

# LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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*COVER: Our cover illustration shows a view of San Francisco's Fort Point in the foreground looking across the Golden Gate toward Marin County. Rod Crossley's series on the postal history associated with this and other harbor defense posts continues this issue.*

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## IN THIS ISSUE:

**An Unusual Shanghai Gunboat Cover**  
By Gina Sheridan ..... 9

**Guardians of the Coast - A Postal History**  
**Part II: California**  
By Rod Crossley ..... 11

**Postal Markings of North Dakota Territory**  
**Part IX: Mercer and Morton Counties**  
By Mike Ellingson ..... 18

**Oregon's Shortest Steamboat RPO Route:**  
**Coquille & Bandon**  
By Richard W. Helbock ..... 22

**Postal Arrangements for Army Casualties in**  
**the Philippines: 1898 - 1902**  
By Michael Dattolico ..... 26

**The First Transmountain Mail Route**  
**Contracts; Part XII - The Wells Fargo Con-**  
**tracts**  
By Daniel Y. Meschter ..... 30

**Those Elusive Postal Sub-Station**  
**Part IV**  
By Dennis H. Pack ..... 44

**Territorial Post Offices of Central Oklahoma**  
By Richard W. Helbock ..... 69

**Also Postal History Notes & Reviews**

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## New Tricks for an Old Dog

One of the constants in research and writing about postal history subjects is the need to illustrate postal markings accurately, and hopefully, efficiently. As a veteran of two years of intensive MT&G (Military Topography and Graphics) at the Point, I was taught to keep a 4H pencil sharpened to a fine point; maintain a clean straight-edge, French curve and compass; and always have your trusty Rapid-o-graph inked and ready to go. These were precepts I followed very closely in making the laborious tracings for *Postmarks of Territorial Alaska, Volumes 1-3*; *Nineteenth Century Oregon Postmarks*, and various other publications over the years. On a good day, I found that I could produce between twenty and thirty rather accurate postmark tracings using the tried and true tools and methods. Unfortunately, as I've gotten older, I had come to realize that postmark tracing is an activity far better suited to younger hands and eyes. I have become very grateful for the talents of people like Doug DeRoest, who produces the non-standard postmark tracings, Mike Ellingson for his North Dakota work, Ted Gruber for his Nevada catalog, and Jane Dallison for her fine reproductions of Washington Territory and early Colorado postmarks. Oh, once in a great while, I will still try my hand at an occasional postmark tracing, but for the most part, *La Posta* has relied heavily on the work of others in recent years. Fifteen years ago, or so, I bought my first flatbed scanner, largely with the thought in mind that it might be possible to use this new tool to produce postmark illustrations for *La Posta*. It was a lovely device, and, since they were still fairly new to the market, I had to pay a hefty price—over \$1,200 as I recall. I can still recall the anticipation that I felt as I scanned in that first cover with the idea of digitally removing the postmark impression and then cleaning, strengthening, or otherwise improving it as needed to produce a clean, accurate reproduction for publication. Well, the scanning process worked just fine. The digital image on my screen looked just like the one on the cover. Unfortunately, since the postmark was partly on top of the stamp, and the image was black and white, the result was some partially clear lettering on the left side of the dial and some badly obscured detail on the right all mixed in with the stamp design. All right, says I, we'll just move this image to a paint program and clean it up. Several hours later, after removing hundreds of individual pixels and replacing dozens of pixels removed by mistake, I still didn't have a presentable postmark reproduction. It was clear to me at that point that the black and white scanners of the day were not going to solve the problem of reproducing postmarks for publication. Oh, I didn't

give up right away. In fact, the cover of *Prexie Postal History*, which shows a U.S. Sub. Detachment, Pearl Harbor Branch duplex of 1941 tying a 20¢ Prexie, was produced digitally in 1988. But, for day to day reproduction of postmark illustrations for *La*



*Posta*, scanning was far too slow a solution. There was, at the time, another problem associated with digital postmark images—space. Compared to word processing files, image files—even jpegs—required large amounts of storage space (typically, 50K or more). The 286 and 386 PCs of the day had fairly small hard drives of 10-20 megabytes, and it didn't take too many bulky image files to begin crowding up the C-drive.

Fast forward a decade. We now enjoy PCs with hard drives measured in gigabytes and removable storage options ranging from 100 megabytes to over two gigabytes. There are cheap (under \$100) flatbed scanners on the market, which produce beautiful, high quality color scans. We also have much more sophisticated software with which we can do all kinds of wonderful special effects with digital images. The commercial emphasis on these new tools has been geared toward photography and video, but they also present some very exciting possibilities for our old problem of postmark reproduction.

In recent weeks, I have revisited the subject of reproducing postmarks with a scanner, and have discovered some very encouraging results which I would like to share with you. I hasten to point out that I am not an accomplished master of the scanner, but I do believe that scanning is a skill to be learned and that the time spent in learning line art, grayscale, and color scanning techniques is both enjoyable and well worth the investment.

The comments which follow are based upon my experience with grayscale scanning using a Cannon® CanoScan FB310 and digital manipulation of the resulting images using Adobe® Photoshop®. The scanner in question is a basic entry level device and, while the imaging software is well regarded by computer product reviewers, there are other programs available which have similar features. Grayscale scanning is one of the basic options (choices) available when one begins to scan a subject. Normally, the most appropriate type of scan for line drawings (maps, diagrams, postmarks, etc.) is *line art*. A 600 dpi (dots per inch) line art scan of an 8 1/2 by 11 inch page of postmark tracings will yield a digital image which is virtually indis-

*Continued on page 6*

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## PUBLISHER'S PAGE (CONTINUED FROM PAGE 3)

tinguishable from the original to the unaided eye. Unfortunately, line art scans do not permit the kind of digital manipulation required to clean, strengthen, or otherwise enhance postmarks. I have therefore been using *grayscale* scans set at 250 dpi for my recent experiments.

A note on resolution seems in order here. Resolution is typically expressed in dots per inch (dpi), and, although the subject is not quite as straight forward as we are led to believe, scanner manufacturers promote their products partially on the basis of resolution. All low end scanners on today's market are capable of scanning at 300 dpi or better. In order to reproduce photographs at a one-to-one scale, I have been advised by our printer—Marrakech Express—that scans of over 250 dpi are a waste of file space. Line art at 600 dpi and grayscales at 250 dpi are all we use to produce illustrations in *La Posta*, unless the illustration involves enlargement. By the way, appropriate resolution of graphics posted on a web site or transmitted via e-mail is on the order of 75 dpi.

**Figure 1** illustrates a 250 dpi grayscale scan of eight postmarks as they appear in my collection. They are fairly typical of the standard of postmarks which have survived from post offices of a century ago, and as such make a good subject for this experiment. My objective in the old days would have been to prepare careful tracings of each of these postmarks so as to permit an interested reader, who has never seen the original, to identify a similar postmark in his or her collection.

First, I would make a set of eight inked circular dials with the exact diameters in millimeters of each postmark on high rag content tracing paper. Once these dried, I would carefully center the first dial over the first postmark and lightly trace the shape and position of the letters and numbers in 4H pencil on the tracing paper. Usually, I would make all eight tracings before proceeding to the next phase. Once the tracings were finished, it was time for the final and most difficult step—inking. My tool of choice was an ought, or double ought, Rapid-o-graph drafting pen. This is where the high rag content tracing paper proved its worth because the ink is far less likely to bleed or skip. The trick was to ink in even, steady strokes. Usually, I would ink all the straight lines first, and then go back and fill in the





Figure 1. Unretouched postmark illustrations scanned at 250 dpi in grayscale mode.

small rounded bits of “B’s”, “P’s” and “R’s”, and finally do the truly squiggly letters like “C, O, and S”. Not all tracings were successful. Sometimes the hand slipped, sometimes I would get the letter shape or spacing wrong, and sometimes the finished product just didn’t look right. No tracing is identical to the original. In a way, the tracings you see in a catalogue or reference book are really just the artist’s impression of the real postmark. These impressions, when done well, adequately convey to the reader a sufficient amount of graphic information to identify a particular kind of postmark and distinguish it from other, similar types of postmarks. When a postmark is particularly fancy or elaborate, it may be more difficult to execute an accurate tracing, but the unusual features of the design will enable the reader to make a fairly easy identification match anyway. The problem arises when cataloging multiple postmarks of very similar, but slightly different, designs. How many of you, like I, have scratched your heads more than once when attempting to differentiate among two or more similar postmark illustrations in the *United States Railway Post Office Postmark Catalog*?

**Figure 2** illustrates the same eight postmarks as they appear after being cleaned and touched up with the image modifying software. The length of time required to advance from Figure 1 to Figure 2—25 minutes. In other words, it took only about three minutes average to clean and retouch each postmark. Preparation of some of these required longer than three minutes, but others required less than a minute. Here, in a nutshell, is what I did.

First, I opened the file containing the eight postmark scans in Adobe® Photoshop®. I then used the *Marquee tool* to isolate the first postmark I wished to retouch, and *cropped* its image to separate it from the other markings. Next, I enlarged the postmark image in *View to Actual Pixels* size in order to get a better view of the postmark. The dark background can be eliminated using *Brightness and Contrast* options under *Adjust* in the *Image* task bar. These are particularly powerful tools, and it is a good idea to experiment with both of them to see how their adjustments can effect an image. The trick is to brighten the image sufficiently to eliminate the background clutter without losing any detail from the postmark impression. With only a little practice, you’ll be amazed at how much these two simple tools can improve a postmark. For some postmarks, such as the ADELL, the BAKER and the BURNETT, they are virtually all that is needed to render a clean, accurate image. In other cases, it might take a bit more work.

The BELLEMONT and the ARLINGTON are examples where *foreign* material obscures, or confuses, part of the postmark. In each case, I used the *eraser tool* to carefully remove unwanted bits of form lettering, in the case of BELLEMONT, and the stamp, in the case of ARLINGTON. Digital erasure is a slower procedure than using brightness and contrast, and one must be very careful not to erase what is not intended to be erased. Of course, there is always the *Undo* option, and some programs offer multiple undo commands.

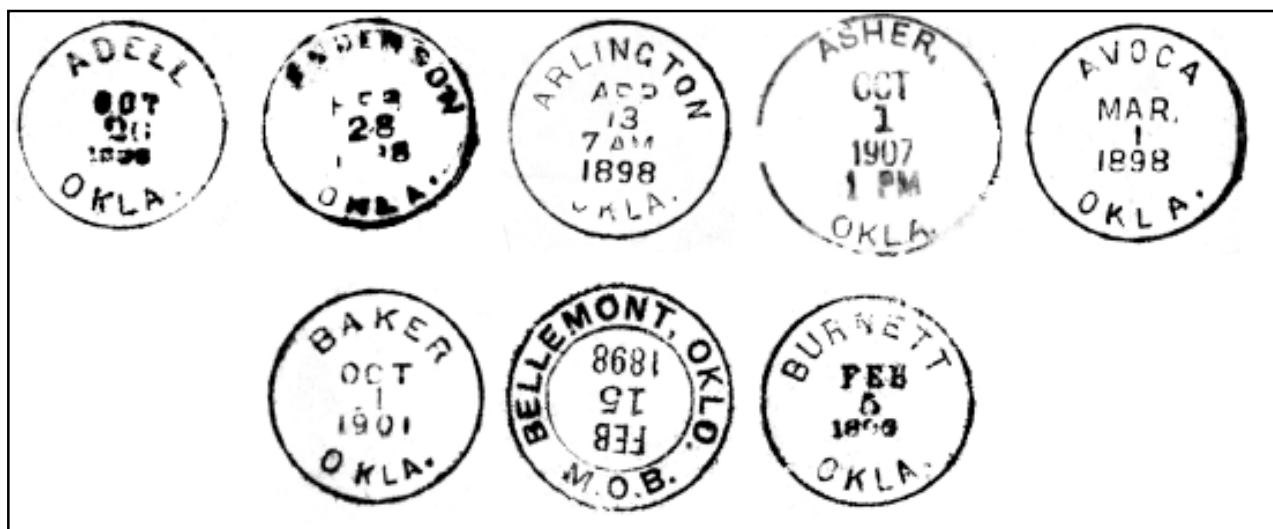


Figure 2. Postmarks illustrated in Figure 1 after digital cleaning and touch-up lasting a total of 25 minutes.

Occasionally, but not often, I might wish to strengthen, or even reconstruct, part of the postmark lettering digitally. In this example, I strengthened the letters "OKLA." in the ASHER postmark, and the "M" in M.O.B. in the BELLEMONT postmark. I find that using the *paintbrush* tool—as opposed to the *pencil* tool—at a very high level of image magnification yields the best match for strengthening or adding to letters in a postmark dial. The technique can also be used to round out imperfections or breaks in the dial itself as has been the case with the AVOCA postmark in this example. There are two reasons why I choose to use strengthening and letter reconstruction in a limited way. First, if it is done poorly it could present the reader with a false impression of the actual postmark design. Second, it is very time consuming to do it well.

Once a postmark is cleaned and retouched to my satisfaction, I *rotate* the dial into a vertical position and *save* it with an individual file name to my hard drive. A typical tracing saved as a .tiff file at a scale of 1:1 occupies about 40 KB of space. I also *copy* the image to the *clipboard*, and *paste* it onto a digital page next to the other postmark images in the study.

The result of these operations could eventually become a well-illustrated article, a monograph, or even a digital postmark catalog. The labor involved in rendering trustworthy postmark illustrations will be far less arduous than the old trace, ink, cut and paste methods of days gone by. True, there are a few new skills to master, but, with a bit of practice, I'll wager that these are skills that any of you could pick up quickly.

Before leaving this subject, I should reiterate that my comments have been directed only with regard to grayscale scanning. There is an entirely different approach available through the use of color scanning and computer separation of colors to postmark imaging. Unfortunately, although I have read about this approach, I have no per-

sonal experience from which to evaluate its strengths and weaknesses. I would welcome email and letters from readers who might be willing to comment on reproducing postmark images using any of these techniques.

Richard W. Helburn

## La Posta Backnumbers

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

To order backnumbers call John or Sherry at 800-297-3929 or send them an E-mail at [sherjohn@softcom.net](mailto:sherjohn@softcom.net).



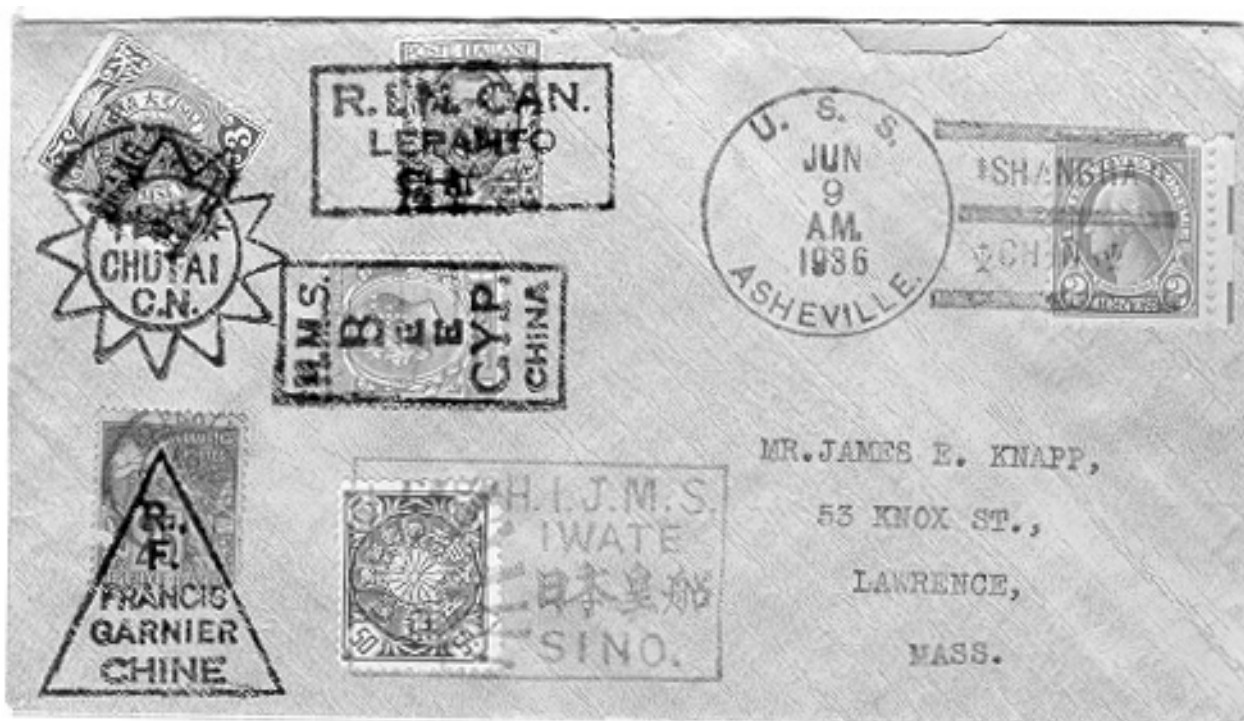


Figure 1 This cover was posted onboard the USS Ashville in Shanghai in June 1936. It bears five additional markings from foreign gunboats and ships also in port.

## An Unusual Shanghai Gunboat Cover

By Gina Sheridan

While perusing a dealers cover section, I came across a highly unusual ship cover. Along with a neatly cancelled two cent Washington stamp in the upper right corner, there were six different foreign ship hand cancels on the left side. Upon further inspection, I noticed that the envelope was made of wood rather than paper.

Obviously, this was a well executed philatelic cover. The return address on the back flap was neatly typed as "Major Knapp, 4th Marines, Shanghai, China. C/O; PM. San Francisco, Calif.

**Figure 1** shows that CDS consists of a Locy T-3 (AC-TTT) ship postmark of the U.S.S. Asheville. "SHANGHAI CHINA" appears between the killer bars. The CDS is dated June 9, 1936. The foreign ship "favor cancellations" were tied to stamps of their respective countries. However, the French ship postmark is tied to a general issue for French Colonies.

The foreign ship markings are quite attractive. Each one was carefully hand stamped on the cover. Although my knowledge of foreign ship postmarks is quite limited, I would surmise from the lack of dates in the favor cancellations that these are not official postmarks for ship board mail. However, they are colorful and pleasing.

A paper included with the cover, clearly identified each ship by name and nationality. With the exception of the Japanese cruiser *Iwate*, all the ships were listed as gunboats. The complete text of the ship identification insert read:

Markings From Men of War in Harbor at Shanghai, China

FRENCH: Gunboat *Francais Garnier*.

CHINESE: Gunboat *Chutai*.

JAPANESE: Cruiser *Iwate*.

ENGLISH: Gunboat *Bee* (Cammand Yangtze Patrol)

ITALIAN: Gunboat *Lepanto*

UNITED STATES: ??? Gunboat

It is unknown as to why the entry for the U.S. gunboat is marked by question marks instead of being listed as the *U.S.S. Ashville*. Perhaps Major Knapp had already typed up the ship identification insert before posting the cover on board the *Ashville*.

In addition to the cover, a flier in **Figure 2** details some of the activities available for sailors on shore leave. Although there are java clubs and soda fountains are listed on the flier, saloons are conspicuous by their absence!

While pre-WW II Shanghai harbor must have bristling with competing navies of the great world powers, there seems to have been an air of cordial naval camaraderie captured by this cover. The excitement of great adventure in some far flung port becomes more tangible when I gaze at this cover.

Since ships from the eventual Axis and Allied powers were peacefully anchored together in Shanghai harbor in 1936, I wonder if they ended up exchanging shrapnel instead of postmarks five years later? What was the eventual fate of these ships and of Major Knapp?

A partial answer to their fate was to be found in the *Catalog of U.S. Naval Postmarks*. Regrettably the *Catalog of U.S. Naval Postmarks* lists the *Asheville* (PG-21) as "sunk by Japanese surface craft in the Java Sea March 3, 1942".

The beauty of covers is that they are snapshots in time. I much prefer to have my thoughts linger on that golden morning in Shanghai harbor. I can imagine Major Knapp exchanging pleasantries with other naval officers and tasting the salty air of the port. I appreciate his time and effort in creating and securing a richly textured snapshot of time for us later day collectors to enjoy.

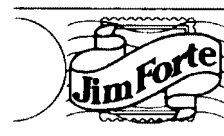
THE SERVICE MEN'S HEADQUARTERS WHILE ON LIBERTY		
<p>Many things-to-enjoy, and things-to-do are offered at the Shanghai Navy "Y". The Lobby for fellowship, fun and friendship. . . . Rooms for study, for group meetings, etc. . . . Bedrooms, comfortable and clean. . . . Safekeeping of money and valuables. . . . Banking facilities. . . . Information. . . . Telephone. . . . Billiards. . . . Small games. . . . Gymnasium, Basketball, Volleyball, Low Down Polo, Badminton, Handball. . . . Swimming Pool. . . . Gymnastic and Athletic Meets. . . . Health Talks. . . . Receiving and forwarding mail, Telegrams and Express. . . . Stamps. . . . Money orders. . . . Money exchange. . . . Restaurant. . . . Soda Fountain. . . . Tea Room. . . . Check Room. . . . Private Lockers. . . . Laundry Service. . . . Barber Shop. . . . Washrooms. . . . Bootblack. . . . Cleaning and Pressing. . . . Reading Room. . . . Correspondence Material and Desk. . . . A chance to talk things over with a friend. . . . Library. . . . Educational Classes. . . . Chinese Conversation Classes. . . . "Things Chinese" Lectures. . . . Sightseeing Trips. . . . Hikes. . . . Suki Yaki Parties. . . . Musical Programs. . . . Socials. . . . Entertainments. . . . Religious Meetings. . . . Bible Classes. . . . Java Clubs. . . . Discussion Groups. . . . Fellowship Groups. . . . Church Parties. . . . Baths. . . . Service Canteen. . . .</p>		
<p>The Navy Y.M.C.A. Shanghai. China</p>	<p>NAVY </p>	<p>Centrally Located at Szechuen &amp; Hong Kong Roads Phone-16904</p>
<p>OPEN 24 HOURS A DAY &amp; 7 DAYS A WEEK!</p>		
<p>The Staff. W. Judd-Executive Secy. D. W. Ross-Business .. F. Balfour-Relief .. B. W. Smith-Activities W. Hathaway-Activities</p>	<p>會年青軍海 A HOME AWAY FROM HOME FOR SERVICE MEN.</p>	

Figure 2

### United States Postal History

**Town Cancels.** D.P.O.'s, machines, advertising, R.P.O.'s, stampless and much more are featured in my state price lists. Which state may I send you?

P.O. Box 94822  
Las Vegas NV 89193  
(800) 594-3837  
FAX (702) 369-9139







*Figure 1. Fort Point, guardian of the southern entrance to San Francisco's Golden Gate, as it appeared in 1911.*

## Guardians of the Coast - A Postal History

### Part II: California

by Rod Crossley

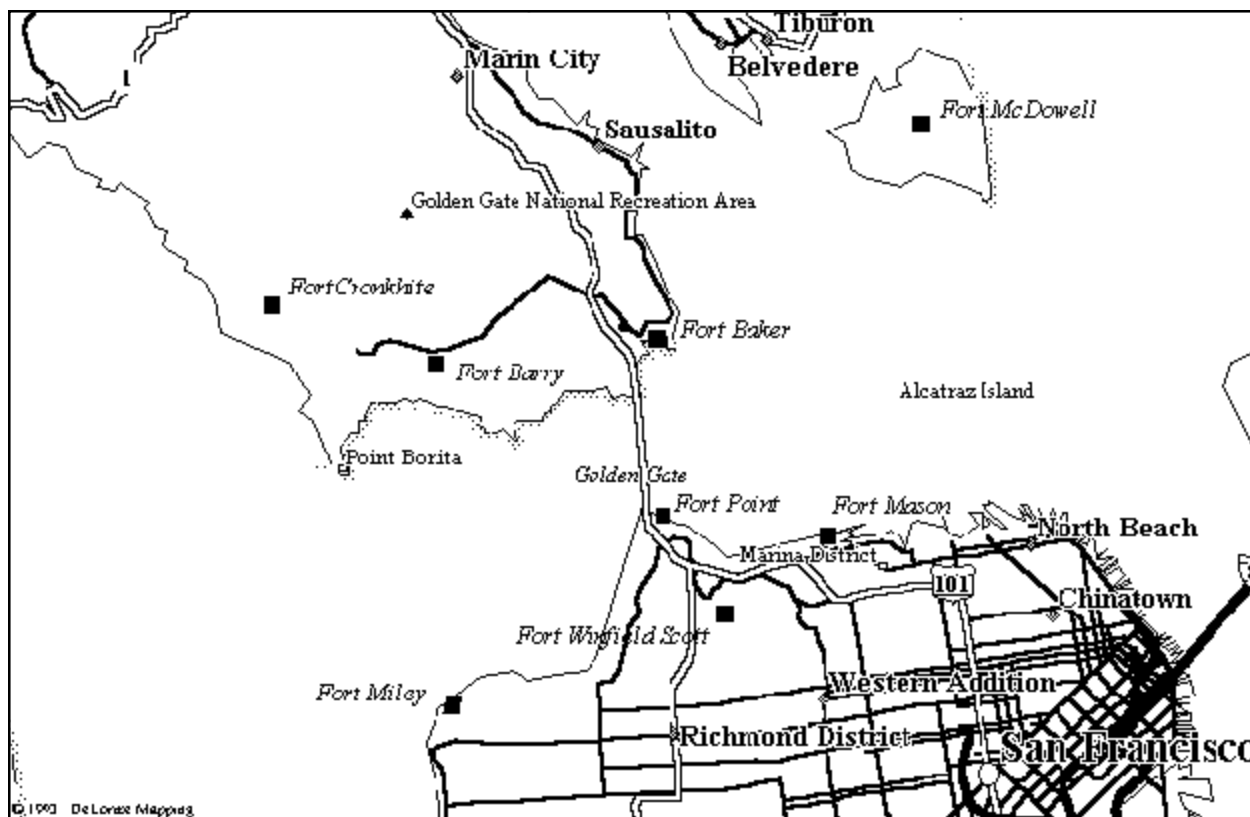
#### Harbor Defense of San Francisco

The Portola expedition traveling north from San Diego discovered San Francisco Bay on November 11, 1769. The Spanish Government established the Presidio de San Francisco in 1776, but it was 1794 before the post was armed. The newly independent Republic of Mexico took control of the Presidio in 1821, but abandoned the post in 1835.

The US Army took possession of the Presidio in 1847 during the Mexican War, and for over 100 years the post served as the West Coast Headquarters of the army. Troops were dispatched from here for Indian campaign, wars in the Philippines, Mexico, Europe and the Pacific. Civilian refugees lived on the post following the San Francisco

earthquake of 1906; some for over a year. In recent times the Presidio was part of the air defense command of the San Francisco Bay Area. Finally, in 1994 the Presidio was closed and became part of the Golden Gate National Recreation Area. This recreation area is one of the few places in the nation where one can look at fortification from the 1850 to the 1970's all in one day.

**Presidio of San Francisco** postal service: The postal service established a fourth class post office named Presidio at this location on October 31, 1888. This was changed to a Station of San Francisco on July 1, 1902 and the office was closed in 1995. San Francisco Post Office established on July 1, 1902 at the post general hospital, later Letterman General Hospital, an office called Hospital Station. The office was closed on April 1, 1904.



Map 1. Harbor defenses of San Francisco Bay

In 1850 Army planners envisioned the harbor defenses for San Francisco to consist of forts on each side of the entrances to San Francisco Bay and batteries on Alcatraz Island (*Map 1*). The army began construction in 1853 of Fort Point on the south side of the entrance to San Francisco Bay. When finished in 1861, the fort would be the only third system fort built on the West Coast. Following the Civil War fort construction was started on the north side of the entrance on the Lime Point military Reservation. Construction of a third system style fort was halted after some initial excavation at the site. The army did install three batteries on the reservation which eventually became part of Fort Baker in 1897. Batteries were built on Alcatraz island prior to the civil war, but were removed in the early 1900s when the island became a military prison. There was a fourth class post office on the island which was established on March 6, 1874, and was closed on March 16, 1963.

**Fort Baker:** The Lime Point Reservation across the Golden Gate from Fort Point was renamed

Fort Baker in 1897 as construction of new modern batteries began. The post was completed in 1904 and became one of the two mine depots in the bay, the other depot was at Fort Winfield Scott. As construction moved westward and away from the Golden Gate the fort defenses were less importance, but was manned until after World War II. It was then used for housing and as a training command before becoming part of the Golden Gate Recreation Area.

**Postal Service:** The San Francisco Post Office established a branch post office at the fort on September 1, 1918, the office became a branch of Sausalito on December 1, 1938 and was closed on July 1, 1977. **Figure 2** illustrates a cover postmarked at Fort Baker Branch in 1928.

**Fort Barry:** With the introduction of modern armament the army began construction of new fortifications on the western part of Fort Baker. In 1904 the new area became a separate post named Fort Barry, but the fort was not finished until 1907. Following World War I the post was placed in

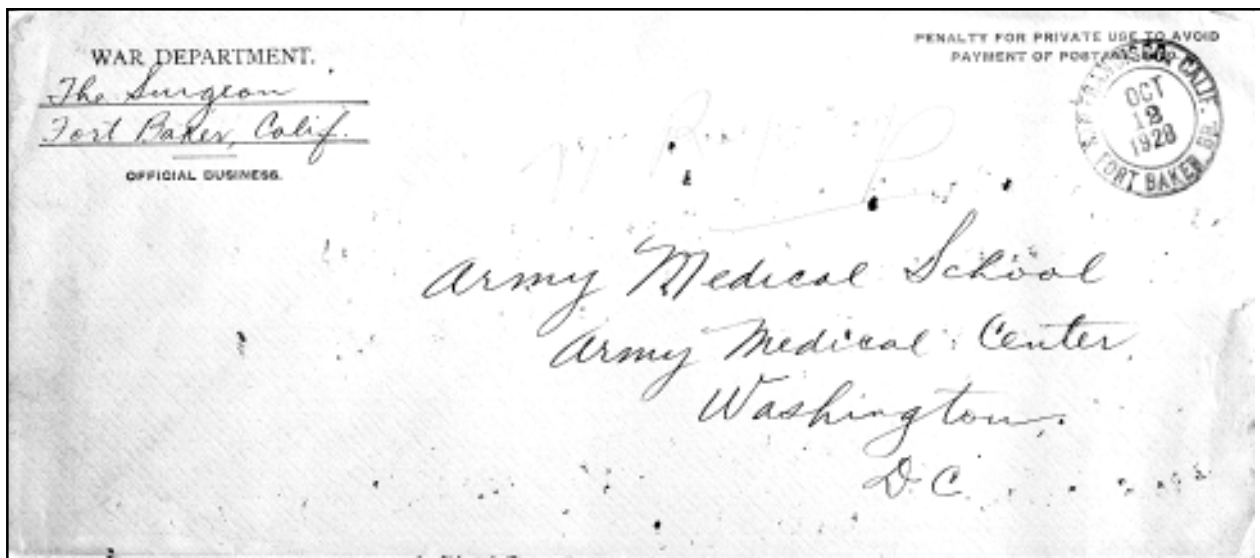


Figure 2. Legal sized War Department penalty cover displaying a Fort Baker Branch postmark of San Francisco.

caretaker status during which time it was used by units from other locations within the bay area for training. Fort Barry was reactivated in mid-1941 and during the war the army began construction of a new 16-inch battery at the post. After the war the fort became part of the air defense system for San Francisco Bay and was closed in 1975.

**Postal Service:** The postal service established a forth class office at the fort on September 19, 1911 which was closed on November 15, 1918. The office was reopened the next day as a branch of Sausalito Post Office. The branch was closed June 30, 1934. It was reopened again on August 16, 1941 and finally was closed on May 15, 1947.

**Fort Cronkhite:** This was the last fortification established in the San Francisco Harbor Defense. Discussion began in 1915 regarding 16-inch batteries to protect the harbor, but it would be 1928 before the army authorized two batteries, one on each side of the Golden Gate. In 1938 construction began on the northern installation at Tennessee Point. The construction was named Fort Cronkhite and was turned over to the army in 1940. Following



Figure 4. General purpose postcard from Fort Cronkhite Branch, 1941.

World

War II the fort became part of the air defense system and was closed in 1974.

**Postal Service:** Sausalito Post Office established a branch operation at the fort on August 8, 1941. The branch was closed on June 30, 1947.

**Fort Funston:** The military acquired some land for a military reservation near Lake Merced south of the Presidio in 1900. In 1917 the name of the reservation

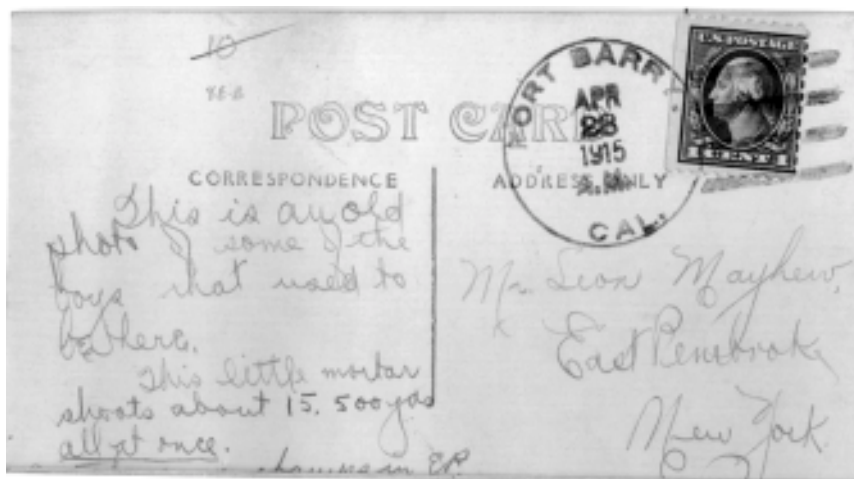


Figure 3. This postcard displays a 1915 example of the only postmark type recorded from the Fort Barry post office.

was changed to Fort Funston and some temporary batteries were built at the location during World War I. In 1936 construction started on the southern 16-inch battery to protect San Francisco. This was to be first casement (covered) battery built in the United States and would serve as a prototype for the rest of the nation's new heavy gun batteries. The post was closed in 1948 and later became part of the air defense operation around San Francisco Bay.

**Postal Service:** The mail from Fort Funston was handled by the San Francisco Postal Service.

**Fort Mason:** During 1864 a fort was established at Black Point and was called the Post at Point San Jose. The name of this installation was changed to Fort Mason in 1882. The army constructed one gun emplacement at the fort in 1900 and it was closed in 1909 when Fort Mason became the San Francisco General Depot. It later became the Headquarters for the San Francisco Port of Embarkation. The fort was closed in 1963 and is now under the control of the National Park Service

**Postal Service:** Mail from the fort while part of the Coast Artillery Command was handled by San Francisco Station A.

**Fort McDowell:** Angel Island is in the northwest part of the San Francisco Bay. The army constructed batteries on the island during and after the Civil War. The fortifications were called Camp Reynolds, and in 1898 construction of new modern emplacements began. The name of the camp was changed to Fort McDowell on April 4, 1900. During a survey of the harbor defenses in 1915, the army closed the batteries at Fort McDowell as no longer having any tactical importance. The



Figure 5. Fort Dowell on Angel Island in 1914.

Fort had taken on a new role as the West Coast recruit receiving station and Pacific overseas processing center as well as the west coast immigration center. After serving as part of the San Francisco Port of Embarkation during World War II, the island was used as part of the air defense system. Today it is part of the State of California Parks System.

**Post Service.** A fourth class post office called Angel Island was established on January 28, 1875. The office was located at the fort and was closed on August 31, 1945.

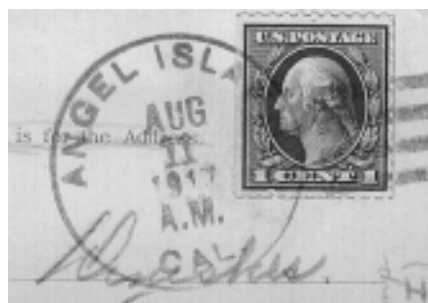


Figure 6. The Angel Island post office served Fort McDowell for 70 years. John Williams records 16 different postmark types used during that long history. This is an early example of Type MRN-100 used during WWI.



**Fort Miley:** Construction of the fort started in 1899 on the Point Lobos Military Reservation south of the Presidio near Lands End. The Army named the installation Fort Miley and took control of the post in 1900. The fort was manned during World War I, but placed in caretaker status during the 20's. During the 30's the forts parade grounds were used for the construction site of a new Veterans Hospital. During World War II the army constructed a new battery on the Westside of the fort. Fort Miley was closed in 1949 with the land going to the National Park service and the Veterans Administration.



Figure 7. Test firing the guns at Fort Winfield Scott in 1910.

**Postal Service:** Mail from the fort was handled by the San Francisco postal system during the early years. Later it was processed through Fort Winfield Scott Station.

**Fort Winfield Scott:** As the construction of new gun emplacements began in the 1890's on the undeveloped Westside of the Presidio there was a need for a headquarters facility for these new positions. However it was not until 1912 that construction of the new post called Fort Winfield Scott was completed. Although physically part

of the Presidio of San Francisco this was an independent coast artillery command responsible for the new emplacements and it would serve as the new headquarters for the Harbor Defense of San Francisco. The fort after 1947, now under the control of the Presidio, was used for other purposes and in 1997 came under the control of the National Park Service.

**Postal Service:** The San Francisco Post Office established a Contract Station at the fort on March 1, 1913. This was changed to a Classified Station on June 15, 1941 and the office was closed on August 15, 1950.

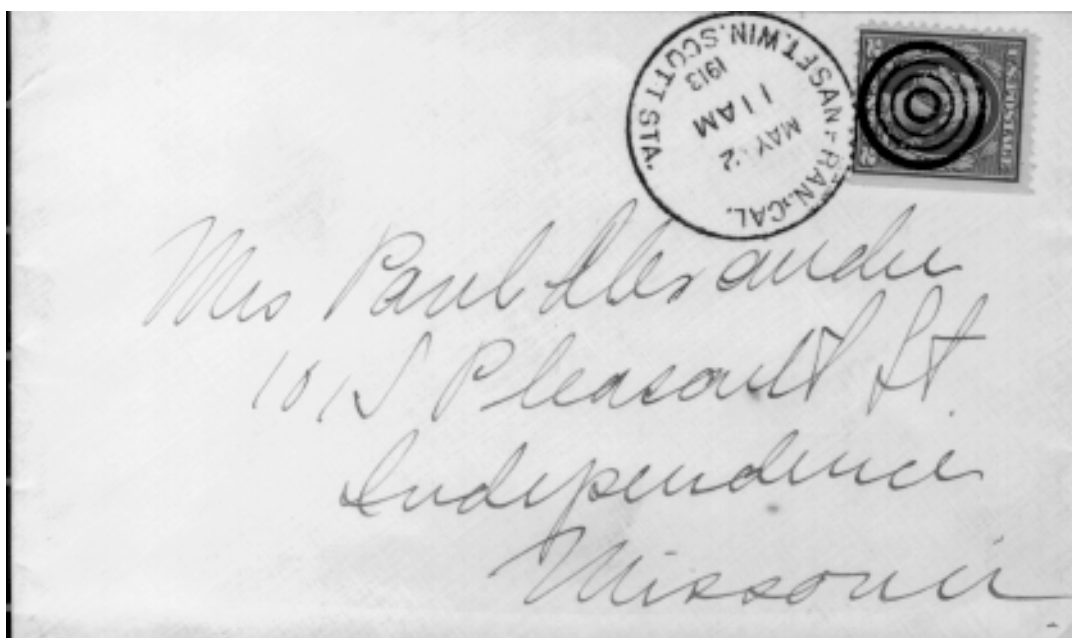


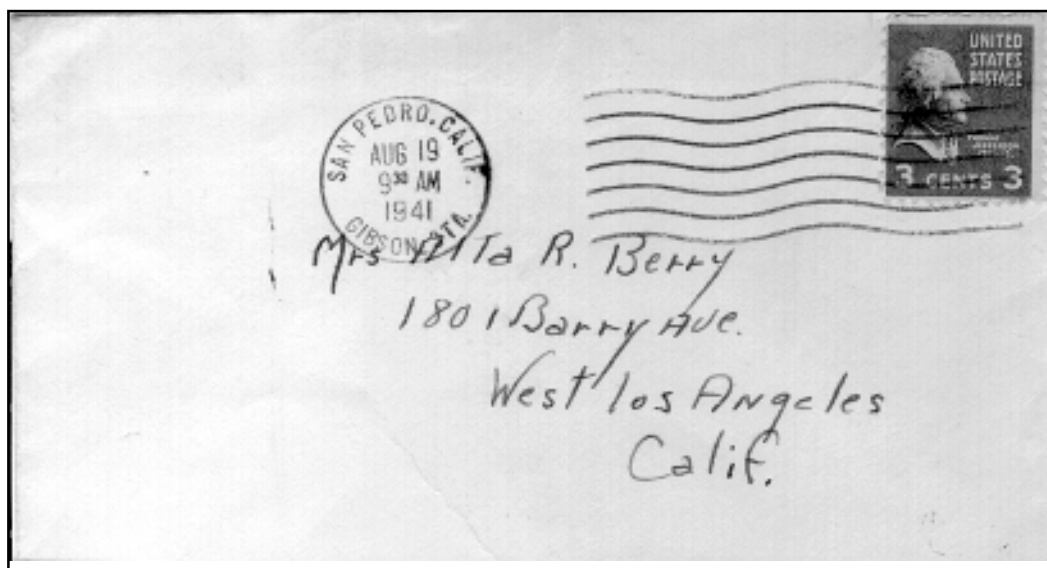
Figure 8. This cover displays an early postmark from Fort Winfield Scott Station of San Francisco.

## Harbor Defense of Los Angeles

Sailing north from New Spain in 1602, Sebastian Vizcaino named the bay below the future pueblo of Los Angeles as San Pedro after Saint Peter. As the Spanish government developed their new territory, they set aside land for public and military use and established a military reservation overlooking San Pedro bay. Construction of the man-made breakwater began in the early 1900's, and it was recommended by the Taft Board that a coastal fortification be built to protect the new harbor. In 1914 construction of a fort to be called MacArthur was begun. The main post was built on the military reservation and was called Lower Reservation, while the emplacements were built above it in an area called Upper Reservation. Construction of the new fort was not finished until after World War One. The Army recommended upgrading of the forts fortifications in the 20's, but did not finish construction of all recommended

improvements until World War II. Later the fort was used as the headquarters for the Los Angeles Air Defense Command and as a reception and reserve training center. The Lower Reservation was turned over to the Air Force for housing in 1982, while Upper Reservation came under the control of the Los Angeles Park District.

**Postal Service:** The station at Point Fermin was closed and moved to a location on Pacific Avenue at the edge of Fort MacArthur Lower Reservation. The new station—called Gibson—began operation on January 16, 1918, and operated until re-designated MOU #3 Fort MacArthur on January 15, 1948. On September 1, 1960, San Pedro reestablished a station at the fort calling it Fort MacArthur. This unit is still in operation as a branch. On March 10, 194, a contract station of San Pedro, named Upper Reservation, was established. It operated only until October 1, 1942.



*Figure 9. Gibson Station of San Pedro served Fort MacArthur from 1918 to 1948. This cover illustrates a machine cancel in use at Gibson Station just prior to World War II.*

## Harbor Defenses of San Diego

In 1769 Captain Gaspar de Portola' established the first Spanish presidio (fort) in California at San Diego. The new presidio was too far from the harbor, so in 1795 construction was started on a new fort at the base of Point Loma called Fort Guijarros. After the Mexican war the US Army established San Diego Barracks, and declared the majority of Point Loma a military reservation. Following the Endicott Board's recommendations the army began construction of a fort on the point in 1896 which they called Rosecrans (*Map 2*). The first gun emplacements were at Ballast Point, the former home of Fort Guijarros. Originally the fortifications were designed to protect the entrance to the bay, but later construction of other fortifications gave the fort all around protection of San Diego harbor. In 1906 the Army built a single battery fort called Pio Pico on North Island across the channel from the Point Loma. This installation

was closed in 1920. San Diego Barracks served as a sub -post of Fort Rosecrans closing in 1921. The army constructed new emplacements at Rosecrans and at a new fort called Emory lo-

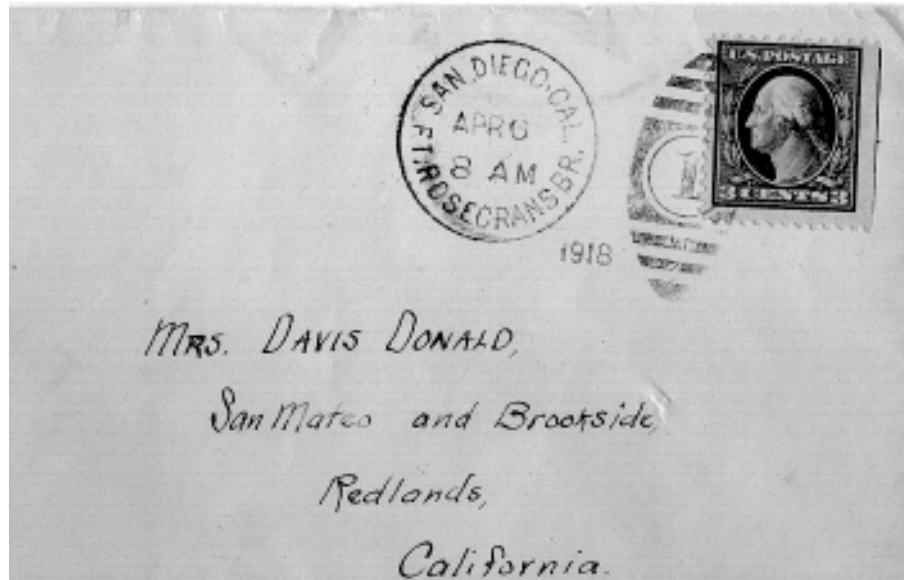
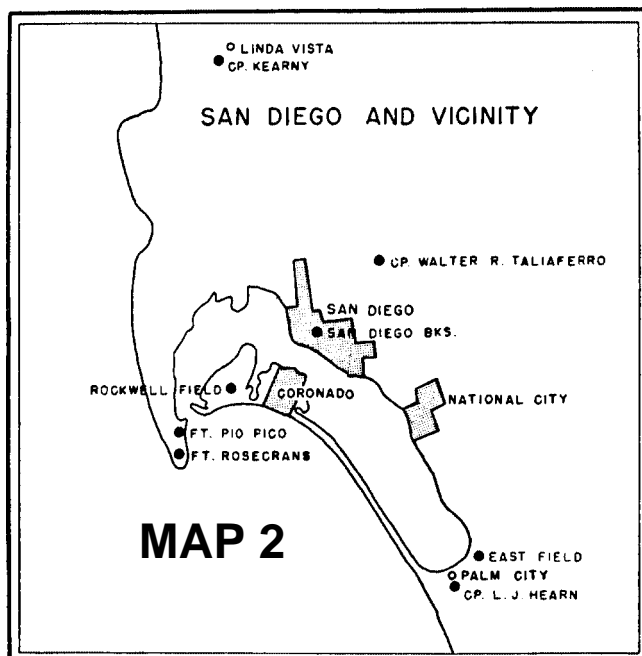


Figure 10. This cover illustrates a Fort Rosecrans Branch duplex of April 1918, not long after the facility was converted from an independent post office .

cated to the south at Coronado Heights during World War II. After the war, Fort Emory and part of Fort Rosecrans were turned over to the Navy with the remainder of Point Loma going to the US Park Service.

Postal Service: A post office was established on August 4, 1906 at Fort Rosecrans and was converted to a branch of San Diego on January 23, 1918. Since there are no postmarks known from this office, it would appear that all mail originating there may have been processed through the Point Loma post office. The post office at Fort Rosecrans Branch again became an independent post office again on January 7, 1920, and was finally closed on November 15, 1922. The Post Office Department established a station of San Diego at the fort on February 1, 1941, and all mail from Fort Emory was handled through this office. The station was closed on August 20, 1946.



## POSTAL MARKINGS OF NORTH DAKOTA TERRITORY

Part IX: Mercer and Morton Counties

By Mike Ellingson

Post Office Box 21402

Eagan, MN 55121-0402

E-Mail: mikeellingson@juno.com

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

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### Mercer County

Code	Earliest	Latest	Killer	Notes
<b>Causey (1882-1894)</b>				
1 C21HN1R28	24 Mar 1885			1
<b>Deapolis (1888-1916)</b>				
1 MS	29 Jun 1888		pen	
<b>Hazen (1885-Date)</b>				
1 C2GN1R27	13 Jul 1888		honeycomb	
<b>Krem (1888-1942)</b>				
<i>None Reported</i>				
<b>Mercer (1886/1889)</b>				
1 C31GN1B26.5	17 Oct 1887			
<b>Morganville (1884-1885)</b>				
<i>None Reported</i>				
<b>Slaton (1885-1891)</b>				
<i>None Reported</i>				
<b>Stanton (1882-Date)</b>				
<i>None Reported</i>				

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## Morton County

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Code	Earliest	Latest	Killer	Notes
<b>Baby Mine (1880/1881)</b>				
1 SLG12S1B41	25 Nov 1880		pen	
<b>Cannon (1889-1889)</b>				
<i>None Reported</i>				
<b>Cannon Ball (1889-1915)</b>				
<i>None Reported</i>				
<b>Cushman (1879-1879)</b>				
<i>None Reported</i>				
<b>Fort Abraham Lincoln</b>				
1 C1??B23	?? Jun 1874	?? Jul 1874	target	2
2 C1GN3B24.5	15 May 1876	7 Aug 1876	target	
3 OC1GN1B26	3 Sep 1879	28 Jan 1888	target	
4 C1G'8T1B28	6 Feb 1890	28 Jan 1891	target	3
<b>Fort Rice (1866/1992)</b>				
1 MS	29 Oct 1866			
2 C1GN3B24	10 Dec 1866	1 Apr 1867	target	
<b>Glen Ullin (1883/Date)</b>				
1 MS	10 Aug 1883	12 Aug 1884	pen	
2 C1GN1B27	29 Jun 1886	17 Apr 1891	target	
<b>Harmon (1886/1943)</b>				
<i>None Reported</i>				
<b>Hebron (1885-Date)</b>				
1 C21GN1R32.5	23 May 1886	3 Feb 1889	honeycomb	
<b>Knife River (1885-1885)</b>				
<i>None Reported</i>				
<b>Kurtz (1888-1890)</b>				
<i>None Reported</i>				

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## Morton County

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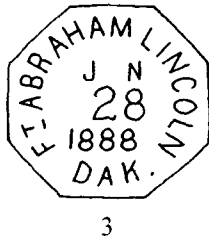
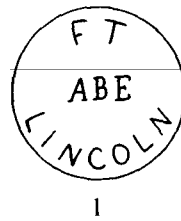
Code	Earliest	Latest	Killer	Notes
<b>Mandan (1879/Date)</b>				
1 C41H10N1B32	5 Feb 1880	7 May 1881	star-in-circle	
2 C31G10N1B30	7 Mar 1882		star-in-circle	
3 C1GN1B27.5	3 Jan 1884	26 Jul 1886	cork	
4 C1GT1B27.5	25 Apr 1888	7 Oct 1890	cork	
<b>Marmot (1883-1886)</b>				
<i>None Reported</i>				
<b>Morton (1878-1879)</b>				
<i>None Reported</i>				
<b>New Salem (1883-Date)</b>				
1 C1GN1B26.5	21 Apr 1885	27 Aug 1887	cork	
2 C1GN1B28	5 Aug 188?		target	
<b>Sims (1883-1947)</b>				
1 C41EN1B27	21 Mar 1884		target	1
2 C1GNB27	3 Jun 187		cork	
3 C1GN1B27.5	17 Dec 1890		target	
<b>Square Butte (1881-1882)</b>				
<i>None Reported</i>				
<b>Sweet Briar (1886-1896)</b>				
<i>None Reported</i>				
<b>Sylvan (1883-1883)</b>				
<i>None Reported</i>				
<b>Warnton (1879-1880)</b>				
<i>None Reported</i>				

## Notes:

1. No traceable copy available.
2. No state, territory, or date appears in the dial.
3. Rec'd marking, but all examples seen on outbound mail.



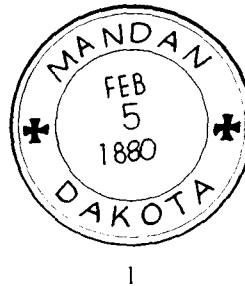
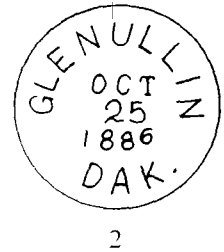
BABY MINE DAK  
↔ NOV 25 1880 ↔  
1

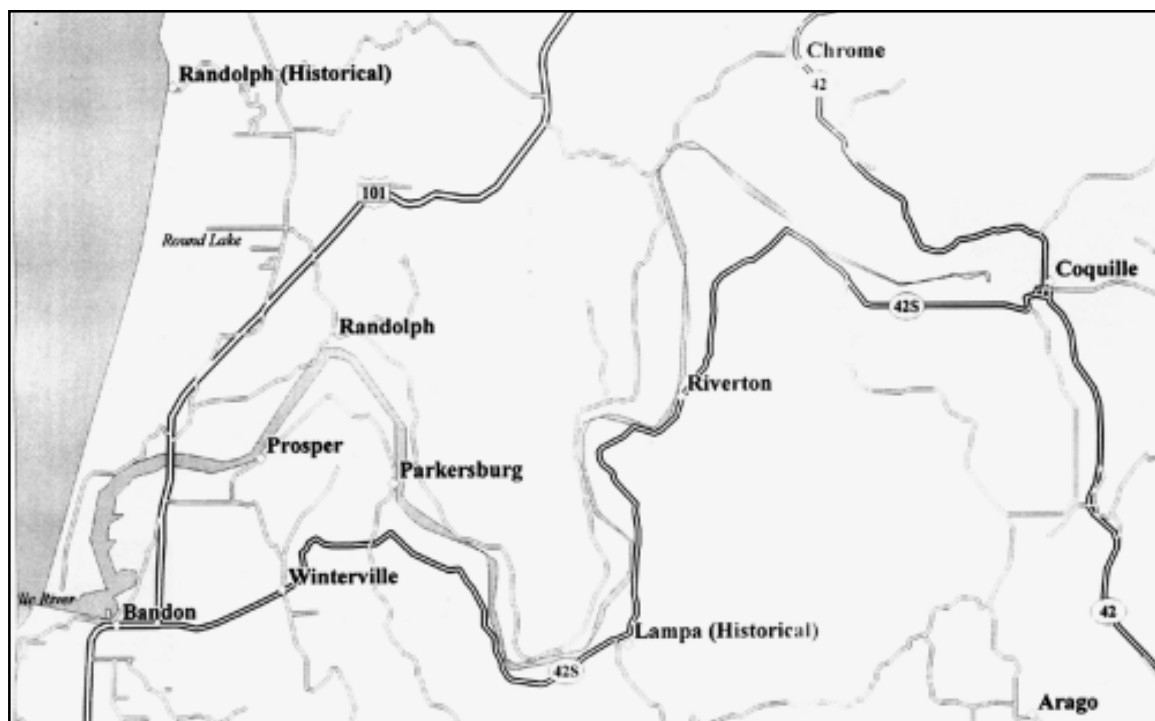


*Fort Rice, D.K.*  
1



*Glen Ullin D.K.  
Aug 25 1883*  
1





*Map 1. The Coquille River winds its way through the lush green farmland of Coos County on its way join the Pacific at Bandon by the Sea.*

## Oregon's Shortest Steamboat RPO Route: Coquille & Bandon

by Richard W. Helbock

Some years ago, Cath and I had the pleasure of renting a house perched on the cliff overlooking the Pacific in beautiful Bandon-by-the-Sea for the summer. This delightful little Oregon beach town lies about twenty miles south of Coos Bay, and is located at the mouth of the Coquille River. Bandon was ideally situated as a base from which to explore both the state's southern coast and its hinterland in the Coast Range and beyond. One of our favorite drives took us along the south bank of the Coquille to the town of the same name. As summer days dwindled into August, I recall we stopped near Riverton to pick blackberries in an overgrown highway turnout along the river.

Near its various headwaters, the Coquille is a fast flowing trout stream, but in its lower reaches it is a broad slow flowing river. From Coquille to Bandon, the stream wanders leisurely through pastoral lands featuring a mix of dairy and hobby

farms. It was a bit of a surprise when I later learned that this stretch of the Coquille was once the scene of Oregon's shortest steamboat railway post office (RPO) routes (**Map 1**).

Timber and farming dominated the Coquille Valley in the early 1900s'. In 1896 Coquille became the Coos County seat in an effort to find a community more central to the population than the previous seat of county government at Empire City. In 1898 Orville Dodge described the town:

Coquille is incorporated, population about 1800; has fine merchandise stores, one hardware store, three drug stores, two grocery stores, one dry goods and clothing store, two hotels, three blacksmith shops, two livery stables, two millinery stores, two saloons, two weekly newspapers, five churches, public school, one academy, one sawmill, one broom handle and shingle mill, railroad station and Wells, Fargo & Co's. Express office, telegraph and telephone offices, a public hall, four attorneys, abstract office, three physicians, silk manufacturing station, court house now building, jail, photography gallery.



Figure 1. This postcard view of Coquille's Front Street dates from 1908.

Dodge may have been a bit optimistic in this population estimate. Official Census figures reported 728 in 1900, 1398 in 1910 and 1642 in 1920. Nevertheless, it was clear that Coquille has become an important local market town by the first decade of the 20<sup>th</sup> century (**Figure 1**).

Bandon-by-the-Sea, or simply Bandon, was incorporated in 1891 with a population of less than 250. The first post office had opened in 1877, but the community remained isolated and as late as 1886 there was still no road connecting Bandon with the settlements of Coos Bay to the north. All connections west to Coquille and the upper river towns were by way of river boats. In the late 1890s two jetties were built at the mouth of the Coquille and Bandon rapidly came into its own as a minor transport hub with regular ocean freight connections on the route between San Francisco and Portland.

Between 1905 and 1910 Bandon and nearby communities of Randolph and Parkersburg attracted no

less than five sawmills and two shipyards. The population tripled from 645 in 1900 to 1803 in 1910 (**Figure 2**). Prosperity proved fleeting, however, as disastrous fires destroyed the sawmills at Randolph and Parkersburg, and one of Bandon's mills suspended operations. On June 11, 1914, a major fire swept through Bandon's business district and resulted in an estimated \$200,000 damage. The town really never quite recovered, and by 1920 its population had de-

clined to 1440.

In 1903 Thomas D. White became captain of the steamer *Despatch* operating under the flag of the Coquille River Transportation Company. The *Despatch* was a 111 foot steam powered stern wheeler, which had been built in Parkersburgh on the north bank of the Coquille and launched that same year. Her primary role was to carry passengers and freight on the river between Coquille and Bandon, a distance of about 25 miles. She was also available for holiday excursions as the postcard photo of the steamer illustrated in **Fig-**



Figure 2. A birdseye view of Bandon's main street dating from about 1910. Busy lumber mills may be seen in the distance across the river.



Figure 3. The steamer *Dispatch* cruises along with a holiday crowd on the lower Coquille circa 1908.

Figure 3 bears a message dated 1908 regarding a Woodman Excursion and Baseball Picnic.

On December 21, 1908, the Post Office Department authorized Thomas D. White to begin operating Railway Mail Service on board the *Dispatch*. The route was to be known as the Coquille & Bandon R.P.O., and was listed as Contract No. 73092. White's compensation for 1909, the first full year of operation was \$696 and he was paid an identical amount for 1910.

The entire period of operation of the route. The Coquille & Bandon R.P.O. was discontinued May 14, 1925.

The *Dispatch* was sold in 1925 to the Coquille River Transportation Company which changed her name to the *John Widdi*. She ran on the river for only two more years before being abandoned. Captain White resigned in 1925 and became skipper of the Oregon State Highway Department ferry across Coos Bay at North Bend. In 1936 he retired to Coos Bay.

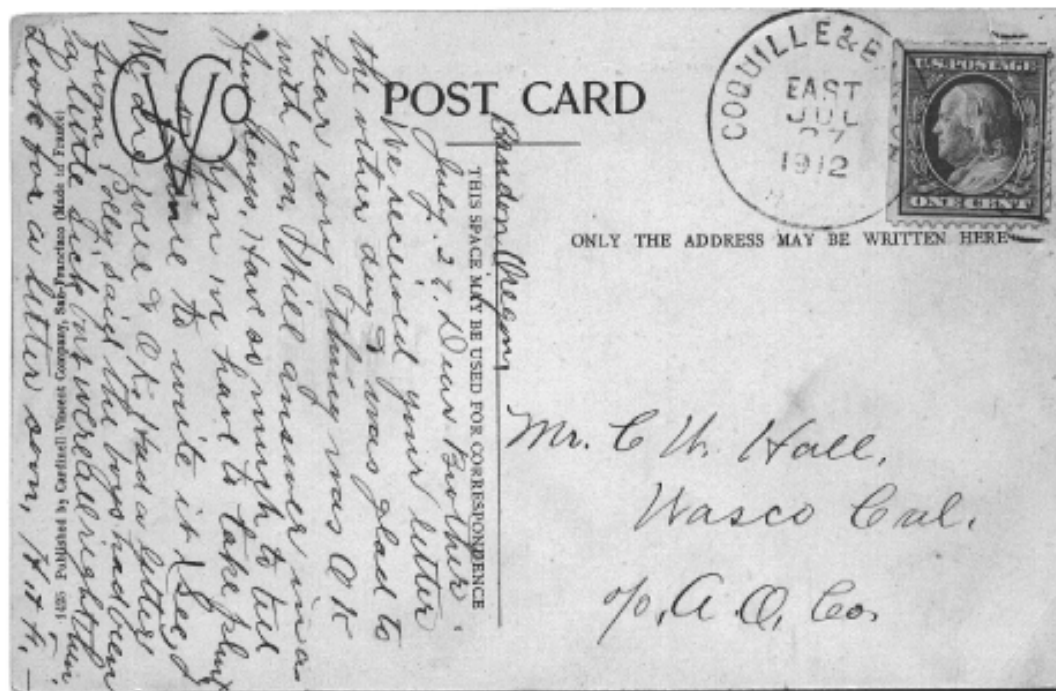


Figure 4. This post card displays a 1912 example of the Coquille & Bandon R.P.O. postmark applied on board the *Dispatch*.



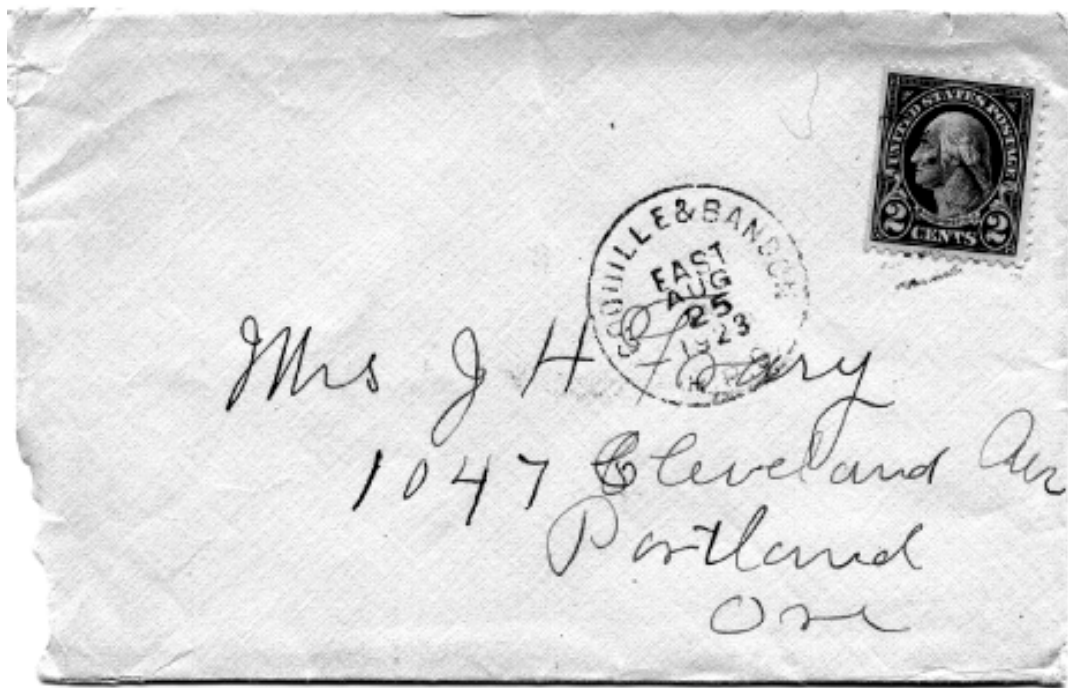


Figure 5. This cover displays an 1923 example of the Coquille & Bandon R.P.O. duplex.



Figure 6. Harbor scene at Bandon circa 1910.

# Postal Arrangements for Army Casualties in the Philippines: 1898 - 1902

by Michael Dattolico

America's military activities in the Philippines against Spain and Filipino guerrillas remain a litany of well-documented facts. But one aspect of the campaign about which historians know very little is its medical history. Specifically, little information about how and where our sick and wounded men were treated is available.

Here are some known facts. Lt. Colonel H. Lippincott was the chief surgeon for the 8<sup>th</sup> Army Corps in 1898, and Lt. Colonel Alfred A. Woodhull was the first surgeon-general for the Philippine Islands. The names of American soldiers killed in combat against Spanish forces in July and August, 1898, are documented. American troops who died of accidents, diseases or other causes after Spain surrendered are also listed and can be found in most archives. The names of American soldiers killed in combat with Filipino guerrillas, along with their units and dates of death can also be found in archival records.

The number of soldiers who survived combat, only to fall in alarming numbers to exotic diseases, may never be known. The tropical climate itself left soldiers feeling lethargic due to dehydration and heat exhaustion. Malaria and dysentery were common maladies, along with "fevers of unknown origin" which left army doctors scratching their heads in dismay. Even the most motivated soldiers were often barely able to function.

Compounding the problem was the diet of bacon, hard tack, beans and coffee on which soldiers and marines subsisted in the field. The unvaried, inadequate rations deprived our men of needed vitamins and minerals, and cases of scurvy, beriberi and pellagra were not uncommon. By the end of 1898, American troops were getting sick in increasing numbers, and military doc-

tors treated them with all the knowledge and resources that they possessed.

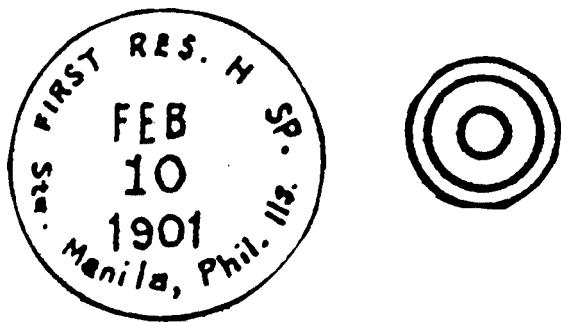
The situation went from bad to worse on February 4, 1899, when Filipinos attacked American soldiers in Manila, launching the insurrection period that lasted until 1906 when Moro rebels were finally defeated on Jolo. Our doctors were now forced to deal not only with exotic, scarcely seen diseases but combat casualties.

But perhaps the most perplexing medical problem with which doctors had to contend was not caused by bugs, bacteria, bullets or rebel bolos. In fact, it was a debilitating disorder that few doctors had ever seen. By 1900, it had become endemic among our most seasoned regular soldiers and marines who had been away from home for a long time.

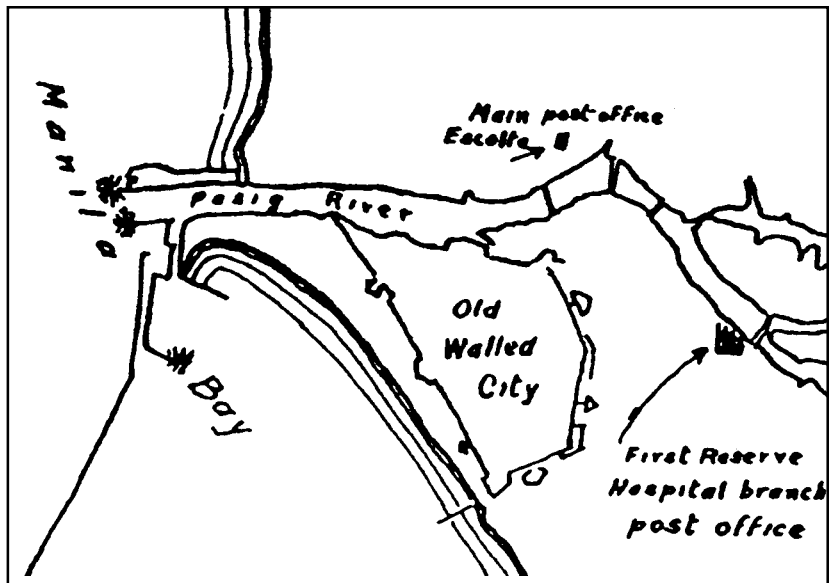
The problem first appeared as homesickness, but it sometimes degenerated into a depression that deepened into psychosis. Doctors labeled it "chronic malaise" and knew few ways to deal with it. Unfortunately, it sometimes resulted in insanity and suicide, although occasionally afflicted men unwittingly killed their friends. In his book, "Ordeal of Samar," Joseph Schott wrote about soldiers of the 9<sup>th</sup> Infantry and marines who went insane on Samar in 1901. Schott describes one 9<sup>th</sup> Infantryman who snapped while on guard duty, and shot at several friends before being subdued. His buddies could do little more than wrap him in a piece of tent canvas and send him to a hospital. As he left, the man raved that he was back home in New York, that it was Christmas, and it was snowing. Schott also mentions marines lost in the jungle who went mad and had to be left where they fell. One wonders if accurate statistics will ever be gathered that tell the number of sick and wounded Americans requiring medical treatment during those years.



If medical information about Philippine casualties is lacking, even less information about the *postal* activities of sick, hospitalized soldiers exists. George Goodale, himself an army officer in the Philippines at the time, provides the most comprehensive information about the medical/postal history aspect in his work entitled, "U.S. Military Postal Stations In the Philippines (1898-1904)", which was included as Article 4 in Delf Norona's *Cyclopedia of United States Postmarks and Postal History*, and published by the American Philatelic Society in the 1930s. On page 21, Goodale refers to what may be the only verifiable pieces of information that are still accepted as accurate: a map showing the location of the First Reserve Hospital with its proximity to the Manila post office, and a picture of what the cancel looked like. Goodale also states that the hospital's military post office was listed as a branch office of the Manila military postal station. Located along the Pasig River east of the Old Walled City of Manila, it was the only medical facility to have its own postal staff and canceler. Its postmark is seen as **Figure 1**, and the map showing its location is seen as **Figure 2**.



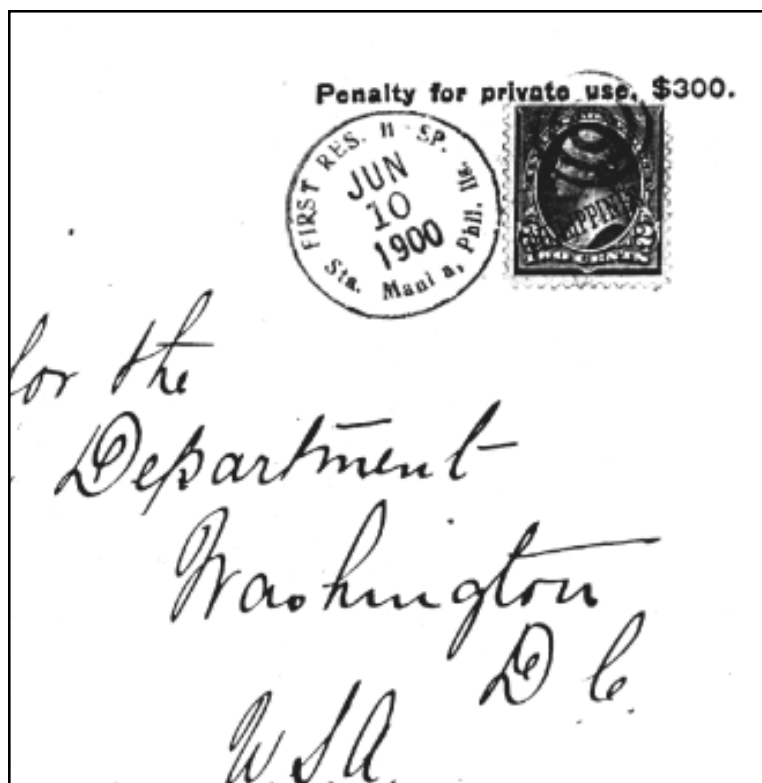
**Figure 1** Circle-date cancel and target killer seen used at the First Reserve Hospital. Officially listed as a branch post office of Military Station No. 1, the postmark is a bona fide military station cancel. It is best known for the missing "O" in H\_SP. The postal branch was likely established in early 1900.



**Figure 2** George Goodale's map showing the location of the First Reserve Hospital and its proximity to the Manila post office where Military Station No. 1 operated.

That the circle-date canceler used at the First Reserve Hospital was flawed is a well-known fact. No one has ever been able to explain why the "O" in H\_SP is absent. Some feel that the canceler itself was made haphazardly, and the missing "O" was actually present in the device but was placed too low to be seen. Other collectors suspect that the "O" was never present, that a period after the "H" existed, but it rarely appeared because it also was too shallow in the canceler. Finally, a number of collectors feel that the "O" was actually there, but the distance between the "H" and the "SP" was too wide, causing it to appear misshapen. This prompted the postal clerks to alter the device by shaving down the "O". This author does not attempt to lead you in any direction. You must form your own opinion about the missing letter.

There are other flaws in the cancel. Not only was the "O" absent, but the "l" in Manila is also frequently unseen, especially after mid-1900. **Figure 3** shows the cancellation on an official cover in which the "O" and the small "l" are missing, while **Figure 4** highlights a similar cover mailed from a patient at the First Reserve Hospital.



**Figure 3** Official envelope mailed at the First Reserve Hospital on June 10, 1900, to Washington, D.C. The clear strike of the postmark shows a small mark where the "O" belongs. Note, too, the absence of the "l" in Manila, which causes one to wonder if the canceler was deteriorating due to overuse and/or the tropical climate.

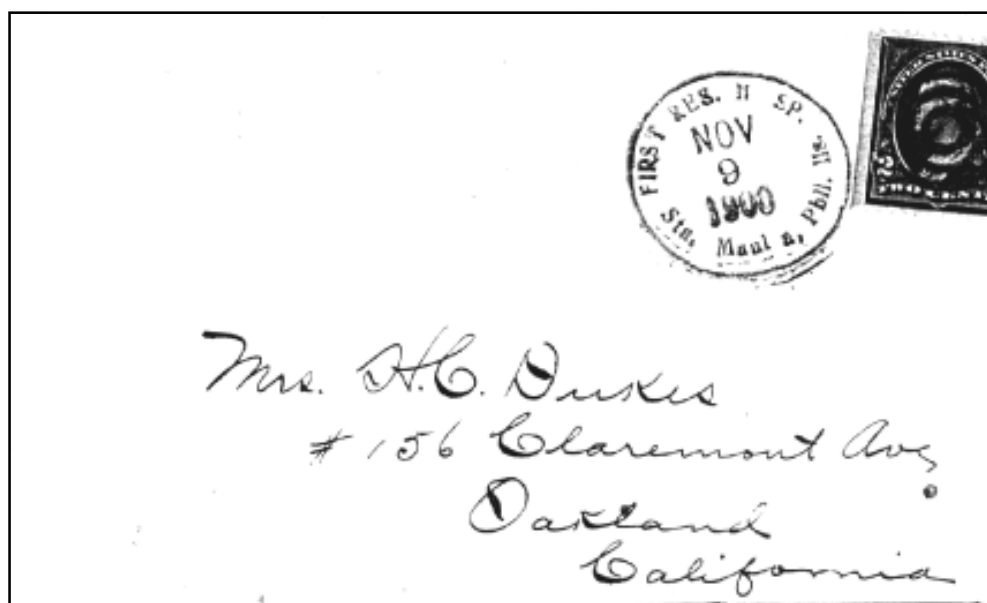
the mail was handled at the hospital's postal station, from what departure point did it leave for the United States – Military Station No. 1 in Manila or Military Station No. 2 at Cavite? How long was the hospital's post office in operation? How much mail was handled there? How often was accumulated hospital mail sent for delivery to the United States?

Recently, I discussed those questions with esteemed postal historian Richard Graham, who also studies the Spanish-American War/Philippines Insurrection period of postal history. He too has seen little information published about the medical history of the conflict in general, and about the First Reserve Hospital in particular.

But then I went to the National Philatelic Congress convention in Cleveland and received a jolt. Two of America's most knowledgeable experts on Philippines postal history, Ray Coughlin and Bob Hoge, showed me a cover and document that alters what we have accepted as ac-

Obviously, questions have arisen about the First

Reserve Hospital's postal history. The first one deals with the distance between the hospital and the Manila post office, as shown on Goodale's map. The distance between the two sites doesn't appear that far. So why wasn't the hospital's mail simply transported there for processing? Also, why wasn't the poorly constructed canceling device replaced with one in which all letters were legible? If



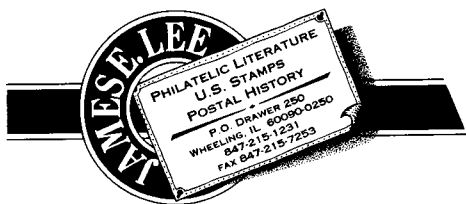
**Figure 4** Soldier's letter postmarked at the First Reserve Hospital on November 9, 1900, to California. The "O" in "H\_SP" and the "l" in Manila are still missing. The extra arc line at the bottom of the cancel seems to indicate that the clerk was pressing hard to make the "l" appear.

curate information about mail from casualties in the Philippines.

Apparently, there were other military hospitals in Manila in 1900. Ray showed me two items that upends what many have assumed is true – that the First Reserve Hospital was the army's **only** hospital in Manila. Ray's evidence was a cover from a patient at "Hospital #3," which was also mailed in mid-1900. The other was a mailing label which was likely attached to a parcel. It too originated from "Hospital #3". Markings indicate that the Manila post office handled both mailed items. From all indications, Hospital #3 did not have its own post office.

So now, another set of questions arise. Where was Hospital #3? Were there Hospitals #1 and #2? If so, how and where was their mail processed? And finally, why didn't Hospital #3 and others have their own postal stations?

There's lots of food for thought here. If you find any, save a few morsels for me.



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## THE FIRST TRANSMOUNTAIN MAIL ROUTE CONTRACTS

### PART XII - THE WELLS FARGO CONTRACTS

Route 14167, Coyote, Kansas to Denver, November 1, 1868 to July 1, 1869

Route 17035, Cheyenne, Dakota to Denver, October 1, 1868 to September 30, 1869

Route 16635, Cheyenne, Dakota, or end of Union Pacific Railroad, to Virginia City,

October 1, 1868 to September 30, 1869, or until the two railroads meet.

by Daniel Y. Meschter

The advertisement of March 9, 1868 (Appendix 36) for proposals to convey the mails from October 1, 1868 to June 30, 1870, included three related routes of which one was a transmountain route to replace Routes 14260 and 14626 after their expirations on September 30, 1868.

Route 14167 was to continue service over the Union Pacific, eastern division, from Coyote, the end of tracks 365 miles west of Kansas City, to Denver pending completion of the Kansas Pacific Railroad, its successor, to Denver in August 1870. Route 17035 was to connect the Union Pacific Railroad at Cheyenne 102 miles to Denver, pending completion of the Denver Pacific Railroad in June 1870 (Bancroft, H.H., 1890(b), p. 553). The third was the trunk line to provide service between the termini of the Union Pacific and Central Pacific roads until their tracks met in the summer or fall of 1869 when most thought they would. The paradox was that although Wells Fargo was the high bidder in the first and third of these three offers and no better than second high in the other, it became the carrier on all three under negotiated agreements for terms different than those specified in the advertisement.

Research into these agreements is complicated by the fact that the pages for them and a number of other routes were removed from the contract registers, probably in 1878 or 1879, for the use of the newly established Division of Railway Adjustments, "to handle arrangements in establishing rates for new railroad routes and to make adjustments in existing mail service on steam and electric railways, steam vessels, and some star routes (National Archives and Records Service: *Preliminary Inventories Number 168*, p. 23, 1967)." A note at the top of page 206 of Contract Register 323 reads: "For Rte. 16635, See Book of Through Mails & Overland Routes in Railway Adjustments Division, Isaac C. Slater." Although Isaac Slater (1843-1907) can be identified as a senior official in the Railway Adjustments Division, the Book of Through Mails could not be located in National Archives Record Group 28, Records of the Post Office Department. "Book" in this case more likely meant a register or ledger that had only transitory use than a published book. Since the Registers of Star Route Contracts from 1870 to 1914 were destroyed by the POD with Congressional authority, it is likely the Book of Through Mails met its fate in the same process (Personal communication, Aloha South, National Archives and Records Service, February 4, 1998).

Problems arising out of the awards for Routes 14167 and 17035 were easily solved by the willingness of Wells Fargo to take them over under conditions acceptable to the POD. Awarding a contract for transmountain Route 16635, however, involved much more complex issues.

One was the contract clause providing for *pro rata* reduction in pay as each fifty miles of the railroad was completed and *mail service ordered thereon*. Among the uncertainties was that at the time service was prescribed to begin from Cheyenne, "or that point on the . . . railroad to which the mails are being conveyed when this service goes into operation (Appendix 37)," the tracks were entering Green River 330 miles west of Cheyenne and would reach Bryan, thirteen miles beyond Green River the next week; but the railroad was delivering mail to the contractor only as far as Benton, 180 miles beyond Cheyenne.

J.S. Casement, the Union Pacific's track contractor, testified in January 1869 (House Report No. 37, p. 60, Ser. 1388) that after passing Julesburgh the Union Pacific lost interest in carrying mail and passengers lest it impede construction. It did not carry mail beyond Julesburgh, he said, until the road was completed to Cheyenne, nearly 200 miles and then, overlooking the transfer station at Laramie City, not again until the tracks reached Benton and then Bryan, 160 miles beyond Benton.

The moving terminus and irregularity of the railroad's mail operations made it difficult for contractors to plan operations or even forecast income. All must have realized that while their bids were for the whole route for a full year; the *pro rata* reduction would have had the effect of reducing the contractor's gross payments to half or less of his bid depending upon the rate of construction, a factor entirely out of his hands.

Related to this reduction in pay provision was another by which the POD reserved “the right to curtail service at its western terminus when the Central Pacific road shall have progressed east a sufficient distance to warrant it in starting the western mails from a point on the railroad rather than from Virginia City.” This implied either diverting the mails from the Central Pacific to stagecoaches at transfer stations as the Union Pacific already was doing at Cheyenne, Laramie City, and Benton or transferring the mails from railway cars to stages at the railhead, wherever it happened to be at any moment, to be carried between the termini on a road along the route of the railroads.

The most critical issue, however, was Section 4 of the Act of March 23, 1864, 13 Stat. 37 that required all mail matter conveyed on the overland route between the west boundary of Kansas and east boundary of California to be prepaid at letter rates, with provisos relating to papers addressed to subscribers and between intermediate points. The purpose of the act, of course, was to divert periodicals and heavy document mail carried at less than letter rates to the ocean route for the benefit of the steamship companies as much as to expedite letter mail on the overland route by lighter loads and avoiding the backlogs that had impeded overland operations from time to time ever since the Brown/Woodson contract ten years earlier.

The four low bidders for Route 16635, Spaid, McLaughlin, Cook, and Allman and Clark all either made their bids with reference to the law as it then stood, excluding heavy mail matter, or ignored it entirely. Only Wells Fargo seemed to understand the significance of a bill working its way through Congress to repeal Section 4 effective September 30, 1868 when it entered its bid of \$1,314,000, almost four times Spaid’s low bid. Representative Farnsworth (Illinois), Chairman of the House Committee on Post Office and Post Roads, recognized the implications of the bill in a speech before the House on June 20th when he estimated the additional expense by throwing the route open to all mail at one million dollars (House Ex. Doc. No. 14, pp. 4-5, Ser. 1372). He understood the burden on publishers and the book trade, but questioned whether it would be better to add \$900,000 (the difference between Wells Fargo’s and Allman and Clark’s bids) to the expenses of the Post Office Department now or to defer amending the law until after the completion of the railroad when heavy mail would be carried without additional expense.

As it happened, bidding for Route 16635 closed on June 10th while the act repealing Section 4 was not approved until June 25th, 15 Stat. 79.

## THE SMOKY HILL ROUTE

The advertisement for Route 14167 was for stage service from Coyote, Kansas, 265 miles to Denver; but by the time the POD finally made a temporary arrangement with Wells Fargo on October 31st, the railhead had reached Sheridan 225 miles from Denver for the winter.

The PMG reported to Congress (House Ex. Doc. No. 314, p. 246, Ser. 1427) that he ordered a contract with W.B. Hawkes dated June 15, 1868, from which it can be assumed Hawkes actually signed a contract. In the meantime the POD allowed itself to be persuaded by “representations that it was impractical to stock the road from the terminus of the Union Pacific railroad, eastern division, to Denver, in consequence of raids by hostile Indians, and that the service was unimportant, the mails for Denver being transmissible with almost equal speed via Omaha and Cheyenne” (House Ex. Doc. No. 1, p. 5, Ser. 1369). Relying, as it said, upon the recommendation and advice of the U.S. senators and representative from Kansas, it issued an order on September 23rd rescinding the acceptance of Hawkes’ bid.

The Indian threat had far from ended by this time; but settlers and stage lines were no longer threatened by the kind of coordinated attacks that had caused such serious interruptions on the Platte River and Overland Trail routes during 1864, 1865, and 1867, so there was something gratuitous about the POD’s decision to terminate service on

this route. There also was something suspect about its implication the Kansas congressional delegation recommended abolishing mail service on the Smoky Hill route. It was neither consistent with the usual posture of congressmen respecting postal service nor with its statement (id., p. 7) in early October that:

a senator from Kansas, the principal public officers of Colorado, and other prominent citizens of the State and Territory, began to urge the restoration of service on the route from the terminus of the Union Pacific railroad, eastern division, to Denver, representing it to be indispensable; and finally Major General Sheridan, in command of the department of the Missouri, with the concurrence of the Secretary of War, gave assurance that the route was guarded, and would be during the Indian troubles, and that the service was important to the citizens and soldiers of Colorado.

However, the order of September 23rd rescinding the acceptance of his bid released Hawkes from his contract and the next low bidder, Henry S. Wheeler, declined. Carlton Spaid could not be considered due to his failure on Route 16635. Under the circumstances the POD bypassed Cook and arranged with Wells Fargo to carry the mail from November 1, 1868 to July 1, 1869 at Cook’s bid of \$79,000 per annum, subject to deduction *pro rata* for every fifty miles of railroad completed and reported to the department ready to carry the mail.

As the previous contractor, it is probable Wells Fargo kept up service during October under a temporary agreement with the Denver postmaster and continued service after November 1st without interruption.

## THE CHEYENNE/DENVER ROUTE

Stage service to Denver via the Platte River and Cut-off routes was suspended as soon as the Union Pacific tracks reached Cheyenne in mid November 1867 and stage service to Denver was inaugurated, probably under a postmaster's contract.

The PMG's report to Congress (op. cit, p. 270, Ser. 1427) is clear that a contract dated June 15th was made with the low bidder, L.H. Johnson, at \$9,970.50; but that sometime between then and October 1st the contract was annulled by Johnson becoming insolvent. Again Wells Fargo stepped in to carry the mail for one year from October 1, 1868 for the amount of Johnson's bid.

## THE OVERLAND ROUTE

The four lower of five bids for Route 16635 ranged from Carlton Spaid's \$335,000 to Allman and Clark's \$460,000. None factored in the repeal of Section 4 which would have the effect of throwing 2,000 pounds per day of heavy mail matter previously shipped to California by ocean onto the overland route in addition to the 600 pounds of letter mail already being carried. Wells Fargo, however, had a better assessment of the sense of Congress and might even have lobbied for repeal in order to divert greater weights of mail material to the overland route for its own advantage.

The House was concerned enough about the bidding for Route 16635 by December that it called for copies of the agreement with Wells Fargo and related correspondence amounting to some 151 documents (House Ex. Doc. No. 14, Serial 1372). The matter was then referred to the House Committee on Public Expenditures which carried out an inquiry at least partly in support of Spaid's. The testimony of twenty-eight witnesses took up 90 pages of the Committee's report (House Report No. 37, Serial 1388) plus the documents in Ex. Doc. No. 14. (Except as otherwise noted, the following is based upon these two reports.)

## The Spaid's Contract

The POD's contract office accepted Carlton Spaid's low bid on June 15th by letter to him in Chicago. Spaid's acknowledged its acceptance, as he was requested to do, by letter datelined Washington, June 20th.

Neither the POD nor his peers seemed to know much about him. His father, Chauncey D. Spaid's, testified before the House Committee on Public Expenditures later

that his own "business for thirty years has been running stages in different parts of the country, and steamboats a large portion of the time" and that his son, Carlton Spaid's, had considerable experience on the plains, implying staging experience (p. 18, Ser. 1388).

He was being disingenuous.

Joseph Spades, the family's progenitor, appeared in upper New York State near the shores of Lake Ontario shortly after the turn of the 19th century. His sons, Henry and Chauncey (b. 1814) were the first to adopt the Spaid's name variant when they emigrated to Wisconsin in the mid 1840's where the 1850 Kenosha census listed Henry as a wagon maker and Chauncey as a lumber dealer. Chauncey next appeared in the 1860 census in Mountain City [Central City], Kansas [Colorado] as a real estate dealer and again in 1870 in Chicago as a lumber merchant. As far as they went, these entries fall far short of supporting his claim of thirty years experience running stages and steamboats.

As for his son, George Otis's testimony before the Committee on Public Expenditures that he did not believe Spaid's could carry out the contract probably was based as much on his youth and inexperience, which he didn't mention, as that he couldn't carry it out at the bid price, which he did. As Secretary of Wells Fargo, Otis was speaking from long experience in the business. The fact was that Carlton Spaid's was no more than 25 or 26 years old when he filed his bid so that his "considerable experience on the plains" probably was far less than he would need to carry out the contract for Route 16635.

The POD was apprehensive enough that it addressed inquiries to McLaughlin, Cook, Allman and Clark, and Wells Fargo the same day it accepted Spaid's bid asking whether in case of failure of the low bidder they would accept the contract at his bid of \$335,000 per annum. Louis McLane wrote that Wells Fargo would decline the offer at that price. Allman and Clark said they would accept the contract at their bid, but were not prepared to say whether they would accept it at Spaid's bid. Neither McLaughlin nor Cook responded.

Meanwhile, Congress repealed Section 4 so that the contract office realized that weight could become an issue in completing the contract. At its direction the Salt Lake City post office weighed its outgoing mails for six days during the last week of June 1868 and reported daily averages of 339 pounds eastbound and 643 pounds westbound with no public documents.

The POD's apprehensions were allayed for the moment when Spaid's and his sureties signed the contract on June 30th (Appendix 37) and filed their bonds. Nevertheless the contract office wrote to Spaid's on July 18th asking to be reassured he purposed "to transport all the mails which may be necessary to be conveyed . . . when your service goes into operation."



At this point the Salt Lake postmaster came in with a more accurate report of the weight of mails both received and sent out on the overland route during August (reduced to daily averages): received from the east, 735 pounds, sent to west, 353 pounds; received from the west, 335 pounds, sent to east, 386 pounds. Without guessing what portion of the westbound mail consisted of letters originating in Salt Lake City, these figures suggest that half or more of the westbound mail arriving from the east was for delivery in the Salt Lake distribution area or forwarding on the Oregon and Montana routes. Conversely, without guessing how much of the 335 pounds received from the west was addressed to Salt Lake City, at least fifty pounds and maybe considerably more going east originated in Salt Lake City and from the Oregon and Montana routes.

Spaids' lengthy delay in responding to the contract office's inquiry of July 18th until September 12th and allowing the lead time to inaugurate service to dwindle to a few weeks opened his integrity to question. His excuse was that he did not receive the contract office's letter until September 8th due to delay in the Chicago post office he thought was deliberate.

He equivocated by paraphrasing the language of his commitment in his contract to read "to transport all the mail that the department *has a right* to require to be transported (emphasis supplied)," implying, of course, that the POD did not have the "right" to require him to transport the additional mail thrown on the route by the repeal of Section 4. He then argued that since the law repealing Section 4 was passed after the contract award, "that for every pound of mail matter thrown upon this route in consequence of the legislation of Congress referred to above, I shall expect from the department *pro rata* pay . . ." Finally, he asked to be informed of the amount of additional mail matter that will be thrown upon the route by the act of Congress.

It was at this point that the New York City postmaster reported that document mail dispatched on twelve sailings in the second quarter of 1868 totaled 177,100 pounds equivalent to 1,946 pounds per day. The amount of additional overland mail to be expected on this basis was a ton a day per seven day week or almost 2,300 pounds a day per six day week; but it does not appear from the correspondence that the POD furnished this information to Spaids, nor the reports from the Salt Lake postmaster, either.

In response to the POD's acknowledgment of this letter, Spaids' response on the 17th charged the contract office with evading furnishing him with the weight data he requested. He abandoned word play and spelled out his position in plain language when he wrote: "I am not bound to carry the mail matter thrown upon this route by the congressional legislation referred to in my letter of

the 12th instant, after this contract was awarded without a corresponding equivalent, and was so informed by the department before the contract was executed."

Now it was Second Assistant Postmaster General McLellan's turn to equivocate. The next day, after alluding to the contract clause: "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 . . ." (Appendix 37, emphasis supplied)," he wrote, "you have heretofore been furnished with all the information in the possession of the department respecting the weight of the mails conveyed on the route;" but when and how that information was conveyed or of what it consisted he did not say. And then, referring to the weighing of mail in the Salt Lake City post office, he said the Salt Lake postmaster's reports will be "transcribed for your information, *if desired*."

If Spaids' strategy was to get the contract office to commit itself to a specific additional weight resulting from the repeal of Section 4 and to treat it separately for pay purposes, the contract office was having none of it. In fact, the PMG in his letter of December 16, 1868 estimated the additional *pro rata* pay for 2,000 pounds per day would raise Spaids' compensation to \$1,730,800 per annum or \$416,800 above Wells Fargo's bid. On the basis of the 4,424 pounds per day the New York post office reported sending out over the overland route during the first week of October, *pro rata* pay would increase Spaids' compensation to \$3,087,500 per annum. At the same time he estimated Wells Fargo's actual compensation for Route 16635 would be only \$670,000 after giving effect to *pro rata* deductions. On this basis all Spaids realistically could have expected to realize from his contract would have been under \$175,000.

A final letter on September 29th closed the Spaids correspondence. In it he continued to accuse the PMG of bad faith by withholding the weight information he asked for. While not literally abandoning his contract, the contract office accepted his statement that, "the only course left for me in the absence of the required information, and the uncertainty in relation to the course to be pursued by the Postmaster General, is to decline to transport any mail over this route, until the payment for such service shall be settled definitely by the department or by Congress," as such. What it could not accept was Spaid's request that the time to commence service be extended ninety days to January 1, 1869.

The contract office's willingness to accept this letter as declining the contract was supported by a telegram on September 26th containing a report from the end of tracks that "Spaids has made no preparation for carrying the mails," and another from the POD's Special Agent in Salt Lake City: "No preparations made by new contractors to

transport mail that I can learn of.” By the 30th the Salt Lake postmaster was desperate, “I hear of no preparation by the contractor to carry mail by overland route, please instruct me in the premises.”

Spaids seems never had any intention of operating a stage line and much of his and his father’s testimony before the House was deceptive in such things as describing negotiations with Wells Fargo and trips to Omaha and Salt Lake City to buy stock without ever actually buying any. The substance of their testimony was paranoid going, as it did, to how their efforts were constantly obstructed by the POD and Wells Fargo.

Nor did his motives ever become entirely clear; but taking everything into consideration, it appears his purpose was to bid in the contract in order to sell or subcontract all or parts of it to established carriers at a profit. This practice was just then becoming common and its abuse would lead to congressional investigations some years later.

George Otis corroborated this interpretation when he testified that A.M. Hobbs, representing Spaids, offered to sell his contract to Wells Fargo (p. 13, Ser. 1388) and Chauncey Spaids agreed: “My son proposed to sell out a part of his contract to some parties who represented themselves as large capitalists, and who were to join him in stocking the road. (p. 26, Ser. 1388).”

Hobbs testified that Carlton Spaids told him he had offered the contract to George H. Giddings, a former mail contractor on the southern route, for \$30,000 and that he (Hobbs) had offered it to Otis for \$50,000 (p.41, Ser. 1388).

The fact Spaids also bid for Routes 14167 and 17035, which he would have been wholly incapable of implementing in addition to 16635, had he been successful, further confirms that selling or subcontracting was his motive

The House Committee on Public Expenditures was prepared to support Spaids’ position as a matter of simple justice in light of the repeal of Section 4 after the bidding closed. However, it sympathized with the POD’s letter of July 18th which it read as insisting Spaids either accept the changed circumstances and look to Congress for relief or retire from the contract in time for the POD to make other arrangements.

It was annoyed he did neither. “On the contrary,” it reported, “he claimed the right to hold his contract and asked the Post Office Department to pay him *pro rata* for the increase, which he must have known it had no power to do; and thus he prevented the department from inviting new proposals under the changed condition of things.”

Spaids never agreed he surrendered his contract; but he never pursued the matter further, either

What Spaids did was abandon his contract two days before service was to begin, leaving the prospect of mountains of mail piling up at the terminus of the route. PMG Randall did the only thing he could. He turned to Wells Fargo to continue operating on a temporary basis.

## The Wells Fargo Agreements

It probably was on September 30th that Postmaster General Randall requested George Otis, representing Wells Fargo in Washington, to continue carrying the mails after the 1st of October until he could make some other arrangement. Otis relayed his agreement through A.H. Barney, Wells Fargo’s vice president in New York, to James J. Tracy (sic), its general superintendent in Salt Lake. Tracy in turn notified John W. Clappitt, the POD’s Special Agent in Salt Lake City, on October 1st so that overland mail service continued uninterrupted for the time being.

Also on the 1st, Wells Fargo offered to carry the mails between the termini of the Union Pacific and Central Pacific railroads daily for one year, or until the two railroads met, at \$1,750,000 per annum, subject to *pro rata* deductions it had already agreed to. Randall was aghast.

Wells Fargo’s temporary agreement gave Randall a little breathing space to offer the contract first to McLaughlin and then, when he demurred, to Brigham Young. He even received a proposal from T.C. Durant of the Union Pacific Railroad for one year for \$1,500,000; but Wells Fargo didn’t allow Randall the luxury of even starting negotiations with any of them before pulling the rug out from under him.

Meanwhile, Barney kept in close touch with the New York postmaster who told him the New York post office sent out 4,500 pounds of overland mail a day during the first week of October after the Section 4 repeal took effect and that it “will soon reach 6,000 pounds.” However, his information that the mail sent west from Omaha on the 6th alone weighed six tons did not conform to a report from the Omaha post office that its average west-bound mail between the 1st and 7th of October was 2,800 pounds. This Omaha mail, of course, did not include New York dispatches before the 5th or 6th; but whatever the weight was, Wells Fargo quickly realized it could not continue to carry all of the overland mails under the terms of its previous contracts, except at a ruinous loss. Of course, in the absence of a contract or permanent agreement, it didn’t have to.

George McLellan protested that Wells Fargo’s action was “wholly unexpected” when Otis wrote to Randall on the 9th (p. 44, Ser. 1372):

Agreeably to the request of the Post Office Department, our company have transported the United States mails on

the overland route between the two ends of the Pacific railroads from October 1st to the present date. In justice to ourselves we beg leave to say that we cannot continue this temporary service longer than the 10th instant, of which you will please take notice.

Otis was as good as his word. Wells Fargo discontinued carrying the mail on the 10th, "throw down" was the expression he used, and mail began to pile up by the ton at a half dozen stations west of Cheyenne so that when Randall was finally able to persuade Otis to resume operations the next day, it took weeks to get it moving again. Randall finally capitulated on the 21st when he ordered McLellan to accept Wells Fargo's proposition and to recognize its service from the 1st. Interestingly, no formal contract was drafted. Its proposal and Randall's acceptance *was* the contract.

## The Route

### The Railroads

Tracing the eastward advance of the Central Pacific is uncertain due to a dearth of definitive sources. Only scattered details can be extracted from Beebe, 1963; Best, 1969; McCague, 1964; and House Ex. Doc. No. 38, Serial 1755.

After the tracks reached Reno on May 1, 1868, it took two months to lay the next thirty-five miles until the gap in the line over the Sierras was closed and the race to Promontory Summit could begin in earnest. The rails advanced a little more than 200 miles to Argenta, a station at the mouth of Reese River, by November. At the end of the year when the Union Pacific was still in Echo Canyon, the Central Pacific was ten miles east of Elko, 315 miles away.

Argenta was strategic because it was 90 miles by a good road from the Overland Trail at Austin and was the only feasible mail transfer station between Virginia City and Ogden. East of Argenta the POD visualized the terminus as a kind of migratory post office and urged C.P. Huntington, the CP's vice president in New York, to nominate a postmaster to manage the exchange of mail between the railroad cars and stages; but with Huntington in New York and the CP's superintendents in California, nothing came of its idea.

The progress of the Union Pacific, on the other hand, can be traced in a number of sources, among which the best are the tables in Ames (1969, pp. 235, 295, 336), so that the advance of the mail exchange stations can be stated with considerable accuracy.

The mail exchange station was moved 124 miles (rail mileage) from Laramie City to Benton on August 10th and another 161 miles to Bryan on November 1st. Ames (id. p. 294) reports that the tracks reached Evanston, ten

miles below where the Overland Trail crossed Bear River, on December 4th and Wasatch Station at the head of Echo Canyon on the 10th.

Construction continued on from Wasatch without pause. The tracks reached Echo City on January 15th, the mouth of the Weber River on March 2nd, and Ogden City on March 7th. It was easy going from there to Promontory Summit except for heavy rock work over the last six miles.

### Overland Trail Route Changes

Appendix 30 shows that the segment of the stage route between Echo City and Salt Lake City was changed in mid 1866 from the old Mormon Trail over the mountains via Coalville and Hoytsville to a new road down Weber River via Morgan and Enterprise through a previously impassable canyon to the Salt Lake valley. It is possible, however, that the old route was used on occasion when the Weber Canyon road was blocked by snow or washouts as it sometimes was. This routing was retained for Route 16635.

The part of the route from Salt Lake City to Fairfield on the site of Camp Floyd also was changed in the advertisement for Route 16635 (Appendix 36) from the Overland Trail up the Jordan River to Utah Lake and across Cedar Valley to Fairfield to a new route along the south shore of the Great Salt Lake and up Rush Valley via Tooele to Stockton. It is not clear whether it was intended for the mail stages to swing southeasterly from there to the Overland Trail at Fairfield or to continue straight on to the Overland Trail twenty-five miles or so west of Fairfield. Otherwise, the Overland Trail to Virginia City remained the same as before.

### The Interterminus Route

A route between the railheads of the two railroads was defined by the contract clause (Appendix 37) in which the POD reserved "the right to curtail service at its western terminus when the Central Pacific road shall have progressed east a sufficient distance to warrant it in starting the western mails from a point on the railroad rather than from Virginia City."

What this meant was that the POD had the option to move the western terminus of the stage route easterly whenever it became advantageous to transfer the mail from the Central Pacific to the mail contractor's stages at a point east of Virginia City. That point might be either a station where the mails could be transferred or even the railhead itself.

In a peculiar message on October 9th, Charles McLaughlin called the Department's attention to the fact there already was a road along the projected line of the railroad when he wrote (p. 43, Ser. 1372): "As railroad

is rapidly progressing, you certainly don't want mails carried around by Austin and Ruby. The direct route is via Humboldt Wells and north end of Salt Lake, road is good and distance greatly shortened." McLaughlin's road probably was no more than a rough track from Humboldt Wells to Bear River scraped through the sagebrush by the railroad's construction engineers to assist their grading crews.

## Operations

Wells Fargo began operations under its temporary agreement for Route 16635 from Benton to Virginia City on October 1st. The route from Benton to Salt Lake City was the well-established Overland Trail to Echo City and either the Mormon Trail over the mountains or the Weber Canyon detour. The authorities for the route west of Salt Lake City, however, require reconciliation.

The use of the phrase, "as usual," in Tracy's notice to Clappitt implied not that Wells Fargo would continue carrying the mail by way of the former Overland Route (p. 39, Ser. 1372), but the revised route via Toole and Stockton to Fairfield in the advertisement. This no doubt is what the *Deseret News* understood when it said on October 1st it was informed that Wells Fargo will continue carrying mail tomorrow (October 2nd) "as usual."

The Wells Fargo proposal of October 1st, however, was specific in its commitment to carry the mails "between the termini of the Union Pacific railroad and the Central Pacific railroad (p. 58, Ser. 1372)," and Otis's note to Randall on the 9th was unequivocal. "Our company," he wrote, "have transported the United States mails on the overland route *between the two ends of the Pacific railroads* from *October 1st* to the present date (p. 44, Ser. 1372; emphasis supplied)."

Taken literally, his language could mean only that Wells Fargo began carrying the mails along McLaughlin's interterminus route between the last transfer stations on each road on October 1st and continued to do so thereafter.

That Otis actually was speaking figuratively rather than literally is made clear by a series of items in the *Deseret News* over the winter of 1868-69.

Following its report of October 2nd that the mails would continue to be carried "as usual," the *News* (October 14, 1868) printed a letter from a field party of railroad surveyors camped near Deep Creek. Dated October 8th, "C.H.F." wrote: "Yesterday the first coach of the new stage line passed us," confirming that Wells Fargo had resumed service on the Overland Trail route. He also reported that the stage line was going to run a new road from Deep Creek to the terminus of the C.P.R.R.

Although nothing came of that, Wells Fargo hired Howard Egan that winter to explore a new road from the Humboldt to Bear River (*Deseret News*, February 5, 1869): "Major Howard Egan, who was selected to locate a new stage route for Wells, Fargo & Co., from Humboldt Wells to Bear River north, informs us that he has succeeded in locating an eligible stage line, by way of Meadow Creek, Duff Creek and Promontory City, the distance by the route being 209 miles. . ." Nothing came of that project, either.

That Wells Fargo used the Overland Trail via the Tooele cutoff to carry the western mails from October 1868 until about April 10, 1869 is confirmed by this item in the *News* (April 14, 1869) when it terminated service over it: "A.W. Street, Esq., our postmaster, informs us that in consequence of the drawing off of the Western Stages from the Tooele route, the daily mail which has been carried to Tooele City has been discontinued." It was only by this time when the railheads of the Central and Union Pacific Railroads were no more than fifty or sixty miles apart and approaching rapidly that Wells Fargo at last abandoned the Overland Trail and inaugurated service between the railheads for the few weeks left before the tracks would meet at Promontory.

To restore service, the Salt Lake postmaster immediately advertised for proposals for temporary service three times a week and back from Salt Lake City to Stockton via Tooele commencing April 19th.

Meanwhile, east of Salt Lake City the Union Pacific moved the mail transfer station from Benton to Bryan on November 1st, abandoning service on the Overland Trail and shortening the route by 161 miles.

The *Deseret News* reported on December 23, 1868 that passenger trains were running to Evanston and on January 2, 1869 that mail service had been extended 108 miles from Bryan to Wasatch Station, eleven miles beyond Evanston. The actual date of the move is taken as January 1, 1868, although it might have been a day or two earlier. Wasatch probably was chosen as the new transfer station in preference to Evanston because it was on or close to the Overland Trail where it started down Echo Canyon.

Unfortunately, the tracks west of Evanston, hastily laid under adverse conditions, were in poor condition, especially over Echo Summit and through the rocky gorge of Weber Canyon just above the mouth of the river. Traffic was limited to work trains until the roadbed and a bridge could be repaired. Even the dignitaries en route to the Gold Spike ceremony were held up for three days by washouts during the first week of May.

The transfer station remained at Wasatch until "extra" freights began creeping down Echo and Weber Can-

yons in late March, allowing Wells Fargo to start running stages north from Salt Lake City to connect with these trains at Deseret Station, or Uintah as it very soon became known, on April 7th.

At the same time Wells Fargo drew its stages off the Overland route via Tooele, the *News* (April 14, 1869) reported it purchased the Salt Lake City to the Bear River Bridge, City, or Junction segment of Harley & Company's subcontract for the Boise Route 16637 to connect Salt Lake City to both the railroad and its own contract Route 15714 from Bear River Junction to Virginia City, Montana after its contract for Route 16635 expired.

Less than two weeks later, the Union Pacific began carrying the through mails to a new mail station at Corinne where they were transferred to Wells Fargo stages to be carried via Promontory City to meet Central Pacific trains west of the summit during the barely three weeks left of its contract. Salt Lake City mail continued to be dropped off at Uintah for the time being.

There were many complaints during October and November as to how Wells Fargo was handling the mails. There was a much greater weight of mail on the route than it was prepared to move and witnesses testified to literally tons of mail left piled up open to the weather, especially at Bryan, with no distinction being made between locked pouches of letter mail and sacks of periodicals and heavy documents. Other complaints went to delays and damage in transit. The POD's special agents along the route reported numerous cases of mail sacks being picked up along the road by travelers and taken to the next post office. The complaints were valid enough, but so were the reasons for them.

Some of the blame was laid at the feet of Carlton Spaid who dawdled until September 29th before the POD at last concluded he would be unable to begin operations on the 1st of October. During those two and a half months Wells Fargo, assuming it had lost the contract, was preparing to withdraw from the line by selling off its best stock, not replacing sick and worn out animals, and not maintaining its rolling stock. Thus, when PMG Randall persuaded Otis to continue service, its capacity to carry the mail was seriously diminished.

Another problem alluded to by J.S. Casement was that for the past year the railroad company focused its priorities on construction in preference to carrying mail and passengers. In its drive in the fall of 1868 to beat the Central Pacific to the Nevada-Utah boundary, it began delivering two or three days' mail to Bryan at a time instead of daily when Wells Fargo was unable to forward even one day's normal mail as it had done before. Coachmen were unable to load defective stages properly resulting in mail sacks being lost or damaged.

Not least was the load increase resulting from the repeal of Section 4 effective the 1st of October.

As indicated above, the mail from New York doubled from a daily average of 1,946 pounds of document mail sent by ocean in the second quarter of 1868 to more than 4,424 pounds of document and letter mail sent overland in the first week of October. The impact of this additional mail, however, was eased somewhat by diversion of some heavy mail matter to the ocean route.

In response to concerns expressed by the California and Pacific News Company and other heavy mailers of papers and periodicals, the contract office ordered the New York postmaster on October 16 to forward all mail matter by steamer that mailers might wish to have sent that way, much reducing the bulk of the mail sent overland. The New York post office reported overland mail sent out during the last fifteen days of October fell to 2,345 pounds a day, roughly half that during the first week of the month. Of this, almost half or 46% was addressed to San Francisco, 22% to Sacramento, 17% to Salt Lake City, 8% to Denver, and 7% to Oregon. The advantage of sending it by ocean was obvious.

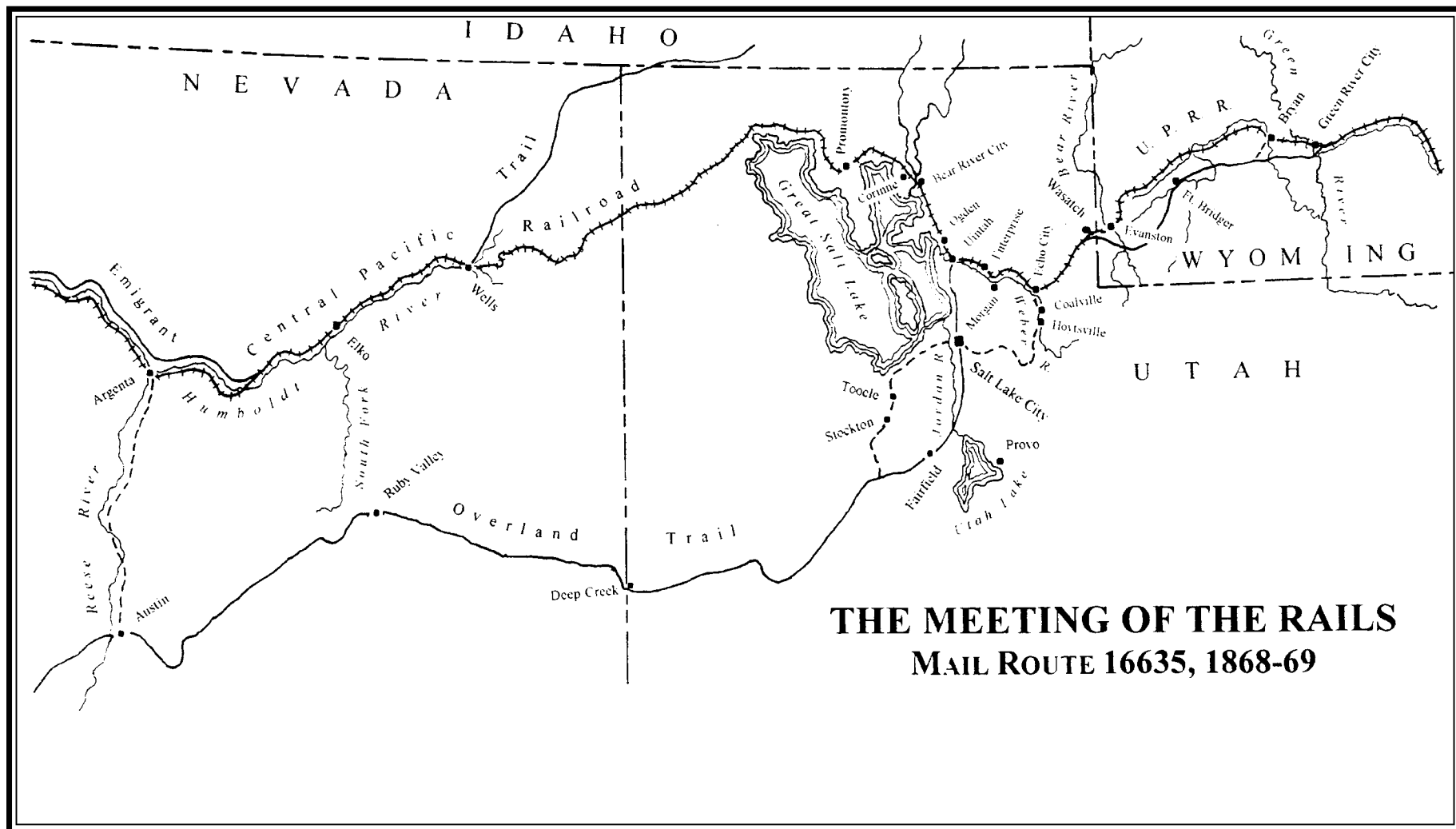
Nevertheless, a report from the Salt Lake postmaster showed an approximate 600% upturn in westbound mail received from the east and sent west during the last half of October. Whereas the daily averages were 557 pounds received from the east and the 318 pounds sent west during the first half of the month, actually less than the averages of 735 pounds received from the east and 353 pounds sent west in August and 710 pounds received from the east and 368 pounds sent west in September, the averages for the last two weeks of October were 3,440 pounds per day received from the east and 2,740 pounds sent west.

There was testimony (House Report No. 37, p. 85, Ser. 1388) that Wells Fargo opened a line 90 miles north from Austin to Argenta for a few weeks in December 1868. It is likely that in an effort to clear up backlogs of mail material along the Union Pacific, it shipped some heavy mail matter by ox team and wagon from Salt Lake City to the Central Pacific transfer station at Argenta via the Overland Trail to Austin. There was no need for Wells Fargo to divert letter mail to the railroad since it was continuing its express business by stagecoach among the burgeoning mining camps throughout central Nevada, of which Austin and Virginia City were the foremost at the moment.

## The Meeting of the Rails

A letter from D.B. Ball, a special agent for the POD, indicates that Webster Snyder, the Union Pacific's General Superintendent, was still thinking in terms of rail-





road construction being closed down for the winter as late as November 24, 1868. It would have been the expected thing to do.

The records of the Union Pacific Railroad Company reported by Ames (1969), however, do not seem to show that the company made a conscious decision to continue construction during the winter of 1868. Rather, it was more a case of a decision to close down for the winter *not* being made as orders continued to flow out from the company's General Agent, Thomas C. Durant, pushing construction even under adverse weather conditions and at unforeseen expense. His objective, of course, was to extend the rails as far beyond Ogden as possible before connecting with the Central Pacific tracks.

The end was clearly enough in sight by April 9th for Congress to enact a joint resolution setting the place of meeting as the Promontory Summit, if not the date. That was set for May 8th by mutual consent; but delay of the Union Pacific delegation by washouts in Weber Canyon forced the Golden Spike Celebration to be put off two days until the 10th.

The reports of when through service began are not entirely consistent.

Ames (1969, p. 363) states that through freight and passenger service between Omaha and Sacramento commenced on May 15th, five days after the Golden Spike, but he is not entirely clear whether that is the date through trains left Omaha or passed through Promontory City.

Wilson and Taylor (1952, p. 32) also say through service was inaugurated between Chicago and Sacramento, on May 15th; but the *Atchison Daily Champion & Press* (May 14, 1869, p. 2) carried a May 13 Chicago dateline reporting that C.T. Jenkins was the first passenger by all rail from California. "He left Sacramento last Thursday [May 6th] . . . and arrived here this morning," taking five days, eighteen hours or 114 hours traveling time, not including a side trip to Salt Lake City. *Harper's* (June 5, 1869, p. 355, c. 4) said: "The first through train on the Pacific Railroad arrived at Omaha with 500 passengers on the 16th of May."

Aside from the incredibility of 500 passengers, the *Harper's* train arriving in Omaha on the 16th would have had to leave Sacramento no later than May 11th or five days on the basis of Jenkins' experience, not including layover time at Promontory, since the two companies had not yet reached an agreement coordinating their schedules or interchange of coaches.

Irrespective of these reports of through service, the *New York Times* carried a Washington, D.C. May 11 dateline: "

The Post Office Department has received a telegram from Promontory Point, stating that the mails have been deliv-

ered at that place to the Central Pacific Road, and that the though line has been regularly established. The Butterfield Company (sic) were last week informed that their contract would cease on the junction of the roads."

This telegram probably was from one of the Department's special agents, most likely Clampitt.

While it is more likely this mail was carried to Promontory City, Summit, or Point as it became more commonly known, by Wells Fargo stage from Corinne than by Union Pacific work train, it is clear that service on Route 16635 ended with it and that the mails were exchanged between the two railroads there until the gateway was moved to Ogden later that year.

The Central Pacific encountered little or no difficulty maintaining scheduled service over its line; it took the Union Pacific up to six weeks to establish scheduled service on its line due to the poor condition of the tracks from the head of Echo Canyon to the mouth of the Weber River and railroad men still regard this stretch as a challenge to their skills.

Nevertheless, the completion of the railroad was the last major improvement in transcontinental mail service until the coming of the airplane with improvements in schedules between 1869 and the first transcontinental airmail flight in 1920 being measured in hours rather than days.

From the schedule of 16 days eight months of the year and 20 days the other four months from Atchison to Folsom City prescribed by the contracts for Routes 14260 and 14626 in 1864, the first through passenger schedule reported by Ames (1969, p. 365) was 100 hours running time from Omaha to Sacramento in October 1869. Union Pacific Time Table No. 24 (id. p. 366) was more precise in giving the schedule on June 20 1870 as 53 hours from Omaha to Ogden via the Union Pacific and 42 hours from Ogden to Sacramento and 6 hours from Sacramento to San Francisco via the Central Pacific for a total of 101 hours or four days and five hours elapsed time, including meal stops but not a layover at Ogden, or a trifle more than one-fourth the 1864 mail schedule. This time table also gave the schedule from New York to Omaha by eastern railroads as 62 hours for a total elapsed through time of six days and nine hours coast to coast, not including layovers at Omaha and Ogden.

Thus it took almost exactly twenty years for mail contractors to tame the transmountain west beginning with Brown and Woodson's one month schedule from Independence to Salt Lake City in 1850 and Woodward and Chorpenning's thirty day schedule from Sacramento to Salt Lake City in 1851 for a total of sixty days to the Union and Central Pacific's four and a quarter days in 1870.

## APPENDIX 36 - Overland and Territorial Mails †

## POST OFFICE DEPARTMENT

*Washington, D.C. March 9, 1868*

Proposals will be received at the contract office of this department until 3 p.m. of June 10 next, (to be decided by the 15th,) for conveying the mails of the United States in Kansas, Colorado, Utah, . . . , from October 1, 1868, to June 30, 1870, on the routes and by the schedules of departures and arrivals herein specified.

## KANSAS

A. Route 14167. From Coyote (end of the Union Pacific railroad E.D.) to Denver Colorado, 265 miles and back daily.

The route and service will be curtailed at *pro rata* reduction of pay as the railroad is extended westward.

Leave Coyote daily at 6 a.m. (or on arrival of cars from the east);

Arrive at Denver in seventy-two hours;

Leave Denver daily at 6 a.m.;

Arrive at Coyote in seventy-two hours.

Louis McLane, president Wells Fargo & Co.	\$ 84,000
Charles A. Cook	79,000
Carlton Spaid	49,000
Henry S. Wheeler	45,000
W.B. Hawkes	24,600

*Accepted June 15, 1868*

Contract ordered with W.B. Hawkes, dated June 15, 1868, at \$24,600 per annum.

This acceptance rescinded September 22, 1868.

By an order dated October 31, 1868, contract with Wells, Fargo & Co., by George K. Otis, secretary and agent, from Sheridan, Kansas, to Denver, Colorado, and back, six times a week, from October 1, 1868, to 1st July, 1869, at \$79,000 per annum.

## COLORADO

B. Route 17035, From Cheyenne, Dakota, by La Porte, to Denver, Colorado, 102 miles and back, daily, supplying such offices are on the route, at the discretion of the department.

Leave Cheyenne daily at 6 a.m., (or on arrival of cars from the east);

Arrive at Denver in 24 hours;

Leave Denver daily at 6 a.m.;

Arrive at Cheyenne in 24 hours.

Charles A. Cook	\$	20,000.00
Louis McLane, president, Wells, Fargo & Co.		17,800.00
Carleton Spaid		15,000.00
Henry S. Wheeler		12,000.00
L.H. Johnston		9,970.50

(\$97.75 per mile). *Accepted*  
15, 1868

*June*

Contract made with L.H. Johnston, dated June 15, 1868, at \$9,970.50 per annum.

By an order made October 28, 1868, L.H. Johnston having failed, accept offer of Wells, Fargo & Co. (per George K. Otis, secretary and agent) to carry the mails on this route for the term of one year from October 1, 1878, at the rate of \$9,970.50 per annum.

## UTAH

## C. Route 16635, 1,095 miles and back, daily

From Cheyenne, or that point on the Union Pacific railroad to which the mails are being

Dakota

conveyed when this service goes into operation,

to Laramie City

Fort Sanders

Elk Grove

Fort Bridger

Echo City

Coalville

Enterprise

Morgan

Hoytsville

Salt Lake City

Tooele

Stockton

Fairfield

Egan Canyon

Ruby Valley

Austin

Clan Alpine

Saint Clair Station

and Stillwater

to Virginia City

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Utah

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Nevada

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Leave Cheyenne daily, except Sunday, at 8 a.m., or on arrival of train from the east;

Arrive at Virginia City in nine days;

Leave Virginia City daily, except Sunday;

Arrive at Cheyenne in nine days.

*Winter schedule, twelve days.*

The route and service will be curtailed at *pro rata* reduction of pay, as each 50 miles of the Union Pacific road is completed westward, and the mail service ordered there on.

The department reserves the right to curtail the service at its western terminus when the Central Pacific road shall have progressed east a sufficient distance to warrant it in starting the western mails from a point on the railroad, rather than from Virginia City.

The department also reserves the right to change the hour of departure at either end of the route, that due connections may be made east and west.

Louis McLane, president Wells Fargo & Co.      \$ 1,314,000

John Allman and John H. Clark      460,000

Charles A. Cook      390,000

Charles McLaughlin      350,000

Carlton Spaid      335,000      Certificate. Accepted June 30, 1868

† Reconstructed from Advertisement for Proposals of March 9, 1868, reproduced in Letter from the Postmaster General, House Ex. Doc. No. 14, December 16, 1868, pp. 19-21, Ser. 1372 and Letter from the Postmaster General transmitting abstract of offers received [for Routes 14167, 17035, and 16635] and of contracts made or ordered pursuant thereto, House Ex. Doc. No. 314, July 12, 1870, pp. 246 and 269-271, Ser. 1427.

## APPENDIX 37 -The Spaid's Contract †

No. 16635

\$335,000 per annum.

This article of contract, made June 15, 1868, between the United States (acting in this behalf by their Postmaster General) and Carlton Spaid's, and S.P. Brown, J. W. Shaffer, and C.D. Spaid's as his sureties.

Witnesseth, that whereas Carlton Spaid's has been accepted, according to law, as contractor for transporting the mail on route No. 16635 from Cheyenne, Dakota, or that point on the Union Pacific railroad to which the mails are being conveyed when this service goes into operation, by Laramie City, Fort Sanders, Elk Grove, Fort Bridger, Utah, Echo City, Coalville, Enterprise, Morgan, Salt Lake City, Tooele, Stockton, Fairfield, Egan Cañon, Ruby Valley, Austin, Clan Alpine, Saint Clare Station, Nevada, and Stillwater, to Virginia City, and back daily.

The route and service will be curtailed, at *pro rata* reduction of pay, as each fifty miles of the Union Pacific road is completed westward and the mail service ordered thereon.

The department reserves the right to curtail the service at its western terminus when the Central Pacific road shall have progressed east a sufficient distance to warrant it in starting the western mail from a point on the railroad rather than from Virginia City.

The department also reserves the right to change the hours of departure at either end of the route, that due connections may be made east and west, at \$335,000 per year, for and during the term beginning October 1, 1868, and ending June 30, 1870:

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 time fixed in the annexed schedule of departures and arrivals . . .

[Balance of this paragraph and next two paragraphs essentially same as paragraphs two, three, and four in contract for Route 14260 (Appendix 29).]

For which service, when performed, the said Carlton Spaid's, contractor, is to be paid by the said United States the sum of \$335,000 a year, to wit: quarterly in the months of November, February, May, and August, 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.

[Next three paragraphs same as paragraphs six, seven, and eight in contract for Route 14260 (Appendix 29).]

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.

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

ALEX. W. RANDALL

*Postmaster General*

And by the other parties hereto in the presence of S.J. Bowen

CARLTON SPAID'S, [SEAL]  
*Chicago, Illinois, June 30, 1868*  
 S.P. BROWN [SEAL]  
*Washington, D.C. June 30, 1868*  
 J.S. SHAFFER [SEAL]  
*Freeport, Illinois, June 30, 1868*  
 C.D. SPAID'S [SEAL]  
*Chicago, Illinois, June 30, 1868.*

I hereby certify that S.P. Brown, J.W. Shaffer, and C.D. Spaid's are good and sufficient sureties for the amount in the foregoing contract. I know Mr. Brown to be a man of wealth, and the other parties are represented to me as being men of large property and able to make good this contract.

S.J. Bowen  
*Postmaster at Washington, D.C*



*The schedule of departures and arrivals*

Same as in Advertisement of March 9, 1868 (Appendix 36)..

*Oaths required by law, acts of July 2, 1862 and March 3, 1863*

I, Carlton Spaid, being "being employed in the care, custody, and conveyance of the mail" (as contractor) on route No. 16635, from Cheyenne, Dakota, to Virginia City, State of Nevada, do swear that I will faithfully perform all the duties required of me, and abstain from everything forbidden by the laws in relation to the establishment of post offices and post roads within the United States; and that I will honestly and truly account for and pay over any money belonging to the said United States which may come into my possession or control; and that I further solemnly swear that I have never voluntarily borne arms against the United States since I have been a citizen thereof; that I have voluntarily given no aid, countenance, consul, or encouragement to persons engaged in armed hostility thereto; that I have neither sought nor accepted nor attempted to exercise the functions of, any office whatever under any authority, or pretended authority, in hostility to the United States; that I have not yielded a voluntary support to any pretended government, authority, power, or constitution within the United States, hostile or inimical thereto. And I do further swear that, to the best of my knowledge and ability, I will support and defend the Constitution of the United States against all enemies, foreign or domestic; that I will bear true faith and allegiance to the same; that I take this obligation freely, without any mental reservation or purpose of evasion; and that I will well and faithfully discharge the duties of the office (or trust) on which I am about to enter: so help me God.

CARLTON SPAIDS

Sworn before the subscriber, a justice of the peace for the county of Washington, District of Columbia, this 30th day of June, A.D. 1868; and I also certify that the person above named is above the age of sixteen years, to the best of my knowledge and belief.

[SEAL]

JAMES :LAWRENSON

*Justice of the Peace*

† Letter from the Postmaster General, December 16, 1868, Ex. Doc. No. 14, pp. 25-29, Serial 1372.

## ADDITIONAL REFERENCES

## Books

Best, Gerald M. *Iron Horses to Promontory*. Golden West Book, San Marino, CA 1969.

Wilson, Neill C. and Taylor, Frank J. *Southern Pacific, The Roaring Story of a Fighting Railroad*. McGraw-Hill Book Company, Inc. New York, 1952.

## Government Documents

National Archives and Records Service: Hecht, Arthur, et. al. *Preliminary Inventories Number 168, Records of the Post Office Department.*, Washington, D.C., 1967.

## U.S. House and Senate Documents

Annual Report of the Postmaster General, December 3, 1868, House Ex. Doc. No. 1, p. 5, Serial 1369

Letter from the Postmaster General, House Ex. Doc. No. 14, December 16, 1868, 81 pp., Serial. 1372.

Report of the Committee on Public Expenditures . . . concerning the contract [Route 16635] with Wells, Fargo & Co., etc. House Report No. 37, 179 pp., Serial 1388.

Letter from the Postmaster General, July 12, 1870, House Ex. Doc. No. 314, p. 246, Serial 1427

## Newspapers

*Atchison Daily Champion & Press*, Atchison, Kansas, May 14, 1869

# Those Elusive Postal Sub-Stations

## PART 4

by Dennis H. Pack

This is the last in a four-part study of the evolution of postal sub-stations. The first three sections dealt with the history of sub-stations. This part describes Post Office Department (POD) records the author used as sources of information for this study. This section is accompanied by the final listings of entries from the *Postal Bulletin* having to do with sub-stations.

## DAILY BULLETIN

The Post Office Department maintained extensive records of official orders establishing, discontinuing and changing branch post offices. The power to perform these actions rested with the Postmaster General (PMG) and was exercised through the office of the First Assistant Postmaster General. The orders of the PMG were painstakingly recorded by hand in journals for many years. Starting in 1894, the orders were published in the *Daily Bulletin of Orders Affecting the Postal Service*, which is usually referred to by its current title, the *Postal Bulletin*. A representative page from the Daily Bulletin is seen in **figure 1**. The *Daily Bulletin* was published by the Railway Mail Service 1880-1907, when it was taken over by the office of the PMG. It was renamed the *Postal Bulletin* in 1918. The listing of sub-station establishment, discontinuation and change actions which accompany this study came from the *Daily Bulletin of Orders Affecting the Postal Service*. Early actions were listed as Orders of the PMG (**Figure 2**). A limitation of the *Daily Bulletin* is the lack of a detailed index. Another is that the listings are incomplete. The sub-station listings accompanying this study were found by paging through the microfilm one day at a time. The author checked more than 2,100 issues of the Daily Bulletin in creating the data base.

The *Postal Bulletin* and its predecessors are available on microfilm through loan or purchase from the American Philatelic Research Library<sup>1</sup>. The *Postal Bulletin* is currently published biweekly and is available at many government depository libraries and on the Internet at (<http://www.usps.gov/cpim/fip/bulletin/pb.htm>). The USPS web site has *Postal Bulletins* 1995 to date. Adobe Acrobat Reader® software

is needed to read the *Internet Postal Bulletin*. It can be downloaded for free by following a link on the USPS site.

Current editions of the *Postal Bulletin* list some actions involving branch post offices and stations under the heading "Post Office Changes". Government listings from current local telephone directories give more accurate information about the existence of postal stations and branches than do the listings in the *Postal Bulletin*.

## ANNUAL REPORTS OF PMG

Another source of information about postal stations, which deals more with policy, is the annual *Report of the Postmaster General to Congress*. These reports ask for specific actions by Congress and tell the results of new policies or legislation. Some references to stations and branches are found starting in 1860. Of course, there is a wealth of fascinating information about other topics. The *Report of the Postmaster General* has been replaced by the *Annual Report of the Postal Service*, which is available at some government depository libraries and on the Internet at (<http://usps.gov/history/annual.htm>). Adobe Acrobat® is also needed to read these.

## POSTAL LAWS AND REGULATIONS

It is often helpful to refer to an accumulation of the orders, policies and laws which govern the POD. The *Postal Laws and Regulations* codify PMG orders and laws in one volume. They describe policies and some procedures. They are available at some government depository libraries.

Listings of branch post offices and even their addresses are found in early editions of the *Official Postal Guide*. As was mentioned in the first installment of this study, the list of Free Delivery offices in the postal guide also contained their branch offices. The *Official Postal Guide* is available in several series, as indicated in **table 4-1**.

Figure 1.

## DAILY BULLETIN

OF

## ORDERS AFFECTING THE POSTAL SERVICE.

VOL. XV. POST OFFICE DEPARTMENT, WASHINGTON, D. C., TUESDAY, NOVEMBER 27, 1894. NO. 4495

## The Postal Bulletin.

ISSUED FROM THE OFFICE OF  
GEN'L SUP'T RAILWAY MAIL SERVICE.  
JAMES E. WHITE, GEN'L SUP'T.

## ORDERS OF THE POSTMASTER GENERAL.

OFFICE OF POSTMASTER GENERAL,  
WASHINGTON, D. C., Nov. 24, 1894.  
Order No. 389.

Establish on January 1, 1895, a sub-station of the post office at Washington, D. C., with money-order and registry facilities, to be known as "Tennallytown Station," in lieu of the post office known as "Tennallytown," which is to be discontinued from that date.

F. H. JONES,  
Acting Postmaster General.

OFFICE OF POSTMASTER GENERAL,  
WASHINGTON, D. C., Nov. 24, 1894.  
Order No. 390.

Establish on January 1, 1895, a sub-station of the post office at Portland, Oregon, with money-order and registry facilities, to be known as Station "C," and to be located at No. 1007½ Belmont street; said station is to take the place of the post office known as "Sunnyview," which is to be discontinued from that date.

F. H. JONES,  
Acting Postmaster General.

OFFICE OF POSTMASTER GENERAL,  
WASHINGTON, D. C., Nov. 24, 1894.  
Order No. 391.

Establish on December 1, 1894, six sub-stations of the post office at New York, New York, with facilities for the transaction of money-order and registry business, and for the sale of postal supplies, as follows:

- No. 25, at 945 First avenue, corner of 52d street.
- No. 26, at 50 East 110th street, corner of Madison avenue.
- No. 27, at corner of Courtland avenue and 156th street.
- No. 28, at 263 Amsterdam avenue, corner of 74th street.
- No. 29, at 219 Willis avenue, corner of 184th street.
- No. 30, at 320 West 145th street, corner of Bradhurst avenue.

F. H. JONES,  
Acting Postmaster General.

## THROUGH REGISTERED POUCHES.

POST OFFICE DEPARTMENT,  
OFFICE OF GENERAL SUP'T R. M. S.,  
WASHINGTON, D. C., Nov. 27, 1894.

Washington, D. C., to Augusta, Ga.  
The postmaster at Washington, D. C., will hereafter cause the through registered pouch made at his office for Augusta, Ga., to be dispatched at 11:01 a. m., via the Washington & Charlotte R. P. O., instead of forwarding via the same line at 10:45 p. m., as at present.

New York, N. Y., to Havana, Cuba.  
Commencing December 2d the postmaster at New York, N. Y., will dispatch through registered pouch for Havana, Cuba, at 9:00 p. m., via the New York & Washington R. P. O.

Tampa, Fla., to Havana, Cuba.  
The through registered pouches made at Tampa, Fla., for Havana, Cuba, will, commencing December 3d, be dispatched via the Jacksonville & Port Tampa R. P. O., train 23, at 8:45 p. m.

JAMES E. WHITE,  
General Superintendent.

## INNER REGISTERED SACK EXCHANGE.

POST OFFICE DEPARTMENT,  
OFFICE OF GENERAL SUP'T R. M. S.,  
WASHINGTON, D. C., Nov. 27, 1894.

## Jacksonville and Key West, Fla.

On and after December 3d, proximo, the postmaster at Jacksonville, Fla., will dispatch the inner registered sack made at his office for Key West, Fla., at 9:00 a. m., via the Jacksonville & Port Tampa R. P. O., train 23.

JAMES E. WHITE,  
General Superintendent.

## POST OFFICES ESTABLISHED.

ILLINOIS.  
Mayview, Champaign Co., Route 13019. Re-established. [16 nov 94]

MICHIGAN.  
Cathro, Alpena Co., special from Alpena, Route 15767, 8 ms. S. E. 15 nov 94

NORTH CAROLINA.  
Connor, Wilson Co., Route 18182. Re-established. [10 nov 94]

## POST OFFICES NAME CHANGED.

ILLINOIS.  
Prairie Town, Madison Co., to Prairie town. [5 oct 94]

TEXAS.  
Curry's Creek, Kendall Co., to Curry. [20 oct 94]

## POST OFFICE NAME AND SITE CHANGED.

ALABAMA.  
Blue Spring, Morgan Co., 1 m. E., on Route 24190, to Centergrove. [30 oct 94]

## POST OFFICE SITE CHANGED.

INDIANA.  
Worth, Harrison Co., ¼ m. W., on Route 8552. [3 nov 94]

MICHIGAN.  
Ganges, Allegan Co., 1 m. E., on Route 8725. [28 nov 94]

SOUTH DAKOTA.  
Laketon, Brookings Co., 1½ ms. N. E., on Route 58185. [20 nov 94]

## POST OFFICES DISCONTINUED.

The following to take effect Dec. 15, 1894:

TEXAS.  
Dawn, Deaf Smith Co., Route 51052. Mail to Dean. [28 nov 94]

## MAIL MESSENGER SERVICE ESTABLISHED.

OKLAHOMA.  
Route 24057, Sterling, M. Co., from Aitchison, Topeka & Santa Fe R. R., Route 154001, 17 m., often as required. From December 8, 1894. [28 nov 94]

## MAIL MESSENGER SERVICE DISCONTINUED.

IOWA.  
Route 21216, Trent, Polk Co., from Chicago & Northwestern Rwy., Route 42820, From December 15, 1894. [24 nov 94]

KENTUCKY.  
Route 220100, South Louisville, Jefferson Co., from Louisville & Nashville R. R., Route 129005. From December 31, 1894. [21 nov 94]

Route 228108, Parkland, Jefferson Co., from Louisville, New Albany & Chicago Rwy., Route 129089. From December 31, 1894. [21 nov 94]

## STAR SERVICE CHANGES.

ARIZONA.  
Route 18774, Tempe to Goldfield. From December 17, 1894, extend service to begin at Phoenix, increasing distance 9 ms [21 nov 94]

ILLINOIS.  
Route 5537. Nearest to Fountain Bluff. From December 1, 1894, increase service to three times a week. [28 nov 94]

KANSAS.  
Route 5230, Lawrence to Overbrook. From December 17, 1894, curtail service to end at Worden, omitting Globe (discontinued) and Overbrook, decreasing distance 18½ ms. From same date increase service on the remainder of route to six times a week. [21 nov 94]

Route 5292, Hays to Matfield Green. From November 30, 1894, omit Rusk, between Basar and Matfield Green, without change in distance. [24 nov 94]

MARYLAND.  
Route 18100, Oxen Hill to Silver Hill. From December 1, 1894, change service so as to omit Silver Hill and be from Oxen Hill, by Congress Heights to Annapolis and back, increasing distance 1½ ms. [28 nov 94]

MINNESOTA.  
Route 41205, New Ulm to Franklin. From December 1, 1894, change service so as to supply Point George between New Ulm and West Newton, increasing distance 1½ ms. [28 nov 94]

NORTH CAROLINA.  
Route 18121, Weldon to Aurelian Springs. From December 1, 1894, change service so as to omit Kitchens on the inward trip only, and to embrace and supply Farmington on the outward trip only, decreasing distance 3.74 ms. equal to 1.87 ms. and back. [28 nov 94]

Route 18274, Greensboro to Rockcreek. From November 21, 1894, change service so as to supply Gilmer's Store at its new site, increasing distance ¼ m. [24 nov 94]

PENNSYLVANIA.  
Route 11008, Marion Centre to Hamilton. Modify the order of August 1, 1894 (Bulletin 4267), so as to increase distance 0.10 m. on account of supply of Ambrose at new site authorized July 30, 1894. [28 nov 94]

TEXAS.  
Route 50154, Copernicus Cove to Maxdale. From December 10, 1894, change service so as to supply the office of Oakalla, going one way, increasing distance equal to 2½ ms. and back. [24 nov 94]

Route 50893, Gilmer to Shadygrove. From December 10, 1894, change service so as to have the return trips from Shadygrove to Gilmer be via the office of Latch, omitting the offices of Calloway and Essex in going that way, decreasing distance equal to 1.37 ms. and back. [25 nov 94]

Route 50941, Cooper to Mount Joy. From December 10, 1894, change service so as to supply the office of Amy, between Cooper and Union, increasing distance 1½ ms. [24 nov 94]

WEST VIRGINIA.  
Route 16515, Charleston to Hicombottom. From December 1, 1894, curtail service to end at Hicombottom, omitting Hicombottom (n. o.), decreasing distance 8¼ ms. [24 nov 94]

## STAR SERVICE DISCONTINUED.

ALABAMA.  
Route 24058, Hixleville to Knowle. From December 31, 1894. [24 nov 94]

TEXAS.  
Route 50455, Kemper to Oakalla. From December 8, 1894. [24 nov 94]

## RAILROAD SERVICE CHANGES.

MISSOURI.  
Route 18009, Versailles to Boonville. Missouri Pacific Rwy., 44.08 ms. The order of November 9, 1894 (Bulletin 4482), extending route to Myrick Station (n. o.) is hereby rescinded. [24 nov 94]

WISCONSIN.  
Route 180061, Chippewa Falls, Wis., to St. Paul, Minn., Wisconsin Central Co., 105.12 ms. From July 1, 1895, this route is extended to begin at Abbotsford, Wis., and end at Minneapolis, Minn., covering part of Route 180026. [21 nov 94]

## RAILROAD SERVICE CHANGES.

WISCONSIN.  
Route 180088, Pratt Junction (n. o.) to Jeffris Junction (n. o.) Chicago & North-western Rwy., 4.41 ms. From July 1, 1895, this route is extended from Jeffris Junction (n. o.) to Jeffris, Wis., covering Route 180093. [21 nov 94]

Route 180087, Iron River to Duluth. Duluth, South Shore & Atlantic Rwy., 55.39 ms. From July 1, 1895, this route is extended from Iron River to begin at Nestora (n. o.), Mich., covering Route 187081. [21 nov 94]

Route 180084, Babcock to Tomah. Chicago, Milwaukee & St. Paul Rwy., — ms. From July 1, 1895, that portion of Route 180081 between Babcock and Tomah, Wis., will be stated as Route 180084. [21 nov 94]

Route 180094, Watermeet to Monico. Chicago & Northwestern Rwy., — ms. From July 1, 1895, that portion of Route 180018 from Watermeet to Monico, Wis., will be stated as Route 180094. [21 nov 94]

Route 180084, Powers to Hurley. Chicago & Northwestern Rwy., — ms. From July 1, 1895, that part of Route 180088 between Powers and Nager (n. o.), all of Route 180088 and that part of Route 180088 between Watermeet and Hurley will be stated as Route 180084. Powers to Hurley, Wis. [21 nov 94]

## RAILROAD SERVICE DISCONTINUED.

MISSOURI.  
Route 180039, Boonville to Myrick Station (n. o.), Missouri Pacific Rwy., 81 ms. The order of November 9, 1894 (Bulletin 4482), discontinuing service is hereby rescinded. [24 nov 94]

## SPECIAL SERVICE DISCONTINUED.

ALABAMA.  
Bedell, Marion Co., from Bear Creek. From December 31, 1894, on Route 24084. [24 nov 94]

Brion, Marion Co., from Bear Creek. From December 31, 1894, on Route 24083. [24 nov 94]

Duffey, Marion Co., from Bear Creek. From December 31, 1894, on Route 24081. [24 nov 94]

FLORIDA.  
Waller, Clay Co., from Lake View. From December 31, 1894, on Route 24041. [24 nov 94]

ILLINOIS.  
Lawyer, Vermilion Co., from Genie, Ind. From December 15, 1894, office discontinued. [21 nov 94]

## POSTMASTERS COMMISSIONED.

Commissioned November 24, 1894.

FOURTH CLASS OFFICES.

Money-Order Offices.

Lucy Bealy ..... Hardin, Ill.  
Wm. H. Flynn ..... Earlville, Iowa  
Geo. B. McMurry ..... Goldfield, Iowa  
Albert B. Page ..... Shawmut, Me.  
Alonzo M. Allen ..... South Lakes, Me.  
Christian V. Knapp ..... Harrison, Miss.  
Geo. R. Treay ..... Bradford, N. H.  
John H. Egan ..... Avoca, Wis.

Not Money-Order Offices.

Richard Johnson ..... Carey, Cal.  
Jennie Carver ..... Weston, Conn.  
George G. Howard ..... Christmas, Fla.  
Casper I. Hattenbeck ..... Pittman, Fla.  
Alerton L. Shortell ..... East Carver, Mass.  
Felix D. Beasley ..... Boney, Miss.  
Clara M. Henning ..... Warren Point, N. J.  
Thomas Smith ..... Channing, Tex.  
John H. Langlois ..... Glen Flora, Wis.

Site Changes.

Mary Craig, Worth, Harrison Co., Ind.

Post Office Name Changed

Marcus W. Bailiff, Centergrove,

Valentine Schaefer, late Blue Spring, Ark.

Charles M. Carrier, Curry, late Prairie Town, Ill.

New Offices.

Edward Cord, Mayview,

Elisabeth Cathro, Cathro, Alpena Co., Mich.

Allison High, Connor, Wilson Co., N. C.

# The Postal Bulletin.

ISSUED FROM THE OFFICE OF  
GEN'L SUPT RAILWAY MAIL SERVICE.  
JAMES E. WHITE, GEN'L SUPT.

## ORDERS OF THE POSTMASTER GENERAL.

OFFICE OF POSTMASTER GENERAL,  
WASHINGTON, D. C., Nov. 24, 1894.

### Order No. 389.

Establish on January 1, 1895, a sub-station of the post office at Washington, D. C., with money-order and registry facilities, to be known as "Tennallytown Station," in lieu of the post office known as "Tennallytown," which is to be discontinued from that date.

F. H. JONES,  
Acting Postmaster General.

OFFICE OF POSTMASTER GENERAL,  
WASHINGTON, D. C., Nov., 24, 1894.

### Order No. 390.

Establish on January 1, 1895, a sub-station of the post office at Portland, Oregon, with money-order and registry facilities, to be known as Station "C," and to be located at No. 1007½ Belmont street; said Station is to take the place of the post office known as "Sunnyview," which is to be discontinued from that date.

F. H. JONES,  
Acting Postmaster General.

OFFICE OF POSTMASTER GENERAL,  
WASHINGTON, D. C., Nov. 24, 1894.

### Order No. 391.

Establish on December 1, 1894, six sub-stations of the post office at New York, New York, with facilities for the transaction of money-order and registry business, and for the sale of postal supplies, as follows:

No. 25, at 945 First avenue, corner of 52d street.

No. 26, at 50 East 110th street, corner of Madison avenue.

No. 27, at corner of Courtland avenue and 168th street.

No. 28, at 295 Amsterdam avenue, corner of 71st street.

No. 29, at 339 Willis avenue, corner of 184th street.

No. 30, at 370 West 145th street, corner of Bradhurst avenue.

F. H. JONES,  
Acting Postmaster General.

The *Official Postal Guide* was superseded in part by the *Directory of Post Offices*, which was superseded by the *National Zip Code Directory*. These are available at many government depository libraries, and most libraries have at least a recent edition. The current listings of postal stations and branches is spotty. Branch post offices are listed for some post offices, but stations are not.

Some of these publications can be found at various libraries which have been or are depositories of government documents. Mail, or on-line, inquiries can help locate them. It might be possible to borrow some of them via interlibrary loan. Check with your local librarian.

## JOURNALS OF THE PMG

Not all useful government documents are readily available. *Orders (Journals) of the Postmaster General* provided most of the information in this study about sub-stations before 1894. *Orders (Journals) of the Postmaster General* from Jan. 1, 1879, to July 1, 1884 are found in six journals, 80-B, 81-B, 82-B, 83-B, 84-B, and 85-B. Previous to Jan 1, 1879, orders were entered into *Mail Transportation Orders*. The author found only one reference to branch post offices in journal 80-B, and none in Journal 81-B.

*Orders (Journals) of the Postmaster General* 1884-1905 are contained in numbered volumes. The author checked volumes one through three, which covered the period 1884-1895. Starting in 1894, many of the orders were published in the *Postal Bulletin*.

## RECORD OF STATIONS

If the above journals contained what the PMG ordered, another set of journals might cover what actually happened. The First Assistant PMG maintained a *Record Relating to Contract Stations and Sub-Stations* in two volumes. They are two large ledger-type journals which contain entries for each state. A representative page is shown as **figure 3**. Listings in the first volume go back as far as the 1860s. The accuracy of the early dates is questionable. They could reflect the dates contracts were signed. For example, Station B of Philadelphia is listed as having been established July 1, 1873.<sup>2</sup> Postmarks for this station predate this by a decade. Boston's Station A is said to have been established "about 1862"<sup>3</sup>. The dates in the first volume go back farther than those in the second volume, which appears to cover the period 1902-1906. The first volume contains list-

Figure 2

**Table 4-1**  
**Official Postal Guide Series**

SERIES	DESCRIPTION
Number 1-20	Oct. 1874-July 1879 Starting in 1880, the July issue was the complete guide, the other issues were supplements. Issued quarterly.
Series 2	Sep. 1897-June 1908, vol. 1-30 January issue is Postal Guide. Others supplement. Issued monthly.
Series 3	July 1908-June 1921, vol. 1-13 July issue is Postal Guide. Others supplement. Issued monthly.
Series 4	July 1921-June 1937, vol. 1-16
Series 5	July 1937-Apr. 1945, vol. 1-4 Postal Bulletin issued in two parts: 1. Domestic postal service. 2. International Postal Service.
Series 6	July 1945-Oct. 1954, vol. 1-5 Supplements issued quarterly.

ings of sub-stations, the second does not. Aloha P. South, assistant chief of old military and civil records in the National Archives, states that not much is known about the *Record of Stations* or why two volumes which seem to duplicate each other part of the time were kept<sup>4</sup>. Still, they contain useful information about addresses of postal stations, their date of establishment, change of location and discontinuation. It is possible to have all or selected pages of these records photo copied and microfilmed by the National Archives for a fee<sup>5</sup>.

### OTHER RECORDS

In addition, records of the POD Topographer's Office include site maps or descriptions for some branches and stations. These can help provide information about locations and approximate dates of operation.

Another record not used for this study, but which can be useful is the *Official Register*, which is short for *Official Register of Officers and Agents, Civil, Military and Naval in the Service of the United States*. It is sometimes called the Blue Book because of the binding of early editions. It was published in odd-numbered years by the U.S. Department of State from 1816-59; Interior Department, 1861-1905; and Census Bureau, 1907-1911. It lists the compensation paid to postmasters, which reflected the amount of postage a post office collected. In addition, it lists mail contractors, clerks in post offices, letter carriers and

substitutes and Rural Free Delivery carriers. These can be found in some large libraries and government depositories.

### CONCLUSION

The organization and operation of a nation-wide mail system was complex, even in the late nineteenth and early twentieth centuries. In addition, Congress required strict accountability of how funds were spent and what service was provided. The result was a vast set of records that can help shed light on the policies, procedures and actions of the Post Office Department. Even this study has only scratched the service of the history of sub-stations, which is a small part of the history of branch post offices and postal stations. I invite others to become involved in this fascinating study. C'mon in. The water's great!

Many people have assisted with this article by providing information and postmarks. 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. Special thanks are also due Richard W. Helbock for his encouragement to continue this research and his willingness to publish it.



107

State: MASSACHUSETTS

Post Office: Boston

NAME OF STATION	LOCATION	DATE OF ORDER	WHEN ESTABLISHED	ALLOWANCES		CHANGES IN ALLOWANCES		CHANGES IN ALLOWANCES		REMARKS
				RENT	C. H.	DATE	RENT	C. H.	DATE	
Sub Station No. 1.	1377 Cambridge St. (Allston)		Oct. 1, 1882	300.		Oct. 1, 1901	400.		July 1, 1902	500
" " 2.	1377 Cambridge St. (Allston)	June 3, 1890	July 1, 1890	200.		July 1, 99	300.		300.	
" " 3.	1380 Centre St.	Dec. 19, 1898	July 1, 1899	100.		July 1, 1901	200.		200.	
" " 4.	153 State St.	Apr. 2, 1895	May 1, 1895	400.		July 1, 99	600.		July 1, 1902	700
" " 5.	163 Warren Ave.	" 26, 1893	" 10, 1893	400.		July 1, 1902	500.			
" " 6.	1775 Dudley St. (Allston)		June 1, 1892	300.		" 1, 1902	400.		400.	
" " 7.	1123 Massachusetts Ave.	Feb. 25, 1899	Mich. 1, 1899	100.		July 1, 1900	300.		July 1, 1902	400
" " 8.	1123 Massachusetts Ave.	June 3, 1890	July 1, 1890	300.		July 1, 1901	400.		400.	
" " 9.	1123 Massachusetts Ave.	Apr. 3, 1896	May 1, 1896	700.		July 1, 99	800.		July 1, 1902	900
" " 10.	109 Gore St.	" " "	" " "	500.						
" " 11.	1329 Warren St.	May 25, "	June 1, "	300.						
" " 12.	1301 Washington St.	Feb. 14, 1897	Mich. 1, 1897	200.		July 1, 99	300.		300.	
" " 13.	1210 North St.	May 11, "	May 15, "	300.		" " "	500.		July 1, 1900	600
" " 14.	1 Chamber of Commerce Bldg.	July 24, "	Aug. 1, "	300.		" " "	600.		Nov. 1, 1900	900
" " 15.	1380 Dudley St. (Roxbury)	July 7, 1900	Aug. 1, 1900	300.		" " "	300.			
" " 16.	1044 Broadway St. (Boston)	Dec. 14, 1900	Jan. 1, 1901	200.		" " "	300.		July 1, 1900	500
" " 17.	1544 Washington St.	" " "	" " "	200.		" " "	400.		Oct. 28, 99	100
" " 18.	1129 Washington St.	" " "	" " "	200.		" " "	600.			
" " 19.	121 Massachusetts Ave.	" " "	" " "	200.		" " "	400.		July 1, 1900	600
" " 20.	1276 "	" " "	" " "	200.		" " "	400.		July 1, 1900	500
" " 21.	1269 Pearl St. (Cambridgeport)	" " "	" " "	200.		" " "	200.			
" " 22.	1577 Banker Hill St. (Charlestown)	" " "	" " "	200.		July 1, 99	200.		Oct. 1, 1900	100
" " 23.	1574 Main St.	" " "	" " "	200.		July 1, 1900	300.		300.	
" " 24.	1176 Saratoga St. (E. Boston)	" " "	" " "	200.		" " "	200.			
" " 25.	1672 Centre St. (Jamaica Plain)	" " "	" " "	200.		July 1, 1900	300.		300.	
" " 26.	180 Broadway (Revere)	" " "	" " "	200.		July 1, 99	100.		Oct. 1, 1900	200
" " 27.	164 Walnut St. (Dorchester)	Oct. 9, "	Nov. 1, "	100.		" " "	200.			
" " 28.	122 Harvard St. (Dorchester)	" 29, "	" " "	100.		" " "	100.			
" " 29.	1446 Harrison Ave.	Nov. 11, "	Dec. 1, "	100.		July 1, 99	600.			
" " 30.	297 Main St. (Charlestown)	" " "	" " "	100.		" " "	200.		July 1, 1902	300
" " 31.	156 Hanover St.	Apr. 5, 1899	Apr. 15, 1899	100.		Apr. 1, 1901	400.		July 1, 1902	600
" " 32.	226 Tremont St.	Feb. 17, 1898	Mich. 1, 1898	100.		July 1, 99	400.		" 1, 1902	600
" " 33.	1578 Cambridge St. (Cambridgeport)	Apr. 9, "	May 1, "	100.		" " "	200.		" 1, 1902	300
" " 34.	610 Tremont St.	" 20, "	" " "	100.		" " "	200.		July 1, 1902	300
" " 35.	1675 Broadway (S. Boston)	June 2, "	July 1, "	100.		" " "	200.		" 1, 1902	300
" " 36.	1 Winthrop Ave. (Revere)	" " "	" " "	100.		July 1, 1901	200.			
" " 37.	1586 Dorchester Ave.	Aug. 24, "	Sept. 1, "	100.		Apr. 1, 1901	200.			
" " 38.	152 Paul Gore St.	" " "	" " "	100.		July 1, 1901	200.			

Figure 3. A representative page from a Record Relating to Contract Stations and Sub-Stations, a volume of records maintained by the First Assistant Postmaster General.

**END NOTES**

<sup>1</sup>The address for the America Philatelic Research Library is PO Box 8000, State College, PA 16803-8000 or on-line at (<http://www.stamps.org>), the URL for the American Philatelic Society.

<sup>2</sup>*Record Relating to Contract Stations*, vol. I, p. 248.

<sup>3</sup>*Ibid.*, p. 105.

<sup>4</sup>Letter dated November 22, 1999, from Aloha P. South to the author.

<sup>5</sup>To make inquiry about NARA records, write Textual Archives Service Division, National Archives and Records Administration, Washington, DC 20408.

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*EDITOR'S NOTE: Transmission of the table identified as Table 1 on page 61 of the January 2000 issue of La Posta became garbled in transit from the author, and the editor would like to correct the record by reproducing below the correct table as it was intended by the author.*

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

\* The 1913 Postal Laws and Regulations permit numbered stations to be located outside the city limits of the parent post office. (Postal Laws & Regulations 1913, section 250, pp. 123-124.)

CONTRACT STATION DESIGNATED BY NUMBER	CONTRACT BRANCH OR STATION DESIGNATED BY NUMBER*	CLASSIFIED STATION DESIGNATED BY LETTER OR LOCAL NAME	CLASSIFIED BRANCH DESIGNATED BY LOCAL NAME
LOCATED INSIDE CITY LIMITS OF PARENT PO	LOCATED OUTSIDE CITY LIMITS OF PARENT PO	LOCATED INSIDE CITY LIMITS OF PARENT PO	LOCATED OUTSIDE CITY LIMITS OF PARENT PO
OPERATED BY NON-POD PERSONNEL		OPERATED BY CAREER POD PERSONNEL	
ISSUE MOs, REGISTER MAIL & SELL STAMPS, BUT DO <u>NOT</u> RECEIVE & DISPATCH MAIL		ISSUE MOs, REGISTER MAIL & SELL STAMPS, <u>AND</u> RECEIVE & DISPATCH MAIL	

\* The 1913 Postal Laws and Regulations permit numbered stations to be located outside the city limits of the parent post office. (Postal Laws & Regulations 1913, section 250, pp. 123-124.)

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

[Continued from Volume 30, No. 6 (January-February 2000, page 70)]

State	City/State	Unit	Action	Eff Dt	PB No	PB Date
PA	Allegheny	Sta A	Chg to Sub-Sta 01 (West End)	01-Mar-96	4843a	20-Jan-96
PA	Allegheny	Sta B	Chg to Sub-Sta 02 at 172 McClure Ave	01-Mar-96	4843a	20-Jan-96
PA	Allegheny	Sta C	Chg to Sub-Sta 03 at 316 Perrysville Ave	01-Mar-96	4843a	20-Jan-96
PA	Allegheny	Sta D	Chg to Sub-Sta 04 at East & Royal Sts	01-Mar-96	4843a	20-Jan-96
PA	Allegheny	Sta E	Chg to Sub-Sta 05 (East End)	01-Mar-96	4843a	20-Jan-96
PA	Allegheny	Sta F	Chg to Sub-Sta 06 at 61 Lowrie St	01-Mar-96	4843a	20-Jan-96
PA	Allegheny	Sub-Sta 02	Chg to Hanover & Preble Sts	ND[08/98]	5644	01-Sep-98
PA	Allegheny	Sub-Sta 07 (Avalon)	Consolidate Avalon PO & estab sub-sta	01-Jan-98	5430	20-Dec-97
PA	Allegheny	Sub-Sta 08	Estab at Reserve	01-Jan-98	5430	20-Dec-97
PA	Allegheny	Sub-Sta 09	Estab at Perrysville Ave & Charles St	15-Oct-98	5679	13-Oct-98
PA	Allegheny	Sub-Sta 10	Estab at Perrysville Ave & East St	15-Oct-98	5679	13-Oct-98
PA	Allegheny	Sub-Sta 11	Estab at 65 Rebecca St	15-Oct-98	5679	13-Oct-98
PA	Allegheny	Sub-Sta 11	Chg fr 65 to 1334 Rebecca St because of street renumbering	01-Apr-01	6421	23-Mar-01
PA	Allegheny	Sub-Sta 12	Estab at Fulton & Locust Sts	01-Aug-99	5913	20-Jul-99
PA	Allegheny	Sub-Sta 13	Estab at Washington Ave & Fremont St	01-Jul-00	6190	18-Jun-00
PA	Allegheny	Sub-Sta 14	Estab at California & Island Aves	01-Jul-00	6190	18-Jun-00
PA	Allegheny	Sub-Sta 15	Estab at 3615 California Ave	01-Jul-00	6190	18-Jun-00
PA	Allegheny	Sub-Sta 16 (Ben Avon)	Estab	01-Jul-01	6446	22-Apr-01
PA	Allegheny	Sub-Sta 17 (Etna)	Estab in lieu of Etna PO which is consolidated	01-Mar-02	6693	15-Feb-02
PA	Braddock	Sub-Sta 01 (Rankin Station)	Estab in lieu of Rankin Station PO which is consolidated	01-Nov-00	6293	18-Oct-00
PA	Easton	Sta A	Chg to Sub-Sta 01 (Island Park)	01-Mar-96	4850	28-Jan-96
PA	Easton	Sub-Sta 01	Chg to Island Park Sta	01-Jan-98	5406	20-Nov-97
PA	Easton	Sub-Sta 01 (West Easton)	Estab	01-Jul-01	6456	03-May-01
PA	Easton	Sub-Sta 02	Estab at 608 Berwick St	01-Jul-98	5524	12-Apr-98
PA	Easton	Sub-Sta 03	Estab at 12th & Washington Sts	01-Jul-98	5524	12-Apr-98
PA	Easton	Sub-Sta 04 (College Hill)	Estab	01-Jun-00	6158	10-May-00
PA	Erie	Sub-Sta 01	Estab at 1522 Peach St	01-Jul-96	4974	23-Jun-96
PA	Erie	Sub-Sta 01	Chg fr 1522 Peach St to 1520 Peach St	01-Mar-00	6096	28-Feb-00
PA	Erie	Sub-Sta 02	Estab at 906 Parade St	01-Jul-96	4974	23-Jun-96
PA	Erie	Sub-Sta 03	Estab at Sassafras & 24th Sts	01-Jul-96	4974	23-Jun-96
PA	Erie	Sub-Sta 04	Estab at 401 W 18th St	01-Jul-96	4974	23-Jun-96
PA	Erie	Sub-Sta 06	Estab at 725 W 4th St	01-Nov-98	5673	06-Oct-98
PA	Erie	Sub-Sta 07	Estab at 404 W 8th St	01-Aug-97	5301	20-Jul-97
PA	Erie	Sub-Sta 07	Estab at 12th & Wayne Sts	01-Nov-98	5673	06-Oct-98
PA	Erie	Sub-Sta 07	Chg fr 127th & Wayne Sts to 802 E 11th St	15-Aug-00	6229	03-Aug-00
PA	Erie	Sub-Sta 08	Estab at 756 E 21st St	01-Nov-98	5673	06-Oct-98
PA	Harrisburg	Sub-Sta 01	Estab at 2020 N 6th St	01-Jan-98	5420	08-Dec-97
PA	Harrisburg	Sub-Sta 01	Chg fr 2020 N 6th St to 2027 N 6th St	ND[04/98]	5541	02-May-98
PA	Harrisburg	Sub-Sta 02	Estab at 1255 Mulberry St	01-Jan-98	5428	17-Dec-97
PA	Harrisburg	Sub-Sta 02	Estab at 1233 Mulberry St [order modified below]	01-Jan-98	5420	08-Dec-97
PA	Harrisburg	Sub-Sta 04	Estab at 3rd & Verbeck Sts	01-Sep-01	6558	03-Sep-01
PA	Harrisburg	Sub-Sta 05	Estab at 901 S 9th St	01-Sep-01	6558	03-Sep-01
PA	Harrisburg	Sub-Sta 06	Estab at 191 N 15th St	01-Sep-01	6558	03-Sep-01
PA	Harrisburg	Sub-Sta 08	Estab at 1917 Darry St	15-Aug-00	6231	06-Aug-00
PA	Hookstown (Hockstown Georgetown Postal Sta)		Estab in lieu of Brewer PO which is consolidated	01-Jan-01	6345	20-Dec-00
PA	Kennett Square	Willowdale Postal Sta (RFD)	Estab	01-Apr-01	6417	19-Mar-01
PA	Lancaster	Sub-Sta 01	Estab at W James & Pine Sts	01-Aug-99	5905	11-Jul-99
PA	Lancaster	Sub-Sta 01	Estab at Rockland St & Howard Ave	01-Feb-01	6360	09-Jan-01
PA	Lancaster	Sub-Sta 02	Estab at 20 N Broad St	01-Oct-99	5963	18-Sep-99
PA	Lancaster	Sub-Sta 05	Estab at 135 E Lemon St	01-Apr-01	6385	07-Feb-01
PA	Lancaster	Sub-Sta 06	Estab at High & Filbert Sts	01-Jul-01	6446	22-Apr-01
PA	Lancaster	Sub-Sta 07	Estab at South Queen & Hager Sts	01-Jul-01	6446	22-Apr-01
PA	Lancaster	Sub-Sta 08	Estab at W Orange & Pine Sts	01-Nov-00	6291	16-Oct-00
PA	Lancaster	Sub-Sta 08	Estab at SW corner Chestnut & Plum Sts	15-Mar-02	6709	07-Mar-02
PA	Newcastle	Sub-Sta 01	Estab at 151 Long Ave & Jefferson St	01-Jul-01	6498	22-Jun-01
PA	Norristown	Sub-Sta 01	Estab at 400 W Marshall St	01-May-01	6447	23-Apr-01
PA	Norristown	Sub-Sta 02	Estab at De Kalb & Jacoby Sts	01-Jul-01	6496	20-Jun-01
PA	Philadelphia	Andora Sta	Chg to Sub-Sta 034 (Andora)	01-Jul-99	5895	28-Jun-99
PA	Philadelphia	Andora Sub-Sta	Designate Sub-Sta 22	01-Apr-95	4580	11-Mar-95
PA	Philadelphia	Byberry Sta	Chg to Sub-Sta 033 (Byberry)	01-Jul-99	5895	28-Jun-99
PA	Philadelphia	Byberry Sub-Sta	Designate Sub-Sta 19	01-Apr-95	4580	11-Mar-95
PA	Philadelphia	East Chestnut Street Sub-Sta	Designate Sub-Sta 20	01-Apr-95	4580	11-Mar-95
PA	Philadelphia	Lawndale Sta	Designate Sub-Sta 34 (Lawndale)	01-Apr-95	4580	11-Mar-95

State	City/State	Unit	Action	Eff Dt	PB No	PB Date
PA	Philadelphia	Lindley Sta	Chg to Sub-Sta 036 (Lindley)	01-Jul-99	5895	28-Jun-99
PA	Philadelphia	Logan Sta	Designate Sub-Sta 35 (Logan)	01-Apr-95	4580	11-Mar-95
PA	Philadelphia	North Broad Street Sta	Designate Sub-Sta 09	01-Apr-95	4580	11-Mar-95
PA	Philadelphia	Roxboro Sta	Chg to Sub-Sta 035 (Roxboro)	01-Jul-99	5895	28-Jun-99
PA	Philadelphia	Roxborough Sub-Sta	Designate Sub-Sta 23	01-Apr-95	4580	11-Mar-95
PA	Philadelphia	Sta A (Oak Lane)	Designate Sub-Sta 24 (Oak Lane)	01-Apr-95	4580	11-Mar-95
PA	Philadelphia	Sta C (Lindley)	Designate Sub-Sta 25 (Lindley)	01-Apr-95	4580	11-Mar-95
PA	Philadelphia	Sta D (Pittville)	Designate Sub-Sta 26 (Pittville)	01-Apr-95	4580	11-Mar-95
PA	Philadelphia	Sta K (Sandiford)	Designate Sub-Sta 27 (Sandiform)	01-Apr-95	4580	11-Mar-95
PA	Philadelphia	Sta P (Bustleton)	Designate Sub-Sta 28 (Bustleton)	01-Apr-95	4580	11-Mar-95
PA	Philadelphia	Sub-Sta 001	Chg 1500 N 2nd St to 2nd & Poplar Sts	ND[03/99]	5798	06-Mar-99
PA	Philadelphia	Sub-Sta 001 to 008	No change	01-Apr-95	4580	11-Mar-95
PA	Philadelphia	Sub-Sta 003	Chg location from 2801 Girard Ave to 2801 Poplar St	ND[08/97]	5321	12-Aug-97
PA	Philadelphia	Sub-Sta 004	Chg to 1020 S 2nd St	ND[09/96]	5078	24-Oct-96
PA	Philadelphia	Sub-Sta 004	Chg fr 2nd & Federal Sts to 6th & McKean Sts	ND[09/98]	5650	09-Sep-98
PA	Philadelphia	Sub-Sta 004	Chg fr 6th & McKean Sts to 2nd & Federal Sts	ND[03/99]	5794	01-Mar-99
PA	Philadelphia	Sub-Sta 005	Chg fr 1610 Federal St to 17th & Wharton Sts	01-Sep-00	6241	17-Aug-00
PA	Philadelphia	Sub-Sta 006	Chg to 32nd & Spring Garden Sts	ND[12/97]	5437	29-Dec-97
PA	Philadelphia	Sub-Sta 007	Chg fr 3rd & George Sts to 4th St & Girard Ave	01-Aug-99	5905	11-Jul-99
PA	Philadelphia	Sub-Sta 009	Chg location from 1645 N Broad St to 1323 Columbia Ave	ND[01/97]	5137	05-Jan-97
PA	Philadelphia	Sub-Sta 009	Chg fr 1237 Columbia Ave to NW corner Broad St & Columbia Ave	01-Jul-00	6201	30-Jun-00
PA	Philadelphia	Sub-Sta 010	Chg to 21st St & Bellevue Ave	05-Dec-97	5413	30-Nov-97
PA	Philadelphia	Sub-Sta 010	Chg fr 3327 N 21st St to 20th & Tioga Sts	ND[05/98]	5564	28-May-98
PA	Philadelphia	Sub-Sta 010-917	No change	01-Apr-95	4580	11-Mar-95
PA	Philadelphia	Sub-Sta 014	Chg fr 7th St & Synder Ave to SE corner Broad St & Fairmont Ave	ND[05/98]	5552	14-May-98
PA	Philadelphia	Sub-Sta 014	Chg fr Broad St & Fairmount Ave to NW corner 36th & Market Sts	06-Jan-02	6657	04-Jan-02
PA	Philadelphia	Sub-Sta 016	Chg fr 40th St & Lancaster Ave to 1009-1/2 Lancaster Ave	16-Dec-00	6335	07-Dec-00
PA	Philadelphia	Sub-Sta 017	Chg to 46th St & Baltimore Ave	ND[12/97]	5437	29-Dec-97
PA	Philadelphia	Sub-Sta 018 (Upsal)	Chg to Upsal Sta	01-Jan-98	5420	08-Dec-97
PA	Philadelphia	Sub-Sta 019	Chg to Byberry Sta	01-Jan-98	5411	27-Nov-97
PA	Philadelphia	Sub-Sta 019	Chg to Sta 019 because of large amount of postal business transacted	ND[04/99]	5843	27-Apr-99
PA	Philadelphia	Sub-Sta 02	Chg fr 4227 Lancaster Ave to 4223 Lancaster Ave	ND[10/99]	5977	05-Oct-99
PA	Philadelphia	Sub-Sta 020	Chg to Brouse Sta	01-Jan-98	5411	27-Nov-97
PA	Philadelphia	Sub-Sta 021	Chg to Sub-Sta 18	01-Jan-98	5411	27-Nov-97
PA	Philadelphia	Sub-Sta 022	Chg to Andora Sta	01-Jan-98	5411	27-Nov-97
PA	Philadelphia	Sub-Sta 022	Etab at the Broad St Station of the Pennsylvania RR	01-Sep-98	5641	29-Aug-98
PA	Philadelphia	Sub-Sta 023	Chg to Roxboro Sta	01-Jan-98	5411	27-Nov-97
PA	Philadelphia	Sub-Sta 023	Etab at 71st St & Woodland Ave	01-Mar-99	5771	01-Feb-99
PA	Philadelphia	Sub-Sta 024	Chg to Oak Lane Sta	01-Jan-98	5411	27-Nov-97
PA	Philadelphia	Sub-Sta 024	Etab at 6314 Vine St	01-Mar-99	5771	01-Feb-99
PA	Philadelphia	Sub-Sta 024	Chg fr 6314 Vine St to SW corner 65th St & Harvard Ave	16-Jul-00	6211	13-Jul-00
PA	Philadelphia	Sub-Sta 024	Chg fr 65th St & Haverford Ave to SW corner 58th & Vine Sts	16-Dec-01	6638	11-Dec-01
PA	Philadelphia	Sub-Sta 025	Chg to Lindley Sta	01-Jan-98	5411	27-Nov-97
PA	Philadelphia	Sub-Sta 025	Etab at 13th & Cambria Sts	01-Mar-99	5771	01-Feb-99
PA	Philadelphia	Sub-Sta 026	Chg to Pittville Sta	01-Jan-98	5411	27-Nov-97
PA	Philadelphia	Sub-Sta 027	Chg to Sandiford Sta	01-Jan-98	5411	27-Nov-97
PA	Philadelphia	Sub-Sta 028	Chg to Bustleton Sta	01-Jan-98	5411	27-Nov-97
PA	Philadelphia	Sub-Sta 029	Chg to Somerton Sta	01-Jan-98	5411	27-Nov-97
PA	Philadelphia	Sub-Sta 030	Chg to Oxford Church Sta	01-Jan-98	5411	27-Nov-97
PA	Philadelphia	Sub-Sta 031	Chg to Crescentville Sta	01-Jan-98	5411	27-Nov-97
PA	Philadelphia	Sub-Sta 031	Chg fr 11th & Jackson Sts to NW corner 11th & Wolf Sts	ND(11/00)	6326	26-Nov-00
PA	Philadelphia	Sub-Sta 031	Chg fr 11th & Wolf Sts to 23rd & Spruce Sts	ND(01/01)	6371	22-Jan-01
PA	Philadelphia	Sub-Sta 032	Chg to Milestown Sta	01-Jan-98	5411	27-Nov-97
PA	Philadelphia	Sub-Sta 032	Etab at 2715 Bridge St in lieu of Sta X	01-May-99	5836	19-Apr-99
PA	Philadelphia	Sub-Sta 033	Chg to Fern Rock Sta	01-Jan-98	5411	27-Nov-97
PA	Philadelphia	Sub-Sta 034	Chg to Lawndale Sta	01-Jan-98	5411	27-Nov-97
PA	Philadelphia	Sub-Sta 035	Chg to Logan Sta	01-Jan-98	5411	27-Nov-97
PA	Philadelphia	Sub-Sta 036	Etab at Market & Juniper Sts	15-Oct-95	4757	08-Oct-95
PA	Philadelphia	Sub-Sta 036	Chg to Sub-Sta 19	01-Jan-98	5411	27-Nov-97
PA	Philadelphia	Sub-Sta 037	Etab at Woodland Ave & Spruce St	01-Jan-97	5119	12-Dec-96

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PA	Philadelphia	Sub-Sta 037	Chg to Sub-Sta 20	01-Jan-98	5411	27-Nov-97
PA	Philadelphia	Sub-Sta 038	Estab at 15th & Tasker Sts	15-Oct-97	5363	01-Oct-97
PA	Philadelphia	Sub-Sta 038	Chg to Sub-Sta 21	01-Jan-98	5411	27-Nov-97
PA	Philadelphia	Sub-Sta 038	Estab at 113 N 13th St	01-Jul-99	5895	28-Jun-99
PA	Philadelphia	Sub-Sta 039	Estab at 2542 Richmond St	01-Jul-99	5895	28-Jun-99
PA	Philadelphia	Sub-Sta 040	Estab at 231 Richmond St	01-Jul-99	5895	28-Jun-99
PA	Philadelphia	Sub-Sta 041	Estab at 11th St & Girard Ave	01-Jul-99	5895	28-Jun-99
PA	Philadelphia	Sub-Sta 042	Estab at Terrace & Hermit Sts	01-Jul-99	5895	28-Jun-99
PA	Philadelphia	Sub-Sta 043	Estab at Cheltenham Ave & Chew St	01-Jul-99	5895	28-Jun-99
PA	Philadelphia	Sub-Sta 044	Estab at 3629 Haverford Ave	01-Jul-99	5895	28-Jun-99
PA	Philadelphia	Sub-Sta 045	Estab at 32nd St & Powelton Ave	01-Jul-99	5895	28-Jun-99
PA	Philadelphia	Sub-Sta 046	Estab at 40th St & Girard Ave	01-Jul-99	5895	28-Jun-99
PA	Philadelphia	Sub-Sta 047	Estab at 40th St & Lancaster Ave	01-Jul-99	5895	28-Jun-99
PA	Philadelphia	Sub-Sta 048	Estab at 44th St & Lancaster Ave	01-Jul-99	5895	28-Jun-99
PA	Philadelphia	Sub-Sta 049	Estab at 3100 Richmond St	01-Jul-99	5895	28-Jun-99
PA	Philadelphia	Sub-Sta 050	Estab at 3428 Frankford Ave	01-Jul-99	5895	28-Jun-99
PA	Philadelphia	Sub-Sta 051	Estab at 15th & Thompson Sts	01-Jul-99	5895	28-Jun-99
PA	Philadelphia	Sub-Sta 052	Estab at N College & Ridge Aves	01-Jul-99	5895	28-Jun-99
PA	Philadelphia	Sub-Sta 053	Estab at Broad & South Sts	01-Jul-99	5895	28-Jun-99
PA	Philadelphia	Sub-Sta 053	Chg fr 22nd & Wharton Sts to 9th & Dickinson Sts	16-Jan-01	6366	16-Jan-01
PA	Philadelphia	Sub-Sta 054	Estab at 20th & Diamond Sts	01-Jul-99	5895	28-Jun-99
PA	Philadelphia	Sub-Sta 055	Estab at 3208 N Front St	01-Jul-99	5895	28-Jun-99
PA	Philadelphia	Sub-Sta 055	Chg fr 3258 N Front St to 51st St & Baltimore Ave	01-Jun-01	6478	29-May-01
PA	Philadelphia	Sub-Sta 056	Estab at 5th St & Glenwood Ave	01-Jul-99	5895	28-Jun-99
PA	Philadelphia	Sub-Sta 056	Chg fr 5th St & Glenwood Ave to NE corner 12th & Market Sts	16-Dec-01	6638	11-Dec-01
PA	Philadelphia	Sub-Sta 057	Estab at 59th St & Haverford Ave	01-Jul-99	5895	28-Jun-99
PA	Philadelphia	Sub-Sta 058	Estab at 54th & Pearl Sts	01-Jul-99	5895	28-Jun-99
PA	Philadelphia	Sub-Sta 058	Chg fr 600 S Broad St to SW corner 22nd & Wharton Sts	ND(03/00)	6124	31-Mar-00
PA	Philadelphia	Sub-Sta 059	Estab at 5101 Market St	01-Jul-99	5895	28-Jun-99
PA	Philadelphia	Sub-Sta 059	Chg fr NW to SW corner 51st & Market Sts	15-Oct-01	6583	07-Oct-01
PA	Philadelphia	Sub-Sta 060	Estab at Broad & Cumberland Sts	01-Jul-99	5895	28-Jun-99
PA	Philadelphia	Sub-Sta 060	Chg fr Broad and Cumberland Sts to NW corner of 17th & Tioga Sts	01-Apr-01	6421	23-Mar-01
PA	Philadelphia	Sub-Sta 061	Estab at 4665 Washington Ave	01-Jul-99	5895	28-Jun-99
PA	Philadelphia	Sub-Sta 061	Chg fr 4665 Washington Ave to 5107 Ridge Ave	ND(05/00)	6150	01-May-00
PA	Philadelphia	Sub-Sta 062	Estab at 348 Queens Lane (Germantown)	01-Jul-99	5895	28-Jun-99
PA	Philadelphia	Sub-Sta 063	Estab at NW corner of 5th & Porter Sts	15-May-00	6151	02-May-00
PA	Philadelphia	Sub-Sta 064	Estab in Gimbel Brothers store at Market & 8th Sts	02-Jul-00	6166	19-May-00
PA	Philadelphia	Sub-Sta 065	Estab at 17th & Ritner Sts	16-Jul-00	6202	02-Jul-00
PA	Philadelphia	Sub-Sta 066	Estab at 1829 S 2nd St	16-Jul-00	6202	02-Jul-00
PA	Philadelphia	Sub-Sta 067	Estab at Passyunk Ave & Moore St	16-Jul-00	6202	02-Jul-00
PA	Philadelphia	Sub-Sta 068	Estab at 26th & South Sts	16-Jul-00	6202	02-Jul-00
PA	Philadelphia	Sub-Sta 068	Chg fr 26th & South Sts to Wayne Ave & Berkeley Sts	ND(10/01)	6597	23-Oct-01
PA	Philadelphia	Sub-Sta 069	Estab at 58th St & Woodland Ave	16-Jul-00	6202	02-Jul-00
PA	Philadelphia	Sub-Sta 070	Estab at 29th & Gordon Sts	16-Jul-00	6202	02-Jul-00
PA	Philadelphia	Sub-Sta 071	Estab at 17th & Ritner Sts Main & Collom Sts	16-Jul-00	6202	02-Jul-00
PA	Philadelphia	Sub-Sta 072	Estab at 16th & Vine Sts	16-Jul-00	6206	07-Jul-00
PA	Philadelphia	Sub-Sta 073	Estab at 1208 Belmont Ave	16-Jul-00	6206	07-Jul-00
PA	Philadelphia	Sub-Sta 074	Estab at 26th St & Lehigh Ave	16-Jul-00	6206	07-Jul-00
PA	Philadelphia	Sub-Sta 075	Estab at 56th & Market Sts	16-Jul-00	6206	07-Jul-00
PA	Philadelphia	Sub-Sta 075	Chg to SW corner 23rd & Callowhill Sts	15-Nov-00	6316	14-Nov-00
PA	Philadelphia	Sub-Sta 076	Estab at Allegheny Ave & Belgrade St	01-Aug-00	6219	23-Jul-00
PA	Philadelphia	Sub-Sta 077	Estab at 2681 Kensington Ave	01-Aug-00	6219	23-Jul-00
PA	Philadelphia	Sub-Sta 078	Estab at 4400 Germantown Ave	01-Aug-00	6219	23-Jul-00
PA	Philadelphia	Sub-Sta 079	Estab at 2849 Germantown Ave	01-Aug-00	6219	23-Jul-00
PA	Philadelphia	Sub-Sta 080	Estab at SW corner 2nd & Tioga Sts	01-Aug-00	6219	23-Jul-00
PA	Philadelphia	Sub-Sta 080	Chg to 1501 Locust St	15-Nov-00	6316	14-Nov-00
PA	Philadelphia	Sub-Sta 081	Estab at Broad & Ellsworth Sts	01-Aug-00	6219	23-Jul-00
PA	Philadelphia	Sub-Sta 082	Chg fr 2715 Bridge St (Bridesburg) to 508 S 61st St	ND(05/00)	6150	01-May-00
PA	Philadelphia	Sub-Sta 082	"Estab at Ridge Ave, Callowhill & 10th Sts"	01-Aug-00	6219	23-Jul-00
PA	Philadelphia	Sub-Sta 083	Estab at SW corner 13th & Diamond Sts	01-Aug-00	6219	23-Jul-00
PA	Philadelphia	Sub-Sta 084	Estab at 6285 Lancaster Ave	01-Aug-00	6219	23-Jul-00
PA	Philadelphia	Sub-Sta 085	Estab at NW corner York & Douglass Sts	01-Aug-00	6219	23-Jul-00
PA	Philadelphia	Sub-Sta 086	Estab at 134 W Girard St	01-Sep-00	6242	18-Aug-00
PA	Philadelphia	Sub-Sta 087	Estab at 722 S 22nd St	01-Sep-00	6242	18-Aug-00
PA	Philadelphia	Sub-Sta 088	Estab at 2516 E Somerset St	01-Sep-00	6242	18-Aug-00
PA	Philadelphia	Sub-Sta 089	Estab at SW corner 48th & Westminister Ave	01-Oct-00	6267	18-Sep-00



State	City/State	Unit	Action	Eff Dt	PB No	PB Date
PA	Philadelphia	Sub-Sta 090	Estab at SE corner 32nd & Euclid Ave	01-Oct-00	6267	18-Sep-00
PA	Philadelphia	Sub-Sta 091	Estab at SW corner 11th & Lombard Sts	01-Oct-00	6267	18-Sep-00
PA	Philadelphia	Sub-Sta 092	Estab at NW corner 7th & Morris Sts	01-Oct-00	6267	18-Sep-00
PA	Philadelphia	Sub-Sta 093	Estab at NW corner Cambris St & Germantown Ave	01-Oct-00	6267	18-Sep-00
PA	Philadelphia	Sub-Sta 094	Estab at SW corner 20th & York Sts	01-Oct-00	6267	18-Sep-00
PA	Philadelphia	Sub-Sta 095	Estab at Kensington Ave & Somerset St	01-Oct-00	6267	18-Sep-00
PA	Philadelphia	Sub-Sta 096	Estab at Chelton & Pulaski Aves	01-Oct-00	6267	18-Sep-00
PA	Philadelphia	Sub-Sta 097	Estab at SW corner Wayne Ave & Zeralda St	01-Oct-00	6267	18-Sep-00
PA	Philadelphia	Sub-Sta 098	Estab at SW corner 10th & Catherine Sts	01-Oct-00	6267	18-Sep-00
PA	Philadelphia	Sub-Sta 099	Estab at SE corner 2nd & Queen Sts	01-Oct-00	6267	18-Sep-00
PA	Philadelphia	Sub-Sta 100	Estab at SW corner 3rd St & Columbia Ave	15-Oct-00	6282	05-Oct-00
PA	Philadelphia	Sub-Sta 100	Chg fr SW corner of 3rd St & Columbia Ave to NW corner of 2nd St & Columbia Ave	01-Apr-01	6421	23-Mar-01
PA	Philadelphia	Sub-Sta 101	Estab at Tioga & Warnock Sts	01-Feb-01	6372	23-Jan-01
PA	Philadelphia	Sub-Sta 102	Estab at NW corner 5th & Pine Sts	01-Apr-01	6421	23-Mar-01
PA	Philadelphia	Sub-Sta 103	Estab at Frankford Ave & Hunbtingdon St	01-Jul-01	6454	01-May-01
PA	Philadelphia	Sub-Sta 104	Estab at Belgrade St & E Columbia Ave	01-Jul-01	6454	01-May-01
PA	Philadelphia	Sub-Sta 105	Estab at 22nd St & Allegheny Ave	01-Jul-01	6454	01-May-01
PA	Philadelphia	Sub-Sta 106	Estab at 13th & Jefferson Sts	01-Jul-01	6454	01-May-01
PA	Philadelphia	Sub-Sta 106	Chg fr 13th & Jefferson Sts to 2729 N Broad St	15-Jul-01	6520	19-Jul-01
PA	Philadelphia	Sub-Sta 107	Estab at 16th St. & Lehigh Ave	01-Jul-01	6454	01-May-01
PA	Philadelphia	Sub-Sta 108	Estab at 22nd & Market Sts	01-Jul-01	6454	01-May-01
PA	Philadelphia	Sub-Sta 109	Estab at 17th & Norris Sts	01-Jul-01	6454	01-May-01
PA	Philadelphia	Sub-Sta 110	Estab at 2407 Fairmount Ave	01-Jul-01	6454	01-May-01
PA	Philadelphia	Sub-Sta 111	Estab at Richmond & Williams Sts	01-Jul-01	6454	01-May-01
PA	Philadelphia	Sub-Sta 112	Estab at 17th & Bainbridge Sts	01-Jul-01	6454	01-May-01
PA	Philadelphia	Sub-Sta 112	Chg fr 17th & Bainbridge Sts to 17th & South Sts	15-Jul-01	6520	19-Jul-01
PA	Philadelphia	Sub-Sta 113	Estab at Howell & Ditman Sts	01-Jul-01	6454	01-May-01
PA	Philadelphia	Sub-Sta 114	Estab at Passyunk Ave & Catharine St	01-Jul-01	6454	01-May-01
PA	Philadelphia	Sub-Sta 115	Estab at 16th & Pine Sts	01-Jul-01	6454	01-May-01
PA	Philadelphia	Sub-Sta 116	Estab at Broad St & Snyder Ave	01-Jul-01	6454	01-May-01
PA	Philadelphia	Sub-Sta 116	Chg fr Broad St & Snyder Ave to 2nd St & Indiana Ave	15-Jul-01	6520	19-Jul-01
PA	Philadelphia	Sub-Sta 117	Estab at 16th & Dauphine Sts	01-Jul-01	6454	01-May-01
PA	Philadelphia	Sub-Sta 118	Estab at 13th & Dauphine Sts	01-Jul-01	6454	01-May-01
PA	Philadelphia	Sub-Sta 119	Estab at 22nd & Berks Sts	01-Jul-01	6454	01-May-01
PA	Philadelphia	Sub-Sta 120	Estab at Dauphine & Lawrence Sts	01-Jul-01	6454	01-May-01
PA	Philadelphia	Sub-Sta 121	Estab at Kensington Ave & Venango St	01-Jul-01	6454	01-May-01
PA	Philadelphia	Sub-Sta 121	Chg fr Kensington Ave & Venango St to SW corner 55th St & Girard Ave	01-Jan-02	6656	03-Jan-02
PA	Philadelphia	Sub-Sta 121	Chg fr 54th St & Girard Ave to 5200 Westminster Ave	01-Apr-02	6723	24-Mar-02
PA	Philadelphia	Sub-Sta 122	Estab at 8th & McKean Sts	01-Jul-01	6454	01-May-01
PA	Philadelphia	Sub-Sta 123	Estab at 1310 S 27th St	01-Jul-01	6454	01-May-01
PA	Philadelphia	Sub-Sta 124	Estab at Franksford Ave & Foulkrod St	01-Jul-01	6454	01-May-01
PA	Philadelphia	Sub-Sta 125	Estab at 3528 Wharton St	01-Jul-01	6454	01-May-01
PA	Philadelphia	Sub-Sta 125	Chg fr 3528 Wharton St to Ridge & Columbia Aves	ND(10/01)	6597	23-Oct-01
PA	Philadelphia	Sub-Sta 126	Estab at Orthodox & Mulberry Sts	01-Jul-01	6454	01-May-01
PA	Philadelphia	Sub-Sta 127	Estab at 1229 S 21st St	01-Jul-01	6459	07-May-01
PA	Philadelphia	Sub-Sta 128	Estab at 2457 Kensington Ave	01-Jul-01	6459	07-May-01
PA	Philadelphia	Sub-Sta 129	Estab at 10th & Green Sts	01-Jul-01	6459	07-May-01
PA	Philadelphia	Sub-Sta 129	Chg fr 10th & Green Sts to 13th & Vine Sts	ND(10/01)	6597	23-Oct-01
PA	Philadelphia	Sub-Sta 130	Estab at Front & Berke Sts	01-Jul-01	6459	07-May-01
PA	Philadelphia	Sub-Sta 131	Estab at SE corner Broad & Parrish Sts	16-Sep-01	6558	03-Sep-01
PA	Philadelphia	Sub-Sta 132	Estab at SW corner 59th & Market Sts	16-Sep-01	6558	03-Sep-01
PA	Philadelphia	Sub-Sta 133	Estab at SW corner 10th & York Sts	01-Jan-02	6638	11-Dec-01
PA	Philadelphia	Sub-Sta 134	Estab at NE corner 11th & Locust Sts	01-Jan-02	6638	11-Dec-01
PA	Philadelphia	Sub-Sta 135	Estab at 19th & Fitzwater Sts	01-Jan-02	6640	13-Dec-01
PA	Philadelphia	Sub-Sta 21	Estab at Broad St & Allegheny Ave	01-Apr-95	4580	11-Mar-95
PA	Philadelphia	Sub-Sta 26	Estab at 112 Market St	01-Mar-99	5771	01-Feb-99
PA	Philadelphia	Sub-Sta 27	Estab at 4900 Woodland Ave	01-Mar-99	5771	01-Feb-99
PA	Philadelphia	Sub-Sta 28	Estab at 2601 Columbia Ave	01-Mar-99	5771	01-Feb-99
PA	Philadelphia	Sub-Sta 29	Estab at 18th & Vine Sts	01-Mar-99	5771	01-Feb-99
PA	Philadelphia	Sub-Sta 30	Estab at 8th & Market Sts	01-Mar-99	5771	01-Feb-99
PA	Philadelphia	Sub-Sta 31	Estab at 11th & Jackson Sts	01-Mar-99	5771	01-Feb-99
PA	Philadelphia	Sub-Sta R (Somerton)	Designate Sub-Sta 29 (Somerton)	01-Apr-95	4580	11-Mar-95
PA	Philadelphia	Sub-Sta S (Oxford Church)	Designate Sub-Sta 30 (Oxford Church)	01-Apr-95	4580	11-Mar-95
PA	Philadelphia	Sub-Sta U (Crescentville)	Designate Sub-Sta 31 (Crescentville)	01-Apr-95	4580	11-Mar-95
PA	Philadelphia	Sub-Sta W (Milestown)	Designate Sub-Sta 32 (Milestown)	01-Apr-95	4580	11-Mar-95
PA	Philadelphia	Sub-Sta Y (Fern Rock)	Designate Sub-Sta 33 (Fern Rock)	01-Apr-95	4580	11-Mar-95
PA	Philadelphia	Upsal Sta	Chg to Sub-Sta 037 (Upsal)	01-Jul-99	5895	28-Jun-99

State	City/State	Unit	Action	Eff Dt	PB No	PB Date
PA	Philadelphia	Upsal Sub-Sta	Designate Sub-Sta 18	01-Apr-95	4580	11-Mar-95
PA	Pittsburg	Hazlewood Sub-Sta	Designate Sub-Sta 2	01-Apr-95	4570	27-Feb-95
PA	Pittsburg	Oakland Sub-Sta	Designate Sub-Sta 1	01-Apr-95	4570	27-Feb-95
PA	Pittsburg	Sub-Sta 01	Chr fr 3621 to 3610 5th Ave	ND(05/97)	5248	17-May-97
PA	Pittsburg	Sub-Sta 02	Chg fr 2nd & Hazelwood Aves to 1862 2nd Ave	ND(05/00)	5153	04-May-00
PA	Pittsburg	Sub-Sta 02	Chg fr 1862 2nd Ave to 110 Hazelwood Ave	ND(04/01)	6439	13-Apr-10
PA	Pittsburg	Sub-Sta 02	Chg fr 110 Hazelwood Ave to 4806 2nd Ave	01-Jun-01	6477	27-May-01
PA	Pittsburg	Sub-Sta 04	Estab at Homewood & Hamilton Aves	01-Feb-98	5443	06-Jan-98
PA	Pittsburg	Sub-Sta 05	Estab at 24th St & Penn Ave	01-Feb-99	5764	24-Jan-99
PA	Pittsburg	Sub-Sta 06	Estab at 5201 Butler St	01-Feb-99	5764	24-Jan-99
PA	Pittsburg	Sub-Sta 07	Estab at 4727 Liberty St	01-Feb-99	5764	24-Jan-99
PA	Pittsburg	Sub-Sta 08	Estab at 2153 Center Ave	01-Feb-99	5764	24-Jan-99
PA	Pittsburg	Sub-Sta 08	Chg fr 2153 Centre Ave to 1801 Centre Ave	ND(03/00)	6102	06-Mar-00
PA	Pittsburg	Sub-Sta 09	Estab at Washington Ave.	01-Feb-99	5764	24-Jan-99
PA	Pittsburg	Sub-Sta 09	Chg fr 77 Washington Ave to 80 Washington Ave	12-Oct-01	6592	17-Oct-01
PA	Pittsburg	Sub-Sta 10	Estab at Shiloh St	01-Feb-99	5764	24-Jan-99
PA	Pittsburg	Sub-Sta 11	Estab at corner 6th St & Penn Ave	01-Jul-00	6197	26-Jun-00
PA	Pittsburg	Sub-Sta 11	Chg fr Penn Ave & 6th St to 821 Penn Ave	01-Feb-02	6688	10-Feb-02
PA	Pittsburg	Sub-Sta 12	Estab at corner Wylie & 6th Aves	01-Jul-00	6197	26-Jun-00
PA	Pittsburg	Sub-Sta 13	Estab at 637 33rd St	01-Jul-00	6197	26-Jun-00
PA	Pittsburg	Sub-Sta 14	Estab at 1251 Penn Ave	01-Jul-00	6197	26-Jun-00
PA	Pittsburg	Sub-Sta 15	Estab at 1436 5th Ave	01-Jul-00	6197	26-Jun-00
PA	Pittsburg	West End Sub-Sta	Designate Sub-Sta 3	01-Apr-95	4570	27-Feb-95
PA	Pittston	Sub-Sta 01	Estab at 30 Luzerne Ave	01-Jul-98	5524	12-Apr-98
PA	Pittston	Sub-Sta 02	Estab at 657 N Main St	01-Jul-98	5524	12-Apr-98
PA	Reading	Sub-Sta 01	Estab at Front St & Schuylkill Ave	01-Sep-00	6244	21-Aug-00
PA	Reading	Sub-Sta 02	Estab at 1300(?) N 10th St	01-Sep-00	6244	21-Aug-00
PA	Reading	Sub-Sta 02	Chg fr 1300 N 10th St to Perry & Moss Sts	01-Feb-01	6371	22-Jan-01
PA	Reading	Sub-Sta 03	Estab at 407 S 5th St	01-Aug-01	6521	20-Jul-01
PA	Scranton	Sub-Sta 01	Disc & estab West Scranton Sta in lieu of	01-Jul-00	6133	11-Apr-00
PA	Scranton	Sub-Sta 01	Estab at corner Webster Ave & Mulberry St	01-Jul-01	6433	06-Apr-01
PA	Scranton	Sub-Sta 01 (Hyde Park)	Estab	01-Jan-97	5111	03-Dec-96
PA	Scranton	Sub-Sta 02	Modify oder to chg to 1909 N Main Ave		5472	09-Feb-98
PA	Scranton	Sub-Sta 02	Chg fr 1901 N Main Ave to 103 W Market St	ND(11/00)	6318	16-Nov-00
PA	Scranton	Sub-Sta 02	Chg fr 1913 Main Ave to 1911 Main Ave			
			[order modified below]	01-Feb-98	5450	14-Jan-98
PA	Scranton	Sub-Sta 02 (Providence)	Estab	01-Jan-97	5111	03-Dec-96
PA	Scranton	Sub-Sta 03	Estab at 1557 Dickson Ave	01-Sep-98	5637	24-Aug-98
PA	Scranton	Sub-Sta 04	Estab at 629 & 631 Pittston Ave	01-Sep-98	5637	24-Aug-98
PA	Scranton	Sub-Sta 05	Estab at 403 Broadway	01-Sep-98	5637	24-Aug-98
PA	Scranton	Sub-Sta 06	Estab at 19 Lackawanna Ave	01-Sep-98	5637	24-Aug-98
PA	Scranton	Sub-Sta 06	Chg fr 19 Lackawanna Ave to 23 Lackawanna Ave	25-Mar-01	6428	01-Apr-01
PA	Scranton	Sub-Sta 07 (Park Place)	Estab	01-Jul-00	6180	06-Jun-00
PA	Tyrone	Sub-Sta 01	Estab at Columbia Ave & 21st St	01-Jul-99	5887	19-Jun-99
PA	Vandergrift	Sub-Sta 01 (Vandergrift Heights)	Estab	01-Jul-01	6476	27-May-01
PA	Williamsport	Sta A	Chg to Sub-Sta 01 at 764 W 4th St	01-Mar-96	4843a	20-Jan-96
PA	Williamsport	Sub-Sta 02	Estab at W 4th & Grier Sts	01-Jul-99	5852	08-May-99
PA	Williamsport	Sub-Sta 03	Estab at 753 E 3rd St	01-Jul-99	5852	08-May-99
PA	York	Sub-Sta 02	Estab at 541 S Duke St	01-Jan-98	5430	20-Dec-97
PA	York	Sub-Sta 03	Estab at Philadelphia & Queen Sts	01-Sep-97	5329	21-Aug-97
PA	York	Sub-Sta 03 (North York)	Estab	01-Jul-00	6191	19-Jun-00
RI	Newport	Sub-Sta 01	Estab at 172 Broadway	01-Jul-01	6476	27-May-01
RI	Pawtucket	Sub-Sta 01	Estab at 260 Main St	01-Jul-01	6416	18-Mar-01
RI	Pawtucket	Sub-Sta 02	Estab at Mineral Spring & Lonsdale Aves	01-Jul-01	6416	18-Mar-01
RI	Pawtucket	Sub-Sta 03	Estab at 419 Central Ave	01-Jul-01	6416	18-Mar-01
RI	Providence	Sub-Sta 01	Estab at Westminster & Union Sts	15-Oct-00	6282	05-Oct-00
RI	Providence	Sub-Sta 02	Estab at 158 Charles St	01-Nov-00	6288	12-Oct-00
RI	Providence	Sub-Sta 03 (Pawtuxet)	Estab in lieu of Paetuxet PO which is consolidated	01-Nov-00	6339	12-Dec-00
RI	Providence	Sub-Sta 04	Estab at 912 Branch Ave [changed below]	15-Nov-00	6303	30-Oct-00
RI	Providence	Sub-Sta 04	Chg fr 912 Branch Ave to 872 Branch Ave	15-Nov-00	6327	27-Nov-00
RI	Providence	Sub-Sta 04	Chg fr 872 Branch Ave to Public & Plain Sts	ND(12/00)	6337	10-Dec-00
RI	Providence	Sub-Sta 05	Estab at 178 Angell St	15-Nov-00	6303	30-Oct-00
RI	Providence	Sub-Sta 06	Estab at Market Square & N Main St	15-Nov-00	6303	30-Oct-00
RI	Providence	Sub-Sta 07	Estab at 354 Friendship St	15-Nov-00	6303	30-Oct-00
RI	Providence	Sub-Sta 08	Estab at 384 Cranston St	15-Nov-00	6303	30-Oct-00
RI	Providence	Sub-Sta 09	Estab at 1 Westminster St	15-Nov-00	6303	30-Oct-00
RI	Providence	Sub-Sta 09	Chg fr 1 Westminster St to 159 Broadway	ND(12/00)	6337	10-Dec-00
RI	Providence	Sub-Sta 10	Estab at Valley & Atwelis Ave	15-Nov-00	6303	30-Oct-00
RI	Providence	Sub-Sta 11	Estab at 1481 Broad St	15-Nov-00	6303	30-Oct-00

State	City/State	Unit	Action	Eff Dt	PB No	PB Date
RI	Providence	Sub-Sta 12	Estab at 97 Governor St	15-Nov-00	6303	30-Oct-00
RI	Providence	Sub-Sta 13	Estab at 246 Cranston St	15-Nov-00	6303	30-Oct-00
RI	Providence	Sub-Sta 14	"Estab at Smith, Orms & Candace Sts"	01-Jan-01	6338	11-Dec-00
RI	Providence	Sub-Sta 15	Estab at 675 Westminster St	01-Jan-01	6338	11-Dec-00
RI	Providence	Sub-Sta 16	Estab at 225 Academy St	01-Jan-01	6338	11-Dec-00
RI	Providence	Sub-Sta 17	Estab at Harold St & Regent Ave	01-Jan-01	6338	11-Dec-00
RI	Providence	Sub-Sta 18	Estab at 277 Plainfield St	01-Jan-01	6338	11-Dec-00
RI	Providence	Sub-Sta 19	Estab at 87 Vandewater St	01-Jan-01	6338	11-Dec-00
RI	Providence	Sub-Sta 20	Estab at 1349 Westminster St	01-Jan-01	6338	11-Dec-00
RI	Providence	Sub-Sta 21	Estab at Eddy St & Thurbers Ave	01-Jul-01	6450	26-Apr-01
RI	Providence	Sub-Sta 22	Estab at Broad St & Congress Ave	01-Jul-01	6450	26-Apr-01
RI	Providence	Sub-Sta 23	Estab at 910 Manton Ave	01-Jul-01	6450	26-Apr-01
RI	Providence	Sub-Sta 24	Estab at 355 Manton Ave	01-Jul-01	6466	15-May-01
RI	Providence	Sub-Sta 24	Chg fr 355 Manton Ave to 49 Camp St	01-Feb-02	6679	30-Jan-02
RI	Providence	Sub-Sta 25	Estab at 455 Plainfield St	01-Jul-01	6483	05-Jun-01
RI	Providence	Sub-Sta 26	Estab at 140 Wickenden St	01-Jul-01	6483	05-Jun-01
RI	Providence	Sub-Sta 27	Estab at 39 Spruce St	15-Jul-01	6505	01-Jul-01
SC	Charleston	Sta 02	Chg fr 617 King St to King & Cannon Sts	23-Apr-02	6751	25-Apr-02
SC	Charleston	Sta A	Chg to Sub-Sta 01 at King & Wentworth Sts	01-Mar-96	4834	
SC	Charleston	Sta B	Chg to Sub-Sta 02 at 567 King St	01-Mar-96	4834	
SC	Charleston	Sub-Sta 02	Chg fr 557 King St to 617 King St	01-Oct-99	5990	20-Oct-99
SC	Columbia	Sta A	"Chg to Sub-Sta 02, disc facilities for receipt and dispatch of mail"	15-Feb-02	6687	08-Feb-02
SC	Columbia	Sub-Sta 01	Estab at Gates & Indigo Sts	01-Jul-00	6190	18-Jun-00
SC	Columbia	Sub-Sta 01	Chg to Sta A	15-Jul-01	6508	05-Jul-01
SC	Columbia	Sub-Sta 02	Estab at corner Main & Lady Sts	01-Jan-01	6336	08-Dec-00
SC	Columbia	Sub-Sta 02	Disc	23-Sep-01	6574	26-Sep-01
SC	Comlumbia	Sub-Sta 01	Estab at corner Gervais & Lincoln Sts	01-Feb-02	6655	02-Jan-02
SC	Greenville	Sta 01 (Air Line Depot)	Estab	01-Jul-02	6738	10-Apr-02
SC	Spartanburg	Sub-Sta 01 (Beaumont Mills)	Estab	01-Mar-02	6678	29-Jan-02
TN	Knoxville	Sub-Sta 01	Estab at Gay & Depot Sts	01-Jul-00	6196	25-Jun-00
TN	Knoxville	Sub-Sta 01	Chg location before opening fr Gay & Depot Sts to 303 Gay St	01-Jul-00	6202	02-Jul-00
TN	Knoxville	Sub-Sta 01	Chg fr 303 to 301 N Gay St	01-Feb-01	6382	04-Feb-01
TN	Knoxville	Sub-Sta 01	Chg fr 301 Gay St to corner Park & Gay Sta	01-Mar-02	6692	14-Feb-02
TN	Knoxville	Sub-Sta 02	Estab at McGhee St	01-Jul-00	6196	25-Jun-00
TN	Knoxville	Sub-Sta 03	Estab at Broadway & Central Ave	01-Jul-00	6196	25-Jun-00
TN	Knoxville	Sub-Sta 03	Chg location before opening fr Broadway & Central Ave Sts to 800 Central Ave	01-Jul-00	6202	02-Jul-00
TN	Knoxville	Sub-Sta 03	Chg fr 800 Central Ave to 965 Broadway	01-Mar-02	6703	28-Feb-02
TN	Knoxville	Sub-Sta 04	"Chg fr South Knoxville to corner Vine Ave & Central St, Knoxville"	01-Apr-01	6424	27-Mar-01
TN	Knoxville	Sub-Sta 04 (South Knoxville)	Estab	01-Jul-00	6196	25-Jun-00
TN	Knoxville	Sub-Sta 05	Estab at Fort Sanders Ave & Dale Ave	01-Jul-00	6196	25-Jun-00
TN	Memphis	Sta A	Desig Sub-Sta 01 at Iowa & Kansas Aves	01-Jul-95	4615	20-Apr-95
TN	Memphis	Sta B	Desig Sub-Sta 02 at Walker & Mississippi Aves	01-Jul-95	4615	20-Apr-95
TN	Memphis	Sta C	Desig Sub-Sta 03 at Chelsea & 6th Sts	01-Jul-95	4615	20-Apr-95
TN	Memphis	Sta D	Desig Sub-Sta 04 at Poplar & Dunlap Sts	01-Jul-95	4610	20-Apr-95
TN	Memphis	Sta E	Desig Sub-Sta 05 at Binghampton Suburb	01-Jul-95	4610	20-Apr-95
TN	Memphis	Sub-Sta 01	Chg to Sta A	01-Jan-98	5410	26-Nov-97
TN	Memphis	Sub-Sta 02	Chg to Sta B	01-Jan-98	5410	26-Nov-97
TN	Memphis	Sub-Sta 03	Disc	01-Oct095	4747	26-Sep-95
TN	Memphis	Sub-Sta 04	Disc	01-Oct095	4747	26-Sep-95
TN	Memphis	Sub-Sta 05	Chg to Sta C	01-Jan-98	5410	26-Nov-97
TN	Memphis	Sub-Sta 06	Estab at Lane & Brinkley Aves	01-Jun-95	4615	20-Apr-95
TN	Memphis	Sub-Sta 06	Disc	01-Oct095	4747	26-Sep-95
TN	Nashville	Sta C	Chg to Sub-Sta 02 at Buena Vista & Cheatham Sts	01-Mar-96	4834	#
TN	Nashville	Sta D	Chg to Sub-Sta 01 at 216 Union St	01-Mar-96	4834	#
TN	Nashville	Sta K (Siefried)	Chg to Sub-Sta 03 at New Bridge Ave & Rosley St	01-Mar-96	4834	#
TN	Nashville	Sub-Sta 03	Chg to Sta K	01-Jun-01	6463	11-May-01
TN	Nashville	Sub-Sta 04	Estab at 709 S Cherry St	01-Sep-98	5631	17-Aug-98
TN	Nashville	Sub-Sta 05	Estab at Wharf Ave & La Fayette St	01-Sep-98	5631	17-Aug-98
TN	Nashville	Sub-Sta 06	Estab at 917 Kayne Ave	01-Sep-98	5631	17-Aug-98
TN	Nashville	Sub-Sta 07	Estab at 1724 W Cedar St	01-Sep-98	5631	17-Aug-98
TN	Nashville	Sub-Sta 07	Chg fr 1724 W Cedar St to 1720 W Cedar St	ND[09/98]	5661	22-Sep-98
TN	Nashville	Sub-Sta 07	Chg fr 1720 W Cedar St to 1504 W Line St	ND(12/99)	6035	14-Dec-99
TN	Nashville	Sub-Sta 08	Estab at 1401 Jefferson St	01-Sep-98	5631	17-Aug-98
TN	Nashville	Sub-Sta 08	Chg fr 1401 Jefferson St to corner Jefferson & McNairy Sts	01-Apr-02	6713	12-Mar-02

State	City/State	Unit	Action	Eff Dt	PB No	PB Date
TN	Nashville	Sub-Sta 09	Estab at Foster & Meridian Sts	01-Sep-98	5631	17-Aug-98
TN	Nashville	Sub-Sta 10	Estab at 7th & Woodland Sts	15-Nov-98	5689	25-Oct-98
TN	Nashville	Sub-Sta 10	Chg to Jefferson & Cherry Sts	31-Mar-99	5807	16-Mar-99
TN	Nashville	Sub-Sta 10	Chg fr Cherry & Jefferson Sts to 1288 N Summer St	15-Sep-01	6564	10-Sep-01
TN	Nashville	Sub-Sta 11	Estab at College & Chestnut Sts	01-Mar-99	5768	28-Jan-99
TN	Nashville	Sub-Sta 12	Estab at Lischey Ave & Welborn St	01-Jul-00	6183	09-Jun-00
TN	Nashville	Sub-Sta 12	Chg fr Lischey Ave & Welburn St to West End & Palmer Aves	15-Sep-01	6564	10-Sep-01
TN	Nashville	Sub-Sta 12	Chg fr Palmer & West End Aves to 2816 West End Ave	01-Dec-01	6618	16-Nov-01
TX	Belton	Sub-Sta 01 (Baylor College)	Estab	01-Jul-01	6463	11-May-01
TX	Dallas	Sub-Sta 01	Estab at corner of Main & Lamar Sts	15-Sep-00	6260	10-Sep-00
TX	Dallas	Sub-Sta 01	“Chg fr Main & Lamar Sts to 199-201 Main St Chg fr Main & Lamar Sts to”	01-Jun-01	6478	29-May-01
TX	Dallas	Sub-Sta 02	Estab at McKinney Ave & N Harwood	01-Jul-01	6454	01-May-01
TX	Dallas	Sub-Sta 02	Chg fr Mc Kinney & Harwood Sts to McKinney & Highland Sts	ND(03/02)	6718	18-Mar-02
TX	Dallas	Sub-Sta 03	Estab at College & Swiss Aves	01-Jul-01	6454	01-May-01
TX	Dallas	Sub-Sta 04	Estab at Ervay & Corinth Sts	01-Jul-01	6454	01-May-01
TX	Houston	Sub-Sta 01	Estab at 705 Washington Ave	01-Oct-01	6546	19-Aug-01
TX	Houston	Sub-Sta 02	Estab at 1618 Main St	01-Oct-01	6546	19-Aug-01
TX	Waco	Sub-Sta 01	Estab at 406 Elm St	01-Jul-00	6190	18-Jun-00
TX	Waco	Sub-Sta 02	Estab at Autin & 6th Sts	01-Jul-01	6466	15-May-01
UT	Murray	Murray PO	To be made sub-station of Salt Lake City	ND907/00)	6525	25-Jul-01
UT	Salt Lake City	Sub-Sta 01	Estab at 11-15 Main St	03-Jul-00	6196	25-Jun-00
UT	Salt Lake City	Sub-Sta 02	Estab at First & N Sts	03-Jul-00	6196	25-Jun-00
UT	Salt Lake City	Sub-Sta 03	Estab at 7th South & 7th East Sts	03-Jul-00	6196	25-Jun-00
UT	Salt Lake City	Sub-Sta 04	Estab at 111 S 5th West St	03-Jul-00	6196	25-Jun-00
UT	Salt Lake City	Sub-Sta 05	Estab at 242 W South Temple St	01-Aug-01	6508	05-Jul-01
UT	Salt Lake City	Sub-Sta 06	Estab at 8th St S & 8th St W [sic]	01-Aug-01	6508	05-Jul-01
UT	Salt Lake City	Sub-Sta 07	Estab at 537 N 1st St W [sic]	01-Aug-01	6508	05-Jul-01
UT	Salt Lake City	Sub-Sta 08	Estab at 866 E 2nd South St [modified below]	01-Aug-01	6508	05-Jul-01
UT	Salt Lake City	Sub-Sta 08	Chg from 866 E 2nd South St to 252 S 9th East St before estab	01-Aug-01	6515	13-Jul-01
UT	Salt Lake City	Sub-Sta 09	Estab at 760 E 4th South St	01-Aug-01	6508	05-Jul-01
UT	Salt Lake City	Sub-Sta 10	Estab at 380 W 3rd North St	01-Oct-01	6562	07-Sep-01
VA	Alexandria	Sub-Sta 01	Estab at NW corner of King & Royal Sts	01-Jan-00	6038	18-Dec-99
VA	Charlottesville	Sub-Sta 01	Estab at 723 W Main St	15-Oct-00	6276	28-Sep-00
VA	Danville	Sub-Sta 01	Estab in lieu of Neapolis PO	15-Jul-96	4986	08-Jul-96
VA	Fredericksburg	Sub-Sta 01	Estab at Commerce & Princess Ann Sts	15-Oct-00	6282	05-Oct-00
VA	Lexington	Sub-Sta 01	Estab at the Virginia Military Institute	01-Oct-99	5968	23-Sep-99
VA	Lexington	Sub-Sta 01	Rescind estab order	ND[10/99]	5989	19-Oct-99
VA	Newport News	Sub-Sta 01	Chg to 2615 Chestnut Ave	01-Jul-98	5590	29-Jun-98
VA	Newport News	Sub-Sta 01 (East End)	Estab	01-Feb-98	5446	10-Jan-98
VA	Newport News	Sub-Sta 02	Estab at 2004-1/2 Jefferson Ave	01-Jul-98	5581	18-Jun-98
VA	Newport News	Sub-Sta 02	Chg fr 2004-1/2 Jefferson Ave to 702 23rd St	15-May-00	6160	12-May-00
VA	Newport News	Sub-Sta 02	Chg fr 702 23rd St to 558 23rd St	ND(03/01)	6405	05-Mar-01
VA	Newport News	Sub-Sta 02	Chg fr 556 23rd St to 647 24th St	ND(08/00)	6537	08-Aug-01
VA	Newport News	Sub-Sta 03	Estab at 43rd St & Lafayette Ave	01-Apr-99	5801	09-Mar-99
VA	Newport News	Sub-Sta 03	Chg fr 4301 Lafayette Ave to 4315 Lafayette Ave	01-Jul-01	6511	09-Jul-01
VA	Norfolk	Sta A	Chg to Sub-Sta 01	01-May-96	4909	07-Apr-96
VA	Norfolk	Sta A (Sub-Sta) (Lambert's Point)	Estab	15-Jan-95	4527	07-Jan-95
VA	Norfolk	Sub-Sta 02	Estab at Pinners Point	01-May-96	4909	07-Apr-96
VA	Norfolk	Sub-Sta 02	Disc	15-Jan-99	5735	19-Dec-98
VA	Norfolk	Sub-Sta 02 (Park Place)	Estab	01-Jul-00	6190	18-Jun-00
VA	Norfolk	Sub-Sta 03 (Brambleton)	Estab	01-Jul-00	6190	18-Jun-00
VA	Norfolk	Sub-Sta 04 (Atlantic City)	Estab	01-Jul-00	6190	18-Jun-00
VA	Petersburg	Sub-Sta 01	Estab at corner Washington & South Sts	01-Oct-01	6558	03-Sep-01
VA	Richmond	Sub-Sta 01	Chg to 204 Harrison St	01-Oct-97	5372	#
VA	Richmond	Sub-Sta 03	Estab at 834 S Pine St	01-Sep-98	5631	17-Aug-98
VA	Richmond	Sub-Sta 04	Estab at 601 N 17th St	01-Sep-98	5631	17-Aug-98
VA	Richmond	Sub-Sta 05	Estab at 519 E Broad St	01-Jul-00	6189	16-Jun-00
VA	Richmond	Sub-Sta 05	Chg fr 519 E Broad St to 901 N 5th St	01-Dec-00	6320	19-Nov-00
VA	Richmond	Sub-Sta 06	Estab at 1101 W Clay St	01-Jul-00	6189	16-Jun-00
VA	Richmond	Sub-Sta 07	Estab at 26 W Leigh St	01-Jul-00	6189	16-Jun-00
VA	Richmond	Sub-Sta 08	Estab at 2431 Venable St	01-Jul-01	6454	01-May-01
VA	Richmond	Sub-Sta 09	Estab at 500 E Marshall St	01-Jul-01	6454	01-May-01
VT	Bennington	Sta A	Chg to Sub-Sta 01 (Bennington Center)	01-Mar-96	4843a	20-Jan-96
VT	Burlington	Sub-Sta 01	Estab at Elmwood Ave & North St	01-Jul-99	5872	01-Jun-99
VT	Burlington	Sub-Sta 02	Estab at S Union & St Paul Sts	01-Jul-99	5872	01-Jun-99

State	City/State	Unit	Action	Eff Dt	PB No	PB Date
VT	Burlington	Sub-Sta 02	Chg fr S Union & St Paul Sts to corner of Lakeside & Conger Aves	ND(12/99)	6042	22-Dec-99
VT	Burlington	Sub-Sta 03	Estab at 52 Colchester Ave	01-Jul-99	5872	01-Jun-99
VT	Burlington	Sub-Sta 04	Estab at 1 Church St	01-Jul-01	6483	05-Jun-01
VT	Burlington	Sub-Sta 05	Estab at junction S Union & St Paul Sts	01-Feb-02	6661	09-Jan-02
VT	Saint Johnsbury	Sub-Sta 01	Estab at corner Railroad St & Eastern Ave	01-Jul-01	6478	29-May-01
WA	Everett	Sub-Sta 01	Estab at corner Hewitt Ave & Maple St	01-Sep-00	6235	10-Aug-00
WA	Everett	Sub-Sta 01	Chg from Maple St & Hewitt Ave to 2909 Hewitt Ave	01-Jan-02	6672	22-Jan-02
WA	Everett	Sub-Sta 01	Chg fr 2909 Hewitt Ave to 2901 Hewitt Ave	01-Mar-02	6711	10-Mar-02
WA	Seattle	Sub-Sta 01	Estab at 703 1st Ave	01-Jul-98	5568	03-Jun-98
WA	Seattle	Sub-Sta 02	Estab at 1435 2nd Ave	01-Jul-98	5568	03-Jun-98
WA	Seattle	Sub-Sta 02	Chg fr 1435 2nd Ave to 1405 2nd Ave	10-Apr-01	6444	19-Apr-01
WA	Seattle	Sub-Sta 03	Estab at corner of Columbia St & Western Ave	01-Jul-98	5568	03-Jun-98
WA	Seattle	Sub-Sta 03	Chg to 618 Broadway	ND[04/99]	5823	04-Apr-99
WA	Seattle	Sub-Sta 03	Chg fr Columbia St & Wester Ave to Columbia St & 2nd Ave	15-Oct-99	5979	07-Oct-99
WA	Seattle	Sub-Sta 04	Estab at 2401 1st Ave	15-Nov-98	5685	20-Oct-98
WA	Seattle	Sub-Sta 04	Chg to tcorner 1st Ave & Cedar St	ND[07/99]	5919	27-Jul-99
WA	Seattle	Sub-Sta 04	Chg fr 1st Ave & Cedar St to 5th Ave N & Denny Way	ND(06/00)	6180	06-Jun-00
WA	Seattle	Sub-Sta 05	Estab at E Madison St & 15th Ave	15-Nov-98	5685	20-Oct-98
WA	Seattle	Sub-Sta 06	Estab at 23rd Ave & Jackson St	15-Nov-98	5685	20-Oct-98
WA	Seattle	Sub-Sta 07	Estab at 827 or 327 9th Ave	01-Jul-00	6194	22-Jun-00
WA	Seattle	Sub-Sta 08	Estab at 631 Queen Anne Ave	01-Jul-00	6194	22-Jun-00
WA	Seattle	Sub-Sta 08	Chg fr 631 Queen Anne Ave to 801 3rd Ave	01-Mar-02	6695	18-Feb-02
WA	Seattle	Sub-Sta 09	Estab at 864 Westlake Ave	01-Jul-00	6194	22-Jun-00
WA	Seattle	Sub-Sta 09	Chg fr 834 Westlake Ave to 220 Westlake Ave	01-Nov-00	6296	22-Oct-00
WA	Seattle	Sub-Sta 10	Estab at 234 N Broadway	01-Jul-01	6476	27-May-01
WA	Seattle	Sub-Sta 11	Estab at 2401 1st Ave	01-Jul-01	6476	27-May-01
WA	Seattle	Sub-Sta 12	Estab at 427 21st Ave	01-Jul-01	6476	27-May-01
WA	Seattle	Sub-Sta 13	"Estab at 824 5th Ave, N"	01-Jul-01	6476	27-May-01
WA	Seattle	Sub-Sta 14	Estab at corner 2nd Ave S & Yeaser Way	01-Feb-02	6670	20-Jan-02
WA	Spokane	Sub-Sta 01	Estab at 402 Riverside Ave	01-Aug-00	6207	09-Jul-00
WA	Spokane	Sub-Sta 02	Estab at 1726 Broadway Ave	01-Aug-00	6207	09-Jul-00
WA	Spokane	Sub-Sta 03	Estab at 1205 Coeur d'Alene Ave	01-Aug-00	6207	09-Jul-00
WA	Tacoma	Sub-Sta 01	"Estab & Consolidate Excelsior PO, estab-sub-sta in lieu of Excelsior PO"	01-May-96	4907	04-Apr-96
WA	Tacoma	Sub-Sta 01	Chg to South Tacoma Sta	01-Jan-98	5420	08-Dec-97
WA	Tacoma	Sub-Sta 01	Chg to Sta A [order modified below]	01-Jan-98	5410	26-Nov-97
WA	Tacoma	Sub-Sta 01	Estab at 2414 N 30th St	01-Jul-99	5870	29-May-99
WA	Tacoma	Sub-Sta 01	Chg fr 2414 N 30th St to 2402 N 30th St	ND[07/99]	5900	05-Jul-99
WA	Tacoma	Sub-Sta 02	Chg to Sta B [order modified below]	01-Jan-98	5410	26-Nov-97
WA	Tacoma	Sub-Sta 02	Chg to Home Addition Sta	01-Jan-98	5420	08-Dec-97
WA	Tacoma	Sub-Sta 02	Estab at 2903 6th Ave	01-Jul-99	5870	29-May-99
WA	Tacoma	Sub-Sta 02 (Home Addition)	Estab	01-May-96	4907	04-Apr-96
WA	Tacoma	Sub-Sta 03	Estab at 402 E 26th St	01-Jul-99	5870	29-May-99
WA	Tacoma	Sub-Sta 03	Chg fr 402 E 26th St to 401 E 26th St	ND(10/01)	6583	07-Oct-01
WA	Tacoma	Sub-Sta 04	Estab at 4540 S M St	01-Jul-99	5870	29-May-99
WA	Tacoma	Sub-Sta 05	Estab at 1102 S K St	01-Jul-99	5870	29-May-99
WA	Tacoma	Sub-Sta 06	Estab at Pacific Ave & S 9th St	01-Jul-01	6466	15-May-01
WA	Tacoma	Sub-Sta 07	Estab at Tacoma Ave & S 11th St	01-Aug-01	6508	05-Jul-01
WI	Fond du Lac	Sub-Sta 01 (N Fond du Lac)	Estab	01-Aug-01	6516	15-Jul-01
WI	Green Bay	Sub-Sta 01	Estab & consolidate PO at Fort Howard	15-Jul-96	4977	26-Jun-96
WI	Green Bay	Sub-Sta 01	Chg to Sta A (Fort Howard)	15-Aug-96	5009	04-Aug-96
WI	La Crosse	Sub-Sta 01	Chg fr 811 Rose St to 816? Rose St	09-May-01	6465	14-May-01
WI	La Crosse	Sub-Sta 02	Estab at 1553 George St	01-Jul-01	6450	26-Apr-01
WI	La Crosse	Sub-Sta 03	Estab at 810 Market St	01-Jul-01	6450	26-Apr-01
WI	LaCrosse	Sub-Sta 01	Chg location fr 813 Rose St to 701 Rose St	01-Apr-98	5510	26-Mar-98
WI	Milwaukee	Sub-Sta 01	Chg to Sta E	01-Jan-98	5410	26-Nov-97
WI	Milwaukee	Sub-Sta 01	Estab at 103 Grand Ave	01-Sep-98	5631	17-Aug-98
WI	Milwaukee	Sub-Sta 01	Chg fr 103 Grand Ave to 101 Grand Ave	ND[11/98]	5713	22-Nov-98
WI	Milwaukee	Sub-Sta 02	Estab at 496 Murray Ave	01-Jul-99	5870	29-May-99
WI	Milwaukee	Sub-Sta 03	Estab at 1122 Toutonia Ave	01-Jul-99	5870	29-May-99
WI	Milwaukee	Sub-Sta 04	Estab at 2628 North Ave	01-Jul-99	5870	29-May-99
WI	Milwaukee	Sub-Sta 05	Estab at 2629 Grand Ave	01-Jul-99	5870	29-May-99
WI	Milwaukee	Sub-Sta 06	Estab at 420 11th Ave	01-Jul-99	5870	29-May-99
WI	Milwaukee	Sub-Sta 07	Estab at 452 Mitchell St	01-Jul-99	5870	29-May-99
WI	Milwaukee	Sub-Sta 07	Chg fr 452 Mitchell St to 612 Mitchell St	01-Jun-01	6470	20-May-01
WI	Milwaukee	Sub-Sta 08	Estab at 1327 National Ave	01-Jul-99	5870	29-May-99
WI	Milwaukee	Sub-Sta 09	Estab at E Water & Biddle Sts	02-Jul-00	6166	19-May-00



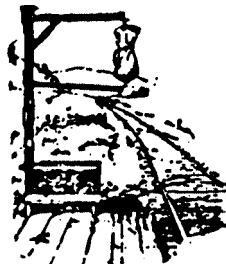
State City/State	Unit	Action	Eff Dt	PB No	PB Date
WI Milwaukee	Sub-Sta 10	Estab at 1099 3rd St	15-Aug-00	6231	06-Aug-00
WI Milwaukee	Sub-Sta 11	Estab at 39th St & Saint Paul Ave	01-Nov-00	6292	17-Oct-00
WI Milwaukee	Sub-Sta 11	Chg fr Saint Paul Ave & 39th St to State & 48th Sts	01-Jul-01	6470	20-May-01
WI Milwaukee	Sub-Sta 12	Estab at 27th & Vliet Sts	01-Jul-01	6496	20-Jun-01
WI Milwaukee	Sub-Sta 13	Estab at Russell Ave & Ellen St	15-Oct-01	6578	01-Oct-01
WI Milwaukee	Sub-Sta 14 (Layton Park)	Estab	01-Nov-01	6611	08-Nov-01
WI Oshkosh	Sub-Sta 01	Estab at corner of 9th & Oregon Sts	01-Jul-00	6138	17-Apr-00
WI Racine	Sub-Sta 01	Estab at 1445 State St	01-Jul-98	5524	12-Apr-98
WI Racine	Sub-Sta 02	Estab at 1659 N Main St	01-Jul-98	5524	12-Apr-98
WI Racine	Sub-Sta 02	Disc	15-Nov-98	5705	12-Nov-98
WV Huntington	Sub-Sta 01	Estab & consolidate Central City Po	01-Oct-96	5041	11-Sep-96
WV Huntington	Sub-Sta 01	Chg date of estab & consolidation	01-Dec-96	5054	26-Sep-96
WV Huntington	Sub-Sta 01	Chg to Central City Sta	01-Jan-98	5406	20-Nov-97
WV Huntington	Sub-Sta 01	Estab at 712 20th St	01-Jul-01	6463	11-May-01
WV Martinsburg	Sta A	Chg to Sub-Sta 01	01-Mar-96	4853	31-Jan-96
WV Martinsburg	Sub-Sta 01	Chg to Sta A	01-Jan-98	5406	20-Nov-97

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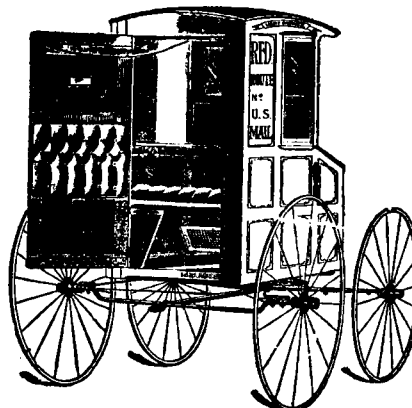
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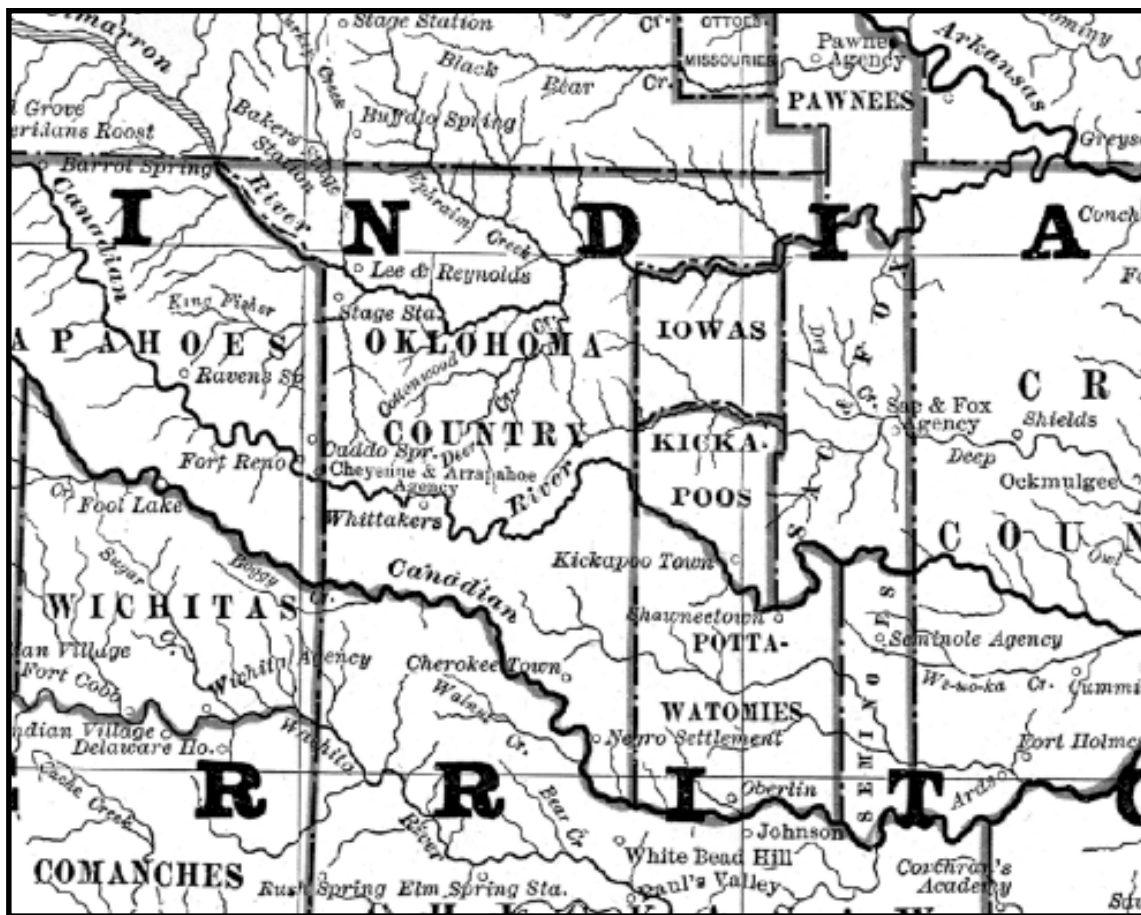
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Map 1. Central Oklahoma in 1884. This portion of The People's Family Atlas map of Indian Territory identifies the unassigned lands as "Oklohoma Country".

## Territorial Post Offices of Central Oklahoma

By Richard W. Helbock

Imagine a vast short grass prairie land dissected by tree lined stream valleys. It is a warm Spring day in late April, and the land is still and empty save for the whirring and buzzing of insects or the occasional song of a bird. Now, imagine that same landscape just twenty four hours later transformed into a scene of teeming human activity. Hundreds of white canvas tents litter the prairie, each marking the site where its owner has staked his claim to a share of the new community. Enterprising lawyers sit behind impromptu desks made of crates bearing signs proclaiming their willingness to register land claims for fees ranging from twenty five cents to two dollars. Crowds of men, most heavily armed, mill about talking, joking or fighting and buying, selling or gambling. This was Guthrie, Oklahoma in April 1889, and the scene

was repeated over and over again across a 3,000-square-mile area thrown open to white settlement by the US Government. The event was the first of what became a series of land rushes eventually transforming the lands of Indian Territory into the State of Oklahoma.

As many as fifty thousand took part in that first Oklahoma land rush. Overnight, these *boomers* transformed dusty railroad stations at Guthrie and Oklahoma on the Atchison, Topeka and Santa Fe Railway into thriving towns of several thousand and founded scores of smaller towns, villages and hamlets across the vacant prairie. This region was soon divided among six newly created counties—Canadian, Cleveland, Kingfisher, Logan, Oklahoma and Payne—and these became to core counties of Oklahoma Territory. **Map 1** identifies the site of this first land rush as "Oklohoma Country" on a

portion of *The People's Family Atlas 1884* map of Indian Territory. Other maps of the day refer to the area as "unassigned lands."

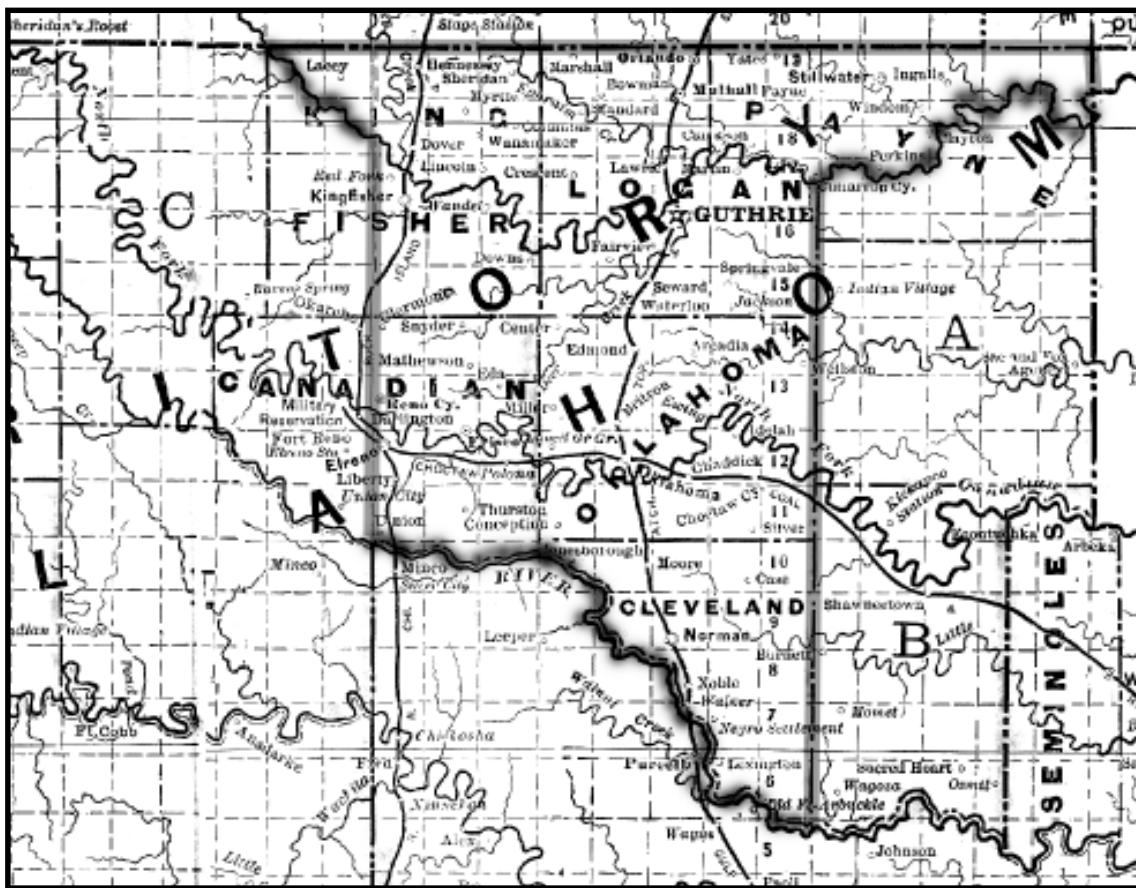
Quite naturally, one of the most important basic functions of each village and town established by the boomers of 1889 was a post office. Not all newly founded communities in Oklahoma achieved this level of recognition by the US Government, but many applied and some were rewarded. Their story makes an interesting, and perhaps unique, chapter in the history of the American postal service. Oklahoma, among all states of the Union, experienced the largest growth in the number of post offices during the closing years of the 19<sup>th</sup> century and the first decade of the twentieth. In 1890, the first year for which post offices were reported separately for Oklahoma Territory, there were only 57 offices, including 19 in the core counties of central Oklahoma, 29 in the Public Land Strip, 9 in the Unassigned Land (Greer County). Two years later, on June 30, 1892, there were 206 post offices in Oklahoma. That number had increased to 468 by 1895, 618 by 1900 and it peaked at an incredible 863 in 1903. During the final territorial year—1907—the

number of post offices stood at 691 on June 30<sup>th</sup>. Bear in mind, these numbers do not include offices operating in Indian Territory.

The purpose of this article is to provide a detailed examination of the establishment of post offices in the core counties of Oklahoma Territory and to illustrate many of the early postmarks used by these offices. Since no one has yet assembled a catalogue of Oklahoma Territory postmarks, it is hoped that the current study may serve as a catalyst for students of Sooner State postal history to undertake such a project.

### The Core Counties

**Map 2** dates from about 1892 and illustrates the six counties carved from the Unassigned Lands. The designation of these lands as "unassigned" stems from fact that they came into the Government's possession under the terms of an 1866 treaty which punished those Civilized Tribes of Indian Territory which had sided with the Confederacy in the Civil War. Lands lying west of the 100<sup>th</sup> meridian were taken away from the Civilized Tribes with the intent of settling other non-hostile Indian tribes on them. Several such tribes were



Map 2. Central Oklahoma about 1893. The six core counties—Kingfisher, Logan, Payne, Canadian, Oklahoma and Cleveland—have been carved from the Unassigned Lands (boundary superimposed).



indeed settled in accord with the treaty, but, by the late 1880s, so much pressure to open the remaining lands to white settlement had developed that the Government capitulated and agreed to allow white occupancy. Negotiations were concluded with the Creeks and Seminoles early in 1889 which allowed the Government to modify the 1886 treaty to include white settlement. The tribes were paid \$4,193,799 and the Government acquired nearly five and one half million acres. On March 27, 1889, President Harrison issued a proclamation announcing that the central section of the recently acquired lands would be opened for settlement on April 22, 1889. The author has superimposed the boundaries of the lands thrown open in the initial 1889 land rush, and it may be seen that Logan, Oklahoma and Cleveland counties were completely carved from lands within this region. Payne, Kingfisher and Canadian counties all include lands from the initial rush as well as additional territory added at a slightly later date. On May 2, 1890 the President signed a bill creating Oklahoma Territory. Additional access to Indian lands followed quickly. In September 1890, the Iowa, Pottawattomi, Sac and Fox reservations were thrown open to white settlement. These lands are shown on Map 2 already divided into counties labeled "A" and "B". County A was soon named Lincoln, and County B became Pottawatomie. The postal history of these and other counties of Oklahoma Territory will be examined in succeeding installments of this series.

The term *core counties* is not official nomenclature. There is, however, a certain compelling logic to the term since, not only were these the first counties to be created in the Territory, they were home to over 87



Figure 1. Oklahoma "boomers" awaiting the start of the first land rush, April 22, 1889.

per cent of the Territory's population in the Census of 1890. Geographically the core counties were not particularly large land areas. The Cherokee, Choctaw and Chickasaw Nations were each much larger than the combined extent of Oklahoma's core counties, and most of the territorial counties which were created after the initial six exceeded them in land area. The core counties did, however, include some of the best lands available for agricultural settlement in the Territory and, because of this, were able to sustain a fairly high density rural population. **Table 1** lists population of the core counties as reported in the 1890 and 1900 censuses along with current population estimates by the Census Bureau.

TABLE 1

**CORE COUNTY POPULATIONS 1890, 1900 AND 1999**

County	1890	1900	1999
Canadian	7,158	15,981	85,463
Cleveland	6,605	16,388	201,110
Kingfisher	8,332	18,501	13,528
Logan	12,770	26,563	30,970
Oklahoma	11,742	25,915	632,988
Payne	7,215	20,909	65,109

**Post Offices of the Core Counties**

The pre-statehood history of Oklahoma's core counties may be divided into three distinct time periods: the period preceding the April 22, 1889, land rush; the period between the land rush and the establishment of Oklahoma Territory, April 22, 1889 to May 2, 1890; and the territorial period, May 2, 1890, to November 15, 1907. The first two of these time periods represent the pre-territorial era in central Oklahoma. There were very few post offices established during this era, but those that did operate were officially in Indian Territory at the time and postmarks carrying this designation are known from several of the offices.

**POST OFFICES PRECEDING THE LAND RUSH**

Prior to the 1889 land rush, there were only seven post offices which had operated in the area of the core counties. Darlington was the first of these. Named for Brinton Darlington, a Quaker Indian agent, the Darlington post office was established April 2, 1873, to serve the postal needs of the agency of the Cheyenne-Arapaho Reservation. Darlington gained additional prominence in 1879 when it became the home of the *Cherokee Transporter*, the first newspaper pub

lished in the territory. Signorelli and Caldwell report seven different postmark types, all with a designation of Indian Territory or some abbreviation of those words, in use at Darlington between 1873 and 1891. Darlington post office was located just five miles northwest of El Reno. It was closed in 1918.

Fort Reno Military Post was established in August of 1874. Originally known simply as the Camp near Cheyenne Agency, the fort was officially named in 1876 for Union Army General, Jesse L. Reno, who was killed at Antietam. Troops assigned to Fort Reno were actively engaged in campaigns against the Kiowa, Commanche and Cheyenne Indians in 1874-1875, and against the northern Cheyenne in 1878-1879. A post office was established at Fort Reno on February 1, 1877. It continued to operate until 1907. Four different postmark types using the Indian Territory designation were recorded by Signorelli and Caldwell to have been used at Fort Reno post office between 1879 and the mid-1880s. **Figure 2** illustrates an 1882 registered cover postmarked Fort Reno with the Type 3 postmark listed by Signorelli and Caldwell.

The third post office to be authorized for the area which later became the core counties of Oklahoma was named Camp McCullah. The site was a temporary camp on the wagon road from the Sac & Fox Agency to Dar-

-lington in the vicinity of present-day Edmond. A postmaster was appointed February 20, 1880, but postal records list the office as being discontinued August 3, 1880. There is reason to doubt that this office ever really existed; except on paper.

Seymour was the name of a post office which served the traveling construction camp that built the Santa Fe Railway line into the area in 1886. The post office was authorized November 15, 1886, and operated until May 13, 1887. Signorelli and Caldwell list no postmarks from this office.

The fifth post office to be established in the core county area prior to the 1889 land rush was located at the new Santa Fe Railway station called Oklahoma. The initial post office was, in fact, named Oklahoma Station when it was authorized December 30, 1887, but this was officially shortened to Oklahoma about a year later. Two different early postmark types—both incorporating IND.T at the bottom of their dials—are reported from the Oklahoma post office by Signorelli and Caldwell. Dates of use for these postmarks range from 1888 to 1890.

Guthrie, also serving a station on the Santa Fe Railway, was established April 4, 1889, and, just two days before the land rush, Lisbon was established in what was to become Kingfisher County.

*Figure 2. This registered cover was mailed from Fort Reno in 1882.*



Signorelli and Caldwell report two different postmarks used at Guthrie, Ind. T., dating from 1889 to as late as 1892. Guthrie was, of course, one of two major destinations of claim seekers. Even before the rush, the locality was rumored to be the site of the eventual territorial capital. A single example of a Lisbon, Ind. T., postmark dating from 1889 is also reported by Signorelli and Caldwell. The name of the Lisbon post office was changed to Kingfisher in July 1889.

#### POST OFFICES OPENED BETWEEN THE LAND RUSH AND CREATION OF OKLAHOMA TERRITORY

Post offices established in the core counties after the April 22, 1889, land rush, but prior to May 2, 1890, were officially in Indian Territory. Postmarks applied by these offices should have indicated that designation, but did they? There were a total of 45 *distinct* post offices established in the six core counties between April 22, 1889 and May 2, 1890. The term *distinct* is intended to eliminate double listing through

name changes, for example, the Hennesy post office—established July 20, 1889—became the Hennessey post office on October 7, 1889. This name change is counted as one post office; not two as is sometimes done. The 45 post offices listed in **Table 2** are arranged alphabetically according to county.

Indications of reported postmarks for each office are based primarily on Signorelli and Caldwell, as supplemented by the author's own collection. Indian Territory postmarks from twenty one of the forty-five possible post offices are known to exist. Evidence suggests that some offices continued to use their "IND. T." Postmarks into the early 1890s, but most recorded examples date from just two years: 1889 and 1890. Given the fact that Indian Territory postmarks have been documented for almost half the possible offices established in the post land rush, but pre-Oklaoma era, it would appear that all offices established during those twelve plus months were issued "IND. T." postmarks. An intriguing possibility is raised by the existence of a YATES/IND.T. postmark since Yates was

TABLE 2

#### CORE COUNTY POST OFFICES ESTABLISHED APRIL 22, 1889 TO MAY 2, 1890

COUNTY	IND.T. Postmark Known	LOGAN (10)	
<b>Post Office</b>		Alfred	Yes
<b>CANADIAN (9)</b>		Burlington	Yes
Eda	No	Cimarron City	No
El Reno	Yes	Crescent	No
Frisco	Yes	Elm	No
Harrison	No	Jackson	No
Mathewson	No	Marshall	Yes
Polona	No	Orlando	Yes
Reno City	Yes	Seward	No
Rock Island	Yes	Springvale	No
Union	Yes	<b>OKLAHOMA (7)</b>	
<b>CLEVELAND (4)</b>		Britton	Yes
Lexington	Yes	Center	No
Moore	No	Chaddick	Yes
Noble	No	Choctaw City	No
Norman	Yes	Edmond	Yes
<b>KINGFISHER (8)</b>		Idelah	No
Columbia	Yes	Miller	Yes
Dover	Yes	<b>PAYNE (7)</b>	
Downs	No	Clarkson	No
Hennessey	Yes	Clayton	No
Kingfisher	Yes	Ingalls	No
Lacey	No	Perkins	Yes
Lincoln	No	Stillwater	No
Wanamaker	No	Windom	No
		Yates	Yes



officially established May 21, 1890—after the creation of Oklahoma Territory. Does this mean that other “IND.T” postmarks might be expected from Oklahoma territorial offices established very early in the Territorial period?

#### OKLAHOMA TERRITORIAL POST OFFICES OF THE CORE COUNTIES

The overwhelming majority of post offices which operated in Oklahoma’s core counties during the pre-statehood era were established after May 2, 1890, during the Oklahoma Territorial period. **Table 3** lists

229 different post office names which may be found on the lists of pre-statehood core counties. This list includes name changes and offices known to have existed only on paper, that is, rescinded offices. The actual number of operating territorial post offices is therefore, slightly less than the 229 number. **Plates 1** through **4** illustrate a selection of territorial postmarks from 95 of the post offices listed in Table 3. Readers who might be able to add new postmark towns or types to this listing are respectfully requested to contact the author.

### Table 3 - Territorial Post Offices of Central Oklahoma

POST OFFICE	Modern County	DATES	Population 1890 1900		S/I	PM Illus.	Notes
ACTON	Logan	1895 - 1903		48	5		Mail to Guthrie
ALFRED	Logan	1889 - 1890			8		Changed to Mulhall
ALPHA	Kingfisher	1893 - 1903			5		Mail to Kingfisher
ALTONA	Kingfisher	1892 - 1906		15	5	1900	Mail to Omega
ANNA	Logan	1900 - 1904		73	6		Changed to Pleasant Valley
ANNA	Logan	1905 - 1907			6		Probably never operated
ANTELOPE	Logan	1891 - 1891		40	8		Mail to Burwick
ARCADIA	Oklahoma	1890 - Date		23	0	1899	
BALL	Canadian	1891 - 1903			5		Mail to Cashion
BASQUE	Canadian	1902 - 1908			4		
BENVILLE	Canadian	1894 - 1896			7		Mail to Heaston
BERRY	Cleveland	1892 - 1901			5	1900	Changed to Morgan
BEULAH	Logan	1892 - 1895			7		Mail to Tohee
BISMARCK	Logan	1892 - 1893			8		No papers
BOWMAN	Logan	1890 - 1900			5		Mail to Standard
BOX	Cleveland	1898 - 1907		79	5	1902	Mail to Lexington
BRITTON	Oklahoma	1889 - 1950	25	37	1		To CLSTA of Oklahoma City
BUCKHEAD	Cleveland	1893 - 1906		17	5	1902	Mail to Lexington
BURLINGTON	Logan	1890 - 1892			7		Changed to Waterloo
BURWICK	Logan	1891 - 1900			5		Mail to Guthrie
CALUMET	Canadian	1893 - Date		30	0	1901	
CAMEO	Canadian	1895 - 1903			5		Mail to El Reno
CAMP MCCULLAH	Oklahoma	1880 - 1880			9		
CANADIAN	Canadian	1891 - 1895			7		Mail to Yukon
CAPITOL HILL	Oklahoma	1905 - 1911			2		To CLSTA of Oklahoma City
CASE	Cleveland	1890 - 1906		28	5	1900	Mail to Moore
CASHION	Kingfisher	1900 - Date		297	0		Was Downs
CATO	Kingfisher	1892 - 1905		26	5		Mail to Hennessey
CAVETT	Oklahoma	1892 - 1898			6		Mail to Sweeney
CEDAR	Logan	1892 - 1900			5		Mail to Guthrie
CENTER	Oklahoma	1890 - 1890			8		Changed to Whisler
CEREAL	Canadian	1900 - 1911		12	4		Changed to Banner
CHADDICK	Oklahoma	1890 - 1896			6		Changed to Dickson
CHOCTAW	Oklahoma	1896 - Date		347	0	1899	Was Choctaw City
CHOCTAW CITY	Oklahoma	1890 - 1896			6		Changed to Choctaw
CIMARRON	Logan	1894 - 1901			5	1899	Mail to Goodnight
CIMARRON CITY	Logan	1889 - 1894	15		6		Changed to Cimarron
CLARKSON	Payne	1890 - 1903	15	23	5	1900	Mail to Coyle

## Plate 1



Territorial Postmarks of Central Oklahoma

**Table 3 - Territorial Post Offices of Central Oklahoma**

POST OFFICE	Modern County	DATES	Population 1890 1900		S/I	PM Illus.	Notes
CLAYTON	Payne	1890 - 1900		15	5	1900	Mail to Ripley
CLERMONT	Canadian	1892 - 1895			7		Changed to Racine
COLO	Cleveland	1900 - 1906			5	1902	Mail to Norman
COLUMBIA	Kingfisher	1890 - 1913		107	4	1902	Mail to Crescent
CONCEPTION	Oklahoma	1892 - 1895			7		Mail to Oklahoma
CORBETT	Cleveland	1902 - 1907			5	1902	Mail to Lexington
COUNCIL	Oklahoma	1894 - 1906		11	5	1902	Mail to Oklahoma
COUNCIL GROVE	Oklahoma	1892 - 1894			7		Changed to Council
COYLE	Logan	1900 - Date		420	0	1902	
CRAIGE	Kingfisher	1895 - 1903		9	5	1899	Mail to Okeene
CRESCENT	Logan	1890 - Date	45	139	0	1901	
CUSHING	Payne	1891 - Date		226	0	1899	
DARLINGTON	Canadian	1873 - 1918		59	4	1901	Mail to El Reno
DELPHOS	Oklahoma	1895 - 1900			5		Mail to Munger
DENVER	Cleveland	1892 - 1906		29	5	1900	Mail to Norman
DICKSON	Oklahoma	1896 - 1906		23	5	1900	Mail to Oklahoma
DODSWORTH	Logan	1892 - 1896			7		Mail to Meridian
DOUGLAS	Oklahoma	1894 - 1900			5		Mail to Luther
DOVER	Kingfisher	1890 - Date	50	197	0	1896	
DOWNS	Kingfisher	1889 - 1900	50		5	1898	Changed to Cashion
EDA	Canadian	1890 - 1904	10	13	5		Mail to Piedmont
EDEN	Payne	1895 - 1902		8	5	1901	Mail to Stillwater
EDMOND	Oklahoma	1889 - Date	294	965	0	1900	
EL RENO	Canadian	1889 - Date	285	3383	0	1901	
ELM	Logan	1890 - 1890			8		Changed to Martin
ENEHOE	Canadian	1893 - 1904			5	1900	Mail to Calumet
ENFIELD	Logan	1892 - 1906			5	1899	Mail to Guthrie
ERIE	Kingfisher	1890 - 1892			7		Mail to Downs
ETOWAH	Cleveland	1894 - 1907		11	5	1901	Mail to Noble
EVANSVILLE	Logan	1894 - 1906		46	5	1901	Mail to Meridian
EVELYN	Logan	1895 - 1895			8		Rescinded
EXCELSIOR	Kingfisher	1895 - 1902			5		Mail to Dover
FAIRVIEW	Logan	1890 - 1893			7		Mail to Downs
FLOYD	Payne	1895 - 1900			5		Mail to Glenco
FORT RENO	Canadian	1877 - 1907	200		5	1882	Mail to El Reno
FRANKLIN	Cleveland	1892 - 1906		21	5	1902	Mail to Norman
FRISCO	Canadian	1889 - 1904	327	35	5		Mail to Yukon
GARDEN	Logan	1895 - 1900			6		Mail to Luther
GARNETTville	Oklahoma	1892 - 1898			6		Mail to Luther
GLAZE	Oklahoma	1896 - 1898			6		Changed to Jones
GLENCO	Payne	1899 - 1901			6		Changed to Glencoe
GLENCOE	Payne	1901 - Date		425	0		Was Glenco
GOODNIGHT	Logan	1900 - 1949		19	1	1901	Mail to Perkins
GREENLAND	Payne	1895 - 1897			7		Mail to Stillwater
GUTHRIE	Logan	1889 - Date	5333	10,006	0	1894	
HALIFAX	Oklahoma	1903 - 1904			7		Changed to Newalla
HALL	Cleveland	1891 - 1906		13	5	1900	Mail to Noble
HARRAH	Oklahoma	1898 - Date		74	0	1902	Was Sweeney
HARRISON	Canadian	1889 - 1890			8		
HARTZELL	Oklahoma	1893 - 1906		22	5	1901	Mail to Jones
HEASTON	Canadian	1896 - 1907		11	5		Mail to El Reno
HELSEL	Cleveland	1900 - 1906		35	5	1901	Mail to Lexington

## Plate 2

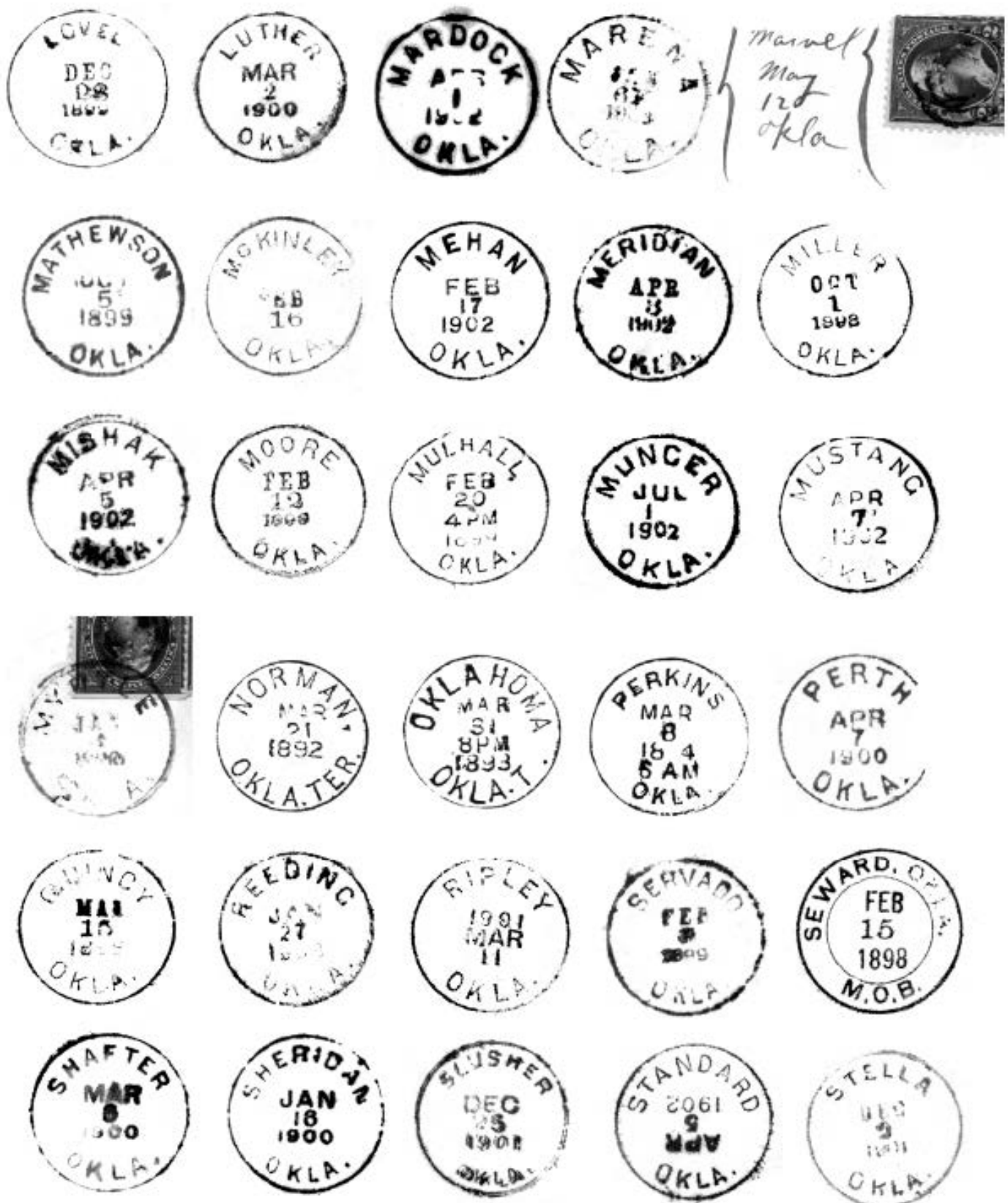


Territorial Postmarks of Central Oklahoma

**Table 3 - Territorial Post Offices of Central Oklahoma**

POST OFFICE	Modern County	DATES	Population 1890 1900		S/I	PM Illus.	Notes
HENDERSON	Cleveland	1894 - 1907		77	5		Mail to Trousdale
HENNESSEY	Kingfisher	1889 - Date	300	1367	0	1900	Was Hennesy
HENNESY	Kingfisher	1889 - 1889			8		Changed to Hennessey
HERRON	Canadian	1891 - 1900			5		Mail to Eda
HICO	Cleveland	1892 - 1906		7	5	1900	Mail to Norman
HIGBEE	Cleveland	1901 - 1902			7		Changed to Corbett
HOME	Kingfisher	1891 - 1892			8		Rescinded
HUNTVILLE	Kingfisher	1892 - 1903		10	5	1900	Mail to Kingfisher
ICONIUM	Logan	1895 - 1918		29	4		Mail to Coyle
IDELAH	Oklahoma	1889 - 1891			7		Mail to Choctaw City
INGALLS	Payne	1890 - 1907	26	265	5	1901	Mail to Stillwater
JACKSON	Logan	1890 - 1890			8		Changed to Tohee
JAY	Oklahoma	1892 - 1895			7		Changed to Rossville
JONES	Oklahoma	1898 - Date		184	0	1901	Was Glaze
JONESBOROUGH	Cleveland	1890 - 1892			7		Mail to Oklahoma
KEYS	Oklahoma	1901 - 1901			7		Rescinded
KICKAPOO	Oklahoma	1897 - 1900			6		Mail to Luther
KIEL	Kingfisher	1894 - 1918		76	4	1900	Changed to Loyal
KINGFISHER	Kingfisher	1889 - Date	1134	2301	0	1897	Was Lisbon
LACEY	Kingfisher	1890 - 1909		13	4	1900	Mail to Hennessey
LAKEVIEW	Logan	1891 - 1894			7		Mail to Zion
LANGSTON	Logan	1891 - Date		251	0	1902	
LAWRIE	Logan	1890 - 1900			5		Mail to Guthrie
LEXINGTON	Cleveland	1890 - Date	223	861	0	1894	
LIBERTY	Canadian	1890 - 1904		6	5	1899	Mail to El Reno
LIMA	Logan	1892 - 1901			5		Mail to Acton
LINCOLN	Kingfisher	1889 - 1894	20		6		Mail to Wanamaker
LINDEN	Cleveland	1893 - 1906		33	5	1902	Mail to Newalla
LISBON	Kingfisher	1889 - 1889			8		Changed to Kingfisher
LOCKHART	Oklahoma	1894 - 1903		24	5	1899	Mail to Britton
LOCKRIDGE	Logan	1903 - 1928			3		Mail to Edmond
LOVEL	Payne	1893 - 1902			5	1899	Mail to Yates
LOVELL	Logan	1906 - 1957			1		Was Perth
LUTHER	Oklahoma	1898 - Date		351	0	1900	Was Garnettville
MAGUIRE	Cleveland	1900 - 1907			5		Mail to Noble
MARDOCK	Cleveland	1900 - 1907		19	5	1902	Mail to Norman
MARENA	Payne	1892 - 1907		34	5	1903	Mail to Mulhall
MARSHALL	Logan	1890 - Date	50	250	0		
MARTIN	Logan	1890 - 1891			8		Mail to Langston
MARVEL	Canadian	1902 - 1911			4	1902	Mail to Miles
MATHEWSON	Canadian	1890 - 1904		9	5	1899	Mail to Piedmont
MCKINLEY	Logan	1891 - 1904		9	5	1900	Mail to Shiloh
MEHAN	Payne	1900 - 1943		39	2	1902	Mail to Stillwater
MERIDIAN	Logan	1894 - Date		11	0	1902	
MILAN	Cleveland	1891 - 1891			8		Mail to Moore
MILLER	Oklahoma	1890 - 1904		9	5	1898	Mail to Britton
MISHAK	Oklahoma	1900 - 1904		14	6	1902	Mail to Oklahoma
MOORE	Cleveland	1889 - 1972	75	129	1	1899	Changed to CLBR.
MORGAN	Cleveland	1901 - 1906			5		Mail to Moore
MULHALL	Logan	1890 - Date	350	564	0	1899	
MUNGER	Oklahoma	1899 - 1903		18	5	1902	Changed to Spencer
MUSTANG	Canadian	1895 - Date		9	0	1902	

## Plate 3



Territorial Postmarks of Central Oklahoma



**Table 3 - Territorial Post Offices of Central Oklahoma**

POST OFFICE	Modern County	DATES	Population 1890 1900		S/I	PM Illus.	Notes
MYRTLE	Kingfisher	1890 - 1904		12	5	1900	Mail to Hennessey
NAGLE	Kingfisher	1896 - 1903		16	5		Mail to Reeding
NAVINA	Logan	1900 - 1935			2		Mail to Seward
NESBITT	Kingfisher	1895 - 1904			5		Mail to Dover
NEWALLA	Oklahoma	1904 - Date			0		Was Halifax
NICELY	Canadian	1896 - 1904			5		Mail to Calumet
NILES	Canadian	1902 - 1929			3		Mail to Hinton
NOBLE	Cleveland	1889 - Date	250	349	0		
NORMAN	Cleveland	1889 - Date	787	2225	0	1892	
NORTHVILLE	Canadian	1894 - 1898			6		Mail to Geary
OKARCHE	Kingfisher	1890 - Date		428	0		
OKLAHOMA	Oklahoma	1888 - 1923	4151	10,037	3	1893	Changed to Oklahoma City
OKLAHOMA STATION	Oklahoma	1887 - 1888			8		Changed to Oklahoma
OMEGA	Kingfisher	1892 - Date		100	0		
OMER	Kingfisher	1891 - 1891			8		Mail to Ball
ONEIDA	Kingfisher	1892 - 1901			5		Mail to Kiel
ORLANDO	Logan	1889 - Date	300	300	0		
ORTLEY	Kingfisher	1894 - 1896			7		Mail to Lacey
OTEGO	Payne	1894 - 1903		11	5		Mail to Stillwater
OTTER	Kingfisher	1892 - 1899			6		Mail to Alpha
OTWELL	Kingfisher	1892 - 1894			7		Mail to Lacey
PARADISE	Payne	1892 - 1905			5		Mail to Coyle
PARIS	Kingfisher	1891 - 1901		9	5		Mail to Dover
PARVIN	Kingfisher	1892 - 1904		11	5		Mail to Okeene
PAYNE	Payne	1890 - 1894	10		7		Mail to Cimarron City
PECAN	Cleveland	1896 - 1905		7	5		Mail to Lexington
PENNINGTON	Oklahoma	1894 - 1896			7		Changed to Sweeney
PERKINS	Payne	1890 - Date	375	719	0	1894	
PERTH	Logan	1899 - 1906		8	5	1900	Changed to Lovell
PIEDMONT	Canadian	1903 - Date			0		
PLEASANT VALLEY	Logan	1904 - 1934			2		Was Anna
PLUMB	Payne	1892 - 1900			5		Mail to Ripley
POLONA	Canadian	1890 - 1891			8		Mail to Frisco
QUINCY	Cleveland	1892 - 1904		7	5	1899	Mail to Mustang
RACINE	Canadian	1895 - 1902			5		Mail to Mathewson
RANSOM	Payne	1892 - 1894			7		Mail to Ingalls
REEDING	Kingfisher	1900 - 1935			2	1903	Mail to Kingfisher
RENO CITY	Canadian	1889 - 1899	234		6		Mail to El Reno
RICHLAND	Canadian	1904 - 1933			2		Mail to Yukon
RIPLEY	Payne	1900 - Date		474	0	1901	
ROCK ISLAND	Canadian	1889 - 1892	50		7		Changed to Clermont
ROCK ISLAND	Canadian	1892 - 1898			6		Mail to Okarche
ROSEDALE	Cleveland	1890 - 1892			7		Changed to Conception
ROSSVILLE	Oklahoma	1895 - 1895			8		Mail to Cavett
SERVADO	Oklahoma	1893 - 1905		42	5	1899	Mail to Luther
SEWARD	Logan	1889 - 1969	10	136	1	1898	
SEYMOUR	Oklahoma	1886 - 1887			8		Mail to Redrock
SHAFTER	Payne	1898 - 1905		55	5	1900	Mail to Yale
SHERIDAN	Kingfisher	1890 - 1904	12	44	5	1900	Mail to Hennessey
SHILOH	Logan	1899 - 1908		8	4		Mail to Meridian
SILVER	Oklahoma	1890 - 1894			7		Mail to Choctaw City

## Plate 4



## Territorial Postmarks of Central Oklahoma

Table 3 - Territorial Post Offices of Central Oklahoma

POST OFFICE	Modern County	DATES	Population 1890 1900		S/I	PM Illus.	Notes
SLUSHER	Cleveland	1894 - 1905		11	5	1901	Mail to Newalla
SNYDER	Kingfisher	1890 - 1896			6		Changed to Nagle
SPENCER	Oklahoma	1903 - Date			0		Was Munger
SPRINGVALE	Logan	1890 - 1903		13	5		Mail to Enfield
SPURGEON	Payne	1901 - 1901			7		Rescinded
ST. ALBANS	Payne	1894 - 1895			8		Mail to Cimarron
STANDARD	Logan	1890 - 1904	5	20	5	1902	Mail to Crescent
STAR	Payne	1902 - 1906			6		Mail to Yale
STEARNS	Kingfisher	1894 - 1901		17	5		Changed to Seay, Blaine Co.
STELLA	Cleveland	1892 - 1906		42	5	1901	Mail to Newalla
STILLWATER	Payne	1889 - Date	480	2431	0	1900	
SWEENEY	Oklahoma	1896 - 1898			7		Changed to Harrah
TAYLOR	Canadian	1889 - 1889			8		Rescinded
TEDDA	Canadian	1904 - 1913			4		Mail to Niles
THURSTON	Canadian	1890 - 1902	35	17	5	1898	Mail to Mustang
TOHEE	Logan	1890 - 1906	25	14	5		Mail to Meridian
TWAMLEY	Oklahoma	1890 - 1890			8		Rescinded

**Table 3 - Territorial Post Offices of Central Oklahoma**

POST OFFICE	Modern County	DATES	Population 1890 1900		S/I	PM Illus.	Notes
UNION	Canadian	1889 - Date	75	284	0	1890	
VINCO	Payne	1903 - 1940			2		Mail to Perkins
VITTUM	Logan	1900 - 1901			7		Mail to Guthrie
WANAMAKER	Kingfisher	1890 - 1911	20	47	4	1899	Mail to Dover
WANDEL	Kingfisher	1890 - 1904		16	5	1901	Mail to Kingfisher
WATERLOO	Logan	1892 - 1930		48	2	1901	Mail to Edmond
WEBB	Payne	1895 - 1896			8		Mail to Stillwater
WEST	Logan	1893 - 1902			5		Mail to Navina
WESTPOINT	Payne	1894 - 1904		23	5	1900	Mail to Glencoe
WHEATLAND	Oklahoma	1902 - Date			0		
WHISLER	Oklahoma	1890 - 1904			5		Mail to Edmond
WINDOM	Payne	1890 - 1892			7		Mail to Stillwater
WITCHER	Oklahoma	1903 - 1914			4		Mail to Edmond
YALE	Payne	1895 - Date		9	0	1900	
YATES	Payne	1890 - 1908		7	4	1899	Mail to Orlando
YOUST	Payne	1901 - 1905			6	1901	Mail to Glencoe
YUKON	Canadian	1891 - Date	300	811	0	1899	
ZION	Kingfisher	1891 - 1906		11	5	1902	Mail to Crescent

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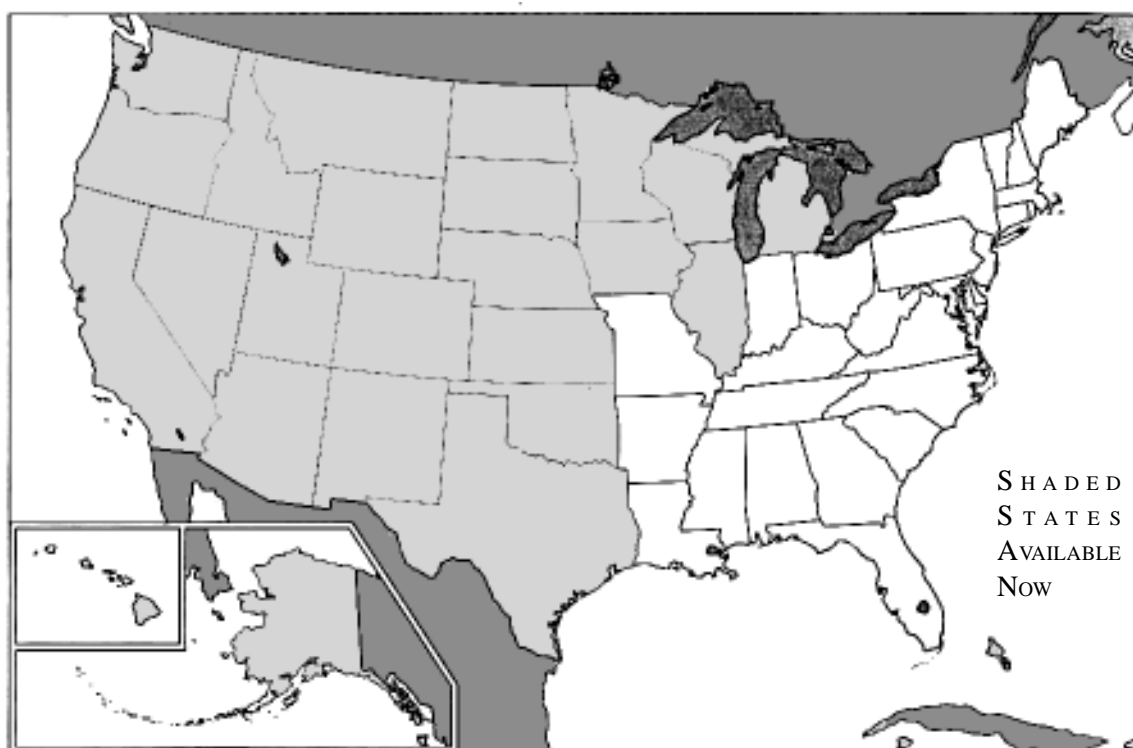
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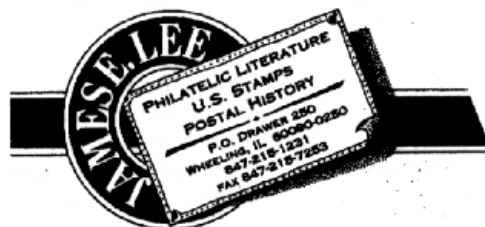
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# LA POSTA CLASSIFIED ADS

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81-85	\$4.25	\$10.59	\$20.16
86-90	\$4.50	\$11.22	\$21.36
91-95	\$4.75	\$11.82	\$22.50

## ANNOUNCEMENTS

WWW.TOWNCANCEL.COM is the newest Postal History website. There are currently 17 states online and more coming. Do you collect State Postal History, Doane Cancels or cancels of any kind? Check out this site. Also, up to date Doane Lists of Georgia, Minnesota and Wisconsin are online. Gary Anderson, P.O. Box 600039, St. Paul, MN 55106 [31-4]

NEW WEBSITE. Visit Postcard Mall.com, "A postcard and deltiology resources cyberspot!" <http://www.postcardmall.com>. [31-2]

## CARDS & COVERS: FOR SALE

DPO's, RPO's, ships, Doanes, Expos, machines, military, advertising, auxiliaries and more! My mail bid sales offer thousands of postal history lots. Write/ call for sample catalog. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. Phone: [309] 786-6539. Email: [mehrer@postal-history.com](mailto:mehrer@postal-history.com). Internet web site: <http://www.postal-history.com>. [31-2]

COVER LIQUIDATION - Postal History Territorials, DPOs, Prexies, Airmails, Older FDCs and much more. References please. Peterson, Box 17463, Holiday, UT 84117 [31-6]

## CARDS & COVERS: FOR SALE

19TH CENTURY COVERS: #76 (avg) undamaged on grubby cover, \$50. #65 Alexandria, VA cds 2/9/64, \$4. Nice piano c.c., Fitchburg, Mass. flag cancel 1/6/99, \$7. #63 drop rate, pen cancel, bit rough at left, small tape stain right not affecting stamp, letter included, \$15. #U-2 entire, Nesbitt logo reverse, very clean, red "HOUSTON", \$15. #114 (avg) light "Wilkinsonville, Mass.", cds, light stain left, \$10. #UX-10 unused, grocery order, \$5. Also, pre-1900 stamp magazines, nice shape, mostly eight pages, four different, \$25. Ten different, \$50. Add \$1 postage per order. Photocopies, SASE. Swisher, Box 52701, Jacksonville, FL 32201. [doug22@mediaone.net](mailto:doug22@mediaone.net)

20TH CENTURY COVERS: Cacheted Spiro Agnew inaugural 1/20/73, \$5. #844, 4th Class Minimum Insured, scarce, \$12. Apollo 11 USS Hornet recovery ship h/c, rare, \$35. CAM-25, 25W8 and 25E8, franked C-11, pair \$12. Planty #716-15 FDC, ta, \$10. AAMC Transoceanic #1131, pilot autographed, beauty, \$20. #1503 FDC, Fleetwood, silver medal as cachet, \$10. #1701-02 combo FDC, bronze medal as cachet, \$6. \$410 on postcard, choice example, \$7. Block #650 (vf) on oversize POD Agency cover, \$10. Cleveland Bicentennial 7/22/74, set of 6 cachet designs, \$7. Add \$1 postage per order. Photocopies, SASE. Swisher, Box 52701, Jacksonville, FL 32201. [doug22@mediaone.net](mailto:doug22@mediaone.net)

## CARDS & COVERS: FOR SALE

PHOTOCOPY APPROVALS. U.S./Foreign covers; worldwide mint/used stationery; Civil War/WWII Patriotics; pre-1950 FDC's; Flights; Topicals. Visa/Master Card. ASDA B&K Friedman, Box 300459, Arlington, TX 76007-0459. Fax: 817-467-0966. E-mail: [covercnr@eaze.net](mailto:covercnr@eaze.net). [31-1]

## TOWNS: WANTED

ALASKA & YUKON & HAWAII postal history oldest to present wanted. APS life member. Steve Sims, 1769 Wickersham Dr., Anchorage, AK 99507-1369 (907) 563-7281. [31-5]

CALIFORNIA: MENDOCINO County to 1900: Albion, Casper, Cleone, Cuffy's Cove, Elk, Fish Rock, Fort Bragg, Gualala, Inglnook, Kibesillah, Little River, Mendocino, Miller, Navaro, Navaro Ridge, Noyo, Noyo River, Point Arena, Punta Arenas, Rock Port, Usal, Westport and Whitesboro. Send photocopies or priced on approval. Don East (APS, WCS) P.O. Box 301, Little River, CA 95456 [31-3]

CALIFORNIA - KERN & IMPERIAL County covers and cards. Especially interested in Bakersfield corner cards. Send description or photocopies and prices to John Williams, 887 Litchfield Ave., Sebastopol, CA 95472 [33-6]

CALIFORNIA - SAN BERNARDINO MTNS, cancels or post cards. Valley of the Moon, Incline, Moonlake, Switzerland, Crestline, etc. Russ Keller, P.O. Box 3499, Crestline, CA 92325 (909) 338-8232 [31-5]

IDAHO PANHANDLE: Benewah, Bonner, Boundary, Clearwater, Idaho, Kootenai, Latah, Lewis, Nez Perce, and Shoshone Counties. Interested in all postmarks and other postal history items. Send photocopies or priced on approval. Write or e-mail for post office lists. I will pay all copying or mailing costs. Peter Larson, 5301 Robinson Park Rd., Moscow, ID 83843, Tel 208-883-8297, e-mail [plarson@wsu.edu](mailto:plarson@wsu.edu). [31-5]

**EXPIRATION DATE SHOWN  
AT END OF EACH AD, i.e.,  
[31- 1], MEANS AD WILL  
EXPIRE WITH THIS ISSUE.  
AD DEADLINE FOR NEXT  
ISSUE:  
MARCH 20, 2000**

## TOWNS: WANTED

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, patriotic, 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]

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]

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 1890 -- wanted for personal collection. Send on approval or photocopies. Prompt response promised. Richard Helbock, P. O. Box 1615, Copmanhurst, NSW 2460 Australia [31-6].

## 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> [31-1]

## 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. [31-1]

## 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]

Let a La Posta Classified ad send your message to over 1,100 of North America's most energetic and interested postal history enthusiasts. As simple as 1, 2, 3!!!

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

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

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

## 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?

We prefer color photocopies to better illustrate covers, but good black & whites will do. Color or greyscale scans and .jpg files transmitted via e-mail also work quite well.

Write us direct:

La Posta  
P.O. Box 100  
Chatsworth Island, NSW  
2469  
Australia  
[helbock@la-posta.com](mailto:helbock@la-posta.com)  
001-61-266-451-829

# RANDY STEHLE MAIL BID SALE NUMBER 86

16 Iris Court, San Mateo, CA 94401

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

## CALIFORNIA

- 1 ACORN, 1894 G CDS ON CVR (91-04). EST. \$40
- 2 AFTON, 1908 G CDS ON PPC (87/23). EST. \$12
- 3 ALCATRAZ, 1947 VG DUPLEX ON CACHED CVR (74-63). EST. \$5
- 4 ANADA, 1901 G CDS ON CVR (98-07). EST. \$40
- 5 ARL STA/RIVERSIDE, 1909 VG DUPLEX ON PPC (00-23). EST. \$5
- 6 ASIOMAR, 1923 F 4-BAR ON PPC (14-35). EST. \$5
- 7 BABTISTE, 1914 VG 4-BAR ON PPC (13-24). EST. \$20
- 8 BAGDAD, 1907 VG 4-BAR ON PPC (89/23). EST. \$20
- 9 BATAVIA, 1912 F 4-BAR ON COVER (70-13). EST. \$20
- 10 BIG SUR, 1950 VG 4-BAR ON PPC. EST. \$4
- 11 BRADLEY, 1935 G NEW TYPE ON COVER. EST. \$5
- 12 BROOKLYN, 1873 F CDS ON COVER (55-78). EST. \$20
- 13 CAHTO, 1889 VG CDS ON COVER (63-01). EST. \$75
- 14 CALNEVA, 1916 F 4-BAR ON GPC (11/33). EST. \$8
- 15 CALOR, 1921 F 4-BAR ON PPC (18-30). EST. \$12
- 16 CAMP MC CALLUM, 1949 F 4-BAR ON GPC W/SMALL STAIN (42-60) \$8
- 17 CARMEL, 1910 F DOANE ON PPC. EST. \$4
- 18 CENTRAL HOUSE, 1906 G CDS ON PPC (59-09). EST. \$30
- 19 CENTRAL POINT, 1888 G+ CDS ON COVER (76-90). EST. \$75
- 20 CLEARCREEK, 1890 F ms ON COVER (77-06). EST. \$40
- 21 CLEONE, 1893 VG CDS ON COVER (83-08). EST. \$40
- 22 COLERIDGE, 1901 VG CDS ON COVER (89-07). EST. \$40
- 23 CRAFT, 191X VG 4-BAR ON GPC (09-11). EST. \$40
- 24 DANA, 1908 F CDS ON PPC (88-51). EST. \$4
- 25 DAY, 1908 F 4-BAR ON PPC (88/53). EST. \$4
- 26 DEHESA, 1908 VG 4-BAR ON CREAMED PPC (88-17). EST. \$15
- 27 DONNER, 1913 F 4-BAR ON COVER (82-26). EST. \$6
- 28 DORLESKA, 1911 G 4-BAR ON PPC (02-16). EST. \$20
- 29 DUTTONS LANDING, 1925 VG 4-BAR ON COVER (87-26). EST. \$12
- 30 EVERGREEN, 1908 VG 4-BAR ON PPC (70/35). EST. \$6
- 31 FLUME, 1910 VG 4-BAR ON PPC (08/10). EST. \$40
- 32 FT. ROSECRANS BR, 1918 VG DUPLEX ON PPC (18-20 PER). E. \$15
- 33 GLAZIER, 1900 F CDS ON COVER (99-06). EST. \$40
- 34 GONZALES, 1910 VG LKU MOT-870 ON PPC. EST. \$5
- 35 GROVES, 1913 F 4-BAR ON REG REC (12-14). EST. \$75
- 36 HART, 1893 VG CDS ON COVER (91-00). EST. \$75
- 37 HOLLISTER, 1914 VG DUPLEX ON PPC. EST. \$4
- 38 JOLON, 1907 VG DOANE REC'D & O/S ON PPC. EST. \$4
- 39 KING CITY, 1913 G+ MOT-1320 ON COVER. EST. \$4
- 40 LONOAK, 1919 G+ DOANE ON PPC (85-54). EST. \$5
- 41 LOWDENS RANCH, 1889 F DC ON COVER (74-08). EST. \$40
- 42 MARCUSE, 1897 F CDS ON PSE (91/13). EST. \$40
- 43 MAYTEN, 1911 F 4-BAR ON PPC (87-19). EST. \$12
- 44 MONTEREY BAY ACADEMY, 1966 VG 4-BAR ON COVER. EST. \$6
- 45 NASSAU, 1898 G CDS ON COVER (92-10). EST. \$25
- 46 OMIRA, 1918 F 4-BAR ON PPC (10/18). EST. \$40
- 47 ORO FINO, 1866 F CDS ON COVER (61/03). EST. \$75
- 48 PAWNEE, 1900 VG CDS ON COVER (94-02). EST. \$75
- 49 PEBBLE BEACH, 1925 VG EKU MOT-1395 ON PPC. EST. \$5
- 50 PINE HILLS, 1914 VG 4-BAR ON PPC W/SM CREAM (13-31). E. \$12
- 51 PITTVILLE, 1909 G+ LIGHT 4-BAR ON PPC (05-10 PER). EST. \$4
- 52 PLANTATION, 1908 G+ CDS ON PPC (02-33). EST. \$6
- 53 PLUMAS JUNCTION, 1916 F 4-BAR ON GPC (08/18). EST. \$40
- 54 POKEGAMA, 1894 VG CDS ON CVR W/SM CREAM (92-97). E. \$75
- 55 POLLOCK, 1924 VG EKU 4-BAR ON PPC (24-44). EST. \$8
- 56 PRESIDIO, 1898 VG CDS O/S ON GPC (88/02). EST. \$5
- 57 PRESIDIO OF MONTEREY STA, 1943 F MACHINE ON FREE. PPC. \$5
- 58 ROBLES DEL RIO, 1952 F DUPLEX ON 3x5 CARD (41-52). EST. \$5
- 59 ROLLIN, 1908 F 4-BAR ON CREAMED PPC (98-27). EST. \$10
- 60 ROSELAWN, 1908 VG DOANE ON PPC W/STAIN (02/18). EST. \$10
- 61 RUBY, 1909 VG 4-BAR ON PPC (91-13). EST. \$20
- 62 SAINT LOUIS, 1909 VG CDS ON PPC (55/15). EST. \$20
- 63 SAINT VINCENTS, 1910 VG 4-BAR ON PPC (96-23). EST. \$12
- 64 SALINAS, 1944 F MACHINE ON #10 ARMY AIR BASE COVER. EST. \$4
- 65 SAN ARDO, 1952 VG 4-BAR ON COVER. EST. \$4
- 66 SAN JUAN, 1899 VG CDS B/S ON COVER (51-05). EST. \$6
- 67 SAN LUCAS, 1913 LKU MON-3180 ON PPC. EST. \$5
- 68 SCALES, 1913 F 4-BAR ON PPC (80-23). EST. \$12
- 69 SEASIDE, 1916 F 4-BAR ON CREAMED PPC. EST. \$4
- 70 SENTINEL, 1907 F DOANE ON COVER (80/10). EST. \$20
- 71 SHELLVILLE, 1906 G+ DUPLEX ON PPC (88-31). EST. \$5
- 72 SLACK CANYON, 1879 VG CDS REC'D ON COVER (73-02). EST. \$75
- 73 SMARTVILLE, 189X G NEW TYPE CDS ON COVER. EST. \$5
- 74 SOLEDAD, 1936 F DUPLEX ON COVER W/ C/C. EST. \$5
- 75 SPRECKELS, 1917 G+ LKU MOT-2000 ON SMALL COVER (98-73). \$5
- 76 SPADRA, 1934 F DEPR 4-BAR ON #10 CVR W/NARCOTIC HOSP C/C. 5
- 77 STATEN, 1896 G+ CDS ON COVER (94-03). EST. \$150
- 78 STILLWATER, 1891 VG CDS ON COVER (70/00). EST. \$75
- 79 TERMO, 1909 VG 4-BAR REC'D & O/S ON PPC (08-14 PER). EST. \$4
- 80 THROOP, 1911 VG 4-BAR ON REG REC (06-11 PER). EST. \$35
- 81 TICALOMA, 1907 VG DOANE ON CREAMED PPC (91-19). EST. \$8
- 82 TOWLE, 1912 VG 4-BAR ON PPC (91-35). EST. \$4
- 83 TRES PINOS, 1907 VG DUPLEX ON PPC. EST. \$4
- 84 VIRGINIA, 1860 F ms ON COVER W/ENCL (1858-1866). EST. \$300
- 85 WELTMER, 1910 F 4-BAR ON PPC (08-11). EST. \$75
- 86 WHITLOCK, 1900 F CDS ON REG REC (99-10). EST. \$20
- 87 YOU BET, 1884 VG CDS ON COVER (68-03). EST. \$75

## COLORADO

- 88 AMES, 190X VG DOANE ON PPC (00-22). EST. \$20
- 89 ARLOA, 1911 VG 4-BAR ON REG REC (03-14). EST. \$20
- 90 CHERRY, 1914 F 4-BAR ON PPC (00-20). EST. \$20
- 91 HENRY, 1915 F 4-BAR ON PPC (07-17). EST. \$40
- 92 HIGHLANDLAKE, 1907 VG 4-BAR REC'D PPC (83-15). EST. \$35
- 93 KEYSOR, 1907 VG 4-BAR ON CREAMED PPC (06-38). EST. \$6
- 94 PENEOLD, 1937 F LD 4-BAR ON GPC (37-37). EST. \$40
- 95 SORRENTO, 1909 VG 4-BAR ON PPC (07-18). EST. \$20
- 96 WEST END STA, 1921 VG COLUMBIA MACHINE ON PPC. EST. \$4
- 97 WINONA, 1889 VG CDS ON COVER (89-93). EST. \$150

## IDAHO

- 98 DEMPSEY, 1911 F 4-BAR ON PPC (95-15). EST. \$12
- 99 GILBERT, 1913 VG 4-BAR ON PPC (94/22). EST. \$12
- 100 SUNNYDELL, 1912 F DOANE ON PPC (02-22). EST. \$12
- SOUTH DAKOTA
- 101 ADA, 1911 VG 4-BAR ON PPC (07-33). EST. \$12
- 102 JONESVILLE, 1908 F 4-BAR ON PPC (08-23). EST. \$12
- 103 LADELLE, 1912 VG 4-BAR ON CREAMED PPC (95-12). EST. \$20
- 104 PLUMA, 1909 F DOANE ON PPC (98-12). EST. \$20
- 105 WATSON, 1909 F 4-BAR ON PPC (08-12). EST. \$20
- 106 WINANS, 1908 VG DOANE REC'D ON PPC (94-08). EST. \$25

## WASHINGTON

- 107 FIR, 1913 G+ 4-BAR ON PPC (80-32). EST. \$5
- 108 FRAVEL, 1910 F 4-BAR REC'D ON PPC (03-13). EST. \$10
- 109 GODREY, 1908 VG 4-BAR ON PPC (05-12). EST. \$20
- 110 IRONDALE, 1911 VG 4-BAR ON PPC (81/20). EST. \$10
- 111 MONCTON, 1911 VG PPC W/BEND (10-12). EST. \$20
- 112 MT. COFFIN, 1884 F ms ON COVER (72-95). EST. \$20
- 113 PIEDMONT, 1918 VG 4-BAR ON PPC (94-35). EST. \$6
- 114 ROCKLAKE, 1909 VG 4-BAR ON PPC (07-12). EST. \$40

## RAILWAY POST OFFICES (Towle Types)

- 115 BIRM & BELLELLEN, 1918 G+ (413-D-4) ON COVER. EST. \$15
- 116 CRAFTONV & LOS ANG, 1911 G+ (994.2-A-1) ON PPC. EST. \$15
- 117 DEADWOOD & EDGE, 1895 G+ (947.4-B-2) ON COVER. EST. \$8
- 118 DRIFT & REDBANK, 1920 VG (217-F-1) ON PPC. EST. \$8
- 119 FARGO, BARNES & ST P, 1886 G+ (869-E-2) ON COVER. EST. \$8
- 120 HAM & B ROUGE, 1938 F (443-B-1) ON 3x5 CARD. EST. \$6
- 121 NEW GALILEE & LISBON, 1916 VG (595.2-B-1) ON COVER. EST. \$8
- 122 OG & SAN FRAN/FAST MAIL, 1907 G+ (976-0-1) ON PPC W/BEND. \$5
- 123 OMAHA & COLO SPGS, 1918 VG (941-F-2) ON PPC. EST. \$5
- 124 OMAHA & HASTINGS, 1898 G+ (943.1-C-1) ON COVER. EST. \$6
- 125 OMAHA & OAKDALE, 1914 G+ (934.4-A-1) ON COVER. EST. \$5
- 126 ONEIDA & N.Y., 1913 VG (121-H-4) ON PPC. EST. \$6
- 127 OROVILLE & SPOK, 1915 G+ (902.1-F-1) ON PPC. EST. \$5
- 128 OSHKOSH & MIL, 1900 VG (NEW TYPE) ON PPC. EST. \$8
- 129 OSWEGO & NIA FALLS, 1906 G+ (139-F-2) O/S ON PPC. EST. \$5
- 130 PAJARO & SANTA CRUZ, 1908 VG (980-F-1) ON PPC. EST. \$8
- 131 PEMB & WIN JCT, 1898 G (881.4-E-2) ON COVER. EST. \$5
- 132 PENNA TERMINAL, 1917 VG (150-I-5) ON PPC. E. \$4
- 133 PHILA & ATL CITY, 1916 VG (256-B-4) ON PPC. EST. \$6
- 134 PITTS & CRESTLINE, 1885 G (560-K-1) ON COVER. EST. \$6
- 135 PLYMOUTH & TARBORO, 1938 F (327.7-C-1) ON 3x5 CARD. EST. \$6
- 136 PORT BARRE & CADES, 1911 G (446.6-A-1) ON COVER. EST. \$20
- 137 POCATELLO & BAKER, 1930 G+ (898-L-3) ON CREAMED PPC. EST. \$5
- 138 POCATELLO & PORT, 1907 VG (898-P-5) ON PPC. EST. \$6
- 139 PORTLAND & WHITESON, 1920 LEGIBLE (893-C-1) ON COVER. E. \$6
- 140 PUEBLO & CREEDE, 1916 F (960-C-2) ON PPC. EST. \$6
- 141 R. JCT & PT. ST. JOE, 1938 VG (390-D-1) ON 3x5 CARD. EST. \$6
- 142 RED OAK & NEBR CITY, 1915 VG (764-F-1) ON COVER. EST. \$6
- 143 ROCK & HIGH BRIDGE, 1905 G+ (254-O-1) O/S ON PPC. EST. \$5
- 144 ROCH & PUNX, 1893 VG (144-B-2) ON STAINED COVER. EST. \$5
- 145 RUMSEY & ELMIRA, 1913 VG (992.8-B-4) ON PPC. EST. \$15
- 146 SALIDA & MONTROSE, 1938 G+ (957-L-1) ON COVER. EST. \$5
- 147 SALIS & MORRIS, 1890 G+ (329-O-1) ON PSE. EST. \$15
- 148 SAN ANGELO & FT SCOTT, 193X G+ (929-E-1) ON 3x5 CARD. E. \$12
- 149 SAN ANT ODEM & CC, 1931 G+ (493-R-1) ON CVR W/PIN HOLES. \$6
- 150 S.F. MAYF & SANTA CRUZ, 1910 F (980-AD-1) ON PPC. EST. \$8
- 151 SEATTLE & SEWARD, 1928 G+ (X-14-d) ON PPC. EST. \$15
- 152 SEATTLE & SEWARD, 1937 G+ (X-14-h) ON COVER. EST. \$15
- 153 SEATTLE & SEWARD, 193X G+ (X-14-j) ON PPC. EST. \$8
- 154 SEATTLE & SEWARD, 1940 F (X-14-p) ON PPC. EST. \$15
- 155 SEATTLE & SEWARD/S.S. ALASKA, 1924 F (X-14-ib) ON CVR. E. \$20
- 156 SEATTLE & SEWARD/STR WATSON, 1926 F (X-14-ff) ON PPC. E. \$25
- 157 SEATTLE & SKAGWAY, 1926 VG (X-19-d) ON PPC. EST. \$8
- 158 SEATTLE & SKAGWAY, 1937 VG (X-19-e) ON PPC. EST. \$15
- 159 SEATTLE & SKAGWAY, 1909 F (X-19-h) ON PPC. EST. \$15
- 160 SEATTLE & SKAGWAY, 1916 F (X-19-i) ON PPC. EST. \$15
- 161 SHEFFIELD & PARRISH, 1938 VG (414.2-B-1) ON 3x5 CARD. E. \$6
- 162 SHREVE & CYPRESS, 1913 VG (439-C-1) ON CVR W/PINHOLES. \$15
- 163 SHREVEPORT & GREEN, 1938 VG (479-F-1) ON 3x5 CARD. E. \$12
- 164 SHREVE & McKINNEY, 1902 G+ (479-C-1) ON GPC. EST. \$15
- 165 SIOUX CITY & O'NEILL, 1908 F (947.10-F-2) ON CREAMED PPC. \$5
- 166 SKID & BROWNS, 1952 VG (482-O-1) ON COVER. EST. \$5
- 167 SPOK PASCO & SEAT, 1909 F (892-O-2) ON PPC. EST. \$6
- 168 SPG PITTS & NEOD, 1909 F (907-Y-2) ON PPC. EST. \$20
- 169 STOCKTON & FRESNO, 1913 F (963-AF-1) ON PPC. EST. \$15
- 170 SUMAS & SEATTLE, 1905 G (NEW TYPE) ON PPC. EST. \$15
- 171 SWISS & CHARLESTON, 1929 F (590-D-1) ON COVER. EST. \$6
- 172 TEMPLE & SAN ANG, 1910 F (484-M-1) ON PPC. EST. \$6
- 173 TENNILLE & DUBLIN, 1949 F (369.8-A-2) ON GPC. EST. \$6
- 174 TENNILLE & HAWK, 1938 F (369.8-C-1) ON 3x5 CARD. EST. \$6
- 175 TEXARK & WACO, 1924 LEGIBLE (486-C-1) ON PPC. EST. \$4
- 176 TRACY & PIERRE, 1908 G+ (866-Y-2) ON PPC. EST. \$4
- 177 TRINIDAD & ALBUQUER, 1931 G+ (911-AN-1). EST. \$4
- 178 TRUCKEE & LAKE TAHOE, 1914 F (997.4-A-1) ON PPC. EST. \$15
- 179 TRUCKEE & LK TAHOE, 1931 F (997.4-B-1) ON PPC. EST. \$8
- 180 TRUCKEE & LK TAHOE, 1939 G+ (997.4-B-2) ON PPC. EST. \$5

Minimum Bid \$3.00 please.

Phone bids accepted: 650-344-3080

**CLOSING DATE: April 19, 2000 (10 PM PST)**

## ADVERTISING IN LA POSTA

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

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

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

These charges include Type setting & Layout

### AUCTION/NET PRICE ADS:

The charge for placing a 1/2-page ad is \$45.00; 1 -page \$90.00; 2-pages \$170.00  
These prices are for prepaid camera ready copy. Add \$15 typing charge is for 1/2-page auctions, \$35 for 1-page auctions; and auctions over 1-page must be camera ready, transmitted via E-mail or provided on computer disc.

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

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

or

**P.O. Box 100, Chatsworth Island, NSW 2469 Australia**

## INDEX OF ADVERTISERS

### AUCTIONS

RANDY STEHLE - 79

### DISPLAY ADS

ARIZONA-NEW MEXICO P. H. SOC. - 74  
AUSDENMOORE-McFARLANE - 29  
COLORADO P. HIST. SOCIETY - 75  
CONNECTICUT P. HIST. SOCIETY - 43  
BRUCE COREY - 74  
JANE DALLISON - 76  
H.J.W. DAUGHERTY - 58  
THE DOLLAR COVER COMPANY - 76  
MIKE ELLINGSON - 74

### DISPLAY ADS

JIM FORTE - 10  
JEROME'S EXPRESS COMPANY - 76  
KIRK'S - 74  
LA POSTA BACKNUMBERS - 8  
JAMES E. LEE - 75  
DENNIS PACK - 58  
JAMES H. PATTERSON - 75  
LA MAR PETERSON - 57  
SCHMITT INVESTORS LTD. - 76  
STEVE SIMS - 76  
US CANCELLATION CLUB - 74  
CRAIG A. WHITFORD - 73