

LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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COVER: Our cover recalls the early days of shipping on the Great Lakes with a 2002 photo of the U.S. Brig Niagara taken by Carmon & Tony Decet, owners of the Sunset Motel on the Bay in Munising, Michigan. The Niagara was sailing from Marquette to Alpena through Munising Bay enroute through the Soo Locks. Cary E. Johnson's beautiful August 1833 stampless cover from Sault Sainte Marie provides an historic compliment to the vessel.

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Holiday Season Greetings 2003

With every passing day the sun climbs an arc a bit farther to the north and daylight advances a few minutes into the evening hours. The green tree frogs are now nearly constant nightly visitors to the portion of our deck we've enclosed for our two Siamese to have a small bit of contact with the outside world. Cath calls it the "catrium", and has populated it with some handsome exotic bromeliads. She keeps a large plastic bucket topped up with fresh water and there's often a big green tidlik* soaking languidly and hanging over the top of the bucket when we turn in for the day. So it is with the onset of the holiday season here on the coast of subtropical New South Wales.

In a few weeks Australia will effectively close up shop for a six-week period lovingly known as the "Chrissie Holidays." In US terms, it's really more like Christmas, New Year's, and the 4th of July all wrapped up with school vacations in the same 6-weeks of sum-



When Cath & I begin to see fat, happy green tree frogs like this on the catrium at night, we know the holiday season can't be too far away.

mer weather. Our little beach town—Yamba—will swell to some eight thousand—mostly temporary—residents as the caravan parks and holiday flats are filled with city folk from Sydney and Melbourne and Brisbane. The same story

is repeated all along the temperate and subtropical coast. Australians are a city-dwelling people, but, oh how they love to take a break and unwind on the coast over the Christmas Holidays.

Cath and I tend to keep a very low profile from mid-December until after Australia Day in late January when things begin to get back to normal. Although not overcrowded by urban standards, the single supermarket and little shops in this area are swamped by the visitors and people used to urban traffic and not always the best drivers on unfamiliar country roads. It's a real good time to relax in the yard and work on hobby projects.

2004 Projects

Speaking of postal history projects, there are several that rank high on my list for 2004. Volume 6 of *United States Post Offices*—the Middle Atlantic States—should be available in published form not long after you read these lines. The states covered are Delaware, Maryland, West Virginia, Virginia and North Carolina. Independent post offices of the District of Columbia are also included. That will leave just two more volumes to complete the set: the Lower Mississippi Valley and the Southeast. I hope to publish the Lower Mississippi late in 2004 and the Southeast in 2005.

Editing the *American Philatelic Congress Book* for 2004 is another project that will occupy a block of my time early in the new year. We have some outstanding articles lined up for this year's edition including a marvelous investigation of early Tennessee postal history by Paul J. Phillips.



Several new La Posta E-Book publications are in various stages of planning and production and a number of these should see the light of day during 2004. Previously unannounced among these are at least one, and perhaps more, CDs containing high-definition full-color images of Harold Richow's magnificent WWII military postal history collections from the Philippines, Western Canada and Alaska; and a monograph featuring a collection of Michael Dattolico's articles on postal history aspects of the Spanish-American War, the Boxer Rebellion and other 20th century US military conflicts.

A long promised 4th Edition of *Postmarks of Territorial Alaska* is also high on my list of "to-dos" for 2004 and a number of previously announced E-Book titles may achieve reality.

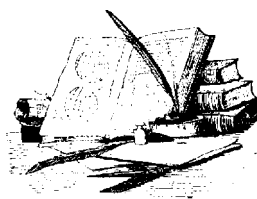
In all candor, I must confess that our new E-Book program has not achieved overwhelming popularity. We were very pleased to see that a few of our titles were awarded medals ranging as high as silver in the recent SESCAL 2003 Literature Competition in Los Angeles, but sales of the various titles on offer have been rather limited thus far. We are not discouraged, and we understand that the technology is still in its developmental stage and that old habits are hard to change. We will continue to improve and broaden our offerings in the E-Book line because we are convinced that the medium offers some significant advantages over traditional book publishing and that, eventually, other postal historians will come to appreciate these advantages.

This issue of *La Posta* concludes our 34th volume and contains a good variety of US postal history subjects ranging from the colonial era to the 20th century. All of our authors this time are familiar to *La Posta* readers, and it is a great pleasure to welcome them back to our pages.

Cath and I wish all of you a very happy and healthy 2004, and hope that some of you will consider joining the growing list of proud *La Posta* authors during the new year. The common pursuit of American postal history in all of its fascinating aspects is what binds us all together. Why not share your unique perspective with our readers in 2004?

**tidlik* is an Aboriginal Australian word for the green tree frog.

Richard W. Halbur



BOOK REVIEW

Keats, Robert *Postal History of Walla Walla County Washington*, Bend, OR: Maverick Publications, 2003. 110 pages, card bound. Available from the author at \$14.95 plus postage Robert Keatts, c/o Postal Antiques and Memories, 711 Clay Street, Walla Wall, WA 99362.

Robert Keatts has assembled a generously illustrated summary of Walla Wall County post offices featuring a several maps—many from Geographic Site Reports, some mostly recent post office photos and a number of illustrations largely of 20th century cards and covers from some of the offices. The book is arranged with post offices discussed in alphabetical order, but details of several are limited. Some 18 pages are devoted to a series of biographic snips of Walla Walla County postmasters, and there are brief sections discussing post office classification, post routes, railroads, city delivery, R.F.D., air mail and highway post offices.



La Posta Backnumbers

Backnumbers of *La Posta* may be purchased from **Sherry Straley, 2214 Arden Way #199, Sacramento, CA 95825**. An index of all backnumbers through Volume 28 has been completed by Daniel Y. Meschter and is available on the *La Posta* website at www.la-posta.com.

To order backnumbers call Sherry at 916-359-1898, fax 916-359-1963 or send her an E-mail at collectibles@4agent.org.

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The John Brown Correspondence:

Very Early Philadelphia letters, among others

by Tom Clarke

In 1992, workers demolished an ancient building on Liverpool, England's docks. Historical buildings torn down hurts, but not all of the past can be preserved. As old continually makes way for the new, the destruction yielded a wonderful surprise.

We have all heard heart stopping stories of old buildings being torn down only to have a worker spy a glint of something in the process. On closer inspection, he sees not one but dozens and dozens of gold and silver coins spilling like water from between splintered wall studs, the safest bank for many in older days.

Similarly, in the realm of paper goods, stories are told of Great Uncle Charley's old, dusty attic trunk, unattended and forsaken for decades. When finally opened, just as the bulldozer arrives on site, piles of correspondence are found that bear wonderful, pristine postage and markings. They will add another fascinating chapter to the lore of postal history, not to mention the heir's financial picture.

In Liverpool a dozen years ago the latter scenario played out, every bit as wondrous as a multitude of newfound coins or bundles of 1847, 1851, and Civil War covers. Perhaps for lack of a decent file drawer, workers at their tasks uncovered several handfuls of early 1700s folded letters beneath dilapidated floorboards. They were secured there sometime after 1718 and most had been sent from the American Colonies!

New markings, new understandings

Fortunately, a Scottish postal history dealer heard of the find and arranged to secure them. Most were subsequently sold in Robert A. Siegel Auction Galleries, Inc. sales, numbers 764, 766, the 767 "Rarities of the World" sale, with remainders in sales 771 and 779 (in all extending from December 1994 through March 1998).

The prominent new trading town of Philadelphia was richly included in the 1708-1718 find. Other places in those primitive colonial days where these letters were written include the "Rappahannock River",

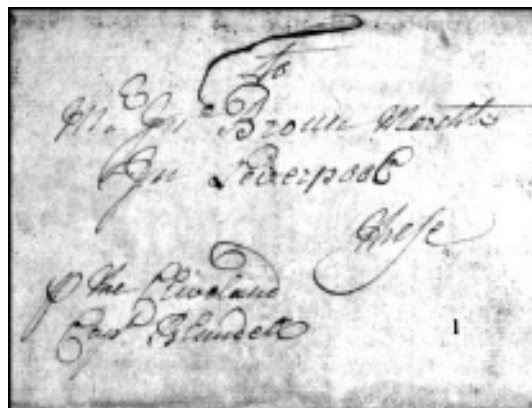


Figure 1 The earliest letter in the group is this letter from the Rappahannock River VA, March 3, 1708/9, "per the Cliveland, Capt Blundell" (line 1).

Urbanna, and Kent Is. VA, Newcastle DE(?), Boston, "Bohemia [Manor]" on Maryland's eastern shore, and New York City.

In addition to the American Colonies, these intrepid, globe-trotting businessmen mailed from the Cape Verde Islands; Lisbon, Portugal; Jamaica; Newfoundland; Nova Scotia, and were planning an adventure to the Scandinavian Arctic.

But time has taken its toll. Three hundred years of constant humidity and blustery climate from the Irish Sea had hurt these five-dozen covers. The Siegel writers speak frankly of "damp" damage resulting in flimsy paper weaknesses, edge erosion, and minor internal separations. However, they rightly gave firm support for the immense rarity of these items and, in the case of the premier item, the 1710 NEW/YORK hand stamp, recommended finding an archival restoration expert.

In addition to the items listed by Siegel, several of which were grouped in small lots, another five letters were recovered during the source dealer's house move in 2002. They were equally fragile but nonetheless important, as eyewitnesses to colonial trade and the exceedingly early American scene.

Even on eBay

The additional letters included, in the words of the dealer, "...a couple from Philadelphia, one from Newcastle, one from Kent Island [Chesapeake Bay] and another from Wicocomika in Virginia. All from

1710 up to 1717.” One of the letters made its way onto eBay, number 2939846540, a fair condition only (but no less important) letter from Philadelphia, written on July 10, 1710. So early! It was stained and suffering badly from damp but bore a partial Bristol fancy mark containing in the lobes of the B the receiving date of IY/10. The dealer continued:

This cover may have been carried on William Warren’s Bristol-New York Packet. Perhaps with the ending of hostilities at sea and subsequently the increased shipping activity between America and England, the letter may have possibly been carried upon the first available Merchantman. Lengthy single page social content of the day, with shipping/ cargo movements etc., from Messrs John McWilliam and Robert Lidderdaille.

Incomplete data

The Siegel/supplemental chart of letters listed at the end of this article may not be complete. Partial data is a problem in any field. How many crumbled in calloused workers’ hands, or were “dispersed” as souvenirs before safely in the dealers’ hands? And once there, were any selected out, passed on to favored, specialist collectors, depriving the collecting world of their information?

Can others of this amazing, old and rare letter group remain, written prior to, or after, 1708-1718? How many, if any, surfaced years ago, or still lay unrecognized at the bottom of an antique dealer’s box of miscellaneous ephemera? Are any in secretive private collections, hopefully one day finally to surface?

The famed Datini firm’s letters of 14th–15th century Renaissance Florence numbered 150,000 letters written over 40 years—and we still have them all. Liverpool’s Brown firm existed for at least 10 years and gathered in that short time missives from places as disparate as Portugal, the Chesapeake, the Caribbean, and the Arctic Ocean. Using the Datini yardstick, presuming the Brown firm lasted at least a quarter as long, it should have given us 37,500 letters. If Brown’s business was less extensive by even 90%, there should be 3,750 letters remaining. So far we have 54.

The Siegel experts state that several of the letters catalogued are the “earliest h/s in private hands”, or are “one of earliest of MD [or VA] in private hands”, and so on. What those 3,700 additional letters could relay.

Ponder the holocaust of the hypothetical remaining letters over these 300 years. Were they used for kindling on a bitter winter day in 1730, as scratch paper for an indigent family in 1800, as discards for a needy local peddler in 1860, or perhaps, at any time on those Liverpool docks, to wrap fish?

Value and a puzzle

Lot 4 (chart, line 12) was the most costly of Siegel’s Brown Correspondence lots. Bidding reached \$20,000, despite water stains and paper erosion. It is the earliest NEW/YORK handstamp, indeed, the earliest American handstamp of any in private hands. It

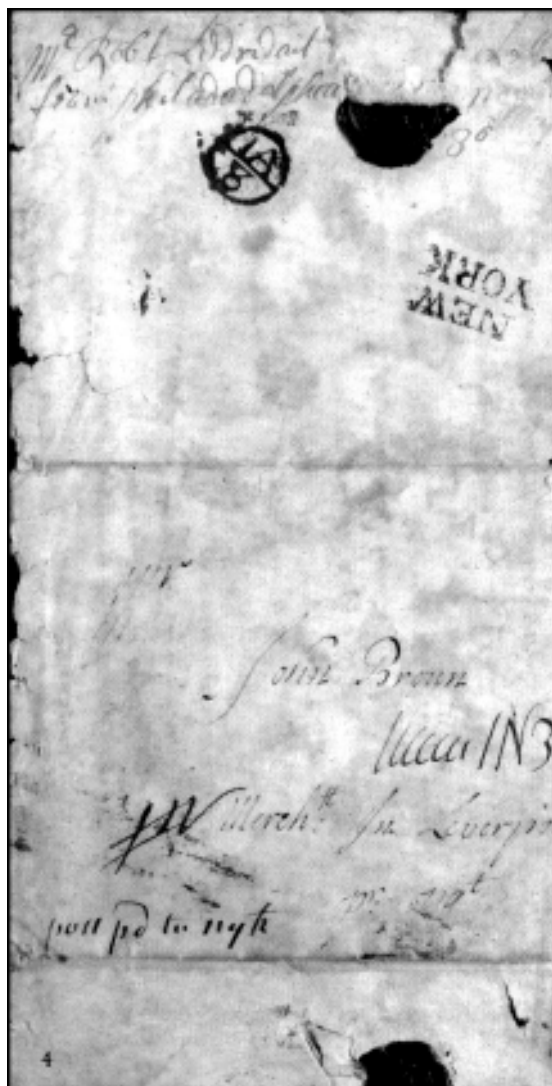


Figure 2 One of the most costly colonial items is the Nov. 30, 1710 NEW/YORK, written by Robert Lidderdail from Philadelphia, and bid at \$20,000. It took 39 days from door to door; Bishop marked in London on January 8, 1710/11. This was a rapid voyage since others took 3 and 4 months to arrive. Note the earliest Philadelphia postal notation at the bottom, “post pd to NYK” (line 12).

is a Bristol-NY Packet letter of November 30, 1710, and includes a manuscript notation, “post pd. to NYK” from Philadelphia.



Figure 3 A Bristol “B” on the Oct 2, 1710 letter – presumably a proof that this letter was carried on the New York-Bristol experimental trans-Atlantic Packet (line 11).

Other Brown items failed to bring any bids. These were in the worst condition and were usually grouped in small lots. Most were favor letters carried privately, dated before or after the two-year Bristol Packet experiment (1710-12). Many other letters, though, were rare because of their dateline origins and brought in the neighborhood of \$1,000 each.

Apparently, this writer’s interest in most anything Philadelphian has preceded him, and in 1997, serendip-

ity. A kind soul sent unannounced a sales flier copy of an extremely important letter from “The Brown Correspondence”. What Brown correspondence??

The flier originally came from England and illustrated “an exceptionally early Philadelphia manuscript marking”. It was dated October 17, 1717, and included a February 27th postscript –incredible! After a disbelieving attack of envy, into the files it went for further study one day.

Seven years later, now, and Brown letter chart for this article was complete. Remembered the xerox from years before, it had to be checked to see where the 1717 Philadelphia item fit into the sequence. It surely should be on the Siegel list, but wasn’t. Perhaps one of those pre auction sales to a specialist, but then why did a dealer offer it in 1997?

On closer examination, there it was, on lines 52 and 55, not missed at all. It was in fact labeled as the “Bay of Boston” letter, from Siegel’s first sale, no. 764, lot 1010. Another great Philadelphia item typically glossed over again? Why had Siegel’s failed, or worse yet, ignored, such an important “first” as this? They most certainly erred when they gave an estimate of a paltry \$400-500. Shocking, too, is the fact that everyone else at the sale also failed to see its true worth, since it failed to bring a single bid!

According to the flier, three years after its abortive sale in 1994, the letter was seen as entering the mail stream from Philadelphia. Its prime marking is trumpeted as a “PHL”, the earliest known from the city. The Siegel catalog saw this key inscription as “SHP”. It cried out for hasty reexamination.

The illustration of the 1717 letter is slightly blurry as the reader can see, but the script is very clear (*figure 4*). Based on years of experience with early handwriting, this writer sees the marking as a definite “Sh”, not a “PHL” after all. It is simply the standard outgoing ship inscription. Note, however, that there is an added flowery, but explicit, looping, horizontal contraction mark above the two letters.

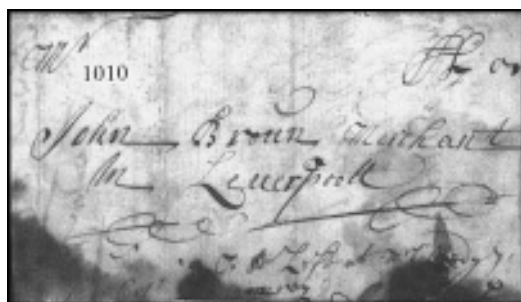


Figure 4 The 1717 folded letter identified as lines 52 and 55 in the summary table of John Brown Correspondence.

Remember that in 1717, the age of the Baroque, frills and excess ornamentation are the routine. Abbreviations like this were commonplace beginning in the Middle Ages to save time and ink. The dominant letter writer of the Brown Correspondence, John McWilliam, himself uses the same antique method of contraction at times in his letters. For example, he has a preference for writing “summer” as “sum’er” (contraction line over the “m”).

An important lesson here is that someone’s imagination (and, we sincerely hope, unconvincing), has launched an ordinary, though early, Boston ship letter into the stratosphere of rarities by misinterpretation. Particularly so when we note that the suggested price on the flier is no longer in the \$400-500 range, but stands at £7,000! *Caveat emptor!*

Happily, for the owner of the 1728/29 “Phi” marking, last sold at a David Phillips auction in 1987 for \$1,150, their letter still remains the earliest known Philadelphia manuscript. On the other hand, consider this: reality says we should credit the 1710 “post pd.

to NYK" inscription, certainly the work of the Philadelphia Post Office, on that extremely expensive, earliest NEW/YORK handstamped letter, as the true, earliest known Philadelphia postal marking. It's just not a town mark.

First hand data and value

There is another value beyond monetary, or even philatelic, when it comes to appreciating letters' contents, that of information and insight. This abbreviated correspondence gives us a rare personal witness to the life and economic times of the businessmen and traders that supplied the early Colonies. Frustrated entrepreneurs waiting much too long for their "cargoes" to arrive, who computed the goods they could locate, make differing arrangements for those they couldn't and, except during the brief, two year, weekly packet experiment, waited yet another one, two, or three months for instructions by return.

Several of their letters were written on board ship. We can picture the circumstances on land of which the writers chose not to partake: primitive make-do furnishings, dirty environs, rowdy Provincial oaths, muddle, disarray and crudeness everywhere.

The writers of the two letters at hand are Robert Lidderdaille [northern dialect for Lauderdale?] and John (or more formally, Jonathan, "Jno") McWilliam. To know the number of letters that came from these men is vital to gauge the extent and reach of Mr. Brown's Liverpool company. Unfortunately, the dealer-disburser of this find had no time to properly analyze the lot or even copy or scan it; perhaps be-



Figure 5 Most all letters in the correspondence are addressed to John Brown. This from July 2, 1712, was addressed to John McWilliam, the primary writer of the correspondence from America, maybe on an R 'n R trip back home (line 28).

cause it was too frail. Despite the find's unique niche in very early American postal history, apparently the busy Siegel Auction firm didn't either.

There are many letters and diary entries by early settlers and travelers to the New World (see a brief online list below). There are thousands housed in museums and university and city archives (though virtually out of reach). Collectors know that it's our collector letters that helps us understand the writers' lives and experience because we can hold their accounts *in our hands*. Across time, it's close to undergoing the mystical.

The Brown Company's agent's orders and accounts were written *here* in backwater America, when the population was barely in the hundreds of thousands (only 8,000 souls in Philadelphia). Most lived less than 50 miles from the Atlantic coast. We sense the *beginnings* of our country, no matter that Virginia colony had already celebrated its 100th birthday, almost all was still in a state of becoming, and was very fresh.

Perhaps one day, maybe through the pages of *La Posta*, someone will be able to gather together copies of every known letter. They can verify every marking, and do a proper study in the light of the raw history they convey, as well as the postal history knowledge they detail.

A few Internet resources for other first-hand accounts are listed here. There are hundreds more.

- a. Virtual Jamestown: First Hand Accounts
http://jefferson.village.virginia.edu/vcdh/jamestown/fhaccounts_date.html#1700
- b. American History Hypertext (Netherlands!)
http://odur.let.rug.nl/~usa/LIT/ch1_p2.htm
- c. American Memory: The Library of Congress: <http://lcweb2.loc.gov/ammem/ammemhome.html>
- d. Colonial America <http://falcon.jmu.edu/~ramseyil/colonial.htm>

Old Style and Quaker Dating

The year dates written on several of the Brown letters are "double dates". In England and America, this was routine for every first three months of any given year between 1582 and 1752.



Figure 6 Some letters are made more desirable by naming specific vessels. This one from Urbanna VA, dated Dec 5, 1709, was sent privately to NYC, then by the packet “Cha. Gallie” [the galley “Charles”?] of London. The 7 pence (American) rate was crossed out as always, and was re-rated “In all 1/6” (line 4).

Pope Gregory IX altered the Western European calendar (with little effect in Eastern Europe) in October 1582. This move would finally account for the 10-day solar “creep” that had accumulated since about 50 B.C., when the Julian calendar was established. The day following October 4, 1582 was to become October 15, as a result.

Henry VIII in the 1530’s had expelled the Roman Church, creating the Church of England. Naturally, 50 years later, when the Pope altered the calendar, the English (and some other countries) found it unacceptable.

Gregory also declared that the New Year would henceforth begin on January 1, but the English steadfastly kept the traditional birth of Spring, March 25, as the first day of the new year.

Thus, the English and anyone who wished to deal with them had to “double date”. Between January 1 and March 24, both years were written as “double dates” to ease confusion. In a letter headed “1708/9”, the first is the English or Julian year and the second is the new Gregorian year. Beginning with March 25, the years for both calendars would synchronize.

Was George Washington born on February 22? That depends. Calendars in the American Colonies at Washington’s birth read February 11, 1731/32. In

countries that still observed the traditional Julian New Year’s Day (March 25), but had adopted the Gregorian calendar, they read February 11, 1732. In Italy, Spain, and France, which they implemented both the Gregorian calendar and New Year Day (January 1), they read February 22, 1732. But when Parliament finally adopted the full Gregorian calendar on January 1, 1752, Washington’s birth date was listed as February 22, 1732 and has been so ever since.

The English Quakers conservatively preferred the Shakespearian, Biblical “thee”, “thou” and “thine” to “you” and “yours”, and they refused to acknowledge pagan root names for the days of the week and months. Instead, they used month *numbers* that corresponded to the standard names. Since Quakerism was an English faith, before 1752 their “first month” was equivalent to March, and December was the “tenth month”. After the new calendar law took effect, Quakers too had to recognize that the New Year began in January. It became their new “first month”.

Grammar

The letters whether in person or as copies by eMail are a fascinating exercise in transliteration and interpretation. As usual, the letters are written without most of today’s standard punctuation, which only made its appearance about 1830 with the advent of free public education.

Run-on sentences and some archaic usage of familiar words make the reader wonder what language the writer is using, but on reflection, the meaning becomes clear—most of the time.

Remember that with the contraction “ye”, the “y” is the old style “th” and so “ye” equals “the”, “y” is “that”, etc. Similarly, “w^{ch}” is “which”, and so on. Note also the old style, medieval contractions already mentioned, showing above the abbreviated spellings.

Symbols were also used for money amounts, similar to the two vertical lines and the “S” for our dollar symbol. One symbol here looks like a “Q” with an extended horizontal line through it (presumably for the slang term “quid”); a superscript “l” or “lb” (?) stands for “pound”; “s” means shillings, not to mention the pre-decimal style of the slash to denote shillings, as “3/6” for 3 shillings 6 pence. The symbols are sometimes ill defined and questionable.

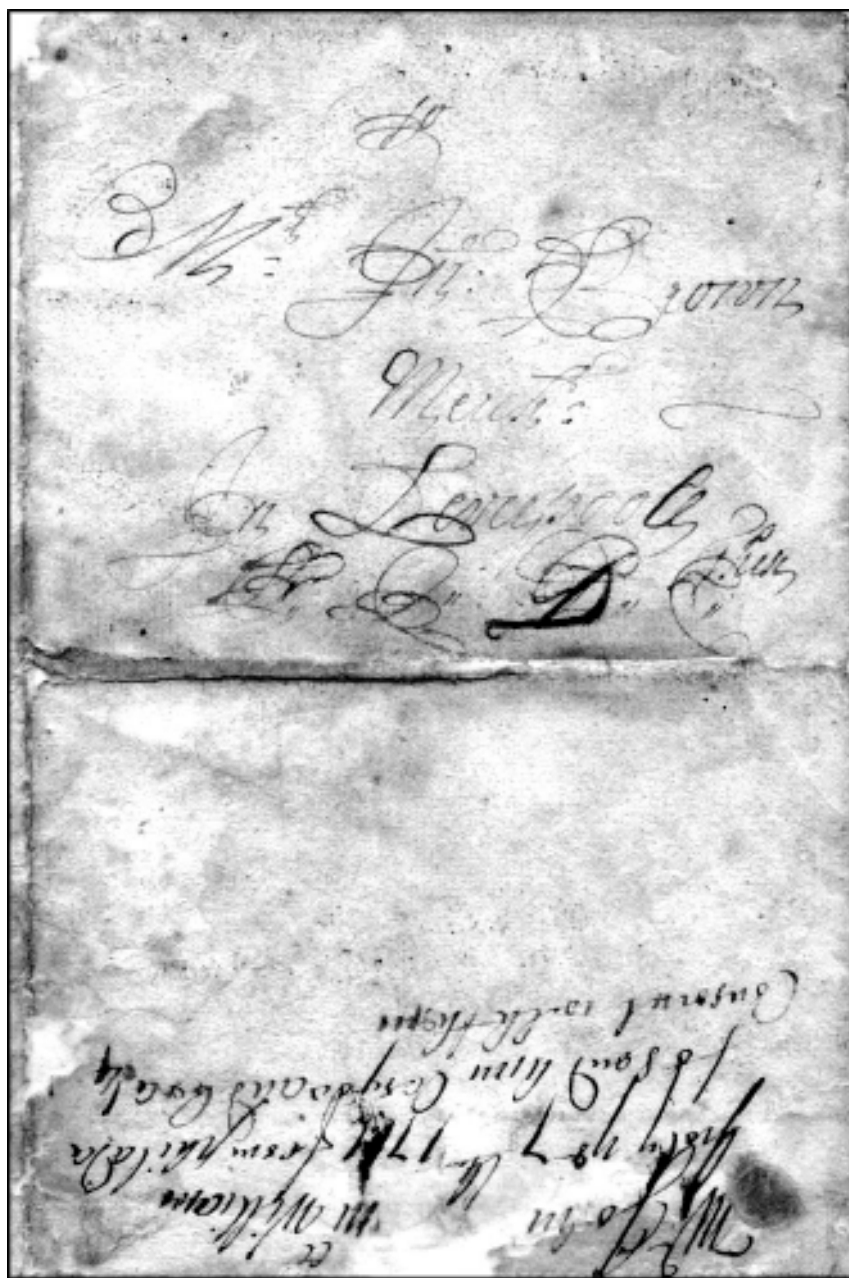


Figure 7 The outside portions of the July 7, 1711 letter to Liverpool showing no markings except the centuries' old invocation "Q.D.C.", Whom God Preserve (line 19).

Four letters out of the 54+

To understand what the correspondence contains, there are four letters transcribed here (chart items line 11, 17, 19, and 30). The letters have remarkable worth, as they all do. For one, they exist, and given their abode for the last 300 years, they're quite readable, condition notwithstanding. Postal history exhibit-winners they *must* be, because they belong to the exclusive, ultra early, ultra rare fraternity of primal American mail. The more detail we learn of the goings-on

in the early period, more of the fog of history dissipates, not to mention the spread of understanding of how the United States came to be.

Most had been described by Siegel as stained, weakened by damp, edge-eroded, and with internal separations. The two that came the writer's way are not "firsts" and certainly not pristine either. They had been slightly lamentable before, in common with the majority, but now carefully repaired, they are very presentable.

Home repair of these two required very careful application of *eight feet* of 1/4 inch archival tape, an inch or two at a time over a two hour period. The results are very favorable and the workmanship almost invisible. For the high estimate items, the Siegel firm suggests "skilled [expensive] archival" restoration. Experience proves that much can be done on your own—with due patience.

The letters feel more like themselves now, and their lives have unquestionably been prolonged. The front and back portions unfortunately are impregnated with gray grime, mostly imbedded dust mixed with lamp or fireplace fumes and residue. The paper is too fragile to go after it.

As usual, only the fronts, and only those of the highest estimated lots at that, are illustrated in the Siegel catalogs. To add some depth to this brief coverage, and emphasize the postal history importance of the correspondence, several of the Siegel illustrations are included, with permission.

October 2, 1710 (line 11)

This is the letter that was offered (no doubt with great trepidation) on eBay in the summer of 2003. It certainly seemed out of place, appearing as it did between discount restaurant coupons, beanie babies, and lots of first day covers. But it reminded the writer of

the xerox copy from 1997, the mysterious “Brown Correspondence”, and the previously mentioned “PHL” manuscript mark.

Assuming there must be some meat to go on these bones, it was exciting over the next several weeks to write here and there, in hope of discovering the facts of the find, certainly in hope of finding other examples of the letters, and the very catalogs that listed them. Finally, there was hope that a fuller picture would emerge.

The letter shows abundant water stains. It is brief, but one of the earliest collectible Philadelphia-origin letters. It bears a fine, fully written “Philadelphia”. (No doubt a *La Posta* reader now owns it.)

We can determine that Robert Lidderdaill, the writer, probably become a partner in the Brown firm recently, since future letters address him as one of the three primaries, yet in July through October 1710, Lidderdaill is literally back to his old tricks, wheeling and dealing in America. John McWilliam, the usual writer of these letters, always mentions him with a degree of deference.

In July 1710 (via another letter, chart, line 8), the men intended to build a sloop. That idea, in October, is hereby revoked without any reason given. To lease and eventually to purchase a boat ready-made would presumably be more economical, even at 1200 shillings (?).

The men continue, commenting on the voracious appetite the Colonial English have for dry goods. Since so much has already been imported into bustling Philadelphia, they find themselves currently behind the profitably curve. To atone, they have decided it would be better to gather in debts and cancel all previous orders. They suggest that the company deal in finished [winter?] goods rather than spring items, for “this trade is over done”:

To
Mr Jhn Brown
Mercht
In Leverpoole
These [deliver]

3 pence manuscript (America) crossed out, 5 pence manuscript total due from London

Philadelphia 8bre: ye 2d: 1710

Gent:

Since our last to yow have altered our Resolutions abt Building. So this comes to Countermand our last orders By Desiring yow to send us No sails Nor Rigging

For we are quits of thoughts of Building and for Dry Goods they come in daily in Great quantitys so yt European Goods are a Meer Drugg here, so yt we think it will not be worth while to send us any Goods to this Place so yt yow need not to Mind our last orders for any thing: I am now about Going down to Virga. and Design to Carry Down some of the Goods Mr. Lidderdale stays here to Gett in our Debts. If yow think will be any Com'oddity yow may send us In some finisht & Goods against spring for this trade is over Done This wth Due respects and Humble service is the Needfull att pres't from

Gent:

yor. Most Humble servt

Jno McWilliam &

Robt: Lidderdaill

May _, 1711 (line 17)

Though this next letter predates the July 11, 1711 letter, it discusses some of the same topics, such as the curious request for Welsh [indentured] servants (to help on the loading docks, or as wheat farmers?). In the July letter, the request will be extended to English servants. An answer was not received for some time. This prompted the July 11 communication, reviewed next. But the two are not typical letter copies common in those days, sent by different ships in the event the primary ship was lost. In his business, repeating previous information would be a virtue of thoroughness, not a wasteful annoyance. There are some unique inclusions too, such as the sad loss of his Caribbean business contact, Mr. Valentine, in a horse accident, of a broken neck.

Postally speaking, the writer refers to infrequent communication. After ordering from Liverpool all of the necessary components for his proposed trading vessel, he herewith cancels the order. In the present message, however, the writer realizes that, because of tardy mail back and forth, he will have to “eat” the expense of his fickleness.

He asks after the health of his friends at home and mentions “cousin Brown”. Do we see here a “close held corporation” composed primarily of family members? For those days, it would certainly make sense. He also mentions the procedure he or Lidderdaill (here their abilities seem interchangeable) will follow. One will stay on land while the other will accompany the forthcoming cargo.

It is refreshing to realize how much the exchange of drafts (in lieu of cash) back and forth across the sea depended on absolute integrity and the honor system. McWilliam instructs that his debt to a Belfast acquaintance (from how long ago?) was to be repaid.

To
Mr Robt Lidderdale
Mercht
In Leverpoole

1 s[hilling] manuscript (Packet) crossed out, 1/10 manuscript total due from London

May , 1711

My Dr friend & Comrade

Since yor: Departing I Recd advice from Messrs Brouder(?) & Desperous of ye safe arrivall of Capts: Mauger and finne(?) and of your wheat selling att 650 Pens [pennies?] per Alquier(?). The Merchts: In Town are Gott stoutt(?) and will not Lett draughts at any rate Wheat is now Gott to 3/4 and Likely to be Higher and they strive to Engest [ingest] all into their own Hands. I Have Laid out my self all I Can to Gett Wheat But ye: rising market makes ys [vanish?]. Mr Valentine Wth Whom I Had agreed for 350 bushells Broke His Neck by a fall from His Horse abt: a fortnight agoe so shall Lose yt: On ye 13th: Inst: I Recd: advice from yor: Cusine Brown yt all friends are as we left them and yt: they Had Bought sails Rigging anchors and Cables fittings for a Vessell of the Dimensions we have and are by Our Countermanding Ltr: obliged to Leave yt and make any allowance for so Doing. They Have shipt in ye Elizh: a Cargo of 328 Q prime Cost so yt I shall be obliged to pay all Winter Mr Allen persuades me and I am apt to belive it yt a Cargoe Consisting Chiefly of Winter Goods and to Come In Here In Nov'r wold turn to a Good acct: If the Lisbon Trade Hold, If yow Cannot Gett yt Cargo Here in yt time Wold Have yow build Buy or Hire a Vessell of Eighty or Ninety tuns and bring fifty or sixty servts: In Her being them Chiefly Welsh if to be Had and Come Directly Hither wch will Turn to a Good acct: If yow Come safe If this project take Wold Have yow advise me per first pacquett yt I may secure Her Loading against the Come. I Have sent per ye pacquet one acct of sales and yr.. To yow for further advice amnts bu..... Us of Goods if yow Come in a ship of our own or one draughted wold Have yow bring a Cargoe suited for Both sum'er and Winter yt one may stay Here and ye: other Go with ye Vessell I Have Writt to them at Home to ye same purpose so when yow Come together yow may act and Do as yow see Convenient I am Wth Due respects and Humbly service

Dr: Comrade

yor: affect: friend & H: Ser

Jno McWilliam

Sr:

Enclosed is a bill of 20 sh belonging to Mr Thos: Wilson in Bellfast in part of the mony yt Due to him 15 sh please to forward ye first I sent by pacquet Exch: is 25 per Ct I am as before

Yors: J McWilliam

July 7-9, 1711 (line 19)

This first of the writer's examples bears a partial fancy Bristol receipt handstamp, as several others do. There are no American markings, which might cause purists to complain that it is, *ipso facto*, not proper for an American postal history collection, the same as any hand carried letter. The Scottish dealer mentioned before firmly believes that the Bristol mark implies that it did travel back home to England on the New York-Bristol Packet, and thus is a product of the trans-Atlantic Colonial Postal Service. How much did any mail in those primitive days of few roads go by private means, versus official couriers, where is the demarcation, and how can we distinguish them otherwise?

John McWilliam is obviously an educated man, grammatically speaking; he dots his i's and once in a while uses modern apostrophes correctly. Periods occur only sparingly, however, making for run-on sentences with multiple meanings. Surely, his teachers were of the old school for at times, as mentioned, he uses the medieval contraction of a horizontal line over several letters to indicate a dropped letter.

His vocabulary is limited, a business vocabulary. Profits he could make, but a book of poetry, no. Nevertheless, take note of the very considerate, refined "turn over" request at the bottom of his first page. Very classy, and the earliest instance this writer has encountered.

McWilliam is an independent contractor and dealmaker working overseas for the firm of the Brown, Edgar, & Lidderdale Company of Liverpoole, which he constantly refers to as "home". As with any trader in a backward place, he must be knowledgeable of and be able to cater to the whims and needs of the locals. He must be conversant with the products to send home or to any other available port where a sale might be concluded, and "draughts" secured. Drafts were the bank check/IOU's of the day and permitted long distance business to proceed. Only, as an aside, is cold, hard cash mentioned (gold), to be carried home at one point by a "gentleman" incognito.

Unfortunately, there is little "sociological" information included in these letters. No mention is made of local customs or the make up of the community, or attitudes and opinions on any topic. Except for a passing comment that the "war continues", there are no references to current political events.

The war mentioned was the War of the Spanish Succession, 1701-14, between Britain, the Dutch and the Holy Roman Empire versus France and Spain. It severely curtailed American trade with the Mother Country, and made life ever rougher in the Colonies.

Another postal history reference occurs when McWilliam refers in a complimentary manner, to the experimental packet from Bristol. It implies a desirable, dependable, steady stream of correspondence.

Trade under the British Mercantile system meant that colonial raw materials must flow back to England without benefit of the increased value imparted in the finished product. Large profit was reserved for those back in England. The only American produce McWilliam mentions are wheat and “flower”, and varieties of cloth imported back into America. Recall from the October 1710 letter his need for “finisht goods”.

He called upon aristocratic Philadelphian Edward Shippen, first mayor under the new City Charter of 1701, and great-grandfather of charming Peggy Shippen, who 80 years later would infamously turn George Washington’s head during his presidency, our first National Affair.

To
Mr Jn’ Brown
Mercht
In Leverpoole
These [deliver]
(Illeg) Q D C [Whom God Preserve]

(no markings)

docketed: Mr John McWilliam / July ye 7th 1711 from philada / to send him Cargoe and boat / Consort? With them

Philada July ye 7th 1711

Gent:

In my two last to you bearing dates ye 3d & 4th of May I Gave you a finall abstract of ye sales of our Goods and also of Mr Lidderdales Voyage to Lisbon [Portugal], In ye Dragon Brigatin, and Hope He is with you by this time, or at least you’ve Heard from Him If He arrived safe He met with a Good Market, I Likewise desire you if possibly you Could to send in a Winter Cargo to be Here In Novr or Decr wch wold turn to a Good mkt for purchasing wheat & flower and if you Could not accomplish C to Hire Build or buy a Vessel of ninety Tuns or upwards and Gett fifty or sixty servts Welsh and English if to be Had wth a Cargoe of Dry Goods suted for both sum’er & Winter and so ye one Go wth ye ship and ye other Keep purchasing Here provided ye Lisbon Trade Holds as its like to doe so long as ye War Continues. I reqd ye Goods yt Came in ye Elizth

ye —of ye last(?)— and Have sold Hear 400 worth of them to be pd in 3 mo I should have sold most of ym by this time only a Bristoll Gally of 16 Gunns and a Londoner of 300 Tunns arrived Here London wth Dry Goods abt ye same time mine arrived wch Hes been very prejudiciall to me In ye sails of my Goods. I have shipt on board ye Rachell Brigatin for Lisbon 632 bushls of Wheat and 8 casques of flower Cost ,116 and obliged to pay 3/6 ster per bushl draught. I Agreed yesterday for 1550 bushls on board ye Londoner for 2/6 per Bushl draught the Cost Here will be 278 Q so I Desire yow wold Make Insurance as yow see proper ye ships name is ye Popery(?) Frigott of London Carrying 8 guns Cap: Peter Bartlett Comnds and is to sail ye first of 7ber Winds and Weather permitting If ye ship arrive at Her port safe I Hope it will turn to a Good mkt There is near 90 L in ye 278 Q yt belongs properly to Mr Lidderdale Jno Dixon and my self and ye remainder to ye publick stock —As for yr being Equally with us in ye first Cargo Can say nothing to its being alone so Referrs it wholly to yor:selves & Mr Lidderdale and B Yor Lts Came we Had shipt most of ye Effects att Thirds as first agreed upon If yow Condescend to my proposalls (or Do not) I Expect Lts relating thereunto per ye first pacqt wch we may Expect Weekly, If yow Intend to persue ye Design and Have taken Care to Give me timely notice I shall Use my Utmost skill to secure Her draught against seh Comes If yow Gett such a one as I proposed I believe we may Load Her on our own —: if Greater I presume I Can Make friends to Comply wth Her (& If Mr Lidderdale arrive safe as I Hope will) Doubt not but He Will kae some at Home to save me ye Labour-turn over

Give my service to Messrs Booth & Nicloson & Mr Tho: Wilson In Bellfast and tell them yt I believe I Have Gott Good Bills for them att Last though With some Trouble and Charge they bring att Coll Hunters ye Governor of New Yorks draught on ye Lords Comisrs of ye Treasury and Endorsed per Edwd shipin Junr Mercht in this City wch I Design to remitt per ye first pacquet for —Johime(?) Of ye Goods I wold Have yow send I need send none Hoping yowl Have Mr Lidderdale and ye mkt of sales to Direct yow The Last Goods yow sent was Considerably Higher Charged yt Goods of ye same Kind from London & Bristoll Cantilones being only Charged 42 per yd &—shipt 16s6 per ps 26 long The best Curiosity Here for sum’er is from London Middling stuvs of sundry sorts light & Changeably Coll—but none shipt of Gaudy Brown—osnbrigs(?) and Garlix abt 27s per ps Rum’als(?) Duroys &c From Leverpoole for Winter & sum’er Co: Kersays some—Co: Halfthicks & plains flanlls Co: Broadcloth Coarse tickings and Checks & White Laut(?) Lining In my next shall avoid these tautologies and am with due respects and Humbly service to yor:selves and all Enquir- ing friends

To Messrs Brown Edgar & Lidderdale Gents Merchts in Leverpoole
Yor: very Humble servt
Jno McWilliam

July ye 9th 1711

Gent:

If yow think itt will take too much mony for us to Carry on ye trade Either take More partners on act and Do as yow see most proper. It's a Received opinion Here yt it will be ye only trade one Can follow wth a prospect of Getting any thing I am as above

Gent: yor Very Hu: servt:

Jno McWilliam

April 30, 1713 (line 30)

The second of the writer's examples carries McWilliam back to Philadelphia, the focal point of the company's operation. Philadelphia was a rapidly growing town, second only to Boston in North America, at the moment with 8,000 inhabitants and some 1,200 houses. Overall there were more than 24,000 Pennsylvanians on more than 300 working farms in the Philadelphia vicinity and points inland.

The New York-Bristol Packet has ceased business by now, so this letter went on the first ship out. In another letter (July 5, 1713; chart, line 33), the writer mentions, "This I intent by a shipp for London to excuse [any] postage"; there was only four pence due after entering the mail at London.

The letter chart shows that McWilliam (mostly, probably) has been to Nova Scotia, Newcastle and Bohemia Manor (on the Maryland eastern shore of the Chesapeake), the Rappahannock River in Virginia, Lisbon, Portugal (surely *not* Lixouria in the Ionian Islands as Siegel says), and Kingston, Jamaica. These trips occur at varying intervals, primarily from the early spring to August. However, Mr. McWilliam, and/or Mr. Lidderdaill, maintains their pace also between December and February, too.

Joining him again in the present letter is Robert Lidderdale, partner of the Brown firm. The two arrived and found their shipment of goods in fine shape but prices low. Nevertheless, they sold the entire shipload in two days, but on account.

Mention has already been made of the questionable abbreviations inscribed over the various sums given. Which represent shillings and "quid" (the same as pounds)?

As for cotton, recall your history: cotton is not yet grown in the "states". The "prize cotton" they are shipping from New York back to Bristol is cotton transhipped from Guadeloupe.

Then there follows a complex set of instructions to insure Mr. Lidderdaill will find a proper place to stay in Newfoundland and have money to negotiate with, and requests the same for Wales? (or Calais, France), his ultimate destination.

Protesting questionable drafts seems a regretted but common predicament. Do such challenges imply that ships and their cargos had gone down or had been captured, or, simply that the amounts due were considered bogus? Either way, the hold up in "cash" flow would adversely curtail business transactions. It would require additional investment out of pocket until the matters could be settled.

To

Messrs Jh' Brown &
Thos Edgar Merchts
In Livivpoole

5 manuscript (America) crossed out, 8 manuscript total from London

docketed: Mr Robt Lidderdail / & John McWilliam / from philada aprile 30th /1713

Philada: April ye: 30th: 1713

Gent:

This serves to advise you yt we Mett Here ye 4th of ye mth we found ye Goods In very good order Butt we are Come to a very poor Market We Recd ye London Goods abt two days ago and Have sold ye Whole goods abt 1300 Q[uid=pounds] but when we shall Gett pay we Know not trade is so Dull We Have sent out half of ye prize cotton from Newyork to Bristoll we Consignd it to Mr Jno Hilhouse and have ordered him to send to yow presently(?) to Know whether yow have it to Mainchester or sold at Bristoll Its ye best Guadalupa Cotton so expect ye Highest price for it wch purpose will be at Manchester. The Gold we Design to send by a Gentleman that Goes from Hence to Monross In a fortnights time. Yesterday we Bought a sloop of about 80 or 90 tunns wch we Design to sett out for Newfoundland and be going from Hence In six weeks. Mr: Lidderdaile goes in her so wold Devise yow to Gett Aldrman Claytons Ltr of Credit and send it to Newfoundland per ye first opertunity. for Expects He'l Have occasion to Draw for some mony, I wold also Desire you to Gett Mr Squire's Accomodation to some Gentleman In Cales [Wales/Calais?] for a Correspondent for He Designs from Newfoundland thither. The sloop and Cargoe will amount to 1200 Q of this mony so yow may do as yow please [about] Insuring We Could see no Liklier way to Gett our Effects Home then this, please to advise Mr Nicolson yt: I shall send ye produce of His protested Bill with Mr Lidderdaile and If He or yow now Have a mind to Insure shall send yow one rect(?) of ye sloops Home(?) and also ye masters by the ship yt Goes to Monross. This Bill yow sent protested by Mr Shepherd never came to Hand wch is a Great Loss so wold advise yow to protest another Bill and send it In Directly. Mr Hope yow Have Had notices from Lisbon and also

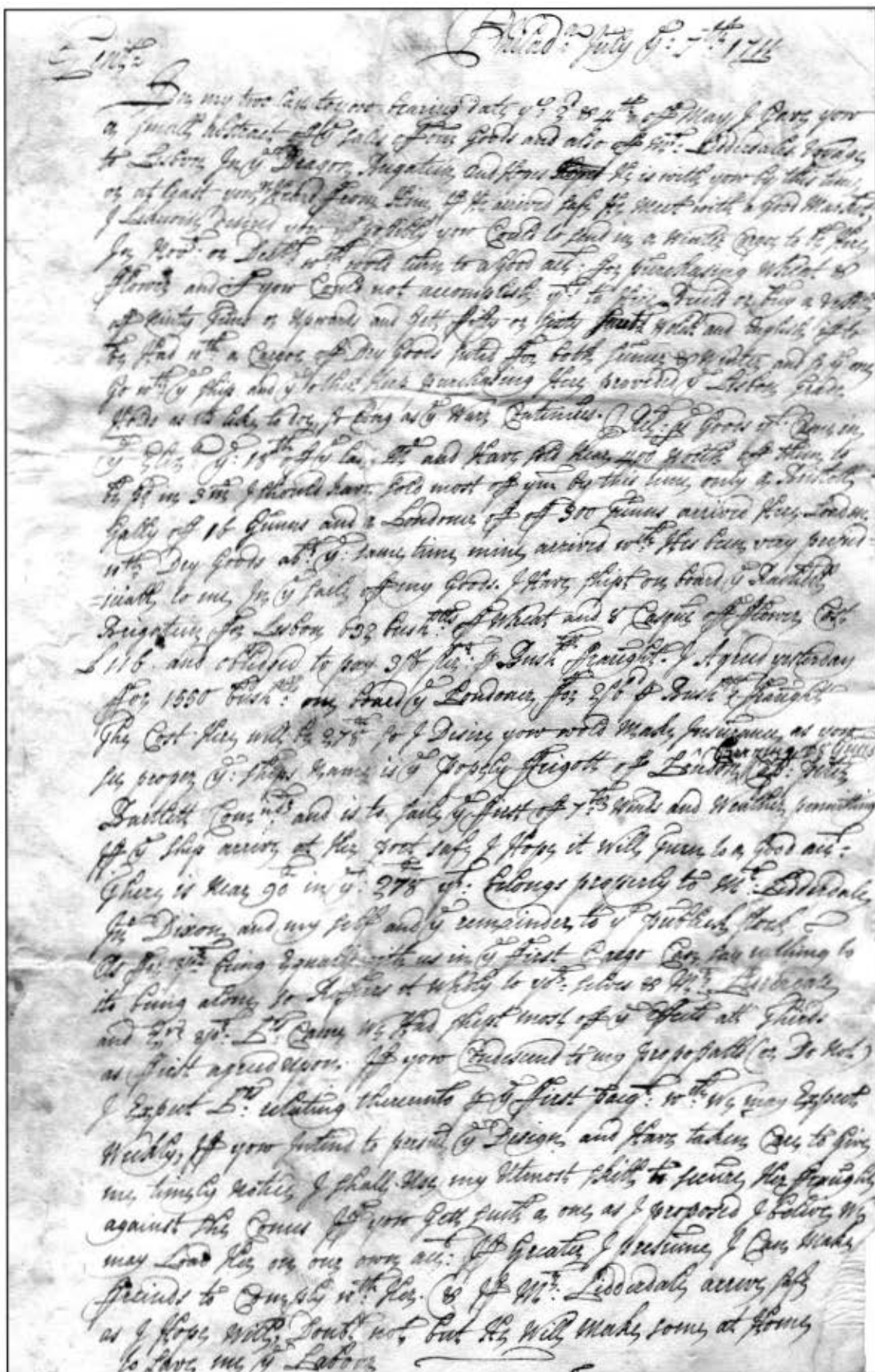


Figure 8. The first page of the July 7, 1711 letter shows the quality of handwriting and suggests the extent of information contained in these remarkable letters.

from Jamaica of ye arrival of those ships Mr Lidderdale
shipt in and also Recd some returns We are wth due
respects

Gent:

Yor: Humble servts

Robt: Lidderdaill

Jno McWilliam

Conclusion

At the commencement of the known correspondence in 1708, the Salem Witch Trial's judge, Samuel Sewell, was apologizing in his diary for his participation in those awful events. When it ends in 1718, 12-year old Benjamin Franklin was still four years away from his famous Boston to Philadelphia walk.

What more can be said of our bold entrepreneurs, off in the mists of the New World? For now, nothing, because of the want of Brown Correspondence letter copies. If readers can furnish additional eMail or xerox copies of contents and fronts from the Brown find, it will be possible to flesh out a more complete body of

knowledge regarding the company's business in America, and fascinating details of the early days, the ripe, rapidly developing decade of the 1710s.

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Figure 9 Partial page from Siegel's initial 1994 offering of the Brown Correspondence; TOP ROW letters shown per the Correspondence chart, line 9, 41, and 36; MIDDLE ROW, line 35, 42, and 51; BOTTOM ROW, line 52/55, 53, and 43.

The American Colonies - John Brown of Liverpool Correspondence, 1708-1718*

	Cat	#	Dateline	year	date	trip length	rate	other marks	Value \$ est	bid	cond	contents
1	766	1	Rappahannock River [VA]	1708/9	0303	?	priv	per the Cliveland, Capt Blundell	1500-2000	2700	soft from damp, o/w VF	---
2	767	438	Bonavista, Nfld	1709	0912	3 mos	In all 1N6	"Via London"; DE/12; deleted 7	750-1000	1700	sl worn and soiled, F	Travels, merchant, business mention that Fr demolished GB fort at St Johns; 1710 was the year that the English took Port Royal (Annapolis) in Arcadia.
3	767	439	St Johns Nfld	1709	0925	?	ms 5	deleted 3; B[ristol] NO/23, scarce	750-1000	2300	VF	Merchant data re shipment of Nfld fish to Gibraltar
4	766	2	Urbanna? [VA] & NYC	1709	1205	3 mo, 29 da	In all 1N6	priv to NYC; then packet; deleted 7; AP/7; DART/MOUTH	750-1000, VR	1200	VF	new EKU for Dartmouth UK by 1 year
5	779	841-a	Phila	1710	0000	?	priv	?	750-1000 lot of 6	---	F, soil, tone	---
6	766	5-a	Phila	1710	0000	?	priv	QDC	300-400 lot of 3	@125	sl water stain	---
7	---	supp	Kent Is [VA, Ches Bay]	1710	0614	?	priv	no marks	£2500, RR	---	bad damp, weak, tears	The writer is John McWilliam; letter is clearly headed Kent Island. Full-page social/business content of the day. Kent island must have been an incredibly small settlement in 1710; Virginia had no real "Settled" posts until 1717; possibly second earliest outside archives
8	---	supp	Phila	1710	0721	3 mo, 26 da	In all 5	deleted rate; OC/17; partial Bristol, R	£575	---	bad damp, stains	Interesting two-page social content of the day, with shipping/cargo movements. A Bill of Exch enclosed. **See comments at bottom of chart
9	764	1001	Phila	1710	0825	?	priv	?	500-750	---	erosion on l side, F	cargo and shipping to W. Indies w detailed invoice of supplies
10	766	3	Phila	1710	0826	4 mo, 4 da	In all 5,	2? rate deleted; DE/30	200-300	1100	sl water stain, erosion r., F	This rate is not 1N5, but "In all 5"
11	---	supp	Phila	1710	1002	?	(several ratings)	partial Bristol, R	490 on eBay	---	bad damp, stains	eBay #2939846540; shipping/cargo movements etc., from Messrs John McWilliam and Robert Lidderdaille. **See comments at bottom of chart
12	766	4	Phila & NYC	1710	1130	1 mo, 9 da	In all 1N3	NEW/YORK; "post pd to NYK" and "pr.pkt"; deleted 1N; IA	15000-20000	20000	sl water stain, eroded edges, bold wtg and marks F	int ref to sailing the Bristol-NY packet, trade w Lisbon; end B of Exch dated MD, Sep 19th 1709; EARLIEST h/s in priv hands; carried on the Royal Anne, first west bound trip; perhaps John Hamilton, Wm Warren's packet agent stamped the letter
13	764	1002	Rappa[hannock River] VA	1710/1	0220	1 mo, 22 da	1N [for the new Bristol pkt svc]	deleted 7; B[ristol] AP/12, Rare; Bristol fwdg agent endorsement	2000-3000	5250	damp stains, edge wear, F	The writer is John McWilliam; "I have been Here six weeks Expecting the ships <i>Content</i> or <i>America</i> But seeing Capt. Lancaster in York River He & some of His me informed me that the <i>Content</i> was setting out for Guinea or the West Indies and that the <i>America</i> was Going to Norway or the East Country"; "recd and forwarded by Edwd hacket Hen Carter"; possibly earliest VA cover outside archives
14	766	5-b	Phila	1711	0000	?	priv	QDC	300-400 lot of 3	@125	sl water stain	---
15	766	7-b	Phila	1711	0000	?	In all 1N10	} which dates, which rates?	1000-1500 lot of 5	@170	sl water stain	---
16	766	7-a	Phila	1711	0000	?	In all 1N10	} which dates, which rates?	1000-1500 lot of 5	@170	sl water stain	---
17	---	supp	Phila	1711	0500	?	In all 1N10	deleted 1N; Bp mk	£850	---	damp	---
18	766	6	Lisbon [Portugal]	1711	0527	24 da	In all 1N10	"pr.pkt"; IV/21	200-250	---	sl water stain	just arrived in L., chased by privateers; 2 bills of Exch encl, one drawn at Phila, the other at MD
---	779	837	Lisbon [Portugal]	1711	0527	24 da		"pr.pkt"; IV/21	200-250	525	sl water stain	previously unsold in 766, #6
19	---	supp	Phila	1711	0707	?	4+4	?	350	300	grime, erosion	NOT 1714 as listed - possibly not listed by Siegel, bought from England
20	767	440	Yarmouth, Nova Scotia	1711	0928	3 da	In all 8	Deleted 4; OC/1	750-1000	---	sl water stain, o/w VF	to Thos Edgar in Liverpool; "I forgot in my last to charge three pounds pd for the Negros accomodation"

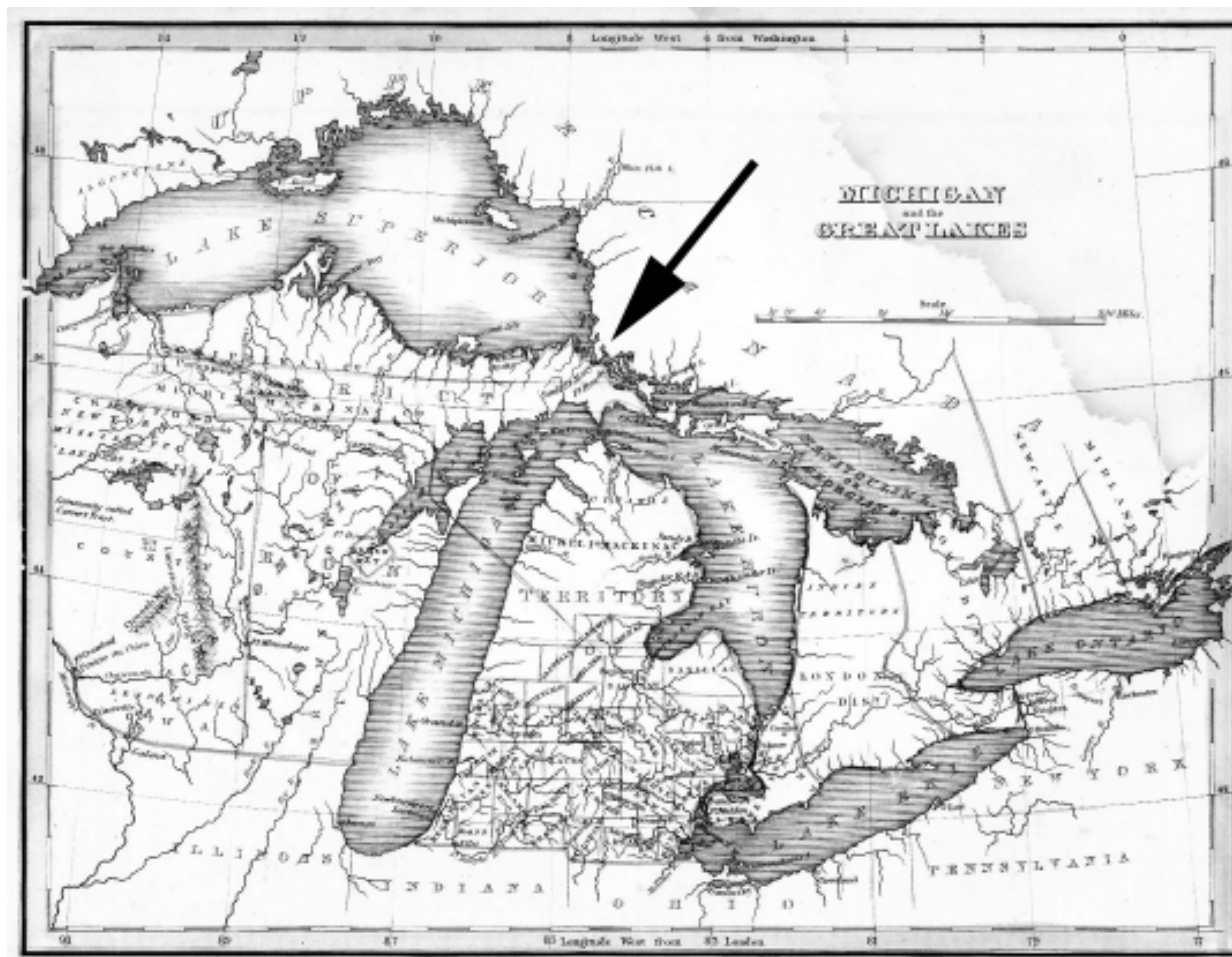
	Cat	#	Dateline	year	date	trip length	rate	other marks	Value \$ est	bid	cond	contents
21	766	7-d	Phila	1712	0000	?	In all 1N10	} which dates, which rates?	1000-1500 lot of 5	@170	sl water stain	---
22	766	7-e	Phila	1712	0000	?	In all 1N2	} which dates, which rates?	1000-1500 lot of 5	@170	sl water stain	---
23	766	7-c	Phila	1712	0000	?	In all 1N10	} which dates, which rates?	1000-1500 lot of 5	@170	sl water stain	---
24	---	supp	Newcastle [MD]	1712	0227	?	In all 1N10	deleted 1N; Bp mk	£1250	---	damp, weak edges	Lengthy full page interesting social/business content of the day, with shipping/cargo movements etc. **See comments at bottom of chart
25	771	557	Bohemia [Manor] [MD eastern shore]	1712	0302	?	priv	?	500-600, VR	250	sm hole, stain, edge tears	arrived within the Capes of Virginia"; a shipment bound for Philadelphia
---	779	836	Bohemia [Manor] [MD eastern shore]	1712	0302	?	priv	?	250-350	200	sm hole, stain, edge tears	arrived within the Capes of Virginia"; a shipment bound for Philadelphia; previously sold in 771, #557 - returned?
26	764	1003	Phila	1712	0329	?	priv	?	150-200	150	light soiling	business matters cargo and shipping movements
27	---	---	New York	1712	0612	?	---	NEW/YORK +?	?	?	?	Second oldest handstamp; ref made to this letter in 766, #4, to explain the new EKU of the same marking
28	766	8	Phila	1712	0702	1 mo, 23 da	In all 1N9	"per May Hoop Galley Capt John Annis QDC"; deleted 5; AV/25	200-300	450	sm stain, o/w VF	Addressed to John McWilliam; desirable ship named packet letter
29	766	9	Newcastle [DE?]	1712	1223	3 mo, 7 da	In all 3N8	"per Capt Henry Smith Via Lixa QDC"; rate deleted; MR/30	500-750	550	water st and worn, F	Lixa. is more probably Lisbon Portugal, not Lixouria, Ionian Is; re: trade with Jamaica
30	---	supp	Phila	1713	0430	?	4+4	deleted 5 [4 inland+1 ship fee]; very Sc Bristol	600	(500)	sl water stain, erosion, F	possibly not listed by Siegel -- bought from England
31	766	10	Rappahannock River VA	1713	0516	?	priv	"per Mr Ja. Gillison"	1000-1500	800	sm tear, F	The writer is a Thomas McClelland
32	766	11	Phila	1713	0604	1 mo, 16 da	In all 1N9	"paid to NY 10d" VR; deleted 4; IY/20	1000-1500	5000	sl water stain, erosion, F	Bristol packet ceased in 1712 (terBr p.F25), thus this by first vessel out
33	767	436	Lixouria, Ionian Is [Lisbon Portugal?]	1713	0705	30 da	ms 4	AV/4	750-1000	---	VF scarce	surely Lisbon; copy of June 23 lr; "This I intent by a shipp for London to excuse [any?] postage"
34	767	437	Kingston Jamaica	1713	0801	?	In all 8	"p Capt Lovel via London QDC"; deleted 4; 3/OC	1000-1500	---	damp erosion, o/w F	---
35	764	1006	Phila	1713	0729	?	priv	"pr Capt Robt Clymens Comnd of the Lancaster QDC"	150-200	150	soiled, F	fine social/maritime content
36	764	1005-a	Phila [then NY]	1713	0729	?	1N	Bp mk	400-500	350	stains, erosion	---
37	764	1005-b	Phila, then NYC	1713	0824	?	1N	Bp mk	400-500	350	stains, erosion	---
38	764	1005-c	NY (from Phila)	1713	0903	?	1N	Bp mk	400-500	350	stains, erosion	---
39	766	5-c	Phila	1714	0000	?	priv	QDC	300-400 lot of 3	@125	sl water stain	---
40	779	841-d	Maryland	1714	0000	?	priv	?	750-1000 lot of 6	---	F, soil, tone	---
41	764	1004	Phila	1713/4	0120	3 mo, 4 da	In all 1N5	deleted 9; AP/24	500-750, R	425	lt soil & wear separat, F	"Her Majs ship Hector QDC"
42	764	1007	"Maryland"	1714/5	0208	?	priv	"These pr Capt Lancaster"	500-750	---	soil, wear, F	shipping, cargo of tobacco; one of earliest of MD in priv hands

	Cat	#	Dateline	year	date	trip length	rate	other marks	Value \$ est	bid	cond	contents
43	764	1009	Phila	1715	0923	?	In all 1N7	deleted 7; "per Capt Simonds"; Bp mk	500-750, R	---	F	---
44	767	441-a	Firth of Forth, Scotland	1716	0117	?		Bp marks	1000-1500 lot of 3	@333	minor damp erosion, F	detailed a/c for Arctic voyage; "designs to go to the North Cape if the Swedish King will let me"
45	767	441-b	Firth of Forth, Scotland	1716	0128	?		Bp marks	1000-1500 lot of 3	@333	minor damp erosion, F	detailed a/c for Arctic voyage
46	767	435	Brava One, Cape Verde Is	1715/6	0309	?	1N1	deleted 10; CORK	750-1000	2700	VF	I send this pr. Alex Gradwell who is bound to Cork"
47	767	441-c	Deal, UK	1716	0418	?	?	Bp marks	1000-1500 lot of 3	@333	minor damp erosion, F	---
48	779	841-b	Phila	1717	0000	?	?	?	750-1000 lot of 6	---	F, soil, tone	Mailed at Liverpool
49	779	841-e	Boston	1717	0000	?	priv	?	750-1000 lot of 6	---	F, soil, tone	---
50	779	841-f	New York	1717	0000	?	?	?	750-1000 lot of 6	---	F, soil, tone	Mailed at Liverpool
51	764	1008	Phila	1717	0913	?	In all 1N7	deleted rate; Bp mk	500-750, R	---	F	re Nfld, West Indies, Lisbon
52	764	1010-a	Bay of Boston	1717	1017	?	?	"SHP"? but no rate; "pr Capt Montgomery QDC"	400-500, R	---	stained	Allegedly a PHL marking, but actually "Sh"; forwarded: "To Be Left at Mc-----"; where was the Feb note added, and where did it enter the mails (if at all)?
53	764	1011	New York	1717	1024	?	In all 1N9	deleted 7; Bp mk	500-750, R	---	toning l. minor wear, F	B of Exch signed by Benj Trotter: "recd of Capt James McMullen the sum of fifty pounds one shilling current money of the province of New York ... in Merchandise for Barbados & from thence make returns to Mr Jno Brown & Company Merchants in Leverpoole, Danger of the Seas & bad debts excepted"
54	764	1012	Phila	1717/8	0207	?	priv	?	100-150	---	damp stains sm tears l, F	debts of a shipping agent
55	764	1010-b	Bay of Boston?	1717/8	0227	?	?	"SHP"? but no rate; "pr Capt Montgomery QDC"	400-500, R	---	stained	Allegedly a PHL marking, but actually "Sh"; forwarded: "To Be Left at Mc-----"; where was the Feb note added, and where did it enter the mails (if at all)?
56	779	841-c	Phila	1718	0000	?	priv	?	750-1000 lot of 6	---	F, soil, tone	---
57	---	supp	Wicocomika [VA]	?	?	?	?	?	?	?	?	?

*This chart developed, with permission, from Robert A. Siegel Auction Galleries, Inc.'s catalog descriptions.

**These covers may have been carried on William Warren's Bristol - New York Packet. Perhaps with the ending of hostilities at sea and subsequently the increased shipping activity between America and England, the letter may have been carried upon the first available Merchantman. Lengthy interesting social/business content of the day, with shipping/cargo movements etc.

History of the Sault Sainte Marie, Michigan Post Office



***Map 1** Sault Sainte Marie, as indicated by the arrow on the 1835 Map of Michigan, occupies a truly strategic location with regard to water commerce between Lake Superior and the lower Great Lakes.*

by Paul E. Petosky

Sault Sainte Marie was named by the French Jesuits, Issac Joques and Charles Raymbault, in 1641, after the rapids of the Saint Mary's River that had long been a favorite fishing place of the Chippewa Indians. Father Jacques Marquette built a mission here in 1668 and in 1671 the French ceremonially laid claim to lands lying north, west and south of the Sault in the name of Louis XIV, and a fur-trading community grew up at the site. British ownership resulted from the French defeat at Quebec in 1759, and, according to the terms of the Treaty of Paris of 1763 agreed to evacuate all of her forts within the United States. The Great Lakes fur trade was a lucrative enterprise and Great Britain was reluctant to give up her forts in the region. After a number of raids and open hostilities

between American and British forces in Michigan's Upper Peninsula in the early 1810s, peace was finally established by treaty in 1815.

Sault Sainte Marie is the oldest city in Michigan and is also the third longest continuously settled community in the United States—superceded only by Saint Augustine, Florida and Santa Fe, New Mexico. Governor Lewis Cass of Michigan Territory raised the Stars and Stripes for the first time in Sault Sainte Marie in 1820. Two years later, Colonel Hugh Brady, a veteran of the Indian wars, arrived at the tiny village of 15-20 modest houses with some 250 Army troops and established Fort Brady. The population of the frontier settlement was thus transformed overnight from a village of mostly illiterate French and Indian trappers to a community of military officers and men, many of whom were soon joined by their wives and

families. The need for reliable contact with the outside world became paramount and on September 11, 1823, Samuel B. Griswold was appointed the first postmaster. Sault de Sainte Marie was situated in Michilimackinac County at the time. Although not the oldest post office in Michigan, it ranks within the top ten. The oldest post office in Michigan was established at Detroit (Wayne County) on January 1, 1803.

Mail service to and from the Sault was tenuous at best in the early years. A journal account by Jeremiah Porter, sent by the American Home Missionary Society in 1831 to minister to the soldiers and their families, reads:

Tuesday, December 20 (1831): Our first mail for this winter is sent off today. It is sent by an Indian & Frenchman and drawn by dogs. The men walk before the dogs on snow shoes, these press down the snow so making it hard enough to bear the dogs which following drawing the train, the mails bags, the tent & bed, with provisions for the journey, they pass thro' the forests of Mackinac 45 miles; thence across the strait to the peninsula of Michigan continuing thro' the forests to Mackinac a settlement; the River Sable & so on to Detroit, from 300 to 400 miles. This is paying dear for letters, so they are exceedingly dear to us when we receive them in the course of 30 days to come.¹

Figure 1 illustrates a folded letter datelined: "Post School, Fort Brady, Sault Ste Maries Michigan Territory August 13, 1833." It was written by W. A. Bacon, the school teacher brought to the Sault primarily to teach the children of the officers at the fort. The cover displays the name of the post office arrayed in a decorative arc and a manuscript "25" indicating prepayment of the single letter sheet rate for a distance of over 400 miles. Note the crossed out endorsement that the letter was "to be mailed at Detroit".

The Fort Brady garrison was moved to Chicago in 1833, and the little Sault community suffered several years of decline. A smaller military presence was later established at the Sault, but the village population declined from 623 in 1830 to

529 in 1840. Taylor quotes the editor of the Sault Lake *Superior Journal* writing in 1850 of the poor quality of winter mail service:

The mail carriers coming from Saginaw but once a month find it impossible oftentimes to bring all the accumulated mail at that place; and we understand that a portion of last winter's mail that should have reached here early in the winter was not received, on that account until the opening of navigation....We have here a garrison, a military post of considerable importance, and a village of a thousand inhabitants and it is important that we should have a mail as often at least as twice a month....On the opposite side of the river is a British Military Post, and, although their mail is not a fourth as large as our own, yet our neighbors are favored with a semi-monthly mail in winter.²

As the post office was the local focus for the exchange of news, gossip and friendly greetings in every small community, so it was in the early days at the Soo³. This was especially so in the winter, when the embargo of snow and ice and attendant lack of overland transportation actually isolated the town from outside communication, except such as was afforded by the irregular and infrequent service then in vogue.

About as far back as present day recollection extends is to the administration of Samuel Ashmun. The writer of a "Do You Remember" story tells us of the receipt of the news of President Lincoln's assassination in 1863 and how the entire village population gathered in the Post Office in "Plank Alley" to get further details.



Figure 1 Folded letter sheet postmarked Sault Ste Marie/Aug/15 (1833) in manuscript arc to Vermont. (Courtesy Cary E. Johnson, Ann Arbor, Michigan)

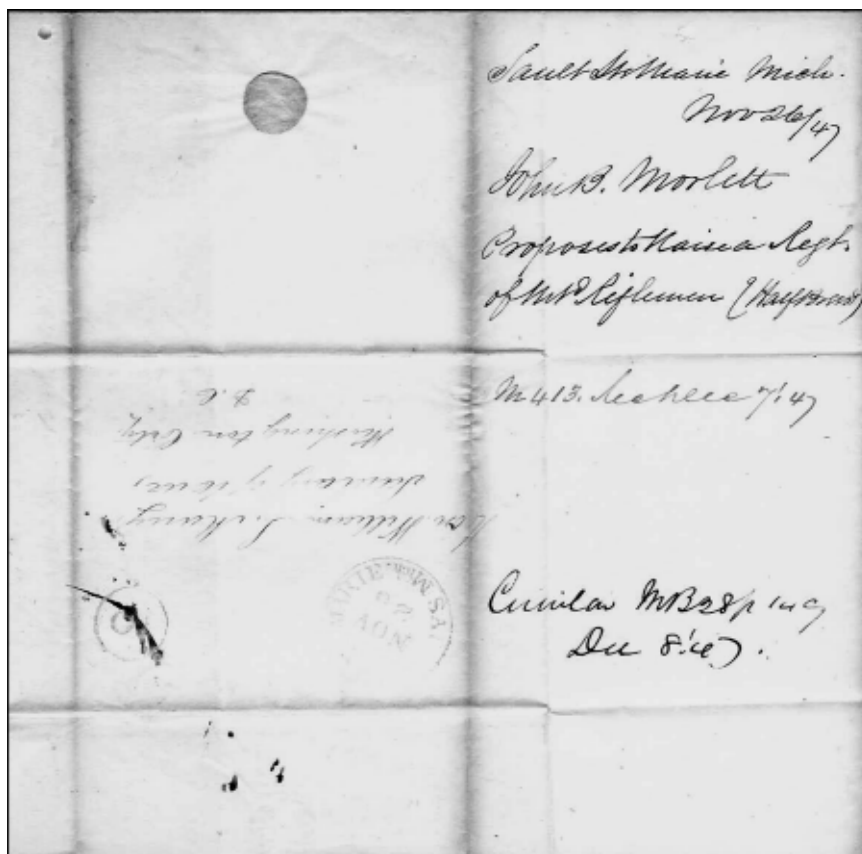


Figure 2 This stampless letter sheet was postmarked SAULT DE STE MARIE / Mich., in November 1847, and apparently carried south on the then monthly mail. It bears a “10” in circle hand-stamp indicating prepayment of the postage on a half ounce letter over 300 miles.

Plank Alley in those days was a busy thoroughfare between Portage Avenue and Water Street (Ashmun Street terminated at Portage) and is recognized today as the alley between Conway & Halls Drug Store and the Strand Theatre.

Samuel Ashmun was postmaster (May 31, 1861-May 22, 1866) and the post office was located about half way between Portage and Water Streets.

Oron S. Lyon, his successor, (May 22, 1866-March 24, 1868) moved the post office to a small frame store on the south side of Water Street at the corner of Plank Alley.

Edward Ashmun, the son of Samuel was the next postmaster (March 24, 1868-May 16, 1868) and he moved the post office just across the alley

to the east side where it remained until his successor, Richard Payment (September 2, 1872-March 12, 1873), again moved it into his drug store in what was known as the Boyle and Roach building on the south side of Water Street. It remained here also during the term of Alexander Gurnoe (March 12, 1873-December 26, 1876), until coming again into the hands of Edward Ashmun (December 26, 1876-July 2, 1877), he placed it in a building which stood on the south side of Water Street, about at its present intersection with Ashmun Street. Upon being succeeded by Myron W. Scranton (July 2, 1877-July 6, 1885) the latter, as during a previous term as postmaster (May 28, 1869-September 2, 1872) conducted the post office in his general merchandise store, located on the North side of Water Street at the East side! of River Street (a continuation of the present street of the same name to the waterfront). At the expiration of Scanton's second term he was succeeded by Thomas Ryan (July 6, 1885-July, 1886) who placed the post office in what

was then known as the “Old Court House” on the north side of Water at the Ashmun Street park en-

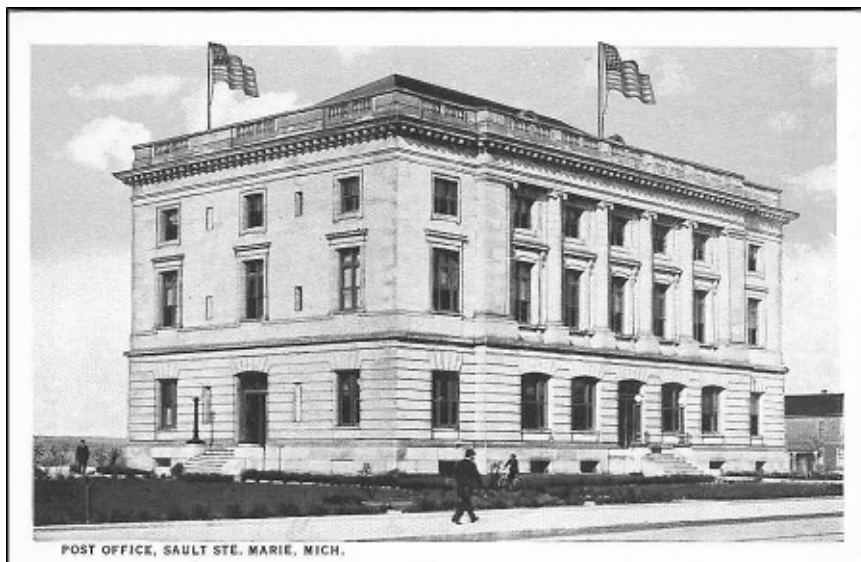


Figure 3 Old U.S. Post Office & Federal Building. Built in 1909, architect James Knox Taylor. Post Office moved into this building on August 10, 1910. Building still stands, owned by Tendercare, Inc.

trance. Here it remained until taken over by Louis P. Trempe (July 3, 1886-October 16, 1889) who moved it into a frame building about where the old Custom House now stands on the west side of the Government Slip. On the completion of the splendid Sault National Bank building on Ashmun Street where the Soo Hardware Company warehouse now stands, the post office was moved in 1888. It remained here until this building with many others was totally destroyed by the Great Fire in September 1896. It was then given temporary quarters near by and soon moved into the West side of the Conway and Hall Drug Store (the partition has since been removed).

Shortly after William Webster (September 14, 1897-December 21, 1907), having outgrown this location, it was moved into the Savings bank Block occupying the rooms now used by the Telephone Company and the Sault Insurance Company, these rooms at that time being connected. It then remained here until moving into its present home, the beautiful and commodious Federal Building, August 10, 1910.

Mail service to and from the Sault remained extremely meager and infrequent for much of the 19th century. Mail was transported overland from Saginaw and Bay City by courier or dog sled in winter and steamboat in summer. Often in the spring and fall, weeks and even months would elapse without the arrival of the mails. Once winter set in and the trails were established, mails came and went twice per week with fair regularity. After the railroad was completed to Cheboygan and St Ignace, which was some years before reaching the Soo, mail arrived daily by means of stage from Saint Ignace. Our present esteemed fellow citizen James L. Lipsett was one of the last of the contractors for carrying the mails over this route.

With the simultaneous entry of three railroads (Soo Line, D.S.S. & A & C.P.R.) into the Soo in 1887, coupled with the coming of a syndicate of western capitalists who had purchased the right of way of the proposed power canal and announced its development on a large scale, the town experienced a veritable boom—the population doubled over night. Some 700 houses were built that summer and fall found

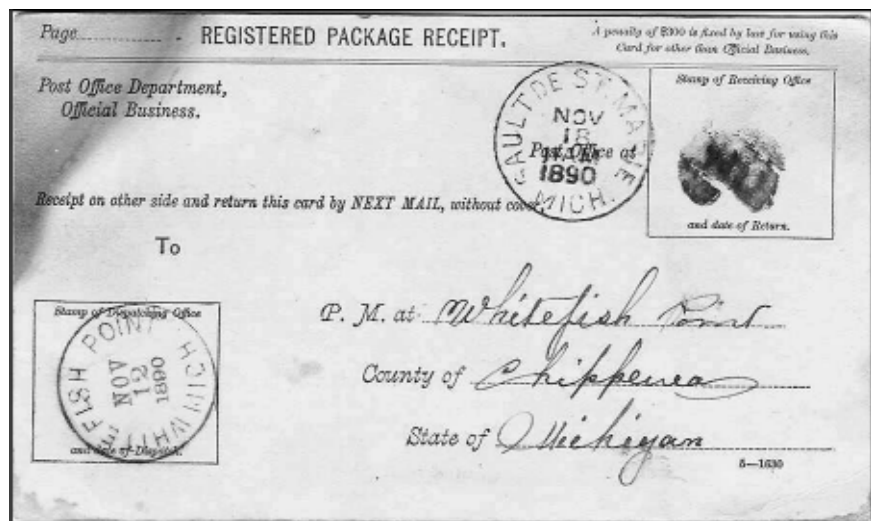


Figure 4 This Registered Package Receipt was postmarked Sault de St. Marie in 1890.

many families living in tents. Postal receipts quadrupled and the postmaster at this time was forced to discontinue then practice of reading every postal card and cancelling the stamps with an indelible pencil. The Soo was no longer a "Hick Town."

The coming of a new order marked also the passing of the old order of pioneer postmaster. The last of these was Louis P. Trempe (July 3, 1886-October 16, 1889), a fine courteous gentleman of the old school, and who with the assistance of his son Louis, Jr. and daughters conducted the office with marked efficiency considering the unusual burdens upon the service.

Succeeding him came in order Chase S. Osborn (October 16, 1889-September 28, 1893), James R. Ryan (September 28, 1893-September 14, 1897), William Webster (September 14, 1897-December 21, 1907), all of the younger and more aggressive type of businessman. Each of these in turn like their successors



Figure 5 A Sault Sainte Marie duplex postmark of 1904. The name of the post office was officially changed from Sault de Ste. Marie in 1903.



Figure 6 These two machine cancels from early 20th century Sault Sainte Marie bear testimony to the fact that the post office had attained “major league” status by that time. The flag cancel at left made by the American Machine Company was a very popular early 20th century design and was in use at the Sault post office off and on from 1900 to 1919. The Columbia machine, a much less widely distributed cancelling device, was used in Sault Sainte Marie from 1910 to 1916.

C. Horatio Scott (December 21, 1907-January 18, 1916) and James McKenna (January 18, 1916-November 21, 1921), were men of forceful character and each contributed during their respective administrations many innovations and improvements to the service which aided materially in bringing it up to its present development.

Undoubtedly the greatest gains in modernizing this post office were attained under the service of William Webster (September 14, 1897-December 21, 1907). This was due in part of his ability and persistency, and in part to the fact that during this period the Soo attained to the peak in population and prosperity under the benign influence of the Clergue dynasty of industrial development, actual and prospective.

The first city delivery was established on March 1, 1898 with four carriers, along with the first rural free delivery with one carrier and the first sub-station at the Canal Office that same year. The Canal Post Office by the way is a unique feature in postal service. It was established for the benefit of sailors and marine men passing through the locks and unques-

tionably gives them the best and most convenient service of any point on the Great Lakes. This was one of the very few Post Offices in the United States open day and night. Every hour in the twenty four a competent clerk was in charge to receive and distribute mail, sell money orders, register or insure packages or do any of the varied services of a regular office. The Canal Station was discontinued on April 27, 1990.

Under Postmasters C. Horatio Scott (December 21, 1907-January 18, 1916) and James McKenna (January 18, 1916-November 21, 1921) these various features have been expanded and enlarged. Additional city and rural carriers secured and many additional improvements made.

Today this post office maintains a force of 26 people consisting of eleven clerks and eleven carriers, four substitutes and mail messenger. The carriers include three rural routes, two mounted carriers and one parcel post.



Figure 7 A Canal station duplex of 1956



Figure 8 Current location of the Sault Sainte Marie, MI Post Office, 161 Ridge Street. Moved here in 1958 from the Old Post Office & Federal Building.

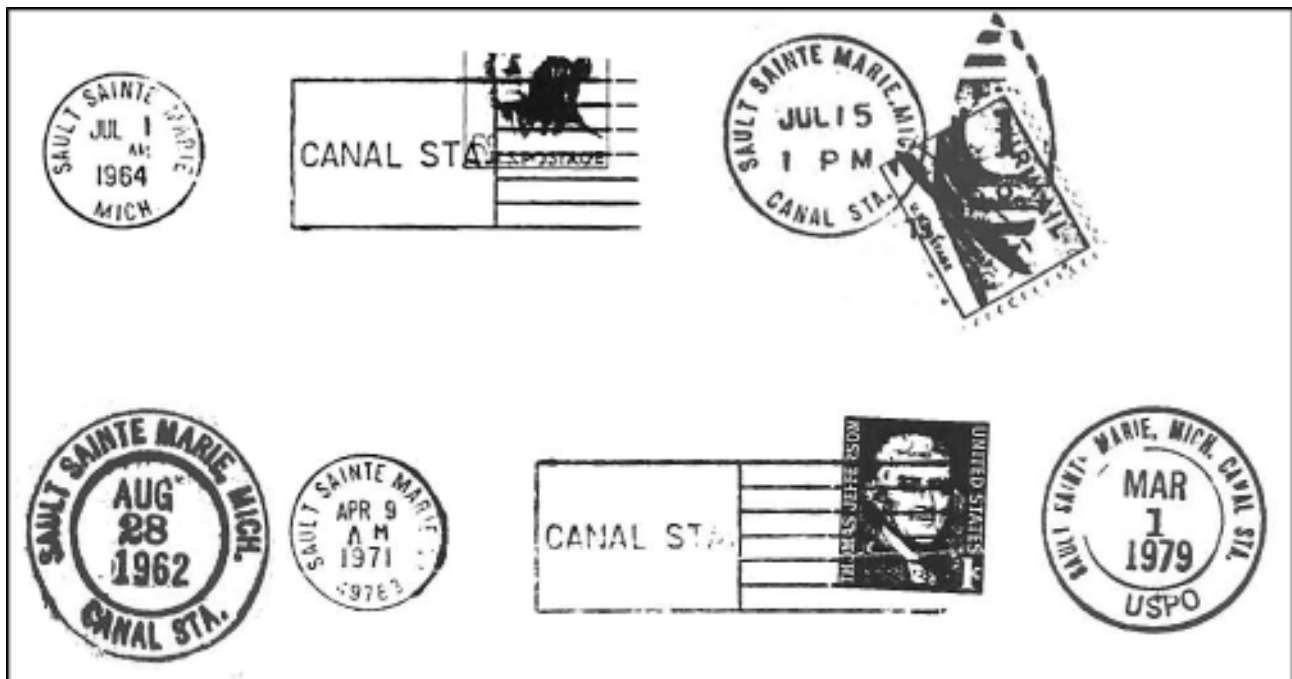


Figure 9 A selection of modern postmarks from Sault Sainte Marie and the Canal Station.

Each day our rural carriers cover a distance of eighty two miles, serving 400 families living in the country, a population of over 1800 and a territory of 75 square miles, delivering pieces of mail. The five foot carriers daily travel an average distance of ten miles each, the two mounted carriers 18 miles each delivering to our citizens 10,000 pieces of mail per day. The parcel post carrier travels from 30 to 50 miles per day handling an average of about 400 parcels.

During the last fiscal year we dispatched 30,000 pieces of registered and insured mail; this year it will be over 40,000. The receipts of this class of mail are much larger. Last year 25,000 money orders were issued 10,000 paid a record which will be broken again this year. This post office now receives and dispatches daily, including railway and star routes, separate mailings and the average daily turn over is 30,000 articles of mail.

No records are obtainable showing receipts prior to 1885, all others having been destroyed but the Comptrollers Office furnished us with the following:

	1885	1886	1887
Gross receipts	\$2,174.59	\$2,066.35	\$3,345.91
Salary	1,100.00	1,100.00	953.33
Clerk hire	100.00	99.92	86.51
Expenses	1,200.00	1,199.92	1,040.04
Revenues	974.59	1,416.43	2,035.87

The gross receipts in 1922 were: \$46,842.09

Salary	\$ 3,200.00
Clerk & Carrier Hire	36,468.65
Expenses	896.11

This does not include Money order business or other sources of revenue but bare postal receipts and compares with the peak of \$61,101.63 attained in 1919, but the latter included sales to district offices amounting to about \$1,000 a month, which have since been handled otherwise, it may be assumed that the present year which has thus far shown a fine increase over 1922, will establish a record for the Soo Post Office proper.

This is a far cry from the days before the boom, with the arrival and dispatch of one mail per day, or before the railroad when at some seasons of the year the mail only arrived and departed once per week, and sometimes once per month, but the postal service has always been at the heels of the pioneers and an advancing civilization. Pioneering never stops in the Postal Service. Faster and faster and better and better is the continual slogan. This summer through airplane service will be inaugurated between New York City and the Golden Gate, and we hope in due season to see the Soo become a stopping place on this transcontinental service...

Creed of the Postal Service

Messenger of sympathy and Love;
 Servant of Parted Friends;
 Counselor of the Lonely;
 Enlarger of Common Life;

Carrier of News and Knowledge;
 Instrument of Trade and Industry;
 Promoter of Mutual Acquaintance;
 Of Peace, and of Good Will
 Among Men and Nations.

Acknowledgements

Having been raised in Chippewa County in my younger years, it has been my pleasure to bring you this story of the Sault Sainte Marie Post Office with the cooperation of the staff at Bayless Public Library and Chippewa County Historical Society, without their cooperation this could not have been presented.

The author would like to pay tribute to William M. Snell, Postmaster in Sault Ste Marie from November 21, 1921 to February 20, 1932 for his foresight and knowledge and to take upon himself to write about the 100th Anniversary of the Sault Sainte Marie Post Office and keep the spirit of the past alive, so that it can be presented again for future generations to come.

The author invites all postal historians with an interest in Michigan to read his monthly column, "Postmarks from the Past" featured in *The Great Lakes Mariners* newspaper. Readers may also view his web site, "Postmarks from the Past" at: <http://www.grandmaraismichigan.com/History/postmarks.htm>

Endnotes

1 As quoted in Taylor, William J. *Upper Michigan Postal History and Postmarks*, Lake Grove, OR: The Depot, 1988, page 11.

2 *Ibid.*, p 13.

3 The French word *sault* was typically used to refer to a waterfall and so was applied to the rapids of the Saint Mary's River at this location. The French pronunciation of *sault* was approximated by English-speakers as "soo" and caused a good deal of confusion with mail sometimes addressed to "Sioux Saint Marie" or the like. Locals and other Michigan residents often simply refer to "the Soo."

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THE POSTMASTERS GENERAL OF THE UNITED STATES

IIIa. Joseph Habersham and the Mail Distributing System Daniel Y. Meschter

Richard John at one place in his benchmark study of the American postal system explored the severance of the link between communication and transportation¹. An obvious paradigm of linkage was the corps of messengers used by the ancient Greek city/states to convey messages committed to memory, i.e. communication, by runners, i.e. transportation, as components of a unified system epitomized by the nameless courier who carried the news of the Greek victory at the Battle of Marathon to Athens in 490 BCE.

Final separation or, in Prof. John's words, "the decisive break in the link between transportation and communication" is commonly viewed as having taken place with the commercialization of the telegraph in 1844, in virtually eliminating the separation of time and space between transmission and receipt of intelligence, the harbinger of the electronic age still seeking its full potential. John, however, argues that the link had already been broken by the development of what he calls the "hub-and-spoke" system of mail distribution instituted in 1800 by Joseph Habersham as Postmaster General. While the means by which contractors actually carried mail over their routes remained very much the same as before, there was a fundamental change in how postmasters prepared the mails for conveyance to other post offices. The breaking of the linkage was in the requirement for control of the system that he calls *administrative coordination* by a new class of middle level managers inserted between the coordinating or power structure still headquartered in Philadelphia, pending its final removal to the new city of Washington, and the deputy postmasters and their assistants working face-to-face with postal patrons.

Joseph Habersham of Georgia was the third Postmaster General of the United States appointed by George Washington on February 24, 1795, serving almost seven years until his resignation on November 2, 1801. He brought both broad legislative and business experience to the office². In retrospect, initiating a new system of mail distribution was his most important and longest lasting contribution to the Post Office.

The purpose of this study is to examine the conditions that led Habersham to reorganize the mail distribution system and to describe its operation.

THE MAIL SYSTEM, 1790-1800

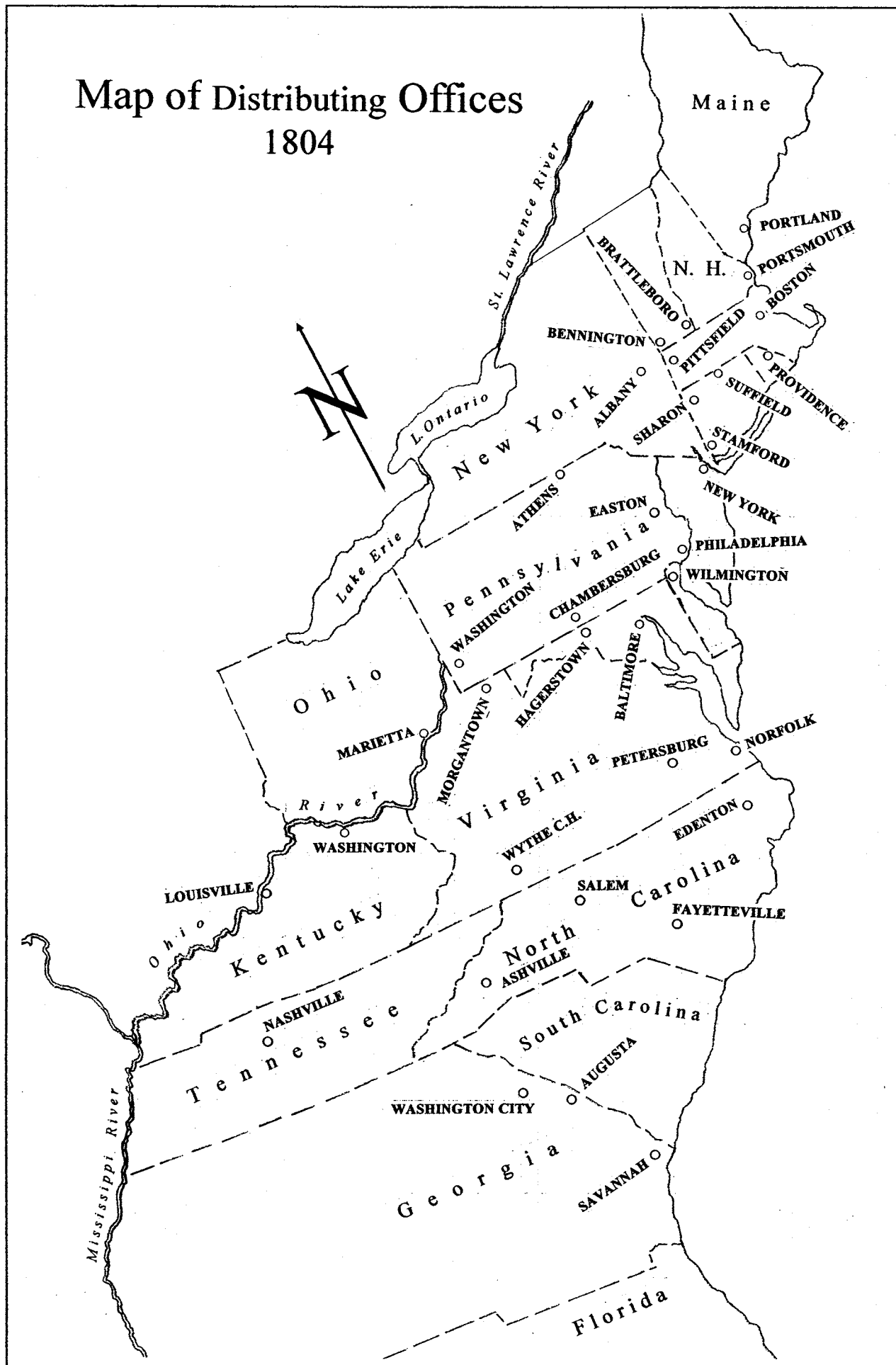
The United States at the beginning of constitutional government in 1789 was bounded on the east by the Atlantic Ocean, on the north by the Great Lakes, on the south by the Spanish Floridas, and on the west by the Mississippi River, but not including Louisiana south of the 31st parallel. Its population, however, was largely concentrated on the piedmont a thousand miles long and a hundred miles wide between the Atlantic shore and the base of the Appalachian Mountains with a few scattered settlements at strategic points across the mountains. It was obvious that the most practical system to serve this population was by a post road running from Maine to Georgia, close enough to the sea for spurs or cross roads to reach the seaports and important towns along the coastal waterways and far enough inland to bypass the bays and inlets that pierced the shoreline in many places. Such a road had already existed for many years, but was so poor that distant delegates to the Continental Congress found it faster and easier to travel to Philadelphia by sea than overland by coach or horseback.

The First Congress had more important matters to occupy its attention than the Post Office. It satisfied itself by directing the President to appoint a Postmaster General whom it authorized to make contracts for the transportation of mail. Otherwise it simply continued the "resolutions and ordinances of the late [Continental] Congress³." It wouldn't get around to formally organizing the Post Office, prescribing the duties of the Postmaster General, and establishing post roads until February 1792.

The postal system that emerged in 1790-91 was a complex of interconnecting routes tying together fifty-five post offices on the national post road and twenty-five more on cross roads as of October 5, 1791. A summary of the mail contractors and their routes during 1790-1791 appeared in PMG Timothy Pickering's report to the 2nd Congress (Table 1) together with a list of post offices and their receipts and expenditures for fiscal year 1791⁴. The cross roads included routing such as Boston to New Haven via Providence alternative to the national road via Springfield and Hartford as well as spurs mostly to places closer to the coast.

The two longest cross roads, however, ran 160 miles up the Hudson River from New York to

Map of Distributing Offices 1804



Albany and 300 miles across the mountains from Philadelphia to Pittsburgh at the head of the Ohio River that would give the Transallegany region access to world markets through the port of New Orleans still under Spanish suzerainty. This system of routes favored, if not dictated, the mail sorting system the Post Office continued from colonial times. The 1794 edition of the *Postal Laws and Regulations* distributed to every postmaster for his information and guidance contained concise directions how to make up the outgoing mails and handle incoming letters⁵.

Making up the mail

The *Regulations* directed postmasters to mark the letters posted in his office with the name of his office in manuscript or handstamp and the postage rated for each by reference to the tables appended to them (§10), giving effect to its classification as a single, double, etc., letter.

They were then directed to sort the letters into packets by post office of address and to rate and mark each letter if not already done as soon as the letter was posted (§12). The letters were then to be sorted into groups of unpaid and paid letters and further separated as single, double, etc. letters to facilitate the preparation of a "post bill" or memorandum of the number of letters in each packet and the postage charged on each. Outgoing ship letters were handled in a somewhat different manner, but ship letters being conveyed by land from their port of entry to another place were rated like other letters, plus a ship letter rate, and included on the post bill.

Figure 1 shows a sample post bill reporting letters and newspapers contained in a "mail" from Philadelphia to New Haven on January 2, 1794⁶. The table in the 1794 regulations shows the distance via the "Main Post-Road" was 183 miles for which the single letter rate in the 150 to 200-mile zone was 15 cents. The "unpaid" column shows that this "mail" contained 40 single letters plus twelve single ship letters at 15 cents plus 4 cents ship rate, seven double letters plus two double ship letters at 30 cents plus 4 cents ship rate, five triple letters plus one triple ship letter at 45 cents plus 4 cents ship rate, and one quadruple letter at 60 cents for a total of \$14.40. The "paid" column shows ten single letters at 15 cents, two double letters at 30 cents, and one triple letter at 45 cents for a total of \$2.55. The "free" column shows that there were nine double letters conveyed without charge. The mail also contained 43 newspapers at 1½ cents for a total of 64½ cents and twelve "free"

newspapers. A similar post bill would have been prepared for each other post office of address.

The letters were next to be gathered into a bundle, called a "mail," or several bundles if the quantity made that more convenient with the post bill on top. Each "mail" was to be wrapped in strong paper and tied with string with the name and state or territory of the post office of address

LETTERS { from Philadelphia, January 2d. 1794. to New-Haven.							
RATES.	UNPAID.			PAID.			FREE.
cents.	No.	dols.	cents.	No.	dols.	cents.	No.
15	40	6	-	10	1	50	-
Ship 19	12	2	28	-	-	-	-
30	7	2	10	2	-	60	9
Ship 34	2	-	68	-	-	-	-
45	5	2	25	1	-	45	-
Ship 49	1	-	49	-	-	-	-
60	1	-	60	-	-	-	-
		14	40		2	55	9
NEWS-PAPERS.							
1½	43		64½				12

Figure 1 - Example of Post Bill, 1794

written on the outside. Finally, all of the "mails" were to be placed in a bag together with other "mails" in transit, locked into a portmanteau, and handed back to the route carrier.

Opening the mail

The regulations did not specifically say that deputy postmasters were authorized to unlock portmanteaux with the key furnished them at the time of their appointment and to open the mail bag in it upon the carrier's arrival, but it is implicit he had to do so. Upon the arrival of the mail, he was directed to select or sort out the packets or "mails" addressed to his office and to return any others to the bag together with his outgoing "mails" to be locked into the portmanteau and returned to the carrier (§4). It is presumed that postmasters at

junctions with cross roads would also take out mails addressed to offices on the cross roads to be sent onward by the carrier on that route and to receive mails from cross roads for forwarding up or down the national road, the nascent conception of a more complex distributing system. It was in consequence of this arrangement that bundles of letters or "mails" might be sorted dozens of times by successive post office before reaching their destinations.

Once having opened the mails addressed to his office, postmasters were then to compare their contents with the post bills and account for any differences (§5). He was then ready to deliver incoming letters and newspapers to patrons in care of his post office. Postmasters, of course, had many other duties mostly relating to account-keeping not pertinent here.

* * * * *

This method of distributing the mails throughout the postal system was relatively simple and worked reasonably well as long as the public could be adequately served, or so it was assumed, by the 80 post offices in operation in 1791 handling about 324,000 letters carried over 1,900 miles of post roads⁷, which worked out to an average of just less than 80 letters and an indeterminate number of newspapers and pamphlets per post office per week. But there was a latent demand just waiting for the expansion of postal facilities to satisfy it.

Congress began it when it finally enacted an organic act in 1792 establishing the Post Office and defining the duties of the Postmaster General⁸. Section 1 founded the post road system within the United States by recognizing the existing national road from Maine to Georgia and the cross roads inherited from PMG Osgood's administration. To these it designated a number of new cross roads in addition to the previous dead-end spurs plus several trunk routes reaching out in new directions, tripling the post roads to 5,640 miles. One was a route from New York via Albany and Bennington to Burlington that would serve as the point of interchange with the Canadian post (§24). Another from Albany reached up the Mohawk River to Canajoharie on its way to Niagara and the west. Further south post roads were established from Alexandria and Richmond west into the Shenandoah Valley to Staunton and Wythe Court House in Virginia and Hawkins Court House "in the territory South of the river Ohio," i.e. Tennessee, and thence through Cumberland Gap to Danville, Kentucky. PMG Timothy Pickering more than doubled the number of post offices to 195 in 1792 alone while the number of letters increased by 50% to 472,000.

Another post office act in 1794 extended the old national post road north to Passamaquoddy on the Canadian border in the District of Maine, south to St. Mary's opposite Spanish Florida, west down the Ohio River from Pittsburgh to Fort Washington (Cincinnati), and through the Cumberland Gap to Louisville, KY⁹. Post offices again doubled to 450 and post roads to almost 12,000 miles.

By 1798 the postal system comprised 639 post offices with 1,630,000 letters per annum being carried over 16,000 miles of post roads. The average number of letters per week, however, dropped to 50, indicating that post offices were becoming smaller and more widely distributed, a trend that would continue for the next hundred years as the government came to view rural postmasters as its personal representatives to whom people could turn for assistance in their dealings with it. Enlargement of the postal system continued unabated to over 900 post offices handling almost 2,000,000 letters in 1800, 2,300 post offices handling nearly 4,000,000 letters in 1810, and 3,000 post offices and 7,300,000 letters carried over 44,000 miles of post roads in 1815. The future offered no end in sight to how large the Post Office might grow.

The system by which every postmaster sorted the contents of every mail bag brought to him clearly was nearing collapse. Whereas in 1791 most postmasters were capable of recognizing all of the 80 post offices nationwide well enough at a glance to route the mails to them with adequate accuracy, the number of post offices was increasing so rapidly every month by the end of the decade that locating post offices and rating the postage to them became an onerous task susceptible to frequent error.

Further, the system of cross roads radiating from the old national post road was now taking the form of independent networks linked to the national road by connecting routes and forming complicated routing systems beyond the ability of deputy postmasters to deal with. Control of the system concentrated in Philadelphia required Habersham to correspond with every postmaster in the country together with responding to letters from route contractors and postal patrons. He later complained how onerous this duty had become in a letter to the postmaster at Augusta, Georgia, "The former system of corresponding with so many Offices had grown too unwieldy to be continued any longer and the plan of having distributing Offices appeared the best calculated to correct the evil¹⁰." The mere volume of mail was beginning to overwhelm even the larger post offices which continued to increase in numbers as the nation's population grew.

A misdemeanor which businessmen and public figures increasingly protested was tampering with the mails. Where every "mail" was handled at every post office along a route and security was limited to paper and string, it was virtually impossible to prevent postmasters, their assistants, or other people improperly allowed into the post office from snooping into letters, even to the extent of stealing contents of value. Newspapers and magazines also were diverted to private use and not always restored to the mails. "The crux of the problem," John concludes, "was that too many people were sorting too many letters too many times"¹¹.

THE DISTRIBUTING SYSTEM, 1800

Nothing has been recognized in either the Postmaster General or Assistant Postmaster General letter books showing how the new system of mail distribution was conceived or when it was put into effect¹². Although Habersham was primarily responsible for it, it is much more likely it was developed by Charles Burrall, his Assistant, and Abraham Bradley, his clerk, especially in view of Habersham's protracted absences from the Post Office during the first five months of 1798 and again from April through August 1800. Both were exceptionally capable men with intimate knowledge of how the postal system worked.

Charles Burrall came from a Connecticut family with banking and shipping interests and an outstanding record of service in the Revolutionary War that may have influenced PMG Pickering to appoint him to succeed his brother Jonathan Burrall as Assistant Postmaster General in 1791. His duties were chiefly related to route contracts, payment of postmaster salaries, and accounting for Post Office funds.

Importantly, his correspondence during 1798 and 1799 shows that the Post Office bought several sloops for use as mail packets to carry mail between New York and Charleston during this period, apparently in reliance on Section 26 of the Post Office Act of 1792 that made it "lawful for the Postmaster General to make provision . . . for the receipt of all letters and packets intended to be conveyed by any ship or vessel beyond the sea or from any port of the United States to another port therein," as authority for the Post Office to buy and operate such vessels on its own account¹³. Unfortunately, the vagaries of weather and constant need for repairs made the weekly schedule Burrall apparently intended impractical. Anything as frequent as the triweekly stage service specified in

the route contracts effective October 1, 1800¹⁴, if not earlier, clearly was out of the question and the sloops were offered for sale in the winter of 1799.

The Post Office's venture into sea transportation was the first important modification of the mail system originally developed in Colonial times. By this adjustment, mails were made up in New York, presumably including mails addressed to Charleston and places beyond sorted out from the regular south-bound mails, and dispatched directly to Charleston by mail packet for distribution there, and vice versa. This clearly was the model for the new distribution system inaugurated in early 1800.

Abraham Bradley came from the same part of Connecticut as Burrall. He attended law school locally and was admitted to the bar in 1791¹⁶. He practiced law briefly in Luzerne County, Pennsylvania where he attracted the attention of Timothy Pickering who took him to Philadelphia with him when he was appointed Postmaster General later that year. Bradley proved invaluable for his solid foundation in law and work ethic. His outstanding accomplishment was the compilation of the first post office route map in 1796 that was an immense aid to postmasters in rating letters. His encyclopedic knowledge of post offices and post roads would have been indispensable in designing the new distribution system.

It is assumed Burrall and Bradley began developing the new distribution system in late 1799 when it was becoming apparent conveying mail by packet along the eastern seaboard on a schedule as frequent as weekly was unrealistic and that a system for carrying mail directly between key hubs throughout the system would be essential to sustain the growth of the Post Office Department. Then, Burrall resigned as of December 27, 1799 to accept the Baltimore postmastership; Bradley succeeded him at once.

The earliest official document referring to the new distribution system yet found is a circular dated May 13th, 1800, undoubtedly written by Bradley, that started with the pronouncement, "Finding that several of the postmasters at offices which are not distributing offices have not fully understood the new plan of communication . . ." followed by five paragraphs explaining the new system. It appears from this that Burrall and Bradley completed developing the new system toward the end of 1799 and that Habersham issued his first instructions soon after the first of 1800, at least before he began his absence in April. The fact that instructions for the new distributing system were not included in the 1800 edition of the *Postal*

Laws and Regulations issued on September 18th may have been due to Habersham's absence.

The core of the system was the designation of certain key post offices as "distributing" offices in contrast to all other "common" offices, sometimes referred to as "depots." The circular of May 13th included a list of what appear to be the 31 original distributing offices to which postmasters of common offices were directed to send their *out-of-state* mail for sorting and forwarding to the distributing office for the post office of address. The Post Office, however, started making changes almost immediately. Comparison of the 1800 and the 1804 lists (Table 2) shows that 14 or almost half of the distributing offices on the 1800 list were dropped from the 1804 list and replaced by 18 new ones.

Perhaps the most lucid description of the system was in Habersham's own words in a letter to North Carolina Governor Richard Dobbs Spaight dated October 2, 1801¹⁷:

The New System distinguishes Post Offices into two kinds: the common & the distributing; it is confined wholly to the manner of making up the mails, all other duties being the same as they were before it was adopted.

He then outlined the system as he conceived it:

Common Post Offices make up mails as formerly for all other post offices in the same state but all letters intended to be conveyed out of the state are made up into one, two, three, or four parcels conformable to the direction in which they are to be conveyed and are addressed Northern, Southern, Eastern or Western according as the parcels is intended to be carried before it will reach the proper distributing office. If however there is a post office in an adjoining state to which the letters may be conveyed by a shorter route than through the distributing office, then a distinct mail is made up for such office

He described the functions of distributing offices as key to the system:

Distributing offices are established for opening [packets] and remailing all letters that are addressed to the state in which one is situated and also all such as arrive at the office addressed Northern, Southern, Eastern or Western. The Postmaster at such an office corresponds directly with all offices within his own state or district for distribution & also with certain other offices. Before making up the mail he distributes his letters into parcels placing all the letters for any one state (his own & that for which he distributes excepted) into one parcel which he makes up into one mail, addressing it to the state itself; all the letters for such other distributing offices as he corresponds

with directly & all the letters for the several offices within his district of distribution [he makes] into separate [sic] mails for the respective offices.

For example:

. . . if a letter addressed to Newbern NCa was deposited at the post office at Wiscasset Me (a common office) the Postmaster there would make it up with all other letters intended to be conveyed southwardly out of that district into one mail & address it Southern; when this mail arrived at the next distributing office (which is Portland) the Postmaster there would open it as well as all other mails addressed in that manner he would then distribute the letters and make up all such as are intended for places in North Carolina into one mail addressed with the name of the state. The mail in which that letter is inclosed [sic] would be conveyed unopened until it arrived at the distributing office for North Carolina which is Petersburg Va. The Postmaster there opens all such mails and makes them into separate mails for the several offices in North Carolina; the letter for Newbern being packed up with all other letters for that office into one mail & directed to New Bern. The mail rests a sufficient time at Portland & Petersburg to enable the Postmasters to distribute the letters into proper mails so as never to miss a post.

It was necessary for him to explain, however, that Petersburg, although located in Virginia, distributed mail coming from the north to North Carolina while Salem distributed the mail from the west and Fayetteville from the south. Meanwhile, Alexandria, Va and Lumberton, NC were among the fourteen distributing post offices dropped from the 1800 list.

The objects of the system Habersham cited were:

(1) to reduce the time and labor of making up the mails necessitated by the vast increase in the number of post offices. He calculated that at this time, anyway, no common office would ever have to make up more than from one to ten mails for places out of state by the same post and the distributing offices no more than twenty.

(2) to reduce the number of packets passing through each office to prevent mistakes in sorting and loss of small packets sometimes containing only one letter.

(3) to concentrate the bulk of the mail handling on larger, distributing offices with better facilities and skills for processing the mails than smaller, often new post offices headed by inexperienced postmasters.

Not least, Habersham viewed this new system as having the advantages of decentralizing over-

sight of the administration of postal operations to distributing office postmasters and reducing the opportunity for tampering¹⁸.

John does not make clear whether he coined the expression "hub-and-spoke" to describe this sorting scheme himself or adopted it from some earlier source; but the analogy is apt where he visualizes the system "as a constellation of rimless spoked wheels each joined at the hub with the distribution centers as the hubs and the branch depots [common offices] as the spokes¹⁹." The overwhelming advantage of the system was that interstate mail was sorted only twice, once at the first distribution office north, south, east, or west from the common office where it was posted and once at the distribution office for the common office to which it was addressed.

By the time the 1804 edition of the *Postal Laws and Regulations* appeared, the number of distributing offices had increased by only four to 35, but with many changes from the 1800 list as probably Bradley refined the system. There were only a few changes and an increase of one to 36 by 1817, but a 25% increase to 48 in the ten years until 1826. (Table 2).

Once having rated each letter posted in his office and marked it with the name of the office, the day of the month received, and the rate of postage to be collected or "Paid" or "Free," as he had always done; Instruction VII directed postmasters to sort the letters for each post office within his own state, again as he had always done, but letters addressed to places out of state into one to four parcels superscribed *Northern*, *Southern*, *Eastern*, or *Western* as the case might be. Otherwise, making up the mail remained the same as previously with the preparation of the post bill and wrapping the bundles of letters in paper and string.

The process wasn't quite that straight forward, of course. As discussed in the circular of May 13, 1800 and incorporated in Instruction VII, it was simpler in cases such as Jamaica, N.Y. which, being located on Long Island, was connected to other states only by way of New York City to which its out-of-state mail was to be made up into one mail addressed *Western*. Its mail to New York City was handled as in-state mail as in the past. Tuckerton near the seashore in the southeastern corner of New Jersey fifteen miles north of Atlantic City made up two mails for places outside of New Jersey, one addressed to Philadelphia containing letters for delivery there and one addressed *Western*

to the distributing office at Philadelphia containing all other out-of-state letters²⁰.

Instruction VII also recognized there were cases where the system might cause unreasonable delay delivering letters addressed to a nearby state unless certain post offices were excepted. An example cited in the circular of May 13, 1800 was of a letter posted at Martinsburg, [West] Virginia to Williamsport, Maryland less than 20 miles away. Putting it in the out-of-state mail addressed *Eastern* would cause it to pass through Williamsport to the Maryland distributing office at Baltimore and back with the Maryland mail before it could be delivered at several days delay. Accordingly, the Martinsburg postmaster was directed to insert Williamsport in his list of distributing offices and to make up a separate mail for it addressed *Williamsport*. The Post Office authorized a number of other adjustments from time to time as postmasters gained experience with the system and learned what exceptions to make to expedite the mails.

SUMMARY

Gideon Granger, Habersham's successor, admitted being opposed to Habersham's system when he took office, but came soon came around in support of it. In a letter to the postmaster at Middlebrook, Virginia, he wrote:

When I first entered upon the duties of this office I felt strongly opposed to the System of Distribution. I was soon convinced that the department was so extensive the System was absolutely necessary to the existence of the department. Occasional evils will result from it but they are derived from the negligence or want of experience of the Postmasters²¹.

Taken altogether the hub-and-spoke sorting scheme was an impressive accomplishment that facilitated the explosive growth of the Post Office during the first half of the 19th century with additional distributing offices being added as the postal system reached across the nation.

The end of Habersham's mail distributing system began in the early 1840s with the assignment of postal agents to guard mail in transit over the railroads, to receive letters posted after the closing of the mails, and to sort and deliver them to intermediate offices²². John's assessment is that Habersham's distributing system remained standard Post Office policy for more than sixty years until it was replaced by a continuous sorting system made possible by the evolution of railway mail cars during the Civil War²³.

ACKNOWLEDGMENTS

This study was inspired by correspondence between the author and Robert J. Stets whose review of an earlier draft and comments were invaluable. Mr. Stets' exhaustive study of early American postmasters and post offices published by La Posta Publications as the *Postmasters and Postoffice of the United States, 1782-1811* was referred to frequently to good purpose.

The author expresses his gratitude to Megaera Ausman, the U.S. Postal Service Historian, for copies of the 1798 and 1804 editions of the *Postal Laws and Regulations*. Theron Wierenga graciously provided a copy of the elusive 1800 edition. The government documents collection in the University of New Mexico's Zimmerman Library was an important source for researching the history of the Post Office Department.

¹ John, Richard R. *Spreading the news, The American Postal System from Franklin to Morse*, Harvard University Press, Cambridge, MA, 1995, pp. 73-76; p. 303-4, fn. 50.

² Meschter, Daniel Y., "The Postmasters General of the United States, 1775-1971, Part III: Joseph Habershaw, 1795-1801," *LaPosta*, v. 33, no. 4, August-September 2002, p. 34-36.

³ Act of September 22, 1789, 1 Stat. 70, continued in force by Acts of August 4, 1790, 1 Stat. 178 and March 3, 1791, 1 Stat. 218.

⁴ *American State Papers*, v. 27, No. 4, pp. 8-14.

⁵ The only available copy of the 1794 edition is incomplete, but comparison shows that the surviving portions of Sections 1 through 24 of the *Regulations* in

the 1794 edition are identical to the complete text in the 1798 edition, allowing it to be substituted for the missing portions of the 1794 edition.

⁶ Adapted from illustrations in the 1794 and 1798 editions of the *Postal Laws and Regulations*.

⁷ Rich, Wesley E. *The History of the United States Post Office to the year 1829*, Cambridge, Mass., 1924, Appendix C, Table I, pp. 182-3.

⁸ Act of February 20, 1792, 1 Stat. 232.

⁹ Act of May 8, 1794, 1 Stat. 354.

¹⁰ Letter Books of the Postmaster General, National Archives and Records Administration, August 25, 1800.

¹¹ *Op. cit.*, p. 74.

¹² *Op. cit.*; Letter Books of the Assistant Postmaster, vol. C, March 9, 1798 - March 26, 1800, National Archives and Records Administration.

¹³ Act of February 20 1792, 1 Stat. 239; continued in force by Acts of May 8, 1794, 1 Stat. 365 and March 2, 1799, 1 Stat. 740.

¹⁴ *American State Papers*, v. 27, No. 9, p. 23.

¹⁶ Abraham Bradley is the subject of an entry in the *American National Biography*, v. 3, pp. 69-70, New York, 1999.

¹⁷ Quoted in Stets, Robert J. *Postmasters & Post-offices of the United States, 1782 - 1811*, La Posta Publications, Lake Oswego, OR, 1994, pp. 8-9.

¹⁸ John, *op. cit.*, p. 74-5.

¹⁹ *Id.*

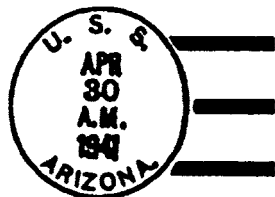
²⁰ *Postal Laws and Regulations, 1804.*

²¹ Postmaster General Letter Books, National Archives and Records Administration, July 21, 1802.

²² Report of the Postmaster General, December 1, 1845, House Ex. Doc. No. 2, Serial No. 480, p. 854.

²³ John, *op. cit.*, p. 74.

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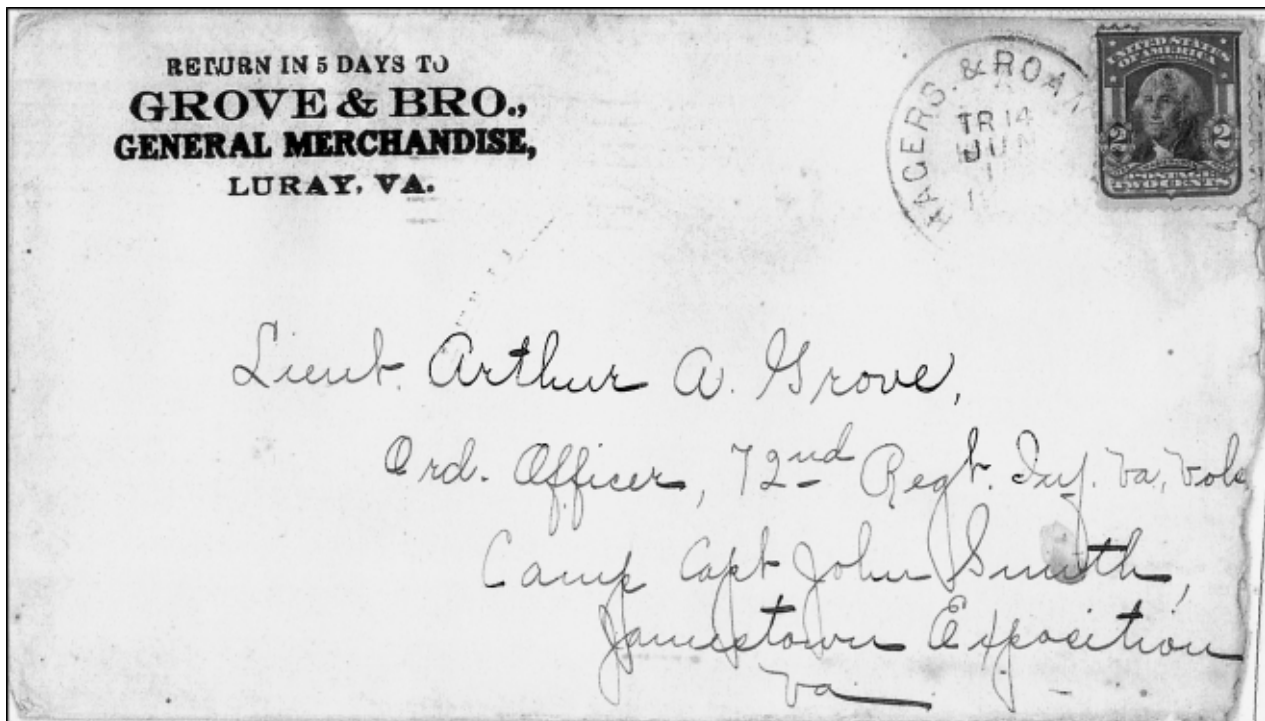


Figure 1 Letter dated June 16, 1907 and carried by the Hagerstown & Roanoke RPO to officer stationed at Camp Captain John Smith, Jamestown Exposition, Virginia.

By Michael Dattolico

The assassination of President William McKinley at the Pan-American Exposition in September, 1901, caused national leaders to reassess security procedures for future presidents when they made public appearances. Among the precautions taken were an increase in the number of U.S. Secret Service agents and reinforced local police forces. A key part of the revised security plan was a greater presence of U.S. troops.

Evidence of the army's expanded protective role can be found during President Theodore Roosevelt's reelection campaign throughout 1904. And it certainly was no coincidence that soldiers were conspicuously present at the Louisiana Purchase Exposition held at St. Louis that year. The specter of McKinley's assassination at Buffalo caused trepidation among those responsible for Roosevelt's safety. He was enormously popular and readily mixed with adoring crowds, much to the chagrin of the Secret Service. Troops were on duty to provide crowd control, act as escorts for dignitaries, and serve in ceremonial functions. Exactly how many soldiers were present during the St. Louis Exposition is not known. Most likely, the troops were

garrisoned at army posts in the vicinity. Mail accommodations for the men, if needed, were provided by their posts or the St. Louis post office. No formal mail arrangement for the soldiers is known to exist.

The Jamestown Tercentennial Exposition commenced at Norfolk, Virginia, in April, 1907, and gives us perhaps the clearest picture of the military's role at national celebratory events. The War Department issued General Order No. 43 which specified that troops proceed to Norfolk no later than April 24, 1907, the expo's opening day. The order further directed that a sizeable force remain stationed there for the fair's duration. They were to be encamped at Camp Captain John Smith which was located at the exposition's site. Major General Frederick D. Grant assumed command of the camp, which was garrisoned until December 1, 1907.

The first troops to arrive at Camp Captain John Smith were state national guard units, followed by regular army troops. It is known that three newly commissioned West Point officers in 1907 were assigned to the encampment, one of whom was commissioned into the Coastal Artillery Corps. Elements of the 23rd

U.S. Infantry were present, as were regular artillery and cavalry troops. Indeed, the cavalry's presence on the fair's opening day made national headlines by averting a potential disaster. As President Roosevelt began to speak on a raised podium, the crowd surged forward, nearly toppling him and other dignitaries. Mounted troopers raced to the scene and maneuvered their horses between the mob and Roosevelt until order was restored.

Exactly how many troops were stationed at Camp Captain John Smith between April and December, 1907 is not known. But the soldiers required mail service. Both sides of the illustrated cover shown as *Figures 1* and *2* give us some insight into the postal arrangement.

Figure 1 shows the cover's front. It is a business envelope that originated at Luray, Virginia, sent to Lieutenant Arthur Grove of the 72nd Virginia Volunteer Infantry Regiment and postmarked June 16, 1907. It was addressed to Camp Captain John Smith, Jamestown Exposition, Va. The enclosed letter, written by the officer's sister, is also dated June 16th, which was a Sunday.

Figure 2 features the cover's back. It clearly shows the Jamestown Exposition Station cancel. One will readily note the error in the dial. It reflects usage on

June 16th at 8:00 AM which is not possible since the letter was not written until late in the day on Sunday. The postal clerk likely received the letter on Monday, June 17th.

The letter's destination and the cancellation seen on the back give insights into the probable postal arrangement that existed between the encampment and the Jamestown Exposition postal station. Since the camp did not have its own post office, evidence suggests that the exposition postal station handled the soldiers' incoming mail. The exposition station cancellation may have been applied to all incoming letters as a matter of policy. The troops may have used the exposition station to send most or all of their outgoing mail, although there is the possibility that mail was gathered within the encampment and transported to the Norfolk post office for processing.

More examples of soldiers' mail sent to Camp Captain John Smith need to be found and studied before a definitive answer about the postal arrangement can be verified. But it seems safe to say that for the illustrated cover in this article, an exposition station cancellation was used as an unofficial military receiving marking.

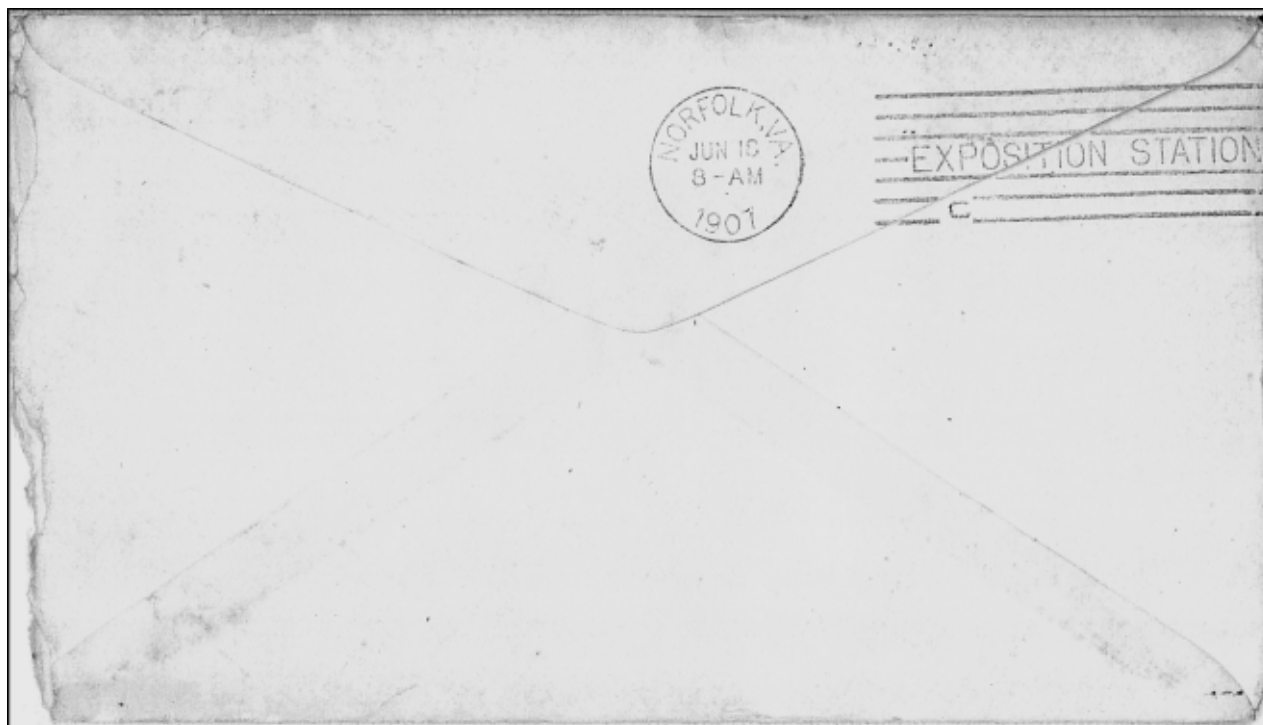


Figure 2 Back of envelope showing the Jamestown Exposition Station cancellation used as a receiving mark on the soldier's letter.

The Post Offices of Leslie County, Kentucky

By Robert M. Rennick

Leslie, the 117th Kentucky county in order of formation, was authorized by the General Assembly on March 29, 1878. Its original 380 square miles were taken from Perry and Clay Counties. With additional land ceded by Perry on March 19, 1890, it reached its present 412 square mile territory. It was named for Preston H. Leslie (1819-1907), Kentucky's governor from 1871-75, and later (1887-89) a territorial governor of Montana.

Most of the county is drained by the branches and main stream of the Middle Fork of the Kentucky River which was the dividing line between parent Perry and Clay Counties. The western extreme of the county, though, is watered by several branches of the Red Bird River, a principal tributary of the Kentucky River's South Fork. Main Middle Fork branches whose valleys serve as the county's distinguishing geographic and historical divisions are Hell for Certain, Bull, Cutshin, Rockhouse, Camp, Stinnett, Greasy, and Beech Creeks.

Stream travel was the county residents' only access to the outside world till nearly the turn of the twentieth century when the first roads of any significance were built. The county is now crossed by the narrow and curvy two lane US 421 through Hyden, the county's seat, and the two lane limited access Daniel Boone Parkway which is connected to Hyden, four miles southeast, by a spur (Ky 118) from Thousandsticks.

Much of the county is still forested and lies within the Daniel Boone National Forest. Less than two percent of its land area is cultivated. The county's principal economic base has long been lumber with some coal and lignite mining. Some 12,400 persons were counted in the 2000 Census.

Hyden is 121 road miles southeast of downtown Lexington via US 421, and 24 miles southwest of downtown Hazard via Ky 80. The county's fifty-nine operating post offices will be located below by road miles from the courthouse or from other offices in their respective valleys.

Post Offices Established in Perry County Before the Organization of Leslie County

Six post offices were established within the present borders of Leslie County before its formation. Four of these were in what was then Perry County and two were in Clay County.

The earliest established post office was **Begly's**, believed to have been somewhere on Lower Cutshin Creek, perhaps even at its Middle Fork confluence. William Begley (early 1770s - ca. 1852), the progenitor of one of southeastern Kentucky's leading families, arrived in the future Leslie County shortly after the turn of the eighteenth century, settling one mile up Cutshin. By the late 1820s he had become a Perry County Justice of the Peace. His oldest son Hiram (1802-1867), a Perry County magistrate, sheriff, and state legislator, established the post office on May 14, 1844, and with other family members operated it to May 1855.

The first of the two **Cutshin** post offices was established by surveyor James C. Brewer on August 21, 1860 probably at the mouth of Wooton Creek (a Cutshin branch) where he had built the first water mill. This office closed at the end of July 1863, but was re-established as **Cut Shin** on August 22, 1872 by Samuel Begley who was to become Leslie's first county judge. It continued after the organization of the new county in 1878 and closed in December 1880. It was re-opened on February 5, 1885 by Larkin G. Baker, probably at its Wooton Creek location (according to late 1880s government maps) but by 1891, with the establishment of the Wooton Creek post office, it had undoubtedly moved to its second site several miles up the creek (see below).

The **Coon Creek** post office, established on March 18, 1878, just before the county's organization, was probably at the mouth of this 8 ½ mile long stream that joins Cutshin thirteen miles above the latter's Middle Fork confluence. John C. Lewis was its first postmaster. The creek, officially known as Raccoon Creek, and named for the animals, had been settled around the Civil War by two Virginians John D. Pace and John Muncy, who owned most of its valley. The office closed in November 1886.

The last Perry office to become a part of Leslie County was **Shoal**. In that section of Perry County's Middle Fork valley that was ceded to Leslie in March 1890,



Leslie County, Kentucky (Scale 1:300,000) [© 1993 DeLorme Mapping]

it was established on May 18, 1883 with Justus Begley its first postmaster, to serve the **Big Shoal** or **Corner Shoal** area in the bend just below the mouth of Elkhorn Creek, some fifteen miles below (north of) Hyden. This area was aptly named, for before the Buckhorn Lake impoundment, the high bed of the Middle Fork here created a deceptively shallow stream. Sometime between 1886 and 1891 the office was moved from the north side of the Fork to a point half a mile up Elkhorn Creek, south of the Fork, where it remained till it closed in 1984.

Post Offices Established in Clay County Before the Organization of Leslie County

Skidmore was established on August 3, 1876 at the mouth of Phillips Fork of Red Bird River to serve Josiah Asher's country store. J.D. Asher, a local miller, was its first postmaster. On October 27 he was succeeded by Andrew C. Skidmore for whom it was undoubtedly named. It was only in 1902 that James F.

Asher had the office moved up the fork to a site a mere fifty yards within Leslie County where it closed at the end of June 1913.

Some six miles up the seven mile long Phillips Fork, at the mouth of its mile-long Sandy Fork (just east of the Clay-Bell-Leslie Counties' convergence), was the **Sandy Fork** post office. By this name it was established on February 26, 1877 with J.R. Fairchild, postmaster, and was a Leslie office on the county's formation. It became **Sandyfork** in March 1894, and closed on September 30, 1911.

Post Offices in the Middle Fork Watershed: Leslie County's Buckhorn Lake Area

Four post offices served the Leslie County section adjacent to the 1230 acre Buckhorn Lake. At the upper end of the lake and the northern end of Ky 257, eleven miles below (north of) Hyden, was the store and post office of **Confluence**. This office was established on December 1, 1890, with George B. Huff, its first postmaster, and named for its site at the mouth of Wilder Branch of Middle Fork. From 1921 to 1950 it was at the mouth of Grassy Branch, 0.8 miles below, and thus justified the perpetuation of its name. Back to the mouth of Wilder it went in 1950, and here it closed in May 1993.

The short-lived, pre-impoundment **Gay** post office (not to be confused with the active Gays Creek post office in Perry County) was just within Leslie County, some 300 yards above the mouth of Leatherwood Creek. It was operated between January 25, 1906 and mid-July 1908 by Robert and Ellen Gay for whose family it was named.¹

Another of the names of Medieval French cities given to a Kentucky post office was **Toulouse** [tu/lus]. This office was established on October 28, 1939, to serve the **Grassy** neighborhood some two miles up that branch from the then site of Confluence. It was named by its first postmaster Harlan McQuire for the old capital of the Languedoc, a major industrial and cultural center of south France, which he is said to have visited during or after the First World War. The office closed in December 1972.

Mosley Bend of the Middle Fork, 2 ½ miles below Confluence (then at the mouth of Grassy), was served by a post office of this name between April 21, 1941 and January 1954. Nannie Langdon was its first postmaster. Samuel Mosley, his family's Leslie County progenitor, is said to have settled early on Beech Fork.

Post Offices on the Middle Fork's Hell For Certain Creek

The eight mile long Hell for Certain is certainly one of Kentucky's oddest named features. According to the many traditional accounts of the name's derivation, a couple of travelers encountering its treacherous waters vehemently agree that it's one God-awful stream. It's also a name that storytellers have poked more fun at than most other colorful names, especially in their inaccurate and, to local people, offensive way of pronouncing it. Properly, I've been told, by residents and historians alike, it should be pronounced just as it's written, and not "Hell Fer Sartin." And nothing could be more off-putting and belittling than spelling it that way.

The first of the stream's two post offices was **Osha** at its Middle Fork confluence, nine miles below (north of) Hyden. When **Hell for Certain** itself was disallowed by the Post Office Department its only postmaster William C ("Short Buckle Bill") Begley suggested the name of his daughter (1893-1990). But the office operated only from September 15, 1906 through mid-December of the following year.

The creek's other office began at the mouth of Mill Branch on February 27, 1929 as **Omarville**. Its first postmaster Lilbern W. Woods is said to have named it for the son of Elmer Huff, a Republican Party official at that time. After several brief location changes to sites on nearby Big Fork, Sam and Ethel Pilatos (she was Woods' sister) moved the office in 1942 to Sam's store at a locality then, and still, called **The Mouth of Devils Jump Branch**, 2 ½ miles up the creek and eleven miles north-northwest of Hyden. On March 1, 1945, to avoid misdirection of mail due to the similarity of **Omarville** to other post office names, the Pilatos succeeded in getting the office name changed to **Kaliopi** [kael/ee/oh/pee] for Sam's mother in his native Greece. The office was suspended in July 1981.

Post Offices on the Middle Fork's Bull Creek

Leslie's nearly seven mile long Bull Creek joins the Middle Fork from the southwest just above Dryhill. Pioneer John Amis is said to have shot a big buffalo bull on its banks. This valley was served by two post offices—Dryhill and Gad-Thousandsticks.

A short distance above the mouth of Bull is the mouth of Cutshin Creek which joins the Middle Fork from the southeast. This confluence of three streams

roughly 6 ½ miles below (north of) Hyden, is what, in the nineteenth century, was often called “a turkeyfoot.”² Anyway, on an aptly named elevation just north of the confluences and where the Daniel Boone Parkway crosses the Middle Fork and its parallel Ky 257 was the **Dryhill** post office. This was established by Dan McDaniel on September 30, 1897 to serve a store and locality also known as **The Mouth of Bull Creek** and closed in mid-July 1908. On August 13, 1910 **McDaniel** re-established the office but found that his own name then identified a Breckinridge County post office and returned to the use of its original name. In 1964 the office became a rural branch of Hyden.³

On March 1, 1905 Polly Osborne established a post office a short distance up Henry (now called Osborne) Fork of Bull, five miles from Middle Fork. Her preferred name **Bull Creek** gave way to **Gad**, the name of one of the twelve tribes of Israel or of the biblical prophet who counseled King David. On May 31, 1924 the office was moved half a mile or so down Bull to the mouth of **Thousandsticks** Creek, at the foot of Thousandsticks Mountain, and assumed this name. Two accounts have been offered for this unique Kentucky name applied to a stream, hill, post office, school, church, and, for years, Hyden’s only weekly newspaper. According to Harry Caudill, “the mountaineer from the earliest times applied the term [sticks] to the trunks of his great trees. Settlers on [this] stream... found hundreds of ancient trees which had died of old age. There were so many of them that it was called “The Thousand Sticks Creek.”⁴ Others recall the tale of the early travelers who came upon the remains of a forest fire—the straight charred stumps of trees—which resembled nothing less than a thousand sticks.⁵ The post office still serves this area at the junction of the Daniel Boone Parkway (four miles southwest of Dryhill) and Ky 118 (the so-called “Hyden Spur,” the four mile long access road to downtown Hyden.)

Post Offices on the Main Stream and Branches of the Middle Fork’s Cutshin Creek

The thirty mile long Cutshin Creek, the longest of the Middle Fork’s tributaries heads near the Harlan County line and joins the main stream just above Dryhill and the mouth of Bull Creek. A number of stories have been told to account for its name. It’s said to have originally been aptly called Cane Creek and then was renamed by early settler Roderick McIntosh after a local man hired to help him build his home

carelessly dropped his axe and cut a deep gash in his skin.⁶ More commonly one hears of the travelers who were crossing the stream at high tide when one slipped and cut his shin on a jagged rock in the bed.⁷

Cutshin Creek’s first post office **Cutshin** was established in 1860 probably at the mouth of Wooton Creek, some ten miles up Cutshin from the Middle Fork. By 1891 it had most likely moved from here, or at least was re-established, another eight miles further up Cutshin Creek. By 1901 it had moved to the mouth of Maggard Branch, seventeen miles up the creek, in which vicinity it closed in November 1992.

The 7 and ¾ mile long Wooton Creek heads just one fourth of a mile from the Perry County line, northwest of Farler. It was named for Charles Wooton and his sons from Ashe County, North Carolina, who had settled at its mouth in 1807. On May 14, 1891 the post office of **Wooton Creek** was established at the mouth of that stream with Harrison Napier, postmaster. On April 21, 1894, with William Dixon, postmaster, it became merely **Wooton**. By the 1930s, with the arrival of Ky 80, it was serving a fairly good-sized settlement with several stores, a church, and a school, only 6 ¾ miles east of Hyden. The **Wooton** post office still serves the lower end of Cutshin, just east of the junction of Rts. 80 and 1807.

Wooton Creek residents were served by two other offices. **Frew**, said to have been named for a stranger passing through the area of whom nothing is recalled, was some 4 ½-5 miles up the creek from the Wooton post office, probably on Polecat Branch. It was established by Nelson H. Hamilton on August 14, 1905 and may have closed at the end of May 1908. It was re-established on November 27, 1925 by Jack W. Melton and closed for good in August 1981.

The other office, the aptly named **Orchard**, was run by Daniel Baker from January 5, 1937 through March 1938 and served the village of **Wooton’s Creek** just below the mouth of Second Fork, three miles up the creek.

William D. and Russell S. Wooton, great grandsons of progenitor Charles, had a post office just below the mouth of McIntosh Creek, six stream miles below Wooton and four miles from Middle Fork. Inexplicably called **Maddog**, it operated from September 3, 1891 through October 1905, and may have served a vicinity lumber camp.

In addition to the **Coon Creek** post office (above), the Raccoon Creek valley and its Wolf Creek tributary were served by four or possibly five other post offices. The first probably began at the mouth of Signboard Branch, five miles up Coon, since **Board** was the first name proposed for it. It was established, though, as **Sinda** [sihn/duh or sihn/see]. I'm wondering if it could have been named for postmaster Enoch H. Nolen's neighbor Lucinda (Mrs. William) Cress (nee 1875). But why its eccentric spelling? It closed in November 1910.

On January 21, 1919 storekeeper Chrisley Maggard started a post office he would call **Cress Branch** to serve a village of this name at the mouth of Wolf Creek of Coon, a mile and a half below (north of) Signboard. I have no idea where Cress Branch is or was, but one Henry Cress is known to have owned land on Coon Creek in the 1850s, and William Cress was probably a descendant. This office operated as **Cinda** till it closed at the end of December 1993. Perhaps Lucinda was the name source here too; or else it was one of several area Cinda Maggards.

Two other post offices served the nine mile long Wolf Creek valley. A mile up the Baker Fork of Wolf, just above the mouth of Grassy Fork, and five miles south of Cinda, was an office established on June 7, 1906 with John M. Baker, postmaster. His preferred **Grassy** was replaced by **Causey** for several related area families. The office became a rural branch in 1964 and ceased operations three years later.

The **Big Fork** post office was just above the mouth of this 1 ¼ mile long Wolf Creek branch, 1/2 miles above the mouth of Baker. Henry T. Day operated it from June 3, 1907 through September 1911. It was re-established in 1938 by Jemima Day at or near its first site, and closed for good in 1971.

The precise location of John L. Pennington's short-lived (July 3, 1913 through January 1914) **Pennington** post office is not known. It is thought to have been 4 ½ miles northwest of Causally, and was possibly on Trace Branch of Coon Creek. John L.'s Site Location Report is of no help in locating it.

Where the 5 ½ mile long Polls Creek joins Cutshin, four miles above the Wooton post office, were the two **Smilax** post offices.⁸ The first, operated by John Jackson Baker between April 18, 1902 and mid-August 1904, was to have been called **Baker** but that was then in use in Letcher County. Instead, it was probably named for a local plant or vine of the Smi-

lax family. The second **Smilax** office was opened in 1939 by Grace Thomas and, from a site 0.2 miles above the mouth of Polls, still serves the middle Cutshin-Polls Creek valleys.

Some two miles up (then) Pauls Creek, Alford P. Shepherd established an office on February 12, 1907 that he named **Daley**, it's said, for the maiden name of a local woman. At least by 1937 and till it closed in 1956, the office was at the mouth of Bear Branch of Pauls (Polls), three miles from Smilax and Cutshin Creek.

On November 1, 1897 Alford P. Shepherd (probably the one who established the later Daley) opened an office at the thickly settled mouth of Trace Fork of Cutshin, some 3 ½ miles above the Cutshin post office's Maggard Branch location. As with the other Trace Forks in eastern Kentucky this had been so named in early times for the through road that paralleled it. The **Trace Fork** office was moved three fourths of a mile down the creek in 1907 and closed in September 1912. Willie P. Baker re-established it on August 23, 1924 not as **Trace Fork**, still the name of the locality, but as the inexplicable **Yeaddiss** [yee/dus, though occasionally oldtimers called it weye/ee/dus]. One can safely discount the folk etymology from "yeah, this is it" on finding a suitable place for the office, shortened to "yeah, this" and then to "Yeaddiss." The post office is active.

Near the head of Cutshin Creek, probably just below the mouth of Persimmon Fork, Henry L. Baker established the **Kate** post office on June 18, 1908 which he named for his wife Katie (nee Cornett in October 1851). It closed in February 1914, was re-opened on October 16, 1919 by Mr. Lillie Hendrix, and closed again at the end of October 1920.

On January 22, 1932 a huge bald rock gave its name to Dan F. Hendrix's **Big Rock** post office at the mouth of Cutshin's Low Gap Branch, three miles above Yeaddiss, and about 1 ½ miles below (north of) the earlier Kate.⁹ The office closed at the end of June 1984, several years after the local store and the nearby Big Rock School.

Post Offices on the Middle Fork's Rockhouse Creek

Many eastern Kentucky streams were shouldered by overhanging cliffs. Pioneer settlers often enclosed them as temporary shelters while their more conventional homes were being built. These structures were

thus called “rock houses,” and some of the streams took its name. In later years some of these “houses” were used as barns or storage areas, and in at least two cases I know of, in the Big Sandy valley, they were used for a time as post offices.

Leslie County’s nine mile long Rockhouse Creek, mostly now paralleled by US 421/Ky 80, joins the Middle Fork at **Hyden**. This stream was early known as Johnson’s Rockhouse, for a bear hunter who once camped under a large rock house just below its mouth. He could thus be considered **Hyden’s** first resident.

Leslie’s seat is said to have been permanently settled before 1850 by Sizemore and Lewis families. A three-fourths of an acre section of John Lewis’s farm was one of three sites considered for the seat in 1878 (the others being the mouth of Cutshin and some place on the Middle Fork, a half dozen miles above the mouth of Rockhouse). The town was officially established that year and named for John Hyden (1814-1883), then a state senator from Clay County (from which the section of Leslie west of the Middle Fork was taken), and one of the commissioners appointed to organize the county. Its post office, also **Hyden**, was established on March 7, 1879, by Lewis’s cousin Abijah, and Leander Crawford was appointed its first postmaster. The town, incorporated on March 18, 1882, remains a sixth class city, with only 204 residents counted by the 2000 Census. For years its growth and development have been severely restricted by steep 1,200 foot elevations which have long kept it among Kentucky’s smallest county seats.¹⁰

The post office of **Hosea** [hoh/suh] was established on June 25, 1926 with Mallie (Mrs. A.R.) Brewer, its only official postmaster, on Hals Fork of Big Creek, in the Redbird River watershed. In June 1928 it was moved a couple of miles up Hals Fork, and in the late winter of the following year it was moved another 3 ½ miles, over the South-Middle Fork divide, to Rockhouse Creek, above its Left Fork, 6 ½ miles west of Hyden. Here it closed at the end of February 1931. Neither **Owl**, Mrs. Brewer’s first name preference, nor **Hosea**, have been derived.

Post Offices on Middle Fork’s Stinnett Creek

Stinnett Creek, so identified on antebellum maps, follows the present Ky 406 for six miles from near the active Essie post office to the Middle Fork at the also active Stinnett post office, seven miles above (south of) Hyden (via US 421). Stinnett is an eastern Kentucky family name though none of that family are known to have lived on this stream.

The **Stinnett** post office was established on January 25, 1922 with William H. Mattingly, its first postmaster. **Ray**, for some area families, was his first proposed name. According to Mattingly’s May 4, 1921 Site Location Report, the office would be two miles west of Middle Fork, on Muncy Creek, which joins Middle Fork below Wendover, and along which runs US 421 south from Hyden. But whether it was actually on Muncy is not known for at least since 1926 it has been at the junction of 421 and the present 406, at the mouth of Stinnett.

Essie was named for the thirteen year old daughter of its first postmaster James Bowling who established this office on October 13, 1924. She later married Henry Roberts and died in the early 1950s.

Post Offices on the Main Stream and Branches of the Middle Fork’s Greasy Creek

One story has pretty much accounted for nearly all of the two dozen or so Greasy streams in Kentucky. The hunters involved, of course, have been different. As a younger man, the centenarian John Shell, who lived on the Laurel Fork of Leslie’s Greasy Creek, is credited with shooting the bear on a hill above the stream. The wounded bear ran down to the creek too quickly for Shell to catch him and plunged into its waters. Over time his decomposed body left a decidedly greasy and odiferous scum. If not Shell it may have been some other hunter who was responsible for renaming what had first been Licking Creek, for the salt licks on its banks, and was later, possibly, Laurel Creek for the dense growth of mountain laurel and rhododendron.¹¹

Anyhow, Leslie’s Greasy Creek heads at the foot of Pine Mountain in Harlan County and extends for twenty-seven miles to the Middle Fork at the present site of Hoskinston. Ten post offices served Leslie’s Greasy watershed.

The **Hoskinston** post office, now at the mouth of Greasy, eight miles above Hyden (via US 421), was established on February 5, 1885 by Carlo Hoskins (1851-1945), the grandson of John (ne 1775) and Nancy (Stotts) Hoskins, pioneer settlers of that area, for whom the office was named. Its precise location is not known but is presumed to have been just below the mouth of Trace Branch of Middle Fork, 1 ½ miles above (southwest of) the mouth of Greasy. On December 24, 1888 it was moved 2 ½ miles further up the fork to the mouth of Beech Fork. Sometime in the 1890s it was moved back down to the mouth of Trace

(which, according to a 1907 map may then have been called Harmons Creek.¹² By the First World War it was still at the mouth of Trace, but by 1937 it had moved to the mouth of Greasy where, despite a few short distance site changes, it remains.

On December 17, 1895 Henry M. Chappell (ne 1855), grandson of Greasy Creek pioneer George Chappell, established a post office to serve a village of some 200 residents at the mouth of Elk Creek, 8 ½ miles above Greasy's Middle Fork confluence. His first name preference may have been **Salt Rock**, but when this was disallowed he chose **Chappell** instead, and as such the office is now just above the mouth of Robin Branch, yards from its original site.

Families of Napier [*nay/pyur*] had long been settled on Abners Branch, half a mile from its Greasy confluence, when James Napier opened a store very near the Harlan County line. Here Felix G. Turner started the **Napier** post office on June 6, 1902. By 1916 the office had moved to Greasy, half a mile from the county line, and over several decades had moved progressively down that creek till it closed in 1971 just below the mouth of John Miniard Branch, eight miles above (southeast of) Chappell.

Probably a mile and a half up the Laurel Fork of Greasy, six miles above (south of) Chappell, Silas B. Shell (ne 1862) ran the **Shell** post office between September 11, 1902 and mid-August 1906. A mile below, at what's now the Shell Branch (or Lewis Branch on early twentieth century maps) was the home of centenarian John Shell.¹²

Then there was **Dims**, a Greasy Creek post office somewhere between Upper Bad Creek and Chappell that few today recall and whose name derivation is unknown. Elias Crittington Howard alone operated it from June 15, 1905 through June 1911.

The aptly named Whiteoak Creek extends for five miles in a southwesterly direction to Greasy half a mile above the mouth of Laurel Fork. The first of its two post offices was **Templeton**, one mile up that creek, and likely named for Marion (ne 1867) and Rebecca Templeton with whom its only postmaster Hiram L. Hensley boarded. It operated between August 2, 1910 and mid-August 1913. An ancestor, James Templeton (ca. 1752 - ca. 1857) from Pittsburgh, Pa., had early acquired land on Greasy and its Bad Creek branches.

Whiting, three miles further up Whiteoak, was operated from June 25, 1941 through May 1944 by Harvey Pennington. Its name remains underived.

The **Haywood** post office at the mouth of Roundhole Branch of Greasy was established on May 21, 1924 by and named for Haywood W. Hoskins (ne 1865), son of Irvin and Rebecca, and nephew of Carlo. It closed in mid-October 1934.

To serve the fairly isolated Greasy Creek valley between Laurel Fork and the second Napier post office site, John Jackson, in 1935, applied for an office in his son Bill's store. He called it **Della** for Bill's wife (1893-1975), and Bill operated it half a mile above the mouth of Whiteoak and five miles above (southeast of) Chappell from December 11, 1935 to mid-October 1938.

On May 23, 1941 Lucy Engle opened an office half a mile above the mouth of Lewis Creek (named for a pioneer family whose descendants still populate the area). The following year Siller Jackson, Bill's sister-in-law, moved the **Lewis Creek** post office to a site one fourth of a mile above the old Della site, where it was suspended in August 1984.

Post Offices on the Middle Fork's Beech Fork

Beech Fork, also heading at the foot of Pine Mountain in Harlan County, and now the routeway for US 421 between Hyden and Harlan (City), extends for 15 ½ miles to Middle Fork at Asher. Beech trees in its valley provided the name.

On February 5, 1885 the first of its four post offices was established some ten miles up the Fork and named for the family of its first postmaster James J. **Helton**. Its precise location is not known but by 1907 it had been moved to a site probably on Big Branch, two miles west of the Fork.

By 1913 **Helton** was 1 1/2 miles up that branch, maybe at the mouth of Wilson Hollow. By the mid-1930s it was on Beech Fork itself, just below the mouth of Simms Branch, 7 ½ miles above Asher. In this vicinity it served the **Beech Fork** community and its mission and settlement school till, in 1965, it became a rural branch of the Harlan post office, fourteen miles south, which it still is.

The active post office of **Asher** was established on May 22, 1900 and named for its first postmaster Henry M. Hensley for A.B. and Nancy Asher with whom he lived. A.B. was of the large and influential family that had settled near the head of Red Bird River in the early nineteenth century.

Another nineteenth century family giving its name to a Beech Fork post office were the Natzes, probably Silas W. (ne 1844) and/or George A. (ne 1846). **Nantz** was established on June 25, 1902 by William Wilson at the mouth of **Peters Branch** and this was his first name choice. From this site, five miles above Asher, it was moved in 1910 two miles downstream where it closed in April, 1913.

Finally, there was **Mozelle** (name derivation unknown) at two sites in the vicinity of **Stone Coal Creek**, the first name choice of its first postmaster Jerry Smith. It operated at the mouth of this stream from August 4, 1924 to May 1944 when it was moved to its present site 700 yards below.

Other Middle Fork Post Offices

On January 19, 1885 Congressman John D. White (of Clay County) officially requested the establishment of two Middle Fork post offices Hoskinston and Lulaton. They opened on the same day, February 5. **Lulaton**, probably named for a Lula somebody (White's first name preference), was six miles above Hoskinston (then just below the mouth of Trace Branch), probably at a site between Upper Bad Creek and Sams Branch. Sarah C. Hall was its only postmaster. When it closed in mid-October 1918 its papers were sent down to Hoskinston.

War Branch of Middle Fork, some 7 ½ miles above Asher, probably gave its name to the **Warbranch** post office. This was established on May 31, 1901 with Nancy Slusher, its first postmaster. According to her initial Site Location Report, however, as well as other records from the first twenty years or so of the twentieth century, it was at the mouth of Whiteoak Creek, six miles above Asher and at least 1 ½ miles below War Branch. By the early 1930s, though, it was at the mouth of Sams Branch (called Samuels Branch on late nineteenth century maps), three fourths of a mile below Whiteoak. In 1938 it was one fourth of a mile below (north of) Upper Bad Creek, and ten years later it was back at Sams Branch. It still serves the upper Middle Fork, now at the mouth of Buck Hollow, over a mile above War Branch. Where the stream got its name has not been learned.

A post office that may have been named for Congressman White (1849-1920) or his Clay County family, was on the very remote upper reach of the Middle Fork, at the mouth of Kentucky Branch, 1 ½ miles east of the Bell-Harlan-Leslie Counties convergence. John D. and J.C. Wilson operated the **White** post of-

fice from September 21, 1908 through February 1914. On September 8, 1919 Sallie Wilson, when she found **White** then in use in Madison County (as Whites), had the office reopened as the inexplicable **Redox**. In October 1920 Mike Saylor became postmaster, and on March 4, 1922 the office was called **Saylor**. It closed in 1967.

The short-lived (May 6, 1911 through March 1913) **Camp Creek** post office was operated by Granville G. Cornett at the mouth of this 4 ½ mile long Middle Fork branch, five miles above Hyden. According to one traditional account, this site was the twenty acres campground of a band of Cherokees in pre-white settlement times. Another account attributes the name to a camp built here by the area's first white settlers Gid Lewis and Henry Cress. For a number of years, after a devastating fire, it was called **The Burnt Camp**, and at least till the First World War, the stream itself was officially identified as Burnt Camp Branch.

The main office of the Frontier Nursing Service is at **Wendover** on the Middle Fork, several hundred yards below the mouth of Hurricane Creek, and four miles above (south of) Hyden. Mary Breckinridge, who arrived here in 1925 to found the famed health care service for rural mothers and children, is said to have named the place in the summer of 1926. As her story goes, her aunt Jane had been asked to suggest a "good old British name" to match the mountain people with their British heritage. After some travelers had made the trip across the mountains, they insisted it should be called **Scrambleover** (sic).... Suddenly Aunt Jane's eyes lighted up. 'I have it, Wendover...there's the name for you.' " The still active post office was thus named **Wendover** when it was established on November 15, 1926 with Martha R.L. Pruitt, postmaster.¹⁴

Post Offices on Leslie County's South Fork and Red Bird River Branches

Red Bird River heads where Red Bird Creek and Phillips Fork meet at the first site of the old **Skidmore** post office, half a mile into Clay County from the Leslie County line. It flows north, forming the Leslie-Clay line for some twenty-two miles, and joins Goose Creek at Oneida in Clay County (less than half a mile above the mouth of Bullskin Creek) where they become the South Fork, the third of the Kentucky River's head feeders. The South Fork continues north through Clay and Owsley Counties to meet its sister forks at Beattyville in Lee County.

The Cherokee Indian whose pioneer white neighbors called Chief Red Bird and his housekeeper, another Indian named simply Jack, were friendly, inoffensive men who spent much of their time hunting and trapping in this remote valley. It's said that a party of white men seeking revenge for an earlier Indian depredation for which neither Red Bird nor Jack were responsible had vowed to kill the first Indians they met. They came upon these two asleep on the bank of the river just above the mouth of Hectors Branch, killed them and threw their bodies into the water. Their friendly white neighbors honored their memory by naming the river and a principal branch for them.¹⁵

Of the six post offices in the Leslie County section of the South Fork-Red Bird watershed, three served residents of the main stream and head forks of Red Bird's five mile long Big Creek. The upper half and the forks of this stream, whose name probably derives from its fairly high water level and consequent flooding, lie in Leslie County. The main stream and its Hals Fork are paralleled by US 421/Ky 80, while the limited access Daniel Boone Parkway follows the course of Couch Fork, the other head fork.

The post office of **Obed**, whose name is underived, was established on January 26, 1903 with Levi Couch, its first postmaster, probably midway up the old trail between Hollins and Collins (now Couch) Forks of Big Creek, three miles east of the Big Creek effluence. In 1936 it was moved 0.6 mile down the hill to Twin Branch of Collins (Couch) where it closed two years later.

The **Bear Branch** post office was established by William Britton on November 10, 1923 just fifty feet within the Clay County line, and just below the two mile long Big Creek branch for which it was named. On December 2, 1924 his successor Thomas T. Hensley had it moved one mile east to the forks of Ulysses Creek, another Big Creek branch, half a mile above Bear Branch. When the highway (US421/Ky80) came through Big Creek and its Hals Fork branch in the mid-1930s the office was moved three-fourths of a mile to it, half a mile from the Clay County line. In 1936 it reached its present location 100 yards from the line and, again, just below Bear Branch.

Between January 9, 1937 and mid-July 1965 the **Jason** post office served the residents of Hollins Fork at three locations between five and six miles above the Bear Branch post office and the Clay County line. Neither this name nor the first postmaster Billie Jones'

preference for **Elim** have been derived. **Elim's** unacceptability undoubtedly owes to the already existing post office of **Elem** in Rockcastle County. When it closed **Jason** was less than half a mile from the first Obed site.

Two post offices served the Leslie County section of Bullskin Creek, the fifteen mile long stream that joins the South Fork opposite Oneida (in Clay County), 500 yards below (north of) the mouth of Red Bird. The first of these was the short-lived (August 13, 1910 to July 5, 1911) and virtually unheard of **Twelvemile**. According to the Site Location Report of its only postmaster Irvin V. Hensley, it would serve the village of **Newville** with a population of 250 on Bullskin, six miles above Brutus (in Clay County). Thus, if its name referred to its distance up Bullskin, it would have been 1 ½ miles within Leslie County, about the site of the future **Sizerock** post office. The latter, established by Kelly Collins on November 25, 1927, was named for a large slanted and bald rock, as big as a house, just feet away. From 1964 to 1987 this office was a rural branch of Hyden, seventeen miles south-east.

Descendants of Roanoke, Virginia-born Leslie pioneer John Coke Roark have maintained the **Roark** post office on Upper Jacks Creek of Red Bird since January 29, 1907. It was established and first operated by John A. (ne 1850) and his wife Lucy F. Roark, half a mile up from the river and the Clay County line, and still serves that vicinity.

Conclusion

Fifteen of the fifty-nine Leslie post offices are still in operation. Hyden's serves the county's only incorporated place. Nine offices, but only two of the active ones (Wooton and Chappell), were the center of concentrated communities (villages), while the others served rural neighborhoods with one or more country stores, a school, and one or more churches.

Local or area persons/families were the sources of twenty-six post office names, while one honored a European relative of a storekeeper-postmaster. Another may have been named for a stranger passing through the area. Eight offices had geographic or descriptive names. One was named for a distant place, and to fourteen were given the names of local or nearby features (thirteen streams and one bend). Eight names have not been derived, while three offices have not been precisely located.

One office, the unlocated and inexplicably named **Edes**, was authorized on October 26, 1906 but never operated. The successive appointments of John H. Asher of the Badcreek Precinct and J.F. Roark were apparently disallowed and the office's authorization was rescinded on June 14, 1907.

Seventeen offices had names that were not the first proposed for them, while seven served communities or rural neighborhoods with other names, and four had name changes.

Endnotes

1 Curiously, according to postal records, this or yet another **Gay** post office was authorized in Clay County on April 6, 1905, but Andy Arnett's order was rescinded on the first of November.

2 Scott County, Kentucky actually had an aptly named **Turkey Foot** post office from 1826 to 1883.

3 According to John K. Begley, an early county historian, the **Dryhill** area was also, though briefly, referred to as **Aguer Cake**. (cf Mary T. Brewer, **Rugged Trail to Appalachia**, 1978, P. 27.

4 Harry M. Caudill, **Night Comes to the Cumberlands**, Boston: Little Brown, 1962, P. 37.

5 Ruth Huston, **Observations of God's timing in the Kentucky Mountains**, Salisbury, N.C.: Rowan Printing, 1962, P. 293.

6 This account was attributed to area historian William (Bangor Bill) Wooton of Wooton, Ky. And appeared in Viola Bowling's WPA manuscript history, November 18, 1936.

7 Yet another variant explanation was once offered by the noted traveler John C. Campbell: "In the winter the stream freezes so hard as to cut the shins of mules and horses which break through the ice." (in Campbell's **The Southern Highlander and His Homeland**, New York: Russell Sage Foundation, 1921, Pp. 37-38.

8 Polls Creek was earlier called Pauls Creek, and earlier yet, according to an 1884 Kentucky Geological Survey map, Paulis Branch. But long-time resident Floyd Wells suggested, in his autobiography, that it was first called Polly's Creek for a North Carolina woman who early but briefly lived at the mouth of Still House Branch at its upper end. (cf **The Life of Floyd Wells, Kentucky Pioneer, 1894-Today**, Pompano Beach, Fla: Exposition Press of Florida, 1987, P. 13.

9 **Hendrix**, Dan's first name choice, was too similar to Magoffin County's **Hendrix**.

10 A population of only 204 has been questioned. This seems too big a drop from the 480 reported in the 1970 Census and the 375 found twenty years later. Actually, Booneville, the seat of nearby Owsley County, is Kentucky's smallest with only 111 residents counted in 2000.

11 Laurel is now confined to one of Greasy Creek's Harlan-Leslie tributaries. On Lloyd's 1863 map, the Middle Fork itself, down to at least the mouth of Bull Creek, was also called Laurel.

12 Hoskinston's post office must have been moved back to the mouth of Harmon's (Trace) by 1899 for the Asher post office was then being planned for the mouth of Beech.

13 John Shell, a Laurel Fork farmer, was reputed to have been "the oldest man in the world" when he died in 1922 at the age of 134. Census and tax records, though, place his birth year as 1822, but even so, living to be 100 and fathering a son by his second wife in 1915 was then considered remarkable.

14 Robert M. Rennick, **Kentucky Place Names**, Lexington: University Press of Kentucky, 1984, P. 313, from Katharine E. Wilkie and Elizabeth R. Moseley, **Frontier Nurse: Mary Breckenridge**, New York: Julian Messner, 1969, P. 122. America's only other **Wendover** is a Tooele County, Utah settlement and post office on I-80, near the Nevada line. Bearing in mind that the old English word "wenden" means to go, this place began as a "stopover point" on the old Western Pacific Railroad, for here the tracks began to wend their way west to the Sierra Nevadas. (Hugh F. O'Neil of Ogden, Utah, in Tracy M. Scott, comp., "Desert Place Names" series in *The Desert Magazine*, Vol. 3, January 1940, P. 40).

15 From the Rev. J.J. Dickey's interview with John R. Gilbert on July 12, 1898, in Dickey's Diary, P. 2390, cited by Jess Wilson in his **The Sugar Pond and the Fritter Tree**, Berea: Kentucke Imprints, 1981, Pp. 128-29.

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Sub-station Postal Markings With “Sub” – An Update



Figure 1 Six stamps and postal stationery from the Columbian issue overpay postage by one cent on a registered cover mailed from New York's sub-station no. 22 to Germany. Cover courtesy of Stephen Taylor.

By Dennis H. Pack

This article updates information about postal sub-stations and the census of sub-station postal markings containing “SUB” that appeared in the May 2002 *La Posta*.¹ As used in this article, sub-stations have the following characteristics:

- They were numbered or named postal outlets with the designation “sub-station” as part of their official name.
- They sold stamps and other postal supplies, issued money orders, and registered letters and packages.
- They cancelled some mail and made up and sent postal items received from the public to full stations or the main post office for dispatch to other offices.
- They did not have mail carriers assigned to them.
- After 1897, they did not deliver mail.
- They were usually housed in businesses, often in drug stores.

The designation “sub-station” officially existed from about 1890 until 1902, although some markings were used much longer. After 1902, sub-stations became numbered stations. They are the predecessors of contract postal units currently found at supermarket service counters and an amazing variety of other places. Postal sub-stations as described above make an interesting area of study because they are limited to a particular period and are scarce enough to make the search for them interesting.

Postal Markings with “Sub”

The previous article organized markings containing “sub” into five main categories: duplex postmarks for canceling mail, registration markings, special purpose markings, such as double circle date stamp (DCDS) markings for money order business (MOB) and other purposes, double-oval markings for canceling stamps on third-class, registered and parcel mail, and special

delivery markings. They are covered in detail in the previous article. Examples of the main types from the previous article are shown in figure 2.

One additional postmark category, one sub-type and several auxiliary markings with sub have surfaced. The new postmark category is a circle date stamp

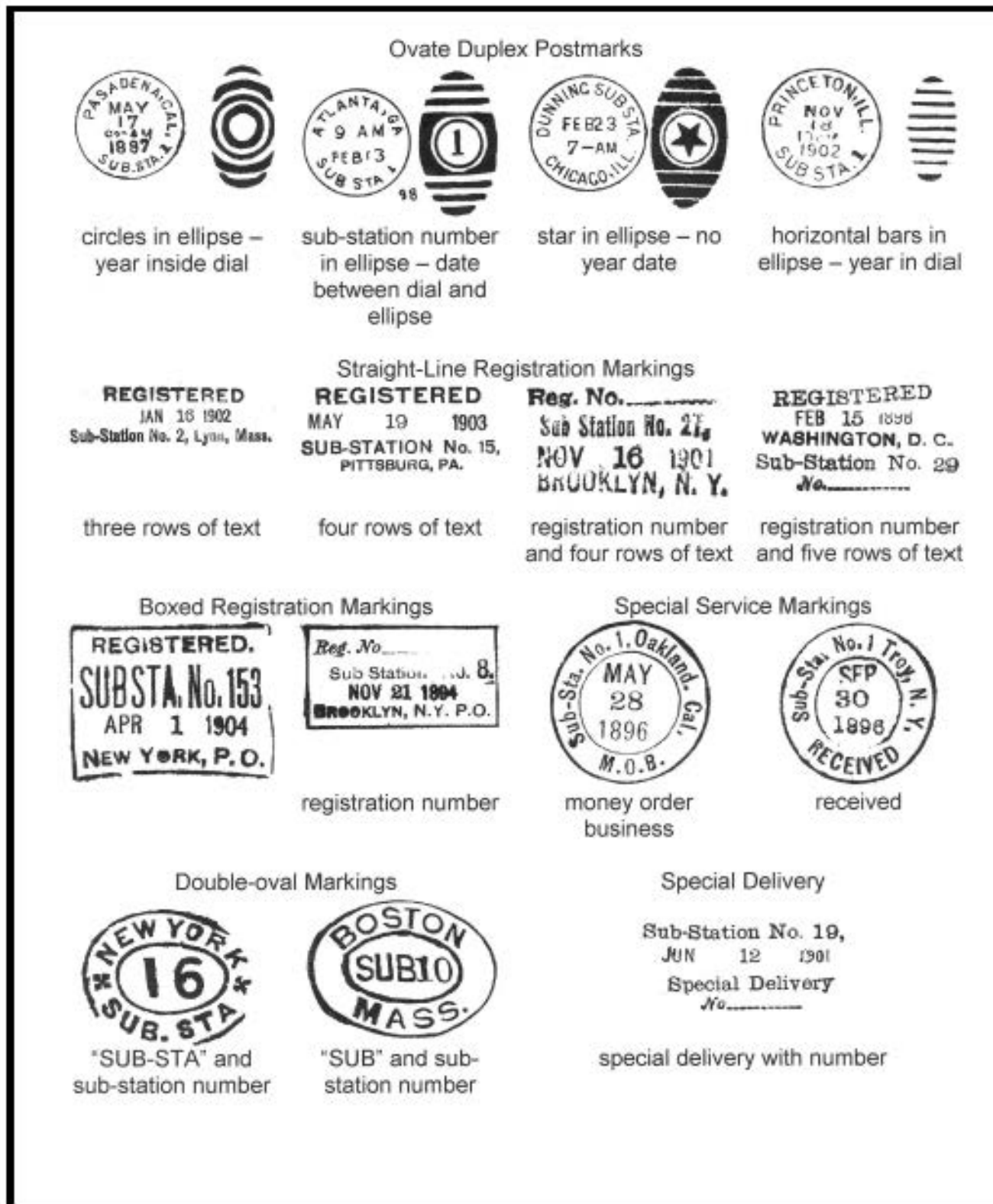


Figure 2 Type chart illustrating the main types of Sub-station postal markings discussed in the previous La Posta article.



Figure 3 The two New York City CDS postmarks at left are from sub-station no. 33. The sources of the others are not as clearly indicated.

(CDS). The examples seen were used at sub-station number 33 in New York City. They are similar to other CDS postmarks used in New York City. *Figure 3* shows two examples of the sub-station 33 CDS and other similar CDS markings from New York City. The

New York sub-station 33 was established on the grounds of the University of the City of New York March 1, 1895.³ It was changed to the University Heights Station January 1, 1898,⁴ about six weeks after the Postmaster General clarified the duties of stations and sub-stations. It

appears that New York sub-station 33 did deliver mail in some way, so it was changed to a named station.

New Postmark Sub-type

In the previous article, registration markings were separated into straight line and boxed and each of these was divided into those that contain the registration number and those where the registration number is separate. All of the boxed registration markings without number

in the previous listing had four lines of type. A different boxed marking with three lines of type has been seen. It is from Kingston, New York, sub-station no. 1. A tracing of it is shown in *figure 5*. In the revised census, the registration markings indicate the number of lines of type in each.

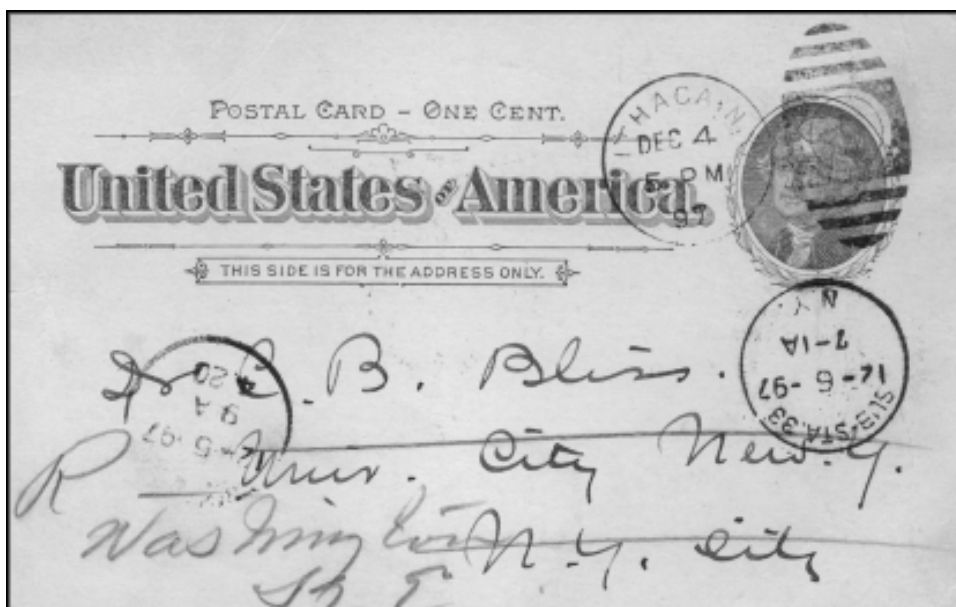


Figure 4 Card addressed to The University of the City of New York, then forwarded with a New York sub-station no. 33 CDS marking.

sub-station 33 CDS has been seen used as a receiving marking on a forwarded letter and as a forwarding marking on a postal card forwarded by the sub-station. The card is illustrated in *figure 4*.

The use of the New York sub-station 33 CDS raises questions about the handling of mail at sub-stations. It should be remembered that the roles and responsibilities of sub-stations were not clearly defined until November 15, 1897 when the Postmaster General determined:

All stations or sub-stations, as now designated, that receive and dispatch mail, either by carriers or through boxes and general delivery, will be known as stations and will be designated by letters or local names. Sub-stations issue and pay money orders, register letters and parcels, sell postal supplies, but do not deliver mail, and will be designated by numbers.²

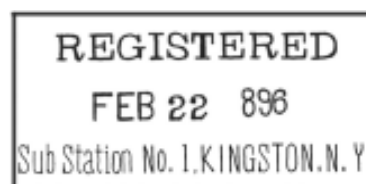


Figure 5

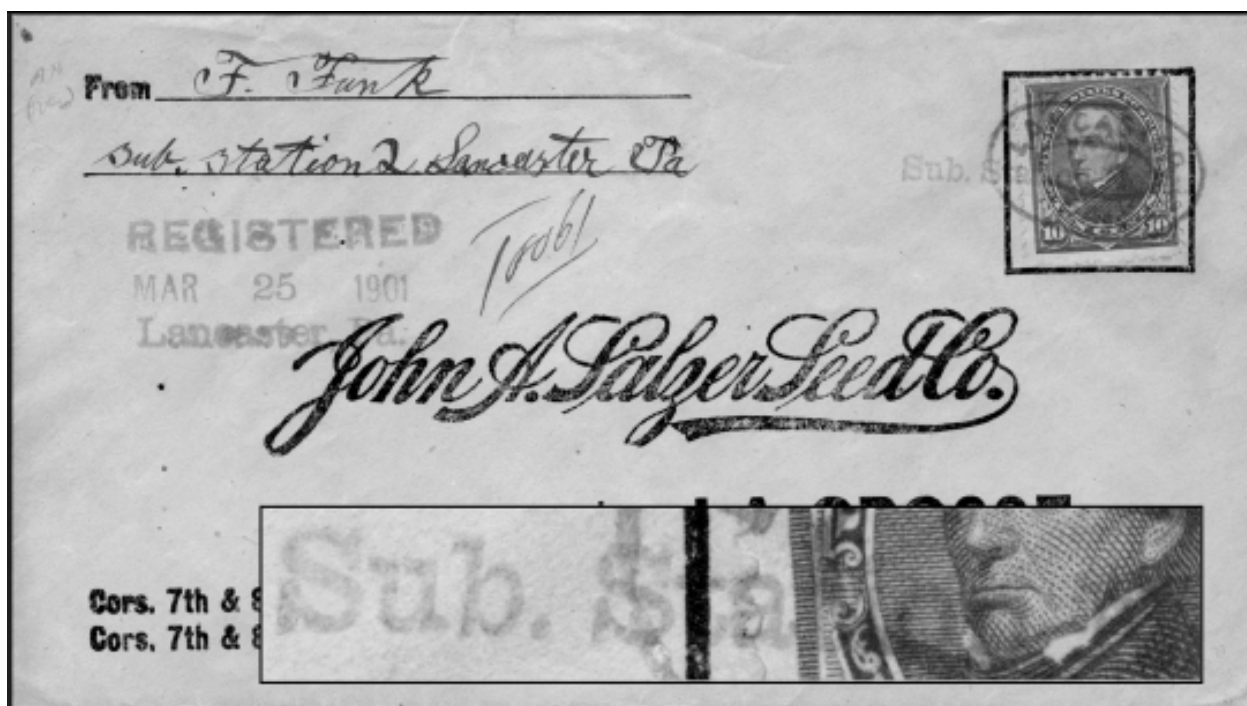


Figure 6 A straight-line sub-station marking across the stamp— shown enlarged in the inset— was applied at Lancaster, Pennsylvania's, sub-station no. 2.

Auxiliary Markings With Sub

Three auxiliary markings with sub have been reported. The first, a straight-line marking, reads "sub.station". The characters after sub-station could be "0" or "02". They are very difficult to read even with extreme magnification because they are on the stamp. The cover bearing this marking is in *figure 6*. The cover was registered at Lancaster, Pennsylvania, and has "Sub-station 2, Lancaster, Pa" as the return address.

The second marking is an "UNCLAIMED/Sub-Station No. 2" handstamp on a card sent from France to Oakland, California, in 1900. The card is shown in *figure 7*. It appears to

have been sent to the sub-station for reasons that are unclear. Oakland Station D was changed to sub-station 2 in 1896.⁵ It remained a sub-station until all sub-stations were redesignated stations in 1902.

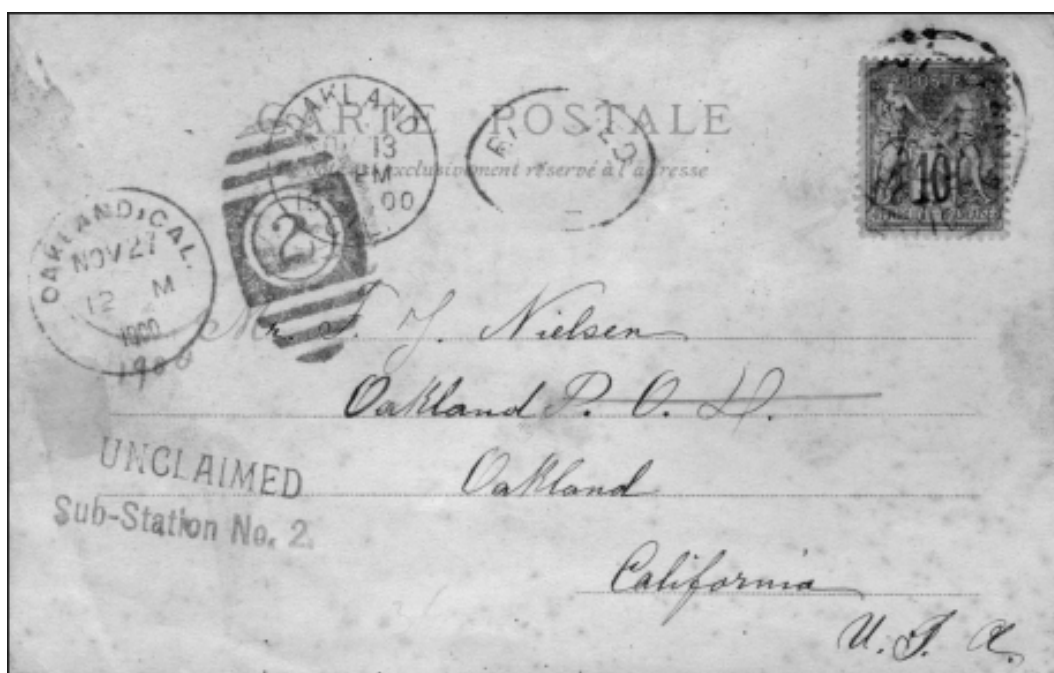


Figure 7 A straight-line unclaimed marking from Oakland, California's sub-station no. 2 on a card from Italy.

The third marking is more puzzling. It appears on a card from Italy to General Delivery in Chicago in 1905. The marking, which is shown in *figure 8*, reads “G. D. / Sub.No. 2”. Whether “Sub.” stands for sub-station or something else is not clear. The author would appreciate assistance in identifying this marking from readers who are familiar with it.

Cities with Sub-stations

The previous article contained a list of cities that had sub-stations. The list was compiled from the Orders of the Postmaster General concerning postal units with sub-station as part of their official designation. The cities and states are the same. *Table 1* has been updated by italicizing the additional cities from which postal markings with sub are reported. Currently, 62 cities in 24 states have markings reported. The Orders of the Postmaster General mention 251 cities in 39 states, so fewer than 25% of the possible cities are represented.

Sub-station Postal Marking Census

Again, the census includes all sub-station postal markings containing “sub” seen by or reported to the author. *Table 2* is a key to understanding the listings. The original census listed 147 markings with “sub”. The revised census lists 305. The census was compiled through the assistance of a number of very loyal collectors and dealers, and by the author’s searching the remaining CDs of the Willett-Thompson Collection of the Postmark Collectors Club. These CDs are a valuable aid to those interested in cancels and postal history.⁶ Special thanks to John Gallagher for making volume 11 available before it was ready for general distribution.

Table 3 provides some insights into the census. More than half of the markings are registration markings with straight line markings with four lines of text the most common. The number of duplex cancels has only increased from 40 to 61, but the DCDS Money Order Business markings have skyrocketed from 16 to 53.

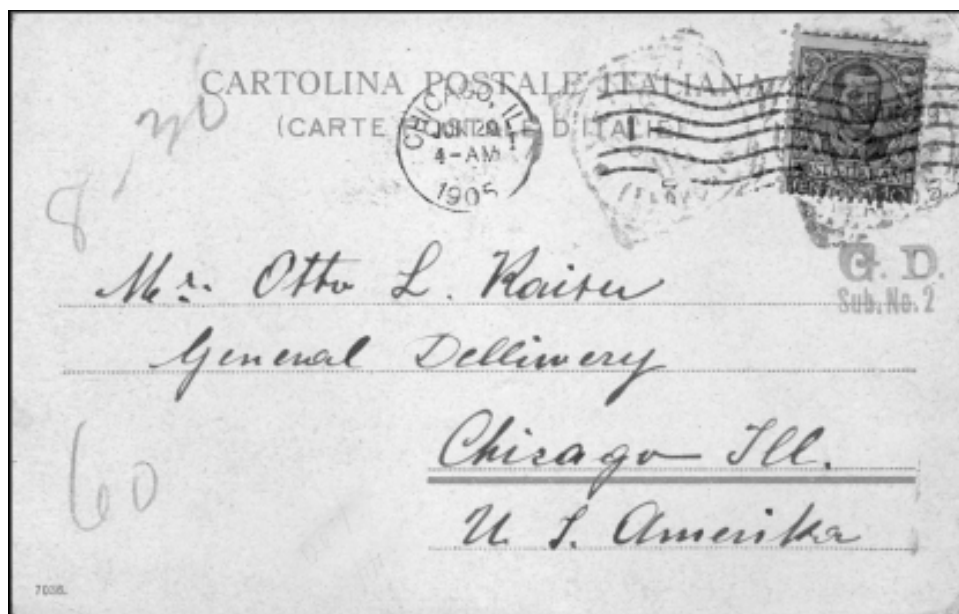


Figure 8 The author asks for help in identifying whether this G.D. Sub.No. 2 marking could be a general delivery marking from Chicago’s sub-station no. 2 or something else.

It should be noted that 40 of these are from the Postmark Collectors Club CDs, and that nine others are from just two sub-stations: Oakland, California, sub-station 01, and Minneapolis, Minnesota, sub-station 07.

One hundred sixty-six of the markings are dated 1895-98, with 1897 being the most common year. Only 10 are dated before 1895, and 40 between 1899 and 1902. Forty-two markings are dated after the sub-station designation was discontinued. The earliest date for a sub-station marking is July 23, 1891, from New York City, the latest February 23, 1911, from Saginaw, Michigan. The markings not accounted for have unreadable year dates or are not dated.

As might be expected, major cities have the most markings: New York City leads with 56, all of which are registration or double oval markings. Chicago lists 43, which includes registration and duplex markings. Other cities represented and the number of their markings include Washington, DC, 26, Philadelphia 22, Boston 12, and Los Angeles 10, Boston nine. Twenty-six cities are represented by only one marking.

One hundred thirteen of the markings were found on the CDs of the Willett-Thompson Collection of the Postmark Collectors Club. Only 192 of the markings are in private collections or dealer’s stock.

TABLE 1 - CITIES LISTED IN THE POSTAL BULLETIN AS HAVING SUB-STATIONS

Alabama	Birmingham, Montgomery
Arkansas	Fort Smith, Little Rock
California	Alameda, Berkeley, <i>Los Angeles</i> , <i>Oakland</i> , <i>Pasadena</i> , Presidio, Sacramento, San Diego, <i>San Francisco</i> , San Jose, Santa Barbara, Santa Rosa, Stockton
Connecticut	Bridgeport, Hartford, <i>Meriden</i> , New Haven, <i>Norwich</i> , Torrington, Wallingford, Waterbury
District of Columbia	<i>Washington</i>
Delaware	Wilmington
Florida	<i>Tampa</i>
Georgia	<i>Atlanta</i> , Augusta, Macon, Savanna
Iowa	Cedar Falls, Cedar Rapids, Clinton, Des Moines, Dubuque, Marshalltown, Ottumwa, <i>Sioux City</i> , Waterloo
Illinois	Bloomington, Cairo, Centralia, Champaign, <i>Chicago</i> , <i>Elgin</i> , Evanston, Harvey, Moline, Oak Park, <i>Peoria</i> , <i>Princeton</i> , Quincy, <i>Rockford</i>
Indiana	Hammond, Indianapolis, Lafayette, Richmond, South Bend
Kansas	Galena, Kansas City, Topeka
Kentucky	Ashland, Covington, Louisville, Maysville, Newport
Louisiana	<i>New Orleans</i>
Massachusetts	Adams, Amesbury, Athol, Beverly, <i>Boston</i> , Brockton, Danvers, Dedham, Fall River, Fitchburg, Gardner, Gloucester, <i>Haverhill</i> , Holyoke, Hyde Park, Lawrence, Leominster, <i>Lowell</i> , <i>Lynn</i> , Malden, Medford, Melrose, New Bedford, Newton Center, Pittsfield, <i>Quincy</i> , Salem, Springfield, Taunton, Waltham, Watertown, <i>Worcester</i>
Maryland	<i>Baltimore</i> , Cumberland
Maine	Augusta, Portland
Michigan	Alpena, Bay City, <i>Detroit</i> , <i>Grand Rapids</i> , Jackson, <i>Muskegon</i> , Owosso, Port Huron, <i>Saginaw</i> , Saginaw East Side, Saginaw West Side, West Bay City
Minnesota	Duluth, <i>Minneapolis</i> , Saint Paul
Missouri	Joplin, <i>Kansas City</i> , <i>Saint Joseph</i> , <i>Saint Louis</i> , Springfield
Montana	<i>Butte</i> , Helena
Nebraska	Omaha
North Carolina	Asheville
New Hampshire	Concord, Manchester, Nashau
New Jersey	Asbury Park, Atlantic City, Bayonne, Buffalo, Camden, East Orange, Elizabeth, Hackensack, <i>Hoboken</i> , Jersey City, Longbranch, Merchantville, Newark, Orange, Passaic, Paterson, Plainfield, Redbank, Rutherford, Trenton, West Hoboken
New York	<i>Albany</i> , Auburn, Bath, Binghampton, <i>Brooklyn</i> , <i>Buffalo</i> , Corning, Elmira, Jamaica, <i>Kingston</i> , Lockport, <i>Long Island City</i> , Mount Vernon, <i>New York</i> , Nyack, Olean, Oneonta, Poughkeepsie, <i>Rochester</i> , Syracuse, <i>Troy</i> , Utica, Yonkers
Ohio	<i>Akron</i> , <i>Alliance</i> , Canton, <i>Cincinnati</i> , <i>Cleveland</i> , <i>Columbus</i> , Conneaut, Dayton, East Liverpool, Findlay, <i>Hamilton</i> , Ironton, Lima, Lorain, New Philadelphia, Portsmouth, Springfield, Toledo, <i>Youngstown</i>
Oregon	Portland
Pennsylvania	<i>Allegheny</i> , Braddock, Easton, Erie, Harrisburg, <i>Lancaster</i> , Newcastle, Norristown, <i>Philadelphia</i> , <i>Pittsburg</i> , Pittston, Reading, <i>Scranton</i> , Tyrone, Vandergrift, <i>Williamsport</i> , York
Rhode Island	Newport, Pawtucket, <i>Providence</i>
South Carolina	<i>Charleston</i> , Columbia, Greenville, Spartanburg
Tennessee	Knoxville, Memphis, <i>Nashville</i>
Texas	Belton, Dallas, Houston, Waco
Utah	Salt Lake City
Virginia	Alexandria, Charlottesville, Danville, Fredericksburg, Lexington, Newport News, Norfolk, Petersburg, Richmond
Vermont	Bennington, Burlington, Saint Johnsbury
Washington	Everett, <i>Seattle</i> , Spokane, <i>Tacoma</i>
Wisconsin	Fond du lac, <i>Green Bay</i> , La Crosse, Milwaukee, Oshkosh, Racine
West Virginia	<i>Huntington</i> , Martinsburg

*Cities in *italics* have sub-station markings with "sub" reported from them.

TABLE 2 - KEY TO SUB-STATION POSTMARK CENSUS LISTINGS

State	The state where the sub-station is located.
City	The post office with administrative responsibility for the sub-station.
Sub-Station	The name or number designation of the sub-station.
Postmark Type	Describes the postmark. Codes are <ul style="list-style-type: none"> duplex is a metal ovate duplex cancel. - circle indicates the ellipse is made up of concentric circles. - barrel () indicates the center of the ellipse is barrel-shaped. The parentheses tell what is in the center of the barrel. A number is the number that appears in the barrel. S = star. Empty parentheses indicate whatever is in the barrel is unreadable. - bar indicates the ellipse is ovate with horizontal bars. - wo ellipse indicates only the circular postmark is present. reg indicates a registration cancel. <ul style="list-style-type: none"> - SL 3, 4 or 5 indicates it is a straight line marking with three, four or five lines of text. - boxed 3 or 4 indicates the marking is surrounded by a border with three or four lines of text. w no indicates there is a place in the marking for the registered article number. DCDS is a double circular date stamp. <ul style="list-style-type: none"> - MOB is for Money Order Business. - Received is what it says. dbl oval is a double oval handstamp without date. <ul style="list-style-type: none"> - sub + no indicates the marking includes "sub" and the number indicated. - SS + no indicates the marking includes "sub-sta" and the number indicated. sp del is a special delivery marking. <ul style="list-style-type: none"> - SL 5 w no indicates it is a straight line marking with five lines of text and a place for an article number.
Date	The date of the postmark. X indicates a digit is unreadable. NOYR indicates that the postmark does not include a year date. ND indicated the marking does not contain a date.
Format	Codes are cover = cover, cutsq = cut square, cutrnd = cut round, cutsiz = cut to size, illus = a published illustration, m.o. slip = an Advice of Money Order form, reg pkg rcpt = a registered package receipt form; PCG = government postal card.
Source	Codes are PC = private collector; DLR = dealer; CTP = John Williams' <i>California Town Postmarks 1849-1935</i> ; CCGC = Harvey M. Karlen's <i>Chicago Crabgrass Communities</i> ; WDCS = Carl Steig's, "Washington, DC Stations," Part VII, <i>La Posta</i> , Vol. 32, No. 3 (June-July 2001); CD2 CA0810 is a page from the Postmark Collectors Club CDs of the Willett-Thompson collection. CD2 = research disk 2, CA0810 = the California listing, page 0810.



Figure 9 A Chicago sub-station no. 57 straight-line marking on a double-weight registered cover to France.

Registration	158
straight line 3 lines	2
straight line 4 lines	93
straight line 4 lines w no.	5
straight line 5 lines w no.	22
boxed 3 lines	1
boxed 4 lines	31
boxed 4 lines w no	4
Metal Duplex	61
circle	16
barrel with no.	20
barrel w star	4
ovate bar	1
without ellipse	20
Circle Date Stamp	2
Double Circle Date Stamp	54
Received	1
Money Order Business	53
Double Oval	24
SUB-STA + no	20
SUB + no	4
Special Delivery	2
Straight line w no.	2
Miscellaneous	4
Oval	1
Straight line	3
Total	305

Table 3 Breakdown of sub-station postal marking census by type.

Conclusion

Reports of postal markings with “sub” continue to trickle in. The flow is fairly constant with some being reported each month. No doubt the census will continue to grow as awareness of the cancels increases. Those cities with large numbers of markings reported have often been the subject of detailed study, such as Karl Stieg’s study in *La Posta* of the postmarks of Washington, DC.⁷ The sub-station marking census will be updated again when sufficient reports of markings have been accumulated. Readers are encouraged to send clear photo copies of the covers or cards bearing sub-station markings with “sub” to Dennis Pack, 1915 Gilmore Ave., Winona, MN 55987.

This article and census would not be possible without the assistance of many kind people. Special thanks go to Richard W. Helbock, Gordon Bleuer, Jim Doolin, David Ellis, Loring Ebersol, Jim Forte, John Gallagher, Richard Graham, Kenneth Hamlin, Lawrence Laliberte, Robert McKain, Jim Mehrer, Lloyd Shaw, Karl Stieg, Stephen Taylor, and the Margie Pfund Postmark Museum and Research Center of the Postmark Collectors Club.

End Notes

1 Dennis H. Pack, “Sub-Station Postal Markings With ‘Sub’ 1890-1910,” *La Posta*, Vol. 33, No. 2 (May, 2002), pp. 38-49.

2 *Daily Bulletin of Orders Affecting the Postal Service* 5401, Nov. 15, 1897.



Figure 10 The only reported cover with a sub-station marking from Albany, New York, is addressed to Argentina. Courtesy of Stephen Taylor.

Sub-station Postal Marking Census

State	City	Sub-Sta	Pmk Type	Pmk Date	Format	Source
CA	Los Angeles	01	duplex - circle	02-Feb-1898	illus	CTP
CA	Los Angeles	02	duplex - circle	12-Jan-1898	illus	CTP
CA	Los Angeles	02	duplex - wo ellipse	12-Jan-1898	cutsq	CD2CA0810
CA	Los Angeles	02	reg - SL 4	01-Oct-1901	illus	CTP
CA	Los Angeles	03	duplex - circle	03-Oct-1896	illus	CTP
CA	Los Angeles	03	duplex - wo ellipse	28-Feb-1897	cutsq	CD2CA810
CA	Los Angeles	04	duplex - circle	26-Jun-1896	cover	PC
CA	Los Angeles	04	duplex - circle	26-Jun-1896	illus	CTP
CA	Los Angeles	05	duplex - circle	13-Apr-1897	illus	CTP
CA	Los Angeles	06	duplex - barrel ()	04-Jan-1893	illus	CTP
CA	Oakland	01	DCDS - MOB	28-May-1896	MO slip	PC
CA	Oakland	01	DCDS - MOB	13-Aug-1897	MO slip	PC
CA	Oakland	01	DCDS - MOB	07-Sep-1897	MO slip	PC
CA	Oakland	01	DCDS - MOB	07-Jul-1898	MO slip	DLR
CA	Oakland	01	DCDS - MOB	07-Jul-1898	MO slip	DLR
CA	Oakland	02	reg - SL 4	19-Nov-1908	cover	PC
CA	Oakland	02	SL - Unclaimed	ND	card	PC
CA	Oakland	03	reg - SL 4	10-Jan-1905	cover	DLR
CA	Pasadena	01	duplex - circle	17-May-1897	cover	PC
CA	Pasadena	01	duplex - circle	24-Feb-1898	cover	PC
CA	Pasadena	01	duplex - circle	22-Mar-1898	illus	CTP
CA	Pasadena	01	duplex - wo ellipse	23-Apr-1897	cutsq	CD2CA1036
CA	San Francisco	06	reg - SL 4	30-Sep-1897	illus	CTP
CA	San Francisco	08	reg - SL 4	23-Jul-1897	cover	DLR
CA	San Francisco	08	reg - SL 4	17-Aug-1897	illus	CTP
CA	San Francisco	08	reg - SL 4	06-Mar-1897	cover	PC
CA	San Francisco	11	reg - SL 4	12-Apr-1901	illus	CTP
CA	San Francisco	25	reg - SL 4	21-Aug-1902	illus	CTP
CT	Meriden	01	duplex - wo ellipse	01-Mar-XXXX	cutsq	CD1 CT279
CT	Meriden	03	duplex - wo ellipse	01-Jun-1897	cutsq	CD1CT279
CT	Norwich	02	reg - SL 4	28-Aug-1899	cutsq	CD1CT402
CT	Norwich	02	reg - SL 4	16-May-1905	cover	DLR
CT	Norwich	02	reg - SL 4	28-Mar-1905	cover	DLR
DC	Washington	29	reg - SL 5 w no	07-Nov-1896	cover	PC
DC	Washington	01	reg - SL 5 w no T1	30-Dec-1895	illus	WDCS
DC	Washington	01	reg - SL 5 w no T2	08-Dec-1896	illus	WDCS
DC	Washington	02	reg - SL 5 w no	11-Dec-1896	illus	WDCS
DC	Washington	03	reg - SL 5 w no	09-Dec-1896	illus	WDCS
DC	Washington	04	reg - SL 5 w no	07-Dec-1896	illus	WDCS
DC	Washington	05	reg - SL 5 w no	18-Nov-1895	illus	WDCS
DC	Washington	05	reg - SL 5 w no	17-Oct-1897	cover	CD5DC57
DC	Washington	06	DCDS - MOB	01-Jun-1897	MO slip	PC
DC	Washington	06	reg - SL 5 w no	16-Dec-1896	illus	WDCS
DC	Washington	06	reg - SL 5 w no	01-Feb-1898	cover	CD5DC57
DC	Washington	07	reg - SL 5 w no	17-Dec-1896	illus	WDCS
DC	Washington	08	reg - SL 5 w no	23-Dec-1895	illus	WDCS
DC	Washington	11	reg - SL 5 w no	16-Dec-1896	illus	WDCS
DC	Washington	19	sp del - SL 5 w no	21-Jun-1901	illus	WDCS
DC	Washington	25	sp del - SL 5 w no	21-Jun-1901	illus	WDCS
DC	Washington	26	reg - SL 5 w no	ND	illus	WDCS
DC	Washington	27	reg - SL 5 w no	29-Oct-1897	cover	CD5DC60
DC	Washington	29	DCDS - MOB	19-Aug-1897	MO slip	PC
DC	Washington	29	DCDS - MOB	10-Nov-1897	MO slip	CD5DC60
DC	Washington	29	reg - SL 5 w no	15-Feb-1898	cover	PC
DC	Washington	29	reg - SL 5 w no	15-Dec-1897	illus	WDCS
DC	Washington	29	reg - SL 5 w no	15-Feb-1899	cover	DLR
DC	Washington	31	reg - SL 5 w no	15-Dec-1896	illus	WDCS
DC	Washington	34	reg - SL 5 w no	16-Dec-1895	illus	WDCS
DC	Washington	35	reg - SL 5 w no	19-Jan-1898	illus	WDCS
FL	Tampa	04	duplex - circle	21-Feb-1904	cover	PC
FL	Tampa	04	duplex - circle	18-Feb-1902	cover	DLR
FL	Tampa	04	duplex w circle	07-Mar-1904	card	DLR
	anta		barrel (1)	1898		
	anta		wo ellipse	1898		A032
	x City		barrel (1)	1898		
	x City		barrel (1)	1898		
	x City		barrel (1)	1901		730

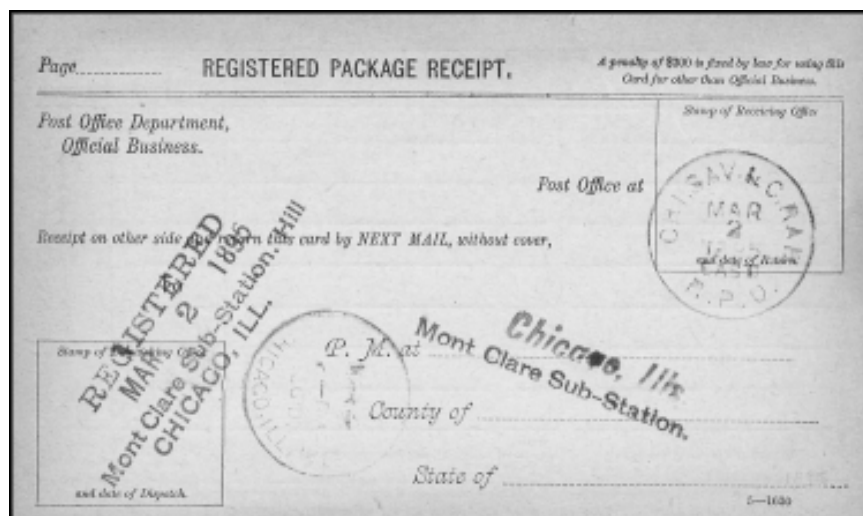


Figure 11 This registered package receipt bears a straight-line registration marking from Chicago's Mont Clare sub-station. "Hill" after the sub-station name could be the name of a superintendent or clerk at the station.

IL	Chicago	002	reg - SL 4	22-Sep-1897	cover	CD9IL0211
IL	Chicago	005	reg - SL 4	07-Dec-1897	cover	CD9IL0211
IL	Chicago	006	reg - SL 4	12-Sep-1895	cover	PC
IL	Chicago	006	reg - SL 4	18-Jul-1897	cover	PC
IL	Chicago	008	reg - SL 4	04-May-1897	cover	PC
IL	Chicago	010	reg - SL 4	23-Dec-1897	cover	CD9IL0212
IL	Chicago	011	reg - SL 4	25-Oct-1897	cover	CD9IL0212
IL	Chicago	014	reg - SL 4	03-Dec-1895	cover	CD9IL0213
IL	Chicago	016	reg - SL 4	13-Nov-1897	cover	PC
IL	Chicago	017	reg - SL 4	22-Oct-1897	cover	CD9IL0213
IL	Chicago	022	reg - SL 4	10-Jan-1898	cover	CD9IL0214
IL	Chicago	024	reg - SL 4	29-Nov-1897	cover	CD9IL0214
IL	Chicago	024	reg - SL 4	01-May-1905	cover	PC
IL	Chicago	029	reg - SL 4	14-Dec-1897	cover	PC
IL	Chicago	031	DCDS - MOB	30-Aug-1897	cutrnd	CD9IL0215
IL	Chicago	031	reg - SL 4	22-MAX-1897	cover	DLR
IL	Chicago	040	duplex - wo ellipse	13-AprNOYR	cutrnd	CD9IL0217
IL	Chicago	048	duplex - barrel (48)	21-Jan-1896	cover	PC
IL	Chicago	048	duplex - barrel (48)	06-May-1896	cover	PC
IL	Chicago	048	duplex - barrel ()	22-Oct-1897	cover	CD9IL0218
IL	Chicago	048	reg - SL 4	22-Oct-1897	cover	CD9IL0218
IL	Chicago	048	duplex - wo ellipse	22-Apr-XXXX	cutrnd	CD9IL0218
IL	Chicago	052	reg - SL 4	08-Sep-1905	cover	PC
IL	Chicago	055	reg - SL 4	12-Nov-1897	cover	CD9IL0219
IL	Chicago	056	DCDS - MOB	11-Jan-1897	MO slip	PC
IL	Chicago	056	duplex - barrel ()	20-Sep-1898	PCG	PC
IL	Chicago	056	reg - SL 4	15-Dec-1897	cover	CD9IL0219
IL	Chicago	056	DCDS - MOB	20-Apr-1897	MO slip	CD9IL0219
IL	Chicago	056	reg - SL 4	10-Aug-1896	cover	DLR
IL	Chicago	057	reg - SL 4	11-Nov-1897	cover	PC
IL	Chicago	073	reg - SL 4	31-Mar-1900	cover	DLR
IL	Chicago	134	reg - SL 4	25-Sep-1902	cover	DLR
IL	Chicago	167	reg - SL 4	04-Aug-1903	cover	PC
IL	Chicago	Dunning	duplex - barrel (S)	12-Dec-1894	PCG	CCGC
IL	Chicago	Dunning	duplex - barrel (S)	23-Feb-1895	cover	PC
IL	Chicago	MontClare	reg - SL 4	03-Sep-1897	reg pkg rcpt	DLR
IL	Chicago	MontClare	duplex - barrel (S) + HILL	03-Sep-NOYR	reg pkg rcpt	DLR
IL	Chicago	MontClare	reg - SL 4 w .HILL	02-Mar-1895	reg pkg rcpt	DLR
IL	Chicago	Riverdale	duplex - wo ellipse	12-Apr-XXXX	cutrnd	CD9IL0294
IL	Chicago	West Pullman	duplex - barrel (S)	24-Dec-1895	cover	PC
IL	Chicago	Woodlawn Park	DCDS - MOB	27-Jun-1894	cutsq	CD9IL0302
IL	Chicago	Woodlawn Park	reg - SL 4	20-Mar-1893	cover	CCGC
IL	Elgin	02	reg - SL 4	30-Jun-1910	cutsq	CD9IL0422
IL	Peoria	07	reg - SL 4	17-Oct-1904	cutsq	CD9IL0913
IL	Princeton	01	duplex - bar	18-Nov-1902	PCG	PC
IL	Princeton	01	duplex - wo ellipse	03-Jun-1902	cutsq	CD9IL0951
IL	Rockford	01	DCDS - MOB	29-Nov-1900	cutsq	CD9IL0999
LA	New Orleans	01	reg - SL 4 w no	05-Oct-1897	cover	CD3 LA368
MA	Boston	02	reg - SL 4	23-Nov-1895	cover	CD5HKT308

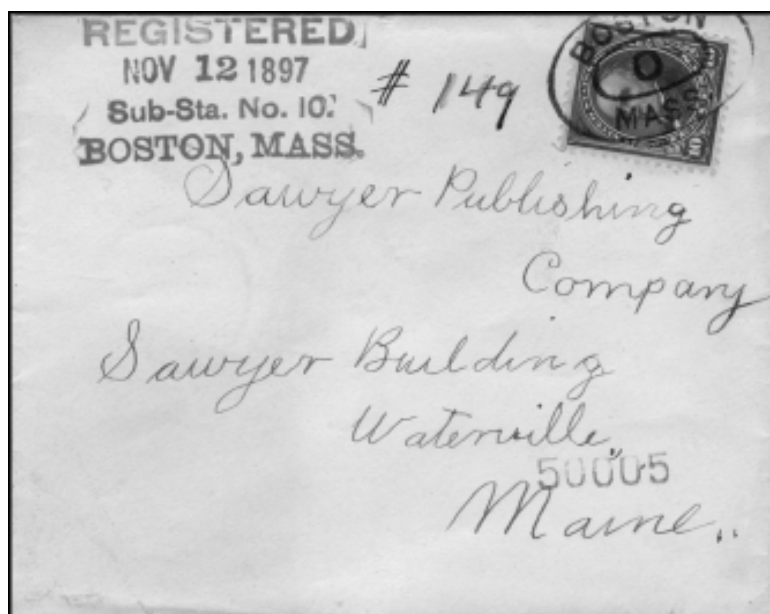


Figure 12 This cover registered at Boston's sub-station no. 10 shows a typical straight-line marking, but the double-oval cancel on the stamp does not contain "sub".

MA	Boston	03	reg - SL 4	06-Sep-1895	cover	CD5HKT308
MA	Boston	03	reg - SL 4	15-Dec-1897	cover	PC
MA	Boston	08	dbl oval - sub + 8	ND	cutsiz	CD5HKT294
MA	Boston	08	reg - SL 4	24-Oct-1895	cover	CD5HKT309
MA	Boston	08	reg - SL 4	16-May-1896	cover	PC
MA	Boston	09	reg - SL 4	16-Nov-1899	cover	DLR
MA	Boston	10	dbl oval - sub + 10	ND	cover	PC
MA	Boston	10	reg - SL 4	12-Nov-1897	cover	DLR
MA	Boston	14	dbl oval - sub + 14	ND	cutsiz	CD5HKT294
MA	Boston	20	dbl oval - sub + 20	ND	cutsiz	CD5HKT294
MA	Boston	44	reg - SL 4	07-Feb-1900	cover	PC
MA	Haverhill	02(?)	duplex - wo ellipse	30-Sep-NOYR	cutsq	CD5MA0388
MA	Lowell	01	DCDS - MOB	27-Nov-1895	cover	CD5MA0481
MA	Lowell	01	reg - SL 4	01-Mar-1898	cutsq	CD5MA0481
MA	Lowell	01	reg - SL 4	11-Aug-1898	cover	CD5MA0481
MA	Lynn	02	reg - SL 3	16-Jan-1902	cover	PC
MA	Lynn	02	reg - SL 3	30-Aug-1901	cover	PC
MA	Quincy	02	reg - SL 4	05-Sep-1903	cutsiz	CD5MA0761
MA	Worcester	01	reg - SL 4	11-Dec-189X	cover	PC
MD	Baltimore	076	reg - SL 4	26-Jan-1900	cover	DLR
MD	Baltimore	077	reg - SL 4	21-Feb-1901	cutsq	CD5MD030
MD	Baltimore	220	oval - reg?	ND	cutsq	CD5MD030

Figure 13 This Worcester, Massachusetts, sub-station no. 1 straight-line registration marking has the month and day written in by hand.



MI	Detroit	03	reg - SL 4	24-Nov-1897	cut size	CD11MI266
MI	Grand Rapids	03	DCDS - MOB	10-Jun-1899	cover	PC
MI	Grand Rapids	03	DCDS - MOB	13-Apr-1900	cutsq	CD11MI377
MI	Muskegon	02	duplex - circle	02-Mar-1898	cover	PC
MI	Muskegon	02	reg - SL 4	01-Aug-1904	cover	PC
MI	Muskegon	02	duplex - wo elipse	22-Feb-1898	cutsq	CD11MI586
MI	Saginaw	06	reg - SL 4	14-Feb-1906	cover	PC
MI	Saginaw	07	DCDS - MOB	23-Feb-1911	MO rcpt	CD11MI701
MN	Minneapolis	07	DCDS - MOB	28-Mar-1909	MO rcpt	PC
MN	Minneapolis	07	DCDS - MOB	09-Apr-1909	MO rcpt	PC
MN	Minneapolis	07	DCDS - MOB	09-Apr-1909	MO rcpt	PC
MN	Minneapolis	07	DCDS - MOB	28-Mar-1909	MO rcpt	PC
MO	Kansas City	01	reg - SL 4	16-Dec-1897	cover	CD9MO558
MO	Saint Joseph	01	duplex - wo ellipse	11-Feb-1896	cutrnd	CD9MO968
MO	Saint Louis	09	reg - SL 4	29-Jan-1898	cover	DLR
MO	Saint Louis	13	reg - SL 4	24-XXX-1897	cutsiz	CD9MO985
MO	Saint Louis	18	reg - SL 4	16-Dec-1897	cover	CD9MO986
MO	Saint Louis	20	reg - SL 4	18-Nov-1897	cover	CD9MO987
MT	Butte	01	duplex - circle	07-Jan-1899	cover	PC
NJ	Hoboken	02	reg - SL 4	19-Dec-1896	cover	DLR
NY	Albany	08	reg - SL 4	22-Aug-1899	cover	DLR
NY	Brooklyn	002	reg - boxed 4 w no	05-Apr-1894	cutsiz	CD10NY0324
NY	Brooklyn	008	reg - boxed 4 w no	21-Nov-1894	cover	PC
NY	Brooklyn	015	reg - boxed 4 w no	07-Feb-1898	cover	DLR
NY	Brooklyn	020	reg - boxed 4 w no	18-Oct-1897	cover	PC
NY	Brooklyn	027	reg - SL 4 w no	16-Nov-1901	cover	PC
NY	Brooklyn	039	reg - SL 4 w no	14-Apr-1899	cover	DLR
NY	Brooklyn	057	reg - SL 4 w no	07-Dec-1896	cover	PC
NY	Brooklyn	057	DCDS - MOB	29-Jun-1897	cutsq	CD10NY0287
NY	Brooklyn	058	reg - SL 4 w no	17-Feb-1897	cutsq	CD10NY0287
NY	Buffalo	02	DCDS - MOB	07-Dec-1897	cutsq	CD10NY0324
NY	Buffalo	10	DCDS - MOB	31-May-1897	cutsq	CD10NY0325
NY	Buffalo	12	DCDS - MOB	20-Sep-1897	cutsq	CD10NY0325
NY	Buffalo	14	DCDS - MOB	26-Dec-1896	cutsq	CD10NY0325
NY	Buffalo	47	reg - SL 4	25-Feb-1902	cover	PC
NY	Kingston	01	reg - boxed 3	22-Feb-1896	cover	DLR

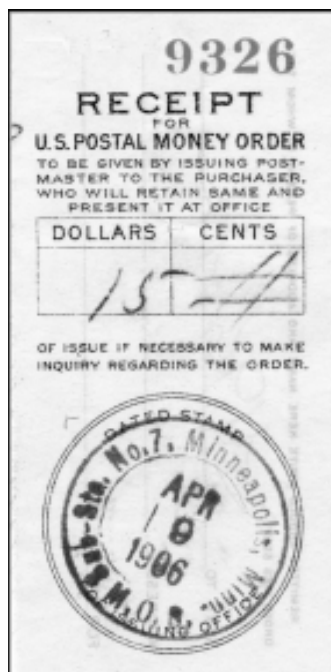


Figure 14 A money order receipt with a Minneapolis, Minnesota, DCDS MOB marking applied four years after sub-stations were changed to stations.

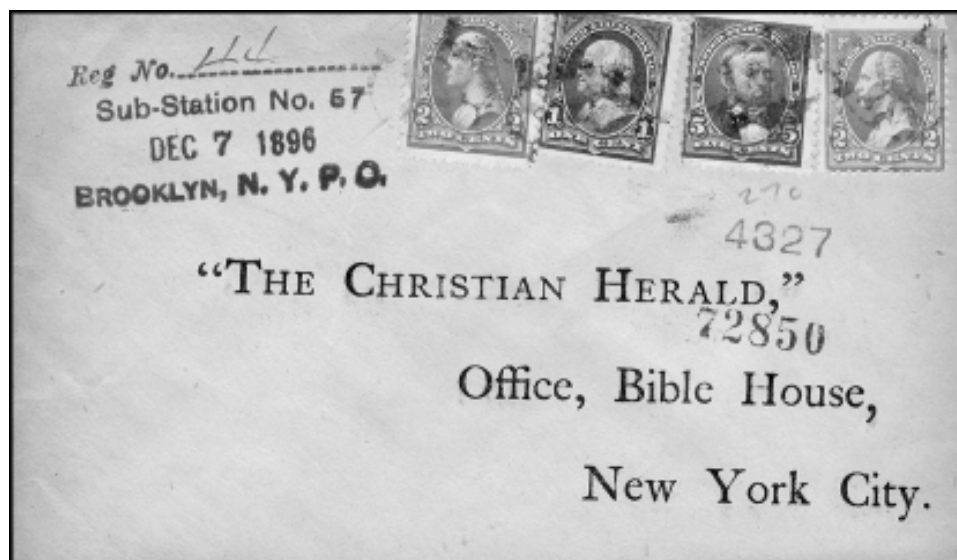


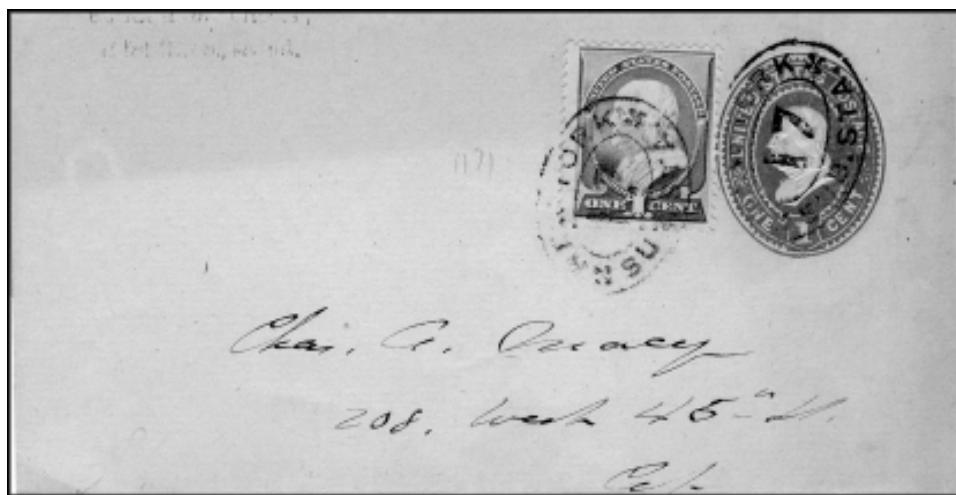
Figure 15 A straight-line registration marking with space for the article number from Brooklyn's sub-station no. 57.



Figure 16 A double-oval cancel from New York's sub-station no. 14 cancels the stamp on the front of the cover. A boxed registration marking dated November 15, 1895, appears on the back.

NY	Long Island City	02	DCDS - MOB	16-Mar-1897	cutsq	CD10NY1371
NY	New York	002	reg - boxed 4	24-May-1904	cutsq	CD10NY1724
NY	New York	003	dbl oval - SS + 3	ND	cover	DLR
NY	New York	006	reg - boxed 4	08-Aug-1894	cover	DLR
NY	New York	008	DCDS - MOB	17-May-1897	cutsq	CD10NY1724
NY	New York	010	reg - boxed 4	22-Apr-1892	cover	PC
NY	New York	010	dbl oval - SS + 10	ND	cover	PC
NY	New York	010	reg - boxed 4	23-Jul-1891	cover	PC
NY	New York	010	dbl oval - SS + 10	ND	cover	PC
NY	New York	011	dbl oval - SS + 11	ND	cover	PC
NY	New York	011	reg - boxed 4	18-Aug-1896	cover	PC
NY	New York	013	dbl oval - SS + 13	ND	cover	PC
NY	New York	013	reg - boxed 4	15-Mar-1897	cover	PC
NY	New York	014	reg - boxed 4	15-Nov-1895	cover	PC
NY	New York	014	dbl oval - SS + 14	ND	cover	PC
NY	New York	016	dbl oval - SS + 16	ND	cover	PC
NY	New York	016	dbl oval - SS + 16	ND	cover	PC
NY	New York	017	dbl oval - SS + 17	ND	wrapper	PC
NY	New York	020	reg - boxed 4	09-Nov-1900	cutsq	CD10NY1725
NY	New York	021	reg - boxed 4	24-Jan-1899	cover	PC
NY	New York	022	reg - boxed 4	17-Dec-1897	cover	PC
NY	New York	022	dbl oval - SS + 22	ND	cover	PC
NY	New York	022	reg - boxed 4	29-Dec-1893	cover	DLR
NY	New York	022	dbl oval - SS + 22	ND	cover	DLR
NY	New York	023	reg - boxed 4	08-Sep-1904	cutsq	CD10NY1725
NY	New York	024	reg - boxed 4	22-Nov-1895	cover	DLR
NY	New York	028	dbl oval - SS + 28	ND	cover	DLR
NY	New York	028	reg - boxed 4	19-Dec-1904	cover	DLR
NY	New York	031	reg - boxed 4	04-Oct-1901	cover	DLR

Figure 17 Undated, but probably very early use of a double-oval cancel from New York's sub-station no. 17 cancels a wrapper and a stamp from the Banknote issue.



NY	New York	031	dbl oval - SS + 31	ND	cover	DLR
NY	New York	032	DCDS - MOB	10-Mar-1899	cutsq	CD10NY1726
NY	New York	033	CDS	06-Dec-1897	card	PC
NY	New York	033	CDS	02-Dec-1896	cover	PC
NY	New York	038	DCDS - MOB	24-Mar-1897	cutsq	CD10NY1726
NY	New York	045	reg - boxed 4	05-Mar-1900	cover	DLR
NY	New York	051	reg - boxed 4	20-Jul-1904	cover	PC
NY	New York	051	reg - boxed 4	11-Jun-1904	cutsq	CD10NY1726
NY	New York	056	reg - boxed 4	28-XXX-1899	cutsq	CD10NY1726
NY	New York	058	dbl oval - SS + 58	ND	cover	PC
NY	New York	058	reg - boxed 4	13-Mar-1902	cover	PC
NY	New York	065	reg - boxed 4	18-Jan-1900	cover	PC
NY	New York	066	dbl oval - SS + 66	ND	cover	PC
NY	New York	066	reg - boxed 4	09-Nov-1897	cover	PC
NY	New York	075	reg - boxed 4	18-Feb-1903	cover	DLR
NY	New York	077	reg - boxed 4	08-Apr-1902	cutsq	CD10NY1727
NY	New York	098	reg - boxed 4	01-Nov-1905	cover	PC
NY	New York	100	dbl oval - SS + 100	ND	wrapper	PC
NY	New York	104	reg - boxed 4	25-Apr-1902	cover	PC
NY	New York	104	dbl oval - SS + 104	ND	cover	PC
NY	New York	134	reg - boxed 4	24-Jun-1902	cover	PC
NY	New York	153	reg - boxed 4	01-Apr-1904	cover	PC
NY	New York	164	reg - boxed 4	12-Dec-1905	cover	PC
NY	Rochester	01	DCDS - MOB	31-Dec-1897	MO slip	CD10NY2107
NY	Rochester	02	DCDS - MOB	26-Apr-1898	MO slip	CD10NY2107
NY	Rochester	14	reg - SL4	13-Apr-1XXX	cutsq	CD10NY2108
NY	Troy	01	DCDS - Received	30-Sep-1896	cover	PC
OH	Akron	01	duplex - barrel (1)	17-Jul-1895	cover	PC
OH	Akron	01	duplex - barrel (1)	25-Jun-1896	cover	PC
OH	Akron	01	duplex - barrel (1)	31-Aug-1897	PCG	PC
OH	Akron	01	duplex - barrel (1)	25-Jun-1896	cover	PC
OH	Akron	01	duplex - barrel (1)	30-Jun-1897	cover	PC
OH	Akron	01	DCDS - MOB	06-Apr-1897	cutsq	CD10OH0016
OH	Alliance	01	DCDS - MOB	01-Mar-1897	cutsq	CD10OH0028
OH	Cincinnati	06	duplex - barrel (6)	11-Nov-1897	cover	PC
OH	Cleveland	17	reg - SL 4	18-Mar-1904	cover	PC
OH	Cleveland	17	reg - SL 4	29-Jan-1904	cover	PC
OH	Cleveland	01	duplex - wo elipse	09-Feb-XXXX	cutrnd	CD10OH0276
OH	Columbus	01	reg - SL 4	09-Dec-1896	cover	PC
OH	Columbus	01	reg - SL 4	16-Jan-1901	cover	DLR
OH	Columbus	01	duplex - barrel (1)	20-May-1901	cutsq	CD10OH0317
OH	Hamilton	02	reg - SL 4	11-Jul-19XX	cutsq	CD10OH0529
OH	Youngstown	01	DCDS - MOB	03-MXX-1897	cutsq	CD10OH1274
OH	Youngstown	01	duplex - wo elipse	01-Mar-1898	cutsq	CD10OH1278
OH	Youngstown	02	DCDS - MOB	22-Dec-1898	cutsq	CD10OH1274
OH	Youngstown	02	duplex - wo elipse	15-Mar-1897	cutrnd	CD10OH1278
PA	Allegheny	01	DCDS - MOB	16-Nov-1896	cutsq	CD8PA0036
PA	Allegheny	02	reg - SL 4	22-Dec-1897	cover	CD8PA0035
PA	Allegheny	07	DCDS - MOB	21-Jan-1898	cutsq	CD8PA0036
PA	Lancaster	02	SL	ND	cover	PC
PA	Philadelphia	002	reg - SL 4	31-Mar-1897	cover	DLR
PA	Philadelphia	002	reg - SL 4	25-May-1897	cover	DLR
PA	Philadelphia	002	reg - SL 4	22-Oct-1897	cover	DLR
PA	Philadelphia	002	DCDS - MOB	24-Dec-1896	cutsq	CD8PA2070
PA	Philadelphia	008	DCDS - MOB	13-Apr-1896	cutsq	CD8PA2070
PA	Philadelphia	012	DCDS - MOB	08-Jun-1896	cutsq	CD8PA2070
PA	Philadelphia	013	reg - SL 4	18-Mar-1898	cover	PC
PA	Philadelphia	014	DCDS - MOB	03-Jul-1897	cutsq	CD8PA2070
PA	Philadelphia	015	reg - SL 4	29-Nov-1897	cover	CD8PA2075
PA	Philadelphia	018	reg - SL 4	14-Oct-1904	cover	DLR
PA	Philadelphia	020	DCDS - MOB	06-May-1896	cutsq	CD8PA2070
PA	Philadelphia	020	reg - SL 4	22-Mar-1897	cover	DLR
PA	Philadelphia	020	reg - SL 4	20-Jan-1896	cover	DLR
PA	Philadelphia	021	duplex - barrel ()	XX-XXX-XXXX	cutsq	CD8PA2042
PA	Philadelphia	035	duplex - wo ellipse	31-Jan-XXXX	cutrnd	CD8PA2042
PA	Philadelphia	036	DCDS - MOB	05-Jun-1896	cutsq	CD8PA2071
PA	Philadelphia	038	duplex - wo ellipse	15-Mar-XXXX	cutrnd	CD8PA2042
PA	Philadelphia	072	reg - SL 4	02-Mar-1902	cover	PC
PA	Philadelphia	120	reg - SL 4 (partial)	ND	cutsq	CD8PA2074
PA	Philadelphia	138	reg - SL 4	17-Dec-1910	cutsq	CD8PA2074

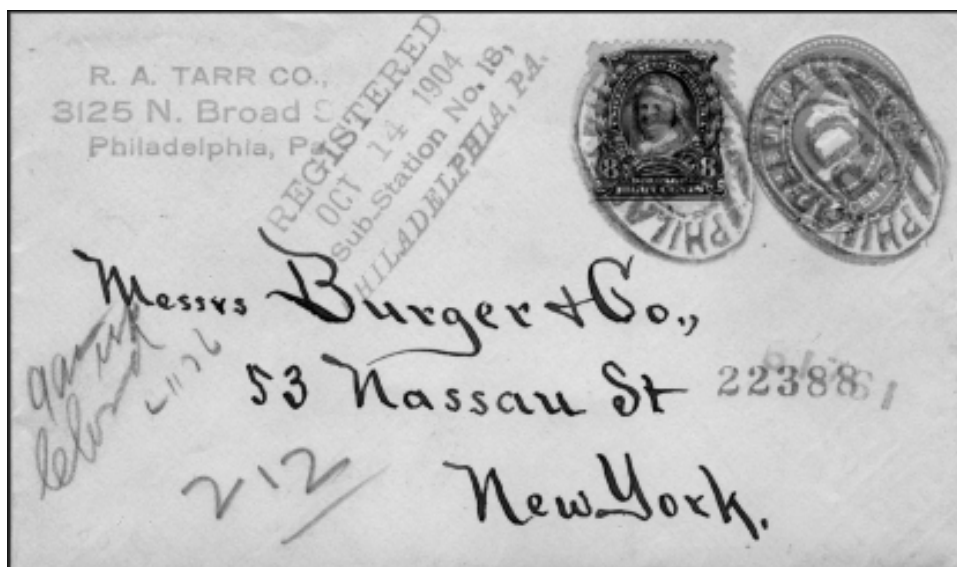


Figure 18 Straight-line registration marking from Philadelphia's sub-station no. 18.

PA	Philadelphia	141	reg - SL 4	11-Mar-1909	cutsq	CD8PA2074
PA	Philadelphia	29	duplex - barrel (29)	30-Jun-1896	cover	PC
PA	Pittsburg	02	duplex - barrel (N)	24-Apr-1900	cover	PC
PA	Pittsburg	03	DCDS - MOB	26-May-1896	cutsq	CD8PA2189
PA	Pittsburg	07	reg - SL 4	01-Jul-1902	cover	PC
PA	Pittsburg	14	reg - SL 4	17-Jul-1903	cover	PC
PA	Pittsburg	14	reg - SL 4	13-Sep-1907	cover	PC
PA	Pittsburg	15	reg - SL 4	19-May-1903	cover	PC
PA	Scranton	02	DCDS - MOB	03-Mar-1897	cutsq	CD8PA2476
PA	Williamsport	01	DCDS - MOB	27-Nov-1896	cutsq	CD8PA2930
RI	Providence	20	reg - SL 4	17-Mar-1902	cover	DLR
SC	Charleston	02	reg - SL 4	08-Oct-XXXX	cover	CD7NC071
TN	Nashville	01	DCDS - MOB	14-Mar-1896	cutsq	CD3TN459
TN	Nashville	02	DCDS - MOB	16-Sep-1896	cutsq	CD3TN459
TN	Nashville	03	DCDS - MOB	08-Jun-1898	cutsq	CD3TN459
WA	Seattle	10	SL	ND	cutsq	CD2WA475
WA	Tacoma	01	DCDS - MOB	12-Oct-1896	cutsq	CD2WA547
WA	Tacoma	01	duplex - circle	29-Dec-189-	cover	PC
WA	Tacoma	01	duplex - wo ellipse	14-Oct-189X	cutrnd	CD2WA547
WA	Tacoma	02	duplex - wo ellipse	XX-Mar-1898	cutrnd	CD2WA547
WI	Green Bay	01	DCDS - MOB	22-Jul-1896	cutsq	CD4WI218
WV	Huntington	01	DCDS - MOB	18-Jun-1897	cutsq	CD7WV480

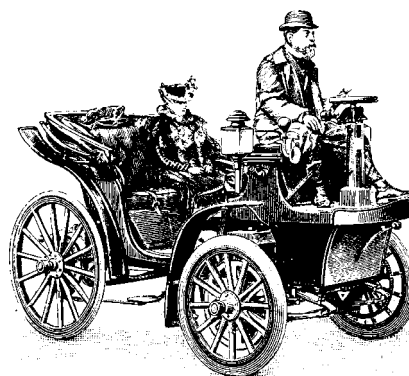
3 *Daily Bulletin of Orders Affecting the Postal Service* 4569, Feb. 26, 1895.

4 *Daily Bulletin of Orders Affecting the Postal Service* 5406, Nov. 20, 1897.

5 *Daily Bulletin of Orders Affecting the Postal Service* 4853, Jan. 31, 1896.

6 The CDs are a valuable research tool for those interested in looking at postmarks. Eleven CDs show scans of tens of thousands of US postmarks. Each CD contains scanned pages from the collection for several states. All except the first volume have an index, but some searching is still required to find specific towns. For information about the Postmark Collectors Club, the CDs and how to order them, go to <http://www.postmarks.org> or write to John Gallagher, 9226 Mellenbrook Rd, Columbia, MD 21405-1816.

7 For sub-stations, see Carl L. Stieg. "Postal Markings of Washington, DC Stations." Part VII. *La Posta*. Vol. 32. No. 3 (July, 2001), pp. 27-38.



Fort Barrancas, Florida – 3 Different Doane Postmarks



Figure 1 FORT BARRANCAS, FLA. MAR 26 1904 type II(1) Doane postmark on cover to Pensacola, Florida, with Pensacola receiving mark on reverse.

By Deane R. Briggs, M.D.

As the La Posta State Co-coordinator for Florida Doane postmarks, I have an extensive computer base of known listings for the State of Florida. Recently I received a new listing example from Fort Barrancas, Florida, with a type II(1) killer bar. (*fig. 1*) This was confusing since the EKU from Fort Barrancas was a type II(3) from July 9, 1904. I at first thought this new listing to be a mistake but when I received the cover it was clearly a type II(1). Since there was also a type III(7) Doane postmark known from Fort Bar-



Fort Barrancas at the western gateway to Pensacola Harbor.

rancas, this new listing became a third type of Doane marking. I thought this to be most unusual and requested information from Gary Anderson, Dave McCord, and Richard Helbock regarding other states which might have been issued three different Doane postmarking devices. To my surprise, only four other towns are known with three or more different Doane postmarks. This article will record and document these postmarks.

The Fort Barrancas, Florida post office was established on 24 October 1903, and as a newly opened post office was issued a type II(1) Doane postmarking device since there was no prior postmaster compensation to determine the bar number. Type I(1) Doane postmarking devices were issued to newly established post offices from August 28, 1903 to September 28, 1903. Type II Doanes were distributed beginning on September 29, 1903, so the example in *figure 1* is the properly issued initial Doane postmark. Very shortly after the Fort Barrancas post office opened, the postmaster must have had sufficient volume of mail to warrant a compensation of \$200-300 and as a result, a new type II(3) Doane handstamp must have been supplied as a replacement Doane by the P.O.D. (*fig. 2*) The type II(1) device must have only been used for a very short period of time as the

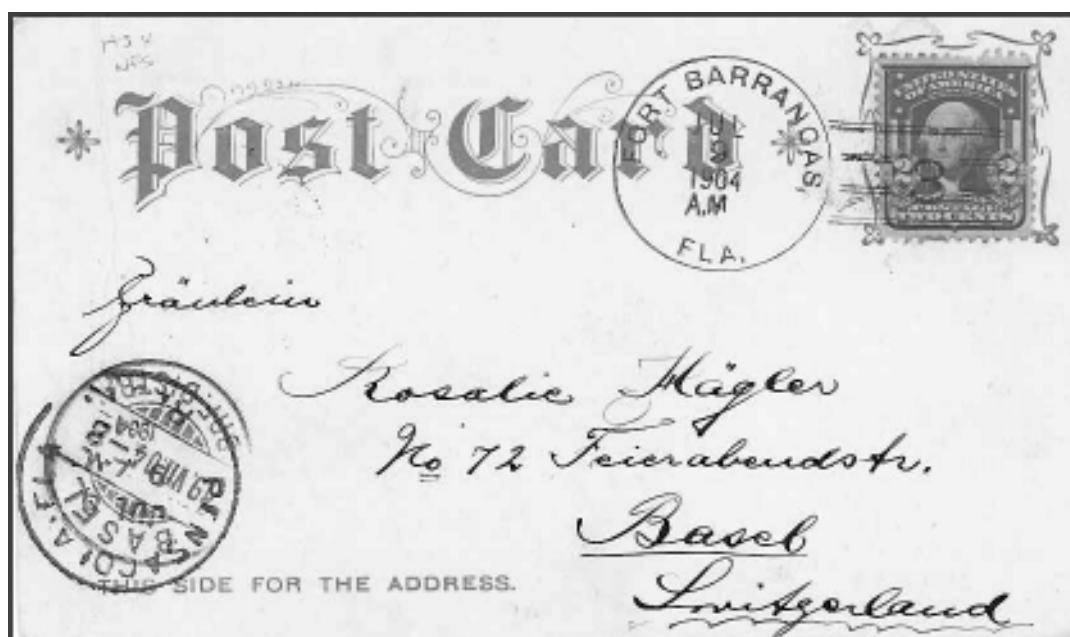


Figure 2 FORT BARRANCAS, FLA. JUL 9, 1904 type II(3) Doane postmark on postcard to Basel, Switzerland, the EKU of type II(3). PENSACOLA, FLA. route marking and BASEL receiving mark on front and New York forwarding mark on reverse of card.

example in figure 1. is the only known example of that marking, while there are many examples of the type II(3) and type III(7) known. (fig. 3). The type III(7) replacement Doane device reflected a new higher annual postmaster compensation of \$600-700 during 1905-1906.

It is of interest that each of these examples has a route marking from Pensacola, Florida handstamped on the front or reverse. The exception is the type II(1) example sent to Pensacola which received a Pensacola receiving mark on the reverse. It appears that since the Fort Barrancas post office was at the Naval Ship Yard only a few miles from Pensacola, mail from Fort

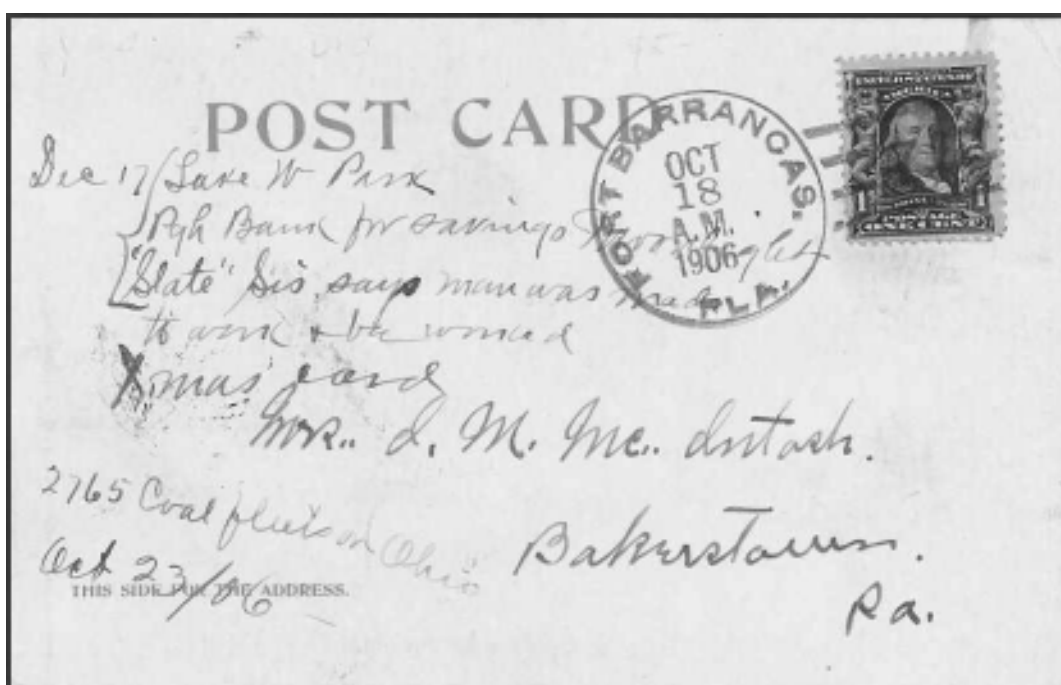


Figure 3 FORT BARRANCAS, FLA. OCT 18, 1906 type III(7) Doane postmark on postcard to Bakerstown, Pa. with PENSACOLA, FLA. route marking on reverse.

Barrancas was sent there for processing and distribution into the appropriate mail routes. The author would appreciate input from readers with examples of Fort Barrancas Doanes without a Pensacola route marking on front or back.

Gary Anderson has an extensive listing of Doanes from all states and has documentation of only four other towns with three or more Doane postmarks. They are:

CALLA, OH with type II(16), type II(21) and type III(21), (*fig. 4*),

REW, PA with type I(3), type II(3) and type III(3),

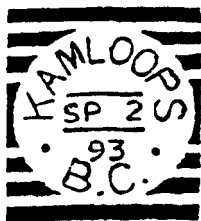
LAKE TOXAWAY, NC with type I(1), type II(1) and type III(7), and

LILLINGTON, NC with a type I(2), type II(?), type III(3)? and a type III(7).

The Lillington, NC type II is a dial only examples from the PMCC CD and present with the killer bars cut off but is felt to be a type II. He also does not have confirmation of the type III(3), but feels it may well be an example with a small dial and possibly a composite. According to Bill Helbock, Fairbanks, Alaska, used three different type Doanes. But the Fairbanks Doane with upper and lower case lettering and killer bars of type 3 design and a Doane number 1 was not issued by the POD. It was cobbled together in Fairbanks as a temporary replacement for the type II(15) handstamp that was worn out quickly after about six months of service at the busy boom town post office.



Figure 4 CALLA, OHIO OCT 2 1906 type III(21) Doane postmark on multi-colored advertising cover, usage to Edgemore, Delaware. (Collection of Dave McCord)



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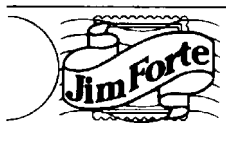
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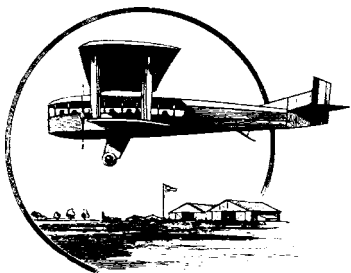
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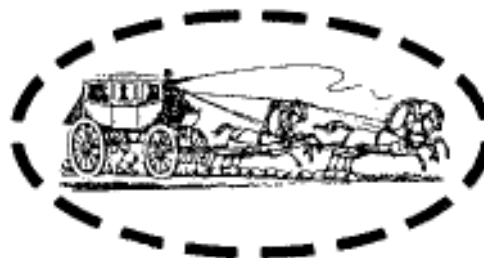
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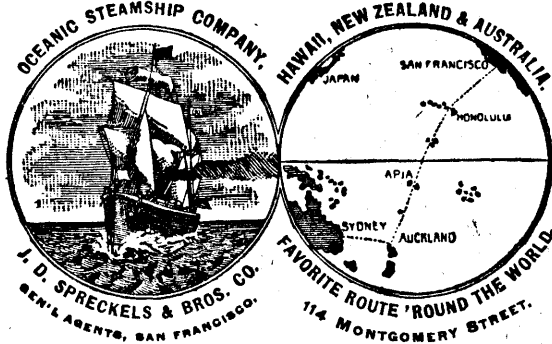
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Steamer.											Steamer.
AUSTRALIA.....	Tues., Jan. 25	Feb. 1	Feb. 18	Feb. 24	Mar. 1	Jan. 17	Jan. 23	Jan. 27	Feb. 3	Feb. 10	MARIPOSA.
ALAMEDA.....	Thurs., Feb. 3	Feb. 10	Feb. 17	Feb. 24	Mar. 1	Feb. 14	Feb. 19	Feb. 24	Mar. 1	Mar. 8	AUSTRALIA.
MARIPOSA.....	Wed., Feb. 23	Mar. 2	Mar. 10	Mar. 16	Mar. 27	Feb. 14	Feb. 19	Feb. 24	Mar. 1	Mar. 8	ALAMEDA.
AUSTRALIA.....	Sat., Mar. 12	Mar. 19	April 7	April 13	April 18	March 14	March 19	March 24	Mar. 31	April 7	MOANA.
MOANA.....	Wed., Mar. 23	Mar. 30	April 7	April 13	April 18	March 14	March 19	March 24	Mar. 31	April 7	AUSTRALIA.
AUSTRALIA.....	Wed., Apr. 6	Apr. 13	May 3	May 11	May 16	April 11	April 16	April 21	April 28	May 5	ALAMEDA.
ALAMEDA.....	Wed., Apr. 20	Apr. 27	May 5	May 11	May 16	April 11	April 16	April 21	April 28	May 5	MARIPOSA.
AUSTRALIA.....	Wed., May 4	May 11	June 2	June 8	June 13	May 9	May 14	May 19	May 26	June 2	MOANA.
MARIPOSA.....	Wed., May 18	May 25	June 2	June 8	June 13	May 9	May 14	May 19	May 26	June 2	AUSTRALIA.
AUSTRALIA.....	Wed., June 1	June 8	June 30	July 6	July 11	June 6	June 11	June 16	June 23	June 30	ALAMEDA.
MOANA.....	Wed., June 15	June 22	July 10	July 16	July 21	July 4	July 9	July 14	July 21	July 28	MARIPOSA.
AUSTRALIA.....	Wed., July 13	July 20	Aug. 3	Aug. 10	Aug. 15	Aug. 1	Aug. 6	Aug. 11	Aug. 18	Aug. 25	ALAMEDA.
ALAMEDA.....	Wed., July 27	Aug. 3	Aug. 25	Aug. 31	Sept. 5	Aug. 1	Aug. 6	Aug. 11	Aug. 18	Aug. 25	MARIPOSA.
MARIPOSA.....	Wed., Aug. 10	Aug. 17	Sept. 25	Sept. 31	Oct. 5	Aug. 29	Sept. 3	Sept. 8	Sept. 15	Sept. 22	ALAMEDA.
AUSTRALIA.....	Wed., Aug. 24	Aug. 31	Sept. 25	Sept. 31	Oct. 5	Aug. 29	Sept. 3	Sept. 8	Sept. 15	Sept. 22	MOANA.
MOANA.....	Wed., Sept. 7	Sept. 14	Oct. 20	Oct. 26	Oct. 31	Sept. 26	Oct. 1	Oct. 6	Oct. 13	Oct. 20	AUSTRALIA.
AUSTRALIA.....	Wed., Sep. 21	Sept. 28	Oct. 20	Oct. 26	Oct. 31	Sept. 26	Oct. 1	Oct. 6	Oct. 13	Oct. 20	ALAMEDA.
ALAMEDA.....	Wed., Oct. 5	Oct. 12	Nov. 17	Nov. 23	Nov. 28	Oct. 24	Oct. 29	Nov. 3	Nov. 10	Nov. 17	MARIPOSA.
AUSTRALIA.....	Wed., Oct. 19	Oct. 26	Nov. 17	Nov. 23	Nov. 28	Oct. 24	Oct. 29	Nov. 3	Nov. 10	Nov. 17	ALAMEDA.
MARIPOSA.....	Wed., Nov. 2	Nov. 9	Nov. 23	Nov. 29	Dec. 4	Nov. 17	Nov. 23	Nov. 28	Dec. 5	Dec. 12	MOANA.
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7210	SYDNEY.....	200 00	360 00	133 50	100 00
7740	MELBOURNE.....	212 50	380 00	138 50	105 00
8230	ADELAIDE.....	215 00	390 00	143 50	110 00
8700	FREMANTLE (Coolgardie).....	240 00	420 00	151 50	120 00
7650	BRISBANE.....	210 00	380 00	138 50	105 00
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Baggage—To HONOLULU: cabin, 250 pounds; steerage, 150 pounds. To AUCKLAND or SYDNEY: cabin, 350 pounds; steerage, 175 pounds; proportionate to children. Extra baggage, 5 cents a pound.

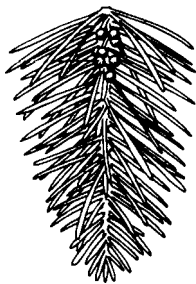
Only portmanteaux and small packages are allowed in the saloon and cabins. Trunks and boxes will be placed in the baggage-room.

The portmanteau for cabin use should not exceed 3 feet in length, 1 foot 3 inches in width, and 1 foot 3 inches in depth.

AGENCIES OF THE OCEANIC S. S. COMPANY

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I am seeking information, covers, postcards, or photos of the Spruce Production Division—a U.S. Army unit that logged spruce trees in Washington & Oregon for airplane construction during WW I.

The camps were based in coastal counties, and may be addressed "Camp 4", or "S.T. Camp 2/48th Sqd. S.P.D." or similar.

Will buy, or would appreciate copies or jpegs.

Rod Crossley,
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rcrossley@worldnet.att.net

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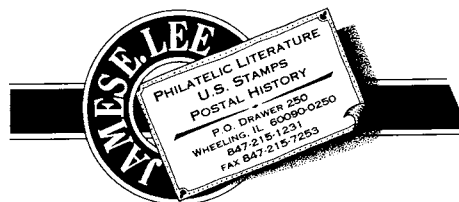
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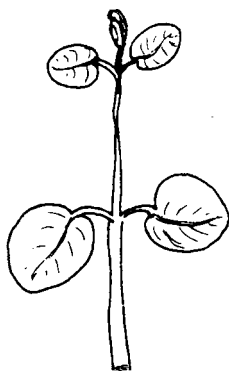
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Randy Stehle Mail Bid No. 105

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Phone: (650) 344-3080

Email: RSTEHLE@ix.netcom.com

CALIFORNIA

- 1 ALCATRAZ/REC'D, 1909 F CDS ON PPC TO LIGHTHOUSE KEEPER. \$15
- 2 ALLENSWORTH, 1912 F 4-BAR ON PPC (09-33). EST. \$8
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- 4 COLD BROOK, 1914 VG 4-BAR ON PPC (11-16). EST. \$20
- 5 CONLEY, 1908 F DOANE ON PPC (81/10). EST. \$20
- 6 COOK, 1910 VG 4-BAR A BIT HIGH ON PPC (94-24). EST. \$12
- 7 ELECTRA, 1911 VG 4-BAR ON PPC (00-23). EST. \$12
- 8 GOFFS, 1921 VG BRAIDED 4-BAR O/S ON PPC (11-32 PER). EST. \$6
- 9 GONZALES, 1916 F DUPLEX ON PPC. EST. \$3
- 10 HARTSOOK, 1931 VG 4-BAR ON PPC (26-38). EST. \$6
- 11 JAMISON, 1908 VG 4-BAR ON PPC (93-11). EST. \$20
- 12 KING CITY, 1908 VG DOANE ON PPC. EST. \$4
- 13 KLAMATHON, 1907 F 4-BAR O/S & REC'D ON PPC (97-18). EST. \$8
- 14 LANCHI PLANA, 1909 F 4-BAR ON PPC (59/19). EST. \$20
- 15 LONE TREE, 1910 VG DOANE ON PPC (00-11). EST. \$35
- 16 MAPLE CREEK, 1908 G+ CDS ON PPC (86/23). EST. \$12
- 17 MAYTEN, 1912 F 4-BAR ON PPC (87-19). EST. \$12
- 18 MONOLITH, 1912 VG 4-BAR ON PPC (10-73). EST. \$4
- 19 MONTPELLIER, 1898 VG CDS ON COVER (91-37). EST. \$8
- 20 MOODY, 1909 VG DOANE ON PPC (00-12). EST. \$20
- 21 NIMSHEV, 1906 F DOANE AS TRANSIT MARK ON PPC (80-23) \$10
- 22 PITTVILLE, 1908 VG 4-BAR ON PPC (73/61). EST. \$4
- 23 POLLASKY, 1909 F 4-BAR ON PPC (91-10). EST. \$5
- 24 ROSEDALE, 1910 VG 4-BAR ON PPC (91-13). EST. \$12
- 25 RUST, 1914 G+ LIGHT 4-BAR ON PPC (09-16). EST. \$6
- 26 SEABRIGHT, 1904 VG CDS ON TONED PPC (99-05). EST. \$20
- 27 SEASIDE, 1915 F 4-BAR ON PPC. EST. \$4
- 28 SLATINGTON, 1911 G+ 4-BAR ON PPC (03-12). EST. \$5
- 29 SPRECKELS, 1935 VG LKU MOT-3520 ON COVER. EST. \$6
- 30 STANWOOD, 1907 F DOANE REC'D ON PPC (05-15). EST. \$20
- 31 SWAYNE, 1916 G+ 4-BAR ON PPC (14-17). EST. \$35
- 32 TASSAJARA HOT SPRINGS, 1917 F 4-BAR ON PPC (12-44). EST. \$8
- 33 THE GEYSERS, 1911 F CDS ON PPC OF SITE (93-35). EST. \$6

COLORADO

- 34 LUCERNE, 1908 F DOANE ON PPC. EST. \$3
- 35 MOUNT CARBON, 1909 VG CDS ON PPC (01-09). EST. \$35
- 36 MYRTLE, 1911 F DOANE ON PPC (06-13). EST. \$35
- 37 SMUGGLER, 1908 F 4-BAR ON PPC (85-28). EST. \$12

MONTANA

- 38 ARGENTA, 1909 VG DOANE ON PPC (71/35). EST. \$6
- 39 CHESTNUT, 1912 VG 4-BAR ON PPC (97/14). EST. \$20
- 40 FOSTER, 1909 F 4-BAR ON PPC W/1 TEAR (07-20). EST. \$5
- 41 HOCKETT, 1911 F 4-BAR ON PPC (89/12). EST. \$20
- 42 OMHOLT, 1916 G+ 4-BAR ON PPC (11-28). EST. \$25
- 43 RIDGELAWN, 1908 G+ DOANE REC'D ON PPC (83/14). EST. \$15
- 44 SEDAN, 1908 VG DOANE ON PPC (91-15). EST. \$20
- 45 TRIDENT, 1914 F 4-BAR ON PPC (09-80). EST. \$3

OREGON

- 46 FERNVALE, 1908 VG 4-BAR ON PPC (06-24). EST. \$12
- 47 FREEBRIDGE, 1908 F 4-BAR ON PPC (08-10). EST. \$35
- 48 LAMPA, 1910 F DOANE ON PPC (05-18). EST. \$12
- 49 ROWE, 1915 F 4-BAR ON PPC (09-17). EST. \$12
- 50 WALKER, 1912 VG 4-BAR ON PPC (90-68). EST. \$6
- 51 WATKINS, 1907 F DOANE ON PPC (93-20). EST. \$12

SOUTH DAKOTA

- 52 BRECKENRIDGE, 1912 F 4-BAR ON PPC (11-20). EST. \$20
- 53 CLAYTON, 1913 F 4-BAR ON PPC (02-33). EST. \$5
- 54 CORTLAND, 1909 F 4-BAR ON PPC (83-09). EST. \$20
- 55 KEEPVILLE, 1910 G+ 4-BAR A BIT HI ON PPC (09-11). EST. \$35
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- 62 SUNDALE, 1916 VG 4-BAR ON PPC (15-45). EST. \$6
- 63 SUNRISE LODGE, 1932 F 4-BAR ON PPC (31-44). EST. \$6

RAILWAY POST OFFICES

- 64 QUAN & FLOYDADA, 1931 F (921.4-E-1) ON CVR OPEN'D 3 WAYS. 8
- 65 PEORIA MID & SPRING, 1916 G+ (740.4-A-1) ON PPC. EST. \$6
- 66 PORTLAND & DALLAS, 1913 VG LIGHT (900.5-D-1) ON PPC. EST. \$6
- 67 RED BLUFF & SACRA, 1907 VG (982-M-1) O/S A BIT ON PPC. \$6
- 68 RENO & VA CITY, 1907 VG (978-C-3) ON PPC. EST. \$12
- 69 VERSIDE & LOS ANG, 1905 G+ (994.2-C-1) ON PPC. EST. \$6
- 70 SALIDA & SKAGWAY, 1907 VG (957-M-2) ON PPC W/SM TEARS. E. \$10
- 71 SEATTLE & SKAGWAY, 1931 VG LIGHT (X-19-C) ON PPC. EST. \$6
- 72 SEATTLE & SKAGWAY, 1936 VG (X-19-C) ON PPC. EST. \$6
- 73 SPOK & LEWISTON, 1909 VG (806.4-C-4) ON PPC. EST. \$6
- 74 WESTON & PICKENS, 1919 F (279-G-1) ON PPC. EST. \$6
- 75 WIN & STORM LAKE, 1910 G+ (794-G-2) ON PPC. EST. \$5
- 76 WINN & SACTO, 1937 VG (995-I-1) ON PPC. EST. \$4

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CALIFORNIA: MENDOCINO County to 1900: Albion, Casper, Cleone, Cuffy's Cove, Elk, Fish Rock, Fort Bragg, Gualala, Inglnook, Kibesillah, Little River, Mendocino, Miller, Navaro, Navaro Ridge, Noyo, Noyo River, Point Arena, Punta Arenas, Rock Port, Usal, Westport and Whitesboro. Send photocopies or priced on approval. Don East (APS, WCS) P.O. Box 301, Little River, CA 95456 [34-6]

CALIFORNIA - KERN & IMPERIAL County covers and cards. Especially interested in Bakersfield corner cards. Send description or photocopies and prices to John Williams, 887 Litchfield Ave., Sebastopol, CA 95472 [34-6]

CALIFORNIA: LOS ANGELES County to 1900 and City of Los Angeles forerunners. Scans, photocopies or approvals. Michael Zolno, 2855 West Pratt, Chicago IL 60645, mzolno@aol.com [34-6]

TOWNS: WANTED

CALIFORNIA - SISKIYOU COUNTY: wanted, covers, acrds, letters and billheads and early paper. Send photocopies, description and prices to: Bud Luckey, 6110 Beverley Way, Dunsmuir, CA 96025 [34-6]

WASHINGTON, DC COVERS wanted. Non-machine 1900-1915. No 3rd class. Carl Stieg, 260 Merrydale Rd., Apt 15, San Rafael, CA 94903. carl_phil@webtv.net [34-6]

HAWAII, YUKON and ALASKA postal history wanted to 1959. Also buy Hawaiian stamps with town cancels off cover and fancy cancels and fort cancels on 19th century U.S. officials. Steve Sims, 11769 Wickersham Dr., Anchorage, AK 99507 [34-6]

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LOUISIANA and other mid-Gulf Coast states. Stamped/stampless, etc., postal history (1790-1920). Individual items/entire correspondences. Ron Trosclair (APS), 1713 Live Oak St., Metairie, LA 70005-1069, PH: (504) 835-9611. Email: rontrosclair@yahoo.com [35-5]

NEBRASKA TERRITORIAL covers (before Mar 1, 1867) wanted for my personal collection. Write or send copies. Ken Stach, 15 N. Morning Cloud Circle, The Woodland, TX 77381 [35-4]

NOTE:

**EXPIRATION DATE SHOWN
AT END OF EACH AD, i.e.,
[34-6], MEANS AD WILL
EXPIRE WITH THIS ISSUE.**

**AD DEADLINE FOR NEXT
ISSUE:**

January 20, 2004

**E-MAIL US IF YOU
INTEND TO RENEW
YOUR AD & TIME IS
SHORT FOR RENEWAL**

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NORTH DAKOTA: all postal history wanted from territorial to modern. Send photocopies or on approval. Gary Anderson, P.O. Box 600039, St. Paul, MN 55106 [35-6]

OHIO-HOLMES & CSHOCTON counties. All Postal History, DPOs. Especially want Berlin S/L and CDS on folded letters, Baddow Pass, Clark(s), DeWitts Ridge, Dino, Doughty, Drake's, Humphreysville, Jones Corners, Killbuck, Manning, Morgan Settlement, Mounthope, Palladium, Pictoria, Prairie, Salt Creek, Saltillo, Special, Tuttleville, Ward's and Winesburgh. Larry Neal, 8650 Twp Rd 79, Millersburg, OH 44654. Member APS, OPHS. [34-6]

SOUTH DAKOTA Territorial and Statehood covers wanted for my personal collection. Write or send copies. Ken Stach, 15 N. Morning Cloud Circle, The Woodland, TX 77381 [35-4]

WEST POINT, NEW YORK covers -- stampless to 1890 -- wanted for personal collection. Send on approval or photocopies. Prompt response promised. Richard Helbock, P. O. Box 100, Chatsworth Island, NSW 2469 Australia [34-6].

ADVERTISING COVERS: WANTED

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URGENTLY NEEDED: Pre-1900 Philadelphia, PA advertising covers illustrated with buildings and street scenes. Also any paper memorabilia or postal history from the Philadelphia Centennial of 1876. All correspondence answered. Member APS. Gus Spector, 750 S. Main Street, Suite 203, Phoenixville, PA 19460. [34-6]

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THE AWARD-WINNING 240-page book of Wisconsin postal history - *Going For the Mail, A History of Door County Post Offices* -- is now at a special price: \$13.00 postpaid from the author. Jim Hale, 5401 Raymond Road, Madison, WI 53711. [35-4]

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www.pacificpioneers.com - Check out this 700 page Book on Pan Am's flight covers in the Pacific - 1935 to 1946. I sell, trade or exchange information on new cover finds. Also want to purchase similar material. Jon E. Krupnick, 700 Southeast 3rd Ave., Ft. Lauderdale, FL 33316 [35-5]

SUB-STATION POSTAL MARKINGS: WANTED

SUB-STATION postal markings from any US city wanted. Especially interested in legible duplex and MOB markings. Send photocopies with firm price to Dennis Pack, 1915 Gilmore Ave., Winona, MN 55987 [35-4]

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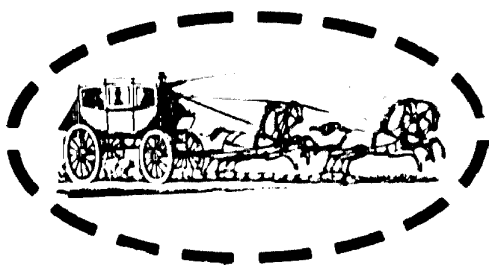
9¢ ALAMO US #1043: plate varieties; commercial covers (interesting destinations and postal markings); unusual FDCs especially postmarked other than San Antonio; Alamo memorabilia. Jane Fohn, 10325 Little Sugar Creek, Converse, TX 78109-2409; janekfohn@sbcglobal.net [34-6]

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 [34-6]

AIRMAIL COVERS - Commercial Only (No First Flights or philatelic)-United States to destinations in Europe, Africa, Asia and Oceania dating from before 1938. Also C1-C9 on commercial covers to foreign or domestic addresses. Send priced on approval or photocopies, or request my offer. Richard Helbock, P.O. Box 100, Chatsworth Island, NSW 2469 Australia [34-6]

FOREIGN: WANTED

COMMERCIAL AIR air covers, 1945 or earlier, any intercontinental mail, i.e., Europe to Asia, North America to Africa, Australia to Europe, etc. Send scans or photocopies for my offer, or on approval to Richard Helbock, PO Box 100, Chatsworth Island, NSW 2469, Australia or helbock@la-posta.com



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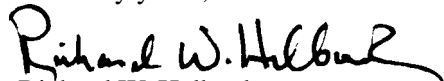
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Sincerely yours,


Richard W. Helbock,

Publisher

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Hello Richard:

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DISPLAY ADS - May be run on a contract basis for one, three or six insertions. Ad contents may be changed at any time, provided proper notice is given. Contract rates for ads of varying sizes are as follows:

Ad Size	One Issue	Three Issues	Six Issues
1/8-page	\$13.00	\$29.90	\$54.60
1/4-page	\$30.00	\$69.00	\$126.00
1/2-page	\$55.00	\$126.50	\$231.00
1-page	\$100.00	\$230.00	\$420.00
Back Cover 1/2 page COLOR	\$250.00	\$650.00	\$1,250.00

These charges include Type setting & Layout

AUCTION/NET PRICE ADS:

The charge for placing a 1/2-page ad is \$45.00; 1 -page \$90.00; 2-pages \$170.00

These prices are for prepaid camera ready copy. Add \$15 typing charge is for 1/2-page auctions, \$35 for 1-page auctions; and auctions over 1-page must be camera ready, transmitted via E-mail or provided on computer disc.

Ad Deadlines are as follows: Dec/Jan issue - Nov 20; Feb/Mar issue - Jan 20; Apr/May issue - Mar 20; Jun/Jul issue - May 20; Aug/Sep issue - July 20; Oct/Nov issue - Sep 20.

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

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

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