

# LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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## PUBLISHER'S PAGE

### Our Summer Vacation

Cath and I returned to our Northern Rivers home on September 6<sup>th</sup> after a whirlwind twenty thousand mile trip to Providence, RI, and the American Philatelic Society STAMPSHOW. It was wonderful to visit with long time friends and acquaintances, and to meet some of you, our East Coast readers, for the first time person to person. We also had a great time visiting the Berkshires of western Massachusetts and the Maine seacoast in the vicinity of Bath. Beautiful country! We hope to find our way back again someday.

As for the trip itself, I can only say that next time we'll look into taking the tunnel. Providence is almost exactly as far away from northern New South Wales as it's possible to get and still be on land. The time zone difference is 15 hours, which is uncomfortably close to being a total reversal of day and night. Since the entire trip lasted only about two weeks, we had just about adjusted to sleeping through the whole night when it was time to hop back on a plane and fly back to Australia. For any of you contemplating a similar trip in reverse, I would definitely recommend staying longer than two weeks.

The APS Stampshow was quite successful according to a number of dealers and collectors to whom I spoke. Providence has a very attractive central business district, and the show was held at the Convention Center, right in the heart of town. Given the ease of access from throughout New England and the Mid Atlantic states, attendance appeared strong during the three days I attended.

One of the topics that kept creeping into conversations I had with dealers was, however, the future of stamp bourses versus retail trade on the Internet. The general sentiment seemed to be that it was entirely likely that numbers of stamp show—major as well as minor—would diminish from present levels. All dealers dearly love to have face to face contact with their clients in order to better understand their likes and dislikes, and stampshows have traditionally been the best way for dealers to meet new clients. But, from a dealer's perspective, stampshows are hard work and expensive.


Many hours of preparation are required to lot, price, and organize a stock. It is not a one time activity. Table fees, travel, food and accommodation costs all add up to represent a sizeable expenditure before the first dollar can be taken over the bourse table. Add

to that the opportunity costs which are forgone by just being away from home for the duration of the show, and you'll begin to see what dealers are balancing when it comes to deciding whether to continue appearing at shows versus restricting business to Internet sales. For the time being, it would appear that most postal history dealers that I talked with will continue attending bourses, but they may indeed be more and more selective about which bourses they attend.

Back here at *La Posta* central, I had hoped to be able to mail Subscribers' Auction No. 67 with the November issue, but, alas, that has not been possible. The reason, frankly, is that it has been necessary to scramble around in order to find additional material to complete the content of this issue. Yes, dear readers, after enjoying two or more years of a surplus of interesting and varied articles available for publication in *La Posta*, we have suddenly run dangerously low of material. All I can say is HELP!

If we are to continue publishing the kind of journal that you have come to expect issue after issue, we need your assistance. There are no US postal history topics which we consider off limits. Subjects can be as old or new as you wish. We appreciate articles which are narrowly focus as well as broad brush. We will assist in any way we can to help you present your story or research in an interesting, appealing manner. If you have an idea for a *La Posta* article—short, long or in between—drop us a line or send us an e-mail, and let us help start you on the path to publication.

Meanwhile, I shall get busy and finish lotting Subscribers' Auction 67 to be mailed with the January issue. My apologies for the delay, but the journal timetable takes precedence over auxiliary activities.



Richard W. Hulburd

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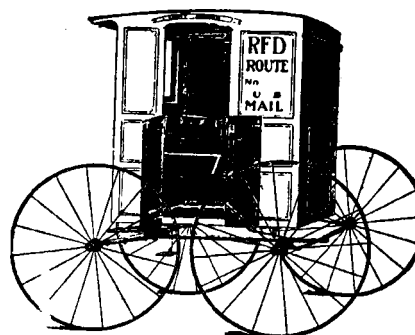
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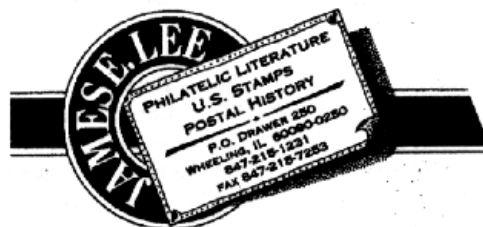
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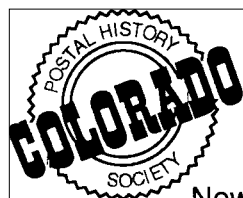
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## Early Air Mail and Aviation in Southern California

By Don L. Evans

### Chapter II: The Pioneer Years (1911-1912)

By the beginning of spring, 1911, Glenn Curtiss had accomplished his four planned objectives at his winter headquarters on North Island in San Diego Bay. He had developed the world's first practical hydro-aeroplane, demonstrated to the U. S. Navy its practicality for use as a ship-based aircraft, developed an amphibian version of the aircraft, and established a flying school where he taught some of the early Naval aviators to fly, as well as Army officers and civilians.

It had been a successful season for Curtiss, and now that the ice was melting on Lake Keuka, at Hammondsport, New York, his primary base, it was time to close the North Island school until the following winter. In the coming summer he planned to make some basic changes to his hydro-aeroplane design and to develop a flying boat. The basic difference being a hydro-aeroplane was an aircraft with floats, and the flying boat was essentially a boat with wings and an engine.

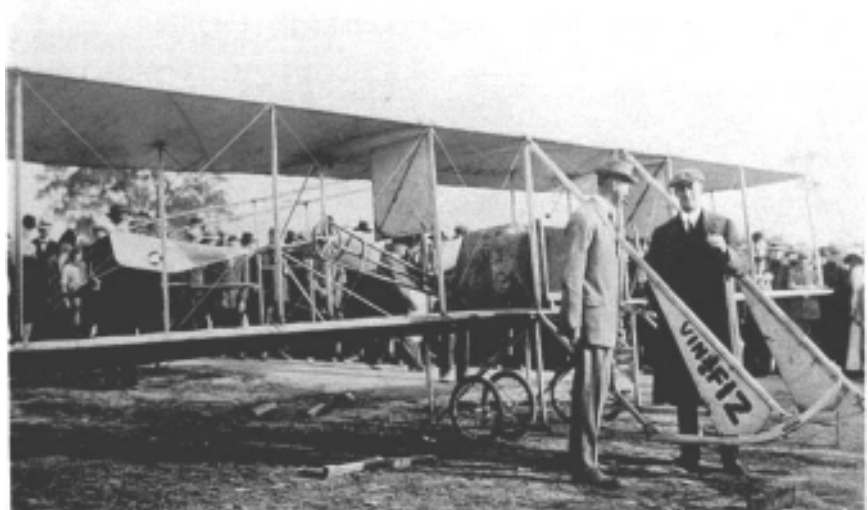
After Curtiss' departure, aviation activity in Southern California quieted down. Pioneering pilots continued to make some appearances at fairs and parks, and a relative newcomer, Glenn Martin, flying a home-built aircraft, began to establish a reputation in the area. Martin had constructed his aircraft in the basement of unused Santa Ana church with only the aid of his mother. He was quiet, but had a flair for aviation business and promotion that was to result in his establishment of one of the great aircraft manufacturing companies.

However, a new aviation hero was about to capture the admiration and enthusiasm of the country by completing the first cross-country flight from the east coast to the west coast.

William Randolph Hearst's first flight in an airplane during the 1910 Dominguez International Air Meet evidently made an impression on

him. He became a backer of several aeronautical enterprises, and not being noted for missing any opportunity to provide exciting news for his chain of newspapers, announced in October of 1910 the establishment of a prize of \$50,000.00 to be awarded to any pilot who could fly from one coast to the other in thirty days or less. The flight was to be completed no later than October 10, 1911, and only one plane was to be used. It could be repaired as often and as much as necessary, but could not be replaced by another aircraft.

No one jumped at the offer. Such a flight was considered by aviators to be an impossibility at that time. Then, in August of 1911, Harry Atwood made a record-breaking flight from Saint Louis to New York in nine days. Interest was renewed in Hearst's offer, and a young pilot by the name of Calbraith Perry Rodgers entered the competition. Cal Rodgers had been a student of the Wright brothers, and now had about six hours of accumulated flying time. He had soloed after only an hour and a half of instruction, and was a gifted pilot. For his transcontinental trip he purchased two Wright aircraft, one for the flight, a Model EX, a 55 mph racer, and the only one of this model to ever be built, and the other for spare parts. He had obtained the makers of a new carbonated soft drink as a sponsor, and named his aircraft the Vin Fiz



*Figure 1 Cal Rodgers and his cousin, John Rodgers (L), standing in front of Cal's 35 hp Wright Model EX Flyer. Both cousins were scions of a long line of Naval admirals and heroes, and both carried on the family tradition. Note the Vin Fiz logo on the skid struts, advertising a new carbonated grape beverage manufactured by Armour Meat Packing Company of Chicago who was the major sponsor of Rodgers's flight. (Courtesy W. Waterman)*

Flyer. *Figure 1* shows Cal Rodgers with his cousin, John Rodgers (L), who later became a famous Naval flier. The Vin Fiz logo is prominent on the skid supports of the Wright-EX, and was part of the sponsorship agreement that required the words "Vin Fiz" to appear where possible on every flat surface of the aircraft.

Leaving Sheepshead Bay, Long Island, on September 17, 1911, Cal Rodgers began a spectacular demonstration of one man's courage and determination. Flying a circuitous route of 4,231 miles to his destination at Pasadena, California, Rodgers suffered twelve major accidents, four breakdowns, and a multitude of injuries. Because it took him 49 days to make the trip, he was not able to claim the Hearst prize, but became the first airman to span the continent. He completed his incredible journey to the ovation of cheering crowds at Tournament Park in Pasadena on November 5, 1911, and became the toast of Southern California. *Figure 2* is a reproduction of a section of the Los Angeles Times for November 6, 1911.

To help with expenses during the flight, Rodger's wife, Mabel, announced herself as postmistress and sold postcards to be carried between towns on the flight. She followed the flight on a special train that also carried Rodger's mechanics, spare parts, and a publicity team from his sponsor. A special gummed label, showing the Vin Fiz Flyer, was offered by Mrs. Rodgers for 25¢ to be added to the cards.

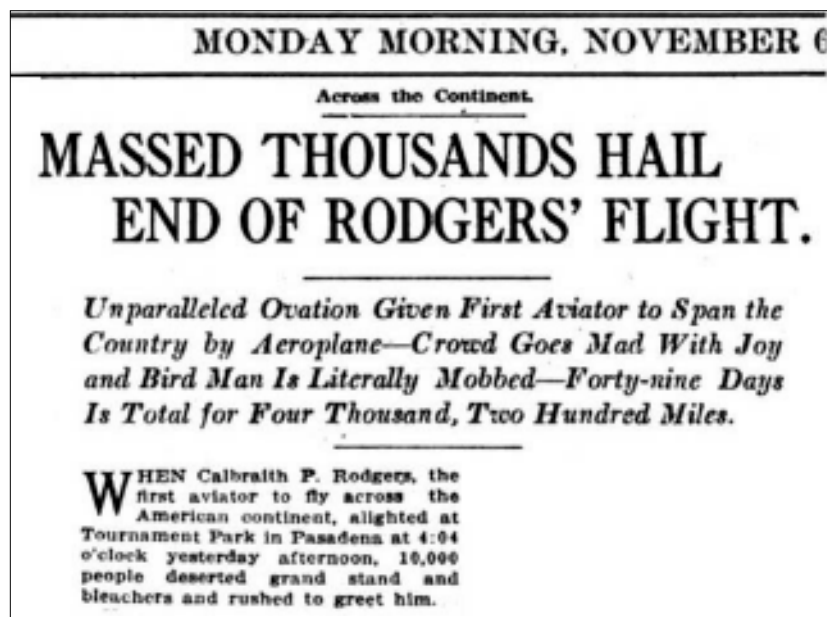
Although this mail was, at best, semi-official, it resulted in some of today's great rarities in philately. One of these postal cards, and the only one to be carried on the last leg of the flight, is pictured in *Figure 3*. This card also has the distinction of being the only known example to have been addressed to a foreign destination, and carries the rare Vin Fiz label in addition to the postage. It recently was sold in a Robert A. Siegel auction for \$88,000, making it the most valuable of the surviving cards and covers carried during the trip.

After a several days of celebration in the Los Angeles area, Cal Rodgers took off for the short, 28 mile, flight to Long Beach. Rodgers wanted to complete his epic journey from coast to coast, and felt that that the final destination had to be the Pacific shore.

This decision had drastic consequences. The Wright EX was barely flyable, and a control-wire failure about midway in the short flight caused it to dive into the ground resulting in extensive damage to the aircraft, and near fatal injuries to Rodgers. He suffered a severe concussion, broke both legs, cracked several ribs, and had multiple burns and bruises. Rodgers was transported back to Pasadena for medical treatment, and the Vin Fiz Flyer underwent rebuilding and repair. How much of the original machine was still in operation is not known for certain, but Cal Rodgers remarked the only original parts remaining were a vertical stabilizer, the engine drip pan and a strut or two. A bottle of Vin Fiz soda that was tied to one of the struts managed to make the entire trip unscathed.

Seven postal cards are known which were carried on this flight. They all have a Long Beach postmark, dated November 16, 1911. The mail was rescued from the wreck, and dispatched to Long Beach. A magenta rubber stamp inscription, "Machine Wrecked/ at Compton/Aviator Injured," was applied to each piece. An example of one of these rare items is shown in *Figure 4*. It was sold in the same auction as the card in *Figure 3*, and was hammered down at the princely price of \$12,500.

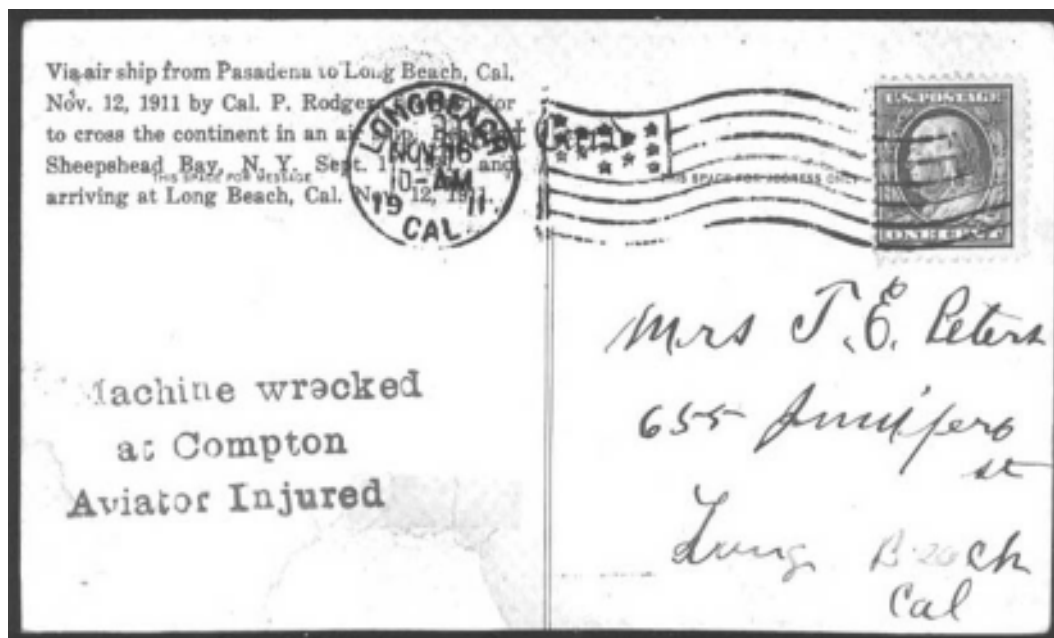
After a month of recuperation, this unstoppable aviator strapped his crutches behind the seat of the Vin Fiz Flyer, and took off on December 10, 1911,



*Figure 2* Reproduction of part of a report on the first page of the Los Angeles Times for November 6, 1911.



**Figure 3** Photo of an extremely rare postal card carried on the last leg of Rodger's flight. The card is addressed to Germany, and is franked with a one-cent added to the one-cent McKinley postcard to make up the international postal rate. In addition to the postage, the card carries a copy of the Vin Fiz label (one of seven known on cover). The card was flown from Willcox, Arizona, with a message dated November 1, 1911, to Pasadena where it entered the mail on November 8, 1911. Although eight intermediate stops were made, it is possible that this card was retained by Rodgers until arrival at a major city because of its foreign destination. (Courtesy Robert A. Siegel Auction Galleries)



**Figure 4** Postal card retrieved from the November 12, 1911 Vin Fiz wreck at Compton, California, and forwarded to Long Beach by rail where it received a purple three-line handstamp explaining the delay and was entered into the mail on November 16, 1911. The card has a five-line purple cachet reading: Via air ship from Pasadena to Long Beach, Cal. Nov 12, 1911 by Cal. P. Rodgers, first aviator to cross the continent in an air ship. Leaving Sheepshead Bay, N.Y. Sept. 1, 1911, and Arriving at Long Beach, Cal. Nov. 12, 1911 (Courtesy Robert A. Siegel Auction Galleries)



from an alfalfa field near Compton, California, for the final ten-mile flight to the Pacific Ocean. His arrival was eagerly awaited by a crowd of 40,000, and Cal Rodgers set down on the sandy beach amid enthusiastic cheers. He taxied his aircraft across the wet sand, and had helpers push the wheels into the surf, symbolically completing his fantastic journey. *Figure 5* shows Rodgers triumphantly posing (with his ever-present cigar) in the Vin Fiz Flyer as the waves lap against his landing gear.

In a brief postscript to the above, Rodgers had become a national hero, and was particularly celebrated in Southern California. On New Year's Day, 1912. He flew over the Pasadena Rose Parade and dropped 10,000 carnations to the crowd below. At an evening gala, Rodgers was awarded a gold medal for aeronautics and congratulated by President Taft. Just four months later while performing for a crowd at the Long Beach Pier, Rodgers lost control of his aircraft and plunged into the surf, breaking his neck when the engine mounted behind the cockpit broke loose and crashed into him. The exact cause of the accident was never determined, but the presence of a large flock of seagulls in his flight path is suspected as being a possible cause. It was a sad and untimely end for a magnificent aviator.

A half-century later, Pasadena again honored Cal Rodgers for his grand achievement. *Figure 6* shows a commemorative cover, postmarked at Pasadena, California, on November 5, 1961, to celebrate the 50th anniversary of the end of his pioneering flight.



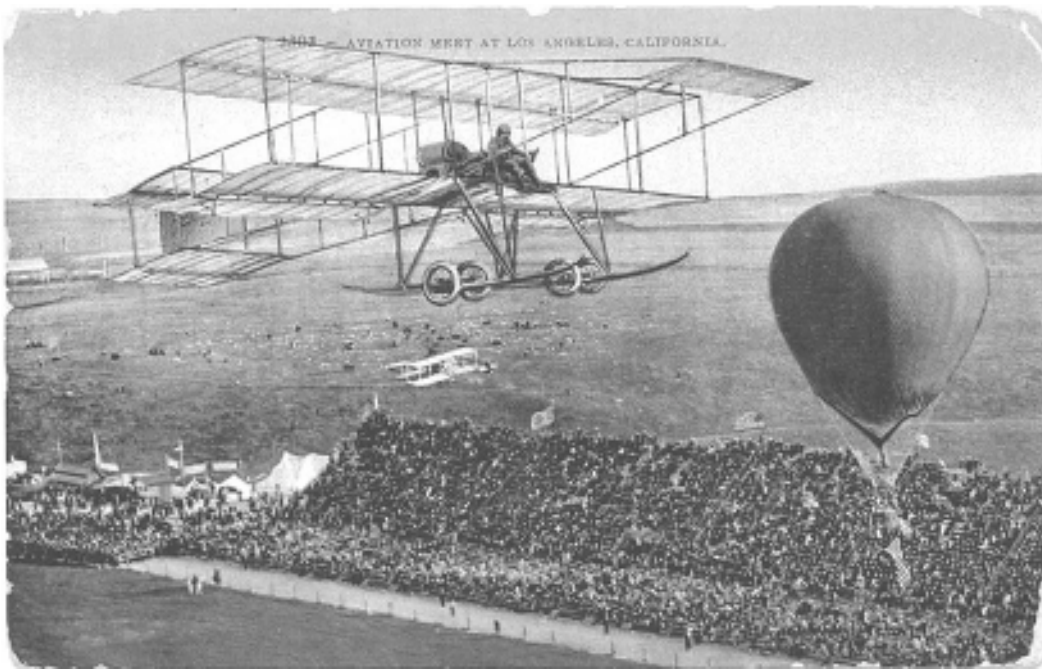
*Figure 6* Souvenir air mail cover with purple cachet marking the 50th anniversary of Cal Rodgers' arrival at Pasadena, California. Postmarked November 6, 1961.



*Figure 5* Rodgers seated in the cockpit of the Vin Fiz at his final destination, the Pacific Ocean at Long Beach, California.

Shortly after Rodger's New Year's flight over the Rose Parade, the 1912 International Aviation Meet opened at Dominguez Field on January 20, 1912. The show was heavily publicized, and Glenn Martin was scheduled to fly the inaugural California official air mail on the opening day. The Los Angeles *Tribune* headlined the event as "Pacific Aerial Delivery Route Number 1 Opened by Glenn Martin." Martin and several other pilots were sworn in as postal carriers by William H. Harrison, the Los Angeles Postmaster, and a temporary postal substation was erected near the grandstand where patrons could purchase postage stamps and commemorative post cards to be actually flown on the air-mail route. This mail service was to be a continuing feature of the program with two flights scheduled for each day of the show's nine-day run.

Route 1 was very short, a mere four miles from Dominguez Field to Compton, where the mail was dropped from the aircraft in pouches to be picked up and sent by rail to Los Angeles for processing. *Figure 7* illustrates a colorful post card with a composite photograph of the packed grandstands and field. This postcard was mailed at the air meet on January 20, 1912,



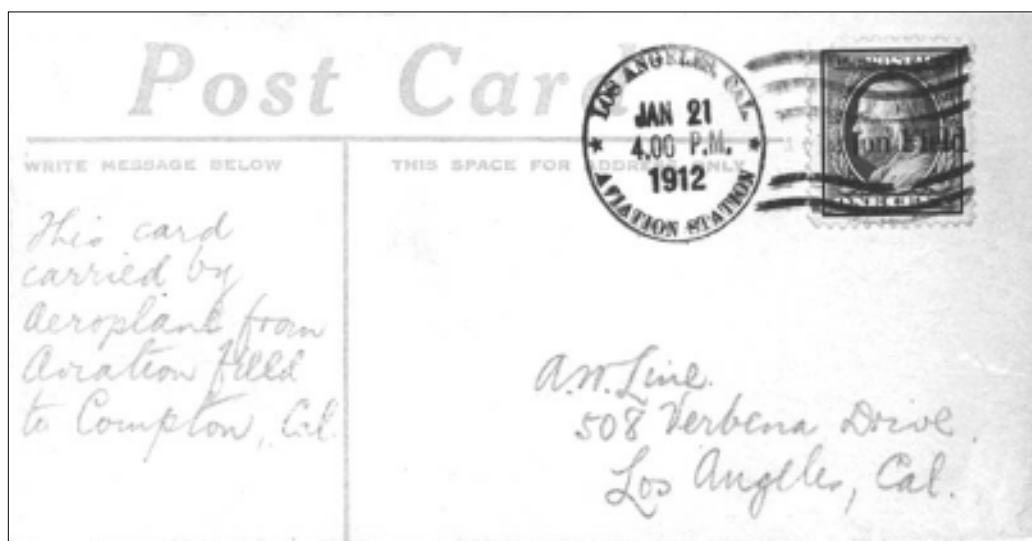
**Figure 7** Color postcard showing a composite photograph of aircraft and balloons flying over the packed grandstands at Dominguez Field. Message side of the card is postmarked with a January 20, 1912 AAMC type 1 marking (see Figure 16).

where it received an AAMC Type 1 (see Figure 16) postmark, and was then flown to Compton by Glenn Martin.

Although mostly for publicity purposes, the pioneer air mail service was enthusiastically received and more than 16,000 pieces of mail were processed by

the substation and flown, most with a special stamped inscription to designate the event. Of course, only a small percentage of these items still survive.

Four different canceling devices were used concurrently during the show, attesting to the large volume of mail being processed. These are the first examples of special cachet postmarks to be used for air mail. Figure 8 illustrates an unusually small postcard that



**Figure 8** Small picture postcard postmarked January 21, 1912, with an AAMC Type 2 postmark (see Figure 9). Mail was flown by pilot, Dick Turpin, on this date. Written message reads, "This card carried by Aeroplant from Aviation Field to Compton, Cal."



**Figure 9** Drawing of a special postmark used at the January 1912 air meet. This marking is listed as AAMC Type 2, and is known to have been used on January 21, 22, 23 and 28, 1912, and was applied to flown mail only.

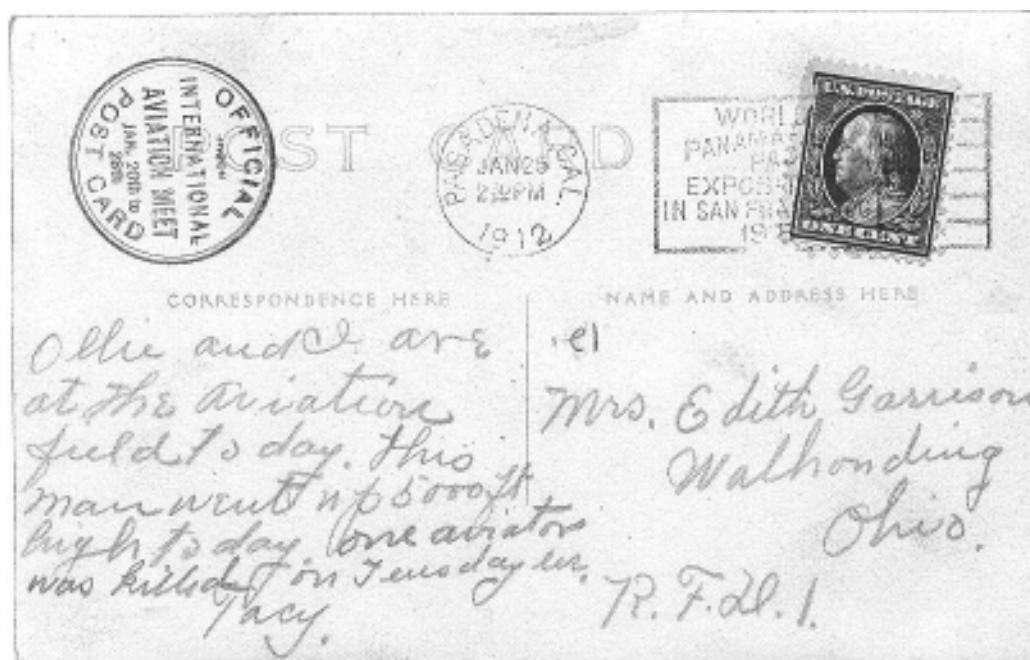
was flown on the second day of the meet by Cliff Turpin, the airmail pilot for Sunday, January 21, 1912. The postmark is listed as AAMC type 2 (*Figure 9*), and was used for the first time on this date. The message written on the card reads, "This card carried by Aeroplane from Aviation Field to Compton, Cal.", and is an unusual example of this notation being written rather than hand-stamped. The addressee, and probably the sender, was A.W. Line, an early airmail collector. Many of the surviving examples of flown mail from this event are addressed to him.

*Figure 10* is an example of a postcard with the show's official air meet cachet in purple. The card was not flown or processed at the meet, but probably carried by the sender to Pasadena where it was entered into the mails and postmarked on January 25, 1912. The card's message reads: "Ollie and I are at the Aviation field today, This man went 5000 ft high today. One aviator was killed on Tuesday eve."

The unfortunate pilot killed was Rutherford Page, a young and inexperienced flier who stalled out while rounding a pylon in the closed-course race. His was the 114th fatality to date in the few short years since the beginning of flight.

The picture side of the card is illustrated in *Figure 11*, and shows Lincoln Beachey in his flying gear, complete with starched collar, diamond stickpin, and golfing cap worn backwards.

At this time Beachey was beginning to make a name for himself, and soon was considered to be the most proficient and daring stunt flier in the United States. He was the first American to complete an inside loop, and this became his signature stunt.



**Figure 10** Photo postcard with official air meet cachet. Posted at Pasadena, California, on January 25, 1912. One-cent green stamp shows very early use of the slogan cancel advertising the Panama Pacific Exhibition to be held in San Francisco in 1915. Message reads, "Ollie and I are at the Aviation Field today. This man (referring to Lincoln Beachey, pictured on the reverse of the card) went 5000 ft high today. One aviator was killed on Tuesday eve./ Tacy"





**Figure 11** Photo side of the card shown in Figure 10, with a portrait of Lincoln Beachey in his flying gear with a starched collar, diamond stickpin, and cap worn backwards. This was standard for pilots of the day to avoid having their headgear blown away.

**Figure 12** Autographed contemporary photo of Glenn L. Martin on the field at Dominguez walking in front of his aircraft. He was one of the stars of the meet, and won a large share of the prize money that was offered. He flew the mails on opening day and the last two days of the meet.

On March 14, 1915, while performing in a new and untested plane at San Francisco, he was executing a series of diving S maneuvers at high speed when his wings collapsed, and he plummeted to his death in San Francisco Bay.

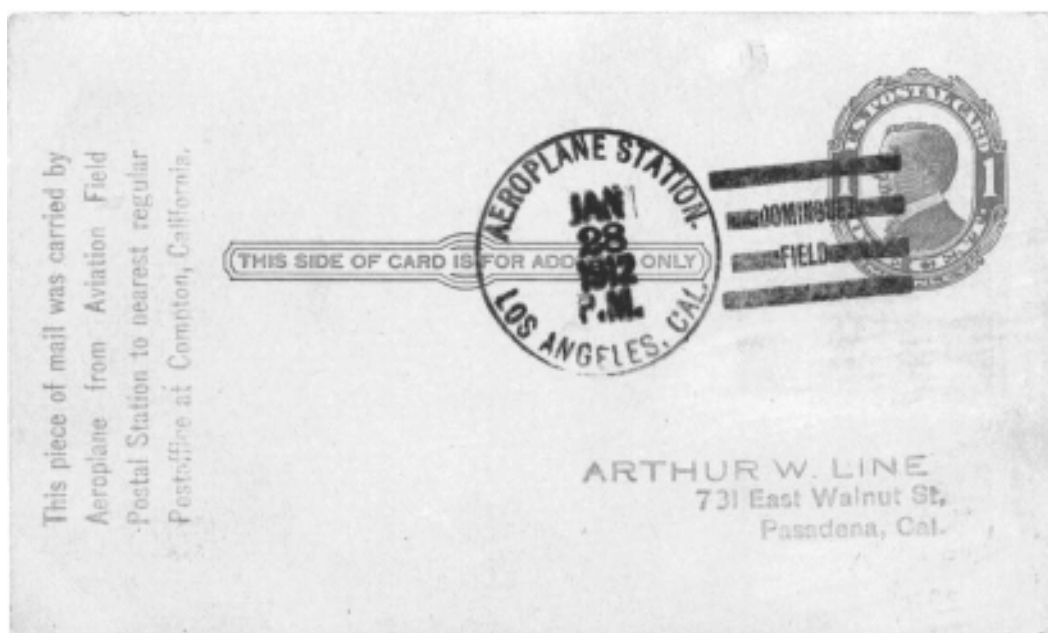
Glenn Martin was one of the major stars of the Dominguez show. He was the most renowned local aviator, and although somewhat shy and introverted, had a gift for self-promotion. He billed himself as the "Flying Dude," and was usually immaculately dressed. *Figure 12* is from an autographed contemporary photograph taken as he walked in front of his aircraft at the 1912 meet. *Figure 13* shows a postal card flown by Glenn Martin on the closing day of the show. It is postmarked on January 28, 1912 with an AAMC Type 3 marking (*Figure 14*), and the card is stamped with the customary purple notation, reading, "This piece of mail was carried by Aeroplane from Aviation Field Postal Station to nearest regular Postoffice at Compton, California." A variant Type 3 postmark with the time in the third line instead of the date is known, but is scarce. No example of this marking is available to the author to use as an illustration.

*Figure 15* shows another card flown by Martin on the last day of the show. This card is postmarked with the AAMC type 1 marking (*Figure 16*).

Other activities at the meet are well worth recounting, but a lack of space dictates that these will have to wait until the next installment of this series.

(to be continued)





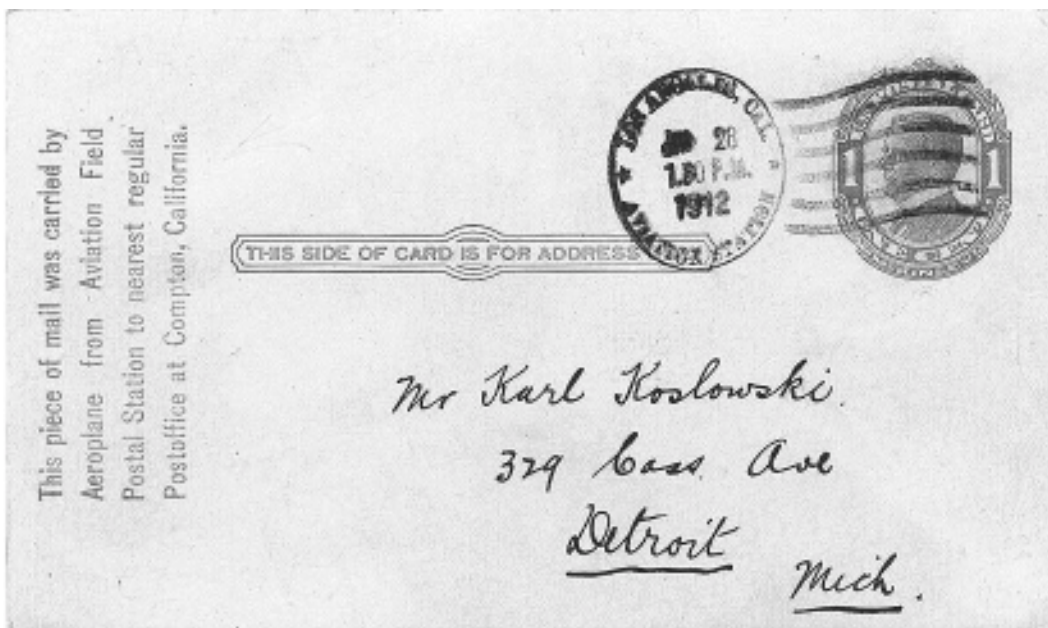
**Figure 13** Postal card mailed on January 28, 1912, the closing day of the show. Card shows the standard cachet in purple, reading "This piece of mail was carried by Aeroplane from Aviation Field Postal Station to nearest regular Postoffice at Compton, California." Postmarked with a special show marking listed as AAMC Type 3, and addressed to A. W. Line, who was the addressee and probably the originator of many of the cards mailed at the meet that still survive.



**Figure 14** Drawing of AAMC Type 3 special postmarking. Known to have been used on January 25, 26, 27, and 28, 1912.



**Figure 16** Drawing of AAMC Type 1, special postmarking. This postmark is known to have been used on January 20, 23, 24 and 28, 1912.



**Figure 15** McKinley one-cent postal card flown by Glenn Martin on the last day of the meet. Normal 2:00 PM departure was changed to 1:30 PM for this flight. Stamped with standard purple four-line cachet, and postmarked with AAMC Type 1, duplex marker.

## A Look At Guam's Postal History 1945 through the 1980s

### Part 1: Military and Naval Postal Operations

By Michael Dattolico

Those of us who collect and study the postal history of Guam know certain incontrovertible facts about mail from the island: (1). we seized the place from Spain in June, 1898; (2). the navy operated official U.S. postal operations from August 15, 1899 through the spring of 1901; (3). the U.S. Post Office Department assumed control of Guam's postal system in the spring of 1901. With the exception of the Japanese occupation during World War II, it continued to oversee Guam's mail operations. And (4). mail from Guam has remained a popular collectible topic throughout the 20th century, especially during the post-World War II era.

Collectors interested in the post-war period might begin collecting Guam's mail a bit earlier, specifically after August, 1944, when U.S. marines and soldiers wrested the island from the Japanese in one of the war's most savage battles. U.S. combat troops remained on the island to eliminate die-hard Japanese troops, a task that took several months. (Figures 1 & 2).

The war's end in 1945 marked the beginning of a resurgent American-Guamanian partnership on the island. Both peoples had their own priorities that did not conflict. Guam's citizens were intent on ridding their island of Japanese occupation reminders and returning to their cultural mode of living. The United States sought to make Guam a strategic military staging area in the western Pacific. Towards that goal, the United States launched an ambitious building program to establish a potent Navy-Air Force-Coast Guard presence in the Far East. Americans and Guamanians worked together to achieve their goals, and both have prospered. Post-war mail operations begun in 1945 have effectively served both indigenous citizens and U.S. military personnel. Today, Guam remains a stalwart American friend and vital American military staging area in the western Pacific region, especially since America's departure from the Philippines.

Postal historians seem to have mixed emotions about collecting Guam's post-World War II mail. Some collectors remained focused on the early period of Guam's U.S. postal history, replete with U.S. use of Spanish cancelers on American covers and straightline cancels used by the navy on Guam overprinted stamps.

But more and more collectors are finding that modern Guam material is not as difficult to find, is widely diverse and challenging to classify.

A boon to today's collectors is the virtual mountain of information about Guam that exists and is readily available. The main source is Robert T. Murphy's book, *A Postal History/Cancellation Study of the U.S. Pacific Islands (including Trust Territories)*. Published in 1983, it catalogs all of Guam's military and civilian postmarks. It remains the primary publication used to identify, classify and document items mail from and to Guam. (Map 1) The comprehensive map of Guam showing its main military activities and noteworthy civilian sites is a prominent feature in Robert Murphy's book.



Figure 1. Letter sent from a 1/9 marine on September 13, 1944, scarcely a month after the island was declared secure. The 9th Marines, part of the 3rd Marine Division, played a major part in retaking Guam from the Japanese.



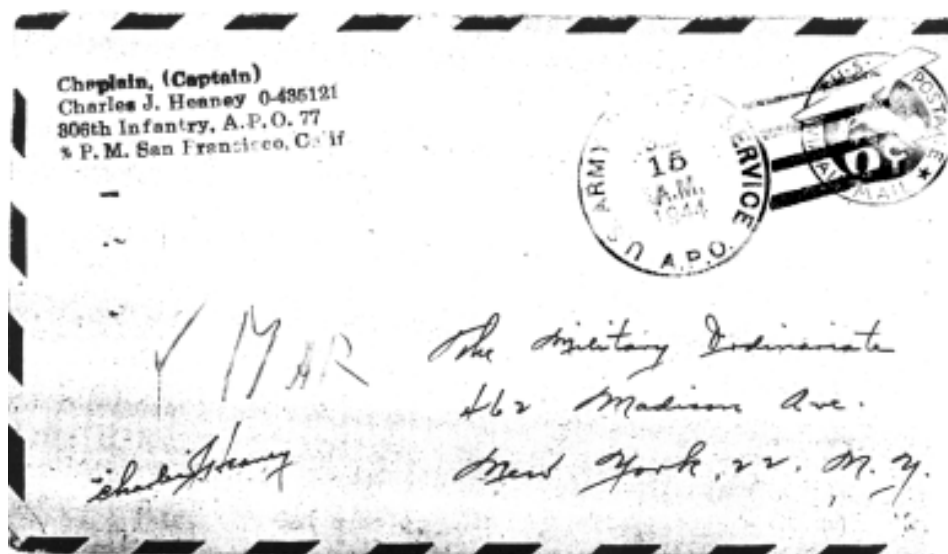


Figure 2. A soldier's letter mailed from Guam on September 15, 1944, just after fighting on the island ended. Marines and soldiers fought together to recapture Guam from the Japanese.

Looking past the early straightline devices which showed either Agana or San Luis D'Apra, U.S. cancelers in 1909 began showing the words, "Guam, Guam". The exception was the short period in the late 1920s during which the Guam Guard Mail system was operational. With the Marine Corps' seizure of Guam in 1944, Navy FPOs handled the island's mail and maintained a distinctive naval flavoring after Japan's surrender in September, 1945.

Ironically, it was during another war that Guam's postal identity was changed. On April 1, 1952, the height of the Korean Conflict, Guam's official post office designation was changed from "Guam, Guam" to "Agana, Guam", although naval cancels were still prevalent. (Figure 3). Its official name was changed again on April 24, 1978, to "Guam, GU MPO", the letters, "MPO" referring to the new main post office. That is its current postal designation as it existed in the late 1980s. The Agana post office is still in operation, but today it is used for mail sent from the downtown area.

As previously stated, America's main activity on Guam from 1945 onward has primarily been a military one, with the Air Force, Navy and Coast Guard being the predominant forces on the island. That fact is evident by the numerous military postal branches and stations of the Agana and Guam MPO.

Anderson Air Force base is located near the island's northern tip and is the center of Air Force operations on the island. Military mail from the air base site was assigned as APO

334 from the end of World War II until the late 1950s. Air Force personnel assigned to Detachment 3 of the 6005th Air Postal Squadron, based at Hickam AFB, Hawaii, handled Air Force mail until it became a branch of the Agana post office on July 1, 1959. Today, it is served by the Guam MPO, and has been designated zip code 96334 since January 1, 1965.

With the closure of Clark AB in the Philippines, Anderson AFB now shoulders an even greater responsibility for U.S. military personnel serving in the western Pacific. Figures 4 through 8 show examples of prevalent types of postmarks used on Air Force mail sent from Anderson AFB between 1972 and the mid-1980s.

While the Air Force's installation on Guam's northern tip is a massive one, it pales when compared to the Navy's immense presence on Guam. Naval sta-

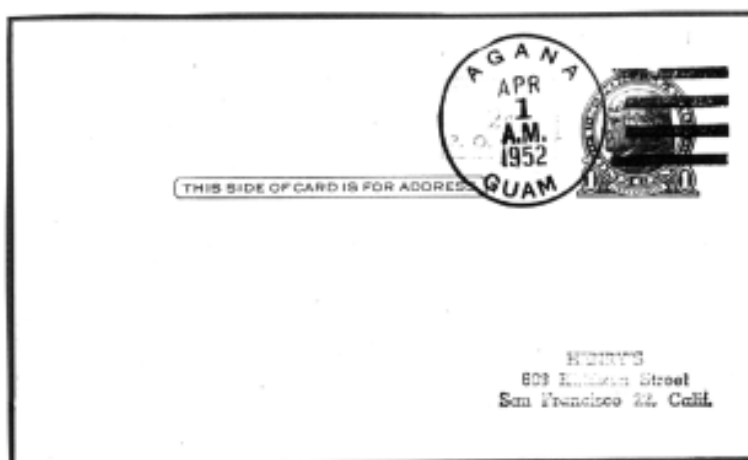
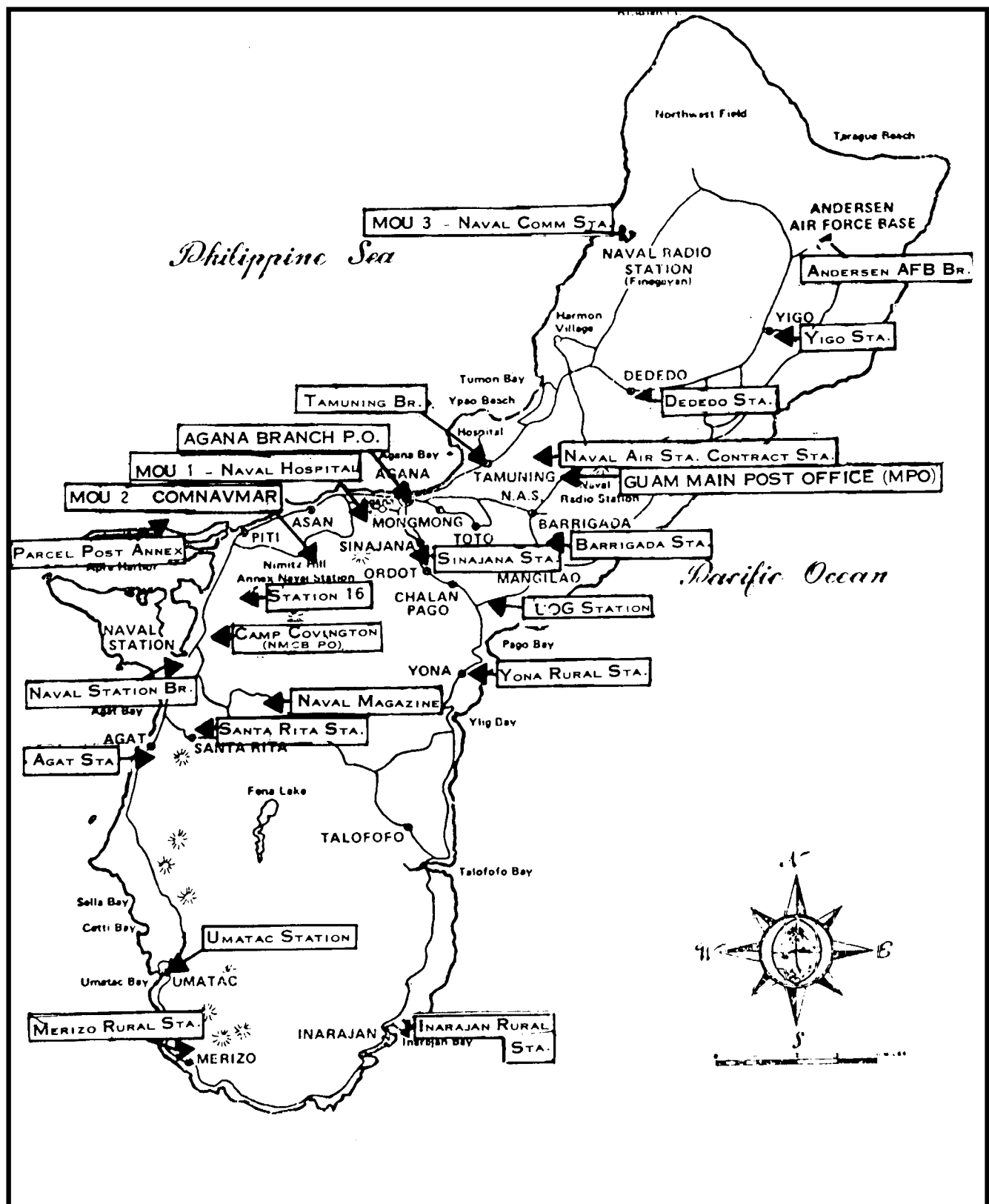


Figure 3. Postal stationery mailed at Agana, Guam, on April 1, 1952, the first day that the island's postmarks changed from "Guam, Guam" to "Agana, Guam".



Map 1: Noteworthy Postal Sites on Guam: 1945 - 1985

The map of Guam illustrated here features postal sites dating from the end of World War II through the mid-1980s. (Source: Robert T. Murphy, A Postal History/Cancellation Study of the U.S. Pacific Islands (including Trust Territories).

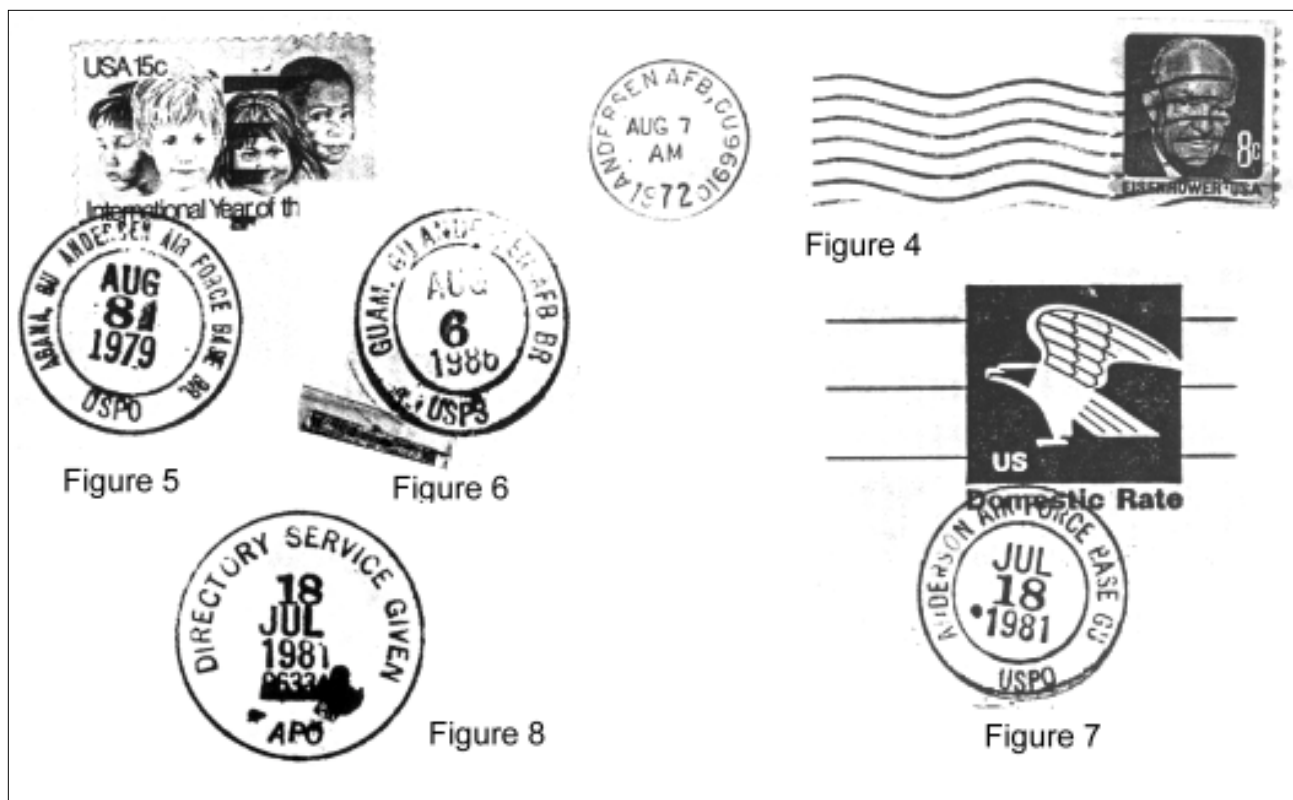


Figure 4. Machine cancel used at Anderson AFB, Guam, known to have been used from November 11, 1966 through late 1972. Figure 5. Cover mailed from Anderson AFB, Guam, August, 1979. It was used from September 12, 1973 to December 29, 1980. Figure 6. A similar double-circle cancel used at Anderson AFB on August 6, 1980. This cancel was known used from September 1, 1973 through December 29, 1980. Figure 7. Postal stationery similar to Figure 6. It is unlisted in Murphy's study of Guam's postal history. Figure 8. Postal stationery showing the auxiliary marking, "Directory Service Given". The postmark was known used from December, '73 through December 29, 1980.

tions dominate the island from Guam's northern tip southward along its western coastline to Agana. From there, its reach extends eastward into the interior of Guam and touches isolated areas throughout the island. With the exception of Anderson Air Force Base and some Coast Guard sites, the Navy remains the primary military force on the island.

Three different naval operations on Guam have required postal service over the years:

- (1) the Naval Station;
- (2) the Naval Air Station;
- (3) the Navy Seabees, and
- (4) miscellaneous postal functions operated at various naval sites.

The U.S. Naval Station is located on the Orate Peninsula just north of Agat and surrounding Apra Harbor. It hosts several military commands: a naval supply depot, a marine barracks, Army and Coast Guard headquarters and a ship repair facility. Originally op-

erating as the Navy's FPO 10499, it became a branch station of the Agana post office on January 7, 1961. Later responsibility was assumed by the Guam MPO. During the 1980s, its zip code was FPO 96630. Figures 9 through 12 illustrate examples of mail from the naval station branch.

The U.S. Naval Air Station, also known as Brewer Field, has hosted permanently assigned navy reconnaissance squadrons and Coast Guard units, plus transient aircraft flying to and from locations in the Far East. The Naval Air Station shared space with Guam's international airport in the 1980s.

A post office operated at the naval air station as Navy FPO 13794 during the 1950s but became a civilian branch of the Agana post office on January 7, 1961. The NAS branch was deactivated on April 22, 1978, although mail service continued there until September 30, 1979, when the mail room was officially closed. Naval personnel demands caused the mail room to be reopened in October, 1979, under the control of the Guam MPO. The Naval Air



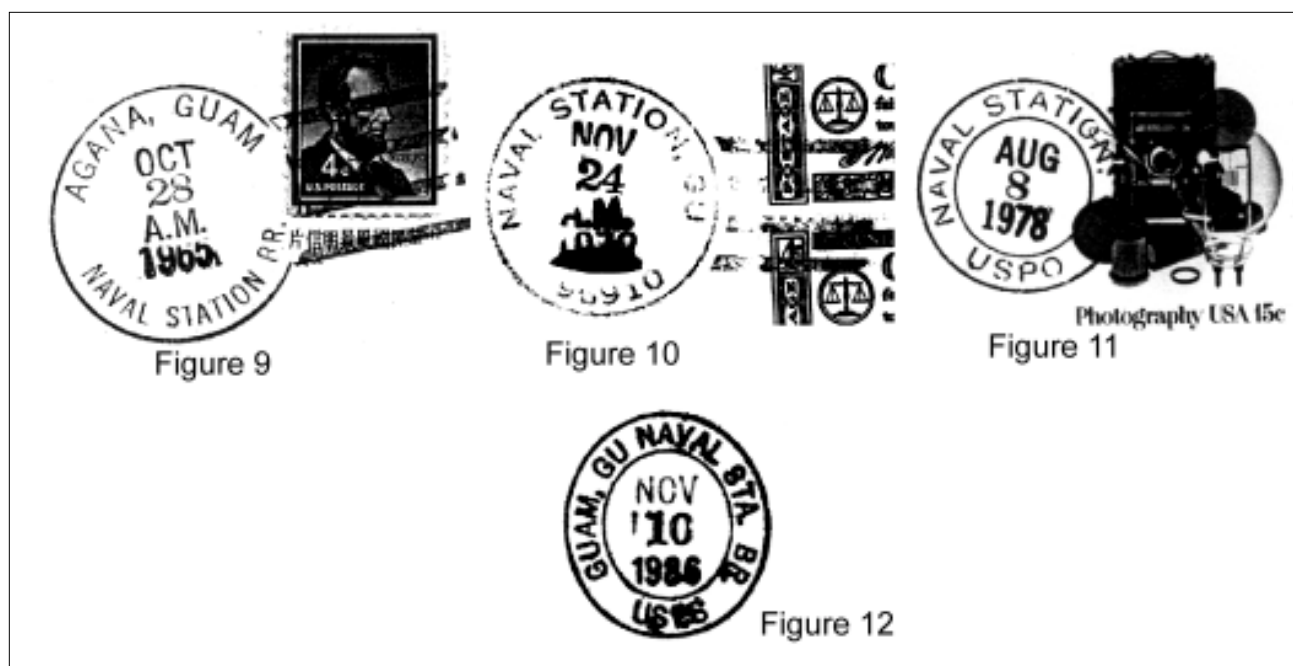


Figure 9. Cancel used at the Guam Naval Station on 1965 postcard. It has been seen used from January 7, 1961 through February 21, 1966. Figure 10. Cancellation listed in Murphy's comprehensive book as Guam #1.6 which was used in the 60s through the 1970s. Figure 11. Double-circle cancellation used at the naval station in the late 1970s. Figure 12. Double-circle cancellation used on a postcard to the United States in the mid-1980s.

Station branch was designated as FPO Zip Code 96637. Figures 13 through 16 are examples of postmarks from this branch post office.

Navy Seabee units are another visible presence on Guam. They were established during World War II to build everything in the Pacific from airstrips to dock-

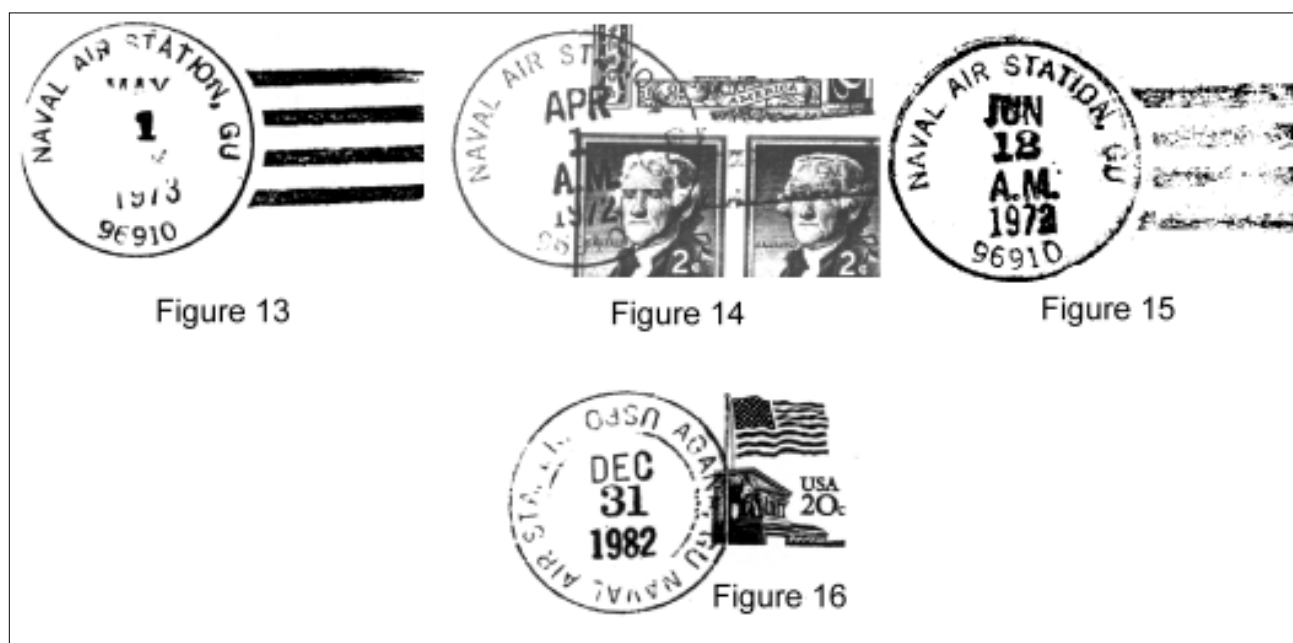


Figure 13. Naval Air Station, Guam, cancel used from the 1960s into the early 1980s. Figure 14. Naval Air Station, Guam postmark seen used from the late 60s until December 9, 1973. Figure 15. Insured cover mailed in June, 1972, to New York. Figure 16. Double-circle cancellation applied at the Naval Air Station's post office on December 31, 1982.



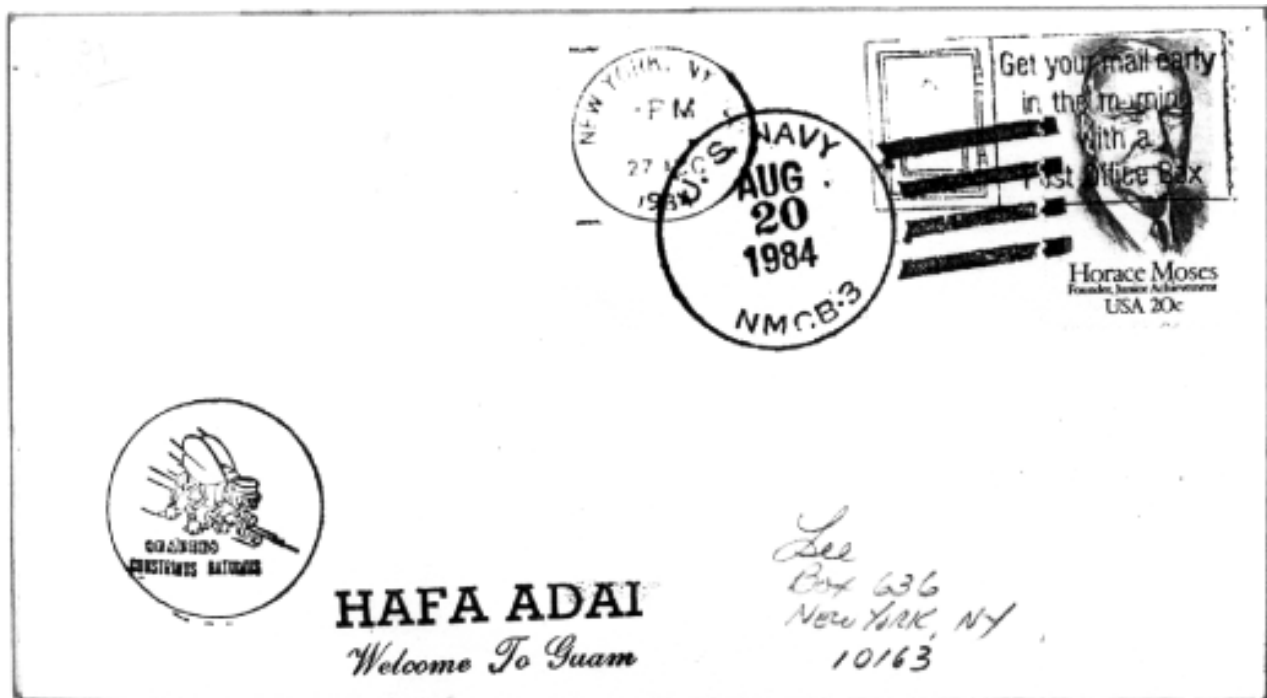
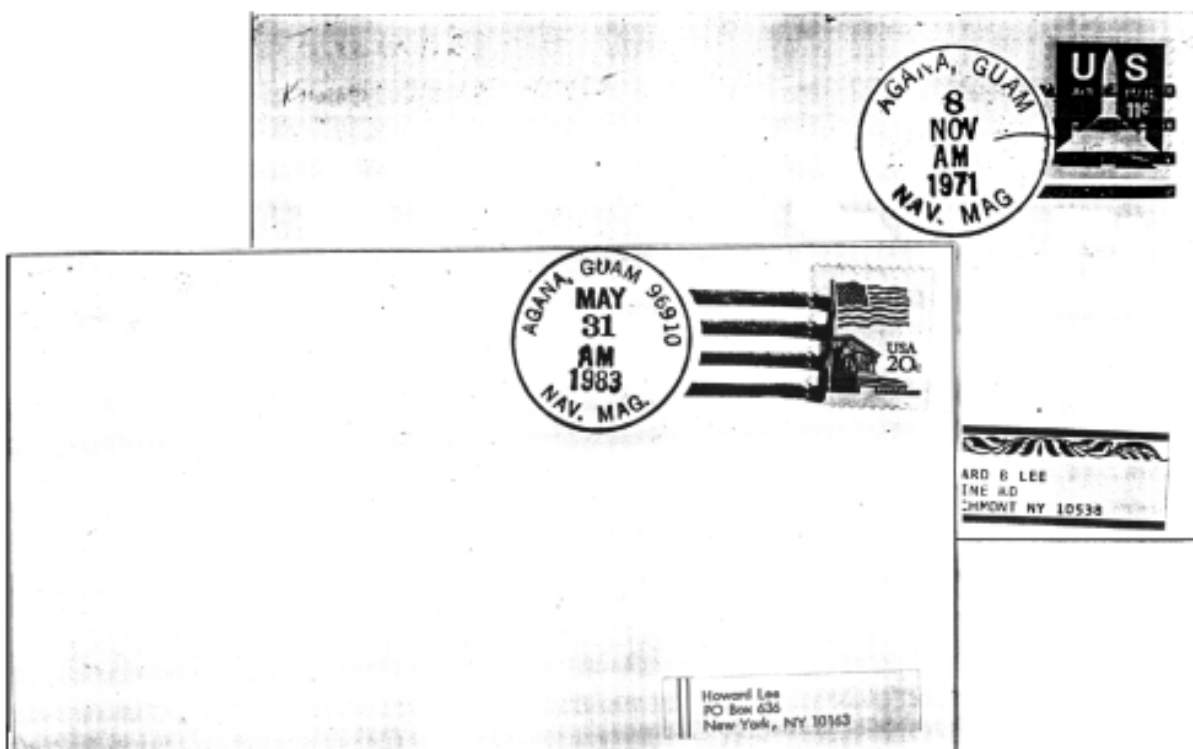


Figure 19. Cover mailed by a member of Seabee Unit NMCB-3.

Figure 20 (top). Letter mailed by a sailor assigned to the Naval Magazine station on Guam. The canceler was known used from December 8, 1965 through April 2, 1975. Note the lack of a period after the "MAG" abbreviation. Figure 21(bottom). Similar letter mailed from the Naval Magazine postal station in 1983. Note the changes in this cancellation compared to Figure 20. The zip code is shown, and there is a period after the "MAG" abbreviation. This cancel was known used into the late 1980s.





**Figure 22(left).** Double-circle cancel seen on cover mailed at the Money Order Unit #1 in 1971. This cancellation has been seen on covers from October 31, 1970 through December 30, 1980. The zip code is not shown in this cancel. **Figure 23 (right).** Larger cds canceler applied to mail from Money Order Unit #1. It was known to have been used from March 3, 1972

Money Order Unit #1 was located at the U.S. Naval Regional Medical Center. It is situated above the Tutujan Cliffs that overlook Agana Bay. A money order unit was part of the postal facility located in the hospital's administrative building. It was established on January 7, 1961, and is operated by civilian USPOD personnel. During the 1980s, the entire fa-

cility is served by the Navy's FPO zip code 96630. Figures 22 and 23 are examples of postmarks applied at that location.

Money Order Unit #2 operates within the headquarters of COMNAVMAR, (Commander, Naval Forces, Marianas). It is located at Filigan, formerly known as "Nimitz Hill". Like M.O.U. #1, its mail is handled by Navy FPO zip code 96630. Postmark examples are illustrated in figures 24 and 25.



**Figure 26.** Double-circle cancel struck on cover at the Money Order Unit #3 postal site. This cancel was first seen in 1972 and was visible on mail from the site into the late 1980s.

*Next issue: Guam's Civilian Postal Operations*



**Figure 24(top).** Portion of a cover mailed from the Money Order Unit #2 section showing two cancels used during the period. The double-circle marking was used from May 30, 1972 through December 30, 1980. The rectangular box cancel tying the stamp as been seen used from November 7, 1972 through December 30, 1980. **Figure 25(bottom).** A large cancel similar to that shown in Figure #23. Note that the dial center has slipped out of position.



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# POSTAL MARKINGS OF NORTH DAKOTA TERRITORY

Part XI: Pembina County

By Mike Ellingson

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Eagan, MN 55121

E-Mail: mikeellingson@juno.com

This is the eleventh 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!

## Pembina County

Code	Earliest	Latest	Killer	Notes
<b>Alma (1880-1880)</b>				
<i>None Reported</i>				
<b>Backoo (1887-1985)</b>				
<i>None Reported</i>				
<b>Baltimore (1882-1886)</b>				
1 C1GN1B27	22 May 1886	6 Jul 1886	honeycomb	
<b>Bathgate (1881-Date)</b>				
1 C1FN1R27	3 Sep 1883	4 Oct 1886	target	
2 0C1F'N1B27	19 Apr 1888			1
<b>Bay Center (1882-1906)</b>				
1 C41HN1B30.5	20 Nov 1888	23 Aug 1889		
<b>Bowesmont (1880/1983)</b>				
<i>None Reported</i>				
<b>Bruce (1882/1906)</b>				
1 C1GN1B28.5	6 Mar 1888		target	
<b>Carlisle (1878-1912)</b>				
1 C1GN1B27	30 Jan 1888	1 Oct 1891	target	
<b>Cavalier (1877-Date)</b>				
1 MS	22 Mar 1878		pen	
2 C1E11N1B28	21 May 1881		cork	
3 C1GN1B27	10 Jul 1886	23 Nov 1887	target	
<b>Cooley (1881-1882)</b>				
<i>None Reported</i>				
<b>Crystal (1880-Date)</b>				
1 C21GN1B32.5	3 Nov 1883	? ??? 188?	star	



1



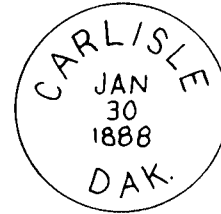
1



1



1



1

## Pembina County

	Code	Earliest	Latest	Killer	Notes
<b>Dimock (1882-1882)</b>					
	<i>None Reported</i>				
<b>Douglas Point (1877-1877)</b>					
	<i>None Reported</i>				
<b>Drayton (1878-Date)</b>					
1	C1HN1R28.5	5 Aug 1881		star-in-circle	
2	C21HN1B33	27 Dec 1882	31 Oct 1883		
<b>Ernest (1880-1904)</b>					
1	C21MN1B30	19 Jun 1886	10 Jul 1887	target	
<b>Eyford (1887-1895)</b>					
	<i>None Reported</i>				
<b>Gardar (1883-1984)</b>					
	<i>None Reported</i>				
<b>Garder (1881-1883)</b>					
	<i>None Reported</i>				
<b>Glasston (1886-Date)</b>					
	<i>None Reported</i>				
<b>Hallson (1882-1960)</b>					
1	C1GN1R27	25 Jan 1886	20 Jan 1888	target	

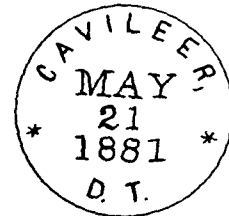


## Hamilton (1879-Date)

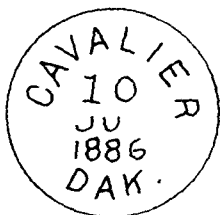
1 C41EN1B27.5	18 May 1883	target	
2 C1HS1B32	17 Aug 1886	1 Dec 1886	target 2
3 0C1G'7N1B26	6 Apr 1887	27 Sep 1889	

*Cavalier March 22, 1878. D. T.*

1



2



3



1



1



2



1



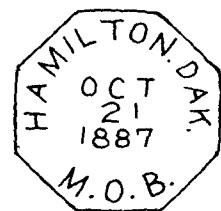
1



1



2



3



1



2



1

## Pembina County

Code	Earliest	Latest	Killer	Notes
<b>Hensel (1887-Date)</b>				
<i>None Reported</i>				
<b>Hyde Park (1878-1895)</b>				
1 C31H10N1R26.5	1 May 1884		star-in-circle	
2 C1GN1B27	6 Jan 1890		star-in-circle	
<b>Joliette (1879-1889)</b>				
1 C1GN1B27.5	2 Sep 1889	3 Oct 1891	target	
<b>Langton (1884-1886)</b>				
<i>None Reported</i>				
<b>Leroy (1887-1984)</b>				
1 C1GN1B27	1 Dec 1888		target	
<b>McConnell (1883-1889)</b>				
<i>None Reported</i>				
<b>Mountain (1881-Date)</b>				
1 C41HN1R31.5	20 Oct 1882		star	
<b>Mugford (1886-1916)</b>				
<i>None Reported</i>				
<b>Neché (1873-Date)</b>				
1 C1GN1B27.5	10 Dec 1883	7 Feb 1884	target	
2 C1GN1B27.5	5 Sep 1890			1
<b>Nowesta (1885-1919)</b>				
<i>None Reported</i>				
<b>Parktown (1883-1887)</b>				
<i>None Reported</i>				
<b>Pembina (1850-Date)</b>				
1 MS	2 Apr 1852	15 Apr 1858	pen	3
2 C1NA1B24	12 Feb 1862	20 Feb 1865		
3 MS	8 Oct 1865		pen	
4 C1HA1B24	28 Feb 1865	21 Oct 1870	target	
5 C1GA1B26	? ??? 187?	? ??? 188?	star-in-circle	



1



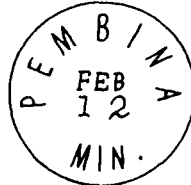
1



1

*Pembina  
May 15 -*

1



2

*Pembina 297.  
Oct 18, 6*

3



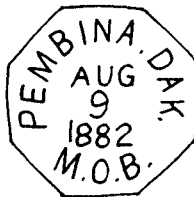
4



5



6



7

*Pittsburg Dak.  
Apr 8 1882*

1



1



1



2



3



1

6 C1GA1B26	31 Dec 1881	? ??? 188?	target	
7 OC1G'7N1B25	16 Mar 1882	14 Sep 1887	target	
8 C1GN1B27	9 May 1883		target	1

**Pittsburgh (1880-1892)**

1 MS	8 Apr 1882		pen	
------	------------	--	-----	--

**Prattford (1887-1910)***None Reported***Saint Joseph (1855/1871)***None Reported***Saint Thomas (1881-Date)**

1 C1GN1B25	22 Jan 1885	17 Oct 1890	target	
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**Shepard (1885/1894)***None Reported***Stokesville (1885-1903)***None Reported***Thexton (1887-1892)***None Reported***Tyner (1881-1912)***None Reported***Walhalla (1871-Date)**

1 C41HN1B28	13 Jul 1883	1 Sep 1883	target	
2 C1GN1B27	11 Jun 188?		cork	
3 C1GN1B25.5	10 Feb 1886	15 Jan 1890	target	

**Welford (1886/1904)***None Reported***Westview (1881-1882)***None Reported***Young (1882-1892)**

1 C1GN1B27	3 Dec 1884	9 Apr 1887	target	
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## Notes:

1. Traceable postmark is not available.
2. Year slug and Rec'd slug interchangeable.
3. This manuscript postmark was used when Pembina was part of Minnesota Territory. For an excellent resource on Pembina and the Red River Mails see *The Minnesota Territory in Postmarks, Letters and History* by Floyd E. Risvold.

## The Post Offices of Pendleton County, Kentucky

by Robert M. Rennick

On December 13, 1798, the very day Boone County was formed by the Kentucky legislature, Pendleton County too was established. The latter was taken from Campbell and Bracken Counties and named for Edmund Pendleton (1721-1803) who had represented Virginia in the First Continental Congress (1774-75), was its governor (1774-76), and the presiding judge of its first post-colonial Court of Appeals (1779-1803). The county took up its present 281 square mile area when, in 1820, its western half was taken to form the new Grant County.

Pendleton County is largely drained by the main stream and branches of the Licking River. This 320 mile long waterway, heading in Magoffin County and entering the Ohio between Newport and Covington, is joined by its South Fork just north of downtown Falmouth, the county seat. Principal tributaries of the main Licking which figure significantly in the county's history are Mill, Willow, Blanket, Kincaid, Harris, Flower, Lick, and Grassy Creeks. The South Fork branches in Pendleton County include Fork Lick, Johnson, and Short Creeks.<sup>1</sup> In addition, some 3 ½ miles of the Ohio River border the county on its north-east.

Though there has been some manufacturing in the county's two longtime incorporated cities, Falmouth and Butler, Pendleton is still primarily a rural county with tobacco, beef, dairy, and alfalfa production its main farming activities. Industrial activities include the processing of its farm products, the rebuilding of car and trailer engines, and the fabrication of glass and metal goods. Most of the county's non-farm workforce, though, commutes to out-of-county jobs. Some 12,000 residents were counted in the 1990 Census.

Post offices described below will be located by road miles from downtown Falmouth.

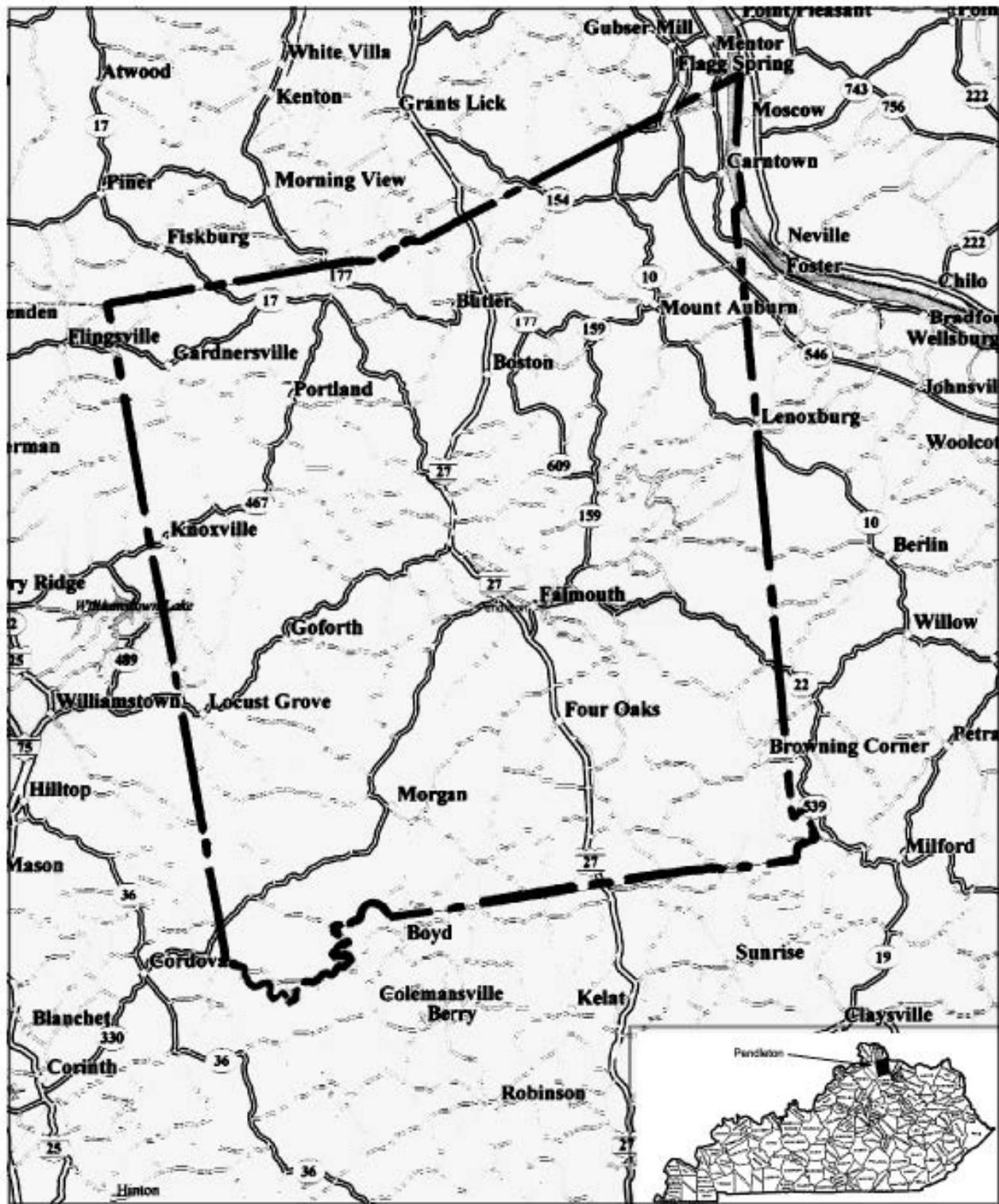
Pendleton County's seat, the fourth class city of **Falmouth**, is thirty-five road miles south of downtown Newport and fifty-six road miles north of downtown Lexington. According to an unconfirmed local tradition there was a settlement at this site as early as 1780 that was shortly thereafter identified by the Virginia Land Office as **The Forks of the Licking**. The town was chartered as **Falmouth** on December 10,

1793 on one hundred acres then owned by John Waller, John Cook, and William McDowell, and named by Waller for his Stafford County, Virginia hometown. The county's first post office was established here as **Pendleton Court House** at least by September 16, 1800 with town trustee and county court clerk James Lanier as its first postmaster. By July 1807, when Dixon Kennett became postmaster, the office was called **Falmouth**. The town had a 1990 population of some 2,400.

The county's second post office was established by Roswell Kittridge on December 30, 1820 as **Grassy Creek** for its site at the forks of the stream which joins the Licking River a mile north, where Campbell, Kenton, and Pendleton counties meet. The Grassy Creek church at the junction of the present Ky 17 and 467 still marks the approximate site. On August 29, 1854 Robert B. Jacobs moved the office to the river along which the new Covington and Lexington (later the L&N) Railroad was built the year before. Here a settlement is believed to have already been founded and named for the area descendants of Peter DeMoss (1753-1841), a Revolutionary War veteran and one of the pioneer settlers at the Forks of the Licking. The post office thence took the name of the settlement, **DeMossville** [de/mahs/vihl]. On March 3, 1860 the town was chartered in this name and soon became a prosperous and attractive rail shipping point for a three county farming area. Now little remains but the active post office, a store, and some homes on the half mile stretch of Ky 467 between Ky 177 and the tracks, twelve miles north of Falmouth.

The late E.E. Barton who, in the 1960s, wrote about Pendleton County's communities and post offices,<sup>2</sup> suggested that its third post office, the short-lived **Johnson** (September 7, 1830 to mid-June 1835) may have been in the vicinity of the future **Morgan Station**, probably on the west bank of Licking's South Fork, at the mouth of Fork Lick Creek. Robert L. Fugate, its only postmaster, is known to have lived in that vicinity.

Where the present Ky 330 crosses Fork Lick Creek, just above its South Fork confluence, storekeeper and tavern owner Jonathan Callen, with R.G. Stowers, founded a town they called **Callensville**. On September 12, 1846 Callen established its post office in this name which operated till February 1860. This com-



Map of Pendleton County, Kentucky Scale approximately 1:250,000



munity, however, could not compete with the new town of **Morgan Station** that was founded half a mile southeast on the newly arrived Covington and Lexington (L&N) Railroad in the South Fork valley.<sup>3</sup> Shortly after the arrival of the railroad and the opening of the local **Morgan** post office by Benjamin F. Hume (Callen's brother-in-law) on January 3, 1856, Callensville businesses began to move to the rail station site. Callensville lingered, a store or two at a time, into the twentieth century while Morgan continued as a fairly prosperous milltown and rail station (eight miles southwest of Falmouth) through the middle of the present century. Morgan's decline came with the decline in rail traffic and the closing, in 1957, of its post office. Only a church or two, a store, and some homes survive. **Morgan's** name origin is not known. It is possible that it was named for one or more of the four Pendleton County families listed in the 1850 Census.

For some obscure reason **Flower Creek**, believed to have been named by early explorers for the flowers along its banks, has, since its appearance in Lake's 1884 Atlas, been identified as **Flour Creek**. Just northwest of that stream's confluence with the Licking River (at or close to the junction of the present Ky 177 and the Flour Creek (sic) Road, 11 ½ miles north of Falmouth), Walter Fryer built his home and founded what, for a while in the 1830s, may have been known as **Flower Town**. This centered at his **Flower Creek** post office that operated between February 16, 1832 and March 1874.

From February 9, 1833 to April 8, 1842 Robert Rawlings operated a post office inexplicably called **Travellers Rest** just north of Richland Creek in the southeast corner of the county. On the latter date, its new postmaster, Robert Havilland, moved the office about a mile east to his store where the creek crosses the Harrison County line (a mile above the main Licking River but in Harrison County), and it and the community that grew up around it took the name **Havillandsville**.<sup>4</sup>

Another early post office name as yet unaccounted for is **Brass Bell** given to an office somewhere in northeastern Pendleton County. It was operated between May 27, 1837 and early June 1842 by James and Barney P. Bonar.

Almost nothing but a nearby rock quarry remains of a trading center and Ohio River landing called, variously, **Barker's Landing**, **Stepstone Landing**, **Motier**,

**Carnes** and **Carntown**. This was in the northeast corner of the county, just below the mouth of Stepstone Creek, some sixteen miles north-northeast of Falmouth. Its post office was established on July 5, 1839 as **Motier** [mawt/e/yer] with Francis Chalfant, postmaster, but the source of this name also remains unknown. However, one cannot but wonder if it could have honored the Marquis de LaFayette whose real name was Marie Joseph Paul Yves Roche Gilbert du Motier. LaFayette was the name of his family's estate in the Auvergne. The office closed in early 1872 but was re-established in early June of the following year by Hiram J. Carnes, a storekeeper. Jacob H. Carnes (1836-1908), a local miller and tobacco dealer, became postmaster in 1884 and had the name changed, in 1891, to **Carntown**. At this time the community and landing with three stores, a mill, hotel, and other businesses was called **Stepstone** and **Carnes**. The post office closed for good in April 1920. The resemblance of the creek bed to a series of stone steps is said to have suggested to early surveyors the name **Stepstone** for the local creek.

Several homes and the Concord Church are all that remain of a small village where Ky 159 crosses Kincaid Creek, four miles north of Falmouth. According to Baron, the first post office to serve this vicinity was **Licking Grove**, maintained by Alexander L. Pepper between March 12, 1840 and late April 1843. This was re-established the following March as **Ash Run**, named for the local ash trees. George J. Hitch was the new postmaster. The office closed again in mid-July 1857.

The next post office to serve this community, that by then was called **Concord**, was given the name **Penshurst**, for **Concord** was already in use by a Lewis County office. **Penshurst** operated between July 21, 1887 and mid-July 1903 with Perry Ingram, the first of its three postmasters. It seems fairly likely that **Penshurst** was named for the small village near Tunbridge in Kent County, England, the site of one of that country's great homes and show places, but this has not been confirmed and no reason for it has been found. After the office closed the community took the **Concord** name. The local store failed to survive the depression, and now only some homes and a church mark the site.

**Knoxville**, for a village and post office on the present Ky 467, half a mile from the Grant County line and thirteen miles west north-west of Falmouth, is another

name that defies explanation. Its first postmaster, William R. Fisk, had the office established in his store on July 19, 1848. Though it closed after only ten months, it was re-established in March 1860 and operated through November 1906. A couple of stores and the local church continue to serve this community.

On March 15, 1851 Grenberry Sharp established the post office of **Doudsville** [dowdz/vihl] which operated intermittently till mid-August 1880 on the present Ky 22, just yards from the Grant County line, and thirteen miles west of Falmouth. On April 25, 1883 cross-roads storekeeper Robert M. Crist re-established the office but as **Doudton**. It was undoubtedly named for a family of Douds but according to the 1850 Census, the only such family then lived in neighboring Harrison County. **Doughton** on current maps, is an obvious error.

Several stations on the Covington and Lexington (later the Kentucky Central and L&N) Railroad that followed the Licking River through the center of the county gave rise to post offices shortly after the line was completed in 1853. The first of these offices, DeMossville, has already been discussed.

The next was **Meridian**, ten rail miles north of Falmouth, which was established on February 14, 1885 with Heber Shoemaker, postmaster. With a name that remains unexplained, **Meridian** served a place that was little more than a store and a source of wood for the line's wood-burning locomotives. On March 27, 1860, however, this post office was moved one mile south to the site of **Boston Station** that had recently been opened to serve the Licking River Lumber and Mining Company's new sawmill. With William B. Roberts, postmaster, it assumed the name of the station which had been named for the Massachusetts home town of most of the company's stockholders. In 1872 the town that had developed around the mill, station, and post office was incorporated also as **Boston Station**. Around the turn of the century, excessive flooding led to the sale of the mill to W.A. Bradford and Christopher C. Hagemeyer who moved it to Butler.

By the late 1890s the station was known as **Lynn** though the post office and community remained **Boston Station** till the office closed in late January 1922. Over the next few years the community moved about half a mile west to the highway (soon to become US

27) and has been known simply as **Boston**. Its last business has since closed and only some homes remain. The source of **Lynn** is also unknown.

Two miles south of Boston-Lynn station was **Wright's Station**. Or at least this was the name given to its post office which operated from September 15, 1855 through March 1860. David Hardman was its first postmaster. Actually the station itself was better known in its earlier years as **Irving Station**, and was later called **Menzies Station** [mehn/zes]. The vicinity is still identified as **Menzies** on published maps though there is no longer anything there.

**Wright's Station** was probably named for Matthew Wright, resident and landowner. Elisha and Sallie **Irving**, landowners, are considered the source of that name. John W. Menzies, the late nineteenth century judge of Kentucky's Twelfth Judicial District, which included Pendleton County, also lived in this vicinity.

The **Morgan** post office serving the Morgans Station-Callensville area between 1856 and 1957 has already been discussed.

**Butler**, Pendleton's other incorporated community, is a fifth class city with an active post office and a 1990 population of 625. It too is on the river, just below the mouth of Lick Creek, and three rail miles northwest of the Boston Station site. The community can be traced to 1837 when the Ham brothers opened a store there and construction began on a lock and dam in what turned out to be an unsuccessful effort to make the Licking navigable. The settlement growing up around the construction was first called **Fourth Lock**. The town itself was established when the railroad was built through and, with the station, was named for former Congressman and Mexican War veteran William Orlando Butler (1791-1880) of Carrollton. Since **Butler** was then in use by a Fulton county post office, the Pendleton County office, established on March 10, 1857, with Richard M.J. Wheeler, postmaster, was called **Clayton**. This was for one or more county families whose progenitor, Coleman Clayton, is known to have been living in Falmouth in 1815. When John A. Shaw became postmaster on July 31, 1860 the office was renamed **Butler**. The town was incorporated as **Butler** on February, 1868 and soon became an important mill town and tobacco processing center.

Also on the Licking River bottom, across from the mouth of Kincaid Creek, and four rail miles north of Falmouth, was the community, station, and post office of **Catawba** [ke/tâh/ba]. This community was laid out in 1858 on fifty acres owned by Thomas L. Garrard and Charles Iliff and it and the station, on what by then had become the Kentucky Central Railroad, were given the name of a county, town, and several streams in North Carolina that had been named for an early Indian tribe of that state. Why that name was given to this place in Pendleton County, though, is not known. Pendleton's **Catawba** post office was established on September 22, 1858, with Richard T. Pettit, postmaster, and its community, like others on the rail line, became a fairly prosperous mill town and tobacco processing and shipping center till the end of the century. The office closed in 1933, and when the station later closed, the other businesses did too, and now only a few homes mark the site.

The last Kentucky Central station to have its own post office was **Levingood** on the east side of the South Licking Fork, four miles southwest of Falmouth. The post office was established on July 3, 1866 with William H. Scott, the first postmaster. Late the following May he was succeeded by Peter Levingood for whose family the station and post office were named. In 1906 Charles Broderick, then post-master, had the office moved half a mile north to what was then known as **Hayes Station**. By the late 1880s Irish-born Timothy Hayes, a Cincinnati distiller, had settled his family on land he had acquired in the South Fork bottoms where he built and operated another distillery. Since then some 800 acres of those bottoms have been known as **Hayes Valley**. However, the post office, which closed in mid-January 1909, remained **Levingood**. Half a mile north of Peach Grove on the present Ky 10, only a mile from the Campbell County line, was the old **Aspen Grove** post office. This served Nicholas Pettit's recently opened Aspen Grove Seminary from May 5, 1856 till July 1862, with Pettit and Nicholas T. Rouse as its only postmasters. On July 16, 1871 it was re-established by Joseph H. Dicken probably at the Peach Grove site where it continued to operate till July 1873. Meanwhile, Jacob H. Carnes opened another office at the Seminary site, calling it **Aspen**, but this operated only from February 7 through September 1872.

On January 27, 1875 the **Peach Grove** post office, named for the local peach orchards, was established by John Jones at the junction of Ky 10 and 154, 14 ½

miles north of Falmouth. It closed in March 1907. This viable community still has its store, garage, and church, and some nice brick homes.

The hamlet of **Gardnersville**, at the junction of Rts. 491 and 3184, 14 ½ miles northwest of Falmouth, was named for the local Gardner families. Its post office, operating from February 16, 1858 through October 1908, served several stores, a hotel, saloon, sawmill, wagonmaker, and other businesses. Stephen T. Price was its first postmaster, and in 1861 William Gardner also served in this capacity. A grocery, church, and Bowen's farm equipment store remain.

**Elizabethville**, which once had three stores, a post office, school, and flour mill, was on the Williamstown Road (now Ky 22), five miles west-northwest of Falmouth. The post office, established on July 19, 1862 by Willis Lovelace and probably named for one of several Elizabeth Lovelaces I the area, was just across the McGraw Road from the present Turner Ridge Church. The post office closed in mid-May 1903. The area now known as **Turner Ridge** may also have been called **Modock** for the local school, and **Oakhill** (ca. 1860). Only the church survives.

Then there was the hamlet and post office of **Dividing Ridge**, probably in the vicinity of the Pleasant Ridge Church on Ky 467, 9 ¾ miles west-northwest of Falmouth. Here a steam-powered mill, store, and cooperage were served by the post office between November 25, 1862 and sometime in 1896. James Stith was its first postmaster. There's nothing there now but the church.

Somewhere on Willow Creek, 3 ¼ miles south of the Licking River and 6 ¼ miles southeast of Falmouth, was a short-lived post office (from March 6, 1867 to September 1869) called **Flynnville** (according to the Post Office Registers) or **Flinnville** (according to the Site Location Reports and Census records). In either case it was probably named for its only postmaster John B. Flinn.

Nothing but homes remain of the one time village of **Batchelors Rest**, about a mile and a half east of the main Licking, and six miles east-southeast of Falmouth. This place, which had three general stores, two groceries, and a couple of flour mills, is said to have been named for the bachelors who used to sun themselves on benches in front of a local store. At least this name in the above spelling was given to the

post office established by Robert A. Stanly on May 16, 1870. On more recent maps the name has been spelled without the “t”. But one cannot rule out a family name origin; though there were no such families in either spelling in Pendleton County during the nineteenth century, the 1870 Census did list several Batchelors for neighboring Campbell, Kenton, and Boone Counties.

While the community was always *Batchelors Rest*, its post office was known as *Mains* between April 13, 1887 and its closing in mid-May 1903. This honored the family of Laban C. Mains (ne 1802), a Virginian who settled early in Bracken County. His son, Laban Mains, Jr., and Sarah S., who married one of the local storekeepers, N.D.C. Mains, were postmasters in the late 1870s and '80s, and undoubtedly were behind the name change.

The short-lived post office of *Greenwood Hill* (May 28, 1878 to April of the following year) and the later Greenwood School were at the junction of the present Ky 17 and 3185, seven miles north-northwest of Falmouth. Jasper N. Yelton was the first of its two postmasters. Whence the name is not known; no such families are listed in nineteenth century county records. There is nothing at the site now though it is still identified as *Greenwood* on published maps.

In the summer of 1879, John B. Pribble, a local tobacco dealer, requested a post office to serve what by then was the village of *Pribbles Cross Roads*, at the junction of the present Ky 1 and 159, eleven miles north-northeast of Falmouth. But the office was named *Mount Auburn*, for reasons as yet unknown, and operated from August 18, 1879 through January 1902. Authorization to re-establish the office as *Pribble* in late October 1902 was rescinded the following year. There is still a small community at this site with one or two stores though its county school closed in the early 1970s. The cross roads was named for the family whose Pendleton County progenitor, James Pribble, a Marylander (1762-1851), had settled there in 1817.

*Goforth* [goh/fawrth] was never more than a store, post office, church, and school on Ky 22, nine miles west of Falmouth. Now with only some homes and the Short Creek Church it continues to be one of Pendleton's onomastic enigmas. Was it named for one or more persons or families of this name? Some recall a William Goforth of Cincinnati who was early involved in efforts to develop Big Bone Lick as a tour-

ist attraction. Families of this name were found in several sections of Kentucky in the nineteenth century, but not in Pendleton County. Or could the place have been named for a slogan “Go forth and do battle” or something equally incitive? This, it has been said, may have been the origin of the family's name. Some family historians have referred to their progenitors in Cromwell's army as always being in its front line of offense or, as messengers, always relied upon to go forth on their missions. Anyhow, the local post office, established by Clarence E. Quick, operated from April 27, 1881 through September 1907.

A mile south of what is now called *Kincaid Creek*, in an area then called *Double Beech*, (probably on the present Ky 22, six miles east of Falmouth), storekeeper Charles Daugherty established a post office on March 2, 1882. Instead of his preferred name *Lantry*, for a local man, Thomas Lantry, it was called *Kinkead* instead, and it operated till mid-May 1903.

The orthographic discrepancy in the above can be traced back to the nineteenth century spelling of the stream's name which was also spelled *Kincade* and *Kinkade*. The stream, which heads some four miles into Bracken County and joins the Licking at Catawba, is said to have been named for a late eighteenth century hunter and trapper who had once visited the area. The original or proper spelling of his name and thus that of the stream is not known. Modern day families of this name spell it *Kincaid*, and this was the spelling of the stream's name on Munsell's 1818 map of Kentucky. In 1943 the U.S. Board on Geographic Names legitimized this spelling.

The first *Portland* post office and the later *Schuler* post office were at the junction of the present Ky 467 and the Greenwood-Portland Road, 10 ½ miles northwest of Falmouth. Alexander Orr, the local doctor, established the *Portland* office on August 6, 1884, but his choice of name has not been explained. In early 1891 William T. Stith moved the office a mile or two south, and it may have moved again, in 1897, closer to the *Dividing Ridge* whose postal responsibilities it assumed till it closed at the end of 1904.

In December 1891 the original Portland site got a new post office when *Schuler* was established by and named for John G. Schuler, its first postmaster. This lasted till the end of July 1905. What is now identified as *Portland* centers on a store on Ky 467, about halfway between its two post office locations.

To serve a community that was once known as *Mago* on the North Fork of the Licking, in the southeast corner of the county, Zeno Fisher established the post office he called *Magoburgh*. This was on October 20, 1885. On the 24th of the following month, however, he had the name changed to *Aulick* for a local family, one of whose members, Adolphus, succeeded him as the office's only other postmaster till it closed in September 1893. On July 7, 1897 another office was established for this vicinity which its only postmaster, William R. Spicer, wanted to call *Buda*. Instead he operated it, but only till March of the following year, as *Ernst*.

One can only guess at *Mago*; this was the ancient Phoenician name for one of the Balearic islands off the northeast coast of Spain. But why it would have been chosen for a small Kentucky post office is a puzzle. One may also only assume that *Ernst* referred to William Ernst of Covington (1813-1895), who had been president of the Kentucky Central Railroad and whose son, Richard P., was later to represent Kentucky in the U.S. Senate.

*Caddo* was the second of Pendleton's post offices that, inexplicably, bore the name of an American Indian tribe. Actually, it was the name of a loose federation of tribes sharing similar languages which, in prehistoric times, lived in an area between the Red River and Brazos valleys in east Texas, western Louisiana, and southwestern Arkansas, and whose name was also given to communities in several other southern states. Kentucky's *Caddo* was on Rt. 10, 8 ½ miles northeast of Falmouth, and its post office, between August 27, 1887 and mid-May 1903, served two mills, a store, and some other businesses. Henry B. Bonar was the first of its postmasters. Only the Pine Grove Methodist Church survives.

The Hightower family of northern Pendleton County gave its name to the post office serving a couple of stores in the old *Fruit Hill* community at the head of Blanket Creek in the southern part of the county. First postmaster James B. Henry's preferred name *Almont* was replaced by *Hightower* and this office operated between May 1, 1890 and mid-May 1903. Today there is nothing at this site, at the junction of the present Rts. 1053 and 3180, 8 ½ miles south of Falmouth. And it is not even identified on published maps.

*Ossipee*, *Pindell*, and *Pleasant Hill* are the names given to a vicinity around a one time store on Ky 159, eight miles north of Falmouth. No one knows how or

why these names were applied. Robert Wallace Owen was running the store on Pleasant Hill when, on May 21, 1890, he opened the *Ossipee* [ahs/ap/ee] post office. In June 1902 he had its name changed to *Pindell* [pihn/dell] and maintained the office till it closed in January 1905. To make matters more confusing, his choice of *Pindell* followed the preferred names of *Canton*, *Coney*, and *Central* which were apparently unacceptable to the postal authorities. Today the vicinity of just a few homes is still called *Pleasant Hill*, probably a commendatory name, but *Ossipee* and *Pindell* are virtually unrecalled.

*Ossipee*, an Algonquian name meaning "beyond water",<sup>5</sup> was the name of an Alamance County, North Carolina mill town, that was also founded in 1890, and that of the seat of Carroll County, New Hampshire. *Pindell* could have derived from *Pendell* or *Pendle*, the name of a hill in Lancashire, England, while *Pendleton* was originally a hilltop village in that same English county. Could Mr. Owen have known the ultimate derivation of his county's name?

A settlement with flour mill, store, and post office on the Licking River, eight miles southeast of Falmouth, was named for the many local McKinneys. The *McKinneysburg* post office was established on December 3, 1890 with Jacob D. Doubman, postmaster, about the time A.J. McKinney was running the local flour mill. Orie D. McKinney, a later postmaster, moved the store and office several hundred yards west. Nothing is there but homes now.

Back in the early 1890s four oak trees near Samuel Foley's store and sawmill on or near the present Ky 27, some three miles south of Falmouth, gave their name to Sallie Parker's new post office. *Four Oaks* closed in Mid-May 1903.

Serving the southwest corner of the county between June 23, 1891 and mid-May 1903 was the inexplicably named *Marcus* post office. William M. Thompson was its only postmaster. This vicinity, on Ky 330, nearly five miles southwest of Morgan, was settled fairly early in the nineteenth century; the local Baptist church, now called Crooked Creek, for the nearby stream, was organized in 1834.

*Wampum*, another post office with an unexplained name, served a mill and postmaster Ulysses Grant Willis' store where the present Lenoxburg Road

crosses Kincaid Creek, five miles northeast of Falmouth. It operated between August 27, 1891 and the end of March 1903.

The village and C&O station of **Ivor** [a:/ver], directly across the Ohio River from Moscow, Ohio and two miles north of Carntown, was named for a local farmer, David Ivor (ne England in 1832). John F. Rogers and Fred H. Thelke ran the post office there from January 12 to November 14, 1893. Ida Bell Gwynn re-established it on September 18, 1903 and ran it till mid-May 1909.

A post office called **Emery** was established on January 17, 1894 by William LaFayette Dawson some 3 ½ miles south of Butler and three quarters of a mile east of Grassy Creek's South Fork, perhaps in the vicinity of the old **Greenwood Hill** post office. In February 1895 James H. Moore had it moved two miles south to the present Ky 17, just southeast of the Mt. Moriah Christian Church, and five miles north-northwest of Falmouth, where it operated through January, 1903. Its name derivation is not known.

Instead of the preferred name **Caro** for their post office just above the mouth of Lightfoot Fork of the South Fork of Grassy (on the present Ky 1657, 7 ½ miles northwest of Falmouth), Mary J. and Henry C. Blackburn named their new post office **Tur**. The vicinity it served from July 2, 1895 through July 1905, which has long been unidentified on published maps, was sometimes called **Blackburnsville**. Although there is no verification of this, the name seems to have been derived from the Arabic **Jebel et-Tûr**, another name for the Biblical **Mt. Tabor**, the scene of Christ's Transfiguration.

Finally, we come to the post office of **Ezra** which operated from July 16, 1901 through February 1905. David Sargent, the local storekeeper and its only postmaster, had named it for his two year old son Ezra D. This vicinity, on the present Locust Grove-Gum Lick Road, just yards from the Grant County line, and thirteen miles west-southwest of Falmouth, was identified on the 1884 Lake map as **Orange Grove**, and is erroneously shown on current maps as **Ezera**.

## Conclusion

Only three of Pendleton's forty-one post offices are still in operation. Falmouth and Butler serve the county's only incorporated communities. The third is DeMossville. Fifteen discontinued offices were the center of onetime villages, while most of the others

served at least a country store, church, or school. One office – **Records**, named for a local family – was established by Robert W. Owen (later of Ossipee) on September 8, 1886 but is not known to have operated. Twenty-five of Pendleton's post offices closed in the first decade of the twentieth century, twelve in 1903 alone.

Local or area persons/families accounted for sixteen office names. Six offices were named for distant places while two were taken from nearby streams. Three names were geographically descriptive. One (probably two) offices were named for famous non-local persons. Thirteen names have not been explained. Two offices have not been located.

Seven post offices bore names not originally intended for them. Twelve served places with other names. Twelve had name-changes.

## FOOTNOTES

<sup>1</sup> The main channel of the Licking River which joins the South Fork at Falmouth was early called **North Fork** and the **Blue Lick Fork**, but later it became simply the **Licking**. The present **North Fork** which flows through Mason and Bracken counties and joins the main Licking where Bracken, Harrison, and Pendleton counties come together is a more recent designation. The **South Fork** was first called **Hinkston Creek**, a name now reserved for one of its Bourbon County branches.

<sup>2</sup> E.E. and Mary Louise Barton, "Place Names of Pendleton County," undated manuscript in the vertical files of the Kentucky Historical Society Library; E.E. Barton, manuscript on "Pendleton County Communities," ca. 1968; E.E. Barton, "Railroad History of Pendleton County," manuscript, ca. 1968.

<sup>3</sup> In its earliest days, the **Morgan Station** site may also have been called **Stowers Station** or even **Stowersville**.

<sup>4</sup> See Robert M. Rennick, **Kentucky's Bluegrass, A Survey of the Post Offices**, Vol. 2, Lake Grove, Or: The Depot, 1994, P. 64.

<sup>5</sup> George R. Stewart, **American Place Names**, New York: Oxford University Press, 1970, P. 349.

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Bell, Ethel of Falmouth, Ky., interviewed by the writer on October 17, 1978.

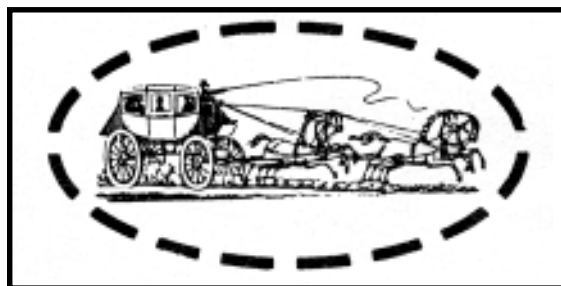
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## Hawaii Provisional Censor Mystery



Joe Edinger, 4716 Penn St., Philadelphia, PA 19124 reports the discovery of an unusual Hawaiian provisional censor marking with the letters "K.E.R." Originally thought to be a personal censor mark, the marking is now known to exist with at least two different officers' names and different numbers. Question: Can anyone shed light on the meaning of the letters "K.E.R." If so, please contact Joe direct at the address given above.

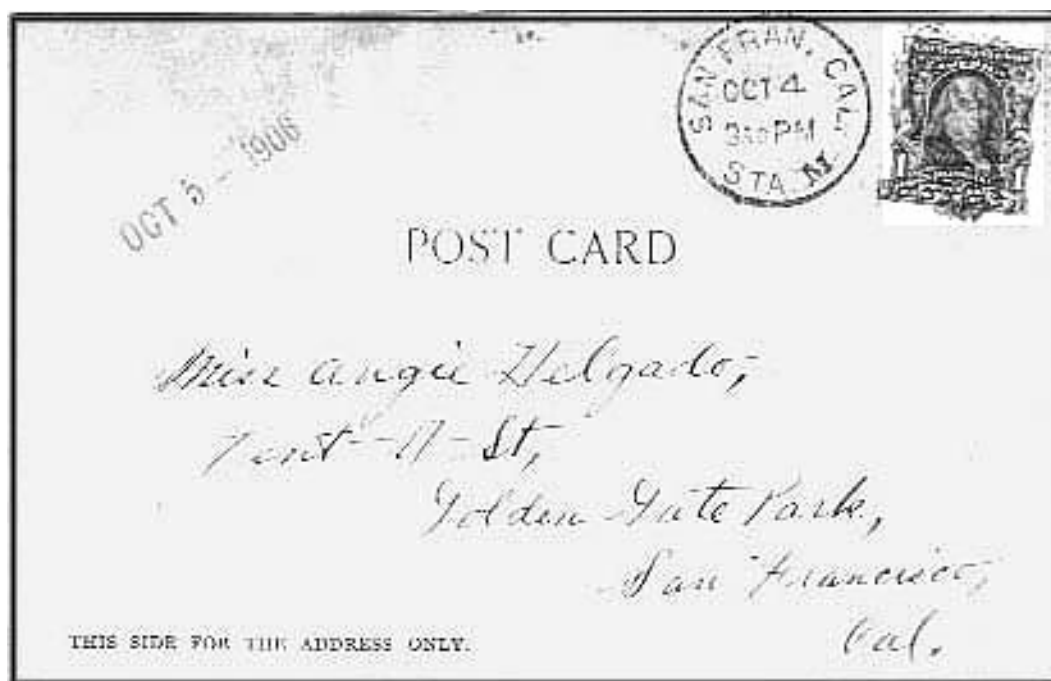


Figure 1. This post card bears the address of a resident of one of the refugee camps established to house displaced survivors of the San Francisco earthquake and fire of 1906.

## Auxiliary Markings: Refugee Camp Markings of the 1906 San Francisco Earthquake & Fire

by Randy Stehle

The topic of how the Post Office Department (POD) dealt with the aftermath of the devastating earthquake and fire that struck San Francisco in 1906 has been the subject of two prior articles by this author in *La Posta*. The first article appeared in the January 1990 issue (Vol. 20, No. 6, pp. 7-11) and dealt mainly with the use of the "Burned Out" auxiliary marking. The second article appeared in the July 1998 issue (Vol. 29, No. 3, pp. 54-63) and dealt with the restoration of normal delivery of incoming mail. It briefly touched upon the refugee camp situation, focusing on the then only known marking from one of the camps. The author had been unable to find any mention in his research of how mail was delivered to the refugees in the camps and had hoped that this marking would shed some light on the process. Unfortunately, it turned out to be a receiving mark and did not help illustrate how the piece of mail got there. Since that time several more refugee camp related markings have been discovered. They appear to show some type of additional help in their deliv-

ery. These markings had never been identified or even noticed prior to this article. Studying these markings may help illuminate how some refugees received their mail. This article is to be considered a research work in progress and is designed to alert the readership to the existence of these markings. It is also a call for the readership to send photocopies of any refugee camp usages they discover so a more refined analysis can be done.

On April 20, 1906, two days after the earthquake struck, and even before all the fires had been extinguished, the Information Bureau was organized. It was the official substitute for the city directory and also received and answered letters of inquiry. By April 23, about 1,000 people had already registered at its Ferry Depot office. It received daily reports from six official stations scattered throughout the city. The location of these stations was published in the local newspapers along with a plea for everyone to register only at these stations. By May 7, the Bureau had gathered 25,000 names in its card file, showing old and new addresses. It had a fairly high success rate,

with 60% of the inquiries being matched to their data. It makes sense that the Bureau would share its information with the POD. The treatment of mail matter either forwarded to a new street address or returned to sender appears to differ from that accorded to mail sent to the refugee camps. It is the author's belief that the Bureau somehow helped the POD locate refugees in the camps in order for them to deliver incoming mail. This help is probably responsible for the newly discovered markings.

In order to properly analyze these usages, it is necessary to understand how the refugee camps were organized. In the first days after the earthquake and fire, shelter, food and clothing was provided by various groups working independently. These groups consisted of various volunteer agencies, the American National Red Cross, the U.S. Army and the Sub-Committee on Housing the Homeless. The Army was in charge of the refugee camps until July 1, 1906, when Relief Committee briefly took over for a month. On August 1, 1906, the Department of Camps, Food and Warehouses took over. City parks and squares were chosen as the sites of all the camps. There was little loss or damage to these areas, and it was an advantage that municipal land was used. The use of private lands could have led to charges of favoritism and even graft. The only downside to some of the camps was their remoteness from centers of work. This hindered some of the refugees in their efforts to become self-supporting.

## The Golden Gate Park Refugee Camps

The post card shown in **Figure 1** illustrates one of the newly discovered refugee camp usages. The card was mailed in San Fran-

cisco on October 4, 1906 from Station M, which was located in the area just north of Golden Gate Park. The card was addressed to Miss Angie Delgado, Tent D St, Golden Gate Park, San Francisco, Cal. It also received a magenta "OCT 5 1906" marking in the upper left corner. On the date the post card was mailed, there were three refugee camps in Golden Gate Park. A complete list of all the official camps is

Number	Location	Opened or became official	Maximum population	Date of closing
1	Presidio, nr. Gen. Hosp.	May 9, '06	2053-May 9, '06	June 12, '06
2	Presidio, Tennessee Hollow	May 9, '06	910-May 9, '06	June 12, '06
3	Presidio, Ft. Winfield Scott (For Chinese)	May 9, '06	186-May 9, '06	June 12, '06
4	Presidio, Golf Links	May 9, '06	329-May 9, '06	May 20, '06
5	Golden Gate Park, Children's Playground	May 19, '06	3000-June 30 and Aug. 25, '06	Nov. 19, '06
6	G. G. Park, Speedway (For Aged and Infirm)	June 1, '06	835-July 14, Sept. 26, '06	Aug. 23, '07
7	G. G. Park, Lodge	May 19, '06	1606-May 30, '06	Dec. 17, '06
8	Harbor View	May 9, '06	2840-Aug. 25, '06	Jan. 11, '07
9	Lobos Square	May 9, '06	4933-June 18 to 22, '07	June 30, '08
10	Union Iron Works	May 9, '06	2240-Aug. 28 to 31 & Sept. 1 to 8, '06	Dec. 1, '07
13	Franklin Square	May 19, '06	1116-Nov. 23 to Dec. 1, '06	Nov. 6, '07
15	Fort Mason	May 19, '06	850-May 19, '06	June 12, '06
16	Jefferson Square	June 2, '06	2000-June 2 to 21, '06	Aug. 23, '07
17	Lafayette Square	June 2, '06	622-June 29 to July 1, '06	Feb. 2, '07
18	Mission Park (before cottages were built)	June 5, '06	295-June 5-6, '06	June 6, '06
19	Duboce Park	June 8, '06	650-Sept. 1-15, '06	Feb. 2, '07
20	Hamilton Square	June 5, '06	702-Dec. 3-8, '06	Aug. 31, '07
21	Washington Square	June 6, '06	593-Feb. 7-July 12, '07	Sept. 17, '07
22	Alamo Square	July 9, '06	857-Oct. 1, '06	Mar. 13, '07
23	Precita Park (Bernal)	July 6, '06	520-Feb. 25-May 8, '07	Oct. 11, '07
24	Columbia Square	July 11, '06	1500-Mar. 22 to July 12, '07	Nov. 26, '07
25	Richmond (Irregular boundary bet. 13th and 15th, Lake, and A Sts.)	Nov. 20, '06	4130-May 20, '07	Jan. 1, '08
26	Ingleside (Ingleside Race Track)	Oct. 9, '06	809-Nov. 22, '06	Jan. 22, '08
28	South Park	Dec. 3, '06	648-Feb. 15 to May 15, '07	Jan. 7, '08
29	Mission Park (after cottages were built)	Nov. 19, '06	1600-April 16, '07	Oct. 22, '07
30	Portsmouth Square	Dec. 18, '06	388-May 27-28, '07	Oct. 11, '07

11 A small unofficial camp at Bothin, Marin County.  
 12, 14 No camps were given these numbers.  
 27 Land at 18th and 20th and Potrero Ave., selected as a camp site but not used.  
 31 Garfield Park, selected as a possible site, but not used as an official camp.

Figure 2 Listing of refugee camps for survivors of the San Francisco earthquake and fire.

shown in **Figure 2**. This list along with most of the information used in this article came from a book entitled "San Francisco Relief Study". A nonprofit group whose aim was to examine the relief work in an attempt to learn from their efforts published it in 1913. This list is very useful in figuring out if a certain usage could be from a refugee camp. An example of this will be shown at the end of this article.

The three camps in Golden Gate Park are shown as numbers 5, 6 and 7 on the **Figure 2** list. The post card in question was not specifically addressed to a particular camp. The author believes that because of this the card received additional directory service. Let us examine some of the characteristics of these three camps in order to see if we can narrow down which camp the card was meant for. Camp 5, located at the Children's Playground and baseball grounds, opened May 19, 1906. This camp is shown on the **Figure 3** map. Golden Gate Park is in the middle left hand side of the map. Camp 5 is the western most of the two camps shown. A more detailed explanation of this map will follow below. Camp 5's maximum capacity was 3,000 people, which was reached on both June 30 and August 25, 1906. This camp consisted of 18 barracks, which had 16 two-room apartments in each one, for a total of 576 rooms. Extrapolating from other numeric data, these rooms should have housed approximately 900 people. The two-room apartments were separated by an eight-foot high partition. Each room was ten square feet. The front room had a window and a door, while the rear room had neither. In addition, this camp also had enough tents to house about another 2,100 people. It officially closed on November 19, 1906.

Camp 6, located at the speedway, opened on June 1, 1906, and was for the aged and infirm. It is not shown on the map. It was located west of the other two camps, near the Pacific Ocean. It could not have been the camp the post card was intended for, as will be explained shortly. Therefore, in the interest of keeping the map at its current scale (which is still too small), the western and southern parts of San Francisco were omitted. Camp 6 had a maximum capacity of 1,000 people, but never had a population exceeding 835, which it reached twice in the summer of 1906. This camp only had barracks, which were of the same design as those of Camp 5. Its twenty barracks therefore had 640 rooms and were never filled to capacity.

It remained open longer than most camps, due to the type of people it housed, finally closing on August 23, 1907.

The last camp in Golden Gate Park, Camp 7, was located at the lodge. It opened the same day as Camp 5, and is shown on the map directly east of it. Its stated capacity was 1,540 people, but its maximum population of 1,606, reached on May 30, 1906, exceeded this. This camp consisted only of tents, closing on November 19, 1906. As the **Figure 1** post card was addressed to someone living in a tent, Camp 6, which only had barracks, cannot be the correct destination. Either Camp 5 or 7 could have been the correct one. Also, please note that these camps were still open when the post card was sent. It may seem quite obvious, but the first thing to check when trying to identify a refugee camp usage is the operating dates of the camp versus the date on the piece of mail matter.

The map shown in **Figure 3** shows how San Francisco was divided into different sections for the relief effort. The city was divided into seven sections, indicated by large Roman numerals and bold dot-and-dash boundary lines. Section II, for instance, encompassed Golden Gate Park, the Haight-Ashbury (just east of the Park) and the northern portion of the Sunset District (just south of the Park). These sections were formed within weeks of the devastation and were used by all the relief groups to organize the distribution of food, bedding and clothing to both people in houses and the refugees in the camps. The large circled numbers show the amount of refugees in each section at the first registration in May 1906. The burned area is shown in the northeastern part of the city and is indicated by a solid heavy line with fine shading lines on the inside of the boundary. The refugee camps are all numbered per the list in **Figure 2** and are shown as a shaded area surrounded by a solid line. There are three other symbols used on the map of interest, though the author is not sure the map will reproduce well enough to see them. Hot meal kitchens are indicated by a circle with a cross in it. The main relief headquarters is shown with a © symbol. It is located directly beneath the Roman numeral IV in the middle of the map. The relief headquarters for each section is shown with a ž symbol.



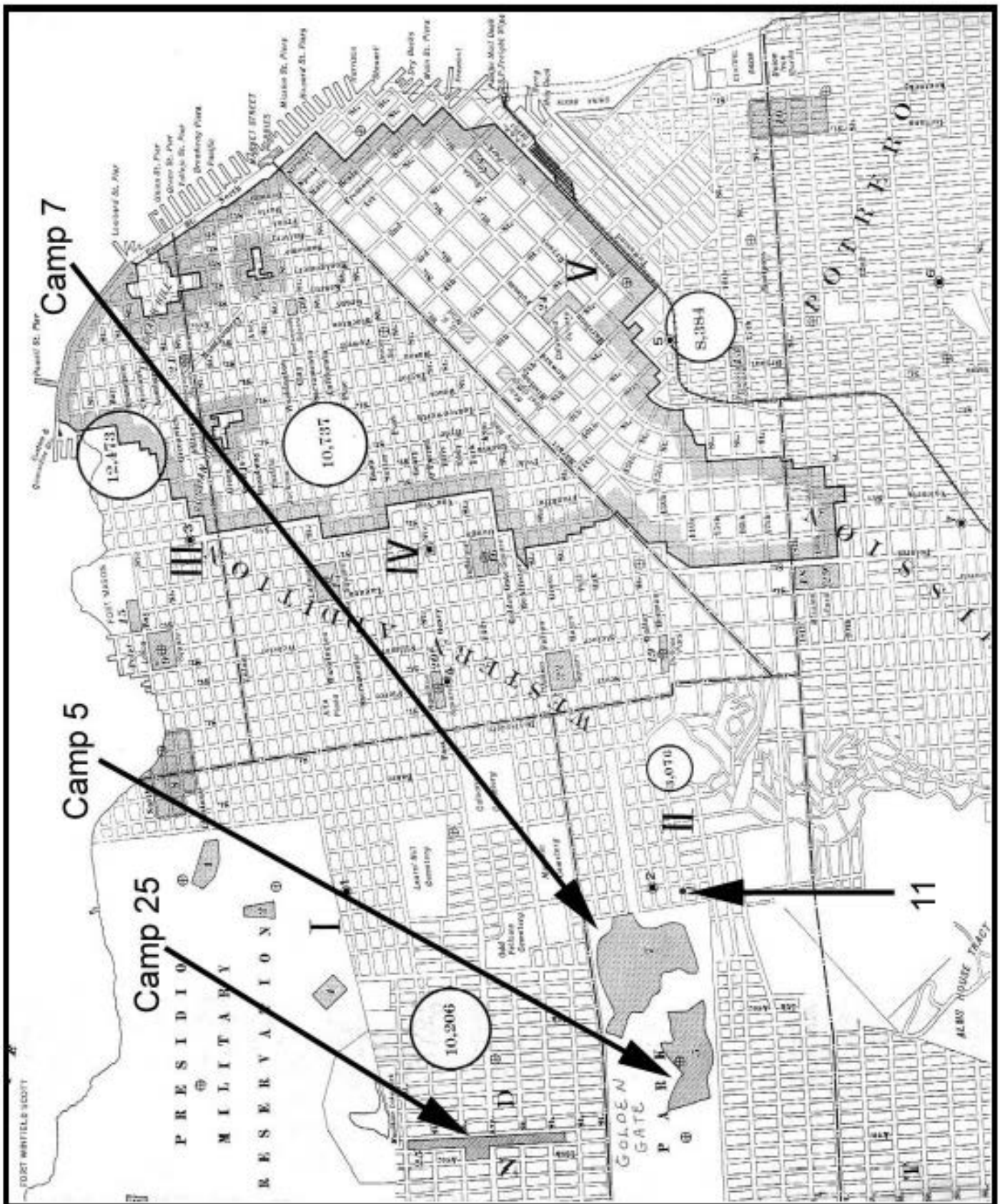


Figure 3 Map showing location of the burned area of San Francisco and the refugee camps. Camps described in this article are indicated by arrows.



Figure 4. Map of the San Francisco Bay area showing location of burned area and Golden Gate Park.

A map of the San Francisco Bay Area is shown in **Figure 4**. It shows the relative size and location of the burned area in relation to Golden Gate Park and surrounding cities. It also shows the railroad and ferry routes in and out of San Francisco.

### From Tents to Cottages

As mentioned above, the camps in Golden Gate Park consisted of both barracks and tents. Only Camp 5 had both, and a picture of it is shown in **Figure 5**. An effort to improve the livability of the tent camps was made in July and August 1906. It was then that the tents were floored and latrines installed. Washhouses were also built

that had hot and cold running water and showers. In order to live in one of the camps one had to be officially registered. The National Red Cross was in charge of the registration cards. The front of one of these cards from the first registration of May 1906 is shown in **Figure 6**. The card was to be filled out by the head of the family. It asks for his present location and where he lived on April 17, 1906, the day before the earthquake. Among other things, it also asked about employment, his financial situation and support system. The author strongly suspects that these cards were used to locate refugees for a variety of purposes. The reverse side of the card is shown in **Figure 7**. It asks about the other “adult bread winners” in the person’s family or party. Such information as their name, sex, age, and employment situation was requested. The author is not sure how those persons who did not qualify as “bread winners” were registered via these cards.

Another type of card, the Tent Record Sheet, shown in **Figure 8**, did ask for the names of all persons living in a refugee camp tent. (It is not known if similar cards were used for those living in barracks and cottages. Considering how well organized the entire relief effort was, it is highly probable that such sheets were used.) The cards ask for their residence before the fire, so a person could be tracked down. The same questions relating to employment were also asked on this card. In addition, an inventory of the tent was requested, which included items ranging from cots and mattresses to soap and candles. The bottom of



Figure 5 View of Camp 5 showing both barracks and tents.



FIRST REGISTRATION CARD (Face)				
NATIONAL RED CROSS				Food Station No. _____
General Register of Applicants for Relief, San Francisco, 1906				
Surname and given names of head of family.	Total number of persons for whom rations are asked:		Food Card No.	Date of this registration.
	Men.....	Children.....		
	Women.....	Aged, etc. ....		
Present location.		Former home or address on April 17th.		
Trade or occupation of head of family.	Age.	Nationality.	Union.	Former employer.
References, or other memoranda relating to employment:				
Membership in: (1) fraternal orders; (2) churches; (3) clubs:				
Address of friends to be communicated with:				
Present employment:	Is it steady?	Is applicant owner of real estate? If so, where?		
Plans for future:				
Relief supplied (other than rations, including transportation):				
Remarks:				

Figure 6 The front side of a National Red Cross Registration Card.

the sheet provided space for a record of their meal tickets, diet and health. The image of this sheet makes it appear too small to fit all the information requested. The actual size, though, was 16 x 20 inches.

By September 1906, cottages were replacing tents. Even the barracks were in disfavor, except for the ones that housed the aged and infirm. Therefore, the two camps in Golden Gate Park were closed in November and December of this year. There still was a sizable number of refugees in the camps – on January 1, 1907, their population numbered 14,245.

One of the new cottage camps, Camp 25, was opened on November 20, 1906, the day after Camp 5 closed in Golden Gate Park. These two camps were located only a few blocks apart, so it appears that the new camp took the refugees from the one that was closed. On the map, Camp 25 is located 1-1/2 blocks north of the Park. It had an irregular boundary and was basically 5-1/2 blocks long and one block wide, except for a one-block bulge towards its center. For those of you familiar with San Francisco,

FIRST REGISTRATION CARD (Reverse)				
Food Card issued.	Date			
	No.			
Data as to adult bread winners in family or party (not the applicant named on face of card).				
Name and sex	m/f	m/f	m/f	m/f
Age and nationality				
Trade or occupation				
Union				
Former employer				
References				
Present employment				
Future plans				
Remarks:				

Figure 7. Reverse side of the NRC Registration Card.

Figure 8. The Tent Record Sheet recorded the names of all persons living in a tent.

Camp Number _____		TENT RECORD SHEET TENT RECORD *															INVENTORY										Tent Number _____	
OCCUPANTS																												
No.	NAME AND RESIDENCE BEFORE FIRE	Age Sex	Employed at Earning	Relatives Earning	Unable to Work Cause	Would Work at	Will Repair and Sell if Given	Could Pay Rent	Food Clothing	Cash	Material	Blindfold	Bedding	Picture	Wash Bottle	Cooking	Tea	Books	Pan	Tin	Candle	Soap						
1																												
2																												
3																												
4																												
5																												
6																												

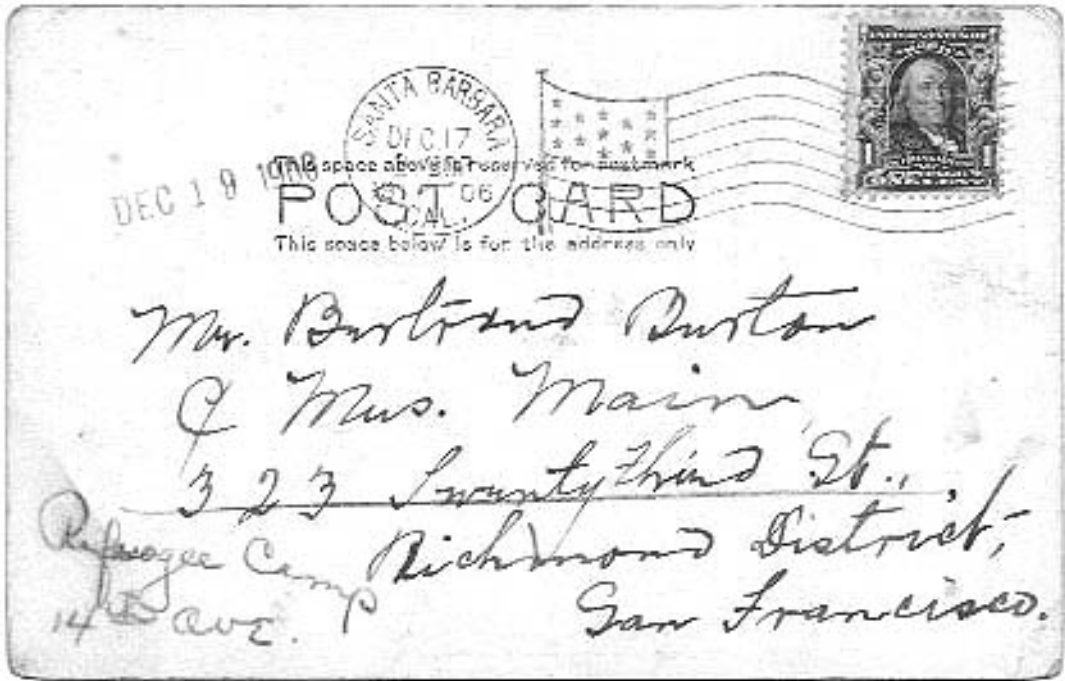
MEAL TICKET RECORD		DIET		HEALTH	
1	MEAL TICKET No. Date Diet Health				
2	MEAL TICKET No. Date Diet Health				
3	MEAL TICKET No. Date Diet Health				
4	MEAL TICKET No. Date Diet Health				
5	MEAL TICKET No. Date Diet Health				
6	MEAL TICKET No. Date Diet Health				

\* Actual size of sheet 26 x 30 inches

it was located between 13<sup>th</sup> Avenue (renamed Funston due to superstitious reasons) and 15<sup>th</sup> Avenue and Lake Street and A Street (renamed Anza Street). Nowadays, the area is mostly a wide six-lane street named Park Presidio that leads from Golden Gate Park to the Golden Gate Bridge.

Camp 25, known as Richmond (which was the name of that district of the city), consisted of 800 two-room cottages and 832 three-room cottages. This equaled a total of 4,096 rooms, which seems more than adequate to house the maximum population of 4,130 achieved on May 20, 1907. As Camp 5 had a maximum capacity of 3,000 people (which it filled in late August 1906), the newly opened Camp 25 could easily accommodate all of these refugees. Even when Camp 7 closed in December 1906, its inhabitants also could easily fit into Camp 25.

Figure 9. This post card was redirected to an addressee living in "Refugee Camp/14<sup>th</sup> Ave." The reference is to Camp 25.



An example of a post card that was redirected to Camp 25 is shown in **Figure 9**. This post card was sent from Santa Barbara, CA on December 17, 1906, to a Mr. Bertrand Burton c/o Mrs. Main, 323 Twenty third St., Richmond District, San Francisco. The street address was crossed out and "Refugee Camp/14<sup>th</sup> Ave." was written in indelible POD-issued pencil. Also, a magenta "DEC 19 1906" marking was applied in the upper left hand corner of the card. Several aspects of this usage need to be examined in more depth. First, the original address was incorrect. In the Richmond District all the numbered roads are called avenues, not streets. San Francisco does have numbered streets that run through the Mission district to the bay. It has proven to be a source of confusion to many and a headache to the POD. There is a Twenty-third Street in San Francisco, but number 323 puts it along the wharf. Since the sender of the post card wrote "Richmond District", he must have meant Avenue. Second, the forwarding address refers to 14<sup>th</sup> Ave. Camp 25, basically bordered 13<sup>th</sup> and 14<sup>th</sup> Avenues, except for that one-block bulge that bordered 15<sup>th</sup> Avenue. Therefore, the forwarding address is correct. See **Figure 10** for a picture of Camp 25, which clearly shows the cottages. Lastly, the magenta date that was applied to this post card was made by the same device as the one used on the **Figure 1** post card. By examining both cards, one can see that the markings have the same dimensions in terms of height and length. The numerals used for the day of the month have the same type of serified font. Also, the font used for the month is sans serif and the same. Even the number "1" in the year date is a bit high in both examples.



*Figure 10. A view of Refugee Camp 25 showing row after row of small cottages.*

Since there are only two known refugee camp usages that have these date markings, it may be difficult to figure out what their significance may be. There is one other refugee camp usage known, plus nine examples of the use of the "Burned Out" marking to be considered, though. The other refugee camp usage was shown in the last earthquake article in La Posta. It was a post card addressed to Camp Ingleside. There was no date marking on it, just a receiving mark from the camp. The important distinction between this usage and the two discussed in this article is the way the item was addressed. The Camp Ingleside card would have needed no further assistance to be delivered as it was correctly addressed. The Richmond Camp card (**Figure 9**) had to be redirected to the camp. It appears that the POD did the redirection, as a purple indelible pencil was used. The other card addressed to Golden Gate Park was problematic as there were three camps operating there at the time. Ideally, the correct camp should have been written on the card. As it was not, one can only speculate that the POD knew where "Tent D St" was.

The date marking does not appear to be applied by the POD. In the author's experience, the San Francisco post office only used such a marking to indicate receipt at the general delivery window. When this usage is seen, a "General Delivery" handstamp is also applied. If the general delivery window was handling the redirection of incoming mail, then other items should show similar usages. Significantly, none of the nine known "Burned Out" usages have this date marking. These usages show both the redirection of mail to a new address or the mail being returned to sender. No examples have been seen where the mail matter was redirected to a refugee camp. What this means is that something different happened to mail addressed to refugee camps. It appears that a problem with the address may be an important factor in receiving some additional treatment. It also appears that the POD may have had help in locating refugees, as evidenced by the date markings. Further study is required, and the author requests that photocopies of refugee camp usages be sent to him at: 16 Iris Ct., San Mateo, CA 94401. A follow-up article will appear if new information is developed.

### **Another Refugee Camp Marking?**

A case study in how to evaluate an item as being a refugee camp usage is now in order. An example of a post card that may be such a usage is shown in



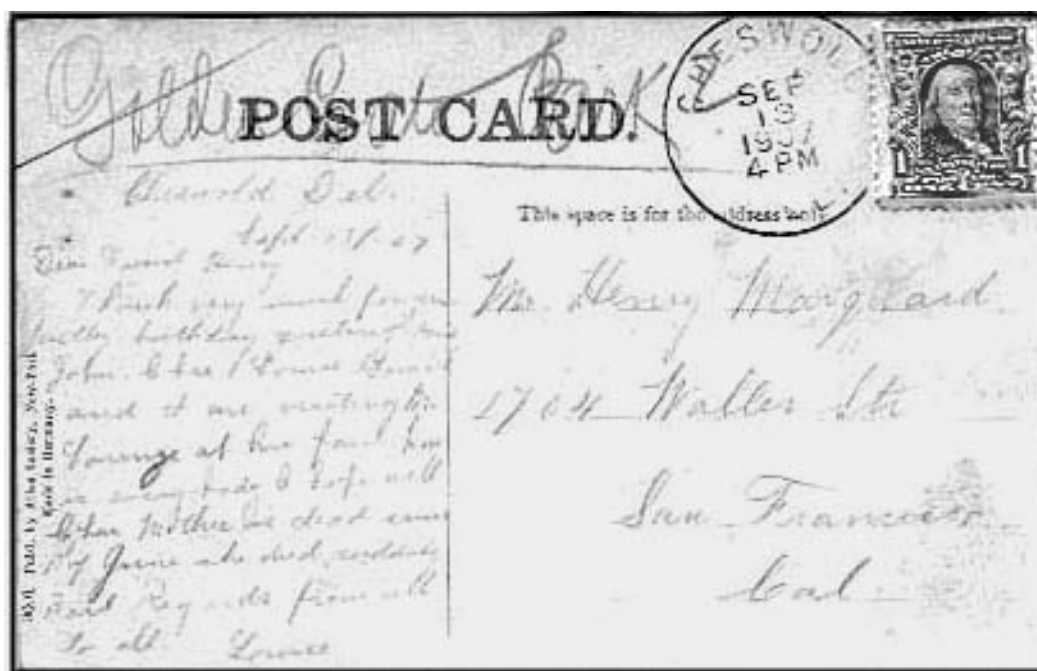
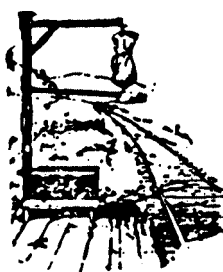


Figure 11. An example of a post card that was at first thought to be a refugee camp usage proved to be otherwise upon closer inspection and research.

**Figure 11.** This post card was mailed at Chesword, DE on September 13, 1907. It was addressed to Mr. Henry Marquard, 1704 Waller St, San Francisco, Cal. Along the top of the card, in purple indelible pencil, is written "Golden Gate Park" followed by what appears to be the number "2". When the author first saw this, he got very excited. The first step in evaluating this card is to check the list of camps to see if their dates of operation cover the date on the card. In this case, there is a problem, as the last camp in Golden Gate Park closed August 23, 1907, three weeks before the card was mailed. The author still hoped it was some late usage or that the addressee was connected to the relief effort in some way. Since the author has easy access to San Francisco city directories and the Federal census, he decided to look up Mr. Marquard. There were no city directories for 1904-1906. He first showed up in the 1908 city directory, listed as a butcher living at 1708 Waller Street. In the 1910 census he showed up at 1716 Waller Street, with his occupation given as a dealer in provisions. The author finally consulted a street map that reminded him that Waller Street was one block south of the world famous Haight Street. Its western portion ended when it ran into Golden Gate Park. It turned out that the 1700 block of Waller was on the end of the street that ran into the Park. This location is indicated on the map with the number eleven. It is just to the left

of the Roman numeral II. The author had never seen someone at the POD indicate the location of an address in this manner before. It seems unnecessary for a mail carrier to know this if he's just delivering mail on his route. Perhaps the "Golden Gate Park" notation was used to help sort the mail. This makes more sense, though it is still a unique usage in any case. Unfortunately, the possibility of a new refugee camp usage was disproved. The author believes that there are more such usages out there waiting to be discovered. One of the aims of this article is to make them easier to identify so that one day their story can be told.



## AUCTIONS WITH A DIFFERENCE

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# West Virginia Research Papers by Alyce Evans

**PENDLETON COUNTY**      **MOUTH OF SENECA**  
 UNION DISTRICT    ONEGO QUAD(M27)  
 640940E    4299500N    1566'

ESTABLISHED 5 Nov 1845-4 May 1875  
 RE: 28 May 1875-1 Apr 1978

1920 pop. 40

10th county created

Fr Joseph Harman 22 Nov 1869:  
 NORTH FK-1mi E  
 SENECA RUN- PO ON IT & 1mi FR MOUTH  
 RT4234 -END OF ROUTE  
 HOPEVILLE-14mi NE    HARPERS MILLS-9mi SE


Fr S P Dolly 30 Jun 1909:  
 N FK-1mi E    SENECA CR-PO ON S BANK  
 MACKSVILLE-3mi S    ONEGO-3mi W    TETERTON-2 1/2mi SW

Fr B S Bland 12 May 1942:  
 SENECA Cr-200 YDS NE    STAR RTS FR FRANKLIN, PETERSBURG  
 & ELKINS

**POSTMASTERS:**  
 AARON BOGGS  
 JOSEPH HARMAN  
 JACOB K RODMAN  
 JOSEPH HARMAN  
 JOHN W RAINES  
 JOSEPH HARMAN  
 JAMES F GILLESPIE  
 JOHN F GILLESPIE  
 GEORGE W ADAMSON  
 JOHN H MILLER

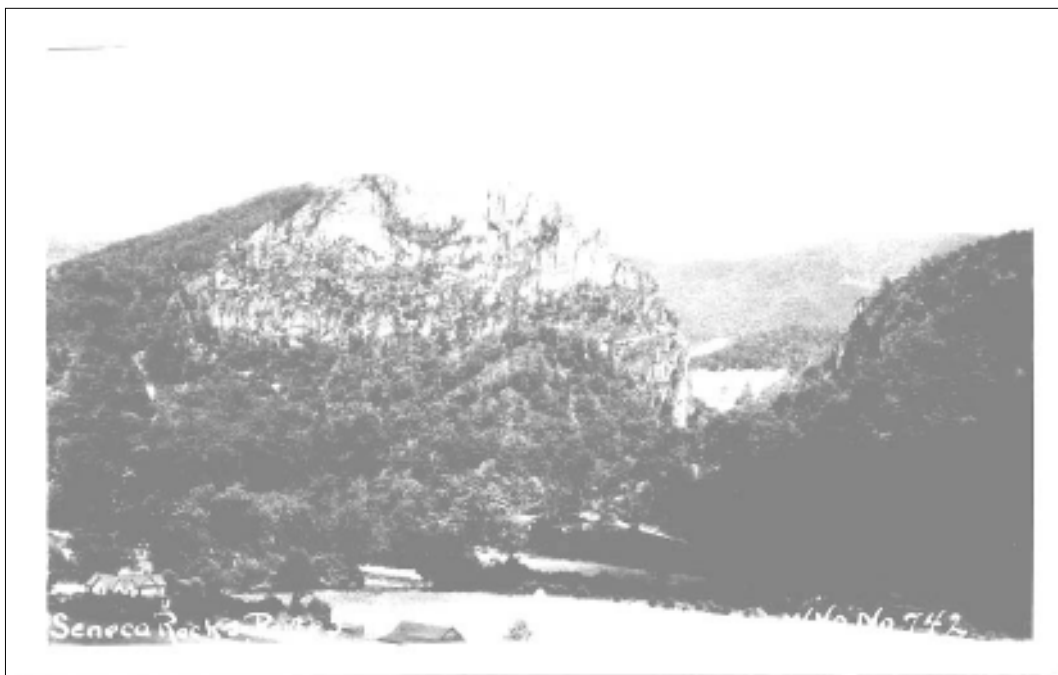
5 Nov 1845  
 7 Aug 1865-4 May 1875(DISC)  
 28 May 1875(re)  
 7 Jan 1876  
 28 Dec 1881    ARTHUR D MILLER  
 19 Jan 1883    SIMON P DOLLY  
 27 Sep 1887    DELMAR C HARPER  
 24 Oct 1887    BYRON S BLAND  
 3 May 1892    EULA L HARPER  
 6 Sep 1899    MRS MARY H TETER

12 Feb 1901  
 2 Aug 1901  
 6 Jun 1914  
 20 Oct 1933(d 12/3/58)  
 9 Jan 1959  
 14 Aug 1971

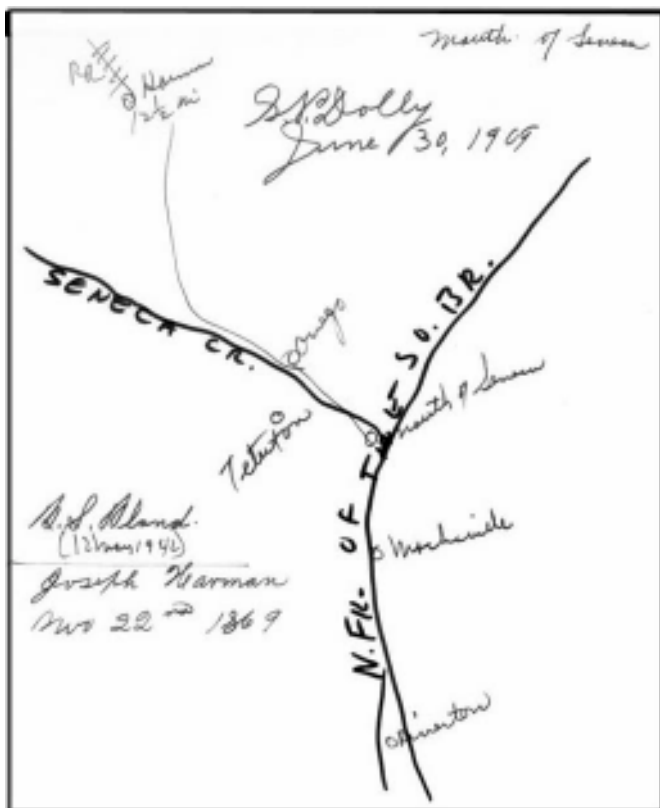



Postmarked at Mouth of Seneca on February 6, 1890. A duplex marker with a 3-ring target killer cancels a 2¢ green Sc. 213. Population at that time was 28 souls. Post office named for its location at the point where the mouth of Seneca Creek enters the North Fork of the South Branch of the Potomac River. Addressee with the quaint name of Kate Mouse, at Mouses, WVa. The name of the post office at Mouse's was changed to Pansy just 11 days after this cover was mailed.





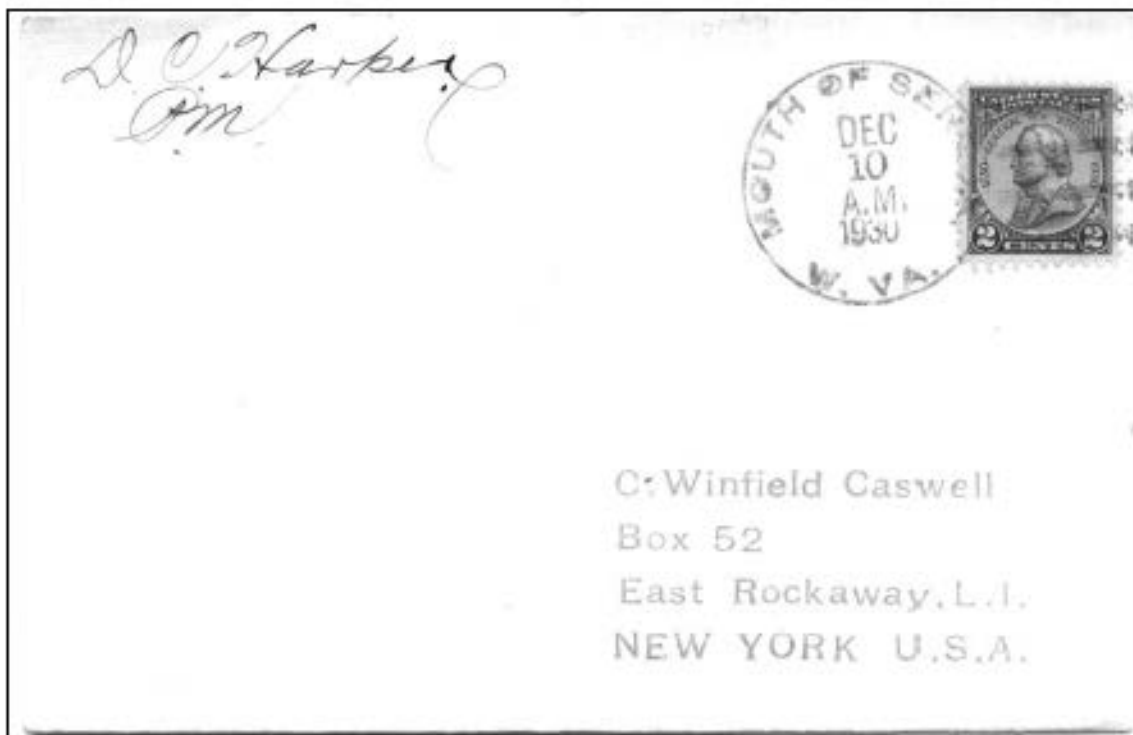
Photograph of Seneca Rocks on reverse of postcard with Mouth of Seneca 4-bar duplex townmarking and cancel, dated August 14, 1936. Seneca Rocks is a well-known landmark in West Virginia, and was described by Porte Crayon, the pseudonym of General David Hunter Strother, a famous mid-19th century soldier, writer, engineer and statesman, as the "loftiest and grandest specimen of the peculiar rock work to be found" (in the North Potomac Valley). The rocks are composed of extremely hard Silurian Age quartzite, and the two 900 foot rock chimneys are a challenge to rock climbers. During WWII they were used to train American troops for special assignments, and are still used seasonally by the nearby Seneca Rocks Climbing School.



A 1909 sketch of Mouth of Seneca post office location prepared by Postmaster Simon P. Dolly. The tracings are from signatures of various postmasters on POD correspondence. Because of its unusual name, many collector-inspired covers were processed at this small village. In 1920, the population was 40, an increase of only 12 people over its 1890 census.



Commercial cover postmarked Mouth of Seneca March 2, 1908. The 27.5 mm. townmark was used on a 2¢ carmine U412 envelope.



This cover is an example of a philatelic cover prepared for collectors to obtain an interestingly named townmarking. It is signed by the postmaster, Delmar C. Harper, who held the post for 19 years from 1914 to 1933. The Mouth of Seneca 31 mm. postmark is a 4-bar magenta duplex, dated December 10, 1930, and ties a 2¢ Sc. 689.

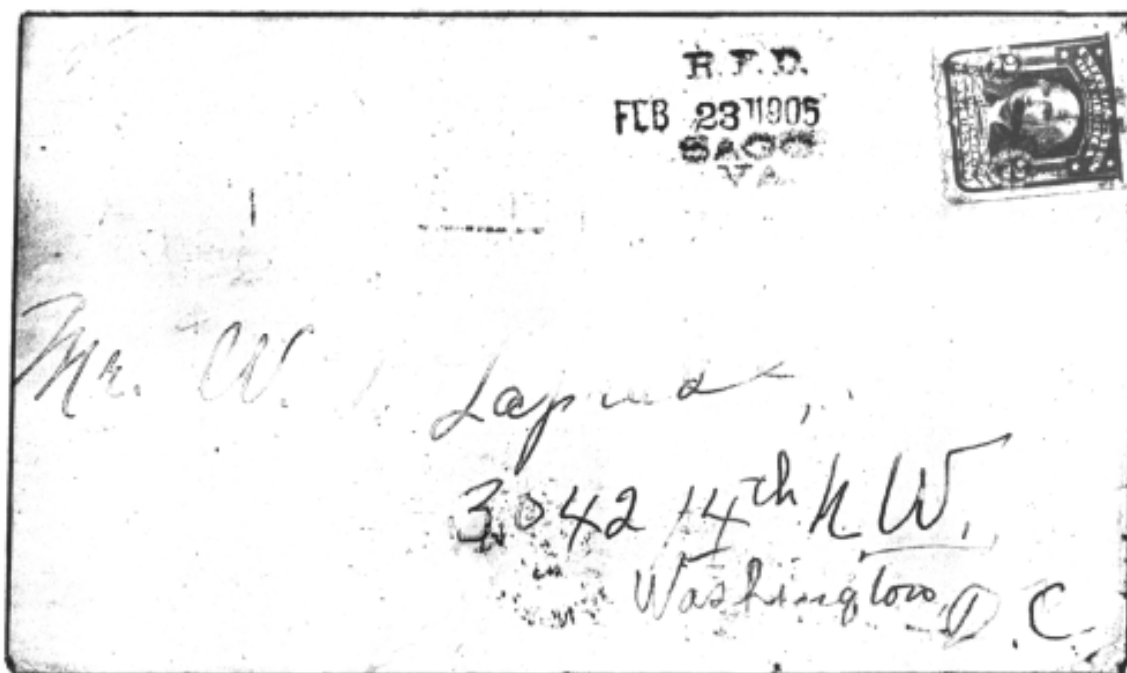


Figure 1 Cover handled by the RFD carrier from the Sago, Virginia post office, February 23, 1905, to an addressee in Washington, D.C.

## Portrait of a Dying RFD Canceler: Sago, Virginia - 1905

by Michael Dattolico

Most of us who collect and value RFD covers regard Harold Richow's catalog as the most comprehensive work on the subject. Edith Doane's publication is also an accurate guide for county RFD operations established in the early years of the 20<sup>th</sup> century. Obviously, both books are somewhat obsolete, since information about new finds has become available. Facts about today's "unlisted" finds will eventually be added to those books to make them current. But the thrill of finding new RFD pieces will always be an exciting event. That was my reaction when I found the three RFD covers featured in this article. They are shown as *Figures 1* through 3.

The three envelopes were handled by the Sago, Virginia rural carrier from February through July, 1905. They were addressed to Washington, D.C. Sago was a small village located in Franklin County, Virginia, near the North Carolina border. George Cram's 1900 atlas, which listed the 1900 census, indicated that Sago had ten people living here at the time. It's likely that Sago's population was much larger when its rural carrier handled the featured covers. Postal records show that Sago had an operating post office from 1878 to 1940.

The letters were mailed by George W. Laprade to a relative in Washington, D.C. Laprade lived in Rivermont, Virginia, a village not far from Sago. A post office operated at Rivermont from 1894 until 1907, and an RFD route was active in 1904, according to Richow.

Laprade's mail may have been handled by the Rivermont post office before 1905. Why the Sago carrier began to pick up his mail is unknown. It could simply be that Rivermont's post office reduced its service area, thus excluding Laprade from its rural route. Or it could be that if Rivermont's rural services ended in 1904, arrangements were officially made for the Sago post office to pick up mail formerly within Rivermont's range. What is not clear, however, are the inclusive dates during which the Rivermont and Sago RFD routes operated.

The Sago RFD route itself is not listed in Harold Richow's book, causing one to wonder exactly when the Sago rural route was established and how long it was in operation. The answer to those questions might explain why the cancels seen on the three covers reflect such a misshapen appearance.

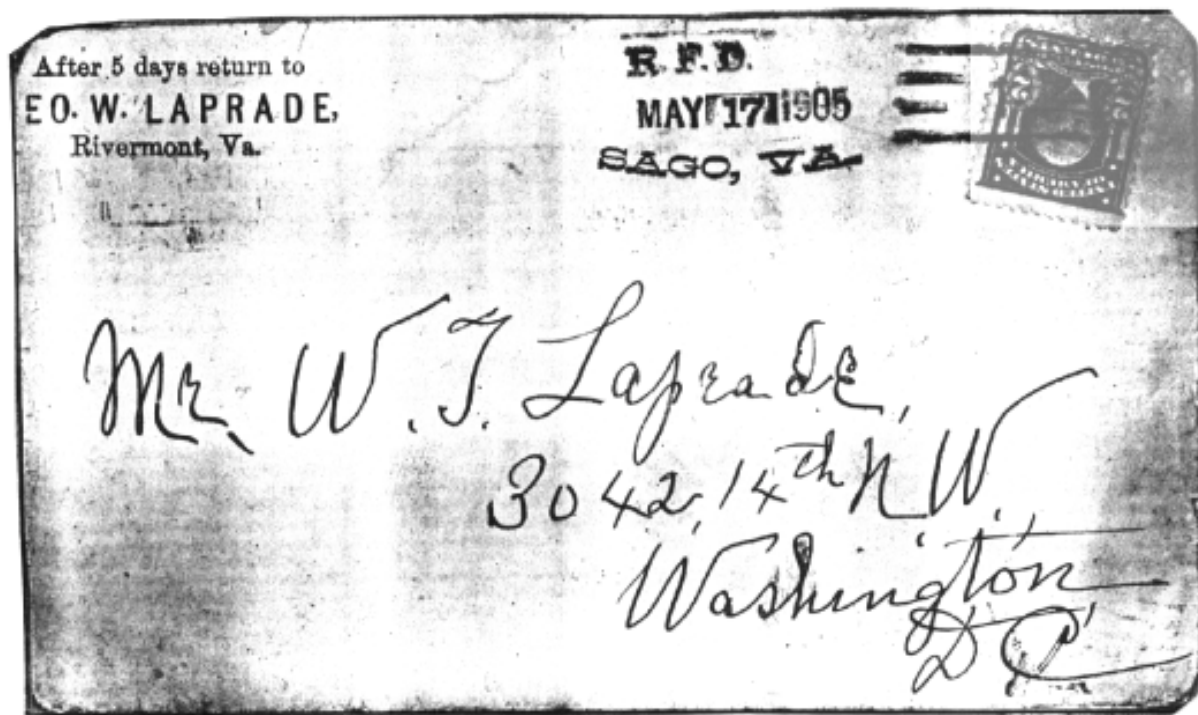


Figure 2 Letter picked up by the rural mail carrier from Sago, Virginia, on May 17, 1905. Note the distinct change in the canceler from the cover shown as Figure 1.

**Figure 1** is dated February 23, 1905. It appears to be a standard RFD canceler provided by the POD sometime between 1900 and 1903, when uniform devices were given to rural carriers. It should be remembered

that after July 1, 1903, the POD instructed rural carriers to either continue using the devices previously provided to them by the post office department, use an indelible pencil, or buy their own markers. One

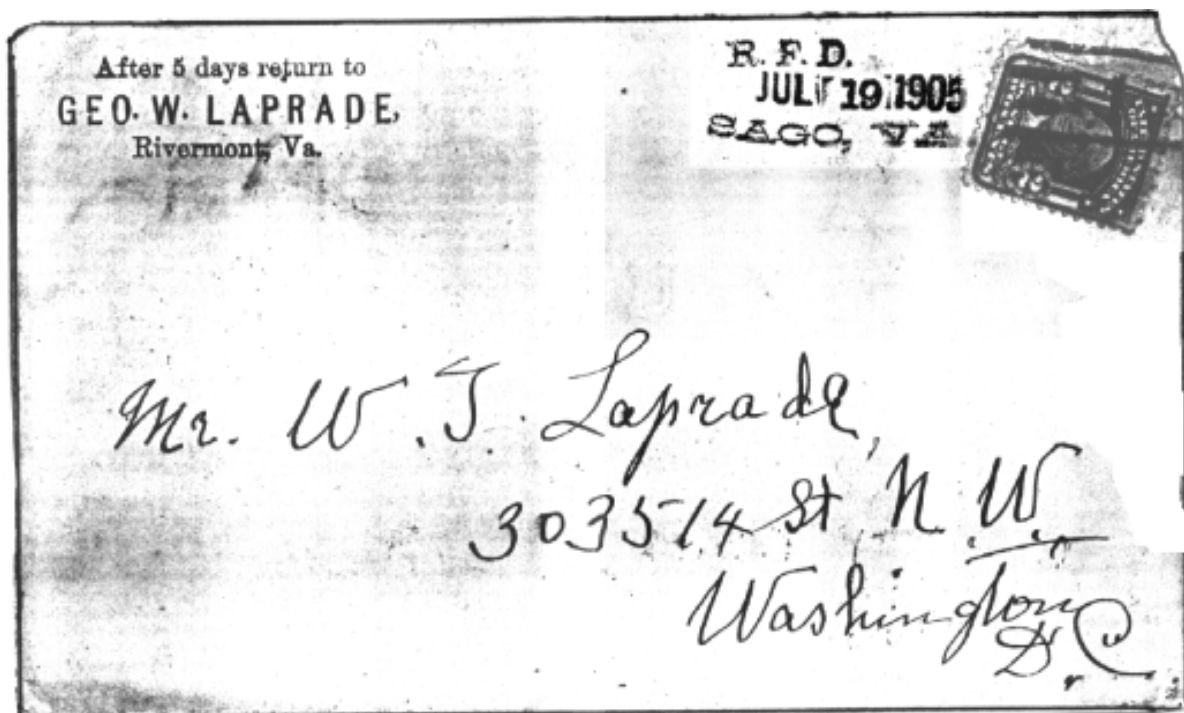


Figure 3 A cover handled by the Sago, Virginia RFD mailman on July 19, 1905. The RFD marking is different from the two previously shown examples.

might assume that the Sago carrier decided to continue using his old canceler after 1903, even though it was badly deteriorating.

Upon close inspection, the **Figure 1** cancel's damage seems confined to the dater portion of the device. The month abbreviation, "FEB", has slid far to the left, while the day and year numerals have shifted close together. The year numeral also seems to ride a bit higher. Also, the 4-bar killer seems out of line with the rest of the cancel.

The **Figure 2** canceler used on May 17, 1905, almost seems to be a totally different device, although it is the same one that has been repaired. Note that the month, day and year portion has been shoved closer together. Whereas the date in **Figure 1** begins far to the left, the **Figure 2** date has been pushed to the right. But the most significant change concerns the town name and state abbreviation. **Figure 2** shows them on the same line, almost in a "rocking chair" fashion, although that was probably accidental. The 4-bar trailer is still out of kilter with the rest of the cancel.

The **Figure 3** cancel, dated July 19, 1905, was in the worst shape of all. The "R" in RFD has slipped lower than the other two letters. The date line has shifted even farther to the right. The "Sago, Virginia" is still bowed in the center. But perhaps most noticeable is the 4-bar killer. It is now very close to the letters of the cancel.

All RFD collectors like the clean, clearly struck cancels. But finding a small selection of the same rural cancel which is definitely on the verge of falling apart can be instructive, too. I wonder how long the device remained in one piece before the carrier shifted to an alternate canceler.

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## Doane Cancel Updates

Collection and study of Doane Cancels continues to attract adherents in our hobby and a recent inquiry through one of the more popular search engines turned up over five hundred references on some two hundred different websites to the term "Doane cancel" on the Internet. Two sites are particularly worthy of attention. Gary Anderson maintains a website devoted entirely to the study and collecting of town cancels and features detailed listings of Doane cancels from several states at <http://www.towncancel.com/doane.html> and Charles Boubelik has state listings of Doane cancels used in Colorado, Wyoming and Utah at <http://www.collectors-mall.com/cfb/cfb.htm>.

From time to time *La Posta* receives questions regarding a possible revised edition of our 1993 listing, *United States Doanes*. The book was the product of a monumental research effort undertaken by perhaps hundreds of individual collectors working through a

few dozen state coordinators. Unfortunately, several of the state coordinators have since died or given up their interest of Doanes, and a complete revision of the original text would require rebuilding almost from the ground up.

What we can do, however, is publish revisions on a state by state basis, and thereby work toward the date when sufficient new data might be accrued to warrant a new publication. To this end, we are pleased to present revised Doane cancel listings of Alaska by David McCord, and Texas by Jack Smith, Sr.

The format used by the compilers differs. David McCord reproduces the original *United States Doanes* listing and updates it through the addition of new information, which he then relates to examples held in his own extensive collection. Jack Smith presents only data not previously listed in *United States Doanes*.

### Alaska Doane Updates by David McCord

	Type <sup>1</sup>	No.	Earliest <sup>1</sup>	Latest <sup>1</sup>	My earliest	My latest
Afognak	2	1	24 Jul 1905	17 May 1928*	3 Aug 1908	17 May 1928**
Amalga	3	1	29 Dec 1905	16 May 1915	22 Oct 1907	22 Nov 1909
Baldwin	3	1	20 Aug 1906	24 Apr 1907		
Catalla	2	1	23 Jun 1904	13 Jul 1907	16 Oct 1905	10 Jun 1907
Chatham	3	1	21 Jun 1906	2 Feb 1932	5 Jul 1906	15 Jul 1915
Chena	2	1	6 Feb 1905	15 Jun 1917	27 Jul 1906	4 Apr 1910
Chicken	2	1	25 Apr 1905	25 Apr 1917	25 Apr 1917	25 Apr 1917**
Cleary	3	1	25 Sep 1906	14 Nov 1911	14 Sep 1907	8 May 1909
Council	2	3	17 Aug 1905	8 Aug 1910	8 Aug 1910	8 Aug 1910**
Dahl	3	1	7 Aug 1906	15 Feb 1910	5 Aug 1907	5 Aug 1907
Deering	3	1	24 Aug 1906	24 Aug 1909*	1 Aug 1907	24 Aug 1909**
Dolomi	3	1	11 Feb 1907*	3 Jul 1917	25 Mar 1907	1 Sep 1914
Dutton	3	1	29 Aug 1907	29 Aug 1907		
Fairbanks	2	15	30 Sep 1904	15 Aug 1906*	8 May 1905	15 Aug 1906**
Fairbanks	3	15	22 Sep 1906	1 Dec 1906	22 Sep 1906**	29 Nov 1906
Fairbanks***	3	1	9 Mar 1907	25 Aug 1907	26 Mar 1907	24 Aug 1907
Fort Liscum	2	2	29 Aug 1905*	3 Feb 1906	1 Sep 1905	3 Feb 1906**
Gakona	3	1	1 Apr 1906	3 May 1908		
Hope	2	1	14 May 1905	3 Apr 1911		
Kake	2	1	25 Jul 1904	4 Apr 1911	7 Jan 1907	19 Jul 1910
Kayak	2	3	30 Nov 1905	30 Nov 1905	30 Nov 1905**	30 Nov 1905**
Kenai	2	1	25 Jun 1904	19 Jul 1910	16 May 1906	17 Apr 1910
Kiam	3	1	21 Sep 1907	21 Sep 1907		
Killisnoo	3	2	2 Feb 1906	3 Aug 1917	9 Aug 1906	17 Jun 1914
Knik	3	1	?? Feb 1908	10 Aug 1911		
Kodiak	2	3	26 Mar 1904*	5 Aug 1912	6 Aug 1905	1 Jul 1912
Kugarok	3	1	4 Aug 1906	18 Aug 1906		
Landlock	3	1	27 Sep 1907	3 Sep 1908		
Latouche	2	1	13 Aug 1905	27 Apr 1909	3 Jun 1907	7 Dec 1908
Loring	2	2	20 May 1905	26 Jun 1912*	8 Aug 1907	26 Jun 1912**
Metlakatla	2	1	9 Jan 1905	6 Aug 1912	17 Dec 1906	15 Jul 1911
Nizina	2	1	13 May 1908	3 Jun 1912		
Orca	3	3	10 May 1908	24 Jun 1908*	24 Jun 1908	24 Jun 1908**
Petersburg	3	3	3 Feb 1906	14 Dec 1908*	7 Nov 1906	14 Dec 1908**

	Type <sup>1</sup> No.		Earliest <sup>1</sup>	Latest <sup>1</sup>	My earliest	My latest
Quinhagak	3	1	20 Dec 1906	26 Jul 1916		
Rampart	2	3	16 Jun 1905	16 Feb 1906*	21 Aug 1905	16 Feb 1906**
Saint Michael	2	5	5 Jul 1905*	21 Sep 1908*	5 Jul 1905**	21 Sep 1908**
Sandpoint	2	1	12 Feb 1905	16 Dec 1909	6 Apr 1905	6 Apr 1905
Seldovia	3	1	30 Aug 1907	5 Aug 1912	4 Sep 1907	19 Aug 1908
Seward	2	1	6 Jul 1904	23 Dec 1905	5 Jun 1905	11 Dec 1905
Seward	3	7	8 Mar 1906	1 Dec 1911	8 Mar 1906**	30 Mar 1911
Shakan	3	2	7 Jan 1906	26 May 1907		
Solomon	2	1	10 Apr 1905	15 Jan 1911*	26 Feb 1908	15 Jan 1911**
Tanana	2	2	15 Dec 1904	2 Feb 1912	12 Aug 1907	15 Jul 1911
Tin City	2	1	13 Aug 1906	4 Aug 1907*	4 Aug 1907	4 Aug 1907**
Tolovana	3	1	25 Oct 1906	25 Oct 1906		
Tonsina	2	1	16 Dec 1906*	16 Sep 1909	16 Dec 1906**	17 Mar 1908
Tyonok	3	1	13 Jan 1907	21 Sep 1907		
Unalaska	3	2	16 Mar 1907	9 Jul 1910	18 Oct 1909	18 Oct 1909
Unga	2	1	23 Sep 1906	11 Sep 1937*	19 Sep 1907	11 Sep 1937**
Windham	2	1	30 Nov 1904	7 Jan 1908		

<sup>1</sup> Source: *United States Doanes*, by Richard W. Helbock, 1993.

\* Date shown in source (<sup>1</sup>) changed to reflect new finds.

\*\* Matches earliest or latest cancellation.

\*\*\* Doane mimic<sup>1</sup>

## Texas Doane Updates by Jack Smith, Sr.

STATE	Post Office	Type	No	Earliest Date	Latest Date
TX	Aid	2	?	10 Apr 1908	
TX	Alexander 2	?		2 Aug 1907	2 Dec 1908
TX	Anchorage 1	1?		22 Feb 1909	
TX	Armim	3	5	13 Nov 1906	
TX	Atoka	2	1	27 Dec 1908	
TX	Blessing	1	1	26 Jul 1907	23 Aug 1907
TX	Blessing	2 ?		21 Sep 1907	
TX	Bomar	2	1	22 Oct 1908	20 Apr 1909
TX	Boyce	3 ?		8 Jul 1909	
TX	Breslau	2 ?		16 Dec 1907	
TX	Brogado	1	1	19 Oct 1906	
TX	Brownfield	2	1	5 Oct 1907	
TX	Bryson	2	3	7 Sep 1907	
TX	Calaveras	3	2	2 Apr 1907	
TX	Camp San Saba	2	1	31 Oct ?	
TX	Carney	2	1?	17 Nov 1908	
TX	Casablanca	1	2	10 Nov 1904	
TX	Cawthon	2	1	9 Mar 1907	
TX	Chalk Mountain	3	2	7 Dec 1911	
TX	Colburn	2	2	20 Sep 1907	
TX	Creole	1	1	20 Feb 1904	
TX	Dan	2	2	19 Apr 1905	
TX	Deadwood	2	?	6 Apr 1911	
TX	Devers	2	?	17 Dec 1907	8 Feb 1908
TX	Deweese	3	1	10 Aug 1907	21 Apr 1908
TX	Doan's	3	2	21 Aug 1909	
TX	Dowell	3	2	28 Aug 1905	
TX	Dudley	2	?	30 Jul 1910	
TX	Ebony	2	1	19 Dec 1909	
TX	Eckert	2	1	19 Jun 1905	
TX	Eldorado	3	?	4 Jan 1907	
TX	Elkhart	3	5	17 Sep 1907	2 Dec 1907
TX	Eureka	1	2	15 Mar 1904	
TX	Files	2	2	27 Mar 1905	
TX	Fisk	3	1	29 Dec 1908	29 Mar 1908
TX	Garden City	2	4	11 Jun 1909	15 Jun 1909
TX	Gouldbusk	3	1	6 Dec 1906	
TX	Grigsby	3	1	8 Apr 1908	
TX	Grovesville	3	1	28 Mar 1912	

STATE	Post Office	Type	No	Earliest Date	Latest Date
TX	Hamilton Pool	2	?	3 Feb 1908	
TX	Harlingen	2	1	5 Oct 1905	
TX	Hasse	3	2	30 Jul 1907	
TX	Henze	2	1	15 Apr 1909	
TX	Hobson	2	2	1 Apr 1907	
TX	Hunter	3	2?	18 Dec 1907	
TX	Iolanthe	2	2	10 Aug 1907	7 Aug 1909
TX	Kenney	2	3	17 Jul 1911	
TX	Lake Creek	2	3?	20 Dec 1910	
TX	Lueders	2	2	27 Nov 1907	
TX	Lynn	2	2	12 Feb 1906	
TX	Lyra	3	4	21 Jun 1907	
TX	Lytle	3	4?	6 Jun 1910	
TX	Macdona	1	2	9 Mar 1908	
TX	Markley	1	2	20 Apr 1909	
TX	Martinsville	2	1	12 Feb 1907	
TX	McCaulley	3	?	21 Sep 1907	
TX	Mesa	3	4	5 Jan 1909	
TX	Midfields	2	?	19 Jun 1909	
TX	Miller Grove	3	2	2 Nov 1909	13 Dec 1911
TX	Monahans	3	5?	21 Dec 1909	
TX	Morgan Mill	2	2	5 Mar 1909	
TX	Munger	2	2	19 Oct 1908	
TX	Nopal	3	2	15 Apr 1907	
TX	Oak Hill	1	1	1 Oct ????	
TX	Oran	1	1	?? Mar 1910	
TX	Ottine	3	3	9 Oct 1908	
TX	Paloduro	3	2	29 Jul 1908	6 Sep 1908
TX	Pendleton	3	3	2 May 19??	
TX	Rayland	3	2	5 Jan 1910	
TX	Ridgway	3	2	20 Nov 1907	3 Dec 1912
TX	Rolla	2	2?	1 Apr 1908	
TX	Rosser	2	4	9 Aug 1908	
TX	Rossville	2	1?	18 Apr 1907	
TX	Round Timber	3	2	1 Jan 191?	
TX	Run	3	1	14 Apr 1908	
TX	Russell	3	1	3 Sep 1907	26 Mar 1908
TX	Sabinetown	3	?	7 Dec 1908	
TX	Sam Fordyce	3	2	4 Apr 1908	
TX	Sayersville	2	1	?? Jul 1908	
TX	Spofford	3	4	12 Oct 1908	
TX	Spring	3	3	29 Oct 1914	
TX	Subline	3	3	22 Jan 1908	
TX	Sunshine	1	1?	24 Aug 1907	
TX	Tecumseh	2	1	17 Mar 1909	
TX	Tell	3	1	12 Oct 1908	
TX	Texline	3	3	29 Aug 1906	
TX	Tivoli	2	?	3 Jul 1908	
TX	Trawick	3	1	21 Oct 1907	
TX	Tularosa	3	?	12 Sep ????	
TX	Union	3	?	25 Jan 1908	
TX	Wall	3	?	13 Aug 1907	
TX	Welfare	2	1	28 Dec 1908	
TX	Wellington	3	6	31 Aug ????	
TX	Woodbine	3	3	26 Jun 1911	
TX	Woodland	3	2	19 Feb 1906	

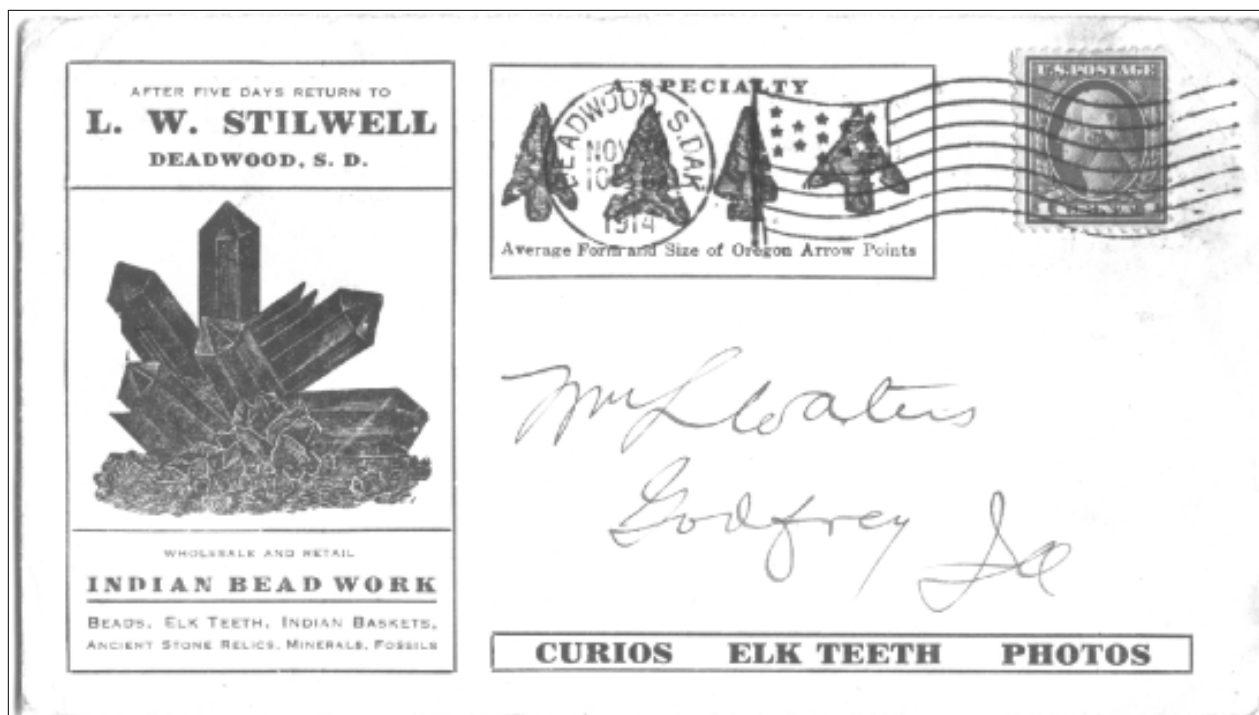


Figure 1. This illustrated advertising cover proclaims that L. W. Stilwell of Deadwood, SD, was a dealer in Indian crafts and artifacts, as well as minerals and other assorted materials. It bears a Deadwood flag cancel of 1914.

## Indian Trader Advertising Covers

By Richard W. Helbock

Aboriginal crafts and artifacts have always held a special fascination for me. Although I can lay no claim to being a student or even a collector, I have always admired the well crafted pot, the tightly woven basket, the delicately carved piece of wood or stone and the intricately designed rug or blanket. Over the years, I have always preferred to purchase pieces directly from the craftsperson where possible, and it has been my pleasure to buy pottery directly from the homes and small shops of artisans in several New Mexico pueblos, rugs from an auction conducted by a local Navajo co-op in Shiprock, and a turtle shell necklace from a small store operated by a Nez Perce in rural western Idaho.

Often, however, I have found it necessary to acquire certain artifacts from third parties—individuals and organizations engaged in trading with aboriginal craftsmen. Occasionally, this has been a pleasant and memorable experience, as was the day back in the mid-seventies when I stopped by the Hubbell's Trading Post near Ganado in northern Arizona and purchased a beautiful Ganado Red Navajo rug, which has remained one of my prize possessions to this day.

Today, whenever I look at that rug, I can still see the wonderful, rustic trading post with its piles of beautiful red, black and white rugs in my mind's eye.

Always on the lookout for ways to connect aspects of my broader interests with my postal history hobby, I began acquiring covers with corner cards of American Indian traders a few years ago. While it would not be fair to say that I have made a great effort to locate such covers or conduct any sort of in depth research into them, I have acquired a few interesting pieces which I thought it might be fun to share.

### INDIAN TRADERS AND TRADING POSTS

The history of Indian traders in North America is as old as the history of European contact. Indeed, evidence is plentiful that the native peoples of North America had a rich trading history among themselves well before the first Europeans arrived on the scene. Our legends and histories are rich with anecdotes of classic trades with the Indians, i.e., Manhattan Island for \$24 in beads and trinkets, and, although many have no doubt become embellished through exaggeration

and clouded perception over the years, there can be no doubt that trading with the Indians is deeply ingrained in the American story.

As enterprising whites pushed west across the Appalachians in the early 19<sup>th</sup> century, Indian trading became the primary economic activity of the region. By 1840 there were some 150 trading posts of varying size scattered across the Great Plains and Rocky Mountains, and a, more or less, broadly accepted rate of exchange was in place which included such trade values as one buffalo robe equaled 1½ yards of calico, 30 beaver pelts equaled one keg of rum, and one riding horse equaled one gun plus 100 rounds of ammunition.<sup>1</sup>

Much of this early Indian trade was, of course, centered on furs and buffalo skins, and some of the trading posts were operated by large companies such as Hudson's Bay Company, the American Fur Company, and others. As the beaver and buffalo became harder to find, and surviving members of the various Indian tribes were relegated to designated reservations, the nature of the Indian trade changed. By the late 19<sup>th</sup> century, Indian traders had largely become small scale owner-operators involved in trade for handicrafts and relics. The Hudson's Bay Company continued to operate many of its remote trading posts in Canada, but insured its success by becoming major urban retail department stores in the cities.

The nature of the Indian trader business in the United States appears to have diverged along two distinctly different lines in the late 19<sup>th</sup> or early 20<sup>th</sup> century. On the one hand we see the emergence of businesses specializing in the sale of Indian relics such as arrowheads, beadwork, and elk teeth. These operations—including some which combined Indian artifacts with a trade in fossils, stamps and coins—were not necessarily located in the West near Indian settlements. Businesses of this type may have purchased their merchandise direct from Indians in some instances, but they were just as likely, it would seem, to have bought stock of middlemen or even their customers, who must have been collectors. For purposes of this article, I shall refer to such traders of Indian goods as *Indian relic dealers*.

On the other hand, some small business people followed the traditional pattern of trading directly with the Indians and set up shop immediate adjacent to where the Indians lived. The trading post of John L. Hubbell at Ganado, Arizona, is a perfect example.

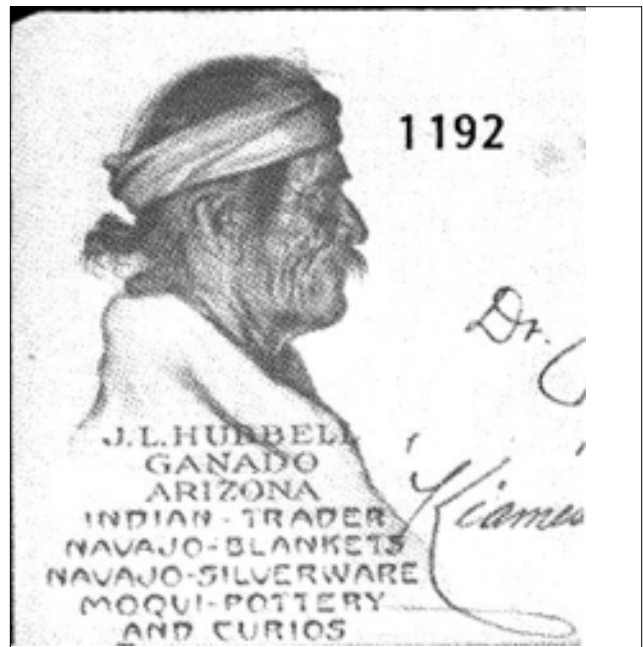
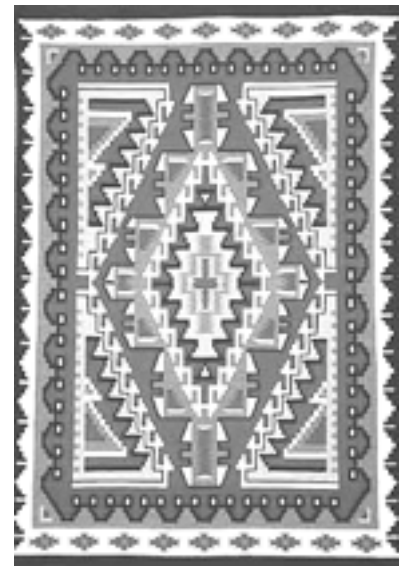


Figure 2. Detail of the Hubbell advertising cover sold as lot 1192 in the Biddle Collection. (Source: American Illustrated Cover Catalog, David Phillips, 1981.)

Hubbell purchased the post in 1878 and quickly turned it into a center of Navajo life in that portion of the reservation. The post operated continuously until 1967 when it was sold to the National Park Service. It continues to operate under the auspices of a non-profit organization.

The Ganado post represents one extreme of locating the enterprise immediately at the source of supply. Other traders, perhaps more mindful of marketing their wares, set up shop in large towns and small cities located not far from Indian populations. Gallup, Farmington, Flagstaff, Winslow, Santa Fe, Tucson and Phoenix all hosted dealers in Indian arts and crafts. Businesses such as these, which operated at or near large concentrations of Indian populations, shall be referred to in this article as *Indian crafts traders*.



A Ganado Red style Navajo rug.



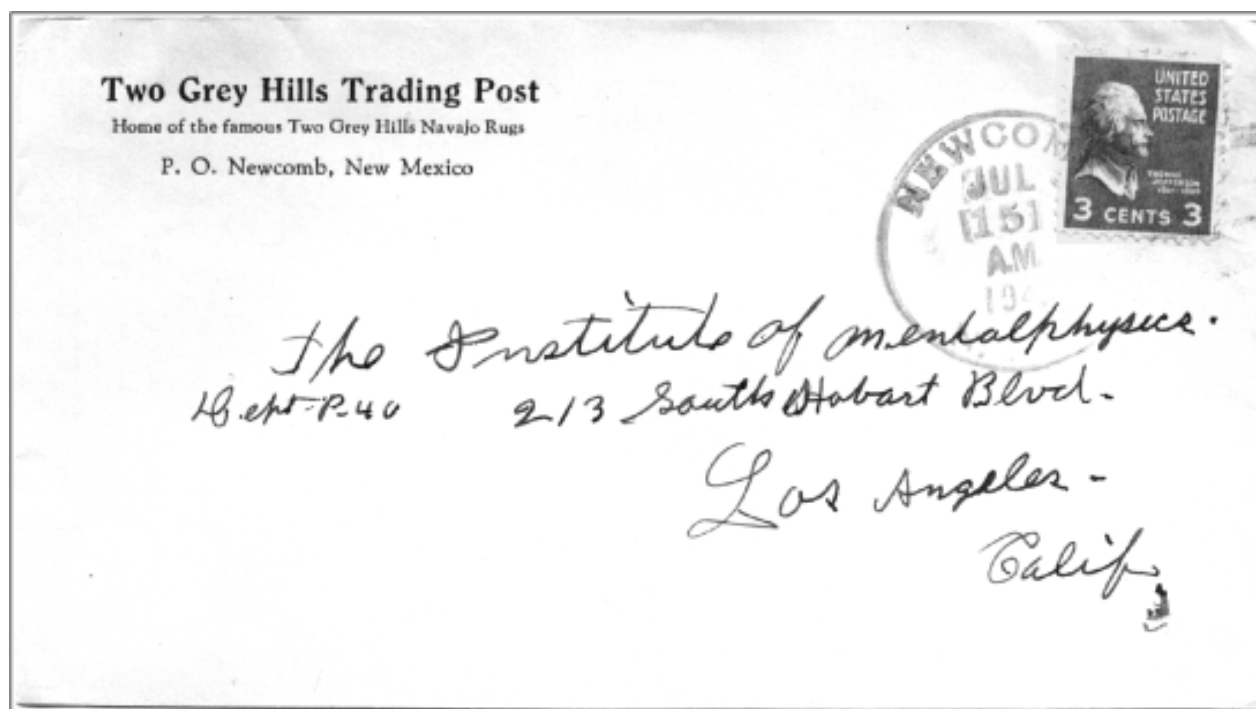


Figure 3. This commercial cover displays a printed corner card of Two Grey Hills Trading Post. It was postmarked at Newcombe, NM, about 1943.

#### CORNER CARDS & ADVERTISING COVERS

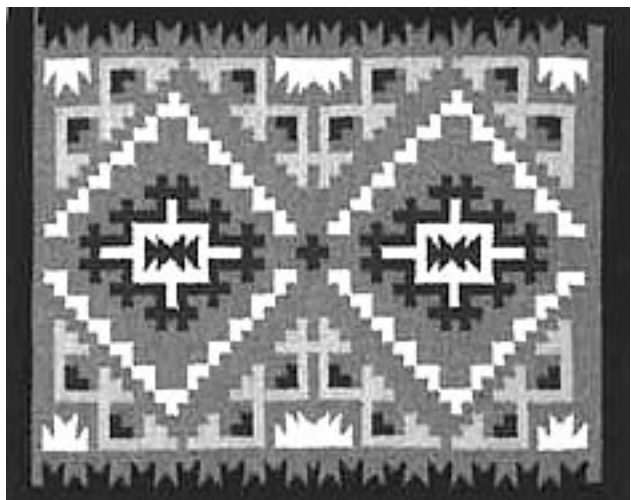
The *American Illustrated Cover Catalog*, that marvelous color illustrated catalog of the great John Biddle collection published by David Phillips in 1981, lists but a few Indian trader covers. Those that are listed appear starting on page 113 under the heading “Indian”, and have lot numbers between 1185 and 1201. This particular category includes quite a hodgepodge of subjects related only by the fact that they have some connection to American Indians. Some simply picture Indians while advertising hotels, shoes, fairs and what not. Others represent dealers in Indian relics and Indian traders.

Indian relic dealers are represented by covers listed in 1195 and 1198B. The former is a 1905 cover from N. E. Carter of Elkhorn, Wis., who sold Indian artifacts along with a list of other collectibles including coins and stamps. Lot 1198B is a two cover lot. The fully visible cover is from an 1891 Ada, Ohio, dealer in Indian relics and the partially visible cover is a 1923 illustrated arrowhead piece from a retailer in Mukwonago, Wis. Lot 1199B deserves mention although it is not really a cover associated with American Indian crafts. The cover bears the likeness of an Indian in headdress and reads “Indian Rug Company”,

but if one reads the fine print it becomes clear that the Indian Rugs are in reality manufactured from “worn-out carpets.”

Two other lots—1196 and 1197—illustrate advertising covers of L. W. Stilwell of Deadwood, SD. These Stilwell covers date from about 1907 and their designs, while consisting of the same elements, differ slightly from one another in placement, borders and wording. *Figure 1* illustrates another variation on the basic Stilwell design. This examples bears a Deadwood flag cancel dating from 1914.

The only cover included among those offered in the Biddle Collection which originated from an Indian crafts trader was an attractively illustrated Hubbell Trading Post cover postmarked at an indistinct New Mexico office in 1909 (*figure 2*). It seems entirely likely that early 20<sup>th</sup> century illustrated advertising covers, or even printed corner cards, from Indian crafts traders are exceptionally scarce. These were very small businesses located in remote locations in lightly populated parts of the country. Many would not have gone to the expense of preparing specially printed stationery, and those that did probably used it sparingly.



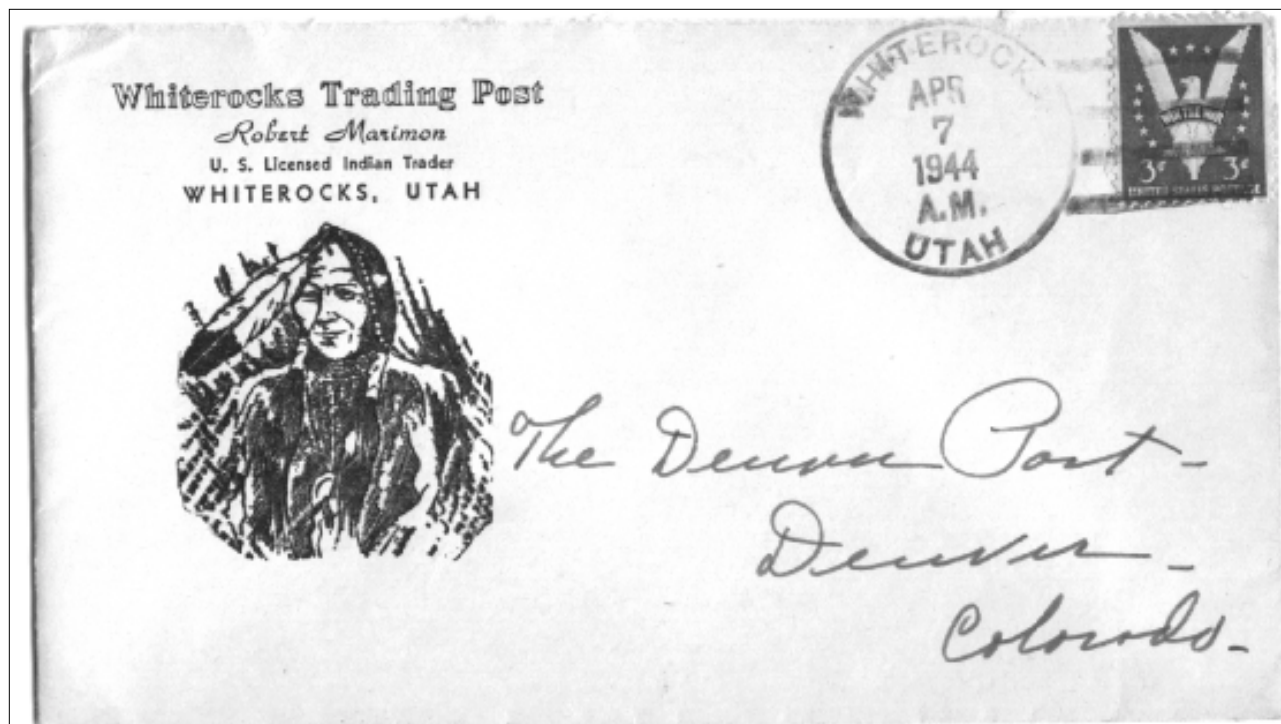
*A Two Grey Hills style Navajo rug.*

Figure 3 illustrates a commercial cover with printed corner card from the Two Grey Hills Trading Post postmarked Newcombe, New Mexico, dating from about 1943. This trading post is located seven miles northeast of Newcomb and was first owned by a family named Ritz. The Crozier post office operated here from 1903 to 1919. Along with Ganado Reds, Two Grey Hills rugs represent one of the more easily recognizable Navajo rug designs.

Newcomb, about fifty miles north of Gallup on Route 666, was originally called the Newcomb Trading Post after Arthur J. Newcomb who established it in 1914. The Newcombe post office—no explanation for the extra “e”—was established September 1, 1929, and operated until June 30, 1944.

Figure 4 illustrates a commercial cover bearing an illustrated corner card of the Whiterocks Trading Post of Whiterocks, Utah, dating from 1944. Whiterocks Trading Post is the modern successor to an historic fur trading post established by William Reed in the summer of 1828. Located near the confluence of the Whiterocks and Uinta rivers, the post operated until 1832 when Reed sold out to Antoine Robidoux, who built his own, more substantial, operation known variously as Fort Uinta or Fort Robidoux. Robidoux was eventually driven out by the nearby Ute Indians who had become tired of his increasingly unscrupulous business dealings.

Wide Ruins is located just east of Route 191 north of Chambers, Arizona. The community is well known for its production of high quality Navajo rugs which feature a broader range of colors than those of other areas. Rugs produced in the Wide Ruins area are



*Figure 4. A World War II era illustrated advertising cover from the Whiterocks Trading Post proclaims the proprietor to be a U.S. Licensed Indian Trader.*

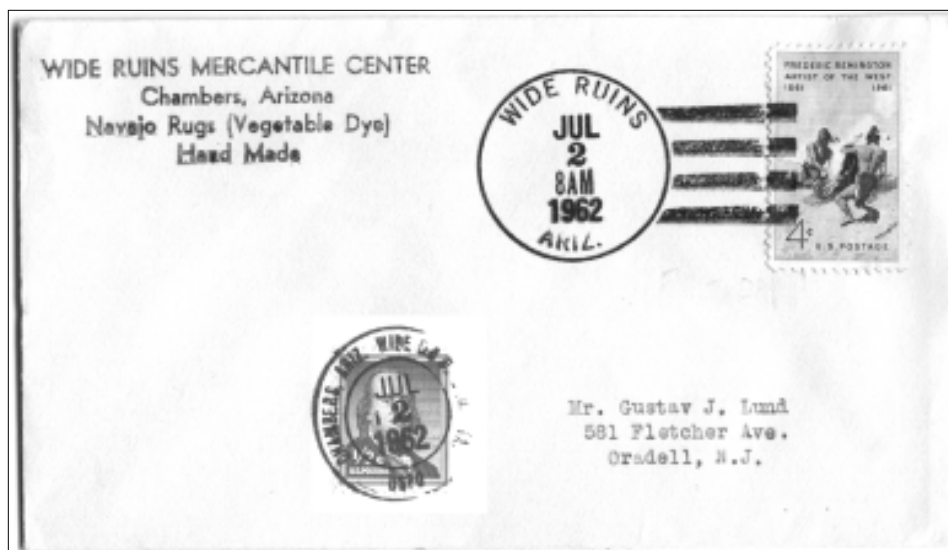


Figure 5. This philatelic cover was postmarked with examples of the recently established Wide Ruins Rural Station handstamps. As a bonus, it received a hand struck impression of the Wide Ruins Mercantile Center corner card.

known as vegetable dyes. Wide Ruins was recognized in 1962 by the establishment of its own rural branch of the Chambers post office. Figure 5 illustrates a philatelic cover which was postmarked in Wide Ruins shortly after the rural station opened. The cover was also handstamped with the corner card of the Wide Ruins Mercantile Center which calls attention to the area's craft specialty.

The final Indian trader cover to be presented in this article is definitely a philatelic souvenir. Figure 6 illustrates an envelope bearing the printed corner card of Smith & Chandler, Indian Traders, West Yellowstone, Montana. The envelope was apparently acquired at the Smith & Chandler store in West Yellowstone, which is located at the western border of Yellowstone National Park (Map 1). It was then used as a philatelic "passport" constructed by acquiring postal markings from each of the post offices and

postal stations then operating in and around the park. Since some of the stations had more than one postmark in use, our passport maker decided to employ an additional "document" and added the picture post card shown in figure 7 to display postmarks.

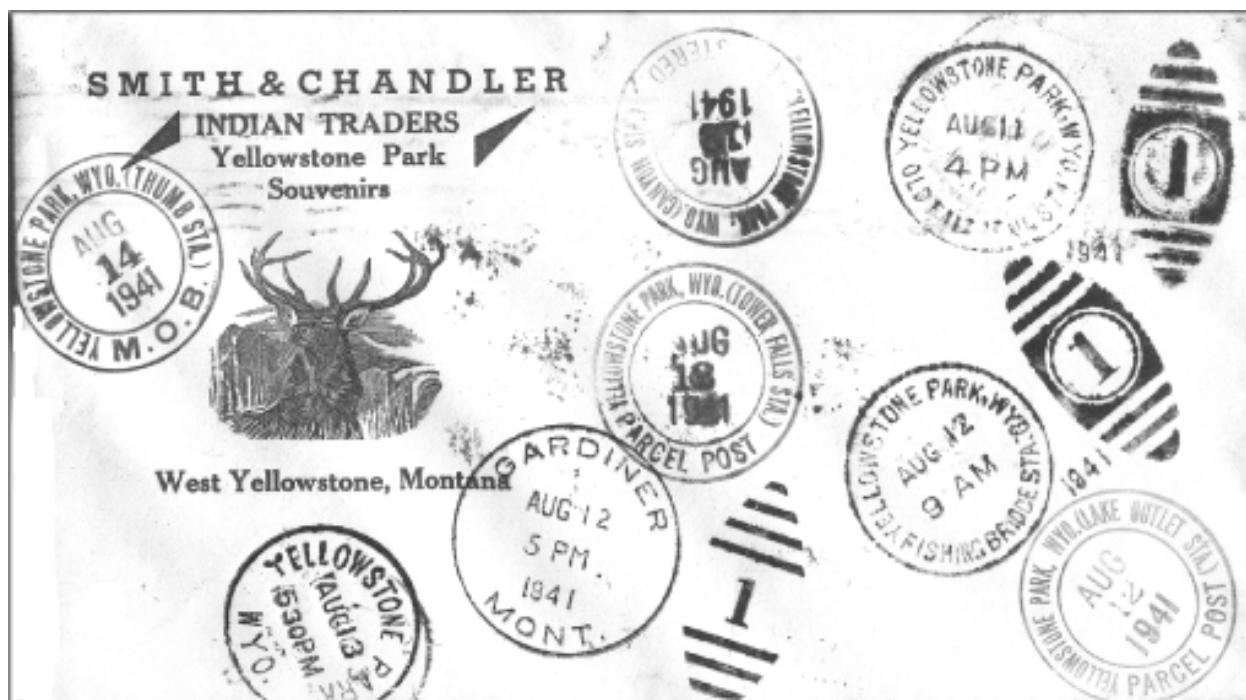
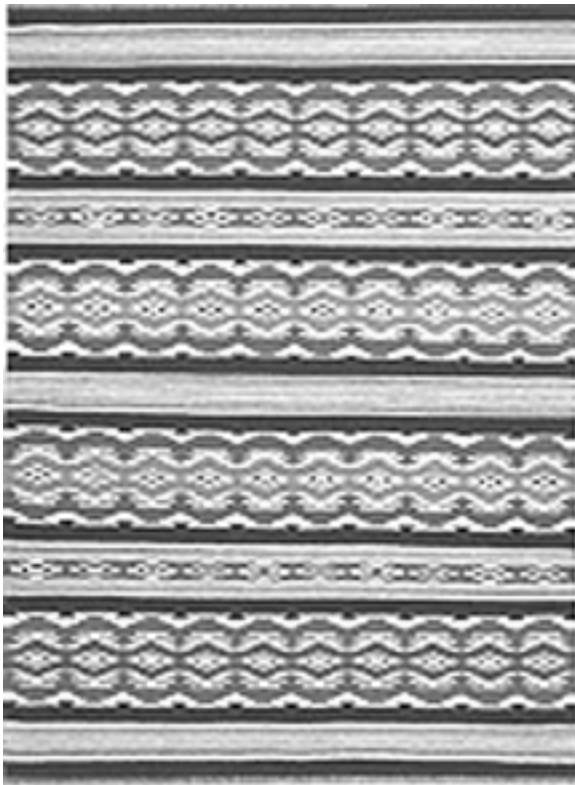


Figure 6. During the summer of 1941, a visitor to Yellowstone National Park turned this advertising cover from Smith & Chandler Indian Traders into a "passport" by collecting postmarks from all the park's postal stations.





*A Wide Ruins, vegetable dye, style Navajo rug.*

When this souvenir was created in 1941, the primary park post office was known as Yellowstone Park, a name it operated under from 1902 until it became Yellowstone National Park August 31, 1962. There

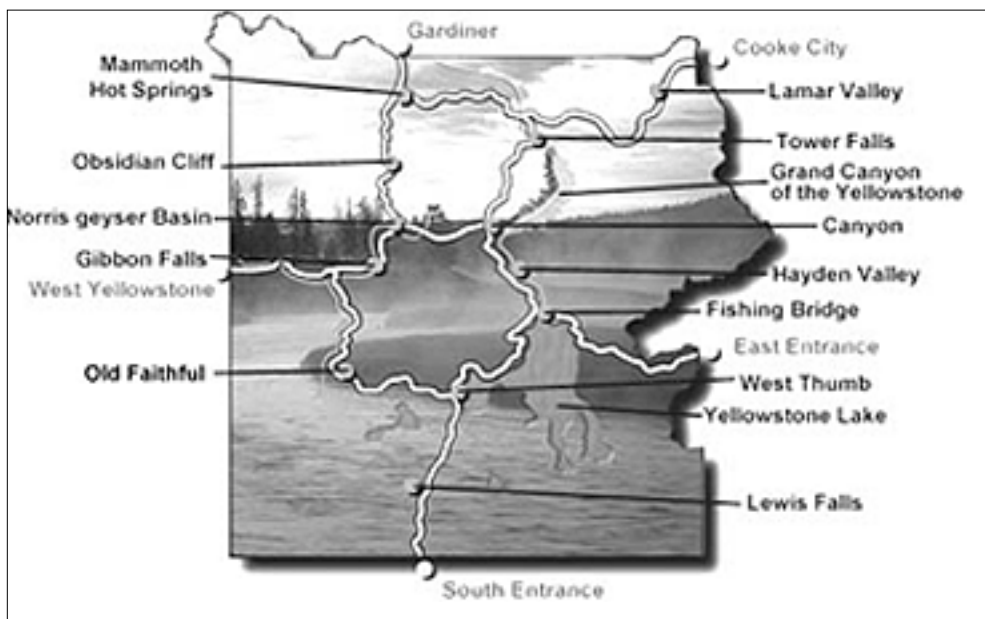


*Figure 7. Overflow passport postmarks were applied to a post card.*

were six operating stations at that time, and they were:

Station	Established	Discontinued	Notes
Canyon	19 Jun 1928	14 May 1958	Summer Only
Fishing Bridge	19 Jun 1928	30 Apr 1973	Changed to Lake
Lake Outlet	19 Jun 1928	31 Mar 1954	
Old Faithful	19 Jun 1928	Operating	
Thumb	1 Jul 1936	30 Apr 1973	Summer Only; Changed to Grants Village
Tower Falls	19 Jun 1928	30 Sep 1951	

In addition to Yellowstone Park and its stations, the passport maker also acquired a postmark from Gardiner, Montana, at the park's northern entrance, for good measure.



*Map 1 Yellowstone Park roads and features. (Source: <http://www.westyellowstone.net>)*

In summary, while advertising covers and corner cards from America's Indian traders may be fairly uncommon items given the small scale nature of the business and the remote locations of many of its practitioners, they do represent an interesting challenge for cover collectors seeking to infuse a bit of Western Americana in their collections.

*Notes:*

<sup>1</sup>Capps, Benjamin *The Indians*, Time-Life Books, 1983, p. 62.

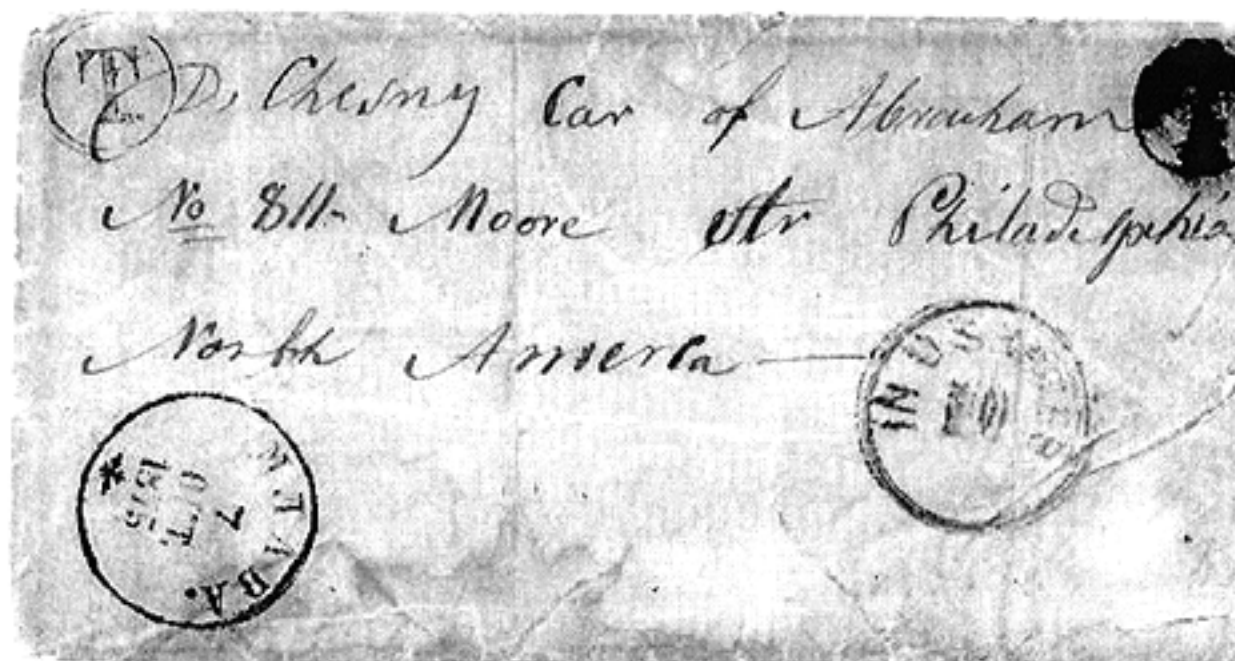


Figure 1 1875 unpaid letter from Russian Poland, thus 2 x 5 cents due.

## Unpaid and Underpaid 19th Century GPU-UPU Mail to and from Philadelphia

By Norman Shachat

The year 2000 celebrated the 125th anniversary of one of the most impressive and successful international agreements in history, the establishment of the General Postal Union (GPU) in 1875. The Treaty of Berne, which established the GPU, was ratified in 1874 by many countries, including the United States, and was implemented on July 1, 1875. At the Convention of Paris in 1878, the name was changed to the Universal Postal Union (UPU), which remains to this day.

In an excellent article in the March and April 1979 issues of *The American Philatelist*, George E. Hargest detailed the agreement that fixed single prepaid letter postage at 25 French centimes (5 U.S. cents). The rate for postal cards would be half the letter rate, with

the power to round off the fractions. As a result, the international postal card rate from the U. S. was set at two cents. The charge for unpaid letters would be double that of prepaid letters, whereas prepayment on postal cards was compulsory. A single letter was defined as one weighing up to 15 grams, or one half ounce avoirdupois in those countries that did not use the metric system. Letters exceeding 15 grams (half ounce) would be charged a single rate for each 15 grams or fraction thereof.

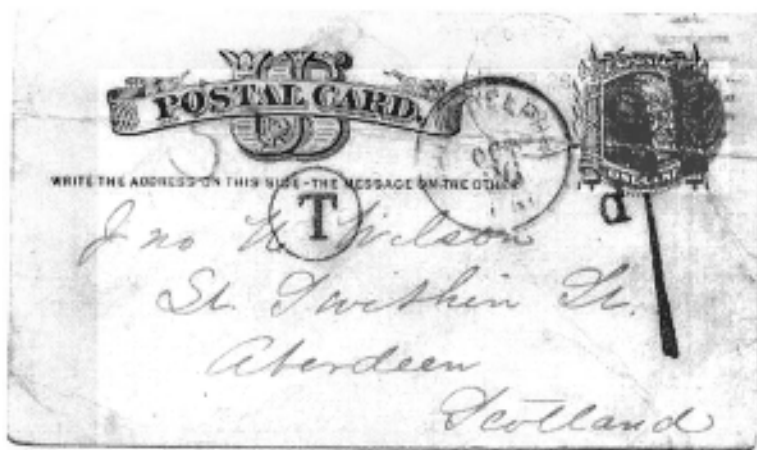
### 1875 regulations and 1880's changes

Initially, unpaid and underpaid letters were to be impressed at the dispatching office with the handstamp "T" (*taxe*, the fee to be paid) plus the amount of postage to be paid in francs and centimes. The office in the country of destination was to indicate the deficient postage to charge the addressee. Unpaid letters were charged double the rate of prepaid letters. (The collect postage on underpaid letters was calculated by subtracting the amount of postage paid from the amount that would have been charged had the letter been completely unpaid, i.e., double the normal postage.)

Dr. Norman Shachat is a retired chemist and a past president of the Pennsylvania Postal History Society. He is currently the Society's secretary and the editor of its quarterly journal, *The Pennsylvania Postal Historian*. Over the past 35 years he has collected, researched, and written about many aspects of Philadelphia's pre-1900 postal history. His exemplary exhibits have won awards at major shows. (The following article was featured in the August 2000 *Pennsylvania Postal Historian*, which gives permission for its use here.)



In early 1880, a change was made in the marking and the collect amount for insufficiently paid letters. The February 1880 *U.S. Official Postal Guide* directed that insufficiently paid correspondence of all kind is to be chargeable with double the amount of deficient postage and the letters were to be handstamped with a "T" and marked with the amount of deficient postage in centimes. The receiving office applied the postage due as previously. The *U.S. Official Postal Guide* for July 1875 lists the following U.S. offices for GPU mail: New York, Boston, Philadelphia, Detroit, Portland, Chicago, and San Francisco.



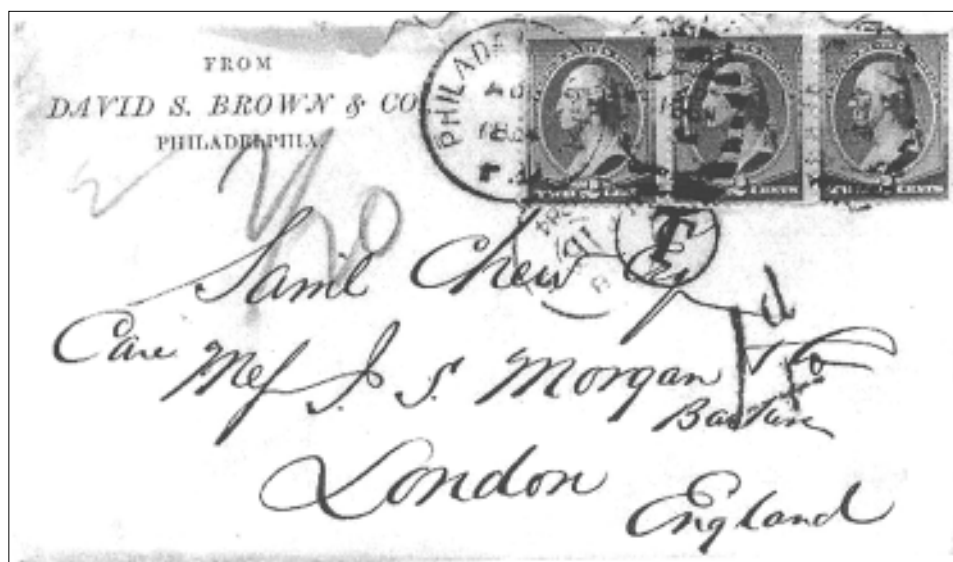
**Figure 2** 1880 one cent shortpaid postal card to Scotland; two cents (one penny) due.

### Gallery of eleven examples

An early, unpaid letter to Philadelphia under the treaty is shown in **Figure 1**. It was posted on Oct. 7, 1875 at Mlava, in the Polish Province of Russia. Russia was an original signatory to the treaty, thus effectively participated as of July 1, 1875. Russia applied the "T" marking at the upper left and the smudged marking at the upper right to indicate that the letter was unpaid. According to treaty regulations, the amount paid, which in this case was zero, should have been indicated. The marking in the circle at the upper right appears to be either a smudged "T" or a smudged "7". The Russian single-letter postage equivalent of 25 centimes was 7 kopecks. In any event, when the letter arrived at Philadelphia, the proper collect postage of 10 cents, double the deficient postage of 5 cents, was indicated by the black 25 mm **IN U. S. NOTES / 10**. By 1875, one dollar in silver currency was equivalent to approximately \$1.03 in "greenback" notes. However, the Philadelphia post office was willing to collect the 10 cents either way. William C. Coles Jr.'s classic article, "U.S. Postmarks Showing Depreciated Currency Rates: 1863-1879" in the March 1975 *American Philatelist*, page 220, shows the four types of depreciated currency markings used by the Phila-

delphia post office. Dates given for the **IN U. S. NOTES / 10** marking are 1/71 through ?/74. Thus, the example in **Figure 1**, which probably arrived in Philadelphia in mid-Oct 1875, is a very late usage, currently the latest known.

An underpaid postal card addressed to Aberdeen, Scotland and posted at Philadelphia on October 26, 1880 is illustrated in **Figure 2**. Since no additional postage was added to the one cent 1875 postal card issue, the Philadelphia post office applied the black "T" handstamp and a "5" in blue crayon to indicate the postage deficiency of 5 centimes (one cent). At Liverpool (a clear Liverpool backstamp is dated 11/7/80) the large "d/" handstamp was applied to indicate the postage due of one penny (two cents), double



**Figure 3** 1884 4 cents shortpaid double letter (2/20) to France, thus 20 centimes/8 cents/4 pence due.



**Figure 4** 1884 3 cents underpaid single letter to London, 15 centimes/6 cents/3 pence due.

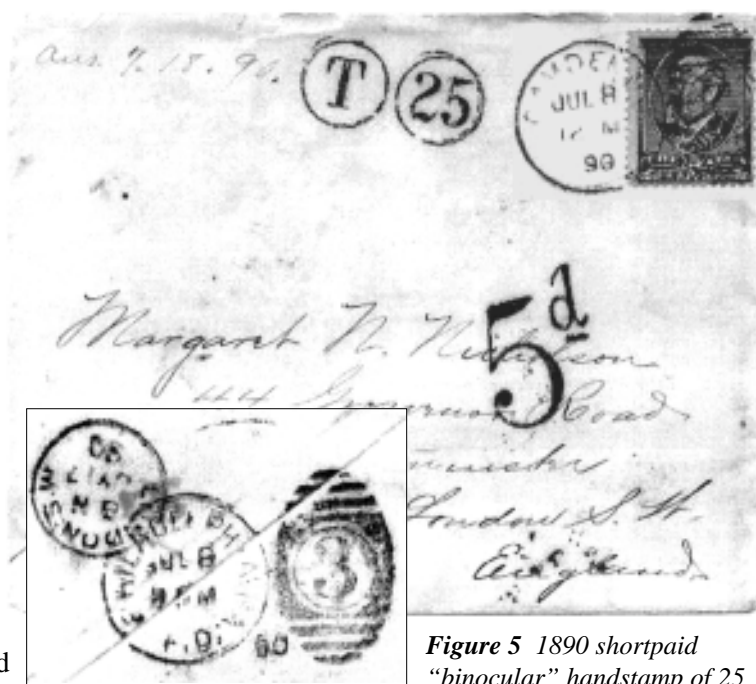
the deficient postage. The only other backstamp is the Aberdeen receiving mark dated November 8, 1880.

The letter shown in **Figure 3** was posted at Philadelphia on August 26, 1884, addressed to London. It apparently weighed between a half and one ounce, but bore only 6 cents postage, a strip of three of the two cent 1883 issue. The stamps were canceled with the black 27-1/2 mm year-date **PHILADELPHIA, PA. / F. D.** duplex which the Philadelphia foreign desk used from 1884 to 1887. Since 10 cents postage was required for a double weight letter, the foreign desk applied the black “T” handstamp and the “2/20” in blue crayon to indicate double weight and a deficiency of 20 centimes (4 cents). The manuscript “2” in pencil at the upper left is a redundant indication that the letter was double in weight. The writer believes it was applied when the letter first arrived at the post office prior to its being sent to the foreign desk. When the letter arrived in London on September 5, the black “4d” handstamp was applied to indicate 4 pence (8 cents) must be collected from the addressee.

An underpaid single rate letter from the same correspondence is shown in **Figure 4**. The letter was posted at Philadelphia on August 25, 1884 with only two cents postage, 1883 issue. The Philadelphia foreign desk applied the “T” handstamp and the “15” in blue crayon to indicate the deficiency of 15 centimes (3

cents). The black “3d” handstamp was applied in London to indicate the 3 pence (6 cents) double deficient postage due.

**Figure 5** shows a double weight letter with only single letter postage, a 5 cents 1889 American Bank Note adhesive. It was posted at Camden, N. J. on July 8, 1890, and processed on the same day by the Philadelphia foreign desk as indicated by the duplex backstamp (**Figure 5 inset**). The black, 25-1/2 mm **PHILADELPHIA, PA. / F. D.** duplex handstamp with a two-digit year date outside was used by the foreign desk from 1887 to 1893. Apparently by this time the Philadelphia foreign desk acquired deficiency handstamps for the most common rate problems. Thus both the “T” and “25” which were attached were struck to indicate the deficiency of 25 centimes (5 cents). The double deficient postage (5 pence, or 10 cents) was collected at London where the black “5d” handstamp was applied.




**Figure 5** 1890 shortpaid “binocular” handstamp of 25 centimes/10 cents/5 pence due. Inset: The backstamps of Figure 5.



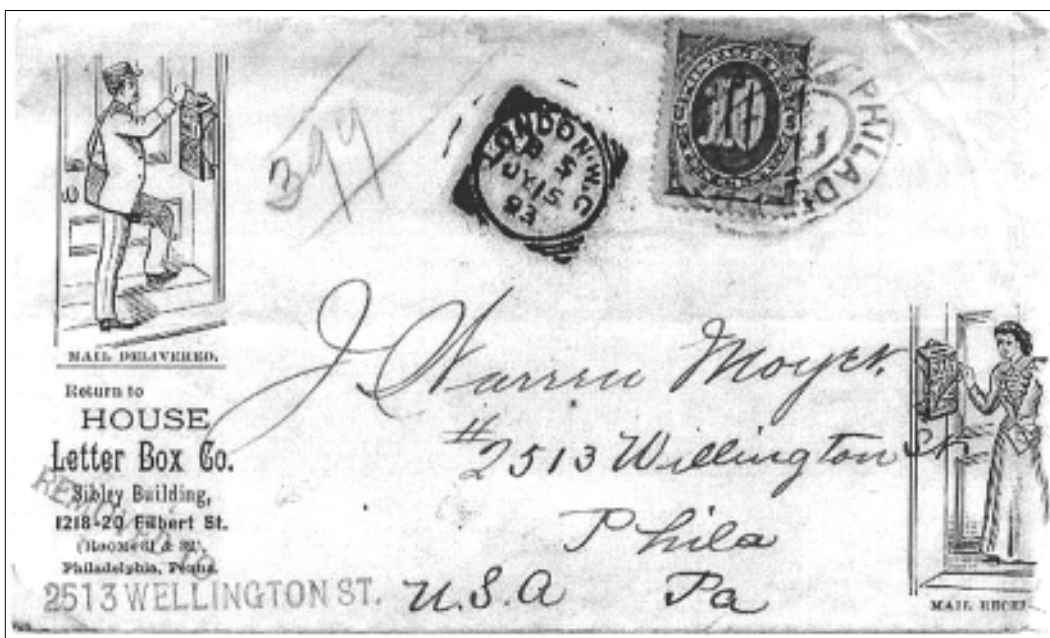


postage. Nonetheless, the double deficient postage was always collected as indicated by the letter shown in **Figure 6**. It was posted in Philadelphia on April 11, 1891 with two cents rather than the required 5 cents postage. The letter was addressed to London and forwarded to Naples, Italy. The two cents 1890 American Bank Note was canceled with a duplex type used by the Philadel-



phila post office on all sorts of mail from 1885 to 1899. A backstamp similar to that shown in **Figure 6 inset** indicates that the letter was received at the foreign desk at 11 AM on April 11, about a half hour after the stamp was canceled. The Philadelphia foreign desk applied the “T/15” marking to indicate the deficiency of 15 centimes (3 cents), and London applied the black “3D” to indicate the collect double deficient postage of 3 pence (6 cents). The backstamps indicate the letter was forwarded to Naples on 4/22 and arrived on 4/25. The 30 centesimi (6 cents) 1870 postage due stamp of Italy was applied to indicate the double deficient postage collected from the addressee. The “3D” and the London address were crossed out with blue crayon that apparently was also used to inscribe the bold “79”, the significance of which remains to be determined.

The letter shown in **Figure 7** was posted in London on July 15, 1893 without any postage. The London post office should have marked the letter with a “T”,



**Figure 7** 1893 unstamped incoming letter from London, 2 x 5 cents due. The “399” indicates



**Figure 7a** The local backstamps of Figure 7.

but they did not. The significance of the “399” in blue crayon is not known. In any event, when the collect letter arrived in Philadelphia on July 22, the 10 cents 1891 American Bank Note postage due adhesive was applied to indicate the double deficient postage required from the addressee. The receiving backstamps may be seen in **Figure 7a**.

The 5 cents 1890 American Bank Note was not sufficient postage for the letter shown in **Figure 8** because it was addressed to Paris and apparently weighed between one half and one ounce. The stamp was canceled with an American Machine, type D-6 (6). The manuscript “2” in blue crayon at the upper left and the black “T / 25” handstamp at the lower left were applied at Philadelphia in full accordance with UPU regulations. The French 50 centime postage due is-

sue of 1892, pre-canceled with the normally used black triangle, was applied in Paris to indicate the double deficient postage collected.

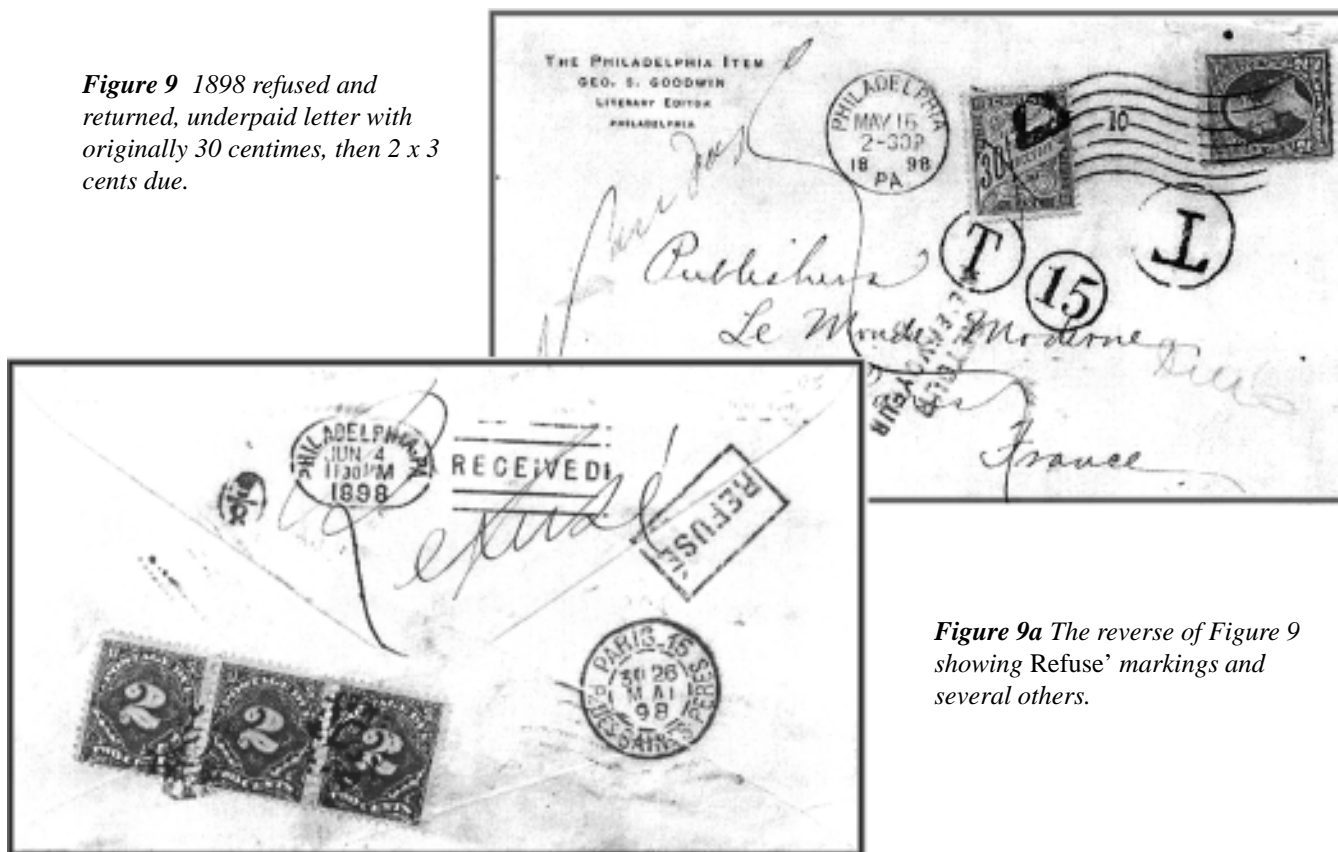
The addressee did not always accept underpaid letters. These had to be returned to the sender for collection of the double deficient postage. We can understand why some would refuse to pay the postage for advertising or junk mail. The front and back of one such cover are shown in **Figures 9 and 9a**, respectively. The two cents 1898 Bureau Issue that paid less than half the required postage was canceled with an American Machine type BW-2 (10). The Philadelphia office then applied the black “T / 15” handstamp and the manuscript “Due 6” in blue crayon to indicate the 15 centime (3 cents) deficiency in postage and the 6 cents double deficient postage due. The writer believes the manuscript “Due 6” was added when the letter was returned. Paris applied the larger black “T” marking and the 30 centime 1894 postage due issue with the triangle precancel. The black boxed “REFUSE” handstamp and the manuscript “Refuse” on the back both clearly indicate that the addressee would not accept the letter and pay the postage due. Thus, Paris applied the black two-line “RETOUR / L’ENVOYER” on the front, placed a manuscript “x” on the postage due stamp, and returned the letter to Philadelphia, where it applied a strip of three two-cents 1895 Bureau Issue postage due stamp. Orig-



**Figure 8** 1894 shortpaid double letter, “2”, to Paris; 50 centimes/2 x 10 cents due.



**Figure 9** 1898 refused and returned, underpaid letter with originally 30 centimes, then 2 x 3 cents due.



**Figure 9a** The reverse of Figure 9 showing 'Refuse' markings and several others.

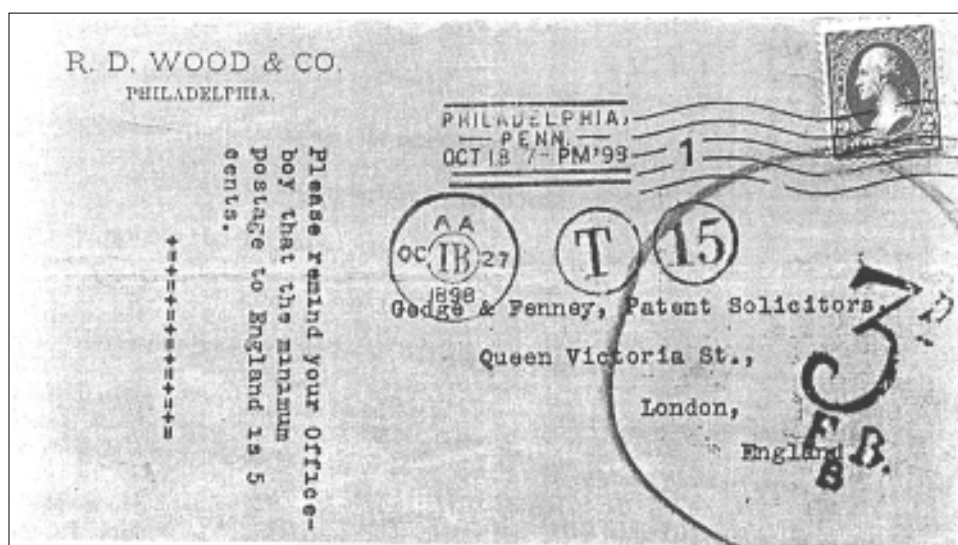
nally posted on May 15, 1898, the letter was returned from Paris on May 26, and arrived back in Philadelphia on June 4, as indicated by the Barry Machine "RECEIVED" marking, type O-X 10.

For business reasons, the addressee sometimes had to accept an underpaid letter and pay the double deficient postage due. But as illustrated by the cover front in **Figure 10**, they did so and then sent a gentle note to their client reminding them of the proper postage. Apparently, Gedge & Fenney, Patent Solicitors in London, cut out the cover front and returned it to R. D. Wood in Philadelphia under separate cover with the following type-written note:

**Please remind your Office- / boy that the minimum / postage to England is 5 / cents.**

They also apparently circled the double deficient postage due of "3D" (6

cents) to emphasize their cost in accepting the letter. As previously illustrated, the Philadelphia post office applied the black "T / 15" handstamp to indicate the deficiency of 15 centimes (3 cents) when the letter was posted on 10/18/98. The two cent 1898 Bureau Issue was canceled with a Barry Machine, type H-8 (1).



**Figure 10** 1898 front returned to the sender to emphatically discourage poor mail quality control.





**Figure 11** 1897 shortpaid Portuguese card (10 reis/5 centimes light), charged 2 x one cent to the recipient.

The green 10 reis (one cent) 1896 postal card issue of Portugal, **Figure 11**, was issued for domestic Portuguese use, and thus paid only half the UPU rate. Portugal applied the black “T” and the blue crayon manuscript “5c” to indicate the 5 centimes (one cent) deficiency. When the card arrived in Philadelphia on June 6, 1897, it was handstamped “COLLECT / POSTAGE” and “2 CENTS”. The **PHILADELPHIA / FRANKFORD / R. P. O.** flag cancel indicates that the letter was conveyed to Station F (Frankford), after which a carrier delivered the card and collected the double deficient postage.

### *United States Postal History*

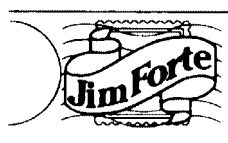
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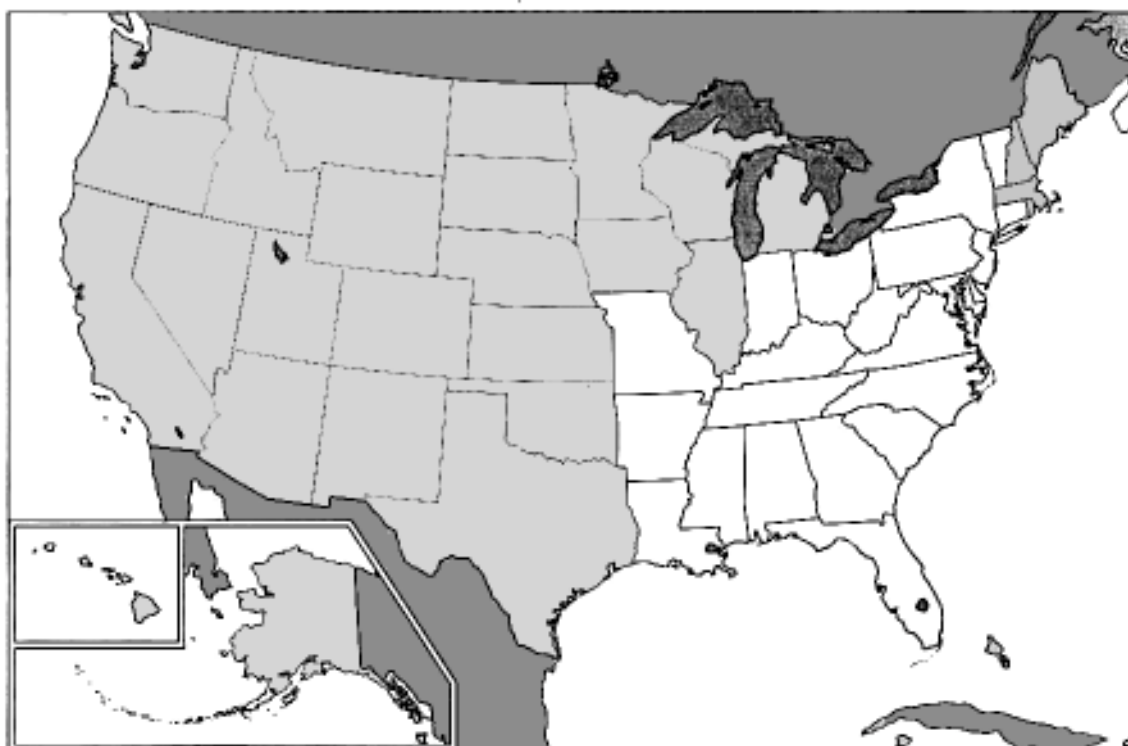
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# Books in Review



**Thomas Leavitt, *His History and Postal Markings 1875-1892*** by Robert J. Payne. Thousand Oaks, CA:US Postal Stationery Society, Inc., 1999. Clothbound, 70# glossy stock, sewn signature, 342 pages 8½ x 11 inch format. Available from UPSS, P.O. Box 1116, Thousand Oaks, CA 91358 for \$35 postpaid to UPSS and Machine Cancel Society members, \$43 postpaid to domestic non-members or \$45 to overseas non-members. Also available from philatelic book dealers.

Robert J. Payne has, over the past few decades, emerged as the most knowledgeable person on the planet on the subject of United States postal machine markings. Working alone, or in collaboration with Reg G. Morris, Bob has authored an outstanding series of books, pamphlets and monographs detailing the characteristics and workings of early postal canceling machines. Whether it was Barrys, Columbias, or Americans, if Bob Payne produced a volume on a particular machine manufacturer, the reader would know immediately that he could count on a reference which would cover the subject completely from detailed patent drawings of the canceling machines to a city by city catalogue listing cancel types, dates or use, and comments on scarcity.

The fact that Bob had never previously addressed the subject of Leavitt Cancellations, despite the popularity among collectors of these pioneer markings, was due to the existence of Frank B. Stratton's *Descriptive Catalog of the Leavitt Machine Cancellations*, a fine guide which appeared in three editions published between 1965 and 1985. Stratton transferred his rights to the contents of his previous Leavitt work to Bob in 1992, and the current volume is dedicated to the memory of Frank B. Stratton.

Collectors who have used previous works by Bob Payne will find the organization of this book familiar. After three chapters which reproduce important Leavitt research articles by Fred Floyd and Reg Morris, the book turns to the subject of presenting a detailed catalogue of Leavitt machine cancels by type and by city of use. This catalogue occupies approximately 165 pages and is the heart of the book. Leavitt experimental cancels are singled out for con-

sideration in Chapter V and concluding chapters consider a Leavitt cancel value guide and variants.

One of the first things which will impress long-time fans of Bob Payne's work is the physical appearance of this book. This is not to suggest that Bob's major research projects for the Machine Cancel Society have ever been presented in shabby clothes. They have not, but previous works have always been published with a weather-eye on production costs and, hence, the ultimate price which would have to be paid by the reader.

The new Leavitt book breaks the mold in that it has been printed on seventy pound glossy (litho satin) stock, Smyth sewn in signatures, bound in blue cloth and gold stamped. This is a beautiful production, and, when combined with its very modest asking price, represents one of the greatest bargains in postal history literature to come along for quite a long while.

The reviewer has no idea of what the number of copies printed of the new Leavitt book was, but I urge all readers with an interest in machine cancels, or merely those of you who value a good book at a low price, to order a copy at your earliest convenience.

RWH



**Remail and the Globalization of the Mail Market, *Postal History Notes*** by Alex Gundel. Cologne, Germany: By the Author, 2000. Card bound, 172 pages in A4 format. Available from the author at Mainzer Str. 76, D-50678 Cologne, Germany. E-mail: alexander.gundel@dlr.de or through the website: <http://www.dlr.de/~agundel/remail.htm>. Price: \$US 19.00 cash (although APS members may remit by checks drawn on a US bank). Price includes surface postage. For airmail post, add \$US 10.00.

When Alex Gundel, a *La Posta* subscriber of many years and former contributor to our journal's pages, first wrote to inform me of his new book, I must confess that my initial reaction to the title was a little less than unbridled excitement. Something about the terms *globalization* and *mail market* had a tendency to glaze my old eyes and cause my weary mind to wander. So it was with much surprise, and more than a bit of embarrassment, that I discovered upon reading Alex's introductory pages that what he has written is—from a postal history perspective—earth shaking!

Imagine for a moment that it is 1900 and someone has just written a book detailing the efforts of pioneer canceling machine manufacturers. The author describes the various types of machines which have evolved since the 1880s, catalogues the postal markings associated with the different machines, discusses the impact this new technology is having on the operations of the postal service, and offers

some suggestions on how to collect artifacts of this new postal technology.

Gundel's book is directly analogous to such a treatise.

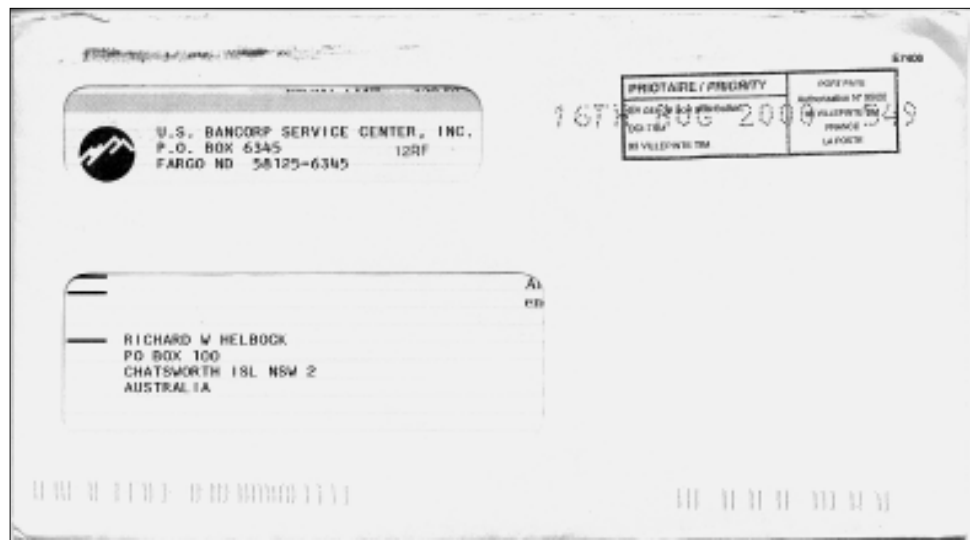
The subject is *re mailing*, and to understand what it is, how it works and its implications for postal history one must learn an entire set of new terminology replete with those nasty three and four letter acronyms which seems to multiply daily faster than mosquitoes. Alex instructs us in careful and precise English so it is easy to understand his explanations of this relatively new phenomenon, but, because the path is littered with abbreviations and acronyms representing public postal services, private mailing companies, and entities which are neither wholly public nor private, the journey may not be without a few pauses to catch one's breath.

In simplest terms, remailing involves posting mail through the postal service of some country other than the one in which the sender resides. Take a look at the cover illustrated in *Figure 1*. This is the way in which my Visa credit card, which is through a bank in North Dakota, sends me a statement each month. The printed indicia indicates that postage has been paid through the French postal agency, La Poste, under permit number 95/22. There is also a spray on date of 16<sup>th</sup> Aug 2000 549.

Why would my bank in North Dakota mail me a statement here in Australia through the French postal service? The answer is simple enough; money.

A private company has sold the bank a service, and that service is the mailing of the bank's monthly credit card statements, presumably to overseas clients only. The private company then approached the various world postal agencies, which today consist of a group of entities that are public, private, or partially public, and invited them to offer their best rate on moving mail deposited in their systems to overseas destinations. The company selects the best deal and, in this case, signs an agreement with this French post office to remail letters imprinted with their permit number through France.

Many Americans are scarcely aware that such activities are going on, but in reading Alex Gundel's new study it is hard not to be impressed that remailing, which began only in the mid-1980s, is without-a-doubt the shape of things to come in the realm of non-digital mail.

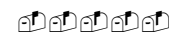


*Figure 1. Credit card statements from a bank in North Dakota are now routinely remailed through the French postal agency to Australia. Alex Gundel explains why.*

After leading us through his crash course on the world of remailing, Gundel conducts us on a more detailed examination of some of the major participants in the global mail market. DHL Worldwide Express and TNT Express Worldwide are two of the superpowers of remail and many European postal agencies have become active participants. The book also considers remailers based in specific world regions such as the UK, USA and Euregio Maas-Rhine (a border region of Belgium, Netherlands and Germany). Remailers operating in smaller nations throughout the world are considered in the final chapter. Throughout, Gundel provides copious illustrations of remail indicia and helpful comments on the markings in both textual and tabular form.

This is mind-boggling stuff! Certainly, it won't be every traditional postal historian's cup of tea, but it makes for a fascinating glimpse of what the future is likely to hold when it comes to the movement of physical mail. I can't help thinking, as I write this review, that I am in the same boat as the reviewer 100 years ago commenting on that hypothetical book on the new canceling machines and thinking to myself, "I wonder if there will be anybody who'll give a hoot to collect these new-fangled things?"

RWH



*Concluded on page 75*



# DOUG DEROST MAIL BID AUCTION

482 MODELAIRE DRIVE, LA GRANDE, OR 97850

PHONE: (541) 963-6350; E-MAIL: deroest@oregontrail.net

**CLOSING TUESDAY, DECEMBER 12th 2000**

Photocopies free with SASE

All Lots on PPC unless otherwise noted

## ALASKA (Helbock Types)

- 001 CHENA, 1906 FINE (Type 1) Ty 2/1 Doane Est \$50.00  
 002 CHIGNIK, 1913 FINE (Type 2) Ty B 4-Bar Est \$50.00  
 003 CLEARY, 1907 FINE (Type 1) Ty 3/1 Doane, nice view Est \$100.00  
 004 DYEA, 1898 G+ (Type 2) CDS on cover bit rough @ Rt. Est \$100.00  
 005 FAIRBANKS, 1906 VG+ (Type 4) DCDS REG. Cover to HAWAII AYPE stamp \$30.00  
 006 FAIRBANKS, 1907 VG (Type 5) Doane Mimic, nice view Est \$20.00  
 007 HAINES, 1909 VG (Type 4) DCDS REG. Cover to HAWAII AYPE stamp \$30.00  
 008 KILLISNOO, 1908 G+ (Type 3) Ty 3/2 Doane Est \$ 20.00  
 009 KILLISNOO, 1914 VG+ (Type 3/2) Ty 3/2 Doane Est \$20.00  
 010 LORING, 1905 VG+ (Type 4) Ty 2/2 Doane, O'Strk & on stamp Est \$ 50.00  
 011 METLAKATLA, 1906 VG+ (Type 1) Ty 2/1 Doane Est \$ 15.00  
 012 PETERSBURG, 1906 FINE (Type 2) Ty 3/3 Doane Est \$50.00  
 013 SAINT MICHAEL, 1906 FINE (Type 6) Ty 2/5 Doane Est \$ 20.00  
 014 SAINT MICHAEL, 1907 VG+ (Type 6) Ty 2/5 Doane Est \$ 20.00  
 015 SAINT MICHAEL, 1910 VG (Type 7) 4-Bar Mimic, part on stamp Est \$ 18.00  
 016 SELDOVIA, 1907 FINE (Type 2) Ty 3/1 Doane on PSE cover Est \$ 50.00  
 017 SEWARD, 1904 FINE (Type 1) Ty 2/2 Doane on Reg. Cover, part on stamp 50.00  
 018 SEWARD, 1906 VG (Type 2) Ty 3/7 Doane on Reg Cover Est \$ 18.00  
 019 TANANA, 1907 FINE (Type 3) Ty 2/2 Doane Est \$ 25.00  
 020 TANANA, 1910 VG (Type 3) Ty 2/2 Doane Est \$ 20.00  
 021 TANANA, 1910 VG (Type 4) Ty A 4-Bar Est \$ 15.00  
 022 YAKUTAT, 1916 VG+ (Type 2) Ty A 4-Bar Est \$ 50.00

## IDAHO

- 023 ABBY, 1909 FINE Ty A2 4-Bar, (Twin 02-11) \$50.00  
 024 AGATHA, 1897 FINE CDS on Cover (Nez P. 96-00) Est \$ 50.00  
 025 AKO, 1904 VG+ CDS Cover end @ Rt. Torn off stamp gone. \$ 50.00  
 026 ALBERTA, 1908 VG Ty A1 4-Bar PSE Rough @ Rt. (07-08) \$ 150.00  
 027 AMERICAN FALLS, 1906 FINE Ty 3/5 DOANE on PSE cover \$ 10.00  
 028 ANDERSON, 1900 VG+ CDS Target Cover uneven @ Rt (93-07) \$50.00  
 029 ANDERSON DAM, 1942 VG+ Ty F 4-Bar FD cover (42-50) Est \$ 10.00  
 030 ANTELOPE, 1891 FINE CDS on PSE Cover rough @ Lft (82/02) \$ 25.00  
 031 ARBON, 1899 FINE CDS Target on Reg. cover, very early (98-op) E \$ 20.00  
 032 ARLING, 1922 FINE Ty C1 4-Bar on PSE cover (15/41) Est \$ 8.00  
 033 ARTESIAN CITY, 1912 VG+ Ty A2 4-Bar, PC crease (09-13) E \$50.00  
 034 AUSTIN, 1907 G CDS on Cover Rough @ Lft (98-10) Est \$18.00  
 035 BASIN, 1897 VG Manuscript on colorfull Reg. Cover (82-09) Est \$80.00  
 036 BATES, 1910 VG Ty A2 4-Bar (00-20) Est \$25.00  
 037 BEELER, 1916 VG Ty B 4-Bar on stamp soiled & faulty PC (12-19) \$50.00  
 038 BELTGRIVE 1907 G+ CDS Transit, STINSON VG CDS Rec'd \$ 50.00  
 039 BENNETT, 1928 Vg Ty B 4-Bar on Reg Cover, on stamp (13/34) E\$ 10.00  
 040 BERGER, 1918 Vg Ty B 4-Bar (11-29) Est \$ 15.00  
 041 BLACK BEAR, 1907 G+ Ty 3/4 Doane Est \$25.00  
 042 BLACK LAKE, 1929 Manuscript Philat. Cover (11-49) Est \$ 15.00  
 043 BLACK PINE, 1913 VG+ Ty B 4-Bar (10-39) Crease & Soil PC E\$8.00  
 044 BLACKTAIL, 1910 G+ CDS as Rec'd (02-11) \$35.00  
 045 BLOWOUT, 1912 VG+ Ty A2 4-Bar (08-20) Est \$ 25.00  
 046 BLUE CREEK, 1912 VG+ Ty A2 4-Bar, rim off @ top (10-13) \$50.00  
 047 BLUELAKES, 1903 VG CDS on PSE rough @ Rt. (98-05) 125.00  
 048 BOLDER, 1914 VG+ Ty B 4-Bar (13-16) Est \$ 100.00  
 049 BONANZA, 1911 FINE Ty B 4-Bar (94/18) Est \$ 25.00  
 050 BRIDGE, 1880 FINE CDS PSE with 3ct due stamp Rough @ Rt \$30.00  
 051 BRADY, 1909 FINE Ty A2 4-Bar (09-11) Est \$ 100.00  
 052 BRUNZELL, 1913 G+ Ty B 4-Bar (13-19) Est \$ 50.00  
 053 BRIGGS, 1893 VG CDS on Reg. Recept Card (86-97) \$75.00  
 054 BROWNLEE, 1910 FINE Ty A2 4-Bar (09-12) 100.00  
 055 BURGDORF, 1927 FINE Ty B 4-Bar on PSE cover (15-45) E \$ 10.00  
 056 BURNS, 1907 VG CDS (03-11) Est \$ 50.00  
 057 BUTTE, 1904 Vg CDS on cover, rough @ Rt (91-08) \$ 50.00  
 058 CACHE, 1908 G+ Ty A1 4-Bar (04-16) \$20.00  
 059 CANYON CREEK, 1917 VG Ty A2 4-Bar (09/23) E \$ 25.00  
 060 CASTLE CREEK, 1898 FINE CDS on Cover (76-24) Est \$ 30.00  
 061 CENTER, FINE 1901 CDS on PSE Cover (89-01) Est \$ 30.00  
 062 CEPHAS, 1908 FINE Ty A1 4-Bar (07-11) Est \$ 50.00  
 063 CHERRY CREEK, 1908 VG CDS (95-09) E \$ 25.00  
 064 CLARA, 1911 Ty A1 4-Bar (03-13) 50.00  
 065 CLAWSON, 1913 VG Ty B 4-Bar, faulty PC (06-15) \$25.00  
 066 CLAWSON, 1912 VG Ty B 4-Bar Dbl Strk (06-15) \$ 20.00  
 067 CLEARLAKE, 1913 VG+ Ty B 4-Bar soiled PSE (05-18) \$25.00  
 068 CLOVER, 1904 VG+ CDS on PSE Cover (00-06) Est \$120.00  
 069 COLTMAN, 1899 VG+ CDS on PSE trifle rough @ Rt (96-06) 50.00  
 070 COOK, 1910 VG+ Ty A2 4-Bar (09-12) Est \$ 50.00  
 071 COPPDAL, 1910 FINE Ty A2 4-Bar on PSE cover (09-11) 125.00  
 072 COUNTY LINE, 1913 F purple Ty A2 4-Bar (09-13) \$25.00  
 073 COVE, FINE Ty A1 4-Bar (96-09) Est \$ 50.00  
 074 CRANE, 1911 VG+ Ty A2 4-Bar (84-18) Est \$ 25.00  
 075 CRICHTON, 1891 FINE CDS on PSE trimmed @ Lft (84-13) 40.00  
 076 CZIZEK, 1940 FINE Ty F 4-Bar on Philat Cover (40-42) Est 25.00  
 077 DEEP CREEK, 1910 VG Ty A2 4-Bar (09-13) \$50.00  
 078 DEWEY, 1909 FINE Ty A1 4-Bar (96-11) Est 25.00  
 079 EDIE, 1907 FINE Ty A1 4-Bar (06-15) Est \$25.00  
 080 ELO, 1909 FINE Ty 2 DOANE on leather PC (05-09) \$25.00  
 081 FAIRYLAWN, 1921 VG++ Ty B 4-Bar (12-33) E \$ 18.00  
 082 FAIRVIEW, 1897 VG Manuscript on cover (83-09) E \$75.00  
 083 FALKS STORE, 1898 VG+ CDS on PSE (71-10) E \$30.00  
 084 FALLS CITY, 1913 FINE Ty B 4-Bar on PSE (11-16) E \$60.00  
 085 FIR GROVE, 1910 FINE Ty A2 4-Bar (10-10) Est \$200.00  
 086 FISHERIE, 1913 VG Ty B 4-Bar (11-12) Est \$ 200.00  
 087 FISH LAKE, 1912 FINE Ty A2 4-Bar (09-15) E \$50.00  
 088 FREEDOM, 1916 G Ty B 4-Bar (15/26) Est \$ 15.00

- 089 FRY, 1899 VG+ CDS on PSE trimmed @ Lft. (87-92) \$200.00  
 090 GARNET, 1900 F CDS on Reg Cvr, trim left (96-10) \$25.00  
 091 GIVENS SPRINGS, 1918 F Ty B 4-Bar, EARLY (17-34) \$15.00  
 092 GRANT, 1898 VG CDS on CVR trim Lft (93-06) Est \$50.00  
 093 HADDOCK, 1912 VG+ part on stamp B 4-Bar (11-17) \$50.00  
 094 HAILEY, 1885 CDS ties 1ct DUE stamp as postage Est \$50.00  
 095 HANNA, 1904 FINE CDS on CVR (02-04) Est \$ 200.00  
 096 HERMAN, 1909 VG+ CDS (01-19) Est \$15.00  
 097 HERRICK, 1912 VG Ty B 4-Bar (11-16) \$50.00  
 098 HIGH VALLEY, 1917 VG Magenta B 4-Bar, GPC (11/17) \$50.00  
 099 HOODOO, 1903 VG CDS on PSE cover (90/03) Est \$125.00  
 100 HOUSTON, 1901 VG CDS on Cover (84-05) E \$50.00  
 101 HUNT, 1943 CVR W/Japanese Ret. Address, Internment camp E\$30.00  
 102 ISLAND, 1916 VG Ty B 4-Bar, soiled PC (82/16) E \$25.00  
 103 KAUFMAN, 1910 Ty A1 4-Bar (99-15) Est \$25.00  
 104 KEEVER, 1918 VG++ Ty B-4Bar on CVR (16-18) Est \$110.00  
 105 KLOCKMAN, 1918 VG B 4-Bar, Idaho not struck, RP of Mine E\$15.00  
 106 KUPRO, 1911 FINE Ty A2 4-Bar (10-12) Est \$50.00

## MONTANA

- 110 ALDER, 1908 VG Ty 2/2 DOANE, worn & messy Est \$ 5.00  
 111 ALLERDICE, 1887 FINE toothed CDS Neg star GPC (81-89) \$50.00  
 112 ALTA, 1893 FINE blue CDS on PSE (90-96) Est \$ 100.00  
 113 APEX, 1914 FINE Ty B 4-Bar (86/25) Est \$15.00  
 114 ARMELLS, 1907 FINE CDS (90/37) Est \$8.00  
 115 ASHMOOR, 1914 VG+ Ty B 4-Bar (13-37) Est \$15.00  
 116 AUGUSTA, 1885 FINE EARLY Octagon on GPC Est \$40.00  
 117 AUSTIN, 1908 VG+ Ty 2/1 DOANE (01-67) Est \$ 7.00  
 118 BANNACK CITY, 1879 G+ blue CDS on GPC (63-98) \$15.00  
 119 BANNACK CITY, 187? VG CDS on POD official CVR \$20.00  
 120 BEARMOUTH, 1909 VG bluish Ty A1 4-Bar (95/49) \$6.00  
 121 BEAVER CREEK, 1881 VG Toothed Dbl CDS, GPC (72-77)\$100.00  
 122 BEDFORD, 1883 FINE CDS Star in Cir. GPC (79-85) E \$50.00  
 123 BELMONT, 1882 VG CDS Malt Cross, GPC (79-82)\$ 350.00  
 124 BELTON, 1910 VG CDS (00-49) Est \$ 5.00  
 125 BENCHLAND, 1913 FINE Ty A2 4-Bar (09-64) E \$6.00  
 126 BUELOWS, 1916 VG++ Ty B 4-Bar (11-18) Est \$20.00  
 127 CARTERVILLE, Lewis & Clark Co., 1882 FINE Toothed Dbl OVAL  
 TOWN & COUNTY, pretty Magenta on GPC (81-88) E \$ 50.00  
 128 DEWEY, 1907 F Ty 3/2 DOANE on Reg Recept card (94-13) \$18.00  
 129 GLOSTER, 1882 Blue CDS Malt-Cross, GPC (82-95) E \$50.00  
 130 JACKSON, 1907 VG Ty 3/3 DOANE Est \$ 7.00  
 131 JEFFERSON CITY, 1912 VG++ Ty 2/2 DOANE E \$7.00  
 132 MEADOW CREEK, 1882 Large DCDS on GPC (69/08) \$30.00  
 133 PHILBROOK, M.T.1882 VG Triple CDS, GPC (81-12) Est \$20.00  
 134 PRESTON, 1907 FINE Ty 2/1 DOANE (00/14) Est \$ 25.00  
 135 RADERSBURG, 1881 Octagon on GPC (66-66) Est \$25.00  
 136 ROLLINGS, 1909 FINE Ty 2/1 Doane Est \$7.00  
 137 SILVER STAR, 1882 Large Blue Dbl Oval/Star, GPC \$20.00  
 138 WHITE SULPHUR SPRINGS, 1881 Dbl Tooth CDS/Star GPC \$20.00  
 139 WILLIS, 1912 F Ty 2/2 DOANE, part on stamp (80-13) E \$8.00

## OREGON

- 140 ASBESTOS, 1909 VG+ Ty 3/1 DOANE (Jack 93-18) address scribbled out. Est \$25.00  
 141 AUDREY, 1911 VG CDS (Baker 02-18) Est \$ 50.00  
 142 BAKER CITY, 187? CDS on PSE, rough @ Lft Est \$ 35.00  
 143 BAKER CITY, 1886 Tri CDS, CVR rough @ Lft E \$ 35.00  
 144 BALM, 1908 VG+ Ty 3 DOANE (Till 97-11) E \$20.00  
 145 BARTLETT, 1911 VG+ Ty 2/1 DOANE (Wall 04-45) \$10.00  
 146 BISSELL, 1910 VG CDS, rim off @ top (Clack 95-24) \$15.00  
 147 BOHEMIA, 1909 F Ty A1 4-Bar (Lane 93-22) Est \$ 20.00  
 148 BOURNE, 1912 G+ Ty B 4-Bar (Baker 95-27) Es \$15.00  
 149 CAMP CREEK, 1911 VG lite Ty 1/1 DOANE (lane 71-12) \$15.00  
 150 CARLTON, YAMHILL COUNTY, 1887 Town & County E \$50.00  
 151 CAYUSE, 1896 G+ CDS on PSE rough @ Rt Est \$ 15.00  
 152 CAZADERO, 1907 F Ty 2 DOANE (Clack 04-18) Est \$15.00  
 153 COPPERFIELD, 1910 VG lite Ty A1 4-Bar (Baker 99/27) \$ 20.00  
 154 CORNUCOPIA, 1893 FINE CDS on GPC (Baker 85-42) Est \$25.00  
 155 COYOTE, 1908 VG+ Ty 3/1 DOANE (Moro 06-12) Est \$75.00  
 156 COYOTE, 1911 VG Oregon not struck, Ty B 4-Bar Est \$ 50.00  
 157 CROSS KEYS, 1899 VG+ CDS on CVR (Jeff 79-02) Est \$100.00  
 158 DAVIDSON, 1907 FINE Ty 2/1 DOANE (Josep 00-07) E \$80.00  
 159 DIAMOND, 1906 Ty 2/2 DOANE (87-62) Est \$ 8.00  
 160 ECKLEY, 1906 Ty A1 4-Bar (Curry 83-16) Est \$ 40.00  
 161 EMPIRE CITY, 1884 VG+ CDS/Fancy Star on PSE (58-94) \$40.00  
 162 GRANTS PASS, JACKSON COUNTY, 1883 VG Town & County on cover. Est \$60.00  
 163 GRASS VALLEY, 1887 VG CDS on CVR, None Known Est \$80.00  
 164 GREENHORN, 1909 FINE Duplex on CVR (Baker 02-19) E \$20.00  
 165 GROUSE, 1912 VG+ Ty B 4-Bar (Wallowa 96-17) E \$20.00  
 166 GURDANE, 1907 FINE Ty 1/1 DOANE (Umat. 90/34) E \$10.00  
 167 GUNTER, 1906 FINE Ty 3/1 DOANE (05-47) E \$8.00  
 168 HAMILTON, 1906 VG Ty 2/3 DOANE, GPC (84-59) E \$10.00  
 169 HARNEY, 1908 VG Ty A1 4-Bar (Harn 85-19) Est \$20.00  
 170 IIVISON, 1908 FINE Ty 3/1 DOANE (Lane 93-09) Est \$20.00  
 171 KEATING, 1887 VG+ DCDS Unl. Ty. on Reg Recept card Est \$20.00  
 172 KERNVILLE, 1910 VG CDS (Linc 96/57) Est \$8.00  
 173 KINGS VALLEY, 1894 FINE CDS on CVR (Beal 55/74) E \$20.00  
 174 LAFAYETTE, YAMHILL CO. 1886 VG+ Dbl Oval on PSE E \$75.00  
 175 LEHMAN, 1912 Ty 2 DOANE (Umat. 99-30) Est \$ 10.00  
 176 LEWISVILLE, 1898 FINE CDS on CVR (Polk 65-05) Est \$ 40.00  
 177 MARX, 1909 Fine Ty 2 Doane, O'Strk (Till 04-10) Est \$40.00  
 178 MAXVILLE, 1924 Ty A3 4-Bar on stamp, CVR (Wall 23-33) \$20.00  
 179 McEWIN, 1896 ,.VG+ CDS, GPC, SPELL ERROR (Baker 93-43) \$25.00  
 180 MEHAMA, 1892 F Fancy Dbl Oval, CVR, rough @ Rt (77-57) \$20.00  
 181 MENOMINEE, 1909 VG+ Ty 2 DOANE (Hood River 03-09) E \$50.00  
 182 MYRICK, 1907 FINE Ty 3/1 DOANE as Rec'd CVR back, Very Rough @ Rt. Scarce Doane Est \$ 50.00  
 183 NOBLE, 1908 G+ Ty 2/1 DOANE (Marion 93-08) Est \$40.00



## Doug DeRoest Mail Bid Auction(cont.)

## OREGON (cont.)

184 NEW BRIDGE, 1893 VG+ CDS on CVR Tore open Rough @ Lft \$10.00  
 185 NEWTOWN, 1910 VG Ty A2 4-Bar, O'Strk (Hood Riv 10-11) E \$ 80.00  
 186 NYE, 1913 VG Ty B 4-Bar, soiled PPC (Umat 87-17) Est \$12.00  
 187 PALMER JUNCTION, 1917 VG Ty A1 4-Bar, part on stamp (Union 09-37) 8.00  
 188 PINE, 1895 FINE CDS on GPC w/file hole. (Baker 92-58) 15.00  
 189 REDBOY, 1908 VG Ty A1 4-Bar as Rec'd, O'Strk (Grant 07-10) Est \$50.00  
 190 RICEHILL, 1907 FINE Ty 3/2 DOANE (Doug 92-08) Est \$ 50.00  
 191 RICEHILL, 1907 FINE Ty 3/2 DOANE bit O'Strk Est \$ 50.00  
 192 RILEY, 1891 VG CDS on CVR Trim Lft (Harn 85-19) Est \$ 25.00  
 193 RIVERSIDE, 1926 G+ Ty D 4-Bar on stamp, Commer CVR \$ 7.00  
 194 ROWE, 1909 G+ Ty A2 4-Bar as Recd, Oregon not struck Est \$10.00  
 195 RUFUS, 1893 VG CDS on CVR trim Lft Est \$20.00  
 196 RUCKLES, 1907 VG+ Ty 2 DOANE (Doug 98-34) Est \$10.00  
 197 SAMPSON, 1906 FINE Ty 3/2 DOANE (Doug 98-12) E \$15.00  
 198 SODA SPRINGS, 1908 FINE Ty 1/1 DOANE (Jack 86-11) \$50.00  
 199 SPEAKER, 1907 FINE Ty 3/1 DOANE (Josp 05-28) Est \$10.00  
 200 UMPQUA FERRY, 1883 Large CDS off @ Top (Doug 77-06) E \$40.00  
 201 UNION, 1876 VG+ CDS on CVR, rough @ Rt Est \$ 25.00  
 202 VIENTO, 1908 VG+ Ty 2 DOANE (Hood Riv 96-19) Est \$20.00  
 203 VINSON, 1904 FINE Ty 2/1 DOANE as Recd No 10 CVR back Est \$35.00  
 204 VOLTAGE, 1932 VG Ty E Depression 4-Bar on cover (08-33) E \$ 25.00  
 205 WHITE PINE, 1914 Ledgible Ty B 4-Bar, soiled PC (Grant 12-18) E \$100.00  
 206 WILLOWS, 1906 VG Ty 1/1 DOANE on leather PC (78/42) E \$10.00  
 207 WOOLLEY, 1908 VG Ty 3 DOANE (Doug 05-12) Est \$20.00  
 208 ZUMWALT, 1907 FINE Ty 2/1 DOANE (Wall 03-36) Est \$ 18.00  
 209 VOLTAGE VG Ty E Depression 4-Bar CVR (Harn 08-33) Est \$25.00  
 210 WILLOWS, 1906 VG Ty 1/1 DOANE leather PC (Gilliam78/42) E \$10.00

## WASHINGTON

211 ALPOWA, 1885 VG CDS on No.10 reg cvr ends faulty E \$40.00  
 212 FORT WARD, 1916 FINE Ty A2 4-Bar (Kitsap 03/20) E \$20.00  
 213 LA CONNER, 1871 CDS on PSE rough @ Rt. Est \$ 40.00  
 214 LADU, 1909 FINE Ty 3/1 DOANE (Cowlitz 95-13) E \$ 10.00  
 215 MOSSYROCK, 1908 VG purple Ty 2/2 DOANE Est \$ 5.00  
 216 PERRY, 1909 VG Ty 2/1 DOANE on PSE (81-27) E \$15.00

## WYOMING

220 ALCOVA, 1918 VG Ty 2/2 DOANE Est \$8.00  
 221 CLOVERLY, 1910 FINE Ty 2/1 DOANE (98-29) E \$15.00  
 222 DEPASS, 1910 VG Ty 3/1 DOANE as Rec'd (06-25) E \$10.00  
 223 FORT RUSSELL, 1905 VG Ty 1/3 DOANE (83/30) E \$ 18.00  
 224 FORT RUSSELL, 1907 VG+ Ty 3/8 DOANE (83/30) \$10.00  
 225 FOSSIL, 1908 FINE Ty 3/3 DOANE Soil lower Lft(86/45) E \$10.00  
 226 GOLDSMITH, 1908 FINE Ty 1/4 DOANE (93-14) E 25.00  
 227 IRON MOUNTAIN, 1909 VG+ Ty 3/3 DOANE Est \$ 8.00  
 228 LESLIE, 1908 VG Ty 2/1 DOANE part on stamp (04-09) \$50.00  
 229 MERIDAN, 1908 FINE Ty 2/2 DOANE Est \$ 8.00  
 230 MILLER, 1909 FINE Ty A-1 4-Bar (03-25) Est \$ 15.00  
 231 ORIN, 1906 VG+ Ty 3/3 DOANE (95-62) Est \$ 10.00  
 232 PALISADE, 1908 VG+ Ty 3 DOANE (03-10) Est \$40.00  
 233 PATHFINDER, 1907 VG+ Ty 3/1 DOANE (05-12) \$25.00  
 234 PATRICK, 1906 VG+ Ty 2/1 DOANE on cover (87-14) \$25.00

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## WANTED TO BUY

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MEMBER APS



## Books in Review

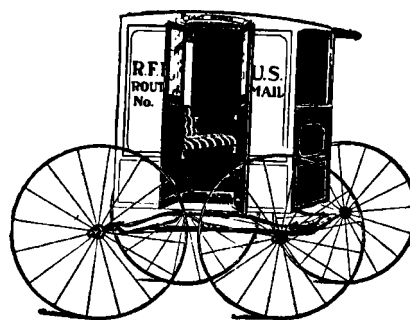
**PMCs: A Guide to Collecting Purple Machine Cancels** by Robert M. Washburn. Skowhegan, ME: By the Author, 2000. Card covers, plastic spiral binding, 81 pages. Available from the author for \$20.00 post-paid at P.O. Box 840, Skowhegan, Maine 04976-0840.

Robert Washburn has revised and expanded his original 1994 edition through the addition of many newly discovered dial and slogan types, newly reported cities of use and numerous new early and later dates of use. The 2000 edition nearly doubles the number of reports for these unusual cancellations which appeared in the earlier edition. In addition, an entirely new section listing purple machines used to cancel flats (postal talk for oversized envelopes) has been added.

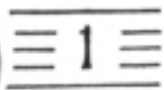
For readers unfamiliar with purple machine cancels, the term refers primarily to an experiment begun in the early 1970s by the US postal service to use purple ink in a particular type of canceling machine. The experiment was an attempt to alleviate a problem of inking roller swelling caused by the black ink of the time, but, because the purple ink drew a fair amount of criticism from a variety of corners, the experiment was eventually curtailed. Most purple machine cancels date from the early 1980s, although some examples have been reported from the late 1980s and early 1990s.

Readers interested in building a collection of these unusual machine markings should definitely acquire a copy of Robert Washburn's latest edition.

RWH



## PROFESSIONAL POSTMARK TRACING & MAPS



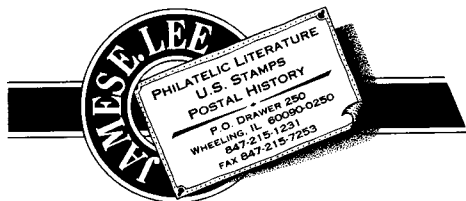
I will execute to your exact specifications accurate tracings of plain or fancy postmarks, cancels and maps. My work has

appeared in *La Posta* in both the Washington Territorial postmark series by Richard A. Long and the 19th Century Colorado postmark series by Richard Frajola.

If you've been thinking of a postmark catalog project, or any research which requires well-executed postmarks or maps for illustrations, but do not have the time required to accomplish the tracings, drop me a line or give me a call with the particulars, and I will give you a quote.

**Jane Dallison**

**P. O. Box 296, Langlois, OR 97450  
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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 [31-5]

NEW WEBSITE. Visit Postcard Mall.com, "A postcard and deltiology resources cyberspot!" <http://www.postcardmall.com>. [31-5]

## 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>. [31-5]

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

US POSTAL HISTORY, mostly 1900 to present, RPO's, machines, more, please inquire. Color scans free. Paul Bourke, PO Box 125, Ashland, MA 01721  
[PaddyBGood@aol.com](mailto:PaddyBGood@aol.com) [32-2]

## 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]

SUNNY ALBERTA — Alberta town cancels and postal history. Territorial period forward. Also Edmonton and Alberta small town card views, advertising covers, corner cards -- "anything Alberta". Keith R. Spencer, 5005 Whitemud Road, Edmonton, Alberta, CANADA T6H 5L2 [32-2]

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 [31-5]

## TOWNS: WANTED

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

WANTED-WASHINGTON, D.C. covers bearing the Eagle Carrier stamp of 1861. Carl Stieg, 260 Merrydale Rd, Apt 15, San Rafael, CA 94903 [32-2]

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]

ILLINOIS- 19th CENTURY covbers wanted from Agnes, Alpine, Altenheim, Auburn Junction, Auburn Park, Avondale, Bachelder's Grove, Bachelor's Grove, Bandow, Bellewood, Bernice, Black Oak, Brainerd Station, Bremen, Brighton Park, Brown's Mill, Buena Park, Burnham, Burnside Crossing, Calumet, Calvary, Cazenoviz, Central Park, Chamblee, Chaplin, Chicago Lawn, Clarkdale Junction, Clearing, Colehour, Collierdale, Columbia Heights, Comorn, Congress Park, Cooper's Grove, Corning, Cragin, Crawford, Cummings, Dauphin Park, Deer Grove, Drexel, Dunlap's Prairie, Dunning, Dutchman's Point, East Harlem, East Northfield, East Oakland, Edgewater, Edison Park, Elk, Ellisville, Grover, Port Clinton, St. John. Alan Swanson, 11 Prospect Rd., Lake Zurich, IL 60047 [31-5]

## NOTE:

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ISSUE:**

**November 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]

NEBRASKA TERRITORIAL covers (before Mar 1, 1867) wanted for my personal collection. Write or send copies. Ken Stach, 15 N. Morning Cloud Circle, The Woodland, TX 77381 [32-3]

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 [31-5]

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

SOUTH DAKOTA Territorial and Statehood covers wanted for my personal collection. Write or send copies. Ken Stach, 15 N. Morning Cloud Circle, The Woodland, TX 77381 [32-3]

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 [31-5]

## 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. [31-6]

## 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> [31-5]

## 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. [31-6]

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. [31-5]

LA POSTA BACKNUMBERS available free in exchange for postage to interested readers. I am doing some necessary house cleaning and will make selected back numbers available. Send me an e-mail for details: [rcrossley@worldnet.att.net](mailto:rcrossley@worldnet.att.net) [31-5]

## POST OFFICE FORMS WANTED

HELD FOR POSTAGE -- US Post Office Forms #1543, #3540, #3548 sought for study of varieties -- Need better items and accumulations of common. Write for offer: David L. Straight, P.O. Box 32858, St. Louis, MO 63132 or e-mail: [dls@library.wustl.edu](mailto:dls@library.wustl.edu) [32-2]

ADDRESS CORRECTION-- US Post Office Forms #3547, #3578, #3579 sought for study of varieties -- Need better items and accumulations of common. Write for offer: David L. Straight, P.O. Box 32858, St. Louis, MO 63132 or e-mail: [dls@library.wustl.edu](mailto:dls@library.wustl.edu) [32-2]

## MISCELLANEOUS: WANTED

EXPRESS COMPANY & Parcel Delivery Company covers, Corner-Cards, Labels and Stamps. Locals: Forgeries and Fantasies. William Sammis, 436 Thomas Road, Ithaca, NY 14850-9653 E-mail: [cds13@cornell.edu](mailto:cds13@cornell.edu) [32-3]

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 [31-5]

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 [31-5]

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## CALIFORNIA

- 1 ABRAMS, 1899 VG CDS ON COVER (95/02). EST. \$30
- 2 ADAMS, 1936 VG DEPR 4-BAR ON PPC (08-60). EST. \$4
- 3 ALDEN STA/OAKLAND, 1907 VG DPLX ON PPC (00-08). EST. \$8
- 4 ANTILER, 1910 F 4-BAR ON PPC (08-14). EST. \$20
- 5 ARBOGA, 1913 VG 4-BAR O/S ON PPC (12-26). EST. \$18
- 6 ATCHISON, 1919 VG 4-BAR ON PPC (STAMP SCRAPPED)(03-12). E \$30
- 7 BANTA, 1931 VG DEPR 4-BAR ON COVER. EST. \$4
- 8 BENTON, 1908 ECU MON-110 ON PPC (66-80). EST. \$5
- 9 BIG SUR, 1938 VG 4-BAR ON PPC. EST. \$4
- 10 BLACK DIAMOND, 1910 VG DPLX ON PPC (68-11). EST. \$20
- 11 BLUMENBERG, 1909 F 4-BAR A BIT O/S ON PPC (08-10). EST. \$75
- 12 BONANZA, 1908 VG 4-BAR ON PPC (00-14). EST. \$20
- 13 BURWOOD, 1884 F DC ON COVER (59-88). EST. \$75
- 14 CASTROVILLE, 1914 VG DUPLEX ON PPC. EST. \$4
- 15 CEMENT, 1910 VG 4-BAR ON PPC (03-28). EST. \$10
- 16 CENTRAL POINT, 1888 F CDS ON CVR A BIT RUFF @ RT (76-90) \$75
- 17 CHUALAR, 1908 F LKU MON-610 ON PPC. EST. \$5
- 18 CHUALAR, 1911 VG 4-BAR ON PPC. EST. \$5
- 19 COFFEE, 1908 VG CDS ON PPC (82/37). EST. \$6
- 20 COLUSA JUNCTION, 1910 VG 4-BAR ON PPC (86-14). EST. \$20
- 21 DEL MONTE, 1944 F MACHINE. FREE W/RET ADD N.T.S. EST. \$4
- 22 DOLGEVILLE, 1905 VG DOANE ON PPC (04-09). EST. \$6
- 23 EAST RIVERSIDE, 1894 VG CDS ON COVER (88-97). EST. \$20
- 24 EDEN, ca1929 F 4-BAR ON PC (24-24). EST. \$6
- 25 EL CASCO, 1908 F 4-BAR ON PPC (88-14). EST. \$20
- 26 ELECTRA, 1913 VG 4-BAR ON PPC (00-23). EST. \$12
- 27 ENTERPRISE, 1910 VG CDS ON PPC (78/26). EST. \$12
- 28 ENTERPRISE, 1915 F 4-BAR ON PPC (78/26). EST. \$12
- 29 FRESNO FLATS, 1909 VG DOANE ON PPC (73-12). EST. \$6
- 30 GRAFTON, 1909 F 4-BAR ON PPC (54/23). EST. \$6
- 31 GONZALES, 1897 VG LKU MON-840 REC'D AS B/S ON CVR. \$6
- 32 GONZALES, 1909 F 4-BAR ON PPC. EST. \$4
- 33 GRANDVIEW, 1908 F DOANE ON PPC (05-44). EST. \$4
- 34 GRAYSON, 1891 VG DC ON COVER (74-06). EST. \$40
- 35 HOLLISTER, 1922 VG FLAG ON PPC. EST. \$4
- 36 HOPETON, 1882 F ms ON COVER (66-94). EST. \$50
- 37 HUNTERS, 1908 F DOANE ON PPC (88-30). EST. \$6
- 38 ICELAND, 1910 F LKU DOANE ON PPC W/STAMP GONE (97-23) \$8
- 39 IMPERIAL JUNCTION, 1912 VG LIGHT 4-BAR ON PPC (10-13). \$50
- 40 INDIAN GULCH, 1911 G+ LIGHT 4-BAR ON PPC (55/12). EST. \$15
- 41 INGOMAR, 1915 F 4-BAR ON PPC (90-21). EST. \$12
- 42 IVERSEN, 1909 F DOANE ON GPC (90-10). EST. \$40
- 43 JASPER POINT, 1912 F 4-BAR ON PPC (09/16). EST. \$45
- 44 JELLY, 1925 VG 4-BAR ON COVER (01-34). EST. \$8
- 45 JOHN ADAMS, 1913 VG 4-BAR ON PPC (80/13). EST. \$20
- 46 KANAWYER, 1909 F 4-BAR ON PPC (08-14). EST. \$40
- 47 KESWICK, 1912 G+ 4-BAR ON PPC (96-23). EST. \$10
- 48 KEYSTONE, 1906 VG DOANE REC'D ON PPC (05-13). EST. \$8
- 49 KING CITY, 1908 F DOANE ON PPC. EST. \$4
- 50 KING CITY, 19XX VG DUPLEX ON PPC. EST. \$4
- 51 KING CITY, 1929 DUPLEX ON PPC. EST. \$4
- 52 KINSLEY, 1910 F 4-BAR ON PPC (96-28). EST. \$12
- 53 KLAMATH MILL, 1882 F CDS ON CVR W/CLIPPED COR (75-82). \$300
- 54 LARABEE, 1924 F 4-BAR ON PPC (21-25). EST. \$45
- 55 LEWIS., 1909 VG 4-BAR ON PPC ( CAL UNSTRUCK)(79-27) \$10
- 56 LIDELL, 1913 VG 4-BAR ON PPC (80-15). EST. \$10
- 57 LLANADA, 1909 VG DOANE ON PPC (91-29). EST. \$12
- 58 LOCKWOOD, 1907 VG DOANE ON PPC. EST. \$4
- 59 LOS BERROS, VG 1891 CDS ON COVER (88-01). EST. \$40
- 60 LOVERS LEAP, 192X G+ 4-BAR ON PPC OF LEAP (19-29). EST. \$10
- 61 LOWELL HILL, 190X VG DOANE ON PPC (78-18). EST. \$20
- 62 MALERMORO, 1905 F DUPLEX ON PPC (94-13). EST. \$20
- 63 MERLE, 9/15/1908 F LKU DOANE ON PPC (88/09). EST. \$45
- 64 MOSS LANDING, 1943 G 4-BAR. RET ADD USCG BEACH PATROL. \$8
- 65 NEW JERUSALEM, 1891 VG CDS B/S ON COVER (82-95). EST. \$20
- 66 NORTH SAN DIEGO, 1918 F 4-BAR ON PPC (70-43). EST. \$6
- 67 NUEVO, 1891 F CDS ON COVER (83/95). EST. \$45
- 68 OAT HILL, 1907 VG CDS ON PPC (91-10). EST. \$20
- 69 ORANGEHURST, 1909 F 4-BAR REC'D ON PPC (08-16). EST. \$30
- 70 ORNBAUN, 1912 VG 4-BAR ON PPC (97-26). EST. \$12
- 71 PACHECO, 1909 F 4-BAR ON PPC (59-13). EST. \$20
- 72 PARAISO SPRINGS, 1912 VG 4-BAR ON BIRD'S EYE PC OF SITE. \$6
- 73 PARK, 1907 F 4-BAR REC'D ON PPC (91-19). EST. \$8

## COLORADO

- 74 ALBANO, 9/17/1912 F LKU DOANE ON PPC (04-12). EST. \$45
- 75 AVALO, 1911 VG 4-BAR ON PPC (98-36). EST. \$6
- 76 CADDOA, 1909 VG DOANE ON PPC (81/58). EST. \$4
- 77 CARDINAL, 1907 F DOANE REC'D ON PPC (05/19). EST. \$20
- 78 CASSELLS, 1908 G+ SWOLLEN DOANE ON PPC (99-29). EST. \$8
- 79 CHASE, 1910 VG 4-BAR ON PPC (92-11). EST. \$45
- 80 CHEMUNG, 1907 F 4-BAR REC'D ON PPC (06-10). EST. \$35
- 81 LUJANE, 3/13/06 G+ ECU DOANE ON PPC (05-10). EST. \$40
- 82 PICTOU, 1910 F 4-BAR ON PPC (89-32). EST. \$12
- 83 SCHLEY, 1911 G+ CDS ON PPC (99-14). EST. \$8
- 84 SUGAR LOAF, 1911 VG 4-BAR ON PPC (67/42). EST. \$6

## IDAHO

- 85 BYRAM, 1910 F 4-BAR REC'D ON PPC (10-12). EST. \$65
- 86 CARIBEL, 1913 G+ 4-BAR ON PPC (07-16). EST. \$30
- 87 CARSON, 5/15/07 VG LKU LIGHT DOANE ON PPC (06-08). EST. \$125
- 88 CRICHTON, 1912 VG 4-BAR ON PPC (84/13). EST. \$20
- 89 DAIRY CREEK, ca1919(NYD) F 4-BAR ON CREAMED PPC (18-27). \$20
- 90 LAKE, 1914 VG 4-BAR ON PPC (89-41). EST. \$6
- 91 PERRY, 1911 VG 4-BAR REC'D ON PPC (95-15). EST. \$20
- 92 RAMSEY, 1908 F CDS ON PPC (98-11). EST. \$40
- 93 WAHA, 1909 VG CDS ON PPC (79/41). EST. \$6

## MONTANA

- 94 ELECTRIC, 1909 VG 4-BAR ON PPC W/CREASE (09-15). EST. \$15
- 95 FORSYTH, 5/16/89 VG TERRITORIAL CDS ON CVR W/LETTER. \$8
- 96 GARNET, 1917 G+ 4-BAR ON PPC (96/42). EST. \$6
- 97 GRACEVILLE, 1913 G+ 4-BAR ON PPC W/CORNER BEND (11-23). \$15
- 98 MAUDLIN, 1917 VG 4-BAR ON PPC (16-26). EST. \$20
- 99 MONTFORD, 1910 VG 4-BAR ON PPC (00-10). EST. \$25
- 100 SYKES, 1911 F 4-BAR ON PPC (09-23). EST. \$12
- 101 WETE, 1912 F 4-BAR REC'D & O/S ON PPC (10-29). EST. \$10

## NORTH DAKOTA

- 102 CECIL, 11/21/08 VG ECU DOANE ON PPC (87-11). EST. \$6
- 103 DESCLACS, 1926 VG DEPR 4-BAR ON PPC. EST. \$4
- 104 GLOVER, 1911 F 4-BAR ON PPC (87-43). EST. \$6
- 105 GRONNA, 1908 F DOANE ON PPC (05-13). EST. \$20
- 106 JACKSON, 1907 G+ CDS ON PPC (84-10). EST. \$18
- 107 PLUMER, 1908 VG 4-BAR ON PPC (06-23). EST. \$12
- 108 QUESTAD, 1908 F 4-BAR ON PPC (01-09). EST. \$35
- 109 SMISHEK, 1909 VG 4-BAR A BIT O/S ON PPC (06-10). EST. \$30

## OREGON

- 110 ACME, 1910 F DOANE ON PPC (85-16). EST. \$12
- 111 DERBY, 1909 F 4-BAR ON PPC (92-19). EST. \$12
- 112 ELSIE, 1913 F 4-BAR ON PPC (92-43). EST. \$6
- 113 FERRY, 1914 VG 4-BAR ON PPC (12-14). EST. \$90
- 114 GOOCH, 1910 VG 4-BAR ON PPC (09-20). EST. \$12
- 115 GRAVE, 1909 G+ CDS REC'D ON PPC (94-13). EST. \$8
- 116 GREENVILLE, 1907 G+ DOANE ON PPC (71-07). EST. \$8
- 117 MATNEY, 1890 G+ DC OVAL T&C ON REG'D REC (86-92). EST. \$125
- 118 PEAK, 1910 F 4-BAR ON PPC (99-17). EST. \$20
- 119 PIONEER, 1908 F 4-BAR ON PPC (00-29). EST. \$12
- 120 POKEGAMA, 1910 VG 4-BAR ON PPC (99-11). EST. \$20
- 121 SHERWOOD, ca1908 TYPE 11F RFD (SCRIBBLE) RT. 2 ON PPC. \$4
- 122 THOMAS, 1909 G+ 4-BAR ON PPC (98-20). EST. \$10

## WASHINGTON

- 123 BELLEVUE, ca1910 TYPE 11F RFD (SCRIBBLE) ON PPC. EST. \$5
- 124 BLYN, 1907 F DOANE O/S ON PPC (90-09). EST. \$20
- 125 BOSSBURG, 1915 VG 4-BAR ON PPC (91-41). EST. \$6
- 126 COLLINS, 1910 VG DOANE ON PPC (00-18). EST. \$6
- 127 EAST SEATTLE, 9/5/1910 F LKU DOANE ON PPC (04-24). EST. \$12
- 128 ELLSWORTH, 8/16/1906 F LKU DOANE ON CREAMED PPC (01-06). \$75
- 129 GRANDDALLES, 1911 F BLUE 4-BAR ON PPC (92-32). EST. \$6
- 130 MARYHILL, 1911 VG 4-BAR ( WASH UNSTRUCK) ON PPC (09-13) \$20
- 131 MARYHILL, 1924 VG 4-BAR ON COVER W/LETTER (23-63). EST. \$4
- 132 MEADOWDALE, 1909 F DOANE ON PPC (04-38). EST. \$6
- 133 MORRISON, 12/30/1907 F ECU DOANE ON PPC (06-17). EST. \$20
- 134 OTTER, 1910 F 4-BAR ON PPC (82-12). EST. \$20
- 135 RUBY, 1909 F DOANE ON PPC (03-43). EST. \$6
- 136 TRENT, ca1915 VG 4-BAR ON PPC (83/13). EST. \$12

## WYOMING

- 137 BINFORD, 1916 F 4-BAR ON PPC (97-37). EST. \$6
- 138 FRENCH, 1909 VG CDS ON PPC (92-37). EST. \$6
- 139 KEARNEY, 1909 VG 4-BAR ON PPC (81/36). EST. \$6
- 140 LINDEN, 1909 F 4-BAR ON PPC W/STAIN (88-10). EST. \$30
- 141 LOINKOL, 1932 F LD COVER SIGNED BY PM (18/32). EST. \$6
- 142 LYMAN, 1912 F 4-BAR ON PPC. EST. \$4
- 143 NEWFORK, 1911 VG 4-BAR ON PPC (88-18). EST. \$20
- 144 OWEN, 1909 VG 4-BAR REC'D & O/S ON PPC (87-29). EST. \$10

## RAILWAY POST OFFICES (Towle types)

- 145 ALBANY & YAQUINA, 1910 F 900.1-A-1 ON PPC-25% STAMP GONE. 12
- 146 ALBO & WILLIAMS, 1907 VG (964-K-1) ON PPC. EST. \$25
- 147 BAYVIEW & GD RAP, 1903 G+ (632-I-1) ON CVR W/TEAR. EST. \$10
- 148 BERLIN & BOSTON, 1928 VG (25-N-2) ON PPC. EST. \$6
- 149 CHEYENNE & DENV, 1913 F (950-L-1) ON PPC. EST. \$6
- 150 DENV & KREMMLING, 1907 VG (962.2-C-1) ON PPC. EST. \$15
- 151 DET & ALGONAC, 1908 G+ (Q-3-e) ON PPC. EST. \$20
- 152 EGAN & MANILLA, 1912 VG (886-E-2) ON PPC. EST. \$6
- 153 EDGAR & STERLING, 1897 F (947.3-B-1) ON SP DEL/4x2 PIECE. \$6
- 154 ENID & WAURIKA, 1911 VG (931.1-C-2) ON PPC. EST. \$6
- 155 FAY & JACKSONVILLE, 1910 F (340-O-3) ON PPC. EST. \$6
- 156 GOSHEN & COALINGA, 1907 G+ (992.4-D-1) ON PPC. EST. \$10
- 157 GREELEY & DENVER, 1908 VG (951-L-5) ON PPC. EST. \$8
- 158 HARRIS & LEXINGTON, 1912 VG (272-K-2) ON PPC. EST. \$6
- 159 LITTLE FALLS & MORRIS, 1919 F (881.1-C-1) ON PPC. EST. \$8
- 160 LOS ANG & SAN B'D'NO, 1917 G+ (964-X-1) ON PPC. EST. \$6
- 161 LOS ANG & SAN B'D'NO KITE, 1916 F (993.1-C-1) ON PPC. \$25
- 162 MANILLA & MITCH, 1906 VG (791.1-B-1) ON PC. EST. \$6
- 163 NEB CITY & HOLDREGE, 1915 VG ON PPC. EST. \$4
- 164 OKLAHOMA & ALVA, 1908 VG (931.1-E-1) ON PPC. EST. \$6
- 165 PIERRE & RAPID CITY, 1918 VG (866-V-1) ON PPC. EST. \$8
- 166 POCATELLO & BAKER, 1921 G+ (898-L-3) ON PPC. EST. \$6
- 167 POCATELLO & BAKER, 1924 G+ (898-L-2) ON PPC. EST. \$6
- 168 POCATELLO & BUHL, 1519 G PARTIAL (896.10-C-1) ON PPC. \$4
- 169 PORT & ASH, ca1890 VG LIGHT (894-C-1) ON COVER. EST. \$10
- 170 RED BLUFF & SACRA, 1907 F (982-M-1) ON PPC. EST. \$8
- 171 REP CITY & OBERLIN, 1912 VG (947.8-A-2) ON PPC. EST. \$6
- 172 RICH & GORDONSV, 1918 VG (303-Z-1) ON PPC. EST. \$4
- 173 RIDGWAY & DURANGO, G PARTIAL (962.6-A-2) ON PPC. EST. \$10

Minimum Bid \$3.00 please.

Phone bids accepted: 650-344-3080

**CLOSING DATE: December 13, 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**

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