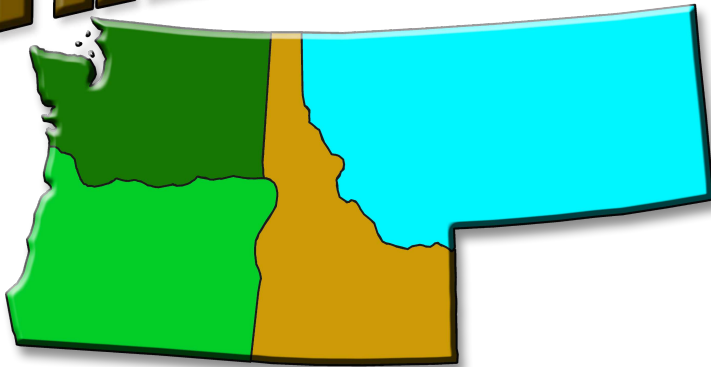


# THE OREGON COUNTRY



The Oregon Country Vol. 33 no.2  
Whole number 116  
Fall 2013



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## From Your Editor

Alan H. Patera  
P.O. Box 2093  
Lake Grove OR 97035

## More on Expenses

Our Treasurer has supplied the following information to show why we may need a dues increase:

We have 106 members times \$15.00/year equals income of \$1590.00 plus what we get from donations and the auction. Donations are about \$120/yr and the last two auctions each brought in only about \$180.00 net each year.

Printing cost for the last four issues was \$1434.70.

Postage/envelope/label costs for the last four issues was \$529.79 but most of the postage was from stamps I bought at Harmer-Schau so I only charged 80% of face. I thus added another 10% which brought the total to \$582.77.

Total costs for the Oregon Country is thus \$1434.70 plus \$582.77 for a total of \$2017.47

\$2017.47

-1590.00

\$ 427.47 loss expense over income.

If we raised the dues to \$20.00 (any change would have to be voted in at next meeting at PIPEX.) and we kept the same number of members, we would bring in \$2,160.00.

USPS is now preparing to raise the first class postage rate from \$.46 to \$.49. Thus cost of an average mailing would probably go up another \$.12 per envelope.

Summer of 2001, Vol. 21 No. 1 (whole #68) was the first issue that state dues were \$15.00 per year. The Treasurer's report explained the dues increase. So it has been 12 years since an increase.

## Art Rupert 1927-2013

Collector and club member Art Rupert passed away unexpectedly on November 10, 2013. It seems as if anyone who has done research on 20th century postal history has run into Art Rupert and has a story to tell about it. Art was known as the authority on Rural Branches, also known as Rural Stations and Community Post Offices. If you had a question about the dates or operational status of a Rural Branch, you turned to Art, who would then proceed to provide you with everything you wanted to know, and frequently much more.

Art was born in Yakima, but lived his entire life in Prosser, Washington. He served in World War II and was active in the American Legion. He collected postmarks from Washington state, and traveled about the state taking photographs of post offices. He was very active in the Postmark Collectors Club, and was instrumental in making Washington the first state for which the club had a complete collection of photos of still-operating post offices.

He was looking into the new postal status of "Village Post Office," and it may be that Village Post Offices and Remotely Managed Post Offices are the same thing.

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The Oregon Country is published four times a year by the Pacific Northwest Postal History Society. For membership information contact the Treasurer. Dues are \$15.00 a year.

## Postmark Types

Whether we use them or not, the categorization of postmarks for the 19th and early 20th century has pretty much solidified into an agreed-upon system of identification. But by the 1980s the use of self-inking stampers became common, and there was a plethora of non-standard devices in use, and the categories stopped.

No attempt has been made to create distinguishing types for these latter-day devices. Until now. In the Postmark Collectors Club *PMCC Bulletin*, Christine Sanders has been publishing a series of articles that takes on this project. She's done a good job of it, so if you're interested in this aspect of postal history, it would be well worth your while to check it out, as it represents an advancement for collecting.

## STAMP SHOW - Edmonton Stamp Club

March Sat 22 - Sun 23, 2014

NEW LOCATION

Central Lion's Recreation Center

11113 - 113 Street

Stamps for sale, Exhibits (WPS), Jr Table

Free Admission, Free Evaluations

[www.Edmontonstampclub.com](http://www.Edmontonstampclub.com)

## WESTPEX

WESTPEX is held in San Francisco April 25-27, 2014

## PIPEX

PIPEX 2014 will be held in Portland May 9-11, 2014.

## WANTED

My wife and kids and I have lived in Usk for 40 years, but somehow missed out on the 100 year celebration post card that was available in 1992. I'd really like to have one.

Tom Frisque  
[Tomthumb@POTC.net](mailto:Tomthumb@POTC.net)



## Remotely Managed Post Offices

Glenn Estus, in the *Vermont Philatelist*, details the post offices in Vermont that fall into what appears to be a new status of post office, which he calls Remotely Managed Post Offices. These are offices that may have been on the closure list in recent years. They remain open, often with curtailed window hours, but they have no postmaster. Instead, the office is managed by the postmaster of a nearby office, much in the way a Rural Branch (Community Post Office) is administered.

Is anyone tracking these developments for the states in our area? I think Art Rupert was, but we just lost him. If anyone else is looking into this I hope they keep us informed, as it would be interesting to see which post offices are affected.

## Seattle Post Office 1879-80

The following discussion of the situation of postal matters in early Seattle is taken from an article published in the *Washington Historical Quarterly* in July 1926 by Nicholas C. Cushman entitled "History of the Seattle General Post Office."

"In 1879, the Postoffice was in a little three cornered room, situated on Mill Street (now Yesler Way) a few doors above what is now Post Street. It had but recently been made a Presidential office of the third class. O.J. Carr was Postmaster and had but one clerk to assist him, who was paid the munificent salary of three hundred and twenty-five dollars (\$325) a year. The Postoffice was a way station on the new Tacoma-Port Townsend route, over which the mail was carried six times a week. The Seattle-Sehome mail steamer made one trip over the whole route, leaving Seattle on Monday, arriving at Sehome on Tuesday evening and reaching Seattle Thursday evening on the return trip, and an additional trip to La Conner used up the remainder of the week.

"Mails for the Snohomish Valley were exchanged at Mukilteo and for the Stilaguamish and Skagit Valleys at Tulalip. Mails were dispatched daily, except Sundays, to Renton and Newcastle via the Seattle and Walla Walla railroad, to Port Blakely by the steamer *Success*, and twice a week up the White River Valley on horseback. Mails from the Eastern States came via San Francisco to Portland by steamer, from Portland to New Tacoma by rail, and from New Tacoma to Seattle by the New Tacoma and Port Townsend steamboat. At that time mails from the East were in transit between New York and Seattle as long as they are now between Shanghai, China and Seattle, and the arrivals from China will average as frequent.

"In August 1880, the Postoffice was moved to the corner of Mill Street and the alley now Post Street."

## Oregon Post Offices by Decade

Last issue, we presented an analysis by Guy Reed Ramsey including the numbers of post offices established by decade. I wondered in print if anyone had ever made (or would like to make) a similar count for Oregon - and one of our members has! New member Dan Barnes has supplied us with the following count.

Decade	Offices Established	Offices discontinued
1840-49	4	0
1850-59	162	75
1860-69	116	56
1870-79	341	131
1880-89	464	216
1890-99	536	276
1900-09	294	378
1910-19	311	282
1920-29	112	162
1930-39	44	119
1940-49	27	122
1950-59	11	165
1960-69	4	73
1970-79	3	28

As one would expect, the settlement years of the 19th century showed a lot more post offices established than were discontinued. This situation continued right up till 1900, when the trend reversed; one can attribute Rural Free Delivery and improved transportation systems as important reasons. However, the decade 1910-1919 shows 29 more post offices established than were discontinued. This seems like an anomaly. One reason this might have happened is that this was the period when it was thought dry-farming could succeed in eastern Oregon in places like Catlow and Fort Rock Valleys, and numerous small post offices were established.

It's also curious that there were 18 post offices established between 1950 and 1980. Can you name any of these latter-day offices? What happened that the need for a post office developed?

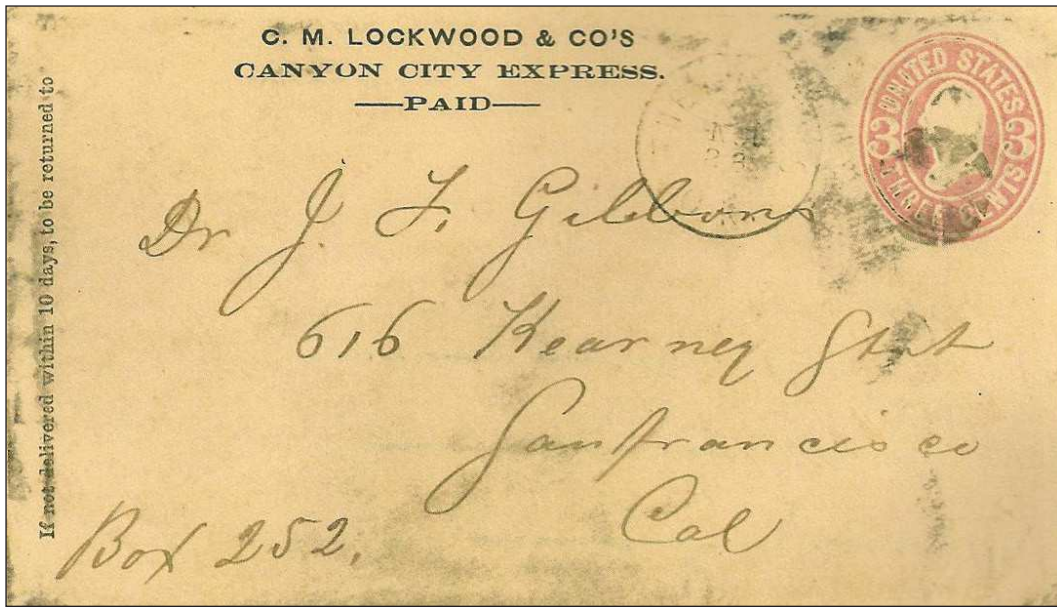
## Photos

In years past, when I felt I needed a photo to enhance an article, I would first check my own holdings, but failing to find anything there I would get on the telephone (or later, email) and contact those collectors I knew that might be willing and able to help. It was time-consuming, and occasionally frustrating, if nothing suitable could be found.

This issue I wanted a picture of Wagontire. I've been there, but it was late in the day, poor light for photography. So I contacted Ray Palmer, who has done such a wonderful job in assembling our photo archives, and within an hour I had a selection of photos from which to choose! And one of them was dated 1935, a date significant to the article.

# LOCKWOOD'S EXPRESSES

by Dale Forster



Chauncey M. Lockwood, born in New York in 1835, came west to The Dalles, Oregon and became successful in freighting and stagecoaching. The 1867 Wasco County income tax list has Lockwood's income at \$7493, easily the largest in the county. Late in 1866 Wells Fargo had discontinued their express business between The Dalles and the Canyon City Mines, concentrating on their recently purchased Holladay's stage lines coming west from Salt Lake City. Buck Buchanan, Wells Fargo's agent in The Dalles, took over Wells

Fargo's express to Canyon City in his own name, operating on Lockwood's Stage Line. Lockwood had signed mail contracts with the post office and the advertisements below in The Dalles *Mountaineer* announced the new arrangements.

The September 1868 advertisement makes it clear Lockwood operated his own express company to Canyon City and on to the new mines on Willow Creek. I illustrate the only recorded example of his printed frank envelope. Lockwood carried this envelope into The Dalles where it was mailed to San Francisco with an unclear strike of The Dalles CDS.

Lockwood's Express must not have operated very long, for Lockwood bid and won a mail contract by stagecoach between Salt Lake City and The Dalles to begin from October 1868. In 1870, a son of the same name was born to Lockwood and his wife, Lavina. Lockwood sold his mail contract and stagecoach business to John Hailey, then contracted tuberculosis and died in 1875, just before his 40th birthday. A Google search of Chauncey M. Lockwood reveals that Lockwood's heirs tried unsuccessfully to collect additional moneys from the post office department, basing their lawsuit upon the increase in mail matter Lockwood had carried over the Salt Lake - The Dalles route.

Chauncey Lockwood's death in 1875 was not the end of the Lockwood family participation in delivering mail. Son Chauncey moved to Salem and became an avid bicyclist. The Jacksonville, Oregon *Democratic Times* of September 4, 1891 reported: "The Salem bi-

**Dalles and Canyon City**  
**Passenger and Fast Freight!!!**  
**Stage Line.**

—

CARRYING  
**BUCHANAN & CO'S EXPRESS!!!**

—

**A Concord Wagon**  
**Leaves Dalles City Every Mon-**  
**day Morning,**

**Through to Canyon City in Four Days.**

Passage . . . .	\$80 00
Freight . . . .	25cts

C. M. LOCKWOOD & CO., Proprietors,  
 Dalles City, June 1st, 1867. 341f

*Mountaineer*, June 29, 1867.





# Lockwood Messenger System

## RATES

FOR DELIVERING NOTES, PACKAGES, ETC.

One to Five Blocks .....	10 Cents.
Over Five Blocks to Ten Blocks.....	15 Cents.
Over Ten Blocks to Fifteen Blocks.....	20 Cents.
Over Fifteen Blocks to Twenty Blocks.....	25 Cents.
By the hour, not less than one hour.....	30 Cents.
Returning with answer from any call except as hereon specified.....	05 Cents.
Trip to the Oregon State Insane Asylum with or without answer.....	40 Cents.
Trip to the Oregon State Prison with or without answer.....	40 Cents.
Trip to the Fair Grounds, Morningside or South Salem end of car track.....	40 Cents.
Carrying meals from Restaurant and returning tray.....	25 Cents.

Special rates for delivery will be made to merchants who have over fifty packages per month.

Cabs and Express wagons called free.

Messenger blanks and envelopes furnishd free. Apply at the Central Office or to Messengers.

You are earnestly requested to report to the Manager any unsatisfactory service.

Messengers can be called by ringing up the BLUE BOXES or by TELEPHONE.

I employ only MESSENGERS MOUNTED ON BICYCLES, the service is therefore prompt and reliable.

Yours truly,  
C. M LOCKWOOD, Owner and Manager.





cyclist Chauncey M. Lockwood, while going through the valley recently made the run over the road between Ashland and Grants Pass, 50.75 mile in five and three quarter hours." Chauncey established a messenger service by bicycle in Salem Oregon in the early 1890s. On page 5 is an example of his advertising envelope showing a uniformed messenger with hat and hat badge. Also shown is Lockwood's actual metal hat badge #9, indicating he had at least eight employees. Also shown are his schedule of charges and two letterheads for business correspondence. Notice that he also was a salesman for Columbia Bicycles and Tricycles and Yost Writing Machines, a pioneer typewriter. Unfortunately Lockwood apparently did not use adhesive stamps to prepay his bicycle messenger service. During the same period bicycle mail adhesives from Fresno, California and Coolgardie, Western Australia are recorded - these are popular collecting areas. It is not known exactly how long



**HO! FOR WILLOW CREEK!!**

**LOCKWOOD & EDGAR'S**  
**STAGE LINE**

RUNNING FROM  
**DALLES CITY**  
— TO —  
**WILLOW CREEK,**  
— VIA —  
**Canyon City and Camp Watson,**  
CARRYING THE U. S. MAIL AND  
**Lockwood & Co.'s Express.**

The undersigned announce to the public that they are now prepared to run, from and after April 7th, a

**SEMI-WEEKLY**

Stage Line from the Dalles to the New Mines on Willow Creek, via Camp-Watson, Canyon City and Camp Logan, carrying passengers to and from the above named places and intermediate points, leaving Dalles City at Four o'clock, every

**Tuesday and Friday Mornings.**  
THROUGH IN THREE DAYS,

And at reduced rates to suit the times. For further particulars inquire at the Company's  
OFFICE, at Umatilla House, N. B. SINNOTT, Agent.  
C. M. LOCKWOOD, } Proprietors.  
AD. EDGAR, }

**Mountaineer, Sept. 4, 1868.**

Lockwood operated his bicycle express - possibly into the early 20th century. The 1895 Oregon Blue Book lists him as Chief Clerk of the Oregon House of Representatives - the photo on the left showing him in that office. Chauncey Lockwood died in 1929 and there are still Lockwood family members residing in Salem, including another Chauncey.

**C. M. LOCKWOOD,**  
GEN'L AGENT FOR THE  
**Yost Writing Machine,**

A Typewriter made to meet the modern want of a machine which prints directly from type, uses no ribbon, aligns permanently at point of printing, is light, compact, durable, and—in a word—is built on scientific principles.

P. O. Box 189.

**COLUMBIA BICYCLES & TRICYCLES.**

*Salem, Oregon, Aug. 19, 1893. 18*



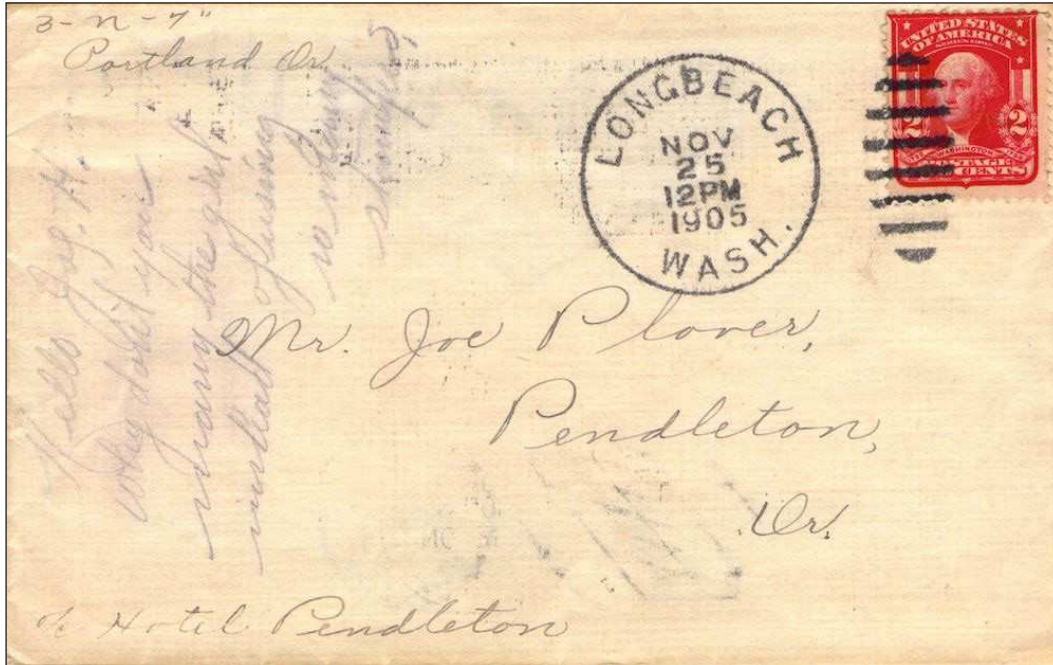
**ASTORIA TRANSIT MARK**  
**Longbeach, Washington to Pendleton, Oregon**  
**And a Question from Len Lukens**

Shown here is a cover postmarked Long Beach (at the time it was spelled as one word, "Longbeach") Nov. 25, 1905, addressed to Pendleton, Oregon. It uses a duplex cancel first used in 1887. It was carried by train to the Megler Ferry, which moved it across the river to Astoria.

On the back is an Astoria transit marking. The cover was put on a train going from Astoria to Portland, where

it was transferred to a Union Pacific train going to Pendleton, where the backside received a Pendleton machine "Received" mark the next day, November 26. This is faster than today's mail.

The question is, how long was the Astoria transit device used? Len would like to know, and if anyone can supply the answer, we'll let you all know.



# WAGONTIRE – TOWN FOR SALE

by Bob Kinsley

Surfing the Internet offers some remarkable information. You can view pictures of the entire “town” of Wagontire, Oregon, on the Oregon High Desert. It has 16 acres with houses, a motel, gas station, cafe, RV park, and a 2000-foot international airport runway (or so the sign says), offered for sale in the Summer of 2003. It was still available two years later, probably because there is a downside: it has no post office.

There are probably many Last-day-of-service postmarks (November 15, 1943), clear Type F-1 wide-spaced 4-bars on preprinted, pre-addressed but never-mailed Postal Cards. They were prepared for the “Contingent Office” of the Lit Brothers Department store in Philadelphia, Pennsylvania. And there’s an interesting story about how these came to be in Oregon.

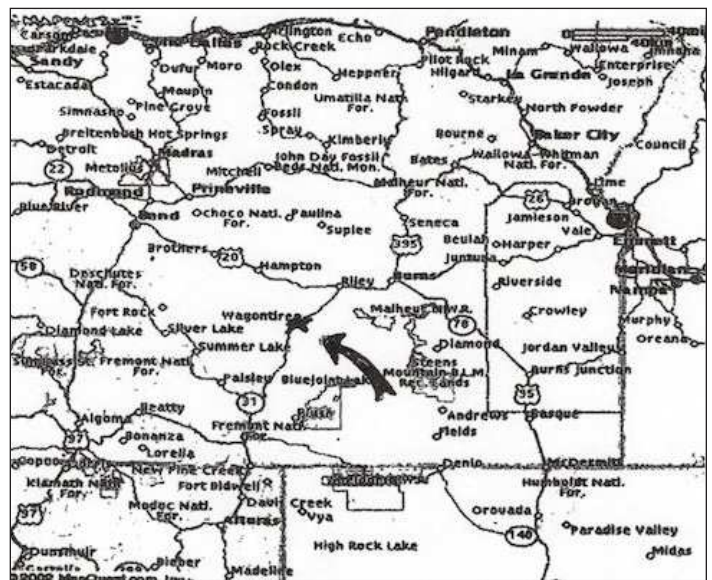
A post office was established at the site on May 14, 1900 called **Egli**, named after the family of first postmaster Sophie Egli. The one child we know of was Mae, who curiously spelled her name **Egly** when she moved to Philadelphia at the end of World War I. She found employment in the Personnel Office of the then-famous Lit Brothers department store. She became important enough to have her name imprinted at the bottom of their interview request cards.

Then she retired and returned home with a stack of these postcards. Only by this time the post office had been renamed **Wagontire**, after a nearby landmark butte, no doubt named for some incident involving a wagon tire. And there she was on November 15, 1943 when the Wagontire post office was discontinued, putting her Lit Brothers cards to good use in preserving samples of the 4-bar postmark.

Now, after 19 years as Egli and 24 years as Wagontire, followed by more than 60 years with no post office at all, this town could be yours. It is strategically located on U.S. 395 in Harney County, a mere 131 miles from Bend and 63 miles from Lakeview. The next closest house may be in Riley; your close neighbors are only 25 miles away. You could perhaps give the town a new name, apply for a new post office, and you could be mayor! What a great place for a postal history meeting! This could be done with a down payment of less than \$50,000...



*Wagontire post office in 1935, the year Mae Egly returned.*



**Editors note:** This article should have been printed seven years ago, but was just found at the bottom of my “project box.” I do not know the present status of Wagontire (except that it still doesn’t have a post office), so you may have lost your chance to buy it and move to the middle of nowhere.





# AN INTERESTING WASHINGTON TERRITORIAL CORRESPONDENCE

by Art Van Bergeyk

Do you have a Sarah Willis cover? In my pursuit of Washington territorial covers I have come across a number of covers addressed to Sarah A. Willis. Almost all have letters still inside and quite a few of these are rather interesting, giving a glimpse of life in Territorial days. I now watch for them and am curious about the person these were sent to, even though I have none from her pen. Who was Sarah Willis? A quick check of the usual census, ancestry, newspaper, and city directory sources at the local library reveal the following.

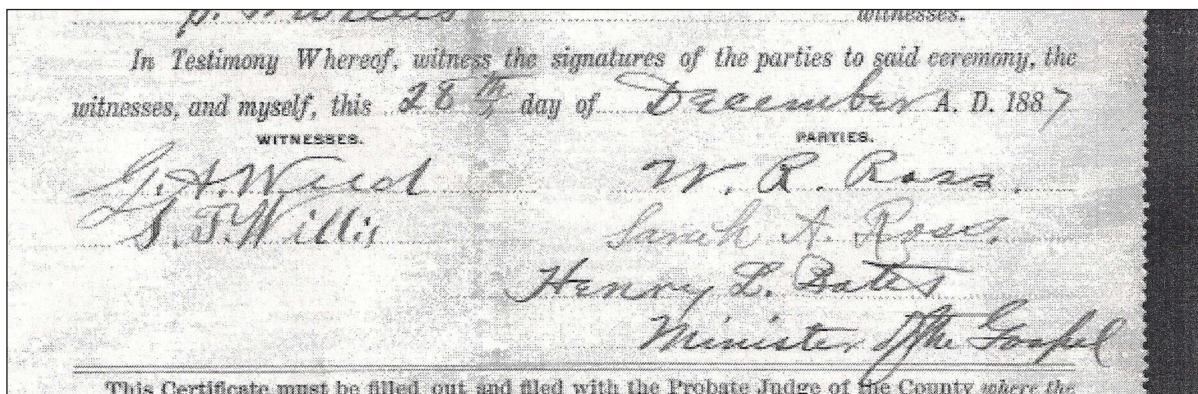
Sarah Ann Willis was born in September 1859 to a Stephen "Park" Willis and Caroline Willis (father born in Illinois, mother born in Ohio). They were living at Tenmile, Douglas County, Oregon as recorded in the 1860 census. Her father, "Park," was a pioneer of the White River Valley, and Sarah lived there until she married William R. Ross on December 28, 1887. They had two children, but only one, William Kenneth, survived infancy. They lived in Seattle and in the Kent Valley, William's occupation being claimed as "farmer," until he died sometime before 1909. From 1909 through 1919 Sarah lived on Thackeray Place in the Wallingford area of Seattle. She died on January 22, 1929, survived by her son Kenneth, her brother Charles, and a cousin - Dr. Park Weed Willis. Her son Kenneth claimed an exemption from the WWI draft due to "physical disability," and was listed as short, medium build, blue eyes and dark brown hair. His occupation was listed variously as RR agent and insurance agent.

The covers I have seen range in dates from 1880 to 1887 and are sent to her mostly at White River, a few to Kent and one addressed to Springbrook. As all these offices are within a few miles of each other, one might guess she did not move during this time, but had mail directed through different post offices. Interestingly enough, the correspondence stops

about the time she was married. Several of the letters are from William R. Ross, her future husband, and the oldest son of John Ross, a Seattle pioneer from the 1850s and the founder of the town of Ross (post office 1888-1901). Some of the letters briefly mention life on the "ranch" on Salmon Bay, as he refers to the Ross homestead. They also provide a glimpse into their courtship and one mentions that she will be teaching that fall and winter. Another, from an old school-mate mostly discussing which of the girls has been married yet, but also hinting at an interesting life on board a Puget Sound steamer. One of the earliest, purported to be 1878, has a message in something similar to Morse Code, and tells of "meeting a Willis while walking downtown the other day." Another letter mentions a connection with the WCTU to Sarah Willis.

As I read through the letters it strikes me how little of the Washington territorial covers contain personal correspondence. I did a check of my own collection and found only 20% of my Washington Territory covers have enclosures. This sample consists of several hundred items, not counting postal cards or fronts. The 20% breaks down to 5% business correspondence (Lodges, Settlements, or other business only), 5% Sarah Willis letters and 10% other personal correspondence. These personal letters are truly a treasure, for they provide such insight into the conditions in which these early settlers lived.

I would invite the readers to check their collections and share any interesting letters addressed to Sarah Willis. I have yet to find a letter written by Sarah Willis herself, the only example I have seen of her writing is the signature on her marriage certificate. I am also curious as to how this correspondence found its way into collector hands. You can reach me at [avan58@ymail.com](mailto:avan58@ymail.com).





*Here are two of the letters:*

Str Jas McNaught  
Feb 20 1883

Miss Sarah A Willis

My Dear Ex-Schoolmate:

Thinking that I should like to hear from you again, I write you these few lines, sincerely hoping they will find as hearty a welcome as a simailar [sic] note from you. I do not know where you are but shall take chance and direct it White River.

Now, first; are you married? so many of the girls have "stepped over" I feel like a lone old maid.

I saw Kate Polsens nee Hinckley the other day. She seems like the same old Kate; and has the prettiest baby. I told her I did not see after whom it look, for you know she and Perry are both homely. .

I heard that Annie Manning had married very well indeed. I am glad for Annie was a nice girl. I understood she had a a lovely home.

My little ex-friend Gertie grew way beyond me and married first. Married a rich man and hardly knows her old friends. She was a nice little girl but - . Well, Sarah it hurt me to think she could forget me so soon; you know how much I thought of her, yes and do to this day. I could think no more of a sister, had I one.

I saw Arthur White the other day at Fidalgo Bay. He says Carrie's health is poor this winter. Clarence is in Seattle, I believe.

I heard that Luella Wittenmeyer was teaching school on Pleasant Ridge.

I expect you know more of the old scholars than I do. Where is Addie Chambers? I heard Retta was married.

I expect you wonder what I am doing; or do you know? I am purser [?] on the Str. Jas. McNaught. Father is Captain, mother is cook and owner. You may think it is a dreary life. But its anything but that. It is very lively. Always going someplace, always seeing something new.

Hoping I shall hear from you I remain,

Yours very sincerely,  
Stella M. Easterbrooke  
Direct - - - Utsalady W.T.

Salmon Bay  
Aug 31 / 84

Dear friend:

Yours of July 25th and Aug 13th not received until late for the simple reason that I have been immersed, as you might say, for about a month in the wilderness on my ranch.

I expected a severe answer to my last therefore was not surprised when I found that I had brought down a storm of sarcasm and rebuke about my head. Of course it is perfectly right that you should insist on having your rights and among those rights the right to work as hard as you like. But let me tell you if you do not let up a little on working so hard as you have and as I suppose still are the only possible conclusion will be you will be an old woman before you know it.

Temperance principle I should think would apply to your case. "Tit-for-tat" you know you must not hurt [?] me with a disregard for the opinions of a woman, as you evidently do in your last letter. For no one can surely have a more honest regard for a woman's opinions and powers than I. In fact I conclude that it is best for me so far as my reputation for having any common sense is concerned, to avoid crossing swords with a lady on any subject whatever for in my past experience I am always sure to be worsted.

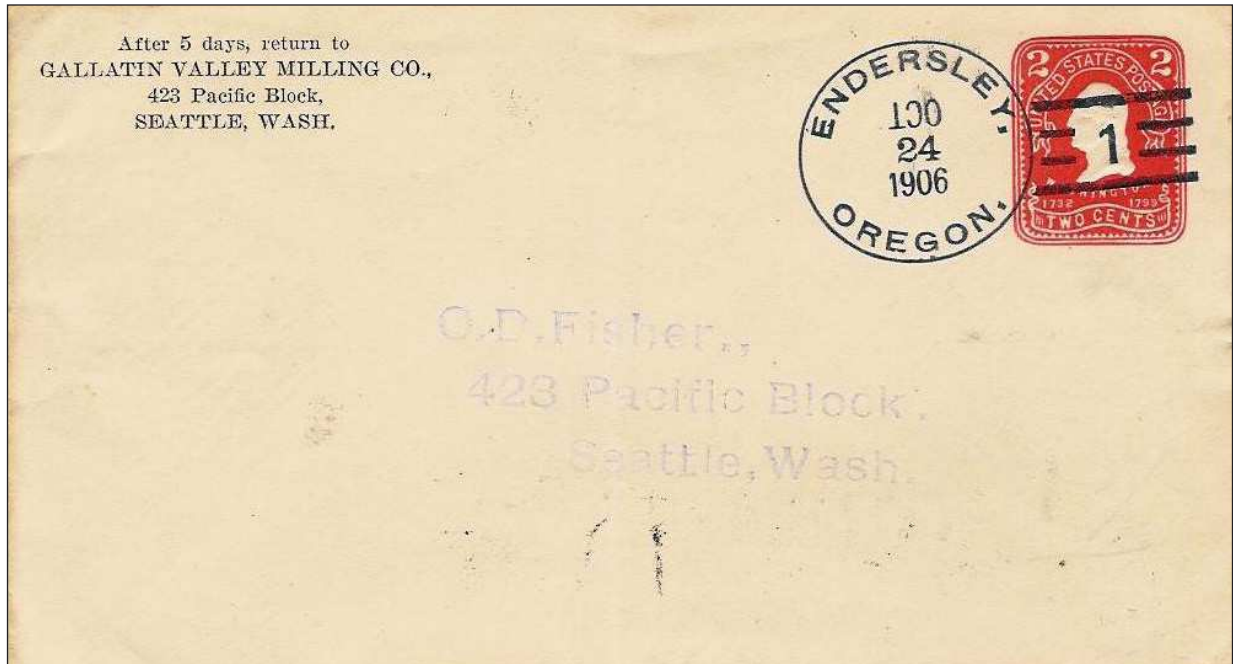
How is Ed Baker making it or is he still on White River? I suppose you will teach school this fall and winter. They have a gay "School marm" on Salmon Bay teaching now. I haven't seen her yet but from what they all say she must be a plucky one. She walks out from Seattle every Monday morning which you know is a rough road. but then I suppose she has a right to be a walker if she pleases.

Please let me hear from you again soon and don't kill yourself with hard work.

W R Ross

# ENDERSLEY, OREGON

by Larry Maddux



The post office of Endersley, Oregon was established in Wasco County on April 20, 1892 with George W. Fligg serving as the postmaster. Apparently the name was supposed to be **Endersby** after local settler W.E. Endersby, but all official postal records (except for the site location report, which was filled out by George Fligg) insist on the spelling **Endersley**. Fligg estimated the office would serve 100 patrons when established,

The community was located on Eightmile Creek, about three miles northwest of the town of Dufur, in Section 14, T1S, R13E. The Endersley post office was closed down on October 13, 1906, which effectively took place on November 15, 1906. The mail was transferred to the post office at Dufur, Oregon.

Doane cancels were started by the Post Office Department in the first half of 1903. They were issued to smaller 4<sup>th</sup> class post offices, in the beginning, as an experiment. It was found to be successful and led to the permanent adoption of the Doane cancel by the Post Office Department. Only the Post Office Department did not call these devices “Doane cancels;” they were named by the collecting community for Edith Doane, a collector who first explored the usage of this type of cancel. These canceling devices were issued to both new and existing post office when they requested new supplies.

The Doane cancel on this cover is a type 2 which has two sets of railroad track type bars with a number in them. They were issued to the post offices from September 29, 1903 until June 30, 1905. Approximately 17,500 type 2

hand stamps were issued. The number in the bars refers to the compensation the postmaster received in the previous fiscal year, the “1” on this cover meant the Mr. Fligg was paid least then \$100.00 in the fiscal year (July 1 to June 30 at the time) before it was issued to the office. Since these were issued only to small offices, a great many of the offices that used them have since been discontinued, and they continue to be in demand by collectors.

Based on the Oregon Postmaster Compensation book covering 1851–1911, which was compiled by Richard W. Helbock, the compensation paid to Mr. Fligg in 1903 was \$62.77 and in 1905 it was \$63.52, so it’s no wonder the office was discontinued in 1906. The government published the pay for Postmasters, bi-annually in odd-numbered years, in the OFFICIAL REGISTER until 1911. It’s a convenient way to estimate the volume of business conducted by a post office, and thus has a bearing on the scarcity of the postmark.

