

LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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Musings on the Eve of a New Millennium

The year 2000 is almost upon us as these words are keyboarded. Who among us could avoid the temptation to share a few thoughts about what has passed and what may yet come? Certainly not I. But I will be brief.

Looking back on the past thirty years of publishing *La Posta*, my most salient impression is one of amazement. I am amazed, first off, that I am still publishing the journal. I am equally amazed that of the 34 people who had signed on as subscribers by the end of that first year, there are seven of you who have continued to support us all the way along. It was the practice to number each subscriber in the order in which they "joined" *La Posta* in those days, and to Bill Bauer (#2), Bill Rapp (#3), Jack Willard (#10), Art Rupert (#18), Neil Schroeder (#19), Howard Mader (#21), and Ray Newburn (#26) I wish to extend my heartfelt gratitude for your support for all these years.

It has certainly been a wonderful ride. I have been privileged to meet some exceptional people in the hobby, and, taken as a whole, I can not imagine a finer group of individuals than those who populate the postal history community. Oh, we all know there are a few bad eggs here and there, and heaven knows we all have a few odd quirks, but, pound for pound or dollar for dollar, I'll take the postal history community over any group I have ever been associated with in the military, civilian government, private industry or academia. Personally, I believe the key difference is that few, if any, of us are involved in postal history because we are compelled. Postal history is our avocation, and, even if we make a living at it, no one has forced us to do so. That's the crux of the matter, I think. People we meet in postal history tend to be friendly, courteous, kindred spirits because they have *chosen* to be in the group. What a strikingly better world it might be if all human organizations and institutions were composed of individuals who had chosen to be there. Not a very deep thought, I'll admit, but it is something to consider.

I wish I could say something profound about the future of postal history, but my crystal ball is no clearer at this juncture than it was thirty years ago. I am neither particularly optimistic nor pessimistic about the future of our hobby.

On average, we have attracted new subscribers during the 'nineties at a rate roughly equivalent to our subscriber loss rate. This is hardly surprising in light of the fact that *La Posta* has conducted no publicity campaign to increase subscription numbers for over a decade. All new subscribers in recent years have come by way of referral from existing subscribers and favorable mention in the philatelic press, or have happened upon our Internet website. This experience foretells little about the future of postal history. Clearly, our hobby does continue to attract new adherents, but it is unclear to me whether their numbers offset the losses we experience due to natural causes.

I do note certain changing trends of interest within postal history. Collector interest in postal history specialties rise and fall partly in response to publicity. Fifty years ago the *hot* areas were western expresses and 19th century fancy cancels as collectors wrote articles and developed checklists designed to explore the boundaries of these fields. Thirty years ago the interest in territorial covers was on the ascendance as Sheldon Dike and others began publishing catalogues listing all the known postmarks used in Indian Territory and territorial Arizona and New Mexico. Fifteen years ago railway postal markings were the *thing* and Charles Towle, John Kay and other scholars stirred collector interest by publishing detailed lists of railway postal routes and the monumental *U.S. Railway Post Office Postmark Catalog*. More recently, collector interest has shifted toward machine cancels, military and naval postal history, airmail routes and rates, auxiliary markings and unusual usage of 20th century definitives – particularly the 1938 Presidential Series.

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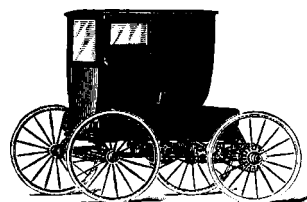
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 002 ALGOMA, 1907 VG CDS as rec'd (Sisk 02-09) Est \$ 15.00
 003 ARBOLADO, 1910 VG Ty A-2 4 Bar (Mont 10-15) Est \$15.00
 004 ARROWHEAD SPRINGS, 1906 VG Ty 3/1 DOANE, O'Strk (87/42) Est \$ 6.00
 005 ASIOMAR, 1916 VG Ty B 4-Bar, Cal on stamp (Mont 14-35) E \$ 8.00
 006 CARMEL, 1927 G+ Handcrank FLAG, scarce Est \$ 20.00
 007 DELMONTE, 1909 G+ Duplex (Mont 82/52) Est \$ 4.00
 008 FRUITVALE BR, 1908 Fine Duplex (1908-1912) Est \$ 20.00
 009 GHOST TOWN RUR STA, 1961 Fine Non-Standard 4-Bar on cover \$6.00
 010 GRAND AVENUE RUR STA, Elsinor, 1948 FINE 4-Bar, Commer CVR \$ 15.00
 011 GREENFIELD, 1910 G+ Ty B 4-bar, off @top, nibbed corner E 3.00
 012 IDYLLWILD BR NO 1, 1980 4-Bar on CVR Est \$ 3.00
 013 INCLINE, 1907 VG Manuscript ties stamp, EARLY (07-10) E \$ 30.00
 014 LA SIERRA RUR STA, 1942 Fine 4-Bar on Commer CVR Est \$ 15.00
 015 MATILJA, 1908 VG, Ty 3/1 Doane, part on stamp (89-16) \$ 15.00
 016 NORTH CUCAMONGA, 1915 G Ty B 4-bar (88-23) Est \$ 12.00
 017 NUT TREE, 1962 Ty F 4-Bar, tiny closed tear on CVR E \$ 5.00
 018 PERRY, 1908 VG+ Ty 2/1 DOANE as rec'd (05-16) Est \$ 7.00
 019 POSTS, 1909 FINE Ty 3/1 DOANE (Mont 89-10) E \$ 20.00
 020 PRESIDIO OF MONTEREY, 1917 Readable 4-Bar, on stamp, view of presidio 10.00
 021 QUINBY, 1910 VG Ty A1 4-Bar (Trinity 07-15) Est \$ 25.00
 022 RUST, 1912 G+ lite Ty A2 4-Bar (09-16) Est \$ 15.00
 023 SUR, 1907 VG+ Ty 3/2 DOANE as rec'd (Mont 89-13) E \$ 10.00
 024 TUSCAN, 1907 VG, bit lite Ty 3 DOANE (95-19) Est \$ 30.00

IDAHO

- 029 BIG BAR, 1966 Fine Ty F 4-Bar on collectors card (66-68) E \$ 7.00
 030 BOWMONT, 1911 VG Ty B 4-Bar, FIRST YEAR (11-54) \$ 6.00
 031 CHATCOLET, 1917 Vg Ty B 4-Bar (Benewah 09-57) \$ 5.00
 032 CHESLEY, 1906 VG CDS/Target (Nez Perce 99-13) Est \$ 17.00
 033 CLAGSTONE, 1914 G+ Ty B 4-Bar (Bonner 07-56) E \$ 5.00
 034 CURLEW, 1913 town VG on stamp, Idaho not struck E \$ 20.00
 035 DE LAMAR, 1890 G+ CDS on indicia of Entire, rough @ Rt 12.00
 036 DENVER, 1909 VG Ty 2 DOANE (92-14) Est \$ 10.00
 037 DIETRICH, 1915 VG Ty B 4-Bar (Lincoln 09-72) Est 5.00
 038 FISHHAVEN, 191? G+ Ty A1 4-Bar (Bear Lake 67-62) \$ 3.00
 039 GREER, 1909 G+ Ty A1 4-Bar (99-57) Est \$ 4.00
 040 HOTSPRING, 1910 readable Ty 2 DOANE (92-34) E \$ 3.00
 041 ILO, 1914 Vg Ty B 4-Bar (lewis 99/20) Est \$ 8.00
 042 JUNCTION, 1912 G+ Ty B 4-Bar (Lemhi 74-19) E \$ 15.00
 043 KIMAMA, 1914 Vg but obscure by message Ty B 4-Bar \$ 15.00
 044 KIMBERLY, 1907 G+ Ty 3/1 DOANE, part on stamp \$ 6.00
 045 LAKE, 1912 G+ lite Ty A1 4-Bar (Fremont 89-41) \$ 6.00
 046 LIBERTY, 1907 VG+ Ty 2/1 DOANE as rec'd (67-20) E \$ 25.00
 047 MACE, 1909 VG Ty 3/5 DOANE (Shoshone 99-22) E \$ 8.00
 048 NEELEY, 1914 G+ spotty Ty B 4-Bar (Power 02/18) E \$ 25.00
 049 NEWSOME, 1911 VG Ty A1 4-Bar (Idaho 96-23) E \$ 20.00
 050 NOTUS, 1910 G+ Ty 2/2 DOANE Est \$ 4.00
 051 OLA, 1909 Fine Ty 1/2 DOANE Est \$ 4.00
 052 PECK, 1934 VG+ Ty E, Depression 4-Bar on CVR, NRA stamp 5.00
 053 PEARL, 1910 VG bit lite Ty 2 DOANE (Gem 95/29) E \$ 15.00
 054 ROY, 1912 Vg Ty B 4-Bar as transit, FIRST YEAR (12-59) 8.00
 055 SUMMIT, 1907 G+ very lite Ty 2/3 DOANE, O'strk (00-34) 10.00
 056 STANDROD, 1908 Vg Ty 3/2 DOANE, BRIDGE 3/2 DOANE Recd soiled PC, nibbels at L Rt corner (Cassia 90/19) Est \$ 50.00
 057 UNION, 1911 town VG+, Idaho readable Ty A2 4-Bar as recd \$ 30.00
 058 VOLLMER, 1907 VG Ty A1 4-Bar (lewis 07-19) Est \$ 10.00
 059 WILSON, 1919 G++ Ty A2 4-Bar on stamp, CVR reduced @ Lft back flap partly torn (Owyhee 97-23) Est \$ 8.00

MONTANA

- 065 ALHAMBRA, 1908 VG, tad lite Ty 2 DOANE (Jeff 85-47) Est \$ 8.00
 066 ALLARD, 1908 FINE Ty A1 4-Bar (Daws 84/27) Est \$ 17.00
 067 APGAR, 1942 VG+ Ty F 4-Bar (Flat 23/44) Est \$ 8.00
 068 ARGENTA, 1911 G+ Magenta Ty 3/1 DOANE as rec'd \$ 7.00
 069 AUSTIN, 1914 FINE Ty A1 4-Bar (Lw&Clk 01-67) E \$ 5.00
 070 CAMAS, 1910 VG CDS/Target (Sand 98-57) Est \$ 8.00
 071 CARLTON, 1908 G Ty 2 DOANE as rec'd (Miss 83-08) \$ 20.00
 072 CASTLE, 1906 VG Ty 2 DOANE, part on stamp, O'Strk \$18.00
 073 CASTLE, 1913 G+ Ty B 4-Bar (Meag 87/18) Est \$ 25.00
 074 CHESTER, 1911 VG bit blurry Ty 2/1 DOANE \$ 6.00
 075 DARREL, 1915 VG Ty B 4-Bar (Fergus 13-34) Est \$ 18.00
 076 FRAZER, 1908 VG++ Ty A1 4-Bar Early (Vall 07-op) 4.00
 077 GLENDALE, 1885 FINE CDS Target (Beav 75/00) Est \$ 50.00
 078 HODGES, 1914 G+ Ty A2 4-Bar (Daws 98-68) Est \$ 3.00
 079 JEFFERS, 1904 FINE Ty 2/1DOANE on clean CVR \$ 18.00
 080 LENNEP, 1907 FINE Ty 2/1 DOANE (Meag 03-62) \$ 8.00
 081 MARTINDALE, 1908 VG Ty 3/3 Unlisted DOANE \$ 10.00
 082 OPHIR, 1910 G+ very lite CDS/Target (Pow 96/12) \$ 25.00
 083 PINIELE, 1913 VG Ty B 4-Bar on Entire (Cart 11-45) \$ 10.00
 084 RATTLESNAKE, 1929 FINE Ty B 4-Bar, early Philat CVR vert crease (Blaine 17-32) Est \$ 20.00
 085 SEDAN, 1910 G+ Ty 2 DOANE, rim off @top, Est \$ 20.00
 086 SELMA, 1914 G Ty B 4-Bar (Liberty 12-36) Est \$ 4.00
 087 SHEILDS, 1908 G+ Ty A1 4-Bar, off @ top (82/11) \$18.00
 088 SIDNEY, 1908 Vg bit lite, Ty 3/3 DOANE, Est \$ 6.00
 089 SQUARE BUTTE, 1918 G+ lite Ty B 4-Bar (14-62) \$ 5.00
 090 TERMINUS, 1880 VG Blue DCDS on GPC (80-81) \$75.00
 091 UTICA, 1909 VG+ duplex (81-59) Est \$ 5.00
 092 VANANDA, 1945 VG TY C2 4-Bar on Philat GPC \$ 4.00

MONTANA (Cont.)

- 093 VAUGHN, 1916 FINE Ty B 4-Bar, Early Est \$ 4.00
 094 WICKES, 1917 G+ Ty B 4-Bar Jeff 78-64) Est \$ 4.00
 095 WILLIS, 1912 VG Ty 2/2 DOANE, part on stamp 8.00

NORTH DAKOTA

- 100 BLUEGRASS, 1955 FINE Ty F 4-Bar on LD cover, Est \$ 4.00
 101 GRELLAND, 1916 FINE Ty B 4-Bar (Ward 02-18) E \$ 15.00
 102 IONE, 1908 G+ CDS as Rec'd (03-11) Est \$ 30.00
 103 LIVONA, 1955 FINE Ty F 4-Bar on LD cover Est \$ 4.00
 104 DE SART, 1955 FINE Ty F 4-Bar on LD cover Est \$ 4.00
 105 LOWELL, FINE TY 2/ 1 DOANE (90-26) Est \$15.00
 106 WOODS, 1954 VG+ Ty F 4-Bar on LD cover Est \$ 4.00

OREGON

- 110 BOYD, 1908 FINE Ty 2/2 DOANE (Wasco 88-53) Est \$5.00
 111 BRIDAL VEIL, 1934 VG Ty E, DEPRESSION 4-Bar Est \$ 3.00
 112 BUTTEVILLE, 1890 G+ Ty 6 on Entire CVR (50-05) \$40.00
 113 CROW, 1936 FINE Ty E DEPRESSION 4-Bar CVR (74-38) E 12.00
 114 DEE, 1908 VG++ lite Ty 3 DOANE (Hood R 06-56) Est \$ 5.00
 115 FINN ROCK RUR STA, 1965 G+ 4-Bar on Commer CVR \$3.00
 116 HELIX, 1909 VG+ NON-STANDARD Composite DOANE O'Strk by Pendleton Gen. Delivery DC, SCARCE Est \$ 15.00
 117 NEWBRIDGE, 1912 VG Ty 3/2 DOANE (Baker 78-67) \$ 6.00
 118 OREGON CAVES RUR STA, 1966 FINE 4-Bar CVR Est \$ 8.00
 119 PERRYDALE RUR STA, 1961 VG 4-Bar on clean CVR \$ 8.00
 120 PITTSBURG, 1907 VG++ Ty 3/1 DOANE (92-08) Est \$ 15.00
 121 RILEY, 1909 VG Ty 3 DOANE CDS ties stamp to clean CVR reduced into stamp @ Rt (Harney 85-19) Est \$ 12.00
 122 SINK, 1916 G+ lite Ty B 4-Bar (Lake 11-20) Est \$ 40.00
 123 SITCUM, 190? FINE, Ty 2/1 DOANE, bit lite (73/64) \$ 6.00
 124 SOUTH JUNCTION, 1913 G+ Magenta Ty B 4-Bar VERY SCARCE 1911-1914 period. Est \$ 50.00
 125 UPPER OCHOCO, 187? G CDS/Target on CVR (71-80) 50.00
 126 WRENTHAM, 1912 VG++ Ty B 4-Bar (Wasco 00-16) 8.00

WASHINGTON

- 130 BLAKELY ISLAND RUR STA, 1963 FINE DRC, Philat CVR \$5.00
 131 BRISTOL, 1909 VG, bit lite 4-Bar, 2" closed tear (06-12) E \$ 20.00
 132 CASCADES, 1893 G++, Rec'd B/S, CVR rough @ Rt (51-07) \$ 25.00
 133 CHAMOKANE, 1910 FINE Ty A1 4-Bar (07-11) Est \$ 60.00
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 148 HANSON FERRY, 1908 Unlisted Ty 1 DOANE (91-29) Est \$ 25.00
 149 HILLMAN, 1906 Vg Ty 2/1 DOANE as Rec'd (04-06) Est \$ 25.00
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 151 LARSON AIR FORCE BASE BR, 1966 VG DCDS on Philat CVR \$3.00
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 153 MAUD, 1910 G+ Wattery Ty A1 4-Bar (04-14) Est \$ 18.00
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 157 MERRITT, 1910 CDS Target, on CVR, soil, w/letter \$ 6.00
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 168 RYAN, 1909 G+ Ty A1 4-Bar (stevens 97-12) Est \$ 15.00
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 182 BILLINGS & THERMOP, 1912 G+ 951-H-1 Est \$ 18.00
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 fancy DCDS W/Ornaments ! two strikes in purple as B/S on cover \$ 15.00
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 191 GREENSPRING & PETERS, 1913 VG 291.1-A-1 Est \$ 8.00
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 as missent/forward on cover, rough @ Rt into stamp W/Letter \$ 10.00
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 203 SEATTLE & SKAGWAY, 1937 FINE X-19-E, SOUTH \$ 10.00
 204 SPOKANE & COULEE, FINE 906.6-C-1 CVR trifol rough @ Rt 10.00
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 206 SPOKANE & TACOMA, 1899 VG 892-Q-? EAST on CVR \$ 18.00
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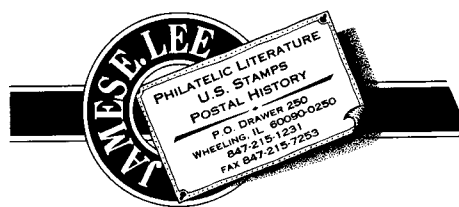
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**CLOSING DATE; TUESDAY, FEBRUARY 15th, 2000
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Publisher's Page (continued from page 3)

I do not mean to suggest that postal history is completely driven by fads and fancies. There are still plenty of collectors of western expresses, 19th century fancy cancels, territorial postmarks, and RPO covers actively involved in the hobby today. But since we are all chasing a rather limited supply of choice material in any given specialty, there comes a time when it becomes very difficult and/or very expensive to add any new items of interest. At that point, interest wanes for some collectors and they may move on to another specialty, add a second field of interest, or redefine their original specialty. When this happens, it is natural that decisions are often influenced by research that is being published by others in postal history.

The key question is, of course, what are the *hot* postal history specialties of tomorrow? The answer is, to a large degree, up to you—the members of today's postal history community—particularly those of you who choose to do research on your favorite subjects and share your findings with the community at large.



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For my part, I promise to continue publishing within the pages of *La Posta* the most interesting, informative American postal history articles that become available. I further promise to do whatever I can to assist anyone who has an interest in becoming one of our authors. Remember that Randy Stehle, Dan Meschter, Mike Dattolico, Tom Clarke and the other authors whose names have become familiar to readers of this journal, all began with just a single, tentative article through which they broke into print. Why not give some thought to joining our illustrious group of authors by recording your ideas and interests for posterity as we enter this new millennium?

To each and every one of you, Cath & I wish a healthy and happy 2000!

Richard W. Holburn



Figure 1. The mess hall staff formally posed before the Christmas dinner feast at Fort Worden in 1916.

Guardians of the Coast - A Postal History

Part I: The Pacific Northwest **By Rod Crossley**

The defense of American's coast, from the bombardment of Fort McHenry by the British during the War of 1812 to the defense of Fort Sumter against the Confederacy during America's Civil War to the shelling of Fort Stevens by a Japanese submarine during World War II, has always been the responsibility of the U.S. Army. To accomplish their mission the army built fixed fortifications at major harbors, bays, inlets and sounds around the nation. The army also used mobile forces to protect the rest of the coast.

When the United States gained its independence in 1781 its coastal defenses were in a dilapidated state. Over the next 100 years, as the nation struggled to gain its place in the world, the defense of America's coast would go through several phases or systems.

First System: The conflict in Europe during the French Revolution threatened to involve the new nation. Congress in 1794 approved some construction along the

Atlantic coast. Most of these forts were of open type earthen construction and few were finished before the European conflict was resolved.

Second System: As the possibility of a second war with Great Britain grew stronger the government again turned its attention to harbor defense. The program begun in 1807 led to the construction of stronger fortifications, including masonry-faced earth forts and all-masonry forts. The program was well along when the War of 1812 began and the forts were able to help protect the nation's coast.

Third System: The first two systems were undertaken due to the threat of war. The third system started in 1817 when President Madison appointed a military board to make recommendations on coastal fortification. The government would build only about 2/3 out of the board's more than 200 recommended locations along the Atlantic, Gulf and Pacific shores. They built large two and three tier (floors) masonry forts at major harbors with smaller works at locations of lesser importance.

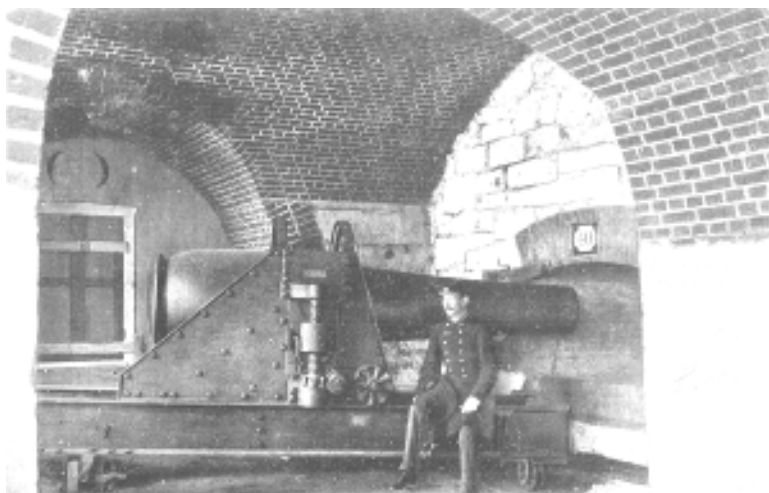


Figure 2. A Fort Monroe gun emplacement is illustrated in this postcard view, circa 1910. Fort Monroe was first garrisoned in 1823. Originally known as Fortress Monroe, the post guarded the west entrance to Chesapeake Bay.

The American Civil War saw the development of rifled artillery pieces. The new type guns easily penetrated the masonry wall of the Third system forts, which rendered them obsolete. The war also showed that rifled artillery could not easily penetrate parapets (walls) of forts made of sand and earth. In the 30 years following the Civil War the army repaired and re-armed some of the existing Third system forts and built some new batteries with earthen parapets. However a majority of the nations coastal fortifications would fall into disuse. During this period there were two major changes that took coastal fortification into the next century. These changes were the introduction of a new material called cement leading to the construction of stronger parapets and weapons used to defend the coast were being constructed of stronger steel which in turn meant they had greater range.

Modern Period: In 1885 concern over the dismal status of American coastal defense and rapid military advancements around the world, President Cleveland appointed a fortification evaluation board under the Secretary of War William Endicott. The Endicott Board's suggestions for improvements to the coastal defense of the nation became the blueprint the US Army followed for the next 20 years. The implementation of the program began slowly due to lack of funds. The Spanish American War accelerated the fortification construction program.

Protection of the newly acquired American overseas territories was addressed in 1905 when President Theodore Roosevelt convened a board chaired by his Secretary of War, William Howard Taft, to study the problem. The board's final recommendation dealt primarily with the need of the new territories, but they also recommended fortification of the new Los Angeles harbor and improvements to the Chesapeake Bay defenses.

Following World War I the Army conducted several studies to determine which coastal forts should be retained and what armament improvements were needed within each Harbor Defense district. During this period the Army closed 19 forts and constructed four new coastal forts. These new locations plus

new batteries built at three existing forts were armed primarily with 16 inch guns declared surplus by the US Navy. A majority of the suggestions made by the studies were not implemented until it became obvious the United States might become involved in another world war. Implementation of the board's recommendation were slow at first, but after Pearl Harbor construction was done on an accelerated timetable. Following the battle of Midway in 1942, the threat of invasion of American shores diminished and the construction program slowed. World War II showed that advancements in aviation had rendered coastal defenses obsolete, causing the Army to begin closing or converting fortifications for other uses starting in 1946.



Figure 3. Fort Scammel near Portland, Maine, was constructed as one of the forts of the Second System.

Postal Service

As coastal emplacements were constructed along the American coastline many were found to be outside of normal postal service areas. The postal service in the early years established many fourth class post offices to help correct this problem. Some of the forts had their own post office, but the majority of mail from these post offices was processed at the headquarters or the post exchange on the forts. Those forts near a major city were serviced by independent stations, branch post offices of the city, or their mail was handled by the closest post office. World War I saw the establishment of many local branches and stations to handle the increased mail volume. As the army reduced the number of forts and the number of troops manning the remaining forts, the post office closed many of the fourth class offices, branch and station offices during the 20's and 30's. During World War II the post office reestablished many of the closed offices and established new ones at forts which had never had a post office.

Harbor Defense of Puget Sound

The waterway, inlets and bays of the Straits of Juan de Fuca and Puget Sound were explored, named and governed by the British Empire until 1846. In that year a tentative border was established between Canada and the United States. The border as we know

it today was not established until 1872 after the dispute over the ownership of the San Juan Islands was finalized.

The first Army installations on the Sound were Fort Steilacoom near Tacoma in 1849 and Fort Townsend in 1856.

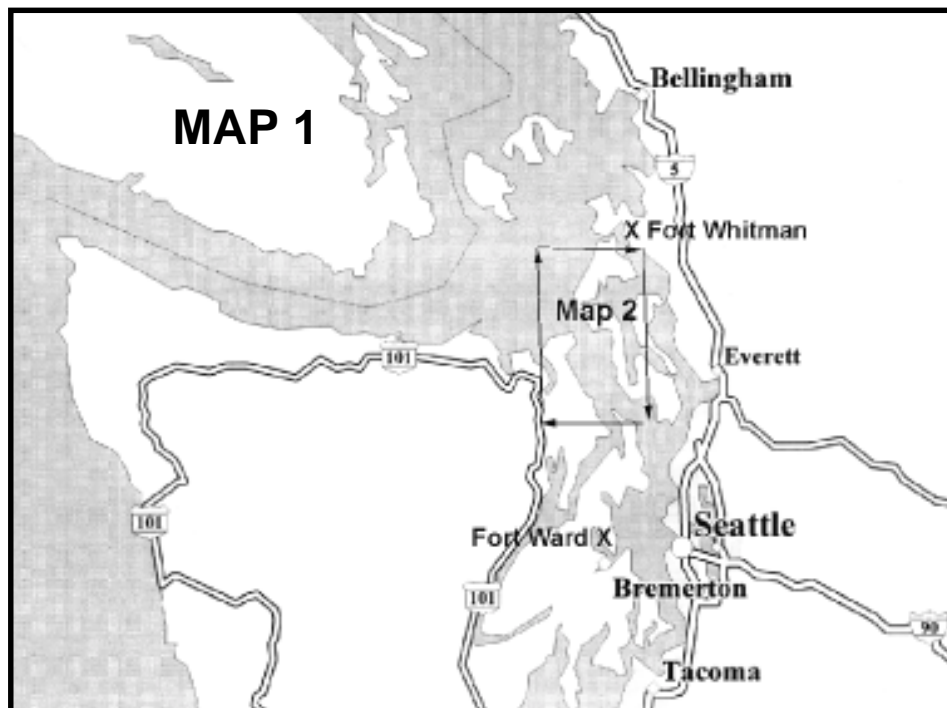
The Department of the Pacific established a review board in 1867 who visited the region and established numerous military reservations. Nothing was done to improve these reservations until the US Navy Yard, Puget Sound was established in 1891 at Point Orchard (now Bremerton). Construction of the coastal fortification and cantonment to protect the entrance to the sound at Admiralty Inlet and the Navy Yard was started in 1897 (**Map 1**).

Fort Casey is located on Whidbey Island at Admiralty Head near the town of Coupeville. Construction was started at the fort in 1897 and finished around 1910. The post was garrisoned until 1946 and is now part of the Washington Park system.

Postal Service: A fourth class post office was established at the fort on April 9, 1900 and closed on March 31, 1923. After this date the mail was handled first in Coupeville and later through Port Townsend.

Fort Flagler is located on the north end of Marrowstone Island across the bay from Port Townsend. Construction of the fort started in 1897 with the first troops being assigned in 1900. The post was put into caretaker status following WW I but was reactivated during WW II. The post was finally closed in 1953 and is now part of the Washington State Park system.

Postal Service: A fourth class post office was established at the fort on January 27, 1900 and closed on May 14, 1933. After this date mail from the fort was processed through Port Townsend.



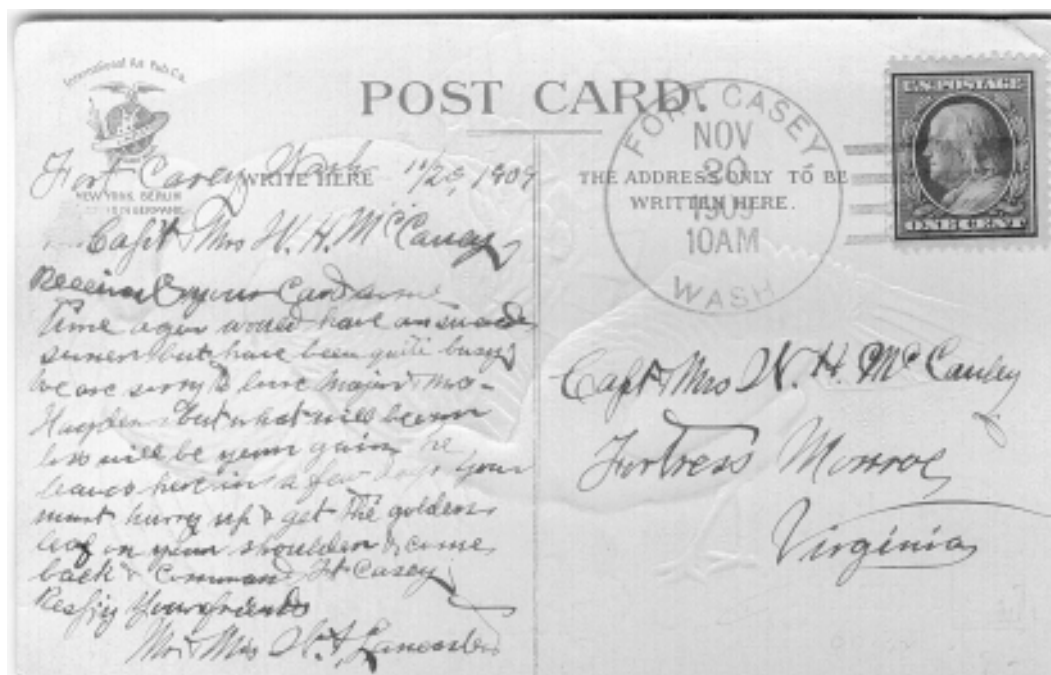


Figure 4. This postcard displays a Fort Casey, Washington, 4-bar of 1909. The card is addressed to a captain and his wife at Fortress Monroe, Virginia.

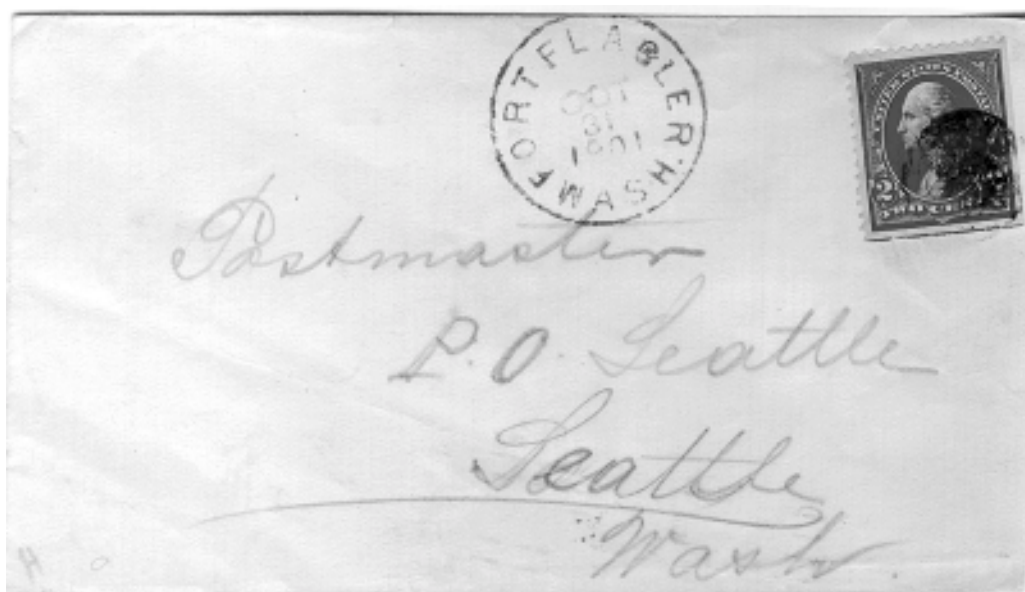


Figure 5. Cover bearing a Fort Flagler, Washington, circular date stamp and cork cancel of 1901. This would likely have been the first type of postmark to be issued to the Fort Flagler post office which was established in 1900.



Figure 6. Fort Worden near Port Townsend was the headquarters of the Puget Sound Harbor Defense. This photo dates from about 1912.

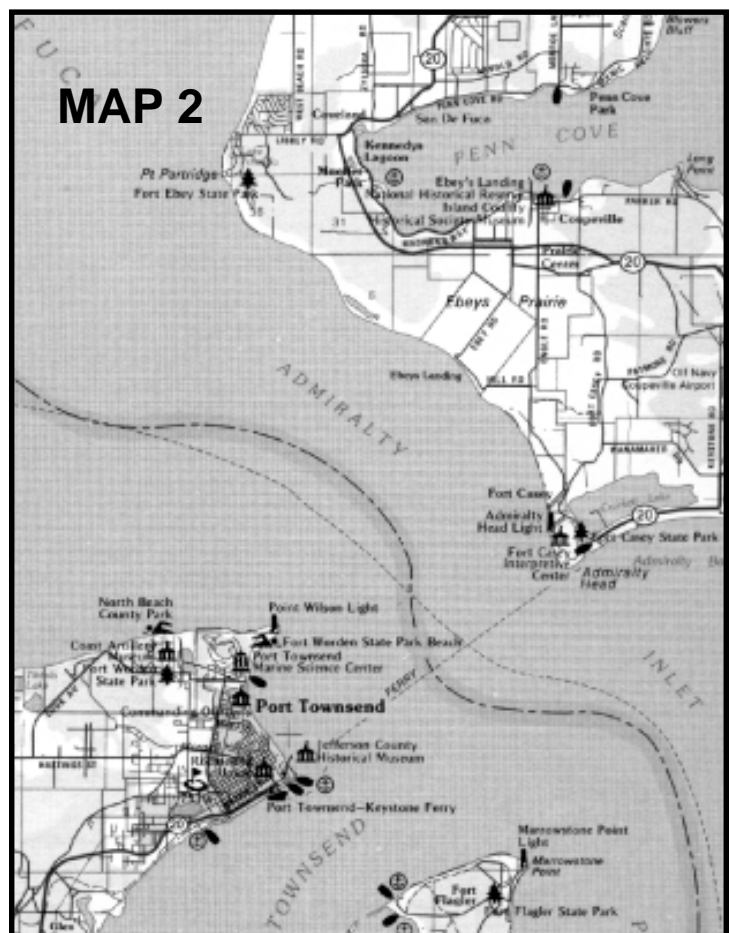
Fort Worden was the third post started in 1897 on Admiralty Inlet. It is located at Point Wilson to the west of Port Townsend. Construction started in 1898 and completed by 1911. As headquarters for Puget Sound Harbor Defense the fort was active until its closing in 1953 and is now part of the Washington State Park system.

closed on June 30, 1920. During the years the fort's post office was closed the mail was handled by the Port Blakely Post Office.

Postal Service: The mail from the post was processed through Port Townsend. There was a branch post office established on April 1, 1944 at the fort and closed on June 18, 1953.

Fort Ward is located on Banbridge Island at Bean Point over looking Rice Passage into the Naval Yard. Construction was started in 1900 with the first troops arriving in 1903. Across Rice Passage at Middle and Orchard Points the Fort Ward Annex was constructed, but never armed. In 1920 the fort was placed on inactive status until it was used by the US Navy during World War II. Washington State obtained both parts of Fort Ward in 1960 to be used as parks.

Postal Service: The postal service established a post office at the fort on July 15, 1903 and closed it on May 31, 1904. The office was re-established on December 15, 1909 and it was



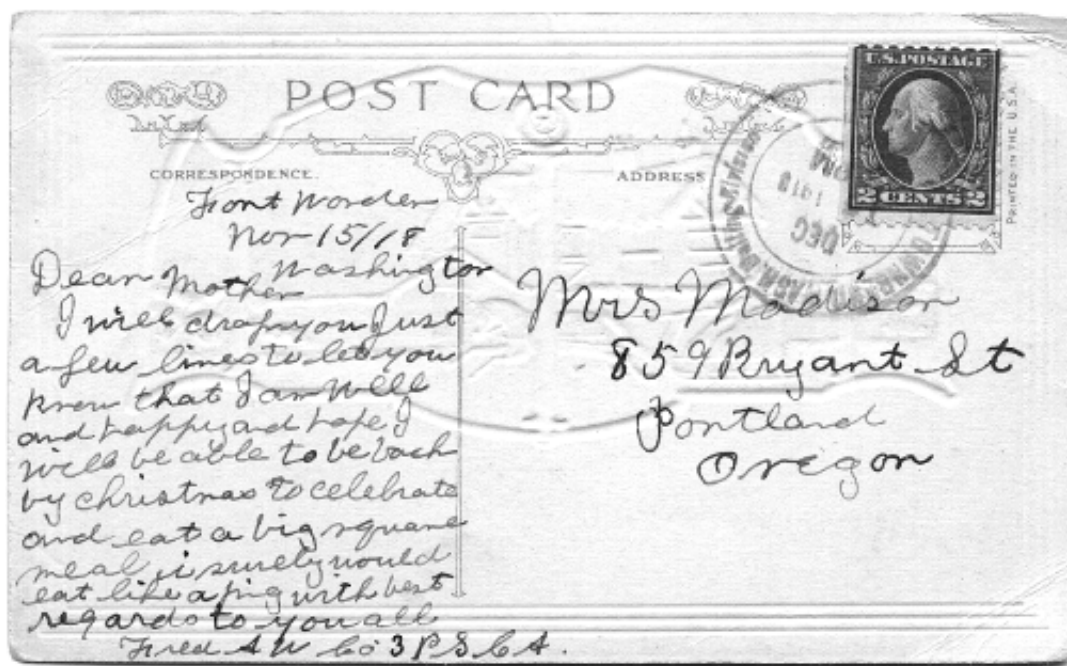


Figure 7. This post card was mailed at Fort Worden during World War I. It bears an unusual Port Townsend double circle postmark reading PORT TOWNSEND, WASH. Mailing(?) Division. Was this, perhaps, a special postmark applied to mail originating at the fort during the war?

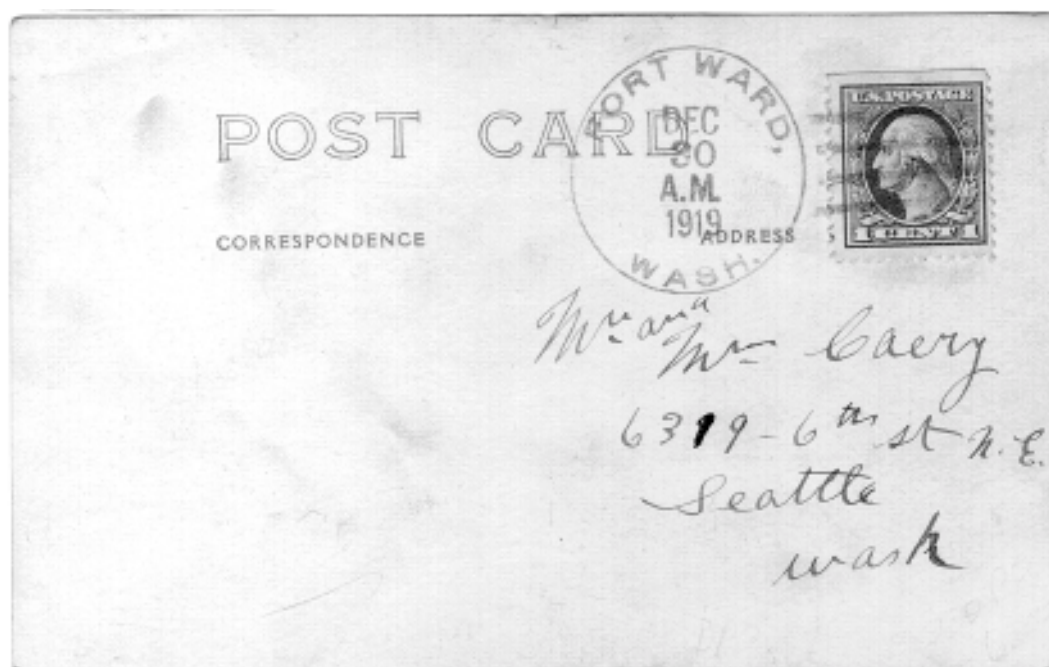


Figure 8. This card displays a Fort Ward 4-bar of December 30, 1919.

Fort Whitman was constructed in 1910 near La Conner on Goat island which is opposite Deception Pass, the back door into Puget Sound. In 1919 the fort was placed into caretaker status but was manned again during the early part of World War II and closed in 1944. Today it is a federal wildlife refuge.

Postal Service: Mail from the fort was processed through La Conner.

Camp Angeles was an old Civil Conservation Camp located near the Elwa River to the west of Port Angeles, Washington. It served as temporary quarters during WWII for the troops manning the 8 inch railway guns in Port Angeles and for those assigned to Camp Hayden prior to 1943. Postal Service: All mail from the camp was handled through Port Angeles.

Fort Hayden “The Fort that Never Was”, was located at Cape Flattery the most western part of the state of Washington some 100 miles from Fort Worden. Construction was begun in 1942 on a 16 inch battery, but was stopped in early 1943. No troops were ever assigned to the Fort.

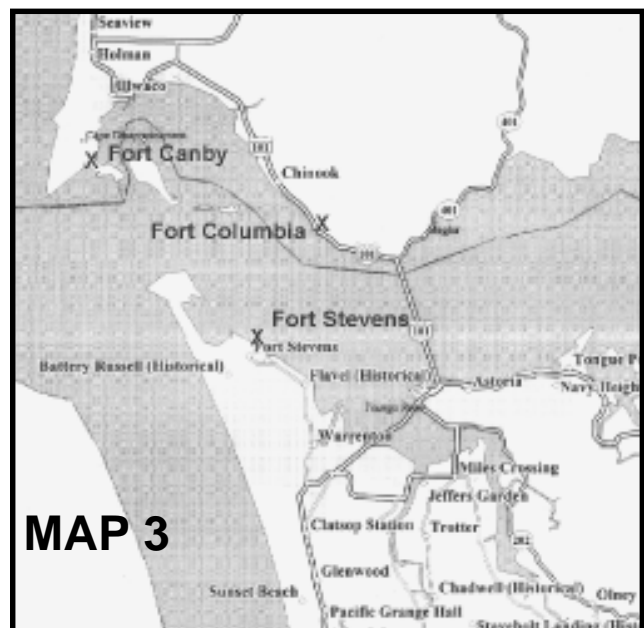
Camp Hayden is located on the Striped Peak Military Reservation located at Tongue Point near Joyce, Washington. Construction of the camp’s gun emplacements was started in 1942, completed in 1944, and manned until 1946. Today it is part of the Clallam county park system. Postal Service: The mail from the camp was handled through Port Angeles.

Fort Ebey is at Partridge Point on Whidbey Island about 23 miles to the west of Fort Casey. During 1942 the army constructed a 6 inch battery at the point which is now part of the Washington Park system.

Postal Service: The fort’s mail was handled first by Coupeville then later by Port Townsend, Washington.

Harbor Defenses of the Columbia

The mouth of the Columbia River was the majestic end for the Lewis and Clark expedition and for a time the river was the boundary between Canada and the United States depending on who was talking. As early as the 1820’s there were discussion within the government about the need to build fortifications to protect the river’s mouth. When the Civil War began there was great concern within Oregon and the Washington Territory over the ability of a confederate ship to sail up the river and lay waste to the countryside. Pressure was put on Washington but it would be 1863 before any construction would start to protect the entrance to the Columbia.



Fort Stevens: Construction of an earthen fort on the south side of the river at Point Adams, to later be called Stevens, was started in 1864 and occupied by the Army in early 1865. Improvements were made following the war, but the fort was closed in 1884. The fort was re-garrisoned in 1898 during the construction of new concert batteries. One of these was Battery Russell built to the south of the main post and completed in 1904. The fort was the headquarters for the Harbor Defense of the Columbia so it was manned continually until being closed in 1948. On June 21, 1942 a Japanese submarine shelled the fort near Battery Russell which was the first attack on an American shore by a foreign power since the War of 1812.



Figure 9. This photo was taken at Fort Stevens, Oregon, about 1912. Fort Stevens guarded the south entrance to the Columbia River for the first half of the 20th century. It was served by its own post office from 1899 into 1949.

Postal Service: A fourth class post office was established at Fort Stevens on February 20, 1899. In the years prior to that all mail from the fort had been

handled through Astoria. The office was closed on January 31, 1949.

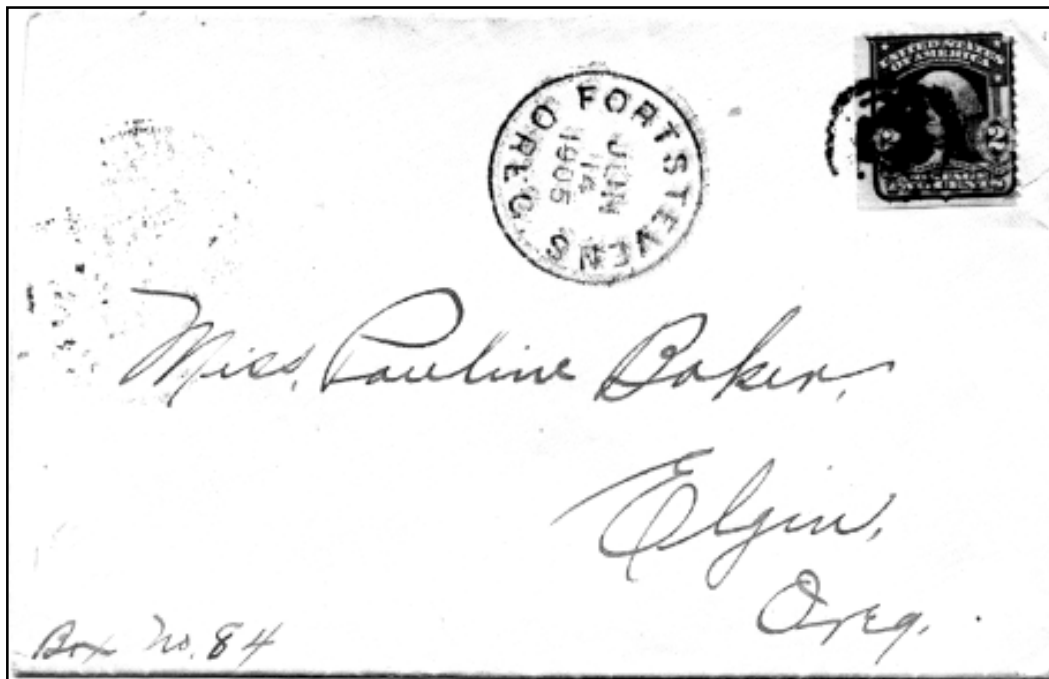


Figure 10. This cover displays a Fort Stevens postmark dated 1905.

Fort Canby: Construction of fortifications on the north side of the river mouth in the Washington Territory started in 1863. The only location of the gun emplacement was 200 feet above the river mouth next to the Cape Disappointment light house (built in 1856). First called Fort Cape Disappointment the name was changed to Fort Canby in 1875. Construction of new concrete fortifications were started in 1902. The fort was manned through World War I but was placed in caretaker status in 1923. It was reactivated in February 1941 and the army constructed new emplacements at the fort during World War II. The post was closed in 1948, and the land and buildings were split between the US Coast Guard and the Washington State Park system.

Postal Service: A fourth class post office was open on June 30, 1890 at Fort Canby, prior to that the mail from the fort was handled by Astoria. Helbock and Boardman both show the office in continuous service until 1923, but a review of the yearly United States *Official Postal Guide* showed no listing for the years

1909 to 1913. The office was closed on January 31, 1923 when the fort was placed in caretaker status. Mail from the fort was then handled by Ilwaco, Washington.

Fort Columbia: There were discussions during the Civil War about constructing fortifications at Chinook Point on the Washington side of the river. These ideas

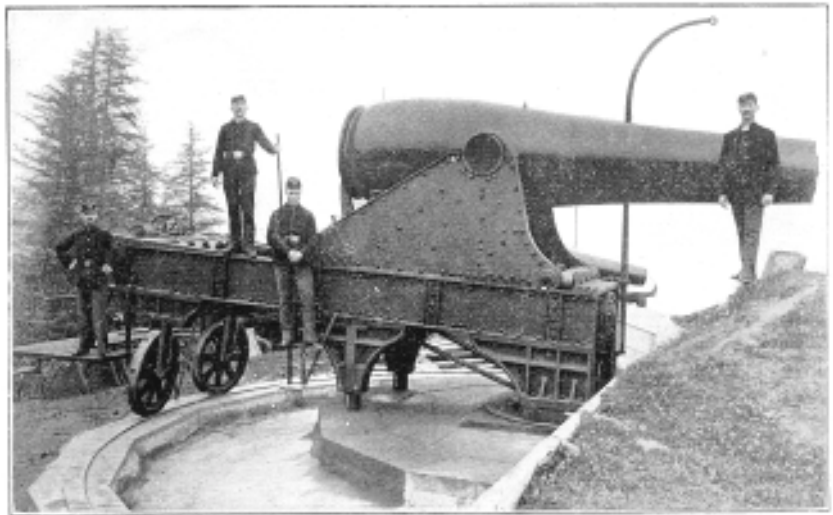


Figure 11. Fort Canby, Washington, illustrating a gun emplacement and crew. The fort guarded the north entrance to the Columbia River.



Figure 12. This cover was postmarked at Fort Canby in 1898 and proudly displays an American flag in support of the nation's effort in the Spanish-American War.

Auxiliary Markings — Obscene Post Cards Revisited

The Naughty Picture Squad and the Post Office Department

By Randy Stehle

I first wrote on the subject of how the Post Office Department (POD) dealt with obscene post cards in the March 1986 (Vol. 17, No. 1) issue of *La Posta*. At that time, three post cards were shown that had been deemed unmailable by the POD. In the almost 14 years since that article appeared, the author has only seen two more post cards that received similar treatment. The real impetus to revisit this subject, though, was the discovery of a 1905 newspaper article that detailed a raid upon a shop that sold objectionable post cards. Subsequent research uncovered new information on how the POD defined what was obscene and how this subject was dealt with in the first two decades of the 20th century. I have chosen to show the three post cards from the original article again for two reasons. First, many current *La Posta* readers were not subscribers in 1986, and second, the next generation of photocopiers now available can reproduce these cards much better than in the 1980's.

Indecent Post Cards Confiscated

The best place to start is to reprint the above-mentioned news article verbatim as it appeared in the *New York Times* on October 28, 1905. Many objectionable post cards were being confiscated before they were even sold to the public at this time. The headline was "Comstock on a Raid/Finds Some Postcards That Suit Him and Makes Three Arrests". (Anthony Comstock was also a Special Agent of the POD. His activities will be expanded upon later in this article.) The body of the article read:

Anthony Comstock, the head of the Society for the Suppression of Vice, went to a stationary and novelty store in Broadway, near Thirty-seventh Street [in New York City], yesterday afternoon and caused the arrest of William Schlessinger, the proprietor, his wife, and his daughter Leah, who is 21 years old, for selling improper postcards. Mr. Comstock went as far as the door of the store with Special Agent Bamburger and Patrolman Kidney, who are known as the 'naughty picture squad', and who had got warrants from Magistrate Mayo. Leaving the two outside, Mr. Comstock went in and told Miss Schlessinger that he wanted some postcards, 'the best you've got.' Miss Schlessinger called her mother, who soon selected a picture card that met with Mr. Comstock's requirement. He picked out two more and then asked the price of the three. 'The set will



Figure 1 This 1907 postcard view depicting two women smoking cigars and showing a bit of stocking was deemed too racy for the Post Office Department of the day.

cost you 80 cents,' said Mrs. Schlessinger. 'Eighty cents!' exclaimed Mr. Comstock. 'That's a pretty steep price.' 'Well you see,' said Mrs. Schlessinger, 'since Anthony Comstock has been running around pinching pictures the prices have gone up, especially the good ones.' Just then Mr. Schlessinger walked in. He recognized the customer at a glance. 'What are you doing here?' he demanded. 'I have just called,' said Mr. Comstock 'with warrants for the arrest of you and your wife and for the young lady.' The Schlessingers were taken to the Jefferson Market Court, where they were paroled for examination on Monday.

The POD and the Problem of Objectionable Post Cards

The above article is illustrative of the inherent problem of reporting the news in a time of stricter morals. The very subject matter being reported is too risqué to be described in a general circulation newspaper. If any objectionable post cards were not taken off the market through these raids, then the POD had their own set of rules that dealt with them. The *Postal Laws & Regulations (PL&R)* were likewise vague about what constituted objectionable material. The 1902 edition of the PL&R, which was in effect until 1913, covers the period under consideration in this article. Section 573 states:

All matter which is manifestly obscene, lewd, or lascivious, all articles intended for the preventing of conception or procuring of abortion, and all articles intended for indecent or immoral purposes, which are unmailable under section 497 ...when deposited in a post office [shall] be withdrawn from the mails and sent to the Dead Letter Office (DLO), with a statement of the facts connected therewith." Section 497 reiterates the same list of unmailable matter as given above. It also lays out the penalty for violating this law — a fine of up to \$5,000 or imprisonment at hard labor for not more than five years.

The above definition of indecent matter was further refined in the *Official Opinions of the Assistant Attorneys-General for the Post Office Department. Opinion Number 1233*, issued on July 6, 1903, addressed the case of post cards portraying seminude children in vulgar postures and situations. The opinion drew the distinction between what constituted indecent matter in case law versus what was unmailable per the PL&R's. The courts required that indecent matter, among other things, be calculated to corrupt and debauch the minds and morals of those whose hands they fall into. The post cards under discussion did not meet this standard. The definition used by the POD was much easier to apply to a broader range of material, though still very subjective. For one thing, it was not necessary for such matter to be obscene, lewd or lascivious as those terms were defined by the Supreme Court. Any matter would fall within the statute if it was offensive to a "just delicacy" or if it "shocks the ordinary and common sense of men as an 'indecentcy.'" Under these guidelines the above post cards were held to be unmailable.

The duty of postmasters regarding obscene post cards was the subject of Opinion Number 1522, issued on August 22, 1907. The post card in question was not described in any detail, referring only to an indecent picture appearing on the reverse side. The opinion stated:

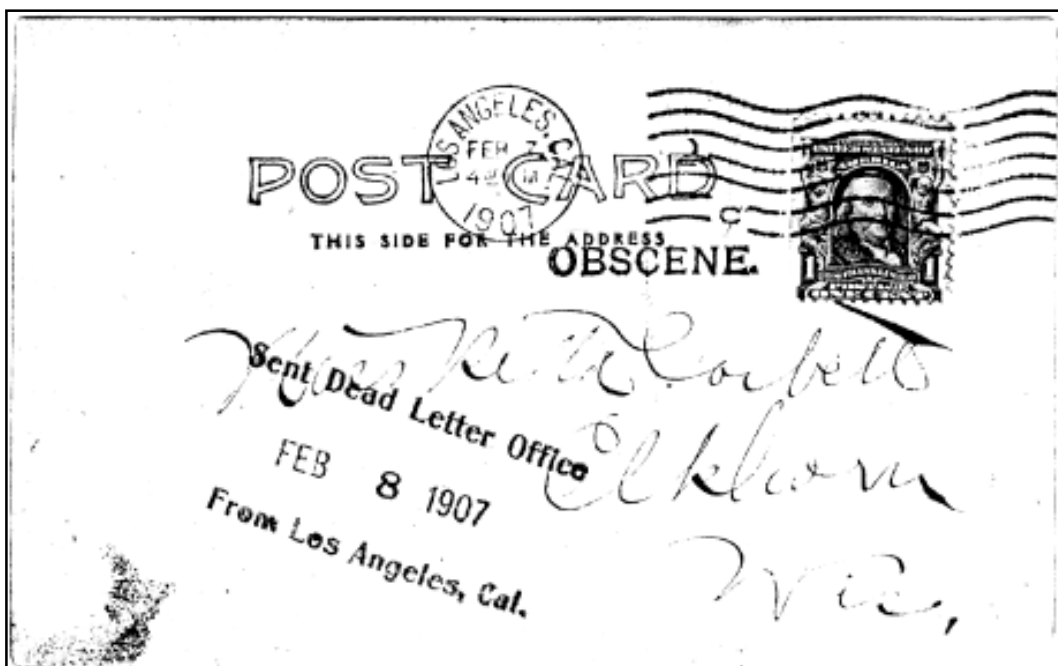


Figure 2. Reverse of the post card illustrated in Figure 1 bearing the handstamp "OBSCENE." marking and an indication that the card was sent to the Dead Letter Office.



Postmasters should exercise every possible endeavor to exclude from the mail post cards bearings pictures or language that are obscene, indecent, or improperly suggestive; and any doubt as to the character of such cards should be resolved in favor of the Government.



Figure 5

The young girl dressed as a fairy appears in the **Figure 6** post card. She is wearing a leotard and ballet shoes, with several pairs of wings coming off her back. It was sent locally within St. Louis, MO on November 14, 1906. It has the identical “UNMAILABLE” auxiliary marking as the **Figure 3** post card, but without a DLO marking.

The latest example of this usage is shown in **Figure 7**. This post card was sent from Sioux Falls, SD on June 26, 1910, to Valley Junction, IA. It portrays a couple kissing in the tall grass, with the woman’s dress hiked up to her mid-thigh. It also received an “UNMAILABLE” marking, but not a DLO one.

Anthony Comstock

As mentioned in the newspaper account cited above, the raid was led by Anthony Comstock. Even though this action was taken under the authority



Figure 6

granted the New York Society for the Suppression of Vice, Comstock was also a Special Agent of the POD. He was a very controversial figure in his day, sort of a cross between Jerry Falwell and Ralph Nadar.

He was born in 1844 in New Canaan, CT. He served in the Civil War, after which he settled in New York City. While there in the early 1870’s he was troubled by the various types of vice found in a big city. He began to make citizen’s arrests and became well known as a reformer. In 1873, he urged Congress to strengthen the postal laws concerning obscene and indecent material. Congress took his lead and passed stronger ones, thus earning them the nickname “Comstock Laws.” President Grant then appointed him as a Special Agent of the POD, without compensation per Comstock’s request. He continued to work



Figure 7

without pay until 1906, when he was forced to accept \$1,500 per year. A likeness of him appears in **Figure 8**.

In this same year he founded the New York Society for the Suppression of Vice. Branches soon sprung up in St. Louis, Boston and San Francisco. The object of the society was "the enforcement of the laws for the suppression of the trade in and the circulation of obscene literature and illustrations, advertisements and articles for an indecent or immoral use, as it is or may be forbidden by the laws of the State of New York or of the United States." The police officers of all the cities in the State of New York were required to aid the society in the enforcement of all laws for the suppression of vice.

In addition to helping enforce the obscenity and indecency laws, the society also focused on illegal gambling, lotteries, the counterfeiting of U.S. currency and scams of all kinds. Comstock became a very disliked figure among the criminal class, and in 1875 alone, more than a dozen attempts were made upon his life.

He also became a controversial figure in the public's mind due to his attempts to censor literary and fine arts works. He was responsible for the blank spots in the translations of "Zola" and "Boccaccio." In 1905, he tried to stop the showing of George Bernard Shaw's play "Mrs. Warren's Profession." Shaw was so miffed with him that he coined a new word, "comstockery," to indicate extreme prudishness. His biggest fiasco occurred in 1913 when Paul Chabas' picture "September Morn" was on display in New York City. He threatened to arrest the owner of the art gallery showing this work. Though no arrest was made, the publicity surrounding this caused an incredible amount of interest in the work of art. Hundreds of thousands of copies of it were produced to meet the demand. One of these copies is shown in **Figure 9**.

In 1915, he was actively involved with the prosecution of Margaret Sanger. She was on trial at the time for sending her book "Family Limitation" through the mails.

Sanger had been battling the POD for years over their restrictions on birth control and other sexually related literature. A few years earlier, a series of articles in the *Call* on venereal disease resulted in the POD banning the mailing of the magazine. She



Figure 8. Anthony Comstock

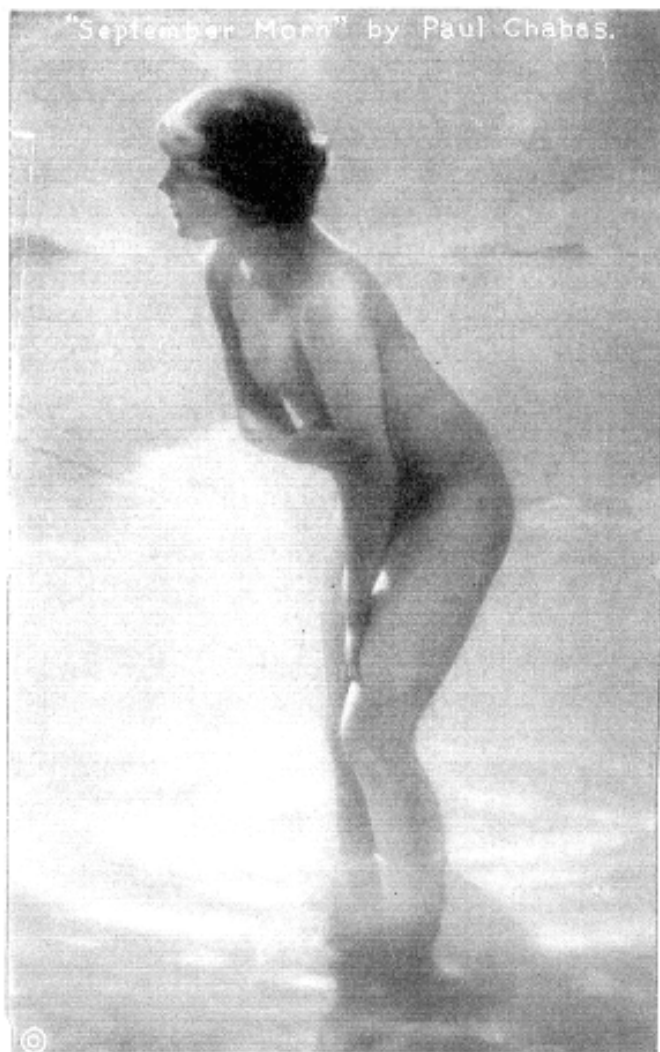


Figure 9. Chabas' "September Morn".

stopped writing the series, and got even with them in the next issue with the headline "What Every Girl Should Know: NOTHING! By Order of the Post Office Department."

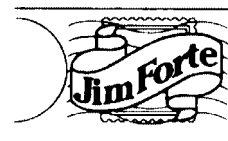
Comstock was also appointed a delegate to the International Purity Congress by President Wilson in 1915. Before he could attend the convention, all the long years of battling for what he believed in caught up with him and he passed away. Over his lifetime he was responsible for the confiscation of over 50 tons of obscene books and newspapers and 4,000,000 objectionable pictures, including playing cards and pictures hanging on saloon walls. Illegal gambling suffered due to his work confiscating material related to keno, faro, roulette, lottery and fan tan to name a few. He went after all forms of medical quackery, seizing pills, powders, oils, publications and circulars. He even

went after the junk mailers of his day, seizing lists containing the names and post office addresses of over one million persons to whom circulars may have been sent. During his long years as a reformer he caused the arraignment of over 4,000 persons, of which about 2,900 plead guilty or were convicted. Fines of almost \$250,000 were levied, and about 600 years of jail time was handed out. He may not have always been the most popular figure of his day, but he was incorruptible and responsible for the passage of many laws regulating the vices of his time.

United States Postal History

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THE FIRST TRANSMOUNTAIN MAIL ROUTE CONTRACTS

PART XI - THE HOLLADAY/WELLS FARGO CONTRACT

Route 15022, The Dalles, Oregon to Salt Lake City, Utah,
July 1, 1864 to June 30, 1868

by Daniel Y. Meschter

The first contract mail service over the Oregon route from Dalles, Oregon to Salt Lake City ended with the Brown and Torrence contract for Route 5043 on June 30, 1854 (Part IV), but not the Post Office Department's concern for the Pacific Northwest. In anticipation of the expiration of the Brown and Torrence contract the POD advertised Route 12707 from Dalles to Salt Lake City from July 1, 1854 to June 30, 1858 on the same terms as Route 5043 and received a series of bids, including one from Luke, the late contractor, and W.S. Torrence and others from E.S. Alvord and Hiram Kimball (Appendix 33A). Alvord, representing the Western Express Company, also bid on Route 8911 (Part Va) at the same time so that had he been successful in both Western would have controlled the Oregon route from the Missouri to Dalles. The bidding was suspended, however, and the contract not let.

The POD again advertised for bids for Route 12716 (Appendix 33B) for semimonthly service from Salt Lake City to Wascopum (Dalles) in 1859 and, after receiving bids, suspended the bidding. As before, the bidders included E.S. Alvord for the Western Express Company and B.F. Ficklin, surely bidding on behalf of the Central Overland California and Pikes Peak Express Company.

It tried one more time in the spring of 1862 when it advertised Route 15014 from The Dalles, "by the Walla Walla road" instead of directly over the Blue Mountains into the Grande Ronde as provided in the earlier proposals, to Salt Lake City, monthly in fifteen days (Appendix 33C). As it had twice before, it again suspended the bidding.

In view of the very light mails carried by Brown and Torrence on Route 5043, one likely reason the POD did not enter into contracts from Dalles to Salt Lake City during the rest of the 1850's was lack of demand. Of course, it probably was under the same pressure from the Oregon delegation as it was from most others in Congress to improve mail service in their constituencies; but it was not until the Ninth Infantry subdued the Spokane Indians in September 1858 that the inland basin was at last opened to settlement and resource development.

Events moved rapidly after that. Steamboats began plying the Columbia River above the Dalles on regular schedules. Fort Walla Walla at the mouth of the Walla Walla River became Wallula while a new Walla Walla (name changed from Wallepta on September 8, 1862) amidst fertile agricultural lands thirty miles upstream became the jumping off place for Hell Gate [Missoula] and Fort Benton on the Missouri River over the military road Lt. John Mullan opened in 1861-62. In mid 1863 Boise City was founded as a supply and transportation center serving settlement of the Boise River valley and a booming regional mining industry. About the same time cattle growers in the Grande Ronde and Baker valleys began establishing the foundation herds for the great trail drives that would stock the prairies of Colorado, Wyoming, Nebraska, and Montana in years to come. North of Salt Lake City Mormon settlement was pushing up the Bear and Malad River valleys faster than local mail service could supply the new communities. In the meantime, rich gold placers were discovered on the Clearwater and Salmon Rivers a hundred miles east of Walla Walla beginning in 1860, at Auburn in the Elkhead Mountains west of the Baker valley in the fall of 1861, and on a tributary of the Boise River thirty-five miles northeast of [Boise City] the next summer.

Traffic on the Oregon Trail expanded rapidly in 1861 and 1862 and especially the densely populated mining districts demanded improved transportation and communication services. The first announcements of express services to the east from Walla Walla were in the contexts of preexisting services (the following is based largely on Meschter (1994, pp. 13-23) and the authorities cited therein).

Shepherd, Cooper & Co. announced their intention in the *Washington Statesman* (October 25, 1862) to extend their messenger service between Walla Walla and Auburn, probably on horseback, on to the new Boise mines at what would shortly be called Bannock or sometimes West Bannack to distinguish it from another Bannack or East Bannack 175 miles to the northeast in [Montana]. Three months later the *Statesman* (February 7, 1863) reported W.H. Rockfellow returning from the Boise mines and stated he "has mail contract to Auburn, weekly," which could only have been a postmaster's contract, because there was too little time between the establishment of the Auburn post office on November 1, 1862 and this notice to advertise a route contract for competitive bidding.

Rockfellow & Co. became a well-established express company by that summer, offering weekly service from Walla Walla to the Boise mines via Auburn. Also that summer E.W. Tracy, one of the Tracy brothers famous in the western express industry, established a line from Portland to the Boise mines via Walla Walla; but this may only have been a front for Wells Fargo & Co. that sent several representatives, including one named Tracy, to Auburn and Bannack City in February 1863 to open offices at those places. In any event, Wells Fargo bought out Rockfellow, probably in August 1863, and Tracy & Co.'s Express that October or November, and was running a triweekly schedule from Portland to the Boise mines via Walla Walla by the spring of 1864.

In the other direction, settlers, miners, and tradesmen were crowding the road from Fort Hall en route to the Boise mines, Auburn, Walla Walla, and the Clearwater and Salmon River country, and some even over the mountains to Hell Gate Ronde. D.C. Patterson started a pony express from Salt Lake City in mid 1863 and developed it into a weekly express until he saw the doom a U.S. mail contract spelled.

In the face of such clear justification for mail service on the Oregon route, the POD on January 16, 1863 ordered advertisement of a route from Portland to Salt Lake City in three segments: 15016 triweekly from Portland, Oregon to The Dalles; 15017 triweekly from The Dalles to Walla Walla; and 15018 weekly from Walla Walla to Salt Lake City, 700 miles by way of Grande Ronde, Auburn, and Fort Boise (*Deseret News*, February 11, 1863), in conformance with Postmaster General Blair's policy of dividing longer routes into shorter segments he would have to abandon the next year.

Following suspension of these three subroutes, the POD on October 15, 1863 ordered advertisement of Route 15022 from Walla Walla to Salt Lake City on a fourteen day schedule for two years from July 1, 1864 to June 30, 1866 (Appendix 34A and 34B). The notice provided that bids for both triweekly and daily (six times a week) service would be considered as would bids for a four-year contract. The successful bidder was Ben Holladay whose bid of \$156,000 per annum for triweekly service on a schedule of ten days eight months a year and fourteen days four months a year for four years was accepted on March 10, 1864. George Thomas at \$370,000 was the only other timely bid. W.D. Bigelow's bid of \$92,125 no doubt would have been accepted had it not been two days late.

The suspension of bidding on Route 15017, however, left a gap in service between The Dalles and Walla Walla the POD elected to fill by extending Holladay's contract to begin at The Dalles, increasing the distance by 175 miles and allowing Holladay an increase of \$30,000 per annum, provided he perform the service between The Dalles and Walla Walla on a schedule of 48 hours (Appendix 34B). This was achievable by steamboat via Umatilla to Wallula and thirty miles from Wallula to Walla Walla by stagecoach. Service was increased to six days a week effective October 1, 1866 with a pay increase of \$130,000 to a total of \$316,000.

The original contract signed probably in March or April 1862, as modified to extend to The Dalles, has not been recovered. However, it was discovered the next winter that the contract had been written for two years instead of the four in Holladay's bid. Accordingly, a new contract was drafted and signed on February 2, 1865 (Sen. Ex. Doc. No. 211, Ser. 1886, p. 4-6; Appendix 35). This contract provided for only a fourteen-day schedule from Walla Walla to Salt Lake City making it unlikely Holladay ever inaugurated a ten-day schedule.

The three mail route contracts Holladay still held in 1866: 14260 from Atchison to Salt Lake City (Part Xc); 14261 from Fort Hall to Virginia City, Montana; and 15022 from The Dalles to Salt Lake City all were in his own name until he conveyed them to the Holladay Overland Mail and Express Company which he organized in February 1866. This was the first step in the complex procedure he used to sell his mail and express businesses to Wells Fargo & Co. effective, it is thought, as of November 14, 1866 (Part Xd).

THE ROUTE

Route 15022 was originally described from Walla Walla by Grande Ronde, Auburn, and Fort Boise to Salt Lake City (Appendix 34A).

Grande Ronde was a mistake, confusing the name of the river on the south side of the Blue Mountains with the name of a post office in Polk County in western Oregon. The error was corrected by deletion almost immediately. Auburn was a gold mining camp in the hills west of the Baker Valley. Fort Boise was the old Hudson Bay trading post on the Snake River.

Additions were made even before the route was restated as of October 1st. The precise location of Eagan, or sometimes Eagan's, Station, about which Whittlesey and Helbock (1979, p. 5) were uncertain, is better known only in that it was on the Walla Walla road in Umatilla County at or near the approach to the Blue Mountains.

The addition of Summersville [Summerville], in the restated route register page (Appendix 32B), about fifteen miles north of LaGrande verifies that the Walla Walla - LaGrande segment of the route crossed the Blue Mountains about twenty-five miles northeast of the old Oregon Trail crossing directly from Dalles to LaGrande.

From LaGrande the route followed the familiar Oregon Trail via Fort Boise and the uplands along the Boise River to Three Island Crossing, bypassing Auburn ten or twelve miles off the trail west of Baker station. The Snake River crossings at Fort Boise and Three Island Crossing were no longer the hazards Oregon Trail trekkers feared for so many years. Both now had ferries and many of the lesser rivers and streams were spanned by rough bridges.

Boise City sprang up on the Boise River along with Fort Boise the Army established there about the first of July 1863. Not only was it an outlet for the Boise mines, it was strategically located where the Oregon Trail crossed a wagon road from the mines to Humboldt City on the old California/Emigrant trail in Nevada.

The most direct route from Boise City to Salt Lake City was across the Snake River at Three Island Crossing and along the Oregon Trail to the mouth of Goose Creek where it angled southeast through some hills and across the Raft River valley to the Salt Lake Cutoff. The addition of Franklin, Richmond, Smithfield, Hyde Park, and Hyrum in the Cache Valley, however, precluded using this cutoff. Still, Holladay had a choice of routes from the mouth of Goose Creek.

One possibility was the Hudspeth Cutoff from the upper Raft River valley easterly through hilly country to a junction with the Oregon Trail fifty to sixty miles southeast of Fort Hall and then south on an old, well-traveled trail along the Bear River to Franklin.

But while the Hudspeth Cutoff was an attractive alternative for westbound California emigrants, it was difficult for eastbound travelers to reach from the Oregon Trail and just as long if not longer than it. Besides, there were operational reasons why Holladay would have chosen to route his coaches along the Snake River to Fort Hall and via the Oregon Trail on to the Bear River trail a little west of Soda Springs.

From Franklin the road continued through the Cache Valley to Hyrum before turning west through the mountains to the Salt Lake Cutoff at Brigham City.

The western terminus of the route was Walla Walla for the first three months of the contract when the POD extended it to begin at The Dalles. The only difference this made was that the Salt Lake mail was made up at The Dalles and carried by steamboat to Wallula via Umatilla and from there to Walla Walla by coach. Mail destined for Walla Walla and points east on the Mullan Road also would have been carried on this segment of the route.

The route as modified by the restatement of October 1, 1864 was described as from The Dalles by Umatilla, Wallula, Walla Walla, LaGrande, Auburn, Fort Boise, Boise City, Franklin, Hyde Park, Richmond, Smithfield, Hydrum, Brigham City, Willard, North Ogden, Ogden City, South Weber, Kaysville, Farmington, Centreville and

Stoker to Salt Lake City. Subsequent changes included the addition of Eagan Station, Summersville [Summerville] in the Grande Ronde Valley between Walla Walla, Baker City and Express Ranch [Durkee] where the trail came onto the Burnt Fork leading down to the Snake River.

Holladay's carriers had a choice of routes between Farewell Bend and Boise City. One following the old Oregon Trail swung south opposite the mouth of the Boise River where it ferried the Snake and took the upland route to Boise City. Another that crossed the Snake at or just below Farewell Bend came into use by early 1866 when post offices were established at Weiser Ranch on the east side of the river above Farewell Bend and Middleton on a direct route to Boise City.

The listing of Fort Boise and the report of a post office established at it on June 18, 1864 was a scrivener's error for the post office established at Boise City. Landes (1969) shows that no post office was ever opened at either the Hudson Bay Company's Fort Boise or the new Army post adjacent to Boise City.

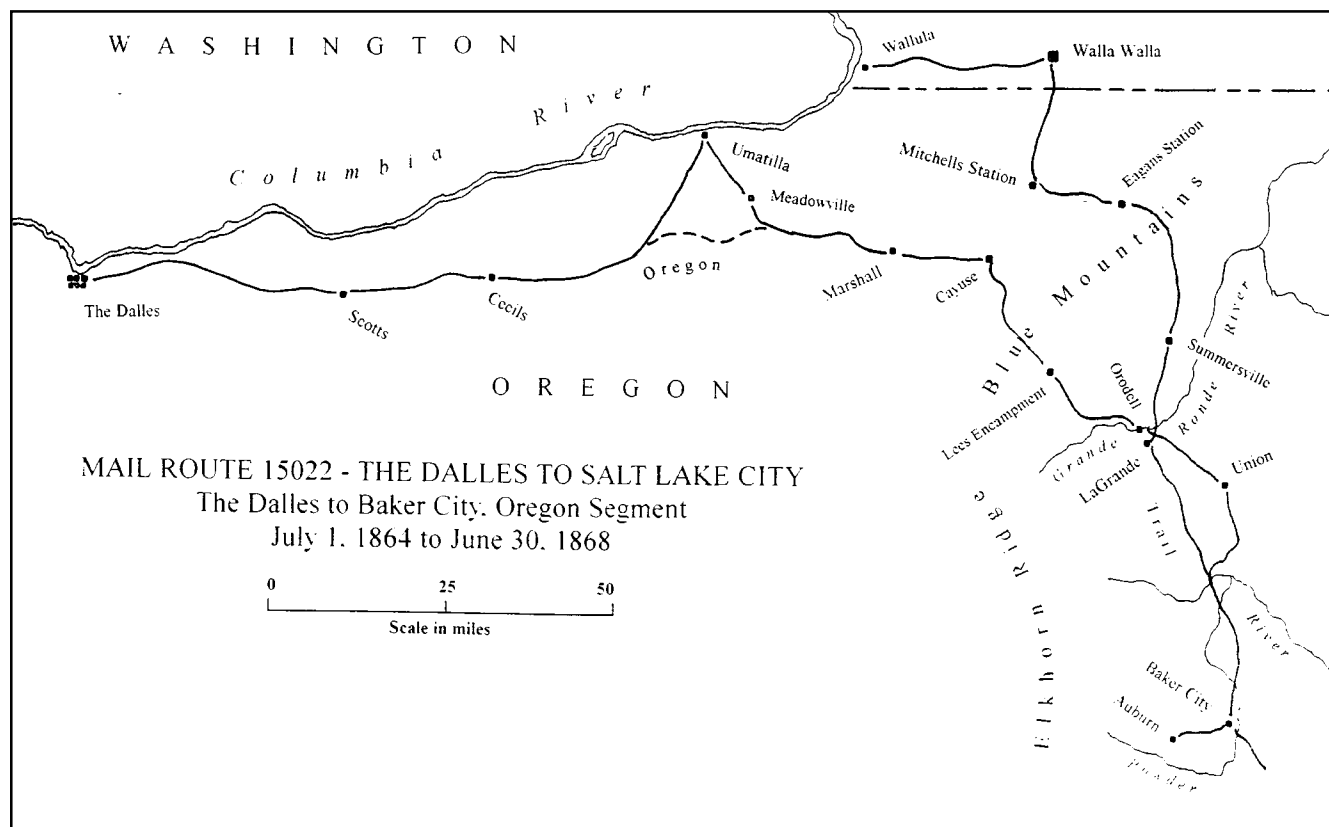
The omission of Franklin, Richmond, Smithfield, Hyde Park, and Hyrum ordered on January 5, 1865 offered Holladay the alternative to cross from the mouth of Goose Creek to the Salt Lake Cutoff, but it is likely his coaches still went via Fort Hall. With the order of July 22, 1865 adding Fort Hall to the route, even though a post office would not be officially established there until December 1866, and the establishment of a post office at Malad City on July 24th, the route was shifted west from the Bear to the Malad River and south to the Salt Lake Cutoff twenty miles north of Brigham City.

The addition of the eight post offices between Brigham City and Salt Lake City involved route adjustments to avoid duplication of service.

The restatement of July 1, 1866 was not as complicated as it might appear at first glance.

The route entered on the register page (Appendix 34C) was from The Dalles by Umatilla, Wallula, Walla Walla, Eagan Station, Summersville, LaGrande, Baker City, Auburn, Express Ranch, Middleton, Boise City, Fort Hall, Malad City, Brigham City, Willard, Ogden City, Kaysville, Farmington, Centreville and Stoker to Salt Lake City with the incidental addition of Mitchells Station, Martinsville, Shepardsville, Montgomery, and Portage and the substitution of Union for LaGrande by the order of May 21, 1867. The restatement's chief impact was in establishing an alternate route along the Oregon Trail from The Dalles by Scotts, Cecils, Umatilla, Meadowville [Stanfield], Marshall, Cayuse, Lees Encampment, to Orodell and over to Union.

The marginal note of February 8, 1868, however, suggests, subject to interpretation, that the mails already were



being routed through Union and LaGrande supplied by a spur route from Union as early as September 1, 1865 so that the official inauguration of service to Union may only have recognized a status quo.

The reason why LaGrande was included on Route 15022 instead of Union was the POD's premise the route would follow the Oregon Trail. While the POD may or may not have been aware that a fair number of trail trekkers took the longer but less difficult route via Walla Walla, it was generally accepted that the Oregon Trail proper crossed the Blue Mountains to LaGrande and continued southerly over a sharp rise now called Ladd's Hill into the Baker valley. Thus, Route 15022 was described in the original contract registers as running from Walla Walla to LaGrande to Auburn.

In fact, the route from Walla Walla was just as convenient to Union as it was to LaGrande and Walla Walla travelers had long favored a trail through Union to the Baker valley as easier than Ladd Hill. Terrall (1987) notes in his postal history of the Grande Ronde Valley that while post offices were established at Union and LaGrande only two weeks apart in May 1863, Union already was far more important as a freight, wagon train, and stage station than LaGrande. It is difficult to understand in view of this why Union was omitted from Route 15022 in favor of LaGrande in the first place.

Although Orodell was only a couple of miles north of LaGrande at the mouth of the Grande Ronde River can-

yon, it was supplied on the Umatilla to Union segment effective October 10, 1867 and LaGrande pre-sumably was supplied by a short spur from it after that.

Scotts and Cecils were stations between The Dalles and Umatilla while Meadowville, Marshall, and Cayuse were early settlements between Umatilla and the foot of the mountains. Lees Encampment was a pioneer campsite on the top of Blue Mountain used by Oregon emigrants from the earliest times and later the site of the Encampment [Meacham] post office (1882-1890).

The marginal note of October 31, 1867 is in error where it describes Marshall, Lees Encampment, Orodell, and Union as between Umatilla and Walla Walla, because terminating this segment at Walla Walla was a geographic impossibility. The scrivener probably took the sequence in the contract register where Walla Walla followed Union as his guide. The order of May 2, 1868 extending the contract to September 30 also was an error subsequently corrected.

Martinsville, Shepherdsville and Montgomery were three short time post offices established on the same day in the Boise River valley, but whose locations have now been lost except, possibly, to local historians.

OPERATIONS

Sources cited in Meschter (1994) indicate that Holladay did not begin operations on Route 15022 until the first of August 1864, but a summary of Holladay's mail contracts the Postmaster General provided to the

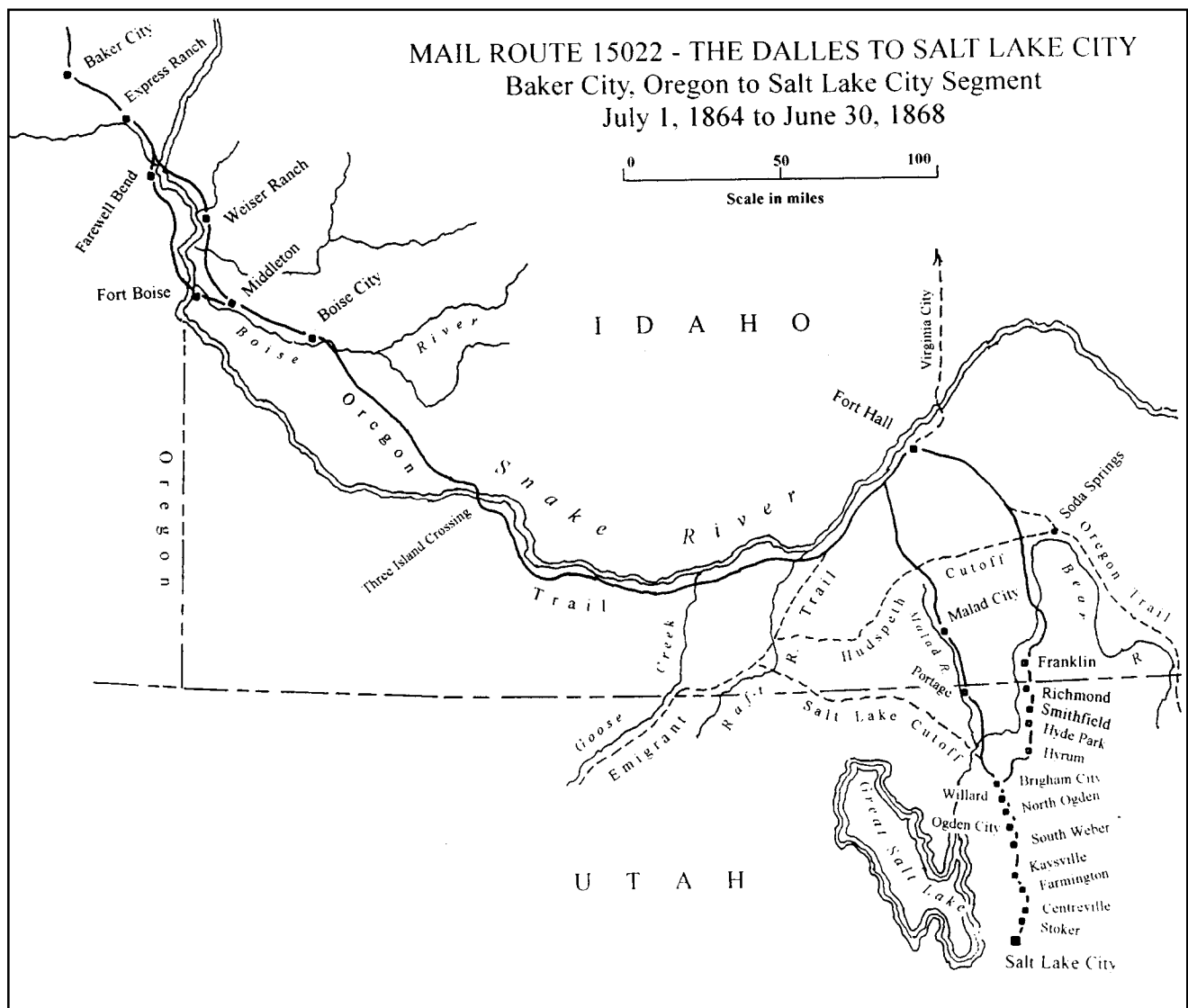
Senate (op. cit., Ser. 1886, p. 1) shows that he was paid in full, \$39,000 pro rata for the three month's service from Walla Walla to Salt Lake City at \$156,000 per annum. The same data indicate that he performed the balance of the service from The Dalles to Salt Lake City regularly.

No information has been developed at this time as to whether and where Holladay may have established mail stations along the route. Traffic over the route from Salt Lake City to the Columbia River, however, probably was heavy enough by this time that there were sufficient settlements and road ranches along the trail to serve his needs to change stock and refresh passengers, if at longer intervals than he might have preferred.

Auburn, at which a post office was established on November 1, 1862, was awkward to serve since it required the mail carrier to make a detour southwest from the Or-

egon Trail at Baker station and back. The marginal notes in March and May 1866 show that Holladay "neglected" to supply Auburn from July 1, 1864 to April 1, 1866, leaving it up to the Auburn postmaster to arrange for local service, presumably at Holladay's expense. Auburn was omitted from the route as of April 1, 1866, included in the restatement of July 1, 1866, and again omitted by order of June 22, 1867.

Holladay's option to route his carriers via Fort Hall was an attractive one when he began service from Fort Hall to Bannack City and Virginia City at about the same time as over the Oregon route. The contract for Route 14621, however, was peculiar in that it described the route "from Fort Hall, Idaho, by Ogden, Cache Valley, Snake River Ferry, and Bannock City, to Virginia City..." (op. cit., Ser. 1886, p. 6). Perhaps the POD really intended for the Virginia City mails to originate in and be delivered to Ogden



City; but citations in official papers uniformly refer to this route as from Fort Hall to Virginia City. In any case, there is little question Holladay supplied the Cache Valley segment by Route 15022 rather than Route 14621 for as long as it lasted.

The first contract mail service from Salt Lake City to Bannack City was over Route 14618 from January 1st to June 30, 1864 (*Deseret News*, November 25, 1863). After some uncertainty Leonard Smith completed this contract and was paid \$6,000 (Meschter, 1989, p. 35).

Prior to this the Post Office Department awarded a four-year contract (Route 14610) from July 1, 1862 to June 30, 1866 for semiweekly service from Salt Lake City to Brigham City via seven intermediate points to Moulton and King (*News*, January 8 and June 18, 1862); but when Route 14618 was awarded to Smith, the POD canceled their contract and added the same places, plus South Weber, to Smith's contract (*News*, November 25, 1863), although only for six months.

The award of Route 15022 from Walla Walla to Salt Lake City to Ben Holladay upon the termination of Smith's contract gave the POD the opportunity to extend contract mail service to newly established post offices at Franklin, Richmond, Smithfield, Hyde Park, and Hyrum in the Cache Valley, from as early as July 1st, and to order addition of the Salt Lake City to Brigham City route on October 19th with increase in frequency to triweekly.

The consequence of these arrangements was to make Fort Hall an important road junction in Holladay's operations where it was possible for him to combine the Oregon and Virginia City mails in a single coach for the

run between Fort Hall and Salt Lake City at a considerable economy of stock and equipment if, as seems to have been the case, the contract for Route 14621 intended Virginia City mails to be delivered to Ogden City.

The omission of the five Cache Valley post offices from the route ordered on January 5, 1865 allowed Holladay to shift the route west to the more direct Malad River route from Fort Hall via a new post office at Malad City to the Salt Lake Cutoff twenty miles north of Brigham City.

Finally, as noted above, effective October 1, 1866, the POD ordered three additional trips a week to six-day a week or, in effect, daily service with an increase in pay to a total of \$316,000 per annum.

Holladay continued to operate both Oregon Route 15022 and Virginia City Route 14621 until November 13, 1866 when he conveyed his contracts and other assets to Wells Fargo as described in Part Xd.

THE WELLS FARGO CONSOLIDATION

Wells Fargo's previous operation of an express line from Portland to the Boise mines allowed it to absorb Holladay's operations on both the Oregon and Montana routes without difficulty.

The result of the consolidation of Holladay's and other interests was to give Wells Fargo total control of the Overland California mails; virtually exclusive entry to the gold fields of Montana (Jackson, 1979); and last, and least, an overland link to the Pacific Northwest. For barely two years Wells Fargo realized its long-sought goal to monopolize the western mail and stage industry.

ADDITIONAL REFERENCES

Articles

Meschter, Daniel Y. *The Early Expresses of the Boise Basin*. La Posta, Vol. 25, No. 4, August-September 1994, pp. 13-23.

Terrall, Vance, M.D. *Old Union and the Grande Ronde Valley*. La Posta, Vol. 17, No. 6, January 1987, pp. 21-27.

Whittlesey, Charles A. and Helbock, Richard W. *The Postal History of Umatilla County, Oregon*. La Posta, Vol. 10, No. 3, June 1979, pp. 2-19.

Books

Meschter, Daniel Y. *The Postal History of Montana through June 30, 1870*. La Post Monograph Vol. 4, La Posta Publications, Lake Oswego, OR, 1989.

Government Documents

Letter from the Postmaster General . . . (inre contracts with Ben Holladay), June 12, 1880, Senate Ex. Doc. No. 211, Serial 1886.

Newspapers

Washington Stateman, Walla Walla, Washington

APPENDIX 33- ROUTES 12707, 12716, and 15014

A. Route 12707 (1854; House Ex. Doc.No. 86, Serial 789)

From Dalles, Oregon, to Salt Lake, Utah, 800 miles, and back, once in two months. Bids for monthly trips invited.

Bidders' names	Sum per annum	
Moses L. Forrest	\$ 6,000	
O. Humason	7,000	
	14,000	once a month.
John W. Floyd	7,000	
Luke J. Tonence [Torrence], W. Collins, & W. S. Tonence [Torrence].	6,000	
	12,000	once a month.
Nathaniel H. Gates	6,900	
	12,000	once a month.
James B. Leach	9,000	
	17,000	once a month.
J.S. McIteeny & J.C. Avery	12,000	
E.S. Alvord	14,000	
	24,000	once a month.
J.W. Jones & J. Makin	5995	
	11,400	once a month.
R.R. Thompson	7,900	
	24,500	once a month.
B.B. Rogers	5,900	
	11,800	once a month.
Kincaid, Livingston, Jones, & Kerr	14,000	covered wagon.
	22,000	covered wagon, once a month.
M.W. Mitchell & H. Powell	19,200	no guaranty
	31,200	
<i>(After time bids.)</i>		
H. Kimball	\$ 7,000	four-horse coaches.
	11,500	four horse coaches once a month. Received April 10, 1854.
Nathaniel H. Gates	6,500	
	11,300	once a month. Received April 10, 1854.
John Taylor	7,200	pack mules.
	14,000	pack mules, once a month; schedule proposed. Received April 10, 1854.
Gabriel Backroth	5,800	Received April 10, 1854.

(Not let, suspended.)

B. Route 12716 (1859; House Ex. Doc. No. 86, Serial 1057)

From Salt Lake city, Utah, to Wascopum, (the Dalles), 750 miles, and back, twice a month, in covered wagons or post coaches.

Philip O. Reilly, A.J. Thayer, and A.R. McConnell	\$ 150,000	***, or post coach, or covered wagon
McQueen, Mulholland & Locke	125,000	spring or post coach
Morford, Myers & Matthews	124,000	post coach
George L. Currey & A.F. Hedges	115,000	coach or covered wagon
James Foster	85,000	four-mule post coach
Orland Humason	84,000	covered wagon or post coach
John M. Forrest & John Monroe	75,000	covered wagon or post coach
Horace B. Smith	74,500	
Josiah L. Parish	68,990	covered wagon or post coach
Bradford & May	64,000	covered wagon or post coach
E.S. Alvard	63,000	in covered spring wagon or coach with guard
Wm. Logan	59,800	covered wagon or coach
Ben McCullough	58,000	in covered coaches (two when needed).
B.F. Ficklin	49,000	covered coach (three when needed).
John Green	100,000	covered mail wagon.

C. Route 15014 (1862, Contract Register 253, pp. 32)

From The Dalles (by the Walla Walla road)	Washington	Oregon
to Salt Lake City (in Utah Territory)	Salt Lake	Utah
750 miles and back, once a month		

Leave The Dalles on the first of each month
 Arrive at Salt Lake City in fifteen days
 Leave Salt Lake City on the first of each month
 Arrive at The Dalles in fifteen days.

California Stage Co.	\$ 30,000	
R.H. Lansdale	25,000	
"	22,000	Com. at Wailepta
McConnell & Gird	16,000	horse, if not over 300 lbs.
"	60,000	4 h.c.

After time

John Green	\$60,000	Rec. April 3/62
W.D. Bigelow	18,000	Rec. April 3/62

Suspend

APPENDIX 34 - ROUTE 15022

OREGON

A. Route 15022 (Contract Register 253, pp. 54-55, July 1, 1864 to September 30, 1864)

Post Office Department, Washington City, October 25, 1863. Proposals will be received at the Contract Office of this Department until 3 p.m. of March 3, 1864 (to be decided by the 10th) for carrying the mails of the Unites States . . . from July 1, 1864 to June 30, 1866

From	Walla Walla	Walla Walla	Or
	*Eagan Station		
by	§Grand Rond	Polk	“
	*LaGrande	Baker	“
	Auburn		“
and	Fort Boise		“
	*Boise City		
	*Franklin	Cache	Utah
	*Hyde Park	“	“
	*Richmond	“	“
	*Smithfield	“	“
	*Hyrum	“	“
to	Salt Lake City	Salt Lake	Utah

700 miles and back once a week

Leave Walla Walla Monday at 10 a.m.
 Arrive at Salt Lake city 14th day by 6 p.m.
 Leave Salt Lake City Monday at 10 a.m.
 Arrive at Walla Walla 14th day by 6 p.m.

Bids to run three times and six times a week with proposed schedule will be considered.

Note: Bids for four years service on the above route invited; that is from July 1, 1864 to June 30, 1868

1864, Feby 7 Authorize the postmaster at Soda Springs, Idaho Ter. to ascertain and report the lowest price for which a suitable person will perform service once a week from Soda Springs to Bannack, Idaho Ter., 200 miles, until 1 July 1864.

Bids under advertisement of Oct. 15th 1863.

George F. Thomas	\$ 370,000	3 t.a.w. from July 1, 1864 to June 30, 1868, Schedl time 14 days.
	250,000	
Ben Holladay	156,000	3 t.a.w., 8 mos in the year on a schedule
	30,000	of 10 days and 4 mos in the year on a
186,000		schedule of 14 days, from 1st July
		1864 to 30th June 1868.

Accepted March 10, 1864 (Acceptance in Letter Book)

After time

W.D. Bigelow	\$ 92,125	Recd March 5, 1864
Clark W. Durkee	400,000	Informal, Recd March 5, 1864, 4 h.c.

MARGINAL NOTES

1864, June 18 Extend service on this route by commencing at The Dalles, Oregon increasing distance 175 miles and allow contractor thirty thousand dollars additional per annum, being less than pro rata provided he perform the service between The Dalles and Walla Walla on a schedule of 48 hours agreeable to proposition to take effect Oct. 1st 1864.

Re-stated on page 62

B. Route 15022 restated (Contract Register Vol. 253, pp. 62 - 64, October 1, 1864 to June 30, 1866, extended to 1868)

15022. For original route as advertised, with orders &c, see page 54

From	The Dalles	Wascopum	Or
by	Umatilla, Est. May 28/63	Umatilla	Or
	Wallula	Walla Walla	Wash
	Walla Walla		Wash
	*Eagan Station, Est. Nov 21/65	Umatilla	Or
	*Summersville, Est. May 30/65	Union	Or
	LaGrande	Baker	Or
	*Baker City		
	§Express Ranch, Est. Apr 21/65	"	"
	§Auburn	"	"
	§Baker City, Est. Mar 27/66	"	"
	*Express Ranch		
	§Fort Boise, Est. Jun 18/64 *N[o] O[ffice]		Ida
	*Weiser Ranch, Est. May 23/66	Ada	Ida
	*Middleton, Est. Feby 15/66	Ada	Ida
	Boise City, Est. June 18/64	Boise	Ida
	§Franklin, Est. May 18/64, Order	Cache	Utah
	§Hyde Park, Est. May 18/64, order	"	"
	*Fort Hall, order July 22/65		
	§Richmond, Est. May 18/64	Cache	Utah
	*Malad City, Est. July 24/65		Ida
	§Smithfield, Est. May 18/64	"	Utah
and	§Hyrum, Est. May 18/64	"	"
	Brigham City	Weber	"
	§North Ogden	"	"
	Willard	"	"
	Ogden City	"	"
	South Weber	Davis	"
	Kaysville	"	"
	Farmington	"	"
	Centreville	"	"
	Stoker	"	"
to	Salt Lake City	Salt Lake	Utah

875 miles and back ~~once~~ three times a week

Leave The Dalles Monday, Wednesday & Friday
at 10 am
Arrive at Walla Walla Wed. Fri. & Sunday by 10 am
Leave Walla Walla Mond. Wed. & Friday at 10 am
Arrive at The Dalles Wed. Fri. & Sunday by 10 am

Leave Walla Walla Mon. Wed. & Friday at 10 am
Arrive at Salt Lake City 14th day by 6 pm
Leave Salt Lake City Monday, Wed. & Friday at 10 am
Arrive Walla Walla 14th day by 6 pm

Contractor. Ben Holladay, New York, \$186,000

MARGINAL NOTES

By steamer between The Dalles and Wallula, coaches east of Wallula

Service between The Dalles and Walla Walla commenced Oct. 2/64 - See Walla Walla letter.

- 1864, Oct. 19 Embrace Stoker, Centreville, Farmington, Kaysville, South Weber, Ogden City, Willard, North Ogden and Brigham City between Hyrum and Salt Lake City without change of pay they being situated directly on the route.
- 1864, Dec. 13 Recognize service of Ben Holladay of New York in conveying the mails on that part of this route from Walla Walla to Salt Lake City between July 1 and Sept. 30, 1864 at \$156,000 per annum (the amount of his bid for that service) and refer to the Auditor to adjust and pay, subject to fines and deductions.
- 1865, January 5 Omit supply of Franklin, Hyde Park, Richmond, Smithfield, Hyrum, North Ogden, Willard, South Weber and Stoker, they not being directly on the route.
- 1865, February 2 Contracts for service on this route having been erroneously drawn for two years instead of four, send out new contracts to expire June 30, 1868.
- 1865, May 9 Embrace Stoker between Salt Lake City and Centreville, South Weber between Kaysville and Ogden City, Willard between Ogden City and Brigham City without change of pay from Jan'y 16, 1865.
- 1865, July 22 Embrace Fort Hall between Brigham City and Boise City and order contractor to supply it without change of pay.
- 1866, March 1 Recognize service of John Vinton and others in conveying mails from Baker Station to Auburn three times a week from July 1, 1864 to December 31st, 1865 at \$1,585 paid by the postmaster at Auburn, Oregon under orders from the Contract office and refer to Auditor to credit him with the same, charging Ben Holladay, Contractor who neglected to supply said office.
- 1866, March 27 Omit supply of Auburn, Or. from April 1, 1866. 1866, May 5 Recognize service of John Vinton in conveying mails from Baker Station to Auburn three times a week from Jan'y 1 to March 31st 1866 at \$375 paid by the postmaster at Auburn under instructions from the Contract office and refer to Auditor to credit him with the same, charging Ben Holladay, Contractor, who neglected to supply said office.

C. Route 15022 restated from Vol. 253, pp. 62-64 (Contract Register Vol. 254, pp. 260 - 63) October 1, 1864 to June 30, 1866, extended to 1868)

From	The Dalles	Wascopum	Or
	*Scotts, Est. Feb. 4, 1867	Wasco	“
	*Cecils, Est. Oct. 3, 1867	Umatilla	“
by	Umatilla, Est. May 28/63	Umatilla	“
	*§Marshall, change name and site to Pendleton, 2 miles W., 8 Oct. 1869.	“	“
	*Lees Encampment		
	*Meadowville, Est. Feb. 2, 1867	“	“
	*Cyuse [Cayuse]		
	*Orodell	Union	“
	*Union	Baker	“
	Walla Walla	Walla Walla	“
	Walla Walla	“	“
	*Mitchell's Station, Est. Feb. 7, 1867	Umatilla	“
	§Eagan Station, Dis. Sept. 23, 1867	Umatilla	“
	Summersville	Union	“
	§LaGrande	Baker	“
	Baker City	“	“
	Auburn	“	“
	Express Ranch	“	“
	*§Farewell Bend, Est. 19 Mar. 1867; Dis. Nov. 9, 1867	“	“
	*Weiser Ranch, Est. May 23/66	Ada	Ida.
	Middleton	Ada	Ida
	*Martinsville, Est. 31 May 1867	“	“
	*§Shepherdsville, Est. 31 May 1867; Dis. Jany. 21/69	“	“
	*§Montgomery, Est. 31 May 1867; Dis. 22 Apl. 1868	“	“
	Boise City	Boise	“
	§Fort Hall, Dis. Jan. 17'70		“
	Malad City		“
	*Portage, Est. Dec. 17, 1867	Box Elder	Utah
	Brigham City	Weber	“
	Willard	“	“
	Ogden City	“	“
	§*South Weber, Dis. 20 Apl/68, Reest. 8 June, 1868; N.Chg. to:	Davis	“
	*Riverdale, July 16, 1868		
	Kaysville	“	“
	Farmington	“	“
	Centreville	“	“
and	§*Stoker, Dis. 20 Apl. 1868; Reest. 23 May 1868.		
to	Salt Lake City	Salt Lake	“

875 miles and back, ~~three~~ six times a week

Leave The Dalles ~~Monday, Wednesday & Friday~~ Daily except Sunday at 10 am.

Arrive at Walla, ~~Wednesday, Friday, & Sunday~~ in 48 hours by 10 am

Leave Walla Walla ~~Monday, Wednesday & Friday~~ Daily Except Sunday at 10 am.

Arrive at The Dalles ~~Wednesday, Friday, & Sunday~~ in 48 hours by 10 am.

Leave Walla Walla ~~Monday, Wednesday & Friday~~ Daily except Sunday at 10 am.

Arrive at Salt Lake City fourteenth day by 6 pm

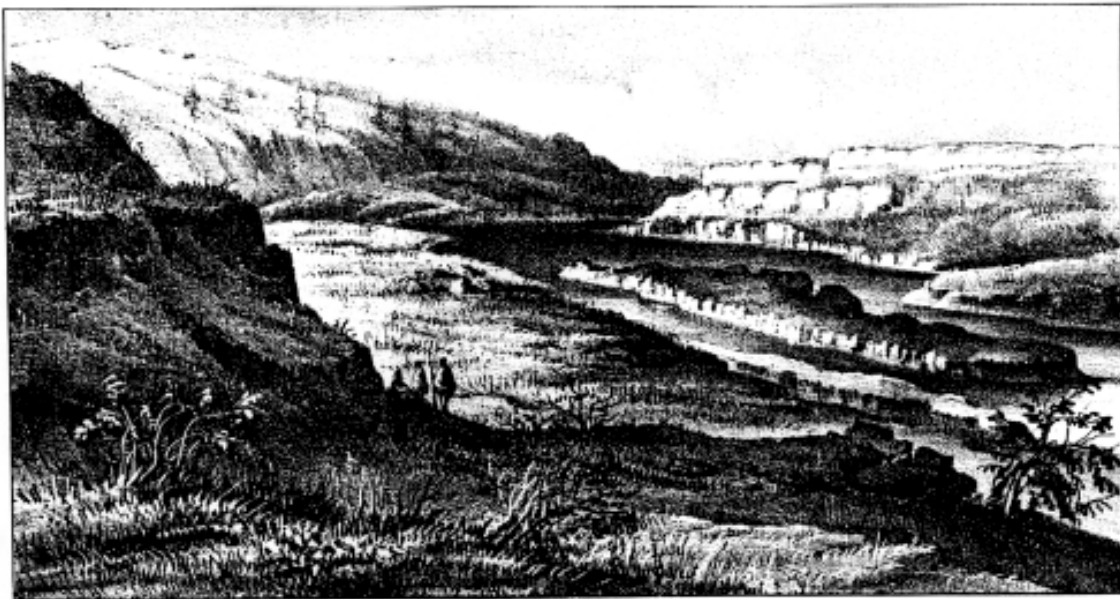
Leave Salt Lake City ~~Monday, Wednesday & Friday~~ Daily except Sunday at 10 am.

Arrive at Walla Walla fourteenth day by 6 pm.

Contract Ben Holladay	\$ 186,000
35 Williams Street	130,000
New York	\$ 316,000

MARGINAL NOTES

- 1866, September 24 Order three additional weekly trips, and allow Contractor one hundred thirty thousand dollars additional per annum – being 70 per cent increase present pay – agreeably to proposition, from October 1, 1866
- 1867, May 21 Omit supply of La Grand and embrace Union, Oregon, in its stead, from June 30, 1867 and recognize the service of William J. Goodwin in supplying the Office at La Grand for quarter ending March 31, 1867, at One hundred and Ninety Dollars, and refer to Auditor to adjust and pay.
- 1867, June 3 Modify order of May 21, 1867 providing for omission of La Grand so as to date it from January 1, 1867, instead of June 30, 1867.
- 1867, June 22 Omit supply of Auburn, Oregon, from June 30, 1867, it not being on route.
- 1867, August 5 Recognizer the service of W.J. Goodwin, of La Grand, Oregon, in supplying the office of La Grand, for quarter ending June 30, 1867 at Two Hundred and Sixty Dollars (\$260) and refer to Auditor to pay.
- 1867 October 31 Embrace supply of Marshall, Lees Encampment, Orodell and Union between Umatilla and Wallula without change of pay from October 10, 1867.
- 1868, February 8 Recognize the service of John Haily of La Grand, Oregon, in conveying the mails on this route between Union and LaGrand 15 miles from September 1st, 1865 to June 30th, 1866 at the rate of Nine hundred and Thirty Six Dollars (\$936) per annum, under instruction from Contract Office and refer to the Auditor to adjust and pay charging contractor.
- 1868, May 2 Send out new contracts in name of Wells, Fargo & Co., New York, on same terms from July 1st. 1868 to September 30, 1868. Contractor Wells, Fargo & Co., New York, at \$316,000 per annum from July 1st. 1868 to Sept. 30, 1868.
- 1868, Oct. 22 Order of May 2, 1868 having been unnecessarily reported to the Auditor, withdraw the same from Journal.



VIEW OF THE FALLS ON THE COLUMBIA RIVER.

APPENDIX 35- The Holladay Contract, 1864 - 1868 †

No. 15022
annum.

[\$186,000 per

This article of contract, made the 2d day of February, in the year one thousand eight hundred and sixty-five, between the United States (acting in this behalf by their Postmaster-General) and Ben Holladay, and D.N. Barney and A.H. Barney, as his sureties:

Witnesseth, that whereas Ben Holladay has been accepted, according to law, as contractor for transporting the mail on route No. 15022, from The Dalles, Oreg., by Umatilla, Wallula, W.T.; Walla-Walla, La Grande, Oreg.; Auburn, Boise City, Idaho; Brigham City, Utah; Ogden City, Kaysville, Farmington, and Centreville, to Salt Lake City and back, three times a week, at one hundred and eight-six thousand dollars per year, for and during the term commencing the first day of October, in the year one thousand eight hundred and sixty-four, and ending with the thirtieth day of June, 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 bearskin 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 further 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 one hundred and eight-six 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 contractor 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, of 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 intrusting 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, assistance 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.

[above same as noted]

W. DENNISON,
Postmaster-General

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

BEN HOLLADAY,	April 13, 1865
D.N. BARNEY,	April 13, 1865
A.H. Barney,	April 13, 1865

And by the other parties hereto in the presence of—Geo. K. Otis.

I hereby certify that I am well acquainted with D.N. Barney and A.H. Barney, and that they are good and sufficient sureties for the amount in the foregoing contract.

JAMES KELLY
Postmaster at New York.

The schedule of departures and arrivals

Same as in Appendix 34B.

† Letter from the Postmaster General, June 12, 1880, Ex. Doc. No. 211, pp. 4-6, Serial 1886.

Address Correction Service Fees Paid by U.S. Postage Dues

By Richard D. Martorelli

Postage due stamps and covers have always been the “plain vanilla” of US philately. The colors have been dull, the designs have been plain numbers, and the envelopes are roughly used, with mute, pen or no cancel at all. In this overlooked area, the thrill of the hunt and the discovery of something new allow a collector to have fun and find “gems” at a modest expense. Dealers often see so much material that it is hard to make a market in it all. Ratty or dull items get put in a \$.50/\$1.00 box. Among these boxes can be found a number of interesting items in the postage due field.

Among other things, the collector will find a number of different forms used to convey change of address information and return other than 1st class mail matter. The first item, shown in **Figure 1**, is a green “Official Business” postal card, with no stamps and a common flag cancel from 1902. This card, Form 1540, was sent from New Albany, IN to Lebanon, IN, and advises the addressee that 4th class matter with addressee’s return address is unclaimed, but no rea-

son is given. The card requests 21 cents postage for return or forwarding of the 4th class item, which otherwise will be sent to Dead Letter Office because there is no “request for return if undeliverable” marking. At a weight of 1 pound, 5 ounces (1c per oz.), it sounds as it might be a gift. There are no other markings on the card, so it is not clear if the postage was sent, or if the package ended up in the Dead Letter Office. If so, the package would have eventually been returned to the sender by the Dead Letter Office, at no additional fee (*U.S. Domestic Postal Rates, 1872-1993* by Beecher and Wawrukiewicz, June, 1994, pg.94).

Under the authority of the Act of May 12, 1910, a local post office was allowed to return 2nd class matter to the mailer, and charge a “postage due” fee, based on weight, using 3rd class rates. This was done after 5 weeks and the receipt of two undelivered copies of the material. This service, however, was not originally meant to provide the change of address information. (Beecher, p.96.) Any information about the address change was incidental. **Figure 2** shows Post Office Department Form 3579, dated January 1915, used from

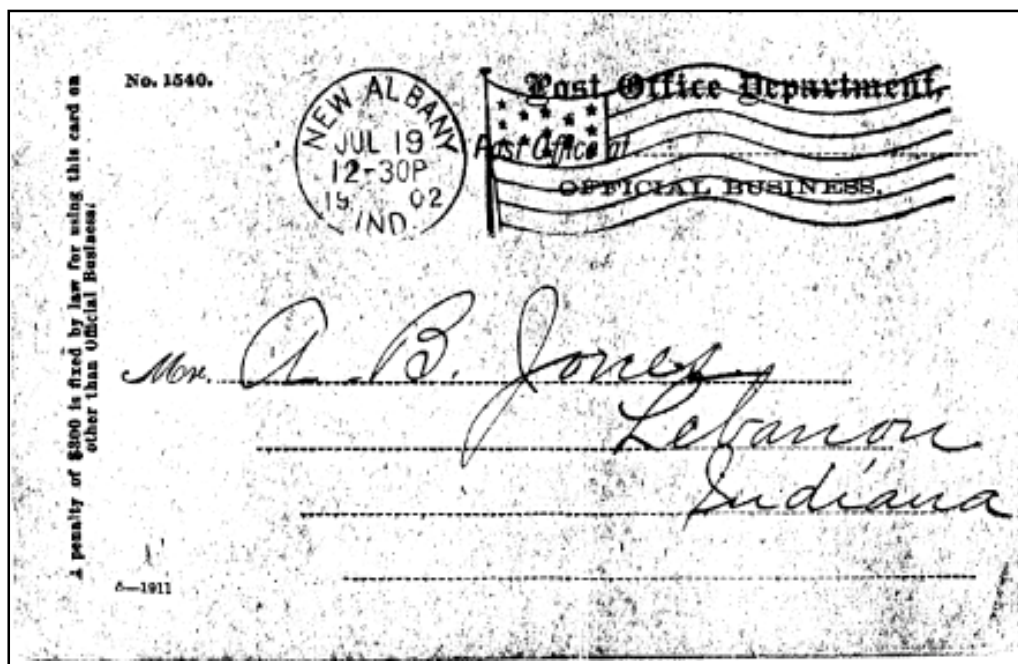


Figure 1

Figure 2

Chicago, IL to Springfield, MA. It is sent to the publisher of an undeliverable second-class mail publication. This type of label was attached to the material being returned. This form continued to evolve and is still used today. **Figure 3** shows a more current example, now amended to cover 2nd, 3rd, 4th or con-

trolled circulation matter, used in c. November 1973, on a returned mail-order catalog. **Figure 4** shows a Postal Service cover envelope used in 1997 to return a Form 3579 to the mailer from a Computerized Forwarding Center in North Carolina. Affixed is an example of the Postal Service's increasing use of tech-

Figure 3

UNITED STATES
POSTAL SERVICE
COMPUTERIZED FORWARDING SYSTEM
U. S. POSTAL SERVICE
4901 BRIGHT EVANS RD., SUITE 106
CHARLOTTE, NC 28217-1407

First-Class Mail
Postage & Fees Paid
USPS
Permit No. G-10

POSTAGE DUE _____ ¢

CONTENTS
1
FORMS 3579

PENCPAJOU 2053 18 09/30/97

PENN CPA JOURNAL
1608 WALNUT ST # 3RDFLR
PHILADELPHIA PA 19103-9998

POSTAGE DUE = \$.50

ZIP Code

Figure 4

nology. The address label is a yellow, adhesive, bar-coded, computer-addressed bill for the postage due, at 50 cents per item in 1997. For us old fashioned collectors, there are still post offices such as Zelienople, PA, (Figure 5) which uses the simple pen.

As a result of increased mail use and, most likely, business demand, the Post Office started an Address Correction Service for 3rd and 4th class mail in 1927, and, in 1932, established a complementary service for 2nd class mail. It was only recently, in 1925, that the Post Office had established a distinction between 3rd and 4th class, based on weight. These Address Correction services were available, for a fee, by using the phrase "Postmaster, if forwarded to a new address/Notify sender on Form 3547/Postage for notice guaranteed" in the return address. (Beecher, p.96.) See

United States Postal Service
ZELIENOPLE, PA 15003

POSTAGE DUE 54 ¢

CONTENTS
1
FORMS 3579

Publication
Pa. CPA Journal
1608 Walnut St, 3rd Floor
Address
Philadelphia Pa 19103
City State ZIP Code

Figure 5

Figure 6 for examples from 3rd class mailings in late 1940's and 1950's. In support of this service, several different official postal cards were created and used. Originally, Form 3547 was used for return of 3rd and 4th class mail, while Form 3578 was used for 2nd class

Speedee
CHECKOUT SYSTEMS, Inc.
256 GARDEN STREET, S. E., GRAND RAPIDS 7, MICHIGAN

NO CANCEL NUMBER O. T. S.

M. LEONARD STEINFEST
71-73 NASSAU STREET
NEW YORK 7, N. Y.
Return Postage Guaranteed

Form 3547 Requested. Send to
Speedee Checkouts, 2137 Eastern
Ave., N.E., Grand Rapids 5, Mich.

Postmaster: IF ADDRESS HAS REMOVED
NOTIFY SENDER ON FORM 3547 POSTAGE
FOR NOTICE GUARANTEED

Mr. H. Tenger
2 Lafayette St.
N.Y.C.

U.S. #1
2112

Figure 6

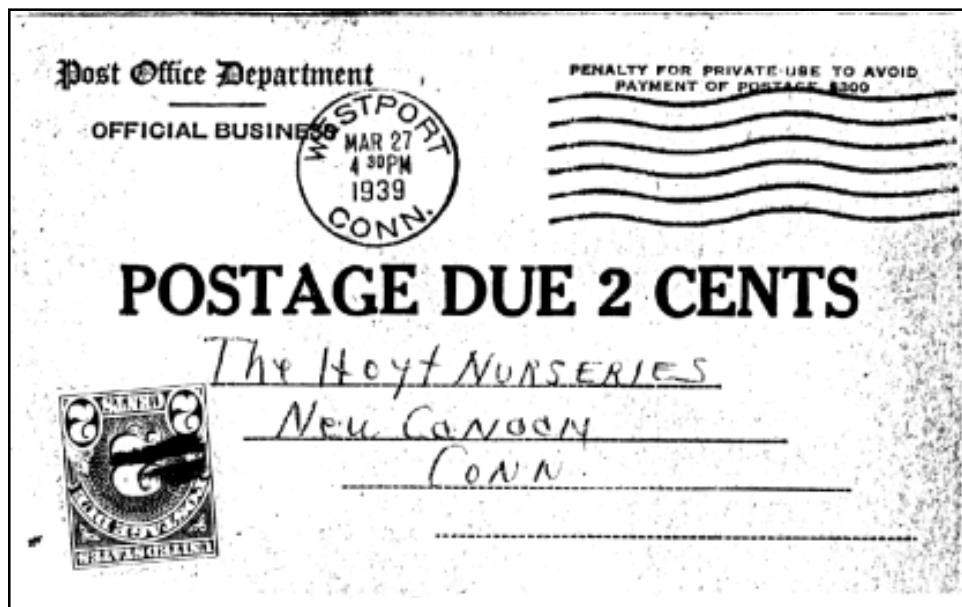


Figure 7

mail. **Figure 7** shows Post Office Department Form 3547, dated March 1939, used from Westport, CT to New Canaan, CT. On the back is the change of address information, which cost the mailer 2 cents. The card also has a note for the forwarding postage cost, in this case 1.5 cents for 1 piece of < 2 oz. third class material.

This form was changed several times over the years of the service. One notable change was in the revision of October 1952. **Figure 8**, dated July 1953, specifically limits the use of the Address Correction Service to mailers of 3rd & 4th class matter in the course of

regular business, and not to be used for mailings sent out primarily for past-due bill collections. This printed proscription was removed when the postal card was reprinted in June 1958. This printing also incorporated the rate change to 5 cents, and also standardized the phrase "Form 3547 Requested" to be used to obtain the address correction service. (**Figure 9**).

In the period January 1962 through January 1968, the Address Correction Service was limited to 2nd class mail only (Beecher, p.96). **Figure 10** shows a penalty envelope used to return a Form 3579, in August 1962, to a newspaper publisher, and has the then-current fee

Figure 8

 This is a black and white image of a "NOTICE TO SENDER" form. At the top, it says "NOTICE TO SENDER". Below this, there is a paragraph: "The information on the reverse side of this form has been furnished in accordance with your request. Please correct your mailing list accordingly." Another paragraph follows: "Matter bearing a pledge to pay forwarding or return postage and that for which the addressee has guaranteed forwarding postage is forwarded or returned, rated with the postage due. Matter not bearing such pledge or covered by a guarantee is treated as prescribed by the Postal Laws and Regulations." A third paragraph states: "It should be clearly understood that the provisions for furnishing Form 3547 apply only to third- and fourth-class matter sent out in the regular course of business for purposes other than obtaining the address of the person to whom the matter is sent. The facility may not be used in connection with mail matter sent out primarily for the purpose of collecting past-due accounts." At the bottom left, it says "Form 3547 (Revised 10-52)". At the bottom right, it says "U. S. GOVERNMENT PRINTING OFFICE".

NOTICE TO MAILER

The information on the reverse side of this form has been furnished in accordance with your request. Please correct your mailing list accordingly.

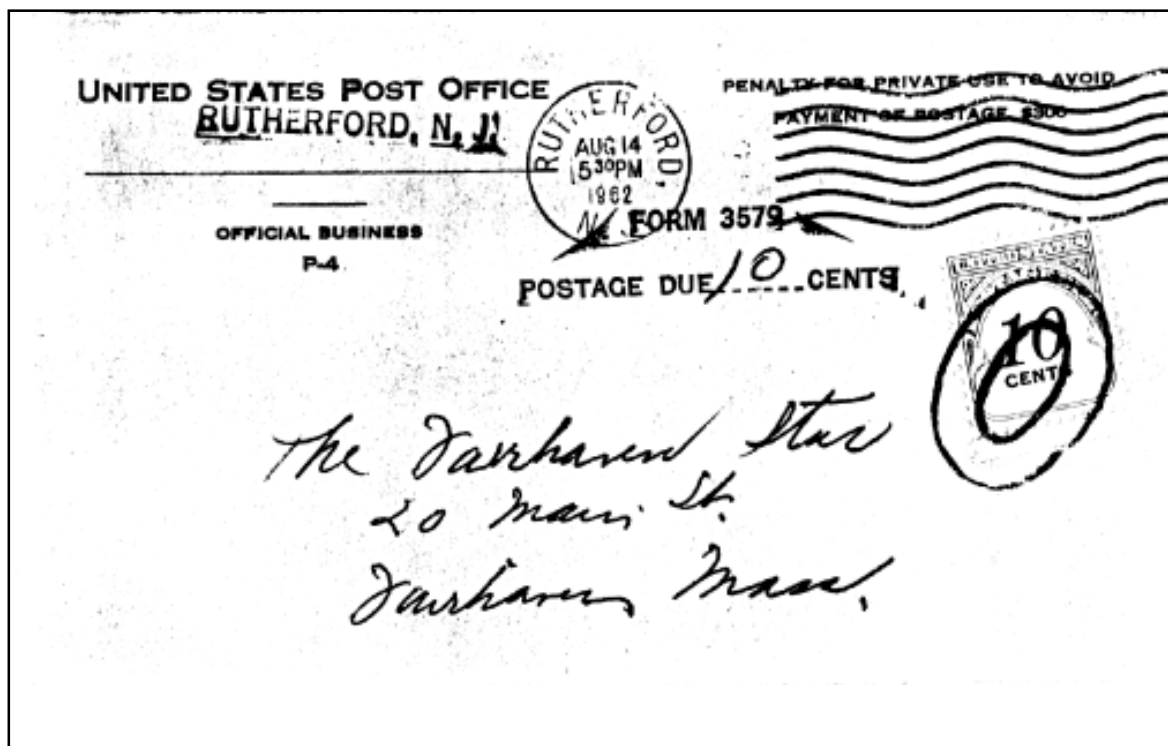
Mail bearing a pledge to pay forwarding or return postage and that for which the addressee has guaranteed forwarding postage is forwarded or returned, rated with the postage due. Printing of the inscription "Form 3547 Requested" on mail matter constitutes a guarantee by the mailer that the fee for notice will be paid if one is sent or return postage will be paid when the mail itself is returned. Mail not bearing such pledge or covered by a guarantee is treated as prescribed by the postal laws and regulations.

POD FORM 3547-S
JUN 1958

☆ U. S. GOVERNMENT PRINTING OFFICE : 1958-O-471852

Figure 9

Figure 10



of \$0.10 collected by a postage due stamp. All 3rd or 4th class mail that was undeliverable and marked "Return Requested" was sent back to mailer with any address corrections written on the mail piece. The fee charged in this time period was the greater of \$0.08 or the single-piece rate for the applicable mail class. **Figure 11** shows a 3rd class envelope from 1967, with postage at \$0.04 for less than or equal to 2 oz. It was returned to the sender because of no forwarding address, and charged \$0.16 due, for two items at the

higher \$0.08 rate. **Figure 12** is a partial package label that shows an interesting combination of rates. As noted in the UL corner, it was a 3rd class small package, and had a 1st class letter enclosed (it sounds like a birthday present). The 1st class postage rate from 1963 through 1967 was \$0.05/oz, and the corresponding 3rd class single piece rate was \$0.04/1st 2oz, \$0.02/oz up to 15 oz. This franking, then, is based on an enclosed 1oz. 1st class letter (\$0.05) and a 4 oz. package (\$0.04/1st 2 oz + \$0.04/ next 2 oz.), for total

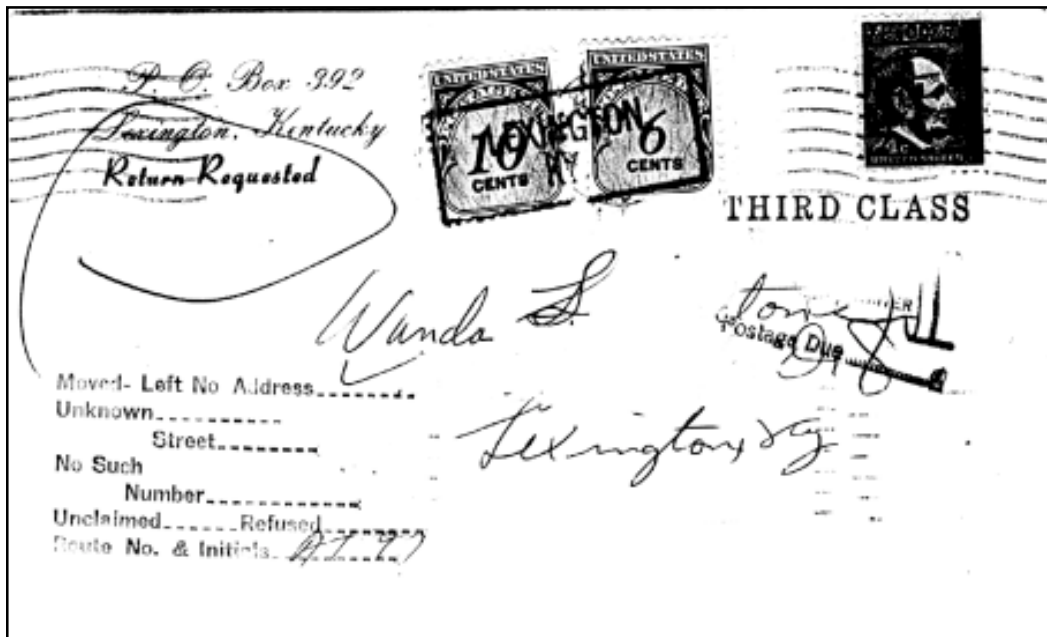


Figure 11

postage of \$0.13. This was properly paid by an \$0.08 Champion of Liberty and a block of 4 \$0.1¼ Liberty issue. Because of an address error, the package was returned, and charged \$0.08, paid by 2 copies of J92. As listed above, the rule was to charge the greater of \$0.08 or the 3rd class rate, here for 4 ounces; in this case, both rates were \$0.08.

As noted above, Form 3578 was to be used for change of address notification to mailers of 2nd class matter. **Figure 13** illustrates a form used this way in April 1944. It was sent from APO 952, Ft. Hase, Oahu, T.H. to Atlanta, GA, advising a newspaper that a serviceman was moving to APO 240, Tarawa, Gilbert Island. This form was originally used for material that was

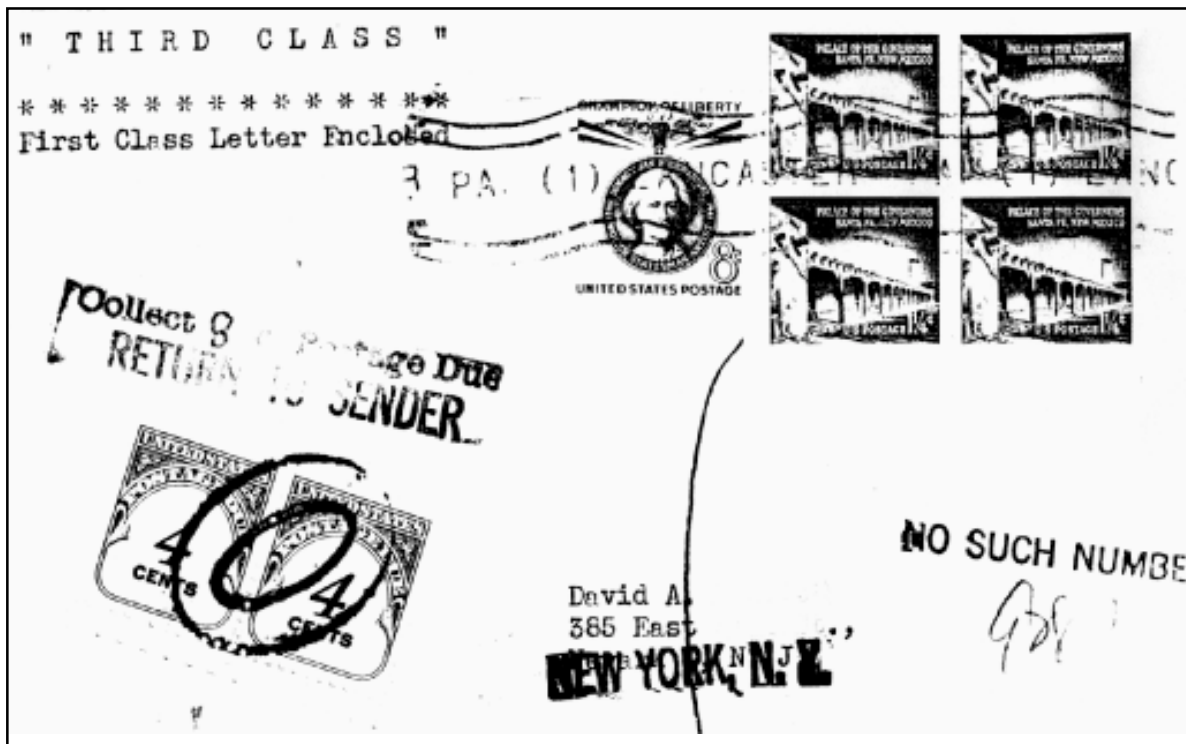


Figure 12

Form 3758-P
Post Office Department
Post Office at **A.P.O. 952**
OFFICIAL BUSINESS

Your publication, addressed as follows, is undeliverable at the address thereon for reason checked below:
(89 U.S.C. 277, Sec. 1026, P.L. 48-106)

POSTMASTER
Ed Joe Kramer

ARMY POSTAL SERVICE
952
APR
29
1944

POSTAGE DUE, 2 CENTS

To the publisher of:
Atlantic News Telegraph
Atlantic
Idaho

Key Number
☐ Removed—Left no address. ☐ No such number.
☐ Not found. ☐ Refused. ☐ Uncollected.
Removed to **A.P.O. 240**

Figure 13

Figures 14-16

POST OFFICE DEPARTMENT
OFFICIAL BUSINESS
PALMS STA. LOS ANGELES, CALIF. 90034

Postage Due 10 Cents

U.S. POSTAL SERVICE
OFFICIAL BUSINESS
GENERAL POST OFFICE
BRONX, NEW YORK 10451

Postage Due 10 Cents

U.S. POSTAL SERVICE
OFFICIAL BUSINESS
WASHINGTON, D.C. 20540

Postage Due 25c

Charles J.
Ed.
Rock Creek, Ch. 44884

undeliverable because the addressee moved out of the original delivery area, and provided the new address to the publisher. As time went on, the Post Office used Form 3578 primarily for the initial period after a customer's relocation. This is illustrated by the serviceman's use in 1944. After 1967, Form 3578 for 2nd class matter was replaced by using Form 3579 for all address changes for 2nd, 3rd & 4th class mail, and using Form 3547 for 1st class mail.

Form 3547 continued to change with the times, including the change from the US Post Office Department to the new US Postal Service, changes in the eagle indicia, and a planning for future rate changes by not preprinting the due rate on the form (see **Figure 14, 15 & 16**). Another change made in the early 1970's was to produce a card that could be used for 1st class mail, as intended, or instead of Form 3579 for other classes of mail if the address portion of those types of mail was not readily detachable. See **Figure 17**.

If the above described changes in the Address Correction Service sound confusing and obscure to us as collectors, think of how many and how confusing the rules are for the postal employees. In 1992, I reviewed returns from promotional mailings by a local opera company. The mail pieces were a single page that was

Figure 17

triple-folded. They were mailed with a printed non-profit organization permit, and the instructions "Do Not Forward /Address Correction Requested/Return Postage Guaranteed". For the two prior years, there were approximately 300 returns each year, for reasons including wrong zip code, address change, temporary absence or death, and no or expired forwarding order. A corrected mailing address was attached to most of the items, usually on a computer-generated yellow adhesive label. This was a great help to the organization in updating their mailing list. Postage due was charged for every piece, but in this sample population of 600, there were less than five Form 3547's or single pieces

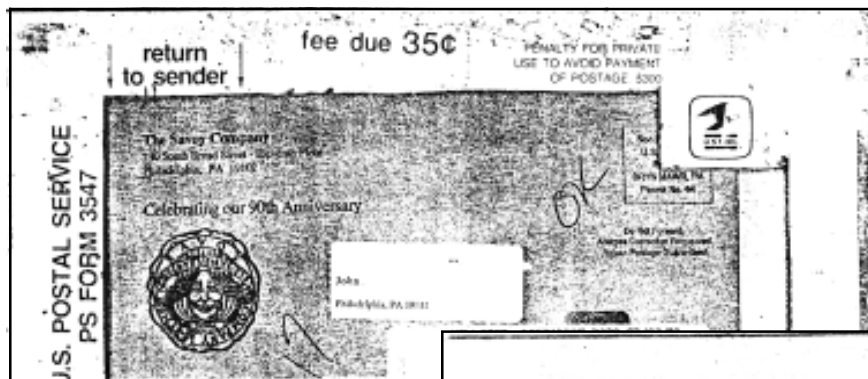
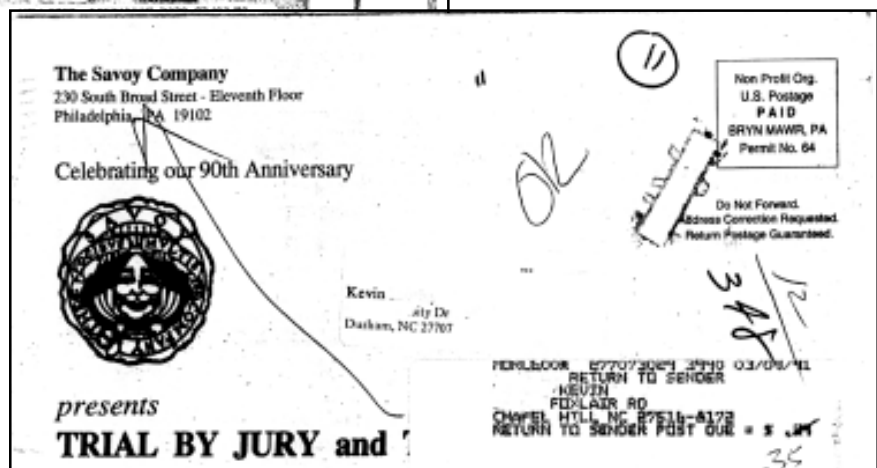


Figure 19

Figure 18



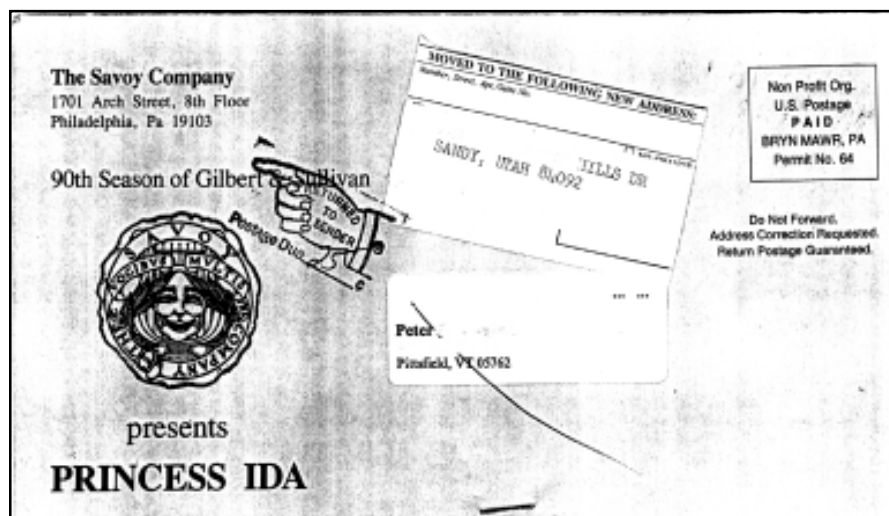
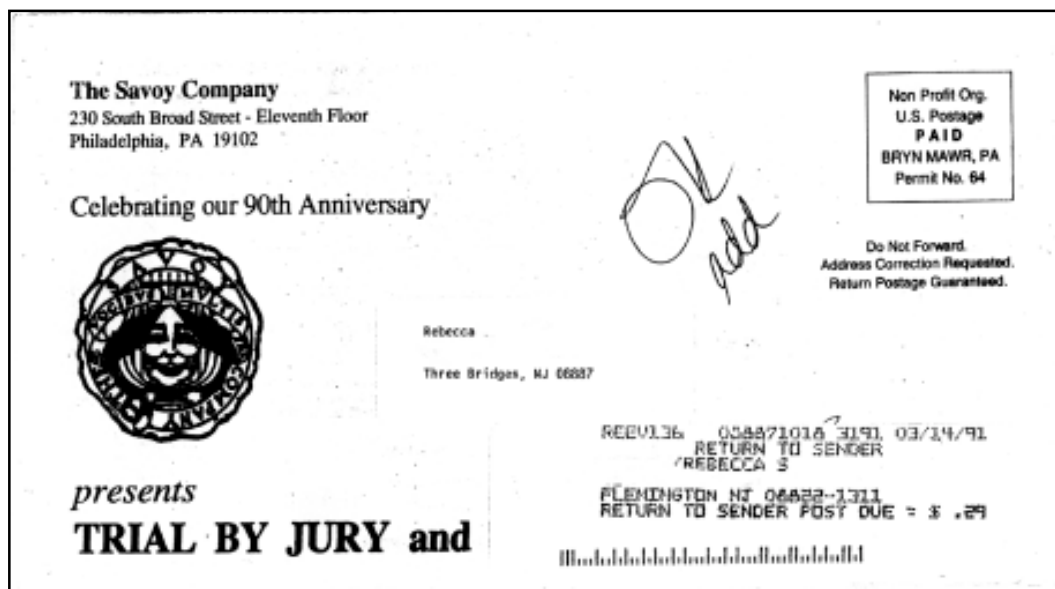


Figure 20

Figure 21



(Figure 18 & 19) charged at the then correct fee of 35 cents. For all of the remaining pieces, coming from the breadth of the United States, the postage due charged was the then current 1st class rate (Figure 20 & 21), accounting for the return to the mailer. No other fee was charged for the address correction service. Based on the difference between the 1st class rate actually charged and the Address Correction Service Fee as published, the mailer received a 17% discount. We

can only hope that this set of facts was not repeated too often, or we might wonder why postage rates keep increasing.

The above is intended only to be a brief review of activities covered under the Address Correction Service. It is more an example of how collecting can be fun and informative, and how the research behind the items really adds value, for the collector, to an otherwise unremarkable set of postal history covers. In the pursuit of the information for this article, I am greatly indebted to *U.S. Domestic Postal Rates, 1872-1993* by Beecher and Wawrukiewicz, June, 1994 and "U.S. postage due and Official postal cards", Richard Graham, *Linn's Stamp News* August 30, 1999.

Philadelphia's Circular Postal Markings, 1765 to 1870

Concluded from Whole No. 174 (Jan. 1999)

by Tom Clarke

The stampless and early stamp cancellations used at Philadelphia were discussed in the previous two installments.¹ The first part gave an analysis of the circular cancels used from 1765 through the early 1840's. The second part of this series described the markings developed in the increasingly complex and expanding post office of the mid-1840's to the late 1850's.

Part Two showed how the new postal rates of 1845 and 1851 vastly multiplied demands on the post office. Processing letters required an increasing amount of time-consuming labor on the part of harried postal clerks. Thus, conveniences such as experimental duplex cancelers and integral-rate cancels made their appearances.

More than single cancelers were needed too, resulting in sub-types of almost-identical cancel designs which were passed out among ever-increasing numbers of mail clerks. To address the problem of manually adding rate figures to letters, experimental duplexed cancelers, then integral-rate markers were designed. Soon entire uniform families of these were provided to reduce the repetitious workload.

The 1860's

Some time ago, the cancels and fancy killers used in the late 1860's and 1870's were pictured and analyzed.² It remains then to tie the earlier and later 19th century types together by discussing the cancelers of the 1860's.

With the advent of the Civil War Era, Philadelphia and many other growing towns and cities continued to face the increasing glut of mail to be processed with creative imagination.

The war brought on daunting needs that would not have otherwise been felt for another decade or more: continued surge in railroad growth, spreading of telegraph lines, a deluge of soldier's mail from the field, and military procurement into the tens of millions. All this, plus a growing population and immigration, meant that postal authorities had major problems to solve.

Pre-War cancelers

For the few years before the war, Philadelphia showed a distinctive and uncommon taste for the unusual. It was not completely unique, however. Postal officials had shown, after all, a flair for eight-sided cancelers once before. They adopted the racy, truncated rectangles of 1834-36 (re-used for sea mail in the late 1840's and early 1850's). Again, they threw conservative convention out the window.

The pair of octagonal cancels employed between 1858 and 1861, the large and small-double octagons, may well have been a last gasp of civic pride and distinction, as Philadelphia had just lost her preeminence as the greatest seaport and wealthiest and largest city to New York. (Baltimore had staged its own abortive coup for the same dominance with dreams in the 1830's and 1840's of wresting control of rail (via the Baltimore and Ohio) and thus seaport supremacy too from Philadelphia.)

Secession and after

One thing stopping Philadelphia postal officials from further canceler exuberance following the octagonal trials: the tragic and deadliest of wars in the West Hemisphere. They returned to their perennial ways by force of this very cruel fate and would forever opt for standard circular devices thereafter.

Not the least of the problems facing the post office was the withdrawal of the Southern States from the economy, which of course included the communications arm. Stamps would have to be demonetized to prevent their use by the secessionists. Along with the new look in postage went a new look in cancellations and killers.³

Following the war, some creativity returned with the first fancy duplexed killers, though nowhere to the same degree as other towns and cities employed them. However, duplexed canceling devices had made their appearance during the war, a further attempt to speed up mail processing and, by war's end, duplexes had become the new accepted standard.

¹ "Philadelphia's Circular Postal Markings, 1765 to 1870," *La Posta*, #173 and 174 (Nov 1998 and Jan 1999).

² "Early Philadelphia Wessons, in Context," *La Posta* #147 (Jul 1994), and "Fancy Cancels of Philadelphia," *La Posta*, #153, 155, 156 and 160 (Jul, Nov 1995, Jan and Sep 1996).

³ "Philadelphia's First [killers] Cancels, 1847-1863," *La Posta* #136 (Sep 1994).

The "1857 Series"

Limbo

There is no 1857 cancel series as there were cancel series to match the new rates of 1845 and 1851. Philadelphia's new octagonal cancels were unrelated to events, but they did bear a year date, the first Philadelphia cancels to do so.

Postmaster personality seems to have little to do with choosing the octagonal styles either. The postmasters of this era were Gideon G. Westcott and Nathaniel B. Brown, appointed in March 1857 and May 1859 respectively. The octagonal's creation do not correspond to the beginnings of either commission, but bridge them both.

The large octagon [Fig 52] was used beginning about June 1858, with a second order of two subtypes beginning their lives 15 months later in roughly October 1859. The reason for the seeming appearance of two additional cancelers of the original type might be volume of mail to be processed, destruction of an existing canceler (#100d, which seems to have been little used after its introduction in March 1859). The small double octagon was in use from September 1860. Random occurrence rules, for none of these dates corresponds with any postal law or any new denomination or series:

The Act of April 3, 1860 continued the 1851 rate of drop letters at one cent, and reduced government carrier fees to one cent from 1845's 2 cents.

The Act of February 27, 1861 required returned letters to be charged full postage for the favor. It adjusted private ship letter rates to or within the US at 5 cents, but only 2 cents plus regular postage if for port of delivery. It specified that the rate for letters sent beyond the Rockies east or west was 10 cents postpaid.

The Act of (month?), 1861 allowed soldiers' letters to be sent postage collect.

The Act of March 3, 1863 required postpaid 1st Class letters effective June 30. It increased drop letters to 2 cents (necessitating forth the Black Jack 2 cent stamp), abolished carrier and way fees, and doubled all postage rates for private ship mail whether foreign or domestic. It also rated at 2 cents each three circulars mailed.

A quick glance at the following chart⁴ will show the lack of correlation between the introduction of Philadelphia's octagonal handstamps (June 1858, October 1859, September 1860) and the various series of stamps issued from 1857. The lone exception is the carrier cancelers introduced after the debut of the Black Jack drop rate stamp in mid-1863.

⁴ Gleaned from *The Chronicle*, Nov. 1997.

1857-68 stamp emissions with U.S. ECU dates

Series	Cat #	Denom	ECU	Comments
1857	19	1	857 00 00	correct yr?
"	25	3	02 28	
1851	6	1	05 14	
1857	26a	3	07 11	
"	20	1	07 25	
"	23	1	07 25	
"	22	1	07 26	
"	32	10	07 27	{ unknown
"	33	10	07 27	{ which type
"	34	10	07 27	{ was on cvr
"	36	12	07 30	
"	26	3	09 14	
Series	Cat #	Denom	ECU	Comments
1857	31	10	857 09 21	
"	24	1 pl. 8	11 17	
"	21	1	11 20	
1851	6b	1	16 10	
1857	24	1 pl. 5	858 01 02	
"	19b	1	04 19	
"	27	5	10 06	
"	35	10	859 05 27	
"	29	5	07 04	
"	28	5	08 23	
"	36b	12	12 03	
"	30A	5	860 05 04	
"	37	24	07 07	
"	38	30	08 08	
"	39	90	09 11	
"	18	1	861 01 25	
"	30	5	05 08	
1861	63	1	08 17	
"	64	3	08 17	
"	65	3	08 19	
"	67	5	08 19	
"	68	10	08 20	
"	69	12	08 20	
"	70	24	08 20	
"	71	30	08 20	
"	62B	10	09 17	
"	72	90	11 27	
1862	75	5	862 01 02	
1863	76	5	863 02 03	
"	78	24	02 20	
"	73	2	07 06	Black Jack

Small double octagon

The small double octagon [Fig 53] first saw the light of day in late 1860. Again, there was no apparent rhyme or reason for its adoption, other than the fact that the large octagons were very dilapidated.

The small octagon had a more complicated life. There were about 8 to 10 different subtypes in use over its 4½ year life. These are different handstamps by virtue of the wide-narrow letter placements, wide or narrow PA abbreviation, etc.



Reduced slightly from full size

Only one variety appears to have been used throughout the entire period, the damaged/flattened variety (*Catalog of Philadelphia Postmarks*, #101d) that shows its extensive use. Another seems to have had an extended life into early 1863 (#101c). All others existed for between one and 11 months only, losing out at the same time as the 1857 stamp issues were demonetized and superceded by the new war time series of stamps of August 1861.

One variety intentionally carried no date, for no discernible reason [Fig 54]. For the small double octagon with a time slug used as a temporary carrier stamp, see the Carrier cancel section below. The yearless variety was used as an out-of-town mail handstamp.

The 1861 Series

Balloon War cancels

The refreshing and good looking 32mm “balloon-sized” cancels [Fig 55] did accompany the new issue of stamps that replaced the compromised 1857 issue. Too many of these old stamps had remained in possession of Southern States now at war with the North and this extreme remedy was deemed necessary.

As with the small octagon cancel, and suggested by the growth trend of large octagons before that, the balloon dial subtypes also can be found from about eight separate devices. Mail volume was continuing its upward trend. Some of these balloons will undergo a remarkable transformation by Spring 1863 when they will form part of a national experiment to tie killers to the dial to save further time and effort.

The earliest known use of this cancel is August 26, simultaneous with the new 1861 stamp issue and famous STAMPS NOT RECOGNIZED marking that demonetized the earlier issue #25s and 26s, etc.

Late 1863 or early 1864 is the rough cutoff for their use as stand-alone CDs, but they are known used as late as November 1865, many months after the adoption of brand new, much smaller post-war styles.

Duplexed balloon CDs

In mid-March 1863, the GPO decided to try the duplex concept in Philadelphia. Shortly, Philadelphia authorities will capitalize on the concept by copying the device [Fig 56]. A famous lawsuit pitting the GPO in Washington and the Philadelphia PO will result over infringement of the government’s patent right.

The initial device’s killer contains 12 lines in a circle. The sharpened blade-lines were intended to knife through the fibers of the stamp, to render it incapable of being washed and reused, a major problem of the day. This writer has never identified a true Government duplex, nor is able to distinguish between the two subtypes. Dutifully though,

both are individually numbered (#104a and 104b) in the *Catalog of Philadelphia Postmarks*.

The government version was reportedly used between March 12 and May 1863. The Philadelphia version was used between April 3 and November 12, 1863.

An 11-line, Philadelphia-version duplex (#104c) was almost immediately placed in use. This was done in April, in all likelihood to counter the legalities surrounding the 12-line style. And it too was removed from service in November 1863.

The 12 and 11-line devices were joined in September by a 10-line version (#104d), which fell into disuse by about April 2, 1864. For a short time also, a 7-line duplex (#104e) was placed in service between late December 1863 and February 1864.

It is easy to show that the duplex balloons were *not* new devices, but only old CDs with a killer attached. Using the *Catalog* numbers previously mentioned and matching dials via the xerox-transparency method,

—the 12-line #104b was originally cancel 103d;

—the 11-line #104c was added to 103d also;⁵

—the 10-line #104d was attached to 103g; and

—the 7-line #104e was a modified 103h dial.

(Oddly, the 7-line duplex can be found again as plain 103h, without the killer attachment, time to time through about February 18, 1864).

Late- and Post-War Cancels

At the end of the decade, a collapse of the usual system of cancel use developed. Over the next nine years, 1864 to 1873, clerks in Philadelphia will use eight distinct types of canceler for standard mail processing. It is easy to become confused when cataloguing these cancels without care and strict attention to exact lettering and position.

Did this conglomeration of types stem from an adverse reflection on the horrors of war? Did the GPO in Washington adopt a new and transitory principle of canceling device distribution? Was someone asleep at the switch with respect to continuity and simplicity in cancel types?

PHILA.^ PA.^

A new small bullseye-killer duplex [Fig 57] was adopted in 1864, again without any accompanying rate or stamp design change. Its first day of use is on or about April 16, 1864, shortly after the demise of the balloon style. It is finely crafted with delicate serifs and, as with previous devices, was supplied in quantity, each a slight subtype difference from the others. They are difficult to categorize by variety because of their small size and the fact that they wore easily, soon leading to blurred strikes. Too soft a metal?

⁵ Which prompts the question: Is the 11-line killer the *same* killer as the 12-line but modified? If so, *which* 12-line, the GPO’s or Philadelphia’s illegal copy? The assumption here is that it is original.

This may also indicate why the year date slug could not be maintained. Either it couldn't be properly aligned or was just a nuisance. It was shed after about a year and the cancelers only bore month and day until it was retired in approximately January 1866, when the next style took its place. For heavy loads, however, or for whatever reason, it continued to be used sporadically through August 1867.

PHILADELPHIA/PA

A second bullseye duplex style [Fig 58] appears to have been chosen to accompany the above bullseye style. Possibly, mail volume required added devices. It began life in March 1865 and had a short 21-month life, exiting in December 1866.

Was it a supplier or postal ordering error that the earlier style was not duplicated for consistency's sake? Its use as a supplement to the above device seems reasonable since these cancels are not as plentiful as the former style. It may well have been a unique specimen.

PHIL'A/PA.

The birth of Philadelphia fancy cancels began with this particular cancel [Fig 59] which, like the preceding style, began life with a year date in the dial field. The tiny digits composing the date are each about a millimeter square, and became ink clogged. Many covers also show that the year slug tended to recede into its chamber and literally be overwhelmed and covered up by the day digits above. Either way, the years many times are illegible.

The fancy killers used with this cancel and all the other late 1860's and 1870's duplex cancels, have been discussed and illustrated in detail elsewhere.⁶ They show a buoyant attitude creeping into the otherwise staid Philadelphia post office. Or, did the administration fail to notice the imaginative corks the growing numbers of clerks were sending forth?

PHILAD'A/PA.

Another interesting style cancel continues the parade of abbreviated use, multi-styled devices used during this hectic time is this plain, small and undistinguished type [Fig 60], used from August 1868 until April 1870. It was conveniently phased out at the same time as the 1869 pictorial stamp series, which had fallen out of favor.

There are at least four subtypes of this cancel whose apostrophes help distinguish them. Unfortunately, the problem of "thick ink" obscures many the dial lettering that hinders easy identification of the subtype.

Happily, the cancel is redeemed by the fact that it comes in blue ink as well as black, and is attended by fancy killers. Unlike other styles of cancel at this time, this one used the odd blue ink quite early, from May 1869 to January 1870.

PHILAD'A_PA.

Two varieties of this cancel were used [Fig 61, 62], and were both glamorized with some interesting fancy killer corks. Their lives were short too, barely 20 months in use, and both were used in blue ink as well as standard black.

The first type has a smaller diameter, a narrow rim gutter with large letters, no period after PA, and was used between January 1869 and April 1870. The second type has a wide rim gutter and smaller lettering and has a period after PA. It succeeded the first from January 1870 through at least 1873 and possibly was used as late as 1875.

The reason why blue ink was used is unknown: perhaps a supply error which pragmatic Philadelphia officials would rather absorb by use than added expenditure for the correct color?

Blue will be used once more and again for unknown reasons in mid-1872. Perhaps it was the remainder of the ink supply initially used in December 1869 and January 1870? It is obvious from the Blue-black cancels used in February and March 1870 that word was given to convert back to basic black.

Common facts about Philadelphia cancels of this period:

—Grilled stamps were not used before February 1868.

—The "first Blues" cancels date from late December 1868 through June 1869 (with black ink blended as time progressed).

—The "second Blues" cancels were struck between May and August 1872.

Bank Note Series

Though the concept of new rates-new stamps-new cancelers had faded from the GPO's thinking by 1870, the following cancelers are sufficiently close in time to the new issues to be considered a "series" for our purposes. These are certainly the most represented cancels found on the decade's Banknote issues, with only a few of them found used on late-use 1869 pictorials.

The previous PHILAD'A/PA. dial [Fig 60] and the much more familiar PHILAD'A_PA. style [Fig 61] were removed from inventory within months of the Banknotes' stamps' introduction. To be sure, some of the grill and pictorial associated handstamps listed above will appear on early Bank Note issues too.

⁶ "1860s-70s Fancy Cancels of Philadelphia, I-IV" *La Posta* #153, 155, 156, 160 (Jul and Nov 1995 plus Jan and Sep 1996).

Unfortunately, these are “no-year” cancels and are exasperating. Why the post office gave up after a decade of attempted year dating is puzzling. Perhaps it is just that, that they had attempted it and recently with the “micro” dates of late were themselves frustrated. As it is, for collectors today approximately two-thirds of these covers cannot be properly dated. Docketing was becoming outdated at this time and sadly, many dealers and collectors have removed the datable contents over the years.

PHILAD’A PA./— (no time)

This cancel [Fig 63] is not the carrier stamp as are its look-alike sister cancels (see below). It intentionally carries no time designation because it was to be used for standard domestic mail devices. Perhaps a single clerk had damaged his original device? This type is not commonly found.

It was used very little compared to all other handstamps of the period and for now is only known from November 1873. This is the same period as the similar dials with time slugs were being used for local mail.

The standard type of the 1870’s for Philadelphia will be based on this short-lived cancel [Fig 64]. There are three main subtypes based on the lettering positions, the latest looking suspiciously like its successor (next in this list), except for the missing hour slug for which it has no room. It carries no time indicator because prior to late 1873, delivery indication (not time really) was mandated for local drop letters only.

These appear to have been inspired by a sister cancel that was used more than a year before for local mail and which naturally bore the time beneath the day as “(hour) D” [Fig 76 below]. This smallish, unpleasant type is generally poorly struck and blurred. Still it carried the information succinctly and will catch the attention of the administration.

The EKU and LKU dates are May 1872 to November 1873. As such, blue cancel are to be found too from the early period of use (pre-August).

PHILADELPHIA/PA. (with time)

This is the issue of the decade; Philadelphia finally had found a design it was satisfied with [Fig 65]. It will stay in use, with a variety of duplexed fancies, from August 1873 until October 1879.

It was copied from the previous variety, but was made slightly larger to allow room for the new time slug in hour increments. The post office decided that a time indication was now desirable for all mail, not local mail alone.

Adding the time may well have been a cost-savings effort, not just to satisfy postal patrons who kept close watch over the arrival of their mail. Consequently, dedicated local/carrier handstamps will be discontinued in 1873 with this cancel’s appearance.

For such a long-lived issue, there are naturally many subtypes. This is not only because of the flood of mail that had

blossomed in the halcyon, boom times of growth –and recession– in the years following the Civil War, but because of the needed replacement handstamps required over those six years.

Philadelphia officials will close out the decade with waning interest in this design and instead will be attracted to the well-known, inventive (and no doubt cost-effective) local entrepreneur down the street from the Main Office, John Goldsborough from whom the succeeding devices will issue.⁷

Carrier/Local Use Cancels

These cancels are separate from the more common domestic mail styles, being marked up by a particular “locals clerk” if not by the carriers themselves. They all show the time in some way that the out-of-town mail (until 1873) did not have to do. Citizens were entitled to know, as were the postal officials, how long it took to get local drop letters delivered across town much less down the street. It is reasonable to understand that covers bearing these cancels are less common than regular domestic canceled mail.

Small Double Octagon Carriers

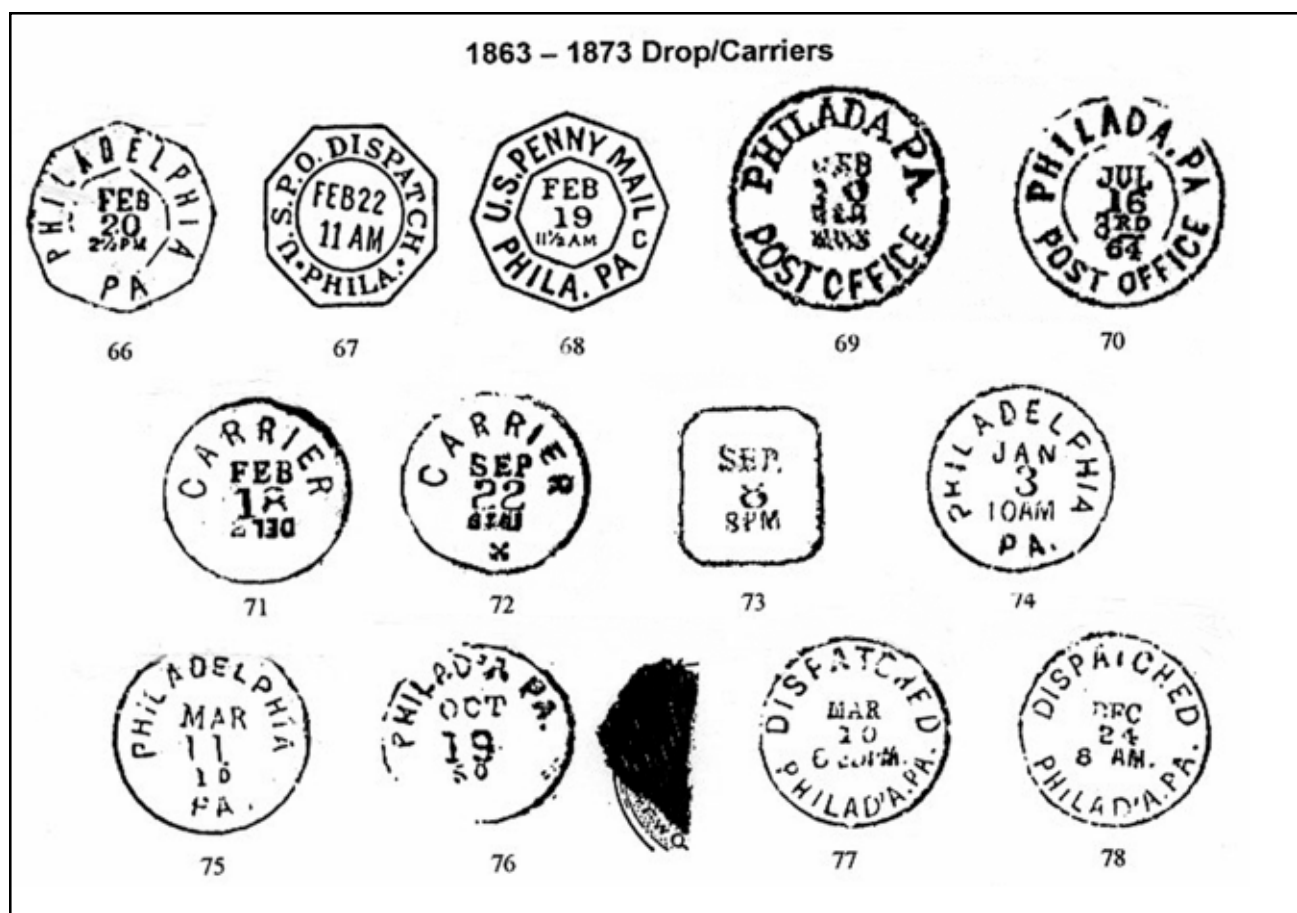
There is very one appealing variety of small double octagon (see above) that did not use the year date slug, but instead a time slug. There are very few of these covers [Fig 66]. Carrier cancels from Philadelphia show time slugs proving that up to six daily deliveries kept the local mailmen delivering drop mail all day. The times indicated the different letter processing batches and presumably the scheduled delivery time shortly thereafter. It is sufficient proof that this cancel variety was employed as a temporary carrier device in February 1862.

Other early 1860’s carrier cancels

Government carrier octagonals were in use during this same period: the U.S.P.O. DISPATCH [Fig 67] cancel from May 1860 to Apr 1862, and the U.S. PENNY MAIL [Fig 68] octagon very neatly succeeding it from Apr 1862 to Aug 1863.

The diagonal code letters found at 4 o’clock on the latter cancel having no known meaning. It is not unreasonable that they indicate the newly designated “stations” that the carrier received the mail from. The first Philadelphian Stations were indeed known by letters A to E with the exception of “U,” which easily could stand for “unknown origin.”

⁷ Goldsborough will be given the contract to manufacture some classic devices for the Philadelphia office. His full and partial page ads for years in the *Postal Guide* and other sources illustrated many examples of his attractive duplexes and auxiliary handstamps. See “Early Philadelphia Wessons, In Context,” *La Posta* #147 (Jul 1994), describing Goldsborough as the prelude to the 1880’s Wesson cancel type.



Reduced slightly from full size

However others expert in this field are adamant that the letters are meaningless, and that these are strictly *carrier* handstamps, and definitely not attributable as *station* covers. The debate continues.

/POST OFFICE

Two types exist of this basic cancel, most of which are found on Black Jack-stamped local mail, but also on out-of-town pickup mail. Some feel that each carrier had his own device for use before walking his beat to deliver his mail. Otherwise, a post office-based carrier clerk did the marking and the carriers picked it up from them and performed the deliveries.

The least common variety [Fig 70] has no inner circle and has thicker lettering. The more common canceler has an inner circle and more legible and smaller letters. The latter [Fig 69] was in use first, from Marc

h 1863 to February 1868, whereas the single circle variety was used for about year a year, from October 1863 through September 1864.

Within both types is room for four lines of information but the last two, the two year digits and the delivery time slug are frequently confused, and sometimes the year is missing.

Apparently, the time element was sufficiently important as a control on behavior that it took definite precedence over the year.

That this would so readily happen seems evidence that the harried carrier canceled his own mail, otherwise the results probably ought to be uniform and precise. We will never know.

CARRIER/—

Two types are known of this basic cancel type also [Fig 71, 72]. Most unfortunately, their dates are virtually unknown. Quick, local notes sent around town do not suggest the need for permanence, and so went undocketed and usually unkept. One of the two varieties has nothing at the bottom of the dial [Fig 71], the other has a small "x" [Fig 72].

The first variety (no "x") so far is known with "P.M." and "Del __th" delivery designations. The second, "x," variety is known with the delivery slug missing, or "Del __th" or with the delivery numeral alone.

Several are also known with an "A" at the bottom, presumably for use from Station A, the designation at the time for the Western portion of the city Street (*not* West Philadelphia), near 18th Street. Perhaps others are to be found using

the other early letter-Station designations B-E (as termed before stations were renamed in 1871).

Of the few known covers, one is suggested as early as June 1867, but this is questionable. Definitely, they are known from May 1868. The latest example is from November 1869.

Several subtypes are known struck in blue ink (generally used in Philadelphia from late December 1868 to June 1869.). But a cancel or two are reported in blue dating to May 1868! As a misreading of 1869, these would better fit the existing evidence. However, might it be that an easily distinguished blue ink began with the Drop Clerk and was adopted six months later in error or by design by other clerks?

Square Duplex

While not a circular cancel as the article title suggests, this unique truncated-square duplex cancel [Fig 73] definitely belongs to the family of Philadelphia domestic mail markers. It has been written up previously⁸ and is striking to see, especially well struck, which is a rare thing to find.

They were in use from May 1870 to March 1872, and were teamed with similarly shaped backstamps of the same period. The EKU and LKU of both are May 1870 and June 1872.

PHILADELPHIA/PA. (with time)

This is *the essential* “parent” cancel type for the 1870’s for both carrier handstamps and regular domestic cancelers [Fig 74]. It was discovered by accident while listing the common, six-year-lived domestic handstamp fancy killers; it was quite a surprise.

These bear distinct *AM-PM hour* indicators beneath the day just as the later, standard cancel will have. While they were otherwise identical, this new style had wide-spaced lettering that the later cancel did not.

At this time, the hodge-podge of regular cancel styles did not use any time inscription, and carrier delivery cancels only used the “D” or “del.” designation. As these few odd-cancel covers were extracted from the mass of common AM-PM hour cancels of the 1873-79 period, they immediately commanded attention (after a dozen years of ownership!).

The dates of use were the eight months between April and November 1871, a full two years before the standard domestic canceler with its AM-PM [Fig 65] came into use. This “seed” cancel will be used as the pattern for the two primary out-of-town mail cancels of the 1870’s, Figures 64 and 65. Why then did it fall into disuse for a year before inspiring Figure 64 and another full year before ultimately inspiring the workhorse of the decade, Figure #65?

⁸ “Philadelphia square/carrier duplex, 1870s,” *Pennsylvania Postal Historian* #109 (Jul 1991).

PHILADELPHIA/PA. with delivery

This is the cancel we might have expected the above “seed” cancel to be. It is a carrier cancel with “D” delivery numerals beneath the day figures [Fig 75].

Oddly enough, it was not placed in use until about November 1872, a year after the “seed” had been withdrawn. This cancel would itself fall from favor after a little less than one year of use, in October 1873. But at this point, all dedicated carrier cancels would cease to be used, forever.

PHILAD’A PA./— (with time/delivery)

The end of an era. The main intent for this design was carrier delivery [Fig 76], though one device out of this supply of cancelers has already been listed above [Fig 63] for its exceptional use as a standard canceler.

This carrier-version cancel was used in several varieties between March 1871 and October 1873, when the standard dial, now included a time slug, would supercede all carrier markers. This carrier was also stamped in blue in *March* 1872 (the “second Blues” were normally struck in Philadelphia from May through August).

Thus spelled doom for the traditional, dedicated carrier cancels in Philadelphia. The carriers themselves may well have heaved a sigh of relief at the loss of this onerous task. The drop boxes would merge with ordinary deposit boxes and carriers were reassigned to the pool of regular mail carriers.

This year, 1873, was a terrible depression year for the country. Was the post office required to cut back in this fashion or did it streamline its operation voluntarily?

Railroad Dispatched to NYC

DISPATCHED/PHILAD’A PA.

There are two distinct subtypes [Fig 77, 78] of the DISPATCHED cancel and they have been consciously collected over the years. It had been determined that they were used on mail bound for New York City almost exclusively, though on rare occasions an interior New York State or New England destination cover bears the cancel too.

Simple computer listing by subtype (narrow versus wide spacing of the “...AD’A PA.”) brought to light their obvious order and dates of use as follows. The wide lettering [Fig 78] was not placed into use until approximately November 1869. All the previous examples are of the narrow lettering style [Fig 77].

This simple recognition explains the 1 to 4 relative scarcity of the wide to the narrow. The narrow was used for 15 months, the wide existed for only four months without overlap. This fact also shows that a single clerk handled this train-bound mail.

The EKU and LKU of the original, narrow dial to date are Sep 1, 1868 and Oct 4, 1869. The wide, later dial is known

used between Dec 6, 1869 and March 5, 1870. (It would be very helpful to learn the precise date of transfer of subtypes by learning of covers stamped between October 5 and December 5, 1869.) The narrow style is uncommonly and impressively found in blue ink also, Jan through June 1869.

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Timeline of the 1860s

War issues

Bank Note Series

Fig 52

Fig 53

Fig 54

Fig 55

Fig 56

Fig 57

Fig 58

Fig 59

Fig 60

Fig 61

Fig 62

Qtr.

1 2 3 4

57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75

dated "1861" but used with ship mail in 1866

see duplex 104e. sometimes w/o killer?

NOT 1866 see CD 103h; sometimes w/ killer?

GREEN chaneling from blue

[illegible]

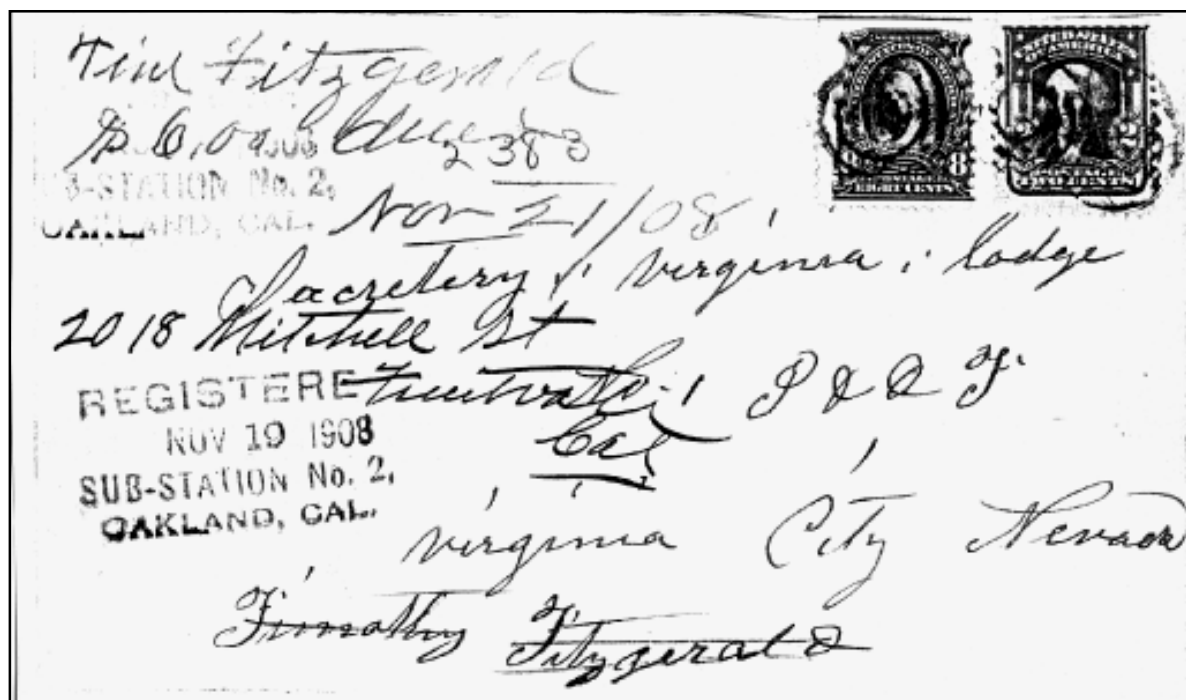


Figure 1 A straight-line registration marking from Sub-Station No. 2 in Oakland, California, used more than six years after the designation “sub-station” was abandoned.

Those Elusive Postal Sub-Stations

PART 3

by Dennis H. Pack

This was to be the last in a three-part study of the evolution of postal sub-stations, but it has been requested by *La Posta*'s publisher that it be split into two sections. This section looks at branch post offices after the sub-station designation ceased to be used. The next and last describes Post Office Department (POD) records the author used as sources of information for this study. Both sections are accompanied by listings of entries from the *Postal Bulletin* having to do with sub-stations.

SUB-STATIONS

The designation “sub-station” was adopted in 1897 to refer to all postal stations which issued money-orders, registered mail, and sold stamps and postal supplies. Other postal stations which also received and dispatched mail were designated “station” and called by local names or letters of the alphabet. This lasted until 1902, when the designation sub-station was eliminated. Sub-stations became numbered stations. All dependent postal units were referred to

as “station”. The difference was in whether or not they received and delivered mail. Those which did were called by names or letters, those which did not were numbered.

BRANCHES AND STATIONS

An additional distinction was made in 1908. Cities, often suburbs of larger cities, with postal stations instead of their own post office complained about a lack of identity because the name of their parent post office was featured in their postmarks. The Postmaster General (PMG) responded to this by designating those postal stations located outside the city limits of the parent post office as “branches”. Those located within the city limits remained “stations.”¹ In 1908, the PMG told Congress, “The names of those branch offices are now entered independently in the list of post offices in the Postal Guide. To further enable these places to retain their individuality the postmarking stamps have been changed by omitting the name of the main post office. Formerly, the post-marking stamp contained the name of the post-office, followed by the name of

the branch or station; as, for instance, 'Boston, Mass., Cambridge Station.' Now, the stamp for that branch office reads: 'Cambridge, Mass.'”²

CONTRACT AND CLASSIFIED

Postal stations were staffed either by employees of the businesses where they were located or by POD personnel. In 1910 the First Assistant PMG referred to the staffing of branches and stations in a new way when he reported to Congress about a change in the method of financial accounting. He wrote, “During the past year a different policy has been adopted for contract stations and contract branches (those not manned by classified employees) . . .”³ This distinguished between stations and branches which were staffed by career post office employees and those which were not. Contract stations and branches were, for the most part, those which had formerly been sub-stations. Classified stations and branches were those operated by PostOffice Department career employees and often located in government buildings. This established the pattern which was used for decades to refer postal stations and branch offices. Table one summarizes the designations as listed in the 1913 *Postal Laws and Regulations*.

* The 1913 Postal Laws and Regulations permit numbered stations to be located outside the city limits of the parent post office which means that they are not branches and do not have to be included in the alphabetical listing of post offices.⁴

CONTRACT POSTAL UNITS

Recently, the U.S. Postal Service (USPS) has referred to contract branches and stations as “contract postal units”, each of which is “a postal unit, usually located in a store or place of business, operated by contractors who sell postage stamps and supplies, transact money order and registry business, and provide selected services to the public. (Also called contract branch, contract stations and community post office.)”⁵

Over the course of the study, sub-stations became numbered stations, which then became numbered contract stations, which are now contract postal units that are sometimes numbered but usually named according to the business or office where they are located.

Table 1

CONTRACT BRANCH OR STATION DESIGNATED BY NUMBER*	LOCATED INSIDE CITY LIMITS OF PARENT PO	OPERATED BY NON- POD PERSONNEL	ISSUES MOs, REGISTERS MAIL & SELLS STAMPS, BUT DOES <i>NOT</i> RECEIVE & DISPATCH MAIL
CONTRACT STATION DESIGNATED BY NUMBER*	LOCATED OUTSIDE CITY LIMITS OF PARENT PO		
CLASSIFIED STATION DESIGNATED BY LETTER OR LOCAL NAME	LOCATED INSIDE CITY LIMITS OF PARENT PO	OPERATED BY CAREER POD PERSONNEL	ISSUES MOs, REGISTERS MAIL & SELLS STAMPS, <i>AND</i> RECEIVES & DISPATCHES MAIL
CLASSIFIED BRANCH DESIGNATED BY LOCAL NAME	LOCATED OUTSIDE CITY LIMITS OF PARENT PO		

*station with letter or local name; branch with number



Figure 2. Postmarks from Chicago sub-stations, which had been redesignated stations in 1898, were modified by the removal of "Sub" from the original cancel.

SUB-STATION POSTMARKS AFTER 1902

An occasional sub-station postal marking was used after sub-stations became stations. **Figure 1** shows a straight-line registration marking from Sub-Station No. 2 in Oakland, California, used more than six years after the designation "sub-station" was abandoned.

Some former sub-stations altered their markings by removing "sub." **Figure 2** shows markings from Chicago sub-stations which had been redesignated stations in 1898. When compared to the original cancel, "Sub" clearly has been removed.



Figure 3

Contract station postmarks usually took the form of the double circular date stamp (DCDS), that sometimes contained reference to its use on registered mail or parcel post (**Figure 3**). Modern contract station DCDS postmarks might include the name of the business housing the station, the station designation and the city where it or the parent post office is located (**Figure 4**). Some modern 4-bar postmarks refer to "contract station" with or without a number, but the author has never seen a duplex postmark or 4-bar postmark dated 1902-1950 for a numbered station. (A few numbered rural station 4-bar postmarks exist.) Photo copies of duplex or 4-bar markings from numbered stations would be appreciated. Send them to Dennis Pack, 1915 Gilmore Ave., Winona, MN 55987.

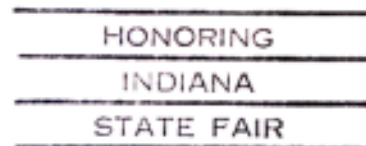


Figure 4

CONCLUSION

City dwellers a hundred years ago were delighted to be able to buy stamps or register a letter in their neighborhood drug store, so they didn't have to travel long distances to the main post office. Today, shoppers often stop at the service counter in their local supermarket to mail a package or buy stamps. For more than 100 years, the public, the Post Office Department and businesses have benefited from postal stations located in businesses or other offices at convenient spots through most large and many smaller cities. For a short period between 1897 and 1902, these were called sub-stations, a designation noted in their postmarks. By and large, sub-stations have been ignored and forgotten. This study attempts to bring them to life again and to provide insights into an interesting period in our nation's postal history.

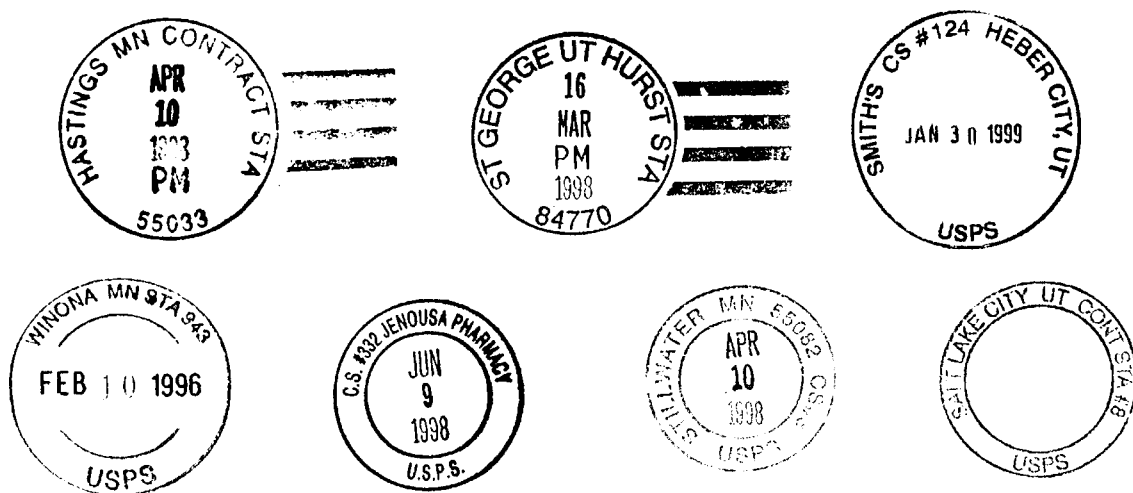


Figure 5. A sampling of modern contract station postmarks.

Again, I wish to acknowledge the contributions of information and postmarks by many people. Special thanks to Aloha P. South of the National Archives and Research Administration, Tom Clarke, Harvey M. Karlen, Kelvin Kindahl, Bob McKain, Jim Mehrer, Leonard Piskiewicz, Art Rupert, and the Pfund Postmark Museum, Bellevue, Ohio. Richard Graham provided a copy of the 1879 Postal Laws and Regulations quoted in the first section. Special thanks are also to Richard W. Helbock for his encouragement to me to continue this research and his willingness to publish it.

ENDNOTES

- 1 PMG Order 1890 in *Postal Bulletin* 8607, May 21, 1908.
- 2 *PMG Report*, 1908, p. 23.
- 3 *PMG Report*, 1910, p. 103.
- 4 *Postal Laws & Regulations 1913*, section 250, pp. 123-124.
- 5 *USPS. Glossary of Postal Terms* (Publication 32), 1991.

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United States Postal Sub-Stations, June 1894-April 1902

[Continued from Volume 30, No. 5 (November 1999), page 48]

State/City/State	Unit	Action	Eff Dt	PB No	PB Date
NY New York	Bedford Park Sta	Estab in lieu of Sub-Sta 032	15-May-99	5854	10-May-99
NY New York	High Bridge Sub-Sta	Chg to High Bridge Sta	01-Jan-98	5406	20-Nov-97
NY New York	Sub-Sta 058	Estab at Siegel Cooper Company's store on 19th St near 5th Ave	05-Sep-96	5026	24-Aug-96
NY New York	Sub-Sta 001	Chg fr Cathering & Cherry Sts to 63 Division St	01-Oct-99	5969	25-Sep-99
NY New York	Sub-Sta 010	Chg to 130th St & Lenox Ave	ND	5160	01-Feb-97
NY New York	Sub-Sta 011	Chg fr 23rd St & 8th Ave to 262 8th Ave	18-Feb-02	6692	14-Feb-02
NY New York	Sub-Sta 014	Chg fr 42nd St & Park Ave to 40 E 42nd St	12-Jun-01	6492	15-Jun-01
NY New York	Sub-Sta 016	Chg fr 9 E 59th St to corner of 59th St & Madison Ave	16-Apr-00	6125	02-Apr-0
NY New York	Sub-Sta 017	Chg to 119th St & 2nd Ave [order revoked below]	15-Oct-97	5362	30-Sep-97
NY New York	Sub-Sta 017	Order revoked - Sub-sta 017 remains at 119th St & 2nd Ave	ND	5404	18-Nov-97
NY New York	Sub-Sta 017	Chg to 3rd Ave & 116th St	01-Jan-98	5430	20-Dec-97
NY New York	Sub-Sta 017	Chg to 3rd Ave & 116th St	29-Jan-98	5464	31-Jan-98
NY New York	Sub-Sta 018	Chg fr 401 Pleasant Ave NW to 399 Pleasant Ave	22-Apr-98	5528	16-Apr-98
NY New York	Sub-Sta 019	Chg to 961 Kingsbridge Rd	ND[08/99]	5942	23-Aug-99
NY New York	Sub-Sta 019	Chg to 961 Kingsbridge Rd, near 183rd St	01-Sep-99	5940	21-Aug-99
NY New York	Sub-Sta 020	Chg fr 4262 3rd Ave to corner of Kings Bridge Rd & Webster Ave	01-Jul-98	5590	29-Jun-98
NY New York	Sub-Sta 021	Chg to 348 E 115th St	ND	5404	18-Nov-97
NY New York	Sub-Sta 021	Disc [order revoked below]	03-Jul-98	5619	03-Aug-98
NY New York	Sub-Sta 021	Revoke disc order	ND[08/98]	5624	09-Aug-98
NY New York	Sub-Sta 021	Chg to 133th St & 1st Ave	ND[08/98]	5624	09-Aug-98
NY New York	Sub-Sta 021	Chg to 2249 1st Ave btwn 115th & 116th Sts	ND[05/99]	5852	08-May-99
NY New York	Sub-Sta 021	Chg fr 2249 1st Ave btwn 115th & 116th Sts to corner 118th St & 2nd Ave	01-May-00	6150	01-May-0
NY New York	Sub-Sta 022	Chg fr Lexington Ave & 76th St to 3rd Ave & 77th St [cancelled below]	01-Jul-00	6193	21-Jun-0
NY New York	Sub-Sta 022	Cancel location chg	ND(06/00)	6201	30-Jun-0
NY New York	Sub-Sta 023	Chg to 180-82 Worth St, corner Mulberry St	01-Jan-98	5432	22-Dec-97
NY New York	Sub-Sta 023	Chg to 173 Worth St	18-Sep-99	5954	07-Sep-99
NY New York	Sub-Sta 025	Estab at 945 1st Ave (52nd St)	01-Dec-94	4495	27-Nov-94
NY New York	Sub-Sta 025	Chg fr 52nd St & 1st Ave to 50th St & 1st Ave	01-Oct-97	5349	15-Sep-97
NY New York	Sub-Sta 026	Estab at 50 E 110th St (Madison Ave)	01-Dec-94	4495	27-Nov-94
NY New York	Sub-Sta 027	Estab at Courtland Ave & 158th St	01-Dec-94	4495	27-Nov-94
NY New York	Sub-Sta 028	Estab at 295 Amsterdam Ave (74th St)	01-Dec-94	4495	27-Nov-94
NY New York	Sub-Sta 029	Estab at 239 Willis Ave (138th St)	01-Dec-94	4495	27-Nov-94
NY New York	Sub-Sta 029	Chg fr 138th St & Willis Ave to 138th St & Brown Pl	01-Mar-01	6397	21-Feb-01
NY New York	Sub-Sta 030	Estab at 320 W 145th St (Bradhurst Ave)	01-Dec-94	4495	27-Nov-94
NY New York	Sub-Sta 030	Chg location from Bradhurst Ave & 145th St to 303 W 145th St	ND	5315	05-Aug-97
NY New York	Sub-Sta 031	Estab at 54 Canal St	01-Feb-95	4528	08-Jan-95
NY New York	Sub-Sta 031	Chg fr 84 Canal St to 25 Eldridge St	01-Mar-98	5480	18-Feb-98
NY New York	Sub-Sta 031	Chg fr 26 Eldridge St to Bower & Canal St	17-Jul-99	5899	03-Jul-99
NY New York	Sub-Sta 032	Estab on Whiteplains Rd, near 7th St	15-Sep-99	5949	31-Aug-99
NY New York	Sub-Sta 032 (Bedford Park)	Estab	01-Feb-95	4543	25-Jan-95
NY New York	Sub-Sta 032 (Bedford Park)	Disc	14-May-99	5854	10-May-99
NY New York	Sub-Sta 033	Estab on grounds of the University of the City of New York	01-Mar-95	4569	26-Feb-95
NY New York	Sub-Sta 033	Chg to University Heights Sta	01-Jan-98	5406	20-Nov-97
NY New York	Sub-Sta 033	Estab at Canal & Greenwich Sts	01-Apr-99	5801	09-Mar-99
NY New York	Sub-Sta 034	Estab at 52 Ave A	01-Jun-95	4633	11-May-95
NY New York	Sub-Sta 034	Chg from 52 Ave A to 38 Ave A, corner 3rd St [order rescinded below]	01-Feb-98	5450	14-Jan-98
NY New York	Sub-Sta 034	Continue at 52 Ave A, rescind chg order of 14 Jan 98		5480	18-Feb-98
NY New York	Sub-Sta 035	Estab at 120th St & 8th Ave	15-Jun-95	4653	06-Jun-95
NY New York	Sub-Sta 036	Estab at 1433 1st Ave	01-Aug-95	4690	20-Jul-95
NY New York	Sub-Sta 036	Chg to 1370 1st Ave	01-Dec-97	5408	23-Nov-97
NY New York	Sub-Sta 037	Estab at Christopher & Washington Sts	15-Oct-95	4750	30-Sep-95
NY New York	Sub-Sta 037	Chg fr Christopher & Washington Sts to Christopher & Bleecker Sts	01-Feb-00	6068	25-Jan-0
NY New York	Sub-Sta 038 (Wakefield)	Estab and consolidate Wakefield PO	01-Jan-96	4808	07-Dec-95
NY New York	Sub-Sta 039 (Baychester)	Estab and consolidate Baychester PO	01-Jan-96	4808	07-Dec-95
NY New York	Sub-Sta 040	Estab at 60th St & 3rd Ave	01-Jan-96	4818	19-Dec-95

State	City/State	Unit	Action	Eff Dt	PB No	PB Date
NY	New York	Sub-Sta 041	Estab at Lexington Ave & 56th St	15-Jan-96	4823	26-Dec-95
NY	New York	Sub-Sta 042	Estab at Amsterdam Ave & 91st St	15-Jan-96	4823	26-Dec-95
NY	New York	Sub-Sta 043	Estab at Montgomery St & East Broadway	15-Jan-96	4823	26-Dec-95
NY	New York	Sub-Sta 044	Estab at 1274 Tremont Ave	15-Jan-96	4827	31-Dec-95
NY	New York	Sub-Sta 044	Chg fr 1274 Tremont Ave to 2018 Boston Rd	01-Dec-99	6020	24-Nov-99
NY	New York	Sub-Sta 044	Chg fr 2018 Boston Rd to 1274 Tremont Ave	18-Jun-00	6189	16-Jun-0
NY	New York	Sub-Sta 045	Estab at 1722 Amsterdam Ave	01-Feb-96	4843a	20-Jan-96
NY	New York	Sub-Sta 045	Chg 1722 Amsterdam Ave to 1734 Amsterdam Ave	20-May-98	5536	26-Apr-98
NY	New York	Sub-Sta 046	Chg fr 406 E Houston St to E Houston & Pitt Sts	01-Apr-00	6109	14-Mar-0
NY	New York	Sub-Sta 046	Chg fr E Houston & Pitts Sts to 133rd St & Amsterdam Ave	01-Jun-01	6480	01-Jun-01
NY	New York	Sub-Sta 047 (Woodlawn)	Estab at 2nd & E State Sts	01-Mar-96	4869	19-Feb-96
NY	New York	Sub-Sta 048	Estab at 962 2nd Ave	01-Apr-96	4874	26-Feb-96
NY	New York	Sub-Sta 050	Estab at 112 Manhattan Ave	15-Apr-96	4905	02-Apr-96
NY	New York	Sub-Sta 050	Correct order in PB 5251 to read Sub-Sta 080	ND	5251	20-May-97
NY	New York	Sub-Sta 050	Estab at 57th St & 9th Ave	01-Jun-97	5248	17-May-97
NY	New York	Sub-Sta 051	Estab at 2036 Madison Ave, 129th St	01-May-96	4922	22-Apr-96
NY	New York	Sub-Sta 052	Estab at 11th St & 1st Ave	01-Jun-96	4949	23-May-96
NY	New York	Sub-Sta 053	Estab at Lexington Ave & 96th St	01-Jun-96	4949	23-May-96
NY	New York	Sub-Sta 054	Estab at 10th Ave & 57th St	01-Jun-96	4949	23-May-96
NY	New York	Sub-Sta 054	Chg fr 10th Ave & 57th St to 321 10th Ave, btwn 28th & 29th Sts	01-Jul-99	5889	21-Jun-99
NY	New York	Sub-Sta 055	Estab at 3rd Ave & 161st St	01-Jun-96	4949	23-May-96
NY	New York	Sub-Sta 055	Chg to 171 Hester St	ND[08/99]	5942	23-Aug-99
NY	New York	Sub-Sta 056	Estab at 96th St & Columbus Ave	01-Jul-96	4974	23-Jun-96
NY	New York	Sub-Sta 057	Estab at 88th St & Western Blvd	15-Jul-96	4987	09-Jul-96
NY	New York	Sub-Sta 059	Estab at 59th St & Sutton Place	15-Oct-96	5060	03-Oct-96
NY	New York	Sub-Sta 060	Estab at 116th St & 5th Ave	15-Nov-96	5086	03-Nov-96
NY	New York	Sub-Sta 060	Chg location from 116th St & 5th Ave to 114th St & 4th Ave	ND	5315	05-Aug-97
NY	New York	Sub-Sta 061	Estab at 25th St & 9th Ave [corrected PB 5114]	15-Dec-96	5111	03-Dec-96
NY	New York	Sub-Sta 061	Correct location to 28th St & 9th Ave	ND	5114	07-Dec-96
NY	New York	Sub-Sta 061	Chg fr 9th Ave & 28th St to 841 9th Ave, near 30th St	10-Feb-00	6075	02-Feb-0
NY	New York	Sub-Sta 062	Estab at 38th St & 3rd Ave	15-Dec-96	5111	03-Dec-96
NY	New York	Sub-Sta 063	Estab at 39th St & 6th Ave	15-Dec-96	5111	03-Dec-96
NY	New York	Sub-Sta 064	Estab at 57th St & 1st Ave	15-Dec-96	5111	03-Dec-96
NY	New York	Sub-Sta 064	Chg fr 57th St & 1st Ave to 58th St & 1st Ave	24-Apr-01	6446	22-Apr-01
NY	New York	Sub-Sta 064	Chg fr 58th St & 1st Ave to 57th St & 1st Ave	01-Aug-01	6522	22-Jul-01
NY	New York	Sub-Sta 064	Chg fr 57th St & 1st Ave to 58th St & 1st Ave	01-Feb-02	6679	30-Jan-02
NY	New York	Sub-Sta 065	Estab at 58th St & 6th Ave	15-Dec-96	5111	03-Dec-96
NY	New York	Sub-Sta 066	Estab at 70th St & Western Blvd	15-Dec-96	5111	03-Dec-96
NY	New York	Sub-Sta 066	Disc	01-Sep-99	5941	22-Aug-99
NY	New York	Sub-Sta 066	Estab at Amsterdam Ave & Manhattan St	15-Jan-00	6054	09-Jan-0
NY	New York	Sub-Sta 067	Estab at 82nd St & Park Ave	15-Dec-96	5111	03-Dec-96
NY	New York	Sub-Sta 067	Chg to corner 81st & Park Ave	01-Aug-99	5915	22-Jul-99
NY	New York	Sub-Sta 067	Chg to 81st St & Park Ave	ND[08/99]	5942	23-Aug-99
NY	New York	Sub-Sta 067	Chg fr Park Ave & 81st St to 82nd St & Park Ave	01-Feb-02	6669	18-Jan-02
NY	New York	Sub-Sta 068	Estab at 116th St & Pleasant Ave	15-Dec-96	5111	03-Dec-96
NY	New York	Sub-Sta 068	Chg fr 116th St & Pleasant Ave to 112th St & 7th Ave	ND[03/99]	5802	10-Mar-99
NY	New York	Sub-Sta 069	Estab at 118th St & 7th Ave	15-Dec-96	5111	03-Dec-96
NY	New York	Sub-Sta 070	Estab at 127th St & Lenox Ave [corrected PB 5119]	15-Dec-96	5111	03-Dec-96
NY	New York	Sub-Sta 070	Correct location to 88th St & Ave A	ND	5119	12-Dec-96
NY	New York	Sub-Sta 071	Estab at 149th St & Trinity Ave	15-Dec-96	5111	03-Dec-96
NY	New York	Sub-Sta 072	Estab at 165th St & Cauldwell Ave	15-Dec-96	5111	03-Dec-96
NY	New York	Sub-Sta 072	Chg to 2402 Amsterdam Ave	ND[08/99]	5942	23-Aug-99
NY	New York	Sub-Sta 072	Chg fr 2402 Amsterdam Ave to 2139 Amsterdam Ave	01-Jul-01	6504	29-Jun-01
NY	New York	Sub-Sta 072	Chg fr 2139 Amsterdam Ave to corner Lexington Ave & 83rd St	01-Nov-01	6604	31-Oct-01
NY	New York	Sub-Sta 073	Estab at Madison & Rutgers Sts	15-Dec-96	5111	03-Dec-96
NY	New York	Sub-Sta 073	Chg to 117 E Broadway, corner Pike St.	17-Sep-00	6266	17-Sep-0
NY	New York	Sub-Sta 074	Estab at 171 Hester St	15-Dec-96	5111	03-Dec-96
NY	New York	Sub-Sta 074	Chg fr 171 Hester St to Mulberry & Hester Sts	17-Jul-99	5899	03-Jul-99
NY	New York	Sub-Sta 075	Estab at 191 Bowery	15-Dec-96	5111	03-Dec-96
NY	New York	Sub-Sta 076 [sic]	Correct location to 113th St & 8th Ave	ND	5137	05-Jan-97
NY	New York	Sub-Sta 077	Estab at 35th St & 8th Ave	01-Mar-97	5175	18-Feb-97
NY	New York	Sub-Sta 077	Chg fr 8th Ave & 35th St to 8th Ave & 34th St	08-May-00	6149	30-Apr-0
NY	New York	Sub-Sta 078	Estab at 240 Elizabeth St	01-May-97	5226	21-Apr-97
NY	New York	Sub-Sta 079	Estab at 977 Eighth Ave	01-May-97	5230	26-Apr-97
NY	New York	Sub-Sta 080	Estab at 57th St & 9th Ave	ND	5251	20-May-97

State	City/State	Unit	Action	Eff Dt	PB No	PB Date
NY	New York	Sub-Sta 081	Estab at 1180 2nd Ave, corner of 62nd St	01-Jul-97	5275	18-Jun-97
NY	New York	Sub-Sta 082	Estab at 778 9th Ave	01-Jul-97	5277	21-Jun-97
NY	New York	Sub-Sta 082	Chg fr 52nd St & 9th Ave to 51st St & 9th Ave	ND[03/99]	5807	16-Mar-99
NY	New York	Sub-Sta 083	Estab at 162nd St & Fleetwood Ave	01-Aug-97	5301	20-Jul-97
NY	New York	Sub-Sta 084	Estab at Columbia University, W 116th St & Amsterdam Ave	01-Sep-97	5322	13-Aug-97
NY	New York	Sub-Sta 085	Estab at Lexington Ave & 117th St	01-Sep-97	5330	23-Aug-97
NY	New York	Sub-Sta 085	Chg from 117th St & Lexington Ave to SW corner of 102nd St & Manhattan Ave	02-Mar-98	5489	02-Mar-98
NY	New York	Sub-Sta 086	Estab at NE corner of 42nd & Broadway	01-Oct-97	5347	13-Sep-97
NY	New York	Sub-Sta 086	Chg 1491 Broadway, corner 43rd St	ND[01/99]	5752	10-Jan-99
NY	New York	Sub-Sta 087	Estab at 8th Ave & 138th St	01-Oct-97	5347	13-Sep-97
NY	New York	Sub-Sta 087	Chg fr 8th Ave & 138th St to 8th Ave & 135th St	ND[07/99]	5898	01-Jul-99
NY	New York	Sub-Sta 088	Estab at 134th St & St. Anne's Ave	01-Oct-97	5350	16-Sep-97
NY	New York	Sub-Sta 089	Estab at 391 E 144th St	01-Dec-97	5401	15-Nov-97
NY	New York	Sub-Sta 090	Estab at 119th St & 2nd Ave	22-Nov-97	5406	20-Nov-97
NY	New York	Sub-Sta 090	Chg fr 119th St & 2nd Ave to 118th St & 2nd Ave	01-May-00	6149	30-Apr-0
NY	New York	Sub-Sta 090	Chg fr 118th St & 2nd Ave to 120th St & 2nd Ave	01-Jun-01	6472	22-May-01
NY	New York	Sub-Sta 090	Chg fr 120th St & 2nd Ave to 2nd Ave & 123rd St	01-Jul-01	6498	22-Jun-01
NY	New York	Sub-Sta 091	Estab at 130th St & Saint Nicholas Ave	15-Dec-97	5406	20-Nov-97
NY	New York	Sub-Sta 091	Chg to 2430 Eighth Ave, corner 130th St	22-Jan-98	5458	24-Jan-98
NY	New York	Sub-Sta 091	Chg fr 180th St & 8th Ave to 126th St & Saint Nicholas Ave [modified below]	01-Apr-00	6016	22-Mar-0
NY	New York	Sub-Sta 091	Rescind chg of location, remain at 180th St & 8th Ave	ND[04/00]	6125	02-Apr-0
NY	New York	Sub-Sta 092	Estab at 34th St & Lexington Ave	15-Dec-97	5407	21-Nov-97
NY	New York	Sub-Sta 093	Estab at 99th St & Boulevard	15-Dec-97	5407	21-Nov-97
NY	New York	Sub-Sta 094	Estab at 699 Broadway, corner of of 4th St	15-Dec-97	5407	21-Nov-97
NY	New York	Sub-Sta 094	Chg to 81st St & Amsterdam Ave	ND[08/98]	5627	12-Aug-98
NY	New York	Sub-Sta 095	Estab at Water & Wall Sts	15-Dec-97	5407	21-Nov-97
NY	New York	Sub-Sta 095	Chg fr Water & Wall Sts to 67 Wall St	26-Feb-01	6400	26-Feb-01
NY	New York	Sub-Sta 096	Estab at 141st St & Alexander Ave	01-Jan-98	5423	11-Dec-97
NY	New York	Sub-Sta 097	Estab at Rivington St & Ludlow St	01-Jan-98	5430	20-Dec-97
NY	New York	Sub-Sta 097	Chg fr Rivington & Ludlow Sts to Rivington & Orchard Sts	15-Oct-01	6586	10-Oct-01
NY	New York	Sub-Sta 098	Estab at 9th Ave & 44th St	01-Jan-98	5430	20-Dec-97
NY	New York	Sub-Sta 099	Estab at Stanton St & Clinton St	01-Jan-98	5430	20-Dec-97
NY	New York	Sub-Sta 100	Estab at 6th Ve & 25th St	01-Jan-98	5430	20-Dec-97
NY	New York	Sub-Sta 100	Chg fr 25th St & 6th Ave to 405 6th Ave between 24th & 25th Sts	ND[04/99]	5828	10-Apr-99
NY	New York	Sub-Sta 101	Estab at Saint John Ave & Dawson St	01-Feb-98	5458	24-Jan-98
NY	New York	Sub-Sta 101	Chg to Union Ave & 156th St	15-Jun-98	5577	14-Jun-98
NY	New York	Sub-Sta 102	Estab at Broadway & 9th St	01-Mar-98	5481	19-Feb-98
NY	New York	Sub-Sta 103	Estab at SE corner of 34th St & 10th Ave	15-Mar-98	5489	02-Mar-98
NY	New York	Sub-Sta 104	Estab at 29 Wall St	01-Apr-98	5489	02-Mar-98
NY	New York	Sub-Sta 105	Estab at 3rd Ave, 59th & 60th Sts	01-Jul-98	5573	09-Jun-98
NY	New York	Sub-Sta 106	Estab at 2161 Amsterdam Ave, near 157th St	01-Jul-98	5573	09-Jun-98
NY	New York	Sub-Sta 106	Chg fr 2161 to 2150 Amsterdam Ave	ND[03/99]	5796	03-Mar-99
NY	New York	Sub-Sta 106	Chg fr 2150 Amsterdam Ave to 2514 Amsterdam Ave	15-Feb-01	6389	12-Feb-01
NY	New York	Sub-Sta 106	Chg fr 185th St & Amsterdam Ave to 181st St near Amsterdam Ave	15-Jun-01	6480	01-Jun-01
NY	New York	Sub-Sta 107	Estab at 59 Carmine St	01-Aug-98	5599	11-Jul-98
NY	New York	Sub-Sta 107	Disc	02-Nov-99	6002	03-Nov-99
NY	New York	Sub-Sta 107	Re-estab at 58 Carmine St	09-Nov-99	6007	09-Nov-99
NY	New York	Sub-Sta 108	Estab at 81st St & Amsterdam Ave [modified below]	01-Oct-98	5653	13-Sep-98
NY	New York	Sub-Sta 108	Estab at 121 Amsterdam Ave, at 65th St [chg fr above]	01-Oct-98	5654	14-Sep-98
NY	New York	Sub-Sta 109	Estab at 1066 2nd Ave	01-Oct-98	5653	13-Sep-98
NY	New York	Sub-Sta 110	Estab at Amsterdam Ave & 108th St	01-Nov-98	5664	26-Sep-98
NY	New York	Sub-Sta 111	Estab at 64th St & Park Ave	01-Nov-98	5685	20-Oct-98
NY	New York	Sub-Sta 112	Estab at 19th St & 2nd Ave	01-Apr-99	5801	09-Mar-99
NY	New York	Sub-Sta 113 (Van Nest)	Estab at West Farms Road	01-Apr-99	5801	09-Mar-99
NY	New York	Sub-Sta 114	Estab at 117th St & Lenox Ave	15-May-99	5852	08-May-99
NY	New York	Sub-Sta 115	Estab at 2nd Ave & 6th St	01-Jul-99	5880	10-Jun-99
NY	New York	Sub-Sta 115	Chg fr 2nd Ave & 6th St to corner 1st Ave & 4th St	01-Sep-00	6251	29-Aug-0
NY	New York	Sub-Sta 116	Estab at 137 9th Ave	01-Jul-99	5880	10-Jun-99
NY	New York	Sub-Sta 116	Chg to 129 9th Ave	01-Sep-99	5932	11-Aug-99
NY	New York	Sub-Sta 116	Chg fr 9th Ave & 18th St to 154 9th Ave btwn 19th & 20th Sts	15-Mar-02	6710	08-Mar-02
NY	New York	Sub-Sta 117	Estab at 2405 1st Ave, corner 123rd St	01-Jul-99	5880	10-Jun-99
NY	New York	Sub-sta 117	Chg fr 2405 1st Ave to 23rd St & 10th Ave	ND[10/99]	5996	27-Oct-99

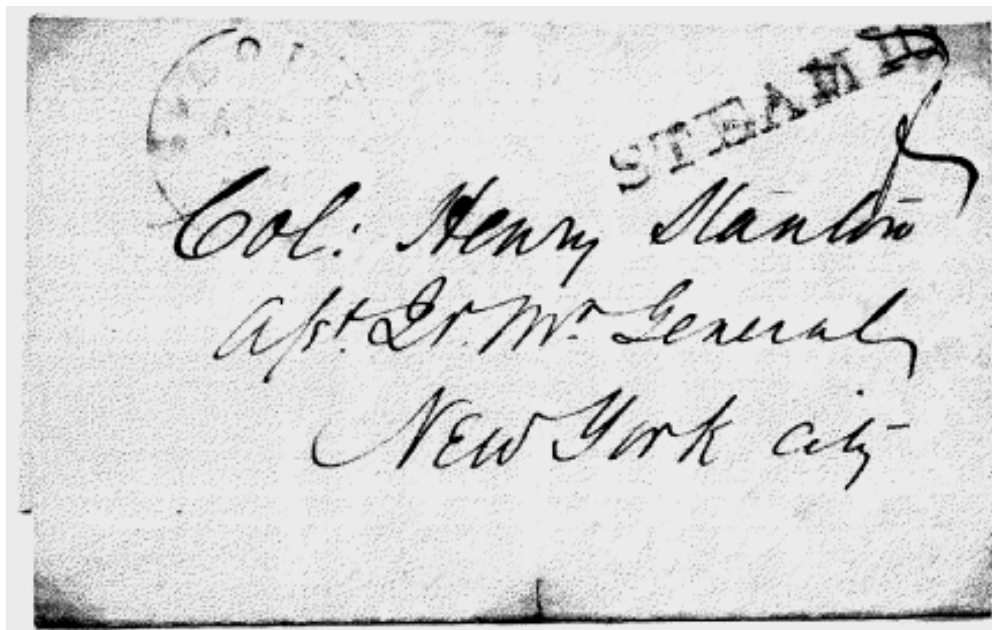
State	City/State	Unit	Action	Eff Dt	PB No	PB Date
NY	New York	Sub-Sta 118	Estab at Union Ave & 165th St	01-Jul-99	5880	10-Jun-99
NY	New York	Sub-Sta 119	Estab at 3rd Ave & 169th St	01-Jul-99	5880	10-Jun-99
NY	New York	Sub-Sta 120	Estab at Ave B, corner of 10th St	01-Jul-99	5883	14-Jun-99
NY	New York	Sub-Sta 121	Estab at 1557 2d Ave, corner 81st St	01-Aug-99	5913	20-Jul-99
NY	New York	Sub-Sta 121	Chg fr Ave B & 10th St to 2nd Ave & 13th St	01-Apr-02	6723	24-Mar-02
NY	New York	Sub-Sta 122	Estab at Madison Ave, corner 87th St	01-Aug-99	5913	20-Jul-99
NY	New York	Sub-Sta 123	Estab at St. Nicholas Ave, corner 155th St	01-Aug-99	5913	20-Jul-99
NY	New York	Sub-Sta 124	Estab at 2560 3rd Ave, btwn 138th & 139th Sts	01-Aug-99	5913	20-Jul-99
NY	New York	Sub-Sta 124	Chg to 1168 Ogden Ave (High Bridge)	ND(11/99)	6002	03-Nov-99
NY	New York	Sub-Sta 125	Estab at 483 Brook Ave, corner 147th St	01-Aug-99	5913	20-Jul-99
NY	New York	Sub-Sta 126	Estab at St. Ann Ave, corner 141st St	01-Aug-99	5913	20-Jul-99
NY	New York	Sub-Sta 126	Chg fr St Anns Ave & 141st St to 136th St & Willis Ave	01-Oct-01	6578	01-Oct-01
NY	New York	Sub-Sta 127	Estab at 2485 Jerome Ave, near 184th St	01-Aug-99	5913	20-Jul-99
NY	New York	Sub-Sta 128	Estab at Park Ave & 120th St	01-Aug-99	5913	20-Jul-99
NY	New York	Sub-Sta 128	Chg fr 120th St & Park Ave to 120th St & Madison Ave	15-Aug-00	6229	03-Aug-0
NY	New York	Sub-Sta 129	Estab at Norris Heights, River Terrace opposite Dock St	01-Aug-99	5915	22-Jul-99
NY	New York	Sub-Sta 130	Estab at Washington Ave, corner 172nd St	01-Aug-99	5915	22-Jul-99
NY	New York	Sub-Sta 130	Chg fr 172nd St & Washington Ave to 3827 3rd Ave near 172nd St	ND(06/00)	6189	16-Jun-0
NY	New York	Sub-Sta 130	Chg to 1722 Bathgate Ave, corner 174th St	15-Nov-00	6314	12-Nov-0
NY	New York	Sub-Sta 136	Estab at corner of 7th Ave & 141st St	16-Apr-00	6124	31-Mar-0
NY	New York	Sub-Sta 137	Estab at corner of Rector & Washington Sts	16-Apr-00	6124	31-Mar-0
NY	New York	Sub-Sta 138	Estab at 408(?) Grand St	16-Apr-00	6124	31-Mar-0
NY	New York	Sub-Sta 139	Estab at 126th St & St. Nicholas Ave	16-Apr-00	6125	02-Apr-0
NY	New York	Sub-Sta 140	Estab at 1207 Home St, corner Hoe Ave	16-Apr-00	6125	02-Apr-0
NY	New York	Sub-Sta 141	Estab at 1 Mott St	01-May-00	6136	14-Apr-0
NY	New York	Sub-Sta 141	Rescind estab order	23-Apr-00	6144	24-Apr-0
NY	New York	Sub-Sta 141	Estab at Madison Ave & 92nd St	18-Jun-00	6178	04-Jun-0
NY	New York	Sub-Sta 142	Estab at Madison Ave & 75th St	01-Jul-00	6183	09-Jun-0
NY	New York	Sub-Sta 143	Estab at Edgecomb Ave & 141st St	01-Jul-00	6183	09-Jun-0
NY	New York	Sub-Sta 143	Chg fr Edgecomb Ave & 141st St to Amsterdam Ave & 142nd St	15-Mar-02	6714	13-Mar-02
NY	New York	Sub-Sta 144	Estab at 3rd Ave & 58th(?) St	01-Jul-00	6184	11-Jun-0
NY	New York	Sub-Sta 145	Estab at 599 Morris Ave	01-Jul-00	6184	11-Jun-0
NY	New York	Sub-Sta 145	Chg fr 599 Morris Ave to 843 E 161st St	01-Oct-01	6585	09-Oct-01
NY	New York	Sub-Sta 146	Estab at 21 New Bowery, corner of Madison St	01-Jul-00	6194	22-Jun-0
NY	New York	Sub-Sta 147	Estab at 3rd Ave & 77th St	15-Jul-00	6201	30-Jun-0
NY	New York	Sub-Sta 147	Estab at 3rd Ave & 77th St	16-Jul-00	6202	02-Jul-0
NY	New York	Sub-Sta 148	Estab on Lexington Ave, corner 111th St	15-Sep-00	6260	10-Sep-0
NY	New York	Sub-Sta 148	Chg fr 111th St & Lexington to 110th St & Lexington Ave	01-Dec-00	6326	26-Nov-0
NY	New York	Sub-Sta 149	Estab at corner 94th St & Boulevard	01-Oct-00	6269	20-Sep-0
NY	New York	Sub-Sta 149	Chg fr 94th St & Broadway to 96th St & Broadway	01-Jul-01	6505	01-Jul-01
NY	New York	Sub-Sta 150	Estab at 114 University Place btwn 12th & 13th Sts	01-Oct-00	6273	25-Sep-0
NY	New York	Sub-Sta 151	Estab at 14th St & 7th Ave	01-Dec-00	6326	26-Nov-0
NY	New York	Sub-Sta 152	Estab at 781 2nd Ave, corner 42nd St	01-Jan-01	6335	07-Dec-0
NY	New York	Sub-Sta 153	Estab at 211 W 125th St	01-Mar-01	6390	13-Feb-01
NY	New York	Sub-Sta 154	Estab at NW corner Lenox Ave & 125th St	01-Mar-01	6390	13-Feb-01
NY	New York	Sub-Sta 155	Estab at corner Amsterdam Ave & 130th St	15-Mar-01	6403	01-Mar-01
NY	New York	Sub-Sta 156	Estab at Union Ave & Dawson St	01-May-01	6442	17-Apr-01
NY	New York	Sub-Sta 157	Estab at Bleecker St & W Broadway	01-Jul-01	6462	10-May-01
NY	New York	Sub-Sta 158	Estab at 2072 1st Ave	01-Jul-01	6466	15-May-01
NY	New York	Sub-Sta 159	Estab at 69 Thompson St	01-Aug-01	6516	15-Jul-01
NY	New York	Sub-Sta 160	Estab at 594 Norris Ave	01-Feb-02	6670	20-Jan-02
NY	New York	Sub-Sta 161	Estab at Houston & Cannon Sts	22-Mar-02	6725	26-Mar-02
NY	New York	Sub-Sta 181	Estab at 131 Unionport Rd	01-Feb-00	6068	25-Jan-0
NY	New York	Sub-Sta 182	Estab at 798 8th Ave	01-Feb-00	6068	25-Jan-0
NY	New York	Sub-Sta 183	Estab at 1 Mott St	15-Feb-00	6076	03-Feb-0
NY	New York	Sub-Sta 183	Chg fr 1 Mott St to Lexington Ave & 79th St	01-Apr-00	6109	14-Mar-0
NY	New York	Sub-Sta 184	Estab at 161st St & Amsterdam Ave	01-Apr-00	6110	15-Mar-0
NY	New York	Sub-Sta 185	Estab at 555 11th Ave	01-Apr-00	6014	20-Mar-0
NY	New York	Sub-Sta 189	Estab at 126th St & St. Nicholas Ave.	16-Apr-00	6125	02-Apr-0
NY	New York	Sub-Sta 123	Chg fr st. Nicholas Ave & 155th St to 120th St & Amsterdam Ave	11-Dec-01	6634	06-Dec-01
NY	Nyack	Sub-Sta 01 (Upper Nyack)	Estab	01-Jul-99	5887	19-Jun-99
NY	Nyack	Sub-Sta 02 (Grandview)	Estab in lieu of Grandview PO which is consolidated	15-Jul-01	6508	05-Jul-01

State	City/State	Unit	Action	Eff Dt	PB No	PB Date
NY	Olean	Sub-Sta 01 (North Olean)	Estab	01-Jan-97	5111	03-Dec-96
NY	Oneonta	Sub-Sta 01	Estab at No. 500 Main St	01-May-96	4909	07-Apr-96
NY	Poughkeepsie	Sub-Sta 01 (Vassar College)	Estab	01-Jul-97	5274	17-Jun-97
NY	Poughkeepsie	Sub-Sta 02				
		(Hudson River St Hosp)	Estab	01-Jul-97	5274	17-Jun-97
NY	Poughkeepsie	Sub-Sta 03	Estab at 125 Main St	01-Jul-01	6488	11-Jun-01
NY	Rochester	Sub-Sta 01	Estab at Will & Chili Ave, Genesee & Brown Sts	15-Feb-97	5162	03-Feb-97
NY	Rochester	Sub-Sta 01	Chg to Sta B at 415 West Ave	01-Sep-99	5932	11-Aug-99
NY	Rochester	Sub-Sta 02	Estab at Central Ave, Hudson & North Ave	15-Feb-97	5162	03-Feb-97
NY	Rochester	Sub-Sta 02	Chg to Sta C at 812 North St	01-Sep-99	5932	11-Aug-99
NY	Rochester	Sub-Sta 03	Estab on E Main near Hayward Ave	01-Jul-97	5274	17-Jun-97
NY	Rochester	Sub-Sta 03	Chg to Sta D at 174 N Goodman St	01-Sep-99	5932	11-Aug-99
NY	Rochester	Sub-Sta 04	Estab at 53 Melgs [Meiga?] St	01-Jul-98	5552	14-May-98
NY	Rochester	Sub-Sta 04	Chg to Sta E at 830 Monroe Ave	01-Sep-99	5932	11-Aug-99
NY	Rochester	Sub-Sta 04	Chg fr 53 Melgs St to 330 Monroe Ave	ND[06/99]	5889	21-Jun-99
NY	Rochester	Sub-Sta 05	Chg to Sta F at 9 Culver Park	01-Sep-99	5932	11-Aug-99
NY	Rochester	Sub-Sta 05	Estab at 9 Culver Park	01-Jul-99	5889	21-Jun-99
NY	Rochester	Sub-Sta 06	Estab at 599 N Clinton St	01-Jul-99	5889	21-Jun-99
NY	Rochester	Sub-Sta 07	Estab at 285 Lake Ave	01-Jul-99	5889	21-Jun-99
NY	Rochester	Sub-Sta 08	Estab at 199 Lyell Ave	01-Jul-99	5889	21-Jun-99
NY	Rochester	Sub-Sta 09	Estab at 172 South Ave	01-Jul-99	5889	21-Jun-99
NY	Rochester	Sub-Sta 10	Estab at 802 Jay St	01-Jul-99	5889	21-Jun-99
NY	Rochester	Sub-Sta 11	Estab at 388 Plymouth Ave	01-Jul-99	5889	21-Jun-99
NY	Rochester	Sub-Sta 12	Estab at 180 Central Park	01-Jul-99	5889	21-Jun-99
NY	Rochester	Sub-Sta 13	Estab at 386 Hudson Ave	01-Jul-99	5889	21-Jun-99
NY	Rochester	Sub-Sta 14	Estab at 37 Conkey Ave	01-Jul-99	5889	21-Jun-99
NY	Rochester	Sub-Sta 15	Estab at 160 Jefferson Ave	01-Jul-99	5889	21-Jun-99
NY	Rochester	Sub-Sta 16	Estab at 75 Central Ave	01-Jul-99	5889	21-Jun-99
NY	Syracuse	Sub-Sta 01	Estab at 1601 E Genesee St	01-Jul-99	5889	21-Jun-99
NY	Syracuse	Sub-Sta 02	Estab at 928 McBride St	01-Jul-99	5889	21-Jun-99
NY	Syracuse	Sub-Sta 03	Estab at W Genesee & Fayette Sts	01-Jul-99	5889	21-Jun-99
NY	Syracuse	Sub-Sta 04	Estab at 1486 S Salina St	01-Jul-99	5889	21-Jun-99
NY	Syracuse	Sub-Sta 05	Estab at 1644 N Salina St	01-Jul-00	6136	14-Apr-0
NY	Syracuse	Sub-Sta 05	Chg fr 1644 N Salina St to 1642 N Salina St	01-Apr-01	6424	27-Mar-01
NY	Syracuse	Sub-Sta 05	Chg fr 1642 N Salina St to 1434 N Salina St	01-Jan-02	6655	02-Jan-02
NY	Syracuse	Sub-Sta 06	Estab at Almond & Madison Sts	01-Jul-01	6473	23-May-01
NY	Syracuse	Sub-Sta 07	Estab at Nawley & Crouse Ave	01-Jul-01	6473	23-May-01
NY	Syracuse	Sub-Sta 08	Estab at 201 South Ave	01-Jul-01	6479	31-May-01
NY	Syracuse	Sub-Sta 09	Estab at 513 N State St	01-Mar-02	6670	20-Jan-02
NY	Troy	Lansingburg Sta	Chg to Sub-Sta 01 (Lansingburg)	01-Mar-96	4845	22-Jan-96
NY	Troy	Sub-Sta 02	Estab at 477 2nd Ave	01-Jul-98	5524	12-Apr-98
NY	Troy	Sub-Sta 02	Chg fr 477 2nd Ave to 2nd St & 5th Ave	ND[04/99]	5843	27-Apr-99
NY	Troy	Sub-Sta 03	Estab at 123 George St (Green Island)	01-Jul-98	5524	12-Apr-98
NY	Troy	Sub-Sta 03	Chg fr 123 to 124 George St	ND[04/99]	5828	10-Apr-99
NY	Troy	Sub-Sta 04	Estab at 349 Congress St	01-Jul-98	5524	12-Apr-98
NY	Troy	Sub-Sta 04	Chg fr 349 Congress St to Congress & 13th Sts	ND(10/24)	5993	24-Oct-99
NY	Troy	Sub-Sta 05	Estab at 322 2nd St	01-Jul-98	5524	12-Apr-98
NY	Troy	Sub-Sta 06	Estab at Pawling & Locust Aves	01-Jul-99	5864	22-May-99
NY	Utica	Sub-Sta 01	Estab 44 at South St.	01-Jul-98	5587	25-Jun-98
NY	Utica	Sub-Sta 02	Estab at 715 Bleeker St	01-Jul-98	5587	25-Jun-98
NY	Utica	Sub-Sta 03	Chg fr 89 Varick St to 104 Varick St	15-Jul-01	6522	22-Jul-01
NY	Utica	Sub-Sta 03	Estab at Varick & Court Sts	01-Jul-98	5587	25-Jun-98
NY	Utica	Sub-Sta 03	Chg fr Varick & Columba Sts to 89 Varick St	01-Mar-01	6421	23-Mar-01
NY	Utica	Sub-Sta 04	Estab at Oneida Square	01-Jul-98	5587	25-Jun-98
NY	Utica	Sub-Sta 05	Estab at 527[?] Bleeker St	01-Sep-98	5611	25-Jul-98
NY	Utica	Sub-Sta 05	Chg fr 527 Bleeker St to 489 Bleeker St	ND(12/99)	6029	07-Dec-99
NY	Utica	Sub-Sta 06	Estab at 91 Miller St	01-Sep-98	5638	25-Aug-98
NY	Utica	Sub-Sta 07	Estab at Butterfield House	01-Sep-98	5638	25-Aug-98
NY	Utica	Sub-Sta 07	Chg fr the "Butterfield House" to 225 Genessee (?) St	01-Mar-01	6396	20-Feb-01
NY	Utica	Sub-Sta 08	Estab at 534 Whitesboro St	15-Apr-99	5826	07-Apr-99
NY	Utica	Sub-Sta 09	Estab at corner Lansing & Albany Sts	01-Aug-00	6213	16-Jul-0
NY	Yonkers	Sub-Sta 01	Estab at 273 S Broadway	01-Jul-01	6433	06-Apr-01
NY	Yonkers	Sub-Sta 02 (Yonkers Park)	Estab	01-Jul-01	6456	03-May-01
NC	Asheville	Sub-Sta 01 (West Asheville)	Estab in lieu of West Asheville PO which is consolidated [modified below]	01-Feb-01	6369	19-Jan-01
NC	Asheville	West Asheville Sta	Estab in lieu of Sub-Sta 01 and West Asheville PO which is consolidated	01-Feb-01	6377	29-Jan-01
OH	Akron	Sub-Sta 01	Chg fr Main & Howard Sts to Spicer & E Exchange Sts	ND(04/00)	6145	25-Apr-0
OH	Akron	Sub-Sta 02	Estab at 605 N Howard St	01-Jul-98	5591	30-Jun-98

State	City/State	Unit	Action	Eff Dt	PB No	PB Date
OH	Akron	Sub-Sta 02	Chg fr 605 N Howard St to 801 N Howard St	ND(08/00)	6537	08-Aug-01
OH	Akron	Sub-Sta 03	Etab at 573 W Market St	01-Jul-98	5591	30-Jun-98
OH	Akron	Sub-Sta 04	Etab at 132 Wooster Ave	01-Jul-98	5591	30-Jun-98
OH	Akron	Sub-Sta 05	Etab at Main & Bartges Sts	01-Jul-98	5591	30-Jun-98
OH	Alliance	Sta A	Chg to Sub-Sta 01 (Mount Union)	01-Mar-96	4843a	20-Jan-96
OH	Alliance	Sub-Sta 01	Chg to Sta A (Mount Union)	01-Jan-98	5406	20-Nov-97
OH	Alron	Sub-Sta 01	Etab at S Howard & Mill Sts	15-Jul-99	5900	05-Jul-99
OH	Canton	Sub-Sta 01	Etab	01-Dec-98	5711	19-Nov-98
OH	Cincinnati	Sub-Sta 01	Chg fr Sta L at McLean & Pavilion Sts)	01-Oct-95	4703	05-Aug-98
OH	Cincinnati	Sub-Sta 02 (O'Byronville)	Chg fr O'Byronville Sta	01-Oct-95	4703	05-Aug-98
OH	Cincinnati	Sub-Sta 03 (Idewild)	Chg fr Idewild Sta - Montgomery Pike, Evanston	01-Oct-95	4703	05-Aug-98
OH	Cincinnati	Sub-Sta 04	Chg fr Sta H at Colerain Ave & Hopple St	01-Oct-95	4703	05-Aug-98
OH	Cincinnati	Sub-Sta 05	Chg fr Sta K at Baltimore & Western Aves	01-Oct-95	4703	05-Aug-98
OH	Cincinnati	Sub-Sta 06	Chg fr Sta M at 1217 Warsaw Ave	01-Oct-95	4703	05-Aug-98
OH	Cincinnati	Sub-Sta 07	Chg fr Sta G at 6th St & Dolhi Ave	01-Oct-95	4703	05-Aug-98
OH	Cincinnati	Sub-Sta 08	Chg to Sta L	01-Jan-98	5410	26-Nov-97
OH	Cincinnati	Sub-Sta 08	Etab at Wade & Cutter Sts	01-Jul-01	6434	08-Apr-01
OH	Cincinnati	Sub-Sta 08 (Cheviot)	Etab	01-Jul-96	4974	23-Jun-96
OH	Cincinnati	Sub-Sta 08 (Linwood)	Etab [order modified below]	01-Jul-98	5498	12-Mar-98
OH	Cincinnati	Sub-Sta 08 (Linwood)	Modify order to estab Sub-Sta 09 instead of 08	01-Jul-98	5557	20-May-98
OH	Cincinnati	Sub-Sta 10	Etab at Queen City & Harrison Aves	01-Jul-01	6434	08-Apr-01
OH	Cincinnati	Sub-Sta 11	Etab at Elder & Race Sts	01-Jul-01	6491	14-Jun-01
OH	Cincinnati	Sub-Sta 12	Etab at Eastern Ave & Torrence Rd	01-Jul-01	6491	14-Jun-01
OH	Cleveland	Sta B	Chg to Sub-Sta 03 at 2244 Euclid Ave	01-Nov-85	4779	02-Nov-95
OH	Cleveland	Sta D	Chg to Sub-Sta 05 at 1228 Pearl St	01-Nov-85	4779	02-Nov-95
OH	Cleveland	Sta F	Chg to Sub-Sta 01 at 2610 Broadway	01-Nov-85	4779	02-Nov-95
OH	Cleveland	Sta G	Chg to Sub-Sta 02 at 2831 Euclid Ave	01-Nov-85	4779	02-Nov-95
OH	Cleveland	Sta H	Chg to Sub-Sta 07 at 1601 Detroit St	01-Nov-85	4779	02-Nov-95
OH	Cleveland	Sta J	Chg to Sub-Sta 04 at 1677 Saint Clair St	01-Nov-85	4779	02-Nov-95
OH	Cleveland	Sta L	Chg to Sub-Sta 06 at 1871 Pearl St	01-Nov-85	4779	02-Nov-95
OH	Cleveland	Sub-Sta 01	Chg fr 2610 Broadway to 2606 Broadway	ND	5347	13-Sep-97
OH	Cleveland	Sub-Sta 01	Chg to Sta E at 2610 Broadway [order modified below]	01-Jan-98	5406	20-Nov-97
OH	Cleveland	Sub-Sta 01	Location 1871 Pearl St	01-Jan-98	5408	23-Nov-97
OH	Cleveland	Sub-Sta 01	Chg fr 1871 to 1877 Pearl St	ND[03/99]	5802	10-Mar-99
OH	Cleveland	Sub-Sta 01	Chr fr 1877 Pearl St to 1892 Pearl St	ND(12/99)	6038	18-Dec-99
OH	Cleveland	Sub-Sta 02	Chg to Sta F at 2831 Euclid Ave [order modified below]	01-Jan-98	5406	20-Nov-97
OH	Cleveland	Sub-Sta 02	Location 636 W Madison Ave	01-Jan-98	5408	23-Nov-97
OH	Cleveland	Sub-Sta 03	Chg to Sta C (South Columbus)	01-Jan-98	5406	20-Nov-97
OH	Cleveland	Sub-Sta 03	Chg to Sub-Sta 01 at 2244 Euclid Ave			
			[order modified below]	01-Jan-98	5406	20-Nov-97
OH	Cleveland	Sub-Sta 03	Location 2244 Euclid Ave	01-Jan-98	5408	23-Nov-97
OH	Cleveland	Sub-Sta 04	Chg location from 1677 to 1644 St Clair St	ND	5321	12-Aug-97
OH	Cleveland	Sub-Sta 04	Chg to Sub-Sta 02 at 1644 St. Clair St			
			[order modified below]	01-Jan-98	5406	20-Nov-97
OH	Cleveland	Sub-Sta 04	Location 1644 St. Clair St	01-Jan-98	5408	23-Nov-97
OH	Cleveland	Sub-Sta 04	Chg fr 1644 St Clair St to 1674 St Clair St	01-Mar-02	6704	01-Mar-02
OH	Cleveland	Sub-Sta 04	Chg fr 1674 St Clair St to 1705 St Clair St	11-Mar-02	6719	19-Mar-02
OH	Cleveland	Sub-Sta 05	Chg to Sub-Sta 03 at 1228 Pearl St			
			[order modified below]	01-Jan-98	5406	20-Nov-97
OH	Cleveland	Sub-Sta 05	Location 1228 Pearl St	01-Jan-98	5408	23-Nov-97
OH	Cleveland	Sub-Sta 06	Chg to Sub-Sta 04 at 1871 Pearl St			
			[order modified below]	01-Jan-98	5406	20-Nov-97
OH	Cleveland	Sub-Sta 06	Etab at 1599 Detroit St	01-Nov-99	5992	23-Oct-99
OH	Cleveland	Sub-Sta 06	Chr fr 1599 Detroit St to 1603 Detroit St	ND(12/99)	6038	18-Dec-99
OH	Cleveland	Sub-Sta 06	Chg fr 1603 Detroit St to corner Bell Ave & Detroit St	16-Feb-01	6400	26-Feb-01
OH	Cleveland	Sub-Sta 07	Chg to 638 W Madison Ave	01-Nov-97	5386	28-Oct-97
OH	Cleveland	Sub-Sta 07	Chg to Sub-Sta 05 at 638 W Madison St			
			[order modified below]	01-Jan-98	5406	20-Nov-97
OH	Cleveland	Sub-Sta 07	Etab at Superior & Dean Sts	01-Aug-01	6516	15-Jul-01
OH	Cleveland	Sub-Sta 08	Etab at 1479 Cedar Ave	01-Aug-01	6516	15-Jul-01
OH	Cleveland	Sub-Sta 09	Etab at Woodland Hills & Union St	01-Aug-01	6516	15-Jul-01
OH	Cleveland	Sub-Sta 10	Etab at Wde Parek & Genesee Aves	01-Aug-01	6516	15-Jul-01
OH	Cleveland	Sub-Sta 11	Etab at Hough Ave & Crawford Rd	01-Aug-01	6516	15-Jul-01
OH	Cleveland	Sub-Sta 12	Etab at Woodland & S Woodland Aves	01-Aug-01	6516	15-Jul-01
OH	Cleveland	Sub-Sta 13	Etab at Payne & Case Aves	01-Aug-01	6516	15-Jul-01
OH	Cleveland	Sub-Sta 14	Etab at Professor & College Sts	01-Aug-01	6516	15-Jul-01
OH	Cleveland	Sub-Sta 15	Etab at Lorain & Liberty Sts	01-Aug-01	6516	15-Jul-01
OH	Cleveland	Sub-Sta 16	Etab at Lorain St & Ridge Ave	01-Aug-01	6516	15-Jul-01
OH	Cleveland	Sub-Sta 17 (Rose Building)	Etab	01-Apr-02	6706	04-Mar-02

State	City/State	Unit	Action	Eff Dt	PB No	PB Date
OH	Cleveland	Sub-Sta 18 (The Arcade)	Estab	01-Apr-02	6706	04-Mar-02
OH	Cleveland	Sub-Sta 19 (Sheriff Street Market)	Estab	01-Apr-02	6706	04-Mar-02
OH	Columbus	Sub-Sta 01	Estab at 2653 N High St	15-Aug-96	4999	23-Jul-96
OH	Columbus	Sub-Sta 01	Chg to Sta B (North Columbus)	01-Jan-98	5406	20-Nov-97
OH	Columbus	Sub-Sta 02	Estab at 1074 Mount Vernon Ave	15-Aug-96	4999	23-Jul-96
OH	Columbus	Sub-Sta 03	Estab at High & Rosack Sts	15-Aug-96	4999	23-Jul-96
OH	Columbus	Sub-Sta 03	Chg location to 1946 S High St	ND	5224	19-Apr-97
OH	Conneaut	Sub-Sta 01	Chg to Jester Sta (provide for suitable facilities for receipt & dispatch of...)	01-Aug-00	6216	19-Jul-0
OH	Conneaut	Sub-Sta 01 (Jester)	Estab in lieu of Jester PO which is consolidated	16-Jul-00	6210	12-Jul-0
OH	Dayton	Sub-Sta 01	Estab at 3rd St & Linden Ave	01-Jan-01	6336	08-Dec-0
OH	Dayton	Sub-Sta 02	Estab at 3rd & Williams Sts	01-Jan-01	6336	08-Dec-0
OH	Dayton	Sub-Sta 03	Estab at Valley & Ohio Sts	01-Jan-01	6336	08-Dec-0
OH	Dayton	Sub-Sta 04	Estab at 900 Brown St	01-Jul-01	6479	31-May-01
OH	Dayton	Sub-Sta 05	Estab at 1062 W Washington St	01-Jul-01	6479	31-May-01
OH	Dayton	Sub-Sta 06	Estab at 647 N Main St	01-Jul-01	6479	31-May-01
OH	Dayton	Sub-Sta 07	Estab at 26 W River St	01-Jul-01	6479	31-May-01
OH	East Liverpool	East End Sta	Chg to Sub-Sta 01 (East End)	01-Mar-96	4843a	20-Jan-96
OH	East Liverpool	Sub-Sta 01	Chg to Sta A	01-Jan-98	5406	20-Nov-97
OH	Findlay	Sta A	Chg to Sub-sta 01 at Broad & Howard Sts	01-Mar-96	4850	28-Jan-96
OH	Findlay	Sta B	Chg to Sub-sta 02 at France & Stanley Aves	01-Mar-96	4850	28-Jan-96
OH	Findlay	Sta C	Chg to Sub-sta 03 at Payne Ave & Tappan St	01-Mar-96	4850	28-Jan-96
OH	Findlay	Sub-Sta 01	Disc	30-Jun-98	5581	18-Jun-98
OH	Findlay	Sub-Sta 02	Disc	30-Jun-98	5581	18-Jun-98
OH	Findlay	Sub-Sta 03	Disc	30-Jun-98	5581	18-Jun-98
OH	Hamilton	Sta A	Chg to Sub-Sta 01 (East Hamilton)	01-May-96	4885	10-Mar-96
OH	Hamilton	Sub-Sta 02	Estab at 101 Main St	01-Oct-00	6267	18-Sep-0
OH	Hamilton	Sub-Sta 03	Estab at 6th & Heaton Sts	01-Jul-01	6491	14-Jun-01
OH	Ironton	Sub-Sta 01	Estab at 577 S 3rd St	01-Jul-00	6183	09-Jun-0
OH	Ironton	Sub-Sta 01	Disc	01-Jul-01	6478	29-May-01
OH	Ironton	Sub-Sta 01	Estab at 577 S 3rd St	01-Aug-01	6513	11-Jul-01
OH	Lima	Sub-Sta 01 (South Lima)	Estab	01-Aug-01	6513	11-Jul-01
OH	Lorain	Sub-Sta 01	Chg to South Lorain Sta	01-Jul-01	6484	06-Jun-01
OH	Lorain	Sub-Sta 01 (South Lorain)	Estab	01-Dec-00	6324	23-Nov-0
OH	New Philadelphia	Sub-Sta 01 (Blake Mills)	Estab in lieu of Blake Mills PO	29-Jul-01		
OH	Portsmouth	Sub-Sta 01	Estab at 135 W 2nd St	15-Jul-99	5899	03-Jul-99
OH	Portsmouth	Sub-Sta 02 (New Boston)	Estab	01-Jun-00	6174	29-May-0
OH	Springfield	Sub-Sta 01	Estab at Main St & Fountain Ave	01-Jul-99	5882	13-Jun-99
OH	Springfield	Sub-Sta 02	Estab at 167 W Main St	01-Jul-99	5882	13-Jun-99
OH	Springfield	Sub-Sta 03	Estab at 838 Lagonda Ave	01-Apr-01	6416	18-Mar-01
OH	Toledo	Sub-Sta 01	Estab at 305 Iron St	01-Jul-99	5889	21-Jun-99
OH	Toledo	Sub-Sta 02	Estab at Oak & Fassett Sts	01-Jul-99	5889	21-Jun-99
OH	Toledo	Sub-Sta 02	Chg fr Oak & Fassett Sts to 204 Fassett St	01-Aug-01	6522	22-Jul-01
OH	Toledo	Sub-Sta 03	Estab at 2501 Summit Ave	01-Jul-99	5889	21-Jun-99
OH	Toledo	Sub-Sta 04	Estab at 1434 Vance St	01-Jul-99	5889	21-Jun-99
OH	Toledo	Sub-Sta 05	Estab at 1116 Broadway	15-Aug-99	5924	02-Aug-99
OH	Toledo	Sub-Sta 05	Chg fr 1116 Broadway to 1626 Western Ave	05-Nov-01	6604	31-Oct-01
OH	Toledo	Sub-Sta 06	Estab at 1530 Cherry St, corner Bancroft Ave	15-Aug-99	5924	02-Aug-99
OH	Youngstown	Sub-Sta 01	Chg to Sta A	01-Jan-98	5406	20-Nov-97
OH	Youngstown	Sub-Sta 01 (Haselton)	Estab & consolidate Haselton PO	01-Feb-96	4843a	20-Jan-96
OH	Youngstown	Sub-Sta 02	Chg to Sta B	01-Jan-98	5406	20-Nov-97
OH	Youngstown	Sub-Sta 02 (Brier Hill)	Estab & consolidate Brier Hill PO	01-Feb-96	4843a	20-Jan-96
OH	Youngstown	Sub-Sta 03 (South Side)	Estab	15-Jul-98	5593	02-Jul-98
OR	Portland	Sta C (Sub-Sta)	Estab at 1007-1/2 Belmont St in lieu of Sunnyview PO disc fr that date	01-Jan-95	4495	27-Nov-94
OR	Portland	Sub-Sta 01 (Woodlawn)	Disc	01-Aug-98	5603	15-Jul-98
OR	Portland	Sub-Sta 01 (Woodlawn)	Estab in lieu of Woodlawn PO which is consolidated	01-Aug-97	5303	22-Jul-97

To be Continued



A Common Cover?

By Thomas Alexander and Robert Schultz

At first glance, the stampless cover (above) is rather unremarkable. A common red St. Louis marking is weakly struck. Of more interest is the red St. Louis "Steam 10" marking which denoted the cover's arrival in a non-contract boat with ten cents postage to be collected from the addressee. But the "10" has been crossed out and the letter "F" substituted - for "free." The letter was addressed to an assistant quartermaster general in New York City who held a franking privilege.

But on opening, the cover really gets interesting! The dateline on this letter is "St. Francisco March 23, 1847." It is written and signed by Allen Putnam and says:

I am happy to inform you of the safe arrl. Of the S. Drew to this Port in 53 days from Valparaiso.

I found the Perkins here. She did not stop anywhere after leaving Valparaiso. The Loo Choo has not arrd; she sailed from Valparaiso a few hours before us. I beg you will excuse these few lines as I have not time [to] write any more at this time, the express being ready to start for Monterey....

Putnam had apparently been in charge of the ships mentioned in the letter that were carrying supplies to the Army in California.

But this raises a question - How did this letter from San Francisco end up going through St. Louis? Only one conclusion can be drawn. This and other letters accumulated at Monterey, California, were carried overland by Brig. Gen. Stephen Watts Kearny on his return from California after its conquest during the Mexican War.

This letter did not travel rapidly. It is datelined March 23, 1846. Kearny began his trip eastward from Sacramento in June and arrived at Fort Leavenworth in late August after a trip of 66 days on the California-Oregon Trail.

At Fort Leavenworth, Kearny boarded the steamboat *Amelia* for St. Louis carrying with him all the correspondence that had been placed in his care in California. At St. Louis, it was placed in the post office for transmission east, and received the markings noted above. [Fort Leavenworth had received a post office in 1841, so why the mail was not deposited there can only be speculated upon. Perhaps the regular service, weekly or less, had just been missed.]



Brig. Gen. Stephen Watt Kearny

Another interesting traveler on this return trip from California was Lt. Col. John C. Fremont. Kearny and Fremont had crossed swords in California -- partly due to conflicting and ambiguous orders from Washington, and partly due to a massive conflict of personalities. Kearny, an older, more formal and conservative officer, took an active dislike (some said envy) to the dashing, younger, and rapidly rising Fremont.

As a result, Fremont was ordered by Kearny to wind up his affairs in California and accompany him east. (Fremont's request to return east with his own exploring party at his own expense, or to rejoin his regiment fighting in Mexico with Gen. Winfield Scott were both refused.) So Fremont returned east with Kearny, and upon arriving at Fort Leavenworth was put under arrest and told to report to Washington for court-martial.

Fremont left Fort Leavenworth (separately from Kearny), met his wife Jesse Benton Fremont at the new settlement of Kansas Landing, and proceeded down river to much acclaim.

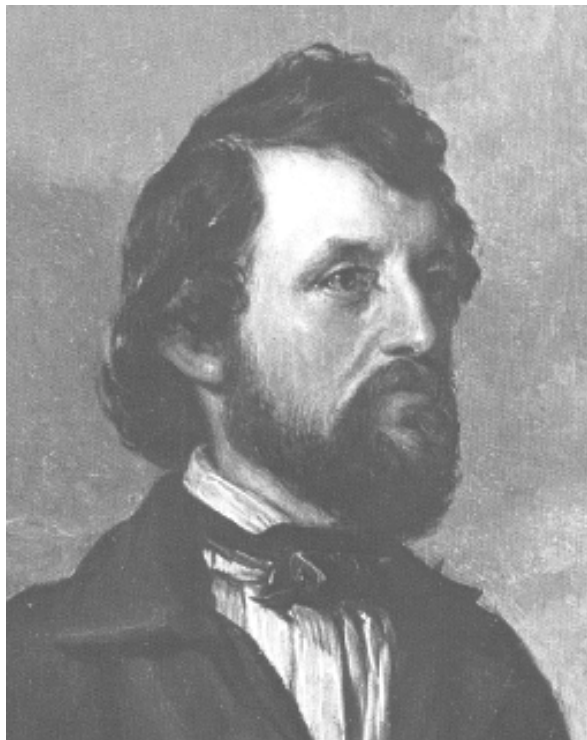
Fremont's court-martial trial on charges of mutiny, disobedience of lawful commands by a superior officer, and conduct prejudicial to good order and discipline began November 2, 1846. Fremont was convicted of all three charges on January 31, 1848 and sentenced to dismissal from the service. President

Polk, in reviewing the sentence approved it, but remitted the penalty, and ordered Lt. Col. Fremont back to duty. Fremont, insisting that he was innocent, and therefore could not accept the clemency of the President, resigned.

John C. Fremont went on to become Senator from California, the first Republican Party candidate for President (1856), and later a Union general in the Civil War. Stephen Watts Kearny died in 1848.

Reference:

Alan Nevins. *Fremont, Pathmarker of the West*. Lincoln, NB: Univ. of Nebraska Press, 1992. (Reprint of original 1939 edition.)



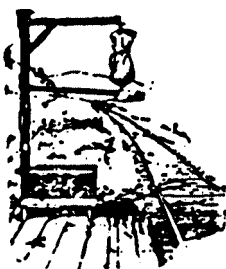
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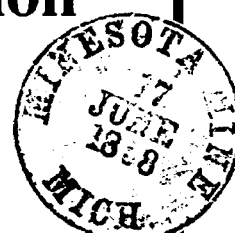
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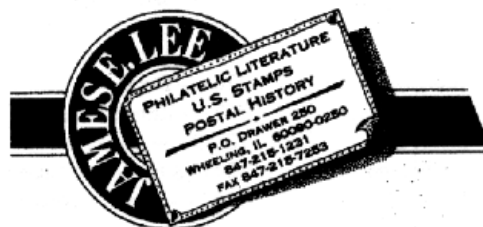
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LOUISIANA and other mid-Gulf Coast states. Stamped/stampless, etc., postal history (1790-1920). Individual items/entire correspondences. Ron Trosclair (APS), 1713 Live Oak St., Metairie, LA 70005-1069, PH: (504) 835-9611 [31-5]

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]

**EXPIRATION DATE SHOWN
AT END OF EACH AD, i.e.,
[30- 6], MEANS AD WILL
EXPIRE WITH THIS ISSUE.
AD DEADLINE FOR NEXT
ISSUE:
JANUARY 20, 2000**

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, P.O. Box 600039, St. Paul, MN 55106 [31-4]

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, 15 N. Morning Cloud Circle. The Woodlands, TX 77381. [30-6]

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 1900! -- wanted for personal collection. Send on approval or photocopies. Prompt response promised. Richard Helbock, P. O. Box 1615, Copmanhurst, NSW 2460 Australia [30-6].

DOANE CANCELS: WANTED

Buy, sell and trade Doane Cancels of all states. Send photocopies or on approval. Gary Anderson, P.O. Box 600039, St. Paul, MN 55106 [31-4]

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. [30-6]

SUPPLIES: FOR SALE

Need collection protection? I have sleeves, albums, pocket pages, and storage boxes, designed for covers and postcards. Complete list on request. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. Phone: [309] 786-6539. Email: mehrer@postal-history.com. Internet web site: <http://www.postal-history.com> [30-6]

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. [31-1]

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. [30-6]

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. [30-6]

MISCELLANEOUS: WANTED

AIRMAIL COVERS - Commercial Only; No First Flights or philatelic -United States to destinations in Europe, Africa, Asia and Oceania dating from before 1938. Also C1-C9 on commercial covers to foreign or domestic addresses. Send priced on approval or photocopies, or request my offer. Richard Helbock, P.O. Box 100, Chatsworth Island, NSW 2469 Australia [31-4]

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. [30-6]

RPOs:WANTED

One Williston & Seattle E.D. Tr. 3-27 late 1950's-early 1960's. Also a Billings & Sweetgrass dated between Sept. 26, 1955 and Oct. 31, 1955. Milton Sloan, 1013 E. 7th, Whitefish, MT 59937-2844 [30-6]

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HELP!

La Posta is in desperate need of short to medium length (1-5 page) articles.

If you have a puzzling cover, an interesting stamp usage or destination, or anything in your collection you find particularly noteworthy, why not share it with our readers?

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Write us direct:

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P.O. Box 100
Chatsworth Island, NSW
2469
Australia
helbock@la-posta.com
001-61-266-451-829**

RANDY STEHLE MAIL BID SALE NUMBER 85

16 Iris Court, San Mateo, CA 94401

Phone: (650) 344-3080; E-mail: RSTEHLE@ix.netcom.com

CALIFORNIA

- 001 ALCATRAZ, 1910 G+ 4-BAR ON PPC (74-63). EST. \$5
 002 ALLENSWORTH, 1915 LEGIBLE 4-BAR ON PPC (09-33). EST. \$3
 003 ANDRADE, 1915 VG FORWARDING 4-BAR ON PPC (09/42). EST. \$8
 004 AQUEDUCT, 1910 VG 4-BAR ON TONED PPC (08-10). EST. \$30
 005 AROMAS, 1953 F DUPLEX ON GPC. EST. \$4
 006 ARROYO SANITARIUM RS, 1940 G 4-BAR ON CVR W/THERAPY CC. \$5
 007 ASILOMAR, 1917 VG 4-BAR ON PPC (14-35). EST. \$6
 008 AUCLAND, 1908 F DOANE ON CVR W/SM STAIN & RED'D @ RT (99-12). \$30
 009 BAGDAD, 1911 G+ DUPLEX ON PPC (89/23). EST. \$20
 010 BALLARD, 1908 G+ DOANE ON PPC (81-18). EST. \$20
 011 BARNWELL, 1907 F 4-BAR ON PPC (07-15). EST. \$25
 012 BERDOO CAMP, 1935 VG 4-BAR ON PPC (34-37). EST. \$20
 013 BERNARDO, 1909 F 4-BAR ON PPC (72-18). EST. \$20
 014 BIG SUR, 1935 F 4-BAR ON COVER. EST. \$4
 015 BIG SUR, 1939 4-BAR (DIFFERENT THAN LOT 014) ON PPC. E. \$4
 016 BLAKE, 1907 VG 4-BAR ON PPC (96-11). EST. \$25
 017 BLUM(EN)BERG, 1909 VG 4-BAR OFF @ TOP OF PPC (08-10). E \$50
 018 BOYES SPRINGS, 1911 VG EARLY 4-BAR REC'D ON PPC (11-38). \$4
 019 BRADLEY, 1916 G+ ECU MOT-250 ON COVER. EST. \$5
 020 BRADLEY, 1935 LKU MOT-290 ON GPC. EST. \$5
 021 BRYSON, 1911 VG 4-BAR ON PPC (87-37). EST. \$12
 022 CAMP ROBERTS, 1942 F MACHINE "FREE" FRANKED ON COVER. E. \$4
 023 CAMP ROBERTS, 1941 F MACHINE ON COVER. E. \$4
 024 CARBON, 1910 VG 4-BAR ON PPC (85-23). EST. \$12
 025 CARMEL, 1909 VG DOANE ON GPC. EST. \$4
 026 CARMEL, 1911 VG DUPLEX ON GPC. EST. \$4
 027 CHUALAR, 1934 VG LKU MOT-650 ON COVER. EST. \$5
 028 CLOUDMAN, 1903 VG FORWARDING CDS ON PENALTY CARD (82-05) 35
 029 COOPERSTOWN, 1909 VG 4-BAR ON PPC (01-32). EST. \$6
 030 COSUMNE, 1909 VG 4-BAR ON PPC (52-15). EST. \$20
 031 COZZENS, 1909 F 4-BAR ON PPC (81-10). EST. \$40
 032 CRANMORE, 1906 F CDS ON PPC (86-28). EST. \$12
 033 CRANNELL, 1926 VG 4-BAR ON COVER (22-69). EST. \$4
 034 DANBY, 1911 F 4-BAR ON PPC (98-13). EST. \$40
 035 (DE)HESA, 1893 PARTIAL CDS ON PSE (88-17). EST. \$15
 036 DEL SUR, 1908 F 4-BAR ON PPC (90-25). EST. \$12
 037 DONNER, 1909 F DOANE ON PPC (82-26). EST. \$6
 038 DUDLEY, 1912 VG 4-BAR ON PPC (87-18). EST. \$20
 039 EASTLAND, 1901 G+ CDS B/S ON COVER (92-04). EST. \$15
 040 FALK, 1911 F 4-BAR ON PPC (99-35). EST. \$6
 041 FORT ORD, 1955 F MACHINE ON "FREE" COVER. EST. \$5
 042 GARVANZA STA. (LA), 1912 VG DUPLEX ON PPC (01-21). EST. \$4
 043 GELATT, 1923 VG ECU 4-BAR ON PPC (23-35). EST. \$6
 044 GIANT, 1933 VG 4-BAR ON COVER (95-36). EST. \$6
 045 GIBSONVILLE, 1909 VG DOANE ON PPC (55-10). EST. \$20
 046 GONZALES, 1896 F CDS ON COVER. EST. \$10
 047 GONZALES, 1897 VG LKU MOT-840 B/S ON COVER. EST. \$6
 048 GRAINLAND, 1895 G+ CDS ON CVR ROUGH @ RIGHT (97/02). E. \$60
 049 GRANDVIEW, 1908 VG DOANE ON PPC (05-44). EST. \$4
 050 GREENFIELD, 1916 F 4-BAR ON COVER. EST. \$5
 051 HALF MOON BAY RFD, 1901 VG TY 1, RT 2 B/S ON COVER. E. \$10
 052 HALLECK, 1912 G+ LIGHT LKU SBE-2260 ON PPC (81-25). E. \$5
 053 HARRISON, 1914 G+ LIGHT 4-BAR ON PPC (89/19). EST. \$15
 054 HENDERSON, 1916 VG 4-BAR ON COVER (06-22). EST. \$8
 055 HOLLISTER, 1909 VG DUPLEX ON PPC. EST. \$4
 056 INWOOD, 1909 VG 4-BAR ON PPC (87-27). EST. \$6
 057 IRVINGTON, 1934 VG DEPR 4-BAR ON COVER (86-60). EST. \$4
 058 JERSEYDALE, 1916 VG 4-BAR ON COVER (90-30). EST. \$8
 059 JOLON, 1910 VG DOANE REC'D ON PPC. EST. \$5
 060 KEENBROOK, 1911 VG 4-BAR ON PPC (94/21). EST. \$12
 061 KEYSTONE, 1906 VG DOANE REC'D ON PPC (05-13). EST. \$8
 062 KING CITY, 1908 VG DOANE ON PPC. EST. \$4
 063 KING CITY, 1912 VG MOT-1310 ON PPC. EST. \$4
 064 KING CITY, 1925 G+ ECU MOT-1340 ON PPC. EST. \$4
 065 LAKEVILLE, 1919 VG 4-BAR ON COVER (59/20). EST. \$12
 066 LANCHI PLANA, 1916 VG 4-BAR ON COVER (59/19). EST. \$20
 067 LARKIN, ca1910 G+ CDS ON PPC (99-12). EST. \$25
 068 LIVERMORE, 1943 F MACHINE ON "FREE" CVR. NAS RET ADD. E. \$5
 069 LOOKOUT, 1910 VG DOANE ON PPC. EST. \$4
 070 LOVERS LEAP, 1924 G+ LIGHT 4-BAR ON PPC (19-29). EST. \$8
 071 LUCIA, 1912 VG DOANE REC'D ON PPC (00/38). EST. \$12
 072 MARK WEST, 1895 F CDS ON CREASED GPC (65/17). EST. \$8
 073 MAYHEWS, 1912 VG 4-BAR ON PPC (91-22). EST. \$12
 074 MELBURNE, 1913 F 4-BAR ON PPC (01-18). EST. \$25
 075 MERRIMAC, 1927 F 4-BAR ON COVER (83/34). EST. \$6
 076 METZ, 1916 VG 4-BAR ON PPC (88-33). EST. \$12
 077 MONMOUTH, 1909 F 4-BAR ON COVER (08-19). EST. \$20
 078 MONTEREY, 1900 G MOT-1750 W/QUARTERED CORK KILLER. EST. \$5
 079 MOUNTAIN KING, 1911 G+ 4-BAR REC'D ON PPC (07-22). EST. \$8
 080 MOUNT OLIVET, 1908 F 4-BAR ON PPC (90-09). EST. \$20
 081 NAPA JUNCTION, 1907 VG 4-BAR O/S ON PPC (75/33). EST. \$6
 082 NELLIE, 1919 VG NEW TYPE 4-BAR ON PPC (83-20). EST. \$25
 083 PACIFIC GROVE, 1898 VG CDS ON COVER. EST. \$5
 084 PAICINES, 1909 VG 4-BAR ON PPC. EST. \$4
 085 PARKFIELD, 1954 F 4-BAR ON LAST DAY GPC (84-54). EST. \$4
 086 PEBBLE BEACH, 1911 F 4-BAR ON PPC. EST. \$5
 087 WALLETON, 1917 F 4-BAR ON RP OF STONE CANON RANCH. E. \$25

IDAHO

- 088 BRIDGE, 1908 VG DOANE ON PPC (79/71). EST. \$4
 089 DALE, 1909 G+ 4-BAR ON PPC (88/10). EST. \$25
 090 FALKS STORE, 1909 F 4-BAR ON PPC (71-10). EST. \$20
 091 FISH LAKE, 1911 F MAGENTA 4-BAR ON PPC (09-15). EST. \$45
 092 SPINK, 1912 VG LKU DOANE REC'D ON PPC (06-14) (STATE NOT STRUCK). 25

MONTANA

- 093 NEWLON, 1909 VG 4-BAR ON PPC (81/13). EST. \$20
 094 OSBORN, 1911 VG 4-BAR ON PPC (08-14). EST. \$40
 095 RAYMOND, 1907 VG LIGHT 4-BAR ON PPC (91-10). EST. \$8

NORTH DAKOTA

- 096 DEEP LAKE, 1909 F DOANE REC'D ON PPC (05-13). EST. \$12
 097 MEDFORD, 1909 G+ DOANE ON PPC (81-10). EST. \$6
 098 SILVERLEAF, 1910 VG 4-BAR ON PPC (87-38). EST. \$6
 099 WILLIAMS, 1911 VG 4-BAR ON PPC (08/14). EST. \$20

OREGON

- 100 AZALEA, 1908 F 4-BAR REC'D ON PPC (99-09). EST. \$15
 101 GEORGE, 1910 F 4-BAR ON PPC W/STAMP GONE (81-19). EST. \$8
 102 PERRY, 1909 F 4-BAR ON PPC (90-31). EST. \$6

Railway Post Offices (Towle Type Numbers)

- 103 ALBANY & LOCKHART, 1939 VG (NEW TYPE) ON PC. EST. \$8
 104 ALBANY N.Y. TERML, 1916 VG (150-A-2a) ON PPC. EST. \$4
 105 ALLEN & WEEK, 1943 VG (542-C-1) ON 3x5 CARD. EST. \$12
 106 AMARILLO & VAUGHN, 1930 VG (928-A-1) ON PPC. EST. \$6
 107 (ARK CITY) & ANTHONY, 1906 PARTIAL (918.2-A-1) ON PPC. \$10
 108 ATTALLA & CALERA, 1899 G+ (410-B-1) ON PSE. EST. \$20
 109 AUGUSTA & MADISON, 1938 F (349-C-1) ON 3x5 CARD. EST. \$8
 110 BAKER & PORTLAND, 1933 G+ (898-C-3) ON PPC. EST. \$8
 111 BAY CITY PLY & DET, 1906 F (NEW TYPE) ON COVER. EST. \$8
 112 BEAUMONT & ENID, 1910 G+ (921.2-B-1) MISSANT ON PPC. E. \$6
 113 BEECHERS FALLS & LAN, 1907 VG (11-G-1) ON PPC. EST. \$8
 114 BER MILLS & WHITE JCT, 1912 F (25-Q-1) ON PPC. EST. \$8
 115 BIG RAPS & DETROIT, 1911 F (622-I-1) ON PPC. EST. \$8
 116 BLAINE & SEATTLE, 1912 VG (903-B-1) ON CREASED PPC. \$6
 117 BLAINE & SEATTLE, 1930 VG (903-A-4) ON PPC. EST. \$4
 118 BOISE & HUNTINGTON, 1914 SPOTTY (898-D-1) ON PPC. EST. \$8
 119 BOWIE & MIAMI, 1916 G+ (969.1-A-1) ON PPC W/SCRAPES. \$8
 120 (BRAT)LEBORO & PALMER, 1888 PARTIAL (37-C-2) ON PSE. \$5
 121 BROWNSV & SAMFORDYCE, 1922 VG (493-A-1) ON PPC. EST. \$10
 122 BUFFALO & HARRISBURG, 1911 F (146-F-1) ON PPC. EST. \$8
 123 CALIENTE & B(ARS)TOW, 1920 PARTIAL (972-B-1) ON PPC. \$5
 124 CAPE G.CAR & LEACH, 1910 G+ (458-F-1) ON PPC. EST. \$8
 125 CLARINDA & BIGELOW, 1920 F (798-B-2) ON CVR W/SM TEAR. \$10
 126 COL & GAULEY BRIDGE, 1910 SPOTTY (590-B-1) ON PPC. EST. \$5
 127 COLS & SHEFF, 1937 G+ (517-B-1) ON COVER. EST. \$6
 128 DAV & ATCH, 1890 F (755-K-1) ON GPC. EST. \$8
 129 DAYTON & PASCO, 1909 VG (901.5-A-1) ON PPC. EST. \$8
 130 DEAD & (EDGE)MONT, 1908 PARTIAL (947.4-D-1) ON PPC. E. \$5
 131 DECH & COLA, 1938 F (505-B-1) ON 3x5 CARD. EST. \$8
 132 DES M & SIOUX CITY, 1890 VG (NEW TYPE) ON CREASED GPC. \$5
 133 DET & ALGONAC, 1908 G+ (Q-3-e) ON PPC. EST. \$20
 134 EGAN & MANILLA, 1913 F (886-E-2) ON PPC. EST. \$8
 135 ERWIN & SPART, 1950 F (519-A-1) ON PC. EST. \$8
 136 EUG & COOS BAY, 1948 VG (900-2-A) ON GPC. EST. \$8
 137 FIRECO & MULLENS, 1940 VG (284-D-1) ON 3x5 CARD. EST. \$8
 138 FLOR & ORANGEBURG, 1913 G+ (340-T-1) ON GPC W/PIN HOLES. 15
 139 FT WORTH & E(NNIS), 1899 PARTIAL (492.8-A-1) ON GPC. E. \$20
 140 FRENCH & (TUCUMCARI), 1926 PARTIAL (965.3-B-1) ON CVR. \$8
 141 FRESNO & COALINGA, 1911 VG (992.4-A-1) ON PPC. EST. \$8
 142 GEORGIANA & GRACE, 1942 F (417.1-A-1) ON GPC. EST. \$8
 143 GLOBE & BOWIE, 1937 VG (969.1-D-2) ON COVER. EST. \$8
 144 GREENS & WINSTON, 1890's G+ (325-C-1) ON PSE. EST. \$10
 145 GD STONE CY & PT HURON, 1906 VG (639-H-1) O/S ON PPC. \$6
 146 HAVRE & ANACONDA, 1905 VG (896.6-A-1) ON CVR. TORN STAMP. 12
 147 HIGHPT & ABERDEEN, 1911 F (332-E-2) ON PPC W/INK STREAK. 10
 148 HOPE & PT ARTH, 1955 G+ (445-D-1) ON COVER. EST. \$6
 149 HUNT & LORADO, 1938 G+ (292.1-B-1) ON COVER. EST. \$8
 150 INDEPEN & WELLING, 1916 F (909-R-1) ON PPC. EST. \$8
 151 JACKS & ADRIAN, 1908 G+ (614-D-1) ON PPC. EST. \$8
 152 JACK & FORT PIERCE, 1914 G+ (392-D-1) ON PPC. EST. \$4
 153 JUNCT CITY & PARSONS, 1909 G+ (912-F-1) ON PPC. EST. \$8
 154 KAL & SO HAVEN, 1911 G+ (636-C-1) ON PPC. EST. \$6
 155 KINGSTON & SUMMIT, 1912 G+ (121-I-1) ON PPC. EST. \$6
 156 KNOX & OAK, 1913 G+ (520-G-1) ON PPC. EST. \$6
 157 LAKE COR & TUTWILER, 1938 VG (431-L-2) ON 3x5 CARD. E. \$10
 158 LEWISTON & RIPARIA, 1934 G+ (904.3-C-4) ON COVER. EST. \$4
 159 LOS ANG & SAN B'D'NO, 1917 G+ (964-X-3) ON PPC. EST. \$8
 160 LOS ANGELES & SAN B'D'NO KITE, 1914 G+ (993.1-A-1) ON PPC. 12
 161 LOUIS & PADUCAH, 1888 G+ (533-L-1) ON GPC. EST. \$10
 162 MALAD CITY & BRIGHAM, 1938 VG (973.1-A-1) ON CVR. EST. \$12
 163 MANCH & BIRM, 1945 VG (379-F-1) ON PC. EST. \$8
 164 MARSH & STORY CITY, 1915 F (773.2-C-1) ON CREASED PPC. \$8
 165 MEMP & GRENADA, 1943 VG (431-AC-1) ON GPC. EST. \$8
 166 MILW LANC & GALENA, 1921 G+ (858-F-1) ON CVR W/ENCL. \$6
 167 MINIDOKA & BUHL, 1912 F (896.10-B-3) ON PPC. EST. \$18
 168 MONT & GRACEVILLE, 1919 G+ (417.1-D-1) ON GPC. EST. \$8
 169 MONTROSE & GR JUNC, 1909 G+ (957-G-1) ON PPC. EST. \$15
 170 MORGAN & ROWLESBURG, 1911 G+ (282-C-1) ON PPC. EST. \$8
 171 NEW BED & NANTUCK, 1904 G+ (B-3-a) O/S ON PPC. EST. \$6
 172 NEW IBERIA & EUNICE, 1909 F (446.3-B-1) ON PPC. EST. \$10
 173 NEW SMYRNA & LAKE HARBOR, 1909 F (395.2-B-1) ON 3x5 CARD. 8
 174 NY GEN & BUFF, 1911 VG (135-I-4) ON PPC. EST. \$6
 175 NO PLATTE & DENVER, 1913 G+ (950-K-2) ON PPC. EST. \$6
 176 OAKDALE & KIRBYVILLE, 1939 F (491-G-1) ON CARD. EST. \$8
 177 OAKDALE & MERCED, 1907 VG (989-D-1) O/S ON PPC. EST. \$10
 178 OAKES & SIOUX CITY, 1916 VG (887.1-F-1) ON PPC. EST. \$6
 179 OCONTO & CLINTONVILLE, 1908 G (864-B-1) ON PPC. EST. \$6
 180 OGDEN & CALIENTE, 1920 VG (972-D-2) ON REG REC CARD. \$8

Minimum Bid \$3.00 please.

Phone bids accepted: 650-344-3080

CLOSING DATE: February 16, 2000 (10 PM PST)

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1-page	\$100.00	\$230.00	\$420.00

These charges include Type setting & Layout

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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 100, Chatsworth Island, NSW 2469 Australia

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