

LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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COVER: Our cover illustrates a Christmas card dating from 1939. The card was mailed by a young naval officer who was a member of Patrol Squadron 21. The squadron was newly arrived in the Philippines and one of their PB4Y-4 aircraft is shown flying over rice fields of the Philippines. Rod Crossley explains.

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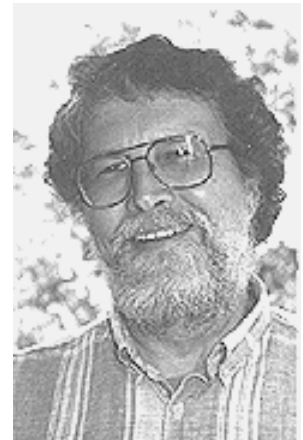
Preserving the Photographic Past

Many collectors specializing in the postal history of a particular county, state or region also acquire photographs of the post offices that have operated in their area of interest. Since post offices—particularly small town and rural offices—often change locations to inhabit different buildings throughout their lives, the photos in our collections become important historical records over time. Having had experience with the disposition of a number of postal history estates over the years, I can assure you that most liquidators pay scant attention to photographs and other such embellishments of a collection. Their attention is understandably focused on the *value* of the collection, i.e., the collectible cards and covers. As a result, there is a high probability that such historically valuable artifacts as post office photographs may become lost or discarded as the collection is broken down for resale.

A classic case of this loss of historic artifacts occurred in the early 1980s when the collection of Guy Reed Ramsey was disposed at auction. Ramsey was a quintessential researcher. Best known now for his postal history studies of many Washington counties, he collected postmarks from all over the Northwest and beyond. His penchant was to mount cards and covers on elaborate album pages that were frequently embellished with maps, sketches and photographs of the locality and its post office. The collection was auctioned largely in bulk lots. In popular states, that meant albums containing a particular county formed one lot, but in less popularly collected states postmarks from the entire state were often grouped as a lot. The collection was widely dispersed in a series of auctions. No doubt, some collectors who purchased bits of the Ramsey Collection saved his collateral material. Others buyers probably did not. Regardless of whether the collateral material was initially saved or not, most of it has probably disappeared by now as subsequent collections were dispersed over the years.

I was highly impressed with Ramsey's diligence and attention to detail when it came to writing up his material. As I recall, I was able to purchase only one of Ramsey's Oregon counties—Multnomah, and, although I subsequently remounted most of his cards and covers into my own collection, which I

have long since sold to other collectors, I did keep a few of Ramsey's original album pages because they so clearly showed the love and care the man devoted to his collection. The single page in my hands that still displays one of Ramsey's covers along with his write-up and collateral illustrations is illustrated



below. Of course, the black and white version shown here doesn't do the page justice. The photos of the dam and post office building are in color—both have been hand-tinted—and the locator maps also add a splash of color.

Until recently, I have been unaware of any satisfactory solution to the problem of preserving collateral material in a postal history collection—particularly post office pictures. Over the past few years there have been impressive developments in technology associated with personal computers that permit storage of massive amounts of digitized information at very little cost. Photographs are easily converted to digitized information through the use of an inexpensive peripheral device called a scanner. Today's scanners are capable of digitizing photographs at resolutions of 1200 dots per inch (dpi) or higher. By comparison, high quality photographs reproduced in slick magazines require only 250 dpi and images appearing on a computer screen are typically presented at 72 or 75 dpi.

A photograph scanned at high resolution requires a much larger file size to hold the digitized information than one scanned at a lower resolution, and until quite recently the large size of graphic files presented a problem for people interested in scanning and storing large numbers of photographs. Recent price declines combined with massive capacity increases in storage devices such as hard disc drives has done much to alleviate the problem of storing large graphic files. Better yet, many personal computer owners now have the capability to store files on CDs and other forms of removable storage by simply scanning images

BONNEVILLE, MULTNOMAH COUNTY, OREGON

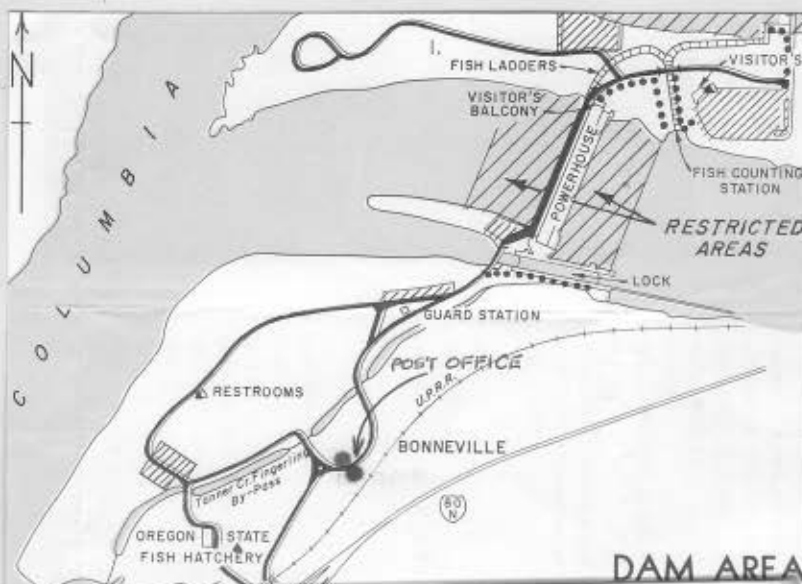


BONNEVILLE POST OFFICE
MARCH 28, 1968



BONNEVILLE DAM
PHOTO BY CHARLES WILLIAM SCHNEITTER
JUNE 9, 1950

BONNEVILLE POST OFFICE WAS
IN SERVICE FROM MAR. 17, 1900
TO APRIL 6, 1973.



DAM AREA



SPECIAL DELIVERY

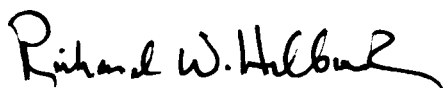
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and transferring them to a CD that they have “burned” using software programs within their own system. The typical CD can hold 700 megabytes of data. Since a typical 3x4 inch photo saved at 250dpi—for example the 1921 Otter Rock post office photo shown on page 46 of this issue—requires about 1,000 kilobytes, you could store roughly 700 such photographs on a single CD. Once stored on CD, the photographs can easily be distributed to interested parties by copying the disc or reproduced individually on photographic paper.

The internet represents an even more intriguing opportunity for preserving and distributing photographic information. Most internet service providers offer their customers a complimentary personal website of somewhat limited size. Fortunately, as previously mentioned, photographs intended to be viewed on computer screens need only be saved at 72 dpi. Graphic files of this resolution are very small; typically less than 100 kilobytes. A person wishing to share historical post office photographs on a website could post hundreds of such images in a site with very limited space.

Finally, given our own recent break-through in the ability to offer higher quality photo images in *La Posta*, we will do what we can to preserve historic post office photos on our pages. The article on Lincoln County, Oregon, post offices that appears in this issue features photos taken by Bob Potts of Albany, Oregon, in the late 1950s and 1960s; a few taken by me in the 1960s and some early 20th century pictures that appeared on postcards and elsewhere. Other Oregon post office photos from the same sources will appear in future issues as time and space permit. Furthermore, we invite readers to who have accumulated similar material to publish their items in our pages and thereby share this valuable information with today's readers as well as those who will read these pages in years to come.



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The following individuals have expressed an interest in corresponding with other collectors via e-mail. Names are followed by specific interest (where known) and complete e-mail address. If you would like to join this list in future issues of *La Posta*, send us a note via e-mail at helbock@la-posta.com

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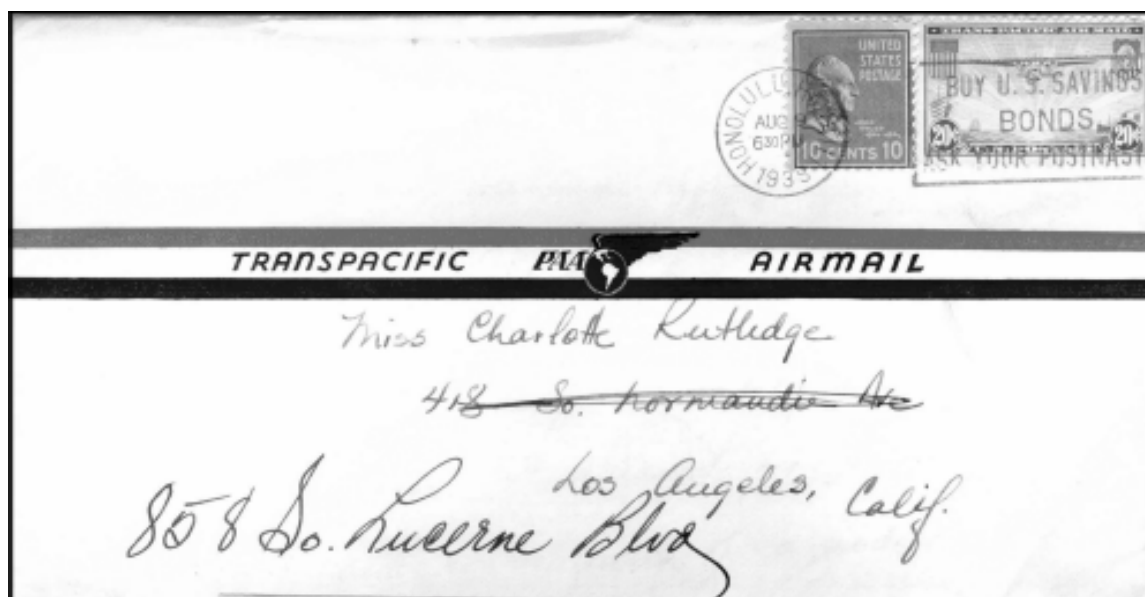


Figure 1 This cover was carried on Pan American's Clipper from Midway Island to California in 1939. The cover was postmarked Honolulu on August 9, 1939.

The Travels of LT. Richard L. Poor, U.S.N

By Rod Crossley:

The US Navy established the Pacific Air Detachment at the Naval Yard Pearl Harbor, Hawaii in 1923. During 1924 the detachment was upgraded to Patrol Squadron 14 (VP-14), which in 1931 was re-organized as VP-1. During the 1930s the squadron would continue to fly the twin-engine biplane flying boats while the other squadrons at Pearl Harbor were being upgraded to the modern PBY flying boat.

In October 1938 VP-1 was transferred to the Naval Air Station, San Diego, California. In those days the navy squadrons were sent to the factory to pick up their new aircraft. At the Consolidated Aircraft Corporation plant in San Diego, VP-21 took delivery of fifteen PBY-4 flying boats, the newest patrol bomber in the navy's inventory. One of the pilots assigned to VP-1 at that time was Lieutenant Richard L Poor.

Recently I acquired a group of covers sent by Lt. Poor during the period 1939-1944 to a lady friend in California. One of the interesting things about the group is the variety of stamps he used to meet the postage requirements for "via Clipper" mail. This is the story the covers tell.

The squadron completed their training in June, 1939 and departed to their home station, the U.S. Naval Air Station on Ford Island in Pearl Harbor Hawaii, on the 27th and 28th of the month. The earliest covers

in the correspondence were postmarked San Diego, one of them at the Naval Air Station, just prior to the squadron's departure.

In July of 1939 the Navy reorganized its patrol squadrons. In the re-organization the current patrol squadron 21 was renumbered VP-14 while VP-1 would be renumbered VP-21. The new VP-21 continued to be based at Ford Island.

The squadron arrived back at Pearl Harbor in time to participate in the various 1939 fleet exercises. The only Transpacific Airmail cover from Hawaii is dated August 9, 1939 (*figure 1*). This is one of the few covers that contained a letter. The letter was written on August 6th at Midway Island while Lt. Poor was on an advanced base operation training exercise. The cover's 30-cent postage reflects the postal rate from Midway Island to the states. It would appear that the lieutenant missed the weekly Pan Am Clipper at Midway and carried the sealed stamped letter back to Honolulu to mail.

On September 5, 1939 President Roosevelt proclaimed the neutrality of the United States in the European War and directed that the US Navy organize air and sea neutrality patrols of the approaches to the United States and its Territories. As part of the navy's compliance with the presidential directive the first air unit sent to extend the neutrality patrols to the Philippines Island was VP-21.

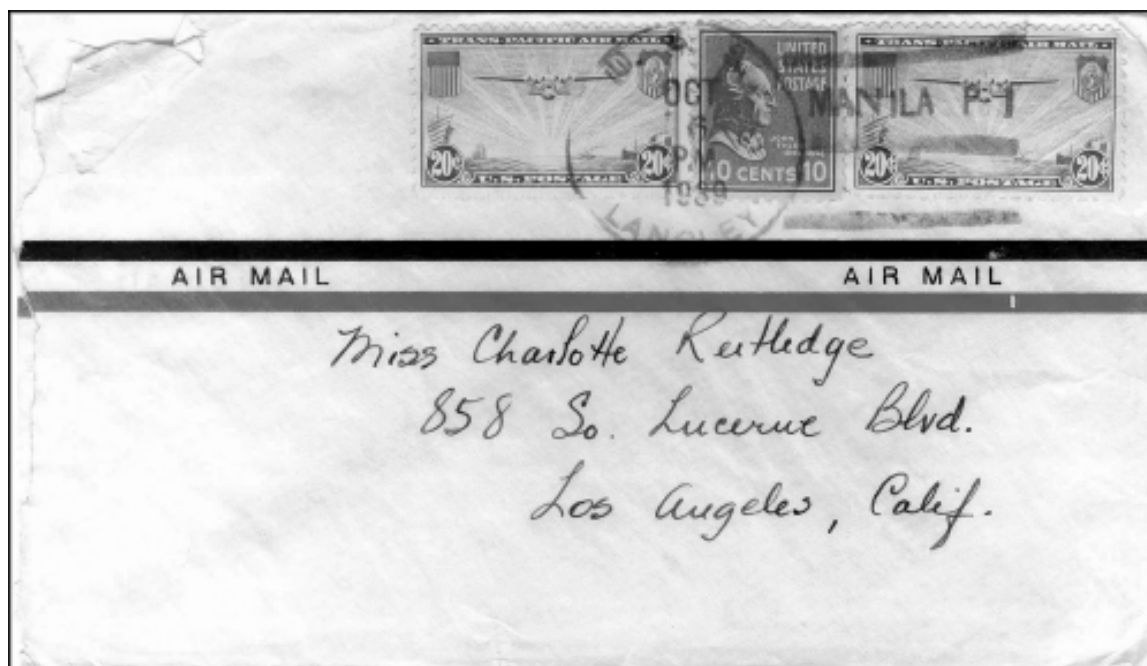


Figure 2 This cover was carried by Pan American Clipper from the Philippines in October 1939. The 50 cent postage was paid by two 20¢ Clipper airs and a 10¢ prexie.

When VP-21 arrived in the Philippines they were the first patrol squadron to be based there since 1932. They were at first assigned to the Asiatic Fleet, which at that time was home ported in China. The 1939 officers squadron Christmas card shows a PBY-4 flying over the rice fields of the Philippines (see La Posta cover). The airplane displays the American flag on its side aft of the wings, which was later

repositioned. The flag was placed under each wing and across the back of their aircraft. In addition a large national aircraft insignia was placed on both sides of the aircraft bow of the aircraft and the tail was painted in red, white and blue striping. The aircraft would be repainted in standard navy colors and markings in 1941.

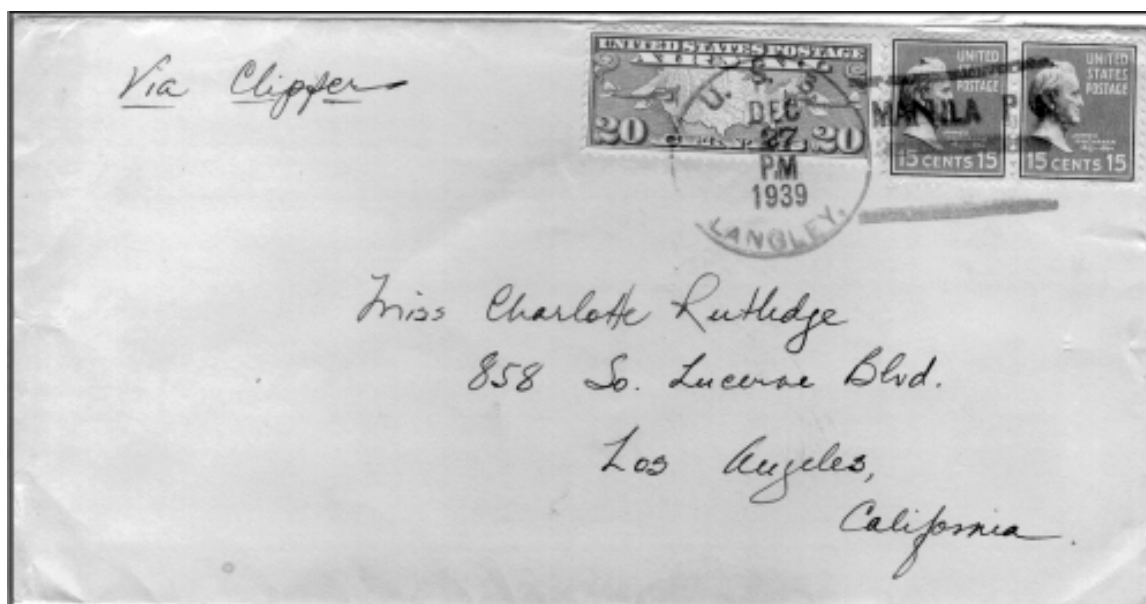


Figure 3 This December 1939 cover was postmarked onboard the USS Langley at Manila and franked with a 20¢ map airmail and pair of 15¢ prexies.

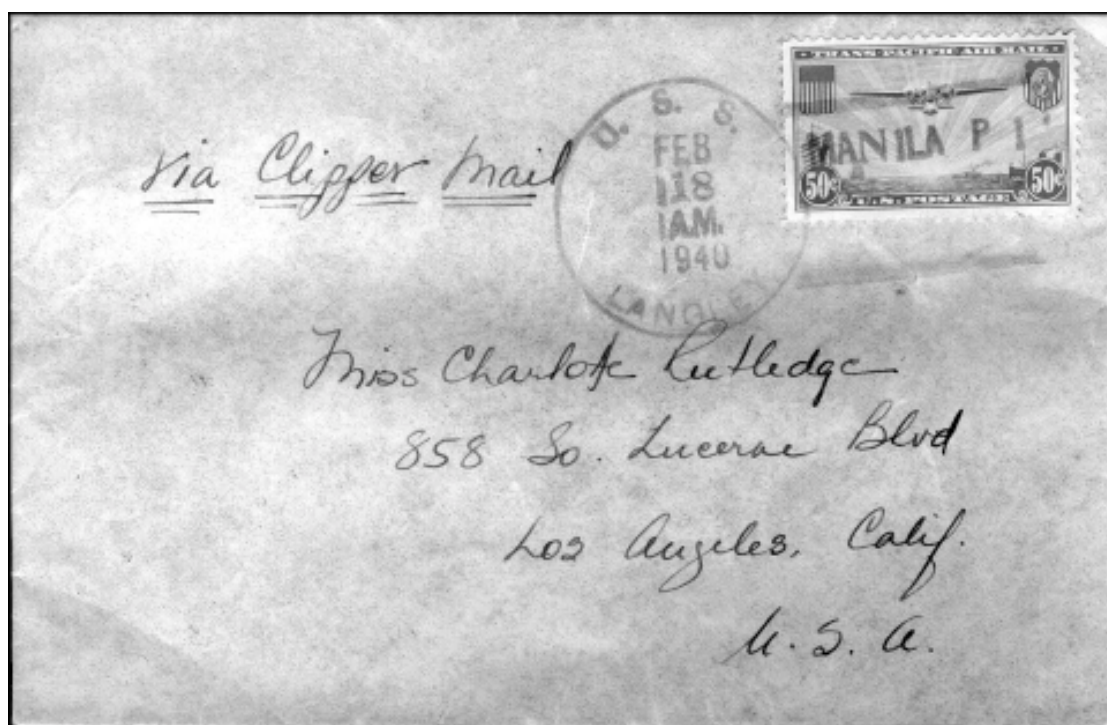


Figure 4 A single copy of the 50¢ China Clipper air pays postage on this cover postmarked USS Langley in February 1940.

In the beginning VP-21 was doing training flights and neutrality patrols. As 1940 progressed the operation changed to standby alerts fully armed, daily long distance patrols and establishing advance base operation throughout the island using the smaller seaplane tenders, *USS Childs* (AVP-14), *William B. Preston* (AVP-20), and the *Heron* (AVP-2).

In December 1940 VP-26 arrived in the islands and the Navy organized the two squadrons into a new Patrol Wing 10 (Pat. Wing-10). In 1941 the navy re-numbered several patrol squadrons, plus formed nine new squadrons. As part of the re-organization the squadrons assigned to Pat. Wing-10 were renumbered; VP-21 became VP-101 and VP-26 would be VP-102.

VP-21 departed Pearl Harbor on September 18 for Midway, on to Wake Island September 21, to Guam on September 23, arriving in the Philippines on September 26, 1939. The squadron was assigned to the new seaplane base at Sangley Point just to the west of the Cavite Navy Yard. The base was not ready when VP-21 arrived so the planes were attached to floats in the bay and the personnel assigned to quarters on the seaplane tender *USS Langley* (AV-3). The *Langley* had been converted from an Aircraft Car-

rier to a Seaplane Tender in 1937 and joined the Asiatic Fleet in 1939. The squadron was able to move ashore in March 1940, but it would be some time before the base would be finished.

The covers mailed between October 6, 1939 and February 18, 1940 are postmarked *USS Langley Manila PI*, using a variety of stamps to meet the 50 cents postal rate for airmail (figures 2-4). One explanation for the mixed use was that the *Langley* post office had to wait for a new supply of the 50-cent Trans-Pacific Airmail stamps to arrive. The return address on the cover also changed from LT R.L. Poor, VP 21 c/o Commandant 16th Naval District Cavite, Philippines (6 OCT, 39) to VP Squadron 21, Cavite, Philippines (18 Feb, 40).

In March 16, 1940 Lt. Poor sent an airmail letter via Clipper from some where on the island of Luzon. The postmark reads Manila/Philippine Islands, and the two one-peso Commonwealth stamps on the cover pay double the existing Clipper rate of one peso per 30 grams to the United States. The Philippine peso was fixed at a rate equivalent to fifty cents in U.S. currency.



Figure 5 This Clipper cover was posted through the civil post office at Manila. Postmarked March 16, 1940, it is franked with a pair of the one peso commonwealth overprints.

Once VP-21 was ashore at Sangley Point the squadron's mail was handled through the post office at Cavite, which was still a branch of Honolulu, Hawaii (figure 6). All of the covers handled through the Cavite Post Office were franked with the correct air-mail stamp.

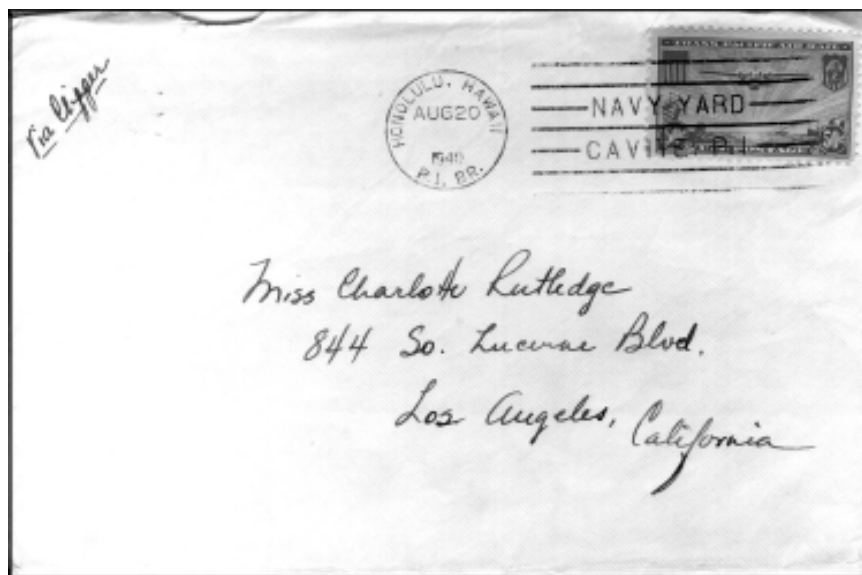


Figure 6 A Clipper cover franked with 50¢ Clipper air was tied by the machine cancel used at Cavite Naval Base in the Philippines in August 1940.

In October the lieutenant wrote a letter from the Naval Hospital at Canaoao, PI (figure 7). The letter went via Clipper, using four 25-cent prexie stamps, which would indicate that the letter weight was greater than a ½ ounce.

In late 1940 there were personnel changes within the squadron. Officers and enlisted personnel returned to the states when their tours were completed and others were transferred to ships in the Asiatic fleet. The *USS Augusta*, a heavy cruiser, had been the flagship of the Asiatic Fleet since she replaced the *USS Houston* in 1934. The fleet spent most of its time protecting American interests in China and was home based in Shanghai. In November 1940 the fleet shifted its base of operation to Manila and the *USS*

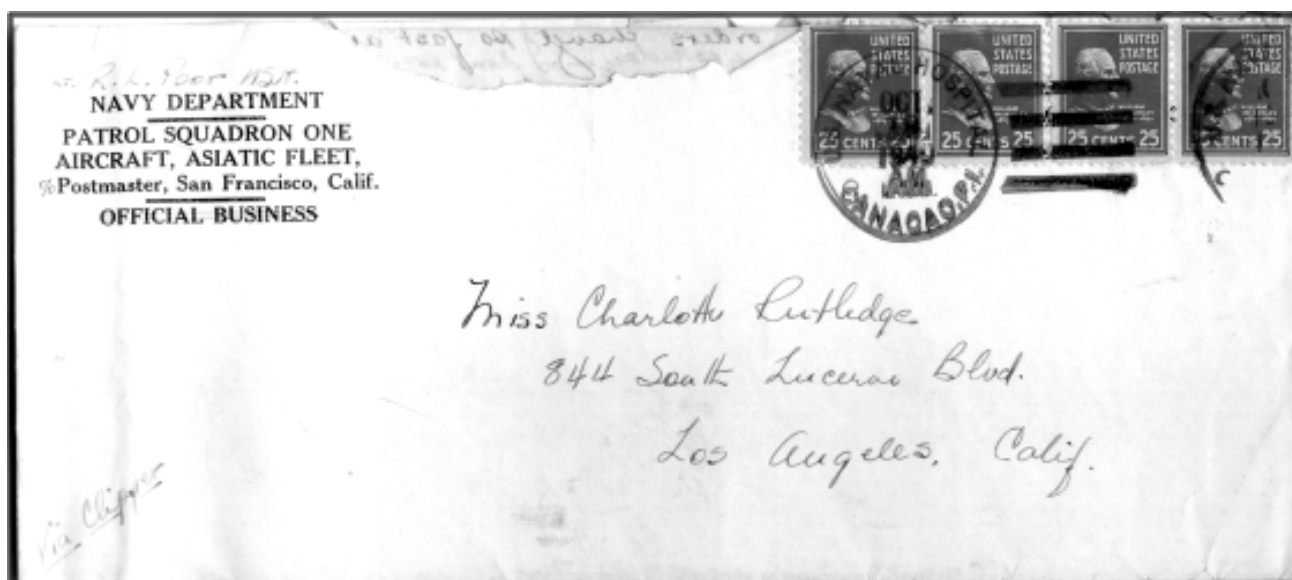


Figure 7 This legal-size cover has been franked with a strip of four 25¢ prexies to pay the double weight Clipper postage from the Philippines to California. The postmark reads Naval Hospital/Canacao, P.I.

Houston would replace the USS *Augusta* as flagship. LT Poor reported aboard the USS *Augusta* sometime in early November 1940, possibly as one of the pilots in the ship's air section, flying single engine scout seaplanes.

The last cover from the Philippines was postmarked aboard the USS *Augusta* 13 November 1940 (figure 8). Note the use of a 50-cent prexy in place of a Trans-Pacific Airmail stamp, which the ship's post office would have little use for in the states. The airmail block on the left side of the cover reflects the USS *Augusta*'s years in the Far East.

In June 1941 the *Augusta* was back on the East Coast of American, but not assigned to the Atlantic Fleet. Lt. Poor mailed a letter from the ship on June 8, 1941 (figure 9), some two months before the ship would carry President Roosevelt to the naval base at Argentia, Newfoundland, and his historical meeting with Winston Churchill.

By September 1941 the lieutenant was assigned to the US Naval Air Station, Miami, Florida, which was at that time conducting Primary Cadet Training. In early 1942 Lt Poor was assigned to VN-10 at the U.S. Naval Air Station, Jacksonville, Florida. Besides con-

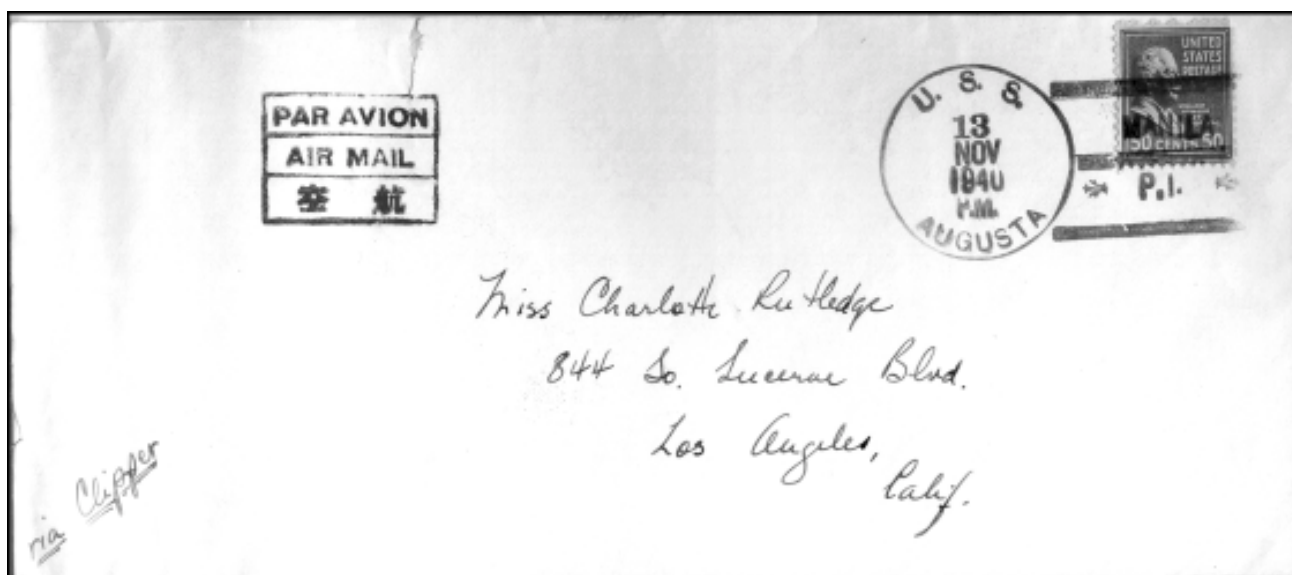


Figure 8 Legal size cover franked with a single 50¢ prexy tied USS *Augusta* in November 1940.

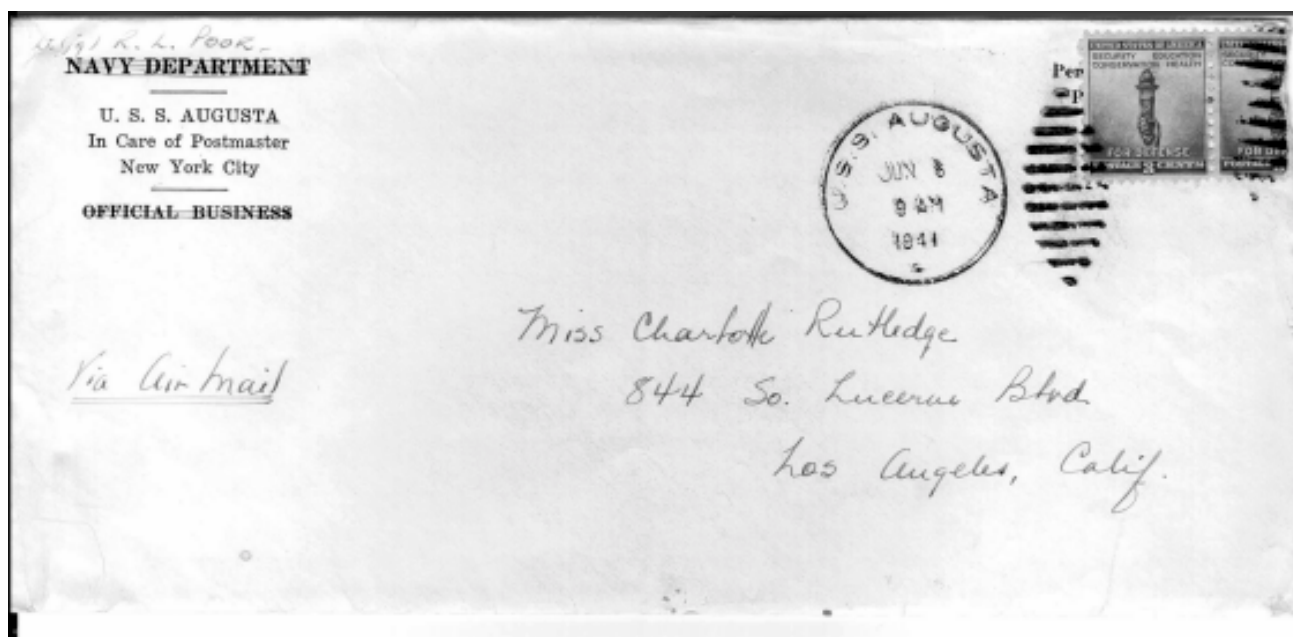


Figure 9 This cover from Lt. Poor mailed through the USS Augusta's post office was franked with a pair of 3¢ Defense stamps paying air postage from the US East Coast to California.

ducting primary training the station was also training Naval Aviators in the type of aircraft they would fly, so it is possible that VN-10 was a PBY training squadron.

On July 20, 1943 the *USS Enterprise* entered the Naval Yard at Bremerton, Washington for a badly needed overhaul. Air Group-10 assigned to the carrier was at the same time re-forming at Sand Point Naval Air Station, Seattle, Washington. VB-10, the *Enterprise* Bombing Squadron flying SBD-5 was under the command of Lieutenant Commander Richard L. Poor. The *Enterprise* sailed on November 1st for Pearl Harbor with Air Group 10 on board. At Pearl Harbor the air group was left for more training while the *Enterprise* with Air Group-6 took part in the invasion of the Gilbert Island.

The carrier returned to Pearl Harbor around the 12th of December 1943,

where she was reunited with Air Group 10. In January 1944 the *Enterprise*, as part of Task Force 58, Fast Carrier Force, sailed for the Marshall Islands. The last cover in the collection was dated Jan 25, 1944 (figure 10), four days before the invasion of the island chain. Note that he personally censored the letter, which as an officer, he was allowed to do. In June 1944 Lt Cdr. Poor left VB-10 and was assigned to the *USS Enterprise* air staff.



Figure 10 This cover was postmarked January 25, 1944, while Lt. Cdr. Poor was serving on the USS Enterprise. It dates from just four days before the ship took part in the invasion of the Marshall Islands.

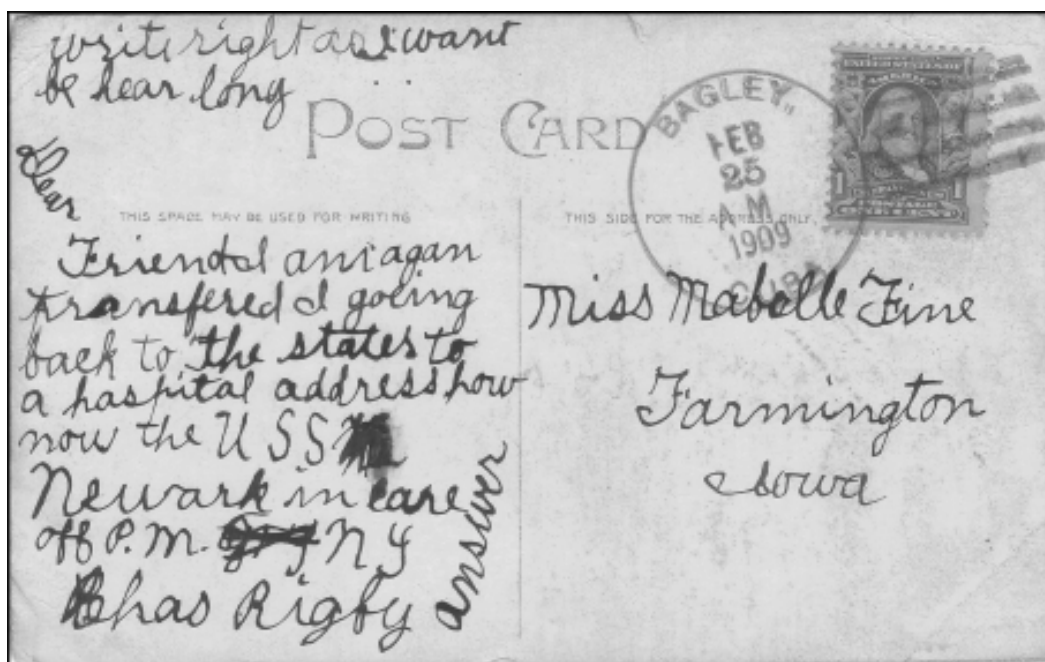


Figure 1 This postcard displays a four-bar handstamp from Bagley, Cuba, dated February 25, 1909. The story of this short lived office is revealed below.

Bagley, Cuba - United States Post Office on South Toro Cay, Guantanamo Bay

By Mark Piper

The United States Post Office that used the Bagley, Cuba cancel was the first US postal station on the Guantanamo Naval Station, located at the southeastern tip of the island of Cuba in the Caribbean. The card imaged is from the collection of Richard Helbock. With the aid of several collectors and a number of reference materials on the internet, I have been able to flesh out the history of this card. A review of these references sheds interesting new light on the history of this cancel. A few other Bagley cancels have emerged in my initial research. A request is made to all collectors for images of Bagley cancels in their collections. It would further the study of this cancel to verify dates of usage.

The Guantanamo Naval Reservation was officially turned over to the US Government on 10 December 1903. Guantanamo Bay was one of two sites in Cuba chosen by the US to be leased from the Cuban government. The lease of these locations to the US was established in the 1902 Cuban constitution, which incorporated the provisions of the 1901 American congressional legislation known as the Platt Amendment. This constitutional appendix allowed Ameri-

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can intervention in Cuban internal affairs and required the government of Cuba to lease or sell lands to the US to establish coaling and Naval stations.

Work commenced at Guantanamo Bay with CMDR Charles C. Rogers, USN, who served from May 1904 to September 1906. A ship repair shop, medical dispensary and a coaling station on South Toro Bay were among these initial efforts. A US Army contingent of about 60 men was stationed at Guantanamo Bay in 1906 and they built two forts, Fort McCalla and Fort Conde, and left in 1907 after finishing these projects. The quarters they left at Fisherman's Point were taken over by a small contingent of US Marines at the Station who previously were barracked on South Toro Cay. Initial work on two water reservoirs, a new coaling station at Hospital Cay and an unsuccessful attempt to build a dry dock on South Toro Cay was done in 1906-1907 by US Navy personnel.

After elections in Cuba in May 1906, President Tomás Estrada Palma took power. The elections were considered fraudulent by the political opposition and in August 1906, members of the opposition Liberal Party took up arms in Pinar del Río province, initiating what was termed the *Little War of 1906*. On 13 September,

President Tomás Estrada Palma informed the American government that he would resign and asked for American intervention.

On the 19th of September, the *USS Des Moines* arrived in Havana with naval and military personnel, called the *Army of Pacification*, to restore order. On the 29th of September, US War Department Secretary William H. Taft took function as governor of Cuba, and on the 13th of October, this power was handed to the American provisional government of Charles E. Magoon. The provisional government established in October 1906 was replaced in November 1908 with elections.

In the Guantanamo area there had been reports of arson and robbery by the insurgents against local plantations. The newly assigned third Commandant of the Guantanamo Naval Station, LTCMDR Albert A. Ackerman, USN, organized a relief party for possible use with approximately 100 men and the 20 Marine Corps stationed there. Nine steam launches and two tugs were armed, with one tug packed with gear, for embarkation to a train kept at the ready in nearby Caimanera. At the time about 200 men were stationed at Guantanamo Bay.

An additional US Marines detachment of 49 men under Captain H.C. Reisinger, USMC, arrived in Guantanamo in late October 1906, first staying at the city of Guantanamo, about 25 miles from Guantanamo Bay. There was little hostile activity in the area and in the end there was no need to dispatch the deployed troops. However, the US Marines detachment remained in the area until April 1909, coinciding with the last dates of the Bagley cancel.

I suspect the Bagley post office was located in a general mercantile setting, which was a common type of postal operation in early 1900's America. The Bagley post office was on South Toro Cay and historical records indicate civilian quarters were built near the dry dock at South Toro Cay. Sometime in 1907 or 1908, a branch of the mercantile *E W Pawley & Co.* of nearby Caimanera was opened on South Toro Cay, and was most likely the location of the post office. The status of the Bagley post office as a civil post office according to USPOD records should be noted. I suspect that the US Marines detachment under Captain Reisinger was barracked at the old Marine barracks on South Toro Cay after their initial stay in the

city of Guantanamo upon arrival. The presence of additional troops most likely created the need for the Bagley post office in February 1907.



Figure 2 This statue of Ensign Bagley stands in Raleigh, North Carolina, his home town.

The post office was named in memory of Ensign Worth Bagley, the first naval officer killed in action during the Spanish American War. 24 year old Ensign Bagley was killed on board the *USS Winslow* during its attack on the batteries at Cardenas, Cuba on 11 May 1898. The sacrifice of Ensign Bagley is commemorated with a statue in Raleigh, North Carolina, his home town. The US Navy has since honored Ensign Bagley with the naming of four vessels in his memory.

USS Bagley (1) – Torpedo Boat No. 24

Launched 26 September 1900. The first *USS Bagley* operated along the US Eastern seaboard until September 1907, when it was assigned to Annapolis and placed in ordinary. The *USS Bagley* was recommissioned on 29 March 1917 and did patrol and escort duty from the Marine Base at Brooklyn, NY. She was decommissioned 12 March 1919 and sold on 9 April 1919.

USS Bagley (2) – DD-185

Launched 19 October 1918. Between August 1919 and July 1920 the second *USS Bagley* participated in training and maneuvers in the Atlantic and Caribbean. She was taken out of commission at Philadelphia on 12 July 1922. Renamed the *Doran* and later the *HMS St. Mary's* and recommissioned 17 June 1940, this vessel was transferred in the destroyer-land bases exchange to UK. There she served in mine laying and escort functions off the British coast and was decommissioned in February 1944.

USS Bagley (3) – DD-386 – Gridley Class Destroyer

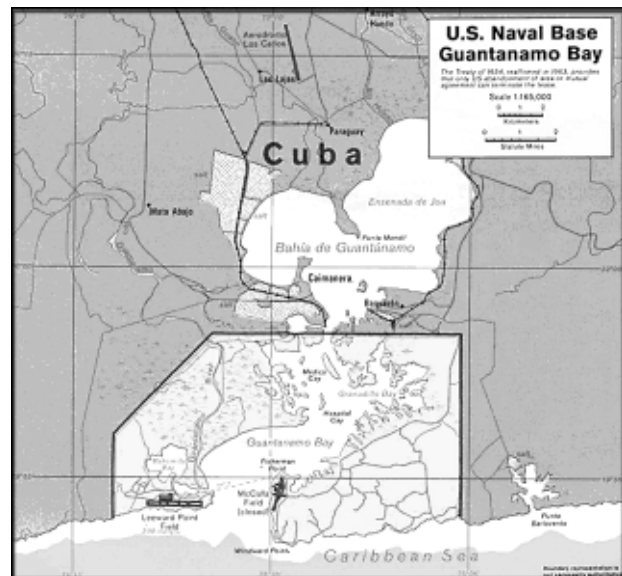
Launched 3 September 1936. Initially the third *USS Bagley* operated along the US Eastern seaboard and Cuba. The *USS Bagley* was present at the attack on Pearl Harbor on 7 December 1941, and in later years participated in heavy fighting in the Pacific Theater. The *USS Bagley* received 12 battle stars for her service in WWII. She was decommissioned on 14 June 1946 and sold for scrap in 3 October 1947.

USS Bagley (4) – FF 1069 – Knox Class Frigate

Launched on 24 April 1971, the fourth *USS Bagley* served her country well in the Atlantic and the Middle East and most notably was part of Operation Praying Mantis in 1988 against Iranian attacks. The *USS Bagley* was decommissioned 26 September 1991 and sold for scrap on 29 September 1999.

In 1908, US Navy vessels were authorized to maintain postal facilities on board, which created a new and interesting collecting area, US Navy vessel cancels. Usages past the official date of closure of the Bagley post office on 27 February 1909 are known and have so far been unexplained. I believe the cancel was used until the last US Marines personnel left Guantanamo Bay, which was late April 1909.

In specific reference to the Helbock card imaged with these notes, I also share the following collateral information. In February 1909, CMDR Charles H. Harlow commanded the Guantanamo Naval Station. At that time the station ship, the *USS Newark*, was docked offshore at South Toro Cay and served as the command center for the Station. The text of card announces the sender is awaiting transfer to a hospital in the US and gives his current return address as *USS Newark, care of Postmaster, New York*.



Map 1 1985 Official US Central Intelligence Agency map of Guantanamo Bay. (source - www.lib.utexas.edu/maps/world_cities/guantanamo.jpg)

The confused writing of the sender indicates someone confused, sick or fevered, most likely with a tropical illness such as malaria or yellow fever. At that time, incidents of tropical illnesses were quite common, and plagued the American presence in Cuba with numerous casualties. Most likely the sender was a patient at the small medical dispensary at South Toro Cay. I assume the dispensary personnel posted the card for the sender at the nearby Bagley post office. The card would have been sent on the next US-bound vessel, entering the mailstream at one of several possible US ports of entry for delivery to Farmington, Iowa in the American Midwest.

After the closure of the Bagley post office, mail service for the US servicemen at Guantanamo Bay was available from US vessels and at the Cuban post offices at the nearby Cuban towns of Caimanera and Boqueron. A US post office at Guantanamo Bay was not set up again until 1916. The US Marines used the potential of Guantanamo Bay as a launching point for troops assigned to Caribbean locations, and used Guantanamo in the following years after 1909 to deploy troops to Haiti, the Dominican Republic and Nicaragua. It is presently unclear what postal services these US Marines used.

This is part of a work in progress on the history of Guantanamo Bay and its environs. I welcome any images or commentaries. Please send all emails to pipermark@prodigy.net

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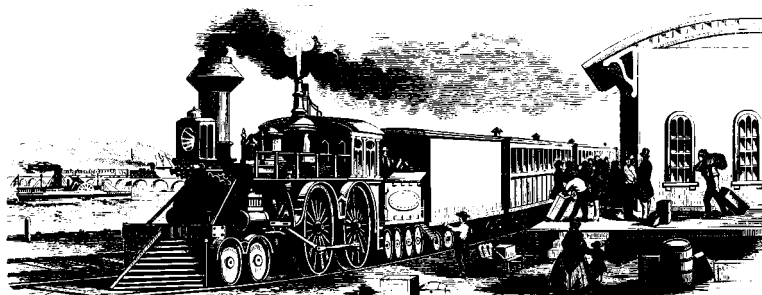
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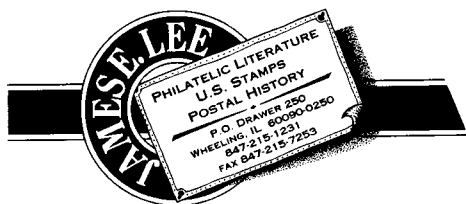
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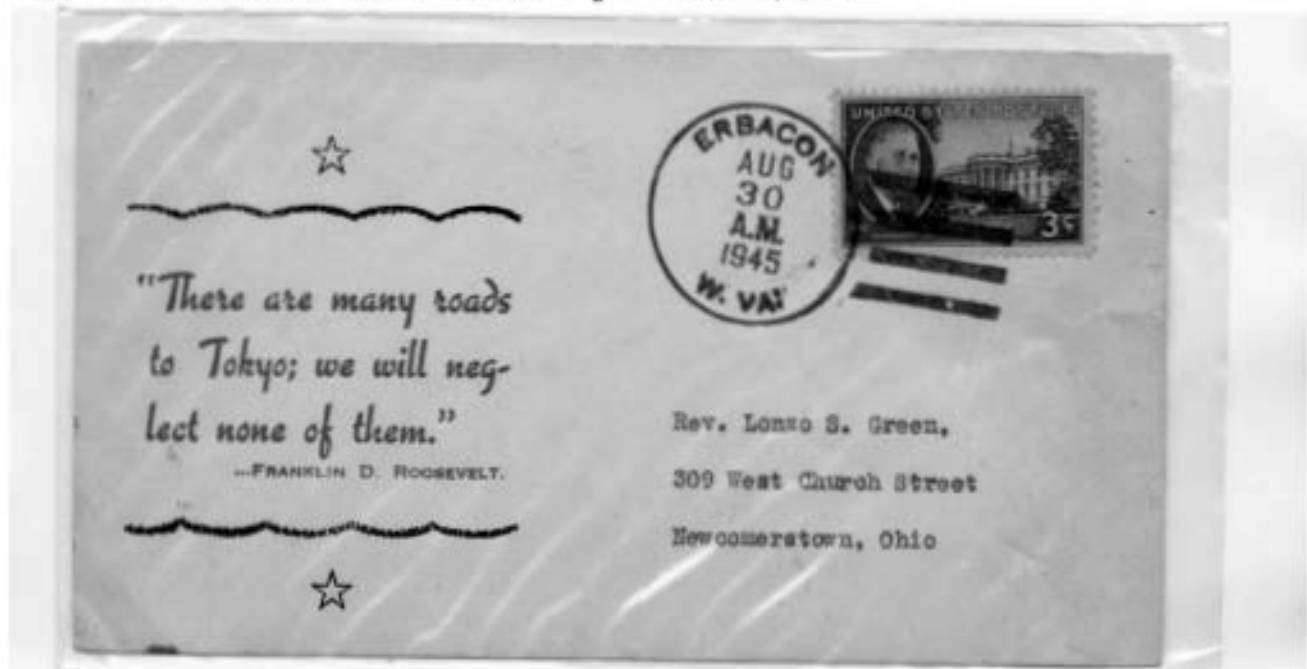
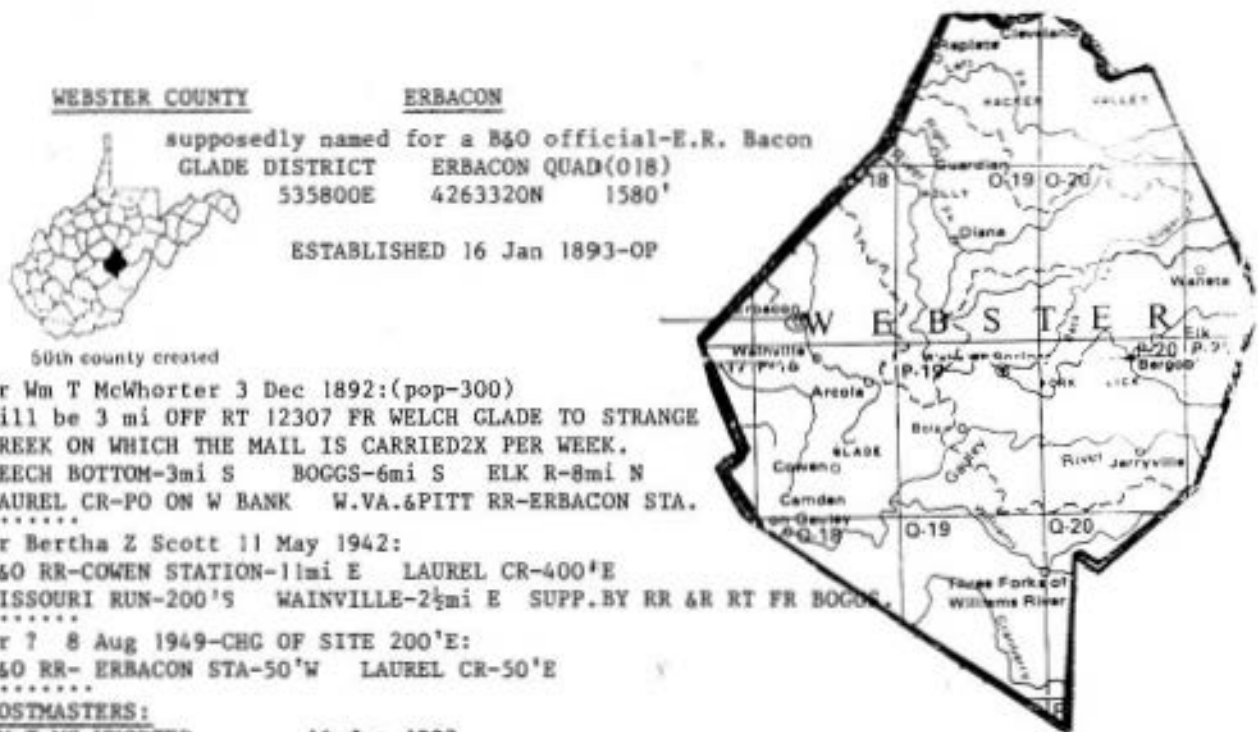
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West Virginia Research Papers: Erbacon

By Alyce Evans





Map 1. Madison County, one of the oldest of Montana's counties, remained almost unchanged since it was created except for a small portion which was annexed to Beaverhead County in 1911. (From Postal Route Map of the Territories of Montana, Idaho and Wyoming, 1884, provided courtesy of Richard W. Helbock.)

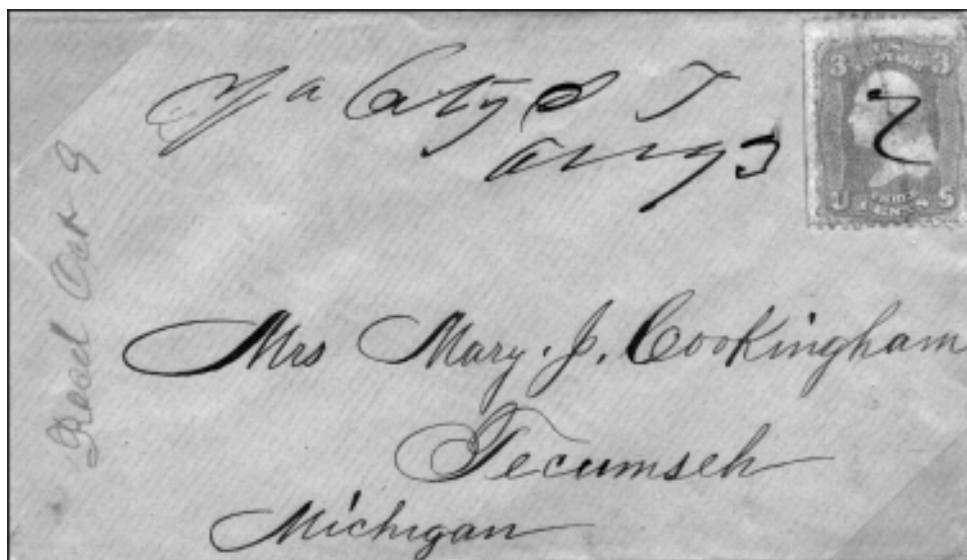


Figure 1 The manuscript “Va City I T” (Idaho Territory) postmark was applied to this cover over two months after Montana Territory separated from Idaho. This letter was also delayed by Indian depredations, which cut off the Overland mail route during August and September of 1864.

Montana Territorial Postmarks

Part 7: Madison County

By Wesley N. Shellen & Francis Dunn

Madison County was one of the nine original Montana counties created by the territorial legislature in 1865. The county takes its name from the Madison River, which was named by Lewis and Clark in honor of James Madison, who was in those days the U.S. Secretary of State. A map of the postal routes in Madison County is included in this issue. Madison County offers a fertile field for territorial postmark collectors. From it, we have recorded 67 different postmark types, more than any other county in Montana.

Virginia City, the county seat of Madison County, was Montana’s second territorial capital before it was moved to Helena in 1875. The early postmarks of Virginia City are especially interesting for several reasons. First, there is the mystery of why Virginia City used the manuscript “VA CTY, I.T.” and the “VIRGINIA CITY, IDO” handstamp (types 1 and 2 in our inventory) for *fourteen months* after Montana Territory separated from Idaho Territory. Certainly the postmasters who served Virginia City were aware they were no longer in Idaho much sooner than that. We believe the best explanation for the long usage of the Idaho postmarks was politics. Virginia City was a hotbed of Southern sympathizers during and after the Civil War. The list of these sympathizers included two

Southern Democrats, George Baker and W. B. Dance, the first two postmasters of Virginia City. Both were known political foes of Montana’s first governor, Sidney Edgerton, a Republican who was appointed by President Lincoln. Our belief is that the obsolete Idaho postmarks were a form of civil disobedience or rebuff to the authority of the new (Republican) Montana Territorial government. The fact that Governor Edgerton eventually relieved W. B. Dance of his postmaster appointment is a good sign of the degree of rancor between the two men.

Virginia City was also one of three cities to use the Montano spelling in its postmarks, including two different types, shown here as types 3 and 4 in our inventory. (As mentioned in our previous articles, the other two towns to use the Montano spelling were Bannack City and Helena.)

We appreciate and encourage reports of new postmarks and date extenders that will improve the accuracy and completeness of this work for the benefit of postal historians and especially those who share our passion for Montana postal history. (Send reports to Wes Shellen, PO Box 9395, Missoula, MT 59807-9395; or email: wesndeb@aol.com) We would also like to acknowledge the help and new information we have received following publication of our last installment from Howard Ness, Kenneth Robison, Robert Svoboda and Stephen T. Taylor.

Madison County

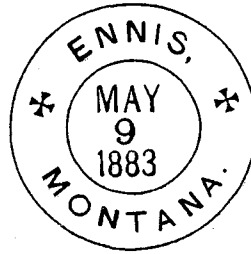
Town	Postmark	Earliest	Latest	Cancel	Notes
ADOBETOWN (1875/1907)					
1.	CDS27	19 JAN 18??			
2.	CDS26.5	25 SEP 1889		star in circle	
BEAVER HEAD ROCK (1869-1871)					
					<i>None reported</i>
CALLAWAY (1871/1874)					
					<i>None reported</i>
CICERO (1869-1874)					
					<i>None reported</i>
CRAWFORD (1872-1873)					
					<i>None reported</i>
ENNIS (1881-Date)					
1.	MSS	8 DEC 1881		pen	
2.	DCDS31	9 MAY 1883	27 DEC 1887	star in circle	
3.	DLDC31	17 FEB 1888	19 AUG 1889	segmented star	green
FARRELL (1881/1881)					
					<i>None reported</i>
FISH CREEK (1870-1896)					
1.	MSS	26 JUN 18??	4 AUG 1882		
2.	OCT26	20 SEP 1882	27 AUG 1883	target	
GAFFNEY (1871-1875)					
					<i>None reported</i>
GAFFNEY'S STATION (1871-1871)					
					<i>None reported</i>
HARRISON (1870-1899)					
1.	MSS	17 FEB 1873	29 OCT 1878	pencil	
2.	DLC37	4 JAN 1888		pen	magenta
HAVANA (1873-1874)					
					<i>None reported</i>
HOME PARK (1879/1919)					
1.	MSS	23 JUN 1889			
IRON ROD (1869/1882)					
1.	MSS	16 NOV 1876		pen	
2.	CDS25	14 FEB 1877	14 MAY 188?	target	
3.	TOV38x23	5 DEC 1880	26 MAY 1881	7 bar grid	magenta, gray
JEFFERSON BRIDGE (1866-1870)					
					<i>None reported</i>
JUNCTION (1869/1876)					
1.	MSS	25 APR 1870			1
LAURIN (1874-1972)					
1.	MSS	5 MAR 1880			
2.	DLC27.5	4 MAR 1884	22 NOV 1887	target	



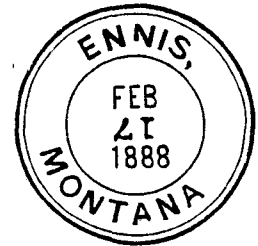
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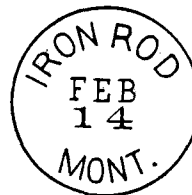
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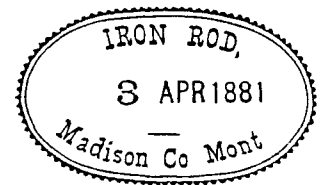
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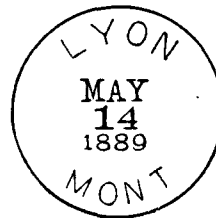
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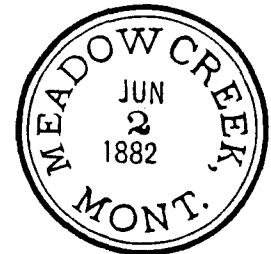
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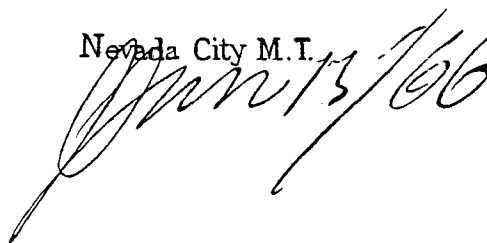
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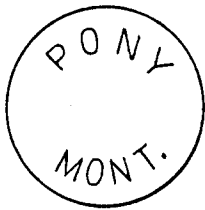
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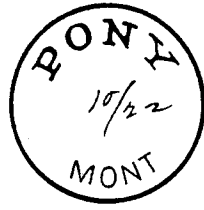
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Madison County

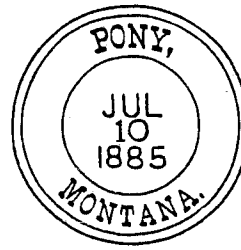
Town	Postmark	Earliest	Latest	Cancel	Notes
LEWIS (1873-1883)					
1.	CDS26.5	9 JUN 1879	16 MAR 1881	star	2 magenta
LYON (1887/1935)					
1.	CDS28	8 JAN 1889	14 MAY 1889	target	
MADISON (1870-1873)					<i>None reported</i>
MAMMOTH (1877/1931)					<i>None reported</i>
MARGANA (1886-1887)					<i>None reported</i>
MEADOW CREEK (1869/1903)					
1.	MSS	10 JUN 1879	7 AUG 1879	pencil/pen	
2.	DLC33	1 OCT 1880	2 JUN 1882	target	black, magenta
3.	DCDS33	11 JAN 1887	23 AUG 1889	circ. grid/cork	purple
NEVADA CITY (1865-1875)					
1.	SL31	15 JUN 1866	27 JAN 1867	mss date/target	blue
2.	CDS27	4 DEC 1868	28 AUG 1869	target	
POLLINGER (1869-1871)					<i>None reported</i>
PONY (1877-Date)					
1.	MSS	5 SEP 1878	24 NOV 1884	pen	
2.	CDS26	25 JUN 1879	4 MAY 1881	target	
3.	CDS24	26 JUN 1879	22 OCT 188?		
4.	DLDC33	5 JUL 1885	26 FEB 1886	negative star	
5.	DLC34	10 NOV 1886	7 NOV 1887	cork	purple
PRIMUS (1882-1883)					<i>None reported</i>
PULLER SPRINGS (1879/1906)					
1.	MSS	1 OCT 1879			red
RED BLUFF (1874/1903)					
1.	CDS25	21 NOV 1878	20 MAY 1880	pen	magenta
2.	MSS	30 OCT 1880	2 MAR 188?	pen	
3.	CDS36	29 JUN 1885	14 OCT 1889		purple
4.	CDS27	23 MAR 1889			
REVENUE (1887/1888)					<i>None reported</i>
ROCHESTER (1868/1918)					
1.	MSS	27 MAR 1869		pen	



2



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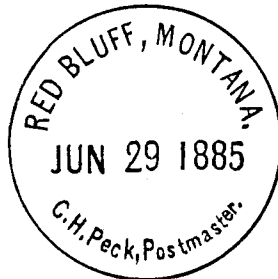
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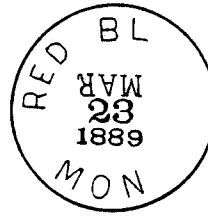
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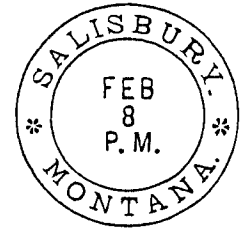
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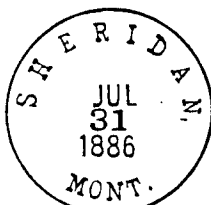
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Madison County

Town	Postmark	Earliest	Latest	Cancel	Notes
SALISBURY (1875-1883)					
1.	DCDS29	6 NOV 1876	26 NOV 1882	pen	blue ribbon-dater
SHERIDAN (1866-Date)					
1.	CDS27	31 OCT 18??		target	
2.	MSS	6 JUL 1867			
3.	OCT28	4 MAR 1879	12 MAY 1880	target/star in circle	magenta
4.	CDS26	8 DEC 1880		target	
5.	DLC28	5 JUL 1882	13 MAR 1886	target	
6.	CDS26	31 JUL 1886			
7.	DLC33	10 AUG 1887	9 SEP 1889	target	
SILVER STAR (1869-Date)					
1.	CDS25	12 FEB 1875	26 JAN 1876		
2.	CDS26	30 MAY 1879	23 OCT 1880	target	
3.	DLOV41x28	5 MAY 1882	7 SEP 1889	star	magenta
SPALDING (1883-1886)					
1.	MSS	16 OCT 1884	26 FEB 1886		
STERLING (1867/1883)					
1.	CDS25	19 MAR 1872			
2.	MSS	9 FEB 1875	21 MAY 1879	pen	
SUMMIT (1867/1883)					<i>None reported</i>
TWIN BRIDGES (1869/Date)					
1.	CDS25	13 NOV 1879	28 AUG 187?	target	purple
2.	MSS	19 JUL 1880			
3.	DLDC30	14 NOV 1882			
4.	DLDC35	5 APR 1884	5 JUN 1887	target	purple
5.	CDS26	25 JUN 1886	29 OCT 1886	7-bar cir. grid	
6.	CDS29	30 JUN 1889		target	
VIRGINIA CITY (1864-Date)					
1.	MSS	20 MAY 1864	3 AUG 1864	pen	3
2.	DCDS29	8 NOV 1864	26 JUL 1865	target	
3.	CDS27	12 AUG 1865	25 MAY 1866	target/cork	4
4.	CDS23	11 SEP 1867	16 DEC 1871	cork	5
5.	OCT28	20 JUN 1871			



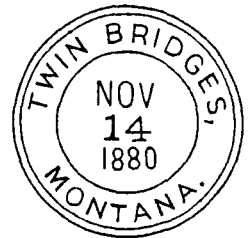
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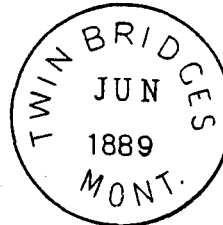
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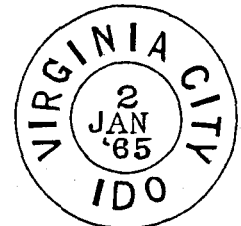
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Madison County

Town	Postmark	Earliest	Latest	Cancel	Notes
VIRGINIA CITY (Continued)					
6.	CDS26	8 JAN 1874	14 FEB 1880	cork	
7.	DLC30	5 AUG 1880	20 DEC 1880	negative star	purple, pink
8.	DLDC34	20 FEB 1881	17 JUL 1883	target	magenta, purple, blue-black
9.	DLDC32	18 AUG 1883	1 FEB 1886	star in circle	black, purple
10.	DLDC31	27 FEB 1886	20 OCT 1886	target	
11.	DLC34	11 JAN 1887	10 JAN 1889	scarab	
12.	CDS28	27 APR 1888	15 MAY 1889	cork	

WASHINGTON BAR (1884-1896)

1.	CDS26.5	6 MAR 1886	20 SEP 1886	target
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Notes:

1. Another town named Junction operated in Yellowstone County between 1880-1907.
2. Another town named Lewis operated in Meagher County between 1883-1884.
3. Most experts agree that the Virginia City manuscript "I.T." (Idaho Territory) postmarks were used in 1864, after Montana Territory separated from Idaho Territory.
4. The second "O" in MONTANO is complete in early uses of this postmark. Later uses show the bottom half of the "O" cut away, possibly in an effort to make it resemble an "A"
5. The "MONTANO" spelling in this postmark used smaller letters than the preceding type.



11



12



1

Your Participation in the Project is Respectfully Requested

If you can expand our knowledge of Montana Territorial postmark types and date ranges, please contact

Wes Shellen
PO Box 9395
Missoula, MT 59807-9395
email: wesndeb@aol.com

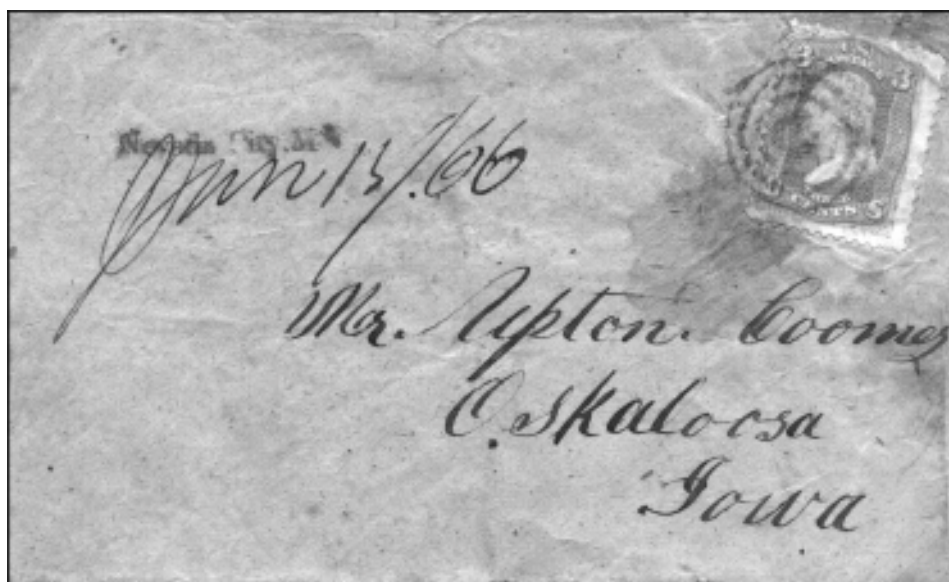


Figure 2 This straight-line Nevada City MT postmark appears to be made from newsprint type and then dated in manuscript.

Figure 3 Salisbury, a stagecoach stop along the Virginia City route, was the only town in Montana Territory to use a ribbon-dater handstamp, a mechanical stamper that impressed its image through a ribbon inked in blue.

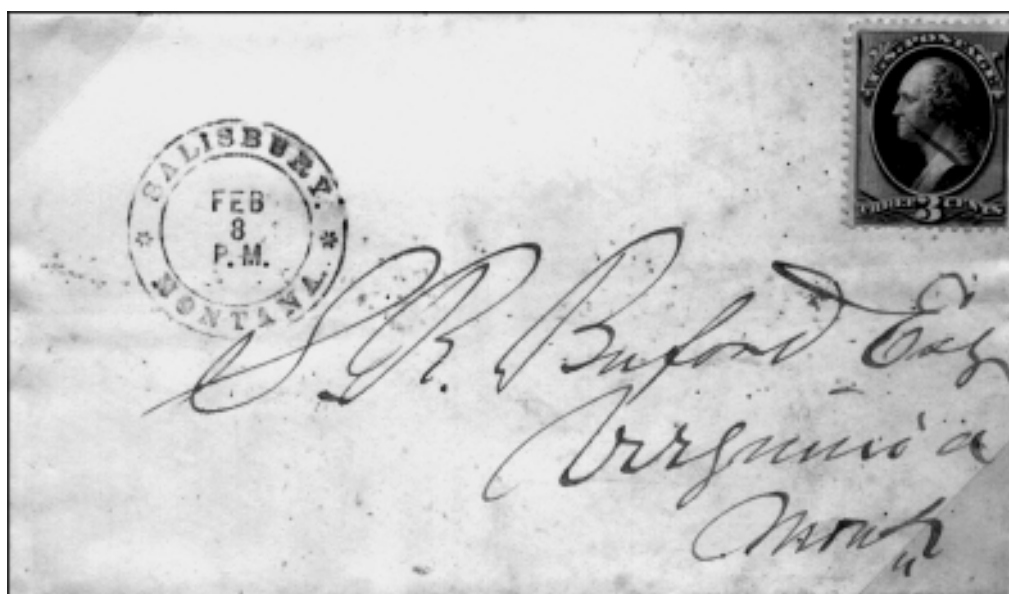


Figure 4 This cover shows the first of two types of MONTANO postmarks used in Virginia City. The second "O" in later uses of the postmark was cut away at the bottom, possibly to make it appear more like an "A."

THE POSTMASTERS GENERAL OF THE UNITED STATES

II. Timothy Pickering, 1791-1795

by Daniel Y. Meschter

Timothy Pickering was a far more aggressive administrator as Postmaster General than his predecessor. For one thing he brought broader experience dealing with the realities of war and the designs of mankind to bear on the office¹. For another, Congress finally got around to enacting a comprehensive "Act to Establish the Post-Office and Post Roads in the United States" on February 20 1792 that resolved many of the problems Osgood had to endure and gave Pickering a mandate no postmaster general had ever enjoyed before².

As summarized by Rich, the 1792 law for the first time embraced the entire business of the Post Office Department³. Among other things, it designated post roads, fixed rates of postage, and prescribed the conduct of deputy postmasters, including accounting for bye or way-letters. It gave the Postmaster General power to appoint deputy postmasters in charge of town post offices, to make contracts for carrying the mails over U.S. post roads, and authorized him to designate additional "private" post roads where he found a need for postal service but did not think the revenues would defray the costs of operation, allowing contractors the postage on the mail they carried as compensation.

The legal implication of a "post road" was to extend the federal mail monopoly to routes designated by Congress as well as to the system of state and private post roads and offices that contributed substantially to the early development of the national postal service.

After graduating from Harvard in 1763, Pickering began the practice of law in Salem, Massachusetts and held various public offices including selectman, assessor, and town clerk at the same time he served as a clerk in the office of the Registrar of Deeds for Essex County for ten years. He was elected Registrar of Deeds in his own right in 1775 and appointed judge of the Court of Common Pleas and of the provincial maritime court.

He entered the Continental Army as a colonel in 1777 and was soon after appointed Adjutant General of the Army. He participated in the Battles of Brandywine and Germantown. He wrote a plan of discipline that was used for a time by both the Massachusetts militia and the Continental Army.

His military talents were recognized by his election to the Confederation's new Board of War in 1777 and appointment as quartermaster general in 1780. He was almost always known in later life as "Colonel."

He settled in the Wyoming region of Pennsylvania in 1787 where he was instrumental in bringing order between settlers and local Indian tribes and was a member of the convention to frame a new Pennsylvania state constitution. As President, Washington sent him on a mission to the Seneca Indians in which he successfully negotiated a treaty between the United States and the Six Nations. He was well prepared for the challenge when the office



Timothy Pickering

of Postmaster General came open.

The transition from Osgood to Pickering was well-planned and orderly. According to Rich, Samuel Osgood actually submitted his resignation on July 12, 1791, but agreed to serve until his successor was ready to replace him⁴. Pickering was commissioned or received what we would call an interim appointment on August 12th while the Senate was not in session, and entered on his duties on August 19th. He was formally nominated on October 31st and confirmed on November 7th after the Second Congress convened on October 24th.

The Post Office and Post Roads Act of 1792 fulfilled two of Osgood's policy objectives to reduce long-distance postal rates and to make postage payable in the coinage of the U.S. as it became available under the Mint Act. The act established inland postage rates effective June 1, 1792 for single letters (multiple letters pro rata) by distance carried according to the following schedule:

Up to 30 miles,	6 cents
30 to 60 miles	8 cents
60 to 100 miles	10 cents
100 to 150 miles	12½ cents
150 to 200 miles	15 cents
200 to 250 miles	17 cents
250 to 350 miles	20 cents
350 to 450 miles	22 cents
more than 450 miles	25 cents

While these rates up to 450 miles were not significantly different from those established by the Continental Congress in pennyweights and grains of silver, capping rates at a maximum of 25 cents was a clear reduction from the prior incremental rate of 16 grains of silver (3.7 cents) per each additional 100 miles above 200.

Section 10 established sea post rates at 8 cents per single letter brought into the U.S. or carried between U.S. ports in vessels owned or provided by the U.S. and 4 cents in private vessels plus, of course inland postage for delivery to places other than the port of entry.

The act also dealt with the contentious issue of postal rates on newspapers by providing for the exchange of newspapers between printers free of postage and establishing a rate to subscribers of 1 cent up to 100 miles and 1½ cents more than 100 miles. Finally, the act caved in to stage coach operators by allowing mail contractors to carry newspapers outside of the mails.

Pickering, however, was most noted for the explosive growth of the postal system that began during his administration. This was due in part to the expansion of cross post roads to smaller places on either side of the National Post Road from Wiscasset, Maine to Savannah, Georgia by the Act of 1792 and especially extension further to the west of roads from Albany into central New York; from Alexandria across northern Virginia to the Shenandoah Valley; and across southern Virginia from Richmond into the northeast corner of Tennessee and through the Cumberland Gap to Danville in Kentucky. The main difference between the National Post Road described in Osgood's lists as of January 5, 1790 and October 5, 1791⁵ and the Road designated in the 1792 Act is that is that 1792 Act moved the segment south of Petersburg, Virginia 50 to 75 miles inland to avoid the labyrinth of inlets and wetlands along the coast of the Carolinas.

Rapid growth of the postal system was due, too, to resolution of the policy debate whether the Post Office should be a public service or a source of

revenue when President Washington, urging the establishment of more cross posts, especially in the northern and western parts of the country, told the Second Congress in 1791 that

the importance of the post office and post roads on a plan sufficiently comprehensive as they respect the expedition, safety and facility of communication is increased by their instrumentality in diffusing a knowledge of the laws and proceedings of the Government which, while it contributes to the security of the people, serves also to guard them against the consequences of misrepresentation and misconception⁶.

Pickering supported the President's position two years later when he wrote:

Our fellow citizens in the remote parts of the Union seem entitled to some indulgence. Their great distances from the seat of government and from principal commercial towns subject them to peculiar difficulties in their correspondence. They have also few or no printing presses among them, hence without the aid of the public post roads they will not only be embarrassed in their correspondence but remain destitute of every necessary information⁷.

Their finding that the Post Office is a public service was not thereafter seriously challenged although some Postmasters General persisted in the view that the posts should be self-supporting.

In carrying out this policy, Congress listed 198 places on the post roads designated in Section 1 of the 1792 law of which a few more than 80 were carried over from the 1791 list; but more than half, not necessarily as yet established as post offices, appeared for the first time.

Robert J. Stets, working from the Postmaster General's Letter Books in National Archives, finds that 131 new post offices were opened in 1792 alone, including a number of offices on private post roads over which Pickering terminated the contracts and commissioned the "private" postmasters as U.S. Deputy Postmasters answerable to the Postmaster General⁸. Ten or eleven of these post offices were on the key New York City to Albany post road up the east side of the Hudson River that could be crossed only by ferry. Post Office Department records examined by Rich reported 195 post offices at the end of FY 1792 and an increase of only 14 to 209 at the end of 1793⁹.

In the meantime, Congress was constrained to reenact the 1792 Act which expired by its own limitation on June 1, 1794¹⁰. While the new Act of May 8, 1794 was not materially different from the act it replaced, Section 1 added on the order of two hundred new places to the postal system and vastly

extended the National Post Road from Passamaquoddy on the Canadian border to Saint Marys across the Saint Marys River from Spanish Florida. Both the number of post offices and miles of post roads more than doubled in fiscal year 1794 from 209 to 450 post offices and from 5,642 to a trifle less than 12,000 miles of post roads. To the west the Pittsburgh road was extended to Wheeling on the Ohio River and then by a sinuous route partly down river and partly overland by way of Lexington and Danville to Louisville. Further south another route was extended from Hagerstown to the Monongahela, and the Richmond to Danville road was rerouted to Knoxville.

A post road reaching the Ohio River made it possible for Pickering to develop a plan to carry mail downriver by boat nine months of the year and by the Wilderness Road during the winter. A fleet of boats actually was built and mail service inaugurated in June or July 1794; but it was decided after about four years that carrying the mail overland was preferable to the dangers and uncertainties of river transportation until such time as steamboats on regular schedules made their appearance. In the meantime, service from Philadelphia to Louisville took five to six weeks under the most favorable conditions and was all but impossible during the winter.

Nevertheless, access to world markets down the Ohio and Mississippi Rivers to the port of New Orleans was now within the reach of transallegany settlers and craftsmen. It waited now only for steam technology to catch up.

Not only did Pickering oversee a 400% increase in post offices to 450, a 425% increase in miles of post roads to 11,984, and a 180% increase in letters carried to almost 580,000 during his three and a half years in office; he accomplished it with an increase in net revenues (postage paid less expenditures) averaging 37% per annum from \$7,086 in 1891 to \$34,874 in 1894¹¹. In so doing he set the model for efficiency his successor continued for the next seven years.

With Henry Knox's resignation as Secretary of War, President Washington turned to another member of his Revolutionary War staff and appointed Pickering on January 2, 1795 pending his successor taking office on February 25th. In his brief tenure as Secretary of War, Pickering continued Knox's plan to establish a military academy at West Point and, with jurisdiction over the Navy, personally directed the construction of the frigates *Constitution*, *Constellation*, and *United States*.

Upon the resignation of Edmund Randolph as Secretary of State in August 1795, Washington named Pickering interim Secretary of State on August 20th and formally appointed him on December 10th. He held office until Adams dismissed him on May 10, 1800 on account of foreign policy conflicts.

The office of Secretary of State involved heavy personal financial responsibilities that ruined Randolph and impoverished Pickering so that only a purse raised by the citizens of Boston allowed him to discharge his debts and resume his political career beginning with his appointment to the Court of Common Pleas in Essex County and election to the Senate (1803-1811) followed by two terms in the House of Representatives (1813-1817)

Never personally popular on account of his extremist views such as contravening Adam's amity policy towards France, disapproval of the Louisiana Purchase, opposition to the War of 1812, and favoring a movement for the secession of New England from the Union; Pickering was a giant among postmasters general due to the impetus he gave to the Post Office as a public service. If nothing else, he was the first to designate an inland waterway – the Ohio River – as a post road.

Portrait of Timothy Pickering from *The Cyclopedia of American Biography*, 1891, v. I, p. 13

¹ See *Biographical Directory of the American Congress, 1774-1961*, Government Printing Office, Washington, D.C., 1961; Vexler, Robert I., *The Vice-Presidents and Cabinet Members*, Oceana Publications, Inc., Dobbs Ferry, NY, 1975; and *The National Cyclopedia of American Biography*, 1891, v. I, pp. 12-13 for biographical sketches of Timothy Pickering

² 1 Stat. 232

³ Rich, Wesley E., *The History of the United States Post Office to the Year 1829*, Cambridge, MA, 1924, p. 115.

⁴ *Ibid.*, Appendix A, p. 173.

⁵ *American State Papers*, v. 27, pp. 8-14.

⁶ Rich, *ante*, p. 69.

⁷ Letter Books of the Postmaster General, Book C, p. 57-8, quoted in *ibid.*, p. 70

⁸ Stets, Robert J. *Happy 200th Birthday*, article in *La Posta*, v. 23, no. 2, May 1992, pp. 15-18.

⁹ Rich, *ante*, Appendix C, Table I, p. 182

¹⁰ 1 Stat. 354.

¹¹ Rich, *ante*, Appendix C, Tables I and III, pp. 182-184.

POST OFFICES OF THE UNITED STATES

Post Roads designated by the Act of February 20, 1792

National Post Road from Wiscasset, Maine to Savannah, Georgia by way of:

<u>Maine</u>	Fairfield	<u>Delaware</u>	Richmond
Wiscasset	Norwalk	Wilmington	Petersburg
Portland	Stamford	<u>Maryland</u>	<u>North Carolina</u>
<u>New Hampshire</u>	<u>New York</u>	Elkton	Halifax
Portsmouth	New York	Charlestown	Tarborough
<u>Massachusetts</u>	<u>New Jersey</u>	Harve de Grace	Smithfield
Newburyport	Newark	Harford	Fayetteville
Ipswich	Elizabethtown	Baltimore	Newbridge
Salem	Woodbridge	Bladensburg	<u>South Carolina</u>
Boston	Brunswick	Georgetown (1)	Cheraw C.H.
Worcester	Princeton	<u>Virginia</u>	Camden
Springfield	Trenton	Alexandria	Statesburg
<u>Connecticut</u>	<u>Pennsylvania</u>	Colchester	Columbia
Hartford	Bristol	Dumfries	Cambridge
Middletown	Philadelphia	Fredericksburg	<u>Georgia</u>
New Haven	Chester	Bowling Green	Augusta
Stratford		Hanover C.H.	Savannah

Cross Post Roads

From Augusta to Augusta via Washington (GA), Greenborough, and Georgetown (GA)
 From Statesburg to Charleston (SC)
 From Charleston to Georgetown (SC)
 From Charleston to Savannah
 From Savannah to Sunbury via Newport bridge
 From Portsmouth to Hanover (NH) via Exeter and Concord
 From Salem to Marblehead
 From Salem to Gloucester
 From Boston to New Haven via Providence, Newport, and New London
 From Boston to New Bedford via Taunton
 From Taunton to Newport via Warren and Bristol
 From Boston to Barnstable via Plymouth
 From Springfield (MA) to Kinderhook (NY)
 From Springfield (MA) to Hanover, (NH) via Northampton (MA), Brattleborough, Charleston (VT), and Windsor (VT)
 From Hartford to New London via Middletown
 From Hartford to Providence via Norwich
 From Providence to Worcester
 From Philadelphia to Pittsburg via Lancaster, Yorktown, Carlisle, Shippensburg, Chambersburg, Bedford, and Greensburg
 From Philadelphia to Bethlehem
 From Bethlehem to Carlisle via Reading and Harrisburg
 From Bethlehem to Rhinbeck (NY) via Easton, Sussex C.H., Goshen, Ward's Bridge, and Kingston
 From Philadelphia to Bridgetown (NJ) via Salem (NJ)
 From Wilmington to Vienna (MD) via Warwick, Georgetown (MD-2), Cross Roads, Chesterton, Chester Mills, and Easton
 From Vienna to Snow Hill (MD) via Salisbury (MD)

From Wilmington to Norfolk, (VA) via Newcastle, Cantwell's Bridge, Duck Creek, Dover, Milford, Dagsborough, Snow Hill, and Northampton C.H.

From Baltimore to Leonardstown via Annapolis, Upper Marlborough, Piscatawa, Port Tobacco, Allen's Fresh, Newport, and Chaptico

From Richmond to Norfolk via Williamsburg, Yorktown, and Hampton

From Fredericksburg to Fredericksburg via Port Royal, Tappahanock Urbanna, Northumberland C.H., Kinsale, Westmoreland C.H., and Leedstown.

From Petersburg to Portsmouth (VA) via Cabin Point, Smithfield, and Suffolk

From Suffolk (VA) to Washington (NC) via Edentown and Plymouth

From Washington (NC) to Wilmington (NC) via Newbern

From Fayetteville to Wilmington via Elizabethtown (NC)

From Halifax to Salisbury (NC) via Warrington, Hillsborough, and Salem (NC)

From Halifax to Plymouth via Bluntsville, Williamston, and Daileys

From Edenton to Indiantown via Hertford, Nixonton, and Sawyer's Ferry

From New York to Burlington (VT) via Albany, Bennington, Manchester, and Rutland

From Albany to Cannajoharie via Schnectady

From New York to Hartford via Whiteplains, North Castle, Salem (NY), Poundridge, Ridgefield, Danbury, Newton, New Milford, Litchfield, Harrington, and Farmington

From Newark or Elizabethtown to Sussex C.H. via Morristown

From Woodbridge to Amboy

From Alexandria to Staunton (VA) via Salisbury (VA), Leesburg, Shepherdstown, Martinsburg, Winchester, Stevensburg, Strasburg, Woodstock, and Rockingham C.H.

From Richmond (VA) to Danville (KY) via Columbia, Charlottesville, Staunton, Lexington, Fincastle, Montgomery C.H., Wythe C.H., Abington, and Hawkins C.H.

From Baltimore to Chambersburg via Fredericktown, Sharpsburg, and Hagerstown

Correction to Table of Postmasters General of the U.S. that accompanied March 2002(Whole No. 193) article. The following data should be appended to the table after page 26.

48	Harry S. New	Warren G. Harding	27 Feb 1923 (Mar 1923)	5 Mar 1929 End of term	31 Dec 1858 Indianapolis, IN	9 May 1927 Baltimore, MD	Butler U.	Publisher Businessman	Ass't Adj. Gen., 3rd Brigade, Sp. Am. War	U.S. Senator, 1917-23
49	Walter F. Brown	Herbert C. Hoover	6 Mar 1929	3 Mar 1933 End of term	31 May 1869 Massillon, OH	26 Jan 1961 Toledo, OH	Harvard	Lawyer		
50	James A. Farley	Franklin Roosevelt	4 Mar 1933	9 Sep 1940	30 May 1888 Grassy Point, NY	9 Jun 1976 New York City	Business school	Businessman		NY Assembly, 1922
51	Frank C. Walker	Franklin Roosevelt	10 Sep 1940	8 May 1945 Resigned	30 May 1886 Plymouth, PA	13 Sep 1959 New York City	Gonzaga U. Notre Dame	Lawyer	Lt., U.S. Army, WW I	Montana Legislature, 1914
52	Robert E. Hannegan	Harry S. Truman	8 May 1945 (1 Jul 1945)	15 Dec 1947 Resigned	30 Jun 1903 St. Louis, MO	6 Oct 1949 St. Louis, MO	St. Louis U.	Lawyer		Missouri Assembly, 1935
53	Jesse M. Donaldson	Harry S. Truman	16 Dec 1947	20 Jun 1953 End of term	17 Aug 1885 Shelbyville, IL	25 Mar 1970 Kansas City, MO	Normal school	Teacher		Postal Inspector, 1915-32 First Asst PMG, 1936-47
54	Arthur E. Summerfield	Dwight D. Eisenhower	21 Jan 1953	20 Jan 1961 End of term	17 Mar 1899 Pinconning, MI	20 Apr 1972 West Palm Beach FL	Public schools	Businessman		
55	James E. Day	John F. Kennedy	17 Dec 1960 (21 Jan 1961)	29 Sep 1963 Resigned	11 Oct 1914 Jacksonville, IL	29 Oct 1996 Hunt Valley, MD	U. Chicago Harvard	Lawyer	Lt., U.S. Navy,	
56	John A. Gronouski	John F. Kennedy	9 Sep 1963 (30 Sep 1963)	2 Nov 1965 Resigned	26 Oct 1919 Dunbar, WI	7 Jan 1996 Green Bay, WI	U. Wisconsin	Educator	Lt., U.S. AAF, 1942-5	Ambassador to Poland, 1965-8
57	Lawrence F. O'Brien	Lyndon B. Johnson	3 Nov 1965	Apr 1968 Resigned	7 Jul 1917 Springfield, MA	28 Sep 1990 New York City	Northeastern U.	Businessman	U.S. Army, 1943-5	
58	W. Marvin Watson, Jr.	Lyndon B. Johnson	10 Apr 1968	21 Jan 1969 End of term	6 Jun 1924 Oakhurst, TX		Baylor	Businessman	U.S. Marine Corps, 1943-6	
59	Winton M. Blount	Richard M. Nixon	11 Dec 1968 (22 Jan 1969)	1 Jul 1971 Office abolished	1 Feb 1921 Union Springs, AL		Staunton Military U. Alabama	Businessman	Lt. U.S. AAF, 1942-5	

Note: Minor discrepancies in the dates of service reported by the various sources are largely due to errors in transcription and inconsistent use of the terms nominated, appointed, confirmed, commissioned, entered on duty, etc.; but all are approximately right and adequate for ordinary purposes.



Donald T. Smith
Eugene, Oregon

A memorial service was held April 28 for Donald Tait Smith of Eugene, who died April 15 of cancer. He was 79.

Smith was born April 11, 1923, in Brooklyn, N.Y., to H. Clarence and Teresa Friedrichs Smith. He married Marjory Reed in Hartford, Conn., in 1944.

He attended Oberlin College in Ohio and Wesleyan University in Connecticut, where he received a bachelor's and a master's degree. He received a second master's degree in library science from Columbia University in New York. Smith worked as a librarian at Clarkson College and Wagner College, both in New York and at Boston University. He worked as an administrator at the University of Oregon library from 1963 until his retirement.

After retirement, Smith resumed his lifetime interest in philately, or postal history. He was a member of several philatelic societies and a lifetime member of the American Library Association. Smith served on the board of the Lane County Historical Society for 15 years.

A few personal comments:

I first met Don through his postal history auction called "The Oregon Post" in November 1980 and bought from him until at least 1984. We have corresponded and traded since then.

Don was probably one of the first members of the PNWPHS. I went through the early issues of *The Oregon Country* and found that Don wrote a letter to Secretary Dave Ramstead in December 1981. His first article was in Vol. 4 No. 3 (whole #12) in 1984. At that time he was 1st Vice-President of the United States Postal Stationary Society. He headed the Northwest RPO Study Group and also was very active in the National Air Mail Week Society.

Bill Beith

Randy Stehle Mail Bid No. 97

16 Iris Court, San Mateo, CA 94401

Phone: (650) 344-3080;

Email: RSTEHLE@ix.netcom.com

CALIFORNIA

- 1 ALCAD, 1898 VG CDS ON COVER W/SM TEARS (88-04). EST. \$35
- 2 BRADLEY, 1908 VG ECU MOT-240 ON CREASED PPC. EST. \$4
- 3 BRADLEY, 1922 VG ECU MOT-260 ON PPC. EST. \$5
- 4 BULWINKLE, 1911 F 4-BAR ON PPC (09-22). EST. \$6
- 5 CARSONS CAMP, 1926 VG 4-BAR ON PPC (24-28). EST. \$20
- 6 CASTROVILLE, 1909 VG DUPLEX ON PPC W/CREASE. EST. \$4
- 7 COARSE GOLD GULCH, 1887 VG DC ON COVER (78-95). EST. \$40
- 8 COLMA STATION, 1895 G T&C B/S ON COVER (88-95). EST. \$8
- 9 COLONY CENTER, 1906 G+ DOANE REC'D & A BIT OFF PC (05-06) 20
- 10 CRUCERO, 1943 F 4-BAR ON COVER (11/43). EST. \$6
- 11 EASTON, 1894 F CDS ON COVER W/ 1/2-INCH TEAR (81-02). \$35
- 12 FOLSOM, 1911 F TYPE 11E (DATE ONLY) RFD ON PPC. EST. \$5
- 13 FORT BARRY, 1912 VG 4-BAR ON PPC (11-18). EST. \$20
- 14 GERTRUDE, 1886 G+ DC ON COVER (81/00). EST. \$35
- 15 GONZALES, 1914 VG DUPLEX ON GPC. EST. \$4
- 16 JELLY, 1904 VG CDS ON PPC (01-34). EST. \$10
- 17 KING CITY, 1909 F DOANE ON PPC. EST. \$5
- 18 LAVERNE, 1912 VG 4-BAR ON PPC (09-14). EST. \$20
- 19 LETCHER, 1912 VG 4-BAR A BIT O/S ON PPC (86-15). EST. \$10
- 20 LONESTAR, 1907 VG 4-BAR ON PPC (91/10). EST. \$35
- 21 LOWREY, 1909 VG 4-BAR ON PPC (98-17). EST. \$20
- 22 MILLS, 1910 VG 4-BAR ON PPC (98-43). EST. \$6
- 23 MONMOUTH, 1915 F 4-BAR ON PPC (08-19). EST. \$20
- 24 MOORETOWN, 1911 VG 4-BAR A BIT HIGH ON PPC (88-13). \$15
- 25 PAICINES, 1914 VG 4-BAR ON PPC. EST. \$4
- 26 PLAINSBURG, 1894 VG CDS ON COVER (89-07). EST. \$35
- 27 RANDALL, 1930 VG 4-BAR ON PPC (17-37). EST. \$6
- 28 RESORT, 1924 VG 4-BAR ON PPC (20-30). EST. \$6
- 29 REWARD, 1911 G+ 4-BAR ON PPC (09-37). EST. \$6
- 30 ROGERS, 1903 VG CDS ON COVER (97-09). EST. \$20
- 31 SAN ARDO/REC'D, 1904 VG CDS REC'D ON PPC. EST. \$5
- 32 SAN BENITO, 1916 VG 4-BAR ON COVER (74-59). EST. \$5
- 33 SEASIDE, 1926 VG (NEW TYPE) 4-BAR ON PPC. EST. \$6
- 34 SILVER LAKE, 1926 F 4-BAR MIMIC ON GPC (07-33). EST. \$8
- 35 SKYLAND, 1903 VG LIGHT CDS ON PPC (93-10). EST. \$15
- 36 SKYLAND HEIGHTS, 1914 4-BAR MIMIC ON PPC (10-19). EST. \$8
- 37 SOLEDAD, 1910 VG LKU MOT-3460 ON PPC. EST. \$5
- 38 SPRECKELS/REC'D, 1907 G+ CDS REC'D ON PPC. EST. \$4
- 39 STONY POINT, ca1910 G+ LIGHT 4-BAR ON PPC (57-11). EST. \$15
- 40 TASSAJARA, 1910 G+ LIGHT 4-BAR ON PPC (96-22). EST. \$8
- 41 TERALTA, 1911 VG 4-BAR ON PPC (11-12). EST. \$8
- 42 TOBIN, 1908 VG 4-BAR REC'D ON PPC (94/15). EST. \$15
- 43 TOPAZ, 1919 F 4-BAR MIMIC ON PPC. EST. \$4
- 44 UPPER MATTOLE, 1929 VG 4-BAR ON PPC W/SM TEAR (71-43) 86
- 45 VORDEN, 1908 F 4-BAR ON PPC (05-36). EST. \$6
- 46 WALKER, 1916 F 4-BAR ON PPC (90-42). EST. \$6
- 47 WYNOLA, 1913 VG 4-BAR ON PPC (89-13). EST. \$15

OREGON

- 48 ALPHA, ca1910 (NYD) F 4-BAR ON PPC (90-40). EST. \$6
- 49 BAR VIEW, 1921 VG 4-BAR ON PPC (13-32 PER). EST. \$6
- 50 BEAVERTON, 1908 F TYPE 11F RFD 1 (SCRIBBLE ONLY) ON PPC. \$5
- 51 BUTLER, 1909 F 4-BAR ON PPC (95-11). EST. \$20
- 52 DENIO, 1908 VG DOANE MIMIC ON PPC. EST. \$5
- 53 LEE, 1911 VG DOANE ON PPC W/SM SCRAPE (88-28). EST. \$8
- 54 MOLALLA, 1906 F TYPE 11C RFD 2 (ROUTE & DATE) ON PPC. E. \$5
- 55 OAKCREEK, 1909 VF DOANE ON PPC O/S W/MESSAGE (78/12). E. \$15
- 56 ORENCO, 1909 VG WHEEL-OF FORTUNE ON PPC W/STAMP GONE. E. \$5
- 57 POKEGAMA, 1911 F 4-BAR ON PPC W/CREASE (99-11). EST. \$15
- 58 STAR, 1909 VG 4-BAR ON PPC (91-23). EST. \$6
- 59 VINCENT, 1917 F 4-BAR ON PPC A BIT TONED (14-23). EST. \$35
- 60 WHEELER, ca 1912 (NYD) WHEEL-OF-FORTUNE ON PPC. EST. \$6
- 61 YANKTON, 1907 F DOANE ON PPC (94-31). EST. \$6

Railway Post Offices (Towle types)

- 62 CARINGTON & TURTLE LAKE, 1915 G+ (888.3-A-1) ON PPC. EST. \$6
- 63 EUREKA & SCOTIA, 1911 G+ (985-M-2) ON PPC. EST. \$10
- 64 GREAT BEND & SCOTT, 1910 G+ (918.7-A-1) ON PPC. EST. \$6
- 65 HOLD & STERLING, 1916 VG (947.3-J-3) ON PPC. EST. \$6
- 66 LOS ANG & SAN PEDRO, 1939 G+ (998-G-1) ON GPC. EST. \$6
- 67 MARYVILLE & POCATELLO, 1910 G+ (890-R-1) ON PPC. EST. \$20
- 68 McCALL & NAMPA, 1932 F (896.9-A-1) ON COVER. EST. \$15
- 69 McLAUGH & NEW ENG, 1915 G+ (887.4-A-1) ON PPC. EST. \$6
- 70 MONTROSE & GR JUNC, 1909 G+ (957-G-1) ON PPC. EST. \$15
- 71 NAHCOTTA & ASTORIA, 1912 G+ (904.5-A-1) ON PPC. EST. \$10
- 72 NEW MART & CLARKS, 1910 VG (291.2-A-1) ON PPC. EST. \$6
- 73 PORTLAND & EUGENE, 1917 VG (894-M-1) ON COVER. EST. \$8
- 74 PORT & SEASIDE, 1908 VG (899.2-B-1) ON PPC. EST. \$6
- 75 PORTLAND & SEASIDE, 1940 VG (899.2-A-3) ON COVER. EST. \$6
- 76 PORT & SHELDON, 1908 G+ (900.5-E-1) ON PPC. EST. \$6
- 77 RENO & SACTO, 1927 VG (995-M-1) ON PPC. EST. \$15
- 78 RENO & VIRGINIA CITY, 1910 F (978-F-1) ON PPC. EST. \$15
- 79 REPUBLIC & SPOK, 1929 VG (902.1-G-1) ON COVER. EST. \$25
- 80 RIDGWAY & DURANGO, 1908 G (962.6-A-1) ON PPC. EST. \$8
- 81 RIVERSIDE & LOS ANG, 1905 G+ (994.2-C-1) ON PPC. EST. \$6
- 82 ROUND TABLE DENVER, 1910 VG LIGHT (959-A-6) ON PPC. EST. \$5
- 83 SAC. BEN & SAN FRAN/AGT, 1884 G+ ON COVER. EST. \$20
- 84 SALT LAKE CITY & LYNN JC, 1910 VG (972-M-1) ON GPC. EST. \$30
- 85 SEATTLE & SKAGWAY, 1909 G+ (X-19-g) ON PPC. EST. \$20
- 86 SEATTLE & SKAGWAY, 1914 F (X-19-h) ON PPC. EST. \$20
- 87 SEATTLE & SKAGWAY, 1930 G+ (X-19-d) ON PPC. EST. \$6
- 88 SIBLEY & GOWRIE, 1930 VG (786.2-B-1) ON COVER. EST. \$6
- 89 SPOK & UMATILLA, 1907 G (904.6-E-1) ON PPC. EST. \$5
- 90 UTICA & RANDALL, 1894 G+ (122-E-1) ON GPC. EST. \$6
- 91 WACO & STAMFORD, 1937 F (465-I-1) ON COVER. EST. \$6

Minimum Bid \$3.00 please. Phone bids accepted.

CLOSING DATE: August 14, 2002 (10PM Pacific)



The Post Offices of Letcher County, Kentucky: Part III

by Robert M. Rennick

(Continued from Volume 33, No. 2)

Post Offices on Boone Fork and its Branches

Boone Fork, which joins the North Fork at Kona, 1 ½ miles above the mouth of Millstone, may have been named for the so-called *Boone Settlement* there where Daniel Boone allegedly camped on his last visit to eastern Kentucky in 1780. Several of the region's major coal towns, with their post offices, were located in the Boone valley or on its Potter, Wright, and Yonts Ford tributaries.

Baker, the earliest post office in the valley, was half a mile up Little Creek which joins Yonts Fork at the head of Boone. It was named for the family of L.B. Baker, its first postmaster, and operated between September 22, 1884 and mid-November 1918.

The four mile long Potters Fork, which heads below Potters Gap, now in the Dunham section of Jenkins, had two post offices. The first, like the creek itself, was named for the Potter family, among the valley's earliest and most distinguished residents.³⁰ The *Potters Fork* post office was established on December 23, 1891 with Mary Potter, the first of her family to serve as postmaster. Within a few years the community growing up around it had at least two flour mills, a distillery, a wagonworks, stores, and other businesses also run by Potters. When the office closed in mid-September 1913 it was just below the mouth of Grays Branch, three miles up the Fork from Boone. But it was only after the closing of the post office that the community became a trading center for area coal camps.

One of these camps was *Haymond*, founded by the Elkhorn Coal Company around 1916 and named for its general manager (and later vice president) Thomas S. Haymond. Since his name was too close to Hammond, in use in Knox County, the local post office opened on December 14, 1916, with Samuel N. Hall, postmaster, as *Cromona* [kruh/mohn/uh] for reasons still unknown. For years this coal town has extended for nearly three miles along the Fork and Ky 805 (old US 119) and up its several branches from a point about a mile east of Boone Fork to the mouth of Ramey Fork. Its post office has always been at the

mouth of Bear Branch, one mile below the old Potters Fork post office. While the post office remains *Cromona*, the community has always been *Haymond*.

The *Chip* post office was the forerunner of *Neon*. From December 11, 1902, with Ibbey V. (Mrs. Wilson) Holbrook, the first postmaster, to April 1915, it was on Boone Fork, half a mile above (north of) the mouth of Potter Fork. It was either named for a big local hog or had some connection with the early area timbering, or both.

In 1912 the L&N Railroad came through this vicinity on its way to McRoberts, and a station called *Neon* [nee/ahn] was established at the mouth of Potter. This is what was later called *Neon Junction*.

Also in 1912, at the mouth of Wright Fork, half a mile above Chip, land was purchased by Leon Hogg and the Frazier Land Company. Here a town was surveyed and platted in 1913 and incorporated as *Neon* in 1917. After Chip's closing in 1915 the area was served by the Fleming post office (see below). By 1924 *Neon* had become the trade center for the recently established coal towns of Fleming, Hemphill, and McRoberts³¹.

The city of *Neon* was not to get its own post office till May 5, 1926 when Willie M. Quillen opened it as *Neon*. In 1978 the town merged with its neighbor Fleming to form a fifth class city with a (2000) population of 840 extending for more than two miles along Wright Fork and Boone Fork past the site of old Chip. The *Neon* post office became a CPO on March 30, 1996.³²

What seems like a classic folk etymology may actually have been *Neon's* name source. At least an acceptable alternative has not been found. The story goes that the only way to board a train at this newly opened rail stop was to first step up on an old tree stump. Local conductors, instead of the more conventional "all aboard!" would say "put your knee on and get up, knee on, knee on." So the place soon became known as "the knee-on place." Less likely, though seemingly more plausible, is that some early merchant had placed a rare neon light or sign on the front of his building. But this kind of lighting had only been developed, in France, the year before the name was given to this place.

At the mouth of Boone Fork, the L&N opened a station in 1912 and called it **Kona**. No one really knows why. Some county historians have thought the name was taken from an old Norwegian expression “kona mi” (my old lady). But, according to Charles Hewitt, and officer of the Clinchfield Railroad Company of Erwin, Tennessee, it could have been named for a station on his railroad in Mitchell County, North Carolina whose name may have been an acronym of the symbols for potassium and sodium (K) and (Na), the major components of feldspar, a local product. Of course, there’s also the Kona District on Hawaii’s Big Island.

In any case, **Kona** may not have been the first choice for the station’s name. Landowner William H. Potter is said to have deeded the right-of-way to the railroad on condition that its local station be built near his home. According to tradition, his first name preference was **Mater**, suggested by his children who were studying Latin at the time. (Weren’t mothers then occasionally referred to as “my old lady”?) The railroad, however, rejected that name for **Lula**, one of Potter’s daughters (later Mrs. Jesse S. Holbrook of Mayking), but this lasted only till someone recalled another **Lula** in Russell County. Then the station became **Kona**. On May 24, 1913 the local post office was established as **Mater**, and Martha Ann Potter, William H.’s other daughter, (for whom the local school was later named), became the first postmaster. This it continued to be called till November 1925 when William H., then postmaster, had the name changed to **Kona** to be consistent with the station’s. In 1915 the Elkhorn Coal Company established in that vicinity the first of several coal camps that have since been abandoned. The **Kona** post office was suspended on September 18, 1992.

Wright Fork, which heads almost at the Pike County line, west of Beefhide, extends for five miles southwest to Boone Fork at Neon. It was named for the large and powerful Letcher family of Wrights.³³ Its two post offices served coal camps founded shortly after the arrival of the L&N in 1912.

The first, **McRoberts**, was founded by the Consolidation Coal Company in 1912 and named for Samuel McRoberts (ne 1869), a Missouri-born New York City banker and later (1918-1928) a company director. It soon became the northern terminus of the L&N’s Eastern Kentucky line that extended up Boone and Wright Forks. The **McRoberts** post office was established on March 30, 1912 with Daniel P. Looney,

postmaster, at the mouth of Chopping Branch, 2.6 miles up the Fork, then as now the center of the community.

During its heyday, this multi-ethnic coal town extended for nearly three miles along the Fork and up several of its branches and had a peak population of nearly 2,200 in 1930. With coal depletion and mechanization after the Second World War, the company ended its town ownership, selling the homes to their miner-occupants. The main part of town, with its business buildings, is pretty much gone, though the post office remains active.

The Wright Fork town of **Fleming** was built in 1913-14 as a camp for the employees of the Elkhorn Coal Corporation on land said to have been owned by the Wrights. It was named for the company’s first president George W. Fleming.³⁴ To serve the new camp, by then as later, extending for a mile along Wright Fork, the **Fleming** post office was established on March 16, 1914 one mile up the Fork, with John D. Hartman, postmaster. By 1923 the camp, by now a town of over 3,000 residents, had become the headquarters for seven Elkhorn Coal Corporation operations in the Boone valley. By the end of the 1940s **Fleming** too had experienced a marked decline; the company had pulled out of the area by 1950 and the town’s 940 residents, now in their own homes, were commuting to other area mines. Since its merger with **Neon**, the community has continued to lose population. The **Fleming** post office had closed by 1986.

In 1914 a third major eastern Kentucky coal operator, the South East Coal Company, acquired the old W.S. Wright farm 1 ¼ miles up Boone Fork and founded the coal camp it called **Seco** [see/koh]. By October 2, 1915, when the **Seco** post office was established, the camp already had some 250 residents and the mines, under the management of Henry Laviers, were already in operation. The first postmaster was landowner Wright’s son Ben(jamin) F(ranklin) Wright, the company’s resident physician and later a Letcher County political leader. Almost from its inception this camp was considered one of the cleanest in eastern Kentucky. Over 1,100 residents were counted by the 1930 Census. By the late 1950s this company too had given up its local interests. The post office still serves the residential community that survives, two miles below (south of) downtown Neon.

The third of the Elkhorn Coal Corporation's Boone Fork coal towns has always been called **Hemphill**. But like its sister town Haymond its post office has always had another name, **Jackhorn**. This office was established on November 17, 1916 where it still is, at the mouth of Quillen Fork of Yonts, 1 ½ miles north of Neon. Samuel J. Hornsby was its first postmaster. The name **Jackhorn** is inexplicable in more ways than one. No one seems to know why it was chosen for the post office, for **Hemphill**, honoring Alexander Julian Hemphill (1856-1920), Elkhorn's Wall Street banker, was the preferred name of the official's who applied for it. Nor do we know where **Jackhorn** came from or what it means, nor why it continues as the post office name. The town too experienced a marked economic decline, and little but its post office remains.³⁵

From August 21, 1901 through May 1906, Kentucky (Mrs. Joel) Johnson ran the **Leland** post office that may have been in one of the Boone Fork valleys, but its precise location is not known. According to her preliminary Site Location Report, it would be eight miles north of Boone Fork, six miles northeast of Baker, and seven miles northwest of the Potters Fork post office. Neither do we know why it was called **Leland**. Mrs. Johnson's first name choices were **Chip**, **Essel**, **Kite**, (not yet applied to the Knott County office, see below), and **Novice**. A not very helpful clue is that **Leland** was the first name suggested for the future Vilas post office (see below).

A final note on the Boone Fork coal towns: A county-wide development plan that would have involved the incorporation of Neon, Fleming, Hemphill, Haymond, and McRoberts as one city was withdrawn from Fiscal Court consideration in July 1972.³⁶

Upper North Fork Post Offices

Half a mile up the North Fork from the mouth of Boone were the two post offices established by Cora Lee (Mrs. George) Venters. The first, named **Coralee**, may have operated between July 21 and mid-October 1893 if, indeed, it operated at all.³⁷ On February 23, 1901 Mrs. Venters established the **Vilas** [va:l/us] post office which continued through 1911. A mere guess is that Mrs. Venters' second office was named for William Freeman Vilas (1840-1908), Grover Cleveland's first Postmaster-General (1885-1888), and then Interior Secretary (1888-1889), who later (1891-1897) represented Wisconsin in the U.S. Senate.

Joseph A. Craft and his wife Martha operated the **Rosedale** post office from December 10, 1872 to October 1881 on Laurel Fork, some 250 yards from its North Fork confluence, and 1 ¾ miles above the site of the later Vilas. At a site slightly further up Laurel, storekeeper Albritton Potter operated the **Tonny** post office between May 13, 1907 and mid-December 1911. His first name choice was **Rose**. The names of **Rosedale** and **Tonny** have not been derived.

By the 1880s some members of the Wright family of Boone Fork had moved to sections of the upper North Fork. One of them, Samuel Wright, operated the **Wright** post office, from June 13, 1882 through September 1884, probably at the mouth of Holbrook Branch (now Cook Hollow), one mile above Rosedale. On January 4, 1889 Abraham Potter re-established it, also as **Wright**, and it served one or more local stores till January 1911. It was re-established again on March 10, 1915 by Martha J. Wright, Samuel's widow, at the mouth of Holbrook, where it closed for good in December 1916.

Curiously, somewhere between the mouth of Laurel and the Wright post office Martha Jane Wright had another office called **Cummings** (source unknown). Or at least records show that she established this office on July 15, 1889. But on November 13 of that year its papers were sent to Wright. Martha Jane's preferred names were **Ben** and **Wright**, the latter making sense since her preliminary Site Location Report was submitted on October 29, 1888 during **Wright's** hiatus. But why the **Cummings** post office was allowed to operate at all only yards below **Wright** after the latter's re-establishment remains a mystery.

Bula and **Cella** were the first names proposed for Joel M. and Lloyd Potter's short-lived (June 10, 1924 to January 15, 1931) **Fishpond** post office at two sites near the mouth of Fishpond Branch, a mile above Wright. The mile long branch, the office's name source, may have been named for a natural water hole with many fish that is now a part of the recently created thirty-two acre Fishpond Lake.

The **Bentley** post office, which operated from May 22, 1900 through May 1912, was established by and named for the family of its first postmaster Monroe Bentley. It was on the road, then as now, between the head of the Fork and a branch of Little Elkhorn Creek in the Big Sandy watershed. Bentley's first name

choice was *Ota* for his four year old son. This area has long been called *Payne Gap* for a nineteenth century man of whom nothing is recalled.

The *Payne Gap* area had two other post offices. An early office (October 27, 1881 through February 1884) called *Pound* for another area gap, was described in first postmaster R.A. Whitaker's Site Location Report as "on the Kentucky River and Elkorn Creek." Nothing else seems to be known about it. Between 1935 and 1989 the *Payne Gap* post office, with Ida Bates, its first postmaster, was just below the head of the North Fork, on the main road (now US 119) between Whitesburg and Jenkins, 1 ½ miles southwest of the latter's downtown.

On the Virginia line, overlooking Jenkins, is the 2,380 foot high Pound Gap. This gap in Pine Mountain was one of the earliest means of entry to Kentucky for travelers from the eastern settlements. Several accounts of its name can be offered. The Shawnee Indians who first visited this feature are said to have called it "the Hollow Mountain" for the underground caves that amplified the sound their horses' hooves made going through the gap. The gap was first officially identified as "the Sounding Gap" on the earliest regional road surveys, but gave way to "Pound" sometime in the early nineteenth century. Perhaps this was for the horse pounds or enclosures along the Pound River, a stream on the Virginia side of the gap; or it could have been for a pound (or pounding) mill for the making of gunpowder that may have been at the base of the mountain, on the Virginia side, at the present Almira turnoff. Another *Pound* post office is still in operation at the head forks of Virginia's Pound River, four miles south of the gap.

Post Offices in the Letcher County Section of the Big Sandy Valley: Beefhide Creek

Beefhide Creek heads at its three head forks one mile within Letcher County and extends for 4 ½ miles to Shelby Creek at Myra in Pike County. Its name may refer to an early slaughterhouse somewhere on its Pike County banks, one or more local tanning operations, or, as some say, to the observations of early travelers of slaughtered beeves hanging in local barnyards.

The first of the valley's two *Beefhide* post offices was established by Dr. William Johnson on May 18, 1881 at the mouth of the creek (in Pike County) whence it traveled down Shelby to Beatrice and ultimately to Jonancy.³⁸

Letcher County's *Beefhide* office opened on April 17, 1901 with Mardella Potter, postmaster, probably close to the county line. After several early moves, it settled on a site half a mile within Letcher County, six miles north of downtown Jenkins (via the new US 23).

Post Offices in the Letcher County Section of the Big Sandy Valley: Elkhorn Creek

The upper Elkhorn Creek valley, whose stream joins the Russell Fork of the Big Sandy's Levisa Fork at Elkhorn City in Pike County, did not become a part of Letcher County till 1884. It was served by five (possibly six) post offices.

The earliest of Letcher's Elkhorn Creek offices was *Freemont*, somewhere on the stream's Cane Branch, and thus the forerunner of *Jenkins*. John M. Mullins established it on June 29, 1897, but his proposed name *Cane Branch Valley*, too long for the Post Office Department's now one word preferences, was replaced by the unexplained *Freemont*. It closed at the end of 1902.

The next was *Moss*, somewhere on Little Elkhorn Creek, which joins the main stream just west of downtown Jenkins. Since Albritton B. Potter, its only postmaster (who was later to operate the Tonny post office) located it in his Site Location Report three miles above Freemont, it may have been on, at the mouth of, or just below Child's Branch of Little Elkhorn. One can only assume it was named for M.J. Moss whose circuit judgeship from 1898 to 1906 included Letcher County. The office operated from March 31, 1898 through the following year.

The county's second *Burdine* [bird/a:n] post office still serves the lower (eastern) end of the city of Jenkins. It was established on March 26, 1907, with Mary Ison, postmaster, and may have been named for William Burdine Webb (ne September 1873), son of Jason and Leudemia Webb (and thus a brother to Nehemiah and John S.) It closed September 1911. It was re-established on March 30, 1912 with Melvin M. Martin, postmaster, to serve the new coal town on Elkhorn, at the mouth of Bens Branch, two miles from

the Pike County line. Though now a part of Jenkins, *Burdine's* residents consider it a separate town, justified by its own post office.

Near the head of the narrow Elkhorn Creek valley and just below Pound Gap, Richard M. Broas discovered one of the richest coal seams in the world. From John C.C. Mayo, to whom he had conveyed it for a nominal sum, the land was later acquired, along with property owned by the Wrights, by the Consolidation Coal Company. Since this was such an inaccessible place, the company had to import its workers from elsewhere, and to house them they started a town in 1911. Centered about where Little Elkhorn joins the main stream, it was named for George Carroll *Jenkins*, a Baltimore financier and company director, who was bankrolling the operation. It soon became a model coal town with modern homes, an office building, a post office (established on April 25, 1911, with John D. Campbell, postmaster), hospital, hotel, schools, stores, and recreational centers, and was, over the next thirty years, one of the fastest growing coal towns in eastern Kentucky. From 300 residents in May 1911 it grew to over 2,000 by 1915, 4,500 by 1920, and 8,500 only ten years later. Then and now it is the county's largest community.

By the end of the Second World War, however, the coal business in the upper Elkhorn valley, as elsewhere in the region, had begun to go downhill, the victim of decreased demand for coal and mechanized production, reducing the need for miners and the towns and services to support them. In 1946 the company sold its coal rights to the Bethlehem Steel Company and area homes to their miner-occupants. By the end of the 1940s several of the neighboring coal towns, from Burdine, two miles east, to Dunham, at the head of the main stream, two miles north, had been incorporated into the one town of *Jenkins*, making this a fourth class city, then as now some 7 ½ miles long, with downtown Jenkins, 13 ½ miles east-northeast of Whitesburg (by Ky 15 and US 119), in the middle. Yet, even with its expanded territory, its population continued to decline, from some 3,300 in 1980, to 2,750 in 1990, and 2,400 in (the year) 2000.

Dunham [duhn/uhm] was named for A.S. Dunham, Consolidation's auditor. Its post office, with Joel Harden Roach, its first postmaster, operated between June 23, 1913 and 1960. This town was also the home of a million dollar coal preparation plant built in the late 1940s and what was then the country's second largest tipple.

A post office called *McConnel* that may have been in the Elkhorn valley, near the Pike County line, operated from June 30, 1890 through October 1893 when its papers were sent to Wright, then the closest or most accessible office. Ira Mullins and John W. Wright were its only postmasters. Its name source is not known.

Conclusion

Twenty-three of Letcher's 128 operating post offices survive. Five – Whitesburg, Jenkins, Burdine, Neon (though as a CPO) and Blackey – serve the county's only incorporated places. (Jenkins and Burdine together serve the city of Jenkins.) At least forty, including most of the current offices, were/are the foci of active villages (coal camps or area trade centers). The rest were centered around a single store, mine, school, or church.

Local or area persons or families accounted for forty-five post office names, while nine other offices were named for famous or at least important non-local persons (like coal company executives or bankers). Five offices had geographic or descriptive name derivations. One was named for the county, and four had names of local or nearby features (sixteen streams and two gaps). Six were named for local activities, industries, or products or the companies involved with these. Two had literary or scriptural name origins. One was named for evidence of earlier inhabitants; another for the postmaster's political affiliation; yet another possibly for a railroad conductor's verbal instructions; and four had several likely explanations. Thirty-one names have not yet been derived, while seven offices have not been precisely located.

The names of thirty-two post offices were not those originally proposed for them. Twenty-one served communities, rural neighborhoods, mines, or rail stations with other names. The names of fifteen offices were changed one or more times during their operation. At least two offices were established but may never have operated under the names authorized for them.

Footnotes

¹ The act to establish *Whitesburg* as the new county's seat was approved by the Kentucky General Assembly on January 27, 1843. Incidentally, a folk account of *Whitesburg's* name, now hardly taken seriously, refers to an early snowstorm that had blanketed the area for days.

² At the time of this writing, the *Whitesburg* post office had just been moved to a new building less than half a mile from Ermine, three miles up the North Fork. But, according to Tim Reynolds, Whitesburg's postmaster, in letters to the author, December 7 and 12, 2000, the *Ermine* post office will remain active for the foreseeable future.

³ Colliers Creek may earlier have been called Morgan Creek.

⁴ By 1915, Kentucky Geological Survey maps were showing this section of Oven Fork as Meadow Fork.

⁵ Bull Creek is identified as Bull Run and Bull Run Creek on late nineteenth century Kentucky Geological Survey maps and 15 minute topographic maps.

⁶ The city of Carcassonne, in the Languedoc section of southern France, can be traced to a hilltop Roman fort of the first century B.C. Its famous wall and towers were erected by the Visigoths in the sixth century A.D., and were added to by successive owners, including the medieval French Kings Louis IX and his son Philip the Bold. The town's name may have derived, prosaically, in some early local tongue, from *Kar* (rock or stone) and *kasser* (oak). But if you want a good story, here's what the tourists have always been told: Charlemagne laid siege to the town. One day, when the townsfolk were about ready to throw in the towel, a local lady named Carcas went outside the walls to feed her pigs. In view of Charlemagne's mighty army she placed before the animals such a sumptuous meal that the soldiers were certain the town was still well provisioned and that it would be useless to continue the siege. After the troop's withdrawal, her grateful fellow townsfolk named the town for her. (Of course, we're never told what the town's earlier name was). Anyhow, the town remained impregnable for hundreds of years until the walls fell into disrepair. Only in the 1850s were they restored to what the tourists see today. (cf Robert C. Fisher and Richard Moore, editors, **Fodor's France-1979**, NY: David McKay Co, 1979, Pp. 492-93).

⁷ The families of William and Kathryn Melton and John Melton are known to have lived in the Line Fork valley in the mid-1880s. Mallie Melton was **Bear Branch's** second and last postmaster.

⁸ Marilyn Cornett's manuscript on Letcher County place names for Alice Lloyd College and the Kentucky Place Names Survey, October 25, 1972.

⁹ William T. Cornett of Whitesburg, Ky., interviewed by the author on December 24, 1977.

¹⁰ *Ibid.*

¹¹ The gap through which Ky 160 passes between Line Fork, 1.8 miles north, and the Cumberland River's Poor Fork, is said to have been named for a very destructive wind storm in early settlement times.

¹² According to Banks family records, their Letcher progenitor Henry was born in North Carolina in 1785 and lived for 115 years.

¹³ A possible clue to Luna's derivation can be found in the 1900 Census, according to which, one Susan Moon was living with the Clay Brothers in the Cumberland District of the county.

¹⁴ Many with this name in England and those with cognate names in Italy and France traced their ancestry to those who played the role of a Biblical prophet in some medieval pageant or mystery play.

¹⁵ **Saluda** is the name of (1) one of the head forks of the Congaree River in South Carolina, (2) the five mile long range bordering the Carolinas just north of the steam's source in the Poinsett Reservoir, and (3) a town in Polk County, North Carolina, just east of the range. It is also the name of the seat of eastern Virginia's Middlesex County.

¹⁶ N(ehemiah) M. Webb, editor of the Mountain Eagle, in a letter to William Gladstone Steel of Medford, Oregon, April 2, 1922. (Letter is now in the National Archives in Washington, D.C.)

¹⁷ Could **Betze** have been named for John W's. sister Elizabeth who died in infancy in 1892?

¹⁸ Mrs. Keitha Maggard McKenzie of Whitesburg, in a letter to the author, June 14, 2001.

¹⁹ The 3 1/2 mile long Little Colly Creek, a branch of Rockhouse, is not to be confused with Colly (now called Crafts Colly) Creek, a branch of the North Fork.

²⁰ How **Tilley** became **Tillie** has not been explained. Though this was once suggested, the post office was not named for a Tillie Hogg of whom there is no record.

²¹ The first name proposed for the **Blackey** post office in 1908 was **Elk** for the creek at whose mouth it was first located. The creek is said to have been first settled by John Dixon (or Dickson) in 1805 and later named for an elk chased by a mid-nineteenth century hunter off the bluff overlooking it.

²² Meanwhile, the area around the mouth of Elk Creek was served by the **Tayma** (rail) Station, named for local men Harold Taylor and Lewis Madden. The site is identified as **Elko** on contemporary published maps.

²³ **Van's** name source may have been the school teacher Van B. Combs (ne May 1880), son of Shade "Black" (ne 1849) and Elizabeth (Logan) Combs, and grandson of Wesley and Polly (Hogg) Combs, cousins of Shade R. (aka "Red Shade") Combs.

²⁴ Norman, Oklahoma: University of Oklahoma Press, 1968, Pp. 296-97.

²⁵ At least three other **Dongola** post offices – in Arkansas, Illinois, and Missouri – were established around the same time.

²⁶ N.M. Webb, in his letter to William G. Steel, *op.cit.* **Bilvia** was not named, as some modern historians have suggested, for Belvia, the daughter of Sam and Lizzie Webb, who was not born till February 1893.

²⁷ Margaret Webb, its name source, was the daughter of Benjamin and Eleander Webb and was born in 1878. In 1898, shortly after the establishment of her office, she married Columbus Killings.

²⁸ Jenkins married Letha Jane (or Jennie) Craft, daughter of Archelous and Letie (Webb) Craft.

²⁹ Nehemiah M. and John S. were the sons of Jason Webb, one of the area's storekeepers, and his second wife Leudemia (nee Hubbard), who lived on Webb Branch, half a mile below Sergeant's original site. Jason was one of the sons of Letcher pioneer Benjamine Webb.

³⁰ According to old land records, Isaac Potter, Sr. had taxable property in the Boone valley in 1843.

³¹ J.L. Ashby on Neon in the **Louisville Courier-Journal**, August 4, 1974.

³² Fleming-Neon's population has been in a steady decline, from 1,200 in 1980 to 760 ten years later.

³³ James Wright, his family's Letcher County progenitor, arrived there in 1808, settling in the upper Boone Fork valley.

³⁴ George Fleming was the son of West Virginia's governor Aretas Brooks Fleming, a director of the Consolidation Coal Company from 1906 to 1919.

³⁵ In its earlier days this vicinity's large number of related Potter families gave it the nickname **Pottertown**.

³⁶ **Louisville Courier-Journal**, July 26, 1972, P. 1:1-6.

³⁷ While the Post Office Register gives **Coralee's** dates as I have in the text, it does not indicate to which post office its papers were sent in October 1893, likely evidence of the office's non-operation.

³⁸ Robert M. Rennick, **Place Names of Pike County, Kentucky**, Lake Grove, Oregon: The Depot, 1991, Pp. 24-25.

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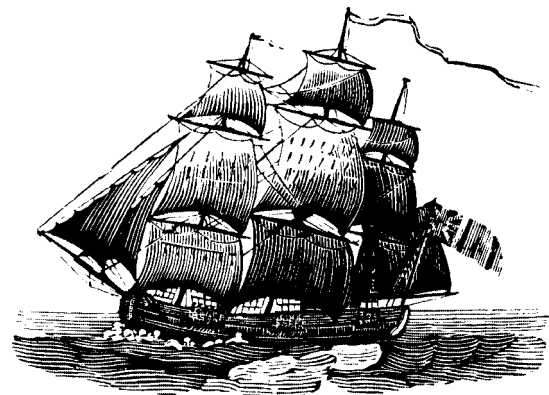
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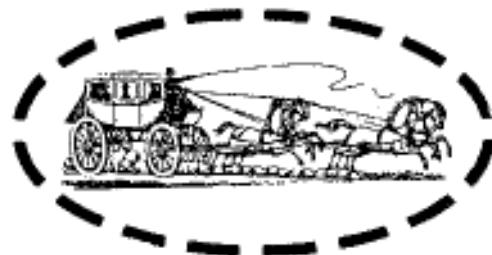
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Oregon Post Office Snapshots—Lincoln County

By Richard W. Helbock

Lincoln County stretches north and south for some 55 miles along the central Oregon coast. The county is crossed by four coastal rivers—the Salmon, the Siletz, the Yaquina and the Alsea—as well as a number of lesser streams draining the well-watered Coast Range. Some spectacular scenery beautifies the coast line with dramatic ocean front cliffs, blowholes, off shore seastacks and sealion caves.

The county was created by the Oregon Legislature in 1895 from the western portion of Benton County and the Siletz Indian Reservation, which had been organized as the southern part of Tillamook County. White settlers came first to the Yaquina River valley in what is today southern Lincoln County. Toledo and Newport were developed as principal settlements.

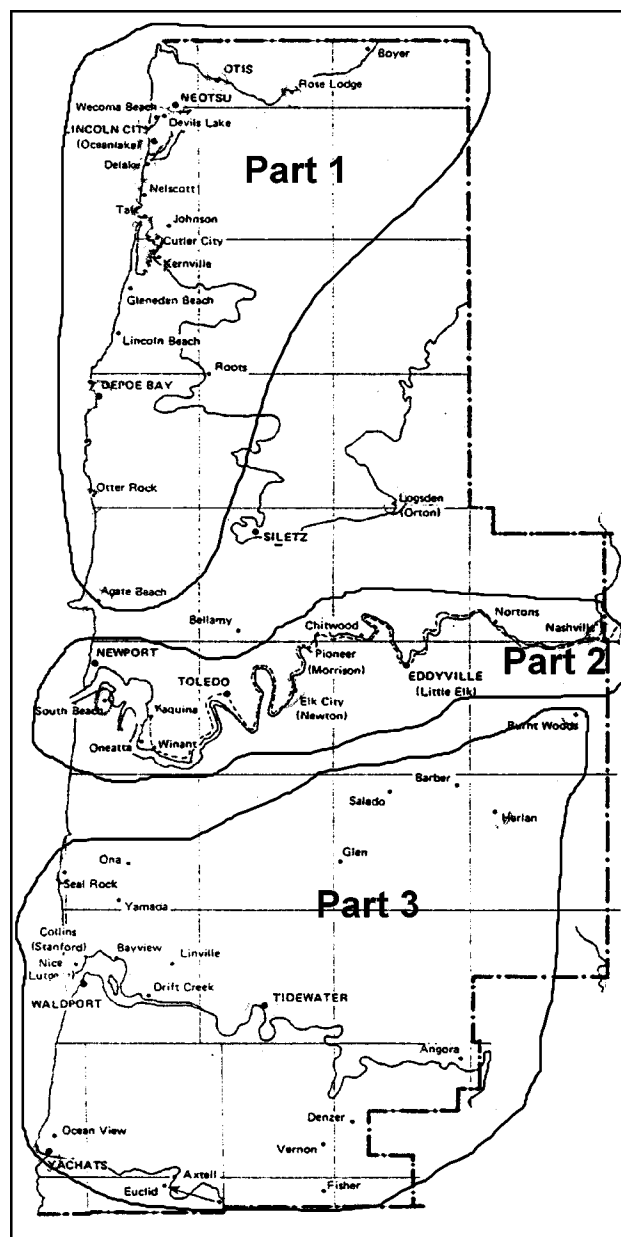
Sixteen year ago I published an article called “The Towns that Became a City,” in *La Posta*, Vol. 17, No. 1 (February-March 1987) in which the origin and history of the northern Lincoln County post offices that became Lincoln City was recounted along with some wonderful mid-1950s photographs of the post offices by Bob Potts of Albany, Oregon. At that time, I mentioned that the article was to be “a chapter from a forthcoming monograph on the postal history of Lincoln County.” Well, here we are, 16 years later and still no monograph on Lincoln County postal history, but I still have these wonderful photos by Bob Potts and a few others that I have accumulated over the years, so it’s time to share them before they get lost or destroyed.

The post office photos are organized into three separate parts (*map 1*):

- 1) Salmon River & central coast,
- 2) The Yaquina Valley, and
- 3) Southern Lincoln County.

Part 1 Salmon River & Central Coast Offices

Oregon Highway 18, which in recent years has become one of the state’s most deadly due to high traffic volumes and limited passing opportunities, follows the Salmon River for most of its route after



Map 1 Pictures and discussion of Lincoln County post offices have been organized for purposes of this article into three parts as shown here.

branching off from State 22 at Valley Junction in Polk County. It is the most direct road to Lincoln City from the Portland Metropolitan area.

Highway 18 began as the Salmon River Toll Road in 1908 and was operated as a private enterprise by the Boyer Family until 1920. The first post office to be



Figure 1 Rose Lodge Rural Station occupied this building in 1965. (Author's photo)

established along the route was called Boyer. It operated from 1910-1915 and was located about eight miles east of Rose Lodge.

The Rose Lodge post office was established in 1908 and was located in the home of the original postmaster, Julia E. Dodsen. The name was apparently coined because Postmaster Dodsen had grown a rose bower over her front gate. Rose Lodge was converted to a rural station in 1964 (*figure 1*).

Otis, Oregon, is located near the junction of Highway 18 and the Coast Highway, U.S. 101 (*figure 2*). The post office was established in 1900 and named either for a general of the Philippine campaign in the Spanish-American War or the nephew of the first postmaster, Archibald Thompson. Conflicting stories exist. The Otis office continues to operate.



Figure 2 Otis, Oregon, post office in 1956. (Bob Potts photo)

Moving south along US Highway 101 through the commercial strip development now known as Lincoln City and on past Siletz Bay through the newer trendy residential communities of Coronado Shores, Lincoln Beach and Pacific Palisades, one eventually comes to a small stretch of fairly open coast line south of Fogarty Creek. The primary tourist attraction here is Boiler Bay State Park, and a few miles south of the park lies the interesting little community of Depoe Bay.



Figure 3 Aerial view of Depoe Bay.

Source: <http://www.ohwy.com/or/d/depoebay.htm>

Depoe Bay was awarded a post office in 1928. The community boasts a very secure anchorage on the east side of Highway 101 in what is said to be the world's smallest harbor (*figure 4*). Ester M. Baird was the first Depoe Bay postmaster and the office continues to operate. It was reportedly named for a member of the Siletz Tribe who had assisted the U.S. Army during the early days of settlement.



Figure 4 The Depoe Bay post office occupied this commercial building in 1960. (Author)

South of Depoe Bay and the newly formed upscale residential cluster at Whale Cove, the Coast Range extends itself to meet the Pacific at Cape Foulweather. The Coast Highway climbs up over a low pass to breach the cape and stays inland for a few miles passing Otter Crest. South of Otter Crest is the town of Otter Rock.

Otter Rock post office was named for the nearby seastack of that name, which was at the time home to numerous Pacific sea otters (*figures 5-7*). Thomas



Figure 5 Otter Rock post office in 1921. Was this the current postmaster?

Horning was appointed the first postmaster on April 25, 1913. The office continued to operate until 1971 when it was converted to a rural branch of Newport.

South of Otter Rock the Coast Highway continues on through some rather rugged and lightly settled country for the next five or six miles before reaching Yaquina Head and the small community of Agate Beach (*figure 8*). The locality was known as a popu-



Figure 6 Otter Rock post office in 1954. (Bob Potts photo)



Figure 7 In 1960 the Otter Rock post office was located in a portion of the lower floor of this residence. (Author's photo)



Figure 8 *The Agate Beach post office in 1956.
(Bob Potts photo)*

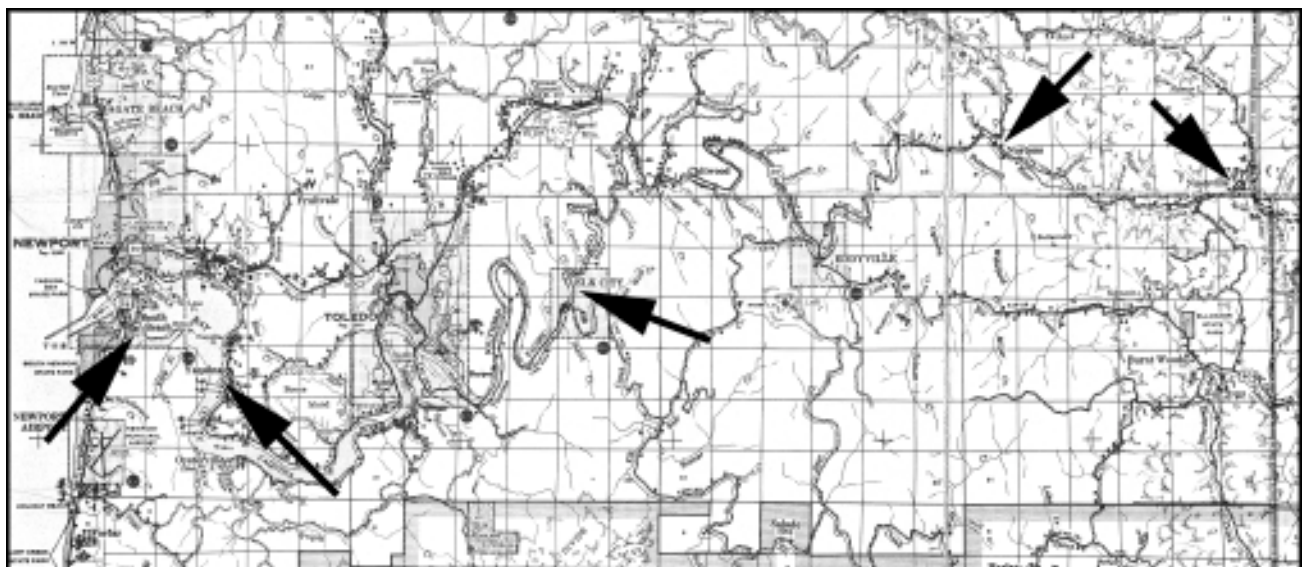
lar beach combing area even before the post office was established in 1912, and Postmaster John Mackey chose the logical name for his new office. Agate Beach continued to operate until 1971 when it was finally closed and local service began to be provided by Newport.

Part 2 The Yaquina Valley Offices

The Yaquina River heads in the Coast Range on the west slope of Little Grass Mountain in southern Polk County. Once clear of the mountains, it meanders across the coastal plain in a series of lazy oxbows and enters the Pacific in a broad, flooded channel known as Yaquina Bay. Only about 40 miles long, the Yaquina provided an important early day access route to the coast from the Willamette Valley. It was considered navigable as far upstream as Eddyville, formerly known as Little Elk for the creek which joins the Yaquina at that location.



Figure 9 *The Nashville post office in 1956.
(Bob Potts photo)*



Map 2 *The Yaquina Valley with post office locations of those offices illustrated herein marked by arrows.*



Figure 10 A picture postcard view of Nortons, Oregon, postmarked at the Nortons post office in 1912. The store, which most likely housed the post office, is shown by the arrow. (Author's collection)

Proceeding from east to west, Nashville is the first settlement on the Yaquina (*figure 9*). The village was associated with construction of the railroad from Corvallis to Yaquina Bay for it was at this point that it first entered the Yaquina Valley. Nashville Post Office was established in 1888 and named in honor of Wallace Nash, one of the railroad's builders. The post office operated until 1958 when it was converted to a rural station of Philomath. The station was finally closed in 1978.

Nortons was the name of the next community west of Nashville on the Yaquina (*figure 10*). This small supply center was named for a prominent local family. Its general store served farmers and logging camps in the region. The post office was established in 1895 with James Huntington as postmaster. It was discontinued in 1934.

US Highway 20 from Corvallis joins the Yaquina River and the railroad at Eddyville. Unfortunately the author has no illustrations of the Eddyville post offices—past or present—but, as the one time head of navigation the community has played an important role in the history of commerce and communications on the river. Little Elk Post Office was established in 1868. In 1888 its name was changed to Eddyville in honor of Israel Eddy, postmaster and local businessman.

Elk City post office is located about five miles west of Eddyville at the site where Elk Creek joins the Yaquina (*figure 11*). This locality, originally known as Newton, is reported to have been the earliest white settlement in what is now Lincoln County. The New-



Figure 11 The Elk City post office was housed in this general store in 1958. Note the old style bobber-float gasoline pump at right. (Bob Potts photo)



Figure 12 Toledo, Oregon, main street view circa 1918. Note the smoke from one of the lumber mills rising above the buildings at far right. (Author's collection)

ton post office was established in 1869—the same year as Little Elk, Toledo and Newport—and its name was changed to Elk City in 1888. Elk City Post Office was closed in 1958, but has since been reestablished and is currently operating.

Toledo, a town that designated the county seat when Lincoln County was created in 1893, lies about four miles west of Elk City on the Yaquina. The town was an important lumber milling center in earlier days,



Figure 13 Newport's Front Street appears nearly deserted in this bird's eye view from about 1915. The wide expanse of Yaquina Bay appears lightly in the background. (Author's collection)

and was the site of the largest spruce lumber mill at a time when spruce was a critical war material used in aircraft production during World War I (*figure 12*).

Yaquina Post Office was located on the east bank of the river about midway between Toledo and Newport (*figure 14*). The office was initially established in 1868 with William Wallace Carr as postmaster, but operated only about a year before being closed. It was



Figure 14 Yaquina Post office was located in the general store in 1958. (Bob Potts photo)

reestablished in the early 1880s and continued to serve local residents until 1958 when it was converted to a rural station of Newport. It was finally discontinued in 1961.

Newport, the principal town on the Yaquina, was incorporated in 1882 and became the Lincoln County seat in 1952. Samuel Case, formerly of Rhode Island, was the first postmaster and the town is said to have been named for the famous Rhode Island resort community (*figures 13 and 15*).



Figure 16 South Beach post office, 1956. (Bob Potts photo)



Figure 15 Front Street, Newport, Oregon, circa 1912. A large crowd gathers outside the Abbey Hotel.



Figure 17 The South Beach post office rural station occupied this small structure in 1965. (Bob Potts photo)

South Beach Post Office lies near the south shore of Yaquina Bay about two miles west of Newport (*figures 16 & 17*). The post office was originally established in 1916 with Margaret Conrad as postmaster. It was converted to a Newport rural station in 1961.

Part 3 Southern Lincoln County Offices

Southern Lincoln County is dominated by a rugged portion of the Coast Range, most of which is organized as the Siuslaw National Forest. The Alsea River cuts a valley through the mountains from east to west before entering the Pacific at Waldport. Oregon Highway 34 follows the Alsea, but there was never rail transportation as was the case of the Yaquina Valley. In the far south, the small Yachats River drains high county just north of Cape Perpetua. Post offices of southern Lincoln County have served a scatter of coastal and river towns plus some logging communities.

Burnt Woods Post Office was established in 1919 on Tumtum Creek and US Highway 20, about two miles west of the Lincoln-Benton County line and eight miles east of Eddyville (*figure 18*). The office was situated high in the Coast Range amidst considerable evidence of past forest fires, and the name was suggested by the look of the land. Hiram Downing was the first postmaster. The post office was converted to a rural branch of Eddyville in 1965 and apparently ceased operation in 1975.



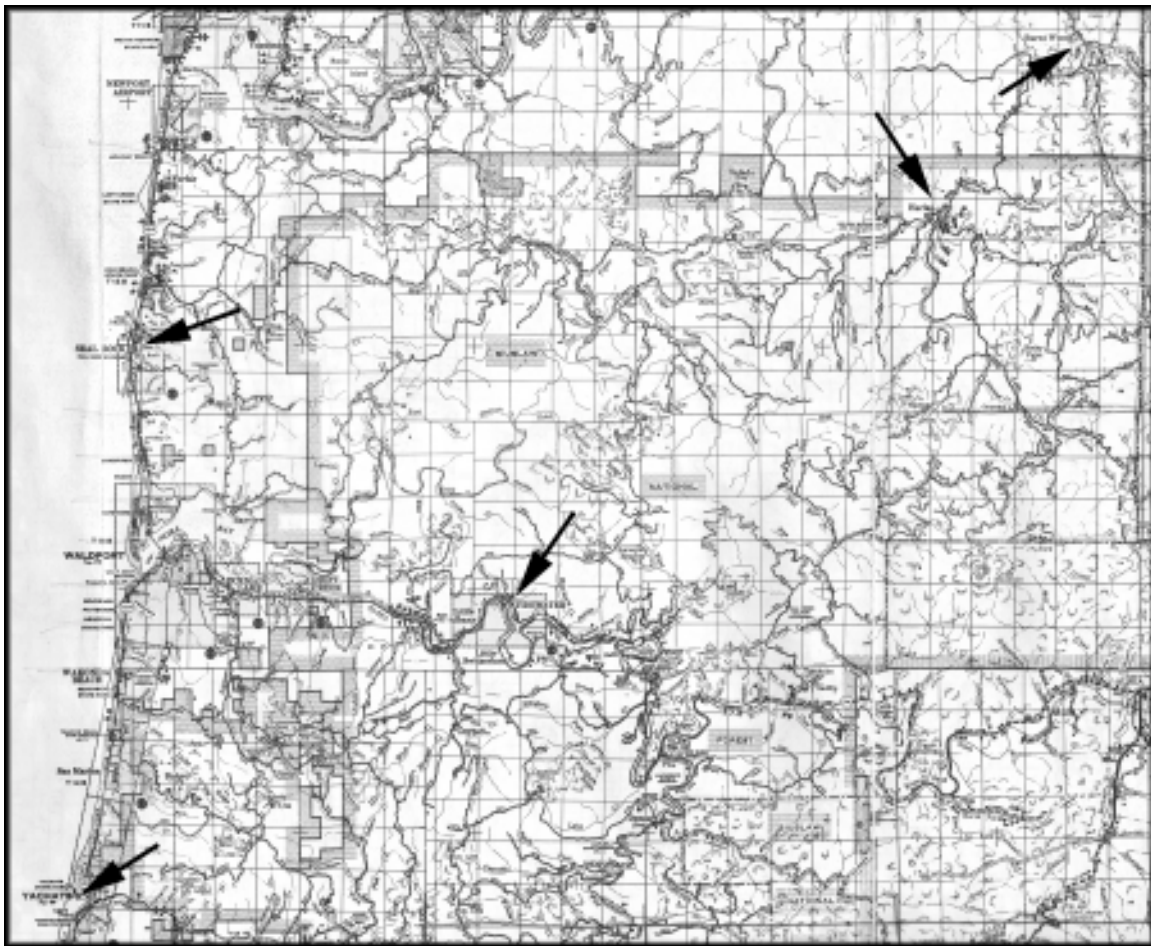
Figure 18 In 1956 the Burnt Woods post office was housed in the general store. (Bob Potts photo)



Figure 19 The Harlan post office in 1958. (Bob Potts photo)

Harlan Post Office was located on Elk Creek about eight miles southwest of Burnt Woods (*figure 19*). James Harlan became the first postmaster in 1890, and the office was obviously named for his family. The office was discontinued in 1968.

Seal Rock Post Office is situated on the Coast Highway about five miles north of the Alsea Bay (*figure 20*). The name derives from a physical feature consisting of a partially submerged rock ledge about a half mile from the beach and paralleling the coast for some two and a half miles. The office was established with the appointment of James Brasfield in 1890. It continues to operate.



Map 3 The southern portion of Lincoln County with post office locations of those offices illustrated herein marked by arrows.



Figure 20 The Seal Rock post office occupied this modest structure in 1960. (Author's photo)

Over the years there have been a cluster of post offices that have operated on or near Alsea Bay. Drift Creek, Bayview, Collins, Stanford, Nice and Lutgens have all been post office names in the area at one time in the past. Today, Waldport is the only surviving post office on the bay, but unfortunately we have no historic or contemporary post office photos to share here.

Tidewater Post Office is located at the head of tide on the Alsea, about ten miles east of Waldport (*figure 21*). The post office was established in 1878 with the appointment of Thomas Russell, and the office continues to operate.

Yachats Post Office is the current name for an office once called Ocean View that serves the small number of settlers in the vicinity of Yachats Bay. The Ocean View office was established in 1887 with the appointment of George Starr. It operated only six years



Figure 21 Tidewater, Oregon, post office occupied a portion of this general store building in 1956. (Bob Potts photo).

but was reestablished in 1904. In 1916 the location of the office was moved about a mile south and the name was changed to Yachats (*figure 22*).

Thus concludes our little photo gallery of Lincoln County post office pictures. We Oregon postal history esthusiasts owe a huge debt of gratitude to Bob Potts for his photographic safaris and allowing us to pass his records on for future generations. From past

experience, I know there are lots of readers who have accumulated photographs of post offices operating in their areas of collecting interest. I urge all of you with such holdings to assemble them in some logical way, make some capsule write-ups of the offices and publish your work—either on paper or electronically on the internet. I would be more than happy to discuss ways to assist readers in doing this. Drop me a line or send me an email at helbock@la-posta.com.



Figure 22 The Yachats, Oregon, post office circa 1916. This was the first structure to house the Yachats office after it was moved Ocean View and the name was changed. (Author's collection)



Figure 1 Post cards with messages on their address side had to be sent through the mails at letter rates prior to March 1, 1907.

The History of Divided Back United States Post Cards - Everything You Ever Wanted to Know About Messages on the Address Side

By Randy Stehle

Private mailing cards (post cards) were first approved to pass through the domestic mails at the rate of one cent by an Act of Congress enacted on May 19, 1898, effective July 1, 1898. This was the same rate then enjoyed by government postal cards. The Post Office Department (POD) wanted these newly approved post cards to conform to all the rules and regulations that applied to postal cards. Among other things, no correspondence was allowed on their address side. It took two Universal Postal Union (UPU) Congresses and almost nine years to get the POD to change their stance on this. They finally relented, and permitted the address side of the post card to be divided by a line that created a space on the left side for a message. This article will detail the changing attitude of the POD and how it was influenced by the postal rules of foreign countries and by various treaties and conventions it signed.

The initial language of the Act of Congress that approved the creation of post cards in 1898 was very specific in its description of what was and was not allowable. In paragraph 4 we find that when post cards

were prepared by private printers, their lower left-hand corner should have the following words printed: "...This side is exclusively for the address." It goes on to say, "Nothing else [other] than the superscription, which may be either in writing or print, but which must be limited to the name and address, and, if desired, the occupation or business of the addressee, briefly stated, will be allowable on the address side." Paragraph 8 dealt with foreign usages by stating, "Private mailing cards, with written messages, cannot be mailed to foreign countries except at the letter rate of postage."

The real reason for this and other restrictions may be inferred from paragraph 7 of this act: "The privilege given by the act is not intended to work a discontinuance of the Government postal cards. These will be issued and sold the same as heretofore."

For whatever reason, there was more than the usual amount of confusion about the proper rates of postage for these new cards to foreign countries. A little more than four months after they were approved, the POD issued Order No. 481 on November 7, 1898, which stated that post cards could be sent to Mexico

and Canada at domestic rates (one cent). The problem was that the United States already had special postal treaties in place with both these countries. These treaties said, among other things, that the domestic rates of postage on most items would be reciprocally honored between them. The treaty with Canada was effective January 1, 1875, while the one with Mexico was effective July 1, 1887.

By the middle of November of the same year, the POD changed its policy on post cards with messages to foreign countries. The Fifth UPU Congress had met in Washington, DC in May and June of 1897. The rules and regulations adopted there by the member nations (which included the United States and a large percentage of other stamp-issuing countries) were to go into effect January 1, 1899. On November 15, 1898, the Daily Bulletin of Orders Affecting the Postal Service (DB) stated that due to the recent UPU Congress, "...ordinary cards bearing messages in manuscript, or printing of any kind, are transmissible by mail from the United States to any foreign country..." at postal card rates.

The next change that dealt with the address side of post cards appeared in the June 24, 1899, DB. Order No. 354, effective the day before, reiterated most of the language in the initial act that created post cards. It did add one important item, "The sender may...indicate his name and address on the face or back of the card..." *Figure 1* shows a post card that illustrates this new provision. The post card was mailed in 1906 from Riverside, CA to Merced, CA. It is franked with two one-cent Franklin stamps, paying the existing letter rate in effect then. There is a vertical line that divides the left 1/3 of the card. The publisher put the following instructions here, "IN SPACE BELOW MAY BE WRITTEN SENDER'S NAME AND ADDRESS (NO OTHER WRITING)". In this case, the sender did write a message in this space. As such, the writer correctly paid the correct rate for the card.

One of the causes of the confusion over what could be written on the address side of a post card was due to the introduction of divided back cards in several foreign countries before they were allowed in the

United States. The first country to allow messages on the address side was England in January 1902. This was followed by Canada on December 18, 1903, France in 1904, and in 1905, Germany, Mexico, Switzerland, Italy and Tunisia. The United States tended to follow the lead of other countries, often taking several years to change its rules and regulations. For instance, post cards were first allowed to pass at the postal card rate in Canada effective January 1, 1895, three and a half years before the United States allowed them.

Some of the post cards manufactured for sale in the United States came from countries mentioned in the preceding paragraph. Germany, whose chromolithography industry was the best in the world, produced many cards for the U.S. market. Some of these cards had divided backs, which tended to confuse post card writers in the U.S. An example of such a post card is shown in *figure 2*. The address side has a divided back and the word "post card" shown in twelve different languages. There is no indication about what is permitted in the spaces created on this side. (Other cards of foreign manufacture will sometimes give this information.) This card was sent on February 23, 1907, from New York City to Honesdale, PA. The sender did write on the left portion of the address side, but only used a one-cent stamp on it. The writer was notified two days later by the New York City post office that she owed one cent. When she paid them the penny two days later, the auxiliary marking,

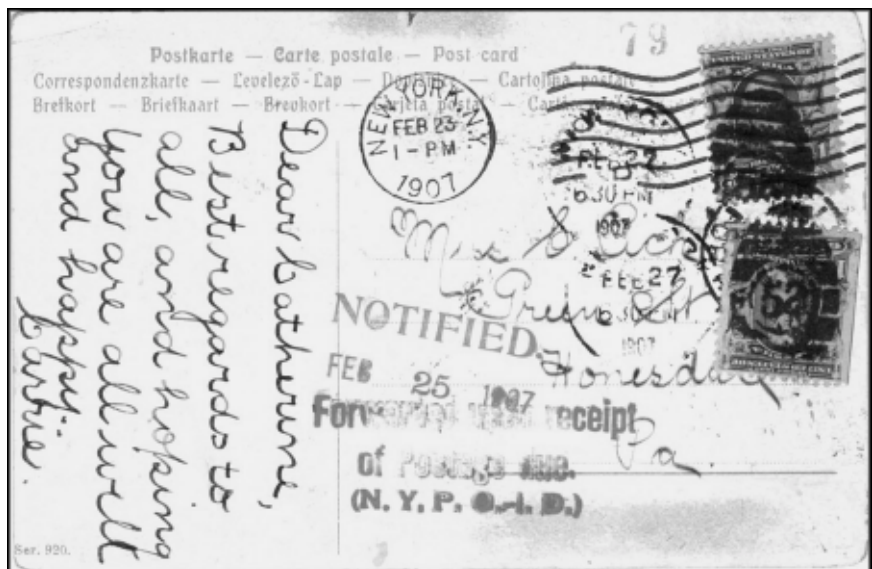


Figure 2 Domestic post card upgraded to letter rate due to the message on the address side, and assessed postage due.

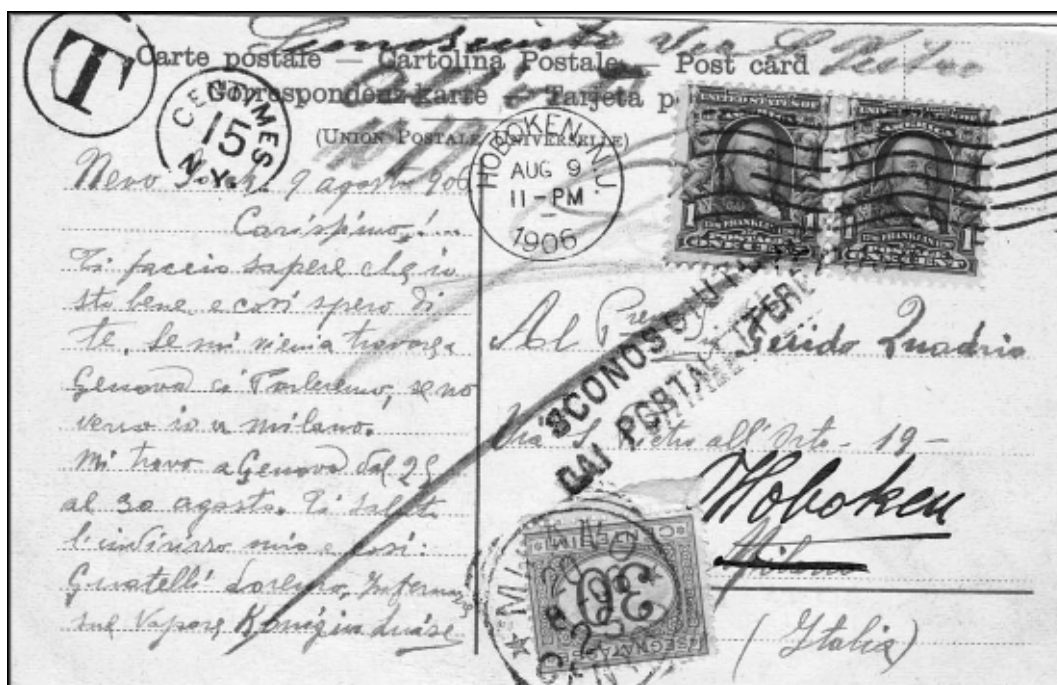


Figure 3 Foreign post card upgraded to letter rate due to the message on the address side, and assessed double deficient postage due.

“Forwarded upon receipt/of Postage due./(N.Y.P.O. – I.D.)” was applied. The initials “I. D.” stand for Inquiry Division.

A nice example of a similar foreign usage is shown in figure 3. Once again, this card has a divided back, the word “post card” in six languages and is under franked. It was mailed on August 9, 1906, from Hoboken, NJ to Milan, Italy. Two one-cent Franklins were used to pay what would have been the correct foreign post card rate to Italy for cards that did not have writing on the message side. When it was routed through New York City, it received an opera glass auxiliary marking that indicated there was 15 centimes postage due. The convention back then was to express postage due in the international mails in French centimes. At this time, the letter rate to Italy was five cents at this weight class, and one cent equaled five centimes. Therefore, 15 centimes equals three cents, which is the shortfall between letter and post card rate. The sender was given credit for any valid postage already paid, so the amount due was the difference between the five-cent letter rate and the two cents in postage affixed to the card. Members of the UPU were allowed to charge double deficient postage back then. Therefore, six cents was due. A 30 centesimi Italian postage due stamp, which

equaled six cents, was applied in Milan 11 days later. The addressee was no longer there, so the card was returned to Hoboken.

As mentioned above, some foreign post cards specified what could be written on the address side to various countries, and gave the postage rates. Figure 4 shows a Canadian post card mailed from Calgary, Alberta to Key West, FL on October 2, 1906. The card has a divided back (as this was permissible since late 1903 in Canada) and is very specific about what could be written on it. The right-hand side of the card has the standard, “THE ADDRESS ONLY TO BE WRITTEN HERE.” The left-hand side has, “THIS SIDE MAY BE USED FOR MESSAGE/IN CANADA FOR ONE CENT/U.S. AND ABROAD TWO CENTS.” It is franked with a two-cent stamp, arriving in Key West in seven days.

The instructions on this card are actually wrong. The rate to the U.S. was only one cent then. This caused enough confusion among U.S. postal workers that a notice was placed in the February 11, 1904, DB. It read, “Information is received stating that the Canada Office has recently issued a regulation [December 18, 1903 to be exact] permitting a space for written communication to be reserved on the address side of pictorial private post cards (that is, cards the back of which is covered by a picture). Such cards are to be recognized as private post cards and pass at the one

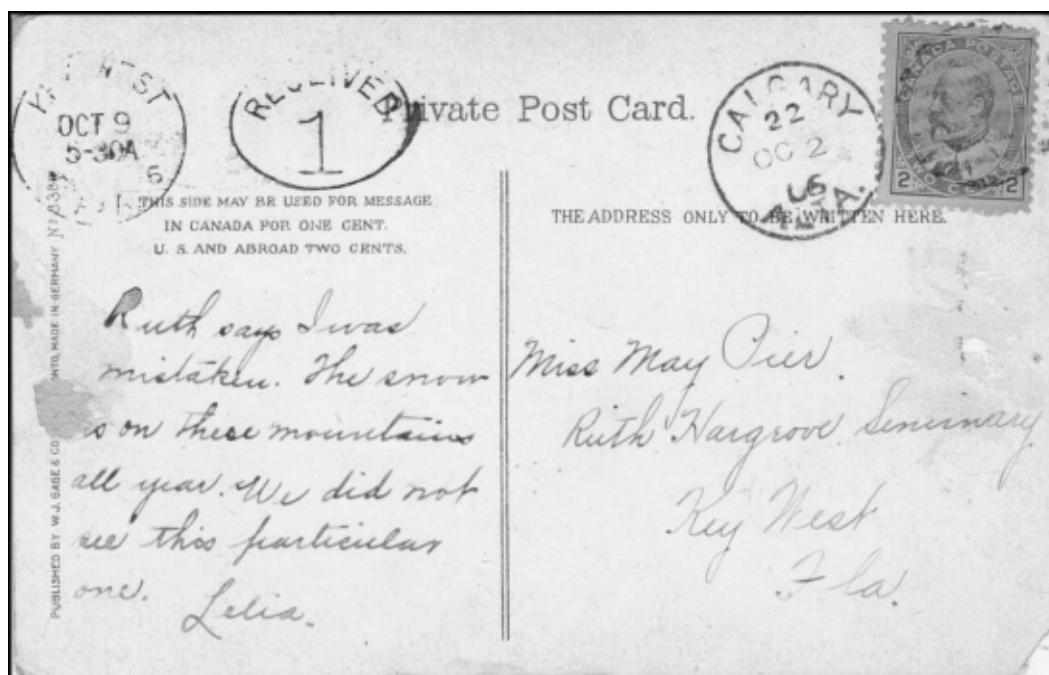


Figure 4 Canadian post card with incorrect instructions regarding postage rates to the U.S.

cent rate to all point in Canada and the United States. These private post cards will be treated in accordance with Note 1, page 1026 of the Postal Guide for January, 1904, which directs that 'articles of every kind and nature which are admitted to the domestic mails of either country are admitted at the same postage rates and under the same conditions to the mails exchanged between the two countries.'" This notice really only reiterated part of the special treaty provisions that became effective back in 1875. The author has seen examples of incoming Canadian post cards incorrectly charged postage due because of a message on the address side.

Incoming foreign post cards with messages on the address side often arrived underpaid back then. Figure 5 shows a card sent from Oxford, England to San Francisco in 1903. It was franked with two halfpenny stamps, which was the proper foreign rate for conforming post cards. The post card has a divided back with the following language on the left-hand side, "THIS SPACE

MAY BE USED/FOR COMMUNICATION/(Post Office Regulations)." The sender did write a message, causing the card to be charged at the letter rate of five cents. When the post card arrived in the U.S., it received a marking that read, "U.S.CHARGE/TO COLLECT 6 CENTS." This represents double deficient postage (5 cents less credit for 2 cents already paid).



Figure 5 Incoming British post card upgraded to letter rate due to the message on the address side, and charged six cents double deficient postage.

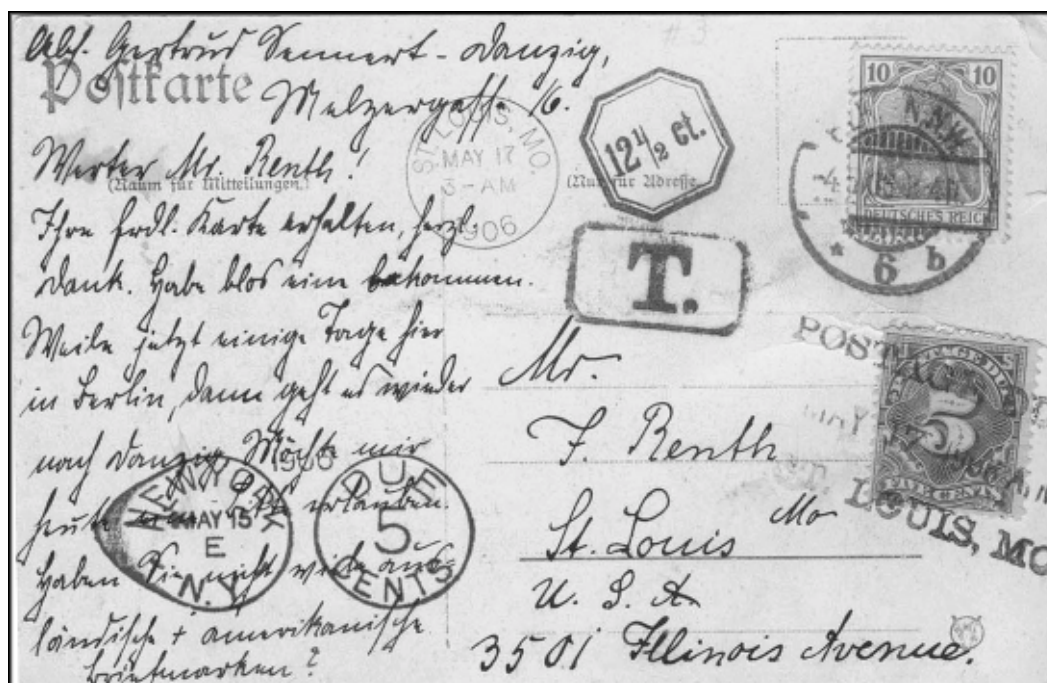


Figure 6 Incoming German post card upgraded to letter rate due to the message on the address side, and charged five cents double deficient postage. German foreign post cards rates were higher than most countries, resulting in a smaller shortpaid postage amount.

Sometimes it is a little more difficult to figure out how double deficient postage was calculated. *Figure 6* shows an incoming post card that was assessed five cents postage due. This post card from mailed from Berlin, Germany to St. Louis, MO on May 4, 1906. It was franked with a 10-pfennig stamp, which was the correct rate for post cards without messages on the address side. When it left Germany, a double octagon “12 ½ ct.” and a boxed “T.” were applied. These abbreviations stand for “centimes” and “tax”, respectively. When it got to New York City eleven days later, it received an opera glass marking that assessed it five cents postage due. Two days later it arrived in St. Louis, where a five-cent postage due stamp was applied and cancelled with a making that read, “POSTAGE DUE/MAY 17 1906 A.M./ST. LOUIS, MO”.

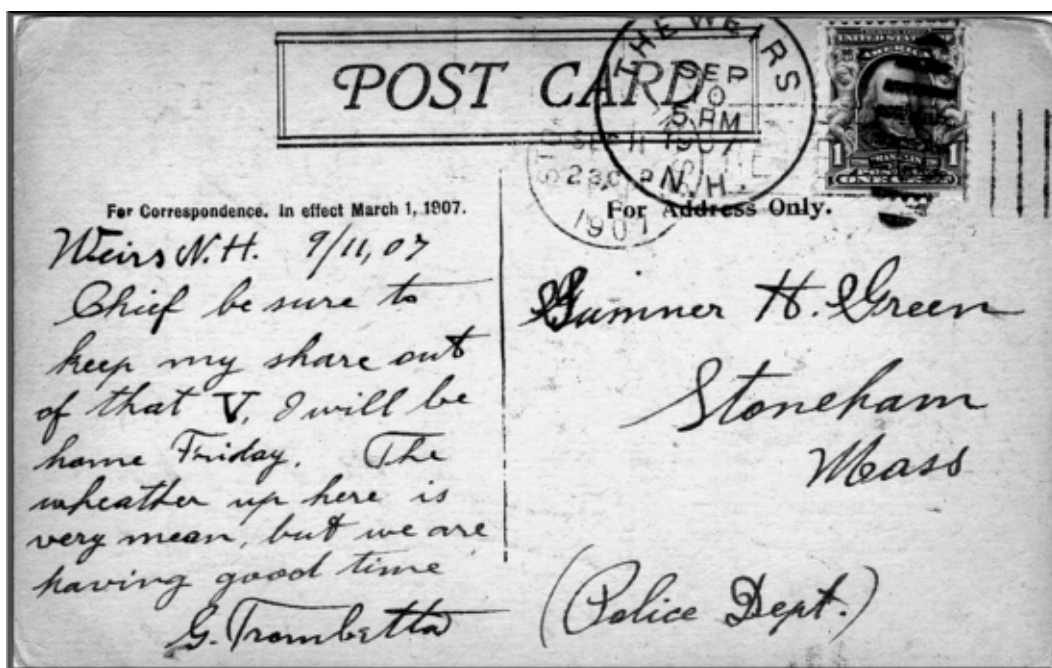
In order to figure out how this deficient postage was calculated, Wawrukiewicz & Beecher’s indispensable book *U.S. International Postal Rates, 1872-1996* was consulted. There is a fantastic section detailing all the incoming foreign surface mail rates from 1879-1950. In 1906, the incoming letter rate for the first unit from Germany was 20 pfennigs. This is equivalent to the U.S. foreign rate of five cents for the same type of item. That means that the 10-pfennig stamp used on the card was worth 2-1/2 cents. Therefore, the deficiency of 2-1/2 was doubled to five cents. The

tricky part is that most countries, like the U.S., had a foreign post card rate that was 40% of the first unit foreign letter rate. Some countries, like Germany, Norway and Sweden, had a foreign post card rate that was 50% of the foreign first unit letter rate. This explains the one-cent difference in postage due assessments between some countries.

The next change to the way the POD handled messages on the address side of divided back post cards occurred on June 28, 1906. In a DB dated the next day, we find Order No. 1047,

As the Universal Postal Convention recently concluded in the City of Rome, Italy [Sixth Congress, April 7-May 26, 1906], to take effect on the 1st of October, 1907, provides for the admission to the mails exchanged between the countries of the Postal Union, on and after said date, of post cards bearing messages upon the left-half of the front of the card as well as upon the back of the card; and as such cards are now admitted at the postage rate applicable to post cards, to the mails exchanged between many countries. IT IS HEREBY ORDERED that post cards bearing a message upon the left-half of the front – the right-half being reserved for the address – which may be contained in mails hereafter received in the United States from other countries, shall be considered and treated as post cards; and when postage at the rate applicable to post cards in international mails has been prepaid thereon in full, shall be delivered to addressees without additional charge for postage. GEO. B. CORTELYOU, Postmaster General.” [Caps in the original Order.]

Figure 7 Domestic post card with the correct effective date for the new regulation allowing messages on the address side at post card rates.



The big change allowing messages on the address side of post cards at no additional charge was announced in Order No. 1338. It appeared in the November 1, 1906, DB, and read in part, "...on and after March 1, 1907, such cards, bearing a written message upon the left half of the front, the right half being reserved for the address and postmark, when fully prepaid by postage stamps at the rate applicable to post cards, shall be admitted both to the domestic and international mails of this country and treated as post cards." *Figure 7* shows a post card mailed in September 1907. It

has a divided back with the following language on the left-hand side: "For Correspondence. In effect March 1, 1907." The author has seen very few post cards with the correct effective date. The much more commonly seen language is shown in *figure 8*. This post card was mailed in 1909. It has a divided back and has the following on the left-hand side: "AFTER MARCH 1, 1907/THIS SPACE CAN BE USED FOR A WRITTEN MESSAGE,/USING ONE-CENT STAMP".

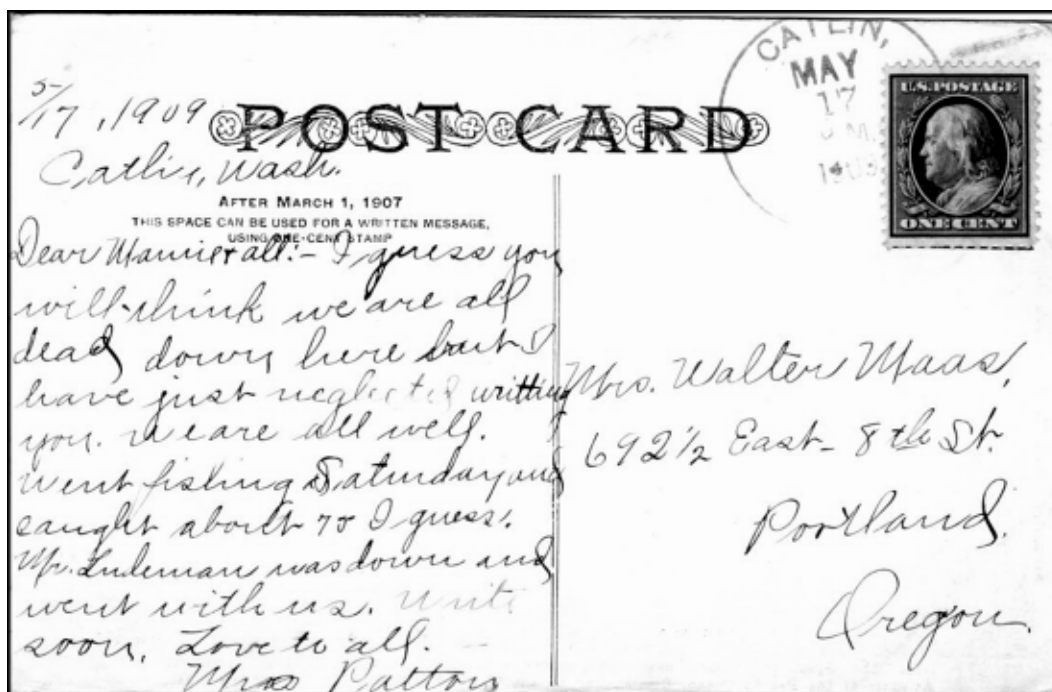
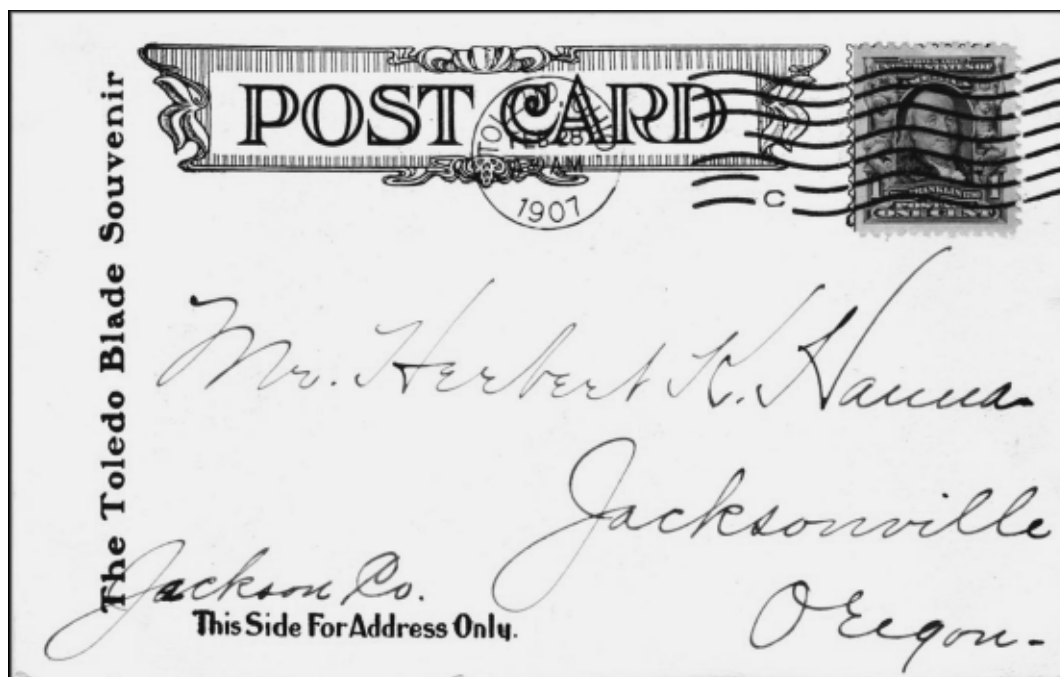


Figure 8 Domestic post card with an incorrect effective date for the new divided back regulations.

Figure 9 Post card mailed on the last day messages on the address side required letter postage.



This confusion may have been caused by the way the formal announcement was presented in the March 4, 1907, DB. No effective date was given in the Order, though it was dated March 2, 1907. Normally, absent an effective date, the date of the Order is used.

Figure 9 shows a post card mailed one day before messages on divided backs were only rated at one cent. It was mailed from Toledo, OH to Jacksonville, OR on February 28, 1907. The message was written on the picture side. A much more interesting usage is shown in figure 10. This post card was mailed on

February 25, 1907, from Minneapolis, MN to Raymond, MN. A message was written on the left portion of the address side. It was a British post card with a divided back, with the following language in the message half: "FOR POSTAGE, IN THE UNITED KINGDOM ONLY, THIS SPACE MAY BE USED FOR CORRESPONDENCE." It was franked with a one-cent Franklin and received a boxed "HELD FOR POSTAGE" marking. (The marking is directly under the additional stamp that was added, and is very light.) A second marking, "This is the mail for which/you sent postage." was added when the one-cent defi-



Figure 10 Post card upgraded to letter rate just before the new divided back regulations took effect. The postage due was paid on March 1, 1907, the exact date of the changeover.

ciency was paid. The additional stamp was cancelled on March 1, 1907 in Minneapolis, the first day this message could be sent for a penny. It arrived in Raymond the next day.

Evidently, other countries also started allowing post cards with messages on the address side to pass at post card rates before the new UPU rules began. Figure 11 shows a post card that was mailed from Troy, NY to Kristiana, Sweden on September 5, 1907. (This is still about a month before the newly adopted UPU rules became effective.) It was franked with two cents in postage, and arrived at its destination 12 days later. No evidence of deficient postage appears on it.

Even though one could write messages on the address side of post cards for a penny, one still had to keep the message on the left side of the card. Figure 12 shows a post card mailed from Modesto, CA to Galt, Sacramento Co., CA in 1909. The sender used a one-cent stamp on it, though her message ran into the ad-



Figure 11 Post card sent to Sweden less than a month before the new UPU rules allowed all member countries to accept such items at post card rates. Evidently, Sweden, like the U.S., adopted the regulation before they were required.

dress side of the card. It received an auxiliary marking that read, "Subject to letter Postage". A one-cent postage due stamp was applied over the regular stamp, as there was nowhere else to put it without covering the message or the address.

Assembling a collection of examples of the various aspects of this topic would be quite a challenge. There are many different effective dates for both domestic and foreign usages, as well as special treaties between some countries. In addition, one would need to know

the effective dates other countries adopted for their incoming post cards with messages on the address side. Hopefully, this article will inspire someone to study this topic more in depth and form a first rate collection. Please send comments or photocopies of interesting usages to the author at: 16 Iris Court, San Mateo, CA 94401, or send scans to: rstehle@ix.netcom.com.

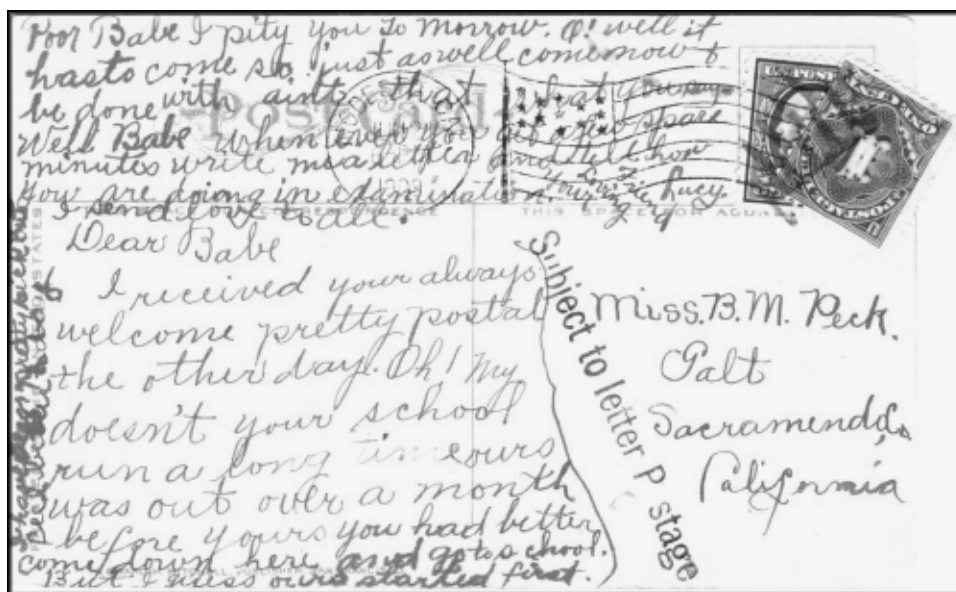


Figure 12 Post card sent in 1909 with a message that spilled over into the address half of its front side. It was appropriately upgraded to letter rate and charged one cent postage due.

Post Office First Proposals: August 11, 1794

Part 1

by Tom Clarke

Old newspapers printed in America are still available for collectors. They can be found without too much difficulty. Amazing to some, they date back to the 1780s, and less so the '70s, '60s, and '50s, and once in a while even earlier. Primarily, ephemera (paper items) collectors and dealers have preserved them. Their overall sources are the libraries that transfer bound newspaper volumes first onto microfilm and lately to digital formats.

There is a common link between folded letters/covers with letters and newspapers. Both can be detailed, true to life witnesses to the past, upon which the present is built. Despite the at times antiquated grammar and stylistics, old articles are compelling. And they are reassuring because they reassert our knowledge of the past and go much further in painting in the background, to complement the foreground understanding that we have acquired over the years.

Primary source newspaper accounts of history's events lack the personality of handwritten documents, but in both cases there are similar problems the reader face. We must recognize false and exaggerated reporting and divide subjective views from objective facts. And, as with letters, there is the similar frustration that comes from the inability to know the previous causes or ensuing outcomes of a given letter or issue!

An era of happenings

In this instance, we have very significant documentation of no less than the birth of the United States Post Office. There are sketchy sources that piece together the ginger steps taken to establish personal and commercial communication based on the English model left after the Revolution. And there are further sketches and occasional lists of postal routes, postmasters, and discussions over rates, international contacts, etc. But nowhere has this writer before found evidence of the original building block of our federal post office structure, the route connections between offices, or the hours of post rider delivery. This is fascinating stuff!

This very satisfying find comes from an article that takes up almost the entire issue of the Monday, August 11, 1794 issue of the *Gazette of the United States and Daily Evening Advertiser*. It was published in the capital city, Philadelphia, and was one, if not *the* one, official mouthpiece of the government to its citizens.

August, 1794: it had been only 12 months since the first experimental, fledgling copper, silver and gold coins had been minted and had began circulating in the capital. The country was but five years old, and we were now 15 states, following the additions of Vermont in 1791 and Kentucky the next year, with the 16th, Tennessee, about to come on board in two more years.

Just a year and five months prior to August 1794, George Washington and John Adams had been sworn in for their second terms as President and Vice-president. Five months previous, on March 5, Congress had passed the Eleventh Amendment. The United States Navy had been created shortly thereafter on March 27, and on May 8, the United States Post Office was officially established with the adoption of "An act to establish the Post Office and post roads within the United States."

Background

The English experience with setting up a postal system over the preceding 250 years wasn't lost on the founders of the American postal system. By about 1550, mail was purely royal prerogative, and His/Her Majesty's roads carried in his or her stagecoaches the State's intelligence. Mail, by definition, was strictly royal business and it ranged from routine governmental purchases to spy mail to war messages, and to noble gossip.

Soon it became obvious that merchants, the darlings of the Tudor Dynasty under Henrys VII and VIII and Elizabeth I, could be a useful source of royal revenue. In addition to taxes, they would willingly pay to have their business correspondence sent over the King's highways in royal mail coaches. Thus began mail service, as we know it.

But there were odd hurdles to conquer. Picture every piece of mail from all points in England routed south and east to London town. There all letters would be inspected if necessary by the royal snoop troops, looking for treachery. If you lived in the north, a long 20 miles from the addressee, nevertheless your missive would have to wend several hundred miles south, then wend an equal number north again, to be finally delivered to the addressee's nearest local inn/post stop for pickup. Gross inefficiency, but it satisfied the royal paranoia.

A revolutionary idea about 1700 said that mail routes ought to bypass London and the inspectors and cut across the king's London-bound routes, directly to their destinations. Thus, cross-post mail came into being, along with added postal rates and complexity.

Several generations later, PMG Timothy Pickering, as the *Gazette's* reprinted postal proposal indicates, naturally accepted the concept of cross-posts out of hand. However, he did wonder where the money would come from to pay for all the needed postal routes. After all, there was an exploding population spreading into the northwestern, western, and southern hinterlands, and though the penny-poor Congress had an obligation to the people, it still had a very thin purse.

Nevertheless, the people expected to write and receive news just as they had in British and Confederation days. And though they were now on the move into the wilderness, they expected little disruption in the service they had come to expect when living in towns.

Tentative steps

The first several Congresses scrambled to provide the Bill of Rights. They also had to generate the fledgling country's budget in order to gain respect among nations: we owed monumental debts to foreign allies and the 13 founding states needed to be reimbursed their revolutionary expenses.

Regarding the post office and its costs, Congress needed an accounting and suggestions for cost-cutting and thrifty improvements for the new republic. On January 20, 1790, Postmaster General Osgood wrote to Treasury Secretary Hamilton for his considered opinions on the matter. Hamilton forwarded the request to Postmaster General Osgood, who then answered and passed his views back up to Hamilton, who sent them to Congress, all in two days.

The letter discussed and analyzed six basic areas necessary to help mould Congressional decision:

- the Post Office simply may not prove profitable because of the scattered population, "the dispersed manner of settling," and the scanty number of letters that were written brought in little revenue;
- free franking was taking a significant toll of prospective revenue and we must investigate other nations' habits in this respect;
- Ship letters are probably not being properly accounted for and revenues are doubtless slipping through our hands;
- Postage rates were too high in some cases, too low in others –lower rates might attract more mail, but larger rates, more income;
- privately carried letters by individuals and gratis mail by stage hurt overall revenues;
- post masters and oversight must scrupulously account for all monies.

Osgood advised Hamilton and Congress that revenues could be improved, and that Cross-Posts could be extended if other revenues were to compensate.

The great extent of territory over which three millions of people are settled, occasions a great expense in transporting the mail; and it will be found impracticable to accommodate all that wish to be accommodated unless a great proportion of the revenue is given up for this object.

As for adding small out of the way offices (usually inns or general stores), far off the beaten path to satisfy a migrating people, adopting new non-standard routes would be necessary.

The applications for new Post Offices and new post roads are numerous; cross roads must be established, and of very considerable extent, in order to open a communication with the treasury and revenue officers.

Events, 1790 to 1794

Until the inauguration Act establishing the new Post Office Department in May 1794, there had been a flurry of activity beginning on January 1790, when PMG Osgood realized great changes would be required.

In April 1790, PMG Osgood reported to the Speaker of the House that “the General Post Office is subject to many inconveniences for the want of a survey and map of the roads of the United States.” Osgood goes on to verify the precision of a perambulator [cart], which can mechanically measure the lengths [of roads], with the use of a standard one-mile chain. Over a distance of 90 miles both gave the same reading. “The experiments, however, that have been made, were upon roads that were as uneven as the roads are, in general, in the United States.” Concerning Mr. Christopher Colles, the contractor who wishes to use a perambulator to do the road survey,

...the rate of one eighth of a [Spanish silver] dollar per mile, will amount to about three hundred and seventy-five dollars; for the extent to be surveyed cannot vary much from three thousand miles ... upon due consideration of the benefits ... that will result from the execution of the work ... the public interest will be promoted, ... [including its] publication....

How long did this project take? Perhaps the entire span of three years until the publication of the attached Proposal? Mr. Colles and his party would cover the entire length of the then-United States, District of Maine to Savannah, and west across the Cumberland Gap into Kentucky, across Pennsylvania to Pittsburgh, up the Hudson to Albany and inland from there –all on horseback dragging a wizardly-looking machine that counted out the miles and aided in creating the United States Post Office.

Surveyor-riders and small teams investigators must have also scoured the country north to south creating hastily drawn maps, searching out the best route additions. They would have utilized the information garnered from the first census, of 1790, to determine the basic patterns of population movement, checked out where new towns had sprung up and the relative numbers of people living in the neighborhood.

They would of course have questioned every current postmaster for input and suggestions, by mail or in person, tested the local geography for road-worthiness, and generally created a pattern of examination that would be followed in the years to come, with perambulator in tow, of course..

The information in hand, postal authorities at first in New York City and then in Philadelphia would take the data and draft a portrait of a post system adequate for a new country. They would have to measure needs

against minimal resources but would eventually generate the list of 117 routes delineated in the proposal appearing here.

Some data to 1794

The reader can consult the tables that PMG Pickering forwarded to Congress listing the expenses of each of the U.S.’s post offices for the last quarter of 1789. Overall for the quarter, expenses were \$5568 and income was \$5534, a loss of \$34 for the United States. There were 26 contractors, ferrymen, and post riders listed assisting carriage for the 51 post towns, and an additional 24 cross roads post towns mentioned.

Philadelphia, for example, took in \$1,530.73, the postmaster received \$306.14; there was \$77.84 paid to ship captains for incoming mail, for net revenue of \$1137.61. Cross road contractors Inship and Cumming received \$333.33 for five days a week service traveling 95 miles (seemingly one way mileage to New York), and Ichabod Grummon was paid \$300 for 310 miles (one way), traveling once every two weeks to Lancaster, York, Carlisle, Shippensburg, Chambersburg, Bedford, to Pittsburgh and back.

There is another list of receipts and expenditures for the year October 1790 to October 1791. Net revenue has climbed to \$5,499 against income of \$42,255. Philadelphia collected \$9,674.40, compensation totaled \$1,935, plus \$305 for free letters, and an expense of \$228 for ship letters, producing net revenue of \$3,789.

The proposal as literature

The *Gazette* document printed in August 1794 is no doubt verbatim as set down by the Post Office staff, yet there are always editorial flukes and little errors that creep into any work. These were the days of handset type, a laborious and eye-straining task, and especially so when the government lived in the same town as the printer and print clerks.

It seems as if two typesetters worked on this article, call the Full Spell and Cipher. As the work progressed they would either relieve one another or they worked simultaneously next to each other on the task. This is seen in the way the numbers of days are written. Full Spell carefully writes out the number of days needed to ride to and from each destination in words, whereas Cipher uses arabic figures. This alternating occurs about four times throughout the document. A small point, but interesting.

Uniformity of expression is uneven. Phrasings are repetitious, but at time it seems the typesetters get tired and cut a corner here and there. At first, there is some consistency in the pattern of presentation. List the outgoing stops on the route, close with a comma or period, add a space and a dash, and follow with the word *Returning* in italics, and list the route in reverse order. But as weariness comes on, the comma or period disappears, as do the dashes and at times even the word *Return/Returning*. It must have been a tough and headachy way to earn maybe \$1.00 (?) a day, but at least the fellows could read and write.

Curiosities besides grammar and antiquated word choice include hyphenating multiple word proper nouns: New-Bedford, New-Jersey; indecision as to whether spell the common southern institution as Court-House, courthouse, or Court-house; and the constant repetition "...o'clock in the forenoon/afternoon..." —the use of A.M. and P.M. had not yet arrived.

Curious and mind-boggling is the effusive use of commas. They seem to appear every two words or so at times. Perhaps this was an emphasis of early schoolmasters bent on crystal clarity of a sort no longer necessary, thanks to today's universal education.

One would also wonder why "forenoon" was used at all and not "morning." Was "morning" a traditional expression of an immigrant group not yet on these shores? Was "forenoon" a type of social indicator used by the well educated, whereas morning was used by the common folk?

The use of the eighteenth century spelling "waggon" caused havoc with the writer's word processor (as just happened); it rebelled at accepting the archaic double-g form. Mr. Webster's dictionary was another decade away, and its formal acceptance for the first time of Americanisms and American spelling would have to wait a wee bit longer. The reader can browse for him or herself for other idiom oddities of our Founding Fathers and Mothers these 200 years ago.

What happened next?

As with single, isolated letters, which leave readers in torment without any ability to learn what happened next, newspaper accounts, and this one in particular, are just as exasperating. Remember that many of the 117 routes listed were new additions to the charts.

Others had been in use since colonial days, such as the Boston Post Road, and the Great Southern Mail Route.

It was the cross-posts reaching out into the unknown middle distance that would have to be proven worthy in the future. For now, some of the list was intelligent guesswork. Note the southern mails in particular. There are "Notes" that call attention to prospective contractors and stage coach entrepreneurs that such and such a route may need refining and that the hypothetical times as estimated might have to be altered—at the mutual agreement of contractor and Post Office Department. The department was, as was the whole country, in a period of adjustment and change.

How many of these routes stood the test of time of, say, several generations? How many never got off the block? How many are basically still in operation today, though blended with others given the car, truck, train and plane?

The next document to update this one that the writer could find (after only a cursory glance, to be sure) that bears on the *Gazette* Proposals is dated December 20, 1794 and is a direct response to the Third Congress' inquiry into how things were going concerning the August advertisement.

Titled "Execution of the Post Office Law," it states

...as soon after the Post Office law was passed, as [fast] the information necessary for the Postmaster General to advertise for proposals could possibly be obtained, he published his advertisements [this *Gazette* article], and that, on or before October last, proposals were received, and contracts made for the carriage of the mails, on most of the post roads designated in the law.

...contracts are now obtained for all the roads, except from Baltimore to Yorktown, from Smithfield to Hicks Ford, and from Cheraw Court House to Georgetown.

The last three contracts mentioned, the writer goes on, would be contracted for and executed very soon.

1796 and beyond

The American State Papers volume continues with documents that (1796) suggest liberalizing the franking privilege, granting higher salaries to Assistant Postmasters who have been resigning due to the lack of a living wage, and attempting to discover why Southern delivery of newspapers is so often delayed.

The American State Papers: Post Office Department volume is an incredibly rich source for postal historians and continuing investigation, as many have already discovered. The volume was originally printed in 1834, and reprinted under the farsighted auspices of Theron Wierenga in 1981. His other reprints of the pre-Civil War Postal Laws are in the hands of many readers. This volume, and a copy of this article witnessing the founding of the “modern” U. S. Post Office need to be there too.

Endnotes:

¹ *American State Papers: Post Office Department*, 1: Plan for Improving the Post Office Department, p. 5ff.

² *ibid.*, “Return of the Post Offices ... [October 1789 to January 1790]” p.9ff

³ *ibid.*, “...Receipts and Expenditures for the year ending October 31, 1791,” p. 13f.

⁴ *ibid.*, “Execution of the Post Office Law,” p. 15.

Bibliography

Wierenga, Theron, *American State Papers: Post Office Department*, privately printed, Holland MI, 1981.



Figure 1 The banner of the Gazette as it appears on the original document.

Gazette of the United States

AND

DAILY EVENING ADVERTISER.

[No. 51 of Vol. VI.]

MONDAY, AUGUST 11, 1794

[Whole No. 601]

MAILS of the United States.

PROPOSALS

For carrying the mails of the United States on the following post-roads, will be received at the General Post-Office until the last day of August next inclusively.

In the District of Maine. Main post-road.

1. From Portsmouth in New Hampshire, by York, Wells and Biddeford, to Portland in Maine.

The mail to leave Portsmouth every Tuesday and Friday, at one o'clock in the afternoon, and arrive at Portland on Wednesday and Saturday, by six in the evening. -- Returning, to leave Portland every Monday and Thursday, at six o'clock in the morning, and arrive at Portsmouth on Tuesday and Friday, by ten in the forenoon.

2. From Portland, by North Yarmouth, Brunswick, Bath, Wiscasset, Newcastle, Nobleborough, Bristol, Waldoborough, Warren, Thomaston, and Camden, to Ducktrap.

The mail to leave Portland every Monday morning, at six o'clock, arrive at Wiscasset Tuesday, at noon, and at Ducktrap on Wednesday, by five in the evening. -- Returning, to leave Ducktrap on Thursday, at seven o'clock in the morning, and arrive at Portland the next Saturday, by six in the evening.

3. From Penobscot, by Frankfort and Belfast, to Ducktrap.

The Mail to leave Penobscot every Wednesday, at seven o'clock in the morning, and arrive at Ducktrap by five in the evening -- Returning, to leave Ducktrap on Thursday, at seven o'clock in the morning, and arrive at Penobscot by five in the evening.

4. From Penobscot, by Bluehill, Trenton, Sullivan, Goldsborough and Machias, to Passamaquoddy.

The mail to leave Penobscot every other Friday, at six o'clock in the morning, and arrive at Passamaquoddy the next Tuesday by noon. Returning, to leave Passamaquoddy on Wednesday by noon, and arrive at Penobscot the next Saturday, by six in the evening.

Cross Roads in Maine

5. From Portland, by New Gloucester. Greene, Monmouth, Winthrop and Hallowell-court house, to Pittston on the river Kennebeck.

The mail to leave Portland every Monday, at six o'clock in the morning, and arrive at Pittston on Tuesday evening, by six. Returning, to leave Pittston on Wednesday morning, at six o'clock, and arrive at Portland on Thursday evening by six.

New-Hampshire and Massachusetts.

6. From Boston, by Salem, Ipswich and Newbury port, to Portsmouth -- On the main post-road.

For six months, from May 1st to November 1st the mail to leave Boston every Friday, Monday and Wednesday, at five o'clock in the morning, & arrive at Portsmouth the same days at six in the evening. Returning, to leave Portsmouth every Saturday, Tuesday and Thursday, at five o'clock in the morning, and arrive at Boston the same days, by six in the evening.

During the other six months of the year, the mail to leave Boston every Saturday, Tuesday and Friday, at six o'clock in the morning and arrive at Portsmouth the same, days, by six in the evening. -- Returning, to leave Portsmouth every Monday, Wednesday and Friday, at two o'clock in the morning, and arrive at Boston the same days, by six in the evening.

7. From Boston, by Andover and Haverhill in Massachusetts, to Chester and Concord New Hampshire.

The mail to leave Boston every Wednesday, at nine o'clock in the morning, and arrive at Concord on Thursday, by six in the evening. Returning, to leave Concord on Friday at six o'clock in the morning, and arrive at Boston the next Monday, by five in the evening.

8. From Boston by Concord and Lancaster, or by Concord and Hampshire, Massachusetts, to Keen, Walpole and Charlestown in New Hampshire.

The mail to leave Boston every Thursday, at nine o'clock in the morning, and arrive at Charlestown the next Saturday evening by six. Returning, to leave Charlestown the next Monday morning, by six o'clock, and arrive at Boston on Wednesday, by five in the evening.

Note. It being yet undecided which of the two routes, above mentioned, from Boston to

Keen, will be the post road, it is desired that proposals for carrying the mail on each of them, may be offered. The information expected concerning them, before the day closing the contract, will determine which will be chosen.

In New Hampshire.

9. From Portsmouth by Exeter, Chester, and Amherst to Keen.

The mail to leave Portsmouth every Wednesday, at eight o'clock in the morning, and arrive at Keen the next Friday evening, by six o'clock. -- Returning, to leave Keen on Saturday morning, at eight o'clock, and arrive at Portsmouth the next Tuesday evening by six.

10. To From Concord, by Plymouth, to Haverhill.

The mail to leave Concord every Saturday by six o'clock in the morning, and arrive at Concord the next Tuesday, by ten in the forenoon. Returning, to leave Haverhill at two in the afternoon, and arrive at Concord the next Thursday by five in the evening.

11. From Exeter to Hampton Falls.

On the same days on which the mail from Boston, arrives at Hampton Falls, and as soon as it arrives, it is to be carried to Exeter; and the Exeter mail is to be carried to Hampton Falls every morning on which the southern mail leaves Portsmouth, and in time to go on with it to Boston.

To Massachusetts, Vermont and New-Hampshire.

12. From Springfield, by Northampton, Greenfield, Brattleborough, Westminster, Charleston and Windsor, to Hanover.

The mail to leave Springfield every Tuesday and Friday, at eleven o'clock in the forenoon, arrive at Charlestown on Wednesday and Saturday in the evening, and at Hanover on Thursday and Monday by noon. -- Returning to leave Hanover every Tuesday and Friday at eleven o'clock in the forenoon, arrive Charlestown in the evening, and at Springfield the next Thursday and Monday at noon.

Note. If the stage waggons set up on the road, should ply but once a week, then the mail is to be carried but once a week; and on the day which shall correspond with the regular passage of those waggons.

13. From Hanover to Haverhill and Newbury. The mail to leave Hanover every

Tuesday, at six o'clock in the morning, and arrive at Newbury by six in the evening. Returning, to leave Newbury every Thursday, at six o'clock in the morning and arrive at Hanover, Thursday, at eleven o'clock in the morning.

In New York, Connecticut and Massachusetts.

On the main post road.

14. From New-York, by Stamford, Norwalk, Fairfield, Stratford, New Haven, Middletown, Hartford, Springfield, Brookfield and Worcester to Boston.

For six months, from May 1st to November 1st the mail to leave New York every Monday, Wednesday and Friday, at one o'clock in the afternoon, and arrive at Hartford on Tuesday, Thursday and Saturday, by nine o'clock in the evening: leave Hartford on Wednesday, Friday and Monday, at three o'clock in the morning, and arrive at Boston on Thursday, Saturday and Tuesday by noon, --Returning, to leave Boston every Friday, Monday and Wednesday at noon, and arrive at Hartford on Saturday, Tuesday and Thursday by nine in the evening: leave Hartford on Monday, Wednesday and Friday, at three o'clock in the morning, and arrive at New York on Tuesday, Thursday and Saturday, by ten in the forenoon.

During the other six months of the year the mail to leave New York, every Monday, Wednesday and Friday, at one o'clock in the afternoon; arrive at Hartford on Wednesday, Friday and Monday, by eleven in the forenoon --leave Hartford at noon, and arrive at Boston on Friday, Monday and Wednesday by ten o'clock in the forenoon, Returning, to leave Boston every Friday, Monday and Wednesday, at one o'clock in the afternoon, arrive at Hartford on Monday, Wednesday and Friday, by eleven o'clock in the forenoon --leave Hartford at noon, and arrive at New York on Wednesday, Friday and Monday, by ten in the forenoon.

Cross Roads In Massachusetts.

15. From Gloucester to Salem and Boston. From the middle of April to the middle of October, the mail to leave Gloucester every Tuesday and Friday, at seven o'clock in the morning, and arrive at Boston by five in the afternoon: --From the middle of October to the middle of April, to leave Gloucester and arrive at Boston on the same days, but one hour later. Returning, to leave Boston every Wednesday and Saturday, at nine o'clock in the morning, and arrive at Gloucester by seven in the evening.

NOTE. Should this mail be carried in the stage waggon plying between Gloucester and Boston, and if from the middle of December to the middle of April, or in any part of that time, this waggon should make but one trip in a week, then carriage of the mail may conform with the

traveling of the waggon.

16. From Salem to Marblehead. From May 1st to November 1st the mail to leave Salem every Friday, Monday and Wednesday; as early as the southern mails which shall have arrived there from Boston can be obtained, and be delivered at the post-office at Marblehead in at least one hour and a half afterwards; and waiting there three hours, unless sooner discharged by the postmaster, the mail is to return to Salem the same days.

From November 1st to May 1st, the mail to go to and return from Marblehead, every Saturday, Tuesday Thursday, in the manner above mentioned.

17. From Salem to Boston --every day on which the stage usually plying between those places shall pass from one to the other, and at such hours as shall correspond with the regular departure and arrival of the stage.

18. From Boston, by Quincy, the North Parish in Hingham, Plymouth and Sandwich to Barnstable and Yarmouth.

The mail to leave Boston every Thursday, morning, at seven o'clock, and arrive at Yarmouth on Friday evening by six. Returning, to leave Yarmouth on Saturday morning, and Barnstable on Tuesday morning, arrive at Sandwich by ten in the forenoon, and at Boston on Wednesday, by five in the evening.

19. From Sandwich to Falmouth, and thence to Holmes's Hole and Edgartown on Martha's Vineyard.

The mail to leave Sandwich every Friday afternoon at 2 o'clock (or as soon as the mail from Boston can be obtained) and arrive at Falmouth in the evening: leave Falmouth the next morning, and arrive at Edgartown by eleven in the forenoon. --Returning, to leave Edgartown by one o'clock in the afternoon, arrive at Falmouth in the evening, and at Sandwich the next Tuesday by ten in the forenoon.

20. From Boston to Taunton and New-Bedford.

The mail to leave Boston every Thursday morning at eight o'clock, arrive at Taunton in the evening, and at New Bedford on Friday evening, by five o'clock. --Returning, to leave New Bedford every Monday morning at eight o'clock, arrive Taunton in the evening, and at Boston on Tuesday evening by five o'clock.

Note. Should this mail be carried in a stage waggon, then as often as the waggon passes the mail is to be carried; the days and hours of arrival and departure to correspond those regularly fixed for the arrival and departure of the stage waggon. In any proposal which may be made by the proprietors of stage waggons, they will state the days and hours of their departure and arrival in conformity with which they carry the mail.

21. From New Bedford to Nantucket.

The mail to be carried between these two

places as often as a regular packet boat shall ply between them; and at least once a week: the days and hours of departure from and arrival at New Bedford to correspond, in a convenient manner, with the arrival and departure of other mails at and from that place --wind and weather permitting.

In Massachusetts and Rhode Island.

22. From New Bedford to Newport.

The mail to leave New Bedford every Friday, at seven o'clock and arrive at Newport by five in the evening. Returning, to leave Newport every Saturday, at seven o'clock in the morning and arrive at New Bedford by five in the evening.

23. From Taunton to Providence.

The mail to leave Taunton every Friday, at six o'clock in the morning, and arrive at Providence by ten; Leave Providence the same day at one o'clock in the afternoon and return to Taunton by six in the evening.

24. From Taunton by Dighton and Somerset to Warren.

The mail to leave Taunton every Thursday, at Thursday, at six o'clock in the morning, and arrive at Warren by ten; Leave Warren at one o'clock in the afternoon, and return to Taunton by six.

In Rhode Island.

25. From Newport, by Bristol and Warren, to Providence.

The mail to leave Newport every Thursday, at 7 o'clock in the morning, and arrive at Providence by five in the evening. Leave Providence on Friday morning, at 7 o'clock, and arrive at Newport by five in the evening.

26. From Newport, by East Greenwich, to Providence.

The mail to leave Newport every Tuesday, at seven o'clock in the morning, and arrive at Providence by six in the evening; Leave Providence on Wednesday at six o'clock in the morning, and arrive at Newport in the evening by six.

In Rhode Island and Connecticut.

27. From Newport, by Westerly and Stonington to New London, the mail to leave Newport every Tuesday, seven o'clock in the morning, and arrive at New London on Wednesday, by one in the afternoon: Leave New London on Thursday, at seven o'clock in the morning, and return to Newport on Friday by one in the afternoon.

In Massachusetts, Rhode Island and Connecticut.

28. From Boston, by Providence, Norwich, New London, Saybrook and Guilford to New Haven.

The mail to leave Boston every Saturday, Tuesday and Thursday, at five o'clock in the

morning, arrive at Providence the same days, by five in the afternoon, at New London on Monday, Wednesday and Friday, by six in the evening, and at New Haven on Tuesday, Thursday and Saturday, by six in the evening. Returning, to leave New Haven every Wednesday, Friday and Monday, at five o'clock in the morning, arrive at New London the same days, by six in the evening --at Providence on Thursday, Saturday and Tuesday, by six in the evening --and at Boston on Friday, Monday and Wednesday, by five in the evening.

In Massachusetts and Connecticut.

29. From Boston, by Dedham, Mendon and Pomfret, to Hartford.

The mail to leave Boston every Monday at seven o'clock in the morning, and arrive at Hartford the next Wednesday, by five in the evening: Leave Hartford on Thursday, at seven o'clock in the morning and return to Boston the next Saturday by five in the evening --Or the mail may leave Hartford every Monday morning, arrive at Boston, on Wednesday evening --leave Boston on Thursday morning, and return to Hartford on Saturday evening the hours of departure and arrival to be the same as before.

In Massachusetts and New York.

30. From Brookfield, by Northampton, Pittsfield and New Lebanon, to Albany.

The mail to leave Brookfield and Albany, every Wednesday, Friday and Monday at nine o'clock in the morning, meet and be exchanged, and return to Brookfield and Albany the next Friday, Monday and Wednesday by six in the evening. Thus a mail will be carried from one place to the other in three days traveling.

Note: Should a stage Waggon ply between Brookfield and Albany but twice, or but once a week, the mail is to be carried no oftener than the waggon runs. If no stage waggon should ply this road, then the mail is to be carried but once a week; and to leave Brookfield every Monday morning at six o'clock, and arrive at Albany the next Wednesday by six in the evening; leave Albany on Thursday morning at six o'clock, and return to Brookfield the next Saturday, by six in the evening.

31. From Springfield, by Stockbridge, to Kinderhook.

The mail to leave Springfield every Wednesday morning, at six o'clock, and arrive at Kinderhook on Thursday evening by six; Leave Kinderhook on Friday morning, at six o'clock, and return Springfield on Saturday evening by six.

In New-York and Connecticut.

32. From New-York, by Whiteplains, Northcastle, Salem, Poundridge, Ridgefield, Danbury, Newtown, New Milford, Litchfield, Harwington and Farmington, to Hartford.

The mail to leave New-York every Thursday at four o'clock in the afternoon, and arrive at Hartford the next Monday by eight o'clock in the morning; Leave Hartford the same day, at ten o'clock in the forenoon, and return to New-York the next Thursday, by eight o'clock in the morning.

33. From Hartford, by New-Hartford, Norfolk, Canaan, Sheffield in Massachusetts, and Hillsdale, to the city of Hudson.

The mail to leave Hartford every Monday, at eight o'clock in the morning, and arrive at Hudson the next Wednesday, by ten o'clock in the forenoon: Leave Hudson the same day, at one o'clock in the afternoon, and return to Hartford the next Friday by five in the evening.

In Connecticut.

34. From Hartford, by Windham and Lebanon, to Norwich; or from Hartford by Windham to Norwich.

The mail to leave Hartford every Thursday, at six o'clock in the morning, and arrive at Norwich by six in the evening: --Leave Norwich every Wednesday, at six o'clock in the morning, and arrive at Hartford by six in the evening: Or this mail may leave Hartford on Wednesday morning --arrive at Norwich in the evening-- and return to Hartford on Thursday: the hours of arrival and departure to be the same as before.

35. From Hartford, by Middletown, Chatham and Colchester, to New London.

The mail to leave Hartford every Tuesday, at one o'clock in the afternoon, and arrive at New London on Wednesday, by seven in the evening: --Leave New London every Thursday, at eleven o'clock in the forenoon, and return to Hartford on Friday, by seven in the evening.

In New-York and Vermont.

36. From Albany, by Lansingburg, Bennington and Manchester, to Rutland in Vermont.

The mail to leave Albany every Thursday, at six o'clock in the morning --arrive at Bennington in the evening by seven --leave Bennington on Friday, at one In the afternoon --and arrive at Rutland on Saturday, by eight in the evening. --Returning, to leave Rutland every Monday morning, at six o'clock, and arrive at Albany the next Wednesday.

In Vermont.

37. From Rutland by Middlebury and Vergennes, to Burlington on Lake Champlain.

The mail to leave Rutland every other Monday, at six o'clock in the morning, and arrive at Burlington the next Wednesday by noon. Returning, to leave Burlington the next morning, and arrive at Rutland the next Saturday, by six in the evening.

Note: At some seasons of the year (and perhaps during the whole year) it may be necessary to carry a mail weekly between

Rutland and Burlington; Persons disposed to contract for this mail will therefore state the terms on which they will carry it, not only once in two weeks, as above, but weekly through the year; and at how much a trip, or by the month should it be required to be carried weekly only during some months of the year. These will probably be the winter months.

38. From Rutland to Windsor.

The mail to leave Rutland every Monday at six o'clock in the morning, and arrive at Windsor the next day, by eleven in the forenoon: --Leave Windsor at two in the afternoon, and return to Rutland on Wednesday, by six in the evening.

In New-York.

39. From New-York, by Peekskill, Fishkill, Poughkeepsie, Rhinebeck, Redhook, Clermont, Hudson and Kinderhook to Albany.

The mail to leave New-York every Monday and Thursday, at four o'clock in the afternoon, arrive at Poughkeepsie on Tuesday and Friday evening, and at Albany on Wednesday and Saturday, by seven in the evening. --Returning, to leave Albany every Tuesday and Friday, at four o'clock in the morning --arrive at Poughkeepsie the same days in the evening --and at New-York the next Thursday and Sunday, by eight in the morning.

40. From Lansingburg to Albany.

The contractor for this mail is to carry it to Albany every Saturday, and return to Lansingburg the same day, or on Sunday morning, with the southern mail which shall have arrived at Albany on Saturday. Or the Saturday's southern mail may be carried from Albany to Lansingburg, as soon as it can be obtained, and a mail returned from Lansingburg to Albany by five o'clock every Monday evening.

41. From Albany, by Schenectady, Johnston, & Connojoharrie, to Whitestown.

The mail to leave Albany every Thursday, at 10 o'clock in the forenoon, arrive at Connojoharrie on Friday, by one o'clock in the afternoon, and at Whitestown on Saturday, by six in the evening: --Returning, to leave Whitestown every Monday, at 9 o'clock in the morning, arrive at Connojoharrie on Tuesday, by 10 in the forenoon, and at Albany on Wednesday, by 5 in the evening.

Note. Should a line of stage waggons run twice a week on this post road, or any part of it from Albany upwards, and the proprietors become contractors, then the mail is to be carried twice a week, and the times corresponding with the regular running of the stage waggons.

42. From Connojoharrie, through Cherry Valley, to the Court House in Cooperstown, in the County of Otsego.

The mail to leave Connojoharrie every Friday, at 4 o'clock in the afternoon, and arrive

at the Post-Office in Cooperstown on Saturday, by 1 in the afternoon --Leave Cooperstown every Friday, by 5 o'clock in the morning, and arrive at Connojocharrie by 1 in the afternoon.

43. From Whitestown to Kanandaigua, once in two weeks.

The mail to leave Whitestown every other Monday, at 8 o'clock in the morning, and arrive at Kanandaigua the next Thursday, by 2 in the afternoon: Leave Kanandaigua every other Thursday, at 8 o'clock in the morning and arrive at Whitestown the next Sunday evening by 5.

In New-Jersey and New-York.

44. From Goshen, by Wardsbridge, and Kingston, to Rhinebeck. The mail to leave Goshen every Wednesday, by 6 o'clock in the morning; and arrive at Rhinebeck on Thursday by 10 in the forenoon: --Leave Rhinebeck at noon, and return to Goshen on Friday evening by 6.

45. From the City of New-York, by Jamaica, Queen's County Court House, Jericho, Huntingdon, Winnacomac, Smithtown, Coram, Suffolk County Court House, Southampton, and Bridgehampton, to Sag Harbor.

The mail to leave New-York every Monday morning, at 7 o'clock, and arrive at Sag Harbor the next Wednesday, by 5 in the evening: --Leave Sag Harbor on Thursday, at 7 o'clock in the morning, and return to New-York the next Saturday at 5 in the evening. --Or this mail may leave New-York every Thursday morning -- arrive at Sag Harbor the next Monday morning, and return to New-York on Wednesday evening: the hours of departure and arrival to be the same as before.

46. From Easton, in Pennsylvania, to Sussex Court House in New-Jersey, and thence to Goshen in the state of New-York

The mail to leave Easton every Friday, at one o'clock in the afternoon and arrive at Goshen the next Sunday, by 6 in the evening, or on Monday by 9 in the morning: --Leave Goshen every Tuesday, at one o'clock in the afternoon; and return to Easton the next Friday, by 10 in the forenoon.

In New-Jersey.

47. From Newark, or Elizabethtown; by Morristown and Rockaway, to Sussex Court House; and thence by Hackettstown and Morristown, to Elizabethtown or Newark.

The mail to leave Newark, or Elizabethtown, every Wednesday morning, at 6 o'clock, arrive at Sussex Court House at on Thursday by 11 in the forenoon--leave it at 1 in the afternoon, and return, to Elizabethtown or Newark, by 7 o'clock on Friday evening.

48. From Woodbridge to Amboy.

The mail to leave Woodbridge every Tuesday, Thursday and Saturday, at 6 o'clock in the morning, and arrive at Amboy in an hour: --Stay there two hours, unless sooner discharged

by the Postmaster, and in an hour afterwards return to Elizabethtown.

49. From Trenton, by Allentown, Monmouth Court House, Shrewsbury and Spottswood, to Brunswick by Somerset Court House, New-Germantown, Pittstown and Flemington, to Trenton; making, by estimate, a circuit of 154 miles.

The mail to leave Trenton every Monday, at 7 o'clock in the morning, go to the circuit, and return to Trenton the next Friday.

50. From Philadelphia, by Woodbury, Swedesborough and Salem, to Bridgetown, in West New-Jersey.

The mail to leave Philadelphia every Thursday, at 11 o'clock in the forenoon, and arrive at Bridgetown the next Saturday, by 2 in the afternoon: --Leave Bridgetown every Monday, at 10 o'clock in the forenoon, and arrive at Philadelphia on Wednesday, by 9 o'clock in the morning.

In Pennsylvania.

51. From Philadelphia to Bethlehem and Easton.

The mail to leave Philadelphia every Wednesday, at 10 o'clock in the forenoon -- arrive at Bethlehem the next day by 9 o'clock in the morning, and at Easton on Friday by noon: --Leave Easton at 1 in the afternoon, and return the same afternoon to Bethlehem: Leave Bethlehem every Monday morning, at 6 o'clock and arrive in Philadelphia next day by 9 in the morning --NOTE. Should this mail be carried in the stage waggon, the times of departure and arrival are to conform to those of the stage waggon, and it is to be carried as often as it runs.

52. From Bethlehem to Reading.

The mail to leave Bethlehem every Friday, at 6 o'clock in the morning, arrive at Reading by 6 in the evening, Leave Reading on Saturday morning at 6 o'clock and return to Bethlehem by 6 o'clock in the evening.

53. From Philadelphia by Norristown, Pottsgrove, Reading, Lebanon, and Harrisburgh to Carlisle.

From May 1st, to November 1st, the mail to leave every Wednesday morning, at 6 o'clock, arrive at Reading the next day, at Harrisburgh on Friday, and at Carlisle on Saturday by 11 in the forenoon. --Returning, to leave Carlisle on Monday, at 4 in the morning, and return to Philadelphia the next Thursday by 4 in the afternoon. NOTE. Should this mail be carried in the stage waggon which ply on this road, the times of its departure and arrival are to conform to those of the stage waggons, and it is to be carried as often as they run.

54. From Reading to Lancaster.

The mail to leave Reading every Saturday, at 7 o'clock in the morning, and arrive at Lancaster by 5 in the evening: --Leave Lancaster every Monday morning, at 6 o'clock, and return

by 5 in the evening. --Or the mail may leave Lancaster every Friday, arrive at Reading in the evening --and return to Lancaster on Saturday.

In Pennsylvania and neighboring States.

55. From Yorktown, in Pennsylvania, by Petersburg and Tawneytown, to Fredericktown in Maryland; and thence to Leesburgh in Virginia.

The mail to leave Yorktown every Monday at noon, arrive at Fredericktown on Tuesday evening, by 6 o'clock, and at Leesburgh on Wednesday forenoon by 11. Returning, to leave Leesburgh the same day, at 2 in the afternoon, arrive at Fredericktown on Thursday forenoon by 9 o'clock, and at Yorktown on Friday evening by 6.

56. From Yorktown to Baltimore.

The mail to leave Yorktown every Wednesday, at 1 o'clock in the afternoon, and arrive at Baltimore on Thursday, by 6 in the evening: leave Baltimore on Friday, at 1 o'clock in the afternoon, and return to Yorktown on Saturday evening by six.

57. From Baltimore, by Fredericktown and Hagerstown, to Chambersburg in Pennsylvania.

The mail to leave Baltimore every Friday, at eight o'clock in the morning --arrive at Fredericktown on Saturday by nine in the morning --at Hagerstown on Monday forenoon by ten o'clock, and at Chambersburg in the evening by six. --Returning, to leave Chambersburg on Tuesday morning, by eight o'clock, or as soon as the mails brought by the Postriders to and from Pittsburg, and destined for this route, are obtained; arrive at Hagerstown by noon, and at Baltimore the next Thursday, by five in the evening.

58. From Hagerstown, by Hancock, Oldtown, Cumberland, Morgantown in Virginia, and Uniontown, in Pennsylvania, to Brownsville on the Monongahela; by estimate 192 miles.

The mail to leave Hagerstown every other Tuesday, at one o'clock in the afternoon, and arrive at Brownsville the next Monday, by six in the evening. Returning, to leave Brownsville on Tuesday morning, at eight o'clock, and arrive at Hagerstown the next Monday, by ten in the forenoon.

In Delaware.

59. From Wilmington, by Newcastle, Cantwell's Bridge, and Duck-Creek, to Dover.

The mail to leave Wilmington every Wednesday morning, at six o'clock, and arrive at Dover by six in the evening. Returning, to leave Dover every Tuesday morning, at six o'clock, and arrive at Wilmington by six in the evening.

In Delaware, Maryland and Virginia.

60. From Dover, by Frederick, Milford, Daggsborough, Snowhill, Horntown, and

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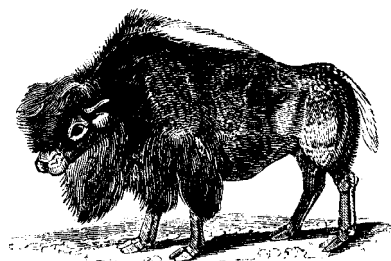
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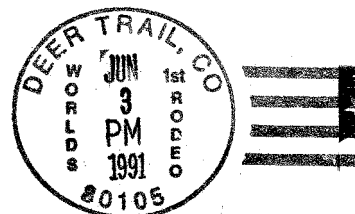
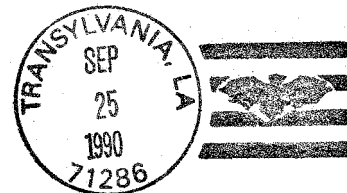
Strange but true, it is easier to find what U.S. post offices existed in 1902 than to find out what U.S. post offices are operating in 2002.

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Finally, a complete list is here! *The Post Mark Collectors Club's Directory of Post Offices*, as noted in *Linn's Stamp News* and the *American Philatelist*, is as accurate as 10 years of research and 20 volunteers can make it. The postal rarities of tomorrow are listed here, and only here.

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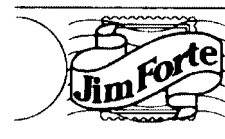
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United States Post Offices on CD-ROM. The most complete lists currently available*. Contains: Combined alphabetical list of active and discontinued Offices from all states (including years of operation and counties); 50 individual state lists, plus DC and Indian Territory; combined list of all Counties; and statehood, territorial and Confederate secession dates. The ultimate reference for identifying manuscript postmarks, postcards, letters, etc. (*NOTE: Alabama and Georgia have not been fully researched, but this CD includes thousands of offices previously unpublished from those states.) PC or MAC. \$99.00 postpaid, worldwide. (Illinois residents: \$105.68.) Jim Mehrer, 2405- 30th Street, Rock Island, IL 61201. [34-1]

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ADDRESS CORRECTION-- US Post Office Forms #3547, #3578, #3579 sought for study of varieties -- Need better items and accumulations of common. Write for offer: David L. Straight, P.O. Box 32858, St. Louis, MO 63132 or e-mail: dls@library.wustl.edu [33-6]

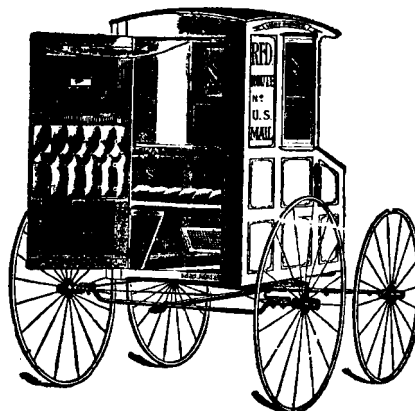
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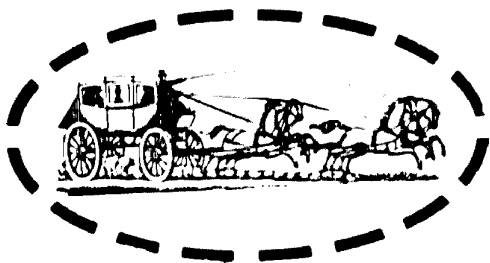
EXPRESS COMPANY & Parcel Delivery Company covers, Corner-Cards, Labels and Stamps. Locals: Forgeries and Fantasies. William Sammis, 436 Thomas Road, Ithaca, NY 14850-9653 E-mail: cds13@cornell.edu [33-3]

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