

LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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A Tribute to Dan Meschter

Long time readers of our journal will immediately recognize the name Daniel Y. Meschter, and associate it with a high standard of scholarly research on a variety of postal history subjects. Most recently, of course, Dan has been providing us with a very complete and detailed series of articles documenting the history of the first transmountain mail route contracts. The current issue presents Part 13 in this series, and our July issue will conclude the presentation.


The transmountain mail contract series, which I believe will stand as one of the most significant pieces of research ever undertaken on the subject of early mail contracts in the western United States, is only the latest in a long and productive history of association between Dan and *La Posta*. Dan's byline first appeared in our pages way back in November 1972 when he began writing a series of Wyoming county introductions to accompany a serialized listing of Wyoming post offices. Dan had recently published *Wyoming Territorial and Pre-Territorial Post Offices*, and was, at the time, an enthusiastic collector of Wyoming postal history.

As I look back today at that pioneer article combining Dan's knowledge of local history with Ruth Dolezal's meticulous mining of the *Daily Postal Bulletins* and my meager cartographic efforts, the pica type, set page wide with an IBM Selectric may look primitive, but the crisp prose style, which has become a hallmark of Dan's work, still shines through. The Wyoming collaboration ran on for several more issues with Dan providing a series of capsule introductions to add geographic interest to Ruth's post office list. In the years that followed, Dan went on to tackle many other projects both individually and in collaboration with others. A quick review of the master *Readers Guide* for the first three decades of *La Posta*, reveals that Dan Meschter's byline has appeared in roughly one-third of the 180 issues we have produced. By the way, speaking of the *Readers Guide*, that too is Dan's work, and, while we have not published a hardcopy edition, it is permanently available at both the American Philatelic Society and the Rocky Mountain Philatelic librar-

ies. The *Readers Guide* may also be consulted or downloaded without charge at our website, www.la-posta.com.

Lest anyone be concerned that my tribute to Dan has been occasioned by some misadventure on his part, let me hasten to explain that Dan is happily enjoying life in his new community of Albuquerque after many years of living in the Pacific Northwest. Dan wrote recently in a letter accompanying his latest update of the *La Posta Readers Guide*, to say that he did not think we should count on him for much more in the way of major contributions. He added that he believed himself to be of an age now where it has become more important to complete projects than to start new ones, and went on to list some pending projects that might keep a lesser spirit busy for several lifetimes. Dan did say, however, that he might consider writing a few biographical sketches of historical characters important to the overall postal history story. To me, this leaves the door open a crack, and I for one fervently hope that we have not seen the last byline of Daniel Y. Meschter.

I have often mentioned that *La Posta* has been a labor of love for over three decades now, and that much of my love for the project has been fueled by some wonderful and giving people that I have been privileged to know along the way. Dan Meschter is definitely one of those people, and I know that you who support our journal will join me in wishing him the very best and thanking him for all these years of wonderful work on behalf of our shared hobby.



Richard "Bill" Helbock

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La Posta Reader's Forum

In response to the March "Publisher's Page" regarding the reproduction of postmarks by tracing versus scanning techniques, we received three or four email messages containing comments on the personal experiences of our readers. Reproduced below, with permission of the author, is a message received from Ken Stach of The Woodlands, Texas.

Richard,

I read with interest your editorial on scanning postmarks versus tracing them. I am an engineer by background, and did a lot of drawing with a mechanical pencil during college (and hated it). It was required "back then" (before the days of Computer Aided Design, or CAD, programs). As I began to collect Dakota postmarks more and more, I realized I needed a way to "catalog" them. I've taken this approach:

1.) For years I used a modified version of Sheldon Dike's method for New Mexico postmarks, and adapted it to South Dakota markings. See attached Word file for details.

2.) I have diligently recorded every cancel I've seen for 22+ years of collecting, and cataloged them into what is now an Excel spreadsheet file of some 5000 lines. One line for each postmark variety of each office of what is now South Dakota.

3.) The columns of the spreadsheet are: town name, county, dates of cancel use (range of dates), cancel type (using the attached methodology), killer type, and then personal items (e.g., if I have an example of that type cancel in my collection, when I bought it, whom I bought it from, what I paid, an estimate of the current value, and any other notes).

4.) Which brings me to "scanning".....in the final columns I have set up image file names (e.g., "ab033183.tif" for a scanned image of a cover from Aberdeen (Dakota) from March 31, 1883. The Excel spreadsheet file has a "link" to the CDROM where I have my scanned images. When I double click on the "ab033183.tif" cell in the spreadsheet, the application is launched to pull up the cancel (or sometimes whole cover) image.

I scan everything in color. And, like you, I have experimented with many resolutions and colors. I've found the best to be:

A.) 150x150 dpi, with

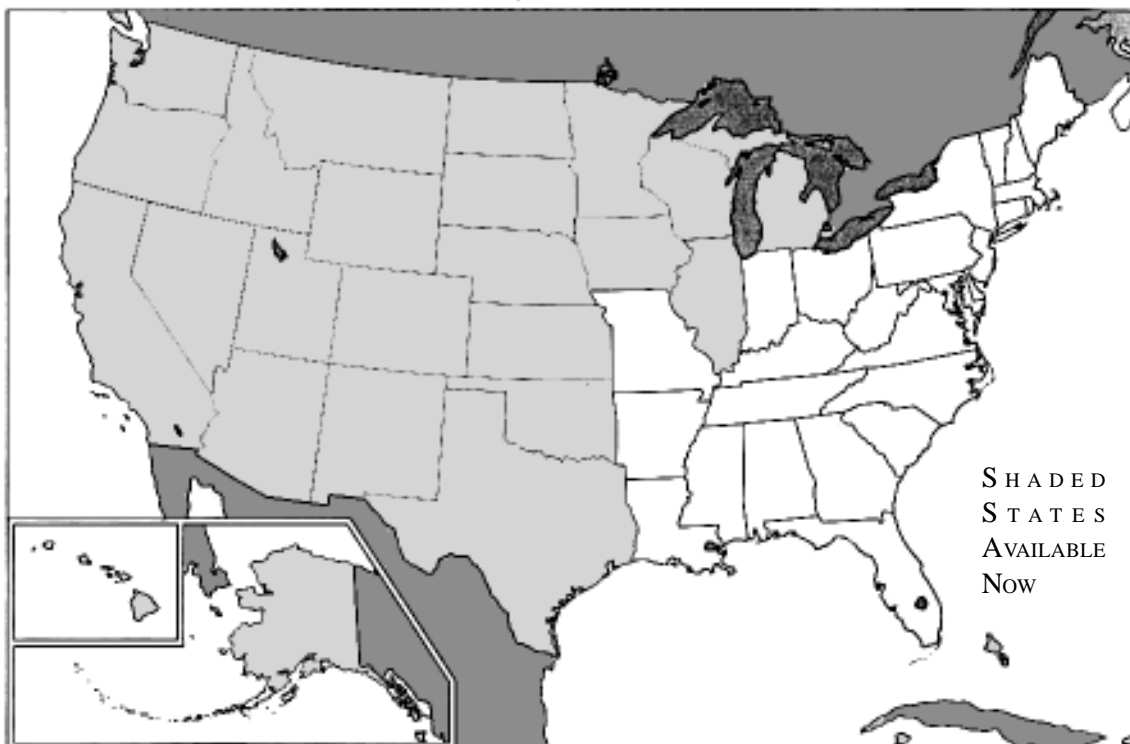
B.) "Sharp" color photo (approximately 256 colors) This gives very clear images when blown up, and still keeps disk space to a minimum. Although I'm not too worried about storage, as it is becoming cheaper and cheaper....and I have a CD writer as well. A typical postmark/killer combination alone takes about 80-120 k of storage space. A whole cover is typically in the neighborhood of one full meg. Still not too bad.

I print to very quality Xerox color printer through a Fiery SI server, using PaintShopPro software. The printed images are virtually indistinguishable from the original cover.

Lastly, I've taken all my TIF files and put them into Word document "county" files....one for each of the counties now in South Dakota. I can then add appropriate text below the image (i.e., dates of operation, etc.). And, then I've printed out my entire collection, county-by-county, for use at home....while all the real covers remain in safe storage. This way, I essentially have my collection of thousands of covers at my finger tips in only three binder of printed color pages.

I'd like to hear any additional "high tech" thoughts you have with regard to our hobby. Thanks.
Ken Stach

Thank you, Ken, for passing along your experiences. We would welcome comments from other readers who have postmark tracing and scanning tips to pass along. Many of us live too far away from others in our hobby to share these experiences in person, and, while regional shows and exhibits sometimes give us a place to share experiences, they are usually very busy places and we are frequently torn between hunting the bourses, examining the exhibits and sharing notes on techniques. The **La Posta Reader's Forum** could become a regular feature of our journal if a few of you pick up a pen or dust off the keyboard and send us your questions, tips and comments regarding postal history techniques.



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Figure 1 The Union Envelope Company of Pontiac, Illinois offered a variety of patriotic covers in 1898. It was typical of many stationery businesses throughout the country that capitalized on pro-war feelings of many Americans.

A Well-Traveled Patriotic Cover

By Michael Dattolico

Artwork used on envelopes to spur patriotic fervor during wartime was certainly not a new idea when the Spanish-American War began in 1898. Both sides successfully used the postal tactic during the Civil War. The same can be said about the short war against Spain. Before the conflict was won, a plethora of patriotic envelopes flowed through American post offices in 1898. Stationery producers capitalized on the war's popularity by selling an array of patriotic envelopes which inspired and delighted postal patrons (**Figure 1**).

The American flag, used as a single theme or the centerpiece for more sophisticated depictions, was the most popular topic used during the Spanish-American War.

But not all stationers used the flag as the central motif. Others capitalized on our early victories in the Philippines to help businesses sell their products, as shown by the **Figure 2** example.

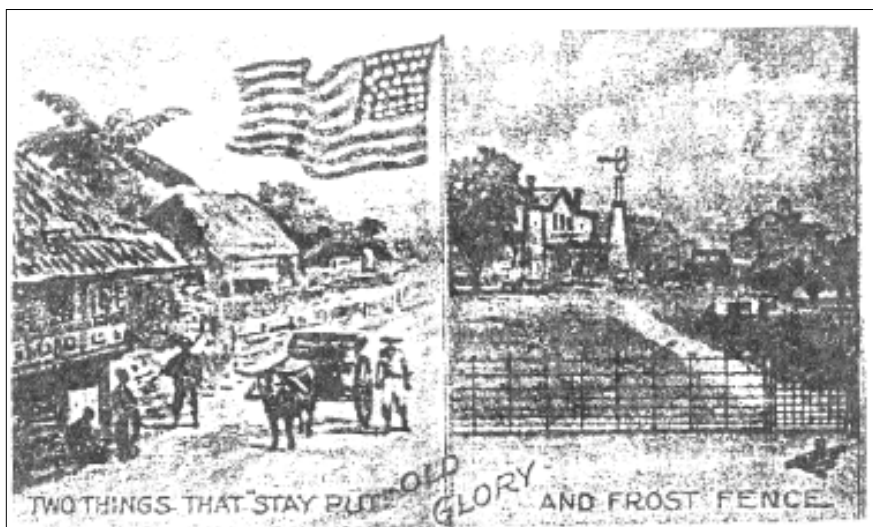


Figure 2 The Frost Wire and Fence Company of Cleveland, Ohio used this patriotic advertising postcard to sell its fences and related items.



Figure 3 Soldiers gathered in a tent provided by the YMCA to read and write letters from home. The YMCA supplied patriotic stationery to mobilized soldiers camps throughout the country in April and May, 1898.

But regardless of the themes, people avidly used pro-war illustrated stationery that spring and summer. Perhaps the most grateful recipients of such mail were state national guardsmen recently mobilized for active duty. That encamped citizen-soldiers received mail enclosed within patriotic envelopes during the early days of the war is certain. Patriotic stationery was also made available without cost to soldiers by the YMCA at temporary encampments (**Figure 3**).

But this article is not about patriotic envelopes used at stateside locations. Its topic deals with two specific issues: Were our troops who fought the Spaniards able to send patriotic envelopes from the war zones during the actual periods of combat? And if so, do patriotic covers exist from the fighting fronts? The answer to both questions is an unqualified **YES**. But when postal historians count, examine and study them, they usually find that examples of such mail are not that prevalent. There are several reasons.

First, the combat periods at each area of operations were short. In the Philippines, combat commenced when our fleet sank the Spanish ships at Manila Bay on May 1, 1898, and continued when American Marines seized the coal pile and machine works at Cavite. It ended when the American army forces seized Manila in mid-August. In Cuba, combat operations began when U.S. Marines cut the telegraph cable near Cienfuegos in May, and continued when

army troops landed on June 22nd. It ended when Santiago de Cuba was seized by our men in August. In Puerto Rico, American soldiers skirmished with Spanish troops for a few weeks in August before the island was captured and the war ended.

The second reason why patriotic covers mailed *from* the war zones are scarce was due to the weather. The men had few places where paper items could be protected from the soaking rains. Letters and other paper items received by our troops soon fell apart in the tropical weather.

A third reason concerns the postal materials provided by our military postal stations. While the postal clerks offered basic supplies, there is no proof that their stocks included patriotic stationery. Thus, any patriotic envelope mailed from a combat zone would have been sent to him after he

arrived. But again, that scenario is an unlikely one, since soldiers had few places to keep paper dry. Nor did they have the time or inclination to write home. Finding the Spaniards a skillful foe, especially in Cuba, our troops had more pressing things to occupy their time.

Patriotics sent from soldiers fighting in Cuba during its short, violent combat period have been recorded. **Figure 4** is such a cover. It features the American flag in the traditional red, white and blue colors. Part of the design, however, is shown in gold. The two-bar straightline cancel was applied by military postal station clerks somewhere in Cuba (**Figure 5**). Backstamps affixed at the Washington, DC. And the New York post offices verify that the soldier's cover was mailed in early July. I have never seen a patriotic cover used by a soldier mailed during the short combat period in Puerto Rico.

But if patriotic covers sent from Cuba or Puerto Rico during their combat periods are scarce, the existence of patriotic covers mailed from the Philippines battle front is a different story. What is presented here is an examination of one specific patriotic design mailed by American soldiers en route to or from the Philippine Islands combat zone in 1898. The patriotic envelope examined in this article seems to have been used only in the Pacific area of operations. I have never seen one used from Cuba or Puerto Rico. It is illustrated as **Figure 6**.



Figure 4 Multi-colored patriotic cover mailed from Cuba during the campaign's short combat period. Military Station No. 1 handled the letter in early July, 1898, as evidenced by the receiving back-stamps

UNITED STATES POST OFFICE, Military Station No. 1, CUBA.

May 19, 1898, and remained there until they either departed for the Philippines or were moved to the Presidio because of unsanitary conditions.

Figure 5 Image of the first military postal station cancellation used in Cuba which is shown on the previous illustration. The canceller was a two-line device used "in the field" from late June through July, 1898.

As patriotic envelopes go, it certainly was not the most intricate or colorful patriotic cover created during the conflict. The design is a multi-colored flag printed in red, white and blue with a framed portrait of the battleship *U.S.S. Maine* juxtaposed at an oblique angle on the flag. Of the countless patriotic types produced during the war, this one is the most common patriotic type mailed by overseas U.S. soldiers who fought the Spaniards during the short war.

Little is known about the exact origin of this patriotic envelope, except that it has only been seen used by troops en route to or actually fighting in the Philippine Islands in the summer of 1898. The men who would eventually use them were first based at Camp Merritt in San Francisco, which was situated at the city's race track. Western troops and selected eastern volunteer regiments began assembling there on

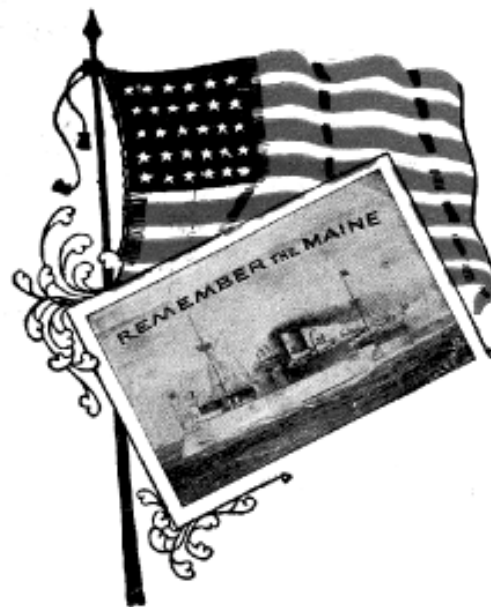


Figure 6 U.S. flag and a framed portrait of the USS Maine placed at an oblique angle upon the lower portion of the flag and its staff.

There are several theories about where the patriotic envelopes were produced and by whom they were distributed. One idea is that thousands of the envelopes were made by a San Francisco printery, and were distributed by the YMCA to the men at Camp Merritt and Presidio without cost. If the YMCA distributed the covers before the soldiers boarded transports, then men could easily have kept some for later use. But if the YMCA handed them out to soldiers at either Camp Merritt or the Presidio, there should be some examples mailed from those sites which are available for study. I have never seen one mailed from men garrisoned at those places, although they may exist.

A second theory is that Railway Mail Service superintendent Frank Vaille, the newly appointed postal agent for the Philippines, brought a large supply of the covers with him in June when he arrived at San Francisco for the Pacific voyage. He or other postal officials may have had them printed at San Francisco or elsewhere and only intended them for overseas use. That might explain why few if any of the patriotic covers have been seen used from California in May or June, 1898.

Vaille departed for the Philippines with the first contingent of U.S. troops bound for the Philippines in June, 1898. The convoy stopped briefly at Honolulu for supplies, and the men were permitted to go ashore. It was in Hawaii that the covers made their first appearance.

One can easily imagine the excitement when our troopships docked at Honolulu. Homesick soldiers scrambled ashore to send letters, but many of the men had no stationery or stamps. Most likely, Vaille gave some of the patriotic envelopes to them. Local Honolulu postal officials, anxious to help the American soldiers and sailors, affixed official Hawaiian stamps on top or in place of American stamps to expedite their mail to U.S. destinations. They knew that the stamps would ensure that U.S. postal clerks in Seattle, Portland and San Francisco would accept U.S. military mail without postage due penalties.

Figure 7 is an example of this unique postal arrangement. The convoy continued to the Philippine Islands, arriving at Manila Bay in mid-July.

July 16th through the 30th, 1898, has been called the "Transport Period". It describes Frank Vaille's postal activities in Manila Bay during those two



Figure 7 Soldier's letter mailed at Honolulu in June, 1898, by a soldier of the 1st Colorado Volunteer Regiment when the transports stopped at Hawaii for supplies. Note the official Hawaii stamp affixed to the cover. Such stamps were provided free by sympathetic Honolulu post office clerks to expedite the soldiers' letters home. Hawaiians favored annexation of the Islands to the United States. Application of Hawaiian stamps on U.S. soldiers' mail was one way Hawaiian citizens expressed their pro-American sentiments.



Figure 8 Patriotic cover used by a soldier of the Astor Battery to New York City. It was sent to New York during the “transport” period of postal service (July 16-30) when Frank Vaille went to the ships anchored in Manila Bay to pick up letters. They were sent to the U.S. without postage or postmarkings.

weeks when soldiers had to remain aboard their ships. Realizing that the men languishing aboard the transports needed a postal outlet, Vaille and staff went from ship to ship, gathering mail for shipment back to the United States.

Once again, soldiers had access to this particular patriotic envelope, as evidenced by the **Figure 8** example. One must speculate about how the soldiers got them for use. Either the soldiers got the covers at Honolulu and saved them for future use, or they were provided by Vaille and staff as they made their rounds before he and the troops went ashore in late July. Vaille set up a postal station at Cavite on or about July 30th.

American soldiers landed at Manila and defeated the Spaniards by early August. On Sunday, August 14, 1898, Military Station No. 1 was moved from Cavite to the main Manila post office. Apparently, Vaille still had a supply of

the patriotic covers for American troops, as verified by the **Figure 9** cover used on that date.

There are three significant facts about Figure 9 that Philippines collectors must take into account. The first one is obvious – the patriotic cover itself was still being used. The second one is the date, August 14, 1898, Military Station No. 1’s first day of busi-



Figure 9 Patriotic cover used on Sunday, August 14, 1898, the first day of service from the Military Station No. 1 operating from the captured Manila post office. Note the unit designation printed above the picture.

ness at the Manila post office. But the third fact adds to the mystery. For not only was the patriotic design still being used, but copies now showed the unit's identity printed above the flag. That detail requires some new answers to questions previously asked:

1. Where was the stationery being printed?
2. Under whose auspices was it being produced?
3. How was it getting to the soldiers in the Philippines?
4. Who ordered the patriotic stationery to be printed with specific unit designations above the design?

As to where the stationery was printed, the same guesses stated earlier still apply. A stationery shop in the San Francisco area may have received an order by the Post Office Department for the new stationery, and postal clerks accompanying later convoys may have brought the personalized patriotics with them. Frank Vaille may have cabled the War Department with a listing of the units fighting in Manila, and requested a shipment of the patriotic covers with unit designations. Another possibility is that the Post Office Department may have had the stationery printed and entrusted it to a clerk for delivery at Manila. Then, too, the YMCA may have

been responsible for the new batch of stationery. There is even speculation that a Honolulu print shop might have handled the printing job.

By early August, the envelopes were still available at Honolulu when convoys of troops stopped there en route to the Philippines. How they got into the hands of the soldiers there in late summer is still a mystery. Honolulu post office clerks may have kept a substantial stock for American soldiers who would pass through the islands on their way to the Philippines. But what is especially noteworthy is that the original style of covers, the type without unit designation, were still in stock in Honolulu and somehow dispensed to needy troops, as the **Figure 10** cover illustrates.

The Figure 10 example poses an interesting dilemma. The letter was written in Alaska by a passenger aboard the Steamer S.S. *St. Paul*. The sender, however, did not mail it until the ship docked at Honolulu. Judging from the Alaska Commercial Co.'s non-philatelic marking on the cover's front dated August 6th, the sender did not mail it until August 7th. The stamp used was a 2-cent #279b copy; no Hawaiian stamp was affixed to the cover. It entered the U.S. mails at San Francisco and was sent to Gary,



Figure 10 Patriotic cover mailed from Honolulu on August 7, 1898, to South Dakota. It was carried aboard the S.S. *St. Paul*, an Alaska Commercial Company vessel en route to San Francisco. The stamp used was a U.S. #279b.



Figure 11 Patriotic cover mailed at Military Postal Station 1 on October 19, 1898, to Honolulu. Like other examples of this patriotic cover used after combat operations had ended with Spain, the sender's unit was printed above the design.

South Dakota, population 277. While the letter has never been referred to as “soldier’s mail”, it is likely that it was mailed by a soldier of the 1st South Dakota Regiment. Both the 6th convoy, commanded by General H.G. Otis that sailed on July 23rd, and the 7th convoy, commanded by Lt. Colonel Le Stover which left on July 29th, contained the entire South Dakota national guard regiment. That the letter was addressed to South Dakota eliminates coincidence. Since the letter originated in Alaska, perhaps the man was an Alaska gold miner trying to catch up to his unit on its way to the Philippines.

Even after the war with Spain ended, the patriotic envelopes were available to our men in the Philippines. **Figure 11** is proof. It is the same patriotic design that was personalized for Company “I” of the 14th U.S. Infantry, a regular army unit. Other units used the patriotic stationery through the end of 1898.

Research of patriotic mail used overseas during the war with Spain should be an on-going task. Hopefully, others will begin to delve into this fascinating area of postal history.

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US War Tax Postage Due, 1917-1919

by Richard D. Martorelli

The world changed suddenly in June 1914, with a single shot in Sarajevo. The assassination of Archduke Franz Ferdinand of Austria-Hungary was the impetus for World War I. Various countries in the British Empire established "war taxes" to raise revenue, and these stamps are found in the *Scott's Catalog* with the "MR" Prefix. From the beginning, there were efforts to get the United States involved in the war. After three years of discussion, events and provocation, Germany's policy of unrestricted submarine warfare resulted in the sinking of several unarmed US vessels. On April 6, 1917, the United States declared war on Germany. Congress then turned its attention to how to conduct and finance the war. In October, they passed the War Revenue Act of 1917.

This law had different sections designed to increase government receipts. The largest part affected the personal income tax, which had been ratified with the 16th Amendment, only four years prior (1913), and had an existing maximum rate of 16%. The law increased the maximum rate to 67%. According to Secretary of the Treasury Andrew Mellon, in 1924, the high rate of tax "was an emergency measure, adopted under the pressure of war necessity, and not to be counted upon as a part of our revenue structure." The effect of this change was to tremendously raise receipts, and shift the major revenue source of the government from excise taxes to income taxes. See **Table 1**.

Another (more important to collectors) part of the War Revenue Act of 1917 was an increase in domestic postage rates. Through October 1917, 1st class letters were \$0.02/oz and postal/post cards were \$0.01 each for destinations inside the US. (The rates for drop letters are not considered in this article.)

Figure 1 shows examples of the prewar rate letter rate for a 1 oz. fully paid letter and a 2 oz. short paid commercial cover. On November 2, 1917, the 1st class letter and postal/post card rates for domestic mail were increased by a penny each, to \$0.03 and \$0.02, respectively. This "war tax" rate was effective through June 30, 1919. Included in the government receipts shown in Table 1 is the additional postal income from the new rates. In a House Ways and Means Committee Report of May, 1917, it was estimated that the increased rates would provide total additional annual revenue of \$89 million. This was projected to be \$70 million from 1st class mail and \$19 million from 2nd class mail (generated from applying an eight zone parcel-post type system to this matter). In recapitulations after the war, the actual total revenue generated from the postage rate increase was approximately \$70 million for a 12 month period, with a grand total of \$116 million for the 20 months that the increase was in effect. As is still true today, the government budget estimates overshoot the real world.

Table 1, Summary of US Government Receipts, Outlays and Surplus/Deficit) (\$000)

Fiscal Year	Receipts	Outlays	Surplus/Deficit
1915	\$683	\$746	(\$63)
1916	\$761	\$713	\$48
1917	\$1,101	\$1,954	(\$853)
1918	\$3,645	\$12,677	(\$9,032)
1919	\$5,130	\$18,493	(\$13,363)
1920	\$6,649	\$6,358	\$291

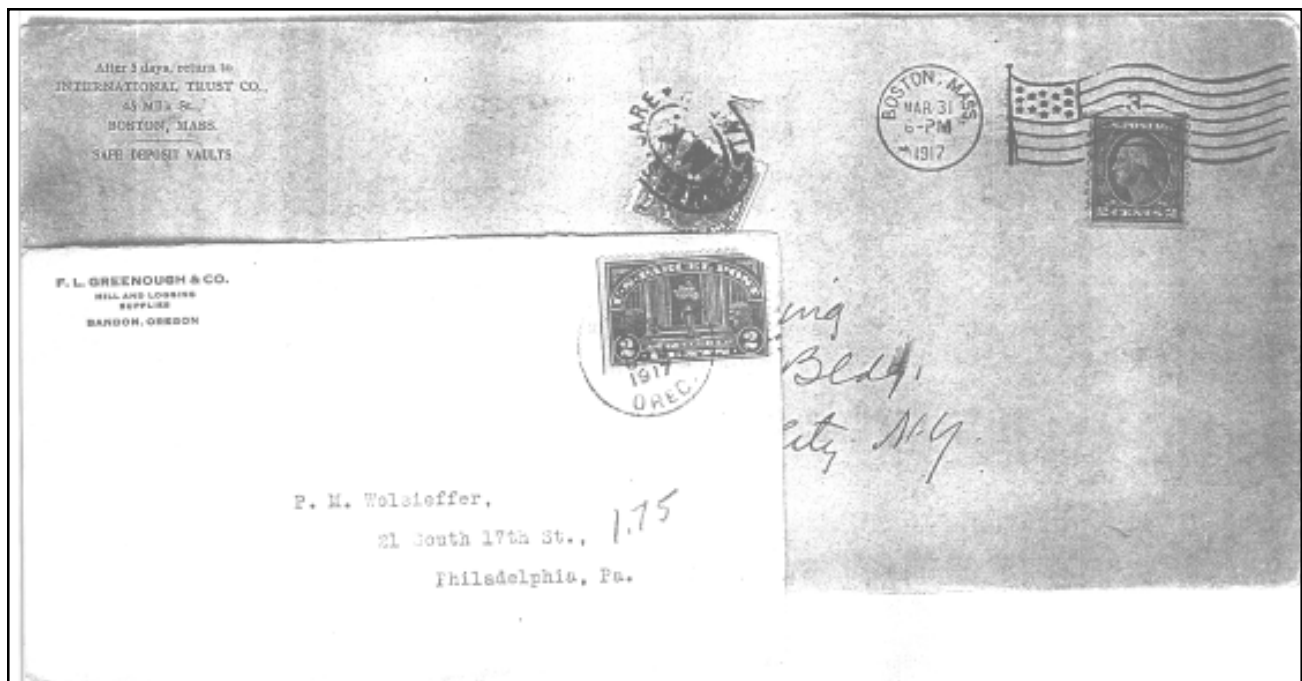


Figure 1 Examples of the prewar rate letter rate for a 1 oz. fully paid letter and a 2 oz. short paid commercial cover.

The first-class domestic rates had not changed since 1885, and it took some people and businesses time to adjust. **Figure 2** shows a reduced, commercially used two cent postal stationary envelope from June 1918. It is stamped “Returned for Postage/Due 1 Cent”, with a one cent postage due stamp tied to the piece by an oval “Wilmington Del” cancel.

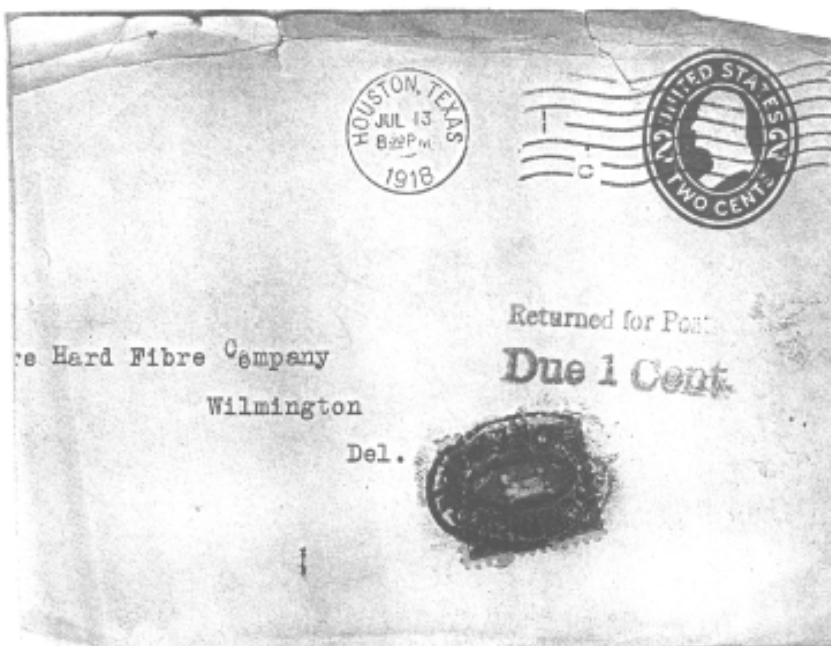


Figure 2 A reduced, commercially used \$0.02 postal stationary envelope from June 1918. It is stamped “Returned for Postage/Due 1 Cent”, with a 1 cent postage due stamp tied to the piece by an oval “Wilmington Del” cancel.

Figure 3 illustrates another two cent postal stationary envelope mailed to the American Red Cross. There is a faded straight line “Postage due 2 cents”, with what appears to be a “1” written over the “2”. Above it, is a two cent precanceled postage due stamp, *Scott# J62*, that has been bisected. There are no markings tying this stamp to the envelope. At present it is impossible to tell if this is a fake or a true postage due use.

Figure 4, from May 1919, appears to be an early attempt to use the restored two cent rate. The law authorizing the decrease had been passed in February, for the change to take effect July 1. Nonetheless, the recipient of this letter still owed the extra penny, indicated by the “G(rand) C(entral) STA(tion)/DUE. 1 CT.” hand stamp.

Figure 5 shows a correct usage of the restored two cent rate, on July 3, 1919, with the two cents postage due required because of weight.



Figure 3 A two cent postal stationary envelope mailed to the American Red Cross. There is a faded straight line "Postage due 2 cents", with what appears to be a "1" written over the "2". Above it, is a two cent precanceled postage due stamp, Scott# J62, that has been bisected. There are no markings tying this stamp to the envelope.

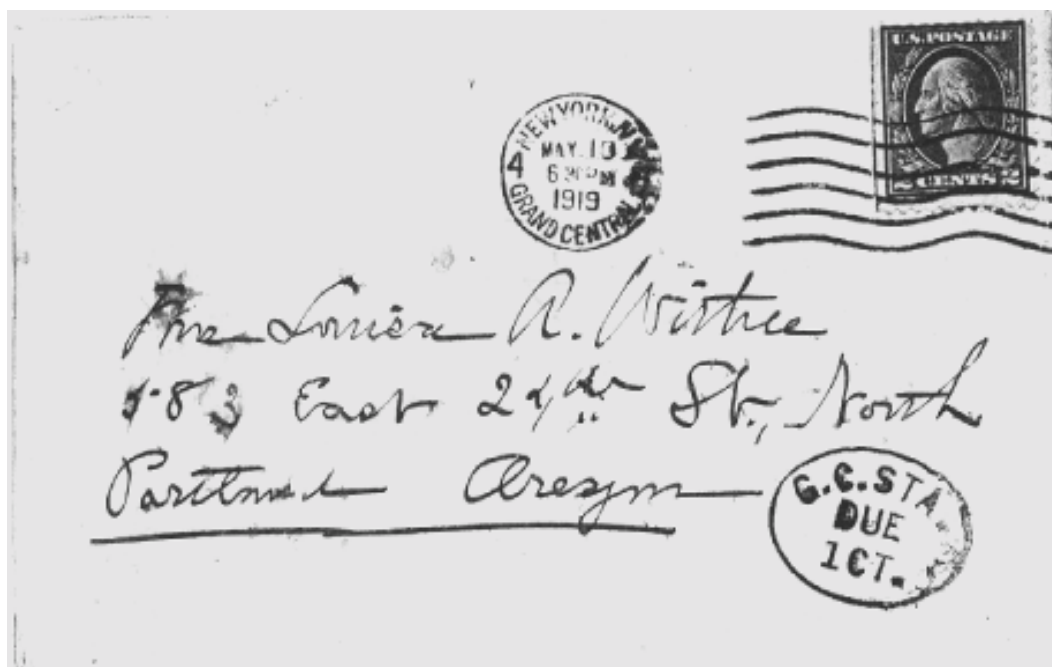


Figure 4 This cover was postmarked in May 1919, and appears to be an early attempt to use the restored two cent rate. The law authorizing the decrease had been passed in February, for the change to take effect July 1. Nonetheless, the recipient of this letter still owed the extra penny, indicated by the "G(rand) C(entral) STA(tion)/DUE. 1 CT." hand stamp.

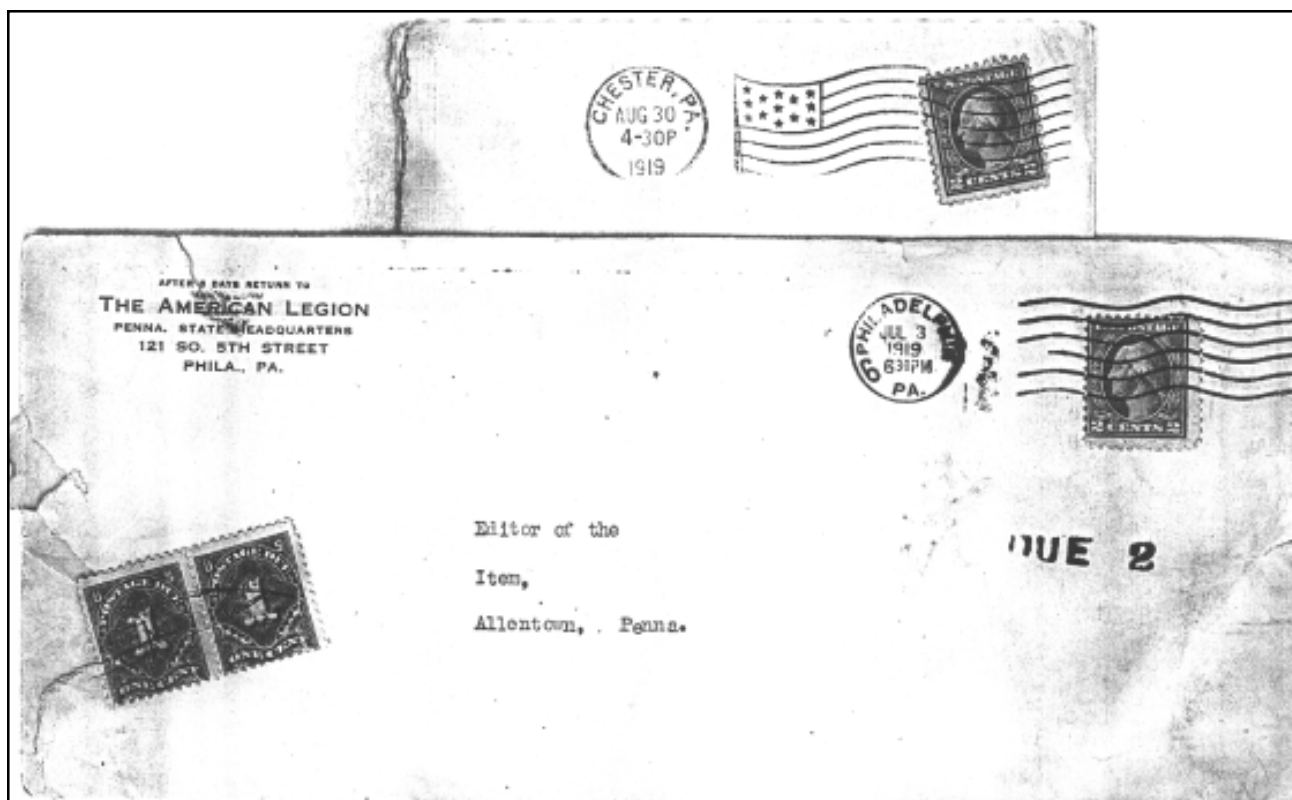


Figure 5 Two examples of correct usage of the restored two cent rate, on July 3, 1919, with the two cents postage due required because of weight.

In this period, there are also examples of postal/postcards mailed that were short paid. **Figure 6** shows examples of correctly paid postcards from 1917 (before), 1918 (during) and 1920 (after).

Figure 7 shows a short paid card from the War Tax period, used between two towns in South Dakota. It was mailed without prepayment and marked, in pencil, "Due 4 c", which was collected by two two cent due stamps. As noted, the domestic postcard rate was two cents per card in this period. Since, however, this "mail matter inadvertently reaches destination without required prepayment; double the prepaid rates shall be charged, to be collected on delivery, with credit given for any prepayment.", according to *USM&POA* of Feb. 15, 1873. Thus, the two cent deficiency was doubled to four cents and collected on delivery.

The card shown in **Figure 8**, however, is a mystery. It is franked with a one cent green Franklin of 1903 and two two cent postage dues, *Scott# J46* of 1910 (perf.12, with single-line watermark). There are no machine or hand stamp cancellations on the stamps or card. The postage due stamps are pen-canceled, but do not appear tied to the card. In trying to place



Figure 6 Examples of correctly paid postcards from 1917 (before), 1918 (during) and 1920 (after)



Figure 7 A short paid card from the War Tax period, used between two towns in South Dakota. It was mailed without prepayment and marked, in pencil, "Due 4 c", which was collected by two two cent due stamps.

this card in a time period, I examined several things. First, the rate; postage was prepaid with a \$0.01 stamp issued in 1903. This assumes the sender thought the postcard rate was \$0.01. Next, the postcard itself was mailed from Fort Scott, Kansas to Denver, Co. It is embossed, of German manufacture,

with "To My Dear Sister" on the picture side. There is glitter affixed to the letters. This would cause concern in the post office, starting in 1907, when the card would have been labeled "unmailable". Cards such as these were required to be enclosed in sealed envelopes (paper or glassine) or treated so that the

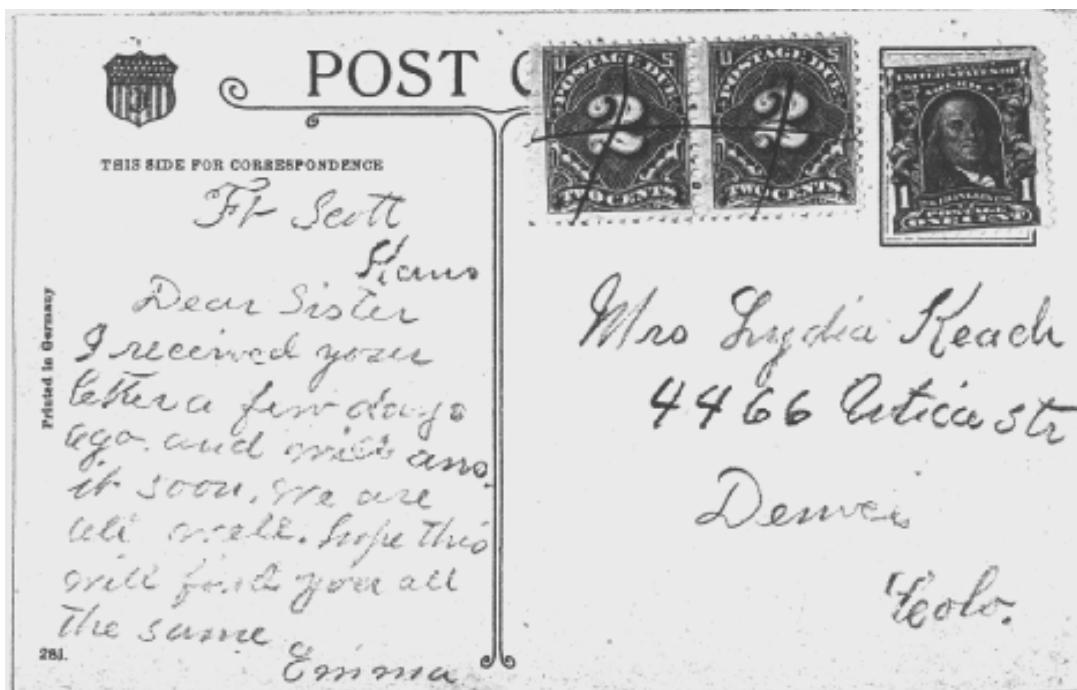


Figure 8 Franked with a one cent green Franklin of 1903, this card bears two 2¢ cent postage dues. The existence of theses due stamps represent a mystery.

glitter would not rub off on people or equipment. In addition, it was not until March 1907 that half of the address side of a postcard could be used for correspondence without the postcard being rated as a letter. This card has a printed notation "This Side for Correspondence", arguing for a manufacture date after this rule change by the Post Office Department. Lastly, the postage due stamps were issued in 1910.

One possible explanation is that this postcard was mailed during the War Tax period. The sender used an old penny stamp and mailed the card, from the message, as a quick response to her sister. The postcard traveled to Denver, where the city post office identified the card as a problem either because of the glitter or the one cent postage. The postal officials there rated the postcard as 1st class matter, because it should have been enclosed in an envelope on account of the glitter. Next, since this mail reached its destination without the required prepayment, double the appropriate rate should have been charged, to be collected on delivery, with credit given for stamps used as prepayment.

If this card was mailed in the War Tax period, the proper postcard rate would have been two cents. When the card was presumably reviewed in Denver, and upgraded to 1st class matter, the proper postage for it would have been three cents. As the card had a prepayment of one cent, the short paid amount was \$0.02. Because the postcard "inadvertently reache(d) destination" with a short paid amount, the postage due would be doubled to four cents. To collect this amount, the two 2¢ postage due stamps were applied. This would also be consistent with instructions in the 1881 *Postal Guide*. This provided that "when a card mailed in violation of a restriction went undetected and reached the (post) office of destination, (it) was to be (rated) as an insufficiently prepaid letter and two cents [1st class postage 1885-1917] additional charged (as a penalty) and collected on delivery."

There are questions raised by the above analysis. First, as noted, there are no auxiliary markings or cancellations on the postcard, and the stamps do not appear to be covering any markings. The card should have been marked "unmailable" at its origin. The *Postal Laws & Regulations* of the time only say that the glitter card should not be allowed in the mail; they do not say how the "unmailable" items should be handled after that. Should a card be rated as 1st

class mail with postage due and sent to its destination, have a "Held for Postage" notice mailed to the sender or recipient, or be sent to the dead letter office? The lack of any markings seem to indicate that the postal clerk handling this card was unsure of what to do, or it was left in the mail system by mistake. Based on historical census information, the Ft. Scott population is estimated to have been 12,000 in the 1910-1920 period, while Denver's population was approximately 255,000. This might point to a lower level of familiarity with some of the more involved or less frequently encountered parts of the postal regulations.

Another possible explanation for the lack of postal markings and the unusual combination of stamps is that the stamps were added to the postcard after the fact, and that the card never entered the mail stream. This could have been done as a souvenir or as an attempt to make the postcard something that it really wasn't. The souvenir idea seems less probable, because of the use of the postage due stamps, and their ink pen cancel. As for the last idea, well, it is always possible. I found this card in a fifty-cent box, so it was not a very successful or lucrative attempt. I definitely got my money's worth in enjoyment, even if it is not an actually used postal item. Other explanations are also possible, but it seems likely that the correct explanation will remain unknown because of the lack of additional information.

This period of 1917-1919 was one of great change for America, both internally and externally. The 1917 rate change ended a period of domestic first class rates that had lasted for 32 years; this length of time for unchanged first class rates has never been repeated. Ideas carried by returning soldiers, increasing literacy and improved communications would lead to great changes in American society, and things would never be the same.

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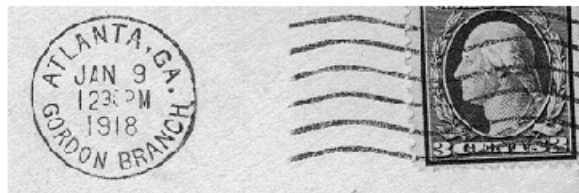
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Letter to the Editor:

The cover shown in Gina Sheridan's article "An Unusual Shanghai Gunboat Cover" in the March 2000 *La Posta* is well known to naval cover specialists. It has been written up in several issues of the Universal Ship Cancellation Society journal, the *USCS Log*, most recently in December 1995 (page 17).

The cover was prepared by U.S. Navy Medical Corpsman John N. Lawrence while he was assigned to the Regimental Hospital, Fourth Marines, Marine Corps Expeditionary Force, Shanghai, China.

According to the article by USCS member Jackson W. Bosley, Lawrence's famous six-ship covers inspired articles in several stamp publications of the time. The covers all bear genuine and previously canceled Chinese, French, British, Japanese and Italian stamps. The stamps are tied with bogus hand stamps ostensibly from foreign warships on Yangtze duty at Shanghai at the time. The hand stamps were made by Lawrence and then an authen-



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tic U.S. Navy cancel was applied by a USN ship cancel to a valid US stamp. The covers are eye catching and were quite popular. In a letter to another cachet maker (found inside one of these covers), Lawrence wrote, "Have been swamped with requests for these covers. The fans have gone wild over them. They are interesting, if I say so myself."

Lawrence's six-ship covers were canceled in USS ASHEVILLE, CHAUMONT, CHESTER, LUZON, MONOCACY, PANAY, SACRAMENTO and TUTUILA. Transport CHAUMONT, light cruiser CHESTER and gunboat SACRAMENTO all survived World War II. Gunboat LUZON was scuttled in Manila Bay in May 1942 to prevent capture, later salvaged by the Japanese and torpedoed by a U.S. submarine in 1944. Gunboat MONOCACY, damaged by mine shrapnel, was decommissioned and scuttled off the China coast in February 1939. Gunboat PANAY was sunk in the Yangtze River by Japanese aircraft in 1937. Gunboat TUTUILA was trapped up the Yangtze River when World War II began, transferred to China in March 1942 and scuttled at Shanghai in 1949.

Sincerely,

Bob Rawlins, *former Editor, USCS Log*.

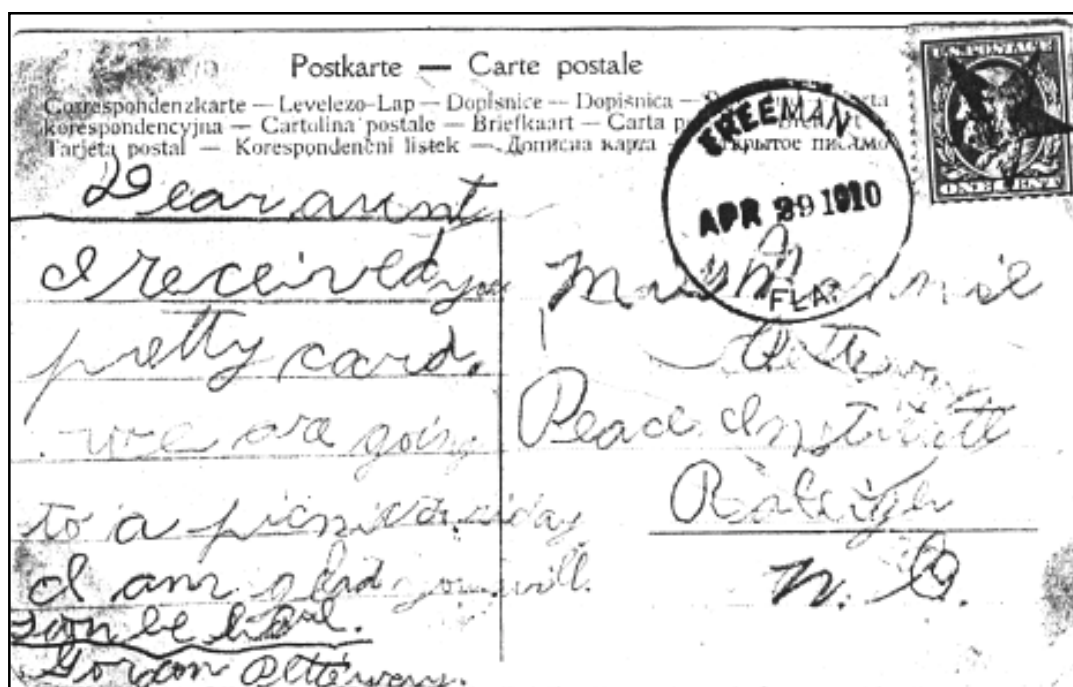


Figure 1 This card displays a recently discovered non-standard postmark and star killer used at Freeman, Florida in 1910. Postmarks of this design are classed as Type A.3 according to our study.

Non-Standard Postmarking & Canceling Devices from 1900 to Date

Part 40 – Catalog Section – Types A and B New Reports

By Randy Stehle and Doug DeRoest

This installment presents newly reported Types A and B nonstandard markings. The Type A markings are defined as 19th Century mimics. The types shown in this article include: target killer mimics (A.1), scarab killer mimics (A.2), star killer mimics (A.3), miscellaneous mimics (A.6) and town and county/postmaster mimics (A.7). The Type B markings are all Doane mimics.

Most of these Doane mimics appear to be standard Type 3 Doanes, except they have smaller postmark dials. The diameter of the standard Type 3 Doane postmark usually measures 31 or 32 millimeters. The “Type 3” Doane mimics usually measure less than 30 millimeters. They were the subject of an article by Randy Stehle in the September 1996 *La Posta*. All the previously unreported Doane mimics shown in the table in that article are presented here.

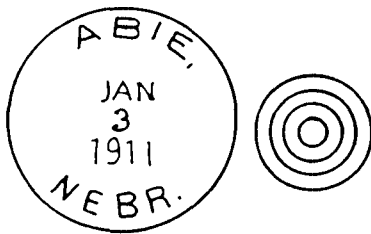
The addition of all these new Doane mimics has pushed their total number to 167. That makes them the fourth largest group of non-standard markings, behind the Type A.1's at 238, the CDS mimics (Type F) at 758 and the 4-bar mimics (Type C) at 1,654. Even the scarab mimics (Type A.2) are represented by 58 different examples.

It should take two more installments to show the rest of the newly reported nonstandards (except for the 4-bar mimics). The number of reported nonstandards now stands at 3,974. It now seems likely that we will reach our goal of 4,000 markings before this series is completed. Please send reports of new discoveries or date extensions to **Randy Stehle, 16 Iris Ct., San Mateo, CA 94401.**

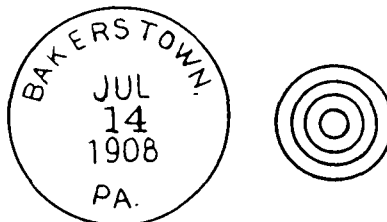
Non-Standard Postmarks and Canceling Devices

Catalog Section – Types A and B New Reports

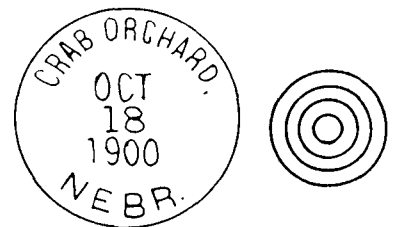
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A.1- 5	ABIE NE	1878-1967	03 JAN 1911	31 JAN 1911	30 18(4)	3	
A.1- 27	BAKERSTOWN PA	1826-	14 JUL 1908		30 16(4)	2	
A.1- 237	CRAB ORCHARD NE	1864/-	18 OCT 1900		30 17(4)	3	1
A.1- 253A	CRYSTAL RIVER FL	1857/-	27 FEB 1908		25 16(4)	3	
A.1- 259	DISTANT PA	1917-	18 FEB 1918		30.5 16(4)	2	
A.1- 298	ELKRIDGE WV	1904/1953	19 OCT 1908		27 16(4)	3	
A.1- 299	ELMER MN	1906-1973	15 OCT 1909		29 19(4)	3	
A.1- 315	FARM SCHOOL PA	1903-1955	23 MAR 1908	17 JUN 1908	24 18(4)	2	2
A.1- 332	FARMINGTON MI	1826-	21 JUN 1920		31x19 16(3)	2	
A.1- 428	HAXTUM CO	1888-1920	03 JUL 1908		25 16(5)	4	
A.1- 566	LANDING ID	1898-1914	23 MAY 1901		30.5x18½18(4)		4
A.1- 697	MONTAUK NY	1883/-	01 NOV 1909		31x19 17(4)	2	
A.1- 713	MYRTLE BEACH SC	1901-	05 JUN 1914		32 15(4)	2	
A.1- 832	PORTAL GA	1893-	23 FEB 1918		31 17(4)	2	
A.1- 836	PRATTS HOLLOW NY	1894-	22 APR 1907		31 16(4)	2	
A.1- 862	ROCHESTER JCT. NY	1896-1951	19 JUN 1901	23 MAR 1903	31 16(4)	2	1
A.1- 877	SALTESE MT	1892-1983	07 SEP 1908		30.5 18(4)	3	
A.1- 885	SAUGUS MT	1902-1925	26 FEB 1917		30 16(4)	4	



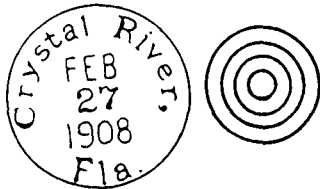
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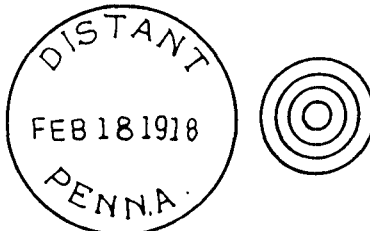
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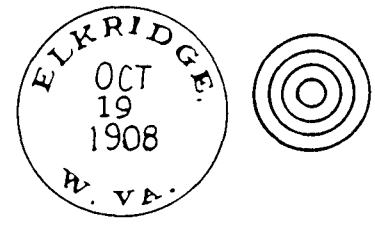
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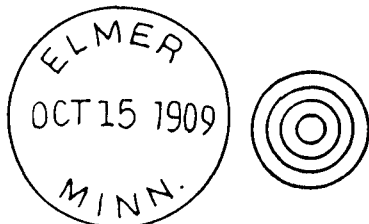
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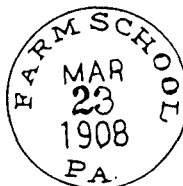
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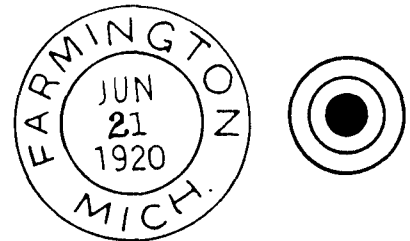
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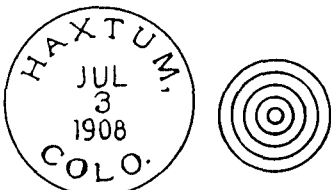
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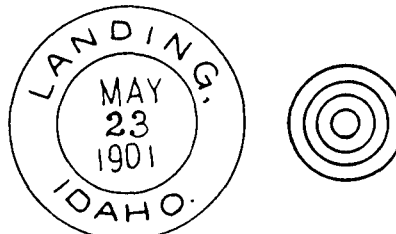
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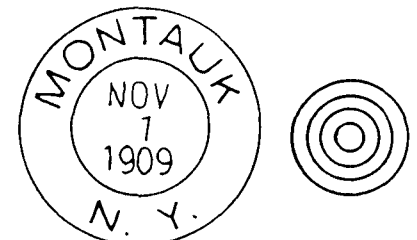
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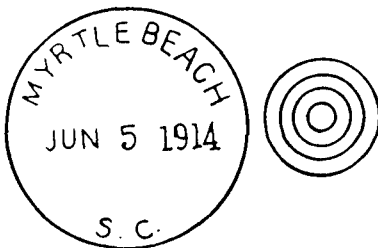
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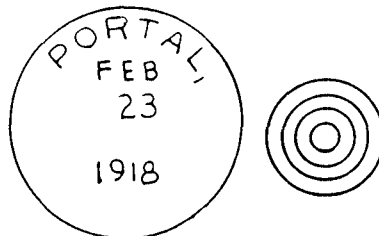
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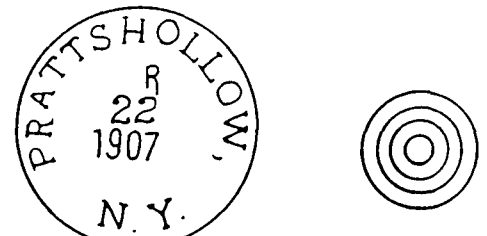
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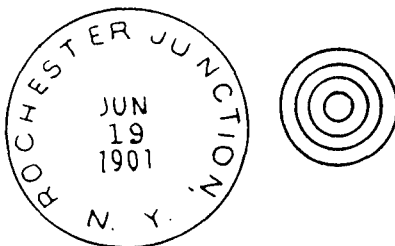
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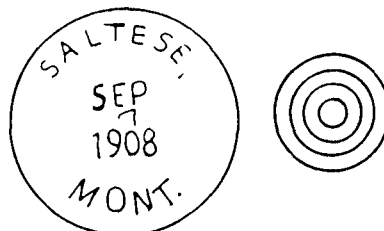
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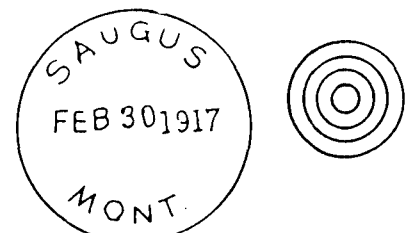
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A. 1- 862



A. 1- 877



A. 1- 885

Non-Standard Postmarks and Canceling Devices

Catalog Section – Types A and B New Reports

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A.1- 972	SISQUOC	CA	1881/1931	01 JUN 19	05 APR 19	27.5	18(4)	3	
A.1- 1045	STRATFORD	TX	1901-	26 NOV 1903		29.5	17(4)	2	
A.1- 1155	WASHBURN	IA	1880/1958	18 AUG 1912	11 NOV 1912	30.5	16(4)	2	
A.1- 1159	WASHINGTONVILLE	PA	1850-	27 DEC 1907		29.5	17(3)	2	
A.2- 25	BLEWETT	LA	1905-1917	30 DEC 1908	21 AUG 1909	30	21(6)	3	
A.2- 53	BRETZ	WV	1904-	25 NOV 1908		30	21(6)	2	
A.2- 192	KNOWLTON	WA	1902-1923	25 SEP 1907	26 APR 1908	30	21(6)	3	3
A.2- 197	LOYALSOCK	PA	1854-1915	10 APR 1909	08 AUG 1917	30	21(6)	2	
A.2- 207	NASHVILLE	NY	1825-1901	18 AUG 1900		29	21(6)	3	
A.2- 215	ODESSA	WA	1898-	09 MAY 1901	13 JUL 1901	28x19	21(6)	3	
A.2- 253	SAINT EDWARD	NE	1877-	09 SEP 1910		29	21(6)	2	
A.2- 255	SANATORIUM	NC	1914-1947	08 OCT 1923		32	21(6)	2	
A.2- 257	SONMAN	PA	1856-1941	23 DEC 1909		29	21(6)	2	
A.2- 317	WILLIAMSON	PA	1872-	11 MAR 1908		30	21(6)	2	
A.3- 42	DONAHUE	IA	1872-	09 APR 1923		30.5	21x19	3	
A.3- 45	FREEMAN	FL	1901-1910	29 APR 1910		33	19	4	
A.3- 63	LUDLOWVILLE	NY	1817-1973	15 NOV 1904	25 MAY 1905	31	22	2	
A.3- 67	MOUNT STERLING	WI	1851/-	23 SEP 1903		30	12	3	



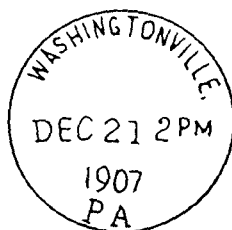
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A.1-1045



A.1-1155



A.1-1159



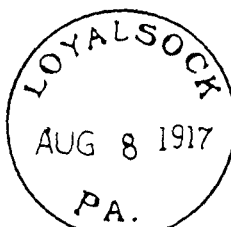
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A.2-53



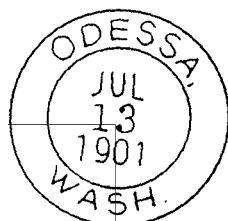
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A.2-197



A.2-207



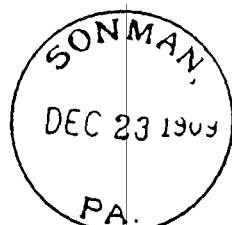
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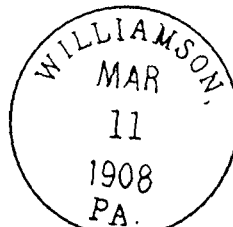
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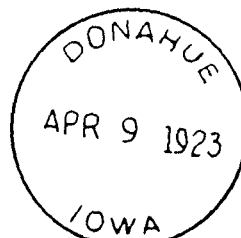
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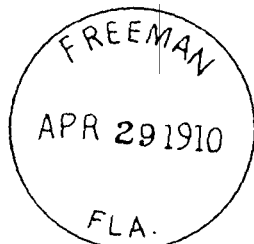
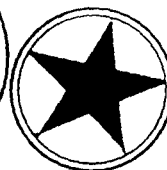
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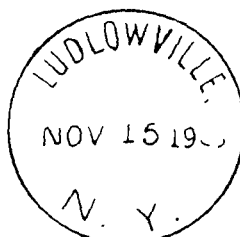
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A.3-42



A.3-45



A.3-63



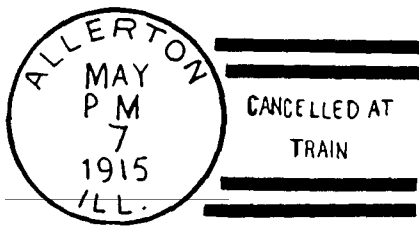
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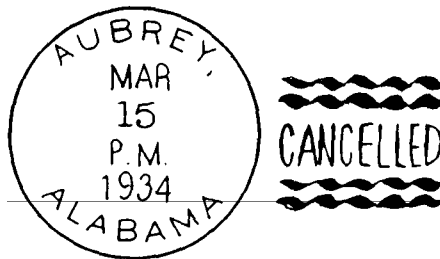
Non-Standard Postmarks and Canceling Devices

Catalog Section – Types A and B New Reports

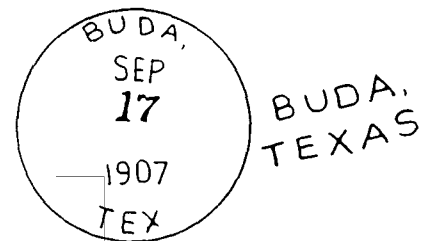
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A.6- 15	AUBREY AL	1901/1934	15 MAR 1934		33	14	3	4
A.6- 45	BUDA TX	1887-	17 SEP 1907		32	10	3	
A.6- 105	HARTLINE WA	1890-	12 SEP 1910		47x28		3	
A.6- 122	LITCHFIELD OH	1832-	04 JUN 1910		33x31	18	3	
A.6- 170	WICKES MT	1878-1964	14 MAR 1911		27.5	27.5	3	
A.6- 180	WILTON MN	1903-	05 APR 1926		27		3	
A.7- 98	HYDE MT	1892-1911	20 OCT 1910		35	15(7)	5	
A.7- 250	SWEETLAND CA	1857-1905	08 AUG 1895	27 FEB 1900	30	16(3)	5	
B- 58	BETHANY BEACH DE	1905-	07 AUG 1906		27.5	14(4)	2	
B- 61	BEVERLY OH	1838-	23 DEC 1908		32	14.5(4)	2	
B- 62	BLAISDELL ND	1905-1993	16 AUG 1906	23 JAN 1909	28	14(4)	2	
B- 67	BRAINARDS NJ	1867-1956	17 AUG 1906		28	14(4)	2	
B- 72	BROADWAY PA	1905-1935	12 APR 1906	01 NOV 1910	28	14(4)	2	
B- 77	BRYN ATHYN PA	1902-	04 OCT 1916		33	14(4)	2	
B- 82	BUSWELL WI	1905-1914	09 AUG 1907	30 OCT 1909	27.5	14(4)	3	
B- 101	CHAMBERVILLE, PA PA 1854-		02 MAR 1910	21 AUG 1912	32.5	12(4)	2	
B- 235	FEARER MD	1893-1939	20 APR 1908		28	14(4)	2	



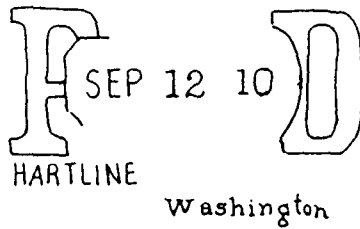
A. 6-7



A. 6-15



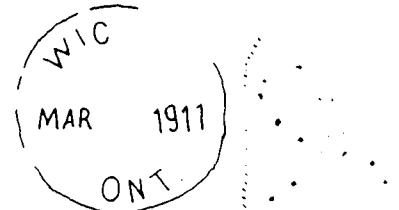
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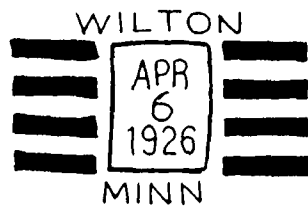
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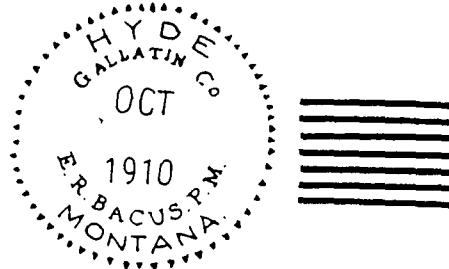
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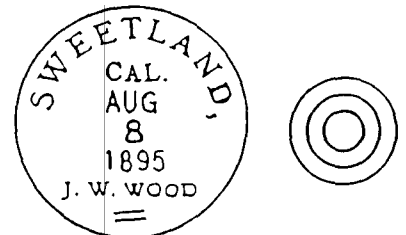
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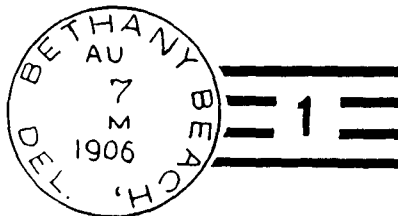
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A. 7-98



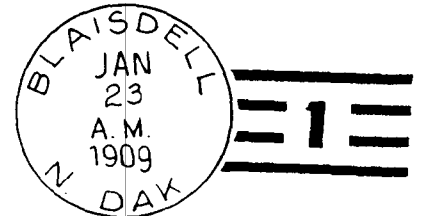
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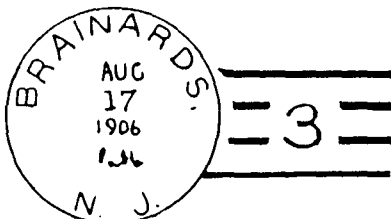
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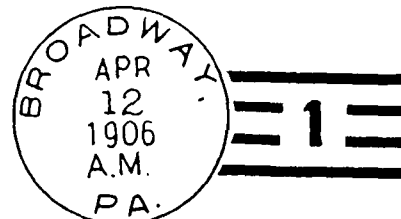
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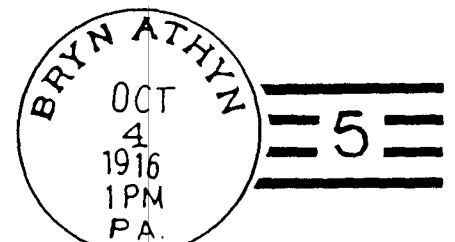
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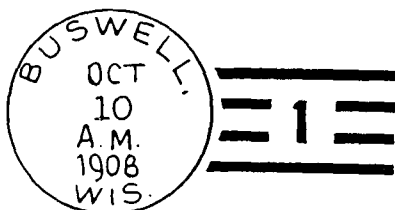
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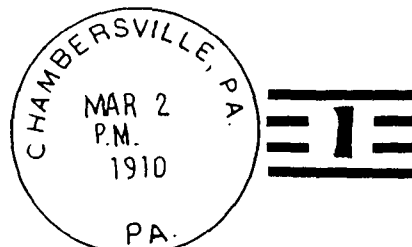
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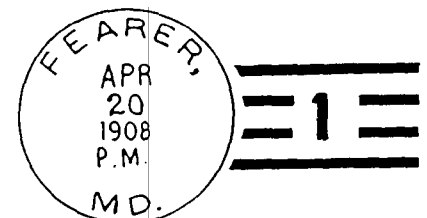
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B-82



B-101

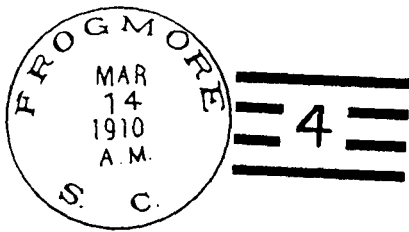


B-235

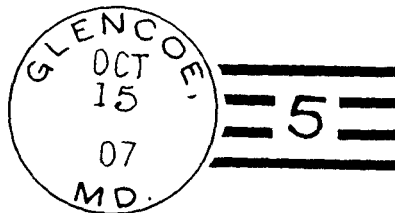
Non-Standard Postmarks and Canceling Devices

Catalog Section – Types A and B New Reports

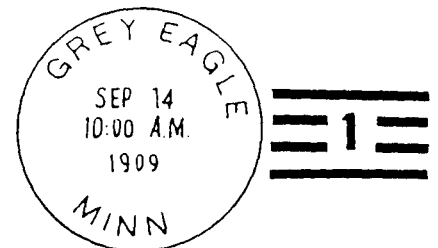
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B- 265	GLENCOE MD	1871-1967	19 FEB 1906	15 OCT 1907	28	14(4)	2	
B- 285	GREY EAGLE MN	1877-	14 SEP 1909		32	12(4)	2	
B- 293	HAMTRAMCK MI	1905-1915	17 OCT 1905	08 APR 1909	30	14(4)	3	
B- 297	HARRISON VALLEY PA	1830-CPO	23 FEB 1911		31.5	13(4)	2	
B- 313	HOLLSOPPLE PA	1881-	12 DEC 1907	12 NOV 1909	30	15(4)	2	
B- 327	JOHNSON FL	1881-1961	25 APR 1908		28	12(4)	3	
B- 347	KUTCH CO	1899/1971	30 MAY 1906	24 OCT 1908	29	14(4)	3	
B- 404A	McCARLEY MS	1890/-	28 MAR 1908		28	14(4)	2	
B- 417	MOHAWK AZ	1890/1958	25 FEB 1909	23 DEC 1911	28	13(4)	6	
B- 428A	NATAL MT	1905-1929	26 APR 1910		28	14(4)	4	
B- 475	PRAIRIEBURG IA	1858-1959	17 APR 1907	10 SEP 1908	27.5	14(4)	2	
B- 495	RHODHISS NC	1901-	20 APR 1907	28 SEP 1907	31	12(4)	2	1
B- 538	SAFETY HARBOR FL	1892-	27 MAY 1907	14 FEB 1908	27.5	14(4)	2	
B- 552	SCHAMBERVILLE MS	1913-1926	24 FEB 1916		30x20	15(4)	2	
B- 625	SOUTH BRISTOL ME	1863-	23 AUG 1910		30	14(4)	2	
B- 646	SUNFIELD ID	1905-1911	16 SEP 1907	03 DEC 1910	28	14(4)	3	
B-722	TRIUMPH MN	1880-1968	20 AUG 1920	11 FEB 1921	33	14(4)	2	



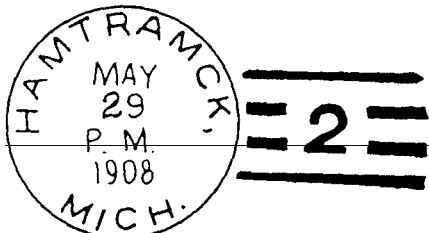
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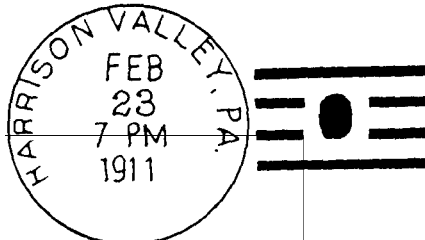
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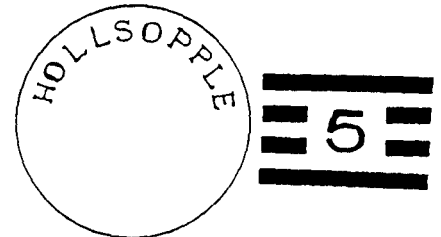
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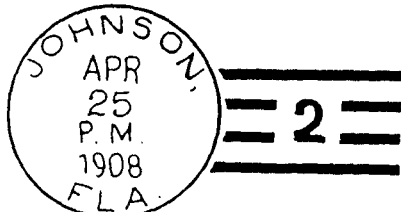
B- 293



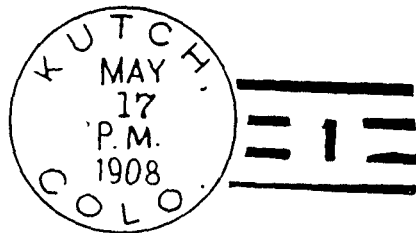
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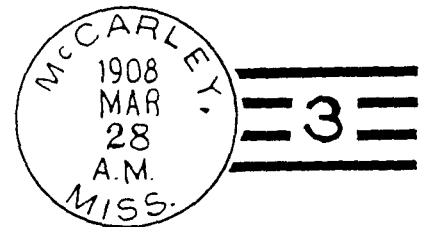
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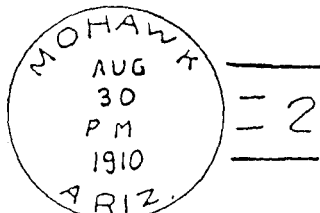
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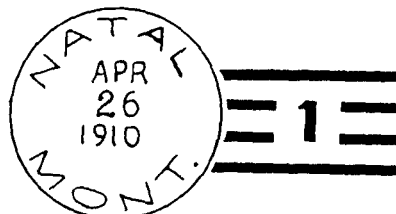
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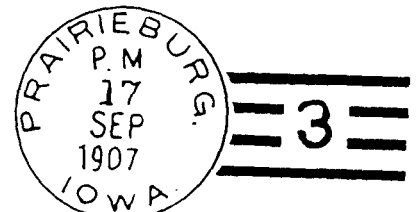
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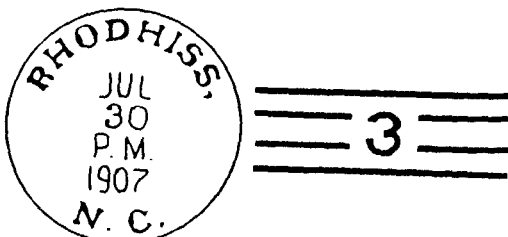
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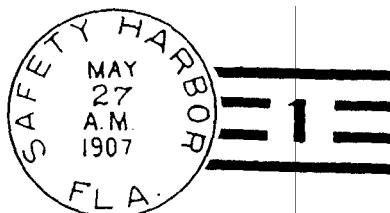
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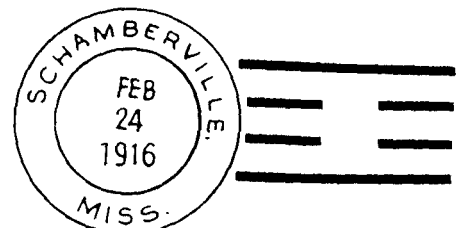
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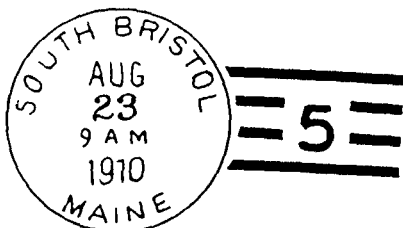
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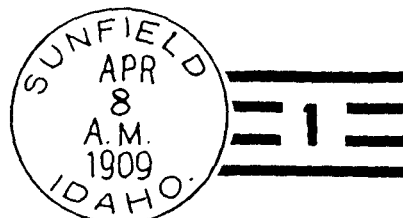
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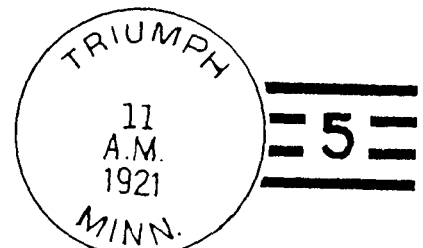
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B- 625



B- 646



B- 722

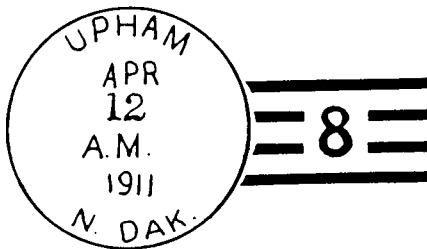
Non-Standard Postmarks and Canceling Devices

Catalog Section – Types A and B New Reports

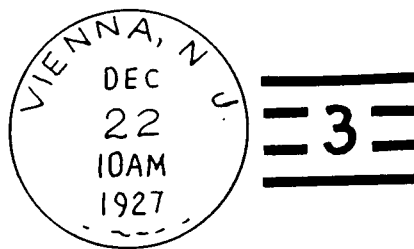
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B- 742	VIENNA	NJ	1853-	22 DEC 1927		32	15(4)	2	
B- 745	VONORMY	TX	1886-	17 JUL 1059	24 JAN 1915	28	14(4)	2	
B- 747	VOSBURG	MS	1893-	26 JUN 1906		27.5	14(4)	2	
B- 755	WAYNE	KS	1884-	02 NOV 1908		28	16	2	

NOTES:

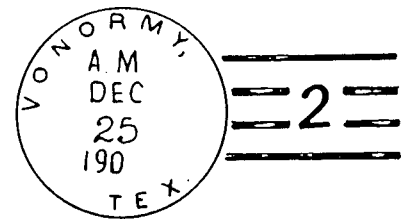
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- 2 - LATEST KNOWN USAGE ON PIECE.
- 3 - USED AS A RECEIVING MARK.
- 3 - USED ON THE LAST DAY OF OPERATION .



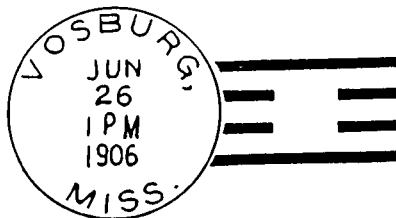
B- 729



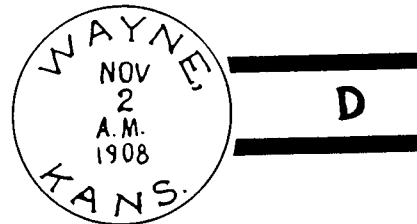
B- 742



B- 745



B- 747



B- 755

THE FIRST TRANSMOUNTAIN MAIL ROUTE CONTRACTS

PART XIII - THE LOCKWOOD CONTRACT

ROUTE 16637 - Salt Lake City, Utah to The Dalles, Oregon,

July 1, 1868 to June 30, 1870

by Daniel Y. Meschter

The Post Office Department may have been concerned whether the volume of mail on the Oregon route justified daily service when it ordered advertisement of separate route contracts from Salt Lake to The Dalles and from Salt Lake to Boise City in March 1868 to succeed Wells Fargo's contract for Route 15022 after it expired on the following September 30th

The basic advertisement of Route 16637 was for daily service, which was to say six times a week, from Salt Lake City to The Dalles, 875 miles and back, in nine days eight months of the year and twelve days the other four months; but the POD also invited proposals both for daily service only as far as Boise and three times a week from Boise to The Dalles and for three times a week service all the way through, subject to a stipulation in the advertisement for Route 16639 that it would not be let at all in the event a contract for Route 16639 ending at Boise City was concluded. In that case, of course, the POD could exercise the alternative of an independent route from The Dalles perhaps only as far as Baker City to serve the Grand Ronde and Baker valleys and the ranches and mining camps in the hills surrounding them.

Route 16639 was for daily service from Salt Lake City to Boise City, 395 miles and back. It, too, invited proposals for three times a week service and contained the stipulation that if a contract for it was let, the contract for Route 16637 would not be. The advertisement and abstract of offers reproduced in House Ex. Doc. No. 314 (p. 272, Ser. 1427) shows that bids ranging from \$40,000 to \$89,000 per annum for three times a week service and from \$78,000 (Henry S. Wheeler) to \$148,000 (James R. Robbins) for daily service were received from Robbins; John Allman and John H. Clark; L.H. Hirshfeld; Wells, Fargo & Co.; Wheeler; and Joseph Woodruff. The POD, however, chose to continue through service to Oregon and the contract for Route 16639 was not let.

Route 16637 has unusual historical interest in that it spanned the meeting of the rails on May 10, 1869 and a major adjustment in its route after the completion of the railroad reflected the advent of transcontinental mail service entirely by rail. It was advertised to begin on October 1, 1868; but, unlike Route 16635 that terminated with the completion of the railroad, its term continued on for another fourteen months until June 30, 1870.

Three of the bidders were familiar names including Wells Fargo through Louis McLane, its president, who also bid on Routes 14167, 17035, and 16635 at the same time as Route 16637 (Appendix 36); Henry Wheeler, the second low bidder for Routes 14167 and 17035 (id); and Charles McLaughlin, the second low bidder for Route 16635 (id). James R. Robbins and C.M. Lockwood were new names among bidders for transmountain route contracts although Robbins also bid for Route 16639.

Lockwood's bid was accepted on June 13, 1868 and he began operations promptly.

THE CONTRACTOR

Chauncey M. Lockwood was well prepared to take on a mail route contract. A native of New York, according to the 1870 Oregon census, he was only twenty-nine when he appeared in The Dalles in 1864 and started a freight line to a booming gold mining camp at Canyon City about 150 miles southeast of The Dalles with only a bull team and a wagon to start with. Building on this experience, he became a teamster and venture partner of Teal, Goldsmith & Co., a transportation concern organized to take government freighting contracts and supply the Army. In this, it is said, he laid the foundation for a considerable fortune in just a few years (Clark, Keith and Donna, 1978, p. 270-1f; *The Weekly Mountaineer*, February 15, 1873).

Whether he had the backing of Teal, Goldsmith in bidding for Route 16637, he either already owned or had access to the stock and equipment he would need to put the line into operation. He was in a position even to buy Wells Fargo's stock and equipment when it stepped down as contractor. Wells Fargo already was beginning to sell its stage lines at about this time and to resume contracting its transportation needs as it had in California before acquiring the Pioneer Stage Line.

Actually, it is more likely Lockwood subcontracted the The Dalles to Boise City division as he is known to have the Boise City to Salt Lake division, instead of operating it himself, while he turned his attention to other ventures, including establishing a mail route in Texas a few years later when he died suddenly of paralysis on

January 13, 1873 (id) at thirty-seven.

THE ROUTE

From its beginning through mid July 1869, Route 16637 was essentially the same as Route 15022 (Part XI) from Salt Lake City to Boise via Stoker, Centreville, Kaysville, South Weber changed to Riverside, Willard, Brigham City, Bear River Junction, and Portage with the addition of Bear River Junction and Corinne when the railroad reached there in April 1869 and the omission of Farmington, Ogden City, and Malad City, although one or another of these omissions may have been due to errors in transcription rather than of actual service. Fort Hall probably was omitted on this route because it was a key point on Wells Fargo's Route 15714 from Bear River Junction to Virginia City, Montana.

The route from Boise City to The Dalles showed a number of changes via Montgomery, Shepherdsville, Martinsville Middleton, Weiser Ranch, Express Ranch, Auburn, Baker City, Union, LaGrande, Summersville, Orodell, Cayuse, Mitchell's Station changed to Weston, Walla Walla, Wallula, and Umatilla with the addition of Emmitsville between Martinsville and Middleton, North Powder between Baker City and Union, Whitman between Walla Walla and Wallula, and Spanish Hollow between Umatilla and The Dalles.

Omitted from Route 15022 were Lees Encampment, Meadowville, and Marshall>Pendleton, indicating the alternate route across the Blue Mountains described in the last restatement of Route 15022 (Appendix 34C) was abandoned. Although Orodell could have been served from LaGrande, both it and Cayuse should have been omitted, too. Cecils and Scotts between The Dalles and Umatilla also were omitted, probably in favor of a local stage route between The Dalles and Umatilla.

By an order dated June 17, 1869, apparently effective July 16th, the POD abandoned the route north from Salt Lake City to Boise City route via Bear River Junction and Portage in favor of rail service to Indian Creek, a station on the Central Pacific Railroad forty

miles west of Promontory, and thence north and west by stage through the foothills west of the Raft River and across the Snake at Thousand Springs, thirty-five miles above the old Three Island Crossing, to Boise City. This reduced the route by 110 miles and decreased Lockwood's contract pay by \$18,722 to \$130,278 per annum.

Indian Creek became Kelton when a post office was established there in December 1869 and the trail became known as the Kelton Road.

The route from Boise City then followed Route 15022 to Union and along the earlier route via Walla Walla to Wallula by stage and from Wallula to The Dalles via Umatilla by steamboat. How Spanish Hollow>Wasco was served is uncertain. It most likely was put on a local stage line from The Dalles to Umatilla via Cecils and Scotts and should not have been listed on Route 16637 at all.

OPERATIONS

The *Deseret News* (April 14, 1868) is the authority for Lockwood's subcontracting the Boise to Salt Lake City division of Route 16637 when it reported that Harley and Company, the subcontractor, sold the Salt Lake to Bear River Junction segment of its subcontract to Wells Fargo. Wells Fargo's purpose was to continue carrying the mail from Salt Lake City to the railroad after its contract for Route 16635 expired upon the meeting of the rails on May 10th and to connect with its Montana Route 15714 from Bear River Junction to Virginia City.

Buying the Salt Lake City to Bear River Junction segment was, of course, a futile undertaking on Wells Fargo's part that came to naught when the POD moved the terminus of the Boise City route from Salt Lake City to Indian Creek effective in mid July. After that the Oregon mails were transferred to stages there instead of being diverted from the railroad to Salt Lake City.

Lockwood and/or his subcontractors operated the Oregon route only for slightly more than seven months from October 1, 1868 to May before the meeting of the rails and the whole route for twenty-one months to June 30, 1870.

ADDITIONAL REFERENCES

Articles

Clark, Keith and Donna. *William McKay's Journal, 1866-67: Indian Scouts, Part II*. Oregon Historical Quarterly, Vol. 79, pp. 270-271, 1978.

Newspapers

The Weekly Mountaineer, The Dalles, Oregon

APPENDIX 34, ROUTE 16637
(Contract Register 323, pp. 210-11, 218)

UTAH

16637

From	§Salt Lake City	Salt Lake	U.t.
by	§Stoker	Davis	“
	§Centreville	“	“
	§Kaysville	“	“
	§South Weber, N. chg. 8 June 1868 to	Weber	“
	*§Riverside		
	§Willard	“	“
	§Brigham City	Box Elder	“
	*§Kelton, Est. Dec. 16/69	“	“
	*§Portage, Est. Dec. 18, 1867	“	“
	§Bear River Junction (n.o.), Est. Sept. 3, 1868, Dis. June 16, 1869	“	“
	*§Corinne	“	“
	*Indian Creek		
	Boise City	Ada	Ida
	§Montgomery, Dis. 22 Apl. 1868	“	“
	§Shepherdsville, Dis. Jany. 21/69	“	“
	Martinsville	“	“
	*§Emmittsville, Dis. Nov. 1, ‘69	“	“
	Middleton	“	“
	§Weiser Ranch, Dis. Jan. 31, ‘70	“	“
	Express Ranch	Baker	Oreg.
	Auburn	“	“
	Baker City	“	“
	*North Powder, Est. Dec. 1/68	Union	“
	Union	Baker	Oreg.
	*La Grande	“	“
	Summersville, 15 miles from Union	Union	“
	*Orodel		
	*Cayuse		
	§Mitchell’s Station, Name chg. to	Umatilla	“
	*Weston and site chg. 4 miles, Sept. 22, 1869		
	Walla Walla	Walla Walla	Wash.
	*Whitman, Est. Apl. 15/70	“	“

and Wallula “
 Umatilla Umatilla Oreg.
 *Spanish Hollow, Est. Mar. 2/70 Wasco “
 to The Dalles Wascopum “
 875 miles and back, six times a week.
 110
 765

Leave Salt Lake City daily except Sunday at 8 am

Arrive at The Dalles in nine days

Leave The Dalles daily except Sunday at 8 am

Arrive Salt Lake City in nine days

Winter schedule twelve days

Proposals invited for six-times-a-week from Salt Lake City to Boise City (Idaho)
 and three-times-a-week the residue. Also for three-times-a-week, service over the entire route.

Charles McLaughlin	\$ 250,000	
James R. Robbins	246,000	
	150,000	3 t.a.w.
Louis McLane, Prest. Well Fargo & Co.	229,300	
Charles McLaughlin	150,000	3 t.a.w.
Henry S. Wheeler	169,000	
C.M. Lockwood	149,000	
The Dalles	18,722	
Wasco, Co., Oregon	130,278	
Accepted June 13, 1868		
Acceptance in letter book		
	100,000	3 t.a.w., sch. pro[posed]
<i>After time</i>		
Samuel Burnell	\$ 268,000	daily, rec'd June 4, 1868

[Abbreviations used: * - interlineated; § - struck out]

MARGINAL NOTES

1868, Nov 20 Embrace La Grande, Oregon between Union and Summersville and order contractor to supply it without extra charge from November 1st 1868.

1869, April 20 Embrace Corinne on this route and omit Bear River without change of distance.

1869, June 17 Curtail service to begin at Indian Creek on Central Pacific Railroad, omitting Corinne, Portage, Brigham City, Willard, Riverdale, Kaysville, Farmington, Centreville, Stoker and Salt Lake City, decreasing distance 110 miles and pay of contractor eighteen thousand seven hundred and twenty two dollars (\$18,722) per annum pro rata, on which sum allow contractor one month's extra pay from July 16, 1869.

See letter to Hon. Mr. Ramsey Jan 20/70. PMG's letter book.

Claim. See letter to Hon. C. Cole, Feby. 4, 1870 on PMG's letter book.

1884, April 2 Wrote to Sen. James A. Wilson of Iowa, member of committee on post offices and post roads.

Jan. 18/87 wrote to Sen. O.D. Conger (see PMG's letter book).

Post Offices of Greer County, Oklahoma Territory

by Richard W. Helbock

Greer County in southwestern Oklahoma was the subject of a fifty year dispute between the State of Texas and the United States. In a treaty negotiated with Spain in 1819, the Red River was named as the boundary between Spanish territories and the recently acquired lands of the Louisiana Purchase. Subsequent explorations revealed that the Red River was divided into two forks west of the 100th meridian, and, after the Republic of Texas declared its independence from Mexico and defined its boundaries in 1836, the seeds of a territorial dispute with the United States were sown. Texas claimed that the North Fork of the Red river was the main stream and the boundary referred to in the 1819 treaty. The United States claimed that the South Fork was the proper

boundary. The land lying between the two forks amounted to some 2,380 square miles, and eventually became known as Greer County.

The first white settlers began taking up lands in the region lying between the forks of Red River forks in the mid-1880s. These settlers were almost entirely from Texas, and, while the U.S. Army posted warnings that the land was claimed by the Government as Unassigned Indian Lands, their numbers grew. In 1888 the State of Texas organized the area as Greer County with Mangum as the seat of county government. Interestingly, in early 1886, the U.S. Post Office Department had appointed postmasters at two new offices—Mangum and Frazer—both listed in Greer County, Texas. Records suggest however, that the POD was soon brought into line with the rest of the US Government, for both offices were discontinued in

Texas on December 26, 1886, and new offices of the same names were established in Unassigned Lands of Indian Territory.

Additional post office establishments followed at Navajoe in 1887; Erie, Mount Walsh, Quartz and Warren in 1888; and Jeffress, Aaron, Hess and Martha in 1889. All of these were listed as being located in the Unassigned Lands of Indian Territory. **Map 1** shows the location of most of these pioneer post offices.

The Census of 1890 counted 5,338 residents of Greer County. Frazer was listed as the largest town with a population of 300, but this listing may have been in error. Mangum, the county seat, had 202 residents. The only other place posting an enumerated population was Navajoe with 50 inhabitants.

On May 2, 1890 the US Congress passed the Organic Act creating Oklahoma Territory. The new Territory was to include not only the land opened to homesteaders in the 1889 Land Rush, but the western lands of the present State of Oklahoma including No Man's Land (later Beaver County) and Greer

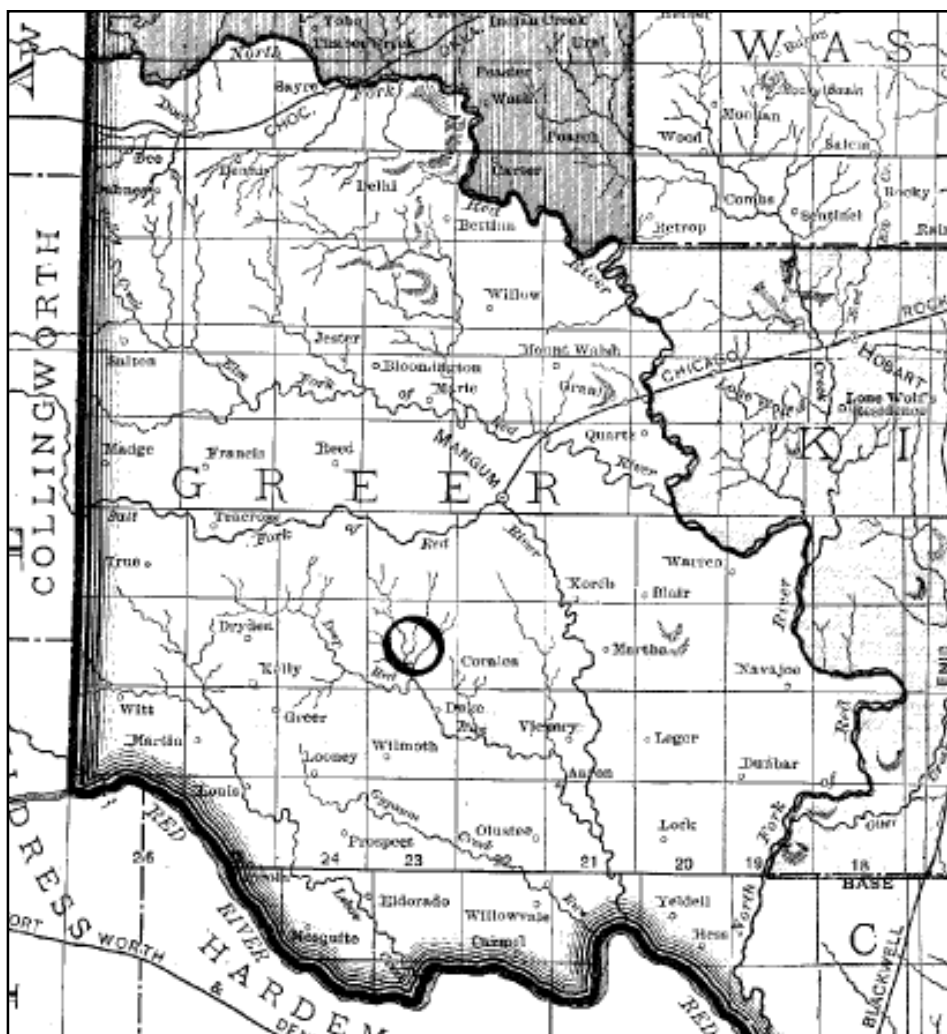


Map 1. The Unassigned Lands of Oklahoma Territory in 1893.
(Source: Walker's International Atlas, 1894)

County. That same year the US Attorney General filed suit to take possession of Greer County, and on March 16, 1896, after a long legal battle, the Supreme Court ruled in favor of the United States.

Increasing numbers of settlers began taking up lands in Greer County following its inclusion in Oklahoma Territory. Ten new Greer County post offices were established in 1890. This increase was followed by seven more in 1891, and a whopping fifteen new offices in 1892. After 1892, the annual rate of post office establishment dropped off precipitously, but there were still an additional 14 new Greer County offices added to the list before 1900. As elsewhere, some of these new post offices were the result of changes of names by existing offices rather than entirely new facilities.

Population figures from the Census of 1900 mirror the impressive post office growth of the 1890s. The county as a whole more than tripled in size to a total of 17,922. Mangum reported a 1900 population of 1,500, and it was followed in size by Altus—briefly renamed Leger—with 750 residents. Altus, it appears, was already experiencing the boom associated with its selection as an important rail junction. Interestingly, Frazer, the largest town reported in the 1890 Census, was not recorded at all in the Census of 1900. The Frazer post office was discontinued in 1895, and the place does not appear on **Map 2**, which shows the county according to Rand McNally about 1900. Populations for all Greer County localities returned in the Census of 1900 are listed in Table 1, and most of these places can be found on Map 2.



Greer County about 1900. (Source Rand McNally)

Greer County's population continued to grow through the last territorial years. A total of 49 new post office names were recorded on the county list prior to statehood. Many of these were quite short-lived, but some, such as Blair, Erick, Hollis and Texola, have continued to survive until the present day. Since Oklahoma entered statehood in 1907, and Greer County was divided into Greer, Harmon and Jackson counties plus a portion of Beckham County, no comparable population figure is available for territorial county area from the Census of 1910. Population counts for eleven individual towns of the old Greer County are available as follows: Altus (4821), Blair (508), Eldorado (926), Erick (915), Granite (1229), Headrick (270), Hollis (964), Mangum (3667), Martha (100), Olustee (850) and Texola (361). A glance at **Map 3**, which shows a portion of the 1909 *Cram Atlas* Map of Oklahoma, reveals that out of these eleven towns only two—

Hollis and Martha—were not located on railroads. Obviously, the impact of access to railroad transportation on the health of small towns was already well advanced in the region.

A total of 108 names appear on the list of post offices for Greer County, Oklahoma Territory. Of these, six were listed in the *Records of Appointments of Postmasters* as being "Rescinded". It is widely held that offices so listed existed only on paper, and never actually performed postal duties. Plates 1 and 2 illustrate territorial postmarks from 40 of the 102 Greer County post offices listed in Table 1. Readers who might be able to add new postmark towns or types to this listing are respectfully requested to contact the author.



Map 3. Southwestern Oklahoma about 1909. (Source: Cram's Atlas, 1909)

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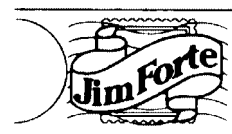
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Greer County Territorial Postmarks

TABLE 1

GREER COUNTY, OKLAHOMA TERRITORY POST OFFICES, 1886-1907

Post Office	Modern County	DATES	1900 Pop.	S/I	PM Illus.	Notes
AARON	Jackson	1889 - 1905	17	5	1898	Mail to Olustee
ALFALFA	Jackson	1903 - 1905	--	6		Mail to Altus
ALSFORD	Jackson	1891 - 1891	--	8		Mail to Lock
ALTUS	Jackson	1890 - Date	750	0	1892	Named Leger 1901-04
ANGA	Greer	1905 - 1906	--	7		Mail to Reed
ARBOR	Greer	1902 - 1906	--	6	1903	Mail to Jester
ATHENS	Greer	1905 - 1906	--	7		Mail to Reed
BARKIS	Greer	1904 - 1908	--	5		Mail to Jester
BETTINA	Beckham	1899 - 1910	--	4		Mail to Willow
BLAIR	Jackson	1901 - Date	13	0	1902	Was Dot
BLAKE	Greer	1901 - 1934	--	2		Changed to Russell
BLOOMINGTON	Greer	1892 - 1909	32	4	1899	Mail to Jester
BONNIE	Jackson	1901 - 1902	--	7		Mail to Yeldell
BORDER	Greer	1902 - 1902	--	7		Rescinded
CARL	Harmon	1902 - 1913	--	4	1903	Mail to Vinson
CARMEL	Jackson	1898 - 1910	23	4	1902	Mail to Olustee
CHILTON	Jackson	1890 - 1892	--	7		
CORALEA	Harmon	1893 - 1907	13	5	1902	Mail to Russell
CRETA	Jackson	1904 - 1930	--	2		Was Era; Mail to Eldorado
CRISTA	Jackson	1900 - 1902	--	6		Mail to Olustee
DABNEY	Beckham	1900 - 1902	--	6		Mail to Erick
DELHI	Beckham	1893 - 1973	9	1	1902	
DENNIS	Beckham	1900 - 1901	7	7		Changed to Erick
DIAL	Greer	1890 - 1890	--	8		Mail to Martha
DOCK	Beckham	1900 - 1902	--	6		Mail to Erick
DOT	Jackson	1893 - 1901	--	5		Changed to Blair
DRYDEN	Harmon	1892 - 1919	11	4	1900	Mail to Hollis
DUKE	Jackson	1890 - Date	15		1902	
DUNBAR	Jackson	1892 - 1905	21	5		Mail to Altus
ELDORADO	Jackson	1890 - Date	34	0		Also spelled El Dorado
ELMER	Jackson	1902 - Date	--	0		
EMMA	Beckham	1905 - 1910	--	4		Mail to Erick
ERA	Jackson	1901 - 1904	--	6	1901	Changed to Creta
ERICK	Beckham	1901 - Date	--	0	1907	Was Dennis
ERIE	Greer	1888 - 1889	--	8		Mail to Mangum
EVA	Greer	1891 - 1891	--	8		Mail to Mangum
EVANSVILLE	Greer	1892 - 1892	--	8		
FRANCIS	Harmon	1892 - 1902	35	5	1901	Changed to Trotter
FRAZER	Jackson	1886 - 1895	--	6		
GOAR	Greer	1890 - 1890	--	8		Rescinded
GRANITE	Greer	1899 - Date	192	0	1902	
GRANVILLE	Jackson	1892 - 1893	--	8		Mail to Duke
GREER	Harmon	1891 - 1909	5	4	1901	Mail to Looney
HALSMITH	Harmon	1903 - 1906		6	1903	Mail to Hollis
HAMTON	Jackson	1891 - 1891	--	8		Mail to Navajoe
HEADRICK	Jackson	1902 - Date	--	0	1902	
HESS	Jackson	1889 - 1920	8	3	1900	Mail to Elmer
HEXT	Beckham	1901 - 1902	--	7		Mail to Dehli
HIGHT	Greer	1904 - 1906	--	6		Mail to Blake



Greer County Territorial Postmarks

TABLE 1

GREER COUNTY, OKLAHOMA TERRITORY POST OFFICES, 1886-1907 (CONTINUED)

Post Office	Modern County	DATES	1900 Pop.	S/I	PM Illus.	Notes
HOLLIS	Harmon	1901 - Date	--	0	1907	
JAY	Jackson	1903 - 1905	--	6		Mail to Duke
JEFFRESS	Greer	1889 - 1889	--	8		
JESTER	Greer	1890 - 1938	6	2	1899	
KELLY	Harmon	1900 - 1910	40	4	1902	Mail to Gould
KOREB	Greer	1894 - 1906	150	5		
LADESSA	Greer	1902 - 1908	--	4		
LEGER	Jackson	1901 - 1904	--	6		Changed to Altus
LEMON	Jackson	1892 - 1894	--	7		Mail to Duke
LINCOLN	Jackson	1899 - 1906	7	5		Mail to Louis
LOCK	Jackson	1891 - 1906	29	5	1900	Mail to Altus
LONEOAK	Greer	1902 - 1902	--	7		Rescinded
LOONEY	Harmon	1892 - 1912	12	4	1902	Mail to Gould
LOUIS	Harmon	1891 - 1925	--	3	1900	Mail to Hollis
MADDEN	Jackson	1901 - 1902	--	7		Mail to Hess
MADGE	Harmon	1895 - 1913	43	4	1900	Mail to Vinson
MANGUM	Greer	1886 - Date	1500	0	1897	
MARIE	Greer	1899 - 1911	12	4	1901	Mail to Mangum
MARTHA	Jackson	1889 - Date	46	0	1902	
MARTIN	Harmon	1892 - 1912	11	4	1899	Mail to Hollis
MCKNIGHT	Harmon	1901 - 1911	--	4		Mail to Hollis
MESQUITE	Jackson	1901 - 1905	--	6		Mail to Eldorado
METCALF	Harmon	1905 - 1911	--	4		Mail to Dryden
MORRIS	Jackson	1890 - 1892	--	7		Mail to Martha
MOUNT WALSH	Greer	1888 - 1900	--	5		Mail to Granite
NAVAJOE	Jackson	1887 - 1905	76	5	1901	Mail to Headrick

TABLE 1

GREER COUNTY, OKLAHOMA TERRITORY POST OFFICES, 1886-1907 (CONTINUED)

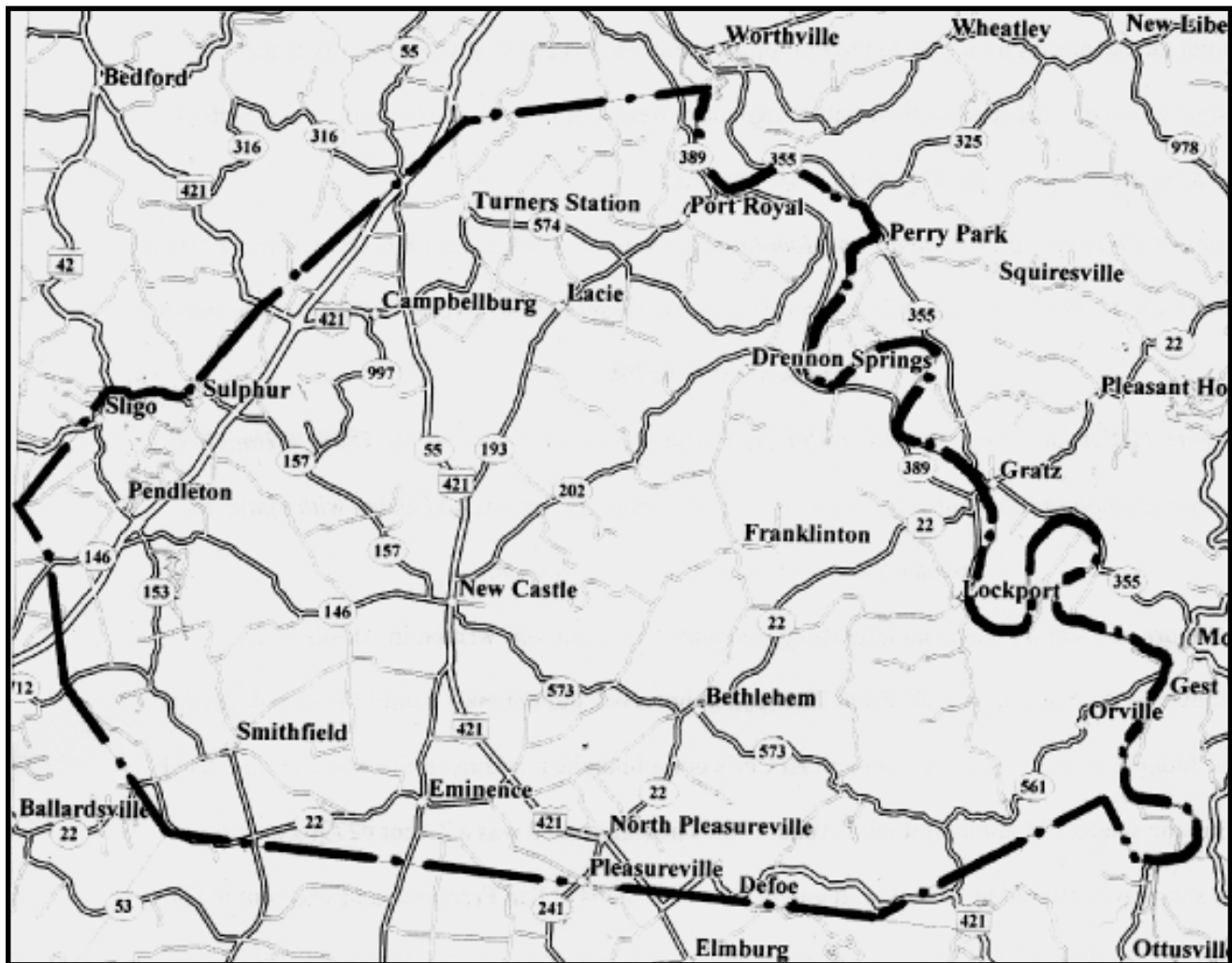
Post Office	Modern County	DATES	1900 Pop.	S/I	PM Illus.	Notes
<i>NUGENT</i>	<i>Greer</i>	<i>1894 - 1894</i>	--	8		<i>Rescinded</i>
ODEMA	Jackson	1901 - 1906	--	5		Mail to Eldorado
OLUSTEE	Jackson	1895 - Date	29	0		
OTIS	Jackson	1905 - 1905	--	7		Mail to Lincoln
PLAINVIEW	Greer	1890 - 1902	--	5		Mail to Mangum
POE	Jackson	1891 - 1895	--	7		Mail to Eldorado
PROSPECT	Harmon	1900 - 1906	--	5		Mail to Eldorado
PURVIS	Greer	1892 - 1903	--	5		Mail to Prospect
QUARTZ	Greer	1888 - 1900	--	5		Mail to Granite
<i>RALPH</i>	<i>Greer</i>	<i>1900 - 1900</i>	--	7		<i>Rescinded</i>
<i>REDRIVER</i>	<i>Greer</i>	<i>1900 - 1900</i>	--	7		<i>Rescinded</i>
REED	Greer	1892 - 1985	13	1		
RICKS	Jackson	1902 - 1904	--	6	1903	Mail to Warren
ROARK	Greer	1903 - 1905	--	6		Mail to Reed
RUE	Greer	1901 - 1902	--	7		
RUSSELL	Greer	1901 - 1915	--	4		Mail to Blake
SALEM	Greer	1892 - 1892	--	8		
SALTON	Harmon	1898 - 1914	11	4	1902	Mail to Vinson
SANDY	Harmon	1905 - 1910	--	4		Mail to McKnight
SHREWDER	Harmon	1902 - 1911	--	4		Mail to Dryden
TEACROSS	Harmon	1899 - 1911	--	4		Mail to Dryden
TEXOLA	Beckham	1901 - Date	--	0	1903	
TROTTER	Harmon	1902 - 1903	--	7		Changed to Vinson
TRUE	Harmon	1901 - 1905	--	6		Mail to McKnight
VICTORY	Jackson	1892 - 1906	25	5	1899	Mail to Olustee
VINSON	Harmon	1903 - Date	--	0		
WARREN	Jackson	1888 - 1920	15	3	1902	Mail to Blair
WILLOW	Greer	1899 - Date	13	0	1900	
WILLOWVALE	Jackson	1890 - 1903	16	5	1901	Mail to Olustee
WILMOTH	Harmon	1900 - 1911	19	4		Mail to McQueen
WITT	Harmon	1892 - 1903	67	5	1902	Mail to Hollis
YELDELL	Jackson	1892 - 1904	49	5	1902	Mail to Hess

Note: Offices in italics were rescinded and were never in operation.

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Map of Henry County, Kentucky

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The Post Offices of Henry County, Kentucky

by Robert M. Rennick

Henry shares its birthday with Gallatin County (as well as Muhlenberg and Cumberland Counties). On December 14, 1798 the Kentucky legislature authorized the establishment of Henry County wholly from Shelby County and named it for Patrick Henry (1736-1799), the twice governor of Virginia whose signature appeared on many of Kentucky's early land grants. From Henry's original territory were taken all or part of Oldham, Trimble, and Carroll counties. It assumed its present 289 square miles in January 1874 after losing some additional acreage to Oldham.

The eastern two-thirds of the county are drained by the meandering Kentucky River which for some thirty miles forms Henry's eastern border with Owen

County. Principal Henry County tributaries of that stream are Canes Run, Drenon, Six Mile, Pot Ripple, and Stevens Creeks. The Little Kentucky River, which joins the Ohio about three-fourths of a mile west of the mouth of the Kentucky, drains most of the western third of the county.

The county's first settlements of any consequence were made in the 1790s by thirty-four families of Dutch descent in the area between Pleasantville and Defoe and along the middle reaches of Six Mile Creek. Long essentially an agricultural county, Henry began to diversify its economy after the Second World War with some light industry in its larger towns. The 1990 Census counted nearly 13,000 residents.

Most of the post offices described in this chapter will be located by road miles from the junction of US 421 and Ky 146 in New Castle, the county's seat, which is thirty-one road miles east-northeast of downtown Louisville.

The sixth class city of *New Castle* was founded as the seat of the new county on the latter's inception. Its post office was established as *New Castle* or *Henry Court House* in early 1805 with Dennis Abbott, postmaster. Its name source remains a matter of conjecture. Some, on the basis of the town's having been settled by Virginians, say it was named for the Charlottesville home of one of Thomas Jefferson's sisters. Others assume it refers to the town in Delaware which honored the Earl of Newcastle. No one has suggested a derivation from the city in northern England; and the town in western Pennsylvania was not established until 1802. Kentucky's *New Castle*, which now has some 900 residents, was incorporated in February 1817.

Henry County's second post office may have been the short-lived and as yet unlocated *Campbell's Mills* (1826). It could have been a forerunner of *Campbellsburg* (see below) or was even in Henry's territory that became a part of another county. No one knows anything about it.

The sixth class city of *Pleasureville* until December 1961 was two separate towns distinguished as *North Pleasureville* and *South Pleasureville*. A mile apart, they were at the west end of the pioneer *Old Dutch Tract*, the communal settlement of thirty-four Dutch Huguenot families on several thousand acres acquired in 1786 from Squire Boone. The older of the two towns, *North Pleasureville*, was first called *Bantatown* [bahn/te/town] for the family of Cornelius Banta who built the first home on the site, or for Abraham Banta, the leader of the Dutch settlers. The post office established here in 1828 was called *Pleasureville* by which name the community was incorporated in 1842. According to local tradition, this name was derived from a visitor's remarks about his pleasure at being among such pleasant people as were living at this place.

In the early 1850s the Louisville and Frankfort (later Louisville and Nashville) Railroad was built through the southern end of Henry County on its way to the Kentucky capital. At a point a mile south of Pleasureville a depot was located which became the nucleus of another community called *Pleasureville*

Depot. To this were attracted many of the businesses of the earlier *Pleasureville*. In 1874 the *Pleasureville* post office was also moved here, retaining its name. To fill the void left at the other place, James W. Clark in 1879 established the *North Pleasureville* post office which operated until 1963.

Though the two towns united in the winter of 1961-62¹, old-timers at least, continued to distinguish them as *North Town* and *South Town*. *Pleasureville* now extends along Ky 241 from a point a few hundred yards within Shelby County to the original *North Pleasureville*. The latter centers at the junction of 241 and US 421, one mile north of the center of South Town. Roughly half of the 760 residents counted in the 1990 Census live in each section. The post office continues to operate from South Town, 7 ¾ miles southeast of New Castle.

Another post office that probably served the eastern end of the Low Dutch Tract was *Demaree*. Its location is not known but I conjecture it was on land heired by the descendants of Samuel Demaree, Sr., one of the original Dutch settlers, just north of the future Defoe. A younger Samuel Demaree was its only postmaster between February and October 1829.

A post office called *Brent's* may have been at or near the site of the later *Turner's Station*. On the Burr map (1838), this post office, in operation between April 7, 1828 and mid-January 1843, is shown on Mill Creek, just below the then Gallatin (later Carroll County) line, and eleven road miles north of New Castle. (Turner's Station will be discussed below). It was named for Dr. Sanford Brent (1800-1892), a Campbellsburg area physician, later turned farmer, who was the first of its two postmasters.

The fifth class city of *Campbellsburg* now extends west for one and a half miles along US 421 from its junction with Ky 55. At what may earlier have been called *Campbellsville* for a local family, a town was established by the legislature on January 29, 1840 and given the name *Chiltonsville* for the family of Charles Chilton, a town trustee and the local postmaster, who would shortly be elected to the state legislature. Three weeks later another act changed the town's name to *Campbellsburg*. The first post office definitely known to have served this vicinity was established on February 25, 1830 as the inexplicably named *Benevola*. John H. Oliver, its first

postmaster, was succeeded in March 1836 by Chilton. In September 1840 the post office too became **Campbellsburg**.

The arrival of the Louisville Cincinnati and Lexington (or Short Line, later L&N) Railroad at a point half a mile east of Campbellsburg and the erection of a depot there in 1869 led to a population shift and shortly to the distinction between **Old Campbellsburg** and **Campbellsburg Station**. The post office and other businesses were then moved to the vicinity of the Station. On March 20, 1876 the community around the station was incorporated as **New Campbellsburg**, though locally it continued for awhile as **Campbellsburg Station**.

In recent years the corporate boundaries of this community were extended west to Boyer Road (within a mile of I-71) and now include most of **Old Campbellsburg**. The town is now simply **Campbellsburg**, and its 600 residents (1990 Census) are still served by the post office at the junction of US 421 and Ky 997, 7 ½ miles north of New Castle.

In the early 1830s the Wallace family opened a warehouse at the mouth of Six Mile Creek, some fourteen miles east of New Castle. To serve the community growing up around it the post office of **Wallaceville** was established on June 22, 1833. It was maintained by Henry Moore through May 1835 when it closed. On July 3, 1840, shortly after the building of Kentucky River's Lock Number Two, just below the Six Mile confluence, the post office was reopened as **Lockport** with Alexander D. Williams, postmaster. The community, incorporated in this name in 1854, soon became a prosperous river port and mill town. However, it has barely survived a series of floods and the recent closing of its post office.

The two rail lines through Henry County that became a part of the L&N system gave rise to several stations with post offices. One of these lines, the route of the old Louisville and Frankfort Railroad between LaGrange and the state capital, was completed in 1851. Within a few years stations were located at Jericho, Smithfield, Eminence, Spring Hill, and Pleasureville.

Jericho, some two miles from the Oldham County line, acquired its post office from **Hendrensville** (sic), one mile north. Postal service for the commu-

nity of **Hendronsville** was initiated on October 18, 1830 with James Buchanan as its first postmaster. In February 1836 a legislative act renamed that community **Beech Grove** to avoid confusion with another Kentucky place², though it continued for most of the century as **Hendrensville**. On May 7, 1852 the post office moved to the newly established **Jericho** station (with James H. Moore, postmaster), taking that name. By the time the office closed in 1965 rail service through southern Henry County had been discontinued. The derivations of the **Hendrensville** and **Jericho** names are not known.

Eminence, the county's largest town, was also organized as a station on the Louisville and Frankfort. Its name may have been derived from its being at the highest point on this rail line (939 feet above sea level). The first post office to serve this area was established as **Bayard** on March 2, 1836, about a mile within Shelby County and probably two miles south of the new station. On June 20, 1850 Nathan J. Wells had the office moved to the tracks and renamed for the new town and station.

Eminence is now a fourth class city with a 1990 population of slightly more than 2,000. It is centered at the junction of Ky 22 and 55, four miles south of New Castle. It is also the county's main industrial town with factories making steel and copper products, electric amplifiers, magnetizers, and sporting goods. The origin of **Bayard** is not known, but one might wonder if it could have honored the Delaware congressman who was one of the American signers of the Treaty of Ghent that ended the War of 1812.

Some 2 ½ rail miles southeast of Jericho and 4 ¾ rail miles west of Eminence was the **Smithfield** station. It was named for Thomas Smith (1790-1850), the one-time New Castle merchant who later engaged in land speculation and, as president of the Louisville and Frankfort Railroad, succeeded in getting its tracks laid through Henry County instead of neighboring Shelby. Following its incorporation in March 1870, **Smithfield** enjoyed some success as a factory town producing brooms, cigars, and chewing gum. The post office, established on March 10, 1851 with Fleet H. Goodridge, postmaster, still serves this sixth class city, the county's smallest, with only 115 residents (1900 Census). Now centered at the junction of Ky 322 and 1861, the town is 6 ¾ miles southwest of New Castle.

The first post office serving **Hill Spring Station**, 2 ½ rail miles east of Eminence, and 6 ¼ miles south-southeast of New Castle, was established as **Midview** on October 9, 1851, with Robert H. Ellis, postmaster. By September 1863 when it closed, the local community and station were known as **Bellevue**. The office was re-established in July 1864 (with William O. Brewer, postmaster) as **Hill Spring**. Thenceforth, until that office closed in late February 1918, both **Hill Spring** and **Bellevue** were used interchangeably for the station and community. Though there is nothing at the site now but some homes, published maps identify it as **Bellview** (sic). None of these names has been explained (Incidentally, the **Bellevue** name was in use by a Christian County post office between 1846 and 1892.)

The last station before the Louisville and Frankfort tracks left Henry County was **Pleasureville Depot**, 1 ¾ miles east of Hill Spring-Bellview (see above).

One of the most curiously named places in Kentucky is **Port Royal**. The as yet unexplained name suggests a river site, but this small village has actually been on a hill, over a mile from the Kentucky River. More precisely, since the early nineteenth century, it has centered at the junction of Ky 199 and Cane Run Road, 10 ½ miles north north-east of New Castle, and has been the trading center for northeastern Henry County. Its river outlet was a large boat dock later called **Lane's Landing** which, for a short time, had its own post office. The **Port Royal** post office was established on September 14, 1837 with John Boulware, postmaster, and still serves several stores and shops, two churches, and a number of homes. (Could Kentucky's **Port Royal** have been named for Virginia's on the Rappahannock, just below Fredericksburg? Or for South Carolina's near Beaufort?)

The **Lane's Landing** post office, a quarter of a mile below the mouth of Cane Run, was established on May 22, 1893 and served two stores and the public landing until May of the following year. John W Jones, the first of its two postmasters, had first proposed to call the office **Chimney** but then settled for the name of the landing operated by a family of Lanes.

A post office established as **Mount Hope** on August 17, 1839, with Nathaniel Mothershead, postmaster, was then in Oldham County. In February 1842 that area became a part of Trimble County, and in March

1850 it became a part of Henry County. Then on April 22, 1846, with Julius Wilhoite as postmaster, the post office's name was changed to **Sligo**, ostensibly for the city and county in northwestern Ireland.

Among the several stations established on the Louisville Cincinnati and Lexington (or Short Line, later L&N) Railroad when it was built through a western part of Henry County in 1869 was **Pendleton**. Named for a local family, perhaps that of J.T. Pendleton, it has been six rail miles northeast of LaGrange and two road miles south of Sligo. To this new station, on September 20, 1869, John M. Barbour moved the **Sligo** post office and renamed it **Pendleton**.

Sligo, however, has continued as a viable community on US 42, just short of the Oldham County line and 10 ½ miles west north-west of New Castle. It even had its own post office again, though for only a short time in 1892-93, with Albert S. Morgan, postmaster. **Pendleton** also continues as a viable community with a couple of businesses and its extant post office.

Henry's shortest-lived post office, **Callaway's Cross Road**, whose location is not known, operated only between April 18 and August 11, 1840. Richard Callaway, its probable name source, was its only postmaster. Perhaps this Richard Callaway (1798-1846) is the one buried in the Highlands-Callaway family cemetery on Ky 22, east of Eminence. Also buried there was Col. John Callaway (1775-1825), a Henry County pioneer.

Almost as short-lived (January 8 through August 1861) and also unlocated was the **Rockpoint** post office maintained by William P. Gardner.

The first of the four post offices named for Drennon's Creek and with reference to other area features associated with that historic stream was **Drennon's**. This was established on November 21, 1844 with Willett R. Owen, postmaster. Its precise location is not known. It could have been at or near the future **Springport** on the Kentucky River, 1 ¼ miles below (north of) the mouth of Drennon's Creek, (and twelve miles northeast of New Castle) since in January 1855 (with Joseph P. Evins as postmaster) it took the **Springport** name. When Hannibal Skinner became postmaster in June 1858 it returned to **Drennon** and continued to operate through May 1859. The aptly named **Spring Port** post office was re-established on February 2, 1859 with Miler S. Montgomery as

postmaster, and operated until May 1899. By the 1870s the *Spring Port* post office was serving a community with a number of riverport-type businesses and some 500 residents. There is nothing there now.

Drennon's Ridge, a north-south elevation south of the creek and between it and the Kentucky River, nine miles east of New Castle, gave its name to the post office of **Drennan's Ridge** (sic). This was established on December 10, 1849, with William Barton as postmaster. The following September his successor, Richard Shaw, had the name changed to **Franklinton**. By 1878, when the crossroads community here was incorporated as **Franklinton**, its several stores and other businesses were serving a couple of hundred residents. The post office closed in 1958 and only a grocery and the Drennon's Ridge Baptist Church remain. Whence **Franklinton**? It is said to have been named for a local family but nothing is known of them. A Thomas Franklin is listed in the county's 1830 Census but his residence is not given. And neither he nor any other Franklins are mentioned in 1840 and 1850 Censuses, nor in nineteenth century burial records.

The hamlet and still active post office of **Bethlehem** centers at the junction of Ky 22 and 573, 6 $\frac{3}{4}$ miles east south-east of New Castle. Though the origin of this name is not really known³, local people have been taking advantage of it for years. Every December the local post office processes thousands of Christmas cards and letters sent here from all over the world for its distinctive postmark. Since 1961 the local churches have co-sponsored the annual "Living Nativity" in an old barn across the road from the post office. Local persons and livestock represent all the characters of the nativity except for the Infant Jesus which is a doll.

Until 1854 the place, which may have been settled before 1800, was known as **Mobley Stand**, suggesting a stage stop named for the family that may have owned the site. John Mobley is listed in the Henry County Census from 1830 to 1850 though his residence is not located. The local post office was established on August 20, 1853 as **Henrico**, perhaps associating this county in some way with the one of that name in Virginia. But by February 1854 postmaster John Kephart had the office renamed **Bethlehem**. As such the local community was incorporated in March 1876. This was later annulled so the state could build a road through the town.

Sulphur is another station with an extant post office on the old LCL (L&N) Railroad. Three rail miles north of Pendleton, just east of the Little Kentucky, and eight miles northwest of New Castle, the community it served was first called **Abbottsford** for Marion and Wash Abbott, early settlers. The depot was built by a sulfur spring on land donated by Thomas H. Hancock in 1867, and the community by then was known as **Sulphur**. Hancock established the local post office on August 24, 1869 naming it **Sulphur Fork** for the stream which joins the Little Kentucky a few hundred yards north of the depot. In January 1880 the post office became **Sulphur Station**, and by November 1882 it was merely **Sulphur**. By the end of the century the town, incorporated as **Sulphur** in 1890, had become a fairly prosperous mill town and rail shipping point. But it is no longer.

Some three miles north of Campbellsburg, the LCL established another station on land deeded by Joseph T. Ransdell. They called it **Spring Hill** for its location near the foot of the hill above Tom Barker's Spring. On September 20, 1869 Ransdell opened the **Spring Hill Depot** post office. But the town that developed around the depot and post office was incorporated, in March 1876, as **Turners Station**. In June 1879 the post office too took this name. The Turners were J.S. and T.J. Turner, who ran one of the five local stores, and their family's Virginia-born patriarch, Joseph Burch Turner (1803-1898), who had settled there early in the century with his pioneer parents and still lived nearby. Like most other railroad towns this one is but a shadow of what it once was. It was disincorporated in the 1970s, and there is little more there than its active post office just south of Ky 574 and ten miles north of New Castle.

Harpers Ferry sounds like it was named for a famous place on the Potomac River. Perhaps it was, for although Edward G. Harper was a local mill operator and sometime postmaster, there was no ferry there, much less a place for one. It was on top of a hill, at the junction of the present Ky 561 and the Harpers Ferry Road, 15 $\frac{1}{2}$ miles east south-east of New Castle. The nearest large stream, the Kentucky River, was 4 $\frac{1}{2}$ road miles east. Nevertheless, the post office was established as **Harper's Ferry** on May 16, 1870 with Benjamin F. Hall, the first postmaster. By this time the place was home to several mills and tobacco factories. Harper himself became postmaster in 1877 and ran the office for a number of years. In 1894 the apostrophe in the post office's

name was removed, and in late February 1914 the office was discontinued. Nothing marks the site today.

On February 10, 1875, at a point on the present Ky 389, half a mile southwest of the Kentucky River and about 1 ½ road miles west of Gratz, Allen M. Blanchard established a post office he called **Lead Mines**. This referred to the nearby lead deposits discovered shortly after the Civil War that were exploited from the 1870s through World War One. Two months after the office's establishment, Michael McAllister moved it to his store where he maintained it till it closed in late November 1880. Nothing is there now.

According to local tradition, a Mrs. LeCompte, when asked where her boy Lige was, would answer "he's up at his sweet home". She was referring to the place where the area men would assemble to trade and race their horses, swap stories, and generally pursue typically manly activities.⁴ Thus it was that, on April 16, 1875, John S. Holmes established the **Sweet Home** post office on the present US 421, just north of the Shelby County line, and four miles east south-east of North Pleasureville. The office lasted till the following November, but the village, with its two stores, a mill, church, and several shops, endured. On October 3, 1884 the post office was re-established in postmaster Wesley Hall's store. His preferred name, **Watterson**, probably honoring Louisville Courier-Journal editor Henry Watterson (1840-1921), was replaced by **Defoe** [dee/foh], by which name the town was incorporated in May 1890. But the place continued to be popularly known as **Sweet Home** till the first World War. Whence **Defoe** is not known though it's entirely likely that it referred to the English writer. The post office recently closed and only the church and Smith's grocery remain.

An examination of late nineteenth century county maps reveals a rather impressive layout for a town called **Gestville** [ghehst/vihl] at Lock Number Three on the Kentucky River. Attempts to determine the origin of this name have been futile. No Gest families have been identified in county records. But it's very likely that this name was a corruption of **Gistville**, for on March 11, 1862 the Kentucky legislature approved the establishment of a town by this name at that location. Furthermore, several related

families of Gist [e.g. those of William N. (1811-1835) and William L. (1829-1895)] are known to have been living in the New Castle area at this time.

Ambitious plans for the development of this place as a major logging town and river port were precluded by the replacement of the steamboat by the railroad and later by highway vehicles as a means of transportation. The local post office was not established till June 26, 1882 when George W. Lawrence, a local storekeeper and hotel owner, became the postmaster of **Gest**, a shortening of the town's name as instructed by the postal authorities. But **Gestville** remained the town's name till well into the twentieth century. Only a church and some homes on Ky 561, twenty-three miles east of New Castle, survived the closing of the post office in 1959.

According to postmaster-designate George W. Thurmond's Site Location Report, the **Grubridge** [ghruhb/rihdj] post office would serve his shop 3 ½ miles west of Harpers Ferry and two miles east of Six Mile Creek. This would place it at what the Lake Map of 1882 identified as **Adamsville** (for local families), and it would thus be on the present Ky 573, just east of Little Six Mile Creek, and some two miles west of the Grub Ridge Christian Church. The office, in operation between February 19, 1885 and mid-July 1890, was named for the ridge which had probably been named for the family of William H. Grubb. Thurmond was its only postmater. There is now no sign of a community, under any name, at that site.

Three and a half miles up Drennon Creek, and ten miles northeast of New Castle, is the abandoned site of one of Kentucky's most fashionable nineteenth century spas. Called **Drennon Springs**, the resort was developed in the 1830s and 40s around the medicinal waters of the several different kinds of sulphur springs discovered in 1773 by Matthew Bracken and Jacob Drennon and named for the latter.⁵ By the late 1860s, however, little remained of the spa. Most of its buildings burned in 1865 and little effort was made to redevelop the area. Nevertheless, on January 20, 1885, with plans for a small village, Thomas A. Campbell established a post office close to the south banks of the creek, about a mile northeast of the spa. The office closed in February 1914.

Meanwhile, at the mouth of Drennon Creek, Newton F. Jones opened another post office on June 22, 1899 and called it **Drennon**. In early 1904 Frank O.

Stroker had this office moved half a mile east to the **Glen Mary Landing** on the river and had it renamed **Glenmary**. (By then the Post Office Department was insisting on one word names.) In November 1922 this post office was moved to the site of the old **Drennon Springs** post office where, as **Drennon Springs**, it continued to operate till it closed for good in 1935.

Nothing remains of the resort but one spring that still attracts the occasional visitor. For awhile its water was being bottled for shipment to northern cities. The site's present owners would like to re-establish it as a resort but nothing much has happened. The store at the last post office site closed some years ago.

Just below the mouth of Banta's Fork, where the present Ky 573 crosses Six Mile Creek, eleven miles east-southeast of New Castle, was the **Blackwell** post office. This may have been at a site earlier called **Blackwell Stand** for a local family, probably that of the late Joseph Blackwell. The office was established on August 27, 1890 by storekeeper John Francis Raisor whose first name preference was **Crains Hill**. Nothing has survived its closing in mid-July 1925.

No explanation has yet been found for the name of the **Orville** post office established on June 20, 1892 with Mrs. Rosella E. Bondurant its first postmaster. First located on the north side of Stevens Creek, about 1 ½ road miles from the river, it early served two stores, a grist mill, and a blacksmith shop. After several short distance moves it ended its independent days in 1960 on Ky 561, half a mile east of its original location and 18 ½ miles east of New Castle. Here until recently it served some homes and a small grocery store as a community post office out of Pleasureville.

The Clements of nearby Clements Bottom established the post office of **Fallis** at the mouth of Pot Ripple Creek, 10 ½ miles east of New Castle. From January 16, 1895 it served a Kentucky River landing that may earlier have been called **River Dale**, the name first proposed for it. The office was then probably given the name of George W. Fallis, the pioneer New Castle physician, and his physician son who had represented the county in the state legislature in 1845. The office closed in 1948.

The **Vance** post office which served the northern end of Henry County between Mill Creek and the Kentucky River was probably located in the vicinity of the Pleasant Union Methodist Church on the present Rt. 1361, thirteen miles north of New Castle. The first name proposed for it, and the probable name of the small community it would serve, was **Handy**. But it operated from October 26, 1895 through January 1906 as **Vance** with James Anderson Monroe and William Doll as its only postmasters. The derivation of **Handy** is not known. **Vance** was likely named for the family of Robert W. Vance, Pendleton area magistrate and large landowner.

From April 20, 1898 through October 1902 Joseph Moore (only) ran the **Lacie** post office on Ky 193, seven miles north of New Castle. This may have been named for one or more of the several nineteenth century Lacie (Lacy) families in the county. A grocery and half a dozen homes are still so identified on published maps.

Unless the post office of **Bar** was named for a nearby Kentucky River sandbar, we have no idea how its name was derived. The office was established on December 2, 1898 with Martin V. Long, its first postmaster. Until it closed in late April 1914 it served only a store and the home of its proprietor on the present Ky 389, 17 ½ miles northeast of New Castle.

On Ky 22, less than 2 ½ miles from the Kentucky River, in the vicinity of Cemetery Hill, was the post office of **Noe**. This was established by and named for John Joel (Jack) Noe (1867-1961) on April 5, 1899 and lasted through March 1914.

The post office that Thomas F. Jenkins operated from June 15, 1901 through February 1903 was inexplicably called **Dellville** and not **Echo**, Jenkins' first preference. This office on the west bank of Drennon Creek and the present Ky 202, 5 ½ miles northeast of New Castle, served a store or two and the local voting precinct. Nothing is there now. I have no idea why the name has been spelled **Delville** on recent maps.

Henry's prominent Carroll family was probably the name source of the **Carroll** post office at the mouth of Joe's Branch, 2 ½ miles up Six Mile, and 11 ¾ miles east of New Castle. It operated between May 1, 1909 and mid-October 1923 with James M. Aldridge, its first postmaster. The Carrolls included John D. (1854-1927) who represented the county in

the Kentucky House from 1881-1884, Judge William (1836-1909), and the judge's son, Owen, a New Castle physician. For much of the twentieth century this vicinity has been known as *Slabtown* for the local legend that people would come to the sawmill there to pick up the slabs for firewood.

Conclusion

Five of Henry's forty post offices (Eminence, New Castle, Pleasureville, Campbellsburg, and Smithfield) still serve incorporated towns. Five others (Pendleton, Port Royal, Sulphur, Turners Station, and Bethlehem) are the center of current hamlets or small villages. Another nine offices, since closed, also served villages, several surviving on rural routes.

Local/area people accounted for fourteen offices names. One office may have been named for a famous British author. Three bore geographic or descriptive names. One was probably named for a distant place, and to four were transferred the names of nearby features (a landing, a stream, a ridge, and a collective springs). Economic institutions (a mill, a lock, and local mines) were preserved in three names. A human emotion is said to have accounted for Pleasureville's name. At least two derivations have been offered for New Castle's name – a town in Delaware and a Virginia estate, while Harpers Ferry may have been named for both a local person and a distant place. The origins of seven office names have not yet been derived, and three offices (Campbell's Mills, Callaway's Cross Roads, and Rockpoint) have not been located.

Six offices have names that were not originally proposed for them. Seven served communities with other names. Eleven had changes-of-name.

FOOTNOTES

¹ Residents of both the Pleasurevilles prefer "united" to "merge" for the latter term suggests a loss of the original identities in the new entity, and this was certainly not the case here.

² Probably *Herndonville* in Scott County, though by 1834 the post office serving the latter had been renamed *Stamping Ground*.

³ Naomi Hankins Hall, in her *History and Memories of Bethlehem Community, Henry County, Ky.*, Danville, Va., 1981, suggested that the town was

named for a noted race horse called *Bethlehem Star* owned by a Dr. E.T. Long. There is no record of such a horse at that time.

⁴ Maude Johnston Drane, *History of Henry County, Kentucky*, 1948, Pp. 46-47.

⁵ The 1783 survey of George Rogers Clark's 400 acre patent including the springs referred to the creek as *Drennon's Lick Creek* and the site of the springs as *Drennon's Lick*. For awhile in the late eighteenth century the lick was a modest supplier of the area's salt.

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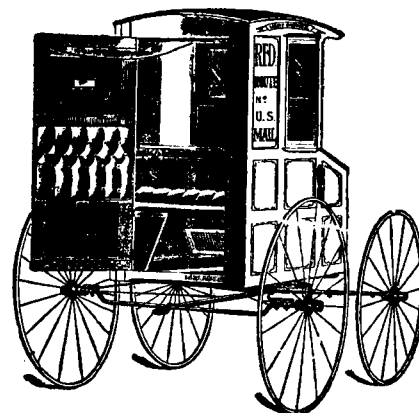
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Evolution of the U.S. Post Offices's Use of Form 3547

by Henry J. Berthelot

The writer is interested in collecting and studying U.S. penalty cards. The various forms used by the United States Post Office Department (USPOD) and the United States Postal Service (USPS) to evidence the performance of a service by either entity were and are "penalty cards." Those cards met the three requirements prescribed in the Act of 3 March 1877, which allow them, as well as all other categories of "penalty mail," to be transmitted through the U.S. Mail "free of charge." Those requirements were that the name of the office from which the card was transmitted, the words "Official Business" and the penalty (\$300) for any unlawful use be noted on the card. It is pointed out that the Congressional Act did not specify where the requirements were to be situated on penalty mail. Neither did the Act grant to the USPOD authority to set standards relating to the requirements.

In the article, "The Classic Penalty Franks," which appeared in the August 1998 edition of the *Chronicle*, Warren S. Howard wrote that by the time officials were confronted with the need to use the penalty clause, custom dictated that whatever obtained an item's passage through the U.S. Mail - "be it postage stamp, notation of cash received or signature frank" - belonged in the upper right hand corner of the item. Thus, on penalty cards, the penalty clause generally moved to the upper right hand corner of the card's address side during the early 1880s, often accompanied by the name of the office of transmission and the official-business endorsement.

On 10 September 1927, the USPOD established an Address Correction Service for mailers of third-class and fourth-class mail matter. When requested by the mailer, the USPOD, for a fee, would forward such matter to another address than that to which the matter was originally addressed and send to the mailer the new address. To make his "request" known, the mailer had to have

the following statement in the lower left hand portion, address side of the mail item: "Postmaster, if forwarded to a new address, notify sender on Form 3547. Postage for notice guaranteed." Initially, the fee for the service was two cents per Form 3547 sent by postal officials, payable by a postage stamp affixed to the form or by a postage due bill. The Address Correction Service was extended on 5 August 1932 to include second-class mail matter, if the matter bore the publisher's pledge to pay the return postage.

As noted in *U.S. Domestic Postal Rates, 1872-1999*, Form 3547 was used in conjunction with two other Post Office forms, Form 3578 and Form 3579, to provide address correction notice. This article will focus specifically on the USPOD's and USPS's use of Form 3547, which served generally as a "notice



Figure 1 First type of Pre-Address Correction Service 1-cent penalty card - No. 3547 (postmarked Nov. 1898).



Figure 2 Second type of 1-cent penalty card - No. 3547 (postmarked 1898).

to mailer.” The origin of the form will be discussed and the evolution of the form over the years will be illustrated. Like postal cards, penalty cards have a front and back side, referred to respectively as the “address” and “message” side. Each figure herein, where appropriate, will picture both sides of the penalty card/particular Form 3547 being discussed.

The USPOD’s use of Form 3547 predated the establishment of the Address Correction Service. Using the term “Pre-Address Correction Service” to refer to these cards, the writer notes that they did not contain the word “Form”; they bore only the designation “No. 3547.” The cards had a penalty clause worded as follows: “A penalty of \$300 is fixed by law for using this card to avoid the payment of postage on printed matter.”

Two Pre-Address Correction Service card types have been seen by the writer. An example of the first type is shown in **Figure 1**. Posted at Cleveland, Ohio, on 14 November 1898, the card was addressed to New York City. On the address side, the designation “No. 3547.” Was centered at the top of the card, and the

number “5-4070.” Appeared in the lower left hand portion of the card. The penalty clause was printed in a double-line format. The message side of the card had a “notice to mailer” of undeliverable second, third and fourth class matter. Referencing the Congressional Act of 13 June 1898, the “form” was printed to assist in effectuating the provisions of that Act.

Figure 2 illustrates an example of the second type of this card. Mailed 1 December 1898 in Mount Carroll, Illinois, to New York City, the card had a three-line penalty clause format on the address side. In addition, the designation “No. 3547.” Was underlined. Also, a different number - “5-4075” - appeared in the lower left hand portion of the card. On the message side of this card was the heading, in bold print, **“RETURNING SECOND, THIRD, AND FOURTH CLASS MATTER.”** The gist of the notice on this card was similar to that on the card of the first type, but the wording was different.

The reader will note that both card types were printed for general use by the USPOD, meaning the cards were not printed for a particular post office; they could be used at any post office.

The format of the cards used during the era of Address Correction Service was totally different from the formats on the cards previously considered. By the time the Address Correction Service was established, the penalty card format on official mail transmitted by the Post Office Department had been modified to the double-line statement:

PENALTY FOR PRIVATE USE TO AVOID PAYMENT OF POSTAGE, \$300

As noted in “The Classic Penalty Franks” article, that modification was made about 1906. The article also noted that the double-line statement had “gradually spread from the Post Office [Department] to the other departments, and became the standard for much of the twentieth century.” The dates of use of the forms subsequently presented will not be included in the writer’s discussion because these forms were used by a particular post office until its supply of the specific form was exhausted and replaced by a

Figure 3 2-cent penalty with new wording: “POSTAGE DUE 2 CENTS” - USGPO Form 3547 (postmarked 1949).

newer version or replaced owing to a rate change. For some post offices, it took many years to exhaust their supply of a specific form.

Printed by the U.S. Government Printing Office, the card seen in **Figure 3** was mailed in Charlotte, North Carolina, addressed to Wooster, Ohio. In the lower left hand corner of the address side appeared the number “16-21556.” The designation of the card as a Form 3547 is found in the upper left hand corner of the message side, along with the heading, in bold print, “NOTICE TO SENDER OF FORWARDING ADDRESS.”

The card pictured in **Figure 4** was used intrastate from Rockford to Alcoa, Tennessee. In this instance,

there was no postage due stamp affixed to the address side of the card, so presumably the amount due was collected via a postage due bill. Note in the lower left hand corner appeared the number “16-21556-1.” The message side had the designation “Form 3547/Rev. 3-46” in the upper left hand corner of the card. The message side wording is similar to the wording on the previously considered card except for the two sentences at the bottom of the card. Directed to “POSTMASTER,” those sentences were changed on this card. The first sentence; namely, “Do not send this form if new address of addressee is unknown unless specifically requested” was omitted on this card. Also note the number - “16-21556-2” at the bottom of the message side is different from the number on the address side. This indicates to the writer that the address side and message side formats were printed independently of each other. When the format on either or both sides was revised by postal officials, the printing office would make the necessary changes using the “number” to identify not only the particular printing “series,” but also the specific “run” in that series.

Figure 4 2 - cent penalty - USGPO Form 3547 Rev. 3 - 4 6 (postmarked 1947).

Post Office Department

OFFICIAL BUSINESS

2 3 4
MAY 1
11-19

THE H
S GOOD BU

POSTAGE DUE 2 CENTS

D. Blake Butler
325 B. Birmingham Ave.
W. Wash.
Ohio.

16-51506-1

Form 3547
Rev. 3-40

NOTICE TO SENDER OF FORWARDING ADDRESS
United States Post Office

In accordance with your request you are notified that the matter mailed by
you to *John B. Stone*
(Key No. *225*) is
incorrectly addressed because the addressee has removed to
San Jose
California

Forwarding postage required _____ cents.

Matter bearing a pledge to pay forwarding or return postage is forwarded or returned, rated with the postage due. Matter not bearing such pledge is treated as prescribed by the Postal Laws and Regulations.

Respectfully,
POSTMASTER.

POSTMASTER.—Fill in amount of forwarding postage ONLY when requested by sender.
16-51506-2 U. S. GOVERNMENT PRINTING OFFICE

Figure 5 2-cent penalty - USGPO Form 3547
Rev. 11-47 (postmarked 1949).

designation “Form 3547/Rev. 11-47,” and having the number “16-21556-4.”

The card in **Figure 7** is different from all the previously considered cards in that the top and bottom sides were serrated. To the writer, this indicates that cards of this revision were supplied either in a roll or in stacks one-card wide by an unknown number of cards long, designed to be easily separated by postal officials. Posted in Great Falls, Montana, addressed to Wooster, Ohio, this card has an address side that is similar to that on the card seen in Figure 6, except that here, the number in the lower left hand corner is “c9-16-20163-1.” The message side has the designation “Form 3547-S/(Rev. 11-47).” At the bottom of the card, the words, “U.S. Government Printing Office” were centered, followed by the number “c9-16-20163-3.”

The address side of the card shown in **Figure 5** evidences that it had been sent to Wooster, Ohio, from Camden, New Jersey. While this side is similar to that seen on the card in Figure 4, the message side of this card was revised. Here, the card was designated “Form 3547/Rev. 9-46,” the revision being the relocation of one of the blank lines and the identification of the form’s printing as number “16-21556-3.”

Mailed in Westfield, Massachusetts, to Milwaukee, Wisconsin, the card in **Figure 6** had an address side that is similar to the address side of the card in the previous figure. Accordingly, it has the same number - "16-21556-1" in the lower left hand corner. The message side was modified as shown, the new form bearing the

Post Office Department
OFFICIAL BUSINESS

PENALTY FOR PRIVATE USE TO WHICH
PAYMENT OF POSTAGE, \$3000

WESTFIELD
FEB 6
1 30PM
1951

POSTAGE DUE 2 CENTS

18-21186-1

Form 3547
Rev. 11-47

NOTICE TO SENDER OF FORWARDING ADDRESS
United States Post Office

(City) (State)

Matter mailed by you to _____
22 _____

(Key No. _____) _____
is incorrectly addressed because the addressee has removed to _____

Forwarding postage required _____ cents.

Matter bearing a pledge to pay forwarding or return postage is forwarded as returned, rated with the postage due. Matter not bearing such pledge is treated as prescribed by the Postal Laws and Regulations.

Respectfully,
POSTMASTER.

POSTMASTER.—Fill in amount of forwarding postage ONLY when requested by sender.
18-21186-4 U. S. GOVERNMENT PRINTING OFFICE

Figure 6
2 - cent
penalty -
USGPO
Form
3547 Rev.
11 - 47
(post -
marked
1951).

Post Office Department
OFFICIAL BUSINESS

Penalty for Private Use to Avoid Payment of Postage, \$500 (1970)

POSTAGE DUE 2 CENTS

D. Blake Battles.

325 Blooming ton Ave.

Worster, Ohio

Form 3547-8 (Rev. 11-47) **NOTICE TO SENDER OF FORWARDING ADDRESS**

United States Post Office

Matter mailed by you to Chas J Bresssee Jr.
200 18th St. S. W.

(Key No.)

is incorrectly addressed because the addressee has removed to Cut Bank, Montana.

Forwarding postage required XX XX cents.

Matter bearing a pledge to pay forwarding or return postage is forwarded or returned, rated with the postage due. Matter not bearing such pledge is treated as prescribed by the Postal Laws and Regulations.

Respectfully,
POSTMASTER.

POSTMASTER.—Fill in amount of forwarding postage ONLY when requested by sender.

U. S. GOVERNMENT PRINTING OFFICE 49-35-20103-2

Figure 7 Serrated 2-cent penalty, USGPO Form 3547-S (Rev. 11-47), postmarked 1949.

Figure 8 Total revision of 2-cent penalty with heading “NOTICE TO SENDER”, USGPO Form 3547 (Rev. 1-50), postmarked 1950.

Post Office Worster, Ohio

Post Office Department
OFFICIAL BUSINESS

Penalty for Private Use to Avoid Payment of Postage, \$500 (1970)

POSTAGE DUE 2 CENTS

Matter mailed by you to Chas J Bresssee Jr.
200 18th St. S. W.

(Key No.)

Is undeliverable for the reason checked:
☐ No such business ☐ Discontinued ☐ Moved ☐ Deceased
☐ Removed—Let. ☐ Recalled ☐ Other reason
☐ Removed—Let. ☐ Recalled ☐ Other reason

Forwarding postage required cents.

Fill in amount ONLY when requested by sender.

NOTICE TO SENDER

The information on the reverse side of this form has been furnished in accordance with your request. Please correct your mailing list accordingly.

Matter bearing a pledge to pay forwarding or return postage and that for which the addressee has guaranteed forwarding postage is forwarded or returned, rated with the postage due. Matter not bearing such pledge or covered by a guarantee is treated as prescribed by the Postal Laws and Regulations.

It should be clearly understood that the provisions for furnishing Form 3547 apply only to third- and fourth-class matter sent out in the regular course of business for purposes other than obtaining the address of the person to whom the matter is sent. The facility may not be used in connection with mail matter sent out primarily for the purpose of collecting post-due accounts.

Form 3547 (Revised 1-50) 49-35-20103-2 U. S. GOVERNMENT PRINTING OFFICE

Both sides of the card in **Figure 8** show a total revision of the card/form. Note that the message side, as revised, now has the heading **"NOTICE TO SENDER"** printed in bold type. The designation "Form 3547 (Revised 1-50)" has been moved to the lower left hand corner of the card. Further to the right appeared the number "c16-61060-1," which also was printed in the lower right hand portion of the address side. This card was printed by the U.S. Government Printing Office.

Also printed by the Government Printing Office, the card in **Figure 9** was made specifically for the Saint Louis, Missouri Post Office. This can be seen by looking at the "Post Office line" in the upper left hand corner of the address side. The wording on both sides of this card is similar to the wording on the card in Figure 8, except this card has the number "c9-16-61061-1" in the lower right hand portion of the address side and the designation "Form 3547-S (Revised 1-50)" in the lower left hand corner of the message side. Bearing an "S" in the form

Figure 9 is a 2-cent penalty card custom made for St. Louis, MO. The top section is the address side, featuring a circular postmark from Saint Louis, MO, dated OCT 5 1951. The address is for W. R. Hecht, Bookseller, Box 4206, Tower Grove Sta., Saint Louis, MO. The bottom section is the message side, titled "NOTICE TO SENDER". It contains text explaining the forwarding of postage and return postage, and a warning that the facility may not be used in connection with mail matter sent out primarily for the purpose of collecting post-due accounts. The form is designated as Form 3547-S (Revised 1-50).

Figure 9 2 cent penalty card custom made for St. Louis, MO - USGPO form 3547-S (Rev.1-50), postmarked 1951.

Figure 10 3-cent penalty with revised wording: "NOTICE TO SENDER" - POD Form 3547 Aug. 1954 (postmarked 1955).

Figure 10 is a 3-cent penalty card with revised wording. The top section is the address side, featuring a circular postmark from Yakima, Wash., dated AUG 12 1955. The address is for Lloyd H. Hammerstad, 502 Ohio Ave, Yakima, Wash. The bottom section is the message side, titled "NOTICE TO SENDER". It contains text explaining the forwarding of postage and return postage, and a warning that the facility may not be used in connection with mail matter sent out primarily for the purpose of collecting post-due accounts. The form is designated as POD Form 3547, August 1954.

designation, this card also was serrated along the top and bottom edges.

The fee for Address Correction Service increased effective 1 February 1954 to three cents. That rate increase was reflected on the card illustrated in **Figure 10**. Both sides of the card show another total revision having been made by postal officials. The message side has the number "c-16-61060-8." The message side also shows the designation "POD Form 3547/August 1954." Note from the highlighted text the change in the endorse-

Figure 11
3-cent penalty card with four address changes and 12-cents postage due (hand written) - POD Form 3547-S Feb. 1955 (postmarked 1957)

POST OFFICE DEPARTMENT
SAN DIEGO, CALIF. P. O.
Official Business

Change address of:
 (Address)
 Mrs. Wm. Ward
 7245 Volta Ct.
 (KEY NO.)
 No Key No. ☒ Key No. Eligible
 To 1550-Bookings H.
 PM—Show name and key numbers wherever applicable.

POSTAGE DUE 8 CENTS

Linda Vista, McDevitt Blvd.
 6369- Jack St.
 San Diego, N. Calif.
 (Street and Number)
 (Post Office, Zone, and State)

NOTICE TO SENDER

The information on the reverse side of this form has been furnished in accordance with your request. Please correct your mailing list accordingly.

Matter bearing a pledge to pay forwarding or return postage and that for which the addressee has guaranteed forwarding postage is forwarded or returned, rated with the postage due. Printing of the inscription "Form 3547 Requested" on mail matter constitutes a guarantee by the sender that the fee for notice will be paid, if one is sent or return postage will be paid when the matter itself is returned. Matter not bearing such pledge or covered by a guarantee is treated as prescribed by the postal laws and regulations.

POD Form 3547-S
Feb. 1955

is different. This card has the designation "POD Form 3547-S/Feb. 1955." Another "S" designated card, this card must have been the "top" card in the roll or stack, because it was serrated only on one horizontal edge.

Beginning 1 July 1957 the Address Correction Service fee increased to five cents. The card in **Figure 12** was designed to reflect the new rate. Here, both sides of the card were modified totally. Now headed "NOTICE TO MAILER" on the message side, this form was designated as "POD FORM 3547-S/JUN 1958." Printed by the Government Printing Office, this form bore the number

ment needed on a third- or fourth-class mail item to request a Form 3547. Note too that on the address side of the card there is a different number, this number being "c-16-61060-7."

The card in **Figure 11** evidences that four address corrections (at three cents each) were accumulated on this card/form, which was printed by the Government Printing Office especially for the San Diego, California Post Office. Having the number "c-6-16-61061-8" printed in the lower right hand portion of the address side, that side had minor changes from the address side of the card in Figure 10. The notice on the message side has the same wording as that in the previous figure, but the format

POST OFFICE DEPARTMENT
OFFICIAL BUSINESS
Western Hills, Cincinnati, Ohio
POST OFFICE (City, Zone No., and State)

KEY NUMBER
Show all numbers, dashes, and code letters
4472 W 8th St
Cincinnati 38 Ohio 210
NEW ADDRESS
2437 Maplewood
CITY, ZONE NO., AND STATE
19 Ohio

NAME
Frank D. Edwards Jr.
NUMBER AND STREET
1251 Fuhman Rd
Cincinnati 15, Ohio

POSTAGE DUE 5 CENTS

NOTICE TO MAILER

The information on the reverse side of this form has been furnished in accordance with your request. Please correct your mailing list accordingly.

Mail bearing a pledge to pay forwarding or return postage and that for which the addressee has guaranteed forwarding postage is forwarded or returned, rated with the postage due. Printing of the inscription "Form 3547 Requested" on mail matter constitutes a guarantee by the mailer that the fee for notice will be paid if one is sent or return postage will be paid when the mail itself is returned. Mail not bearing such pledge or covered by a guarantee is treated as prescribed by the postal laws and regulations.

POD FORM 3547-S
JUN 1958

U. S. GOVERNMENT PRINTING OFFICE: 1954-O-471852

Figure 12
5-cent penalty card with new heading: "NOTICE TO MAILER" - POD Form 3547-S Jun 1958 (postmarked 1961).

Figure 13 Second reprint of 5-cent penalty - POD Form 3547 Sep. 1959 (postmarked 1961).

POST OFFICE DEPARTMENT
OFFICIAL BUSINESS
Cincinnati Demand Branch
Cincinnati 17, Ohio

POST OFFICE (City, Zone No., and State)

KEY NUMBER
Show all numbers, dates, and code letters
210

NO KEY NO.
KEY NO. ILLEGIBLE

POSTAGE DUE 5 CENTS

NAME OF ADDRESSEE
Mr. Thomas E. Leiser

OLD ADDRESS
10 Parkwood Pl
Cincinnati 17, Ohio

NEW ADDRESS
2503 Williamsburg Dr
Cincinnati 25, Ohio

NAME
Frank D. Edwards Jr.

NUMBER AND STREET
1251 Fuhrman Pl
Cin 15 Ohio

NOTICE TO MAILER

The information on the reverse side of this form has been furnished in accordance with your request. Please correct your mailing list accordingly.

Mail bearing a pledge to pay forwarding or return postage and that for which the addressee has guaranteed forwarding postage is forwarded or returned, rated with the postage due. Printing of the inscription "Form 3547 Requested" on mail matter constitutes a guarantee by the mailer that the fee for notice will be paid if one is sent or return postage will be paid when the mail itself is returned. Mail not bearing such pledge or covered by a guarantee is treated as prescribed by the postal laws and regulations.

POD FORM 3547
SEP. 1959

U.S. GOVERNMENT PRINTING OFFICE: 1959-O-378401

ten cents. And, as pointed out in *U.S. Domestic Postal Rates, 1872-1999*, from 10 January 1962 through 17 January 1968, "undeliverable third- and fourth-class mail [matter that bore] the words, 'Return Requested,' was returned to the sender, at a charge of [eight cents] or the applicable third- or fourth-class single-piece rate, whichever was higher, marked with the new address, if available."

Starting 18 January 1968, the Address Correction Service was available for all four classes of mail matter. After this date, the Form 3547 was used to forward the requested new address to a sender of first-class mail matter. A new printing of the Form 3547 occurred. Shown in **Figure 14** is an example

"1958-O-471852." Again, in this instance, the card was serrated only on one horizontal edge.

Another printing of this card was made the next year. In this printing (**Figure 13**), the card was designated "POD FORM 3547/SEP. 1959" on the message side, and bore the number "1961-O-578461."

On 9 January 1962, the Address Correction Service ended temporarily for third-class and fourth-class mail matter, while the next day the Address Correction Service fee for each notice of undeliverable second-class mail matter sent to a publisher on Form 3578 increased to

POST OFFICE DEPARTMENT
OFFICIAL BUSINESS
BARSTOW, CA 92317

POST OFFICE (City, State, and ZIP Code)

KEY NUMBER
Show all numbers, dates, and code letters

NO KEY NO.
KEY NO. ILLEGIBLE

Postage Due 10 Cents

NAME OF ADDRESSEE
Mavis Caruthers

OLD ADDRESS
34637 Arville
BARSTOW, CA 92317

NEW ADDRESS
107 Reed Ave
Clayton, Alabama 36016

NAME
P.O. Box 1178

NUMBER AND STREET
Redwood, Calif. 93555

NOTICE TO MAILER

The information on the reverse side of this form has been furnished in accordance with your request. Please correct your mailing list accordingly.

RECEIVED
MAR 13 1970
CHINA LAKE RIDGECREST
CREDIT BUREAU

POD FORM 3547
FEB. 1968

U.S. GOVERNMENT PRINTING OFFICE: 1968-O-287-708

Figure 14 10-cent penalty card - POD Form 3547 Feb. 1968 (postmarked 1970).

of the newly printed card/form. Designated “POD FORM 3547/FEB. 1968,” this card has the number “1968-O-287-799” printed on its message side.

Figure 15 shows only the address side of a card with the message side designation “POD FORM 3547/FEB. 1968.” In this case, four address correction notices were accumulated on the card/form, payment of which was accounted for with a plate number block of four postage dues.

The card illustrated in **Figure 16**, designated on its message side “POD FORM 3547/OCT. 1968,” shows a complete revision from the card/form seen in Figure 14. This card has the message side number “c60-16-80240-1”; the words “Government Printing Office” were abbreviated “GPO.” In the January-February 1968 edition of *Postal Stationery*, it was reported that then “Postmaster general W. Marvin Watson [had] announced in late November [1967] that U.S. . . . [penalty cards would] soon bear . . . a flying eagle design.” That report further stated that “the outline drawing of the eagle in flight was developed by Peter J. Bursonos, an illustrator working under contract with the [USPOD].”

Figure 15 POD form 3547/Feb. 1968 with (4) 10-cent postage due stamps.


The card shown in **Figure 17** was designated the same as the card in Figure 16, except that this card has the flying eagle indicium on its address side and a different number - “c60-16-80240-2” - on its message side.

The Government Printing Office began printing Form 3547 cards for the USPS before the USPOD ceased operations. **Figure 18** illustrates a card that bears the message side designation “PS FORM 3547/OCT. 1970.” Note the number on this card, “c60-16-80240-3.” Too, that the corner card on the address side was that of the “U.S. POSTAL SERVICE.”

Not long after postal officials began to use the flying eagle indicia, the USPOD became the USPS. David N. Grayson wrote in “U.S. Penalty Covers,” published in the April 1980 issue of *The American Philatelist*, “When the [USPS] was established on July 1, 1971, a new standard penalty indicia was in-

Figure 16 10-cent penalty card, with completely revised address & message sides - POD Form 3547 Oct. 1968 (postmarked Aug 1969).

POST OFFICE DEPARTMENT
OFFICIAL BUSINESS



PENALTY FOR PRIVATE USE TO AVOID
PAYMENT OF POSTAGE, \$300

CALIF. 92405 **Postage Due 10 Cents**

Cc Exchange.
Box 2546
92406

10- ENTER KEY NUMBER HERE
Show all numbers, dates, and code letters.

If no key number is shown, indicate reason:
☒ No Key Number on Mail
☐ Key Number Illegible

The following change of address is furnished in compliance with the words ADDRESS CORRECTION REQUESTED which appeared on the mail you recently sent.

Name of addressee *GARY MARSH*

Old address
2574 LEROY ST

Post Office, State and ZIP Code

New address
P.O. Box 172


Post Office, State and ZIP Code
LAKE ISABELLA CALIF 93240

PS FORM 3547
OCT. 1968

Figure 17 "Flying Eagle" 10-cent penalty - POD Form 3547 Oct. 1968.

Figure 18 10-cent penalty card - PS Form 3547 Oct. 1970 (postmarked 1972).

U.S. POSTAL SERVICE
OFFICIAL BUSINESS



PENALTY FOR PRIVATE USE TO AVOID
PAYMENT OF POSTAGE, \$300

Postage Due 10 Cents

RECEIVED
APR 26 1972
STATE DEPARTMENT
OF EDUCATION

Kansas State Dept of Education
120 East 10th St
Topeka, Kansas 66612

10- ENTER KEY NUMBER HERE
Show all numbers, dates, and code letters.

If no key number is shown, indicate reason:
☐ No Key Number on Mail
☐ Key Number Illegible

The following change of address is furnished in compliance with the words ADDRESS CORRECTION REQUESTED which appeared on the mail you recently sent.

Name of addressee *Frances L. Mc Ginness*

Old address
1328 W 30th

Post Office, State and ZIP Code
66611

New address
1611 W 29 Terr

Post Office, State and ZIP Code
66611

PS FORM 3547
OCT. 1970

Figure 19
10-cent
penalty -
PS Form
3547 Mar.
1972
(post-
marked
1973).

Figure 21 illustrates an aberration in the use of the Form 3547 penalty card. This novel method involved a postal official reproducing the mail item (on which the address correction had been noted) onto card stock, clipping the copy to the approximate size of the mail item, applying a “Returned to Sender” handstamp (in magenta ink) and returning the copy to the mailer while forwarding the item to the addressee at the new address. The back side of this “form” was blank.

Effective 13 June 1976, the Address Correction Service fee increased to thirteen cents, followed five days later (18 June) by another jump in rate to twenty-five cents.

troduced. [T]he design featur[ed] an eagle raising its wings preparing to take flight. The design . . . was prepared by Raymond Loewry / William Snaith, Inc. of New York.”

Note on the address side of the card in **Figure 19**, the new indicium and the new, three-line format for the penalty clause. Henceforth, all cards have the address side corner card of the “U.S. POSTAL SERVICE.” On the message side, the card has the designation “PS FORM 3547/MAR. 1972” and the number “c60-16-80240-3.”

While the address side of the card shown in **Figure 20** was similar to that on the preceding card, the message side was modified. This card has the message side designation “PS Form 3547 Apr. 1974” and the number “1974 O - 537-499.”

Figure 20
10-cent pen-
alty w/
modified
message -
PS Form
3547 Apr.
1974.

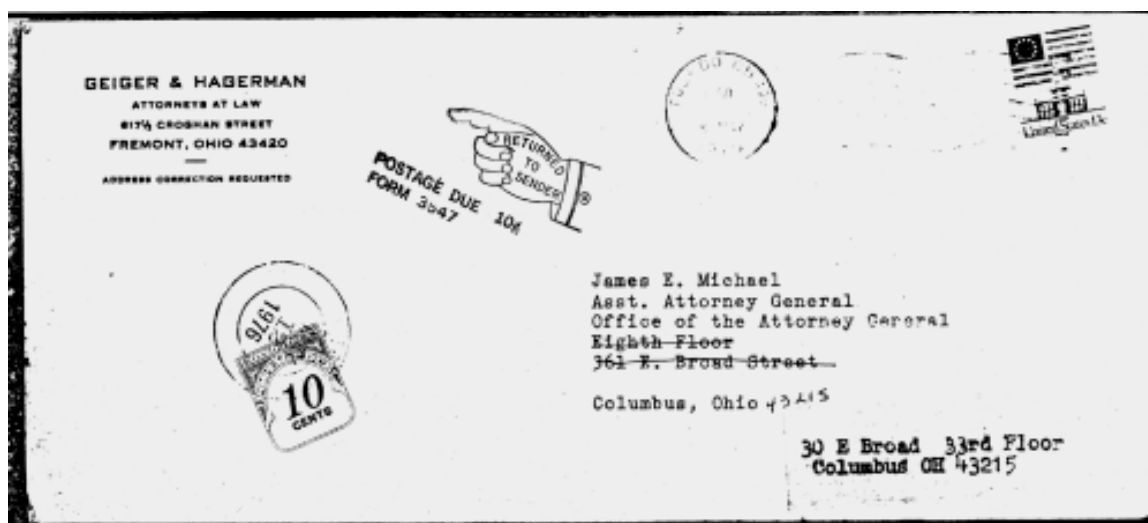


Figure 21 Novel photocopy application of Form 3547, 10-cent penalty onto card stock (postmarked 1976).

Seen in **Figure 22** is a card with the message side designation “PS Form 3547 Apr. 1975.” Too, the words “U.S.” were abbreviated, while the words “Government Printing Office” were spelled out, and

the card was numbered “1975 - 652-075.” Note on the address side of the card the amount of postage due was not printed. A postal official was to write the amount in by hand.

Figure 22 PS Form 3547 Apr. 1975 (note star & USPS designation lower right)

Figure 23 shows only the address side of a card that also bore the message side designation “PS Form 3547 Apr. 1975.” This card is shown to demonstrate the use of a postage due meter to account for the postage due collected for the address correction.

The Address Correction Service fee increased to thirty cents on 17 February 1985. **Figure 24** shows a refinement of the method of reproducing the mail item (on which the address correction had been noted) onto card stock and returning the PS FORM 3547 to the party requesting the address correction. Since the early years of the 1980s, postage due stamps were no longer used by the USPS to account for the collection of additional postage. Here, the “form” included the penalty clause and the USPS logo. A thirty-cent regular stamp was used to evidence the mailer’s payment of the address correction fee. The obverse side of this Form 3547 was blank.

On 3 February 1991, the Address Correction Service fee was raised to thirty-five cents. Illustrated in **Figure 25** is a card that has the message side designation “PS Form 3547, February 1992.” Also on the message side at the bottom of the card, was the wording, in bold type, “NOTICE TO MAILER OF CORRECTION IN ADDRESS.” On the address side, the eagle indicium was printed

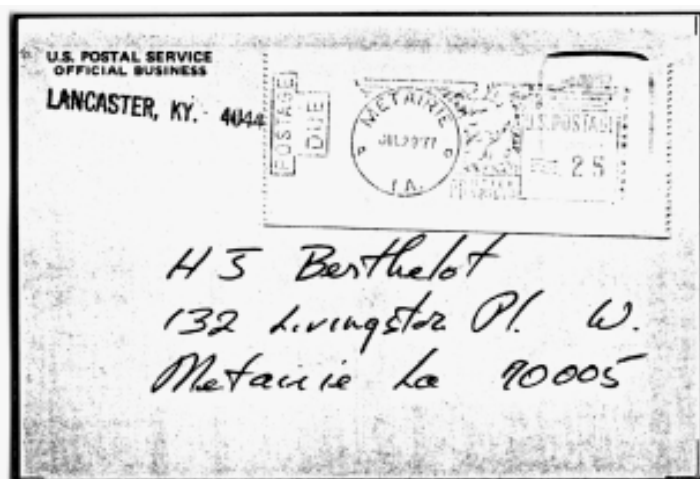


Figure 23 25-cent penalty, metered - PS Form 3547 Apr. 1975 (postmarked 1977).

Office's use of this particular card/form. All comments will be greatly appreciated. Please contact the writer via the post at 132 Livingston Pl. W., Metairie, LA 70005, or via e-mail at hankberthelot@yahoo.com.

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"U.S. Official Envelopes Bear Sorting Guide." *Postal Stationery*, January-February 1969, Volume 11, Number 7, Whole Number 134. **Figure 25** 35-cent penalty - PS Form 3547 Feb 1992 (postmarked 1994).

in the negative and the card has a vertical bar code pattern referred to in the *Domestic Mail Manual* as a facing identification mark, or FIM. This pattern functions as an orientation mark for automatic facing and canceling equipment.

Beginning 1 January 1995, the fee for providing an address correction increased to fifty cents. And, starting 1 July 1997, the endorsement needed to request the service was changed. Now, the sender of first-class mail matter has to have the three-word phrase, "ADDRESS SERVICE REQUESTED" noted on the address side of the mail item.

The writer's purpose was not only to present his study of – though probably incomplete – and reading on the Post Office Form 3547, but also to draw the attention of other collectors to the overlooked area of U.S. penalty cards. It is hoped that other interested collectors will correct or affirm the writer's beliefs about these penalty cards and "fill in any gaps" about the evolution of Form 3547 so that definitive information may be ascertained regarding the Post

Figure 24 30-cent penalty cardstock reproduction - US POSTAL SERVICE PS Form 3547 (postmarked 1989).



U.S. Postal Service
Nicholville, N.Y. 12965-9998
OFFICIAL BUSINESS

NICHOLVILLE, NY
JAN 27 PM 1994
U.S. MAIL

Penalty for Payment of Postage
 USE TO AVOID PAYMENT OF POSTAGE

Postage Due .35¢

MODERN POSTAL HISTORY SOCIETY
132 LIVINGSTON PL W
METAIRE LA 70005-3954

THE CARD IS FURNISHED.

☒ For address correction, as requested.
 (Your mailing piece was forwarded.)

☐ No Account No. on Mail ☐ Account No. Eligible

For Reseller's Account No. here, (if furnished, dates and terms).

Mem# : 349 67 per 472

Addressee's Name
R. Patten

Old Address (include Apt./Suite No.)
Box 53

City, State and ZIP Code
Lawrenceville, NY 12944

New Address (include Apt./Suite No.)
HC 01 Box 28

City, State and ZIP Code
Nicholville, NY 12965-9705

The address portion of your 2d, 3d, or 4th-class mailing piece was not readily detachable. Reason for non-delivery was:

☐ Moved, left no address ☐ No such street ☐ No such number

☐ Refused ☐ Attempted, not known ☐ Unclaimed

PS Form 3547, February 1992 NOTICE TO MAILER OF CORRECTION IN ADDRESS

Figure 25 35-cent penalty - PS Form 3547 Feb 1992 (postmarked 1994).

Your Ad Could Appear in this Space for just \$126 per year (six issues)

La Posta advertising reaches over 1,000 active postal history enthusiasts each issue. Why not let us carry your message to the hobby?

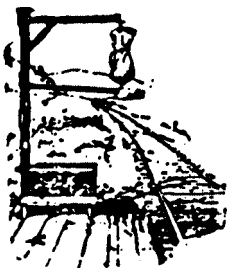
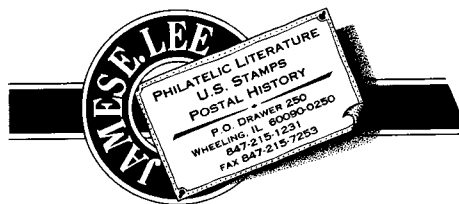
Write or e-mail

Cath Clark

at

P.O. Box 100,
Chatsworth Island, NSW
2469 Australia

cath@la-posta.com



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Postal History Items on the Internet

by Tom Clarke

Half of U.S. families own a computer now. In the past two or three years, millions of Americans, young and old, have become comfortable with their prodigious capabilities. And with all this, of course, goes familiarity with the Internet. Readers of *La Posta* are no doubt equally aware of computers and the Internet, too.

Commercial enterprises have flocked to the 'Net in droves and offer every conceivable good and can meet almost any need a body could desire. You will recall the whoop-de-doo last Christmas over the ever-growing power of armchair Xmas shopping. Meanwhile, the search engine operation at Yahoo is now worth more than Texaco, and (handheld computer) Palm Pilot's new company is valued at more than Boeing!

Yesterday, March 16, Bill Gates, of Microsoft and richest-man-in-the-world fame, announced that his new real estate consortium will begin to put an end to buying houses in the time-tested (and exasperating) manner, namely, by visiting your local real estate professional, and ultimately paying 6% or so in real estate commissions. Henceforth, said Gates, people will be able to buy homes over the 'Net, soup to nuts. The followup commentary suggested that this will put a half of all real estate agents out of work within the next five years. Easy come . . .

What effect will these "new economy" changes have on philately and postal history? In the last year or two, many dealers have placed their entire stock into databases that can be accessed from our favorite computer chair. Personally, this writer takes advantage of this opportunity and can assure that it can be highly satisfying for the collector and financially so for the dealer.

Auction dealers also do this with good effect. Many dealers here and in Europe and Australia are making weighty decisions whether to switch to the Internet or continue the expense and postage for bulky—if beautiful—printed catalogs. A number have already made that decision to "switch rather than fight."

On-line Auctions

As opposed to the standard stamp-postal history auction house, whose memory and even charm many can recall with pleasure, we are to talk here about on-line auction services. The most popular today is eBay. During the current month of March, they are listing several million items for sale, from autos and homes and Mark McGwire 70th homerun baseballs to beat up "ancient" newspapers of the 1970s. The bid delay is commonly seven days, though three to nine days are available. Some items carry a reserve amount, but most do not.

Sellers are composed of maybe 60-75% ordinary individuals and collectors who want to sell duplicate or unwanted items. A few of these have a dream of selling items (bought at what they feel is wholesale) on speculation. Such vest-pocket "e-dealers" can and do churn a bit of continuing profit. And the buyer, if he/she is careful and selective, can still secure covers or whatever for very reasonable prices.

Except for "must have" items, many lots are bought for less than standard retail prices. This gives pause to storefront dealers, of course. They have a hefty overhead that must be reflected in their sales prices. Internet sellers, on the other hand, have the advantage of low overhead and can win over the loyalty of otherwise storefront buyers. (Some 'Net dealers try to maintain regular retail prices, but such tactics cannot survive. The web medium is too rapidly expanding, and even the inexperienced quickly spot the better deals.)

Added victories

There is another wonderment to all this. New collectors are being attracted to what have been static or dying hobbies. This must also apply to Barby doll, *TV Guide*, salt and pepper shaker, and car parts collectors, too, as it does coin and stamp people—and definitely to postal history.

With the aid of individuals' web pages that fearlessly broadcast their hobby, they spark new fascinations. As web surfers gawk at all that is available on eBay's thousands of pages of items up for bid, their interests are peaked also. The Internet is shamelessly educational.

A major beauty of eBay-type auctions (like Yahoo's and others, and fed by auction search resources like AuctionWatch, Bidder's Edge, BidStream, and RubyLane Antiques, is their magnetism. Based on the inescapable principal that one man's "junk" will become another's treasure, the old stuff found by Jane Doe in her attic now has a chance of coming on the market rather than getting thrown away.

Another beauty of eBay (and other) auctions is the illustrations. Nowadays, as opposed to the old days of just 12-18 months ago, few sellers succeed who do not have a scanner (today so inexpensive) with which to display their wares. Collectors download these picture files and make portfolios of them for future, non-profit reference. (They are copyright-protected by virtue of their Internet presence—until you win them, of course). Not the same as attending shows, but certainly not bad. If coin and stamp show attendance is dwindling, is it truly the Internet, dealer web pages, and eBay that are to blame?

Caveats

You do need to be aware of the possibility of shy-sters. These folks feign "newbie" seller's innocence in an attempt to hoodwink unsuspecting buyers. Yes, eBay auction lots can be bought for bargain prices at times. As you might expect, this could propel bunko artistes to sharpen their claws in an attempt to take bargain hunter's money. These people are many times blinded by the thrill of getting treasure for pennies: thus, greed fostering greed. However, in 30 months of this writer's experience, only a handful of con men out of hundreds of sellers have been seen.

Mailing/Subscription Lists and NewsGroups, aimed at particular interest groups such as coin collectors and postal historians and a thousand other topics, are excellent places to discuss facts and uncover new ideas. They are also good places to learn of such malevolent profiteers, where they are ruthlessly discussed and exposed.

The promo for one such group is stated as:

"_____ is a place for the collectors and students of _____ to share knowledge and information about the study and the hobby of collecting _____. The group is for the novice and the experienced alike. A place to meet, exchange the latest news, and address the latest concerns."

But then there is the waiting. Sight unseen and 99% unknown, most sellers reasonably wait for buyer's checks to clear, roughly 10 days. Large banks, to facilitate no-fee credit card transfers over the Internet, have underwritten new software systems, like PayPal. This is of great—and speedy—benefit to both buyer and seller, since lots can be mailed off and received expeditiously. (Maybe someone will figure a way to send lots over the 'Net, too?) Is this the hands-down wave of the future? Most users swear by PayPal, as they do eBay and the Internet in general. And these methods and systems already a part of your present, or in your future?

"E-convenience" will have its chilling aspect. Consider that if even 50% of all such hobby business, home sales, car purchases, food shopping, etc., etc. go on-line. Salesman will be obsolete, your kids will never get their first job stocking shelves or ringing cash registers, computer data entry be the pervasive drudge job of the 21st century. Most will work indoors: monitor-dependent database keepers, web page designers, account balancers, and package wrappers. Except, of course, for UPS and FedEx drivers who will have to deliver everything, post offices having long gone obsolete. However, more parents may stay home and, ipso facto, become closer with their children. Quite a bonus.

The ramifications of this scenario, already begun, will be for the wisdom of the future to decide. This baby-boomer writer will suffice with his inordinate enjoyment of eBay for now.

What follow are a couple of the more unusual items won on eBay over the last couple years. Not considered for show and tell are the many "common" covers bid on, though not really common because of their dates, and so on. Perhaps the reader will find that they were, in fact, the seller. Perhaps, too, you'll find that I out bid you, though that defines the auction game. Sorry.

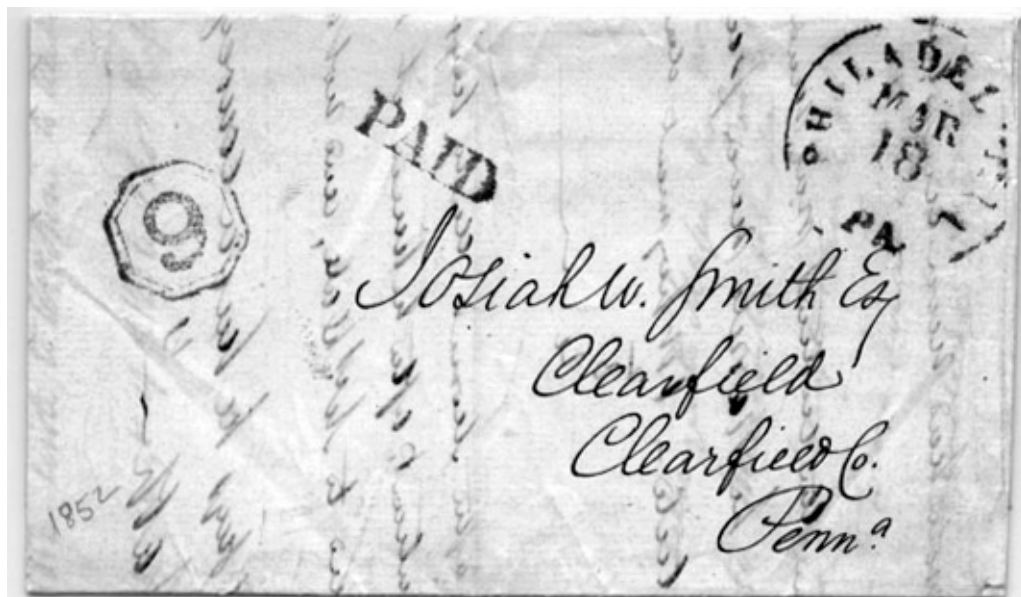


Figure 1

Some eBay wins

Fig. 1 is a folded letter that was purchased from the extensive database stock of a longtime *La Posta* advertiser. All of this dealer's covers are illustrated, no mean feat for over 21,000 items! But that is the brilliance of the technology today. Though approvals are still a standard policy, seeing in the comfort of your den, with the check book by your side, is a great selling tool.

The cover bears what the writer considers a triple rate, given that the Philadelphia clerks were generally very careful in their stamping technique. It was

listed as a common, though inverted, 6-cent rating. The price asked was standard retail, if a little high, but under the circumstances, an acceptable deal. (Colors left to right red, red, blue; dated March 18, 1852.)

Fig 2 is a very desirable piece of collateral, at least to a demented

Philly-phile. It is a slightly ratty advice of monies due, a colonial Philadelphia "POST-MASTER's Bill" sent to Newport RI.

As of May 13, 1773, five unpaid letters, each of 4 pennyweights of silver, a sum of 20 pennyweights total, must be posted to the Philadelphia account. It was signed, along with the three figures, in red (due color), by "T Sillyer for JFD PM" (transliteration, for now, approximate).

Sadly, it appears to have been cut from a larger document. This owner wants to believe that it was not a complete folded letter at one time, despite the obvious red wax seal remains on the left.

FROM THE POST-OFFICE AT PHILADELPHIA, TO THE POST-OFFICE AT *New Port*

Rates.		Unpaid Letters.				Sums due.		Paid Letters.				Sums paid.		Free Letters.			
Dwt.	Gr.	S.	D.	T.	P.	Dwt.	Gr.	S.	D.	T.	P.	Dwt.	Gr.	S.	D.	T.	P.
1		3				20											
At																	
At																	
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May 13 1773
T Sillyer for JFD PM

POST-MASTER'S BILL.

Figure 2

Fig 3 is a very interesting postal document datelined Panther Pa on October 1, 1906. It is a sworn, notarized statement of a (temporary?) letter carrier for the last quarter of the year:

I J R House Do Sware that I will support the Constitution of the United States and the Constitution of the State of Penna that will carry the Mail on [Route] 10389 from Panther by Southe Shirley (?) Larnia (?) + Cresce (?) and Return with the Best of my ability.

J. R. House

Sworn and Subscribet

/// for Me this 1 Day Oct 1906

C F Lug (?)

As I recall, this came from a book seller for a pittance. She happened to gather it in some miscellaneous paperwork in addition to the routine texts she was used to.

Fig 4 is a "Duplicate" GPO document dated September 5, 1823. The address panel to the "Post Master/Plymton/Ms" states that it is indeed a "Duplicate/recd Jan 9, 1824." Why so late?

The document is otherwise unimportant (except to a local postal historian, maybe). It politely demands that the PM immediately confirm the names of the different "the names of the different Post-Offices, on the mail route . . . and the distance from one to the next . . .," specifically, route "No 215- From Wareham by Carrer (?) to Plymton."

Panther Pa
Oct 1 1906

I J R House Do Sware that
I will support The Constitution
of the United States and the
Constitution of the State
of Penn that will carry
the mail on 10389 from
Panther by South Shirley
Larnia to Cresce and
Return with the Best
of my ability
J. R. House.

Sworn and Subscribet
for Me this 1 Day Oct
1906
C F Lug

Figure 3

① Duplicate

Post-Office Department,
September 5th, 1823.

SIR,

You will be pleased to ascertain with as much accuracy as you can, and with the least possible delay, the names of the different Post-Offices, on the mail route, *on which your office is situated*, and the distance from one office to the next, commencing at one end of the route, and certify the same to this Department.

I am, very respectfully,
Your obedient servant,
JOHN McLEAN.

*No 215- From Wareham by Carrer to
Plymton -*
*Post Master
Plymton
Ms*

Figure 4

I figure, you never know when you might be able to trade one scarce item for another.

This item and all the following were bought cheaply and listed under a variety of eBay headings, including manuscripts, letter, covers, documents, etc. Ebay is a crazy quilt of pigeon holes and lay people very easily can misplace items you would want under the least understood heading.

Fig 5 is an uncommon Registry receipt with an early date of January 8th, 1877. It is number 9 with only seven or so days of business done that year to date. Thus, Slatington was probably a medium size office to send an average one-plus registered per day. No state is given, but may we automatically Michigan, the issuing state?

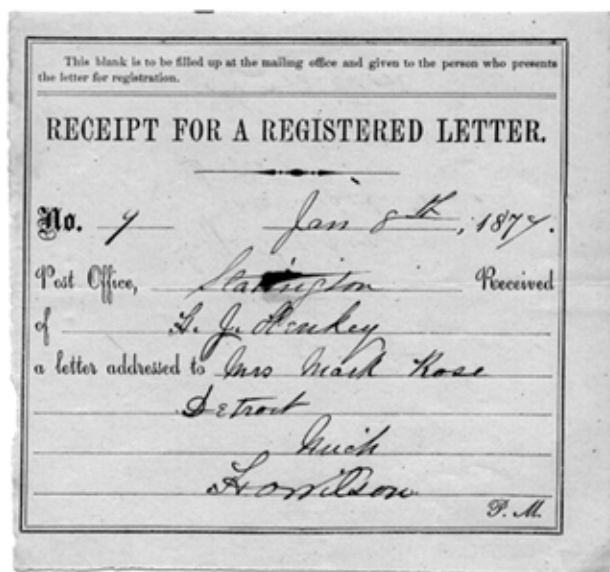


Figure 5

Last, **Fig 6** is a cover and letter from a very young girl (guess: age 9) to her father far away in Greenwood SC. Were she alive today, she'd be 90 years old, and may well be a computer user. Statistics say many elderly find great satisfaction in the infernal machines.

Since the girl, mother and other relatives are in Cohocton NY, it is puzzling to wonder why her father was so far away. Given the date of October 13, 1919, perhaps the dreaded words influenza and pandemic would be useful. Otherwise, maybe there is a simple answer and reason for the General Delivery handstamp on the back: a traveling salesman?

One of the cover's attractions is the purple carrier handstamp "Not For Carrier No. 1." on the cover's lower left. Perhaps a carrier thought they knew the fellow?

Inside is the main appeal, the half scribbled, downhill cursive of the little girl and the full color, 19th century-looking vignette of two kids at a swing. She writes:

Cohocton N.Y.

Oct. 12, 1919.

Dear papa,

This is/confrance/Sunday so/we did not/have Church/today.

The /// School hoase is burned on the inside up stairs. I was in the show when it started so it was out when I /// got down. They got a carload of books out in Larrow's barn. I found my English book.

The big room was cold so we all went into the small room And we had all one class, /// and mama taught us.

I did not know grandmama in her new hat. Aunt Daisy was /// here Mon. Night and left Wed. Morning. She brought abag full of chestnuts.

Your loving Daughter,

Squawky.

Check out eBay. And if our paths cross there, may the better man/woman/bid win.



Figure 6

Warren, North Dakota Revisited – A Ghost Hamlet with Three Name Changes

by Ronald Olin

Warren was located in southeastern North Dakota in agricultural Cass County. The hamlet was on the Northern Pacific Railroad line about three miles northeast of Davenport. It was built in 1881 as a N.P.R.R. siding and named *Leeches* after Addison Leech, Sr. who had a bonanza farm north of the station.

On April 10, 1887, a local homesteader named the hamlet *Warren* and some development began. The homesteader, Theodore Warnecke, named it after his home town of Warren, Minnesota, which in turn was named after Charles H. Warren, the local railroad agent. Warren is a Teutonic name meaning game warden.

The *Polk Guide of 1900* described Warren as:

A post office on the N P Ry, in Cass county, 16 miles s w of Fargo, the county seat, and 3 n e of Davenport, the banking point. Exp, N P. Telephone connections. Pop. 25. Mail, daily. Louis Olson, P.M

A total of five businesses were listed:

Feastvit & Co, blacksmiths, feed and fuel.
Olsen, Louis, Grain dealer.
Sandrall & Christianson, gen. Store.
Sandrall, Oliver, grain.
Trostvit & Haugen, gen. Store.

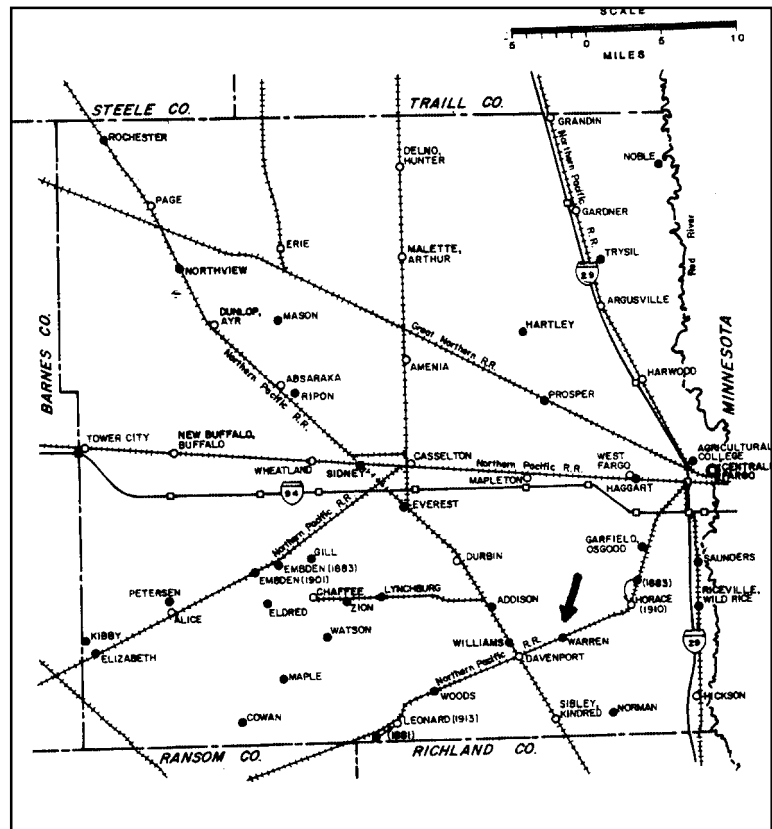


Figure 1 Map of Cass County, North Dakota. Warren is between Horace and Davenport, on the N.P.R.R. Line (Source: North Dakota Post Offices, 1850-1982 by Patera & Gallagher)



Figure 2 Real photo postcard shows Warren, N.D. with three buildings; also N.P. Depot with name of "Schaible."

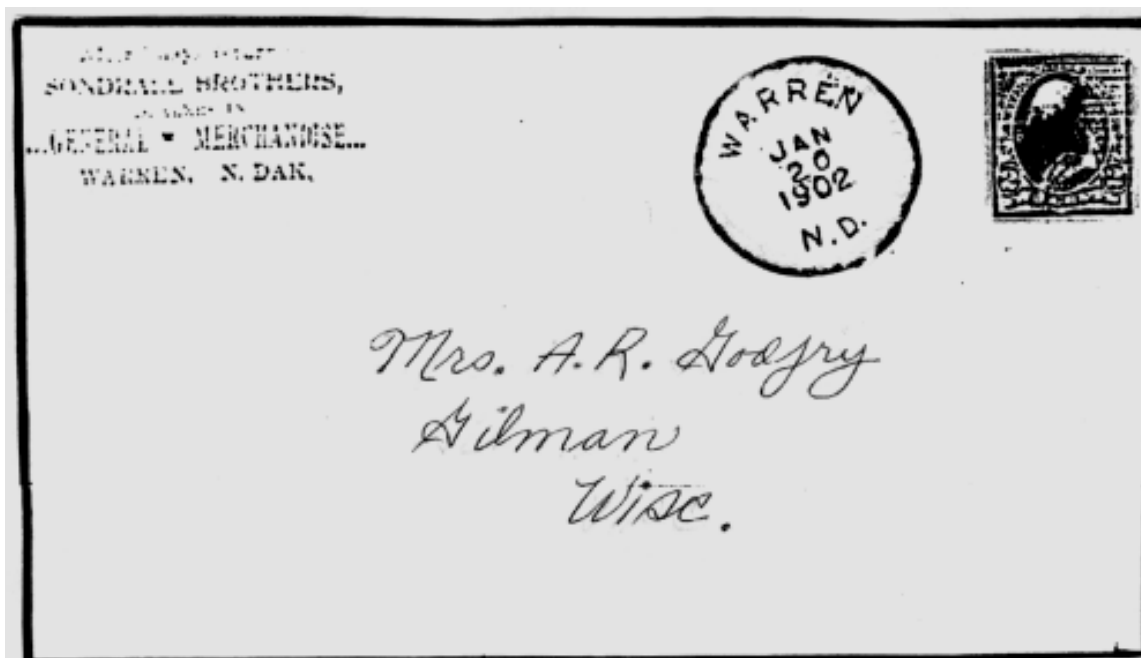


Figure 3 Cover w/ CDS (reinforced)/cork, dated January 20, 1902. Corner reads "Sondrall Brothers, General Merchandise, Warren, N.Dak."

On May 31, 1908, the N.P.R.R. renamed the station *Schaible*, the maiden name of the wife of George Hall, a N.P.R.R. official who was then chief clerk of the Dakota Division.

Because Schaible was difficult to pronounce and spell and because the post office continued to use the **Warren** name, the train crews requested and the name was changed back to Warren on July 25, 1915.

The Warren post office was opened on February 25, 1892, with Lewis Olsen postmaster. A Doane cancellation was used from September 9, 1903, to December 27, 1910. The hamlet developed with one elevator and a general store. The population peaked at sixty at the 1920 census. The post office closed on October 31, 1918, with the mail sent to Davenport.

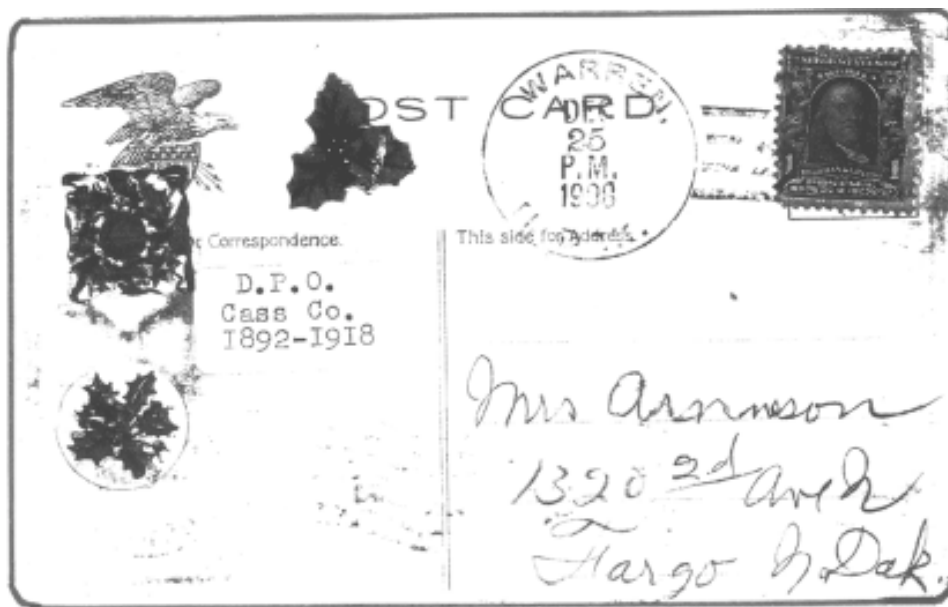


Figure 4 Back side of postcard shows Doane cancellation, type III, Number 2, dated December 25, 1908.



Figure 5 Back side of postcard shows CDS/4-bar (B), dated November 1, 1915.

At present, only four houses in a grove of trees remain. The depot is long gone and the elevator recently burned down.

SOURCES

Patera, Alan H. and John S. Gallagher *North Dakota Post Offices, 1850-1982*. Burtonsville, MD: The Depot, 1982.

Wick, Douglas A., *North Dakota Place Names*, Prairie House, 1988.

Williams, Mary A.B. *Origins of North Dakota Place Names*, McLean County Historical Society, 1966.



Figure 6 Recent photo of N.P. tracks looking northeast to Horace, N.D. A Grove of trees with four houses is all that remains of Warren, N.D.



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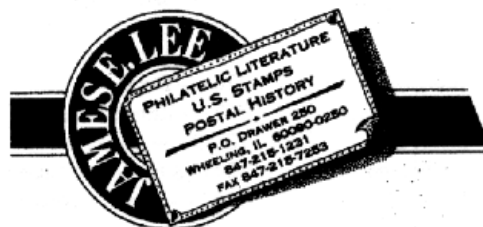
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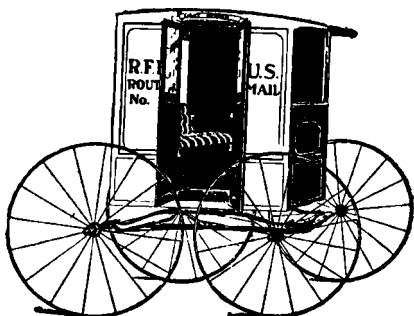
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If you have a puzzling cover, an interesting stamp usage or destination, or anything in your collection you find particularly noteworthy, why not share it with our readers?

We prefer color photocopies to better illustrate covers, but good black & whites will do. Color or greyscale scans and .jpg files transmitted via e-mail also work quite well.

Write us direct:

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RANDY STEHLE MAIL BID SALE NUMBER 87

16 Iris Court, San Mateo, CA 94401

Phone: (650) 344-3080; E-mail: RSTEHLE@ix.netcom.com

CALIFORNIA

- 1 ALCATRAZ, 1911 F 4-BAR ON PPC (74-63). EST. \$5
- 2 BAYPOINT, 1908 VG CDS REC'D ON CREASED PPC (01-31). EST. \$3
- 3 BELLOTA, 1908 G+ CDS ON PPC (60/18). EST. \$20
- 4 BICKNELL, 1911 VG LIGHT 4-BAR ON PPC (09-40). EST. \$5
- 5 BOYES SPRINGS, 1912 VG 4-BAR ON PPC (11-38). EST. \$4
- 6 BRADLEY, 1910 VG 4-BAR ON PPC. EST. \$5
- 7 BRADLEY, 1914 G+ EKU MOT-250 ON COVER W/CC. EST. \$6
- 8 BRADLEY, 1936 VG 4-BAR ON COVER. EST. \$4
- 9 BRADLEY, 1949 VG 4-BAR ON 3x5 CARD. EST. \$4
- 10 BURROUGH, 1912 VG LIGHT 4-BAR ON PPC (89-17). EST. \$15
- 11 CAMP ROBERTS, 1943 F MACHINE ON FREE COVER. EST. \$4
- 12 CARMEL, 1909 F DOANE ON GPC. EST. \$4
- 13 CARMEL, 1926 G+ EKU MOT-420 ON COVER. EST. \$4
- 14 CHEROKEE, 1910 F 4-BAR ON PPC (54-12). EST. \$20
- 15 CHUALAR, 1907 F LKU MOT-610 ON PPC. EST. \$5
- 16 CHUALAR, 1913 F 4-BAR ON PPC. EST. \$4
- 17 CHUALAR, 1943 F 4-BAR ON PPC W/CORNER BEND. EST. \$4
- 18 CUFFEY'S COVE, 1881 VG CDS ON REG'D COVER (70-88). EST. \$75
- 19 CULLOMA, ca1850 VG CDS ON COVER (1849-1851). EST. \$85
- 20 ECHO, 1905 F LKU DOANE ON PPC (88/13). EST. \$6
- 21 EUBANKS, 1907 VG DOANE ON PPC (05-18). EST. \$12
- 22 EUREKA MILLS, 1889 VG CDS ON COVER (75-95). EST. \$75
- 23 FAIRMONT, 1909 G+ LIGHT DOANE ON PPC (88-39). EST. \$4
- 24 FETTERS SPRINGS, 1915 F 4-BAR ON PPC (13-34). EST. \$6
- 25 FIELDING, 1900 F CDS ON COVER (97-03). EST. \$85
- 26 FISHERMANS BAY, 1886 VG CDS ON GPC (63-02). EST. \$75
- 27 FOSTERIA, 1913 G+ 4-BAR ON PPC (03-18). EST. \$15
- 28 FRANK, 1901 F CDS ON COVER (92-03). EST. \$85
- 29 GONZALES, 1910 VG EKU MOT-880 ON PPC. EST. \$5
- 30 GONZALES, 1913 F DUPLEX ON PPC. EST. \$4
- 31 GONZALES, 1929 G EKU MOT-890 ON PPC. EST. \$4
- 32 HARRISON, 1910 F 4-BAR ON PPC OF HOTEL @ PESCADERO. E \$20
- 33 HERMITAGE, 1894 VG CDS ON CVR W/WRINKLE (60-02). E. \$75
- 34 HOLLISTER, 1925 F FLAG ON COVER. EST. \$3
- 35 JAMESBURG, 1909 G CDS ON PPC (94-35). EST. \$6
- 36 JOLON/M.O.B., 1938 F DC ON GPC. EST. \$6
- 37 KENT, 1909 F DOANE ON PPC (91-11). EST. \$20
- 38 KIBESILLAH, 1880 F DC OVAL T&C ON PSE (74-89). EST. \$85
- 39 KING CITY, 1916 VG DUPLEX ON PPC. EST. \$4
- 40 KING CITY, 1937 VG DUPLEX ON CVR W/PG&E CC. EST. \$4
- 41 KING CITY, 1936 VG MACHINE ON PPC. EST. \$4
- 42 MAY, 1909 VG CDS ON PPC (81-20). EST. \$12
- 43 MONTECITO, 1911 VG 4-BAR ON PPC (86-14). EST. \$20
- 44 MONTEREY/PRESIDIO STA, 1935 F DUPLEX ON PPC. EST. \$4
- 45 MOON'S RANCH, 1888 F ms ON COVER (51-87). EST. \$85
- 46 MORRO, 1910 F 4-BAR REC'D ON PPC (70-23). EST. \$3
- 47 OILPORT, 1907 VG 4-BAR ON PPC W/SCRAPE (07-08). EST. \$100
- 48 OTTITTEWA, 1856 F ms ON PSE (1854-1860). EST. \$150
- 49 PARAISO SPRINGS, 1910 F 4-BAR ON PPC (77/39). EST. \$6
- 50 PORT KENYON, 1908 F DOANE ON PPC (86/13). ETS. \$20
- 51 QUARTZBURG, ca1855 F CDS ON STAMPLESS CVR (51-61). E. \$300
- 52 RED BANK, 1914 F 4-BAR ON PPC (04-18). EST. \$20
- 53 RED DOG, 1865 VG CDS ON CVR W/SPINDLE HOLE (55-69). E. \$125
- 54 RELIEF, 1908 G+ CDS REC'D ON PPC (94-21). EST. \$8
- 55 ROCK CREEK, ca 1870 F ms ON COVER (58-71). EST. \$150
- 56 SALINAS, 1903 VG DUPLEX ON LOCAL COVER. EST. \$4
- 57 SAN LUCAS, 1934 VG 4-BAR ON CREASED GPC. EST. \$3
- 58 SAVANNAH, 1882 VG DC ON GPC (76-00). EST. \$75
- 59 SCALES, 1907 VG CDS ON PPC (80-23). EST. \$12
- 60 SEASIDE, 1936 F 4-BAR ON COVER. EST. \$4
- 61 SEIG(L)ER, 1905 F PARTIAL EKU DOANE ON PPC (04/11). EST. \$20
- 62 SHUMWAY, 1912 F 4-BAR ON PPC (87-13). EST. \$20
- 63 SILVEYVILLE, ca1870 VG CDS ON PSE (64-71). EST. \$300
- 64 SPRECKELS, 1909 VG DUPLEX ON PPC (98-73). EST. \$6
- 65 SUMMIT, 1892 F CDS ON PINKISH-TONED CVR (64-97). EST. \$60
- 66 SYLVANDALE, 1915 VG 4-BAR ON COVER (11-18). EST. \$40
- 67 TASSAJARA, 1920 VG 4-BAR ON PPC (94-22). EST. \$12
- 68 THOMASSON, 1913 VG 4-BAR O/S SLIGHTLY ON PPC (07-13). E \$20
- 69 TOM'S PLACE RUR STA, 1964 F 4-BAR ON PPC (63-66). EST. \$5
- 70 TRES PINOS, 1931 VG LKU SAB-1240 ON LEGAL-SIZED CVR. E. \$4
- 71 TRIMMER, 1915 VG 4-BAR ON PPC (89/19). EST. \$12
- 72 VALLEJO/NAV ENLISTED BARRACKS STA, F DC ON CVR (43-43) 15
- 73 WALKER, 1910 VG CDS ON PPC (90-42). EST. \$6
- 74 WEST BUTTE, 1913 F 4-BAR ON PPC (83-30). EST. \$6
- 75 WESTGATE, 1909 F 4-BAR A BIT HIGH ON PPC (09-15). EST. \$8
- 76 WESTGATE, ca1912 G+ DUPLEX ON PPC (09-15). EST. \$6
- 77 WEST SATICOY, 1907 G+ CDS REC'D ON PPC (92-13). EST. \$8
- 78 WESTSIDE, 1900 VG DPLX ON PPC W/CORNER BENDS (92-00) \$20

COLORADO

- 79 AMETHYST, 1905 G+ DUPLEX ON PPC (92-09). EST. \$8
- 80 FORT COLLINS, 1909 TYPE 11 (FULL ms) RFD ON PPC. EST. \$20
- 81 LARIMER, 1912 VG 4-BAR ON PPC (07-14). EST. \$20
- 82 MARBLE, 1909 VG DUPLEX ON PPC (90/42). EST. \$6

MONTANA

- 83 ADAMS, 1906 VG 4-BAR ON PPC (06-07). EST. \$40
- 84 FORT CUSTER, 1893 VG CDS ON COVER (78/01). EST. \$75
- 85 SAINT MARYS, 1914 G+ 4-BAR ON PPC (98/15). EST. \$15

NORTH DAKOTA

- 86 BURKEY, 1915 VG 4-BAR ON PPC (05-16). EST. \$20
- 87 ELLA, 1912 F 4-BAR ON PPC (07-14). EST. \$40
- 88 FARLAND, 1912 VG 4-BAR ON PPC (07-16). EST. \$4
- 89 PARK, 1908 VG DOANE DOUBLE STRUCK ON PPC (03-10). E. \$15
- 90 WOGANSPOUT, 1893 F CDS ON CVR W/SM TEAR (82-15). EST. \$20

OREGON

- 91 BULLRUN, 1910 VG LIGHT 4-BAR ON PPC (95-39). EST. \$6
- 92 FLAVEL, 1916 VG 4-BAR ON PPC (95/18). EST. \$20
- 93 LENTS/MOB, 1909 DOUBLE STRUCK DC ON PPC W/STAMP GONE. 5
- 94 RILEY, 1910 VG DOANE ON PPC (85-19 PER). EST. \$12
- 95 SALMON, 1908 F DOANE ON PPC (91-10). EST. \$20
- 96 SKIPANON, 1889 VG CDS B/S ON COVER (70-03). EST. \$25
- 97 WOODSTOCK, 1909 G+ 4-BAR ON PPC (91-12). EST. \$8

SOUTH DAKOTA

- 98 ASHCROFT, 1910 F 4-BAR ON PPC W/BEND (89-19). EST. \$20
- 99 BRUSHIE, 1908 F DOANE ON PPC (05-12). EST. \$20
- 100 CARLYLE, 1909 F 4-BAR ON PPC (07-21). EST. \$20
- 101 CEDARFORK, 1909 F 4-BAR ON PPC W/BEND (06-13). EST. \$20
- 102 DANTON, 1912 G+ 4-BAR ON PPC (09-17). EST. \$12
- 103 GRAND RIVER, 1909 VG 4-BAR ON PPC (07-14). EST. \$40
- 104 LADELLE, 1912 VG 4-BAR ON PPC (95-12). EST. \$20
- 105 PENVILLE, 1910 F 4-BAR A BIT HI ON PPC W/SM TEAR (08-19) 12
- 106 SMITH, 1908 VG 4-BAR ON PPC (01-19). EST. \$20
- 107 WINTHROP, 1909 G+ 1909 4-BAR ON PPC (83-11). EST. \$20

WASHINGTON

- 108 BEE, 1907 VG DOANE O/S ON PPC (95-19). EST. \$8
- 109 CATLIN, 1908 VG 4-BAR ON PPC (92-09). EST. \$6
- 110 CEMENT, VG 6/4/13 LKU DOANE ON STAINED PPC (04-14). EST. \$8
- 111 CHARD, 1909 F 4-BAR ON PPC (87-11). EST. \$20
- 112 DELIGHT, 1910 F 4-BAR ON TONED PPC (91-10). EST. \$40
- 113 ELGIN, 1909 F 4-BAR ON PPC W/SM TEAR (92-36). EST. \$6
- 114 EUFAULA, 1909 VG CDS ON PPC (95-12). EST. \$6
- 115 FERNHILL, 1909 VG DUPLEX ON PPC (90-10). EST. \$12
- 116 LONETREE, 1910 F 4-BAR ON PPC (06-16)(STATE UNSTRUCK). \$8
- 117 MOSES LAKE/AIR BASE BR, 1944 VG MACHINE ON PPC (43-44). \$8
- 118 SUNSET BEACH, 1908 F DOANE REC'D & O/S ON STAINED PPC. \$10
- 119 TACOMA/MILITARY STA. VG BOXED PARCEL POST ON PPC. E. \$15
- 120 VENESS, 1910 VG 4-BAR ON PPC (08-17). EST. \$20
- 121 YOUNGSTOWN, 1909 VG 4-BAR ON PPC (05-09). EST. \$6

RPOs (Towle Types)

- 122 AUBURN & SAYRE, 1920 F (134-C-1) ON PPC. EST. \$6
- 123 BALT & WMSPORT/AGT 1881G+ ON COVER. EST. \$10
- 124 CAZADERO & SAN FRAN, 1907 F (985-H-1) ON PPC. EST. \$6
- 125 CHARITON & K CITY, 1910 F (776-L-1) ON PPC. EST. \$6
- 126 DEN & STEAMBOAT SPRINGS, 1913 VG (962.2-G-1) ON PPC. E. \$15
- 127 FAIRMONT & CHESTER, 1910 VG (947.6-B-1) ON PPC. EST. \$15
- 128 LAWRENCE & GRIDLEY, 1908 F (909-AC-1) ON PPC. EST. \$6
- 129 MANDAN & MOTT, 1916 VG (888.2-B-2) ON PPC. EST. \$15
- 130 MAYSVILLE & STANFORD, 1913 F (534-D-1) ON PPC. EST. \$15
- 131 MED LODGE & GUTH, 1909 VG (930.5-B-1) ON PPC. EST. \$25
- 132 MONTECRISTO & EVERETT, 1909 VG (905.2-A-1) ON PPC. EST. \$25
- 133 MORRIS & BROWN VAL, 1913 F (878.11-A-1) ON PPC. EST. \$15
- 134 MT PLEAS & FT WORTH, 1911 VG (486-B-1) ON PPC. EST. \$15
- 135 NORTHOME & MORRIS, 1905 F (881.3-E-1) O/S ON GPC. EST. \$20
- 136 OG & SAN FRAN/FAST MAIL, 1911 VG (976-O-1) ON PPC. EST. \$6
- 137 PAJARO & SANTA CRUZ, 1905 CG (980-AB-1) ON PPC. EST. \$6
- 138 PORTLAND & ASTORIA, 1911 F (V-7-d) ON PPC. EST. \$20
- 139 PORT & SEASIDE, 1907 F (899.2-B-1) ON PPC. EST. \$4
- 140 PORTOLA & SACTO, 1935 F (995-D-1) ON GPC. EST. \$20
- 141 PUEBLO & CREEDE, 1912 VG (960-C-2) ON PPC. EST. \$6
- 142 ROCK ISL & OSKAL, 1909 F (754-F-1) ON PPC. EST. \$6
- 143 RUMSEY & ELMIRA, 1909 G+ (992.8-B-4) ON PPC. EST. \$8
- 144 SEATTLE & SKAGWAY, 1925 VG (X-19-d) ON PPC. EST. \$8
- 145 SEATTLE & SKAGWAY, 1931 VG (X-19-e) ON PPC. EST. \$8
- 146 SEATTLE & SKAGWAY, 1910 VG (X-19-h) ON PPC. EST. \$15
- 147 SEATTLE & SKAGWAY/STR WATSON, 1926 G+ (X-19-d) ON PPC. \$20
- 148 SHERWOOD & MINOT, 1911 VG (876.10-C-1) ON PPC. EST. \$15
- 149 SPARTA & TULLA, 1909 VG (51-C-1) ON PPC. EST. \$6
- 150 SPIRIT L & DES M, 1908 F (784-F-1) ON PPC. EST. \$6
- 151 SPOK & LEWISTON, 1929 VG (906.4-C-4) ON COVER. EST. \$6
- 152 SPOK & PENDLETON, 1909 G+ (896.5-D-1) ON PPC. EST. \$6
- 153 ST VINCENT & FARGO, 1909 VG (869-AV-1) ON PPC. EST. \$15
- 154 SUMAS & SEATTLE, 1919 G+ (901.1-C-1) ON PPP W/BEND. E. \$10
- 155 TEHAMA & SAC, 1907 VG (982-C-2) ON PPC. EST. \$15
- 156 TOLUCA & KIRBY, 1910 G+ (951-D-1) ON PPC. EST. \$25
- 157 VAUGHN & ALBUQ, 1929 VG (928-I-1) ON LONG COVER. EST. \$6
- 158 WALLULA & YAKIMA, 1945 F (904.2-C-1) ON PC. EST. \$15
- 159 WANAKENA & CRAN LAKE, 1910 G+ (F-14-a) ON PPC. EST. \$10
- 160 (WAT)ERTOWN & SOO FALLS, 1910 PARTIAL (878.8-K-1) ON PPC. 10
- 161 WELCH & JENKIN, 938 F (290.4-A-1) ON 3x5 CARD. EST. \$15
- 162 ALBUQUERQUE,N MEX/TRANS CLK, 1905 F (965.9-A1) ON PPC. E \$10
- 163 UNION DEPOT/DENVER, 1911 F (959-A-7) ON PPC. EST. \$6
- 164 DUNKIRK, NY/TRANS STA, 1909 VG (150-F-3) ON PPC. EST. \$4
- 165 GREENSBORO, NC/TR CLK, 1908 F (332-E-3) ON PPC. EST. \$6
- 166 LA JUNTA, COLO.TRANS CLK, 1906 VG (959-E-1) ON PPC. EST. \$6
- 167 LOS ANG, CAL/TRANS CLK S FE STA, 1914 VG (999-B-4) ON PPC \$6

STREET CARS (Towle Types)

- 168 BROOKLYN NY CIR, 1905 F (BR-5-b) ON PPC. EST. \$6
- 169 CHI & WENT AVE/STREET RPO, 1911 G+ (CH-7-c) ON PPC. EST. \$5
- 170 3RD AVE NY CITY, 1897 VG (NY-1-b) B/S ON COVER. EST. \$20
- 171 PHILADELPHIA & GERMANTOWN, 1897 F FLAG (PH-4-c) O/S B/S. \$10
- 172 PITTSBURG, PA ST, 1906 VG (PI-2-c) ON COVER. EST. \$10
- 173 SEATTLE & SEATTLE, 1912 F (SE-1-a) ON PPC. EST. \$30

Minimum Bid \$3.00 please.

Phone bids accepted: 650-344-3080

CLOSING DATE: June 14, 2000 (10 PM PDT)

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1/8-page	\$13.00	\$29.90	\$54.60
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1-page	\$100.00	\$230.00	\$420.00

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

or

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