

LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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COVER: Our cover illustrates three trans-Pacific air mail covers each franked in part with one of the three values of the 1926-27 Map Air Mail series against a background picturing an Asian island scene. The photograph was taken by Cath Clark on Thailand's Phi Phi Island in the Andaman Sea. The image calls attention to the resumption of our series on Map Air Mails used overseas.

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LA POSTA

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A Basic US Postal History Library

The February-March issue carried some of my thoughts on postal history research resources available on the internet. In this issue I would like to begin an open discussion of a more general subject: the composition of a *basic* US postal history library. Obviously the titles we choose to add to our libraries vary from collector to collector according to our own particular interests. They also vary according to our role within the hobby, i.e., a person solely engaged in buying and selling postal history will likely have different reference needs than a collector seeking to learn more about the details of a particular aspect of the hobby.

Because of this personalized nature of libraries, my comments may not find universal acceptance among readers and I therefore invite any and all readers to share their thoughts on this subject. Simply jot down your comments on card or letter and mail them to Scappoose or Chatsworth Island, or send them in email form to helbock@la-posta.com. Let me know if I can share your ideas in future issues or if they are intended to be private communications.

What Books Do You Take to a Tropical Island?

In 1996, when Cath & I first considered embarking on a trans-Pacific relocation, I was faced with a serious and difficult question over crucial library resources. Our plan, for those who are new to *La Posta*, was to pull up our Oregon roots and move temporarily to a tropical island in Australia's Great Barrier Reef. It was all a great—and some might say, insane—experiment to see what our life might be like if we lived on the other side of the world. One of the absolute essentials was that we maintain our bimonthly publication schedule for *La Posta* and continue to conduct Subscribers' Auctions periodically. From a practical standpoint, that meant that I would need to take a minimum basic US postal history reference library to the island.

Books add considerable weight to one's luggage. We had already decided that we were going to "travel light". After all, if you are moving to a tropical island for six months, what do you really need beyond a selection of tee-shirts, shorts, sandals and a bathing suit? Obviously, I could (and did) ship a small number of titles via USPS. Interesting experience, actually. I was advised at my local post office that USPS offered a service called "M-Bag" as I recall which should be ideal for shipping a small quantity of books to Australia in an inexpensive manner. I was given a canvas mail bag and a form to fill out and I mailed the 10-12 reference books several weeks before we departed. As I recall the clerk suggested it might take 8-10 weeks for the bag to be delivered. It actually took four months having been off-loaded for some unknown reason at Noumea, New Caledonia. It had also become wet in the crossing and several of the books display the crinkly aftermath of a Pacific bath to this day.

Fortunately, the books I selected for the M-Bag were a sort of second tier "necessaries" and their delay was not a huge problem. The most essential references were to be carried by hand. In 1996 recordable CD technology was still very high-end stuff and well beyond the means of us

average Joes and Jills. The best solution for portable data storage to my way of thinking was Iomega's Zip drive. It consisted of a small external drive about the size of a paperback that could be plugged into a laptop computer. The drive played Zip discs that could hold up to 250 megabytes of data—about twice as much as a high density floppy, and I scanned a very few entire postmark catalogues and other references that I believed to be absolutely essential in describing and estimating auction lots. I also digitized all the state post office listings available at the time and my laptop became my essential postal history library.

My bare bones reference library sufficed for the six months on Magnetic Island and, with the M-Bag additions and a few other crucial titles carried along on our next Australia trip in October 1998, I was able to limp through without my full research library until late 1999. Needless-to-say, the reunion with my 40+ cartons of postal history titles brought great joy and has reaffirmed my conviction that a good library is an absolute must when it comes to enjoying our hobby. But just what is "a good library"? I've been asked several times by people new to our hobby what to buy in the way of good basic books. It's not always an easy question to answer, and, of course, the answer depends to a fair degree on the nature of the inquirer's interests. It is, however, a very useful question for us to try to answer, and what better place than here on the pages of *La Posta*?

In Print versus Out of Print

Most titles published in US postal history have very limited print runs. A printing of one thousand to fifteen hundred copies is fairly typical for a book expected to have reasonably broad appeal, and many copies are printed in editions of five hundred copies or less. The result is that most postal history titles are out of print after five years or less.

Fortunately, our hobby is blessed with the existence a number of capable dealers of new and used postal history literature, and these gentlemen provide the essential service of recycling the scarce postal his-



tory titles from earlier years. Thanks to these literature dealers, the fact that a title is out of print may make it more difficult to obtain, but usually not impossible. For this reason, my recommendations for a Basic US Postal History Library will not be limited to titles currently in print.

I will also include titles that I do not have in my own library. Being a person of relatively modest means, I have tried to acquire as many important titles dealing with various aspects of US postal history as I could afford over the last four decades. My bias, however, has always been toward those titles that could help me learn more about the subjects I personally collected, so there are gaps in my library. In some cases I am aware of well-regarded titles that should be in a basic library. In others, I am probably not, and that is particularly where I ask for your help, dear readers.

The Basic Library: An Outline

Here is an outline—still rough at this stage—suggesting a way of organizing publications that ought to be included in a Basic US Postal His-

tory Library. I do not consider even this outline to be anything more than preliminary and I reserve the right to modify it in any way as this discussion proceeds—hopefully with some cogent ideas from our readership.

OUTLINE TO BE CONTINUED NEXT ISSUE

Richard W. Halbur

A Basic US Postal History Library

I General US Philatelic

A. US Stamps & Postal Stationery

1. Scott's *Specialized Catalogue of U.S. stamps & Covers*
2. Thorpe-Bartels *Catalogue of US Stamped Envelopes*
3. UPSS, *US Postal Card Catalog*
4. Souder, *Postal History & Usage of 1907 & Earlier Precancels*
5. Brookman, *The US Postage Stamps of the Nineteenth Century, Volumes 1-3*
6. Luff, *The Postage Stamps of the United States*
7. Johl, *US Postage Stamps of the Twentieth Century, Volumes 1-4*
8. Rustad, *The Prexies*
9. Davis, *The Transports*

B. US Postal Rates

1. Smith, *The Development of Rates of Postage*
2. Starnes, *US Letter Rates to Foreign Destinations, 1847-CPU/UPU*
3. Beecher & Wawrukiewicz, *US Domestic Postal Rates, 1872-1993*
4. Wawrukiewicz & Beecher, *US International Postal Rates, 1872-1996*

C. Special Postal Services

1. Milgram, *US Registered Mail 1845-1870*
2. Gobie, *The Speedy, a History of Special Delivery Service*
3. Wawrukiewicz, *Redirected Mail: The Redirecting System of the US Post Office for 1st Class Mail, 1799-Present*
4. [AIR MAIL to be considered as Postal History Specialty]

D. Private Post and Express

1. Patton, *The Private Local Posts of the US, Volume 1, New York*
2. Nathan, *Franks of Western Expresses*
3. Leutzing, *The Handstamps of Wells, Fargo & Co., 1852-1895*

II. US Post Office Department & Its Successor

A. Post Offices

1. Helbock (Ed.), *US Post Offices, Volumes 1-6*

B. Post Office Department Publications

1. US Government Printing Office, *Postal Laws & Regulations of the USA*, any of several editions
2. US Government Printing Office, *US Official Postal Guide*, published annually
3. US POD, *Daily Bulletin*
4. US POD, *Postal Route Maps*
5. US POD, "Geographic Site Reports", microfilm
6. US POD, "Records of Appointments of Postmasters", microfilm
7. USPS, *US Zip Code Directories*

C. Other Relevant Publications Relating to the US Post

1. US Civil Service Commission, *Civil Register*, published bi-annually to 1911

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



Figure 1 This cover was carried on board the Pan American Airways survey flight from San Francisco to Honolulu and return in April 1935.

Part 2 The Pacific, Asia and Beyond

By Richard W. Helbock

[Continued from La Posta Vol 31, No 6 Dec 2000-Jan 2001]

The three Map airmails of 1926-27 were intended to meet the demand for US domestic air mail fees established by Congress in 1925, but, as was seen in Part 1 of this series, the 15 and 20 cent denominations found their greatest utility in meeting the needs of postal patrons sending air mail letters to the Caribbean and Latin America in the 1930s. On November 22, 1935 the Post Office Department launched scheduled air mail service from San Francisco to Manila by way of Honolulu, Midway, Wake and Guam to be carried by Pan American Airways. The Department announced a schedule of air mail fees for this service effective October 29, 1935 (*table 1*).

Inauguration of the trans-Pacific Clipper air service caught the imagination of the American public in the years leading up to World War II. A trip across the Pacific to Manila was far beyond the imagination of most Ameri-

cans in the late 1930s. A one-way air ticket on the Philippine Clipper cost about \$800—over three times the amount of one way passage on a steamer, but the romance envisioned by the beautiful Clippers taking off from San Francisco Bay for their week-long odysseys across the wide Pacific fired the imaginations of many Americans and to this day holds a place of honor in the memories of days gone by. A modern counterpart might be the public expressions of loss when the last of the Concorde made its flight across the Atlantic.

From/To	US	Hawaii	Guam	Philippines
US		25 cents	50 cents	75 cents
Hawaii	25 cents		25 cents	50 cents
Guam	50 cents	25 cents		25 cents
Philippines	1.50 peso	1 peso	0.5 peso	

Table 1 Schedule of Trans-Pacific Air Mail Rates, Oct 29, 1935.

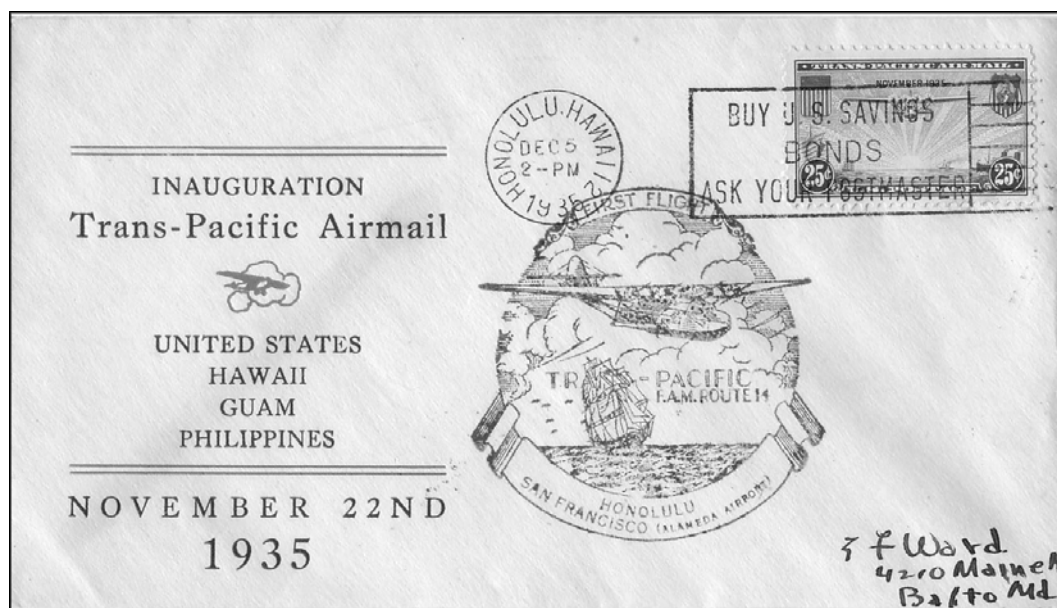


Figure 2 This first flight cover from the Honolulu to San Francisco leg was paid using the new 25-cent Clipper air. It could have been paid with a combination of a 10¢ and 15¢ Map air.

Hawaii

Honolulu received its first scheduled air mail on board the China Clipper flight of November 22nd. A series of survey flights begun by Clipper crews in April 1935 had touched down at Honolulu and many of these carried mail. *Figure 1* illustrates a cover carried on the first survey flight from San Francisco to Honolulu and return in April 1935. Note that the postage charged for this service was calculated at the then current domestic US air mail rate of 6 cents per ounce, but the rate was applied for each leg, i.e., 6¢ from San Francisco to Honolulu on April 16, 6¢ from Honolulu to San Francisco on April 22, and 6¢ from San Francisco to Wayne, PA. The six cent base rate applied to air mail charges on the Pacific survey flights greatly diminished the chances of one of the Map airmails appearing on a Clipper survey flight cover. The author has seen none.

The POD's announcement of new air postage rates to Hawaii, the Philippines and Guam on October 29 was accompanied by release of a 25 cent China Clipper air mail stamp on November 22. *Figure 2* illustrates a cover franked with the new Clipper air postmarked Honolulu on December 5, 1935, for the return leg of the first trip. Use of a 10¢ and 15¢ combination of the

21, 1937, when a new rate schedule of trans-Pacific air mail fees came into being. He would be interested in hearing from readers who could provide an illustration of such a cover.

Pan American extended its trans-Pacific service from Manila to Hong Kong and Macao in early 1937 and on April 21st the first scheduled mail destined for China via FAM 14 departed San Francisco. The POD announced a new schedule of air mail rates effective with the April 21 flight. *Table 2* shows the new rates applied to air mail service between the mainland US, Hawaii, Guam and the Philippines. A set of two new Clipper air mail stamps in 20 cent and 50 cent denominations were released February 15, 1937, to provide postage convenient for this service.

From/To	US	Hawaii	Guam	Philippines
US		20 cents	40 cents	50 cents
Hawaii	20 cents		20 cents	30 cents
Guam	40 cents	20 cents		10 cents
Philippines	1 peso	60 cto.	20 cto.	

Table 2 Trans-Pacific Air Rate Schedule, 1937.

Map airs would obviously been possible to pay the new 25 cent air rate, but the availability of a single 25¢ stamp issued with the express purpose of paying this particular rate appears to have won the day. The author has seen no examples of the rate paid with a combination of Map airs in the 17 months between November 22, 1935, and April

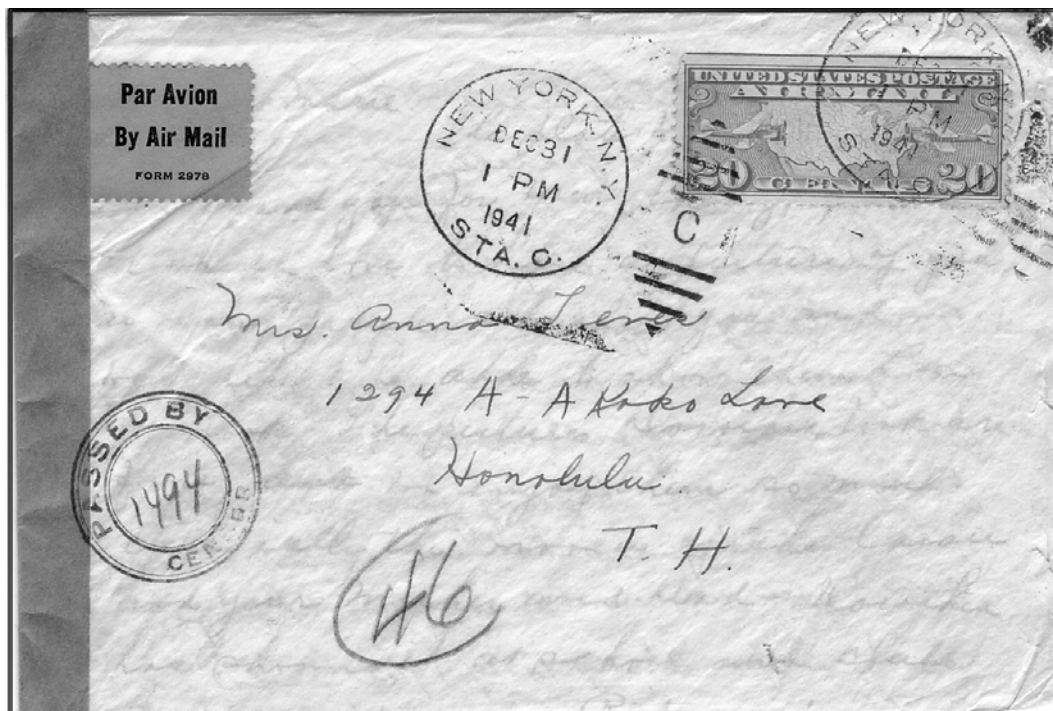
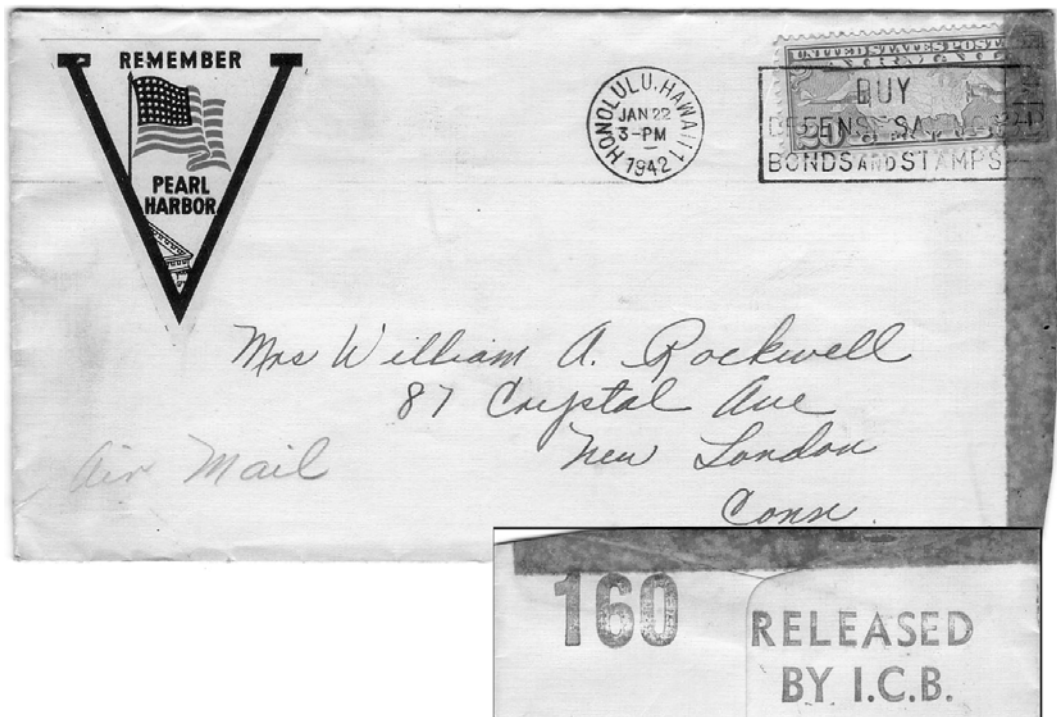


Figure 3 The 20 cent basic air mail rate between Hawaii and the US mainland authorized in 1937 saw wide use of the 20¢ Map air as shown in this early World War II cover.

The new trans-Pacific air mail rate schedule created some excellent opportunities for the use of Map airs. In particular, the 20 cent per half ounce rate between Hawaii and the mainland worked perfectly for postal patrons with access to the 20¢ Map air. Despite the fact that the new 20¢ Clipper was released with this rate in mind, the 20¢ Map air found its way onto numerous US-Hawaii air covers between April 21, 1937, and January 14, 1945, when the rate was reduced to 15 cents. *Figure 3* illustrates a cover posted in New

York a few weeks after the attack on Pearl Harbor addressed to Honolulu. Note the censor tape and handstamp along the left edge. This civil censor marking was applied at San Francisco between December 1941 and March 1942. The cover illustrated in *figure 4* was posted in Honolulu January 22, 1942. The inset illustrates a censor marking applied to outgoing civilian mail by the ICB in late 1941 and early 1942. The use of 20¢ Map airs between Hawaii and the mainland during the late 1930s and the early years of

Figure 4 Mail from Hawaii in the early weeks of WWII was censored. This January 1942 cover was opened along its right edge and released by the Information Control Bureau (I.C.B.)



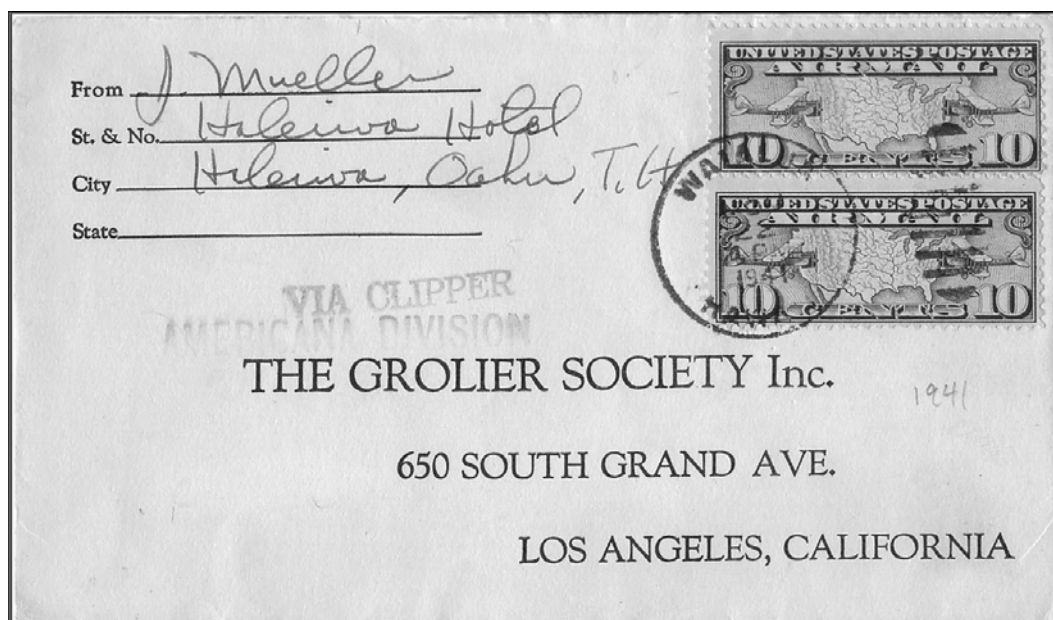


Figure 5 A pair of 10¢ Map airs pay the 20 cent per half ounce Clipper rate on this 1941 cover from Hileiwa, Hawaii.

WWII is fairly common. Issuance of the 20¢ green Transport air on August 27, 1941, gradually led to replacement by this stamp. Similarly, although less commonly seen, a pair of the 10¢ Map airs could be used to pay the 20 cent rate (*figure 5*).

It was January 15, 1945, when the air rate between Hawaii and the mainland was reduced to 15 cents per half ounce. The 15¢ Map air would certainly have been appropriate to pay the new rate, but by this time the Transport Air series of 1941-44 had become well established and the 15¢ brown carmine denomination of this series was frequently used to pay the new rate.

US Pacific Islands

Midway, Wake and Guam were all important refueling stops on the China Clipper route from the beginning of trans-Pacific air service in 1935 until the hostilities of World War II curtailed use of the route. Philatelic covers carried to and from these islands during the period—particularly first flight covers from the 1935 and 1937 inaugurals of scheduled air service are fairly common, but personal or commercial mail items are quite scarce.

The 1937 air rate structure quoted a 30 cent per half ounce rate from Hawaii to the Philippines and the

expanded table will show an identical 30 cent rate from Guam to China. These 30 cent rates presented an opportunity for using the 10¢ Map air in combination with the new 20¢ Clipper air as shown in *figure 6*.

Midway and Wake islands were populated primarily by employees of Pan American Airways and the US Government in the late 1930s and the months leading up to world War II. *Figure 7* illustrates a personal mail cover from a US Engineer to his wife in Honolulu with the traditional Gooney Bird cachet of Midway Island. Postmarked June 11, 1940, in Honolulu, the cover was properly franked with 20 cents postage

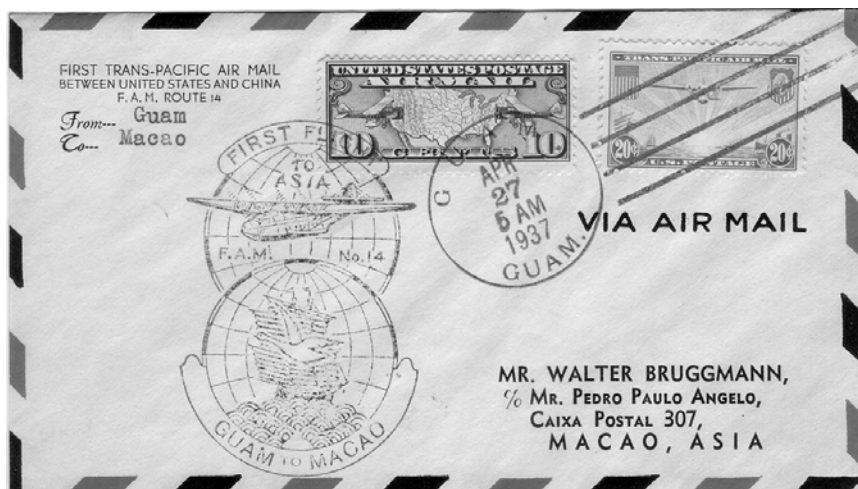


Figure 6 The 30 cent per half ounce rates announced in 1937 for intermediate legs of the trans-Pacific service presented a chance to use the 10¢ Map air as shown on this first flight cover.

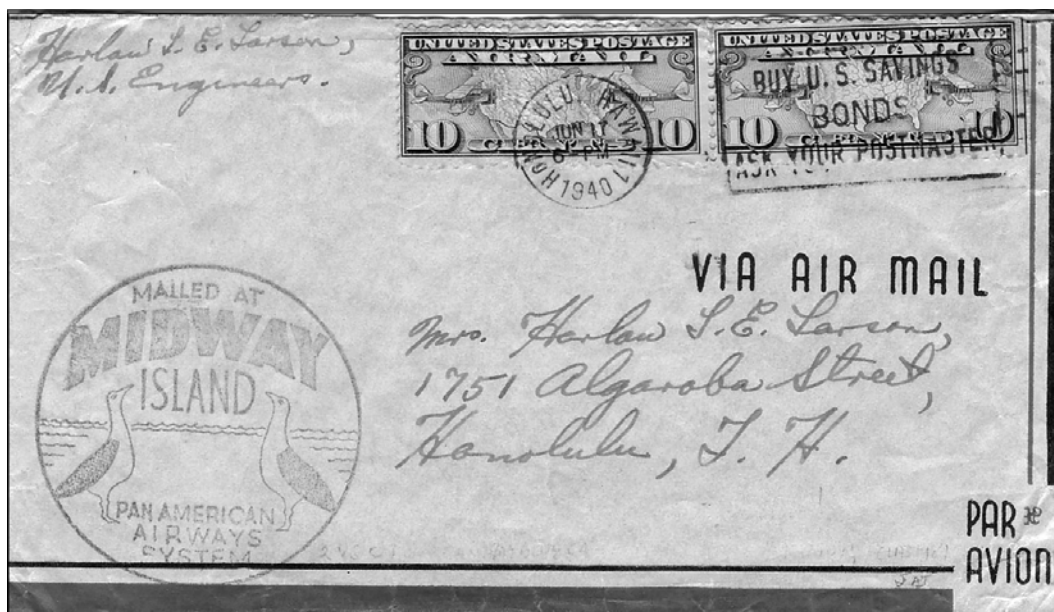


Figure 7 This cover carried a letter from an engineer on Midway Island to his wife in Honolulu. Two 10¢ Map airs paid the 20 cent basic air rate from Midway to Hawaii.

in the form of two 10¢ Map airs and carried by Pan Am Clipper to Honolulu where it entered the US mails.

On July 12, 1940, Pan American Airways launched a new trans-Pacific Clipper service that was to provide air mail and passenger service between the United States and New Zealand. Designated Foreign Air Mail Route 19, this route extended from San Francisco to Honolulu to Canton Island to New Caledonia to Auckland, New Zealand. The effects of this route on international air mail will be discussed later, but domestically FAM 19 added Canton Island to the list of US Pacific islands with air mail service to the mainland. The POD established an air mail fee of 30 cents per half ounce between Canton Island and the mainland effective June 26, 1940. *Figure 8* shows a cover

carried on the first flight leaving Canton for San Francisco franked with a 10¢ Map air helping the 20¢ Clipper pay the appropriate rate. The same POD announcement fixed the air mail rate between Honolulu and Canton Island at 10 cents per half ounce. *Figure 9* depicts a Pan Am Airways envelope mailed from Canton Island Jan. 21, 1941, to California endorsed “via surface from Honolulu...”

The Philippines

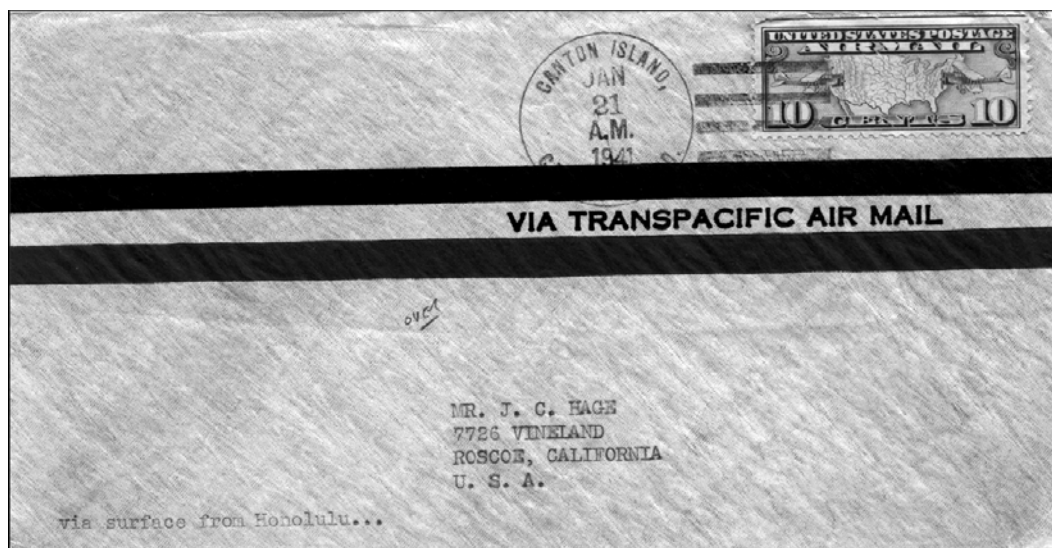
The air mail rate schedules shown in *tables 1* and *2* identify fees of 75 cents and later 50 cents as the correct postage to transport a one-half ounce letter from the US mainland to the Philippines. Since both of these rates required multiples and combinations of the Map airs and each was more conveniently paid by simple multiples or a single of the 25¢ and 50¢ Clipper air mail stamps, use of the Map airs on air covers to Manila is not commonly encountered.

In addition to the primary air mail rates for the US mainland, the US POD also established a series of individual rates between the various US possessions (*table 3*). The 60 cent per half ounce rate between Puerto Rico and the Philippines, the 30 cent rate from Hawaii to Manila and the 10 cent rate from Guam to Manila authorized April 21, 1937, certainly encouraged collectors to use 10¢ Map airs



Figure 8 A 10¢ Map air help a 20¢ Clipper air make up the 30 cent basic rate for air mail from Canton Island to the US mainland on this first flight cover for FAM 19.

Figure 9 This cover shows payment of the 10 cent per half ounce rate from Canton Island to Honolulu with onward transit to California via surface.



From/To	Puerto Rico	Virgin Is.	Canal Zone	Hawaii	Guam*	Canton Is.	Philippines*
Puerto Rico		10¢	15¢	30¢	50¢	40¢	60¢
Virgin Islands	10¢		15¢	30¢	50¢	40¢	60¢
Canal Zone	15¢	15¢		35¢	55¢	(45¢)	(65¢)
Hawaii	30¢	30¢	35¢		20¢	10¢	30¢
Guam*	50¢	50¢	55¢	20¢		30¢	10¢
Canton Island	40¢	40¢	(45¢)	10¢	30¢		(40¢)
Philippines*	60¢	60¢	(65¢)	30¢	10¢	(40¢)	

Table 3 United States Inter-Possession Air Mail rates, 1937. Rates in parentheses are projected and were not listed by the POD. *Service cut Dec. 8, 1941.

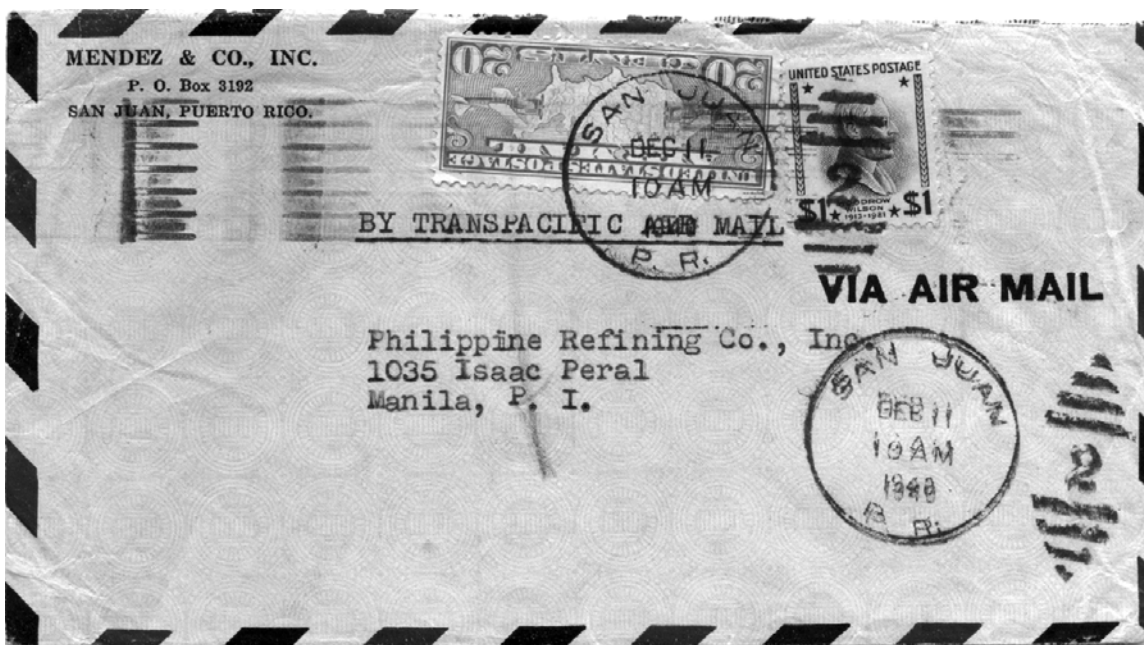


Figure 10 This cover illustrates a 20¢ Map air helping to pay twice the basic rate from Puerto Rico to the Philippines in 1940.

on their first flight covers, but the volume of personal and business mail carried by Pan Am from the islands to the Philippines from 1937 to 1941 was much smaller than that carried from the mainland. Surviving examples of such mail have been diminished even further by the fact that the Philippines were occupied by the Japanese from 1941 to 1945 and the scene of fierce combat. *Figure 10* illustrates a cover franked with a 20¢ Map air helping a \$1 Prexie to pay double the 69 cent air rate from Puerto Rico to the Philippines in December 1940.

China & Beyond

The China Clipper flights begun in 1937 provided the first all air service and the first American carried air service, but they did not represent the first instance of mail from the US being carried at least partially by air. *Figure 11* illustrates a cover postmarked in Rochester, Minnesota, January 11, 1937. Franked with two 15¢ Map airs and a 9¢ Jefferson for a total of 39 cents, the cover is endorsed Via Air Mail from Amsterdam and Via Air Mail in U.S.A. The postage paid an eight cent fee from Minnesota via air to the US exchange

office (probably New York) and surface post on to Amsterdam and the 31 cent fee for KLM air service from Amsterdam via Penang to Hong Kong. The cover presumably traveled by surface from Hong Kong to Shanghai although for an additional 17 cents it could have had air service within China.

The US Post Office Department first authorized postal patrons to send letters via partial air service to China on February 27, 1933, with a surcharge of 39 cents per half ounce. This surcharge provided air transport from France to Saigon, French Indo China, with onward carriage by surface to China. On April 9, 1936, the POD authorized customers to elect to send air mail to China via London and Imperial Airways through Penang and on to Hong Kong. The surcharge for this service was 34 cents per half ounce, and there was an option that provided air service within China for an additional 16 cents.

Eleven days later a similar service via KLM Airlines from Amsterdam was authorized to carry US air mail at an even more competitive surcharge rate of 31 cents per half ounce. The result of this international com-

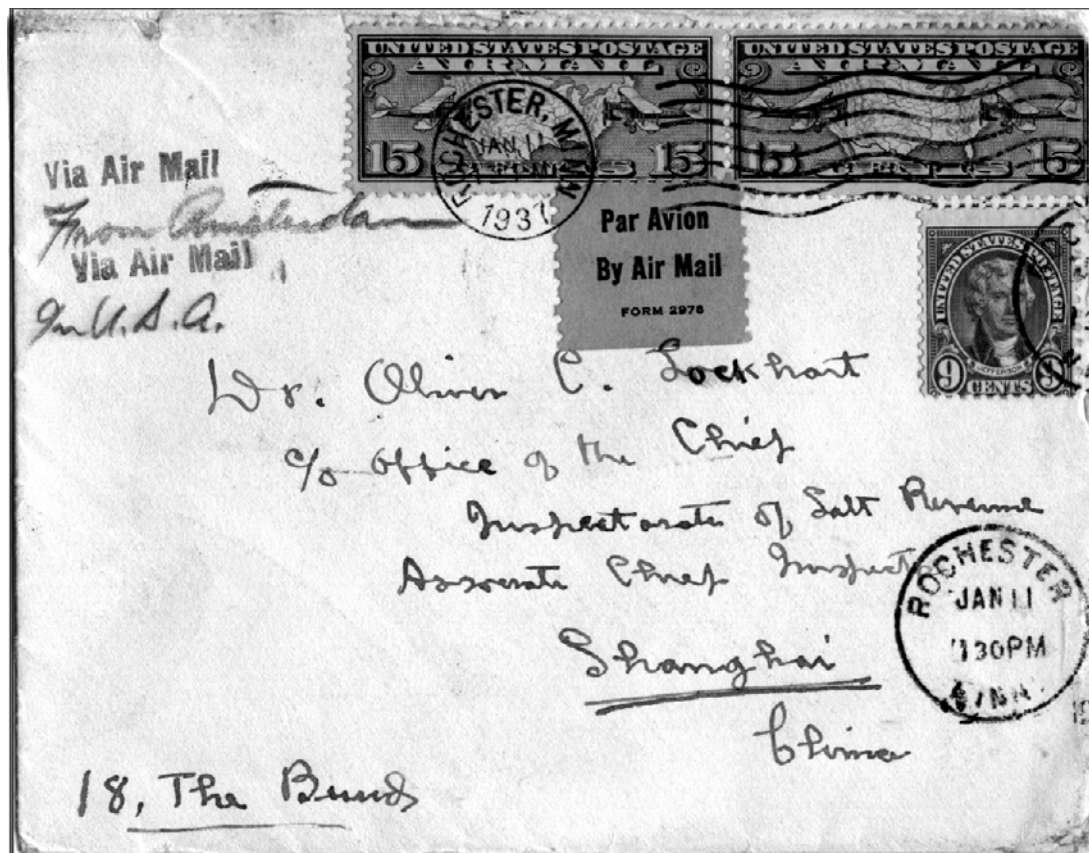


Figure 11 US postal patrons were allowed to send air mail to China via French, British and Dutch carriers during the 1930s. This cover was carried by KLM from Amsterdam to Hong Kong and onward via surface to Shanghai.

US Postage Surcharges for European Air Transport (cents per half ounce)					
FRANCE		UNITED KINGDOM		NETHERLANDS	
From France to Saigon	From France via Hanoi to Canton and w/in China	From London via Penang to Hong Kong	From London via Penang to Hong Kong and w/in China	From Amsterdam via Penang to Hong Kong	From Amsterdam via Penang to Hong Kong and w/in China
39	51	34	50	31	48

Table 4 US Postage Surcharges for European Air Carriage to China in the 1930s.

petition among European carriers was that a rather confusing number of choices faced the American postal patron seeking partial air service to China in late 1936 and early 1937. *Table 4* summarizes those choices. In addition to these European carriers, Pan American would carry an air mail letter of one-half ounce to Manila and surface to China for 75 cents.

Of course, it was all about delivery time. The *US Official Postal Guide* of 1936 quoted surface delivery time from San Francisco to Shanghai of 17 to 24 days on its weekly steamship service. The transit time from San Francisco to Manila was given as 6 days, but there was no indication of the frequency or length of time required for onward surface transport to China. Partial air service via Air France required the 5-8 day trans-Atlantic steamship service to France and then a 10-day trip to Canton on the weekly air route. Air service via KLM required the same 5-8 day Atlantic surface crossing plus an additional 16 hours surface transport from France of England to Amsterdam and then 10 days via the weekly air service to Hong Kong via Penang. Interestingly, the 1936 *Postal Guide* did not list an option of air service from London via Imperial Airways, but this information did appear in two editions of the *Postal Bulletin* in April 1936. The transit time would have been the same 10 days from Europe to Hong Kong, but Imperial Airways did offer twice weekly service on Wednesday and Saturday

Some understanding of just how confusing this whole international air mail situation was to the average American postal patron can be gained from the following announcement appearing in the February 1936 *Supplement to the Official Postal Guide*:

Trans-Pacific Air Mail Service

It has come to the notice of the Department that air-mail articles with appropriate postage are being specially addressed via the trans-Pacific air-mail route; that is, some mails for Europe and destinations in the Mediterranean section of Asia and Africa are being so addressed, notwithstanding such articles may be advanced by trans-Atlantic service.

Unless otherwise specially authorized by the Department, articles addressed to destinations west of India and articles addressed to other points where it is known they can be advanced by other service, though specially addressed via the trans-Pacific route, should be given the quickest dispatch

not with-standing the special addresses. Inquiring patrons should be so advised.

Launch of Pan American's trans-Pacific service to Hong Kong and Macao on April 21, 1937, dramatically clarified the picture for most Americans regarding the dispatch of air mail to China. The POD advised patrons that delivery time to Hong Kong via the Pan Am Clippers would be just 7 days. Connections with foreign air carriers were to be made in Hong Kong and service to Singapore was available in 11 days, Batavia in 12 days and Brisbane in 16 days; all for the same low rate of just 70 cents per half ounce.

Somewhat surprisingly to this writer, the POD failed to issue a 70 cent denomination of the Clipper Air Mail series. Apparently the decision makers felt that the 20¢ and 50¢ combination provided sufficient convenience to patrons wishing to mail letters overseas. The lack of such a denomination certainly opened the door for patrons to use the 20¢ Map airs and between 1937 and the early 1940s quite a number of them found their way on air covers bound for China, India, Thailand and other exotic destinations throughout East Asia. *Figure 12* illustrates such a cover combining a 20¢ Map air with a 50¢ Prexie to pay the 70 cent air rate to Hong Kong in June 1941 and *figure 13* shows a cover pairing the 20¢ Map air with the 50¢ Clipper paying the air rate to Shanghai in December 1940. Incidentally, the AIR TRANSIT marking applied in Hong Kong was the subject of an article by Roger Skinner in the *Air Post Journal* recently.

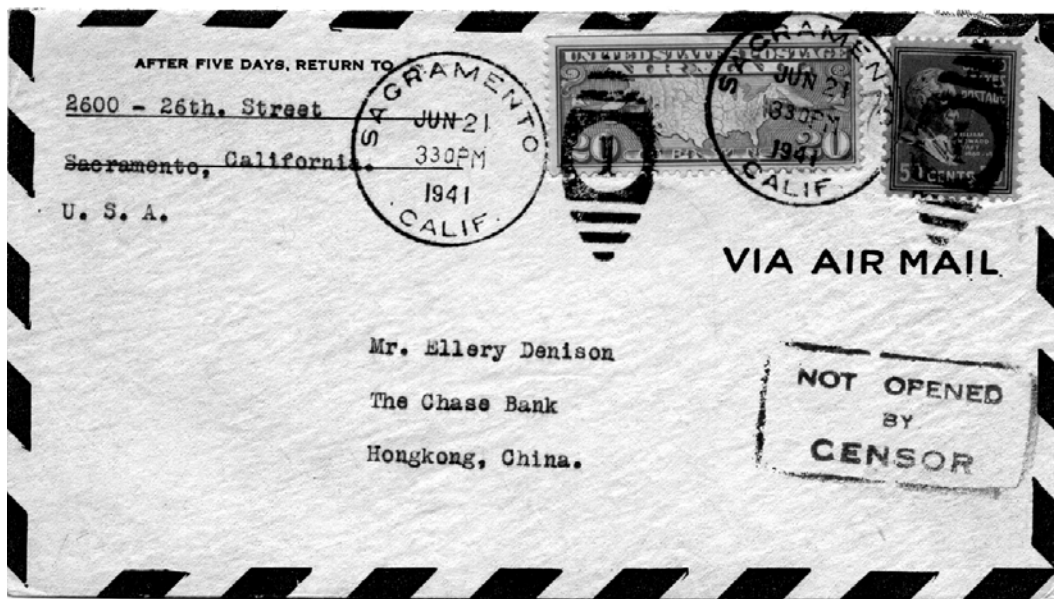


Figure 12 A 20¢ Map air helps a 50¢ Prexie make up the 70 cent per half ounce air rate from the US to Hong Kong in June 1941.

Figure 13 This Clipper cover was mailed from New York in December 1940. It was censored in Hong Kong by British authorities and the AIR-TRANSIT marking was applied for onward carriage to Shanghai.



Pan Am's trans-Pacific Clipper air service advantaged mail delivery throughout East Asia, Southeast Asia and on to the Sub Continent. Since the 20¢ Map air was still widely available throughout the US in the late 1930s and early 1940s, it is possible to find beautiful air covers franked with that stamp particularly in combination with the 50¢ Clipper air, the 50¢ Prexies, and even—after October 29, 1941—the 50¢ Transport air. Unfortunately, all air mail service between the US and Asia was severed by the Japanese attacks of December 8 throughout East Asia.

Australasia

Partial air mail service to Australia and New Zealand was available from the United States by way of London beginning December 17, 1934, and Amsterdam

beginning July 9, 1935. The surcharge from London was 44 cents and from Amsterdam 36 cents. Transit time from Europe to Australia by air was 8-12 days with the additional 5-8 day Atlantic steamship crossing. Worst case, the sender would be looking at 20 days by partial air through Europe and the thrice monthly steamship service from San Francisco or San Pedro to Sydney took 19 to 24 days according to the 1936 *Postal Guide*. Most Americans appear to have opted for surface mail to Australia and New Zealand rather than air via Europe given the marginal saving in anticipated delivery time. Never-the-less, some individuals and perhaps more financial institutions, decided to gamble the extra postage that partial air mail might save their communications a few precious days. *Figure 14* shows a New York bank cover to



Figure 14 This New York bank cover travelled to New Zealand by way of a London and Imperial Airways route through Europe, Asia and Australia. It could have been franked with 20¢ Map airmails instead of the 4th Bureaus.

New Zealand postmarked July 27, 1935, that could have been franked with a pair of the 20¢ Map airmails instead of the 20¢ 4th Bureaus it has. The 49 cent rate paid the 5 cent surface fee from New York to London plus the 44 cent air surcharge to Australia. It is backstamped Sydney August 23 indicating 27 days to that city and handstamped 29 Aug indicating a 6-day trans-Tasman delivery time. All up, that was 33 days from New York to Wellington. The 1936 *Postal Guide* suggested 16-19 days from San Francisco or San Pedro in addition to the cross country air service of which should have required no more than 48 hours. Banks do not always make smart decisions when it comes to money. One additional note here; if the bank had used a designated air mail envelope—red and blue lines, etc.—the correct postage would have been 3 cents higher.

Pan American's China Clipper service reduced transit time from the US West Coast to Australia to about 16 days. Mail destined for Australia and New Zealand was transferred from Pan American to Imperial Airways in Hong Kong and the air mail rate was 70 cents. Quite a few 20¢ Map airmails found their way Down Under helping share the rate with 50¢ Clippers and Prexies. *Figure 15* depicts a typical cover of this type from July 1939. A much more unusual franking involving a 15¢ Map air is shown in *figure 16* where the sender has paid the 70 cent international rate plus the five cent surcharge for air service within Australia in May 1940. Note the Hong

Kong triangular censor mark. The war had already reached His Majesty's loyal subjects in far off Asia by this date.

The final improvement in air service between the US and Australasia occurred when Pan American inaugurated FAM 19 from Honolulu to Canton Island to New Caledonia to New Zealand on July 12, 1940. The new route connected with a recently established trans-Tasman service operated by TEAL (Tasman Empire Airways) and the total transit time between San Francisco and Sydney was listed as 13 days. The air mail rate to Australasia and beyond remained 70 cents per half ounce (*figure 17*). The cover shown in *figure 17*, by the way, was apparently carried on the



Figure 15 The 20¢ Map air “helps” a 50¢ Clipper pay the 70 cent per half ounce rate from the USA to Sydney, Australia.

Figure 16 This cover was sent by air to Melbourne via Hong Kong in 1940. The 15¢ Map air paid the 70 cents basic rate to and the 5¢ surcharge for air service within Australia from 1939 to 1946.

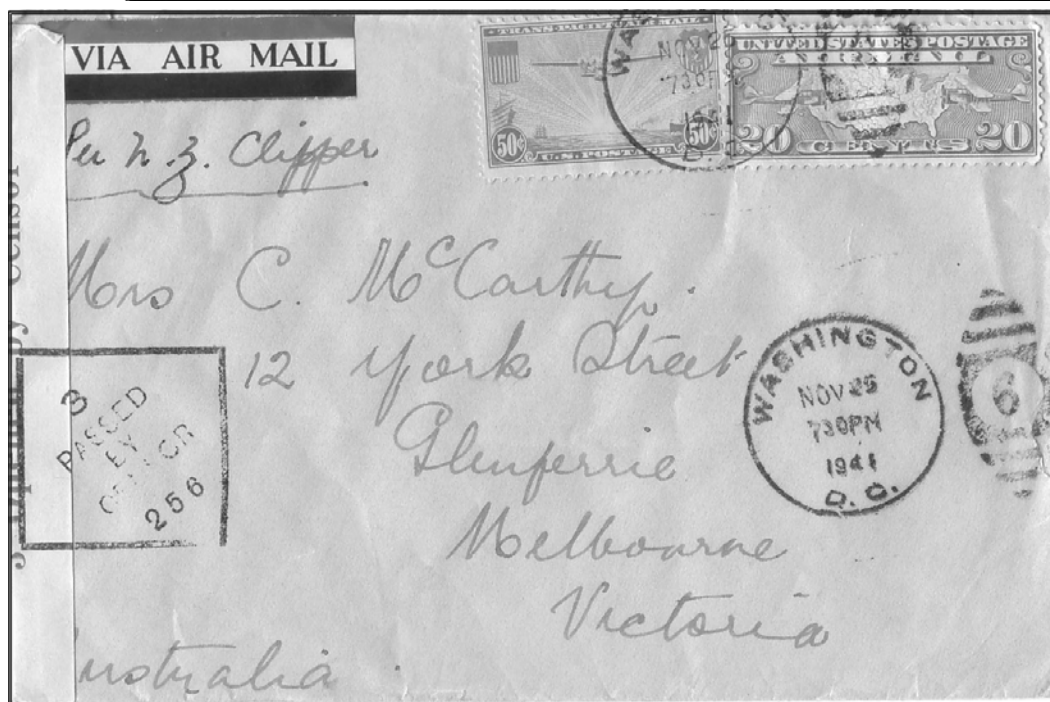
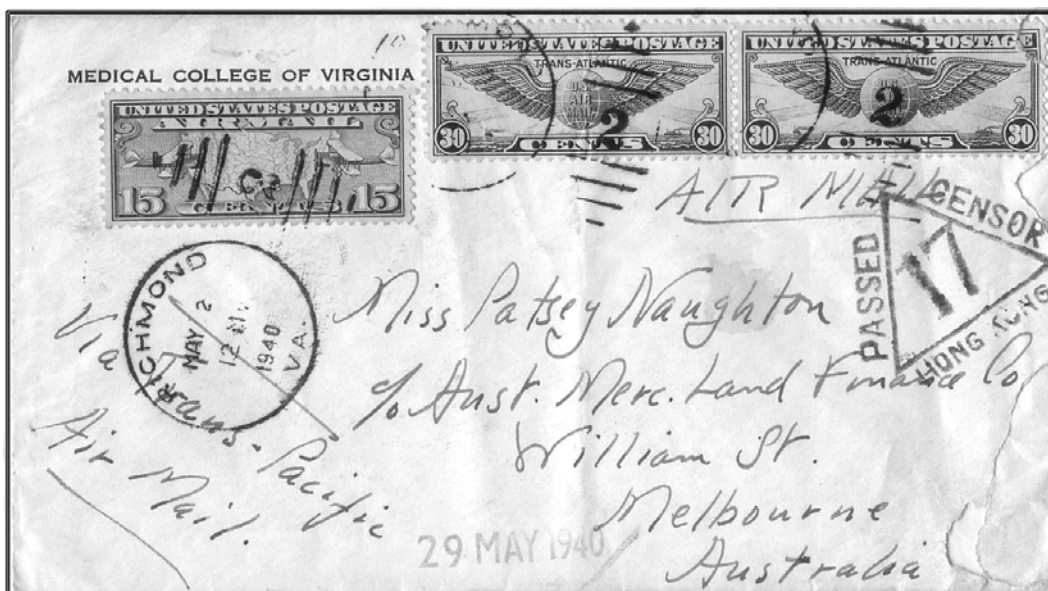


Figure 17 This cover reached Australia by way of the last prewar outbound flight of the Pacific Clipper. The plane departed San Francisco December 1st and was in the air two hours out of Auckland when word of the Pearl Harbor attack came. the diamond censor marking was applied in Australia.

last outbound flight of Pan American's Pacific Clipper. Postmarked Washington, DC, November 25, 1941, it would have reached San Francisco in time for loading aboard the December 1st flight. Flights were scheduled fortnightly in those days. The Clipper—commanded by Captain Robert Ford—reached Honolulu by way of Los Angeles on December 3rd and flew on to Canton Island, Fiji and New Caledonia. The plane was in Noumea on December 7th, but since

they had crossed the Dateline, it was still December 6th in Hawaii. On December 8th, just two hours out of Auckland, Captain Ford received a radio message informing him of the Pearl Harbor attack. The Clipper remained in Auckland awaiting orders from Pan American Headquarters until December 14th. At that time they were advised that the only safe course was to fly on to Australia by way of New Caledonia and continue west through Asia, Africa and South



Figure 18 This cover was mailed from New York in September 1940 and bears an endorsement to be routed through New Zealand to Palestine. A Hong Kong backstamp indicates that it actually traveled across the northern Pacific.

America. This is exactly what they did and, after an incredible three-week flight finally reached New York's LaGuardia Airport on January 6, 1942.²

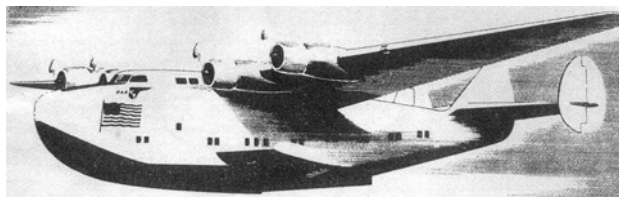
The widening war in Europe along with fighting in China had begun causing disruptions in the Imperial Airways service to Hong Kong and the Americans saw this new South Pacific link as an important backup to the more established China Clipper route. *Figure 18* illustrates a cover from New York to Tel Aviv postmarked September 20, 1940, and endorsed "By air to Palestine via New Zealand". The fall of France and Italy's entry into the war had cut Britain's BOAC/Imperial Empire route service to the Middle East and the US POD was routing mail to that region and elsewhere by way of the trans-Pacific routes. A backstamp transit marking of Victoria/Hong Kong dated October 4th indicates that it actually traveled across the Pacific on the China Clipper but the sender's endorsement suggests that Americans were thinking that an alternate route to the one running by way of China might not be a bad idea.

Endnotes

1. Krupnick, page 553.
2. *ibid.*, page 414-417.

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THE POSTMASTERS GENERAL OF THE UNITED STATES

XII. Cave Johnson, 1845-1849

by Daniel Y. Meschter

Cave Johnson was Charles Wickliffe's direct heir as Postmaster General. He need not have been surprised by the flood of new laws Wickliffe left to him to carry out the long-awaited reduction in postal rates and transportation of overseas mail among others, plus dealing with the unrelenting problem of railroad contracts. The fact that as a member of Congress he played a role in the enactment of this legislation did little to make his job any simpler. Actually, he voted against rate reduction in the interests of government economyⁱ. Neither could he have been unaware of the Texas "question" Tyler left Polk and the outlook for California and Oregon acquisition and what they implied for the postal system. Like Wickliffe, Johnson was a westerner from which it can be supposed he had a sense of manifest destiny at least since Fremont led the first government-sponsored expedition (1843-44) through Oregon into Mexican-governed California. Also, like Wickliffe, he was a lawyer with a thorough understanding of the workings of government.

Cave Johnson was born near Springfield, Tennessee in January 1793, the son of a militia generalⁱⁱ. He obtained a basic education in local schools and attended Cumberland College. He served under Andrew Jackson during the War of 1812, studied law, and opened a law practice in Clarksville. He served as county attorney and circuit court judge until his election to Congress where he served from 1829 to 1837 and 1839 to 1845. His colleagues in the Tennessee delegation in the House included the future presidents James K. Polk and Andrew Johnson. He became Polk's most intimate friend and supporter despite Polk's reserved personality that did not invite close friendships. Polk appointed him Postmaster General upon his inauguration as President; he took office on March 6, 1845 and served to the end of Polk's term. Johnson's qualifications for the office other than his influence with Polk were a reputation for honesty and efficiency, knowledge of the legislative process, and advocacy of economy in government. Otherwise, he is not known to have had any familiarity with the internal operations of the POD.

The most popular provision of the Act of March 3, 1845ⁱⁱⁱ was the reduction of postal rates effective July 1st to five cents for a single letter up to three hundred miles and ten

cents over three hundred miles with double and triple letters proportionately. In conformance with the British system, letters now were rated by weight with a single letter defined as one half ounce or less and double, triple, etc. letters in one-half ounce increments over that. Adjustments made for newspapers, printed material, and pamphlets and magazines were chiefly to restrict previous abuses of already liberal rates. In an attempt to limit abuse of the franking privilege by government offices, Congress authorized payments to the Post Office to be determined by an agency-by-agency accounting system that was doomed to failure by its own complexity. This provision, however, was amended two years later to provide for a fixed annual payment of \$200,000^{iv}.

Postal rate reduction had two immediate impacts. The first was a 19% decrease in revenues the first year with the FY 1846 deficit approaching \$600,000. Other factors Johnson identified as contributing to the decrease included the unenforceability of the provision outlawing private expresses, packaging of letters by forwarding agents to gain a weight advantage, printed material now called "junk" sent collect, and the cost of handling dead letters on which the postage was not prepaid.

To reduce these deficits, Johnson suggested temporarily increasing postal rates to a maximum of fifteen cents over three hundred miles and reducing single letters to a quarter ounce; but neither of these proposals was adopted.

Meanwhile, expenditures also decreased during the next two years due chiefly, Johnson reported, to the effect of Section 18 of the Act of 1845^v that required the Post Office to award route contracts to the lowest bidder "tendering sufficient guarantees for the faithful performance, etc." Contract awards in FY 1846, mostly renewals in New York and New England, resulted in a savings of \$200,000 in spite of an increase of 5,700 miles in the length of post roads and in FY 1847 in the southern states at an estimated saving of \$109,000. These economies taken together with the predicted increase in volume due to lower postal rates materialized in gradually increasing revenues and in surpluses beginning in FY 1848 as reflected in Johnson's figures starting with the averages for FY 1836-1845^{vi}:



Cave Johnson

POD Revenues and Expenditures

(in thousands of dollars)

<u>Fiscal Years</u>	<u>Revenues</u>	<u>Expen- ditures</u>	<u>Surplus/ (Deficits)</u>
1836-1845 Avg.	4,365	4,500	(135)
1845	4,290	4,321	(31)
1846	3,487	4,084	(597)
1847	3,946	3,971	(25)
1848	4,371	4,327	44
1849	4,905	4,479	426

The other impact was on postmaster compensations. As an example, reduction in postage from 12½ cents to 5 cents in the 150-mile zone resulted in a 60% cut both in postage and in the 30% commission allowed postmasters in the smallest and most numerous post offices (before giving effect to the reductions in commissions Wickliffe ordered in 1841). Although Johnson's staff predicted that postmaster compensations would soon rebound due to increased volume of mail, which it did, most postmasters realized it would be at the cost of heavier work loads. Many chose to resign rather than to work longer hours for the same or less pay.

Johnson reported he made 1,900 postmaster appointments in FY 1845 in consequence of resignations and deaths before the reduction in postal rates took effect, 2,900 in FY 1846, and 2,150 in FY 1847. Although it is not possible to determine how many resignations were due to reduced compensation, most of the 1,000 increase in 1846 undoubtedly was due to this cause. On the other hand, Johnson thought the return to a more normal level in 1847 was due in part to escalating commissions on a larger volume of mail and in part to an increase in commissions to 40% in the smallest post offices Congress granted on March 1, 1847^{vii}. In the longer view, however, it was now beginning to appear that the commissions paid to the postmasters of smaller post offices were no longer fair compensation for their increasing work loads and costs of maintaining facilities for the conduct of public business.

Perhaps the most contentious problem facing Johnson when he took office was the long-continuing dispute over payment demanded by the railroad companies for carrying the mails in excess of the rates prescribed by Congress. By 1847 the miles railroads carried mail was about 10% of the overall total, but cost 25% of the total for all methods of mail transportation although it is probable that the railroads carried much more than 10% of the mail *by weight*—a statistic that was not reported. Of the 67 contracts that should have been finalized by July 1, 1845, Johnson reported only 35 had been settled^{viii}. He found the refusal of the New York and Philadelphia Railroad to carry mail agents, as most other railroads did, particularly aggravating. His description of agents' duties to receive letters after the closing of the mails, to sort and deliver mails at intermediate offices, and to guard the mail in transit shows they were the predecessors of the

railway mail service yet to come. The paradox was that even without a contract most railroads continued to carry the mail at statutory prices. Like the aviation industry of a century later, the railroads were increasingly relying upon mail revenue for their economic survival. Johnson's lengthy review of the railroad problem in his 1847 Report (pp. 1319-23) showed that he managed to solve the rail-road contract problem by steadfastly adhering to the law, tactful negotiations, and refusing to be coerced into abandoning his principles.

Johnson took the first steps in October 1845 to implement the authority Congress granted him in the Act of March 3, 1845^{ix} to contract for the transportation of mail across the Atlantic to several ports in Europe by advertising for proposals for which Congress appropriated \$25,000 for a line of steamships from the U.S to Bremen^x. The Ocean Steam Navigation Company completed the *Washington* in time for it to make its maiden voyage on June 1, 1847, followed by the *Hermann*, the *Franklin*, and the *Humboldt* over the next four years after which the *Washington* and the *Hermann* ran monthly between New York and Bremen, touching at Southampton, alternating with the *Franklin* and *Humboldt* running monthly between New York and Havre, touching at Cowes^{xi}.

Concerned that he might have to make special arrangements with the nations to which this new line was to connect, Johnson sent S.R. Hobbie, his First Assistant, on the *Washington's* first voyage as his special agent to consult with English, French, and German postal officials. Hobbie was greeted on his arrival at Southampton on the 15th by an order of the Lords of the Treasury subjecting letters and newspapers carried on American steamers to the same rate of postage as if they had been carried by British steamers, *in addition to the American postage*^{xii}. The British Foreign Office was candid when it informed George Bancroft, the American Minister in London, that the objective of this surcharge "is the protection of the British line of mail steamers and the revenue derived from that line"^{xiii}.

The matter came to a head when Congress accepted Johnson's proposals he be given power to adjust foreign postage to secure "fair and just mail arrangements between this and foreign countries," in effect to impose a rate of postage on U.S. mail destined for Great Britain equal to the British rate to America^{xiv}. Britain responded by charging American packet postage on letters destined for the United States *in addition to British postage*, whether carried in British or American vessels, beginning with the Cunard liner *Caledonia* sailing from Southampton on June 24, 1848. This retaliatory rate lasted until Bancroft finally used the threat of the 1848 law to persuade Lord Palmerston to negotiate a treaty establishing rates of postage and regulations for the interchange of mail between the two countries^{xv}. The incongruity was that after the treaty went into effect in January 1849, the larger part of the mail be-

tween the U.S. and Great Britain *was* carried in Cunard liners which proved faster and more reliable than the Ocean Steam Navigation Company ships.

It is sometimes said that Johnson's greatest achievement was the introduction of prepaid postage stamps, but this is an exaggeration because the issuance of stamps had been proposed since Great Britain issued the Penny Black in 1840 and the New York post office issued the first provisional stamps following the rate reduction of 1845. Nevertheless, he was instrumental in drafting the Act of March 3, 1847^{vi} that authorized the issuance of postage stamps and he doubtless personally approved selection of the proprietary printers, Rawdon, Wright, Hatch & Edson to design and print the first two five and ten cent denominations issued about the first of July 1847. It was a giant step toward compulsory prepayment of postage.

But Cave Johnson played a larger role in Polk's administration than as the head of the least prestigious executive department. It was Polk's policy to rely heavily on his department heads for guidance and support, actually holding 400 cabinet meetings during his four years in office. As his closest friend he brought Cave Johnson into his administration to a greater extent than any previous president had his Postmaster General. Johnson usually, but not always, supported Polk's expansionist policies^{xvii}.

Polk's administration, in any event, was a period of growth. The net increase in post offices nationwide in fiscal years 1846 to 1849 was 2,744 up from 14,033 or an average of about 4½% per annum. Bergeron's figure of 13,500 postmaster appointments during Johnson's four years in office is approximately correct, but his conclusion this number "set the example for a patronage sweep-stakes in the Post Office Department" is questionable^{xviii}. Actually, of the 4,958 postmaster appointments Johnson made in FY 1846, his first full year in office, only 871 were due to removals. At four times the number of removals in 1847 and 1848, those 871 clearly were patronage appointments, but still less than 20% of his overall total. It should be noted that his successor, Jacob Collamar, reported 2,103 appointments due to removals in FY 1849, the majority almost certainly in his first four months in office^{xix}. In fact, patronage in the Post Office became the rule until postmasters were brought under the Civil Service system years later.

In summary, Cave Johnson was Postmaster General during a particularly dynamic period of America's expansion and met the challenges of the office with skill and efficiency. His management of the reduction in postal rates, economy in route contracts, resolution of the railroad contract problem, implementation of foreign mail transportation, issuance of the first prepaid postage stamps, and extension of mail service to Texas and the West (see "Cave Johnson and the Western Mails") comprised a litany of accomplishments few ever equaled.

Portrait of Cave Johnson from *The Cyclopedia of American Biography*, 1896, v. 6, p. 296.

ⁱ1 *Congressional Globe*, 28 C., 2 S., 353.

ⁱⁱ See *The National Cyclopedia of American Biography*, 1896, v. 6, p. 270; *Biographical Directory of the American Congress*, GPO, Washington, D.C., 1961; Vexler, Robert I., *The Vice-Presidents and Cabinet Members*, Dobbs Ferry, NY, 1975; and Byrnes, Mark E. *James K. Polk, A biographical Companion*, Santa Barbara, CA, 2001, pp. 114-16 for biographical sketches of Cave Johnson. Clement L. Grant reviews Johnson's term of office in "Cave Johnson: Postmaster General," *Tennessee Historical Quarterly*, v. 20, 1961, pp. 323-49.

ⁱⁱⁱ 5 Stat. 732.

^{iv} Act of March 3, 1847, 9 Stat. 201

^v 5 Stat. 732

^{vi} Annual Reports December 1, 1845, House Ex. Doc. No. 2, Serial 480, p. 850ff; December 7, 1846, House Ex. Doc. No. 4, Serial 497, p. 679ff; December 6, 1847, Senate Ex. Doc. No. 1, Serial 503, p. 1311ff; December 2, 1848, House Ex. Doc. No. 1, Serial 537, p. 1239ff; and December 3, 1849 (Collamar), Senate Ex. Doc. No. 1, Serial 549, p. 773ff.

^{vii} 9 Stat. 147.

^{viii} 1845 Report, p. 852.

^{ix} 5 Stat. 748.

^x Act of June 19, 1846, 9 Stat. 19.

^{xi} Ocean mail service by steamships, June 29, 1852, House Ex. Doc. No. 127, Serial 649.

^{xii} 1847 Report, pp. 1325-28.

^{xiii} George Bancroft to Lord Palmerston, Secretary of State for Foreign Affairs, June 18, 1847, House Ex. Doc. No. 30, Serial 506, p. 3.

^{xiv} 1847 Report, p. 1327; Act of June 27, 1848, 9 Stat. 241.

^{xv} Postal Convention with Great Britain, December 15, 1848, 9 Stat. 965; the distribution of postage under the treaty is described by Richard Graham in an article, "U.S.-British treaty mails, 1848-1868," *Linn's Stamp News*, March 21, 1988

^{xvi} 9 Stat. 201.

^{xvii} Bergeron, Paul H. *The Presidency of James K. Polk*, Lawrence, KS, 1987, pp. 23-49; Grant, C.L., *op. cit.*, p. 346.

^{xviii} Bergeron, *id.*, p. 149.

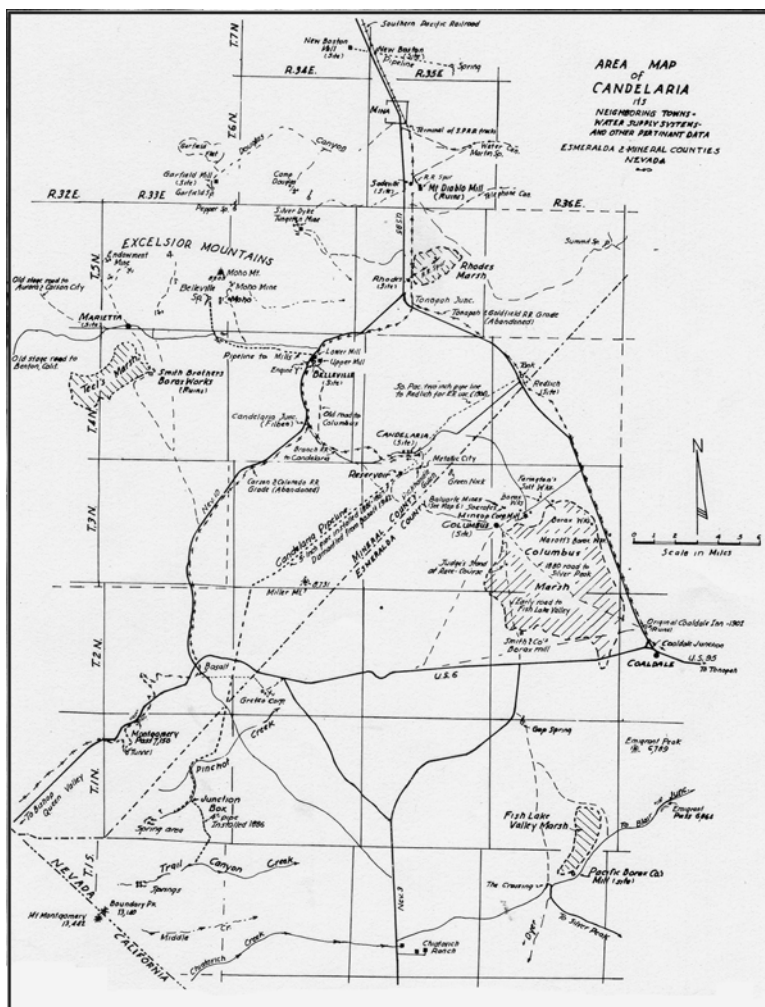
^{xix} 1849 Report, p. 773.

Columbus, Nevada 1866-1899

By Jim Doolin

In 1980 I decided to start a collection of the postal history of all cities and towns named *Columbus*. It took me ten years to acquire my first Columbus, Nevada cover (*figure 2*). Over the last ten years I have acquired five additional covers from Columbus, Nev. Representing two different correspondences. About five years ago I contacted the Nevada Historical Society to obtain some historical information about Columbus, Nevada. A number of pictures were received along with a map of the general area around Columbus. The map shown with this article has three significant mining towns shown in a Northwest to Southeast direction. They are Belleville, Candelaria and Columbus. According to the map the SPRR did reach the towns of Belleville and Candelaria, but not Columbus.

According to historical records, Columbus reached a peak population of about 500 people in the 1875-1878 time period. The U.S. census in 1880 listed 96 people for Columbus, Nevada. It is reported that a school operated in Columbus from 1873 to 1893. A newspaper called the *Borax Miner* operated from 1873 to 1877. Minerals being mined in



Area map of Candelaria, NV showing Columbus locale

this area other than gold and silver were borax and salt. The famous western photo of a “20 mule team borax wagon” was taken near Columbus (*figure 1*).



Figure 1 The 20 mule team borax wagon train with water wagon at the rear (Nevada Historical Society)

Of the 16 counties in Nevada, Esmeralda County in West Central Nevada where Columbus was located, is the most rural county in Nevada today with a population of about 1,100. In 1881 the Columbus postmaster was a man named Cousins. His total sales of stamps was about \$110.00. On a monthly basis his sales were about \$10.00 a month or 30 cents a day. The math is done to give the reader an appreciation of how scarce a cover from this town can be.

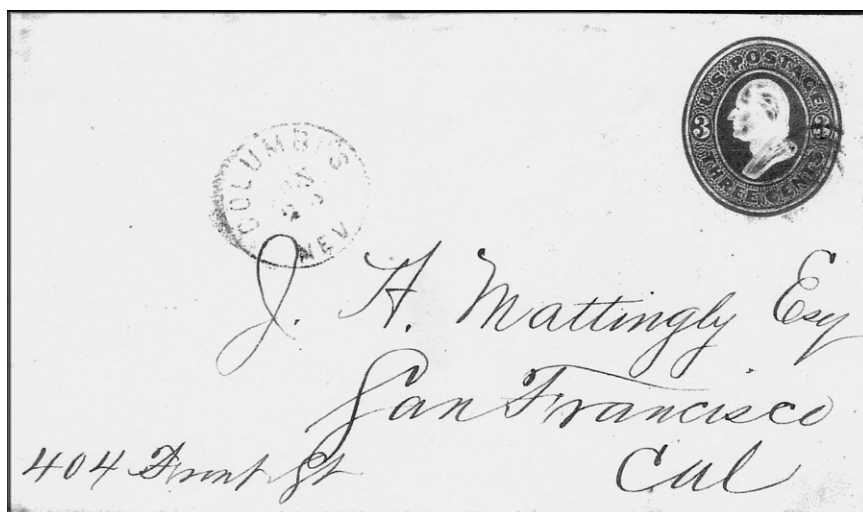


Figure 2 3-cent entire mailed from Columbus, NV to San Francisco ca. 1875

Figure 2 shows a 3-cent entire mailed to San Francisco circa 1875. The postmark is in black ink with bullseye killer and the CDS measures 23 mm.

Figures 3 and 4 are from the Staeblen correspondence to Switzerland. The CDS is in blue ink with blue bullseye killers. The CDS measures 25 mm. Figure 3 has a 3-cent banknote stamp added to a 3-cent entire overpaying the 5-cent UPU rate. The Aarau receiving mark appears to be dated in 1878. The cover in figure 4 has a pair of 3-cent banknotes on a 3-cent entire, underpaying a double letter rate by 1 cent. The Aarau receiving mark is 1881 on this cover. One could

theorize from these two covers that the Columbus, Nevada post office did not have a ready supply of 2-cent stamps. The dust jacket on *Nevada Post Offices* by James Gammett & Stanley Paher published in 1983 shows a third cover from this correspon-

dence to Switzerland. It is franked with a single 3-cent banknote and a single 2-cent Jackson vermilion. Foreign destinations on 19th century Nevada covers appear to be very scarce.

The next family correspondence shown is the Strachan group. The first cover in Figure 5 shown is registered, containing a strip of six of the 2-cent brown banknote, Scott 210. This cover recently surfaced in the Ed Willard collection sold by Regency Stamps in St. Louis, Missouri. A bonus with this cover is the original letter written



Figure 3 Columbus, NV postmark with 3-cent entire and 3-cent banknote to Aarau, Switzerland, 1878.

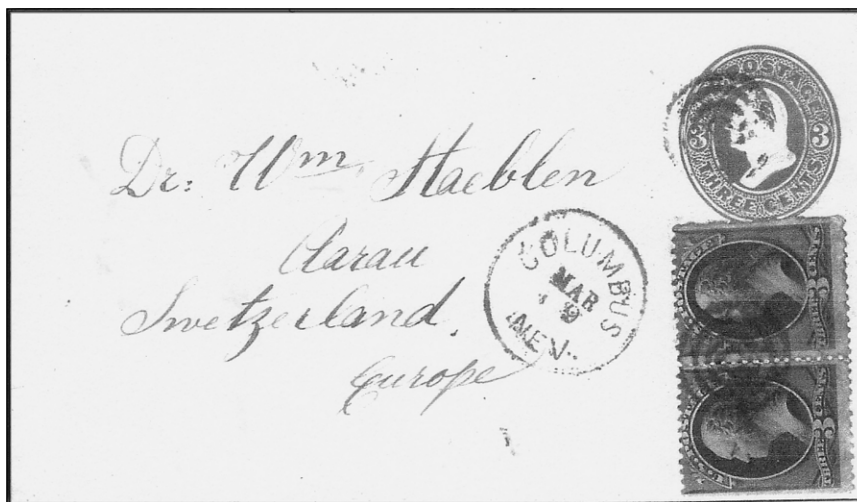


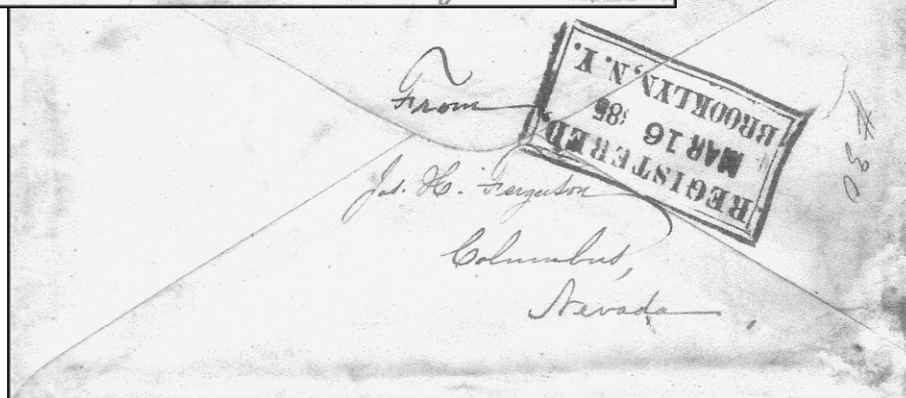
Figure 4 Letter postmarked in 1881 from Columbus, NV to Aarau, Switzerland with pair of 3-cent banknotes on 3-cent entire.

on Pacific Borax Works stationery with a printed Columbus, Nev. date-line. The letter was written by a company employee to his brother James Strachan in Brooklyn, New York. The reason the letter was registered is revealed in the letter. The



Figure 5 Registered cover from the Strachan correspondence from Columbus, Nev. To Brooklyn, NY with a strip of six of the 2-cent brown banknote struck by multiple bullseye killers.

Figure 5b Reverse side, showing a Brooklyn, N.Y. boxed registry receiving mark of March 16, 1885 in magenta.



brother in New York had recently sent a pair of “field glasses” to his brother in Columbus. The registered letter contained a check in the amount of \$30.00, no

small sum in the 1880s. The Columbus 25 m CDS is in blue ink with multiple strikes of the blue bullseye killer. The month and day slug was missing or broken, so the postmaster wrote in manuscript 3/6 for March 6th. The cover received a Brooklyn, NY boxed registry receiving mark of March 16, 1885 in magenta. The brother in Columbus wrote in manuscript in the lower left corner of the envelope “optician” and used the capital letters “E.D.” in addressing. Perhaps he was having some fun with his brother (the meaning being “eye doctor”).



Figure 6 Another cover from the Strachan correspondence mailed from Brooklyn to Columbus in 1888, and forwarded to Belleville, Nevada. Columbus receiving mark in lower right corner.

Figure 6, the second cover from the Strachan group was mailed from Brooklyn, New York in 1888 to James Strachan in Columbus, Nevada. Apparently he was not there as it was forwarded to Belleville, Nevada. It received a black 29 mm CDS dated May 21 as a forwarding mark in the lower right corner.

The last cover in the Strachan group was mailed to James Strachan from Columbus, Nevada on May 12, 1896 (figure 7). The letter received a

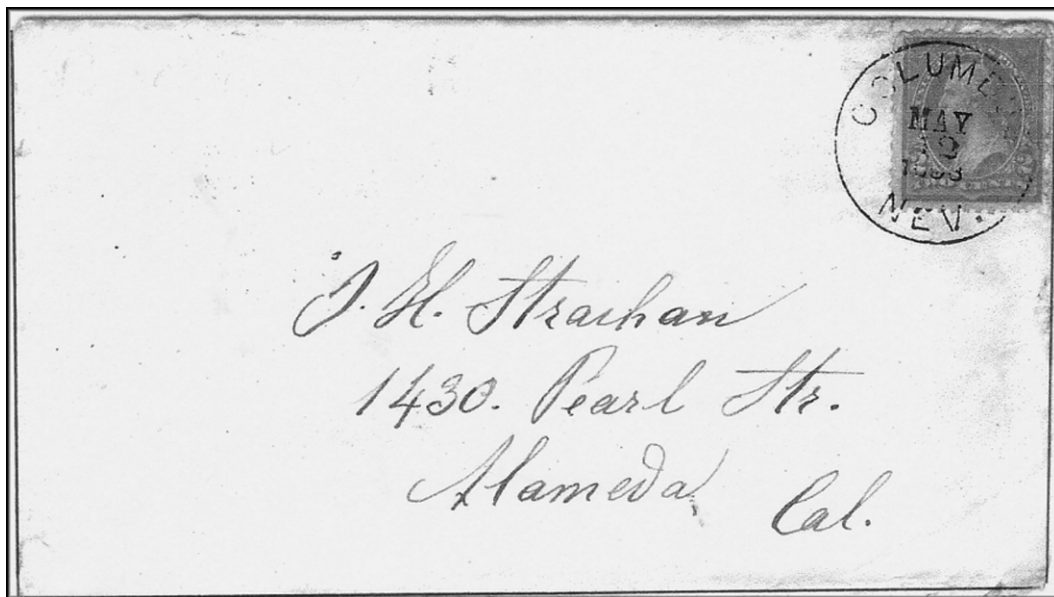
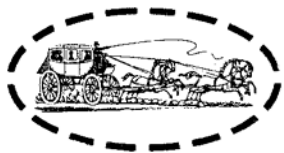


Figure 7 Final cover from the Strachan correspondence mailed from James Strachan of Columbus to J.H. Strachan in Alameda, California postmarked Columbus, NEV. May 12, 1896.

purple ink 33 mm Candelaria, Nevada May 12, 1896 transit marking. It also received a May 14th Alameda, Cal. receiving marking.

When the Columbus, Nevada post office closed in 1899 their mail was then handled by the Candelaria post office. The aforementioned book on Nevada postmarks by Gammett & Paher also mentions that Wells

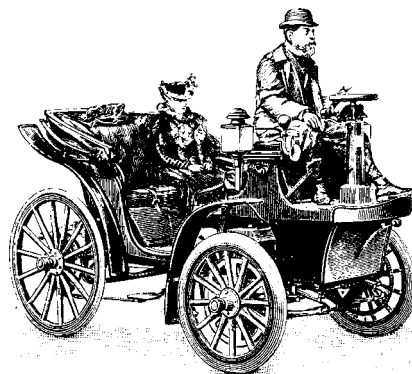
Fargo had an office in Columbus, Nevada in the 1870s. An 1875 usage is recorded which may be unique. Readers of this article who may have additional covers from the *Staeblin & Strachan* correspondence are encouraged to contact the author by e-mail, juliandoolin@hotmail.com or c/o *La Posta*.



La Posta Backnumbers

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



A Tough Winter For Mail Delivery In China 1900 - 1901

by Michael Dattolico

By the autumn of 1900, nearly 5,000 American soldiers were serving in northern China. Three U.S. military postal stations, located at Peking, Tientsin and Taku, were efficiently meeting their postal needs. Henry Robinson, the railway mail service chief clerk who had managed military postal stations in Puerto Rico, oversaw a system whereby incoming American mail was gathered at Nagasaki, Japan, and transported to Taku. (*figures 1 & 2*). From there, it was sent via rail to Tientsin and Peking. Outgoing mail followed the same route.

As winter approached, however, a looming logistical situation threatened to disrupt mail delivery. Taku harbor was expected to freeze, and ice would prevent ships from docking. Since Taku/Tongku (also spelled Tangku) was the transfer point for mail to and from the Chinese interior, military commanders in China searched for alternate routes. Officials in Washington were

equally anxious about cable and mail delivery to the U.S. consulate at Chefoo. Other occupying forces made alternate mail plans as winter settled over northern China.

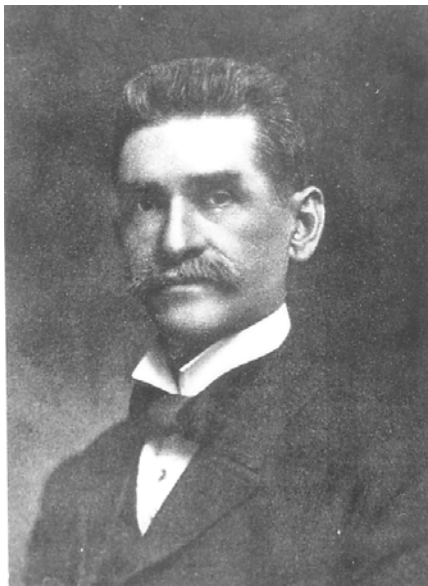


Figure 1 Henry Robinson, superintendent of the U.S. military postal stations in China.

On November 2, General Adna Chaffee, commander of U.S. forces in China, cabled Henry Corbin, the army's Adjutant-General in Washington, with his concerns about mail service during the winter. Chaffee's immediate worries were no available ship to carry mail to and from Nagasaki and no landing site near Taku. His only alternative, Chaffee pointed out, was to allow the Chinese post office to carry the mail from Shan-hai-kuan, a town near the Great Wall, to Tientsin by railroad. But even that plan was flawed, since the railroad and a major bridge had been heavily damaged. Accommodating Chinese postal officials stressed that they would go to any lengths, including the use of horse-drawn carts, to get

the mails to Tientsin. (*figures 3 & 4*).

Although reassured by the Chinese, the American general reiterated his deepest worry to Corbin - the absence of a vessel to carry the mail from Shan-hai-kuan to Nagasaki - and requested that the cruiser U.S.S. New Orleans serve as dispatch ship during the winter. On November 14, the Secretary of War was informed by Navy Secretary John D. Long that Chaffee's request for the New Orleans to carry the mails was approved, but only to carry the mail from Shan-hai-kuan to the U.S. consulate at Chefoo. The problem of guaranteeing regular mail delivery from Nagasaki, Japan, to the Chinese coast continued to vex Chaffee.

Chaffee ordered his quartermaster chief, Brigadier General Charles F. Humphrey, to inspect Shan-hai-

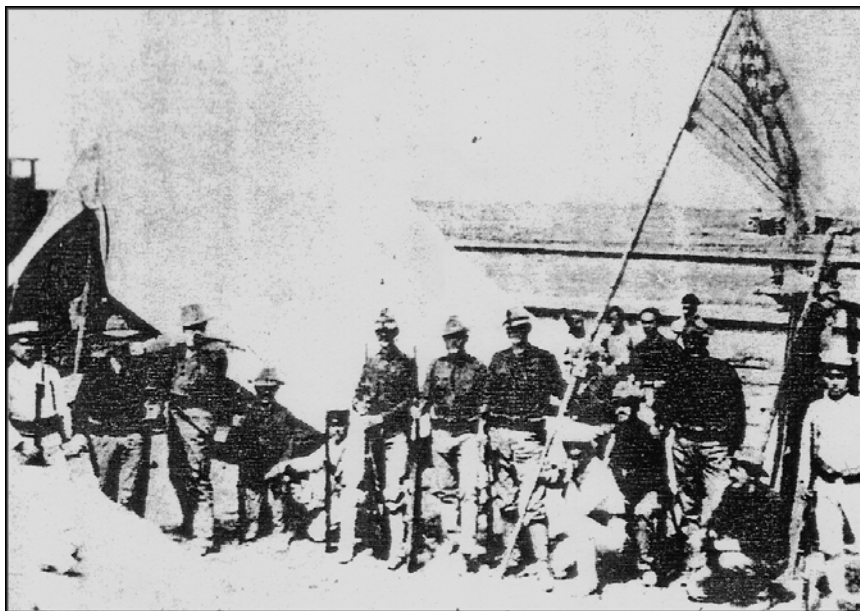


Figure 2 American and Japanese troops at Taku. The Japanese were especially helpful to the United States during the winter of 1900-1901.



Figure 3 General Adna Romanza Chaffee, commander of United States forces in China during the Boxer Rebellion.

kuan and Ching-wan-tao, both of which were coastal settlements northeast of Taku above the ice zone. Humphrey, a former artillery officer who had won the Medal of Honor in 1877, returned with a conflicting report. (figure 5).

He told Chaffee that neither site was suitable but noted that other countries had postal stations there. The British were constructing a pier at

Shan-hai-kuan for their own use but indicated that they would allow other countries to use it. They were

also constructing a pier at Ching-wan-tao and expected to have it finished by Christmas. The Russians had begun to repair the railroad from Shan-hai-kuan to Taku but had been unable to complete the job. The Germans took over, promising to complete the work by the end of December. At the time of Humphrey's report, however, little actual work was being done.

The pessimistic Humphrey told Chaffee that he doubted a pier could be finished by the end of 1900. He further advised Chaffee that Shan-hai-kuan was



Figure 4 Henry Corbin, U.S. adjutant-general during the Boxer Rebellion.

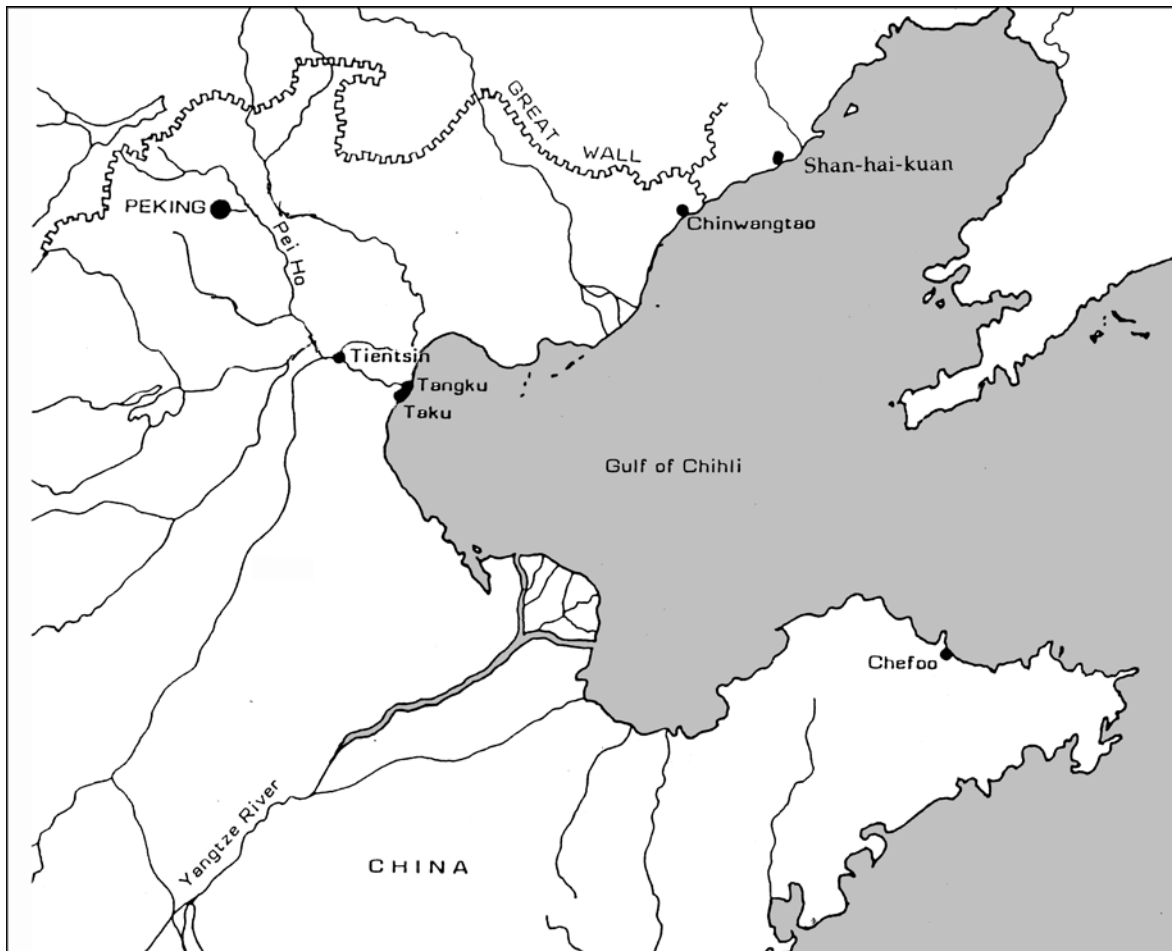


Figure 5 Map of north China during the Boxer Rebellion. Note the location of Chefoo, site of a key U.S. consulate. Ching-wan-tao and Shan-hai-kuan are seen on the coast northeast of Taku.

“not even a roadstead” and Ching-wan-tao wasn’t much better. Humphrey did feel that Ching-wan-tao was preferable, since mail could be carted to a railroad six miles away for dispatch to Tientsin. But without a surfboat with which to bring mail ashore, he cautioned, Ching-wan-tao would not be a workable site. The taciturn Adna Chaffee continued to study his options.

Chaffee outlined more definite postal plans in his November 21st cable to Henry Corbin. The American commander reached an agreement with the Chinese Imperial Post Office whereby the Chinese would handle the mail for American forces in China, on a temporary basis. Chaffee directed that all mail for the U.S. consulate at Chefoo and his forces should be sent to Shanghai where the Chinese would take control. The Imperial postal system planned to send two mails per week to Chefoo and Ching-wan-tao. Chaffee settled on this arrangement grudgingly, and still search for other alternatives.

General Chaffee reiterated his request that Washington charter a ship to carry mail directly from Nagasaki to Chefoo and on to Ching-wan-tao. He asked that the ship would have a 14-foot draft, could travel at 12 knots and would have accommodations for a few 1st-class passengers. Charles Humphrey felt such a ship could be found at Shanghai or Hong Kong. If a suitable ship could be found, Humphrey eagerly suggested that the U.S. could establish a post office at Ching-wan-tao. He reminded Chaffee that other countries, notably the Japanese and French, operated postal stations there. Chaffee finished his message to Corbin with the hopeful statement,

We wish our mail sent to Nagasaki and semi-monthly service by our own vessel from there to Ching-wan-tao. Upon receipt information proper vessel chartered, will make arrangements delivery of mail to Ching-wan-tao and on to the American garrison in China....

The idea that American mail would be sent to Shanghai for Chinese postal management was not a popular one with everyone in China. The U.S. consul at Chefoo, John Fowler, was especially angered (*figure 6*). Fowler, an ardent critic of the Chinese post office, had vehemently blamed them for cable disruptions between Peking, Manila and Washington during the previous summer. The outspoken diplomat had no choice but trust the Chinese post office’s competence, especially since his own mail delivery depended on them. (*figures 7 & 8*)



Figure 6 John Fowler, U.S. consul at Chefoo, China, during the Boxer Rebellion. He was critical of the Chinese Imperial Post Office and was angered by the mishandling of cables from Washington and Manila to the U.S. command at Peking during the summer of 1900.

Fowler’s letter proved that the temporary system worked. It was mailed at Boston on Christmas Eve, 1900, and was addressed to Fowler at Chefoo. The letter was first handled by the U.S. Postal Agency on January 23, 1901. The Shanghai post office processed it on January 25th, and the Chefoo post office received it on January 27, 1901.

Communications between Peking and Washington continued throughout December, 1900, as leaders sought a permanent postal solution. On December 10, General Chaffee cabled Adjutant-General Corbin that mail arrangements remained unsettled, and Charles Humphrey was still trying to charter a boat to carry mail from Nagasaki to Chefoo and Ching-wan-tao. But on December 18th, Chaffee’s plans were dashed when the Secretary of War disapproved the purchase of a mail boat.

Chaffee was told to make arrangements with Japanese transports to carry the mail each way on a semi-monthly basis.

Thoroughly frustrated, Chaffee ordered his quartermaster chief at Nagasaki, Colonel John McEwen Hyde, to make any reasonable arrangement with the Japanese to carry the mails. (*figure 9*). Although sympathetic to the American problem, the Japanese refused to enter into any formal contract. Chaffee reported this development to Henry Corbin on December 18th.

But suddenly the picture brightened somewhat. Hyde reported that although the Japanese were unwilling to officially handle U.S. mail, the Japanese assured Hyde that they would carry American mail without

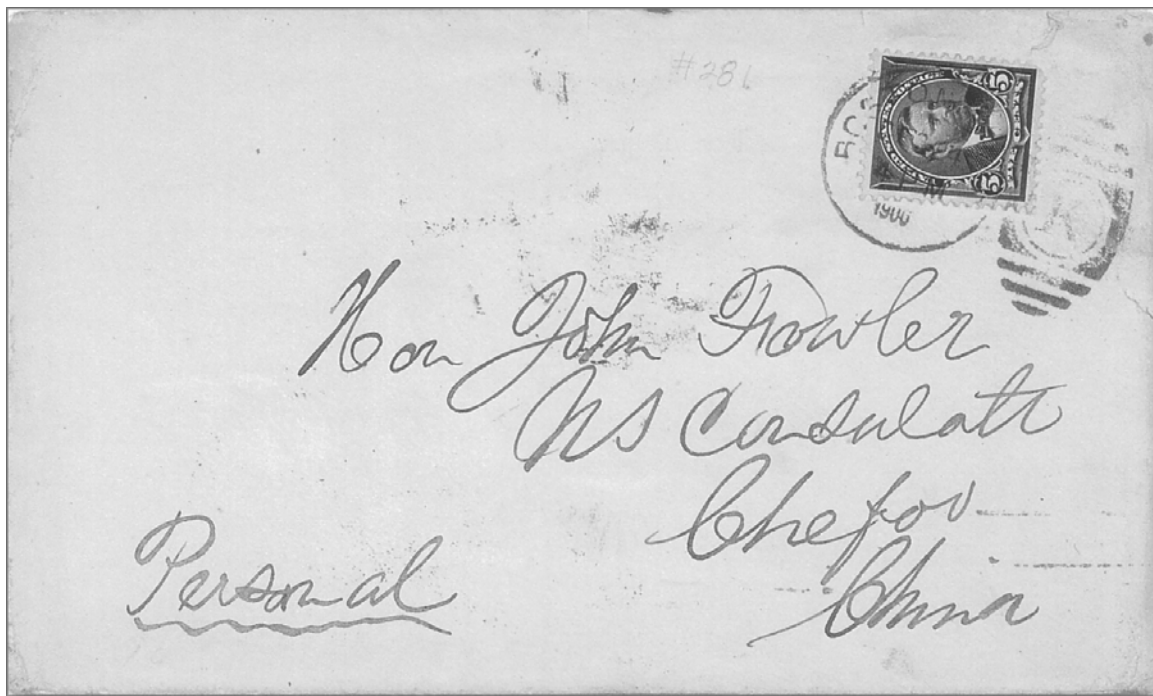


Figure 7 Letter mailed from Boston to diplomat John Fowler at Chefoo, China, during the period when American mail was directed to Shanghai rather than Nagasaki, Japan.

formal agreement. On December 22nd, Chaffee cabled Washington the positive news, adding that he just received the first mail in three weeks. The Japanese landed a huge load of mail at their Ching-wan-tao post office and carted it to the railroad. It was

promptly received at Taku. Although heartened by the gesture, a grateful Adna Chaffee cautioned Corbin that “....I can’t accept this generosity from the Japanese without being able to reciprocate. Am not sure the Japanese will continue it....” He completed the



Figure 8 Back of cover sent to Fowler showing various backstamps. The Shanghai post office promised two postal deliveries per week to the U.S. consulate at Chefoo, China during the winter of 1900-1901.



Figure 9 John McEwen Hyde, officer in charge of the quartermaster depot at Nagasaki, who was instrumental in persuading the Japanese to transport American mail direct from Japan to China.

message with the terse reminder, “....as matter now appears, unless furnished naval or other dispatch boat, we’ll be without mail communication....”

On January 4, 1901, Henry Corbin cabled Chaffee that the Postmaster-General had made a confidential arrangement with the Japanese post office to carry mail to and from the American command. Corbin ended the message, “Arrangement gratuitous, subject to future adjustment.”

The Japanese postal situation was different from the other countries whose troops were garrisoned in China. They did not establish military postal stations for their soldiers, since Japanese troops did not routinely correspond with their families at home except for New Years greetings. Japanese postal outlets in China were part of the Imperial Japanese Post Office (I.J.P.O.) system. This situation may have had some bearing on the decision to assist the United States without formal compensation.

As spring approached, Taku harbor reopened to shipping, and the crisis was resolved. Except for one company of infantry tasked with guarding the consulate in Peking, American troops left China in May, 1901.

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CALIFORNIA

- 1 AFTON, 1910 F 4-BAR ON PPC W/CORNER OF STAMP GONE (87/23) 12
- 2 ALCATRAZ, 1911 VG 4-BAR ON PPC (74-63). EST. \$6
- 3 ALCATRAZ, 1952 VG DUPLEX ON PPC OF SITE (74-63). EST. \$6
- 4 ANNETTE, 1911 F DOANE ON PPC (89-30). EST. \$8
- 5 ARCUCKLE CITY, ca1880 VG CDS ON COVER (2nd KNOWN). E. \$25
- 6 ASILOMAR, 1928 G+ 4-BAR ON PPC. EST. \$5
- 7 BARTLE, 1917 VG 4-BAR ON PPC (06/24). EST. \$20
- 8 BIG SUR, 1948 VG 4-BAR ON PPC. EST. \$4
- 9 CHUALAR, 1907 VG MOT-610 ON PPC. EST. \$5
- 10 CONFIDENCE, 1915 F 4-BAR ON PPC (99/25). EST. \$12
- 11 DOVE, 1913 VG 4-BAR ON PPC (89-15). EST. \$20
- 12 EASTON, 1894 F CDS ON COVER (81-02). EST. \$35
- 13 FIRMIN, 1911 F 4-BAR ON PPC W/STAMP GONE (11-12). EST. \$8
- 14 FORT BARRY, 1912 VG 4-BAR ON PPC (11-18). EST. \$20
- 15 FYFFE, 1908 F DOANE ON PPC (82-13). EST. \$12
- 16 GREENFIELD, 1910 G+ DOANE ON PPC W/L CORNER GONE. \$4
- 17 HALLECK, 1912 F 4-BAR REC'D ON PPC (81-25). EST. \$6
- 18 HARDY, 1910 VG LIGHT 4-BAR ON PPC (02-15). EST. \$15
- 19 IDYLLWILD, 1905 VG LKU RIV-1210 ON PPC. EST. \$4
- 20 IMUSDALE, 1890 LEGIBLE LKU MOT-1070 ON COVER (75-02) \$50
- 21 IRMA, 1913 VG 4-BAR ON PPC (10-15). EST. \$20
- 22 JOLON, 1883 CDS ON COVER. EST. \$20
- 23 JUDSON, 1914 VG 4-BAR ON PPC (09-18). EST. \$20
- 24 KEYSTONE, 1907 F BROKEN DOANE (CORK KILLER) (05-13) \$12
- 25 KIMBERLY, 1910 F 4-BAR ON PPC (07-13). EST. \$20
- 26 KING CITY, 1906 VG DOANE (TYPE 2/10) ON PPC. EST. \$4
- 27 KING CITY/REC'D, 1910 CDS AS SENDING MARK ON PPC. EST. \$5
- 28 KING CITY/REC'D, 1907 VG CDS RED'S ON PPC. EST. \$4
- 29 LANG, 1915 VG 4-BAR ON PPC (81/33). EST. \$6
- 30 LONETREE, 1909 F DOANE ON PPC (00-11). EST. \$35
- 31 MONSON, 1/1/1908 CDS REC'D ON PPC (89-20). EST. \$8
- 32 OWENSMOUTH, 1914 G+ 4-BAR ON PPC (12-14). EST. \$20
- 33 OWENSMOUTH, ca1920 G+ DUPLEX ON PPC (12-31). EST. \$12
- 34 PARAISO SPRINGS, 1905 G+ LKU MOT-2220 ON PPC W/SM TEAR. \$6
- 35 RAINBOW, 1907 VG 4-BAR ON PPC (89-14). EST. \$20
- 36 RATTLESNAKE (BAR), ca1860 VG DC ON CVR W/SM RIP (54-69) \$200
- 37 SAN QUENTIN, 1893 POOR CDS ON WARDEN'S CC. SHORT @RT. 8
- 38 SEASIDE, 1906 G NEW DUPLEX TYPE ON PPC. EST. \$8
- 39 SEMITROPIC, 1907 G+ CDS REC'D & O/S ON PPC (93-13). EST. \$15
- 40 TASSAJARA, 1909 F 4-BAR ON PPC (96-22). EST. \$12
- 41 TERMINAL, 1910 F DOANE ON PPC (98-24). EST. \$4
- 42 WITCH CREEK, 1911 F DOANE ON PPC (93-38). EST. \$6

COLORADO

- 43 ABBEY, 1912 F 4-BAR ON PPC (91-14). EST. \$25
- 44 AMES, 1908 VG DOANE ON PPC (80/22). EST. \$20
- 45 BOWEN, 1911 F 4-BAR ON PPC (03-29). EST. \$12
- 46 DAFFODIL, 1907 VG DOANE ON PPC (96-08). EST. \$35
- 47 GALATEA, 1909 G+ DOANE REC'D ON PPC (87-48). EST. \$6
- 48 GRAYLIN, 1914 VG 4-BAR REC'D ON PPC (10-17). EST. \$30
- 49 HAPPYVILLE, 1911 VG 4-BAR ON PPC (10-22). EST. \$35
- 50 KEYSOR, 1912 F 4-BAR ON PPC (06-38). EST. \$8
- 51 MALACHITE, 1912 VG DUPLEX ON PPC (80-15). EST. \$20
- 52 ROMEO, 1908 F MAGENTA HANDSTAMP FLAG ON PPC. EST. \$35

NORTH DAKOTA

- 53 GRABER, 1911 F 4-BAR REC'D ON PPC (07-14). EST. \$10
- 54 HOWARD, 1909 F 4-BAR ON PPC (06-17). EST. \$6
- 55 OMIO, 1913 G 4-BAR ON PPC (86-14). EST. \$20
- 56 POLAND, 1910 VG 4-BAR ON PPC (06-19). EST. \$20
- 57 STELLA, 1908 F 4-BAR ON PPC (07-12). EST. \$12
- 58 STONE, 1911 F 4-BAR ON PPC W/TONED CORNERS (07-13). EST. \$15
- 59 ZION, 1910 VG 4-BAR ON PPC (99-21). EST. \$6

Railway Post Offices

- 60 ALAMOSA & DURANGO, 1911 G (955-F-3) ON PPC. EST. \$5
- 61 ARK CITY & LINDSAY, 1909 F (930-2-A-2) ON PPC. EST. \$6
- 62 BAKER & PORTLAND, 1921 VG (898-C-4) ON PPC. EST. \$6
- 63 BOS & FISHKILL ON THE HUD, 1902 G (54-M-2) ON COVER. EST. \$5
- 64 CAR(BON)ADO & GATE, 1900 G+ PARTIAL (901-2-C-1) ON CVR. \$16
- 65 CLARKS & PICKENS, 1912 F (NEW TYPE) ON PPC W/STAMP GONE. 5
- 66 CUMB & DUBBIN, 1915 VG (275-M-2) ON PPC. EST. \$6
- 67 DANVILLE & THEBES, 1911 G+ (689-C-2) ON PPC. EST. \$5
- 68 DAYTON & PASCO, 1908 VG (901-5-A-1) ON PPC. EST. \$8
- 69 EL PASO & TUCSON, ca1915 G+ (963-R-5) ON COVER. EST. \$8
- 70 FRESNO & FAMOSO, 1915 G+ LIGHT (992-3-D-1) ON PPC. EST. \$12
- 71 FRESNO & VISALIA, 1907 G+ LIGHT (992-3-C-2) ON PPC. EST. \$6
- 72 HAN & NEW FRANKLIN, 1909 G (809-K-2) ON TONED PPC. EST. \$5
- 73 HAVRE & SPOKANE, 1910 VG (869-BF-2) ON PPC. EST. \$5
- 74 HEMPSTEAD & LLANO, 1912 G+ (474-D-4) ON PPC. EST. \$8
- 75 JOLIET & PEKIN, 1909 VG (722-H-1) ON PPC. EST. \$6

Street Cars

- 76 ARLINGTON & SO BALTO, 1901 F (BA-1-e) ON PPC. EST. \$12
- 77 ROL PARK & HIGHLANDTOWN, 1917 VG (BA-4-o) ON PPC. EST. \$6
- 78 CHI & N CLARK ST/2, 1907 F (CH-1-b) ON PPC. EST. \$6
- 79 CHI & N CLARK ST/3, 1909 G+ (CH-1-c) ON PPC. EST. \$5
- 80 CHI & MIL AVE, 1909 F (CH-6-b) ON PPC. EST. \$4
- 81 CHI & WENT AVE/STREET, 1911 VG (CH-7-c) ON PPC. EST. \$6
- 82 OLIVE CIR, 1905 G (SL-10-a) ON PPC. EST. \$4
- 83 B'WAY NORTH CIRCUIT, 1906 F (SL-13-a) REC'D ON PPC. EST. \$6
- 84 SOUTH B'WAY, 1911 F (SL-15-B) ON PPC. EST. \$6
- 85 SEATTLE & SEATTLE, 1910 G+ (SE-1-a) ON PPC. EST. \$12
- 86 WASH D.C. PAAVE, 1912 VG (WA-1-a) ON PPC. EST. \$20

Minimum Bid \$3.00 please. Phone bids accepted.

CLOSING DATE: June 16, 2004 (10 PM Pacific)

Washington, D.C. Dispatch Postal Markings, 1850-1910

By Carl L. Stieg

This series of articles will identify the postal markings used by the Washington, D.C. post office to dispatch first class mail from 1850-1910. It is an arbitrary period established by the facts that the earlier markings have received significant attention by Tuck Taylor and that my collection extends to only about 1910.

It is broken down into ten year periods and excludes the "free" markings, the full and limited service substations, the numeral duplex cancellations (previously reviewed by the author) and the machine cancellations (thoroughly covered by Bob Payne). Each ten year group includes only the postmarks used during that period to the extent identified by me.

The individual postal markings of 1850-1879 are particularly difficult to separate since year dates seldom appear and a number of similar markings were used simultaneously. In order to identify individual varieties I have found it necessary to identify the following characteristics when appropriate.

- a. Diameter of dial
- b. Wording in dial
- c. Degree of circular arc occupied by the Washington, Washington City, or Washington, D.C. inscription
- d. Position of month (M), day (D), and year (Y)
- e. General size and shape of letters
- f. Distance between stops after 'D' and 'C'
- g. Color of printing
- h. Killer used

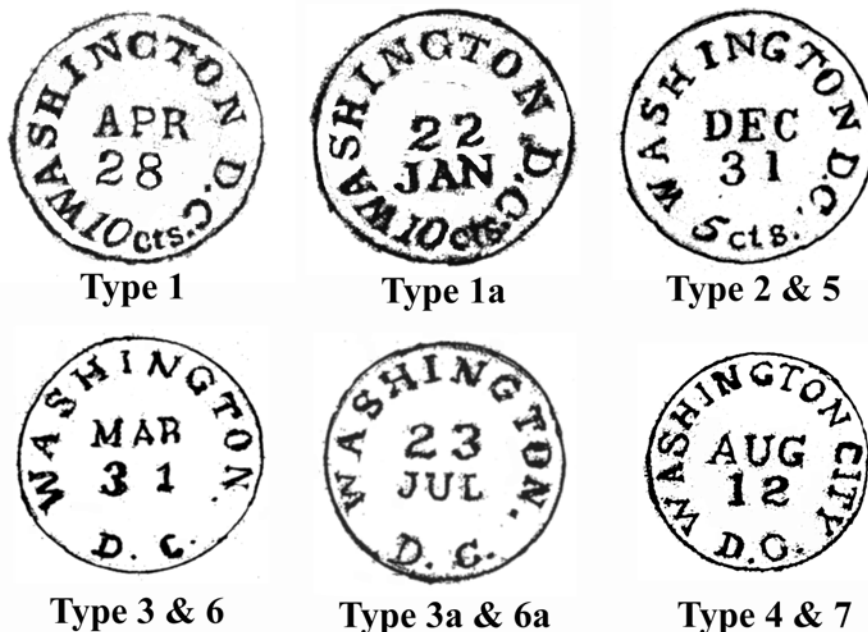


Figure 1 Postmarks P5-1 – P5-7

Postmarks of 1850-1859¹

Type	Earliest Dates Known	Latest Date Known	Diameter (mm.)	Ink	Date Order	Wording
P5-1	23 SEP 49	28 APR 50	32 ½ mm	red	M/D	WASHINGTON, D.C./10 cts,
P5-1a	22 JAN 50				D/M	As P5-1
P5-2	20 MAR 50 -	31 DEC 50	33 ½ mm	red	M/D	WASHINGTON, D.C./5cts.
P5-2a	28 MAR ?			red	D/M	As P5-2

Postmarks of 1850-1859¹

Type	Earliest Dates Known	Latest Date Known	Diameter (mm.)	Ink	Date Order	Wording
P5-3	31 MAR 51	2 MAR	32 mm	red	M/D	WASHINGTON/D.C., stop after WASHINGTON. 244° of arc for WASHINGTON
P5-3a	_____			red	D/M	As P5-3
P5-4	1 MAR 50	12 AUG 51	29 ½ mm			WASHINGTON CITY/D.C., 274° of arc.
P5-5	27 JAN 51			black	M/D	As P5-2
P5-5a	13 APR 53 -	15 MAR		black	D/M	As P5-2
P5-6	25 MAR ?	30 OCT ?		black	M/D	As P5-3
P5-6a	9 MAR	13 APR 53		black	D/M	As P5-3a
P5-7	22 JAN 52			black	D/M	As P5-4
P5-7a	31 JUL	20 DEC 52		black	M/D	As P5-7
P5-8	3 APR 53		30 ½ mm,	black	D/M	WASHINGTON CITY/DC, 292° of arc no space between WASHINGTON and CITY
P5-9	23 NOV 53	12 JUL 54	32 ½ mm	black	M/D	WASHINGTON/D.C., no stop after WASHINGTON, 240 °of arc
P5-10	9 MAY ?	54?	32 mm	black	M/D	WASHINGTON D.C./5, large space between WASHINGTON and D.C., 300° of arc,
P5-11	4 NOV ?		34 ½ mm	black	M/D	WASHINGTON, D.C., comma after WASHINGTON, 200° of arc, 2½ mm between stops
P5-12	22 DEC 54	9 FEB 55	33 ½ / 35 mm	black	M/D	WASHINGTON, D.C. in double letters, 170° of arc, 9 mm between stops
P5-13	6 JUN 55	19 SEP 55	33 mm	black	M/DY	WASHINGTON/D.C. ('N' closer to center), 220° of arc, 6 ½ mm between stops, M/D/Y, black printing.
P5-14	20-24 NOV 55		33 mm	black	M/D/Y	WASHINGTON/D.C., 230° of arc, 6½ mm between stops
P5-15	22 JAN ?		30 mm	black	M/D	WASHINGTON CITY, 303° of arc, small letters
P5-16	13 JAN ?		31 mm	black	M/D	WASHINGTON CITY, 310° of arc, larger letters, M/D, black printing.
P5-17	31 MAY ?	25 SEP ?	31 mm	black	M/D	WASHINGTON CITY/D.C., 290° of arc, large letters, 6½ mm between stops
P5-18	11 OCT ?		31 ½ mm	black	M/D	WASHINGTON, D.C., heavy letters, 262° of arc, 7½ mm between stops



Type 8



Type 9



Type 10



Type 11



Type 12



Type 13



Type 14



Type 15



Type 16



Type 17



Type 18



Type 19



Type 20



Type 21



Type 22



Type 23



Type 24

Figure 2 Postmarks P5-8 – P5-24

Postmarks of 1850-1859¹

Type	Earliest Dates Known	Latest Date Known	Diameter (mm.)	Ink	Date Order	Wording
P5-19	2 OCT 56	2 AUG 57	33 mm	black	M/D/Y	WASHINGTON CITY/D.C., small letters, 265° of arc, 7 1/12 mm between stops.
P5-20	15 AUG ?		32 mm	black	M/D	WASHINGTON, D.C., 222° of arc, 7 mm between stops.
P5-21	2 AUG 58		33 ½ mm	black	M/D/Y	WASHINGTON/D.C., 222° of arc, 9 mm between stops.
P5-22	2 FEB	2 JUL 59	32 ½ mm	black	M/D/Y	WASHINGTON, D.C., 'D' and 'C' closer together than for P5-1, 225° of arc, 7 ½ mm between stops.
P5-23	12 MAR 59					As P5-18, except smaller D.C.
P5-24	14 NOV ?		31 ½ mm,	black	Y/D/M	WASHINGTON/DC, thick letters, 222° of arc, 7½ mm between stops, (There are 4 M/D/Y unidentifiable digits above the day and it is not clear whether or not they are inverted)

¹No killers are known to have been used during 1850-59, except for the circular date stamps.

It was difficult for me to produce good illustrations of each type because circular date stamps were used to cancel the stamps and most of the envelopes are on colored paper.

It would be most appreciated if readers would furnish copies of postmarks which are particularly clear or for which year dates are known even though they are not in the dial.

Carl L. Stieg, 260 Merrydale Road, Apt 15, San Rafael CA 94903

Moving?

Please try to let us know your new address **FOUR WEEKS** before you move.

La Posta is mailed as pre-sorted bulk material and the USPS does not normally forward our journal.

Send us a note to 33470 Chinook Plaza, Suite 216, Scappoose, OR 97056
or better yet, drop us an e-mail to laposta_cclark@hotmail.com

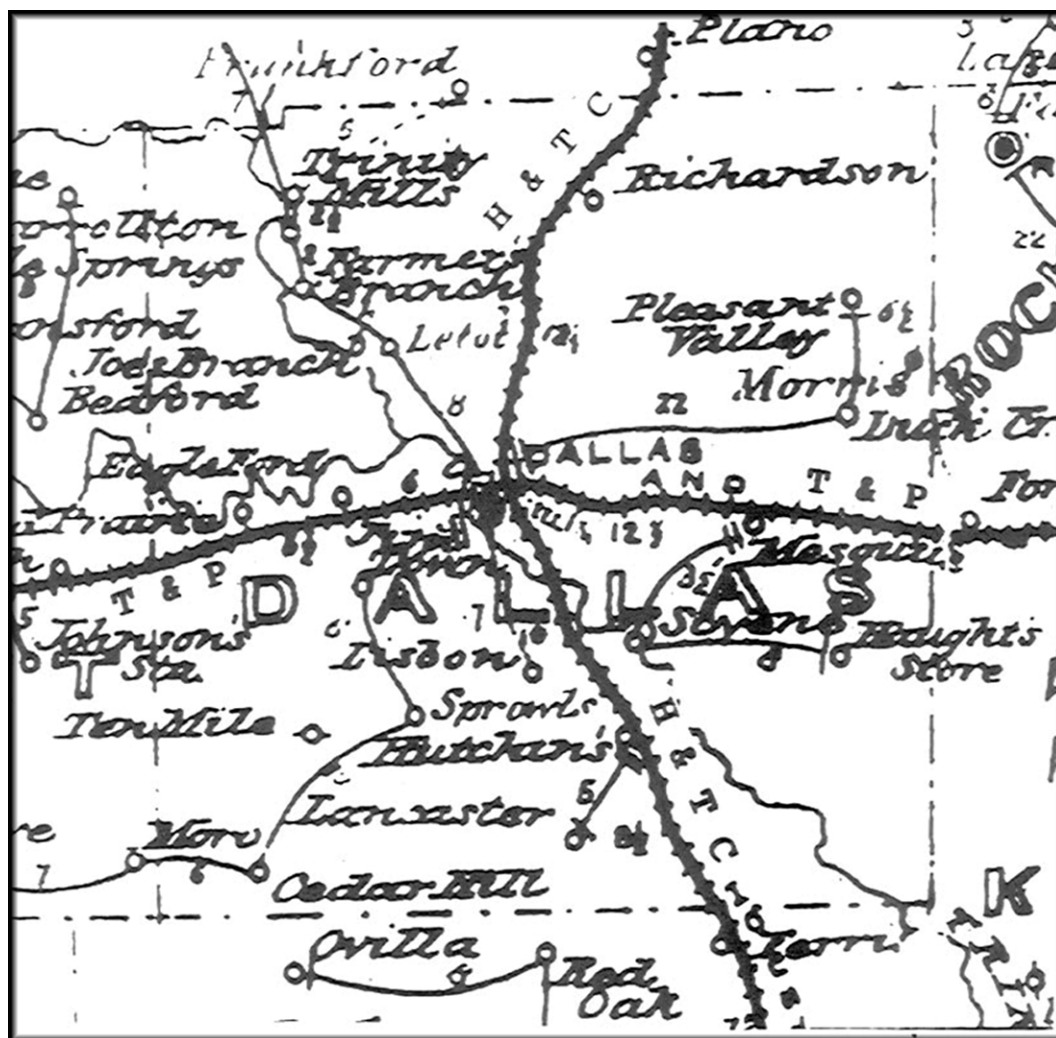


Figure 1 U.S. Post Office Department map of 1881 showing postal routes and post offices of Dallas County.

Early Railroads Bring Changes To Postal System in Dallas County, Texas

by A.E. (Gene) Gaddy

The Dallas County, Texas area was first actively settled in 1844, while Texas was a republic. Dallas became the county seat in 1846, and the town grew in numbers typical for most north Texas county seats. In 1872 the Houston and Texas Central Railway was constructed along the east side of Dallas. This railroad was the first north-south line in Texas. In 1873 the Texas and Pacific Railway became the first east-west line in north Texas. The two railroads crossed at Dallas, and this created the growth to make Dallas the major city in the area. *Figure 1*, showing the railroads in 1881, is from the U.S. Post Office Department map of "Texas Postal Routes."

Houston and Texas Central Railway

Prior to the Civil War the H&TC Railroad had completed construction from Houston to Millican, about 175 miles south of Dallas. During 1867 construction continued north reaching Dallas in 1872 and Red River City, just north of Denison, in 1873. Here it connected to the Missouri, Kansas and Texas Railroad, providing an all-rail route to the north and east. This railroad system completely changed transportation and mail service for the area, as until this time stage lines and wagon companies provided these services. An early H&TC engine is shown by *Figure 2*.

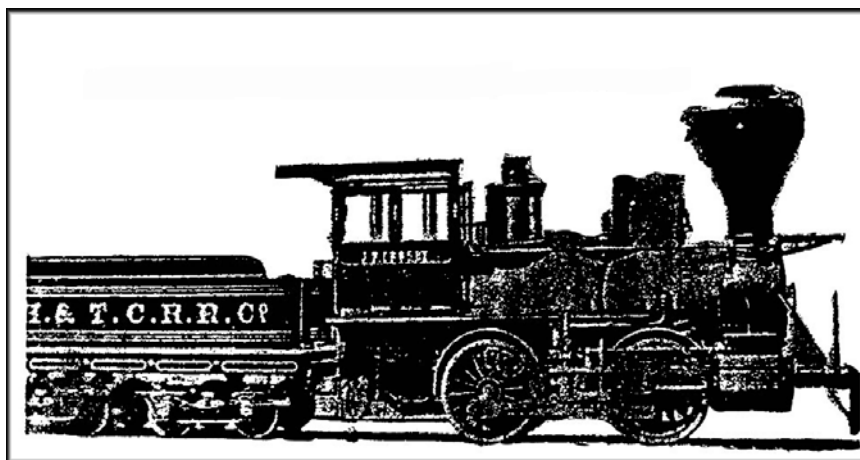


Figure 2 H&TC train engine that was in early use on the railroad.

During its early years the H&TC had a Post Office Department route agent or post office on board the trains. *Figure 3* shows a postal card with an "H.&TC.R.R." postmark. The geographic alignment of the H&TC through North Texas was to provide the lowest cost of construction from south Texas to the MK&T connection, serving only the larger towns in route. To insure the railroad was built to serve Dallas the business community provided cash and free land to the railroad.

The railroad could establish its stations along the route. Two stations established in Dallas County at the time of the construction were *Hutchins* and *Richardson*.

Hutchins

The post office at Hutchins was established on 29 June 1872. The town plat for Hutchins was filed a few days later on 3 July 1872 by the H&TC. This was two or three weeks before the first train reached Dallas about 10 miles to the north.

The railroad's location for the Hutchins station and town was chosen based on topography and mileage to other stations. The topography is high and flat. The station, at a straight section of tract, was about 8 ½ miles north of the Ferris station and 10 miles south of the Dallas station as planned. The station and town were named for William J. Hutchins, President and General Manager of the H&TC.

About five miles southwest of the Hutchins station is the town of

Lancaster. Lancaster was the major commercial community in southern Dallas County and was located on the stage and postal route. The town contained many aggressive retail and service establishments. The merchants of the town were disappointed that the railroad missed Lancaster. At least one Lancaster merchant, Rene P.

Henry, established a store at Hutchins. He became the first postmaster and probably first merchant in the town. Rene, then 22 years old, was the son of Paul Henry, Sr., a major merchant in Lancaster. Rene's brother, Paul, Jr., was at this time the

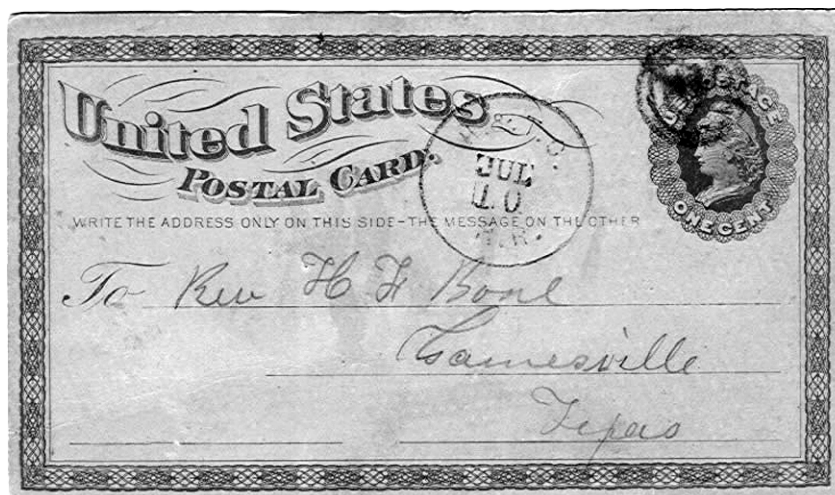


Figure 3 Postal card with "H.&T.C. R.R. JUL 10" postmark. Message headed "Plano July 10." There is no year indicated, but probably 1873-75. See map for Plano location.

postmaster of Lancaster. With the postal route revision from stage to railroad, the Lancaster post office mail came through the Hutchins station.

Figure 4 shows an envelope postmarked at Hutchins on April 29. Both the postmark and "killer" are in a blue-green ink. The enclosed letter is dated April 28th, 1876.

Today Hutchins is an incorporated town with a few business establishments and a population of about 3,000. There is limited suburban residential development.



Figure 4 Envelope postmarked at Hutchins, Texas on April 29, 1876.

Richardson/Breckenridge

The H&TC established the station named Richardson on the railroad about 12½ miles north of Dallas and 6 miles south of Plano. Richardson was named for either E.H. Richardson, contractor for H&TC construction from Dallas to Denison, or A.S. Richardson, a secretary of the H&TC. At this time the town of Breckenridge was located one and one-half miles south of the new station and one-half mile east of the new railroad. A post office had been established at Breckenridge in 1858. It was discontinued in 1868 but was reestablished September 13, 1870 with

Milburn W. Kirby as postmaster. Milburn, then 18 years old, was the son of local farmer James R. Kirby. Milburn may have been employed by one of the local merchants.

In 1930 J.W. Bone, an early settler, gave this account of moving Breckenridge to Richardson. "The railroad put the stage line out of business, and the post office, the hotel, the general mercantile establishment, the blacksmith and the shoemaker moved to Richardson. There is now nothing left to mark the site of the once flourishing village of Breckenridge, which was on the old Floyd Farm."

The H&TC railroad construction at the Richardson station was completed before the end of 1872 and the town plat for Richardson was filed in June 1873. The

moving of the Breckenridge post office to the station site took place about this time. After the move, with Kirby still the postmaster, the post office continued as Breckenridge. The name was changed to Richardson on June 8, 1874 when Charles C. Blanford was appointed the postmaster. Blanford, then about twenty years old, was new in the area and was probably a saddler as that was his occupation in 1880 while living in Hill County, Texas.

On November 23, 1874 Edward S. Voorhies became the second postmaster of Richardson. Post office records show that Wm. E. Clark became the post-

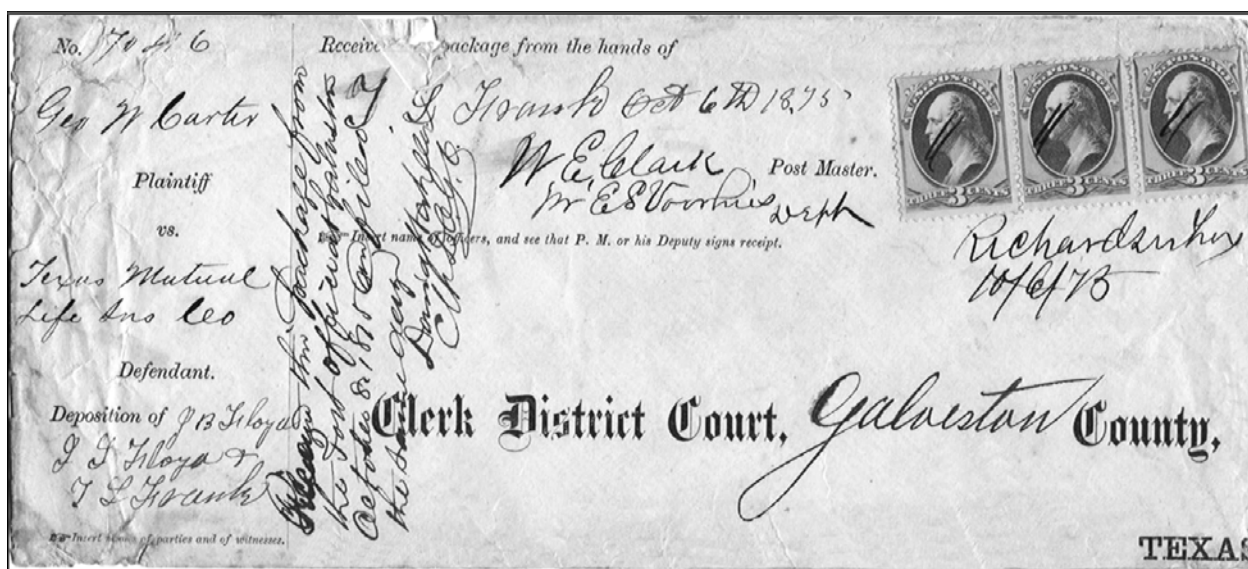


Figure 5 Standard district court envelope, showing postmaster verification, with manuscript Richardson postmark of October 6, 1875. One of the depositions enclosed was that of J.B. Floyd, who was postmaster of Breckenridge from 1864 to 1866.

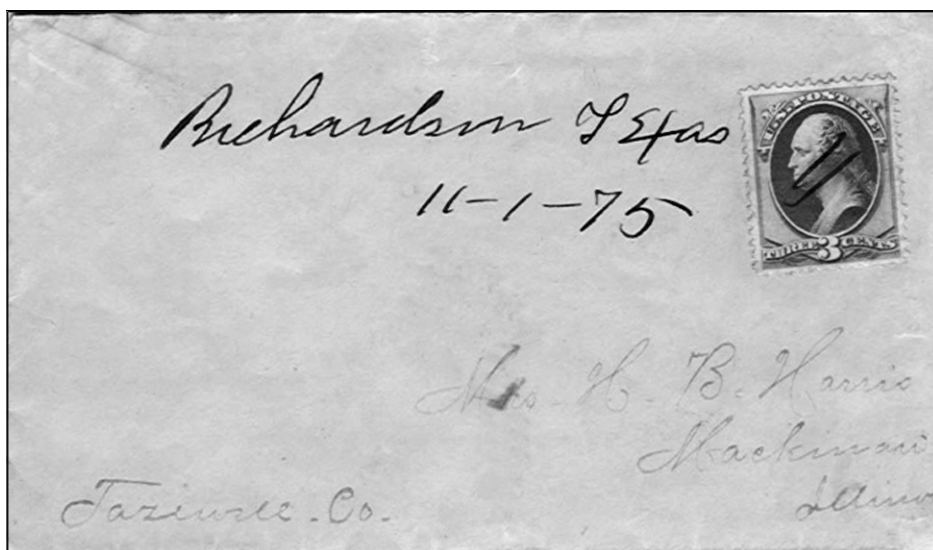


Figure 6 Manuscript Richardson postmark of November 1, 1875.

master on April 12, 1875. Voorhies returned to the position in November 1875 and held the title until April 1876. Figure 5 is an envelope, postmarked at Richardson on October 6, 1875, that contained legal depositions. The item shows W.E. Clark, Postmaster, and E.S. Voorhies, Deputy. This would indicate that Clark and Voorhies were in business together. Various editions of the *Dallas Herald* during 1875 show that Voorhies had a general store in Richardson. Figure 6 is another envelope with an early Richardson manuscript postmark.

Richardson has grown to be a large suburb of Dallas. The city contains hundreds of businesses and office buildings, and the population today is over 90,000.

Texas and Pacific Railway

Before the start of the Civil War, railroad tracks had been laid from Shreveport to Longview, Texas about 125 miles east of Dallas. In October 1872 the Texas and Pacific Railway began a westward extension of the system to Dallas and beyond. On July 1, 1873 the first train from the east reached Dallas. The financial panic of 1873 stopped the westward construction about six miles west of Dallas near the community of Eagle Ford. The three-mile section just west of Eagle Ford had been

delayed because of excessive cost of bridges and fill through the floodplain at the merging of Mountain Creek and the Trinity River.

The first railroad station in Dallas County on the T and P was Mesquite, about eight miles west of the Forney station and about 12 ½ miles east of Dallas. Because the construction had ended near Eagle Ford, a station developed there.

Mesquite

Mesquite, Texas was planned and developed by the Texas and Pacific Railway at its new station. The name came from the nearby North and South Mesquite Creeks and the abundance of mesquite trees in the area. The station location conformed with the criteria for stations. It was the proper distance from Forney to the east and Dallas to the west, the track was straight and the land was high and level.

The town site plat for Mesquite was filed by the T&P with the County Clerk on May 22, 1873, about six weeks before train service was available. The plat included lots for business structures along the rail and lots for residential development adjacent to the business area. An active rural community soon came to exist.

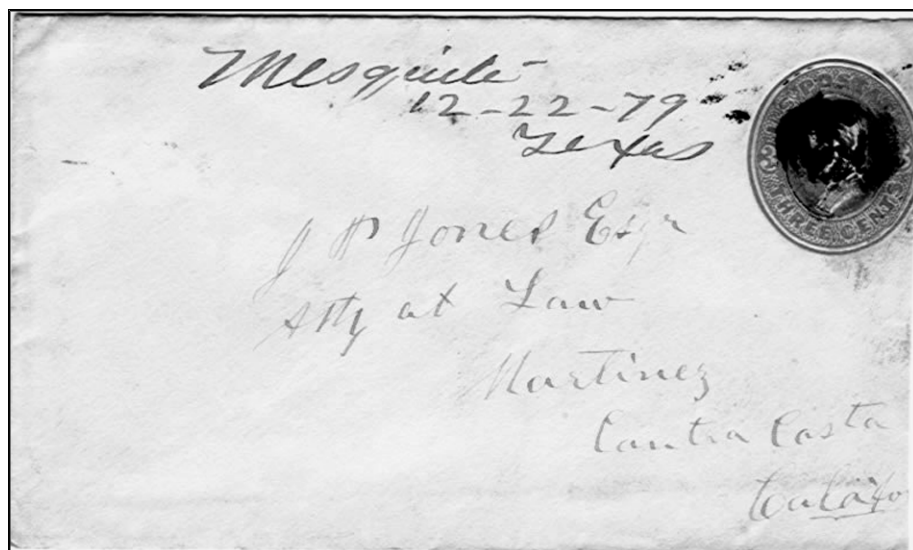


Figure 7 Manuscript Mesquite, Texas postmark of December 22, 1879.

The first resident of Mesquite was Major William Bradfield, a Tennessee native, who was stationmaster for the T&P. On 16 March 1874 the post office for Mesquite was established with Bradfield as the first postmaster. The next two postmasters were not locals and did not remain in the community. The fourth postmaster, appointed 1 December 1876, William L. Knox, was the Dallas County Commissioner for the district. He was postmaster until March 1882. It appears that William let his son, John, take care of the post office duties, as the 1880 census shows John Knox as "postmaster" and father, William, as "county commissioner." *Figures 7 and 8* are early covers from the Mesquite post office.

Mesquite is now primarily a residential suburb of Dallas. The incorporated town includes a large part of east-central Dallas County, with a population of about 125,000.

Eagle Ford

Eagle Ford was not originally planned to be a major station on the Texas and Pacific; but, when rail construction to the west ended here in September 1873, the railroad and one local citizen saw an opportunity.

The first post office at Eagle Ford was established in 1858 in a community about one mile north of the end of the rail. It was named for a ford of the Trinity River near a large eagle's nest. This early post office was discontinued in 1866.

The new Eagle Ford on the railroad actually had a newspaper before it had a post office. The first day of publication for *The Weekly Eaglet* was 6 September 1874. The following is quoted from an article in this issue:

Eagle Ford has many advantages which bid fair to make it the rival of all the little villages of the plain. Its location on which must only be seen to be appreciated—indeed it seems to have been originally designed by nature for a town site.

The land in and around the town is high and undulating. The soil is of the best quality of prairie land, and perhaps there is no better farming country in the

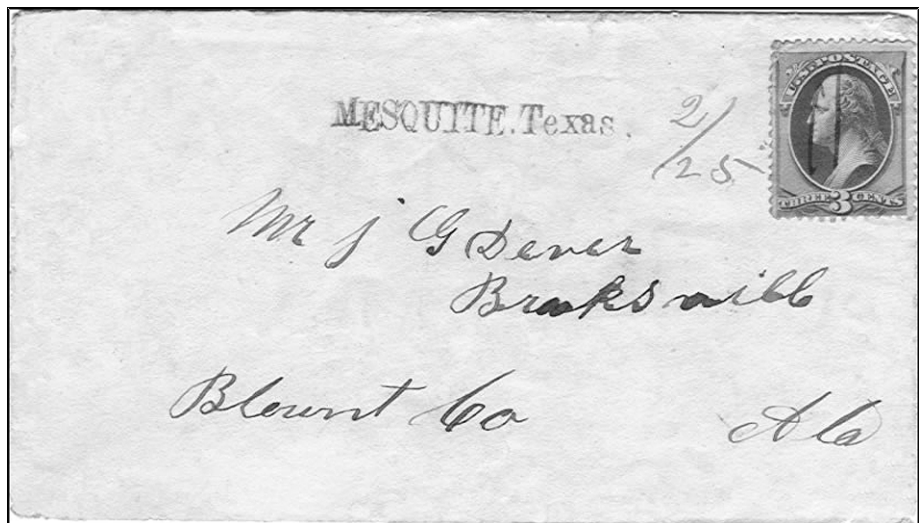


Figure 8 Unusual straight-line Mesquite postmark of possibly about 1881. Circular postmarks for Mesquite may not have been used until 1885.

State. Less than three weeks ago, nothing marked the spot where Eagle Ford now stands, and at the present time there is quite a little city.

Within this short space of time no less than twenty-five houses have been erected, and a number more are in course of construction. All this is due to the railroad progress, and to the enterprising farmers and wide-awake business men of the place.

Much credit is due to Mr. Horton, who is one of the landed proprietors here, and one of the most enterprising farmers in this part of the country, for his liberality and the interest he has displayed in the building up of the town. We congratulate him upon his success and good fortune.

Taking into consideration all the facts in regard to the past and future prosperity of Eagle Ford, we feel confident, and flatter ourselves that ere long being the little berg, as it is now called, will have passed from the village into a full grown town, and thence as rapidly into the proportions and dignity of a city.

The Mr. Horton referred to in the article was James Horton, an early farmer and grist mill operator, who became the owner of over 4,000 acres of land and a developer of Eagle Ford.

During the year before September 1874, this western terminus of the T&P Railroad became a major cattle-shipping town. Commercial activity was mostly related to the cattle business. By the date the post office opened, the town included a hotel, saloon, feed and livery stable, miller, butcher, grocer, and others.

The second Eagle Ford post office was established on 5 November 1874 with the appointment of postmaster Charles B. Horton. Charles, then 19 years old,

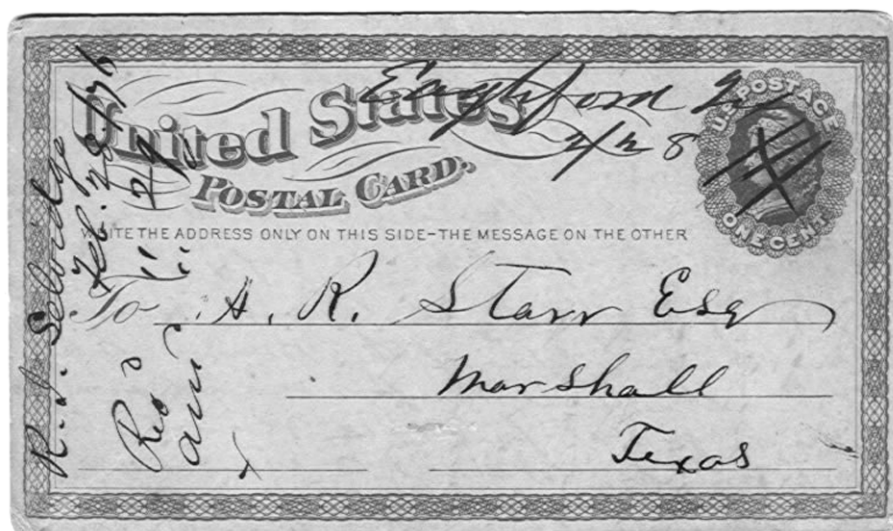


Figure 9 Postal card with manuscript postmark "Eagleford" as one word. All records show name as Eagle Ford. The date of the postmark is Feb. 28, 1876.

was the son of town founder, James Horton. *Figures 9 and 10* are early items postmarked at the railroad Eagle Ford.

Construction of the Texas and Pacific west from Eagle Ford began in 1876. The railroad was completed to Fort Worth in 1878. Fort Worth became the new cattle shipping point, and the importance of Eagle Ford decreased rapidly. By 1881 the only businesses left in town were a general merchant, a blacksmith, a miller, and the post office. The post office closed in 1918. The dream of a city as projected in the newspaper article never happened. Today Eagle Ford is within the city limits of Dallas, and the area is a mix of heavy industry and small homes.

Dallas

Dallas became the dominant town of the area because the two railroads intersected here. In 1870 the population of the town was less than 3,000 and by 1880 it increased to about 10,000. Commercial expansion in the town brought it out of the depression in the south following the Civil War. The effects of reconstruction limited the full growth potential until after 1880. By 1890 Dallas could be called a "city" with a population of over 38,000.

Figure 11 is a map of Dallas prepared in 1875 soon after construction of the H&TC and the T&P. The H&TC curved to be near Dallas and the T&P was

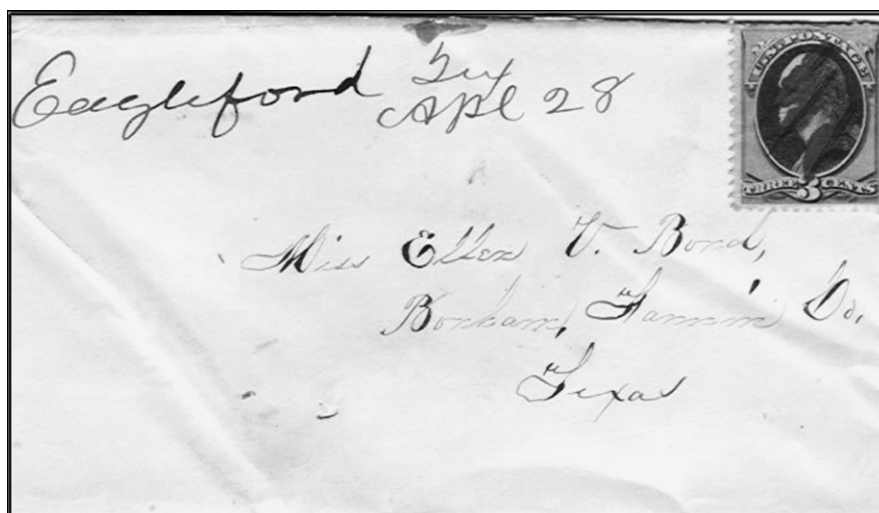


Figure 10 Early Eagle Ford envelope manuscript postmark probably about 1878. Also shows "Eagleford."

allowed to construct the rail along now Pacific Avenue, two blocks north of Main street through the center of the community. Commercial activity related to the railroad first took place on the H&TC south of the T&P and along the T&P near the Trinity River.

Figures 12 and 13 are envelopes carried from Dallas, probably on the H&TC, soon after construction of the railroad. *Figure 14* shows advertisements from the local newspaper soon after both railways began serving the town.

On the H&TC time from Houston to New York is shown as 90 hours; Dallas would have been about 74 hours.



Figure 11 Map of Dallas in 1875 showing the recently completed H&TC and T&P railroads. The original town plat is the area of square blocks on the west side of the Trinity River.

Figure 12 Envelope from Dallas to London, postmarked May 22. This Dallas marking was in use from 1870 to 1875. As the City Bank began operation on June 1, 1873, the year is most likely 1874. The New York transit date of May 27 would indicate a route on the H&TC to Red River City (Denison), Texas and on to St. Louis and New York.

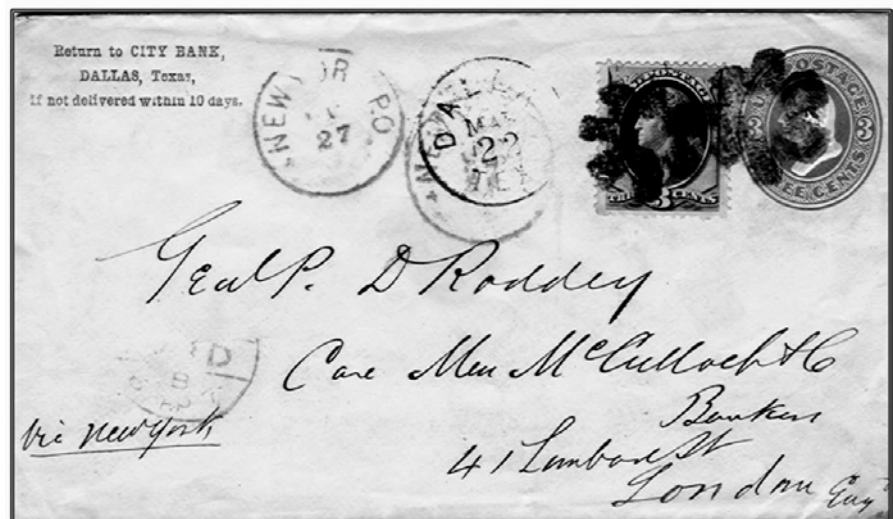


Figure 13 Envelope postmarked in Dallas Jan 11. Based on the postmark the year is probably 1878. The embossed stamp, commemorating the U.S. century, pictures a train typical for this period

HOUSTON & TEXAS CENTRAL RAILWAY.

CHANGE OF TIME!

CONNECTING WITH THE
Missouri, Kansas and Texas Railway
AT
RED RIVER CITY.

Giving an ALL RAIL LINE to BALTIMORE,
BOSTON, CHICAGO, CINCINNATI, NEW
YORK, PHILADELPHIA, ST. LOUIS,
WASHINGTON CITY, and all
prominent points North,
East and West.

Time—Galveston to New York.....2:30 hours
" Houston to New York.....30 hours
" Galveston to St. Louis.....2 hours
" Houston to St. Louis.....1 1/2 hours



ON AND AFTER
Sunday, August 3, 1873,
Passenger Trains will run as follows:

EXPRESS—Leaves Houston daily (Saturday
excepted), at 5 P. M.
Arriving at Austin, 7:30 a. m.; Waco, 8:50 a.
m.; Red River City, 11:35 a. m.; St. Louis, 6:00
p. m.; Chicago, 7:30 a. m.; Louisville, 7:20 a.
m.; Indianapolis, 8:30 a. m.; Columbus, O.,
12:10 p. m.; Pittsburg, 8:15 p. m.; Philadelphia,
9:30 a. m.; Washington City, 7:25 a. m.; Balti-
more, 8:40 a. m.; New York 10:20 p. m.
Returning, leaves Red River City, 4:10 p. m.;
Waco, 1:30 p. m.; Austin, 1:50 a. m.; arriving
in Houston, 12:50 and Galveston, 3:00 p. m.

ACCOMMODATION—Leaves Houston daily
(Sunday excepted) at 9 A. M.
Arriving at Austin, 6:50 p. m.; Red River
City, 9:05 a. m.
Returning, leaves Red River City at 6:30 p.
m. (Saturday excepted); Austin, 6:30 a. m.;
arriving in Houston, 6:45 p. m., and Galves-
ton, 9:45 p. m.

Pullman's Palace Sleeping Cars
Are attached to Express Trains between
Houston and Austin, and Houston and Cor-
denna.
Passengers for Waco must take Express
Train leaving Houston at 3:00 p. m.

THE GREAT FUTURE HIGHWAY OF THE NATION!

THE Texas & Pacific

IS NOW
Open from Dallas to Shreve-
port and Jefferson.

On Monday, August 11.

and daily (Sundays excepted), until further
notice, the

"EAST BOUND MAIL AND EXPRESS,"
will leave Dallas at 7:30 a. m., arriving at
Minneapolis at 12:55 p. m., Marshall at 6:50 p. m.,
Jefferson at 7:10 p. m., and Shreveport at 8:10
p. m.

"WEST BOUND MAIL AND EXPRESS,"
leaves Shreveport at 6:30 a. m., arriving at
Marshall at 9:30 a. m., International Junc-
tion at 10:10 a. m., Minneapolis at 2:10 p. m., ar-
riving at Dallas at 7:10 p. m.

SHREVEPORT ACCOMMODATION.
leaves Jefferson daily (Sundays excepted), at
7 a. m., Marshall 8:20 a. m., arriving in
Shreveport at 11 a. m.

JEFFERSON ACCOMMODATION.
leaves Shreveport daily (Sundays excepted),
at 2:30 p. m., Marshall at 6 p. m., arriving in
Jefferson at 7:10 p. m.

CONNECTIONS.

Stage connections made at Jefferson for the
terminus of the Cairo and Fulton Railroad,
and all the principal points in Northeast
Texas; at Shreveport with the Stage Line to
Monroe, and Boats to New Orleans; at Long-
view and Minnecola with the International
and Great Northern Railroad for Tyler,
Hearne, Houston, Austin, Galveston, and
New Orleans, and at Dallas with the Texas
Central Railroad for all points North and
South, and with the El Paso Stage Lines for
Fort Worth and points beyond.

JOHN T. DICKSON,
General Superintendent.
W. H. NEWMAN,
General Passenger Agent. 1504 & wtf

Figure 14 These advertisements appeared in the Dallas Herald newspaper during August 1873 as Dallas was first being served by both the H&TC and the T&P.

Conclusion

The Houston and Texas Central Railway and the Texas and Pacific Railway were the only railroad postal routes in Dallas County until after 1880. By 1890 construction of six additional rail lines in the county had been completed. This activity eliminated all major stage postal routes within the county.

By 1901 the total railroads serving Dallas County had increased to ten, and the number of post offices on the various lines had increased from five in 1874 to 24. Figure 15 shows the 1901 post offices, railroads and other postal routes. The map shows seventeen post offices in the county not on a railroad. Only one, Desoto, exists today.

Until after World War II the railroads were the main transporter of the mail. Now it has completely ceased in Dallas County. Many of the railroad rights-of-way are no longer used by trains. Most of the H&TC through the center of town and to the north is a highway or is abandoned. The T&P rail has been removed from the central part of the city. Over one-half of the rail that did exist in the county has now been removed.

The impact of the railroads on the postal system in Dallas County, Texas is typical for many other locations in the United States, but there may be a difference. In the older areas of the country railroads were built to serve existing towns and, therefore, post offices. In undeveloped areas the railroads caused the towns and the post offices. Dallas County was influenced in both ways.

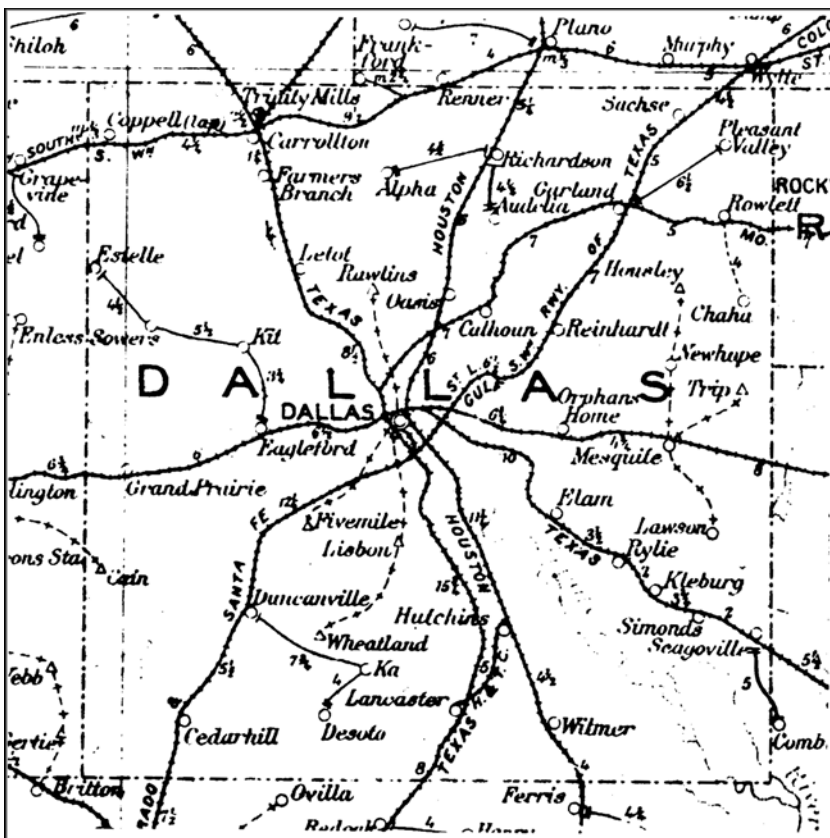


Figure 15 Post Office Department map of 1901-2, showing the then-current postal routes and post offices.

The time when the railroads and the mails worked together in the development of our nation is now past, but it was a major factor in promoting the commercial wealth that we still have today. Study of the history of the changes brought on by this "partnership" can be interesting and enlightening.

Don Tocher
U.S. Classics, Stamps
and Postal History

~ See the many examples at my website ~

www.postalnet.com/dontocher

Vermont Crossroads, Apr 3, Mid-Vermont
 Christian School, Rte. 4, Quechee VT

Philatelicshow 2004, April 30-May 2 Boxborough
 MA Holiday Inn, Booth #63

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Postal History by County Pre-1920

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Southwest Washington Military Postal History



Figure 1 Vancouver Barracks in southwest Washington appears nearly deserted in this 1936 Boland photo. It was not always so, and the post has a rich postal history.

By **Richard W. Helbock**

Most Americans do not think of the Pacific Northwest when it comes to considering the areas of our nation that serve as home to our military and naval forces. Those that do are apt to mention the Puget Sound with its concentration of naval facilities at Bremerton, or perhaps Spokane with its tradition of Air Force bases stretching back to World War II. Very few would think of the southwestern corner of Washington, and yet this small, wet, heavily forested region has a long history of military significance stretching back to times before American ownership and carried on to this day through the existence of a major Army training center at Fort Lewis.

It is possible for a collector of military postal history to document this aspect of southwestern Washington's past through a display and discussion of appropriate postal artifacts. That is the purpose of this article.

Fort Vancouver

George Simpson of the Hudson's Bay Company dedicated the first Fort Vancouver on March 19, 1825. Situated on the north bank of the Columbia River a few miles from the confluence of the Willamette, the trading post was initially considered to be a secondary establishment in the vast trading empire of the

company. The site quickly proved to be a good choice and by 1829 Fort Vancouver had grown prosperous from both local agriculture and fur trading.

Hubert Howe Bancroft published this description of Fort Vancouver as it appeared in 1834:

The fort was not formidable in appearance. It consisted of a strong stockade about twenty feet high, without bastions, embracing an area of two hundred and fifty by one hundred and fifty yards. Within this enclosure, around three sides, were arranged the dwellings and offices of the gentlemen in the company's service. In the centre, facing the main entrance or great gate, was the residence of Doctor John McLoughlin, the governor by courtesy of the Hudson's Bay Company in Oregon, a French Canadian structure, painted white, with piazza and flower beds in front, and grapevines trained along a rude trellis. Near the centre of the enclosure rose the company's flag-staff, and everything about the place was orderly, neat, and business-like. The magazine, warehouses, store, and shops were all contained within the palisades, and during the hours appointed for labor every man attended to his duties, whether as trader, clerk, smith, baker, or tailor.



Figure 2 An artist's view of the British Fort Vancouver as it appeared in the 1830s.

American fur traders and missionaries began advancing into the Pacific Northwest in the 1830s and by the 1840s wagon trains of American settlers were arriving annually from the Missouri frontier. The "Oregon

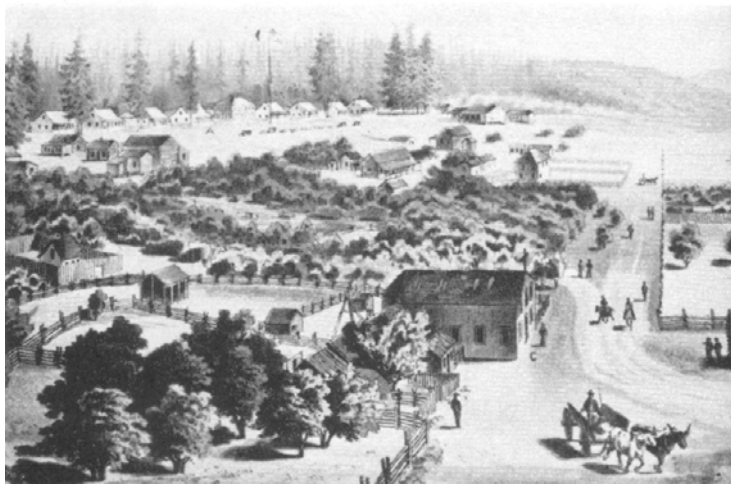


Figure 3 The US Army built Columbia Barracks on the higher ground, a bit farther away from the river. Part of the stockade wall of the British Fort Vancouver is visible at right in this 1850s sketch.

question” flared into an explosive international issue by the mid-1840s, but, fortunately, diplomacy prevailed and in June 1846 Britain and the United States agreed on an international boundary along the 49th parallel. Since Fort Vancouver lies well south of the 49th parallel, that meant that the 200 British personnel then living at the post were soon to be without a home.

Increased contacts between the native American residents of the Columbia and the yearly emigrant parties had devastating effects on the Cayuse people in 1846-47. During that winter the tribe was hit hard by an outbreak of scarlet fever and in the following summer and fall a measles epidemic further ravaged the Cayuse. Some estimates suggest that as many as half the tribe died of these “white man’s diseases.” Frustration, anger and a growing resentment of the foreigners led to the massacre of the missionary doctor Marcus Whitman, his wife and seven others on November 29, 1847. American settlers began crying for protection from the United States, and in 1849 American troops occupied rented quarters at Fort Vancouver.

The Army selected a site for their new military post to be built adjacent to and about 20 feet higher than the Hudson’s bay Company buildings in 1849. The military post was situated just south of the British stockade and trading houses (*figure 3*). The American fort—originally named Columbia Barracks—changed its name to Fort Vancouver in 1853. Troop strength at Fort Vancouver fluctuated considerably from a few hundred reaching a low of only about fifty in 1861. The Surgeon General’s inspection of 1870 reported a mean troop strength of 189 for 1868 and 165 for 1869.

The post was built to house six companies of men and boasted a stately line of officers’ quarters along the northern edge of the parade ground (*figure 4*). The British abandoned their trading post in 1860 with the land around it mostly covered by English and American squatters. The town of Vancouver gradually sprung up along the western boundary of the fort.

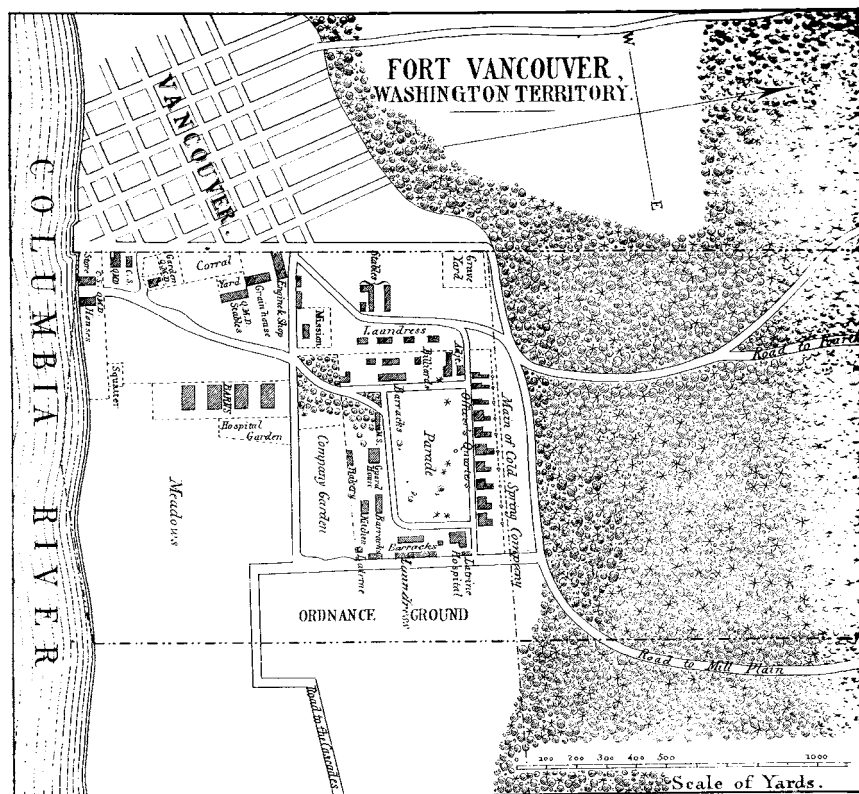


Figure 4 The site plan of Fort Vancouver as it appeared in the 1870 US Army Surgeon General’s Report.



Figure 5 This cover was mailed from a Willamette Valley town to an Army officer at Fort Vancouver in 1865. It was redirected to Fort Colville in northeastern Washington and then back to Fort Vancouver and received two different Vancouver postmarks in the process.

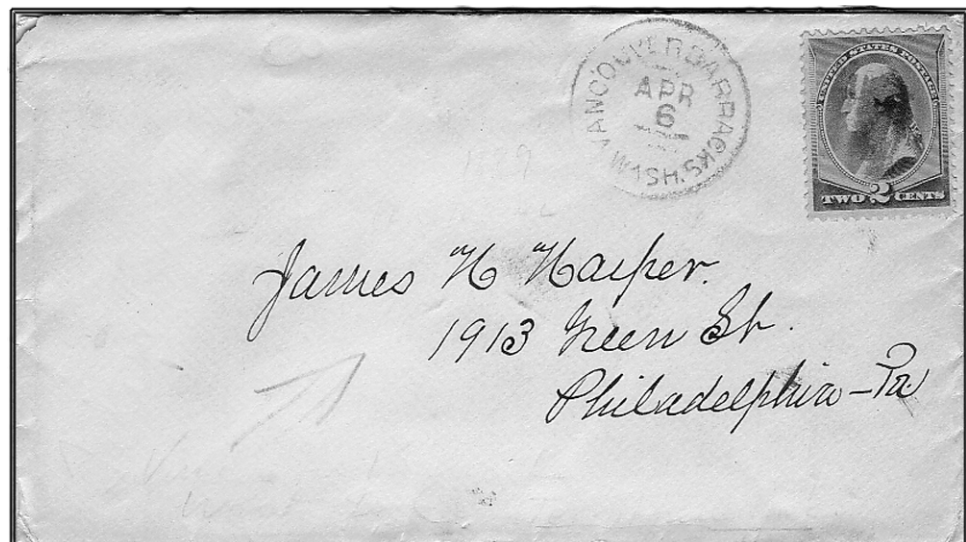
Postal Service was provided by a US post office initially established as Vancouver in January 1850. The name of this office was changed to Columbia City on December 12, 1850, but it was changed back to Vancouver on December 10, 1855. Richard Long reports a Vancouver manuscript dated September 21, 1850, and Columbia City manuscripts dating between April 19, 1851, and December 4, 1854. A single handstamp COLUMBIA CITY / O.T. is recorded with a date of January 21, 1856.

Vancouver handstamps are recorded beginning with a 33½mm balloon dating from September 13, 1856. *Figure 5* illustrates a cover posted at Belpassi, Oregon, on November 7, 1865. It was addressed to Fort Vancouver but postmarked there on November 11th (33½mm balloon) . and redirected to Fort Colville. At Fort Colville it was postmarked and again redi-

rected to Fort Vancouver where it received a strike from the office's new 25½mm handstamp on December 26th.

In 1875 two double story barracks were built on either side of the parade ground. Each had its own kitchen and mess area and the net effect was to greatly improve accommodation for enlisted men. On April 5, 1879, the name of the post was changed to Vancouver Barracks. On November 26, 1884, a separate post office named Vancouver Barracks was established to serve the troops stationed at the post. Postmark examples are recorded by Long dating from March 8, 1886, to March 22, 1889. *Figure 6* illustrates a typical example. The Vancouver Barracks office was discontinued December 15, 1890, with papers to Vancouver.

Figure 6 The Army redesignated Fort Vancouver as Vancouver Barracks in 1879 and a post office with that name was authorized in 1884, but the relatively low volume of mail from the post saw it discontinued in 1890.



The late 19th and early 20th century were peaceful times at Vancouver Barracks. The brief hullabaloo associated with the Spanish-American War did not directly effect the post and life proceeded at a steady routine of mowing the grass, painting the rocks and conducting what the Army euphemistically refers to as *garrison duty*.

With the outbreak of war in Europe in 1914, things began to change. American military planners, like their counterparts in Europe, had begun to recognize the importance of air craft on the modern battlefield. Planes of the day were built of a wooden frame covered with fabric that was sewn by hand—ten stitches to the inch was a standard—and then given “doped” with several coats of lacquer applied manually with a brush. Great importance was placed on using the lightest and strongest wood available domestically in quantity and in the United States that wood was spruce. Spruce forests are abundant along the western flank of the Cascade Mountains of Oregon and Washington, and the Army Signal Corps—the branch charged with military air service until it became a separate organization on May 26, 1918—chose Vancouver Barracks as the focal point of its newly created Spruce Production Division in 1917.

The Barracks polo grounds became the site of a massive Spruce Cut-up Plant operated by soldier labor and capable of producing nine million board feet of



Figure 7 Army troops engaged in signal training at Vancouver Barracks. In WWI the post became a major facility engaged in spruce production for Army aircraft manufacturing.

milled spruce per month. At its peak, some 9,000 men assigned to aviation squadrons were housed at Vancouver Barracks. In October 1918 the plant produced over 28 million board feet. In addition, there were some 19,000 troops assigned to camps scattered throughout the Northwest engaged in logging and shipping spruce logs to the mill.

Other activities conducted at Vancouver Barracks during World War I included the training of three engineer regiments, an officer training school and supervision of shipyard construction at the Vancouver public levee on the Columbia.

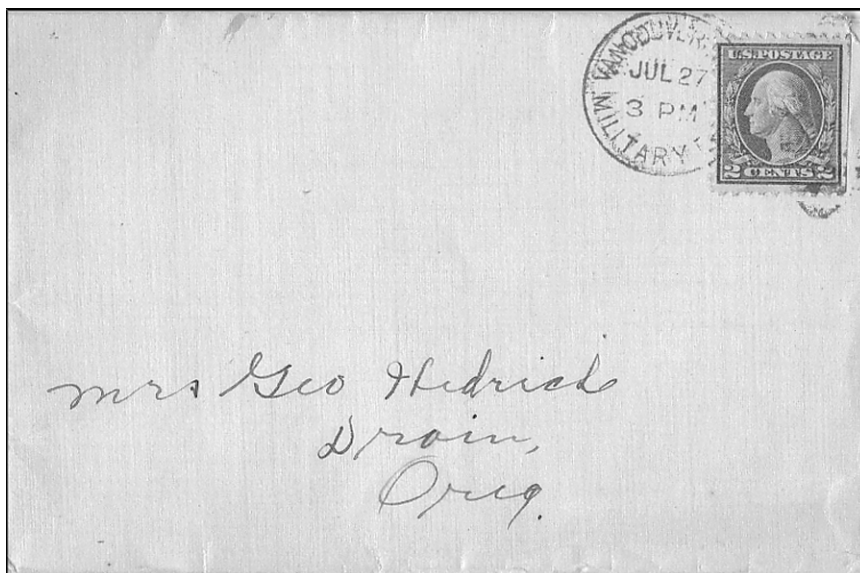


Figure 8 With the build-up of troops for WWI a Military Branch was established at Vancouver to handle the mails.

The postal service in anticipation of increasing demands from the military build-up established the Military Branch of the Vancouver post office effective June 1, 1917. This branch initially canceled mail with a duplex handstamp (*figure 8*) but postal workers were soon overwhelmed with volume and a American Machine Company flag design canceller was introduced to ease the workload (*figure 9*).

A second Vancouver branch was established on March 25, 1918, to handle the growing volume of mail associated with the Spruce Production Division. This branch was called Signal and it used a steel handstamp duplex as illustrated in

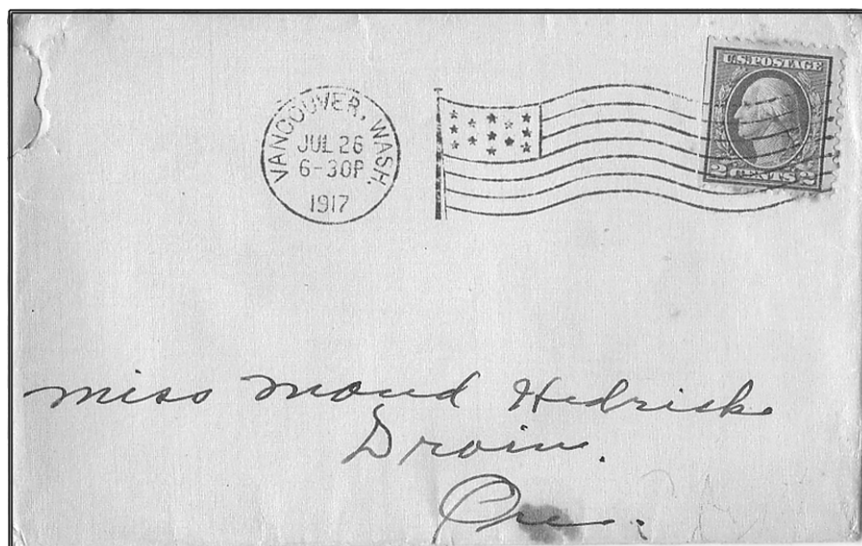
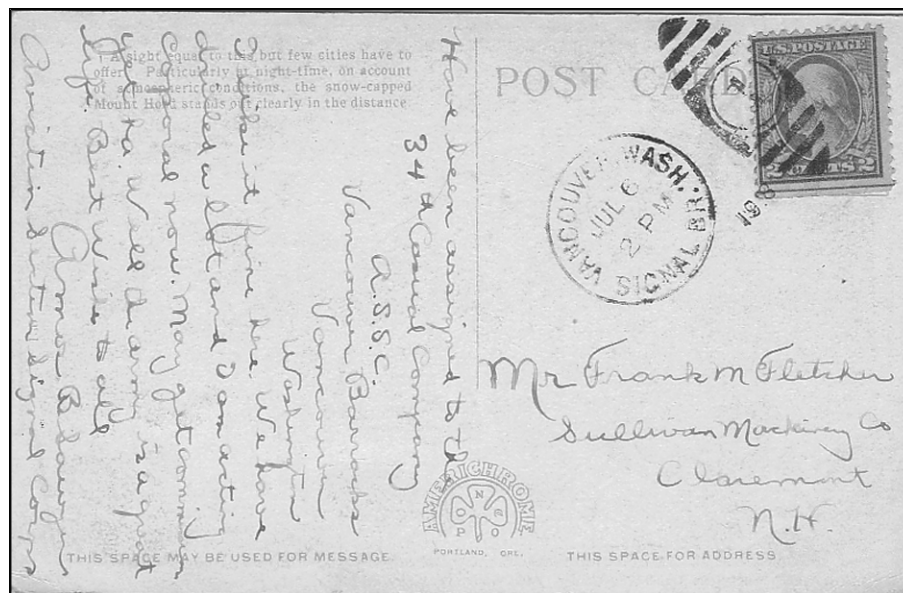


Figure 9 The Vancouver Military Branch was overwhelmed with increasing mail volumes and the American Machine Company flag was introduced in the summer of 1917 to help clerks cancel the mail.

figure 10. Note that the message concludes with an explanation of the sender's unit designation Aviation Section Signal Corps. Make no mistake about it, these Aviation Section workers did not fly aircraft at Vancouver Barracks. They worked in a lumber mill.

America's involvement in World War I was not long lasting, and the Signal Branch was discontinued February 13, 1919. The Military Branch operated on through the summer of 1919, but it was discontinued August 31st. Based upon many years of collecting and auctioning WWI items from Vancouver Barracks, the author believes that surviving examples of mail postmarked at both branches may be considered uncommon to scarce.

Figure 10 This post card was mailed by a soldier newly arrived at Vancouver Barracks in July 1918. He gives his address as 34th Casual Company, A.S.S.C. and explains initials as Aviation Section Signal Corps. This organization operated the massive Spruce Production Cut-up Plant that operated at Vancouver Barracks.



mon to scarce. Signal Branch mail is decidedly less common than Military Branch, and examples of either branch are scarce on cover rather than on post card.

Serenity returned to the leafy streets of Vancouver barracks during the interwar period as the Barracks served as home to a post brigade and a variety of rotating Army units of regimental size. Postal service for the troops was provided by the Vancouver Barracks Contract Station beginning January 1, 1926. In February 1941 the 18th Engineer Regiment arrived from Colorado and took up residence replacing the 7th Infantry Regiment that moved on to Fort Lewis. The U.S. government began construction of Barnes General Hospital in the northwest corner of the post in 1941 and Camp Hatheway, named for the barracks' first commanding officer, was built in the area of the present Clark College. The camp and Vancouver Barracks were under separate command for several months (figure 11).

Japan's attack on Pearl Harbor brought an abrupt end to peaceful pursuits throughout the nation, but, unlike the First World War, Vancouver Barracks did not become a major hub of military activity. In fact, the first impact of World War II saw the 18th Engineer Regiment depart during the summer of 1942 to help

mon to scarce. Signal Branch mail is decidedly less common than Military Branch, and examples of either branch are scarce on cover rather than on post card.

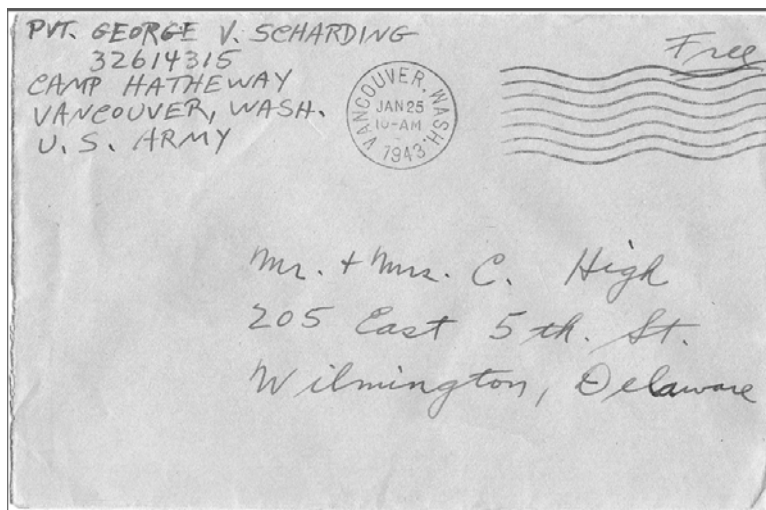


Figure 11 Camp Hatheway was a major troop housing area built adjacent to Vancouver Barracks at the start of World War II.

build the Alaska Highway. The most dramatic impact of the war was the construction of the Henry Kaiser shipyard on the Columbia not far from the fort. During its peak production, the mills employed more than 38 thousand men and women building ships for the U. S. maritime Commission. Many of these workers were new migrants to the Pacific Northwest and the federal government bankrolled the Vancouver Housing Authority to build housing projects to provide rudimentary shelter for the new resident workers. [Personal note: as a child, my family and I lived for three years in a row barracks built for one of these projects. They resembled quite closely the family barracks built for Japanese-Americans internees at the relocation centers scattered across the West—two bed rooms, tiny combined kitchen, dining and lounge area all heated with a small coal-burning stove that also served as the cooker. Plywood walls with tar paper insulation meant the place was always drafty, damp and cold in winter. I can attest that they did indeed provide rudimentary shelter.]

Postal service for Vancouver barracks continued to be provided by the Contract Station until it was closed December 31, 1942. Barnes General Hospital was authorized its own Vancouver Contract Station beginning August 11, 1941. It continued to operate until February 28, 1946.

The Vancouver Housing Authority housing project areas were awarded three separate postal stations to accommodate increased mail flows. Bagley Downs Classified Branch was authorized November 15, 1943 and remained in service until August 31, 1946. Burton Homes Classified Branch also began operation November 15, 1943. It was closed October 15, 1945. A Contract Station named Hudson House Dormitories began operating January 11, 1943. Its name

was shortened to Hudson House Station on April 1, 1944, and it was discontinued February 24, 1946. Postal records indicate that a Classified Station named Columbia House was authorized April 1, 1944 and discontinued April 30, 1944. The author believes this to have been the result of confusion over the Hudson House name change and not an actual functioning postal unit.

Most World War II mail from Vancouver Barracks bears machine cancels from the Vancouver civil post office (*figure 12*). Occasional examples of mail postmarked with the Barnes General Hospital Station utility dater are found (*figure 13*). But the author has never

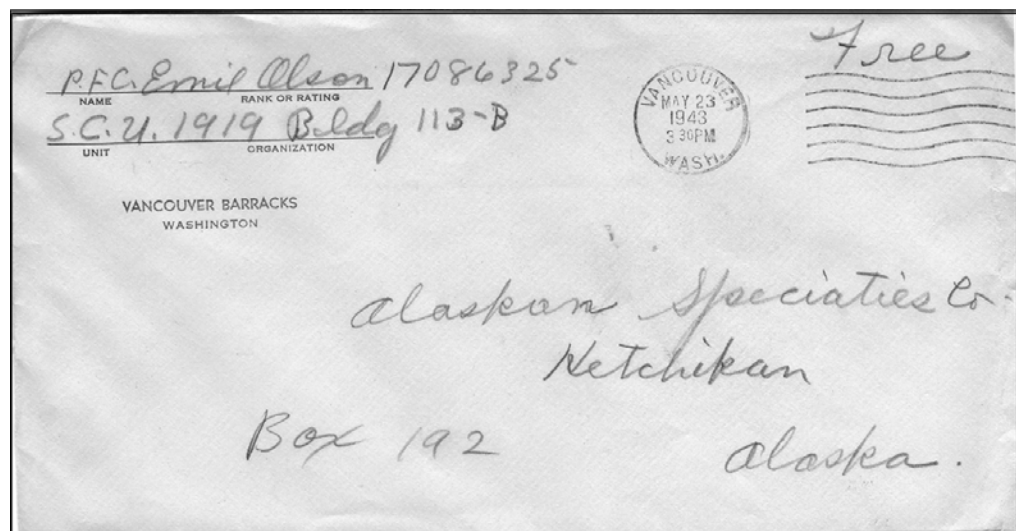


Figure 12 Most WWII mail from Vancouver Barracks bears a postmark from the Vancouver post office as shown on this free franked cover.

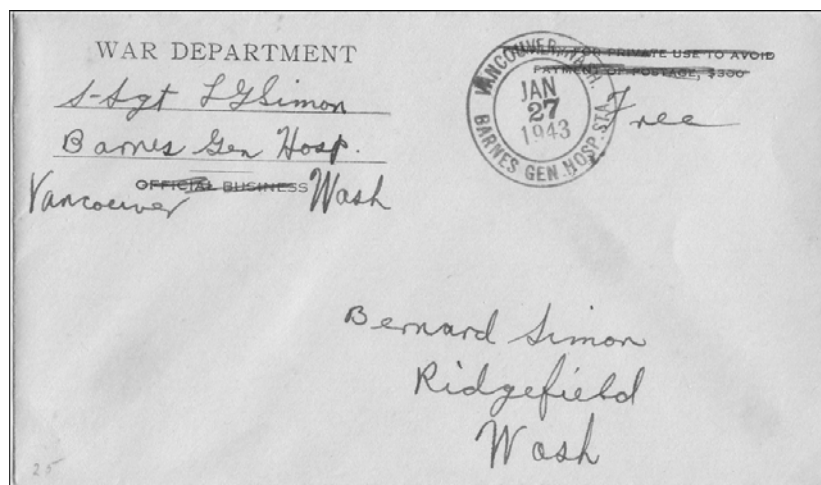


Figure 13 A nicely struck example of the Barnes General Hospital Station utility dater cancels this free franked use of a War Department penalty envelope.

seen personal or commercial mail postmarked with any of the utility daters assigned to the shipyard work

force housing postal units (figure 14). Not only is mail originating from these housing areas believed to be scarce, but that mail that was generated was typically collected and processed at the main Vancouver

post office. The best chance of finding a non-philatelic example of one of these postmarks would be on a piece of registered mail.

After World War II the Government considered closing Vancouver Barracks. The Army turned over the hospital to the Veterans Administration, and decided to get rid of the rest of the barracks property. However, this plan was reversed for 64 acres south of Officers Row, and the site was turned over to the National Guard and Reserves in 1947.

Clark College, Hudson's Bay High School, Fort Vancouver Regional Library, the Marshall Center and Clark Public Utilities now occupy portions of the former military reservation.

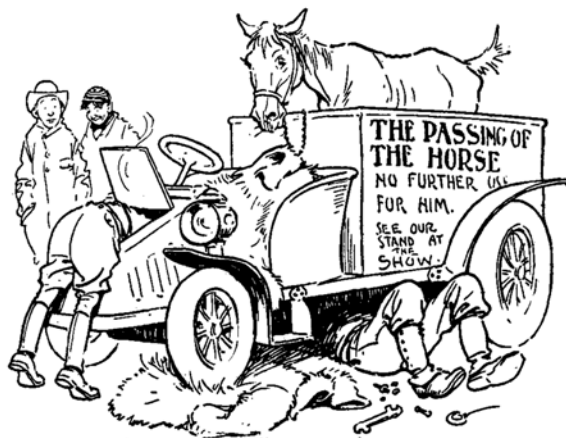
The National Park Service restored part of Fort Vancouver, the former Hudson's Bay Company outpost and the developed an interpretive center. In 1996 it was organized as the Vancouver National Historic Reserve. The Reserve encompasses 366 acres, and includes Fort Vancouver National Historic Site, Vancouver Barracks and Officer's Row, Pearson Field, the Water Resources Education Center, and portions of the Columbia River waterfront.

The Reserve has become a favorite recreation spot for thousands of people from the Portland-Vancouver Metropolitan Area, and it famed for its spectacular fireworks display every year on the Fourth of July.



Figure 14 These handstamps were assigned to Vancouver branch and stations that operated during the WWII era in Vancouver Housing Authority project areas. They rarely appear on personal or commercial mail and are even uncommon on philatelic mail.

Next: Fort Lewis



The John Brown Correspondence, II

by Tom Clarke

This is a brief addenda to the main article written for the January, 2004, *La Posta*. A newly found group of letters was highlighted there that were written between 1710 and 1718, to the Brown trading firm of Liverpool, England. Because most of the approximately 54 discovered letters were written from the youthful colonies, they were commended as valuable social and postal history documents.

Following that article several collectors made contact who were owners of several letters from that correspondence. While little new light can be shed on the writers and their business from these added few, it is a worthy task to present them to collectors.

Some updated information

Impressive in the first article was the sale price of the costliest Brown letter, \$20,000. It was the earliest NEW/YORK handstamp, in fact earliest of any American handstamp in private hands. Despite water stains and paper erosion it reached higher than any of the Brown letters. It was dated November 30, 1710, Siegel Auction Sale 766's lot 4 (line 12 on the letter chart).

However, now we learn that the second earliest example, June 12, 1712, mentioned on line 27 of the same chart, which was sold previous to December 1994, was subsequently sold for more than twice as much as the 1710. It claims bragging rights because it is reportedly the finest of the known NEW/YORK cancels.

Overall, the letter chart has been expanded by five additional dates, and there are several more to come, but one of the contacted collectors is unable to put his hands on those letters for now. It is assumed however that the newly listed dated items may already be listed, except without dates. Recall that some were sold in small lots without dates and other information recorded.

One prominent collector did wish to express an opinion on the comment made in the "contents" section of the chart for the item on line 29 from Newcastle Delaware(?). He feels that "Via Lixa QDC" is not an abbreviation for "Via Lissabona, which God preserve",

i.e., Lisbon, Portugal, but rather refers to Lexa, Algeria, a port in the Mediterranean. He recalls taking notes at one time on this.

Mention is indeed made in the letters to Lisbon as a sometimes destination but not Lexa. Until such time as a letter appears that will corroborate it as a known Brown and Company destination, it seems best to err on the side of conservatism.



Figure 1 4278 The front of the Lisbon 1713 letter to Liverpool: To Mess Jno Brown / & Jno McWilliam / Merchts / In Leverpoole with In all 1 N 10

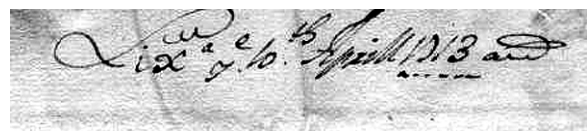


Figure 2 4278c The heading on the Lisbon Portugal letter of April 10, 1713. As a European letter, it is not represented on the previous Brown letter chart. Note the "Lixa" inscription.

Besides, just this year a scholarly tome has described the hostility that the Shores of Tripoli provided to non-Muslims. In the two centuries prior to America's war with the Barbary Pirates (1801-05), perhaps a million or more Europeans and North Americans were taken into slavery by pirates headquartered there, some captured in the Irish Sea and along the American Atlantic coast (Davis, *Christian Slaves ... 1500-1800*). While it is academic for us to discuss, for salesmen of the day it does not seem likely that they would venture into the lion's den.

A James Kennan letter from France

Remember the protagonist letter writers mentioned before, Robert Lidderdaille and John/Jonathan McWilliam? They referred to themselves and their partners or bosses at home as cousin. To them we can add one John Kennan, ship's captain, and perhaps a partner in the firm too. After all, the two former adventurers discussed building their own boat and sailing it to Newfoundland. Their job descriptions seem to have been all inclusive.

Though this letter is not American in origin, it is useful to hear of the complexities that abounded on the European frontier as compared to the relative simplicity of doing business in the colonies over here. The national policies and legalisms developed over centuries are alive in this letter, the continuous wars were mere shadows in America. But forget wars, think of the horror of a country where there is "...neither ale wine Cider nor beer so that our only drink is Water!"

He needs money to continue business but sees difficulties getting it, much less even acknowledgment via a letter—that will cost more money—if he will receive it: "you must order some friend in holland to pay the postage and forward it." Happily for postal historians, he explains that this letter will go from his temporary abode in France "by water to Holland and from thence by post" to London.

Morlaix, 9ber 13th 1710

Dr Freind

I have been here since ye 16th June as I Informed you formerly brought up by a privateer on Suspicion of our? pass? in ye Sink? bott? att Cadiz loaden with 192 pipes of olive oyle for Havre de grass. We Cast? the privateer before the Admiralls Court and had Jugement for Ship and goods as they were taken but there being so much loss by leakage that we could not repair? them in that Condition which Caused them appeale to ye Kings Counsell but since we have Accommodated all differences the Privateer offered one half of Ship and cargo & to the Ladies of honour to gett her Condemned but I Sent our Spanish Capt to Paris who addressed the Spanish Ambassador who Espoused our Cause. Since our Agreement ye fraughters in our? ?houses? load ye goods again to go to Nantes instead of Havre de grass. Which I offer to do provided they will Insure ye Ship and fraught and advance as much of the fraught as will defray all Charges here. I am in hopes we may get a fraught att Nantes for Dublin which we could not expect att Havre de grass. If not we can load

with Salt. I drew on you some time Ago for £40 ? payable to Messrs Dermott & Paine of Rouen [Rennes?] which I hope you have Complied with which please advise me of directing to me to their Care in Rouen [Rennes?] but you must order some freind in holland to pay the postage and forward it. I have been att much charge in Maintaining a Spanish Crew since my Arrival for in 14 days after we were all Turned out of ye Ship & all we that were Engl or Scot were made prisoners. Since I am clear of ye prison we keep house and buy Our? provisions. It hath been my hard fate to be unfortunate in all ye steps of my voyages since I left you though I have had as good prospects as any Man. Neither have I spared pains nor labours for any thing that might promote the Interest. but must Submit to ye good will of God by whose unErring hand all human Actions and projects are blessed or blasted. We are gott into a poorCursed Countrey which affords Neither ale wine Cider nor beer so that our only drink isWater. theres no thing troubles me more than that I cannot keep a Correspondence with my freinds this goes hence by Water to holland and from thence by post. I am sorry for Mr Anthy Booth by whom I have both lost a freind & Money As I am informed by Mr Lawrence fowles who lately went a prisoner to Denan. I have wrote to My Bror Crosbie and Mr Dixon by the same hand and am now in hopes of hearing from you. pray give my humble service to all my kind freinds with your Mr Edger & Lady if with you Mr Low & Mr Crosbie and ladies to Mr Cunningham & Mr Smalle and to Mr Nicholson & pray God Send us a happy Mailing which I never in my lifetime so much longed for. I am with my sincere respects to your self Dear freind
your assured freind and Comerade

James Kennan

The Two Sides explanation

One of our recent collector contacts lives in England and has acquired his own handful of Brown Company letters. The above Kennan letter is one of them. He was able to answer a nagging question about the extent of the Brown trading operation when he offered the Two Sides of the Atlantic explanation

The original finder-dealer carefully had planned his dispersion of the letters. The American colonial would be sent to New York for the higher prices he felt they would generate. Though Europeans might have paid equally high prices for such rare items, his theory, valid or not, certainly worked.

The European-origin letters (mention of which was unpublished before this) would be offered at much more bargain rates in England. He surely understood

that though 1710 is vastly “ancient” and exceptionally rare to collectors on this side of the “pond”, such dates are merely antique to our cousins on the other.

Our British collector has three of the Brown colonial letters charted last time, including the above letter from Newcastle “via Lixa” (chart, line 29). The others are from Kent Island, Maryland, June 1710 (line 7), and from Philadelphia, May 1711 (line 19).

The Kent Island, 1710, has no postal markings, and was certainly carried by private ship to England, possibly [probably?] direct to Liverpool.

The 1711 has no US postal markings, so must have left North America on a private ship, but had a UK 1s 6d packet rate applied in the London Foreign Office. The letter was then handed to the Inland Office who crossed out the 1s 6d and replaced it with 1s 10d to include 4d postage from London to Liverpool. I had been in doubt about which UK mail packet service was referred to by the 1/6d rate, thinking it might have been the West Indies packet to Falmouth.

However the Newcastle [1710] letter, which has similar rate markings [and assuming the seller’s description is accurate] suggests that the letter may have gone from America to Lisbon by private ship, and then was carried from Lisbon to the UK on the Lisbon-Falmouth Mail Packet. I’ll have to read it before I can be any surer. I do think the Lisbon route is the more likely of the two.

How many?

The initial seller confided to our friend that the total number of letters in the Brown correspondence was not in fact the 54 we had listed, but ‘about 100’! What accounts for the remaining 45+? These are the letters that originated in European waters and on the Continent, Ireland, etc. With just over 50% derived from North America —assuming the dealer is indeed being candid this time— then there should not be many more American colonial letters ex: Brown to be found . . . maybe.

He continues,

Quite a few of the letters to Brown are from Ireland and from within England, and are not written by Lidderdale or McWilliams, but by local merchants, traders, etc. Most of the dozen or so letters that I’ve seen from European ports to Brown were written by James Kennan, ship’s captain. His ship was almost certainly owned by Brown, probably in partnership with the others you mention [McWilliam and Lidderdaille].

According to the source, there seem to have been *four* Brown and Company destined covers with NEW/YORK handstamps on them! Since the chart via Siegel Auctions lists only two, there must be a several other colonial letters, some very significant, still unaccounted for.

Further comments

Our British writer continues:

The British/European letters, perhaps totaling 40 - 50 items, have never been auctioned as a group over here, so it is much more difficult to collate them. I too am fascinated by these letters but given the limited access I [and other UK collectors] have had to the American Colonies covers, my aim is to try and retrace the movement of James Kennan and his ship[s] around various ports. His letters are more difficult to read than Lidderdale’s or McWilliams, but do have interesting content.

This collector later bought via eBay another Newcastle letter, number 24 on the list. It was rated “1N” (one shilling), which was deleted and replaced by “In all 1/10”. The seller (the original finder-dealer) then added wishfully to the write up that it “may have been carried on the Warren Packet”, meaning the much sought-after experimental Bristol Packet, 1710-12.

Though the ‘In all 1/10’ is correct, our collector says the deleted rate is actually a 1/6 sum, and thus could not have come by way of the Warren packet, for which the rate was a single shilling, 1/-. The 1/6 rate was that of the Lisbon-Falmouth Packet. (Both rates included carriage from the port of entry to London.) Thus the letter did not live up to its wistful billing, was not anything extraordinarily rare as might have been, merely a two-leg trip, America to Lisbon, and then north to England.

The Warrren-Bristol Packet

The dealer’s assertion [and perhaps as a result that of the Siegel cataloguers] was that the existence of a Bristol handstamp on a letter during the period of existence is *ipso facto* enough to prove that the letter was carried by Warren. This is simply not true. Also to be considered are the British postal rates applied to the letter and the dates of the letter, where known.

Next, he calls attention to the facts of the situation, which frankly this writer had failed to follow up — never an easy admission, though understandable when considering deadlines for submission!

Sailing dates of Warren's packets, where known, are published in an article By John J. McCusker, "The New York City and the Bristol Packet", *Postal History Journal*, July, 1968. pp 15-24. The table of sailings is reprinted in *The Postal Letter in Colonial & Revolutionary America* by Alex L. ter Braake, published in 1975 by APRL. I feel this is important because Warren letters would be extremely valuable compared to ordinary ship letters.

The [Brown letter chart] lists four items which are claimed "may have been carried on William Warren's Packet", numbers 8, 11, 12 and 24. Of these I think only no. 12 was carried by Warren - the rates are correct and the dates fit. The rates on 8 are not Packet rates and the sailing dates don't fit. The sailing dates on 11 don't fit, and the rates on 24 are not Warren packet rates, and the sailing dates don't fit.

The British side of the correspondence

Our British collector is partial to collecting Liverpool postal history, so he enjoys speaking on the topic:

Liverpool at this period was a small port with about 7000 inhabitants. Bristol, for example, was a much bigger and busier port. Liverpool's first dock was built in 1715, opening to shipping on August 31st. The first ship to enter the dock was the 'Mulberry' (or the 'Marlborough', depending on which source one uses). Probably both sources are referring to the same ship.

It is interesting, and confirms the smallness of the port, that few of the letters were carried by ships which landed at Liverpool, perhaps only some of those with no postal markings, but it is impossible to be sure.

There is a *Liverpool Rate Assessment Book* from 1708 which has survived, and this reveals that Brown and Edgar [and James Kennan] were living in Liverpool, but McWilliams and Lidderdale are not mentioned. I think Lidderdale was Brown's cousin and, based on rather slender evidence [a letter from Kennan in Liverpool to Gavin Brown, near Dumfries in Scotland, in 1726 - the only letter in the whole correspondence which bears a Liverpool postal marking!], that they were both Scottish. I don't know about McWilliams, but suspect he was Scottish as well.

From our old friends

The 1710 letter is one of the very earliest Brown letters. It shows that the war did come to America, enough to threaten life and limb. Above we men-

tioned Barbary Pirate raids throughout this period on shipping for economic gain as well as for a supply of infidel slaves.

Today, we are constantly asked to rehash ongoing fears in today's world of terror and of the unknown coming from every direction. But can the raw feelings of our friends in their little boat bobbing on the ocean, straining eyes on the horizon to catch a glimpse of friend or foe — flip a coin which — have given them any less strain and stress?

Once landed (and by accident in the wrong place!), they found no ready money or market to sell the few goods they salvaged from the rough water crossing.

Kent Island June 14th: 1710

Gent:

We arrived here within the Capes the 28th: of May being in Company with the Cumberland with whom we joined at Belfast We see a privateer on the 26th of May ytt Chased within the Capes We Exchgd: some shotts together on ye 27th: butt all short: We have have been hard put to it since we arrived to Gett a Sloop and since we Gott one we have had very bad Weather and abundance of rain so ytt: I am afraid we have recd: much Damage in our Goods We are Going to a very dull Market by report of most people But there is Nothing to be had here but [Gold?] ffor there is neither mony nor Good Bills, we are now within a days saile of Bohemia, I have seen my sister but have done nothing Mr: Rounds being aboard and I had only one night with them being In Hast ffor a Sloop Infform Rest iff not with your rqt: I fear I shall do little to purpose wth: them this year please to infform Mr: Nicolson of our Welfare and acqt: him of fears of Damage and doubts of an ill Market pray let us hear from you by all opportunitys and Direct to us at Mr: Hamptons or Mr: Thos: Dasheils in Somerset County Maryland We are in Hast being accidentally put ashore here in our Way rqd and are wth: Humble services to yr: selves and all freinds

Gent:

Yor: Most Humble Servants

Jno: McWilliams

Robt: Lidderdaille

Letter from Newcastle, Md

This double letter, from our old friends Robert Lidderdaille and Jonathan McWilliams, was probably carried from North America to Lisbon by a private ship. From Lisbon to England it traveled by British Mail Packet. Note the nice reference to the Philadelphia mail and reference to post hours.



Figure 3 4277 The Newcastle front, faded and worn through time to Jno Brown in Liverpool England, rate of one shilling-10 pence as rerated in London.

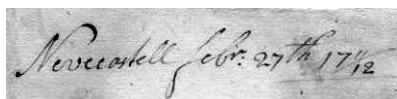


Figure 4 4277a The "Newcastell" heading, February 27th 1711/12.

There is a Bishop Mark for May? on the reverse. The postal markings are "1 6" deleted, and the "In all 1/10" total added in London.

Newcastell febr: 27th 1711/12
Mr John Brown

Sr/ This cums to advis you of my saife arivell at Pottoxon the 22d of Janr~ and heir Last night where I have meet wtt~ Mr McWilliams but have had no time to discours of our Busnes I shall write to the Gentlemen on whom I Bott~ ye Goods advising of my arivell the 22d~ Janr~ I write you of the 12th~ Instant from Pottoxon being I wold not slipe any opertunity for Mr Elwicks bille is dew 6:mo after arivell but all the Rest is 6:mo after advis at which tim I doubt not but you will dewly honor: them pray write us by all opertunatys to Phillada~ at the Post hous; and if you send my goods or letters of concern oblige the Mr. to send them to Bohemia wtt all expedition for I understand ye: letters sent yr: Mr: Hall did not cum to hand for Sum mo nott wtt standing Mr McWilliams had been wtt~ him and on board the Shipe; if you send any goods I aske for a Generall Instruction to send winter goods in the Spring and Summer goods in the winter ells they always cum out of Saison I have not to ade at present save yt I am wtt all Respect to your Selfe and Mr Edgar

your affecttd~ Cusn~ adomd~
Robt: Lidderdaille

pray write my faither and Cus: da:
of my arivell but a tedious pasage
of 17 long weeks

Sr: I Have nothing to add only services to yor:
self and Bros: and all other Enquiring ffreinds The
Goodsyou sent me In ye Eliza: are all sold but yr is a
great many out standing Debts but I Hope to Have
sum pd.In a Little time ye last time I write I aqted=
you of Goods being a Drugg Here. The Bristoll men
His over lockt us so you may Expect poor Returns
Unles a foreign Market favours us in ye Making re-
turns I am wth= Due respects

Sr
Via Lisbon Yor: Humble Servt:
Jno: McWilliams

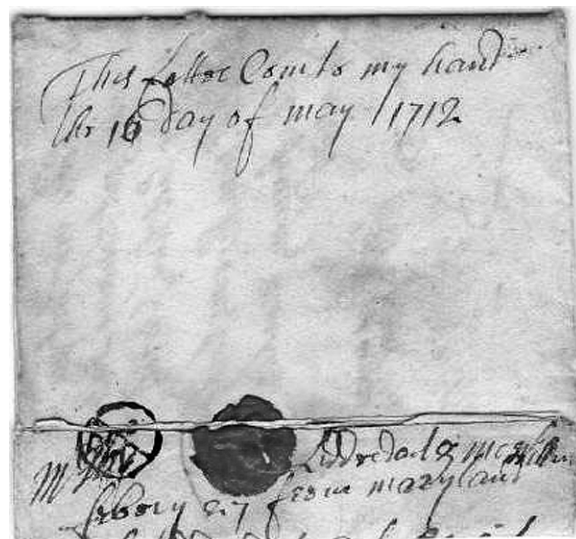


Figure 5 4277c The letter back showing the length of the trip, ending on May 16, 1712, three months, 17 days, surely held up in Lisbon awaiting the tide or sufficient cargo.

Thus, we await more material from the Brown Correspondence to surface. Where are the other two NEW/YORK handcancels? When will a survey of Brown and Company's European-origin letters develop? Will other as yet unknown letters appear from an unlikely source? Will another building in Liverpool or maybe Scotland be renovated or torn down, to expose to the collecting world further fascinating chapters in the Brown odyssey of entrepreneurial adventure and travel? We can only hope.

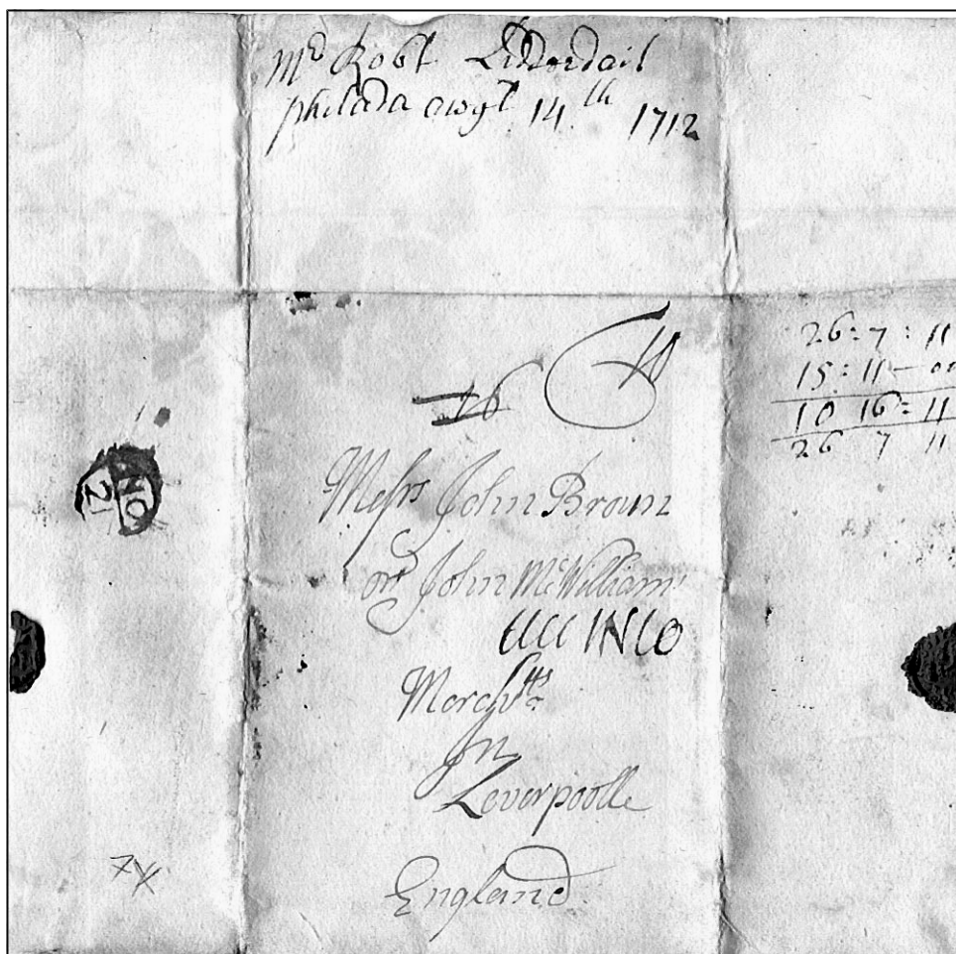


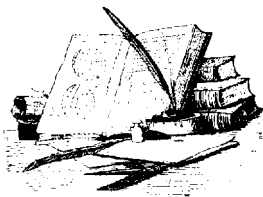
Figure 6 Phila 7120814 Here is the exploded front of one of the uncharted letters from the first article. It probably was already listed there as one of the undated items from the several small group lots. It came from Philadelphia on August 14 and arrived in London on November 21, per the reverse Bishop mark. A very fine letter compared to the normal damp stained condition of many of the remaining letters.

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The Post Offices of Clay County, Kentucky

by Robert M. Rennick

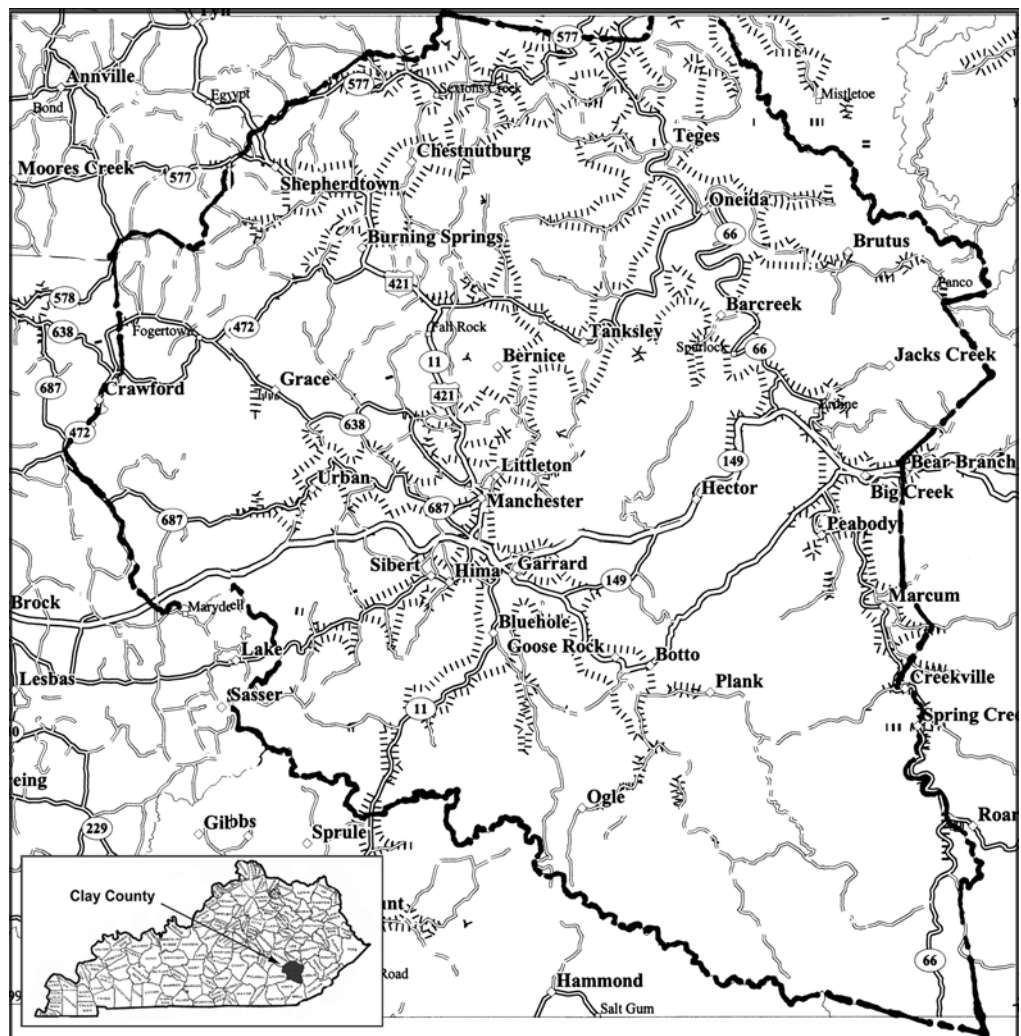
Clay County, Kentucky's forty-seventh, was created by legislative act on December 2, 1806 from parts of Madison, Floyd, and Knox Counties. It was named for General Green Clay (1757-1826), a Madison County landowner and surveyor who represented Kentucky in the Virginia legislature (1788-1789) and served in the Kentucky General Assembly (1793-1808). Included in its original 2,400 square mile territory were all of the future Owsley and Leslie Counties, most of Perry County, and some of Lee, Breathitt, Knott, Jackson, Letcher, Harlan, and Laurel Counties.

On March 1, 1812 Clay lost thirty square miles to Madison County. On May 1, 1815 it lost 120 square miles to Estill County (that later became a part of Lee County) and on February 26, 1921 lost 1,050 square miles toward the formation of Perry County. It lost 130 square miles toward Laurel County's formation on February 13, 1826 and lost fifty square miles toward the formation of Breathitt County on April 1, 1839.

Another eighty square miles were lost to Perry County on January 12, 1843. Another 230 square miles became a part of Owsley when that county was formed on June 1, 1843. Another ten square miles were lost to Perry County on November 22, 1850. Twenty square miles were gained from Perry on December 19, 1850. Ten more square miles were lost to Harlan County on

January 9, 1852 and another ten were lost toward the creation of Jackson County on April 25, 1858. Leslie County claimed 230 square miles toward its creation on April 15, 1878.¹ Except for a few very small adjustments to accommodate local property owners, the county had secured its present 471 square mile area before 1880.

In the hilly Eastern Kentucky Coal Field, the county is drained primarily by the main channel and tributaries (Sexton and Bullsken Creeks) of the Kentucky River's South Fork and that stream's two head forks, Goose Creek and the Red Bird River. Goose Creek's principal branches, including Laurel, Little Goose, Collins, Horse, Beech, and Pigeon Roost Creeks, figure prominently in the county's settlement history and



Clay County, Kentucky Scale approximately 1: 250,000 Base map © 1993 De Lorme Mapping.

economic development. Clay's northwest section is drained by the Rockcastle River (a main tributary of the Cumberland River) and its branches.

The first white visitors to Clay County, like the Cherokee Indians who preceded them, were attracted by abundant game that in turn had been attracted to the large salt reserves in the Goose Creek valleys. The first of the area's salt licks were discovered and developed by the hunter James Collins, the county's first known settler, sometime before 1790 at the mouth of White Branch of Collins (named for him). However, the first commercial salt production was undertaken by Samuel Langford in the early 1790s at what was first called *Langford's Lick* and later the *Lower Goose Creek Salt Works*. Shortly, families including the Whites and Garrads began operating salt furnaces in the Goose Creek area, while Francis Clark and John Gilbert were producing salt in the lower Red Bird valley. By the 1850s Clay County had become Kentucky's leading salt producer with shipments by riverboat and wagon to the Bluegrass and beyond.² During the Civil War, salt production in Clay County was all but ended by the Union Army's deliberate destruction of its major salt reserves and production capabilities.

The county's second industry of any consequence was timbering from 1810 till depletion brought it to an untimely end a hundred years later. Today, however, 61,000 forested acres are in the Daniel Boone National Forest's Redbird Purchase unit. Coal mining was the county's main economic base in the twentieth century but it has been in decline since the Second World War.

As with most of eastern Kentucky, a lack of adequate transportation impeded the county's development till the arrival of the L&N Railroad in 1914 and the construction of the Daniel Boone Parkway in the 1960s. The latter crosses Clay just south of Manchester, the county seat, and now links the county to I-75 on the west and Hazard on the east. Within recent years some light industry (Midsouth Electronics and Kentucky Mountain Industries) has come to supplement mining, subsistence agriculture, and trade and services as the county's economic base, and Clay has a fairly promising future. From 1970 to 2000 a moderate thirty-eight percent increase brought its population to 25,556.

This essay will deal with the 102 post offices that ever operated within Clay's present limits. For our purposes the county will be divided into several geographic areas conforming to the two river valleys and their branches: the main South Fork below Oneida, Sexton Creek, Bullskin Creek, Goose Creek and its branches, Red Bird River and its branches, and Rockcastle River and its Clay County tributaries. Within these areas the offices will be grouped by the neighborhoods they served and then considered chronologically. The offices will be located by road miles from the Manchester post office, eighty-one road miles south-southeast of downtown Lexington (via US 421 from Richmond), or with reference to other offices in their valleys.

Post Offices in the Kentucky River's South Fork Valleys: The Main South Fork Channel below Oneida

One of the Kentucky River's three headwater tributaries, the seventy-five mile long South Fork, drains 736 square miles in Clay and Owsley Counties. Its entire course may first have been called Goose Creek, but by the early nineteenth century the latter name had been restricted to its stretch above Oneida. At this point Goose Creek is met by the South Fork's other head tributary, the Red Bird River. Seven post offices were on several branches of the South Fork's eleven mile stretch from the Goose-Red Bird confluence to the Clay-Owsley County line.

Upper and Lower Teges [*tee/djus*] Creeks join the South Fork from the west, 2 ¼ miles apart at their South Fork confluences. They are said to have been named for a pioneer resident, Adoniram Allen (1734-1838), A New Hampshire-born Revolutionary War veteran who had settled in the area between the two streams by 1807, and was soon maintaining a saw and grain mill to serve his pioneer neighbors. According to tradition, Allen was so particular that his ways seemed tedious to others, thus earning him the nickname "Tedious" or "Tejus" Allen. The creeks were actually identified as Tedious on some nineteenth century maps and later assumed their current spelling. The first Teges post offices were not established till the early 1880s.

The earliest of these, *Narrows*, [Naerz], was operated between June 30, 1881 and December 1887 by James M. Baker just below the mouth of Lower Teges, some twenty miles northeast of Manchester. It was named for the rocky shoal in the South Fork extend-

ing for several miles below Oneida that's said to have been the most dangerous stretch of navigable water in Kentucky. Until the government cut a bypass, water craft often smashed into lateral rocks where they were totaled and their occupants often seriously injured.

On December 16, 1881 Levi Abner opened the *Teges* post office at the mouth of Upper Teges which was soon serving two area flour mills and a school. Shortly after the turn of the century it was moved to the old Narrows post office site. Sometime after the late 1920s it was moved back to the mouth of Upper Teges where, on the present Ky 11, it closed in 1980.

A man calling himself James T. Phelty (1823-1902) brought his family to Clay County in the early 1850s. After Civil War service he returned to Clay County as Felty, and settled on Lower Teges. On February 24, 1926 his granddaughter Leah Felty (through his son George W.) opened the *Felty* post office some three miles west of the *Teges* post office to serve the *Lower Teges* neighborhood. It closed in 1974.

At the future site of *Oneida*, just below the Goose-Red Bird confluence, Levi Combs applied for the *Combsville* post office to serve a steam-powered gristmill and A.B. Combs' store. But it opened, on April 21, 1881, as *Ammie* [*Ay/mee*], allegedly for a Combs family member. By 1892, when *Oneida* was established, *Ammie* had already been moved some three miles west to Crane Creek, a six mile long South Fork branch, above the Teges valleys.^{2A} After several Crane Creek moves, it closed in February 1962 at the mouth of Court House branch, 1 ½ miles up Crane.

The village of *Oneida* [oh/*nay*/duh, oh/*nay*/dee] in the loop of South Fork and Goose Creek, just below their Red Bird confluence, grew up around Lewis Howard's (later Martha Coldiron's) farm. By June 25, 1892, when its post office was established by William Lunsford to replace the relocated *Ammie*, it already had several businesses and a population of 150. Though the community was probably named for the New York State Indian tribe sometime before the post office was established, its post office was inexplicably spelled *Onedia*, an error corrected in 1906 by Mrs. Coldiron, then postmaster. In any event no one today can account for the name's unusual pronunciations. *Oneida* is best known as the home of the famed settlement school begun by the Rev. James Anderson Burns in 1898 in the belief that an educated citizenry would stop its incessant feuding and

live in peace and harmony. First called the Mamrey Baptist College³ it was renamed for the community in 1904. The school, a public elementary school, a clinic (formerly hospital), and the post office still serve this vicinity 14 ½ road (and twenty-two stream) miles below (northeast of) Manchester.

Heading just short of the Owsley County line and flowing northwest to the South Fork, the 4 ½ mile long Newfound Creek [*nu/found*] is believed to have been named by early settlers from North Carolina for several Buncombe County features, or for its having been "newly found", the probable origin of the North Carolina name. The *Newfound* post office, established on March 27, 1907 by John W. Morgan occupied several sites on this stream till it closed in the summer of 1952.

The *Trixie* post office was established on January 26, 1931 in postmaster Jobe Baker's store, just below the mouth of Newfound, and is said to have been named for his dog.⁴ In April 1940 Baker's successor Woodrow Baker had the office moved nearly a mile up the river to a site 3.7 miles below the mouth of Lower Teges, where it closed in April 1966.

From March 25, 1931 through 1933 Mrs. Etta Byrd ran the *Road Run* post office one mile up the 2.3 mile long aptly named branch of the South Fork. Part of the road along the stream, which heads two thirds of a mile northeast of the Felty post office's last site and joins the river across from Owsley County, is now a section of Ky 11.

Post Offices on Sextons Creek and its Branches

The twenty-four mile long Sextons Creek heads 2.7 miles within Jackson County, about a mile above the most recent High Knob post office site, and drains eighteen miles of the north end of Clay County and 3 ½ miles of Owsley County before it joins the South Fork in Owsley County, two miles north of the Clay County line. In the nineteenth century Sextons Creek, named for one or more families there before 1815, extended up its (present) Bray Creek tributary that heads just southeast of Fogertown. Joining it two miles north of Burning Springs was the stream's Right Fork, but now the main Sextons channel.⁵

The creek's name was given to the first of the watershed's eleven post offices though apparently not at the outset. It was established by Henry Clark on May 24, 1828 somewhere in the Clay County section

of the creek, and was first called, curiously, *Section Creek*. On March 15, 1843 Clark had postal officials correct the obvious error, and as *Sextons Creek*, at different locations, it remains to this day. The Lloyds 1863 (Civil War) map shows a community called *Clarkes* (sic) on the west side of Sextons Creek, above the mouth of Little Sextons, suggesting that this was the community then being served by the *Sextons Creek* post office. By the early 1880s this office was the focus of a rural trading center with several stores and area mills, fourteen miles north of Manchester. In 1899 it was moved one mile west to a point two miles from the Jackson County line, probably onto Little Sextons. Most recently the office has been at the junction of Ky 577 (two miles up Little Sextons) and 1350, still fourteen miles north of Manchester.

Two post offices, one of which may have been the re-establishment of the other, were at one or more sites at or near the head of Bray Creek. The first, operated by Andrew J. Sams and Millard W. Ramsey between September 13, 1876 and late August 1878, was called *Potters Choice*. The Potters were a large family who acquired much land in Clay and Jackson Counties in the decades before the Civil War. But whence *Choice* is not known. It may have been someone's choice of a particular post office site over some other or, as in the case of a Shelby County, Texas post office, simply a choice place to live, or one that was chosen from a submitted list.⁶

In the winter of 1881-82 the Rev. Jesse Lewis applied for another *Potters Choice* post office which, in his Site Location Report, he located on Sextons Creek, nine miles west of Manchester, and 5 ½ miles southwest of the Laurel Creek post office (then at the mouth of Falls, now Morgan, Branch of Laurel). It would serve a village of some 600 residents, at least two area mills, and several stores and other businesses. *Potter* was dropped from the name and the office opened, on February 9, 1882, as simply *Choice*. It closed in September 1886 but was operated again by the Rev. Lewis between April 29 and September 19, 1890. It was re-established on March 8, 1899 by Cathern (sic) Cress at another unknown site, over two miles south of Sextons and four miles southwest of the Burning Springs post office, where it closed in June 1904.

On US 421, 1 ½ miles up the 4 ½ miles Burning Springs Fork of Bray, 8 ½ miles north-northwest of Manchester, is the village of *Burning Springs*. A very early settlement, it was named for the ignitable springs

of natural gas, in seemingly inexhaustible supply, discovered before 1800 at several area sites. On January 17, 1888 Lafayette M. Rawlings moved the *Napier* [nay/pyur] post office (established on September 25, 1884 somewhere in the Sextons watershed by John C. Napier) to his store at the *Burning Springs* site and renamed it for the community. The springs are no longer burning, having been captured some years ago by the Peoples Gas Company and piped to other area communities. The post office closed in December 1965, but several churches, stores (including a supermarket), and an elementary school at the mouth of Burning Springs Fork survive.

Susan Chesnut of a well-established area family started two Sextons valley post offices in the late nineteenth and early twentieth centuries. The first, on the west side of Sextons, just south of the Sextons Creek post office, would be called *Chesnut Hill* or simply *Chesnut*, but it opened, on August 5, 1886, as the inexplicable *Dory*. In the fall of 1889 her successor Thomas B. Murphy had the office moved one mile south, to a site eleven miles north of Manchester. After several more moves it closed in February 1912. On May 6, 1930 it was re-established by Albert Craft, and closed for good in November 1933.

On January 12, 1904 Susan established the *Chesnutburg* post office at the mouth of Sextons Creek's Chesnut Branch, 3 ½ miles up the creek from Dory. Over the years a "t" has inadvertently been inserted in the middle of the name of the stream, community, and post office, confusing everyone about its derivation. It was not named for the kind of trees that once grew in profusion throughout eastern Kentucky but for the area's Chesnut family, descendants of pioneer settlers Samuel and Benjamin Chesnut, brothers, there before 1810, and Samuel's sons William, Granville, and Thomas. The office survived till 1985.

William H. Murray's *Adela* post office operated from July 5, 1902 through July 1934 on Bray Creek, some three miles southwest of Burning Springs. Named for his two year old daughter, it served a rural neighborhood later called *Murray* and now known as *Muncy Fork* for its site at or near the mouth of this Bray tributary.

From January 15, 1891 through January 1934 the *Malcom* post office served stores at several sites on (the present) US 421, just east of the mouth of

Robinsons Creek, and a little over a mile west of the mouth of Bray. James H. Clark was its first postmaster. Its name source too is not known.

At the mouth of the Cool Spring Branch of Sextons, less than 3 ½ stream miles from the Owsley County line, Lucy J. Hoskins opened the *Alger* [æɫ/dʒʊr] post office on August 10, 1900. Instead of *Cool Spring*, her first name choice, it was named, allegedly, for an area family of whom nothing is known. After several moves on the 1.7 mile long Upper Fork of the branch, it closed in August 1964 just above the Upper and Lower Forks confluence, one fourth of a mile south of Sexton.

The *Sacker Gap* post office, operated by Cornelious S. Sawyer from April 28, 1928 through February 1935, may have been between the head of Sacker Branch (of Sacker Creek) and Reed Branch of Laurel Creek. Sacker Creek, probably named for an unrecalled family, joins Sextons Creek less than a mile above (south of) Chestnutburg.

William St. John proposed the names *Ethal* (sic) (said to have been for his oldest daughter), *Smith* (a local family), *Poe*, and *Reese* to serve the Little Sextons Creek community of *Ethal*, 2 ½ miles above the Sextons Creek post office. It opened as *Ethal* on August 22, 1890 but closed in November 1893.

It was re-established as *Ethel* by Ulysses S.G. Rice on March 8, 1894, but 2 ½ miles over the Jackson County line, probably on or near Buncomb Creek, a Little Sextons branch early settled by western North Carolinians. In June 1925 Isaac Pennington had it moved back to Clay County, to the mouth of Legeer Fork, one mile south of the county line, where it closed in December 1933.

Later in the 1930s local pressure pushed for the establishment of another post office to serve this growing intercounty area. When each name submitted by storekeeper Willie Bond, including *Ethel*, was rejected, he suggested *Sourwood*, for the famed fiddle and dance tune, and by this name the post office opened on May 15, 1941 in his Legeer Creek store, one mile from the Jackson line, and sixteen miles north of Manchester. On October 22, 1944 Isham Hensley had the office moved back to Buncomb Creek, 100 yards from the Jackson line. For the next few years it moved back and forth between these two streams, serving homes on both sides of the county

line. When it closed in June 1957 it was three miles up Buncomb, 1 ½ miles northwest of the Sextons Creek post office.

To serve the locality of *Ivy* at the head of Little Sextons, just yards from the Jackson County line, Elihu E. Estridge established the *Vine* post office. From July 1, 1902 through June 1957 it occupied several sites at or near the mouth of Falling Timber Branch, most recently one fourth of a mile up this stream and three miles west of Sourwood.

Post Offices on Bullskin Creek

Bullskin Creek heads in Leslie County, some two miles south of the Sizerock post office, and extends for about fifteen miles to join the South Fork across from Oneida and 500 yards below (north of) the Gosse-Red Bird confluence. The mouth of Bullskin was settled in 1801 by Robert (Julius Bob) Baker, Sr. and his wife Elizabeth. Much of this area was later acquired by Francis Clark.⁷ The bull in question is said to have escaped from a farmer's corral and, invading a neighbor's turf, was caught by the latter and skinned.⁸ Others tell the story of the hunter who killed a buffalo bull and hung its skin on a branch of a tree where it remained to be seen by later travelers. Seven post offices served the Bullskin valley in Clay County.

The first of the two post offices named for the creek was at one or more unlocated sites in its valley from November 13, 1855 to May 29, 1857 and February 16, 1858 to January 25, 1859. Washington Roberts was the first of its three postmasters.

From December 30, 1889 through June 1895 the inexplicably named *Pancone* served the *Burnsville* locality, a thickly settled neighborhood around a country store at the mouth of Little Bullskin Creek, 1 ¼ miles above the South Fork. Andrew J. and William P. Burns were its only postmasters.⁹

Pancone is not to be confused with *Panco* [pæn/koh], an office that operated between May 21, 1926 and the winter of 1963-64 at several sites on upper Bullskin, half a mile from the Leslie County line. *Bullskin* itself was postmaster-designate Ida Hensley's first name choice. But *Panco*'s derivation still eludes us. One guess is that it was named, for some reason, for an invented leather substitute.¹⁰

The *Brutus* post office that for much of its tenure between December 7, 1892 and November 22, 1977 served the *Big Bullskin* locality, roughly 6 ½ miles up the creek, was not, as some have suggested, named

by English Literature students at the Oneida Institute. It's been said that James Anderson Burns, the school's founder, was so into Shakespeare, requiring his students to study it, that some suggested naming the new post office *Brutus*. But the school wasn't opened till 1900, sometime after postmaster John Pace had submitted this name. Thus, we have no idea how and why it was applied. For much of the twentieth century the office was at the mouth of Crane Branch, half a mile below its final location and four miles below Panco.

Neither is the name source of *Seth* known. Nelson S. Gay, who opened this office on May 14, 1900, three miles below Brutus, also first proposed *Bullskin*. It closed in August 1933.

Frank Barger (ne 1881) of a prominent Bullskin family maintained the *Barger* post office from July 12, 1911 through July 1913 on the creek, ca. half a mile below Seth.¹¹

The second *Bullskin* post office served a locality called *Fairview*, just above the mouth of Danger Branch, midway between Brutus and Panco. James L. Hatton was its only postmaster from June 24, 1933 through July 1934.

Post Offices on Goose Creek and its Tributaries

Goose Creek joins the Red Bird River at Oneida to form the South Fork of the Kentucky River. Though for most of the nineteenth century the creek was considered to head at the confluence of its East and Collins Forks, its name now applies to its entire forty-four mile length, including its East Fork which heads just north of Paint Gap on the Clay-Knox County line, and half a mile west of the Clay, Knox, and Bell Counties convergence. Forty-eight post offices served the entire Goose Creek watershed.

Manchester, the county's centrally located seat and only incorporated place, is on US 421/Ky 11, twenty-two miles up Goose Creek, and one and a half miles north of the Daniel Boone Parkway. In May 1807 the newly organized Clay County court authorized the establishment of the seat on a ten acre tract at the mouth of Tanyard Branch, half a mile below the Lower Goose Creek Salt Works, and stipulated that it be called *Greenville* for General Green Clay, the county's name source. Another Greenville, in Muhlenberg County, Kentucky, led to the name's replacement in December by *Manchester*, but the derivation of this

name seems to have long been in dispute. The popular notion that it was suggested by Lucy Burnam Lees, the second wife of General Theophilus Toulmin Garrard, for her home town in England is unfounded. She was born in 1825, long after the name had come into use in Clay County, and it's thought she came from Virginia. The more credible explanation is that it was named by its founders, members of the White, Garrard, and Gilbert families, after the development of the nearby salt works, who had envisioned the genesis of an industrial city on the order of Manchester, England. However, due to the region's deficient transportation it remained, for its first one hundred years, fairly isolated from the state's other population and economic centers and never came near to achieving its goals.

The local post office, Clay's first, had been established by the first of January 1813 as *Clay Court House* or *Manchester* with John H. Slaughter, its first postmaster. By the time the town was incorporated on February 6, 1844, its center had moved half a mile north to the area between Town Branch and the mouth of Little Goose Creek where, as a fourth class city with a (Census 2000) population of 1,738, it remains. Its service-trade economic base was recently augmented by a textile factory and a Federal minimum-medium security prison opened in 1992.

From its name, if nothing else, Clay County's second post office *Terre Salis* (salty land) suggests its operation between March 11, 1837 and August 19, 1847 somewhere in the vicinity of one of the Goose Creek salt works. Its only postmaster, Gustavus B. Quarrier, is known to have acquired land on this creek in the 1830s. That's all that's known of it or him.

Three Beech Creek Post Offices

Beech Creek extends for a little less than six miles north to Goose Creek, about half a mile below (east of) the mouth of Laurel Creek. At its mouth was Reuben May's short-lived (August 29, 1849 through July 1852) and inexplicably named *Mount Welcome* post office, six miles northeast of Manchester.

Opposite the mouth of Beech on (the present) Ky 11, James Franklin (ne 1843) and his wife Drucilla (Robinson) Tankersley established the *Tanksley* post office on July 31, 1882. James is said to have named it for his father, the Virginia-born Rev. John M. Tankersley (ne ca. 1810) or Tankisley (the spelling of his name in the 1870 Census)¹². From the late 1920s and maybe through the 1930s the post office was 1 ½

miles down Goose Creek from the mouth of Beech, just below Houchell Bend. By the early 1950s it was back at the mouth of Beech, where it closed in 1977.

The third Beech Creek post office was *Cedral* whose name source is also unknown. It was established on April 10, 1901 with Thomas Jefferson Houchell, postmaster, 3 ½ miles up the stream from Goose Creek and Tanksley. After a quarter of a mile move north it closed in 1905. It was reopened on December 8, 1909 by Lucy Houchell half a miles above its former location, where the present Rte. 3432 crosses the creek, just below Combs Lake and the Beech Creek Wildlife Area (and 3 ½ miles northeast of Manchester.) It closed for good in November 1913.

Laurel Creek Post Offices

This 7 ½ mile long stream, mostly followed by Ky 11, joins Goose Creek three fourths of a mile above (west of) the mouth of Beech Creek, and some thirteen miles below (north of) Manchester. It was named for the abundance of mountain laurel on its banks.

The first post office on this stream was *Laurel Creek*, established on April 21, 1865 by Joseph Hubbard to serve the *Hubbardsville* community at the mouth of Falls Branch (identified as Morgan Branch on contemporary maps), six miles north of Manchester (via US 421). Sometime after 1880 it may have been moved two miles away but had returned to *Hubbardsville* in 1882.¹³ By 1902 the office had again been moved, three miles down the creek (east) to Collins Fork¹⁴ where, in June 1966, it became a rural branch of Manchester, three fourths of a mile up Collins, and closed for good two years later.

From October 15, 1902 through 1918 *Hubbardsville* was again served by a post office called *Caution*. George Hall, its only postmaster, would have named it for his five year old daughter *Cleo* but this name would likely have been confused with the Whitley County post office of *Clio*. Whence *Caution* is also unknown.

Less than a mile up Laurel Creek, John L. Campbell operated the *Bessie* post office between November 15, 1907 and June 15, 1909. He probably named it for his wife Elizabeth (1874-1914) but this has not been confirmed. On May 14, 1921 this office was reopened in postmaster Oscar Hornsby's store in the vicinity of the Lower Laurel School and church. *Bessie*, his preferred name, was replaced by *Millpond*. There's a lack of agreement on the kind of mill re-

ferred to and thus the kind of pond created by it. According to some it was named for a big flour mill built by Joe Hornsby in the 1880s and the adjacent pond that "caught the water." Others recall an old sawmill whose pond was designed to wash the mud from the logs before processing. When the office closed in August 1963 it was on Ky 11, 1 ½ miles up Laurel, just below Mill Pond Hollow. Whatever mill was there is long gone.

Fall Rock, one of Clay County's few remaining post offices, is on US 421/Ky 11, less than a mile up (the present) Morgan Branch of Laurel, and 5 ½ miles north of Manchester. The office was established on May 22, 1924, with John Campbell, postmaster, and named for a ten foot high falls that powered a grist mill and served for some years as a social gathering place. For much of the area's history the stream was known as Falls Branch of Fall Rock Branch, and the community it served and its school across the road from the post office were *Pinhook*. According to local tradition, probably an older John Campbell was an avid fisherman. But not able to find hooks small enough to catch the small minnows and crawfish he used as bait for his preferred catch, he took to making his own by simply bending safety pins he bought in the local store. He got so good at this his neighbors had him make hooks for them, and soon he was nicknamed "Pinhook" Campbell. The school and community were thus named for him. With school consolidation, however, the community now goes exclusively by its post office name.

The *Hensley* post office was on Goose Creek and (the present) Ky.11, 3 ¼ miles above (southwest of) Oneida and ten miles below (northeast of) Manchester. It began as *Hacker* on October 11, 1905 with the Rev. John H. Roberts, postmaster, but was renamed *Hensley* on January 11, 1906 with Roberts still as postmaster. The Hackers and the Hensleys were large and important nineteenth century Clay county families, descendants of Massie Hacker and James and Nancy Hensley, respectively. Members of both families were involved with several other Clay County post offices. This office was discontinued in 1965.

A little over a mile above Hensley, at the mouth of Wildcat Creek, was the *Wildcat* post office. According to tradition, the creek was settled early in the nineteenth century and named by 1815 for a favorite target of early hunters. The office, however, was not

established till September 13, 1930, with Mrs. Lillie B. Hacker, its first postmaster, and closed in August 1985.

The Treadway family was involved with two lower Goose Creek post offices. The first, from July 21, 1887 to May 28, 1894 was maintained in their name by John H. and Peter R. *Treadway*, probably just above the mouth of Jacks Branch, five miles below (north of) Manchester.

In 1907 Elisha B. Treadway submitted the names of several family members, including daughters *Bernice* and *Ethel*, his sister *Myrtle*, and *Ora* for the re-establishment of the office at the mouth of Jacks Branch. As the other names were already in use in Kentucky, eight year old *Bernice's* was chosen, and her mother Sophia Jones Treadway, became *Bernice's* [birn/ees] first postmaster on November 15, 1907. By 1939 the office had been moved one mile up Jacks where it closed in 1955.¹⁵

On (the present) US 421, a little ways up the Right Fork of Island Creek, which joins Goose Creek 5 ¼ miles below (north of) Manchester), was a place called *Brooks*. William Hollansworth established a post office there, but since *Brooks* was in use in Bullitt County he called his office *Hollingsworth*.¹⁶ The office served an area three miles south of Caution and four miles north of Manchester from October 15, 1901 through April 1905 and, with Elbert Hornsby, postmaster, from October 22, 1907 through September 1912.

Post Offices on Little Goose Creek

Little Goose Creek heads over the Laurel County line and extends for 16 ½ miles to the main Goose Creek channel just below (north of) Manchester. Nine post offices are known to have served its valley and branches.

The 6 ½ mile long Raders Creek joins Little Goose 3 ½ miles from the latter's main Goose confluence. It most likely was named for the family of Henry Rader who lived near Ponders Mill, some three miles up its valley. The Raders of Jackson County also descend from him.

Probably near the mill and five miles west-northwest of Manchester the brothers John J. and Robert L. Ponder established the *Ponder* post office to serve what may then have also been called *Pleasant Valley*, the first name proposed for it.¹⁷ It closed in December 1887. On November 13, 1890 storekeeper Robert

P. Rawlings re-established the post office about where (the present) Ky 638 crosses Rader Creek, and named it *Sidell* [sa:/dehl] for another area family. By 1917 it was serving *Baker's Store*, and for awhile after 1939 Granville Ponder maintained it a mile up Raders near the old Upper Raders School. It closed for good in 1974.

Two post offices served the 5 ¼ mile long valley of Little Goose's Grays Fork. The *Tinker* post office was at two sites on the lower end of the one mile long Tinker Branch which joins Grays near Bethany Chapel, 6 ½ miles northwest of Manchester. The stream is said to have been named for an old man who, according to local tradition, had buried somewhere on its banks a sack of gold which, like so many similar caches, has never been discovered. Francis M. *Eagle*, its first postmaster, first proposed his own name for the office and then named it for the stream. It operated from December 31, 1889 through July 1938.

The story goes that U.S. Congressman John D. White hired Grace Kelly, the teenage daughter of George Kelly of Goose Rock, as his housekeeper. He so admired her work that when a name was sought for a new post office, probably on or just above Tanyard Branch of Grays, 2 ¼ miles above Tinker, he suggested hers. On March 9, 1898 the *Grace* post office was established with Dr. Iredell C. Wyatt as postmaster. In 1903 Grace (1880-1965) married Harry Jerome Nicholson and later moved to Indiana.¹⁸ In 1912 Philip Fields moved the office to Goslin Branch but in 1936 it was moved nearly one mile down Grays where it closed in 1975.

The family of first postmaster Pleasant D. Seeley gave its name to a post office that began on February 10, 1898 one fourth of a mile west of Little Goose. In May of the following year Mary E. Thacker had the office moved one mile east, probably to the vicinity of the Lebanon Church on Little Goose, 2 ½ miles from the Laurel County line, and three miles south of Portersburg. It was discontinued in late January 1908.

Somewhere above the mouth of Grays Fork, Granville V. Philpot and his wife Millie established the inexplicably named *Urban* post office on March 17, 1898 to serve a thickly settled rural neighborhood. After a move or two it was one mile up Philpot Branch of Little Goose (now called Urban Fork) about where that stream is crossed by the present Daniel Boone Parkway.

Sometime before 1948 it was back on Little Goose, one fourth of a mile above (south of) Kinkead Branch, nearly two miles below its Philpot (Urban) site, and seven miles west of Manchester. It closed in 1980.

The *Rockgap* post office, established by Catharine Philpot on June 10, 1904, was probably named for its location at or near the Rock Gap which, according to early twentieth century maps, was somewhere between Urban, Marydell (in Laurel County), Seeley, and Byron, and west of Philpot (Urban) Fork. Selliers' 1914 Kentucky Geological Survey map shows "Rock Gap" as a half mile long stream that joins the Little Goose Creek one mile above Philpot Branch. The office closed in mid-October 1915.

On April 6, 1905 Matilda L. Craft opened the *Hooker* post office. This was a mile up the three mile long Hooker Branch of Little Goose that probably honored the family of North Carolina-born James and Emily Hooker. Sometime before 1939 the office had moved about a mile and a half up the branch to about the route of the Daniel Boone Parkway, six miles west of Manchester, where it closed in 1974.

Near the mouth of Rader, on July 1, 1926, Margaret Bowling (Mrs. J.B.) Garrison established in her Little Goose Creek home (three miles west of Manchester and 3 ½ miles south of Sidell) the post office of *Sory*. This was not, as often assumed, the re-establishment of *Dory*, some distance away (see above), but is said to have been named for one of J.B.'s World War One buddies. Actually, *Rader* was Mrs. Garrison's first name choice. The two offices, in fact, were in operation together for three years till *Sory* closed in June 1933.¹⁹

Horse Creek Post Offices

The 11 ½ mile long Horse Creek heads just short of the Laurel County line and joins Goose Creek one mile above (south of) Manchester. By local tradition it was named for the profuse growth of local horseweed (a variety of fleabane) with some plants reaching as high as ten-twelve feet, which served as pasturage for early settlers' horses. At least eight coal companies later had operations in this valley and its several branches, with coal camps and loading stations in its lower section.

The earliest of Horse Creek's three post offices was *Pigeon Roost*, established on May 11, 1888 by storekeeper Jefferson D. Rowland at the mouth of this aptly named 2 ½ mile long branch. In 1894 the two words

of its name were combined. The office occupied several sites in the Horse Creek valley and the present Ky 80, most recently (till it closed in 1974) two miles below Pigeon Roost and five miles southwest of Manchester.

At the mouth of the two mile long Crawfish Branch of Horse Creek, 2 ¼ miles up the creek and three miles south of Manchester, Hugh Gregory, on March 29, 1907, opened the *Crawfish* post office.²⁰ After the L&N's Horse Creek spur line was built through this vicinity it became a coal producer, and the local loading depot adopted the railroad-derived name *Hima* [hɑ:muh]. On May 4, 1920, with David Gregory, postmaster, the still active post office also assumed this name.

Half a mile above Hima, just below the mouth of Paw Paw Branch, was the coal town, rail depot, and post office of *Sibert* [sɑ:birt]. They were named for a local family, descendants of pioneer settlers Daniel and Sarah (Sallie) Sibert, through their sons William and Milton. The office, established on August 20, 1920 by Ellen Lewis, with James W. McNamara, its first postmaster, closed in 1974.²¹

Post Offices on Collins Fork

Collins Fork heads in Knox County and extends north for over nine miles to the Clay County line and another ten miles to Goose Creek, just above Garrard. It was named for its first known settler, the hunter and early saltmaker James Collins. For most of its route it is paralleled by (the present) Ky 11 and the twenty-three mile Cumberland and Manchester Railroad. This line, between Heidrick (in Knox County) and Manchester, was opened on the first of January 1917, leased by the L&N ten years later, and has since been a part of this company's Cumberland Valley division.

Buzzard Creek, which heads near the Knox County line, extends for nearly 7 ½ miles to join Collins Fork 2 ½ miles above its Goose Creek confluence. The earlier of Buzzard's two post offices was *Willowdale*, named for the many local willow trees. This was operated by Mrs. Ella White Pitman from September 7, 1901 through the following year, probably 1 ½ miles up the creek, at the mouth of Saplings Fork (then called Furnace Branch).

The *Lincoln* post office was established on May 26, 1923 with Hughey L. Tanksley, postmaster, to serve what was then called *The Old Theophilus Smith Place*

and later the *Buzzard Neighborhood*, 4 ½ miles up Buzzard. Tanksley's first name choice *Harding* may have been too similar to Hardin then, as yet, in use in Marshall County. He then suggested *Lincoln* presumably for the president, for the area was very pro-Union and has since remained squarely in the Republican camp. In 1945 the office was moved nearly a mile down the creek where it closed in 1974.

A little recalled and short-lived (June 18, 1904 to April 15, 1907) post office called *Safe* was operated by Emmet Lee Walker in a store probably at or just above Engine Branch of Collins, four miles above (south of) Manchester. Its name source is also unknown.

One of several Kentucky blueholes, deep pockets of very clear water that "always look so blue" and are usually characterized as "so deep you can't see bottom," was 2 ½ miles up Buzzard Creek. Here, about the site of the Lower Buzzard School and a mile above Willowdale, Charles S. Townsley established, on August 4, 1916, a post office he would call *Gladys*. Since this name was then in use in Lawrence County, he called it *Bluehole* instead. But in August 1917 it closed. On May 1, 1918 it reopened, with Ella Perkins, postmaster, two miles up Collins and half a mile below the mouth of Buzzard to serve the new C&M flag station of *Rodonnal* [roh/dahn/ul]. It retained the *Bluehole* name at several sites on Collins and Ky 11 till it closed in 1985. The vicinity is still known as *Bluehole* rather than *Rodonnal*, whose railroad-ascribed name remains underived.

To serve *Jonsee* [djahn/see], another C&M flag station, four miles above Rodonnal, the post office of *Cottongim* [kaht/un/ghihm] was established on July 3, 1918 just below the mouth of Whites Branch. It was named for the family of its first postmaster Sallie Cottongim (Mrs. Luther) Hacker, daughter of John Lucas and Susan Smith Cottongim and granddaughter of that family's Clay County progenitor, the South Carolina-born (1792) Pierce Cottengim²². The first name proposed for the post office, which became a rural branch in 1963 and closed for good in 1969, was *Jonsee* for the station several hundred yards below. The station was named for John C. White from whom the railroad had secured its right-of-way and depot site in 1916.

The village of *Garrard* [ghaer/uh(r)d] with its active post office centers on US 421/Ky 80, just north of the Daniel Boone Parkway and 2 ½ miles south of Manchester. It was the site of the famed salt works at

Buffalo Lick established in 1806 by Col. Daniel Garrard (1780-1866), son of James Garrard, Kentucky's second governor, who had acquired the land in 1798. The *Garrard* name was not applied to the place, however, until the Cumberland and Manchester Railroad was completed through it in 1917. Until then it was generally referred to as the *Goose Creek* or *Union Salt Works* or maybe *Buffalo Lick Salt Works*, or simply *(the) Salt Works*.

The post office, which James H. Brashear opened on April 28, 1917, was named for the Garrard family, or more specifically, perhaps, for William Toulmin and Edward Gibson Garrard, Daniel's grandsons, who then owned the right-of-way. Some say it was named for Daniel's son General Teophilus Toulmine (T.T.) Garrard, local farmer, storekeeper, saltmaker and soldier (1812-1902) who had represented Clay County in the state legislature (1843-1845 and 1857-1861).

The 3 ½ mile long creek called Lockards for much of the nineteenth century, but also known as Whites Branch, joins Goose Creek from the east, midway (2 ½ miles) between Garrard and Goose Rock. The first settlers at its mouth were the family of Tennesseans Hugh and Catherine White (1804) who soon began making salt in the area. Lockards may have been named for the family of Patrick Lockhart who had acquired a thousand acre military grant on Goose Creek in the 1780s. (The creek's name was actually spelled Lockhart on 1889, 1913, and 1927 Kentucky Geological Survey maps). The *Lockards* post office operated briefly (from October 29, 1931 through 1934) just below the creek's mouth, with H.W. Short, its only postmaster. His first name choice was *White Hall*.

The *Goose Rock* post office was established on August 11, 1891 by Charles W Sevier across from the mouth of Schoolhouse Branch, eight miles south of Manchester. It's said to have been named for a big rock in the middle of the creek on which a wild goose had once built her nest, laid her eggs, and raised her young. But some historians think the goose, if she existed at all, made her nest on the bluff above the post office site, for no particular rock is known for which the place could have been named. Anyhow, the post office moved several times over the next one hundred years, to the mouth of and up Rocky Branch, a mile down the creek; on Grannies Branch; to The Cut (near its original location); and now on US 421/Ky 80, at the mouth of Grannies, seven miles south

of Manchester, where it still serves a sizeable trade center and the Goose Rock consolidated school just below The Cut.

Joining Goose Creek one fourth of a mile below The Cut and the Goose Rock School and mostly paralleled by US 421/Ky 80 is the 2 ½ miles long Billys Branch, said to have been named for a Sevier. About a mile up the branch Mrs. Docia Morgan (Mrs. John C.) Asher requested a post office she would call *May*, but it opened, on January 14, 1828, as *Botto*, whose derivation has also never been explained. It closed in July 1964.

Three Martins Creek Post Offices

The 4 ½ mile long Martins Creek, named for Salathiel Martin, an early settler at its mouth, joins Goose Creek one mile above (south of) Billys. Just below its mouth and 9 ½ miles above Manchester was the *Martins Creek* post office that was operated between July 10, 1876 and September 20, 1878 by George D. Mahan and Marshall Corum.

Three miles up Martins, William Wages maintained the *Wages* post office from February 6, 1884 through November 1885. His first name choice was *Martins Creek*.

The *Plank* post office was established two miles up Martins on December 7, 1906 to serve J.B. Walker's store and one or more area lumber mills. George W. Walker was its first postmaster. The office, suspended in September 1992, is said to have gotten its name from a plank propped against a local mill's wall to show that it was the largest ever sawed in that area.²³

According to an unsigned Site Location Report (but probably that of one L.B. (Leander?) Cole (a blacksmith?), there would be a *Goose Creek* post office to serve a locality called *Cole* somewhere on the west side of this stream, ten miles south of Manchester. However, it opened on January 19, 1883 as *Disappointment*, but closed on February 15. Its postmaster Perry Jarvis is known to have unsuccessfully attempted another post office, he called *Remedy*, in 1899. Neither their name derivations nor their precise locations are known.

Clay County lawyer William O.B. Lipps (ne ca. 1869), the son of Nelson and Louise, was the grandson of Tennesseans Jesse and Hannah who had arrived in Clay County by 1850. In December 1901 William established a post office ten miles south of Manchester, at the mouth of Otter Creek (named for the many

otters killed there by early settlers). But his authorization for the *Lipps* post office was rescinded in July 1902. On May 27, 1903 the office did open, as *Lipps*, with Robert Woods, postmaster. By December 1934 it had been moved about a mile up Goose Creek at the mouth of Mud Lick Creek where it closed in October 1935.

The five mile long Otter Creek had another post office, the inexplicably named *Ogle*. This occupied several sites 2 ½ to three miles up the creek, most recently at the mouth of Baileys Branch, between March 3, 1893 and 1980. Moses Jackson was its first postmaster.

According to a family tradition, Knox Countians Wiley Bright (ne 1838, son of John Bright, Sr.) and his wife Ester settled at the mouth of Otter Creek in 1862. In the front yard of their home and store stood three large hemlock trees which, with their shade, served as a natural stopping place for travelers up and down Goose Creek. The site soon came to be known as *Bright's Shade*. This name was suggested for the post office established there on August 6, 1883, with Milton L. Albertson, its first postmaster, and accepted by the postal authorities who dropped the 's and combined the two words to make it *Brightshade*.²⁴ In 1888 the post office was moved one mile up Goose Creek, and ten years later it was moved another 1 ½ miles, probably to the mouth of Mud Lick (then called Timbertree) Creek. By 1906, though, it had reached the mouth of Mill Creek, four miles above Otter, where it remained till it became a rural branch in 1968, and closed for good in 1984.

On the upper end of Goose Creek, probably just below Grubb (earlier called Sams) Branch, and three miles above the mouth of Mil, was *Smallwood*. This office, with Jack Wages and John Lewis, postmasters, was named for a pioneer Goose Creek family. It operated between August 3, 1876 and February 13, 1879.

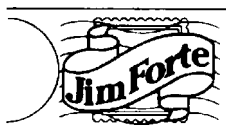
Then there was *Eros*, probably just north of Paint Gap, on the Knox County line, three miles above Smallwood, and just south of the head of Goose. Christopher Levi Harben established it on September 1, 1899 and first suggested that it be called *Callahan*, a family name. It closed in 1902. Could this have been re-established in 1909 as *Erose* on Pigeon Fork of Stinking Creek, in Knox County, three road miles (by Ky 718) south? Neither *Eros* nor *Erose* have been name derived.

TO BE CONTINUED

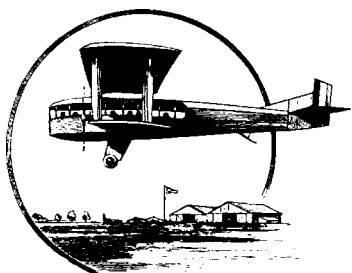
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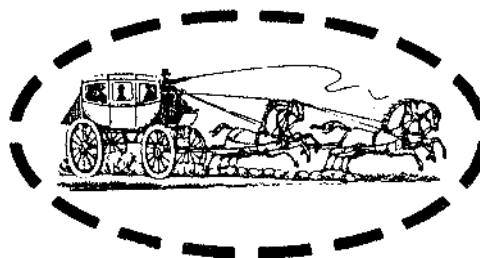
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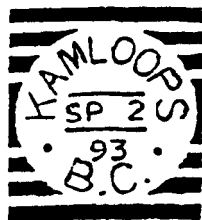
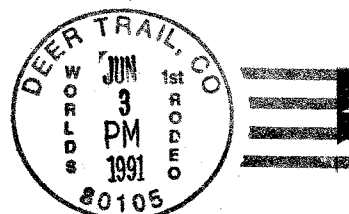
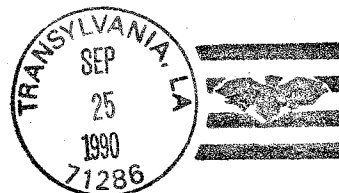
Strange but true, it is easier to find what U.S. post offices existed in 1902 than to find out what U.S. post offices are operating in 2002.

The only official source, **USPS' National 5-Digit Zip Code & Post Office Directory**, leaves out literally thousands of stations and branches, lists closed offices, and is riddled with other errors.

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

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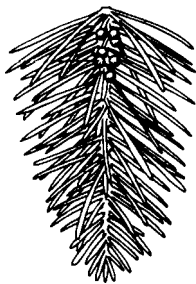
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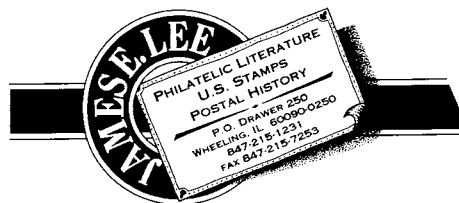
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		1	2	1	2	1	2					1	2	1	2				
Lve. San Francisco.....	▲	8	8	18	18	28	28			Lve. New York.....	⊙	30	10	10	20	20	20	10	10
" Mazatlan.....	Mex.	14	14			2	3			Arr. Colon.....	△	7	17	17	27	27	27	17	17
" San Blas.....	"	15	15			3	4			Lve. Panama.....	◆	9	19	19	29	29	4	24	24
" Manzanillo.....	"	16	16			4	5			" Puntarenas.....	C. R.	22	22				7	27	27
" Acapulco.....	"	18	18	26	26	6	7			" San Juan del Sur.....	Nic.						8	28	28
" Puerto Angel.....	"									" Corinto.....	Hond.		24	24			9	29	29
" Salina Cruz.....	"									" Amapala.....	Sal.						10	30	30
" Tonalá.....	"									" La Union.....	Sal.						11	31	31
" San Benito.....	"									" El Trinunfo.....	"								
" Ocosingo.....	Guat.	21	21			9	10			" La Libertad.....	"	13	25	25	2	3	12	2	2
" Champerico.....	"	22	22	30	30	10	11			" Acapulco.....	"	14	26	26	3	4	13	4	5
" San Jose de Gua.....	"	24	24	1	1	12	13			" San Jose de Gua.....	Guat.	15	28	28	4	5	14	6	7
" Acapulco.....	Sal.	26	26	3	3	14	15			" Champerico.....	"	16	29	29	5	6	15	8	9
" La Libertad.....	"	27	27	4	4	15	16			" Ocosingo.....	"	17			6	7			
" El Trinunfo.....	"									" San Benito.....	Mex.						11	12	12
" La Union.....	"									" Tonalá.....	"								
" Amapala.....	Hond.									" Salina Cruz.....	"								
" Corinto.....	Nic.			6	7	17	18			" Puerto Angel.....	"								
" San Juan del Sur.....	"									" Acapulco.....	"	19	1	2	8	9			
" Puntarenas.....	C. R.			8	9					" Manzanillo.....	"	21			10	11			
Arr. Panama.....	◆	31	1	11	12	20	21			" San Blas.....	"	22			11	12			
Lve. Colon.....	△	4	4	14	14	24	24			" Mazatlan.....	"	23			12	13			
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June 8	June 15	June 27	June 29	July 1	July 4	July 7	Peru.....	May 19	May 23	May 25	May 27	May 31	June 10	June 17
June 28	July 5	July 17	July 19	July 21	July 24	July 27	Rio de Janeiro.....	June 7	June 11	June 13	June 15	June 18	June 28	July 5
July 16	July 23	Aug. 4	Aug. 6	Aug. 8	Aug. 11	Aug. 14	China.....	July 16	July 20	July 22	July 24	July 27	Aug. 6	Aug. 13
Aug. 4	Aug. 11	Aug. 23	Aug. 25	Aug. 27	Aug. 30	Sept. 2	Peru.....	Aug. 4	Aug. 8	Aug. 10	Aug. 12	Aug. 16	Aug. 26	Sept. 2
Aug. 23	Aug. 30	Sept. 11	Sept. 13	Sept. 15	Sept. 18	Sept. 21	Rio de Janeiro.....	Aug. 23	Aug. 27	Aug. 29	Aug. 31	Sept. 3	Sept. 13	Sept. 20
Sept. 13	Sept. 20	Oct. 2	Oct. 4	Oct. 6	Oct. 9	Oct. 12	Peking.....	Sept. 13	Sept. 17	Sept. 19	Sept. 21	Sept. 24	Oct. 4	Oct. 11
Oct. 1	Oct. 8	Oct. 20	Oct. 22	Oct. 24	Oct. 27	Oct. 30	China.....	Sept. 29	Oct. 3	Oct. 5	Oct. 7	Oct. 11	Oct. 21	Oct. 28
Oct. 20	Oct. 27	Nov. 8	Nov. 10	Nov. 12	Nov. 15	Nov. 18	Peru.....	Oct. 20	Oct. 24	Oct. 26	Oct. 28	Nov. 1	Nov. 11	Nov. 18
Nov. 8	Nov. 15	Nov. 27	Nov. 29	Dec. 1	Dec. 4	Dec. 7	Rio de Janeiro.....	Nov. 8	Nov. 12	Nov. 14	Nov. 16	Nov. 19	Nov. 29	Dec. 6
Nov. 29	Dec. 6	Dec. 18	Dec. 20	Dec. 22	Dec. 25	Dec. 28	Peking.....	Nov. 26	Nov. 30	Dec. 2	Dec. 4	Dec. 7	Dec. 17	Dec. 24
							China.....	Dec. 15	Dec. 19	Dec. 21	Dec. 23	Dec. 27	Jan. 6, '99	Jan. 13, '99
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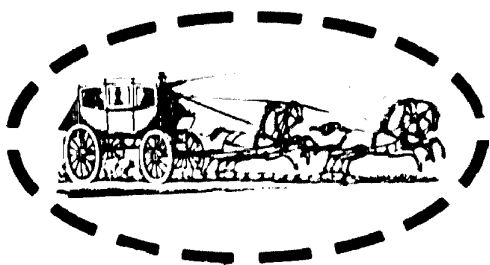
FOREIGN: WANTED

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

*Your Classified Ad could reach
1,000 United States postal
history enthusiasts.*

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La Posta Publications

33470 Chinook Plaza, #216,
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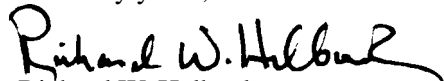
We hope that you have enjoyed our journal and I wish to cordially invite you to become a subscriber.

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I hope you will find *La Posta* worthy of your support. If so, please take a moment to fill out the form below and send us a check in the amount of \$25, or pay via credit card at www.la-posta.com/journal.htm to begin your subscription with our next issue.

Sincerely yours,


Richard W. Helbock,

Publisher

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Hello Richard:

Yes, I'll give *La Posta* a try. You may begin my subscription with the Volume 35, Number 3 (June-July 2004) issue. Enclosed is my check in the amount of \$25.00.

Name: _____

Address: _____

City, State, ZIP: _____

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

INSIDE PAGES

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 AD)

Back Cover 1/2 page	One Issues	\$250.00
	Two issues	\$475.00
	Four issues	\$800.00
	Six issues	\$1,250.00

*Note – We normally ask that a back cover ad be taken out for a minimum of two issues due to our advance printing schedule for covers. Changes cannot be made to this ad once approved by the buyer.

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AD DEADLINES FOR INSIDE PAGES are as follows: Dec/Jan issue - Nov 15; Feb/Mar issue - Jan 15; Apr/May issue - Mar 15; Jun/Jul issue - May 15; Aug/Sep issue - July 15; Oct/Nov issue - Sep 15.

AD DEADLINES FOR BACK COVER COLOR AD are: Dec/Jan & Feb/Mar issue – Nov 15; Ap/May & Jun/July issue – Mar 15; Aug/Sep & Oct/Nov issue – July 15.

E-mail your ad to Cath Clark at: laposta_cclark@hotmail.com or send to:

La Posta, PO Box 100, Chatsworth Island, NSW 2469 AUSTRALIA

Phone Between 3:00 pm & 10:00 pm PST (011) (61) (2) (6645-1829)

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