LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

COVER: *Our cover illustrates an envelope postmarked Saginaw, Michigan, in 1932 and franked with two 20¢ Map airmails paying the forty cent air rate to Arequippa, Peru, with forwarding to Bolivia by ordinary means. Richard Helbock launches a series of articles on early overseas use of this stamp issue herein.*

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Postal History Beyond the Limits

We have often heard it said that a collector's choice of postal history specialties is only limited by his or her own imagination. Human geography and history define a broad universe which afford postal historians nearly unlimited selection among places, times and themes within their borders. To understand the richness of subject selection possibilities within this universe, one need only review the titles of exhibits on display at a major national or international show. Collectively, we have only begun to explore the possibilities of the past when it comes to postal history research and scholarship, and, since neither human history nor our geographical boundaries are static, the universe of possibilities is constantly expanding.

Despite the immense breadth and rich diversity of this human universe of postal history possibilities, there are those among us whose imaginations cry out for even greater freedom of choice. One such person is **Tom Maringer**, a sometimes resident of Arkansas, who has, over the past decade plus, become the chief authority on the subject of Middle Earth postal history.

For readers unfamiliar with the location and geography of Middle Earth, the land was initially described in a series of tales by J. R.R. Tolkien published as *The Hobbit* and *The Lord of the Rings* trilogy. Tolkien, who was not only a superb storyteller but also had a keen sense of geography and history, described Middle Earth and its inhabitants with such detail and enthusiasm that many humans over the past three or four generations have become intensely interested in the place. Maringer, with his own particular affinity for postal history, was obviously interested in the postal history of Middle Earth and he has progressed most impressively in his investigations over the years.

Thus far, Tom has concentrated his efforts primarily on that portion of Middle Earth known as the Shire, and he has written a brief, but detailed, history of the Shire Post; drawn an excellent map of the Hobbit Postal District; compiled a complete Shire Postage Stamp Catalogue; and is currently working on an exhaustive catalogue of Shire townmarks. *Figure 1* illustrates the front of an official cover from Will Whitfoot, postmaster of the Shire Central Post Office at Waymoot, to Arlo Underhill at Springdell. The cover is franked with the ½ penny denomination of the recently issued "Animal" series paying the one ounz "Inside" rate. The mailing postmark cancels the stamp and clearly indicates the date the cover entered Shire Post and the receiving mark (lower right) shows that the piece was five days in transit. The Waymoot "Official Business" handstamp at upper left is only seen on mail originating at the Central Post Office from the Postmaster. All transit markings from offices en route appear on the reverse.

Maringer's work may be better appreciated by examining his website http://shirepost.tolkien-movies.com/ This is an extensive and fascinating example of coloring outside the borders in postal history. *La Posta* readers with a interest in the world of Hobbits are urged to explore Tom's site. Some of you, like Cath & I, may choose to participate by registering for a Hobbit name and sending mail via Shire Post. It's all great fun, and we heartily tip our feathered cap to Tom Maringer for adding a bit more joy to life.

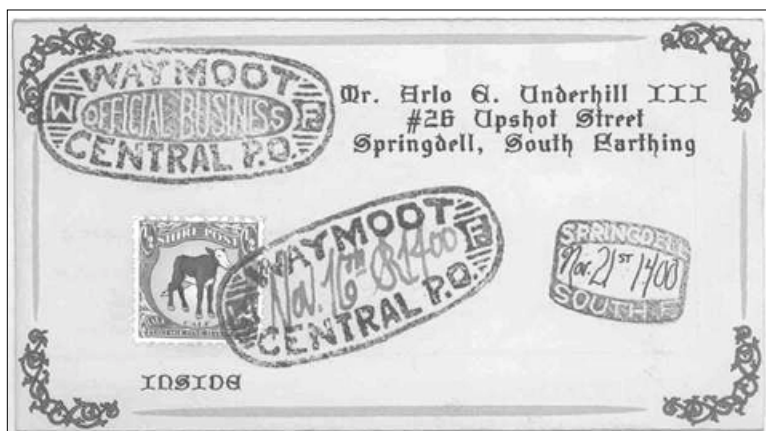Will Harfoot /aka/ Richard W. Helbock

Figure 1

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Figure 1 Postmarked Yakima, Washington, June 30, 1926, via air mail to New York. This cover is franked with twenty five cents postage to pay the 10¢ CAM route from Pasco, Washington, to Elko, Nevada (established April 6, 1926) and 15¢ for the three government zones from Elko to New York.

All Over the Map:
1926-27 Map Airmails Paying Postage to Overseas Destinations

By Richard W. Helbock

Transcontinental airmail service was established by the United States Post Office Department on July 1, 1924, after years of experimentation and development. Early on, it must have become apparent to postal officials that the eventual success of airmail service would depend upon the involvement of commercial aviation. In a landmark effort to nurture commercial aviation, the Post Office Department invited contract bids by private companies to carry the mails along routes which would intersect with the pre-existing government routes. The Ford Motor Company was awarded the first such contract, and on February 15, 1926, began carrying the mails between Detroit and Cleveland and between Detroit and Chicago. These private carrier routes—officially known as Contract Air Mail routes (CAM)—quickly expanded to ten in number; all but one of which served as feeders to the government operated trans-continental route.

While there can be little doubt that this period of dual public-private operation of airmail routes succeeded in giving commercial aviation an important boost in the United States, it also created an era of nearly be-wildering complexity when it came to calculating the correct charge for posting an airmail letter between two domestic points. Government route charges were divided on the basis of three geographic zones with each zone or portion of zone fixed at 8¢ per ounce or fraction thereof. Contract route charges were 10¢ per ounce for routes not exceeding 1,000 miles, 15¢ per ounce for routes between 1,000 and 1,500 miles, and 20¢ per ounce on routes exceeding 1,500 miles although no routes of this length were established.

If a piece of mail moved solely on either a government or contract air route, then determination of the proper rate was straight forward according to the two tier system. It was when the routing involved both contract and government routes that rate calculation became much more complicated. When a letter was to be moved over both government and one or more contract routes, the per zone rate for government transport was reduced to 5¢. The rate for each CAM route of 1,000 miles or less to be flown was 10¢.

This system created some interesting and seemingly arbitrary airmail rates. For example, a letter mailed from San Francisco addressed to New York City in 1926 could travel entirely on government routes and

would be charged the three zone rate of 24¢ per ounce, but a letter mailed from Los Angeles to Saint Louis would be charged 30¢ (CAM Los Angeles-Salt Lake City (10¢); two zones Government route Salt Lake City-Chicago (10¢); CAM Chicago-Saint Louis (10¢). *Figure 1* illustrates a cover mailed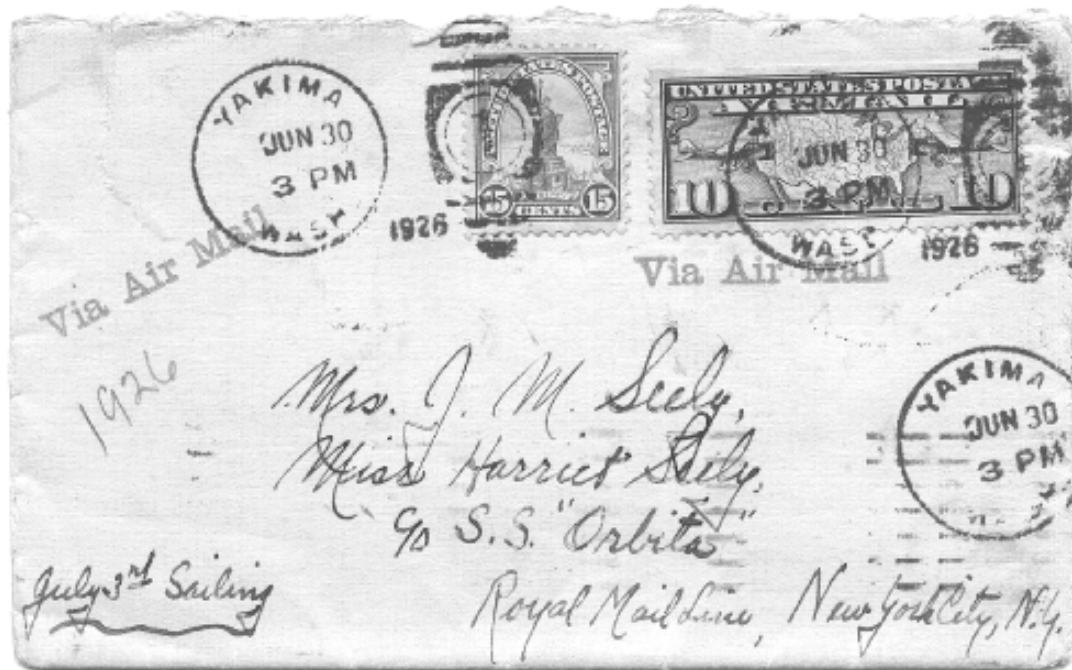 from Yakima, Washington, June 30, 1926, via air mail to New York. It is franked with twenty five cents postage which pays the 10¢ CAM route from Pasco, Washington, to Elko, Nevada (established April 6, 1926) and 15¢ for the three government zones from Elko to New York. Interestingly, the sender chose one of the new 10¢ contract air mail stamps to pay the CAM portion and a 15¢ definitive to pay the government three zone rate.

The Map Airmails of 1926-27

The Stamps

Airmail postage stamps issued prior to the initiation of contract routes consisted only of denominations matched to the three zones of trans-continental government service: 8¢, 16¢ and 24¢. On February 2, 1925, Congress set the rate to be charged on contract routes at not less than ten cents per ounce or fraction thereof. Nearly a year later, the Postmaster General announced the three tiered rate structure described above. In anticipation of a considerable public demand, and, no doubt, in an effort to publicize the new contract service, the POD authorized a new 10¢ air mail stamp appropriate to pay the basic CAM rate for shorter routes.

The design by C.A. Huston was based on a Geological Survey relief map of the United States. A new large format was chosen by the Department so that post office clerks could readily distinguish them from ordinary stamps. It was approved on January 16, 1926, and rushed into production so that the stamps would be available for the launch of Ford Motor Company's February 15th service between Detroit and Cleveland and Detroit and Chicago. The new stamps, printed in blue, were put on sale February 13, 1926, at Detroit, Dearborn, Chicago, Cleveland and Washington, D.C. The total quantity issued of this denomination was 42,092,800.

Since the earliest CAM routes were all shorter than 1,000 miles, there was no immediate need for a 15¢ air mail stamp, but authorization of Pacific Air Transport to begin service over a Seattle to Los Angeles route, designated CAM 8 on September 15, 1926, changed all that. On September 18th—three days af-

The Map Airmails of 1926-27

ter the first flight on CAM 8—the Department issued a 15¢ olive brown stamp in the same format and design as the 10¢ blue Map Air. There were a total of 15,597,307 stamps issued in this denomination.

Release of the third Map Air stamp, a 20¢ value, was delayed until January 25, 1927. There were, after all, no CAM routes in excess of 1,500 miles, and therefore, it was believed, little demand for the denomination. On December 23, 1926, the Postmaster General issued Order No. 4961 which changed all domestic airmail rates regardless of distance or carrier to 10¢ per half ounce effective February 1, 1927. Since patrons were used to a one ounce basic rate for airmail, and many letters exceeded the new half ounce basic limit, the Department figured that a 20¢ denomination would likely prove useful after the rate change took effect. The design and format of the 20¢ value was identical to the 10¢ and 15¢ denominations. It was printed in yellow green. A total of 17,616,350 stamps of the 20¢ denomination were issued.

Domestic Air Use

The Map Air stamps were issued at a time when air transport of the mail was undergoing fundamental changes in the United States. In January 1926 all air mail was flown by the government. In the space of just 18 months the government was completely out of the business of flying the mail. During that time, domestic rates and routes were in considerable turmoil as new routes were established around the nation connecting cities and towns to the national network.

The 10¢ blue saw quite a bit of proper use in its intended role from the time it was is-sued until the ten cent rate standardization took effect February 1, 1927, and then, of course, it continued to pay air postage on letters of one half ounce until the rate was further diminished to five cents on August 1, 1928. Examples of the stamp on phila-telic first flight covers are plentiful, and properly used 10¢ blues on commercial mail are not difficult to find.

Use of the 15¢ denomination to pay the CAM rate from Seattle to Los Angeles, or visa versa, is expected, but probably quite scarce. The stamp was issued three days after the September 15, 1926, first flight date and would therefore not appear on philatelic first flight covers. Since the rate was phased out a bit over four months after the stamp was released, opportuni-ties for proper use would have been somewhat lim-ited. In addition, although regulations called for a rate of 15¢ per ounce on a contract route, *or partial route*, exceeding 1,000 miles, but less than 1,500 miles, we can see by the first flight cover shown in *figure 2* that not all mail required the fifteen cent rate.

Figure 2. This first flight cover carried on the Seattle to Los Angeles contract route from Portland was franked with a 10¢ Map airmail, but postal regulations called for 15 cent franking on routes over 1,000 miles.

The 20¢ value was issued just six days before the air mail rates were standardized at ten cents per half ounce. There were, of course, no CAM routes which required a 20¢ denomination, but the stamp could have been used to make up part of a combination govern-ment/contract rate or to pay for a postal service such as registry or special delivery. The author has seen no examples of such use, but they should not be ruled out.

Map 1 United States domestic air mail routes were a bewildering collection of government and contract operations in 1926 and 1927.

Figure 3 This cover was mailed by a sailor at Mare Island from Vallejo, California, on July 16, 1927, to Brooklyn. The 20¢ Map airmail paid the double weight rate, and was accompanied by a 10¢ Special Delivery stamp to pay for that service.

Use of the 20¢ yellow green between February 1, 1927 and July 31, 1928 to pay double weight air mail postage on should be reasonably common. *Figure 3* illustrates a special delivery cover with the 20¢ Map Air paying double weight air postage from Vallejo, California, July 16, 1927 to Brooklyn.

Given the relatively short period of use during which the Map Air mail stamps could be used to pay postage in the way that they were intended, and the relatively large numbers in which the stamps were issued, they must have been somewhat of an embarrassment to the Post Office Department. Barbara Mueller, for example, reports that some of the 10¢ denominations were even unofficially handstamped "Postage Due" in an effort to clear out stocks of the stamp.[1]

As it turned out, however, the Map Air mail stamps eventually proved to be very useful for franking a totally unanticipated type of service: airmail to overseas destinations. At the time they were issued in 1926-27, there were no US airmail routes to foreign countries, although a few experimental flights had been made to both Canada and Cuba as early as 1920. The growth of international air mail service came rapidly beginning in the late 1920s, and, for many of those early years, the Map Air stamps represented the highest denomination air post stamps available to pay franking on overseas airmail.

Overseas Air Use

Regular foreign air service from the US to Latin America began in 1927, and by 1930, air service was available all the way to Buenos Aires. Service to Asia followed beginning in 1935, and in 1939 the Atlantic Clipper connected the US and Europe. In addition to these pioneering US routes, other nations such as Britain, France and Holland began extending air routes to their colonies throughout Asia and Africa in the late 1920s and early 1930s.

The net result of this rapid evolution of international air mail service was that a bewildering array of overseas mailing options suddenly became available to the public. Unfortunately, from the perspective of both the public and postal clerks, calculating postal rates charged for overseas air service became very complicated. From the perspective of today's postal historian, however, this embryonic period of overseas airmail service presents a delightful arena in which to pursue the hobby. The remainder of this article will examine the region by region expansion of international air mail service from the United States, and will illustrate postal history items which used the Map Air mail series to pay franking.

Canada

The first regularly scheduled air mail service between the US and Canada was launched October 1, 1928, with a flight on the New York-Albany-Montreal route designated Foreign Air Mail (FAM) route 1.[2] The postage rate on air mail sent to Canada was five cents for the first ounce and ten cents for each additional ounce or fraction thereof. This first flight coincided with the US domestic air rate change from 10¢ per half ounce to 5¢ per ounce. Since the basic rate was only half the lowest denomination of the Map Air mails, these stamps were not widely used on air mail to Canada, although the 15¢ value would have made convenient franking for a double air rate letter.

Prior to the establishment of this 1928 air link, it was possible for Canadians to take advantage of the US trans-continental and contract air routes to expedite mail by prepaying air service in US postage according to an announcement dated Aug. 14, 1926.[3] The airmail surcharge fee was set at 10¢ per half ounce plus ordinary Canadian postage to the US in February 1927. The cover illustrated in *Figure 4* demonstrates this dual franking rate, which was in effect until July 31, 1928. Unfortunately, the sender chose one of the 10¢ Lindbergh airs to pay the surcharge, but the 10¢ Map air was undoubtedly used in similar situations. On August 1, 1928, the rate between the US and Canada was reduced to five cents per ounce, and the article was also to travel by air within the destination country where service was available.

Latin America and the Caribbean

The most exciting arena for the expansion of overseas air mail service during the late 1920s was Latin American and the Caribbean. A pioneer experimental air service began carrying mail between Key West and Havana as early as November 1920. The route was designated FM1, and the contract called for service daily except Sunday. Planes were to carry loads of first-class mail not exceeding 500 pounds, and postage was to be paid at the normal rate. Covers were to be endorsed "Via Seaplane."[4] The contract was awarded to Florida West Indies Airways, but the route was maintained for only a few months and a 1923 attempt to revive service was even less successful. Perhaps the idea of airmail service had not yet found public acceptance. Perhaps the aircraft were still too unproven and temperamental. Perhaps the company was unprepared to operate such a service successfully. For whatever reason, this initial Caribbean airmail venture was not successful, but the torch had been lit and not many years passed before it was picked up by others.
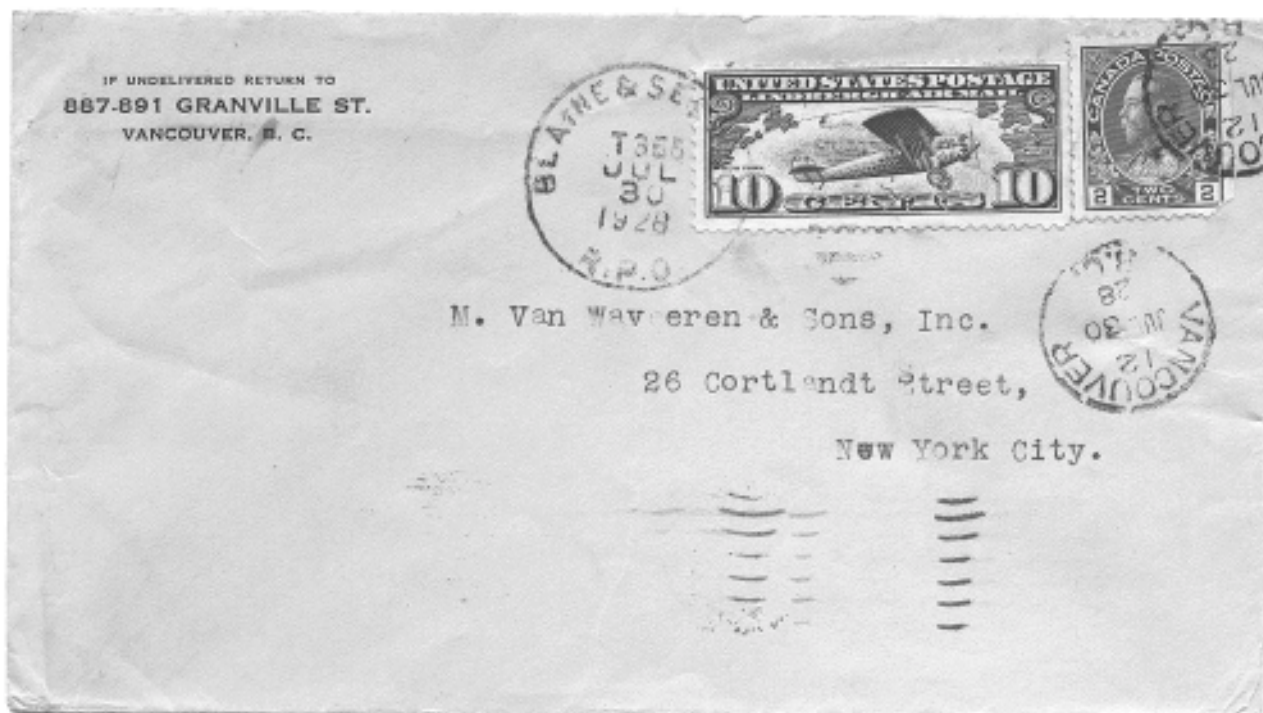
Figure 4 *This cover bears 2¢ Canadian postage to the US and 10¢ US postage for cross country air service to New York. This dual franking rate came into being in February 1927 and was in effect until July 31, 1928*

Expansion of air mail services from the US to various countries and colonies throughout Latin America took place very rapidly. In just over three years, Pan American Airways established air mail links throughout the Caribbean, through Mexico to Central America, along the east coast of South America to Brazil, south from the Canal Zone along the west coast of South America to Chile, and across the Andes to Buenos Aires. *Map 2* is a copy of the Post Office Department's *U.S. Foreign Air Mail (FAM) Routes* as of February 8, 1931.

Since expansion of the Pan American network took place so rapidly and proceeded simultaneously along several different paths, it becomes confusing to discuss the evolution of the network in chronological terms. What follows, therefore, is organized along the basis of regional geography. Fortunately, the various FAM designations assigned by the Post Office Department match reasonably well with Latin American subregions, and this should assist readers in following the discussion.

Pan American Airways

Before proceeding to the regional discussion however, a few words are in order concerning Pan American Airways. The airline was founded in 1927 by Juan Terry Trippe, a former WWI naval aviator. Trippe and a small group of his colleagues had operated domestic Contract Air Mail route 1, the New York-Boston route, under the name of Colonial Air Transport, but Trippe was forced out in a corporate power struggle in 1926. In 1927, Trippe convinced several well-healed former Yale classmates to back formation of a group called the Aviation Corporation of the Americas which became the holding company of Pan American Airways. Trippe became the Pan Am president, and secured the contract to carry mail between Key West and Havana. From those humble beginnings, and with a considerable amount of shrewd business acumen and hard work, Pan Am went on to secure landing rights and airmail concessions throughout Central America and the Caribbean. When the Post Office Department was ready to let a contract for extension of foreign air mail routes in the region, Pan American was always the best positioned bidder. By

Figure 5 *Members of the Pan Am flight and ground crew are pictured with the "General Machado," one of Pan Am's first aircraft. This Tri-motor Fokker F-7 and Pan Am personnel are seen in Key West, Florida, on October 27, 1927, shortly before the airline's first flight, a 90-mile trip to Havana, Cuba. (courtesy of University of Miami)*

the end of 1929 Pan Am operated a 12 thousand mile route throughout the Caribbean and Central America and the airline was only just beginning to expand.

Cuba

On October 19, 1927, a new contract to carry mail between Key West and Havana was let to Pan American Airways, and the route was redesignated FAM 4. All first class mail for Cuba reaching Key West was to be carried by this air service at the ordinary postage rate (*figure 5*). The US terminal was changed to Miami on September 15, 1928, and on December 21, 1928, the air rate was posted as a 5¢ surcharge on top of the ordinary 2¢ rate. This was subsequently reduced to a total rate just 5¢ per half ounce on March 21, 1929, but later raised to 10¢ per half ounce on December 1, 1932. FAM 4 was subsequently integrated with Pan American's broader Caribbean service, FAM 5.

Central America and the Caribbean

FAM 5 Miami-Cristobal, Canal Zone

Pan American Airways secured the contract to carry mail between Miami and Cristobal, Canal Zone, designated FAM 5. Charles Lindbergh flew the inaugural southern flight on February 4, 1929. Air mail service on the initial trip was limited to Cristobal, but
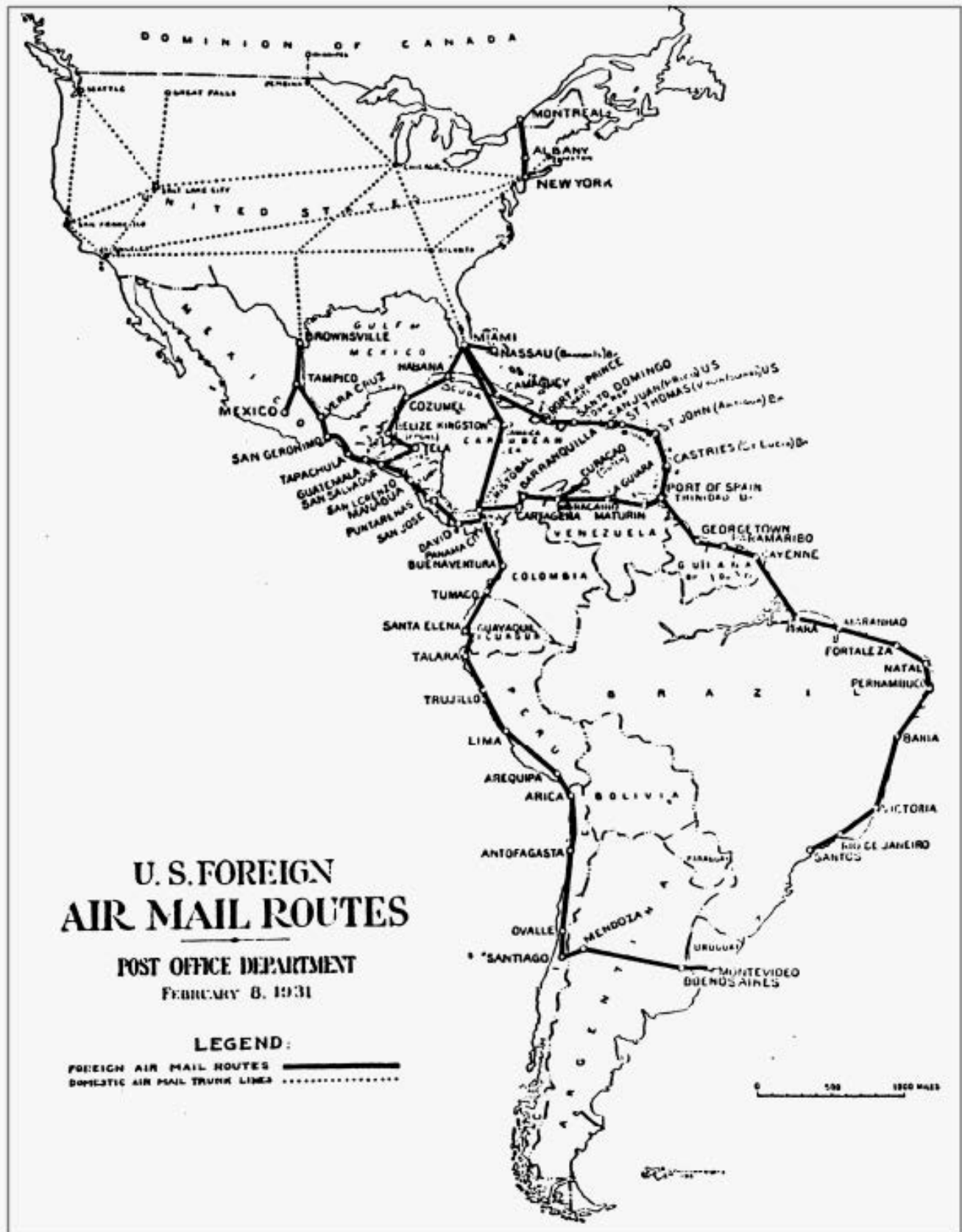
Map 2 *US Post Office Department's 1931 map of Foreign Air Mail routes operating in Central and South America.*

additional service to Havana, Belize and Managua was made available in May. The rate of air postage between Miami and Cristobal was initially 25¢ per half ounce.[5] This was reduced to 20¢ per half ounce on January 1, 1930, and 15¢ per half ounce on De-

cember 1, 1937 (*figures 6* and *7*). Air mail rates to Belize and Honduras were initially set at 15¢ per half ounce in May 1929, but were reduced to 12¢ per half ounce in December 1937 (*figure 8*).

Figure 6 This double weight cover was mailed to the wife of Rear Admiral Woodward at Balboa, Canal Zone, from Alameda, California, on February 7, 1933. Two 20¢ Map airmail pay the postage.

Figure 7 This cover was posted on board the USS J.Fred Talbot *in February 1941. The ship was located in Canal Zone waters and the sender paid the air rate to Washington, DC, with a 15¢ Map airmail stamp.*

Figure 8 This cover was posted in March 1938, about three months after the air mail rate to Honduras had been reduced to 12¢ and was thus overpaid by three cents. Overpayment of rates on air mail addressed to foreign destinations was not uncommon at a time when rate structures were quite complex and subject to frequent changes.

FAM 5 was extended to Curacao and Colombia in late June 1929, El Salvador and Costa Rica in January 1930, Venezuela in May 1930, and Jamaica in December 1930. In February 1931 Pan Am began flying into Port of Spain, Trinidad, thereby forming a junction of FAM routes 5 and 6. This was referred to as completing the Lindbergh Circle, and it permitted dispatch of mail in either direction along the airline's Caribbean routes to best expedite service.

FAM 6 Miami-San Juan, Puerto Rico

Pan American Airways launched service on FAM 6 from Miami to San Juan on January 2, 1929. Air mail service was inaugurated to Santo Domingo, Dominican Republic, and Port-au-Prince, Haiti, on the same flight, and the route also carried mail to Havana. In September 1929 FAM 6 was extended to Paramaribo, Dutch Guiana, by way of the US Virgin Islands, St. Kitts, Antigua, St. Lucia, Trinidad and British Guiana.

Another major expansion of this route was undertaken in November 1930 when flights were begun to Brazil by way of French Guiana, but those developments are considered in the discussion of FAM 10 below.

The closing of the Lindbergh Circle in February 1931 effectively integrated service along FAM 6 with that afforded by FAM 5.

Air mail rates from Miami published in *Postal Bulletin 14875*, December 21, 1928 prior to the inaugural flight were listed as a 10¢ surcharge plus the normal 2¢ letter rate to Puerto Rico, the Dominican Republic and Haiti. This rate was reduced to just 10¢ total postage by an announcement in the *Postal Bulletin* dated March 21, 1929 (*figure 9*).

FAM 7 Miami-Nassau, Bahamas

Compared to the complex trans-Caribbean networks developed under FAM contracts 5 and 6, the Miami-Nassau route, designated FAM 7, was simplicity itself. On January 2, 1929, Pan Am launched daily service between the two points and carried mail at a surcharge of 5¢ per half ounce in addition to the normal letter rate of 2¢. This rate was reduced to just 5¢ total on March 21, 1929, increased to 8¢ per ounce July 6, 1932, and increased again to 10¢ per half ounce on December 1, 1932.[6]
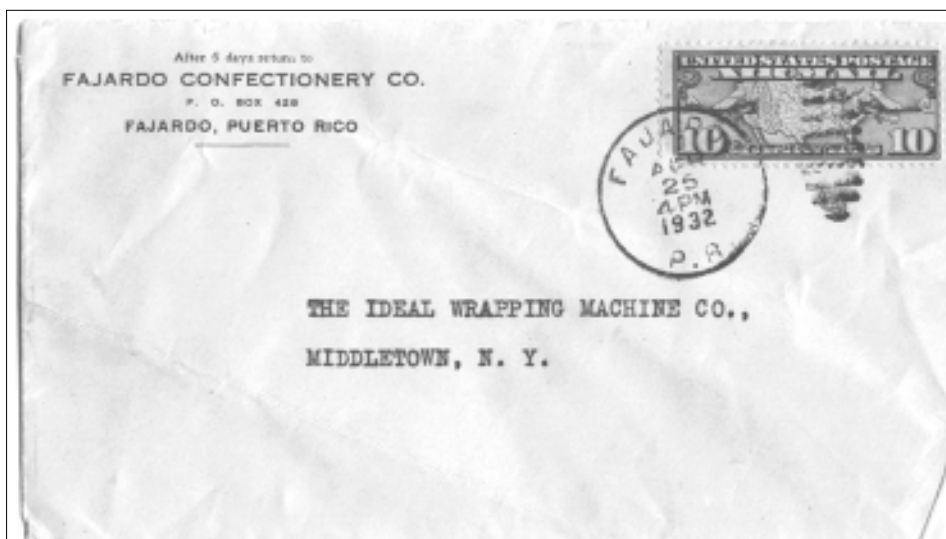
Figure 9 The air mail rate between Puerto Rico and the US mainland was reduced to 10¢ on March 21, 1929.

FAM 8 Brownsville-Mexico City

Operating through its Mexican subsidiary, Compania Mexicana de Aviacion, Pan Am inaugurated air mail service from Mexico City to Brownsville, Texas, on March 9, 1929. With Col. Charles Lindbergh once again at the controls, the initial flight traveled by way of Tampico, and returned to Mexico City the following day. Service from Mexico City was extended south to Guatemala in September 1929 (*figure 10*), El Salvador and Honduras in January 1930, and on June 1, 1930, the route linked up with FAM 5 in Cristobal.

An air mail service surcharge of 12½¢ per half ounce was announced by the US POD effective April 11, 1928, for onward transit of mail by air within Mexico. On September 10, 1928, the surcharge was replaced by a 20¢ per ounce all inclusive rate which covered air to Mexico and within Mexico as far as practical. This was reduced to 5¢ per ounce on January 21, 1929, but subsequently increased to 6¢ on May 1, 1932, and 8¢ on July 6, 1932. A further rate increase to 10¢ per half ounce occurred December 1, 1932, before the rate was finally reduced to 8¢ per half ounce June 11, 1945.[7]

US air mail rates to the various nations of Central America and the Caribbean were highly volatile during this period of rapid route expansion. One can imagine the confusion over rates in the minds of both postal patron and employee alike. It is hardly surprising therefore, that we find incorrectly rated air mail covers fairly commonly when examining the postal artifacts of the era. Table 1 presents a simplified summary of US air mail rates in effect to nations of Central America and the Caribbean from the beginning of air service through World War II. The rates have been distilled from Wawrukiewicz and Beecher's more detailed compendium, *U.S. International Postal Rates, 1872-1996,* in an effort to focus the listed rates on those which are likely to be encountered by collectors. In particular, the early short-lived surcharge rates have been omitted, and interested collectors should consult Wawrukiewicz and Beecher.[8]

Figure 10 This cover was mailed from New Orleans to Guatemala in 1939 at the 12¢ per half ounce rate which was in effect from 1937 to 1945.

Destination Country	Air Service Begun	Initial Rate (¢ per ½ oz.)	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1914	1942	1943	1944	1945
Bahamas	1929	5	⇨	⇨	8 10	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨
British Hounduras (Belize)	1929	15	⇨	⇨	⇨	⇨	⇨	⇨	⇨	12	20	⇨	⇨	⇨	⇨	⇨	⇨	10
British Guiana (Guyana)	1929	40	30	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	15
Canal Zone (Panama)	1929	25	20	⇨	⇨	⇨	⇨	⇨	⇨	⇨	15	⇨	⇨	⇨	⇨	⇨	⇨	10
Colombia	1929	40	30	35	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	25
Costa Rica	1930	20	⇨	⇨	⇨	⇨	⇨	⇨	⇨	15	⇨	⇨	⇨	⇨	⇨	⇨	⇨	10
Cuba	1927	5	⇨	⇨	8 10	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	8
Curaçao (Dutch West Indies)	1929	40	30	⇨	⇨	⇨	⇨	⇨	⇨	25	⇨	⇨	⇨	⇨	⇨	⇨	⇨	10
Dominican Republic	1928	10	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨
Dutch Guiana (Surinam)	1929	40	30	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	15
El Salvador	1930	15	⇨	⇨	⇨	⇨	⇨	⇨	⇨	12	⇨	⇨	⇨	⇨	⇨	⇨	⇨	10
Guadeloupe	1929	25	20	⇨	⇨	⇨	⇨	⇨	⇨	15	⇨	⇨	⇨	⇨	⇨	⇨	⇨	10
Guatemala	1929	15	⇨	⇨	⇨	⇨	⇨	⇨	⇨	12	⇨	⇨	⇨	⇨	⇨	⇨	⇨	10
Haiti	1929	10	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨
Honduras	1930	15	⇨	⇨	⇨	⇨	⇨	⇨	⇨	12	⇨	⇨	⇨	⇨	⇨	⇨	⇨	10
Jamaica	1930	10	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨
Martinique	1929	25	20	⇨	⇨	⇨	⇨	⇨	⇨	15	⇨	⇨	⇨	⇨	⇨	⇨	⇨	10
Mexico	1929	5	⇨	⇨	6 8 10	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	8
Nicaragua	1929	25	15	⇨	⇨	⇨	⇨	⇨	⇨	12	⇨	⇨	⇨	⇨	⇨	⇨	⇨	10
Puerto Rico	1929	10	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	8
Sant Lucia	1929	25	20	⇨	⇨	⇨	⇨	⇨	⇨	15	⇨	⇨	⇨	⇨	⇨	⇨	⇨	10
Trinidad & Tobago	1929	25	20	⇨	⇨	⇨	⇨	⇨	⇨	15	⇨	⇨	⇨	⇨	⇨	⇨	⇨	10
Venezuela	1930	40	30	⇨	⇨	⇨	⇨	⇨	⇨	25	⇨	⇨	⇨	⇨	⇨	⇨	⇨	15
Virgin Islands (US)	1929	10	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	8

South America

Partial Air Mail Service to South America

Postal patrons seeking to minimize the immense distances separating the US from South America recognized the value of air mail years before full air service became a reality. As early as the mid-1920s notices began to appear in the Postal Guide and its Supplements concerning the availability of partial air service on mail from the US to some South American countries. The most common method of using air mail to expedite correspondence to South America was to take advantage of the US air routes to a convenient port for onward transmission by ship. *Figure 11* illustrates a November 1927 cover from Seattle to Brazil which was sent by air to New York and thence by ship to Rio de Janeiro. The franking was applied in a logical manner figuring 10¢ to pay the unified domestic air rate and 2¢ to pay the special treaty surface rate to Brazil. Unfortunately, logic and postal rates do not always match and the rate was overpaid in this case. The correct rate in effect at the time was 10 cents per half ounce total postage for countries with which the US had special treaty surface rates. See Wawrukiewicz and Beecher pages 101-109 for an excellent summary of these confusing early rates.

Pan American's extension of the FAM route network across the Caribbean and Central America resulted in some major time savings for US patrons corresponding with South America. The January 1929 *Supplement* to the *Postal Guide* announced that the air mail rate was to be "on mails to the Canal Zone (and for points beyond to be dispatched by steamer from Cristobal), 25 cents for each half ounce or fraction in addition to regular postage."

Extending Foreign Air Mail routes from the United States into South American countries proved a good deal more complicated for Pan American Airways than had the conquest of Central America and the Caribbean. On both the east and west coasts of the southern continent, Pan Am was opposed by potential US competitors and the west coast route was impeded by a significant local airline, SCADTA. The game to establish South American links extending Pan Am's Caribbean and Central American network possessed all the dramatic elements of an epic Hollywood movie including feats of aviation daring, international diplomatic skullduggery and even the stock market crash.
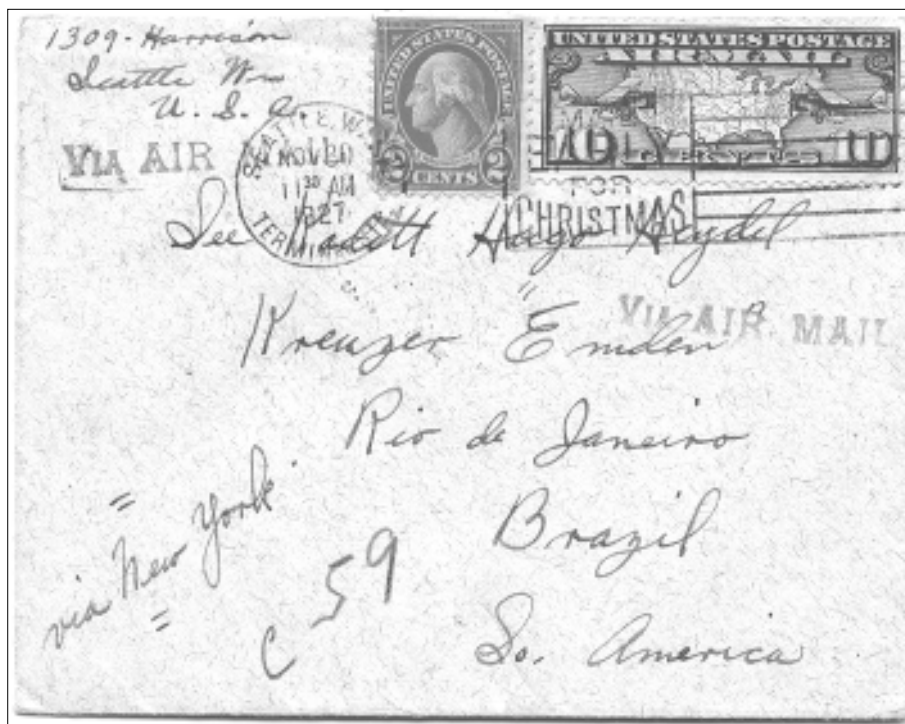

Figure 11 Posted in Seattle in November 1927, this cover traveled by air to New York where it was transferred to a steamer for surface post to Rio de Janeiro and its eventual destination on the German ship Emden.

The West Coast Route

Cristobal, Canal Zone, was the logical point of departure for an air mail route extending south along the west coast of South America, but, before such a route could be launched, certain accommodations had to be made. The first accommodation concerned a potential rival US-based airline. W.R. Grace & Company was heavily involved in shipping, banking and mercantile interests in Ecuador, Peru and Chile. When Pan American became aware that Grace & Company was thinking of starting their own airline to carry mail along South America's west coast, Juan Trippe, Pan Am's flamboyant president, negotiated a deal with Grace creating Panagra, a new airline owned in equal shares by Pan Am and Grace.

SCADTA

The second accommodation was somewhat more difficult to negotiate. In 1919 a WWI Austrian airman named Dr. Peter von Bauer had organized a company in Colombia called Sociedad Colombo-Aleman de Transportes Aereos (SCADTA). The company, one of the world's first airlines, proved very successful in linking Bogota, the capital in the Andes, with Barranquilla, Colombia's main port. The 670 mile journey overland between the two cities required a full week under good conditions, and this could stretch to as much as a month in the wet season. Flights took only seven hours. They carried passengers, cargo and mail.

So successful was SCADTA in its Colombian operations, von Bauer twice made visits to Washington in 1925 and 1926 to try to convince the US government to grant his airline mail contracts and landing rights in the US so that his airline might provide an air link between the two countries.

An announcement dated December 27, 1923, appearing in the January 1924 *Supplement* to the *Postal Guide* , under the heading "Air Mail Service Between Barranquilla and Interior Points of Colombia" read:

> Owing to inquiries made as to how senders in the United States could avail themselves of the air mail service from Barranquilla to interior points of Colombia, it has been learned that air mail stamps for the service in question can be obtained from Gonzalo Mejia, 82 Broad Street, New York City. The article to which these stamps are attached must be enclosed under cover of another envelope addressed to the Oficina del Correo Aereo, Barranquilla (Colombia, S.A.), Apartado 203, and such outside cover must bear United States postage sufficient in amount to pay for the transmission of such envelope with its enclosure from this country to Barranquilla, Colombia. Upon receipt at Barranquilla, the enclosure will be forwarded by first opportunity by air mail service from Barranquilla to the ultimate addressee, as indicated on the inside envelope.

> It is understood that the air mail stamps to be attached to the interior envelope cover the postage charges for transmission in the Colombian service, including delivery to the addressee.

> The foregoing information is furnished for the benefit of senders in this country who desire to take advantage of the air mail service out of Barranquilla, there being no arrangement between this postal administration and that of Colombia for the transmission with respect to the service in question.

Figure 12 This cover was mailed from Saginaw, Michigan, on May 9, 1932, but through air service did not begin until May 20, 1932, so it was forwarded from Arequipa, Peru, as indicated by the backstamp shown in the inset.

SCADTA's arrangement with the Colombian post office gave the company considerable more freedom of operation than air mail contracts negotiated in the United States. SCADTA operated their own post offices, established its own rates for air mail service, and kept all the revenues from the mail. The company issued its first stamps for domestic air mail service in February 1920 and its first international air mail stamps June 1, 1929. The Colombian government terminated SCADTA's monopoly of the national air mail service at the end of 1931.

The June 1925 *Supplement* to the *Postal Guide* carried a revision of the instructions for patrons in the US wishing to take advantage of the Colombian air service. It is reproduced below. An announcement in the September 1928 Supplement carried details of an extension of service from Barranquilla to Guayaquil, Ecuador. Interestingly, the airline—SCADTA—was not mentioned by name in any of these POD announcements, and the contact for Colombia air mail stamps in New York and San Francisco was listed as the American Trading Company.

In 1928 SCADTA was still a very successful Colombia airline, and, more importantly for the expansion plans of Pan Am, an airline in complete control of Colombian airspace. The same airspace which represented a formidable gap in the proposed path south to Ecuador, Peru and Chile. Juan Trippe negotiated directly with Peter von Bauer. Dr. von Bauer, now a nationalized Colombian citizen, recognized that his dream of linking North and South America had been blocked by the rapid growth of Pan American, and he arranged to sell Pan Am an eighty per cent share in SCADTA on the condition that no one was to know of the Pan Am purchase outside of the directors of Pan Am and the US State Department. SCADTA operations remained under the control of von Bauer, and, with a little government help in the form of the Kellogg-Olaya Pact to mollify the Colombian authorities, the way was cleared for a west coast air mail route south to Chile in the spring of 1929.[9]

On May 17, 1929, Pan American-Grace Airways, Inc. (Panagra) inaugurated service on FAM 9 from Cristobal to Mollendo, Peru. The route included intermediate stops at Buenaventura and Tumaco, Colombia; Esmeraldas and Guayaquil, Ecuador; and

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JUNE SUPPLEMENT, 1925

AIR MAIL SERVICE BETWEEN BARRAN-QUILLA AND INTERIOR POINTS OF COLOMBIA, SOUTH AMERICA

This department has been advised that, effective June 1, 1925, letters intended for forwarding via the Colombian air mail service between Barranquilla and interior points' of Colombia should have affixed thereto, in the upper right-hand corner of the envelope, the necessary United States postage stamps and the special Colombian air mail stamps; and the upper left-hand corner should bear the words "Via Colombian Air Mail" (Correo Aereo), clearly written in green ink. Green "stickers," which will be furnished to the purchasers of Colombian air mail stamps, should also be attached to the envelope.

Postmasters at the offices of origin should cancel the Colombian air mail stamps, as well as the United States postage stamps.

The notice printed on page 14 of the Postal Guide for January, 1924, is modified accordingly.

The double-envelope system described in the above-mentioned notice should continue to be used in case of parcel-post packages for transmission by the Colombian air mail service.

In the case of registered letters for transmission by the air mail service in question, it is necessary to affix the special Colombian air mail registry stamp in addition to the United States registration fee.

Colombian air mail stamps, and information relative thereto, may be obtained from the following agents:

American Trading Co. (Inc.), 25 Broad Street, New York.

Cabrera Bros. & Co., 24-26 Stone Street, New York.

Charles E. O'Connor, Ninety-fourth Street and Columbus Avenue, New York.

South American Specialties Co., 223 West One Hundred and sixteenth Street, New York.

Illinois Merchants Trust Co., Chicago, Ill.

J. B. Cushing, Consulado de Bolivia, Boston, Mass.

American Trading Co., 332 Pine Street, San Francisco, Calif.

Hibernia Bank & Trust Co., New Orleans, La.

R. R. Rudas, Colombian consul, Los Angeles, Calif.

Postmasters will please cause due notice of the foregoing to be taken at their offices.

Reproduced from the June 1925 Supplement *to the* Postal Guide.

Talara, Trujillo and Lima, Peru. In 1929 FAM 9 was extended onward to Santiago, Chile on July 16th; across the Andes to Buenos Aires on October 8th; and to Montevideo, Uruguay, in November. A spur extension linked the route to La Paz, Bolivia, in May 1932 (*figure 12 & cover illustration*).

Arrangements between Pan Am and SCADTA temporarily allowed the Colombian airline to continue its monopoly over air mail service to the Bogota and the interior. US mail for the Colombian capital was required to carry the proper US postage for air service to Barranquilla as well as Colombian air postage for onward transit to the Bogota. *Figure 13* illustrates a large triple rate cover from New York to Bogota dated May 1930. US and Colombian postal authorities renegotiated the arrangement requiring additional Colombian postage, and effective June 15, 1931, air mail from the US to Colombia was provided full air service with prepayment of 35¢ per half ounce

(*figure 14*). The announcement, which initially appeared in *Postal Bulletin 15642* dated June 11, 1931, stated that:

> On account of the brief notice given, air mail correspondence for Colombia bearing the postage heretofore required of 30 cents per half ounce for service by the United States routes to Colombia only will be given the through service (including the service by the Colombia routes) for a short time.

The East Coast Route

Pan American's plan to extend its air route network along the east coast of South America from Paramaribo, Dutch Guiana, the southernmost point on FAM 6, was impeded by the arrival of another American competitor on the scene. The New York, Rio and Buenos Aires Airways (NYRBA) was founded by Ralph O'Neill with the backing of James Rand of Remington Rand. It was O'Neill's idea to bypass the need for building airports by using seaplanes to carry mail and passengers over the entire

Figure 13 A triple rate cover posted from New York to Bogota in May 1930. A combination of Map air mails and the 10¢ Lindbergh air pay the three times 30 cent rate to Barranquilla and three of the 5 centavo SCADTA air mails pay the in country rate from Barranquilla to Bogota.

Figure 14. The 35 cent per half ounce rate to and within Colombia became effective in 1931. This 1938 cover from New York employs a 15¢ and 20¢ Map air mail to pay the rate. The Cali backstamp arrival marking appears in the inset.

length of the route. O'Neill won concessions from the governments of Argentina, Uruguay and Brazil to carry mail from those countries to the United States, but had not yet secured a US mail contract. In January 1929 the NYRBA announced that they would soon begin weekly service from New York to Buenos Aires with stops at thirty harbors along the way. Things must have looked very rosy for the new airline when, on October 2, 1929, the wife of President Herbert Hoover christened their new Commodore flying boat, *Buenos Aires*, in a Washington ceremony.

Pan Am reacted very quickly to the NYRBA threat. The first step was to lock up the US mail contract from Puerto Rico to Trinidad (FAM 6) inaugurated on January 9, 1929. Next, despite the lack of a mail contract in hand, Pan Am decided to extend its service past Trinidad to Dutch Guiana. The first Paramaribo flight was made by Col. Lindbergh and his new wife. The Lindbergh's were accompanied by Juan Trippe and his wife.

Undaunted, and still desperate to acquire a US Government mail contract, NYRBA pushed ahead with its program by launching air mail service from Buenos Aires to Montevideo on August 26, 1929, and to

Santiago de Chile on October 19, 1929. Service between Buenos Aires and Rio de Janeiro followed on January 15, 1930. The first through flight by NYRBA began at Santiago on February 19, 1930, and reached Miami on the 26th. From that date until June 1930, NYRBA operated in direct competition with Pan Am in providing air mail service to selected islands of the West Indies.

The demise of NYRBA had little to do with performance of the airline, and much to do with financial and political events. The stock-market crash of 1929 largely derailed the well heeled backers of NYRBA, and caught the fledgling airline with expensive orders on new aircraft outstanding. In Washington, Postmaster General Walter Brown had resolutely refused to issue a US air mail contract to NYRBA, and, when it became clear that this situation was not about to change, Rand and the other money men decided to sell the company. On August 19, 1930, Pan Am bought NYRBA at about fifty cents on the dollar. In so doing, Pan Am acquired 31 brand new Commodores and Sikorskys, almost doubling the size of its fleet. The US air mail contract for service along the east coast of South America was advertised the following day. Pan Am was the only bidder.[10]

The first flight on the route extending service south from Paramaribo (designated FAM 10) had to be delayed from October 21st to November 10, 1930, because of a revolution in Brazil. The flight stopped first at Cayenne, French Guiana, before proceeding to Para, Brazil. Service was pushed through to Santos two weeks later, and this effectively connected Rio de Janeiro to the network (*figures 15* and *16*). FAM 10 was finally extended to Montevideo and Buenos Aires by flights beginning October 26, 1931.
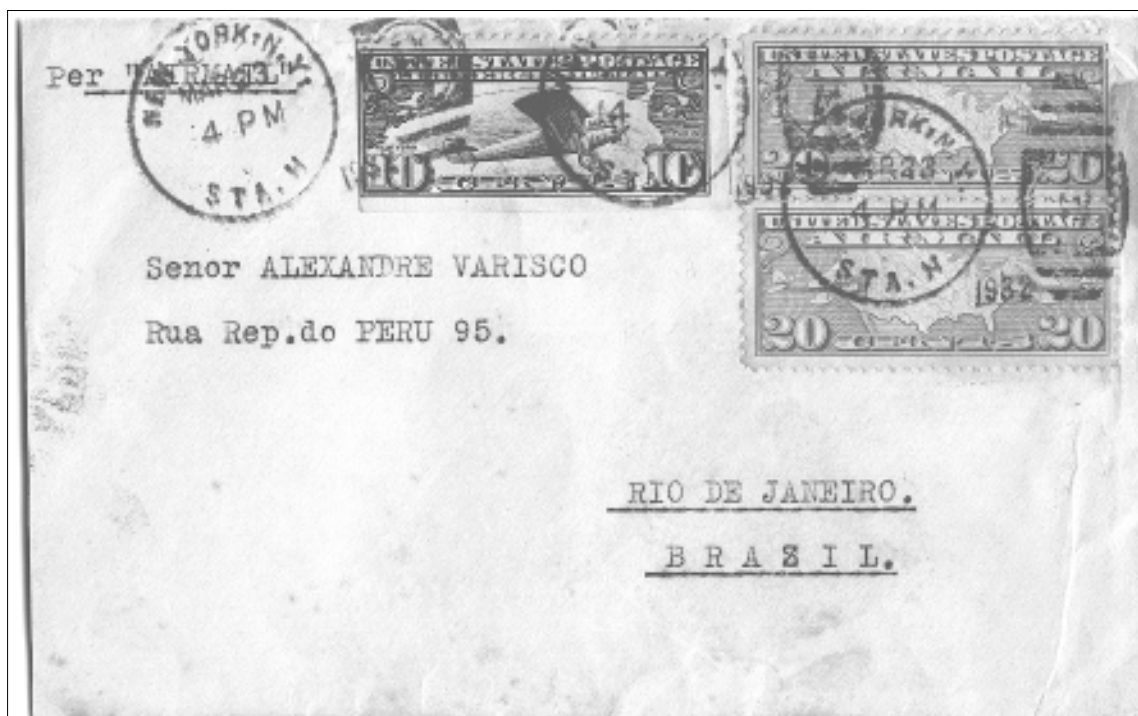

Figure 15. A 50¢ rate cover to Brazil from 1932.

Figure 16. A 40¢ rate cover to Brazil from 1938.

US air mail rates to South American countries served by FAM 9 are displayed below in Table 2.

Endnotes:

[1]Mueller, Barbara R., *United States Postage Stamps*, Princeton, NJ: D. Van Nostrand Co., Inc., 1958, p. 212.

[2]An earlier route, designated FAM 2, was inaugurated in 1920, but its purpose was to carry mail from Seattle to Victoria in order to expedite service to the Far East on board ships operating out of the Canadian port. This short air service was provided at no additional increase in postage. It was discontinued on June 30, 1937. Jim A. Brown published an excellent article detailing service on this route entitled "First FAM Marks 80th Anniversary" in the *American Philatelist*, Vol. 114, No. 10 (October 2000), p.920925.

[3]Wawrukiewicz, Anthony S. And Beecher, Henry W., *U.S. International Postal Rates, 1872-1996.* Portland: Cama Pub. Co. , 1996. p. 326.

[4]Ibid*., 129.

[5]In fact the initial postage rate was published on Dec. 21, 1928, as a 25¢ surcharge in addition to the normal 2¢ postage rate, but this was reduced on March 22, 1929 to a total rate of 25¢.

[6]Wawrukiewicz and Beecher, p. 117.

[7]Ibid., 342-3.

[8]In addition, an excellent discussion of the early surcharges appears in Kent J. Kobersteen's, "Beacon Airmail Rates to Foreign Destination," in Short, Simine (Ed.) *Via Airmail*, Chicago: The American Air Mail Society, 1992, pp. 27-60.

[9]See Solberg, Carl *Conquest of the Skies*, Boston: Little, Brown & Co., 1979 for additional details of this fascinating story.
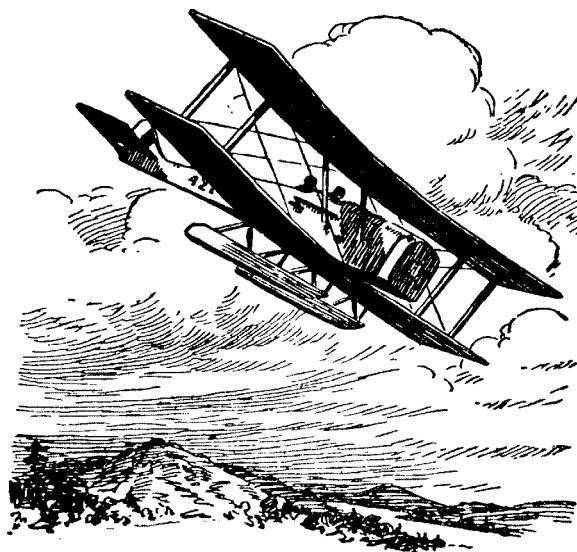
[10]Ibid., 90.

Next: Trans-Pacific Service

Table 2 US Air Mail Rates to South America, 1930-1946 (Simplified)

| Destination Country	Air Service Begun	Initial Rate (¢ per ½ oz.)	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1914	1942	1943	1944	1945
Argentina	1929	75	**55**	⇨	➡	⇨	⇨	⇨	⇨	**40**	⇨	⇨	⇨	⇨	⇨	⇨	⇨	**20**
Bolivia	1932	55			**55**	⇨	⇨	⇨	⇨	**35**	➡	⇨	⇨	⇨	⇨	⇨	⇨	**20**
Brazil	1930	50	➡	⇨	⇨	⇨	⇨	⇨	⇨	**40**	⇨	⇨	⇨	⇨	⇨	⇨	⇨	**20**
British Guiana	1929	40	**30**	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	**15**
Chile	1929	70	**50**	⇨	⇨	⇨	⇨	⇨	⇨	**40**	⇨	⇨	⇨	⇨	⇨	⇨	⇨	**20**
Colombia	1929	40	**30**	**35**	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	**25 15**
Dutch Guiana	1929	40	**30**	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	**15**
Ecuador	1929	40	**30**	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	**15**
French Guiana	1929	40	**30**	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	⇨	**15**
Peru	1929	55	**40**	⇨	⇨	⇨	⇨	⇨	⇨	**30**	⇨	⇨	⇨	⇨	⇨	⇨	⇨	**15**
Venezuela	1930	40	**30**	⇨	⇨	⇨	⇨	⇨	⇨	**25**	⇨	⇨	⇨	⇨	⇨	⇨	⇨	**15**
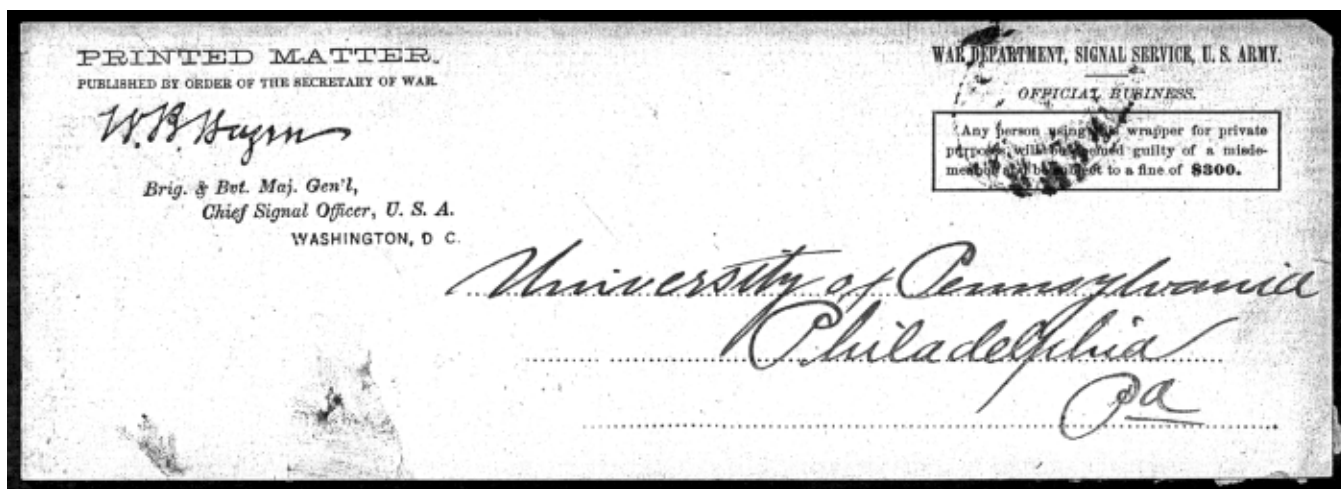
Figure 1. A label from the War Department in the 1880s

How Much of a Penalty Is It Anyway?

By Richard Martorelli

In the course of our daily lives, we regularly receive mail from some section of the US Government. The year 2000 was an official census year, as required by the US Constitution, and we all received several mailings from the Bureau of the Census (Department of Commerce). Each January, our friends at the Internal Revenue Service (Department of the Treasury) send us tax forms, and if we're lucky, a refund in June. It may be the Social Security Administration (Department of Health and Human Services) the next day, followed by the Passport Agency (Department of State) or some other agency or department. Following is a short history of the establishment of use of penalty envelopes, information on the relative value of the penalty and a brief review of the major types of postage paid envelopes used.

Historically, the envelopes used for government mailings were plain, noting only the bare facts of government business. Congress originally authorized official stamps and envelopes in 1873, after the abolishment of the free franking signature privilege for government departments. Penalty envelopes replaced these stamps in 1879, and have been the primary method in use over the last 120 years. Since 1983, after a lapse of 100 years, the Postal Service has again issued "Official" stamps and envelopes for use by federal government departments. The promotion of the use of stamps and stamped envelopes was an effort to introduce increased accountability over postage expense. In this way, the originating agencies would bear their appropriate share of postage costs, instead of passing it along to the Postal Service. In this same time period, continuing to the present, more departments are using meter imprints, as it also gives them a way to accurately identify postage expense. While stamps or meters are usually used for ordinary first-class mail matter, permit imprints are also used for large mailings, such as presorted first -class or bulk-rate third class. In looking at all of these formats, one thing is consistent. The phrases "Official Business" and "Penalty for Private Use $300" are included on all envelopes, wrappers, etc, either in the corner card or the postage indicia. Why is it there, and why is it $300?

Up through the early 1870s, certain federal government officials, such as cabinet-level department heads and their designates, had been granted a free franking privilege for mail. This was used in two ways. For incoming mail, it was necessary that the name and title of the recipient holding the free-frank privilege be in the address of the unpaid letter for it to be accepted by the government office. For outgoing mail, the envelope required the signature of the government official in place of postage. During the terms of President Ulysses S. Grant (1868-1877), political corruption was widespread, and was exposed at levels hitherto unknown, with scandals including the Credit Mobilier/Union Pacific Railroad fraud and bribery, and the Whiskey Ring excise tax-cheating scheme. Prevalent too, was the misuse of the signature franking privilege, occurring on such a grand scale that the Post Office Department estimated that such abuse was the cause for 90% of the postal deficit for that period.

In early 1873, in response to this misuse, Congress abolished the signature free-franking privilege, effective July 1873. At about the same time, they authorized the issuance and use of official stamps for government department, as well as official stamped envelopes for the War and Post Office Departments.

The increasing use of the mails for government business required greater logistical support that was provided by the official mail stamps and envelopes. To provide this support, as well as being mindful of the abuses of the signature free-frank process, an Act of Congress was passed on March 3, 1877. It established three requirements for correspondence to be carried "free of charge" through the US Mail. These requirements were 1) that the name of the originating office of the government be listed; 2) that the phrase "Official Business" be present on the material; and 3) that the penalty of the imposition of a fine of $300 for any unlawful use be noted on the item. In general, this new "penalty privilege" paid for the basic 1st-class domestic postage for government correspondence from departments of the Executive and Judicial branches of the federal government. It did not apply to the Legislative branch, which still today uses a form of signature franking. Fees for special services, such as special delivery or registration and, after 1918, airmail, generally had to be paid for through the use of postage stamps (or, starting in 1939, meter stamps). As pointed out by Henry Berthelot in "Evolution of the U.S.Post Offices's Use of Form 3547" (*La Posta*, May 2000), the enabling legislation did not say where the pieces of now-required information were to be placed on the mail; it also did not give the Post Office Department authority to establish standards for the meeting of the requirements. Provision was made for the new "penalty" envelopes to replace the departmental official mail stamps in May 1879. Further, both the official stamps and stamped envelopes were declared obsolete and invalid for postage as of July 1884. According to Warren Howard in " The Classic Penalty Franks" (The Chronicle of U.S. Classic Postal Issues, May 1998), by the 1880's, it was generally accepted that whatever was used to enable a letter (wrapper, package, etc.) to be accepted in the mail system was placed in the upper right hand corner of the item. So to, then, this became the location of the

"Official Business" and "Penalty $300" phrases, as well as the originating department name.

The United States of 1877 was a country that was growing and expanding. The country had recently expanded to 38 states with the addition of Colorado in 1876. There were nine organized territories that would develop into ten states. The Bureau of the Census set the center of population of the country (based on the 1870 census) 48 miles northeast of Cincinnati, Ohio and the overall population was approximately 55 million. Rutherford Hayes had been elected President over Samuel Tilden in 1876, in one of only three US presidential elections in which the loser received more popular votes than the winner, and which was the only presidential election decided, by a margin of 1 electoral vote, by a Congressionally-appointed electoral commission. The nation had just finished celebrating its 100th anniversary with the Centennial Exposition in Philadelphia, and was still marveling at wonders such as the telephone and typewriter, which had been on display there.

Detailed and accurate records are not generally available, but using data from the Historical Statistics series published by the Bureau of the Census, estimates of life at that time can be made for different areas. For example, in this period of time, a pound of bacon cost about $0.10 and a 40-lb bag of potatoes cost $0.14. The US Government employed about 80,000 civilians, about 0.20% of the population. The average annual earnings of a Federal Government employee was around $900, while the average earnings of all workers in the country was about $375 a year. In the context of the abuses noted above, it's easy to see the intent of Congress. By setting the penalty for
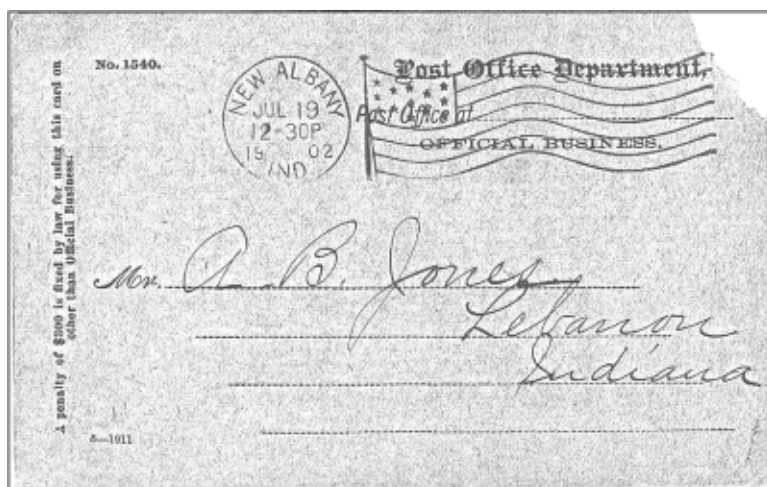

Figure 2

Figure 3

unauthorized use of the free "official business" mail franchise at $300, Congress created a significant potential punishment. The fine of $300 was about 4 months worth of, or 1/3rd of the annual, wages of a government employee, who would be the person with the most opportunity to misuse the system. For all other workers, the fine of $300 was equal to almost 10 months worth of a full year's wages. Talk about a deterrent!

Figure 1 shows a label from the War Department in the 1880s. The department name and "Official Business" are in the upper right hand corner. The penalty phrase is located there also, and it reads "Any person using this wrapper for private/purposes will be deemed guilty of a misde-/meanor and be subject to a fine of $300." A Post Office Department post card, (form) No.1540, shown in *Figure 2*, was used in 1902

to request unpaid postage for a 4th class package. Here the penalty phrase has been moved to the left margin, and reads "A penalty of $300 is fixed by law for using this card on/ other than Official Business".

In the 1900-1915 period, the department name and "Official Business" phrase were gradually shifted to the upper left corner. The "Penalty" phrase became standardized over time, according to Howard, based on the Post Office Department's modification and use of a double line statement "Penalty for Private Use to Avoid/ Payment of Postage $300", starting in 1906. A War Department postcard draft notice is illustrated in *Figure 3*, showing the migration of the originating department name and "Official Business" to the upper left corner. The upper right corner contains an abbreviated penalty phrase, "Penalty For Private Use $300" and is postmarked November 16, 1918. An envelope mailed from the Submarine V-1 (later USS Barracuda), and postmarked on the USS Argonne (AS10) in the late 1920's, is shown in *Figure 4*. It exhibits the two-line penalty statement, copying the Post Office Department as noted by Howard.

From the 1920's through the 1950's, there was very little change in format. *Figure 5* illustrates three envelopes from this period. They include an Address Correction Service card from 1939, a Dead Letter Branch return envelope from 1949, and a Department of Agriculture envelope from 1954. All carry the now
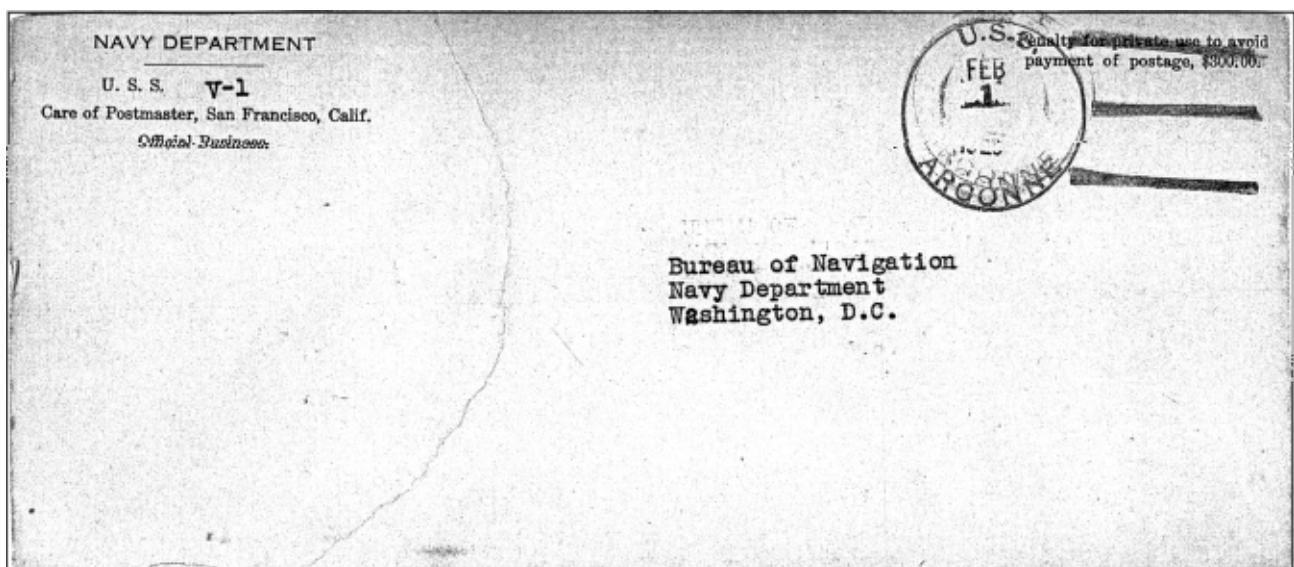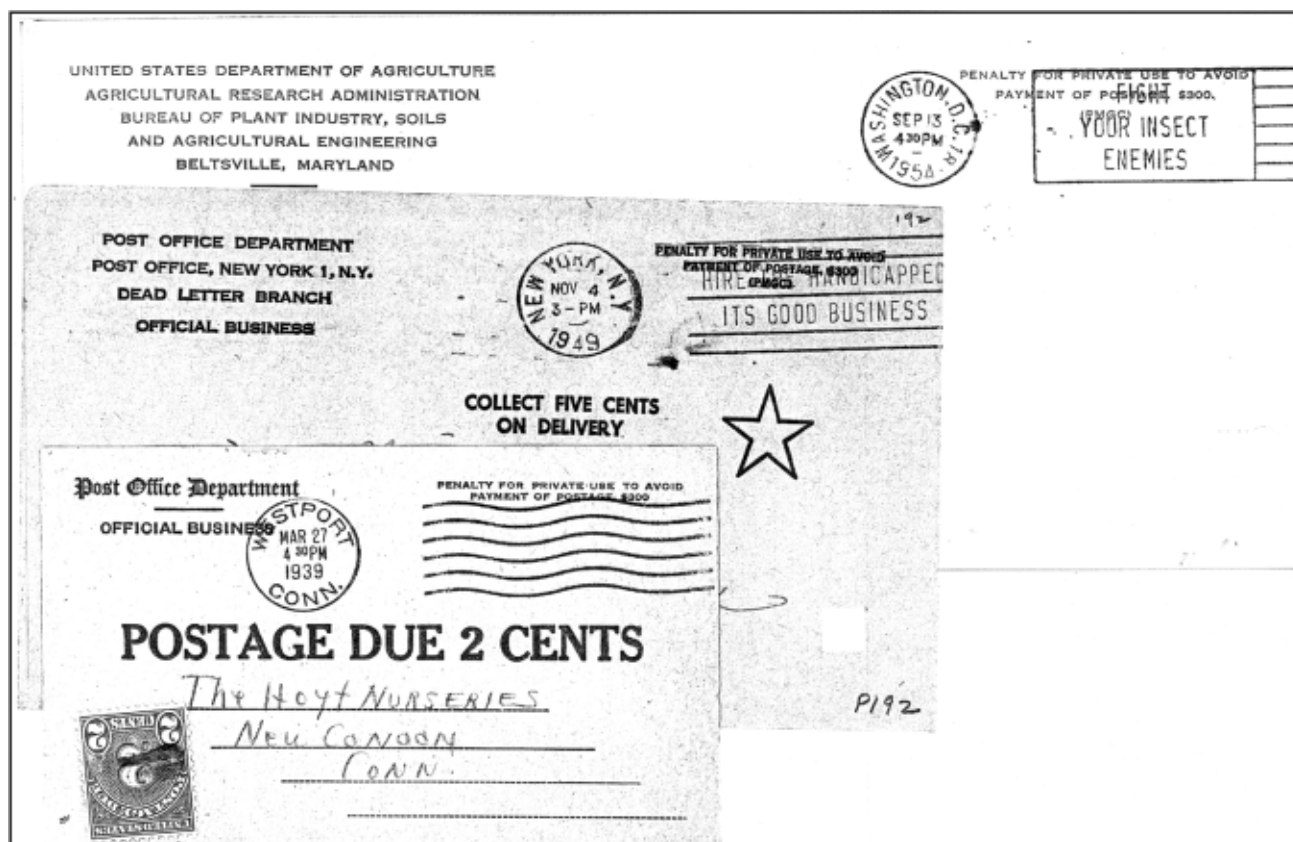

Figure 4

Figure 5

standard double- line penalty phrase in the upper right corner. Note that the Dead Letter Branch return envelope has a star marking on the mid-right side. This is believed to indicate that the Money Division of the Dead Letter Office handled the returned mail, and the mail contained cash or other negotiable paper. Look, too, at the appropriate slogan cancel on the Agriculture envelope.

In the 1960s, penalty mail envelopes began to be printed with the USPOD "flying eagle" symbol in the upper right corner. *Figure 6* is a Dead Letter Office envelope with the POD eagle, postmarked in 1972. After the establishment of the "quasi-independent" Postal Service in place of the cabinet-level Post Office Department, there were still stocks of old stationary in various government departments that were used up before being replaced with a new design. With the creation of the Postal Service in 1971, the "eagle" indicia received a makeover, becoming smaller and more streamlined. The penalty phrase, too, received a makeover. In this time period, a

divergence is noted between the USPS and most other government agencies. The USPS continued using with the entire phrase, and kept it in the upper right corner, in a smaller typeface and on three lines. Other agencies adopted the shorter wording "Penalty For
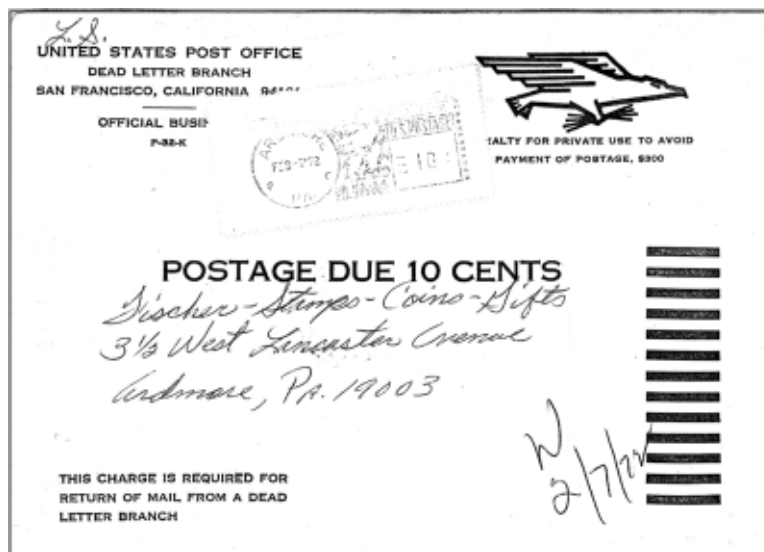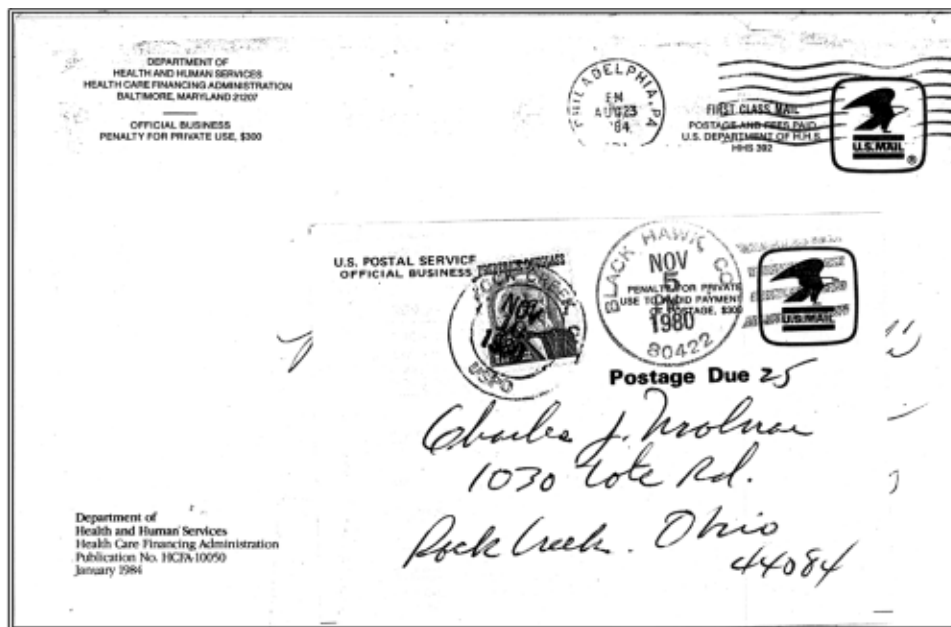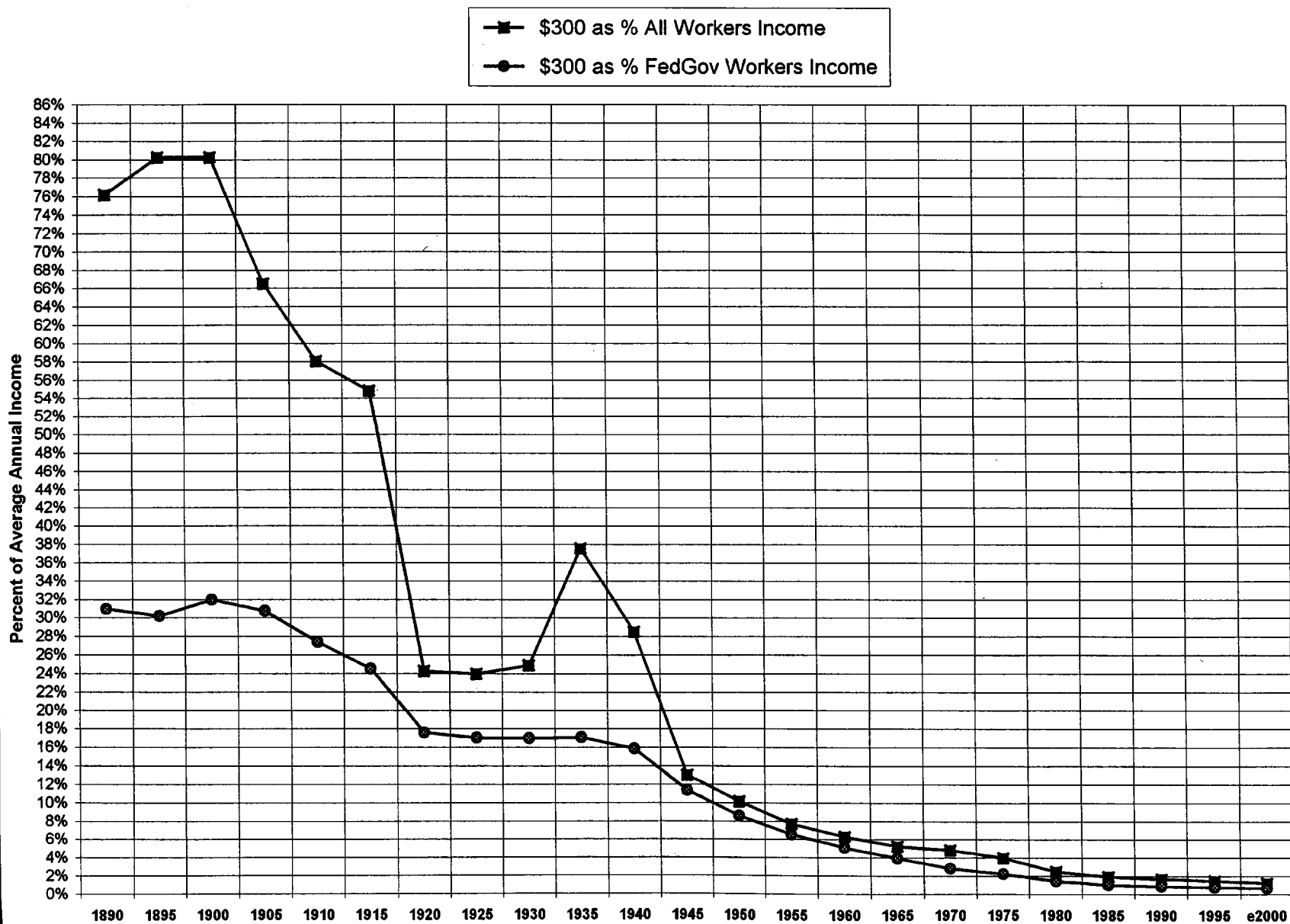

Figure 6

Figure 7

for later payment. The "penalty privilege" mail only provided for 1st class postage. As part of the accounting and reimbursement process, the Postal Service conducted statistical sampling tests to estimate and verify mail use and postage expense by the government departments. By the mid-1970's, more accurate ways of valuing and controlling postage expense were desired. Regular use of meter stamps and permit imprints were allowed, starting in 1976. By June 1978, they were authorized for use on all classes of mail matter without prepayment.

Private Use $300", and appear to have standardized placement in the upper left corner, with the other two required pieces of information. These differences are illustrated in *Figure 7*, showing an USPS Address Correction Service card from a 1975 printing, and a 1984 usage from the Health Care Financing Agency, Department of Health and Human Services. Notice also the wording "Postage and Fees Paid" on the latter item. This endorsement was first used in 1956, and was extended to multiple departments and agencies over the next several years.

Under the "Postage and Fees Paid" system, the using department keeps a record of quantity and services used, and reimburses the Post Office for the postage after the mailing was done. This was accomplished with a quarterly payment and an (at least) annual report. Previously, under the "penalty mail" provision, the fees due for use of special services, such as registration or airmail, had to be paid in advance. This usually required the originating office to have a supply of accountable postage stamps on hand. With the "Postage and Fees Paid" endorsement, however, the sender does not have to prepay special service fees. As noted above, various agency envelopes have both the "Penalty for Private Use $300" and the "Postage and Fees Paid" phrases. In these cases, the envelopes were not considered "penalty privilege" mail under the 1877 legislation, as the "Postage and Fees Paid" endorsement took precedence, and allowed for all types of postage and services to be "put on account"

Let us now move to the present. The United States has 50 states, the latest (Hawaii) being added in 1959. There are two organized territories (Virgin Islands and Puerto Rico), where talk of statehood is occasionally an issue. The Bureau of the Census set the center of population of the country (based on the 1990 census) near Steelville, MO, about 80 miles southwest of St.Louis, and the overall population is approximately 276 million. Telephones and typewriters are studied in history classes, as people communicate "on line" with instant messaging and email, and use computers and desktop publishing for the printed word.

In this timeperiod, a pound of bacon cost about $4.00 and a 40-lb bag of potatoes costs $24.00. The US Government employs c. 2,700,000 civilians, about 1.0% of the population. The average annual earnings of a Federal Government employee is approximately $47,000, while the average earnings of all workers in the country is about $26,000 a year. Still, the penalty for unauthorized use of the free "official business" mail franchise is $300. As shown in *Graph 1*, the $300 penalty is depicted as a percent of income for both groups of workers for the period 1890 through 2000 (estimated). The penalty now represents about 1 and 2/3rd days worth of the average government civilian employee's annual wages. For all other workers, the

Graph 1

$300 "Private Use" Penalty as a Percent of Income

—■— $300 as % All Workers Income

—●— $300 as % FedGov Workers Income

Percent of Average Annual Income

1890 1895 1900 1905 1910 1915 1920 1925 1930 1935 1940 1945 1950 1955 1960 1965 1970 1975 1980 1985 1990 1995 e2000
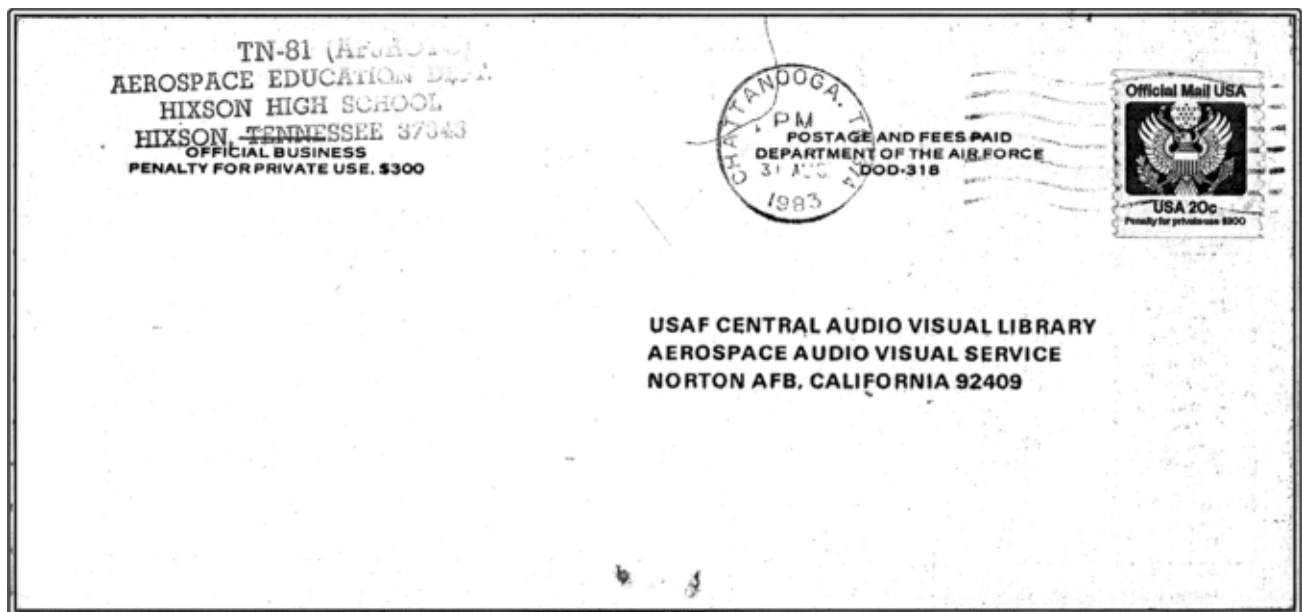
Figure 8

$300 represents 3 days worth of their annual wages. Somehow, the deterrent effect feels as if it has been lost.

As noted above, in 1983, "Official Mail" stamps and stationery were reintroduced. *Figure 8* depicts usage of a first-class rate stamp by the US Army in 1987, and *Figure 9* shows usage of an nondenominated "F" rate postal stationary envelope by the Federal Reserve Bank of Chicago (7th District) for mailing US Savings Bonds in 1991. Five different "Official Mail" envelopes, in different denominations as well as "rate change" letter codes, were issued specifically for Savings Bonds. Information regarding the total issued quantities for these envelopes is hard to find. In a 1989 article in *Postal Stationery*, the journal of the United Postal Stationery Society, it was reported that approximately 12 million Savings Bond envelopes, in "E" and 25-cents denominations, had been issued. Over the timeperiod that this rate was in effect, this equates to an average monthly availability rate of 350,000 envelopes per month. According to figures for the

government year October 1999-September 2000, an average of almost 4 million bonds per month are issued. Based on the approximate numbers above, every Federal Reserve district could not use these special stamped envelopes for all their mail. The twelve Federal Reserve Bank districts presumably made decisions about which type of envelopes to use for the mailing of US Savings Bonds based on their own volume and the availability of the stamped envelopes. Given the level of activity, postage other than stamped envelopes would have to be used for the majority of mailings. *Figure 10* shows examples of a meter imprint from Cleveland (4th District) and a permit indicia from Philadelphia (3rd District).
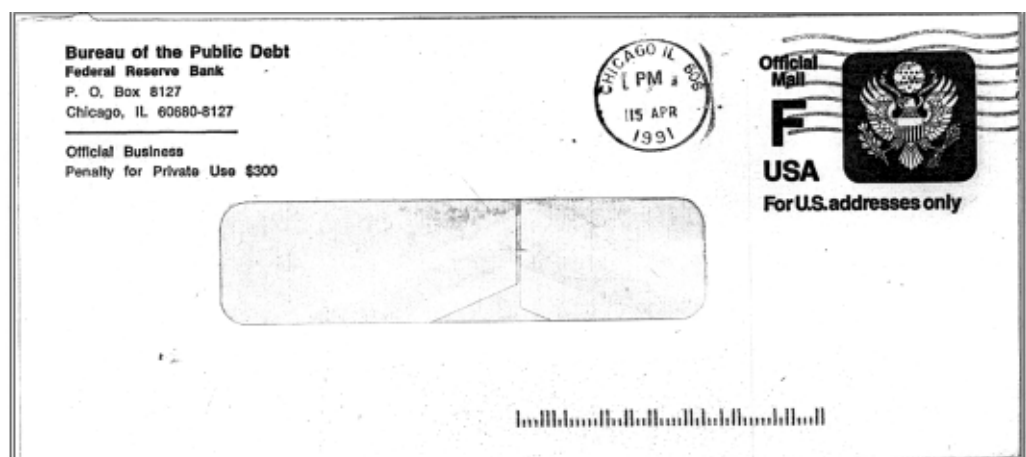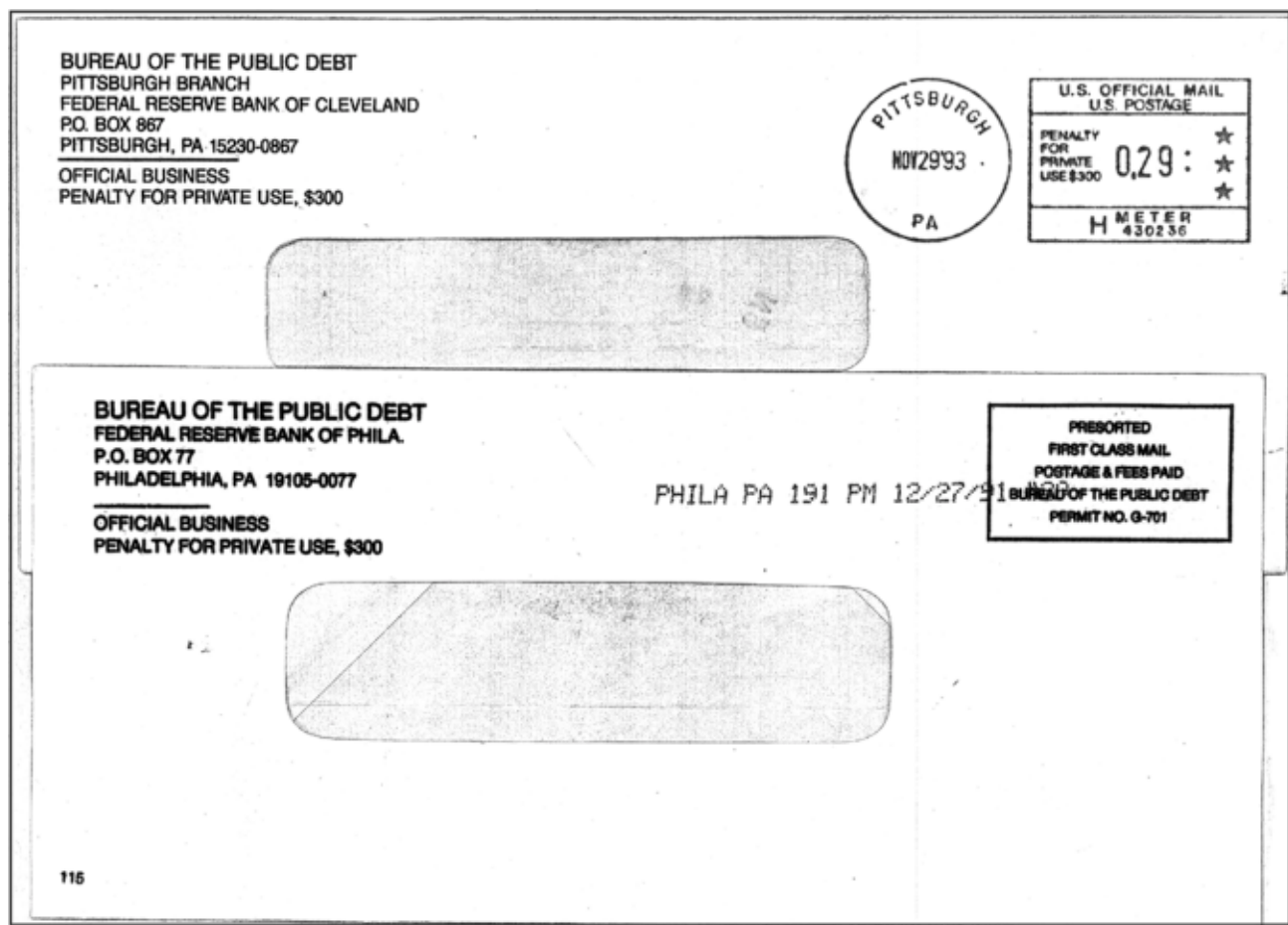

Figure 9

Figure 10

In general, since the mid-1990's, the trend in official stationary has been toward methods that hold the mailing federal agency accountable for the postage expense. The two forms of pre-paid permit indicia and meter impressions are used not only for 1st class letters, but also for various mail classes. *Figure 11* depicts a permit for 3rd Class Bulk Rate used by the Internal Revenue Service, *Figure 12* exhibits a meter
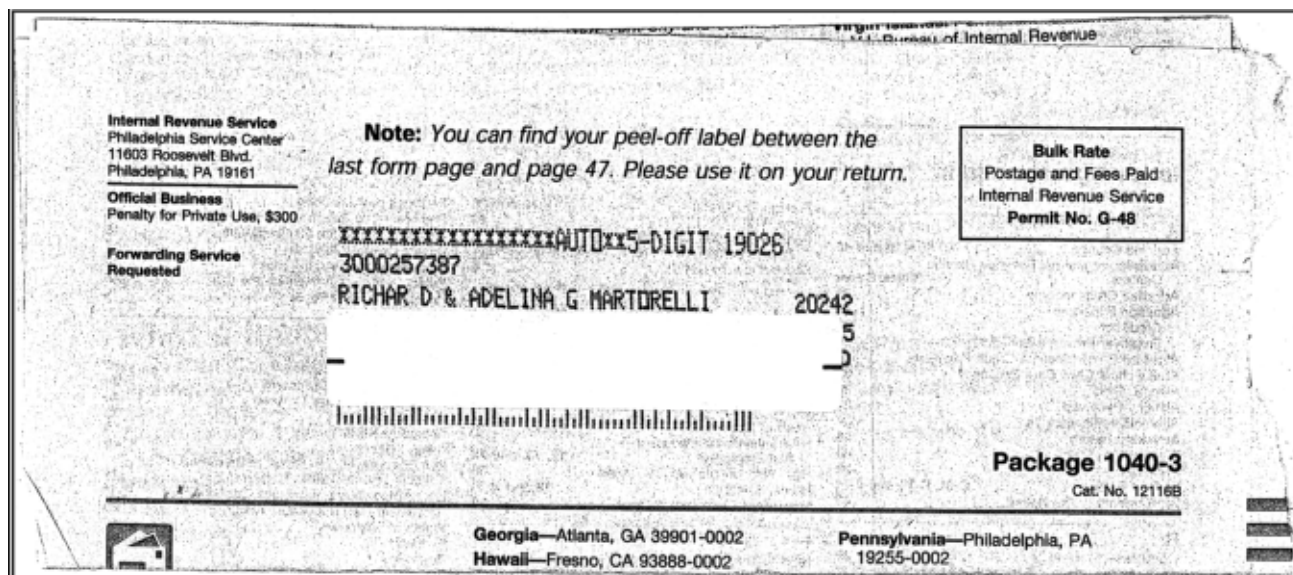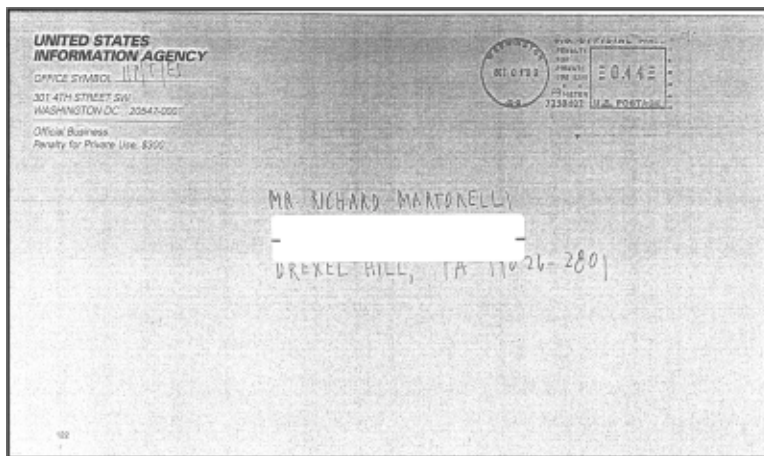

Figure 11

Figure 12

impression reflecting 1st class postage of $0.33, plus the "nonstandard" surcharge of $0.11, for a total of $0.44 from the US Information Agency, and *Figure 13* shows a permit for a 1st class, presorted postcard from the Bureau of the Census. These three latest examples also still contain the 1877 requirements, even though they are now prepaid and not postage free. The Postal Service has also made the change, mostly, to the permit indicia, with a slight twist. The Address
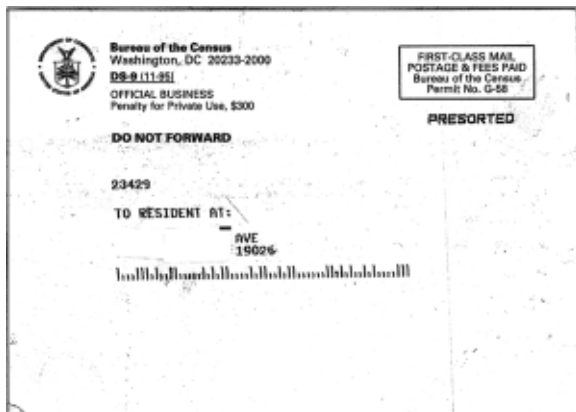

Figure 13

Correction Form 3579 envelope, illustrated in *Figure 14*, as well as the similar Form 3547 card, has an imprint the reads "First Class Mail/ Postage and Fees Paid/USPS/Permit No.G-10". This is similar wording to the other government department permits.

In summary, the basic legislation passed by Congress in 1877 told the Federal Government departments what information generally had to be present on official business mailings. This act also established the level of penalty for misuse of this privilege, and made it significant penalty in the context of the times. Over the last almost 125 years, the display of the required

information has changed, in form and display, but adherence to the intent of the law has been constant, even with the abolishment of the free mailing privilege. In the time since the original law was passed, however, the economic situation of the country has greatly changed. Income and prices have risen, and so has the general standard of living for the majority of the population of the United States. Unchanged, though, is the $300 penalty for misuse of "Official Business" privilege. Adjusting for changes in the Consumer Price Index from 1913 to 2000, the new penalty should be $5,200. Again, now that's a deterrent! After Congress resolves getting reelected, health care financing, campaign fundraising, environmental improvements, international peace and who to honor with a resolution this week, perhaps they will take a look at this issue.
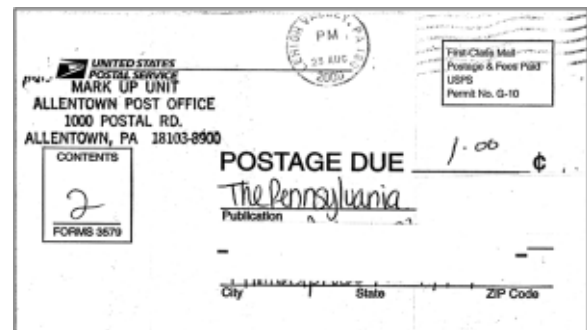

Figure 14

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Philadelphia 1834-6 FREE Marking

by Tom Clarke

Fortunately, *La Posta* readers are willing to share their knowledge and collectibles with others. Unfortunately, this can unintentionally reveal the egg that at times is all over a writer's face. Just so, here. The redoubtable Norman Shachat, collector and exhibitor for many years, called attention to a gaffe that has foolishly lain around in this writer's mind for more than a dozen years.

There had been a recent discovery of a new earliest date double-lined FORWARDED. folded cover. It prompted the article "Philadelphia's Flirtation With the Octagon" in the September, 2000 *La Posta*, which described, discussed, and illustrated Philadelphia's entire 1834-36 double octagon series of cancels and auxiliary markings, as well as later octagon styles.

The famed and uniquely odd octagons debuted in 1834 very probably as a complete, local, commercially produced set. In addition to the everyday domestic maker there was the PAID, FORWARDED., several varieties of postage due numerals, and, one would think, a FREE marker as well. But since the earliest known example of a handstamped FREE marking was from six years hence in 1840, the article presumed that its eventual place in the series must have been an afterthought.

The writer's 1989-91 *Philadelphia Postmark Catalog* originally failed to catch this oversight and the September 2000 article reissued the error. It's a fine example of authority using imperfect evidence to establish an hypothesis and then distributing it as "fact" to others. Mea culpa, the writer is very sorry for the blunder and regrets his curious factual blind spot regarding this important FREE marking. He hopes to make good on it in the following report.

Early date FREE double octagon

The comments regarding the FREE marking in the September issue is summarized here. The portions in italic are now and forever more declared inaccurate. The succeeding paragraphs and corrected catalog entry rectify the problematic statements.

_____-

. . . there are the not-so-common FREE's . . ..

It was immediately apparent that the FREE's manufacture was similar to that of the PAID's, with large and small letter versions. It became obvious that, unlike the PAID's, there was no simultaneous use of the FREE types, no overlap of usage. The FREE devices, therefore, unlike the PAID's, were used one at a time, in strict order, replaced when needed. This strongly suggests that unlike the PAID's, there was a single clerk, circa 1850, to handle franked mail.

A fascinating fact discovered about these two very similar cancels is that they are not fraternal twins after all. While they share a quantity of canceler genes, the PAID's are part of the original "set" of octagons, whereas the FREE's are of more recent birth; just sibling look-a-likes.

The PAID's date back to October 1834, precisely the same as the townmarks, but end in

The discovery copy of the January 3, 1835 red FREE octagonal handstamp described here.

September 1851. *The FREE's begin late, in 1840, and conclude in the spring of 1852.*

_____

The scarcity of the FREE marking, compared the much more common PAID examples, suggests why it was difficult to discern its true earliest usage. But for Norman Shachat's mention of it in a brief message in an area postal history journal in January 1987, it was an unknown quantity.

Its original discovery is instructive for collectors of any specialty, what does not appear of interest my in fact be an important piece in someone else's puzzle. A local collector passed the information on to Norm following publication of his ongoing attempt to assign early and late usages to Philadelphia cancels.

The cover was part of a small hoard of 24 folded covers sent from Philadelphia to a Daniel Taylor of Farrandsville in central PA. They dated between 1834 and 1836, by chance the precise, octagonal usage period. Twelve of the letters were "postmaster free franks designated by manuscript "F" or "Free" indicators.

Unfortunately, the full range of franked dates is not given which might have suggested the narrow period in which the double octagon FREE was in use. When doing postal history research, no evidence, whether apparently meaningful or not, should be excluded because it may eventually be valued later, as in this instance. In this case, sometime before May 1835 might be the cutoff point for the initial use of the FREE marker (see eMail below).

Allow two eMails from Norm Shachat explain the current revisit:

—9/29/00

Hi Tom,

    Just finished reading your interesting article in La Posta on the Phila. octagons. Noted that your EKU for the "FREE" marking is 1840. In My PaPHS Bulletin article (#83, p.3), I show the earliest example dated Jan. 3, 1835 (article indicates 1834, but it is a typo). I have the cover in my collection and it is docketed 1835. My experience is that there were very few octagonal "FREE" usages before 1840. They are very hard to find during the 1834-1836 octagon period.

        Norm

—10/1/00

Tom,

    Attached are the scanner copies you requested. I have several other letters in the same correspondence dated from May to Aug. 1835, which are franked with manuscript "Free" markings. I suspect the "FREE" handstamp may have broken or was misplaced (lost). I believe there are only one or two other examples known of the red double line octagon "FREE" handstamp used during 1834-1836 period.

        Norm

Replacement wording to the former article should now read:

"The fascinating fact about the PAID and FREE auxiliaries is that they are in fact fraternal twins after all. They share the same canceler genes indeed since both are part of the original "set" of octagonal markers.

"The PAID's date to October 1834, precisely the same as the townmarks and end in September 1851. The FREE's begin at reasonably the same time, for now in early January 1835 and conclude in the spring of 1852."

About the early FREE

Given that there are two basic types of FREE marker, the "small" and the "large-wide," what type is this earliest example? Catalog 1320b still holds the record, although almost six years earlier than previously suggested.

As the amended chart below indicates, the mystery of the discontinuous usage of the two marker types continues but is excruciatingly exaggerated with its almost six year gap. Norm Shachat suggests the marker may have become lost or been broken almost immediately since mail over this period is almost always handwritten "Free."

Perhaps it was merely the case that the single clerk in charge of franked mail had a preference for the pen rather than the newfangled device? When the markers were distributed, he obligingly used it for a short while then surrendered it in favor of pen and ink.

(September's readers will recall that February and March 1836 were periods of experiment with newly designed octagonal domestic markers, though to our knowledge both experiments lasted a single day. Still, it is indicative that there was a bit of unrest, or some-

thing, relative to Philadelphia's oddly designed handstampers. Maybe our franking clerk's earlier dislike (?) of his FREE octagonal would continue to simmer until at least the domestic marker's demise in October 1836?)

Possibly the original franking clerk retired in early November 1840, and his replacement thought more favorably of the labor saving handstamp. Seemingly, the new man and another clerk shared the task for some years, the second man having been issued his own marker (catalog #1320a).

From this point onward the two alternated the duties of franking clerk, resulting in the hopscotch pattern of usage of the two main types through mid-1847 (perhaps occasioned by the reorganization required by the introduction of postage stamps on July 1?). At least, by the fall of 1847, a single clerk seems to be once again at the reigns, using the now-battered type 3 marker (which may prove to be a damaged type 2) through to its demise in the spring of 1852.

It would be nice to confirm that the original type 2 (1320b) lasted the entire term following the octagonal set's inception in 1834 through until 1852. That would cement together the continuous usage of the original set of octagonal markers in 1834 with their successors, the modified domestic markers, now trans-Atlantic rate indicators, which began life upon their conversion in 1849 and ending in 1857.

FREE Octagons

1320a FREE DOct19x11+ (type 1: large-wide)

Blue   1841 12/31   1842 9/27

Red   1843 4/26   1843 9/14

1320b FREE DOct18x10 (type 2: small)

Red   1835 1/3

Red   1840 11/12   1844 6/15

Blue   1844 12/31   1847 7/28

1320c FREE DOct18+x9+ (type 3: small-wide, damaged right edge)

Black   est 1847 9/28

Blue   1851 1/9   1852 3/30

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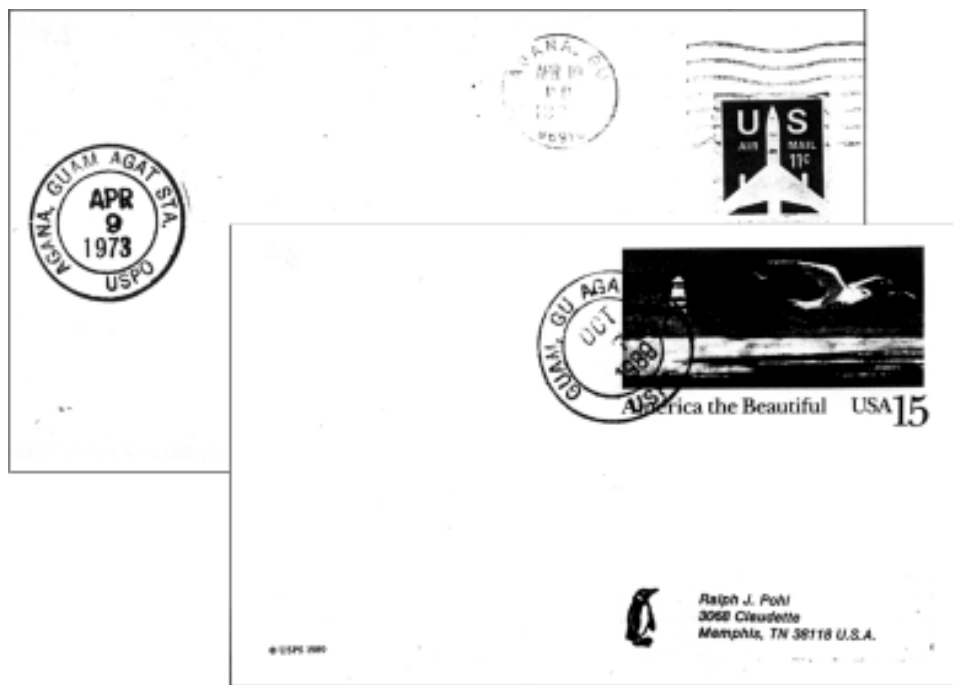
Figures 27 (top) and 28. Examples of postmarks from Agat Station of Agana, Guam.

A Look At Guam's Postal History 1945 through the 1980s

Part 2: The Named Civil Postal Units

by Michael Dattolico

Guam's civilian postal operations since 1945 are especially unique. Its predominent non-military postal history can be divided into two groups: Agana-MPO branch offices, and Guam rural post offices and stations. By the end of 1981, there were 18 different military and civilian postal facilities operating under the jurisdiction of Guam's MPO facility. Five were post office branches. They were:

1. Agana

2. Anderson AFB

3. U.S. Naval Air Station

4. U.S. Naval Station

5. Tamuning

Seven were designated as contract stations. They were:

1. Agat

2. Barrigada

3. Dededo

4. Santa Rita

5. Sinajanigo

6. Umatac

7. UOG

8. Yigo

Agat Station

Located 10 miles south of Agana, it was first opened on January 16, 1948, and was operational until April 1, 1963. It was closed on June 30, 1966, but was reopened on August 1, 1966. A fire destroyed the post office in March, 1979. While the building was being repaired, the post office was located in the Commissioner's office but was later moved back to its original location. Its zip code was 96915 in 1972, and the station was still operational in late 1982. *Figures 27 & 28* are examples of mail handled at Agat Station.

Barrigada Station

Established on January 16, 1948, the post office was situated just east of the naval air station. Its post office was established on January 16, 1948 but was relocated at the Cristobal General Store on July 1, 1953. It was closed once again on June 28, 1965, but re-

Figure 29

opened on June 1, 1966. Once again, the postal station was closed on June 30, 1973, only to be reopened on July 1, 1974. It remained open until its permanent closing on October 6, 1978. Today, the Guam MPO serves the Barrigada Village. It is served by Zip Code 96913. *Figure 29* illustrates the general purpose postmark used at Barrigada in the post-World War II years.

Dededo Station

This station was opened on June 16, 1948, but was closed on February 29, 1960. It was reopened on October 1, 1966, but was closed again on June 30, 1973. It was reopened once again on September 3, 1974 and was still opened for business in 1982. Located five miles south of Yigo Village, it was primarily a military housing area. As of October, 1972, its zip code was 96912. *Figures 30 & 31* are examples of mail sent from Dededo, Guam.

Santa Rita Station

This postal station was opened on January 16, 1948, but closed on March 31, 1950. It reopened on July 1, 1955, but closed again on November 30, 1965. Reestablished once again on October 1, 1966, it served postal patrons at Santa Rita until a contract dispute temporarily closed it in 1979. Santa Rita village is located near Agat Village Its current zip code is 96910. *Figure 32* shows the double circle dater used to postmark mail from that location.

Figure 32

Figure 33. Postcard sent from Sinajana Sta.(tion), an Agana branch office, to a California address in August, 1981. Purple ink was used.

Sinajana Station

Located east of Agana Heights, the postal station was opened on January 16, 1948, but was closed on June 30, 1962. It reopened at a new location on July 2, 1962, temporarily closed on June 30, 1971, and was reopened in 1975.

Recent reports show that it remains open. It is served by zip code 96910. *Figure 33* shows a card mailed from the station post office in the post-war period. *Figure 34* illustrates the station's general purpose dater.

Figures 30 (top) and 31.

Figure 34

Figure 35 Large cancel used at the Tamuning postal station on the 75th anniversary of the Maria Schroeder Hospital's founding in 1901.

Tamuning Station

Tamuning is a large suburb north of Agana and became a branch of the Guam main post office (MPO). Its first opened for business on March 16, 1955 but was closed on December 31, 1959. It reopened on November 1, 1961. On July 1, 1963, it was moved to a new location but was closed again on June 30, 1965, only to be reestablished on January 16, 1972. A permanent structure was occupied in 1975, at which time the station was upgraded to a branch of the main Agana post office and was manned by USPO personnel. The zip code was 96911 as of October 1, 1972. *Figures 35 & 36* illustrate postmarks used at this this major station post office.

Umatac Station

This was one of the newest contract stations on Guam which opened for business on November 1, 1980. Located at Umatac Village on the southwestern tip of

Guam 3 miles north of Merizo Village, it was first opened for business as a rural station on January 16, 1948, but was closed on June 1949 due to lack of business. It reopened as a rural station on October 1, 1961, was relocated on May 15, 1964, and was finally closed permanently on June 28, 1965. From 1965 until 1980, there was no postal facility at Umatac. Residents at that location were served by the

Figure 37

Agana post office using zip code 96910. A new facility was established in the 1980s which operated under zip code 96916, which has been established as a community contract station. *Figure 37* illustrates the general purpose dater used at Umatac Station.

UOG Station

Located on the campus of the University of Guam, the UOG postal station is located at Mangilao on the east coast of Guam, just opposite of Agana and 4 miles north of Yona Village. The postal station is located in the
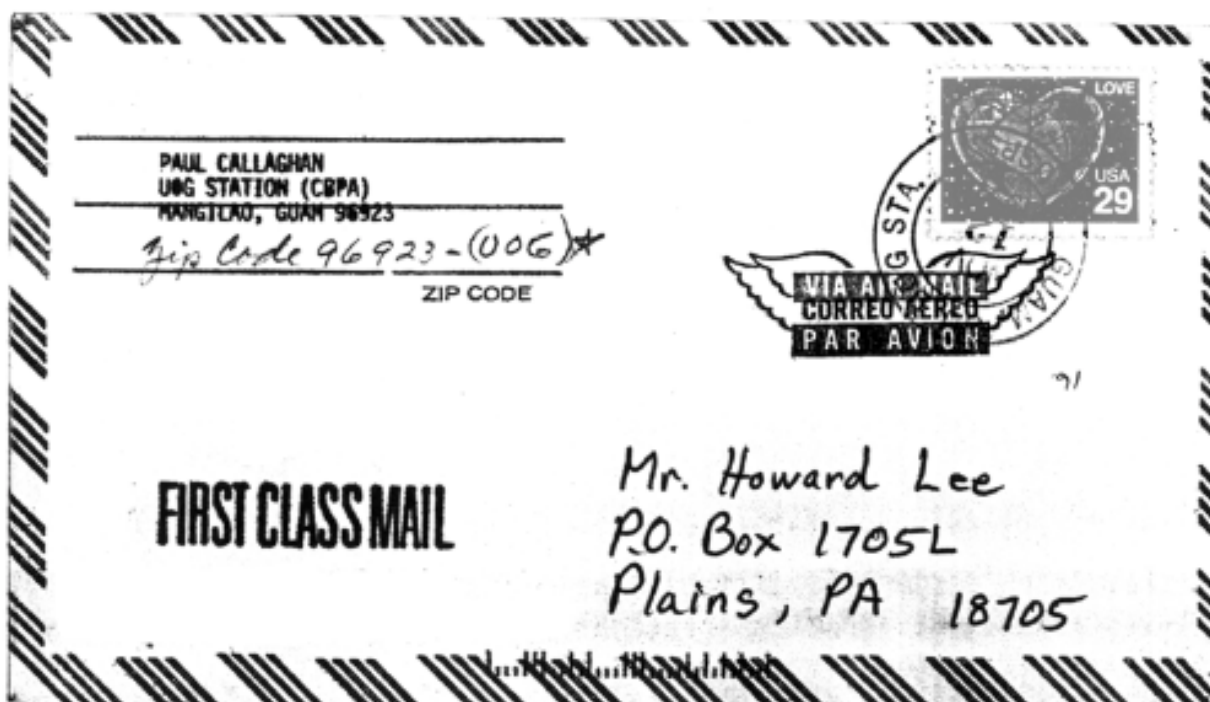

Figure 36

Figure 38. Cover originating at Mangilao but handled by the UOG (University of Guam) postal station staff. The small town is located close to the campus.

student center building of the campus. It opened for business on April 14, 1980, to serve the students and faculty of the university. The first station's cancelers were used on April 21, 1980. The station was served by zip code 96913. Examples of postal markings from the college's postal station are shown in *figures 38 and 39.*

Figure 39

Yigo Station

Yigo Station is located in Yigo village about five miles south of Anderson AFB. It was first opened on January 16, 1948, but was closed on June 30, 1949. On July 1, 1955, the station was reestablished but closed again on June 30, 1957 and remained closed until 1976. It was opened again on July 1, 1976, but due to

typhoon Pamela, it was inoperable until July 10. 1976. Yigo Village is serviced by Zip Code 96912. *Figure 40* illustrates examples of postal markings used at this station.

Figure 40

Rural Stations

Four were designated as Guam Rural Delivery Stations. They were:

1. Inarajan Rural Station

2. Mereizo Rural Station

3. Talofofo Rural Station

4. Yona Rural Station

Inarajan Rural Station

The Inarajan rural postal station was located at Inarajan village on the remote southeast corner of Guam. The rural postal station was established on January 16, 1948 but was closed on June 30, 1949. Its later history is a litany of closures and reopenings. Reopened as a station on July 1, 1955, it closed again on June 30, 1957. It reopened again on October 1, 1961 as a rural station and was still open in the mid-1980s. It has since become a Community Post Office (CPO) by the U.S. Postal Service. Its latest recorded zip code was 96916, set on October 1, 1972. *Figure 41* illustrates examples of postmarks from this rural station.

Figure 41

Merizo Rural Station

It was located near the southernmost tip of Guam. Established as a station on January 16, 1948, but was closed on March 31, 1950. It was reopened on October 1, 1961, as a rural station but was closed again on April 27, 1964. Once again, it was reestablished as a rural station on September 16, 1964 and remained

open at that status into the mid-1980s. Its zip code was 96916 as of October, 1972. Four different examples of postmarks from this rural station are illustrated in *Figures 42*.

Figure 42

Talofofo Rural Station

This rural station opened on January 16, 1948 but closed on June 30, 1949. It reopened as a rural station on September 30, 1961, but closed November 12, 1962. Reopened two weeks later, it remained operational until September 30, 1964 when it was permanently closed. Since then, covers have been seen with a variety of postmarks from the village, none of which are official. It is possible, however, that Talofofo was given a provisional postmarker circa 1965. But should be understood that any markers were contrived and mail showing such usages is purely philatelic. Most recently, Talofofo village was served by zip code 96914, its mail being sent from of the Yona post office.
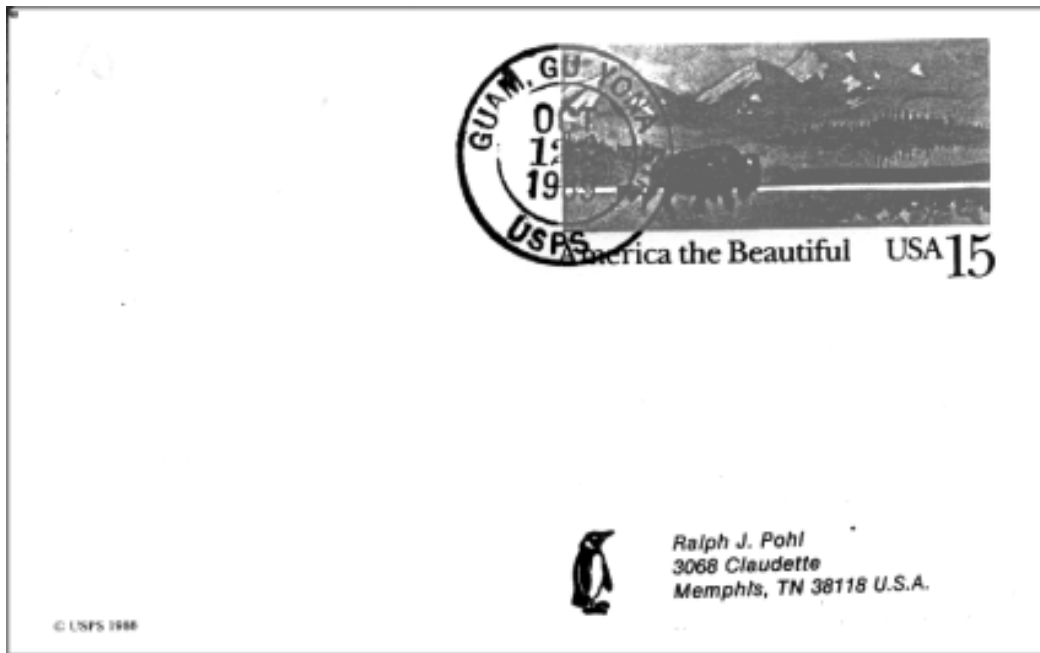
Figure 43. Double-circle marking used in 1989, showing Yona as a regular station instead of a rural branch.

Yona Rural Station

Located at Yona village on the east coast of Guam, the post office was opened for business on January 16, 1948 as a rural post office, but was closed on June 30, 1949, for lack of business. It reopened as a rural station on July 1, 1955, but was closed on June 30, 1957, again for lack of business. It was reopened a second time as a rural station on October 1, 1961, and has remained operational through the 1980s. It is now classified as a community post office served by zip code 96914.. Figure 43 shows a postal card mailed from Yona Rural Station, and figure 44 illustrates other postmark styles recorded from the station.

Some Guam towns/villages had their own zip codes but depended upon the Agana post office for services. They used the same zip code as Agana - 96910.

1. Aniqua 2. Asan 3. Adelup 4. Maina 5. Piti 6. Toto 7. Mongmong 8. Ordat 9. Chalan Pago 10. Agana Heights

What is written in this article describes a large portion of Guam's postal history from 1945 through the mid-1980s. The series will conclude in the next issue with a discussion of the numbered stations of Guam.

Figure 44

Figure 1

A Domestic US Postal Card, Mailed Overseas Short Paid in 1891, and Surtaxed (?) by the USPOD

By Henry J. Bertholet

Among the more interesting United States (US) postal cards are those upon which a recalculation of the postage rate was made by officials subsequent to the mailer having posted the card. Usually, evidence of such recalculation was manifested by a postal official affixing to the card one or more auxiliary markings that indicated the new rate. Determining why the rate was recalculated increases not only one's appreciation of the particular postal card, but also one's knowledge of postal history.

The one-cent Jefferson postal card (S8) was issued by the United States Post Office Department (USPOD) in December of 1886. While that issue was intended for domestic use, the card illustrated herein was sent internationally from San Bernardino, California, on 2 October 1891, to Partenkirchen, Bavaria, Germany. There are two aspects to this card, one factual and one speculative: The first involves the mailer not affixing a one-cent adhesive to the card prior to mailing it; the second implies the USPOD assessed a surtax based on the circumstances of getting the card delivered.

Before examining the auxiliary markings that were applied to the illustrated postal card, the writer will provide some background information about the Universal Postal Union (UPU) and its handling of postal cards in the International Mail. While the Union provisions discussed below were applicable to any mail item, the reader, for purposes herein, may substitute the term "postal card" for the word "item."

At its outset, the UPU was known as the General Postal Union (GPU). Formed in 1874 by the Treaty of Berne, the GPU provided for the exchange of postal cards among member countries and made their prepayment compulsory. The GPU rate of postage for a single prepaid letter was fixed by the Treaty of Berne at twenty-five Union centimes, while the rate for postal cards was set at "one-half of that on paid letters." Each GPU-member country had the right to round off fractional amounts. Since one US cent was the equivalent of five Union centimes in 1874, the US's initial, single-letter rate to other GPU-member countries was five US cents. Its postal card rate thus was two and one-half cents. US currency did not permit that particular amount, so the US had the right to "round-up" and set its postal card rate to other GPU-member countries at three cents. But, the US opted to "round-down," setting its postal card rate to other GPU-member countries at two cents.

The delegates to the first international Postal Congress were keenly aware that if improperly paid items were allowed to pass unchallenged through the International Mail, mailers would soon realize that it did not matter how much postage was affixed to an item. Thus, the GPU adopted procedures to handle "unpaid" and "short paid" items found in the International Mail. Those procedures established a system of collecting the deficient postage that was based on the successful French postage due system then in effect.

The second international Postal Congress in 1878 resulted in the Treaty of Paris. In addition to changing the name of the GPU to UPU, that Congress also changed how improperly paid mail items were handled. Effective 1 April 1879, improperly paid items sent between UPU-member countries "were liable to a share equal to double the amount of the deficiency, to be paid by the addressee." To denote such items found in the International Mail, the Foreign Exchange Office in the country of origin affixed a stamp "T" (tax to be paid) marking on them, noting the amount of the deficiency, expressed in Union centimes.) The UPU did not specify the form of the stamp "T" marking, so member countries designed their own markings to denote improperly paid items. In order for the foreign exchange offices in destination countries to recognize the stamp T" markings of other member countries, the treaty required that:

The several administrations shall forward to each other, through the International Office, an impression of their [stamp "T" (tax to be paid) marking.]

The treaty further provided that:

Every article of correspondence which does not bear the stamp "T" [marking] shall be considered as paid to destination and treated accordingly, unless there be an obvious error.

The item was then forwarded to the country of destination.

Upon the item being received in the Foreign Exchange Office of the country of destination, the deficiency as noted was doubled and converted into that country's currency. The total amount due, expressed in that country's currency, then was marked on the item. Sent to the addressee's local post office, the item was delivered to and the deficiency collected from the addressee. All such monies collected were retained by the destination country's Post Office.

When an "exceptional" service was required to get an item delivered, the Treaty of Berne provided:

For all conveyance by sea of more than three hundred nautical miles within the district of the Union, there may be added to the ordinary postage an additional charge which shall not exceed the half of the general Union rate fixed for a [single] paid letter.

That "additional charge" was referred to as a "surtax."

The first UPU-rated postal card printed by the US – the 2¢ Liberty, blue on light buff stock (S5) – was issued on 1 December 1879. While that UPU-rated postal card was intended specifically for use in the International Mail, any domestic postal card was also permitted so long as it met the UPU requirements for transmission. The Jefferson card, issue of 1886, met those requirements; this particular card, however, was mailed improperly prepaid.

With that background, we may now examine the illustrated Jefferson postal cad. Note in the upper right-hand corner the auxiliary marking "DUE 2c." Affixed by a San Bernardino postal clerk in black ink, that marking, intended for domestic use, meant "DUE two cents." It has been the writer's hypothesis that the assessment represented by that marking was a **surtax** for the "extra service" rendered by the USPOD in completing delivery of the postal card, i.e. in transporting it across the Atlantic Ocean. The writer's hypothesis was made notwithstanding then Postmaster General David M. Key's ***1879 Report of the Postmaster General*** to the US Congress in which he waived the USPOD's right to levy additional charges for providing such "over 300 nautical miles" service. Note that the two-cent assessment [surtax] was equivalent to the US's "half of the general Union rate for a [single] paid letter." From the San Bernardino Post Office, the card was routed to the New York Foreign Exchange Office for further disposition.

Note too that a clerk in the New York Foreign Exchange Office concurred with the California clerk's two-cent assessment [surtax]. To that charge, the clerk added the one-cent underpayment. Since the exchange rate at the time was one US cent = five Union centimes, the foreign exchange office clerk marked the card in black ink due an equivalent fifteen Union centimes. Referred to as a New York "opera glass" marking, this auxiliary marking was the New York Foreign Exchange Office's stamp "T" marking used to denote improperly paid US items in the International Mail. The card was then forwarded to Germany.

Upon arrival of the card in the German Foreign Exchange Office, a clerk doubled the deficiency [15 centimes X 2 = 30 centimes] and converted the Union centimes to German currency. With the then exchange rate of four German pfennig = five Union centimes, twenty-four pfennig was the total amount due [30 centimes X 4 pfennig/5 centimes = 24 pfennig]. However, German currency did not permit that particular amount, so according to UPU rules, the foreign exchange office clerk "rounded-up" to twenty-five pfennig. That was the total amount due on this card. Germany did not have postage due adhesives, so the card was noted due by the numeral "25" written in blue crayon. The card then was placed in the Imperial Post Mail, directed to the addressee's local post office. There, the amount presumably was collected by the carrier, from the addressee, upon delivery of the card.

The writer has found support for his hypothesis. As was written in *The Book of T*, a new publication by the late Ed Leahy:

> The UPU permitted countries to include a surtax to their postage rates where long ocean journeys (over 300 miles) or exceptional services [were] required to complete the delivery of a piece of mail. Many if not most of the countries of Europe took advantage of the permission and added the surtax to such items. . . . The US generally eschewed collecting such fees. The US however did add a surcharge to mail from the Pacific rim, addressed to Europe via US. The surcharge was designed to pay for the [item's] journey across the continent. [Volume 1, p.2-20].

While the quoted passage supports the writer's contention that the US assessed "additional charges" on some US mail items sent in the International Mail, it also implies there was a difference between a "surtax" and a "surcharge." Checking the dictionary, the writer found that the word "surcharge" was defined as "an additional charge, tax, or cost," while the word "surtax" was defined as "an additional or extra tax on something already taxed." Not much help there!

At the time, mail items sent from the Pacific rim, addressed to Europe via the US were processed through the San Francisco Foreign Exchange Office. One of the illustrations in Leahy's book was a private post card mailed in December of 1898, from US Military Station No. 1 in the Philippines, addressed to Holland. Private post cards had been admitted to international circulation effective 1 April 1886, by statutes adopted at the third International Congress. Correctly paid at the then current two-cent UPU rate, the card was struck with the three-line "15/CTMS/T" auxil-

iary marking. That auxiliary marking was a San Francisco Foreign Exchange Office's stamp "T" marking used to denote improperly paid US items in the International Mail. Leahy stated, "The shortage of postage implied by that marking was the *surcharge to pay for the trip across the US on [the card's way to Holland."* [Emphasis that of the writer.] Note that the surcharge in that instance was fifteen Union centimes, or the equivalent of three US cents. That surcharge increased the US postage from the UPU-card rate (two US cents) to the UPU-letter rate (five US cents).

From this writing, it would seem that on the one hand a surtax on card-rated matter, when assessed by the USPOD, was limited by the UPU to two US cents (during the five US cent rate period for International Mail). On the other hand, a surcharge, when assessed by the USPOD, increased the postage on card-rated matter to that of letter-rated matter. REALIZING THAT TWO EXAMPLES CANNOT BE USED TO PROVE ANYTHING, THE WRITER PRESENTS THIS ARTICLE TO WHET THE INTEREST OF OTHER COLLECTORS.

The writer would appreciate hearing from anyone who has a US postal card that was assessed additional charges by the USPOD. Query: Was the assessment a surtax or a surcharge? Further, if any reader has general information regarding the US policy of "levying such charges" on mail items, as was mentioned in the above quoted passage from Leahy's book, the writer would ask the reader to share the source(s) of that information. Please contact him at 132 Livingston Pl. W., Metairie, LA 70005, or at

hankberthelot@yahoo.com.

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Map 1 *The United States and Mexico share a 1,600 mile border, much of it passing through lightly populated arid lands. At times the border has been peaceful; at other times it has been tense. But in 1916, this border was a war zone.*

War on the Border

By Rod Crossley

Mexico, The Land of Change

The Mexican-American War ended in 1848 and the 1,900 mile long border between the two countries was fairly stable until 1911. There were problems with Indians, bandits and rebels crossing from Mexico to raid the US countryside. The US Army sometimes chased these raiders back into Mexico with or without the Mexican government's approval. Colonel MacKenzie in 1873 and General Cook in 1883 led some of the larger Army expeditions into Mexico.

Border stability began to change when the power of the dictator, General Diaz, began to wane, and Mexico was plunged into a civil war in 1911. The Mexican border would be a major problem for the American government for the next 10 years. The Diaz government failed in early 1911 and he was allowed to leave the country. The new president of Mexico was Francisco Madero, whom General Huerta removed in a very bloody coup in 1913.

General Huerta's coup did not stop the unrest inside Mexico; it in fact inflamed the county. The Governor of the State of Coahuila, Vennustiano Carranza,

Rod Crossley first addressed the subject of postal history associated with United States troops along the Mexican border in an article called "On the Border" which was published in *La Posta* Vol. 23, No. 6 (Dec 1992-Jan 1993).
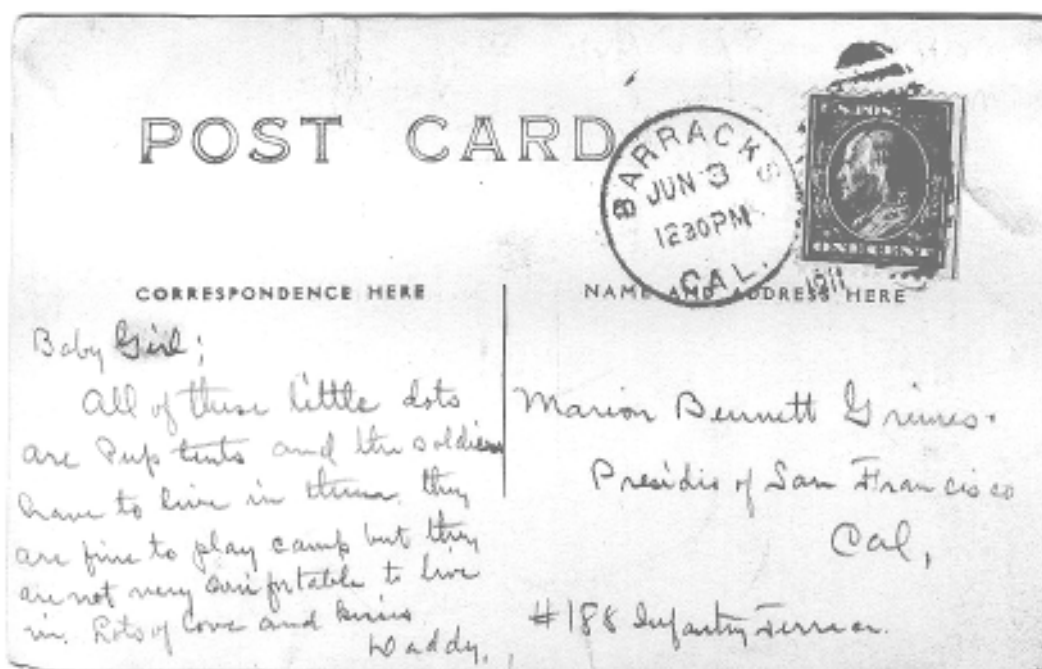
formed the Constitutional Army and marched off to do battle with Huerta. Carranza had very strong anti-American views and wanted to help Huerta attack the American force at Vera Cruz. In late 1914 Huerta left Mexico for Spain and Carranza became president.

While all this turmoil was going on, Pancho Villa and his army were fighting for, or against, the government, depending who was in power. In September of 1914 Villa's relations with Carranza broke down and open warfare broke out. Both sides wanted the support of President Wilson, who at first recognized Villa, then changed his mind and supported Carranza. During 1915 the two armies met several times in battle with Villa losing most of the time. The last bloody battle occurred at Hermosillo in November 1915, which brought about the end of Villa as a revolutionary leader. Villa believed that the United States had helped cause his defeat by its direct support of the Carranza forces. He would seek revenge.

The US Army's First Response to the Border Problems

On March 11, 1911 President Taft ordered the Army to move units to the border to conduct large scale maneuvers. This was designed to show we could protect the border of the nation from the revolt in Mexico. The troops were sent to three locations: an Infantry Brigade near San Diego, California; Galveston Texas, where 36 Companies of Coast Artillery, from the At-

Figure 1 This post card bears a postmark from the Barracks Branch of San Diego post office. The branch operated only from March 18 to June 17, 1911, and served troops of the Infantry Brigade ordered to the border to conduct maneuvers during the spring of 1911.

lantic and Gulf Coast formed three provisional regiments; and, San Antonio, Texas where other units formed a provisional division. The maneuver ended in August with the disbanding of the provisional division. The operation showed many weaknesses of the US Army. Some of the major weaknesses involved the staff structure above the regimental level, the fact that similar types of units were not organized in the same manner, the lack of modern transportation, and the inability of the US railroad to move the heavy volume of personnel and their equipment.

The post office established two temporary post offices to handle the mail from these maneuvers. The San Diego Post Office established a branch office called Barracks *(figure 1)*, and Galveston opened Station A at Fort Crockett for the same time period. These two offices lasted from March to July of 1911. The provisional divisions' mail was handled through the San Antonio, post office.

A Different Response in 1913

Increased tension on the border caused by the Huerta coup, prompted the US Army to form the 2nd Division, consisting of some 11,500 men, during Febru-

ary of 1913 near Galveston at Texas City, Texas *(figure 2)*. This placed the divisional troops near the border and at a port of embarkation. At the same time, there were some 7,000 troops patrolling the 1,600-mile Mexican border from the Gulf to Sasabe, Arizona, west of Nogales. By the time of the Vera Cruz landing in 1914, US troop strength on the border had grown to around 8,500 men. When army troops were needed at Vera Cruz, the 5th Brigade, of the 2nd Division was sent from Galveston.
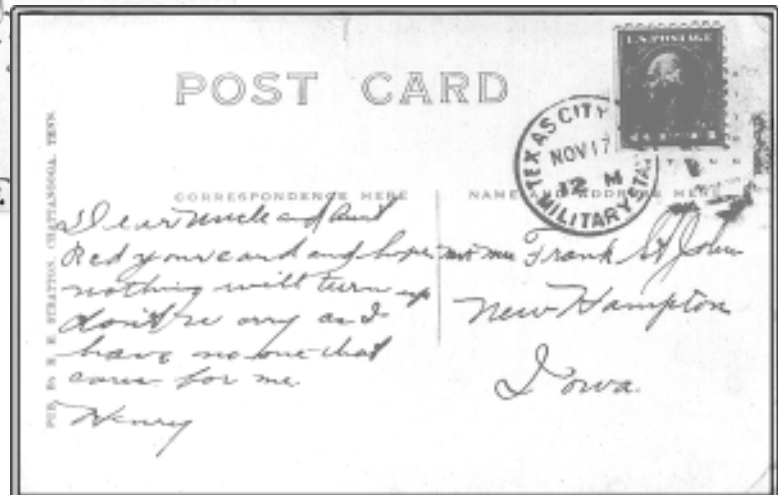

Figure 2. An oblique arial view of the 6th Brigade Camp at Texas City.

Figure 3 The Military Branch of Galveston, Texas, postmarked this August 27, 1913, post card datelined Texas City.

Figure 4 Post card bearing the Texas City Military Branch postmark of November 17, 1914.

In order to handle the mail from the newly formed 2nd Division, the US Postal Service established a special postal unit. Initially designated Galveston Military Branch on Feb. 28, 1913 *(figure 3)*, the unit was redesignated Texas City Military Station on Nov. 1, 1913, and remained in service until Oct. 15, 1915 *(figure 4)*.

1915, a Year of Waiting

During 1915, raids along the entire border continued to increase, but the majority of the problems were in the lower Rio Grande Valley of Texas. Many people in Texas believed that Carranza officers led the raiders but this has never been proven. The rules of engagement at that time did not allow American troops to cross the border at any time under any condition. Some Mexicans began to view the US Army as weak, and would fire on our troops without fear of reprisal. This condition lasted until October of 1915, when rules were changed allowing American troops to return fire. After a few days the firing across the border by Mexican troops stopped, but the Army was still restricted from physically crossing the border. By April of 1915 the Army mobile field force in the Untied States had been reduced to one infantry regiment, one squadron of calvary and one regiment of field artillery, the rest of the units were on the border or overseas.

Action on the Border 1916

The year 1916 started with the murder of 17 American citizens on January 9 at Santa Ysabel, Mexico, by Villa followers. The Carranza government had told them that it was safe to return to mine complexes they managed in the state of Chihuahua. Following the massacre, Villa and his forces seemed to drop out of sight. But on March 9th Villa crossed into the United States and attacked the town of Columbus, New Mexico. A US Army expedition under the command of General Pershing was dispatched to pursue Villa, and Pershing's forces crossed into Mexico on March 15th. The US Army *List of Wars and Campaigns to World War One* calls the incident "The Punitive Expedition into Mexico" and lists its the dates of the operation as March 15, 1916 to February 5, 1917. The army had planned to use the railroads of Mexico to supply the expedition, but the Mexican Army opposed this. In fact, the Carranza government told the American Army to go home or fight.

Columbus, a dusty remote New Mexican village, thus became the supply point for troops involved in the Punitive Expedition. Within a short time the expedition was running out of supplies because the standard army mule-drawn wagon could not keep up with demands *(figure 5)*. There was also a shortage of trucks and the airplanes of the 1st Aero Squadron were found to be underpowered for the terrain *(figure 6)*.

Figure 5 Wagons drawn by mules and horses proved inadequate to provide logistical support for Pershing's Punative Expedition in Mexico after Pancho Villa.

Figure 6 The fragile aircraft of the 1st Aero Squadron had only limited success operating in the difficult terrain of northern Mexico.

Figure 7 The Army Quartermaster found it necessary to purchase civilian trucks and hire civilian drivers and mechanics due to the lack of equipment and trained personnel.

Word went out from the Army Quartermaster to purchase civilian trucks. They also hired civilian drivers and mechanics for the trucks, because the Army did not have the trained personnel *(figure 7)*.

Army Mail from Mexico

When the army units went into Mexico, there was little support service for the troops. They did have medical units and their own field kitchens, but no-
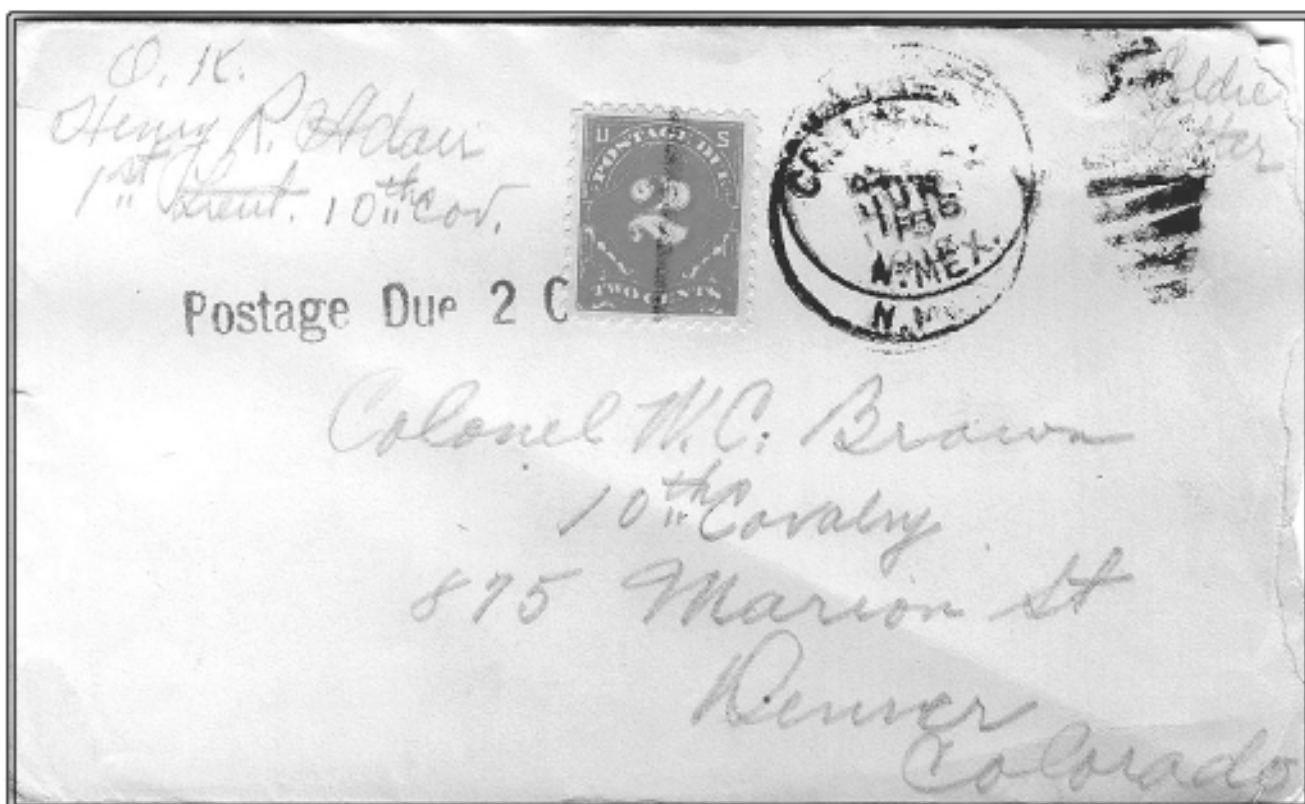
Figure 8 This cover was mailed by Lt. Adair of the 10th Cavalry from Mexico. The lieutenant was one of two officers killed at Carrizal Mexico, June 21,1916, in the last Cavalry charge in the Americas by Troop K and Troop C of the 9ᵗʰ Cavalry. The cover was postmarked Columbus, NM, in June and marked "Postage due 2 C(ents). The two cents due was collected in Denver.

where to purchase tobacco, stamps and other supplies. Mail from the troops' mail, including that of their officers, arrived in Columbus, New Mexico marked "soldier mail" without stamps. The Columbus Post Office postmarked the mail, stamped it " Postage Due 2 Cents" and forwarded it to its destination *(figure 8)*. Most of this mail has a very poor Columbus postmark. As the expedition took place during the latter years of the great "post card craze", there were many photographers producing and selling real photo postcards of the expedition. Soldiers in the expedition used many of these and when they arrived in Columbus the postage due rate was only one cent. The Columbus post office did not have a stamp that said one cent due, so they crossed out the "2" and hand marked a "1"*(figure 9)*. When the postage due mail arrived at the receiving post office the postage was collected and a postage due stamp

of the correct denotation applied and canceled. This was how postage due mail was to be handled, but postal clerks did not always follow all of the regulation.
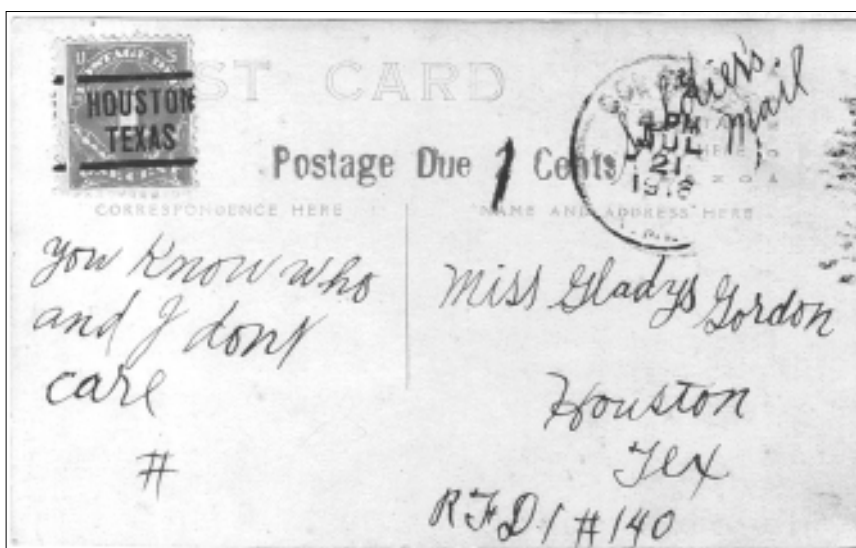

Figure 9 This card endorsed Soldier's Mail was postmarked in Columbus, NM, and handstamped "Postage due 2 Cents", but the "2" was overwritten by a bold "1".

The National Guard is Ordered to the Border

Presence of American troops inside Mexico did not stop the cross border attacks. There were many small-scale raids all along the Rio Grande River. On two occasions the US Cavalry crossed into Mexico after the raiders. In total they went some 70 miles into Mexico and stayed for several days. The Regular Army was scraping the bottom of its barrel for units to patrol the Mexican Border. On May 8th the generals commanding the border regions sent a telegram asking President Wilson to order the call up of the National Guard units from Arizona, New Mexico and Texas. The President acted on May 9th and some 5,000 troops were ordered to report for duty.

Figure 11. Camp Cotton, near El Paso, Texas, was home to part of the Pennsylvania National Guard Division, the other large camp in El Paso was named Stewart.

Raids continued along the border after the call up of the first National Guard troops. On June 15th troops from Mexico crossed the border and attacked the 14th Infantry at Laredo, Texas, and the next day they fired from across the line at our soldiers in Brownville, Texas. Tension along the entire border with Mexico was rising rapidly. There was a fear that the Mexican Army might try to invade the United States, which the US Army could do little to stop.

On June 16th President Wilson used the new National Defense Act to call up the entire US National Guard for duty on the border. Units were given a few days at their local armory for organization and personal business. They were then moved to a central location in their state for shipment to the border.

Postal Service at Home

At many central state locations the postal service established temporary Military Branch post offices most of which opened around the 23rd of June and were closed by October 1916. Some of these branches, such as those at Jacksonville, Florida, and Richmond, Virginia,were in operation longer. The following Military Branch Offices were established: Montgomery, AL; Little Rock, AR; Sacramento, CA; Golden, CO; Jacksonville, FL; Springfield, IL; Alexandria, LA; Nevada, MO; Jackson, MS; Beacon, NY; Columbus, OH; Lebanon, PA; Columbia, SC; Nashville, TN; Richmond, VA; Tacoma, WA: and Charleston, WV. The branch offices approved for Sea Girt, NJ and Chandler, OK were rescinded. While these offices are listed in the postal bulletins, not all offices may have processed mail. John Williams in *California Town Post Office 1849-1935* states that no postmarks have been found for the Sacramento Military Branch. *Figure 10* illustrates a cover from the Beekman Military Branch, of Beacon, New York, dated September 15, 1916, which typifies domestic mail of this type.

In some states the National Guard units reported to their normal training camps. Mail from these was handled as if it were summer camp mail and was processed by the camps' own post office or the civil office of a nearby town such as Clackamas, Oregon.
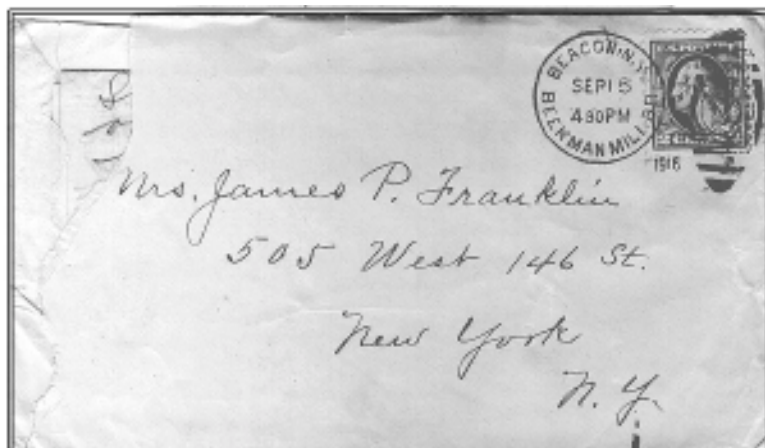

Figure 10. This cover was mailed from Beekman Military Branch near Beacon, New York.

Figure 12. The Oklahoma National Guard Camp at San Benito, Texas. The card is postmarked San Benito, Texas, Aug 31,1916 with a flag cancel.

On the Border and Beyond

There were delays in finding railroad equipment to move the National Guard to the border, but by the 1st of July, over 122 troop trains were en route. Four days later, another 101 trains began moving south bringing the total number sent to the border to around 112,000 troops. There seemed to be little rhyme or reason as to where units were sent. Troops from Washington and Oregon went to California while California units went to Arizona. The majority of the troops were sent to Douglas, Arizona, and El Paso, Brownsville and San Antonio, Texas. When the units arrived they found that they were required to build their own facilities. Two of the larger camps built by the National Guard were Cotton and Stewart at El Paso (*figure 11*). The lack of facilities caused units to be held at their state assembly points. In early September replacements were needed so some 65,000 more troops came from Vermont, Kentucky and Ohio.

There was little for the troops to do once they arrived, as no National Guard unit ever crossed over into Mexico. The 1st New Mexico Infantry and the 2nd Massachusetts Infantry were assigned to Pershing's Expedition, but held at Columbus, New Mexico. The troops could only train and train some more, which paid off when they were called up for World War One. Starting late August soldiers who were to start college in the fall were released and slowly other units were sent home. There was still some 66,000 National Guard troops on active duty, primarily on the Mexican border, when the United State issued a Declaration of War entering the First World War on April 7, 1917.

Mail Service on the Border

The arrival of the National Guard troops in some locations overwhelmed the local mail system. The Postal Office Department established temporary military branch post offices to help correct the problem. They had originally planed to establish eight branches, but the one at Eagle Pass Texas was rescinded. Branches were established at the following locations between July 7th and September 15th, 1916:

>   Calexico, California;
>   Bisbee, Arizona;
>   Deming, New Mexico;
>   Corpus Christi, Texas
>   El Paso, Texas
>   Laredo, Texas
>   Mercedes Texas.

The office at Mercedes was change to Liano Grande Military Branch on August 24,1916 *(figure 13)*. Branch offices already designed to handle military mail were the Military Branch in Douglas, Arizona, established in April 1915; the 4th class post office at Fort Bliss, which became a branch of El Paso on September 1st 1916; and, the San Antonio Post Office established the Camp Wilson Branch in May, 1916.
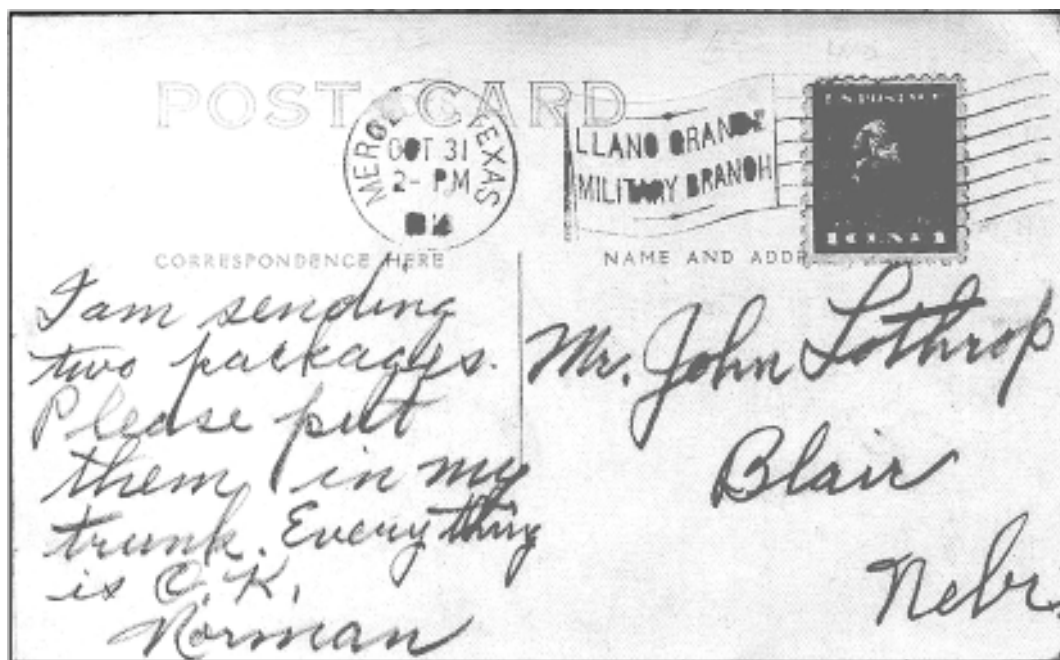
Figure 13. This post card displays a flag cancel from the Llano Grande Military Branch of Mercedes, Texas, dated October 31, 1916.

When the Army entered World War One on April 7, 1917 most of these offices were already closed. Douglas, Arizona and Laredo, Texas remained in service until 1921.

Later Years, 1917-1920

The exit of the Punitive Expedition from Mexico and the entry of the United States into World War One did not decrease the border problem. In late 1917, raids on ranches along the Rio Grande resulted in two pursuits into Mexico. In 1918 the raids and pursuits continued, leading to a battle between Regular Mexican Troops and US Army units at Nogales, Arizona on August 27th. Villa again attacked Canrranza forces at Juarez, Mexico, across the river from El Paso on June 14th, 1919. After two Americans were killed and several wounded by stray rounds, the Army again crossed into Mexico to disperse Villa forces. There were other border crossings in 1919 and 1920 before the border problem finally settled down.

Appendix A

Branch Post Offices Established 1911 to 1917 During the Border war with Mexico

State	Post Office	Branch Name	Opened	Closed	Comments
AL	Montgomery	Military	June-23-16	Aug-31-17	to Military Branch South
AR	Little Rock	Military	July-3-16	Aug-10-16	
AZ	Bisbee	Military	Aug-31-16	Dec-31-16	
AZ	Douglas	Military	April-5-15	June-1-21	to Jones Br.
CA	Calexico	Military	July-13-16	July-31-17	
CA	Sacramento	Military	June-20-16	July-3-16	no known postmark
CA	San Diego	Barracks	Mar-18-11	June-17-11	
CO	Golden	Military	July-3-16	Oct-20-16	
FL	Jacksonville	Military	June-24-16	Feb-14-18	To Johnston Branch
IL	Springfield	Military	June-23-16	July-5-16	
LA	Alexandria	Military	June-27-16	Aug-16-16	
MO	Nevada	Military	June-27-16	1917	
MS	Jackson	Military	June-30-16	Nov-9-17	
NJ	Sea Girt	Military	June-23-16	rescinded	
NM	Deming	Military	Aug-?-16	Mar-12-17	
NY	Beacon	Beekman Military	June-23-16	Oct-14-16	
OH	Columbus	Camp Willis Military	June-24-16	Sept-9-16	
OK	Chandler	Military	June-23-16	Rescinded	
PA	Lebanon	Military	June-23-16	July-10-16	
SC	Columbia	Military	June-23-16	Aug-10-16	
TN	Nashville	Military	June-23-16	Sept-23-16	
TX	Corpus Christi	Military	Sept-15-16	Mar-28-17	
TX	Eagle Pass	Military	June-27-16	rescinded	
TX	El Paso	Fort Bliss	Sept-1-16	operating	was Fort Bliss Post Office
TX	El Paso	Military	July-7-16	Mar-6-17	
TX	Galveston	Station A	Mar-11-11	June-30-11	at Fort Crockett
TX	Galveston	Military	Feb-28-13	Nov-1-13	Changed to Texas City Military Br.
TX	Laredo	Military	July-10-16	Dec-31-21	
TX	Mercedes	Liano Grande Military	Aug-31-16	May-5-17	
TX	Mercedes	Military	???-??-16	Aug-31-16	to Llando Grande Military
TX	San Antonio	Camp Wilson Station	May-15-16	Mar-24-17	later Camp Funston

MARYLAND DOANES PROJECT

Project Status Report (November 3, 2000)

By Gordon Katz

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MD DOANES PROJECT Excel file

The MD DOANES PROJECT Excel file comprises two spreadsheets. The first spreadsheet, titled "Update", contains three tables. The first table reproduces the listing of Doane cancels reported for Maryland post offices in *United States Doanes*, 1993, edited by Richard W. Helbock. The second table, utilizing the same format as the first, is a current inventory from the GEK reference collection of U.S. postal history on postcards. The third table, again in the same format, synthesizes the data from the first two tables to produce a pro-forma updated listing of Doane cancels used in Maryland post offices.

The second spreadsheet, titled "POTENTIAL", reflects the results to date of an evolving effort to identify the universe of Maryland post offices that might have been issued and used a Doane canceling device. The data elements in this spreadsheet relating to the opening and closing dates of Maryland post offices are substantially drawn from *The Postal History of Maryland, The Delmarva Peninsula and The District of Columbia*, 1984, by Chester M. Smith, Jr. and John L. Kay. Post offices for which a Doane cancel has been reported are identified with the reported Doane type; all others show a value of "#N/A". The list of Maryland post offices currently shown on this spreadsheet was created by screening the approximately 3,700 entries in Smith and Kay's work by several criteria, most prominently date(s) of operation, size and duplicative entries (e.g., name changes). This effort has resulted in a listing of 924 post offices at this time. Additional census information and research is required to further refine the listing.

Two characteristics used for the screening process were based on a review of the 288 reported uses. The first is no Doane cancels have been reported for post offices established after 15 May 1906. The second is no Doane cancels have been reported for post offices discontinued prior to 30 April 1907. Both of these observations have single exceptions discussed under "Anomalies" below. These two characteristics mirror the issuance dates for Doane cancels described in Helbock's work.

Updated Listing (Published below)

The updated listing table in the Update spreadsheet now has 291 entries (288 unique) compared to the 1993 listing

of 272 entries (269 unique). The POTENTIAL spreadsheet has 924 entries compared to the 440 reported as "expected" in the 1993 listing. While the completion percentage was estimated at 62% in 1993, I believe the universe of Maryland post offices that used a Doane cancel is probably greater than previously estimated. This belief is based in part on the results of the screening process described in the preceding section. It is also based on the addition of 19 post offices to the reported list from the small sample in the reference collection (289 total items, 118 unique). Thus, 16% of the unique items in the reference collection are "new" reported uses, a large percentage from such a small sample. I believe this is a good indication that the potential universe is greater than the 440 previously estimated.

All changes to previously reported values in the updated listing table are in red and outlined. These changes include post office spelling corrections, updated Doane type and/or number and earliest and latest known uses.

Anomalies in the Updated Listing

There are 4 anomalies in the updated listing. These are described below by post office. The post offices are highlighted in green on the updated listing.

Fike - The earliest reported use for this post office (from the 1993 listing) is 8 February 1910. However, Smith and Kay give a closing date of 30 April 1909 for this post office.

Kitzmiller - The earliest reported use for this post office (misspelled "Kitzmillerville" in the 1993 listing) is given as 16 May 1908. Smith and Kay report this post office as opening on 1 April 1908. This would seem to be a late date for the issuance of a new Doane cancel per *United States Doanes*.

Marston - The 1993 listing showed an earliest use of 13 June 1906. However, per Smith and Kay, the Marston post office closed 19 December 1899.

West Beaver Creek - The updated listing (taken from the reference collection) shows the latest reported use as 6 December 1909. Smith and Kay report this post office closed 28 October 1909. The postmark on the card in the reference collection is clear; perhaps it is an error date.

Post Office	Ty	No	Earliest Known D	M	Year	Latest Known D	M	Year	Notes
Abingdon	3	3	22	12	1907				
Accokeek	2	2	9	1	1911				
Adamstown	2	4	10	8	1905	14	11	1906	
Aiken	2	3	12	5	1908			1917	
Alberton	3	4	11	6	1908	21	4	1909	
Allen	2		29	7	1907				
Alpha	3	2	1	6	1907				
Amoss	3	2	8	8	1908	8	4	1909	
Andersontown	2	2			1906				
Aquasco	2	4	17	3	1906	1	1	1908	
Armiger	2	1	3	8	1907			1909	
Ash	2	1	1	7	1907				
Ashland	2		1	11	1907				
Baden	1	2	6	5	1909	5	8	1910	
Baldwin	2	3	3	7	1905			1914	
Barnesville	3	2	18	2	1911	17	8	1912	
Barstow	2	2	26	6	1906	9	5	1909	
Belcamp	3	2	4	5	1909	24	12	1909	
Bellevue	2		29	7	1908	23	8	1909	
Beltsville	2	3	29	12	1906	15	9	1909	
Benedict	2	2	17	3	1910	10	7	1910	
Bengies	2	2	27	8	1906	5	10	1907	
Berkley	2	2	23	11	1903			1910	
Bethesda	2	3	30	7	1906				
Bethlehem	2	2	22	12	1906				
Bigpool	1	2	26	4	1906	30	4	1906	
Bigpool	3	2	21	7	1906	29	12	1911	
Bigspring	3	2	7	12	1906	23	11	1907	
Bittinger	2	2	12	6	1908				
Bivalve	2	3	20	8	1907				
Blacks	2	2	20	3	1907	13	3	1909	
Blake	2	1	24	5	1908				
Blythedale	3	1	14	8	1907			1908	
Boonsboro	2	6	10	1	1905			1917	
Bowie	2	4	8	1	1909	24	8	1911	
Bozman	3	3	20	9	1906				
Braddock Heights	3	1	25	7	1906	9	7	1910	
Bradshaw	2	2	25	12	1907	17	9	1908	
Bristol	2	2	15	2	1909				
Brooklandville	3	3	19	8	1908	25	7	1912	
Brookview	3	1	21	12	1909				
Brownsville	1	1	15	5	1903	24	12	1906	
Bucklodge	2		13	7	1908				
Buenavista	2	1			1906	9	8	1909	
Burkittsville	2	1	17	9	1906	15	4	1911	
Butler	2	2	11	8	1909	20	12	1910	
Bynum	2	2	24	12	1907	6	4	1910	
Carea	3	1	11	10	1906			1907	
Carlos	3	2	27	11	1906			1907	
Carrollton	3	1	14	3	1907				
Cascade	3	3	7	10	1907	24	5	1910	
Castleton	3	2	16	3	1907				
Cavetown	2	3	28	12	1907	9	9	1913	
Cayots	2	1	11	10	1905	23	12	1907	
Cecilton	3	5	23	10	1906	6	5	1910	
Chance	2	2	7	5	1907				
Charlestown	3	2	15	5	1908				
Charlton	3	1	17	5	1907				
Chase	3	3	23	2	1907	13	2	1908	
Chattolanee	2	2	25	8	1904	25	8	1909	
Chester	1	3	8	7	1907	2	9	1908	
Childs	1	3	25	8	1906	7	4	1911	
Church Creek	3	3	26	6	1906	14	10	1910	
Churchton	1		1	8	1907				
Claiborne	3	2	24	8	1910				
Clarksville	2		26	8	1906				
Clayton	3	1	22	4	1911				

Post Office	Ty	No	Earliest Known D	M	Year	Latest Known D	M	Year	Notes
Cloppers	1	2	6	4	1906	13	9	1909	
Columbia	2	1	27	10	1911				
Cooksville	2	2	31	12	1906				
Cornersville	2	2	7	7	1907				
Cox	2		23	12	1909				
Crapo	2	2	29	9	1910	13	4	1911	
Cross Roads	3	2	29	10	1912				
Cumberstone	2	2	27	12	1905				
Damascus	2		17	6	1907				
Dayton	3	2	11	7	1907	28	7	1910	
Deal Island	2	4	12	8	1909	6	9	1909	
Derwood	3	2	1	10	1907				
Detour	3	2	2	1	1907	7	6	1909	
Dodson	2	1	27	7	1908				
Drayden	2	1	3	10	1910				
Dublin	2	2	5	8	1908			1910	
Dunkirk	2	2			1909	3	1	1910	
East New Market	3	8	6	7	1906	17	3	1916	
Eastport	2	3	24	10	1906	30	9	1908	
Eccleston	3	1	7	2	1908				
Eckhart Mines	3	4	27	1	1908	15	12	1911	
Eden	2		14	3	1907			1908	
Edgewood	3	3	26	10	1908	10	2	1909	
Ednor	2	2	1	3	1909	23	12	1909	
Edwin	3	1	8	1	1907				
Elioak	2	1	11	4	1906	25	4	1908	
Elk Mills	2	1	5	12	1904	21	5	1906	
Elkridge	3	1	22	5	1913				
Ellwood	3		8	12	1908				
Etchison	2	2	4	6	1906	13	4	1908	
Fair Play	2	1	8	12	1904	7	9	1907	
Fairhill	1	2	1	12	1906				
Fairmount	3	3	28	10	1907				
Fallston	2	4	29	8	1906	5	9	1910	
Fearer	2	1	22	4	1909	17	3	1911	
Fike	2	1	8	2	1910				1
Fishing Creek	3	3	19	5	1908			1911	
Flintstone	3	2	10	10	1908	11	7	1912	
Fork	2	3	30	7	1908	30	8	1910	
Fowblesburg	1	2	17	2	1906	24	1	1907	
Fowblesburg	2	2	3	3	1909				
Friendship	2	2	9	6	1906				
Fruitland	3		5	9	1908				
Fullerton	3	2	4	5	1906				
Galena	3	5	29	3	1907				
Gallant Green	2	1	31	12	1907	25	3	1909	
Galloways	2	3	14	8	1907	5	9	1910	
Gambrills	3		9	4	1909				
Garrett Park	2	3	26	7	1904	3	3	1905	
Garrett Park	3	3	26	3	1907	3	9	1907	
Garrison	3	3	2	11	1907	25	8	1910	
Gary	2	1	12	7	1907	30	12	1911	
Gilmore	3	2	27	8	1909				
Gilpin	3	1	6	4	1908	30	10	1917	
Girdletree	2	5	5	3	1905	10	1	1912	
Glen Morris	3	2	13	5	1907				
Glenarm	3	3	23	8	1907	3	8	1910	
Glencoe	2	5	19	2	1906	8	10	1907	
Glenelg	2	3	10	1	1906			1907	
Glenn Dale	2	3	14	2	1906	11	2	1907	
Glenville	2	2	9	8	1906	23	9	1909	
Glenwood	3	3	11	9	1909				
Granite	3	3	1	7	1907	8	10	1907	
Greenmount	3	2	13	2	1908	1	4	1912	
Gwynnbrook	3	1	27	12	1907			1910	
Halethorp	2	3	2	6	1905	31	12	1907	
Harmans	3	3	30	12	1909				
Harold					1908				

Post Office	Ty	No	Earliest Known D	M	Year	Latest Known D	M	Year	Notes
Hartley	2	1	30	9	1907				
Harwood	1	3	31	7	1909				
Hayden	2	1	31	7	1905	30	7	1907	
Highfield	3	3	20	3	1907	17	6	1910	
Hillspoint	2	1	1	9	1906			1909	
Hobbs	3	3			1907	12	1	1912	
Hyattstown	2	2			1905	4	9	1911	
Hydes	3	3	27	12	1911	3	4	1914	
Ijamsville	2	3	7	9	1907	4	11	1912	
Ironhill	2	3	1	9	1906	31	12	1907	
Jarboesville	1		25	7	1906				
Jarrettsville	3	4	23	7	1906	28	6	1911	
Jefferson	2	1	22	11	1905	7	4	1909	
Jerusalem	3	1	9	9	1907	4	2	1910	
Johnsville	2	1	7	9	1904	17	2	1909	
Joppa	3	2	1	1	1906	21	7	1910	
Keep Tryst	3	3	2	11	1908	24	10	1910	
Kennedyville	3	5	16	4	1906	10	8	1909	
Kirkham	3		8	8	1906				
Kitzmiller	3	1	16	5	1908				2
Lakeshore	2	1	11	4	1908	16	12	1909	
Lanham	3	2	1	2	1906				
Lantz	3	2	23	3	1908	1	6	1911	
Lawsonia	2	2	10	3	1908	17	7	1911	
Leeds	2	2	20	5	1908				
LeGore	3	4	14	8	1906	2	3	1910	
Leslie	3	2	28	2	1910				
Level	2	2	11	7	1905				
Liberty Grove	3	3	22	6	1907	2	10	1911	
Linden	2	2	6	7	1905			1911	
Lisbon	2	2			1906				
Little Orleans	3	4	3	8	1910				
Loch Raven	3	2			1906				
Locust Grove	2	3			1906	1	11	1907	
Long Green	3	2	20	4	1908	11	10	1912	
Loreley	2	1	23	10	1907				
Lothian	2	2	13	8	1907	12	8	1910	
Lower Marlboro	2	2	25	3	1907	1	9	1910	
Luke	3	5			1907	24	2	1912	
Macton	2	1	13	6	1906	7	11	1906	
Magnolia	3	3	1	1	1906	20	10	1911	
Manchester	3	1	13	12	1906	12	11	1912	
Mapleville	3	1	9	9	1907	4	4	1912	
Marley	3	1	9	11	1907				
Marston	2		13	6	1906				3
Marumsco	1	1	2	1	1906	3	7	1908	
Marydel	3	4	13	4	1906				
Massey	2	3	29	5	1907				
Maugansville	2	2	15	1	1907	20	12	1911	
Maynard	1	2	22	4	1907	3	8	1907	
Mayo	2	3	19	6	1906				
McConchie	3	2	8	7	1910	9	7	1910	
McCoole	2	1	15	5	1908	18	1	1910	
McDaniel	2	5	26	7	1905				
Medford	2	3	21	8	1906	12	12	1907	
Middleburg	3	3	29	10	1906	3	3	1909	
Middletown	2	12	27	9	1905	7	3	1906	
Millersville	2		18	7	1907				
Millstone	3		26	2	1908			1915	
Monkton	3	4	11	10	1906	4	5	1907	
Mount Rainier	2	1	1	8	1905	25	5	1908	
Mutual	3	2	8	5	1907	24	8	1908	
National	2	1	18	2	1907	24	12	1907	
Neavitt	3	1	14	8	1907	6	8	1915	
New Germany	2	1	2	2	1907	13	5	1912	
New Midway	3	3	24	12	1906	5	2	1923	
Norrisville	2	2	26	1	1907	14	9	1909	
North Branch	2	1			1908	30	8	1909	

Post Office	Ty	No	Earliest Known D	M	Year	Latest Known D	M	Year	Notes
Oakwood	2	2	30	7	1907	11	4	1908	
Oella	2	3	19	7	1907	26	8	1907	
Olney	2	3	28	10	1907	22	7	1910	
Oraville	2	1	16	3	1906				
Paramount	3	1	14	5	1906	30	3	1907	
Park Hall	2	2	23	12	1905	31	12	1910	
Parran	3	1	27	3	1908	27	6	1908	
Patuxent	2	1	1	12	1908	23	12	1908	
Pearre	2	1	27	11	1908				
Pearson	2	2	24	8	1907				
Peninsula Junction	3	2	24	9	1907	22	11	1910	
Petersville	2	1	19	11	1907	6	10	1908	
Philopolis	3	4	13	2	1908	24	12	1909	
Pindell	3	3	13	7	1910				
Piney Point	2	2	11	5	1911			1912	
Pinto	2	3	7	1	1908	6	4	1909	
Pleasanthill	2	1	22	11	1906				
Pomfret	2	2	18	4	1908				
Pomonkey	2	3	1	4	1910	15	4	1911	
Popes Creek	2		8	4	1912				
Port Tobacco	3	1	9	7	1910				
Prince Fredericktown	3	4	20	8	1907	3	10	1908	
Principio Furnace	3	3	13	7	1907	22	11	1911	
Pylesville	3	4	8	8	1906	12	2	1908	
Reckord	3		30	7	1908				
Reids Grove	3	1	20	11	1906			1907	
Ridge	3		22	9	1908				
Riverdale	2	5	21	12	1905				
Roberts	3	2	22	6	1906	13	9	1909	
Rockawalking	3	1	18	7	1907	21	7	1913	
Rocks	3	5	25	11	1909				
Rocksprings	2	1	4	10	1906				
Rolphs	2		16	7	1908				
Roslyn	3	5	2	1	1908			1912	
Rossville	2	2	29	12	1905	28	4	1908	
Rover	3	1	26	3	1908	25	12	1913	
Roxbury	3	1	14	2	1907			1909	
Royal Oak	3	5	13	6	1908	18	11	1910	
Sabillasville	1	2	2	11	1903	11	5	1911	
Saint Leonard	2	2	18	12	1909				
Salem	3	1	2	10	1908				
Sassafras	3	3			1906	23	10	1908	
Scarff	3	1			1908	21	5	1910	
Scotland	1	1	18	7	1906				
Secretary	3	3	28	12	1908				
Sewell	3	2	29	8	1907				
Sharon	2	2	15	3	1907	30	3	1908	
Sharptown	2	5	24	8	1908			1912	
Simpsonville	2	1	23	12	1909	9	7	1910	
Singer	2	1	30	11	1907	4	6	1908	
Singerly	2	2	30	12	1908				
South River	1		12	10	1908				
Spring Gap	2		2	9	1907				
Springhill	2	1	27	9	1911	6	10	1911	
Springfield	2	1	14	4	1911				
Stoyer	2	1	10	10	1907	10	7	1909	
Street	3	4	11	1	1907	23	6	1910	
Sutton	2	1	11	2	1908			1911	
Sylmar	2	3	13	8	1906	15	2	1908	
Tolchester Beach	3	2	15	7	1906	19	7	1915	
Travilah	2	2	8	1	1904				
Unionville	2	1	16	3	1905	4	6	1912	
Unity					1908				
Upper Fairmount	3	4			1907	10	8	1908	

Post Office	Ty	No	Earliest Known			Latest Known			Notes
			D	M	Year	D	M	Year	
Upper Falls	2	3	15	2	1904				
Upperco	2	2	21	12	1908	23	8	1910	
Vale Summit	3	2	7	3	1908			1909	
Wakefield	2		1	4	1907				
Waldorf	2	3	19	1	1909	26	6	1909	
Walkers Switch	2	1	24	12	1907	12	8	1911	
Warren	2	2	18	3	1907				
Warwick	2	3	29	11	1906	28	7	1910	
Watersville	2	2	26	10	1909				
West Beaver									
Creek	2	1	27	9	1905	6	12	1909	4
West									
Friendship	1	1	24	4	1908	7	3	1911	
West River	2	3	1	10	1906	26	7	1912	
Weverton	3	2	18	1	1907	30	12	1909	
White Marsh	3	4	20	3	1907	28	12	1908	
Wicomico	2	2	4	8	1909				
Wilburn	3	1	25	5	1908				
Willards	2	2	15	9	1906	30	3	1908	
Williamsburg	3	3	21	1	1909	16	5	1911	
Williston	2		21	3	1907				
Wingate	2	3	23	8	1906	22	9	1909	
Woodbine	3	4	20	2	1907	22	12	1911	
Woodensburg	2	2	6	3	1907			1909	
Woodwardsville	2	2	13	2	1907				
Wynne	3	4	26	11	1908	24	4	1910	

Notes:

1 Date reported after PO disc
2 Late date for new Doane
3 PO disc in 1899
4 Date reported after PO disc

Oldham County, Kentucky

The Post Offices of Oldham County, Kentucky

by Robert M. Rennick

Oldham, one of Louisville's two fastest growing suburban counties, lies just northeast of Jefferson County. LaGrange, its seat, is only twenty-four road miles from downtown Louisville, via I-71. The 1990 Census counted some 33,300 residents in Oldham's 190 square miles. Its area is drained by the Ohio River and its two historically important branches, Harrods and Eighteenmile Creeks and by two equally historic streams in the Salt River system, Floyd's Creek and Curry's Fork of Floyd's.

The 74th of Kentucky's counties, Oldham was created on December 15, 1823 from parts of Jefferson, Henry, and Shelby Counties. It was named for Col. William Oldham (1753-1791), a native of Berkeley County, Virginia, who settled at the future Louisville in 1779 and was killed by Indians at the infamous battle of St. Clair's Defeat. In January 1833 that part of Oldham east of Floyds Fork was returned to Shelby County, making that stream the dividing line between these two counties. Some of Oldham's northeastern territory was lost to the new Trimble County in 1837. Oldham assumed its present boundaries in March 1856.

The notable issue in early Oldham County's history was the establishment of its permanent seat. It took fourteen years for the citizens of this county to decide on its location. On June 1, 1824 the committee appointed to locate "the most convenient and suitable" place for the seat recommended the establishment of a town to be called *Lynchburg* on fifty acres of John Button's farm. This has not been precisely located but is believed to have been in the vicinity of the future Eighteenmile Church, just south of US 42[1] and four miles north-northwest of LaGrange. Opposition to Lynchburg by Ohio River residents led to the immediate relocation of the seat to George Varble's home near the already established river town of West Port. Here the first court session was held on February 16, 1824. The seat remained at West Port till July 1827 when it was removed to LaGrange. Nine months later it was returned to West Port where it stayed till 1838 when it moved to LaGrange for good.

Since the court never met at Lynchburg contemporary historians remind us that this place cannot actually be considered the county's first seat. Yet the town was officially established and may have been laid out.

It even had an official post office, between 1824 and 1826, though it is not known who managed it or if it operated at all.

Most of the twenty-three post offices discussed below will be located by road miles from the junction of Ky 53 and 146 in downtown LaGrange.

Westport, Oldham's oldest town, still maintains the county's first post office, but only a few dozen homes, a church, and a couple of stores. On September 3, 1796 Joseph Dupuy and Harmon Bowman announced through the *Kentucky Gazette*, then the state's only newspaper, their intent to lay out the town of *Liberty* at the mouth of Eighteenmile Creek. By the time they actually purchased this 300 acre site (part of Elijah Craig's thousand acre Treasury warrant) in June 1797, they were calling it *West Port*.[2] This is believed to have referred to the town's earliest aspirations as a river port for the area's trade with the Northwest Territory. These were soon realized with the location here of a landing and warehouse by 1800.

By the 1840s *West Port* had become a busy industrial town, steamboat landing, and shipping port, even enjoying an early rivalry with Louisville. Its decline began with the arrival of the railroad through LaGrange in the early 1850s which attracted commerce away from the river. The post office was established, as *West Port,* in 1815, with Hugh Luckie, postmaster, but had become *Westport* by mid century.

Floydsburg, which had Oldham's second post office, was also a once prosperous town that was bypassed by the railroad. In 1851 the Louisville and Frankfort (later the Louisville and Nashville) Railroad was completed through what became Crestwood, only a mile away. *Floydsburg* was founded at or near one of the several pioneer stations built by the Virginia-born surveyor Col. John Floyd (1750-1783). Its post office was established on May 12, 1822 with Elijah Yager, postmaster, but operated only till mid-November 1861. Now the town site, on Ky 1408, 9 ¼ miles southwest of LaGrange, has only a small store, a church, and some homes.

Now but a small crossroads village at the junction of Ky 329 and the Old Zaring Road, 7 ¾ miles southwest of LaGrange, *Brownsboro* was once the county's main industrial and commercial center till it too was bypassed by the railroad. It developed around a trading post and Callahan's Tavern, a stage stop at the

junction of two pioneer roads. The name, as *Brownsborough*, possibly honoring Kentucky's first senator, John Brown (1757-1837), was first applied to the post office established in 1824 and was then bestowed on the town when it was chartered in 1830. In 1838 the town was an unsuccessful contender with LaGrange for the transfer of the county seat from Westport. So enervating was this loss, apparently, that the town's charter was repealed in 1840. Yet the community persevered; by the late nineteenth century it had become an important producer of apparel, saddles, and farm implements. Even today it still has several stores, a community center, three churches, and a couple of quarries just west of the crossroads. But the office closed in mid-January 1908.[3]

The sons of James and Isabella Ballard of Spottsylvania, Virginia settled early in Oldham County and gave their name to the viable village of *Ballardsville*. Thomas (1789-1865) was among the county's first Justices of the Peace, while Addison (1799-1879) was to represent the county in the State Legislature in the 1830s and 40s. The village, centered at the junction of Ky 22 and 53, four miles south-southeast of LaGrange, was chartered as a town in January 1838. Its post office operated between 1825 and 1903. James Goslee was probably the first postmaster.

Five short-lived antebellum post offices have not been located. For a few months in 1826 a post office of this name served *Fisher's Tanyard* about which nothing else is known. From February 3, 1827 till sometime in 1829 Mitchell R. Overstreet operated the *LaFayetteville* post office in his store probably three miles south of LaGrange. Storekeeper John Wheeler ran the *Wheeler's Store* post office between January 3, 1833 and mid-March 1834. The *Allan Grove* post office was maintained by Frederick B. Culver from May 8, 1839 till late March of the following year. Then there was *Kelly's Landing* (on the river?) which John Kelly ran between March 2, 1852 and February 1853.

The inexplicably named *Centreburg* post office, operating from November 7, 1839 through 1845, was a forerunner of the community of *Centrefield* and its post office of *Worth*. Thomas Dunaway was the first of *Centreburg's* four postmasters. On February 18, 1850 the office was re-established as *Centrefield* with Martin Demoss, postmaster, but closed in September 1871. While the community that developed around it remained *Centrefield* (and later became *Centerfield*), the office was again re-established, on March 16, 1883,

and named *Worth* probably for the local storekeeper and its first postmaster Allen Worth Brown (son of Jackson J. Brown, Centreburg's third postmaster). It closed for good in 1903. This viable community, still known as *Centerfield* (*Worth* was only applied to its post office), centers at the junction of Ky 22 and 392, six miles south-southwest of LaGrange. Its several businesses, a school, and Mt. Tabor Church serve growing residential subdivisions.

Several key towns and their post offices grew up around stations on the Louisville and Frankfort (later the L&N) Railroad which was completed through the county in 1851.

One of these was *LaGrange*. With a 1990 population of some 3,800, the county's seat is now a fourth class city centered at the junction of Ky 53 and 146 and just north of I-71. Its site was acquired and settled by Major William Berry Taylor before 1800 and was first called *The Cross Roads* for it was the junction of pioneer routes connecting Louisville with the Bluegrass and West Port with Shelbyville. In 1827 Major Taylor's offer of this site for the relocation of the court house from West Port was accepted. A town was then created and named by Taylor for the country estate in France of General LaFayette with whom he had been impressed on the Frenchman's recent visit to the area. But after only nine months the county's court was returned to West Port where it remained till 1838 when *LaGrange* became the permanent seat. In January 1840 the town was incorporated. The *LaGrange* post office was established in 1827 probably with Thomas Berry as its first postmaster.

The short-lived (October 13, 1851 through 1853) *Clores Depot* post office may have served one of the first stations on the new rail line. The first of its two postmasters, Richard Clore, was a descendant of one of six brothers from Virginia who, after a short stay at what became Louisville, settled permanently in the vicinity of Brownsborough. Actually, Clore had established his post office on January 9, 1851, before the completion of the railroad, as *Hinkleburg* (possibly for another family), about which nothing is known. Nor is known the site of this earlier post office.[4] From mid-nineteenth century maps it appears that *Clore's Depot* was at or close to the site of the future *Camden* (see below).

The first of Oldham's towns to actually be developed around its railroad station was, at its founding in 1852, called *Smith's Station*. It was most likely named for

and probably by its developer, Henry S. Smith (1802-1883), the son of a pioneer settler from whom he had acquired much of the site. The post office was established on February 8, 1856 with Henry's son and then station agent, Charles Franklin Smith, as postmaster. It was not, however, named for the station but, like the community itself shortly thereafter, was given the name *Pewee Valley*.

The story of its naming has fascinated area residents and others ever since. According to the most popular account, a less prosaic name was being sought for the new post office when the distinctive call of a wood pewee, a bird common to the area, was heard, and everyone agreed this would make a good name. Yet no one can explain why *Valley* was tacked on to the name since the community lies on an elevation. The town was incorporated in 1870, and by the turn of the century had become a famous resort with a large hotel and two colleges. It is today a fifth class city, with a 1990 population of 1,200 and an active post office, lying just short of the Jefferson County line and eleven rail and road miles southwest of LaGrange.

Just northeast of Pewee Valley is *Crestwood*. It too developed around a station with another name, *Beards*, on a site donated by its name source, Joseph M. Beard. Its post office, established on July 2, 1857, as *Beard's Station*, with Owen Dorsey, postmaster, was shortened to *Beard* in December 1880. After awhile railroad men got to calling the station *Whiskers*, and while this was accepted by old-time residents, newcomers from Louisville in the early 1900s were not so tolerant. Fearing ridicule, they succeeded in getting the name of the station and community changed to *Crestwood*. The post office too took this new name on December 9, 1909. No one knows why this inapt name was chosen, for, as the late county historian, Lucien V. Rule, once pointed out, the place was then not at the crest of anything. Now this sixth class city with an active post office and a (1990) population of 1,435, centers at the junction of Ky 22, 146, and 329, nine miles southwest of LaGrange.

Brownsboro Station, the next to be established, was nearly three rail miles north of Beard's-Crestwood, at the junction of the present Ky 146 and Glenarm Road. Its post office, established on February 26, 1862, with James Campbell, postmaster, was named for the station which served the town of Brownsboro, two miles west. But within ten weeks, while the station remained *Brownsboro*, the post office name was changed to the inexplicable *Peru*. In April 1906, how-ever, both station and post office adopted the name *Glenarm*, allegedly on the suggestion of a Mr. Telford whose family had come from the North Channel town of Glenarm in County Antrim, Ireland. The post office closed at the end of November 1920, and now only some homes mark the site.

The present village of *Buckner*, which still has its post office, began as *Buckner's Station*, some three rail and road miles southwest of LaGrange. The station and the post office, established on January 3, 1867, with storekeeper William A. Campbell, the first postmaster, were named for the family of local landowner Coleman Buckner (1797-1852). By the time in mid-December 1880 that the post office had become simply *Buckner*, the community growing up around it had a sawmill, two distilleries, several stores and shops, a wagonworks, hotel, and grain and livestock dealerships. Now the community, which extends for a mile along Ky 146 and the tracks, is the site of the county's consolidated high and middle schools and two lumber companies. Midway between Buckner and LaGrange is the State Reformatory.

The last rail station with a post office to be established was *Camden*. This was midway between the Beard's and Brownsboro Stations and may have been named for William Camden Hays, whose father, storekeeper Hiram Rowe Hays, began the post office on March 28, 1879. Before the office closed in early April 1898 it was serving at least two general stores and a nearby flour mill. Now there is nothing there but a few homes and Klein's nursery.

A mile or so north of Smith's Station (Pewee Valley), on what is now Ky 22, was the early settlement of *Rollington*. This is said to have been settled around 1810 by the family of Michael Smith, Smith Station Henry's father. Edward Smith established the post office in 1831 but as *Rowlington*, though in early postal records it was also spelled *Bowlington*. The office closed in late July 1835 but the community continued at least till the Civil War with a tavern, sawmill, church, and school, and the name was later applied to the local voting precinct. While contemporary historians feel certain that *Rollington* is correct, they cannot account for the name in any spelling. No Rolling, Rowling, or even Bowling families are listed in nineteenth century county records. Today this neighborhood, some 10 ½ miles southwest of LaGrange, has about a dozen homes that are not in mint condition.

Around 1790 the brothers Thomas and Daniel Trigg came down the Ohio River by flatboat to take possession of some land their father had recently acquired from the Hugh Mercer heirs. Finding the second half of their long trip from Pennsylvania quite harmonious as compared with the earlier stage of their journey, they called the place of their arrival *Harmony Landing*.[5] By 1815 the Landing had acquired a store, two warehouses, several shops, and some forty residents, and had become a fairly prosperous river port. Its post office was established as *Harmony Landing* on January 1833 with William Duerson, Jr., postmaster.

In early January 1851, when George Gosney became postmaster, the office was moved 2 ½ (road) miles east to the new community of *Saltillo*. The latter had been named by returning veterans of the Battle of Buena Vista for the north Mexican town near the battle site. But the post office was given the name *Goshen* for the local church that was organized in 1825 by the Rev. Gideon Blackburn[6], and soon the community too became *Goshen*. Today *Goshen*, on US 42, 13 ½ miles west of LaGrange, still has its post office and church, and a store, and is across the road from the subdivision called *Harmony Lakes Estates.*

Meanwhile, *Harmony Landing* continued as a river port into the 1920s, then declined to almost nothing till, in the mid-1960s, it experienced a revival. Now that area has boat buildings and maintenance shops, a Martin-Marietta plant, a sand and gravel operation, and several real estate developments like *Harmony Village*, named for the landing half a mile north.

The village of *Skylight* is 3 ½ miles northeast of Goshen, also on US 42. It was first called *Tippecanoe*, shortly after that famous battle, by early settlers who had served with General Harrison. On February 7, 1854 the local post office was established as *Oldhamburgh*, probably named for the county, with William Ladd, Jr., postmaster. It closed in late August 1870. When John Willis Barrackman sought to re-establish the office in 1888 he suggested it be called *Ruby*. But, instead, it operated between April 6 of that year and mid-May 1925 as *Skylight*. According to local tradition, after several very dreary days the sun finally broke through the clouds prompting someone to observe "how light the sky is getting."

Just north of where we think *Lynchburg* would have been, near the site of the old Belle Rose School, was the short-lived post office of *Belle Rose*. The office,

served only by Thomas R. Hicks, Jr. From March 19, 1866 through April 1868, may have been named for W. Lindsay's stock farm shown on the 1879 Beers map as *Bell Rose*. (Or could it have been the other way around?) Some old maps show the school as being just north of the Eighteenmile Church.

Finally, there was the post office of *Oldham*, but this was not named for the county. William G. Foree established this office on March 30, 1880 to serve what was then called *Oldham's Landing* on the Ohio River, just below the mouth of Patton's Creek. The name source was probably A.J. Oldham, the resident owner. In 1907 the office was moved 1 ½ miles south to the mouth of Harris Branch of Eighteenmile Creek, some three road miles east-northeast of Westport, where it continued to operate till 1939.

Conclusion

Six of Oldham County's twenty-three post office are current. LaGrange, Pewee Valley, and Crestwood serve three of the county's five incorporated places. The sixth class cities of River Bluff and Park Lake have no post offices of their own. Goshen, Westport, and Buckner continue to serve currently unincorporated communities. Only four other offices are known to have served villages in the past. Most of the rest were located at or near a store, school, and/or church.

Local or area people gave their names to nine offices while non-local celebrities accounted for two others. Three offices were given descriptive or geographic names. Two were named for distant places, and to four were transferred the names of nearby features (a grove, a church, a landing, and a farm). Four have unknown derivations. Five offices have still not been located.

The names of two offices were not those first proposed for them. Two served communities with other names. Four had name-changes.

FOOTNOTES

[1] Button is known to be buried in a small cemetery on US 42, just east of Smith's Lane.

[2] Helen Fairleigh Giltner, *Westport*, Louisville, 1947.

[3] Several mid-1820s court records referring to a *Brownsville* may have meant *Brownsboro*. By the late nineteenth century, postal and other records were spelling the name *Brownsboro*.

[4] Lloyd's 1863 map locates a *Hinkleville* between the railroad and Curry's Fork, southeast of Brownsboro.

[5] Wallace T. Hood of Prospect, Ky., in a letter to the writer, July 8, 1980.

[6] George R. Stewart, in his *American Place Names* (New York: Oxford University Press, 1970, P. 184) wrote of the Biblical *Goshen*: "The land which the Israelites inhabited in Egypt is described in the bible chiefly as a country for sheep, though other products are also implied. On this scanty evidence, early Americans began to apply the name for commendatory reasons to places which they believed to have rich soil, or so wished others to believe . . . ."

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Figure 1 This cover displays a Browns Park, Utah Territory, manuscript cancel tying Scott's #210. *It dates from about 1885.*

The Browns Park, Utah, Post Office

by Dennis H. Pack

The names of some Western communities fire the imagination with the images of outlaws and ranchers, fur trappers and Indians. Browns Park, Utah, whose manuscript marking is shown in *figure 1*, is one of these. First known as Browns Hole, Browns Park is located in extreme northeastern Utah and extends into southern Wyoming and western Colorado *(Map 1)*. It was a wintering place for Native Americans, and became home to fur trappers licensed by the Mexican government to trap there before Utah became part of the United States. They built Fort Davy Crockett in 1837, which was also known as Fort Misery. Noted explorer Major John Wesley Powell passed through the area in 1869 and 1871, renaming it Browns Park.

Outlaws, including Butch Cassidy and the Wild Bunch, holed up there after their escapades. It was a natural

hiding place because of its seclusion which lasts even to this day. In 1880, John Jarvie, a rancher, settled at a natural crossing of the Green River in Browns Park,
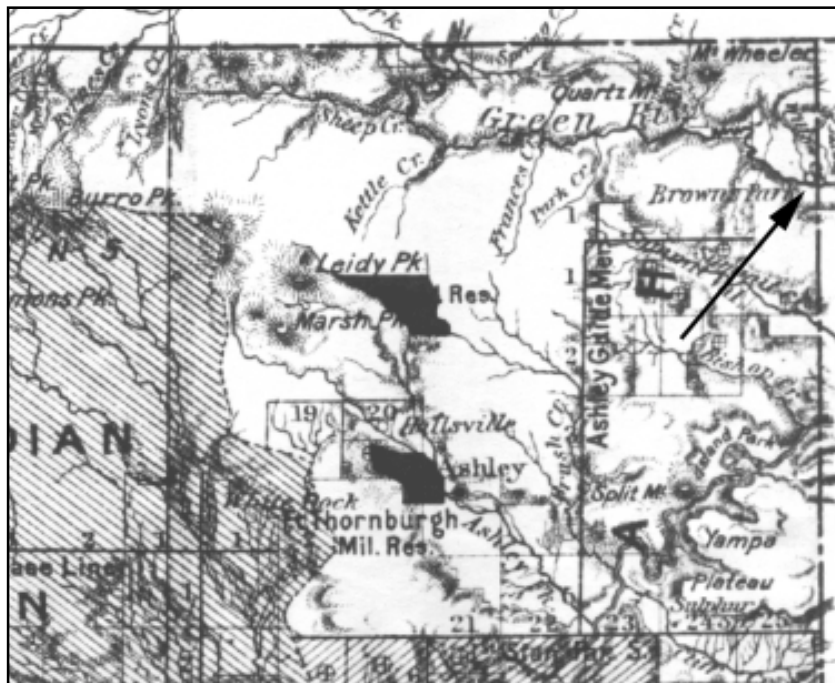
Map 1. Browns Park (arrow) shown in the northeast corner of Utah Territory on a portion of the Surveyor General's Map of 1884.

where he established a ferry, a store and a ranch. Figure Two shows one of the original buildings which has been restored by the US Bureau of Land Management. The store contained the Browns Park Post Office.

After visiting the Jarvie property, which is open to the public from May to October, the author became curious about what US Government records could tell about the post office and its relative importance among other post offices in the area. He consulted three records: *The Register of Appointment of Postmasters for Utah 1837-1971, The Postal Bulletin,* known then as *the Daily Bulletin of Orders Affecting the Postal Service,* and the *Official Register of the United States,*

Figure 2. Recent photo showing the site of Browns Park post office.

which listed the compensation of postmasters until 1911. The information these sources contain does not always agree.

The *Register of Appointments* indicates that John Jarvie was not the first person appointed postmaster of Browns Park. The Browns Park Post Office was established 23 October 1878, with Jno [John] Parson listed as postmaster. The post office is listed as being established in Summit County, which covered the northeastern corner of Utah until 1880, with a note,

probably added later, "in Uintah County". Browns Park is now in Daggett County, which was established in 1917.

Under Uintah county, the *Register of Appointments* reports that John Jarvie was appointed postmaster of Browns Park 14 February 1881, and that the post office was discontinued 8 June 1887, with mail addressed to Browns Park to be sent to Ashley.

Table 1

	Browns Park	Ashley	Vernal	Ouray	White Rocks*
1879	------- *No listing for any of these post offices* -------				
1881	24.98	19.19	Not open	No listing	14.11
1883	109.93	392.69	Not open	18.82	75.94
1885	185.30	231.38	Not open	16.50	97.04
1887	No listing	271.29	147.97	49.91	158.06
1889	Not open	126.14	322.32	48.37	89.84

*White Rocks was established as Uintah Valley in 1878. The name was changed to White Rocks in 1879.

The *Daily Bulletin* did not start publication until 1880, so the first entry it contains regarding Browns Park is for the appointment of John Jarvie as postmaster. *Bulletin 328*, dated 29 March 1881, reports that Jarvie was appointed postmaster of Browns Park and that his commission was sent 28 March 1881. The difference in dates reflects the need of a postmaster appointee to post a bond before taking office. Bulletin 2215, dated 12 June 1887, confirms that the Browns Park Post Office was discontinued 8 June 1887, with mail to Ashley.

Given its remoteness, one might wonder how much mail was handled by the Browns Park Post Office. Postmasters were paid according to the amount of business at their post office, so postmaster compensation gives a comparable measure of the amount of mail handled by different offices. Table 1 shows postmaster compensation from the *Official Register* for Browns Park and other communities in northeastern Utah.

Browns Park appears to be a reasonably active office the short time it was open. Ashley was the county seat, so it would be expected to be more active. There are many Utah post offices in the Official Register with less postmaster compensation than Browns Park. The spread of Utah postmaster compensation in 1883, the mean listing for Browns Park, is shown in Table 2.

Park with a scarcity of seven on a scale of one to nine. Lloyd Shaw lists is as a scarcity of nine on a scale of one to ten in *Utah Post Offices.*

What happened to John Jarvie? He was murdered during a robbery of his store in 1909. His murderers were never apprehended.

The Jarvie ranch passed through several hands before being sold to the Nature Conservancy in 1982. They leased the property to the Bureau of Land Management until the BLM obtained sufficient funds to purchase it. The Jarvie property is a window to the past, to a time of fur trappers and outlaws, and to a post office that served travelers and ranchers with the simple cancel "Browns Park, Utah".

Special thanks to Phil Bansner for permission to show the postmark in *figure 1*.

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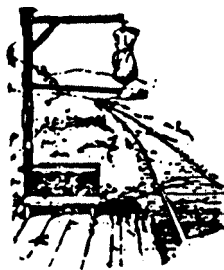
Table 2

Number of Post Offices	Postmaster Compensation
70	$0-49
41	$50-99
42	$100-199
59	$200+

Of course, postmaster compensation alone does not dictate the value of a post office's postmarks. The length of time an office operated, the likelihood that markings from it were saved and the demand for markings from that office greatly affect the market. Even though the Browns Park Post Office was relatively busy, it only operated for a short period of time, and not many markings from it appear to have been saved. Richard Helbock's *Western Post Offices* lists Browns
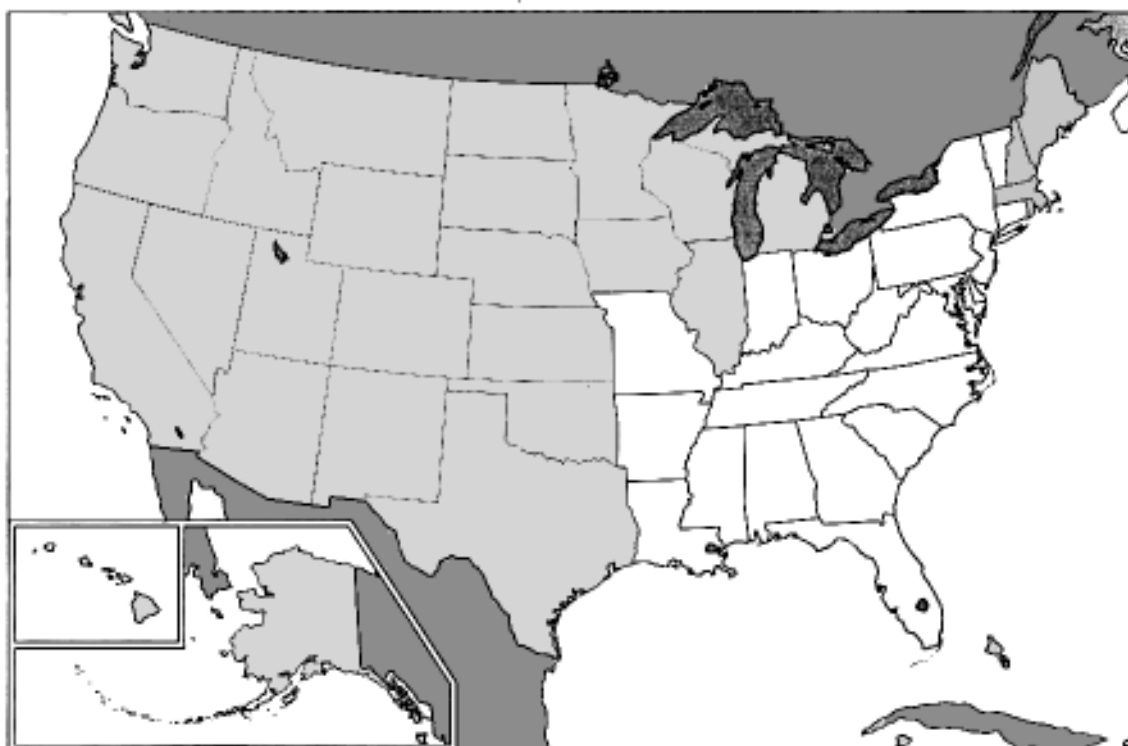
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1920 Pop. - 173

17th county created
Fr Wm Harvey Lutes 18 Sep 1883:
ON RT 12098 fr Wheeling to Pksbg. Contractor is C H Booth.
WILL increase travel each way500yds. LONG REACH-3 miS
LITTLES MILLS-6 mi E OHRR-FRIENDLY STA.-30' POP-100 families.
· · · · · · · · · · · ·
Fr C L Morris for site change 1914: PO on E side of B&O-64'fr track
SISTERSVILLE-5 mi N   OHIO R-150'W
· · · · · · · · · · · ·
POSTMASTERS:

WM H LUTES	15 Oct 1883	JAMES C THORN	15 Mar 1918
CLEMENT B OWENS	10 Aug 1887	JOSEPH C HAYS(d 9/35)	9 Jun 1921
JOHN L SWEENEY	8 Apr 1889	MRS LULA GRIFFIN(r 59)	5 Feb 1936
HUGH THORN	1 May 1893	JESSIE P BUCKANAN	28 Jul 1959
CLEMENT B OWENS	23 Jun 1894	LEONARD R NORTHCRAFT	2 Kam 1960
JOSEPH C HAYS	8 Nov 1897	MRS VA L WILSON	8 Dec 1961
WM A WOODBURN	30 Mar 1902	MRS VA L EDDY	14 Jun 1963
CREED L MORRIS	21 Sep 1914		

Named for Friend Cochrane Williamson, grandson of an early settler Thomas Williamson
1970 Census - 190

Real photo view of Friendly showing C.L. Morris & Son store, railroad station, train and oil well (far left). Card is postmarked February 3, 1912. Stamp removed.
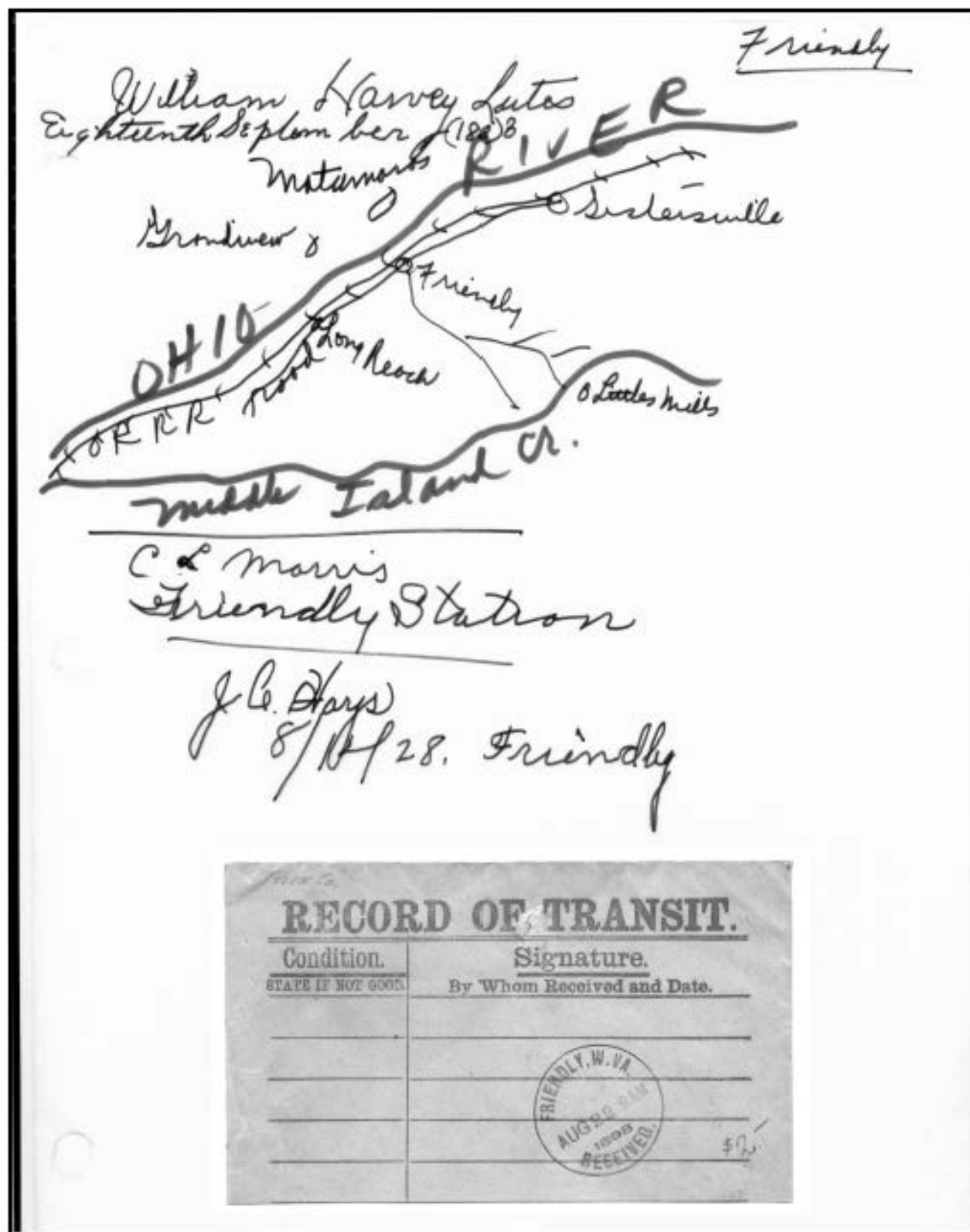
*Top: Postmaster's sketch of Friendly's location, at the head of a long straight section of the Ohio River Valley known since George Washington's explorations as "Long Reach." Tracings are from the signatures of various postmasters for comparison to manuscript notations on covers. **Bottom:** Portion of 1898 USPOD registered package envelope used to forward registered mail from one office to another and to track the mail.*
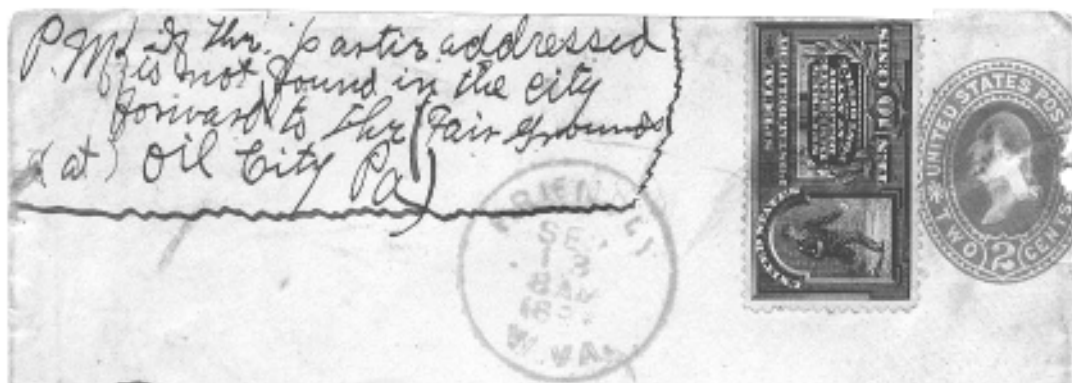
Special Delivery cover postmarked Friendly, Sept. 13, 1898, and addressed to Lincolnville, Pa. Notation on cover reads, "PM. If the partie addressed is not found in the City forward to the (Fair Grounds at Oil City Pa)"

Reverse of the special delivery cover showing transit marks and receiving mark. Evidently the cover did not have to be forwarded.
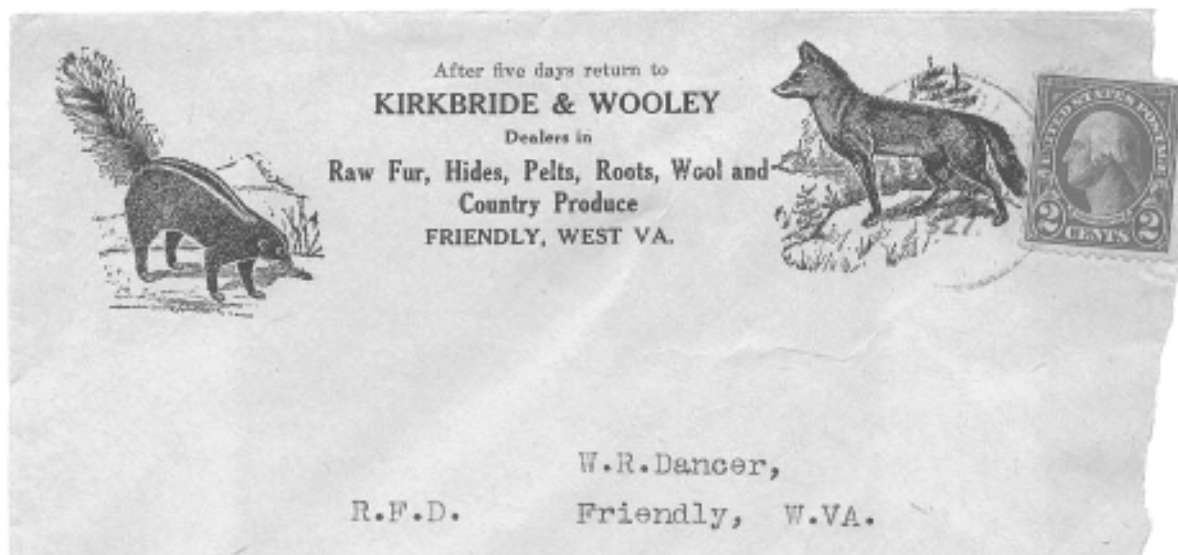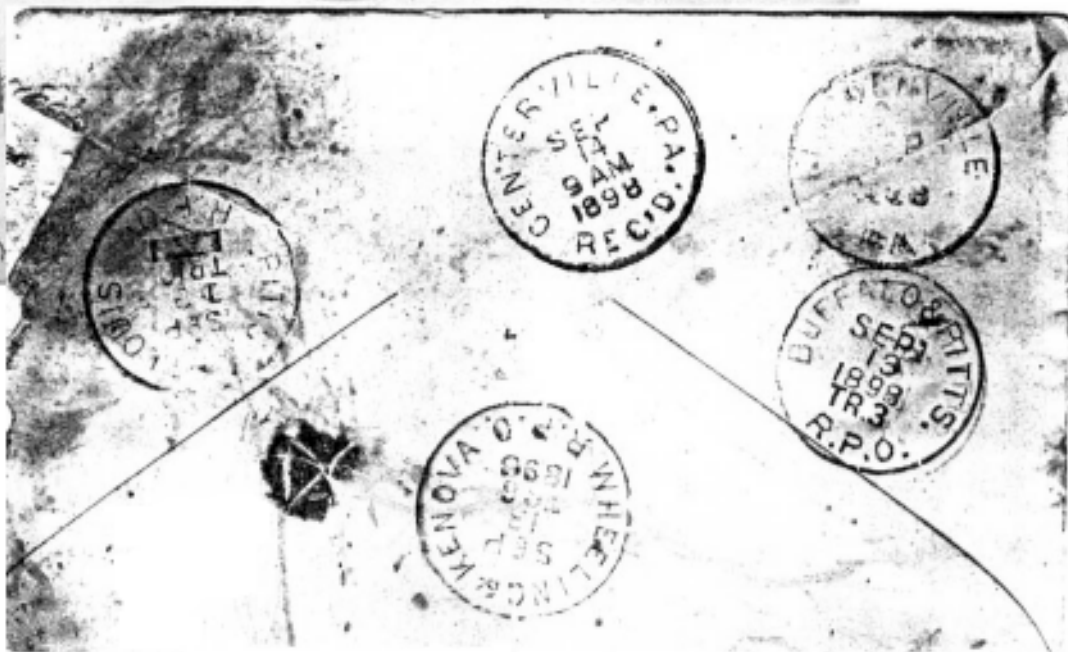
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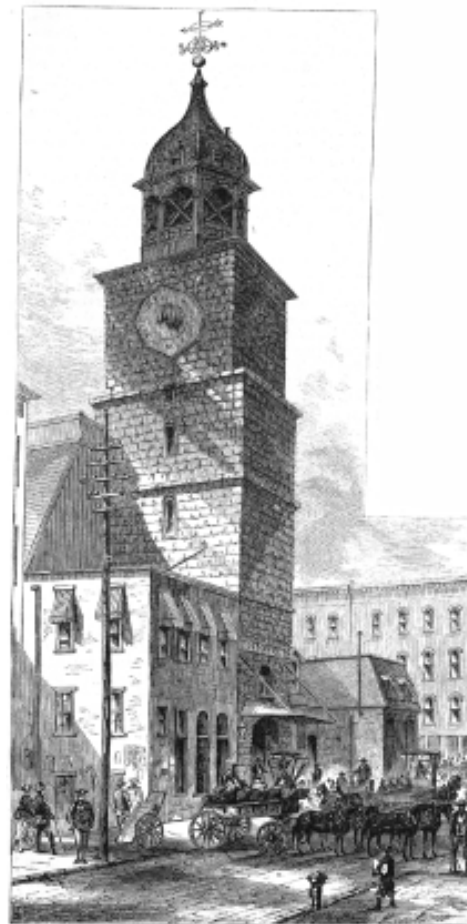
AIRMAIL COVERS - Commercial Only (No First Flights or philatelic)-United States to destinations in Europe, Africa, Asia and Oceania dating from before 1938. Also C1-C9 on commercial covers to foreign or domestic addresses. Send priced on approval or photocopies, or request my offer. Richard Helbock, P.O. Box 100, Chatsworth Island, NSW 2469 Australia [32-5]

NEW YORK POST-OFFICE IN THE XXXXX GROUND.

RANDY STEHLE MAIL BID SALE NUMBER 91

16 Iris Court, San Mateo, CA 94401

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

CALIFORNIA

1   ALLIANCE, 1912 F 4-BAR REC'D ON PPC (92-20). EST. $8
2   ARTESIA, 1910 F DOANE ON PPC. EST. $3
3   ASILOMAR, 1918 G+ 4-BAR ON PPC (14-35). EST. $6
4   (A)TLANTA, 1906 G PARTIAL CDS ON PPC (68/15). EST. $15
5   BALLS FERRY, 1914 VG LIGHT 4-BAR ON PPC (75-16). EST. $12
6   BIG SUR, 1950 VG 4-BAR ON PPC. EST. $4
7   BOCA, 1908 VG DOANE ON PPC (72-45). EST. $6
8   BROOKDALE, 1906 G+ CDS ON PPC (02-44). EST. $4
9   BURWOOD, F ca1878 ms ON COVER (59-98). EST. $75
10 CARMEL, 1908 F DOANE ON PPC. EST. $4
11 CENTRAL HOUSE, 1908 G CDS ON PPC (59-09). EST. $25
12 CONFIDENCE, 1907 F DOANE ON PPC (99/25). EST. $12
13 FIREBAUGHS, 1892 F CDS O/S & B/S ON COVER. EST. $6
14 FLORENCE, 1907 VG DOANE REC'D ON PPC (78-18). EST. $5
15 FLOYD, 3/24/11 G LKU DOANE ON PPC (06-11). EST. $25
16 FORT ROSS, 1911 F 4-BAR ON PPC (77-28). EST. $12
17 FRENCH CORRAL, 2/14/10 F LKU DOANE ON PPC W/O POSTAGE. E. $6
18 GLEN FRAZER, 1911 VG 4-BAR ON PPC (06-19). EST. $12
19 GLENWOOD, 1910 G+ 4-BAR ON PPC (80-54). EST. $4
20 GONZALES/REC'D, 1907 F CDS REC'D ON PPC. EST. $5
21 GOODYEAR, 1911 F 4-BAR REC'D & O/S ON PPC (07-12). EST. $25
22 GOSHEN, 10/23/05 G LKU DOANE ON PPC. EST. $4
23 GRAND ISLAND, 1909 F DOANE ON PPC (54-19). EST. $20
24 HAVILAH, 1909 VG LIGHT 4-BAR ON PPC (66-18). EST. $12
25 HERMON, 1906 F DOANE REC'D ON PPC (04-16). EST. $5
26 HOLLISTER, 1914 F DUPLEX ON PPC. EST. $4
27 INDIANOLA, 1910 F 4-BAR ON PPC (00-15). EST. $20
28 JAMESBURG, 1908 G+ CDS ON PPC (94-35). EST. $6
29 KEYSTONE, 1910 VG DOANE ON PPC (05-13). EST. $8
30 KING CITY, 1916 G MOT-1330 ON PPC. EST. $4
31 KING CITY, 1942 F DUPLEX ON PPC. EST. $4
32 LLAGAS, 1910 F DOANE ON PPC (92-11). EST. $35
33 LORENZO, 1877 VG CDS ON COVER (75-77). EST. $175
34 LOWREY, 1910 F 4-BAR ON PPC (98-17). EST. $20
35 MAMMOTH, 1910 VG 4-BAR ON PPC (07/25). EST. $12
36 MARCUSE, 1902 F CDS ON COVER (91/13). EST. $50
37 MARIPOSA, 1931 G+ DEPR 4-BAR ON COVER. EST. $4
38 MARSHALL, 1910 G+ DOANE ON PPC. EST. $4
39 MARTELL, 1906 VG 10/26/06 EKU DOANE ON PPC. EST. $4
40 MATILIJA, 1905 F CDS ON PPC (89-16). EST. $12
41 MEW ALMADEN, 1908 VG 4-BAR MISSPELLING. EST. $4
42 MICHIGAN BAR, 1907 VG CDS ON PPC (55-35). EST. $6
43 MILLSAPS, 1912 F DOANE ON PPC (94-27). EST. $12
44 MINERAL, 1931 F DEPR 4-BAR ON PPC. EST. $4
45 MINTURN, 1909 VG DOANE ON CREASED PPC (84-22). EST. $10
46 MISSION SAN JOSE, 1911 VG DUPLEX ON PPC (50-60). EST. $4
47 MONROE, 4/15/11 G+ LIGHT DOANE ON PPC (97-12). EST. $15
48 MORRO, 1910 F 4-BAR ON PPC (70-23). EST. $4
49 NELSON POINT, 1908 G DOANE ON PPC (70-12). EST. $25
50 NIPINNAWASEE, 1912 VG EKU 4-BAR ON PPC (12-61). EST. $4
51 NORTH POMONA STA, 1909 VG DUPLEX ON PPC (09-49). EST. $4
52 OMO RANCH, 1909 F CDS ON PPC (88-74). EST. $4
53 PARIS, 1908 VG 4-BAR REC'D & O/S ON PPC (03-12). EST. $15
54 PATCHIN, 1923 VG 4-BAR (NEW TYPE) ON PPC (72/25). EST. $15
55 PEBBLE BEACH, 1911 F 4-BAR ON PPC. EST. $4
56 PLUMAS JUNCTION, 1916 F 4-BAR ON COVER (05/18). EST. $45
57 PRESIDIO OF MONTEREY, 1943 VG MACHINE ON "FREE" PPC. EST. $4
58 PRUNEDALE, 1905 G+ DUPLEX REC'D ON PPC (94-08). EST. $25
59 PURISSIMA, 1895 VG CDS ON COVER (68/01). EST. $85
60 QUINTETTE, 9/12/11 F LKU DOANE ON PPC (03-12). EST. $20
61 RIO BONITO, 1914 VG 4-BAR ON PPC (09-14). EST. $35
62 ROSEDALE, 1908 VG 4-BAR ON PPC (91-13). EST. $12
63 ROSELAWN, 12/20/06 F EKU DOANE ON PPC (02/18). EST. $12
64 RUST, 1910 F 4-BAR ON PPC W/EDGE FAULTS (09-16). EST. $8
65 SALSIG, 1908 F DOANE ON PPC (04-12). EST. $20
66 SAN ARDO, 1905 F CDS ON PPC. EST. $4
67 SAN LUCAS, 1906 VG LKU MOT-3170 ON PPC. EST. $5
68 SAN LUCAS, 1916 F 4-BAR ON PPC. EST. $4
69 SEARS POINT, 1909 G+ CDS ON PPC (03-11). EST. $20
70 SEASIDE, 1909 VG 4-BAR ON PPC. EST. $4
71 SEQUOIA NATIONAL PARK, 1931 F DEPR 4-BAR ON PPC. EST. $4
72 SHARON, 1906 VG CDS ON CREASED PPC (98/34). EST. $5
73 SHERWOOD, 12/7/11 VG LKU DOANE ON PPC (83/20). EST. $12
74 SLATONIS, 1899 G+ CDS ON COVER (99-02). EST. $75
75 SLIDE, 1879 F ms ON COVER (76-88). EST. $60
76 SOLEDAD, 1910 VG LKU MOT-3460 ON PPC. EST. $4
77 SOUTH RIVERSIDE, 1893 VG CDS ON COVER (87-97). EST. $20
78 SPENCEVILLE, 1909 F DUPLEX ON PPC (72/32). EST. $6
79 SPRECKELS, 1911 VG DUPLEX ON PPC (98-73). EST. $4
80 STANWOOD, 1910 F DOANE ON PPC (05-15). EST. $20
81 STUART, 1886 F TOOTHED CDS (NEW TYPE) ON CVR (85-02). E $100
82 SULPHUR CREEK, 1913 G+ DUPLEX ON PPC (74-15). EST. $12
83 SUR, 1907 VG DOANE REC'D ON PPC W/STAIN (99-13). EST. $5
84 TALLAC, 1913 VG 4-BAR ON PPC (70/27). EST. $4
85 TASSAJARA HOT SPRINGS, 1914 VG 4-BAR ON PPC (12-44). EST. $6
86 THERMALITO, 1912 VG 4-BAR ON PPC (95-20). EST. $12
87 THROOP, 1907 G+ DOANE ON COVER (06-18). EST. $35
88 TRES PINOS, 1909 VG DUPLEX ON PPC. EST. $4
89 TUDOR, 1919 G+ 4-BAR O/S ON PPC (89-42). EST. $5
90 UNION, 1908 VG CDS ON PPC (00-24). EST. $12
91 VOLCANOVILLE, 1942 F DEPR 4-BAR ON GPC. EST. $4
92 VORDEN, 1909 F 4-BAR ON PPC (02-36). EST. $6
93 WALDO, 1909 VG 4-BAR ON PPC (98-15). EST. $20
94 WATTS, 1911 F 4-BAR ON PPC (04-26). EST. $6
95 WILD FLOWER, 1881 VG LIGHT DC ON GPC (78-98). EST. $75
96 WYANDOTTE, 8/20/10 VG LKU DOANE ON PPC (59/15). EST. $20

COLORADO

97 ELLICOTT, 1910 VG 4-BAR ON PPC (95-16). EST. $20

98 FORKSCREEK, 1922 F 4-BAR ON PPC (78-27). EST. $12
99 GREENWOOD, 1910 F DOANE ON PPC (72-18). EST. $20
100 HAXTUM, 1909 VG 4-BAR ON PPC (88-22). EST. $12
101 LAMPORT, 1911 VG 4-BAR REC'D ON PPC (08-27). EST. $15
102 ROSEMONT, 1909 VG CDS ON PPC (03-26). EST. $12
103 UNDERCLIFFE, 1911 VG CDS ON PPC (79-25). EST. $12
104 WAYNE, 1910 VG 4-BAR 5% OFF @ TOP OF PPC (09-12). EST. $35

IDAHO

105 JACKSON, 1909 VG DOANE ON PPC W/STAMP GONE (06-16). E. $15
106 KIPPEN, 7/1/08 VG LKU DOANE O/S ON PPC (96-09). EST. $20
107 SAINT JOE, 1908 VG 4-BAR ON PPC (88/45). EST. $5
108 TYSON, 1915 F 4-BAR ON CREASED PPC (01-18). EST. $15

MONTANA

109 BENZIEN, 1915 VG LIGHT 4-BAR ON PPC (16-43). EST. $6
110 FINCH, 1916 VG 4-BAR ON PPC (14-40). EST. $6
111 LAT, 1908 G+ CDS ON PPC (98/18). EST. $15
112 MEADOWCREEK, ca1906 VG DUPLEX ON PPC (69/08). EST. $20
113 SNYDER, 7/17/09 F LKU DOANE ON PPC (05-09). EST. $12

OREGON

114 ACME, 1912 F DOANE ON PPC (85-16). EST. $12
115 CLINE FALLS, 1910 G+ DOANE ON PPC (04-19). EST. $15
116 DOVER, 1909 F DOANE ON PPC (90-11). EST. $35
117 EAGLE CREEK, 11/13/11 F LKU DOANE ON CREASED PPC. EST. $4
118 FLAVEL, 1906 F DUPLEX ON PPC (95/18). EST. $20
119 FREEBRIDGE, 1908 F 4-BAR ON PPC (08-10). EST. $40
120 HARNEY, 1910 VG 4-BAR ON PPC (85-19). EST. $20
121 HOBSONVILLE, 1911 G 4-BAR ON PPC (83-13). EST. $8
122 HURON, 1908 F DOANE O/S & REC'D ON PPC (09-13). EST. $35
123 KERBY, 1909 F ms RFD (DATE & RFD) ON PPC. EST. $4
124 LAKE, 5/12/12 VG LKU DOANE ON PPC (06-43). EST. $6
125 LAUREL, 1909 VG 4-BAR ON PPC (79-35). EST. $6
126 LOWER BRIDGE, 1907 VG DOANE ON PPC (06-20). EST. $25
127 NARROWS, 1910 VG 4-BAR ON PPC (92/36). EST. $12
128 NOLIN, 1907 VG DOANE ON PPC (06-33). EST. $12
129 RONDOWA, 1910 G+ 4-BAR ON FRONT OF PPC (09-15). EST. $25
130 (RO)W RIVER, 1912 G PARTIAL 4-BAR ON PPC (11-14). EST. $25
131 SOUTH FOREST GROVE, 1911 G DOANE ON PPC (06-14). EST. $4
132 TEMPLETON, 1910 VG DOANE ON STAINED PPC (98-170). EST. $8
133 VESPER, 1912 VG DOANE ON PPC (79-19). EST. $12
134 VOLTAGE, 1910 F 4-BAR REC'D & O/S ON PPC (08-33). EST. $20
135 WATERMAN, 1910 VG DOANE ON PPC (87-44). EST. $12

SOUTH DAKOTA

136 BRUSHIE, 1910 VG 4-BAR ON PPC (05-12). EST. $20
137 HANSE, 1909 VG 4-BAR ON PPC (06-11). EST. $35
138 HISEGA, 1918 VG REPAIRED 4-BAR ON PPC (13-45). EST. $12
139 MERRITT, 12/17/08 F EKU DOANE ON CREASED PPC (88-14). E. $20
140 ROSELAND, 1909 VG 4-BAR (STATE NOT STRUCK) ON PPC (09-10) 15
141 SEIM, 1909 F 4-BAR ON PPC (01-18). EST. $15
142 WILLARD, 7/19/08 VG EKU DOANE ON PPC (06-12). EST. $12
143 WINANS, 6/6/07 F EKU DOANE ON PPC (94-08). EST. $25
144 WINTHROP, 1909 F 4-BAR ON PPC (83-11). EST. $20
145 WIST, 1908 VG DOANE ON PPC (94-11). EST. $20

WASHINGTON

146 ALGER, 1913 VG 4-BAR ON PPC (12-21). EST. $12
147 ALMA, 12/26/05 G+ LKU DOANE ON FRONT OF PPC (06-06). E. $50
148 BRIGHT, 1909 F 4-BAR REC'D ON PPC W/LL COR GONE (02-17). 15
149 BUTLER, 1910 F 4-BAR ON CREASED PPC (02-11). EST. $8
150 CATLIN, 1909 F 4-BAR ON PPC (92-09). EST. $6
151 DOWNS, 1910 VG DOANE ON PPC (02-30). EST. $6
152 EUFAULA, 1910 F CDS ON PPC (95-12). EST. $6
153 GENEVA, 8/5/07 G EKU DOANE REC'D & O/S ON PPC (88/19). E $15
154 LARSON, 1913 VG 4-BAR ON PPC (04-18). EST. $20
155 MAXWELTON, 1910 G+ 4-BAR ON PPC (08-24). EST. $8
156 McGOWAN, 1909 VG DOANE ON PPC (01-39). EST. $6
157 MEADOW LAKE, 1910 VG 4-BAR ON PPC (08-10). EST. $20
158 NEWCASTLE, 1898 G+ CDS ON COVER (94-35). EST. $6
159 PRINDLE, 1911 F 4-BAR ON PPC (09-38). EST. $6
160 SCHRAG, 1915 VG 4-BAR ON PPC (11-32). EST. $6
161 SILVER, 1899 VG CDS B/S ON COVER (90-07). EST. $75
162 TURNER, 1910 VG DOANE ON PPC (04-34). EST. $6
163 VENESS, 1910 F 4-BAR ON PPC (08-17). EST. $20
164 WELCOME, 4/15/11 VG LKU DOANE ON PPC (87-17). EST. $25
165 YARDLEY RUR STA, ca1915 G+ 4-BAR ON PPC (12-30). EST. $10

RPOs

166 PORT & DALLAS, 1909 VG (900.5-C-1) ON PPC. EST. $6
167 RUMFORD & PORTLAND, 1909 G+ (10-G-1) ON PPC. EST. $4
168 SALINA & OAKLEY, 1909 VG (925-C-1) ON PPC. EST. $15
169 SANDSTONE & ST PAUL, 1919 F (878.5-F-1) 5% OFF TOP OF PC. 8
170 SANFORD & LEESBURG, 1918 G (387-H-1) ON PPC. EST. $5
171 SAN FRAN & VISALIA, 1910 F (963-AD-2) ON PPC. EST. $8
172 S.L. OBISPO & LOS ANG, 1919 F (980-U-1) ON PPC. EST. $15
173 SANTA ROSA & VAL JCT, 1908 F (984.1-A-1) ON PPC. EST. $15
174 SEATTLE & SKAGWAY, 1936 VG (X-19-d) ON PPC. EST. $8
175 SEWARD & UNALASKA, 1939 VG (X-49-d) ON GPC. EST. $15

Minimum Bid $3.00 please.

Phone bids accepted: 650-344-3080

CLOSING DATE: February 14, 2001 (10 PM PST)

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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

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

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