



Cancellation Club **NEWS**

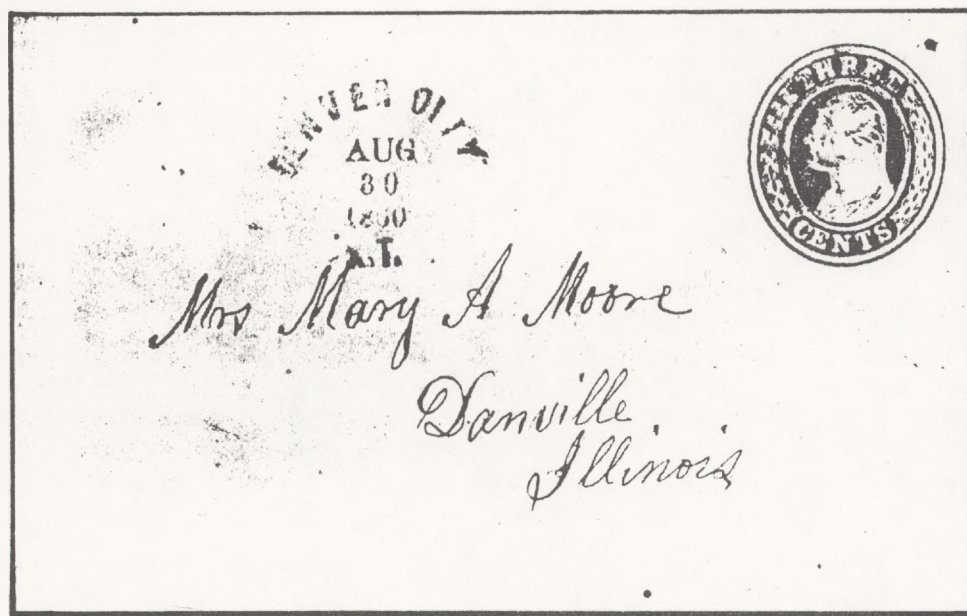
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Denver City, KT Aug 30, 1860 (From Jarrett, 1976) -- see page 120

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FROM THE EDITOR

This issue has been delayed due to a family illness which required my presence for a period of time. Hopefully I will be able to get back on schedule by this summer. At the present I have material for another issue and a half.

In this issue I have started a two section article on the mails to the Denver during the gold rush of the late 1850's and early 1860's. The first section depicts the government mails, while the second will cover the express company mails.

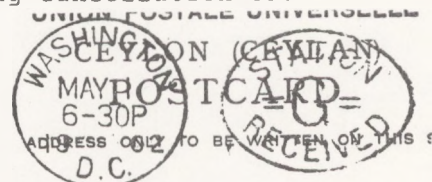
ERRATA

Roger Rhoads noted that the size of figure 47 in the Winter 1991 issue of the NEWS should be $\frac{1}{4}$ " smaller than the NYFM look alike. See page 74.

Wesley Shellen iterates that the displaced "10" ellipse cancel of Chicago illustrated on page 90 of Jim Cole's article in the Spring 1991 issue of the NEWS was also used in the 1890's on the 2¢ small banknote.



Carl Stieg submits an American receiving cancel used at Station G of the Washington PO. It was used during the flag cancellation era.



PIKES PEAK MAILS 1859-1861

BY TOM STANTON



In the fall of 1858 gold was discovered in the Pikes Peak region of what is now Colorado. This accomplishment by a group of Georgians led by W. Green Russell (Hafen, p145) precipitated the subsequent gold rush. The location of the find was in Cherry Creek, a branch off the South Platte River in the area occupied currently by Denver. At the time the location was barren and virtually uninhabited, only small groups of fur trappers occasionally visited. As the influx of fortune seekers increased, the need for transportation of people, supplies and communication blossomed. At the time of the gold discovery the only transportation was hundreds of miles away, along the Santa Fe Trail to the south and the Oregon Trail to the north. To satisfy this need two agencies stepped into the breach. The government established post offices and special postal routes, while on the private side John S. Jones and William H. Russell, experienced freighters in the West, established an express company to serve the locale. The current article is an attempt to describe the activities and interplay of these two organizations plus the role of Hinckley & Co. in transporting the mails to and from the miners and their support entourage.

POLITICAL GEOGRAPHY

At the time of the discovery of gold along Cherry Creek, the region that now comprises the State of Colorado was divided into four political entities (see Figure 1). Utah Territory, which had been established in September 1850, occupied all of the land west of the Continental Divide. The region east of the Divide and north of 40N was in Nebraska Territory. The portion east of the Divide, south of

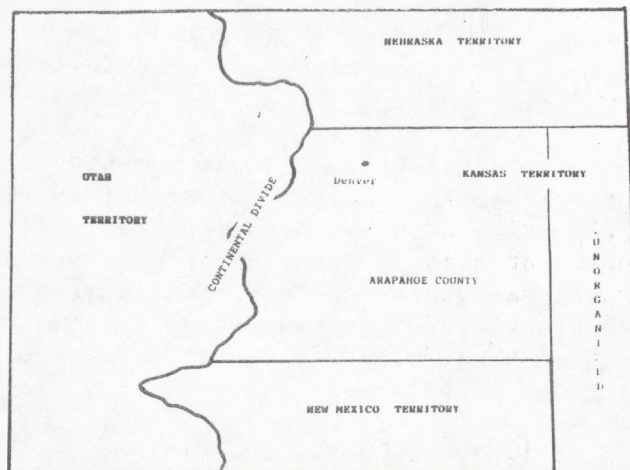


Figure 1. Map of the Gold Rush Region

38N and west of 103W was in New Mexico Territory. This zone consisted of two counties, that is, Taos to the west of the Sangre de Cristo Mountains and Moro to the east. The remaining lands to the west of about 102W were in Kansas Territory, of this, the region west of 103W was Arapahoe County, while the remainder was unorganized. Note New Mexico Territory had been formed in December 1850, while Nebraska and Kansas Territories were established in May 1854.

This situation remained until January 29, 1861, when Kansas achieved statehood. About one month later Colorado Territory was established and consisted approximately of the current boundaries of the State.

POST OFFICES

The Post Office Department (POD) recognized the desires of the miners to correspond with their families and immediately began to establish post offices to serve this need. The first

office opened was Auroria (not to be confused with Auraria), established on December 11, 1858, its location has not been firmly determined. Jarrett (1976, p117) speculates that it was in the vicinity of present day La Porte, however, this is about 50 miles north of the principal mining activity. In any event it was changed to Colona in April 1860 and eventually discontinued in February 1861.

January 18, 1859 was a busy day for post office establishments in the territory. Three occurred, these included Auraria, Montana and St. Vrain. Auraria was changed to Denver City in February 1860, Montana was discontinued in October 1859, while St. Vrain continued in existence for over 15 years.

Only two other post offices were organized during 1859; Coraville in March and Boulder in April. The former was located in the vicinity of present day downtown Denver (Jarrett, 1976, p16), and was discontinued three months later. However, despite its short life, at least five Coraville covers are extant.

Thus through the end of 1859 six post offices were established, however,

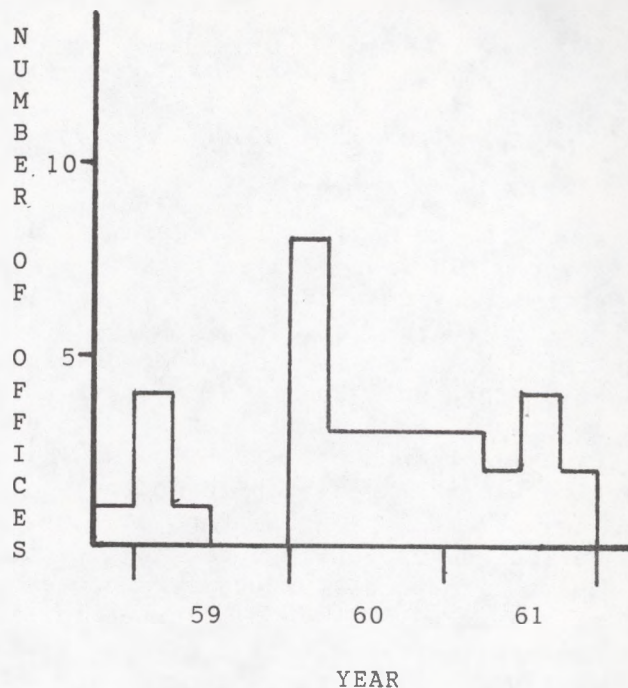


Figure 2. Post Office Openings by Quarters of the Year.

CORAVILLE K.T.
JUN 23

Figure 3. Coraville postmark from Alexander (1979, p25), another style

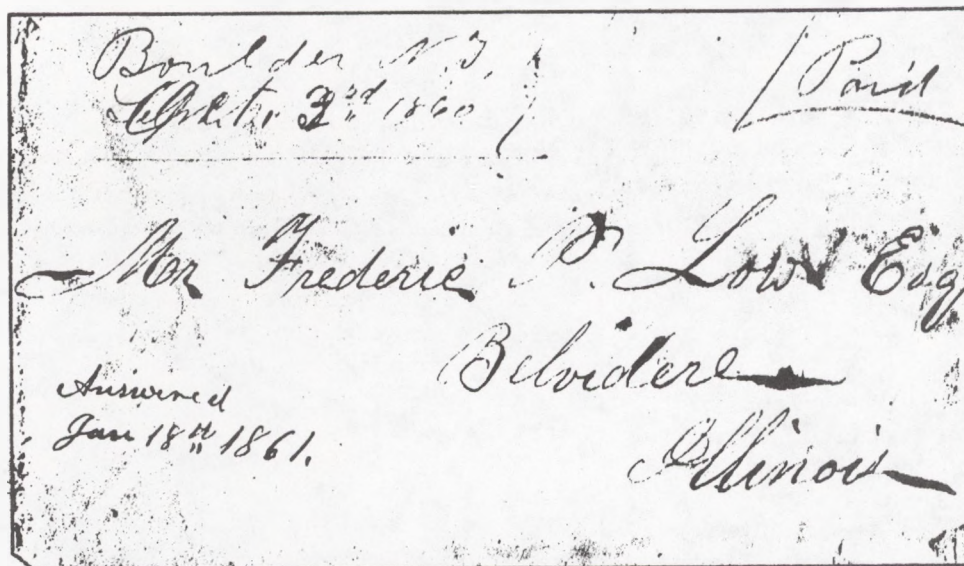


Figure 4. Boulder, NT Oct 3, 1860 manuscript postmark on a cover to Belvidere, Ill. (From Jarrett, 1976, p17)

exists which lacks the "e".

AURARIA K T
JULY 25 1859

Figure 5. Auraria postmark, again from Alexander.

DENVER CITY
FEB
25
1861
KT

Figure 6. Denver City postmark, three distinct styles of this marking are listed by Alexander (1979, p25). Jarrett (1976, p42) observed the usage of these from August 1860 to September 1861.

only four of these continued into the next year. The year 1860 saw 17 new post offices and the following year another 13. Figure 2 represents the quarterly distribution of these openings. Thus, in all, by the start of 1862, 36 distinct post offices were established. Three name and/or site changes yield a total of 39 designa-

tions. Of this total 32 continued in existence into 1862.

Although the gold found in Cherry Creek was not sufficient to support the influx of miners, an additional find was located in the Spring of 1859 along Clear Creek in the mountains to the west of Denver. As a result over half of the post offices were established in Kansas Territory and the majority of these in the region immediately west of Denver. The territorial breakdown of these offices is as follows:

20	Kansas Territory
5	Nebraska Territory
1	Utah Territory
10	Colorado Territory.

The sole Utah Territory post office was opened in January 1860 at Breckenridge, located immediately on the west side of the Continental Divide. Three of the Nebraska Territory offices (Fort Lupton, St. Vrain and Julesburg) were located in close proximity to the South Platte River. Of course, those facilities inaugurated from March 1861 onward were relegated to Colorado Territory. No offices were established to the south in New Mexico Territory. The following is a chronological list of

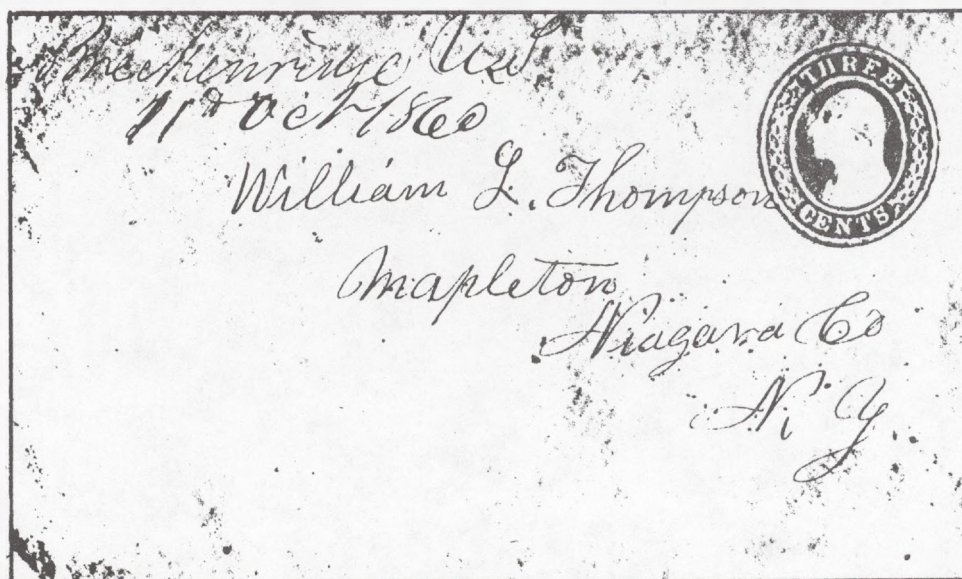


Figure 7. Breckenridge, UT Oct 11, 1860 manuscript postmark on Nesbitt envelope to Mapleton, NY (From Jarrett, 1976, p17)

the openings:

1858

Dec. 11 Auroria, NT
Changed to Colona

1859

Jan. 18 Auraria, KT
Changed to Denver City
Jan. 18 Montana, KT
Discontinued Oct. 1, 1859
Jan. 18 St. Vrain, NT
Mar. 22 Coraville, KT
Discontinued Jun. 25, 1859
Apr. 22 Boulder, NT

1860

Jan. 4 Tarryall, KT
" 17 Arapahoe, KT
Discontinued Oct. 12, 1861
Jan. 17 Mountain City, KT
Jan. 18 Jefferson, KT
" 18 Breckenridge, UT
Feb. 11 Denver City, KT
Previously Auraria
Mar. 24 Colorado City, KT
" 24 Huntsville, KT
" 24 Missouri City, KT
Apr. 6 Golden City, KT
" 27 Colona, NT
Previously Auroria
Discontinued Feb. 11, 1861
May 9 Mount Vernon, KT
" 29 Julesburgh, NT
Jul. 26 Hamilton, KT
Sep. 5 Fort Wise, KT
" 6 Golden Gate, KT
Dec. 13 Canon City, KT
" 13 Pueblo, KT
" 13 Spanish Bar, KT

1861

Jan. 12 Nevada, KT
" 14 Fort Lupton, NT
Feb. 16 Oro City, KT
Jun. 28 Empire City, CT
" 28 Paige City, CT
Changed to Lincoln City
Jul. 5 Mill City, CT
" 31 Haynes Ranch, CT
Aug. 1 Lincoln City, CT
Previously Paige City
Aug. 13 Gold Dirt, CT
" 28 Junction, CT

Nov. 13 Delaware City, CT
" 14 Laurette, CT
Dec. 13 Parkville, CT
" 19 Granite Vale, Ct

Colorado City is currently the West End Station of the Colorado Springs post office. Also, Mountain City is presently Central City.

POSTAL ROUTES

Mail transportation to the gold mine regions offers numerous options for presentation. There were U.S. Post Office Department or government routes and the private express routes, moreover these were not mutually independent. In this section we will consider the government routes and in the following the private expresses.

As stated in the opening remarks, at the time of the discovery of gold along Cherry Creek the two nearest postal routes were along the Santa Fe Trail through the southeastern corner of Colorado and the Platte River route through Nebraska and Wyoming. Only the latter route is of interest.

Fort Laramie was the nearest post office on the Platte River route. Thus to communicate with the east, the miners had to find a means to get their letters to the fort. In November 1858 Jim Saunders proposed to run an express line to the fort. He commenced his initial trip in late November and returned to the Denver area in early January. His fees were steep, 50 cents per letter and 25 cents per newspaper. However, the desire to communicate was strong and on one trip in May 1859 he returned with well over a thousand letters. The tenure of his service was short-lived as the government special routes and the Leavenworth & Pikes Peak express of Russell and Jones commenced in the spring of 1859 (Hafen, 1976, p146).

Saunders connected at Fort Laramie with the overland mail route from

St. Joseph, Missouri to Salt Lake City of John Hockaday & Co. At the time of the gold discovery Hockaday received \$190,000 per year for a weekly service. But in the spring of 1859, Postmaster-General Holt reduced the service to semi-weekly and the compensation to about two-thirds of its original amount. At the time Hockaday & Co. was in poor financial condition and the reduction virtually forced them to sell the route and its stock. Russell and Jones stepped in to purchase the route for \$144,000, this amounted to \$94,000 for the stock and equipment plus a \$50,000 bonus. Thus at this time the latter group were carrying letters to the west both by private express and under government contract (Root & Hickman, p487,88).

The Post Office Department recognized the need to establish mail transportation for its newly created offices. In February 1859 various routes from Fort Kearney, Atchison, Fort Laramie and Fort Riley were advertised and although numerous bids were received, no contracts were let and the routes were re-advertised in 1860. In the meantime the postmasters at Auraria and Montana were authorized to engage a "suitable person" to supply their offices from Pacific City, Iowa at the net yield of their respective offices, but not to exceed \$1000 per annum in each case. Note, Pacific City is immediately across the Missouri River from Plattsmouth, Nebraska, where the Platte River empties into the Missouri.

A few months later in the spring of 1859, the postmasters at Coraville and Boulder were requested to engage similar special carriers, but in their case from Leavenworth City and at a compensation not to exceed \$500 per year. These special routes were terminated either upon the discontinuance of the post office (Coraville and Montana) or upon the initiation of a government contract route.

Jarrett (1976) illustrates nine

covers with USPOD postmarks during the pre-contract route era. Six of these are without express company endorsement or handstamp. Of the other three, one with a Coraville manuscript postmark dated June 8, 1859, also has a Leavenworth & Pikes Peak hand stamp and the postmark of Leavenworth City indicating a degree of cooperation between the post office and the express company (Figure 8). The other two have Auraria straight line postmarks of August 1859 and manuscript endorsements "via Jones & Russell Express/to Leavenworth" or similar wording (Figure 9). Both are from the same correspondence to Maine, however, neither has an express company hand stamp, a Missouri River town postmark or any indication of the payment of the express fee (25 cents). Whether these two covers were carried by the express company is an open speculation.

Two sets of Coraville covers present interesting comparisons. The first pair are dated June 8, 1859, one is the cover discussed above (Figure 8) and the other (Figure 10) also has a manuscript postmark, but without any indication of express company service. The second couple are postmarked on June 17 of the same year by the straight line marking, however, in one case the town is spelled "Coravill" and in the other "Coraville" (Figures 11 and 12).

In April 1860 the Post Office Department advertised various routes for mail service to and within the region. The first to be discussed is the route from Julesburg to Denver City, note at the initial point it connected with the overland mail route from St. Joseph to Salt Lake City. This route was let in June to E. F. Bruce of Kansas City at \$800 per year for a one trip a week service. However, Bruce failed to execute the contract, thus the Post Office Department provided for temporary service with the Central Overland California and Pikes Peak Express Co. Their service was recognized from July 1st until Septem-

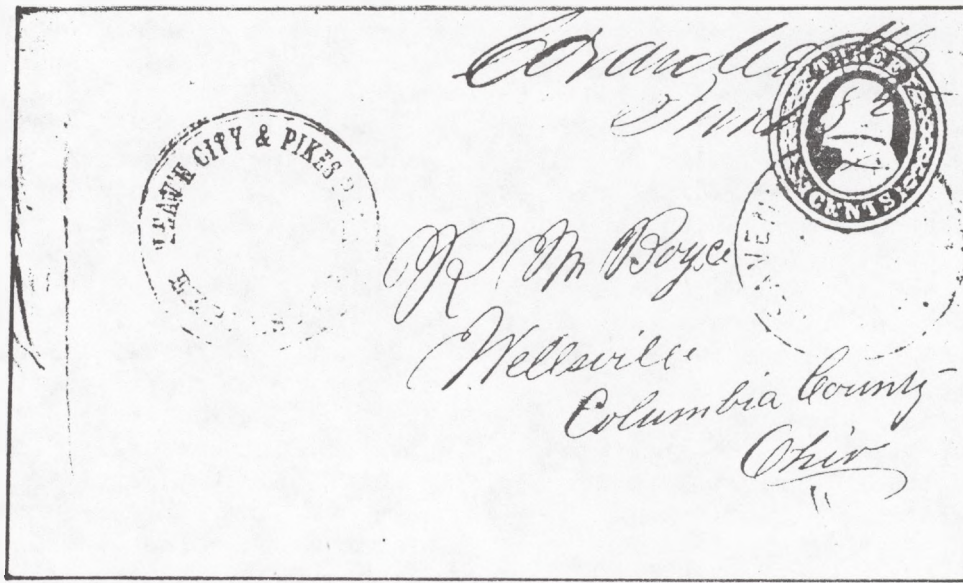


Figure 8. Coraville June 8 manuscript postmark on an 1859 cover to Wellsville, Ohio. The missive was carried to Leavenworth by the Leavenworth City & Pikes Peak Express, where it received a July 2 postmark. (From Alexander, 1979, p337)

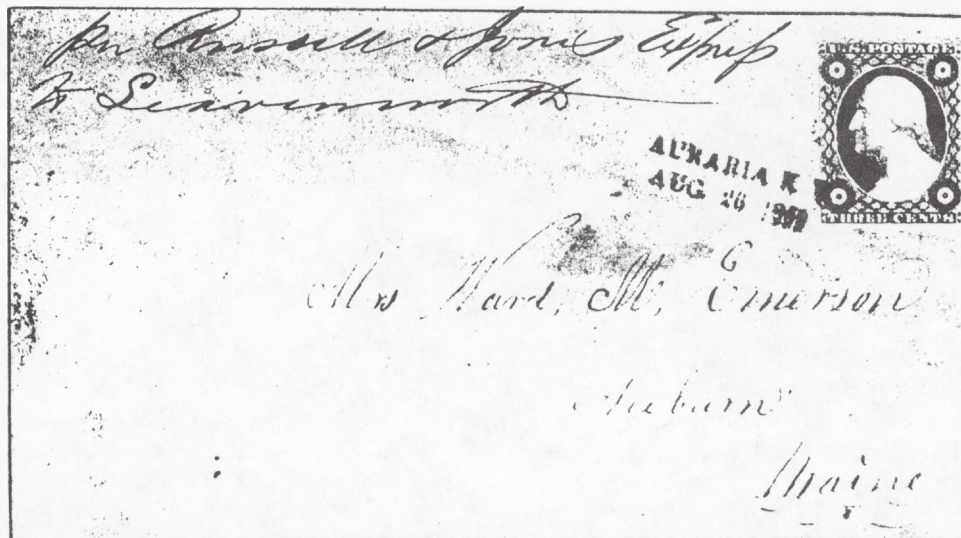


Figure 9. Auraria, KT August 26, 1859 straight line postmark on a cover to Auburn, Maine. Manuscript endorsement "per Russell & Jones Express/to Leavenworth," but no other indication of express company service. (From Jarrett, 1976, p22)

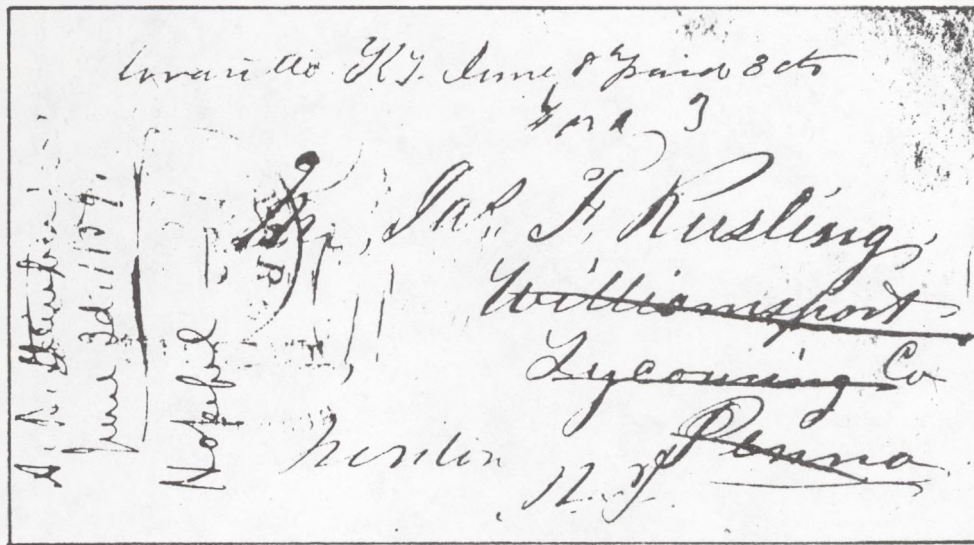


Figure 10. Coraville, KY June 8 manuscript postmark on an 1859 cover to Williamsport, Pa. and then forwarded to Trenton, NJ. The postmark at the left was applied at Williamsport on July 23. Note the lack of any express company markings as are evident on the cover in figure 8. (From Jarrett, 1976, p15)

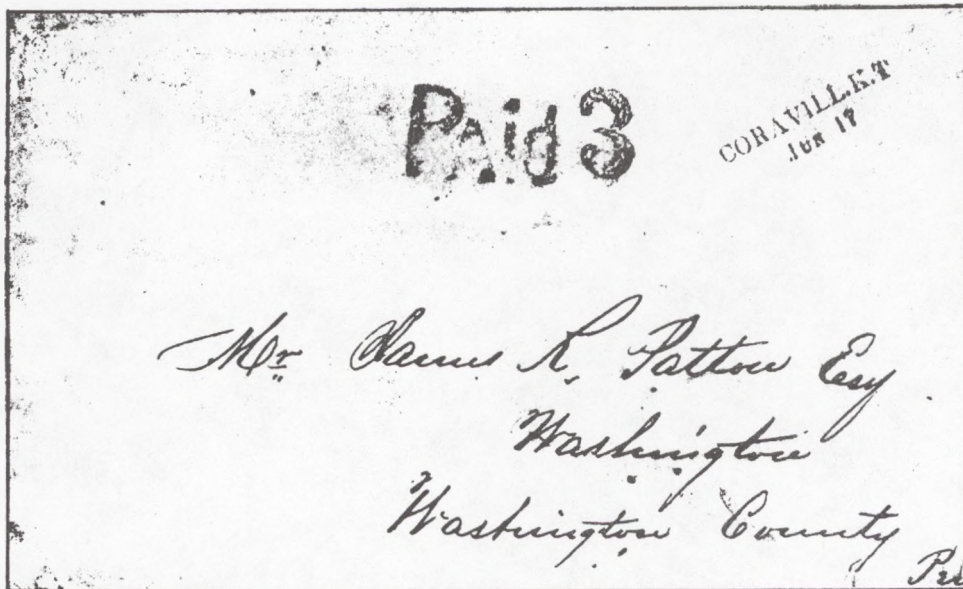


Figure 11. Coraville, KY June 17, (1859) straight line postmark on a cover to Washington, Pa. Note the misspelling of Coraville. (From Jarrett, 1976, p16)

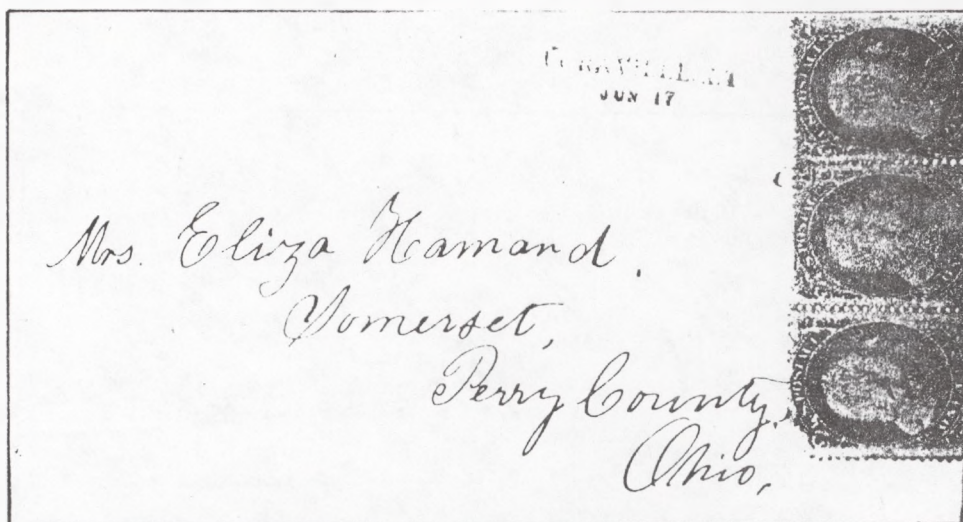


Figure 12. Coraville, KT Jun 17, (1859) postmark on a cover to Somerest, Ohio franked with 1857 1¢ type V's. (From Jarrett, 1976, p16)

ber 13th, but now at the rate of \$9000 per annum. Thus for the short period of about $2\frac{1}{2}$ months the COC&PPE controlled the contract mail service between Denver and St. Joseph. The COC&PPE was an outgrowth of the Jones & Russell firm, which had purchased the overland mail route from Hockaday & Co.

In September, this situation was altered as the bid of E. S. Alvord, agent of the Western Stage Co., for the Julesburg to Denver section was accepted at the same compensation. By December the route was extended eastward to Fort Kearney, now at \$15,000 per year.

This change was important for two reasons. Firstly, it affected the express companies, as will be discussed in the next section and enabled the Hinckley & Co. Express to compete with the COC&PPE. Secondly and the cause of the first, it gave Hinckley & Co. an outlet to the east via the Western Stage Co.

E. S. Alvord and the Western Stage Company had been awarded two mail transportation contracts in 1858. The first let in July was for three trips per week from Omaha to Columbus, Neb-

raska Territory at an annual compensation of \$4250. The second route completed the connection to Fort Kearney, for which the company received \$10,000 for one trip a week. Thus by mid-September 1860, the Western Stage Company controlled the mail transportation from Denver to Omaha. The COC&PPE's government service was reduced to the section between Julesburg and St. Joseph, albeit they had the mail contract westward to Salt Lake City and also California.

Within the mining region the mail contracts let in the summer of 1860 included the following:

1. Denver City by Huntsville to Colorado City,
65 miles, one trip a week,
Harmon J. Weibling at \$2360/year;
2. Denver City to Boulder,
36 miles, one trip a week,
M. G. Smith at \$894 per year;
3. Denver City by Granite Vale, Junction, Jefferson, Hamilton and Tarryall to Breckenridge,
98½ miles, one trip a week,
Thomas Bridge at \$2495 per year;

4. Denver City by Arapahoe, Golden City, Golden Gate, and Mountain City to Missouri City, 44 miles, one trip a week, Harmon G. Weibling at \$1030/year.

By July of 1861 the national situation had drastically changed. The Civil War made the Butterfield Overland mail line untenable. The Postmaster - General opted to move this route to the central route from St. Joseph to California via Salt Lake City. Thus the COC&PPE contract to California via Julesburg and the Western Stage Co. contract between Fort Kearney and Denver were annulled. The Overland Mail Co. took over the six trip a week mail service between St. Joseph and California and agreed to supply Denver

three times a week. The Western Stage Co. suffered but little as their route from Fort Kearney to Omaha was augmented to six trips per week at an additional annual compensation of \$14,000. The COC&PPE became a subcontractor on the government route from St. Joseph to Denver and Salt Lake City. For this portion of the overall route they received nearly half of the \$1,000,000 annual compensation paid to the Overland Mail Co. Note, this contract required the running of the transcontinental Pony Express, which had been inaugurated by the COC&PPE.

EXPRESS COMPANIES

This concluding section will appear in the next edition of the NEWS.

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NB FOR NEBRASKA ?

BY WILLIAM F. RAPP

When the Postal Service decided to use two letter abbreviations for state names they assigned "NB" for Nebraska (Figure 1.). Shortly after

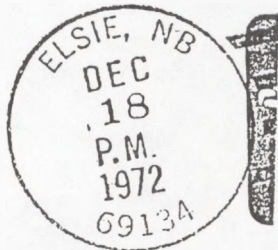


Figure 1. The "NB" Cancel

the NB became official it was found that mail for Nebraska was being sent to New Brunswick, Canada, which had the official abbreviation also "NB." Recognizing their mistake the post officials quickly changed the official abbreviation to "NE." However, by this time most Nebraska post offices had received new hand or machine dies reading "NB."

The Postal Service issued new cancelling devices and postmasters were instructed to use the new cancels reading "NE" (Figure 2.). The indications are that not every post office

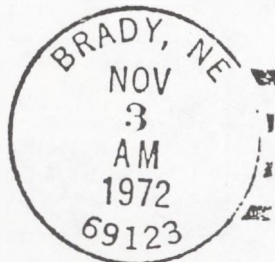


Figure 2. The "NE" Cancel

received the new cancel at the same time. A number of postmasters attempted to change the "B" to an "E." Although these attempts were well meant the results were never satisfactory.

An examination of a series of Nebraska covers from 1972 - 73 illustrates that the home made "E" can easily be recognized when compared to the "E" on the new cancels (Figures 3, 4, 5).



Figure 3. Standard "E"



Figure 4. Home made "E"

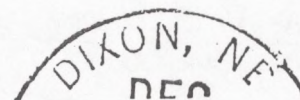


Figure 5. Home made "E"

Like many people, some postmasters were procrastinators and it took months and often years before some post offices started to use the "NE" cancels.

The hand "roller" cancel has

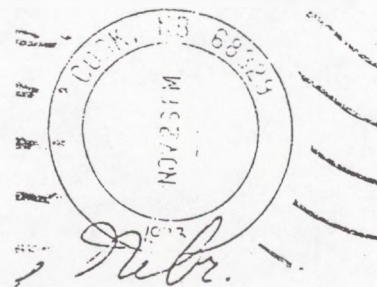


Figure 6. Roller cancel with "NB"

never been widely used in Nebraska post offices. However, a few post offices had "roller" cancels which read "NB" (Figure 6.).

The following is a list of Nebraska post offices using "NB" 4-bar zip hand cancels after the official order to change to "NE." This listing is based upon a study of several hundred Nebraska covers postmarked in 1972 - 74. Only the first and last dates of known usage are given. The author does not consider this a complete list.

<u>Post Office</u>	<u>Date(s) of Usage</u>
Abie	6 Nov 73 - 2 Oct 74
Brewster	15 Aug 74
Bristow	29 Nov 73 - 14 Sep 74
Brownlee	25 Oct 74
Brunswick	6 Nov 72
Carroll	3 Dec 73
Champion	3 Nov 72 - 11 Dec 73
Chapman	17 Nov 72 - 9 Dec 72

Dawson	6 Dec 72 - 3 Dec 74
Edison	22 Aug 74
Elk Creek	3 Jan 73
Elsie	11 Dec 72 - 18 Dec 72
Gilead	13 Dec 72
Hadar	5 Nov 72 - 17 Sep 74
Hamlet	29 Dec 72
Hershey	1 Nov 74
Hickman	7 Aug 72 - 27 Dec 73
Inman	10 Nov 73
Linsay	4 Nov 74
Macy	24 Oct 74
Nemaha	10 Nov 72
Newport	11 Dec 73 - 21 Dec 73
Palmyra	2 Jan 74
Republican City	1 Nov 74
Rulo	16 Nov 72
Western	20 Nov 73
Wilcox	14 Nov 72 - 7 Nov 73

Roller type Cancels

Ames	22 Dec 73
Carleton	12 Sep 72 - 1 Dec 72
Cook	4 Nov 73 - 5 Nov 74
Mead	7 Nov 73 - 2 Oct 74
Upland	10 Dec 73

David G. Phillips Auction -- The Marvin Preston Collection -- April 24-25, 1992

This collection of U.S. covers and postal history was formed over a period of 50 years. The selection is strong in Michigan covers from territorials, including Toledo Strip covers, through the 19th century. Six 1847 covers are present.

Besides the Michigan material other territorials, classic advertising covers, Civil War patriotics, Columbian Expo material, to mention a few topics are present. Catalogs are \$3.00, \$10.00 with PRs, from Phillips at P.O. Box 611388, North Miami, FL 33261

NEW PUBLICATION -- "U.S. Stamps and Postal History Magazine"

Under the auspices of John M. Hotchner, editor and Randy L. Neil, publisher this publication will be devoted to all aspects of U.S. philately, from 19th century fancy cancellations to modern postal history. The array of articles will include such topics as airmails, first day covers, precancels and revenues. The magazine will present studies on the stamp market, columns by experts, how-to-do-it features. Thus everybody will have a chance to contribute.

Subscription costs \$15 per year, however, sample copies of the inaugural issue are free -- merely send a post card to U.S. Stamps and Postal History, 10660 Barkley, Shawnee-Mission, KS 66212.

NEW MEMBERS

- 1846 Jeffrey Shapiro
155-10 Broadmeadow Rd.
Marlborough, MA 01752
- Postal Markings on covers with 3¢
1861; Inverted and reversed U.S.
Postal Markings.
- 1847 Paul J. Kukstis *
P.O. Box 300
North Scituate, MA 02060
- Classic U.S., Officials, Dealer
- 1848 John Whitmore *
P.O. Box 11045
Canoga Park, CA 91309
- U.S. used, 19th and 20th Century;
Dealer
- 1849 John V. Crowley
P.O. Box 139A
Edmeston, NY 13335
- 19th Century RRs, 1902-03 Regular
Issues
- 1850 Bob Trachimowicz
35 My Way
Uxbridge, MA 01569
- Postal History of Worcester, MA
- 1851 Frank Durham
1009 Park Gate Pl.
Stone Mountain, GA 30083-2665
- Pre-1900 U.S.
- 1852 S. P. Kaplan
P.O. Box 14001
Public Square Station
Cleveland, OH 44114
- Cancellations of the First Postal
Card, RPOs, Carriers, 19th
Century Advertising

- 1853 Louis Cornelio
3691 Marlesta Dr.
San Diego, CA 92111
- CT Postal History, Ad Covers,
Cancels
- 1854 Charles Kunstiver, Jr.
P.O. Box 202
Lenoir City, TN 37771
- U.S. Stampless and Early U.S.
- 1855 Donald L. Wasson
42 Montvale Court
Fort Thomas, KY 41075
- Entires, Cancels, PostCards
- 1856 Vic Russ *
P.O. Box 1998
Waterbury, CT 06722
- U.S., Dealer
- 1857 Steve Boikess
451 South 5th Ave.
Highland Park, NJ 08904
- U.S. Fancy Cancels on cover 1860-
1890

REINSTATED

- 1774 Geoffrey Remond
RR #1, Box 81-A
Fish Pond Road
Wells River, VT 05081-9610

Let us mark your dues

