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PUBLISHER'S PAGE



What do you call this Place?

Many of us love place names. We like to say them outloud, learn their local pronunciation, and find out what the name means and where it originated. Some of us maintain special shelves in our library for books on the subject of place names. This affinity postal historians hold for place names was brought home to me recently when bidding on several lots in Subscribers' Auction 63 proved considerably more spirited than I anticipated. The lots in question were scattered across the geographic spectrum, but the one thing they all had in common was that they bore postmarks from towns with odd or unusual place names—Mooselookmeguntic, Maine; 6 Points and Lock Seventeen, Ohio; and Hatch's Bend, Florida are representative. There were also two lots of miscellaneous townmarks with unusual place names which attracted bids.

I have long been fascinated with the origins of place names, particularly the names of post offices originally applied by, or derived from, those who first lived in that locality. The maps of most North American regions show a rich legacy of indigenous place names scattered across the landscape and intermingled with the names added by explorers and settlers of more recent times. When I lived in New Mexico, for example, I was fascinated with the frequent juxtaposition of place names deriving from Pueblo dwellers, Hispanic settlers and the more recent Anglo residents. In some places all three cultures continue to thrive. In Santa Fe County the Nambe and Tesuque Pueblos are not too distant from the towns of Agua Fria and La Cienaga, and it is only a short distance down the road to Golden, or Cedar Grove or Stanley.

Place names do more than simply provide a shorthand way to differentiate one town from another. In an age when regional and cultural differences are constantly eroding under pressure from movies, television and other aspects of the mass media, our place names may be seen as beacons reminding us of who we are and where we came from. Although I have personally embraced the geographical freedom offered by today's revolu-

tionary changes in Internet communications, I believe it is very important that we all hold on to our sense of place. It is, after all, an important aspect of our heritage, and one way in which we can maintain this is to understand and appreciate the origins of place names. In addition looking into the origin of place names can be a great deal of fun.

Australians, as well as Americans, enjoy having fun with their place names. Many names are polysyllabic, often deriving from Aboriginal names, for example, Goolengdoogie, Goorinargunambone, Cooplacurripa, or Cooberpedy. The latter, by the way, was applied to an important opal mining town in South Australia and means "white fellow's hole in ground." It is believed that the first Aboriginal inhabitants came to Australia as early as 60 thousand years ago, and over the thousands of generations they settled far and wide across the continent. Today, we often think of Aboriginals in conjunction with the Outback or remote regions such as Cape York, but white men encountered Aboriginal residents almost everywhere they ventured in the 18th and 19th centuries. It is no surprise then, that most places were named in Australia well before the English arrived and, while many cities and towns bear European names today, quite a lot of the original names continue to survive as applied to smaller communities. Indeed, the appearance of long, complicated—but often euphonious—Aboriginal place names is such a common part of the landscape, that it took at least two or three drives past this sign (Figure 1) on a neighbor's gate before we realized that its origin was pure Aussie and not Aboriginal.

Recently I learned that there are two localities in New South Wales named Walla Walla. One has a post office—Postal Code 2659—and would, if asked no doubt provide a postmark on request. Now, Walla Walla is a pretty well known name in the Pacific Northwest, and I was curious as to how the same name could be applied to a place here in Australia.

Many such duplicating names result from what is known as name transfers, where a place is specifically named for another community and often by settlers who once lived in that other locality. North America and Australia, being settled by Europeans in relatively recent history, share many localities with the same names which have all been transferred from the British Isles and Europe. It struck me as a distinct possibility that Walla Walla, NSW, had been named by someone who once lived in Walla Walla, Washington.

Unfortunately the pursuit of place name origins is not as well advanced in Australia as it is in some parts of North America. I have been unable to locate, or find reference to, many publications treating the subject, and I am of the opinion that research into origins of Australia geographic names is still in its infancy for most of the country. Fortunately, however, a small book entitled *Aboriginal Place Names* by A. W. Reed was published in 1967, and it does contain a listing for Walla Walla (NSW) which means “plenty of rain.” So the local name was not a transfer from North America, but has an Australian Aboriginal origin.

That made me wonder what the origin of Walla Walla was for the Washington community. I had always assumed that it was of Indian origin, and it almost seems that I had once looked up the story, but age has a nasty way of deleting bits and pieces of trivia from the mind, and I could no longer recall what it might have meant. Since I do not have a book of Washington place name origins on hand here in my traveling library, I went to the Internet. In response to my request for information on “place name origins”, the Infoseek search engine turned up a marvelous site posted by the Tacoma Public Library (www.tpl.lib.wa.us/v2/nwroom/wanames.htm). This site contains a searchable data base of thousands of Washington State place names, and in response to “Walla Walla” it quickly told me that the city was given an Indian name meaning “...place of many waters...”

Hmmm, “plenty of rain” and “place of many waters”, now that’s curious, but before I go off into some science fiction fantasy about sharing words across 6,000 miles of Pacific Ocean, I should admit that the word *walla*, which meant “water” to the



Figure 1 Many Australian properties bear names, and the owners of this Northern Rivers bush block have declared their homestead to be called Bringabeeralong.

Northwest Indians around southeastern Washington and “rain” to the Aboriginals around southern New South Wales is a pretty simple two syllable word for a very basic substance. Furthermore, the doubling of words to express abundance or large size is common to many languages around the planet. My vote is for coincidence, but then I was one of those kids who back in the late ‘40s thought it was kind of odd that the South America piece of my wood block puzzle had this neat “bulge” around Brazil that looked like it would fit nearly into that “crook” of the west African piece if only they didn’t have all that blue Atlantic water between them. Imagine my surprise, among that of many others I’m sure, when some 20 years later it became really fashionable to talk about continental drift and plate tectonics.

TOOLS FOR ADDITIONAL PLACE NAME RESEARCH

The Washington State site with searchable place name database mentioned above is a rarity on the Internet today. A similar site does exist for Kentucky (www.uky.edu/KentuckyPlaceNames), but those were the only two states for which I found such information on line. Arizona State University maintains a good general site on US and worldwide place names (www.asu.edu/lib/hayden/govdocs/maps/geogname.htm), but most of the databases they

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1999 Congress Book to Feature US Postal History

The 1999 (American Philatelic) Congress Book, which will debut in conjunction with the Cleveland APS show in late August this year, will contain articles by several North American postal historians whose bylines are very familiar to readers of *La Posta*.

With the appointment of Richard W. Helbock as *Congress Book* editor, the postal history emphasis should come as no surprise but *La Posta* readers who do not normally acquire copies of the handsomely produced, cloth bound book may wish to purchase a copy of this year's edition.

Thomas F. Clarke leads off the 1999 Congress book with an article entitled "Comprehensive Postal History: Papyrus, Paper, and Paleography." Clarke conducts an illustrated trace of the history of letter writing from earliest times to pre-Revolutionary America, and urges readers to consider postal history from the perspective of paleography. Readers are bound to find Clarke's arguments thought provoking.

Michael Dattolico adopts a more traditional postal history approach in his investigation of "A Postal History of Wisconsin Territory & Milwaukee 1815-1845." Generously illustrated with some magnificent early Milwaukee covers from the collection of Robert Baldrige, Dattolico presents a lively account of the early history of settlement in the Badger State.

David L. Herendeen is one of our two returning authors from the 1998 Congress book, and this time provides us with a fascinating detective story, which he calls "The Parcel Post Stamps of the Ivory Coast." It should appeal to a broad range of readers, but particularly those who enjoy piecing together historical evidence to solve puzzles.

Randy Stehle is an author very familiar to *La Posta* readers, and one of Randy's long time interests has been the formative years of the Rural Free Delivery system in the United States. His contribution for the 1999 Congress book is titled "United States Rural Free Delivery: Records, Research and Resources."

Peter Martin, the 1998 Wagner Award winner for the best article in the *Congress Book* on American postal history, returns to the 1999 *Congress Book* with another interesting piece of US

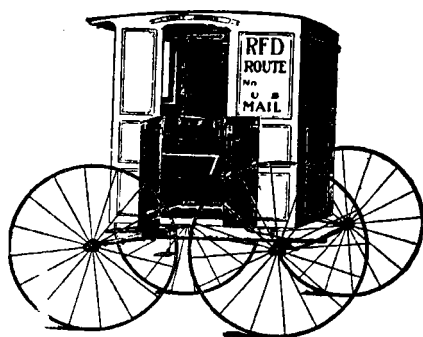
revenue research. This time, Martin tackles "The Spud Tax," and readers are certain to find his exposition of these Depression-era revenue stamps both informative and entertaining.

Kevin O'Reilly, a resident of Canada's Yukon Territory, explores one of the lesser known stories of the Second World War in his article entitled "The Americans at Churchill in World War II." Long a student of WW II postal history in western Canada, O'Reilly provides some interesting postal historic details of what happens to a small northern community is suddenly "invaded" by several thousand American servicemen.

Peter Dearie rounds out our lineup of authors for the 1999 Congress book with an introduction to modern Australian postal markings entitled "Every Picture Tells A Story: Permanent Pictorial Postmarks of Australia." Dearie, a native of England who now resides in New South Wales. Has made a research and collecting specialty of these attractive postmarks. He traces their brief, but interesting history, and illustrates a sampling of the varieties which have emerged.

Copies of the Congress Book are sent postpaid to American Philatelic Congress members. The basic membership fee is \$30.00 for USA residents, and \$35.00 for members living outside the USA. Sustaining memberships are available at \$40 and \$45 respectively, and Patron memberships are \$45 and \$50 respectively. Dues may be mailed to Wanda Oviedo, APC Secretary-Treasurer, P. O. Box 66061, Tucson, AZ 85728.

APC books are mailed after Stampshow each year, or may be picked up at the show. Additional information on the APC and its activities is available on line at <http://members.aol.com/TongaJan/APC.html>.

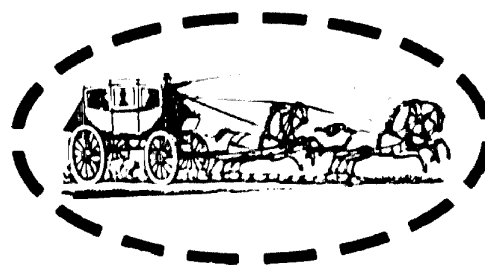


No. 414—"Light Runner"

Continued from page 5

What do you call this Place?

index are of the gazateer variety rather than place name origins. Fortunately, there are many place name books detailing origins of names – including post office names – for the various United States. James E. Lee (see his ad elsewhere in this issue) and Len Hartmann list quite a few such titles among his state postal history offerings, and you may find others available in your local area. Anyone wishing to become more seriously involved in place name research might wish to check out *Names*, journal of the American Names Society. This organization specializes in the study of American place names and can offer a wealth of information to those new to the field.



La Posta Backnumbers

Backnumbers of *La Posta* may be purchased from John Van Alstyne, 1787 Tribute Rd., Suite J, Sacramento, CA 95815. An index of all backnumbers through Volume 28 has been completed by Daniel Y. Meschter and is available on the La Posta website at www.la-posta.com.

To order backnumbers call John or Sherry at 800-297-3929 or send them an E-mail at sherjohn@softcom.net.

THE FIRST TRANSMOUNTAIN MAIL ROUTE CONTRACTS

PART X(c) - THE HOLLADAY CONTRACT

Route 14260, Atchison to Salt Lake City, October 1, 1864 to November 13, 1866

by Daniel Y. Meschter

The contract for Route 14260 awarded to Ben Holladay in August 1864 was written for four years from October 1, 1864 to September 30, 1868; but it is convenient for the purposes of this study to separate it into two parts to reflect what W.T. Jackson was not the first to call the "Grand Consolidation," when Wells Fargo & Company merged Holladay's stagecoach lines, the Pioneer Stage Line, the Overland Mail Company, together with their mail contracts, and the operations of the United States and American Express Companies west of the Missouri, into a vast transportation empire stretching overland and by way of the Isthmus and Mexico from the Atlantic Coast to San Francisco and across the Pacific to the Orient (1979, p. 6). The first part (Xc) from October 11, 1864 to November 13, 1866 deals with the proprietorship of Ben Holladay while the second part (Xd) from November 14, 1866 to September 30, 1868 focuses on Wells Fargo operations and the Holladay "claim."

The Civil War made Route 14260, as it had its predecessor Route 10773, strategically important to the Union since the Overland Trail was the only secure route from the northern states to California. Access to the old "southern" or Butterfield route was controlled by the Confederacy which also posed a threat to the sea lanes. Ben Holladay quoted President Lincoln's response when he asked him for troops to protect the mail line from the Indian rebellion in 1864 (Senate Misc. Doc. No. 189, p. 62, Ser. 1890):

Our sea mails only semimonthly, conveyed by naval vessels, are liable to be stopped at any time by Confederate cruisers; the overland [mail] must be maintained at all hazards without regard to cost. These are perilous time, Mr. Holladay, all over our country; mv anxiety is great. We have no soldiers to spare, but I will do all in my power.

The maintenance of communications with California was so vital to the Union that the Army did divert some troops from the theaters of war to field headquarters at Fort Kearney; Fort Rankin, later Fort Sedgwick near Julesburg, and Fort Halleck, from which smaller detachments were bivouacked at a dozen or more temporary camps along the Platte River and Overland Trails. Troops also were posted to Fort Laramie to protect the transcontinental telegraph line along the Oregon Trail.

These troops were successful in suppressing Indian depredations from the fall of 1865 through the end of 1866. Although the Indian outbreak would resume in the spring of 1867, the coming of the railroads was beginning to put a new dimension on western mail operations.

THE COMING OF THE PACIFIC RAILROAD

The long-anticipated coming of the Pacific railroad augured the doom of the Overland California mail route, although stagecoaches would continue bringing the mail in to the railroad from the hinterlands until the advent of motor vehicles forty years later. (The following is based largely on Ames, 1969; Bancroft, 1890(a), 1890(b); Glaak, 1962; Overton, 1965; and Trotman, 1966.)

In a futile attempt to meet the demands of virtually every city of consequence east of the Mississippi for direct access to the Pacific railroad, the *Act to aid in the Construction of a Railroad and Telegraph line from the Missouri River to the Pacific Ocean* of July 1, 1862, 12 Stat. 489, set its initial point at the 100th meridian of longitude west of Greenwich between the south margin

of the Republican River valley along the Kansas line and the north margin of the Platte River valley in Nebraska. To reach that initial point a little less than 50 miles west of Fort Kearney, the Act visualized a trunk line from the western boundary of Iowa and three other feeder or branch lines converging on it from gateways at Sioux City, Atchison, and a point on the south side of the mouth of the Kansas River, that is, across the Kansas line from Kansas City.

The Union Pacific Railroad was to build the Sioux City branch as soon as a railroad across either Minnesota or Iowa reached there as well as the "Iowa" or Western branch or trunk line from the Iowa boundary. The Hannibal and St. Joseph was to build the "Central"

branch from Atchison and the Leavenworth, Pawnee and Western Railroad the "Eastern" branch from the mouth of the Kansas River.

A later act (13 Stat. 364) released the Union Pacific from construction of the Sioux City branch and it was not built until after the completion of the Pacific Railroad. The Central Branch Union Pacific Railroad eventually built a line a hundred miles west from Atchison to [Waterville] on the Little Blue River south of Marysville. Neither were involved in Overland California mail operations.

The Leavenworth, Pawnee and Western started construction at Wyandotte on the north side of the Kansas River across the state line from Kansas City in September 1863. It completed about 35 miles of track to Lawrence by the next August, another 90 miles through Manhattan to Fort Riley, where it was supposed to turn northerly up the Republican River toward the Iowa branch, by May 1866, and a few more miles to Junction City by October.

Construction paused at Fort Riley until a July 3, 1866 amendment to the Pacific Railroad Act, 14 Stat. 79, belatedly allowed the Leavenworth, Pawnee and Western, now called the Union Pacific Railroad Company, Eastern Division, and later the Kansas Pacific, to build from Kansas City directly to Denver via the Smoky Hill route, thus stranding the Central Branch railroad in the middle of nowhere instead of connecting to the Eastern Division en route to a junction with the Union Pacific in Nebraska as the 1862 Act intended it to do. Track-laying passed beyond the settled lands in eastern Kansas in 1867, reaching Sheridan just beyond the 101st meridian in 1868 and Denver in 1870 (see Baughman, 1961, for contemporary railroad maps). The Kansas Pacific had an important role to play in mail service on the Overland California route beginning later in 1866.

Strictly speaking, the Union Pacific Railroad was to begin at "a point on the western boundary of Iowa, to be fixed by the President of the United States." It was hardly possible in view of the specification of Iowa and the designation of the Platte River valley as within the route corridor for the President to fix this "point" at almost any other place than "within the limits of the township in Iowa opposite the Town of Omaha, in Nebraska," which is to say Council Bluffs. This put the eastern terminus at Omaha until a bridge could be built across the Missouri River and established the Platte River valley as the route for the railroad's first 400 miles before it had to be decided where the tracks would cross the mountains.

Although almost two years behind the Eastern Division railroad when the Union Pacific laid its first rail in Omaha on July 10, 1865, it quickly outstripped its Kansas rival by building 40 miles to Fremont that first summer and 150 more miles to Kearney by the next July, 65 miles ahead of the Eastern Division.

At the time of the 1862 Act, the only rail connection to the Missouri River from the east was the Hannibal and St. Joseph, completed in February 1859, over which the

overland mail was brought to St. Joseph and transferred to Atchison over the St. Joseph and Atchison Railroad. Next was the Pacific Railroad of Missouri completed in October 1865 from St. Louis to Kansas City where it connected with the Eastern Division Railroad building west toward Fort Riley. Remarkably, the Union Pacific's railhead was more than 300 miles west of Omaha and mostly if not entirely supplied by steamboat from St. Joseph before the Cedar Rapids and Council Bluffs Railroad, later the Chicago and Northwestern, at last won the race across Iowa to Council Bluffs in January 1867.

Congress was much less concerned about the Pacific end of the transcontinental railroad. It simply authorized the existing Central Pacific Railroad Company of California to build a railroad "from the Pacific coast, at or near San Francisco, *or the navigable waters of the Sacramento River*, to the eastern boundary of California (emphasis supplied)," on the same terms as the Union Pacific, 12 Stat. 494.

A ceremonial ground breaking took place in Sacramento on February 22, 1863; but progress was slow due to difficult financing, to the fact that virtually all material and rolling stock had to be brought in by sea around Cape Horn, and by rugged terrain and harsh climate as the railhead approached the crest of the high Sierras. The first rail was laid on October 27th and construction was completed eighteen miles to Roseville by the end of the year and only thirteen miles more to Newcastle in 1864. An average of another thirty miles a year in 1865 and 1866 brought it to the foot of Donner Summit where a near-impossible seven miles of sheer granite cliffs and dizzying abysses halted track laying for more than a year. A CP locomotive crossed the Nevada boundary in December 1867 only by leap frogging the interval to a temporary construction camp on Truckee Meadows (Beebe, 1963, is a absorbing photo essay on the Central Pacific Railroad.)

THE ROUTE

The contract for Route 14260 (Appendix 29) specified Atchison as its eastern terminus with St. Joseph as a parenthetical alternative. Although this seemed to offer the POD a choice, the order of January 21, 1864 (Appendix 24) already recognized that the Overland Mail Company was carrying the mail from St. Joseph to Atchison by rail and instructed the Inspection Office to calculate the times of departure and arrival from Atchison without actually changing the terminus at that time. With the deletion of St. Joseph in the contract register, Atchison clearly became the terminus.

Mail service by rail between St. Joseph and Atchison was made possible by the completion of the Atchison and St. Joseph Railroad twenty-one miles to the ferry landing at Winthrop opposite Atchison in January 1860 and across

the river by ferry. Even so, Atchison's days as the terminus of the Overland California mail route, too, were numbered.

There were a number of changes in the post offices on the Atchison to Fort Kearney road from those shown on Route 10773 (Appendix 24), in Advertisements Nos. 1 to 4 (Appendix 26), and on Route 14260 (Appendix 28), reflecting both new and discontinued post offices as well as name changes not identified as such in the lists. One significant change was the Oketo bypass around Marysville between Guittard's Station and Rock Creek probably sometime in 1862 with biweekly service to Marysville by horseback from Guittard's (Appendix 24, marginal note of November 9, 1862). Marysville was excluded entirely in Advertisements Nos. 1 to 4 and in the subsequent Route 14260.

Major changes in this part of the route resulted from the laying of the Union Pacific tracks into Kearney City on July 1, 1866, 190 miles from Omaha (Ames, 1969, p. 161). Years later (1879), G.H. Carlyle who had been "master of transportation" for the Overland Stage Line from 1863 to 1866 testified that "Mr. Holladay started the stages from Atchison, Kansas...; next Nebraska City...; and next Omaha, all coming together at Fort Kearney and forming a trunk line." (Senate Misc. Doc. No. 189, Ser. 1890, p. 11, 35).

What actually happened was that in the spring of 1865 Holladay was awarded a contract for Route 14014 for three times a week service on a five-day schedule from Nebraska City to Kearney City via Nursery Hill, Palmyra, Saltillo, Camden, and Arcola from January 1, 1865 to June 30, 1866 (Senate Ex. Doc. 21 1, pp. 11-12, Ser. 1886). It was obvious, of course, that, since the contract was not signed until April 14th, actual service did not begin until later that spring or summer.

In the same way, Holladay later that same summer was awarded a contract for Route 14001 for six-day a

week service on a 48-hour schedule from Council Bluffs to Kearney City via Omaha, Elkhorn City, Fremont, Lincoln, Wallace, Buchanan, El Dorado, Columbus, Brewer's Ranch, Grand Island City, Albaville, White Cloud, Nebraska Centre, and Fort Kearney, with triweekly spur service from Columbus to Genoa, from July 1, 1865

to June 30 1866 (Id., pp. 13-14). And again, since the contract was not signed until September 22nd, actual service did not begin until late in the year.

By omission in his 1865 Annual Report, it is apparent the PMG did not regard these feeder routes as substitutes or replacements for any part of the Overland California route when he said, "The overland mail service from the Missouri river to California is performed under two contracts, one from Atchison to Salt Lake City, and the other from the latter place to Folsom City" (House Ex. Doc. No. 1, p. 3, Ser. 1254).

When, as Carlyle suggests, Holladay relocated the terminus of the overland route northward first to Nebraska City in the summer of 1865 for a savings of 60 miles from the Missouri to Kearney City and then to Omaha later that fall, he no doubt was anticipating the diversion of the overland mail from Kansas City and St. Joseph to the Union Pacific's terminus at Omaha for carriage under a railroad mail contract to its railhead where it was transferred to Holladay's coaches. The Nebraska City route probably was used only very briefly and no list of stations on it other than in the contract has been located. Stage stations on the Omaha route, some adopted by the railroad, were as shown in Table 12.

Holladay probably used all of these stations until the railhead caught up with him. Hungerford (c. 1949, p. 91) noted that Holladay moved the terminal of the stage line "100 miles" west from Omaha to Columbus, Nebraska by July 1866 and to Fort Kearney or, better, Kearney City at the end of July.

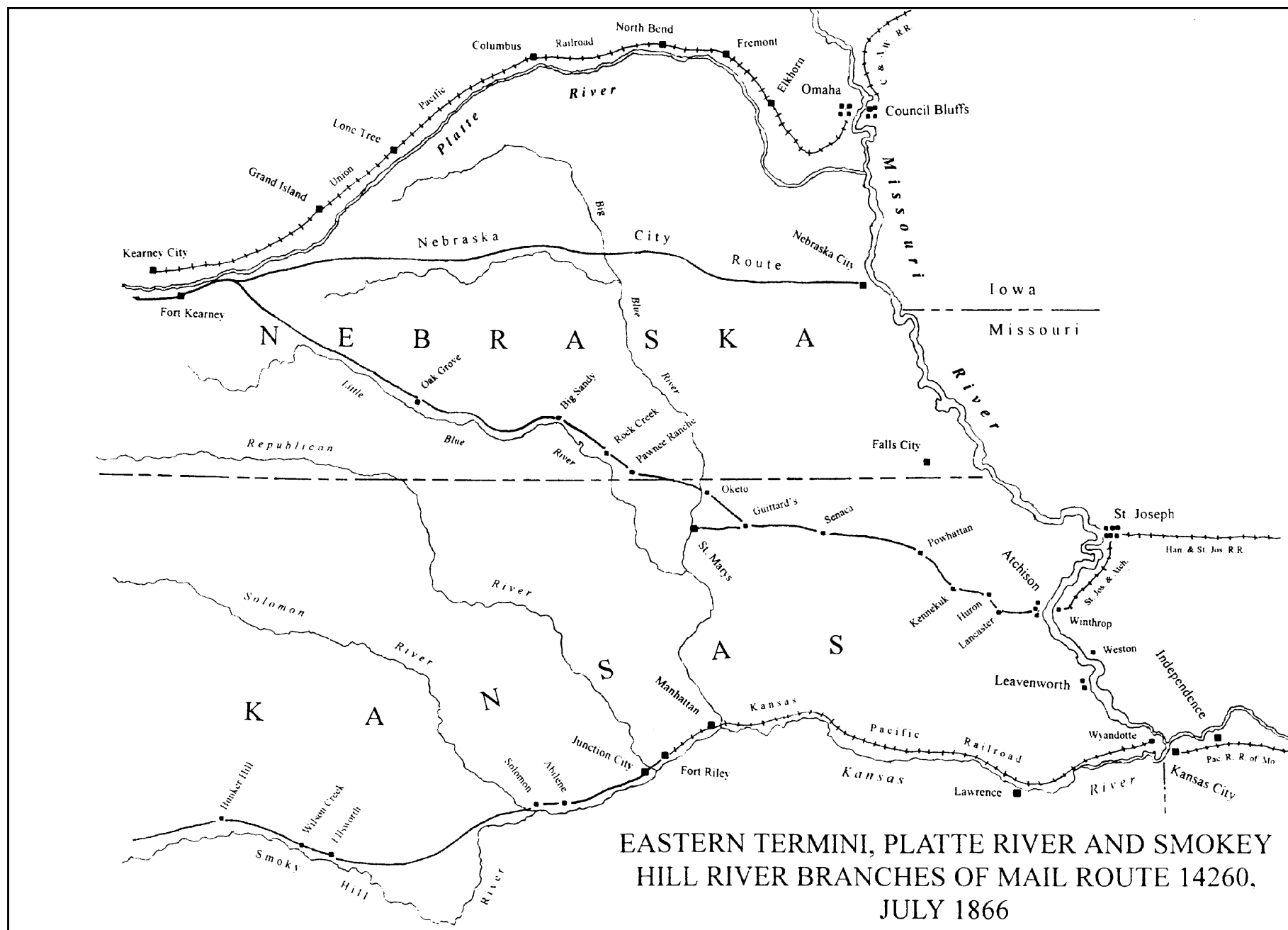
Prior to the institution of service on the Smoky Hill route through Kansas, however, there was an important change of the route between Junction or Junction House [Fort Morgan] and Laporte to the "Cutoff Route."

The Cutoff Route

A shortcut or "cutoff route" to Denver City (now closely paralleled by Interstate Highway 76) that split off from the Platte River or Overland Trail about 115 miles west of Julesburg had been in general use by freighters and immigrants since perhaps as early as 1859 as offering a saving of between twenty-five and forty miles over the Platte River road. A map in Root and Connelley

TABLE 12 - MAIL STATIONS ON ROUTE 14260 FROM OMAHA TO FORT KEARNEY, NEBRASKA
(Frederick, 1940, p. 293-4, from *Omaha Nebraskan*, May 18, 1866)

	Miles	cum		Miles	Cum		Miles	Cum
OMAHA		—	Skinner's	11	75	Grand Island	22	154
Elkhorn	23	23	Columbus	11	86	Lamb's	8	162
Fremont	15	38	Eagle Island	20	106	Wood River Farm	15	177
North Bend	15	53	Junction Ranch	8	114	FORT KEARNEY	16	193
Buchanan	11	64	Lone Tree	18	132			



(1901) places the junction at Bijou Station (Table 11); Junction House itself may have been fourteen or fifteen miles east of there [Fort Morgan] at the crossing of Badger Creek. The long established Salt Lake mail route, of course, continued up the Platte River to Latham [Greeley] and westerly to Laporte and the Overland Trail with mail service to Denver on the south by a spur route.

By the winter of 1864, however, service interruptions and Indian depredations had become serious enough that the Army, as it asserted, could no longer protect travelers on the Cutoff and the mail route on the Platte River road at the same time. Accordingly, Col. John M. Chivington, commanding the District of Colorado, on December 2, 1864, five days after the Sand Creek affair for which he is infamously remembered, issued an order to Holladay (Senate Misc. Doc. No. 189, Ser. 1890, p. 19):

I am directed to furnish your line complete protection against hostile Indians, which I can only do by its removal from the Platte to the Cut-off Route. As it now runs I am compelled to protect two lines instead of one. You will, therefore, remove your stock to the Cut-off Route, which will enable me to use troops retained for an active campaign against these disturbers of public safety.

Chivington's order was allowed to stand although he himself was removed from command shortly afterward. Holladay was forced to abandon the Platte River route from Junction via Latham to Denver and the Overland Trail route from Latham to Laporte and to either abandon or move all of the stations to the Cutoff route. William Reynolds, general superintendent of the Overland Stage Line in 1865 and 1866 said that the company established twelve stations on the Cutoff route, but did not name them (*Id.*, p. 22).

It is assumed that diversion of Overland Stage Company coaches within a few days of the order was made possible by road ranches already on the Cutoff route and that the moving of stations from the Platte route and establishment of new stations continued through the spring of 1865. From this time forward all overland mail beyond Denver was routed from Junction to Denver, back to Laporte, and west on the Overland Trail.

The Smoky Hill Route

There was nothing new about the route along the Smoky Hill Fork of the Kansas River stretching across the middle of Kansas. Fremont followed down its general course from eastern Colorado to the mouth of the Kansas River on his way back from California in 1844. Well-equipped fur traders sometimes used it between the Rockies and the Missouri and it was more a matter of preference than geographic ignorance that the Leavenworth & Pikes Peak Express Company chose the

divide between the Solomon Fork and the Republican River for its Leavenworth to Denver stage route in April and May 1858, rather than the Smoky Hill Fork further south (Meschter, 1994, pp. 35-37; map, p. 10).

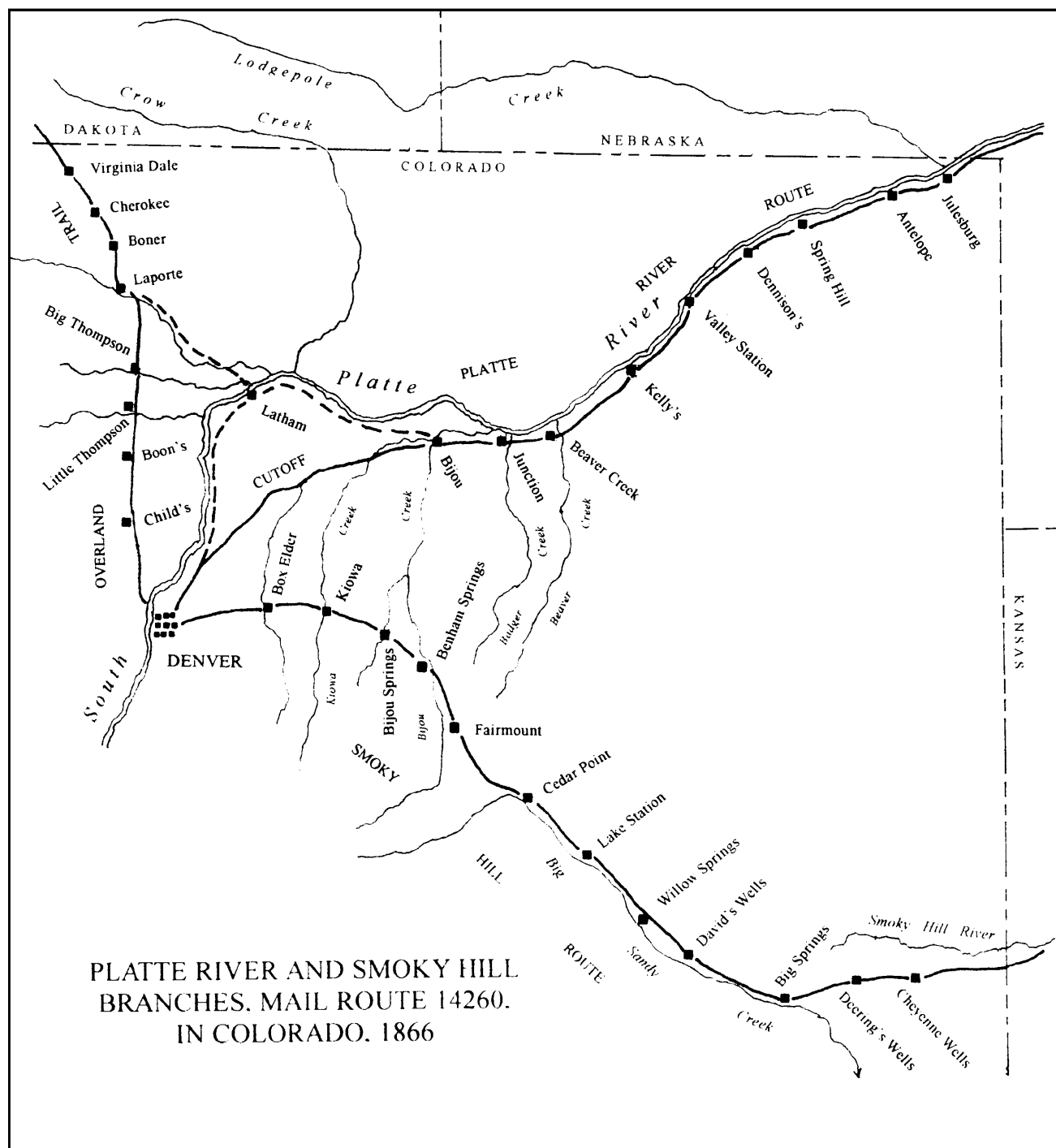
The possibilities of the Smoky Hill route came to Ben Holladay's attention when David A. Butterfield, no relation of John Butterfield, organized the Butterfield Overland Dispatch (BOD) in the spring of 1865 to provide freight and passenger service from Atchison and Lawrence, Kansas to Denver via the Smoky Hill route along which he established 39 stations from Fort Riley to Denver at 12-mile average intervals (Table of Stations and map, Root and Connelley, 1901, p. 398).

The BOD inaugurated freight service that summer and its first stagecoach rolled into Denver on September 23, 1865 (Frederick, 1940, p. 244). It continued operations throughout that winter; but without the subsidy of a mail contract, it never became profitable.

Most authorities assume that Ben Holladay bought out the BOD in March 1866 merely to eliminate competition to his stage operations on the Platte River route; but there was more to it than that—much more.

Holladay was aware, like everybody else, that the Kansas Pacific Railroad was plodding its way west along the Smoky Hill route toward Denver. Whether from informants or even direct consultation with the POD's Contract Office, it seems inescapable that he either knew that the Post Office Department was planning to make Junction City the terminus of an alternate mail route to Denver or guessed as much. It might even have been his own idea. He also knew that while David Butterfield had the Smoky Hill route stocked, equipped, and running, the company was losing money. Thus, the wily Ben Holladay was able to buy the BOD at a bargain price and to begin operations with no further need for organization, investment, or delay.

On March 31st Holladay announced that his newly chartered Holladay Overland Mail and Express Company would be ready to furnish daily connections from the Union Pacific Railway, Eastern Division (Kansas Pacific) to Denver by way of the Smoky Hill route by April 15th (Frederick, 1840, p. 222). He quickly absorbed the BOD's line of stations, changing the locations of a few and adding several new ones (Table 13). In any event, he was ready when the POD on July 31, 1866 ordered Holladay to "commence [overland mail] service on main line at Junction City and Fort Kearney, or ends of the two Pacific Railroads, without change of pay, making two distinct daily lines of service between the ends of the railroads and Denver City and thence daily to Salt Lake City, over present route," effective August 15, 1866 (Annual Report, p. 4, Ser. 1286).



OPERATIONS

Pursuant to Section 4 of the Act of March 25, 1864, 13 Stat. 36, all mail matter to be conveyed overland beyond the western boundary of Kansas and eastward from the eastern boundary of California was subject to pre-paid letter postage rates, except personal subscriptions to newspapers and mail matter between intermediate points. The contract for Route 14260 excluded paper and

document mail not paid at letter rates from the volume Holladay was required to transport, much reducing the total weight of mail on the route and facilitating operations. Until the 1864 Act was repealed as of September 1868, 15 Stat. 79, paper and document mail to the Pacific coast was sent via the Isthmus under a separate POD contract.

Operations on Route 14260 initially duplicated Route 10773 as far as Salt Lake City with service to Denver City being provided over a spur from Latham. Even before the contract for Route 14260 went into effect, however, during the extension of Route 10773 from July 1 to September 30, 1864, the Indian insurrection of which Colorado Governor Evans had been warned in November 1863 broke out on the plains with raids on emigrants and white settlers along the Platte River route in April. The first attack on Holladay's Overland Stage Line was on Junction House in mid July. By mid August nearly every station over a distance of more than 425 miles from Pawnee Ranch on the Atchison road to Bijou Station a hundred miles west of Julesburg, had been attacked with the destruction of property, including burning some stations, theft of horses and mules, and the murder of emigrants as well as stage line employees. Only Fort Kearney itself and Julesburg, for the moment, escaped unscathed.

Service interruptions between Atchison and Fort Kearney began during the first week of August (Senate Misc. Doc. No. 189, Ser. 1890, p. 16) and the PMG noted in his Annual Report for 1864: "Owing to Indian depredations, the Overland Service was much interrupted during the months of August and September last and for a period of four or five weeks the whole mail for the Pacific coast and the Territories was necessarily sent by sea from New York." (House Ex. Doc. No. 1, p. 782, Ser. 1220).

Troops garrisoned at Fort Kearney or detached to Cottonwood Springs, later Fort McPherson, served to protect the mail route as far west as the confluence of the North and South Platte Rivers [North Platte].

The move from the Platte River to the Cutoff route achieved Chivington's objective by permitting the more effective use of Federal troops to protect emigrants, freighters, and the mails on one route instead of two as Chivington maintained in his order of December 2nd. Nevertheless, the Indians got in one last insult. Contrary to their usual custom of settling in for the winter, an Arapahoe war party attacked Julesburg station on January 7, 1865 with but trifling damage; but returned with a vengeance a month later on February 2nd when they burned the station to the ground including bams, sheds, houses, warehouse, telegraph office, and blacksmith shop and destroyed nearly 200 tons of corn. The damage this day alone was estimated at \$115,000.

It was not stated when coaches actually were diverted to the Cutoff route following Chivington's order of December 2nd. It need not have been more than from a few days to a week because the Cutoff road already was well established with enough road ranches along it to serve the stage company's operations until it could build its own stations, if in fact it ever did. The company's principal concern would have been abandoning its stations between

Junction and Laporte and Latham and Denver and moving its livestock a matter of a few score of miles to stock the Cutoff route and the Denver to Laporte road.

Further west, the insurrection petered out with a series of attacks on mail stations on the Overland Trail at Sage Creek, Pine Grove, Bridger's Pass, and Sulphur Springs in May and June and most stations between Virginia Dale and Elk Mountain in July and August. The most serious of these was at Sage Creek where the Indians killed two soldiers and two stage company employees and at Sulphur Springs where they stole thirty-four horses and nine mules that had been gathered there for safekeeping.

There were numerous reports of service interruptions on Route 14260, but their dates and lengths are not readily documented. The PMG reported (House Ex. Doc. No. 1, p. 3, Ser. 1254) that service on the eastern division during 1865 "has been more or less irregular, owing, as alleged by the contractors, to high water, bad roads, and hostilities of the Indians."

Meanwhile, the volume of mail on the Atchison to Fort Kearney segment dwindled as Holladay shifted the Overland Stage Line's eastern terminus first to Nebraska City, in mid 1865, and then to Omaha that fall as track laying on the Union Pacific approached Fremont. Holladay very likely subcontracted this segment to some local carrier such as S.B. Miles in the summer of 1865.

As of July 31, 1866, the POD, in view of this reduced volume, ordered service between Atchison and Guittard's Station reduced to three times a week, service between Guittard's and Big Sandy reduced to once a week and service between Big Sandy and Fort Kearney discontinued entirely. At the same time it ordered service to commence on the main lines of the Union Pacific and the Kansas Pacific Railroads at Fort Kearney, Nebraska and Junction City, Kansas, respectively. This ended through service from Atchison to Fort Kearney and shortened the Platte River route by almost 200 miles.

Following his purchase of the Butterfield Overland Dispatch, Holladay inaugurated express and passenger service from Manhattan to Denver in mid April, mail service from Junction City by transfer from Fort Riley in mid August, and finally from Junction City when the tracks reached there in October. Service was maintained on a regular basis for the rest of 1866 with no reports of interruptions due to Indian incursions or winter weather.

The PMG discussed the part of his order relating to rail service at some length in his Annual Report for 1866 (House Ex. Doc. No. 1, p. 4, Ser. 1286) and described in detail how eastern mail was being routed to the two railheads:

By a recent order of the department, the overland mail route to California, of which Atchison, Kansas, had been the initial point, has been changed so as to have two points of departure--one from Junction City, Kan-

sas, on the Union Pacific railroad route (eastern division) running from Wyandotte, Kansas; and the other from Fort Kearney, Nebraska, on the Union Pacific railroad route, running from Omaha City, Nebraska. The lines from these two points meet at Denver City, in Colorado Territory.

The Junction City road connects at Wyandotte with the Pacific railway [of Missouri] from St. Louis, Mo.,

making a continuous railway connection with the eastern cities. By this route the stage travel is diminished one hundred and sixty-eight miles, and the time occupied in the transit should be proportionately reduced. The mails to and from California, which were sent via Chicago and St. Joseph, were consequently ordered, on the 15th of August last, to be sent via St. Louis, Wyandotte, and Junction City. The reports so far received of the actual running of the mails since the change took effect do not show the average diminution of time in the performance of the through trip which the department was led to expect, though the capacity of the route for superior expedition is proved by the fact, that in one or two instances the mails have been received at New York in nineteen days from San Francisco, a day less than the shortest time ever made previous to the change. Subsequently, however, the extension of the Chicago and Northwestern railway to Omaha City, which is necessary to form a continuous line

by rail to Fort Kearney, has become so nearly completed, that, on the 13th of November instant, orders were issued to forward via Chicago, Omaha City, and Fort Kearney, all mails destined for the overland route from the distributing offices at Portland, Boston, Hartford, Albany, New York, Philadelphia, Pittsburgh, Buffalo, Cleveland, and Detroit--the expectation being that mails from that portion of the country represented by these distributing offices will find their quickest transit by the northern route.

Transit times continued to shorten as the Union Pacific's railhead moved west at an accelerating rate. The tracks crossed the 100th meridian, 247 miles west of Omaha, on October 6th and reached the new "end of tracks" town of North Platte another forty-five miles beyond there at the confluence of the North and South Platte Rivers on December 3rd, (Ames, Charles, 1969, p. 161). This was just a month after the consolidation of the Holladay and Overland Mail Company contracts under Wells Fargo control.

(Continued in Part X(d))

TABLE 13 - MAIL STATIONS ON ROUTE 14260 FROM JUNCTION CITY, KANSAS TO DENVER
COLORADO, VIA THE SMOKY HILL ROUTE, AUGUST 15, 1866
(Frederick, 1940, p. 293-4, from *Omaha Nebraskan*, May 18, 1866)

Miles Cum.

JUNCTION CITY —		Stormy Hollow	12	160	Deering's Wells	13	327
Chapman's Creek	12	White Rock	11	171	Big Springs*	13	340
Abilene City	13	Downer*	10	181	David's Wells	10	350
Solomon*	10	Castle Rock	11	192	Hugo Springs	10	360
Owens	10	Grinnel Springs	8	200	Willow Springs	13	373
Spring Creek	13	Chalk Bluffs	13	213	Lake Station*	11	384
Rocky Ranch	14	Carlyle Hall	8	221	Cedar Point	9	393
Ellsworth	10	Monument*	10	231	Fairmount	8	401
Buffalo Creek	10	Smoky Hill	12	243	Benham Springs	9	410
Wilson's Creek*	9	Russell Springs	10	253	Bijou Springs*	11	421
Bunker Hill	8	Henshaw Springs	14	267	Kiowa	10	431
Fossil Creek	8	Pond Creek*	11	278	Box Elder	12	443
Walker's Creek	10	Goose Creek	11	289	Toll Gate	12	455
Big Creek*	12	Big Timber	10	299	DENVER	10	465
Look Out	9	Cheyenne Wells	15	314			

*Home or eating stations

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PROTECTIVE POCKETS!

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APPENDIX 28 - ROUTE 14260
(Contract Register 25 1, pp. 258-262)

KANSAS

14260

From	§ St Joseph	Buchanan	Mo
From	Atchison	Atchison	Kan
by	Lancaster, dis. Mch. 5/63, Reest. Apl. 5/65		
	Huron		
	Kenackuk		
	§Powhatan, omit	Brown	
	Granada	Nemaha	
	*Log Chain, Est. Nov. 28/64		
	Senaca		
	Ash Point		
	Fairland	Marshall	
	Marshall		
	Guitards Station		
	*Rock Creek, Est. Aug. 22/65	Jones	Neb.
	§Daniels Ranch, change to		
	*Big Sandy, Jany 10/65		
	*Oak Grove, Est. Jan. 3/66		
	Valley City	Kearney	
	Kearney City		
	Fort Kearney		
	Plum Creek		
	*Midway, Est. May 19/65	Lincoln	
	Cottonwood Springs		
	§Julesburg, chg. to		
	*Fort Sedgwick May 2/66	Weld	Col
	*Fort Moore, Est. Jany 15/66		
	American Ranch, dis. Dec. 12/64, ReEst. May 1/65		
	*Junction House, Est. Dec. 14/64, site chg. I 1/2m. to		
	*Camp Wooderly, Dec. 19/65		
	*Living Springs, Est. July 5/65	Arapahoe	
	Denver City		
	§Lupton	Weld	
	St. Vrain		
	*Fort Junction, Est. Fby. 5/66		
	Burlington	Boulder	
	Big Thompson	Larimer	
	*Fort Collins, Est. June 27/65		
	§La Porte, dis. Dec. 12/64		
	§*Rock City, Est. Dec. 9/64, Dis. Jany. 22/66		Dak
	Fort Halleck (Temps)		
	Fort Bridger	Green River	Utah
	Coalville	Summit	"

and Hoytsville

§Parley's Park, dis. Apr. 19/66

To Salt Lake City

Salt Lake

1220 miles and back daily, supplying such offices as may be on the route. Also Denver City by Sch. mail daily.

[Abbreviations used: * - interlineated; § - struck out.]

Schedule from 1 st of April to 1 st of December (8 months)

Leave Atchison (or Saint Joseph), daily at 8 A.M.

Arrive at Salt Lake City, Eleventh day by 11 A.M. (243 hours)

Leave Salt Lake City, daily at 10 A.M.

Arrive at Atchison or Saint Joseph, Eleventh day by

1 P.M. (243 hours)

Schedule from 1st of December to 1st of April (4 months)

Leave Atchison or Saint Joseph, daily at 8 A.M. Arrive at Salt Lake City, fourteenth day by 2 A.M (306 hours)

Leave Salt Lake City, daily at 7 P.M.

Arrive at Atchison or Saint Joseph, fourteenth day by 1 P.M. 306 hours).

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 connections 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 1st of July 1864.

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

Ben Holladay	\$ 385,000	Supplying Denver
820,000	Extended to Folsom and supplying Denver	

W.B. Dinsmore, Prest. 384,000

380,000 or

500,000 addl. to Folsom, supplying Denver

W.B. Dinsmore, Prest. 880,000 To Folsom, supplying Denver

Joseph H. Burbank 375,000

375,000

824,000 Extend to Folsom

John A. Hiestand 750,000 Extend to Folsom & supply Denver.

Accepted June 15, 1864.

Mr. H., considered to be released by Congressional action. See case PMG's decision, July 25, 1864.

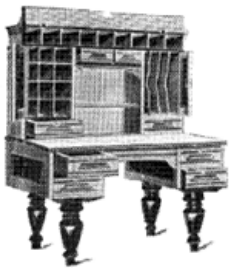
MARGINAL NOTES

1864, August 17 Mr. Hiestand declining, and considered released by the action of Congress, contract with Ben Holladay of New York City for the conveyance of the mails daily, with "certainty, celerity and security" from Atchison, Kansas, or Saint Joseph, Missouri to Salt Lake City, Utah Ter., from 1st October 1864 to 30 September 1868, agreeably to the schedule contained in the advertisement of the 22 March 1864. Supplying all intermediate offices on the route, and also supplying Denver City, Colorado Ter. by side mail in due connection with main line daily at \$365,000 per annum

1864, Dec. 23 Embrace Burlington & Big Thompson between Denver & LaPorte without change of pay from Jany. 1, 1865, they being directly on the route and omit Lupton from same date, that office being about to be supplied on Route 14357.

1866, July 31 Curtail service to three times a week between Atchison and Guitards Station and once a week thence to Big Sandy and discontinue that part of route from Big Sandy to Fort Kearney, commence service on main line at Junction City and Fort Kearney, or ends of the two Pacific Railroads, without change of pay, making two distinct daily lines of service between the ends of the railroads and Denver City and thence daily to Salt Lake City, over present route.

Carried for'd to new Route Book for 1866 to '70



The Connecticut Postal History Society Journal

An Unsolicited Endorsement

The Connecticut Postal History Society publishes a quarterly *Journal* which is both interesting and a joy to behold. With lively articles and crisp illustrations, *The CPHS Journal* presents itself as a well designed little quarterly which could well serve as a model for other state and regional publications. The latest 18-page issue contains articles on a Connecticut first day of rate cover from 1845, commercial deep sea diving in Connecticut, and new discoveries in Connecticut manuscript cancels.

Annual membership in CPHS is just \$12 per year, and interested parties should contact the Society Secretary Robert Lorenz, P.O. Box 1231, Old Saybrook, CT 06475

APPENDIX 29- The Holladay Contract, 1864 - 1868
(House Ex. Doc. 201, March 5, 1868, Serial No. 1341)

No. 14260

\$365,000 per annum.

This article of contract, made the 19th day of August, in the year one thousand eight hundred and sixty-four, between the United States (acting in this behalf by their Postmaster-General) and Ben Holladay, and A.A. Selover and George Denison as his sureties, witnesseth: That whereas Ben Holladay has been accepted, according to law, as contractor for transporting the mail on route No. 14260, from Atchison, Kansas (or St. Joseph, Missouri) to Salt Lake City, Utah Territory, daily, (excluding paper and document mails for the Pacific coast, which are to be sent by sea) supplying all intermediate offices on the route, and supplying Denver City, Colorado Territory, by side mail in due connection with the main line daily, at three hundred and sixty-five thousand dollars per year, for and during the term commencing the first day of October, in the year one thousand sixty-four, and ending with the thirtieth day of September, in the year one thousand eight hundred and sixty-eight: now, therefore, the said contractor and his sureties do jointly and severally undertake, covenant, and agree with the United States, and do bind themselves-

1st. To carry said mail with certainty, celerity, and security, using therefor such means as may be necessary to transport the whole of said mail, whatever may be its size, or weight or increase, during the term of this contract, and within the times fixed in the annexed schedule of departures and arrivals, except when more than seven minutes are taken for the opening and closing the mails at any office, the surplus time so taken is to be allowed in addition to what is given in the schedule; and so carry until said schedule is altered by the authority of the Postmaster-General of the United States, as hereinafter provided, and then to carry according to said altered schedule. 2d. To carry said mail in a safe and secure manner, free from wet or other injury, under a sufficient oil-cloth or bear-skin if carried on horse, and in a boot under the driver's seat if carried in a coach or other vehicle, and in preference to passengers, and to their entire exclusion if its weight and bulk require it. 3d. To take the mail and every part of it from, and deliver it and every part of it at, each post-office on the route or that may hereafter be established on the route, and into the post-office on the route, or that may hereafter be established on the route, and into the post-office at each end of the route, and into the post-office at the place at which the carrier stops at night, if one is there kept; and if no office is there kept, to lock it up in some secure place, at the risk of the contractors.

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

They also undertake, covenant, and agree with the United States, that the said contractors will collect quarterly, if required by the Postmaster-General, of postmasters on said route, the balances due from them to the United States on their quarterly returns, and faithfully render and account thereof to the Postmaster-General, in the settlement of their quarterly accounts, and will pay over to the Auditor of the treasury for the Post-Office Department, on the order of the Postmaster-General, all balances remaining in their hands.

For which services, when performed, the said Ben Holladay, contractor, is to be paid by the United States the sum of three hundred and sixty-five thousand dollars a year, to wit, quarterly in the months of May, August, November, and February, through the postmasters on the route, or otherwise, at the option of the Postmaster-General; of the United States; said pay to be subject, however, to be reduced or discontinued by the Postmaster-General, as hereinafter stipulated, or to be suspended in case of delinquency.

It is hereby stipulated and agreed, by the said contractors and his sureties, that the Postmaster-General may alter the contract, and alter the schedule, he allowing a *pro rata* increase of compensation within the restrictions imposed by law for the additional services required, or for the increased speed, if the employment of additional stock, or carriers is rendered necessary; but the contractor may, in case of increased expedition, relinquish the contract on timely notice, if he prefers it to the change; also that the Postmaster-General may discontinue or curtail the service in whole or in part, in order to place on the route a greater degree of service or whenever the public interest, in his judgment, shall

require such discontinuance or curtailment for any other cause, he allowing as a full indemnity to the contractors one month's extra pay on the amount of service dispensed with, and a *pro rata* compensation for the amount of service retained and continued.

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

And it is hereby further stipulated and agreed, by the said contractor and his sureties, that the Postmaster-General may annul the contract for repeated failure; for violating the Post-Office laws; for disobeying the instructions of the department; for refusing to discharge a carrier when required by the department; for assigning the contract without the consent of the Postmaster-General; for setting up or running an express as aforesaid; or for transporting persons conveying mail matter out of the mail as aforesaid; or whenever the contractor shall become a postmaster, assistant postmaster, or member of Congress; and this contract shall, in all its parts, be subject to the terms and requisition of an act of Congress passed on the twenty-first day of April, in the year of our Lord one thousand eight hundred and eight, entitled "An act concerning public contracts."

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

M. BLAIR

Postmaster-General

Signed, sealed, and delivered by the Postmaster-General, in the presence of--J.A. CUSHING

BEN HOLLADAY, September 1, 1864

A.A. Selover September 1, 1864

Geo. Denison September 1, 1864

And by the other parties hereto in the presence of--John E. Russell, C.M. Finck.

I hereby certify that I am well acquainted with A.A. Selover and George Denison, and the condition of their property, and that, after full investigation and inquiry, I am well satisfied that they are good and sufficient sureties for the amount in the foregoing contract.

JAMES KELLY

Postmaster at New York.

October 1864

THE SCHEDULE OF DEPARTURES AND ARRIVALS

Same as in Appendix 28



Figure 1. This card was deemed “Unmailable” and “Returned to” sender by the POD because it featured “glitter” material applied to the picture side of the card.

Auxiliary Markings — Glitter Post Cards

by Randy Stehle

The subject of how the Post Office Department (POD) dealt with post cards that had glitter was touched upon by this author in the January 1986 issue of *La Posta* (Vol. 16, No. 6). That article was about the use of the “Unmailable” auxiliary marking in general, and did not address the glitter issue in any depth. Since then, several interesting markings and usages have turned up that shed new light on this topic.

The use of glitter on post cards was not banned by the POD until early 1907. Postmaster General Order No. 98, effective February 16, 1907, appeared in the February 20, 1907, *Daily Bulletin of Orders Affecting the Postal Service* (DB) No. 8224. It read “Post cards ornamented with particles of glass, mica or other similar substances, liable to injure the persons of those handling the mails, are hereby excluded from the mails except when enclosed in suitable envelopes.” Figure 1 shows an early example of a glitter card being rejected from the mail stream. This post card was mailed March

1, 1907, from Los Angeles, CA, less than two weeks after the effective date of the Order banning its use. The picture side shows a residence in that city with glitter on the house and palm trees. The interesting thing about it is the fact that it was returned to the mailer, as evidenced by the “Returned to” marking found at the left of the card next to the sender’s address. If the reason for the Order was to protect POD employees, why handle it again to return it to the sender?

The Figure 1 post card was not discovered to be unmailable until after it had been canceled. Another scenario is shown in Figure 2, where the post card was discovered to be coated with glitter before being canceled. The stamp has been removed as well. These usages are much scarcer than the one shown in Figure 1.

The subject of glitter cards even appeared in the main stream press. The author was sent a copy of a newspaper article from the March 6, 1907, *Seattle Times* (thanks to Rod Dyke). It was headlined “Fancy Mailing Cards Poison Letter-Carrier/ Tinselled Missive Cut His Finger and Blood In-

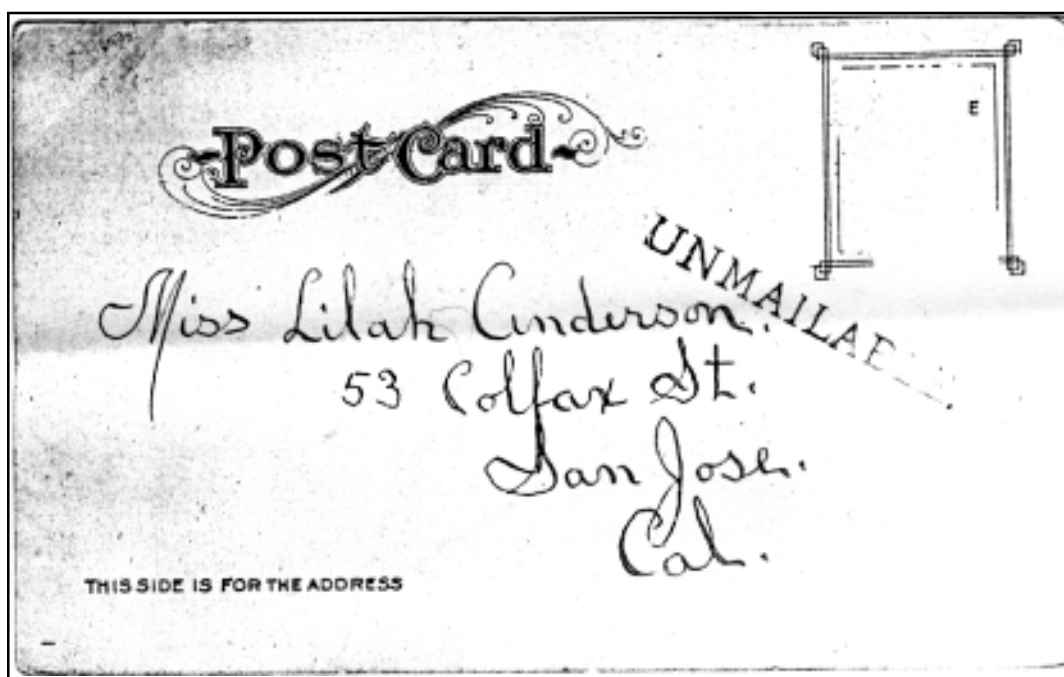


Figure 2. This glitter postcard was marked "UNMAILABLE" and had its stamp removed prior to being postmarked.

fection Follows — Now Are Barred." The text of the article read "Frederick Hunecker, a Jersey City letter carrier, is ill at his home of blood poisoning caused by a scratch from a tinselled postal card. The edge cut his finger. The postoffice department recently sent out notice to postmasters not to allow any more souvenir cards with glass, mica, sand or tinsel on them to pass through the mails unless enclosed in envelopes."

Prior to the banning of unsealed glitter post cards, their use was governed by the same rules and regulations as government postal cards. Various orders had been published between 1898, when private mailing cards (post cards) were first authorized, and March 1907. They all essentially said the same thing: the form of the private mailing card must be substantially that of the Government postal card of like size. Pasting foreign matter to a card subjected it to special treatment. The presence of any foreign matter on either side of the postal card rendered the stamp impressed thereon to become valueless. (The exception was adhesive address labels of not more than 3/4 of an inch by 2 inches in size. This was modified by Order 146, issued March 2, 1907, (DB 8233) to include very thin sheets of paper as long as they completely adhere to the card). If such matter was attached, then the rate of postage would be one

cent if the message was entirely in print (third class printed matter rate), and two cents if wholly or partially in writing (first class letter rate). This means that prior to the banning of unsealed glitter post cards, they could be mailed at the rate of two cents.

The post card shown in Figure 3 illustrates the regulation requiring a two-cent rate for having glitter on it. This card was mailed in December 1906, several months before glitter was banned on unsealed matter. As it only was prepaid with a one-cent stamp, it received the marking "Unmailable as a post card/Due 1 Cent as a letter." No evidence of the deficient postage being paid is present. The glitter post card in Figure 4 was also sent prior to March 1907, and likewise received a "Due" marking. A one-cent postage due stamp was applied in this example, almost entirely covering the manuscript "Due" notation. The post card shown in Figure 5 was mailed in December 1907. It appears as if the sender knew about the two-cent rate for glitter post cards, but as it was sent after they were banned if not sealed, it was properly marked "Unmailable".

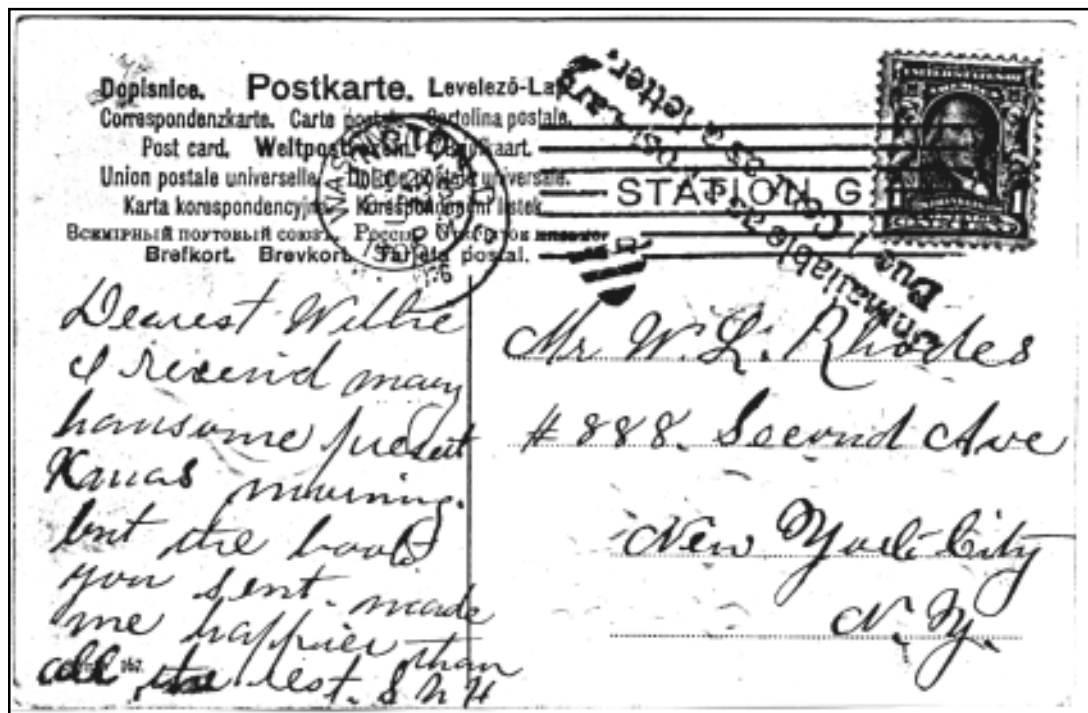


Figure 3. This glitter post card was marked "Unmailable as a post card" and charged one cent additional postage because of the offending substance.



Figure 4. This glitter card was charged one cent additional postage which was paid by a 1-cent postage due stamp.

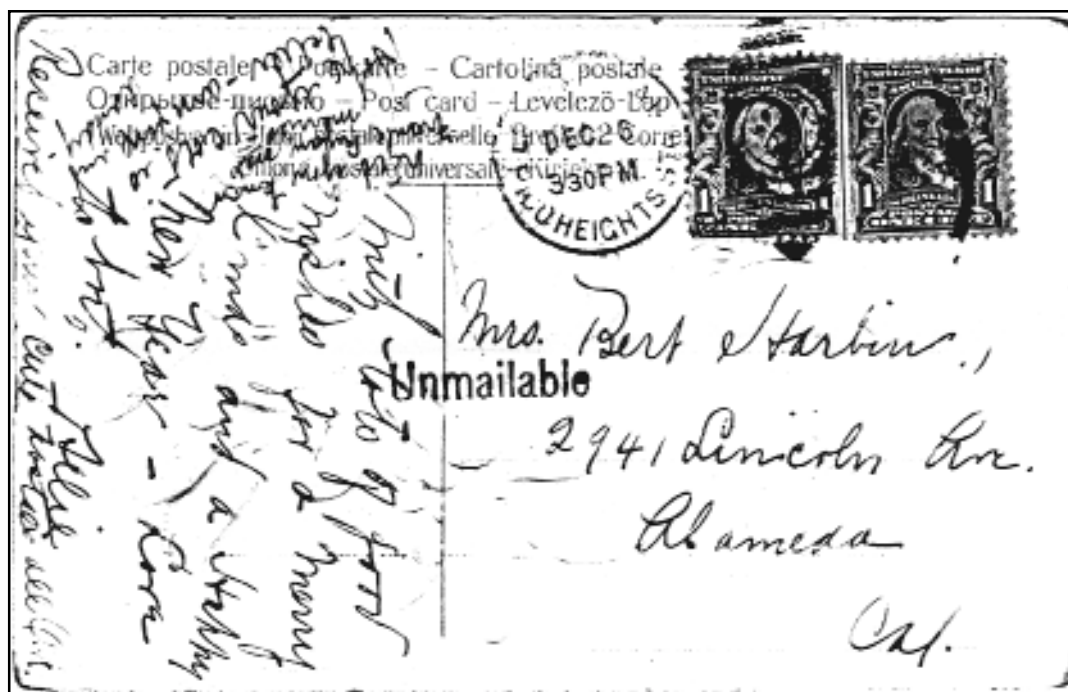


Figure 5. Although franked with two cents postage, this glitter card was marked “Unmailable” because it entered the mail stream after the cards were banned in unsealed

Sometimes a marking would be used on an offensive glitter post card that explained the situation better than the generic “unmailable” one. The post card shown in Figure 6 is a good example of this. It was mailed in late March 1907 and received the marking “Unmailable except/Enclosed in ENVELOPE”.

The post card manufacturers also tried to inform the public about the new regulations concerning the mailing of glitter post cards. The post card in Figure 7 had the following marking applied before being sold: “THE POSTAL AUTHORITIES HOLD/THAT THIS CARD MUST BE/MAILED IN A CLOSED ENVELOPE.” Such a special envelope is shown in Figure 8. (This is the only non-glassine envelope the author has seen). This envelope has the following printed in the upper left-hand corner: “THIS ENVELOPE CONTAINS A TINSELLED/POST CARD”. It has an elongated oval opening approximately 4-1/4” by 1-1/4” “cut out of its center, so the address on the enclosed post card would show. It was mailed in April 1908 from an unidentifiable town, and is

backstamped at Milwaukee, OR. It also has a one-cent stamp on it, which would be the proper rate if it was sent unsealed (it was) and the post card was entirely in print (the card was not in the envelope, so this is unknown). This type of envelope would not be suitable for the Figure 7 post card, as no space



Figure 6. This glitter card was handstamped with a message explaining why it was deemed “Unmailable.”



Figure 7. Some post card manufacturers marked their glitter cards with messages warning customers of the new POD regulations.

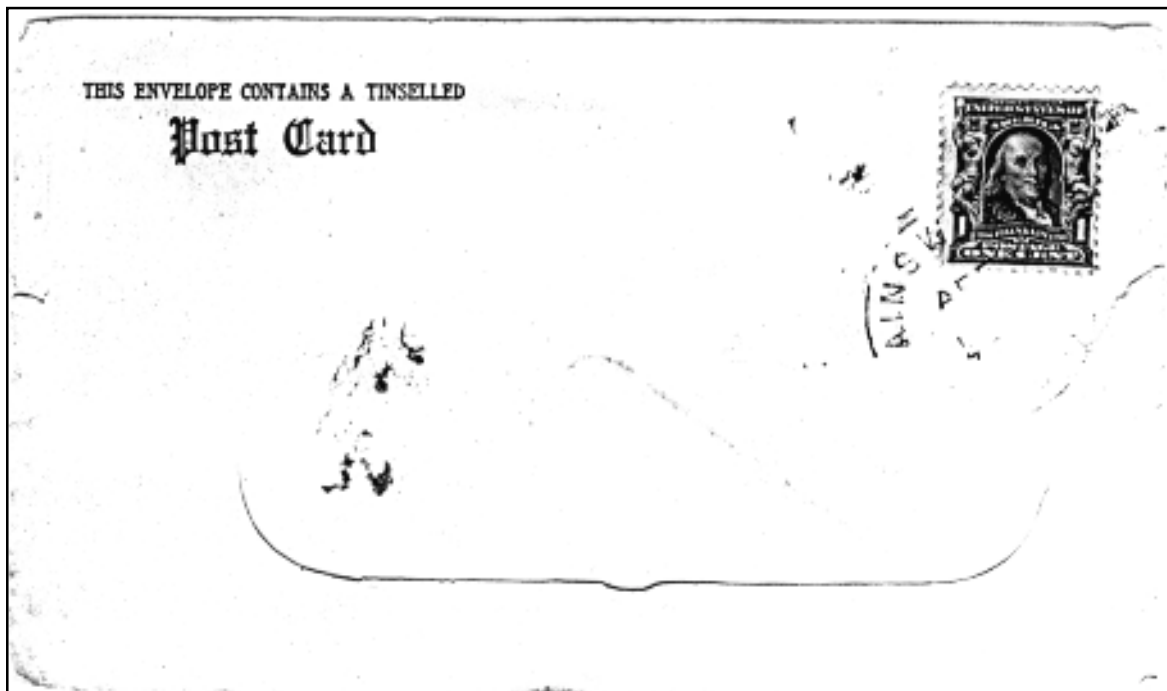


Figure 8. This paper envelope was manufactured for the purpose of enclosing glitter, or “tinselled” post cards. This is the only example of such an envelope made from non-glassine material seen by the author.

was left for the address on it. A regular envelope would have to be used for it, subject to the same rates of postage just cited.

Evidently enough glitter post cards were being sent under cover after the February 16, 1907, Order, that further clarification was necessary. The original Order did not address any specifics, simply stat-

ing to enclose them in suitable envelopes. In the October 5, 1907, *DB*, the office of the Third Assistant Postmaster General issued a statement on this usage. It was dated October 3, 1907, and read:

Post cards and postal cards mailed under cover of sealed envelopes (transparent or otherwise) are chargeable with postage at the first-class rate - two cents an ounce or fraction thereof. If enclosed in unsealed envelopes, they are subject to postage according to the character of the message - at the first-class rate if wholly or partly in writing, or the third-class rate (one cent for each two ounces or fraction thereof) if entirely in print, and the postage should be *affixed to the envelopes* covering the same. [Italics in the original]. Postage stamps affixed to such cards enclosed in envelopes having an opening exposing the stamps can not be recognized in payment of postage thereon.

The purpose of the above statement was two-fold: 1) to reiterate the existing rules for what constituted first and third class matter, and 2) to stop the practice of not affixing stamps to the envelope. The post card shown in Figure 9 was mailed in a glassine envelope in September 1907, prior to the above statement. The stamp was placed on the post

card and was canceled because the envelope had a die-cut circular opening over it. As the post card contains writing, it should be considered first class matter and rated at two cents. Even though the placement of the stamp did not break any rules in place at the time, it appears to be underpaid. There are no "due" markings on it, though. This may be because it was not noticed by a postal clerk or there may have been confusion over the proper rate. Any such confusion would deprive the POD of its proper revenue, and was probably one of the reasons for the October 3, 1907, statement.

The post card shown in Figure 10 was mailed in 1908 and has the correct rate of postage on it. Unfortunately, the two-cent stamp is not affixed to the glassine envelope. It should have been charged two cents postage due, but was not. It appears that these rules were confusing to the postal clerks. The post card in Figure 11 was mailed in 1911 and did have the stamp properly affixed to the envelope. It



Figure 9. This glitter card was mailed in a glassine envelope. Note that the stamp was applied to the card and canceled through the envelope by way of a die cut hole above the stamp.

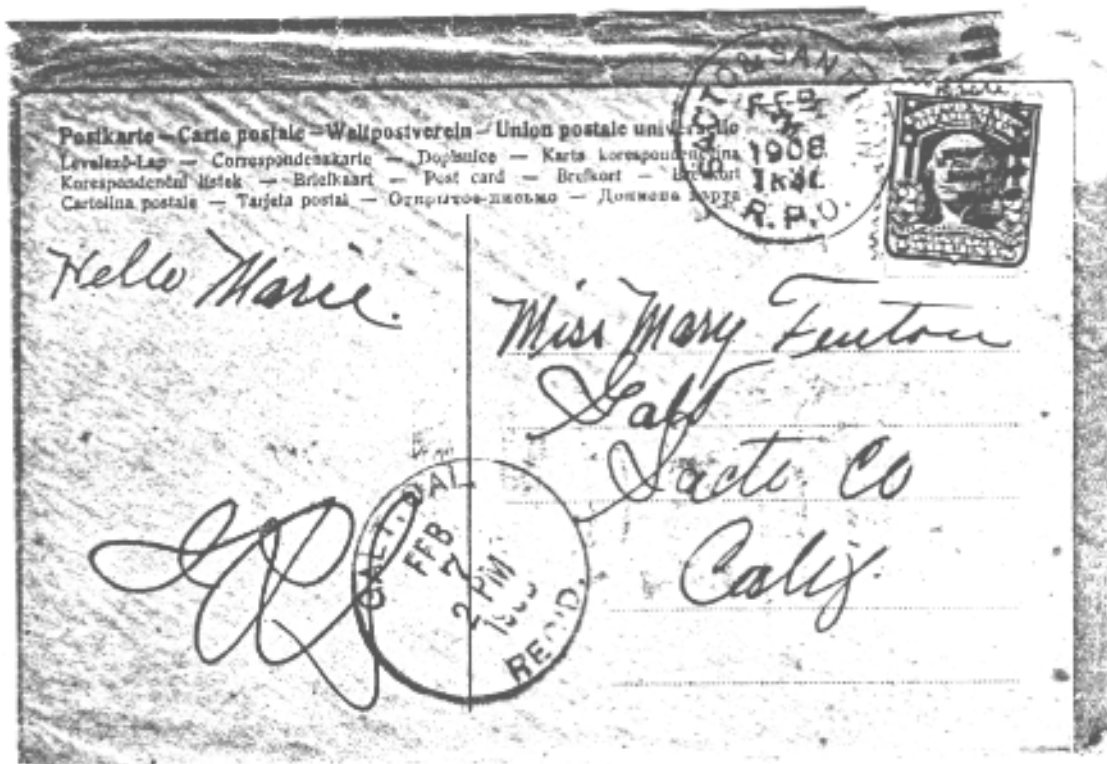


Figure 10. Although correctly franked with a 2-cent stamp, this card should have been charged two cents postage due according to existing regulations. The stamp was applied to the card and not the glassine envelope as required.

was a one-cent stamp, though, and the cover received a manuscript "Due 1 ct" marking on its upper left-hand side.

The post card in Figure 12 was mailed in 1908 and has the two-cent stamp properly affixed to the outside of the envelope. It also has a one-cent stamp improperly affixed to the post card. This may be a case where the sender was confused about the rules.

The last item regulating these post cards appeared in the January 12, 1909, *DB*. Order No. 1996, dated January 9, 1909, modified the rule that these cards must be mailed in tightly sealed envelopes to prevent the escape of objectionable material. Instead, such

post cards could be mailed without an envelope if the particles were "treated in such a manner as

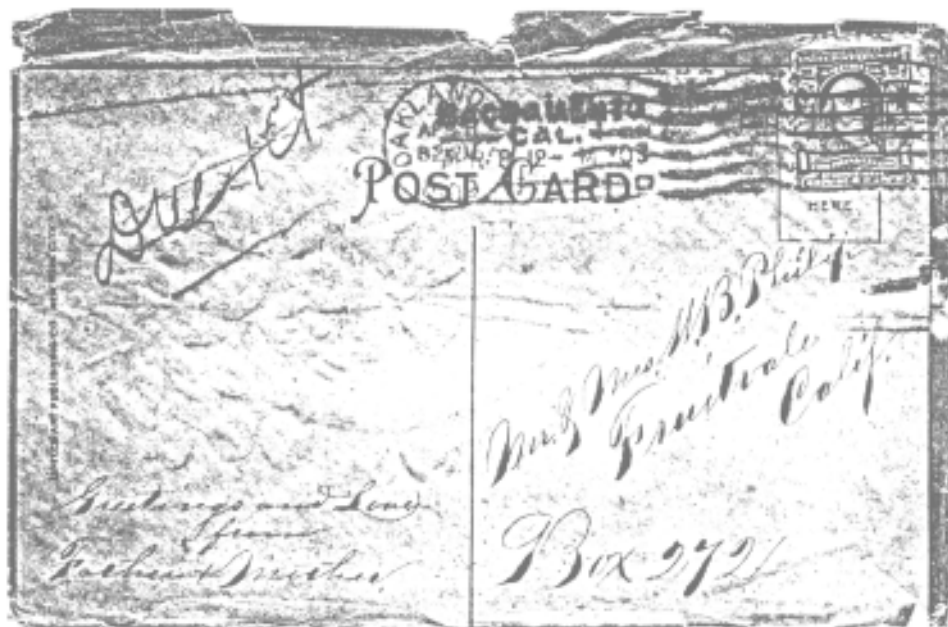


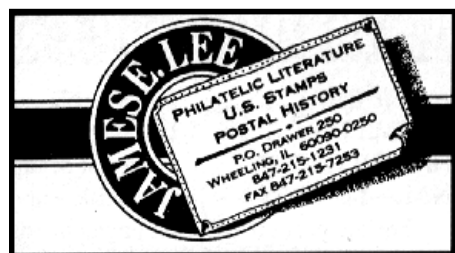
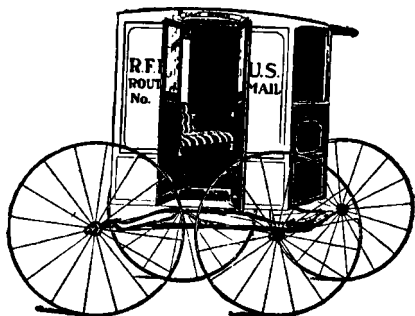
Figure 11. This glassine did have the stamp applied to the envelope instead of the enclosed post card, but unfortunately it was one cent short of the required postage.



Figure 12. This card bears a 2-cent stamp properly affixed to the glassine envelope, but also has a 1-cent stamp applied to the enclosed glitter card. It appears that the sender was confused about postal regulations; hardly surprising under the circumstances.

will prevent the objectionable substance from being rubbed off or injuring persons handling the mails.”

All these rules provide quite a challenge to the postal history collector. The different effective dates for the treatment of glitter post cards creates an opportunity to assemble a collection illustrating all the proper and improper usages. The permutations for just the enclosed post cards (first class versus third class, stamp on inside or outside of the envelope, pre- or post-October 3, 1907) would generate many examples just by itself.



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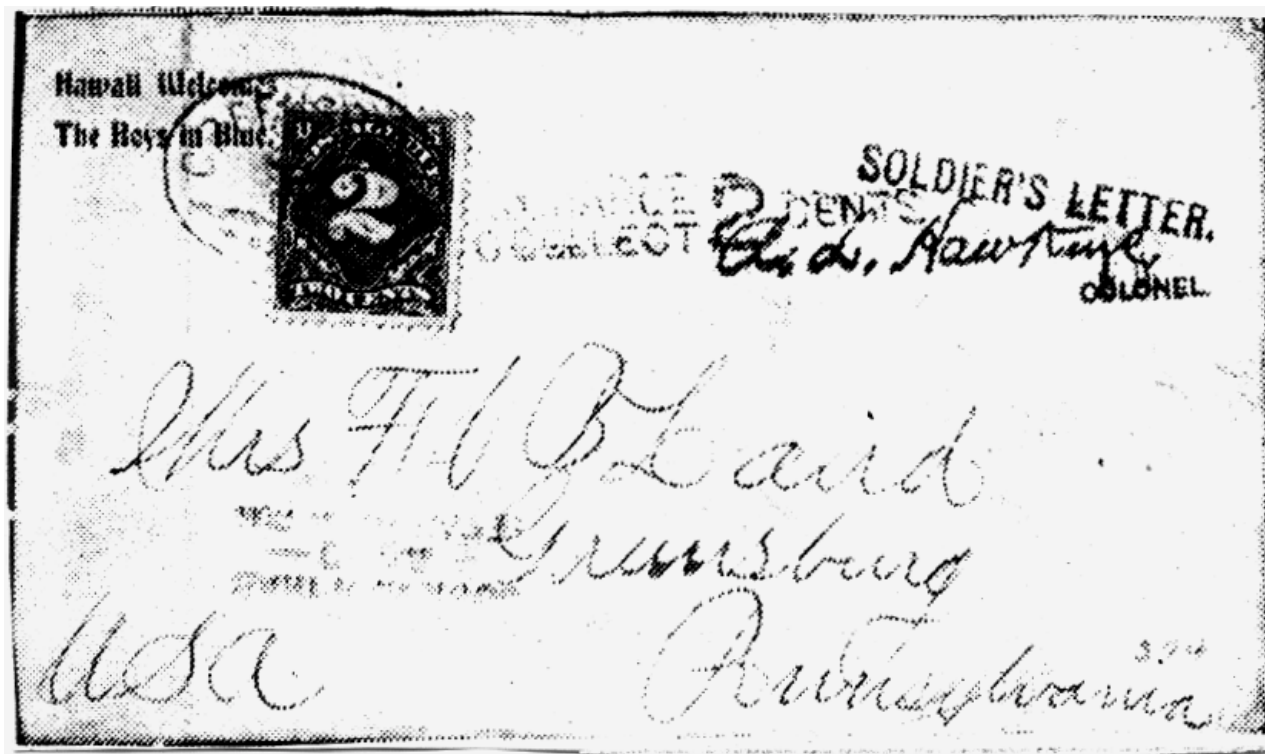


Figure 1. Cover mailed at Honolulu from 10th Pennsylvania soldier, June, 1898, to the United States. Letter was sent when the S.S. ZELANDIA stopped for rations and fuel at Honolulu on the way to the Philippines, summer, 1898.

The 10th Pennsylvania Volunteers

by Michael Dattolico

They were rough-hewn, rock-hard miners and farmers from western Pennsylvania, descendents of men who answered Lincoln's call to arms in 1861. Like their predecessors, they answered President McKinley's call for volunteers to fight Spain in April, 1898. They were the 10th Pennsylvania Volunteer Infantry Regiment and during that historic spring, they gathered to fight a war.

The 10th Pennsylvania was like other national guard and state militia units that mobilized for war against the Spaniards. They were euphoric with patriotic fervor and eagerly anticipated the upcoming battle in Cuba.

The Pennsylvanians proved to be exceptional soldiers. They excelled in marksmanship, small unit tactics, and military bearing. They were physically tough, well-disciplined, and beamed with pride as regular army officers observed them with keen in-

terest. They knew that only the best volunteer units would accompany the regular army to Cuba, and with that thought in mind, the Pennsylvanians hopefully awaited orders to move south. But in May, 1898, they were in for a shock. For instead of heading towards the Cuban front, the unit was ordered west to San Francisco. The bewildered Pennsylvanians were billeted at Camp Merritt with rough-and-tumble troops from the western states. They soon learned that they would not fight in Cuba but in the Philippine Islands, half a world away. **Figure 1** illustrates a cover mailed at Honolulu from a 10th Pennsylvania soldier, June, 1898, to the United States. The letter was sent when the S.S. ZELANDIA stopped for rations and fuel at Honolulu on the way to the Philippines.

The 10th Pennsylvania Infantry left San Francisco aboard the S.S. ZELANDIA with the second contingent of troops on June 15th, and arrived

at Manila Bay on July 17, 1898. They landed at Cavite on July 22, and joined other American soldiers preparing for combat against the Spaniards in Manila (See Figure 2).

The 10th Pennsylvania saw combat on the night of July 31/August 1st. Spanish artillery fired a barrage which was followed by an aggressive infantry attack. The Spaniards' assault hit the center of the American line manned by the 10th Pennsylvania. The attack was repulsed by Major H.C. Cuthbertson's Pennsylvanians at a cost of 6 men killed and 29 wounded, the highest number of casualties taken by any regiment. The battle was a major victory for the American army. The Spaniards surrendered soon after, and the 10th Pennsylvania Infantry spent the winter of 1898 and following spring billeted in Manila in reserve. They returned to the United States in the spring of 1899.

Letters from the 10th Pennsylvania Infantry mailed from the Philippines are prevalent. Especially early covers mailed from Honolulu in June, 1898. There are also letters mailed during the "transport" period in Manila Bay (July 16-30), and from the Manila post office on or after August 14, 1898

(Figures 3-5). Amazing pieces of memorabilia created by 10th Pennsylvania soldiers while they were in the Philippines can also be found, such as the "postal stationary" shown in Figure 6.

Serious students and collectors of Spanish-American War postal history will undoubtedly encounter mail from this brave unit that fought far from home at the turn of the century. Collectors will note that many existing letters from the 10th Pennsylvania were mailed by Lt. Elmer Thomas to his father at New Brighton, Pennsylvania.

Notes: The 10th Pennsylvania Volunteer Infantry Regiment was one of the few *eastern* volunteer units to fight in the Philippines in the summer of 1898. The only other eastern volunteer units to serve there were the 1st Tennessee Volunteer Infantry and the Astor Battery, light artillery, from New York City. All other U.S. units that served during the actual Spanish-American War (April - August, '98) were either regular army units or volunteer regiments from the western United States. Some of the cover illustrations came from the last PHILSTAMPS auction which was held in June. Ron Maineri, a true gentleman and supporter of postal history, gave me

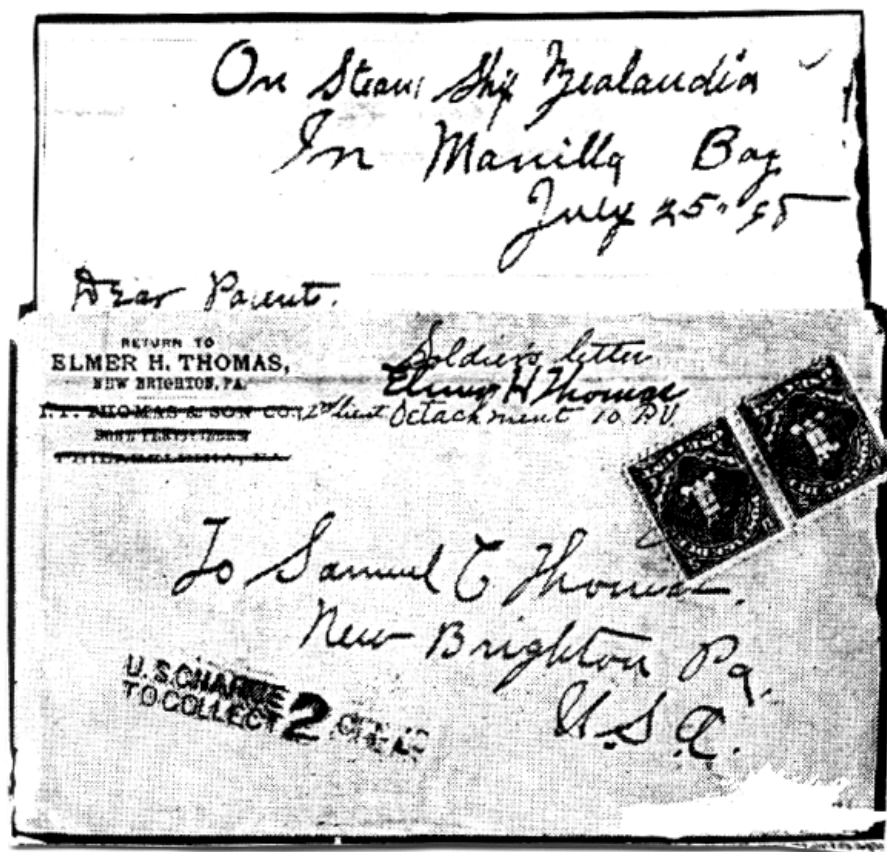


Figure 2. Letter sent by Lt. Elmer H. Thomas, 10th Pennsylvania Infantry, after the ZELANDIA arrived at Manila Bay in July, 1898. This letter was handled by postal agent Frank Vaille during the "transport" period (July 16-30) when Vaille went to each ship anchored in Manila Bay to gather soldiers' mail for shipment to the United States. This was just before Military Station No. 1 was established at Cavite on July 30, 1898.

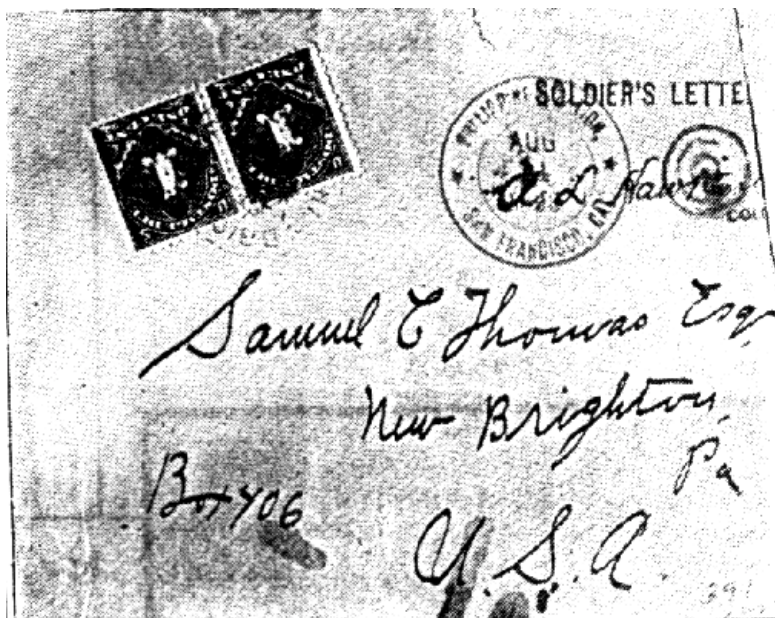


Figure 3. Cover mailed on Sunday, August 14, 1898, from Military Station No. 1, the first day it operated from the main Manila post office.. The cover was mailed from L. Elmer Thomas to his father in New Brighton, PA. By then, the 10th Pennsylvania Volunteer Infantry had seen combat against the Spaniards.

Figure 4. Letter from 10th Pennsylvania soldier mailed at Honolulu on October 4, 1898, to Pittsburgh. A 2-CENT Hawaiian stamp paid the soldier's rate of postage to the United States. It is likely that this soldier was on his way to the Philippines to join the 10th Pennsylvania.

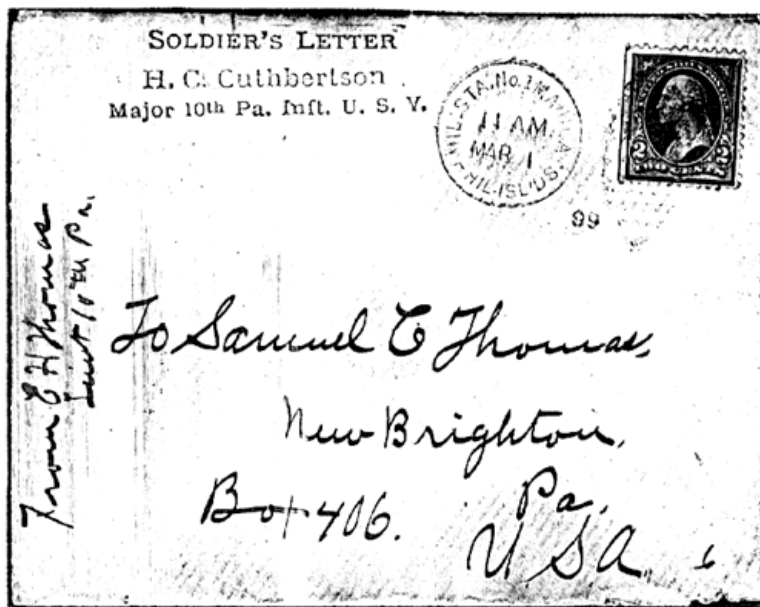
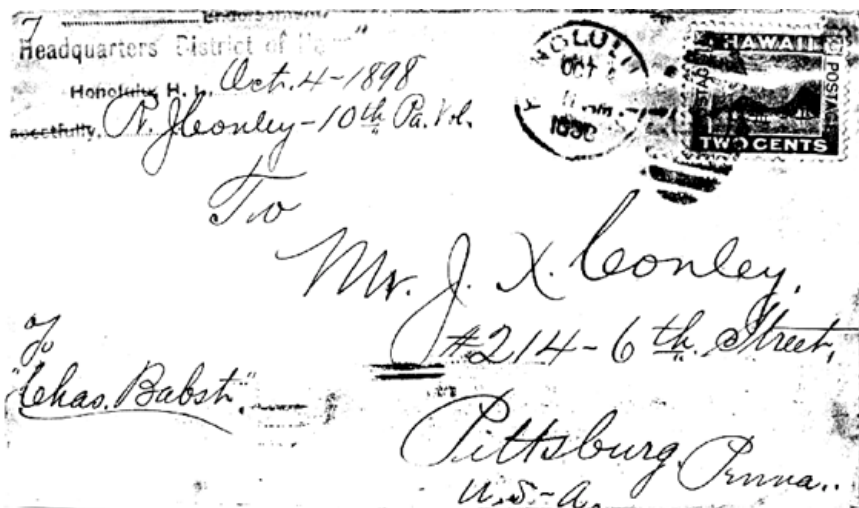


Figure 5. Letter sent from Lt. Elmer Thomas, at Military Station No. 1, Manila, on March 1, 1899. The letter was endorsed as a soldier's letter by Major H.C. Cuthbertson. He was in command of the Pennsylvanians on the night of July 31/August 1st when Spanish troops struck the center of the American defense line at Manila.

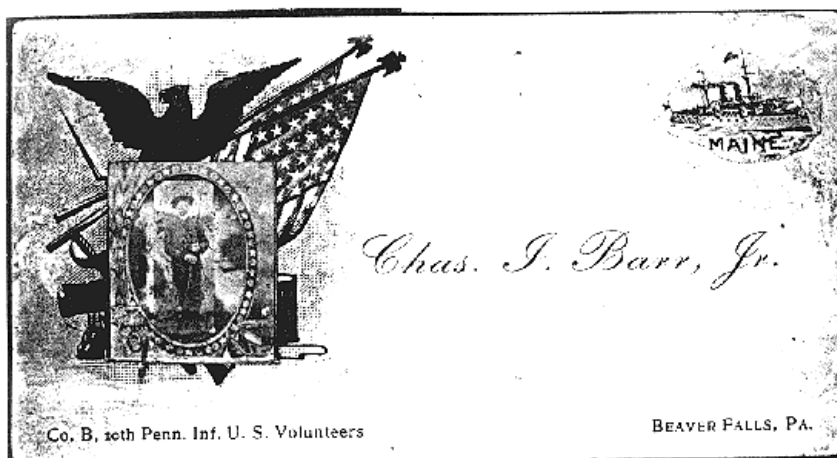


Figure 6. A remarkable piece of memorabilia...C. J. Barr, Jr., a soldier of the 10th Pennsylvania Infantry, made a piece of "postal stationery" out of a personalized patriotic business card. He used a sticker showing the battleship MAINE as the stamp, and he pasted an actual photo of himself over the patriotic design of the card. Barr may have intended to mail it, but it was not postally used.

his permission to use photos from his auction catalog. The other items featured are covers, *et. al.* that I myself own.

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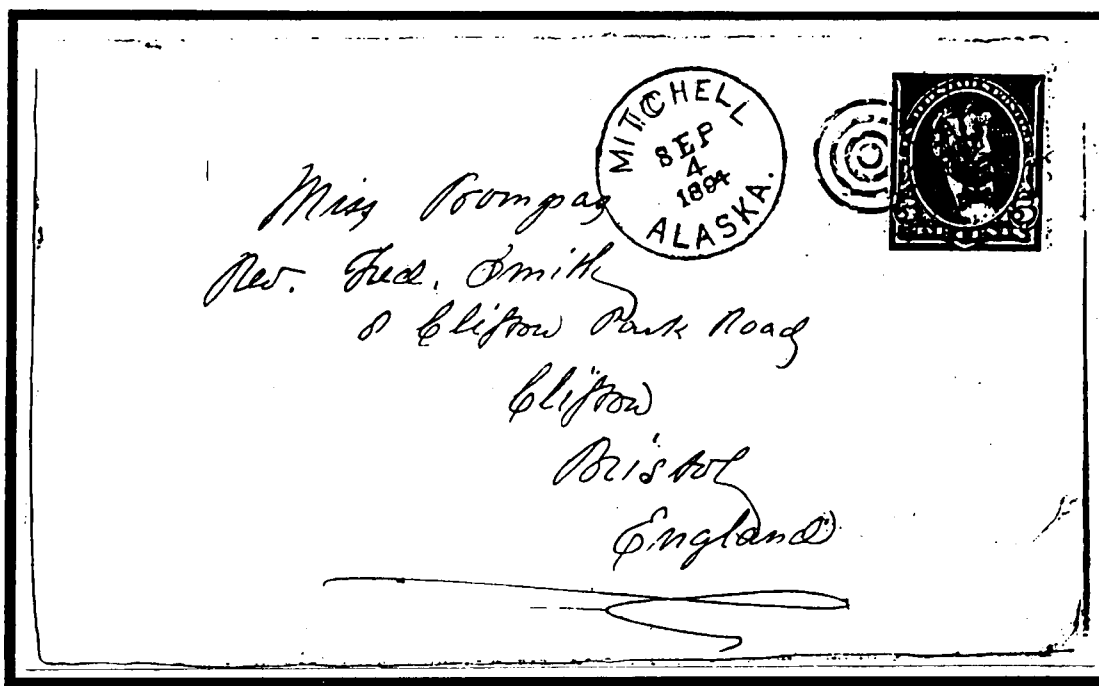


Figure 1. This illustration of a cover postmarked Mitchell, Alaska, Sep 4, 1894, and addressed to Bristol, England appeared in the March issue of *La Posta*, but the illustration is misleading as to the true condition of the cover shown.

Recent Alaskan Discoveries – Setting the Record Straight

by Richard W. Helbock

THE STORY

The March 1999 issue (Vol. 30, No. 1) of *La Posta* carried my article titled "A Few Recent Discoveries in Alaskan Postal History." Listed first among those discoveries was the report of a new cover from Mitchell, the first office to be established along the Yukon River in interior Alaska. I learned of this cover through correspondence with Alan Selby, and Alan had kindly provided the photocopies which were illustrated as figures 1 and 2 in the March article. The photocopy of the front of this cover is reproduced above as figure 1 in this article.

Not long after the March issue had entered the mail stream, I received a telephone call from Seely Hall in Juneau, Alaska. Seely was quite concerned about the illustration of the Mitchell cover that had appeared in *La Posta*, and reported that he had in his

possession a photocopy of the same cover which had been sold in a public auction some month earlier. What bothered Seely was that the cover's appearance had been substantially altered between the time it was sold at auction and the time it was photocopied for the *La Posta* article.

I requested that Seely send me a copy of the photocopies he had of the cover as an auction lot, and the front cover illustration is reproduced here as figure 2. Clearly, from the appearance of the address and position of the postmark, these illustrations show the same cover, and the illustrations of the cover's reverse, while not illustrated herein, were identical. Just as clearly, the appearance of the cover had been altered by the addition of a 5-cent brown Grant, the addition of a target style killer neatly tying the stamp, and strengthening of some of the lettering in the postmark itself.

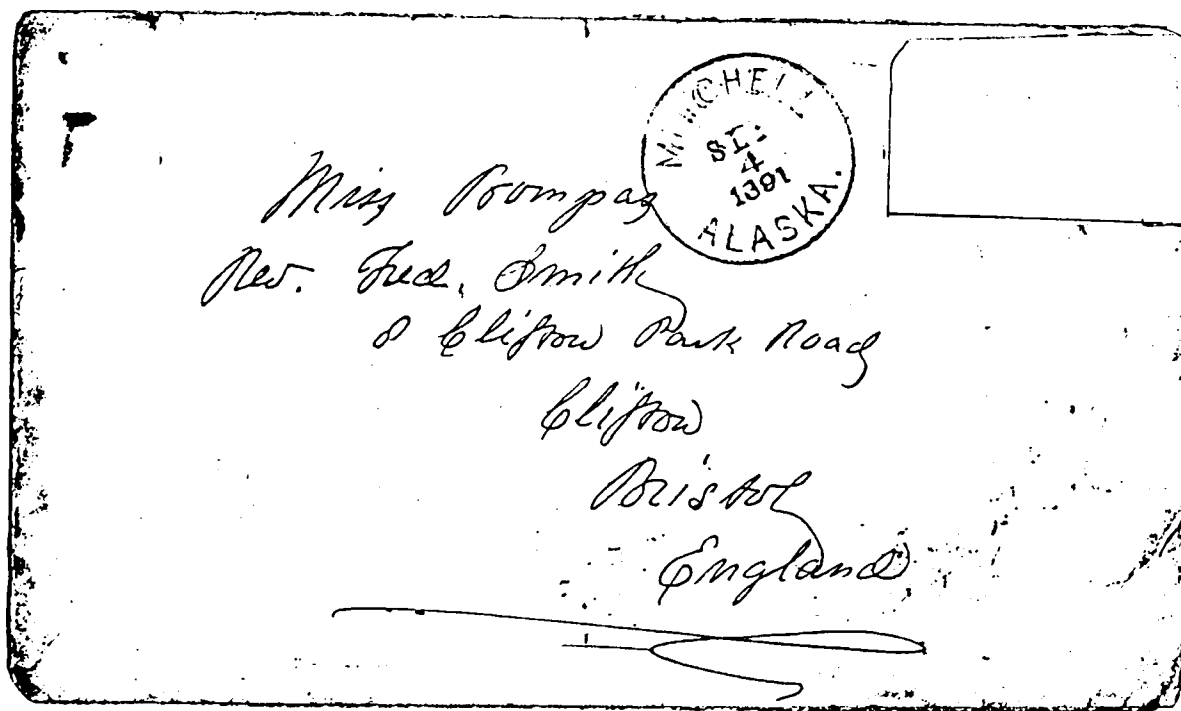


Figure 2 This illustration of the same Mitchell cover before it was repaired appeared in "The Northerner" in 1998.

On March 14th I wrote Alan Selby a letter informing him of my call from Seely Hall and asking him if could shed a bit more light on the cover in question. I also told Alan that I intended to publish Seely's information in a follow up to the March article, because I did not wish *La Posta* to be responsible for leaving the impression that the cover as illustrated in the March issue was legitimate in all respects.

Alan replied stating that he was surprised at the Alaska update, and that if he had known that I considered it (the Mitchell cover) that rare, (he) would have sent the previously published data. Alan concluded by apologizing for inadvertently misleading me, and enclosed a copy of *The Northerner*, Newsletter of the Northern Canada Study Group, for February 1996 (No. 12). This issue of the newsletter published Robert Binner's article "The Early Postal Service in the Yukon Valley and Opening of the First Post Office—Mitchell, Alaska." Alan also enclosed page 787 from *The Northerner* of July-August 1998 (no. 24), which reads "Al Selby sent in photocopies of two Bompas covers...", and illustrates the Mitchell cover as it appeared in the Wild Rose auction of June

13th. The illustration was identical with that shown here in figure 2, that is, the cover had not been repaired. In other words, Alan's report of the existence of the cover in *The Northerner* in 1998 made the newly discovered Mitchell cover—warts and all—a matter of the public record.

THE MORAL OF THE STORY

Some of you may be asking yourselves at this point, "what's Helbock going on about?" So, *La Posta* published an illustration of a cover from Mitchell, Alaska, to which someone had added a stamp and drawn in a target style cancel to "tie" the stamp on the cover. Since the cover obviously must have had a stamp applied to prepay its delivery from Alaska to England in the first place, and just as obviously some misguided stamp collector or friend of a stamp collector neatly clipped the stamp off the envelope, then what's the "big deal" about restoring the cover to its original condition?

Well, friends, I'm afraid that this story has drawn me unwittingly into a subject with which I have long been aware, but about which I have not eagerly sought to comment in print. It represents one of the vast gray areas of ethical behavior in our hobby. The subject is variously called "restoration" or "repair", and it can range all the way from applying a bit of Pink Pearl eraser to a dirt smudge on a post card to matching papers to replace a cover's torn edge and even adding stamps, and repairing the appearance of postal markings.

I am not speaking of the case where someone starts with an old stamp and envelope and intentionally sets out to create a fake cover with the object of passing it off as a legitimate postal history artifact. This activity is clearly illegal, and people have been fined and sent to prison for engaging in it. Cover restoration does not usually involve any intent to defraud someone else, and is in my opinion, not strictly speaking a legal issue. Unfortunately, because we collectors are merely temporary caretakers of these artifacts of postal history, restoration has the potential to cause problems of a legal nature at some future time.

There are two major areas of concern raised by the subject of cover restoration:

1) should it be done, and, if so, what are the limits?; and

2) if we do choose to restore covers, what are our obligations to heirs and fellow collectors regarding declarations? Or, alternatively, how can we as collectors protect ourselves from purchasing restored items under the false impression that they are in original condition?

The first area is not something I feel qualified to discuss, but I wholeheartedly invite readers to submit ideas and opinions on the subject for publication in future issues of *La Posta*. My abridged opinion would be that removing dirt, pencil notations by dealers or collectors, soot, or other minor discoloration from cards and covers is certainly permissible, but one should be very careful when adding anything. There is obviously much more to this subject, and a public discussion is long overdue.

The second area of concern, however, encompasses my own immediate involvement in the subject of restoration, and I would like to offer a few thoughts here. Before I begin, let me hasten to add that I do not believe that anyone acted improperly in the events leading up to the publication of the illus-

tration of the restored Mitchell cover in our March issue. There was no intent on either Alan's or my part to present the Mitchell cover as an item for sale, and the fact that we are all rushing to set the record straight bears strong testimony for our mutual desire to see any and all misrepresentations of this cover set straight.

That said, had I known that the Mitchell cover had been repaired to the degree that it was, I would have identified these repairs within the caption of the illustration. Failing to do so amounts to misrepresentation through omission, and, sad to say, once something appears in print, it is much, much harder to set the record straight through follow-up articles. I have this horror vision of some future auctioneer lotting up the Mitchell cover in question and making reference to my March 1999 *La Posta* article, but with absolutely no mention of the fact that the cover was substantially repaired. Sound far fetched? I'm afraid it's not.

OBLIGATIONS OF THOSE RESTORING ARTIFACTS

If we choose to restore or repair a postal history artifact, our *minimum* obligation is to declare in detail the nature of the repairs and restorations whenever we sell or trade that artifact. Ideally, a photocopy of the artifact showing its unrestored condition should be part of the transaction, but, at the very least, a verbal or written declaration should be made. In Oregon, it has recently become state law that when selling a house, the owner must declare his/her knowledge of any major defects – leaky roof, termites, etc. – to the buyer at the time of sale. Such a declaration should accompany the sale or trade of a postal history artifact, provided that such item has a market value sufficiently high to justify expenses associated with repair.

In addition to a declaration when one sells or trades a restored or repaired cover there are a couple of other situations when a declaration would seem appropriate. Even if we never sell or trade a postal history artifact, there will come a time, we all recognize, when our collections will be passed on to others. Wives, son and daughters, or even attorneys can end up making decisions and judgements about our prized possessions, and often with the handicap of very little first hand knowledge and almost no guidance from us. It would seem highly unrealistic to expect an heir or executor to identify subtle repairs in

covers, and even an experienced appraiser might easily overlook them when attempting to reach an overall value for an entire collection. The obvious answer would be to include declarations of restoration with all repaired covers of reasonably high value.

Finally, it would seem to be a good idea to provide a declaration of restoration with photos or photocopies of any repaired covers submitted for publication. Editors are unlikely to detect repairs or restorations from photos and photocopies, and, as mentioned earlier, any illustration of a restored cover appearing in print without a declaration of its restoration will create a false impression in the minds of readers concerning the integrity of that cover.

If we as collectors who have chosen to restore or repair our covers observe these modest guidelines, there will be far less likelihood of misrepresentations, hard feelings, and even legal problems. Obviously, however, whatever you and I agree to do as reasonable and ethical people, will not necessarily be adopted by *the other guy*. The other guy always goes his own way, says what he wants, does what he wants, and, for whatever reason, generally mucks things up for the rest of us. So what can we do to protect ourselves from being wronged by the other guy who decides to repair and restore his covers with absolutely no intention of declaring his actions?

PROTECTING OURSELVES FROM MISREPRESENTATION

The answer is knowledge. I know you've heard it said, and it really is true. The most desirable postal history artifacts in our hobby exist in exceedingly small quantities. I'm not just talking about the \$1,000 up items either. When I first became an Alaska collector back in the late 1960's, I bought a copy of Cavagnol and was literally amazed at his listing of all known 19th century Alaska covers – it numbered less than 200 total items. Any dealer in US postal history can tell you that the number of hundred dollar items in any given postal history specialty is severely limited. What makes it possible to be a dealer at all is the fact that there are so many specialties, and each specialty has some amount of premium items along with lots and lots of more common material. If postal history ever attracted enough interest to swell its ranks from a few thousand adherents to a few *tens* of thousands, there wouldn't be sufficient collectable material to support most of today's popular specialties.

Despite their abundance, most postal history specialties are organized into societies, study groups, and so forth and many of these publish a bulletin or newsletter. Almost all other the individual US states have their own postal history organization, as do machine cancel specialists, railroad, naval, military, airmail, and many other specialties. If each of these specialist groups took it upon itself to act as a curator of records, it would be a fairly modest undertaking to create a hobbywide Register of Historic Artifacts.

I know many of you readers are already doing this formally or informally. My dear old friend, Len Persson, taught me the value of building a set of records of covers from the area chosen for specialty. While I collected Alaska, I had large file boxes filled with dividers for each territorial office and containing photocopies from auctions, collections and articles of the better covers from each office. After 10-12 years, when a high caliber item would come up at auction, I could often trace its pedigree, and by the time I sold my Alaskan collection in the early '90s, my file boxes contained an immense amount of detail on the better covers of the territory.

The proliferation of personal computers has made such record keeping much easier and less space consuming, and I know that many of you maintain such databases for your own postal history specialties. The challenge then would be to organize this information on a specialty by specialty basis which could lead to a nationwide Register of Historic Artifacts maintained by members of the various specialty groups but shared among all members of the hobby through a master database accessible through the World Wide Web. In that way, for example, a collector offered a Nevada cover for sale or trade, which somehow raised suspicion – or simply required more knowledge before a decision could be reached, could search the Nevada section of the Register for details concerning the pedigree of this particular cover. In time, I believe, such a Register could easily include virtually all US postal history artifacts with current market values in the \$100 and up range. Just imagine the increase in confidence that such a Register could provide for our hobby.

The Post Offices of Boone County, Kentucky

by Robert M. Rennick

The first county taken from Campbell was Boone. It was either Kentucky's twenty-eighth, twenty-ninth, or thirtieth in order of formation, for two other counties – Pendleton and Livingston – were created by an act of the General Assembly on the same day: December 13, 1798. Four more counties were authorized on the following day of this busy legislative session. Kentucky's famed frontiersman, Daniel Boone, was this county's name source. In December 1820 a section of Gallatin County was added to Boone's southwestern territory, and in February 1837 a very small part of Boone, between the mouth of Big Bone Creek and the mouth of its first branch, South Fork, was returned to Gallatin. Apparently some more losses or gains of Boone County land were made until March 1870 when the county's present boundaries were assumed.

The first permanent settlement in what became Boone County was made around 1789 when the Rev. John Tanner acquired some Ohio River land and built a blockhouse on the site of the future Petersburg. Until recently Boone was primarily an agricultural county. Now it has a fairly diversified economy with industrial activities concentrated in the Florence area, while a large segment of its working population commutes to jobs in Cincinnati and Kenton County. Boone's 246 square miles are drained by the Ohio River (which bounds the county on the north and west) and its tributaries, notably Elijah, Sand Run, Taylor, Woolper, Gunpowder, Landing, and Big Bone Creeks. The 1990 Census counted some 57,600 Boone County residents.

Boone now has three incorporated towns, each with its own post office. Burlington, its seat, is not one of them. It is one of only two Kentucky counties (McCreary County's Whitley City is the other) that are presently unincorporated. By road miles from the court house at the junction of Ky 18 and 338 (seventy-one air miles northeast of downtown Louisville and seventy-seven air miles north of downtown Lexington), most of Boone's post offices described below will be located.

When the first Boone County court met on June 17, 1799, Robert Johnson and John H. Craig offered a site called *Craig's Camp* for the new county's seat. It was accepted and the local settlement was soon named *Wilmington*. The county's first post office was established here as *Boon Court House* (sic) on July 1, 1807 with John Love, postmaster. In 1816 the town became *Burlington* and this name was given to the post office in 1820. The town was incorporated in December 1824 and re-incorporated in 1910, but this status in each case was later allowed to lapse. The origins of *Wilmington* and *Burlington* have never been learned; it is merely assumed that these names were derived from those of older cities back east. Since the town is not now incorporated its present population can only be approximated, at about 600, and it is thus one of Kentucky's smallest county seats.

Boone's second post office may have been the short-lived *Touseytown* [tow/see/town] which for only a few months in 1811 served an Ohio River landing just below the mouth of Second Creek, across from Lawrenceburg, Indiana. This landing was the Kentucky terminus of a ferry service begun by Jacob Piatt shortly after 1800 and operated some twenty years later by Moses Tousey (1778-1834) whose large and important family then owned much of the land in that area. Van-Vechter Tousey is listed as this office's only postmaster. Any hopes of a community developing here never materialized.

In October 1797 Cave Johnson (who was to become Boone County's first court clerk) applied to the Campbell county court to establish a town on one hundred acres of his land at the mouth of Sand Run Creek. This was the lower end of the North Bend of the Ohio River, an area then known as *Bullitts Bottom*. Johnson's settlement was named *Bulletsburg* (sic) for the bottom which most likely had been named for Capt. Thomas Bullitt (1730-1778), the leader of the first systematic survey (in 1773) of Ohio River land for French and Indian War veterans.

Bulletsburg apparently was never much of a town though Johnson, in January 1798, was licensed to operate a ferry from here across the river to the Ohio shore, and in September of that year John Conner and John Hall were appointed tobacco inspectors at this place. The post office of **Bullittsburg**, maintained by Lot Worth and John Huser from May 12, 1813 until late the following year, may have been located in the bottom or in the vicinity of the Bullittsburg Baptist Church, built in 1797 several miles south.

The fifth class city of **Walton** centers at the junction of US 25 and Ky 14/16, just east of an I-75 interchange, and 15 ¼ miles south-southeast of Burlington. The site was acquired in 1813 by Virginia-born Abner Gaines, an early Boone County magistrate, who, realizing its strategic location on the new road between Lexington and Cincinnati, built here a large brick tavern for a scheduled stop on his newly acquired stage coach line. Here the **Gaines** post office was established on July 4, 1815 with Abner's son, James M. Gaines, postmaster. The settlement growing up around the tavern and post office was soon called **Gaines Cross Roads**, and the post office took this name in 1823. In 1840 the office and the town were renamed **Walton**, it is said, for a local carpenter who had helped Gaines build his first home. The highway and later two rail lines (the L&N and the Cincinnati Southern) led to the community's development as a city. It was incorporated in 1854 and was the county's largest town for the first half of the twentieth century. It now has at least 2,000 residents served by its active post office.

Curiously, no record of an early carpenter named Walton has ever been found. Some say his given name was John and he was a neighbor of Gaines'. Less likely is Boone County historian A.M. Yealey's account of a noted steamboat captain who, in 1791 (sic), financed Gaines' construction of the brick building that later housed his tavern and stage stop.¹ A Boone County Sheriff Robert Walton and a William Walton are listed in Boone's 1830 Census and many of their descendants and others bearing this family name still live in the county. The **Gaines** name survived the adoption of **Walton** in 1840 but only as the name of an L&N station one mile north of its **Walton Station**.²

The early nineteenth century river port-of-entry for the Big Bone Lick Salt Works, two miles east, was **Hamilton's Landing**. This was probably estab-

lished by and named for Isham G. Hamilton and was located just below the mouth of Landing Creek. Here, on January 19, 1817, the **Hamilton** post office opened with Peter Hance, postmaster. It most likely closed before late July 1834 when it is known to have been re-established by tavern keeper George McGlasson as **Big Bone Landing**. It again became **Hamilton** in February 1835, and simply **Landing** in July 1836 named for the newly founded town. When that town was officially chartered as **Hamilton** in early 1846 the post office also took that name, by which it continued to be known until it closed in 1944. Today this name is applied to a string of homes and a store below the mouth of Landing Creek and Ky 338, some fifteen miles south-southwest of Burlington.³

Landing, the name applied briefly to the **Hamilton** post office just below the mouth of Landing Creek, is not to be confused with the **Landing** post office that operated between March 13 and June 12, 1882 and from June 15, 1901 to mid-December 1918 at what was then called **Normansville**. This settlement was centered on James M. Kennedy's store and a steam powered flour mill called Hamilton Mills on the east bank of Landing Creek, a mile northeast of Hamilton. **Normansville**, in fact, was Kennedy's preferred name when he established the first post office. **Normansville** may have been named for Connecticut-born Caleb Norman (1777-1848) who came to Boone County before 1800 and settled in the Petersburg area.⁴

The old Ohio River port of **Petersburg**, on the present Ky 20, is 10 ½ miles west northwest of Burlington. It was laid out and named in 1817 by John J. Flournoy, then its proprietor, on the site of John **Tanner's Station**. Tanner (ca. 1732-1812), a North Carolina-born Baptist preacher, in partnership with the Rev. John Taylor, had acquired part or all of John David Woellper's 2,000 acre French and Indian War service grant⁵ and brought his family here at least by 1789.⁶ Though Tanner left shortly thereafter, to return to the Bluegrass region whence he had come (and eventually to Missouri where he died), the place continued to be called **Tanner's Station** until January 1818 when the legislature approved the establishment of the town of **Petersburg**.⁷ The still active **Petersburg** post office was opened in November 1819 with Flournoy as its first postmas-

ter. No one knows why **Petersburg** was so named. None of its early settlers, whose identities are known to us, was a Peter.

For much of the nineteenth century **Petersburg** was Boone County's only important Ohio River port with a tannery, distillery, grist and saw mills, boat works, and other businesses. It was the county's largest town for the first half of the nineteenth century. Its decline came with the replacement of steamboat traffic by the railroad. Its population was down to only 430 when it was recently disincorporated.

In 1739 a Frenchman, Charles LeMonyne, Baron de Longueuil, was returning to Canada from a military expedition against the Chickasaw on the lower Mississippi.⁸ About 1 ½ miles east of the Ohio, on the banks of what later became Big Bone Creek, he discovered the bones of hundreds of prehistoric animals partially buried and well preserved in a ten acre spring-fed plantless bog. Later visitors confirmed his find, discovered a nearby lick and the springs that fed it, and named the vicinity **Big Bone Lick**. For years this lick which had attracted prehistoric and more recent animals alike to its salt deposits was used by bands of Indians and later by whites as a major source of salt. In the early nineteenth century the medicinal value of the saline springs was discovered and the spa established there in 1815 soon became one of the most popular health resorts west of the Alleghenies.

Three post offices served the village that early evolved around the lick and resort. Little is known of the first two, each called **Big Bone Lick**. The first was established on June 7, 1820, with Thomas Edmonson, postmaster. The second was operated between January 12, 1829 and sometime in 1831 by Benjamin Finnell. The third office was established on January 21, 1890 in postmaster John Douglas Moore's store, ¼ miles northwest of Big Bone Creek. As **Bigbone** it served the village of this name, with its several stores, two hotels, wagonworks, and other businesses until 1941. Just across Ky 338 from what remains of the village (and thirteen miles south of Burlington) is the 250 acre **Big Bone Lick State Park** and museum which were dedicated in July 1960.

Though the still viable Ohio River village on Ky 18, 7 ½ miles west-southwest of Burlington, has been known since pioneer days as **Bellevue**, the second of its two post offices was called **Grant**. But the community was actually laid out as the town of **Mt. Vernon** in 1815 by Col. Edward Weeks. Why its

name was changed to **Bellevue** only a few months after its founding is not known. Its first post office was established as **Bellevue** in 1826 with Ohio (?) Bush, postmaster, and operated for only two years. When, later, another post office was sought for this community by Jesse Hewitt, the local grocer, it was learned that **Bellevue** was then in use by a Christian County post office. So Hewitt named his new office, established on July 15, 1869, for his neighbor, William W. Grant, a twenty-five year old carpenter who later became the village blacksmith. The office served this community until 1974.

Though Munsell's 1818 Kentucky map (and Lake's 1883 Atlas) gives the name as **Bellevue**, I'm fairly certain that **Bellevue** was the original and intended spelling of this name. It probably refers to the attractive view of the Ohio River from the hill above this site. Yet at least one county historian, A.M. Yealey, has suggested a somewhat fanciful derivation from the warning bells said to have been used by pioneer lookouts on the hill to signal approaching Indians.

Bullittsburg, above, is not to be confused with **Bullittsville**, also probably named for the pioneer surveyor, Thomas Bullit, but some three miles east of the Bullittsville Church. More precisely, this hamlet is on Ky 20 and the north bank of Woolper Creek, four miles north of Burlington. The first post office to serve that area was **Corneliusville**, at an unknown site somewhat west of the present Bullittsville. It was established on January 24, 1827 and named for the family of Robert Cornelius (ne 1795), its first postmaster. In 1848 it was moved a short distance to another as yet unlocated site and renamed **Mitchellsville** for postmaster Benjamin Mitchell. It became **Bullittsville** when, in 1853, it was moved to the site indicated above where it remained until it closed in September 1918.

The third class city of **Florence**, Boone County's largest town, with a 1990 population of over 18,600, centers at its city hall. This is just south of US 42, and a few blocks west of the junction of the Dixie Highway (US 25) and Ky 18, the road to Burlington, some six miles west-northwest. At this intersection was an early nineteenth century settlement called **Cross Roads**. Here, in 1821, a young Covington attorney, David Madden, who had recently acquired some local property, helped lay out a town that soon became known as **Maddentown**. In 1828, after Madden moved away and Lewis (some say Jacob)

Conner, another landowner, had become the town's leading citizen, it was renamed **Connersville**. In this name the local post office was established on March 28 of that year with Pitman Clondas, postmaster. By legislative act (approved on January 27, 1830) the town was renamed **Florence**. Clondas was appointed one of its trustees and, by April 1830, had arranged for the post office too to take the new name.

Whence **Florence** has long been in dispute. Some say it was named for the wife of Jacob (or Lewis) Conner. Others favor one or more area families. By 1814 John Florence is known to have been living on the road between Crossroads and the future Walton. In 1834 Lewis Conner officiated at the wedding of James Florence (ne ca. 1796 in North Carolina). Even more puzzling is why the town and post office had to change their name at all. It was not to avoid confusion with another **Connersville** post office in the state. Kentucky's only other such named office (in Harrison County) was not established until 1849. And **Connersville**, in Shelby County, did not get its post office until 1839 and that was named **Harrisonville**.⁹

Florence's recent development as a commercial and industrial center and one of Kentucky's fastest growing cities was advanced by the opening of the nearby Greater Cincinnati International Airport in 1947 and a thirty plant industrial park in 1963, along with the completion of I-75 also in 1963, and the development of the Florence Mall in 1976. Local factories produce machine tools, copiers, water meters, furniture, and building materials.

A post office established as **Bush's Cross Roads** by Archibald R. Gaines on December 22, 1829 may have been in or near Mr. Gaines' home on the Covington-Lexington Pike (now US 25). In February 1832, still with Gaines as postmaster, it was inexplicably renamed **New Lancaster**. It closed in late August 1835 but was re-established on September 15, 1837 with Archibald's brother James M. Gaines, as postmaster.¹⁰ According to antebellum maps, **New Lancaster** was on the Covington-Lexington Pike, about five miles south of the Florence post office and four miles north of Gaines Cross Roads, just west of where the present Ky 536 crosses the Southern Railway tracks (about 11 ¼ miles southeast of Burlington).

From July 2, 1877 'till May 1879 this vicinity (that may then have been called **Marshall's** for a local family) was served by the **Grubb** post office

just north of the present Ky 536, between US 25 and the tracks. It was in a store operated by its only postmaster, Herman F. Ficke. Another local family, probably descendants of James Grubbs who was in Boone County at least by 1810, was the likely source of this name.

Boone's third and smallest incorporated community, the sixth class city of **Union**, was settled before 1830, for in that year James Brown established its post office. The name may have been derived from its site at the junction (or union) of the roads between Visalia and Big Bone and Convington and Louisville (today's Mt. Zion Road and US 42, respectively). It was chartered as a town on January 17, 1838 and reincorporated several times in later years until its charter was again reactivated in the 1970s. Today this place, eight miles south-southeast of Burlington, still has its post office and at least 1,000 residents. Two (possibly three) antebellum Boone County post offices operated for short periods at unknown locations. **Bane's** post office was established on January 19, 1830 and named for the first of its two postmasters, Reynolds Bane (1804-1873). It closed in May 1831. Elijah and Benjamin W. Grant maintained the **Walnut Ridge** post office between August 26, 1842 and mid-February 1846. Patera and Gallagher, in their **Checklist of Kentucky Post Offices**¹¹, list a **Handysburg** post office from 1828 to 1829, but I have found no other references to this place nor to any Boone County families named Handy.

The small nineteenth century village of **Francisville** was on the present North Bend Road (Ky 237), 6 ¼ miles north of Burlington. It may have been founded around 1819, about the time of the establishment of the local Sand Run Baptist Church. The first of its two post offices operated at **Francisville** from April 19, 1830 through June 1845 with Henry L. Kendall and John H. Crawford, its only postmasters. When an attempt to reopen it in this name failed, the office was called **Sandrun** for the creek a quarter mile west. With Adele Dimmick, its only postmaster, it served the community between May 27, 1903 and mid-April 1908. For much of the late nineteenth century the place had a store, hotel, tobacco factory, school, and two churches. The Sand Run Church alone survives.

The origin of the **Francisville** name is not known. Two Francis families, Jesse's and William's are listed in the 1830 Boone County Census but it is

not known where they lived. The *Sand Run Creek*, which joins the Ohio at the lower end of the North Bend Bottom, may earlier have also been called *Sandlick Creek* for a lick near the river.¹²

The Upper East Bend Bottom of the Ohio River was part of a large area early owned by Humphrey Marshall. In 1808 it was sold to Thomas Carneal from whom, four years later, it was acquired by a New Jerseyman, Robert Piatt (ne 1769). Directly across the river from the mouth of Grant's Creek (some fourteen miles southwest of Burlington) he build *Piatt's Landing* [pa:/ets] and, nearby, his family's large home which he called Winnfield Cottage. The *Piatt's Landing* post office was established on January 19, 1833 with Robert's son, Daniel, as postmaster. It closed at the end of November 1848.

The Upper East Bend area was served by a second post office established on April 15, 1856 as *East Bend* with Hiram J. Calvert, postmaster. It lasted but three months. It was re-established on August 8, 1876 by Jesse Hewitt about a mile or so above Piatt's Landing, just north of the mouth of Dehart Creek, at what was then called *Dolph Landing*. This office lasted only six months. Today, much of the Upper East Bend, separated from the Lower East Bend by Lick Creek, is owned by the Cincinnati Gas and Electric Company.

Verona, still a crossroads village nearly twenty-one miles south of Burlington, has been the trade center for the southern end of the county. It was settled before 1830, strategically on a main route (including the present Ky 16) between Covington and Louisville, and became a station of the Louisville Cincinnati and Lexington (later L&N) Railroad when this was built through in the late 1860s. The *Verona* post office was established on March 26, 1834, with Alexander McPherson, postmaster, and has operated, albeit intermittently, ever since. The town was incorporated in 1909 but this was later dissolved. It is merely assumed, though with no good reason, to have been named for the city in northern Italy, perhaps for the Congress of Verona (1822), which got only modest media attention in this country.

The nineteenth century Ohio River town of *Tailorsport*, just above the mouth of Elijahs Creek and directly across from the Delhi section of Cincinnati, is now but a small settlement of mobile homes on Ky 8, located 8 ¼ miles north-northeast of Burlington. In 1827 Thomas Foulks opened here a warehouse and ferry and was soon joined by some

of the Newport Taylors who helped found the town they first called *Tailorsville*. The local post office, though, was established as *Elijahs Creek*¹³ on March 17, 1846 with John H. Crawford as first postmaster. It operated until late July 1859. On February 12, 1849 by legislative act *Tailorsville* became *Tailorsport*, and by this name the post office was re-established on May 15, 1909 with L.H. Sprague, postmaster. It closed in 1959 but continued to operate as a rural branch of Hebron until 1968.

Some four or five miles up Middle Creek (which joins the Ohio halfway between Belleview and Rabbit Hash) was *Roberts Mill* which may have been the site of the *Middle Creek Mills* post office. This office, established on June 2, 1846, with William McKie, postmaster, took the name *Boone* in March 1858, and closed in September 1869.

Berkshire, an extinct settlement in the southwest corner of the county, had three post offices. The first, inexplicably named *Slusher*, was on the South Fork of Big Bone Creek, 2 ½ miles from the Ohio River. Benjamin L. McGlasson alone operated this office from July 25, 1853 until early April of the following year.

The community served by that office continued to be called *Slusher* until, in 1881, Andrew J. Ross petitioned to re-establish the office as *Rossville*. But it was named *Berkshire* instead and operated from August 17, 1881 through July of the following year. The Berkshires were several related Petersburg area families whose most prominent member, Bob, was then editor of the *Boone County Recorder*. On November 11, 1884 William Jasper Black established the *Kite* post office which, curiously, on the Site Location Report, he located just south of Mud Lick Creek, some four miles east of the river (at Hamilton), and thus some distance northeast of the Rossville-Slusher site. But, he said, it would serve the *Berkshire* community. It may have been named for the area descendants of John Kite (1798-1855) who is buried at the nearby South Fork Christian Church. This office closed in mid-June 1886.

On January 24, 1888 the post office was again re-established, as *Berkshire*, with Merrideth C. Carroll, postmaster, but was back on the South fork, close to its original site. Just before the First World War, it moved again, a short distance up the Fork, and closed for good at the end of October 1919. None of these sites are identified on contemporary maps.

Near the head of the aptly named Beaver Branch of Big Bone Creek was the junction of two roads to which pioneer trappers brought their catches to the agents of Ohio Valley fur companies. Here was the later village of **Beaver Lick** with its two stores, church, saloon, and wagonworks, and its post office which intermittently operated between November 28, 1853 and 1944. John W. Tucker was its first postmaster. Little now marks the site, a quarter of a mile east of US 42/127 and thirteen miles south of Burlington.

The village and active post office of **Constance** on the Ohio River, in the extreme northeast corner of the county, was founded sometime before 1850 just below George Anderson's ferry. The village's first settlers had come from southern Germany and are said to have named it for their home town of Konstanz at the west end of the lake of the same name near the present German-Swiss-Austrian border. The post office occupied at least four sites since its inception on December 22, 1853, with William Turner as the first postmaster.

Somewhere northwest of Walton was the post office that operated between January 9, 1858 and late March 1870 as **Northcutt's Store**. Thomas O.B. Northcutt, the store's probable proprietor, was the first and last postmaster.

The village of **Hebron** [hee/bren], centered just east of the junction of Ky 20 and the new 237, about four miles north-northeast of Burlington, was named for the local Hebron Lutheran Church that was built in 1854. The church, in turn, was named for an older church in Madison county, Virginia, that had financially aided in its construction.¹⁴ The community may also have been called **Briar Thicket** or **Briar Patch** and, possibly, **Tailholt**.¹⁵ The active **Hebron** post office was established on February 23, 1858 with Francis L. Gordon, postmaster.

Richwood, the name applied to a Presbyterian church established in 1834 and extant on the present Ky 338, was also given to a community and its Cincinnati Southern (later Cincinnati New Orleans and Texas Pacific) Railway station, two miles northeast. It is generally assumed that this was a geographically descriptive name, but one cannot completely rule out the families of Thomas and Joseph Rich, antebellum Boone County residents. The post office, established on June 7, 1859 with Warren Shelden, postmaster, may first have been in the vicinity of the church, but, by the time the railroad had come

through and its local station was built in the late 1870s, the office had moved to the tracks, just east of the Dixie Highway (US 25). Here, 10 ¾ miles south-southeast of Burlington, it continued to operate until mid-September 1918.

One of Kentucky's most colorful names, **Rabbit Hash**, was applied to a busy nineteenth century steamboat and ferry landing across the Ohio River from Rising Sun, Indiana. The name is traditionally believed to have derived from the monotony of an early enforced diet of rabbit. The story is told of two travelers meeting in Rising Sun, where one had just arrived by ferry from the Kentucky shore. He was asked by the other, who was making the return trip, if he could get anything to eat at **Meek's Ferry Landing**. "Yes," he was told, "if you like rabbit hash." The river was receding from flood stage and hundreds of rabbits had been driven to the hillsides where Meek's men hunted them down to replenish the table of his tavern.¹⁶

On January 3, 1879 the local post office was established as **Carlton** for some Boone County descendants of pioneer Isaac Carlton. But to avoid confusion with nearby Carrollton, postal authorities almost immediately advised postmaster Elizabeth C. Kenney to find another name. In less than 2 ½ months she returned to the community's old name of **Rabbit Hash**, and the post office stayed with this until it closed in October 1912.

Little of the community survived the 1937 flood. And what did, over the years and at present, has largely catered to the tourists attracted by the unusual name. The 3 ½ acre "downtown" Rabbit Hash, centered on its local store, said to have been there since the early 1830s, was placed on the National Register of Historic Places in 1989. Lowell Scott, Rabbit Hash's present owner, has been hoping to preserve its pristine character and prevent its development as an extension of Rising Sun's commercial gambling operations.

Since Daviess County already had a post office called **Pleasant Ridge**, the community of this name on the South Fork of gunpowder Creek had to find another name for its new post office. From July 9, 1883 through September 1907 the post office operated as **Gunpowder**. It is not known how that stream got its name; there is no evidence that gunpowder was ever made on or near its banks. The name has been traced back to the late eighteenth century. No matter, since this community at the junction of US

42 and Ky 237, at the western edge of Florence and 5 ½ miles southeast of Burlington, is shown on contemporary maps as *Sugartit*. This name is even more problematic. It is obviously derived from *Sugar Teat* by which name, according to postmaster-designate Martin L. Tanner's Site Location Report, the *Pleasant Ridge* community was also known.

Just below the head of main Gunpowder Creek was the old mill village of *Limaburg* [la:/me/birgh]. Until its post office was established in this name on February 17, 1885, the community was known as *Florence Cross Roads*, and before that it was sometimes called *Needmore*. By 1849 Jeremiah Beemon had built a water-powered grist mill on Gunpowder, and sometime later a store was opened across the creek. A larger store was built by the Rouse brothers in 1870, and in this store Silas Joshua Rouse located his post office.

Since neither of that community's names was acceptable for the post office (*Needmore* was then in use in Floyd county, and the town of Florence was only a few miles southeast of the crossroads), *Lima* was suggested. But to avoid confusion with the community of that name in Ohio, *burgh* was added. In 1894 the "h" was dropped, and on September 30, 1907 the office was discontinued. Some years later the mill was washed away in a flood and the store closed. Nothing remains at the Limaburg site on Ky 18, 2 ¼ miles east south-east of Burlington, but a farm machinery outlet.

On November 20, 1886 Daniel Hathaway Ryle gave his maternal family name to the post office he established to serve the store and sawmill community of *Riddles Run*. This was on the Gunpowder Creek branch of that name on or near the present Ky 536, over 4 ½ miles west of Union and 8 ½ miles south of Burlington. The name that Ryle first proposed for that office was *Conly* (or *Conley*) for another local family. After a 300 yard move in 1901, the *Hathaway* post office closed on September 30, 1907 (the very day the Limaburg and Gunpowder offices closed). Nothing marks the site now. *Riddles Run*, so known at least by 1800, was probably named for William Riddle, that family's Boone County progenitor.

In the late nineteenth century the community at the junction of the present Ky 20 and 338, six miles northwest of Burlington, was called *Gainesville* for the local descendants of George Gaines, a Virginia-born Boone County pioneer. Since this name and

Enterprise, another name proposed for the new post office, were already in use (*Gainesville* in Allen County and *Enterprise* in Carter County), the office was called *Utzinger* [yutz/in/er] probably for the family of Jacob Utzinger (1822-1901). Local storekeeper Frank P. Walton was its first postmaster, from December 4, 1886. In September 1900 then postmaster William D. Cropper had the name changed to *Idlewild*. It closed in mid-June 1910. The origin of *Idlewild* is not known.

Just south of Florence and just short of the Kenton county line, some eight miles southeast of Burlington, was the *Dixon Station* on the CNO and TP Railway. It may have been named for William Dixon, the landowner. On January 20, 1888 Julius M. Utz established the local post office as *Crescent* (*Crescent Valley* was disallowed by the Post Office Department). This probably referred to the rail line's nickname "The Queen and Crescent Route" because it linked the cities of Cincinnati and New Orleans, then called the Queen and the Crescent cities, respectively. In December 1907 Henry P. Dixon, who had become postmaster ten years before, had the office's name changed to *Devon* [de/vahn]. The office closed in late August 1909. This name, which now identifies an area on the Dixie Highway (US 25), just west of the tracks, is also as yet un-derived. The name of an English county, it is also that of several nineteenth century Kentucky families, though none are known to have lived in Boone County.

On October 3, 1891 John Sleet Hume established the *Hume Store* post office on the south bank of Mud Lick Creek on the old Louisville and Covington Road (now US 42), 16 ¼ miles south of Burlington. The two word name became one word in 1895, and the office closed in September 1897. It was re-established as *Hume* in October 1899, with Everett Willeford, postmaster, and closed for good in September 1916. Mr. Hume and other members of his large Boone county family were descendants of George Hume, a Marylander, who, in the 1790s, settled in what later became Kenton county and was one of mother Campbell County's first Justices of the Peace.

Since *Crawford* was already in use in Clay county and *Raymond* had just been authorized for a new post office in Breckinridge County, another name, the inexplicable *Weneeda*, was selected for an office to serve Boone county's *North Bend* area. It was established on April 18, 1901, half a mile south

of the Ohio River and 1 ½ miles east of Sand Run, probably on the present Ky 8. Mary Riley was the first of its two postmasters. In March 1904 her successor, William P. Cropper, had the office moved one mile south to a point some three miles northwest of the Sandrun post office at Francisville. It closed in mid-March 1908.

SUMMARY

Eight of Boone's thirty-six post offices are active. Florence, Walton, and Union serve the county's only incorporated cities, while Burlington, Hebron, Constance, Verona, and Petersburg provide for the postal needs of currently unincorporated communities. At least half of the discontinued offices served viable villages which now get their mail from one of the extant offices.

Twelve offices were named for local or area persons or their families. Two were named for non-local persons. Three bore descriptive names. One was named for the county. A distant place gave its name to one office, while five others had names derived from nearby features (two streams, a lick, a landing, and a church). One office was named for a local event or situation. Two possible name derivations may account for another name. Ten names have not yet been derived. Five offices are still not precisely located.

The names of nine post offices were not those first proposed for them. Ten offices served communities with other names. Nine offices had name changes.

FOOTNOTES

¹ Yealey's fifty years of newspaper articles on county history were compiled in 1960 as the privately printed *History of Boone County, Kentucky*. His Walton account appeared on P. 33.

² *Gaines* as an L&N station name, however, was not listed in time tables after the 1880s.

³ That *Landing Creek* was so called at least by 1783, according to an 1802 deposition by Capt. Arthur Connelly, suggests that it may have been serving as a landing for the Big Bone Salt Works by that early date. According to the *Acts* of the Kentucky General Assembly (1845/46, P. 208), this town, officially established on February 17, 1846, was named for Joel Hamilton, one of its former proprietors.

⁴ According to a letter from Norma Ward Wooldruff of Myrtle Beach, S.C. to Charles D. King of the Kenton County Public Library, Covington, November 9, 1987.

⁵ Contrary to traditional belief, Woellper, a Pennsylvanian (whose name has also been spelled Woolper, Wolper, Woolper, Wolpert, Woolpert, and several other ways), did not receive his grant in 1788 from Virginia's Governor Edmund Randolph for Revolutionary War service. According to Kentucky land records, these 2,000 acres were surveyed for him in June 1775.

⁶ Some forty acres of the *Tanner's Station* site, that may have been an ancient burial ground, are said to have been cleared as early as 1785 by a party of Pennsylvanians who soon moved to Ohio.

⁷ It is unlikely that *Petersburg* was ever known as *Caledonia* as was suggested in B.N. Carter's "Sketch of a Kentucky Town" in the *Covington Journal*, January 25, 1873, P. 1:2-3). According to early Boone County court records, *Caledonia* was the name approved on September 15, 1806 for a town to be established on John Grant's land in Woolper's bottom, just above the mouth of Woolper's Creek, and thus several miles below the Tanners Station-Petersburg site. Fournoy, Jacob Piatt of North Bend, and Absalom Gaines were among its appointed trustees. But this town never materialized. What was then called *Woolpeer's Bottom*, though, is said to have extended for some five miles above the mouth of Woolper's Creek and thus may have included the site of Tanner's Station. Fournoy is said to have owned some land in the bottom, perhaps by then the site of Tanner's Station, from which, in 1807, he was authorized to operate a ferry to the Indiana shore.

⁸ Historians have disagreed on the year of Longueuil's discovery of the big bones. Some, like W.R. Jillson, say it was 1729. But if we are certain that it was Longueuil who made the discovery we will have to go with 1739. Another Frenchman, Chausegros de Lery, is known to have explored the Ohio Valley ten years earlier.

⁹ Robert M. Rennick, *Kentucky's Bluegrass: A Survey of the Post Offices*, Vol. 2, Lake Grove, Or: *The Depot*, 1994, Pp. 53,64.

¹⁰ The Gaines brothers were sons of Abner Gaines of Walton, and James had been the *Gaines Cross Roads* postmaster.

¹¹ Lake Grove, Or: *The Depot*, 1989, P. 35.

¹² Sandlick Creek was shown on a map used in the Humphrey Marshall-Abraham Buford suit in the Fayette Circuit Court, June 20, 1804, copies of which were made by William Fitzgerald and H. Wendling and deposited in the Boone county and Kentucky Historical Society libraries.

¹³ The derivation of the *Elijahs Creek* name is not known. According to the Civil War era Lloyd's map of Kentucky, it was then called *Stoner Creek*, probably for Daniel Boone's fellow explorer Michael Stoner.

¹⁴ Virginia's *Hebron Church*, the oldest Lutheran church in the south, was built around 1740, eight miles north of Madison, and is still active.

¹⁵ *Briar Thicket* and *Tailholt* were mentioned in a paper on the Hebron community presented to the Boone County Historical Society by John E. Crigler of Burlington on May 19, 1950. William Conrad in his *Boone County – The Top of Kentucky*, P. 8, recalled the authorization by an early Campbell County court of the construction of a road between *Briar Patch* and the mouth of the Licking River. I'll go with *Briar Patch*, for this name identifies that site, just west of Stoner (later Elijahs) Creek, on Luke's Munsell 1818 Kentucky map.

¹⁶ According to an equally probable variant, four local farmers, gathered at Meek's tavern, were comparing their prospects for Christmas dinner. A bad harvest had left little to look forward to. One man had managed to catch a few fish. Another had killed a wild possum and hoped it would be enough for his large family. A lucky shot had brought down the last of the migrating ducks. And all the fourth could be assured of was rabbit hash.

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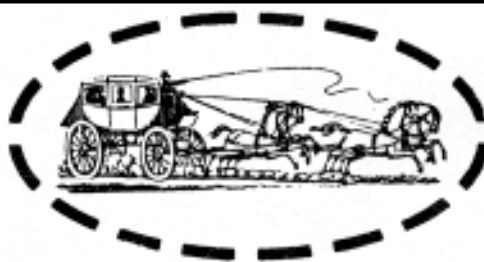
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La Posta Backnumbers

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Postal Markings of the Small Independent Post Offices of the District of Columbia

Part III

By Carl L. Stieg

This article continues a series published in the November 1998 and the January 1999 issues of *La Posta* – Volume 29, No.'s 5 & 6 respectively.

Congress Heights

This office was established on April 29, 1893 with Annie E. Langley as Postmistress, and converted to Washington station status on August 1, 1910. There are no available strikes of this office.

Congress/WASHINGTON, D.C.

A post office was established in 1861 within the Capital building. It was not listed as a part of the District postal system until September 26, 1881 when it was designated East Capital Station, District of

Columbia. It is not considered to fall within the definition of the offices covered by these articles and will be reported on among the stations. Ronald C. Huggins, Jr. Published a comprehensive article on these postmarks in the Spring 1990 issue of the *United States Cancel Club News*.

Deanewood

Deanewood was opened November 12, 1892 with Theodore Sharp as Postmaster and re-designated as Station 62 on February 15, 1903.

Figure 1 4/30/00 - 4/24/01 27mm 4
conc. Circles 17 ½ mm (not a duplex)

Good Hope/Garfield

The Good Hope office was established June 26, 1847; discontinued December 22, 1848, reopened December 7, 1861; and again discontinued December 22, 1861. Garfield was established November

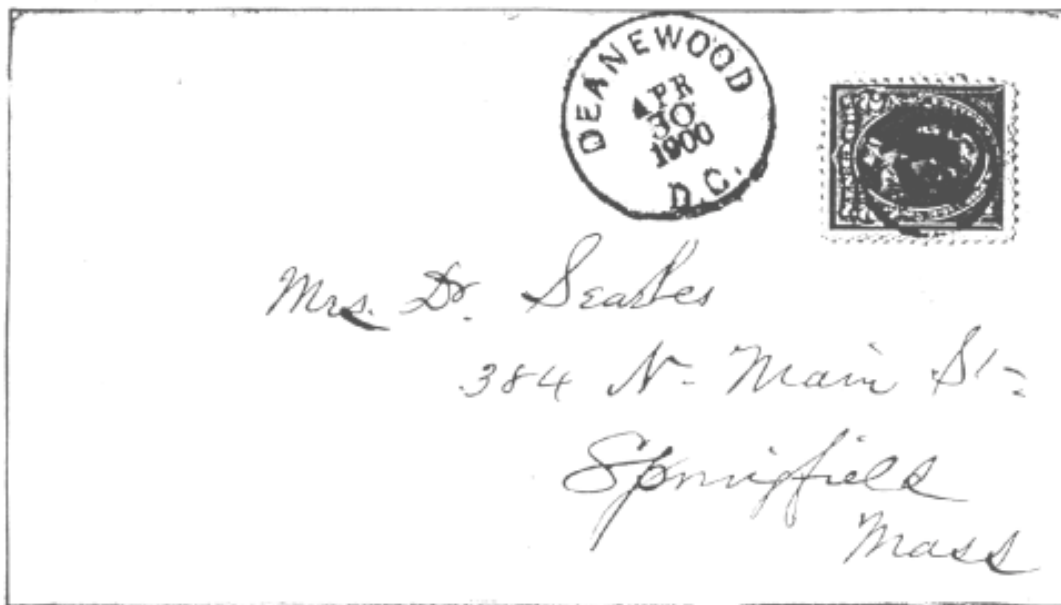


Figure 1. Cover postmarked Deanewood/D.C., Apr 30, 1900.

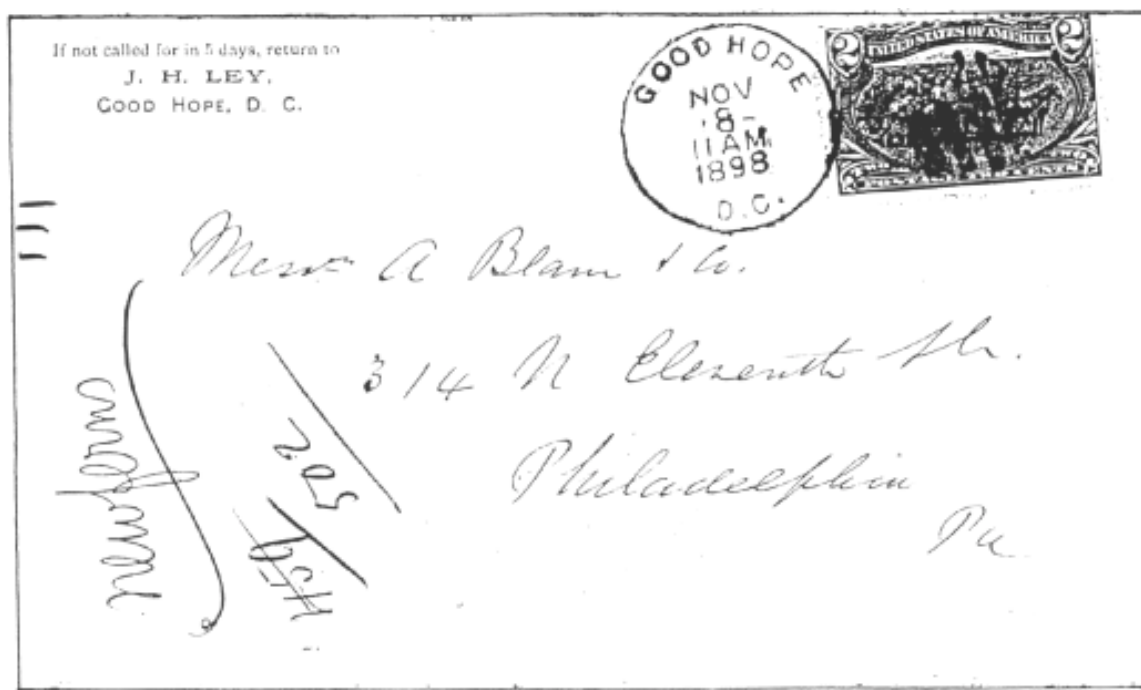


Figure 2. Cover postmarked Good Hope/D.C., Nov 8, 1898. (postmark enhanced for illustration)

29, renamed Good Hope April 16, 1887; and had the name changed back to Garfield June 12, 1893. Garfield was re-established June 15, 1889 and Good Hope serviced by Garfield May 31, 1889; Garfield changed to Good Hope June 12, 1893; and good Hope transferred to Station status July 31, 1900.

Figure 2 Nov 8, 1898 28 mm M/D/T/Y
5 barred oval

No Garfield strikes have been recorded by the writer.

Ivy City

The Ivy City post office was established February 18, 1880 and incorporated into the Washington Post Office June 29, 1895. A single cover has been reported, but not seen by the writer.

Kenilworth

The Kenilworth post office was opened October 2, 1899 and converted to Station 63 of Washington, D.C. on February 15, 1903. No covers have been reported.

Langdon/Pathfinder

The Langdon office was opened August 25, 1893 with Frank S. Plummer as Postmaster; renamed Pathfinder December 9, 1898; renamed Langdon November 9, 1901 and designated as Station K of Washington D.C. on April 30, 1903.



Figure 3 Dec 11, 1893 28 mm M/D/Y
Seen only as received w/out killer

Figure 4 Nov 4, 1901 8 mm M/D/T/Y 9
barred oval

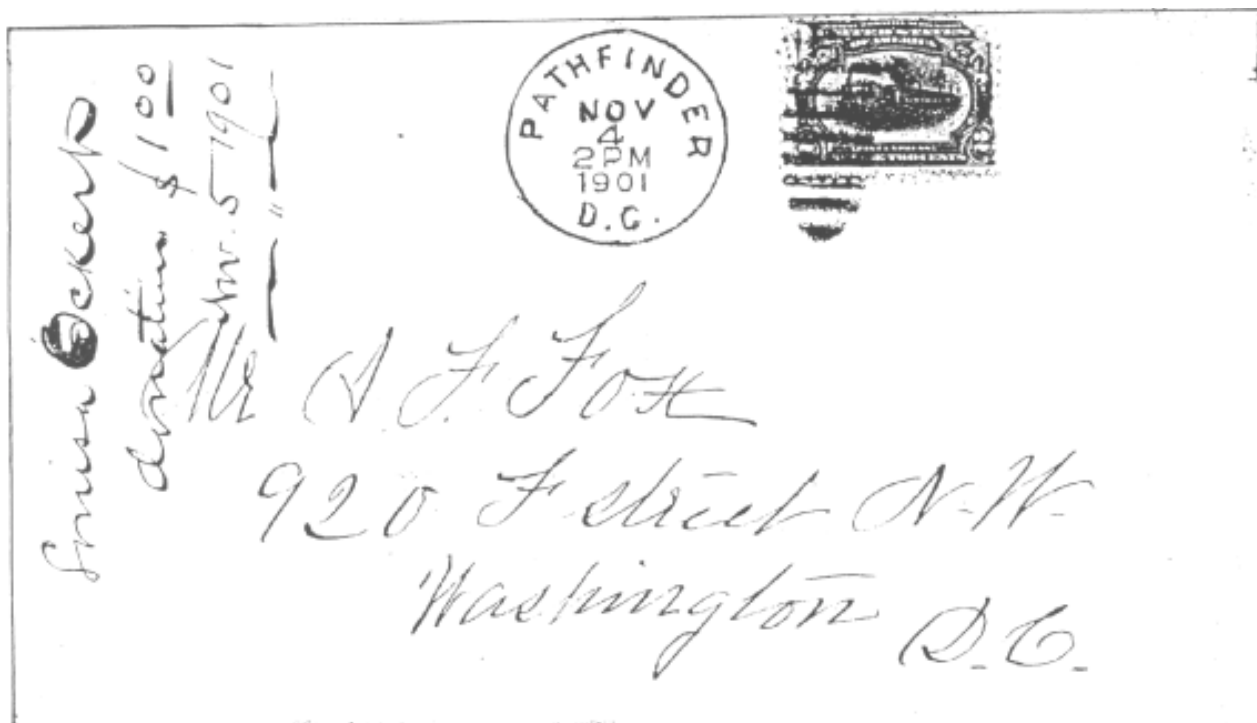


Figure 4. Cover postmarked Pathfinder, D.C., 1901(postmark enhanced for illustration).

Mills

The Mills post office opened April 13, 1888 and was discontinued May 22, 1891. No strikes have been recorded.

Montrose

The Montrose post office opened April 17, 1892 and was absorbed into the Washington post office on January 13, 1873. No strikes are recorded.

Mount Pleasant

The Mount Pleasant post office was established June 17, 1872 and absorbed by the Washington post office on June 6, 1873. No strikes are recorded.

Saint Albans

The Saint Albans post office was opened March 15, 1883 and absorbed by the Washington post office June 28, 1883. No strikes are recorded.

Saint Elizabeth

The Saint Elizabeth post office opened August 3, 1899 with Charles Green as postmaster. It was designated as Station 47 of Washington, D.C. on July 31, 1900.



Figure 5 May 2, 1900 28 mm M/D/Y killer unidentified

Takoma/Takoma Park

The Takoma office was opened December 6, 1886 with Isaac L. Thomas as Postmaster, renamed Takoma Park on January 27, 1888, and converted to Washington Station status on July 1, 1901.

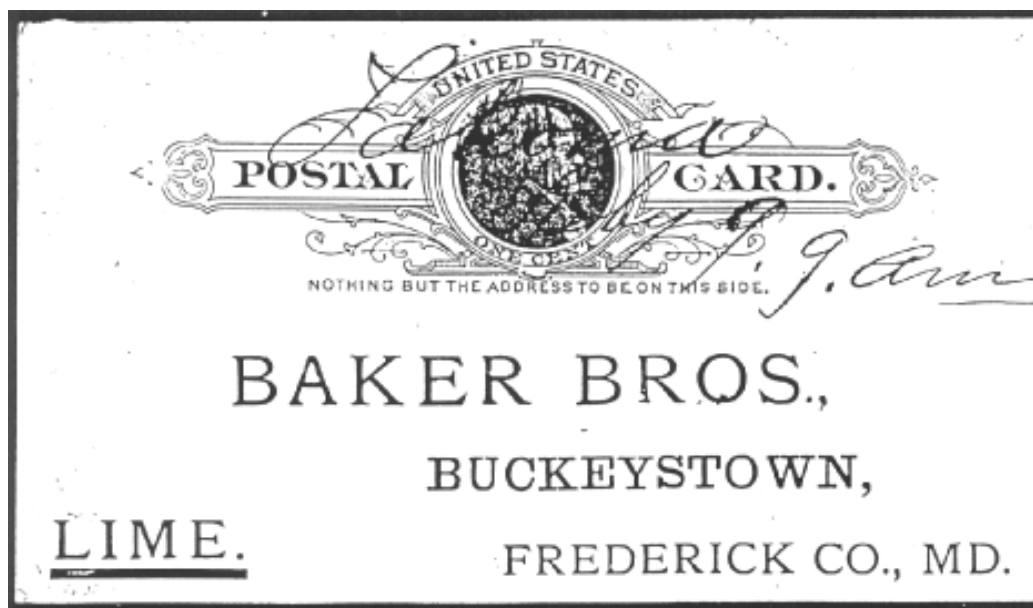


Figure 6. Postal card bearing manuscript Tacoma/D.C. postmark, ca. 1887.

Takoma/D.C.

Figure 6 manuscript July 9 (probably 1887)

Figure 7 7/11/87 - 2/11/88 28 mm M/

D/Y 4 conc. circ. 16mm

Takoma Park/D.C.

Figure 8 4/27/91 28 mm M/D/NUM 1 4

conc. cir. 16mm

Note: only a single copy of Figure 8 has been recorded; the concurrent usage until Figure 9 is not understood.

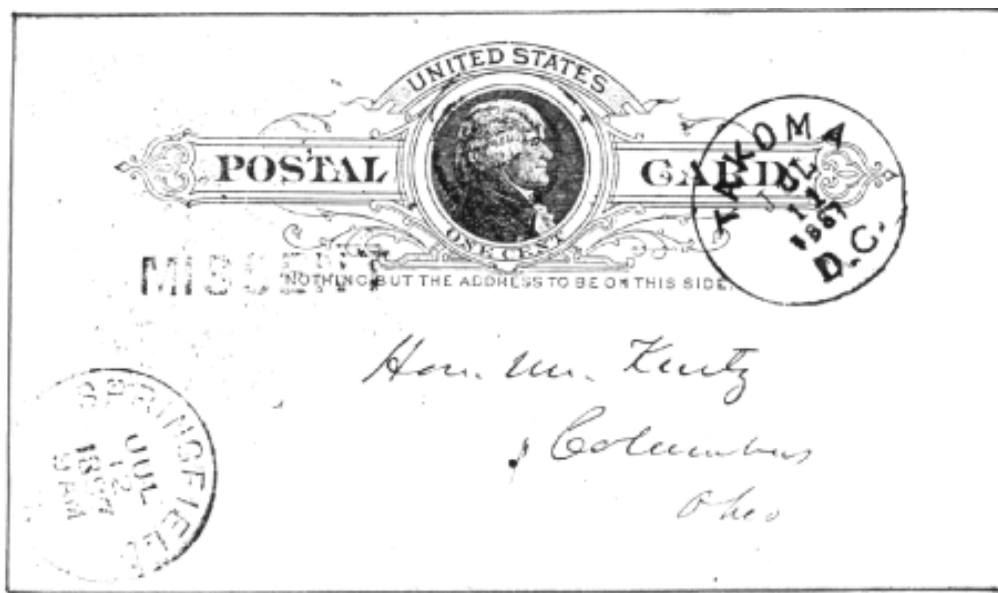


Figure 8. Postal card postmarked Tacoma/D.C., cds dated Jul 11, 1887 (postmarked enhanced for illustration).

Figure 9 2/15/90 - 8/13/92 28 mm M/
D/Y (4 digits) 4 conc. cir. 16mm

Figure 10 2/15/90 - 9/5/93 29 mm M/D/Y
duplex, 7 parallel lines

Note: Figure 10 on violet and used only on local
mail and as a receiver.

Figure 11 8/13/92 28 ½ mm M/D/Y 4
conc. circles

Figure 12 2/10/94 28 ½ mm M/D/Y/T
unidentifiable

Figure 13 4/8/95 - 3/9/96 28 ½ mm M/D/T/
Y cork stars

(No Figure) 2/1/97 - 10/4/98 28 ½ mm M/D/T/
Y other cut corks

Figure 14 1/3/00 - 7/4/01 29 mm M/D/T/Y
9 barred ellipses

Takoma Park, D.C./Rec'd

Figure 15 11/16/95 - 1/31/96 29 mm M/
D/T/Y none

My thanks to the following gentlemen for pro-
viding copies of covers that are used as illustrations
in this article: Bill Sandrick, Bob Omberg, Ward,
Paul Bourke, T. Taylor and the George Turner Col-
lection.

One more section will complete the independent
offices of the District of Columbia, which will be
followed by The Stations of the District of Colum-
bia.



Figure 9



Figure 10



Figure 11



Figure 12



Figure 13



Figure 14



Figure 15



Figure 3 The arrow at left points to a fingerprint that was inadvertently applied to this photo view of an unidentified town.

Figure 3 shows the front of a postcard with a fingerprint (arrow) in the left lower section of a real photo, birds-eye view of an unidentified town. This was caused by carelessness in the photo developing process.

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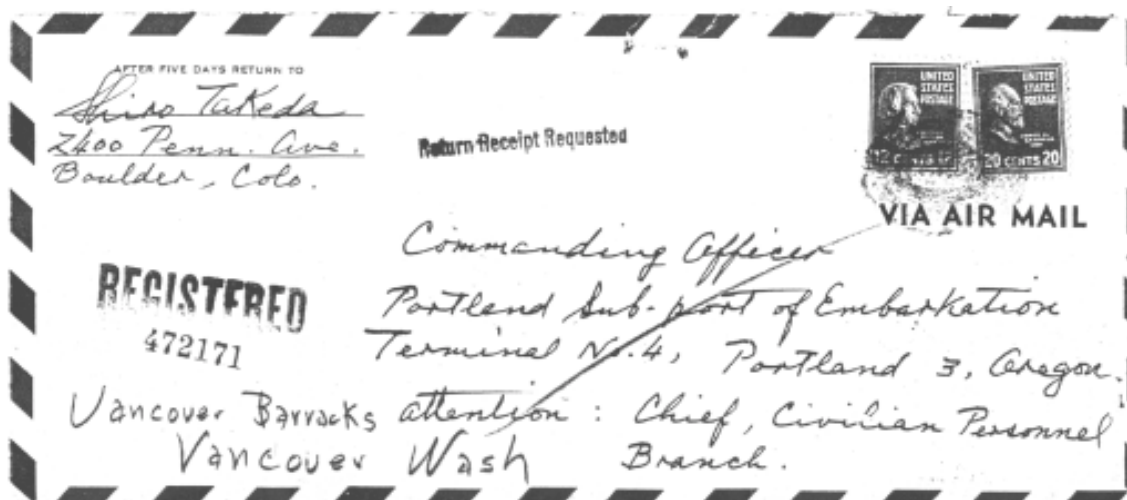


Figure 1

Figure 2



A Group of Post-WWII Covers to the Portland Sub-Port of Embarkation [And the Questions They Raise]

By James H. Raley

As a long time collector of postal history from towns associated with the Columbia River and a resident of Vancouver, Washington, for many years, the four covers illustrated in this article have posed several puzzling questions to me for many years. I am hopeful that by sharing these with the readers of *La Posta*, some of you readers might be able to offer some suggestions or clues. The covers in question are all addressed to the Commanding Officer, Portland Sub-port of Embarkation, Vancouver Barracks, Vancouver, Washington. A couple of the covers were forwarded on from Terminal No. 4, Portland 3, Or-

egon, but all eventually went on the Vancouver. All four covers bear postmarks indicating that they date from the first three months of 1946. Since the covers were all registered, they received backstamps providing details of their origins and destinations. It is this backstamp information which raises the questions.

Cover Number 1

This legal sized cover bears 12-cent and 20-cent Prexies paying double weight air postage and registration. The return address is Shiro Takeda, 2400 Penn Ave, Boulder, Colo (Figure 1). Addressed to Chief Civilian Personnel Branch, Terminal No. 4,

Portland 3, Oregon. The cover was forwarded on to Vancouver Barracks. A straight-line REGISTERED handstamp appears with the number "472171". The reverse side of this cover displays six double circle date stamps from four different postal agencies (Figure 2):

WASHINGTON, D.C./PENTAGON BR., Jan 29, 1946
 PORTLAND, OREG./SAINT JOHNS STA., Feb 1, 1946
 PORTLAND, OREG./REGISTERED, Feb 1, 1946
 VANCOUVER, WASH./UNIT 2, Feb 2, 1946

Questions:

- 1) How did the cover get from Colorado to the Pentagon?
- 2) Was the Registered 472171 marking done at the Pentagon?
- 3) Does anyone have a reference to Unit 2 of the Vancouver post office? I have been unable to locate any such reference.

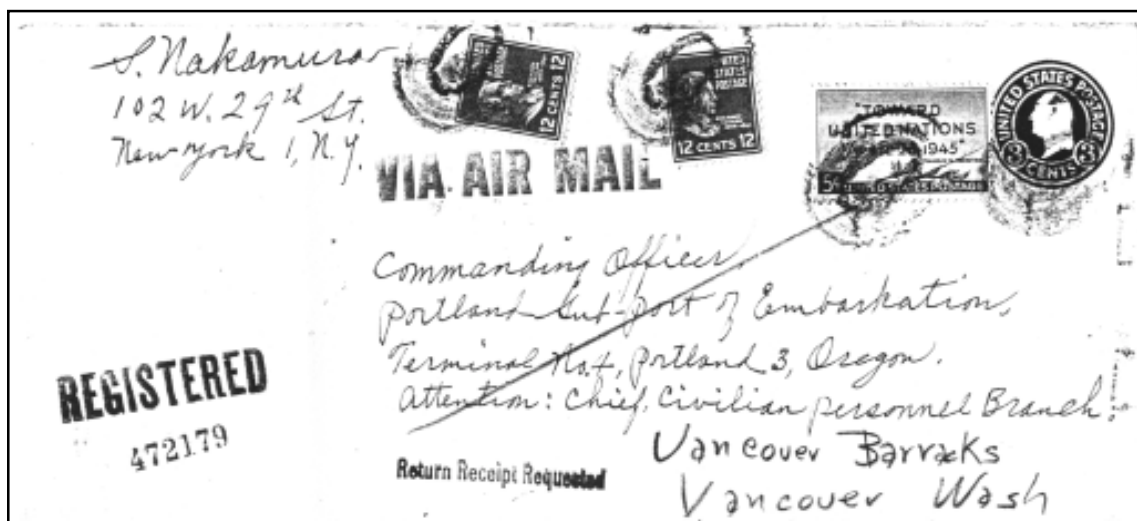
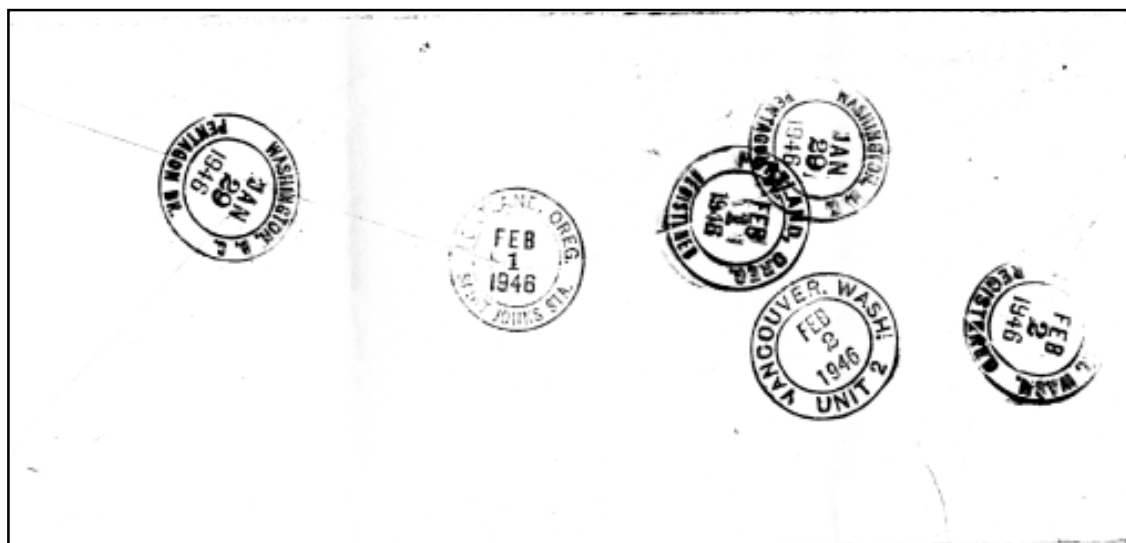


Figure 3

Figure 4



Cover Number 2

This legal sized 3-cent entire bears two 12-cent Prexies and a 5-cent United Nations commemorative paying double weight air postage and registration. The return address is S. Nakamura, 102 W. 29th St., New York 1, N.Y./ (Figure 3). Addressed to Chief Civilian Personnel Branch, Terminal No. 4, Portland 3, Oregon. The cover was forwarded on to Vancouver Barracks. A straight-line REGISTERED handstamp

appears with the number "472179". The reverse side of this cover displays six double circle date stamps from five different postal agencies (Figure 4):

WASHINGTON, D.C./PENTAGON BR., Jan 29, 1946 — same date as cover #1
 PORTLAND, OREG./SAINT JOHNS STA., Feb 1, 1946 — same date as cover #1
 PORTLAND, OREG./REGISTERED, Feb 1, 1946 — same date as cover #1
 VANCOUVER, WASH./REGISTERED, Feb 2, 1946
 VANCOUVER, WASH./UNIT 2, Feb 2, 1946 — same date as cover #1

Questions & comments:

1) There are no New York registry markings and the registration number is only eight digit digits later in the sequence than Cover No. 1.

2) Are these two covers from some sort of Internment or detention facility?

3) What was the business of the Civilian Personnel Branch at the Portland Sub-port, and why would these Japanese Americans be writing to the Commanding Officer at the end of World War II?

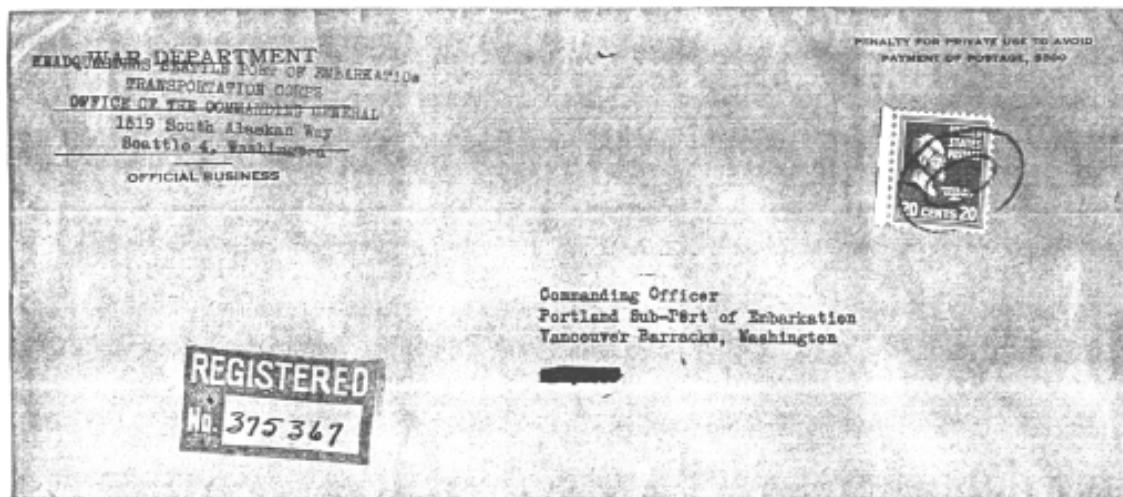
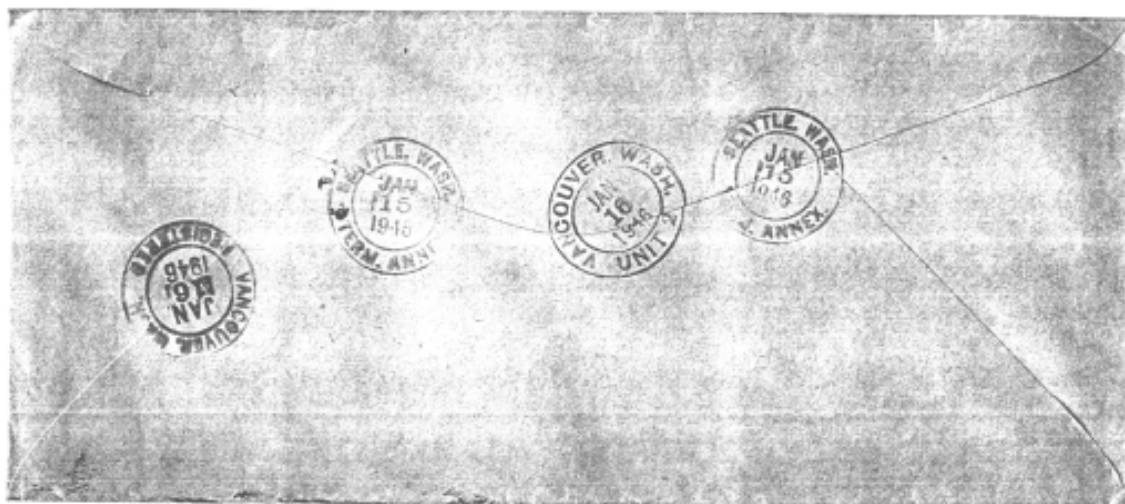


Figure 5

Figure 6

**Cover Number 3**

This legal sized War Department Official Business Penalty envelope was posted free but bears a 20-cent Prexy to pay the registration fee (Figure 5). It bears a handstamp return address of the Seattle Port of Embarkation and is addressed to Commanding Officer, Portland Sub-Port of Embarkation, Vancouver Barracks, Washington. The reverse side of this cover displays four double circle date stamps from three different postal agencies (Figure 6):

SEATTLE, WASH./TERM. ANNEX, Jan 15, 1946
VANCOUVER, WASH./REGISTERED, Jan 16, 1946
VANCOUVER, WASH./UNIT 2, Jan 16, 1946

Cover Number 4

This legal sized War Department Official Business Penalty envelope bears eight 10-cent Prexies to pay the registration fee and sixty cents additional (Figure 7). It bears a typed return address of the Army Service Forces, Beaver Ammunition Storage Point, Clatskanie, Oregon and is addressed to Commanding Officer, Portland Sub-Port of Embarkation, Vancouver Barracks, Washington. The reverse side of the cover (not shown) bears two CLATSKANIE/OREG., double circle datestamps of Mar 6, 1946,

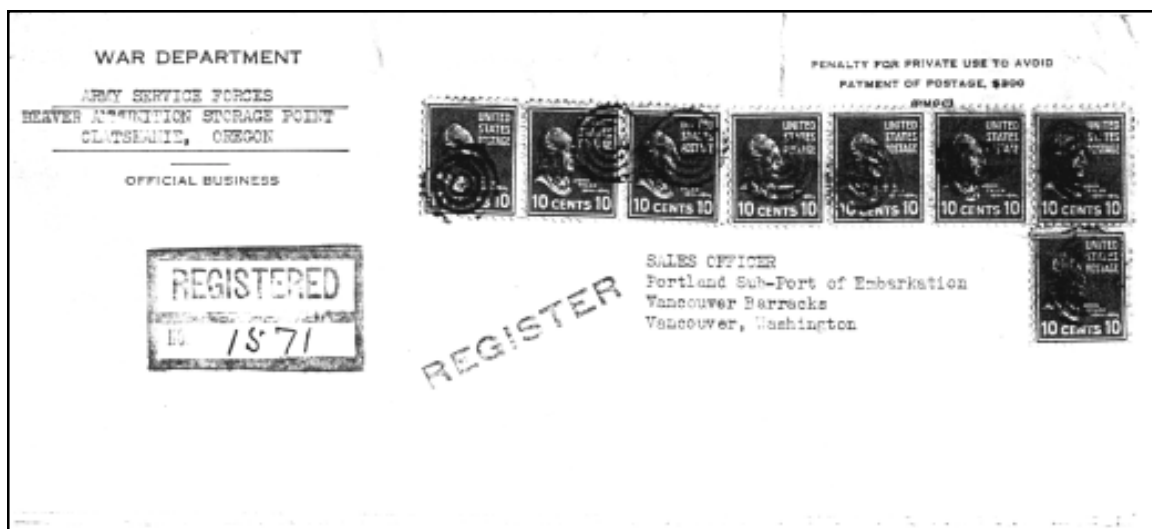


Figure 7

and a VANCOUVER, WASH./REGISTERED datestamp of Mar 8, 1946. There is no Vancouver Unit 2 handstamp.

Questions & comments:

1) Covers 3 and 4 are included herein to illustrate other pieces of registered mail to the Commanding Officer, Portland Sub-port of Embarkation. The fact that Cover 3 bears a Vancouver Unit 2 handstamp in January and Cover 4 does not in March may indi-

cate that the postal unit was associated with Vancouver Barracks or the Sub-port itself but was closed in late February or early March.

2) Why does cover Number 4 bear sixty cents postage beyond the 20 cent registry fee?

Any help answering the questions posed here would be greatly appreciated. Write me direct: James H. Raley, 5723-F N.E. Hazel Dell Avenue, Vancouver, WA 98663.

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Precancel Mail Postal History

by Tom Clarke

To most postal history collectors, precanceled covers have about the same strength of character as junk mail. Nevertheless, they too have an important part to play in the conveyance of the US Mail, and so we'll spend some time to talk about them.

Precancel-stamped covers are curious things. As a control, they are stamped envelopes and packages that can only be entered into one particular post office, the precancel issuing office. There, they quickly bypass the clerks and canceling machines and speed out into the delivery system.

They are neglected by postal historians and aren't mentioned in their annals because of this lack of a recognizable postmark. However, by government decree the overprinting itself is the official canceling device. In fact, the precancel is as much a part of the postage stamp as it can get: the "Bureau"

type of precancel is imprinted following the stamps' printing and prior to the application of gum and perforations. "Local" precancels are imprinted onto sheets of stamps after the stamps arrive at local offices.

Determining the rates of precanceled mail can be perplexing. A "scorecard" is needed to inform us what the various *Postal Laws and Regulations* section numbers that accompany many precancel covers refer to. Like folded covers and 3rd class printed matter mail, dating precanceled mail is frustrating unless datable contents are still to be found inside. But after learning when the various *PL&R* sections went into effect (listed below), at least the general period of use of the cover can be known.

Last century, a few creative postmasters realized that canceling a sheet of 100 stamps ahead of time was easier than applying a hand cancel to 100 separate pieces of mail under pressure of a deadline. But

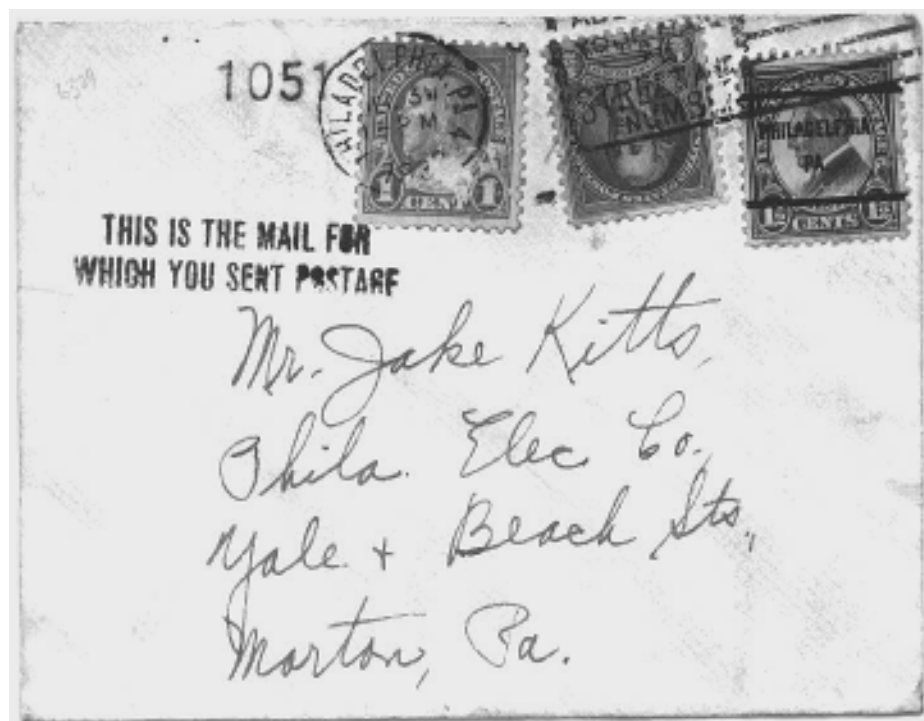


Figure 1 This invitation-sized envelope of 1932 paid with a 1½-cent Bureau, 1040- 2, as third class. Because of the rate change of July 1932, it was sealed by the post office (atop the Christmas seal) after the supplement for the new first class 3-cent rate was received.

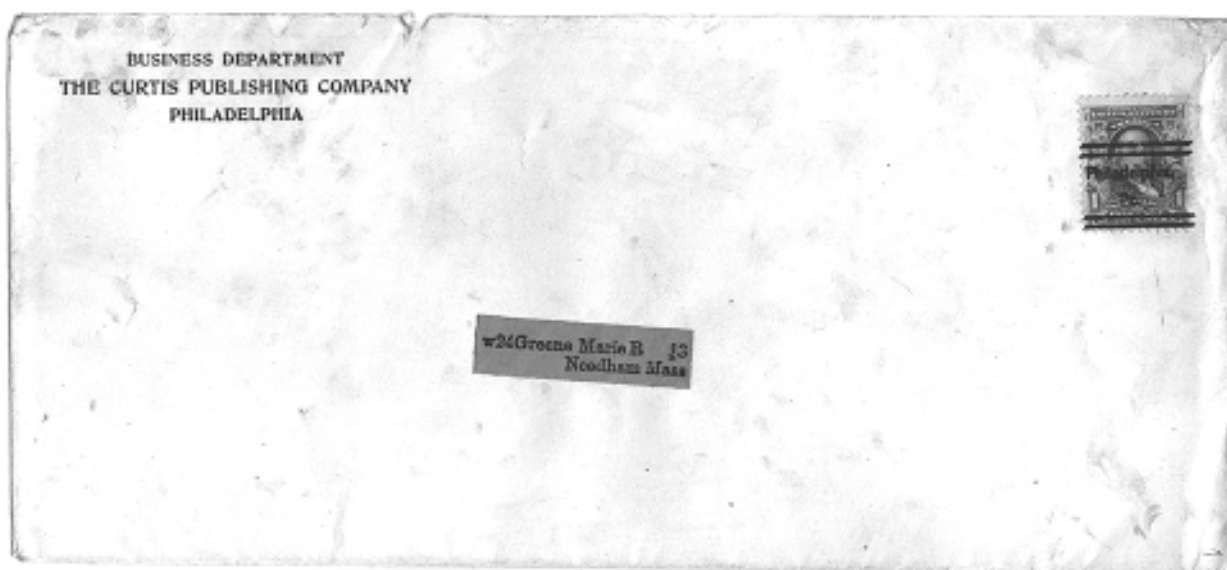


Figure 2 An early Government-mandated style of local precancel with Curtis Publishing corner card, early machine-generated mailing label, and precancel 1040-10 (tp L-1).

rules quickly required circle-daters for first class mail before the Civil War. By the end of the century, large mailings of periodicals, advertising, or bills were posted with precanceled stamps.

To end the chaotic creativity on the part of precancel-making local postmasters in the 1890s, the postal regulation of 1903 declared that all precanceled stamps were to be systematized. They would bear the name of the city and state in two lines with a plain line above and below. The Precancel Stamp Society's *Town and Type Catalog* provides a complete record of all devices for every city that has fostered precancel mail.

It is interesting to note that precancels that receive a redundant machine or handstamp cancel, in error or on purpose by an overly zealous clerk, are less valuable to precancel collectors. They prefer them on cover or singly, but pristine and undisturbed. An example of this is a rare turn of the century Buffalo precancel worth \$300 on or off cover, but strictly precancel only. With the addition of a machine or handstamp cancellation to catch the eye of the average, self-respecting postal historian, the very same cover is valued at about \$25. Advantage postal historians, and their wallets, for it gives us a date into the bargain.

Bureaus

By 1916, the Post Office Department had discovered further complications regarding precancels. They had realized that some local printers' contracts were gouging the Federal Government. The Post Master General decided to find a way to standardize the practice and save resources. The government experimented with city-name overprints from 1916 to the early 1920s. In May 1923, the first "Bureaus" [Bureau of Printing and Engraving] were shipped.

Philadelphia was one of the cities to receive the first shipments, the one-cent perf 10. Except for the three types of experimental Bureaus, there are 12 types of Bureau precancels. Most post offices tended to supply only one Bureau type during an issued stamp's use lifetime. The only Philadelphia Bureaus created, according to the *Pennsylvania Precancel Catalog* (Nov 1986 type script), have been Types 44, 61, 71, 81, 85, and 86. All are listed in detail in the former *Noble Catalog*, now the PSS's *Catalog of US Bureau Precancels*. The number of post offices that have used Bureau Prints exceeds 9500.

Bureaus are printed to order in quantities of 250,000 minimum. The records are exact and we know which stamps have had what imprint applied to them. Until recently Bureaus carried the city and state, required since 1903, in one or two lines be-

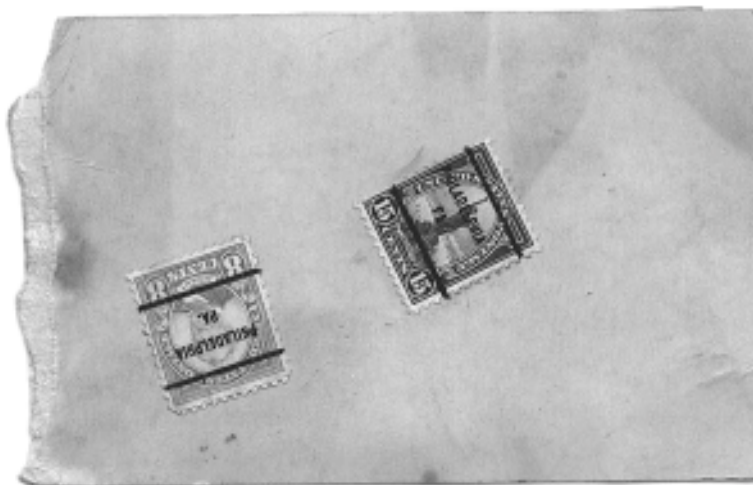


Figure 3 Front and back of a partial 1920-30s parcel tag from Sears Roebuck to the suburbs bearing 23 cents in early Bureaus, 1030- 2.

tween parallel bars. Then, in 1978, the new Postal Service instituted impersonal, generic precancels. These indicate no locale, just service or rating designations such as “Bulk Rate,” “Presorted / First Class,” “Nonprofit Org / Carrier Route Sort [abbreviated],” etc (*Figure 5*).

Bureaus, locally printed

For quantities of less than 250,000 stamps, government-provided overprinting devices were provided for application at individual local offices. Along with the standard “Bureaus,” these too are categorized as “contracted devices,” and thus “Bureaus” too.

The styles are:

“**city-type**” **coils**, which are ladder-style impressions with lettering vertical instead of horizontal. They reached their zenith in the 1930-40s, and were imprinted in specially supplied machines at the local post office;

electroplates for local post office printing presses;

rubber handstamps, supplied by Washington from 1913 to mid-1932, for gang-overprints; they often produced unflattering examples;

metal “stereotypes” (“hand electros”), which were curved metal “handstamps,” and were mostly illegible (mid-1932-1958); and

vinyl handstamps (after July 1, 1958).

Each city has its own special listing of available Bureau precancels to hunt for. For Philadelphia, specific precanceled Bureaus to look for on cover

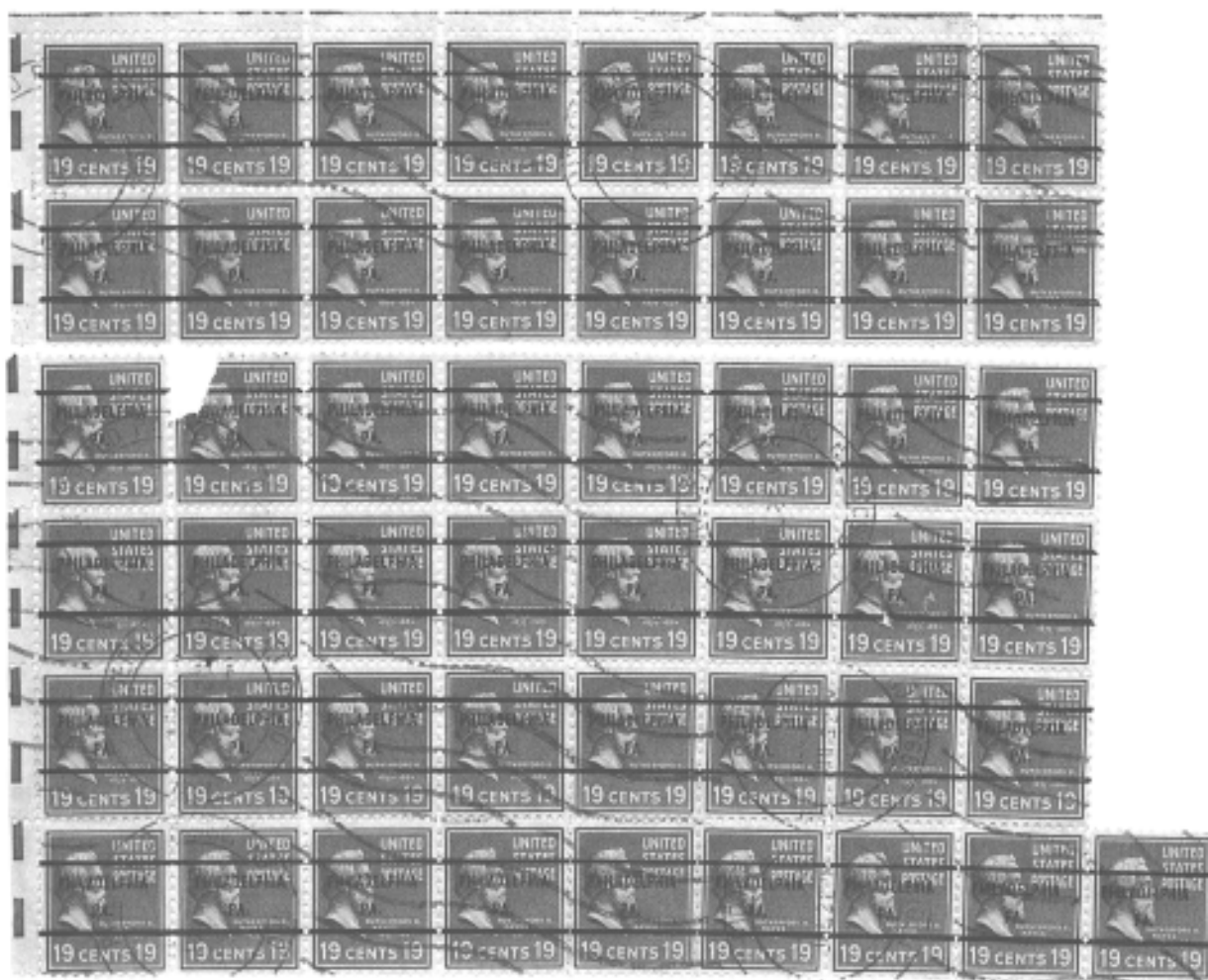


Figure 4 Two large blocks of Bureau precancels, 1030- 2, on 19-cent Prexies, \$12.16 total including matching smaller blocks not shown. They were also roller canceled for good measure at Ridgefield Park, NJ in 1967.

(or otherwise) are these as quoted from the fabled Guench-Coda *Standard Catalog of United States Bureau Issue Precancels*, ca 1975 ed., p.115:

—Philadelphia has one scarce item in the Old Type Bureau precancel of the 11x10-1/2 series; the 7c (Scott 639).

—Among the large Old Type coils the 10c (Sc 603) is hard to pick up,

—nor is the 5c (Sc 602) common, as you will find out if you are trying to complete this set.

—The 14-cent Indian (Sc 565) is the only scarce item in the small Old Type set, and, strange as it may seem...

—the 4c Taft coil (Sc 687).

Presidential Series. There are quite a few items that are scarce, especially in undated condition. After July 1938, all postage over 6c had to bear a typed or printed date — the “dateds”.

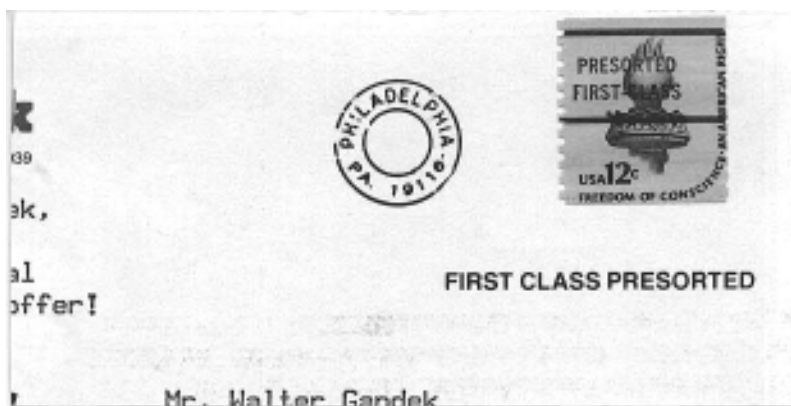


Figure 5 A preprinted fantasy dial marking accompanied by a 12-cent PRESORTED / FIRST-CLASS Unnamed Bureau-style (1978+) precancel of the 1976-78 rate period; 1040-74.

—In the wide-spacing series the 20c-center (Sc 825) is the best;

—in the narrow spacing it's the 50-center (Sc 831).

Of course, there are many other denominations worth hunting for, so consult the *Official Bureau Precancel Catalog*.

Note: It has been suggested that high value precancels were created primarily for the use of the US Mint to send bags of coins.

Locals

Locals are considered as either 'everything except the Bureaus,' or simply imprints made locally, but not with a 'contractual' governmental device. The Precancel Stamp Society's *Town and City Catalog* is a simplified nationwide checklist of all types of precancels. They are listed there, interestingly enough, with the Bureaus first, then by the Locals, out of sequence. Locals developed in history first but the Bureaus do outnumber the former by many, many times. (Individual states have had their cities and towns catalogued and the PSS's bulletin, the *Precancel Forum*, updates these listings periodically.)

... [in a sense] all precancels should be considered "locals" as they can only be used at one post office. They are used almost exclusively on 2nd, 3rd, and 4th class matter. First [class] is permitted under certain circumstances (which effectively defeats the precancels purpose!) They are primarily used by commercial bulk mailers, charitable and religious organizations to save costs, and by mail order businesses to speed up shipments.

—Barbara Mueller's *Precancel Primer*, by B.F. Deitzer Pub., 1961

Local precancels have been around twice as long as Bureaus. The earliest "precancel" is the Boston Hale & Company pen-crossed inter-city express stamp of 1844. The first government post office local precancel is the ultra classic Wheeling VA grid of 1847. The first non-canceler device used to precancel stamps was applied at Cumberland ME where the postmaster type-set an imprint onto the one cent 1857. Another local precancel classic is the Harrisburg legislative penned "X" cancels of the Civil War era, found primarily on mail incoming to Philadelphia.

Postage dues (from 1879) are distinctly local, used for local addresses. They were quickly sheet-canceled with double oval and circle-DUE 1, 2, or 3 handstamps (and then later, rollers, etc.) in advance. Harried, time-conscious carriers and window clerks



Figure 6 An early save-time DUE/2 postage due precancel of May 2, 1884, thanks to a heavy enclosure, 1028a.



Figure 7 A foreign post card underpaid and due 2 cents precanceled with a 1040-2 style on arrival in Philadelphia in late September 1930.

were buying time by pre-marking the stamps that had no other use than testify to receipt of payment at the window. Except for dues, however, and the rare pioneer styles listed above, for all practical purposes, local precancels began with the 1895 issues. Philadelphia shared in the novelty.

Locals caught on and rapidly became prolific by the turn of the century. According to Charles C. Sonder, *Postal History and Usage of 1907 and Earlier Precancels* (Phillips Publishing, 1989), a survey in 1904 determined that just six Philadelphia businesses had mailed over four million pieces of precanceled mail the previous year, a very substantial usage.

Several rare early locals, Types A, B, and C, are catalogued for Philadelphia, though conceivably they were really used from other cities where the distinct cancellations are definitely known to have been issued. See the listing commentary below.

Locals, like Bureaus, also are classified according to the method and means of overprinting:

“Bar and Lines” are the pioneer classic types of X’s, lines, bars, smudges, and smears mentioned above.

Provisional precancels are usually 20th century items that look similar to the first roller cancels used later on. They are substitutes created when the usual supply becomes exhausted. They must be on cover to validate them.

Local “electros” are made from electroplates with very black printer’s ink on a press at the post office or at a local print shop. They are made from plates supplied by the GPO with single and double top and bottom lines; they were first supplied from Washington starting in 1913;

Handstamped precancels are made with gang-rubber stamps, usually done in smaller post offices and are usually grayish with bars or lines. Most hand stamp devices were ordered from Washington and show a uniformity of style that is easy to identify with a *PSS Town & Type Catalog*. There are also hand stamp devices that were made pre-1913 at the local level before the Post Office Department started to provide them.

Machine precanceled coils. A machine was created that could apply a precancel to coil stamps in rolls. Stamps were rolled from one spool to another passing beneath the roller that applied the cancellation.

Rubber handstamps are used after 1957/8. They are very legible, and were required to successfully precancel the deeply engraved Liberty series.

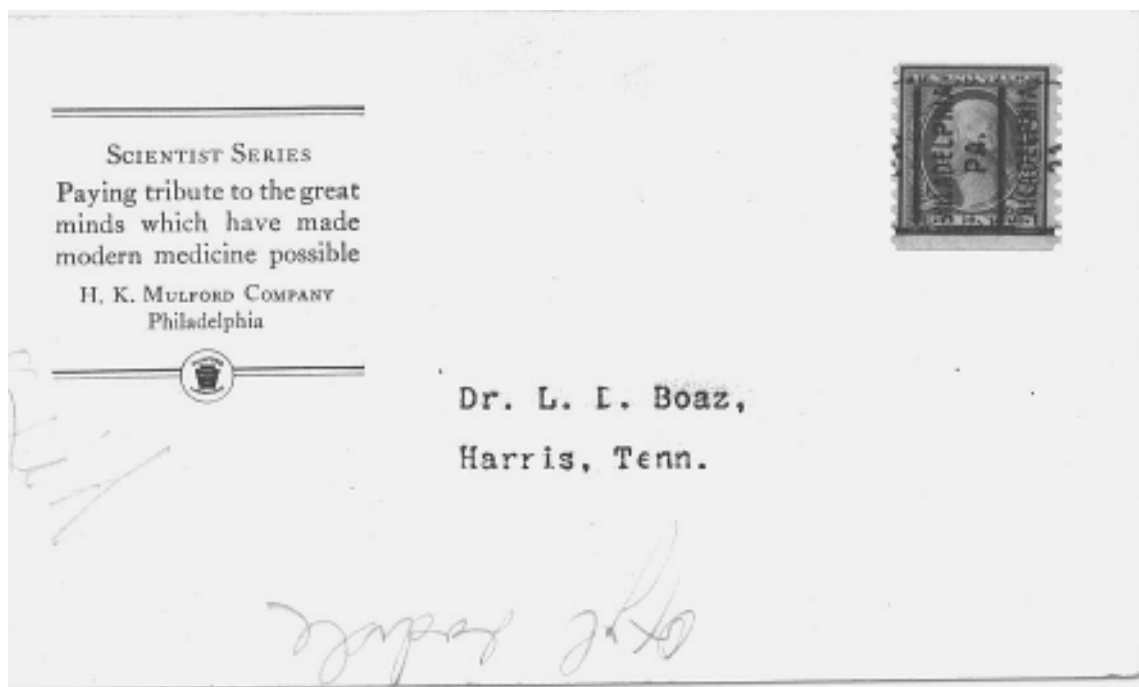


Figure 8 A “Scientist Series” courtesy postcard of ca. 1915 (Sc. 452/490) with the “ladder” style precancel, 1040- 3 (tp 163).

“**Typesets**” are individualized precancels using the different printer’s type at-hand.

Mimeographs are not pretty, are uncommon, and are usually easy to identify by their typewriter lettering made from stencils.

“**Controls**” / **Daters** / **Integral handstamps** are precancels that included the initials of the user and the month and year of use. They were ordered applied July 1, 1938 by the GPO to combat the reuse of precancels. Permit holders had to add this lettering at their own expense and use up their supply that month or within the following 10 days. Originally they were required only for denominations above six-cents, and then all denominations if the total postage per piece equaled eight cents or more; by ca. 1960, if the postage amounted to a dollar or more per mailed piece. Handstamped controls tend to be carelessly unattractive;

“**Integral typesets**” are “controls” where the town name and control information is printed in a single operation.

A small set of Integral precancels are known for the following Philadelphia companies according to Besom/ Mynchenberg, *Official Integral Precancel Type List and Handbook*, 5th ed. 1981. Every city has its particular list.

Philadelphia’s Integral companies and the month/year used:

SRC / date	(Sears Roebuck Co)	11/52 - 60’s+
W Inc date	(Wyeth Inc)	9/45; Oct-Nov 1950
GHB date	(GH Buchanan)	4/50 - 6/55
WFH date	(WF Hall)	10/41, 9/49, 9/50, 9/51, 4/52, 9/52
WAB date	(WA Burpee)	9/38-4/39
SFW date	(SF Whitman)	11-12/44
GWD date	(Glenn W Dye)	4/47
TCP date	(The Cuneo Press)	1/38, 8/39, 5/40
CCH date	(Commerce Clearing House)	12/58
F J Inc date	(Felin Inc)	1-3/61, 11/63
JHC date	(Jack Hearn Co)	12/41

Precancel stationary

A “precanceled post card” was specially prepared for members of the Philadelphia Stamp Club on April 29, 1920. This is a philatelic curiosity, though they were addressed and apparently sent through the mails with success. A true government

experimental is UX46c, the common three cent Liberty postcard but with the three imprinted cancel lines added in 1961.

Precanceled envelopes made their debut in late 1928 (bearing *PL&R Sec. 435-1/2*). Envelopes could be ordered in minimum lots and in multiples of 500. In the 1950s and early 1960s stationary values beyond one cent were added:

1-1/4c (7/1/52)
2c (1/1/59)
2-1/2c (7/1/60) for commercial bulk rate mailers.

(1c and 1-1/4c, effective 7/1/60, were for the use of nonprofit bulk mailers.)

After 1965, the GPO decided to remove town names as cost-effective savings and suffice with rating indications such as "Auth. Non-profit Org."

It is the United Postal Stationary Society that publishes the catalog describing these. It categorizes eight [plus one] types of stationary according to their rated usage (with their inception dates):

Sec. 435-1/2 PL&R	1928
Sec. 562 PL&R	1932
Sec. 34.66 PL&R	1948
Sec. 34.65e PL&R	1948
39 CFR, 34.65e	1954
39 CFR, 34.66	1954
Nonprofit Organization	1954
Bulk Rate	1954
Auth. Nonprofit Org	1965

Note: "Mailer's Precancel Postmarks," a boon from the USPO and USPS to interested philatelists who wished to send unique, personalized mail, are actually variations of Permit Mail and are not discussed here.

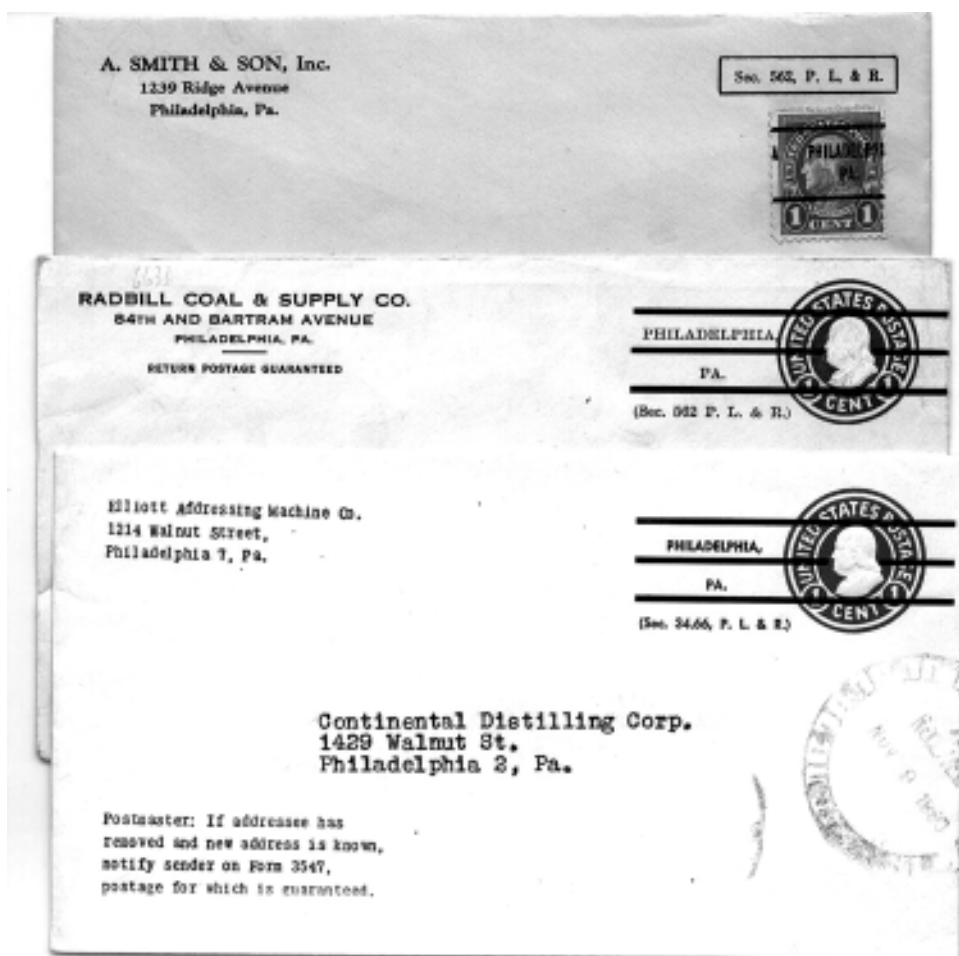


Figure 9 Three precancel bulk mailing covers: An ordinary **1040- 2**, with indicative "Sec. 562, P.L. & R." at the top (1932-48); Precanceled Stationary, **1056**, with the same rate identification (1932-48); and a similar use, **1057**, after the 1948 Postal Regulations revisions.

References

The Precancel Stamp Society (<http://www.precancels.com/>) publishes *The Precancel Forum*, plus handbooks, etc.

The precancel collector bibles: *Town and Type Catalog* and the *Bureau Precancel Catalog* (both latest editions, 1990.)

The A.B.C. of Precancel Collecting, is a 16 page booklet published by the PSS. It is available for 50 cents by writing the Promotional Secretary of the Society: Mr. Arthur Damm, 1750 Skippack Pike. #1603, Center Square, PA 19422.

Richard W Garlich's "The Early Precancels of Philadelphia," in *American Philatelic Congress Book #22* (1956), pp.77-85, is primarily concerned with precancel misprints and printing error oddities.

The Precancel Stamp Society publishes these titles, as taken from their May 1999 web site, and are supplied from 108 Ashswamp Road, Scarborough, ME 04074:

1. *The PSS Town and Type Catalog* 5th Edition July 1990 \$20.00

2. *The PSS Bureau Precancel Catalog*, 3rd Edition, August 1990 \$10.00

3. *The PSS Catalog of 1932 Washington Bicentennial Precancels* 3rd Edition 1989 \$15.00

4. *The Double Line Electro Catalog*, 1993 Edition \$10.00

5. *The PSS Style Chart* 1991 \$3.00

6. *The PSS Catalog of the two cent Black Harding stamp* 1983 \$6.00

7. *Catalog of Precancels of France, Algeria, Tunisia, Monaco* 1984 \$2.50

8. *Catalog of Discontinued Postal Units* 1983 \$5.00

9. *Catalog of Elite Precancels* 1992 A listing of those precancels of exceptional value. \$5.00

10. *The History of Precancels* 1989 A compilation of over 100 articles tracing the beginning of precancels, including clubs, catalogs and major figures. \$8.00

11. *Catalog listing all precancels known on the 1917 13 cent apple green stamp*. \$4.00

12. *Catalog of City Type Coils* by James Callis 1994 A listing of coil stamps precanceled by coil machines. \$5.00

13. *Catalog of Lines, Bars and Designs on 19th and 20th Century Stamps* by David Smith 1995 \$20.00

Philadelphia Precancel Listing

The lists show stamp-only prices in parenthesis and indicate scarcity, and are current. Following the standard code, E stands for Electro; HS, handstamp; and IHS, integral handstamp. "Tp" refers to standard Precancel Stamp Society categorizations. The values given are from the recent past and are included to suggest relative scarcity.

Early Types

Types A, B, and C may or may not be proper Philadelphia precancels. Precancels are not to be used at any other than the printed-name PO. Possibly they slipped by the Chicago and New York post offices, mailed by traveling salesmen using Philadelphia stationary.

1025 Type A: a 1c green precanceled as shown, which is very much like the Buffalo Type A precancel, suggests it is a Buffalo (3, 4 or 5 broad bars) usage on a Philadelphia illustrated cover.

1026 Type B: two Henry Maule seed business corner card covers with a four cent 1914? and a six cent perf 12 Washington 1908? bearing Chicago-like and New York-like Type B precancels (3 horizontal bands).

1027 Type C: a third early type, again with a Maule corner card, bearing a six cent perf 12 1908? stamp, is otherwise identical to the Type B of New York.

1028a Early postage due letters with local "precancel," 1879 to 1901

1028b Later postage due letters with local "precancel," 1902 to 1940s

Bureaus

1030 -1 bar / Philadelphia / Pa. / bar, serifs, tp 44 (.05)

1030 -2 line / PHILADELPHIA / PA. / bar, sans serif, tp 61 (.05)

1030 -3 line / PHILADELPHIA / PA. / line, sans serif. tp 71 (.05)

1025	1026	1027	1030-1	1030-2	1030-3	1030-4
1030-5	1030-6	1030-7	1040-1	1040-2	1040-3	1040-4
1040-5	1040-6	1040-7	1040-8	1040-9	1040-10	1040-11
1040-12	1040-13	1040-14	1040-15	1040-16	1040-17	1040-18
1040-19	1040-20	1040-21	1040-22	1040-23	1040-24	1040-25
1040-26	1040-27	1040-28	1040-29	1040-30	1040-31	1040-32
1040-33	1040-34	1040-35	1040-36	1040-37	1040-38	1040-39

1030 -4 line / PHILADELPHIA / PA. / line,
sans serif, tp 76 (.50)

1030 -5 line / PHILADELPHIA / PA / line,
sans serif, tp 81 (.15)

1030 -6 line / PHILADELPHIA / PA / line,
sans serif. tp 85 (.25)

1030 -7 1 bar / PHILADELPHIA / PA / bar,
sans serif. tp 86 (.25)

Locals

1040- 1 bar / PHILADELPHIA / PA. / bar,
serifs, tp 101 (.50)

1040- 2 bar / PHILADELPHIA / PA. / bar,
sans serif, tp 112 (.05)

**1040- 3 (continuous 'ladder') / PHILA-
DELPHIA / PA. / ladder,** sans serif, tp 163 (.05)

1040- 4 bar / PHILADELPHIA / PA / bar,
sans serif, tp 205 (.05)

1040- 5 line / Philadelphia / Pa. / line, ser-
ifs, tp 230 (.05)

1040- 6 2 l. / PHILADELPHIA / PA. / 2 l.,
sans serif, tp 247 (.05)

1040- 7 line / PHILADELPHIA / PA. / line,
sans serif, tp 257 (.05)

1040- 8 line / PHILADELPHIA / PA. / line,
sans serif, tp 713 (.50)

1040- 9 line / PHILADELPHIA / PA / line,
sans serif, tp 843 (.15)

1040-10 2 l. / Philadelphia. / Pa. / 2 l., serifs,
tp L-1 E (.05)

1040-11 2 l. / Philadelphia / Pa. / 2 l., serifs,
tp L-2 E (1.00)

1040-12 2 l. / Philadelphia, Pa. / 2 l., serifs,
tp L-3 E (.50)

1040-13 bar / Philadelphia, Pa. / bar, serifs,
tp L-4 E (.50)

1040-14 2 l. / Philadelphia, Pa. / 2 l., serifs,
tp L-5 HS (3.00)

1040-15 2 l. / PHILADELPHIA, PA / 2 l.,
sans serif, tp L-6 HS (4.00)

1040-16 line / Philadelphia, / Pa. / line, sans
serif, tp L-7 E (.25)

1040-17 bar / PHILADELPHIA / PA / bar,
sans serif, tp L-8 E (.05)

1040-18 bar / Philadelphia / Pa / bar, sans
serif, tp L-9 E (.05)

**1040-19 line / PHILA- / DELPHIA / PA. /
line,** sans serif, tp L-10 HS (4.00)

1040-20 line / Philadelphia / Pa / line, serifs,
tp L-11 HS (.50)

1040-21 bar / Philadelphia, / Pa. / bar, serifs,
tp L-12 HS (3.00)

1040-22 line / Philadelphia / Pa. / line, serifs,
tp L-13 HS (.15)

1040-23 line / PHILADELPHIA / PA / line,
sans serif, tp L-14 E (25.00)

1040-24 bar / PHILADELPHIA, / PA. / bar,
sans serif, tp L-15 HS (.25)

1040-25 bar / PHILADELPHIA / PA / bar,
sans serif, tp L-16 HS (1.50)

1040-26 bar / PHILADELPHIA / PA. / bar,
serifs, tp L-17 HS (2.00)

1040-27 line / PHILADELPHIA, PA. / line,
serifs, tp L-18 HS (50.00)

1040-28 bar / PHILADELPHIA / PA. / bar,
sans serif, tp L-19 HS (.50)

1040-29 PHILA / PA (no lines), sans serif, tp
L-20 HS (2.00)

1040-30 PHILADEL- / PHIA, PA (no lines),
sans serif, tp L-21 HS (50.00)

1040-31 bar / PHILADELPHIA / PA / bar,
sans serif, tp L-22 HS (.25)

**1040-32 bar / PHILA- / DELPHIA / PA. /
bar.** sans serif, tp L-23 HS (20.00)

1040-33 bar / PHILA / DELPHIA / PA / bar,
sans serif, tp L-24 HS (4.00)

1040-34 (box) PHILA- / DELPHIA / PA., sans
serif, tp L-25 HS (25.00)

**1040-35 line / Philadelphia / Pennsylvania /
line,** serifs, tp L-26 HS (.50)

**1040-36 (control) / line / PHILADELPHIA /
PENNSYLVANIA / line,** sans serif, tp L-27 IHS
(.25)

**1040-37 (continuous control) / line / PHILA-
DELPHIA / PENNSYLVANIA / line,** sans serif,
tp L-28 IHS (.25)

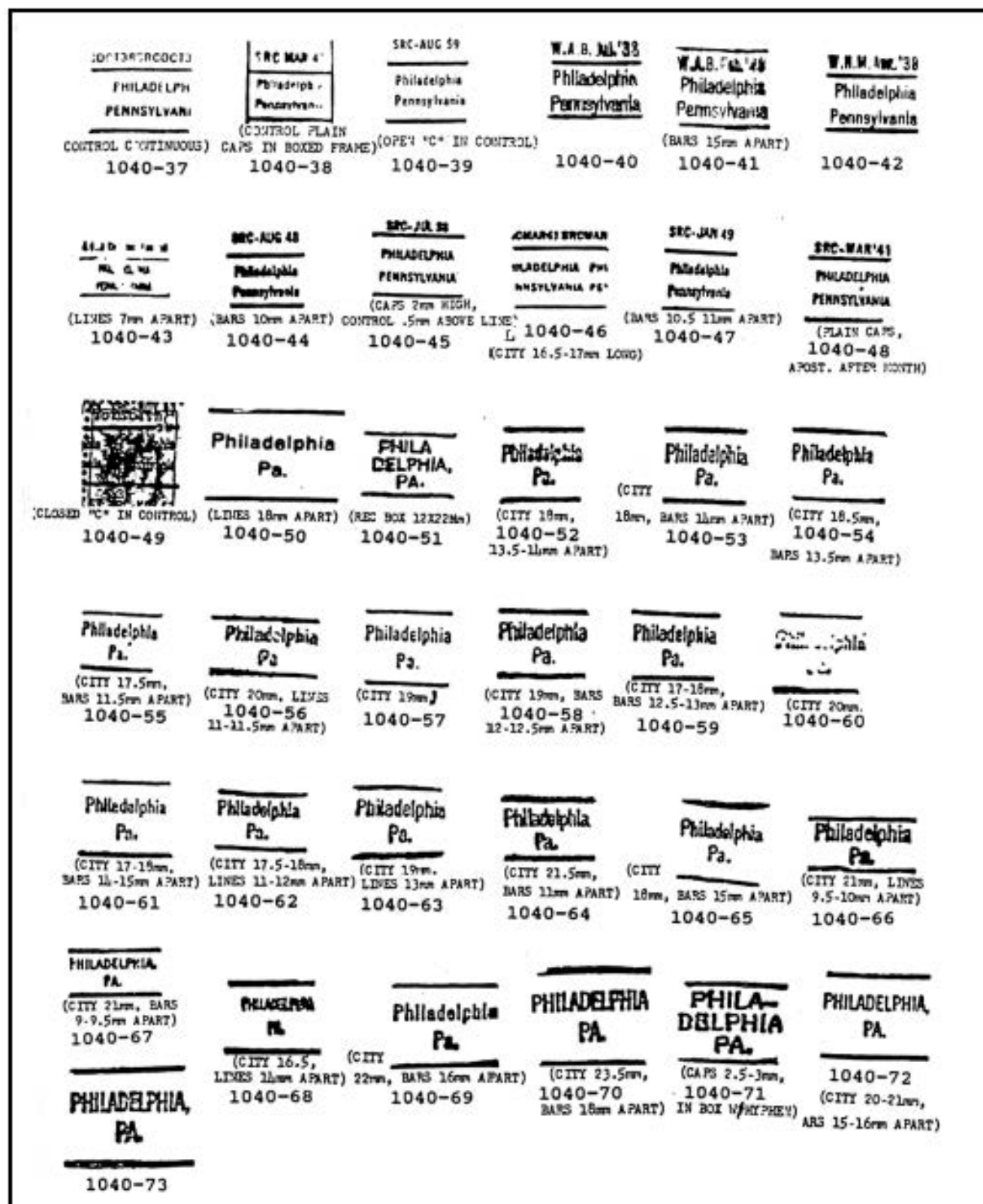
**1040-38 (boxed)(control) / line / Philadelphia
/ Pennsylvania / line,** serifs, tp L-29 IHS (50.00)

**1040-39 (control) / line / Philadelphia / Penn-
sylvania / line,** sans serif, tp L-30 IHS (.25)

**1040-40 (control) / line / Philadelphia / Penn-
sylvania / line,** serifs, tp L-31 IHS (1.00)

**1040-41 line / (control) / Philadelphia / Penn-
sylvania / line,** sans serif, tp L-32 IHS (1.50)

**1040-42 (control) / line / Philadelphia /
Pennsylvania / line,** serifs, tp L-33 IHS (1.00)



1040-43 (control) / line / PHILADELPHIA / PENNSYLVANIA / line, sans serif, tp L-34 IHS (100.00)

1040-44 (control) / line / Philadelphia / Pennsylvania / line, serifs, tp L-35 IHS (.10)

1040-45 (control) / line / PHILADELPHIA / PENNSYLVANIA / line, sans serif, tp L-36 IHS (1.00)

1040-46 (continuous control) / line / PHILADELPHIA / PENNSYLVANIA / line, sans serif, tp L-37 IHS (.50)

1040-47 (control) / line / Philadelphia / Pennsylvania / line, serifs, tp L-38 IHS (.10)

1040-48 (control) / line / PHILADELPHIA / PENNSYLVANIA / line, sans serif, tp L-39 IHS (10.00)

1040-49 (control) / line / Philadelphia / Pennsylvania / line, serifs, tp L-40 IHS (.25)

1040-50 line / Philadelphia / Pa. / line, sans serif, tp L-41 E (1.00)

1040-51 line / PHILA / DELPHIA, / PA. / line, sans serif, tp L-42 HS (5.00)

1040-52 bar / Philadelphia / Pa. / bar, serifs, tp L-43 HS (1.00)

1040-53 bar / Philadelphia / Pa. / bar, serifs, tp L-44 HS (.50)

1040-54 bar / Philadelphia / Pa. / bar, serifs, tp L-45 HS (.50)

1040-55 line / Philadelphia / Pa. / line, serifs, tp L-46 HS (.75)

1040-56 bar / Philadelphia / Pa. / bar, serifs, tp L-47 HS (1.50)

1040-57 line / Philadelphia / Pa. / line, serifs, tp L-48 HS (.15)

1040-58 bar / Philadelphia / Pa. / bar, serifs, tp L-49 HS (.50)

1040-59 bar / Philadelphia / Pa. / bar, serifs, tp L-50 HS (.25)

1040-60 line / Philadelphia / Pa. / line, serifs, tp L-51 HS (.75)

1040-61 line / Philadelphia / Pa. / line, serifs, tp L-52 HS (.50)

1040-62 bar / Philadelphia / Pa. / bar, serifs, tp L-53 HS (.10)

1040-63 bar / Philadelphia / Pa. / bar, serifs, tp L-54 HS (1.00)

1040-64 bar / Philadelphia / Pa. / bar, serifs, tp L-55 HS (.50)

1040-65 bar / Philadelphia / Pa. / bar, serifs, tp L-56 HS (.25)

1040-66 bar / Philadelphia / Pa. / bar, serifs, tp L-57 HS (.25)

1040-67 bar / PHILADELPHIA / PA. / bar, sans serif, tp L-58 HS (1.50)

1040-68 bar / PHILADELPHIA / PA. / bar, sans serif, tp L-59 HS (.75)

1040-69 line / Philadelphia / Pa. / line, serifs, tp L-60 HS (.50)

PHILADELPHIA, PA.
• APRIL 29, 1920



RD IS FOR ADDRESS



FOR ADDRESS

Permit No. 333

PHILADELPHIA,

PA.

(Sec. 485½ P. L. & R.)



PHILADELPHIA,

PA.

(Sec. 502 P. L. & R.)



PHILADELPHIA,

PA.

(Sec. 34.66, P. L. & R.)



PHILADELPHIA,

PA.

(Nonprofit Organization)



1040-70 bar / PHILADELPHIA / PA. / bar, sans serif, tp L-61 HS (2.50)

1040-71 line / PHILA- / DELPHIA / PA. / line, sans serif, tp L-62 HS (.50)

1040-72 bar / PHILADELPHIA, / PA. / bar, sans serif, tp L-63 HS (.50)

1040-73 bar / PHILADELPHIA, / PA. / bar, sans serif, tp L-64 HS (2.50)

Unnamed Bureaus

1040-74 Post 1978 -Various class or rate without town name indicated.

Precancel Stationary

Experimental

1050 PHILADELPHIA, PA. / APRIL 29, 1920 (star), 2 straight lines, 36x7+mm, with large void star right. Black

Note: possibly a philatelic club novelty, but apparently sent through the mails.

1051 Three pre-printed lines through the design on a UX46 postcard

These as well as standard cards were not to be canceled in Philadelphia during the testing period. Earliest known use is September 15, 1961.

Standard

1055 1c (1928) **Sec. 435-1/2 PL&R** (1928)

1056 **Sec. 562 PL&R** (1932)

1057 **Sec. 34.66 PL&R** (1948)

1058 **Sec. 34.65e PL&R** (1948)

1059 1-1/4c (7/1/52) **39 CFR, 34.65e** (1954), replaced the same year by...

1060 Nonprofit Organization

1061 **39 CFR, 34.66** (1954), replaced the same year by...

1062 Bulk Rate

1063 2c (1/1/59)

1064 2-1/2c (7/1/60)

1065 **Auth. Nonprofit Org** (1965)

Unidentified

1070 "86"? in a 16+mm circle, on 1c Franklin; earliest known use March 5, 1911.

1071 Red dot, 6+mm in diameter in center of a 1c Washington; earliest known use is August 24, 1923.

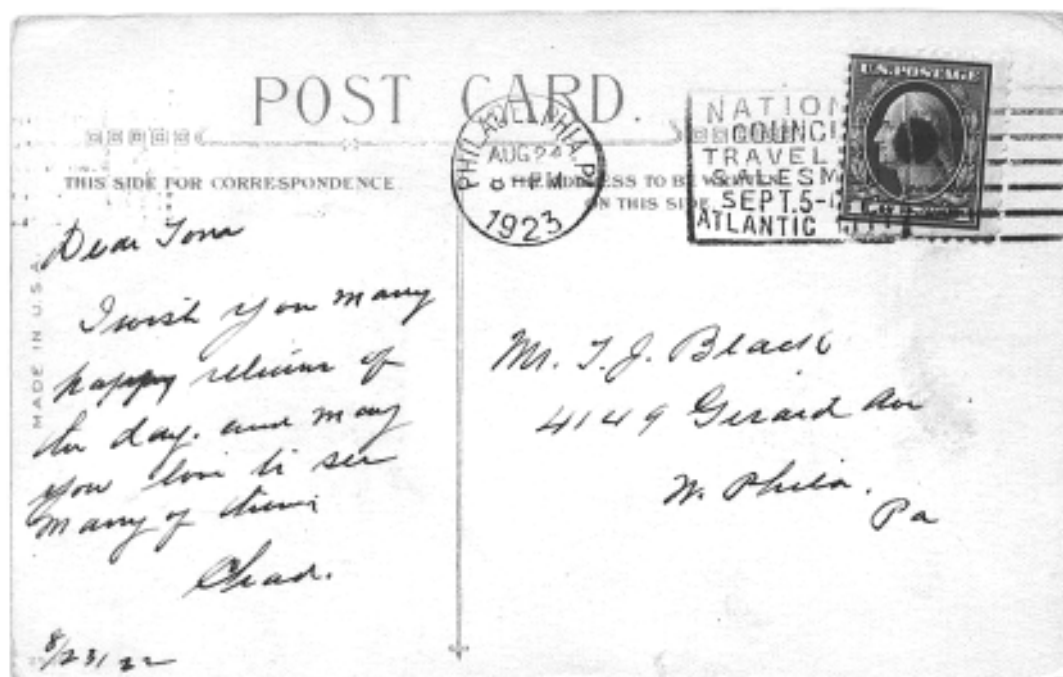


Figure 10 A peculiar RED DOT "precancel" applied dead center to this 1-cent Washington on a birthday greeting post card of August 24, 1923, **1071**.



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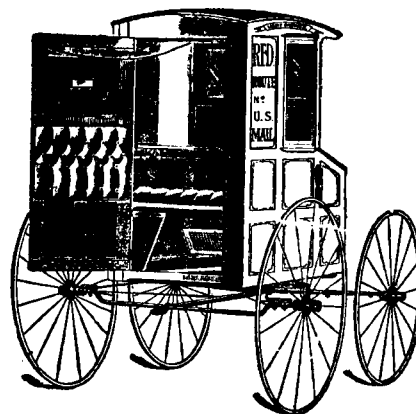
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Harrison & Beidgton Junction R.P.O. (1900-1917)
Farmington & Rangeley R.P.O. (1892-1903)
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The U.S. Postal Guide and Official Advertiser, 1850 to 1852. Complete run in 2 vols; rare monthly periodical, few original copies exist outside Library of Congress. Along with postal information there are Executive Dept. notices, Appointments by the President, Consuls Recognized by the State Dept., Reports of Secretary of War, Navy, Postmaster General, new postmasters & locations. Treasury Dept., troop locations, assignments, reports & more. Rare source for postal history student, genealogist and historian. Only 37 sets left. \$100.00.

Pratt's Post Office Directory: 1850. Very accurate list of P.O.'s during the 1847 era; also contains foreign postage tables for the new British Postal Convention of 1849. \$35.00.

Postal Laws & Regulations of the U.S.A.: 1852. New handbook issued after the rate changes of 1851. Also contains newspaper clipping file about postal laws and foreign mail rates. \$45.00.

Colton's Post Office Directory.: 1856. Unique volume contains 25,000+ post offices with postmasters' names, showing revenue of each office. This is important source data to assist in judging the relative scarcity of townmarks from various states. \$45.00.

List of Post Offices, Postal Laws & Regulations of U.S.A.: 1857. Wonderful handbook; contains list of P.O.'s and P.L.&R.'s. This volume was first produced after the French Postal Convention of 1857 & has up-to-date foreign postage tables including French mail rates. \$40.00.

List of P.O.'s in the U.S.A.: 1862. List of post

offices specifies those under Confederate control. Also several important P.O.D.-issued pamphlets of 1861, 1863, 1864 & 1865. \$55.00.

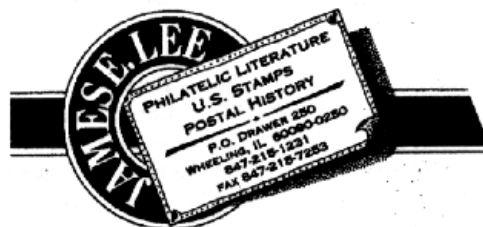
Postal Laws & Regulations of the U.S.A.: 1866. First P.L.&R. after the Civil War and first since 1859. Much excellent information with updated foreign mail rates. \$55.00.

U.S. Incoming Steamship Mail by Theron Weirenga, 1983. 242 pgs. Hardbound. Important directory of dates and times of all incoming foreign steamship mail in the 19th century. Vital postal history source. Illustrated. \$45.00.

The Gold Rush Mail Agents To California, 1849-52 by Theron Weirenga. Detailing the vital communications to/from the California mining boomtowns. Illustrated. 288 pgs. \$40.

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718-9 -- Olympics	773 -- San Diego
720 -- 3c "Stuart"	774 -- Boulder Dam
724 -- Penn	775 -- Michigan
725 -- Webster	776 -- Texas
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728-9 -- Chicago	1041 (&B) -- 8c Liberty
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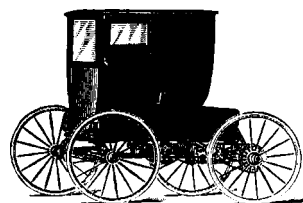
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HAWAII, COMPLETE territorial collection of all 91 towns cancelled Spring 1959. Territorial cancels on UX46. F-VF, \$250.00. Steve Sims, 1769 Wickersham Dr., Anchorage, AK 99507. Phone (907) 563-7281. [30-6]

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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. [30-4]

TOWNS: WANTED

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>. [30-6]

MEADOW LAKE/SUMMIT CITY and Truckee, California. Early paper and images wanted from these towns. Dana Scanlon, 11380 Sutters Fort Way, Gold River, CA 95670. [30-4]

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]

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. [30-4]

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. [30-4]

MASSACHUSETTS - FRANKLIN COUNTY, Stampless through modern covers. Especially interested in stampless, advertising, patriotics, special events, railroads, foreign destinations. Write, call or e-mail for listing of post offices. Jim Kotanchik, 48 Nashoba Road, Acton, MA 01720, Tel. 978-263-4268, e-mail jkotanchik@aol.com. [31-1]

MONTANA: Postal history, real photo postcards, correspondence, checks, advertising, pamphlets, books, photographs, billheads, letterheads, other ephemera. Ken Hamlin, 517 So. 5th Ave., Bozeman, MT 59715. [32-1]

OHIO - Holmes County: Wanted for personal collection: Badow Pass, Becks Mills, Benton*, Berlin*, Big Prairie*, Bigprairie, Black Creek*, Centreville, DeWitts Ridge, Dino, Doughty*, Drakes*, Grade, Hard, Humphreys Villa, Humphreyville, Jones Corners, Manning, Millersburgh*, Morgan Settlement, Mount Hope*, Mounthope, Nashville*, Palladium, Pictoria, Prairie*, Salt Creek, Saltillo, Special, Stilwell, Tuttleville*, Walnut Creek*, Wards*, Winesburgh* (* = stampless). Send priced on approval or send photocopies. Larry LK. Neal, 8650 Twp. Rd. 79, Millersburg, OH 44654 [30-4]

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JULY 10, 1999**

TOWNS: WANTED

NEVADA - Belleville, Broken Hills, Buena Vista, Copperhill, Coryville, Eagleville, Metallic, Montelle, Mount Montgomery, Rand, Redlich, Rhodes. Send priced on approval or send photocopy with price or for offer. Bill Helmer (APS, WCS), 82886 Bradford Ct., Creswell, OR 97426 [30-6]

NORTH DAKOTA: All postal history wanted, from territorial to modern. Send photocopies or on approval. Gary Anderson, 698 E. Hoyt Ave., St. Paul, MN 55106 [30-3]

OKLAHOMA - Oklahoma (City) Flag cancel A38 State Capital Station (1921-1923). Harry Blackman, 2200 Warwick Pl., Fort Smith, AR 72903 [32-1]

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]

TEXAS - Harlingen, Texas Flag Cancel A14, 1916-1917. Harry Blackman, 2200 Warwick Pl., Fort Smith, AR 72903 [32-1]

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]

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LITERATURE: FOR SALE

THE AWARD-WINNING 240-page book of Wisconsin postal history - *Going For the Mail, A History of Door County Post Offices* -- is now at a special price: \$13.00 postpaid from the author. Jim Hale, 5401 Raymond Road, Madison, WI 53711. [30-4]

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. [30-4]

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POST OFFICE SEALS on cover and related seal material. Early through modern. Seals on cover must be tied. Send priced on approval, photocopies, or request my offer. Jim Kotanchik, 48 Nashoba Road, Acton, MA 01720 [31-1]

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]

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CALIFORNIA

- 001 ALAMORIO, 1910 VG 4-BAR ON PPC (09-17). EST. \$20
- 002 ALLENDALE, 1908 F CDS ON STAMP ON PPC (05-08). EST. \$10
- 003 ANTELOPE, 1908 F CDS ON PPC (77-73). EST. \$4
- 004 AVILA, 1922 NEW TYPE ON PPC (07-55). EST. \$4
- 005 BATH, 1879 VG ms ON COVER (58/99). EST. \$75
- 006 BEN HUR, 1896 F DUPLEX ON REG'D REC (EKU MAR-106). E \$8
- 007 BETHANY, 1908F DOANE ON GPC W/SEALED FILING HOLE (79/40) 4
- 008 CAMP ROBERTS, 1943 MACHINE ON "FREE" PPC. EST. \$4
- 009 CANBY, 1910 VG LKU MOD-128 ON PPC. EST. \$4
- 010 COULTERVILLE, 1889 VG LKU MAR-258 ON REG'D REC. EST. \$8
- 011 ENCANTO, 1910 F EARLY 4-BAR REC'D ON PPC (09-49). EST. \$4
- 012 FRIENDS, 1963 F LD ON 3x5 CARD (62-63). EST. \$12
- 013 GRAFTON, 1909 VG 4-BAR ON PPC (54/25). EST. \$6
- 014 GRANITEVILLE, 1907 VG EKU NEV-370 ON PPC (67-59). EST. \$4
- 015 HAMMER FIELD BR, 1942 F DC ON COVER (42-46). EST. \$6
- 016 HARRIS, 1907 VG CDS ON PPC (82-74). EST. \$4
- 017 HIPASS, 1955 VG 4-BAR ON COVER (17-56). EST. \$4
- 018 HOBOT SPRINGS, 1937 VG 4-BAR ON CREASED CVR (32-47). \$4
- 019 HOME GARDENS STA, 1951 F LD DUPLEX ON 3x5 CARD (43-51). \$6
- 020 HUNTER'S POINT STA, 1943 F DC ON GPC (43-45 PER). EST. \$5
- 021 JOLON, 1910 VG DOANE REC'D ON PPC. EST. \$4
- 022 KANAWYER, 1912 F 4-BAR ON PPC (08-14). EST. \$40
- 023 KING CITY, 1907 G+ DOANE ON PPC. EST. \$4
- 024 KING CITY, 1911 G+ LKU MOT-1300 ON PPC. EST. \$6
- 025 KING CITY, 1913 VG DUPLEX ON PPC. EST. \$4
- 026 LANKERSHIM, 1910 F 4-BAR ON PPC (06-26). EST. \$5
- 027 LAWS, 1909 G+ 4-BAR ON PPC (87-63). EST. \$4
- 028 LOOKOUT, 1908 VG DOANE ON PPC. EST. \$4
- 029 MILLS, 1913 F 4-BAR ON PPC (98-43). EST. \$5
- 030 MONTEREY/REC'D, 1907 F NEW TYPE AS ORIGIN CANCEL ON PPC. 12
- 031 MOUNT BULLION, 1888 VG MAR-756 ON REG'D REC W/TEAR. \$6
- 032 NATIONAL MILITARY HOME, 1932 F DUPLEX ON CVR W/C (29-43) 8
- 033 ORIENTAL, 1910 VG LKU DOANE ON PPC W/CREASES (91-17). E \$15
- 034 ORINDA STA, 1942 F DC ON COVER (27-44). EST. \$5
- 035 PARK, 1907 F 4-BAR ON PPC (91-19). EST. \$12
- 036 PARKFIELD, 1933 VG 4-BAR ON COVER. EST. \$4
- 037 PARKS AIR FORCE BASE, 1954 F MACHINE ON CVR (52-58). E \$6
- 038 PAXTON, 1921 F 4-BAR ON PPC (17-52). EST. \$4
- 039 PRATTVILLE, 1908 F DOANE ON PPC (74-14). EST. \$20
- 040 PRESIDIO, 1896 VG CDS ON COVER W/C (88-02). EST. \$15
- 041 RAINBOW, 1910 F 4-BAR ON PPC (89-14). EST. \$20
- 042 REPLACEMENT DEPOT BR, 1943 F COMM'L USAGE ON PPC (42-44) 12
- 043 ROCKET TEST SITE BR, 1967 F 4-BAR ON GPC (59-72). EST. \$4
- 044 SESPE, 1908 F 4-BAR ON PPC (94-32). EST. \$5
- 045 SKYLAND, 1910 VG 4-BAR ON PPC (93-10). EST. \$20
- 046 SOLEDAD, 1914 F EKU MOT-3470 ON PPC. EST. \$5
- 047 SPAULDING, 1910 VG DUPLEX ON PPC (08-21). EST. \$6
- 048 SUR, 1913 VG LKU MOT-3610 ON PPC (2nd KNOWN). EST. \$12
- 049 TRES PINOS, 1910 VG DUPLEX ON PPC. EST. \$4

COLORADO

- 050 BASHOR, 1910 G+ 4-BAR ON PPC (09-18). EST. \$10
- 051 ELKHORN, 1907 F DOANE SLIGHTLY O/S ON PPC (79/17). EST. \$20
- 052 NEW WATTENBERG, 1915 VG 4-BAR ON PPC (11-16). EST. \$40
- 053 SNOWDEN, 1893 VG DC STAR KILLER REC'D ON GPC (90-93). \$100

IDAHO

- 054 EMMETT, ca1914 TYPE 11F (SCRIBBLE ONLY) RFD 1 ON PPC. \$15
- 055 MADISON, 1910 VG 4-BAR ON PPC (07-12). EST. \$20
- 056 MINK CREEK, 1911 VG 4-BAR ON PPC (95-59). EST. \$4
- 057 WOODSIDE, 1909 G+ CDS ON PPC (02-13). EST. \$15

MONTANA

- 058 ADAMS, 1909 F 4-BAR ON PPC (06-07). EST. \$40
- 059 BURCH, 1911 VG 4-BAR ON PPC (12-13). EST. \$75
- 060 COMET, 1885 MS ON REG'D REC W/SEALED FILE HOLE (77/94) \$50
- 061 FOWLER, 1912 VG LITE 4-BAR ON PPC (10-45). EST. \$5
- 062 GLENDALE, 1884 G+ CDS ON GPC (75/00). EST. \$25
- 063 MEYERSBURG, 1909 VG DOANE ON PPC (87-11). EST. \$20
- 064 POMPEYS PILLAR, 1931 F SL ON COVER. EST. \$5
- 065 RETAH, 1911 VG 4-BAR ON PPC (10-18). EST. \$40
- 066 RIDGELAWN, 1910 F 4-BAR ON PPC (83/14). EST. \$20
- 067 SAINT MARY, 1914 F 4-BAR ON PPC (98-15). EST. \$75
- 068 STEARNS, 1915 G 4-BAR ON PPC (91-21). EST. \$8
- 069 UBET, 1897 F CDS ON GPC (81-08). EST. \$20

NORTH DAKOTA

- 070 RHEIN, 1911 F 4-BAR ON PPC W/STAMP REMOVED (06/18). E \$20
- 071 URBANA, 1907 F 4-BAR O/S ON PPC W/BEND (07-23). EST. \$10

OREGON

- 072 BEAVER, 1915 F 4-BAR ON PPC (89-64). EST. \$4
- 073 BUTTE, 1913 F 4-BAR ON PPC W/CORNER BEND (11-22). EST. \$35
- 074 EAST PORTLAND, 1883 G CDS B/S ON COVER (66-92). EST. \$4
- 075 EDENBOWER, 1910 VG 4-BAR O/S ON PPC (08-19). EST. \$8
- 076 EUGENE CITY, 1886 G+ CDS ON COVER (53-89). EST. \$4
- 077 HARNEY, 1913 VG 4-BAR ON PPC (85-19). EST. \$20
- 078 O'NEIL, 1908 F DOANE ON PPC W/SM TEAR (06-12). EST. \$70
- 079 SUVER, 1911 VG DOANE ON PPC (81-35). EST. \$4

SOUTH DAKOTA

- 080 CRANDON, 1909 VG 4-BAR ON PPC (81-35). EST. \$6
- 081 JASPER, 1899 VG CDS ON REG'D REC (84-04). EST. \$35
- 082 LONE TREE LAKE, 1898 VG CDS ON REG'D REC (92-04). EST. \$75

- 083 MORITZ, 1903 G+ CDS ON REG'D REC (99/23). EST. \$20
- 084 POINSETT, 1904 VG LITE CDS ON REG'D REC (90-06). EST. \$35
- 085 POWELL, 1901 G+ CDS ON GPC (83-08). EST. \$30

WASHINGTON

- 086 HOBALLA, 1907 F 4-BAR ON PPC (06-17). EST. \$20
- 087 LARSON, 1910 G+ 4-BAR ON PPC W/HALF STAMP GONE (08-18). \$12
- 088 PEARSON, 191X G+ 4-BAR ON PPC (89-37). EST. \$4
- 089 ZENITH, 1910 VG 4-BAR FORWARDING PPC (06-68). EST. \$4

RPOs (Towle types)

- 090 ASHFORK & PHOENIX, 1907 G+ (967-A-1) ON PPC. EST. \$12
- 091 ASHVILLE & MURPHY, 1914 G+ LITE (334-C-1) ON PPC. EST. \$8
- 092 BLAINE & SEATTLE, 1912 G+ (903-A-1) ON PPC. EST. \$8
- 093 CAM & LEAVENWORTH, 1910 F (755-Z-1) ON PPC. EST. \$4
- 094 CAR, GALVA & SX CY, 1929 F (788-F-1) ON GPC. EST. \$4
- 095 CLEVE & BRIDGE, 1908 F (568-H-1) ON PPC. EST. \$4
- 096 (CO)NWAY SPGS & LARNED, 1913 PARTIAL (824-C-1) ON PPC. \$6
- 097 CORDOVA & KODIAK, 1940 VG (X-45-a) ON CACHETED CVR. \$10
- 098 DENV & LEADVILLE, 1908 VG (954-J-1) ON PPC. EST. \$15
- 099 DUNKIRK & TITUSVILLE, 1908 VG (149-D-1) ON PPC. EST. \$6
- 100 ELROY & TRACY, 1906 VG (866-P-5) ON PPC. EST. \$4
- 101 FIND & FT WAYNE, 1909 F (600-1-A-1) ON PPC. EST. \$8
- 102 FONDE & KNOX, 1929 F (520-A-1) ON CREASED CVR. EST. \$5
- 103 FT WORTH & BRADY, 1909 VG (498-A-2) ON PPC. EST. \$8
- 104 GT. FALLS & HARLO, 1940 F (981-7-C-1) ON GPC. EST. \$8
- 105 GREENS & N. WILKES, 1939 F (325-D-4) ON PPC. EST. \$4
- 106 GREEN & COLA, 1939 VG (337-R-3) ON GPC. EST. \$4
- 107 GREEN JC. & BAN, 1935 VG (2-J-1) ON GPC. EST. \$4
- 108 GUDRON & NATCHEZ, N.D., 1940 F (438-G-1) ON GPC. EST. \$4
- 109 HAMILTON & INDPLS, 1949 F (658-E-1) ON GPC. EST. \$4
- 110 HAM & GEORGETOWN, 1938 F (384-D-1) ON GPC. EST. \$4
- 111 HAMLET & JACK, 1938 F (328-H-1) ON GPC. EST. \$4
- 112 HANNAH & GR. FORKS, 1937 F (NEW TYPE) ON GPC. EST. \$8
- 113 HAN & MOBERLY, 1936 F (713-G-1) ON GPC. EST. \$4
- 114 H. FERRY & STRAS, 1939 F (273-I-1) ON GPC. EST. \$4
- 115 HARRIMAN & NASHVILLE, 1938 F (520-D-6) ON GPC. EST. \$4
- 116 HARRIS & GETTYS, 1936 VG (210-B-3) ON GPC. EST. \$4
- 117 HARRIS & WINCH, 1936 G+ (209-P-3) ON GPC. EST. \$4
- 118 HATT & NATCHEZ, 1936 VG (434-B-1) ON GPC. EST. \$4
- 119 HELENA & NEOSHA, 1935 F (452-C-4) ON GPC. EST. \$8
- 120 HELENA & PORT/W.D., ca1890 VG (892-H-1) B/S ON CVR. \$10
- 121 HEMPSTEAD & LLANO, 1938 F (474-D-2) ON GPC. EST. \$4
- 122 HERRINGTON & LIBERAL/E.D., 1899 VG (922-AL-1) ON REG'D REC CARD W/SM TEAR & ONE ROUNDED CORNER. EST. \$10
- 123 HIBBING & DULUTH, 1937 F (879-2-B-2) ON GPC. EST. \$4
- 124 HICKMAN & DYERSBURG, 1935 G+ (545-1-A-1) ON GPC. EST. \$4
- 125 HINKLE & YAKIMA, 1952 F (904-2-A-1) ON GPC. EST. \$8
- 126 HOLD & STERLING, 1932 F (947-2-J-4) ON GPC. EST. \$4
- 127 HOPE & ARDMORE, 1935 VG (921-3-A-4) ON GPC. EST. \$4
- 128 HOUSTON & GRANGER, 1911 VG (471-M-2) ON PPC. EST. \$8
- 129 HOUSTON & KENEDY, 1938 VG (466-B-2) ON GPC. EST. \$4
- 130 HOUSTON VIC & SAN ANT, 1935 VG (482-B-3) ON GPC. EST. \$8
- 131 HUNT & BEDFORD, 1938 G+ (211-C-1) ON CREASED GPC. EST. \$4
- 132 IAEGER & C. BLUFF, 1942 F (290-2-A-1) ON GPC. EST. \$4
- 133 INDEP & TONKAWA, 1937 F (909-Q-1) ON GPC. EST. \$4
- 134 IND DEC & SPRING, ca1940 (NYD) F (668-G-3) ON GPC. EST. \$4
- 135 INT FLS & LIT FLS, 1937 VG (881-3-A-2) ON GPC. EST. \$4
- 136 IRV & EARLINGTON, 1938 F (544-F-1) ON GPC. EST. \$8
- 137 JACKS & FT WAYNE, 1911 VG (621-G-4) ON PPC. EST. \$12
- 138 JACKSON & GULF, 1936 VG (433-B-3) ON GPC. EST. \$4
- 139 JACKSON & NATCHEZ, 1936 F (422-A-5) ON GPC. EST. \$4
- 140 JAMESTOWN & OAKES, 1937 VG (888-7-A-2) ON GPC. EST. \$4
- 141 JAMESTOWN & WILTON, 1937 F (888-6-B-1) ON GPC. EST. \$8
- 142 K.C. & EMPORIA, 1914 F (911-AB-1) ON PPC. EST. \$8
- 143 LINC & CONCORDIA, 1907 G+ (940-L-1) O/S ON PPC. EST. \$8
- 144 N.Y. & BARNEGA, 1906 VG (241-I-1) ON STAINED PPC. EST. \$6
- 145 N.Y. & CANAL ZONE, 1908 F (E-1-b) ON PPC. EST. \$15
- 146 PARKERS & PALESTINE, 1910 G+ (291.3-A-1) ON STAINED PPC. \$6
- 147 RENO & VIRGINIA CITY, 1910 F (978-F-1) ON PPC. EST. \$12
- 148 RICH HILL & GENESEO, 1911 VG (920-AB-3) ON PPC. EST. \$4
- 149 ROANOKE & CHAR, 1910 VG LITE (298-A-1) ON PPC. EST. \$6
- 150 ST. PAUL WAT & ABER, 1910 G+ (883-I-1) ON PPC. EST. \$4
- 151 SAN FRAN & PAC GROVE, 1913 F (980-I-4) ON PPC. EST. \$8
- 152 SEATTLE & SKAGWAY, 1925 F (X-19-c) ON PPC. EST. \$15
- 153 SIBLEY & GOWRIE, 1929 F (786-2-B-1) ON REG'D REC. EST. \$8
- 154 SIL SP'GS & TEXARKANA, 1914 G+ (827-M-1) ON PPC. EST. \$4
- 155 S. LONDONDERRY & BRATT, 1916 VG (39-E-1) ON GPC. EST. \$4
- 156 SPOKANE & TACOMA, 1903 G+ (892-Q-1) ON COVER. EST. \$15
- 157 TRUCKEE & LAKE TAHOE, 1910 G+ (997.4-A-1) ON PPC. EST. \$10
- 158 TUCSON & NOGALES, 1919 VG (965-2-A-1) ON PPC. EST. \$8
- 159 WACO & ROTAN, 1910 VG (465-H-2) ON PPC. EST. \$8
- 160 WINONA & WATERTOWN, 1897 F (833-AD-1) ON REG'D REC. EST. \$8
- 161 ATLANTA/TR. CLK TERM STA, 1909 VG (374-B-2) ON PPC. EST. \$5

STREET CARS (Towle types)

- 162 CHI & N CLARK ST/2, 1909 VG (CH-1-b) ON PPC. EST. \$6
- 163 ST. LOUIS/SOUTHWEST, 1910 VG (SL-14-b) ON PPC. EST. \$8
- 164 SEATTLE & SEATTLE, 1909 G+ (SE-1-a) ON PPC. EST. \$20

Minimum Bid \$3.00 please.

Phone bids accepted: 650-344-3080

CLOSING DATE: August 18, 1999 (10PM Pacific)

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, transmitted via E-mail 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.

La Posta, 33470 Chinook Plaza, Suite 216, Scappoose, OR 97056

or

P.O. Box 1615, Copmanhurst, NSW 2460 Australia

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