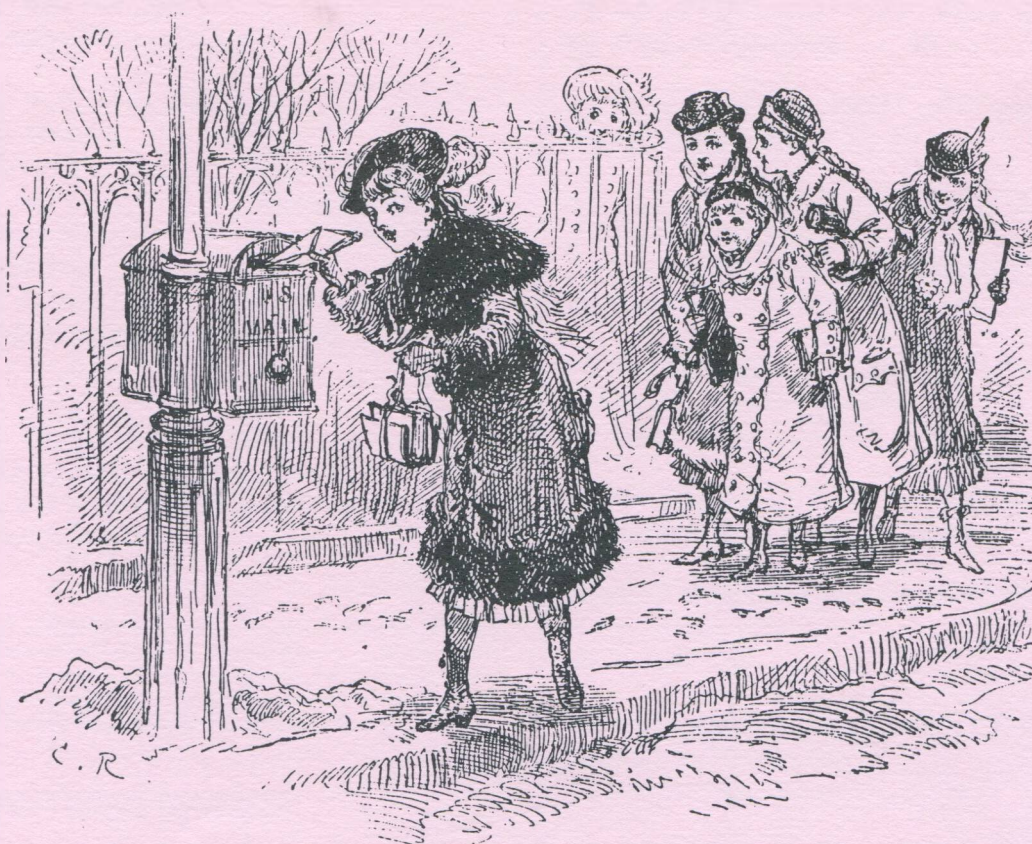


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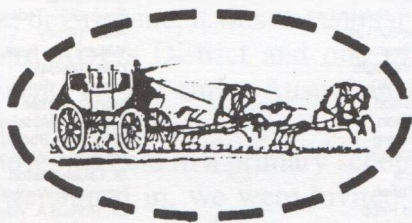
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POSTING HER FIRST VALENTINE.

LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY



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PUBLISHER'S PAGE

Modern Postal History - An Australian Approach

Last weekend Cath and I attended a stamp show in Lismore, New South Wales sponsored by the Richmond River Philatelic Society. Lismore is an important country town in the Northern Rivers District, and, although this stamp show cannot be compared to a national level show staged at Sydney, or Melbourne, or Brisbane, it was *the* annual show for the Northern Rivers District and one of the few two-day events on the entire Australian philatelic calendar for November.

The show was held in a primary school gymnasium. As we signed in, we were invited to take a chance at the door prize by guessing how many stamps were stuffed into a pint-sized glass jar. Apparently we didn't guess well, for we haven't heard anything from the show committee. The show was billed as a combination stamp and coin event, and the hall was lightly filled with about 8-10 dealers seated behind long tables. In short, the scene looked familiar. Over the years I have attended dozens of shows in Pennsylvania, Ohio, New Mexico, Colorado, Oregon and California that looked just like this show. My guess is that every one of you readers would have felt instantly at home, too.

Some of the dealers showed their wares arrayed neatly across their tables in stock books, boxes and plastic presentation binders. Others tended toward the less orderly, and I headed toward a fellow sitting behind three long tables heaped with a lovely disarray of boxes and binders obviously containing covers.

This dealer, one John Burn-Bailey, had made a two day drive from Melbourne to attend the show. As we chatted, he began to remind me quite a bit of the many "road warrior" dealers whom I've known over the years. These are the folks who are the backbone of local and regional shows, and, although I won't embarrass them by mentioning them by name, we all have a short list of these hardy souls who we count on showing up at our local shows year after year. Let me just say that John Burn-Bailey would have fit right in to the bourse in a show like the Mahoning Valley club event at Youngstown, Ohio, or the Lane County show at the fairgrounds in Eugene, Oregon.

After a bit of small talk I explained to John that I was interested in World War II era covers and anything coming into Australia from the US by airmail prior to the war. He shook his head, and said he didn't have anything like that with him. He also offered that such material was typically found in the capital city auctions these days, and commanded some pretty high prices from both Australian and overseas buyers.

This came as a bit of a surprise to me, for although material of this type has become less common in the typical US dealer's bourse box, it is still possible to find at least some WW II era covers floating around in the average regional stamp show bourse.

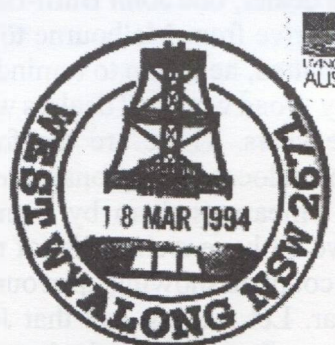
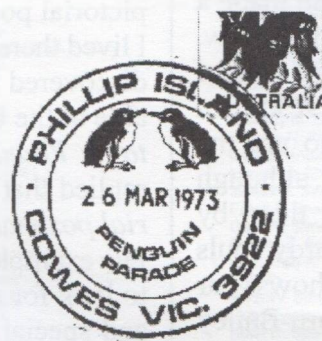
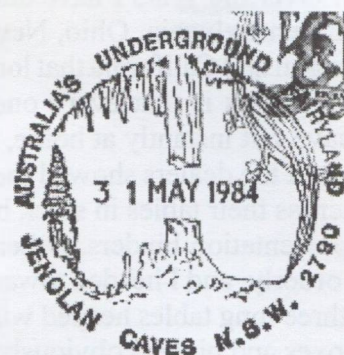
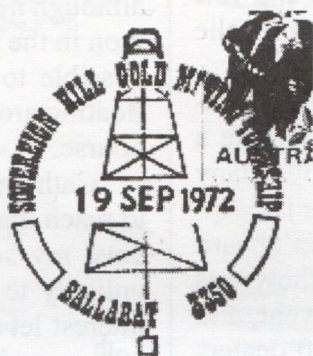
Cath and I had driven about an hour and a half to reach this show, and it was a bit disappointing to have my suspicions confirmed that I was highly unlikely to find any WW II era postal history of interest let alone anything really exciting from the 19th or early 20th century. Since John's wonderful disarray of stock was by far the most likely to contain something of interest to me, and since I had no great desire to hop back in the car and take to the road again, I decided to persist and learn what I could about the local cover market. After all, here was a fellow who had driven two days to reach this place with a great mound of covers for sale. What was all this stuff? This is when things really began to get interesting.

The content of the material in John's cover boxes appeared to be almost entirely modern philatelic covers such as first days, special events, and the like. I mentioned that I had come across a pictorial postmark in use on Magnetic Island when I lived there last summer, and that recently Cath had discovered a similar pictorial postmark was available at the Grafton post office (see *Electronic Cottage, Round Two* elsewhere in this issue). John replied that these were known as *permanent pictorial postmarks*, and that his stock contained quite a few examples. My interest was aroused, and I began to look for examples among the boxes of first days and special events. It quickly became clear to me that I hadn't a clue as to what I was looking for, and so I asked John if there existed some sort of published reference guide to Australian postmarks of this type. He said there was, but that it was out of print.

Fortunately, it was about this time when we were joined by another customer looking for covers. John introduced him as Peter, and said that he too was looking for permanent pictorial postmarks. Peter Dearie, as it turned out was a rather advanced collector of postmarks of this type. He began collecting in the late '70's, and had built a substantial collection. He carried with him a briefcase full of notes and records, including a well annotated copy of the standard reference monograph on the subject. As I glanced through the out-of-print monograph

and chatted with Peter about his thoughts of publishing updates, it became clear that there were some serious students of at least one form of modern Australian postal history.

Permanent pictorial postmarks are issued to individual Australian post offices periodically by Australia Post for use over an unspecified time. Examples of impressions applied to stamped cards and covers are available to the public either by direct over the counter request or through the mails. Some individual postmarks have been in use for over a



A sampling of Australian Permanent Pictorial Postmarks

decade, while others were used for only a limited period and withdrawn when they became damaged or the post office was closed. Out of some two thousand Australian post offices, about 700 have been issued permanent pictorial postmarks. Each postmark design is unique to the individual post office.

The reference catalog lists and illustrates all recorded permanent pictorials issued up to the 1987 date of its publication. Periodic updates have been published over the past decade, but no attempt has been apparently been made to reissue the original catalog. Minor design variations exist for some pictorial postmarks through replacement of handstamps and minor modifications made by postal clerks at some post offices. Some of the offices issued pictorial postmarks over the years have been small, seasonal facilities. Others have been major cities. While the mechanism underlying the issuance of permanent pictorial postmarks is not clear to me at this juncture, the process has been ongoing in Australia since the late 1960's, and new handstamps are periodically announced in the Australia Post *Bulletin*.

With Peter's guidance I purchased a small number of permanent pictorial postmarks from John's stock, and, as you can see from the illustrations included in this report, the designs of these handstamps are both varied and quite attractive. Subjects range from natural features, such as caves and Ayer's Rock, to wildlife to specialties of the local economy to athletic teams. Unlike special event pictorial postmarks, which are nearly as common in Australia as they are in the United States, these permanent postmarks attempt to depict the single subject that is the heart of community pride whether that be the beautiful purple jacaranda trees of Grafton, the historic wool shearing tradition of Hamilton, or the Mighty Magpie Rugby team of Collingwood.

Although not typically used on everyday mail originating from these post offices, the fact remains that the permanent pictorial postmarks can and are occasionally used to postmark outgoing mail. They are, therefore, legitimate pieces of postal equipment, and the fact that their varieties, dates of use, and design variations have been documented for over three decades in offices around Australia gives credence to their study and collection. Best of all, however, is the fact that these postmarks are tiny

pictorial snapshots which give collectors a glimpse, no matter how oversimplified and cursory, into some important aspect of life in the locale served by the post office. They effectively invite and entice an inquiring mind to learn more about the places they represent. After looking at the pictorial designs reproduced here, who among us can help but want to learn more about Sir Colin Mackenzie's Healesville Sanctuary, or the Penguin Parade at Cowles, or the Jenolan Caves?

Permanent pictorial postmarks appear to be the perfect postal history collectable for the next century, and I would urge the USPS to consider launching a program for their introduction in United States post offices at their earliest convenience. The images are capable of promoting civic pride and diversity for the communities which use them. Handstamps are simple and inexpensive to produce, and examples of postmarks should be inexpensive to procure. As such, they could be the subject of collections formed by children as well as adults. With the great variety of subjects represented by the local lore, economies, athletic teams and other sources of civic pride of American towns and cities, imagine the vast possibilities for building geographic or topical based collections of United States pictorial postmarks.

Richard W. Helbock

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Brad Sheff [Dealer] -- bsheff@nfltds.net

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Duane Spidle -- dspidle@concentric.net

Anita Sprinkle -- sprinkle@kutztown.edu

Chet Sprinkle -- 73114,2115@compuserve.com

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Randy Stehle -- RSTEHL@ix.netcom.com

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The Electronic Cottage; Round Two

By Richard W. Helbock

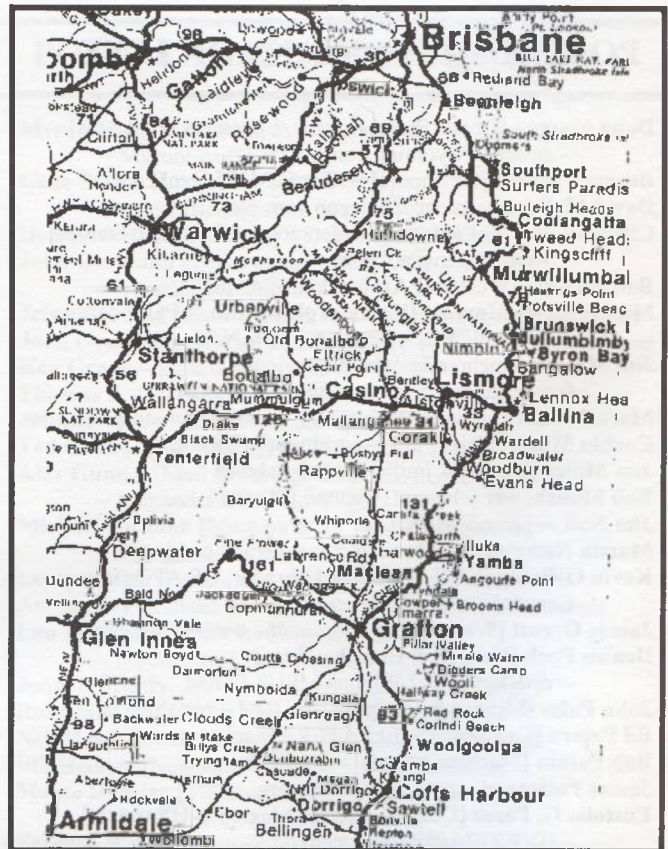
Last winter, as most of you may recall, Cath and I set up shop in a nice little suburban style house in the village of Nelly Bay on Magnetic Island off the coast of northern Queensland. Complete with beautiful beaches and coral reefs, "Maggie" appeared to offer all we were seeking in the way of a tropical escapist paradise. We did not, however, fully anticipate all the various aspects of daily life in the tropics, and by late December we were ready to retreat to a single air conditioned room in which we could comfortably work and sleep. The hot, sticky climate proved to be too much for a couple "wimpy" Oregonians. We really loved the physical beauty of the island, the wonder of the local wildlife, and the warmth and openness of the Australians we met, but we reluctantly concluded that the tropics were not our cup of tea.

The Search For A New Cottage

This year we have chosen the Northern Rivers district of New South Wales as our winter residence. Situated some eight hours drive north of Sydney and four hours south of Brisbane, the district is a lightly populated region specializing in farming (macadamia nuts, avocados, sugar cane), beef ranching, and forest products. The largest towns are Lismore (40,000), Coffs Harbor (50,000), Grafton (20,000), Byron Bay (5,000), Ballina (29,000), and Casino (10,000).

As its name implies, the Northern Rivers district is characterized by several large (by Australian standards) rivers which have cut beautiful valleys as they flow east from the Great Dividing Range into the Pacific. The land supports rather dense eucalypt forests, much of which was logged early in this century but has since returned to varying degrees of wildness. Grazing, farming, and commercial forest operations occupy a fairly small percentage of the overall land use today in the district, and most of these are confined to a coastal strip extending inland for about 30 miles from the Pacific. Beyond the coastal strip, human occupation becomes more and more scattered as you begin to climb into the foothills of the Great Dividing Range.

Cath and I began our search for a place to live in Bellingen, a small town in the Bellinger River



Valley. The valley was brought to our attention last summer when we saw a wonderful film entitled "Oscar and Lucinda." In reality, it is even more beautiful than what was shown in the film, but unfortunately we were unable to locate any rental properties that satisfied our needs.

We next explored Coffs Harbor (50,000), a fast growing, upscale tourist oriented town on the coast east of Bellingen. There were plenty of rental opportunities in and around Coffs, but most were basic ranch style brick houses in suburban settings. We had decided before hand that we wanted a rural situation, with no close neighbors and natural surroundings. Coffs Harbor didn't offer anything along those lines to let, and we were also a bit put off by the level of traffic and congestion evident in downtown Coffs.

The day was beginning to slip away as we drove into Grafton, a stately old country town on the Clarence River about 15 miles inland from its mouth. We hadn't really considered Grafton very strongly as a likely place to live, but we thought we might as well stop by an agent or two to ask about rental properties before we called it a day. Grafton is very compact with all the major financial, retail and governmental functions centered on the round-

about at the intersection of Fitzroy and Prince streets. The first realtor gave us the usual negative answer to our question about rural property rentals, but a courteous woman at the second office said, "Well, we do have this one property, but it's a long way out of town and it's been vacant for 4-6 months." "It is quite an unusual house and it has a natural setting, but it doesn't suit most of our clients who are looking for housing closer to town," she continued.

Despite the late hour, and the fact that a round trip to visit the property would take at least 90 minutes, the realtor agreed to show us the property that very afternoon. As we drove along a rather rough paved road through alternating forest and cattle grazing country, our realtor explained that the owners had completed construction of the house only about a year ago, and had then decided to leave Australia for a three year working tour of Europe and America.

The house is located about 25 miles west of Grafton on the south side of the Clarence River, and just beyond the village of Copmanhurst. Copmanhurst was an important place in the early days we were told because it was at the head of navigation on the Clarence. Today, however, there is a small hotel/pub and a general store which houses the post office. Probably no more than 250 people live in and around Copmanhurst. There are significantly larger numbers of cattle.

It's fair to say we both fell in love with the house on first inspection. Built largely of local iron bark timbers and glass, the structure is in the shape of two A-frames superimposed at right angles over one another and surrounded almost completely by a railed deck about six feet in width. The site slopes toward a small creek in the forest, and the main floor, which is at ground level on the south side, is elevated some 12 to 15 feet above the creek on the north side. The entire northern third of the house is a living room with a cathedral ceiling rising about 25 feet from the floor and a wall of windows overlooking the creek and forest beyond.

The rest of the house is divided into two floors with a large open kitchen, two bedrooms, two baths and a laundry room downstairs, and three bedrooms and a bath upstairs. Cath and I are occupying only the downstairs portion of the house, and, unless we can convince friends and relatives to come and visit us, that's the way it will probably remain.

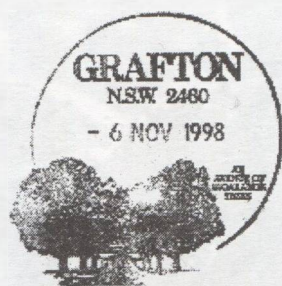


A king parrot nibbles on the sunflower seed ring in a small iron bark tree just off our deck.

When we moved our meager belongings into the house, we noticed two built in bird feeding stations extending off the front deck. We dutifully filled them with a mixture of sunflower seeds and grain and were quickly rewarded by the arrival of a tribe of king parrots. These beautiful bright red and green birds have become more or less constant companions, and they are sometimes joined by rainbow lorikeets. Cath has a small group of three black and white butcher birds who are training her to come when they land on the rail or in the trees outside the kitchen window and call her. So far, the kookaburras have not come to visit although we can hear them laughing in the trees off in the forest.

In the morning and at dusk we are visited by rather surprising numbers of kangaroos and wallabies who come to graze on the grasses and native plants growing around the property. These are very shy animals, and they will usually hop away into the bush if they detect a human watching them. Later in the evening we are visited by beautiful little sugar gliders who climb down to the railings around the deck and gobble up the honey soaked bread which Cath sets out for them every night. There are also possums, which come nearly every night, and koalas, which may be heard grunting in their feeding trees in the dark. Last night in the light of a full moon we stood for many minutes of the deck listening to the various night sounds, and occasionally flashing a torch into the trees to see gleaming pairs of red reflected eyes staring back at us.

Absolutely magnificent, and not a hint of human caused noise can be heard save the rare passing of a car or truck on the lonely country road.



This pictorial Grafton postmark illustrates some of the town's signature jacaranda trees.

So, do Cath and I believe we have found paradise? No, this time we already understand some of the limitations and potential dangers, and we know we'll have to keep a wary eye in order to avoid the risks as best we can.

Australia is above all an arid contry. The forest outside our window wall is composed of fire resistant eucalypts interspersed with dry grasses and

brush with can turn into an inferno when triggered by unfortunate lightning strike or escaped camp fire. Last year we saw the frightening pictures from further south in New South Wales as many residents of rural areas were forced to flee the flames of bush fires. This is one drawback to living in this area we will watch very carefully through the next few months.

Our water supply depends upon a mixture of cisterns, a well and a system of dams on the creek. Currently the creek is not running, rainfall has been sparse, and the well has a fairly limited capacity. Fortunately, there is a reasonable supply behind the dams, and our neighbors who share the same supplies do not appear to be concerned.

Heating and cooling of the house is almost entirely natural. There is a large wood stove, and on one chilly evening we actually lit a fire that made the living room quite cosy. Since this is spring in Australia, we are much more concerned with cooling. Daytime temperatures have been running in the 75-85 degree range through late October and early November, but we've been warned to expect much hotter weather in the near future. The large open area of the place should go far to relieve internal heating, and the main living area is surrounded by over 30 casement windows and large doors to allow any breezes to blow through unimpaired. Unfortunately, flies, wasps, butterflies and the occasional parrot can also fly in unimpaired since the windows have no screens.

While on the subject of creatures in the house, I should note that it is not at all unusual to find small lizards, frogs, and other manner of uninvited guests inside the house from time to time. This was true on

Magnetic Island, and I suspect it is true for most Australian houses in bush settings. Home construction tends to be far less "air-tight" than in the US. There are often sizeable gaps between the bottom of outside doors and the floor, and in this beautiful structure there are several places where one may see daylight showing through from outside. Cath and I do not see this as a major problem. After all, most creatures of the bush are not harmful, but there is always the chance that a venomous snake or spider might venture inside. It pays to keep one's eyes open.

Plugging In the Cottage

One of the crucial factors involved in our search for a new base of operations was reliable telephone communications, including an internet provider available through a local (non-metered) telephone call. Grafton has such a service, and fortunately Copmanhurst is within the local dialing area of Grafton. The absolute first order of business was to arrange for electricity, a phone connection and an internet account. Within two days Cath and I were plugged back in, online and had arranged to have our email messages forwarded from the la-posta website (www.la-posta.com).

Television reception from local feeds of Australia's three commercial and two public networks is of pretty poor quality here in the bush, so we installed a satellite dish which allows us to capture crystal clear digital signals from Rupert Murdoch's Austar system. Compared to the range of television variety available in North America, the Austar fare looks pretty paultry, but there are a couple movie channels, Discovery, the National Geographic Channel, both CNN International and the BBC World Service, two Fox Sports channels, and a handful of variety and music channels. Not long after we had the satellite dish installed, we watched a live CNN call-in interview program featuring a Turkish diplomat answering on-screen questions from viewers throughout Europe. Meanwhile, a couple of kangaroos grazed on the hillside opposite the creek outside our window wall and king parrots flitted about the deck engaged in noisy bickering over position at the feeding stations. I recall remarking to Cath that our electronic cottage had been successfully plugged in.

While it's true that we enjoy cheap, nearly instantaneous communications via both the internet and satellite television, only a small percentage of

our friends, relatives and *La Posta* readership is accessible through those two modes. International telephone calls are still a good deal more expensive than US domestic calls, and, despite the fact that prices have dropped in recent years and will no doubt continue to fall, there is a good deal of psychological resistance on the part of most people to picking up the telephone and making an international call. First of all there are all those extra numbers. How do I access an international line? What is the country code? How come the area code only has two digits? Then there is the question of time differences. Is Australia ahead or behind Central Standard Time? How much? What effect does the International Date Line have? Obviously, all this confusion – in addition to the added expense – would deter all but the most intrepid callers.

Here, in the hope of clearing up some of the confusion, is a short course on how to call Cath and I in Australia. First of all, our telephone number consists of two extra sets of numbers in addition to typical long distance US domestic calls: an International Access Code (IAC) and the Australia Country Code. The IAC for calls from the US is "011". The Australian Country Code is "61". After that, our area code in New South Wales is "2", and our local phone number is "6647-3369". So to reach us, you merely enter a stream of 14 numbers -- 011-61-2-6647-3369 – and after a very brief pause for dialing Cath or I will answer on the other end of the line, unless of course we are asleep.

That brings us to the time difference. Australia's east coast is 18 hours ahead of the US Pacific coast. That takes some getting used to, but to put it a different way, we are six hours behind San Francisco time in hours but one day ahead. When it is 6PM on the Pacific coast (or 9PM in New York), it is Noon here in New South Wales. It is, however, noon of the following day, but in terms of time differences for making telephone calls, what matters is hours not days. The best times to call us from the East coast of the US are evenings from 6PM to Midnight. Your rates will be lowest then, and we are sure to be up and about. The best times to call from the West coast are from 3PM to 11PM with the later hours offering the best rates.

In addition to the rapid electronic communications links, we can also be reached through traditional mail channels. Our local address is P.O. Box 1615, Copmanhurst, NSW 2460, Australia. Don't

let the high box number mislead you, there are only about a dozen boxes in the entire Copmanhurst post office. Mail transit for the US via regular international airmail appears to be anywhere from one week to 12 days. International express mail – a much more expensive service – will probably not save more than a few days in delivery time to Copmanhurst. These highly ballyhooed express services work fine between international hub cities, but the system slows down considerably when either the sender or addressee is in a remote rural area.

That pretty well sums up our current situation. We are settling in fairly well and busily rearranging the bits and pieces of our personal lives and *La Posta* business. We look forward to maintaining close ties with all our friends and readers, so please do not hesitate to email, telephone or write us. Contrary to popular opinion, we have not dropped off the edge of the earth, but merely moved a bit further south and west for the winter.

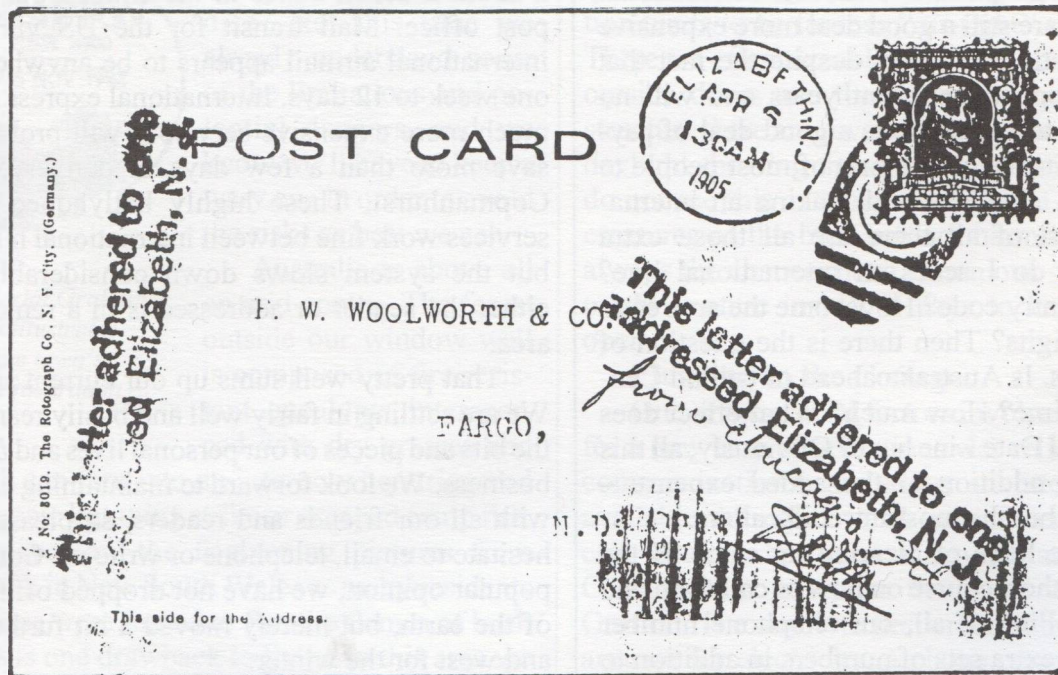
LOS ANGELES COUNTY

Needed by collector for philatelic project, pre-1940 covers and cards from the Los Angeles, California, area. Please provide photocopies or descriptions, priced, or for my offer.

Avalon (1894 to 1898)	LA (Jan 10-20, 1910)
Avalon (May 1912)	LA (Jan 1929)
Beverly Hills (1926)	LA (Oct 1, 1910)
Burbank (1893)	LA (1922)
Compton (Jan 10-20, 1910)	LA [Hollywood Sta](Mar 1925)
Compton (Nov 11, 1911)	LA (1927)
Echo Mountain (1893-95)	LA [Wilshire-LaBrea] any
Glendale (1929)	Mount Wilson (1907-08)
Hollywood (any date)	Owensmouth (1912)
Long Beach (Dec 10, 1911)	Owensmouth (Nov 1913)
Long Beach (1923)	Pasadena (1905)
LA (1892)	Pasadena (Mar 1909)
LA (1893)	Pasadena (Nov 5, 1911)
LA (Feb 1894)	Pasadena (Jan 1, 1912)
LA (1895)	San Pedro (1899, 1910, 1914)
LA (Dec 31, 1901)	Venice (1905)

Also need any pre-1890 L.A. County material.

Don Evans. PO Box 286, Bonsall, CA 92003.
Tel/fax: (760)726-6963. e-mail: DEvansUSAF@aol.com



Auxiliary Markings -- Sticky Delayed Mail

by Randy Stehle

There are many reasons why a piece of mail is delayed in its delivery. One of the major reasons is being missent on its way to its destination. This article will explore one of the more unusual ways a piece of mail can be missent. The post card in **Figure 1** was canceled in 1905 at Elizabeth, NJ. While it was at this post office it also received the marking "This letter adhered to one/addressed Elizabeth, N.J.", with a manuscript "from Chicago, Ill/clients initials" following it. Evidently what happened was that this post card was mailed in Chicago where it was not canceled due to being stuck to the back of a letter. This post card was addressed to Fargo, ND, but it was stuck to a letter going to Elizabeth, NJ. Once there a clerk discovered the mistake, canceled the stamp, applied the auxiliary marking and sent it on to its proper destination. This usage is the earliest seen by this author.

Another early usage is shown in **Figure 2**. This letter was sent from Portland, ME in 1909 to Worcester, MA. Once again it was not canceled at the originating post office due to being stuck to the back of another letter. Instead of going to its proper

destination, it went to Fall River, MA. Once there it was canceled with that city's duplex cancellation and then had the marking "Adhered to back of another/letter received at/Fall River, Mass." applied to it. When it first arrived it got a "Received" American machine service marking on its back (See **Figure 3**). Both it and the duplex cancel have the same time (9 a.m.) in their dials. Seven hours later it was its correct destination, the Worcester, MA post office. Both the Figures 1 & 2 illustrate the same story -- the adhesion occurs at the originating post office and not in transit. In fact, this author has not seen a domestic usage of this marking where the originating post office canceled the piece of mail.

The only domestic usage where the "originating post office" is shown is found in **Figure 4**. This letter was mailed from Los Angeles in 1938, addressed to Anaheim, CA. Postage was paid by the use of a meter with "Los Angeles/Calif." in its dial, so we can be sure of its origin. It was given the marking "Found Stuck To Letter/Received at Alhambra, Calif." and also a manuscript "Stuck" upon its arrival in Alhambra. The letter also was backstamped at the Alhambra post office (See **Figure 5**). The use of backstamping domestic regular

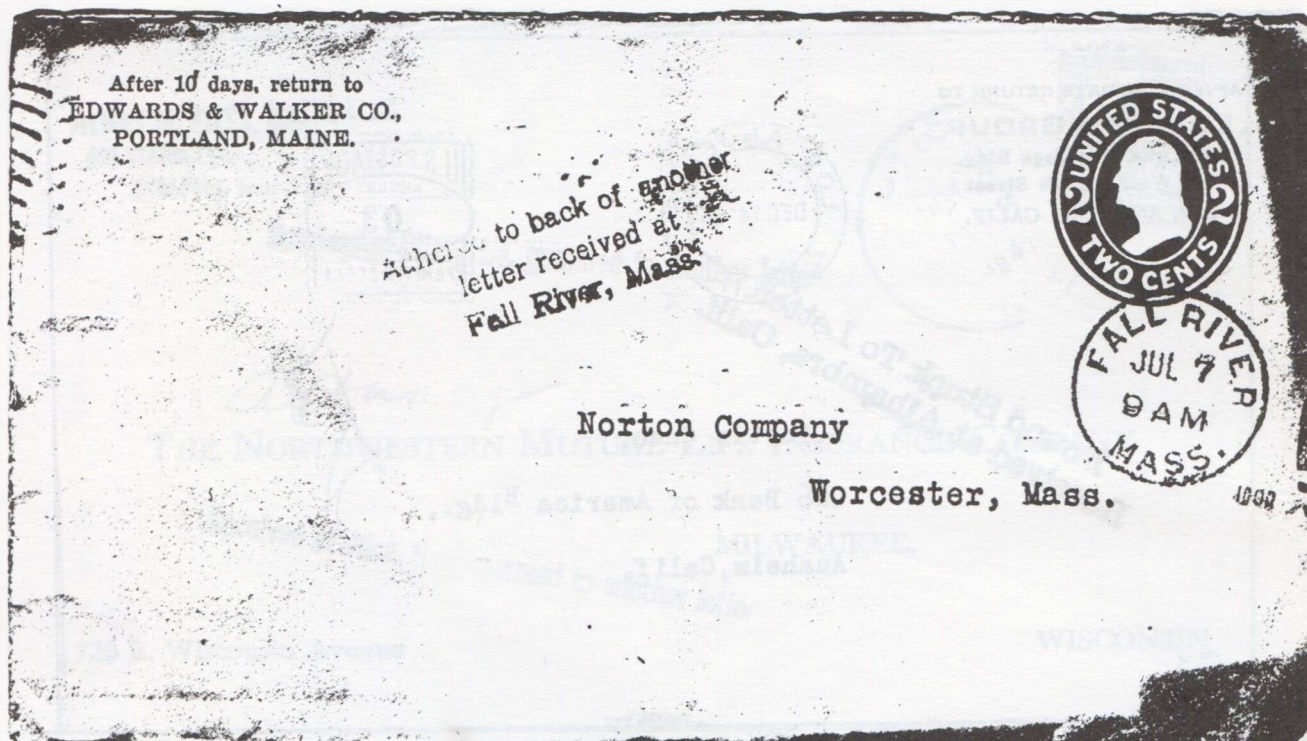


Figure 2

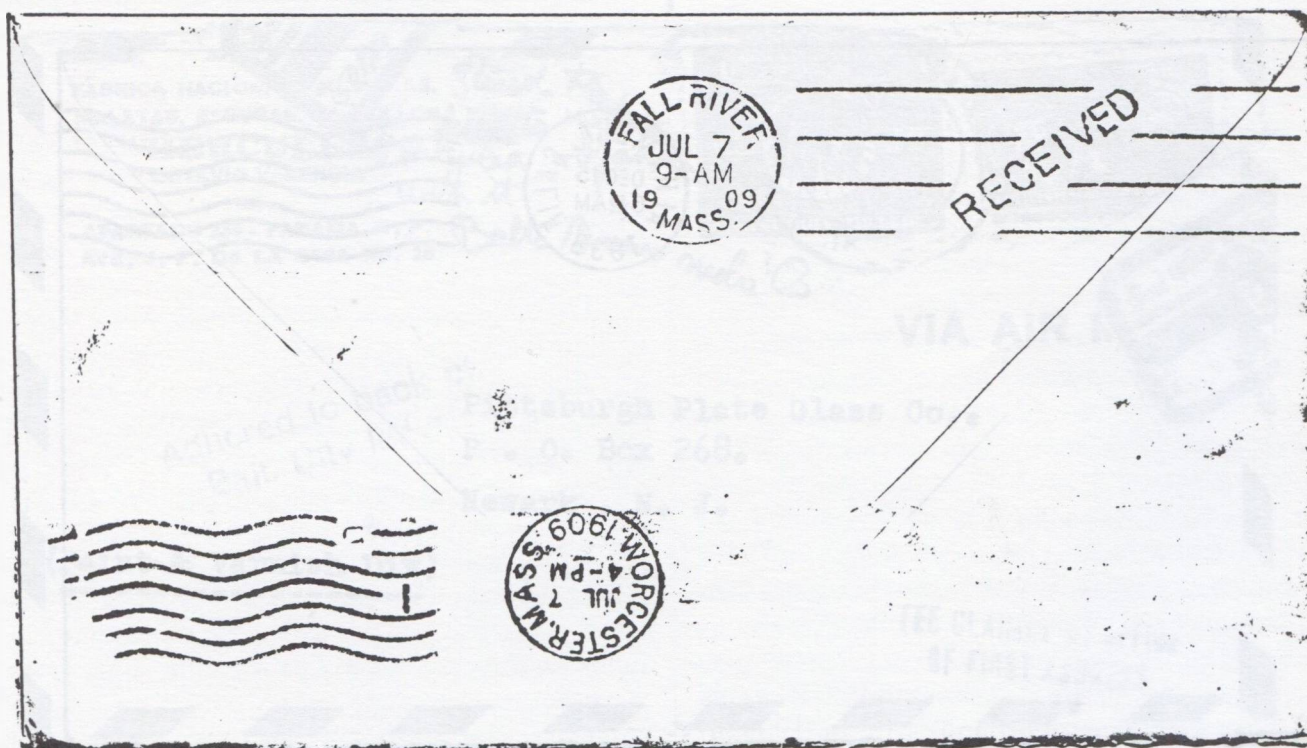


Figure 3

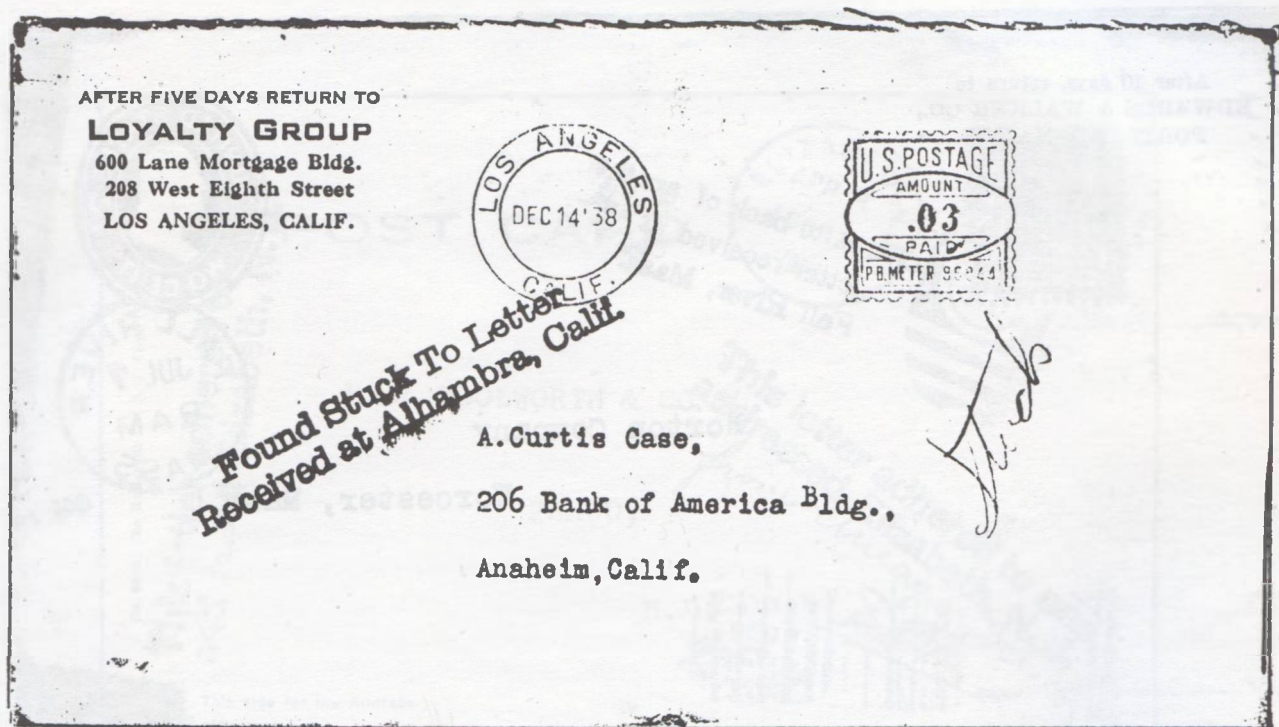


Figure 4

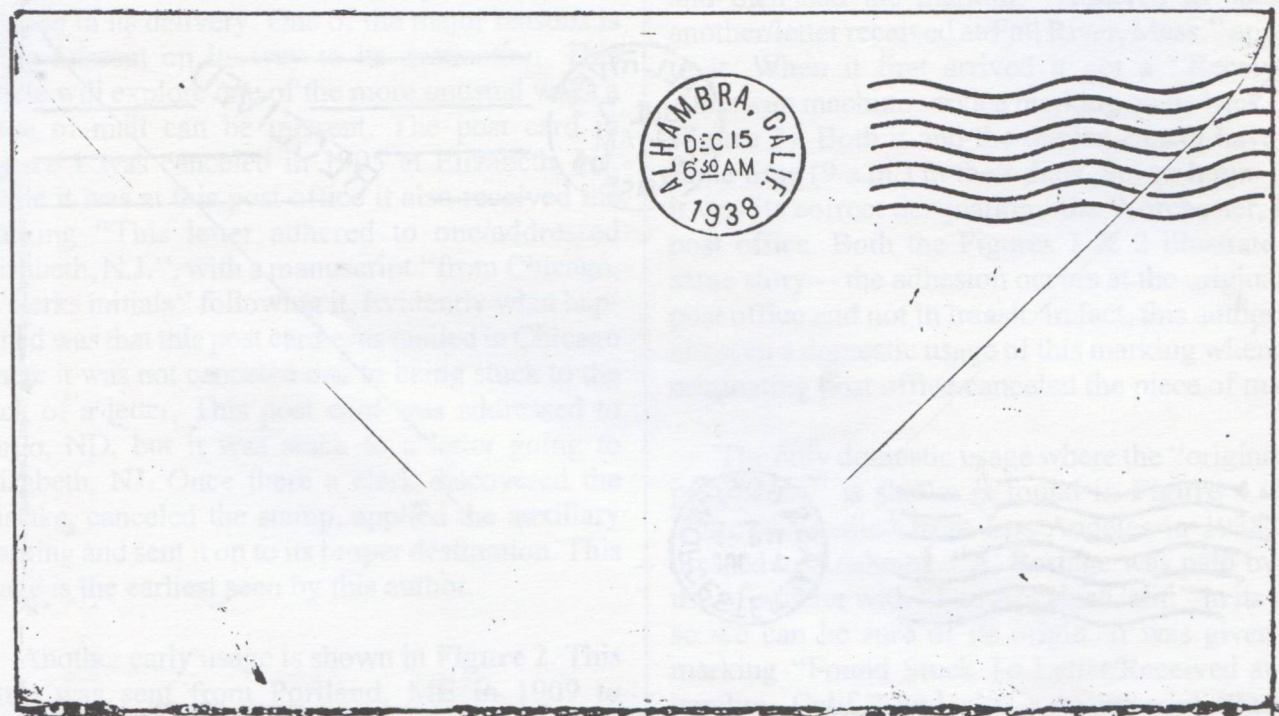


Figure 5

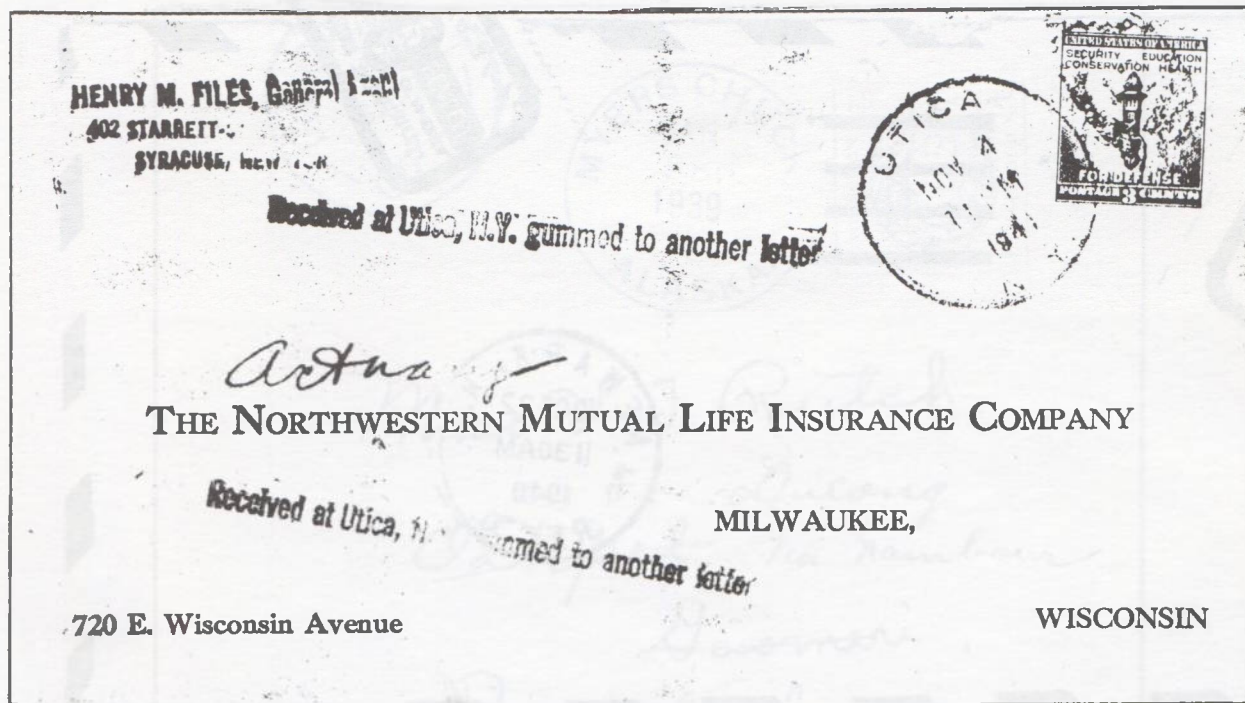


Figure 6

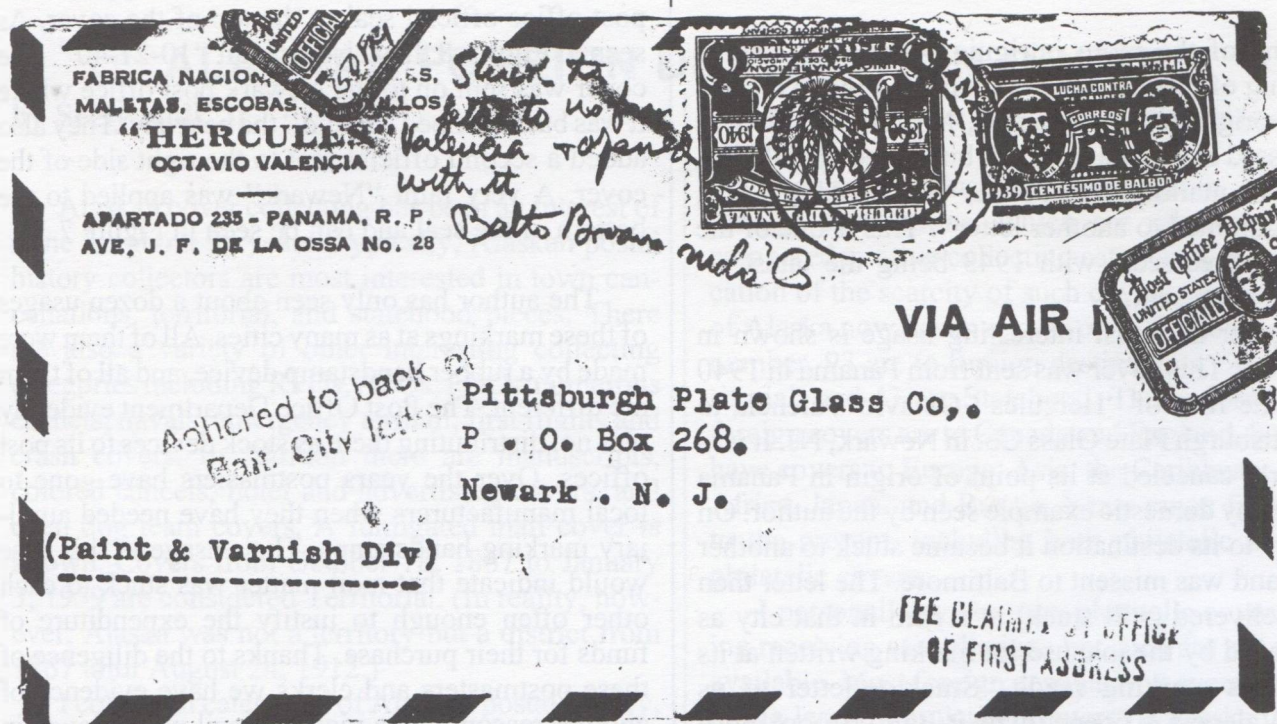


Figure 7

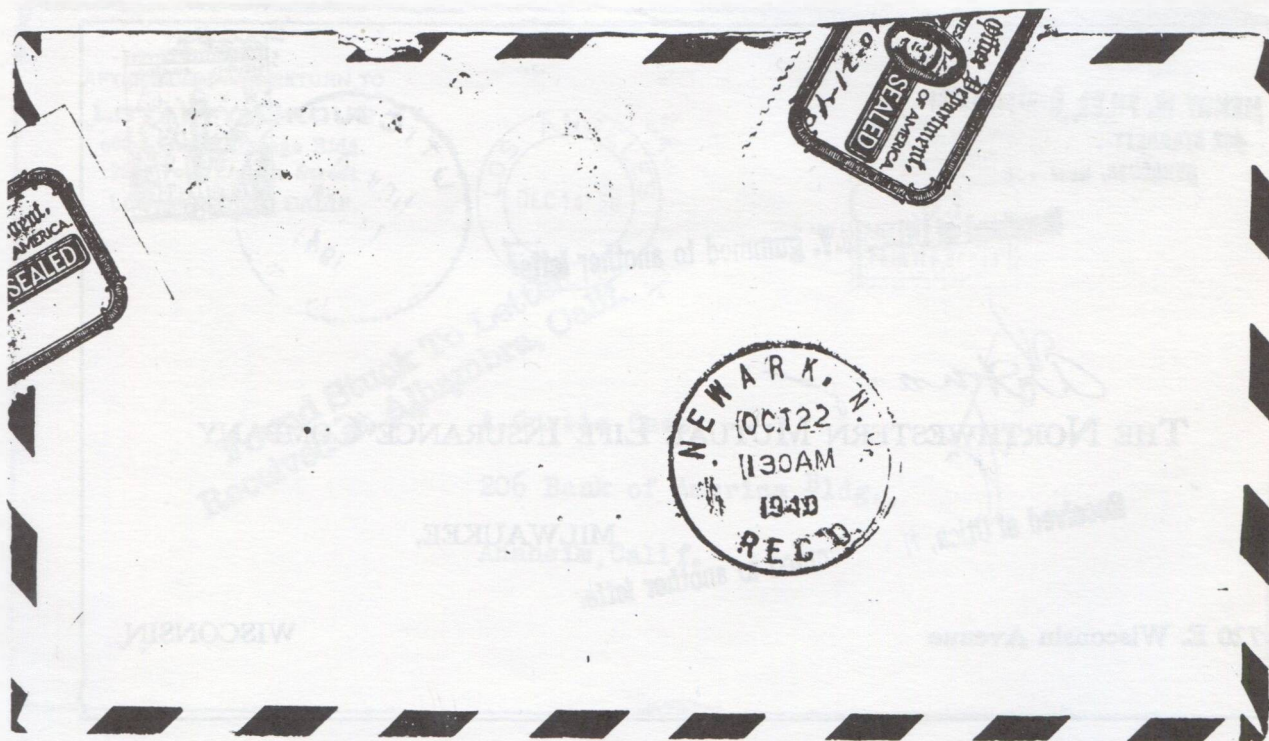


Figure 8

letter mail was discontinued in 1913, so the fact that it was missent is probably the reason for its use.

One of the more intriguing variations on the wording of this marking is found in **Figure 6**. This cover originated in Syracuse, NY in 1941. It was addressed to Milwaukee, WI, but ended up in Utica, NY. The marking it got reads "Received at Utica, N.Y. gummed to another letter". This is one of the latest usages seen, with 1943 being the latest recorded at present.

By far the most interesting usage is shown in **Figure 7**. This cover was sent from Panama in 1940 from the firm of "Hercules" Octavio Valencia to the Pittsburgh Plate Glass Co. in Newark, NJ. It was properly canceled at its point of origin in Panama unlike any domestic example seen by the author. On its way to its destination it became stuck to another letter and was missent to Baltimore. The letter then was delivered (still stuck) to a firm in that city as evidenced by the manuscript marking written at its top. This marking reads "Stuck to/letter to us from/Valencia & opened/with it/Balto Broom mdse Co." After noticing that they had opened someone else's mail they took the letter to the Baltimore post office. Though the post office did not use its can-

celor there, it did apply the marking "Adhered to back of/Balt. City letter". They also applied one post office official seal to the top of the cover. As seen in **Figure 8** they also dated it "10-21-40". The cover was sent on to the Newark post office where it was backstamped "Rec'd" the next day. They also added a second official seal to the right side of the cover. A very faint "Newark" was applied to the bottom of the seal and can be seen in Figure 7.

The author has only seen about a dozen usages of these markings at as many cities. All of them were made by a rubber handstamp device, and all of them are different. The Post Office Department evidently was not distributing them as stock devices to its post offices. Over the years postmasters have gone to local manufacturers when they have needed auxiliary marking handstamps. Their usage in this case would indicate that mail matter was stuck to each other often enough to justify the expenditure of funds for their purchase. Thanks to the diligence of these postmasters and clerks we have evidence of another reason why a piece of mail was delayed in its delivery.



Figure 1. Covers mailed to foreign destinations can be an interesting adjunct to a geographically based postal history collection. This 1939 cover was mailed from Myers Chuck, Alaska, to Goomeri, Queensland.

ALASKAN FOREIGN DESTINATION COVERS

by Seely Hall, Jr.

Alaskan cover collecting has been an interest of mine for about 50 years. Typically, Alaskan postal history collectors are most interested in town cancellations, territorial, and statehood pieces. There are also a variety of other interesting collecting categories including RPOs, APOs, FDCs, numerous cachets, navals, emergency airmail, first flights and crash covers. In addition there are manuscripts, colored cancels, hotel and advertising covers, and even dog team covers. A fumigated mail cover is known. Covers from October 18, 1867 to January 3, 1959 are considered Territorial. (In reality, however, Alaska was not a territory but a district from 1867 until August 24, 1912.)

I collect all categories of Alaskan postal history, and am indebted to Joseph Cavagnol whom I met in Anchorage in 1950. At the time, he was working on his book *Postmarked Alaska*. Without his urging

and support over the years, I may never have entered this field.

This article illustrates covers from Alaska to foreign destinations, which are relatively scarce compared to other collecting categories. As an indication of the scarcity of such covers, my collection of Alaska now has in excess of 7,000 items. Of this number, 93 are to foreign destinations; 50 are Territorial; and 43 are Statehood. The majority of the foreign covers are to Canada and England, but I also have covers to Europe, Asia, the Caribbean, Egypt, Africa, Japan, and Russia. Years range from 1895 to the present, including both philatelic and non-philatelic covers.

I personally prefer non-philatelic covers bearing receiving cancellations but such are not always available. Most foreign destination covers originate in the larger population centers of Alaska. Covers from smaller Alaskan communities are more uncommon. I have selected 17 of the most interesting

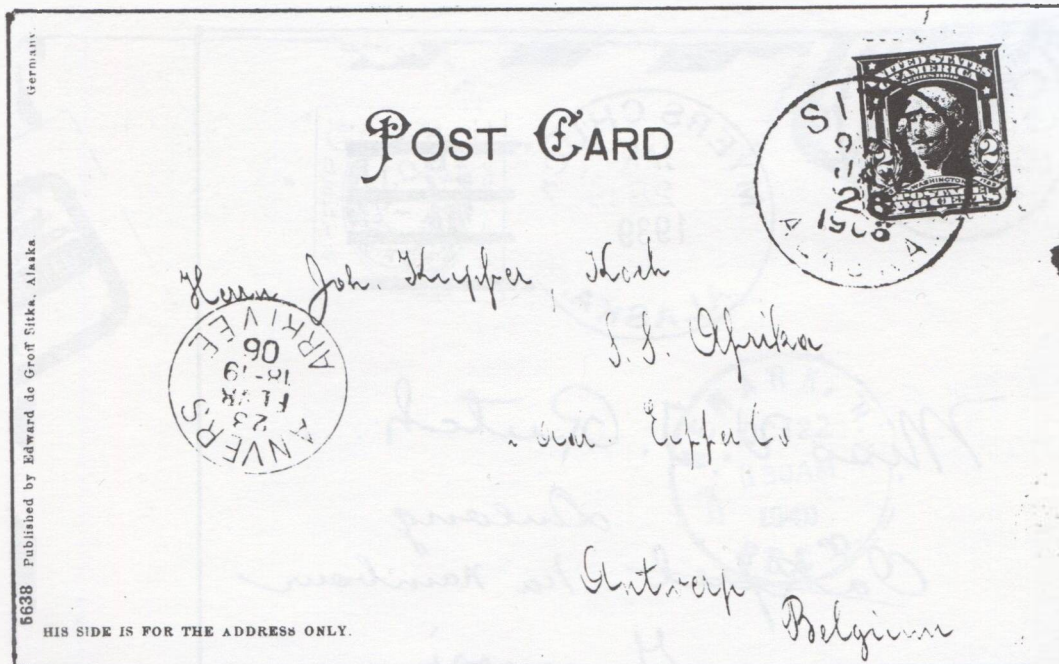


Figure 2

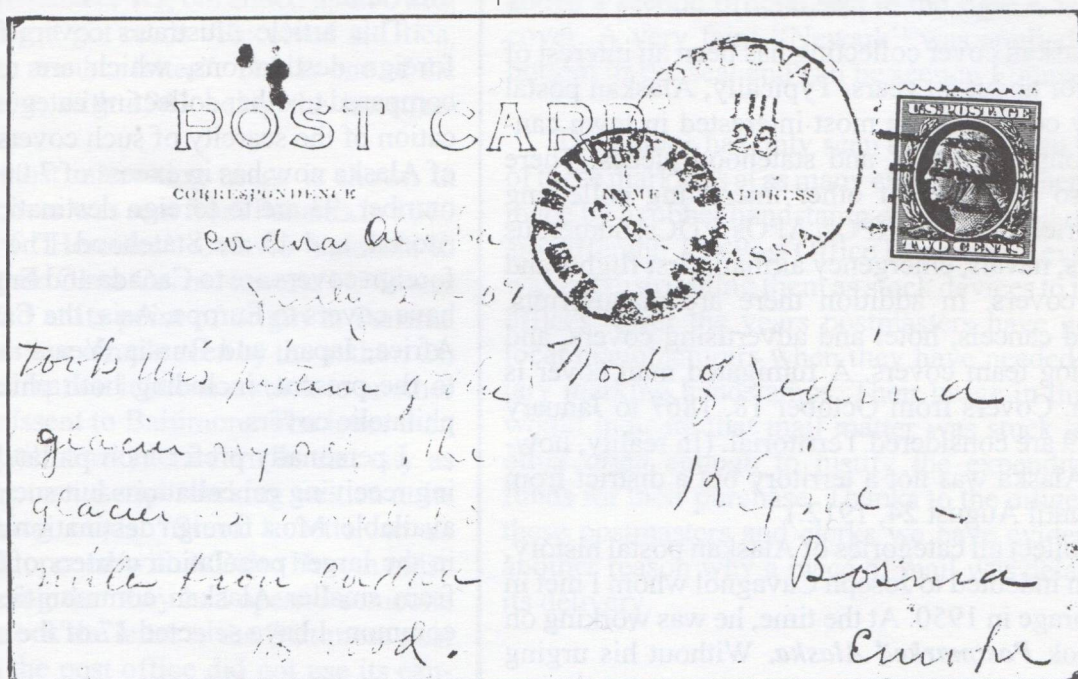
foreign destination covers for illustration, described as follows.

Myers Chuck to Goomeri, Queensland, Australia - Myers Chuck is a small town 40 miles west of Ketchikan. A cover sent to Goomeri in Queensland on January 28, 1939 and received there on March 13th is so cancelled (**Figure 1**). It was forwarded to Dulong but there are no cancels of that location nor backstamps.

Sitka to Antwerp, Belgium - Sitka was Alaska's first capital. This post card was sent to Antwerp, Belgium on January 26, 1909. The receiving date in Belgium is not completely decipherable (**Figure 2**).

Cordova to Kljne, Bosnia - This is a scarce Bosnian destination sent on a postcard from Cordova on July 26, 1909. It bears an Austrian military post office cancellation. Only one other cover to the same location is known (**Figure 3**).

Figure 3



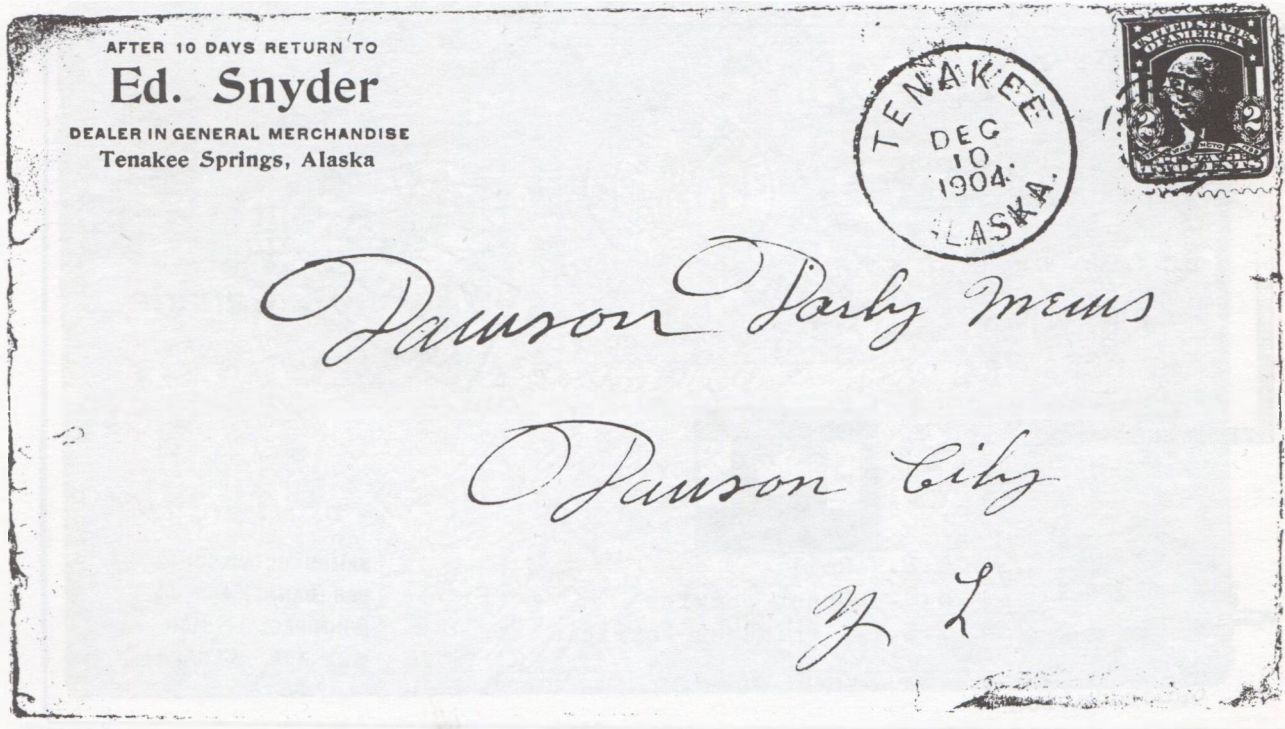


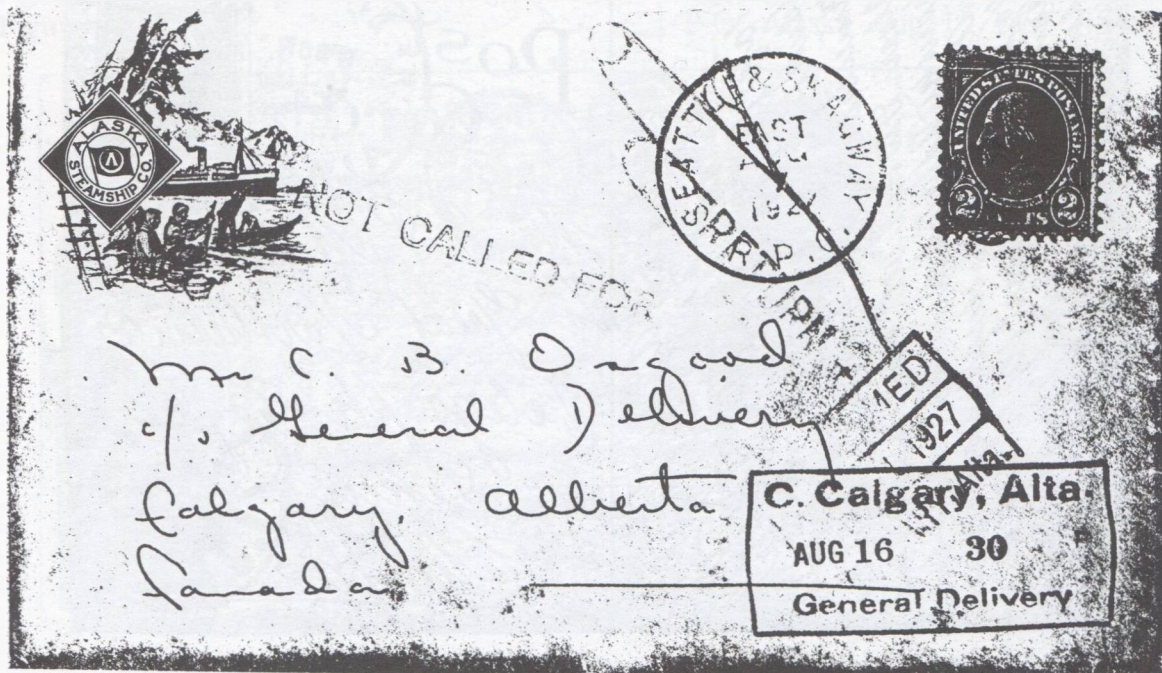
Figure 4

Tenakee, Alaska to Dawson City, Y.T., Canada

- This cover was sent to Dawson in Yukon Territory on December 10, 1904. It bears a Dawson back-stamp with an unreadable date. Several Alaskan covers from various locations to the **Dawson Daily Times** exist. Tenakee (1902-1928) was renamed Tenakee Springs in 1928 (Figure 4).

Seattle & Skagway R.P.O to Calgary - A cover containing a letter written on board the S.S. Alameda on Alaskan Steamship Co. stationery with the company's envelope. It was cancelled by a Seattle and Skagway East R.P.O. on August 7, 1927 and received in Calgary August 16th. There are Canadian auxiliary markings, all in purple, back-

Figure 5



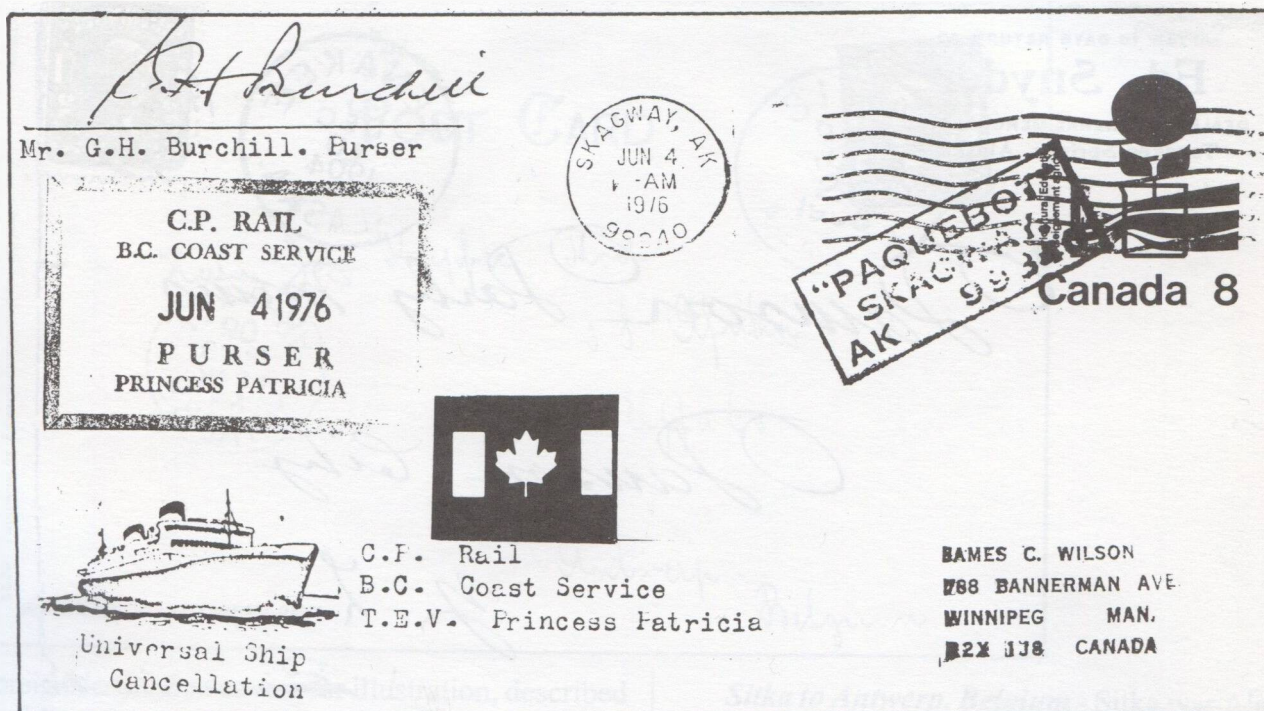


Figure 6

stamped with a Return to Sender hand in purple (Figure 5). R.P.O.s in Alaska are all water steamship routes with the exception of the Fairbanks and Seward R.P.O. (1907-1950) for the Alaska Railroad. Water route R.P.O.s were discontinued in 1949.

Figure 7

Skagway Paquebot to Winnipeg - This is a statehood philatelic cover from Skagway to Winnipeg, Canada with various colored auxiliary markings (Figure 6).

Ketchikan to Peking - China was a rare destination from Alaska. This cover was sent from Ketchi-





Figure 8

kan on June 14, 1912 with a Peking receiving cancel. The message mentions ash falling there from the Katmai volcanic eruption of June 6, 1912 (Fig 7).

Seward to Cairo - This cover was mailed from Seward July, 1930 on an Alaska Steamship Co. envelope to Egypt. It is backstamped with two different Cairo cancels 30-July and a written notation, 'Agense Raffis Opposite Post Office Kitchner' (Figure 8).

Mitchell to London - This postcard represents a very rare Alaskan town cancellation and is my earliest foreign destination holding, 1895. Mitchell (1889-1895) was at Forty Mile on the Yukon River, actually in Canada, but surveys are unknown. This card dated Aug 1, 1895 was received in London Oc-19-95. A very faint Ounalska Alaska 1895 cancel is beneath that of London. There is a written message on the back of the card, 'Sent from Mitchell P.O. Alaska Aug 1st 1895 - via St. Michaels-

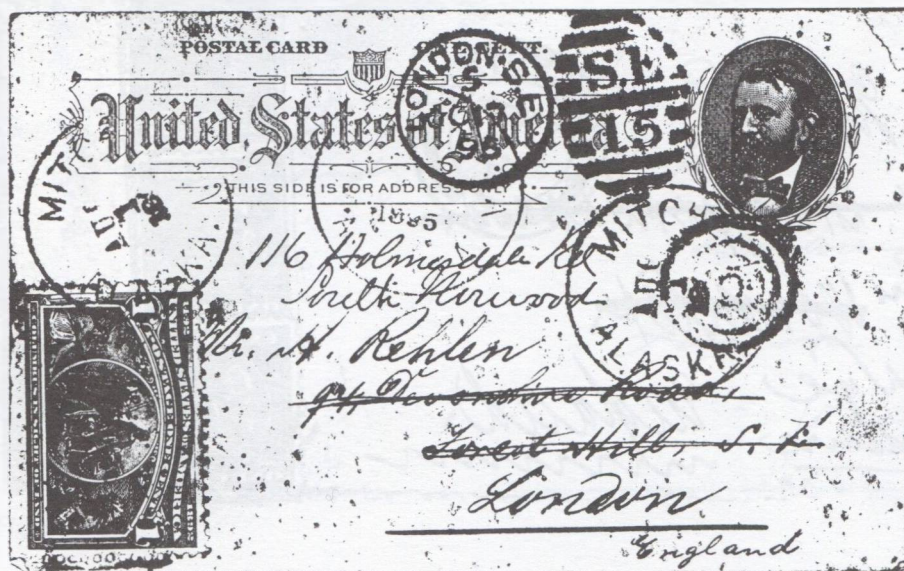


Figure 9

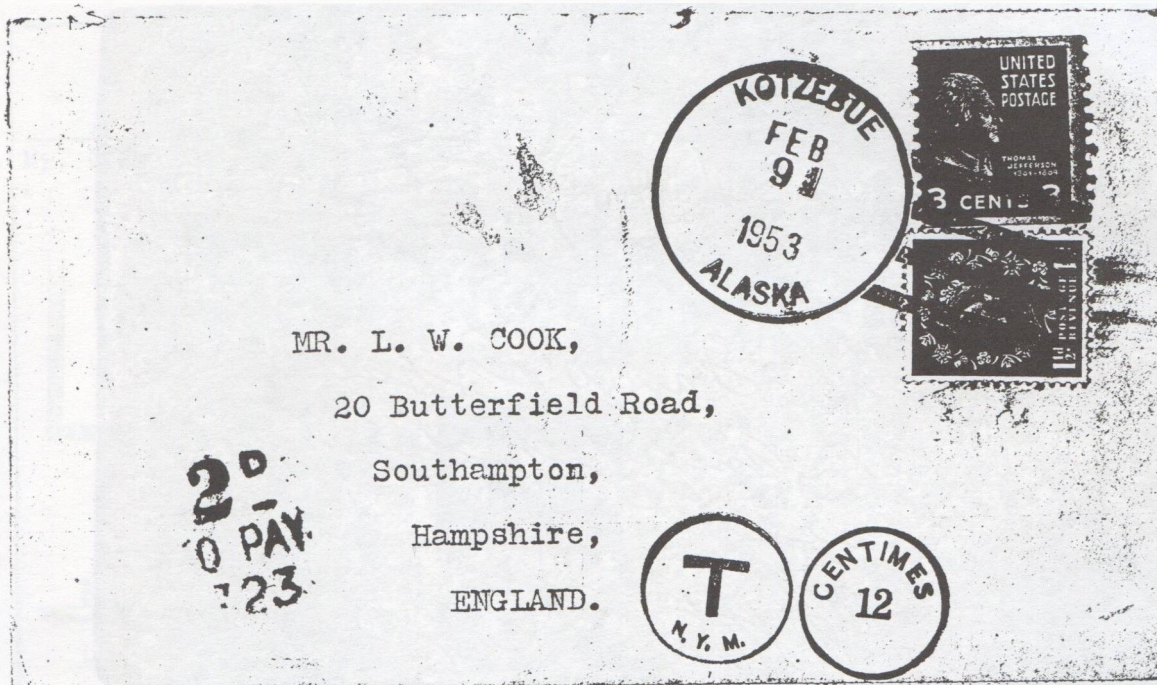


Figure 10

Unalaska & San Francisco'. Mr. Rehlen must have been a collector as a card was sent to him from Sarawak in 1894 with route notations on the back (Figure 9).

Kotzebue to Southampton, England - This is a latter year territorial cover mailed from Ketchikan on February 9, 1953 to Southampton in Hampshire,

England, interesting for its mixed postage and auxiliary markings. 'To Pay' is black while others are magenta. There are no backstamps (Figure 10).

Seattle & Skagway R.P.O. to Worcester, England - This unusual cover was sent via the Seattle & Skagway R.P.O. East on September 5, 1917. It has a WWI censor tape to England with a Worcester

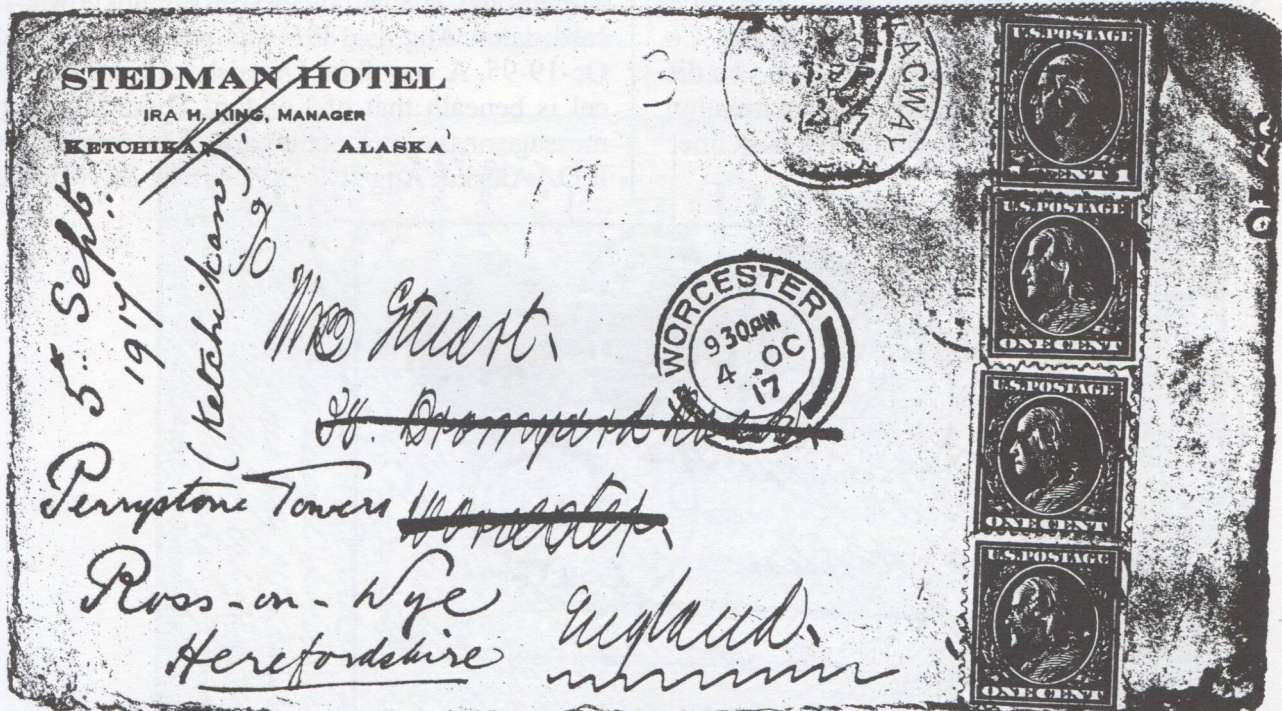
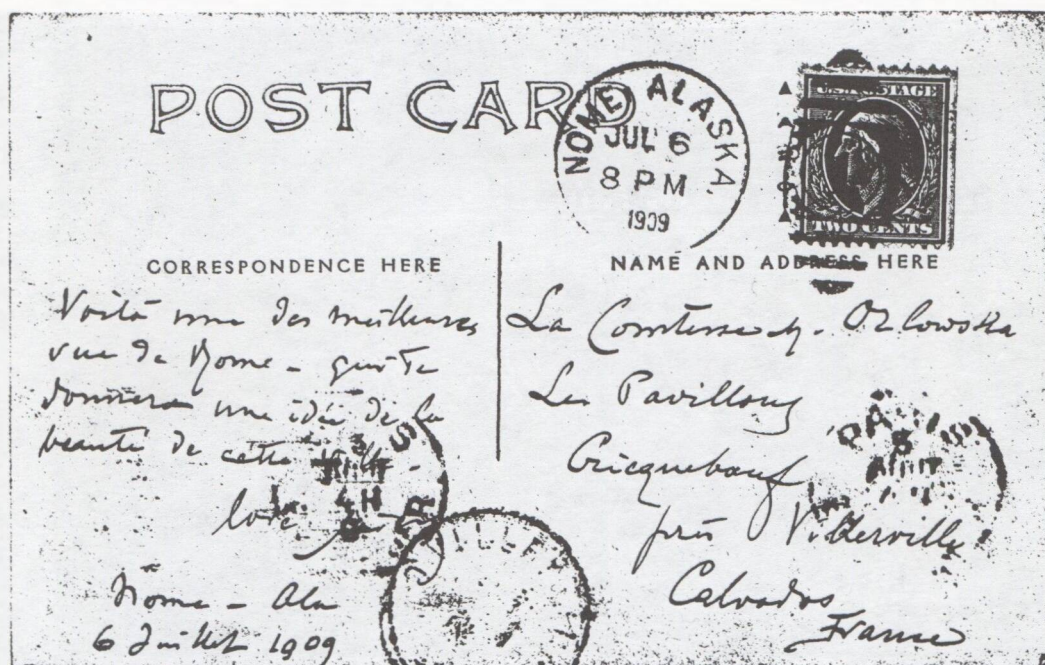


Figure 11

Figure 12



2, 4-OC-17 receiving stamp. This is the only WWI censored cover I have run into from Alaska (Figure 11).

Nome to Calvados, France - This postcard was mailed from Nome July 6, 1909 to Calvados, France. There are two indecipherable Paris cancels and one '---Ovily' (Figure 12).

Wrangell to Guam - This rare cover dated Wrangell Sep 6, 1904 was sent to Guam, 'Pacific Ocean'. It is backstamped Seattle, Washington Sept 15, 1904 and San Francisco, Cal Rec'd F.D. Sep 17, 1904 (Figure 13).

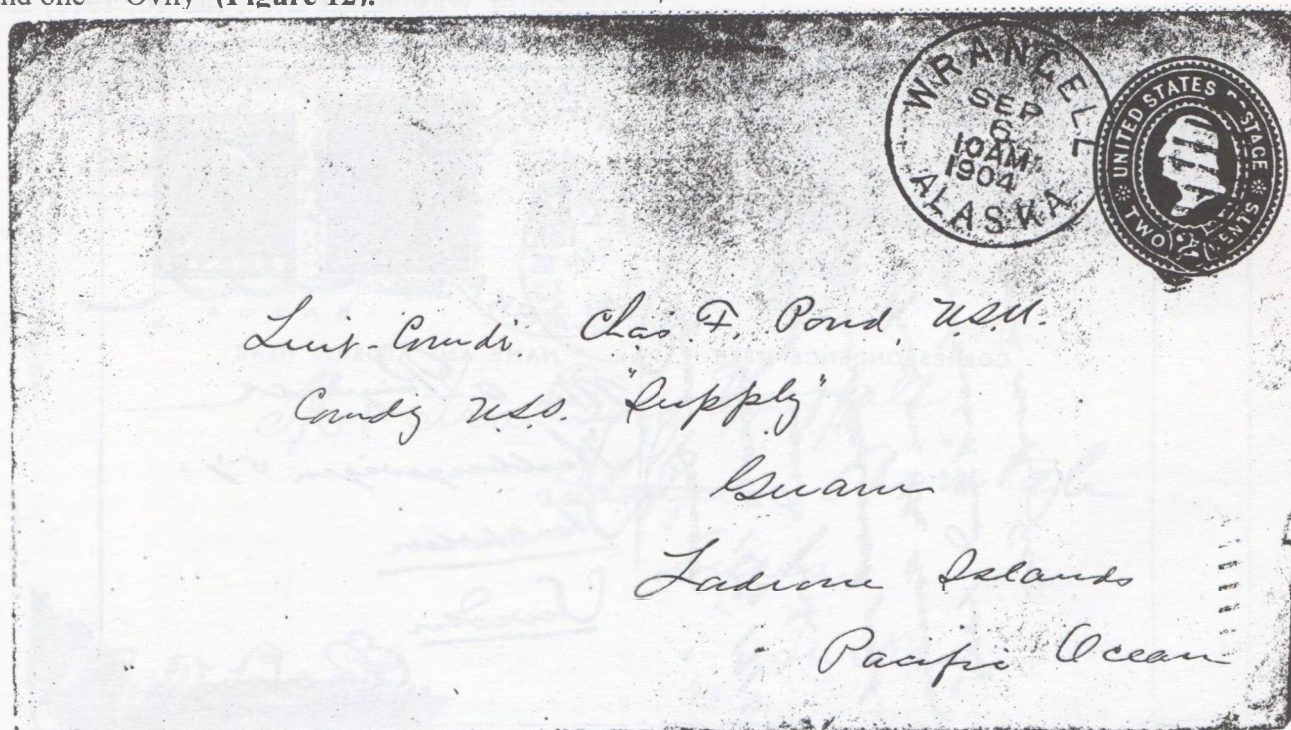


Figure 13

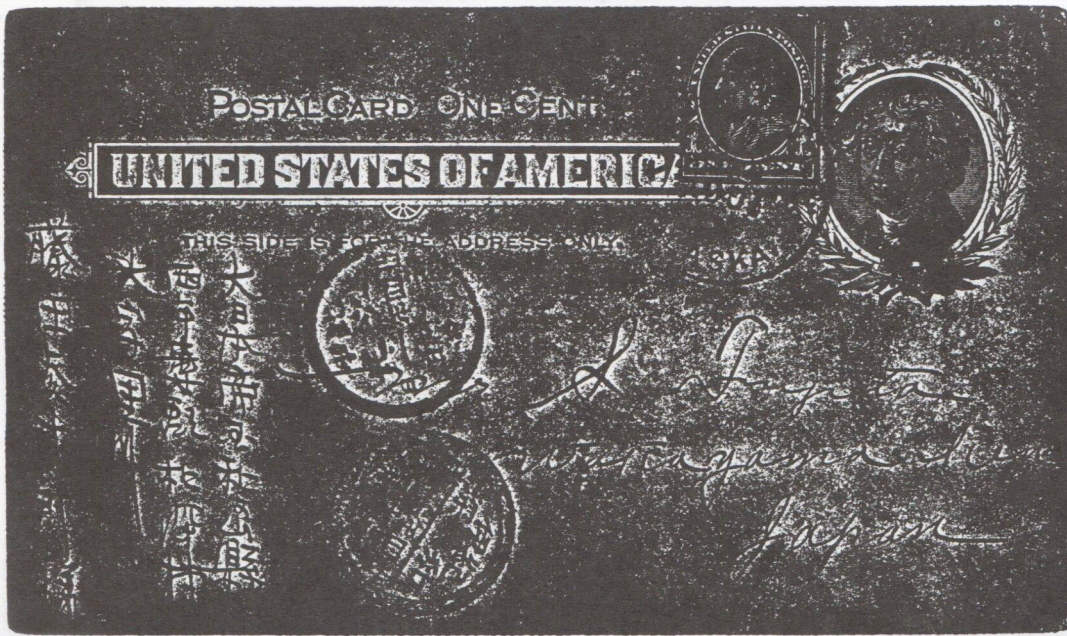


Figure 14

Douglas, Alaska to Wakayama Prefecture. Great Imperial Japan - The cancels are KII Wabuka (place name), Meiji 34 (Jan 31). The message on the back is a New Years greeting but difficult to read precisely, in a type of stylistic calligraphy. A very rare destination (Figure 14).

Barrow to Stockholm - This postcard from Barrow was mailed Aug 15, 1916 to Sweden. There are no receiving stamps (Figure 15).

Fairbanks to Switzerland - This fascinating cover from 'The Times' in Fairbanks was mailed to Switzerland Feb 13, 1910. Also on the front is a cancel of Washington D.C., Jan 16, 1911, and a



Figure 15



Figure 16

forwarding marking to Berlin. There are many auxiliary markings, both stamped and script with Zurich BRF - Exp. 19 x 10 - 7 on the face and 19 x 10-10 on a backstamp. It is also backstamped 'Dead Letter

Office - F.D. U.S.A. Jan 11, 1911' in red with DC and S/L auxiliary markings and 'Zurich nicht abgeholt' in purple. There is a rectangular sticker with

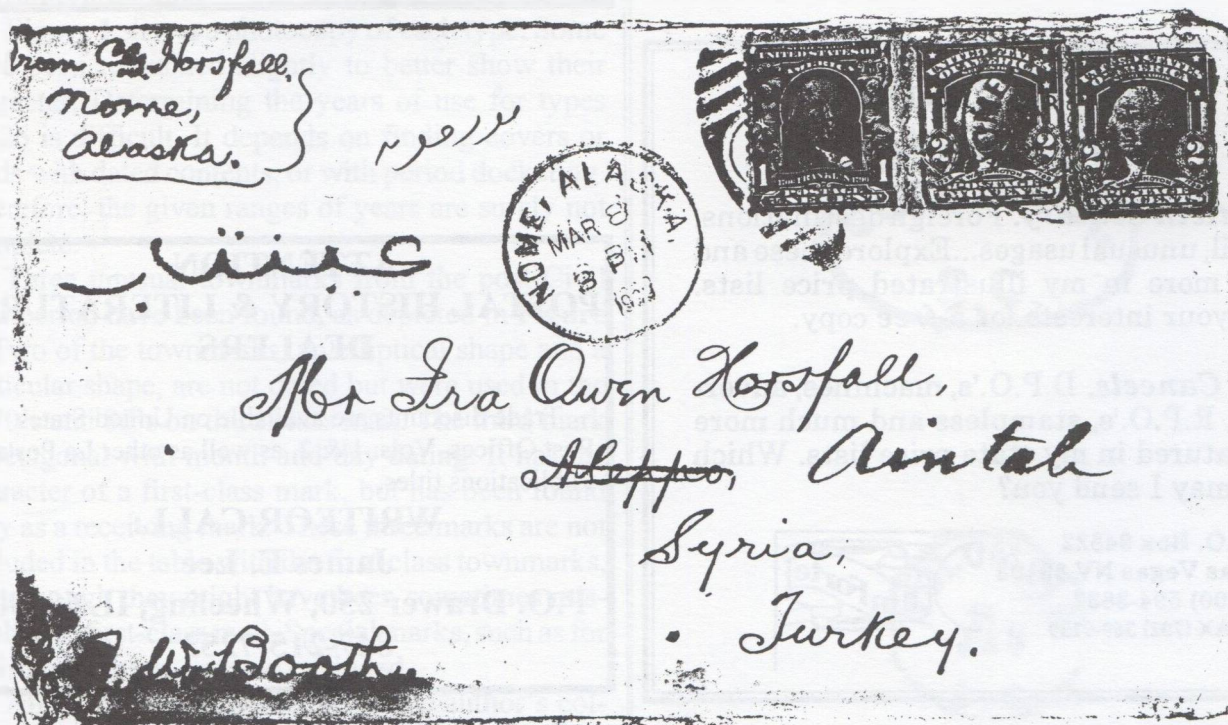


Figure 17

green edging 'Nicht abgeholt non reclame' and 'gilder 15/12' in script (**Figure 16**).

Nome to Syria, Turkey - Lastly, this cover from Nome is addressed to Syria, Turkey on March 8, 1909. This was forwarded within Syria. According to the APS translator, the large entry above 'Mr.' is 'Aintah', but he had no idea as to the smaller entry above. It doesn't equal any word he knows but guesses a place name. The backstamp is not completely legible - Turkish - 22,61 6 ALE. Notation on the back 'Rec'd May 27, 09/ Ans June 4, 09. I have seen, and own, other Alaskan covers from the Horsfall correspondence but only this one to a foreign destination (**Figure 17**).

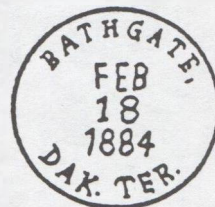
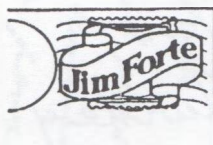
Years ago I was told by a Russian correspondent that in an unnamed museum there were early letters from early Alaska to Imperial Russia. I have no word from anyone actually seeing such items since WW II. Such covers must have, or do still exist, as Russians remained in Alaska after the U.S. purchase. I, as well as Dr. James Metejka, Jr. scoured for such Alaskan covers as I am sure have other Alaskan collectors. There have been occasional leads but all have led to dead ends. The search continues, for such covers would be the gems of an Alaskan collection.

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POST-CIVIL WAR 19th CENTURY TOWNMARKS OF COLUMBIA, SOUTH CAROLINA

by E.B. Cantey, Jr.

The postal markings of Columbia, South Carolina during the antebellum years have been published in *South Carolina Postal History* by Teal and Stets.¹ During Columbia's Confederate period (Dec. 20, 1860 - Feb. 17, 1865) the post office used Teal and Stets townmark types 10, 11, 14 & 17.

This study completes the 19th century, as Columbia progressed from use of slow (two strike) handstamps (circular townmark plus killer), to the faster (one strike) duplexed townmark & killer, and finally to a rapid electric motor driven machine canceler (Barr-Fyke machine).

Characteristics of the known post-war townmarks of Columbia, used on first-class mail, are given in **Table 1**. They include two manuscript markings, nine types of handstamp townmarks, five duplexed handstamps, and one machine cancel. The killer portions of handstamp types 19-17 vary so much that they are not considered here. Also, the barrel duplex types 28-32 must represent more than one device per type, since minor variations in dimensions are found.

Figure 1 shows a photocopy of each type. Some have been retouched slightly to better show their character. Determining the years of use for types 19-26 is difficult. It depends on finding covers or cards with dated contents, or with period docketing. Therefore, the given ranges of years are surely not complete.

Three unusual townmarks from the post-Civil War period have been found, as depicted in **Figure 2**. Two of the townmarks, an elliptical shape and a lenticular shape, are not dated but were used in the 1870's and 80's on third class mail. The third mark is octagonal with month and day dating. It has the character of a first-class mark, but has been found only as a receiving mark. These three marks are not included in the table with the first-class townmarks, even though they might have been sometimes misapplied to first-class mail. Special marks, such as for registered letters, are also excluded.

All examples shown are from the author's collection, with the exceptions of the first manuscript, the elliptical, and the lenticular marks. The latter two were called to my attention by Mr. Harvey Teal.

Copies were graciously supplied by Mr. Harry McDowell from his collection, along with the first manuscript mark.

Would anyone with Columbia townmarks not listed in this article which show a wider range of use please send a photocopy to the author:

E.B. Cantey, Jr.
1918 Seneca Ave.
Columbia, SC 29205

REFERENCES

1. Teal and Stets, *South Carolina Postal History and Illustrated Catalog of Postmarks, 1760-1860*, Lake Oswego, OR: Raven Press, 1989. Figure 2

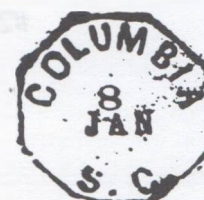
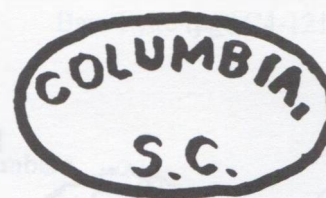
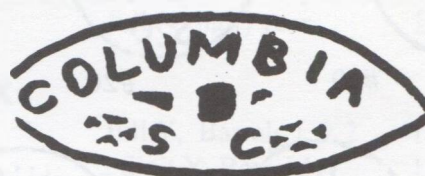


Figure 1

Photocopies of Columbia Townmarks

MANUSCRIPT

#18

*Columbia Det 5**Columbia S.C.
Oct 26*

HANDSTAMP



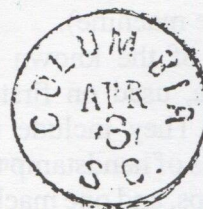
#19



#20



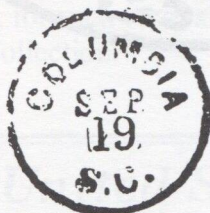
#21



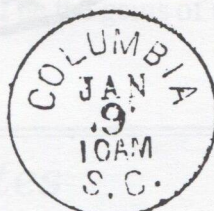
#22



#23



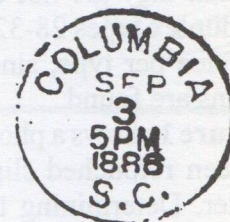
#24



#25



#26

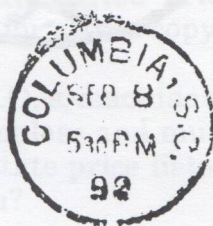


#27

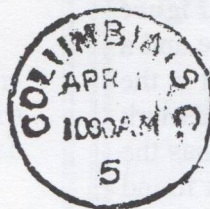
BARREL DUPLEX



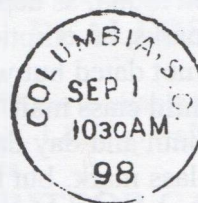
#28



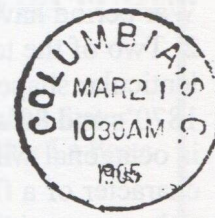
#29



#30

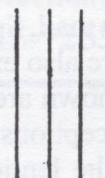
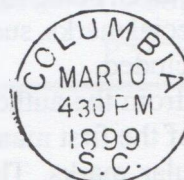


#31



#32

MACHINE CANCEL



COLUMBIA, SOUTH CAROLINA

19th Century Post-war Townmarks

MANUSCRIPT

Type 18 (2 variations) Cola, S.C. M, D

(Black ink)

Known Dates
1865

HANDSTAMPS

Type	Diam. (mm.)	COLUMBIA		Dating (Y,M,D,H)	Color*	Other Features	
		Arc	Height (deg.) of "L" (mm.)				
19	23	185	2.5	M, D			1867-1869
20	23	220	3.5	M, D	Blue	no period after S.C	1866-1878
21	25	215	3.25	M, D		gap between M & B	1870
22	25	215	3	M, D		like #20, but rougher letters, round top A	1873-1878
23	26	175	3	M, D		dash as period after S.C.	1876
24	25.5	180	3	M, D	Blue	thick letters & circle	1878-1882
25	26.5	170	3	M, D, H			1880-1884
26	26.5	210	3	M, D, H		gap between S. C.	1883-1884
27	27.5	150	3	Y, M, D, H		full (4 digit) year	1886-1887

BARREL DUPLEX

28	27.5	170	3.5	Y, M, D, H		full Y, Barrels 1 & 2	1884-1885
29	25.5	150	3	Y, M, D, H		2 digit Y, Barrel 1	1887-1894
30	25	150	3	Y, M, D, H		1 digit Y, Barrel 1	1895-1896
31	25	130	2.5	Y, M, D, H		2 digit Y, Barrels 1 & 2	1896-1901
32	25.5	150	3	Y, M, D, H		full Y, Barrels 1 & 2	1900-1906

MACHINE CANCEL

33	22	175	2.5	Y, M, D, H		Barr-Fyke type C4-121a	1899-1902
----	----	-----	-----	------------	--	------------------------	-----------

NOTES:

*Other than black

Type numbers are a continuation of the Teal & Stets numbers.

Measurements are to the nearest half millimeter.

Arcs are to the nearest degree

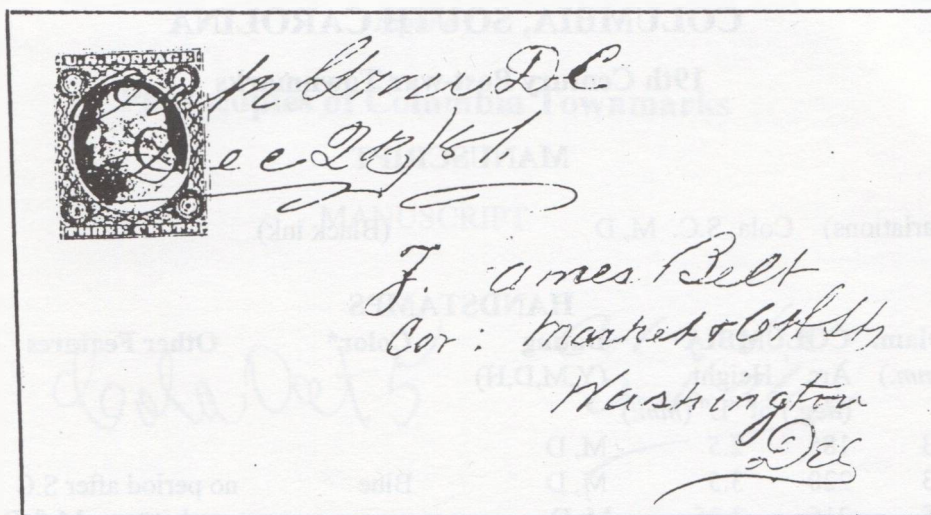


Figure 1. This cover displays the only recorded example of a manuscript postmark from the Oak Grove, D.C. It is dated December 23, 1851.

POSTAL MARKINGS OF THE SMALL INDEPENDENT POST OFFICES OF THE DISTRICT OF COLUMBIA

PART II

by Carl L. Stieg

This article is the second part of an article published in the Oct/Nov 1998 issue of La Posta - Volume 29, Number 5.

Oak Grove/Brightwood

Located near Georgia Ave. in Silver Spring, this office was originally called Montgomery County, MD but was officially named Oak Grove in the early 1850's. The Oak Grove office was opened March 12, 1856 with Edmund C. Duly as postmaster. It was discontinued March 29, 1860, re-established April 18, 1864, and had its name changed to Brightwood on June 14, 1861. It was changed to station status on June 30, 1901.

An Oak Grove office was opened in September, 1897, which received mail service from Brightwood; it was discontinued July

31, 1891. A new Oak Grove office was opened September 14, 1897 which received postal service from Washington. It was discontinued June 30, 1901. It is probable that there was no Oak Grove circular date stamp during these two periods.

Only a single Oak Grove postal marking has been recorded and that is a manuscript from December 23, 1851 (**Figure 1**). The earliest Brightwood cover is one from October 11, 186? (last digit unknown), shown in **Figure 2**.

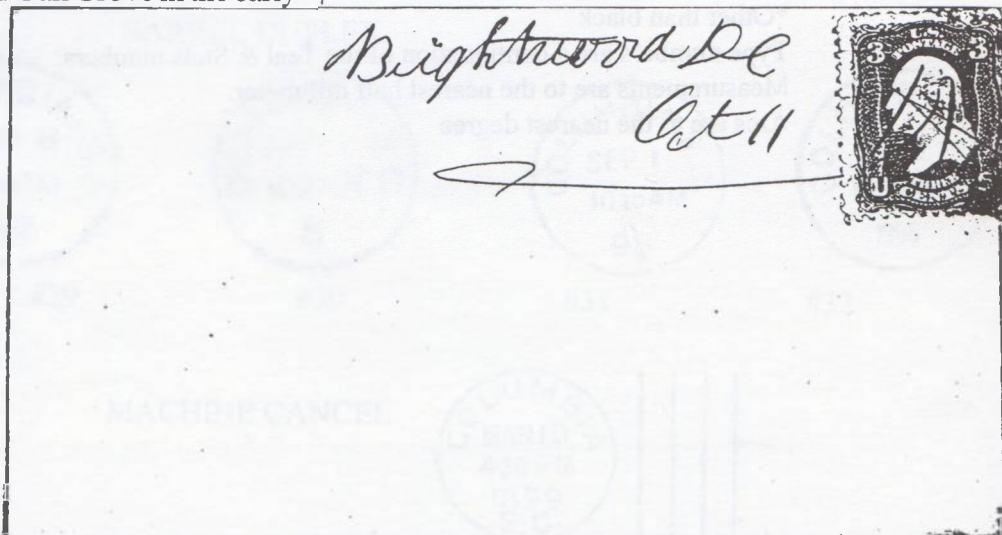
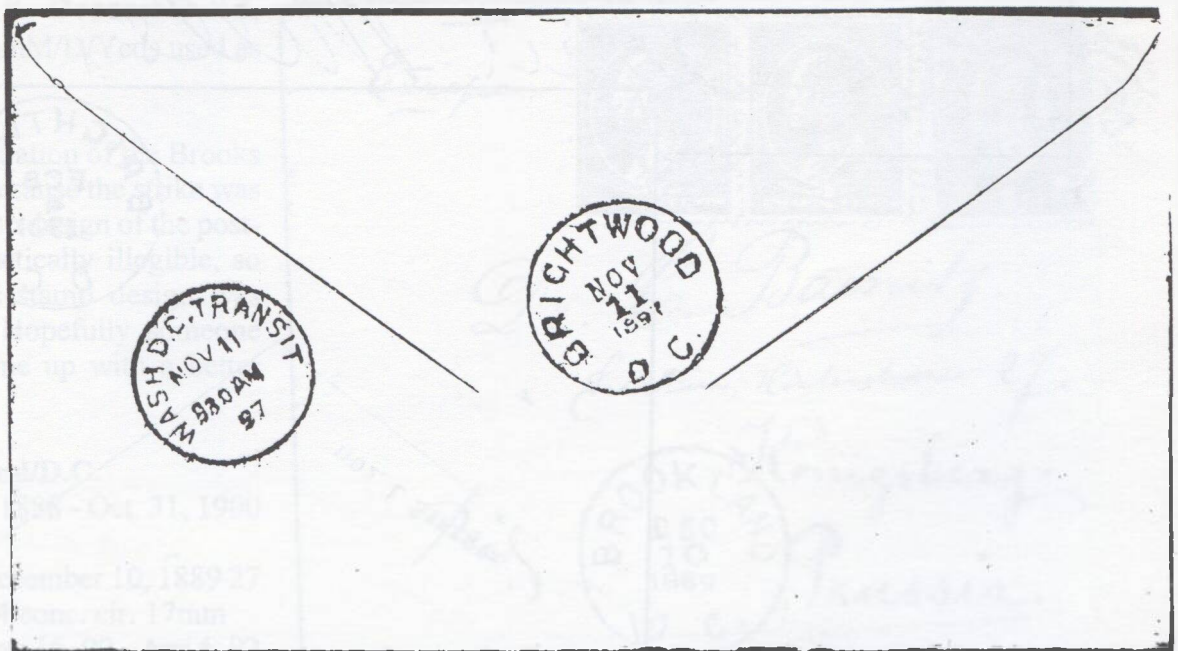
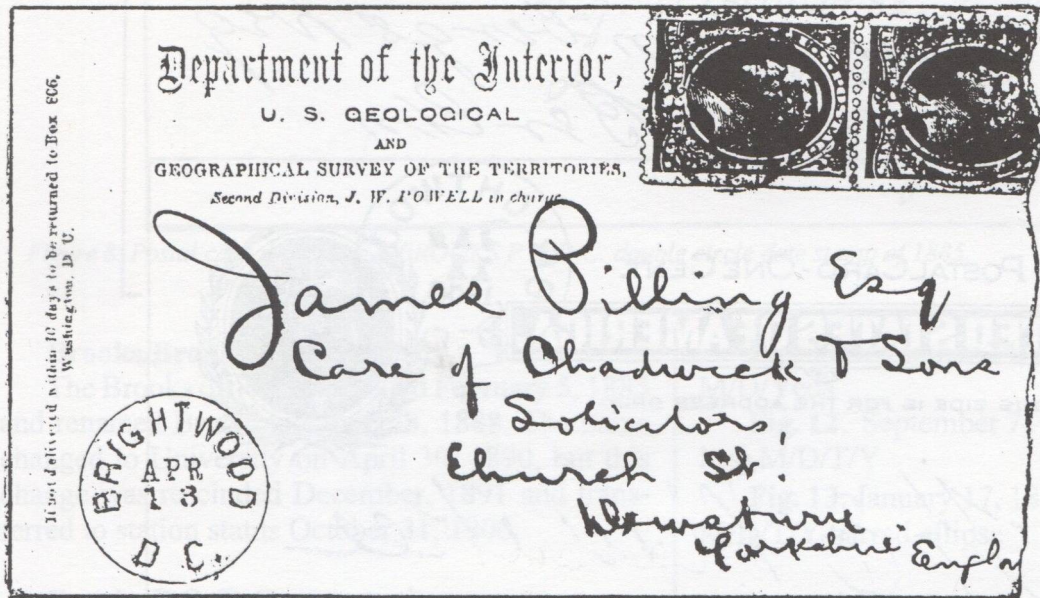


Figure 2. A manuscript marking from Brightwood, D.C. dating from the mid-1860's.

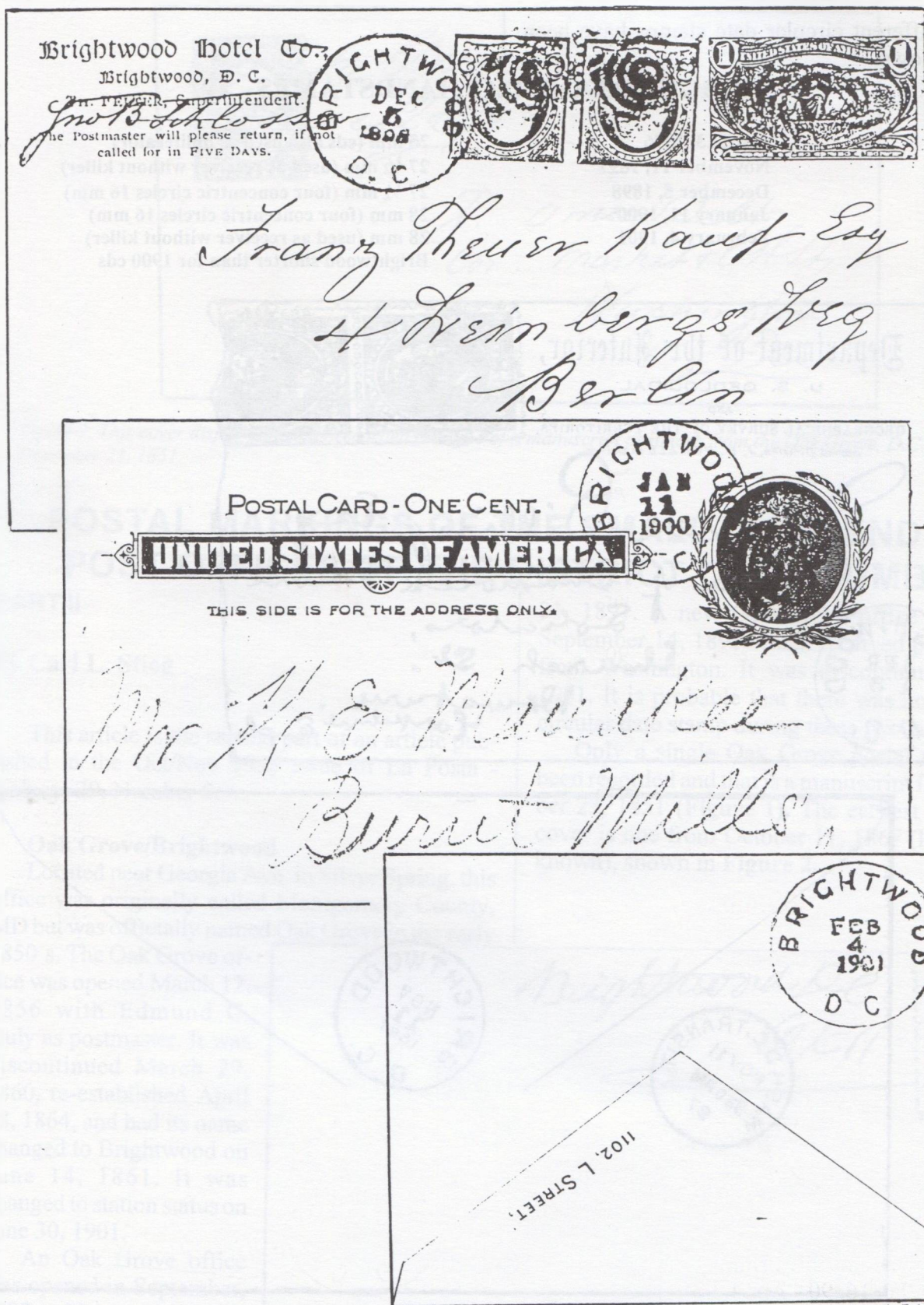
Four different circular date stamps have been seen as follows:

BRIGHTWOOD, D.C. HANDSTAMPS

Figure 3	April 13, 1876	25 mm (cds also used as obliterator)
Figure 4	November 11, 1897	27 1/2 mm (used as receiver without killer)
Figure 5	December 5, 1898	27 1/2 mm (four concentric circles 16 mm)
Figure 6	January 11, 1900	28 mm (four concentric circles 16 mm)
Figure 7	February 4, 1901	28 mm (used as receiver without killer)
		Brightwood shorter than for 1900 cds



Figures 3 and 4. Brightwood, D.C. handstamps.



Figures 5, 6 and 7. Brightwood, D.C. handstamps

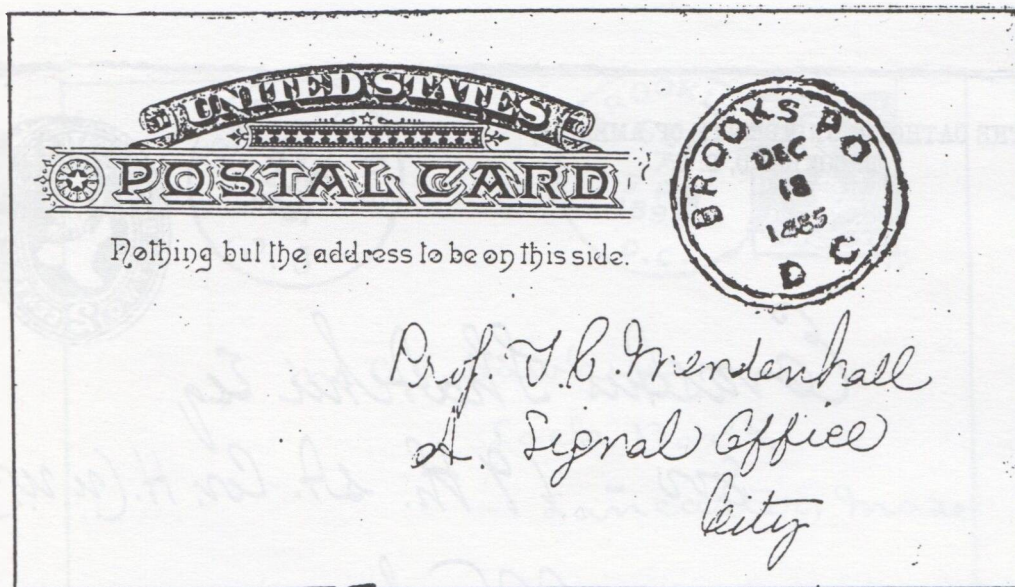


Figure 8. Postal card displaying a BROOKS P O/D.C. double circle date stamp of 1885.

Brooks/Brookland/University

The Brooks office was opened February 5, 1885 and renamed Brookland June 28, 1888. The name changed to University on April 30, 1890, but this change was rescinded December, 1891 and transferred to station status October 31, 1900.

Brooks P.O./D.C.

Figure 8. December 18, 1885 28 1/2 mm M/D/Y cds used as obliterator

The illustration of the Brooks cds is poor because the strike was over the stamp design of the postcard and practically illegible, so the postcard stamp design was whited out. Hopefully someone else will come up with a better copy.

Brookland/D.C.

June 28, 1888 - Oct. 31, 1900

Fig 9. December 10, 1889 27 mm M/D/Y 4 conc. cir. 17mm

Fig 10. Jan 16, 90 - Apr 4, 92 27 1/2 mm M/D/Y 4 conc. cir. 16 mm

Fig. 11 November 24, 1895 27 mm (smaller ltrs) M/D/Y cds

Fig. 12. September 7, 1898 28 mm (yet smaller ltrs) M/D/T/Y

Fig. 13. January 17, 1899 28 1/2 mm (ltrs larger) M/D/T/Y barred ellipse

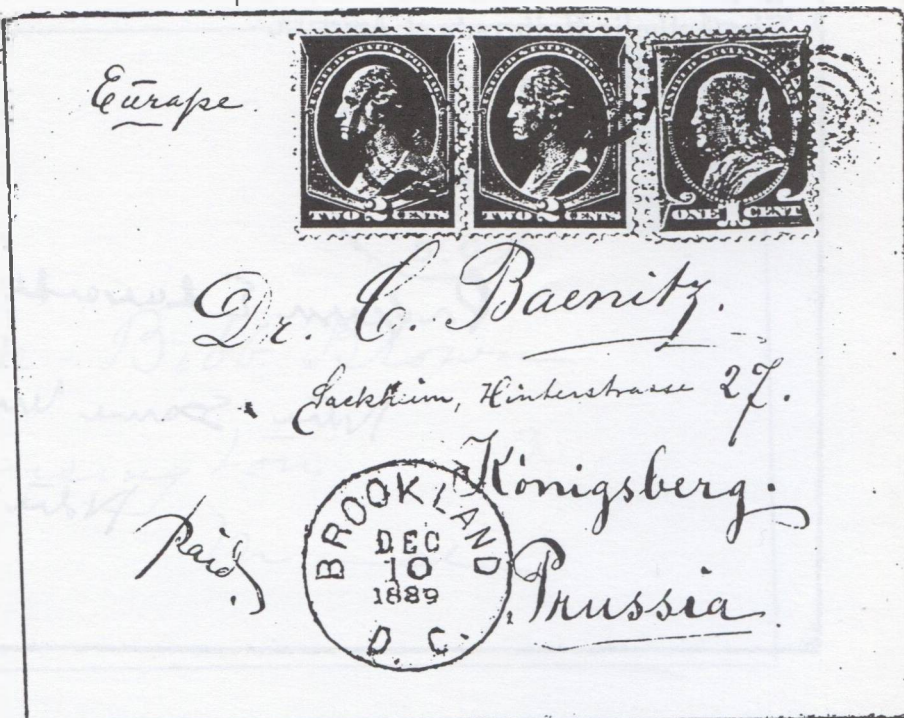


Figure 9. Brookland, D.C. postmark dated December 10, 1889,

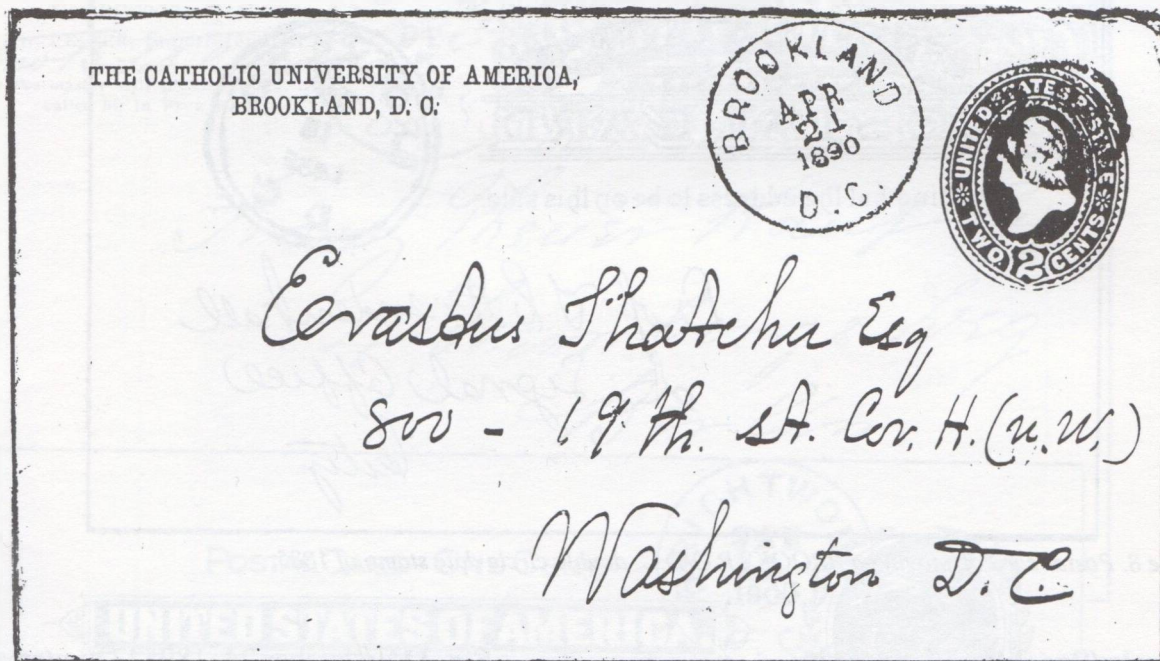


Figure 10

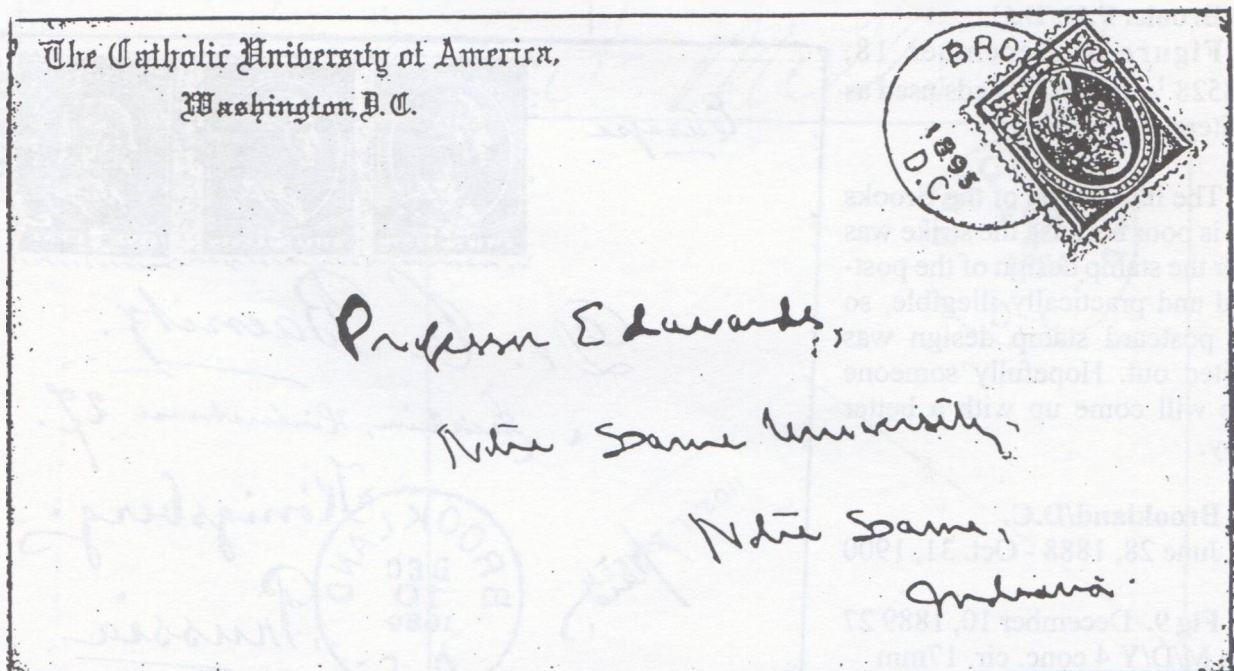


Figure 11

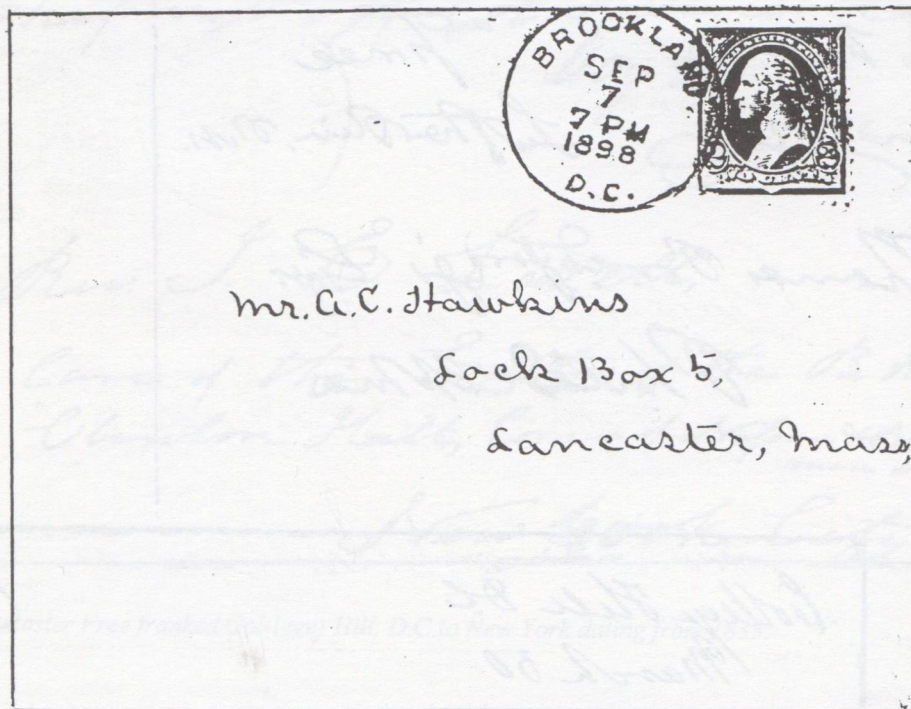


Figure 12

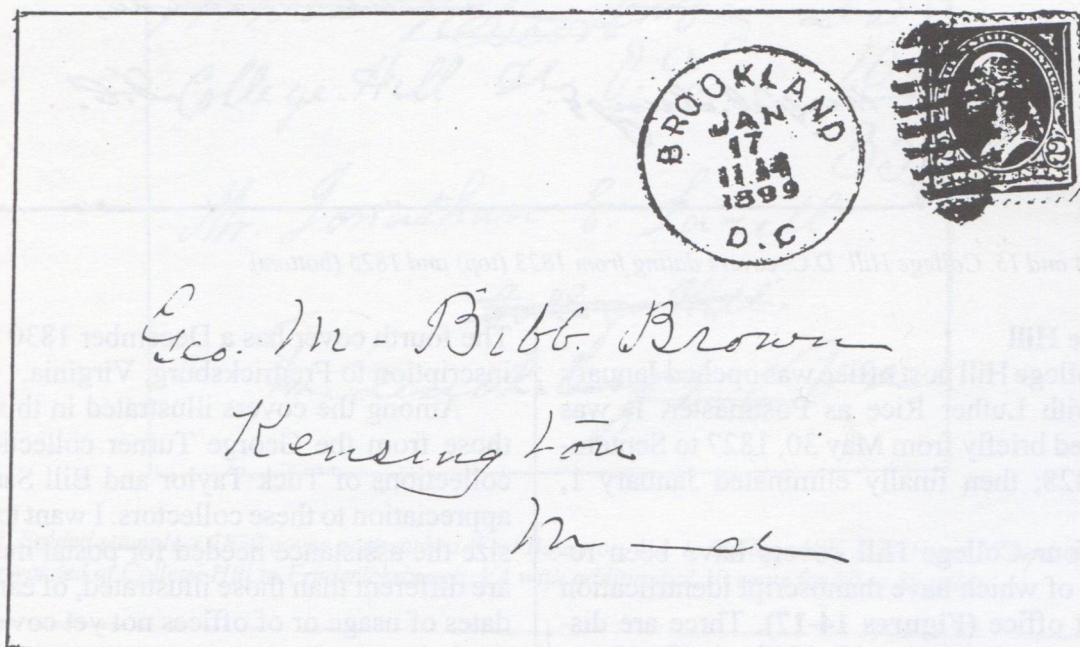
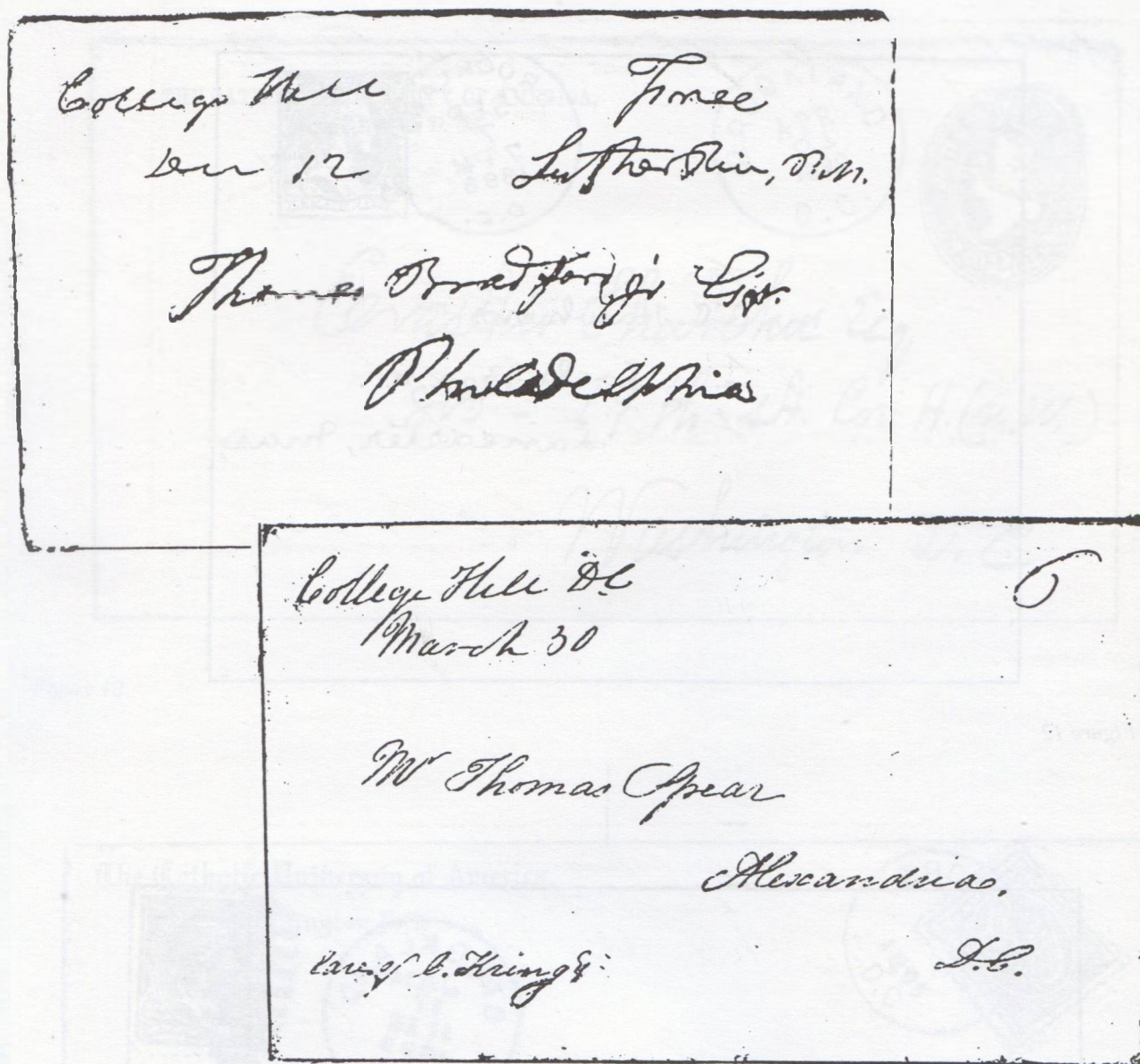


Figure 13



Figures 14 and 15. College Hill, D.C. covers dating from 1823 (top) and 1825 (bottom)

College Hill

The College Hill post office was opened January 1, 1822 with Luther Rice as Postmaster. It was discontinued briefly from May 30, 1827 to September 13, 1828; then finally eliminated January 1, 1842.

Only four College Hill covers have been recorded, all of which have manuscript identification of the post office (**Figures 14-17**). Three are dispatch markings: December 12, 1823 - the first Postmaster's free letter; March 30, 1823 - paid letter to Alexandria; May 22, 1833 - free letter to New York.

The fourth cover has a December 1830 forwarding inscription to Fredricksburg, Virginia.

Among the covers illustrated in this article are those from the George Turner collection and the collections of Tuck Taylor and Bill Sandrick. My appreciation to these collectors. I want to re-emphasize the assistance needed for postal markings that are different than those illustrated, of earlier or later dates of usage or of offices not yet covered. Please send photocopies to:

Carl L. Stieg
 260 Merrydale Road, Apt. 15
 San Rafael, CA 94303

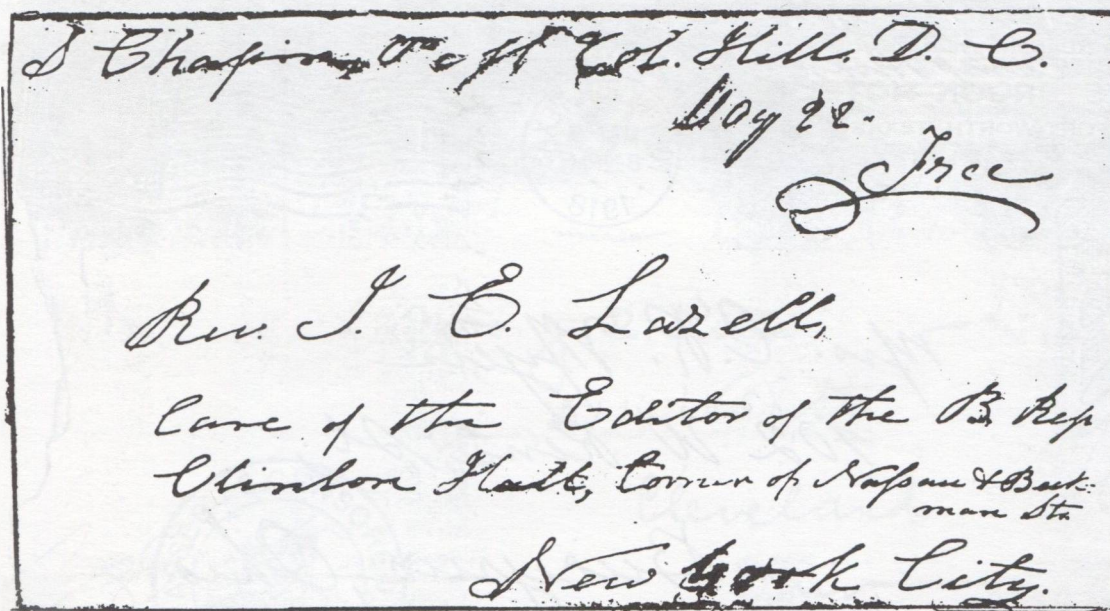


Figure 16. Postmaster Free franked Col(lege) Hill, D.C. to New York dating from 1833.

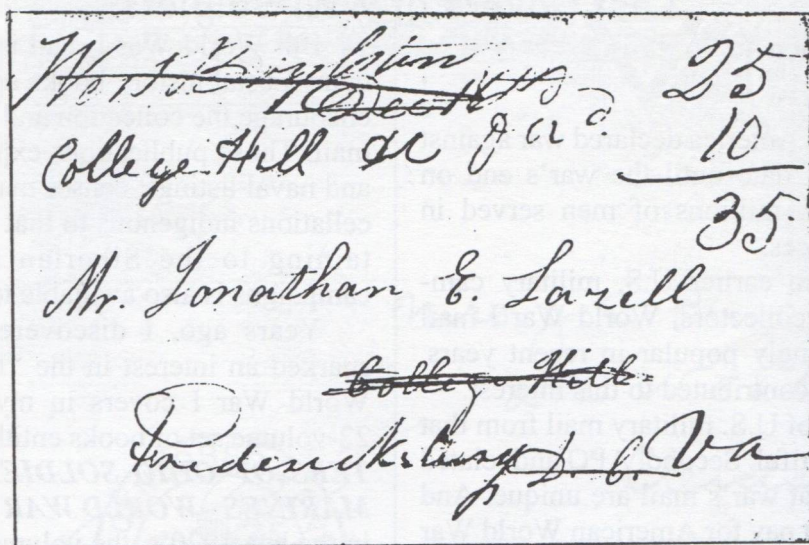


Figure 17. Folded stampless 1830 cover postmarked West Boyeston, VA. to College Hill, D.C. rated 25 cents over 400 miles. Forwarded at College Hill to Fredericksburg, VA with additional 10 cents for 30 to 80 miles.

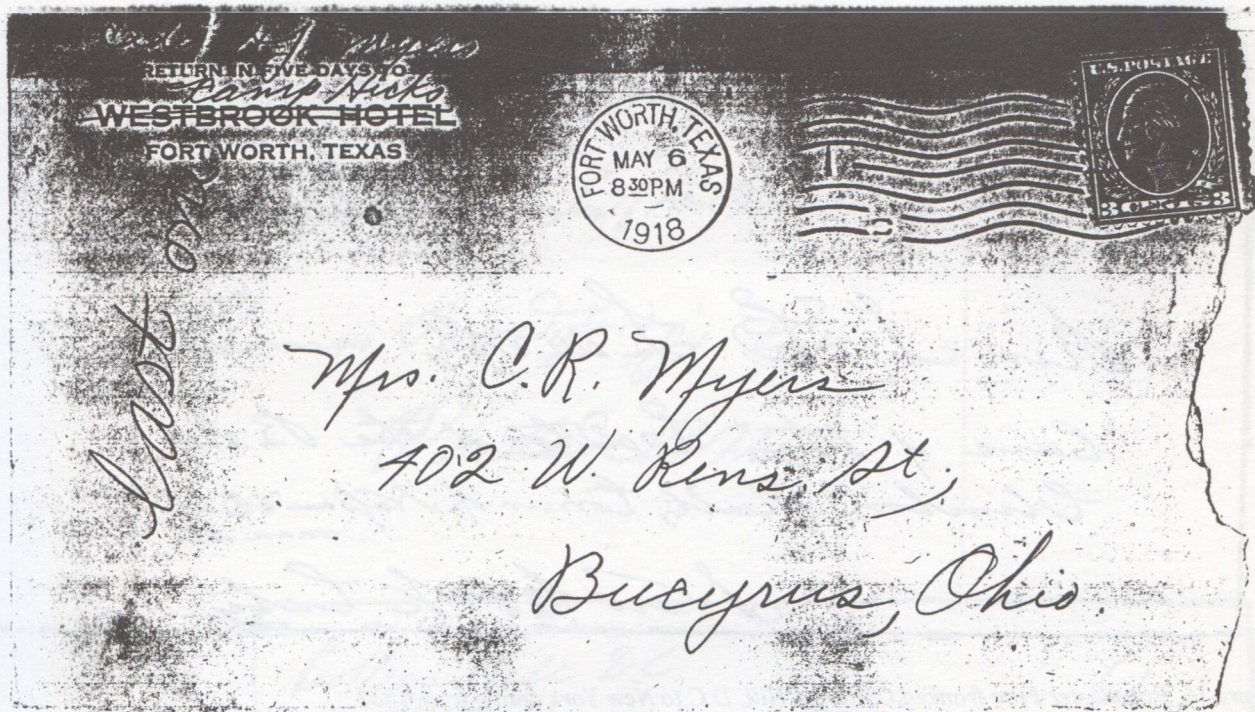


Figure 1. Letter mailed from Fort Worth, Texas, on May 6, 1918, from army cadet Harry J. Myers, to his stepmother, Mrs. C. R. Myers, of Bucyrus, Ohio.

FINAL MAIL CALL: Last Covers of WWI Soldiers

by Michael Dattolico

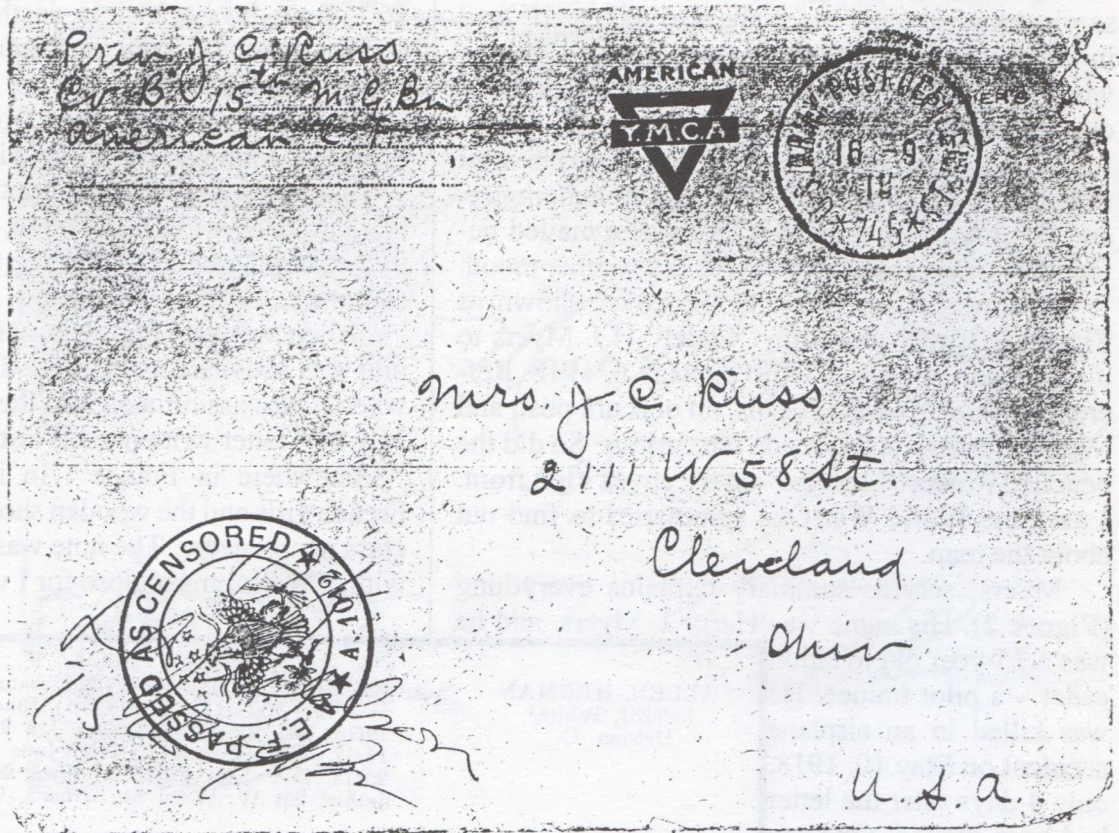
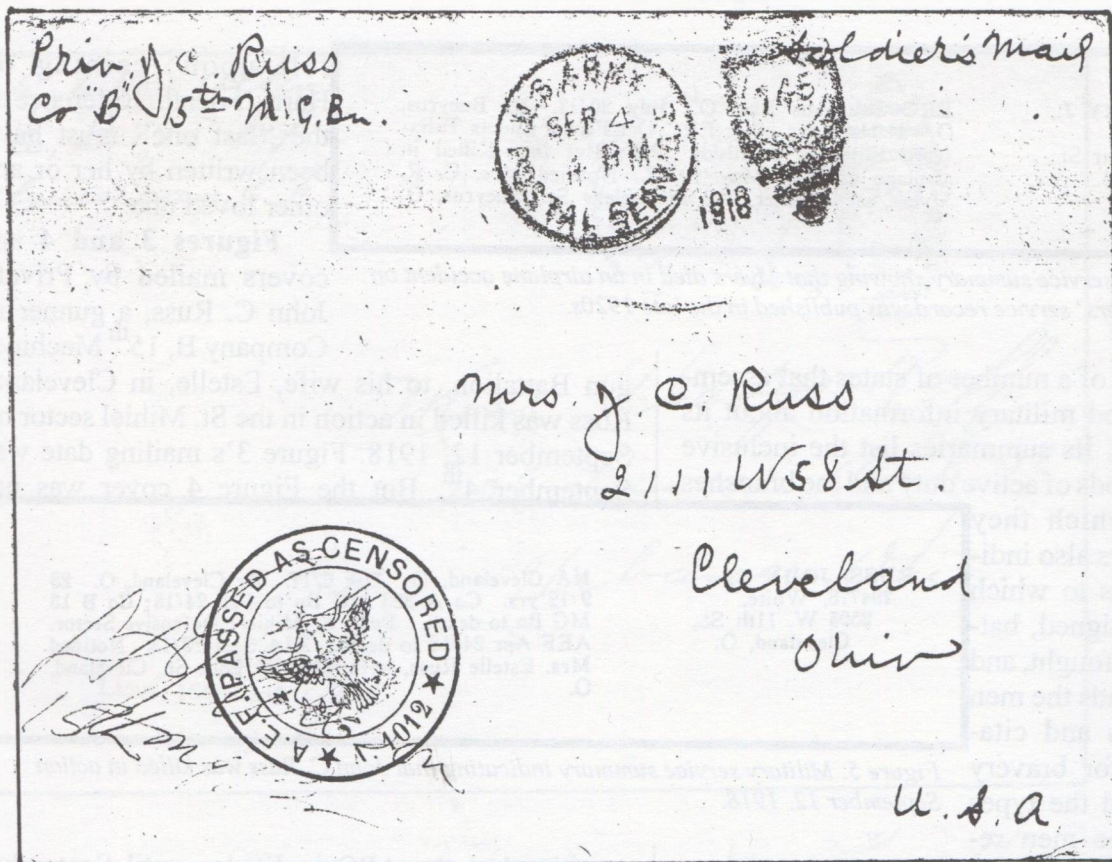
On April 6, 1917, America declared war against Germany. From that date until the war's end on November 11, 1918, millions of men served in America's armed forces.

Just as mail from earlier U.S. military campaigns has attracted collectors, World War I mail has become increasingly popular in recent years. Several factors have contributed to this interest.

First, the supply of U.S. military mail from that conflict remains plentiful. Second, APO and related markings seen on that war's mail are unique. And third, prices one must pay for American World War I military covers remain reasonable.

But World War I mail is also popular because many postal history books and articles exist which encourage the collection and study of the conflict's mail. Those publications explain and catalog APO and naval listings, censor markings, and other cancellations indigenous to that war. Information pertaining to the Siberian and North Russian campaigns is also available to collectors.

Years ago, I discovered a publication that sparked an interest in the "human" side of many World War I covers in my collection. It is the 22-volume set of books entitled, *OFFICIAL ROSTERS OF OHIO SOLDIERS, SAILORS, AND MARINES - WORLD WAR I: 1917-18*. Published in the late 1920's, the volumes are service summaries of Ohio veterans who served in that war. Using those books enabled me to look past the usual postal markings that define and distinguish that war's mail, and helped me know something about the men who sent the letters.



Figures 3 & 4. Covers addressed by army Private John C. Russ to his wife, Estelle, in Cleveland, Ohio, September, 1918. Figure 3 cover is dated September 4, 1918, while the Figure 4 cover is dated September 16, 1918, 4 days after the soldier's death.

MYERS, HARRY J.,
NSN, White,
402 Rensselaer St.,
Bucyrus, O.

ERC Columbus Bks. O. July 20/17. Br Bucyrus,
O. 24 11/12 yrs. Sig ERC Det Flying Cadets Talia-
ferro Fld Tex to disch. Pvt; Pvt 1cl. Killed in
airplane accident May 10/18. Notified Mrs. C. R.
Myers, step-mother, 402 Rensselaer St., Bucyrus, O.

Figure 2. Military service summary showing that Myers died in an airplane accident on May 10, 1918. Myers' service record was published in the late 1920s.

Ohio was one of a number of states that assembled and published military information about its 1917-18 veterans. Its summaries list the inclusive dates of their periods of active duty and the branches of service in which they served. The rosters also indicate specific units to which the men were assigned, battles in which they fought, and reference to wounds the men suffered. Medals and citations presented for bravery are specified, and the types of discharges the men received are recorded. The Ohioans' home addresses, service numbers and races are also indicated. And in an almost reverent manner, records of Ohioans who were killed in action or died of wounds or disease are shown in especially dark print.

Reading the service records of Ohioans who were killed or died remains a poignant experience, and identifying covers from those men mailed before they died usually leaves one in a somber mood.

That was my reaction to the cover shown as **Figure 1**. It was sent from "Cadet" H.J. Myers to his mother at Bucyrus, Ohio on May 6, 1918. Reference to Camp Hicks, Texas, an obscure post, and Myers' "cadet" status made me curious. So did the penciled words, "Last one" on the cover's left front. I used the World War One summaries to find out about the man.

Myers' service summary explains everything (**Figure 2**). His name was Harry J. Myers, and he was a 25-year old aviation cadet – a pilot trainee. He was killed in an airplane accident on May 10, 1918, only 4 days after the letter had been mailed. One can almost sense the grief that his stepmother must have

RUSS, JOHN C.,
794778, White,
2595 W. 11th St.,
Cleveland, O.

NA Cleveland, O. Dec 6/17. Br Cleveland, O. 28
9'12 yrs. Co A 323 MG Bn to Feb 24/18; Co B 15
MG Bn to death. Pvt. St Mihiel; Defensive Sector.
AEF Apr 24/18 to death. KIA Sept 12/18. Notified
Mrs. Estelle Russ, wife, 2111 W. 58th St., Cleveland,
O.

Figure 5. Military service summary indicating that John C. Russ was killed in action September 12, 1918.

processed at the APO in France until September 16th, four days *after* his death, as shown in his service summary seen as **Figure 5**. One wonders what Estelle received first – her husband's September 16th letter or notification from the War Department that John had been killed in action.

Figures 6 and 7 feature letters sent from Sgt. Herman Allen of Urbana, Ohio, to his sister Gladys in the summer of 1918. **Figure 8** shows his service summary.

Allen was an Ohio national guardsman whose unit was activated and assigned a different number when it was assimilated into the national army. His July 24th letter written to his sister was written from "Somewhere in France". In it, he talked about French girls and the wooden shoes that many lower-class people wore. The note was a short one ending with, "Well, I must close for I want to go to town"

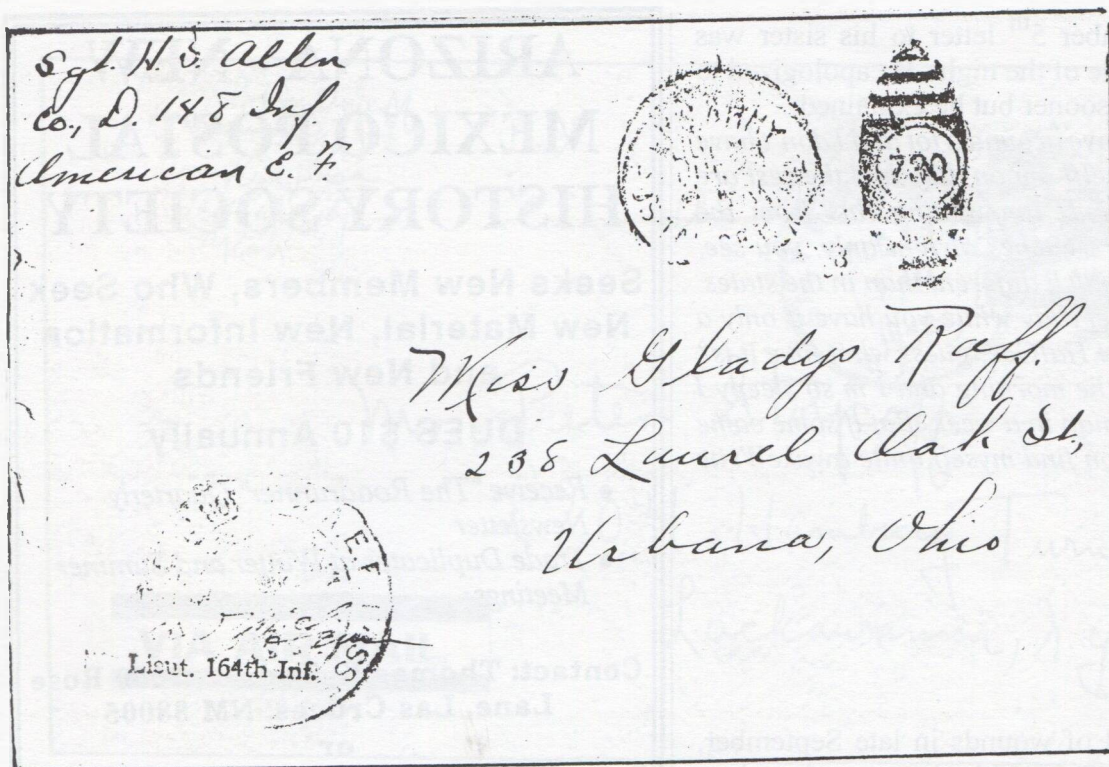
ALLEN, HERMAN
1529234, White,
Urbana, O.

NG Urbana, O. Jan 28/15. Br Urbana, O. 22 yrs. Co
D 3 Inf ONG (Co D 148 Inf) June 28/15 to Sept
29/18. Pvt June 28/15; Corp Jan 24/17; Sgt Aug
15/17. Meuse-Argonne. AEF June 22/18 to Sept
29/18. DW Sept 29/18. Notified Mr John Allen,
father, 201 W. Ward St., Urbana, O.

Figure 8. Sgt. Herman Allen's service summary.

felt upon learning of Harry's death. Reference to the "last one" must have been written by her or another loved one.

Figures 3 and 4 are covers mailed by Private John C. Russ, a gunner in Company B, 15th Machine-gun Battalion, to his wife, Estelle, in Cleveland. Russ was killed in action in the St. Mihiel sector on September 12, 1918. Figure 3's mailing date was September 4th. But the Figure 4 cover was not



Figures 6 & 7. Letters sent from Sgt. Herman Allen of Urbana, Ohio to his sister, Gladys, summer of 1918.

Allen's September 5th letter to his sister was written in the middle of the night. He apologized to her for not writing sooner but he explained:

"You see, we move around a lot and I don't have a lot of time to myself I am on duty and the rest are asleep in the dugout I am writing this from the trenches. I like the trenches alright only, you see, excitement here is much different than in the states. Here we have it everyday while you have it only a few times a year Ha! Ha! Gee, guess what time it is? It is nearly two in the morning and I'm so sleepy I couldn't see a German in a week. But if some came around I would soon find myself quite awake Write to me"

Lovingly, Bro.

Sgt. H. Allen

Co. D 148 Inf.

American E.F.

A.P.O. 763

Sgt. Allen died of wounds in late September, 1918. The letters written to his sister remain poignant reminders of his passing.

Philatelic reference books don't tell everything about a cover. Sometimes you have to look past the cover's postal markings in order to learn about the cover's entire story. See if your state has published service records of its World War I veterans. If so, use those records to gain information about the men who wrote letters contained in your collections. I promise you you won't be disappointed.

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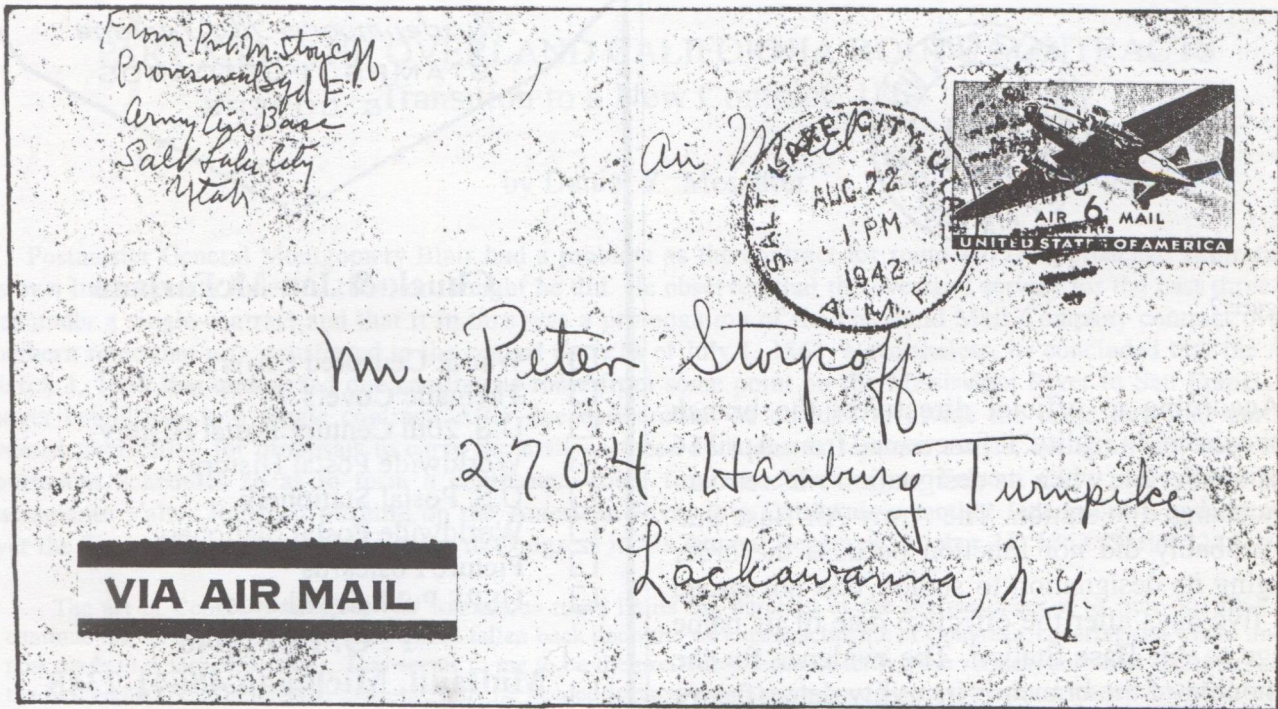


Figure 1. This cover bears a return address from a private in Provisional Squadron F, Army Air Base, Salt Lake City, Utah, but was postmarked Salt Lake City/A.M.F. (Air Mail Facility), Aug 22, 1942.

SALT LAKE CITY ARMY AIR BASE POSTMARKS

by Dennis H. Pack

Many post office branches and stations were established in 1942 as the United States geared up for World War II. Among those was a postal unit for the Army Air Base located at the Salt Lake City, Utah, municipal airport. In their comprehensive *La Posta* article "Postal Facilities of the United States Domestic Military Installations in World War II, Part I. Air Bases and Airfields," (January 1995) Richard Helbock and Rod Crossley list the Army Air Base Station, and indicate that the name was changed to the Air Base Station. They categorize it as a case II installation. These had designated branches or stations, but generated low mail volume, so they were probably only issued double-circle utility date stamps. Mail posted at case II installations was generally processed at the parent post office and bore its markings. This appears to be true for the Salt Lake City Army Air Base. The cover in **figure 1** shows its return address, but bears a Salt Lake City machine cancel and a Salt Lake City Air

Mail Field duplex. The Air Mail Field was also located at the Salt Lake City airport.

Double-circle utility date markings are known on philatelic mail for the Army Air Base Branch and the Air Base Station. One might wonder whether markings exist for the Army Air Base Station listed by Helbock and Crossley. Official Bulletins from the Post Office Department for the period provide some clues.

Postal Bulletin 18417, dated March 30, 1943, announces the Army Air Base (contract) Branch of the Salt Lake City Post Office will be established April 16, 1942, the date quoted by Helbock and Crossley as the date of establishment of the Army Air Base Station. A later issue of the *Postal Bulletin* clarifies. *Postal Bulletin 18492* dated September 21, 1942, announces the Army Air Base Branch designation is changed to the Army Air Base (contract) Station retroactively effective April 16, 1942, and that the Army Air Base Station is renamed the Air Base (classified) Station effective September 16, 1942.



Figure 2,

According to official directives, the branch never existed. In reality, it functioned from April 16 to September 21, when its designation was retroactively changed to station. The Army Air Base Station probably did not function because the order changing its designation to station was not issued until five days after the effective date of its name change to Air Base Station. The evidence for the functioning of the branch is its utility dater (**figure 2**). It is extremely doubtful that a similar marking exists for the Army Air Base Station. An Air Base Station utility dater (**figure 3**) also attests to its operation. Neither of these markings is common.



Figure 3

It isn't quite over yet. **Postal Bulletin** 18918, dated April 18, 1946, stated "Army Air Base Branch (classified), Salt Lake City change in status cancellation" effective January 31, 1946. Whatever was meant by that entry, **Postal Bulletin** 18921, April 30, 1946, corrected it to say that the Air Base Station (classified), Salt Lake City, Utah, was discontinued January 31, 1946, the date also listed by Helbock and Crossley.

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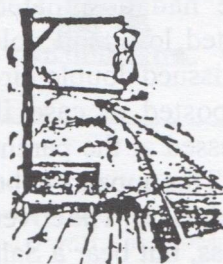
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THE FIRST TRANSMOUNTAIN MAIL ROUTE CONTRACTS

PART X(a) - THE OVERLAND CALIFORNIA ROUTE CONTRACTS

Transition to a New Contract, 1864

by Daniel Y. Meschter

Postmaster General Montgomery Blair had a problem as the contract for route 10773 approached expiration by its own limitation on June 30, 1864, or thought he did. He observed that the overland service for the past three years was under a single contract and that it in turn was a prolongation of the Overland Mail Company contract over the southern route that was transferred to the central route as of July 1, 1861. Nevertheless, he concluded that the Act of March 3, 1857 that authorized one continuous route from some point on the Mississippi River to San Francisco no longer bound him to a single contract. After due deliberation he decided to divide the route into four parts and ordered publication for proposals to carry the mail on these divisions as separate routes; being united, however, by continuous schedules so as to form a continuous route from the Missouri to Folsom City, now served by the Sacramento Valley Railroad pushing up the American River into California's mother lode country and eventually over the Sierras. He explained his actions to Congress in his Annual Report of October 31, 1863 (Serial 1184, p. 11)

The act of Congress directing one continuous route limits the duration of the service under it to June 30, 1864. To continue the service beyond that date I have fallen back upon the various enactments of Congress, covering the whole line as post roads in detached portions. This seems to me to be the preferable mode of letting the service, and most likely to secure the best terms. Legislation will therefore only be needed to secure the conveyance by sea of printed matter intended for the west coast, and for raising the rates of postage on such matter for intermediate places on the overland route.

Blair, however, was indecisive when it came to laying out the routes and defining contract conditions. He eventually had to order five sets of advertisements before he was able to work out a scheme that was both practicable and acceptable to contractors.

Advertisements Nos. 1 to 4

In Advertisement No. 1 that he ordered on October 15, 1863, Blair called for bids on routes 14258 from Atchison, Kansas to Denver City, Colorado, 653 miles and back, daily; 14355 from Denver City to Salt Lake City, Utah via the Overland Trail, 663 miles and back daily; 14620 from Salt Lake City to Virginia City, Nevada, 558 miles; and back daily; and 15755 from Virginia City to Folsom City, California, 140 miles and back, daily, in a total elapsed time of 18 days eight months of the year and 19 days, 20 hours four months of the year, after allowing two hours stopover at each of the three transfer points (the schedules in Appendix 26 do not consistently conform to these time limits). Contracts were to be for two years from July 1, 1864 to June 30, 1866, but bids were invited for four years service until June 30, 1868. Bids were to be received until 3 p.m., March 3, 1864.

In Advertisement No. 2, also dated October 15th, he called for bids on routes 14258 from Atchison to Salt Lake City, bypassing Denver City and adding Cache la Poudre and Sherwood's between Latham and Laporte and Fort Halleck between Medicine Bow and

Elk Mountain, 1,220 miles and back daily; 14620 from Salt Lake City to Virginia City; 15755 from Virginia City to Folsom City; and 14355 from Latham to Denver City, 65 miles and back, daily (Appendix 26B).

Other than consolidating routes 14258 and 14355 into a new route 14258 direct from Atchison to Salt Lake City, bypassing Denver City; redesigning 14355 as a spur route from Latham to Denver City; and increasing the aggregate schedule somewhat to 19 days eight months a year and 23 days four months a year; routes 14620 and 15755 and the conditions stated in these first two advertisements remained the same. It is more likely in ordering the second of these differing advertisements Blair changed his mind on the most practicable route from Atchison to Salt Lake City than intended to give contractors the opportunity to bid on a different route structure.

There is no indication that any bids were submitted in response to these first two advertisements and, in view of the long lead time from the October 15th order to the closing of bids on March 3rd, it is not likely any contractor would have entered a bid so quickly. Bidding strategies usually dictated putting off filing bids until the last possible moment.

Blair started the process all over again January 2, 1864 when he ordered publication of Advertisement No. 3 which was the same as Advertisement No. 2 in all essential aspects, except that it invited bids reducing running times on routes 14258, 14620, and 15755 from a total of 19 days eight months a year and 23 days four months a year to 16 days and 20 days, respectively (Appendix 26C).

Advertisement No. 4 also was dated January 2 and was identical to Advertisement No. 3 except that contractors were invited to enter bids for conveying the letter mails only, excluding the paper and document mail other than, presumably, to Denver and Salt Lake City, as had been the case in route 10773 (Appendix 26D).

Bids for routes 14258 entered by Joseph H. Burbank and 15755 by Colwell, McCue, and McCoy & Munson clearly were in response to Advertisement No. 4 since they alluded to the letter mail only provision, while the bids for route 14355 could have been in response to either Advertisement No. 3 or 4 because the letter mail only provision was not applicable to the Denver Spur, even if it was contained in the advertisement. In any event, the majority of potential bidders still held back from entering bids.

Blair probably came under a good deal of criticism from potential bidders for his repeated readvertisements and insistence that separate bids be entered for each of the four segments of the route individually, creating an awkward situation in which the successful bidder for any one segment could not be sure of the competence or compatibility of the contractors on adjacent segments. This virtually forced bidders to enter excessive bids for all four segments in order to gain control of the entire route.

Blair finally backed off barely two weeks before the closing date when Second Assistant Postmaster General Geo. Wm. McLellan telegraphed the San Francisco *Daily News* on February 16th, "Withdraw the advertisement of the California overland route, dated October 15, 1863, and notify the public by publication of this dispatch for two weeks that no more bids are expected." (House Ex. Doc. 24, January 16, 1865, Serial 1223, p. 15).

Besides serving to suspend the bids entered by one bidder for route 14258, seven for route 14355, and three for route 15755, addressing this telegram to the San Francisco *Daily News* suggests that the actual advertisements appeared only in major newspapers at the termini of the Overland route. They were not found in either the *Rocky Mountain News* or the *Deseret News*.

Advertisement No. 5

The final advertisement Blair ordered on March 22, 1864 responded to the objections of contractors as to how the California overland route was structured in Advertisements Nos. 1 to 4. He reorganized the central route into three segments with new numbers: 14260 from Saint Joseph or Atchison to Salt Lake City, 1,220 miles and back, daily; 14262 from Salt Lake City to Virginia City, 558 miles and back, daily; and 15761 from Virginia City to Folsom City, 140 miles and back, daily and adopted the reduced schedules of 16 days eight months a year and 20 days four months a year that were optional in Advertisements 3 and 4. Supplying Denver was left to the workings of the bidding process.

The separation of the Virginia City to Folsom City route from the former Salt Lake City to Placerville segment recognized Virginia City's booming mining economy and population growth in the Carson Valley which were directly tributary to California business and supply centers.

The key provision from the standpoint of bidders, though, was that the POD would consider bids extending route 14260 from Salt Lake City to Folsom City, thus giving them opportunity to enter single bids for the entire route.

Another was that the contract term would be four years from October 1, 1864 to September 30, 1868 in lieu of the two year term with the option to submit bids for four years in the earlier advertisements, while a third stipulated that paper and document mail to the Pacific coast would be sent by ocean mail. Finally, since the closing date of June 14th was too close to July 1st to allow any contractor other than Holladay or the Overland Mail Company to organize and stock the line, successful bidders were given the "privilege" of beginning service on July 1st if they chose; but complications in the bidding process forced the Postmaster General to extend the contract for route 10773 to September 30th on its same terms and conditions in any case (Annual Report, November 2, 1864, p. 782, Serial 1220).

Bids were received for all three routes in Advertisement No. 5 and each of the four bidders for route 14260 included bids for the entire California Overland route. Unfortunately, two of them did not appear to have been established mail contractors so that awarding the contract didn't turn out to be as simple as it should have been.

APPENDIX 26 - THE OVERLAND CALIFORNIA ROUTE

(House Ex. Doc. No. 24, January 16, 1865, Serial 1223).

A. Advertisement No. 1

POST OFFICE DEPARTMENT,
Washington, October 15, 1863

PROPOSALS will be received at the Contract Office of this department until 3 p.m. of March 3, 1864 (to be decided by the 10th) for conveying the mails from July 1, 1864 to June 30, 1866, on the following routes in Kansas, Colorado, Utah, and Nevada, comprising the great overland route to California:

KANSAS

14258. (See also Contract Register Vol. 251, pp. 248-52)

From	Atchison	Kas	Lone Tree	Diamond Springs	
by	Lancaster		Thirty-two-mile Creek	South Platte	
	Kinnekek		Summit	Julesburg	Col
	Kickapoo		Ann Hook's	Antelope	
	Long Chain		Fort Kearney	Spring Hill	
	Senaca		Platte Station	Dennison's	
	Laramie Creek		Craig	Valley Station	
	Guittard's		Plum Creek	Kelly's	
	Oketo		Willow Island	Beaver Creek	
	Otoe		Midway	Bijou	
	Pawnee	Neb	Gilman's	Fremont's Orchard	
	Grayson's		Cottonwood Springs	Eagle's Nest	
	Big Sandy		Cold Springs	Latham	
	Thompson's		Fremont Springs	Big Bend	
	Kiowa		Elk Horn	Fort Lupton	
	Little Blue		Alkali Lake	Pierson's	
	Liberty Farm		Sandy Hill	and to Denver City	

653 miles and back daily,

*Schedule from April 1 to December 1 (8 months)**Schedule from December 1 to April 1 (4 months)*

Leave Atchison daily at 8 a m;
 Arrive at Denver seventh day by 4 a m, (140 hours);
 Leave Denver daily at 12 m, (noon);
 Arrive at Atchison seventh day by 8 a m, (140 hours.)

Leave Atchison daily at 8 a m;
 Arrive at Denver seventh day by 6 p m (154 hours);
 Leave Denver daily at 6 p m;
 Arrive at Atchison eighth day by 4 a m (154 hours.)

Bids are invited for four years' service; that is, from July 1, 1864 to June 30, 1868

COLORADO

14355. (See also Contract Register Vol. 253, pp. 556-7)

From	Denver City	Cherokee	Medicine Bow
by	Child's	Virginia Dale	Elk Mountain
	Boon's	Willow Springs	Pass Creek
	Little Thompson's	Big Laramie	North Platte
	Big Thompson's	Little Laramie	Sage Creek
	Laporte	Cooper Creek	Pine Grove
	Boner	Rock Creek	Bridger's Pass

Sulphur Springs
Waskie
Duck Lake
Dug Springs
Laclede
Big Pond
Black Buttes
Rock Point
Salt Wells

Rock Springs
Green River
Lone Tree
Ham's Fork
Church Buttes
Millersville
Fort Bridger
Muddy
Quaking Asp Springs

Uta

and
to

Bear River
Needle Rock
Echo Canyon
Hanging Rock
Weaver
Daniel's
Kimball's
Mountain Dell
Salt Lake City

663 miles, and back, daily

Schedule from April 1 to December 1 (8 months.)

Leave Denver daily at 6 a m;
Arrive at Salt Lake City seventh day by 2 a m (140
hours;)
Leave Salt Lake City daily at 2 p m;
Arrive at Denver seventh day by 10 a m (140 hours.)

Schedule from December 1 to April 1 (4 months.)

Leave Denver daily at 8 p m;
Arrive at Salt Lake City eighth day by 6 a m (154
hours;)
Leave Salt Lake City daily at 6 a m;
Arrive at Denver seventh day by 4 p m (154 hours.)

Bids for four year's service invited; that is, from July 1, 1864 to June 30, 1868.

UTAH

14620. (See also Contract Register Vol. 253, pp. 272-75.)

From Salt Lake City
by Travellers' Rest
Rock Wells
Joe Dug Out
Fort Crittenden
No Name
Rush Valley
Point Lookout
Simpson's Springs
River Bed
Dug Way
Black Rock
Fish Springs
Boyd's
Willow Springs
Cañon Station

Deep Creek
Prairie Gate
Antelope Springs
Spring Valley
Shell Creek
Gold Cañon
Butte
Mountain Spring
Ruby Valley
Jacob's Wells
Diamond Springs
Sulphur Springs
Roberts's Creek
Camp Station
Dry Creek
Cape Horn

Nev

and
to

Simpson's Park
Reese River
Mount Airy
Castle Rock
Edward's Creek
Cold Springs
Middle Gate
Fair View
Mountain Well
Still Water
Old River
Bisby's
Nevada
Desert Wells
Virginia City

558 miles, and back, daily

Schedule from April 1 to December 1 (8 months)

Leave Salt Lake City daily at 5 a m;
Arrive at Virginia City sixth day by 4 p m (128
hours;)
Leave Virginia City daily at 4 a m;
Arrive at Salt Lake City sixth day by 12 m (noon)(128
hours.)

Schedule from December 1 to April 1 (4 months)

Leave Salt Lake City daily at 8 a m;
Arrive at Virginia City seventh day by 5 a m (141
hours;)
Leave Virginia City at 7 a m;
Arrive at Salt Lake City seventh day by 4 a m (141
hours.)

Bids for four years' service invited; that is, from July 1, 1864 to June 30, 1868.

NEVADA

15755. (See also Contract Register Vol. 252, pp. 484-5)..

From	Virginia City	Friday's	Moss	
by	Dayton	Yank's	Sportsman's Hall	
	Carson	Strawberry	Placerville	Cal
	Genoa	Webster	Folsom City	

140 miles, and back, daily

Schedule from April 1 to December 1 (8 months)

Schedule from December 1 to April 1 (4 months)

Leave Virginia City daily at 6 p m;
 Arrive at Folsom City next day by 12 m (18 hours);
 Leave Folsom City daily at 8 a m;
 Arrive at Virginia City next day by 2 a m (18 hours.)

Leave Virginia City daily at 7 a m;
 Arrive at Folsom City next day by 4 a m (21 hours);
 Leave Folsom City daily at 8 a m;
 Arrive at Virginia City next day by 5 a m (21 hours.)

Bids for four years' service invited; that is, from July 1, 1864 to June 30, 1868

NOTES

Each route must be bid for separately, with separate guarantee and certificate, and must provide for the conveyance of the mail "with celerity, certainty, and security," using the terms of the law. It will be perceived that the schedules are arranged so as to form one continuous line from Atchison, Kansas, to Folsom City, and back, conveying the entire mail, each way, in 18 days eight months in the year, and in 19 days and 20 hours four months of the year.

For form of proposal, guarantee, and certificate, and for instructions, requirements, &c., bidders are referred to the pamphlet advertisement of this date, at the principal post offices. Bidders should be careful to post-pay bids.

M. BLAIR,
 Postmaster General

B. Advertisement No. 2

POST OFFICE DEPARTMENT,

Washington City, October 15, 1863

PROPOSALS will be received at the Contract Office of this department until 3 p.m. of March 3, 1864 (to be decided by the 10th) for conveying the mails of the United States in the State of Kansas and Territories of Colorado, Utah, and Nevada, from July 1, 1864 to June 30, 1866, on the routes and by the schedules of departures and arrivals herein specified, constituting the overland route to California. Proposals are also invited for four years' service from July 1, 1864 to June 30, 1868.

M. BLAIR
 Postmaster General

KANSAS

14258. From Atchison, Kansas to Latham, Colorado, essentially the same as route 14258, Advertisement No. 1; Laporte to Salt Lake City, essentially the same as route 14355, Advertisement No. 1; bypassing Denver and adding Cache La Poudre and Sherwood's between Latham and Laporte and Fort Halleck between Medicine Bow and Elk Mountain. 1,220 miles, and back, daily.

Schedule from April 1 to December 1 (8 months)

Leave Atchison daily at 8 a m;
 Arrive at Salt Lake City thirteenth day by 8 a m (288 hours;)
 Leave Salt lake City daily at 2 p m;
 Arrive at Atchison thirteen day by 2 p m (288 hours.)

Schedule from December 1 to April 1 (4 months)

Leave Atchison daily at 8 a.m;
 Arrive at Salt Lake City fifteenth day by 8 a m (336 hours;)
 Leave Salt Lake City daily at 2 p m;
 Arrive at Atchison fifteenth day by 2 p m (336 hours.)

Bids for four years' service invited; that is, from July 1, 1864 to June 30, 1868

UTAH TERRITORY

14620 From Salt Lake City, Utah to Virginia City, Nevada, essentially the same as route 14260, Advertisement 1.

Schedule from April 1 to December 1 (8 months)

Leave Salt Lake City daily at 9 a m'
 Arrive at Virginia City seventh day by 9 a m (144 hours;)
 Leave Virginia City daily at 10 a m;
 Arrive at Salt Lake City seventh day by 10 a m (144 hours.)

Schedule from December 1 to April; 1 (4 months)

Leave Salt Lake City daily at 9 a m;
 Arrive at Virginia City eighth day by 9 a m (168 hours;)
 Leave Virginia City daily at 10 a m;
 Arrive at Salt Lake City eighth day by 10 a m (168 hours.)

Bids for four years' service invited; that is, from July 1, 1864 to June 30, 1868.

NEVADA TERRITORY

15755. From Virginia City, by Carson, Genoa, Friday's, Yank's, Strawberry, Webster, Moss, Sportsman's Hall, and Placerville (California) to Folsom City, 140 miles, and back, daily.

Schedule from April 1 to December 1 (8 months)

Leave Virginia City daily at 10 a m;
 Arrive at Folsom City next day by 10 a m (24 hours;)
 Leave Folsom City daily at 8 a m;
 Arrive at Virginia City next day by 8 a m (24 hours.)

Schedule from December 1 to April 1 (4 months)

Leave Virginia City daily at 10 a m;
 Arrive at Folsom City third day by 10 a m (48 hours;)
 Leave Folsom City daily at 8 a m;
 Arrived at Virginia City third day by 8 a m (48 hours.)

Bids for four years' service invited; that is, from July 1, 1864 to June 30, 1868.

COLORADO TERRITORY

14355. (See also Contract Register Vol. 253, pp. 556-7). From Latham, by Big Bend, Fort Lupton, and Pierson's, to Denver City. 65 miles, and back, daily

Leave Denver daily at 8 a m;
 Arrive at Latham same day by 8 p m (12 hours)
 Leave Latham daily on arrival of the mail from Atchison and from Salt Lake
 Arrive in Denver in twelve hours after

C. Advertisement No. 3

POST OFFICE DEPARTMENT,

*Washington City, October 15, 1863**Washington City, January 2, 1864*

PROPOSALS will be received at the Contract Office of this department until 3 p.m. of March 3, 1864 (to be decided by the 10th) for conveying the mails of the United States in the State of Kansas, and Territories of Colorado, Utah, and Nevada, from July 1, 1864 to June 30, 1866, on the routes and by the schedules of departures and arrivals herein specified, constituting the overland route to California. Proposals are also invited for four years' service, from July 1, 1864 to June 30, 1868.

M. BLAIR

Postmaster General

KANSAS

14258. From Atchison to Salt Lake City, same as route 14258, Advertisement No. 2. 1220 miles, and back, daily.

Schedules, same as route 14258, Advertisement No. 2.

Bids for four years service invited; that is, from July 1, 1864 to June 30, 1868.

POST OFFICE DEPARTMENT, *January 2, 1864*

NOTE. - Bids will also be received and considered for reducing the running time on the above route from April 1 to December 1 from 288 hours to 243 hours and from December 1 to April 1 from 336 hours to 306 hours.

M. BLAIR

Postmaster General

UTAH TERRITORY

14620. From Salt Lake City, Utah to Virginia City, Nevada, same as Advertisement No. 1. 558 miles, and back, daily.

Schedules same as route 14620, Advertisement No. 2.

Bids for four years' service invited; that is, from July 1, 1864 to June 30, 1868.

NOTE. - Bids will also be received and considered for reducing the running time on the above route from April 1 to December 1 from 144 to 118 hours; and from December 1 to April 1 from 168 hours to 139 hours.

M. BLAIR

Postmaster General

NEVADA TERRITORY

15755. (See also Contract Register Vol. 252, pp. 486-7). From Virginia City, by Carson, Genoa, Friday's, Yank's, Strawberry, Webster, Moss, Sportsman's Hall, and Placerville (California) to Folsom City, 140 miles, and back, daily.

Schedules same as route 15755, Advertisement No. 2.

Bids for four years' service invited; that is, from July 1, 1864 to June 30, 1868.

POST OFFICE DEPARTMENT

January 2, 1864

NOTE. - Bids will be received and considered for reducing the running time of the above route from April 1 to December 1 from 24 hours to 23 hours; and from December 1 to April 1 from 48 hours to 35 hours.

M. BLAIR

Postmaster General

COLORADO TERRITORY

14355. From Latham, by Big Bend, Fort Lupton, and Pierson's, to Denver City. 65 miles, and back, daily.

Schedules same as route 14355, Advertisement No. 2.

Bids for four years' service invited; that is, from July 1, 1864 to June 30, 1868

D. Advertisement No. 4

POST OFFICE DEPARTMENT

*Washington City, October 15, 1863**Washington City, January 2, 1864*

PROPOSALS will be received at the Contract Office of this department until 3 p.m. of March 3, 1864 (to be decided by the 10th) for conveying the mails of the United States in the State of Kansas and Territories of Colorado, Utah, and Nevada from July 1, 1864 to June 30, 1866 on the routes and by the schedules of departures and arrivals herein specified, constituting the overland route to California. Proposals are also invited for four years' service from July 1, 1864 to June 30, 1868.

KANSAS

14258. From Atchison to Salt Lake City, same as route 14258, Advertisement No. 2. 1220 miles, and back, daily.

Schedules, same as route 14258, Advertisement No. 2.

Bids for four years service invited; that is, from July 1, 1864 to June 30, 1868.

POST OFFICE DEPARTMENT, *January 2, 1864*

NOTE. - Bids will also be received and considered for reducing the running time on the above route from April 1 to December 1 from 288 hours to 243 hours and from December 1 to April 1 from 336 hours to 306 hours.

M. BLAIR

Postmaster General

Bids are also invited to convey the letter mails only, excluding the paper and document mails.

Bidders' names		
Joseph H. Burbank	\$ 537,000	
"	174,000	Letter mail only.
"	488,582	From July 1, 1864 to June 30, 1868.
"	169,000	Letter mail only, from July 1, 1864 to June 30, 1868.
		2d January advertisement [faster schedule].
"	591,000	
"	197,000	Letter mail only.
"	537,400	From July 1, 1864 to June 30, 1868.
"	188,000	From July 1, 1864 to June 30, 1868, letter mail only.

UTAH TERRITORY

14620. From Salt Lake City, Utah to Virginia City, Nevada, same as Advertisement No. 1. 558 miles, and back, daily.

Schedules same as route 14620, Advertisement No. 2.

Bids for four years' service invited; that is, from July 1, 1864 to June 30, 1868.

POST OFFICE DEPARTMENT, *January 2, 1864*

NOTE. - Bids will also be received and considered for reducing the running time on the above route from April 1 to December 1 from 144 to 118 hours; and from December 1 to April 1 from 168 hours to 139 hours.

M. BLAIR
Postmaster General

Bids are also invited to convey the letter mails only, excluding the paper and document mails.

NEVADA TERRITORY

15755. From Virginia City, by Carson, Genoa, Friday's, Yank's, Strawberry, Webster, Moss, Sportsman's Hall, and Placerville (California) to Folsom City, 140 miles, and back, daily.

Schedules same as route 15755, Advertisement No. 2.

Bids for four years' service invited; that is, from July 1, 1864 to June 30, 1868.

POST OFFICE DEPARTMENT, *January 2, 1864*

NOTE. - Bids will be received and considered for reducing the running time of the above route from April 1 to December 1 from 24 hours to 20 hours; and from December 1 to April 1 from 48 hours to 35 hours.

M. BLAIR
Postmaster General

Bids are also invited to convey the letter mails only, excluding the paper and document mails.

Michael Colwell	\$ 70,000	
James S. McCue	39,000	2 years.
"	39,000	Adver't of Oct. 15, 1863. 4 years.
"	39,000	" "
"	39,000	2 years.
A.B. McCoy & D.L. Munson	34,000	2 years, including document and paper mails.
" "	33,850	4 years, including document and paper mails.
" "	16,950	2 or 4 years; letter mail only. Schedule proposed.
" "	14,950	Exclusive of paper and document mail from east.
" "	14,950	Exclusive of paper and document mail from east.
" "	14,850	Letter mail, and way, document, and paper mail.

COLORADO TERRITORY

14355. From Latham, by Big Bend, Fort Lupton, and Pierson's, to Denver City. 65 miles, and back, daily.

Schedules same as route 14355, Advertisement No. 2.

Bids for four years' service invited; that is, from July 1, 1864 to June 30, 1868

Bids are also invited to convey the letter mails only, excluding the paper and document mails.

[Bidding from Contract Register 253, pp. 556-57]

E.S. Alvord	\$ 6,400	2 or 4 years
F.A. Clark & F.N. Bogue	5,850	4 years
Daniel Witter	8,400	
Clifton R. Barnes	19,989	2 years
"	19,989	
Daniel Witter	9,600	2 years
F.A. Clark & F.N. Bogue	10,490	4 years
Samuel Stemmons	20,800	

E. Advertisement No. 5

POST OFFICE DEPARTMENT

Washington City, March 22, 1864

PROPOSALS will be received at the Contract Office of this department until 3 p.m., June 14, 1864 (to be decided next day) for conveying the mails of the United States, in the State of Kansas and the Territories of Colorado, Utah, and Nevada, from the 1st October, 1864, to the 30th September, 1868, inclusive, on the routes and by the schedules of departures and arrivals herein specified, constituting the overland route to California.

KANSAS

Route No. 14260. From Atchison, Kansas, or Saint Joseph, Missouri, to Salt Lake City, Utah Territory, 1,220 miles, and back, daily, supplying such offices as may be on the route.

(Schedules omitted, see Appendix 27)

Bids to extend the daily service from Salt lake City by Virginia City to Folsom, 698 miles further, supplying such offices as are on the route, and supplying Denver, Colorado Territory, daily, by the most direct route, forming due connexions with the main line, will be considered

If service on this route, as extended, be let, that on routes Nos. 14626 and 15761 will not be.

The accepted bidder will have the privilege to commence service on the 1st July, 1864

N.B. The paper and document mail for the Pacific coast to be sent by sea.

UTAH TERRITORY

Route No. 14626. From Salt Lake City to Virginia City, Nevada Territory, 558 miles, and back, daily, supplying such offices as may be on the route.

(Schedules omitted, see Appendix 28)

If the extended service invited on route 14260 be let to contract, service on this route will not be.

NEVADA TERRITORY

Route No. 15761. From Virginia City to Folsom City, California, 140 miles, and back, daily, supplying such offices as may be on the route.

(Schedules omitted, see Appendix 29)

If the extended service invited on route 14260 be let to contract, service on this route will not be.

Philadelphia's Circular Postal Markings, 1765 to 1870

by

Tom Clarke

The time has come to revise and re-design the *Catalog of Philadelphia Postmarks, 18th Century to the Present*. Rearrangement of contents in some constructive way will take place, but the coverage (which leaves out no type, means, or method) will remain. Unfortunately, in the interim of the last ten years, some very knowledgeable contributors have gone on to their reward. Hopefully others will be willing to assist by taking their place.

This, then, is a good time to recap Philadelphia's circular markings of the first hundred years. The General Post Office made the push to circular markings in 1798, possibly because it was recognized that circles, paralleling Nature's perfect sphere, would make the strongest, longest lasting hand stamp composition. (Of course Mr. Dockwra originated the circular date stamp format still another hundred years before, in London, in 1662.)

Franklin Marks

Benjamin Franklin was given charge of the devise which came to be nicknamed the "Franklin Mark" while Postmaster General of the Colonies, and Philadelphia began using the marking circa 1765. The original British version showed the month placed above the day numerals, but for ease of recognition British postal authorities (or Franklin himself?) determined to make North America's cancel distinct. Its numerals appeared atop the month abbreviation.

The earliest Philadelphia Franklin Mark is found on an incoming favor ship letter from Madeira, off the Moroccan coast. The letter is dated April 10, 1765, and was backstamped, perhaps by Franklin himself, on June

2x --a two and a half month voyage in the triangular trade. The sealing flap which carried half of the image sadly has been lost but the American format is still visible [Fig. 1].

For collectors of rates, this is a valuable find. The previous earliest known Philadelphia example was from February 22, 1766, five months into the "Rates of October 10, 1765" period. This cover, on the other hand, exemplifies the preceding, multi-generational "Rates of 1710/11" period.

A nice [Fig. 2] internally mailed folded cover from the Rates of 1765 period shows a clear Franklin Mark as applied on October 1, 1771 (again, by Dr. Franklin?), sent from Philadelphia to Alexander Hamilton (*the Alexander Hamilton?*), Merchant, in Piscataway MD.

The Franklin Mark continued in use throughout the early Revolution,¹ but was suppressed during the British occupation of Philadelphia and its aftermath, 1777-1782. It was used only as a "dater", to accompany the various rare Philadelphia straightline town marks.

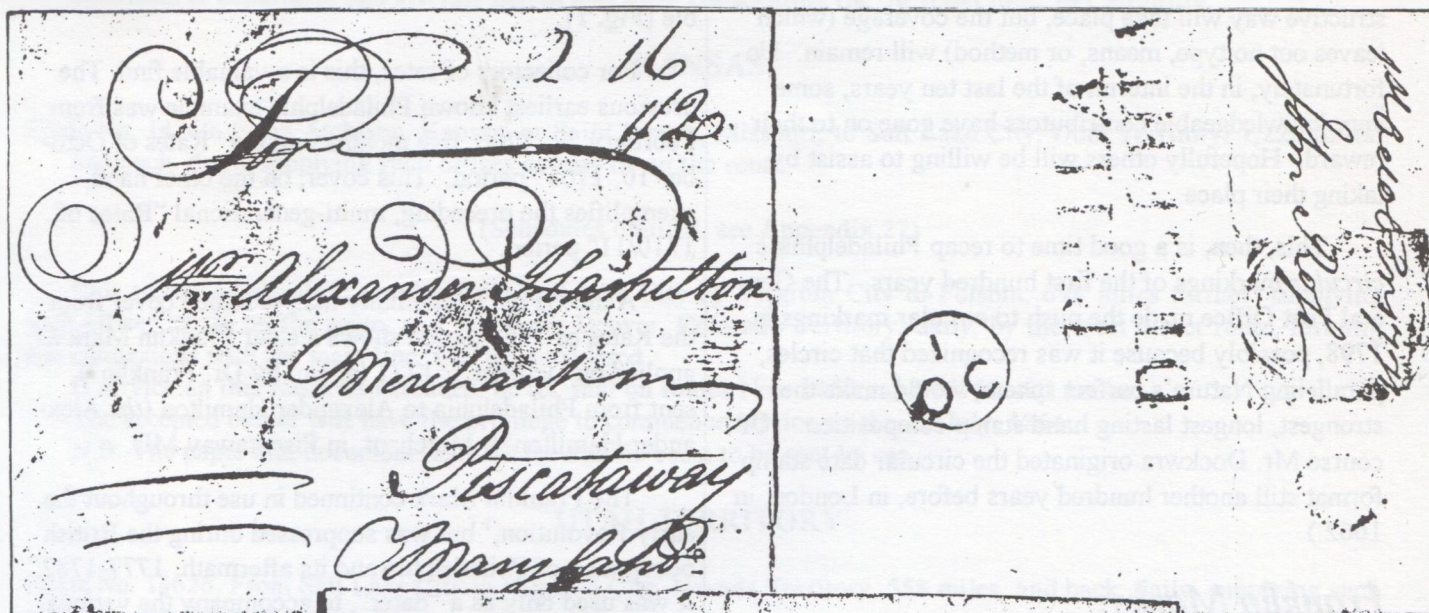
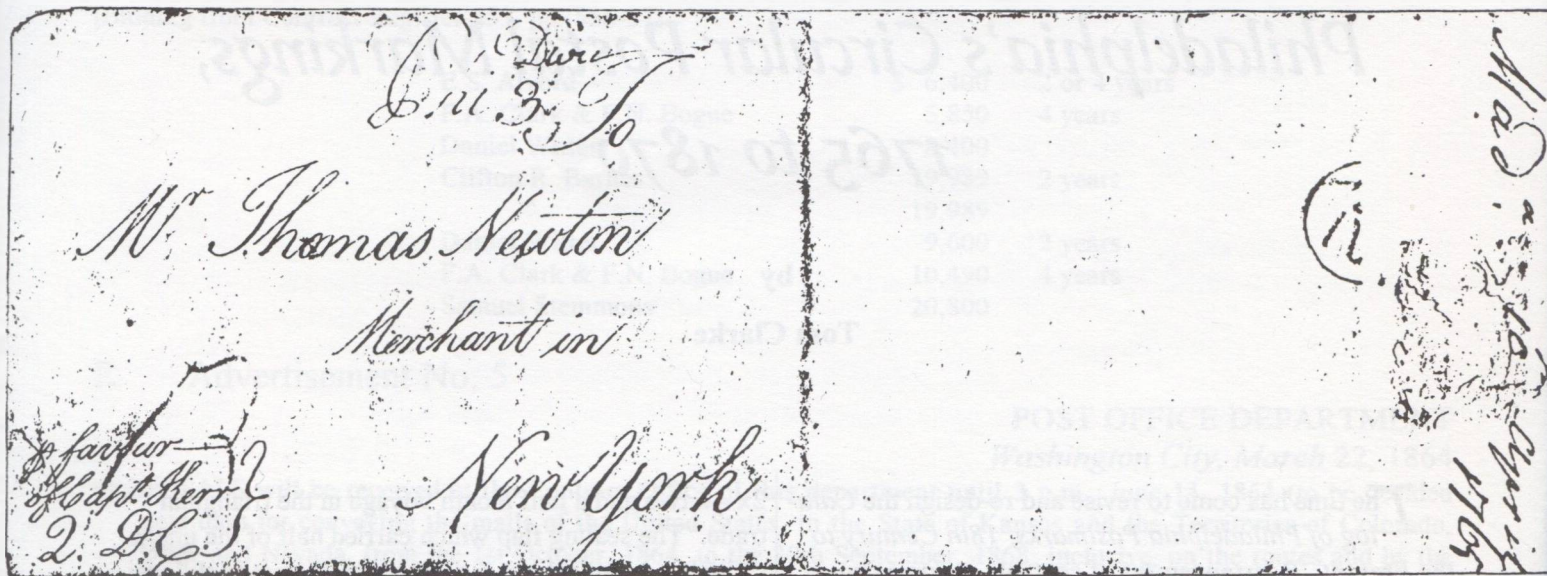
This continued to be the case into the Confederation period. However, in approximately September 1783 a decision appears to have been made to go it alone using only the Franklin Mark. Thus it had become the de facto town mark of the new capital city².

It doggedly remained during the early Federal pe-

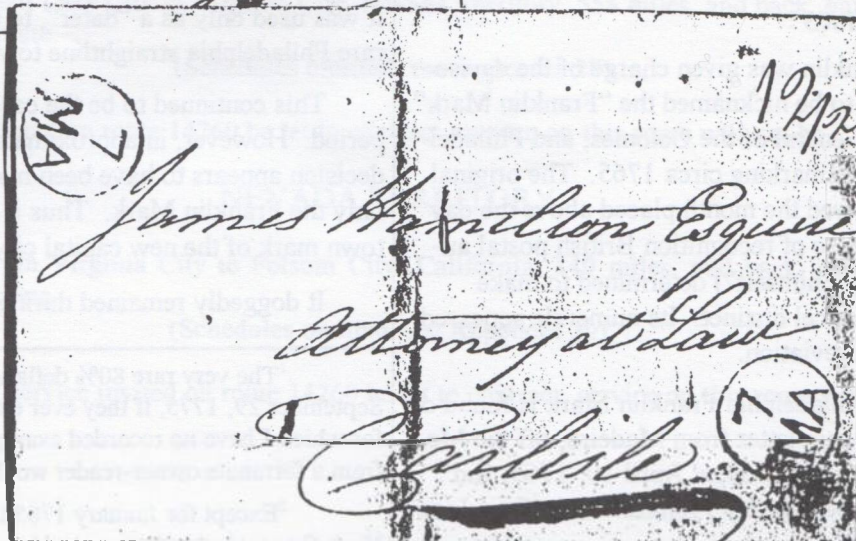
¹The very rare 80% deflationary Rate of July 26 to September 29, 1775, if they ever existed, is the only period for which I have no recorded examples. A good xerox copy from a fortunate owner-reader would be greatly appreciated.

²Except for January 1785 to March 1789, when New York City took that honor.

1. The earliest known Philadelphia Franklin Mark, under Queen Anne's Rate of 1710/11, from Madeira to New York. It entered the mail at Philadelphia, was rated at 3 pennyweights, preceded by a "Phi," all in red. The "2." above the "IV" mark, just visible on the right, establishes the letter's date of landfall.



2. Philadelphia's first type date stamp along with its first town mark, October 1, 1771, to Piscataway MD. Both are in red suggesting incoming mail, though the letter is datelined Philadelphia (perhaps from aboard ship, anticipating an imminent landing?) The rating of two pennyweight, 16 grains is also in red and the receiving-converted rate of 1 shilling 2 pence local Maryland money is in black.



3. The latest known use of the Franklin Mark is shown here, a 100-150 mile rate of 12½ cents, of May 7, 1798. Within 2-3 months the well known reddish PHI cancel will overtake the Franklin Mark as the town cancel.

riod, doubtlessly amusing Franklin, who lived long enough (he died in 1790) to see its continuation.

In short, the early and late usage dates are the above-mentioned June 2x, 1765 and May 7, 1798. Note that this late date letter [Fig 3] bears a cents rating established for the new nation on June 1, 1792.

Having gained America's acceptance, the Franklin Mark obviously did not suffer the fate of tea drinking, which habit died quickly in America after the famous Tea Party of 1773. Rather, the circular Franklin Mark would be retained in Philadelphia and other large cities until the Postmaster General signed the order introducing new standardized, circular town-named dial markers in 1798.

The shades of color (not to mention the varying diameters) used for this style marking do not seem to have any particular meaning. The October 1, 1771 cancel is backstamped with reddish ink, which appears to match the incoming red ink of the PHILA/DELPRIA town mark. Red for incoming mail and black for outgoing was the tried and true British rule.

And so, Philadelphia's outgoing/origin colors are also brownish to black. Under the Constitution, 1788 onward, the mark seem to have been conscientiously stamped in black whenever possible.

Franklin Marks can be arranged, then, by rate period, by distance rating, as receipt or origin markings, by accompanying markings, or as commercial/private or government-related communications. (Philadelphia was the Colonial Post's headquarters and then the national capital through the majority of the marking's life.)

Semper PHI

Mid-summer, or thereabouts, in 1798 came the switch to standardized government-provided handstamps. Philadelphia's would be a somewhat cryptic PHI fanned out through about 135 degrees [Fig 4, 5], making it just recognizable as coming from the nation's capital. Red was chosen as the baseline color for the hand stamp as it was likewise for the manuscript rating ink.

The earliest usage so far is recognized as August 4, 1798. This leaves an uncomfortably large gap of three month between latest known Franklin and earliest PHI marking.

The diameter of these markings varies between 23½ and 26 mm, and so far have defied subclassification.

The only outstanding variety is the "wide gutter" style in use in early August 1803 [Fig 6].

Perhaps a local manufacturer tried to impress to gain a supply contract? Or perhaps they had to be jury-rigged because of an office accident which left the government-supplied marker(s) unusable? These markings are more compact and thus attractive than the skeletal-lettering otherwise employed but they were in use for only a few days.

Following tenuous years of warring and confusion, settled living and the minutiae of daily life --like sending letters-- in the early Republic proliferated. Letters canceled with these dials had become, and still are, that much more common than the Franklin Mark examples.

Letters marked with the PHI cancel are the ones encountered for the 150% rate increase of the "War Rate" period, from February 1, 1815 to March 30, 1816 [Fig 7].

Post-war PHIL

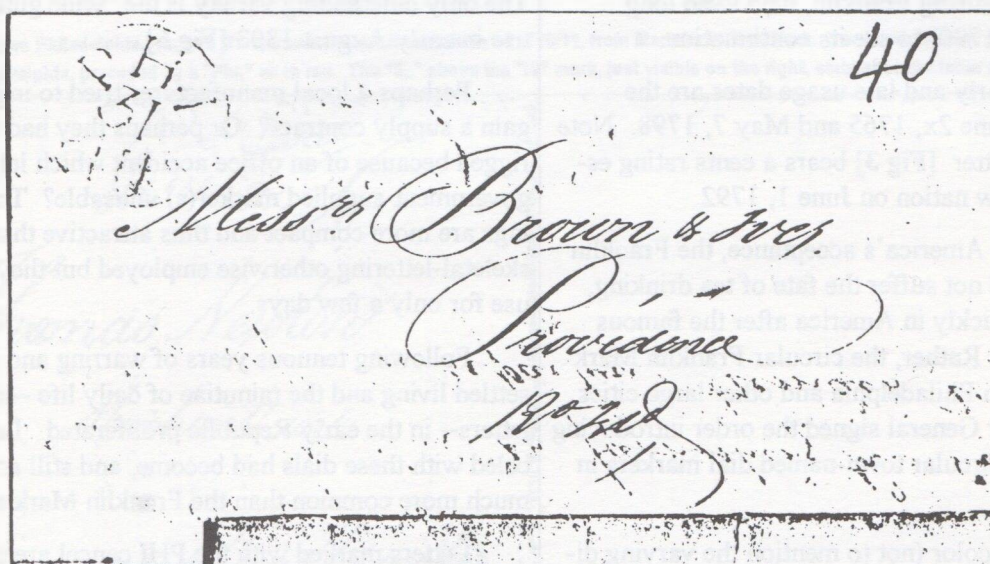
The third type of Philadelphia dial canceler was introduced with the conclusion of the war rates, on April 1, 1816. This is the first day of use, as proven by the fact that a Sunday, March 31, PHI war rate cover has surfaced.³

The new PHIL design mimicked the best qualities of the old PHI "wide gutter" variety of 1803. The PHIL's letters and numbers were thicker, making it a more aesthetically pleasing image. Brown-red is again the standard color for these cancels, as is the manuscript rating ink applied.

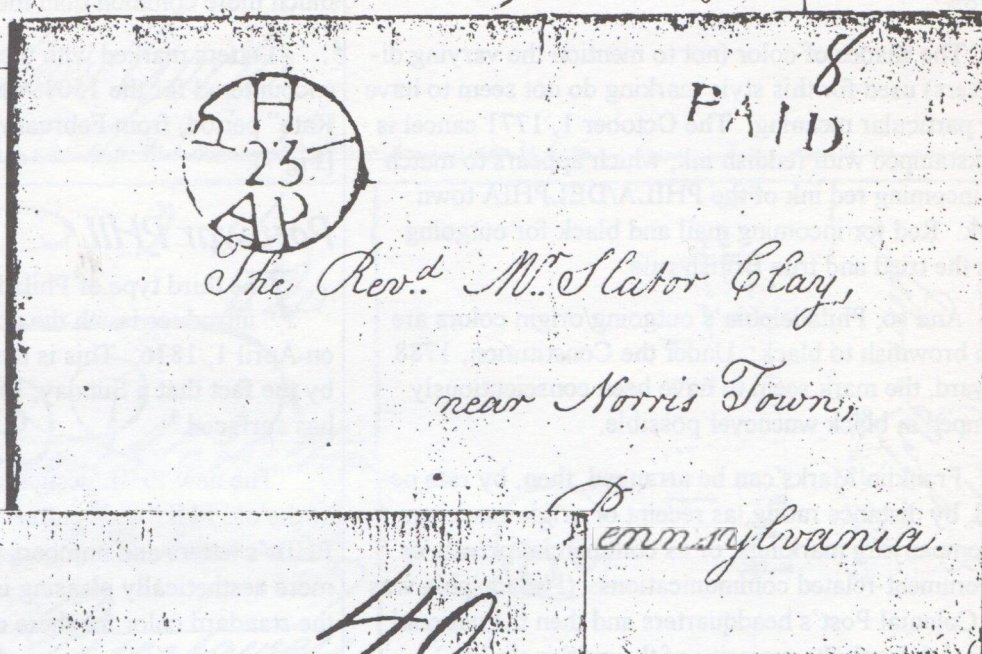
During the first six months this cancel was employed several very creative associate markings appeared that cannot be adequately explained. [Fig. 8] These were the fancy boxed PAIDs and PAID-in-parenthesis. Perhaps an added clerk came with the establishment of the new rates who had a highly individualized artistic taste?

This handstamp witnessed with interest how Congress addressed and economic problem of the day. On May 1, 1825 a subtle change in rates took place to accommodate the odd fractions of a US dollar that the Spanish coins then in circulation caused. The Rates of April 9, 1816 listed an 18½ cent charge. This figure caused postal patrons to grumble, since a letter's recipi-

³See the article by Norman Shachat, "Last Day of 1815-16 War Rates at Philadelphia," in *Pennsylvania Postal Historian*, #129, Vol 23,2 (Sep 1996), pg 11-15.

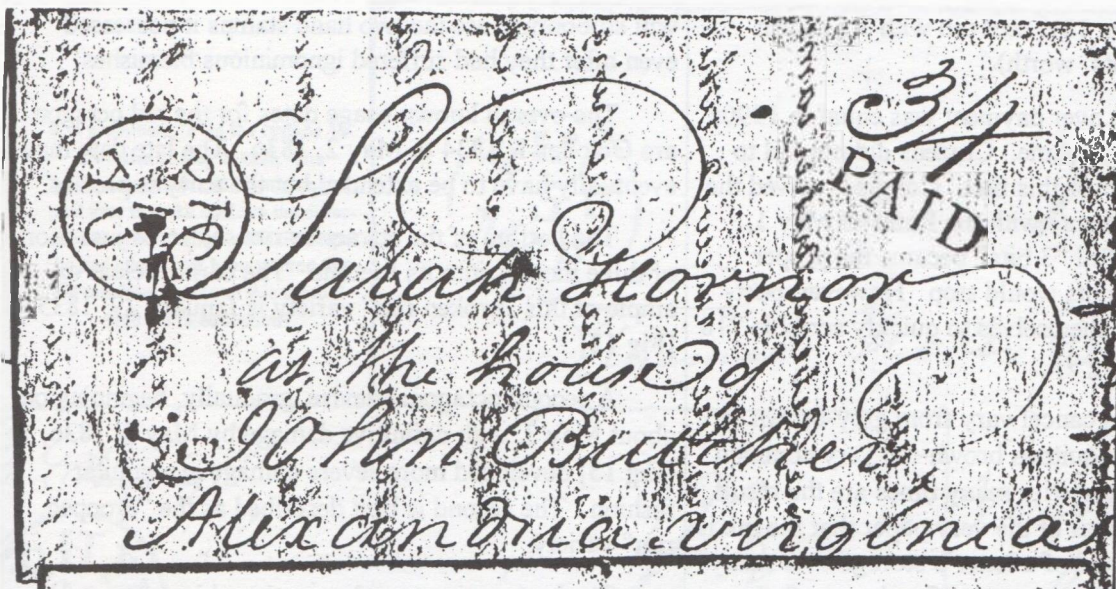


4. A light, early first-month(?) use of the PHI marking, August 31, 1798, to Rhode Island. It is a double rate 2x20 cents letter, rated under the soon-to-be-changed old rate of 1792. After March 1(?), 1799, this same letter would cost the recipient 2x17 cents.

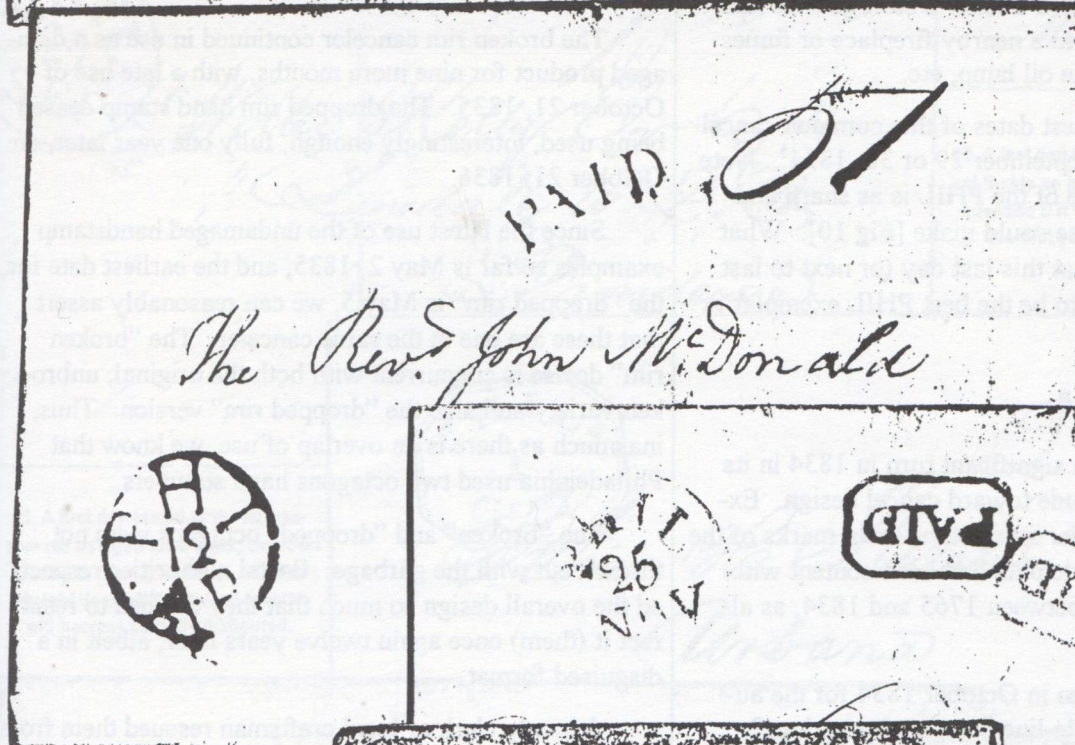


5. A pair of the same cancels showing local and quadruple rate usage. Eight cents is the 30-60 mile rate in 1805 (politely PAID in advance) from Philadelphia to suburban Norristown...

...plus a pre-paid legal letter of February 4, 1803 at the quadruple rate (4x10 cents -40 to 90 miles) for Judge Yates, Lancaster PA

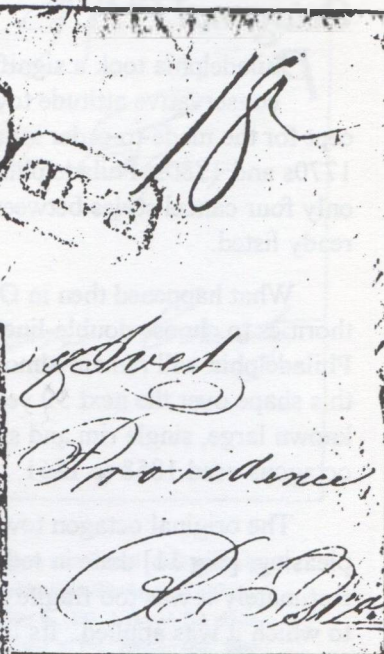
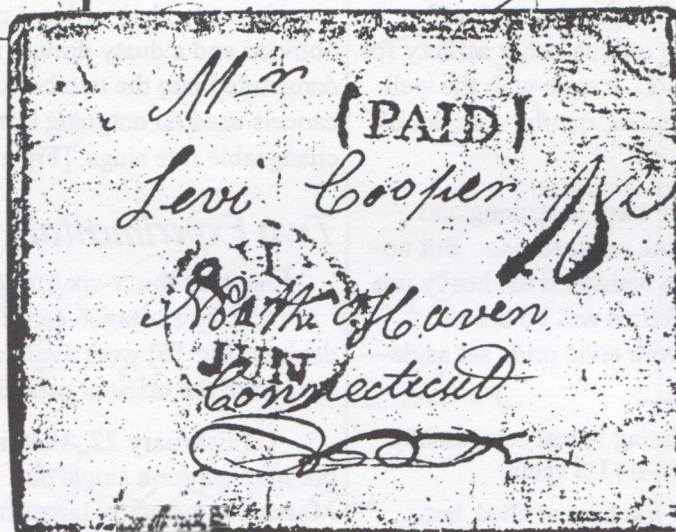


6. The "wide-gutter," compact letters variety that was used for only days in August 1803. Why this variety surfaced for use is anyone's guess.



7. A slightly over-inked War Rate PHI, that paid the 50% premium fee of 34 cents plus 17 cents, to Albany NY on April 12, 1815. The War of 1812-15 that this rate supported had concluded a month before the rate was instituted.

8. PHIL dial cancels lasted 18 years between 1816 and 1834. Immediately, creative fellow-traveler markings appeared which have no explanation. This angle-cornered box PAID of November 25, 1816, and the parenthetical PAID of June 17, 1816 may well have originally been a full circled PAID cut down.



ent grudgingly paid the 18½ cent tab with 3 Spanish “bits” (18-3/4 US cents’ worth).⁴

This quarter cent over payment was equal in 1990s buying power to about a dime. Citizens did not fail to contact congressmen over this fact. Congress solved the problem by upping the ante with the Rates of May 1, 1825. Hereafter, the full “3 bits” became the proper payment. The complaints would stop. However, postmasters had to retrain themselves to quickly scribble “18 3” rather than 18½ [Fig 9].

The colors of this cancel vary from grey-brown to bright red, with the ubiquitous brown-red very common. But remember, color varieties many times are the result of the acidity or baseness of the very paper that the ink is applied to, or the method of a letter’s storage over many years, fading, smoke from a nearby fireplace or fumes from a kerosene or whale oil lamp, etc.

The earliest and latest dates of this common cancel are April 1, 1816 and September 29 or 30, 1834⁵. Note that the latest known use of the PHIL is as sharp and precise as any new devise could make [Fig 10]. What could explain the fact that this last day (or next to last day) specimen happens to be the best PHIL exemplar in the writer’s collection?

Octagonal PHIL^A

Philadelphia took a significant turn in 1834 in its conservative attitude toward cancel design. Except for the made-to-order straightline town marks of the 1770s and 1780s, Philadelphia had been content with only four cancel styles between 1765 and 1834, as already listed.

What happened then in October 1834 for the authorities to choose double-line octagonal markings? Philadelphia will remain almost unique in her affinity for this shape over the next 30 years. It ends with the well known large, single rim and smaller, quarter-size double octagons used 1858 to 1861.

The original octagon town mark is striking and pleasing, [Fig 11] done in red ink per tradition. But unfortunately it was too fragile to withstand the heavy use to which it was applied. Its lifetime will be but two years. Yet, thrifty officials --with civic pride set aside--

will stubbornly use the two hand stamps it possessed even after they had suffered ignominious blemishes.

The overall known usage dates for the red octagon are October 1, 1834 to May 2, 1836. The late date may eventually have to be extended but the early is precise.

The bottom of the attractive rim shattered just short of three months into its lifetime. The earliest clear example of this “broken rim” variety is January 29, 1835 [Fig 12].

A second octagonal devise, gradually, beginning on about May 3, with definitive damage by May 5, 1836, [Fig 13] developed more severe damage in a similar fashion. The second is best described as the “dropped rim” variety.

The broken rim canceler continued in use as a damaged product for nine more months, with a late use of October 21, 1835. The dropped rim hand stamp ceased being used, interestingly enough, fully one year later, on October 21, 1836.

Since the latest use of the undamaged handstamp examples so far is May 2, 1835, and the earliest date for the “dropped rim” is May 5, we can reasonably assert that these are one in the same canceler. The “broken rim” devise is concurrent with both the original, unbroken variety and also the “dropped rim” version. Thus, inasmuch as there is an overlap of use, we know that Philadelphia used two octagons hand stampers.

The “broken” and “dropped” octagons were not thrown out with the garbage. Postal authorities respected the overall design so much that they decided to resurrect it (them) once again twelve years later, albeit in a disguised format.

A handy clerk or local craftsman rescued them from oblivion and a dusty drawer in 1850-51. They were reconstituted into the two basic well known octagonal ship cancels used on outgoing trans-Atlantic mail with interchangeable rate slugs. [Fig 14]

Two Experimentals

Eighteen thirty-six brought an attempt to replace the decrepit octagon cancelers. Both of the tested devises [Fig 15] were again octagonal and appear toward the end of the original octagonals’ life spans.

On February 22, 1836 a small version octagon was put into use for a single day. Four weeks later, on March 25, a slightly larger handstamp, very similar to

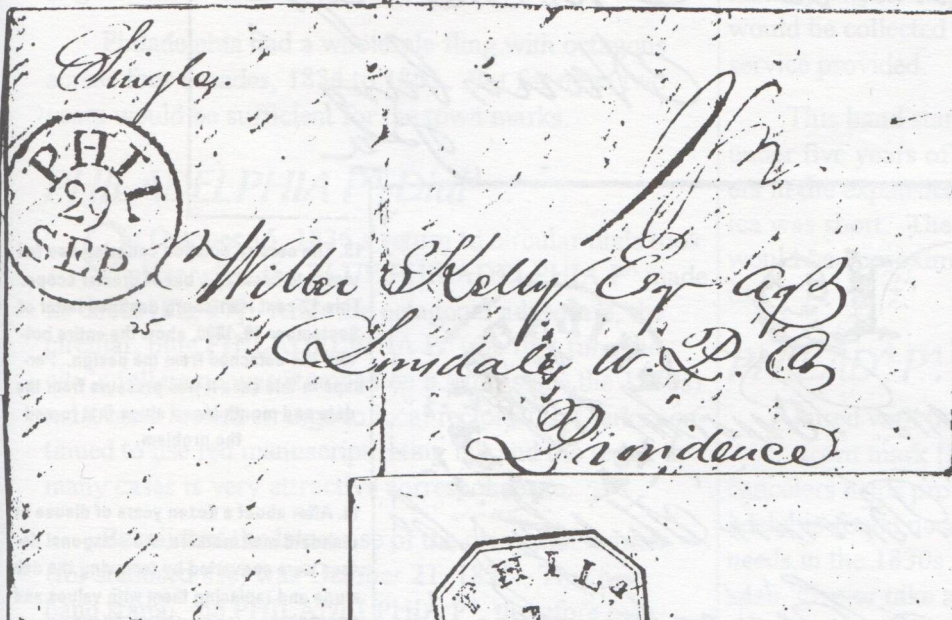
⁴Each “bit” was a circulating ½ real coin, usually minted in Mexico City, equal to 6-1/4 US cents.

⁵Monday, September 29 has been verified, but Tuesday, September 30 has eluded the search.

9. A prominent "3" in the revised 18-3/4 Rates of May 1, 1825. The postmaster/clerk had learned in the past year to make obvious the difference the rate change made. Perhaps he had mistakenly been putting the old rate from habit and this symbolized his re-education?



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Thomas Hale Esq.



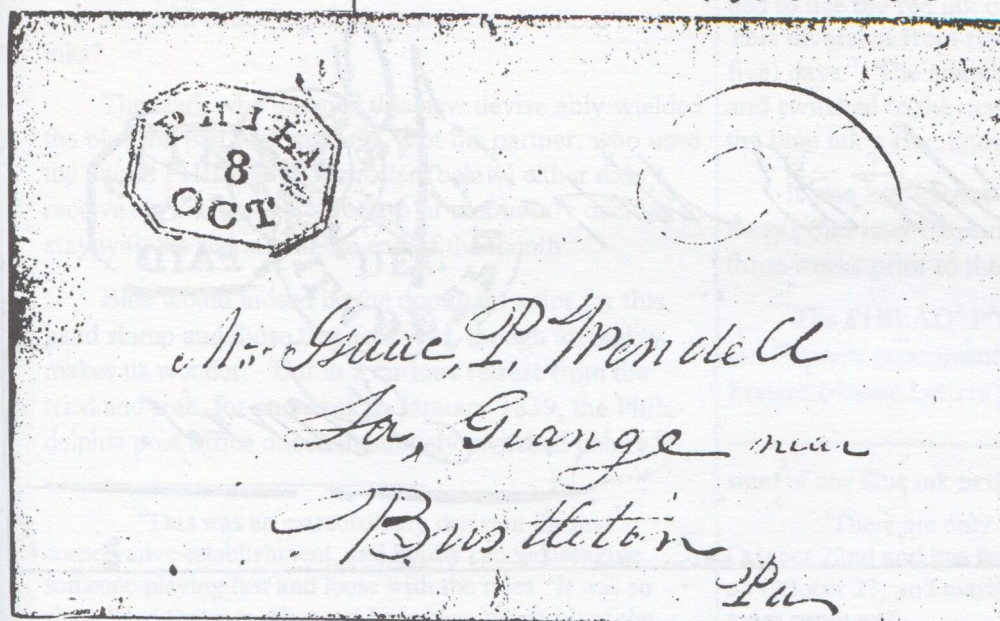
Newbury Port
Massachusetts

10. A last day (or next to the last day) cancel that is so bold and sharp as to initially question if it wasn't an impression from the first year rather than last year.

11. A first day cancel of the impressive red octagon town mark, October 1, 1834, to Ohio (25 cents). Its clean straight lines within several months will become partially disfigured.

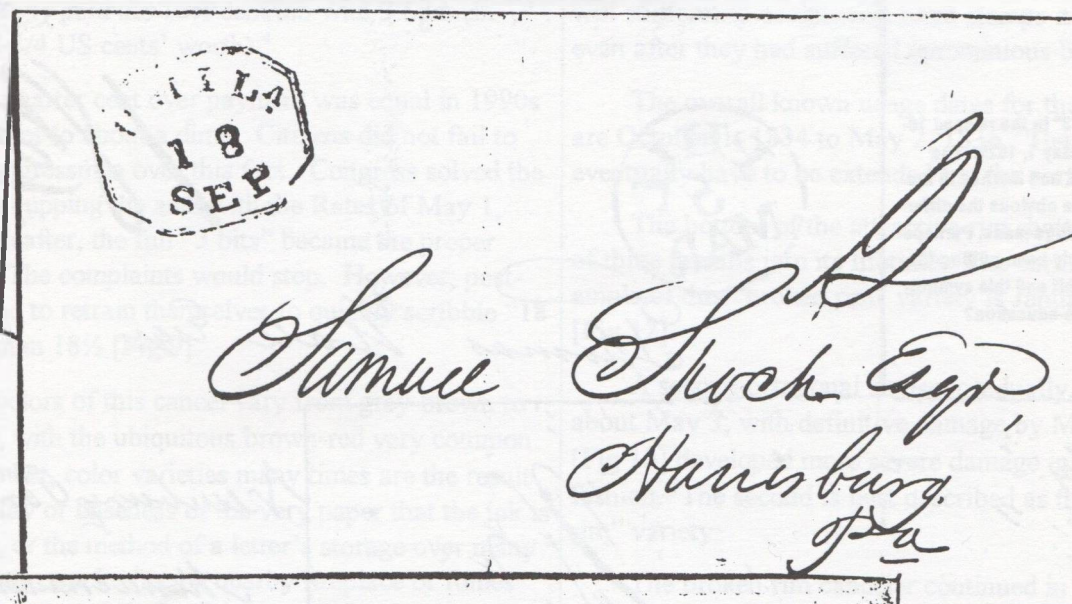


25
John H. James Esq.
Urbana



sign County

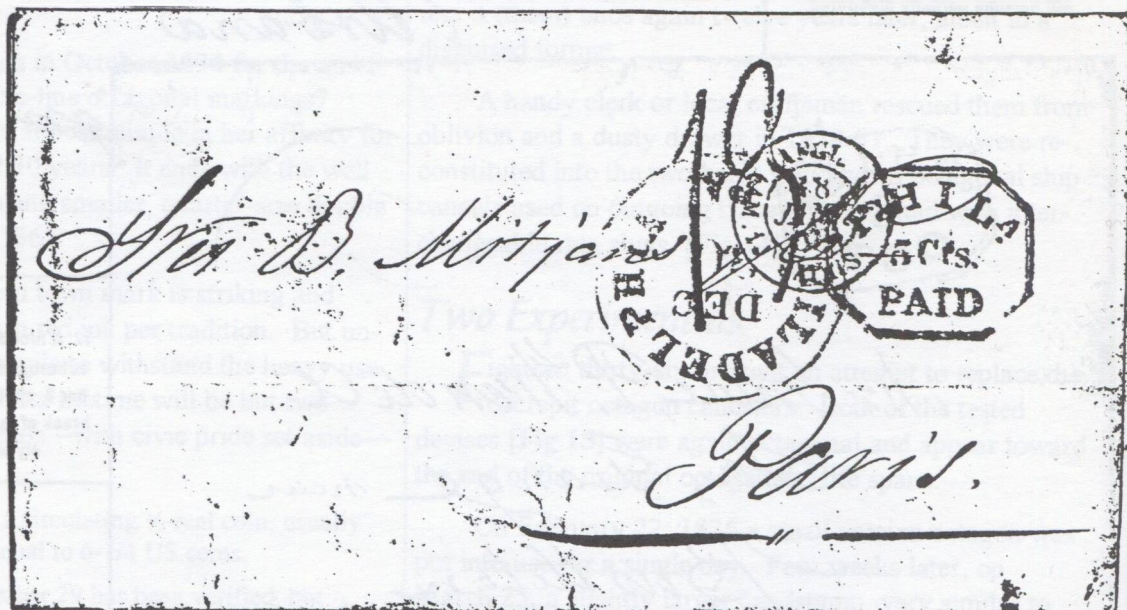
12. A nice 6 cent local usage to suburban Bustleton PA, October 8, 1835. I shows the clean break of the "broken rim" variety of the octagon.



13. The second octagonal canceler also fell victim to breakage, but of greater scope. This 12 cent Harrisburg destined letter of September 18, 1835, show the entire bottom rim detached from the design. Perhaps in this case it was pressure from the date and month insert slugs that forced the problem.



14. After about a dozen years of disuse as standard mail markers, the octagonal devices were converted by removing the date slugs and replacing them with values and "PAID" into outgoing trans-Atlantic postage paid rate stamps during 1850 to 1857. LEFT, A paid letter to Liverpool, March 15, 1852; BELOW, A partially paid letter to Paris, December 30, 1852, 15+ years after the town mark version was retired.



the existing version, was put into use also for a single day.

Collectors familiar with 1830s mail will recall the variety of double-lined octagonals used in Philadelphia besides the townmarks. There were the common FREEs and PAIDs, but also the rate/due markings "1", "6", maybe "9", and a FORWARDED., much less the noble "full-rigged ship." [Fig 16] (The double-lined, *circular* 2, 5, 10, and 12 may have been purposely round to distinguish between the 1 and 6.)

Philadelphia had a wholesale fling with octagons across four decades, 1834 to 1861. But for now, two years would be sufficient for the town marks.

PHILADELPHIA P^A Dial

On October 15, 1836 a return to circular dials took place when the BLUE PHILADELPHIA P^A made its debut [Fig 17]. After the octagonal adventure, the circular, blue PHILADELPHIA P^A (the first time the city's full name was stamped on a letter since the 1780s) must have looked strange to local recipients. Clerks continued to use red manuscript rating ink and the result in many cases is very attractive correspondence.

Recall that the latest use of the octagonal marker (for standard use) was October 21, 1836. This new hand stamp, the PHILADELPHIA P^A, therefore overlapped the octagonal hand stamp for six days.

The Postal Reform Act of July 2, 1836 primarily set forth carrier service fees, prompting the rise of private local posts and intercity mail services, and it also established the Eastern Express. Did it also mandate new standard canceling devices and standardized color inks?

The clerk who manned this new device ably wielded the blue ink pad with aplomb. But his partner, who used the paired PHILAD^A P^A canceler (below) either didn't receive the changeover directive or stubbornly decided to stay with the red ink till the end of the month.

Blue would indeed be the dominant color for this hand stamp and those that followed, though an oddity makes us wonder. But in a curious retreat from the tried and true, for one week in January 1839, the Philadelphia post office unceremoniously switched colors.⁶

⁶This was an extraordinary decision for that conservative establishment, and hardly can we imagine someone playing fast and loose with the rules. It was so short-lived that it surely must have been the result of the

Both this and the next hand stamp (and any companion PAIDs and FREEs) were stamped in the same grey or black ink. The inclusive dates for the town mark are January 12 through 18.

One highlight of this cancel's usage was its use on the rare triple rate Eastern Express Mail pony express service letters mailed between New Orleans and St. Louis and the east coast cities. A second highlight is its use on the first Freight Money letters. [Fig 18] Ocean mail by private ship meant that a 12½ cent added fee would be collected to be paid to the ship's owners for the service provided.

This hand stamp and the next would withstand just under five years of use. Life expectancy of mail cancelers in the expansionist, manifest destiny years of America was short. The PHILADELPHIA P^A's last day would be approximately July 3, 1841, its latest known use.

PHILAD^A P^A Sibling

Paired with the above marker is the PHILAD^A P^A town mark [Fig 19]. This pairing of the two type cancelers helps prove that two devices were all that Philadelphia found necessary in order to meet the days' mail needs in the 1830s and 1840s. They have the same life span, give or take a few days.

Unlike its sister canceler, this cancel took over the very next day after the last octagon was retired, on October 22, 1836. The odd fact is, the PHILAD^A P^A cancel started its life as a *red* marking. The last clerk to use the octagonal cancel either mistakenly or purposely continued to use the red ink that had been deemed improper. This diversion from reality lasted for about three (to five) days.⁷ The adamant clerk perhaps finally conceded and switched to the new color on or before October 27, the blue ink's first known usage.

It was last known used on June 11, 1841. This means that later dates may be found since this is about three weeks prior to the PHILADELPHIA P^A's last use.

The PHILAD^A P^A cancel also was used in the Eastern Express experiment, [Fig 20] and can be found on Freight Money Letters like its sibling cancel above. And

want of any blue ink in the entire city!

⁷There are only three examples known to exist: an October 22nd and two from the 24th. (There must have been an October 23, and maybe a 25th, and a 26th, but have any more survived?)



15. Philadelphia tested additional octagons, perhaps because mail volume was increasing, or simply in preparation for the ultimate, when the two damaged markers were discarded. The first on February 22, 1836, the second on March 25, 1836, both for only one day.



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16. Other octagons were employed in Philadelphia for whatever curious reason. Here, three of the types occur on a single cover: the famed "full-rigged ship" incoming sea mail indicator mark, the 6 cent double octagon flat rate for ship mail, and the undamaged town mark, requiring that this be an 1835, not 1836, folded letter.



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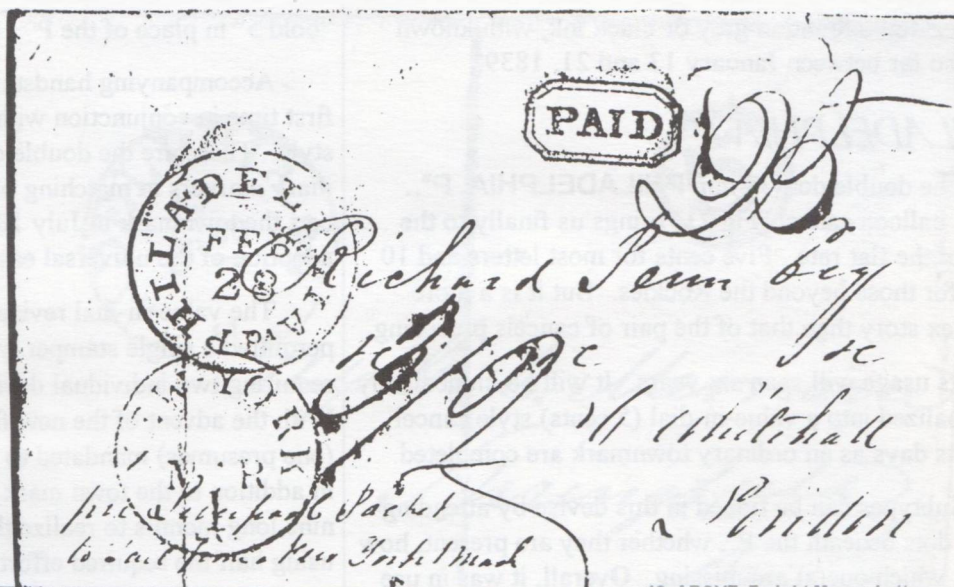
17. A return to the circular marking was heralded with the blue PHILADELPHIA/P^A dial. This is an example of the week-and-a-half foray into black ink use. This situation developed probably because of a delayed ink supply which extended from about January 12th to the 21st. (The calendar underline is the PHILADELPHIA/P^A evidence; the brackets, the PHILAD^A P^A black ink dates known. The letter is thick and contained enclosures (3 sheets total) to the weight of a whopping \$3.00 rate (eight times 12½ cents [80 to 100 miles] times 3).

January, 1839

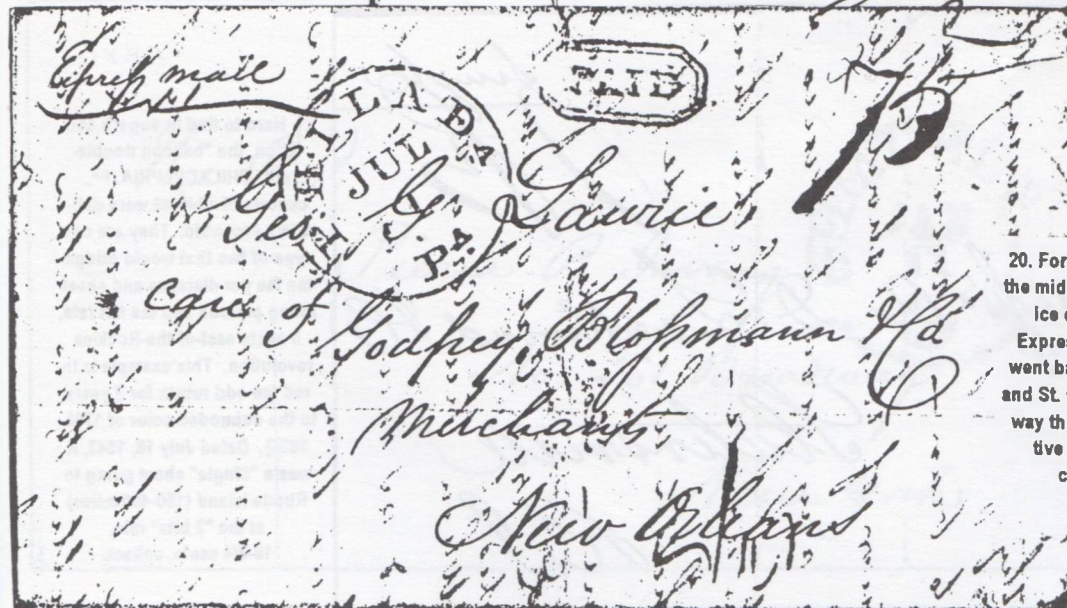
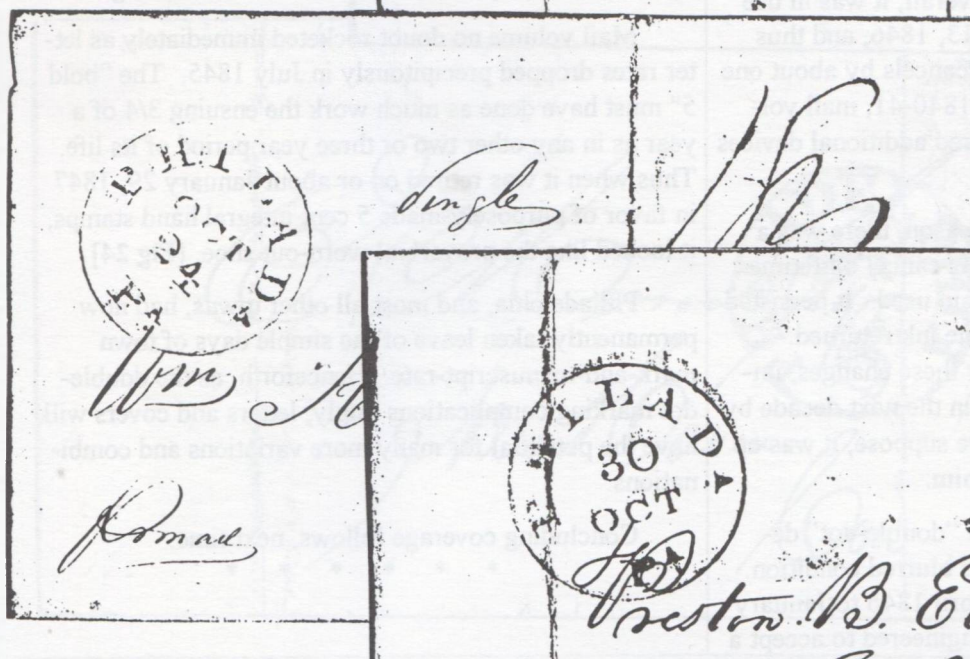
Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

19. BELOW, following the demise of the last of the two red octagonal marks, the sister cancel to the above, the equally blue PHILAD^A P^A, was in fact begun in RED. Was it a simple, neglected error, or knowing bull-headedness? This October 24, 1836 is one of three reds known.

Then, on or before October 27 the clerk was convinced to switch to blue. Three days later, perhaps to make a statement?, or perhaps an indication that there was continued confusion amongst (new?) clerks, the day and month slugs were reversed. Another known letter of later that day shows the error had been found and corrected.



18. ABOVE, Freight Money Letters are those for which the PO collected a fee for trans-Atlantic mail service that they paid to the ship's owners. This one, of February 28, using the PHILADELPHIA/P^A blue circular mark, was carried on the first sailing of the Sirius from New York City to London, March 1, 1838.



20. For time-sensitive information in the mid 1830s, a second special service of the day was the Eastern Express. For triple money, letters went back and forth to New Orleans and St. Louis from eastern cities anyway they could: pony, stage, primitive railroad, boat. Whichever combination proved the quickest means.

it also is to be found in grey or black ink, with known dates so far between January 13 and 21, 1839.

PHILADELPHIA P^A..

The double dot, 33 mm PHILADELPHIA. P^A.. balloon cancel [Fig 21] brings us finally to the days of the flat rate. Five cents for most letters and 10 cents for those beyond the Rockies. But it is a more complex story than that of the pair of cancels preceding.

Its usage will span six years. It will be immediately cannibalized into a value-in-dial (5 cents) style cancel after its days as an ordinary townmark are completed.

Subtypes can be traced in this devise by attending to the dots beneath the P^A, whether they are present, how many, which one(s) are missing. Overall, it was in use between June 24, 1840 and March 13, 1846, and thus overlapped the use of above pair of cancels by about one year. This could well mean that in 1840-41, mail volume increased so much that it required additional devices and clerks to meet the challenge.

In addition, and for whatever reason, there was a change in ink colors again during this cancel's lifetime. From early to mid 1843 red was again used. It persisted until the winter of 1844-45 when blue ink returned. There seems no rhyme or reason for these changes, unlike the known move to black early in the next decade by GPO decree. Perhaps, more than we suppose, it was up to the postmaster's or the clerk's whim.

By the end of its lifetime, these "double-dot" devises were in terrible, very worn and blurred condition. Still, for nine months more, from April 1846 to January 1847, one of these devices was re-engineered to accept a

"bold 5" in place of the P^A.. [Fig 22].

Accompanying handstamps are met with for the first time in conjunction with the "balloon-double dot" style. These are the double circle 2, 5, and 10 cent auxiliary markers in matching blue [Fig 23]. They first escort the townmark in July 1845 at the time of the adoption of the universal east-of-the-Rockies 5 cent rate.

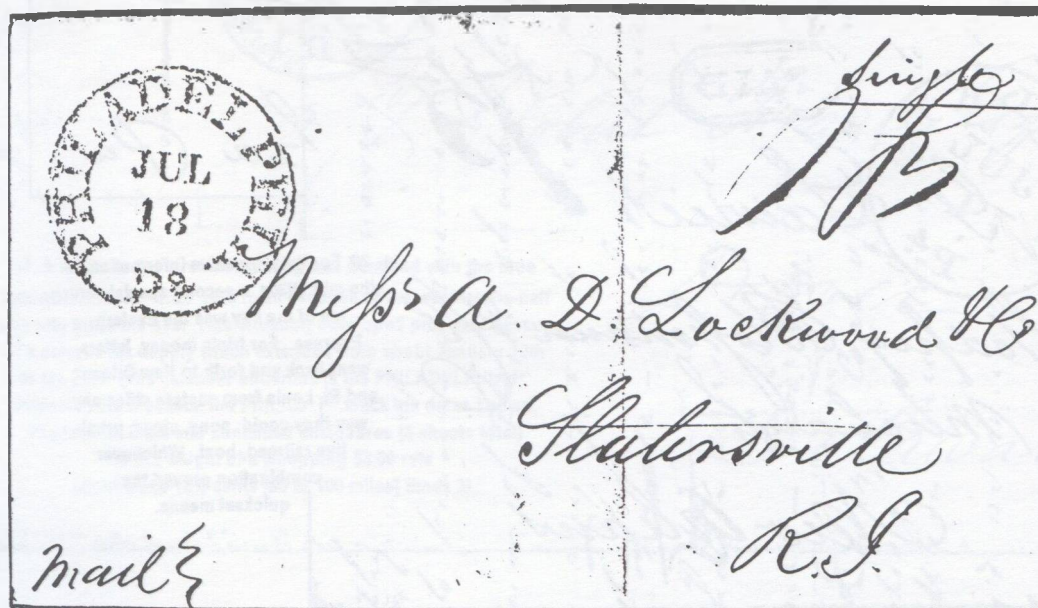
The value-in-dial revised town marker, of course, permitted a single stamper would do the job previously requiring two individual devises and arm movements. With the advent of the new five cent rate, clerks were (one presumes) mandated to stamp the new rating figures in addition to the town mark. But why should it take nine long months to realize the immediate economy of using half the required effort to move letters along?

Mail volume no doubt rocketed immediately as letter rates dropped precipitously in July 1845. The "bold 5" must have done as much work the ensuing 3/4 of a year as in any other two or three year period of its life. Thus when it was retired on or about January 29, 1847 in favor of purposely-made 5 cent integral hand stamps, it looked like the proverbial worn-out shoe. [Fig 24].

Philadelphia, and most all other towns, had now permanently taken leave of the simple days of town mark-and-manuscript-rate. Henceforth, as the double-dot marking complications imply, letters and covers will have the potential for many more variations and combinations.

Concluding coverage follows, next time.

* * * * *

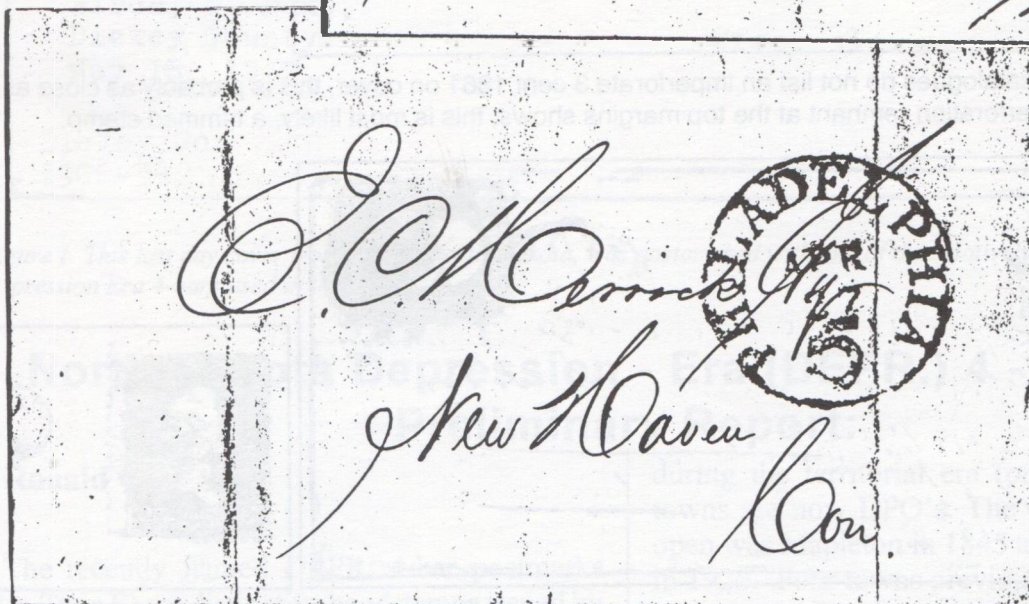


21. Hard to find in superb condition, the "balloon double-dot" PHILADELPHIA. P^A.. cancels of 1840-46 were definitely eccentric. They are one type of two that would bridge the fee per distance and sheet rating periods and the flat rate, 5 cents east-of-the-Rockies revolution. This example is in red (an odd return for 2 years to the outmoded color of 1798-1836). Dated July 18, 1843, it was a "Single" sheet going to Rhode Island (150-400 miles) at the "3 bits" rate, 18-3/4 cents, collect.

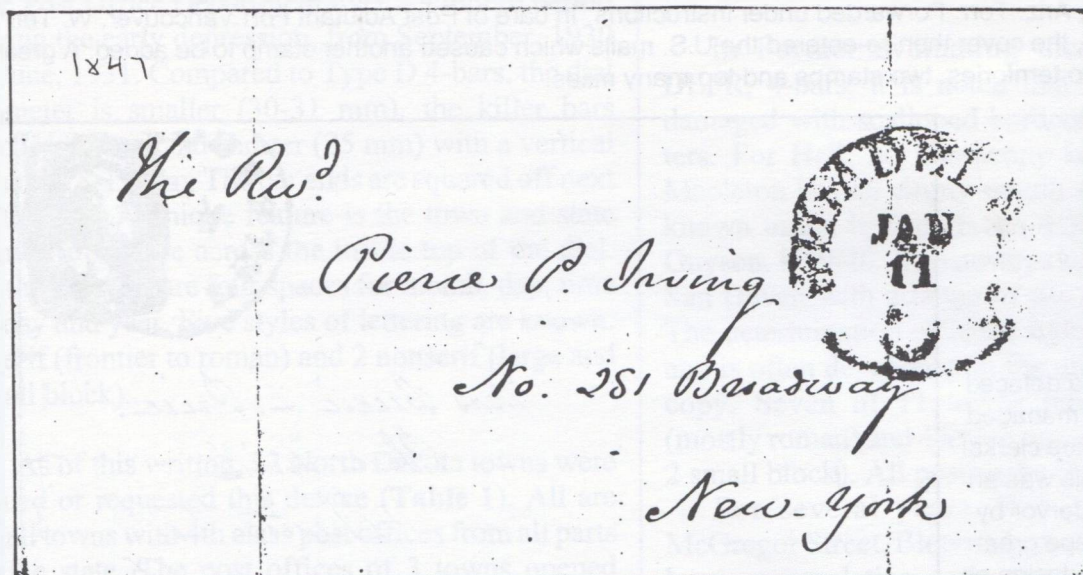
22. In July 1845, the new 5 cent rate took hold and this letter canceled in blue, of October 12, 1845, cost only 5 cents prepaid to send, though it went further than *three bits* would take a letter two years before. The very prominent double circle 5, also in blue, may have been mandated in order to deeply impress patrons of the new rate. But double stamping was such a bother!



23. Thus, the inspiration for a *single* canceler that could do the work of two. The aging "balloon double-dot" marker was altered into just such a creature. This letter, April 27, 1846, is the earliest known usage. Though the basic devise was old with lettering blurred, the handiness of the inventive instrument would allow it to see life for another nine months.

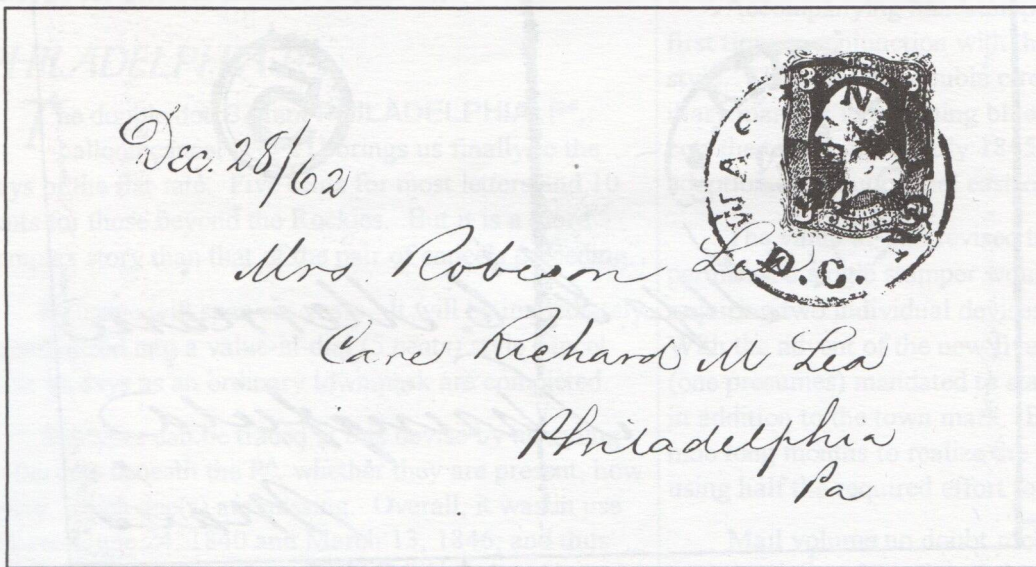


24. Two weeks prior to its latest known use (January 29, 1847), the bold 5 version of the "balloon double-dot" is hard to dismake out. Other value-inclusive markers were on the way but hadn't arrived, and the Philadelphia Post Office was squeezing out every drop of worth. Fare thee well, good and faithful servant.

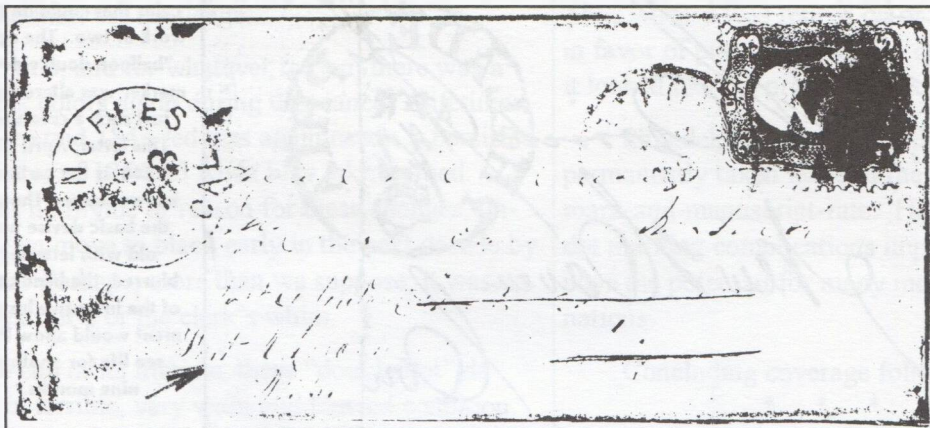


SOME UNUSUAL 3 CENT 1861 USEAGES

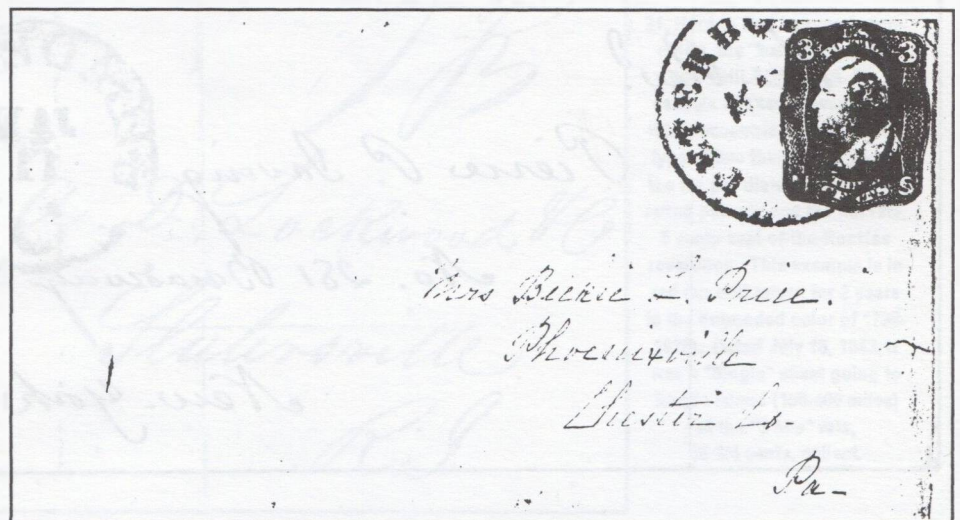
by Robert Munshower



Although the specialized catalogues do not list an imperforate 3 cent 1861 on cover, this is probably as close as one can get. As one tiny perforation remnant at the top margins shows, this is most likely, a trimmed stamp.



Quite a journey! This cover started at Hartford, Connecticut but missed its recipient, a Maj. C. H. Case who had been stationed at Fort Grant, Ariz. Terr. Forwarded under instructions "In care of Post Adjutant Fort Vancouver, W. Terr" Carried to Los Angeles, the cover then re-entered the U.S. mails which caused another stamp to be added. A great cover with two forts, two territories, two stamps and too many miles!



A unusual example of a defaced or altered stamp which managed to get past the Post Office clerks! The author feels that this was an expression of patriotic fervor by the sender. The cut shape greatly resembles the shield design as seen on many civil war covers.

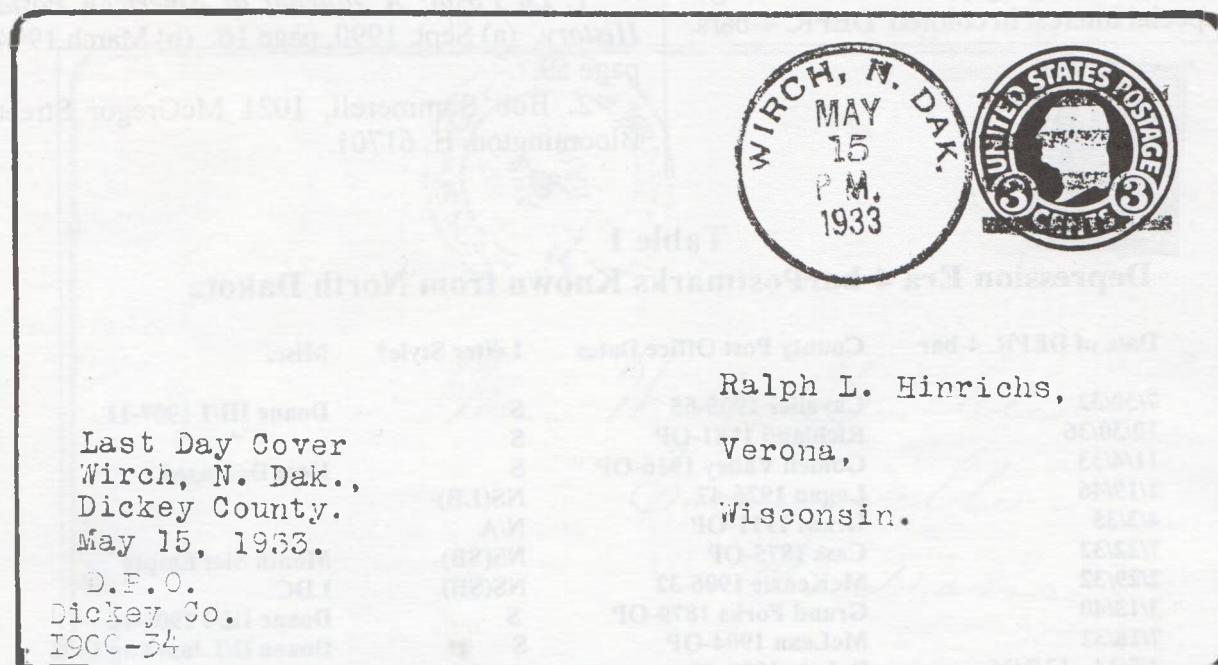


Figure 1. This last day cover from Wirch, North Dakota, was postmarked with one of the relatively few examples of Depression Era 4-bars used in the state.

North Dakota Depression - Era (DEPR.) 4 - Bars - A Preliminary Report:

By Ronald Olin

The recently named DEPR. 4-bar postmarks (a.k.a. Type E) are distinctive handstamps issued by The Post Office Department over a 9 month period during the early depression, from September, 1930 to June, 1931. Compared to Type D 4-bars, the dial diameter is smaller (30-31 mm), the killer bars thicker (2 mm) and shorter (25 mm) with a vertical span of 18-19 mm. The bar ends are squared off next to the dial. A unique feature is the town and state names in full are across the inside top of the dial. Within the dial are four spaces for month, day, time of day and year. Five styles of lettering are known: 3 serif (frontier to roman) and 2 nonserif (large and small block).

As of this writing, 12 North Dakota towns were issued or requested this device (**Table 1**). All are small towns with 4th class post offices from all parts of the state. The post offices of 3 towns opened

during the territorial era (pre 1889) and 5 other towns are now DPO's. The earliest post office to open was Mapleton in 1845 and the latest, Guyson, in 1926. Four towns previously used Doane handstamps.

In Further evaluating these North Dakota DEPR. 4-bars, it is noted that Golva was heat - damaged with scalloped borders and distorted letters. For Heil, no photocopy is as yet available. Mapleton has an empty month space. The earliest known usage is San Haven 4/5/31 and the latest, Guyson, 1/19/46. Two postmarks are available from San Haven with a range of use 4/5/31 to 12/3/36. The determination of letter style can be subjective and is often dependent on the quality of the photocopy. Seven of 11 towns have serified letters (mostly roman) and 4 towns nonserified (2 large and 2 small block). All postmarks are in black ink.

For several years, Bob Summerell, 1021 McGregor Street, Bloomington, IL 61701, has been busy accumulating and cataloguing these 4-bars

from every state. He requests help in sending examples. There are still large gaps in our knowledge. Bob has a special interest in colored DEPR. 4-bars.

References:

1. *La Posta: A Journal of American Postal History*. (a) Sept. 1990, page 16. (b) March 1994, page 59.

2. Bob Summerell, 1021 McGregor Street, Bloomington, IL 61701.

Table 1
Depression Era 4-bar Postmarks Known from North Dakota

Town	Date of DEPR. 4-bar	County Post Office Dates	Letter Style*	Misc.
Clyde	7/30/32	Cavalier 1905-65	S	Doane III/1 1907-11
Colfax	10/30/36	Richland 1881-OP	S	
Golva	11/4/33	Golden Valley 1916-OP	S	Heat Damaged
Guyson	1/19/46	Logan 1926-47	NS(LB)	
Heil	4/3/35	Grant 1911-OP	N/A	
Mapleton	?/22/32	Cass 1875-OP	NS(SB)	Month Slot Empty
Mary	2/29/32	McKenzie 1906-32	NS(SB)	LDC
Mekinock	3/13/40	Grand Forks 1879-OP	S	Doane III/4 1906-12
Roseglen	7/18/32	McLean 1904-OP	S	Doane II/1 Jan-Aug 1908
San Haven	4/5/34 - 12/3/36	Rolette 1923-87	NS(LB)	
Underwood	11/2/32	McLean 1903-OP	S	Doane I and III 1903-09
Wirsch	5/15/33	Dickey 1900-34	S	

Notes: S=serified; NS=nonserified; SB=small black; LB=large black

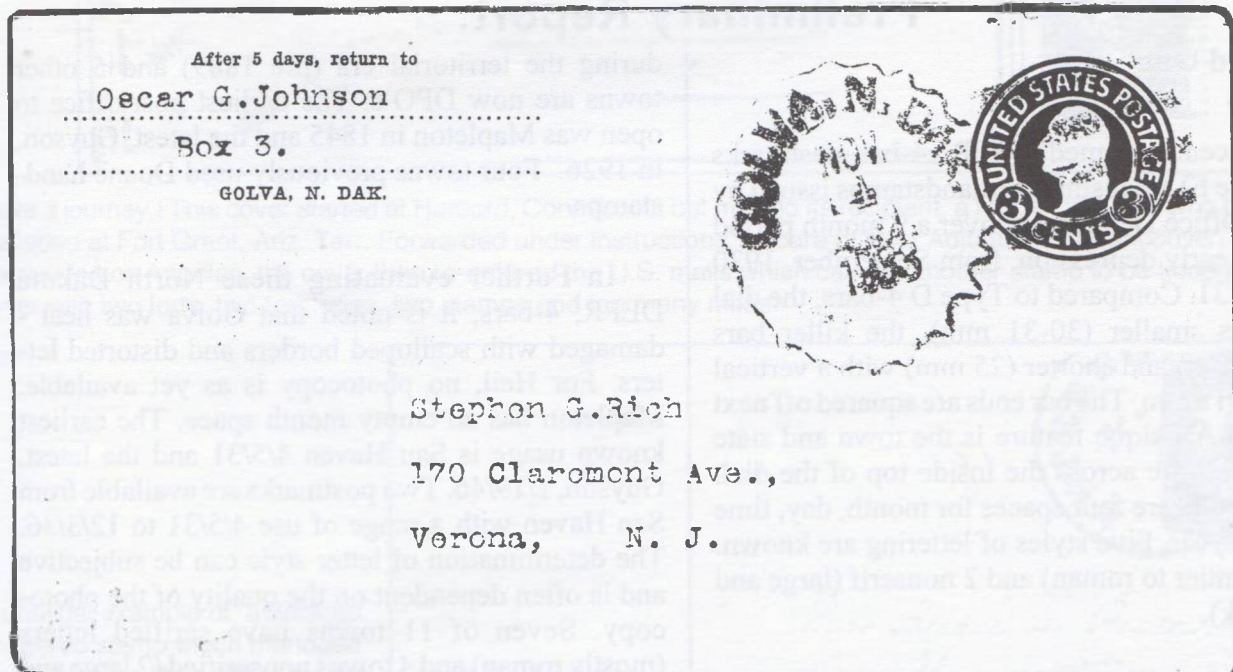
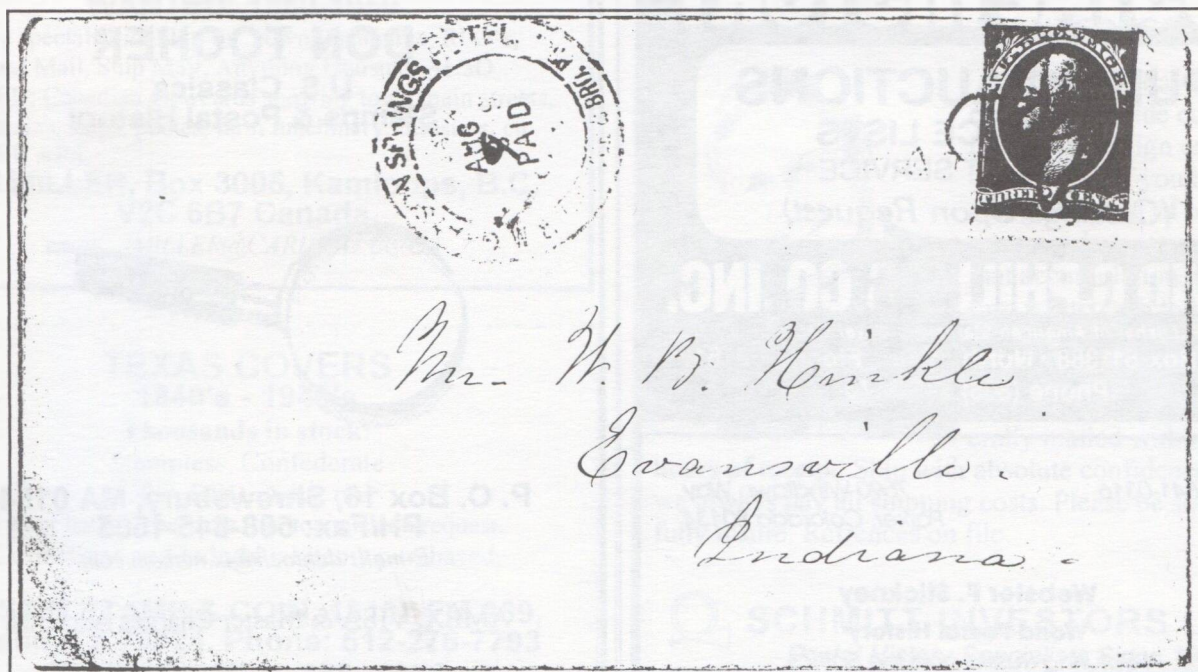


Figure 2. The depression era 4-bar illustrated here from Golva, N. Dak., shows evidence of heat damage.

An Interesting Indiana/Kentucky Hotel Postmark

By Robert Munshower



1880's blue, double circle hotel dated handstamp applied as a postmark on cover to Evansville, Ind.

Most collectors are familiar with hotel postmarks such as the 4 bars used by the hotels located along the strip at Miami Beach, Florida and other locations such as New Jersey, or the forwarding marks applied to late mails arriving at hotels (a much more common practice in Europe). 4 bar cancels are known from hotels such as the Royal Palm and the Poinciana Hotels while markings reading "Atlantic City, New Jersey - Hotel Section" have also been recorded. Less common are the instances where a document or accounting datestamp was applied at a hotel as a postmark by hotel employees.

An 1880's railroad guides list a Grayson's or Grayson Springs, Indiana. Grayson Springs, Indiana never had a post office although an office in Lawrence County by the name of Grayson was established in 1891 and discontinued in 1900. The fact that no post office existed at the time, leans heavily in favor of this being an Indiana marking. The faint blue "PAID" marking which ties the stamp to the cover looks like an office or clerk's counter type of marking. The heavy purple indelible pencil applied over the "PAID" marking and stamp indicates that someone, somewhere down along the line, perhaps at Evansville, Indiana where the two rec'd markings were applied, caught the mistake and "cancelled" the stamp again.

A second possibility is that this hotel postmark could have been applied at the Grayson Springs Hotel in Grayson Springs, Kentucky. The Grayson Springs, Kentucky post office was established in 1841 and discontinued in 1933, so there was no need for the hotel to act as a post office. The town was served by the Newport News & Mississippi Valley Railroad (Chesapeake & Ohio Railroad).

Since postal historians and cover collectors are notorious for not having opinions about these sorts of things, little in the way of feedback or comment is expected on this marking.

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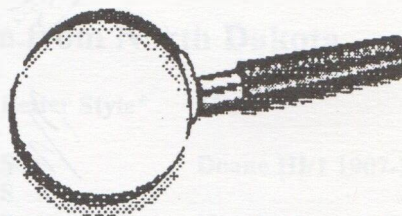
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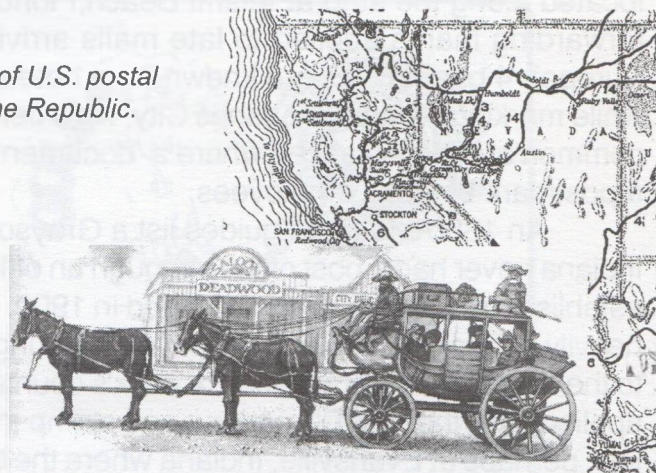
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- 5 ARROW, 1908 VERY FINE Ty 3/1 DOANE (Judith Basin 05-09) Est \$ 85.00
- 6 ASHLAND, 1908 VG+ Ty 2/2 Doane as rec'd (Rosebud 86-Op) Est \$5.00
- 7 AUSTIN, 1907 VG Ty 2/1 Doane as rec'd (Lew & Clk 01-67) Est \$ 6.00
- 8 BABB, 1910 VG Ty 3/1 DOANE, part on stamp (Glacier 05-Op) Est \$ 5.00
- 9 BEARCREEK, 1907 G+ Magenta Ty 3/1 Doane (Carbon 05-Op) Est \$ 8.00
- 10 BIG ELK, 1910 VG+ Ty 3/2 Doane (Meagher 95-11) Est \$ 25.00
- 11 BIGFORK, 1906 VG Ty 2/2 Doane (Flathead 01-Op) Est \$ 7.00
- 12 BOWLER, 1907 VG Ty 2/3 Doane, "ER" on stamp (Carbon 94-36) Est \$ 10.00
- 13 BROWNING, 1909 VG Ty 3/7, Unlisted DOANE (Glacier 95-Op) Est \$ 8.00
- 14 CABLE, 1906 VERY FINE, Ty 3/1 DOANE (Deer Lodge 82-18) Est \$ 18.00
- 15 CANYONCREEK, 1923 VG+ Ty 2/3 Unlisted DOANE (Lew & Clk 71-Op) Est \$ 8.00
- 16 CHANCE, 1907 FINE Ty 2/2 Doane, "CE" on stamp (Carbon 98-21) Est \$ 25.00
- 17 CLARA, 1909 FINE Ty 3 DOANE (Golden Valley 05-35) Est \$ 10.00
- 18 CIRCLE, 1909 G+ Ty 3/1 Doane (McCone 02/Op) Est \$ 8.00
- 19 CLYDE PARK, 1907 Ty 3/7 Doane (Park 87/Op) Est \$5.00
- 20 COOKE, 1908 VG Purple Ty 3/2 Doane (Park 82-57) Est \$ 6.00
- 21 CORBIN, 1908 G+ Ty 2/2 DOANE as rec'd (Jefferson 87-43) Est \$ 10.00
- 22 CULBERTSON, 1906 G+ Ty 2 Doane on neat real photo of busy main street, pin holes \$20.00
- 23 CUSTER, 1906 FINE Ty 2/1 DOANE, O'Strk (Yellowstone 05-Op) Est \$ 5.00
- 24 DENTON, 1907 VG Ty 2/1 Doane, on overview of Kendall, Mont. (Fergus 88-Op) Est \$ 5.00
- 25 DEWEY, 1908 VG Ty 3/2 Doane, on view of stagecoach in Cody, Wyo. (Beaver 94-13) E40.00
- 26 DIXON, 1905 FINE Ty 2/1 DOANE (Sanders 04-Op) Est \$ 8.00
- 27 DORSEY, 1911 VG Ty 2/2 Doane (Meagher 98-13) Est \$ 25.00
- 28 ETNA, 1907 FINE Ty 2/1 Doane (Custer 82-13) Est \$ 25.00
- 29 FORT LOGAN, 1909 VG Ty 3/1 Doane as rec'd, bit O'Strk (Meagher 79-29) Est \$ 12.00
- 30 FORT MAGINNIS, 1906 VG Ty 2/2 UNLISTED DOANE as transit, (Fergus 81-38) Est \$ 20.00
- 31 FRENCH GULCH, 1912 VG Ty 2/1 (Deer Lodge 69/13) Est \$ 25.00
- 32 FRENCHTOWN, 1908 FINE Purple Ty 2/2 DOANE (Missoula 68-Op) Est \$ 5.00
- 33 FULLERTON, 1912 FINE Purple Ty 2/1 Doane (Fergus 04-14) Est \$ 25.00
- 34 FULTON, 1911 VG Purple Ty 2/1 DOANE, dial rim off @ top (84-14) Est \$ 25.00
- 35 GALLOP, 1908 VG+ Ty 2/1 Doane (Gallatin 85-08) Est \$ 50.00
- 36 GARNEILL, 1907 VG Purple Ty 2/1 Doane (Fergus 99-75) Est \$ 5.00
- 37 GOSSETT, 1910 VG lite stuffer Ty 3/1 Doane (Richland 05-13) Est \$ 50.00
- 38 GRAHAM, 1910 VG Ty 2/1 Doane (Powder River 94-43) Est \$ 10.00
- 39 GRANT, 1905 VG Ty 2/3 Doane on cover, closed tear @ lft (Beaverhead 99-67) E\$ 6.00
- 40 HALL, 1908 FINE Ty 2/2 Doane (Granite 96-Op) Est \$ 5.00
- 41 HARRISON, 1909 FINE Ty 3/2 Doane (Madison 05-Op) Est \$ 6.00
- 42 HILL, 1910 FINE Ty 3/4 Doane (Liberty 98-54) Est \$ 8.00
- 43 HOMEPARK, 1907 VG Ty 2/1 Doane (Madison 95-19) Est \$ 25.00
- 44 HOMESTAKE, 1907 FINE Ty 3/1 Doane (Jefferson 99/56) Est \$ 8.00
- 45 HUNTLEY, 1908 G+ Ty 3/3 Doane as rec'd, (Yellowstone 77/Op) Est \$ 5.00
- 46 IRON MOUNTAIN, 1908 VG Ty 2/4 Doane on Reg Rcpt card (Mineral 91-49) Est \$ 6.00
- 47 JACKSON, 1911 VG+ Ty 3/3 Doane, rim off @ top (Beaverhead 96-Op) Est \$ 5.00
- 48 JEFFERS, 1904 FINE Ty 2/1 DOANE on nice cover (Madison 03-75) Est \$ 10.00
- 49 JEFFERSON CITY, 1913 FINE Ty 2/2 Doane (Jefferson 66-Op) Est \$ 6.00
- 50 JEFFERSON ISLAND, 1906 G+ Ty 2/3 Das rec'd, G+ MAMOUTH, CDS as origin \$ 25.00
- 51 JONES, 1909 FINE Ty 3/1 DOANE (Fergus 66-19) Est \$ 25.00
- 52 JORDAN, 1908 G+ Ty 3/1 Unlisted DOANE, Overstruck on cover (99-Op) Est \$ 10.00
- 53 KILA, 1908 FINE Ty 3/2 DOANE (Flathead 01-Op) Est \$ 6.00
- 54 LAVINA, 1908 VG Ty 3/7 Doane (Golden Valley 83-Op) Est \$ 10.00
- 55 LEE, 1908 FINE Ty 2/2 DOANE as rec'd on cover back (Rosebud 88-36) Est \$ 10.00
- 56 LENNEP, 1909 VG+ Ty 2/2 DOANE (Meagher 03-62) Est \$ 6.00
- 57 LEWIS, 1908 VG Ty 2/1 DOANE (Meagher 97-18) Est \$ 25.00
- 58 LINCOLN, 1916 FINE Magenta Ty 2/2 DOANE (Lew & Clk 69-Op) Est \$ 10.00
- 59 LLOYD, 1906 FINE Ty 1/2 DOANE (Blaine 90-Op) Est \$ 6.00
- 60 LOGAN, 1907 G+ Ty 2 Doane (Gallatin 91-60) Est \$ 7.00
- 61 LOLO, 1908 G+ Ty 2/3 DOANE (Missoula 88-Op) Est \$ 6.00
- 62 LYON, 1906 FINE Ty 2/1 DOANE on PSE (Madison 87/35) Est \$ 10.00
- 63 MAIDEN, 1910 VG Ty 2 DOANE (Fergus 82/21) Est \$ 22.00
- 64 MARTINDALE, 1909 FINE Purple DRC Doane Mimic Ty 1/3 Est \$ 10.00
- 65 MELSTONE, 1910 Ty A-4-Bar, on view of Republic Coal Office, Roundup, Mont. E6.00
- 66 MEYERSBURG, 1910 VG Ty 2/2 DOANE, Unlisted, part on stamp (Park 87-11) E 25.00
- 67 MIDLAND, 1906 G+ Ty 3/1 Doane on Cover, rough at Rt. (Carter 98-14) Est \$ 25.00
- 68 MILLEGAN, 1907 G+ Ty 2/2 DOANE, O'Strk (Cascade 87-28) Est \$ 15.00
- 69 MOORE, 1907 VG Ty 3/5 DOANE (Fergus 04-Op) Est \$ 6.00
- 70 NATAL, 1909 FINE Ty 3/1 DOANE (Fergus 05-29) Est \$ 18.00
- 71 NEWYEAR, 1907 G++ Ty 3/1 DOANE (Fergus 99/12) Est \$ 50.00
- 72 OLDHAM, 1909 G+ Ty 2/1 DOANE, off @ top (Hill 04-11) Est \$ 40.00
- 73 OSWEGO, 1908 VG Ty 2/2 DOANE on CM Russell PC (Valley 96-71) Est \$ 10.00
- 74 PARK CITY, 1907 FINE Ty 3/5 Doane, bit O'Strk (Stillwater 82-Op) Est \$ 6.00
- 75 PINE CREEK, 1910 G+ Ty 2/1 Doane (Park 04-14) Est \$ 15.00
- 76 PIONEER, 1907 G++ UNLISTED Ty 3/4 Doane on Reg. Rcpt card (Pow.70/18) 25.00
- 77 PIPESTONE SPRINGS, 1908 G+ Purple Ty 3/1 Doane (Jefferson 87-28) Est \$ 12.00
- 78 POLSON, 1908 G+ Ty 3/1 Doane (Lake 98-Op) Est \$ 6.00
- 79 POPLAR, 1911 G+ Ty 2 Doane MIMIC (no number in bars) (Roosevelt 92-Op) E \$ 5.00
- 80 PRESTON, 1909 VG Ty 2/1 DOANE (Fallon 00/14) Est \$ 25.00
- 81 PRINCETON, 1912 VG Ty 3/1 Doane (Granite 84/18) Est \$ 25.00
- 82 PULLERSPRINGS, 1904 FINE Ty 2/1 UNLISTED DOANE on GPC (Mad79/06) E50.00

MONTANA (Continued)

- 83 RENOVA, 1909 G+ Ty 3/2 DOANE as rec'd (Jefferson 06-23) Est \$ 12.00
- 84 ROCKCREEK, 1911 FINE Ty 2/1 DOANE "EK" on stamp (Park 02-37) Est \$ 8.00
- 85 ROLLINS, 1907 VG+ Ty 2/1 DOANE (Lake 04-Op) Est \$ 6.00
- 86 ROSCOE, 1906 FINE Ty 2/1 Doane, lite soiling, picture side damaged (05-Op) Est \$ 5.00
- 87 SABRA, 1912 VG Ty 2/2 Doane, (Rosebud 91-13) Est \$ 25.00
- 88 SAINT PETER, 1909 VG Ty 3/3 Doane (Cascade 85-38) Est \$ 12.00
- 89 SALESVILLE, 1907 VG Ty 3/3 Doane as rec'd on GPC (Gallatin 80/27) Est \$ 4.00
- 90 SALTESE, 1908 G+ possible Doane? (Mineral 92-83) Est \$ 5.00
- 91 SEDAN, 1906 FINE BLUE Ty 2/2 Doane, view main St. Bozeman (91-15) 25.00
- 92 SILVER, 1908 VG Ty 3/2 Doane, stamp replaced? (Lewis & Clark 88/12) Est \$ 25.00
- 93 SIXTEEN, 1907 VG Ty 2/2 DOANE (Meagher 05-44) Est \$ 12.00
- 94 SNYDER, 1907 FINE Ty 3/1 DOANE (Flathead 05-09) Est \$ 40.00
- 95 STACEY, 1909 VG+ Purple Ty 2/3 Doane (Powder River 88-17) Est \$ 10.00
- 96 STARK, 1911 VG+ Ty 2/1 Doane (Missoula 90/59) Est \$ 10.00
- 97 STUART, 1905 VG+ Ty 2/2 Doane, Vert. crease (Deer Lodge 82/14) \$ 25.00
- 98 TERRY, 1907 G+ Ty 3/4 Doane on PSE Wfletter (Prairie 82-Op) Est \$ 5.00
- 99 UNITY, 1906 FINE Ty 1/1 DOANE (Meagher 80-12) Est \$ 25.00
- 100 WILLIS, 1912 VG Ty 2/2 Doane, on stamp (Beaverhead 80-13) Est \$ 8.00
- 101 WOLFPOINT, 1906 VG Ty 3/3 Doane on cover (Roosevelt 82-Op) Est \$ 6.00
- 102 WILLOWCREEK, 1906 G++ Ty 2/7 Unlisted Doane on Reg Rcpt card 10.00
- 103 YORK, 1909 VG+ Ty 2/1 DOANE (Lewis & Clark 87-17) Est \$ 25.00

NEVADA

- 105 ALAMO, 1909 FINE Ty 3/1 Doane (Lincoln 05-Op) Est \$ 5.00
- 106 ANTELOPE, 1906 FINE Ty 2/1 DOANE on Reg Rcpt card (Nye 04-08) E\$90.00
- 107 AURORA, 1908 VG+ Ty 3/1 Doane on PSE (Mineral 66/19) Est \$ 8.00
- 108 BAUVARD, 1906 VG+ Ty 2/1 Doane (Elko 04-12) Est \$ 10.00
- 109 BERLIN, 1908 VG+ Ty 3/4 Doane (Nye 00-18) Est \$ 50.00
- 110 BULL FROG, 1906 VG Ty 2/1 Doane (Nye 05-09) Est \$ 15.00
- 111 BEATTY, 1906 G+ Ty 2/1 Doane on Reg Rcpt card (Nye 05-Op) Est \$ 6.00
- 112 CARLIN, 1906 VG Ty 2/9 Doane (Elko 68-Op) Est \$ 5.00
- 113 COBRE, 1906 G+ Ty 3/4 Doane (Elko 06/56) Est \$ 10.00
- 114 COLUMBIA, 1906 G+ Ty 3/1 Doane on Reg Rcpt card (Esmeralda 04-19) E\$ 6.00
- 115 DUCKWATER, 1908 VG Ty 3/2 Doane (Nye 73/85) Est \$ 15.00
- 116 EDMONT, 1907 VG+ Ty 2/4 Doane, paper adherances (Elko 01-18) E\$ 25.00
- 117 FAIRVIEW, 1906 G+ Ty 3/1 Doane on GPC (Churchill 06-19) Est \$ 8.00
- 118 FALLON, 1907 G+ Magenta Ty 2/10 Doane on Reg Rcpt card, Est \$ 5.00
- 119 FRANKTOWN, 1909 VG+ Ty 2/1 DOANE (Washoe 81-27) Est \$ 15.00
- 120 HALLECK, 1908 G+ Ty 3 Doane (Elko 73/Op) Est \$ 5.00
- 121 HAWTHORNE, 1906 VG Th 2/7 Doane on PSE (Mineral 81-Op) Est \$ 12.00
- 122 HAZEN, 1908 G+ Ty 3/6 Doane, part on stamp (Churchill 04-79) Est \$ 7.00
- 123 HOT CREEK, 1907 VG+ Ty 3/1 DOANE on Reg Pkg Rcpt card (Nye 67/12) \$ 18.00
- 124 ILLIPAH, 1907 VG+ Ty 2/1 DOANE on Reg Pkg Rcpt card (White Pine 98-13) \$18.00
- 125 KENNEDY, 1912 VG Ty 3/2 Doane as rec'd on cover back (Pershing 92-17) \$15.00
- 126 KIMBERLY, 1911 G+ Purple Ty 3/1 Doane (White Pine 05-58) Est \$ 6.00
- 127 LAMOILLE, 1907 FINE Ty 3/4 Doane on Reg Bill card (Elko 72/82) Est \$ 5.00
- 128 LANE, 1907 VG Ty 3/1 DOANE as rec'd, O'Strk (White Pine 02/11) Est \$ 15.00
- 129 LAS VEGAS, 1907 G+ Ty 3/11 DOANE on Reg Bill card (Early) Est \$ 5.00
- 130 LEE, 1907 FINE Ty 1/2 Doane (Elko 82-82) Est \$ 8.00
- 131 LIDA, 1908 FINE Ty 3/2 Doane on PSE (Esmeralda 73/32) Est \$ 30.00
- 132 LUND, 1908 VG Ty 3/2 Doane (White Pine 98-Op) Est \$ 6.00
- 133 MILLERS, 1909 FINE Ty 3/1 Doane on GPC (Esmeralda 06/31) Est \$ 10.00
- 135 MILLETT, 1907 FINE Ty 3/1 Doane (Nye 06-30) Est \$ 10.00
- 136 MOUNTAIN CITY, 1911 VG Ty 3/4 Doane "ITY" on stamp (Elko 70-Op) \$ 6.00
- 137 OLINGHOUSE, 1907 VG+ Ty 3/1 DOANE as Rec'd (Washoe 03-23) Est \$ 15.00
- 138 PALISADE, 1906 FINE Ty 2/5 Doane (Eureka 70-61) Est \$ 10.00
- 139 PARADISE VALLEY, 1910 G+ Ty 3/4 Doane (Humbolt 71-Op) Est \$ 6.00
- 140 RHYOLITE, 1906 FINE Ty 2/1 Doane on Reg Pkg Rcpt card (Nye 05-19) E\$ 10.00
- 141 RHYOLITE, 1906 FINE Ty 2/1 Doane on Reg Pkg Rcpt card (Nye 05-19) E\$ 10.00
- 142 RUHT, 1905 FINE Ty 2/1 Doane on Reg Bill card (White Pine 04-Op) Est \$ 6.00
- 143 SCHURZ, 1905 VG+ Ty 2/1 Doane on GPC (Mineral 91-Op) Est \$ 8.00
- 144 SHERIDAN, 1908 VG Ty 1 Doane (Douglas 65-20) Est \$ 10.00
- 145 SILVER CITY, 1907 VG+ Ty 3/4 Doane as forward (Lyon 60-Op) E \$ 5.00
- 146 SILVERPEAK, 1911 VG+ Ty 3/4 Doane (Esmeralda 66/Op) Est \$ 10.00
- 147 SMITH, 1907 G+ spotty Ty 3/2 Doane (Lyon 92-Op) Est \$ 5.00
- 148 SPARKS, 1907 VG Ty 3/15 Doane (04-Op) Est \$ 5.00
- 149 STINE, 1908 VG Ty 2/2 Doane (Lincoln 04-09) Est \$ 20.00
- 150 SUTRO, 1912 FINE Ty 2/1 Doane (Lyon 72-20) Est \$ 15.00
- 151 SWEETWATER, 1908 VG Ty 2/2 Doane (Lyon 70-25) Est \$ 15.00
- 152 UNIONVILLE, 1910 FINE Ty 2/1 Doane (Pershing 62-56) Est \$ 7.00
- 153 WELLINGTON, 1907 G+ Ty 2/3 Doane, part on stamp (Lyon 65/Op) E \$ 5.00

WASHINGTON

- 155 ALBION, 1909 VG+ Ty 3/5 Doane (Whitman 01-Op) Est \$ 4.00
- 156 ADRIAN, 1911 G+ Ty 2/1 Doane part on stamp (Grant 04-54) Est \$ 5.00
- 157 AMBOY, FINE Ty 2/3 Doane (Clark 86-Op) Est \$ 5.00
- 158 ARDEN, 1910 FINE Ty 2/1 Doane (Stevens 90/14) Est \$ 25.00
- 159 ASHFORD, 1907 VG Ty 2/1 Doane (Pierce 94-Op) Est \$ 4.00
- 160 ATTALIA, 1909 VG Ty 3/1 Doane as rec'd (Walla Walla 06-52) Est \$ 5.00
- 161 BAKER, 1908 FINE Ty 3/2 DOANE (Skagit 92-10) Est \$ 15.00
- 162 BATTLEGROUND, 1909 G+ Ty 3/3 Doane (Clark 76-Op) Est \$ 3.00
- 163 BERLIN, 1918 FINE Purple Ty 3/3 Doane on PSE W/ct Parcel Post stamp (00-18) 10.00
- 164 BLUESTEM, 1908 VG Ty 3/3 Doane, O'Strk (Lincoln 06-51) Est \$ 3.00
- 165 BREAKERS, 1908 VG Ty 3/1 Doane (Pacific 06-19) Est \$ 8.00
- 166 BLYN, 1909 VG Ty 2/1 Doane (Clallam 90-09) Est \$ 25.00
- 167 BRIGHTON, G+ Ty 3/3 Doane, off @ top (King 01-11) Est \$ 10.00
- 168 BURTON, 1905 FINE Ty 2/5 DOANE on clean cover (King 94-Op) Est \$ 5.00
- 169 CHAUTAUQUE, 1907 3/1 Doane as rec'd (King 88-12) Est \$ 8.00
- 170 CLEAR LAKE, 1909 FINE Ty 3/5 Doane (Skagit 91-Op) Est \$ 4.00
- 171 CLINTON, 1908 FINE but lite Ty 2/1 Doane (Island 92-Op) Est \$ 4.00
- 172 DARRINGTON, 1910 VG Ty 3/5 Doane, part on stamp (Snohomish 92-Op) E \$ 4.00
- 173 DOWNS, 1907 VG+ Ty 2/1 Doane (Lincoln 02-30) Est \$ 8.00
- 174 EGYPT, 1909 G+ Ty 2/2 Doane (Lincoln 83-14) Est \$ 8.00

DOUG DE ROEST MAIL BID SALE

WASHINGTON (Continued)

- 175 ELECTRON, 1910 Vg Ty 2/1 Doane (Pierce 03-43) Est \$ 8.00
 176 FALLON, 1908 VG+ Ty 1/2 Doane (Whitman 96-12) Est \$ 15.00
 177 FORT SIMCOE, 1910 G+ Ty 3/3 Doane (Yakima 70-22) Est \$ 12.00
 178 FRANKLIN, 1907 FINE Ty 3/1 Doane as Rec'd on picture side (King 86-16) \$ 10.00
 179 FULDA, 1909 Vg Ty 2/2 Doane (Klickatlat 77-12) Est \$ 8.00
 180 GODFREY, 1908 VG Ty 3/1 DOANE, as Recd, O'strk (Stevens 05-12) E \$ 15.00
 181 GOSHEN, 1910 VG Ty 2/1 Doane (Whatcom 91-18) Est \$ 8.00
 182 HANFORD, 1907 Vg Ty 3/1 Doane, stutler (King 06-08) Est \$ 8.00
 183 HARTLAND, 1908 VG Ty 2/1 Doane (Klickatlat 81-30) Est \$ 8.00
 184 HAVILLAH, 1910 G+ Ty 3/1 Doane on GPC (Okanagon 05-43) Est \$ 6.00
 185 HILLHURST, 1907 VG Ty 3/2 Doane as Rec'd (Pierce 78-20) Est \$ 12.00
 186 HOT SPRINGS, 1905 Vg Ty 2/1 Doane on cover (King 87-10) Est \$ 8.00
 187 JULIA, 1907 G+ Ty 2/1 Doane as rec'd, day before last day of operation (04-07) 50.00
 188 KINGSTON, 1907 FINE Ty 3/3 Doane (Kilsap 90-0p) Est \$ 5.00
 189 KNAPPPTON, 1909 VG Ty 2/2 Doane (Pacific 71-43) Est \$ 8.00
 190 LAKEHEAD, 1908 VG Ty 2/1 Doane as rec'd (Pierce 04-10) Est \$ 35.00
 191 LOWGAP, 1906 VG Ty 3/1 Doane as rec'd (Grant 06-21) Est \$ 10.00
 192 MANOR, 1909 VG Ty 3/1 Doane (Clark 92-11) Est \$ 6.00
 193 MARTINS BLUFF, 1909 VG Purple Ty 3 Doane (Cowlitz 68/16) Est \$ 25.00
 194 MCGOWAN, 1908 VG Ty 2/1 Doane (Pacific 01-38) Est \$ 8.00
 195 MEADOWDALE, 1907 G+ Ty 2/1 Doane as recd W PEARSON, VG Ty 2/1 origin two type 2 Doanes, Est \$ 8.00
 196 PAHA, 1912 VG Ty 3/3 Doane (Lewis 86-43) Est \$ 6.00
 197 PARK, 1907 VG Ty 3/2 Doane (Whatcom 05/25) Est \$ 6.00
 198 PERRY, 1908 FINE Ty 2/1 Doane (Columbia 81-27) Est \$ 15.00
 199 PLAINVIEW, 1910 G+ Ty 3/1 Doane (Yakima 05-10) Est \$ 15.00
 200 PORT CRESCENT, 1905 VG Ty 2/3 Doane on cover (Clallam 89-15) Est \$ 15.00
 201 ROZA, 1906 VG Ty 2/1 Doane (Kittitas 04-35) Est \$ 6.00
 202 RUBY, 1909 Vg Ty 2/1 Doane as Rec'd, part O'Strk (Pend Oreille 03-43) E \$ 5.00
 203 SCENIC, 1908 VG+ Ty 3/2 DOANE (King 06-44) Est \$ 5.00
 204 SIGHTLY, 1907 VG+ Ty 2/1 Doane, stamp replaced (Cowlitz 84-13) Est \$ 15.00
 205 SILVERBEACH, 1908 Fine Ty 2/3 Doane (Whatcom 90-08) Est \$ 15.00
 206 SILVANA, 1909 VG+ Ty 3/4 Doane (not the mimic) snohomish 98-Op, Est \$ 3.00
 207 TIMBER VALLEY, 1911 VG+ Ty 2/1 Doane (Klickatlat 05-19) Est \$ 15.00
 208 TURK, 1910 G+ Ty 2/1 Doane (Stevens 05-13) Est \$ 25.00
 209 TWISP, 1908 VG++ Ty 2/4 Doane, BEV of town (Okanagon 98-Op) E \$ 15.00
 210 WILSON, 1912 G+ Ty 2/1 Doane, part on stamp (Lewis 91-24) Est \$ 12.00
 211 YOUNGSTOWN, 1908 VG+ Ty 3/1 Doane (King 05-09) Est \$ 6.00
 212 LOT, 3 WASH. DOANES, TOLT, DOTY, and ACME all G+ Two as recd, one sending and on stamp Est \$ 6.00

WYOMING

- 215 ALCOVA, 1906 Vg Ty 2/2 Doane as rec'd on pict. side (Natrona 92-Op) E \$ 5.00
 216 ALMOND, 1908 VG+ Purple Ty 2/3 DOANE (Sweetwater 84-08) Est \$ 25.00
 217 ALVA, 1909 VG+ UNLISTED Ty 2/2 Doane (Crook 91-Op) Est \$ 10.00
 218 ARCOLA, 1908 VG+ Ty 2/1 Doane (Laramie 96/41) Est \$ 8.00
 219 ARAPAHOE, 1907 VG Ty 2/1 Doane, view cowboys at dinner (Fremont 06-66) \$ 6.00
 220 ATLANTIC CITY, 1909 VG Ty 2/3 Doane (Fremont 69/54) Est \$ 8.00
 221 BARNUM, 1911 VG Ty 2/1 Doane (Johnson 99-40) Est \$ 8.00
 222 BIRDSEYE, 1909 VG+ Ty 3/1 Doane (Fremont 06-13) Est \$ 25.00
 223 BERTHA, 1909 VG+ Ty 2/1 Doane (Campbell 04-34) Est \$ 10.00
 224 BONDURANT, 1909 Vg Ty 1/1 Doane (Sublette 03-35) Est \$ 8.00
 225 BURNT FORK, 1910 Vg Ty 1/2 Doane (Sweetwater 79/39) Est \$ 8.00
 226 BOXELDER, 1909 VG+ Ty 3/2 Doane (Converse 94-43) Est \$ 8.00
 227 BOULDER, 1909 Fine Ty 2/1 Doane (Sublette 05-Op) Est \$ 6.00
 228 BRONX, 1912 VG+ Ty 3/1 Doane (Sublette 06-19) Est \$ 25.00
 229 CARROLL, 1908 FINE Ty 2/1 Doane as rec'd (Sheridan 04-22) Est \$ 15.00
 230 CLEARMONT, 1910 Vg bit lite Ty 2/4 Doane (Sheridan 92-Op) Est \$ 5.00
 231 CLOVERLY, 1911 Fine Purple Ty 2/1 Doane, bit O'inked (Big Horn 98-29) E \$ 15.00
 232 DALE CREEK, 1908 VG Ty 3/1 Doane, real photo of militia (Albany 03/17) E \$ 25.00
 233 DALLAS, 1903 FINE Ty 1/2 Doane as rec'd on cover back, stamp cut out from front not affecting markings on back with letter (Fremont 84-18) Est \$ 10.00
 234 DEPASS, 1909 Vg Magenta Ty 3/1 Doane (Fremont 06/25) Est \$ 15.00
 235 DIAMOND, (1909) VG+ Ty 2/1 Doane, rim bit off (Platte 91-40) Est \$ 8.00
 236 DOWINGTON, VG Ty 3/2 Doane (Carbon 02-11) Est \$ 50.00
 237 FENTON, 1909 Vg Ty 2/2 Doane as rec'd (Big Horn 89-09) Est \$ 30.00
 238 FOREST, 1907 VG Ty 2/1 Doane, part on stamp (Crook 96/11) Est \$ 50.00
 239 FORT MACKENZIE, 1910 G+ Ty 3/1 Doane, part on stamp (Sheri 05-18) \$ 20.00
 240 FORT RUSSELL, 1904 FINE Ty 1/3 Doane on cover (Laramie 83/30) Est \$ 15.00
 241 FOSSIL, 1911 Vg Ty 3/3 Doane (Lincoln 86/45) Est \$ 8.00
 242 FREEDOM, 1911 VG+ Ty 2/2 Doane (Lincoln 91-Op) Est \$ 5.00
 243 GILLETTE, 1909 VG Ty 2/7, main street view Gillette, Est \$ 10.00
 244 GOLDSMITH, 1908 VG Ty 1/2 Doane (Laramie 93-14) Est \$ 25.00
 245 HAGIE, 1914 Vg Ty 2/1 Doane (Goshen 05-28) Est \$ 15.00
 246 IRON MOUNTAIN, 1910 G+ Ty 3/3 Doane (Laramie 72/Op) Est \$ 5.00
 247 ISLAY, 1911 G++ Ty 3/1 Doane (Laramie 86-14) Est \$ 10.00
 248 KAYCEE, 1912 VG Ty 2/3 Doane, "EE" on stamp (Johnson 98-Op) E \$ 5.00
 249 KENDALL, 1911 FINE Ty 2/1 Doane (Sublette 99-35) Est \$ 8.00
 250 KEARNEY, 1910 G+ Ty 3/2 Doane (Johnson 81/36) Est \$ 8.00
 251 LABONTE, 1910 FINE Ty 2/2 Doane (Converse 78/30) Est \$ 10.00
 252 LESLIE, 1907 VG+ Ty 2/1 DOANE (Albany 05-09) Est \$ 50.00
 253 LOOKOUT, 1909 VG Ty 3/2 Doane (Albany 69/48) Est \$ 8.00
 254 MARQUETTE, 1908 G+ Ty 3/2 Doane (Park 91/09) Est \$ 50.00
 255 MERIDEN, 1909 VG+ Ty 2/2 Doane as rec'd (Laramie 89/Op) Est \$ 5.00
 256 MILLER, 1907 Fine Ty 2/1 Doane (Natrona 03-25) Est \$ 15.00
 257 MOHLER, 1907 VG+ Ty 3/1 Doane, O'strk (Laramie 05-07) Est \$100.00
 258 MONA, 1907 VG Ty 2/1 Doane (Crook 97-42) Est \$ 8.00
 259 MOORE, 1906 VG Ty 3/1 Doane, bit O'Strk (Albany 96-27) Est \$ 15.00
 260 MOORCROFT, 1905 FINE Ty 2/5 Doane on PSE (Crook 89-Op) Est \$ 6.00
 261 MORSE, 1911 VG Ty 2/1 Doane (Campbell 94-11) Est \$ 25.00
 262 NO WOOD, 1907 VG+ Ty 3/3 Doane (Washakie 02-31) Est \$ 8.00
 263 ORIN, 1909 VG+ Ty 3/2 Doane (Converse 95-62) Est \$ 6.00
 264 PALISADE, 1907 VG Ty 3/2 Doane (Lincoln 03-10) Est \$ 50.00
 265 PATHFINDER, 1906 VG Ty 3/1, real photo wagon freighting (05-12) \$ 25.00
 266 RANCHESTER, 1909 G+ Ty 2/3 Doane (Sheridan 94-Op) Est \$ 4.00
 267 ROCK RIVER, 1910 G+ Ty 2/3 Doane, part on stamp (Albany 00-Op) Est \$ 4.00
 268 RONGIS, 1906 G+ Ty 3/2 Doane on soiled PSE (Fremont 83-26) Est \$ 15.00
 269 ROBERTSON, 1909 G+ Ty 1/1 Doane as rec'd (Unita 93-Op) Est \$ 5.00
 270 SEMINOLE, 1906 Vg Ty 3/1 Doane on cover bit rough @ Lft (06-08) \$ 25.00
 271 SHIRLEY, 1909 Vg Ty A1 4-Bar (Carbon 90-45) Est \$ 8.00
 272 SHOSHONI, 1907 VG+ Ty 3/1 Doane (Fremont 05-Op) Est \$ 5.00

WYOMING (Cont.)

- 273 SUN, 1907 FINE Ty 3/1 Doane (Natrona 06-09) Est \$ 100.00
 274 SYCAMORE, 1908 G Ty A1 4-Bar (Sweetwater 06-09) \$ 20.00
 275 TORRINGTON, 1908 G+ Ty 2/3 Doane (Goshen 75-Op) Est \$ 4.00
 276 SOUTH PASS CITY, 1911 Ty 2/2 Doane (Fremont 61/57) Est \$ 4.00
 277 TEN SLEEP, 1907 VG lite, Ty 2/3 Doane (Washakie 91/Op) Est \$ 6.00
 278 TIE SIDING, 1911 FINE Ty 2/3 Doane (Albany 75-Op) Est \$ 8.00
 279 UVA, 1910 G+ Ty 2/2 Doane (Platte 80/51) Est \$ 6.00
 280 WAMSUTTER, 1906 VG PieCrust Ty 2/3 Doane, O'strk (Sweetwater 92-Op) \$ 7.00
 281 WIDDOWFIELD, 1908 G+ Ty 1/1 Doane as rec'd (Carbon 95-09) Est \$ 25.00
 282 WILSON, 1906 VG+ Ty 3/2 Doane (Teton 98-Op) Est \$ 5.00
 283 WINCHESTER, 1910 G+ Ty 2/3 Doane (Washakie 03-56) Est \$ 6.00
 284 WOLTON, 1906 VG Ty 2/3 DOANE part on stamp (Natrona 97-25) Est \$ 15.00
 285 WOODROCK, 1908 VG Ty 3/1 Doane (Sheridan 05-13) Est \$ 35.00
 286 WYNCOTE, 1906 VG Ty 3/3 Doane, post card damaged, cancel clear (00-19) \$ 22.00

R.P.O.'s TOWLE TYPES

- 290 ARLINGTON & CONDON, 1937 G+ 896 1-A-2 (NORTH) on cover Est \$ 14.00
 291 ARLINGTON & CONDON, 1932 VG 896 1-A-2 (NORTH) on cover Est \$ 18.00
 292 AURORA & KEARNEY, 1914 VG 947 2-A-1 Est \$ 20.00
 293 BAKER & PRAIRIE CITY, 1928 VG 896 2-C-1 (TR2) on PSE, narrow gauge \$ 35.00
 294 BAKER & PRAIRIE CITY, 1919 VG 896 2-C-1 (TR2) Sumpter Valley RR E \$ 35.00
 295 BIGGS & SHANIKO, 1913 G+ 896 4-A-1 (TR21) Est \$ 20.00
 296 BILLINGS & SHELBY, 1919 G+ 891 5-B-1 (TR44) Est \$ 18.00
 297 BILLINGS & THERMOP, 1911 VG+ 951-H-2 (T311) Est \$ 20.00
 298 BILLINGS & RED LODGE, 1904 FINE 891 4 NEW TYPE (NORTH) Est \$ 35.00
 299 BOVILL & PALOUSE, 1909 VG 896 3-A-2 (TR3) "ALOUSE" clearly on stamp \$ 40.00
 300 BUTTE & OGDEN, 1897 G 890-F-1 (SOUTH) on PSE, UR corner gone, back rough @ Lft
 Still scarce, oregon short line, utah northern marking Est \$ 50.00
 301 CHEYENNE & HUNT, 1899 G+ 932-P-1 (TR1) on GPC, full ad on back Est \$ 10.00
 302 CHEYENNE & HUNT, 1898 G+ 932-P-1 (TR2) on PSE, Est \$ 10.00
 303 COBRE & ELY, 1919 G 977 1-A-2 (TR3) on cover Est \$ 20.00
 304 EDGELEY & ABERDEEN, 1929 G+ 895-0-1 (SOUTH) on PSE 18.00
 305 EUGENE & POWERS, 1924 G+ 900 2-B-3 (T501) Fish ad cover @ Lft Est \$ 10.00
 306 GD JUNG & OGDEN, 1910 G+ 953-AW-1 (TR5) Est \$ 10.00
 307 HAVRE & BUTTE, 1906 G+ 891 6-B-2 (T236) Est \$ 10.00
 308 HAVRE & SPOKANE, 1897 VG 869-BF-1 (TR4) on PSE Est \$ 18.00
 309 HUNT & PORTLAND, 1899 VG 898-R-2 (TR2) on GPC, coffee ad on back Est \$ 12.00
 310 HUNTINGTON & PORT, 1896 VG 898-F-1 (TR2) on PSE, handstamp UMATILLA HOUSE \$ 12.00
 311 HUNTINGTON & PORT, 1897 G+ 898-F-1 (EAST) on cover rough @ Rt Est \$ 10.00
 312 HUNTINGTON & PORT, 1898 VG 898-F-1 (TR2) on GPC Est \$ 12.00
 313 JAMES & MILES CITY, 1913 G+ 874-V-2 (TR7) Est \$ 8.00
 314 JOSEPH & LA GRANDE, 1928 Fine 896 6-A-2 (WEST) on PSE, Est \$ 15.00
 316 MISSOULA & HAMIL, 1911 G+ 891 10-C-1 (T208) Est \$ 20.00
 317 MONTECRISTO & EVERETT, 1909 VG 905 2-A-1 (10PM) Est \$ 35.00
 318 NILES & SAN JUNE, 1909 VG 992 9-A-1 (TR95) Est \$ 10.00
 319 ONTARIO & BURNS, 1931 VG bit blurry, 896 11-A-1 (T570) on PSE Est \$ 10.00
 320 PENDELTON & YAKIMA, 1948 FINE 904 2-B-1 (TR63-65) on cover Est \$ 8.00
 331 PORT & ROSEB'G, AGT 1887 G+ 894-B-1 on cover Est \$ 30.00
 332 ROCKPORT & ANACORTES, Vg 1915 902 4-B-1 (T290) on CVR rough @ Rt E \$ 30.00
 334 SALT LAKE CITY & LYNN JC, 1911 VG 972-M-1 (TR61) neat street scene, Payson, Ut \$ 50.00
 335 S.L. CITY & MARYSVILLE, 1911 G+ 974 1-D-2 (NORTH) Est \$ 20.00
 336 SAN FRAN & VISALIA, 1909 Vg 963-AD-2 (TR36) Est \$ 8.00
 337 SPOKANE & TACOMA, 1901 VG 892-Q-1 (EAST) on Elks Carnival Cover E \$ 15.00
 338 SPOK & UMATILLA, 1907 VG+ 904 6-E-1 (TR4) Est \$ 8.00
 339 SUMAS & SEATTLE, 1917 VG 901 1-C-1 (T442) Est \$ 15.00
 340 TACOMA & MORTON, 1913 G++ 905 5-B-1 (TR2) Est \$ 20.00
 341 TOLUCA & KIRBY, G+ 951-R-2 (T312) Est \$ 30.00
 342 TRUCKEE & LAKE TAHOE, 1909 VG 997 4-A-1 (TR1) Est \$ 12.00
 343 UNION PACIFIC RPO, 1887 932-G-1 on unpaid letter slip to Idaho City Est \$ 10.00
 344 WHITEHALL & ALDER, 1915 Vg bit lite, 891 13-A-2 (T232) on PSE Est \$ 15.00
 345 WILLISTON & SCOBEE, 1923 Vg 891 3-E-2 (226) on GPC w/file hole Est \$ 8.00
 346 PORTLAND & WHITESON, 1924 G++ 893-C-1 (Tr104) on cover back flap gone E 10.00

STANDARD RULES APPLY. MINIMUM BID \$3.00 PLEASE

Phone bids accepted: (541) 963-6350, If no answer, keep trying (call waiting)

Email: deroest@oregontrail.net

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36 40	2 00	3 48	4 98	5 48
41 45	2 25	3 92	5 61	6 68
46 50	2 50	4 36	6 24	7 88
51 55	2 75	4 78	6 84	8 02
56 60	3 00	5 22	7 47	9 22
61 65	3 25	5 66	8 10	10 42
66 70	3 50	6 10	8 73	11 62
71 75	3 75	6 52	9 33	12 76
76 80	4 00	6 96	9 96	13 96
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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]

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 2912, Del Mar, CA 92014-5912. [30-1]

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

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]

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]

CONNECTICUT - NEW BRITAIN, stampless/stamped to 1955. Send on approval or photocopy with price to Bob Gaudian, 6914 Spanker Dr., Burke, VA 22015 [30-5]

TOWNS: WANTED

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. [29-6]

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. [29-6]

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]

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**AD DEADLINE FOR NEXT
ISSUE:**

JANUARY 20, 1999

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]

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 1615, Copmanhurst, NSW 2460 Australia [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]

SOUTH CAROLINA Post Offices: alphabetical listing of post offices, counties and years of operation. This is the first full list published for this state. Available in print or floppy disk. 60-page book (Specify comb-bound or loose-leaf): \$18.00 postpaid to U.S. addresses. Disk: (specify PC or MAC format): \$25.00. Illinois residents add 6.75% tax. Outside U.S. add 20%. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. [30-2]

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 1615, Copmanhurst, NSW 2460 Australia [30-4]

FOREIGN: FOR SALE

DANISH "WILD WILD WEST" INDIES stamps, covers, postal stationery, etc. Long-time student/collector/exhibitor. Ron Trosclair (APS), 1713 Live Oak St, Metairie, LA 70005-1069. PH: (504) 835-9611. [30-4]

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

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

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

3) send your ad along with a check to *La Posta*, 33470 Chinook Plaza, #216, Scappoose, OR 97056 and we'll do the rest.

OFFICIAL NOTICE

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.

Richard W. Helbock, Publisher

NET PRICE POSTAL HISTORY SALE

PRE-1900

1.	New Orleans HS WAY mkng on PSE	\$30.00
2.	114 "Dispatched, Philada, PA, cxl	\$25.00
3.	158, 161(?) On reg cvr	\$40.00
4.	179 to London, faint Swampscott, MA cxl	\$15.00
5.	205 to London, Boston cxl and FD Paid mkng	\$20.00
6.	205 (2 copies), NY Supplementary to Germany	\$30.00
7.	223 to India	\$20.00
8.	225, 267 on reg cvr	\$12.00
9.	226, on reg cvr, NJ to Larkin Soap, Buffalo, NY	\$10.00
10.	255 (pair) reg cvr	\$20.00
11.	255 To Germany, indistinct Cleveland pmk	\$8.00
12.	281 (2 copies) to London, Baring Bros mkng on rev	\$20.00
13.	285(str edge) unsealed circ rate	\$10.00
14.	285 (str edge) on 1c PSE	\$8.00
15.	288 (str edge) to Scotland	\$40.00
16.	288 (pair) to France	\$90.00

SECOND BUREAU ISSUE

17.	300 on ppc, Shanghai cxl	\$20.00
18.	300 on ppc, Ponce, PR pmk	\$12.00
19.	300, 319 on PSE to Germany	\$8.00
20.	300 on UX 19 to Germany	\$15.00
21.	304 to Constantinople	\$15.00
22.	306 on 2c PSE, reg cvr, E. Windsor, MA pmk	\$12.00
23.	308 reg cvr to Germany, NY label, heavy cxl	\$60.00
24.	319 on cvr to Mexico, treaty rate	\$10.00
25.	320 imperf on cvr	\$20.00

WASHINGTON-FRANKLIN

73.	331(?) On glassine mailer	\$20.00
74.	344 strip of 3 & 2c on reg cvr	\$150.00
75.	352 (off crt) on ppc	\$70.00
76.	378 (?) To Paris	\$20.00
77.	381 (?) On 2c PSE, reg cvr	\$15.00
78.	383 (pair) on cvr	\$8.00
79.	385 on ppc	\$45.00
80.	391 on ppc (1912 / overpaid)	\$30.00
81.	392 on ppc	\$35.00
82.	392 (pair) on cvr (flap missing)	\$75.00
83.	404A & 425 (?) On reg cvr	\$40.00
84.	407, 2 2c, on 2c PSE, reg cvr from Honolulu	\$50.00
85.	415, 503 on reg cvr	\$50.00
86.	417 on reg cvr (flap damaged)	\$16.00
87.	462 (?) On ppc, Shanghai cxl	\$20.00
88.	462, 471(?) On reg cvr (flap damaged)	\$30.00
89.	469 on 5c PSE, reg cvr from stamp dealer	\$40.00
90.	475 reg cvr to Italy	\$50.00
91.	540 on 3c PSE to Germany	\$25.00
92.	531 (strip of 3) on cvr, 1st class War rate	\$30.00

FOURTH BUREAU ISSUE

46.	551 & 553 on ppc (orig underpaid)	\$8.00
47.	552 & 554 on ppc (orig underpaid)	\$8.00
48.	553 on cvr (printed matter rate)	\$10.00
49.	557 (3 copies) ISC perfins, airmail cvr	\$10.00
50.	563, 632 on 5c PSE, reg cvr	\$6.00
51.	566, 711, reg cvr w/ indemnity	\$10.00
52.	567 (5 copies), 632 on insured parcel tag	\$15.00
53.	567, 632 on reg cvr w/ ret rcpt	\$8.00
54.	599A on window env, overstruck by meter	\$20.00
55.	603 (pr, 1 dmgd) on folded document, reg	\$20.00
56.	606, bl / 4, airmail usage	\$15.00
57.	634A on cvr, Fprt Davis, CZ pmk	\$20.00
58.	634A, 3 copies on airmail cvr	\$25.00
59.	642 (pair) on reg ad (Buffalo) cvr	\$20.00
60.	700 (2 copies) on airmail cvr to France	\$20.00

PREXIES

61.	803, 804, 964 on insured cvr	\$10.00
62.	804 (3 copies) United Fruit cvr	\$10.00
63.	805 (pair) on ppc, Cristobal Paquebot pmk	\$20.00
64.	805, 900, 901 on insured cvr	\$20.00
65.	805, 811, airmail from Pago Pago, Samoa	\$15.00
66.	807 (pair) on Army censor envelope	\$8.00
67.	807 airmail, AK to DC, censored	\$8.00
68.	807 to Argentina, treaty rate	\$12.00
69.	809, 90, 905 (7 staamps in all) to Egypt	\$35.00
70.	810 to England, "Return to Sender"	\$20.00
71.	810 Honolulu to England surface rate	\$8.00
72.	813, 815, 831, total \$4.28 post due on card	\$10.00
73.	815 airmail to Hawaii	\$8.00
74.	815, Clipper airmail to France	\$15.00
75.	815, FA 1	\$10.00
76.	825 on 6c PSE, airmail from APO 201	\$20.00
77.	829 (pair) reg, ret rcpt cvr	\$10.00
78.	830 airmail to England	\$8.00
79.	829 (2 copies) air to England, "AR" mkng	\$20.00
80.	832, 901 reg cvr	\$35.00

AIRMAIL / FOREIGN DESTINATIONS

81.	C7, C8 to Curacao	\$20.00
82.	C24 to Portugal	\$8.00
83.	C24 to Holland	\$8.00
84.	C24 to England	\$8.00
85.	C24(2 copies) dbl rate to Belgium	\$20.00
86.	C30 to Switzerland	\$8.00
87.	928 (strip / 3) to Suriname	\$10.00
88.	948 (strip / 3) to Canal Zone	\$10.00
89.	955, 957, 972, C49 to Switzerland	\$8.00

—Check with order, please, and kindly add \$.25 per item (minimum \$.50) for postage. I prefer to insure shipments valued at \$50 or more so please add at least \$1.00 for the coverage.

—Your total satisfaction is guaranteed. Refunds will be made if you are not happy with your purchases.

—Color scans of all items are available for \$.20 per 8 1/2 X 11 inch page (up to 3 covers copied per page) and an SASE.

—We have thousands more covers available, mostly from 1880-present and welcome your want list.

—Massachusetts residents please add 5% sales tax for our beloved Commonwealth.

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ADVERTISING IN LA POSTA

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

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

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

These charges include Type setting & Layout

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

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

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

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

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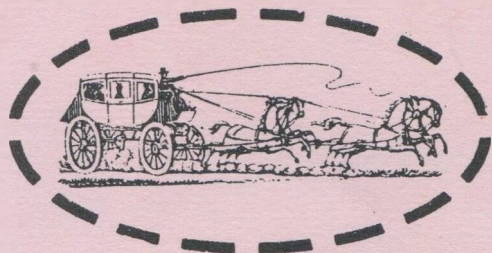
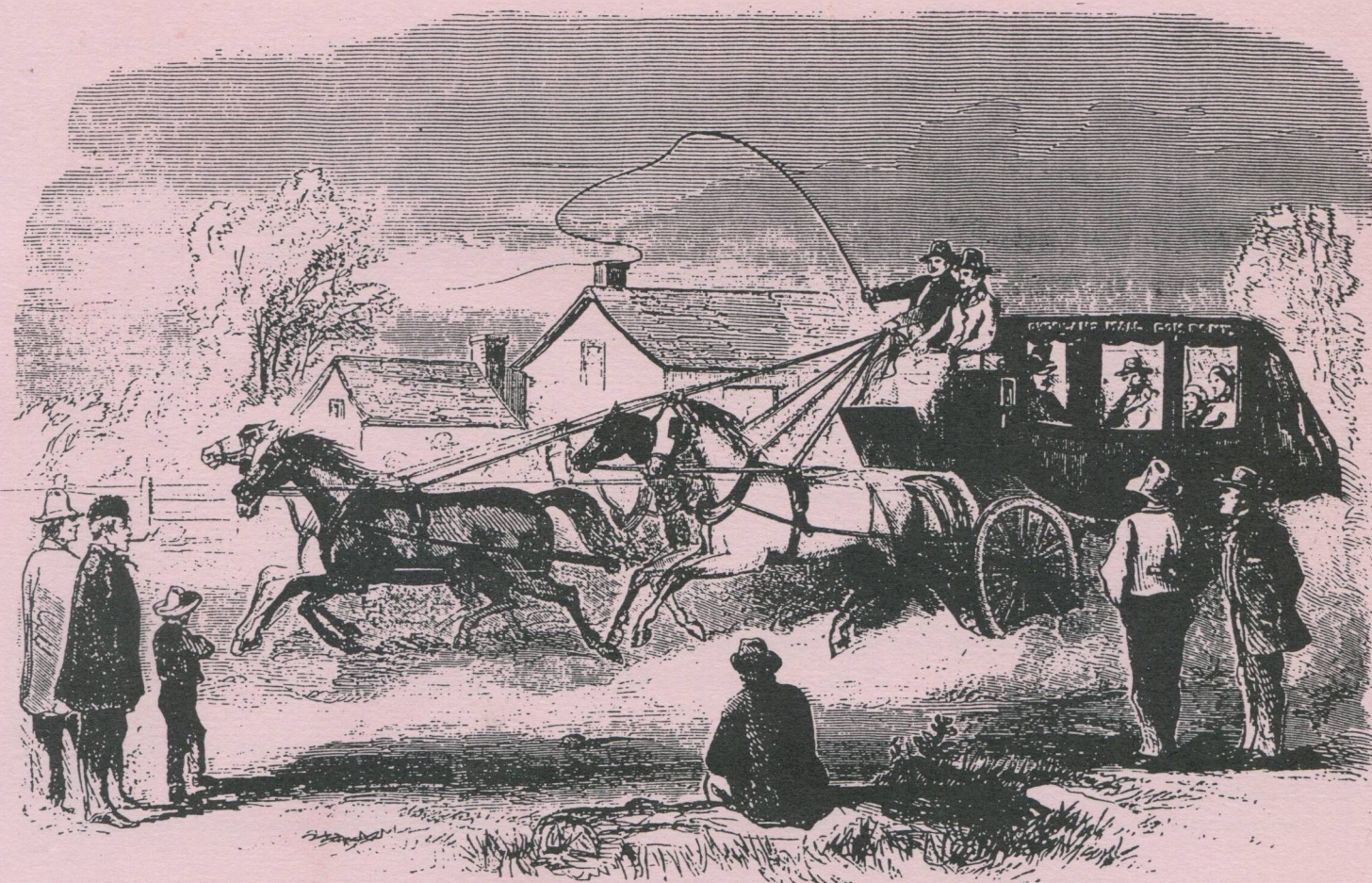
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