

# LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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### Australia '99 - Impressions and Observations

Australians appear to have a great gift for entertainment. Perhaps it is the result of living in a country which is remote from the great population centers of the northern hemisphere, and therefore being long dependent upon themselves to create amusement and diversion. For whatever reasons, Australians today manage to account for a larger number of world class athletes, movie stars, and musical performers than one would expect from the meager population base of only 18 million. When Australia decides to put on a show – be it the Sydney Mardi Gras Parade or the Iron Man Championships at the Gold Coast – you can count on it being a spectacular. Australia '99 was no exception.

Melbourne's Exhibition Centre was the site of Australia '99. Situated on the south bank of the Yarra River, the Exhibition Centre is a sweeping modern glass and steel construction flanked by a long grassy lawn and the permanent berth of the *Polly Woodside*, an historic sailing barque which represented the show's major cache. The Exhibition Centre is located at the western end of



Melbourne's Southbank Promenade, which stretches along the Yarra for over a kilometer. Southbank boasts an array of posh shops, restaurants and cultural facilities such as the Concert Hall, the State Theater Playhouse and the National Gallery. Crown Casino, with its movie theaters, food courts and varied gaming facilities, is located immediately across Clarendon Street from the Exhibition Centre. In short, the "neighborhood" of the stamp exhibition was rather like a cross between San Francisco and Las Vegas. If one managed to leave the Australia '99 bourse with a bit of spare change, there were plenty of nearby temptations to help alleviate the surplus.

Once inside the exhibition, things really got exciting. Rosemary Simons' floor plan carried the maritime theme to grand heights. Focused on the Information Stand located just inside the double entry gates, was a gigantic red ocean liner containing the shops of Australia Post. Eleven stately sailing ships, each divided into six booths for dealers and philatelic agencies, were anchored on both the port and starboard sides of the liner. They, too, were focused on the Information Stand with their bows pointed in that direction. Additional dealer booths flanked the flotilla, and expansive peripheral areas of the room were given over to the exhibits, a printing press display, a children's pirate ship, and a stage. A bank of computers connected to the Australia Post internet site occupied nearly one entire wall of the room and provided one of the few rest areas where visitors might sit a while.



*The Melbourne Exposition Centre on Clarendon Street was the site of Australia '99*



*The exhibition floor was dominated by a fleet of 22 sailing ships which provided booths for dealers and philatelic agencies.*

It was all a bit overwhelming visually, but navigation among the ships proved quite an easy matter.

Far and away the “hot ticket” of Australia ’99 was the World’s First Personalized Stamps placed on sale for the show by Australia Post. Although perhaps not large by standards of Pacific ’97, queues for the stamps rarely fell below an hour and a half wait. If their popularity at Australia ’99 provides an accurate measure, it would seem that Australia Post has come up with a novel idea for selling stamps.

The stamps themselves feature a view of the *Polly Woodside* and are arranged on sheets in two columns of five with each stamp having a blank perforated bit of selvage attached measuring one-third the width of the vignette. The face value of the stamps is 45 cents. Customers were allowed to purchase between one and five sheets at the rate of A\$10.00 per sheet.

Once the stamps were purchased, the buyer was photographed – either alone or with a partner – by a digital camera attached to a computer and high quality color printer. In a matter of minutes the photographic images were printed on the selvage next to each

stamp and the buyer collected his or her personalized stamps in a presentation folder at another counter. The entire process appeared to take about four minutes from the time the customer paid for the stamps until they were claimed at the second booth. There were four cameras operating at the show, which means that about 60 different personalized stamps could be produced each hour if there were a steady stream of customers. Australia ’99 was open to the public for a total of 45 hours, which means that some 2,700 different personalized stamps could have been produced.

The stage, which was located immediately aft of the Australia Post ocean liner, was used for numerous official events including Australian, Canadian and United Nations stamp launches, a series of forgery presentations by Neil Holland and



*Cath and Bill's personalized stamp tied on cover by the March 21st Family Day postmark (enlarged).*

*Continued on page 75*

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## Missouri Postal History Society to Form

Gary Hendren reports that a group of collectors in the Show Me State are organizing a postal history society to take its place among the many other state and regional societies. The purpose of the group will be to gather, study, preserve and disseminate information regarding the postal history of the State of Missouri from the pre-territorial era to the present.

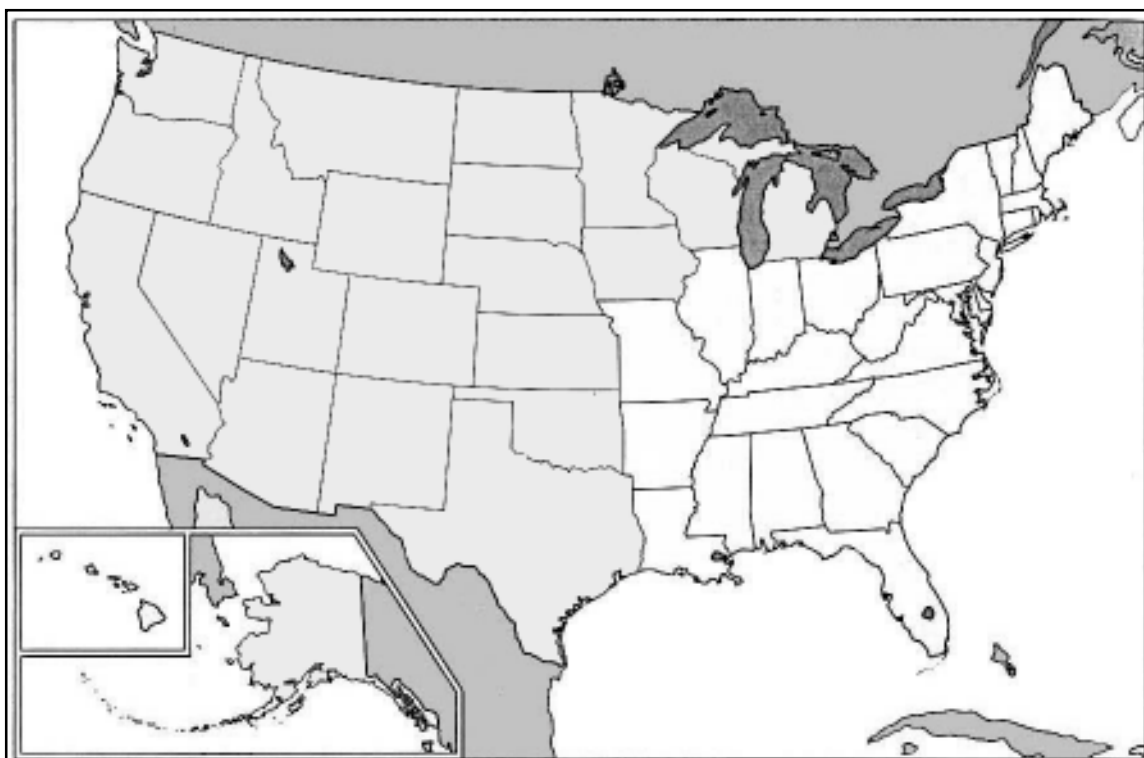
Plans include scheduling semi-annual meetings at St. Louis Expo in March and MIDAPHIL in Kansas City in October. A quarterly newsletter is also envisaged. Yearly dues are to be \$10, and charter memberships will be available until July 1, 1999.

For more information or to obtain a membership application, write Gary at 12737 Glenage Dr., Maryland Heights, MO 63043, or Scott Couch, 4120 NW 79th St., Apt. #4, Kansas City, MO 64151.

## Stan Jersey to Upgrade US Forces in Solomons Book

A report from Stan Jersey confirms that work is underway to revise and update his 1968 book on U.S. Forces in the Solomon Islands. This new edition of what has become an important WW II postal history reference will include more detail on US Army and Navy unit, as well as military forces from New Zealand, Fiji, Australia and Japan involved in the conflict. The book is expected to be published by the Chicago Collectors Club.

Stan would appreciate hearing from anyone with information which expands his coverage as presented in the 1968 book. He may be reached at Falcon Hill, 3294 Westwood Drive, Carlsbad, CA 92008-1161 or email at Cactus709@aol.com.



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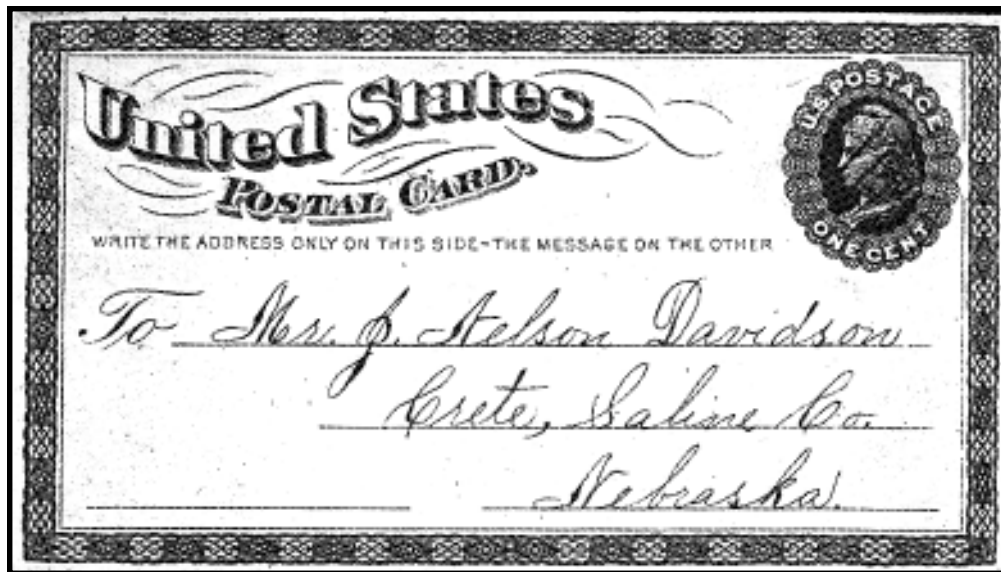


Figure 1. The first postal card issued by the United States Post Office Department in 1873, for domestic use. This brown on dark buff card was printed on watermarked stock, the watermark initially being in large letters. A subsequent printing of this card also was on watermarked stock; however, the watermark, while similar in design, was in smaller letters.

## An 1890 Story of the Postal Card

by Henry J. Berthelot

Being a devotee of US postal card collecting, I enjoy all facets of that aspect of philately. The following "history and [then] present status" of the US postal card was culled from the April 22, 1890 edition [Volume 2, Number 5 1 ] of *The Post Card*.

The postal card concept had initially been proposed in Germany; however, Austria, in 1869, was the first country to issue a postal card. The United States Post Office Department released this country's first postal card for domestic use in May of 1873. Considered as first-class mail matter, postal cards had been around the United States not quite two decades when the 1890 story was written. Therefore the story may be considered a contemporary account.

*The Post Card*, whose address was Post Office Box 85, Roselle, Union County, New Jersey, was "Published Monthly in the Interests of Post

Card Collectors." The subscription rate in the United States and Canada was fifteen cents per year.

The story that appeared in *The Post Card* is re-printed below without changes, except where noted in brackets. I added illustrations of the US postal cards mentioned in the story to augment the card features described. Hopefully, you will find the story as interesting as I found it.

[Foreword: *The Post Card* begins] in this number the article we referred to in our last issue on the Postal Cards of our Country. We had an article of our own on this subject which we intended to publish shortly, but as this account is by long odds the best, we will publish the *Paper World's* article and consign ours to the waste paper basket.

You will find this work most interesting reading, not only to card collectors, but to collectors in general.

## The Story of the Postal Card

HISTORY AND PRESENT STATUS OF THAT USEFUL  
LITTLE MESSENGER

THE VARIOUS CONTRACTS AND CONTRACTORS

POSTAL CARDS, those convenient little mediums for brief or hasty general communications, so omni-present in all business circles that it seems we have had a lifelong acquaintance with them, are not an American invention at all, and really it is less than seventeen years since they were adopted here. The idea originated in Germany, where the Postmaster-General of that realm in 1865 wrote articles commending them and advising their adoption; but the suggestion was not heeded at home — it remained for Austria to put the first of the “Correspondence Cards” in circulation, in October, 1869. It quite upsets one’s preconceived idea of the stolidness of the Austrian people to be informed that in the first three months after the introduction of the cards they attained the circulation of almost three million — to be exact, 2,930,000. Germany adopted them the following year, and there, also, the initial consumption proved a million a month. Other European nations, including France and Great Britain, were not many months behind the Fatherland in adopting the “Post Card,” as it was called in the latter country, and during the Franco-Prussian war its permanent popularity was settled, the German army alone sending home more than ten million of the little messengers, with their tidings of assurance or of sorrow. The cards were issued free to the German soldiers in the field, and were sold to the families at home five for a cent.

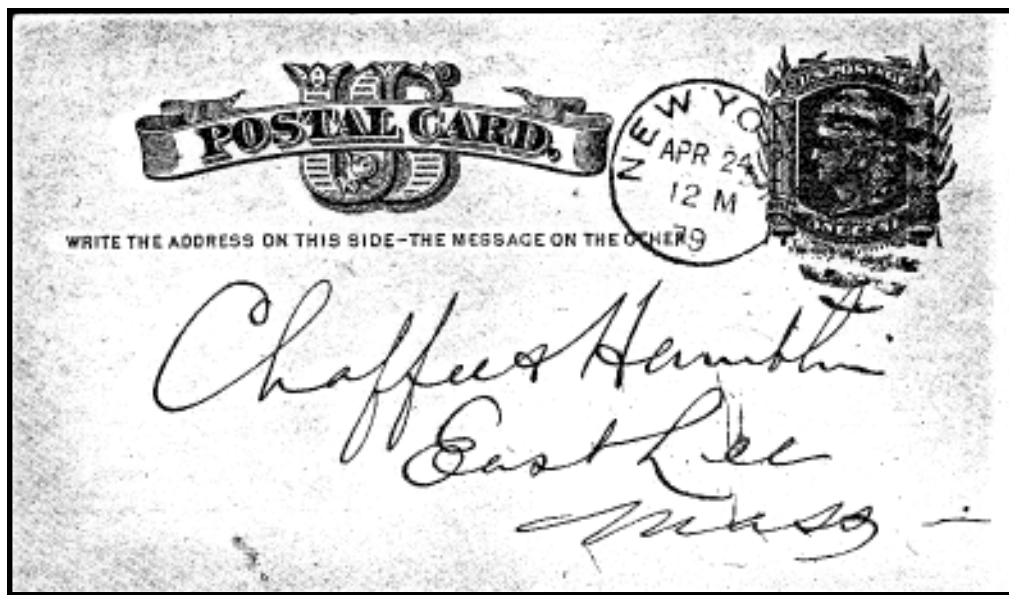
In the United States “things went slow.” President Grant’s Postmaster-General, John A.J. Creswell, in his report of November 15, 1870, having had his attention called to the cards in use in Germany and Great Britain, and recognizing the need for a prompt and convenient mode of communication by mail, such as there prevailed, recommended “that authority be given by law for their introduction into our postal service, at the rate of one cent each, including cost of the card, as a first step toward a general reduction of our domestic letter postage.” Congress was busy in

those days. The reconstruction of the Southern States and the questions which it involved might well have perplexed the wisest heads of any nation, and it was not till June 8, 1872, that an act was passed authorizing the issue of the “Postal Card” as suggested by the Postmaster-General. Even then, no money was appropriated for the purpose; but the Postmaster-General again recommended, on the meeting of Congress the following December, an appropriation passed and bids were called for — the manufacture to begin the first of May, 1873.

Proposals were issued for cards with water-marks and without, and there were bidders, some of whom made no distinction regarding the water-mark.. The contestants and their figures per thousand finished cards were as follows:

Weed, Parsons & Co. of Albany	\$2.98
Rand, Avery & Co. of Boston	2.88;
Sherman & Co. of Philadelphia	2.68;
W.C. Chambers & Co. of Painesville, O.	2.48;
Rhode Island Card Company of Pawtucket	2.15;
H.O. Houghton & Co. of Cambridge	2.10;
National Bank Note Company of New York, plain	2.09;
[National Bank Note Company of New York,] water-mark	2.15;
Continental Bank Note Company of New York, [plain]	1.93;
[Continental Bank Note Company of New York, water-mark]	2.10;
Columbia Bank Note Company of Washington	1.85;
Julius Bien of New York	1.68;
George Reay of New York	1.59 1/4;
Morgan Envelope Company of Springfield	1.39 7/8.

Bidders were cautious. The whole subject was one of experiment, so far as this nation was concerned. The exact cost of the proper paper for peculiar use, the weight of which was fixed at six pounds per thousand finished cards, the procuring of the proper printing machinery, and many other matters were experimental. It seems natural, however, that the contract should come to the great paper-making centre of Western Massachusetts, and the Morgan Envelope Company of Springfield proved the successful bidders, their bid being 18 5/8 cents per thousand [cards] less than that of G.W. Reay, of New York, then contractor for the manufacture of stamped envelopes. There were the anticipated delays and perplexities before the cards were successfully produced. The contract had specified that five million [cards] were to be ready for issue on the 8th of May, but the machinery did not work satisfactorily, and a



*Figure 2. This card, issue of 1875, was printed in black on light buff watermarked stock, the watermark being the “small letter” variety. The card also was printed in black on light buff unwatermarked stock.*

slight extension was allowed to meet the requirements of the contractor. Before the middle of the month, however, everything was in fine working order, the people were rejoicing in the possession of “the handsomest postal card on the face of the globe,” and were patronizing it with the avidity which had been anticipated. During May and June 31,094,000 cards were sold, and the fiscal year ending June 30, 1874, witnessed the sale of 91,079,000 [cards].

There were some changes of design during these experimental days. The card as first produced had on the face a border of geometrical lathe work (**Figure 1**), but this was soon dispensed with and the face of the card bore simply the [indicium] on the upper right hand corner, and on the left upper centre the monogram U.S. in large letters, across which a ribbon scroll bore the words “postal card” in black shaded letters, under which was the instruction, “Write the address on this side — the message on the other.” (**Figure 2**) Each card was also water-marked at first in large letters, “USPOD,” but the irregularities thus created on the surface of the card led to the reduction in size of the watermark (**Figure 3**), and a little later

to its abolition; while the color of the ink — which had been a reddish brown — was changed to black.

The Morgan Company held the contract for four years, and at the end of that time it was extended for two months, to correspond with the government’s fiscal year, ending June 30. The [postal] card had meantime grown rapidly in popular favor, the product for the several fiscal years being as follows: 1875 - 107,616,000 [cards]; 1876 - 150,815,000 [cards]; 1877 - 170,015,500 [cards] — an increase for the several years of 15, 40 and 12.73 per cent respectively.

In the 1877 bidding, proposals were invited for a “double-tint” card, the face to have a greenish tinge, while the back remained the same as before, in addition to the bid for the ordinary card. But investigation cast doubt upon the practicability of the doubletint paper, and none of the cards were issued. There were 19 contestants for the contract, and their figures for the single and double tints respectively, were [as follows:]

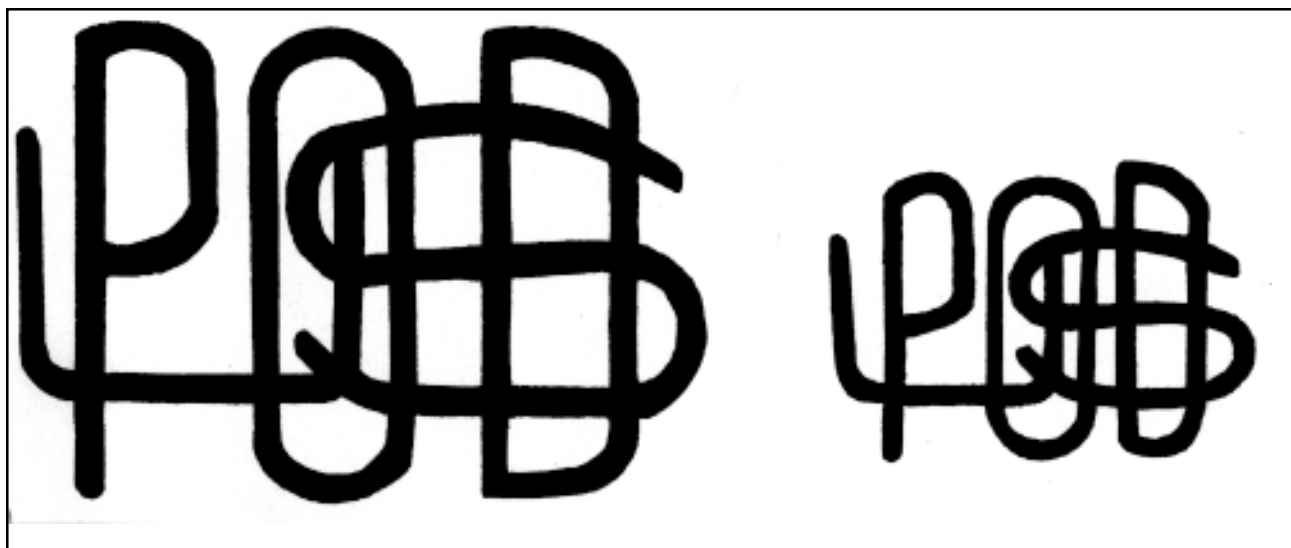


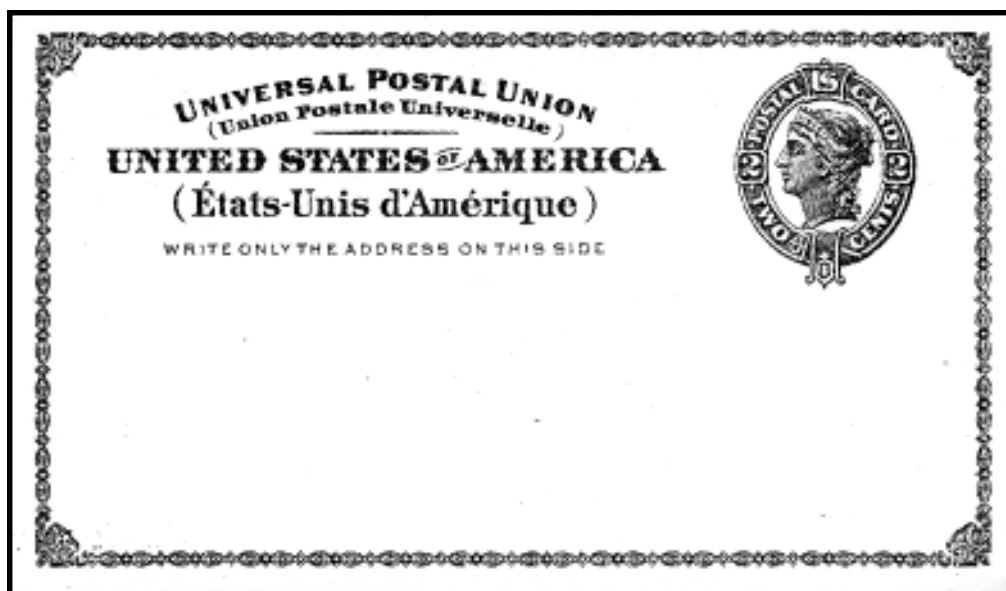
Figure 3. The “large-letter” watermark is seen on the left and the “small-letter” watermark is seen on the right. Either of these varieties appears (viewing the cards from the address side) on the first issue cards and the “small letter” watermark appears on some cards of the 1875 issue. The “large-letter” watermark measured 90 X 60 mm, while the “small-letter” watermark measured 55 X 38 mm. (Some cards are found with the watermarks reversed, inverted, or reversed and inverted.)

Case, Lockwood & Brainard of Hartford	\$1.15 3/4 for both;
H.O. Houghton & Co. of Boston	1. 15 1/2 for both;
Cincinnati Gazette Company of Cincinnati, [single tint]	1.09 7/8;
Cincinnati Gazette Company of Cincinnati, [double tint]	1.10 7/8;
M.S. Chapman of Hartford	1.07 1/2 for both;
H.B. Titus of Washington, [single tint]	1.02 1/2;
H.B. Titus of Washington, [double tint]	1.25;
Gibson Brothers of Washington, [single tint]	.99;
Gibson Brothers of Washington, [double tint]	1.05 1/4;
Russell Paper Company of Lawrence, [single tint]	.98 3/4;
Russell Paper Company of Lawrence, [double tint]	.99 1/2;
Abraham S. Trier of New York, [single tint]	.95;
Abraham S. Trier of New York, [double tint]	1.05;
Eckert Manufacturing Company of Philadelphia, [single]	.88 3/8;
Eckert Manufacturing Company of Philadelphia, [double]	.93 7/8;
Cheney Brothers of Hartford	.85 each;
C.H. Dexter & Sons of Windsor Locks, [single tint]	.84 1/2;
C.H. Dexter & Sons of Windsor Locks, [double tint]	.89 1/2;
Graphic Company of New York	.84 for both;
Standard Company of Philadelphia, [single tint]	.82;
Standard Company of Philadelphia, [double tint]	.86;
Continental Bank Note Company of New York, [single]	.794;
Continental Bank Note Company of New York, [double]	1.044;
Plimpton Manufacturing Company of Hartford, [single tint]	.79;
Plimpton Manufacturing Company of Hartford, [double tint]	.89;
Weed, Parsons & Co. of Albany, [single tint]	.76 3/4;
Weed, Parsons & Co. of Albany, [double tint]	.80 3/4;
Rand, Avery & Co. of Boston	.747 each;
American Phototype Company of New York, [single tint]	.6956;
American Phototype Company of New York [double tint]	.7343

— and the latter were successful.

During the Morgan contract, the paper had been made by the Hudson Paper Company of North Manchester, Connecticut, but the new contractors made arrangements with the Parsons Paper Company of Holyoke for their supply of paper, and the business of printing and shipping was moved to Holyoke. The experimental stage having passed, the cost of the cards to the government was reduced by the new contract to a trifle less than half that of the first four years, while the quality of the cards, under the conscientious paper-making of the Parsons Company, remained satisfactory.

A new style of card — the international, to meet the requirements of the [Universal] Postal Union — was authorized by Act of Congress of March 3, 1879, and the issue began on the first of December following. During the seven months remaining of that fiscal year the issue reached the number of 2,796,500 [cards], but since the novelty demand ceased the issue has not been large — frequently less than 100,000 annually. This card is of the same paper as the others and the design has never been changed (**Figure 4**). It is printed in light blue ink, and there is a light border near the margin. The two-cent [indicium] is a head of “Liberty,” like that on the \$20 gold coin,



*Figure 4, The first international postal card released by the United States. Printed in blue on light buff stock, this card was issued on 1 December 1879. The bilingual wording was required by the Universal Postal Union, which the United States had joined as a founder member on 1 July 1875, when the organization was known as the General Postal Union.*

surrounded by an oval belt bearing the inscription, "U.S. Postal Card, 2 Cents 2." To the left of the [indiciu] is the inscription, "Universal Postal Union (Union Postale Universelle) United States of America (Etats Unis d'Amérique). Write only the address on this side."

There was a steady increase in the use of the card during the four years that the Phototype Company made it, the figures for the fiscal years being as follows-. 1878 200,630,000 [cards]- 1879 - 221,797,000 [cards]; 1880 - 272,550,500 [cards]; 1881 308,536,500 [cards] — the percentages of increase being respectively, 18, 10.55, 22.80 and 13.20.

Contracts were again awarded in 1881, when there were fourteen bidders for the domestic and the international cards, the figures of the various applicants being as follows for the two styles, respectively:

George F. Nesbitt & Co. of New York,	77 cents for both;
James Livingston of New York,	72.44 cents for both;
Gibson & Brothers of Washington,	69.59 cents and 75 cents;
F.N. Buemer of Harrisburg,	67.74 cents and 65 cents;
Parsons Paper Company of Holyoke,	64 1/4 cents for both;

White, Corbin & Co. of Rockville, Conn.,	65 cents for both;
Donaldson Bros. of New York,	60 1/2 cents for both;
Seligman, Trier & Co. of New York,	64.3 cents for both;
Weed, Parsons & Co. of Albany,	59 1/2 cents for both;
Holyoke Envelope Company of Holyoke,	58.27 cents for both;
Morgan Envelope Company of Springfield,	55.4 cents for both;
Gurdon Bill of Springfield,	55 cents for both;
National Papeterie Company of Springfield,	54.94cents for both;
Woolworth & Graham of New York,	54.45 cents and 50 cents.

The latter bid was accepted, and the successful firm, who were really the American Phototype Company under a new name, at once arranged for a transfer of the business to Castleton, New York, where they had purchased an old paper mill, which was fitted up for the manufacture of paper and the printing and shipping of the cards. To allow for the transfer, the Holyoke factory was run day and night, turning out nearly ten million cards weekly, the Parsons Paper Company continuing to furnish the stock until the new mill was in running order. The change to Castleton was made about the first of September, and from that place the [postal cards] were shipped for more than eight years.



All did not go well, however, during this time. The first year's production under the new management was 351,498,000 [cards], an increase of 13.90 per cent, and that of the fiscal year 1883 grew to 379,516,750 [cards], or 7.99 per cent advance; but the two following years showed for the first time a decrease in the sales. The figures for 1884 were but 362,876,750 [cards], a loss of 4.83 per cent, and the following year there was a further shrinkage to 339,416,500 [cards] a drop of 6.46 per cent. This falling off [of sales] was due to three causes — a general dullness in business, the reduction of [domestic] letter postage to two cents for the single rate on the first of October, 1883, and the unsatisfactory quality of the cards, which elicited general and emphatic complaint. While recognizing the difficulty of attaining at practicable figures a satisfactory grade of paper, adapted to both pen and pencil writing, the Postmaster-General, in preparing the contract for 1885, determined to satisfy the just public demand, called to his assistance one of the most expert paper-makers in the country, and after a careful series of experiments with samples, the following formula, approved by other [paper-] makers, was embodied in the proposals and made part of the contract: — "The cards must be 3 by 5 1/8 inches in dimensions, and must weigh 5 1/4 pounds per thousand finished cards, exclusive of bands and wrappers. The paper from which the cards are to be manufactured must be composed in the proportion of 25 per cent of chemical wood-pulp and 75 per cent of rag stock made from what are known as 'No. 2 country rags,' composed of about one half soiled whites and one half blues (except that other rags of an equivalent character and quality may be used instead, after having been approved by the Postmaster-General in writing before being used), excluding all other material except the necessary coloring matter. The rags must be washed and beaten in the washing and beating engines not less than a total of fourteen hours. The paper must be made on a Fourdrinier machine, and be sized by being run through a tub of animal sizing of the best quality, and it may be dried on the machine or in loft at the option of the contractor. The paper must also be clean and free from imperfections, run and calendered to a uniform weight and thickness, and finished on both sides suitable for printing and for writing

with ink or pencil, and the same in color, quality, material, tensile strength, and in all other respects as the sample furnished to bidders, and to be made a part of the contract. The paper may also be required to be water-marked with such design as may be approved by the Postmaster-General. The right is also reserved to the Postmaster-General to change the color of the paper at any time during the existence of the contract. All paper furnished or used shall be subject to the supervision and approval of the Postmaster-General or his authorized agent before and after being printed.

The Postmaster-General reserves the right to increase or decrease the standard weight of the cards at any time during the contract term, upon the condition that he shall pay to the contractor a proportionate increase or decrease of price, to be determined upon the actual cost to the contractor of the paper in use at the time of the change."

In addition to these requirements as to the quality of the paper to be used, bidders were required to advance a forfeit of \$25,000 and in case of acceptance to furnish bonds in \$200,000 for the satisfactory fulfillment of their obligations. It was hardly surprising, therefore, that there were but nine bidders, whose figures per thousand furnished cards were as follows:-

Bill & Russell of Springfield	57.41 cents;
Holyoke Envelope Company	57.75 cents;
Fairchild Paper Company of Boston	57.49 cents;
J.J. Little & Co. of New York	57.49 cents;
Morgan Envelope Company	59.67 cents;
White, Corbin & Co.	62.50 cents;
P.P. Kellogg & Co. of Springfield	68 cents;
Weed, Parsons & Co.	62.50 cents;
Calvin C. Woolworth of Albany	
(of the firm of Woolworth & Graham),	47.70 cents for the
domestic card and 40 cents for the international [card].	

The latter was therefore the successful bidder, and the work was to be continued and the cards delivered at Castleton. It scarcely needs be said that there was much surprise among paper men at the low figures named, especially under the increased requirements as to quality, and many predictions of the impossibility of meeting the contract.

The design of the card was changed, to begin August 24, 1885, the plates being designed and executed by the Bureau of Engraving and Printing of the Treasury Department at Washington, [D.C.], at the expense of the contractor. The color



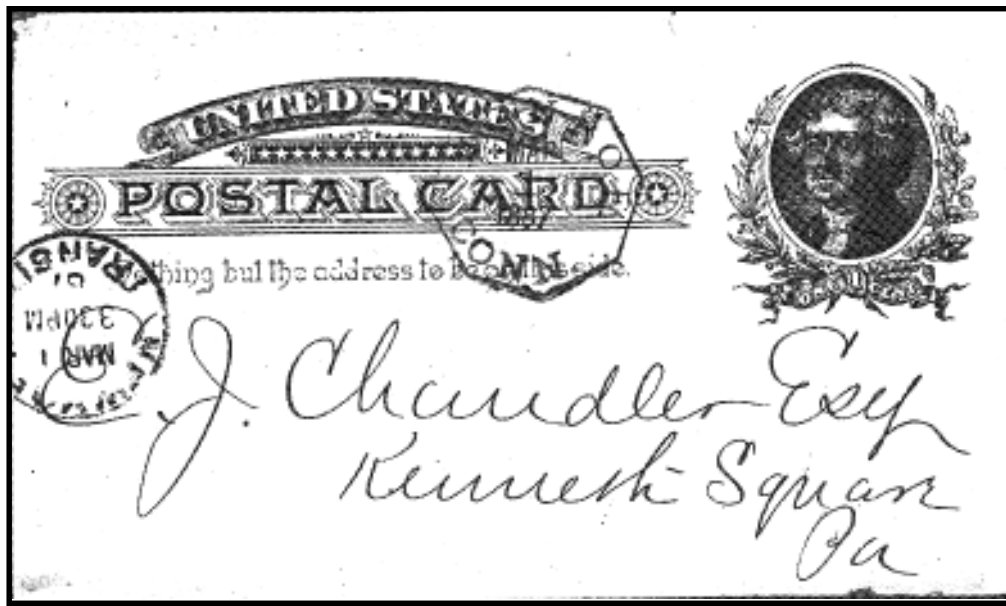


Figure 5. The one-cent Jefferson postal card, issue of 1885. It was printed in brown on buff stock.

was made a dark brown, and in place of the ideal head on the [indicium] a three-fourths portrait of [Thomas) Jefferson in an oval frame, looking to the left, was surrounded by a wreath of oak and laurel, tied by a ribbon, and bearing the designation of "One Cent" and the figure 1. At the left top of the card were the monogram letters "U.S." with "Postal Card" in dark letters on a scroll, beneath which was a single white star and a tablet of thirteen stars. Underneath the whole was the sentence at which every grammarian in the country has gazed with disgust, "Nothing but the address to be on this side." (Figure 5)

Contrary to expectations there was an improvement in the quality of the cards, and also in popular demand for them. The year 1886 witnessed a sale of 355,648,000 [cards], while 1887 saw a very trifling increase to 356,939,250 [cards]. December 1 of the former year also saw another change in the design, the medallion of Jefferson being changed to a profile looking to the right, on a shaded background, inclosed by concentric circles and resting on a pedestal with the words "One Cent" within the circle at the bottom, "United States" on a scroll above, "Postal" on an extended tablet at the left and "Card" at the right in like manner, the entire design being placed in the upper centre of the card. (Figure 6)

Just before the close of 1887 a change in the method of delivery was adopted, the cards in large quantities being sent by freight to Chicago, whence they were distributed by mail to points in that part of the country; and this plan proved so much a relief to the [crews of the Railroad Post Office] cars that other distribution centers have since been established, and it is in contemplation to use the system for the distribution of stamped envelopes and wrappers. In 1888 the sale of cards reached its then highest point -381,797,500 [cards], and last year advanced still a little further, to 386,808,500 [cards]. Estimating the consumption up to the present time at this rate, we have the total number of cards thus far sold and used by the American people [at] 4,758,741,125 [cards], making a weight of over 13,000 tons, and enough, if placed end to end to reach more than 15 1/2 times around the world.

The contract of 1889, to take effect October 1, called for a much greater variety of bids than ever before. Figures were to be given on three sizes of domestic cards, each to be bid for with and without border. The bidders, in addition to the government samples, were at liberty to submit samples of paper of their own choosing. The three sizes were designated as A, B and C, the first or "Ladies' size" being 2 11/16 by 4 3/8

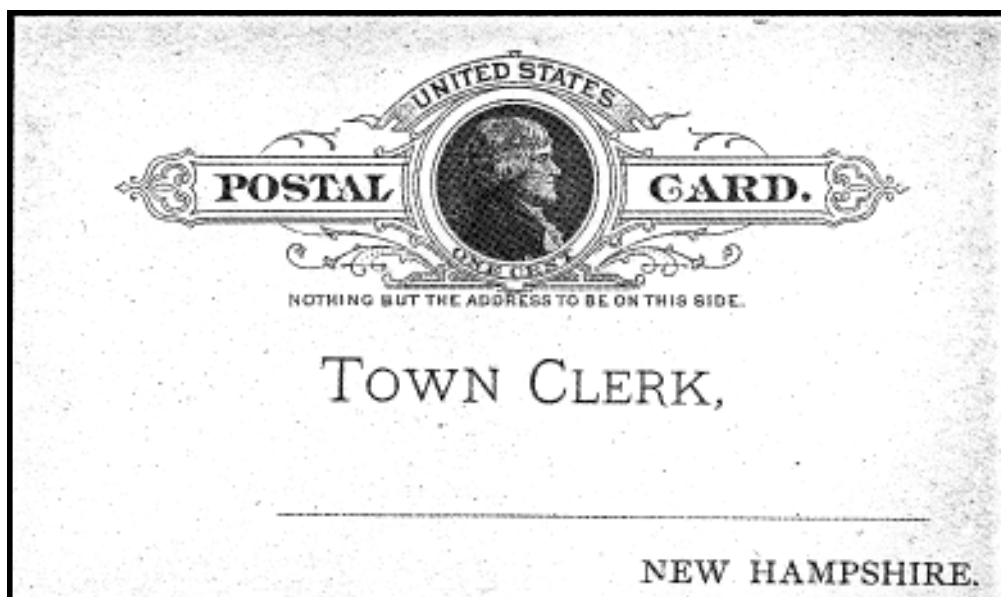


Figure 6. The one-cent Jefferson postal card, issue of 1886. This card was printed in black on buff stock.

inches, to weigh 5 pounds 12 ounces to the thousand; B was the same size as the ordinary postal card, to weigh 5 pounds 5 ounces [to the thousand]; and C or the business card [was] to be 3 3/4 by 6 1/8 inches and to weigh 9 pounds one ounce [to the thousand].

The bidders and their figures on the three sizes, without borders, per thousand finished cards, were respectively:

Russell Paper Company	A - 41.62,	B - 40.72,	C - 65.11;
Henry Russell	A - 47.44,	B - 45.16,	C - 90.62;
Weed & Parsons	A - 37,	B - 45,	C - 56;
C.C. Woolworth	A - 41.94,	B - 39.20,	C - 69.17;
C.E. Cornell	A - 41,	B - 39,	C - 60;
Alexander Balfoure	A - 44,	B - 47,	C - 72;
Avil Printing Company	A - 46,	B - 37,	C - 58.5;
Holyoke Envelope Co.	A - 34.9,	B - 39.5,	C - 59.6;
Bill & Russell	A - 41.5,	B - 39.1,	C - 59.7;
Albert Daggett	A - 37,	B - 35,	C - 50;

all bids in cents.

[Albert Daggett was the successful competitor.]

For printing with borders, Weed & Parsons, [C.E.] Cornell, and [Albert] Daggett bid the same as printing for the plain cards; [to] the Russell [Paper] Company's bid for the three sizes, [A] 42.75 [cents], [B] 41.75 [cents] and [C] 66.75 [cents,], Henry Russell added .05 of a cent per thousand [finished cards]; [C.C.]Woolworth [added] one cent each for [sizes] A and B and

two cents for [size] C; [Alexander] Balfoure [added] one cent [for] each [size]; Avil Company [added] 1/4 of a cent for each [size]; Bill & Russell 1/10 [of a cent for each size]; and the Holyoke Company 1/2 [of a] cent on [sizes] A and B and 2/5ths [of a cent] on size C. Daggett also bid for size A on governmental B paper at 33 cents. The bids were on a basis of 100,000,000 each annually of [sizes] A and C, and 200,000,000 of [size] B, and the total figures for each bidder for the 400,000,000 cards were as follows:

Russell [Paper] Company, with border, \$193,000, without, \$188,170,  
 Henry Russell, with border, \$228,580, without, \$228,380;  
 Weed & Parsons, \$183,000,  
 [C. C. ] Woolworth, with border, \$194,510, without, \$189,510;  
 [C.E.] Cornell, \$179,000;  
 [Alexander] Balfoure, with border, \$214,000, without, \$210,000;  
 Avil Company, with border, \$178,900, without, \$179,100;  
 Holyoke Envelope Company, with border, \$175,400, without, \$173,500;  
 Bill & Russell, with border, \$179,800, without, \$179,400;  
 [Albert] Daggett, \$157,000.

The latter bid, it will be seen, was \$16,500 below that of the next lowest bidder - the Holyoke Envelope Company, without border - a difference in favor of Daggett of \$66,000 on the estimated output for the four years.

At the opening of these bids and since, speculation, in paper circles, has been rife as to the ability of Mr. Daggett to fulfill the terms of his contract, with any margin of profit, while he and his friends have maintained that a handsome profit was assured. Arrangements were made for the paper, with Messrs. Wilkinson Brothers of Birmingham, Connecticut, the works of the postal-card factory being established only a few rods away from the mill where the paper is made. This factory has been fitted up with two Whitlock two-revolution presses, slitters, cutters, vaults, boxing paraphernalia, &c., of the most improved kind, and cards were turned out very promptly on the first of October, although not in very large quantities, still large enough to demonstrate to the department that the contractor meant business. The post office department, however, were so fearful that the new establishment could not be put in running order in season to supply the demand promptly, that 50,000,000 cards were ordered on the 28th of September, from the former contractors, who had then on hand 22,000,000 [cards], making 72,000,000 cards to be used before Mr. Daggett's stock should be drawn upon. In the meantime rumors of various kinds have been plenty, including one that two car-loads of cards had been rejected by the department, one that a car-load or two, more or less, had turned up missing in transit, both of which were entirely without foundation, and others of similar import and with similar lack of truthfulness.

In order that the truth or falsity of these rumors might be ascertained from headquarters, a representative of the *Paper World* recently paid a visit to the postal-card factory, where he was politely received by Mr. H.E. Townsend, the manager of the establishment, and learned from him that cards have been rejected by the department, as has been the case with all former contractors, for various reasons, the chief one in this instance being, as claimed by the department, that the ink from the pen "spread" in writing, the inference being that "spread" meant absorbing of the ink by the card, while the contractor maintained that so highly finished a surface was given the card that the ink "spread" on the surface rather being absorbed into the card. To remedy this difficulty, a new lot of paper was prepared, having a dead surface, which, as examined by the representa-

tive of the *Paper World*, was found to be of good quality and seemingly unobjectionable finish. Samples of this paper were at the time under examination at Washington [D.C.], in the expectation by the contractor that it would be in every way acceptable to the department, notwithstanding the fact that newspaper reports were at the time in circulation to the effect that the contract would be canceled, on account of the poor quality of the cards.

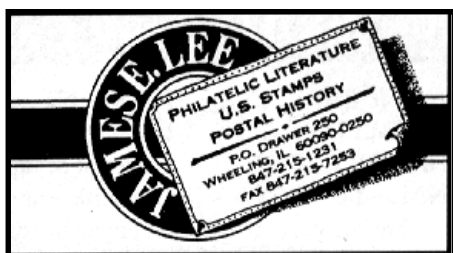
Since the establishment of the factory at Birmingham, from one and a half to two millions of cards have been made daily and the works have been kept running regularly, save in one or two cases of accident to machinery and one in consequence of running short of stock. The cards are printed on sheets 30 [inches] by 51 1/4 inches, giving 100 cards to each sheet. The estimated demand is now from 450,000,000 to 500,000,000 annually, the increased demand of this year over that of the former one being from 10 to 12 per cent.

In this connection the Ansonia (Connecticut) *Sentinel* makes these points: Wilkinson Bros. & Co. are at the present time greatly enlarging the capacity and increasing the efficiency of their Derby paper mills at Shelton (Birmingham), where the postal card stock is made. A portion of these betterments are already in operation, and while they are not added solely on account of the postal card paper, that industry will receive the full benefit of them. They consist of a new digester, drying machines, and a stack of calender rolls said to be the largest in the country with compound leverage, and weighing 30 tons. Arrangements have also been made for driving the machinery at higher speed when necessary. After detailing these improvements, the *Sentinel* adds:

*In view of what is going on in the country to-day, to compel an annulment of the postal card contract these improvements are most opportune. No mill anywhere can now claim superior advantage or facilities to this. It can meet any possible demand in quantity, and in quality of stock and finish no mill can do anything better. But speaking of the annulment of this contract the means that are resorted to are ludicrous as well as exasperating. There is, we understand, well*

*attested evidence at hand to show that emissaries are busily occupied in various parts of the country working up dissatisfaction with the new cards, complaints against which are forwarded to Washington [D.C.] in an effort to show to the department that the public demand a change. It is a deep-laid scheme but must fail, because investigation would necessarily be ordered, which would cause an inspection of the seat of manufacture and the various processes, with the inevitable result of approval of the stock and endorsement of a purely honest effort to carry out the contract."*

But the complaints as to the quality of the paper were so well founded that the Postmaster-General directed contractor Daggett to meet the requirements of the contract in that respect; a temporary supply of paper was obtained from the Russell Paper Company of Lawrence, Massachusetts, till Wilkinson Bros. & Co. should produce an article satisfactory to the government; on March 24 the Shelton factory started up again, and during the first two days produced the unequaled number of 6,150,000 completed postal cards.



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Lot		Estimate
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03	Arden, Ex 1912 DPO 4-B 1886-24 gc	\$10
04	Centaur Station, Ex 1912 DPO 4-B 1891-15 gc	\$10
05	Normandy, Ex 19? DPO 4-B 1859-32 on UX 22	\$10
06	Sappington, Ex 1915 DPO 4-B 1914-37 on gc	\$10
07	Trelore, Ex 1911 Magnets 4-B on gc	\$6
08	Uniontown, Ex 1909 Ty 2(2) Doane UX 20	\$8
09	NEBR. Huntley, Ex 1914 DPO 4-B photo cd Alma	\$8
10	NEV. Goldfield, Ex 1908 Int m/c on ppc	\$8
11	N.Y. North Merrick, Ex 1930 DPO 4-B Mourn Cv	\$10
12	N.Y. Leptondale, Ex 1901 DPO cds cov, minor soil	\$10
13	Silver Lake Assembly, Ex 1909 4-B, ppc Lake	\$10
14	NM, Fort Sumpner, Vg+ 1911 cds 'rerr on gc	\$10
15	Seven Rivers, Ex 1893 DPO cds 2C ent, 3 page encl, both sides, back cov dam, r/e rough	\$50
16	HAWAII, Olowalu, Ex 1932 4-B on cov	\$75
17	N.C. Jennings, Ex 1931 DPO 4-B on cov	\$10
18	Marines, Ex 1933 DPO 4-B on cov	\$10
19	OKLA. Hanson, Ex 1931 DPO 4-B on cov	\$8
20	Hayden, Ex 1934 DPO 4-B on cov	\$8
21	Cold Spring, Vg+ DPO 4-B photo cd Otter Creek	\$8
22	Keystone, Ex 1931 DPO magnet 4-B on cov	\$8
23	Kiel, Vg 1913 cds DPO UX 24, (now Pershing)	\$8
24	Luties, Ex 1931 DPO magnet 4-B on cc cov	\$8
25	Nuyaka, Ex 1934 DPO 4-B on cov	\$8
26	OREGON, Boyer, Ex 1913 DPO 4-B on gc	\$15
27	TEXAS, Rosslyn, Ex 1914 DPO 4-B on UX 22	\$10
28	WISC. Adell, Ex 1907 Ty 3(5) doane Photo cd	\$10
29	R.F.D. KANS. Sedgwick, Ex 1905 Ty 1(2) on cov	\$15
30	N.H. Chester, Ex 1908 Ty 8S2 on gc	\$10
31	VT. Worcester, Ex 1908 Ty 2T(l) ppc Montpelier	\$10
32	N.C. Marion (Climchfield Rur Sta) Ex 1931 4-B Magenta on ppc w/many era autos + bus.	\$8
33	Wilmington (Carolina Rur Sta) Ex 1931 DBL circle	\$8
34	VA. Harrisonburg (Mt. Clinton Rur Sta, Ex 1940 MACHINE CANCELS, Doremus, Flag, Levitt, Barry, ect.	\$25
35	NEV. Goldfield, Ex JUNE 1906 doremus, cov front	\$3
36	N.C. Durham, Ex 1901 D-or m@us on cov	\$15
37	CAL. Pomona, Ex 1916 B26 fc (SD 16-OS) gc	\$10
38	COLO. Estes Park, Ex 1926 A14 fc on ppc	\$4
39	ILL. Elmhurst, Ex 1924 A14 fc on cov	\$10
40	Herrick, Ex 1933 A14 fc, Ill cov Dog Breeder, #9, folded in center, Dog Illustrated, v/nice	\$3
41	IND. French Lick, Ex 1914 A14 fc ppc hotel	\$6
42	IOWA, Perry, Ex 1914 A14 fc mourning cov, encl	\$10
43	MO. Elsberry, Ex 1936 A14 fc, PM signed cov	\$5
44	Cameron, Ex 1924 A14 fc on cov	\$8
45	Monett, Ex 1911 B4(l) fc on gc	\$5
46	Rolla, Ex 1924 A14 fc on cov	\$10
47	N.Y. Hammondsport, Ex 1931 A14 fc on cov	\$10
48	Schuylerville, Ex 1927 A14 Fc, ties #644 c6v	\$3
49	N.J. Bradley Beach, Ex 192? A14 fc ppc dam	\$10
50	Spring Lake Beach, Ex 1922 A14 fc Hotel cou	\$10
51	N.C. Warrenton, Ex 1930 A14 fc on cov	\$50
52	S.C. Charleston, Vg+ 1900 B26 slogan fc on cc cov, minor soiling, minor trm 1/e cov	\$8
53	LEVITT, Dayton, O. Rec C&D cancels on UX 7, Ex	\$10
54	1876 Wells Fargo c/f, dam, Salinas City Oval	\$25
55	1879 Wells Fargo cov, Monterey oval Exc	\$10
56	CAL. Brentwood, Ex 1908 Ty 3(7) doane on cov	\$10
57	OKLA. Taft, Ex 1905 Ty 2(l) doane IND T cov ft	\$6
58	WASH. Hadlock, Ex 1905 TY 2(4) POD cd, +Center	\$6
59	UTAH, Adamsville, Vg+ 1910 Ty 2(?) rec can pc	\$8
60	RPO's, Columbus & Lincoln, Ex 1910 935 F-1 ppc	\$8
61	Linc. & Falls City, Ex 1915 934 J-1 gc	\$7
62	Seaford & Camb. Vg 1911 264 C-1, tip off ppc	\$10
63	Spok. Pasco & Seat. Ex 892 0-1 ppc Union Dep, Por	\$8
64	Winkelman & Phoenix, Vg 1918 968 I-C-2	\$8
65	Solomon & Beloit, Vg 1913 916 G-2 (lite ltrs) gc	\$6
66	El Paso, Tx Trans. Clerk, Vg+ 1909 497 E-1 ppc	\$9
67	Keokuklowa, Trans. Clk. Ex 1915 802 E-1 ppc	\$8
68	Okla. Rock Island Depot, Hobart, Vg ppc 1910	\$8
69	Okla. AT & SF Depot, Alva, Vg+ 1911 ppc	\$6
70	BOSTON, EX 1907 BO 10c ppc car going into Sub	\$6
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# A “Mosquito Fleet” Sailor

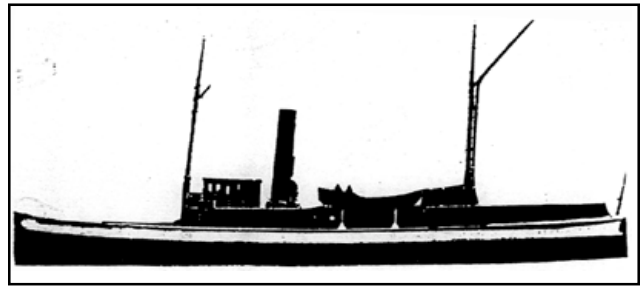
By Michael Dattolico

On April 25, 1898, the United States declared war against Spain, and almost immediately there was plenty of action. The Spanish fleet based in the Philippines was defeated by a smaller but better trained American naval force commanded by Admiral George Dewey on May 1, 1898. The battle, fought within the confines of Manila Bay, marked the end of Spanish influence in the Pacific region and left Dewey in control of the Manila Bay/Cavite area.

But the Philippine Islands was not the only combat area in which American naval forces were successful against Spain. In late May, 1898, a powerful array of U.S. warships were positioned near key Cuban ports. The most important deployment of U.S. naval might was near the island's southeastern inlet at Santiago De Cuba. Many of Spain's war vessels were based there, and American warships awaited their movement into open water to fight. The inevitable showdown occurred on July 3, 1898, when the Spanish naval squadron sortied into open water. U.S. warships met the Spanish fleet and hammered its ships into junk. As in the Pacific, the defeat of the Spanish fleet at Santiago de Cuba curtailed Spanish power and influence in the Western Hemisphere.

While major U.S. warships defeated the Spanish navy at Santiago de Cuba, another flotilla of U.S. ships fought the Spaniards with tenacity along Cuba's coastlines. They were a motley collection of older but sturdy boats, some of which were refurbished harbor tugs built during the Civil War. Many officers regarded them as unsafe, ineffective castoffs destined for the scrap heap. But navy engineers converted them into gunboats for service in Cuba's shallow coastal waters. Despite their age and lack of speed, they attacked aggressively and maneuvered before the enemy could hit back.

One is not sure if the moniker, “Mosquito Fleet” originated among the sailors who manned the boats or the newspapermen who wrote about them. The name may have been an off-handed



*Figure 1. The U.S.S. Leyden as she appeared in 1898. The former harbor tug was fitted with deck guns and saw service along Cuba's northern coast.*

compliment which compared the gunboats to the pesky mosquito, which stung without warning and was gone before it could be swatted.

Perhaps “mosquito” was used because like the boats, the insect is small. Or possibly it was because the boats fought near Cuba, which was infested with the insects. Nevertheless, the squadron fought with valor and distinction during the Spanish-American War.

The U.S.S. *Leyden* was part of the so-called “Mosquito Fleet” that deployed off the coast of Cuba in May, 1898. (**Figure 1**). Originally launched as a harbor tug in 1864, the *Leyden*'s engines were overhauled in the spring of 1898, making her capable of speeds up to 13 knots. Naval deck guns were installed, and a U.S. navy crew took command when her wartime make-over was completed. The tug-turned-gunboat was commanded by Lt. Walter S. Crosley, an experienced officer who had previously commanded the U.S. Revenue Service cutter, *Algonquin*.

The gunboat's first action occurred on May 14, 1898, when she provided naval gunfire support to the sailors and marines who cut the telegraph cable at Cienfuegos, Cuba. The *Leyden* next drew blood at the end of May when it shelled a Spanish fortification at Matanzas, Cuba. News of that action raced across the nation and was printed in many of America's newspapers. The Columbus *Dispatch* newspaper covered the action on June 1st. (**Figure 2**).



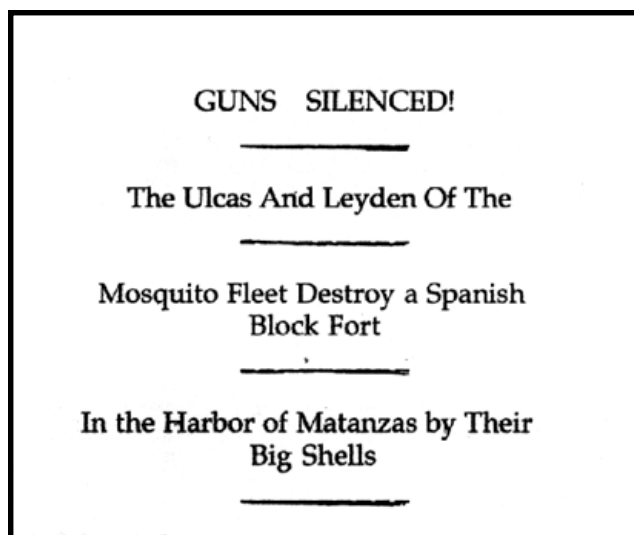


Figure 2. Part of the June 1, 1898, headline of the *Columbus Dispatch* describing the *Leyden's* first major action. The U.S.S. *Ulcas*, also mentioned, was a refurbished harbor tug.

When President McKinley declared war against Spain, he realized that the navy would play a major role. To assure that the fleets were fully manned, he ordered to active duty nearly 4,000 naval reservists. The Chicago Naval Reserve force was one of the largest units called up for sea duty. Norman Betts, a 20-year-old Chicago native, was a member of that unit when it was activated.

After being mobilized for federal service, Betts and his shipmates wended their way south to the naval base at Mobile, Alabama. Like many excited, homesick youths, he wrote to his parents at every opportunity, mailing postal cards at the many stops along the way. The postal stationery shown as **Figure 3** is an example of Betts' prolific volume of mail sent to family and friends as he headed south. It was mailed to his father on May 29th from Montgomery, Alabama. After a brief lay-over at Mobile, most Chicago naval reservists moved to the naval base at Key West, Florida.

Key West, located a scant 90 miles from Havana, was the hub of naval support activity for the Cuba area of operations. It was the site of a major navy supply depot, a huge coal pile and mainte-

nance facilities. The Navy's station ship, U.S.S. *Lancaster*, was anchored there and served as a temporary billet for sailors awaiting permanent assignment. Some basic training also took place on the *Lancaster*, which was the oldest active duty naval vessel then in service. Upon arrival at Key West, Norman Betts and shipmates were assigned there. (**Figure 4**).

To the soldiers, sailors and marines serving on or near Cuba, however, the most important Key West place was its post office. Navy and War Department officials made sure that the postal needs of U.S. troops serving on or around Cuba received the highest priority. For a time, the Key West post office was one of the busiest postal spots north of the equator.

U.S. Army mail was also handled by the Key West post office. Eben Brewer, U.S. postal agent for Cuba, had already arranged for accumulated soldiers' mail to be picked up by U.S. warships planning to embark at Key West. It was an unofficial arrangement but one that worked well, except for a brief period in July when a yellow fever epidemic kept naval personnel away from the island for a few days. After Brewer's death, Lewis Kempner continued to gather and deliver accumulated soldiers' letters to naval representatives. By early June, 1898, the Key West postal folks may have been the most overworked mailmen in the nation. (**Figure 5**).

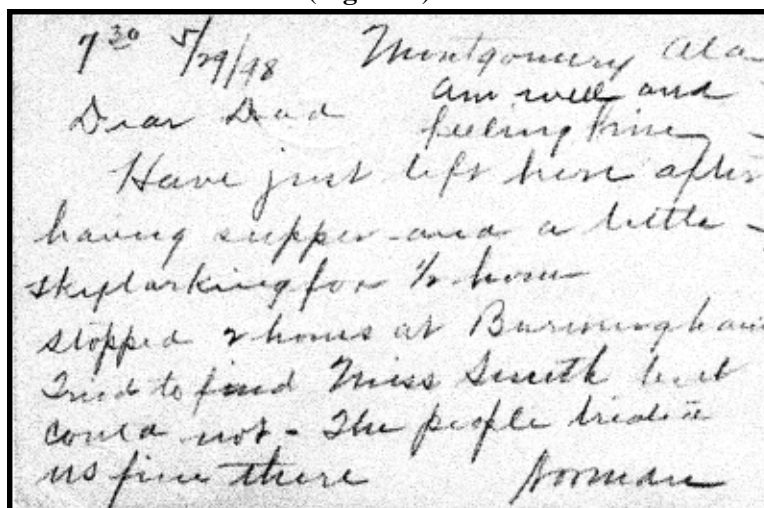
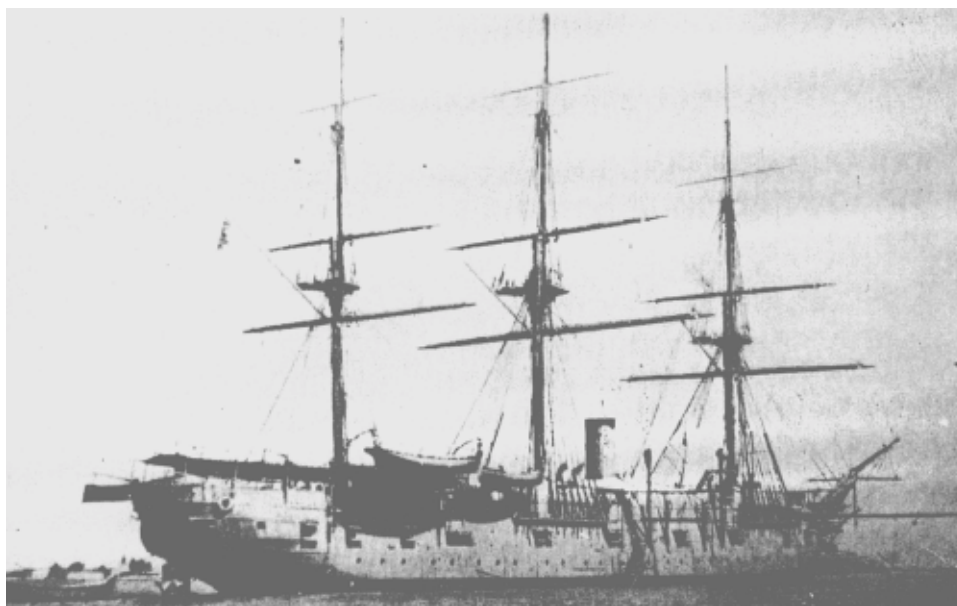


Figure 3. Postal stationery mailed by Chicago naval reservist Norman Betts from Montgomery, Alabama in late May, 1898. It is one of many postcards sent to his parents and friends during the train ride to Mobile. Betts stated that the temperature was "....over 100 degrees in the shade...."





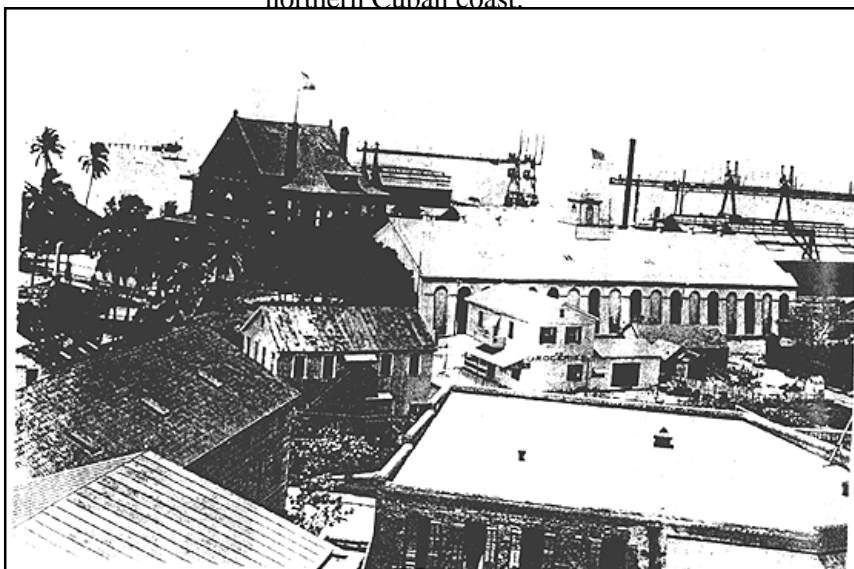
*Figure 4. The U.S.S. Lancaster, a steam frigate, was the station ship at Key West. New sailors were billeted there and received rudimentary training aboard while awaiting a permanent assignment to a warships of the regular fleet. The Lancaster was the last "Old Navy" warship still in service in 1898.*

begin to pile up, causing the postal staff to wonder if the men was killed, missing, transferred, or assigned to a ship that had temporarily left the battle front.

Such was the case of the *Leyden* in June when she traveled to Mobile, Alabama for several weeks. The **figure 9** postcard probably caused the Key West staff to wonder where Norman Betts was. The *Leyden* left Cuban waters for Mobile in mid-June, probably for restocking and routine maintenance. Betts wrote to his father from Mobile on June 20th.

The young sailor avoided a disrupted mail situation by telling his father that he would be there for a week. He instructed his father to send his mail to the Key West post office in late June. Norman's father immediately wrote to him on June 23rd, ad-

ressing the letter to Mobile, but with cornercard instructions to forward it to Key West if it was not delivered at Mobile. (**Figure 10**). By the end of June, the gunboat was back on station off the northern Cuban coast.



*Figure 5. The North Atlantic fleet's base of operations in the summer of 1898 was Key West. The tall building at left-center with flag flying was the Key West post office, which handled most sailor and marine mail from the Cuban front.*

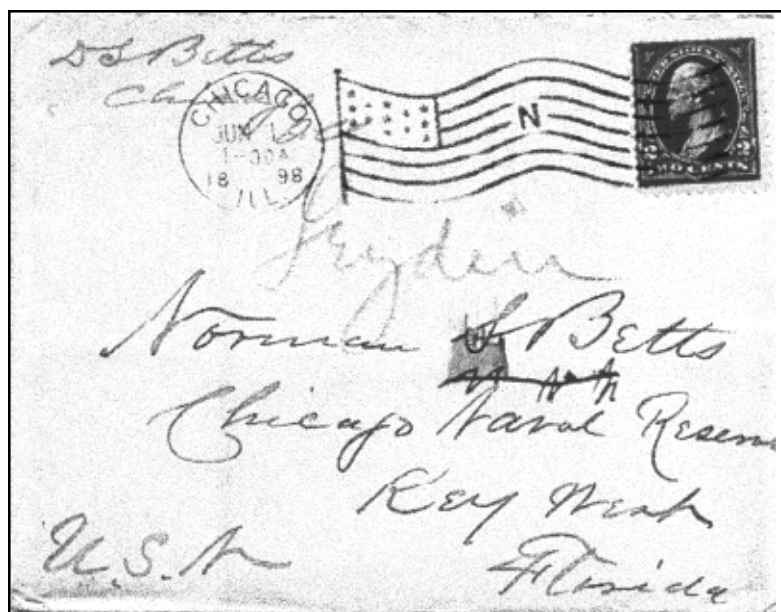


Figure 6. Letter addressed to Norman Betts, Chicago Naval Reserve, Key West, Florida, from Chicago on June 1, 1898. Betts had only recently joined the Leyden's crew. The backstamp shows that the Key West post office handled the letter on June 5th. As the volume of mail increased, the Key West staff backstamped incoming mail less frequently.

Figure 7. Letter sent to Betts from Chicago on June 6th. The letter was addressed to the station ship, U.S.S. Lancaster, the last place he was assigned before joining the Leyden. Keeping track of the frequent assignment changes of the fleet's sailors and marines kept the Key West postal staff was a never-ending task.

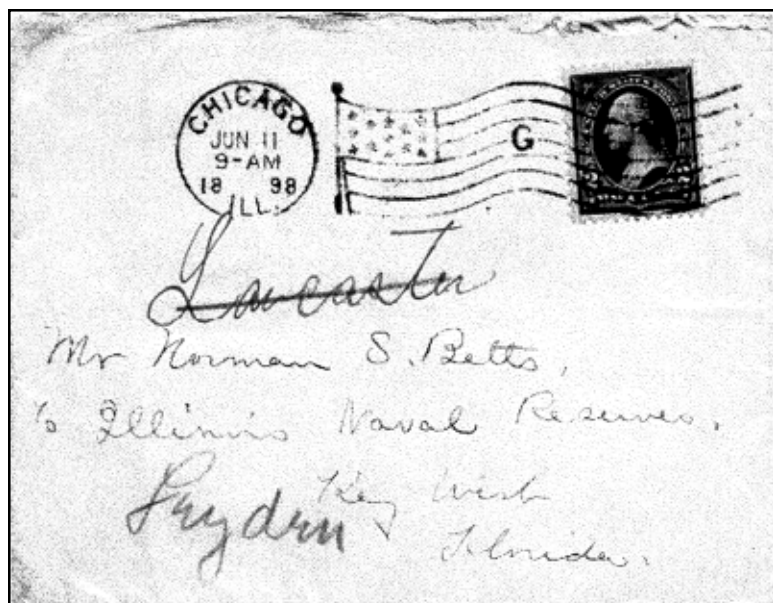
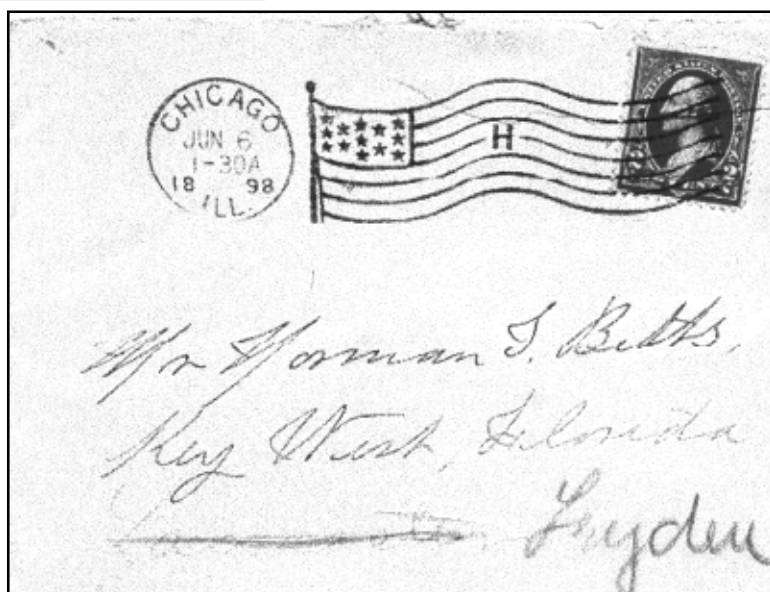


Figure 8. Letter to Betts from Chicago dated June 11th. This letter was addressed to Betts while he was still listed as simply a naval reservist. Postal markings show him first aboard the Lancaster and then on the Leyden.



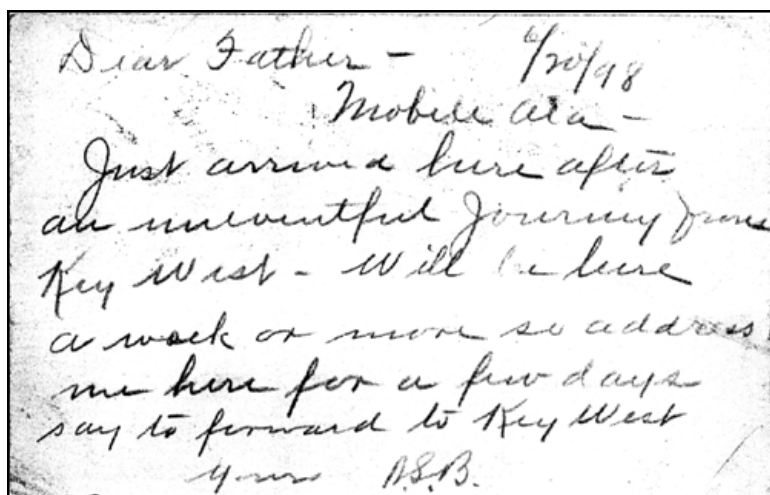


Figure 9. Postal stationery piece from Seaman Norman Betts to his father on the 20th of June, 1898, from Mobile, Alabama. Betts' note states only that his ship would be at Mobile for a few days for repairs. He directed his father to send future mail back to Key West.

insurance people knew that Seaman Norman Betts was just a bit busy off the coast of Cuba. One also wonders if he made the payment.

On July 21, 1898, the *U.S.S. Leyden* was involved in its biggest battle of the Spanish-American War. It occurred near the entrance to Nipe Bay, Cuba. The *Leyden*, along with the *Wasp* and the gunboat, *Annapolis*, demolished Spanish coastal artillery positions, eliminating them

as a threat to American forces. The ships suffered no casualties. Shown as **figure 14** is the official naval summary of the battle.

The *U.S.S. Leyden* remained off the northern coast of Cuba until early August, '98. The war was over and the *Leyden* accompanied the North Atlantic Fleet in a victory parade up New York's Hudson River on August 20, 1898. The parade was a much-publicized event honoring the fleet that defeated the Spanish navy at Cuba. While our navy basked in the victory parade at New York, the Key West postal clerks were facing a new, more difficult task. Quite simply, the U.S. fleet was gone but mail was still arriving for men who had already departed. The Key West clerks was faced with the task of forwarding letters to servicemen who had departed the

area.

After the parade, American warships moved to their home anchorages. The *Leyden's* home port was Newport, Rhode Island. **Figure 15** is a letter mailed to Betts from his father after the fleet had left Cuban waters. Key West clerks for-

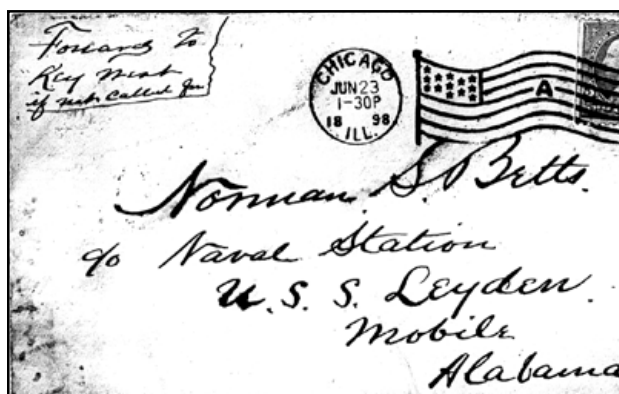


Figure 10. June 23rd letter sent to Betts in care of the naval station at Mobile. The corner message states, "Forward to Key West if not called for".

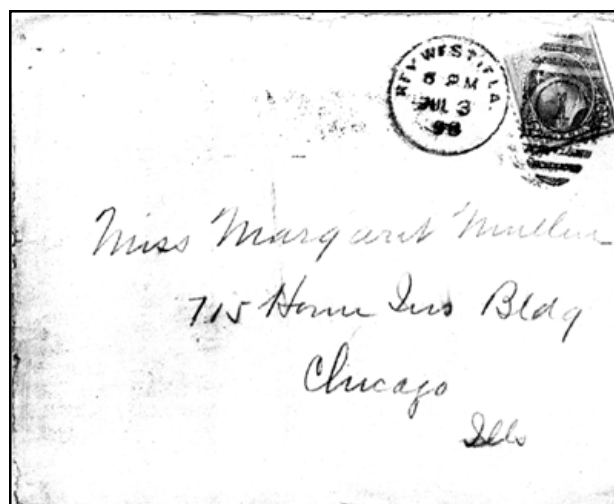


Figure 11. A remarkable naval cover sent from Seaman Norman Betts postmarked at the Key West post office on July 3, 1898. The letter states, ".....the Dons have to come out and fight us. We are waiting for their move...."

# THE NAVIES CLASH-July 3, 1898

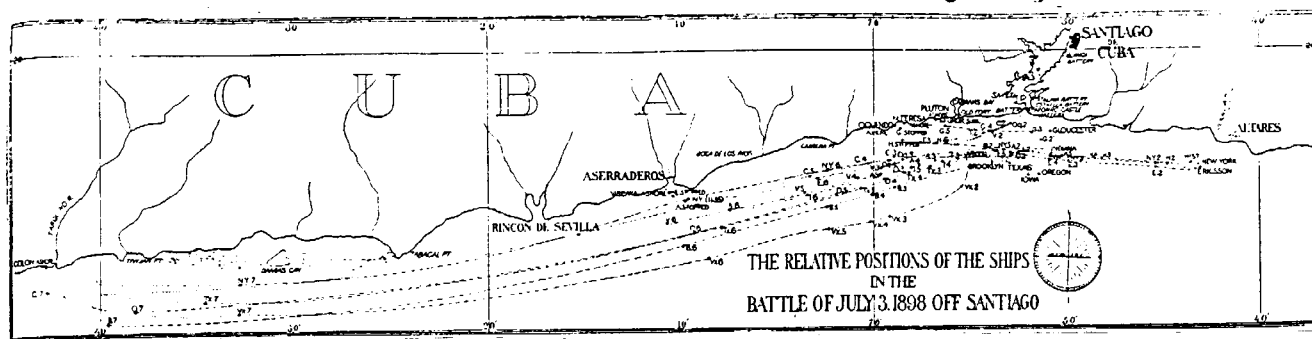


Figure 12. Headline featuring the epic July 3, 1898 naval battle between the Spanish and the American fleet. At that time, the *Leyden* was watching for an attack along the northern coastline.

warded it to Betts from Key West to New York. From there, it was sent to Newport, Rhode Island, where the *Leyden* was based. Somewhere in route, the marking, "RETURN TO SENDER - UNCLAIMED" was applied. This much-routed letter was returned to Chicago by the Newport, Rhode Island postal personnel in late September, 1898.

Betts and other reserve seamen who had fought as part of the regular U.S. navy were temporarily assigned to the New York station ship, *U.S.S. Vermont* to await demobilization and discharge. **Figure 16** is a postal stationery card mailed from Norman Betts on September 4, 1898

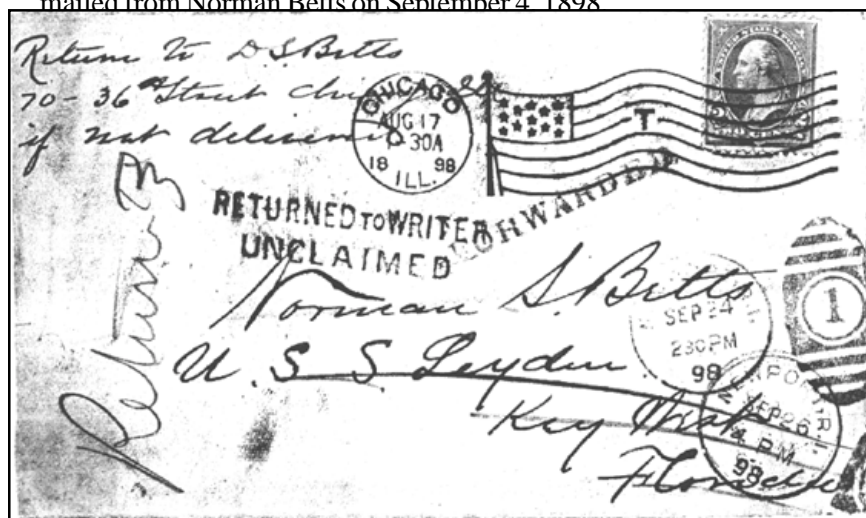


Figure 15. A much-routed cover addressed to Seaman Norman Betts of the *U.S.S. Leyden* from Chicago on August 17, 1898. When it was addressed to Key West, the gunboat had departed the area with the rest of the fleet. The gunboat was assigned to Newport, Rhode Island as its home port.

**RETURN THIS WHOLE SHEET.**

3d notice.

H. H. WALKER, Secretary. F. L. Joy, Cashier.

OFFICE OF WESTERN FARM DEPARTMENT

## Home Insurance Company of New York.

*Chicago.* JUL 15 1898

*Norman S. Betts*

When writing to the company always give the number of your policy.

Your 5th installment of premium for insurance in the HOME INSURANCE COMPANY OF NEW YORK,

under Policy No. F. I.	<u>76154</u>	\$ <u>46.79</u>
under Policy No. G. I.		\$
under Policy No. B.	<u>23745</u>	\$ <u>34.21</u>
Amount to be remitted,		\$ <u>81.00</u>

is nearly sixty days past due. By the terms of your application, your policy, and your installment note, this Company is not liable for any loss or damage that may occur to the property described in said policy during the period of default in the payment of any installment of said note, and you are liable now for the whole amount of unpaid note, with costs of suit. As a matter of business courtesy to you (neither the policy nor note requiring it of us), we deposited in the Post Office at Chicago, addressed to you, as indicated on your application for insurance, one notice fifteen days before the installment fell due, and another notice fifteen days after the same fell due. We have received no response to either. Before placing your Installment Note in the hands of the Attorney of this Company for collection, we send you this our THIRD notice, and hope to receive a prompt remittance from you by draft on Chicago or New York, or by Post Office Order, or Express Money Order, payable to HOME INSURANCE COMPANY OF N. Y. If a prompt remittance is not received, we shall proceed through legal channels to collect.

Respectfully yours,  
H. H. WALKER, Secretary.

P.S.—Do not fail to fill and sign the following blank, attached below, and return this whole sheet, with the remittance, in the return envelope, writing your name plainly; also name of Post Office at which you now receive your mail, so that we may change our records if your name or address is not recorded correctly.

189

H. H. WALKER, SEC'Y WESTERN FARM DEPT OF  
HOME INSURANCE COMPANY OF N. Y.

Dear Sir:

Enclosed herewith I hand you \$\_\_\_\_\_ to pay my  
\_\_\_\_\_ Installment for Insurance in the Home Insurance Company of  
New York, under Policy No. \_\_\_\_\_ and under Policy No. \_\_\_\_\_  
Please forward a receipt for the amount.

Write plainly

Your Post Office \_\_\_\_\_

Your County \_\_\_\_\_

Your State \_\_\_\_\_

Remit to CHICAGO Office for this Installment. Do not pay it to any Agent or Sub-Agent.

Make all Drafts and Money Orders payable to HOME INSURANCE CO. of  
New York, and not to any individual person or persons.

*Over*

Figure 13. An ironic piece of mail sent to Norman Betts in late July, 1898. It is the third notice notifying him that his life insurance policy would be cancelled unless if sent the amount due soon. Apparently, the insurance company didn't realize that Betts was a bit busy off the coast of Cuba at the time.

U. S. S. LEYDEN,  
Bay of Nipe, Cuba, July 21, 1898.

SIR: I respectfully submit the following report of the duty performed by this vessel under your orders this day at this place:

In obedience to your orders, I approached the entrance to this bay, closely followed by the U. S. S. *Wasp*, and entered it at 11.30 a. m. The first indication of the presence of the enemy was from the high hill to the right of the first turn in the channel, where a blockhouse and signal station were seen. Several signals were made, as follows: An American flag was hoisted and quickly run down; a black ball or shape, surmounted by a red pennant, was next run up; this was quickly run down, and the same shape, surmounting a square blue flag, replaced it; this was in turn replaced by a Spanish flag with the same ball under it.

The *Wasp* fired some shots at this station, but my orders as received from you did not allow me to fire until fired upon. The *Leyden* was fired upon from this station by small arms, many shots striking in the immediate vicinity of the vessel, but none striking her. At the same time a bright lookout was maintained for mines or torpedoes, but nothing to indicate the presence of anything of the kind was seen, except six floats, such as are generally used for fishing pots. At the time the shots were fired from the shore, I discovered a vessel at anchor within the bay, and was able to make out a man-of-war flying the Spanish colors.

Almost immediately I was able to communicate this discovery to the commanding officer of the *Wasp*, who, in turn, signaled to you. At

the same time I found a stake in the water with "3,000" marked upon a white board secured thereto, and a puff of smoke was seen to issue from the Spanish vessel. The shot fell near the *Leyden*, and was immediately followed by two more which fell equally near.

By this time both the *Wasp* and the *Leyden* were firing rapidly, at the same time steaming toward the Spaniard. I began firing at 4,000 yards and continued firing till the vessel under your command, which had entered while the *Wasp* and *Leyden* were engaged, ceased firing. Many shots from the *Leyden* were seen to strike the vessel, the total number fired being as follows: 6-pounder, 50; 1-pounder, 108.

I kept on toward the Spaniard, shifting the helm to fire the 6 pounders alternately, and ceased firing at 1,000 yards, when she was seen to have a list to port and to be down by the head.

About ten minutes after the *Leyden* commenced firing, two boats filled with men were seen to leave the vessel and pull ashore.

Three more shots were fired from her forward guns and another boat also filled with men left the vessel. The fourth and last seen to leave was a steam launch, and it was apparently well filled with men.

I was able to see that the Spaniard was sinking, and at once steamed in close to her, sending a boat for the purpose of getting her colors before she sank. Her flagstaff had been shot away about the time her last shot was fired, and the *Leyden's* whaleboat succeeded in getting the colors before the ship's stern went under water. This flag was turned over to the boat sent from the vessel under your command.

From the position in which the *Leyden* was, I am positive that a 4-inch shell from the *Annapolis* struck the bow of the Spaniard, and from the fact that she went down bows first, it would seem that this shot was instrumental in sinking her.

I respectfully call attention to the splendid behavior of the officers and men of the *Leyden*, for while she was being fired upon from astern by small arms and from ahead by the guns of the Spanish vessel, there was nothing but an eagerness to fire her own guns with greater accuracy visible among them.

In accordance with the instructions\* received from you, I did not commence firing from the *Leyden* until I was fired upon from the Spanish vessel, the *Jorge Juan*.

Very respectfully,

W. S. CROSLY,  
Ensign, U. S. N., Commanding.

The COMMANDING OFFICER,  
U. S. S. *Annapolis*, Senior Officer Present.

Figure 14. The official history of the July 21, 1898, battle between Spanish forces and ships of the American "Mosquito Fleet". It was the main combat action of the *Leyden* and Spanish forces during the Spanish-American War.



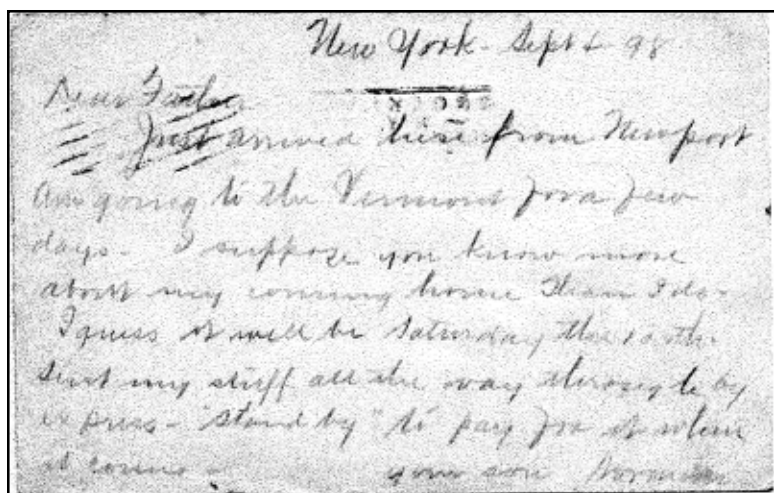
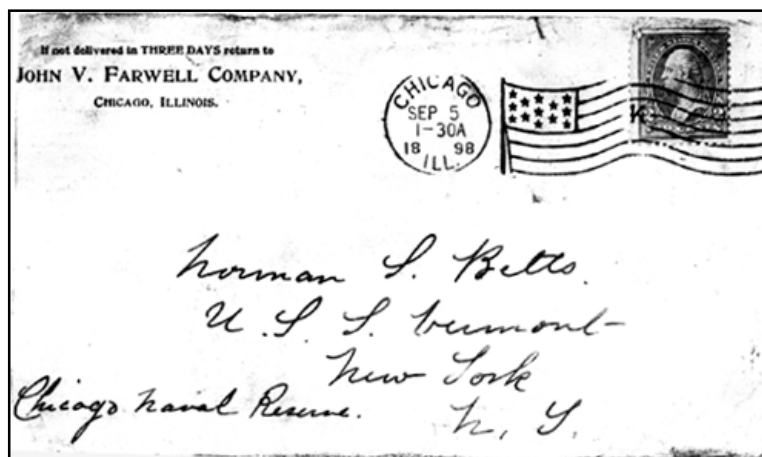


Figure 16. Norman Betts mailed this postal stationery card to his father from New York City on September 4, 1898. He stated that he would be discharged soon, and his baggage would follow within the week. Betts also told his father that he would be assigned to the U.S.S. Vermont, the navy's station ship at New York until his discharge.



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## CAMPBELL COUNTY, KENTUCKY

Scale: 1:250,000

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# The Post Offices of Campbell County, Kentucky

by Robert M. Rennick

Campbell was the mother county for what is now called *Northern Kentucky*. The state's nineteenth county in order of establishment, it was organized by legislative act on December 17, 1794 from parts of Mason, Scott, and Harrison Counties. Almost from the outset it lost most of its original territory, first with the formation of Bracken County in December 1796, followed by Pendleton and Boone in December 1798. Grant was formed from Pendleton in 1820, and Kenton was taken on April 30, 1840 from what remained of Campbell County west of the Licking River. At that time Campbell assumed its present 152 square mile territory. This is located just above the mouth of the Licking River, across the Ohio from Cincinnati to which it has long been considered suburban.

According to the 1990 Census, Campbell is the state's sixth largest county in population with some 84,000 residents. Over eighty percent of them live in fifteen incorporated cities ranging from Newport with nearly 19,000 residents opposite downtown Cincinnati to the sixth class cities of Mentor and California with fewer than 200.

The county was named for John Campbell (ca. 1735-1799), who arrived in America from his native Ireland around 1755. After Revolutionary War service he became a land speculator and frontier trader, ultimately acquiring much of the territory that became downtown Louisville. He later represented Jefferson County in Kentucky's first Constitutional Convention and Kentucky's first Senate.

Campbell County's first court session was held on June 11, 1795 at the home of pioneer John Grant in the newly established town of Wilmington on the west side of the Licking River, just above the mouth of Cruises Creek. Two years later the seat was moved some twenty-two miles north to Newport, at the mouth of the Licking, where court sessions were held in the home of Jacob Fowler. In 1823 the seat was moved again

to the small settlement of Visalia, back to the west bank of the Licking; but though this was in the center of the county, it was too far from its population center and was thus returned to Newport the following year. With the organization of Kenton County the court was again moved to the more centrally located Alexandria where it more or less officially remains. Actually, Campbell is one of the two counties in the state (Kenton is the other) that has two official county seats, with governmental operations divided between a centrally located smaller city and the county's largest town on the Ohio River.

This chapter will describe each of the thirty-three independent post offices within Campbell County's present boundaries, locating them by road miles from the court house in downtown Alexandria. Several of Campbell's incorporated communities, particularly those adjacent to Newport, are served by branches of the latter's post office. Those post offices in operation before 1840 in the area that became Kenton County will be discussed in that chapter.

**Newport**, Campbell's largest and oldest city and its co-county seat, is a second class city centered at its post office on Fifth Street, some eighty-five road miles north of downtown Lexington. Its population peaked at 31,000 in the 1950's and has steadily declined since.

Newport's site was part of the area first acquired by Col. George Muse for French and Indian War service. He later traded it to the elder James Taylor whose son, Hubbard, acting as his agent, laid it out for a town in the winter of 1791-92 and named it for Capt. Christopher Newport (1565?-1617) who had commanded the ships bringing the first colonists to Jamestown. Among Newport's earliest settlers were the surveyor Jacob Fowler (ca. 1789) and Hubbard's brother, James, who had acquired his father's holdings and was instrumental in establishing the county. By mid-December 1795, when Newport received its town charter, John Bartle and James McClure had opened the first stores; Fowler was maintaining a

tavern; and Bartle and Lowe were providing ferry service to Cincinnati. Within a short time the new county's seat was moved here from Wilmington.

The local post office was established on October 6, 1800 as **Campbell** (or Newport) **Court House** with Daniel Mayo as its first postmaster.<sup>1</sup> Some time after 1800 the post office became simply **Newport**. Branches of this office now serve the communities of Dayton, Bellevue, Fort Thomas, Cold spring, Highland Heights, and Southgate.

The post office established by Samuel Bryan as **Grant's Lick** on January 1, 1806 was named for a deer lick and salt works on Phillips Creek. The salt works was developed in the mid-1790's by its then owner and name source John Grant (1754-1826), a North Carolina native and member of a prominent northern Kentucky pioneer family. By 1804, when Grant entered into partnership with the younger James Taylor of Newport and John Breckinridge to formally exploit the salt deposits, a community of sorts had begun to grow up around the lick. Grant's brother Squire and William Dickerson had opened a store there and Samuel Bryan was licensed to keep a tavern in his home. In 1805 or 1806 Bryan assumed the management of the salt works which by then was supplying much of northern Kentucky and the Bluegrass. By December 1874 when **Grant's Lick** was laid out as a town the community had several businesses, including a tobacco warehouse, grain cradle factory, sawmill, stores, and a hotel. After an intermittent existence the local post office closed in 1950. Little remains but the local elementary school on Clay Ridge Road, less than half a mile west of US 27 and 6 ½ miles south of Alexandria.

Then there was the **Grant's Mill** post office that operated for less than a year from January 23, 1817. Its location is not known but it obviously served one of the several mills owned by and named for members of the Grant family. Its only known postmaster was a John Grant, Jr. But his relationship to others of that family is not known. Neither John, the developer and owner of the salt works, nor his brother Squire (1764-1833), who owned the mill on the Licking River, had a son named John. Squire Grant's mill was

established in (or before) 1807 opposite the future Visalia and was the eastern terminus of Nathaniel Vise's ferry.<sup>2</sup>

Campbell's smallest incorporated place, **California**, occupies the flood plain between the present Ky 8 and the Ohio River, 8 ½ miles southeast of Alexandria. Sometime in the late 1780's William Kennedy, a surveyor, settled some two miles upriver at what later became **Belmont** (see below). Here, by 1801, his son James had begun ferry service to Point Pleasant on the Ohio shore.

On June 6, 1813 a post office was established by the ferry and was called **Kennedy's Ferry**. John Read was the postmaster. In 1817 James G. Lindsey succeeded Read and moved the office about a mile west to what, for at least twenty years, had been called the **Flagg Spring Tract**, and gave this name to it. The tract had been named for a single spring (extant by the 1970's) around which some wild flowers of the iris (or flagg) family are known to have grown.<sup>3</sup>

Sometime in the late 1840's John H. Nelson and E.P. Dameron laid out a town on a ten acre site they had recently acquired from James M. Young. This they named **California** presumably for the western territory newly acquired by the United States in which gold had just been discovered. (About the same time, a short distance upriver, a small steamboat landing was given the name **Oregon**.) On December 10, 1852 Nelson established the **California** post office which operated until mid-April, 1863. Two weeks later, Thomas T. Tarvin moved the **Flagg Spring** post office to this site where it resumed the **California** name.

The town of **California**, which was incorporated on February 7, 1874, soon became an important river town with mills, stores, a cannery, and other businesses. The 1937 flood destroyed nearly all that had survived earlier floods, and by 1990 the community, with only 130 residents and an active post office, was mostly a cluster of mobile homes and a few ranch style houses.

**Flagg Spring**, though, regained its post office on May 20, 1870 when it was re-established in postmaster John A. Jolly's store. From this time until it closed in mid-January 1907, the office occupied several sites. In December of 1889 it was moved by postmaster James L. Rice to the C&O railroad tracks about half a mile from the

river and 1 ½ miles from the site then of the Mentor post office. How long it stayed there and when and if it returned to its original site is not yet known. In December 1895 postal authorities saw fit to make one word of the name. Today, *Flagg Spring* (again identified as two words) is a residential community at the junction of Ky 10 and 735, half a mile west of Mentor and three road miles south of California.

*Mentor*, as such, did not have its own post office until 1882. This sixth class city of some 170 residents now includes the old Ohio port of *Beallmont*, the western terminus of James Kennedy's ferry, and thus the site of the original *Kennedy's Ferry* post office. The early history of *Beallmont* is not known. It may have been named for the family of a Benjamin Beall of Campbell County,<sup>4</sup> but by 1850 the name had been corrupted to *Belmont* probably reflecting its pronunciation.

The *Mentor* name was given to the post office by storekeeper Samuel H. Cooper on July 31, 1882 in anticipation of the completion of the C&O railroad tracks that followed the river up from Covington and would extend to Ashland. Campbell County historians won't venture a guess at the origin of *Mentor*, but I can't help wondering if there was any connection with either (or both?) August Menter of Dayton or F.N. Menter of Newport, listed in the 1870 Census. *Mentor*, incorporated in 1956, has had a meat processing plant and was the center of limestone mining, though today the half of its adult population that isn't retired commutes to city jobs in the Cincinnati area.

The fourth class city of *Alexandria* is Campbell's other county seat. It centers at its court house on Ky 10, several blocks east of US 27 and 12 ½ miles south-southeast of the other court house in downtown Newport. The 1990 Census reported some 5,600 residents.

Among the town site's earliest settlers were Frank Spilman and his family from King George County, Virginia who had acquired the 200 acre site from William Kennedy in January, 1798. On May 17, 1819 (four months before Spilman began to develop the area and sell its first lots) the *Alexandria* post office was established with William DeCoursey, Jr. as its first postmaster. Both the post office and the new town are said to have been named for the city in Virginia that was then

a part of the District of Columbia. A legislative act approved on February 22, 1834 incorporated the city of *Alexandria*, Kentucky on land that had been heired by Spilman's children, and authorized a re-survey by William Grant.

With the formation of Kenton County in 1840, Campbell's seat was relocated to this more centrally located site. After a long challenge by Newport, an agreement was reached to divide governmental activities, with the fiscal court and judicial offices in Newport and other administrative functions in Alexandria. Otherwise Alexandria remains to this day a basically residential community with some retail and service establishments and its post office.

In my *Kentucky Place Names*<sup>5</sup>, I pointed out that the fourth class city of *Southgate* on US 27, one mile south-southeast of downtown Newport, never had an independent post office. But a short-lived *Southgate* post office did serve an earlier, short-lived *Southgate* community just above the mouth of Pond Creek. This was part of the 1,000 acre tract on the Licking River that Squire Grant had acquired from William Kennedy in 1796. On sixteen acres of this land the Legislature authorized the establishment of the town of *Salisbury* on December 22, 1806,. But when, by August 1808, it became apparent that this town would never get off the drawing board, Grant's 1,000 acre tract was sold to Richard Southgate (1773-1857), a New York-born lawyer, who had settled in Newport in 1795 and was then representing the county in the legislature.

Plans to return the Campbell seat to the geographic center of the county led to another attempt, in 1822/23, to establish a town at the mouth of Pond Creek. This and its post office were called *Southgate*. But when the seat was located in Visalia instead, the town of *Southgate* died in infancy and its post office closed in 1824. Now nothing marks the site, just off Indian Trace Road, 4 ½ miles southwest of Alexandria.

The hamlet of *Carthage*, centering at the junction of the Washington Trace and Carthage (now Rt. 1996) Roads, six miles east of Alexandria, was named for the ancient North African city destroyed by the Romans in the Third Punic War. No one knows why it was given this name but, according to a legislative act, it was so identified at least by January, 1814. Its post office was es-



established on May 22, 1828, with Alanson Gray, postmaster, and intermittently served the community through April, 1907.

For much of the nineteenth century the *Cold Spring* name identified a neighborhood extending along the Alexandria Pike (now US 27) that included the present cities of Highland Heights and Cold Spring. It was named, probably before 1800, for one (or more?) of several perennial springs of clear, cold water about where the East Alexandria Pike joins the Alexandria Pike, which, for years, supplied the drinking water for the neighborhood's farm families. More specifically the name identified the community that grew up around the old Licking Baptist Church, just south of the site of the later St. Joseph's Orphanage. This is believed to have been the site of the pioneer (Thomas) *Reese's Settlement*.

The *Cold Spring* post office was established by Oliver DeCoursey on June 13, 1832 and was then six miles northwest of Alexandria. The city of *Cold Spring* was incorporated in March, 1941 to avoid annexation by its northern neighbor, Highland Heights, which had become a city in 1927. In 1958 the post office ceased operation as an independent office, having merged with Highland Heights to form the Newport branch called *Cold Spring-Highland Heights*. Today the fifth class city of *Cold Spring*, still centered at the junction of US 27 and East Alexandria Pike, 5 ¼ miles northwest of Alexandria, has a population of 2,900.

The post office of *Tibbatts Cross Roads*, operating intermittently at several sites between April 11, 1840 and mid-March 1875, is believed to have been located first in postmaster Henry Thomas' home, which may have been at the junction of the present Ky 154 and Burns Road, 9 ¼ miles south of Alexandria. The family for which it was named included John W. Tibbatts, a Newport attorney who later led a Kentucky regiment in the Mexican War, and Leo Tibbatts who served as a postmaster in the late 1840's and early 1860's.

*Hayfield*, said to be the name of one of the Taylor family's farms, and later applied to a precinct north of Alexandria, was also given to a short-lived post office on Four Mile Creek, some three miles north-northeast of the court house.

This was operated by John Maines and John Applegate between December 29, 1845 and late May, 1847.

Sometime in the late 1840's the Hayfield vicinity was settled by several German-Catholic families whose small community around their St. Joseph Catholic Church was called *Camp Springs*. There are springs in that area but it's not known to what the Camp may have referred. The Camp Spring House, a tavern on the old Four Mile Pike (now Ky 547), between the Lower and Upper Eightmile Roads, may have been its source. From July 10, 1871 through January of 1907, William Uthe and his family operated the *Camp Springs* post office just south of the tavern and a mile north of the church.

On March 9, 1867 the two independent but adjacent towns of *Jamestown* and *Brooklyn* combined to form the present fourth class city of *Dayton*. This area on the Ohio River was first settled around 1796 by the Washington Berry family. *Jamestown* was laid out and chartered in early 1848 on 170 acres then owned by James Taylor Berry, James M. McArthur, and Henry Walker. *Brooklyn* was laid out in November 1848 (though it was not chartered till the following February) on land owned by shipbuilder and realtor Burton Hazen. A post office, probably to serve both communities, was established as *Brooklyn* on November 12, 1849 (with Samuel Bassett, postmaster). It is not known if an attempt was ever made to locate an office at *Jamestown*, but since that name was already in use in Kentucky, it would have to be called something else.

The union of the two towns was considered inevitable as they had much in common. Both had sawmills, rope walks, steamboat landings and hotels; but neither had a post office since *Brooklyn's* had closed in April, 1856. To obtain the one new office the government would approve for this area, the two towns would need to come together. They did officially in March, 1867 as *Dayton*, and that name was given to the new post office on May 12, 1868 (with Charles McArthur, postmaster). But in June, 1896 that office became a branch of Newport.

Why any of these names was applied remains a matter of conjecture. It is merely assumed that some of *Brooklyn's* early settlers had come from that east coast city. *Jamestown* could have re-



ferred to the Virginia colony since Newport, only a mile down river, had been named for the English sea captain who had brought the first settlers to Virginia. Or it could have honored two of the Campbell town's founders, Berry and McArthur, and/or the younger James Taylor of Newport, Berry's maternal grandfather.

In the first week of July, 1866 citizens of both towns agreed to the merger and accepted **Dayton** for their new city. According to an account in the July 4, 1866 issue of the Cincinnati Daily Enquirer it was named for the city in Ohio that had been founded in 1803. Some county historians, though, claim the name refers to a local mill that had been built and operated by an early family of Daytons'. A Luther Dayton was listed in Campbell County's 1850 Census.

On April 26, 1866 the same Cincinnati paper listed the names that had been suggested for the new town: **Stanbery**, **Skillbeck**, **Hallam** and **Berryville** (for prominent Campbell Countians), **Crescent**, **Bendville**, **Lookout**, and **North Point** (geographically descriptive), **Campbleton** (sic), and **Buchanan**.<sup>6</sup>

Due to its site on the Ohio river bottom, Dayton fell victim to frequent flooding. It sustained population losses for much of the present century when many of its residents, instead of rebuilding, chose to relocate in hilly Fort Thomas to the east and south. Fewer than 6,600 residents were counted in the 1990 Census.

Somewhere in the vicinity of the present **Aspen Grove** is the probable site of the short-lived **Bird Woods** (July 6, 1852 to April 13, 1854) post office. It was likely named for its only postmaster, Foster Byrd.

The post office serving the community of **Persimmon Grove** had three names. Centered at the junction of the present Routes 824 and 1121, which is 5 ¼ miles south-southeast of Alexandria, it was probably named for a local grove of persimmon trees. The post office, established in this name on March 11, 1856 with Jacob White, postmaster, closed in mid-December of the following year. It was re-established by Isaiah T. Hayman on January 18, 1860 but was called **Kane** possibly for T.G. Kane then living in that vicinity. In February, 1903 postmaster David S. Brown had the name changed to **Schoolfield**, which the office bore until it closed at the end of Novem-

ber, 1909. My guess is that the third name honored Charles B. Schoolfield, a Bracken County-born, Dayton, Kentucky physician (ne 1837), but I've not yet learned why.

Campbell's second largest town (with a 1990 population of some 16,000) is the fourth class city of **Fort Thomas**. For much of the nineteenth century the area within the town's present boundaries was divided into two distinct areas. The north centered around what was sometimes referred to as **Rossford** or **Mount Pleasant** (the latter derived from the ancestral home of the Taliaferro family in the vicinity of the present St. Catherine of Siena Church and School.) This was served by the Newport post office, some 2 ½ air miles west. Later this area became known (inexplicably) as **Guyville**.

The southern part, centered roughly around the site of the future fort (and present V.A. Hospital) were served by the **Dale** post office. This office, established by John Lilley on July 25, 1856, operated intermittently at several locations. The first is believed to have been at the junction of the present South Fort Thomas Avenue and River Road. Its name source is not known. One might question if it could have been named for one William W. Dale who is mentioned in Campbell County's 1850 Census.

In 1867 the two areas informally merged to form the **District of Highlands**, so-called for its hilly location above the Ohio bottoms and, possibly, for the Scottish home of many of its early settlers. In 1887 the U.S. Congress authorized the replacement of the flood-prone Newport Barracks by an army post in the vicinity of the Dale post office. This it named for Union General George Henry Thomas (1816-1870). The **Dale** post office closed in June of 1899, and another office to serve the fort was opened as a branch of the Newport office. First called merely **Station A, Newport**, it was later renamed **Fort Thomas**, but remains to this day a Newport branch.

To avoid annexation by Newport, an ongoing effort for a number of years, the citizens of the Highlands District agreed in 1914 to formally incorporate. The new city took the name of the fort. Since 1941 the **Fort Thomas** branch post office has been at the centrally located junction of Fort Thomas and Highland Avenues.

A trailer park, some summer cottages, and several eating places is what remains of the Ohio bottom community long known as *Indian Spring*, now called *Ross*. The *Indian Spring* post office was established on October 8, 1858 with Theodore Stillwell, postmaster. It was located less than half a mile above the mouth of Eight Mile Creek, about six miles northeast of Alexandria. It closed in November, 1880 and re-opened the following month as *Ross*, with Henry H. Berry, postmaster.

Until the 1880's, when the Cincinnati South-eastern (later the C&O) Railroad came through, there was little in that vicinity but the post office. By the end of the century, however, the community served by the station and post office had at least a hundred residents who supported several stores, a wagon factory, and Jacob B. Martz' hotel. Also here, after the First World War, was Jacob F. (Jake) Martz' baseball diamond, amusement park, and picnic grounds.

The derivations of the *Indian Spring* and *Ross* names are not known. It is believed that the railroad was responsible for the latter. Another *Ross* post office may have operated somewhere in the county for a couple of years after August of 1821, but nothing is known of it or its two postmasters, Lucius and John Ross.

The *Ten Mile* post office was at the Ten Mile House, a tavern operated by the first postmaster and local storekeeper, Balthaser Ziegler, on the early main road between Newport and Alexandria, some 2 ½ miles north of the latter. This road later became US 27 and is now the East Alexandria Pike (US 27 having been diverted through Low Gap, half a mile west). For much of the time that this post office was in operation, between April 6, 1867 and mid-December 1910, it served two stores and a wagon shop. It is believed to have been named for its site ten miles from the Ohio River at Newport. It is not, however, to be confused with *Ten Mile Station*, established in 1792 in the Ohio bottom below the mouth of Ten Mile Creek.

*Claryville*, on the present Ky 9 Licking Pike, 3 ¼ miles south of Alexandria, was a thriving village in the late nineteenth century. Its post office was established on September 3, 1868 as *Pond Creek*, for the local stream, a Licking River tribu-

tary. It was renamed for and by its storekeeper and first postmaster, William T. Clary in October 1876, and operated until October, 1919.

Swiss-born John Andreas Gubser (1830-1897) arrived in the newly settled *Twelve Mile Creek* neighborhood in the mid-1840's. Some twenty-five years later he acquired from William DeMoss a steam-powered saw and grist mill, and it and the community that began to develop around it soon came to be known as *Gubser's Mill* [ghoob/sarzmihl]. On May 16, 1870 Gubser's storekeeper brother-in-law, John Nicholas Chalk, started the local post office. Rather than *Gubser's Mill*, Chalk's intended name, the office was established as *Guber's Mill*, an obvious error. The office closed in July, 1872 but was re-established by Chalk in April, 1881 as *Gubser*. With Chalk its only postmaster, the office operated until mid-October, 1906. Though the mill itself burned in 1922, the community where Rt. 1121 crosses Twelvemile Creek, 7 ½ miles southeast of Alexandria, is still identified on published maps as *Gubser Mill*.

One of the ten Kentucky post offices named for the *Licking River* was operated by Henry Neyer from October 31, 1879 through April, 1882 on the present Ky 9, overlooking the river, just north of the mouth of Pools Creek, and 7 ½ miles northwest of Alexandria.

The 320 mile long Licking River heads in Magoffin County and joins the Ohio just below Newport. It was first called by the Shawnee their equivalent of Salt River (*Nepepimmasepe*). The explorer Thomas Walker on his first discovery of the upper reaches of the river in 1750 named it *Frederick's River*, probably for the Prince of Wales, George II's oldest son. For awhile it was known as *The Great Salt Lick Creek* for the many licks in the low-lying grassy areas along its lower banks. The river assumed its present name before the end of the eighteenth century.

The Hawthorne family owned land on Scaffold Creek which joins the Licking River across from Grants Bend. On October 25, 1880 James H. Rusk opened the *Hawthorne* post office in his store on the west bank of this creek, just up from the river. Two moves, in 1902 and 1907, brought the office to the banks of Ripple Creek, half a mile south of the Licking Baptist Church, and 3 ¾ miles northwest of Alexandria, where it closed

in August, 1914. Leroy Hawthorne, a power in Campbell County politics, represented the county in the state legislature from 1864 to 1868.

Taylor B. Wiley's family name was his first choice for the post office he would operate in his store, 1 ¼ miles up Twelvemile Creek (an Ohio River tributary), 4 ½ miles east of Alexandria. It was inexplicably called **Marr** instead, but lasted only five months from August 8, 1881.

Edwin and Fanny Bray were more fortunate. **Brayville** was applied to the post office they operated from April 10, 1886 through July, 1903 on the present Ky 154, half a mile west of Twelvemile Creek, and eleven miles south of Alexandria.

**Oneonta**, with its curious pronunciation [ahn/ee/yeht/e], was the name of the C&O station and post office just below the mouth of Twelvemile Creek. This was on or near the site of a **Fort Ancient** settlement and a possible prehistoric Indian battle. The name, though, was a more historic Iroquois term, meaning a "stony place", and was that of the town in upstate New York where the C&O's owner, Collis P. Huntington once owned a store and where his nephew, Henry Edwards Huntington, then general manager of this line, was born. The Oneonta, Kentucky post office was established on March 10, 1890 with Thomas L. Berry its first postmaster, and closed in May, 1926.

Johns Hill, an elevation between the present city of Highland Heights and the Licking River, is the probable name source of the Johns Hill Precinct and the **Johns Hill** post office. The latter was established on April 29, 1890 by George Seither who, according to the 1883 Lake Atlas, was living next door to something called The Johns Hill House, just south of the St. John the Baptist Catholic church and the cemetery that is now called St. Joseph's. These were all on the east side of the Licking Pike (now a part of Ky 9) at its junction with Rt. 1998 (the Johns Hill Road), some nine miles northwest of Alexandria. In the fall of 1907, the post office was moved half a mile north to a site just southeast of the mouth of Three Mile Creek where it operated through July, 1913.

Both of the Johns Hill post office sites were within the present limits of the fifth class city of **Wilder**. This was named for the old **Wilder's Station** on the L&N Railroad that had honored one of that company's board members, James Wilder of Louisville.<sup>7</sup>

On the very day the Johns Hill post office was established, August Fleig was officially authorized to open his **Pools Creek** post office right where that stream joins the Licking River. This was less than a mile south of the Licking Post Office that had closed eight years before. In late 1904, postmaster Thomas W. Gosney moved the **Pools Creek** office half a mile east to about where the present Pools Creek Road Number Two joins Ky 9. Here it closed in mid-November, 1915.

The two mile long creek heading in Cold Spring was named for Samuel Pool, a tenant of Richard Southgate whose property included, or at least bordered on, this stream. It was earlier called **Bartles Run** for John Bartle (1745-1839), the Newport pioneer who, in July of 1794, had acquired the stream as part of the 358 acres he had bought from David Leitch.<sup>8</sup>

There is no historic basis for the 1961 decision of the U.S. Board on Geographic Names to change the creek's name to **Pooles**. It was identified as **Pools** on all historic maps.

Directly across the Ohio River from the Coney Island Amusement Park in the town of Parkers Grove (now the southeastern end of Cincinnati) was the community of **Brent**. According to the late Harlan Hubbard, who grew up there, this was first called **Willison's Landing** for a local family at whose log home Ohio River flatboatmen would often stop and visit.<sup>9</sup> Since a ferry gave the amusement park access to the railroad on the Kentucky side of the river, the station established at Willison's in the late 1860's was also named **Coney Island**. But that name applied to the post office was considered too long and Newport's postmaster, Philip B. Spence, was asked to suggest another. He chose **Brent** for his fifteen year old son.

William Webster Willison opened the **Brent** post office on May 15, 1890 one quarter of a mile below the mouth of Fourmile Creek and 8 ½ miles northeast of Alexandria. Until the 1930's the town's economy was centered around a lumber and coal yard, a sawmill, and one or two stores. The post office closed the last day of 1914. The C&O station continued for a number of years as **Brent**, though, curiously, timetables in the 1920's listed it as one mile below the **Coney** (sic) Station. Almost nothing remains of the community. I-275 crosses the river just below its old business

district, and what's below that may now be a part of the city of Highland Heights. Brent Spence, the name source, later served his county in the State Senate and, from 1931 to 1963, was his district's U.S. Congressman.

Some four miles upriver from Brent is the sixth class city of **Melbourne**. This town, 6  $\frac{3}{4}$  miles north of Alexandria, was founded and laid out in 1890 on land mostly owned by Hubbard Helm and C.B. Anderson and named, inexplicably, for the city in Australia. Helm, who some have thought came from Australia, was actually a Kentucky native of Virginia descent. It is not even certain that he named the new town; some say that a Belle Anderson, who owned land on the hill at the south end of town, may have given it its name. The **Melbourne** post office was established on June 18, 1891 with Robert A. Carnes, postmaster. It was later moved one quarter of a mile south to the Twelvemile Pike (now Ky 8), the main road through the town, where it continues to serve its 660 residents and their rural neighbors. The city was incorporated on March 4, 1912 and re-incorporated in 1970.

When Henry Koeninger's preferred name **Lindwood** was disallowed by the Post Office Department, he succeeded in having his new office, on the west bank of Twelvemile, midway between Alexandria and the Ohio River, called **Trace**. He alone operated the office between September 24, 1891 and its closing in mid-November, 1913. Neither name has been derived, though **Trace** may refer to the nearby Alexandria-Flagg Spring Pike, a main route now identified as Ky 10.

Nicholas C. Rouse (1863-1942), its only postmaster, gave his family's name to the **Rouse** post office. From February 20, 1900 until mid-January, 1907 this served the **Wesley Chapel** vicinity on the present Ky 10, a mere 500 yards from the Pendleton County line and 10  $\frac{3}{4}$  miles southeast of Alexandria.

From August 6, 1900 through July, 1909 the **Kohler** post office operated in postmaster Frank Bezold's store on Twelvemile, two miles southwest of Gubser Mill and 7  $\frac{3}{4}$  miles south-southeast of Alexandria. His preferred name **St. Peter's**, probably for the Saints Peter and Paul Church and

School, a mile down the creek, was disallowed and Bezold's neighbor, Georg Kohler (1820-1907), was chosen as the name source.

Campbell County's newest post office is **Silver Grove** which serves the fifth class city of that name in the Ohio River bottom between Melbourne and Brent, and 6  $\frac{1}{2}$  miles north of Alexandria. The town was established by the C&O Railroad in 1912 to house the workers of its newly relocated yard and shops. Its name is believed to have been taken from a picnic grounds at its lower end, just above the mouth of Fourmile Creek, in which, apparently, a large grove of silver maples had stood. Though the post office was given the **Silver Grove** name when it opened on July 17, 1913 (with Frank E. Neltner, postmaster), the local rail station and yards were called **Stevens** for George W. Stevens, the C&O's president from 1900 to 1917. In 1930 the town was opened up to non-C&O employees, and by 1940 it had ceased being a "company town" with its residents assuming ownership of their homes and supporting businesses. The city was incorporated in December, 1950 and now has a population of over 1,100.

#### SUMMARY

Five of Campbell's thirty-three post offices (Newport, Alexandria, Silver Grove, Melbourne, and California) are all still in operation. Each serves an incorporated community. Another five currently incorporated places had independent offices that no longer exist. Several communities in the northern part of the county have been served by Newport Post Office branches. With only a few exceptions the rest of Campbell's post offices served one time villages.

Fourteen post offices bore the names of local or county persons or their families. One was named for an historic figure from outside the area. Another name was geographically descriptive. Six distant places gave their names to Campbell County offices, while to seven were transferred the names of nearby features (two streams, two springs, a hill, a tavern, and an amusement park). Four post office names (Ross, Marr, Dale, and Trace) have not been derived. One place (Grants Mill) has not yet been located.

The names of five offices were not those originally proposed for them. Three served communities with names other than those borne by their



offices. Six had name changes.

## FOOTNOTES

<sup>1</sup> Mayo was Cincinnati's third postmaster, from 1796 to late 1798 when he moved to Newport, acquiring several businesses there. Thus the Newport office was not established by him, or anyone else, as early as 1795 as suggested by Mary Keturah Jones' 1786 county history. Mayo served as Newport's postmaster till his death in December, 1838.

<sup>2</sup> Since John and Squire were the sons of William Grant, it's unlikely that the proprietor of the salt lick was the Grant's Mill postmaster.

<sup>3</sup> The name *Flagg Spring* may have identified this vicinity at least by July, 1800 when the county court was petitioned to locate a road between this site and the Licking River. Earlier yet, the spring itself was identified as **Flag**.

<sup>4</sup> According to a Cincinnati newspaper account (March 26, 1800) Benjamin Beall then lived near the *Stag Spring* (sic) in Campbell County. (In those days the initial "s" in words was usually handwritten as "f". But in this case the copyreader or printer was apparently unaware that the initial "f" was indeed an "f").

<sup>5</sup> Lexington: University Press of Kentucky, 1984, P. 276.

<sup>6</sup> On May 23, 1867, after the merger had been officially approved, a writer for the *Cincinnati Daily Enquirer* wondered why a new name had to be adopted at all when either of the originals would have been equally acceptable. He assumed that the residents of each of the original towns would not accept the other's name. But he was especially concerned that the new town would be confused with the Ohio city, and thus he favored the return to one of the original names or the adoption of yet another name. But *Jamestown* was still in use by the seat of Kentucky's Russell County, and on January 10, 1868 *Brooklyn* was given to a new post office in Butler County.

<sup>7</sup> My error in attributing this name, in my *Kentucky Place Names*, to William Hamlin Wilder, a Covington-born ophthalmologist, was revealed by Jim Reis in an article in his excellent series *Pieces of the Past*, Vol. 3, Kentucky Post, 1994, Pp. 187-89. For his correction I am most grateful.

<sup>8</sup> *Bartles Run* identified this stream as early as November of 1796, according to a record in the Campbell County Court Order Book A (November 7, 1796, P. 71). Bartle, a Revolutionary War veteran, had been a magistrate for this area when it was still a part of Mason County and would later become a Justice of the Peace and Sheriff of Campbell County.

<sup>9</sup> "Introduction to the Journals" in *The Journal of Kentucky Studies*, 1985, Pp. 17-25.

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# Iowa Doane Cancels - An Update

by James Williamson

The following list presents a major revision of information regarding use of Doane cancels in the State of Iowa over that published in United States Doanes. New information is listed in italic type and several previously listed entries have been deleted on the basis of new information. Readers wishing to report new information should contact the author at 1686 Alpha, Dubuque, IA 52001.

POST OFFICE	TYPE	NO	EARLY DATE	LATE DATE
ABBOTT	2	2	27 SEP 1906	<i>11-Jun-09</i>
ADELPHI	2	1	22 DEC 1905	05 MAY 1908
ALMONT	2	1	<i>18-Jan-05</i>	22 FEB 1909
ANDERSON	2	2	27 JUN 1904	7-Sep-10
ANDOVER	2	1	<i>13-Oct-06</i>	<i>31-Dec-08</i>
ANDOVER	3	1	<i>3-May-09</i>	<i>24-Jun-12</i>
ANDREW	3	5	<i>21-Mar-07</i>	14 APR 1914
ARDON	3	2	06 MAR 1908	
ANGUS	2	3	<i>28-Mar-04</i>	
ARBORHILL	3	2	<i>23-Mar-07</i>	
ARDON	3	1	<i>3-Feb-07</i>	<i>5-Oct-10</i>
AREDALE	3	4	<i>26-Mar-08</i>	<i>12-Jun-11</i>
ARGYLE	2	2	14-Feb-07	<i>8-Aug-10</i>
ARISPE	2	3	16 AUG 1906	<i>26-Dec-11</i>
ARTHUR	2	5	22 NOV 1904	<i>28-Dec-09</i>
ASTOR	3	2	<i>29-Jul-09</i>	06 MAR 1910
ATHELSTAN	2	4	16 DEC 1907	
ATKINS	2	4	14 AUG 1905	16 JUN 1908
AVON	2	1	<i>30-Jan-08</i>	<i>5-Dec-09</i>
BAILEY	3	2	<i>17-Apr-07</i>	
BALFOUR	2	1	08 JUL 1908	<i>23-Dec-12</i>
BARNEY	2	3	<i>22-Dec-03</i>	01 JUL 1909
BARTLETT	1	3	17 OCT 1904	25-Aug-09
BEAMAN	2	5	21 MAR 1905	06 APR 1910
BEAVER	2	3	12 OCT 1907	04 AUG 1909
BEEBEETOWN	2	1	03 NOV 1904	
BELOIT	3	3	<i>14-Apr-06</i>	<i>8-Apr-12</i>
BENTLEY	2	2	08 APR 1907	06 FEB 1911
BERKLEY	3	3	<i>17-Apr-08</i>	
BEVINGTON	2	3	20 MAY 1908	
BINGHAM	2	2	07 SEP 1904	
BLUE GRASS	2	3	27 OCT 1906	<i>23-Jan-08</i>
BOONEVILLE	3	4	<i>8-Apr-08</i>	<i>7-Jul-11</i>
BORDER PLAINS	2	1	23 NOV 1904	
BOULTON	2	3	<i>8-Aug-05</i>	<i>6-Jan-08</i>
BRAZIL	2	3	<i>30-Mar-09</i>	<i>2-Sep-09</i>
BRISCOE	2	1	23 FEB 1905	16 JUL 1908
BROOKS	2	3	13 JUL 1905	05 MAR 1907
BROWNVILLE	2	2	12 SEP 1904	21 APR 1910
BRYANT	2	3	27 MAR 1906	<i>13-Aug-07</i>
BUCHANAN	2	2	27 MAR 1906	<i>30-Apr-12</i>

POST OFFICE	TYPE	NO	EARLY DATE	LATE DATE
BUCKINGHAM	2	3	22 NOV 1904	18-Dec-08
BUNCH	2	2	04 MAY 1908	23-Dec-24
BURDETTE	3	2	22 DEC 1906	
BUTLER	2	1	12 DEC 1904	27-Dec-09
CALEDONIA	2	?	27-Feb-08	
CALLENDER	2	3	07 JUN 1910	
CALLIOPE	2	2	15-Sep-06	21-May-09
CALUMET	3	3	24-Nov-07	23 DEC 1909
CAMBRIA	3	4	15 APR 1907	16-May-10
CAMPBELL	2	3	2-Aug-04	14 FEB 1911
CARBON	3	4	9-Mar-08	19-Oct-08
CARRVILLE	2	?	8-Feb-07	
CASTALIA	3	5	24 JAN 1907	3-Apr-12
CEDAR	3	3	22-Dec-06	10 JUN 1909
CENTERDALE	2	2	22 DEC 1905	
CHURCH	2	1	17-Dec-08	28 MAY 1912
CLARKDALE	2	1	27 SEP 1904	13 MAY 1911
CLEMONS	2	4	08 DEC 1906	21-Mar-13
CLEVES	2	2	02 NOV 1907	17-Dec-08
CLIO	2	4	31-Dec-06	5-Nov-07
CONGER	3	2	19-Aug-09	
CONOVER	2	2	08 JUN 1904	
CONOVER	2	1	26-Sep-04	14-Sep-11
CONROY	3	2	22-Dec-06	17 OCT 1912
COPPOCK	1	2	9-Jan-08	11-Dec-08
COTTER	2	2	01 JAN 1906	12-May-07
COULTER	3	2	21-May-08	07 FEB 1911
COVINGTON	1	3	05 FEB 1906	
CRANSTON	2	1	1905	26-Dec-09
CRICKET	3	1	2-Feb-10	16 JAN 1912
CROMWELL	3	6	16-Sep-05	11 AUG 1910
CROMWELL	3+	6	22-Nov-10	29-Dec-11
CROTON	2	2	19 AUG 1904	8-Feb-10
CUSHING	2	5	15-Oct-06	16-Mar-10
CYLINDER	2	1	14 MAR 1907	20-Aug-07
DAWSON	3	4	13 JUL 1906	20-Oct-09
DE KALB	2	1	07 OCT 1904	30-Apr-09
DEAN	3	3	21 MAY 1906	
DELPHOS	2	2	29-Jul-05	23-Aug-09
DEVON	2	?	25 DEC 1907	
DEWAR	1	2	28 SEP 1904	13-Jan-11
DIFF	2	2	9-Oct-07	20-Oct-09
DINSDALE	2	3	26-Nov-06	27-Jan-08
DONNAN	2	2	05 AUG 1907	04 DEC 1911
DUDLEY	2	2	1-Aug-06	15-Feb-09
DUNBAR	2	2	2-Feb-08	13-Jul-08
ELBERSON	3	5	23-Dec-05	26 OCT 1910
ELKHART	3	2	16 MAY 1907	13-Aug-10
ELON	3	2	5-Jun-07	
ELWOOD	2	3	13 OCT 1904	28 AUG 1908
ERNIE	3	1	21 DEC 1908	23 DEC 1912
EVERIST	2	1	30-Aug-06	30-Aug-10
EXLINE	2	3	4-Jan-07	09 FEB 1907

POST OFFICE	TYPE	NO	EARLY DATE	LATE DATE
FARRAR	2	1	10-Oct-07	23-Nov-08
FIFIELD	2	1	3-Feb-09	1-May-11
FLAGLER	2	2	17 FEB 1906	14-Feb-11
FLORIS	3	5	2-May-06	15-Apr-07
FLOYD	3	5	24-Jul-06	5-Mar-12
FLUGSTAD	3	1	10 APR 1908	16 JAN 1912
FORT DES MOINES	2	1	19 JUL 1904	08 NOV 1905
FORT DES MOINES	3	7	03 JAN 1906	3-Aug-10
FRANKLIN	2	2	12-Feb-10	
FREDERIKA	2	3	18-Feb-08	8-Apr-09
FREDERIC	2	3	09 JAN 1906	11-Apr-13
FROELICH	3	2	11 JAN 1907	20-Dec-12
GALLAND	2	1	02 APR 1904	10 OCT 1911
GAMBRIL	2	2	24 DEC 1908	27-Apr-11
GAZA	2	3	14 FEB 1907	29 MAR 1907
GEORGETOWN	3	1	26 NOV 1906	06 FEB 1907
GERMANVILLE	2	1	15-Dec-05	
GIBSON	2	3	22 NOV 1904	23-Oct-11
GILLETT GROVE	3	3	190?	
GIVIN	2	2	14-Nov-07	
GRAHAM	2	2	21 SEP 1904	27-Nov-07
GRAY	3	5	23 MAY 1906	21 DEC 1906
GREEN ISLAND	1	2	28 NOV 1904	12-Dec-07
HAMILTON	2	5	06 JUN 1906	17-Oct-07
HANLONTOWN	2	5	16 NOV 1907	19-Sep-11
HANSELL	3	3	14-Aug-06	13-Mar-08
HARCOURT	2	4	20 JUN 1905	2-Mar-07
HASKINS	2	1	4-Mar-05	03 APR 1909
HAVERHILL	3	3	27-May-07	03 SEP 1912
HAYFIELD	2	?	05 JUL 1907	
HAYWARD	2	1	08 JUN 1905	22-Aug-07
HEBRON	3	3	10 JAN 1909	31-Jul-12
HEPBURN	3	?	03 JUL 1908	12 APR 1909
HERRING	2	2	18 SEP 1905	24-Dec-08
HESPER	3	3	4-Oct-07	25 JUN 1936
HICKORY	2	2	30-Dec-10	16-Apr-13
HIGHLAND CENTER	2	2	30-Dec-10	16-Apr-13
HINTON	2	5	6-Jul-06	24-Dec-08
HOBART	3	2	19-May-08	11-Oct-09
HOCKING	3	?	18 DEC 1908	
HOLBROOK	1	1	30-Jan-08	06 JUL 1910
HOLY CROSS	2	1	06 OCT 1904	7-Nov-05
HOMER	2	2	23-Feb-04	12 JAN 1906
HOMESTEAD	3	5	10 AUG 1906	27-Mar-12
HOPEVILLE	3	3	18-Oct-07	21 DEC 1910
HOUGHTON	1	2	07 APR 1909	14-Aug-11
HUDSON	2	?	22-Dec-08	
HUNTERS	2	1	8-Aug-06	10 AUG 1906
HURSTVILLE	3	3	13 AUG 1908	28 JUL 1910
HUSTAD	3	2	4-Feb-07	19 MAY 1911
HUTCHINS	2	?	29-Dec-06	
HUXLEY	3	4	31-Dec-06	20-Mar-13
HYNES	3	4	09 AUG 1906	9-Apr-09

POST OFFICE	TYPE	NO	EARLY DATE	LATE DATE
INDUSTRY	3	1	2-Oct-07	17 JAN 1909
IOWA CENTER	2	2	09 JAN 1911	
IRVING	2	2	27 MAY 1905	12 SEP 1912
JERICO	2	2	24-Jul-06	
JUDD	1	?	17-Oct-09	
KAMRAR	2	5	10-Aug-06	23-May-08
KELLEY	3	4	19-Sep-07	14 FEB 1908
KENNEBEC	2	?	18-Jul-08	05 MAR 1910
KENNEDY	2	2	29-Dec-03	17-May-11
KENWOOD	2	2	11-May-08	
KESLEY	2	4	22-Jun-07	20-Sep-10
KILBOURN	3	2	14-Oct-07	6-Jul-08
KNOX	2	1	4-Feb-08	
LACREW	2	2	28-Jan-05	
LA CREW	3	2	13-Jun-07	13 FEB 1911
LANESBORO	3	4	15-May-08	26 JUL 1912
LATTY	2	1	21 DEC 1904	25-Aug-09
LENA	2	1	2-Feb-07	05 SEP 1910
LIBERTY CENTER	2	3	16 JUL 1907	14 JUN 1911
LINBY	2	1	5-Oct-08	24-Dec-09
LINN JUNCTION	2	1	07 SEP 1908	24 SEP 1908
LITTLE CEDAR	2	3	10-Jan-06	29-Dec-15
LITTLEPORT	3	3	11 DEC 1906	1-Apr-12
LITTLETON	3	2	01 NOV 1906	24 MAY 1910
LOCUST	3	1	9-Aug-06	20 APR 1911
LONGGROVE	2	1	10 JUL 1905	01 APR 1907
LORING	2	1	25 APR 1905	3-Aug-08
LOWELL	3	2	04 OCT 1907	19 JAN 1911
LUANA	3	4	7-Oct-07	31 DEC 1912
LUTON	3	4	3-Apr-07	12 AUG 1910
LUZERNE	2	4	14-Aug-06	6-Sep-08
LYCURGUS	2	1	13 JUN 1906	
MANHATTAN	2	1	29 JUN 1906	19-Aug-08
MAPLE RIVER	3	1	30-Jun-05	
MARSH	3	1	29 JAN 1906	20-Apr-08
MARYSVILLE	2	3	9-May-07	14-Apr-09
MASONVILLE	2	4	17 JAN 1908	
MATLOCK	2	3	26 AUG 1905	12 JUN 1910
MC PAUL	3	3	23-May-07	22 OCT 1909
MELVIN	2	5	20 SEP 1905	
MIDDLE RIVER	2	2	29-Dec-08	8-Mar-09
MIDDLETON	2	1	26 JAN 1905	12 FEB 1909
MILLVILLE	1	2	09 SEP 1904	
MINKLER	2	1	12-Jan-08	10 APR 1909
MOINGONA	2	2	17 DEC 1907	25-Aug-10
MORSE	3	2	2-Jul-07	31-Dec-07
MOSCOW	2	3?	14 DEC 1903	06 OCT 1907
MOUNT STERLING	2	5	27 OCT 1905	
MOUNT STERLING	3	5	11-Jul-08	14-Aug-09
MOUNT ZION	2	3	26-May-05	20-Mar-09
NASHVILLE	3	2	6-Oct-08	12-Aug-15
NAVAN	3	1	10 AUG 1908	13 AUG 1908
NEW BOSTON	3	3?	21-Jan-07	13-Dec-09



POST OFFICE	TYPE	NO	EARLY DATE	LATE DATE
NEW LIBERTY	2	3	15 FEB 1907	18 AUG 1908
NEWBERN	2	2	2-Jan-07	
NEWBERG	2	3	16-Mar-04	27 SEP 1905
NEWBERG	3	4	13 FEB 1907	29-Sep-09
NEWPORT	1	?	21-Jan-11	
NOBLE	2	2	04 OCT 1906	8-Jan-12
NORTH BUENA VISTA	2	3	15 MAR 1905	08 NOV 1907
NORTH LIBERTY	2	3	1-Mar-04	19-Sep-06
NORTH LIBERTY	3	3	4-Jul-07	4-Feb-10
NORTH WASHINGTON	2	3	16-Sep-04	5-Aug-07
NORWICH	2	2	21 APR 1906	4-Nov-07
NUMA	2	4	03 FEB 1908	12 APR 1913
OASIS	2	2	9-Dec-07	01 OCT 1912
OLIVET	2	2	3-Sep-06	27-Sep-09
OLLIE	2	5	20-Dec-06	26-Sep-08
ONEIDA	1	3	21 NOV 1906	6-Sep-10
ONTARIO	2	2	31 DEC 1907	6-Dec-11
ORCHARD	2	4	4-Oct-06	26 MAY 1915
ORILLIA	2	?	24-Aug-09	
OSGOOD	3	3	24 DEC 1906	13 SEP 1911
OTLEY	3	3	3-Feb-08	29-Dec-08
OYENS	2	3	7-Sep-08	
PALO	2	3	17 MAY 1906	16 FEB 1909
PATTERSON	3	4	14 OCT 1907	13-Sep-10
PAYNE	2	2	9-Mar-09	9-Apr-09
PEKIN	2	1	16-Apr-08	09 APR 1914
PEOSTA	2	3	31 MAR 1904	
PERCY	2	2	7-May-08	9-May-09
PERKINS	2	2	3-Sep-06	
PORTLAND	3	2	21-May-08	7-Sep-12
PRAIRIEBURG	3	3	16-Apr-07	9-Nov-08
PROLE	2	?	18-Oct-06	17-Jul-07
QUASQUETON	3	4	20-May-07	23-Oct-11
QUICK	3	2	4-Mar-08	
RAKE	3	4	6-Feb-06	9-May-13
READLYN	2	1	21-Dec-05	31 MAY 1909
REMBRANDT	3	4	16 FEB 1907	18-Jan-11
RIGGS	2	1	30 NOV 1904	
RINARD	2	1	26-Mar-07	23 MAY 1909
ROBINS	3	3	06 SEP 1906	14 JUN 1909
ROCK FALLS	3	3	13-Jul-07	24 DEC 1910
RODMAN	2	4	18-Mar-08	7-Aug-14
ROME	3	5	2-Nov-07	27 JAN 1910
ROSCOE	2	2	6-Nov-08	8-Feb-10
ROSS	3	4	10 OCT 1907	04 APR 1916
ROSSVILLE	1	3	25 JUN 1906	03 JAN 1908
RUTLEDGE	3	1	30 APR 1908	28-Jul-09
SAINT ANTHONY	2	5	22 AUG 1905	12-Sep-11
SAINT DONATUS	3	2	23-Dec-07	11-Apr-11
SAINT OLAF	2	4	06 SEP 1906	24-Dec-23
SAUDE	3	1	14-Feb-07	25-Mar-10
SCOTCHGROVE	2	3	03 DEC 1904	
SELMA	3	4	29 JUN 1909	2-Dec-09

POST OFFICE	TYPE	NO	EARLY DATE	LATE DATE
SEXTON	2	3	14-May-07	
SHADYGROVE	2	1	01 FEB 1904	
SHARPSBURG	3	4	12 JUL 1907	22-Jun-08
SHELDAHL	3	4	8-Jul-07	26-Dec-11
SOMERS	2	5	8-Feb-07	
SOUTH AMANA	2	3	18-Jul-04	23 MAR 1907
SPECHTS FERRY	2	2	4-Sep-06	12-Feb-09
SPERRY	2	2	9-Aug-06	29-Dec-06
SPILLVILLE	3	4	25-Feb-07	18-Apr-40
SPRAGUEVILLE	2	4	1-Sep-07	22 DEC 1910
STACYVILLE	2	?	24 DEC 1907	
STENNETT	2	2	24-Mar-08	23-Apr-10
STOCKTON	2	2	19-Jun-05	27 NOV 1907
STOUT	3	3	8-Jul-07	9-Sep-10
STRAHAN	1	2	1-Sep-04	8-Jun-08
SUPERIOR	3+	5#	24-Apr-15	25-Jun-17
SUPERIOR	3+	5#	6-Mar-25	7-Aug-30
SUPERIOR	3+	5#	1-Jul-31	23-Jan-32
SWEDESBURG	2	3	27-Dec-05	06 JUL 1912
SWISHER	2	1	16-Jul-07	21 OCT 1912
TEEDS GROVE	2	2	23-Dec-07	14-Apr-11
THORPE	2	2	9-Jul-07	20-Dec-07
TORONTO	3	3	07 AUG 1908	27-Aug-09
TRENTON	2	3	30-Dec-05	05 MAY 1913
TREYNOR	2	3	26-Dec-06	26-Mar-10
TROY MILLS	1	3	21 DEC 1905	31-Aug-07
TRUESDALE	3	2	16-Dec-10	2-Feb-11
TURKEY RIVER	2	2	8-Mar-07	19-Aug-07
TYRONE	1	2	8-Sep-06	26 NOV 1906
VENTURA	3	3	22-Nov-06	26-Nov-08
VEO	1	3	27 MAY 1903	09 SEP 1911
VINCENNES	3	3	22 MAY 1908	30-Aug-11
VINING	2	3	03 APR 1907	5-Nov-08
WAUKON JUNCTION	2	3	04 NOV 1904	24-Oct-06
WAUPETON	2	1	17-Aug-05	2-Nov-08
WAUPETON	3+	1	23-May-10	5-Apr-12
WEST BURLINGTON	3	?	07 SEP 1907	
WESTGROVE	3	3	10-Apr-07	
WEVER	1	?	1-Mar-05	1-May-06
WICK	3	2	8-Nov-07	23-Nov-07
WILLARD	2	2	26 NOV 1906	
WINSLOW	3	?	19 DEC 1912	
YETTER	2	?	10 APR 1906	
YORKSHIRE	3	2	13 FEB 1909	21-Dec-10
ZWINGLE	2	3	24 NOV 1904	30 NOV 1907

Notes: + Non-standard design  
 ? Unknown or questionable detail

# The First Transmountain Mail Route Contracts

## Part X(b) - The Overland California Route Contract

### The Hiestand and Burbank Bids

by **Daniel Y. Meschter**

The bidding for the Overland California route in response to Advertisement No. 5 (Part Xa) forced PMG Montgomery Blair to abandon his attempted policy of dividing longer routes into “detached portions” or segments. The low bid of two for Nevada route 15761 from Virginia City to Folsom City, California at \$26,000 was entered by W.B. Dinsmore, President, on behalf of the Overland Mail Company (Appendix 27). Dinsmore also entered the sole bid of \$474,000 for Utah route 14626 from Salt Lake City to Virginia City so that it only remained for him to be the low bidder for Kansas route 14260 from Atchison to Salt Lake City to consolidate the three segments into what in effect would have been a single route, albeit under separate contracts.

However, while three of the four bidders for Kansas route 14260, including Dinsmore again, Ben Holladay, and Joseph H. Burbank, entered bids for the Atchison to Salt Lake City segment, all three plus John A. Hiestand, frequently if not usually misspelled Heistand, also submitted bids extending service to Folsom City as Advertisement No. 5 invited them to do. Blair had little choice but to accept Hiestand’s low bid of \$750,000 for the extended route:

Ben Holladay	\$385,000	Supplying Denver
	820,000	Extended to Folsom and supplying Denver
W.B. Dinsmore, Prest.	384,000	
	380,000	or
	500,000	addl. to Folsom, supplying Denver
	880,000	To Folsom, supplying Denver
Joseph H. Burbank,	375,000	
Falls City, Nebraska	824,000	Extend to Folsom
John A. Hiestand,	750,000	Extend to Folsom & supply Denver.
Lancaster, Pennsylvania		

The bids were received as of June 14, 1864 and Hiestand’s low bid was accepted the next day; but complications arose even before the POD could inform him of the acceptance of his bid when Hiestand notified PMG Blair by telegraph on June 15th: “Circumstances have arisen that will prevent me from carrying out my bid for mail service to California. I therefore withdraw it.” (Except where indicated otherwise, the following is from House Ex. Doc. 24, January 16, 1865, Serial 1223.)

Ben Holladay was in Washington at just this moment and on top of the situation. On the 16th, the same day the POD officially notified Hiestand by letter that his proposal had been accepted, Holladay argued in a letter to Blair that Hiestand, having withdrawn his bid or “declining to be bound by his proposal,” in effect was no bidder at all and that he, Holladay, was legally and justly entitled to the contract at his next low bid of \$820,000. Blair suspended assignment of the contract to Holladay for another reason until the next week when Hiestand, arriving unexpectedly in Washington, wrote to Blair from Willard’s Hotel on the 21st that he was “prepared to execute the necessary bonds for the performance of the service.” His

sureties clearly were nervous over their liability for the performance of the contract in the event the POD did not accept Hiestand's withdrawal and required him to begin service on October 1st "whether the contract be executed or not," as its letter of acceptance read.

The reason for Blair's demurring on Holladay's demand was that in the meantime Congress was debating a *Joint Resolution to authorize the Postmaster General to extend the Contract with the Overland Mail Company*. Still on the 16th, the House called for information on the bids submitted for the Overland California route and Kansas Senator Samuel Pomeroy of the Senate Committee on the Post Office and Post Roads personally invited Blair to appear the next morning to give the committee the POD's views on the contract for the overland mail service.

The *Joint Resolution* approved on June 30th, 13 Stat. 411-12, gave Blair complete discretion:

to extend the mail contract number ten thousand seven hundred and seventy three with the present contractor, or any other responsible parties, commonly known as the Overland Mail Company, for the term of one year from the first day of July next, upon the same terms and conditions with the present existing contract, except as to schedule time, which shall not exceed sixteen days for eight months of the year, and twenty days for the remaining four months; and except as to compensation, which shall not exceed the sum of eight hundred and twenty thousand dollars, beyond the amount paid for carrying of the printed matter by water.

This compensation limit seemed to lock in Holladay's bid as the only acceptable one after Hiestand's.

Hiestand claimed to be released from his bid by reason of this resolution authorizing Blair to contract with other parties and asserted that the contract indeed had been offered to the "present contractor." The papers do not show that the contract actually was offered to the Overland Mail Company; but do contain a letter from the Contract Office dated July 16th offering the contract to Ben Holladay at Hiestand's bid of \$750,000. In any case, the POD accepted Hiestand's argument and discharged him from any further liability. That, however, did not solve the problem of finding a qualified contractor.

For his part, Holladay proved froward. Writing from his New York office on the 18th, he emphatically rejected the POD's offer as impossible for him to accept.

Accordingly, the POD next turned to Joseph Burbank in a telegram and letter on July 20th offering him the contract at \$750,000. The letter was extraordinary in that the POD for the first time used language relating to the Pacific railroad. After specifying the route from St. Joseph or Atchison, at the option of the department, to Folsom City, schedules, and term from October 1, 1864 to June 30, 1868, it provided that "the service [is] to be subject to all conditions in ordinary mail contracts, and be curtailed in distances, *as the Pacific railroad shall be extended from time to time*, at a pro rata decrease of pay (emphasis supplied)." It took a week until the 27th for the Contract Office's letter to reach Burbank in Nebraska. Burbank both telegraphed and mailed a letter of acceptance on the 29th and, as he complained later, dispatched an agent to Washington with powers to sign the contract and give the required bonds, but Second Assistant PMG McLellan in charge of the Contract Office double-crossed him.

Ben Holladay still was on top of the situation. No sooner had Burbank's acceptance reached Washington when he telegraphed the department accepting the contract at Hiestand's bid of \$750 000. McLellan received Holladay's telegram with grateful relief and rather curtly informed Burbank he was withdrawing the offer to him. Burbank felt he was being treated unjustly. He protested to Blair that the POD already had summarily withdrawn the advertisement (No. 4) for route 14258, but not until after his bid had been received and without any general notice. He complained that forty-five days after the letting on June 15th and after two other bidders had declined the contract, it was offered to him and that he accepted it in good faith, immediately sending his agent to Washington to execute the contract and give bonds, only to have it bestowed on Holladay in the interim.

There is no indication Blair bothered responding to Burbank's objections; but as it turned out, it was just as well for him for as Holladay wrote to McLellan from New York on August 13th, referring to current operations on his subcontract from the Overland Mail Company for the Salt Lake route: "I intended to proceed immediately to Washington to execute the contract, but the alarming news from a large portion

of the route, of the murder of my men by Indians, and loss of stock, grain, and stations, with consequent interruption of the service, has compelled me to remain where I can receive daily reports and send orders to such of my employds as can be reached." It was a harbinger of things Burbank was fortunate to escape.

#### JOHN A. HIESTAND

John A. Hiestand (1824-1890) was born in rural Lancaster County, Pennsylvania into a pre-Revolutionary War family of Palatinate German stock. While his forebears typically were farmers, as most early settlers along the Susquehanna River were then, they also favored commercial pursuits as merchants, millers, and at least one distiller, while later generations tended toward the Professions, including notably dental surgery at about the time it began its advance from barbarism to a modern science and the law.

He attended Pennsylvania College, now Gettysburg College. He read law and was admitted to the bar in 1849 after which he built a successful practice in Lancaster City. He was elected to the House of the Pennsylvania legislature in 1852 and 1856 and to the state Senate in 1860. He was an unsuccessful candidate for Congress in 1868 to fill the seat vacated by the death of Thaddeus Stevens, but after eight years as naval officer for the Port of Philadelphia, to which he was appointed by President Grant, he was elected to the 49th and 50th Congresses (1885-1889).

In 1858 he purchased an interest in the Lancaster *Examiner* of which he was the proprietor and editor for the next thirty years, relinquishing the practice of law in favor of various business ventures (Ellis and Evans, 1883; *Who Was Who in America*, 1963; *New York Times*, December 14, 1890, p. 3, c. 7).

Hiestand had no known experience in mail contracting although his role in the organization of several spur line railroads indicates an interest in the transportation industry that makes it possible he bid on mail route contracts to subcontract to independent carriers or on the behalf of other principals.

Otherwise, his reason for bidding on the California Overland route is obscure. He certainly did not have the capital or expertise himself to organize an operation to carry 600 pounds of mail daily over a route more than 2,000 miles long unless

he had backers well financed enough to buy out the Overland Mail Company and Holladay. Nor would he have been well advised to attempt to bid in the contract with the idea of subcontracting it to someone like the volatile Ben Holladay, although this might have been what he had in mind.

It is significant to note that while Hiestand's bid at \$750,000 was low, it was not inordinately so, suggesting that he might have entered it on behalf of a better informed client.

#### JOSEPH H. BURBANK

Joseph H. Burbank was born in Wayne County, Indiana about 1834, the second son of Isaac Burbank, a merchant who moved west from the State of Vermont to Centerville around 1825. Joseph was among the earliest settlers of Richardson County, Nebraska, about 45 miles across the Missouri River above St. Joseph where he and an older brother, John A. Burbank, followed J. Edward Burbank, probably an uncle, to Falls City in 1858. John Burbank opened a general store while Joseph took up land both in Richardson County and on the Missouri River flood plain in the adjacent corner of Kansas (Edwards, 1917; U.S. Census enumerations: Wayne County Indiana, 1820, 30, -40, -50; Richardson County, Indiana, 1860, -70).

As a prosperous farmer and stock grower, Joseph Burbank could hardly have escaped knowing Stephen Boyd Miles, the widely experienced, well-to-do mail contractor and Richardson County stock grower who held the contract for route 8911 from Independence to Salt Lake City during the Mormon War (Part Vc). Indeed, it is likely that a substantial part of Burbank's operation was supplying horses and mules to freighters and contractors such as Miles.

These coincidences suggest that Burbank might have been backed by Miles and other established contractors in his bids for route 14258



from Atchison to Salt Lake City, that PMG Blair withdrew in February 1864, and route 14260 extended to Folsom City.

While Burbank seems not to have had much if any experience as a mail contractor himself, his bid of \$824,000 was highly competitive with Ben Holladay's \$820,000 and there can be little

doubt he had sufficient backing from somewhere, if not Miles, to think in terms of taking over the Overland Mail Company's and Holladay's live-stock, rolling stock, and employees, if not, as speculated in the case of the Hiestand bid, to sub-contract the route back to them.

## THE OVERLAND CALIFORNIA ROUTE CONTRACT

After ten months of indecision, blunders, and controversy culminating in the summary expulsion of Joseph Burbank from the bidding process, PMG Montgomery Blair was so anxious to finally execute a contract for the Overland California route he was ready to agree to almost anything Ben Holladay wanted. It turned out what Holladay wanted was to have the POD prepare separate contracts for the eastern and western divisions of the route for compensations totaling the \$750,000 he had already accepted for the whole route, instead of his subcontracting the western end of the route to the Overland Mail Company similar to how it previously subcontracted the eastern end to him. He summarized the agreement he made with W.B. Dinsmore in his letter of August 16th asking Blair to partition the route into two divisions.

I am glad to be able to inform you that I have concluded an arrangement with the Overland Mail Company to carry the mail from Salt Lake City, Utah to Folsom, California upon the schedule time proposed by the Post Office Department.

I should be glad to have one contract drawn from Atchison to Salt Lake City in my name for a compensation of three hundred and sixty-five dollars (\$365,000) per annum and one in the name of W.B. Dinsmore, president of the Overland Mail Company, from Salt Lake City to Folsom for the annual compensation of three hundred and eighty-five thousand dollars (\$385,000).

Blair personally endorsed Holladay's letter, "Let this be done," and readily agreed, in conformance with Advertisement No. 5, to designate the eastern division from Atchison to Salt Lake City as route 14260 with Ben Holladay as contractor and the western division from Salt Lake City to Folsom City as route 14626 with the Overland Mail Company as contractor. Further, the Contract Office consented to send the contracts ready for signature to the New York City postmaster for the contractors to execute there. It was finally done on September 1st and in the end the only material difference from the contract for route 10773 was administrative. Holladay and the Overland Mail Company continued to carry the mail with no significant change in operations and without the proviso in the offer to Burbank for reduced pay as the distance was curtailed by construction of the Pacific railroad.

It is an interesting insight into Holladay's personality that while the Overland Mail Company's bids and mail contracts were in W.B. Dinsmore's name as president, all of Holladay's bids and contracts were solely in his own name.

## ADDITIONAL REFERENCE

Ellis, Franklin and Evans, Samuel. *History of Lancaster County, Pennsylvania*. Philadelphia, 1883

**APPENDIX 27, ROUTE 15761**  
**(CONTRACT REGISTER 252, PP. 500-1)**

**NEVADA**

15 76 1. This service is Embraced in route No. 14626 in Utah Ty.

From    Virginia City    Nev  
to       Folsom City       Cal

140       miles and back, daily, supply such offices as may be on the route

Schedule from 1st of April to 1st December (8 months)

Leave Virginia City, daily at 12 M.  
Arrive at Folsom City next day by 11 A.M. (23 hours)  
Leave Folsom City, daily at 10 A.M.  
Arrive Virginia City next day by 9 A.M. (23 hours)

Schedule from 1st of December to 1st of April (4 months)

Leave Virginia City daily at 2 A.M.  
Arrive at Folsom City next day by 1 P.M. (35 hours)  
Leave Folsom City daily at 10 A.M.  
Arrive at Virginia City next day by 9 P.M. (35 hours)

If the extended service invited on route 14260 be let to contract, service on this route will not be.

S.B. Caswell	\$ 50,000 45,000	or end at New Castle or any other terminus of the Central Pacific R.R. by way of Nevada, Grass Valley, etc. in two hours less time than proposed in ad.
W.B. Dinsmore, Prest.	26,000	

*After time*

S.B. Caswell	\$ 50,000	End at New Castle or any other terminus of the Pacific Central R.R.
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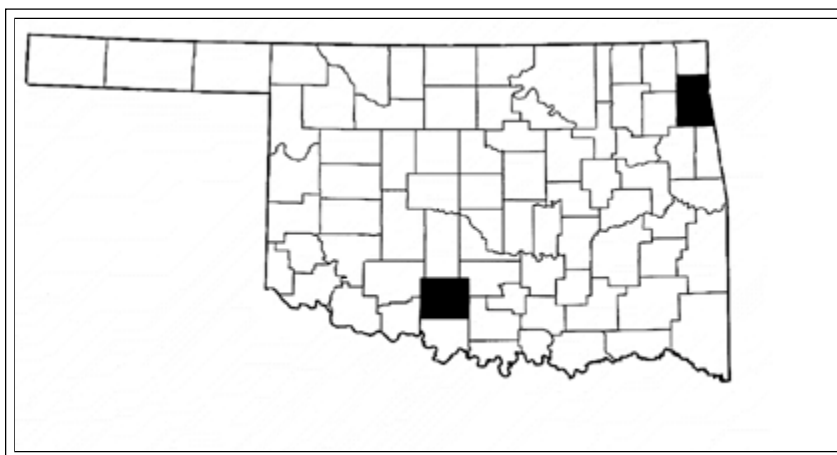


Figure 1. Map of Oklahoma showing Delaware County in the northeast part of the state and Stephens County in south central Oklahoma

## Alma, Indian Territory, Postal History

by Joe H. Crosby

First of all, there were two post offices named Alma, one in what is now Delaware County, and the other in what is now Stephens County, Oklahoma. As will be seen in this article, that fact has caused some confusion in the philatelic community over the years.

The current ALMA listings in *Oklahoma Post Offices*, by Richard W. Helbock, La Posta Publications, 1987 are:

### Delaware County :

Alma - Established 1890/08/16  
Discontinued 1892/05/07  
Notes: Moved to Oaks

### Stephens County:

Alma - Established 1906/02/14  
Discontinued 1981/07/24

Helbock lists this same data in his Part II Alphabetical List of Post Offices, and in his "Indian Territory Postmark Inventory" and "Oklahoma Postmark Inventory" pocket directories (1996).

BUT, wait a minute, now we have reported by William E. Brooks of Garden City, MI. a cover (Figure 2) clearly postmarked "Alma, Ind. T. / July 17, 1903" with a printed return address "A. & T. Moore / Alma Ind. T." addressed to Mrs. F. J. Moore, Brumlow, Texas. This cover is clearly backstamped (Figure 3) "Duncan, Ind. T. / Jul 17, 6 p.m., 1903 / Rec'd"; "Alvord, Tex. / July 18, 8 a.m. 1903 / Rec'd"; "Decatur, Tex. / Jul. 19, 1 a.m. 1903 / Rec'd"; and finally (but faintly) "Brumlow, Tex. / Jul. 20, 1903". All three Texas towns are in Wise County.

There is NO DOUBT that this is a cover from the Alma post office located in what is now Stephens County, Oklahoma, being routed via Duncan, which happens to be the county seat of Stephens County today.

BUT, Helbock says that post office did not exist until 1906, and the Alma in Delaware County was long since discontinued in 1892, eleven years before this 1903 cover.

So, we turn to *Oklahoma Place Names*, by George H. Shirk, Second Edition, Revised and Enlarged, University of Oklahoma Press, 1974. There, Shirk only lists one Alma:

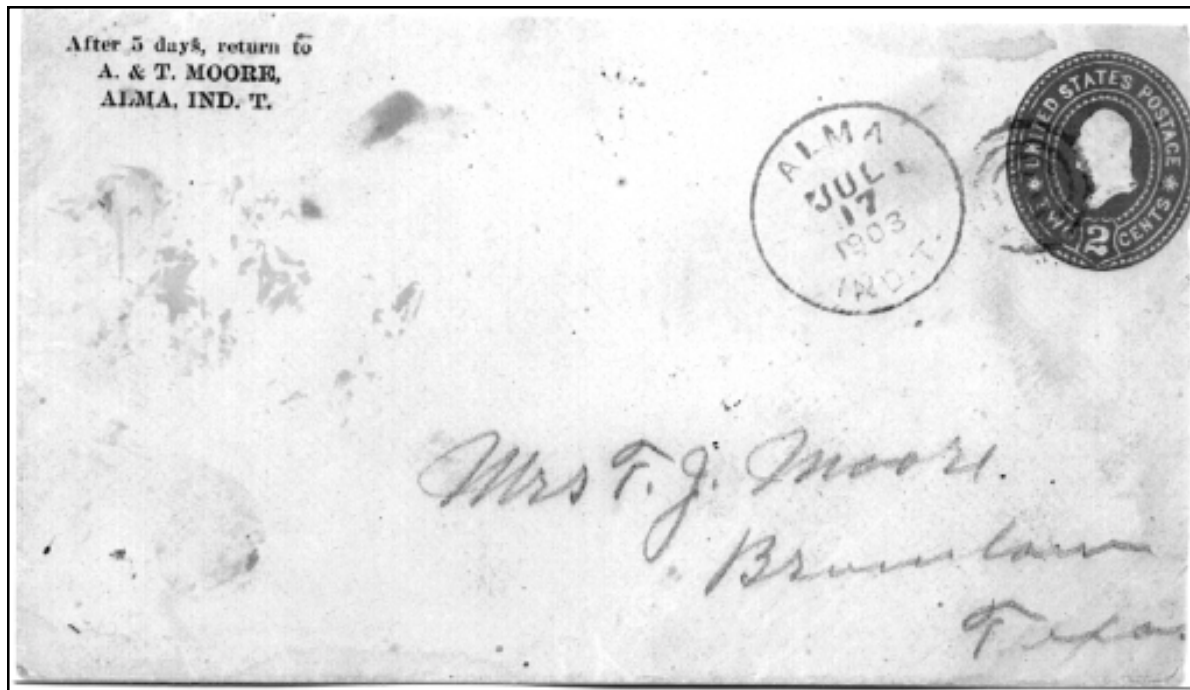


Figure 2. Alma, Ind. T. Cover, July 17, 1903 4 ring target killer.

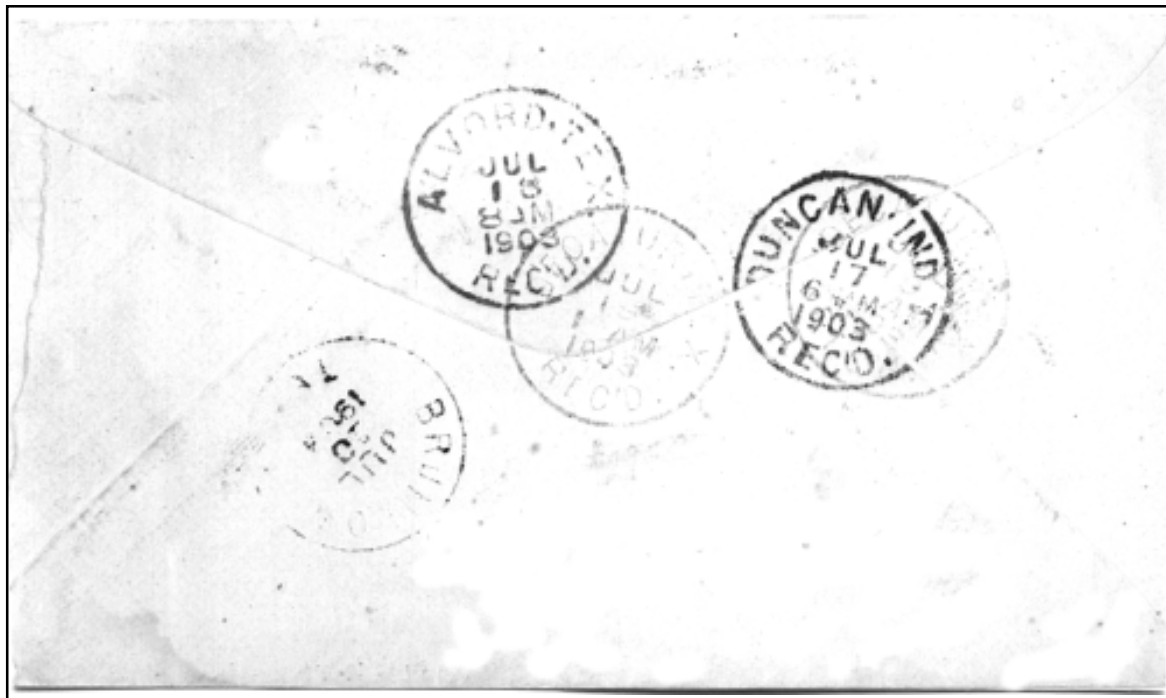


Figure 3. Backstamped Received "Duncan, Ind. T.. Alvord, Decatur and Brumlow, Texas on July 17, 18, 19, and 20, 1903, respectively.

*ALMA: In eastern Stephens County, 20 miles east of Duncan. Post office established February 14, 1906. Named for Alma Peoples, early-day settler.*

That does not explain the 1903 cover either !

Next we turn to Mr. Shirk's earlier work published by the Oklahoma Historical Society in its *The Chronicles of Oklahoma*, Summer, 1948, Volume XXVI, Number 2, *First Post Offices Within the Boundaries of Oklahoma*, by George H. Shirk, pp. 179 at page 186, (or at page 2 in the 1948 Oklahoma Philatelic Society Reprint edition) where he lists:

	DATE OF USAGE	TYPE OF CDS	VARIETIES WITHIN PERIOD	
			1a	1b
	1879-80**	I	NUMERAL 1	NUMERAL 2
CONGRESS OFFICIAL	(Congress CDS 1879-81)		NONE	NONE
NON-OFFICIAL			NONE	NONE
	1880-82	II	1 CONC. CIRCLES	2 CONC. CIRCLES - BARS
CONGRESS OFFICIAL			ALL PM	AM and PM
NON-OFFICIAL			ALL PM	AM and PM
	1882-84	III	DUPLICATE BARRELS	DUPLICATE BAR-ELLIPSE
CONGRESS OFFICIAL			ALL PM (1)	NONE
NON-OFFICIAL			ALL PM	NONE
	1885-87	IV	DUPLICATE BARRELS	DUPLICATE BAR-ELLIPSE
CONGRESS OFFICIAL			AM and PM (1)	NO AM
NON-OFFICIAL			ALL PM	NONE
	1887-90	V	DUPLICATE BARRELS	DUPLICATE BAR-ELLIPSE
CONGRESS OFFICIAL			AM and PM	AM and PM
NON-OFFICIAL			ALL PM	AM and PM

Now, we are getting somewhere. There was an Alma post office established in the Chickasaw Nation before 1906. (Stephens County was formerly a part of Chickasaw Nation). And, Andrew Moore was the first postmaster. Quite possibly the very same person whose envelope bears a corner card in 1903 "A. & T Moore / Alma, Ind. T."

This same information was first published by Grant Foreman, "Early Post Offices in Oklahoma", *The Chronicles of Oklahoma*, Vol. VI, No. 1 (1928), pp. 17, 21. Foreman's listings are:

Post Office	First Postmaster	Date of Appointment
Chickasaw Nation: Alma	Andrew Moore	December 4, 1895
Cherokee Nation: Alma	John D. Smith	August 16, 1890

Shirk refers to Foreman's work in his 1948 article and indicates that he had more information made available to him by the United States Archives than did Foreman, 40 years earlier. Shirk changed many listings of post offices, but Shirk's 1948 listing is basically the same as Foreman's on both of the Alma post offices.

So, we do know that Mr. Moore became postmaster at Alma in Chickasaw Nation in 1895.

What we do NOT know is why Mr. Shirk in his *Oklahoma Place Names* moves the date of the establishment of the Alma Post office from 1895 to 1906 or why Mr. Helbock continues that same information. At least Helbock got it right as to the fact there were two Alma post offices. Even Shirk missed the Alma in Cherokee Nation, Delaware County, in his *Oklahoma Place Names*.

Personally, I think the answer is simply that in doing any of this type of listing of post offices, errors or omissions always occur. Just to prove that theory, I refer to the *Indian Territory Mail*, by Gaspare Signorelli and Tom J. Caldwell, 1966, where they list:

ALMA	Cherokee Nation		August 16, 1890		
1 - C33	-28 mm.	- Blk.	4 T	- 1903	-#1
3 - C33	-29 mm.	- Blk.	4 OB (2)	- 1905-1907	-#2

By these listings, Signorelli and Caldwell were showing that they were aware of circular postmarks (C33) that used the town name and "IND.T." in the cancel with two different diameters, 28 and 29 mm, both types in black, the former using a 4 ring target killer, the latter a 4 open bar killer with numeral "2". Significantly, none of these markings could have come from the ALMA in Cherokee Nation, established in 1890, since that post office had been discontinued in 1892. In fact, they are ALL from the ALMA in Chickasaw Nation, later Stephens County.

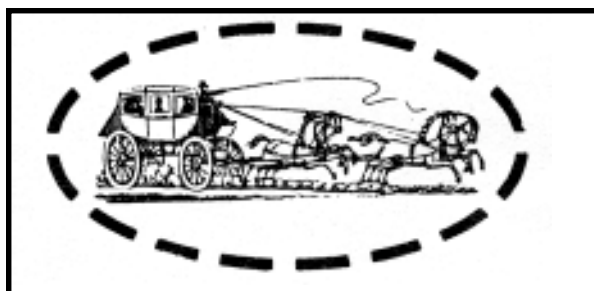
Since Signorelli and Caldwell wrote their book, we have come to refer to 4 open bar killers with a number "2" as Doane cancels, and in *United States Doanes, A Catalog of Doane Cancellations Used in United States Post Offices*,



edited by Richard W. Helbock, La Posta Publications, 1993, in the chapter on Indian Territory coordinated and written by Hal Smith, there is a listing:

Post Office	Type	No.	Earliest	Latest
ALMA	2	2	06 Feb 1906	?? ??? 1907

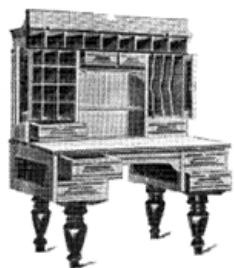
As the current coordinator for Oklahoma and Indian Territory Doane cancels, your author has not received reports of any additional ALMA Doanes. I would greatly appreciate receiving photocopies of ANY ALMA cancels, either Ind. T. or Okla. to eventually complete this postal history. Please send to Joe H. Crosby, 5009 Barnsteep Court, Oklahoma City, OK. 73142-5405.



## La Posta Backnumbers

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

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



## The Connecticut Postal History Society Journal

### An Unsolicited Endorsement

The Connecticut Postal History Society publishes a quarterly *Journal* which is both interesting and a joy to behold. With lively articles and crisp illustrations, *The CPHS Journal* presents itself as a well designed little quarterly which could well serve as a model for other state and regional publications. The latest 18-page issue contains articles on a Connecticut first day of rate cover from 1845, commercial deep sea diving in Connecticut, and new discoveries in Connecticut manuscript cancels.

Annual membership in CPHS is just \$12 per year, and interested parties should contact the Society Secretary Robert Lorenz, P.O. Box 1231, Old Saybrook, CT 06475

# The Numeral Duplexes of Washington, D.C.

## Part II

by Carl L. Stieg

Initially I had intended that Part II would cover the numeral duplexes from 1890 through 1910; however, the two months between issues does not really allow sufficient time to integrate responses (which I sincerely hope to receive) to Part I into an article in time to be considered for the next issue.

In any event, further study of covers in the 1880-890 period has revealed some interesting facts concerning the time of dispatch and differences in official, congressional and non-official mail. A record has been made of the 'time of dispatch' on each numeral duplex dispatch strike in my collection from 1880-1890, broken down by (a) the two varieties in use simultaneously; and (b) by congressional, official other-than-congressional, and non-official mail. Excluded from the

summary are strikes other than initial dispatch, such as receipt, forwarding, redirecting, etc. **Table 1** is an array of that summary.

Comparing the two sets for each time period we see that:

(a) One of the series in each time period within 1880-90 exhibits only PM dispatch for both official and non-official mail.

(b) In the other series in each time period non-official mail shows both AM and PM dispatch.

(c) In the other series for 1882-90 no usage of official mail is seen at all and for 1886-90 only a single PM usage.

(d) No official mail at all was dispatched in the AM from 1882-90.

(e) Congressional mail appears to have been handled differently than other official mail.

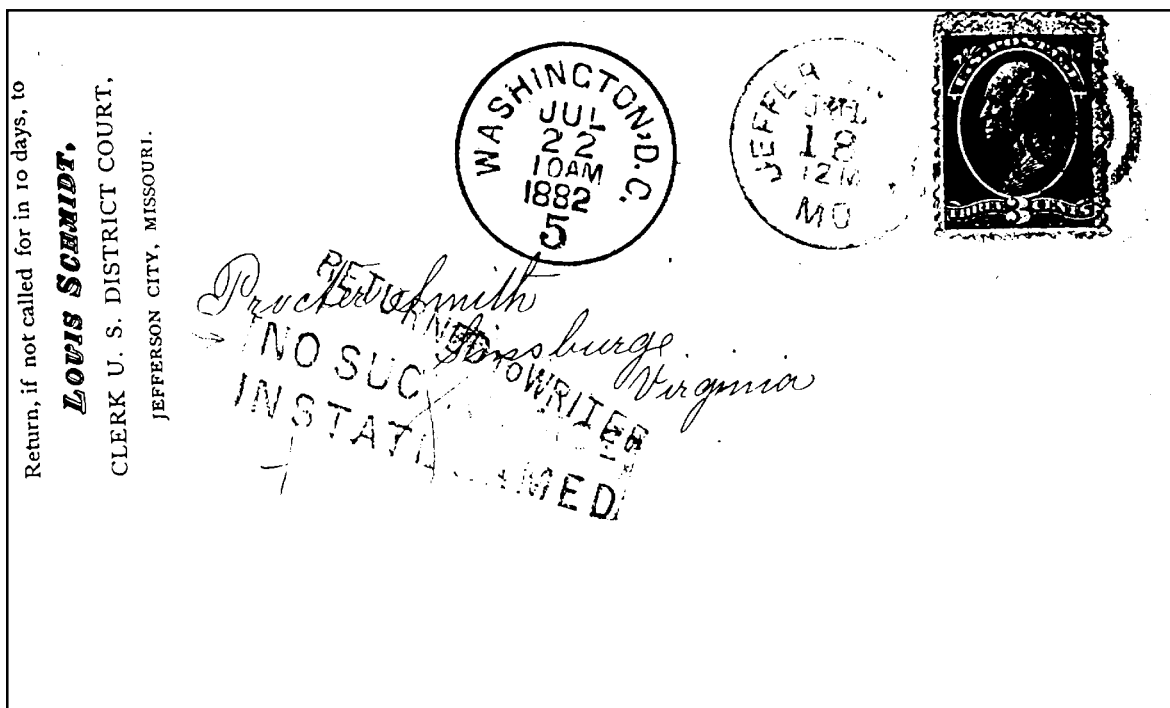


Figure 1

	DATE OF USAGE	TYPE OF CDS	VARIETIES WITHIN PERIOD	
			Ia	Ib
	1879-80**	I	NUMERAL 1	NUMERAL 2
CONGRESS OFFICIAL NON-OFFICIAL	(Congress CDS 1879-81)		NONE NONE PM ONLY	NONE NONE PM ONLY
	1880-82	II	3 CONC. CIRCLES	2 CON. CIRC. + BARS
CONGRESS OFFICIAL NON-OFFICIAL			ALL PM ALL PM ALL PM	AM and PM AM and PM AM and PM
	1882-84	III	DUPLEX BARRELS	DUPLEX BAR. ELLIPSE
CONGRESS OFFICIAL NON-OFFICIAL			ALL PM (1) ALL PM ALL PM*	NONE NONE
	1885-87	IV	DUPLEX BARRELS	DUPLEX BAR. ELLIPSE
CONGRESS OFFICIAL NON-OFFICIAL			AM and PM (3) ALL PM ALL PM	NO AM NONE AM and PM
	1887-90	V	DUPLEX BARRELS	DUPLEX BAR. ELLIPSE
CONGRESS OFFICIAL NON-OFFICIAL			AM and PM ALL PM ALL PM	AM and PM PM (1) AM and PM

## NOTES:

\*One AM only, which is an 1887 (out of period) usage which is not understood.

\*\*Blue H duplex used in the same period.

In Part I, the conclusion was made that the type 'a' and 'b' used in each time period might represent different time shifts. That does not seem to be supported by this 'dispatch' data. However, this data does seem to indicate that the two sets were probably handled by different groups of personnel.

A series of circular date stamps with a numeral at the bottom instead of D.C. (**Figure 1**) exists from 16 August 1880 to 9 August 1883, which are not numeral duplexes – in fact, not du-

plexes at all — but which might explain some of the aberrations within the numeral duplex series. It is assumed to be a 1-6 series, but #4 has not been reported. None of this numbered CDS series has been recorded on non-official or congressional dispatch mails. It has only been seen on official mail (penalty envelopes) and non-official correspondence with an inadequate address that was returned to the post office.

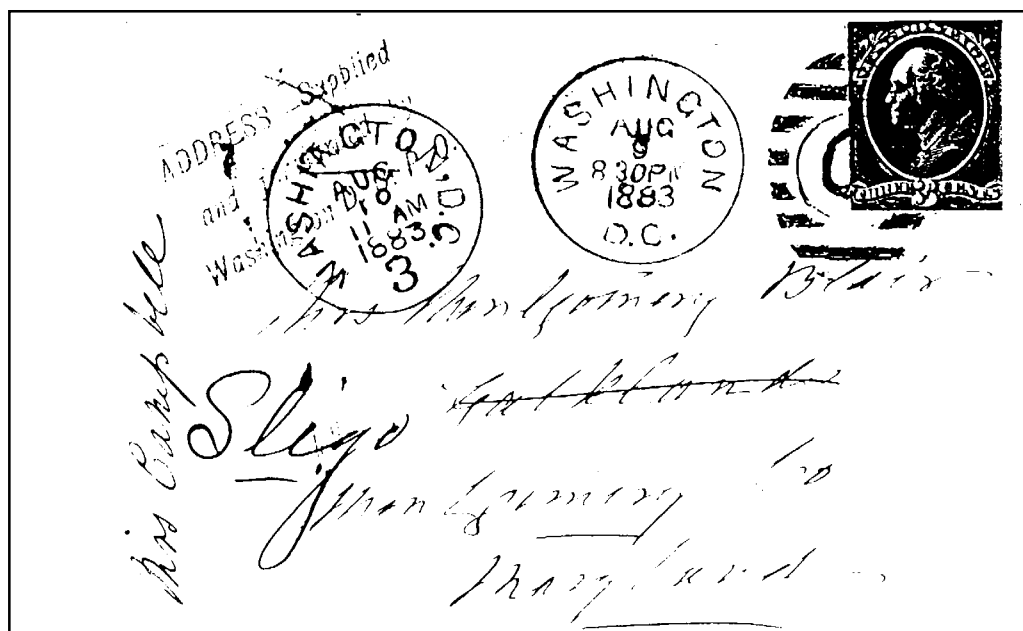


Figure 2

**Figures 1 and 2** are two misdirected covers and **Figures 3 and 4** are two official covers using the series. The misdirected covers have both AM and PM dispatch times, while the officials are PM only. The number 6 CDS differs from the others in the series in that "WASHINGTON, D.C." is longer, extending further around the circumference. Since the numeral duplexes show two different lengths of WASHINGTON, the possibility exists that these single CDS's also have two each, although they haven't been recorded.

I would like to acknowledge the considerable contribution of cover copies by **Bill Sandrik** for this research. Please do not forget to send me your photocopies of the 1890 - 1910 D.C. numeral duplexes:

Col. Carl L. Stieg  
260 Merrydale Road, Apt. 15  
San Rafael, CA 94903  
E-mail: carl\_phil@webtv.net

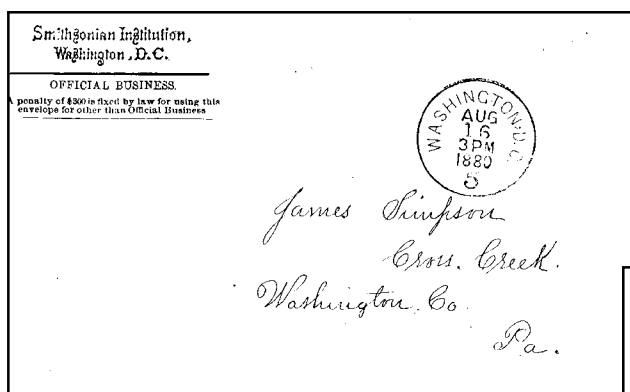


Figure 3 (above)

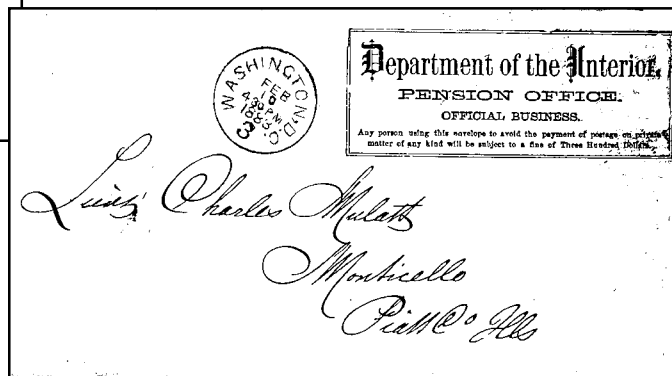


Figure 4 (below)

# Coins, Currency, and Postal History

By Tom Clarke

We travel to the realm of the coin collector through the pages of a *Linn's*-like newspaper weekly named *Coin World*. Amidst fascinating articles on US, ancient, and foreign coin topics are pages full of advertisements listing silver dollars, gold pieces, and the humbler copper and bronze cents and nickels, dimes, quarters, and halves, many in gorgeous condition, with price tags to match.

What is noticeable over the last several years are a few dealers with an "expansive" attitude. While most coin dealers are content to offer standard-fare collectibles issued by the American Republic, there are increasing numbers of dealers who offer examples of colonial coins, too. These are almost always copper coins minted in the colonies (or in England for use in the colonies).

Colonials are rather crude and very uncommon, just as are our colonial manuscript markings on folded letters that are occasionally offered. But the coins, scarce to very rare as they may be, are more common than posted American items of the same period.

The "expansive" dealers have a wider perspective as to what constitutes a Colonial coin. Their view parallels those of postal history collectors who accept privately carried letters in their collections alongside those transmitted in the official post. Such dealers have begun to list as "colonials" the coins not spe-

cifically made *in* the colonies, or in Europe *for* colonial use, but coins made in significant quantities for use *in Europe*.

Are they stretching a point too far? Are *we*, when we call private letters *postal* history, even though they never actually entered the "post?" The

fact is that coins similar to the "colonial" ones they sell have indeed been found beneath American soil by proliferating metal detector enthusiasts ever since that hobby was born in the 1970's.

Though the coins offered for sale may not be the actual ones used in the colonies, similar coins were indeed used in America during colonial times right up to the eve of the Civil War to supplement the American Mint's minuscule coin output. Our letter collections are filled with references that validate this fact.

The accompanying ad of Jonathan Kern's, **Fig 1**, refers to Lion *talers* of Holland (called in America "dog dollars") and the multiplicity of Spanish money that in America would drive prices, slang expressions, and even postal rates for two hundred years. Appropriately separated by Kern are a few examples of British home coins and then under "more colonials," only three examples are offered of what were previously considered true colonial coins: a Massachusetts cent, a North American token, and a cent token of some New York City merchants.

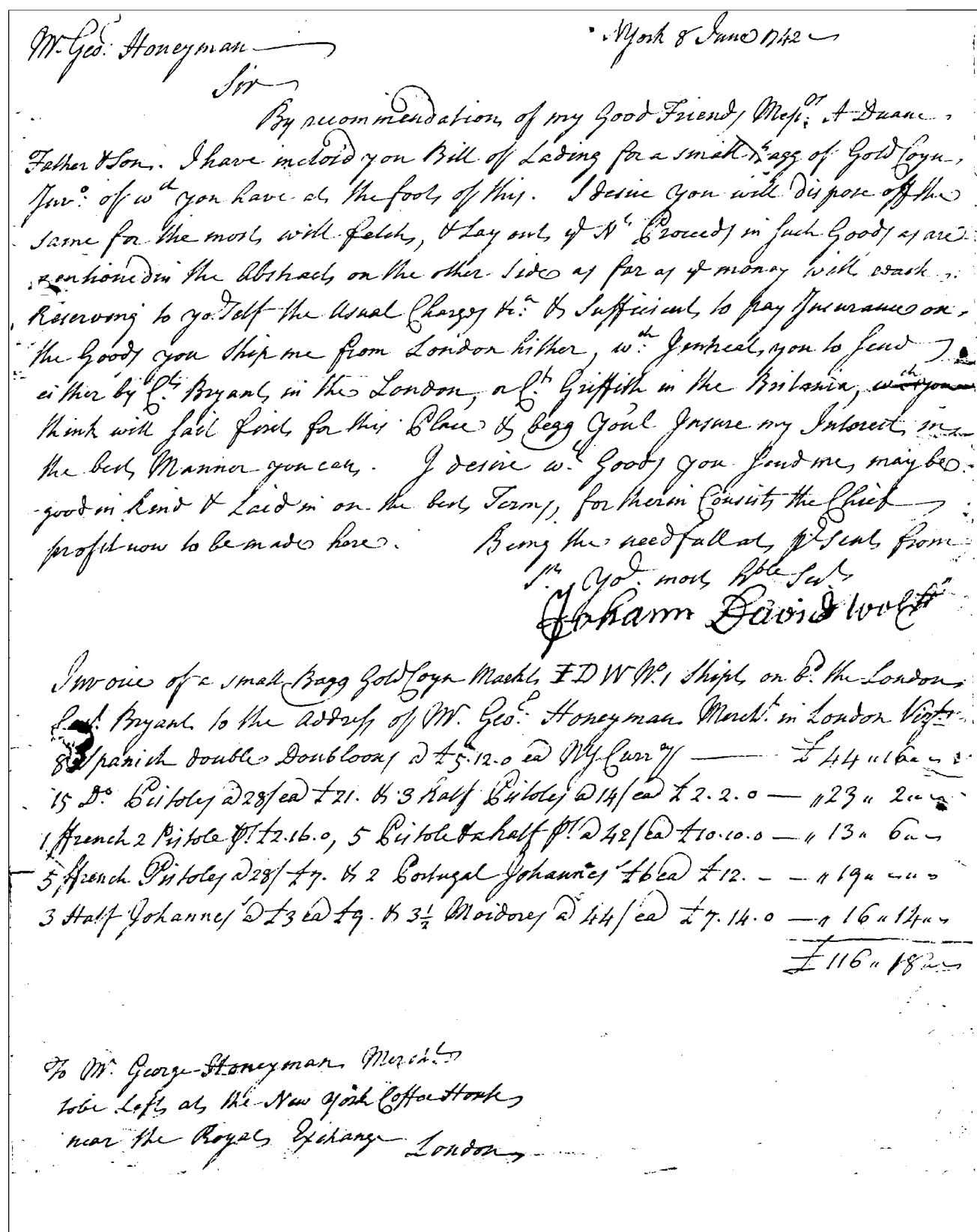
Kern goes to the trouble to offer anecdotal information such as the Turkish gold *zeri mahbuzib* coin was called a "sequin" by

COLONIALS	
1576 to 1660 Dutch Lion Taler, called Dog Dollars in New Amsterdam and the Colonies, various dates F+ very crudely struck \$67.; VF.....	\$147.
Spanish Silver Reales from the homeland, round, carefully struck, featuring a large cross and coat of arms:	
Two Reales: 1708 Barcelona, for Charles III, the pretender, has monogram/coat of arms VF \$47.; 1712 VF+....	\$57.
Sevilla Two Reales 1721 EF \$77.; 1722 EF \$77.; 1724 Abt. Unc. \$117.; 1731 EF \$87.; 1736 Abt. Unc. \$137.; 1737 Abt. Unc. \$117.; 1760 EF.....	\$77.
Cuenca Two Reales 1718 Abt. Unc. gently clnd.....	\$87.
Segovia Two Reales 1718/7 Abt. Unc. \$187.; 1721 EF+ \$87.; 1723/2 Abt. Unc.....	\$187.
Madrid Two Reales 1717 EF+ \$97.; 1721 EF+, clnd. \$57.; 1723 EF \$77.; 1725 EF+ \$97.; 1759 EF+, rev. toning \$97.; 1770 EF.....	\$77.
One Reales: 1721 Segovia, EF+, old lt. clng.....	\$47.
Sevilla One Reales 1726 orig. toned EF+ \$57.; 1729 S, P Abt. Unc., gently clnd. \$97.; 1730 Abt. Unc., clnd. \$97.; Ch. orig. toned EF+ \$177.; 1731 Ch. orig. toned EF+ \$97.; 1732 Abt. Unc., gently clnd. \$77.; 1733 Abt. Unc., gently clnd. \$67.; 1736 Sevilla, Abt. Unc., gently clnd., heavily clashed dies \$57.; 1745 orig. EF.....	\$97.
Madrid Half Reales 1731 Abt. Unc. \$77.; VF \$37.; 1732 VF \$27.; 1735 VF/F \$22.; 1738 VF \$37.; EF, clnd. \$44.; 1746 EF/VF.....	\$47.
ENGLISH COINAGES	
1697 William III Shilling, first bust, choice original ANACS MS-61.....	\$277.
1709 Queen Anne Shilling ANACS EF-45 very pleasing color and surfaces.....	\$167.
1723 George I South Seas Company Silver Shilling ANACS EF-45.....	\$177.
1733 Farthing, 1/4 Penny, ANACS AU-58, lustrous pleasing brown but not fully struck.....	\$97.
MORE COLONIALS	
(1776) 1962 Restrikes of Continental Dollar by Bashlow using transfer dies from Dickeson's dies. Silver, nice MS-60+.....	\$67.
1781 North American Token PCGS VF-25.....	\$247.
1783 Unity States Washington Cent PCGS VF-30.....	\$227.
1788 Massachusetts Cent, 12-M with period, PCGS VF-35, pleasing brown.....	\$640.
1794 Talbot, Allum & Lee Cent with New York PCGS VF-35 smooth brown surfaces.....	\$325.
1799-1800, year 10 of the Turkish Sultan Selim III, gold <i>zeri mahbuzib</i> , known to the Colonists as a "sequin." ANACS blazing MS-64.....	\$367.
1791 Spanish Mexico gold 8 Escudos (U.S. Legal tender for \$16.) PCT certified Fine-15, pleasing.....	\$487.
HALF CENTS	
1793 C-4 ANACS VF details, corroded, scratched, not Fine-12. Very bold detail.....	\$2475.
1794 B-9 nice brown color, ANACS EF-40.....	\$2700.

Fig 1. Portion of the ad of Jonathan K. Kern of Lexington KY which appeared in *Coin World*, on March 8, 1999, pages 54-55.



Fig 2. A letter sent from New York to London, June 8, 1742, accompanying foreign gold coins.



colonists (and thus seen by them), and mentions that the ubiquitous Spanish gold 8 *escudo* coin was valued at \$16 US dollars.

#### POSTAL HISTORY WITNESSES

Examples from letter communications exemplify the view of Kern and others that early America was a hodgepodge of circulating currencies — in the few large cities at least — which must have mystified and confounded most inhabitants.

A letter copy retained in New York, to London, of June 8, 1742, shows the perilous money economy existing in the colonies. What gold and silver flowed west to America soon went back again as payment for the goods needed to carry on a business or to buy the personal luxuries necessary to cushion and make palatable the near frontier life style in New World.

The writer, J. D. Wolf, sends a “small Bagg of gold coyn” for the addressee to “dispose off the same for the most will fetch.” There was an utter acceptance of the Golden Rule, a code of indivisible honor among businessmen in those days it seems. Mr. George Honeyman, in London, was to “Lay out ye [whole?] Proceeds in such Goods as are mentioned in the Abstracts on the other side as far as money will wash.” Interesting slang terms here with a sort of modern flavor.

What he was hopeful of receiving were bolts of cloth: fine black broad cloth, fine blue broad cloth, olive cotton, and cloth with a pattern [any will do?]. Also, supply good Shalloon [?] and mohair buttons to match the several cloths available, and buckram for linings.

Last, “Please to Lay out what remains of the money in yard wide goods [undecipherable], and Mens worsted stock mostly blew Grey & Dark Grey, some Ribb’d & Diamond wove — sounds similar to bankers fare on Wall Street today — and finally worsted and cotton caps.

Following this colorful view of one haberdasher’s stock in trade, let’s return to the subject at hand, the money to be found in the early colonies as Mr Wolf detailed in his Bill of Lading, **Fig 2:**

Invoice of a small Bagg Gold Coyn Markt *FDW NO. 1*  
Shipt on bd. the *London* Capt Bryant to the Address of  
Mr. Geo. Honeyman Mercht. in London, viz:

— 8 Spanish double doubloons @ £5.12.0 ea NY	
Currency	£44.16.-
— 15 double Pistoles @ 28/- ea £21 & 3 half Pistoles	
@ 14/- ea £2.2.0	£23.2.-
— 1 French 2 Pistole piece £2.16.0, 5 Pistole & a half	
pieces @ 42/- ea £10.10.0	£13.6.-
— 5 French Pistoles @ 28/- £E7 & 2 Portugal Johannes	
£6 ea £12	£E19.-
— 3 Half Johannes @ 3 ea £9 & 3 1/2 Moidores @ 44/-	
ea £7.14.0	£16.18.-
	£166.18.-

The sum of E116/18/- in New York currency was a very sizeable sum, even if it was at a discount from the same sum of London pounds and shillings. In 50 years it would equal, at \$5 per pound, about \$600. This amount multiplied by a conservative, 200-year inflationary factor of, say, 50, would equal about \$30,000 in purchasing power today! Quite a heavy trust to place in the hands of a man 3,000 miles away. (interestingly enough, it might cost a coin collector roughly the same figure to buy all of these coins from a coin dealer today.)<sup>1</sup>

As this was being written, a wonderfully similar coin-related colonial item appeared on the Internet, selling at the *eBay* auction site. It is shown below (**Fig 2a**) and is translated as follows:

Shipped by the Grace of God in good order, and well conditioned, by *Joseph Paschal of Philada* in and upon the good Ship called the *Charming Nancy* whereof is Master, under God, for this present Voyage *John Stedman* and now riding at Anchor in the *River Delaware* and by God’s Grace bound for London to say *Ten Spanish Pistoles, and three French pieces of Gold wt. Two ounces Fifteen pennywt., and Eighteen Grains, and three Moydores, and two English Guineas*

<sup>1</sup>Pistoles were Spanish gold coins. They were more than double the English *guinea* gold coin (=21 shillings, and worth about \$5). The *French pistole* is otherwise the French *Louis d’or*, golden Louis, same value as the Spanish. Moidores (=Moeda da ouro, gold coin) were plentiful Brazilian 4,000 reis gold coins, equal to a double *pistole*.

A Spanish *pistole* was a double *escudo*, a double *pistole* was four *escudos*; a *doubloon* was the largest gold coin, an 8 *escudo* piece, so “double *doubloon*” might be a confusion by Mr Wolf. A Portuguese *Johannes*, more popular in North America than in their home country, was the equivalent of a *doubloon*.

and a half, and fourteen ounces and nine pennywt., of Silver of Spanish and French Coin, and go consign'd to Lawrence Williams Mercht, there being markt and numbered as in the Margin, and are to be delivered in the like good order, and well conditioned, at the aforesaid Port of London (the danger of the Seas excepted) unto the sd. Lawrence Williams or to his Assigns, he or they paying Freight for the said Goods at the rate of, one & half pcent With Primage and Avarage accustomed. I witness whereof the Master or Purser of the said Ship hath affirmed .... And so God send the good Ship to her desired Port in safety. Amen. Dated in Philadelphia 25th. March 1737.

John Stedman

In the margin: In a small Bagg Markt No. IIP.1/xx containing 10 spanish Pistoles & 3 french pcs wt 2 ou. 15.18 gr. 3 Moydores, 2% English Guineas & 14 ou. 9 pwt. Of silver.

John Paschal was ancestor and namesake of the Paschalville that developed later in South Philadelphia, and after which a postal station was named in 1890. His shipment in 1737 was of less value than that of Mr Wolf of New York, and approached only \$20,000 in 1990's buying power. Dare we think that either ship foundered and that their coins still reside at the bottom of the sea?



Fig 3. Pine Tree Shilling, 1652

#### AMERICA'S EARLY MONEY

The British were loathe to allow colonies to mint their own money. The reader may be aware of the classic New England attempt to get around this rule in spite of Parliament. In 1652, during the English Revolution, New England minted the NE shilling and fractional coins, Fig 3, followed by Willow, Oak, and the famous Pine Tree Shilling. To prevent English suspicions after Charles II was placed back on the throne in 1662, the frozen date of 1652 remained, though they were minted through the 1680's.

Paper money, however, would be fine, but that of course had a destabilizing effect on the worth of the pounds and shillings represented by the paper. This was fine with Parliament who looked with favor on weak pounds in the colonies and a consistently strong pound at home. In this way,

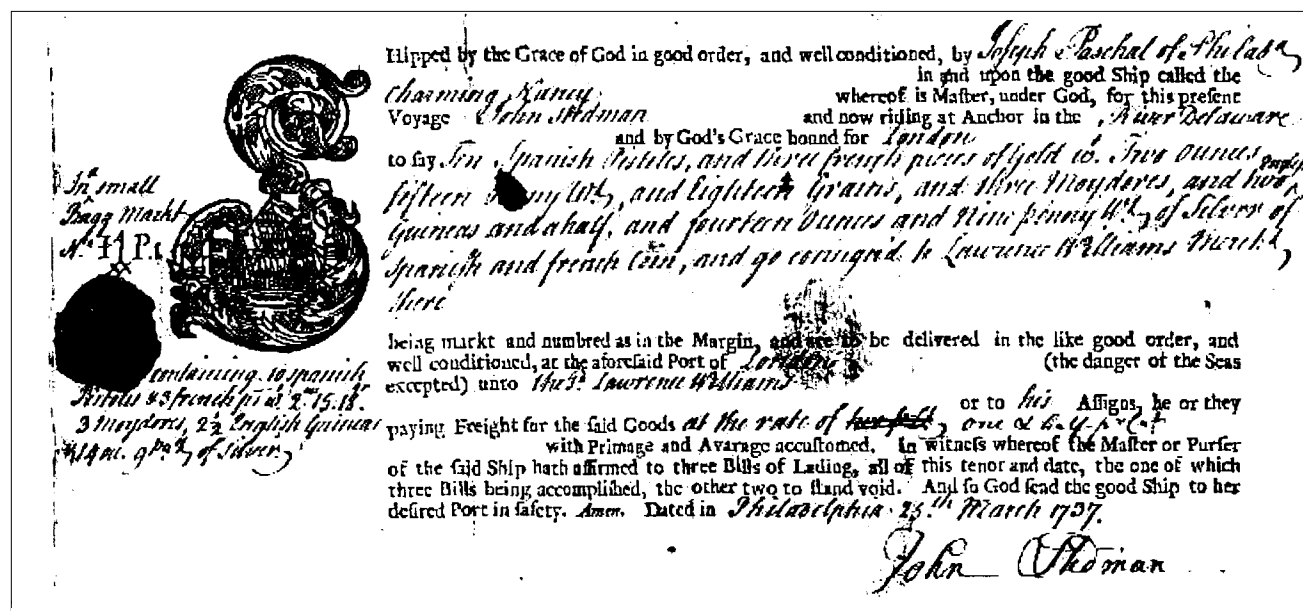


Figure 2a.

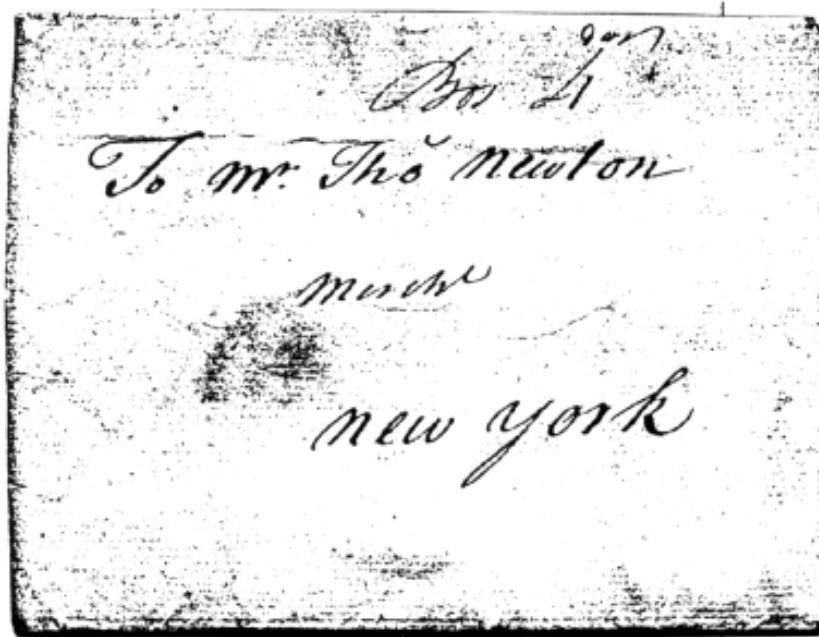


Fig 4. "Bos 4 dwt" cover to New York, Apr 16, 1764.

good money would flow back to the mother country keeping her rich and prosperous, and the colonies ever beholden to her.

Each colony, as a result, was forced to discount various percentages of the value of their pounds. Postage rates within the colonies are witness to this. Rates had to be calculated according to the latest value of the local currency, given the official rates pronounced by Act of Parliament. We see  $x$  number of pennyweights, "dwt," of raw silver written on incoming letters instead of English shillings and pence because of these inequities, **Fig 4**. Recall that most all the rates, those of 1711, 1765, and all from 1775 through 1787 were payable in pennyweights of silver.

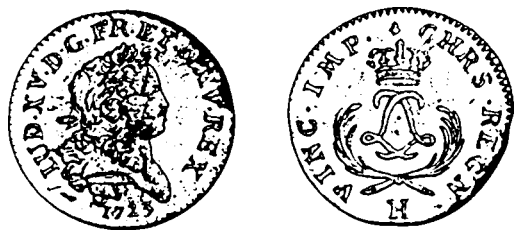


Fig 5. A Gold Louis, or pistole, of 1723, enlarged slightly.

Following the New England minting experience, no other colony experimented with coinage. Isolated merchants made several attempts at a token coinage, but chance imports of precious metal coins and coin sent at the request of merchants from their agents in the West Indies or in Europe would have to do. Imported copper pennies and half pennies, such as the Irish "St. Patrick's Pence" and the quasi-American "Rosa Americana" copper pennies, halves, and two pences would assist with "pin" money transactions, but little more.

French silver and gold trickled into the colonies from French possessions in Haiti, Louisiana, and

French Canada. Portuguese wine in Madeira assured that her gold "Joes"/Johannes would venture to America, as would French *pistole* *Louis d'or*, **Fig 5**. But the massive colonial holdings of Spain in Central and South America assured that *her* money would be the basis of transactions even after the Revolution had replaced pennies and pounds with cents and dollars.

#### EARLY REPUBLIC CURRENCY

Following the Revolution, pennies and shillings, unlike tea drinking, did not disappear. Transactions, like it or not, by force of habit would continue to be counted in shillings for decades to come. Even school children would count pound-, shilling-, and pence-wise for decades because their textbooks were written to the prevailing business practice. "Federal money" was slow to take its place.

But from Erastus Root's *An Introduction to Arithmetic*, 1796, comes this injunction to fellow citizens:

Let us, I beg of you, Fellow-Citizens, no longer meanly follow the British intricate mode of reckoning. Let them have their way — and us, ours. Their mode is suited to the genius of the government for it seems to be the policy of

tyrants, to keep their accounts in as intricate, and perplexing a method as possible... But Republican money ought to be simple and adapted to the meanest capacity. This mode of reckoning may seem a little odd at first, but when the coins of the United States come into circulation, it will soon become familiar.

It would be many years before this would come to pass.

Walsh's *Mercantile Arithmetic*, Northampton MA, 1807, is still using the British system, with a few decimal dollar problems mixed in. But by the time of Leonard Loomis' *The Science of Numbers made Easy*, Hartford CT, 1816, Federal money amounts are taught. But Jacob Wallets' *The Scholar's Arithmetic*, Poughkeepsie NY, 1817, is pragmatic: "When hens are 9 shillings a dozen, what will be the price of 6 dozen of eggs, at 2 cents for 3 eggs? Ans. 48 its."

From 1782, propositions were placed before Congress for a national coinage. Initially, each new "State" was sovereign and could make its own coins. Thus we see New Jersey, Massachusetts, and Virginia cents minted in small quantities — no precious metal coins. Widespread counterfeiting or, rather, innocent copying, of foreign and domestic copper coins proved that Americans needed small change, *any* kind of small change, to carry on day to day affairs.

The dollar was long accepted as the name for the basic currency unit of the new country. Spanish dollars or *pieces of eight*, not to mention the 150 year old German-Dutch *taler*, had been in use for generations. Foreign dollars had, in fact, become our legal tender. American paper money (*not* supported by gold or silver till 1873) emphasized this fact: they stated they were equal to so many Spanish milled dollars, **Fig 6**.

Spanish fractional silver coins came from Mexico City or Lima, Peru, etc., in half, quarter, eighth, and sixteenth of a Spanish dollar denominations. These were the grease of everyday business. Recall, as we did some years ago in *La Posta*, the very old child's cry, "two bits, four bits, six bits, a dollar..." The *bits* mentioned referred to Spanish half *real* coins, each equal to 1/8 of a *piece of eight* dollar. So, too, another expression from the 1900's: "Shave and a haircut, two bits!", or 25 cents.

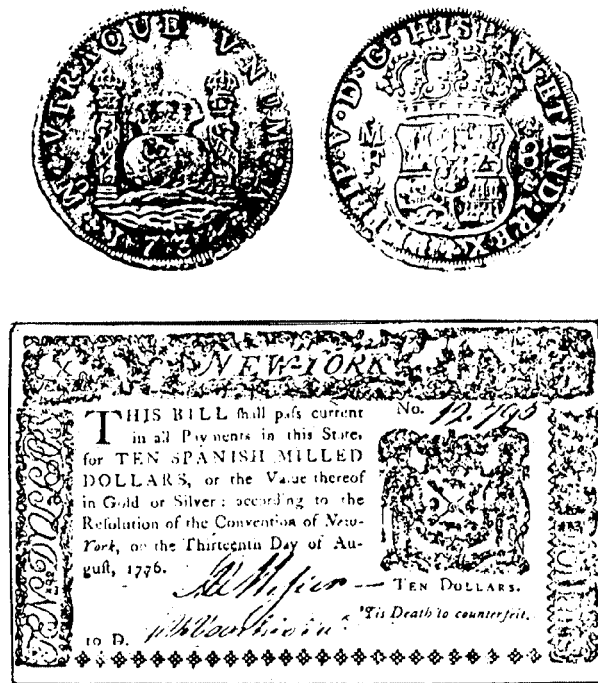


Fig 6. A 1734 Piece of Eight of Mexico City and a New York Ten Spanish Dollar Bill of August 1776.

#### AMERICA FINDS ITS WAY

A good look at a US coin catalog shows that the US Mint found specie devilishly difficult to come by in the first quarter of the 19th century. Large copper cents (containing a cent's worth of copper) and half cents rolled out of the mint with some regularity, but American silver coinage was frequently on vacation. It comes as no shock, therefore, to postal historians of more than two weeks' experience, that some postal rates, too, were stated as the equivalent of Spanish coinage.

Before nickel as a metal made its appearance in 1865, we used small silver half dimes, five cent pieces. But that sum only became a standard postal rate in 1845. These pretty, tiny coins were made with puny regularity from 1795 till 1805, and then none till 1829. Thereafter, more than a million would be made yearly in order to catch up. But what to do for small change --payment for postage due, for instance — 'in, say, 1823? Twenty US large cents, **Fig 7**, weighed half a pound!

A dime (a "disme" at first), 10 cents, was the common rate for about 50 to 100 miles. Yet for a country of about 5 million souls, it would be 1805 before the US mint in Philadelphia made over



Fig 7. Large cents were made till 1857.

100,000 dimes per year (one dime for every 50 citizens), and as late as 1821 before a million would be minted.

A quarter, 25 cents, was a dominant postage rate for over 50 years. It paid for the longest single rate distance between 1792 and 1845. But except for the lone year 1796, no quarters were minted by the United States until 1804, with another hiatus between 1808 and 1815.

Half dollars were made in good quantity almost from the beginning, but very few postage rates required such a large coin, worth about half a day's common labor. As for the silver dollar, forget it. Numbers of these coming from the mint ranged between tens and hundreds of thousands until 1803 and then *none* until 1840.

Incredulity befell the American letter-writing public in 1816. The post-War of 1812 rate of 12 1/2 cents for the 80-150 miles rate was maintained, but in the wisdom of the GPO, a peculiar 18 1/2 cent rate for 150 to 400 miles was listed. There was little ability for customers to pay this, much less for a postmaster to make proper change, despite the fact that the US had coined half cent pieces since 1793. It took nine years for the rumblings of discontent to reach the authorities in Washington.

The GPO was finally compelled to remove this economic stumbling block by adjusting the 150-400 mile rate; it rocketed from 18 1/2 cents to 18 3/4. But, while patrons had to pay a smidgen more, the convenience was well worth the cost. Men, women, and children all along had had ample Spanish half *real* silver pieces, America's "6 1/4 cent coin," in their purses.

The struggling US Mint made available new co'ns made from melted foreign coinage. Individuals could walk in off the street and hand over a pile of foreign metal, have it evaluated, pay an small percentage of "seigniorage" cost to the mint,

and walk out with freshly minted American coins. In good times, that is, when confidence was about in the land.

A letter, **Fig 8**, dated August 10, 1837, headed Mint of the United States, is addressed to the Cashier at the New England Commercial Bank in Newport RI. It has to be in response to a panicky concern over the availability of ready change. The Panic of 1837 had set in with the death of the government's Bank of the United States and "King Andy" Jackson's redistribution of federal funds to so-called "pet banks."

*Mint of the United States*

*Aug. 10th, 1837*

*Sir,*

*In answer to your letter of the 8th, I have to State that we can give you cents, for silver or gold coins, at any time, having now a sufficient supply on hand.*

*Very respectfully,*

*Your faithful servant*

*R. M. Patterson,*

*Director*

Americans and the Post Office Department had turned to the handy Spanish milled dollar and its divisions (and any other foreign coin available) for relief in the begining. In 1792, they called on the Spanish "bit," or America's "12 1/2 cent coin" for the 100 to 150 mile rate. Its use continued even beyond the rate reduction of 1845; the Act of 1847 required the very appropriate 12 1/2 cent base rate for letters in distant, recently-Spanish, California.

By about 1840, America was close to economic independence, but another 17 years will be required. Unknown events would conspire to thrust her into the rarest atmosphere of richest country. In eight years, a gold strike in a territory that was not yet hers will seal the Republic's fate in the most positive manner. And soon after that she will cut the umbilical with foreign money for good.

## BAD TIMES

During bad times, people hoarded "6 1/4 cent coins" and every other specie/precious metal coin. And the struggling economy ground to a standstill.



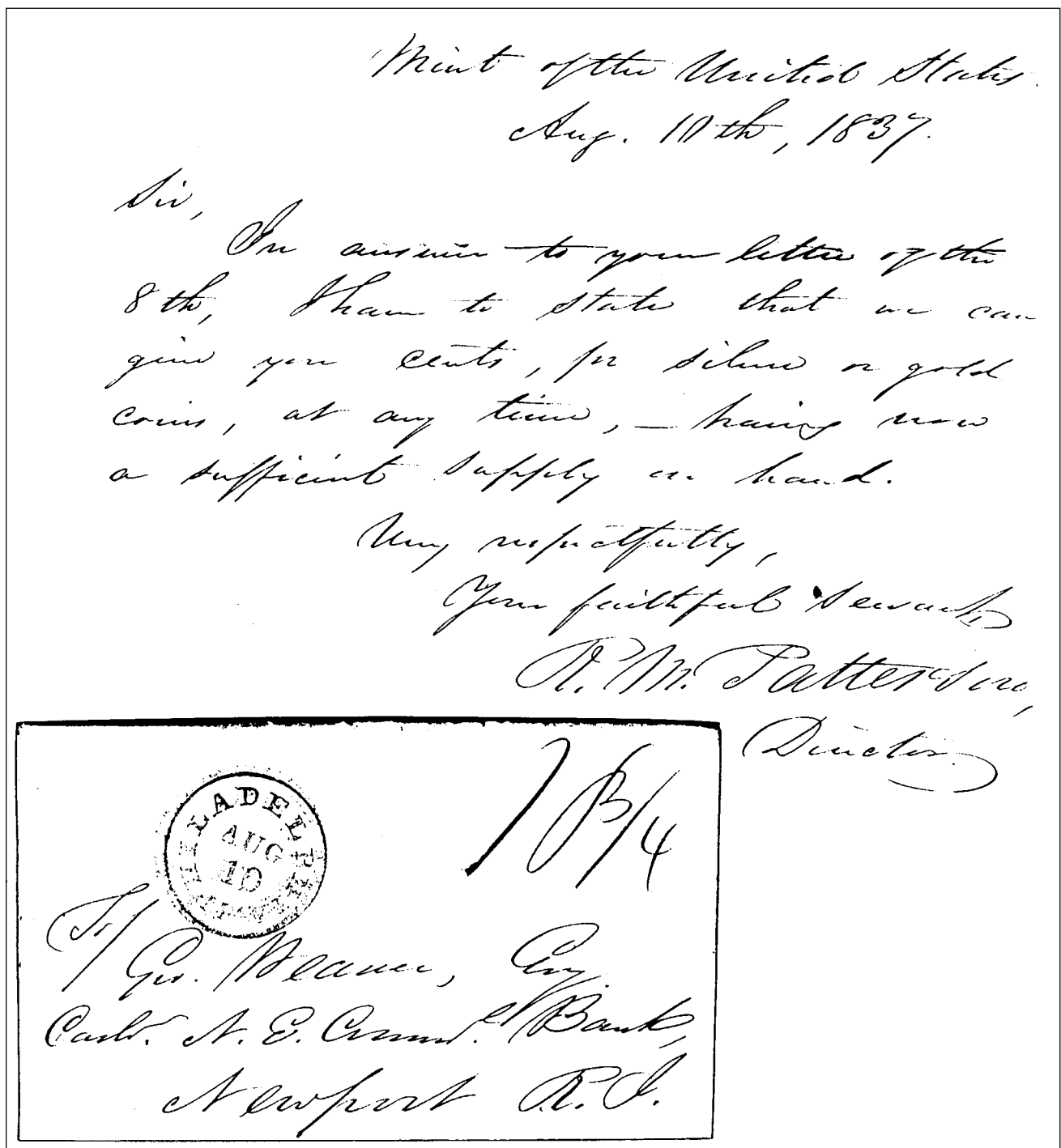


Fig 8. The US Mint offers consolation to a Rhode Island banker in a time when coin was being fearfully hoarded.

The early 19th century economic panics were caused especially by uncontrolled speculation in cheap western land. They:

1) followed the dissolution of the First Bank of the US in 1811 and during and after the War of 1812-15;

2) the dissolution of the Second Bank of the US by bank-hating Andrew Jackson, resulting in the Panic of 1837-41; and

3) after the inundation of huge quantities of California gold, which destabilized prices which created an economic downturn beginning in 1857.



Fig 9. This 1815 12 1/2cent note from Schuylkill Bank in Philadelphia could easily pay common postage.

As a result of each of these, “ma and pa” local banks sprouted to handle people’s money — and profit thereby. Most of these self-destructed quickly and took their voluminous paper currencies — printed on one side only — with them. These are the derisively, but appropriately, named “broken bank bills.” None were backed with hard money; the idea hadn’t occurred. Only in the 1910-30’s period would controls be developed to insure proper banking practices to prevent such wholesale *bankruptcies*.

Postal rates, **Fig 9**, would cause some of the more socially conscious bankers to issue the odd bank bill denominations. As if to underscore our dependence on foreign coinage, other bank’s bills attempted to induce confidence by showing silver coins on their face, Spanish, not American, coins.

Postmasters had to take their share of the broken bank threat, and also of the counterfeiter’s art, **Fig 10**. The proliferation of regional bills sent people scurrying to determine how to know what was real and what was fake. The postmaster of Providence RI in a letter dated February 12, 1819 (Lincoln’s tenth birthday, out there in the backwoods) received a reply to his concern about bills.

*Providence Feby 12th. 1819*

*Dear Sir,*

*We yesterday received your Letter of the 8th. Inst. Covering Fifty Dollars, which we had examined and it all proved to be true Bills. The five Dollar Bill enclosed was received with the Money enclosed in your Letter of the 1<sup>st</sup>. Instant Amount Eighty Dollars, which we*

*fear is not a true Bill as we have not been able to pass it. We think you will recollect the Bill as all the rest of the Money was Massachusetts Bills except this five Dollar Bill. We wish you to return it to Mr. Binford You received it from him and get it exchanged if you can or to the Person you received it from if you can ascertain it, however, if you cannot get it exchanged you will please return the Bill to us as we do not expect you to loose it, if it really proves to be a Counterfeit – We are fearful you have not charged enough to pay yourself for your trouble –*

*With gratitude and respect, we remain  
Yours etc.*

*Field L Rhodes*

The letter is a bit mysterious as to why Postmaster Fitch would be sending so much cash pre-registry days to Mr. Rhodes. Probably the Postmaster job was supplementary to a main profession which consisted of collecting large payments in some way?

Despite the drawbacks of a boundless economy racing headlong through time without full knowledge of the whys and wherefores necessary to do it properly, America was on its way. It was doing a lot of catch up and learning as it went. As for foreign coin in American’s pockets, that was about to end. As for counterfeit bills, they will always be with us, the FBI notwithstanding.

## COMING OF AGE IN 1857

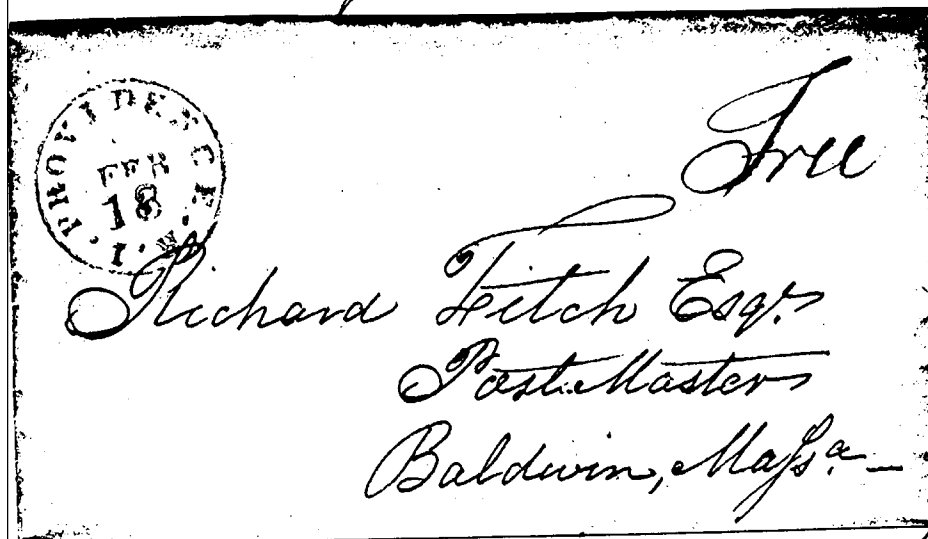
An abiding questions today (in addition to the one about why the one dollar bill?) is: Why the cent? What, do away with a coin denomination?

It *has* happened before, in 1857. The too-large half cent (containing a half cent’s worth of copper) was abandoned and the too-large cent gave way to the smaller bronze cent. But more . important, the Spanish coinage and all other foreign coins were demonetized.

Finally, America’s coinage would do. The mint had been for a decade or more churning out millions of coins of all values. Transactions — after the bad times had departed — could now be routinely made strictly in American coin. Because of

Providence Feb<sup>y</sup> 12<sup>th</sup> 1819

Dear Sir, We yesterday received your Letter of the 8<sup>th</sup> Inst. bearing Fifty Dollars, which we had examined and it all proved <sup>to be</sup> true Bills, The five Dollar Bill enclosed was received ~~in~~ with the Money enclosed in your Letter of the 1<sup>st</sup> Instant Amount Eighty Dollars, which we fear is not a true Bill as we have not been able to pass it, We think you will recollect the Bill as all the rest of



except this five  
it to Mr. Binford  
it it exchanged  
received it from  
if you cannot  
return the Bill

to us as we do not expect you to lose it, if it really proves to be a counterfeit we are

Fig 10. In 1819, even postmasters had difficulty detecting counterfeit local bank bills.

# New Mexico Type E 4-bars

By Tom Todsen

Among the 4-bars issued by the Post Office Department for 3<sup>rd</sup> and 4<sup>th</sup> Class post offices since 1906, the one issued for the shortest period of time was called the "type F" by Helbock in his initial consideration of this group. Later DeRoest, in his more detailed study, designated it as "type E".

Devices of this type appear to have been issued between late August 1930 and early June 1931. The primary characteristic that distinguishes it from pre ZIP code 4-bars is that the post office and state names form a continuous arc at the top of the postmark dial. Though there are several subtypes based on different styles of lettering, these are not considered here.



As of this time, Type E postmarks have been recorded from 60 New Mexico towns. Of these, only seven represent the first device issued to new or re-established offices. These, with establishment dates, are Escondida (2/10/31); Humble City (10/13/30); Penistaja (12/05/30); Round House (9/01/30); Tecolotenos (4/01/31); Tilden (10/04/30); and Torreon (9/29/30). One other town – Broadview (1/06/31) – was established in the required time period, but no Broadview postmark earlier than 1950 has been found. The town listing of NM Type E 4-bars with earliest and latest dates follows:

Animas	4/17/33		Lucy	2/13/33	3/03/42
Anton Chico	12/27/31	1/02/32	Luna	8/19/37	11/14/46
Apache Creek	4/14/33		Maes	1/09/3?	
Armijo	2/19/32?		Mesilla	8/24/34-	2/02/36
Bent	1/25/33	7/12/43	Miami	2/01/32	2/22/34
Buchanan	2/24/33	5/31/40	Penasco	3/26/34	
Causey	1/26/33	5/13/61	Penistaja	11/15/38	
Cedar Crest	5/22/33	4/04/34	Plain	12/31/32	
Central	3/01/34	8/09/41	Rincon	9/23/33	10/09/33
Clapham	5/13/33		Rociada	1/22/49	
Cuchillo	1/17/36		Rosebud	7/10/33	
Dexter	6/07/31		Round House	12/15/31	
Dulce	9/28/34		Rowe	2/01/33-	12/01/33
El Morro	7/25/36	3/05/38	San Lorenzo	9/04/34	
Escondida	7/31/31		San Ysidro	2/09/32-	8/23/34
Faywood	2/09/33		Seboyeta	2/03/33	
Florida	7/07/35	5/08/39	Soham	2/15/34	
Fort Wingate	10/13/30	4/02/35	Tecolotenos	4/11/33	12/02/44
Galisteo	12/23/33		Three Rivers	4/02/3?	3/20/34
Gladstone	4/28/33		Tilden	10/31/32	
Grenville	10/05/31	1/27/34	Tome	2/18/33	4/15/36
House	10/14/35		Torreon	2/14/33	2/06/35
Humble City	3/04/31	7/13/33	Tres Lagunas	9/12/39	4/16/40
Isleta	8/15/33	5/13/35	Vado	12/21/31	
Jemes	5/15/33	5/13/35	Veguita	5/25/33	
La Joya	5/23/32		Vermejo Park	8/01/34	
La Union	2/02/32	8/23/46	Waterflow	2/21/3 3	
Ledoux	4/22/43	12/19/46	Willard	3/17/32	4/05/34
Lingo	12/29/31		Yeso	?/17/32	4/13/33
Lucero	9/10/34	4/15/36	Zuni	4/26/33	



Figure 1. Front of German propaganda postcard mailed from Berlin to New York. Generally translated, the inscription at lower right reads, "America has its great ambitions again."

## The Spanish-American War: Foreign Reactions Expressed By Propaganda Mail

By Michael Dattolico

When the Spanish-American War erupted in April, 1898, the major world powers were in a quandry about whom to support. Most European governments did not militarily interfere, but some expressed their opinions through official and non-official means. The most strident responses came from Great Britain and Germany, two of Europe's strongest imperialistic powers. England and her colonies supported the United States. The German empire, on the other hand, aligned itself with Spain.

Admiral George Dewey's naval squadron defeated the Spanish fleet in Manila Bay on May 1, 1898. With the Spanish fleet in ruins, the U.S. navy controlled the inland waters. But within

days of his victory, German and British warships appeared, and Dewey soon found that he was only one of several naval presences at Manila.

The Vermont-born American admiral soon discovered who his true allies were. The British navy was friendly and accommodating to our warships by giving them maneuvering space prime anchorage within Manila Bay. The German naval squadron, on the other hand, aggressively confronted the U.S. fleet, creating a crisis that nearly resulted in war between the United States and Germany.

In retrospect, it seems that Germany's naval commander underestimated Dewey's ability and fighting spirit after he had defeated Spaiws naval force. Massive German warships cruised around Manila Bay taunting U.S. ships in a provocative manner. The issue was decided when George

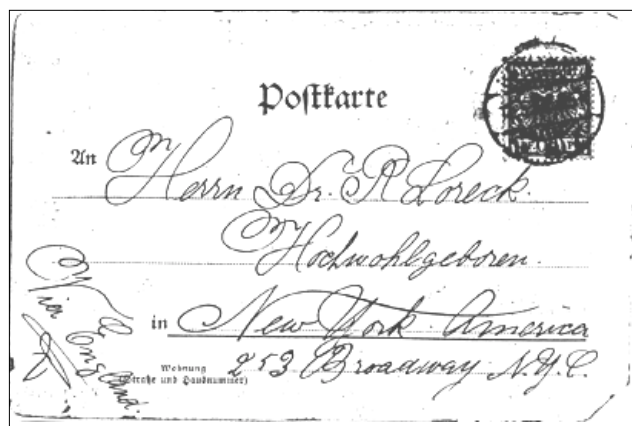


Figure 1A. Back of postcard mailed to New York City on May 12, 1898, via England. There is no evidence that the card was handled by the British post office.

Dewey, known for his explosive temper, summoned the German naval commander to his flagship. In a heated verbal exchange, Dewey asked the German officer if he wanted war with the United States. Before the German could answer, Dewey interjected that if he wanted a war with the United States, he could have it then. The non-plussed German officer demurred, and with British naval support, Dewey remained the prominent naval force at Manila.

America's antagonists, particularly Germany, wasted no time printing post cards which expressed anti-American feelings. An example is the German postcard featured as **Figures 1 & 1A**, which was mailed from Berlin to New York City on May 12, 1898. What prompted such a card to be printed was likely Germany's response to the Manila Bay incident, and its desire for territorial gains in the Pacific region.

One only needs to look at President McKinley's face on the figure 1 postcard to see that its theme is anti-American. The American president's facial features, especially around the eyes, depict him as a sly, villainous character. Spain's queen regent and her prince-heir, on the other hand, are pictured as humane leaders worthy of sympathy and support.

It is an ironic fact that political sentiments between wartime antagonists can quickly change. The **figure 2** postcard presented here is a testament to such a nationalistic turn-around.

The figure 2 postcard's central theme is Kaiser Wilhelm II's new yacht. German publisher Franz Huld published the card. The picture may have been printed to show a friendly relationship between Kaiser Wilhelm II and President Theodore Roosevelt. That would explain the presence of the

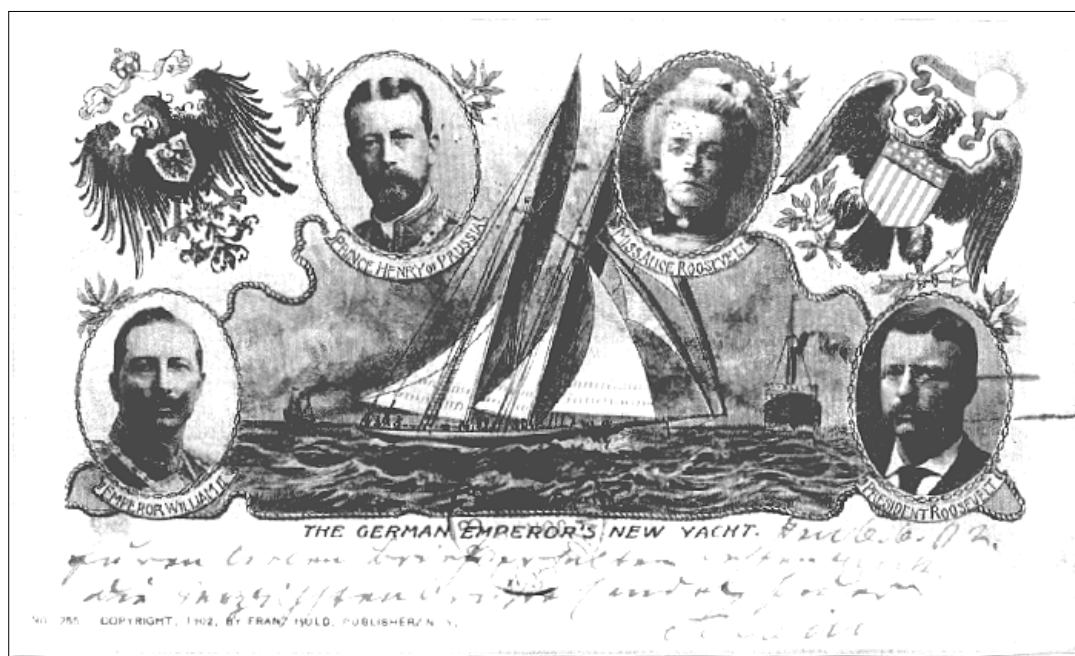


Figure 2. Postcard mailed to Germany from New York at the turn of the century. Its theme is German-American friendship.





Figure 3. Canadian postcard mailed from Ontario to Cincinnati, Ohio, on July 27, 1898, which features American & British patriotic themes.

Kaiser's son, Prince Henry of Prussia, and Roosevelt's daughter, Alice. Patriotic symbols of both countries also adorn the card, giving one the impression that all was well between Germany and the United States. Events in the coming years would change that feeling.

The postcard featured as **Figure 3** gives a hint as to how strong our bond was with England, her colonies and dominions, especially Canada. The private card was designed and printed by the J. C. Wilson & Company of Montreal. Mailed at Chatham, Ontario, to Cincinnati that summer, it was one of a series of patriotic pieces which highlighted the Anglo-American alliance. The array of nationalistic symbols exhibited on the postcard's lower left side leaves no doubts about the closeness of the two countries.

The **Figure 4** patriotic postcard was also printed by the J. C. Wilson & Company. The overall American flag theme, a common one during our war with Spain, was used as the background for the depiction at the card's lower left.

The lower-left picture highlights a casket which presumably contains the dead soldiers and marines of the *U.S.S. Maine*. Spanning the oval picture is

an American eagle. A grieving Lady Columbia holds an American shield. The banner, 'Canada Memorabilis', is held high by the eagle.

The postcard is somewhat unique for several reasons. First, it was sent well after the Spanish-American War had ended. Second, it was mailed at Liverpool and was sent to an addressee in England. And third, the postcard was mailed on the 4th of July, 1900. That it was mailed on our country's birthday seems to be purely coincidental, as nothing suggests that the card was a philatelic usage.

The time that the **Figure 4** piece was mailed was a frustrating time for the United States and Great Britain. Each power was stuck in similar military quagmires. The United States and England both had combat forces in northern China to help quell the rebellion of Boxer rebels. At the same time, each country were mired in its own military *Gethsemane*. American troops were fighting determined Filipino insurgents while British forces fought Boer settlers in South Africa.

The power of postal propaganda, as evidenced by the illustrated cards, can never be underestimated.

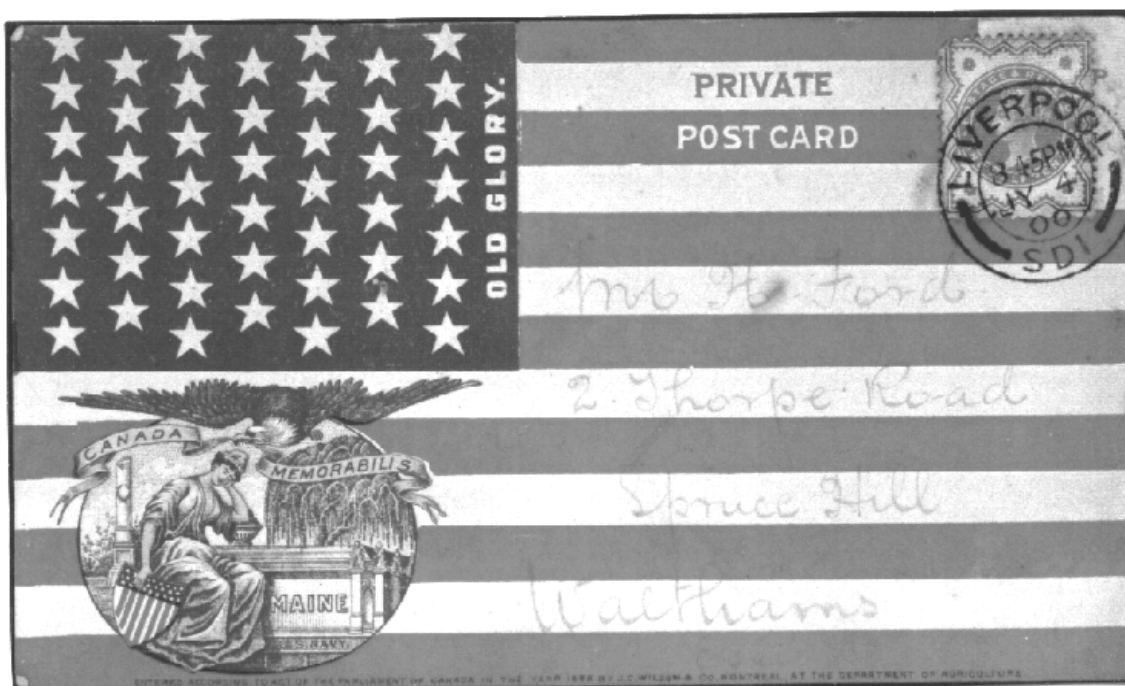


Figure 4. Pro-American patriotic postcard mailed at Liverpool, England on July 4, 1900, to a British address. This postcard was another of a series published by J.C. Wilson & Company of Canada.

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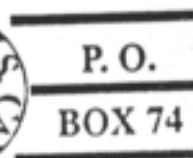
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*The "Polly Woodside" is permanently moored in the Yarra River along side the Melbourne Exposition Centre. It was the primary cachet for Australia '99.*

presentation of awards. The opening ceremonies were highlighted by a *Pirates of Penzance* theatrical performance complete with special philatelic lyrics and sword-wielding actors in full costume.

The quality of exhibits appeared to equal that I have seen at earlier internationals, and indeed many of the exhibitors were the exact same people who have been successfully filling frames with marvelous stamps and covers for several decades. American exhibitors were well represented. In a conversation with Col. Carl Stieg, he proudly informed me that no less than seven members of his local club – the Collectors Club of San Francisco – had entered exhibits, and, furthermore, all of them were hopeful of attaining gold medals.

Perhaps the most noteworthy aspect of the Australia '99 exhibit was the Social Philately class, an entirely new competitive class at the international level which was opened on an experimental basis for the first time at this show. To quote Dr. E. C. Druse, President of Australia '99 and a leading proponent of this branch of collecting, "social philately is the collection, study, classification and exhibiting of materials and artifacts that illustrate either;

the social reaction to the presence of a universal and rapidly developing postal system, or the development and diversification of a social activity or enterprise."

Collections in the first group contain artifacts and paper ephemera of the postal service, material of the hobby and even artistic items passing through the postal system. Robert Dalton Harris and the late Charles Towle would both approve of this group as it was quite similar to a Non-conforming Class of exhibits introduced at ARIPEX in the early '90s. Exhibits representing this group at Australia '99 included a court of honor showing of Valentines, the development of decorative writing paper, a display of stamp boxes, and servicing the posts at Newcastle.

The second group embodies a more thematic approach and may be comprised of philatelic material, in addition to such related items as telegrams and postcards, and even other collateral items which illustrate a major social event, an industry sector, the development of a region or small country, social and religious history or a major social activity. Exhibits representing this group included decorative Maori arts and crafts, trade exhibitions, the timber industry, mourning memorabilia, and, my personal favorite, the impact of missionaries on the postal system of Papua New Guinea.

The quality of exhibits in this experimental class was quite high. Presentations were carefully executed and the stories each exhibit told were very informative. It seems likely that this approach to exhibiting will find a growing number of ad-



*The great red ocean liner of Australia Post dominated the exhibition floor and housed a number of shops selling products and services of the Post.*

vocates, particularly among younger members of our hobby who may be seeking new avenues of self expression.

Children were given special attention with activities such as face-painting and games held in a reserved area aboard the "Perfin Pirate Ship." Actors in full pirate dress occasionally strolled through the bourse, and once in a while sea chanteys could be heard emanating from the direction of the good ship "Perfin".

Although my previous experience at international shows is limited to only Ameripex '87 in Chicago and Pacific '97 in San Francisco, I must say that I found the ambiance at Australia '99 to be quite a bit more relaxed and enjoyable than either of those two shows. It's tough to sort out just exactly what the differences were, although the

existence of a strong show theme and a dedicated commitment to it certainly helped, but I have carried away an impression of a very positive experience from Melbourne.

## Coins, Currency, and Postal History

*(continued from page 65)*

California, US gold coins were proliferating, not that the majority of citizens were able to afford to use them often. There were denominations of 1, 2 1/2, 3, 4, 5, 10 and 20 dollars.

Other coin needs were briefly driven by postage stamps. With the continued downward plunge in postage rates to three cents by 1851, as a convenience to the citizen (perhaps remembering too well the debacle of the old 18 1/2 cent rate of 1816?), the government, in 1853, began minting tiny three cent silver pieces. What's more, the \$3 gold piece, so close in value to the Quarter Eagle (\$2 1/2) coin, was nonetheless created in 1854 so customers could more easily purchase a full sheet of stamps with a single coin, **Fig 11**.



*Fig 11. Three dollar gold bought a sheet of stamps*

## CONCLUSION

It is a valid posture to see American history properly reflected in the "expansive" views of coin dealers with respect to what actually constitutes America's early money. It is palpably true, also, that America's postal habits have themselves, in part, centered upon the continuing need for foreign coins as an adjunct to the early incapacity of the government to meet its own coinage and paper money protections obligations for its people. And, it is a further fact of American historical life that Spanish "bits" and pieces-of-eight dollars have had a most significant, even life-saving, effect on our economic health and sanity, and prosperity.

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**MEADOW LAKE/SUMMIT CITY** and Truckee, California. Early paper and images wanted from these towns. Dana Scanlon, 11380 Sutters Fort Way, Gold River, CA 95670. [30-4]

**CONNECTICUT - NEW BRITAIN,** stampless/stamped to 1955. Send on approval or photocopy with price to Bob Gaudian, 6914 Spanker Dr., Burke, VA 22015 [30-5]

**HAWAII,** Copies of all postmarks between ca. 1840 and 21 August 1959 seriously needed for postal history studies; including service, ship, transit and other related markings. I will pay copying and post, and credit each contributor. Phil Kay, P. O. Box 920, Kaunakakai, HI 96748. [30-2]

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**MASSACHUSETTS - FRANKLIN COUNTY,** Stampless through modern covers. Especially interested in stampless, advertising, patriotics, special events, railroads, foreign destinations. Write, call or e-mail for listing of post offices. Jim Kotanchik, 48 Nashoba Road, Acton, MA 01720, Tel. 978-263-4268, e-mail [jkotanchik@aol.com](mailto:jkotanchik@aol.com). [31-1]

**MONTANA:** Postal history, real photo post-cards, correspondence, checks, advertising, pamphlets, books, photographs, billheads, letterheads, other ephemera. Ken Hamlin, 517 So. 5th Ave., Bozeman, MT 59715. [32-1]

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

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## LITERATURE: FOR SALE

THE AWARD-WINNING 240-page book of Wisconsin postal history - *Going For the Mail, A History of Door County Post Offices* -- is now at a special price: \$13.00 postpaid from the author. Jim Hale, 5401 Raymond Road, Madison, WI 53711. [30-4]

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25	\$32.00	105	\$32.00	186	\$55.00	266	\$8.50	347	\$0.00	427	\$0.00	508	\$0.00	588	\$0.00	669	\$0.00
26	\$55.00	106	\$0.00	187	\$85.00	267	\$5.00	348	\$13.00	428	\$130.00	509	\$3.50	589	\$0.00	670	\$0.00
27	\$32.00	107	\$0.00	188	\$110.00	268	\$24.00	349	\$32.00	429	\$13.00	510	\$16.00	590	\$65.00	671	\$70.00
28	\$180.00	108	\$10.00	189	\$65.00	269	\$24.00	350	\$11.00	430	\$0.00	511	\$0.00	591	\$4.00	672	\$5.50
29	\$16.00	109	\$0.00	190	\$0.00	270	\$11.00	351	\$12.00	431	\$0.00	512	\$3.00	592	\$24.00	673	\$9.50
30	\$7.00	110	\$6.00	191	\$0.00	271	\$0.00	352	\$3.50	432	\$0.00	513	\$0.00	593	\$13.00	674	\$0.00
31	\$17.00	111	\$0.00	192	\$16.00	272	\$8.50	353	\$8.50	433	\$0.00	514	\$5.50	594	\$0.00	675	\$16.00
32	\$22.00	112	\$13.00	193	\$16.00	273	\$0.00	354	\$8.50	434	\$0.00	515	\$0.00	595	\$0.00	676	\$6.50
33	\$13.00	113	\$95.00	194	\$22.00	274	\$3.50	355	\$9.00	435	\$0.00	516	\$3.50	596	\$0.00	677	\$22.00
34	\$20.00	114	\$0.00	195	\$5.00	275	\$7.50	356	\$9.00	436	\$0.00	517	\$3.50	597	\$0.00	678	\$9.50
35	\$17.00	115	\$8.50	196	\$13.00	276	\$6.50	357	\$8.00	437	\$8.50	518	\$3.50	598	\$0.00	679	\$0.00
36	\$0.00	116	\$0.00	197	\$8.50	277	\$13.00	358	\$0.00	438	\$8.50	519	\$26.00	599	\$0.00	680	\$0.00
37	\$10.00	117	\$7.00	198	\$19.00	278	\$0.00	359	\$0.00	439	\$5.00	520	\$3.50	600	\$0.00	681	\$16.00
38	\$0.00	118	\$11.00	199	\$80.00	279	\$0.00	360	\$26.00	440	\$20.00	521	\$0.00	601	\$0.00	682	\$0.00
39	\$0.00	119	\$7.00	200	\$18.00	280	\$0.00	361	\$17.00	441	\$0.00	522	\$3.50	602	\$8.50	683	\$0.00
40	\$0.00	120	\$0.00	201	\$16.00	281	\$0.00	362	\$0.00	442	\$85.00	523	\$0.00	603	\$14.00	684	\$0.00
41	\$15.00	121	\$11.00	202	\$16.00	282	\$0.00	363	\$0.00	443	\$3.00	524	\$0.00	604	\$0.00	685	\$0.00
42	\$5.50	122	\$8.50	203	\$32.00	283	\$0.00	364	\$0.00	444	\$0.00	525	\$8.00	605	\$0.00	686	\$22.00
43	\$9.50	123	\$4.00	204	\$28.00	284	\$0.00	365	\$0.00	445	\$20.00	526	\$0.00	606	\$22.00	687	\$0.00
44	\$11.00	124	\$32.00	205	\$16.00	285	\$13.00	366	\$0.00	446	\$0.00	527	\$3.00	607	\$0.00	688	\$3.50
45	\$16.00	125	\$0.00	206	\$6.00	286	\$0.00	367	\$0.00	447	\$13.00	528	\$3.00	608	\$22.00	689	\$4.50
46	\$7.50	126	\$11.00	207	\$13.00	287	\$0.00	368	\$4.50	448	\$0.00	529	\$0.00	609	\$0.00	690	\$0.00
47	\$0.00	127	\$7.50	208	\$8.50	288	\$13.00	369	\$0.00	449	\$5.50	530	\$0.00	610	\$12.00	691	\$0.00
48	\$0.00	128	\$0.00	209	\$11.00	289	\$11.00	370	\$22.00	450	\$5.50	531	\$36.00	611	\$13.00	692	\$28.00
49	\$5.50	129	\$0.00	210	\$40.00	290	\$0.00	371	\$7.00	451	\$0.00	532	\$24.00	612	\$7.00	693	\$140.00
50	\$22.00	130	\$10.00	211	\$140.00	291	\$0.00	372	\$6.50	452	\$5.00	533	\$4.00	613	\$8.00	694	\$9.50
51	\$11.00	131	\$0.00	212	\$4.50	292	\$11.00	373	\$22.00	453	\$11.00	534	\$16.00	614	\$36.00	695	\$17.00
52	\$55.00	132	\$8.50	213	\$5.00	293	\$0.00	374	\$0.00	454	\$0.00	535	\$13.00	615	\$7.50	696	\$22.00
53	\$7.50	133	\$5.50	214	\$13.00	294	\$0.00	375	\$0.00	455	\$11.00	536	\$0.00	616	\$11.00	697	\$16.00
54	\$26.00	134	\$0.00	215	\$7.00	295	\$16.00	376	\$5.50	456	\$0.00	537	\$0.00	617	\$0.00	698	\$0.00
55	\$13.00	135	\$17.00	216	\$65.00	296	\$0.00	377	\$9.00	457	\$22.00	538	\$0.00	618	\$0.00	699	\$11.00
56	\$16.00	136	\$3.50	217	\$19.00	297	\$5.50	378	\$11.00	458	\$26.00	539	\$0.00	619	\$11.00	700	\$0.00
57	\$0.00	137	\$0.00	218	\$17.00	298	\$0.00	379	\$8.50	459	\$4.00	540	\$5.50	620	\$0.00		
58	\$0.00	138	\$0.00	219	\$85.00	299	\$0.00	380	\$7.50	460	\$5.00	541	\$3.00	621	\$9.00		
59	\$7.50	139	\$4.50	220	\$5.00	300	\$0.00	381	\$42.00	461	\$55.00	542	\$0.00	622	\$0.00		
60	\$10.00	140	\$0.00	221	\$14.00	301	\$0.00	382	\$7.00	462	\$13.00	543	\$4.50	623	\$0.00		
61	\$28.00	141	\$7.50	222	\$5.50	302	\$0.00	383	\$8.50	463	\$46.00	544	\$3.00	624	\$0.00		
62	\$0.00	142	\$26.00	223	\$16.00	303	\$5.50	384	\$0.00	464	\$0.00	545	\$0.00	625	\$0.00		
63	\$0.00	143	\$22.00	224	\$18.00	304	\$0.00	385	\$11.00	465	\$22.00	546	\$0.00	626	\$3.00		
64	\$22.00	144	\$4.00	225	\$11.00	305	\$8.00	386	\$14.00	466	\$13.00	547	\$42.00	627	\$0.00		
65	\$0.00	145	\$0.00	226	\$0.00	306	\$0.00	387	\$0.00	467	\$26.00	548	\$32.00	628	\$19.00		
66	\$0.00	146	\$0.00	227	\$36.00	307	\$13.00	388	\$22.00	468	\$140.00	549	\$8.50	629	\$110.00		
67	\$0.00	147	\$3.50	228	\$32.00	308	\$18.00	389	\$13.00	469	\$28.00	550	\$0.00	630	\$0.00		
68	\$4.50	148	\$0.00	229	\$26.00	309	\$4.50	390	\$65.00	470	\$0.00	551	\$0.00	631	\$0.00		
69	\$0.00	149	\$0.00	230	\$5.50	310	\$0.00	391	\$6.50	471	\$22.00	552	\$0.00	632	\$0.00		
70	\$0.00	150	\$70.00	231	\$17.00	311	\$0.00	392	\$6.50	472	\$0.00	553	\$13.00	633	\$0.00		
71	\$8.50	151	\$5.50	232	\$0.00	312	\$0.00	393	\$34.00	473	\$0.00	554	\$0.00	634	\$0.00		
72	\$0.00	152	\$0.00	233	\$22.00	313	\$44.00	394	\$5.50	474	\$0.00	555	\$0.00	635	\$22.00		
73	\$7.00	153	\$0.00	234	\$13.00	314	\$0.00	395	\$16.00	475	\$11.00	556	\$0.00	636	\$0.00		
74	\$4.50	154	\$7.50	235	\$32.00	315	\$6.00	396	\$0.00	476	\$4.00	557	\$11.00	637	\$0.00		
75	\$5.00	155	\$0.00	236	\$5.00	316	\$10.00	397	\$0.00	477	\$42.00	558	\$0.00	638	\$22.00		
76	\$7.50	156	\$0.00	237	\$5.00	317	\$0.00</										

## ADVERTISING IN LA POSTA

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

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

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

These charges include Type setting & Layout

### AUCTION/NET PRICE ADS:

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

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

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

**or**

**P.O. Box 1615, Copmanhurst, NSW 2460 Australia**

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