31. 3, 5c Kans/Neb on non phil reg cvr from Admiral, Kans.
32. Full Columbian Expo ad cover for twenty-five foot stove on exhibit. All over picture on reverse of blue Chi.env.
33. Early (1904) Auto Show ad cover. Full red cvr with wheel illus. and text. Dark red cvr will not xerox.
34. U.S. multi-color flag covers entire 1898 Buffalo, N.Y. patriotic cover. Trimmed a bit at right. Vivid colors.
35. Arizona Terr. to Washington Terr.
36. Two 10c overland cvs. 1 w/ N.Y. Paid 10, 1 w/10c grn.
37. Athens Ga Confed. twnmk on front, torn 10c Davison back.
38. Teese & Co. Penny Post #137L1 acid tied w/Blood's Handstamp and Philadelphia carrier handstamp. Orig. postage stamp torn from cvr, some repairs made.
39. Harnden & Co. (express) reply to Maine postmaster via SFL with red 1840 "FREE" straightline.
40. Five, 1859, 4 page issues of the *San Francisco Times*. Much info on sailing dates, stages etc. Good cond.
41. Original 1912, 38 page *Instructions for Navy Mail clerks* much data. Was reprinted in LaPosta. Rare.

Foreign Mails, Postal Cards, Expos, etc.

40. 1902 San Jose, Cal to N. Zealand. 2-2c reds, 1c green.
41. 1901 San Francisco to Prag. 2- 2c reds, 1c green.
42. 1890 UX9 w/added 1c blue Baltimore to Hamburg.
43. 1907 UX18 Chicago to Budapest. Creased.
44. 1902 UX12 Pittsburgh to Paris, Fwd'd to Denmark 1c grn
45. 1890 N.Y. to Honolulu w/San. Fran. reg. label. U256 with 3 two cent reds partially torn off! Wax seal on back.
46. UX 9 to Meadville, Pa. 2c red added, forwarded.
47. UX 5, 1885, Los Angeles to England 1c blue added.
48. UX12, 1900, N.Y. to London, 1c green added.
49. UX12, 1901, Ohio to Sydney, 5 CTMS due h/s.
50. UX 12, 1895, St. Louis to London, no stp. %ct/1D due.
51. UX 9, Kansas to London, 1c blue 1890 added.
52. Two 5c Jacksons on 1880's cvr, Cincinnati to Baden.
53. 1897 Weather Forecast on reverse, Winthrop/Canton NY
54. Exposition Station, Seattle Wash. 3 ppcs, two are expo.
55. Exposition Station, Norfolk, Va. 1907 mach. on ppc.
56. Model P.O. Panama Pacific, 1915 on expo ppc.
57. Model PO, Phil Expo 1926 1 on sesqui envelope one on cover w/Ericsson stamp.
58. Four covers, two UX 9s w/Pan Am Expo. mach (6)
59. 2, 1926 Phil Ex. Sta. N.Y. one w/White Plains single
60. 1889 Paris Expo DCDS, 1900 Expo DCDS, stp trn. 1900 US EXPO Comm. Penalty env. 3 items.

Manuscript Cancels

61. Caldwell, Arkansas. 1895 reg. cvr. w/five 2 cent reds.
62. Garlandville, Arkansas. 1891.
63. Marion, Ark. 1860's on postal stationery.
64. Poplar Bluff, Arkansas. 1889 on gov't envelope.
65. LaFayette, Ga. On 3 c 1851 cover to Nacadoches, Ga.
66. Lauro, Ga. 1877 on gov't card. Crease.
67. Blairsville, Ga. 1860's manuscript, small repair at top R.
68. Brownstown, Illinois. 1870's. corner nipped.
69. Burnside, Illinois. 1889 to Boston.
70. Calhoun, Illinois. 1868. Ragged edge on bottom, looks good
71. Carlton, Illinois. 1867, enclosure.
72. Clark Center, Illinois. 1868.
73. Lodi Station, Illinois. 3 cent 1851.
74. Mellington, Illinois. 1868 manuscript..
75. Oakalla, Illinois. 3 cent 1851.
76. Boone, Iowa. 3 cent 1857.
77. Lovillia, Iowa. 1868. Docketing, some staining.
78. West Prairie, Iowa. 3 cent 1869 stamp has one scrape.
79. Winslow, Iowa. 1882 on UX9. Vert. scrape on front of card.
80. Falmouth, Maine. 1850's. trim at right just into manuscript.
91. Limerick, Maine. 1857 manuscript.
92. Troy, Maine. 1877 w/2 5c Jacksons. Opened neatly on left.
93. Beltsville, Maryland. 1870's.
94. Churchtown, Maryland. 1906! Late. Not an RFD manuscript.
95. Churchtown, Maryland. 1907, as above. Cvr has edge faults.
96. Conowingo, Maryland. W/3 cent 1869.
97. Piscataway, Maryland. 1870's
98. Florida, Massachusetts. 1857. Tiny piece out at top.
99. Forge Village, Massachusetts. 1870's. Backflap missing.
- 100 West Roxbury, Massachusetts. Lite (readable) 1850's.
- 101 Shannon, Mississippi. 1897 On gov't card.
- 102 Floyds Creek, Missouri. 1870's
- 103 Somerset, Missouri. 1884 on reg cvr w/10 cent banknote.
- 104 St. Joseph, Mo. Manuscript as as rec'd from Nashville 1860's
- 105 Xenia, Nebraska. 1869.
- 106 Deering, New Hampshire, 1860's.
- 107 Jefferson Mills, N.H. 1862, bit blurry, peice out at top.
- 108 Dayton, N.Y. 1862 manuscript.
- 109 Hamlet, New York. On stamp, on cover.
- 110 Centerton, Ohio. 1860's
- 111 Dunkirk, Ohio. Pencil manuscript w/1867 Dunkirk enclos.
- 112 Ford, Ohio. 1860's manuscript.
- 113 Lee's Creek, Ohio. Lite 1860's on bit faded cover.
- 114 Maxville, Ohio. 1880 on gov't card.
- 115 Melmore, Ohio. 1862.
- 116 Peru, Ohio. 1860's. Ragged at two corners.
- 117 Terre Haute, Ohio. 1861
- 118 Thornville, Ohio. 1862.
- 119 Tully, Ohio. 1860's manuscript. Small piece out of stamp
- 120 Upshur, Ohio. 1863.
- 121 Bearmont, Pennsylvania. 3 cent 1861.
- 122 Ernestville, Pennsylvania. 1882 on UX 9.
- 123 Fenwick, Pennsylvania. 1860's.
- 124 Goodville, Pennsylvania. 1855 on UX9
- 125 Goodville, Pennsylvania. 1857 on U9.
- 126 Lee's X Roads, Pennsylvania. 1878 On UX 9.
- 127 Leinbach's, Pennsylvania. 1870's on stamp.
- 128 Luthersburg, (Pennsylvania). 1850's manuscript., Small stain.
- 129 Plain Grove, Pennsylvania. 3 cent 1857.
- 130 Spring run, Pennsylvania. 3 cent 1861.
- 131 Stiens Corner's, Pennsylvania. 1879.
- 132 Thornbury, Pennsylvania. 1880's on War Dept. stp'd. env.
- 133 West Grove, Pennsylvania. 1870's on "dove" decorated env.
- 134 Champion, (New York). Small cover w/3 cent 1861.
- 135 Dayton, New York. 3 cent 1861.
- 136 Hartford, New York. 1850's, nibble at top.
- 137 Dale, Texas. 1907 on ppc. Not RFD.

ROBERT MUNSHOWER POSTAL HISTORY MAIL SALE

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Closes November 31, 1998

- 138 Premont, Texas. 1909 on ppc, not RFD. 1st month of P.O.
- 139 Salem, Texas. 1850's on U9. Small nibble at top.
- 140 Dauville, Vermont. 1870's.
- 141 Weston, Vermont. 3 cent 1851.
- 142 N. Vineland, Vermont. 1867. Tape remnants.
- 143 Readsboro Falls, Vermont. 1880's. Ragged edges.
- 144 B.C. (Back Cave) Valley, Virginia. 1860's
- 145 B.C. (Back Cave) Valley. 1860's.
- 146 Bot Springs, Virginia. Early 1850's manuscript.
- 147 Happy Creek, Virginia. 1870's on soiled gov't envelope.
- 148 Markham's Sta, Virginia. 1860 w/3 cent 1857.
- 149 Lamartine, Wisc. 1840's/50's manuscript.
- 150 Lamartinw, Wisc. 1850's with "PAID 3" in circle h/s.
- 151 York, Wisconsin. 1870's.

Postmarks By State

- 152 Alaska - 5 cvrs, Juneau 1909 spec. del, 1917 Juneau ill. hotel 2 1910 Ft. Liscum 4 bars ppc's, 1917 Unalakleet 4 bar.
- 153 Candler, Fla. Huge 1884 cds. Bottom faults on cvr.
- 154 Jacksonville, Fla. 4 banknote covers fwd'd to Magnolia etc. Warrington, Fla. 1850's townmark to Ga.
- 155 Cassville, Ga. Blue 1850's twnmk on 3 c 57' atty cc
- 156 McDonough, Ga. 1850's Twnmk on toned U9.
- 157 Carlyle, Ill. Two different 1860's cancels, 2 cvrs.
- 158 Chicago, Ills. Bold red 1839 townmark on SFL.
- 159 Galena, Ill. Huge blue twnmk on 3c 1861.
- 160 Joliet, Ill. 1902 reg cvr w/2 5 cent browns, 2c red.
- 161 Kishwaukee, Ill. 1890's pink double circle cds.
- 162 Lyndon, Ill. 1860 townmark on 3 c 1857.
- 163 Marshall, Ill. Huge balloon townmark on 3c 1861.
- 164 Ottawa, Il. Old type red balloon townmark on SFL.
- 165 Paris, Ill. 1850's balloon twnmk on 3c 1851.
- 166 Monticello, Ind. Large balloon townmark on 3 c 1851.
- 167 Peru, Ind. Bold townmark on 3 cent 1851.
- 168 Xenia, Ind. Purple, 1880's.
- 169 Augusta, Iowa. 1890 cds on registered cover.
- 170 Echo, Kans. 1880's.
- 171 Eldridge, Ky. Large spotty townmark on 3 c 1857.
- 173 Retta, Ky. 1893 cds on columbian env.
- 174 Roach River, Maine. 1891 cds.
- 175 Rockport, Maine. Bold red twnmk w/3c 1851.
- 176 Clear Spring, Md. 2 cvrs, Lge 1860's town, 1885 octagon.
- 177 Green Spring Furnace, Md. 1882 cds on card.
- 178 Piney Creek, Md. 1896 cds on card.
- 179 Rising Sun, Md. large purple 1883 cds.
- 180 Sassafras, Md. 1870's.
- 181 Silver Run, Md. 1894 cds.
- 182 Great Barrington, Mass. 1840's red townmark. H/s "5."
- 183 Hancock, Mass. 2 1860's cvrs w/"paid" hs on 3 cent 61's.
- 184 South Ashfield, Mass. Bold 1860's townmark.
- 185 Albion, Mich. 3 cent 1857.
- 186 Almont, Mich. large townmark, 3 c 1857.
- 187 Corunna, Mich. Townmark huge margin 3 c 1861. (NN) lite.
- 188 Detroit, Mich. 1840's blue green townmark on "18" SFL.
- 189 Dexter, Mich. SON 3 c 1851,
- 190 Kingsland, Mich. 1880's cds on mourning cover.
- 191 Midland, Mich. Two 1860's strikes, bit blurry.
- 192 Zilwaukie, Mich. 1870's. Small rep. tear through cancel.
- 193 Po(r)tsmouth, Mich. 1850's townmark ties 3 c 57, rough lift.
- 194 Ypsilanti, Mich. SON 3 c 57 cover.
- 195 Como Depot, M(iss). Twnmk on 3 cent 1861
- 196 Horn Lake, Miss. 1871, toned, repaired cover.
- 197 Summit, Miss. fancy purple 1879 double circle.
- 198 Wabashaw, Min. W/2 3 cent 1861's.
- 199 Louisiana, Mo. SON townmark 3 cent 1857.
- 200 Trenton, Mo. 1860's.
- 201 Abbott, Neb. Purple 1893 cds.
- 202 Cowles, Neb. 1893 cds.
- 203 Hayestown, Neb. 1893 cds.
- 204 Longwood, Neb. 1894 cds.
- 205 Silver Creek, Neb. 1894 cds.
- 206 Vesta, Neb. 1894 cds, "ta" spotty.
- 207 Glen House, N.H. Pretty purple 1880 double circle cds.
- 208 Manchester, N.H. 3 PAID in townmark on 3 c 1851 cover.
- 209 Holly Beach, N.J. 1898 cds.
- 210 Penns Grove, N.J. 1891 cds.
- 211 Pequannac, N.J. Blue 1870's.
- 212 Unionville, N.J. bit lite 1887 cds.
- 213 Barton, N.Y. Balloon townmark 1860's.
- 214 Brewster's Station, N.Y. Large 1860's townmark.
- 215 Brooklyn, N.Y. 1850's townmark ties 3 cent 1857.
- 216 Brooklyn - N.Y. 1839 red twnmk w/red z"FREE" sl.
- 217 Bust's N.Y. Townmark on 3c 1857.
- 218 East Otto, N.Y. 1892 cds.
- 219 Findley's Lake, N.Y. 1890's cds.
- 220 Friendship, N.Y. 2 cvrs w/lge twnmks. 1 is 1857, one is 1860's.
- 221 Roslyn, N.Y. 1889 Queens. Co. double circle, letters lite.
- 222 Santa Clara, N.Y. 1888 cds.
- 223 Tremont, New York City. 1870's townmark
- 224 Tremont Sta. N.Y.N.Y. Barr-Fyke 1902 in bars.
- 225 Utica, N.Y. 1851 SFL drop letter w/bold 2 in townmark.
- 226 Willink, N.Y. 3c 1861 on folded letter.
- 227 Griswold, Ohio. 1860's townmark.
- 228 Freeport, Ohio. Large 1850's townmark
- 229 (B)annersville, Pa. 1860's struck twice.
- 230 Covode, Pa. 1888 cds.
- 231 Enders, Pa. 1901 ill. lodge adv't cvr.
- 232 Gray's Landing, Pa. 1866 DCDS, docketing.
- 233 Mohn's Store. Pencil manus. as rec'd mk from Reading.
- 234 Pittsburgh, Pa. 1838 SFL, red twnmk, rerated 18
- 235 Susquehanna Depot, Pa. 1870's couple letters lite.
- 236 Thorndale Ironworks, Pa. 1890's cds, bit lite, easily read.
- 237 Tobyhanna Mills, Pa. 2 cvrs, 1 townmark, 1 fancy, 1860's.
- 238 Whiteley, Pa. Reg 1891 cvr w/2 5c browns
- 239 York, Pa. Bold, bright blue 1859 townmark on 3 c 1857.
- 240 West/East Berkshire, Vt. Two 1860's cvrs w/balloon twnmks.
- 241 West Enosburg, Vermont. 1860's struck twice.
- 242 (F)armwell, Va. 1870's, two 3 c banknotes.
- 243 Cherry Camp, W.Va. 1880's cds.
- 244 Vanclevessville, W. Va. 1860's. Some docketing.
- 245 Wirt C.H., W.Va. 1870's.
- 246 Etna, Wisc. 1880's cds, bit spotty.
- 247 Junction, Wis. 1894 cds.
- 248 Madison, Wis. Large townmark on 3c 1857.
- 249 Oak Creek, Wisc. 1891 huge purple double octagon.
- 250 South Milwaukee, Wisc. large, fancy, purple 1892 oval.

LaPosta rules apply. High bid wins by 25c over second high bid. Xerox 3 or 4 cvrs per sheet, 10c. most questions sent in by E-Mail to bearmt19@idt.net answered same day. Want to buy or trade for Ohio RR, Vietnam War, and non-phil. Xmas covers. Send your want lists also.

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36-40	2.00	3.48	4.98	9.48
41-45	2.25	3.92	5.61	10.68
46-50	2.50	4.36	6.24	11.88
51-55	2.75	4.78	6.84	13.02
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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

ANNOUNCEMENTS

EXPOSITIONS: William Bomar's collection of Exposition and World's Fair postal history, including everything from his award-winning exhibit, is being offered serially in my Mail Bid Sales. Write/ call for sample catalog. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. Phone: [309] 786-6539. Email: mehrer@postal-history.com. Internet web site: <http://www.postal-history.com>. [30-1]

Machine cancels from the collection of Bob Payne will be featured in my upcoming Mail Bid Sale. Sample catalog on request. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. Phone: [309] 786-6539. Email: mehrer@postal-history.com. Internet web site: <http://www.postal-history.com>. [29-5]

CARDS & COVERS: FOR SALE

CANAL ZONE postal history specialists. Send for our current price list filled with covers and postcards. Want lists for CZ cancels filled (We also have stamps and postal stationery!) Covers also bought. C & H Stamps, P. O. Box 855, Dewitt, NY 13214-0855. Email CZCD@aol.com. [29-6]

U.S. PACIFIC ISLANDS exclusively. Guam, American Samoa, Wake, Midway, US Trust Territory forerunners (German, Japanese & US Administrations only), misc. small islands. I do not carry Hawaii or Philippines. How can I help you? Howard Lee, Box 1705, Plains, PA 18705. [30-1]

CARDS & COVERS: FOR SALE

PRIVATE COLLECTOR is selling his extensive flown Graf Zeppelin and Hindenburg cover collection - phone (805) 643-3987 [30-2]

D.P.O.s, 4 BARS AND DOANES, countrywide with strength in Maine, NH, NJ, NY, PA and RI, most on postcard. send want lists, or lots made to order and sent on approval, if references furnished. Craig Mathewson, 114 Hayes Mill Rd, Apt D-202, Atco, NJ 08004. Member APS, USPS, NJPHS. [29-5]

TOWNS: WANTED

ALASKA & YUKON & HAWAII postal history oldest to present wanted. APS life member. Steve Sims, 1769 Wickersham Dr., Anchorage, AK 99507 (907) 563-7281. [29-6]

All States and categories wanted! Better consignment material always needed for my bi-monthly Mail Bid Sales. Write/ call for consignment details. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. Phone: [309] 786-6539. Email: mehrer@postal-history.com. Internet web site: <http://www.postal-history.com>. [30-4]

ARIZONA: Blanchard, Cerbat, Curtiss, Cyclopic, Gillespie Dam, Gold Basin, Golconda, Hardyville, Huron, Lees Ferry, Reymert, Senator, Stockton, Wolf Hole and Providence. 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]

TOWNS: WANTED

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]

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]

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]

**EXPIRATION DATE
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AD, I.E., [29-5], MEANS AD
WILL EXPIRE WITH THIS
ISSUE**

**AD DEADLINE FOR NEXT
ISSUE:**

NOVEMBER 10, 1998

TOWNS: WANTED

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. [30-4]

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 [30-4]

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 [30-3]

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]

SUPPLIES: FOR SALE

Need collection protection? I have sleeves, albums, pocket pages, and storage boxes, designed for covers and postcards. Complete list on request. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. Phone: [309] 786-6539. Email: mehrer@postal-history.com. Internet web site: <http://www.postal-history.com> [30-2]

LITERATURE: FOR SALE

NOW AVAILABLE: Post Offices and Early Postmasters of Virginia - \$49; The Post Offices and Postmasters of Hawaii - \$18; The Post Offices of Alabama to 1900 - \$18; The Post Offices of Georgia - \$18. Coming soon Post Offices of WV and SC. All available from the author, postpaid: Richard E. Small, 14502 Oak Cluster Drive, Centreville, VA 20120. [30-4]

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]

FOREIGN: FOR SALE

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

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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

EXCELSIOR POSTAL HISTORY NET PRICE SALE NUMBER ONE

ARIZONA

Benson, 1909 duplex, PPC vg-f \$10.
Casa Grande, Eleven Mile Corner Rur. Sta., 1963 4-bar vg \$7.50
Douglas, 1943 mc on hotel cover \$7.50
Missent to Mesa, Ariz. violet aux on 1909 PPC \$40.
Willcox, 1893 target, U349 vg \$35.

CALIFORNIA

Alameda, 1910 mc, #335 to Austria vg-f \$10.
Caliente, 1870's mss, U163 w/3c green added 1875-1883 \$50.
Oakland, 1896 duplex, UX6 to the Netherlands g-vg \$10.
Orloff, 1910 Doane 3/1, UX20 1905-1911 vg \$15.
Pleyto, 1897 target, UX12 1884-1925 g \$10.
Redwood City, 1850's mss, U10 reduced right \$40.
San Francisco, CDS/boxed 40 rate, ca 1850 partial SFL vg \$100.
Santa Maria, 1897 cork, UX12 g \$5.

COLORADO

Avondale, 1931 4-bar, cover vg-f \$4.
Boulder, 1890 cork, #213 vg-f \$10.
Bowerman, 1909 Doane 2/1, PPC 1903-1910 fine \$50.
Brighton, 1903 duplex, cover vg \$5.
Colorado Springs, 1879 violet DR CDS/neg star, UX5 g \$10.
Dyke, 1905 Doane 2/2, PPC 1901-1910 vg-f \$20.
Golden, 1887 cork, UX8 g-vg \$10.
Manitou, 1897 numeral duplex, UX12 vg-f \$7.50
Newett, 1908 Doane 3/2, PPC 1903-1918 vg-f \$30.
Newton, 1890 target, U313 1889-1918 vg-f \$35.
Petersburgh, 1884 CDS, UX7 g crease 1880-1905 \$25.
Robinson, blue 1889 cogged CDS/target, #213 1881-1911 vg \$30.
Virginiadale, 1907 Doane 2/1, PPC vg-f \$10.
Winfield, 1908 4-bar, PPC 1881-1912 vg-f \$25.

DAKOTA

Casselton, 1870's CDS/target, 3c green vg-f \$25.
Hamlin D.T., 1882 mss, 3c green 1881-1905 vg-f \$75.
Ransom D.T., 1834 mss, #210 1882-1915 vg \$35.

FLORIDA

Bermont, 1911 4-bar, PPC 1908-1928 vg-f \$15.
Black Point, 1909 4-bar, PPC 1904-1911 vg \$20.
Century, 1908 4-bar, PPC vg-f \$5.
Knights Key, 1909 4-bar, PPC 1907-1912 vg-f \$30.
Panama Park, 1909 Doane 3/4, PPC vg-f \$10.

IDAHO

Burke, 1895 target, cover vg \$5.
Fisherie, 1911 4-bar, PPC 1911-1912 vg-f \$150.
Idaho Falls, ca 1910 box, PPC vg \$5.
Lucile, 1908 Doane 3/4, PPC vg \$5.
Moscow, 1917 flag mc, cover vg-f \$4.
New Plymouth, 1908 Doane 2/3, U395 vg ragged at right \$4.
Sunset, 1914 4-bar, PPC 1913-1929 vg \$20.

INDIAN TERRITORY

Hugo, 1907 duplex, PPC g-vg \$10.
Tahlequah, blue 1893 rec'd oval on reverse of cover g \$10.

IOWA

Iowa City, 1884 duplex on University of Iowa ad cover vg \$20.
Mount Calvary, ca 1860 mss, #26 1852-1863 vg \$60.
Queen City, 1862 mss, rough at edges 1858-1873 g \$35.

KENTUCKY

Madisonville, 1853 mss on folded letter, #11 vg \$15.
Maysville, 1826 mss on SFL vg \$20.

MONTANA

Burnham, 1915 4-bar, PPC 1914-1916 fine \$75.
Great Falls, 1916 Columbia mc to Canada, PPC vg \$5.
Sioux Pass, 1914 4-bar, U411 1901-1955 vg-f \$7.50
Utica, 1899 4-bar mimic, #279B, 280, 282 registered vg-f \$40.

NEBRASKA

Eddyville, 1894 targets, #230 pr, bank cc vg \$7.50
Fremont, 1889 illu opera house ad cover vg-f \$40.
Riverton, 1875 mss, UX3 vg \$10.

NEVADA

Alamo, 1912 Doane 2/1, PPC g \$4.
Gardnerville, 1902 duplex, UX14 g-vg \$5.

NEW MEXICO

Apache Creek, 1930 4-bar, #682 1928-1958 vg \$5.
Embudo, 1897 target, U311 vg-f \$30.
McGaffey, 1942 4-bar, #807 1933-1944 vg \$7.50
Mogollon, 1908 Doane 3/4, PPC vg-f \$25.
Santa Fe, 1895 duplex, hotel cover, toned vg \$25.
White Oaks, 1932 4-bar, U525 1880-1954 vg-f \$5.

NEW YORK

Andover, 1845 mss P.O. Business, PM Free on SFL fine \$40.
Canandaigua, ca 1817 Arc, address leaf only vg \$30.
New York, Steamship 10 on stampless cover vg-f \$25.
New York, 1868 #77 leaf killer on FL to France fine \$150.
Port Ontario, 1839 rimless CDS, mss PM Free vg-f \$50.
Ravenswood, 1883 #211 to England vg-f \$50.
West Bloomfield, 1883 CDS/star, #183 vg \$12.

NORTH CAROLINA

Columbia Factory, 1881 violet CDS, U163 1879-1889 g-vg \$15.
Lyth, 1893 target, #231 on illu plow ad 1882-1904 vg-f \$40.

SOUTH DAKOTA

Bailey, 1913 4-bar, PPC 1886-1927 vg \$15.
Farmer, 1909 Doane 2/4, PPC vg \$7.50
Hoover, 1910 Doane 2/1, PPC vg \$7.50
Marvin, 1912 Doane 2/2, U411 vg-f \$7.50
Paris, 1913 4-bar, #405 1911-1922 vg-f \$25
Rockham, 1908 Doane 3/4, PPC vg \$5.

TENNESSEE

Brownsville, 1850 CDS/5 on SFL vg \$15.
Eaton, 1850 mss, SFL fine \$30.
Manchester, ca 1870 CDS/leaf, #114 vg-f \$15.
Nashville, 1849 blue CDS, mss free vg-f \$25.
Palmetto, 1850's mss, U10 1857-1907 vg \$25.

TEXAS

Greenville, 1853 mss, pair #11 on folded letter vg \$35.
Tarrant, balloon CDS ties #26 1847-1868 vg \$40.

WYOMING

Border, 1910 4-bar, PPC g-vg \$7.50
Griggs, 1901 target, U362 soiled, crease g 1896-1915 \$20.
Jireh, 1913 4-bar, PPC g \$5.
Yellowstone Park, 1911 duplex, U411 hotel label on reverse \$7.50
Yellowstone Park, 1911 duplex, U411 park label on reverse \$7.50
Yellowstone Park, 1911 duplex, U411 Fountain Hotel CDS on reverse \$7.50

MISCELLANEOUS

Anvik Alaska, 1948 4-bar, UC15 vg-f \$5.
Shaktolik Alaska, 1961 4-bar, cover vg-f \$5.
Washington ca 1865 General Washington patriotic \$75.
Wash D.C. 1907 Krag mc, PPC #328 fine \$40.
Savannah Ga., 1877 blue CDS/neg H, UX3 vg-f \$10.
Black Jack Kans., 1882 mss, w/letter 1858-1895 vg \$25.
Saint Louis Mo., 1887 cork, #205 to Germany vg-f \$30.
Saint Louis Mo., 1952 special delivery, UX27 \$30.
Tigard Oreg., 1912 4-bar, PPC vg \$5.
Maysville S.C., 1860's mss, #65 vg \$10.
Winterquarters Utah, 1909 4-bar, PPC vg \$15.
Fort Casey Wash., 1906 target, PPC 1900-1932 vg \$10.
U.S. Pos. Service Shanghai, 1920 duplex, #K1 toned PPC g \$35.

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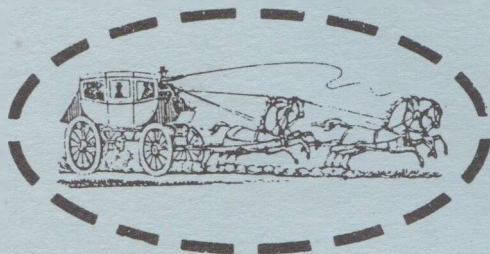
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