

LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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COVER: Our cover illustrates a photograph of two American WWII GIs strolling by what is arguably the world's most famous address, Number 10, Downing Street, London. It is intended to call attention to Richard Martorelli's article treating the subject of military mail from US service personnel overseas in World War II.

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Taxes and Postal Rates

United States postal patrons have recently experienced the latest in what can only be described as an exponentially growing series of postal rate increases. (See Dennis Pack's article on some of the postal history implications of this latest increase in domestic rates elsewhere in this issue). We here in Australia have seen similar upward revisions in the international rate structure over the past year, but these new rates have been confused beyond belief by the introduction in July 2000 of a Goods and Services Tax (GST). For example, the official current rate to send a letter weighing 50 grams or less via airmail to the United States is \$A1.50. But, depending upon what kind of Australia postage stamps are used, the actual rate may vary from as much as \$A1.65 to \$A1.50. The story how this new, highly confusing, international postal rate emerged illustrates the interplay among politicians, bureaucrats, and special interests groups in a modern western society.

The Politicians

The tax structure in Australia has for many years relied heavily on personal income and corporate profit taxes to generate sufficient income for the Federal government to fund its various spending programs. A Goods and Services Tax, a form of Value Added Tax (VAT), which would shift the burden of filling government coffers away from wealthy individuals and corporations to the broader society has been the goal of conservative politicians since it was introduced in Great Britain over a decade ago. John Howard, the current Australian Prime Minister, made introduction of the GST his primary government objective, and, with the help of one of the minor parties, successfully passed GST through Parliament in 1999.

Minor party support, as well as pressures from special interest groups within the ruling political coalition, forced the government to exempt certain kinds of goods and services from the new tax. One such exemption included products for export. Fair enough, you say, that would maintain a competitive position for agricultural and industrial products in the world market, but, if applied strictly across the board, it would also mean that postage stamps used on overseas mail should be tax free.

The Australian GST was set to become effective on 1 July 2000. No doubt, the politicians couldn't give two feathers in a storm about what would happen to international postage rates under their new GST, but you can bet your britches that the bureaucrats at Australia Post did.



The Bureaucrats

The initial reaction of Australia Post to the GST was, from an international perspective, rather amazing. Postage stamps used to frank domestic mail were to be taxed 10% under the GST. Postage stamps used to frank international mail were not to be taxed. It would, of course, been entirely possible to simply raise domestic postal rates 10% across the board and issue new stamps, but the politicians had made a great hubbub about how this new tax would actually have a positive impact on *all* Australians, and raising the first class domestic rate from 45 to 49 or 50 cents would not have gone down well with the *battlers* (Australia's version of the silent majority).

Australian Stamp Bulletin No. 255 (June-July 2000) carried a dramatic announcement. It read, in part:

The stamp issues in this *Bulletin* make history and record it. The new definitive range of International stamps will make history on 20 June as the first stamps designed and developed exclusively for use on international mail.

The need for the stamps is also a practical one. From 1 July Australia Post needs to be able to distinguish between overseas and domestic postage and the different GST status of the two types of mail. The International issue provides two benefits to the postal user: It identifies international postage which is GST free and the design's new panoramic shape provides an ideal canvas on which to display Australia's unique natural beauty to the world.

No doubt, the new International stamps were beautiful and their subject matter, which included the Sydney Opera House on the 50 cent value and the Sydney Harbor Bridge on the \$1.50 value, were chosen to show off this beautiful continent in its best possible light. What wasn't stated in this initial announcement was that the new International Stamps were intended



by Australia Post to be the only postage permitted to be used on overseas mail. Australia had recently scrapped its multi-tiered international rate structure in favor of a greatly simplified (and generally higher) two-tier international structure which called for \$1.00 for the first 50 grams to all places in the Asia-Pacific region and \$1.50 for the first 50 grams for all other countries. The previous rate to North America, for example, had been \$1.05 for the first 20 grams.

My first reaction, and I assume that of many other people in Australia, was well, that's nice now we have pretty new stamps to frank our mail going abroad. Australia Post dropped the other shoe in *Bulletin* No. 257 (October-December 2000). Tucked away on page 19 under a heading which read "Transition guidelines for using International Stamps" was an announcement which stated:

The introduction of GST-free International stamp(s) has required changes in Australia Post's General Postal Services Term and Conditions. Although Australia Post's policy is that domestic stamps are to be used on domestic mail, and international stamps are to be used on all international mail, a transition period has been introduced to make this change easier for all concerned.

The announcement went on to explain that a transition period which would last until 31 January 2001 would exist and that during that time customers could use either International or Domestic stamps to frank overseas letters. Furthermore, customers could exchange domestic stamps for international stamps and vice versa up to a value of \$A45.00. It also stated that from 1 February 2001: "International stamps must be used for the payment of international postage services."

The Special Interest Groups

Well, that little bombshell apparently caught the attention of the Australian philatelic community. Cath & I simply shrugged our shoulders and went about trying to use up most of our excess domestic Aussie postage, but behind the scenes there must have been a whopping storm brewing. How do I know that? In early February, as a subscriber to the *Australia Post Bulletin*, I received a two page letter from Daniel Madien, Australia Post's Group Manager, Philatelic.

Madien's letter explained why Australia Post had chosen to issue the International Stamps—simplicity and an effort to make international mail GST-free—and went on to announce that because they had received "feedback from collectors who felt this (new policy) would restrict their ability to send domestic stamps to friends and fellow collectors overseas and thus discourage the collection of Australian stamps."

The letter went on to state that after discussions with "a number of interested parties, including the Australian Philatelic Federation and the Australian Philatelic Traders Association" an arrangement had been reached which would ensure that "international mail users obtain the lower prices resulting from tax exemption, and allow collectors and others to use domestic stamps on international mail."

The new arrangement is quite striking. The "phasing in period", formerly known as the transition period, was extended to 4 March. After that date "if you prefer to use domestic stamps on international mail you may, but a 10% surcharge must be paid to cover the GST element of domestic stamps."

The following was offered in the way of an example of how this new arrangement might work:

... if you wish to use domestic stamps on a standard letter to Asia, you will need to affix stamps to the value of #1.10. The same letter using international stamps would cost \$1. If you wish to send a standard letter to Europe or the USA, you will need to affix domestic stamps to the value of \$1.65, while the same letter using international stamps would cost \$1.50.

The initial set of International stamps included denominations of 50¢, \$1, \$1.50, \$2, \$3, \$4.50, \$5 and \$10. On 1 November 2000 an 80¢ value to pay the discount rate on international Christmas cards was added. Although not specifically spelled out in the February letter, there is no reason why customers could not use a combination of domestic and International stamps to mail letters overseas. I have personally held conversations with local post office workers and they reported that they are certainly willing to accept such "mixed franking" on international mail. The question then becomes, what are the possible postal rates on an overseas letter weighing less than the standard 50 grams? *Table 1* illustrates the possibilities.

Table 1**Proper Australian International Postal Rates on Mail Paid by Domestic and/or International Stamps****Asia-Pacific Region**

International Stamps	Domestic Stamps	Total Rate
\$1.00	\$0.00	\$1.00
\$0.80	\$0.22	\$1.02
\$0.50	\$0.55	\$1.05
\$0.00	\$1.10	\$1.10

Rest of the World

\$1.50	\$0.00	\$1.50
\$1.30	\$0.22	\$1.52
\$1.00	\$0.55	\$1.55
\$0.80	\$0.77	\$1.57
\$0.50	\$1.10	\$1.60
\$0.00	\$1.65	\$1.65

“Now, that’s a fine kettle of fish!” as Oliver Laurel would have said. As a result of the ambitions of the politicians, the myopic decisions of bureaucrats, and the outcries of those whose oxen were gored, we now have four different legitimate postal rates on the same letter to Asia and six different on a letter addressed to Europe, North America, or elsewhere outside the Asia-Pacific.

Will this situation last long? It seems unlikely as the poor postal clerks are likely to be completely flummoxed by the variety of possible legitimate overseas rates. The complexity of the situation also sets up countless adversarial confrontations between postal patrons and employees of Australia Post. Surely, no one could want that to continue. From a postal historians standpoint, the current bizarre rate structure represents a wonderful opportunity to build a collection of overseas mail displaying legitimate rates composed on the various possible combinations of domestic and International stamps. In addition to the ten different rates shown in Table 1, the picture gets even more complicated and interesting when heavier articles are considered. For example, the basic International rate for mailing a 55 gram (about two ounce) letter to the United States is \$A3.00. Just

imagine how many combinations of domestic and International stamps can be used to add variety to that number.

As you move into Spring, we move into Autumn, and I have the pleasure of bring you an interesting variety of new articles in this, our May 2001 issue. Please remember that *La Posta* is always on the lookout for new articles by new authors as well as our faithful stalwarts. If you have an idea and would like to get my suggestions and comments, please email me at helbock@la-posta.com and I promise to get right back to you.

Richard W. Helbock

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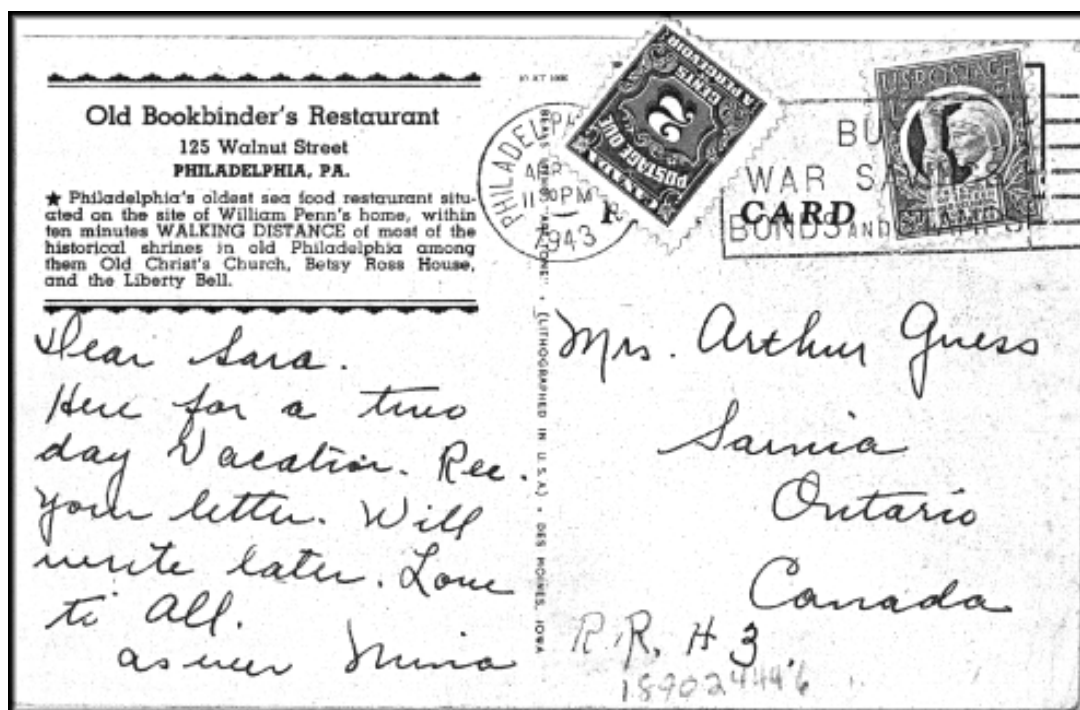


Figure 1 Postcard mailed from US to Canada in 1943 reflecting the basic rate of two cents.

Letters Home: WWII Canadian and US Military 1st Class & Airmail Usages

By Richard Martorelli

During the time period of World War II, American military forces were stationed in many countries. Large concentrations of troops resided in Allied countries, particularly for the logistical preparations necessary for further offensive attacks. Mindful of its size, and effect on the local economy, efforts were made to observe and respect conditions and culture of the host country. This general practice also applied to mail services.

Although the United States officially entered WWII on December 7, 1941, the nation had been participating in trade with and support of the Allied Powers. The most notable example of this support was the Lead Lease Agreement with Great Britain. In return for munitions and war materials from the US, Great Britain gave the US leases for military bases in various locations in the British Commonwealth. This included various locations in Canada and Newfoundland. Historically, based on the long commercial and cultural ties between the US and Canada, there had been postal agreements between the two countries. These provided that most mail, fully prepaid in the country of origin, would be accepted and delivered in the country of destination at no additional charge.

For most of the period 1900-1945, the inter-country surface first class and post card rates were the same as the applicable rates within the country. The basic Canadian first class letter rate in July 1941 was \$0.03/1st oz, corresponding to the basic US letter rate. One difference between the countries was that the Canadian additional ounce rate was \$0.02, while the US rate was \$0.03/added oz. Also, the basic surface post card rate between and within the countries was \$0.02. The card illustrated in Figure 1 was franked with one cent US postage, and was charged \$0.02 due (standard practice of double the \$0.01 deficiency) upon delivery to Ontario in April 1943. It was in this month that the Canadian Post Office increased the war tax assessed to the first ounce of first class surface letters and post cards, raising them to CA\$0.04 and CA\$0.03, respectively.

Figure 2, dated March 1944, is a postal card mailed from Quebec to Colorado; it has a George VI \$0.01 indicia, and is charged \$0.04 postage due (deficiency of \$0.03 rate minus \$0.01 franking=\$0.02, doubled). During this period, the basic rates between the US and Canada were still equal to each other; it is just that Canada imposed an additional revenue collection measure on top of the basic rates.

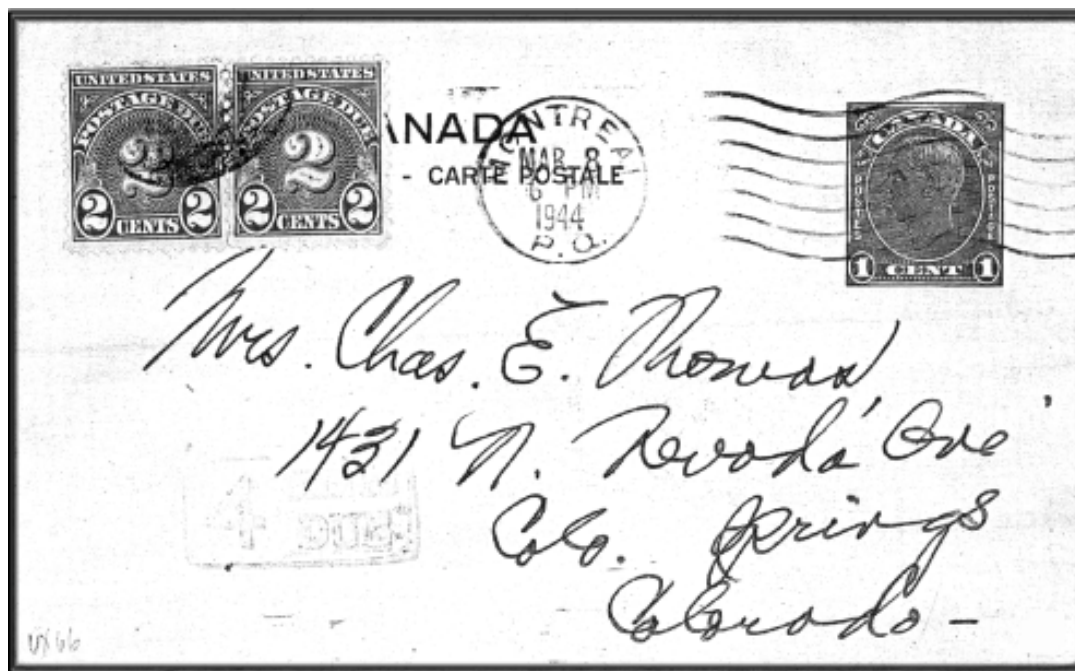


Figure 2 Postcard mailed from Canada to the US in 1944 reflecting the basic rate of two cents plus one cent war tax.

Airmail letter rates between Canada and the US in the 1940-45 period generally followed the pattern of first class letter rates. The basic airmail rate in the period 1934-1943 was \$0.06/ounce. As noted above, in April 1943, the Canadian Post Office increased the war tax assessed on first class mail; at this time, they also applied the tax to the first ounce of airmail letters. Airmail letters were now \$0.07/1st oz, \$0.06/add'l ounce. This rate is reflected on the *Figure 3* cover, mailed in February 1945, from Newfoundland (at this point not a part of Canada) to New York. In 1926, a revised postal agreement was signed between

the US and Newfoundland; it applied the same rates and regulations between these two countries as existed between the US and Canada. Thus, this letter reflects the \$0.07 1st ounce rate incorporating the \$0.01 war tax.

With this background on rates, let's look at a few military rates used by

Canadian forces and US forces serving in Canada. *Figure 4* shows an envelope mailed from Camp Borden, Ontario, a domestic Canadian training camp. This was originally a Militia Summer Training camp, used for that purpose from the early 1900's. It was used by active service troops in both WWI and WWII. During the 1939-41 period it was an assembly for many Canadian regiments as they were called into active service from the reserves, or before they were sent overseas. The illustrated letter shows that active duty military personnel in Canada were required to pay the regular letter rate on their personal mail.

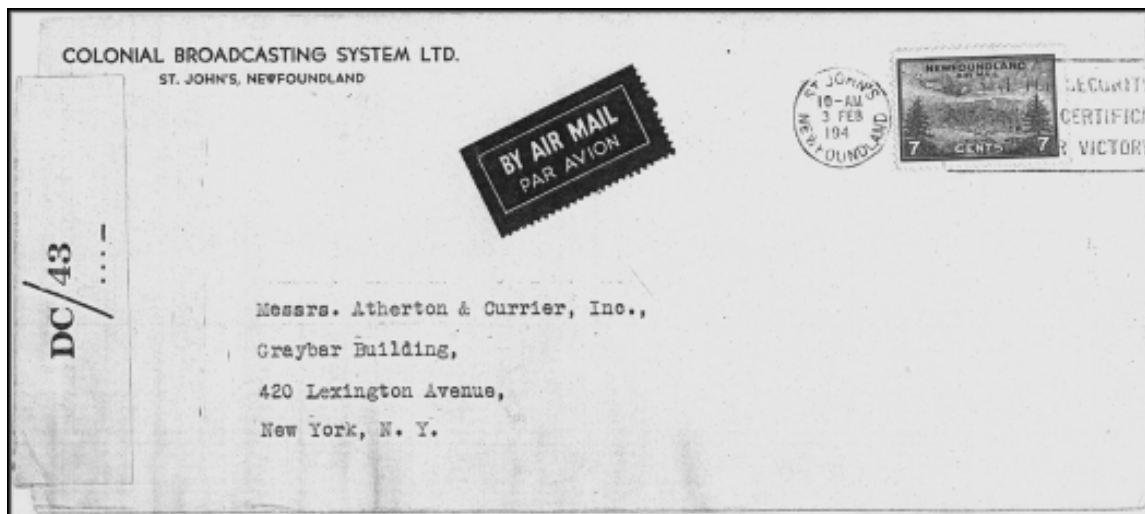


Figure 3 Airmail cover reflecting the basic rate of 6 cents plus one cent war tax which was operative from 1943-1945.

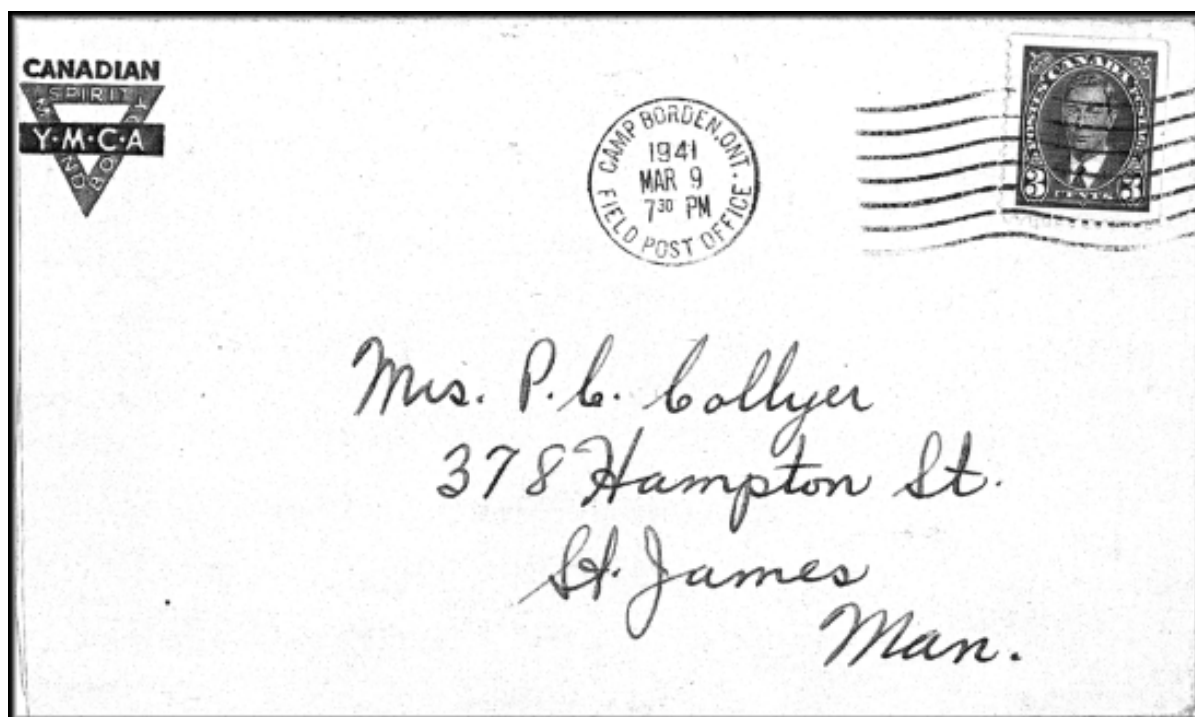


Figure 4 The first class Canadian domestic rate used by the military was the same as the civilian rate, 1941.

In contrast, service personnel on active duty could send surface mail from bases out of Canada or at overseas locations. *Figure 5* illustrates a July 1941 envelope from a member of the No.1 Canadian Artillery Holding Unit, a replacement unit located at Bordon,

England. This soldier may have been destined to be part of the 1st Canadian Army Tank Brigade, recently arrived in the UK, or some other artillery unit. This letter was sent surface mail and postage free from the soldier's overseas location to Manitoba.

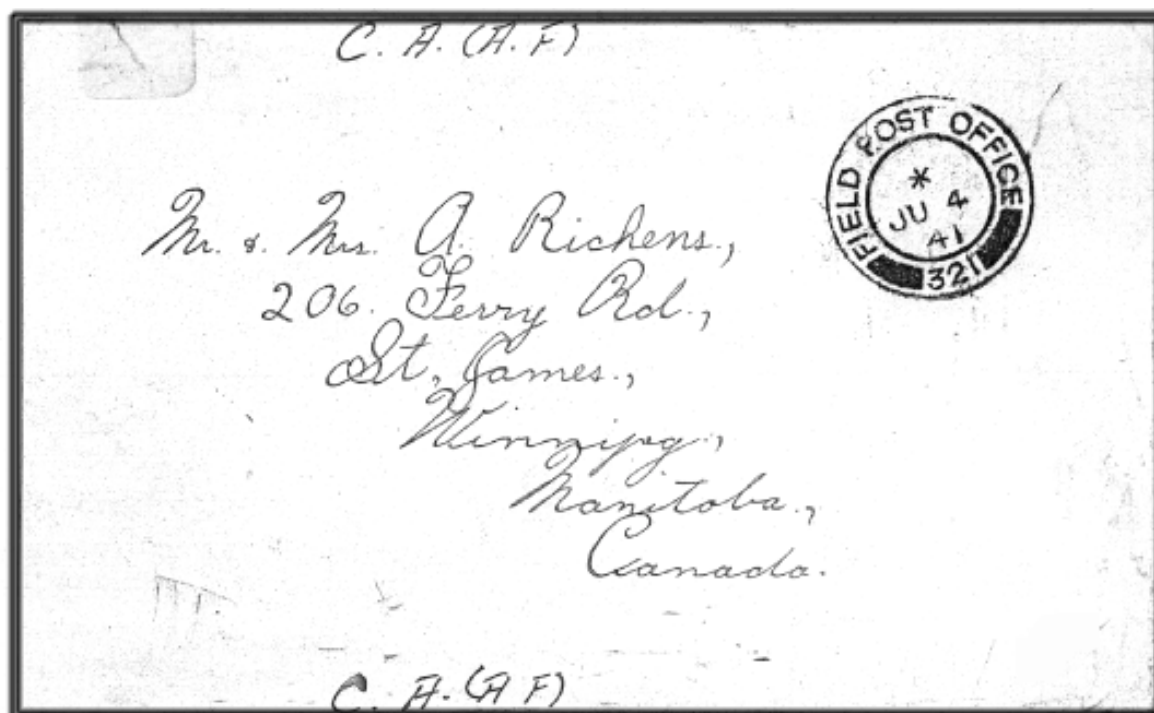


Figure 5 Free franking for first class Canadian surface rate used by overseas (England) active duty personnel for mail to Canada in 1941.

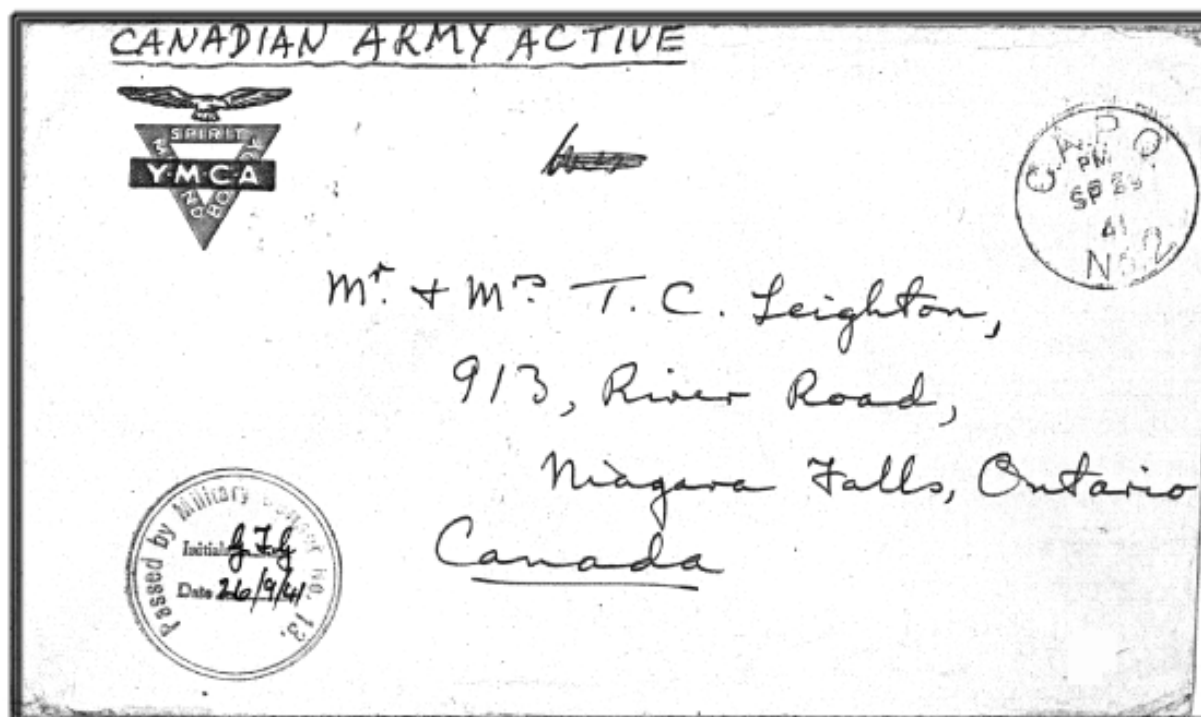


Figure 6 Free franking for first class Canadian surface mail used by overseas (Newfoundland) active duty personnel for mail to Canada, 1941.

Figure 6, also sent surface mail postage free, and was mailed by a soldier at CAPO #2, in Newfoundland, to Ontario in September 1941. Canada had provided troops to Newfoundland and Labrador for local defense, and this was known as the "W" force. Some units in this task force included the Royal Rifles of Canada, the Victoria Rifles of Canada and The Queen's Own Rifles, as well as other battalions and units of the Royal Canadian Artillery and Royal Canadian Engineers. Other named troop concentrations deployed by Canada in 1940-41 included 'Z' Force to Iceland, 'C' Force to Hong Kong, and 'B' Force to Ber-

muda and Jamaica. As noted before, since Newfoundland was not part of Canada until 1949, the servicemen of "W" Force were eligible to send surface mail free of postage.

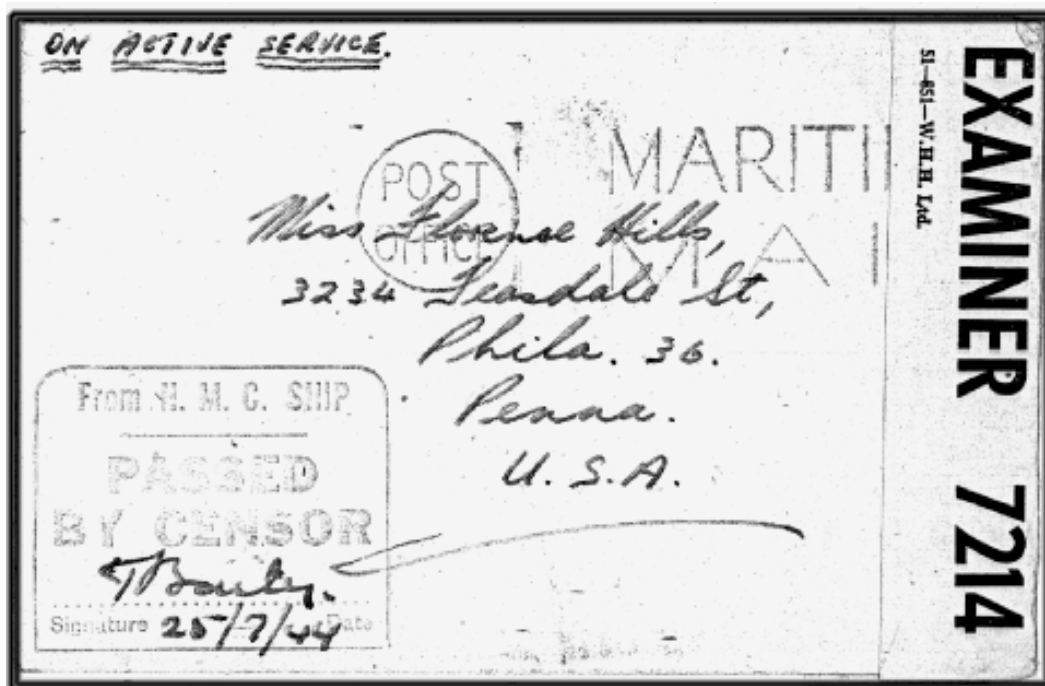


Figure 7 Free franking for first class Canadian surface rate used by overseas (England) active duty personnel for mail to USA in 1944.



Figure 8 Six cent Canadian domestic airmail rate used from a Royal Canadian Navy ship and mailed from British Columbia to Nova Scotia in 1942.

This free franking also apparently applied to surface mail sent to other countries. *Figure 7* shows a letter with a censor marking of July 1944 indicating its origin as sent “From H (is) M (ajesty’s) C (andian) Ship”. The envelope is also canceled with the typical British Post Office “Maritime Mail” paqueboat marking, and is addressed to Pennsylvania, USA. The sender may have been a Royal Canadian Navy (RCN) corvette crewman, having finished escorting a convoy of troops for the newly opened European Theater of Operations. In addition, effective August 1943, the Canadian forces overseas were allowed to use the US Armed Forces \$0.06/ 1/2 oz. rate on mail to the US. This privilege was also given to several other groups in the British armed forces.

Consistent with this pattern, *Figure 8* illustrates an envelope from a RCN sailor in July 1942. It is an airmail envelope, franked \$0.06, with a HMCS censor marking, a civilian postmark of Victoria, British Columbia and addressed to Nova Scotia. From the censor marking, it is a logical assumption that the sender was a member of the Canadian Pacific fleet. In support of Pacific convoys, Canada had seven corvettes and seven mine sweepers operating from Prince Rupert and Esquimalt, British Columbia. In 1942, five RCN ships and units of Canadian Infantry aided

American forces in the invasion and recapture of the Aleutian Islands of Kiska and Attu from the Japanese.

Figure 9 shows an example of mail sent to a Canadian civilian working for the US Navy. It was mailed from Quebec in January 1945. The letter is addressed in care of the Chief Petty Officer Quarters, USS ABSD #2, FPO San Francisco. The initials “ABSD” stand for Advanced Base Sectional Dock. This was the largest piece of floating equipment used during the war, capable of lifting 90,000 tons and docking any ship in the Pacific. Any of its sections (a maximum of 10) could be towed forward separately and be docked by the others. With the capture of the Marshall Islands in February 1944, the practice of afloat logistics for the US Navy came into its own. Service Squadron 10, a medley of floating equipment, including repair ships, floating dry docks, tenders, provision ships, ammunition ships, hospital ships, station tankers, lighters, tugs, floating cranes, distilling ships, survey ships, cold storage ships, and floating barracks, was one component.

The second element in mobile logistics during the war was afloat replenishment, which enabled ships to remain at sea longer than steam vessels had ever done before. Mobile logistics was not nearly as essential for ground forces and land-based forces in the

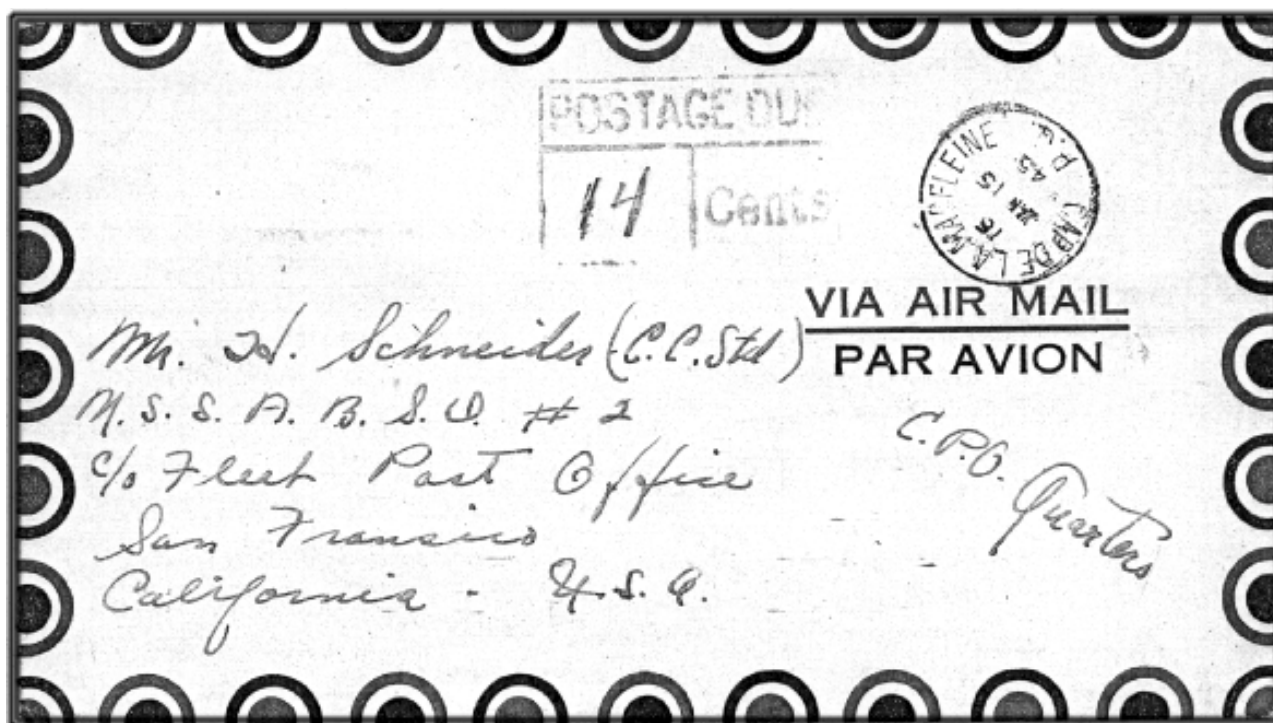


Figure 9 This cover was rated 14¢ postage due which resulted from doubling the basic 7¢ airmail rate. It was addressed to a Canadian civilian working for the US Navy in 1945.

Pacific as for naval forces, but it was found that, where sufficient shipping was available, it was preferable to retain supplies afloat until they were needed ashore. The illustrated letter was not prepaid, and is marked as \$0.14 postage due. This represents a doubling of the \$0.07 required (\$0.06 airmail postage and \$0.01 war tax) for the 1st ounce of an airmail letter.

During the war, US troops were assigned to several projects in Canada. The best known of these was the Alaska-Canada (ALCAN) highway, from Dawson Creek, British Columbia, to Fairbanks, Alaska. This project, which would have seemed impossible in 1940, was completed in 8 months (March to November 1942). Since these soldiers were on active service outside the continental United States, they were eligible for the reduced rate airmail. Another project was the establishment of an air base at Churchill, Manitoba. It was originally intended to support the ferrying of US aircraft built in California to England, via several routes throughout Canada. Due to increased aircraft range, and the decreasing threat of U-boats in the Atlantic Ocean, the use of the western Canadian routes was dropped. Later in the war, Churchill served as a base for air photo mapping. *Figure 10* is a free mail cover from the 50-bed hospital established at the air base. At this time, in April 1943, there were approximately 230 servicemen at the base.

This is significantly down from the c.2, 200 personnel assigned in September 1942, when the cover in *Figure 11* was mailed. This envelope was from a member of the 330th Engineers Regiment, one of the first units to arrive in Churchill in July 1942. As discussed above, the US serviceman's reduced airmail rate was \$0.06/ounce. This cover is franked with a Canadian \$0.06 airmail stamp, and the stamp was canceled with a Churchill obliterator as a censorship measure. It was censored by an officer at the Churchill base, and was placed in the mails and postmarked in Chicago, IL. Outgoing free mail was forwarded to the Canadian postal district office in Winnipeg, and then sent to Chicago for placement in the US mail system. This was allowed because of a 1937-39 reciprocal agreement between the US and 18 other countries, among them Canada and Newfoundland. This arrangement permitted items allowed free of postage in the domestic mails of one of the countries was also allowed to go through the mail system of the other countries at no charge. Since US soldiers' surface mail was sent free of postage in the US, it was also allowed free in the Canadian mail system. This treaty did not apply, however, to airmail or other special services. Since APOs' 660 & 669 did not open at Churchill until September 28, 1942, the Canadian mail system was the only way that American soldiers could send items by airmail.



Figure 10 US military first class free mail frank on cover from Churchill, Manitoba, to Pittsburgh, Pennsylvania, 1943.

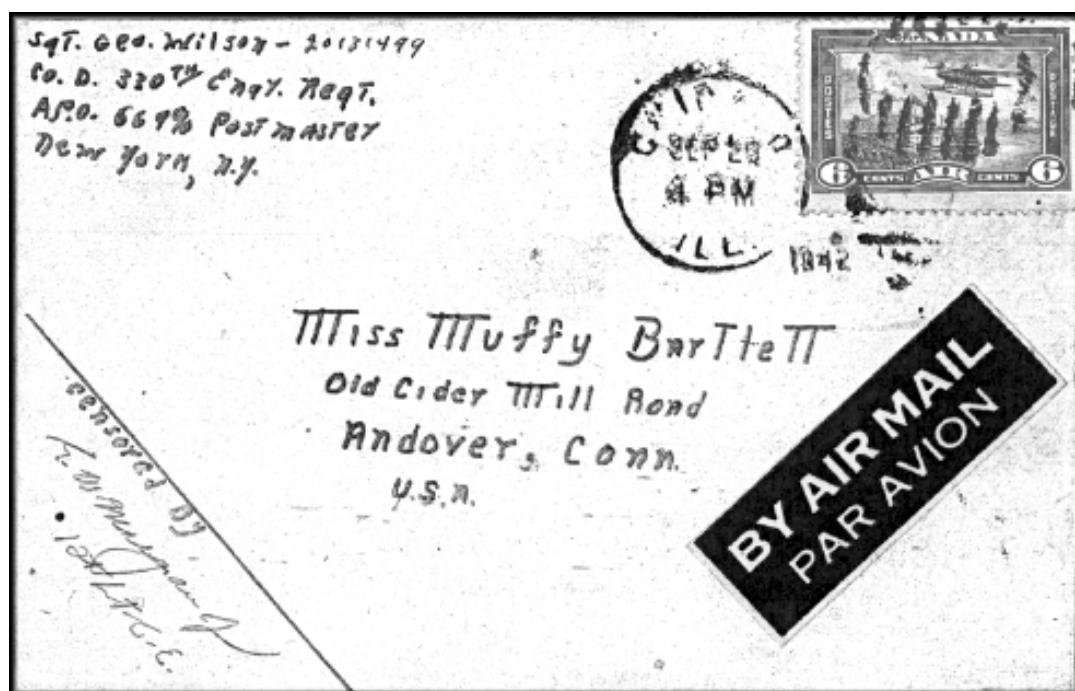


Figure 11 US military concession airmail rate, Churchill, Manitoba, to Connecticut in September 1942. The sender used Canadian postage because no US stamps were available in the area.

Another interesting example of US APO usage in Canada is the airmail lozenge envelope appears in Figure 12. It is franked with a \$0.06 Transport, canceled in April 1945 at APO 702. This was the headquarters of the Northwest Service Command at

Whitehorse, Yukon Territory. Based on the sender and the addressee's name and address, this cover appears to be from a Canadian civilian working for the US Army. As discussed above, this class of people had been eligible to use the APO facilities and reduced

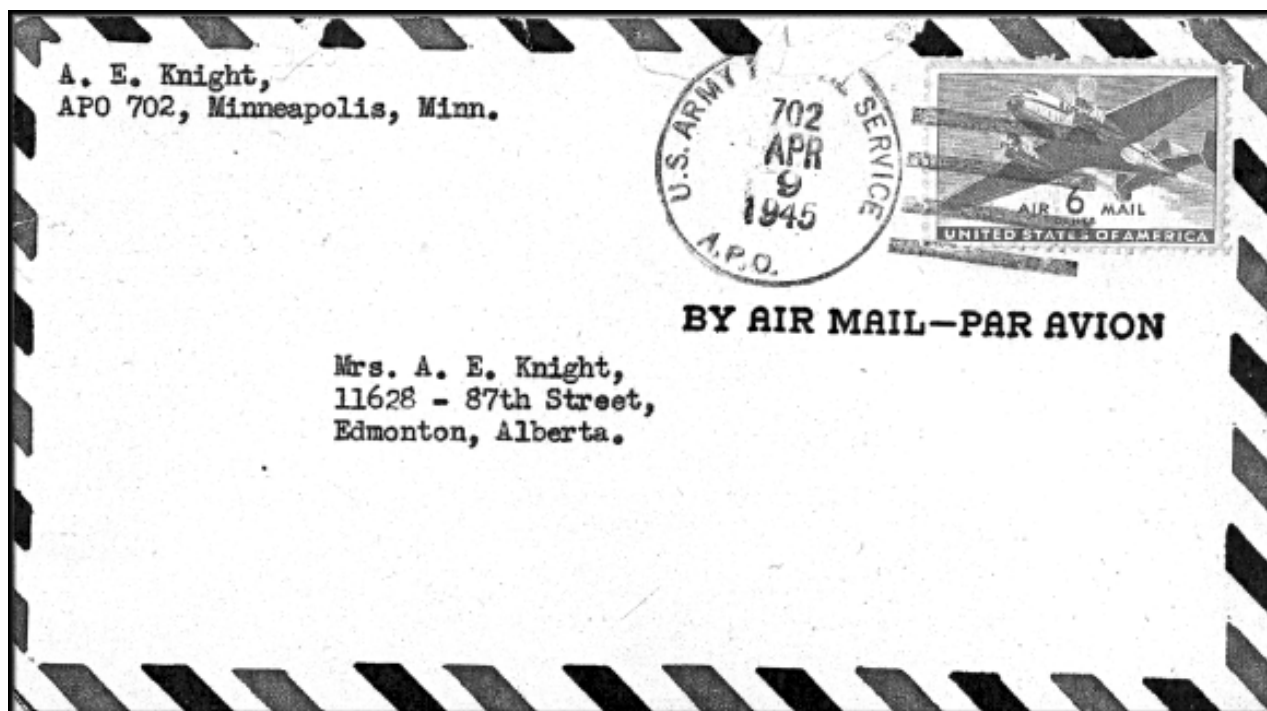


Figure 12 US military concession airmail rate on cover from White Horse, Yukon Territory, to Edmonton, Alberta, used by a Canadian civilian employee of the US military.

rates since October 1942. *Figure 13* shows a cover sent between locations of the United States Engineer Office, (a.k.a. US Army Corps of Engineers) within Canada. The envelope has a corner card of the War Department, and a straight-line handstamp "Official U.S. Government Mail". Even though it was US military-originated, the envelope was stamped with Canadian postage because it was mailed in Canada to a Canadian address.

Also illustrated are examples of US service personnel's mail with British stamps and APO markings. The basic surface rate, in effect 1940-1957, from England to the US was 2 1/2 pence. *Figure 14* is an envelope from a Royal Navy sailor in June 1944. While there is no return address, the front of the cover has the typical "From H.M. Ship" tombstone censor mark, with a manuscript date. The envelope, going to

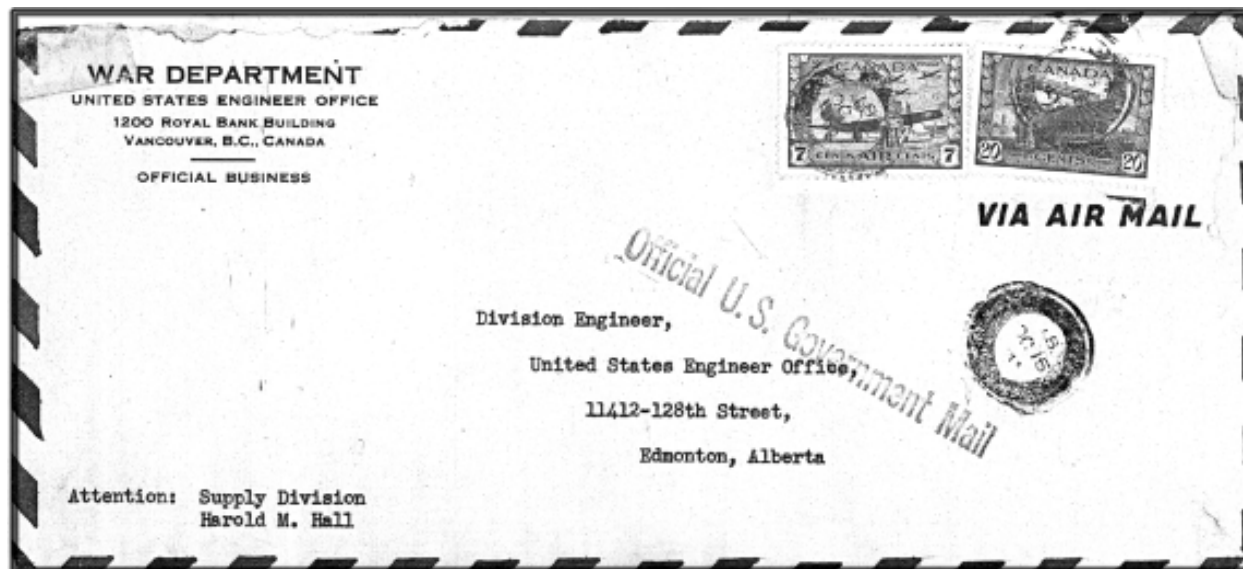


Figure 13 This cover was franked with 13 cents Canadian postage, which represented 7¢ for the first ounce plus 6¢ for the next ounce. The cover bears a US War Department return address from Vancouver, BC, and the stamps were cancelled by the Vancouver "blackout" postmark.

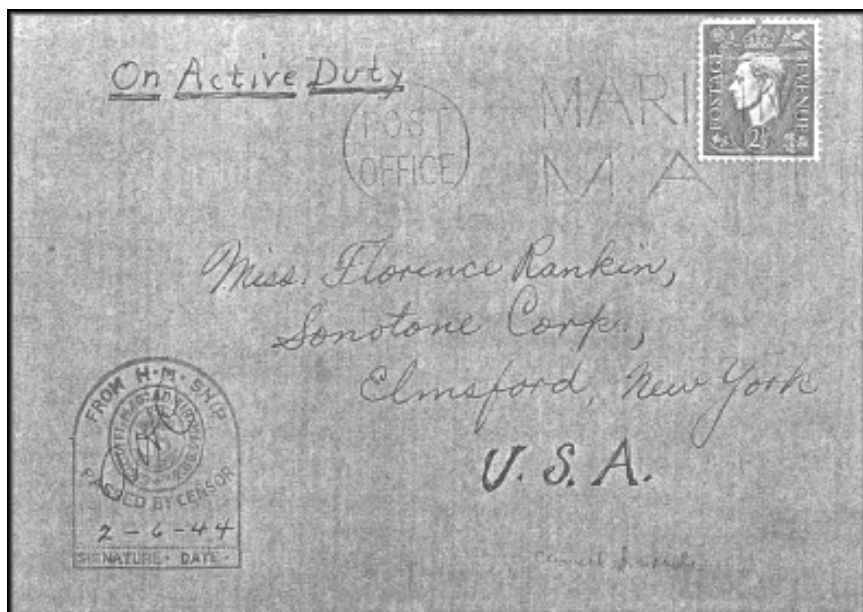


Figure 14 British military usage of civilian 2½ pence surface mail rate from Royal Navy Ship to USA, 1944.

the US, is franked with the appropriate 2½ pence postage. *Figure 15* is a small letter envelope from a US soldier in a US Army hospital ("Detachment of Patients") to London. The use of the British postage indicates that the soldier was in Great Britain at the time. The APO 574 postmark listed as in use at Cardiff, Wales in August 1944 supports this. This letter may have been a thank you note to a hostess for a hospital furlough or for a gift package. The final cover, in *Figure 16*, is also franked with a British 2½ pence stamp, canceled by a US Navy four-bar cancel and addressed to Great Britain. The fascinating part is that the return address is a Royal Navy officer serving on the USS Ancon (AGC-4) in June 1944. At this time, the ship was designated the flagship of Rear Admiral JL Hall, commander of Task Force 124, at Omaha Beach, for the Normandy invasion on June 6,

1944. The USS Ancon was also the headquarters of Major General LT Gerow, Commanding General, V Corps. Made up of the 1st, 2nd, and 29th Infantry divisions and the 2nd Armored Division, the V Corps was assigned Omaha Beach, including the infamous cliffs at Pointe de Hoc scaled and captured by the US 2nd Ranger Battalion. The Ancon had started the war as a converted troop ship and merchantman, and in 1943 was made into a communications and headquarters ships for amphibious landings. She served in this capacity at the landings in Sicily, Salerno, Normandy, Okinawa, and was used as the press headquarters for radio broadcasts in Tokyo Bay at the

Japanese surrender signing ceremony.

In summary, the general rule applied was that mail within a foreign country had to be franked with that country's stamps, even if the mail originated and was actually handled by the US military postal system.



Figure 15 US military usage of civilian 2½ pence surface mail rate from an Army Post Office in Wales to London.

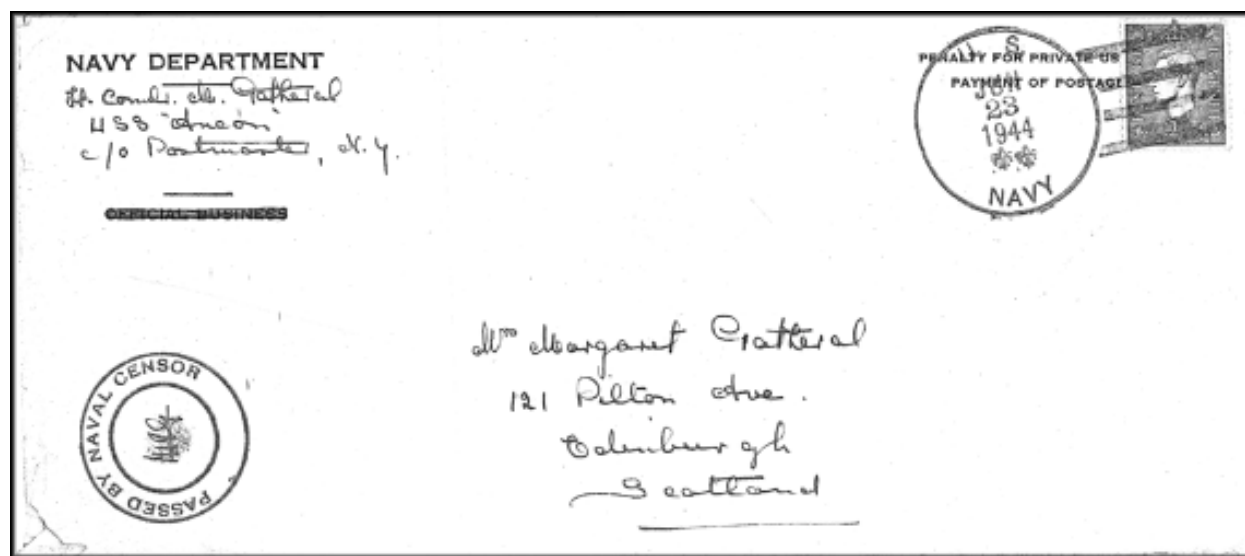


Figure 16 British military usage of civilian 2½ pence surface mail rate from Omaha Beach US Navy command ship to Scotland, June 1944.

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That Mysterious “Tau” Samoa Doane

by Michael Dattolico

On December 2, 1899, the Samoa Islands were divided into two sections. The western part, designated as Western Samoa, was governed by Germany. The eastern islands were ceded to the United States and were referred to as American Samoa. Prior to the partition of the islands, Samoa had been a self-governing kingdom.

At first, influential Americans in our government felt that we had gotten the worst of the deal. The western section of Samoa, with Apia as its capital, was regarded by many as being more economically developed. Some nations, including the United States, had consulates there.

What the United States actually inherited were two island groups, the largest being the 54-square mile island of Tutuila. Its principal port, Pago Pago, had been the site of a naval station and coal pile since 1872, due to the negotiations and good will between Commander R. W. Meade, U.S.N., and the Samoan leader, Mauga. With its excellent harbor and naval facilities, it later became a hub of American activity in the south Pacific region. The rest of American Samoa was comprised of the Manu'a Island group located several hundred miles east of Tutuila.

After Samoa became an American territory, the islands were visited by U.S. military personnel and civilians, each group arriving with differing agendas. Naval officers were interested in improving the deep-water port of Pago Pago, with emphasis on fuel storage and docking facilities there. Civilians came to determine the islands' economic worth and were anxious to reap a bountiful harvest of tuna and copra. Missionaries also came to convert Samoan natives to Christianity. But regardless of their differing missions, both groups soon had one common need: regular mail service.

Although the Navy Department established a post office at Pago Pago on July 20, 1900, the earliest postmasters of American Samoa Islands were civilians. It was from the Pago Pago post office that civilians and sailors from visiting U.S. warships were provided with comprehensive mail service for many years.

The development of the Manu'a Islands did not progress as rapidly as Tutuila (*Figure 1*). From a military standpoint, the navy had little interest in the three islands - Ofu, Olosega and Tau - since they lacked tactical or strategic value. But Americans eager to evaluate the economic potential of the three Manua islands, especially Tau, began to trickle into the

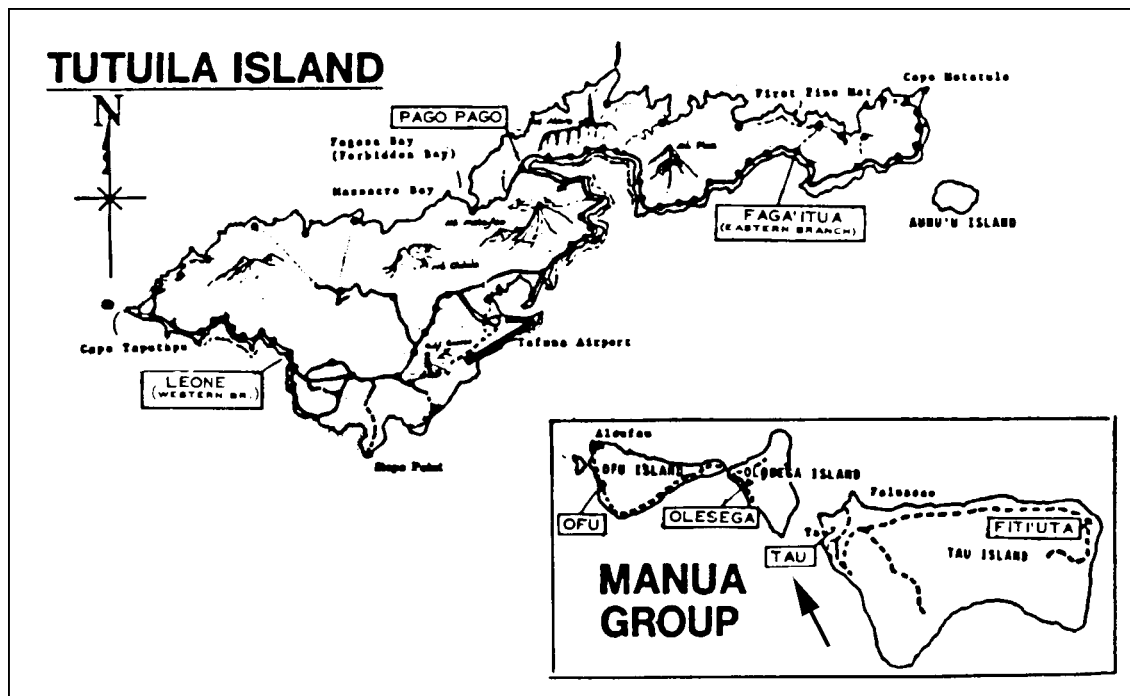


Figure 1. Eastern Samoa islands ceded to the United States in 1899. Note the Manua Island group of which Tau is the largest island. A 4th-class post office was established there in the early 1900s.

Manu'a island group after the 1899 treaty. By 1905, there were enough Americans on Tau Island to prompt the U.S. Post Office Department to establish a fourth-class post office there. Since it was a new post office, a Doane-type canceler showing a "1" within the 4-bar trailer was provided to the Tau postmasters. They and their periods of service are listed below.

Robert Murphy's comprehensive book about the Pacific islands, *A Postal History Cancellation Study of the U.S. Pacific Islands*, first published in 1974, briefly describes the Tau postmark. His picture of the Tau marking, shown as *figure 2*, appears in both editions of his book. Unfortunately, that illustration has caused confusion among postal historians. Murphy describes the Tau canceler as being used from January 25, 1906 through March 22, 1909. He states that within the cancel's dial, "....the time appears as a numerical slug on the third line within the CDS with either an AM or PM imprinted on the fourth line. No year date appears in the cancel...." This description has been unchallenged over the years.

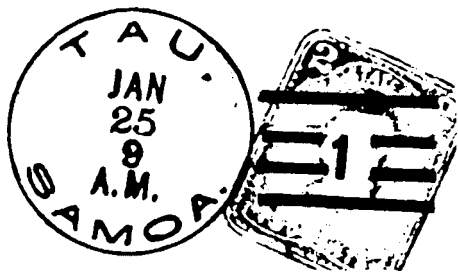


Figure 2. Image of the Tau, Samoa postmark used between 1906 and 1910. This photo appears on page 269 of Robert Murphy's book on Pacific Islands philately.

The problem involves Murphy's interpretation of the single numeral in the dial's third line. A comparison of Murphy's picture of the postmark (*Figure 2*) with

the postcard's marking (*Figure 3*) shows the difference that today's postal historians must reconcile. While both cancels' letters of the town and island words, month, day and AM/PM look alike in both pictures, Murphy asserts that the third line of the cancel image in his book indicates the time of day or night. But the third line shown on the June, 1909 postcard clearly indicates the year.

That Murphy made no comment about the *Figure 3* cancel in his book's second edition only exacerbates the identification problem. It also requires an answer to the lingering question which has confounded collectors and students: Was there only one Tau, Samoa Doane canceler used in the early years of the new century, or were there two different devices used at Tau, Samoa, which featured a different dial?

I own the postcard used as *figure 3*. When I found it, I immediately went to Murphy's book to discover all I could find out about it. When I compared my card's cancel to the one in Murphy's book, I confess that I was confused. I started looking elsewhere for answers to explain this disparity.

To reconcile the differences between the two cancellations, I did what most postal historians would probably do. First, I read all the information about the Tau, Samoa post office that I could find. Second, I consulted with one of our country's leading experts on Doane markings. My questions were answered. Here's what I learned. First, Murphy's interpretation of the "9" shown as *figure 2* is erroneous.

How he made such an error is open to speculation. It is thought that he may have been given only a photocopy (*Figure 2*) which showed a partial postmark. Murphy may never have actually seen the mailed item on which the *Figure 2* cancellation appeared. He may have assumed that the *Figure 2* picture was the only Tau postmark to be found, and published it in his book with that thought.

Table 1

Tau's Assigned Postmasters

Postmaster	Period of Service
Angus Morrison	July 1, 1905-June 19, 1909*
William Groves	December 2, 1910-April 15, 1914
Frank E. Towle	April 16, 1914-April 30, 1915

*(There is no official postmaster listed from June, 1909, to December, 1910.)

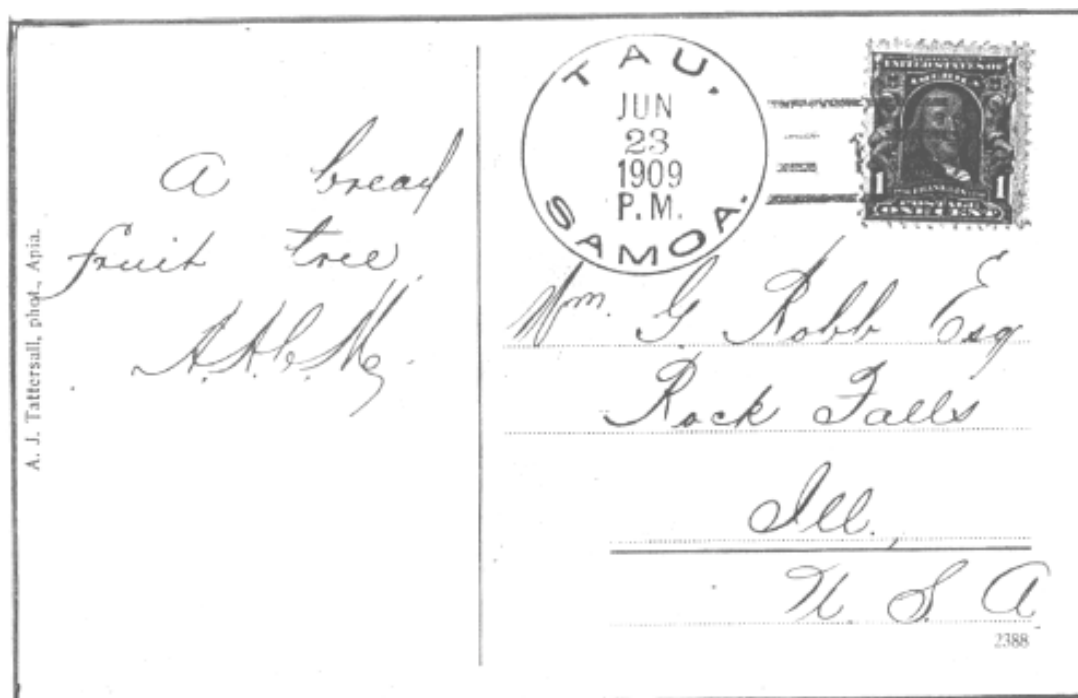


Figure 3. Postcard showing the Tau, Samoa Doane postmark which differs from the Figure 2 example illustrated in Murphy's book.

Little doubt remains about this very elusive Doane cancellation applied at the Tau, Samoa post office at the turn of the century. It can be stated with certainty that only one device was used at Tau from its establishment in 1905 through at least 1910. The canceler which applied the marking seen on the Figure 3 postcard was the only one used. Robert Murphy is not to

be faulted for his misinterpretation, since the pioneer work he did with the Tau cancel ultimately led to the truth.

One uncontested truth that Murphy did publish is that the Tau, Samoa Doane postmark is extremely scarce. So keep this information handy if you should encounter the elusive, turn-of-the-century Tau, Samoa cancel on card or cover.



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Penalty Card Forms Associated with “Held for Postage” Matter, 1890s - 1940s

by Henry J. Berthelot

The various Post Office Department (POD) “forms” printed on penalty cards were used to keep the United States (US) Mail moving and out of the Dead Letter Office (DLO). From the late 1880s through the 1940s, two penalty card forms were designated in the *Postal Laws and Regulations (PL&R)* as being associated with “held for postage” matter; namely, the Form 1543 and the Form 3548. While referred to in the PL&R as an “official postal card” form and an “official card” form respectively, the Form 1543 and the Form 3548 will collectively be referred to herein by the term more commonly used today, the “penalty card form.”

This article will discuss those two penalty card forms, illustrate varieties known to the writer and consider other penalty card forms that were used by the POD in conjunction with “held for postage” matter. The writer emphasizes that this article is not a definitive work on the subject. Rather it is an interim report on an on-going study, intended to whet the interest of other penalty-card collectors who, hopefully, will add to the information herein or change any presumptions the writer may have misstated. At the outset, the development of the “held for postage” procedure in handling unpaid or insufficiently prepaid matter in the US will be examined.

The Congressional Act of March 3, 1855, effective the 1st of April of that year, made the prepayment of postage compulsory on ordinary domestic letters. However, that Act had no provision for handling unpaid or insufficiently prepaid mail. The 1855 *PL&R* instituted a procedure to fill the void. That procedure

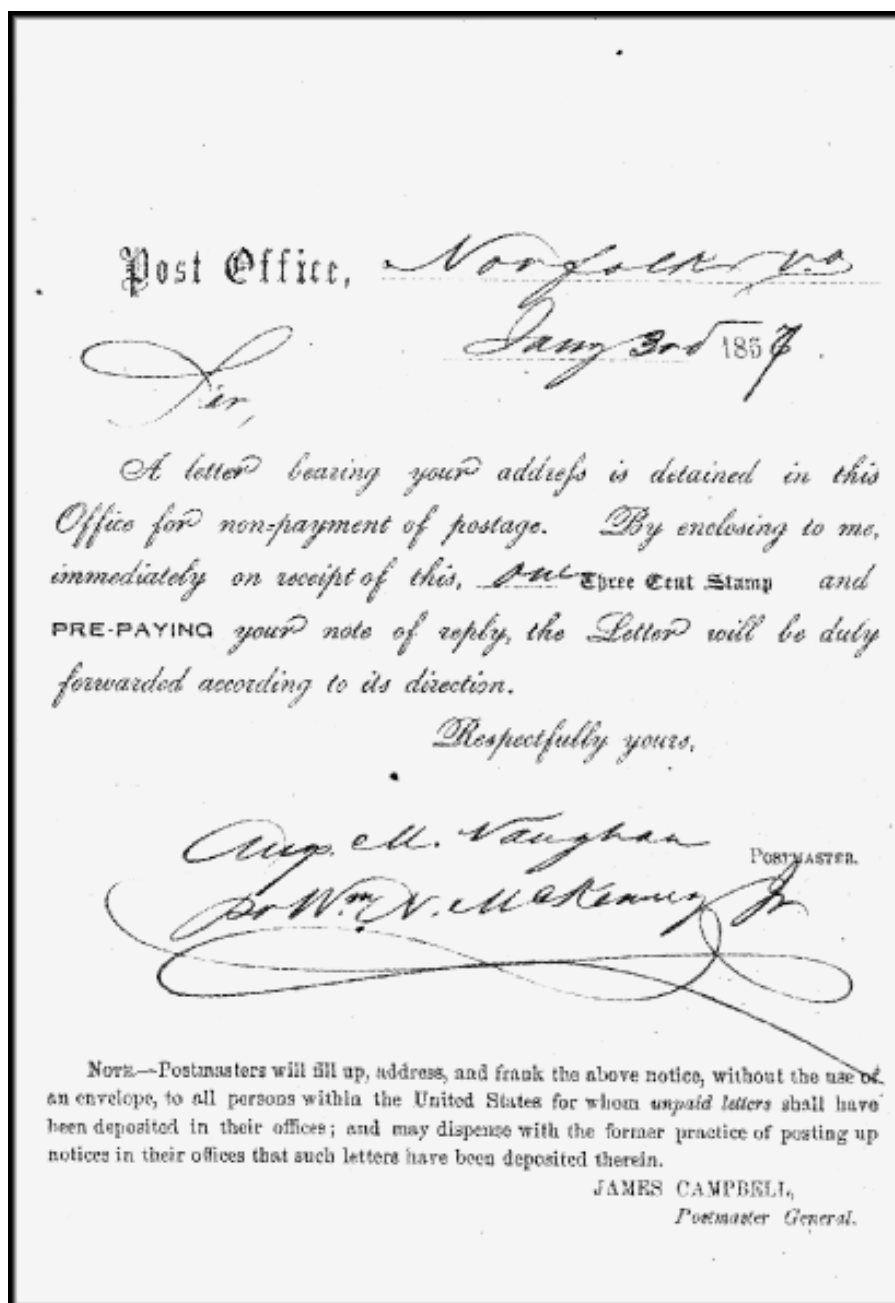


Figure 1 Notice dated 3 January 1857, sent by the Norfolk, Virginia Postmaster, advising the recipient that an unpaid letter to him was detained, pending receipt of postage, at the Norfolk Post Office.

directed postmasters receiving unpaid letters to post up conspicuously in their respective office on the same day or day following receipt of such letters a list of same stating that the letters were held up for postage. And further, that any unpaid letter left unattended, would be sent to the DLO on a monthly basis. Insufficiently prepaid letters were forwarded to destination at the prepaid rate, according to distance and the additional postage due collected from the addressee upon delivery of the letter. There was one exception, when a postmaster opined that the sender's omission to pay the correct postage was intentional. In that case, the letter was to be treated as an unpaid letter.

Sometime in 1856 the procedure changed in regards to unpaid letters. Under the new procedure, in lieu of posting a list of unpaid letters, postmasters were instructed to send a notice informing the addressee of the detention of the unpaid letter and requesting the proper postage that would allow the letter to be forwarded (*figure 1*). Postal officials subsequently found this policy to be expensive and very laborious.

In late 1860, the procedure of sending notices of unpaid letters was abandoned. Postmasters then were instructed to send unpaid letters received in their office to the DLO. As was noted in the 1860 *Annual Report of the Postmaster General*,

This appropriate disposition of [unpaid letters] will, it is believed, be promptly followed by a general compliance with [compulsory prepayment of postage] law.

Wishful thinking by the Postmaster General!

It was not until the Act of March 3, 1863 that the unpaid-letter problem was addressed by Congress. In that Act, Congress authorized the Postmaster General to provide uniform regulations to handle unpaid letters that continued to be deposited in the US domestic Mail. Pursuant to that authority, the 1863 *PL&R* directed postmasters to forward unpaid letters, charging them with double rates of postage, to be collected from the addressee upon delivery of the letter. That *PL&R* also stated that the former practice of notice to the addressee was abolished. Insufficiently prepaid letters continued to be forwarded to the addressee and the additional postage collected upon delivery.

The next three *PL&R*, namely those of 1866, 1873 and 1879 contained a description of "held for postage" letters/matter. Those descriptions were as follows:

1866 *PL&R*, Section 360 – "Letters . . . upon which one full rate of postage has not been prepaid . . . are designated as HELD FOR POSTAGE . . ."

1873 *PL&R*, Section 414 – "Held-for-postage letters are those upon which less than one full rate of postage has been prepaid . . ."

1879 *PL&R*, Section 432 – "Held-for-postage . . . that matter which is insufficiently prepaid to entitle it to be forwarded in the mails."

Under procedures noted in the 1866 and 1873 *PL&R*, held for postage letters were returned to the DLO for disposition. The 1879 *PL&R*, however, stated a change in procedure. Section 439 of that *PL&R* provided:

When held-for-postage matter which cannot be returned to the persons mailing the same . . . is addressed to a person residing within the delivery of the post-office where mailed, [that person] shall be notified of its detention . . . and upon the payment of the amount of postage due, the necessary stamps will be affixed and cancelled, and the matter delivered [to that person] . . .

At this moment in time, there were four categories of US domestic mail matter:

- First-Class mail, which dated from the formation of the POD in 1792;
- Second-Class and Third-Class mail, which were established by the Act of March 3, 1863; and
- Fourth-Class mail, which was established by the Act of March 3, 1879.

All four classes of mail were subject to being held for postage: First-Class mail if unpaid or insufficiently prepaid at less than one full rate; Second- and Third-Class mail of value and not fully prepaid; and Fourth-Class mail, if mailable and insufficiently prepaid.

Penalty card Form 1543

In 1887 *PL&R* introduced the penalty card Form 1543 and provided how it was to be used in association with held for postage matter. If an unpaid item or item paid at less than one full rate had a return address or if the sender were known, the item was returned for proper postage. If such an item did not have a return address and the sender was not known, the 1887 *PL&R* instructed in Section 525 that:

"on receipt [the item was to be] indorsed HELD FOR POSTAGE, the addressee notified by next mail by an official postal card (Form 1543) . . . of the detention and amount of postage required, and requested to remit the same. [The item] should then be held awaiting reply . . . If . . . the required postage [were] received from the addressee

(No. 1543.)

Post Office,

GRAND RAPIDS, MICH. JAN 13 1893 OFFICIAL BUSINESS.

4¢ Penalty of \$200 is fixed on this card for using this Card for other than Official Business.

Mr. J. L. Horton

American House

Cadillac

Mich.

5-2202

Post Office,

A letter addressed to you is held at this office because the necessary postage stamps were not placed on it before mailing.

If you will promptly inclose this card and 2¢ cents in postage stamps, in an envelope addressed POSTMASTER, sealed, postage prepaid, the letter will be forwarded to you.

The letter will be held two weeks to await reply to this notice; after which it will be sent to the Dead Letter Office and be immediately returned to the writer or destroyed.

I am yours, respectfully,

Postmaster.

5-2202

STAMPS SHOULD BE INCLOSED LOOSE—NOT ATTACHED TO THIS CARD.

5-2202

Figure 2 Printed for use at any US post office, this particular penalty card Form 1543 was used at the Grand Rapids, Michigan Post Office on 13 January 1893.

the required amount of stamps will be affixed to the [item] so as to cover a portion of the words HELD FOR POSTAGE and the [item] dispatched.”

Similar to a postal card, the penalty card Form 1543 had two sides: an address side (the side which had the requirements for transmitting penalty mail – the office of mailing, the words “Official Business” and the penalty clause); and a message side (the side with the held for postage notice). The blank spaces on the address side of the card were for the name and postal address of the recipient, while the blank spaces on the message side were to advise the addressee how much postage was owed and where that postage was to be sent. Those blank spaces were completed by hand, by an official at the particular post office that

detained the item. The succeeding figures will show both sides of the penalty card form; the address side will be the upper illustration and the message side will be the lower illustration.

The penalty card form in figure 2, postmarked 13 January 1893, was headed simply “(No. 1543.)” Note that the card, printed on buff stock, had the number “5-2202” on the lower left-hand side of the address side and on the lower right-hand side of the message side. Printed for use at any US post office, this penalty card form specified on the message side that a “letter” was being held for postage. In this instance, a clerk lined through the word “letter,” and wrote the word “merchandise” above it.

A variety of this penalty card form, printed on cream stock, was mailed on the 29th of May 1893 (*figure 3*). The address side of this card showed slight printing differences from those on the previous card [the style of the letter “e” in the word “Office,” the style of the lines above and below the words “OFFICIAL BUSINESS” and the style of the lines for the address]. In addition, this card was not numbered, and the notice on the message side did not specify how long the insufficiently prepaid letter would be held pending a reply, as did the notice on the message side of the card in *figure 2*.

Compare the penalty card forms in the two preceding paragraphs with another penalty card form that was printed especially for use at the St. Louis, Missouri Post Office (*figure 4*). The printing differences on the address side of those cards and on the address side of this card are readily apparent. On the message side, this penalty card form had the number “5-380” in the lower right-hand corner. Too, this penalty card form specified that a “package of MERCHANDISE” was being held for postage.

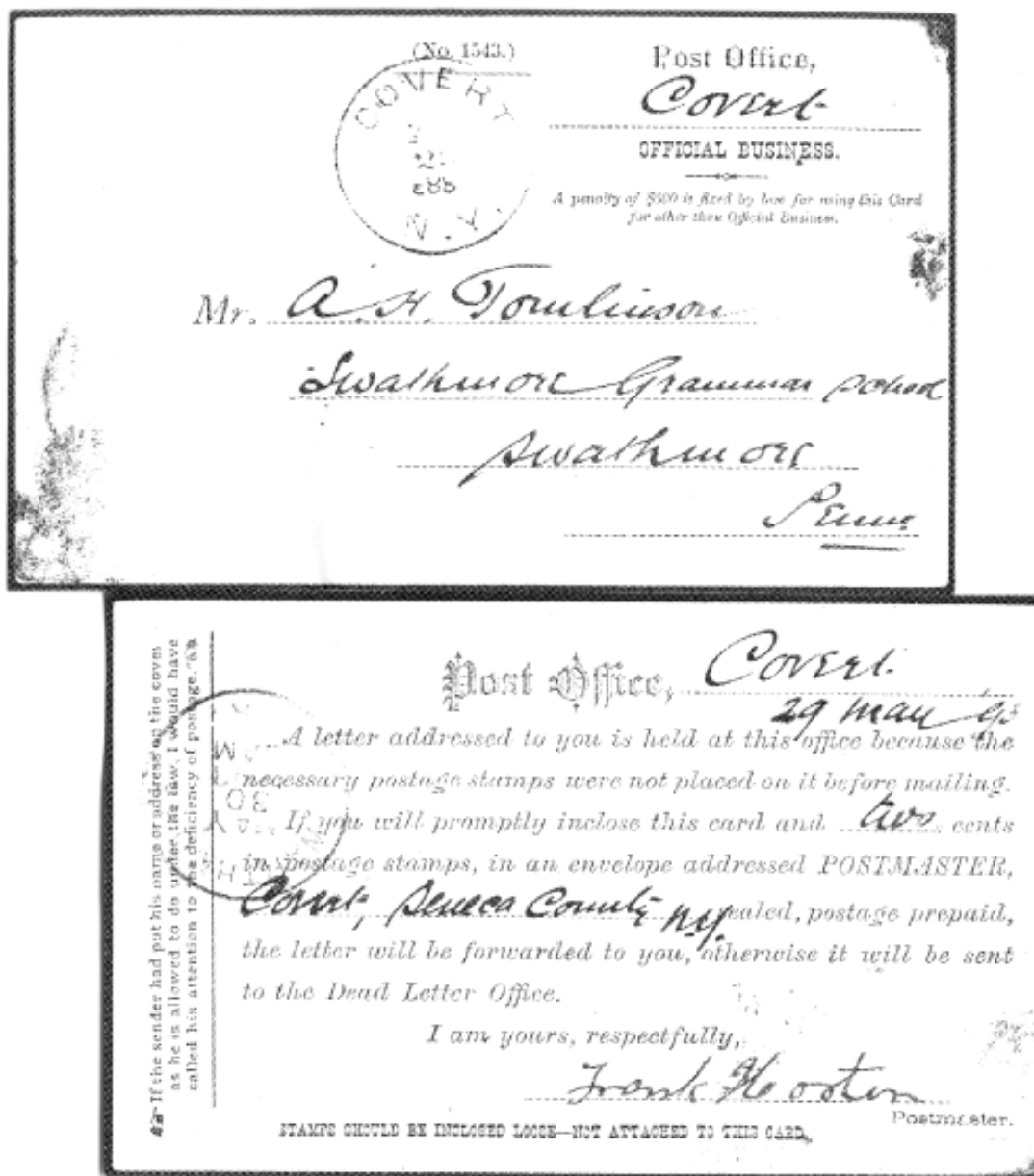


Figure 3 Another variety of the penalty card Form 1543 printed for use at any US post office. This particular penalty card form was mailed at Covert, New York, on 29 May 1893.

(No. 1543.)

**Post Office,
ST. LOUIS, MO.
OFFICIAL BUSINESS.**

*A penalty of \$200 is fixed by law for
using this Card for other than
Official Business.*

Mr. _____

Post Office, St. Louis, Mo.

*A package of MERCHANDISE addressed to you is held at this
office because the necessary postage stamps were not placed on
it before mailing.*

*If you will promptly inclose this card and _____ cents
in postage stamps, in an envelope addressed POSTMASTER,
ST. LOUIS, MO.,
sealed, postage prepaid, the package will be forwarded to you;
otherwise, it will be sent to the Dead-Letter Office.*

I am yours, respectfully,

JNO. B. HARLOW,
Postmaster.

42- STAMPS SHOULD BE INCLOSED LOOSE—NOT ATTACHED TO THIS CARD.

5-20

Figure 4 Penalty card Form 1543 printed specifically for use at the St. Louis, Missouri Post Office.

Another variety of the penalty card form had wording that allowed the held for postage notice to be used with any of the four mail classes (figure 5). While this penalty card form had the number “5-2202” in the lower left-hand corner of the address side and in the lower right-hand corner of the message side, the message side notice included all classes of mail matter — {LETTER / PAPER / PACKAGE}. In this instance, a postal clerk at Rockford, Illinois, obliterated the two classes that were not applicable prior to mailing the penalty card form on 8 October 1894. The writer has seen this card variety printed on both cream and buff stock.

The 1893 *PL&R*, Section 480, and the 1902 *PL&R*, Section 571, repeated in practically the same language the procedure above quoted from the 1887 *PL&R*.

Still another variety of the penalty card Form 1543 is seen in Figure 6. Posted in St. Louis, Missouri on 25 September 1904, this card, printed on orange-colored stock, was headed “Form 1543.” The message side format was totally different from those seen on the previously illustrated cards. And while the message side format on this card basically is similar to that on the card in figure 5, the printing style is different.

(No. 1543.) Post Office,

OFFICIAL BUSINESS
A penalty of \$300 is levied for using this card for other than Official Business.

94

Mr. Edward Dorn
1530 Alexander Ave
Kansas City
Mo.

Post Office, 10/8

A ~~LETTER~~ ~~PAPER~~ addressed to you is held at this office because the required postage was not placed on it before mailing.

If you will promptly inclose this card and 2 cents in postage stamps, in an envelope addressed POSTMASTER, sealed, postage prepaid, the ~~LETTER~~ ~~PAPER~~ will be forwarded to you.

The above will be held two weeks to await reply to this notice; after which it will be sent to the Dead Letter Office and finally be returned to the writer or destroyed.

I am yours, respectfully,
J. D. Waterman, Postmaster.

STAMPS SHOULD BE ENCLOSED LOOSE—NOT ATTACHED TO THIS CARD.

5-2202

5-2202

Figure 5 Another variety of the penalty card Form 1543, printed for use at any US post office. This particular card was posted in Rockford, Illinois on 8 October 1894.

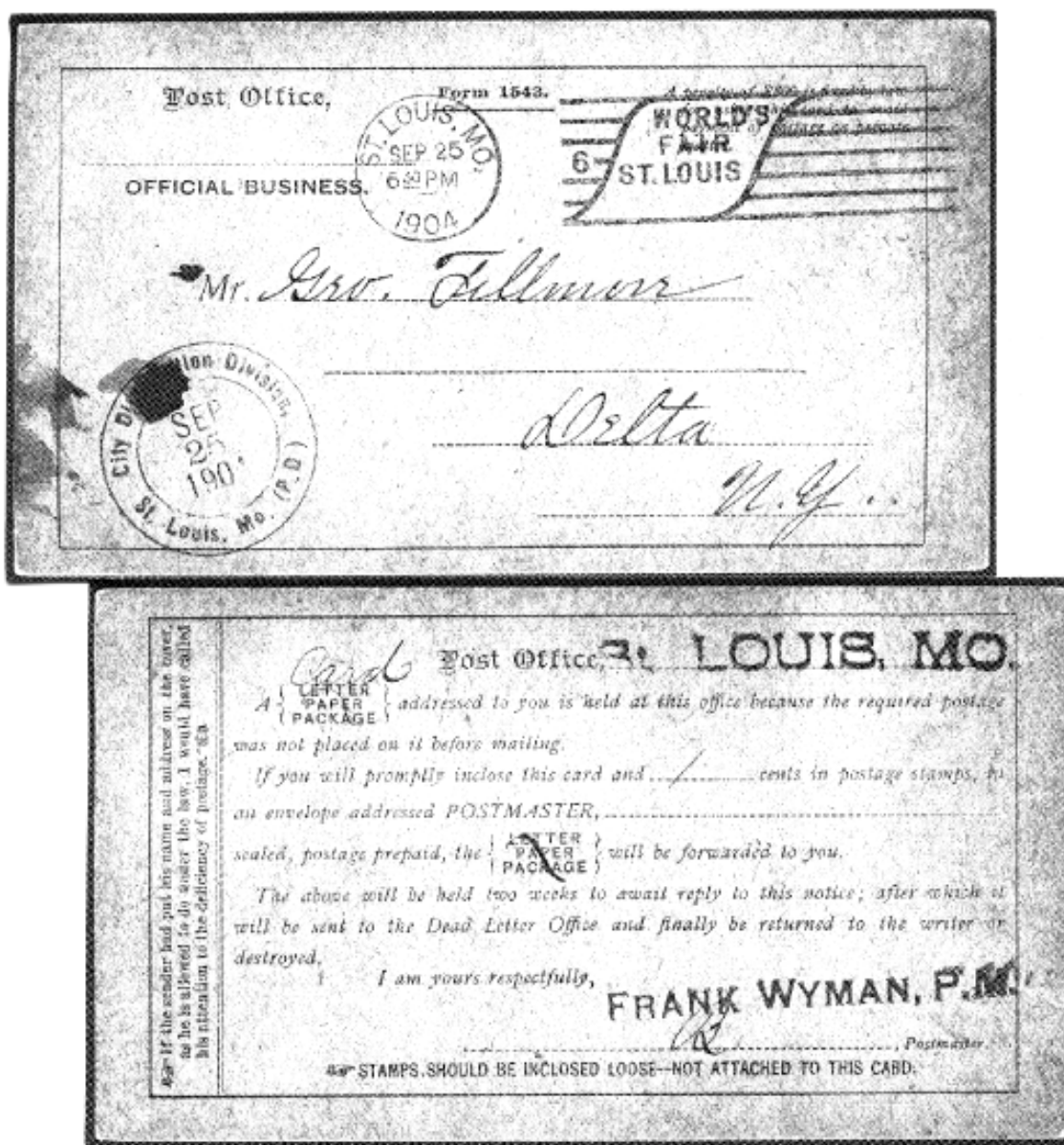


Figure 6 Another variety of penalty card Form 1543. This card, sent by the St. Louis, Missouri Post Office on 25 September 1904, was printed on orange-colored stock.

Penalty card Form 3548

The penalty card Form 3548 was introduced in the 1913 *PL&R*, which provided that unpaid or insufficiently prepaid First-Class mail matter with the sender's address was to be returned to sender for the required postage. If there were no return address, the matter under 545 of the 1913 *PL&R*:

[was to] be indorsed HELD FOR POSTAGE and the addressee notified by next mail, by an official card (Form 3548), or otherwise, of such detention.

The penalty card Form 3548, like its predecessor, was composed of an address side and a message side. The format on both the address and the message sides of penalty card Form 3548 was different from the formats on penalty card Form 1543.

Although penalty card Form 3548 was first mentioned in 1913, a penalty card form with the numerical designation "3548" had been in use by the POD since at least the late 1890s (*Figure 7*). Designated as "FORM No. 3548," that penalty card form was used in conjunction with the redirection (forwarding) of Second, Third- and Fourth-Class matter. The penalty card form illustrated was mailed from the Post Office at Darien, Connecticut on 21 October 1898.

FORM No. 3548.

Post Office Department.

POST OFFICE AT _____
Official Business.

A penalty of \$300 is fixed by law for using this card to avoid the payment of postage on private matter.

DARIEN
OCT
21
1899
1 PM
CONN.

P.O.N.Y.
OCT 21-99
5-10

National Accident Society
320 Broadway
New York
N.Y.

5-4077

FORWARDING OF SECOND, THIRD, AND FOURTH CLASS MATTER.

POST OFFICE AT *Darien*
Conn

An article of mail matter of the above description, addressed to you at this place, is detained here for the reason that the law forbids its transmittal to your present address until postage therefor shall have been prepaid.

If you will at once return this card and 2 cents in postage stamps, in a prepaid envelope directed to me, the article will be forwarded; otherwise it must, at the end of two weeks, be returned to the sender, destroyed, or sent to the Dead Letter Office.

Respectfully,
J. E. Ballance
Postmaster.

5-4077 STAMPS SHOULD BE INCLOSED LOOSE—NOT ATTACHED TO THIS CARD.

40- If the sender of second, third, or fourth class matter wishes it to be returned to him in case of non delivery, he should place on it his name and address, with a request to be notified of the amount necessary for return postage.

Figure 7 Although the 1913 PL&R introduced penalty card Form 3548 for use with held-for-postage matter, the penalty card Form No. 3548 was utilized prior in conjunction with the redirection (forwarding) of mail matter. This card was mailed in Darien, Connecticut on 21 October 1899.

Use of the penalty card Form 3548, NOTICE OF MAIL HELD FOR POSTAGE, began prior to 1913. Printed on grayish stock, the penalty card form in *figure 8*, designated "Form 3548," was posted in Brooklyn, New York on 22 May 1911.

A variety of this penalty card is seen in *figure 9*. On this particular card, sent by the Cicero, Illinois Post Office on 22 March 1913, the form's designation – the "Form 3548 A." – was noted in the lower left-hand corner of the message side. The message-side

Form 3548

Post Office Department
OFFICIAL BUSINESS

Mr. *Mr. J. B. Power*

Brooklyn, N.Y.

Brooklyn, N.Y.

Form 3548

NOTICE OF MAIL HELD FOR POSTAGE

United States Post Office

(OFFICE AND STATE)

A piece of mail (*2 CENTS*) addressed to you is held for *2¢* cents postage. If you wish it forwarded to you, return this card promptly with loose postage stamps of the value stated above, in a sealed envelope, 2 cents postage prepaid, addressed to the postmaster, this office ("Held for Postage Clerk"). Do not attach stamps to the card.

If the required postage is not received at this office within two weeks the article will be sent to the Division of Dead Letters, Post Office Department, or otherwise disposed of in accordance with the Postal Regulations.

Respectfully,
POSTMASTER.

TWO CENTS POSTAGE IS REQUIRED ON THE ENVELOPE IN WHICH THIS CARD IS RETURNED.

Figure 8 Printed on grayish stock, this penalty card Form 3548 was mailed from the Brooklyn, New York Post Office on 25 May 1911.

notice related to a "parcel of FOURTH-CLASS MATTER" being held for postage. The writer points out that as of 1 January 1913, the Fourth-Class mail category was renamed "Parcel Post." Printed on cream

stock, this penalty card form had the number "c 56087" printed in the lower left-hand corner on the address side and the lower right-hand corner on the message side.

Post Office Department
OFFICIAL BUSINESS

PENALTY FOR PRIVATE TO AVOID
PAYMENT OF POSTAGE

CICERO
MAR 22
5 PM
1913

Western Electric Co
Dept 1885
Hawthorne Bldg
Chicago Ill

c 5-6087

NOTICE OF MAIL HELD FOR POSTAGE MAR 22, 1913

United States Post Office
CICERO, ILL.
(OFFICE AND STATE)

A parcel of FOURTH-CLASS MATTER addressed to you is held for 9 cents postage. If you wish it forwarded to you, return this card promptly with loose PARCEL-POST STAMPS of the value stated above, in a sealed envelope, 2 cents postage prepaid, addressed to the postmaster, this office. Do not attach stamps to the card.

If the required postage is not received at this office within two weeks, the article will be sent to the Division of Dead Letters, Post Office Department, or otherwise disposed of in accordance with the Postal Regulations.

Respectfully, *W. H. DONALD* POSTMASTER.

TWO CENTS POSTAGE IS REQUIRED ON THE ENVELOPE IN WHICH THIS CARD IS RETURNED.
Form 3548 A. c 5-6087

Figure 9 Printed on cream stock, this penalty card "Form 3548 A" gave notice of parcel post matter being held for postage. This penalty card form was dated 22 March 1913.

The penalty card form shown in *figure 10* was used by the Tampa, Florida Post Office in April of 1924 to give notice to the addressee of mail being held for postage. Here, the form designation – “Form 3548” – was in the upper left-hand corner of the message side. On this card, the number “c 5—7980” appeared in the lower left-hand corner on the address side and in the lower right-hand corner on the message side. This particular penalty card form was printed to handle

any class of mail. The postal clerk had only to mark the appropriate box on the message side to designate what category of mail matter was being held for postage. Note too that addressee was directed in the upper left hand corner of the message side, between two parallel lines, to CUT ON LINES AND / INSERT STAMP. This penalty card was printed on dark buff stock.

Post Office Department
OFFICIAL BUSINESS

TAMPA
APR 17
3 PM
1924
FLA.

Mr. Marcus W. White
1000 1st St.
Jacksonville
Fla.

Form 3548

NOTICE OF MAIL HELD FOR POSTAGE

CUT ON LINES
INSERT STAMP

JACKSONVILLE
APR 18
1924 PM
OFFICE

A piece of mail addressed to you is held for 3 cents postage. If you wish it forwarded to you, return this card with loose postage stamps of the value stated above, in a sealed envelope, **Two Cents Postage Prepaid**, addressed to the Postmaster at this office. Do not attach stamps to the card. If you desire the mail forwarded to you at an office other than the one named on the address side of this card, give the new address and send postage stamps sufficient to prepay the forwarding postage. (Note.—The postage rates on parcel post mail vary according to zones. The rates on other classes of mail are uniform regardless of distance.)

If prompt reply is not received, the mail will be disposed of as provided by the Postal Laws and Regulations.

Respectfully,
POSTMASTER.

TWO CENTS POSTAGE is required on the envelope in which this card is returned. c 5—7980

Figure 10 Printed on dark buff stock, this penalty card Form 3548 was used on 17 April 1924, by the Tampa, Florida Post Office.

The US First-Class domestic letter rate increased from two cents to three cents effective 6 July 1932. The next three cards shown were used after that rate increase. Note the last line on the message side of the cards in *Figures 11* and *12*, and the penultimate line on the message side of the card in *Figure 13* were printed to reflect the new rate.

The penalty card Form 3548 in *figure 11* was mailed at Fort Bragg, North Carolina on 1 September 1939. This particular penalty card form, printed on a light buff stock, had the number "c 5—7980" in the lower left-hand corner on the address side. That same number appeared in the lower right-hand corner on the message side; however, the number was preceded by the letters "GPO." This meant that the card was printed at the Government Printing Office. Note the

Post Office Department
OFFICIAL BUSINESS

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

Mr. Miss Sara Hendrix
70 MAJ. Hendrix
Hdg.

cd-7980

FORM 3548 NOTICE TO ADDRESSEE OF MAIL HELD FOR POSTAGE

CUT ON LINES AND
INSERT STAMP

United States Post Office

(OFFICE) _____ (STATE) 2

The following piece of mail addressed to you is held for _____ cents postage:

☒ Letter ☐ Post Card ☐ Printed Matter
☐ Newspaper ☐ Magazine
☐ Merchandise (domestic Parcel Post)

If you wish it forwarded to you, return this card with loose postage stamps of the value stated above, in a sealed envelope, **Three Cents Postage Prepaid**, addressed to the **Postmaster at this office**. Do not attach stamps to the card. If you desire the mail forwarded to you at an office other than the one named on the address side of this card, give the new address and send postage stamps sufficient to prepay the forwarding postage. (NOTE.—The postage rates on parcel post mail vary according to zones. The rates on other classes of mail are uniform, regardless of distance.)

If prompt reply is not received, the mail will be disposed of as provided by the Postal Laws and Regulations. Respectfully,
POSTMASTER.

THREE CENTS POSTAGE is required on the envelope in which this card is returned. GPO cd-7980

Figure 11 Sent by the Post Office at Fort Bragg, North Carolina, this penalty card Form 3548 was mailed on 1 September 1939.

heading of the notice on the message side was changed to read NOTICE TO ADDRESSEE OF MAIL HELD FOR POSTAGE.

Another variety of the penalty card Form 3548 is seen in *Figure 12*. Printed by the GPO for use at any post office, the illustrated card was noted under the form designation as “(Rev. 4-45)” – meaning revised in April of 1945. This penalty card, mailed from Brook-

lyn, New York’s Vanderveer Station on 14 January 1947, had the number “c16—14742-2” printed in the lower right hand corner on the message side. In the notice on this particular form, addressees were directed DO NOT PASTE STAMPS / TO THIS CARD. That phrase was in the upper right hand corner on the message side, and at the bottom of the notice was the added sentence, “THIS CARD MUST BE RETURNED IN ORDER TO OBTAIN THIS MAIL.”

Post Office Department
OFFICIAL BUSINESS

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

—VANDERVEER STA.

Mr. R. D. Parker
3345 North Woodward
Royal Oak Mich.

Form 3548
(Rev. 4-45)

NOTICE TO ADDRESSEE OF MAIL HELD FOR POSTAGE

CUT ON LINES AND
INSERT STAMP

United States Post Office

DO NOT PASTE STAMPS
TO THIS CARD

Brooklyn, N.Y.

(OFFICE) (STATE)

The following piece of mail addressed to you is held for 7 cents postage:
☐ Letter ☐ Post Card ☐ Printed Matter
☐ Newspaper ☒ Magazine
☐ Merchandise (domestic parcel post)

If you wish it forwarded to you, return this card with loose postage stamps of the value stated above, in a sealed envelope, Three Cents Postage Prepaid, addressed to the Postmaster at this office. If you desire the mail forwarded to you at an office other than the one named on the address side of this card, give the new address and send postage stamps sufficient to prepay the forwarding postage. (Note.—The postage rates on parcel post mail vary according to zones. The rates on other classes of mail are uniform, regardless of distance.)

If prompt reply is not received, the mail will be disposed of as provided by the Postal Laws and Regulations. Respectfully,

POSTMASTER.

THREE CENTS POSTAGE is required on the envelope in which this card is returned. GPO c16-14742-2

THIS CARD MUST BE RETURNED IN ORDER TO OBTAIN THIS MAIL

Figure 12 Revised in April of 1945, this penalty card form 3548 was mailed at Brooklyn, New York’s Vanderveer Station on 14 January 1947.

Figure 13 illustrates a penalty card Form 3548 posted in Brooklyn, New York on 18 February 1947. The format on the address and message side of this card

was identical to the address and message side format of the card seen in *figure 11*. This card, however, was printed on grayish stock.

Post Office Department
OFFICIAL BUSINESS

BROOKLYN, N.Y.
FEB 18 1947
12:30 PM

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

VANDERVEER STA.

Mr. Redgmond D. Parker
3345 No Woodward Ave
Royal Oak
Mich

Form 3548 NOTICE TO ADDRESSEE OF MAIL HELD FOR POSTAGE

CUT ON LINES AND
INSERT STAMP

United States Post Office

BROOKLYN (Vanderveer Sta.) N.Y.

(OFFICE) The following piece of mail addressed to you is held for 3 (STATE) cents postage

☐ Letter ☐ Post Card ☐ Printed Matter
☐ Newspaper ☒ Magazine
☐ Merchandise (domestic Parcel Post)

If you wish it forwarded to you, return this card with loose postage stamps of the value stated above, in a sealed envelope, **Three Cents Postage Prepaid**, addressed to the Postmaster at this office. Do not attach stamps to the card. If you desire the mail forwarded to you at an office other than the one named on the address side of this card, give the new address and send postage stamps sufficient to prepay the forwarding postage. (NOTE.—The postage rates on parcel post mail vary according to zones. The rates on other classes of mail are uniform, regardless of distance.)

If prompt reply is not received, the mail will be disposed of as provided by the Postal Laws and Regulations. Respectfully,
POSTMASTER.

THREE CENTS POSTAGE is required on the envelope in which this card is returned. U.P.O. 35-7580

Figure 13 This penalty card Form 3548, on grayish stock, was used at Brooklyn, New York's Vanderveer Station on 18 February 1947.

Other penalty card forms

The Philadelphia, Pennsylvania Post Office used a penalty card Form 804 in 1901 to notify addressees of held for postage matter (*figure 14*). Printed on buff stock, the illustrated penalty card form was mailed on 22 August 1901.

AUG 22 1901

Post Office,
PHILADELPHIA, PA.
Official Business

3

UNCLAIMED 11/14

Mr. Thos. Craig
Grand Rapids
Mich

Morton House

A penalty of \$300 is fixed by law for using this card on other than official business.

Form 804

POST OFFICE, PHILADELPHIA, PA.
INQUIRY SECTION.

A {LETTER
PAGE
PAGE} addressed to you is held at this office because the required postage was not placed on it before mailing.

If you will promptly enclose this card and 2 cents, in postage stamps, in an envelope addressed **Inquiry Section, Philadelphia, Pa.**, sealed, postage prepaid, the {LETTER
PAGE
PAGE} will be forwarded to you.

The above will be held two weeks to await reply to this notice; after which it will be sent to the Dead Letter Office, and finally be returned to the writer or destroyed.

I am yours, respectfully, *Thomas L. Lick*
Postmaster

Stamps should be enclosed loose, not attached to this card.

N. B.—Don't fail to reply to Inquiry Section

SEE IF THE ENVELOPE HAD PUT HIS NAME AND ADDRESS ON THE COVER. AS HE IS ALLOWED TO DO UNDER THE LAW, HE WOULD HAVE CALLED HIS ATTENTION TO THE DEFECTIVE POSTAGE.

Figure 14 A penalty card Form 804 printed for the Philadelphia, Pennsylvania Post Office. Used in August of 1901, the message-side notice on this penalty card form was basically similar to the message-side notice on the penalty card Form 1543 in Figure 5.

At the New York City Post Office, an unnumbered form was utilized to inform addressees of detained matter (figure 15). The address side of this penalty card form had a statement in bold print that denoted the card as a "HELD FOR / POSTAGE NOTICE." Printed specifically for the New York Post Office, this particular form notified addressee that a "private mailing" or "post" card was detained because postage had not been affixed. The form was mailed on 2 March 1909.

Ending

A new procedure and a new penalty card form were introduced in the early 1950s. By this time, the *PL&R* had given way to the Postal Bulletin and the Post Office Manual. Study of this newer penalty card form – the Form 3540-A – will be left for another day.

POST OFFICE DEPARTMENT,
Post Office at New York, N.Y.
Official Business.

NEW YORK, N.Y.
MAR 2 5:39 PM
1909

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

MAR 2 1909

Miss Fannie Coles
Coles Pl.
36 Pleasant St
Amherst
Co., Mass.

HELD FOR
POSTAGE NOTICE.
Prompt Attention
Required.

N. Y., 157-1—Ed. 18—20,000.

Post Office, New York, N. Y.

A "private mailing" or "post" card, addressed to you, is held for the reason that the necessary postage was not affixed by the sender. If you will at once return this notice with a ONE-cent stamp, in a sealed envelope, prepaid, addressed to

"INQUIRY DEPARTMENT, POST OFFICE,
NEW YORK, N. Y.,"

the card will be promptly forwarded to you; but otherwise it must be sent to the Division of Dead Letters.

POSTMASTER, New York, N. Y.

THE STAMP SHOULD BE INCLOSED LOOSE; NOT ATTACHED TO THE NOTICE.

The card when forwarded will be stamped in red ink "Originally held for postage, but now forwarded on receipt from you of amount due," by which it may be identified as the card referred to above.

Figure 15 An unnumbered penalty card form used on 2 March 1909 to give notice of held for postage matter. This particular form was used to inform the addressee of an unpaid post card being detained at the New York Post Office.

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 "Held For Postage." *The American Philatelist*,
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 and Letters with Improper Stamps (1855-1934)," *Cyclopedia of United States Postmarks and Postal
 History*. Lawrence, MA: Quarterman publications,
 Inc. 1975.

HELP!

La Posta is in desperate need of articles.

If you have a puzzling cover, an interesting stamp
 usage or destination, or anything in your
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 covers, but good black & whites will do. Color or
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 2469, Australia

helbock@la-posta.com

001-61-266-451-829

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**

Mail Bid Sale 01-2000 Bids Close June 30, 2001 RLG, 2218 Burns, St. Louis, MO 63114-3614

Next 50 lots are 1930's Hawaii cancels on #6 covs.	
01 Aiea,Vg+ 1933 duplex	\$15
02 Ewa,Ex 1932 duplex dpo	\$10
03 Makalau,Vg+1933 H.Isles duplex w/Maui in kil	\$10
04 Hana,Ex 1934 w/Maui in killer	\$15
05 Hanamaulu,Vg+ 1932 duplex	\$10
06 Hawi,Vg+1933 duplex	\$10
07 Heeia,Gd 1932 DPO 4-Bar	\$15
08 Honokaa,Ex 1932 duplex	\$15
09 Hooilehua,Vg+ 1932 4-Bar,minor soiling bot	\$15
10 Honolulu,Ft.Kamehameha Sta.Ex 1932 duplex	\$20
11 Kahuku,Vg 1932 duplex	\$15
12 Kailua,Vg 1933 duplex	\$10
13 Kaimalino,Vg+ 1932 4-bar DPO	\$20
14 Kalaheo,Gd 1932 duplex	\$ 7
16 Kalaupapa Ex 1934 duplex	\$ 2
17 Kamuela,Ex 1932 duplex on U525 die 1	\$10
18 Kapaa,Ex 1932 duplex w/1 in killer	\$10
19 Kealakekua,Ex 1930 duplex	\$15
20 Kealia,Vg+ 1934 duplex	\$ 7
21 Keauhou,H.Isles,Vg+ 1932 dup w/faint Hawaii in killer,DPO,1900-?	\$25
22 Kealakekua,Vg 1933 duplex	\$12
23 Kealia,Vg+ 1932 duplex on U526	\$12
24 Kukaiau,Gd 1932 duplex DPO	\$10
25 Kukuihaele,Vg+ 1932 duplex	\$10
26 Ookaia,Vg 1932 duplex	\$15
27 Paauhau,Ex 1932 4-Bar	\$15
28 Pahala,Ex 1931 duplex	\$15
29 Paia,Ex 1931 duplex	\$10
30 Papaikou,Vg+ 1932 duplex	\$15
31 Puhi,Ex 1933 4-Bar	\$20
32 Pauwela,Ex 1934 4-Bar DPO,cancel bit lite	\$25
33 Spreckelsville,Ex 1931 4-Bar	\$15
34 Wahiawa,Vg 1932 duplex	\$ 8
35 Waialua,Ex 1932 duplex,date lite	\$10
36 Waihee,Ex 1933 4-Bar DPO,slight stuttering	\$20
37 Weimanalo,Ex 1932 duplex	\$15
38 Waimea(H.Isles)Vg 1934 duplex	\$15
39 Hilo,Ex 1933 International machine cancel	\$ 5
40 Honolulu,Ex 1927 Univ m/c cov/minor soiling	\$ 5
41 Honolulu,Ex 1932 Univ m/c on U555	\$ 5
42 Kahului,Ex1932 Univ m/c cov has minor dam,L.	\$ 5
43 Lahaina,Ex 1931 Univ m/c	\$ 5
44 Lihue,Ex 1932 International m/c	\$10
45 Makawao,Ex n/y/d Univ m/c	\$ 8
46 Puunene, Ex 1933 Univ m/c	\$ 7
47 Wailuku,Ex 1932 Inte m/c/Biscuit&Bread Co	\$ 8
48 Honolulu,Ex 1928 Univ m/c,cc cov Love's/	\$15
49 Honolulu,Ex 1924 Univ Slogan,Visit Hawaii	\$10
50 Honolulu,Ex 1907 B14 fc,b/s Waimea H.Isle	\$15
51 Kohala,Ex 1944 duplex WN 11Patriotic cov	\$10
52 Post Card Small inset photos of Regular Republican Candidates 1908,used VG+ cond	\$15
53 Same,Yokohama Specie Bank Bld,Honolulu,u	\$ 5
54 Same,Old Hawaiian Woman,used 1907 minor dfts	\$ 3
55 Same,Hawaiian Hula Hula Dancers,used 1912,VG	\$ 5
56 Captain Cook,Gd 1932 4-B,cov,tain is msng	\$15
57 Exterior Saint Augustine's Ch,Waikiki,unu	\$ 5
58 RP,Lei Vendors,Honolulu,used w/censor	\$ 5
59 RP,Making Coconut Hats,used w/censor,cor flt	\$ 5
60 Street Scene,Honolulu,used,minor flts	\$ 4
61 Alexander Young Hotel,Exterior w/cancel mks	\$ 4
62 Kamehameha Statute,unu,exc	\$ 6
63 RP,Decorated car,Aloha Parade,1908,exc	\$10
64 RP,Waiki Beach,used 1919,minor can mks,Vg+	\$ 8
65 RP,Capitol Bldg,used 1930,exc	\$10
66 Natives in dugout canoe,used 1910,exc	\$ 8
67 Hawaiians Pounding Poi,used 1909,exc	\$ 8
68 Oahu College,Exterior,used 1916, exc	\$ 8
69 Ohau Sugar Co's Mill,used w/minor cancel mks	\$ 5
70 Volcano House,used 1909,minor cor scuff	\$ 6
*****End of Hawaii Material*****	
71 Aeroplane Station No.1,St. Louis, Mo Oct 5, 1911, Exc,ppc St. Louis Bldg	\$150
72 Rec Ty & Hamden,1908 rev of cov St. Louis	\$20
73 The Snow Cruiser,Ex each cov, 1941	\$30
74 Little America,Jan 30, 1935,each rev,exc	\$10
75 US Army Postal Service,1918,A24(717)Ex can on pc w/faults	\$ 8
76 Pomona,Ex B26 slogan can,12/21/16,late,ppc	\$15
77 3 pc w/ships,1 gd US German Seapost,1913	\$10

All lots sold at a slight advance over 2nd highest bid. Photo copies,
 maximum 3 lots w/SASE. Lots shipped at buyers expense,
 unsatisfactory lots returnable within 10 days.

BIDS CLOSE: 6PM, Saturday, June 30, 2001

Postal Markings of Washington, DC Stations

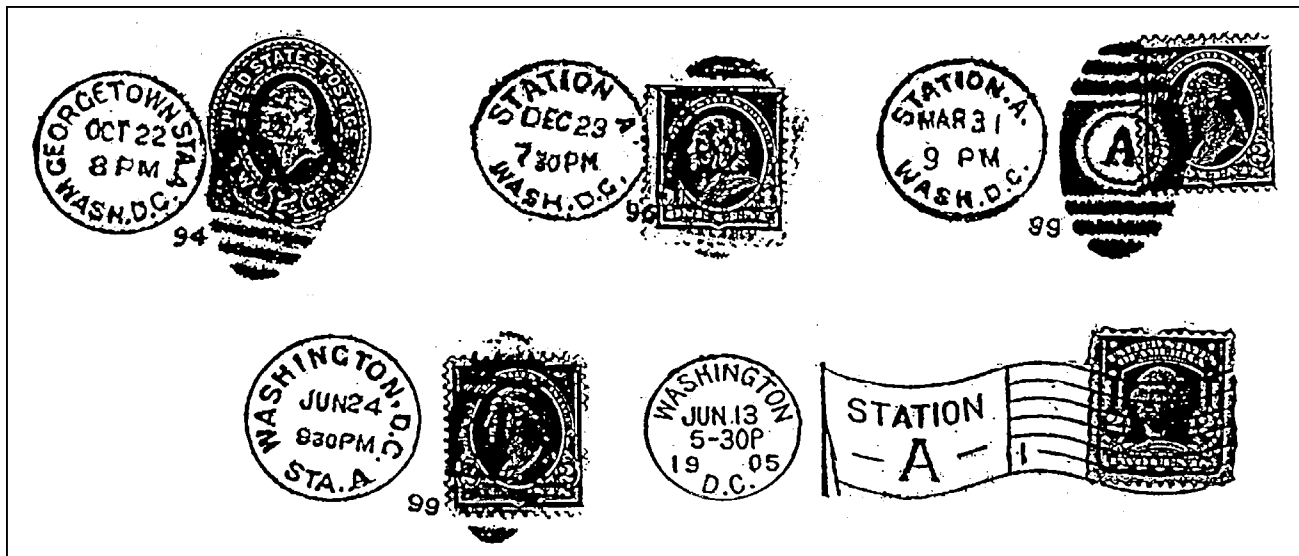
Part VI

By Carl L. Stieg

Alpha Designator Stations

Station A was a conversion from Georgetown Post Office or Georgetown Station as time day clarify. (See also Georgetown Station.) It was re-designated Georgetown Station 1 November 1916.

Dates of Usage	Description of Dial	Killer Description
10/22/94 - 11/27/94	25 ½ mm, GEORGETOWN STA. A/WASH. D.C.; M-D/T, Y outside dial	A in circle within barrel ellipse
5/3/95 - 12/23/96	25 mm, STATION A/WASH. D.C.; M-D/T, Y outside dial	As above
3/23/97 - 3/31/99	24 ½ mm, STATION, A./WASH. D.C.; M-D/T, Y outside dial. Smaller letters than above.	As above
6/24/99	26 mm, WASHINGTON, D.C./STA. A; M-D/T, Y outside dial	1 in circle within barrel ellipse
6/13/05 - 6/24/08	22 ½ mm, WASHINGTON/D.C.; M-D/T/Y split	Flag with STATION/ —A—; 1 at second line from bottom



Receiver

Dates of Usage	Description of Dial	Killer Description
10/5/95	26 ½ mm, STA. A WASHINGTON, D.C./REC'D; M-D/T/Y	NONE
6/3/99	28 ½ mm, WASHINGTON, D.C. STA. A/REC'D; M-D/T/Y	NONE
5/11/06	29 ½ mm, WASHINGTON, D.C. REC'D/STA A; M-D/T/Y	NONE



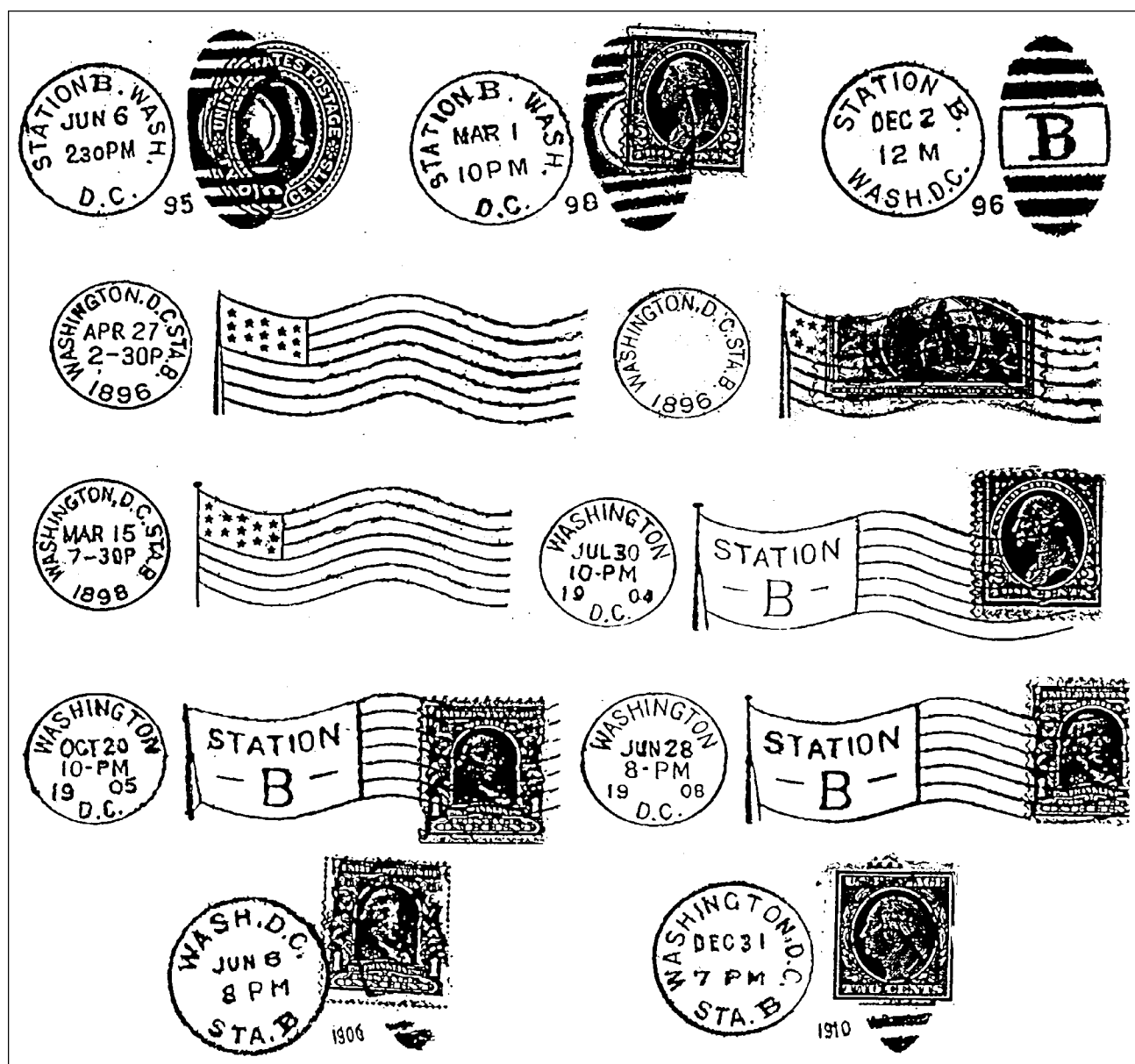
Registered

4/30/09 - 7/6/09	29 mm, double circle, STA. A, WASHINGTON, D.C./REGISTERED.; M/D/Y	29 ½ mm double oval; WASHINGTON/D.C.
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Station B was established as East Capitol Station on 26 September 1881 or as a conversion from East Capitol Station on 1 March 1895 as time will clarify. (See also East Capitol Station.) Station B was discontinued 5 September 1916.

Dates of Usage	Description of Dial	Killer Description
6/6/95	25 mm, STATION B.WASH./D.C.; M-D/T, Y outside dial	1 in circle within barrel ellipse
3/1/98 - 7/8/99	As above, except 25 ½ mm and larger letters	As above



Dates of Usage	Description of Dial	Killer Description
3/6/95 - 11/18/97	25 mm, STATION B./WASH.D.C.; M-D/T, Y outside dial	B in rectangle in barred ellipse.
4/27/96	22 mm, WASHINGTON.D.C. STA.B./YEAR M-D/T	Flag with 13 stars in five vertical rows. Halyard loose on pole.
1896	22 ½ mm, as above, without M,D or T (Third class)	As above, except 12 stars in oval and one in center.
2/16/97 - 3/15/98	As above, M-D/T	As above, except no halyard on pole.

Dates of Usage	Description of Dial	Killer Description
7/17/01 -12/28/05	21 ½ mm, WASHINGTON/D.C., M-D/T/Y split	Flag with STATION/—B—. Hal yard line free. Field 26 mm wide.
10/20/05	As above, except 22 ½ mm diameter	As above, except halyard attached to pole. Field 27 ½ mm wide.
5/12/06 - 4/17/10	As above, except diameter 23 mm.	As above, except halyard not attached.
6/9/06	25 ½ mm, WASH, D.C./STA.B; M-D/T, Y outside dial	1 in circle within barrel ellipse.
4/6/10 - 12/31/10	25 ½ mm, WASHINGTON, D.C./STA.B; M-D/T, Y outside dial	2 in circle within barrel ellipse.

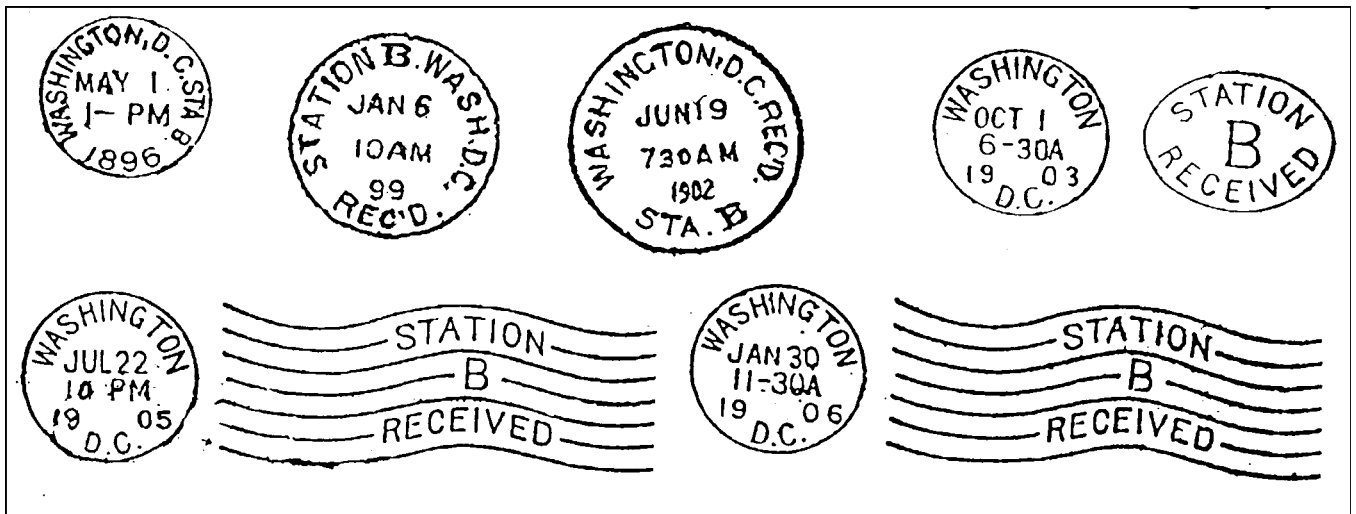
Registered

12/12/95 - 12/23/95	29 mm, double circle; STA. B. WASHINGTON, D.C./REG; M/D/Y	double oval WASHINGTON/ D.C.; REG
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Receivers

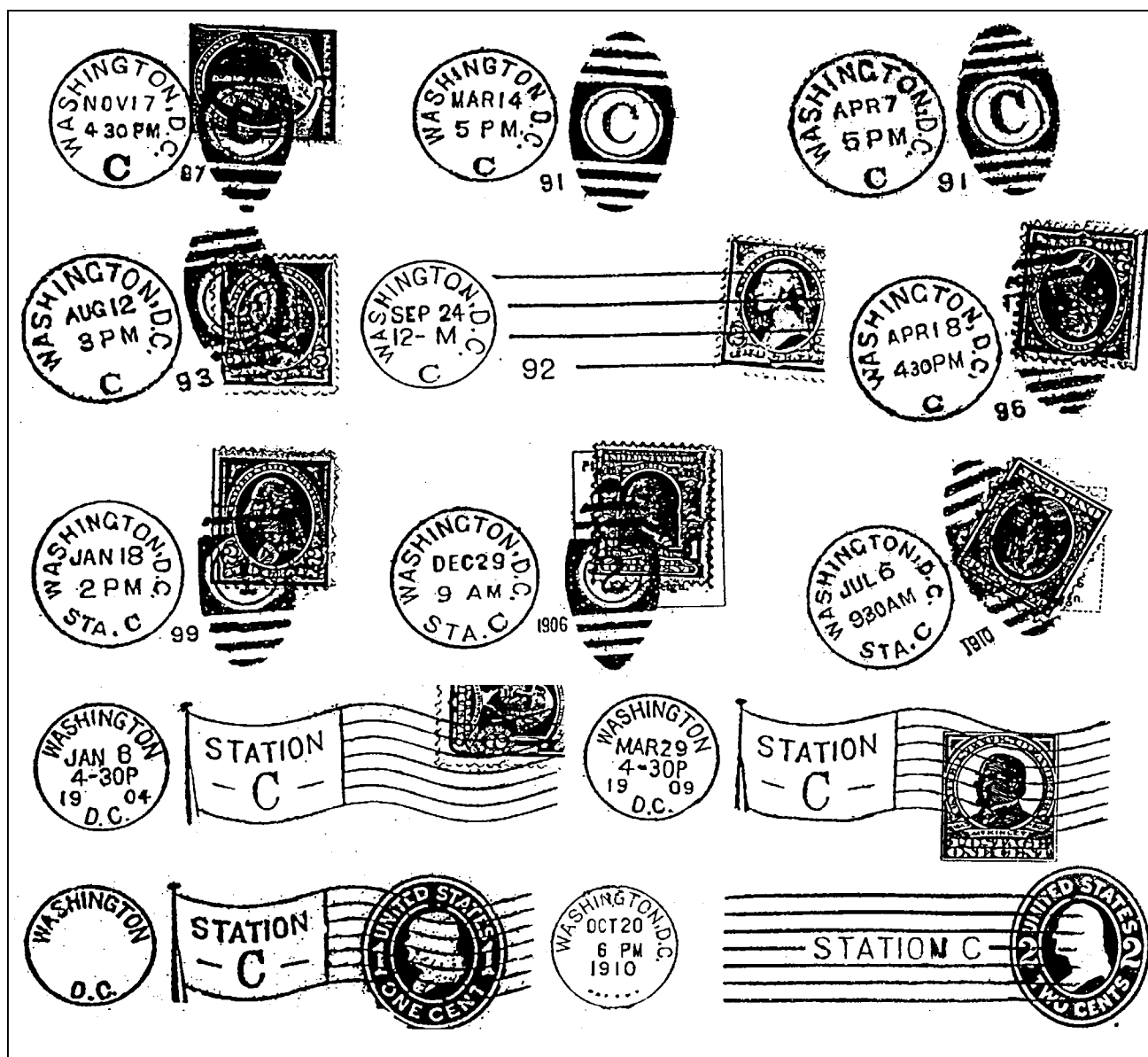
5/1/96	21 ½ mm WASHINGTON, D.C. STA B/YEAR; M-D/T Apparently same dial used with flags; used as receiver without a killer.	NONE
6/13/96 - 1/6/99	27 mm, STATION B. WASH. D.C./REC'D.; M-D/T/Y	NONE
6/19/02	29 ½ mm, WASHINGTON, D.C. REC'D./STA B	NONE
12/9/01 - 10/1/03	22 MM, WASHINGTON/D.C.; M-D/T/split year	24 ½ x 18 ½ mm oval with STATION/B/RECEIVED
7/22/05	23 mm, WASHINGTON/D.C.; M-D/T/split Y	7 wavy lines with STATION/B/RECEIVED
1/30/06 - 4/14/06	As above, HIN closer together D&C closer together	As above, B slightly slanted



Station C was established 1884 from the Fifteenth St. Station and was converted to New York Avenue Station on 1 November 1916.

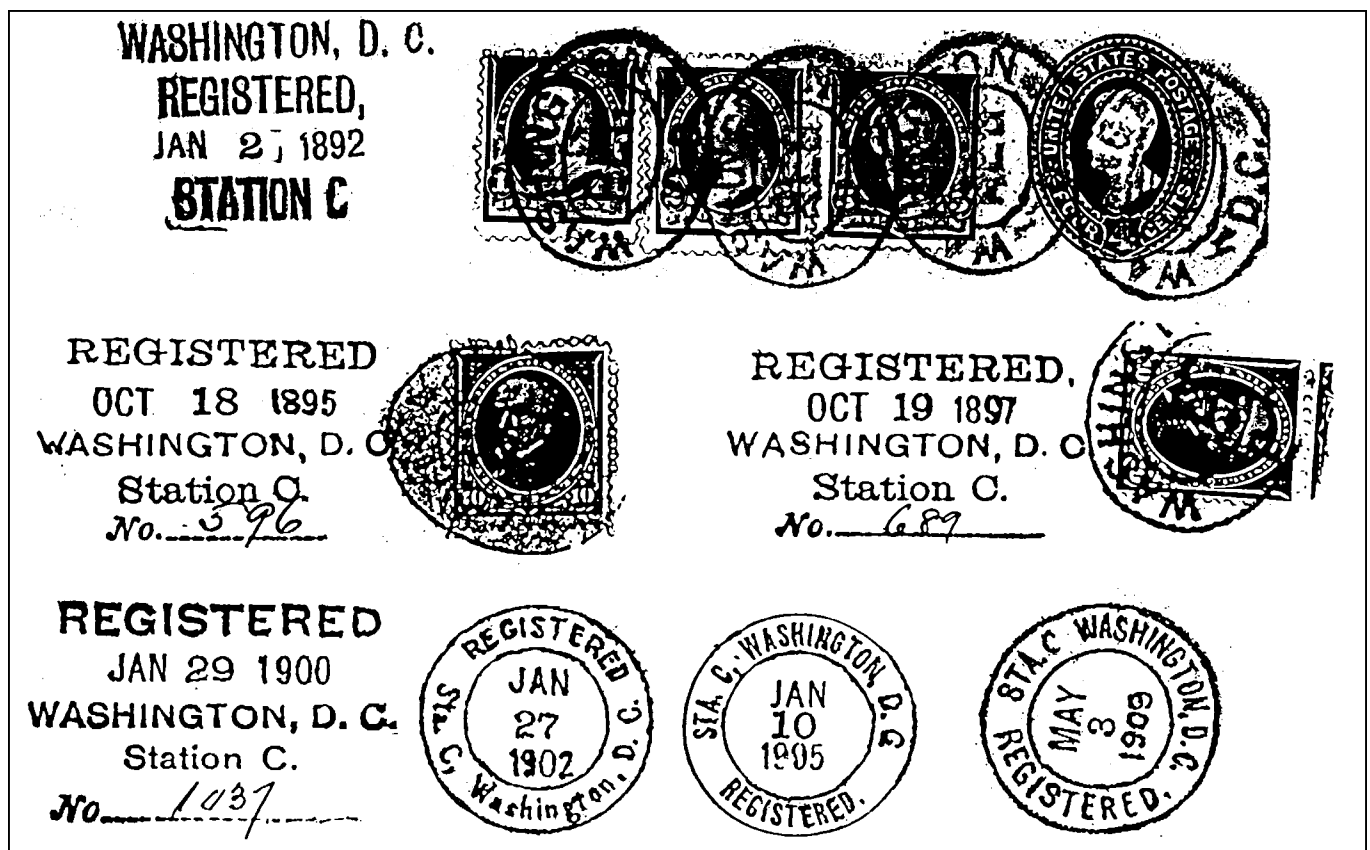
Dates of Usage	Description of Dial	Killer Description
11/17/87 - 8/8/88	24 mm, WASHINGTON, D.C./C; M-D/T/ Y outside dial	C in circle in pointed barrel ellipse
3/14/91	As above, but small C	As above, but more rounded ellipse
5/16/90 - 4/7/91	25 ½ mm, WASHINGTON, D.C./C; M-D/T/Y outside dial; C letter and WASHINGTON letters larger than above.	C in circle in rounded barrel ellipse
5/11/92 - 4/4/94	As above, but 26 ½ mm	As above, smaller C
9/24/92 (exper)	22 ½ mm, WASHINGTON, D.C./C; M-D/T	4 horizontal bars with two digit year date
1/30/94 - 4/18/96	25 mm, WASHINGTON, D.C./C; M-D/T, Y outside dial. Smaller than above	C in circle in rounded barrel ellipse
12/8/97 - 1/18/99	25 ½ mm, WASHINGTON, D.C./STA.C; M-D/T, Y outside dial	1 in circle within rounded barrel ellipse
12/29/06 - 8/29/08	24 ½ mm, WASHINGTON, D.C./STA.C M-D/T, Y outside dial. C slightly larger than above.	2 in circle within rounded barrel ellipse

Dates of Usage	Description of Dial	Killer Description
7/6/10	24 ½ mm, WASHINGTON, D.C./STA.C; M-D/T, Y outside dial. All lettering smaller than above.	C in circle within rounded barrel ellipse
7/22/03 - 9/1/08	22 ½ mm, WASHINGTON/D.C.; M-D/T/split year	Flag with STATION/-C-
3/29/09	As above, but letters slightly smaller and D & C closer together	SAME
???	As above, but without day or time (third class)	SAME
10/20/10	22 ½ mm, WASHINGTON, D.C./... ..; M-D/T/Y	7 horizontal lines with STATION C in 4th line



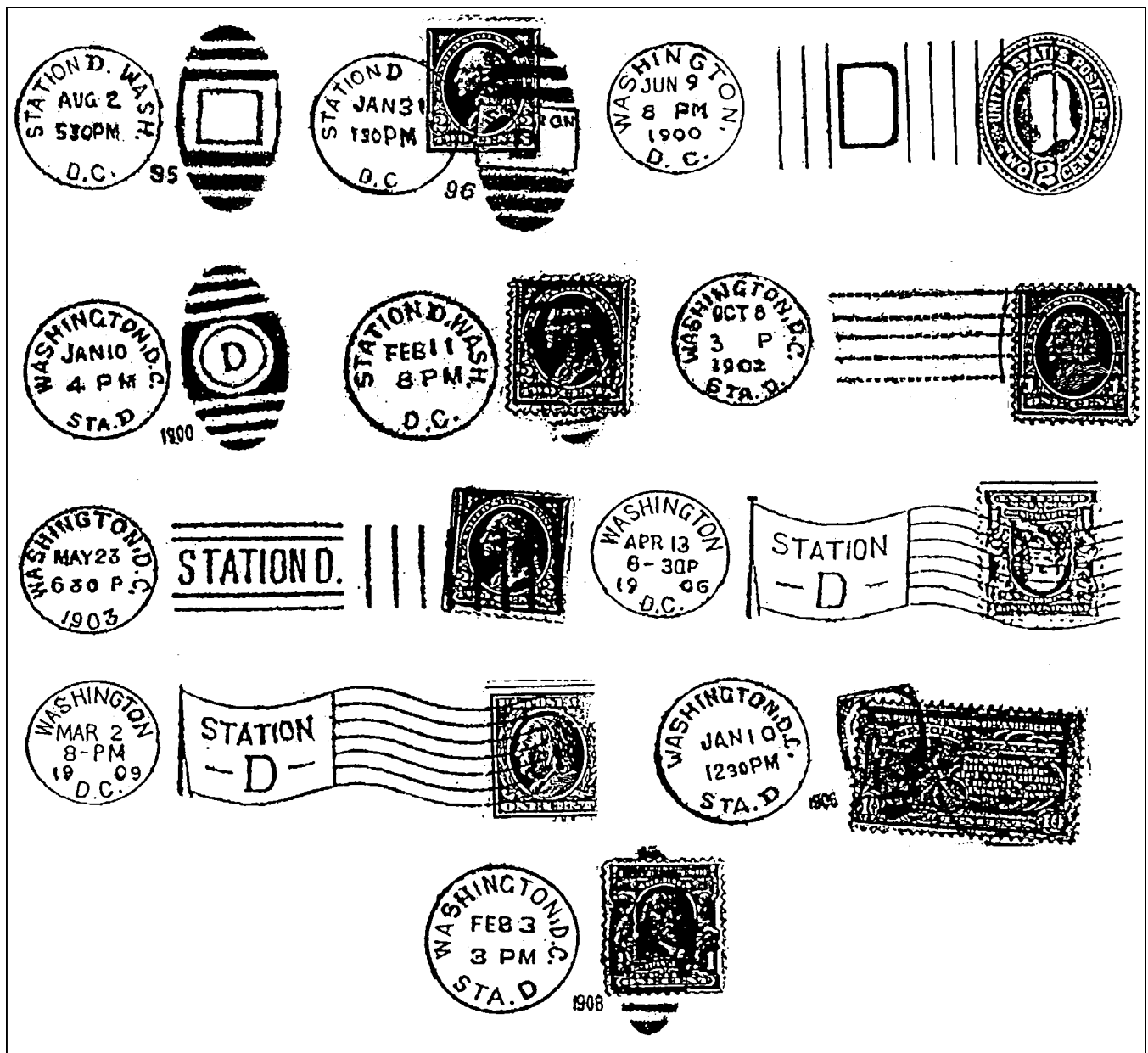
Registered

Dates of Usage	Description of Dial	Killer Description
1/21/92	4 horizontal lines: WASHINGTON, D.C./REGISTERED/date/ STATION C; sans	Black 31 mm double oval; WASHINGTON/REG/ D.C. serif letters in violet.
8/5/95 - 10/18/95	5 horizontal lines: REGISTERED/date/ WASHINGTON, D.C./Station C/ No..... Serif letters in red, "S" over "N".	SAME
8/5/97 - 10/19/97	As above, except comma after REGISTERED, "S" over "O".	SAME
1/20/1900	As 1895, except sans serif letters	SAME
1/27/02	29 ½ mm, double circle, REGISTERED/Sta. C, Washington, D.C.; M/D/Y. In violet.	Same, except finer letters.
1/10/05	29 ½ mm, double circle: STA. C, WASHINGTON, D.C./REGISTERED; M/D/Y; sans serif violet	SAME
5/3/09	30 ½ mm, double circle; as above, except larger letters and in red.	Smaller oval, and no REG



Station D was established 1 September 1882 at 14th & Concoran NW as a limited service station; it was converted to Sub-station 1 on 1 march 1895. A new full service Station D was established from the limited service Southwest Station at 714-16 4 ½ St. SW on 1 March 1895; it was discontinued 30 November 1910.

Dates of Usage	Description of Dial	Killer Description
8/2/95 - 10/18/97	25 ½ mm, STATION D. WASH./D.C.; M-D/T, Y outside dial	Square inside barrel ellipse
1/31/96 - 5/11/97	25 mm, STATION D, WASH/D.C.; M-D/T, Y outside dial, letters smaller than above	STATION/D inside rectangle across center of barred ellipse
6/9/00	23 mm, WASHINGTON./D.C.; M-D/T/Y	25 mm upright D between 3 rd and 4th of 7 vertical line Barr-Fyke machine cancel
1/10/00	24 ½ mm, WASHINGTON, D.C./STA.D; M-D/T, Y outside dial	D inside circle within barrel ellipse
2/11/01	25 ½ mm, STATION D. WASH./D.C.; M-D/T, Y outside dial	Rectangle within barred ellipse
10/8/02	22 ½ mm, WASHINGTON, D.C./STA. D.; M-D/T/Y (Doremus machine)	Five dashed horizontal lines
5/23/03 - 7/25/05	25 mm, WASHINGTON, D.C./YEAR; M-D/T (Doremus machine)	STATION D 4 horizontal lines; 7 vert lines at R
1/10/06	26 ½ mm, WASHINGTON, D.C./ STA. D; M-D/T/Year outside of dial	D in circle within barrel ellipse, 3 bars above and below
4/3/06	23 mm, WASHINGTON, D.C.; M-D/T/split Y	Flag with STATION/ -D- and 7 wavy lines
1/10/06	26 ½ mm, WASHINGTON, D.C./STA. D; M-D/T, Y outside dial, serif D	D in circle within barrel ellipse
3/3/08	25 ½ mm, WASHINGTON, D.C./ STA D; M-D/T, Y outside dial, sans serif D	D in circle within barrel ellipse
3/2/09	As, 4/3/06, except D&C further apart	As 4/3/06



Special Delivery

Dates of Usage

1/10/06

Description of Dial

In three horizontal lines: STATION D/
WASHINGTON, D.C./No.; in violet

Killer Description

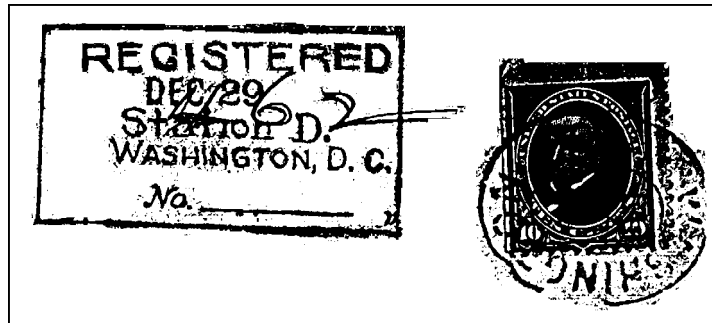
Accompanied by: (in 3 lines)
IMPORTANT/Receiver
should sign and/enter time
of delivery

IMPORTANT
Receiver should sign and
enter time of delivery

STATION D,
WASHINGTON, D. C.
No. 106

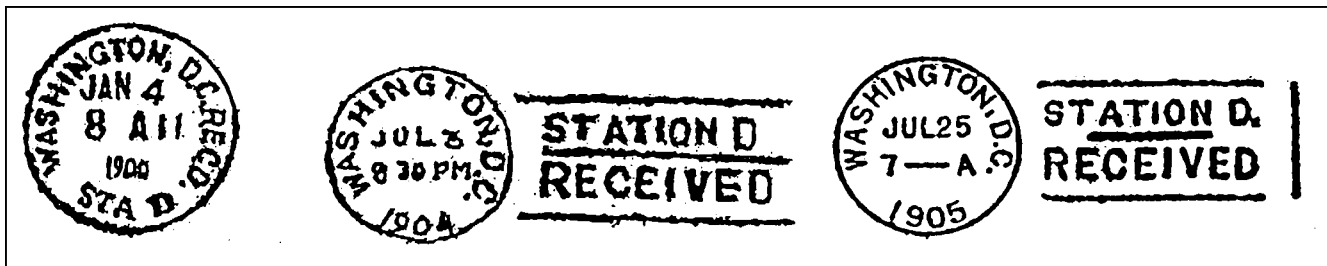
Registered

Dates of Usage	Description of Dial	Killer Description
12/29/97	42 x 26 mm 5 lines within rectangle: REGISTERED/ M-D/Station D./ WASHINGTON, D.C./ No. _____	30 x 25 double oval WASHINGTON/REG



Receivers

1/4/00	28 mm, WASHINGTON, D.C. REC'D./STA D; M-D/T/Y	NONE
7/3/04	23 mm, WASHINGTON, D.C./YEAR; M-D/T (Doremus Machine)	STATION D/RECEIVED within 3 horizontal lines
5/26/05 - 7/25/05	As above, except letters slightly smaller and WASHINGTON shorter.	SAME, except middle line Short & vertical line at right



TO BE CONTINUED

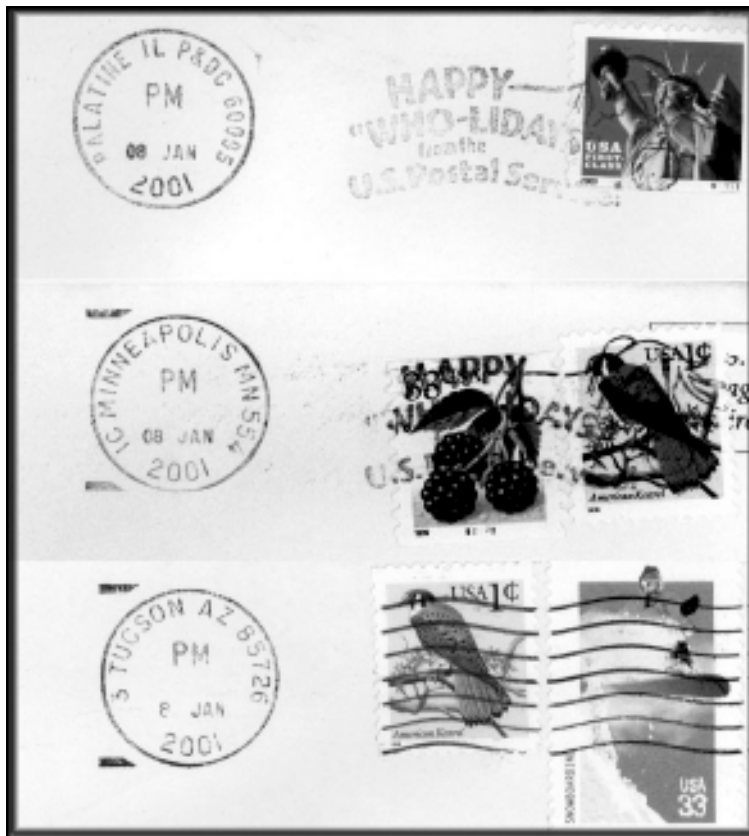


Figure 1

By Dennis Pack

We are creatures of habit. When we go to the post office to buy a book of stamps, and the clerk asks, "For letters or post cards," we answer, "letters" without giving much thought to it. We usually don't think in terms of one letter, so an increase in the first-class letter postage rate can be confusing. This hasn't been helped in the past by previous rate increases that were met with stamps bearing a letter of the alphabet or "make-up rate", rather than an amount. To make it worse, we seldom run out of stamps the day before the rate changes, so we are left to combine stamps to reach the right amount to pay the postage.

The recent increase in first-class letter rate from 33-cents to 34-cents was a little different. We were spared the challenge of knowing which alphabet stamp is correct because the new transition stamps read "first-class rate," and the make-up stamps for use with 33-stamps are clearly marked "one-cent". This rate transition should be a breeze. All we have to do is make sure the total value of the stamps we use is at least 34-cents.

I thought it would be interesting to see what envelopes received by one office at Winona State University, where I work, said about how smoothly the tran-

The 33 cent to 34 cent First Class Rate Transition

sition went. I inspected the envelopes dated for a month after the rate changed. For the most part, the envelopes indicate the transition did go smoothly. Most people paid the correct postage by buying the new stamps or by piecing together stamps to pay at least 34-cents. This article presents representative examples on how the new postage rate was paid, including a few that show creative or unusual approaches. After all, the exceptions are often more interesting than the rule. All of the postmarks are dated between January 7 and February 8, 2001. Only the postmarks are shown to save space and to protect the innocent.

Postmarks dated January 8 seem to demonstrate the transition would be smooth. *Figure 1* shows a first-class rate stamp used properly along with one -cent stamps added to a 33-cent stamps.

Soon it appears that the value of the first-class rate stamp might not be fully understood. In *figure 2*, one-cent stamps have been used with two different first-



Figure 2



Figure 3

class rate stamps, and another first class rate stamp has been added to a 33-cent stamp, both overpaying the postage.

Figure 3 shows a variety of combinations of 33-cent and one-cent stamps, even make-up stamps from the previous rate change, used correctly.

Those people with stamps of different denominations had to be a little more creative. Figure 4 shows a variety of older stamps in combinations that total 34-cents.

A few appeared desperate (figure 5). They knew a 33-cent stamp wasn't enough, so they added whatever they had. One overpays by 22-cents, another by 32-cents.

Did anyone underpay? Figure 6 shows three who got away with it: a couple of lone 33-stamps and a 32-cent stamp with single one-cent stamp to a total of 33-cents.

Not everyone was this lucky. Figure 7 shows two with postage due collected. One bears a single one-cent make-up stamp, the other a one-cent make-up stamp and a one-cent stamp.



Figure 4

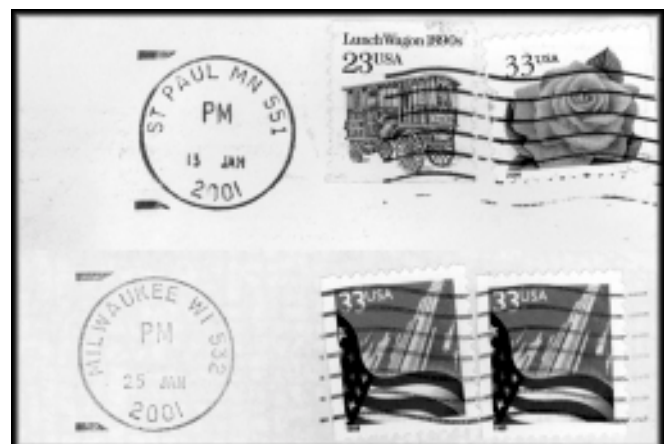


Figure 5



Figure 6

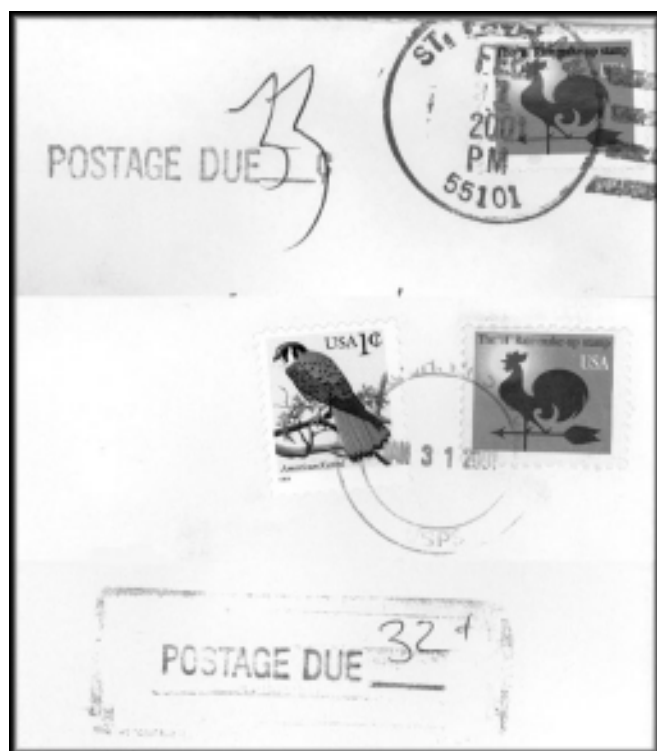


Figure 7

What about the Breast Cancer semi-postal stamps that read “first-class”? They cost 40-cents each, with the amount over the amount needed to pay the postage helping pay for cancer research. Figure 8 shows one

without additional postage, which is correct, and one used with an additional one-cent stamp. When these stamps were first sold, eight-cents went for cancer research. With two rate increases, six cents goes for research for those purchased now.

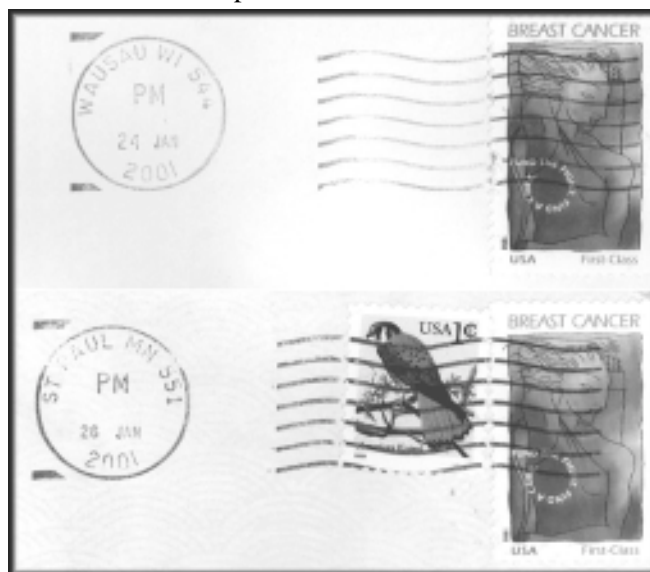


Figure 8

Only one envelope paid for a double-weight envelope. Figure 9 shows a 55-cent stamp. The rate for additional ounces of first-class mail was reduced from 22-cents to 21-cents, so 55-cents is still correct for a letter weighting 1-2 ounces.



Figure 9

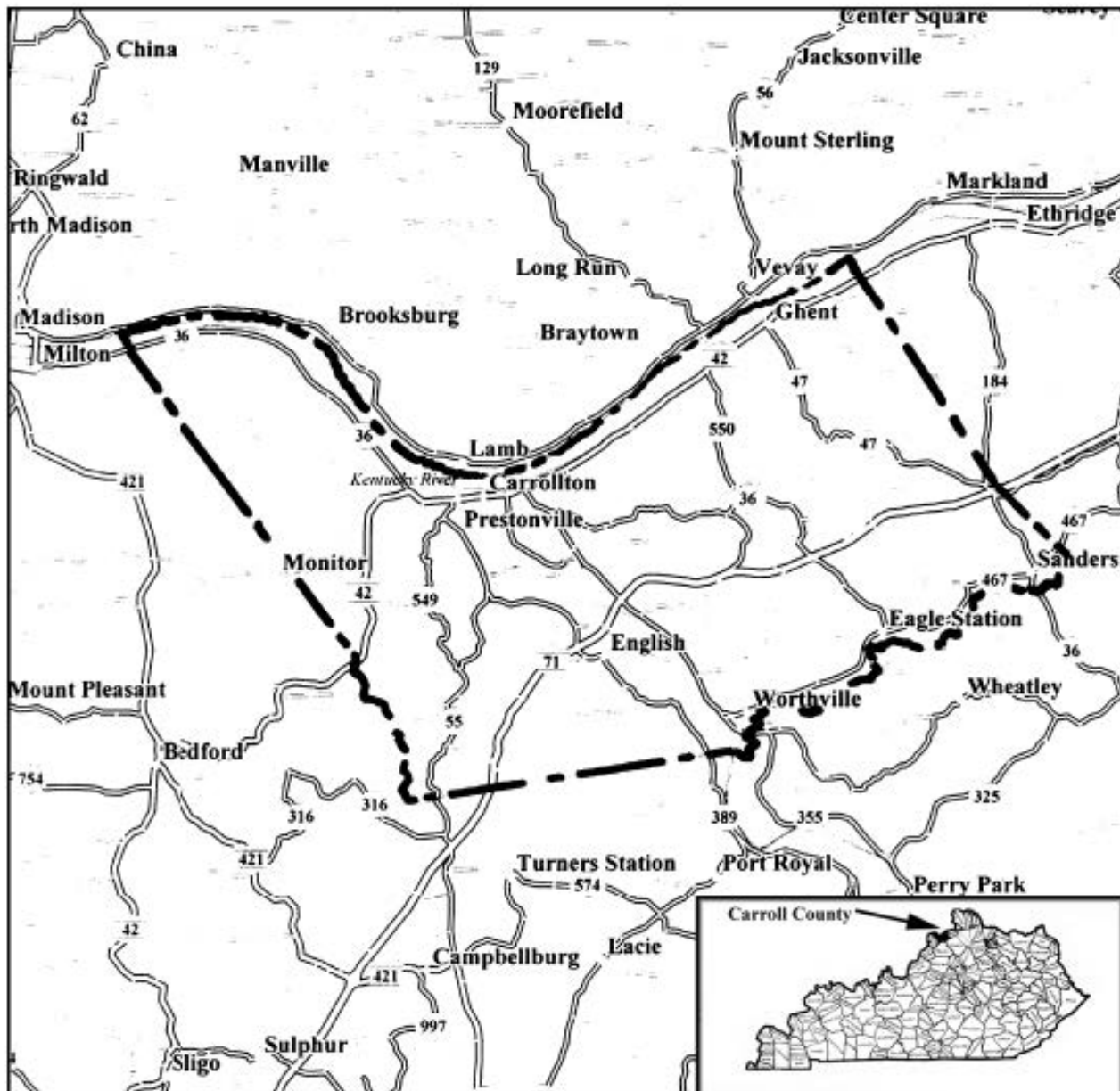
Finally, my favorite is illustrated in figure 10. A 33-cent stamp is used with a penny taped on top of it. The entire thing passed through the canceling machine. Killer bars are visible on the tape holding the penny. Where there's a will, there's a way.



Figure 10

While changes in postage rates can be confusing, clearly most of us figure efficient ways to meet the new rates. Certainly, the move away from alphabet letter stamps helped, but I wonder one thing: with

another rate being discussed for next year, what will happen to the new first-class rate stamps issued this year? Will they still pay the basic rate or will we have to add a penny stamp? If so, how will the denomination be expressed on the new, new stamps.



Carroll County, Kentucky Scale 1:250,000

The Post Offices of Carroll County, Kentucky

by Robert M. Rennick

Carroll County, Kentucky's eighty-seventh, was organized by legislative act on February 9, 1838. It was taken mainly from the western part of Gallatin County and smaller sections of Trimble and Henry Counties. It achieved its present 130 square mile area upon gaining another small section of Gallatin, the so-called "Sanders Cut-Off", on February 5, 1872.

The county was named for Charles Carroll of Carrollton, Maryland (1737-1832), the last surviving signer of the U.S. Declaration of Independence. The story is told that Carroll, in signing this document, gave his Maryland address so that if caught by the British he would not be confused with another Charles Carroll of Massachusetts and would thus save the British the trouble of hanging both of them for his patriotism. Actually, according to the Dictionary of American Biography, he had added "of Carrollton" to his signature at least ten years earlier to distinguish himself from other members of his own family.

Carroll County is drained by the Ohio River, its twenty-mile-long northern border, and several key tributaries, including the Kentucky and Little Kentucky Rivers. Other Ohio branches – McCools Creek and Locust Creek – and the Kentucky River branches of Mill Creek and Eagle Creek figured significantly in Carroll County history and gave their names to several of her communities and post offices.

Though Carroll's economy, like its neighbors', has been primarily agricultural, it has begun to industrialize. Some current industries include North American Stainless, Kentucky Ladder, Dow Corning, Teledyne, and Atochem. The 1990 Census counted some 9,300 residents.

Nine of the county's twenty post offices were established while Carroll was still a part of Gallatin. These include the six that were in the "Sanders Cut-Off."

Carrollton, the seat and the county's largest town, with a 1990 population of 3,700, is a fourth class city on the Ohio River, just above the mouth of the Kentucky. It is midway between downtown Louisville and Covington, via US 42. By road miles from its post office most of the other county post offices discussed below will be located.

The town was laid off in 1792 by Benjamin Craig and James Hawkins on part of 613 acres they had acquired from Col. William Peachy's 2,000 acre French and Indian War grant. It was chartered on December 13, 1794 as **Port William**, but historians cannot agree on its name source. It has traditionally been attributed to William Porter who is supposed to have arrived in this vicinity in the 1790s from Somerset County, Maryland with his parents, John and Elizabeth. He is said to have bought up considerable local land and become prominent in the community's early affairs. Mary Ann Gentry, among others, has questioned this¹, finding no records of William or his family having lived here before 1818. Several other Williams were early associated with this area (including Col. Peachy), and one (or more) of them could have been the name source.²

In any event, **Port William** was aptly named, for within a short time its strategic location had led to its becoming an important transfer point for Kentucky River trade. It became Gallatin County's first seat in 1798 and the site of its first post office in late 1806, with Robert Plummer, one of its early port inspectors, as its first postmaster. When Carroll County was formed in 1838 Port William became its seat, and both town and post office were renamed **Carrollton** for the Maryland home of Charles Carroll, the county's name source.³ By the end of the nineteenth century, **Carrollton** had also begun to distinguish itself as an industrial city with distilleries, woolen mills, a furniture factory, and one of the state's leading looseleaf tobacco markets.

Shortly after 1800 Nathaniel Sanders of Spottsylvania County, Virginia (1741-1827) bought his family to a site at or near the mouth of Lick Creek, a branch of Eagle Creek, some ten miles east of the Kentucky River. Here he built a grist mill which he and members of his family operated for many years. The settlement that grew up around it was first served by the **Sanders Mill** post office which Sanders (more likely his son, Nathaniel, Jr.) operated for awhile after September 30, 1816.

From July 9, 1832 through December 1835 this area, by then called **Sanders Old Mill**, was served by the **Eagle Creek** post office whose only postmaster, George Washington Sanders, was another son of Nathaniel's. Yet another Sanders, Robert, then oper-

ated the post office as **Big Lick** from April 21, 1836 till December 1837. This referred to a salt lick on the buffalo trace, extending from the mouth of the Licking River to Drennon Springs, that had undoubtedly influenced the Sanders' settlement there.

Some years later this vicinity came to be called **Rislerville** for John (or William) Risler, the local storekeeper. In January 1867 the Louisville Cincinnati and Lexington (Shortline, and later L&N) Railroad was built through the Eagle Creek valley and established a station at **Rislerville** that local people may have called **Dixie**.⁴ However, as it would be the shipping point for the farmers and stockmen of the area around New Liberty, 4 ½ miles south (in Owen County), it would become known as **Liberty Station**.

The post office that came to serve the new **Liberty Station** and its community was **Bramlette** which William T. Carlisle established on November 9, 1865 at a site two miles up Lick Creek from the station. However, by the end of 1869, this post office, still as **Bramlette**, may have been moved to the station by John T. Ralston who had just become postmaster. In his Site Location Report of January 14, 1870, he mentions that his post office was serving **Liberty Station** in the village of that name and (most curiously) that it was only twenty steps west of another post office called **Dudley** that was also serving that village.

According to other postal records, there indeed was a **Dudley** post office at this location that was established on October 21, 1869, half a mile north of Eagle Creek and two miles south of the Bramlette post office. It closed in August 1870 with George W. Rosell, its only postmaster.

Bramlette may have been named for Kentucky's popular Civil War governor, Thomas Elliott Bramlette (1817-1875). But the source of **Dudley** is not known. No such families are reported in county censuses, death or marriage records.⁵

It must be borne in mind that until February 1872 the area at the mouth of Lick Creek, as well as the first site of the Bramlette post office, were in Gallatin County. Their becoming a part of Carroll County is attributed to a Gallatin County judge's decision to not help pay the cost of a bridge over Eagle Creek here. Carroll County assumed the entire cost of its construction on condition that Gallatin cede to them the area around Liberty Station. This they did.

On August 5, 1879 Ralston's **Bramlette** officially became **Liberty Station**. But for at least five years the local community had also been called **Sanders** for George Washington Sanders (ne 1798), the local miller. In April 1864 the post office too became **Sanders**.

By 1900 this community had not only become an important shipping point but also a summer resort tapping the nearby Blue Lick and Lithia Springs. Today, the station, stockyards, warehouses, and two resort hotels are gone. But the sixth class city of **Sanders**, centered at the junction of Ky 36 and 47, sixteen miles east-southeast of Carrollton, still has its post office, and several stores continue to serve 230 residents and a number of farm families in two counties.

By the spring of 1894 the original **Bramlette** post office site, where Lick Creek crosses the present Gallatin County line, and just south of I-71, had a couple of stores, a sawmill, and a carriage shop. Another post office to be called **Shaler** was applied for. (**Bramlett** [sic] was then in use in Nicholas County.) However, from June 23, 1894 through June 1903, it operated as **Carson**. Storekeeper Dale Owen Williams and Benjamin F. Smith were its only postmasters. Its name source is not known.

The sixth class city of **Ghent** [djhnt] lies in the Ohio bottom, directly across the river from Vevay, Indiana, and 7 ½ miles above Carrollton. This site was first settled just before the turn of the eighteenth century by some members of the Rev. Lewis Craig's Traveling Church. Among these was a man named McCool whose name was given to nearby McCool's Creek, and the community was first known as the **McCool's Creek Settlement**.

Another early settler was John Sanders, brother to Nathaniel (above). John's son, Samuel (ne 1755), opened a tavern in the bottom and, on his father's death in 1805, inherited his land. Shortly thereafter he laid out the town from Preacher John Scott's survey. Seeking a more appropriate name for his town, Samuel, by then also the local magistrate, sought help from his friend Henry Clay who is said to have suggested the name of the Belgian city in which he had recently participated in the negotiation of the treaty ending the War of 1812.⁷ **Ghent** was applied to the local post office established on June 7, 1816, with Luke Oboussier, postmaster, and to the town when it was chartered in January 1824. The office's indepen-

dent status ended in 1976 and the city's 365 residents (1990 Census) have since been served by a community post office.

Another son of John Sanders was Lewis (1781-1861) who, after an undistinguished career in business and stockbreeding near Lexington, moved to the future Carroll County in 1817. On some 750 acres of the land heired by his wife, the daughter of George Nicholas, some six miles south of Ghent, he built a home which soon became the centerpiece of an estate called the **Grass Hills Plantation**. Like several other large Kentucky stock farms it had its own post office. **Grass Hills** was established on January 24, 1837 with Lewis' son, George Nicholas Sanders, postmaster. George was succeeded in February 1841 by his father who maintained the office till it closed in late September 1858. Grass Hills, just north of the rest area on I-71, 11 ¼ miles east of Carrollton, is now (1993) a 386 acre farm owned by Evelyn (Mrs. Clyde) Sanders, on 280 acres of which cattle and tobacco are still raised.

Nearly as old as Port William-Carrollton was **Prestonville**, just across the Kentucky River. On December 21, 1795 the Kentucky legislature approved the establishment of the Ohio River town of **Preston** on 200 acres in an area between the Kentucky and Little Kentucky Rivers that, in 1774, had been surveyed for Francis Preston and John Smith. By 1806 the town had begun to be called **Prestonville**, the name it has borne since.

It was not until November 1844 that it was given its own post office, as **Prestonville**, with G.W. Lee, the first postmaster. This operated intermittently through July 1869. An attempt was made in the summer of 1876 by storekeeper Joseph Louis Collyer to re-establish it. This apparently failed, and in June 1880 Collyer tried again. However, his proposed names, **Preston** and **Ringo** (the latter for one or more area families) were disallowed, and the office opened, on August 12, 1880, as the inexplicable **Wide-Awake**.⁸ It finally was allowed to take the **Prestonville** name again in April 1893 (with Elias H. Smith, postmaster) and operated at several locations, all within three-fourths of a mile of the Carrollton post office, till 1957 when it closed for good.

The town was chartered in February 1867. By 1990 it had some 200 residents, about half its peak population in 1880. Though technically it is still incorporated, this status has long been inactive.

Lock Number One, four miles up the Kentucky River, had its own post office, in this name, between February 3, 1845 and mid-April of the following year. Alexander H. Lothrop alone served as postmaster. The lock and dam, still visible at the southern tip of the General Butler State Park, was built in 1838/9 by the Darling Brothers Construction Company.

Just north of Eagle Creek, a mile above the Kentucky River, the present sixth class city of **Worthville** was a busy late nineteenth century trade and railroad town. The site had been settled at least by the 1840s and may early have been called **Coonskin**, for one or more local storekeepers are said to have willingly accepted skins in place of scarce money as payment for merchandise. On November 18, 1847 the local post office was established by Lewis V. Fleming, postmaster, and named **Worthville** for New York-born General William Jenkins Worth (1794-1849), a career army officer who had achieved some fame in the Mexican War.

The **Worthville** post office closed in October 1861 but reopened in July 1867 with the coming of the LC&L Railway that year. The town was incorporated in March 1878. By the end of the century it had become the principal watering place for all trains of the L&N line between Louisville and Covington and a major shipping point for area farmers. From the beginning till the station closed in the 1960s it was Carrollton's main rail link. In 1905 a nine mile long spur line called the Carrollton and Worthville (or C&W) Railroad was built between the two towns giving Carrollton's commerce easier rail access. **Worthville's** post office still serves several businesses and its (1990) population of 190.

Somewhere on Mill Creek, probably just above the future Carrollton Station-English, Thomas Piles (or Miles?) maintained the **Mill Creek** post office between September 27, 1847 and June 1851. It was on the creek for which it was named and on the road paralleling it which lined New Castle and Carrollton. The creek whose East and West Forks head in Henry County may have been named for William Hord's mill, and was identified by name on Mordicai Hord's 600 acre tract surveyed in 1784.

On June 9, 1851 storekeeper James F. Sandefer established the **Sandefer's Store** post office probably on the road that became a part of the present Ky 55 between New Castle and Carrollton, eight miles from

the latter, and about a mile and a half from the Trimble County line. After an intermittent operation it closed in June 1873.

Another station on the LC&L was given the name of the creek along which the rail line extended for much of its route through southern Carroll and Gallatin counties. The settlement around Johnson's Mill may be traced to the mid-1840s but received its name **Eagle Station** only with the coming of the railroad in 1867. The post office, with John McDarment, its first postmaster, operated between August 29, 1870 and 1964. The station closed just before the Second World War, and only a store and the Jordan Baptist Church in the vicinity of the junction of Ky 36 and 467, twelve miles southeast of Carrollton, remain.

English, the fourth station on the LC&L to have its own post office, was established as **Carrollton Station**. A mile and a half up Mill Creek from the Kentucky River and 6 ½ miles south-southeast of Carrollton, this was renamed when the post office was established on August 2, 1876 (with William L. Miles, postmaster) for Capt. James Whorton English (1794-1861), an early owner of the site. By the early 1880s the station and village around it had assumed the post office name. The office closed in 1975.

Named for its site at the forks of Locust Creek and six miles west-northwest of Carrollton (via Ky 36 and 1492) was the **Locust** post office. This office, established in postmaster James G. Mosgrove's store, operated from March 17, 1879 through September 1903, serving a school, a church, a couple of mills, and some other businesses. Two churches survive. According to a 1797 survey, Locust Creek, so named by that time for the local trees, was first called Battle Creek.⁹

On McCools Creek, some three miles south-southeast of Ghent, was the **Tandy** post office. According to postmaster-designate Thomas J. Penn's Site Location Report of June 24, 1882, it would serve a community called **Rockville**, though then-contemporary maps identified the site, with one store, as **Shoofly**. The office, operating from July 7, 1882 through June 1903, was named for Penn's wife's family, descendants of John or Roger Tandy, who had settled near the head of Whites Run, a short distance south. Nothing remains at the **Tandy-Shoofly** site, and current state maps mistakenly place it 1 ½ miles east of where it actually was.

The Easterday family gave its name to the post office and crossroads community on the present Ky 36, 6 ½ miles east of Carrollton. Here, at what became the Lower Whites Run Baptist Church, Lewis Easterday lived until his death in 1826. The **Easterday** [ees/tar/dee] post office opened on April 22, 1890, with Silas L. Craig, postmaster, to serve a mill, store, school, and the church. Craig was succeeded two years later by storekeeper James W. Easterday. The office closed in mid-June 1903.

The post office of **Adcock** may have been on or near the present Ky 55, a mile or so north of the older Sandefer's Store. According to the March 12, 1894 Site Location Report of its first postmaster, George Woodson Adcock (1832-1907), this was then known as **Jackson's Spring**, for a local family. Sometime earlier, Otis Dunaway had applied for a post office here to be called **Dunaway**, or, possibly, **Jackson Spring**, but he soon abandoned this effort and moved away. Adcock's first choice of **Jackson's Spring** (by 1894 too long and cumbersome a name for a U.S. post office) was replaced by his own family's name. The **Adcock** post office operated from May 10, 1894 through February 1903.

Conclusion

Of Carroll's twenty post offices, only three are active. These – Carrollton, Sanders, and Worthville – serve three of the county's four currently incorporated towns. The fourth, Ghent, has a community post office. A fifth town, Prestonville, may technically still be incorporated but this has long been inactive. Seven Carroll County offices served viable villages at one time or other. The immediate vicinity of Sanders had five post offices before Liberty Station gave way to its present name, but we have arbitrarily considered these separate post offices.

Five offices were named for local people, and four others honored non-locals. Local geography accounted for one name. A distant place was the name source for another while to six Carroll County offices were transferred the names of nearby features (four streams, an estate, and a lock and dam). One office was named for a local mill. Two name origins are not known.

Three offices had names that were not those first chosen for them. Three served places with other names. Three had name changes.

FOOTNOTES

¹ Mary Ann Gentry, *History of Carroll County, Ky.* 1984, P.5

² No Porters are listed among the early town trustees nor in any deeds for the first twenty years of the town's existence. In fact, no Porters are listed among Kentucky's landholders between 1787 and 1811.

³ Kentucky is one of at least eight states with a Carroll County and a town named **Carrollton**, both attributed to Maryland's Charles Carroll. Others are Georgia, Missouri, Indiana, Ohio, Mississippi, Maryland, and Arkansas. Illinois' **Carrollton**, however, is not in its Carroll County. New Hampshire and Virginia have Carroll Counties but no **Carrolltons**. Iowa's Carroll County seat is simply **Carroll**.

⁴ *Covington Journal*, February 4, 1871, P. 2:4

⁵ One might ask if Benjamin Winslow Dudley (1785-1870), the famed Lexington surgeon, who, like the Sanders family, came from Spottsylvania County, Virginia, could have been the **Dudley** post office name source. He was well-regarded throughout the Commonwealth for his pioneering efforts in antiseptic surgery.

⁶ Some say **Carson** was suggested by then Congressman Albert Barry's secretary. (One Hundredth Anniversary edition of the *News-Democrat*, October 12, 1967, P. 20:5)

⁷ I do not have an explanation for the soft g in the pronunciation of the Carroll County town's name when the Belgian **Ghent** has always been pronounced with the hard g.

⁸ As far as we know, the name **Wide-awake** was only applied to the post office.

⁹ *Trimble County Heritage*, 1990, P. 141

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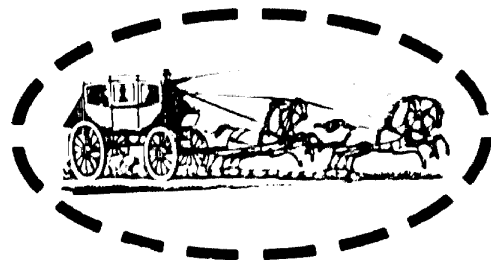
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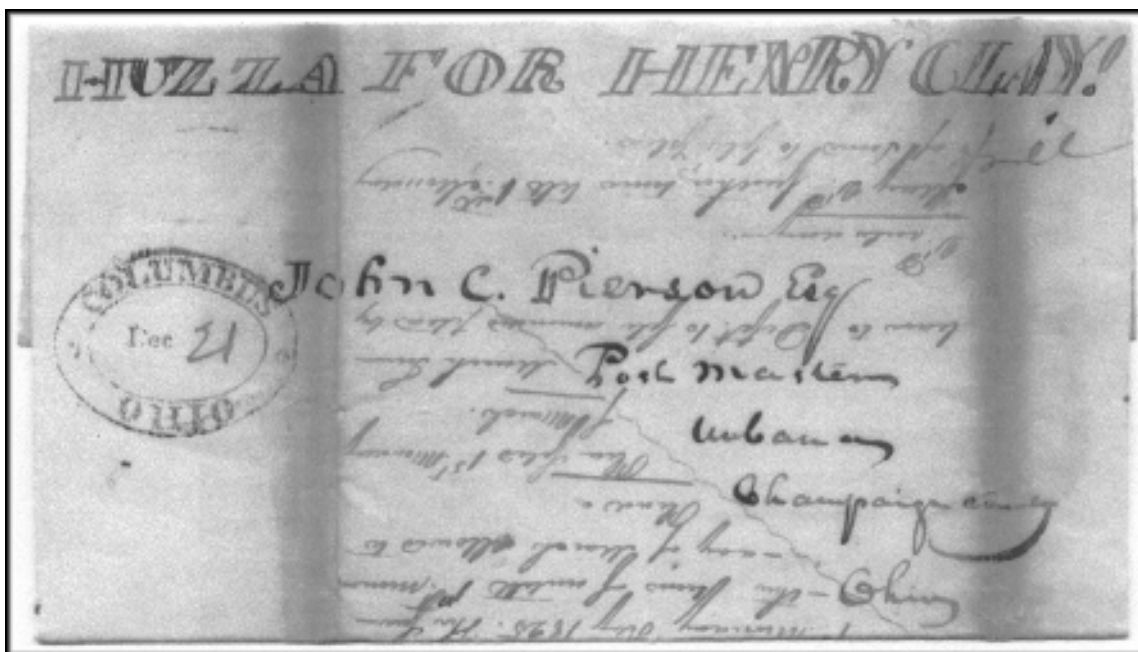


Figure 1. Stampless cover mailed from Columbus, Ohio on December 21, 1824, to the postmaster at Urbana, Ohio. The words, "Huzza For Henry Clay," refer to one of the presidential candidates in the close 1824 election. (Courtesy of Jeff Higley)

History Repeats Itself

By Michael Dattolico

I've always been an avid collector of U.S. political correspondence and memorabilia. Of special interest is material related to the presidential campaigns in our history. Finding such items requires a thorough understanding of each election, knowledge of the key people involved, and the patience to look at everything ranging from the cream of dealers' stocks to so-called "junk boxes."

The 2000 presidential election presented a dilemma for me. On one hand, I was one of millions of frustrated Americans who daily awaited its outcome. But I also saw it as another opportunity to find political mail pertaining to that aggravating election. I don't know how successful I'll be in finding postal material connected to the Bush-Gore contest. But it's bound to be thrilling for future generations of postal historians who share my interests.

We now know that the 2000 presidential election was one of the closest, most disputed political events in our history. From election day until mid-December, Americans began and ended each day with anticipation. Even the least informed Americans became familiar with the melodrama, as the suspense captivated nearly everyone's attention for five weeks.

It was an election full of surprises. Many Americans expected Bush to win by a wide margin, but the vote count was extremely close. Gore won both popular and electoral votes in such key states as California, Pennsylvania and Illinois, but lost his home state's vote to Bush. In an unprecedented move, the U.S. Supreme Court intervened regarding Florida's contested votes which assured Bush's victory. Perhaps strangest of all is the fact that Gore actually had a few more popular votes than Bush, yet Gore still lost.

Americans shook their heads in disbelief as they wondered how an election could be so close and so poorly managed. Perhaps it was the media's coverage that caused many citizens to feel that the 2000 presidential mess was a rare occurrence, that elections of the past were never that close, and the winner was always determined more quickly. Those who think that should recheck their history books. At least two other 20th-century elections were nearly as close. The 1960 election between John Kennedy and Richard Nixon was a squeaker, with Kennedy winning the popular vote by one-sixth of 1%. Harry Truman's win over Thomas Dewey in the 1948 election was no landslide victory either. It was

so close that one major newspaper's front-page headline published the morning after the election proclaimed that Dewey had won.

There have been other presidential elections that were as close as the Bush-Gore contest. One was the 1824 presidential race which featured five popular candidates, one of whom was John Quincy Adams. With so many candidates competing for the presidency, none received a clear majority of popular votes. The election was decided in the House of Representatives where the candidate with the highest number of electoral votes was declared the new president.

At first, it appeared that Andrew Jackson would win with 99 electoral votes. John Quincy Adams had amassed 84 votes, which put him in second place. Henry Clay, a popular Kentuckian, had gathered only 37 electoral votes, which left him in fourth place among the five contenders. Knowing that he had no chance to win, Henry Clay and his supporters shifted their electoral votes to John Q. Adams. Each state was also allowed to cast one electoral vote. It was enough to defeat Jackson, the popular Indian fighter, by a margin of 13 electoral votes.

Luckily, mail related to the 1824 campaign exists, and an example is shown as *Figure 1*. The letter was sent from Columbus, Ohio on December 21, 1824, to the postmaster at Urbana, Ohio. It was mailed over a month after the unresolved election but before the matter was settled. What makes the cover special are the words, HUZZA FOR HENRY CLAY, which were penned across the letter's top.

Knowing the definition of the word, "huzza," is necessary to understand the meaning of the phrase, since it is not commonly used today. But during the early 18th century, it was an expression of joy or appreciation. It was also used as a sort of cheer.

Henry Clay was very popular in western sections of Ohio, so the words may have been an expression of hope that Clay would win the election. After Clay's transfer of his electoral votes to Adams, the new president expressed his appreciation by appointing Henry Clay as his Secretary of State.

After reviewing the quirks of the 1824 election, today's historians are quick to note an eerie bit of irony. John Quincy Adams, winner of the close 1824 election, was the son of former president, John Adams. George W. Bush, winner of the 2000 election, is the son of former president, George Bush. In our history, they are the only sons of former presidents to win the

presidency. And both won his election by a hair. History does seem to repeat itself. While Adams and Bush are the only sons of presidents to win the White House, other family relationships exist in U.S. presidential history.

William Henry Harrison, elected in 1841, was the grandfather of Benjamin Harrison, who was elected president by a slim margin in 1888. Grover Cleveland won the popular vote by a 100,000 margin in that contest but lost to Harrison, who gathered more electoral votes. The two Roosevelt presidents, Theodore and Franklin, were cousins who rank among our most popular presidents.

But one of our closest presidential elections was the 1876 contest between Republican Rutherford B. Hayes and New York Democrat Samuel Tilden. That race bears a close resemblance to the 2000 presidential election. Just as Gore won more popular votes than Bush, Tilden gathered 264,000 more popular votes than Hayes. And like the 2000 campaign, the election was not immediately decided. In fact, nearly four months passed before Hayes was declared the victor, winning the presidency only two days before the March 20th inaugural deadline.

Democrats controlled the House of Representatives in 1876, but Republicans controlled the Senate. At first, Tilden received 184 electoral votes, while Hayes had only 165. In the coming weeks, however, twenty electoral votes were disputed. One elector from Oregon was disqualified, and both men claimed 19 electoral votes from Florida, Louisiana and South Carolina. Congressional hearings began in February, 1877 and ended on March 2, 1876.

After much political maneuvering, the contested votes were awarded to Hayes, who had 185 electoral votes, while Tilden finished with 184. James Garfield, a fellow Ohio Republican, served on the important Electoral Commission of 1877 composed of 8 Republicans and 7 Democrats. Garfield cast a key vote for Hayes which led to his victory. Like the gracious Al Gore, Tilden sought unity and peace among America's voters. With tongue-in-cheek humor, he told his followers that four years of Hayes was preferable to four years of civil war.

James A. Garfield, former Ohio teacher, Civil War hero and congressman, ran for president in the 1880 election. The postal stationery card mailed from Ohio to Japan in June, 1880, is shown as *Figure 2*. The



Figure 2. U.S. postal stationery card mailed from Columbus, Ohio on June 8, 1880, to the Imperial University in Tokyo, Japan, about the 1880 Republican National Convention news.

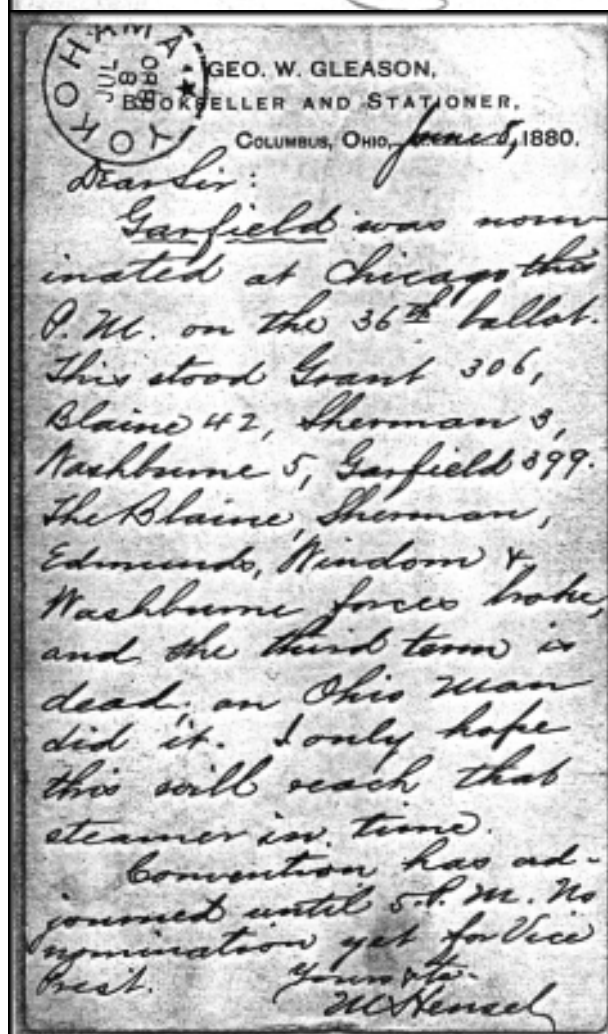


Figure 3. Shown here is the back of the Figure 2 card. It cites the developments at the Republican National Convention held at Chicago in June, 1880. James A. Garfield was nominated to represent the Republican Party in the 1880 election. Also listed are the electoral votes that former President Grant, General Sherman, and others had amassed.

back of the card, presented as Figure 3, is an exciting account of the 1880 Republican National Convention held in Chicago. Garfield chose Chester A. Arthur, as his vice-president. Like the 2000 balloting, it was another close contest.

Garfield won by a scant national margin of 9,464 votes out of the nearly 9 million that were cast. After only 4 months in office, Garfield was the second American president in 16 years to be assassinated. His attempted murder occurred at a Washington, D.C. railroad station on July 2, 1881. He died on September 19, 1881. But a powerful lobby, the Ohio Republican Association, remained active in Washington, as evidenced by the postal stationery cards shown as Figures 4 and 5.

The Figure 4 postal card was mailed to a member of the Ohio Republican Association on August 3, 1881, scarcely a month after Garfield was wounded and was still fighting for his life. One feels certain that Garfield's condition was the main item on their agenda. Figure 5 is a similar postal card mailed on March 31, 1882, which announced the date of the Ohio Republican Association's annual meeting to elect officers for the coming year. By then, Chester A. Arthur was ensconced in the White House and would serve the remainder of Garfield's term of office. While Figures 4 & 5 do not make direct reference to Garfield's assassination, they are political in nature which makes them worthy of study.

The same is true for the document illustrated as Figure 6. The letter was sent from two Ohio attorneys, also members of the Ohio Republican Association,

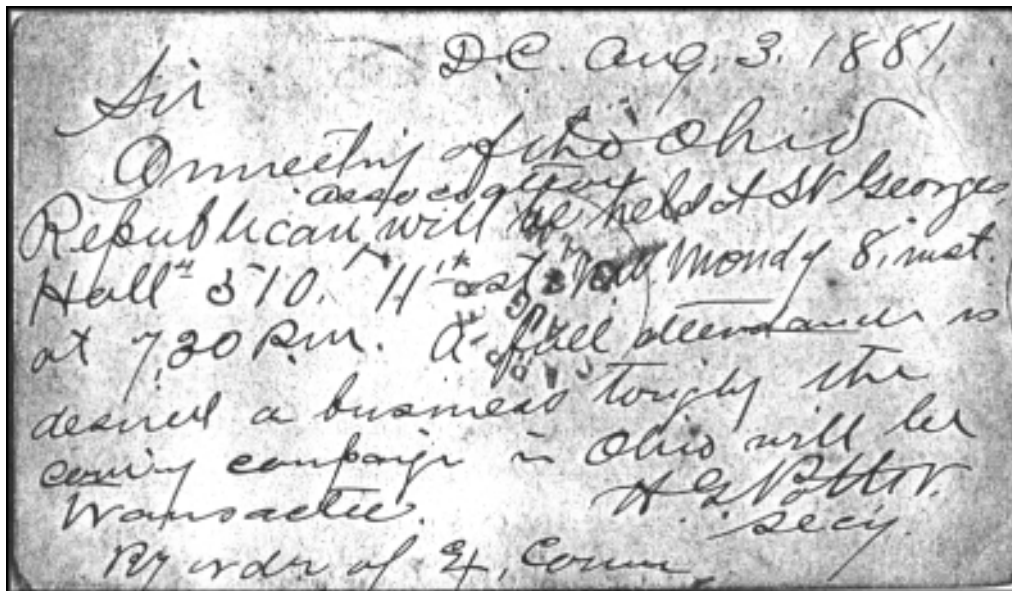
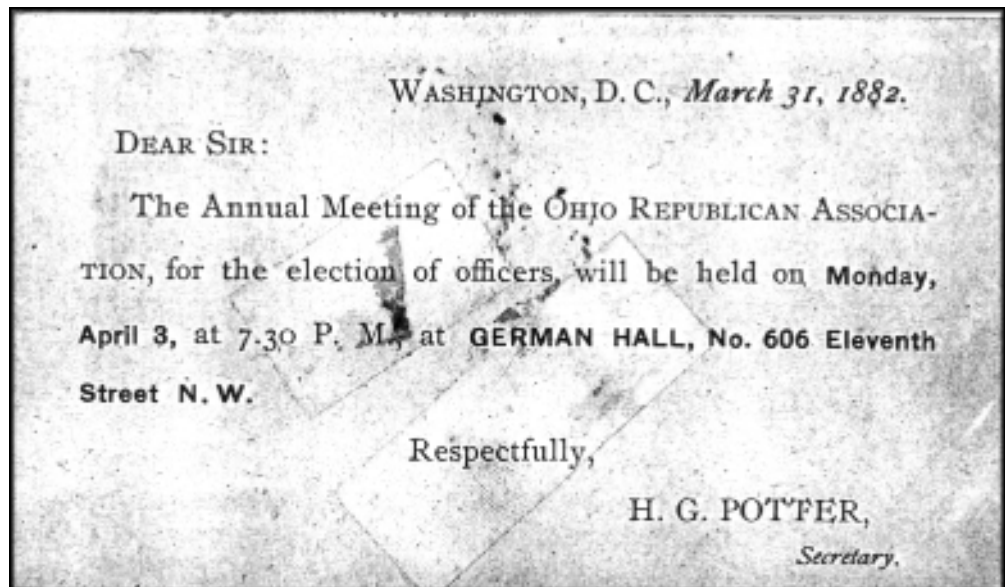


Figure 4. U.S. postal stationery card dated August 3, 1881, one month after Garfield was shot. The card was a notice of a very important meeting of the Ohio Republican Association.

Figure 5. U.S. postal stationery card mailed in early 1882 to Joseph Herron, a member of the Ohio Republican Association. By then, Garfield had died, and Chester A. Arthur became president.



to Joseph Herron, a staff member at the Smithsonian Institution in Washington. It is a letter of introduction dated February 21, 1879, which was written on behalf of Dr. J.T. Updegraff, a newly elected Ohio member of the U.S. House of Representatives. The letter is truly a unique document in which "Major" McKinley, a fellow Ohioan is mentioned.

Once again, a sense of irony is felt when viewing the *Figure 6* letter with its reference to McKinley. In 1901, he would be the 3rd president murdered since Lincoln's violent demise in 1865. But before his assassination, many Americans supported William McKinley, a Civil War hero, former U.S. House representative and two-time governor of Ohio, for president in 1896. The ticket shown as *Figure 7* is a piece

of political memorabilia related to McKinley's nomination at the St. Louis, Missouri Republican National Convention in 1896.

Not all postal political finds are connected to presidential elections. Mail sent to presidents, especially during critical periods in our history, is also exciting to find. The cover illustrated as *Figure 8* is such an example. It is a registered cover mailed from Asuncion, Paraguay in July, 1917, to President Woodrow Wilson. Backstamps verify its arrival at the Washington D.C. post office and the White House mail room.

Paraguay is a land-locked country situated in central South America. One wonders what was contained in the large envelope addressed to President Wilson. Its sender, Roque Kriskovitch, did not have a Spanish

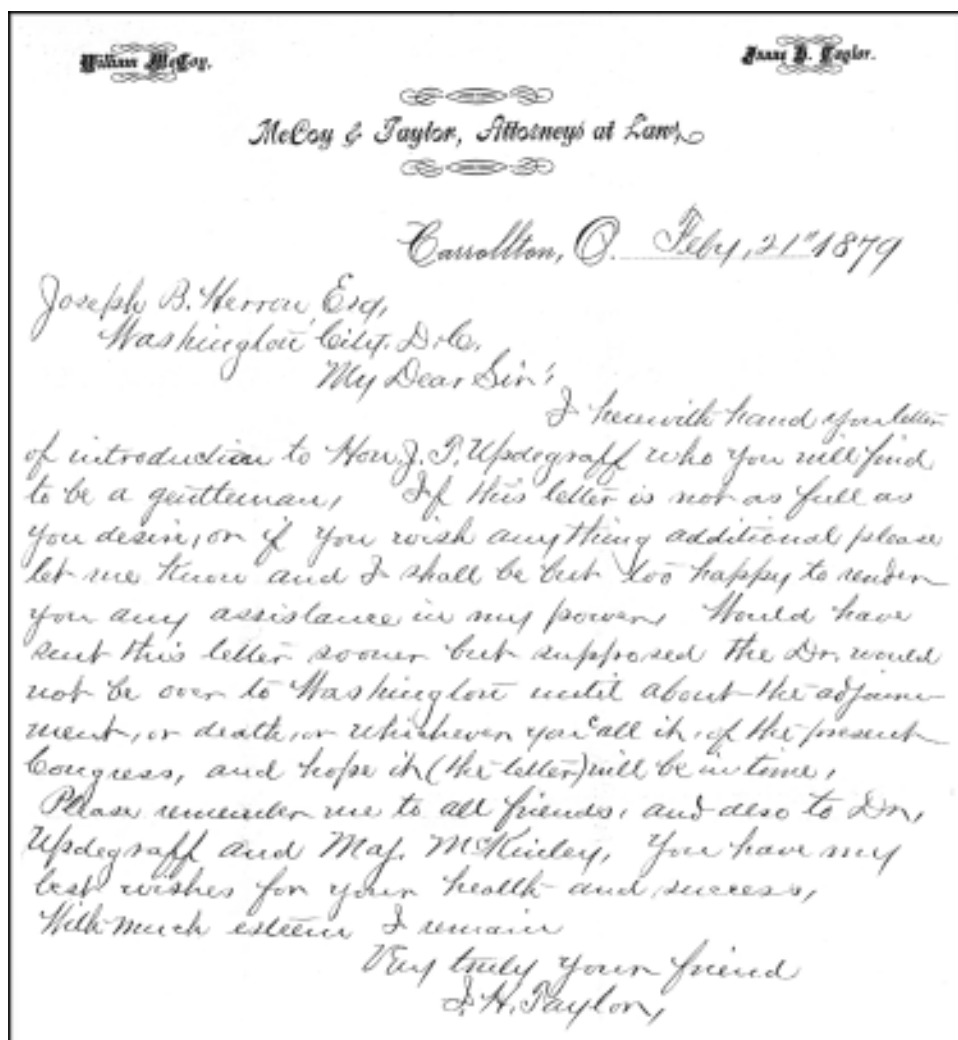


Figure 6. Letter written to a prominent member of the Ohio Republican Association, on behalf of newly elected Ohio representative, Dr. J. T. Updegraff in February, 1879. The correspondence was a letter of introduction, sent by Carrollton, Ohio lawyers who were also members of the association.

name, causing one to speculate who he was and what he was doing in central South America. With the cover's contents gone, one will always wonder what was so important that it had to be enclosed in a registered envelope.

I have digressed from this article's main theme: mail connected to the close presidential campaigns in our history. Let me redirect our readers to the 2000 election and its comparative characteristics to other close elections. We began with a summary of the 2000 presidential election. Let's finish with a look at one controversy which will always be connected with that campaign: the issue of absentee ballots, especially those mailed by servicemen and women, many of whom are serving overseas.

Part of the maelstrom, especially in Florida, was a dispute over which an ab-

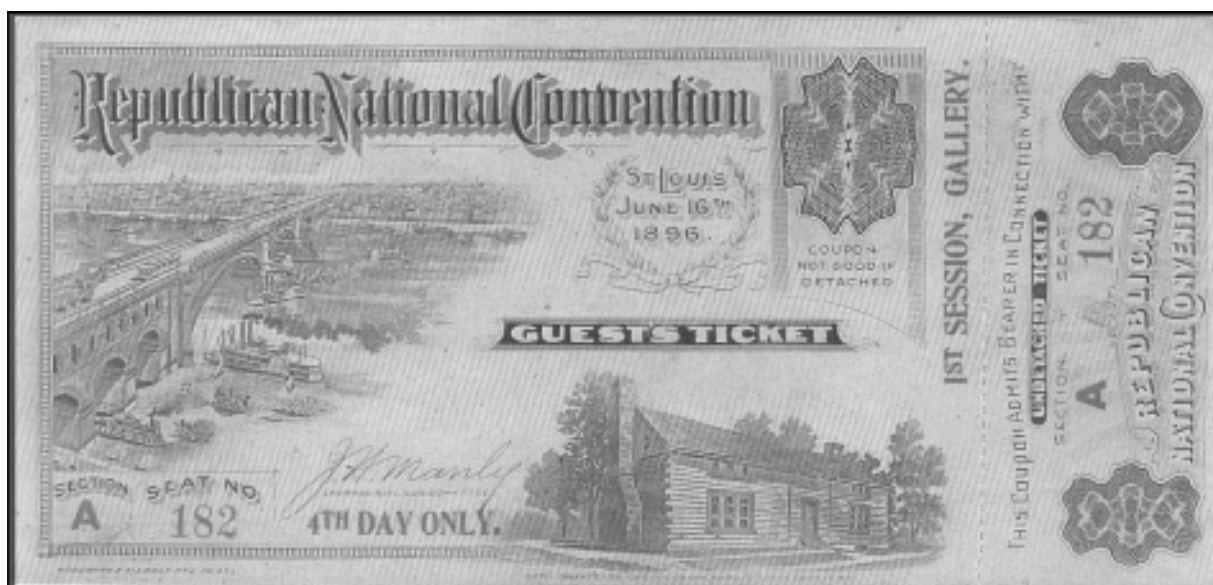


Figure 7. Shown in pristine condition is a guest's ticket to the June, 1896 Republican National Convention held at St. Louis, where William McKinley was chosen as the party's presidential candidate.



Figure 8. A remarkable registered cover mailed at Asuncion, Paraguay, in June, 1917, to President Woodrow Wilson. Backstamps applied at the Washington, D.C. post office and the White House mail room confirm its arrival. What the large cover contained will always remain a mystery. Note the manuscript, "Via Andes" on the cover's left side, indicating that it was carried overland. The sender, Roque Kriskovich, may have been an agent of the United States who was mailing important information to President Wilson during the early months of our involvement in World War I.

sentee ballot was valid or invalid. Initially, officials wanted to discard those ballots that did not have a postmark which verified when the ballot was mailed. Second, officials wanted to throw out absentee ballots that were not properly notarized or at least offi-

cially certified by a military officer. And third, officials wanted to eliminate absentee ballots that did not appear to be official.

Americans who had never voted via absentee ballot, especially from an overseas location, pondered that issue with curiosity. Shown as Figure 9 is an an ab-

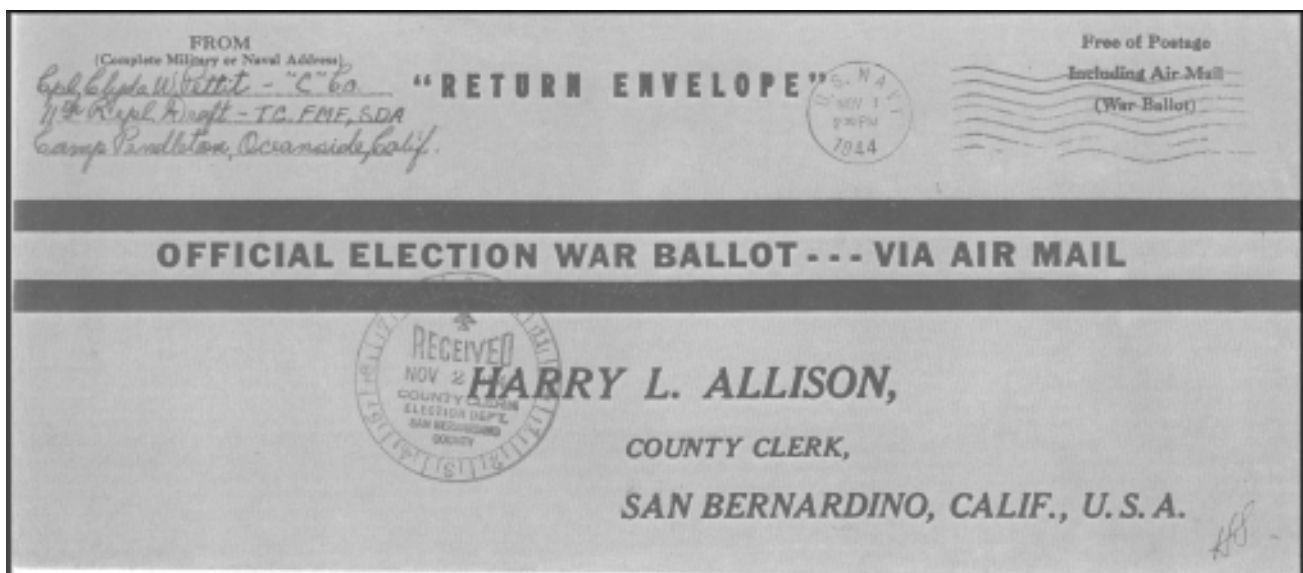


Figure 9. The front side of an absentee ballot cast by a World War II marine stationed at Camp Pendleton, California, for the 1944 presidential election. It was postmarked November 1, 1944, and was received on November 2nd by the county clerk election department of San Bernardino County, California.

santee ballot mailed by a World War II marine for the 1944 presidential election. The front shows that the Navy post office handling marines' mail at Camp Pendleton, California postmarked it on November 1. It was received at the County Clerks Election Department, San Bernardino County, California, on November 2, 1944.

The back of the cover, a portion of which is illustrated in *Figure 10*, shows that a marine officer verified that the ballot was official by signing above the Signature of Officer taking Official Affidavit line.

I've often wondered if such mail and memorabilia belongs in an archives rather than in my collection. I have, on occasion, felt the urge to donate my political collection to an appropriate archives. But I find it difficult to part with what are poignant, yet possibly significant evidence of our nation's political history. I'll probably always collect political mail despite this inner conflict. It's a tough decision but also a gratifying one, especially when I stumble onto a political piece of our heritage.

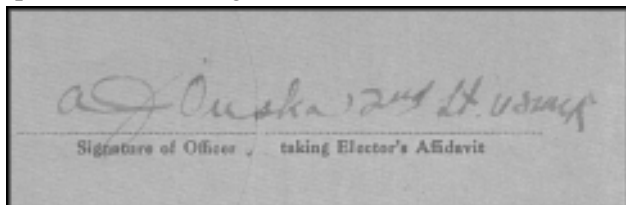
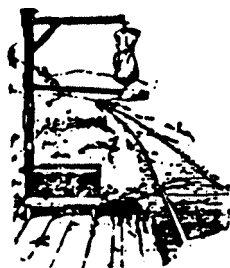


Figure 10. Portion of the back side of the Figure 9 illustration which features the required signature of an official witness, in this case a marine officer, to validate the absentee ballot. Military absentee ballots received without an official's signature was one of several controversial issues in the 2000 presidential election.



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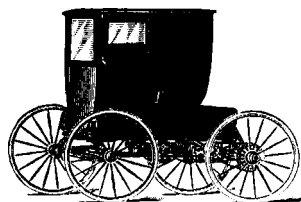
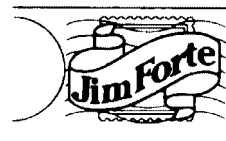
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U. S. Transport Before the Railroad

by Tom Clarke

One of the most fascinating aspects of early letters is content concerning travel and transport. But we have to keep in mind principles of nineteenth century life to appreciate them fully.

In 1890 it was the electric revolution that was giving rise to mobility and allowed city people daily access to the suburbs and nearby towns via local and inter-urban trolleys and trains.

By 1850, and to a far lesser degree, wood and coal burning trains were helping people get away and explore the nearby regions. However, even as late as the 1880's, most people would have agreed that they were born, lived, and would indeed die within a meager 20 mile circumference of their homes. Before railroads, it was a rare occasion indeed that would take a body beyond that 20-mile traditional boundary—a good day's buggy ride. Settling inheritances and last visits with dying relatives would be likely exceptions.

The invention of Railroads immediately captured America's and the world's fascination after the first locomotive rumbled at a handful of miles per (Baltimore & Ohio) in 1830. However, railroads were pretty much "under construction" until the 1850's, when sufficient speed and a sufficient degree of efficiency and safety began to draw large numbers of customers.

Travel before 1838

Before the railroads (first railroad mail marking, 1838), it was raw wind, water, or horse power that let people adventure around the early U.S. Some determined to leave their family homesteads for the promise of an expanding country and an endless west. There were the well to do, also, who had the financial wherewithal to leave home in the hands of servants or friends, and whose position was secure that they weren't bound do daily tasks to stay alive.

Non-traditional were booksellers, itinerant preachers, and the generally restless. Traveling agents and salesmen have left correspondences that described distant places and the curiosities they met. War veterans, of course, were among the mobile public, as were those in geographic-based occupations such as surveyors,

real estate investors and lawyers, stagecoach drivers, etc., and they have left interesting letters, too. On occasion we can find one of the "leisure set" writing about a sightseeing excursion, or honeymoon to, maybe, Niagara Falls. More than likely, simple human appreciation for natural beauty would be expressed in the midst of business or other official travel.

Indian footpaths were transformed over the three centuries into trails, wagon ways, then roads. But it wasn't until the late 1790's that the first inter-city paved road, the National Road from Maryland eventually to Illinois was begun.

In the early 1800's an increasing flood of immigration from the South and particularly the Northeast took that route westward into the beckoning Northwest Territory. They rapidly filled the territories turning them into the new states of Ohio (1803), Indiana (1816), and Illinois (1818). Each of these in turn developed their own state schemes for improving rights of way for the convenience of their citizens and trade.

Within the older states of the East, and to a lesser degree the South, roads were built by subscription or act of state legislature. These resulted in pay-as-you-go turnpikes. Roads were needed to connect growing towns and help distribute food and goods. But dirt, unimproved roads were the rule. Even the noteworthy National Road was a patchwork of earthen pathway cleared of stumps and rocks and intermittent "corduroy" log and plank paving.

America was first with gravel top roads (the Lancaster Turnpike in the 1790s), and then came Macadam. This newly conceived construction of rock base, compressed gravel, topped with tar for roads began use in 1815. It covered more and more mileage each year, including the National Road, but its use was the exception rather than the rule until the 1920s road building explosion.

Wagons

Early, pre-railroad stage travel was filled with foreboding. The human frame can withstand only so much wear and tear. Journeys were indeed measured in days and in weeks. Abigail Adams wrote to husband John in 1776 Philadelphia asking him to come home to Boston; after all, it would take but eight days! Today, by car, maybe 10 hours.

Stopovers for passengers were an absolute necessity, lest the backbone be separated from the hipbone! They stopped at wayside inns for breakfast, lunch, and dinner and a bed for the night. Monotony came easily enough but exhaustion and gross discomfort quickly took their toll too. These were not rest stop moments for recreation as much as for catching breath and also for composing letters. Mail, on the other hand, went straight through in relays, giving us the enviable delivery times of the day. Shortly, railroads would maintain this sense of immediacy when they were adopted as mail routes beginning in the late 1830s.

Conestoga wagons for the dogged, many month trip west, were aptly nicknamed prairie schooners: they carried up to 4 tons and reached 11 feet at the top of the canvas. Two-person buggies were the nineteenth century's commoner's conveyance. (By 1902, *Sears Catalog* was selling them as low as \$28 apiece, the cost of a cheap kitchen stove or a dozen pairs of long underwear, and only a tenth the cost of the cheapest 1908 Ford.) However, Landau carriages were the eastern states' "town cars" in the 1800s, and the racy, though unstable, phaeton carriages that could turn so sharply, thus providing reckless enjoyment for "yuppie" types eager to impress others, satisfied up an coming youngsters.

Long distance travel was by stagecoach. Beside the revolutionary advent of macadam roads, the most important transport invention of the early 1800s was the elliptical steel spring. Because such springs made it possible to build vehicles without a lower framework to support the coach portion, safe and sturdy, though bouncy, carriages now could also be made lightweight. Before the smooth travel afforded by macadamized roadways, coaches were pitched to and fro by the dirt and rutted roads. Passengers would be obligated to throw their weight from one side to the other to help keep the coach on its wheels. Whenever the vehicle got bogged down in mud, the passengers had to lend a hand, get out and push.

Canals and steam

Canals were an aspect of the national long felt need for internal improvements to aid the growth of business. Unbeknownst to their wistful builders in the 1820s, '30s, and '40s, canals were but a temporary solution to the drudgery of stagecoach inter-city travel and freight hauling. These man made waterways pri-

marily moved freight east and goods and passengers west, but very soon they would be superseded by railroad steam.

Steamboats were employed very early on the Ohio, Mississippi, Hudson, etc., as well as the Great Lakes. They replaced flatboats that on rivers went only one way, and were converted into needed lumber supplies at the destination town. On canals, in the absence of a current, the boats could be polled and pulled along in both directions. Whether by canal or river, water service meant connecting the sources of production and harvest with consumers. And passengers were most willing to go along for the ride between towns locally, or only one way to follow their dream.

Overtaken and stranded coaches, steamboat explosions, flat boats run aground, holdups and robberies, the sheer discomfort of crushed and jostled living space in carriage or cabin, rough, tumble, and frightening fellow travelers whom you could not choose: these were accepted parts of the adventure of pre-railroad travel. That many took the chance is amazing. That they left excellent letters to tell the tale is serendipitous and always fascinating.

Communications en route

Travelers had to be familiar with the countryside and have a good knowledge of the stage /boat route, or have access to a good and up to date map. It was essential to tell family and friends of the itinerary so they could maintain a proper stream of intelligence from back home concerning ailing relatives, friends, and business.

Since most any town worthy of the name had sought a post office upon its founding, any stage stop was a perfect place to send a letter in advance so as to reach the postmaster-innkeeper-storekeep as a general delivery letter to be called for on arrival. The writer therefore scolds and is indignant at having received no word about his military friend's health.

The age-old option was to a stay at a wayside inn. But that was second to staying with a relative or friends, or friends of friends, and the ability to relax more and to stay several days in their home. Good-fellowship and "networking" was as much a building block to family connection, career and business success then as now.

Relatives would unhesitatingly reciprocate when any of the family or their friends were traveling in your region. Thus, travelers had to adopt a very liberal

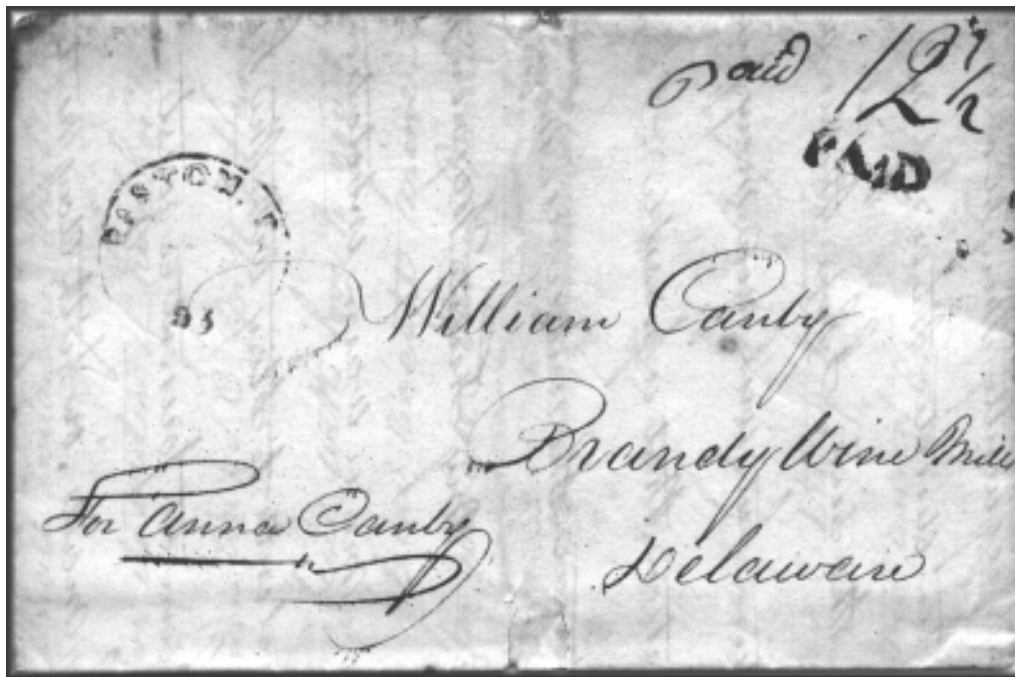


Figure 1. An 1819 Quaker letter dated 2nd Mo. 29th, postmarked Easton PA to Brandywine Mills DE, paid 12½ cents, all red inks.

sense regarding time schedules and “as the crow flies” routes. Family farms and available towns would probably be well off the beaten path of the Stagecoach. As witnessed by these excerpts, many stage drivers would not only drop you at your intended destination, but would pick you up at a particular address, such a taxi pickups today.

Letter 1

An 1819 Quaker letter dated 2nd Mo. 29th, postmarked Easton PA, to Brandywine Mills DE:

...I have been highly affronted for several days at you, or some of you, for not letting me know in any how it was with the General; I did expect that William would have written by Joseph Lea, or some other of the many opportunities, sufficient to let me know that the General was better...

We arrived here last evening after a much less fatiguing ride than we calculated upon, about 6 o'clock, having left town at 4 AM with thirteen passengers, this road is not so interesting as some others that I have been upon, but is by no means dreary & the prospect of a part of the Blue Mountains, with the openings through which the Leghi [Lehigh] & Delaware pass from a hill about four miles from this town is very beautiful. The meanderings of the Lehigh through the Countryside below the mountains, sometimes seen, sometimes lost among the Hills...

[Easton] is built on a flat piece of ground Surrounded by hills —one of which on the NW side called by the Feds [Federalist Party] Mount Ararat & by the other party [Democrat-Republican Party] Mount Jefferson...

Many of the Houses are well built & Some of them are well proportioned & handsome. The plan regular with a public Square on which the Court house in Situated in the center — near this place is the house in which I am now writing, adjoining us on the other Side is the jail. I have therefore endeavoured to keep myself pretty quiet & have advised cousin Mary and Betsy to the same conduct, & hope you will not hear that any of us are deposited in the Stone jug....

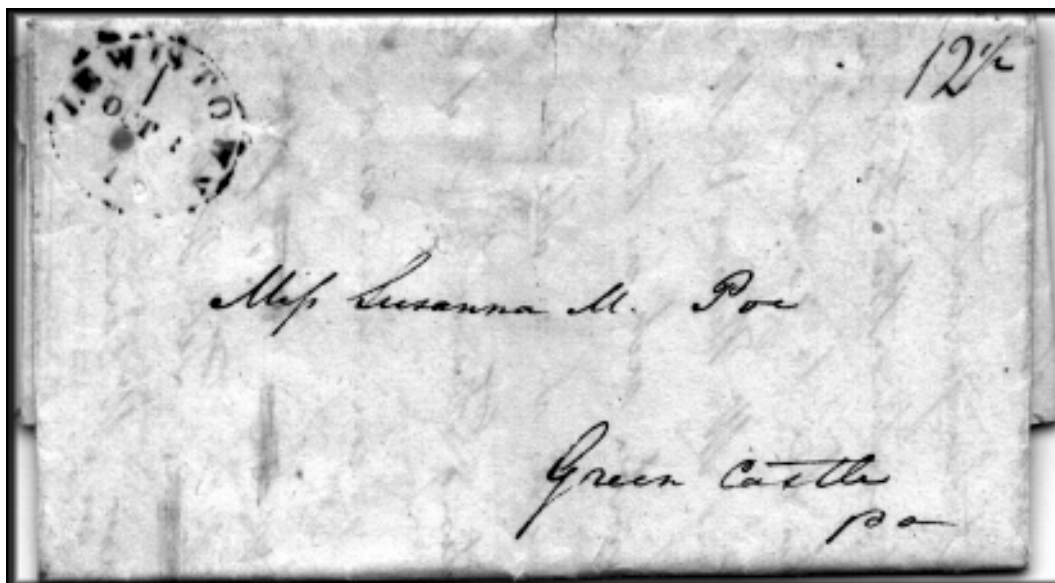
Letter 2

An 1825 letter dated September 25th, postmarked Lewistown PA, to Green Castle PA. Note the amount of local travel when away and the care taken to see a woman does not travel alone. There are an amazing number of offers for tea and evening entertainment. Does this woman know all these people or are they merely caring for a traveler? Note, too, that she doesn't know when she'll come home. With all the attention shown her, perhaps she still wanders the countryside of central Pennsylvania?

Dear Sisters

I arrive here on Sattirday very much fatigue the Dr & Mrs Ard a few minutes after, just as the Stage was leaving the door. The[y] came in right from Naigria Falls, was I not very fortunate. Eliza health quite improved, and a great More of spirits. She is delighted with her Tom the[y] visited Brothers grave. The inscription is such as we have heard. The[y] visited all the principal Villages along the Lakes Meadville, Erie Buffalo Cannanadaga Rochester Bath & came home through the State of New York the[y] also visited Geneava the[y] say it is a very handsome place....

Figure 2. An 1825 letter dated September 25th, postmarked Lewistown PA, to Green Castle PA, due 12½ cents, all in red.



...I supposed you have heard that I remained a day in Chambersburg when the Stage came in there was one passenger and he remained in town. Mr & Mrs Findlay advised me to stay to the next Stage...the first night I spent at Dr Deans the next day Mr Dunlop came for me and I spent the day with them the[y] were very kind

I suppose you wish to know my Stage companion's Mr Fanistact from Chambersburg to Carlisle and from here to Lewistown Cap. Collist of the Navy & Judge Smith & his Lady from Baltimore very agreeable company. We have been invited to several place to tea yesterday, we spent the evening at Mr Pattersons with number of ladies...

Do take care of the tomatos dry them a little in the sun and salt them in crock and from the air...and if the[y] liketo spoil put them in the oven for I do not know when I will be home.

Letter 3

A letter dated Sep 19th 1844, datelined "Four miles from Utica" to Crum Elbow, Dutchess CO, NY; a pale JORDAN/NY cancel in black and rate in blue A

young man (son) heading for Wisconsin. Without telephones to aid in making connections, he does the best he can by word of mouth. The forthcoming election will see Polk and "Manifest Destiny" win. With that will come Texas (and Florida), the Mexican War, Henry David Thoreau's On Waldon Pond, and peaceful resistance to a distasteful war, the addition of California and the Southwest, and shortly before Polk leaves office, the discovery of GOLD. A heady time for a young man to go adventuring.

This is the first time I have had since I left Albany to write to you, not for want of time but the materials to write with although stores are plenty along the canal. Grog [rum drink] is one of the chief articles which they deal in but I have just got a supply of paper at the small town of Frankfort which we have just past.

We got off from Pokeepsie at 10 o'clock on Friday with a head wind and did not arrive at Albany until Sunday afternoon when I looked for a boat but could not find one

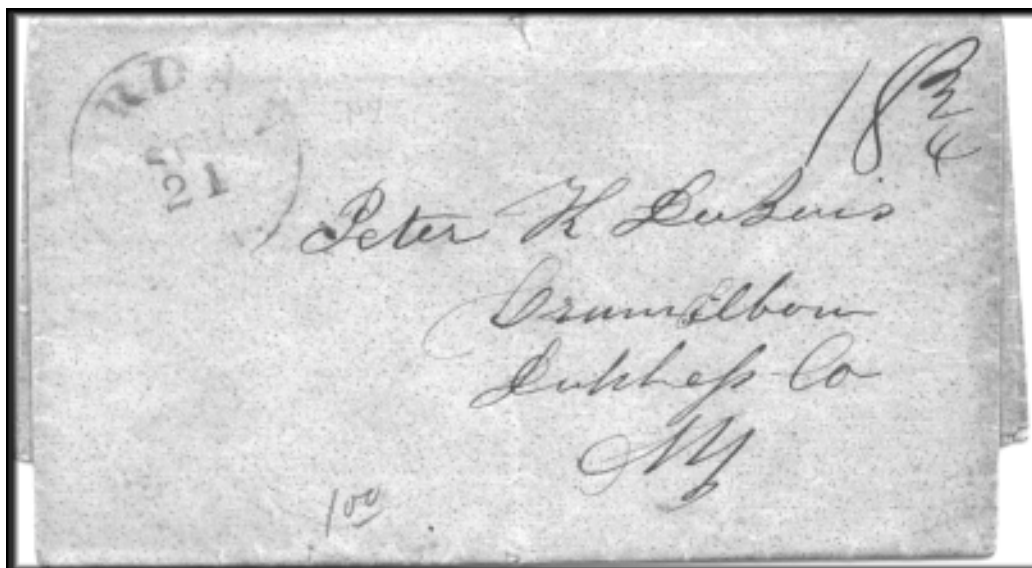


Figure 3. A letter dated Sep 19th 1844, datelined "Four miles from Utica" to Crum Elbow, Dutchess CO, NY; a pale JORDAN/NY cancel in black and rate in blue.

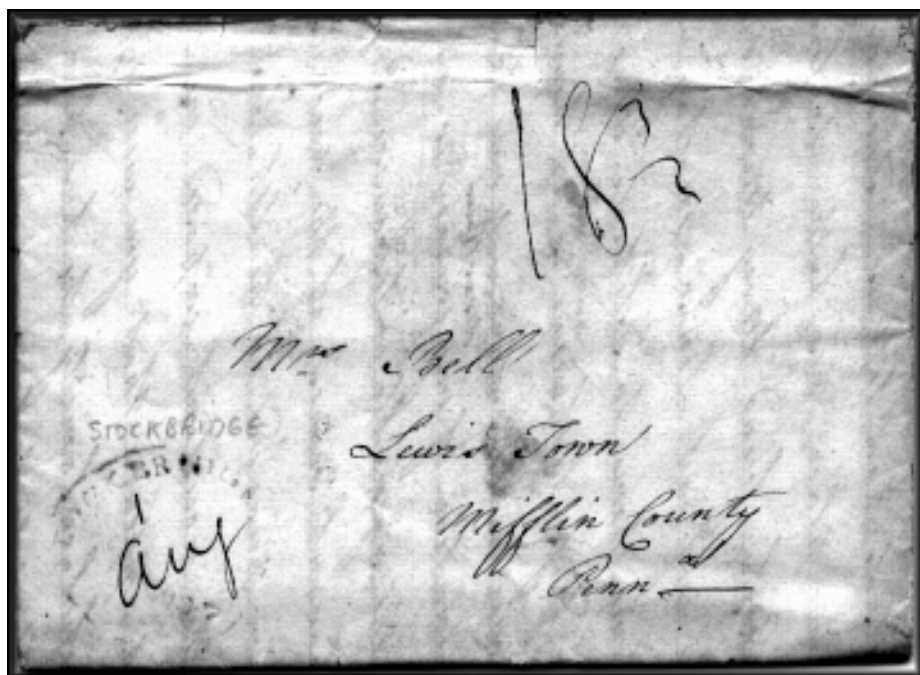


Figure 4. A letter datelined Stockbridge MA, July 31st, 1829, to Lewisburg PA., a very pale red STOCKBRIDGE MA and red brown rate amount.

to go out that night as there was nothing doing that day so we staid on board the Sloop that night. On monday morning I found a boat which the captain said that he thought would go out that night or the next morning but we did not get off until Tuesday night and in the morning found ourselves at the weigh-lock having got there too late the night before to be weighed...We had our board [food] from the time that we came on board with out any extra charge. I agreed with the captain to carry us for 1½ cents per mile with board.

I was advised by every one to have nothing to do with the company or any of the agents as all of the lines are combined to carry for no less than 2 cents per mile. The cost for freight through to Buffalo [fully across the state] is 70 cents per hundred pounds; we have about 25 passengers some bound for Iowa some for Wisconsin and diverse other places. In political ____ we have a large majority for Polk. Three out of four boats have Polk & Dallas nailed to the stern...every lock-tender has a Hickory-pole up with Polk & Dallas...

I caught but littel news and of cours as yet know nothing about Wisconsin. I shall write when I get there.

Letter 4

This letter is datelined Stockbridge MA, July 31st, 1829, to Lewisburg PA., a very pale red STOCKBRIDGE MA and red brown rate amount. It describes a simple 36 mile journey from all the friends of both ladies in Albany NY back to Stockbridge. Interesting that they both have so many mutual friends and yet they live so far from them and each other. One might suspect unheralded "societies of friendship" 180 years ago, super penpal circuits, where to

send a letter meant a friend for life, and the mutual, unhesitating sharing of every acquaintance and family member. Today we have television.

...On my journey to my humble domicile, I experienced all the varieties of traveling—and was from Monday afternoon until Wednesday noon on the road from Albany 36 miles! I was beset with the evils & disappointments that female travelers often encounter when unprotected by a "Squire of Dames." On Monday last Mr S [Symmes, her husband] dispatched his man in our little easy going one horse wagon, & requested that I would come on my way home as far as Nassau 11 miles that afternoon. But I was no sooner on the way than I perceived the poor animal acted lame...I proceeded no farther

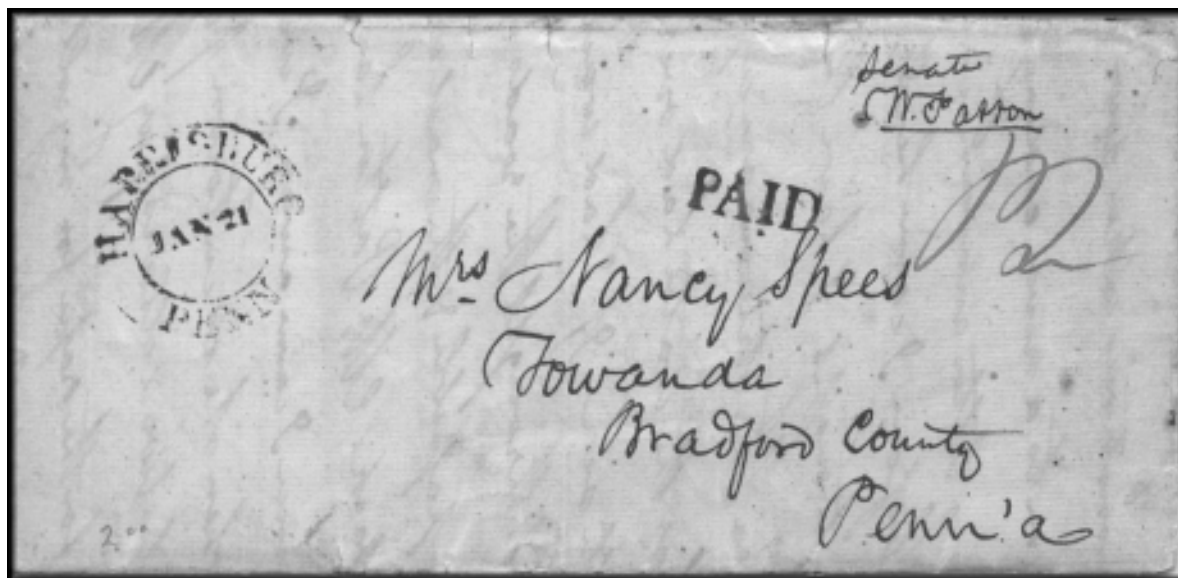
than 5 miles, in hopes that he might be better the next morning. The reverse proved to be the case, weary of remaining at a poor Inn, I advanced 6 miles in the passing Stage, the Stockbridge Stage passes in the night. I then engaged a lad with a wagon & horse to convey me home that afternoon, but his 4 year old Colt proved [so willful] that after 4 miles experiment, I concluded to wait the arrival of the next Stage from Albany. Accordingly I took a seat at 5 in the morning & riding 20 miles [arrived in the afternoon at] our gate.

Letter 5

This letter is datelined Harrisburg, Mrs Elders boarding house/ January 21st 1832, sat. eve., addressed to Towanda PA, franked *Senate/W. Patton*, all other marks in red. This too is a woman's letter, Elisa Patton, possibly sister of the Senator. Her baby had died a brief time before, so her trip was perhaps to help her get over the sorrow. She appears to be visiting relatives on her journey to...?

Through the mercy of Divin Providence, I have since I wrote you at Wilkesbarre reached this place in safety, & will give you a brief account of the journey, & you then will judge no doubt that I had a tedious time, but I cannot say that I had, considering the state of the roads, save the danger I feared crossing the bridge at Clarkes ferry which was considered hardly safe for it shakes when one individual crosses...we crossed safely after dark in a close[d] stage with five passengers.

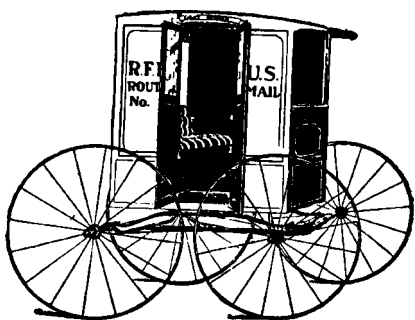
...In Wilkesbarre I called to see...& I visited the infant school...[others] called to see me. I returned to...to dinner & about 1 o'clock the stage called for me, which by the by, proved to be an open waggon as it was considered



5. A letter datelined Harrisburg, January 21st 1832, red DC HARRISBURG PENN. Cancel with red rating addressed to Towanda PA, franked Senate/W. Patton.

not safe to drive a covered coach owing to the badness of the roads. I had the pleasure of Mr. Dunlaps company. He...appears very pious. The evening I stayed at Mr. M—. He performed evenign service & read the 12th chap of Romans...Stayed overnight at Berwick. Came to Danville to breakfast. From there had the river, the floating ice & the canal almost constantly in view. Rode 27 miles after dark & moving fast arrived in Harrisburg about 11 o'clock, got the driver to take me here, found all in bed, but soon saw Mr Patton at the door....

I can't tell you how long I shall continue here.... I was very tired last night from being shook over bad roads travelling fast.... Mrs Elders is beautifully situated on the bank of the river where you have a view of two fine bridges & the ice rolling by.... I am in hopes of a letter from home tonight. I have been very uneasy about James for fear the streams are up. We came over Penns_____ where the water had overflowed & made almost a little sea. If I had waited in Wilkesbarre a day longer as I first thought the roads in many places would have been impassable & the mail would have had to be carreid on horseback. Mr Patton has sent money to me in different letters since I came away. I wish to have Mother if she will please whern she is in town pay for the babe's coffin.



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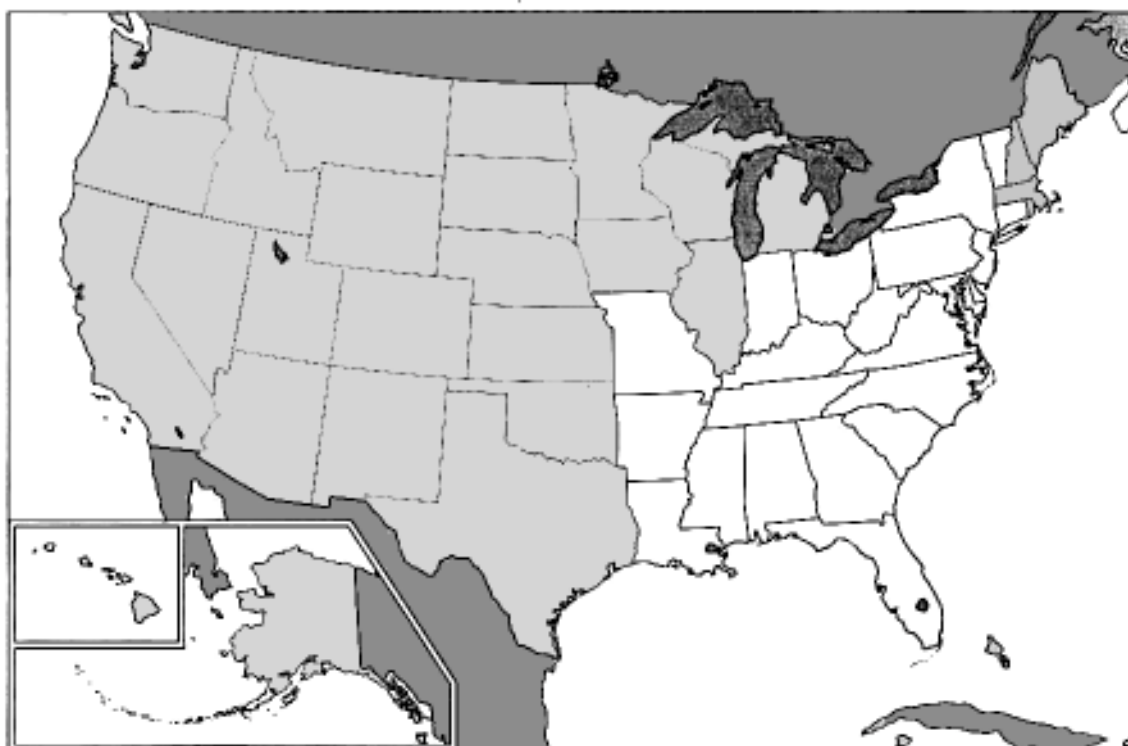
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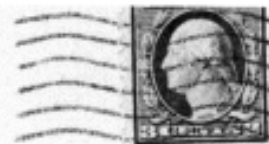
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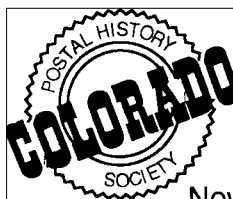
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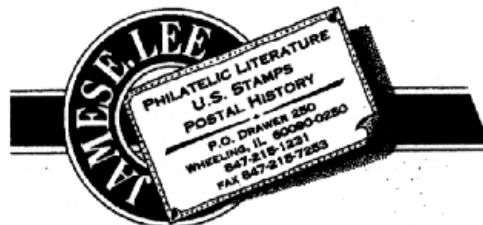
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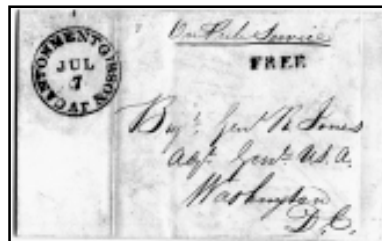
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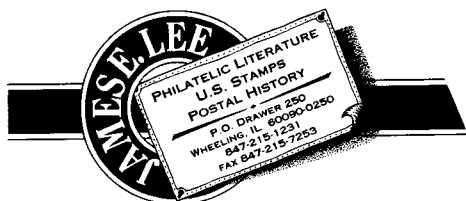
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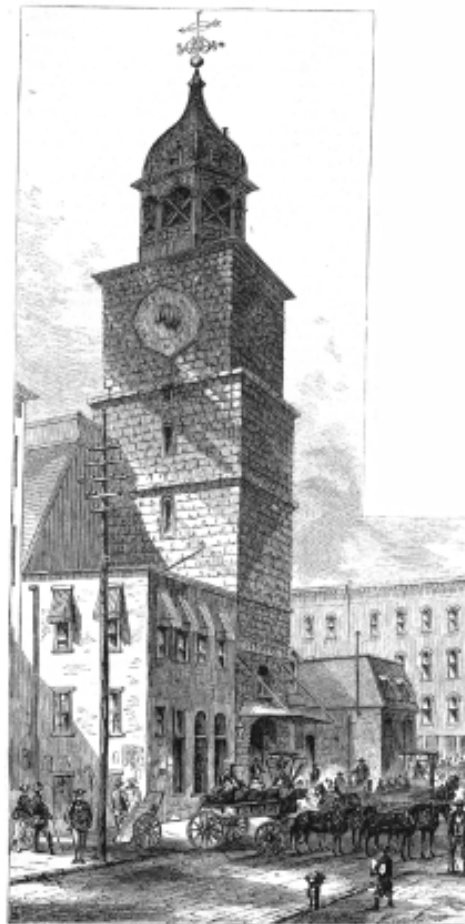
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- 27 EASTYARD, 1902 VG CDS ON CVR W/ENCL. RE: RR/FERRY (01-02) 85
- 28 ELLISWORTH, 1913 VG 4-BAR ON PPC (01-27). EST. \$10
- 29 EMMETT, 1907 VG DOANE ON PPC W/STAMP GONE (73-08). EST. \$30
- 30 ETNA MILLS, 1907 VG DOANE ON PPC (64-21). EST. \$4
- 31 FOLSOM, 1901 VG TYPE 1 RFD ON COVER. EST. \$20
- 32 FOSTER, 1909 VG 4-BAR ON PPC (93-16). EST. \$20
- 33 FRODSHAM, 1910 F 4-BAR ON PPC (10-22). EST. \$20
- 34 GILROY, 1902 G+ TYPE 2B RFD ROUTE 25 ON GPC. EST. \$20
- 35 GRAHAM STATION, 1912 VG 4-BAR ON PPC (11-18). EST. \$10
- 36 HALLECK, 1909 VG 4-BAR ON PPC W/COR TONING (84-25). EST. \$6
- 37 HARDY, 1908 VG 4-BAR ON PPC (02/15). EST. \$20
- 38 HAYDENHILL, 1910 F 4-BAR ON PPC (78/17). EST. \$12
- 39 HILTON, 1907 VG ECU SON-1905 ON PPC (94-53). EST. \$4
- 40 HOLLISTER, 1914 G DUPLEX ON PPC. EST. \$4
- 41 JACKSONVILLE, 191X G+ 4-BAR A BIT HIGH ON PPC (51-18). E. \$8
- 42 KERN BR., 1914 VG DUPLEX ON PPC (08-24). EST. \$4
- 43 LAUREL DELL, 1908 G+ 4-BAR ON PPC (00/26). EST. \$8
- 44 LEESVILLE, 191X VG 4-BAR ON PPC (74-20). EST. \$10
- 45 LIBERTY FARMS, 1952 F 4-BAR ON COVER (52-). EST. \$4
- 46 MAMMOTH, 1911 F 4-BAR ON PPC W/MINOR SCRAPES (07/25). E \$8
- 47 MARTINEZ, 1907 G+ TYPE 1 RFD ON PPC. EST. \$15
- 48 MAYHEWS, 1907 G+ LIGHT CDS A BIT O/S ON PPC (91-22). EST. \$8
- 49 MEW ALMADEN, 1908 VG MISSPELLING ON PPC (61-21 PER). EST. \$4
- 50 MOUNTAIN VIEW, 1901 VG TY 1 RFD RTE 1 ON CVR RED'D @ RT \$20
- 51 NORTH BLOOMFIELD, 1918 VG 4-BAR ON COVER (57-42). EST. \$6
- 52 OCEAN BEACH, 1915 VG 4-BAR ON PPC (07-28). EST. \$4
- 53 OMIRA, VG 1910 ECU 4-BAR ON PPC W/2 SCRAPE (10/18). E. \$25
- 54 PANNOCHE, 1908 F TYPE 1 DOANE ON PPC W/STAMP GONE (70-15) 8
- 55 PINNACLES, 1941 F 4-BAR ON COVER (24-53). EST. \$4
- 56 POINT RICHMOND, 1909 F DUPLEX ON PPC (02-12). EST. \$4
- 57 POMONA, 1900 VG TYPE 1C ROUTE 1 ON COVER. EST. \$20
- 58 PRESIDIO OF MONTEREY, 1943 VG FREE MACHINE ON PPC. EST. \$4
- 59 PRIZE, 1906 VG CDS ON PPC (00-19). EST. \$10
- 60 QUINTETTE, 1906 F TYPE 1 DOANE ON PPC (03-12). EST. \$15
- 61 ROADS END, 1955 VG LD 4-BAR ON COVER (36-55). EST. \$5
- 62 ROUNDTOP, 1909 F CDS (STATE NOT STRUCK) ON PPC (87-07). \$35
- 63 SANDBERG, 1925 VG 4-BAR ON COVER (18-44). EST. \$6
- 64 SAN GABRIEL, 1904 G TYPE 2B RFD ON PPC. EST. \$20
- 65 SAN JOSE, 1901 VG TYPE 1B RFD ON GPC. EST. \$15
- 66 SAN LUCAS, 1906 F LKU MOT-3170 ON PPC. EST. \$6
- 67 SANTA ANITA, 1940 VG LD 4-BAR ON COVER. EST. \$6
- 68 SANTA MARIA, 1907 VG TYPE 2F RFD ON PPC. EST. \$10
- 69 SARATOGA, 1903 G TYPE 1AS RFD ON COVER. EST. \$15
- 70 SCOTTY'S CASTLE, 1949 F 4-BAR ON 3x5 CARD. EST. \$5
- 71 SEMITROPIC, 1907 VG LKU KER-3720 REC'D ON CVR (93-13) . E 15
- 72 SHELLVILLE, 1914 VG 4-BAR ON PPC (88-31). EST. \$6
- 73 SOLEDAD, 1907 VG DUPLEX ON PPC. EST. \$4
- 74 SONOMA, 1906 G TYPE 1 RFD ROUTE 1 ON PPC. EST. \$15
- 75 SPANISH CREEK, 1954 F 4-BAR ON COVER. EST. \$4
- 76 SPRECKLES, 1911 VG DUPLEX ON PPC (98-73). EST. \$6
- 77 STOCKTON, 1904 G+ TYPE 1 RFD ON COVER. EST. \$15
- 78 TABLE ROCK, 1911 VG CDS ON PPC (57-22). EST. \$4
- 79 THE GEYSERS, 1919 G WORN 4-BAR ON PPC (93-35). EST. \$6
- 80 TRES PINOS, 1909 G+ 4-BAR ON PPC. EST. \$4
- 81 TRES PINOS, 1911 VG DUPLEX ON PPC. EST. \$4
- 82 TUTTLETOWN, 1911 VG 4-BAR ON PPC (57/22). EST. \$10
- 83 WALSH STATION, 1912 VG 4-BAR ON PPC (76-17). EST. \$8

COLORADO

- 84 CARDIFF, 1911 VG 4-BAR A BIT O/S ON PPC (89-18). EST. \$15
- 85 HAPPYVILLE, 1912 F 4-BAR ON PPC (10-22). EST. \$35
- 86 HARTSEL, 1909 VG DOANE ON PPC. EST. \$4
- 87 RAVEN, 1909 F 4-BAR ON PPC (98-39). EST. \$6
- 88 WOLF CREEK, 1912 VG 4-BAR ON PPC W/1-1/2 CRACK (10-19) \$25

IDAHO

- 89 CABINET, 1911 VG 4-BAR REC'D ON PPC (05-54). EST. \$6
- 90 NEELEY, 1916 G+ 4-BAR ON PPC (02/18). EST. \$20
- 91 PEND D'OIREILLE, 1891 G+ CDS ON CVR W/ENCL (82-93). EST. \$75

MONTANA

- 92 CARLTON, 1908 G WORN ECU DOANE ON PPC (83-08). EST. \$15
- 93 CHESTNUT, 1909 VG 4-BAR ON PPC (97/14). EST. \$20
- 94 GREGSON, 1910 F 4-BAR REC'D ON PPC (97-37). EST. \$6

MONTANA (Continued)

- 95 NICKWALL, 1917 G+ LIGHT 4-BAR ON PPC (09-41). EST. \$6
- 96 SAINT MARY, 1913 F 4-BAR ON PPC (98/15). EST. \$80
- 97 WOLD, 1911 F 4-BAR ON PPC (09-12). EST. \$75

OREGON

- 98 AMITY, ca1910 F TYPE 11F (SCRIBBLE) RFD ON PPC. EST. \$4
- 99 AUSTIN, 1917 VG 4-BAR ON PPC (88-50). EST. \$6
- 100 BREITENBUSH, 1932 VG 4-BAR ON PPC (28-53). EST. \$6
- 101 CARNATION, 1906 LKU DOANE ON PPC (05/33). EST. \$20
- 102 COMSTOCK, 1910 VG 4-BAR ON PPC (76/24). EST. \$12
- 103 CORD, 1908 F TYPE 1 DOANE ON PPC (97-17). EST. \$20
- 104 DALLAS/POLK CO., 1893 F REG REC DOUBLE OVAL COGGED T&C. \$10
- 105 DODGE, 12/12/07 VG LKU DOANE ON PPC (96-14). EST. \$20
- 106 EARL, 1913 VG CDS ON PPC (98-25). EST. \$12
- 107 LINKVILLE, 1882 VG LIGHT TC ON GPC (71-92). EST. \$35
- 108 MEADOW, 1911 VG 4-BAR ON PPC (10-19). EST. \$20
- 109 REUBEN, 1908 VG CDS REC'D ON PPC W/CREASE (90-23). EST. \$8
- 110 WHITE PINE, 1916 VG 4-BAR ON PC (STATE = PARTIAL) (12-18) 75
- 111 YANKTON, 1914 F 4-BAR ON PPC (94-31). EST. \$6

WASHINGTON

- 112 DWAMISH, 1899 VG CDS ON COVER W/ENCL & CUT COR (60/01). \$20
- 113 EDGEWATER, 1912 VG 4-BAR REC'D & A BIT O/S ON PPC (11-15). 8
- 114 LAKEHEAD, 1907 VG DOANE REC'D ON FRONT OF PPC (04-10). \$25
- 115 LAWRENCE, 1910 VG DOANE ON PPC (92-31). EST. \$6
- 116 TACOMA/MILITARY BR., 1917 VG DUPLEX ON RP OF TENTS (16-17) 8
- 117 WILDWOOD, 1910 F 4-BAR ON PPC (89-30). EST. \$6

RPO's (Towle Types)

- 118 DETROIT & ALGONAC RFD, 1906 G+ (Q-3-d) ON PPC. EST. \$15
- 119 FT. PIERCE & KEY WEST, 1914 VG (392-A-2) ON PPC. EST. \$6
- 120 (FA)YETTE & OKMULGEE, 1908 G+ PARTIAL (462-B-1) ON PPC. \$6
- 121 HAMLET & ATLA, 1929 VG (331-U-1) ON COVER. EST. \$6
- 122 HOUSTON & BEEVILLE, 1909 F (782-D-1) ON PPC. EST. \$6
- 123 LEX & FLEMING, 1938 F (543-C-1) ON GPC. EST. \$4
- 124 LINCOLN & O'NEILL, 1932 VG (947-10-A-1) ON GPC W/COR BEND. 5
- 125 LINTON & ROSCOE TRS, 1937 VG (887-3-B-1) ON GPC. EST. \$6
- 126 LITTLE FALLS & MORRIS, 1937 VG (881-1-C-1) ON GPC. EST. \$6
- 127 L. ROCK & WINNFELD, 1936 VG (460-E-3) ON GPC. EST. \$4
- 128 LONGVIEW & BEAU, 1935 F (491-D-2) ON GPC W/SM STAIN. EST. \$5
- 129 LOS ANG & RED BEACH, 1931 VG (998-F-1) ON GPC. EST. \$10
- 130 LOS ANG & SAN PEDRO, 1935 F (998-G-1) ON GPC. EST. \$10
- 131 LOUISVILLE & DANVILLE, 1938 VG (529-B-2) ON GPC. EST. \$4
- 132 LOU.HUNT & EVANS, 1938 VG (673-J-2) ON GPC. EST. \$4
- 133 LYKENS & LEBANON, 1936 VG (186-C-1) ON GPC. EST. \$4
- 134 LYNCH & PINEVILLE, 1938 F (527-J-2) ON GPC. EST. \$4
- 135 LYNCH & DURHAM, 1939 VG (300-1-A-4) ON GPC. EST. \$4
- 136 MALAD CY & S.L. CITY, 1930 VG LIGHT (973-1-C-1) ON GPC. \$8
- 137 MARION & COLS, 1938 F (327-5-F-1) ON GPC. EST. \$4
- 138 MAX & SANISH, 1937 F (880-2-F-2) ON GPC. EST. \$6
- 139 McHENRY & VAL CITY, 1937 F (888-8-B-1) ON GPC. EST. \$8
- 140 McLAUGH & NEW ENG, 1937 G+ (887-4-A-1) ON GPC. EST. \$6
- 141 MILW & WYEVILLE, 1937 F (842-1-1) ON GPC. EST. \$6
- 142 MOBRIDGE & FAITH, 1937 F (887-5-A-1) ON GPC. EST. \$8
- 143 MONTROSE & GR JCT, 1940 F (957-1-1) ON GPC. EST. \$8
- 144 MOSCOW & HAAS, 1935 F (896-5-B-1) ON GPC. EST. \$10
- 145 MUSKOGEE & OSAGE, 1935 G+ (923-5-A-2) ON GPC. EST. \$5
- 146 NESTORIA & DULUTH, 1937 F (638-L-2) ON GPC. EST. \$4
- 147 NEWELL & CHADRON, 1940 VG (936-P-1) ON GPC. EST. \$6
- 148 NEWMAN & COLS, 1938 G+ (358-F-1) ON GPC. EST. \$4
- 149 N.Y. & FAR ROCK, 1930 F (152-2-B-2) ON GPC. EST. \$4
- 150 NORFOLK & ROANOKE, 1936 F (NEW TYPE) ON GPC. EST. \$4
- 151 NORF & WILM, 1938 F (313-F-2) ON GPC. EST. \$4
- 152 NORFOLK & WINNER, 1935 F (939-C-1) ON GPC. EST. \$6
- 153 NO. CREEK & SARA SPGS, 1936 F (100-F-1) ON GPC. EST. \$6
- 154 NO. PLATTE & DENVER, 1940 F (950-K-1) ON GPC. EST. \$4
- 155 NO. PLATTE & GERING, 1935 F (948-A-A-2) ON GPC. EST. \$5
- 156 N. VERNON & LOUIS, 1938 F (650-J-2) ON GPC. EST. \$5
- 157 OAKDALE & KIRBYVILLE, 1935 F (491-E-1). EST. \$6
- 158 OAKES & HURON, 1937 VG (887-1-E-2) ON GPC. EST. \$6
- 159 OELWEIN & CLARION, 1932 F (NEW TYPE) ON GPC. EST. \$6
- 160 OMAHA & WYMORE, 1935 F (940-G-2) ON PPC. EST. \$10
- 161 ONTARIO & BURNS, 1935 F (896-11-A-1) ON GPC. EST. \$10
- 162 ONTONAGON & CHANNING, 1937 G (648-J-1) ON GPC. EST. \$6
- 163 ORD & GD ISLAND, 1935 F (988-2-B-1) ON GPC. EST. \$6
- 164 OROVILLE & WENATCHEE, 1931 VG (902-3-B-2) ON GPC. EST. \$8
- 165 OWEN & ST. PAUL, 1942 VG (844-U-1) ON GPC. EST. \$4
- 166 OWENS & RUSSELLV, 1938 F (536-C-1) ON GPC. EST. \$6
- 167 OWENYO & MOJAVE, 1931 VG (990-F-1) ON GPC. EST. \$10
- 168 OX & ST. FRANCIS, 1935 VG (947-7-B-1) ON GPC. EST. \$4
- 169 PADUCAH & HICKMAN, 1938 VG (516-H-1) ON GPC. EST. \$4
- 170 PALESTINE & HOUSTON, 1936 VG (485-J-1) ON GPC. EST. \$4
- 171 PALMER & BURWELL, 1936 F (947-2-E-1) ON GPC. EST. \$6
- 172 PEKIN & SPOF, 1940 F (720-H-1) ON GPC. EST. \$4
- 173 PEORIA & MARSHALLTOWN, 1937 F (751-H-1) ON GPC. EST. \$4
- 174 PEORIA & MASON C., 1931 VG (751-L-1) ON GPC. EST. \$6
- 175 PEO & OSKA, 1939 F (NEW TYPE) ON GPC. EST. \$4
- 176 PETROSKEY & GRAND RAP, 1931 VG (632-C-1) ON GPC. EST. \$4
- 177 PLYMOUTH & TARBORO, 1937 VG (327-7-C-1) ON GPC. EST. \$6
- 178 POCATELLO & PORT, 1910 G+ (898-P-6) ON PPC. EST. \$4

Minimum Bid \$3.00 please.

Phone bids accepted: 650-344-3080

CLOSING DATE: June 13, 2001 (10 PM PST)

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1-page	\$100.00	\$230.00	\$420.00

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

or

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