

# LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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*COVER: Our cover shows an envelope mailed from Madison, Wisconsin on December 22, 1914, for local delivery. It had a Christmas seal (Scott's WX15) affixed to the address side. A large "UNMAILABLE" auxiliary marking was applied across the seal. Randy Stehle explains..*

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*We are pleased to relinquish our commentary space this month to Associate Editor Michael Dattolico, who has prepared some thoughts which should have universal appeal.*

### Passing The Torch

*by Michael Dattolico*

**M**y love of philately began in 1957 when I was a 10-year-old boy scout working on my stamp collecting merit badge. A friend had already started a collection of U.S. stamps, and he encouraged me to work with him. To get me started, he gave me many of his duplicate stamps. I used my allowance to purchase a \$1.49 album and some hinges. Despite my friend's assurance that it would be an easy merit badge, I went into the venture with only a smattering of stamps, a cheap album and no knowledge of stamp collecting.

One of our volunteer scout leaders was a kindly gentleman who was a prominent lawyer in our town. He was also an ardent philatelist who offered to help us complete the merit badge requirements. During one meeting, he told us how much fun he had had collecting stamps in his youth. He introduced us to various things that all stamp collectors use: tongs, hinges, magnifying glasses, perforation gauges and catalogs. I was in awe as the lawyer patiently explained what perforations and coils were, and the difference between regular issues and commemorative stamps. I remember that it wasn't so much what he said about stamp collecting that captivated my attention. Rather, it was the intensity of his talk about the hobby that excited me. After hearing him speak, I really wanted to learn more about collecting stamps.

His talk ended with an unexpected bonanza. The avuncular gentleman announced that he had some U.S. stamp albums in the attic of his law office. Incredibly, he gave us permission to peruse his albums and take out whatever we needed for our collections. To gain access to his attic, all we had to do was tell his secretary that we were from Troop 35, Fort Myers, and that we were working on our stamp collecting merit badge. Those were the magic words which led to what we regarded as a modern-day treasure trove.

I remember the first time that we went to his law office after school. We found four nearly filled albums, plus many partially filled pages. With tongs in hand, we spent several happy hours taking what we needed for our collections. I still recall the excitement of clutching stamps with my tongs and identifying them in Scott's catalog. I felt a similar thrill when I mounted them in my album.

My memory of the next scout meeting is still clear. My friend and I presented our albums to him to show what we had taken from his albums. We proudly watched as the attorney inspected our pages, smiled broadly, and launched into a talk about the merit badge requirements. I felt exhilarated.

Then one night, when we had nearly accomplished our merit badge requirements, he explained that while collecting the stamps themselves was a fine hobby, there was another way to collect them. Our mentor told us that it was also fun to collect the actual envelopes upon which the stamps were affixed. He used the word, "cover," explaining that it was the envelope itself, and he showed us part of his first-day-of-issue cover collection. He then promised to give 5 first-day-of-issue covers to each scout who received the merit badge. I got my merit badge, and our advisor let me pick the first-day covers from his extra stock. I still have them.

Looking back, I don't think that the man was simply being generous when he allowed us to have some of his first-day covers. Today his intent seems more clear. I believe that the kindly lawyer was letting us know that there was more to philately than just filling an album page with stamps. I continue to feel that he was trying to broaden our philatelic horizons by leading us to another facet of philately: postal history. In any case, I had fallen in love with our hobby and remained an enthusiastic stamp collector during my early teen years.

Adulthood approached. I left for college when I was 17 years old, graduated with a degree in physical education, married my college sweetheart, and began teaching physical education in August, 1969. The rigors of being a new husband and starting a teaching career, however, pushed my philatelic interests to a much lower priority. I had little time for philately, so I gave the stamp collection to my two younger brothers.

My life then took an odd turn. Unexpectedly, I was called up for military service in June, 1970. I had to put my teaching career on hold and temporarily leave my family. It was an anxious, disruptive time for me. But from a philatelic standpoint, a new chapter was beginning.

Remembering the old lawyer and his passion for collecting covers, I asked my wife and others who wrote to me to open my letters carefully and save the envelopes. I tried to save their mail to me, but serving in a perpetually wet, tropical place made it difficult to preserve paper. When I came home, though, I gathered the covers that friends and loved ones had saved for me. Many of the actual letters I wrote were gone, but the covers were all there. Seeing them excited me. Thus, I began the transition from stamp collector to cover collector/postal historian by using my own mail sent from overseas as a start. That was nearly 30 years ago. My passion for postal history has continued to grow over the years. I remain dedicated to our hobby as a collector, researcher and writer.

But today, another turn in my philatelic evolution is taking place. Just as the lawyer interested me in philately 43 years ago, I've had a similar chance to bring a young person into our postal history ranks. The budding philatelist is my 17-year-old nephew, Jonathan. Let me tell you about him.

Jonathan is a senior in the Dublin, Ohio school district who will graduate in June. He is a baseball fanatic who completed a successful season as a center fielder last spring. He's a southpaw who looks like a young, rangy Ty Cobb. "Than" (short for Jonathan) is also an accomplished glider pilot who is working towards getting his private pilot's license. But besides baseball and flying, Jonathan is also interested in collecting stamps.

Last summer, the stamp issue called "Legends of Baseball" went on sale at post offices throughout the nation. The issue features early-to-mid 20th century baseball players who have been inducted into the baseball Hall of Fame. Knowing that Jonathan likes anything connected with baseball, I bought a sheet of the stamps, affixed each stamp to an individual envelope, and either mailed or hand-carried them to various Columbus post office branches and nearby town post offices. I asked the clerk at each post office to apply his/her nicest postmark on the stamp. I put my own mailing label on the covers, since most of the postal workers insisted that the covers must pass through the mails. But every clerk with whom I worked on this project was very helpful.

The cancellations applied to the baseball stamps are all attractive, and a few are somewhat unique. Especially nice is the envelope with the Columbus Clip-

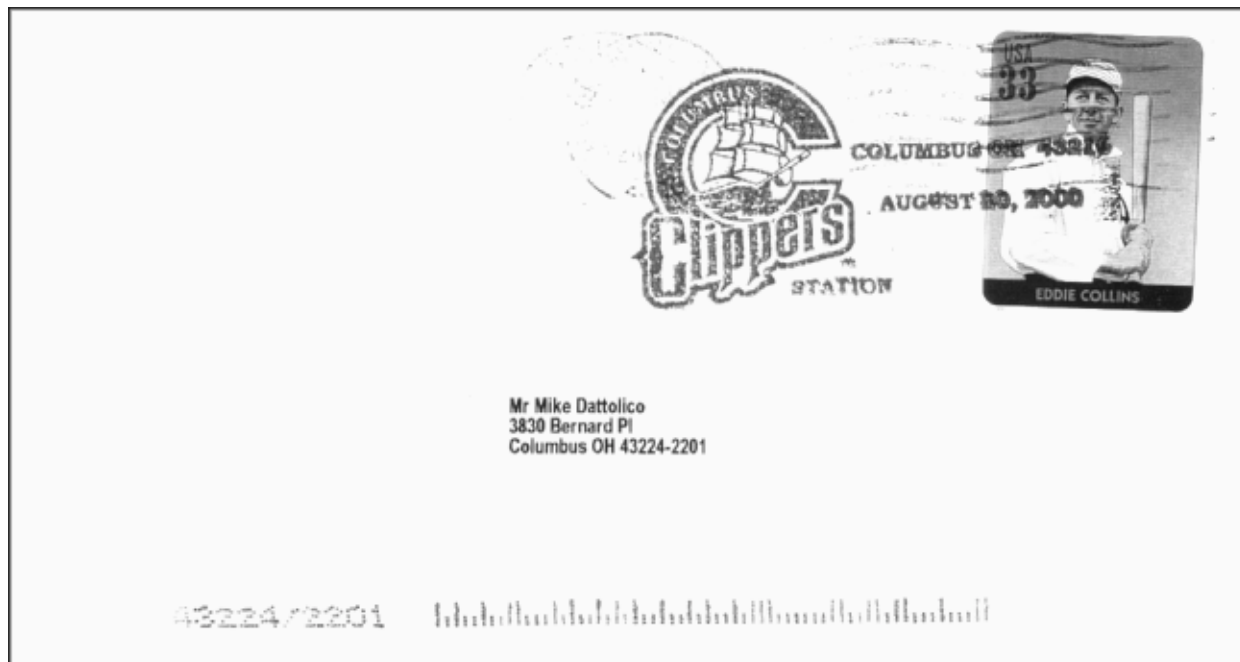
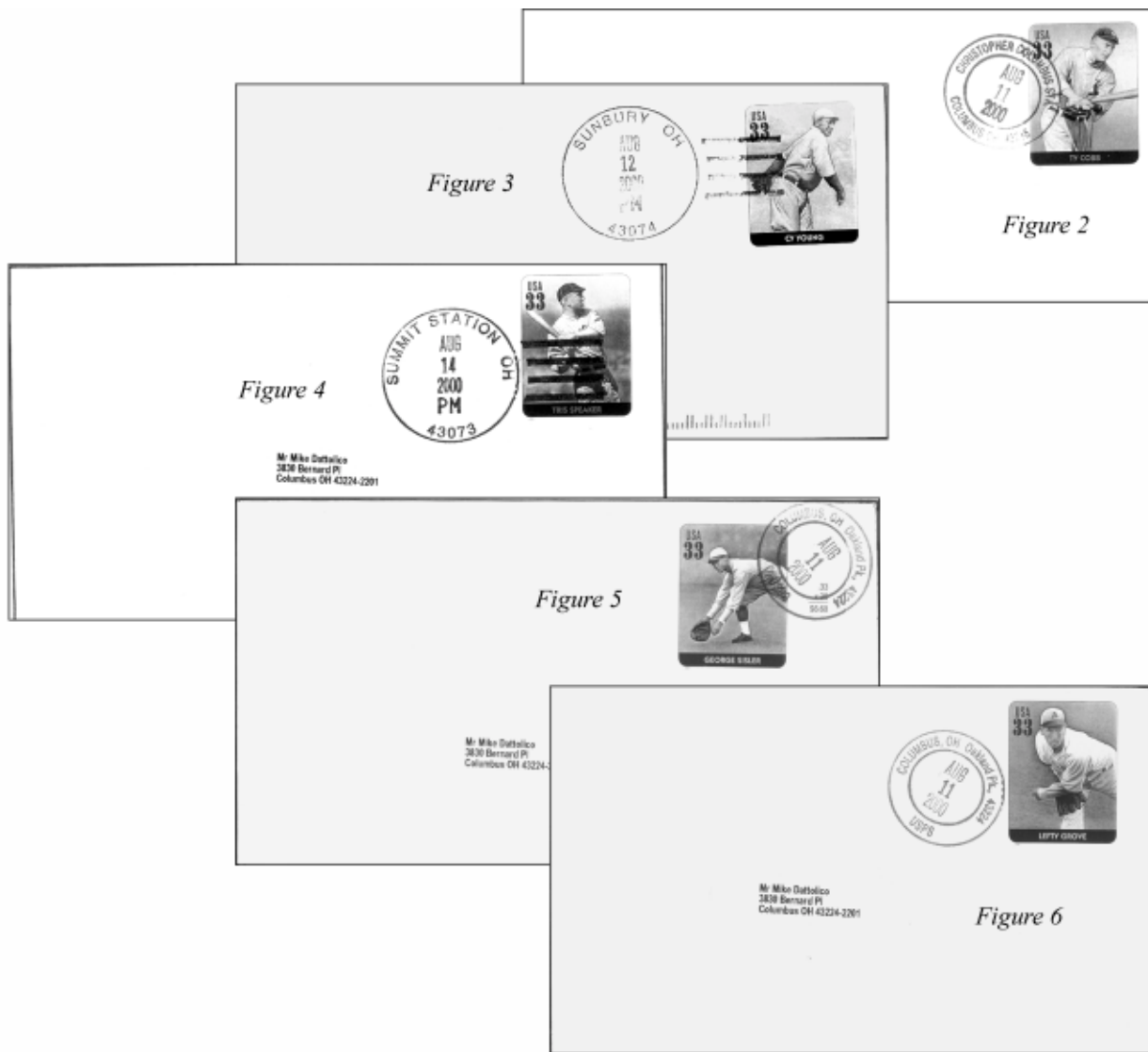


Figure 1. The Eddie Collins stamp which is the fourth stamp in the first horizontal row. A cancellation applied at a postal branch of the Columbus post office situated either at or near Clippers Stadium is the main feature. The Columbus Clippers are the AAA farm team of the New York Yankees.

pers postal station marking. For those of you who don't live in central Ohio, the Clippers are the AAA New York Yankees farm team. Every cover bearing one of the baseball stamps was received by the end of summer. I mounted the covers in a large frame and gave it to Jonathan as a Xmas gift. He received the set of covers with great enthusiasm. Shown here are a few of the baseball covers that were presented to Jonathan. They are labeled as *figures 1* through 6.

Those of us who collect covers should keep in mind that postal historians of the future will be collecting the mail that we are receiving today. Leaving a legacy for future collectors is everyone's responsibility. We must all "pass the torch" to the new generation when we can.



**Figure 2.** Stamp honoring Ty Cobb, which appears as the 2nd stamp in the top horizontal row. With the exclusion of records held by banned player, Pete Rose, many of Cobb's records remain unbroken. **Figure 3.** Stamp commemorating Cy Young, the native Ohioan who won 511 games during his career, which is the most wins of all pitchers in baseball history. **Figure 4.** The Tris Speaker stamp, shown as the 4th stamp in the 4th horizontal row of the stamp issue. Speaker played for the Cleveland Indians and was a yearly contender with Ty Cobb for the American League batting title. **Figure 5.** The first stamp in the first horizontal row highlights Saint Louis Browns 1st-baseman George Sisler, considered by many to be the best 1st-baseman in the history of baseball. The stamp is tied by a red double-circle cancellation applied at the Oakland Park branch of the Columbus post office. **Figure 6.** Shown here is the Lefty Grove commemorative stamp cancelled at the Oakland Park branch of the Columbus post office. Grove's record of 31-4 for the 1931 Philadelphia Athletics is one of the best seasonal records in baseball history. He also won 16 games in a row that year.

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## Early Air Mail and Aviation in Southern California

By Don L. Evans

### Chapter III: The End of the Pioneer Years (1912-1913)

Concluding the description of the 1912 International Aviation Meet at Dominguez Field from the November issue of *LaPosta*, flights of manned balloons and dirigibles, and parachute jumping were a large part of the show and added to the excitement. A race between a car, a motorcycle and an airplane was held, and the motorcycle won. A night aerial bombing with precision accuracy of a mock fortress on the field and a model battleship in a pond, was successfully carried out (a forerunner of a new and deadly military capability to come), and fireworks closed out the evenings.

Many of the early pioneer pilots demonstrated their flying ability at the meet. One of these was Farnum T. Fish who had learned to fly with the Wright brothers. He was only 17, and the world's youngest pilot at that time. A small inheritance had paid for his tuition at the Wright school and allowed him to purchase one of their aircraft. In the following year he flew for

Pancho Villa in Mexico where he served as a general in Villa's air force. This made him, along with Alexander the Great, one of the youngest generals in history. He also gained the unwelcome distinction of being the first aviator to receive a war wound while in flight. *Figure 1* shows a photo of Farnum Fish seated in his Wright Model B aircraft at the Dominguez meet. Although he flew no mail at this show, he was later sworn in as a carrier and in the following months became one of the more prolific carriers of U.S. air mail at regional shows throughout the country.

The feminine side was represented by Blanche Scott, a young aviatrix who had the distinction of being the first American woman to fly. *Figure 2* is from an autographed contemporary photo of Miss. Scott flying Glenn Martin's plane. The notation on the photo, in her handwriting, refers to her first solo on September 6, 1910, and the "E.B." stands for "Early Bird." This was a title conferred on pioneer pilots who successfully soloed, and was later limited to only those



**Figure 1** Young Farnum T. Fish seated in his Wright aircraft at the 1912 International Air Meet at Dominguez Field, California. Note the small monkey sitting in the passenger's seat. It is not known if the monkey actually accompanied Fish on a flight. (Courtesy of W. Waterman)

pilots who soloed prior to December 17, 1916. The Early Bird Society was an important voice in aviation until time finally claimed its last member in 1995, and the Society closed its doors forever.

Blanche Scott's claim as the first woman in America to fly was based on an accidental flight on September 6, 1910. She was taking flying lessons at Glenn Curtiss' school in Hammondsport, N.Y., and while learning to control her aircraft by taxiing at high speeds, the throttle-stops that were supposed to keep her from becoming airborne "malfunctioned," and she rose into the air for a short flight from which she landed successfully. Curtiss was unhappy about this unautho-



**Figure 2** Contemporary photo of Blanche Scott sold as a souvenir at the 1912 Meet, and showing her flying in a Martin aircraft. Autographed by Scott with the notation "Sept 6-1910," referring to the date she soloed.

rized flight, and suspected her of tampering with the throttle-stop. As a result, he refused to acknowledge the flight as a solo achievement. Later other disagree-



**Figure 3** Airmail stamp (Scott C99) issued December 30, 1980 to honor Blanche S. Scott, and her pioneering flights.

ments with Curtiss led her to try for lessons with the Wright brothers, but they would not accept a woman student. She never did receive her pilot's license, but performed successfully at airshows for some years. In 1916, she retired from flying with the rueful comment that the only jobs available for women in commercial aviation were for stunt fliers. In 1980, The U.S. Postal Service issued a 28¢ air mail stamp to commemorate her achievements (Scott C99), shown in *Figure 3*. The stamp uses the aircraft in the photo shown in *Figure 2*, as the background for her portrait.

*Figure 4* shows a photo of Blanche Scott seated at the controls of a Martin biplane, but she was not the only woman to perform at Dominguez in 1912. The Broderick sisters also dazzled the crowds with a series of daring parachute jumps.

Henry Huntington, the railway tycoon, helped finance the Dominguez Field International Air Meets, and scheduled special cars for the Pacific Electric Railway to service the crowds, and crowds there were. On the first Sunday, January 21, 1912, of the nine-day

Third International Air Meet, 75,000 people attended, and on the last Sunday, another 45,000 showed up. Attendance in between was less, due to exception-



**Figure 4** Blanche Scott, seated at the controls of a Martin biplane. At the time, she was described in the newspapers as a "dainty little Miss with rosy, dimpled cheeks."

ally cold and windy weather, but the total number of spectators added up to almost 50% of the total population of Los Angeles.

All in all, the 1912 meet was a great success, but for some reason no more large aviation shows were held in Southern California for many years. However, flying activity continued throughout the area, and new achievements were to be recorded.

After flying in some other regional shows, Farnum Fish returned to Southern California. On April 6<sup>th</sup> and 7<sup>th</sup> of 1912, he and fellow flier, Horace Kearny, were part of an exhibition at the Coronado Polo Grounds in San Diego. The exhibition was well advertised and luridly reported in the local San Diego Union with headlines such as “AVIATORS FROLIC IN TREACHEROUS WIND \*\*\* KEARNY AND FISH AERIAL CIRCUS STARS \*\*\* AIRSHIP DISABLED AT DIZZY HEIGHT, AVIATOR GLIDES THOUSANDS OF FEET.” However, the show was not a financial success. Weather was poor and attendance low, but it did furnish another opportunity for air mail to be flown in those early days.

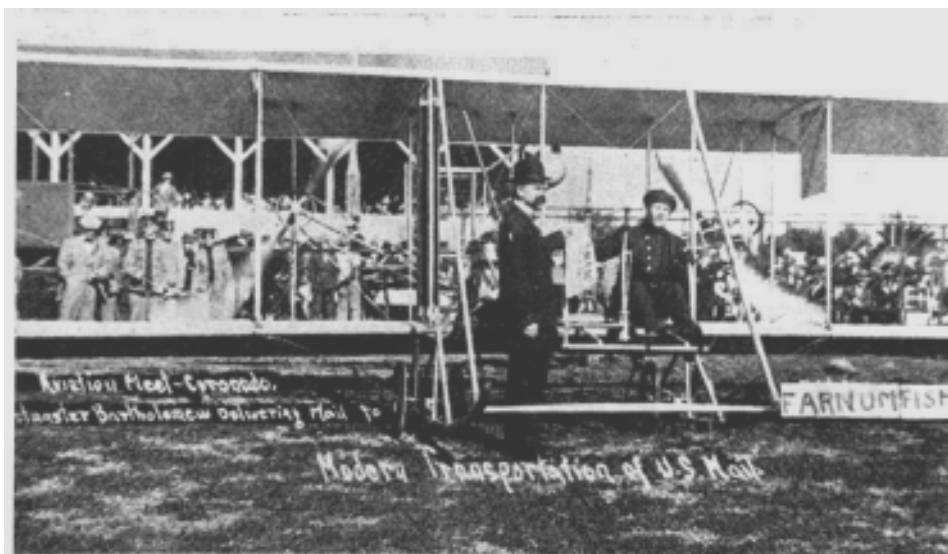
Farnum Fish was already an approved carrier of U. S. Mail, and on this occasion, Postmaster C. H. Bartholomew of San Diego authorized the flights and on opening day came to the field and personally handed the mail pouches to Fish. *Figure 5* reproduces a contemporary newspaper photo of the event. Fish took off with two bags of mail, one of which he dropped on the beach near the field where Lt. John H. Towers (later to become a famous admiral) was

waiting in a Curtiss hydroplane. Towers picked up the pouch and flew it to Point Loma from where it was carried by auto to the San Diego Post Office. Fish flew the second bag of mail directly across the bay and dropped it at the San Diego Post Office. On the second day of the meet, mail was also carried by these two aviators, but with a different routing. Although about 2000 pieces of mail were flown in these two days, surviving examples are difficult to find and today are philatelic treasures. *Figure 6* reproduces a post card flown on opening day with the special postal marking, “AEROPLANE STATION / SAN DIEGO, CAL.”

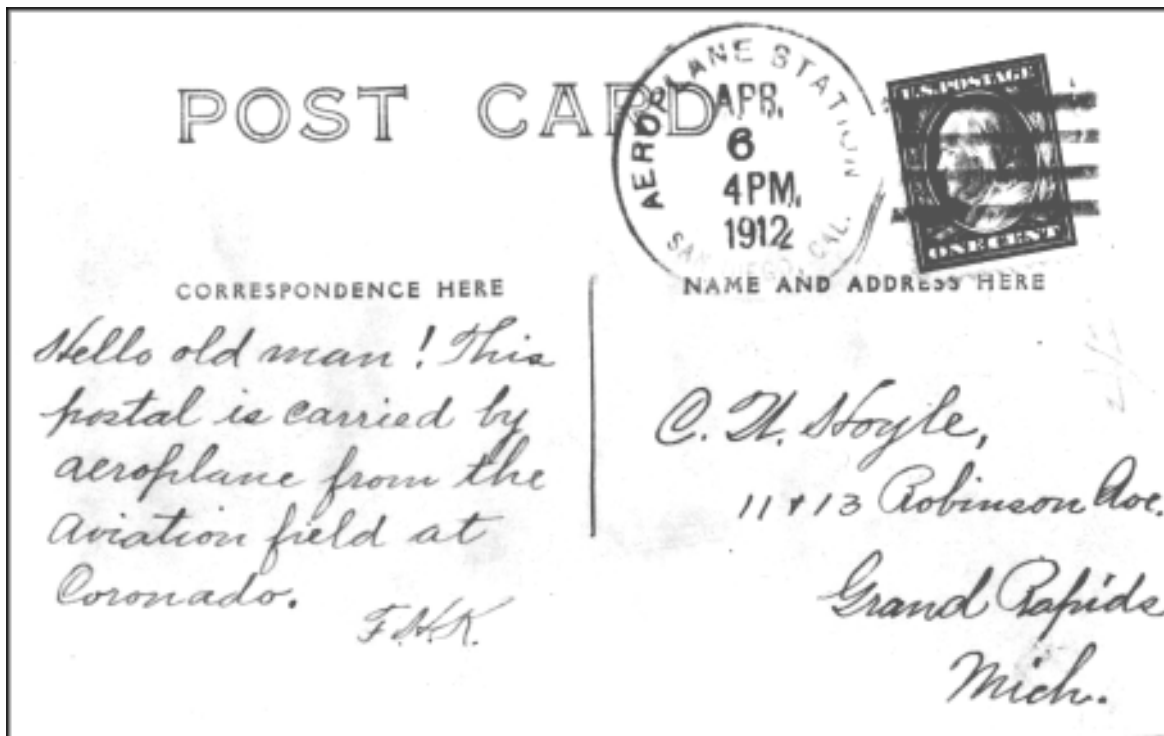
The Curtiss Flying School, which we have earlier mentioned, was in full swing on North Island, off the north end of Coronado Island, and was the progenitor of the famous Naval Air Station of today. Curtiss at the time had civilian, Army and Navy aviation students, but his major emphasis was on training Naval pilots and perfecting his hydroplane for sales to the Navy.

Farnum Fish, at loose ends after the Polo Grounds exhibition, hopped over to North Island and proceeded to disrupt the organized training schedules of Curtiss by performing aerial feats in front of the students that Curtiss would not let them attempt. The fact that these were being performed in a Wright aircraft, Curtiss' main competitor, made it even worse. Curtiss gave Fish an ultimatum. Leave within two hours or he would personally pitch Fish's Wright aircraft into the bay.

Fish bowed to the inevitable and instructed his mechanic, Al Hazard, to load up the plane and to include a spare five gallon can of gas. Taking off, Fish disappeared to the north, and about three hours later, Curtiss received a phone call from a Los Angeles reporter asking for more details about one of his planes that had just completed the first flight from San Diego to Los Angeles. This, of course, was Fish's Wright, and Curtiss was now really



**Figure 5** Farnum Fish, on April 6, 1912, at the Coronado Polo Grounds, receiving mail bags from the San Diego Postmaster, C. H. Bartholomew. (From a contemporary newspaper account)



**Figure 6** Postcard mailed at the Aeroplane Station post office that was erected at the Polo Grounds on Coronado Island. This card shows the special postmark applied to mail flown by Farnum Fish during the exhibition. Postmarked April 6, 1910, and carried by air to the San Diego post office where it entered the regular surface mail and was dispatched to its destination at Grand Rapids, Michigan. (Courtesy Stephen Reinhard)

mad. Several of his fliers had attempted the flight and none had succeeded, and to be outdone by one of his competitor's airplanes was the last straw.

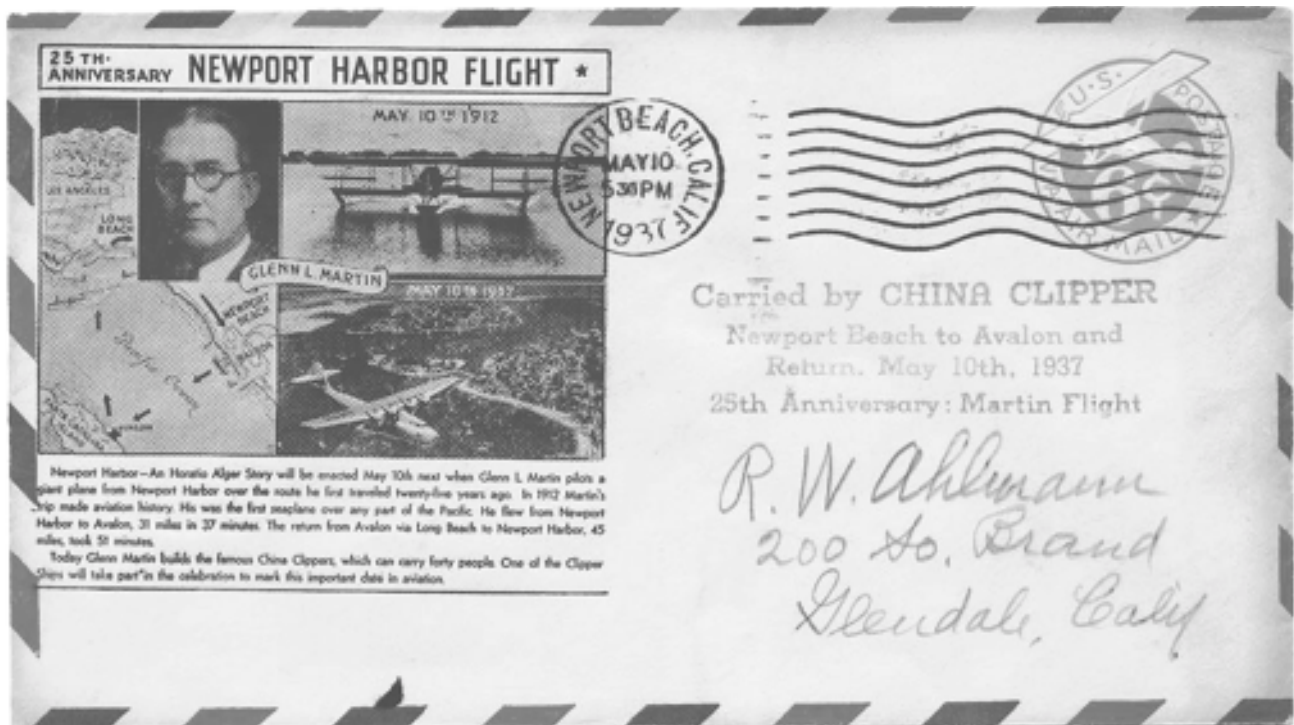
The following month, another first was achieved. Glenn Martin also wanted the Naval aviation business and had developed his version of a hydroaeroplane to compete with Curtiss.

On May 10, 1912, Glenn Martin flew from Newport Beach Harbor on the mainland to Avalon Bay at Santa Catalina Island. The pioneering flight covered 31 miles and an elapsed time of 37 minutes. The return journey was flown via Long Beach for a distance of 45 miles in 51 minutes. These two flights established a new record for the longest over-water flight to date. *Figure 7* shows a photo from a contemporary post card with Glenn Martin's passenger-carrying flying boat taxiing up to a landing ramp at Avalon Bay. This was taken after his pioneering flight and while he was running a passenger service to Catalina, but the design of the aircraft is very similar.

Although no mail was carried by Martin on his first flight, he duplicated the feat of the first scheduled air mail in the United States, the famed Catalina pigeon mail which operated from Catalina Island to the mainland from 1894 to 1898. The story of the pigeon mail is a fascinating one, and more will be said about it later in this chapter.



**Figure 7** Contemporary sepia-colored postcard showing a Martin flying boat taxiing up to the landing ramp at Avalon, Catalina Island. While not a photo of Martin's record breaking flight, this aircraft is very similar in design and was used for passenger flights between the island and the mainland following Martin's original flight.



**Figure 8** Twenty-five years later, Glenn Martin re-enacted his historic flight. This time, he piloted one of his M-30 four-engine China Clippers, and carried a large quantity of mail. This souvenir cover was postmarked at Newport Beach, California on May 10, 1937, and is cacheted with photos showing Martin's original aircraft and the M-30, and the route taken both by the original and the commemorative flights.

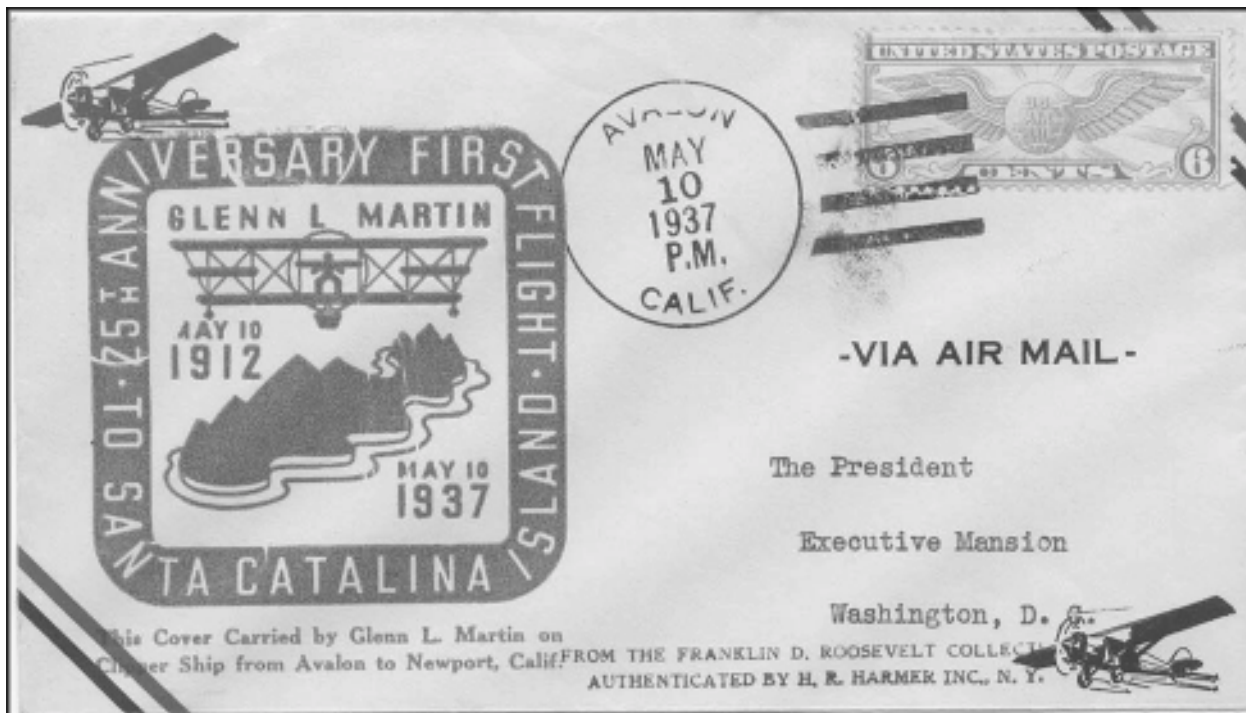
Twenty-five years later, on May 10, 1937, Glenn Martin re-enacted his historic flight. This time he piloted one of his large trans-oceanic China Clippers. The anniversary flight was highly publicized and a large quantity of mail was carried.

Figure 8 shows a cacheted cover, postmarked at Newport Beach on May 10, 1937, and carried aboard the China Clipper for the round trip to Catalina. Upon its return it entered into the mail at Balboa Island in Newport Bay, and was sent by surface mail to its destination at Glendale, California. In the cachet, the upper-right photo shows Martin's original Catalina Island aircraft, and the lower right, his Martin China Clipper of twenty-five years later.

Landing his four-engine M-30 in Avalon Bay at Santa Catalina, Martin was greeted by local dignitaries and feted at a special luncheon. Figure 9 is from a contemporary newspaper account of the flight, and shows Martin debarking from the Clipper. The lady standing in the launch is his mother who accompanied him on this flight and who many years earlier had helped him build his first airplane in 1911 in an abandoned church in Santa Ana, California.



**Figure 9** Glenn Martin being greeted by a top-hatted dignitary from Avalon, Catalina Island, as he disembarks from his China Clipper. The lady standing in the launch is Martin's mother who had accompanied him on the flight. Photo is from a newspaper account of the flight. Following a luncheon on shore, Martin flew the Clipper back to Newport Beach via Long Beach, where he delivered his cargo of thousands of cards and letters that were specially mailed for this anniversary flight.



**Figure 10** Souvenir cover carried on the return leg of Martin's anniversary flight on May 10, 1937. Postmarked at Avalon, Catalina, the letter was addressed to "The President, Executive Mansion, Washington D.C. After being flown from Avalon to Newport Beach, the letter entered the regular mail, and was air mailed to destination where it became a part of President Roosevelt's personal philatelic collection.

More mail was loaded at Avalon for the return trip, and *Figure 10* shows a souvenir cover from that flight. It is addressed to the President (Franklin D. Roosevelt) at the Executive Mansion in Washington, D.C. where it subsequently became a part of the Roosevelt philatelic collection. Flown by Martin from Avalon to Newport Beach, it there entered the mail and proceeded by regular air mail to its destination.

True to his ambitions of twenty-five years earlier, Glenn Martin had become a world-leading manufacturer of flying boats, and also at this time was the builder of the Army Air Corps' premier bomber, the Martin B-10.

Revisiting the early pigeon mail, in the early 1890s, Catalina Island had become a favorite destination for visitors from all over the country. Southern California was in the midst of a land boom and the Island had become a must-see attraction. The social activities of the island colony and visitors were always news and although a post office had been established in 1889 and two mails were sent and received by steamship daily, no messages could be sent after the last ship sailed in the afternoon until about 24 hours later on the following day.

Two young Los Angeles entrepreneurs, Oswald and Otto Zahn got permission from the Banning brothers who owned Catalina at that time to begin a scheduled pigeon mail service from the island to Los Angeles. The brothers also signed a contract with *the Los Angeles Times* newspaper to provide the paper with a means to transmit up-to-date news from the island to the mainland.

Scheduled flights were made from Avalon twice each day, and at other times when required. The pigeons made the trip to Los Angeles normally in about 90 minutes, and the first scheduled air mail service in the United States was inaugurated on July 12, 1894. The carrier was a Belgian homing pigeon by the name of Orlando. Orlando was an exceptionally handsome and dependable bird (see *Figure 11*), and became one of the mainstays of the service. On the inaugural flight, Orlando made the 43 mile journey in just 54 minutes.

An advertisement describing the service is shown in *Figure 12*.

Messages were written on small pieces of tissue paper about 2 1/2 by 3 3/4 inches. These were rolled and tied to the pigeon, which was then released to fly to the mainland. Flying to the Bunker Hill section of downtown Los Angeles, the pigeons would arrive at their home loft where the Zahn brothers would re-



**Figure 11** Orlando, the pigeon mail's champion carrier. Orlando was a "blue-check homer," and was one of the speediest birds in the service. The tissue-paper flimsy at the left is typical of the personal messages carried, and reads, "Aug 6, 1895 / H. Wilkins / Pasadena / Landed 47 pound Tunny Fish / F. Y."

trieve the messages and personally deliver them to local addresses. Those to distant destinations were usually mailed, or urgent messages could be telegraphed for an additional fee.

Examples of these flown tissue paper air mail messages are extremely rare. The author has searched many sources during the past three years without being able to locate a single copy. They do exist, however, and some photos are available. These photos are courtesy of the *Collectors Club Philatelist* and are from an article written in 1985 by the late Philip Silver, a noted airmail philatelist. The flown messages were from the collection of Erik Hildesheim, a well-known Early Bird flyer and collector of aviation memorabilia. *Figure 13* shows two typical messages from

his collection that were flown during the era. Mr. Hildesheim is no longer living and the present whereabouts of these items is unknown to the author.

The service became a resounding success and, until forced out of business by the Pacific Wireless Company who established a wireless telegraph station on the island in 1902, The Zahn's pigeon mail was the first and only scheduled air mail service in the United States at the time, and a successor would not appear until 1918. Although a private service, and not authorized by the USPOD, the pigeon post deserves equal philatelic billing with the ground carrier services of the mid and early 1800s whose private posts have contributed to the story of our mails.

The many entertaining tales of the personalities and prowess of the approximately 50 carrier pigeons that flew the mails are too lengthy to relate here, but make a wonderful story, and one that interested readers should pursue.

The early pioneer years of aviation were great years for the new science of flying, but extracted a terrible toll on the practitioners of the art. By mid-1912 over a hundred and fifty men and women had been killed in accidents, and when it is considered that a total of only a few hundred pilots were flying anywhere in the world, the danger of flying in fragile and experimental aircraft becomes evident.

During the Summer Months ...

TRANSMIT YOUR **MESSAGES**

... FROM ...

**CATALINA ISLAND**  
TO THE OUTSIDE WORLD

VIA THE  **SANTA CATALINA ISLAND**  
**HOMING PIGEON SERVICE.**

The only regularly organized service of the kind in the world.

The only possible means of communication after the steamer leaves Avalon. This novel service consists of **FIFTY WELL TRAINED HOMING PIGEONS**, (commonly known as Carrier-Pigeons,) which will convey your messages in a **SPEEDY AND RELIABLE MANNER** to **LOS ANGELES**, where they can be forwarded to any point reached by wire.

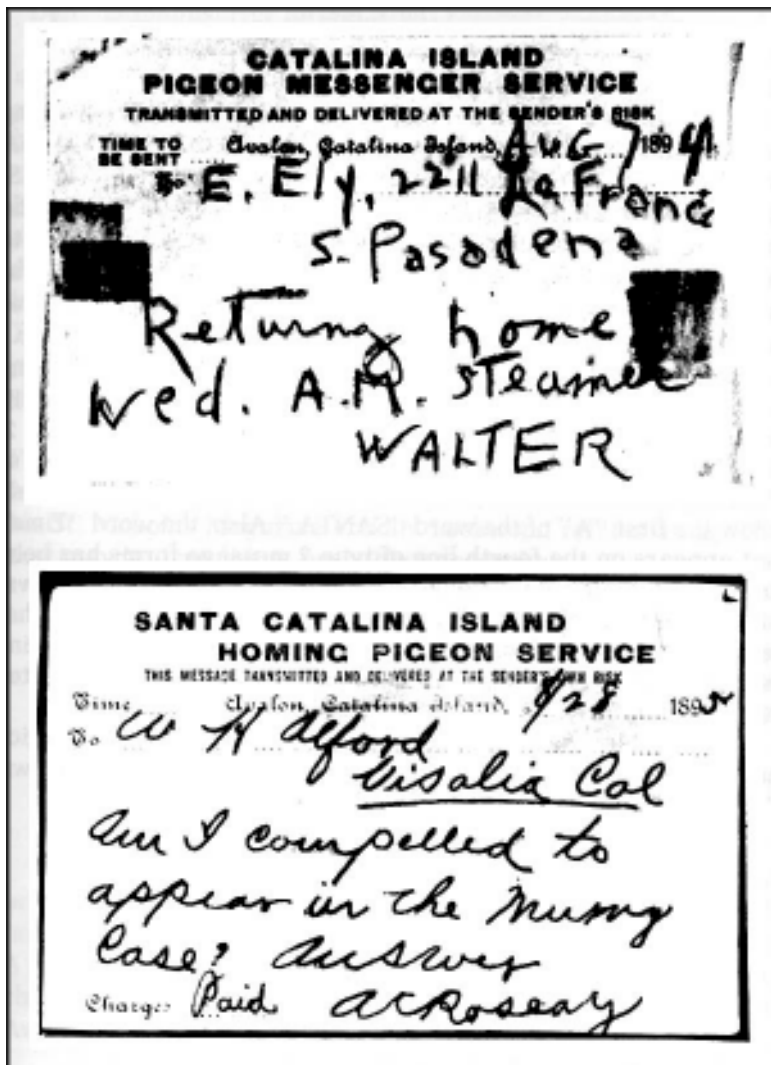
Rates: 50 cents per message when forwarded with daily news budget, at 2:30 p. m. \$1.00 when sent at 10 a. m. Messages forwarded at other hours, subject to special charges.

★ A MESSAGE IS GOVERNED BY SIZE AND NOT BY NUMBER OF WORDS. The printed blanks and write a duplicate. Messages are transmitted and delivered at the sender's risk; however, money will be refunded in case of failure, only two letters in 1894.

The Pigeons fly the distance in from 50 minutes to 1 1/2 hours. For full particulars apply at

**OFFICE ON WHARF, OR HOTEL METROPOLE.**  
**OTTO J. ZAHN & O. F. ZAHN, PROPS.**  
UNIVERSITY FRANK, 209 S. Broadway.

**Figure 12** A reproduction of an advertising circular describing the pigeon mail service. This flyer was distributed to visitors on the island.



**Figure 13** Photographs of two of the very scarce examples of flown pigeon mail. The top message is a note written August 7, 1894, less than a month after the inauguration of the service in July, 1894. The bottom message is to Visalia, California, and reads, "Am I compelled to appear in the Murry Case? Answer." This message was likely received in Los Angeles and then re-transmitted to its destination by telegraph. This was a service provided by the Zahn brothers for an additional fee.

As one of the early pilots and aviation expert, Horace B. Wild, wrote, "The years 1910, 1911 and 1912 were the Bonanza years of aviation, In frail machines, the pilots rode to quick fame, quick riches, and, too often, to quick death."

By the end of 1912, air mail associated aviation events disappeared from Southern California for more than a decade. It wasn't until the rise of private air mail carriers in 1925, following the decision by the Post Office Department to get out of the mail carrying business that air mail resumed a major role in Southern California aviation.

This doesn't mean that aviation was dormant in Southern California. New aircraft companies were being formed constantly, and failing almost as fast. New types of aircraft were being designed and giant strides were being made in development. However, the actual products of these developments were few. Financiers had yet to discover the pot of gold that resided in aviation, and just about every aviation endeavor was conducted on a shoestring.

At the entry of the United States into World War I in 1917, the U. S. ranked 14<sup>th</sup> among the nations in aviation. The Army had 55 aircraft, of which four were old, and the other 51 were obsolete. The services had a total of 85 aviators, and since 1903, only 200 aircraft of any kind had been built in this country. For a nation that had made the first manned powered flight of a heavier than air vehicle this was a very poor showing.

After entry into the conflict in 1917, the United States armed services and the administration called for the construction of 22,500 aircraft and engines, and provided \$640,000,000 to pay for them. This was the beginning of a tremendous surge in aviation activity all over the nation, and set the stage for a post-war beginning of commercial development.

In 1918, the Post Office Department initiated a scheduled air mail service, to be flown by Army Air Corps pilots, but the routes did not reach to Southern California, and all air mail from the region had to be sent by surface transportation to San

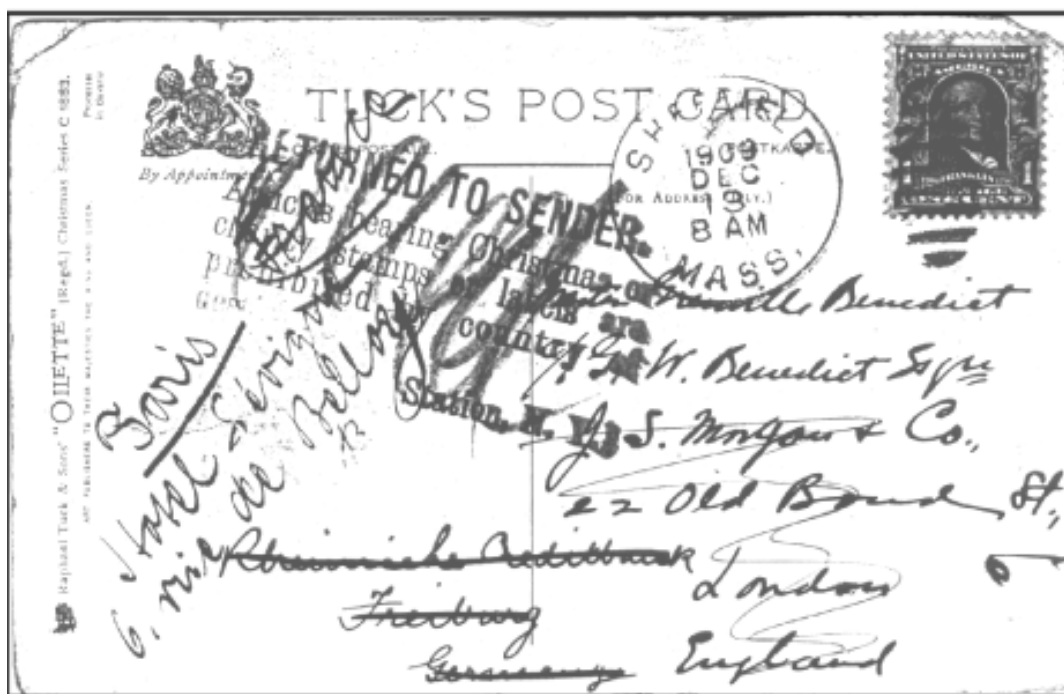
Francisco where it could finally become airborne. This was a great disappointment to the proud Los Angeles who were convinced that their city was the jewel of the west, and deserved better treatment.

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**To be continued. Our next chapter will describe the rapid rise of commercial aviation and air mail in Southern California, and the successes that by the late 1920s made it into the most active air mail user in the entire world.**

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**Figure 1** A post card was sent from Sheffield, MA to London, England on December 19, 1909. There is evidence that a charity stamp was affixed on the left hand side of the card, just below the auxiliary marking.

## Auxiliary Markings – Prohibitions on Charity Stamps, Labels and Seals

By Randy Stehle

Over the years, certain items have been banned from the United States mails as well as that of many foreign countries. The right of a country to prohibit these items from entering their mail stream has generated a number of rules and regulations to enforce the ban. The prohibitions against sending these items to foreign countries can be found in the *United States Official Postal Guide (PG)*. The prohibitions dealing with domestic items can also be found in the PG, as well as in the *Postal Laws and Regulations*. All items excluded from transmission in the domestic mails were also prohibited from the foreign mails.

### Foreign Rules and Regulations

This article will focus on the issues relating to the use of charity stamps, labels and seals on both international and domestic mail matter. Foreign countries have always had the right to ban whatever they chose from their mails. The list of items banned by individual countries is fairly long. There were many reasons behind the prohibitions, chief among them financial considerations. The possibility that a charity seal could be mistaken for a postage stamp was one

of the concerns. There were also items that were banned for political, health and many other reasons. Some of the more interesting items listed, for instance, in the January 1907 PG, provide a fascinating glimpse of what was forbidden almost 100 years ago. Salt was banned from Japan and China, while tobacco was banned from France and Egypt. Germany prohibited incomplete packs of playing cards, Greece banned old shoes for sale and Romania banned newspapers in Greek.

There was no ban in the January 1907 PG against the use of charity stamps, seals or labels on mail matter. There were two countries that prohibited the importation of articles resembling postage stamps (Norway and Denmark), and two countries that did not allow post cards that depicted imitations of postage stamps (Belgium and Great Britain).

The first country to allow charity seals on their mail matter was Denmark in 1904. The seal was sold to raise funds for TB relief. This same year, Sweden and Iceland also issued charity seals. The first charity seal used in the United States was in 1907. The Delaware Chapter of the National Red Cross sold them locally. Its sale raised \$3,000, more than ten

times the amount they had wanted. The next year, the National Red Cross raised \$135,000 through the sale of its seals.

The successful sale of these seals encouraged other countries to issue them to raise funds for various causes. Sometime between 1907 and 1909, certain countries began banning foreign seals on their mail. (The author did not have access to *PG*'s from these years). One of the earliest usages of an auxiliary marking dealing with this issue is found in **Figure 1**. This post card was sent from Sheffield, MA to London, England on December 19, 1909. The foreign post card rate was two cents then, though this post card would have qualified for the one-cent printed matter rate, as it contained no writing. There is evidence that a charity stamp was affixed on the left hand side of the card, just below the auxiliary marking. Evidently, England had a ban on the use of charity stamps. A marking that reads "RETURNED TO SENDER. / Articles bearing Christmas or / charity stamps or labels are / prohibited by country of / destination. / [Foreign] Station, N.Y.)" Was applied to the post card. The card was returned to the sender, who apparently removed the charity stamp. It was then sent to London, before being forwarded to Freiburg, Germany. The addressee was not there, so it was forwarded again to Paris,

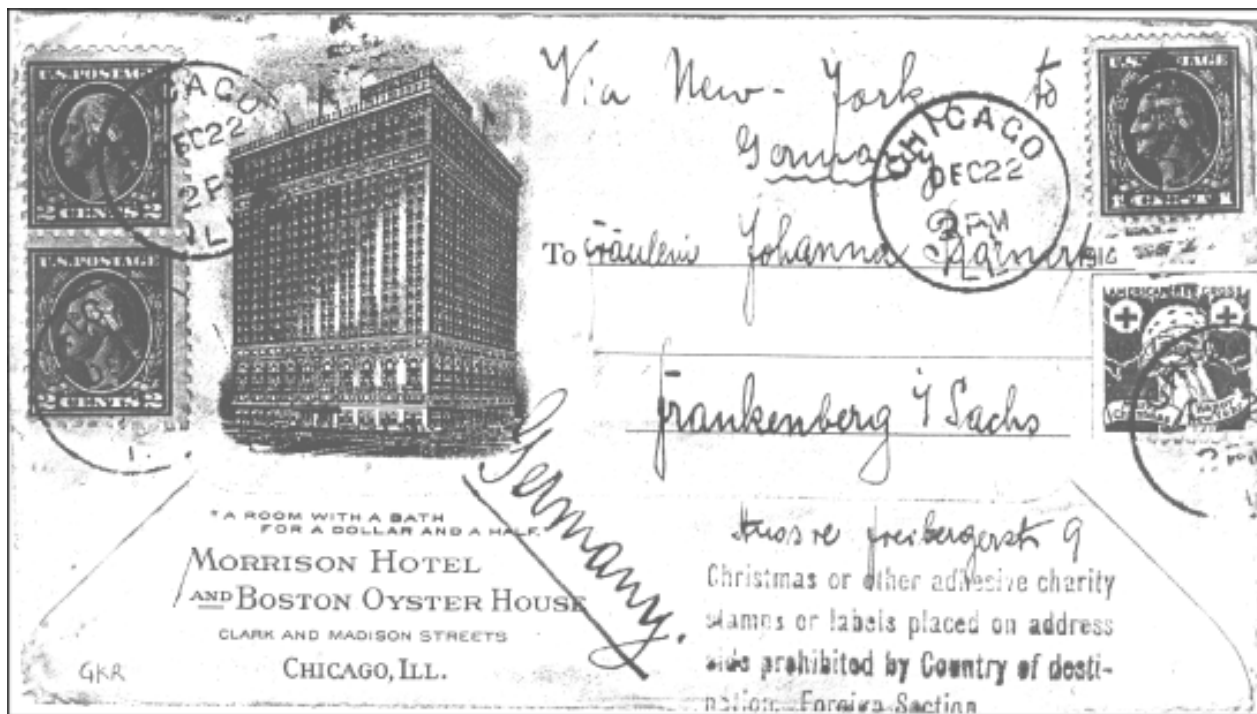
France. The forwarding address for Paris is written over the spot where the charity seal had originally been.

The author has seen another 1909 usage of this marking on a letter addressed to Germany. In this case the Christmas seal (*Scott's WX5*) was not removed from the cover. Even though the marking was also applied at New York, it is worded differently. It reads "RETURNED TO SENDER. / Articles bearing on their face / Christmas or charity stamps or / labels are prohibited by country / of destination, / (Foreign Station, N.Y.)".

A reminder regarding these regulations appeared in the November 29, 1911, issue of the *Daily Bulletin of Orders Affecting the Postal Service (DB)*. It read:

Owing to the approaching Christmas season, attention is invited to Section 39, on page 148 or the Postal Guide for July 1911, relative to articles bearing non-postage Christmas stamps in international mails. Postmasters and other postal officials will please take due notice of the matter and give the widest possible publicity thereto. / Joseph Stewart, / Second Asst. P.M. Gen.

By the time the July 1912 *PG* was published, 31 countries had prohibitions dealing with charity seals. Three of them (Austria, Norway and Portugal), banned mail matter that had seals on any part of them. The other 28 only banned mail matter that had them on the ad-



**Figure 2** The letter was mailed in 1914 with a Christmas seal (*Scott's WX15*) attached to the address side. It received the marking "Christmas or other adhesive charity / stamps or labels placed on address / side prohibited by Country of desti- / nation. Foreign Section."

dress side. Most of these countries were small nations in Africa, the Caribbean, Asia, North American and South America. The only European countries were Germany, Great Britain and Gibraltar.

*Figure 2* shows another usage to Germany, but this time the cover originated in Chicago. The letter was mailed in 1914 with a Christmas seal (WX15) attached to the address side. It received the marking “Christmas or other adhesive charity / stamps or labels placed on address / side prohibited by Country of destination. Foreign Section.”

It was not until sometime between 1921 and 1922 that all foreign countries banned charity seals on mail matter. (The July 1921 PG still allowed this to some countries, while the July 1922 PG banned it to all of them).

## Domestic Rules and Regulations

The United States Post Office Department (POD) did not have any prohibitions against the use of charity seals on domestic mail matter until 1911. The Third Assistant Postmaster General addressed the reasons for the imposition of these regulations in the 1911 *Annual Report of the Postmaster General (AR)*. He stated “The constantly increasing use of nonpostage stamps issued for philanthropic and advertising purposes has caused much embarrassment to the service in the handling of mail matter to which they have been attached. Many of these contained numerals or resembled postage stamps in color, shape, or design, and have been mistaken for such stamps by the public, and have required close examination on the part of postal employees to identify them, thus retarding the rapid handling of mail matter which is so essential to the highest efficiency of the service. For this reason the Postmaster General issued an order, No. 5620, of July 1, 1911, providing that nonpostage stamps shall not be affixed to the address side of mail matter, but that they may be affixed to the reverse side of domestic mail matter provided they do not in form and design resemble postage stamps and do not bear numerals.”

This order appeared in the July 10, 1911, issue of the *DB*. It read:

No adhesive stamps, or imitations of stamps, of any form or design whatever, other than lawful postage stamps, shall be affixed to the address side of domestic mail matter, but such adhesive stamps, provided they do not in form and design resemble lawful postage stamps, and do not bear numerals, may be affixed to the reverse side of do-

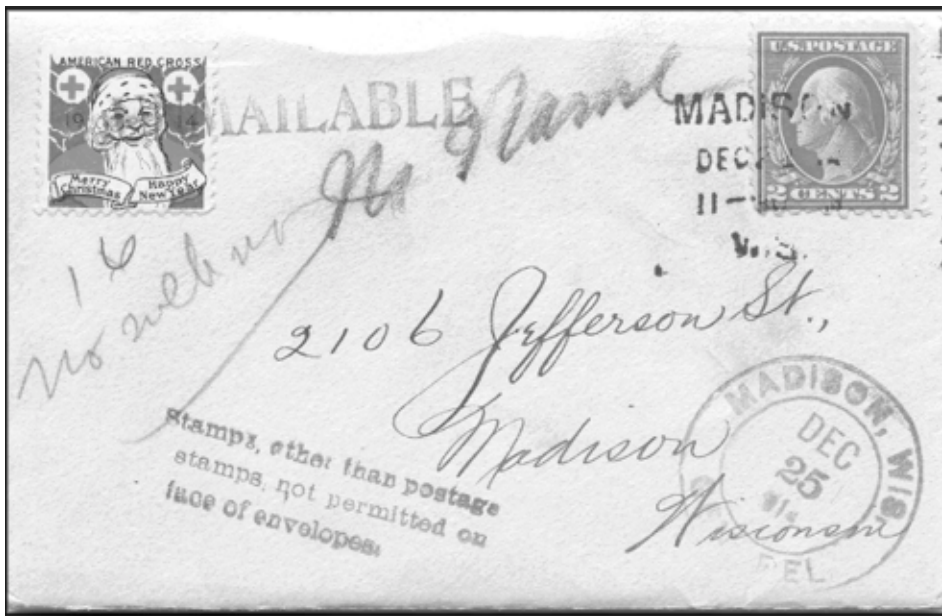
mestic mail matter. All domestic mail matter bearing, on the address side, adhesive stamps, or imitations of stamps, other than lawful postage stamps, will be returned to the sender, if known; otherwise they will be forwarded to the Division of Dead Letters. / Frank H. Hitchcock / Postmaster General.

There was some confusion as to the appropriate application of the above order. In order to clarify matters the August 29, 1911, *DB* carried the following:

It has come to the attention of the Department that many postmasters are holding as unmailable letters bearing printed labels that do not come within the purview of Departmental Order No. 5620, appearing on page 12 of the August, 1911, supplement to the Postal Guide, in regard to adhesive stamps. Postmasters are, therefore, informed that printed labels or ‘stickers’ which are not in imitation of or which do not bear a resemblance to postage stamps in form or design, or which do not bear numerals calculated or liable to cause them to be mistaken for postage stamps, are not regarded as coming within the purview of the order mentioned, and matter bearing such printed labels or ‘stickers’ should not be held as unmailable. / James J. Britt / Third Asst. P.M. Gen.

One final modification to the above order was published in the December 11, 1911, *DB*. The Postmaster General issued Order No. 5962, dated Dec. 8, 1911, suspending Order 5620 until January 1, 1912. In subsequent years, the ban on charity seals on the address side of domestic mail matter was lifted every December 1 and reinstated on the following January 1. This seasonal, temporary lifting of the ban is responsible for all the Christmas (and other) seals found on December mail matter.

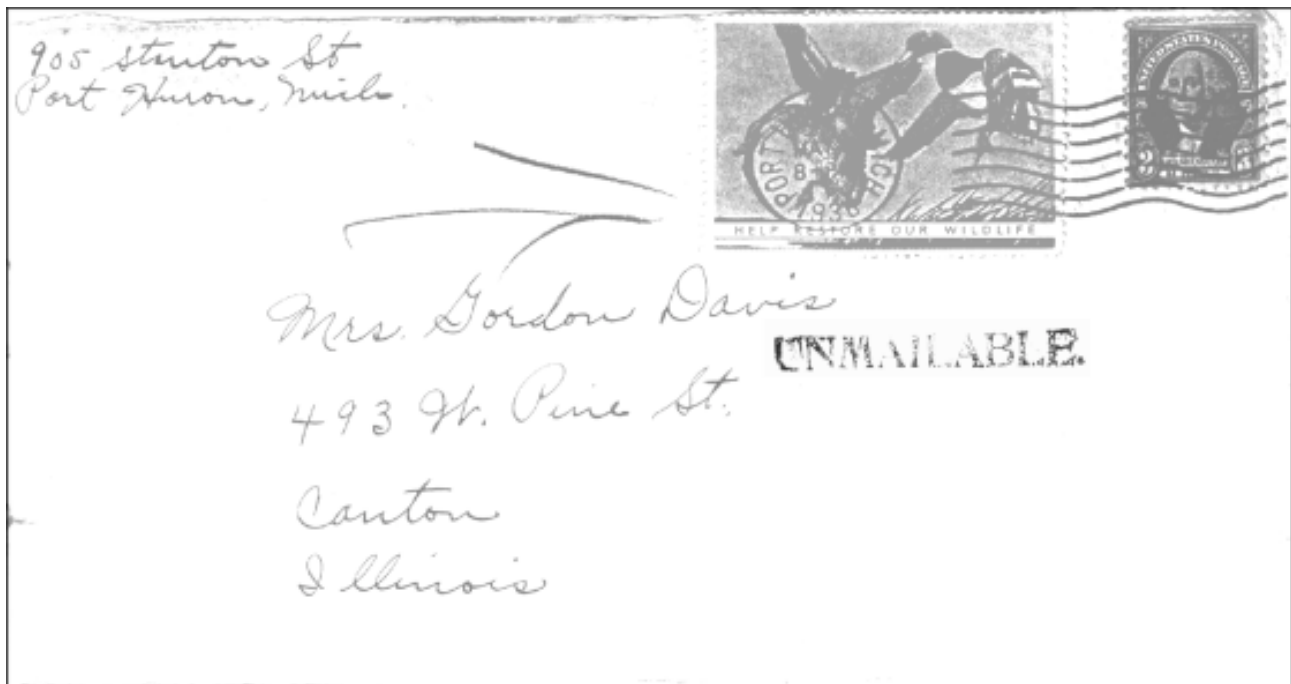
At least one postal employee did not understand the above modification, as can be seen in *Figure 3*. This cover was mailed from Madison, WI on December 22, 1914, for local delivery. The two-cent stamp properly pays the first class, local letter rate for carrier post offices. It had a Christmas seal (*Scott's* WX15) affixed to the address side. A large “UNMAILABLE” auxiliary marking was applied across the seal. The cover also received another handstamp that reads “Stamps other than postage / stamps not permitted on / face of envelopes.” A manuscript “No Name” marking was written on it, as the cover did not have the addressee’s name on it. Another manuscript marking reading “16 / No such no” was also applied to the cover. The presence of these two manuscript markings indicates that the postal clerk later realized that the cover did not violate any rules or regulations. Proper treatment of this cover should have included crossing out the two markings that indicated that the



**Figure 3** This cover was mailed from Madison, WI on December 22, 1914, for local delivery. The two-cent stamp properly pays the first class, local letter rate for carrier post offices. It had a Christmas seal (Scott's WX15) affixed to the address side. A large "UNMAILABLE" auxiliary marking was applied across the seal.

Christmas seal was improperly affixed. This is what happened to the **Figure 1** cover. Even though this was not done in this case, an effort was being made to deliver it to its intended destination. The "16" notation in second manuscript marking is the number of the directory clerk who determined that the address did not exist. That is why the "No Name" marking

was added – to indicate that the Madison, WI city directory could not be consulted to affect delivery. After determining that the cover could not be properly delivered, it was sent to the general delivery section. This is evidenced by a magenta double circle cancel that reads "MADISON, WIS. / GEN DEL" at the lower right hand corner of the cover. There is an



**Figure 4** A cover mailed on May 4, 1938, from Port Huron, MI to Canton, IL. It was franked with a three-cent Washington stamp and a seal that reads "HELP RESTORE OUR WILDLIFE".

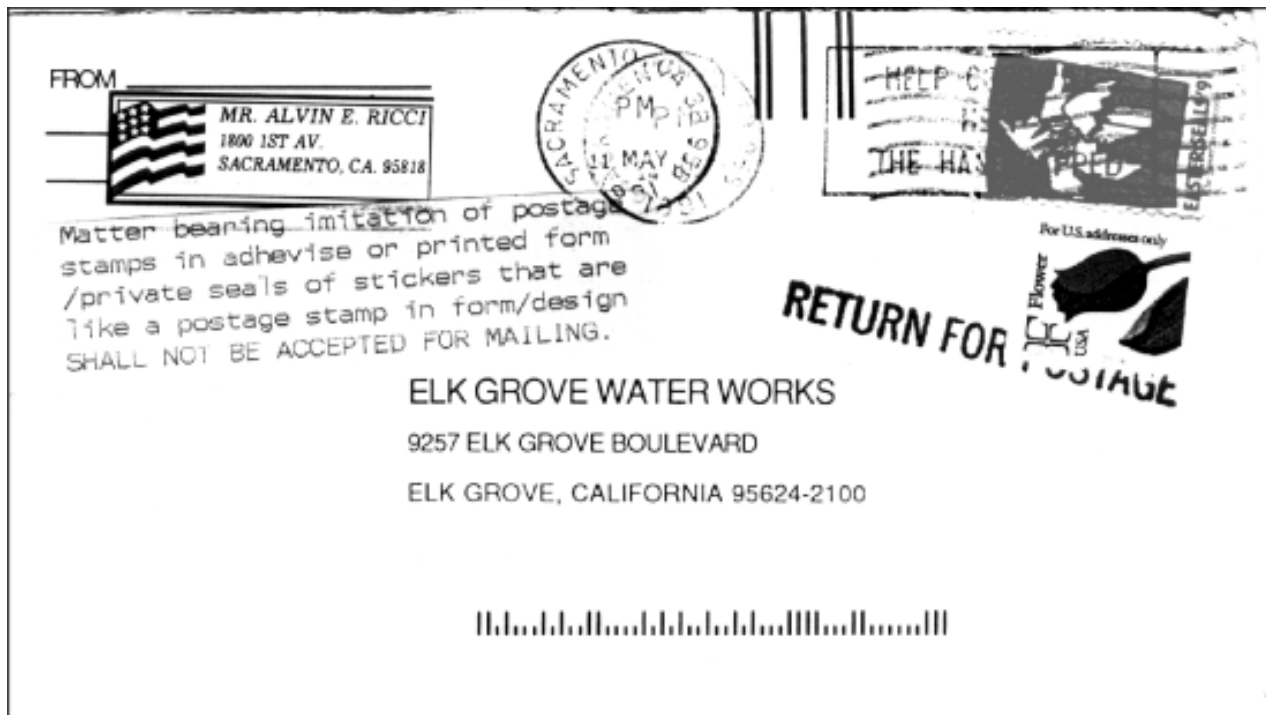
other general delivery marking on the reverse of the cover that reads "CASED BY NO." The author believes that the word "cased" means to put the cover into the general delivery box (case). There is no return address on the back of the cover. Hopefully, the person this cover was intended for claimed it at the general delivery window.

The author has seen two other examples of mail matter that received an auxiliary marking for possibly violating the charity seal regulation. The first example appears to not violate the letter of the law. *Figure 4* shows a cover mailed on May 4, 1938, from Port Huron, MI to Canton, IL. It was franked with a three-cent Washington stamp and a seal that reads "HELP RESTORE OUR WILDLIFE". It does not have any numerals on it, and in the author's opinion does not resemble a postage stamp. Nonetheless, it received a large magenta "UNMAILABLE" marking, with a manuscript arrow pointing at the offending seal.

The second example probably does violate the regulation. The cover shown in *Figure 5* was sent on May 11, 1991, from Sacramento, CA to Elk Grove, CA.

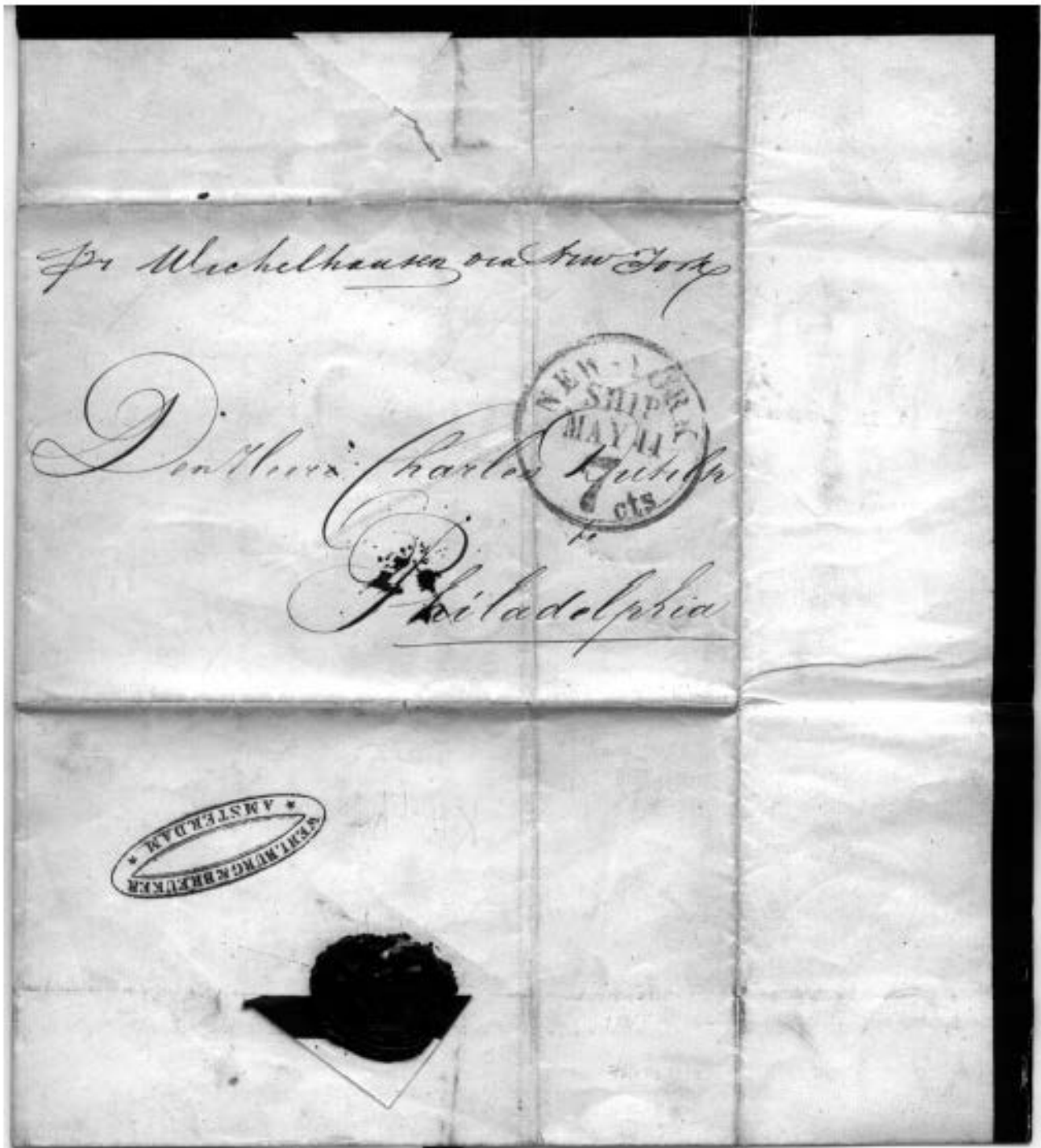
Originally, it only had an Easter seal on it. As such, it received a "RETURN FOR POSTAGE" marking. It was remailed on May 14 with an "F" series nondenominated stamp. It was then that a postal clerk applied the yellow computer generated auxiliary label. It reads "Matter bearing imitation of postage / stamps in adhesive or printed form / private seals of stickers that are / like a postage stamp in form/design / SHALL NOT BE ACCEPTED FOR MAILING." The Easter seal does seem to resemble a stamp, especially compared to the wildlife seal shown in the previous example.

The author has seen many examples of charity seals used throughout the year on the front of domestic mail matter. Except for the examples cited in this article, none of them were deemed unmailable. It seems that this particular rule was not well understood or simply ignored for domestic matter (though foreign usages suggest a better level of understanding).



*Figure 5* sent on May 11, 1991, from Sacramento, CA to Elk Grove, CA. Originally, it only had an Easter seal on it. As such, it received a "RETURN FOR POSTAGE" marking.

## Letters of Consolation



**Figure 1** An example of European mourning stationery: from Amsterdam to Philadelphia, via New York City (May 11, 1848); a wide band black line around the full perimeter of the lettersheet, inside and out, to the prominent, long-lived business family member, Charles Dutilh. It is a printed notice reporting the death of 45-year old Jean Abraham Dutilh. Oddly, it is inside-dated much earlier, on January 23. The wax seal used is a family/business crest in jet black.

## by Tom Clarke

The contents of folded letters and old covers' letters have none of the 20<sup>th</sup> century commercialism and materialism and pizzazz we're used to today. We do find in them a satisfying gamut of human experience expressed with frankness and candor, simple human interactions and feelings, happy and sometimes not so happy.

At times we can immediately recognize a writer's situation from the front alone; grieving is immediately recognized without recourse to the letter within. Mourning, with which we must all deal, is no simple circumstance. Society and tradition across the ages has proscribed the acceptable methods of handling this common tragedy. Public demonstration of grief is biblical: ashes and the renting of clothes. The wearing of black, denoting night and the unknown hereafter, is the western world's token of this plight.

### Mourning envelopes

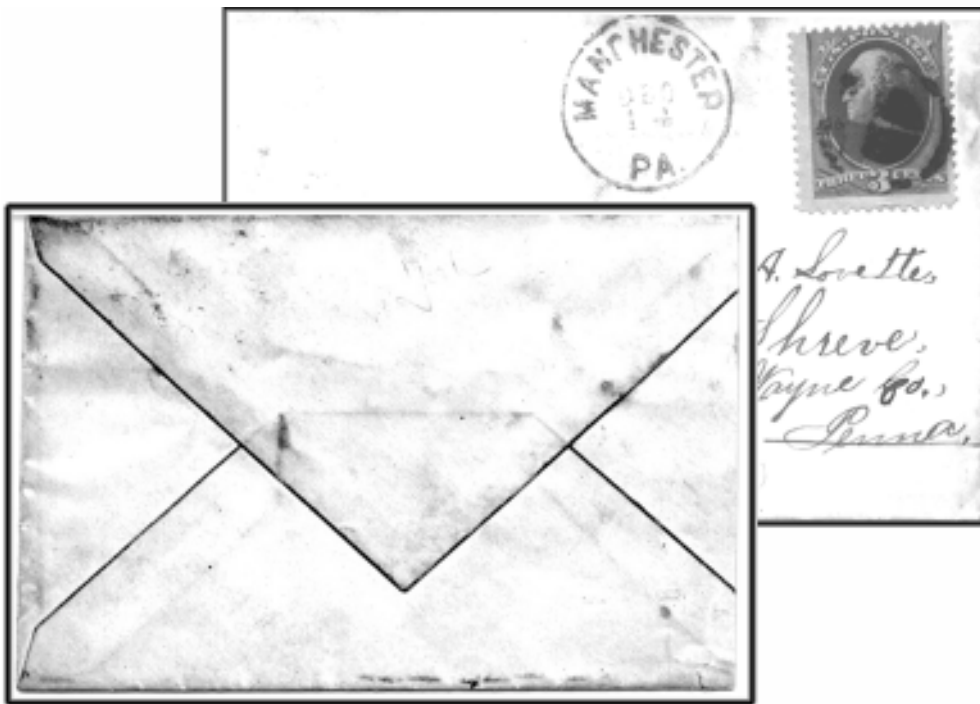
With the coming of bargain first class postage in England in 1840, and shortly thereafter in the United States in 1845, people were finally freed from the charge by the sheet rule when mailing communications. This advance allowed the luxury of enclosing a sheet of sentiments *within* another piece of paper without penalty. Thus, the invention of the envelope.

Before this period, envelope coverings of letters or documents were only very rarely indulged in by the very powerful and affluent. The majority of humanity, previously prevented from sending mail because of the cost—with or without an envelope—now found it economical to do so, by the millions. Streams of death notices could now be affordably sent out in the mid- to late-19<sup>th</sup> century, the final epoch before modern medical discoveries began to extend life span and promote healthy living conditions.

Postal history collectors easily recognize mourning covers as envelopes that bear thick or thin black on envelope borders. Less commonly, the mourning border is found almost imperceptibly printed around the actual cut edges of the envelope, thus showing only on the reverse as a thin "X"-like outline.

Such envelopes instantly conveyed to friends and family that some unbearable news lay within, a death notice. Secondly, they permitted the bereaved family, as time went on, to show their expected adherence to traditionally accepted periods of mourning. Formulae dictated, according to one's sub group within the culture, how long mourning stationary, clothing, armbands, and general demeanor should be displayed. A third use for mourning stationary would be to convey to the bereaved your sympathies and, fourth, as an acknowledgement of someone's expression of condolence.

*Figure 2* A trimmed on the left mourning cover from Manchester PA, re-addressed to Shreve OH, ca. 1872. The only way to recognize it as a bereavement letter is to see the reverse fine outline of the back flaps done by hand. As a guess, this cover would probably have been sent sometime after the death had occurred, unless the writer was particularly hard up.





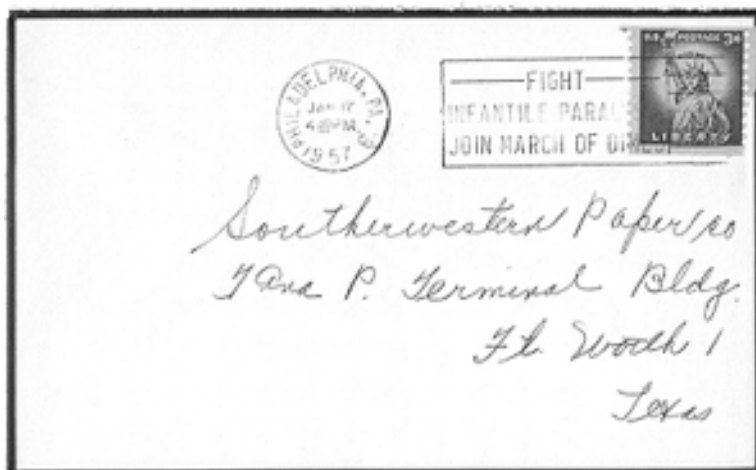
**Figure 3** A December 1861 mourning cover from England. It reminded friends of the writer (Lord Kinnaird?) of the tragic, untimely death only days before of Albert, Prince Consort to Queen Victoria. Was its use by royal command?

At the very beginning of envelope use, stationers and printers created a new vehicle for the bereaved. In the best entrepreneurial spirit, they were fully prepared to fulfil their customer's need to express their grief. It would be interesting to hear the first discussion (when and where?) that resulted in printing black edges around the newly invented envelopes.

### An old tradition

However, even before envelopes, such a gesture could be demonstrated: folded mourning-lettersheets. Were they sold with mourning borders pre-printed, or did one take a supply of precious, personal paper to the local printer to have it applied? Such folded letters are not common, just as folded letters are less common than the multitude of stamped covers that followed the 1840's reduction in postage rates.

At the other end of the spectrum, curiously, at least for this country, there are still those who maintain the mourning letter tradition. A quick search on the Internet shows two late, in-our-lifetimes examples.



**Figure 4** A very late 1957 use of a mourning cover as pictured at the 1954 Liberty Series Study Committee Internet site. It was sent to business acquaintances and clients of the deceased company president.



One of these covers from Philadelphia in 1957 shows a business use of the concept. It announced the death of the company president (*Figure 4*).

Another example is from England, but perhaps more accurately reflecting Old World, Mediterranean, and even Catholic Church traditions. It reflects the mourning correspondence concept in use as late as 1993.

The *Glastonbury Bulletin* is an organ of the British Orthodox Church Within the Coptic Orthodox Patriarchate. Its Internet site states that “the Bulletin was published with purple mourning covers for issues 70 (November 1985) and 84 (June 1993) to mark the deaths of Archbishop Thomas of Antwerp and Bishop Ignatius Peter respectively.”

Doubtless, personal examples are far more prevalent, merely uncollected in this turn of the century, computerized-eMail age.

### **Bereavement in every category**

In another venue, the writer proposed that there are six basic categories of written letters:

- 1) **Royal/Aristocratic** (from the Middle Ages to Victorian times) — **Official mail** succeeded this category;
- 2) **Religious** (died out in the mid-1600’s);
- 3) **Business** (earliest “modern” mail stretching back to about 1300; strictly commodities, etc.);
- 4) **Legal** (aside from early court legalities, this is modern legal mail from about 1800);
- 5) **Social** (invitations, RSVP’s, etc., including mourning mail); and
- 6) **Personal** (newsy, family, down to earth, individual correspondence).

Though specifically listed above under Social letters, depending on the purpose of the correspondence, mourning mail can be easily hyphenated, such as Business-mourning (see the 1957 cover above), Personal-mourning (the most common), Legal-mourning (akin to Business-mourning), and in the case of the Prince Albert related cover below, even Royal-mourning. And if one had a copy of the mailer for the *Glastonbury Bulletin* of June 1993, definitely Religious-mourning, also.

Death we know is omnipresent, but it is instructive to see in how many places it can be found in our letter/cover collections.

### **Letter-Writing Book contents**

Sending letters of consolation has been given expert consideration for at least 800 years! There is an antique form of literature called the letter-writing manual. The earliest of these books gave many examples of proper structure and wording to use, based on subtle distinctions of the new emerging, late medieval social structures.

In 1215, an academic named Buoncampagnus developed a scheme of scholarly letter writing. It included letters of condolence even though he honestly acknowledged the wide variety of means of expressing bereavement from country to country. His audience was very small, since letters in those days were rarely used, except those sent within the Church hierarchy, and dispatches between kingdoms. After all, so very few could read or write before 1460, and Gutenberg, Columbus, and Leonardo.

Four hundred years after that first writing book, with the Renaissance and revival of learning falling in between, master letter writers, no longer favoring the scholarly and legal strata of society, sold their literary wares through example via their popularized letter books. While still aimed at the well-to-do, literacy and appreciation for such books was spreading quickly and down the ranks. The world was getting smaller, and trade and general companionship was growing in importance.

One particular letter book (1634) of those days is translated as “the manner of writing according to the times.” Its collection of exemplary letters is divided into four parts. The Consolation letters category is represented by only eight examples, but the other three are amply illustrated by Complimentary, 60 examples; Diverse, 29; and Amorous, 124 examples! Death was, after all, an everyday misfortune, whereas Compliments could make a career, as might Diverse business affairs, and Amour, well, that’s always with us.

Some master writers, with a more democratic view had begun to literally set up shop in town to attract commoners. They wrote their customers’ letters in their own hand for a set price. It was about this time (1650+) that European royal mail services began to accept ordinary people’s mail matter. (Which was the chicken, which the egg?)

## Sexual cleavage

Curiously, we see that most early American mail is primarily written to and from males. Note that in a 1730 French edition of *Secrétaire a la Mode*, by Jacques Oudot, a handbook written for a popular audience, there are 98 complimentary-type letter examples. A full 94 are addressed to males by males, three from a woman to a man, and only one between two women. Indeed, it was a publication for a male world.

Of Oudot's 20 consolation letters, there are four categories of situation:

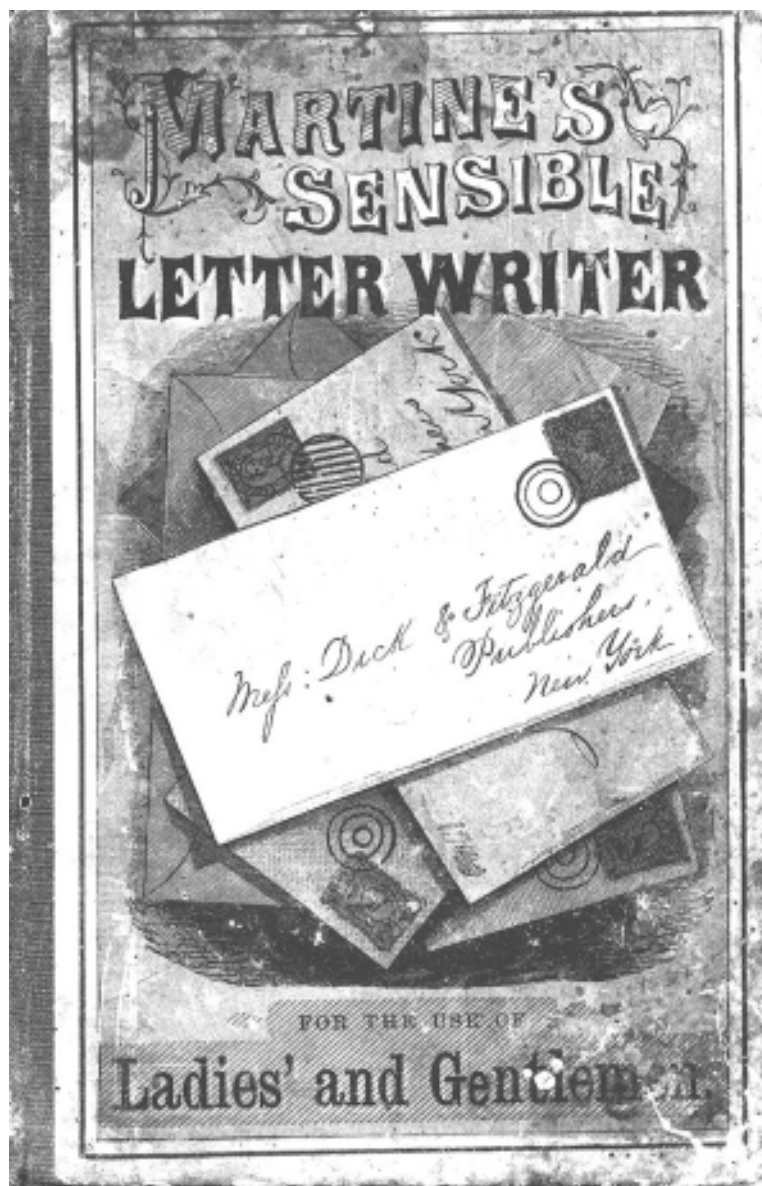
- 1) to a father on the death of his son;
- 2) to a son on the death of his father;
- 3) to a husband on the death of his wife; and
- 4) to a wife on the death of her husband.

Three of the four categories relate only to males and men write 18 of the 20 examples given. In the Amorous section, by the way, 18 were male-written examples and 19 female-written, a decidedly equal balance, as in nature.

### “Black-edged paper...”

“Modern” here means 19<sup>th</sup> century. One of several modern American versions of these helpful self-teaching letter books is titled *Martine's Sensible Letter Writer for the use of Ladies' (sic) and Gentlemen ... containing a large collection of Model Letters ... adapted to all Ages and Conditions*, (1866). In it we find the following passage concerning “Letters of Condolence and Sympathy.”

Letters of this class are among the more important of those which friendship and affection dictate. Their composition should be more studied than ordinary letters of friendship. The most important rule is to avoid mere conventionalities. In the composition of such there must be no high-flown words or expressions, no straining after effect. If heart speaks not to heart, in the simplest, most soothing language of nature, words will, to the sufferer, prove cold and unimpressive—worse than useless. Be it ever borne in mind, that, to the afflicted, to the mourner in spirit, “there is only one true source of consolation—that we shall meet those we love in another and a better world, where the wicked cease from troubling, and where the weary are at rest.



**Figure 5** Martine's Sensible Letter Writer (in many editions in the US and elsewhere over many years) was a continuation of the 200+ year tradition of exemplary letter books. Whereas formerly for the wealthy and titled ranks, the later titles were sold to the general public as models of the best styles, incorporating principles of practicality as well as morality.

Courtesy requires that letters of condolence to a friend on the death of a relative should be written on black-edged paper, and sealed with black wax, even should you have been unacquainted with the deceased.

In another letter, this transcribed onto the Internet as part of its “Documenting the American South” series, the University of North Carolina at Chapel Hill Libraries presents the Kimberly Family personal correspondence, 1862-1864.



**Figure 6** A handmade mourning cover made by poor folks, from Daustown PA to Leinback PA, docketed 1880, showing hand inscribed inked lines around the front edges, with nothing on the reverse except the receipt handstamp.

From Nashville TN, during the Civil War, Annie Sehon (herself to die three months later) wrote this letter containing a pertinent request to her sister Bettie upon the death of their father.

Atlanta

May 22nd 1864  
My Dear Bettie

. . . Before I close I will ask you if you could get me several packages of mourning envelopes and paper to correspond. I cannot find any in Atlanta, Mr. Sehon has looked every where for me. I like yours very much, my only objection is the little black flower on the back of them, I like them with just a broad black band around them . . .

Your devoted Sister / Annie M. Sehon

## Several examples

When is the earliest collectible mourning cover of the modern postage stamp era? It would be after 1845 in the U.S., 1840 in England, etc. Was the latest sent out today?

On the Internet, Regency Stamps, Ltd., of Canada, recently auctioned the James D. Mazepa postal history collection of Mexico. The very last lot was listed as

(1)c. 1857 VERY EARLY USAGE On undated narrow band mourning envelope (originally containing a death notice enclosure), indistinct Mexico D.F. circular date stamps, surviving Mexican mourning covers are extremely scarce, especially this early. Fine. Est. \$500



**Figure 7** This Mexican cover from the Mazepa Mexico Collection (Regency Stamps, Ltd.), is an early example of the genre, ca. 1857, a generation or so after the envelope made its debut.

Auctioneers and dealers always separate out mourning covers because they are collected as one of the many interesting sidelights in postal history. The above-mentioned cover helps date the earliest possible Mexican mourning mail at 1857. (It sold, by the way, for \$350 Canadian, against a \$500 estimate.)

There have been a handful of articles written on mourning covers. Using “mourning covers” for the search, the APRL Online Index was consulted with hopes of a book or two plus some articles. Sadly, the results were meager. A single, donated file containing 10 articles and copies was the outcome. The good news is that this field could benefit from some interested *La Posta* reader’s own research.



**Figure 8** A series of 1898, 1905, 1917, and 1924 covers showing the last few decades of the familiar use of mourning covers. The telegraph in the 1880s and 90s and the telephone, especially after the 1920s, made their use redundant and old-fashioned.

## The Demise of mourning covers

Mourning covers' popularity waned after the invention and universal acceptance of the rapid telegram services and instantaneous telephone's capability. Nonetheless examples can be found dating into the 1930's, and as mentioned above, scattered into the 1950's and even the 1990's.

Tin Pan Alley has always been willing to latch onto modern trends as well as golden oldie traditions for a fast buck. At some point, it produced a piece of sheet music called "The Letter Edged in Black." We can assume what a tear-jerk it attempted to be. Sheet music for the faddish, new parlor pianos developed around the 1830's and was prolific not much longer beyond the time of His Master's Voice 78's in the Roaring 20's. The typography seems to indicate the 'teens and 'twenties, but whatever its date, it certainly has earned a rightful place here.



**Figure 9** A song called "A Letter Edged in Black" seems a bit old fashioned, if this sheet music was in fact printed around 1910 or 1920. Still, it could have been aiming at the Grandmother audience of the day.

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*The Glastonbury Bulletin* - <http://www.uk-christian.net/boc/b.htm>

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Mazepa, Dr. James P. "Mexico collection". Regency Stamps, Ltd. (Canada). December 10, 2000, lot 6094. [http://www.regencystamps.com/JAZ/\\_photo/lots6000/lot6094.html](http://www.regencystamps.com/JAZ/_photo/lots6000/lot6094.html)

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— Mourning envelopes (Sloane's column, p. 186)

— Edged in black : 20<sup>th</sup> century mourning covers / Paul Bearer (*U.S. stamps & postal history*, Summer 1994, p. 21-23) & letter to the editor

— A selection of mourning covers from Virginia / Dave Savadge (*Way Markings*, August 1996, p. 43-46 ; November 1996, p. 54-57)

— Text note on mourning covers (*Way Markings*, August 1996, p. 32)

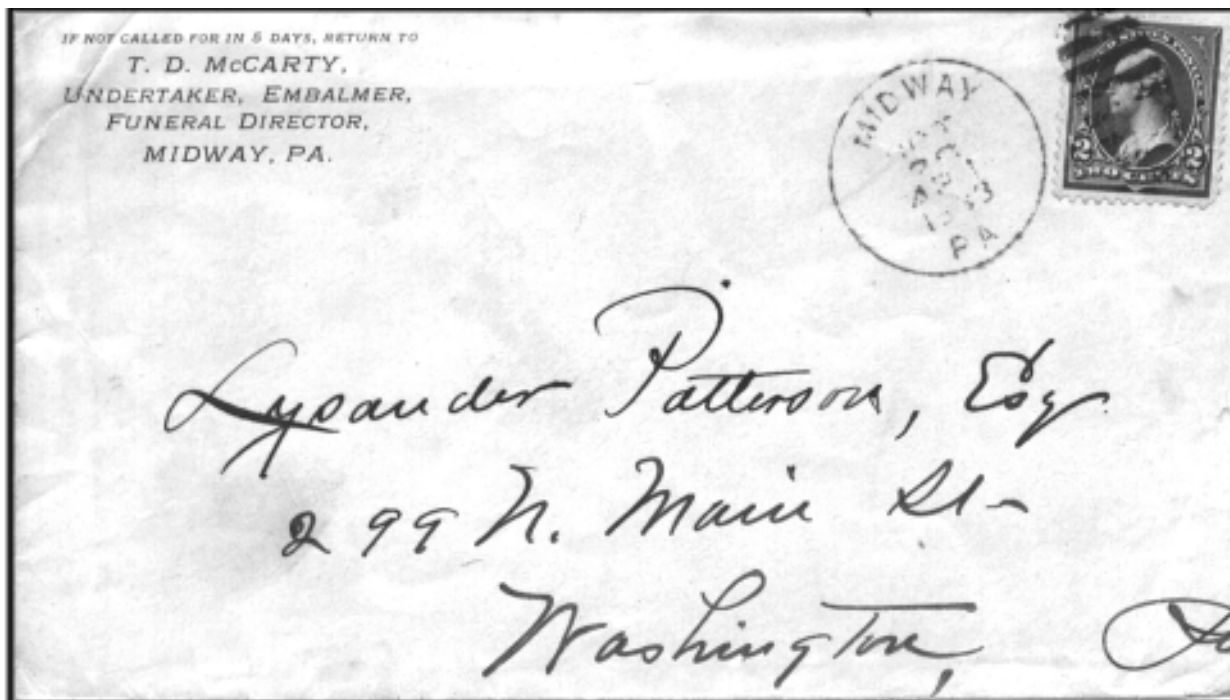
— Mourning Covers / Johan Saunaranta (*Calgary Philatelist* #9 1994, p. 5-6)

— Illustrated covers : mourning bands on mail / Richard B. Graham (*Linn's Stamp News*, July 25, 1994)

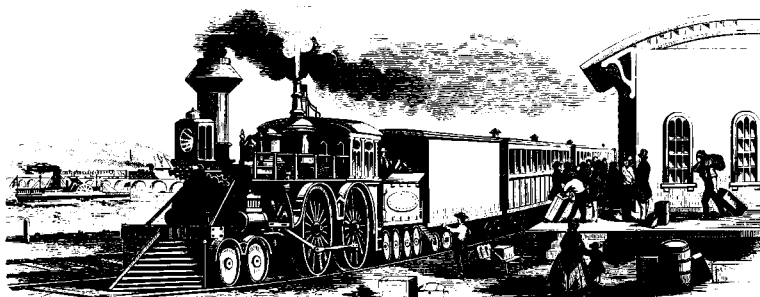
— Death and funeral notices on U.S. postal cards / Charles A. Fricke (*Scott Stamp Monthly*, May 1995, p. 20, 22 ; February 1997, p. 39)

— Mourning envelopes date to Victorian era / C.W. Hill (*Linn's Stamp News*, November 8, 1982)

— Canada mourns / Jeffrey Switt (announcement of exhibit)



**Figure 10** The man to whom all must bid final adieu: the Undertaker. This cover of 1893 went from Midway PA to Washington PA and might have included a bill for services rendered, sent perhaps to lawyer Patterson to help retrieve payment? 1893 was a very bad year!



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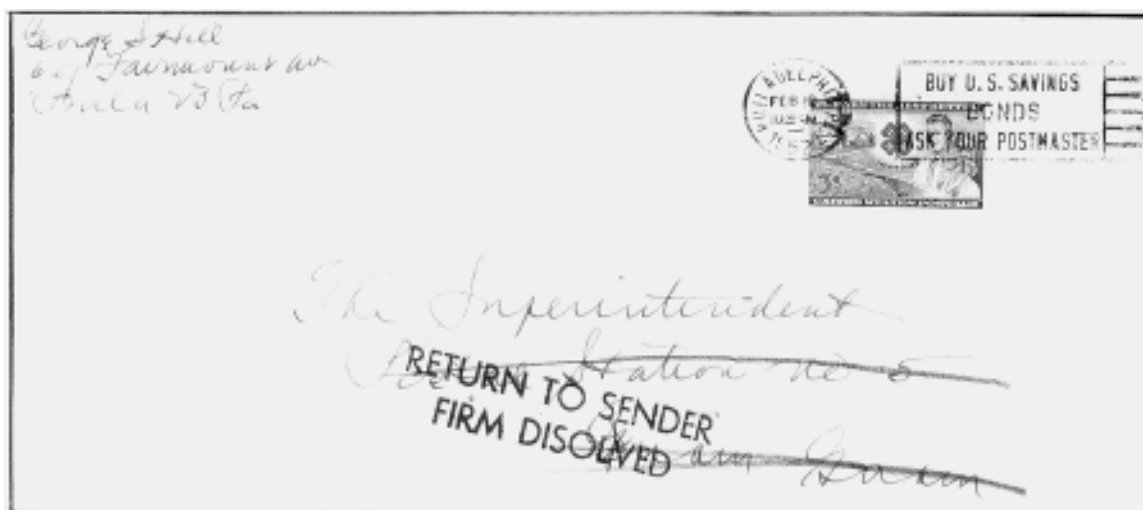
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*Figure 1* Cover mailed from Philadelphia to the mail superintendent of Postal Station #5, February, 1952. Station #5 was one of seven temporary postal stations reserved for construction companies that never officially opened.

## Guam's Numbered Postal Stations

by Michael Dattolico

By August, 1944, the battle to free Guam from Japanese domination had ended. U.S. soldiers and marines, however, had to contend with fanatical Japanese soldiers who refused to surrender months after the battle was over. But by the summer of 1945, native Guamanians, along with American military and civilian personnel, began to rebuild the island.

The United States had two post-war missions on Guam. One goal was to help its citizens rebuild their shattered island. The other was to make Guam a flashpoint of American military power in the Western Pacific to thwart the spread of communism. Working towards those goals, Navy seabees were kept busy. But the U.S. government also contracted with civilian American construction companies to build major installations on the island. The civilian company crews began arriving on Guam in the late 1940s.

The construction companies that arrived on Guam were assigned projects throughout the island. Many crews were located away from Agana, the island's only postal outlet. While the Seabees had navy FPOs to handle its mail, it soon became apparent that a postal system was needed to handle the mail of the American civilians.

The result was a system of temporary contract mail stations located near construction sites on Guam, particularly those at or near Anderson Air Force Base

and various naval installations being built. Rather than give the postal stations a name, each was assigned a number, much like the military postal station system used during the Spanish-American War. In most cases, the postal stations became operational when the construction personnel arrived and ceased operations when the projects was finished. Before most of Guam's rebuilding was completed, 19 different postal stations had been planned for American construction workers at building sites.

Unfortunately, the postal plan was riddled with snags, many of which were not postally related. The main problems are listed below.

A. Some numbered stations did not become operational because the projects to which companies were first assigned were cancelled. News of such cancellations did not always reach the United States before the construction crews sailed. The result was that upon arrival, the construction companies, finding their jobs eliminated, were either diverted to other building sites or were sent home. Thus, the numbered postal stations, some of which had already been provided with postmarkers, were never opened.

B. Some companies did arrive and completed their work ahead of schedule, causing their workers to return to the United States earlier than expected. This resulted in numbered postal stations being active for shorter periods than were planned. Some companies that had contracted with the government

to go to Guam later found that they didn't have the manpower to send. Also, some companies went out of business before they could go to Guam.

A few numbered postal stations were retained into the 1980s, many years after the construction companies finished their jobs. They may have been kept in reserve to use as "floaters" stations for construction crews that arrived later to build other installations. **Table 1** provides basic information about each numbered postal station. The information is shown in Robert Murphy's book, *A Postal History Cancellation Study of the U.S. Pacific Islands*.

Of the Guam temporary station covers that are known, those mailed from the United States to numbered postal stations are especially scarce. *Figures 1* and *2* are examples of such mail.

*Figure 1* was mailed to the postal superintendent of Guam's Postal Station #5 which, according to official records, never opened for business. The marking, "RETURN TO SENDER- FIRM DISOLVED" was applied to the cover by the Agana post office,

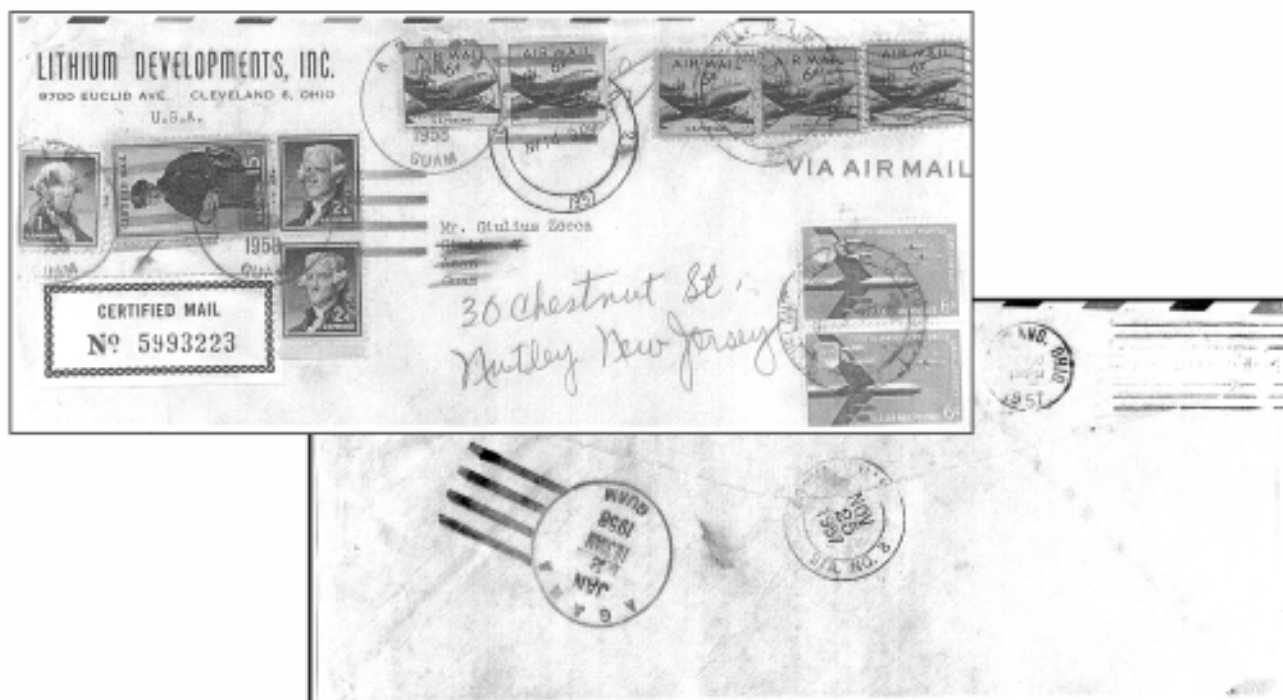
and the letter was returned to the United States in mid-March, 1952. Most likely, a site was designated for construction, and an American company had signed a contract with the government. But the construction company either went out of business or could not furnish the manpower for the Guam job. Obviously, someone in the company knew that Postal Station #5 was ready to handle the workmen's mail. The sender of the *Figure 1* letter may have been an official of the company, or simply a friend or relative of a worker whose mailing address was scheduled to be Postal Station #5. The last part of the auxiliary marking is a strong indicator that the company went out of business, which explains why Station #5 was never opened. It is noteworthy that the word DISOLVED, is misspelled. It should have been spelled "DISSOLVED."

*Figure 2* is a similar cover sent to Guam, although its story is more complex. It was mailed from Cleveland to an addressee whose mail was thought to be handled by Station #7 near Asan, Guam. Murphy's book reports that Station #7 was never ac-

**Table 1 Listing Of Temporary Numbered Guam Post Offices**

Station Number	Opening Date	Closing Date	Operator
Station No. 1	July 1, 1947	Nov. 1, 1956	Brown-Pacific Moxon Co
Station No. 2	Unknown	Not Activated	Brown-Pacific Moxom Co
Station No. 3	July 1, 1947	Aug. 6, 1956	Brown-Pacific-Moxam Co
Station No. 4	This station was reserved for assignment but never activated.		
Station No. 5	This station was reserved for assignment but never activated.		
Station No. 6	Sept. 27, 1947	July 1, 1948	J.H. Pomeroy & Co.
Station No. 7	This station was reserved for assignment but never activated.		
Station No. 8	July 1, 1947	Dec. 31, 1958	Planned for Camp Asan
Station No. 9	July 1, 1947	June 30, 1950	Guam Dredging Co.
Station No. 10	July 1, 1947	June 30, 1950	Pacific Island Engineers.
Station No. 11	This station was reserved for assignment but never activated.		
Station No. 12	This station was reserved for assignment but never activated.		
Station No. 13	This station was reserved for assignment but never activated.		
Station No. 14	This station was reserved for assignment but never activated.		
Station No. 15	July 1, 1947	Apr. 30, 1949	Morrison Knudson Co.
	July 1, 1949	Nov. 15, 1949	Not Identified
	Dec. 16, 1950	Feb. 29, 1952	Vinnell Construction Co.
	July 1, 1955	June 30, 1956	Vinnell Construction Co.
Station No. 16	March 1, 1950	April 8, 1981	Not Identified
Station No. 17	Feb. 16, 1948	June 5, 1950	Not Identified
Station No. 18	Oct. 16, 1948	March, 1972	Camp Roxas & Masdelco Co.
Station No. 19	July 6, 1955	June 30, 1976	Marbo Camp (AKA South Anderson, Marbo)





**Figure 2** Certified letter mailed from Cleveland, Ohio, in December, 1957, to construction worker whose mailing address was given as Station #7, Asan, Guam. Station #7 was never activated for assignment. The reverse of the cover's shows handling by Station #8 and the Agana post office before being sent back to Cleveland.

tivated for business, although the sender's return address indicates that Station #7 was active. Perhaps the building project was cancelled or the crew was diverted to another construction site.

The postal rate paid on this cover is most interesting. Thirty cents postage paid the airmail rate from Cleveland to Guam. When it was learned that Station #7 was not operational, Station #8 handled the letter, as evidenced by the Station #8 backstamp. The letter was sent to the Agana post office when the man could not be found. The cover was sent back to Cleveland.

For the return trip, twelve cents postage was affixed to the cover for surface mail handling, and twenty cents postage was applied by the Agana post office for the certified postage rate. The letter arrived back in Cleveland in the spring of 1958.

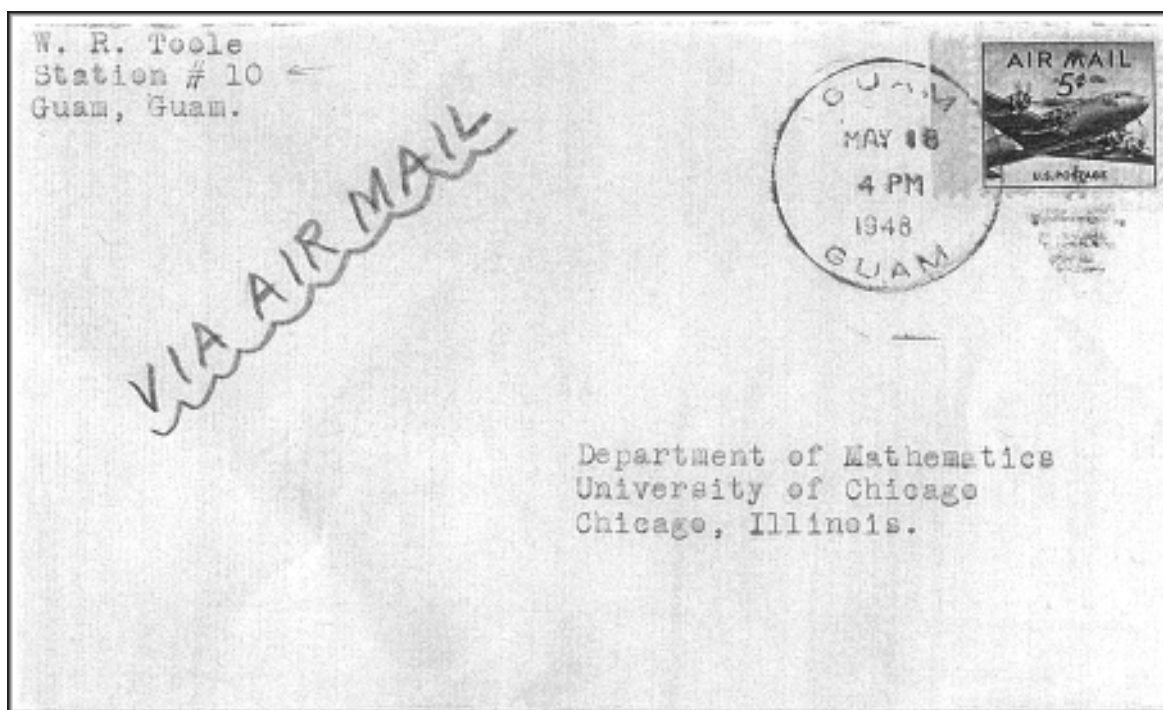
Numbered station covers have been found over the years which indicate that some temporary stations were active, but no postmarks from them have been reported. The only evidence that certain stations were active is often provided by the sender's return address.

Figures 3, 4 & 5 are examples of numbered station mail assumed to be active and processed without the station's postmark.

The figure 3 letter was mailed from a man working at Camp Asan, Guam, on May 10, 1950. His return address indicates that Station #8 was handling his mail. Records show that Station #8 became operational on July 1, 1947. But for some reason, his letter was not processed through the Station #8 postal



**Figure 3** Letter mailed from Camp Asan, Guam, on May 10, 1950, to New Jersey. Note the sender's mailing address as "Sta. 8., Guam, Guam." Station #8 was activated on July 1, 1947 but did not receive a canceler until later.



**Figure 4** Letter from a civilian employee of the Pacific Island Engineers, using Station #10 as his mailing address in May, 1948. Station #10 opened for business on July 1, 1947, but according to Murphy's book, no cancels have ever been reported seen during its period of activity. Ironically, the construction worker's name was "Toole".

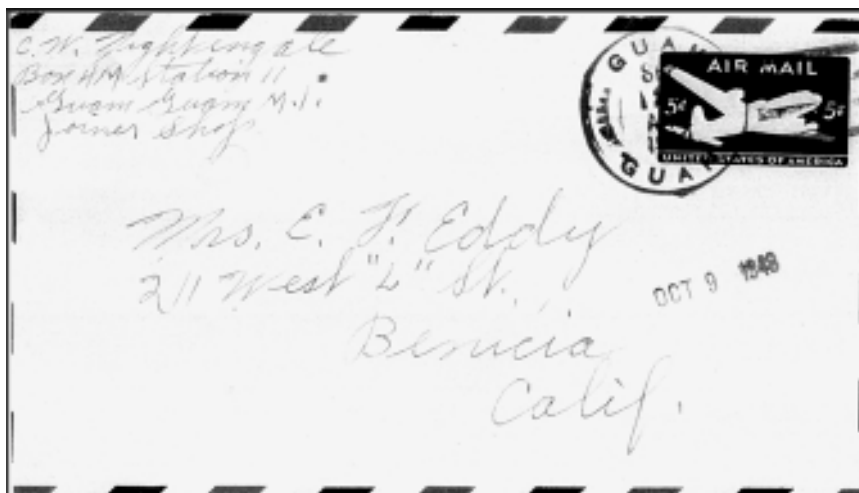
unit. Esteemed postal historian, Howard Lee, feels that the letter was mailed before Station #8 received a postmarker.

The letter marked as *figure 4* is similar. The sender, probably an employee of the Pacific Island Engineers, posted his letter at Station #10, although it was not cancelled by a Station #10 postmarker. Station #10 station was opened for business on July 1, 1947 but was closed on June 30, 1950, making it one of the scarcer numbered postal stations. Ironically, the construction worker's last name was "Toole."

The embossed airmail postal stationery shown as *figure 5* was used by an American employee handled by Postal Station #11 which supposedly never became operational. Obviously, this cover renders the author's information as obsolete. It is not known exactly where Station #11 was located, but obviously folks at that site were aware that a Postal Station #11 was handling their mail. Once again, Rob-

ert Murphy's book states that #11 was never opened for business. When this letter was mailed, the Agana post office sent it to the United States.

Most of the numbered stations eventually had postmarkers, as shown by the card presented as *figure 6*. Both 1-cent stamps are tied to the card by a double-circle cancel applied at Postal Station #8. The date on the card is significant; April 1, 1952, is the first day that the word, AGANA, was used



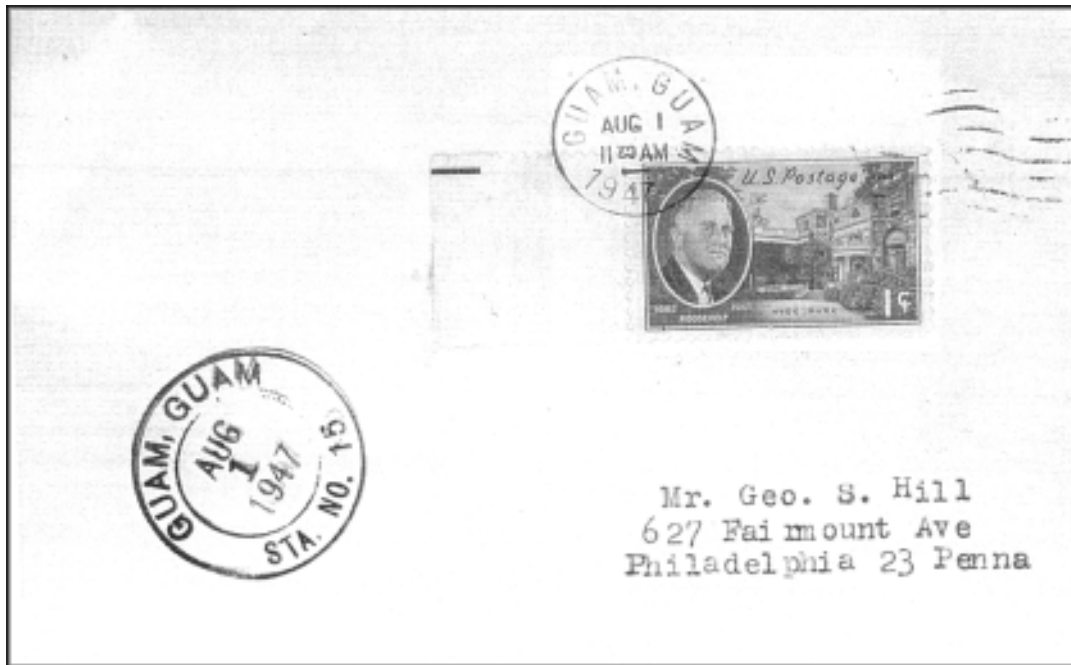
**Figure 5** A letter mailed by a civilian worker circa October, 1948, using station #11 as his return address. Robert Murphy's book states, however, that Station #11 was never activated.



**Figure 6** Card mailed from Station #8 on the first day that the Station #8 cancel has been seen on Guam mail. The postal station was closed on December 31, 1958.

in all Guam cancelling devices, and it is the first day that an example of postmarked mail from Station #8 has been recorded. Station #8 was active from July 1, 1947 until December 31, 1958.

The card shown as *figure 7* was processed through Station #15, which opened on July 1, 1947. The workers served by station #15 were members of



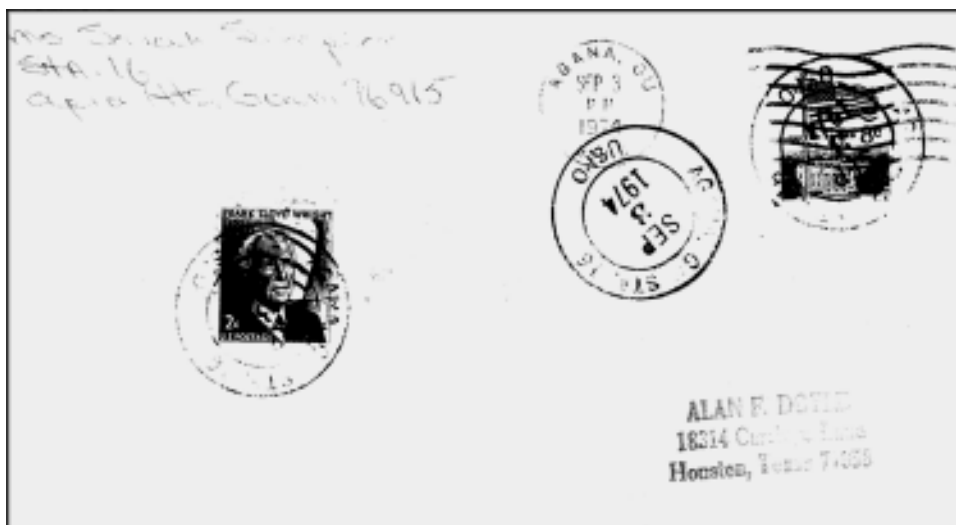
**Figure 7** Card mailed through Guam's Station #15 on August 1, 1947. This station handled mail from workmen at or near Palm Cliff, Harmon Field and Camp Roxas. The postal station was finally closed on June 30, 1956.

the Morrison-Knudson, Company. It was a numbered station with one of the longest periods of operation. The station opened and closed several times before finally being cancelled on June 30, 1956. During its period of operation, the Vinnell Construction Company's workers also sent mail through the station.

The *figure 8* cover was processed by Station #16 in 1974. Station #16 is probably the numbered postal station that operated for the longest period:

March 1, 1950 through April 8, 1981. People using Station #16 likely worked all over Guam during those 31 years. It is possible that the canceler may have been used past the 1981 date.

Mail sent through Station #No. 19 is especially noteworthy, since it, too, was one of the longest operational numbered stations to operate on Guam. It opened for service on July 6, 1955, and closed on June 30, 1976. Workers who used this postal station built the Marbo Camp, (aka) South Anderson and Marbo, Guam. The Yigo Station post office has served the area since Station #19 closed.



**Figure 8** Letter handled by Station #16 in September, 1974. Station #16 was active during the building of the Apra Heights housing area. This postal station had the greatest longevity of all, closing after 31 years of service on April 8, 1981.

As of the year 2000, no numbered temporary postal stations are operating on Guam. The days of tempo-

rary postal stations inaugurated to handle the mail of U.S. construction company workers are over.

**Figure 9** Letter processed through Station #19 on December 29, 1973. Station #19 opened on July 6, 1955, at the foreign national camp, AKA the Marbo area. It closed on June 30, 1976.



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## Postal Markings of Washington, D.C. Stations

### Part V

By Carl L. Stieg

This article extends the development of postal services in the District of Columbia from the independent full service post offices discussed previously in the articles published in the November 1998, January 1999, July 1999 and November 1999 issues of *La Posta*. Illustrations of related postal markings are included, where possible, as well as explanations about the alterations in service associated with organizational changes.

My collection extends only to 1910, but I have inadvertently acquired some material later than that date. When I have later information I have included it, but coverage after 1910 is very spotty. In a number of instances the only copies I have of certain postal markings are badly co-mingled with the background of post cards. I have attempted to remove the background and reconstruct the postal markings in such cases. I would appreciate receiving clear copies of my most outrageously mutilated markings.

Early on, the public in most towns had to deposit its mail at the post office and also retrieve any incoming correspondence from there. This was no chore when the town was small and visits were frequently made to the town center for groceries and other services. As towns spread out, it became more and more inconvenient. Some few pieces of correspondence from the earliest days of the District have been reported as mentioning a letter carrier in the Washington Post Office. However, no specific identification of his duties has been seen.

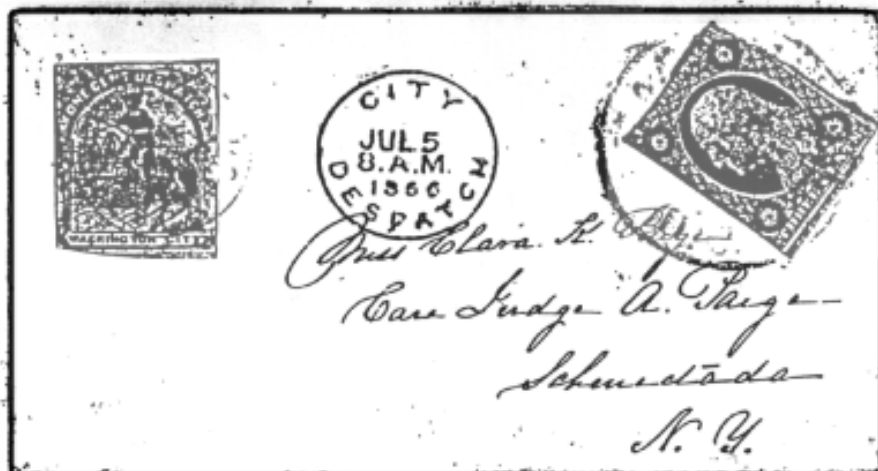
The first major service change was the attachment of unsalaried carriers to the post office. These carriers received a per letter fee for carrying mail to the post office and delivering correspondence to addressees. Prior to the Act of May 3, 1851, carrier charge were two cents for each letter. That Act fixed the charge at one cent or two cents for letters delivered to residences, offices or post offices for posting.

On September 29, 1851 the Postmaster General issued a one cent bright blue "Franklin Carrier Stamp" to be used to pay for the delivery of letters to the post office. Its resemblance to the current one cent stamp caused confusion, so it was withdrawn and the "Eagle" Carrier Stamp issued on November 9, 1851. These were apparently not adopted by the Washington Post Office until 1 July 1853, when ten deposit (drop) boxes were established at local businesses and five unsalaried letter carriers assigned to pick up and deliver the mail. These unsalaried carriers received all of the fees for pick-up and delivery.



*Figure 1* The Franklin and Eagle carrier stamps paid the carrier fee to the post office and not to the addressee. (Stamps shown larger than actual size.)

There is no known record of the amount of mail handled by these carriers. Washington covers bearing the "Eagle Carrier Stamp" are not rare, but no covers bearing the "Franklin Carrier Stamp" have been recorded. It is known that a significant amount of the handling fees was paid in cash, but there is no record of any postal markings identifying cash payments. The letter carriers attached to U.S. post offices were not accorded a fixed salary until 1863.



*Figure 2* City Dispatch Marking, 1856.

John Wiley's One Cent Dispatch, which offered private carrier competition to the post office, operated only from late March to early November 1856. Two hundred boxes were placed in conspicuous places for deposit of letters bearing the one cent City Dispatch stamp for delivery to the post office or the Washington addressee. Letters not prepaid were charged two cents payable on delivery.

The fee carrier system lasted until the Act of August 1, 1863 eliminated it and established a free delivery system. At this time the Washington Post Office appointed ten salaried letter carriers and increased the number of drop boxes to forty-nine (the location of each of these is known). The other independent post offices did not have carriers at that time.

The delivery efforts of these salaried letter carriers was recognizable by postal markings on the reverse side of the envelopes, starting in 1866. In general local Washington mail received postal markings containing the word "CARRIER" and the month, day, and time; they did not include the name of a post office. They were in use from 1866 until 1888 with a considerable variety in both color and format too extensive to include in this article, and in any event they have not been identified as to office, station or sub-station. All of the covers with carrier markings seem to involve only delivery from the post office to the addressee. No covers with an out-of-town address from Washington have been found with Washington "carrier" markings. The word "COLLECTED" was used from 1866-69 on mail picked up from the drop boxes.

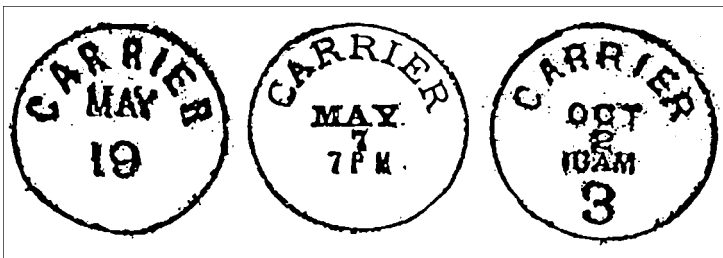


Figure 3 Early CARRIER markings.

Before the cessation of use of these carrier markings, letter carriers were assigned to at least several different stations. In addition to the main Washington post office, Georgetown and East Capitol are so known and Stations C, D, and E are probable. The carrier markings do not identify the office providing the service; however, a detailed analysis of the addresses could provide an educated guess as to the office pro-

cessing each letter. It is clear that they were not all serviced by the central Washington Post Office as the time differential between the Washington receiver and the carrier marking varies from zero to as much as ten hours. More and more stations became involved as time passed.

In 1877 the Washington post office was having financial difficulties in operating the carrier service with the funds Congress was willing to allocate to the USPOD carrier fund. In an economy move to extend the carrier service to Georgetown, the Georgetown Post Office, which was using carriers, was converted to a station (branch) and the carrier service was converted to a station of the Washington Post Office. Two letter carriers were transferred from the Washington Post Office to Georgetown, which then serviced Northwest Washington as well as Georgetown.

The next step toward improving service was the establishment of three limited service stations as the Fifteenth Street Station in 1881 and the Seventh Street and Fourteenth Street Stations in 1882. These limited service stations sold postal supplies (stamps, envelopes, etc.), forwarded first class mail (but did not process it) to the main post office, and handled postal money orders and registered materials.

Initially both full and limited service stations were identified by a name related to their location, but gradually the names of both types of stations, but not all, were replaced by alpha designators until "A" through "W" (exempting "J" and "Q") were reached. On 1 March 1895 a massive redesignation took place; all of the twenty-one alpha stations, except A, B, and C, were converted to numbered limited service sub-stations (SS-1 through SS-20). Additionally two named stations (Southwest and Tennallytown) were renamed Stations D and E respectively. Also two named stations (Eckington and University) were designated Sub-stations 16 and 17 respectively.

At this time (1895) all alpha stations were full service and all numbered sub-stations were limited service. Six additional alpha stations (F, G, H, I, K, and L) were established between 1894 and 1909. The number of sub-stations grew dramatically to sixty-three by 1903. It is clear that there were two different stations at different locales for the seven alpha designators D, E, F, G, H, K, and L).

The only postal markings recorded for the limited service numeral sub-stations are registration, special delivery and postal money order.

There is some controversy as to when some of the named stations received their alpha designations prior to 1895. It appears that some of them did not convert their postal markings at the time they received the designation.

The year of 1895 also saw the introduction of street car railway post offices, continuing to 1912. (These are covered fully in a monograph by Stanton and Truax.) The following year the Collection and Distribution Wagons were put in service, lasting until 1904. (For complete coverage, see James Bruns's monograph)

**Named Stations**

**Benning Station** came into being as a conversion from the independent Benning Post Office on 16 February 1903 and was discontinued 30 June 1917.

Dates of Usage	Description of Dial	Killer description
1/7/06 - 4/5/06	25 ½ mm, WASHINGTON, D.C., BENNING STA., M-D/T, Y outside dial	1 in circle within barrel ellipse
9/10/07	As above, larger letters	As above, except numeral 2



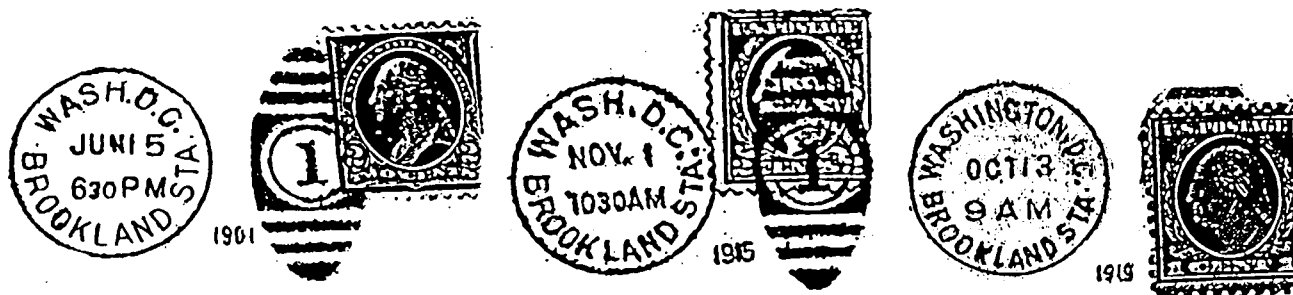
**Receiver**

12/20/04	30 mm, WASH, D.C. RECD/BENNING STA.; M-D/T/Y	None
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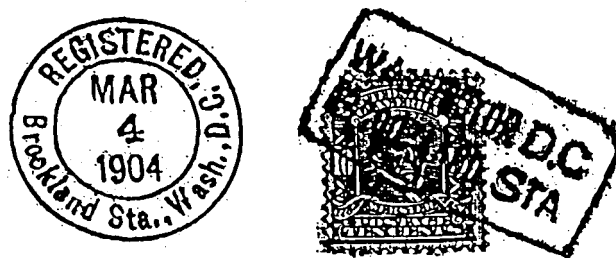
**Brookland Station** was converted from the independent Brookland Post Office on 1 November 1900.

Dates of Usage	Description of Dial	Killer description
11/24/00 - 9/3/09	25 ½ mm, WASH. D.C./BROOKLAND STA. M-D/T, Y outside dial	1 in circle within barrel ellipse
8/27/13 - 1/11/15	As above with wider spaces between WASH and D.C.; larger letters.	As above
10/13/19	16 mm, WASHINGTON, D.C./BROOKLAND STA. M-D/T, Y outside dial; smaller letters.	As above



#### Registered

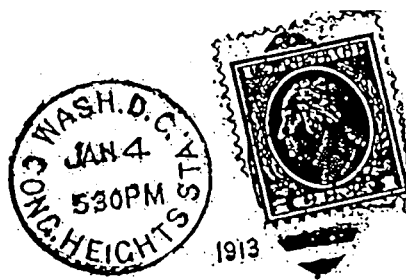
3/4/04	29 ½ mm, double circle; REGISTERED/ Brookland Sta., Wash., D.C.; M/D/Y	38 ½ X 19mm rectangle WASHINGTON D.C./ BROOKLAND STA
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**Congress Heights Station** was converted from Station 33 on 1 July 1907.

8/31/?	26 ½ mm, WASHINGTON, D.C./ CONGRESS HEIGHTS, T/M-D, Y outside dial	1 in circle within barrel ellipse
9/12/10 - 1/4/13	25 ½ mm, WASH. D.C./CONG.HEIGHTS STA.; M-D/T, Y outside dial	As above





**East Capitol Station** was established at 3<sup>rd</sup> and Capitol St. NE on 26 September 1881 as a full service station. One field of thought is that it was designated Station B on that same date. However, I have never seen an official document supporting that designation and no “B” appears in the postal markings until after 1 March 1895, which is the other alternative for the designation date. I have chosen to locate it in this article according to the postal markings.

<b>Dates of Usage</b>	<b>Description of Dial</b>	<b>Killer description</b>
11/1/81 - 1/15/85	29 mm, EAST CAPITOL STA./D.C. M-D/T/Y	Oval of broken circles and arcs
3/19/85 - 12/26/88	23 mm, EAST CAPITOL STA./D.C. M-D/T, Y outside dial	B in circle within barrel ellipse
12/28/85 - 1/25/88	23 mm, EAST CAPITOL STA./D.C. M-D/T, Y outside dial, larger letters than above.	B in center of nine bar barrel pointed ellipse.
11/26/85 - 8/9/88	23 1/12 mm, EAST CAPITOL STA./D.C. M-D/T, Y outside dial	0 inside nine bar pointed ellipse
?	As above with no date or time (3 <sup>rd</sup> class)	As above.
5/11/89 - 9/2/92	25 ½ mm, EAST/CAPITOL STA.D.C. M-D/T, Y outside dial	0 inside nine bar rounded ellipse
12/11/89 - 7/1/91	As above	B in circle within barrel ellipse.
10/12/91 - 1/21/95	25 ½ mm, EAST CAPITOL STA./WASH.D.C. M-D/T, Y outside dial	ECS in rectangle, 3 bars of oval top and bottom
5/26/93 - 2/2/95	25 ½ mm, EAST CAP. STA. WASHINGTON/D.C. M-D/T, Y outside dial	1 in circle within barred barrel oval
10/1/93 - 4/6/94	25 ½ mm, WASHINGTON, D.C./E.C.S. M-D/T, Y outside dial	as above



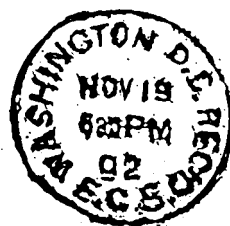
5/11/89

FORWARDED E.C.S. in violet non serif letters

**FORWARDED E. C. S.**

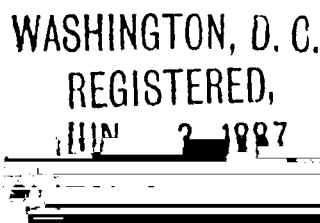
## Receiver

Dates of Usage	Description of Dial	Killer description
9/10/87	28 mm, WASHINGTON, E.C.S./REC'D. M/D/T/heavy line	NONE
6/10/89	As above, but no heavy line	NONE
12/9/92	27 mm, WASHINGTON, D.C. REC'D/E.C.S.; M-D/T/Y	NONE



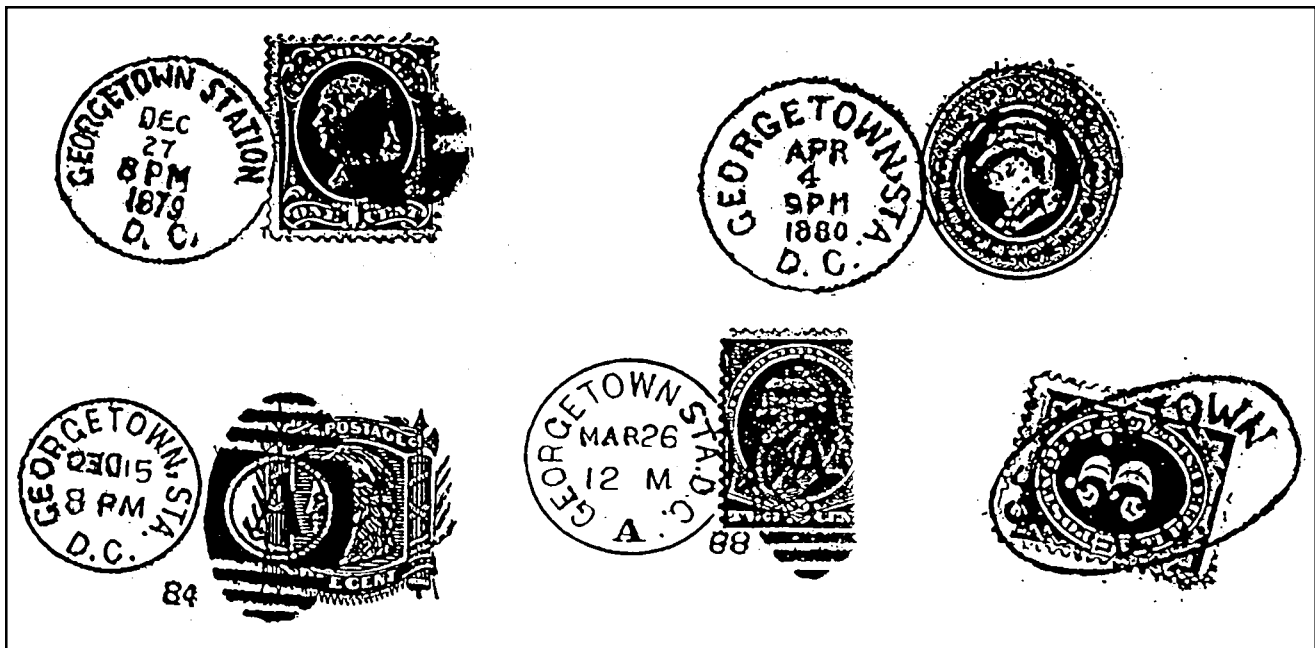
## Registered

6/3/87	4 horizontal lines; WASHINGTON, D.C./ REGISTERED/M-D-Y/EAST CAPITOL STA.,	30 ½ mm double oval WASHINGTON, D.C.; REG
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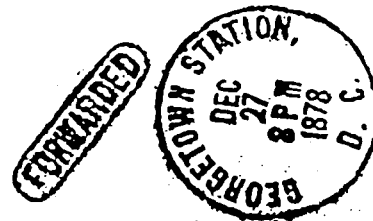
**Georgetown Station** was a conversion from the Georgetown Post Office on 1 January 1878. One field of thought is that it was designated Station A on that same date. However, I have never seen an official document supporting that designation and no "A" appears in the postal markings until 1884 and 1893 is considered the other alternative for the designation date. I have chosen to locate it in this article according to the postal markings. It was the first Washington station and the conversion was effected in order to extend the Washington letter carrier system. It remained a full service station.

12/27/78 - 3/10/79	28 mm, GEORGETOWN STATION/D.C. M/D/T/Y in violet	Negative cork crossroads in violet
12/28/79	As above in black	As above in black
4/4/80 - 1/29/84	28 ½ mm, GEORGETOWN, STA./D.C. M/D/T/Y	Large G within 3 concentric circles
12/15/84 - 12/12/94	23 mm, GEORGETOWN, STA./D.C. M-D/T/Y outside dial	Large A in circle within barrel ellipse
3/28/88 - 10/18/93	26 mm, GEORGETOWN STA.D.C./A M-D/T, Y outside dial	A in circle within barrel ellipse
7/14/81	40 X 23 mm oval, GEORGETOWN/D.C. in magenta (used on postage due stamp)	NONE



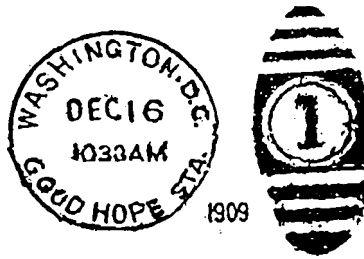
### Receivers

Dates of Usage	Description of Dial	Killer description
12/27/78	28 mm, GEORGETOWN, D.C./REC'D. D/T	NONE
2/24/95	26 ½ mm, WASHINGTON G S D.C./REC'D; M-D/T/Y Only the top half of the letters identified here as G and S are clear. G and S are the only letters which seem to fit.	NONE
12/27/78	FORWARDED in 24 X 5 mm oval in violet	
12/27/78	GEORGETOWN STATION,/D.C.; M/D/T/Y	NONE



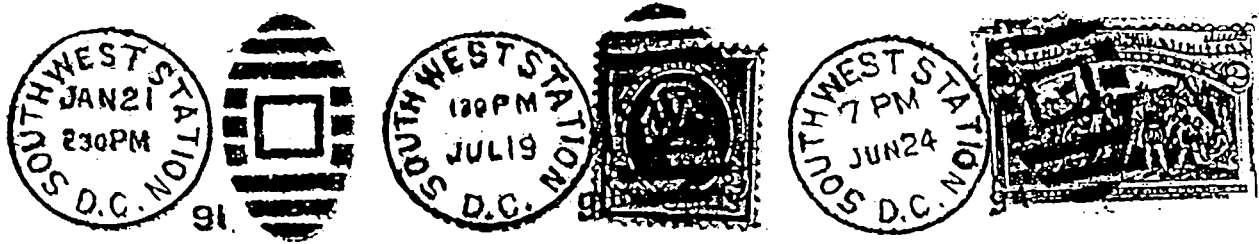
**Good Hope Station** was established 7/1/07 replacing Station 49. It was discontinued 6/15/15.

12/16/09	26 mm, WASHINGTON, D.C./ GOOD HOPE STA.; M-D/T/Year outside dial.	Barrel ellipse with 3 bars above and below; 1 in circle.
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**Southwest Station** was established as a full service station 1 December 1890 at 714 4 ½ St. SW and converted to Station D on 1 March 1895. Ten carriers (postmen) were initially assigned to service that section of the city. Southwest Station was re-established 1 December 1919 as a limited service station.

Dates of Usage	Description of Dial	Killer description
1/5/91 - 1/21/92	25 ½ mm, SOUTHWEST STATION/D.C. M-D/T, Y outside dial	Square inside nine barred oval
7/19/92 - 17/11/93	26 mm, SOUTHWEST STATION/D.C. T/M-D, Y outside dial	S.W.S. in rectangle within barred ellipse
6/16/92 - 6/24/94	26 m, SOUTHWEST STATION/ D.C. T/M-D, Y outside dial	Square inside nine barred ellipse

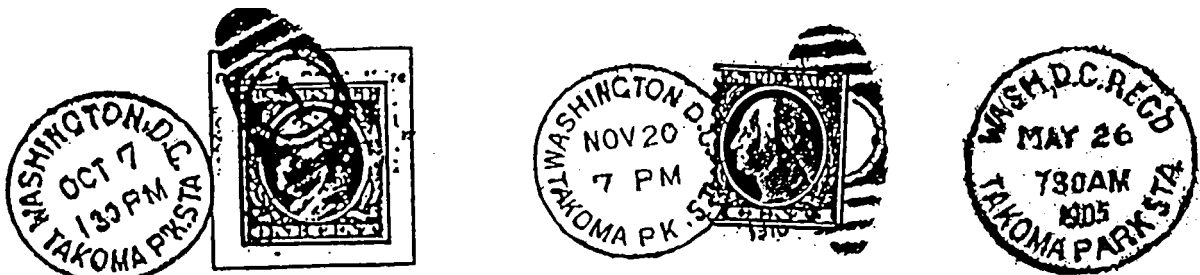


**Takoma Park Station** was converted from an independent post office 1 July 1901. It was discontinued 1 June 1957.

3/9/05 - 1/8/12	26 mm, WASHINGTON, D.C./TAKOMA PK. STA. M-D/T, Y outside dial	1 in center of barrel ellipse
11/20/16	As above, except letters slightly smaller and no apostrophe between P and K	Same as above

**Receiver**

5/26/05	29 mm, WASH. D.C. REC'D/TAKOMA PARK STA. M-D/T/Y	
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**Tennallytown Station** was converted from the independent Tennallytown Post Office 1 January 1895, re-named Station E on 1 Mach 1895, and renamed Tennallytown Station on 10 October 1900.

<b>Dates of Usage</b>	<b>Description of Dial</b>	<b>Killer description</b>
12/22/?	25 mm, WASH. D.C./TENNALLYTOWN STA.; M-D/T/Year outside dial	Barrel ellipse with 3 bars above and



### Receiver

11/11/06	29 ½ mm, WASH. D.C. REC'D/TENNALLYTOWN STA.; .M-D/T. No year date	NONE
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*To Be Continued:*

### MAINE NARROW GAUGE R.P.O. CANCELS WANTED

Bangor & Bucksport AGT. (10/9/1879-5/31/1883)  
Palermo & Wiscasset R.P.O. (1895-1896)  
Albion & Wiscasset R.P.O. (1896-1902, 1909-1933)  
Waterville & Wiscasset R.P.O. (1902-1909)  
Harrison & Beidgton Junction R.P.O. (1900-1917)  
Farmington & Rangeley R.P.O. (1892-1903)  
Kingfield & Farmington R.P.O. (1903-1913)  
Phillips & Farmington (1913-1917)

**BRUCE L. COREY, 108 Marilyn Avenue,  
Westbrook, ME 04092**

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**Figure 1** First international postal card issued in 1879 and sent in 1918 to a POW in Germany.

## Who was the recipient of this postal card?

**By Alex Gundel**

I would like to discuss the usage of an international U.S. postal card (*Scott's UX5*) that was mailed from Germany to the U.S. in 1918 during World War I (Figure 1). It is addressed to "Prisoner of War, Rosery Ferry". The following notes will pursue the question of whether Rosery Ferry was a U.S. American POW.

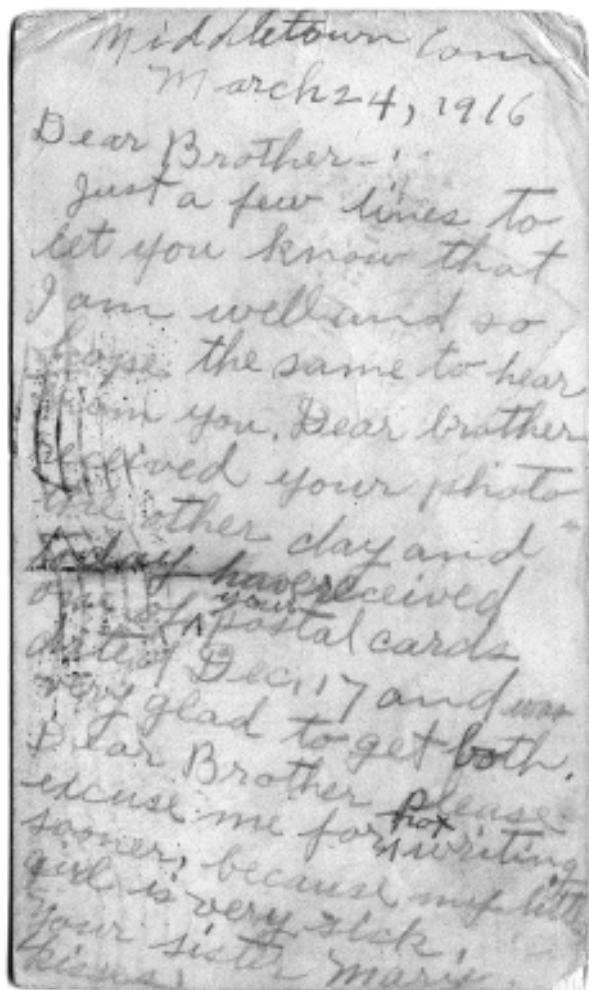
Some general information about mail from members of the American Expeditionary Forces who became POW is given by Richard Sackett in Theo. Van Dam's book, *The History of the AEF, 1917-1923* (Second edition, The Printer's Stone, Ltd., Fishkill NY, 1990). According to Sackett there were only 4,765 members of the A.E.F. and an unspecified number of civilians imprisoned in Germany during World War I. Most of these were not held prisoner for a long time, and covers to and from these POWs, which include civilians, are scarce. Sackett gives a census of 13 covers from A.E.F. members and 2 from civilians. The number of covers in collector's hands that were sent to POWs is not known but presumably it is small as well.

The postal card that is presented here was postmarked in Middletown, Connecticut, on March 26, 1918. The U.S. had officially declared war on Germany on April 4, 1917, and mail to Germany was suspended on April 7. Only later in 1917, on October 12, the Censorship Board was established to administer a system for postal censorship for the United States. The armistice

that ended the war was signed on November 11, 1918, and on April 11, 1919 mail to Germany was resumed. Though mail from the U.S. to Germany had been suspended mail to POWs was accepted by the U.S. Post Office. The card shows a magenta New York censor marking "PASSED BY. CENSOR NO. 12". The censor number 12 is not listed by Sackett.

The address on the card is partly written in German. The addressee is "Prisoner of War, Rosery Ferry/ S.S. Emeraldas Gruppe (English: group) 3,/ Baracke J(?)/ Kriegsgefangenenlager (English: POW camp) Parchim/ Germany (Meckl.)". Parchim was a camp for enlisted men and is located in the province of Mecklenburg, 120 km northwest of Berlin. The card was censored in Parchim and shows the magenta two-line marking "Geprüft F. a./ Parchim Nr. 30". "Geprüft" means censored and "F. a." stands for "Fristgemäß abgefertigt" meaning that it was processed in the time span demanded by the Geneva Convention to prevent delaying of mail. The card was forwarded (red crayon) to a military hospital (German: Lazarett). The lower edge of the card shows a German date inscription, probably a processing date, written in black ink, i.e. 30-4-18 (April 30, 1918).

The reverse of the card bears a message written by a sister of Rosery Ferry (*figure 2*). It is a little disturbing that the message is dated March 24, 1916 and not



**Figure 2** Reverse of the postal card. The message reads: "Middletown Conn March 24, 1916 Dear Brother, Just a few lines to let you know that I am well and so hope to hear the same from you. Dear brother received your photo the other day and today have received one of your postal cards dated Dec. 17 and was very glad to get both. Dear Brother please excuse me for not writing sooner, because my little girl is very sick, Your sister Mary Kisses"

1918. Because of all the information on the front of the card, i.e. dates and censorship, I believe that the year 1916 has been written down erroneously.

To obtain information about the S.S. Emeraldas, Lloyd's List has been researched. A listing of April 13, 1917 was found that gives information about a steamer Esmeraldas. I assume that S.S. Emeraldas in the address means the same ship. The note in Lloyd's List reads "In the North Atlantic the steamer Esmeraldas which had taken 1200 head of cattle from Newport News to Liverpool and was now returning in ballast was sunk. She had 116 men on board besides 60 cattlemen." The Esmeraldas was registered

in London with 4678 tons gross, owned by the Pacific Steam Navigation Company and sunk by the German raider *Möwe* on March 10. All men were saved and the *Möwe* arrived with the men on board at Kiel, Germany, on March 22 about two weeks before the U.S. officially entered the war. It seems that the men were not sent home but were held prisoner in Germany.

The raider *Möwe* was commanded by Korvettenkapitän Nikolaus Burggraf und Graf zu Dohna-Schlodien who later wrote a book about the *Möwe's* activities ("Zweite Fahrt der *Möwe*"). In his book he is talking about 115 cattlemen being rescued from a ship "Esmeralda" (without an s at the end) returning in ballast to Baltimore that was raided in the night of March 9. Though there is a slight disagreement with Lloyd's List in naming the ship and in the description of the crew, Graf Dohna certainly was writing about the same ship.

The two letters from civilians that are described by Sackett increase the plausibility of our explanation that Rosery Ferry was U.S. citizen. One of these letters was sent from the POW camp Parchim proving that American civilians were held in that camp indeed. The other letter was written by a civilian ship captain from the POW camp Karlsruhe. He was captain of a ship named *Encore* that was captured by the German raider *Wolf* on July 14, 1917. This second cover shows that men from captured vessels were held prisoner in POW camps.

In summary, no facts about the postal card contradict Rosery Ferry being an American civilian held in a POW camp in Germany. This makes the postal card a desirable postal history item, of course. Certainly it would be satisfying to have a list of names of the crew of the Esmeraldas or to find information about the crew's fate after arrival in Germany. Is there a reader of these notes who can help with additional information? I can be contacted at Alex Gundel, Mainzer Str. 76, 50678 Cologne, Germany, [alexander.gundel@dlr.de](mailto:alexander.gundel@dlr.de).



## POSTAL MARKINGS OF NORTH DAKOTA TERRITORY

Part XII: Pierce, Ramsey, Ransom County

By Mike Ellingson  
 Post Office Box 21402  
 Eagan, MN 55121-0402  
 E-Mail: mikeellingson@juno.com

This is the twelfth installment in an effort to catalog all known postmarks used in the portion of Dakota Territory that later became North Dakota. Please continue to send updates to the author at the above address. Thanks!

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### Pierce County

Code	Earliest	Latest	Killer	Notes
<b>Cecil (1887-1911)</b>				
<i>None Reported</i>				
<b>Denney (1887-1893)</b>				
<i>None Reported</i>				
<b>Hurricane Lake (1886-1905)</b>				
<i>None Reported</i>				
<b>Rugby (1886-Date)</b>				
<i>None Reported</i>				

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### Ramsey County

Code	Earliest	Latest	Killer	Notes
<b>Bartlett (1883-1975)</b>				
1 C21LN1R28	1 Jul 1883	8 Jan 1884	cork	
2 C1GN1R28	2 Apr 1887	8 Dec 1888	target	
3 C1GN1B27.5	1 Aug 1889		target	
<b>Church (1883-1886)</b>				
1 C1GN1B27	19 Jul 1886		target	
<b>Church's Ferry (1886-1894)</b>				
1 C1GN1B26.5	31 Oct 1887	13 Feb 1890	cork/grid	
<b>Crary (1884-Date)</b>				
1 C41HN1B27.5	16 Mar 1886	21 Sep 1887	cork/grid	
2 C1GN1B27	28 Aug 1888	13 May 1892	target	



1



2



3



1



1



1



2



1



2



This Creel City postmark was dated 17 days after the official name was changed to Devils Lake. The enclosed letter advises the recipient to address future mail to Devils Lake.

**Creel City (1883-1884)**

1	C21H3N1B32	14 Jun 1883	9 Sep 1883	cork
2	C31G'3N1R28.5	14 Jan 1884	7 Mar 1884	honeycomb

**Creelsburgh (1882-1883)***None Reported*


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## Ramsey County

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Code	Earliest	Latest	Killer	Notes
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**De Groat (1884-1895)***None Reported***Devils Lake (1884-Date)**

1	C1GN1B26	19 Jul 1884	28 May 1885	target
2	C1GN1B27	21 Dec 1885		target
3	C1GN1B26	20 Apr 1886	30 Aug 1887	cork
4	C1GN1B27.5	17 Nov 1887	10 Apr 1889	cork
5	C1GN1B27.5	27 May 1889	7 Aug 1890	cork

**Foxlake (1888-1910)***None Reported***Grand Harbor (1882-1914)**

1	C21GN1R32.5	27 Aug 1883	12 Feb 1885	target
2	C1G?B27	3 Dec 1889		cork

**Iola (1889-1903)***None Reported***Jackson (1884-1910)**

1	C1GN1B26	9 Mar 1897		target
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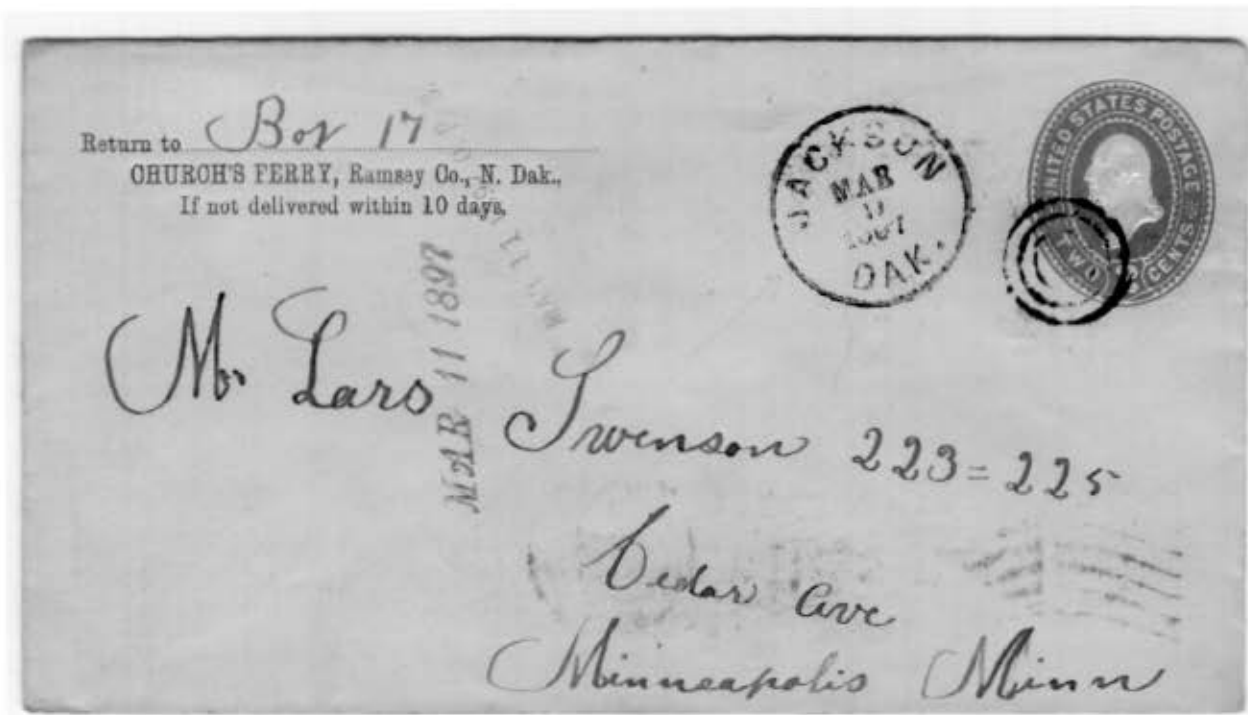
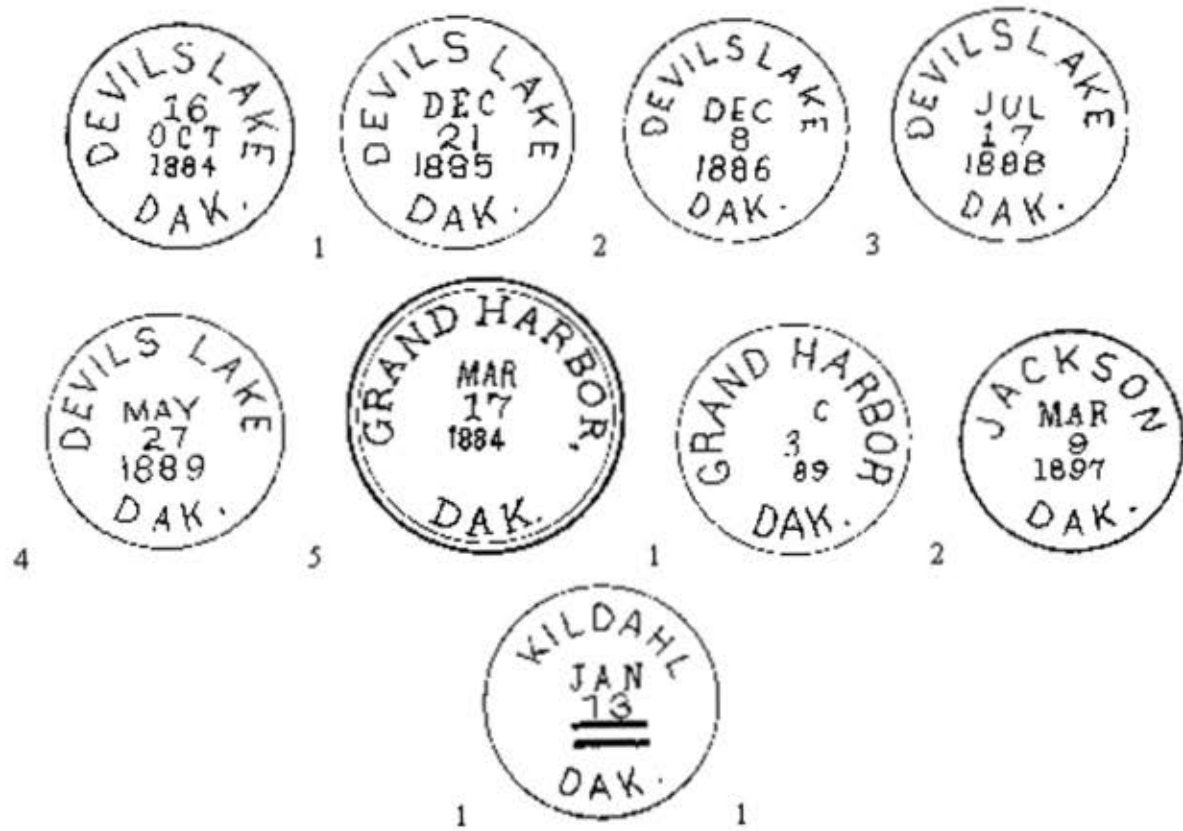
**Jerusalem (1881-1904)**

1	C1G?B27	? ??? 189?		cork	1
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**Kildahl (1885-1893)**

1	C1GN3B27	13 Jan 1886		target
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**Locke (1882/1899)***None Reported***Minnewakan (1882-1884)***None Reported*



This 1897 Jackson Dakota is a very late usage of a territorial postmarking device.

**Penn (1888-Date)***None Reported***Rogers (1882-1887)***None Reported***Rutten (1887-1902)***None Reported***Schapera (1887-1889)***None Reported*


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## Ramsey County

Code	Earliest	Latest	Killer	Notes
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**Scott (1882-1882)***None Reported***Starkweather (1886-Date)**

1 C1GN1B27.5	26 Feb 1890		target	
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**Swan (1882-1882)***None Reported***Tracy (1883-1886)**

1 C31GN1R28.5	20 Feb 1884	27 Sep 1885	cork	
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## Ransom County

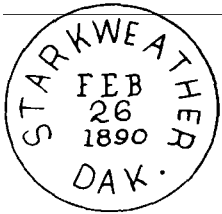
Code	Earliest	Latest	Killer	Notes
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**Aliceton (1884-1886)***None Reported***Bonnerville (1878-1890)**

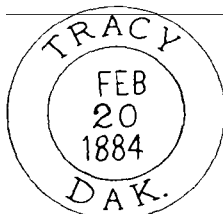
1 C41H1N1R34	17 Nov 1882	? ??? 1883	star-in-circle	
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**Buttville (1883-1955)**

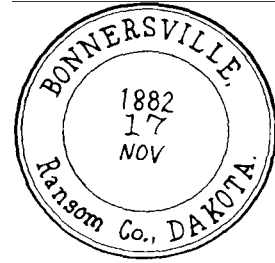
1 MS	3 Mar 1885		pen	
2 C1GN1B28	30 Sep 1887		target	



1



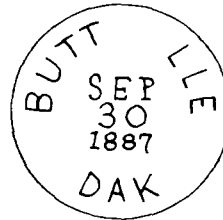
1



1

*Buttzville. D. T.  
3 3 18 5*

1



2



1



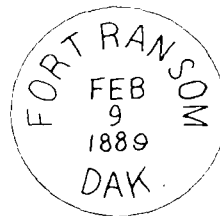
2



1



1



2

**Coburn (1883/1897)***None Reported***Elliott (1884/1972)**

1	C1GN1B27	2 Nov 1888	19 Nov 1888	cork	
2	OC1H?R26.5	? ??? 189?		cork	2

**Englevale (1883-1985)**

1	C21HN1R33.5	21 Oct 1884			
2	C1GN1B27	10 Oct 1885		target	1

**Fort Ransom (1880-Date)**

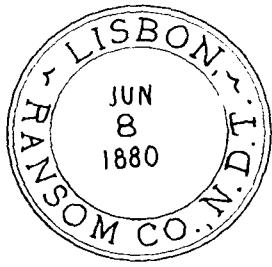
1	OV22G1?R38	? ??? 188?		target	
2	C1GN1B27.5	11 Feb 1886	9 Feb 1889	target	

**Griswold (1883-1884)***None Reported*


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## Ransom County

	Code	Earliest	Latest	Killer	Notes
<b>Jenksville (1881-1881)</b>					
<i>None Reported</i>					
<b>Lisbon (1880-Date)</b>					
1	C41O1,13N1R34	8 Jun 1880	16 Sep 1881	cork/grid	
2	MS	10 Dec 1881		pen	
3	C1GN1B26	2 Mar 1882	28 Mar 1882	target	
4	C1GN1B27	31 Jan 1883	10 Jun 1883	cork	
5	C1GN1B27	8 Jun 1885	2 Apr 1890	cork	
<b>Mullen (1882-1884)</b>					
<i>None Reported</i>					
<b>Owego (1871/1906)</b>					
<i>None Reported</i>					
<b>Penequa (1881-1885)</b>					
1	OV1HS1R41	14 Jan 1884		star	
<b>Plymouth (1880-1905)</b>					
1	C21GN1R27	6 Oct 1881		target	
2	OV21H1S1R39	22 Dec 1884		target	



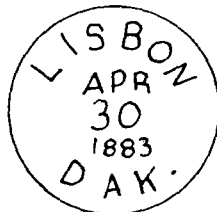
1

*Lisbon D.C.  
12/1/81*

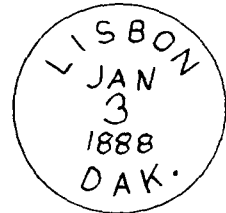
2



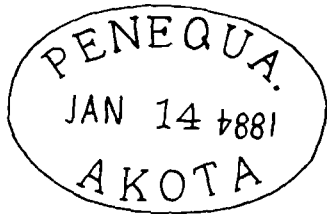
3



4



5



1



1



2



1



2



3

*Shepherd Gap  
- March 1. 1882*

1



2

*Clanding Road  
Mar 22 D.C.*

1



**Ruscoe (1881-1883)**

1 MS	16 Sep 1881		1
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**Scovill (1880-1905)**

*None Reported*

**Sheldon (1881-Date)**

1 C21G'1N1B27.5	28 Feb 1883		target
2 C1GN1B24	16 Jun 1883	9 Apr 1890	duplex
3 C1GN1B27.5	24 Feb 1888	18 Jun 1888	cork

**Shenford (1880-1892)**

1 MS	1 Mar 1882	13 Dec 1882	pen
2 C1GN1B26	27 Mar 1883		target

**Standingrock (1881-1884)**

1 MS	22 Mar 1884		pen
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**Sydna (1882-1884)**

*None Reported*

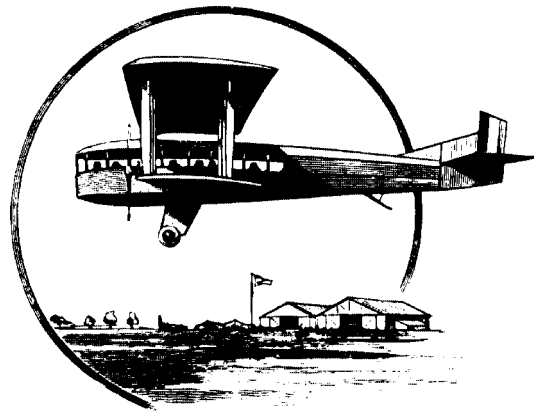
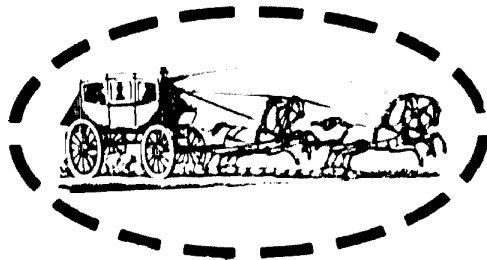
Notes:

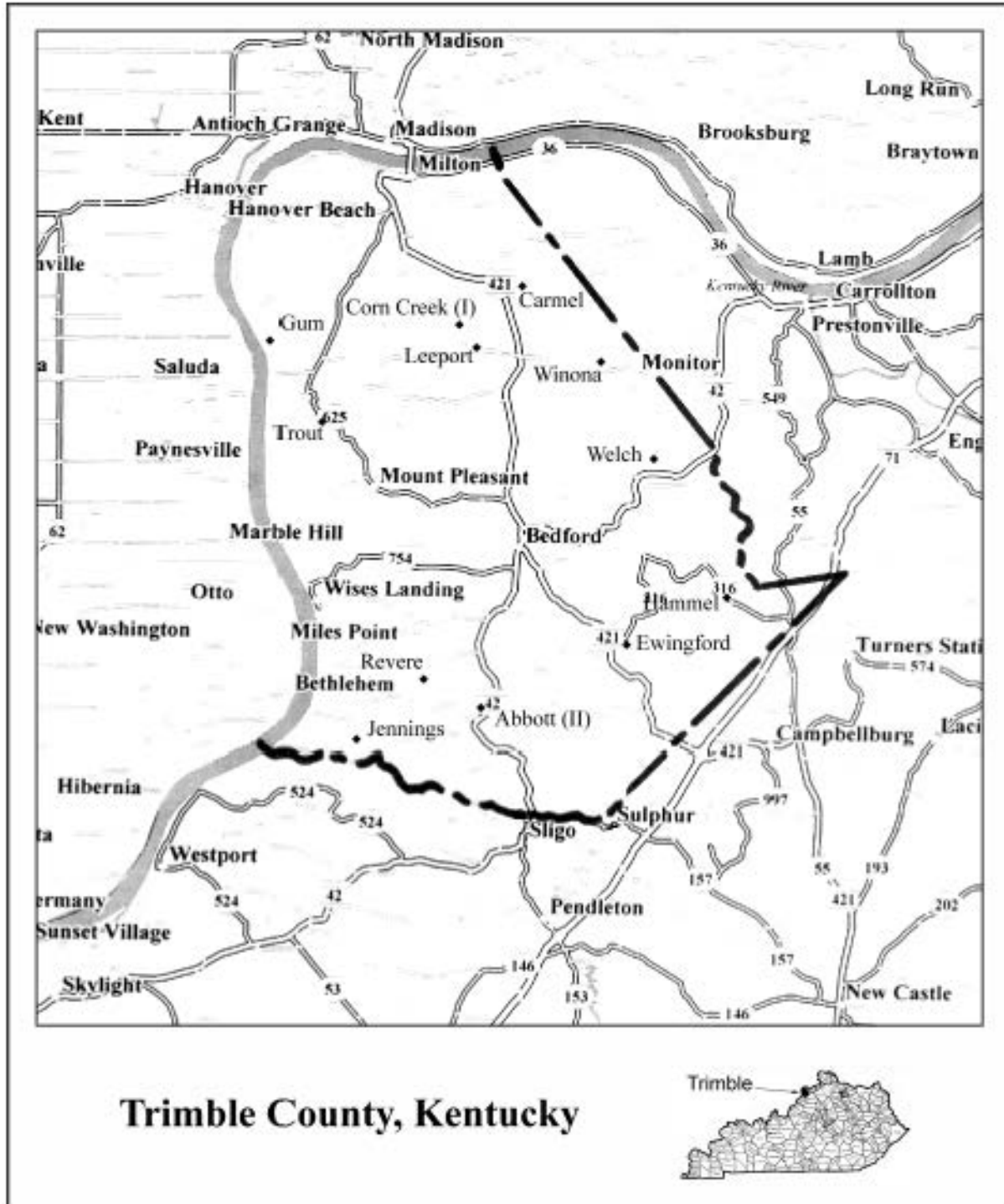
1. Traceable postmark is not available.
2. No Evidence of indicia.

**La Posta Backnumbers**

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## The Post Offices of Trimble County, Kentucky

by Robert M. Rennick

**T**rimble, Kentucky's eighty-sixth county, was created by the legislature on February 9, 1837 from parts of Gallatin, Henry, and Oldham counties. It was named for the Virginia native and longtime Bourbon County resident, Robert Trimble (1777-1828), who had distinguished himself as a justice of the Kentucky Court of Appeals, a U.S. district judge, and, until his untimely death, an associate justice of the U.S. Supreme Court. Only thirteen months after its establishment, Trimble County returned ten square miles to Henry County and lost sixty more in the creation of Carroll County. Ten square miles were returned to its territory in February 1843. Its present 149 square mile area was secured by March 1850 when it again returned some of its land to Henry.

Trimble is drained by the Ohio River, which forms its northern and western boundary for twenty-one miles, and several of its tributaries. The latter include the Little Kentucky River, which Trimble shares with Henry and Carroll counties, and Canip, Spring, Corn, Barebone, Middle, and Patton Creeks on or near which most of its post offices were located. The 1990 Census counted some 6,100 county residents. Of Trimble's twenty-two post offices, only six were established before the Civil War, and only half were created before 1890.

The county's somewhat centrally located seat of **Bedford** centers at the junction of US 421 and 42, forty-four road miles northeast of downtown Louisville. Though this sixth class city has always been the county seat, it was only in the last twenty years that it became Trimble's largest town. Even so, with only 760 residents, it remains one of Kentucky's smallest county seats. It was chartered on February 6, 1816 and probably named for the Virginia home town of the Richard Bell family which had settled there some ten years before. Its post office, the first in the future county, was established on March 23, 1818 with William E. Young, postmaster. By road miles from that office's present location most of the offices described below will be located.

Until recently, Trimble's largest town, and its oldest, was **Milton**. It centers at the junction of US 421 and Ky 36, just across the Ohio River from Madison, Indiana, at which point it is 12 ½ miles north of Bedford. One of the oldest towns in Kentucky, it was estab-

lished by the Virginia legislature in 1789 and was first situated between Canip and Tiber Creeks (the latter earlier called Town Branch). It soon developed into a busy river port. Sometime after 1802 the Moffatt store on the ridge overlooking the river bottom may have become the first mail distribution point for the settlement before its post office was officially established in 1819, with James McConathy, its first recognized postmaster.

For some reason the validity of the town's Virginia charter was questioned, and in February 1842 the town, with its original plat, was re-chartered by the Kentucky legislature. In March 1872 the legislature authorized the extension of the town's limits to include the smaller village of **Kingston** just below the Tiber. This explains the long held notion that **Milton** was first called **Kingston**. No one knows how **Milton** acquired its name. There is no evidence that it was corrupted from **Milltown** or that the town had ever been called that. And less likely was it derived from a combination of **Milltown** and **Kingston** for it had its name long before the founding of the latter.

**Milton** is still a sixth class city with an active post office and several businesses. Though it recently annexed a 3 ½ mile strip along US 421 toward Bedford, it managed to lose some 300 residents since 1970 to bring its 1990 population to only 560.

The odd association of **Corn Creek** and **Wises Landing**, which are several miles apart, still needs some explaining. The Burr (post office) map of 1839 shows the first **Corn Creek** post office in the vicinity of the Corn Creek Church on the creek for which it was named. This was on the old Milton to Bedford Road, about midway between these two towns. This office, established by Jesse Connell, operated between January 6, 1830 and mid-November 1849.

On all later nineteenth and early twentieth century maps, however, a **Corn Creek** community is shown on the Ohio River at the mouth of its name source where mid-century records located a mill and several other businesses. But on none of these maps or records is **Wises Landing** identified. Yet the next we hear of a **Corn Creek** post office was when it was re-established on June 21, 1878 in postmaster Richard Ogden's store at **Wises Landing**. This landing, just above the mouth of Barebone Creek (6 ½ miles west of Bedford) and two miles below (south of) the mouth

of Corn Creek, is said to have been established in the 1840s or 50s by its owner Henry Philip Fix, who also operated its first store. It may then have been called **Fix's Landing**. In 1876 the landing and store were acquired by Jesse Wise and the place was probably renamed for him, or for his family's area progenitor, William Wise, a Revolutionary War veteran. Two years later Jesse sold his store to Ogden. After several local site changes to the several other stores in the vicinity, the **Corn Creek** post office closed for good in late April 1913. The community it served was a rather busy river port for much of the nineteenth century but is now a sleepy little hamlet.

It has never been learned why that second post office was called **Corn Creek** rather than **Wises Landing**. Nor is the creek's name origin known. The creek, so called since the 1790s, could have taken the name of a pioneer family. In the act establishing Trimble County reference is made to **Corn's Old Farm** on Riddle's mill Road. Furthermore, the several children of George Corn (who died in 1832) are known to have been born in the first decade of the nineteenth century in what was the Henry County.

The original Collins' History (1847) mentions **Palmyra** as a small Trimble County village with a store and post office. Yet there was never a **Palmyra** post office in Trimble County. The office serving this community was not established till January 21, 1851, with James H. Turner, postmaster, and was called **Winona** probably since **Palmyra** was already in use by a Simpson County post office. The community remained **Palmyra** while its post office continued as **Winona** till it closed in late July 1905. They were located on the present Rt. 1225, probably in the vicinity of the Union Grove Church, 6 ½ miles north-northeast of Bedford.

This community with its post office has often been confused with the post office called **Vail**. The latter was nearly two miles east of Palmyra-Winona and close to the Carroll County line. It was not, as is commonly believed, a transfer of the **Winona** post office for it was established (as **Vail**) on May 11, 1891 (with Mary Jane Holsclaw, postmaster) while **Winona** was still active. **Vail** operated through November 1892. Though an attempt to re-establish it the following year was unsuccessful, it was again in operation by June 23, 1903, but as **Monitor**. Ezra O. Vail, the local storekeeper and the first of its two postmasters, found **Vail** (actually **Vale**) already committed to a Rowan County

office. **Monitor** closed in late April 1913. The names **Palmyra**, **Winona**, and **Monitor** have not yet been derived.

It is still not clear where the post office of **Garriotts Landing** was located. It is known that the family of State Senator (1865-1869) Evan M. Garriott had a store on or at the mouth of Middle Creek, and the Ohio River landing itself may have been just above it, about 7 ½ miles southwest of Bedford. The post office was likely in the store, and was operated between December 16, 1851 and early September 1862 by Evan Garriott and several other family members.

The original **Abbottsford** and two later **Abbotts** were also post offices whose sites are not precisely known. **Abbottsford's** only postmaster, during its brief tenure from February 11, 1859 to mid-May 1862, was James Abbott who ran the local store and hotel. The "ford" suggests a location on the Little Kentucky River or some other major stream.

The first **Abbott** post office, according to postmaster-designate Madison Dunn's Site Location Report of April 1880, was probably in Dunn's home just north of the Little Kentucky and 4 ½ miles south of Winona. His preferred names **Meniffee** and **King City** were replaced by **Abbott**. It operated between August 2, 1880 and late June 1883.

The second **Abbott** post office served the small community then known as **Abbotts Ford**. The "Ford" was crossed out on postmaster William R. Morgan's Site Location Report, and the office opened as simply **Abbott** on April 16, 1886. According to Morgan's report, it was a mile northeast of Middle Creek, four miles east of the Ohio River, and five miles south of Bedford. This place is not too far from where **Abbott** is shown on current state highway maps, on US 42, 1 ½ miles west of the Little Kentucky River, and 4 ½ miles south-southwest of Bedford. The office closed for good in mid-August 1906.

A couple of stores and a sawmill at a ford on the Ewing family's land on the Little Kentucky River were served from April 9, 1873 through March 1904 by the **Ewingsford** post office. William Spillman was the first postmaster. Some years ago the ford was replaced by a bridge, and the old road between New Castle and Bedford became US 421. **Ewingford** today is a small restaurant and a couple of dozen homes on 421, 3 ¼ miles southeast of Bedford.

On March 30, 1887 Lafayette Trout established the *Trout* post office to serve the area just below the mouth of Pryor's Fork of Corn Creek. The office at the junction of the present Ky 625 and 1488, on the north side of the creek, 7 ¼ miles northwest of Bedford, operated till mid-June 1906.

What is shown on current maps as *Providence*, probably for the local Baptist church on Ky 316, some eight miles east-southeast of Bedford, used to be the fairly good-sized village of *Hammel's Store*. At least that was the name first proposed for its post office by local storekeeper George M. Hammel. The office opened, though, as simply *Hammel* on April 28, 1890 and operated through February 1903. It is not known when the community (but not the post office) was renamed *Providence*. Most likely this was after the First World War since published maps of that time still identified the place as *Hammel's*.

Near the junction of Rt. 1492 and US 421, 7 ¼ miles north of Bedford, is the site of the *Carmel* post office. This served several stores, a wagonworks, a school, and the Mt. Carmel Church between December 1890 and mid-August 1906. John W. Eads was its first postmaster. Only the church survives, though the nearby *Carmel Heights* subdivision on the highway also preserves the name.

From March 9, 1891 through March 1912 the inexplicably named *Leeport* post office operated on the old Bedford to Milton Turnpike, about three fourths of a mile south of the Corn Creek Church, 1 ¼ miles west of the present US 421, and 6 ¼ miles north of Bedford. William Cull was its first postmaster.

The *Mount Pleasant* post office served a store, school, and church on the present Ky 625, 4 ¾ miles west-northwest of Bedford, from March 29, 1892 through January 1907. Flournoy G. Willis was its first postmaster. Only the church and some homes remain. It may have been aptly named but this too has not been confirmed.

Two relatively short-lived post offices, both maintained exclusively by Robert Edward Callis, served his stores and a school at what is still called *Callis Grove*. This is just west of the junction of US 421 and the New Hope Road, four miles north of Bedford. The first of the two offices was *Callis* which operated between June 1, 1893 and September of the following year. Around 1900 Callis moved his store about a mile east, to the junction where, on June 4, 1909, he re-established the office. Instead of his pre-

ferred *Callis* it was named *Hisle* for another Trimble family then living in the Hammel's Store-Providence area. The *Hisle* post office closed in late April 1913 though the store has survived till the present.

Shortly after the close of the *Hisle* post office a Methodist church built in a nearby grove a large open-air but roofed tabernacle and campgrounds and called it *Callis Grove*. For the rest of this century the grounds have attracted sizeable crowds for renewals and Fourth of July celebrations.

To serve his store where Spring Creek joins the Ohio, seven miles southwest of downtown Milton, Samuel C. Moreland applied for a post office he would call *Mamie*. However, it operated between March 21, 1896 and late March 1907, as *Gum*, the name of a Trimble County family.

Benjamin Franklin Welch undoubtedly gave his name to the post office he alone operated from April 18, 1900 through January 1904. This was about where US 42 crosses Millers Branch, just above its confluence with the Little Kentucky, and a little over four miles east-northeast of Bedford. It may have been at (or near) the site of the first of the two *Abbott* post offices. Nothing remains of *Welch*. It has not been identified on published maps for many years.

The name given to the short-lived *Revere* post office has also not been explained. This office, which Perry P. Melvin and James W. Abbott maintained from January 27, 1902 through November 1905, was just above the forks of Middle Creek, less than two miles east of the Ohio River and five miles southwest of Bedford. It served a local store, school, and church, all since gone.

Ira Marshall Jennings (1864-1931) was the last of three generations of his family to run the country store across Patton Creek from Oldham County. This site, two miles from the Ohio River and nearly 8 ½ miles southwest of Bedford (via US 42 and the Kidwell Road), may have been called *Rhea* around the turn of the twentieth century. At least that is the name Jennings first proposed for his new office. However, finding it already in use in Calloway County, he opened the office as *Jennings*. It operated from March 28, 1902 through November 1913. This vicinity is now identified on published maps as *Wesley Chapel* for the local church.

*Cottagehill*, Trimble's last post office, was operated only by Archabald E. King from April 27, 1904 through April 1909. Its precise location is not known, but, according to King's Site Location Report, it would be a mile from the Ohio, one fourth of a mile east of Gilmore Creek, and five miles west of Milton. It thus might have been on Fisher Ridge, perhaps on the present Rt. 1256. It may have been aptly named but that is only a guess.

On a farm half a mile north of Bedford was one of Kentucky's few unofficial Civil War era post offices. It was called *The Rock Post Office* as Confederate soldiers traveling through the county would deposit mail and messages for their families in a honey-combed rock formation sitting on top of a larger boulder.<sup>1</sup>

## CONCLUSIONS

Only two of Trimble's twenty-two post offices are active. Bedford and Milton still serve the county's only incorporated places. Only four of the offices ever served viable villages. The *Corn Creek* name was applied to two geographically distinct post offices; while *Abbottsford* and the two later *Abbott* offices may also have been at separate locations.

Eleven offices were named for local/area persons or families. One may have been named for a distant place, while to three were transferred the names of area features (a church and Corn Creek). Seven names have not been accounted for. One office (Abbottsford) has not even been approximately located.

The names of six post offices were not those originally intended for them. Three offices served communities with other names.

## Endnote:

<sup>1</sup> Augusta Vance Owens, WPA manuscript (ca. Late 1930s) and C.A. Hollowell's "*History of the Post Offices, Postal Services, and the Communities Involved of Trimble County, Kentucky*," a manuscript shared with the writer on May 27 and June 5, 1980.

## References

Hollowell, C.A. "*History of the Post Offices, Postal Services, and the Communities Involved of Trimble County, Kentucky*," a manuscript shared with the writer, May 27, 1980 and June 5, 1980.

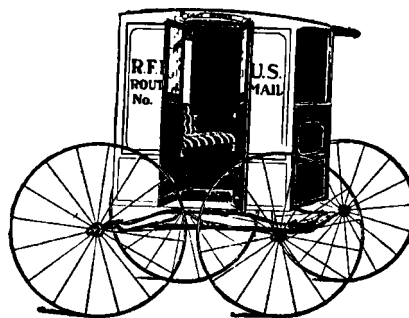
Owens, Augusta Vance, WPA manuscript on Trimble County, ca. late 1930s.

Rennick, Robert M. *Kentucky Place Names*, Lexington: University Press of Kentucky, 1984.

*Trimble Banner BiCentennial*, April 1974, passim.

Thompson, Donna Stark, *Trimble County Heritage*, 1988, 1989, 1990.

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## An Elusive C.O.D. Form?

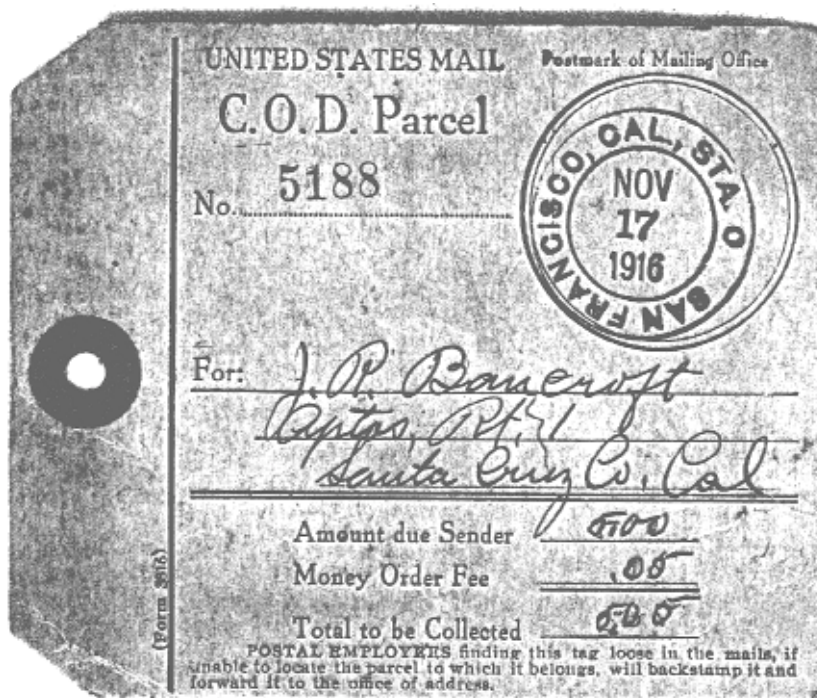


Figure 1

by E.J. Guerrant Jr.

The rates and forms utilized by the parcel post system established January 1, 1913 have been well documented over the years; however, similar information on the Collect on Delivery (C.O.D.) service established July 1, 1913 which facilitated purchase of merchandise shipped by parcel post is seemingly missing in the literature. The information available appears to be directed towards the service as it applied to first and third class matter which could be sent COD on and after July 1, 1929 and such information deals primarily with the postal rates and related fees which were paid at the time of mailing. The total amount due from the addressee and the money order fee appear to have been largely ignored, since the familiar C.O.D. marking clearly states the total amount due sender for the merchandise, money order fee and the total amount to be collected by the post office. Disregard of the details contained in the C.O.D. marking makes sense as they have little to do with the postal history or postal rates associated with the cover.

The foregoing lack of information on “exactly” how the C.O.D. service worked in the earlier years took me to the “book” recently, while trying to

find out what the tag in *figure 1* (front) and *figure 2* (reverse) was. The “book” I’m referring to is the *Postal Laws and Regulations, 1913* and in Section 489(2) I found that “The sender of a collect-on-delivery (C.O.D.) parcel shall be given a receipt showing the office and date of mailing, the number of the parcel, and the amount due him.” Thus, it appears the illustrated tag is perhaps a part of the above described receipt which, for at least a so far unknown reason, was not given to the sender since it contains the postmark of the office of mailing AND the delivery office. Additional information is required to determine if, in fact, the receipt given the sender was part of a larger receipt and, if so, what happened to the receipt retained by the post office.

Reading Section 489(5) provides another clue stating the C.O.D. tag “shall be securely attached to the parcel, which shall be numbered to correspond with



Figure 2

the tag, stamped C.O.D., and the charges to be collected plainly written thereon (the familiar C.O.D. marking again?)” Visualizing what the parcel looked like, it was either wrapped or boxed with the C.O.D. marking attached AND a tag as illustrated in Figures 1 and 2 attached, so why aren’t the tags as common as the C.O.D. marking if they were securely attached to the package? Were they not saved by the addressee, which seems unlikely based on the odd stuff people have saved over the years OR is there another reason?

Sure enough, another reason is found in Section 489(7), which states “An employee shall receipt for the total number of parcels given him for delivery. This receipt shall be surrendered to him either on the return of the parcels or the receipted tags and the total amount to be collected”. Still not a convincing reason for the scarcity of the tags because postal employees would have no obvious need to save the tags once the total amount was collected from the addressee—or would they?

The rest of the story and the reason the illustrated tag is so elusive can be found in Section 489(8), which states “The receipted tag shall be considered as the addressee’s application for a money order for the amount due the sender. A money order shall then be issued, stamped C.O.D., and mailed to the sender in a penalty envelope by the postmaster, who shall enter on the tag the number of the money order, the amount and date of issue, and file it with other money-order applications.

In summary, it would appear the tags are elusive, because once the parcel was delivered the tag was removed and became an integral part of the postmaster’s accountable funds. The tags were then probably destroyed upon completion of an audit of the postmaster’s funds.

The author would appreciate hearing from others having additional examples of the receipted tags or information pertaining to them and can be reached at [HYPERLINK mailto:guerrant@oio.net](mailto:HYPERLINKmailto:guerrant@oio.net)

[guerrant@oio.net](mailto:guerrant@oio.net)

### *United States Postal History*

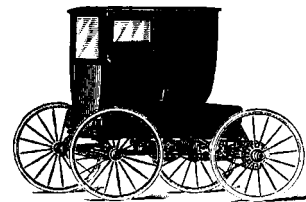
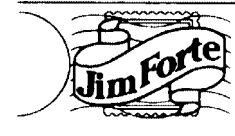
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## A Soldier's 1885 Journey from Jefferson Barracks to Leavenworth and Ft. Reno

### Two letters transcribed by Ralph L. Grumke

Ft Reno I.T.  
Nov 15th 1885

Dear Bro Geo

Yours has just come to hand and was duly appreciated. We left Jeff Bks on 3<sup>rd</sup> for Ft. Leavenworth where we arrived the next day at 12 O'clock. It is beautifully situated on bluffs of the Missouri.

I was very much pleased with the place and the drill it is considered the most military post in the west. There are about 70 officers there and 5 co of infantry 4 of Calvary and one bat of artillery.

We left Leavenworth Monday night and reached this post at 4 PM Wednesday evening after staging 113 miles and seeing many prarie chickens and numerous prarie dogs and being lighted on our way by several beautiful prarie fires. There is little or no timber in this section all our wood being hauled over 20 or 30 miles. There are 5 Cos. Of the 5th here and 2 of the 24. My Co went in the field the day after I reached the post and will probably be out all the winter. I regret to say that I not being equipped was left behind. I am now in charge of the stable and sleep down there every night. We have white horses n the Co and most of them are very good ones. With tenderest love to dear Sister Jennie

& Cousin and kisses for the little ones. I am as ever your devoted Bro.

J.R. Harrison Pfc.

One of our boys came in from camp olc today and reported a Pow Wow over one of our camp dogs. When they stopped for camp they rounded up an ox and killed our Shep who was standing behind. So they singed the hair off and cooked him whole dancing and singing till one o'clock.

\*\*\*\*\*

Ft Reno

Nov 12th 1885

Dearest Brother

I left Jeff Bks on 3<sup>rd</sup> for Ft. Leavenworth where we arrived the next day at 12. It is a beautifully situated on the high bluffs of the Missouri as you go right up on the right are some of the officers houses and you see the prison up in front of you with its high turreted walls and grim grated windows. On reaching the top of the bluff another row of officers houses are to be seen and two chapels. Then you go about a block further on the nicely paved walks and you are on the northern edge of the parade ground with officers quarters on the north and west and barracks on the south and a formidable array of gatling guns and small cannons. On the east the stables are SW and the cemetery and drill grounds to the SE. 4 cos of cavalry 5 of infantry and one battery of light artillery are stationed there & 12 officers.

26 men are on guard daily. So much for Leavenworth. We left Leavenworth at 7:19 Monday morning and reached this post at 4 yesterday evening after a day and a night of staggering over 113 miles of prarie and sand. Lots of prarie chickens and numberless prarie dogs. My company went in the field this morning but I regret to say that I was left behind. I will write again soon and tell you all about everything. With much love to all the dear ones with you I am as ever your devoted brother

J.R. Harrison

Please send me a breech loader with one barrel chocked you can give as much as 30 dollars for it and I will return it Jan. Pay day. There are numbers of ducks on this river and they are very tame.

Ft. Reno I.T.  
Nov 15th - 1885  
Dear Bro Geo  
Yours has  
just come to hand and  
was duly appreciated.  
We left Jeff Bks on the 3<sup>rd</sup>  
for Ft. Leavenworth  
where we arrived the  
next day at 12 o'clock.  
It is beautifully situated

Portion of one of the letters to Brother George



**Figure 1** Real photo post card by W.O. Olson Cpy. 1909. General view of N.D.A.C. grounds, Fargo, N.D. Arrow points to Old Main. AZO in stamp box and unused.

## The Postal History of North Dakota State University, Fargo, North Dakota

by **Ronald Olin**

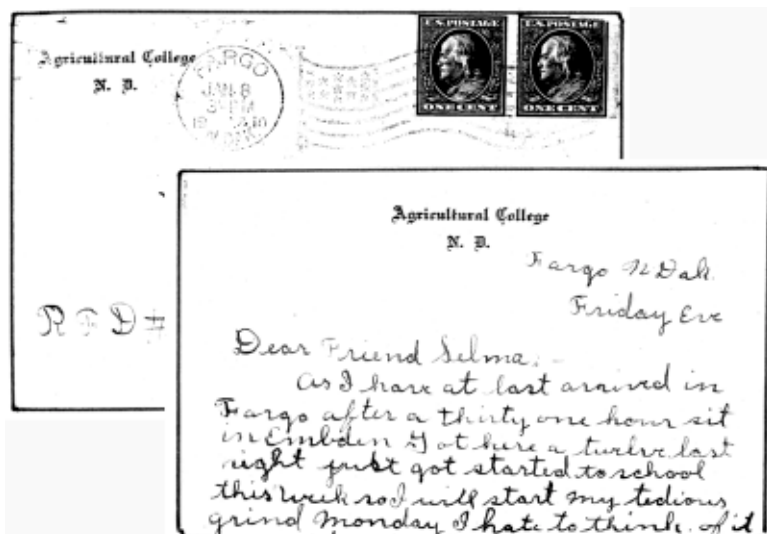
An agricultural college was first located at Fargo in 1883 by an act of the Territorial Legislature in Bismarck but nothing was done. North Dakota achieved statehood on November 2, 1889. The Constitutional Convention and first State Legislature permanently organized the North Dakota Agricultural College (N.D.A.C.), AKA “Cow College” at Fargo in October, 1890.

N.D.A.C. was established as a land grant college under the Morrill Act of 1862 which gave each state 30,000 acres for each U.S. Senator and Representative. Thus, in 1889, North Dakota received an allotment of 90,000 acres with another 40,000 acres donated from the state. N.D.A.C. had the main function of teaching agriculture and mechanical arts.

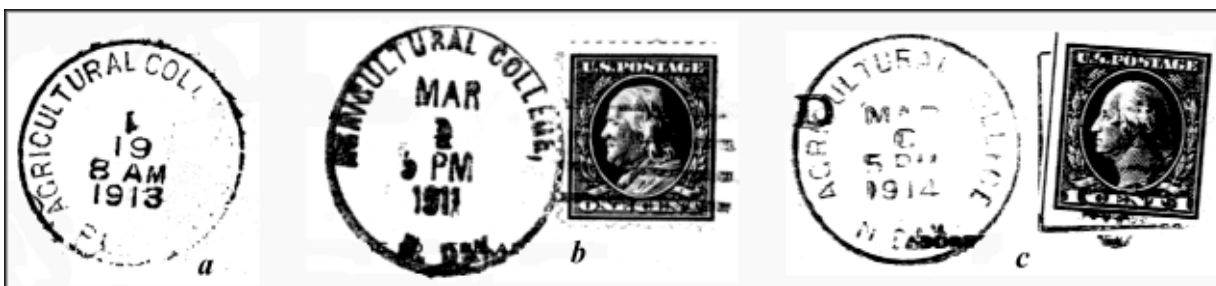
The campus was one mile north of the business center, on one section of land. In 1892, the first building was constructed which is still in existence and known as “Old Main” (**Figure 1**). H.E. Stockbridge was the first president with four faculty members. Tuition was free to all residents of the state;

board and room was \$11.00 per week. By 1916, N.D.A.C. split into three basic divisions – on campus education, research and extension.

Three distinct eras of postal history would result: 1) Agricultural College, 1897-1925, 2) State College Station, 1925-1960, and 3) State University Station, 1960-1980.



**Figure 2** Cover with printed corner (blue color and embossed) and stationary heading, circa 1910. Downtown Fargo flag cancel, dated Jan. 8, 1910 (flags were used 1905-1910).

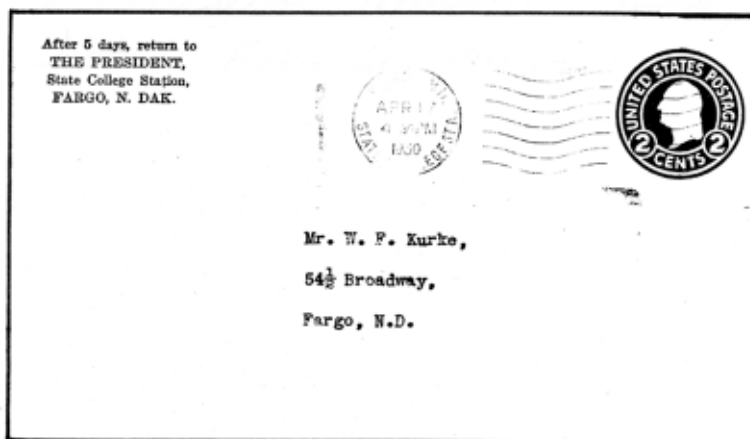


**Figure 3a** Agricultural College Rec'd, dated Jan. 19, 1913. Note inverted "1" for January. Rec'd postmarks were uncommon. **Figure 3b** Agricultural College type A/2 four-bar, dated Mar. 1, 1911. **Figure 3c** Agricultural College duplex cancel, dated Mar. 6, 1914. A similar duplex from 1906 with initials "N.D." is known but uncommon.

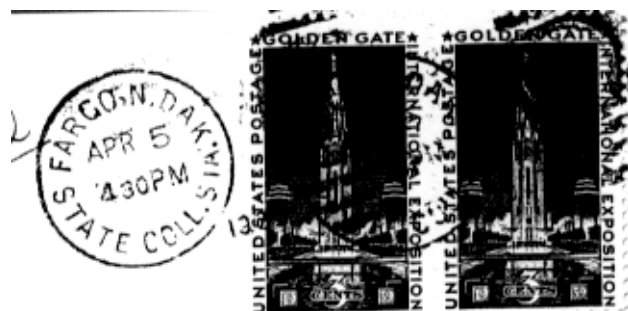
A third-class, independent post office was established on September 14, 1897, on campus. It was located in the Administration Building (Old Main) with Louise B. Evans the first postmaster. Records from the early days are not available as these were sent to Washington. The Circular Date Stamps from 1897 to 1925 featured "Agricultural College." **Figure 2** shows a printed corner cover with stationery heading, circa 1910. **Figure 3** (a, b, and c) shows three varieties from this era: CDS rec'd, four-bar and duplex types.

The campus post office grew with the college and city. On December 1, 1925, it became a branch of the downtown Fargo post office with a name change to "State College Station." John H. Pannebaker (1889-1957) was in charge of this Branch Station for 31 years until his retirement on October 21, 1956. **Figures 4, 5** and **6** are examples from this era with one handstamp and two types of machine cancellations shown.

(N.D.S.U.) came about by an active, statewide, political referendum. The request for postal change was



**Figure 5** Cover with printed corner and State College Sta., Fargo, N.D. Columbia machine cancel, dated April 17, 1930. Similar strikes, all weak with missing letters.

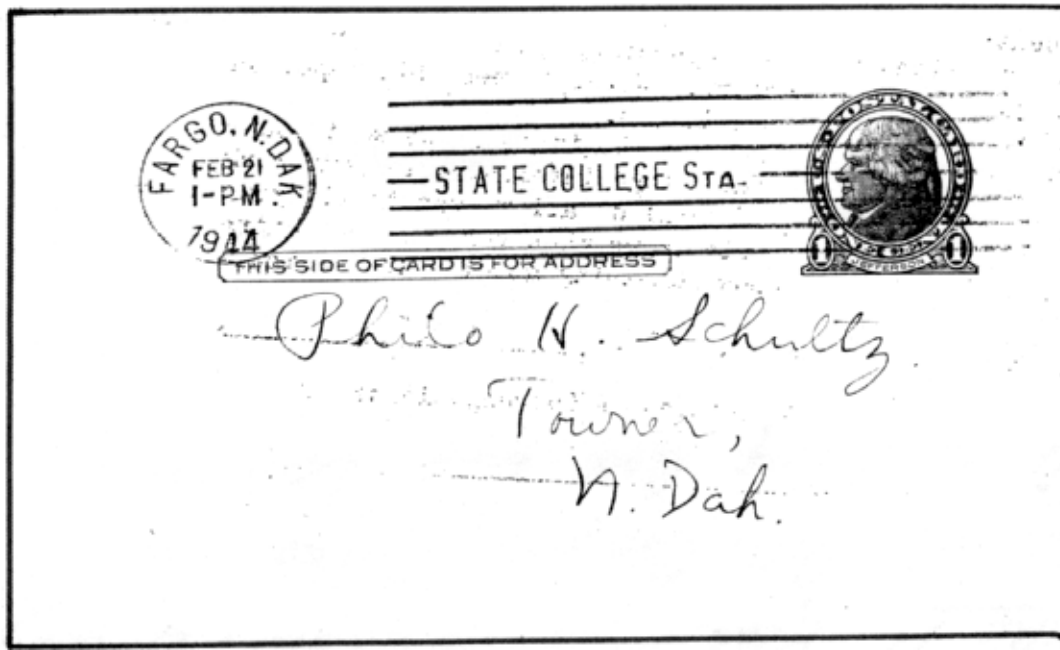


**Figure 4** State College Station, Fargo, N. Dak. Duplex "1" handstamp, dated April 5, 1939.

made by Fargo Postmaster Donald C. Fraser and received the attention of the Senate Post Office and Civil Service Committee of which N.D. Senator Milton Young was a member. Lloyd Thunberg was in charge of the station which was located in the north end of the basement of Old Main. It was moved from the southeast corner of the building in 1951. For the calendar year 1959, the post office receipts totaled \$48,505.

In 1965, a separate University Station post office building was established at 1231 N. University Dr. (13th St.) across the street from Old Main. It shared the zip code 58105 with the Fargo post office and ended its Contract Station status on January 26, 1980. **Figure 7** shows a birdseye view of the campus, circa 1960.

When the institution became a University on December 8, 1960, the name of the postal substation on campus was changed to "State University Station." The name change to North Dakota State University



**Figure 6** Postal card with State Collage Sta., Fargo, N.Dak. International Machine Cancel, dated Feb. 21, 1944.

Today, there are 60 major buildings on a campus of over 2,300 acres. About 9,800 students occupy the University's seven colleges. The campus barely

missed the killer tornado of June, 1957, and like most of Fargo, escaped the "500-year flood" of 1997, which devastated Grand Forks and the U.N.D. campus.



**Figure 7** Real photo post card. Birdseye view of A.C. Campus, circa 1960. AZO in stamp box and unused.

# West Virginia Research Papers by Alyce Evans

PLEASANTS COUNTY.

HORSENECK



JEFFERSON DISTRICT WILLOW ISLAND QUAD (I 12)  
475900E 4352260N 860'

HORSE NECK (2 words) 12 Sep 1866-4 Sep 1868  
REESTABLISHED (1 word) 23 Oct 1882  
DISCONTINUED 1 Jan 1913 m to Willow

PO located at KENNEDYS STORE-following from  
1st PM Michael J Kenne(i)dy 13 Aug 1866:

44th county created "KENNEDYS STORE STANDS IN THE CENTRE OF AN OIL  
TOWN CONTAINING A LARGE NUMBER OF FAMILIES AND MANY MORE  
WORKMEN WHO HAVE NO FAMILIES. IN THE DIRECTION OF VOLCANO  
THERE ARE PERHAPS 50 FAMILIES WHO WOULD GET MAIL AT HORSENECK  
OWING TO THERE BEING NO GOOD ROAD IN THE OPPOSITE DIRECTION"

Office will be 3 mi SE of river rte fr WHEELING TO PARKERSBURGH on which the mail is  
carried 3X per week. It will leave and intersect again the rt at Willow Island, 3 mi NW.  
VOLCANO-9mi S BULL CREEK PO-6mi W ST MARYS-12 mi Easterly BULL CR. 1mi W Pop 150.

Fr John Calvin Malone 16 Sep 1882:

ON RT 12346 fr Volcano to Willow on which the mail is carried 2X per week.

The contractor is Benjamin J Kelley. SHULTZ-3 mi E WILLOW ISLAND-3½mi NW ST MARYS-6 mi NE  
OHIO RIV.-office on the S side-3¼mi BULL CREEK-2 mi S LAURELFORK R

POSTMASTERS:

MICHAEL KENNI(E)DY	12 Sep 1866-2 Sep 1868-disc.
JOHN C MALONE	23 Oct 1882 (RE)
BAZEL CHILDERS *	6 Dec 1882
JOHN C. MALONE	1 Oct 1892
SUSAN CHILDERS	24 Nov 1893
JOHN C MALONE	17 May 1897
THOMAS INGRAM	26 Jul 1902
JOHN C MALONE	20 Jan 1905-1 Jan 1913-disc. m to Willow



December 18, 1887, registered letter. Ten-cent green 1897, type I, stamp pays the letter rate of 2¢ and the registration fee of 8¢. Cover docketed "Annie m Bacon/ Horseneck/ W Va. Straight-line purple back stamp, REGISTERED/Dec 21, 1897/Augusta, Maine. The reason for the quaint name of Horseneck is unknown.

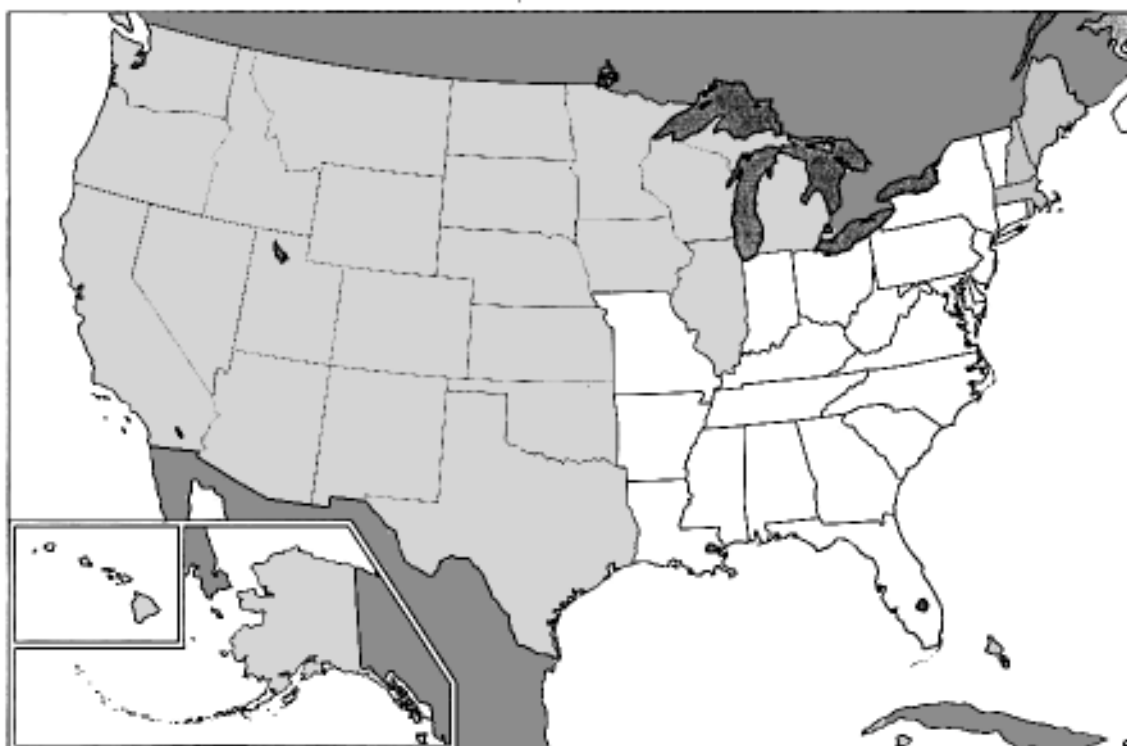


**Above:** Heavily embossed postcard depicting a blue rose and “Best Wishes” in gold on the reverse. Dated June 21, 1910. **Below:** July 25, 1901, letter from John C. Malone, who was postmaster at the time, and who was also the 2nd, 4th, 6th, 8th, and last postmaster. Since an apparently identical 27 1/2 mm handstamp townmarking was used on all covers viewed from this postoffice, covering the years from 1897 to 1910, it could be assumed that a single townmarker was used during the entire period this post office was in operation.

In 1850 oil was discovered floating on little pools of water on Horseneck Run, and for a time this created considerable wonder, Finally it was ascertained that the oil had escaped from exposed rocks and this led to the belief that there must be a quantity of oil somewhere below.

According to Robert L. Pemberton in his *History of Pleasants County*:

Horseneck has the reputation of being the field in which an explosive was first used for the purpose of breaking up the sand and so permitting a more rapid flow of oil. Basil Childers, a local engineer, was the first man to conceive the idea of exploding gun powder in the bottom of a well to crack the rock or earth and successfully used the method in several wells. After seeing the crude method used by Mr. Childers, D.A. Roberts saw a way to improve it by employing a tinner to make a tin shell which he filled with gun powder. On the upper end he fastened a gun cap, one of the old percussion kind, covering it with beeswax and tallow to make it waterproof. He lowered the tube into the well with a wire attached to ears on each side of it. Then he dropped a flat-headed iron bar down the hole and the result was a good explosion and a large increase in the output of oil. From the Horseneck field, the drilling of shallow wells spread all over the county, but no where else was the producing sand found so near the surface, and in a few years the production was confined almost exclusively to that first field. Mr. Roberts is reported to have secured a patent upon the invention, which yielded him a comfortable income, but Mr. Childers (postmaster of Horseneck 6 Dec 1882- 1 Oct 1892) is said to have realized nothing for the original idea.



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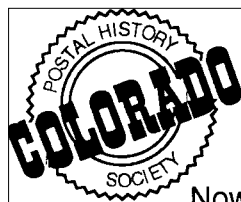
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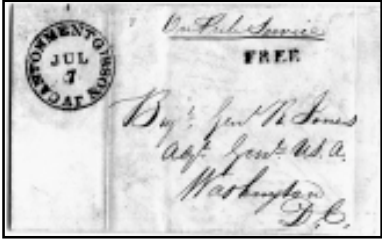
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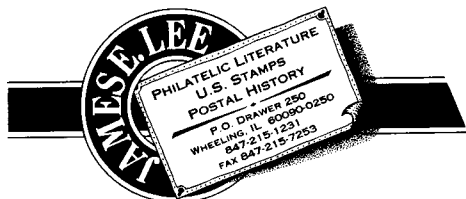
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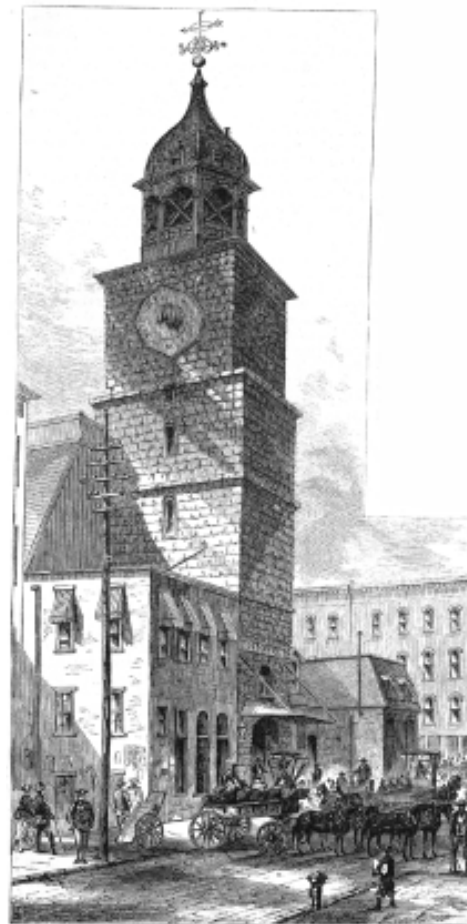
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NEW YORK POST-OFFICE IN THE 18TH CENTURY

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## CALIFORNIA

- 1 ARLANZA VILLAGE STA, 1963 VG DC ON COVER (63-77). EST. \$5
- 2 ASCOT STA, 1953 VG DUPLEX ON 3x5 CARD (52-67). EST. \$5
- 3 ASILOMAR, 1920 VG 4-BAR ON PPC (14-35). EST. \$6
- 4 BADEN STA, 1951 VG DC ON 3x5 CARD (50-74). EST. \$5
- 5 BALLENA, 1880 F CDS ON COVER (70/02). EST. \$100
- 6 BELMONT SHORE STA, 1953 G DUPLEX ON 3x5 CARD (30-62). E. \$4
- 7 BIG SUR, 1941 VG 4-BAR ON COVER. EST. \$4
- 8 BRIGGS STA, 1975 F DC ON 3x5 CARD (49-76). EST. \$4
- 9 CAMBRIAN VILLAGE BR, 1950 F DC ON 3x5 UNSENT CARD (50-54) \$4
- 10 CAMBRIAN VILLAGE, 1950 F 4-BAR ON 3x5 UNSENT CARD (50-54) \$4
- 11 CANYON CREST STA, 1963 VG FD ROLLER OM 3x5 CARD (63-76) \$5
- 12 CENTRAL DISTRICT STA, 1964 F DC ON COVER (64-80). EST. \$5
- 13 CIVIC CENTER STA (VAN NUYS), 1975 F DC ON 3x5 CARD (76-). 3
- 14 CHINA STA, 1940 F DUPLEX ON CACHED COVER (30-56). EST. \$4
- 15 COLOR CORNER STA, 1962 F DC ON 3x5 CARD (62-70). EST. \$5
- 16 CORRALITOS, 1971 VG 4-BAR ON USPS FD COVER (57-78). EST. \$4
- 17 DEL MONTE, 1904 F DUPLEX ON PPC. EST. \$4
- 18 DEL MONTE, 1944 F MACHINE ON FREE COVER. NJS RET ADDR. \$4
- 19 DOWNS PRAIRIE, 1894 VG CDS ON CVR W/SM SEALED HOLE (77/03) 40
- 20 DUTCH VILLAGE STA, 1976 VG DC ON 3x5 CARD (57-77). EST. \$4
- 21 FERRY ANNEX, 1936 VG DUPLEX ON CREASED CVR (31-40). EST. \$4
- 22 FLETCHER HILLS BR, 1957 F DC ON CACHED LD CVR (54-57). \$5
- 23 FLINT STA, 1952 F FD 4-BAR ON 3x5 CARD (52-71). EST. \$4
- 24 FOSTER CITY BR, 1964 G+ 4-BAR ON GPC (64-68). EST. \$5
- 25 FOSTERS BAR, ca 1854 G+ CDS ON PSE (52-68). EST. \$200
- 26 FOXEN, 1911 VG 4-BAR A BIT HIGH ON TONED COVER (10-14). \$35
- 27 HARRISON, 1914 G+ LIGHT 4-BAR ON PPC (99/19). EST. \$15
- 28 HIGHWAY CITY BR, 1974 VG DC ON UNSENT 3x5 CARD (55-77). E. \$4
- 29 HILLS FERRY, 1881 VG DC CVR RED'D @ LT & RT-EDGE FAULTS. 65
- 30 HORSE TOWN, ca 1861 G+ CDS ON COVER (52-76). EST. \$175
- 31 HUNTER'S POINT STA, 1949 VG DUPLEX ON 3x5 CARD (43/74). \$4
- 32 IRVINE BR, 1965 VG DC ON COVER (65-75). EST. \$4
- 33 ISLA VISTA BR, 1966 VG FD 4-BAR ON PC (66-80). EST. \$4
- 34 (IV)ANHOE S(TA), 1907 PARTIAL DPLX ON CREASED PPC (04-08) 8
- 35 JOHNSTOWN BR, 1962 F DC ON REV OF 3x5 CARD (62-64). \$8
- 36 LADERA, 1960 VG 4-BAR ON GPC (60-). EST. \$3
- 37 LIBERTY, ca 1865 F CDS ROUGH AT TOP (60-74). EST. \$150
- 38 LOVING'S FERRY, 1856 VG ms ON CVR W/SM WRINKLE (55/62). \$500
- 39 MALAGA BR, 1965 F DC ON 3x5 CARD (65-73). EST. \$4
- 40 MARINE CORPS SUPPLY CENTER, 1956 F 4-BAR ON CVR (56-66) \$5
- 41 MIDDLEFIELD ROAD, 1953 VG 4-BAR ON GPC (53-). EST. \$3
- 42 MONROE, 1908 VG DOANE O/S ON CREASED PPC (97-12). EST. \$15
- 43 MORA VILLAGE STA, 1967 VG DC ON GPC (56-79). EST. \$4
- 44 MOSS LANDING, 1943 G 4-BAR ON FREE PPC. USCG RET ADDR. \$5
- 45 MT. BALDY, 1953 F 4-BAR ON COVER (51-66). EST. \$4
- 46 MYRTLETOWNE BR, 1962 VG FD 4-BAR ON 3x5 CARD (62-76). \$4
- 47 NAS MIRAMAR/UNIT 10, 1957 F DC LD ON BACK OF GPC. EST. \$5
- 48 NAVAL HOSPITAL STA (CORONA), 1946 VG DC ON GPC (46-50). \$10
- 49 NAVAL HOSPITAL STA (CORONA), 1957 VG LD DC ON GPC (52-57) \$6
- 50 NAV OPERATING BASE BR (SAN DIEGO), 1942 VG 4-BAR ON CVR \$8
- 51 NORTONVILLE, 1882 VG DC ON GPC (74/10). EST. \$45
- 52 ORCUTT, 1895 F CDS ON COVER (90-96). EST. \$150
- 53 ORINDA STA, 1942 VG DC ON COMM'L PPC (27-44). EST. \$5
- 54 OTAY STA, 1952 VG DC ON 3x5 CARD (51-68). EST. \$4
- 55 OXNARD AIR FORCE BASE MOU, 1960 VG DC ON GPC (-69). \$8
- 56 PINNACLES, 1953 G+ LD 4-BAR ON GPC (24-53). EST. \$4
- 57 PORT OF EMBARKATION STA, 1942 F DC ON COVER (42-46). \$4
- 58 POWELTON, 1893 VG CDS ON CVR RED'D INTO STAMP (72-06). \$45
- 59 QUINTELETTE, 1908 F DOANE ON PPC W/COR BEND (03-12). EST. \$15
- 60 RIFLE RANGE MCB, 1942 G+ DUPLEX ON COVER (42-45). EST. \$8
- 61 ROSEDALE, 1911 F 4-BAR ON PPC (91-13). EST. \$12
- 62 ROSELAWN, 1908 VG DOANE ON PPC (02/18). EST. \$12
- 63 SAN GABRIEL/STA NO. 3, 1952 VG FD DC ON GPC (52-). EST. \$5
- 64 SAN LUIS REY DOWNS BR, 1969 F FD 4-BAR ON CACHED CVR. \$4
- 65 SAN TOMAS, 1951 F 4-BAR ON 3x5 CARD (49-73). EST. \$4
- 66 SCENIC CENTER BR, 1962 F FD 4-BAR ON 3x5 CARD (62-76). E. \$4
- 67 SHERMAN OAKS STA, 1937 F DUPLEX ON GPC (31-41). EST. \$5
- 68 SCLAUSEN AVENUE STA, 1955 VG 4-BAR ON 3x5 CARD (50-63). E. \$4
- 69 SOLEDAD, 1891 G+ LKU MOT-3440 ON COVER. SECOND KNOWN. \$25
- 70 SOMERSVILLE, 1908 F DOANE ON PPC (63-10). EST. \$20
- 71 SOUTH SAN GABRIEL BR, 1952 F LD DC ON GPC (38/52). EST. \$4
- 72 SOUTH SAN GABRIEL BR, 1952 F FD DC ON GPC (52-69). EST. \$4
- 73 SOUTHLAND STA, 1965 VG DC ON GPC (65-75). EST. \$4
- 74 SOUTH SHORE STA, 1962 VG FD DC ON 3x5 CARD (62-70). EST. \$5
- 75 UNIVERSITY BR (S. BARBARA), 1972 VG DC ON UNSENT 3x5 CARD. 3
- 76 U.S.M. BARRACKS (MARE ISLAND BR), 1926 F 4-BAR ON CVR. E. \$5
- 77 VERMONT AVENUE STA, 1953 VG DUPLEX ON GPC (51-77). EST. \$4
- 78 VULTEE FIELD, 1944 F 7-BAR NON-STD ON CVR W/SM TEAR. E. \$8
- 79 WATERMAN, 1884 VG DC ON CVR RED'D @ LEFT (81-87). EST. \$300
- 80 WEST MENLO PARK, 1958 F FD 4-BAR ON GPC (58-). EST. \$4
- 81 WONDERLAND, 193X VG 4-BAR ON PPC (26/46). EST. \$6
- 82 WRIGHTS, 1911 VG 4-BAR ON CREASED PPC (79-38). EST. \$4
- 83 WYANDOTTE, 12/14/09 LKU VG BLUE DOANE ON PPC (59/15). \$20
- 84 ZELZAH, 1928 G+ 4-BAR ON CVR W/SM NICK (11-29). EST. \$12

## COLORADO

- 85 NEVADA/CT, ca 1862 G+ CDS ON COVER (61-69). EST. \$80

## IDAHO

- 86 BYRAM, 1910 F 4-BAR REC'D ON PPC (10-12). EST. \$75
- 87 WASHOE, 1894 VG CDS ON PSE (73/98). EST. \$75

## NORTH DAKOTA

- 88 EXPANSION, 1911 VG TY A 4-BAR ON CVR RED'D @ RT (01-22). \$8
- 89 EXPANSION, 1914 F TYPE B 4-BAR ON PPC (01-22). EST. \$12
- 90 MC LEAN, 1908 VG 4-BAR O/S ON PPC (92-08). EST. \$8

## OREGON

- 91 ACME, 1912 VG DOANE ON PPC W/SM TEAR (85-16). EST. \$8
- 92 DOVER, 10/5/07 G EKU DOANE REC'D & O/S ON PPC (90-11). \$20
- 93 TEMPLETON, 1907 VG DOANE O/S ON PPC (98-17). EST. \$8

## SOUTH DAKOTA

- 94 BRUSHIE, 1910 G+ 4-BAR ON SOILED PPC (05-12). EST. \$15
- 95 FLORA/DAK, ca 1890 G+ CDS ON CVR RED'D @ RT (84-01). \$35
- 96 MERRITT, 1908 VG EKU DOANE A BIT HIGH ON PPC (88-14). \$20

## WASHINGTON

- 97 GENEVA, 1907 G+ DOANE REC'D & O/S ON PPC (88/19). EST. \$10
- 98 VENESS, 1910 F 4-BAR ON CREASED PPC W/STAIN (08-17). E. \$10

## RPOS

- 99 ATTICA & BELVIDERE, 1909 VG (909-1-1) ON PPC. EST. \$15
- 100 BOSTON & GREENVILLE, 1898 G (51-W-1) ON PSE RED'D @ RT. \$5
- 101 BOWIE & MIAMI, 1916 G+ LITE (969.1-A-1) ON SKINNED PPC. \$10
- 102 BROWNSV & SAMFORDYCE, 1922 VG (493-A-1). EST. \$10
- 103 CAR(BON)ADO & GATE, 1900 PARTIAL (901.2-C-1) ON CVR. E. \$20
- 104 GLOBE & BOWIE, 1941 F (969.1-D-2) ON COVER. EST. \$6
- 105 GRANDVIEW & NO. YAKIMA, 1917 F (901.6-A-1) ON GPC. EST. \$15
- 106 HOUSTON & BEEV, 1912 G (482-C-1) ON PPC. EST. \$5
- 107 JOSEPH & LA GRANDE, 1935 VG (896.6-A-2) ON GPC. EST. \$8
- 108 JULESBURG & DENVER, 1935 VG (950-G-1) ON GPC. EST. \$5
- 109 JCT CY & PARSONS, 1937 VG (912-H-3) ON CREASED GPC. E. \$4
- 110 KAL & SO. HAVEN, 1937 G+ (636-C-1) ON GPC. EST. \$6
- 111 KEARNEY & STAR, 1935 F (948.1-B-1) ON GPC. EST. \$6
- 112 KENMARE & WHITE, 1939 VG (880.4-D-1) ON GPC. EST. \$6
- 113 KEOK & SHENANDOAH, 1930 VG (765-K-2) A BIT HI ON GPC. \$4
- 114 KEYS & DURHAM, 1939 VG (310-E-3) ON GPC. EST. \$6
- 115 KING & ONEONTA, 1936 F (117-G-3) ON GPC. EST. \$4
- 116 KNOBEL & MEMP, 1935 VG (464.1-C-1) ON GPC. EST. \$4
- 117 LA. CR. & PRESTON, 1937 VG (868-K-1) ON GPC. EST. \$4
- 118 LA CR. & SAV., 1937 VG (872-H-1) ON GPC. EST. \$4
- 119 LAGRANGE & BLOOM., 1939 F (531-A-1) ON GPC. EST. \$8
- 120 LK. C. & GRENADA, 1940 F (431-K-1) ON PPC. EST. \$8
- 121 LANC & FRED, 1936 F (208-C-3) ON GPC. EST. \$4
- 122 LARIMORE & BRECK, 1937 VG (876.6-A-1) ON GPC. EST. \$4
- 123 LEB & GREENS, 1938 VG (532-F-1) ON GPC. EST. \$6
- 124 LEWISTON & RIPARIA, 1914 G (904.3-C-3) ON COVER. EST. \$6
- 125 LEWISTON & RIPARIA, 1935 VG (904.3-C-4) ON GPC. EST. \$4
- 126 LOS ANGELES & SAN B'D'NO KITE, 1914 G+ (993.1-A-1) ON PPC. \$15
- 127 MANSFIELD & WENATCHEE, 1912 F (902.3-A-1) ON GPC. EST. \$15
- 128 McCALL & NAMPA, 1932 F (896.9-A-1) ON COVER. EST. \$15
- 129 MIL & N. McGREGOR, 1912 G (843-T-1) ON PPC. EST. \$4
- 130 MONTROSE & GR JUNC, 1909 VG (957-G-1) ON PPC. EST. \$15
- 131 OKADALE & MERCED, 1907 VG (989-D-1) O/S ON PPC. EST. \$10
- 132 POP BLUFF & HELENA, 1906 VG (NEW TY) STAINED PPC-NO STAMP. 4
- 133 SANTA ROSA & VAL JCT, 1911 G+ (984.1-A-1) ON PPC. EST. \$10
- 134 SHELBY FALLS & N. HAVEN, 1911 F (85-E-1) ON PPC. EST. \$6
- 135 SOUTH L & M FALLS, 1911 G (39-F-1) ON PPC. EST. \$5
- 136 SPOKANE & COULEE, 1929 G+ (906.6-C-1) ON CVR W/SM TEAR. \$5
- 137 SPARKS & SAN FRAN, 1919 G+ (976-W-1) ON PPC. EST. \$10
- 138 SPOK. PASCO & SEAT, 1909 G+ (892-O-1) ON TONED PPC. EST. \$5
- 139 SPOK. PASCO & SEATTLE, 1922 G+ (892-P-1) ON COVER. EST. \$6
- 140 SPRING & HART, 1912 F (83-D-1) ON PPC. EST. \$5
- 141 TAMPA & SARASOTA, 1912 VG (395.5-B-1) ON PPC. EST. \$6
- 142 TEXARK & WHITES, 1908 G+ (487-D-2) ON PPC. EST. \$5
- 143 TOCCOA & ELBERTON, 1914 VG (367-B-1) ON PPC. EST. \$6
- 144 TRUCKEE & LAKE TAHOE, 1910 G+ (997.4-A-1) ON PPC. EST. \$15
- 145 TUCSON & LOS ANG, 1906 VG (963-T-2) ON PPC. EST. \$8
- 146 (VI)CTOR & IDAHO FALL(S), 1923 PARTIAL (890-V-1) ON PPC. \$10
- 147 WALLACE & SPOKANE, 1908 G (896.7-A-1) ON BEV PPC. EST. \$10
- 148 WELLS & BELL, 1911 F (554-M-2) ON CREASED PPC. EST. \$5
- 149 WILLIAMS & LOS ANG, 1908 VG (964-Q-1) ON PPC. EST. \$6
- 150 WILLIAMS & LOS A(NG), 1906 PARTIAL (964-Q-2) ON PPC. EST. \$5
- 151 WILLETS & SAN FRAN, 1911 F (985-T-1) ON PPC. EST. \$15
- 152 WILLITS & SAN FRAN, 1908 VG (985-U-1) ON PPC. EST. \$15
- 153 WILLITS & SAN FRAN, 1914 G+ (985-U-3) ON PPC. EST. \$12
- 154 ALBUQUERQUE, N MEX/TRANS.CLK., 1914 F (965.9-A-2) ON PPC. \$15
- 155 ATLANTA, GA/TR.CLK.TERM.STA., 1910 VG (374-B-2) ON PPC. E. 5
- 156 ASHTABULA, OHIO/TRANS.CLK., 1914 VG (601-P-1) ON PPC. E. \$5
- 157 KNOX, TENN/TRANS.CLK., 1906 G+ (515-K-2) ON PPC. EST. \$5
- 158 MANCHESTER, N.H./TR.CLK., 1912 G+ (30-B-1) ON PPC. EST. \$5
- 159 MERIDIAN, MISS/TRANS.CLK., 1910 F (430-E-1) ON PPC. EST. \$6
- 160 PORTLAND, ME/TRANS.CLK., 1911 F (19-B-3) ON PPC. EST. \$5
- 161 ROCKY MOUNT, N.C./TRANS.CLK., 1929 VG (332-H-2) ON PPC. \$4
- 162 ST. PAUL, MINN./TRANSFER CLK., 1909 G+ (884-B-7) ON PPC. \$4
- 163 T.C.O.S.L.DEPOST, S.L.CITY, 1914 F (971-C-1) ON PPC. EST. \$5
- 164 S. BERNARDINO, CAL/TRS.CLK., 1909 G+ (999-H-1) ON PPC. E. \$5
- 165 T.C. SAN JOSE, 1909 VG (999-I-1) ON PPC. EST. \$5
- 166 WHITE RIVER JCT. VT/TR.CLK., 1922 G+ (45-C-5) ON PPC. E. \$4

## STREET CARS

- 167 BALTO & ARLINGTON, 1912 F (BA-2-f) ON PPC. EST. \$4
- 168 CHI & MILLARD AVE, 1909 F (CH-5-a) ON PPC. EST. \$6
- 169 CHI & MIL AVE, 1906 F (CH-6-b) ON PPC. EST. \$4
- 170 CHI & N CLARK ST/2, 1907 VG (CH-1-b) ON PPC. EST. \$6
- 171 CLEVELAND CIRCUIT, 1910 F FLAG (CL-1-b) ON PPC. EST. \$4
- 172 CLEVELAND CIRCUIT, 1912 F (CL-1-d) ON PPC. EST. \$4
- 173 SEATTLE & SEATTLE, 1910 G+ (SE-1-a) ON PPC. EST. \$20
- 174 WASH DC PA AVE, 1913 G+ LIGHT (WA-1-a) ON PPC. EST. \$20

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Phone bids accepted: 650-344-3080

**CLOSING DATE: April 18, 2001 (10 PM PST)**

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