



No. 1. **FIRST DIVISION** No. 1
ST. PAUL & PACIFIC R. R.
TIME CARD.

Into Effect July 2nd, 1862.

ST. ANTHONY AND MINNEAPOLIS TRAINS.

LEAVE	A. M.	ARRIVE	A. M.	LEAVE	P. M.	ARRIVE	P. M.
St. Paul	8:00	St. Anthony	8:45	St. Anthony	12:20	St. Paul	1:00
St. Anthony	8:50	St. Paul	9:40	St. Paul	3:45	St. Anthony	4:30
St. Paul	11:30	St. Anthony	12:15	St. Anthony	4:35	St. Paul	5:20

Extra trains will meet all Steamboats for the accommodation of Passengers living in St. Anthony.

Special trains will be run on Sunday and Evenings by special arrangement.

No Engines allowed on the road except on order of the Superintendent or Master Mechanic.

Irregular Trains slow on curves, and look out for Section men.

In case of doubt, follow the safe course.

SIGNALS

1. A red flag of lights or flags
 On perceivin receive any infor brought to a sta

2. A white

3. One

ik; the absence
 gnals of danger.
 o; nor shall he
 lil the Train is

r Trains to pass.

FIRST DIVISION
St. Paul & Pacific Rail Road
 Not transferable
 Gen'l Manager

THE WESTERN MAILS



St. PAUL & CHICAGO RAILROAD

This postmark is listed in Towle & Meyer RAILROAD POSTMARKS as being a branch or extension of the WISCONSIN CENTRAL R.R., # 844-C-1. There is no mention of St. Paul! Marion Ramsey, to whom the cover is addressed, was the daughter of Governor Ramsey of Minnesota. Therefore it is more likely that it originated at St. Paul.



St. PAUL & DULUTH RAILROAD

Established in 1857 as the Lake Superior & Mississippi Railroad. After its completion in the 1870's it was renamed as above. Cover postmarked THOMSON MINN. SEP 20 1887. A fine registered cover, prepaid with the 2 & 10 cent stamps of the 1882/83 issues.

MINNESOTA



ADAMS. Post Office established in Mower County July 25, 1861. Cover above originated at Adams March 20, 1905 and ended up in a train wreck as per handstamp DAMAGED IN WRECK NEAR CATKA, IDAHO.

LEROY. Post Office established in Mower County February 22, 1856. Cover below originated at Leroy, Minn. Feb. 11, 1907 and was recovered from the shipwreck of the S.S. DAKOTA, which was wrecked March 3, 1907 near Tokyo, Japan. The DAKOTA belonged to the Great Northern Railway Company and most of the mails were recovered. From the red stain on the upper right hand corner it appears that the missing stamp was of the same issue as the one on the Adams cover at top of page.





ROBBERY OF SANTA FE MAIL TRAIN NO. 5

Cover above originated at "DES MOINES IOWA SEP 27" th. It was recovered, as per handstamp, "RECOVERED NOV, 5, 1921/TAKEN IN TRAIN ROBBERY/SEPTEMBER 28 1921". See newspaper clipping for detail. There is a date stamp on reverse - "NOV 12 1921".
 Post Card below was "Damaged in wreck of/May 4/S L & L.A. 11.2" (Salt Lake & Los Angeles route). Originated at PASADENA MAY 3 and received at CEDAR RAPIDS MAY 12, 1911, as per postmarks.

**SANTA FE MAIL TRAIN
ROBBED BY SIX BANDITS**

**Four Pouches of Mail Stolen;
Robbers Make Escape.**

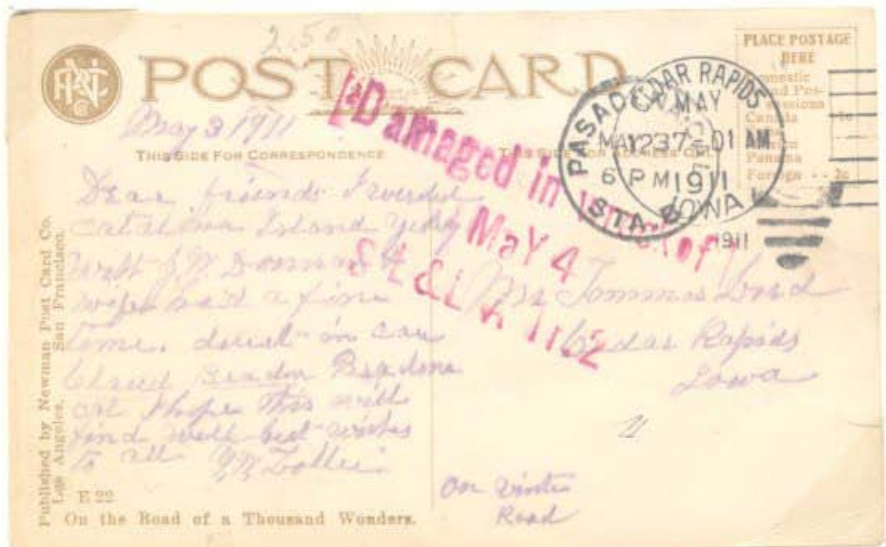
Oklahoma City, Okla., Sept. 29. —(Associated Press)—Six masked men, dressed in black and heavily armed, boarded Santa Fe train No. 5, southbound, three miles south of Edmond, Okla., about twelve miles north of here at 12:20 a. m. this morning, forced the mail car clerks to throw off four pouches of mail and then disappeared into the dark with a parting injunction to trainmen to "heat it."

One bag of the mail is said by Santa Fe officials to have been registered.

The train was bound from Kansas City to Galveston and was running an hour late. The passengers of the train were not molested.

The Santa Fe agent at Guthrie, near Edmond, reported the masked men forced the engineer to cut off the mail car, and ordered the mail clerks to throw the registered mail pouch out of the car and then disappeared in automobiles.

A large posse of sheriffs and police from this city and Oklahoma county early today were scouring the country around Edmond.



Published by Newman Post Card Co.
Los Angeles, San Francisco

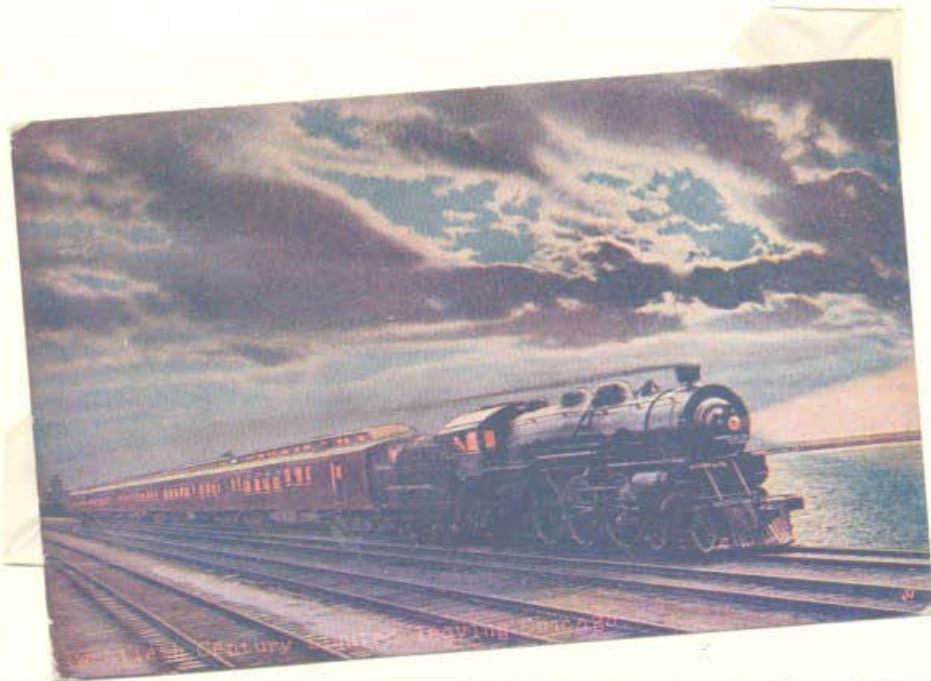
On the Road of a Thousand Wonders.

THE WESTERN MAILS



TRAIN WRECK OF THE 20th CENTURY LIMITED

Picture post card originated at Yokohama, Japan 20 May 1905. The label of the N.Y. Post Office explains: "The enclosure was damaged in the wreck of the "20th Century Limited" train on the Lake Shore and Michigan Southern R.R., that occurred at Mentor, Ohio, Wednesday June 21, 1905./William R. Willcox Postmaster." Recived and postmarked at New York 6 - 23 1905.





TRANS-SIBERIAN RAILROAD

Cover and letter originated at BORZYA, SIBERIA on the Trans-Siberian railroad. It is prepaid in Russian stamps through the regular mails to Reynolds, North Dakota. There are no transit markings - only the Russian postmark. It was in transit from July 17 to August 24, 1919 - 38 days. The writer tells of the military actions along the railroad, and the Allied forces fighting the Bolsheviki. SEE opposite page for copy of the letter.



\$1 INTERNAL REVENUE BARREL
STAMP OFF OF A HARMONITE
BARREL. (SHOWN AT LEFT)
BELOW-AUG. 30, 1845
ORIGIN MARTINSBURG VIRGINIA
CARRIED BY BALTIMORE AND
OHIO R.R. 5CT RATE UNDER
300 MILES. CONTENTS-
DISCUSSING THE PURCHASE OF
100 BARRELS OF WHISKEY.



PREFERRED STOCK

10

SHARES

100

NUMBER
E4538



The Baltimore and Ohio Railroad Company

Incorporated by the State of Maryland, February 28, 1827.



This Certifies that

John Durin

is the owner of

Shares of the

par value of One Hundred Dollars each, full paid and non-assessable, of the Preferred Capital Stock of The Baltimore and Ohio Railroad Company, transferable only on the books of the Company at its transfer office by the holder thereof in person or duly authorized attorney upon the surrender of this certificate. The holder of Preferred Capital Stock to the amount of forty million Dollars (\$40,000,000) now issued and such additional amounts as may be lawfully issued from time to time by the President and Directors of the Company pursuant to the resolutions of the stockholders duly adopted April 14, 1892, are entitled to receive on each year out of the surplus and profits of the Company for the current year such yearly dividend (non-accumulable) as the Board of Directors of said Railroad Company may declare up to but not exceeding four per centum, before any dividends shall be set apart or paid upon the Common Stock. In Witness Whereof, the said Company has caused this Certificate to be signed by its duly authorized officers this

OCT 9 1901

John Durin
BALTIMORE, MARYLAND

Wm. M. Mearns
VICE PRESIDENT

AND RECEIVED

DATE

REGISTERED

THE BALTIMORE AND OHIO RAILROAD COMPANY

OCT 10 1901

REGISTERED AND RECEIVED

SHARES \$100 EACH

Notice: The Signature to this Assize must correspond to the name as written upon the face of the Certificate in every particular without alteration, or enlargement or any change whatever

I hereby certify that the within and foregoing

LADENBURG, THALMANN & CO.

Share

of the Capital Stock represented by the within Certificate

has been duly made and signed

R. B. LUCKEY.

Secretary

to transfer the said stock in the books of the within named Company

with full powers of attestation in the premises.

DEC 26 1901

Legal

J. B. Luckey

J. B. Luckey

98 Merkleys Square London W. 2



Iowa Postal History

CHICAGO AND NORTHWESTERN RAILWAY

Construction was started on the Main Line, from Clinton to Council Bluffs, Iowa, in 1857. The Chicago, Iowa & Nebraska R. R. completed 44 miles in that year, to Wheatland. The line was completed to the Missouri River in 1867.

By 1877 there were 20 clerks on the Chicago to Cedar Rapids division, and 4 clerks from Cedar Rapids to Council Bluffs. Cancel shown is different than ordinarily associated with railroad cancels, a ticket-agent's device.



THE WESTERN MAILS



FLINT & PERE MARQUETTE RAILWAY

This railroad operated between Detroit Bay City & East Saginaw on Lake Huron and Pere Marquette on Lake Michigan. SEE the reverse of the PASS for enlargement of the route.

Cover shown above probably originated at East Saginaw and bears the Type II postmark, #618-A-2 as listed by Towel and Meyer, in their book RAILROAD POST-MARKS. Used May 26, 1871.



618-A-2



FLINT & PERE MARQUETTE R. W. and its Connections

HOLLY, SAGINAW, BAY CITY & MIDLAND.

This Pass not transferable and the person accepting it thereby assumes all risk of Accidents, from whatever cause, to himself or Luggage.



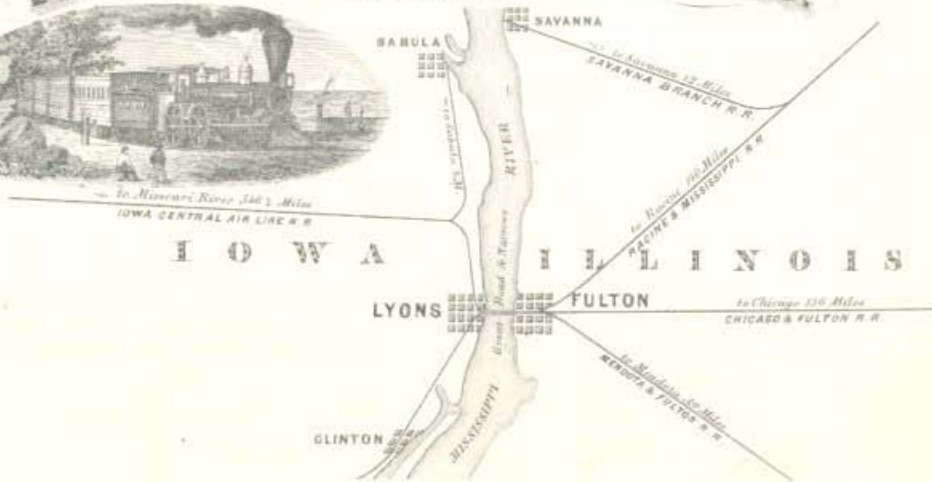
MICHIGAN CENTRAL R. R.

Folded letter datelined "Dexter June 24, 1852" addressed to "Adrian Mich." A WAY letter postmarked on the train while enroute. A beautiful example of the imperf 3¢ stamp of the 1851 issue and railroad postmark - MIC. CENTRAL R. R. MIC. JUNE 24.

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY printed envelope bearing a 4¢ stamp of Scott # 211 of the 1883 issue and postmarked CLEVELAND & TOLEDO R. P. O. JUL 7 TR 21. No year date, but about 1884 or 1885. Addressed to Chama, New Mexico.



LYONS AND FULTON AND THEIR RAIL ROADS.



Lyons Iowa September 26. 1837

To the Secretary of State
Iowa City

Dear Sir

Enclosed
Please find One dollar for a Copy
of the Session laws of the General
Assembly during the Winter of 1836-37
Please forward to our address at
Lyons. Clinton Count. Iowa
I oblige Yours &c

Flint & Hart
attorneys at Law.

OFFICE OF THE MISSISSIPPI AND MISSOURI RAILROAD COMPANY



New York 28th July 1859.

It is hereby certified, That the Mississippi & Missouri Rail Road Company has constructed and completed so much of the Rail Road as lies between the City of Davenport & Iowa City on the line prescribed by the 1. section of the Act of Congress of the 15th of May 1856 entitled "an Act making a grant of land to the state of Iowa, in alternate sections, to aid in the construction of certain Railroads in said State". And it is further certified that the portion of road so constructed and completed is fifty four miles & a fraction in extent.

Given under my hand & the seal of the Company this 28th Day of July 1859.

John A. Dyer,
Pres.



U. S. RAILWAY MAIL SERVICE.



Calmar & Davenport, R. P. O.

Des Moines AND Minnesota
RAILROAD COMPANY.

J. H. CHILLEN, President
A. J. SMART, Vice President and
General Superintendent



CHAS. H. CUTLER, Treasurer
J. D. STEWART, Secretary

Des Moines, Iowa, May 12, 1876

Wm. H. Fleming
Private Dep. 40

Dear Sir.

In response to yours 6th inst I enclose my Bond duly executed & shall be glad to receive my commission as early as convenient

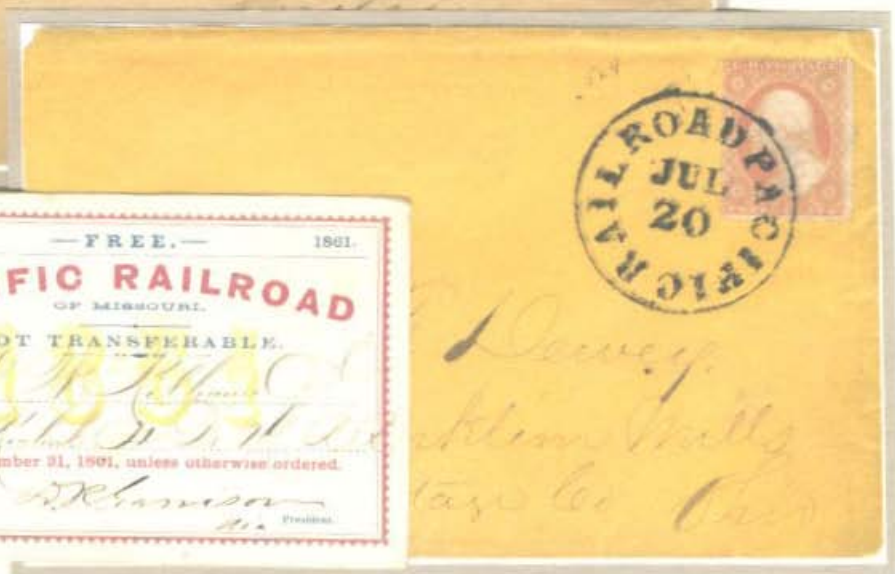
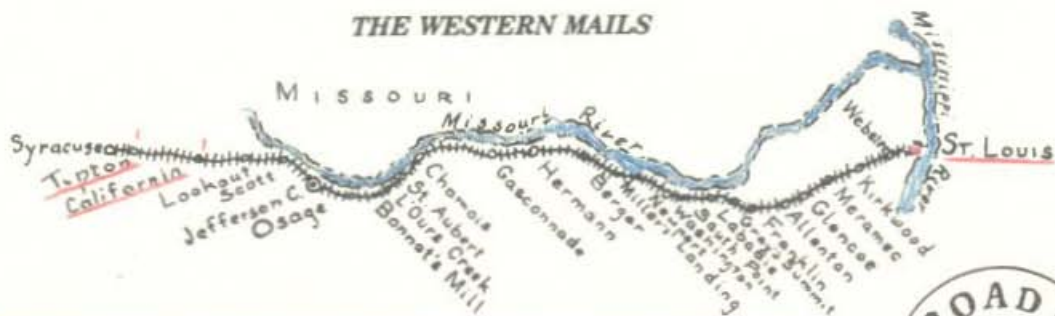
Yours truly
C. B. Atkins

File Enclosed 7/1. 25

116
aw ch 5724 7889

the liberty of
ent of my
mination which
store 17th inst.
in my behalf
you know
ring to make
to position I
studied closely
& will try and
record this fall
Minnesota.
Sours,
Sullivan R P C
Ossian
Iowa

THE WESTERN MAILS



BUTTERFIELD OVERLAND MAIL

PACIFIC RAILROAD On September 16, 1858 the first westbound mail was carried from Saint Louis to Tipton, Missouri by the newly constructed PACIFIC RAILROAD, a distance of one hundred and sixty miles. On arrival at Tipton at 6 PM the same day the mail was transferred to the first westbound stage for its long journey of two thousand, seven hundred and thirty miles — the longest continuous stage line in history. The first westbound stage arrived in San Francisco on Sunday morning October 10 in the all over time of 23 days, and 23½ hours.

Top cover is postmarked at California, the first station east of Tipton and the other bears the postmark of the PACIFIC RAILROAD. They were both used over this railroad during the period of the BUTTERFIELD OVERLAND MAIL.

THE WESTERN MAILS



HANNIBAL & ST. JOSEPH R.R. THE RAILROAD OF THE PONY EXPRESS

The Hannibal & St. Joseph R.R. was completed, across the state of Missouri, from Hannibal to St. Joseph in February of 1859. The eastern mails that were made up for the first westbound run of the Pony Express were carried over this railroad on April 3, 1860. Because of a missed connection at Detroit the mail arrive late at St. Jo in spite of a record run by the Hannibal & St. Joseph R.R. It was 7 PM in the evening of April third before the Pony got going. The first mail arrived by Pony at Sacramento on the 14th and late that same evening it arrived at San Francisco via the steamboat ANTELOPE. The cover shown was carried over this railroad early in April of 1860 and at the time of the inaugural of the Pony Express.



THE WESTERN MAILS



AN EXTRAORDINARY COMBINATION COVER!

This unique cover bears the postage stamps and the printed express franks of the United States and Canada, plus the postmark of the UNION PACIFIC R.R.! Wells Fargo received it from Barnards, at Victoria, British Columbia, on March 25, 1868 and carried it via steamship to San Francisco. Thence by their agent, via the Central Pacific R.R., which was building eastward, and the overland stage-coach to where the Union Pacific was pushing its way west from Laramie, Wyoming in the spring of 1868. On arrival at Bowmanville, Canada on April 25, 1868 the cover was backstamped and forwarded to Toronto.



COVER originated with Barnard's Express; the Sc. V.I. Perf 14 cancelled numeral "35" at Victoria P.O. Date stamped Mar 25 by Wells Fargo & Co at Victoria when letter was turned over to them.

U.S. stamps cancelled rings and "Union Pacific R.R." as part of journey to Canada was by mail train.



One year before first through transcontinental train to San Francisco.

THE WESTERN MAILS

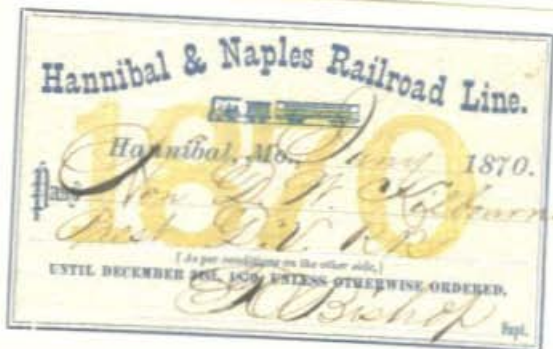
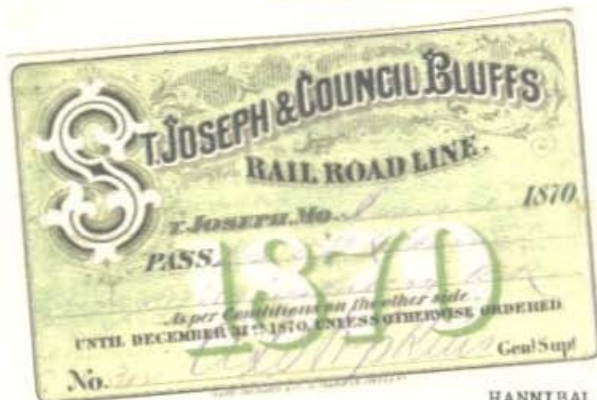
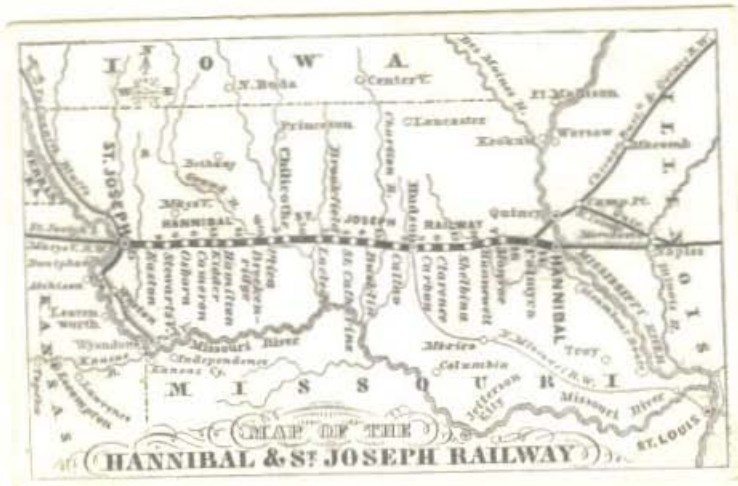


CENTRAL PACIFIC R.R. This was the western division of the transcontinental railroad from Ogden, Utah to San Francisco. Cover above bears the type II postmark dated "Nov 22" 1870.

CALIFORNIA PACIFIC R.R. CO. Illustrated all-over map cover shows the railroad routes of the C.P. and the **CENTRAL PACIFIC R.R.** Map is a "Lith by Ezra A. Cook & Co. Chicago". No year date. Indistinct postmark.



THE WESTERN MAILS



HANNIBAL & ST. JOSEPH R.R.

Advertising card showing a map of the railroad and its connections with the ST. JOSEPH & COUNCIL BLUFFS R.R. to the northwest and the HANNIBAL & NAPLES R.R. to the east. Passes of the two connecting lines and the reverse of the card shown above and below.

MISSOURI LOYAL AND PEACEFUL.

HANNIBAL & ST. JOSEPH R. R.

In good condition, and Trains are running daily, EAST AND WEST, for the transportation of Passengers and Freight, with care and despatch.

ALL RAIL ROADS LOCATED EAST OF THE MISSISSIPPI RIVER.

Have direct connection with the H. & St. Jo. R. R., or its Line of Splendid Steam Packets. The HANNIBAL & ST. JOSEPH R. ROAD LINE OF PACKETS on the Missouri River, run daily, south, to LEAVENWORTH, PARKVILLE, QUINDARO, WYANDOTTE & KANSAS CITY;

AND TRI-WEEKLY, NORTH, TO

NEBRASKA CITY, PLATTSMOUTH, OMAHA, AND COUNCIL BLUFFS.

DAILY MAIL COACHES,

Run in connection with trains of this Road, to all important towns in Northern Missouri and Southern Iowa. Also, to LAWRENCE, LEICOMPTON, TOPEKA, FORT HILLY, and FORT SCOTT, KANSAS.

OVERLAND PIKE'S PEAK & CALIFORNIA MAIL COACHES,

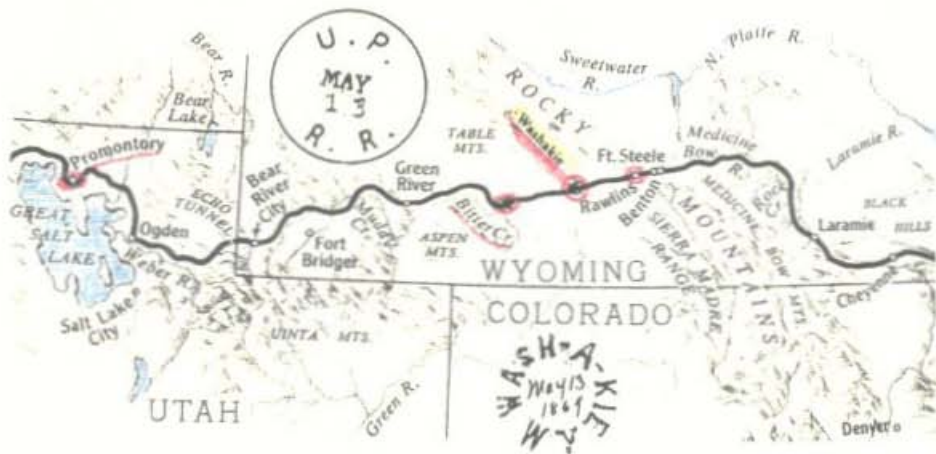
Leave St. Joseph, daily. Time to Denver City, 8 days; Salt Lake, 9 days; San Francisco, Cal., 18 days.

By Rates of Freight always as low as by any other Line, while the patron saves largely in Insurance, Distance, Charges, and Time.

Tickets for sale, and Freight Contracts made by all Connecting Roads, at important points; also, by J. W. BURCH, Cincinnati, and J. H. HOWEN, St. Louis, Agents of the Line.

P. B. GROAT, Gen'l Ticket Ag't, } HANNIBAL, MO. J. Q. A. BEAN, Gen'l Traffic Ag't, }
 W. P. ROBINSON, Gen'l Freight Ag't, } BOSTON.

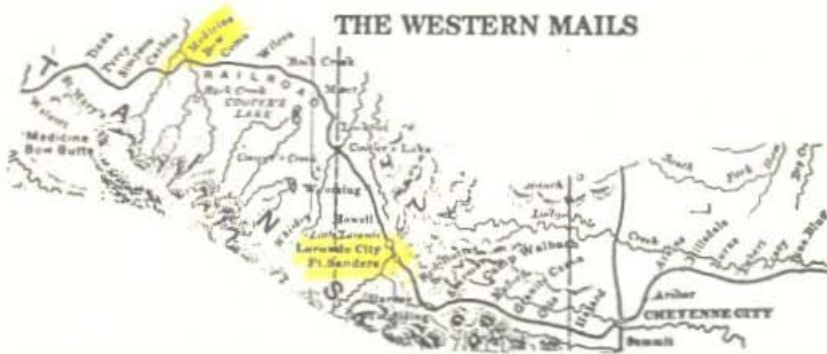
THE WESTERN MAILS



UNION PACIFIC RAILROAD 1869.

WASH-A-KIE WY May 13 1869 was an express and telegraph station on the UNION PACIFIC RAILROAD in Sweetwater County, Wyoming Territory. It was the first station east of Red Desert, midway between Rawlins and Bitter Creek. There was no post office at this station and therefore it is a railroad station postmark applied at the station. The U.P.R.R. MAY 13 and the "killer" cancellation were applied on the train. On May 10th, just three days before this cover was postmarked, the CENTRAL PACIFIC, building east and the UNION PACIFIC, building west, met at PROMONTARY, UTAH, completing the first railroad across North America.

THE WESTERN MAILS



BUILDING THE FIRST TRANSCONTINENTAL RAILROAD

Letter written by a member of one of the survey parties laying out the route of the Union Pacific R.R. in the spring of 1868. Fort Sanders was then in the Dakota Territory - just four months before it became the Wyoming Territory on July 10, 1868. Bordeaux (Wilson?) writes to his mother: "This party will operate much farther west than the others if the rumors which we hear are correct; we will proceed to Green River about 250 or 300 miles west of this place & will work east until we meet the other parties. Col. Hudnutt's & Mr. Jon. O'Neill's parties left here this morning, the first for the North Platte & the second for Medicine Bow. Each were accompanied by two four mule teams for transporting the provisions, tents, etc., & a two mule team for conveying the instruments baggage &c; the engineers being compelled to use Shank's Mare.* Their escort being ready will start tomorrow & overtake them on the way. Our party will probably leave on Monday unless detained by the weather; and the present indications are not very favorable..... I have just finished my dinner which consisted of sowbelly (pork) or turkey, biscuits with butter, stewed tomatoes & apples, coffee without milk & apple pie washed down with a cup of water. This is considered very good living for this country - very substantial & flesh producing, no doubt, & we all relish it very much indeed - it will not do for us to anticipate the nature of the fare which we shall receive two months hence. We may however substitute, fresh meat, such as antelope, elk, buffalo &c for the bacon as game is said to be very plenty in the neighborhood of Green River. I have been obliged to invest \$12.50 for a revolver as the Company does not furnish them this season..... Bordeaux"

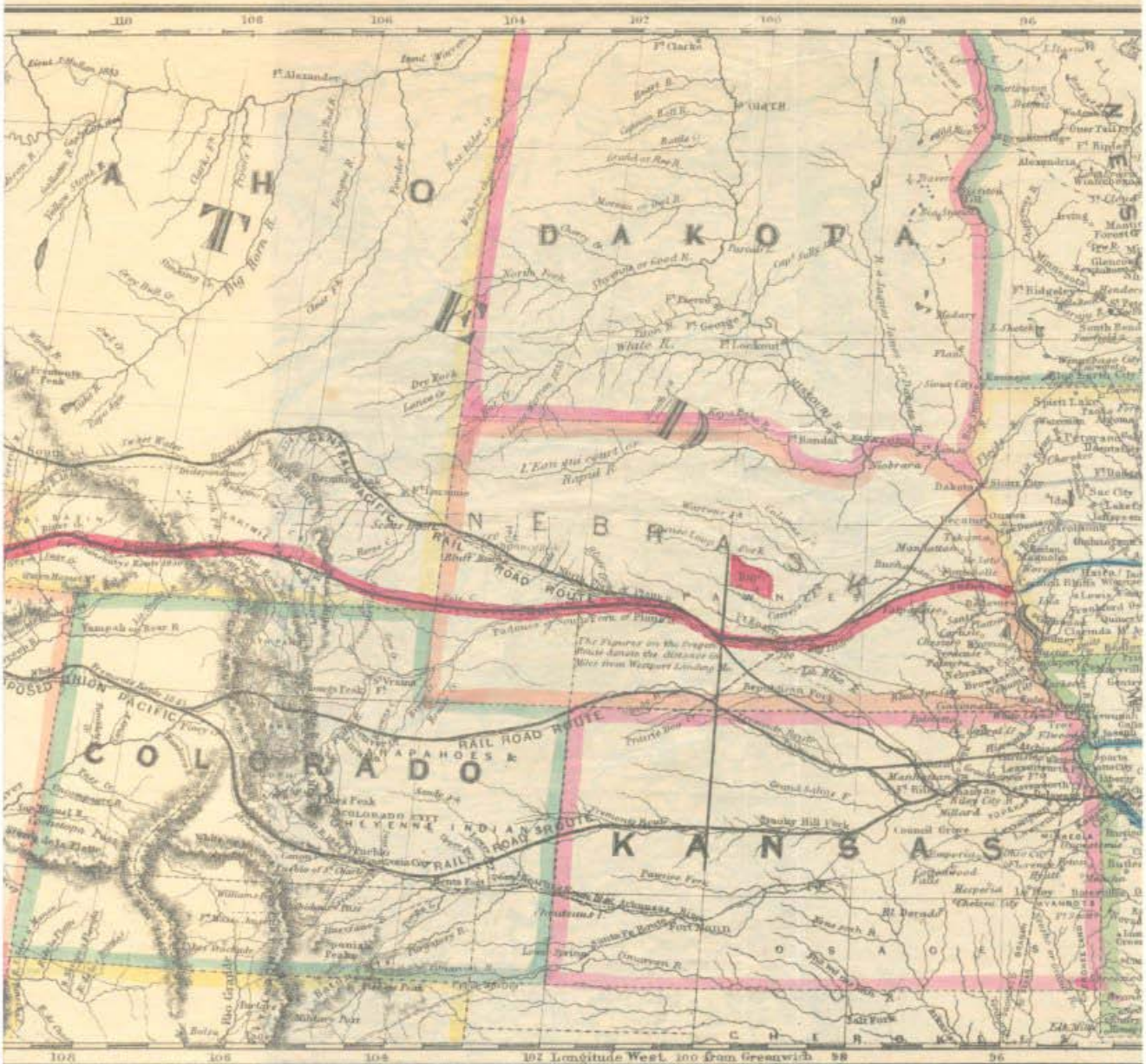


The Pony Express gave a note of help which enabled the overland telegraph line to flourish.
By George M. Thompson

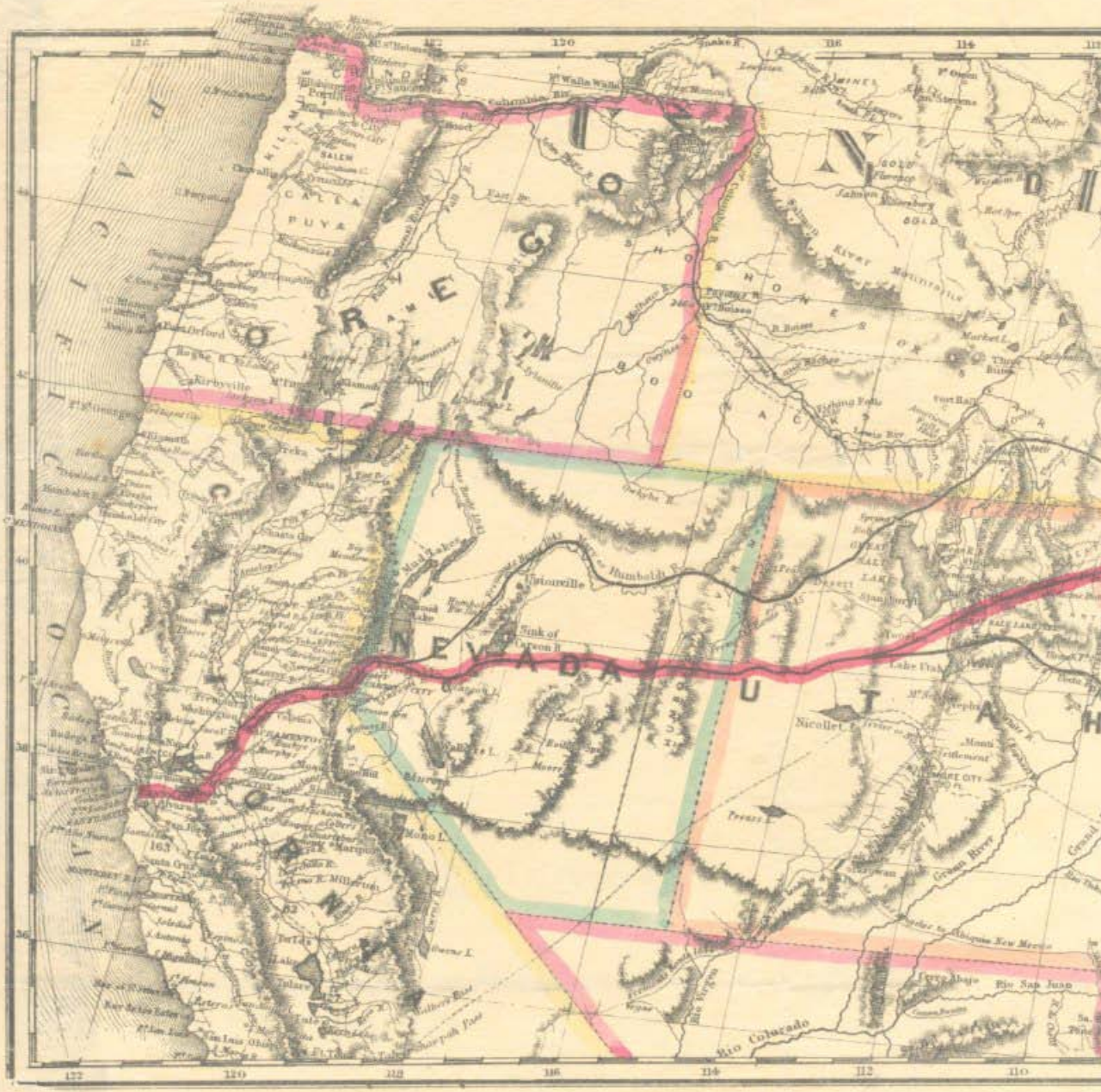


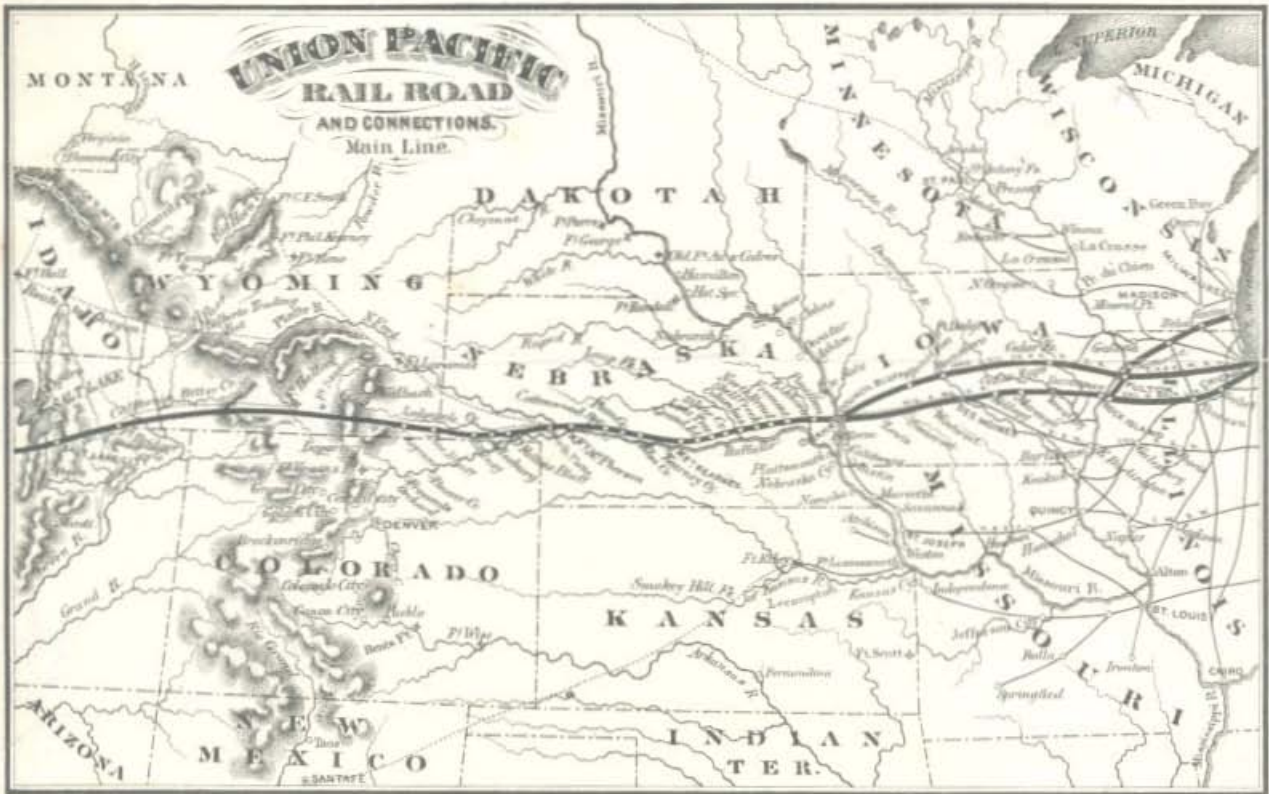
**PLACERVILLE & ST. JOSEPH
OVERLAND TELEGRAPH CO.**

This pioneer telegraph company was established by Frederick A. Bee in 1858. It was the first telegraph line to be strung eastward from California to Nevada and in June of 1861 it was incorporated with other interests as the Pacific Telegraph, operating as the Overland Telegraph Company. Building crews, working from both ends, completed the line on October 24th, thus bringing to an end the need for the Pony Express, which made it's last run in November of 1861. It was the Telegraph, the Pony and the transcontinental railroad that tied the nation together, after a great Civil War almost tore it apart! The cover is addressed to A.W. Bee, brother of Frederick Bee. Postmarked at PLACERVILLE CAL JUN 30 (1862).



DES MOINES VALLEY RAILROAD 154





In view of my brief stay
 I will not be delayed again.
 The Adm of Coln Am today
 try to put post in they are
 delayed today now from Denver
 Am yesterday
 today W.L.

No. 107
CENTRAL BRANCH UNION PACIFIC
 RAIL ROAD CO.
 Pass Here A. W. Albourant
 President, Northern Valley P. & B.
 Open conditions entered hereon until DECEMBER 31st 1880 unless otherwise ordered.
 Atchison, Kansas.
 1st Jan'y 1881.
 O. B. Gunn
 Agent

Feb 10
 sent
 sent
 sent

Union Pacific Railroad

OFFICE OF THE SUPERVISOR

Comhd Feb 10 1881

My Dear Gent

Among delay in getting
 through and out at 100 miles
 and I am accumulated at
 Oct -

206 Car Bns

14 " " " " " " " "

13 " " " " " " " "

9 " " " " " " " "

172 " " " " " " " "

Beards making from a very large
 amount of Alphon's (Catherine
 May 4th) for instructions
 Milwaukee from Mrs. G. Miller
 of the Methodist school
 of track - find they need

Exchange

Hollanday Overland Mail EXPRESS COMPANY

NEW YORK

1887

Sept 20th New York 18th 1887

Pay to the order of

Wells Fargo & Co

Five Hundred

Value received and change to account of

G. M. Dodge of Eng

Mocho

NEW

For \$270.00

ADVERS



W. Eddy

Agent

W. Eddy
New York
Recd by
W. Eddy

PAY TO THE ORDER OF

W. Eddy

\$650
Currency

Boise City I. S. May 27th 1869

FROM PACIFIC JUN 6 PAID ENGRS DEPT

PAID ENGRS DEPT



Order of J. C. Logan & Co.

Six Hundred & Fifty Dollars

Value received and charge the same to account of
J. G. M. Lodge

in favor of U. R. R. & Mackay J. C. Audmatt

San Francisco U. R. R. &

\$600

Fort Laramie Aug 21st 1866

Pay to the order of
Six hundred and no/100 Dollars

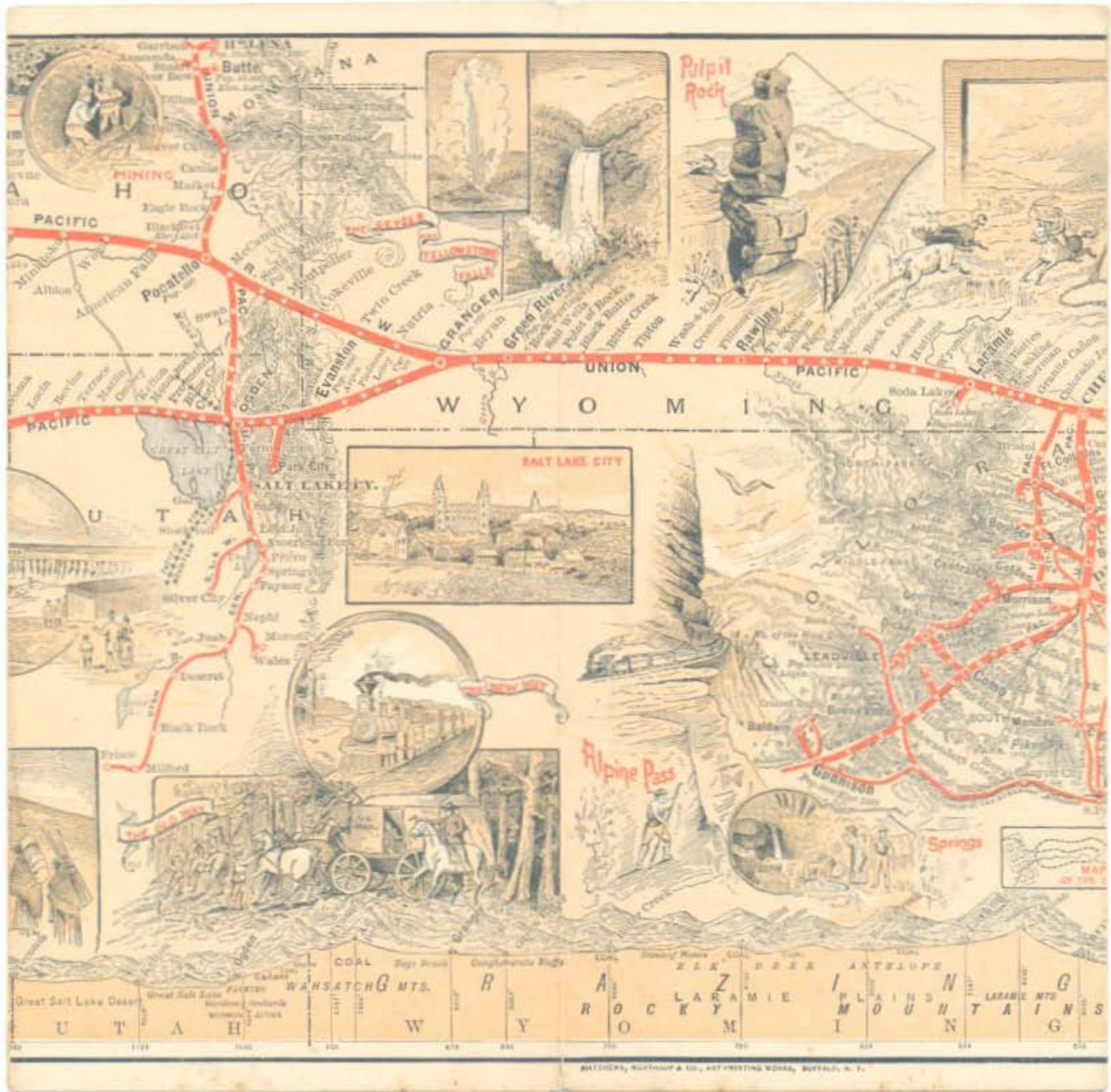


Value received and charge to account of
J. G. M. Lodge

Mackay
A. P.

W. A. Gray

Dec. 10, 1866



GRAND RE-UNION

G.A.R.

Aug 31st

1886.



San Francisco

California

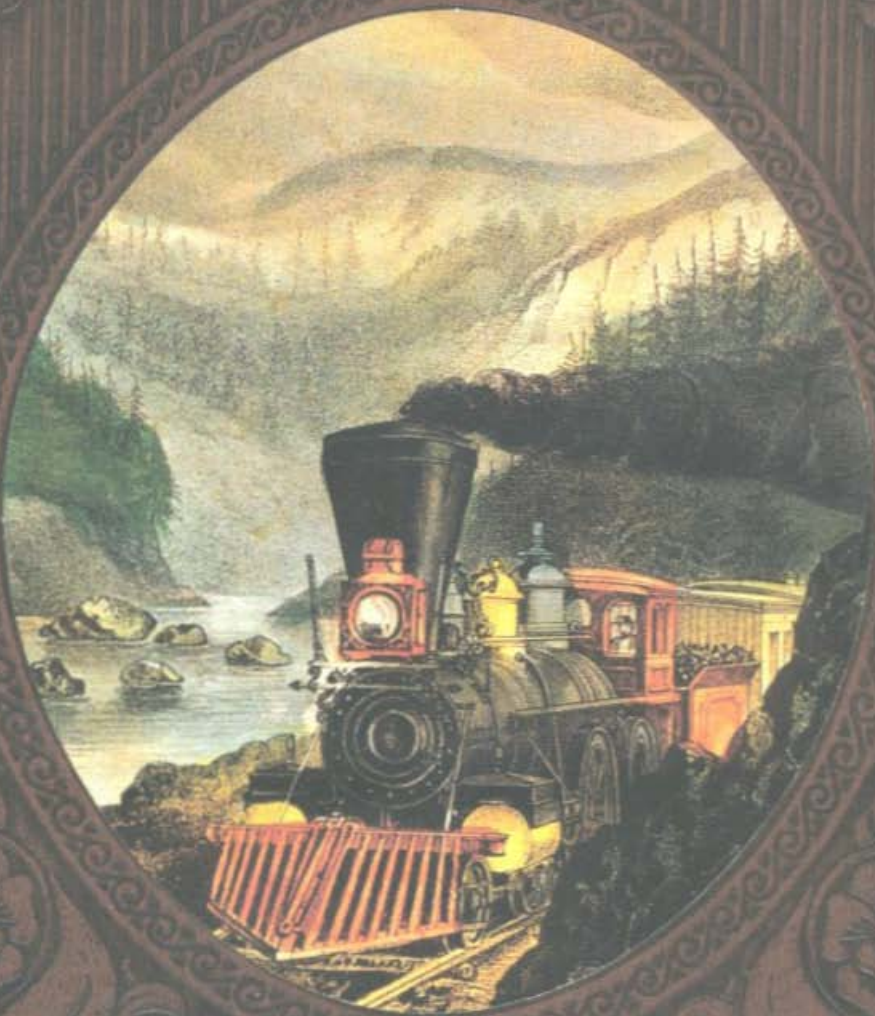


Mathews, Northrup & Co., Art-Printing Works, Buffalo, N. Y.

Acc. 1254

A detailed map of the Great Basin region, showing various geographical features, place names, and routes. The map includes labels for "NAV.", "BOISE CITY", "UNION", "SHOSHONE FALLS", "CENTRAL", "GARFIELD LANDING", and "THE NOBLE RED MAN". It also features a circular inset showing a scene with a building and a person, and a rectangular inset showing a mountain landscape. The map is framed by a decorative border and includes a scale at the bottom.

Great Basin
The Great Basin
NEVADA



THE WESTERN MAILS

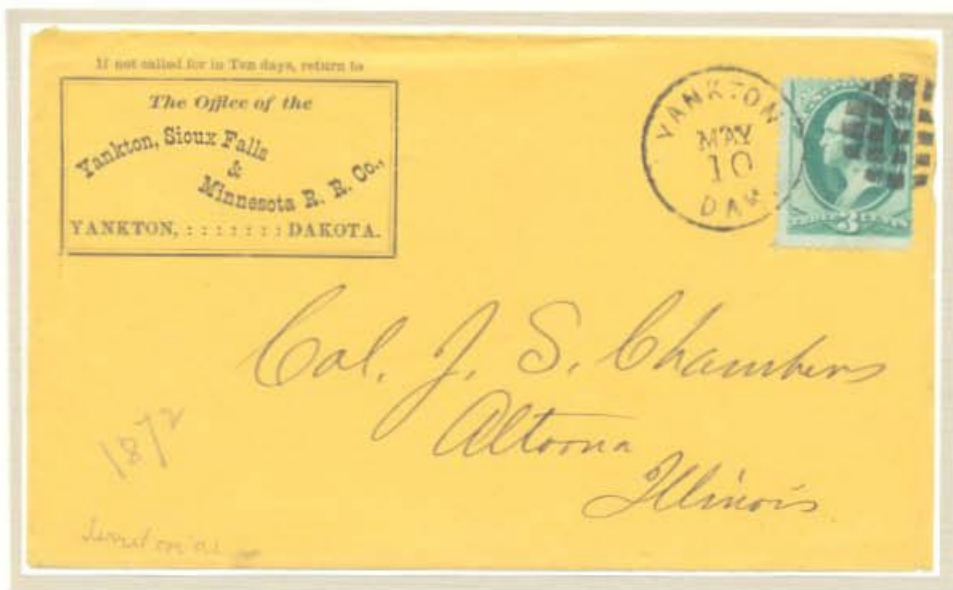


VIRGINIA & TRUCKEE R.R.



RENO & VIRGINIA CITY AGENT Cover shown above bears the route agent marking of the VIRGINIA & TRUCKEE RAILROAD. This was the fifty two mile railroad that hauled most of the ore and silver bullion from the fabulous Comstock Lode. It operated between Reno and Virginia City, in the 1870's and 1880's, connecting with the CENTRAL PACIFIC DIVISION of the transcontinental railroad. The line was discontinued to Virginia City in 1938. This cover was used in the 1870 period.

THE WESTERN MAILS



YANKTON. SIOUX FALLS & MINNESOTA R. R. CO.

The following is from THE YANKTON PRESS ,April 2, 1873: The Yankton ,Sioux Falls and Minnesota railroad is also organized, with a capital stock of \$ 1, 200, 000. This road starts at Yankton, running northeast to Sioux Falls, thence to a connection in Minnesota with the St. Paul and Sioux City railroad."This is about all that is known about this railroad - apparently it never got off the drawing board. However envelopes were printed, as above. and ASHER & ADAM'S map of DAKOTA plats the line of the railroad as here illustrated.



This railroad pass illustrates the routes of the MILWAUKEE R.R. system in 1868. Note on reverse states that it is good on all lines including the "M. & P. du C.R'y" (Milwaukee & Prairie du Chien Railway).



MILWAUKEE & ST. PAUL RAILROAD.

Cover postmarked "MIL. & ST. P. R.R." on the corner card of the HASTINGS & DAKOTA RAILWAY COMPANY. No year date but 1870 period. The HASTINGS & DAKOTA was formerly the MINNESOTA RIVER & RED RIVER OF THE NORTH R.R. CO., chartered on the 20th of February 1857. About 1861 it became part of the MILWAUKEE R.R. system. The first two named railroads never got off the drawing board. Cover shown above was

MINNESOTA



PEMBINA & WINNIPEG JUNCTION R.P.O on the NORTHERN PACIFIC R.R.
 Winnipeg Junction, Minnesota was located in Clay County about 25 miles due east of Moorhead. Name changed to Manitoba Junction August 1, 1910 and discontinued October 21, 1911.



CHAS. G. WICKER,
President.

GEO. E. MERCHANT,
Superintendent.

DAKOTA SOUTHERN & SIOUX CITY & PEMBINA RAILROADS.

GENERAL OFFICES.

Sioux City, Iowa April 2nd 1877.

Jas Hull Esq

Secretary of State

summoned to

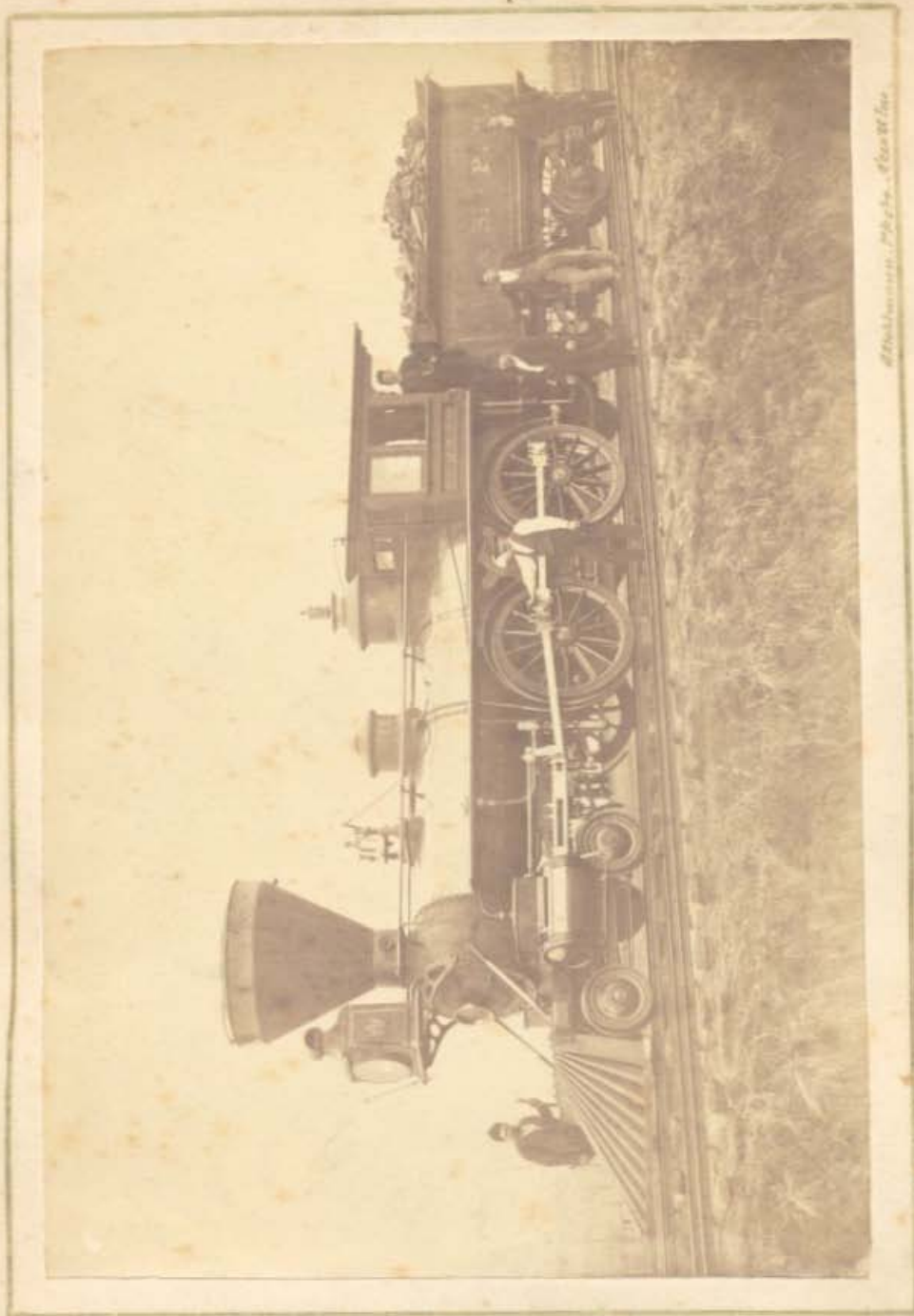
answer.

Answer to your favor of March 2nd 1877

Commenced extension of the Pembina Railroad
August 14th 1878 - from Fortenbush - and
first train reached Detroit at 5 PM on
Dec 3rd 1878, and line was really not
open for traffic until Jan 10th 1879
had no carriages to run beyond
Fortenbush until after Jan 1st.

Yours truly
Geo E Merchant





Blackburn, N.Y. - 1868

THE WESTERN MAILS



CHICAGO, MILWAUKEE & ST. PAUL R. R., Southern Minnesota R. R., La Crosse, Wisconsin to Sioux Falls, S.D. Route agents postmark, no date, but 1870's East-bound. Lower cover, WABASHA & ZUMROTA, extension of the C.M. & St. Paul R. R., 59 miles. Agents postmark, dated Jan. 1, 1886 to Winona, Minnesota.

MINNESOTA

WINONA & ST. PETER RAILROAD

Operated between Winona, Minnesota and Pierre, Dakota Territory. Cover shown was used from Janesville, Minnesota to Winona in 1873. It bears the Type I postmark of the railroad. Later it became part of the Chicago, North-western R.R.



Cover below was used from Minneiska to Winona, Minnesota. Both towns were on the Mississippi River and the Chicago, Milwaukee & St. Paul R.R. The cover was handed onboard the mail car and the pair of 1 cent stamps canceled with the boxed RAILROAD, although the mail car was an R.P.O. office. Hand-stamped NOV 1 1888.



**BURLINGTON, CEDAR RAPIDS
AND
MINNESOTA RAILWAY COMPANY**



**BURLINGTON, CEDAR RAPIDS
& MINNESOTA RAILROAD**

This railroad operated between Burlington, Iowa & Mankato, Minnesota via Cedar Rapids & Waterloo. Lower cover bears the handstamp of B.E. Sberhart the Agent on a Northbound trip - March 30, 1874. Cover was picked up between Burlington & La Porte City, Iowa.





THE WESTERN MAILS



CHICAGO & NORTHWESTERN R. R. Station postmark of Minnesota Junction, Wisconsin June 19, 1866, Elroy, Wisconsin to St. Paul, Minnesota division.
CHICAGO & CEDAR RAPIDS R. P. O. of the CHICAGO & NORTHWESTERN R. R., September 8, 1875, to Clinton, Iowa.



THE WESTERN MAILS



CHICAGO, MILWAUKEE & ST. PAUL R. R.

Route Agent postmark, RACINE & R. I. APR 16 AGT W 1878, Racine, Wis. to Rock Island, Ill.



MUSCATINE WESTERN RAILROAD

MUS. WES. R. R. JAN 21 1879, was an extension of the BURLINGTON, CEDAR RAPIDS & NORTHERN R. R., between Muscatine & Montezuma, Iowa.

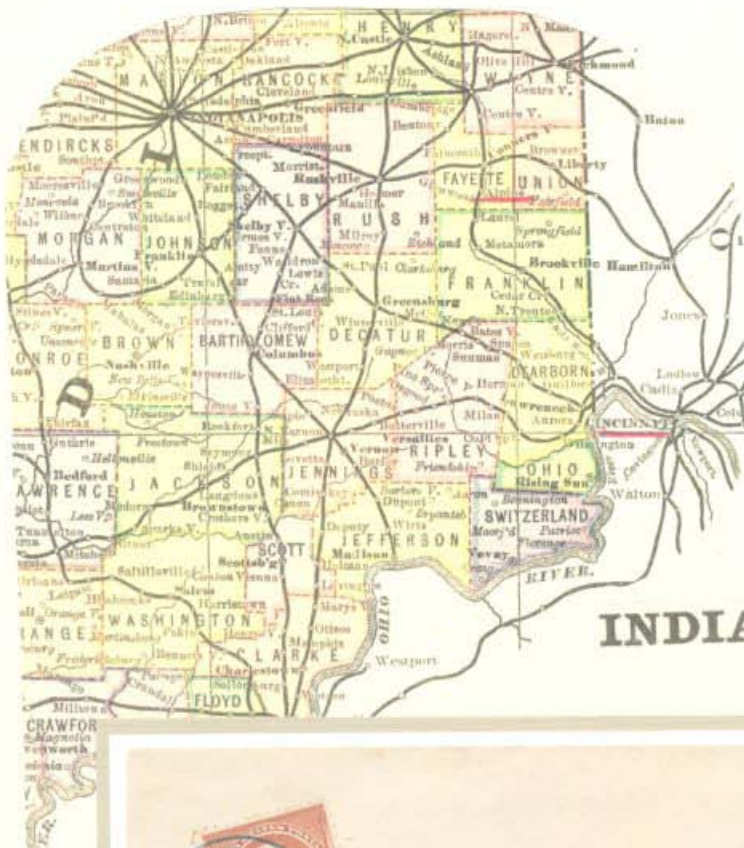
THE WESTERN MAILS



CHICAGO & ALTON R. R. - Bloomington, Ill. to Mexico, Missouri R. P. O. 1873. Postal card originated at Mason City, Iowa on June 10 th as per postmark B. L. & MEX R. P. O. in blue - east-bound to Springfield, Illinois. The L is for LOUISIANA.



THE WESTERN MAILS



INDIANA



WHITE WATER RAILROAD

The **WHITE WATER VALLEY R. R.** was an extension of the **INDIANAPOLIS & CINCINNATI R. R.**, between Cincinnati Ohio and Hagerstown, Indiana, running up the White Water river, from the Ohio river. The cover is post-marked **FEB 12 1885** at the railroad station at **ALPINE**, Indiana. It was westbound to Oxford, Benton county, Indiana and bears the 2 cent postage stamp, for the $\frac{1}{2}$ oz. rate of the 1883 issue, Scott #210.



CHICAGO, MILWAUKEE & ST. PAUL R.R., WESTERN DIVISION, Calmar, Iowa to Chamberlain, So. Dakota. It was west-bound, as per postmark, from Plankinton, S.D., April 1 to Lansing, Iowa April 2, 1890.



CHICAGO, BURLINGTON & QUINCY R.R. Railroad post office no year date, but 1880's. The illustration of the Joliet Hotel, indicates that it was west-bound from Joliet, Ill. to Grinnell, Iowa.



Altoona May 26/09

W. J. Palmer Esq
Sirs

Your note of
I enclose list of Station
is generally taken - heavy
it sometimes compel
at other points but those
Regular Wood Stations -



The of Wood, and hauling
the entire cost of all
Wood is delivered

placed in W.
- the cost of
of in proportion
devoted to this

Monthly report
Chief Clerk Motive Power. - In short the average
Cost of Wood as charged out to Engines each
Month includes all labor connected with
it - handling - hauling - sawing &c. with this
exception - Cost of Repair to Engines &
Car engaged hauling Wood is not charged
to Wood ofc but to Locomotive and Car
Reports ofc respectively.

ANDREW CARNEGIE, born in Scotland Nov. 25, 1835,
died Aug. 11, 1919. "distributor of wealth for
the improvement of mankind". Worked for the
Pennsylvania R.R. Co. as a "secretary & tele-
grapher" to Thomas S. Scott at 35 dollars per mo.
This letter was written to General Wm. J. Palmer
the founder of Colorado Springs. Palmer was the
Col. of the 15th Penn. Cavalry in the Civil War.



with coal we have no Labor
 of Train men as in the case
 of Wood - time of Engineer
 Firemen & Train men are not charged
 to Coal, but every thing else - viz unloading
 - piling up - loading into dump cars and
 delivery into Tender - loss in Transportation
 & Handling - is included - This gives the
 Average cost of Coal from $3\frac{1}{2}$ ⁴ per bushel -
 which is what we pay for it in Car at
 Mines - to $5\frac{1}{2}$ per bushel at which rate
 it is charged out to Engines - sometimes
 it averages somewhat over $5\frac{1}{2}$ but I
 believe this to be about a fair average

Should you desire any further
 information it be in my power
 to give it to you shall be pleased at
 all times to do so

Y Truly Yours
 Andrew Carnegie.

Handwritten notes:
 2.00
 1.25
 1.75
 2.00
 2.30
 2.50
 2.75
 3.00
 3.25
 3.50
 3.75
 4.00



LEE LINE U. S. MAIL STEAMERS.

ST. LOUIS AND MEMPHIS DIVISION.

JNO. E. MASSENGALE, AGENT.
CHAS. M. BERKLEY, PASSENGER AGENT.OFFICE ON
ST. LOUIS & TENNESSEE RIVER P&T. CO. WHARFBOAT,
FOOT OF LOCUST STREET.

STEAMERS
ROBT. E. LEE JAMES LEE. ORA LEE.
GEORGIA LEE. PETERS LEE. REES LEE.
BAYLESS LEE. _____ FERD HEROLD.

GENERAL OFFICES,
292 FRONT ST., MEMPHIS, TENN.

Steamer Leaves St. Louis for Memphis Tuesdays and Fridays at 5 p.m.
Steamer Leaves Memphis for St. Louis Mondays and Weddays at noon.

ST. LOUIS, MO.

Jan. 16th 1901

*ack
1/17/901*

*C. H. Young Esq.,
Clinton La.*

Dear Sir:

It is reported here that you have purchased a boat to run in the St. Louis & Commerce Trade in connection with your Str. Columbia.

If such is a fact I would like to be considered an applicant for the agency.

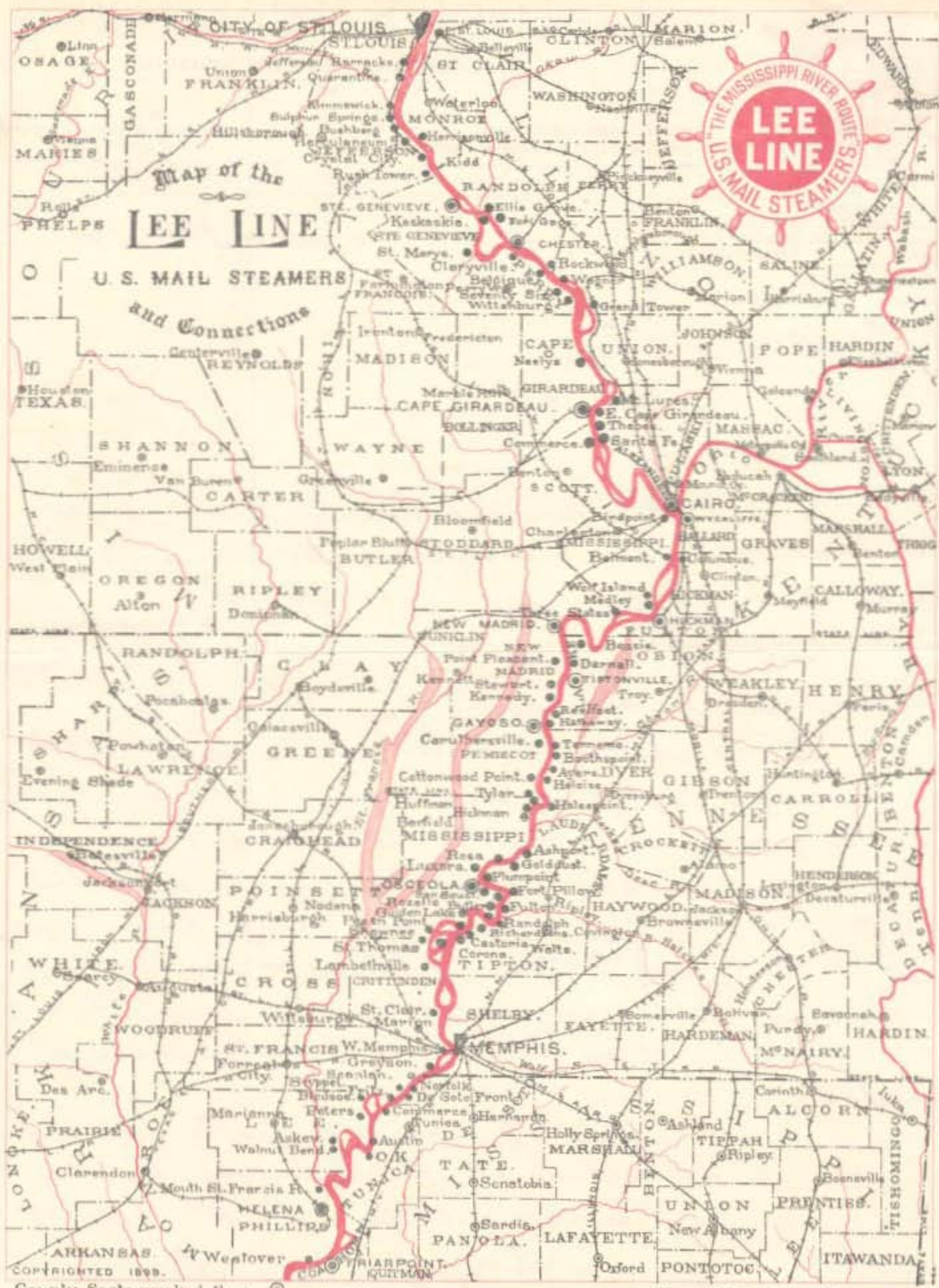
I am prepared to furnish you with the best quilt edge reference as to my ability, honesty &

My experience in the steamboat business, in the various capacities of Chief Clerk (from St. Paul to New Orleans in the Miss. River and its tributaries), S. P. A. Altsa Secy, Brokerage & Cashier, covers a period of 25 years, being employed by every Steamboat line operating out of St. Louis during that time.

I am 42 years of age & perfectly familiar with all the details of the business, besides having a good acquaintance with the shipping public.

If agreeable would be pleased to have an interview with you in person.

*Yours Truly,
Chas M Berkley*



Copyrighted 1898.
County Seats marked thus. ©

River P. O. marked thus *

A. Lincoln

HIS LIFE AND TIMES

LETTER BELOW IS A REQUEST BY THE BURLINGTON & MISSOURI RIVER RAILROAD GENERAL FREIGHT AGENT FOR THE RENEWAL OF HIS NOTARIAL COMMISSION IN DES MOINES COUNTY IN 1863. SECRETARY OF STATE WOULD NOT ISSUE COMMISSION UNTIL THE BURLINGTON POSTMASTER SENT APPROVAL.

BURLINGTON & MISSOURI RIVER RAILROAD COMPANY.

General Freight and Ticket Office,

Burlington, Iowa,

Nov 15th 1863

Hon. Chief Clerk
Sec of State.

Dear Sir,

Enclosed please find my commission as Notary Public for Des Moines County, which has now expired, if perfectly considered I would like to have it renewed. An early reply will greatly oblige.

Very truly yours

E. P. Rogers

P. M. Burlington

Is this mean all

O. K.

Is

loyal right

Sec State



Mr E. P. Rogers is a
sound union man and votes
the republican ticket

Yours with respect J. F. Abraham. P. M.

SHARES \$100 EACH

Shares
100

Des Moines, Winterset & Southwestern Railroad Company



No. 42

This is to certify that *Levert Bennett* is entitled to *100* Shares of One Hundred Dollars each, in the Capital Stock of the Des Moines, Winterset & Southwestern Railroad Company, a Corporation created by and existing under the Laws of the State of Iowa, transferable only in the Books of the Company in person or by Attorney, upon the surrender of this Certificate.

Stamp

In Witness Whereof, the said Company have caused this Certificate to be signed by their Assistant Cashier, *Winterset, Iowa, this 21st day of March, 1873*

W. W. Winters Secretary *W. W. Winters* Assistant

SHARES \$100 EACH



GEO. GREENE, President.

JOHN P. ELY, Treasurer.

D.W.C. ROWLEY, Secretary.

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**BURLINGTON, CEDAR RAPIDS
AND
MISSOURI RAILWAY COMPANY.**

**PRESIDENT'S
OFFICE.**

Cedar Rapids Iowa Nov 3 1871

His Excellency

Saml Merrill Gov Iowa
Des Moines.

My Dear Gov

Yours of 30th ult. inclosing in-
vitation to be present at the laying of
Corner Stone of the New State House is recd.
I appreciate the invitation and sincerely
thank you. It will give me great
pleasure to be present but fear that
a pressure of other engagements
will not permit.

The P.O. address of Members of the
next Legislature was also duly recd
and I have promptly sent papers
to each member as requested.

Respectfully Yours

Geo Greene
President

WISCONSIN, IOWA & NEBRASKA RAILWAY AND

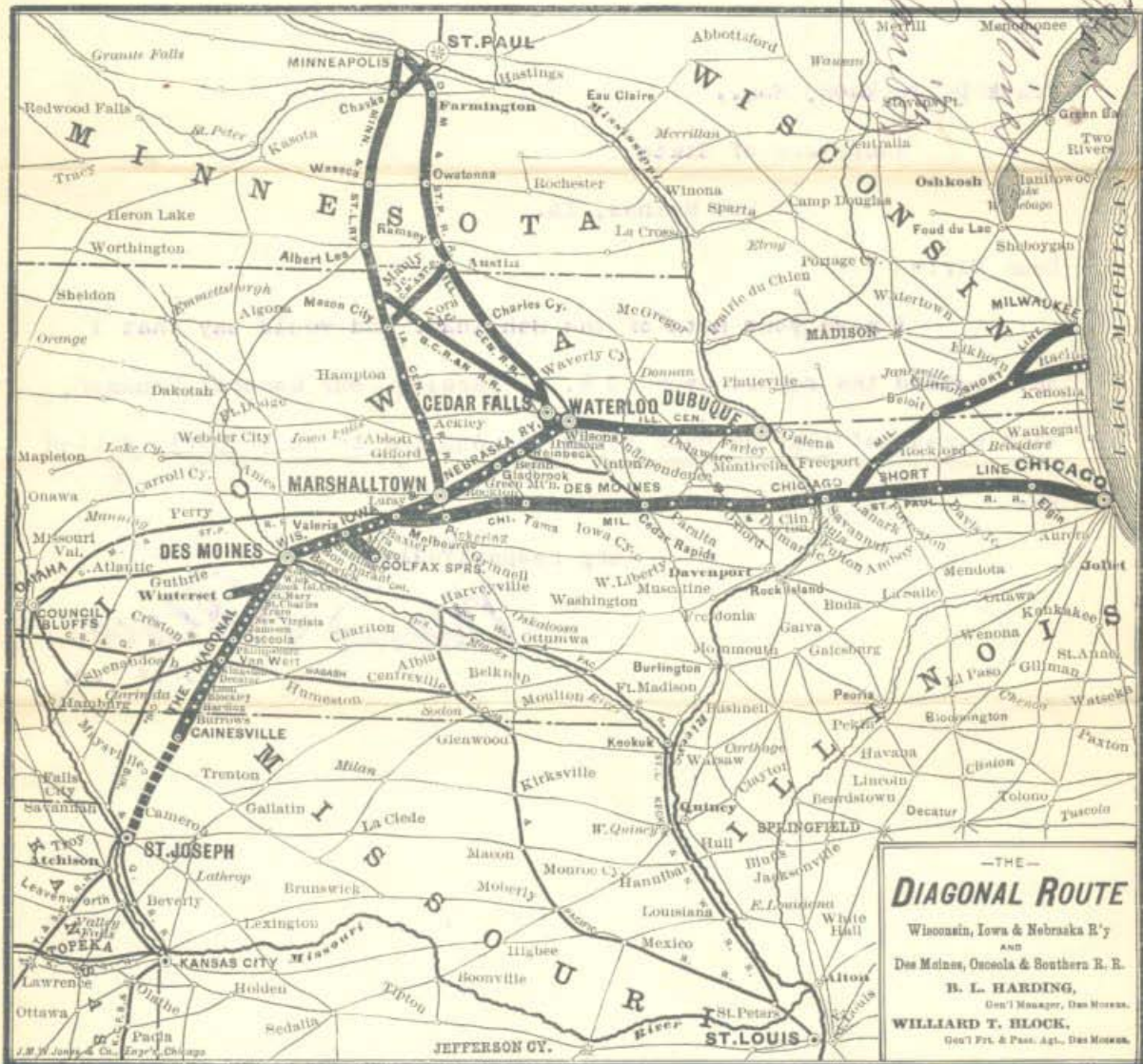
DES MOINES, OSCEOLA & SOUTHERN RAILROAD

(MILES COMPLETED, 239.)

The New "SHORT LINE" from NORTHEAST to SOUTHWEST.

"THE DIAGONAL,"

POSITIVELY THE SHORTEST LINE BETWEEN



DES MOINES CHICAGO POINTS EAST,

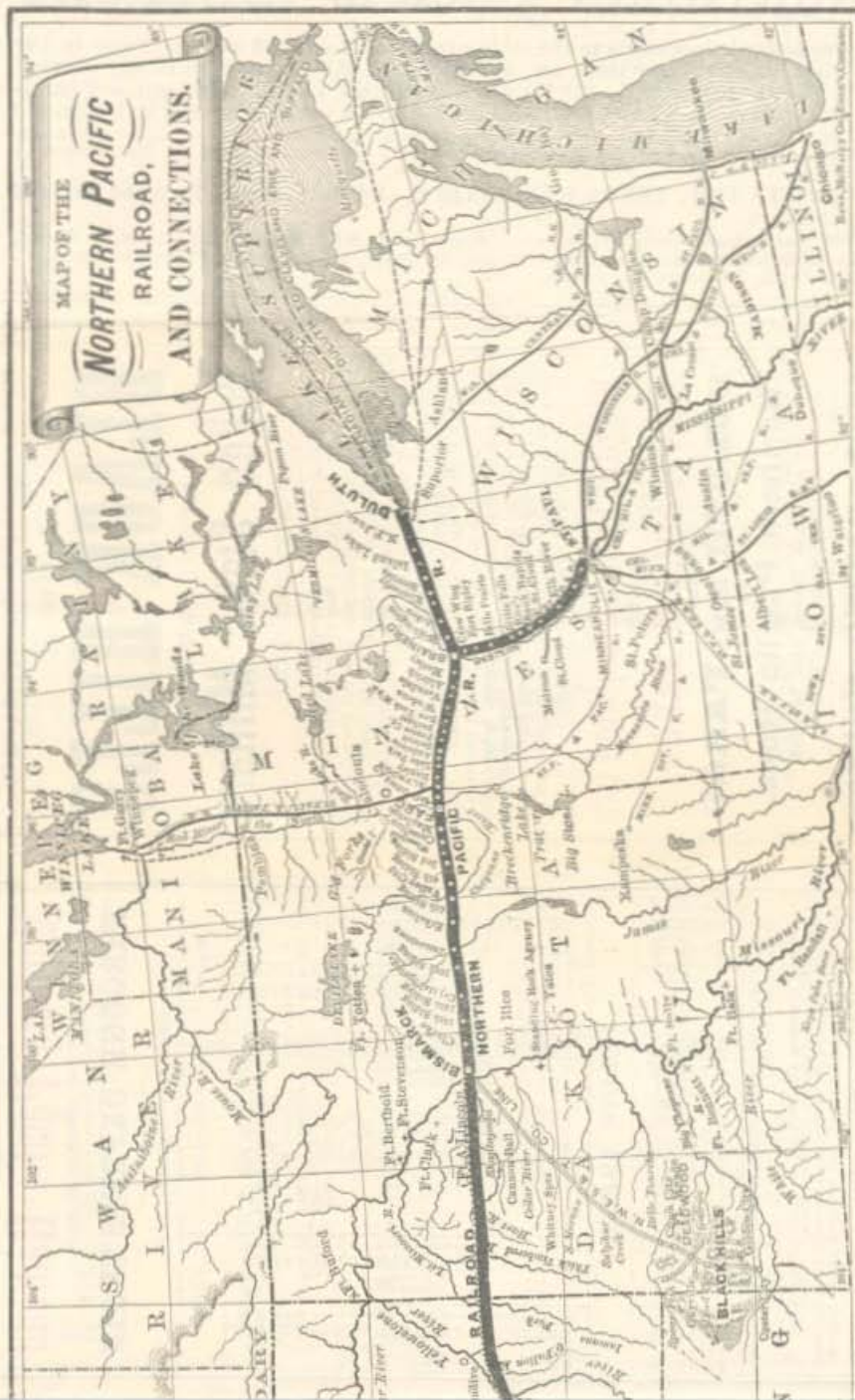
ST. PAUL, MINNEAPOLIS POINTS NORTHWEST,

FREEMONT, DUBUQUE, CEDAR RAPIDS, WATERLOO, CEDAR FALLS, MARSHALLTOWN.

TAKE THE NORTHERN PACIFIC ROUTE

FOR THE

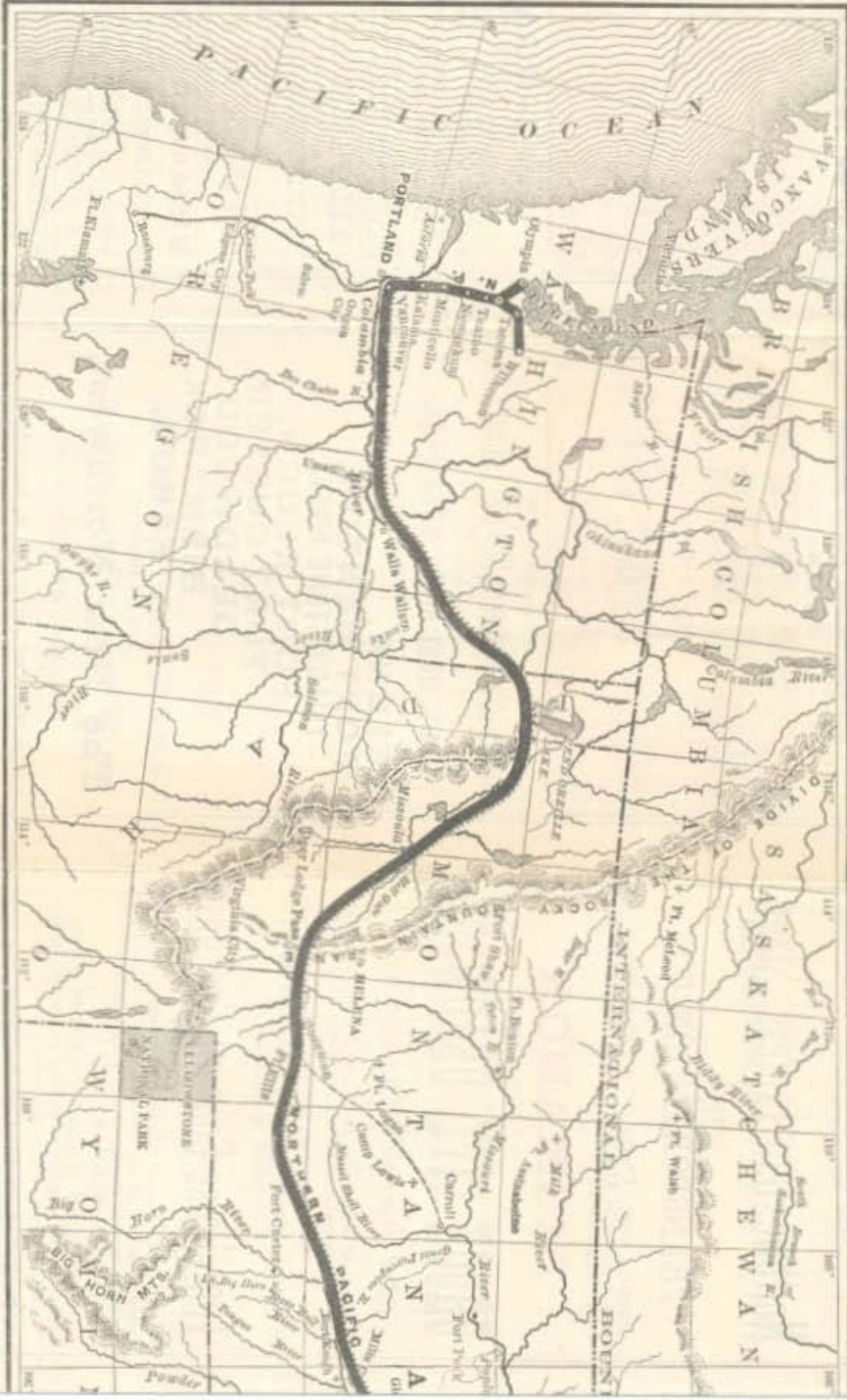
SHORTEST and BEST Route,



as Low as the Lowest.

BLACK HILLS, BIG HORN MOUNTAINS, MONTANA
 AND ALL POINTS ON
 Yellowstone and Upper Missouri Rivers.

It is the SHORTEST, QUICKEST, AND MOST COMFORTABLE ROUTE.



And the Fare is Always

THE WESTERN MAILS

43

THE NEW ORLEANS OPELOUSAS AND 6TH WESTERN R.R.

Pass Here *R. M. Wilbraune Vice Presd*
W. S. Moines Palty R. R. Iowa

Until *December 31st 1867*

UNLESS OTHERWISE ORDERED.

G. W. R. Bayley Ch. Sup. & Mgr.

NOT TRANSFERABLE

FOR CONDITIONS ONLY UPON WHICH THIS IS ISSUED SEE OTHER SIDE.



California and Texas Railway Construction Company,

OFFICE OF THE ASSISTANT SUPERINTENDENT.

Marshall, Tex. May 5th 1873.

F. S. Wilson Esq
Proy,
Mo.

Dear Sir:

Your favor of the 22nd
ult has been received.

No vacancy in Eng^r Deptmt - am dis-
banding parties and reducing force every
day.

Yours truly,

G. M. Dodge
Chief Eng^r



520

SOO LINE RAILROAD

TRAFFIC DEPARTMENT

MINNEAPOLIS 2, MINNESOTA, BOX 1109



M. ST. P. & S. M. RR

W. W. KREMER
VICE PRESIDENT



June 1, 1955

Mr. Floyd E. Risvold
6045 Stevens Ave.
Minneapolis, Minn.

Dear Mr. Risvold:

This is a special year in Soo Line Land. One hundred years ago the great Soo Locks connecting Lake Superior with the other

Grea
this
memo
dire
stan
own,

com
the
the
as a
Upper
the
the
grow
in t
the

Bi-
Soo

of ours we intend to keep on trying to offer better and better Soo Line Service!



FIRST DAY COVER



FIRST DAY OF ISSUE

Private

Mr. Floyd E. Risvold
6045 Stevens Ave.
Minneapolis, Minn.

Yours truly,

W. W. Kremer
Vice President - Traffic