



LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

Website: www.la-posta.com

Publisher: Richard W. Helbock

Associate Editors:

Henry Berthelot	Tom Clarke
Rod Crossley	Michael Dattolico
Dennis H. Pack	Robert G. Schultz
Randy Stehle	

Advertising Manager: Cathy R. Clark

COVER: Our cover presents a collage of Cheyenne, Wyoming, covers dating from the immediate post-Civil War era when the frontier town was still part of the gigantic Dakota Territory. A contemporary photo view of Cheyenne provides the centerpiece. Ken Stach explores the little known fancy cancels that appear on mail originating from Cheyenne, Dakota, in its early days.

La Posta: A Journal of American Postal History is published six times a year with issues mailed on or about the 20th of February, April, June, August, October and December. Persons wishing additional information about advertising, manuscript submittals or subscription should contact the publisher at 33470 Chinook Plaza, Suite 216, Scappoose, OR 97056

Telephone in Australia: 612-6645-1829

Opinions expressed in articles appearing in this journal are those of the authors and do not necessarily reflect the views of the publisher. *La Posta* cannot be responsible for the accuracy of any information printed herein.

SUBSCRIPTION RATES:

U. S. A.	- \$25.00 per annum (6 issues)
CANADA	- \$33(US) per annum
OVERSEAS	- \$37.00 per annum surface
	- \$60.00 per annum airmail

AUGUST - SEPTEMBER 2004

VOLUME 35, NUMBER 4

WHOLE NUMBER 208

IN THIS ISSUE:

Cheyenne, Dakota – Waterbury of the West
by Ken Stach 9

THE POSTMASTERS GENERAL OF THE UNITED STATES

XIII. Jacob Collamar, 1849-1850
by Daniel Y. Meschter 14

United States Postal Route Maps
by Richard W. Helbock & Anita Sprankle... 16

**Postmarks Among the Palms: A Postal History
of the Florida Keys**
Part 4: Marathon
by Richard Helbock & Jerry Wilkinson..... 23

Texas Post Office Buildings
By Michael M. Ludeman 39

The Post Offices of Clay County, Kentucky
Part 2
By RobertM. Rennick 50

Transit of Venus: Solution to a Philatelic Mystery
By Cary Johnson 57

Prototype or not? Philadelphia, 1858
By Tom Clarke 60

**Also Miscellaneous Columns, Notes
and Announcements**

LA POSTA Benefactors & Sustaining Subscribers

La Posta **Benefactors** are those persons contributing \$50 or more for their subscription. Benefactors recognize that the La Posta journal, along, with its books and e-books, are a vital force that helps build and sustain interest in American postal history. Benefactor and Sustainer contributions go beyond just supporting the journal and help fund our research and publishing endeavors. We would like to give our special thanks to the following individuals for contributions above and beyond:

Gary Anderson	Arthur R. Everett	Richard Martorelli	Bill Wallace
Debby Baker	Kenton Forrest	George Pinyuh	Ronald A. Wankel
Rex J. Bates	Michael Goldstein	Robert G. Schultz	Roy C. Ware
Dr. Steven J. Berlin	Kenneth L. Hamlin	Dr. Michael Senta	Kirk Wolford
Mike Brown	Gerald R. Heresko	Timothy M. Sheehan	
Rod Crossley	Eliot A. Landau	Gus Spector M.D.	
James P. Doolin	Russell Lang	Tonny E. Van Loij	

The following individuals and institutions have contributed financial assistance to *La Posta* in excess of their subscriptions and we are proud to list them as our **Sustaining Subscribers**. We are indebted to them for their generous support. Without it *La Posta* could not continue to exist.

Joseph J. Adamski	Mike Ellingson	Howard Lee	Hal Ross
Albert Aldham	David M. Ellis	James E. Lee	Vincent A. Ross
Archives International LLC	Alyce & Don Evans	Leslie Warren Lee	Millard H. Ruether
A. A. Armstrong, Jr. MD	Wayne Farley	Arnold A. Leiter	Roger Rydberg
Dennis K. Austin	Norman Ferguson	Richard A. Long	William W. Sammis
James K. Avery	Ronald W. Finger	Thomas H. Luellen	A. J. Savakis
Ted Bahry	Sidney Fingerhood	Dennis J. Lutz MD	Edmund J. Schenck Jr.
Mark T. Baker	Dale Forster	Millard Mack	Henry B. Scheuer
Jacob M. Bard	Myron Fox	Larry Dean Maddux P.L.S.	Gil A. Schmidtman
Louis Basten	Gene Fricks	Richard Malmgren	Schmitt Investors Ltd.
Henry F. Battestin Jr.	A.E. Gaddy	Bernard D. Mayer Jr.	Joseph Sedivy
William H. Bauer	Donald F. Garrett	Thomas C. Mazza	John Seidl, Deloitte Consulting
Robert A. Beall	C. Dorance Gibbs	Larry McBride	Larry R. Sell
Arthur E. Beane Jr.	Justin Gordon	David R. McCord	Wayne L. Selmer
John Beirne	Max A. Gors	R.J. McEwen	Terry Shaw
William R. Beith	Ted Gruber	William T. McGreer	Wesley N. Shellen
Bary D. Bender	Seely Hall Jr.	Stephen Merchant	Lawrence Sherman, M.D.
Henry J. Berthelot	John T. Hardy Jr.	Robert G. Metcalf	David J. Simmons
John Bigart	Wayne Hassell	Jewell L. Meyer	Duane Spidle
James B. Blandford	Loyal M. Haun	Steven Miedziak	Stanley Spurgiesz
Joseph Bock	Thomas Hayes	Lynn I. Minneman	Ken Stach
Thomas V. Boettger	Bruce Hazelton	John Edwin Moffatt	Thomas E. Stanton
Richard W. Borkowski	Robert R. Hegland	Jack E. Molesworth	Seymour B. Stiss
Eppe Bosch	Dr. Edwin J. Helitzer	Steven R. Morehead	W. L. Strauss
Deane R. Briggs M.D.	Virgil S. Henderson	James Moses	Bob Summerell
Roger S. Brody	Gary G. Hendren	E. F. (Al) Mueller	Robert A. Svoboda
William E. Brooks	Henry Higgins	John G. Mullen	John Swanson
Dan Brouillette	H. Stanton Hill	Neill D. Mullen	Robert D. Swanson
Stuart R. Brown	Terence Hines	Robert Myerson	Mike Tacha
Mrs. Gloria P. Brunelli	Robert C. Hoge	Burnham S. Neill	William C. Tatham
Dr. Kenneth E. Burden	Victor Horadam MD	Eric A. Nelson	Harvey S. Teal
Maurice M. Bursey	B. Clyde Hutchinson	Ray L. Newburn Jr.	Donald G. Thompson
Patrick E. Campbell	James H. Inverarity	Don Nichols	Don Tocher
E. B. Cantey Jr.	Constant R. Johnson	Larry Novak	Thomas K. Todsén
Thomas E. Caton	Gerald Johnson	Francis E.W. Ogle	Allan Tomey
Thomas E. Chastang	Jonathan L. Johnson Jr.	Ronald Olin MD	Robert A. Truax
Robert Chisholm	Dr. William H. Johnson	Arthur E. Olson	Joseph A. Turek
C. Robert Chow	Gordon E. Katz	Douglas Olson	Thomas P. Unterberger
Gerald Clapp	Robert Keatts	Robert Omberg	James O. Vadeboncoeur
Robert C. Clark Jr.	John L. Kimbrough	O.H.S. Serials Library	Frans van de Riviere
Clay's Covers	Curtis R. Kimes	Richard H. Parker	Howard A. Wallace
Louis Cohen	Leon King	Alan Parsons	Charles S. Wallis Jr.
Stephen E. Cohen	Lucien S. Klein	Donald R. Pearson	M. Lauck Walton
Giles R. Cokelet	Kenneth Kloss	Norman H. Pence	John Weigle
David C. Collyer	Daniel M. Knowles M.D.	Hans Pohler	Larry Weinstock
Philip C. Cooley	Mr. James J. Kotanchik	Rev. Elwood S. Poore	Kenneth L. White
Vince Costello	George Kramer	Stephen Prigozy	Owen L. White
Joe H. Crosby	Kelly J. Krizan MD	Robert L. Markovits	John H. Willard
Raymond A. Currier	Jon E. Krupnick	Robert Quintero	Raymond G. Woodman
Richard F. Curtin	Alfred F. Kugel	Mrs. Beatrice Rainier	John Wright
Matt Dakin	Richard E. Kunz	Dr. Reuben Ramkissoon	Richard Wyman
Carl R. Ditsch	William O. Kvale	Peter J. Rathwell	Nicholas Zevos
Lee Drickamer	Walter P. LaForce	Louis A. Repetto	
Joseph E. DuBois	Edward C. LaFountain	Norman N. Ritchie	
Robert M. Ebner	Robert M. Langer	Linda Roberts	
Craig Eggleston	Peter Larson	Robert G. Rose	

PUBLISHER'S PAGE

Basic US Postal History Library Part III

Michael Ludeman has provided us with some thoughtful and detailed comments concerning literature to be included in a basic postal history library and I would like to share his remarks with our readers in their entirety. I am also pleased to announce that Michael has contributed a revolutionary article that analyses the post office buildings of Texas from an entirely fresh perspective. The first part of the article appears in this issue. It will be concluded in the next two issues.

Michael writes:

I wanted to write a short note and thank you for including my list of postal history questions in the March issue of *La Posta*. I did get a couple of useful replies from the readers, although not as much as one might have thought. In retrospect, I probably should have revised the list of questions to accommodate some of the information I had collected through experience between the time I originally prepared the list and when it was published.

I have a couple of additional items for you. First, I wanted to make sure that you were aware of a couple of relatively recent USPS publications that I think most of your readers should be aware of as well. I have not seen either mentioned in this journal.

Sources of Historical Information on Post Offices, Postal Employees, Mail Routes, and Mail Contractors. USPS, Publication 119, July 2001

The United States Postal Service: An American History, 1775–2002. USPS, Publication 100. nd (sometime in 2002)

Both were prepared with the support of the Office of Historian, USPS, Mrs. Megaera Ausman. Both are free for the asking.

The first lists some twenty different postal service resources that deal primarily with post offices and postmasters. About the only significant resource not included is the *Postal Laws and Regulations*. It describes each resource, and discusses a number of locations where they can be found.

The second is simply a nice 60 page booklet which summarizes postal operations since Colonial times. It is basic, but I think is worth looking at.

My next comments address your "Publisher's Page" in the May issue of the journal and the concept of a Basic US Postal History Library. You may use these comments in any productive way you wish.

It's difficult to take issue with your initial list, since I don't know what may or may not follow. My first observation was the question as to why you included Tony Wawrukiewicz's "Redirected Mail..." rather than his "The Forwarding of the Mail..." under the Special Postal Services section. It is my understanding that the "Forwarding..." book is a rework and expansion of the previous title. I will note I only own the second book so I cannot speak to the differences first hand, but would find it hard to believe that the original book is more comprehensive. Perhaps you plan to include this under a later heading.

My main concerns fall under the Post Office Department publications. I took your introductory comments to indicate you were selecting titles that an individual collector (or dealer) would want to reasonably add to his personal library. I would contend that most of the entries in this section more properly fall into a category that represents publications that the serious collector and writer and even dealer should be familiar with, know where to locate, and what they contain, but not necessarily include in his personal library. With the exception of the PL&Rs, I question the practicality of anyone attempting to add many of these volumes to a personal library. The reasons are several fold. The first thing is probably cost, then followed by accessibility. Does it really make sense to consider adding 75 to 100 volumes of the Official Postal Guides to a personal library? Can you even locate them? And does having only an odd volume of these titles really prove useful. I would contend that for anyone doing a serious study of a one or two year period of the operation of the postal service, e.g., WWI or WWII, perhaps; but for one interested in the history of the 19th or 20th century, there are just too many books to find and individual volumes are going to only reflect a single point in time.

The PL&Rs are an exception, if only that there is a reasonably small number of them, and virtually all since 1825 (a reasonable starting point for most everyone but the truly rich specialist) are readily available thanks to the various reprints by Theron Wierenga (1825 thru 1866). Again, these items are limited in scope in that they represent only the laws at a point in time, and not every variant, but then to get that one would have to go back to the *Postal Guides* or *Daily Bulletins*, or



Continued page 49



Wesley N. Shellen
1943-1904

MISSOULA—Wesley Neil Shellen, 61, passed away at home on July 6, 2004. A loving family, excellent medical care, and a positive attitude kept him alive and active for over 4 years after he was diagnosed with lung cancer in March of 2000.

Wes was born on May 28, 1943 in Evergreen Park, Illinois to Wesley G. and M. Cecilia Shellen. He earned B.A. and M.A. degrees from Arizona State University and a Ph.D. from Ohio University.

Wes began his teaching career at the University of Montana in 1967 and retired in 2001 after 34 years of service as a professor in the Department of Communication Studies. His extensive service to the University included two terms as chair of his department and a year as acting chair of the Linguistics Program. He was elected chair of UM's Faculty Senate during the turbulent retrenchment years of the late 1970's, when he earned a reputation as a fierce defender of the faculty's right to a strong voice in academic governance.

Wes loved teaching and always had time for students. He began his career as the University's debate coach and ended it as faculty advisor to the Golden Key

Honor Society. In 2003, his colleagues honored him by dedicating their new student-focused teaching and research facility in his name, the "Shellen Communication Laboratory."

After college Wes resumed his hobby of stamp collecting, which he had started when he was a boy. Over the years he enjoyed many close friendships with other collectors, especially his friends in the local Garden City Stamp Club.

In later years his collecting interests deepened into the study of postal history, especially Montana postal history. Retirement allowed him the time to publish eleven journal articles and coauthor a book titled *Montana Territorial Postmarks*. His stamp club friends surprised Wes by nominating him for the Northwest Federation of Stamp Clubs "Distinguished Philatelist" award which was presented to him in 2003.

He is survived by his loving wife Debbie Shellen; his daughters, Chris Shellen and Teri Shellen both residing in Los Angeles, Angela Concepcion of Missoula and Rebecca Hobley of Seaside, CA; two sisters, Lois Sargent of Santee, CA and Kay Cameron of South Hill, WA and their families; his former wife Pat Shellen of Arcadia, CA and two grandchildren, Kishahn and Seyonah Hobley.

His family wishes to thank Dr. Alan Thomas, Dr. Richard Sellman, Dr. Stanley Seagraves, and the oncology nurses and staff of the Montana Cancer Center for the superbly competent and compassionate care that helped Wes enjoy the final years of his life.

Wes requested that memorials be sent to Camp-Mak-a-Dream, PO Box 1450, Missoula, MT 59806 or call (406) 549-5987.

Cremation has taken place. A memorial to celebrate his life will be held on July 30, 2004 at 2:00pm on the University of Montana campus at the Urey Underground Lecture Hall.

POSTAL HISTORIANS ON LINE

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

- Paul G. Abajian** [Vermont postal history]
— PGA@vbiemail.champlain.edu
- Joe Adamski** [SD, CT] — joe_adamski@hotmail.com
- Jim Alexander** [Texas Postal History] — jralexander3@aol.com
- American Philatelic Research Library** — aprl@stamps.org
- Gary Anderson** [US Doanes & ND postal history]
— garyndak@ix.netcom.com
- Kirk Andrews** — kirk.j.andrews@intel.com
- A.A. Armstrong, Jr.** [Western Nebraska & S.D. Butcher & son PPCs] — draa@hotmail.com
- Regi Ausmus** [21st C modern postal history]
— rockinregi2004@yahoo.com
- Fred Austin** [airmail flights—French South Atlantic]
— skyman@npgcable.com
- Ted Bahry** [Wake & Midway Isl, Benzie Cty, MI]
— semperted@aol.com
- Debby Baker** [Iowa, Alabama, AK] — yknld33@aol.com
- Mark Baker Enterprises** [Dealer CA & NV postal history, Photos, postcards, ephemera] — mbcovers@directcon.net
- Bob Baldrige** — [Wisconsin p.h.] bobbaldridge@earthlink.net
- Alan Banks** [Missouri] — abanks7@aol.com
- Mike Baranoski** [MI & Philippines] — debbar@provide.net
- Richard Bard, Jr.** — dbard@plix.com
- William H. Bauer** [CO; NY: Otsego Co] — whbcphs@mk1.com
- Beall, Robert** — rbeallstmp@aol.com
- John E. Beane, MD** [West Virginia postal history]
— JBEANE@prodigy.net
- Robert Beasecker** [MI p. history, RPOs] — beaseckr@gvsu.edu
- John Bierne** [Navals, RPO, AK] — john_beirne@hotmail.com
- William R. Beith** [Eastern Oregon] — wrbeith@comcast.net
- Kevin Belmont** [SW Arkansas, West Pointers on stamps]
— kevin.belmont@west-point.org
- Bary D. Bender** [Dealer p.c.'s & p.h.; + collects WA: Columbia Co]
— ngatecol@comcast.net
- Larry Berg** — lberg@charter.net
- Wolf Berry** [all US covers, esp. tied seals]
— thepaperwolf@dctmail.com
- Henry J. Berthelot** [train, ship wreck mail & US postal card p.h.]
— hankberthelot@yahoo.com
- Henry Betz** [Franklin Co., PA & Cumberland Valley RR]
— hbetz@epix.net
- Jim Blandford** [Mich. Doanes & RPOs, booklet stamp usage on cover, pre-1880 Detroit postal markings] — jblandf526@aol.com
- Tim Boardman** [Washington PH, photos, books & maps]
— Simcoe@dsl-only.net
- Joe Bock** [US Airmail 1935-1950 & Arizona town cancels; U.S. WWII]
— jandr hobbies@commspeed.net
- John Bloor** [Worldwide early airmail; semi-official airmail; provisional airmails of Portuguese Africa] — bloorj@concentric.net
- Eppe Bosch** [Eastern WA: Stevens, PendOReille, Whitman Co.s; Central Wisc: Portage, Waupaca, Wood Co.s] — bonep@qwest.net
- Bruce Branson** [CA counties: Inyo, Morro, Alpine, Mariposa, Siskiyou]
— bjbranson@qnet.com
- Caj Brejtfus** [1851-61 3c & Machine cancels]
— brejtfus@earthlink.com
- Carolyn S. Bridge** [military, esp. Civil War]
— thecottonwoods@copper.net
- Deane Briggs, MD** [Florida Postal History] — drb@gte.net
- Roger S. Brody** [US, series 1902, Bermuda, Revenues]
— rsbco@optonline.net
- Brown, Edward** — nedbrown@ameritech.net
- Kenneth Burden** [Washington & CA; western RPOs]
— burden@localaccess.com
- Raymond Buse** [Cincinnati & Clermont Co., OH p.h.]
— stampat@aol.com
- James W. Busse** [San Diego Co.p.h.] — Jimb1997@aol.com
- John Cali** — rocket@dremscape.com
- Ardy Callender** [U.S. banknote issues] — callenderardy@sbcglobal.net
- Carl Cammarata** [AK, IN, RPO, Civil War, Special Delivery]
— carlcammarata@earthlink.net
- Gary Carlson** [machine cancels] — gcarlson@columbus.rr.com
- George Carnahan** — mishaboy@bellsouth.net
- Dave Carney** [Wisconsin postal history] — dcarney1@new.rr.com
- Case, Victor** [OR, WA] — vjc@uci.net
- Glenda & John Cheramy** [Dealers; Canada] — gcheramy@shaw.ca
- Robert Chisholm** — [Dealer: postal history] — chizz5@aol.com
- Bob Chow** [Colorado] — bob.chow@fmr.com
- G.A. Clapp** [correspondence, US postal history] — g.clapp@cox.net
- Douglas Clark** [Railway Mail] — dnc@alpha.math.uga.edu
- Nancy B. Clark** [Maine postal history] — nbc@cape.com
- Tom Clarke** [Philadelphia] — ocl-tom@ix.netcom.com
- Walter S. Clarke** [Scot #10s, 11s on cover] — worldata@mindspring.com
- Lawrence E. Clay** [Scouting, Broken Bow, NE]
— lclay3731@charter.net
- Ed Close** [U.S. POW (Civil War-Korean) & WWII Japan-Am Internment mail] — hombresello@comcast.net
- Louis Cohen** [Kentucky postal history] — cohenstamps32@aol.com
- Giles Cokerlet** [Montana postal history] — giles_c@coe.montana.edu
- William G. Coleman, Jr.** [Mississippi postal history: DPO emphasis]
— jeanest@netdoor.com
- Collyer, David C.** [Texas] — collie2@airmail.net
- Robert W. Collins** [Korean War & "Collins" postmarks]
— ohiorwc@aol.com
- Joe H. Crosby** [Oklahoma & Indian Territory; U.S. Despatch Agents Markings, Private Posts] — jocrosby@cox.net
- W.H. "Tom" Crosby** — tcrosby@wans.net
- E. Rod Crossley** [US military, Spruce Production Division, CA: Ventura Co] — rcrossley@worldnet.att.net
- Frank Crown** [Georgia p.h.] — fcrown@earthlink.net
- Tony L. Crumbley** [Dealer; NC & Confederate postal history]
— tcrumbley2@aol.com
- Roger D. Curran** [US 19th C cancels] — rdcnrc@evenlink.com
- Richard Curtin** [CA covers & CA express] — curtin@inreach.com
- Matt Dakin** [Mississippi Postal History]
— patdakim@mindspring.com
- Mike Dattolico** [La Posta Associate Editor]
— MMDATTOL@aol.com
- Bob Delaney** — bdelaney@uclink4.berkeley.edu
- Joseph M. Del Grosso** — jmdelgrosso@aol.com
- James L. Diamond** [Spanish American war] — jdia407@aol.com
- Thomas S. Donnelly** [history on postals] — tdonn@adelphia.net
- James P. Doolin** [19th century postal history of all "Columbus" named towns] — jamesdoolin@worldnet.att.net
- George B. Dresser** [Texas postal history] — g-dressel@cox-internet.com
- Lee Drickamer** — lee.drickamer@nau.edu
- Ed Dubin** [WWI] — dubine@comcast.net
- John L. DuBois** — jld@thlogic.com
- Joseph E. DuBois** [AK, CO, MT & eastern OH]
— hobbyduby@aol.com
- *Geoffrey Dutton** [2d Bureau postal history] — geoff@neddog.com.
Website: <http://neddog.com/stamps>
- Don East** [fancy cancels on officials & CA: Mendocino & Humboldt Co]
— doneast@mcn.org
- Leonard M. Eddy** [Oklahoma & Arkansas p.h.]
— lmeddy@arkansas.net
- David Eeles** [p.h. of the 1954 Liberty series, experimental mechanization] — eeles.1@osu.edu
- Tom Edison** [Non-European postal history] — tomedisonppcs@cs.com
- Ralph Edson** [New England 20th C — every cancel from every P.O. (1900-2000 EKV & LKV)] — edsonrj@aol.com

- L. Steve Edmondson** [Tennessee] — tenac@htc.com
Craig Eggleston [Philippines, US Possessions] — cae@airmail.net
James F. Elin [Arizona post. hist.] — tucscon1934@aol.com
Mike Ellingson [North Dakota Territory; machines] — mikeellingson@comcast.net
David Ellis [Michigan postal history] — dellis7109@nctimes.net
Empire State Postal History Society — <http://www.esphs.org>
Darrell Ertzberger [NC, VA, railroad, RFD] — mteton@aol.com
Paul Eslinger [MT, Dakota Territory] — elkaholic@natisp.com
Glenn Estus [New York] — gestus@westel.com
Alyce and Don Evans [WVa and Los Angeles, CA] — DEvansUSAF@aol.com
James W. Faber [WY, NW OH, Hancock Co, ME, No. WI] — faber@bluemarble.net
John Farkas [US Possessions] — jonfark@cs.com
Wayne Farley [West Virginia P. H.] — CWFARLEY@aol.com
Richard Farquhar — [seapost, RPO, RFD] FARQRICH@aol.com
Norm Ferguson [Navy covers –NS Savannah] — normjanstjoe@prodigy.net
Ronald W. Finger [Germany, Upper Silesia] — roncva43@aol.com
Louis Fiset [WWII civilian internment ph] — fiset@u.washington.edu
Ed Fisher [MI; 4th Bureau: ½c-Hale, 1 ½c Harding, ½c postage due] — efisherco@earthlink.net
Ken Flag [Used postal stationery: US, CZ, PI; WWII APOs, Postwar APOs] — ken0737@cw.com
Jane King Fohn [TX WWI air branches; Medina Co, TX; US#1043 (9c Alamo)] — jkfohn@sbcglobal.net
Jim Forte [Dealer] — jimforte@postalhistory.com & Website <http://postalhistory.com>
Nancy Foutz [Dealer/collector – postcards, adv postal cards, p.history] — dexterpc@bestweb.net
Myron Fox [WWI/WWII U.S. German censor, German occupation] — MyronFox1@aol.com
Gene Fricks [Literature, TN & NJ PH] — genefricks@prodigy.net
Bob & Kathy Friedman [Dealer-worldwide p.h. & mint stationery] — covercnr@eaze.net
Don Garrett [Mississippi] — Donompix@aol.com
Craig Garrison — crg@toad.net
Douglas Gary [Dealer] — doug_gary@hotmail.com
Bob Gaudian [Connecticut Postal History] — rgstamper@aol.com
John Germann [Texas postal history & ship covers] — jghist@houston.rr.com
Glen A. Gerner — gbgerner@fuse.net
James Gerson — sjgerson@aol.com
Ray Getsug [Minnesota postal history, literature] — rayg669563@aol.com
Glenn Gholston — mgholston@osbar.org
Atholl S. Glass [Stamp affixers & control perfins] — athollglass@hotmail.com
Don Glickstein [postal cards used in Alaska] — glickwolf@earthlink.net
Justin Gordon [comm postal history, PNC's on cover] — justyod@aol.com
Max Gors [Dakota Territory & Tripp Co.] — maxagors@aol.com
John Grabowski [Prexies, famous Americans, 1941 Defense, 1902 Regular issues] — minnjohn@alum.mit.edu
Ken Grant [kgrant@uwc.edu] — kgrant@uwc.edu
Ted Gruber [Nevada] — TedGruber@aol.com
E. J. Guerrant [Unusual US Stamp Usages] — ejguerrant@prodigy.net
Alex Gundel [Mail to Foreign Destinations] — Alexander.Gundel@dlr.de
Michael Gutman [Mass ph & 19th cent., Precancels] — mikeg94@comcast.net
Arthur Hadley [Indiana, flag cancels] — ahadley@insightbb.com
Raymond Hadley [Wessons, Leavitts, postal cards] — ray-suzann@gsi.net
John Hale — jwh60@chartertn.net
Hall-Patton, Mark [CA: Orange Co; Bridges-related post offices, Nevada aviation] — hallpatt@unlv.nevada.edu
Larry Haller [Handstamped Flags] — LJHaller@aol.com
Ken Hamlin [Montana postal history, photographs & ephemera] — knphamlin@sofast.net
Scott Hansen [Aden censored mail, US Navy WWII, US Military stations in the Philippines] — scott.hansen@teradyne.com
John T. Hardy, Jr. [US postal cards & general; Philippines] — john_hardy@msn.com
Richard A. Hargarten — rahargarten@yahoo.com
Ron Harmon [Florida PH] — rrhrm@hotmail.com
Labron Harris [Dealer, postal history] — labronharr@aol.com
Wayne Hassell [Dealer; collects US Marines, Wisconsin & Michigan] — junostamps@aol.com
Thomas Hayes [South Dakota & pre-territorial Wyoming] — dakter@nvc.net
Karl Hellmann [US covers, Doanes, postcards.] — karlsjunk@aol.com
Steve Henderson [military postal history] — vshenderson@aol.com
Gary Hendren [Missouri PH] — g2hslm@msn.com
Henry Higgins [Florida; TN] — henry@xtn.net
Jack Hilbing [Illinois postal history; U.S. stampless] — jack@hilbing.net
Terence Hines [Hanover, NH & #E12-21 on cover] — terencehines@aol.com
Gerald Hof [NY, MD, VA postal history; PanAm commemorative covers, Scott US 295-300] — alfredson2@msn.com
Tim Holmes [machine cancels] — timholmes@cs.com
Victor Horadam — horadam1@airmail.net
John Hotchner [20th c auxiliary markings; Xmas seals tied; Special delivery; wreck & crash mail; some FDCs] — JMHStamp@ix.netcom.com
B. Clyde Hutchinson [US 1861 issue; CA postal history] — bch@llcllp.com
Stan Jameson [dealer] — empire65@tampabay.rr.com
Stefan T. Jaronski [postal history of Ithaca NY; northeastern Montana; Confed. States military mail] — bug@midrivers.com
Cary E. Johnson [Michigan p.h.; Railway, Waterway & Streetcars] — cejohn@umich.edu
Gerald Johnson [3c 1851] — gdj@ix.netcom.com
****William H. Johnson** [stampless covers from Florida] — whjdols@aol.com
Charles A. Jones [CO & Prexy postal history] — cgjones3614@bresnan.net
Robert D. Jones [Nebraska postal history, esp. DPOs] — robwanjones@charter.net
Barton D. Kamp [Massachusetts postal history] — bartdk@mindspring.com
Gordon Katz [Maryland postal history, postal history on postcards] — g.e.katz@att.net
Robert Keatts [Walla Walla Co., WA p.h.] — lkeatts@innw.net
Peter Keyes [VT 19th C illustrated covers] — pbk@sover.net
Curtis R. Kimes [US naval postal history] — pmarche@jps.net
John L. Kimbrough [Confederate states] — jlksa@aol.com
Kelvin Kindahl [New England p.h.; postmarks] — kanda.javanet@rcn.com
Lon King — lon@lonking.net
Bob Kittredge [US Airmail postal stationery, UC1 & UC16] — caljenkitt@aol.com
Klein, Lucien [Prexies, OR: Marion & Grant Co] — lusal@msn.com
James E. Kloetzel [Scott Publishing Co] — jkloetzel@scottonline.com
Kenneth Kloss [OH: Ashland Co; "billboard" advertising covers] — monion@webtv.net
Eric Knapp [Alaska & military postal history] — eknapp@gsi.com
Vincent L. Knauss III [Key West ph & US Fancy Cancels] — knausv@springfieldstampclub.org
Daniel M. Knowles [NY: Suffolk Co, Long Island; 3c 1861-auxiliary markings] — dknowles@med.cornell.edu
Kent Kobersteen [US Scott CII, unusual commercial usages, unusual off-cover stamps] — kobersteen@aol.com
William Kolodrubetz [classic US post office seals] — wkolo@prodigy.net
Konigsberg, Paul [Museum of Postal History, NYC] — pkonigsb@email.usps.gov
Van Koppersmith [Alabama & Mississippi p.h.] — cleave3@aol.com

- Jim Kotanchik** [Franklin Co., MA & PO Seals]
— jimko@speakeasy.net
- George Kramer** [west; western Europe, telegraph]
— gjkk@optonline.net
- Jon E. Krupnick** [Pacific Flights 1936-46 & US Pacific Possessions]
— jonpac@aol.com
- George Kubal** [Dealer] — geokubal@aol.com
- Alfred Kugel** [20th Cent. Military Mail, US Possessions & Offices Abroad] — afkugel@hotmail.com
- Rick Kunz** [RPO, AGT, RR postmarks]
— rkunz@eskimo.com & www.eskimo.com/~rkunz/
- William O. Kvale** [MN p.h.: Territorial, Civil War patriotics, Manuscript Statehood] — flo3wil@aol.com
- Eliot Landau** [U.S. Registry, U.S. Classics, All Lincoln issues on cover]
— elandau@aol.com
- Walter LaForce** [US Doanes & NY RFD & Co/PM cancels].
— vlwl@rochester.rr.com
- Gary Laing** [Virginia p.h.] — laing@naxs.com
- Dick Laird** [U.S. Doanes and Indiana Postal History] —
d.laird@insightbb.com
- Curt J. Lamm** [Unusual 1851-61 townmarks]
— cjlammm@netstorm.net
- Eliot A. Landau** — elandau@aol.com
- Russell C. Lang** [Nebraska] — LangWhiteOak@nntc.net
- Robert M. Langer** [Boston ad covers; Carroll County NH]
— rla4141975@aol.com
- Peter B. Larson** [Idaho & U.S. postal history] — plarson@wsu.edu
- Ken Lawrence** — [Collectors Advisory Team] apskn@aol.com
- Wes Leatherock** — wleathus@yahoo.com
- Howard Lee** [Usage of the U.S. 4th Bureau Issue 6c, 7c, 8c, 11c, 12c, 13c, 14c, 17c] — gimpo@adnc.com
- James E. Lee** [Philatelic Literature Dealer]
— jim@jameslee.com & website: www.jameslee.com
- Leslie W. Lee** [WI Doanes] — leslee@it is.com
- Brian R. Levy** ["To the Fair" & Long Island PH] — bellobl@aol.com
- Bruce Lewin** — bjlewin@att.net
- Matthew Liebson** [Ohio PH; Licking Co., Doanes, stampless]
— paperhistory@mindspring.com
- Ron Leith** [USA banknote issues to foreign destinations]
— ronleith@uniserve.com
- James R. Littell** [Zeppelin, balloon, clipper flight covers]
— zepplincat@wzrd.com
- William Lizotte** [VT postal history, Doanes, etc]
— bill.lizotte@anr.state.vt.us
- Nicholas Lombardi** [US 2d Bureau issue + Registered Mail]
— 8605@comcast.net
- Warren C. Lu** — mtc11_98@yahoo.com
- Len Lukens** [Oregon p.h. & trans-Pacific airmail]
— llukens@easystreet.com
- David Lyman** [World postmarks on covers or piece]
— postmark@sympatico.ca
- Max Lynds** [Aroostook Co., Maine p.h.] — Max@pwless.net
- Millard Mack** — millardhmack@yahoo.com
- Larry Maddux** [Douglas Co, OR] — lmaddux@pacifier.com
- James Majka** — jsmajka@ameritech.net
- Tom Maringer** [Arkansas PH] — willwhitfoot@shirepost.com
- Bob Markovits** [WW I Air Corps] — RLMarkovits@aol.com
- Peter Martin** — pmartin2020@aol.com
- Richard Martorelli** [Military, Postage Due]
— martorel@pobox.upenn.edu
- Bernard Mayer** [Oklahoma] — Bernie@m47303.com
- Robert McAlpine** — rmc Alpine63@comcast.net
- Larry McBride** [U.S. town & DPO cancels] — lgmcbride@yahoo.com
- W.T. McGreer** [Western covers to 1920] — outwest13@aol.com
- David McCord** [Doanes, Type E 4-Bars + AK, WA, WY, NV, OR covers]
— damac52@comcast.net
- R.J. McEwen** [Eastern Oregon] — rjmcEwen@aol.com
- Chuck & Jan McFarlane** [Ausdenmoore-McFarlane Stamps]
— Mcmichigan@aol.com
- Bob McKain** [AK & Western Canada APOs, PAN Am issue covers]
— 57-vette@adelphia.net
- Michael E. Mead** [Britannia Enterprises - postal history dealer]
— meadbritannia@aol.com
- Jim Mehrer** — [Dealer. Collects expo's, Navy ships]
— mehrer@postal-history.com
& website http://www.postal-history.com
- Steve Merchant** [Stampless letters] — smerchant@adelphia.net
- Doug Merenda** [U.S. Columbians on cover, Columbian Expo]
— dougm43@webtv.net
- Charlie Merrill** [US postal history] — cwm04@sbcglobal.net
- Robert G. Metcalf** ["Coal" on cover] — jax@mum.net
- Jim Meverden** [Milwaukee, WI ad covers; WI postal history]
— meverden@att.net
- Mark Metkin** [Idaho postal history]
— metkin@mindspring.com
- Jewell Meyer** [Arizona - CA] — jlmeyer_2000@yahoo.com
- Corbin Miller** [Idaho P.h., photo postcards] — clm@lastphase.com
- Jim Miller** [Dealer] — jmiller@cariboo.bc.ca
- Minneman, Lynn** [Portland, Oregon area] — lminnema@msn.com
- John Moore** — anne.moore@comcast.net
- Steve Morehead** [Colorado postal history]
— steveasc@ix.netcom.com
- John G. Mullen** [WA state; flags; Ntl Air Mail Week; Snohomish, Skagit, Island County posmarks] — longjohn.wa007@netzero.com
- Bob Munshower** — bearmtnbob1@cs.com
- Jim Myerson** [US Navy, US pioneer airmail, WA-Franklin]
— jpm_ww@yahoo.com
- Larry Neal** [Holmes & Coshocton Counties, Ohio]
— larryln@valkyrie.net
- Burnham Neill** [FL-Miami/Dade DPOs on PPCs; some MS, MO]
— mbneill@bellsouth.net
- Howard Ness** — hbness@hotmail.com
- Dan Nieuwlandt** [California p.h., APOs] — westernstampco@msn.com
- Bill Nix** [Skamania Co., WA] — wanix@gorge.net
- Jim Noll** — [computer postage] jenca@pacbell.net
- Joe Odziana** — drjoeo@earthlink.net
- Francis E.W. Ogle** — fewogle@comcast.net
- Clay Olson** [Tioga Co., PA] — shawmut@comcast.net
- Robert Omberg** [Idaho p.h.] — hsbebay@aol.com
- Kevin O'Reilly** [NWT, Yukon & Labrador; US APOs in Canada]
— xcarc@ssimicro.com
- Dennis Pack** [Sub-station postmarks; Utah ph]
— packd@hbc.com
- John Palm** [Merced & Mariposa Co., CA]
— jwpalm@elite.net
- Ray Palmer** [OR: Yamhill, Polk Counties] — rpalm@onlinemac.com
- Dr. Everett L. Parker** [Pitcairn, Canada, Maine]
— eparker@midmaine.com
- Alan Parsons** [US, UN, NY: Steuben, Schuyler & Chemung counties] — alatholleyrd@aol.com
- Ron Pascale** [CT fancy cancels, Waturbury & Putnam Liberty postal history] — pascale@'pascale-lamorte.com
- James Patterson** — patterson@azbar.org
- Robert Payne** [machine cancels world wide-Christmas seal]
— guroobob@aol.com
- Donald Pearson** [IN & OH p.history, machines]
— donpearson@aol.com
- Norman Pence** [Oklahoma] — norpen@hotmail.com
- Randy Pence** [Yangtze Rier Patrol; WWI medical]
— catclan@earthlink.net
- Ken Pendergast** — kenp44@charter.net
- Paul E. Petosky** [Michigan postal history; US & Canada post offices on postcards] — paul_petosky@yahoo.com
Website: www.grandmaraismichigan.com/History/postmarks.htm
- Hans Pohler** [Ohio postal history, Germany, military]
— hpohler@juno.com
- Stephen Prigozy** [Telegraph covers] — prigozys@aol.com
- Ada M. Prill** [Delaware Co., NY]
— ada@math.rochester.edu
- Robert Quintero** [Detroit Mail Boat/Detroit River Sta 1895-Current]
— qover@ameritech
- Ben Ramkissoon** [Postal history of Chicaco & Dupage Co., IL; history of U.S. space (lunar) exploration] — ramkissoon@juno.com

Peter Rathwell [AZ pre-1890; 1869 US or Canada large Queens]
— prathwell@swlaw.com

Robert D. Rawlins [naval covers] — rawlins@sonic.net

Mark Reasoner [Ohio] mreasoner@columbus.rr.com

Michael J. Rainey [Western covers, NV, SIE, YUB counties]
— rainey@ncn.net

Ramkisson, Reuben A. — rramkisson@juno.com

Byron L. Reed [South Dakota p.h.] — laposta@byronreed.com

Thomas E. Reiersgord [MN: Hennepin Co; Ux27 usages]
— Reiersgord@aol.com

Norm Ritchie [CO, UT, AZ & NM photos, postal history]
— mnp@ctos.com

Martin Richardson [OH & IL] — martinR362@aol.com

Thomas Richardson [North Carolina P.H.] — stamps@northstate.net

Harold Richow [WWI & Civilian Conservation Corp covers]
— harr@mchsi.com

Al Ring [Arizona postal history] — ringal@msn.com

Linda Roberts [Utah: Park City postmarks, postcards, stocks, Tokens, stereoviews, bottles, etc] — robertsfamly@earthlink.net

William B. Robinson [Dealer; Wisconsin postal history]
— wbrob@hotmail.com

Roger Robison [Montana postal history] — ???

Julius Rockwell [Alaska] — juliusro@alaska.net

Gilbert M. Roderick [auction house: Downeast Stamps]
— dcstamps@acadia.net

Michael Rogers — mrogersinc@aol.com

Robert C. Roland [post cards, postal history, U.S.]
— robt.roland@sbcglobal.net

Romanelli, Paul J. [blackjacks on cover; VT, ME postal history]
— docroma2000@yahoo.com

Robert G. Rose [New Jersey p.h.] — rrose@pitneyhardin.com

Hal Ross [Kansas Territorials & postmarks] — halross@sbcglobal.net

Vincent Ross [Indiana, RPO] — var@bluemarble.net

Steven Roth [WWI-interruption or rerouting of foreign destination; U.S. inland waterways & coastal ship before Civil War]
— stevenroth@comcast.net

Art Rupert [Rural Branches & Stations, CPO]
— aerupert@bentonrea.com

Roger Rydberg [Colorado postal history] — rrydberg5@comcast.net

Russ Ryle [Indiana p.h.; U.S. Registered material]
— theryles@bluemarble.net

Bill Sammis [US Express Company labels, stamps & covers]
— cds13@cornell.edu

William A. Sandrik [Dealer + collects Disinfected mail, Austrian Lloyd]
— sandrik@worldnet.att.net

A.J. Savakis [Ohio-machines] — mcsforum@aol.com

W. Michael Schaffer [UN postal history, forces mail]
— unmike@msn.com

Allan Schefer [U.S. foreign mails 1861-1870; fancy cancels, 3c US 1861, Bicycle advertising covers & pcs] — schef21n@netscape.net

Henry B. Scheuer [U.S. FDCs, pre-1935] — hscheuer@jmsonline.com

Steve Schmale [Dealer-pc & photos. Collects Plumas Co, Sierras & gold mining related] — outweststeve@comcast.net

Dennis W. Schmidt [US Official postal stationery/covers]
— dewes@cox-internet.com

Fred Schmitt — [Dealer] — fred@fredschmitt.com &
http://www.fredschmitt.com

Robert Schultz [Missouri postal history]
— schulhstry@aol.com

Joseph Sedivy [1909 corners on cover & card; RPO, Chicago streetcars]
— JNSED717@aol.com

John Seidl — [Cayman Islands etc] jseidl@mindspring.com

Larry R. Sell [postal history/banknotes, 1861, 1902's]
— philart@infoblv.net

Mike Senta [Alaska postal history] — msenta@pobox.mtaonline.net

Norman Shachat [Phila. & Bucks Co. PH]
— nshachat@aol.com

Edwin H. Shane [Philippines, WWII military PI, masonic, Computers]
— edmarshane@earthlink.net

Robert Shaub [PA: York Co; MD: Baltimore Co]
— farmersdaughter@cyberia.com

Terry Shaw [Alaska] — cgsarchxx@aol.com

Timothy M. Sheehan [NM Territorial postal history]
— sheehantm@aol.com

Gina Sheridan — [eclectic] gsherida8502@yahoo.com

David J. Simmons [Central Massachusetts] — dsim465835@cs.com

Roland Simoneau [Nevada postal history] — simmy@totcon.com

Ed Siskin [U.S. Colonial] - esiskin@cox.rr.com

Rich Small [Machine cancels, post offices] — rsmall003@comcast.net
& http://hometown.aol.com/rsmall9293/mcfmain.htm

R. J. "Jack" Smalling [Iowa DPOs; baseball autographs]
— jack@baseballaddresses.com

Chet Smith [US branches & stations] — cms@psu.edu

Jack M. Smith, Sr. [Texas DPOs; TX Doane Co-ordinator]
— jandd@tstar.net

Fred Smythe — fredabet@paulbunyan.net

Gus Spector [PA advertising covers & postal history]
— gspect56@aol.com

Keith Spencer [Alberta & western Canada] — krs2@ualberta.ca

Duane Spidle [Colorado postal history & RPOs; 1907 & earlier postcards] — dspidle@concentric.net

Anita Sprinkle — sprinkle@kutztown.edu

Ken Stach [Dakota & Nebraska territories] — ken.stach@kosa.com

Randy Stehle — RSTEHLE@ix.netcom.com

Rex H. "Jim" Stever [Republic of Texas] — rhstever@hotmail.com

Carl Stieg [Washington, D.C.] — carl_phil@webtv.net

Seymour B. Stiss (Chicago & Illinois postal history)
— sbstiss@msn.com

Robert Stoldal [Nevada] - stoldal@lvcom.com

Matt Stoll [Samoa, Arizona & NJ p.h.] — stoll57@yahoo.com

Greg Stone [19th century postal history, esp. Michigan]
— michcovers@ec.rr.com

David L. Straight [Pneumatic mail] — dls@library.wustl.edu

Howard P. Strohn [CA: Monterey & San Benito Co]
— howardpstrohn@mybluelight.com

Eric Sullivan [Dealer, postcards. Collects Durant, Raquette Lake, Adirondacks, NY; Gildersleeve, Portland, CT. PH, postcards, ephemera. — oldcards2@aol.com

Bob Summerell [Dealer: Postal History/Deltiology. Collects: Depression era 4-bars] — kusummer@aol.com

Greg Sutherland — [Dealer: philatelic literature] Gregfree@aol.com

Robert Svoboda [Montana postal history] — SVOBODA7@aol.com

Bob Swanson [WWI p.h.] — rds@swansongrp.com
& www.swansongrp.com/posthist.html

John Swanson — jns@johnninaswanson.com

Bill Tatham [California] — wtatham@gte.net

Lavar Taylor — ltaylor@taylorlaw.com

Stephen T. Taylor [Dealer: USA stamps & postal history]
— staylor995@aol.com & www.stephentaylor.co.uk

Gerry Tenney [Prexies, washFrank, 183's, Westchester & Ulster Counties NY, C23's commercial usage] — gtenney@earthlink.net

The Collectors Club — (New York) collectorsclub@nac.net

David Thompson [Wisconsin p.h.] — thompdae@msn.com

Don Thompson [Stampless NH, MA, FL] — thomcat7405@aol.com

Harvey Tilles — tilles@triad.rr.com

Don Tocher [19th Century US] — dontoch@ix.netcom.com
& http://www.postalnet.com/dontocher/

Allan Tomey [Indian war military & war of 1812, esp Naval]
— atomey@cs.com

Bob Trachimowicz [Worcester, Mass. P.history; Wesson Tobs of Worcester] — track@alum.wpi.edu

William Treat [CO: Clear Creek, Gilpin & Jefferson counties 1850s-1930s] — jtsouthwest@msn.com

Kenneth Tretten — [Iowa: Floyd Co.] revenuer@omnitelcom.com

Selden Trimble [Confederate, early U.S.] — strimble@rollanet.org

Ron Trosclair [Louisiana postal history]
— rontrosclair@yahoo.com

Joseph A. Turek [classic US, flag cancels, Doanes]
— joecpa312@aol.com

Continued on page 76

Cheyenne, Dakota – Waterbury of the West



Figure 1 View of Cheyenne, Dakota Territory in 1867 (Wyoming State Museum).

By Ken Stach

Virtually every postal history collector is familiar with the famous Waterbury, Connecticut fancy cancels of the 19th century. Many articles have been written about them, and they bring great attention in auctions, commanding many thousands of dollars for some examples. Little known, in comparison, are the fancy cancels of Cheyenne Dakota, which are the focus of this article.

The town of Cheyenne was platted on Jul 10, 1867 by General Grenville Dodge of Iowa in what was then Laramie County, Dakota Territory.¹ Laramie County was created to provide local administration for new residents coming to the area, which was quickly being settled because of the construction of the Union Pacific portion of the transcontinental railroad which was rapidly advancing westward.²

This “Magic City” of the plains, as it was referred to, grew quickly with wooden structures replacing the original tents in the first months of the town’s existence (see *figure 1*). The residents almost immediately began calling for separation from Dakota Territory, whose capital was in Yankton, some 700 miles to the east. The *Cheyenne Leader* published an editorial on Oct 22, 1867 calling for the formation of a

new territory to be called Wyoming or Lincoln, with Cheyenne (of course) as its capital.³ The Nov 14, 1867 issue of the *Leader* announced the arrival of the Union Pacific railroad to the city from the east, further fueling the separatist movement. However, it was not until Jul 29, 1868 that Laramie County and Cheyenne were officially transferred to the newly formed Wyoming Territory.

The post office at Cheyenne was established Aug 22, 1867 with Thomas E. McLeland as postmaster.³ As with most newly established post offices, McLeland initially manuscript cancelled outgoing mail (*figure 2*).

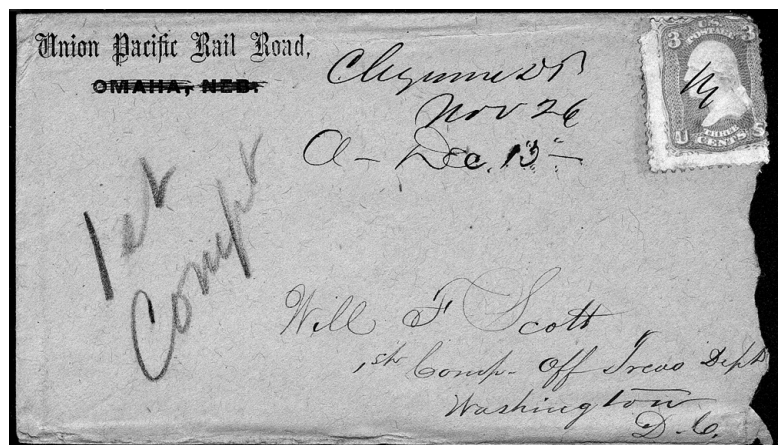


Figure 2 Cheyenne, DT manuscript cancel from Nov 26 (1867) with Union Pacific Rail Road corner card. This letter was cancelled less than two weeks after the arrival of the railroad into Cheyenne (from the author’s collection).

Cancel Type	Killer Type	Dates of Usage	# Reported
Manuscript	Manuscript	9-22-67/11-26-67	7
24 mm handstamp	Star	1-10-68	1
"	Sunburst Type 1	2-10-68	1
"	Sunburst Type 2	2-16-68/2-19-68	2
"	Crossroads	2-20-68/3-16-68	7
"	Square	3-23-68/4-18-68	4
"	Quartered Cork	5-13-68/5-24-68	3
"	Circular Smudge	6-1-68/6-16-68	3
"	3 Bar Shield	6-25-68/6-30-68	2
"	5 Bar Shield	7-10-68/7-23-68	4
"	Leaf	8-10-68/10-17-68?	2?

Table I Summary of Cheyenne, Dakota Cancels and Killers

The earliest reported handstamp cancel from Cheyenne, Dakota is Jan 10, 1868. And, from that time forward, it appears as though postmaster McLeland used different fancy cancels (killers) at times on an almost-weekly basis, as summarized in *table I*.

My records indicate the Jan 10, 1868 cancel with "Star" killer was last sold in the May, 1988 Henry Spelman III auction. I don't own the cover, nor do I have a decent scan; however, the illustration in the 1988 auction catalog clearly shows a solid star type killer. The next two killers listed in *table I* are "Sunburst" killers and are most certainly different, as can be seen from the examples illustrated in *figures 3* and *4*. The other fancy cancel varieties listed in *table I* are shown in the subsequent *figures 5* through *11*.

The earliest known Cheyenne Wyoming (Territory) cancel I'm aware of is from Nov 16, 1868. Therefore, in the course of ten months (from Jan to Oct, 1868) Cheyenne Dakota is known to have used ten different fancy cancels. Again, the author would appreciate knowing about any other Cheyenne Dakota fancy cancels from the *LaPosta* readership.

In the following years, Cheyenne continued to grow at a blistering pace. Gold

was discovered in the Black Hills of Dakota Territory in August 1874 by Custer's expedition. As a result, Cheyenne became the primary jumping off point for miners heading into the Black Hills to seek their fortune (or lose their scalps, as the case may be). Merchants, settlers and other businessmen also flocked into the Hills to take advantage of the new-found riches of the region. Enterprising businessmen in Cheyenne were quick to seize upon the opportunity of transporting would-be miners into the Hills. The first "regular stage" from Cheyenne to the Black Hills departed the Great Western Corral on Mar 8, 1875 carrying three

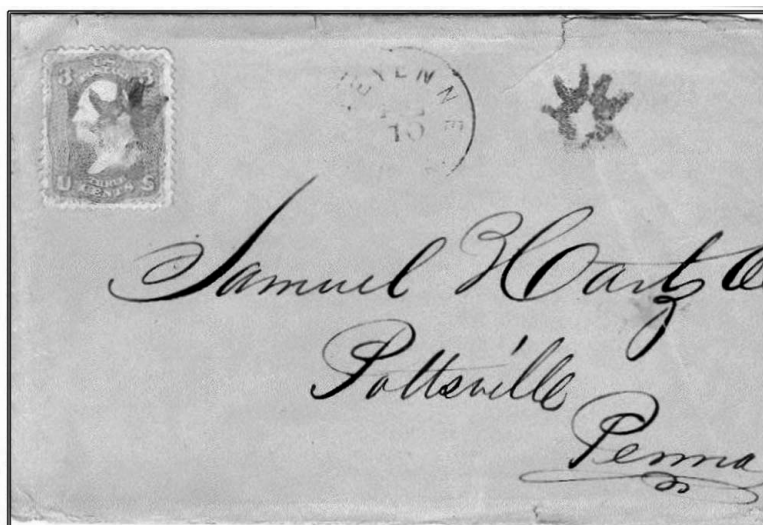


Figure 3 Feb 10 (1868) Cheyenne, Dak cancel with first type of "Sunburst" killer, in blue ink (from the author's collection).

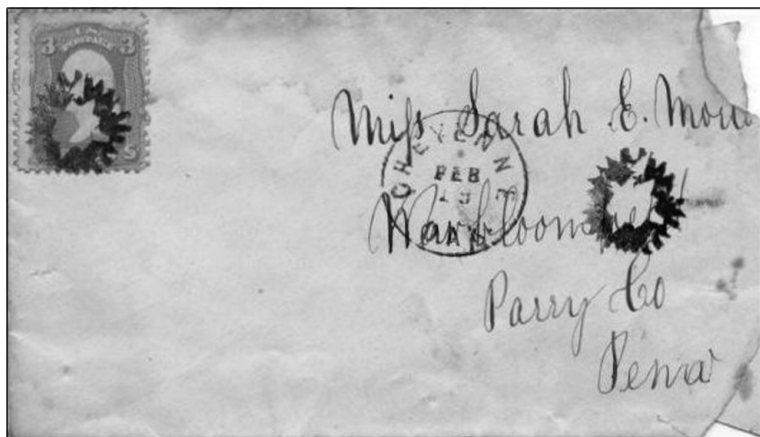
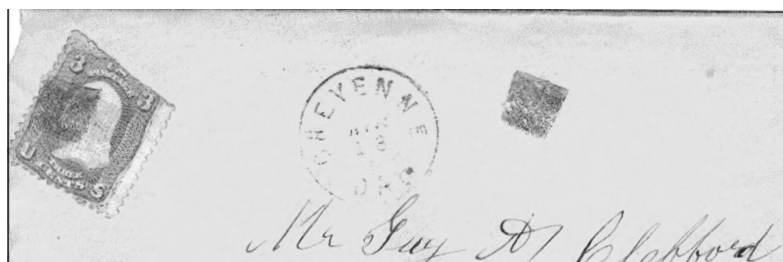
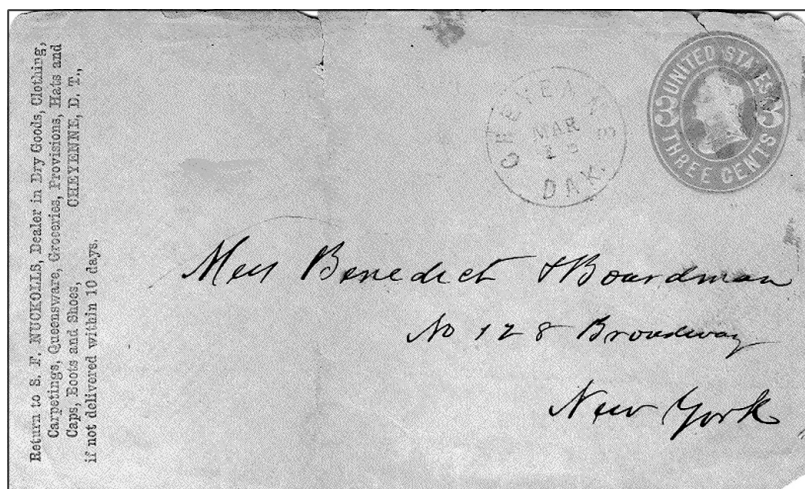


Figure 4. Feb 19 (1868) Cheyenne, Dak cancel with second type of "Sunburst" killer, also in blue ink (scan courtesy of Tom Hayes).

Figure 5. One of the longest-lived fancy cancels from Cheyenne, Dak is shown here, the "Crossroads" killer, which was used from Feb 20 to Mar 16, 1868. This strike is on a cover front with advertising corner card from S. F. Nuckolls, an early merchant. I suspect S. F. Nuckolls was related to Heath Nuckolls, who was an early merchant of Nebraska City, Nebraska Territory.



PRINCIPAL BUSINESS HOUSES OF CHEYENNE, D. T.				
I. WATERS, DEALER IN DIAMONDS, PEARLS, Rubies, Watch, etc. Eddy Street, bet. 16th and 17th Streets, (west side.)	I. W. FRENCH & CO., FREE PROOF Storage & Commission MERCHANTS. STEVENSON WAREHOUSE.	BOSWELL & TAYLOR, WHOLESALE & RETAIL DRUGGISTS (Next door to Rogers' Bank). EDDY STREET.	S. F. NUCKOLLS, Dry Goods, CARPETING, QUEENSWARE, GROCERIES AND HARDWARE. No. 101 17th Street.	GLENN & TALPOT, WHOLESALE & RETAIL General Merchandise. or, 15th and Ferguson Street.
SOUTHERN HOTEL, Cor. 17th and Thomas Sts. PICARD BROTHERS, PROPRIETORS.	S. B. INNES, M. D., OFFICE AND MEDICATED BATHS, Cor. 16th and Ferguson Sts., CHEYENNE, - - DAKOTA.	CHAS. McDONALD, DEALER IN Groceries and Liquors Cor. 20th and Eddy Sts., CHEYENNE, - - DAKOTA.	E. BLOCK & CO., WHOLESALE DEALERS IN LIQUORS Clothes and Tobacco. "do." opposite Ware's Bank.	H. W. KERR, Successor to H. J. Brendlinger DEALER IN TOBACCO & CIGARS. Seventeenth Street, CHEYENNE, - - DAKOTA.
R. M. DEERS & CO., Western News Depot, P. O. Building. A general assortment of Foreign Goods always on hand.	CITY BATH HOUSE, HOT & COLD BATHS THOMAS STREET, Between 16th and 19th Sts.	J. KUPFER & CO., MANUFACTURERS & DEALERS IN Gold Jewelry, WATCHES, GLASSES, ETC. EDDY STREET, Next door to Kountze's Bank.	F. X. CAVALLI, California Cigar Store, Cor. 17th and Eddy Sts., CHEYENNE, - - DAKOTA.	FORD HOUSE (EUROPEAN PLAN.) Arrangements and Accommoda- tions unsurpassed. B. L. FORD & CO 17th Street, near Eddy
A. R. CONVERSE, DEALER IN Grocery, Glassware, FURNITURE, BEDDING AND MIRRORS. Cor. 16th and Ferguson Sts.	W. T. CORBETT, DEALER IN CLOTHING AND GENTS' FURNISHING GOODS. Next door to Post Office CHEYENNE DAILY ARGUS BOOK AND JOB PRINTING HOUSE.	JONES & GRAY, DEALER IN Groceries, Provisions, LIQUORS. Opposite Post Office, 17th St.	W. H. PARPE, Watchmaker & Jeweler EDDY STREET, Between 16th and 17th Sts.	SALTIEL & BARNE Land & Mining Agents 17th Street, CHEYENNE. PUBLISHERS OF THE COMMERCIAL RECORD.

Figure 6. Cheyenne, Dak Apr 18 (1868) in greenish ink. Postmaster McLeland's creative juices must have been running low when he came up with this simple square killer which was used from Mar 23 to Apr 18, 1868. The reverse of this cover, shown in Figure 7, provides a nice overview of the businesses of early Cheyenne. Reverse of cover shows the "Principal Business Houses of Cheyenne, D.T." (from the author's collection)

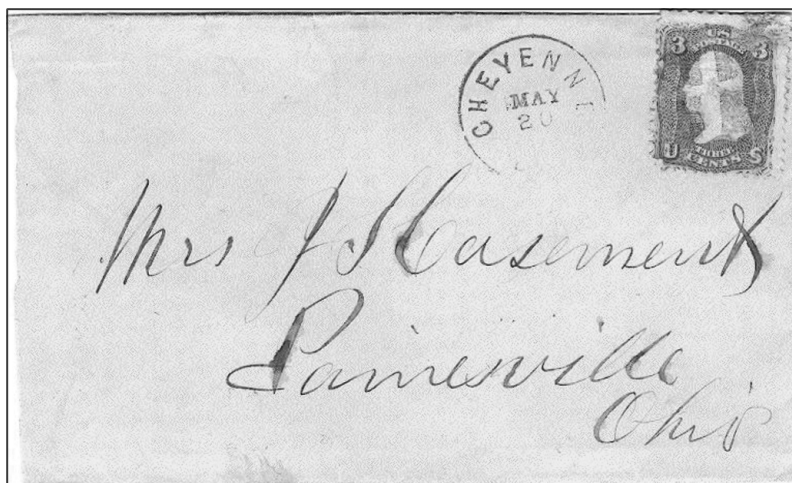


Figure 7 Cheyenne Dak, May 20 (1868) with cancels in green ink. Again, postmaster McLeland used a simple (and common) format for the killer...a quartered circle. This type killer was used from May 13 to May 24, 1868 (from the author's collection).

Figure 8 Cheyenne, Dak Jun 16 (1868) cancel and killer, which the author has called a "Circular Smudge", for lack of a better term. I don't know what postmaster McLeland was trying to come up with in this design. But, whatever his attempt, it appears he failed. Cancels in blue ink are known from Jun 1 to Jun 16, 1868 (scan on file by the author).

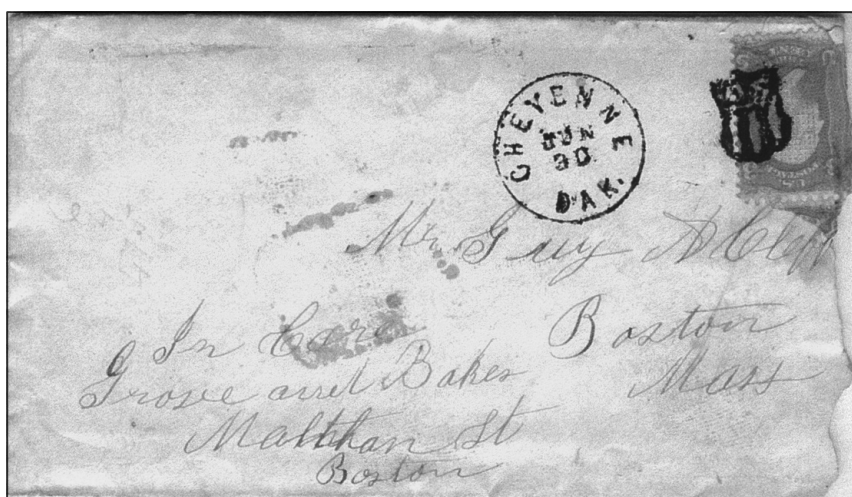
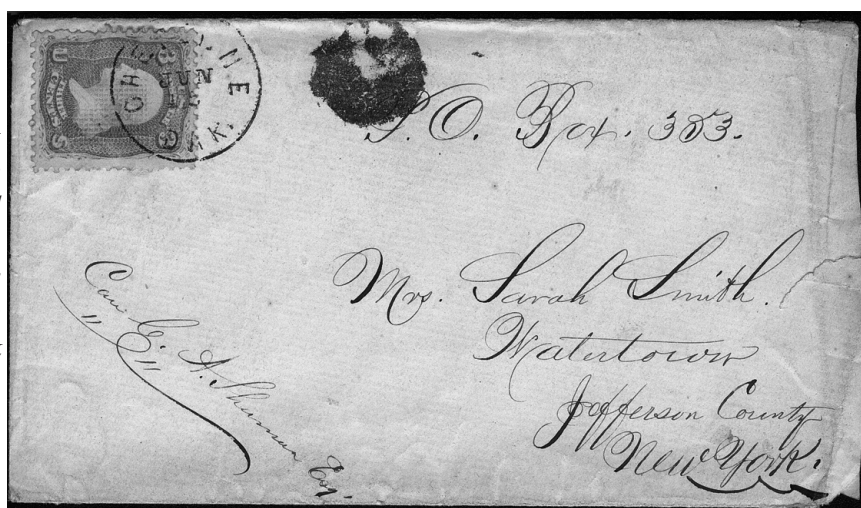


Figure 9 Cheyenne, Dak. Jun 30 (1868) cancel with 3-bar "US" killer (cancels in black ink). Postmaster McLeland was either showing his patriotism with this cancel, or was trying to match the Union Pacific Rail Road emblem, which is similar. This cancel is known to have been used from Jun 25 to Jun 30, 1868 (scan on file by the author).

gold prospectors.⁴ Less than a year later, the maiden trip for the famous "Cheyenne and Black Hills Stage and Express" started out for the Black Hills on Feb 3, 1876.⁵ The postal history of that stage line will be the theme for a future LaPosta article.

Again, the author would appreciate any additional information on the cancels of Cheyenne Dakota. Please e-mail me at ken.stach@kosa.com. Thanks.

Figure 10 Cheyenne, Dak Jul 18 (1868) with 5-bar shield killer (in blue ink). Postmaster McLeland was probably trying to replicate the Union Pacific Rail Road emblem, as that railroad had come into town eight months earlier. This cancel is known to have been used from Jul 10 to Jul 23, 1868 (scan on file by the author).



Figure 11 Cheyenne Dak Aug 10 (1868) with fancy "Leaf" killer. I have one reference to this cancel from Oct 17, 1868; however, it is unlikely that the same canceling device was used for over two months. No other Cheyenne fancy cancel was used any longer than one month. Any help from LaPosta subscribers would be appreciated.

Endnotes:

1. Williams, John Hoyt, *A Great and Shining Road*, Times Books, 1988, p.170.
2. Patera, Alan H.; Gallagher, John S., and Stach, Kenneth W., *South Dakota Post Offices*, The Depot, 1990, p.385.
3. *The Cheyenne Leader*, Oct 22, 1867.
- 4.) Spring Wright, Agnes, *The Cheyenne and Black Hills Stage and Express Routes*, University of Nebraska Press, 1948, p. 55.
- 5.) *Ibid*, p.81.

WANTED: CALIFORNIA

POSTAL HISTORY BY COUNTY PRE-1920

CALIFORNIA COUNTIES:

ALPINE, INYO, MONO, SAN BERNARDINO
ORANGE & SAN DIEGO

PLEASE WRITE OR CALL:

BOB NICHOLS

1423 N. 1ST AVE.

UPLAND, CA 91786

(909) 982-9697

THE POSTMASTERS GENERAL OF THE UNITED STATES

XIII. Jacob Collamar, 1849-1850

by Daniel Y. Meschter

Jacob Collamar was the first of a succession of relatively unimportant Postmasters General in the twelve years after Cave Johnson except for James Campbell who served out a full four-year term with considerable merit. The remaining six averaged only sixteen months in office ranging from Horatio King's twenty-two days in 1861 to Nathan Hall's 25 months succeeding Collamar.

Jacob Collamar was born in Troy, New York in January 1791, but moved with his family to Burlington, Vermont at four where he grew up working on the family farm and attending public schools. He graduated from the University of Vermont in 1810 and began the study of law. He was a lieutenant of artillery in the state militia during the War of 1812 and was admitted to the bar in 1813. During the next thirty years he maintained a law practice in Woodstock, Vermont; served four terms in the state assembly; and was an associate justice on the State Supreme Court from 1833 to 1842. He seems to have had little or no experience in public administration before he was elected as a Whig to three consecutive terms in Congress from March 4, 1843 to March 3, 1849.

Collamar probably had no anticipation of a Federal appointment when he decided not to run for reelection to a fourth term since Zachary Taylor's candidacy was questionable. Taylor had never held public office, his commitment to Whig principles doubtful, and he was poorly prepared to deal with the political issues of the day, especially slavery. He received only 47% of the popular vote, but won election when antislavery Democrats abandoned Lewis Cass of Michigan, the Democratic candidate, and switched their votes to Martin Van Buren on the Free Soil ticket. Van Buren's 10% of the vote was more than enough to swing the election to Taylor. Taylor's appointment of Collamar as Postmaster General as soon as he took office on March 4, 1849 clearly was not for any administrative skills, but as a Whig loyalist to the "New England seat" in the cabinet. None of his other appointments were north of Pennsylvania².

Collamar's tenure as postmaster general was largely caretaker in character. His only annual report to the President was full of statistics reflecting the policies and accomplishments of his three influential predecessors, Kendall, Wickliffe, and Johnson³. He was proud to report that Section 18 of the Act of March 3, 1845 requiring mail contracts to be let to the lowest qualified bidder reduced the average cost of carrying the mail 30% from 8.1¢ per mile in FY 1845 to 5.6¢ per mile in FY 1849. He was concerned, as some of his predecessors had been, that 82.5% of the 1849 gross revenues of \$4,705,000

was generated by letters compared to 17% from newspapers and pamphlets of much greater weight, showing that letter mail was continuing to subsidize the print media. Nevertheless, he recognized that the Post Office produced an excess of revenue over expenditures of \$426,000.

He then engaged in a lengthy discussion of the rates of postage, the effects of the franking privilege, and the subsidy of newspapers and pamphlets even to the extent of recommending a reduction of the letter rate to a flat five cents per single letter regardless of distance carried. For the first time in a Post Office Department annual report he introduced the concept of "classes" of mail although he was speaking in terms of the service rendered by each rather than postal rates and handling procedures when he wrote:

The classes of service now required are three: the care, transportation and delivery, 1st, of letters, 2d, of newspapers and pamphlets; 3d, matter carried without compensation. It is by postage on the two first classes of service that the whole expenses of the department

are now sustained.

It is not known whether this reflected Collamar original idea or whether he was adopting jargon already in use in the Department. Except for the third class of matter carried without compensation, it obviously presaged the tripartite classification of mail matter adopted in 1863⁵.

He then reviewed the railroad and foreign mail services. He agreed that the section of the 1845 Act that classified the railroad mail service had "in some degree reduced the cost," but that the railroads continued to resist putting mail schedules in their contracts. He found the foreign mail service generally satisfactory except that the service across the Isthmus of Panama by the government of New Granada (Columbia) was "tardy and carelessly performed" and that efforts to extend mail service through England to France had not been successful.

Maintaining a post office in San Francisco continued to be a problem because the revenues of the office were inadequate to defray the costs of operation by a large margin and the high cost of transportation prevented extending mail service to other parts of that territory. Dead letters were a particularly irksome problem on the Pacific coast. Regulations provided for undeliverable and uncalled for letters to be forwarded to Washington by the end of the second quarter after their arrival. In San Francisco this often turned out to be before the addressees traveling across country overland could reach California. Collamar felt these subjects required the attention



Jacob Collamar

of Congress as well as making further adjustments in postal rates and making provision for extending mails to Oregon and New Mexico.

A separate report of the Contract Office by First Assistant PMG Hobbie discussed some of these same issues at greater depth. Among other things, he reported that the first California mail left New York in October 1848 via Cape Horn with subsequent sailings via Panama averaging more than 10,000 letters and 12,000 newspapers a month, and increasing, with the return mails little short of these numbers. In spite of Collamar's report that the high costs of transportation, rent, and labor prevented expanding mail service in California, Hobbie reported that the Special Agent had already opened offices at Monterey, Benicia, Stockton, Sacramento, Vernon, and San José and was preparing to establish post offices in southern California at Santa Barbara, San Diego, and Los Angeles.

Also within his jurisdiction, he reported that the Deseret Post Office on Great Salt Lake was being supplied from the western boundary of Iowa. Neither Collamar nor Hobbie took notice in their reports that it was in the spring of 1850 when Collamar advertised for proposals and issued contracts for two new routes: No. 4888 monthly from Independence to Santa Fe via Bent's Fort to begin July 1, 1850 and No. 4965 monthly from Independence to Salt Lake City via Fort Laramie to begin August 1, 1850, penetrating the far west overland for the first time. Route No. 4965 was originally advertised for service quarterly from Independence to Oregon City, Oregon, but the POD invited and accepted a proposal for monthly service to Salt Lake City so that Independence was not linked to the Pacific coast until another contract for monthly service from Sacramento to Salt Lake City was issued beginning May 10, 1851.

Hobbie went on to complain of inadequate staffing due to the continued extension of postal service to Texas, Minnesota, Oregon and California, and foreign ports without commensurate increase in the departmental workforce. Most of all he pointed to the complexities of intercommunication among 17,000 post offices staffed by thousands of employees and mail carried over 168,000 miles of routes by 4,190 contractors. He called for a plan of reorganization to be presented to Congress modeled on proposals previously submitted by Cave Johnson that would have made major revisions in Habersham's mail distributing system (See Part VIa). This was the only indication recognized that Collamar attempted to formulate policies and programs of his own; but, if so, he was not given enough time to bring them to maturity.

Taylor's administration was a weak one except, perhaps, for his resolute opposition to the proslavery provisions of the so called "Compromise of 1850." Ill-advisedly he exposed himself to several hours of blistering sun during the July 4th, 1850 ceremonies at the Washington Monument followed by a serving of fruit and cold drinks that produced a gastrointestinal condition that was diagnosed as cholera morbus. He died late in the evening of the 9th after only 16 months

in office. His vice president, Millard Fillmore, was sworn into office the next day. Fillmore, however, did not repeat Tyler's misjudgment when he continued Harrison's cabinet in office. Fillmore deliberated until the 20th when he accepted the resignations of Taylor's cabinet *en masse* and replaced it with a cabinet of his own choosing.

Jacob Collamar returned to his law practice in Vermont where he was elected a judge of the Vermont Circuit Court that fall, serving until 1854. He was elected to the U.S. Senate as a Republican in 1855 and reelected in 1861. He became chairman of the Senate Committee on Post Offices and Post Roads and drafted the legislation that gave President Lincoln sweeping war time powers. He died in Woodstock on November 9, 1865.

Endnotes

Portrait of Jacob Collamar from *The Cyclopedia of American Biography*. 1895, v. 4, p. 371.

1 For biographical sketches of Jacob Collamar, see *The National Cyclopedia of American Biography*, 1895, v. 4, p. 371; *Biographical Directory of the American Congress*, GPO, Washington, D.C., 1961; and Vexler, Robert I., *The Vice-Presidents and Cabinet Members*, Dobbs Ferry, NY, 1975.

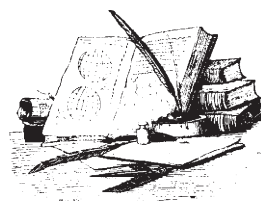
2 Degregorio, William A. *The Complete Book of U.S. Presidents*, 4th. Ed., 1993, pp. 175-185.

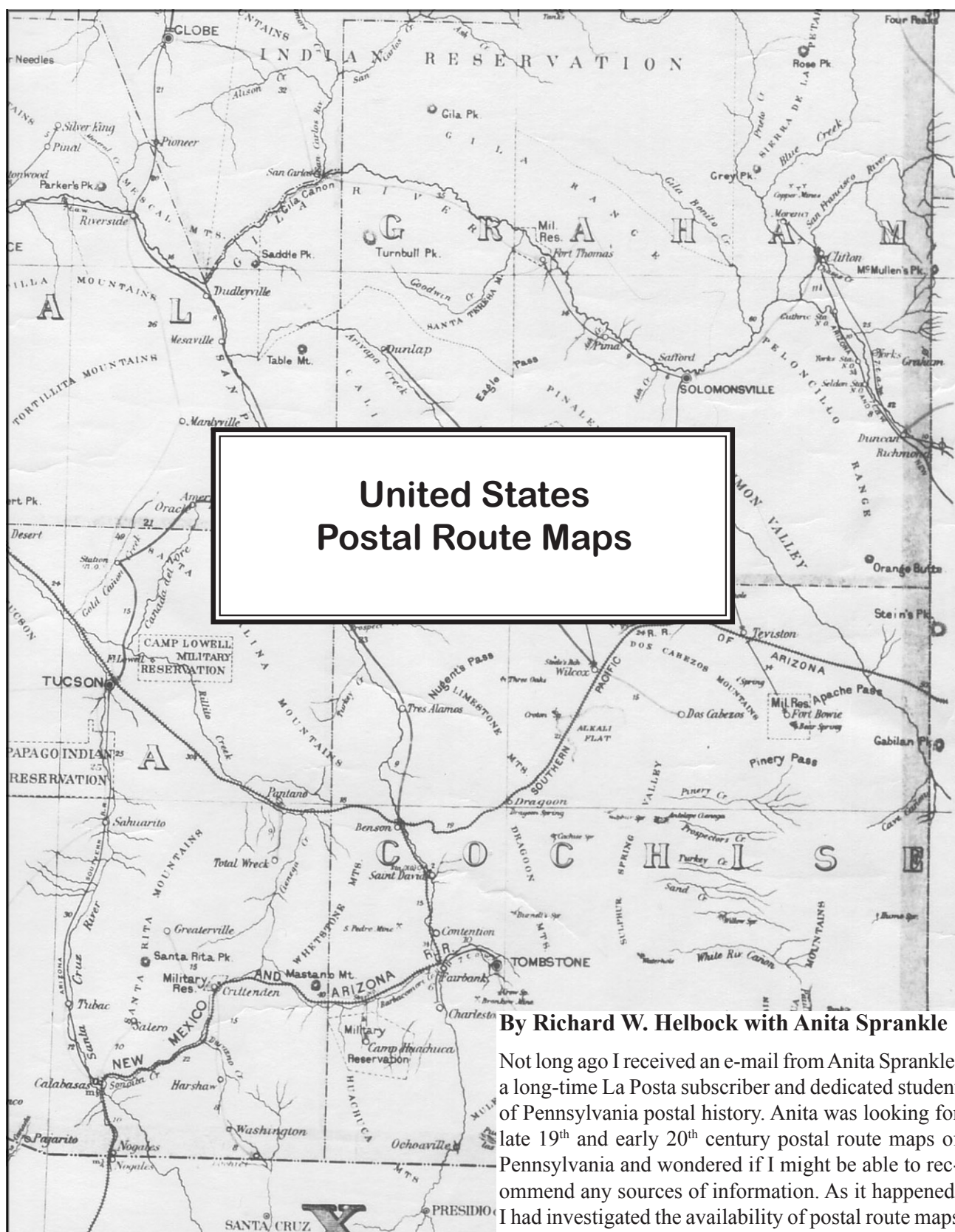
3 Annual Report, December 3, 1849, Senate Ex. Doc. No. 1, Serial 549, p. 773ff.

4 5 Stat. 732.

5 Act of March 3, 1863, 12 Stat. 704.

6 Meschter, Daniel Y., "The First Transmountain Mail Route Contracts, 1850-1862, Part II, Route No. 4965, Independence, Missouri to Salt Lake City, Utah, August 1, 1850 to June 30, 1854, *La Posta: A Journal of American Postal History*, September 1995, pp. 47-59; Part III, Route No. 5066, Sacramento, California to Salt Lake City, Utah, May 10, 1851 to June 30, 1854, *La Posta*, January 1996. pp. 19-35.





The southwestern corner of Arizona Territory is detailed in the portion of the Post Route Map of the Territories of New Mexico and Arizona current as of 1st of October 1885.

United States Postal Route Maps

By Richard W. Helbock with Anita Sprankle

Not long ago I received an e-mail from Anita Sprankle, a long-time La Posta subscriber and dedicated student of Pennsylvania postal history. Anita was looking for late 19th and early 20th century postal route maps of Pennsylvania and wondered if I might be able to recommend any sources of information. As it happened, I had investigated the availability of postal route maps in the National Archives back in the 1960s and 1970s. Fortunately, I had kept a copy of a booklet issued by the National Archives compiled by Janet L. Hargett and published by the General Services Administration in

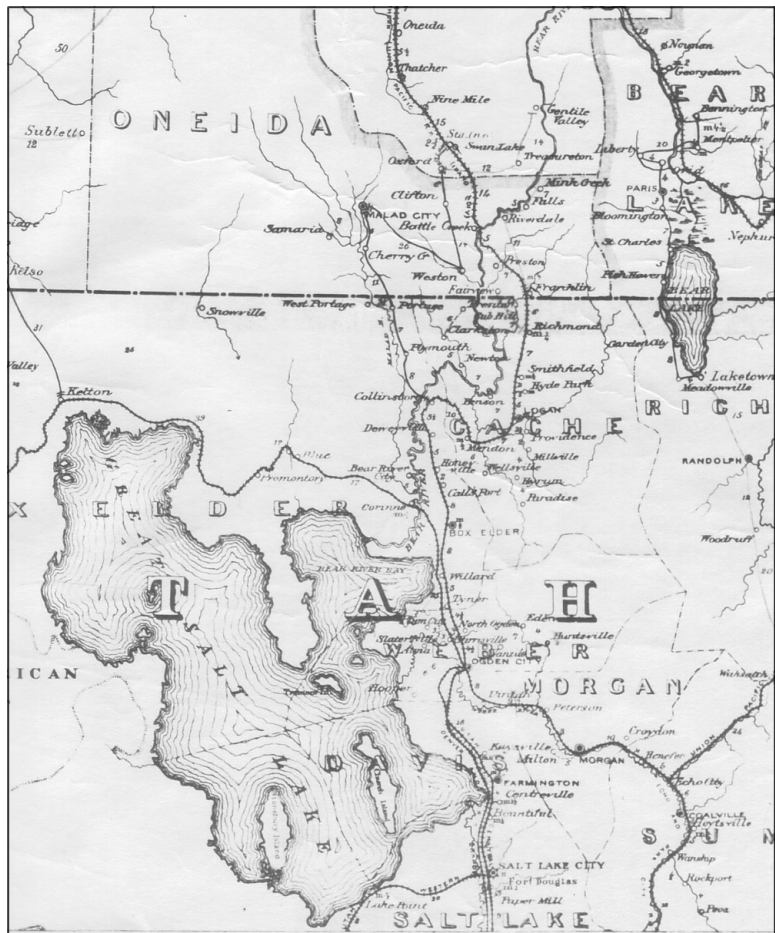
1971. It was titled a *List of Selected Maps of States and Territories*, and contained nearly 900 entries listing maps in the National Archives Collection detailing the geography of the various states and territories from the 18th century to 1920. Quite a large number of postal route maps were listed and I once used this list to place an order for selected maps from the National Archives & Records Service (NARA) in the mid-1970s.

I scanned the appropriate Pennsylvania pages for Anita, converted them to PDF format and attached them to an e-mail requesting that she keep me posted on events related to her attempt to procure copies from NARA. Anita recently sent me information detailing what she learned about acquiring copies of maps from NARA under procedures in effect today. This article provides a summary of Anita's discoveries and a listing of all postal route maps available in the NARA Collection.

Postal Route Maps

An act of July 2, 1836, created within the Post Office Department a position of topographer with the duties of compiling, drawing, revising, printing and distributing post-route maps. The Office of the Topographer was redesignated the Division of Topography on December 1, 1905. In 1913 Topography was assigned to the Division of Supplies and in 1953 that Division was subdivided into a Division of Equipment and Supplies and a Division of Topography and both were organized under the Bureau of Facilities.

The first records published by the Office of Topography were combined in a volume titled *The American Atlas Exhibiting the Post Offices, Railroads, Canals, and the Physical and Political Divisions of the United States of America Constructed ... Under the Direction of the Post Master General by David H. Burr; Geographer to the House of Representatives of the U.S.* The atlas contains detailed maps of the United States at scales on the order of one inch to ten miles or less with counties, mileages between post offices, forts and physical features. Appropriate map numbers from the Burr Atlas for the various states depicted are listed in *table 1* alphabetically by state and territory.



Map 1 This detail from the Post Route Map of the Territories of Montana, Idaho and Wyoming of 1885 shows post offices and routes from the adjacent Territory of Utah.

In 1867 the Office of Topographer began publishing a series of post-route maps of individual and groups of states. These maps were drawn at intermediate scale—one inch to ten miles being fairly typical for most states—and show the location of post offices, the distance between offices, frequency of service, mail-carrying railroads, county boundaries and physical features. Color was used on the maps of this service to distinguish frequency of service. *Map 1* shows a portion of a typical post-route map from this series.

The frequency at which maps of this series were published and updated is not known. Evidence from surviving copies suggests that maps of some states, or groups of states, were published more frequently than others. But since the NARA's collection of surviving copies is admittedly incomplete, the evidence itself may be misleading. For example, a post-route map of Montana, Idaho and Wyoming was published showing post offices in operation on the 1st of April 1891 [Corrected to May 1, 1891] (RG 28: series 1, folder XXV).

Table 1 United States Postal Route Maps in the National Archives and Record Service Collection

STATE	Date	Map Title	Sections	Size (")	NARS File No.
ALABAMA					
ALASKA	1901	Post Route Map of the Territory of Alaska Showing Post Offices on the list of December, 1901	2	36 x 26	RG 28: Alaska 1901
ALASKA	1915	Post Route Map of the Territory of Alaska Showing Post Offices on the list of January, 1915	2	36½ x 25	RG 28: Alaska 1915
ALASKA	1917	Post Route Map of the Territory of Alaska Showing Post Offices on the list of January, 1917	2	36 x 25½	RG 28: Alaska 1917
ARIZONA	1885	Post Route Map of the Territories of New Mexico & Arizona...October, 1885	2	38½ x 29½	RG 28: series 1, folder VIII
ARIZONA	1917	Post Route Map of the State of Arizona Showing Post Offices on the list of January, 1917	1	40 x 32	RG 28: Arizona 1917
ARKANSAS	1891	Post Route Map of the State of Arkansas & Indian and Oklahoma Territories...August, 1891	2	44 x 28½	RG 28: series 1, folder XXVI
CALIFORNIA	1876	Post Route Map of the States of California and Nevada...Dec.1, 1876	1	56½ x 49	RG 75: map 278
CALIFORNIA	1885	Post Route Map of the States of California and Nevada...Oct.1, 1885	4	31 x 27	RG 28: series 1, folder IX
CALIFORNIA	1917	Post Route Map of the States of California and Nevada...Jan.1, 1917	4	36 x 31	RG 28: California, 1917
COLORADO	1879	Post Route Map of the State of Colorado...Oct.1, 1879	1	32½ x 43½	RG 28: series 1, folder IV
COLORADO	1885	Post Route Map of the State of Colorado...Oct.1, 1885	1	34 x 46	RG 28: series 1, folder XI
COLORADO	1917	Post Route Map of the State of Colorado...Jan.1, 1917	2	36 x 25½	RG 28: Colo. 1917
CONNECTICUT	1746	Post Route Map. New England, New York, New Jersey and Pennsylvania [sic] By H. Moll	1	15 x 19	Ref. Coll.: New England 1746
CONNECTICUT	1839	Map of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island & Connecticut By Burr	4	19 x 25½	RG 28: Burr Atlas, map 2
CONNECTICUT	1866	Post Route Map of the States of New Hampshire, Vermont, Massachusetts, Rhode Island & Connecticut...Oct.1, 1867	2	32½ x 41	RG 28: series 1, folder XXVII
CONNECTICUT	1894	Post Route Map of the States of New Hampshire, Vermont, Massachusetts, Rhode Island & Connecticut...June1, 1894	2	32 x 41½	RG 28: series 1, folder I
DELAWARE	1839	Map of Virginia, Maryland and Delaware Exhibiting Post Offices, Post Roads, Canals, etc. By David H. Burr	4	19 x 25½	RG 28: Burr Atlas, map 5
DELAWARE	1869	Post Route Map of the States of Pennsylvania, New Jersey, Delaware, Maryland & Dist. Of Columbia...Nov. 1, 1869	4	30½ x 34½	RG 28: series 1, folder I
DELAWARE	1873	Post Route Map of the States of Pennsylvania, New Jersey, Delaware, Maryland & Dist. Of Columbia...Feb. 1, 1873	1	61 x 69	RG 28: series 1, folder III
DELAWARE	1879	Preliminary Post Route Map of the States of Virginia and West Virginia with Maryland & Delaware...Aug. 1, 1879	4	30 x 34	RG 28: series 1, folder IV
DELAWARE	1883	Post Route Map of the States of Pennsylvania, New Jersey, Delaware, Maryland & Dist. Of Columbia...Aug. 1, 1883	4	30½ x 33½	RG 28: series 1, folder V
DELAWARE	1885	Post Route Map of the States of Pennsylvania, New Jersey, Delaware, Maryland & Dist. Of Columbia...June 1, 1885	4	32½ x 28½	RG 28: series 1, folder XV
DELAWARE	1908	Post Route Map of the States of Maryland, Delaware & the District of Columbia...Dec. 1, 1908	2	34 x 25½	RG 28: Maryland 1908
DELAWARE	1910	Post Route Map of the States of Maryland, Delaware & the District of Columbia...June 1, 1910	2	34½ x 25½	RG 28: Maryland 1910
DISTRICT OF COLUMBIA	1869	Post Route Map of the States of Pennsylvania, New Jersey, Delaware, Maryland & Dist. Of Columbia...Nov. 1, 1869	4	30½ x 34½	RG 28: series 1, folder I
DISTRICT OF COLUMBIA	1873	Post Route Map of the States of Pennsylvania, New Jersey, Delaware, Maryland & Dist. Of Columbia...Feb. 1, 1873	1	61 x 69	RG 28: series 1, folder III
DISTRICT OF COLUMBIA	1883	Post Route Map of the States of Pennsylvania, New Jersey, Delaware, Maryland & Dist. Of Columbia...Aug. 1, 1883	4	30½ x 33½	RG 28: series 1, folder V
DISTRICT OF COLUMBIA	1885	Post Route Map of the States of Pennsylvania, New Jersey, Delaware, Maryland & Dist. Of Columbia...June 1, 1885	4	32½ x 28½	RG 28: series 1, folder XV
DISTRICT OF COLUMBIA	1908	Post Route Map of the States of Maryland, Delaware & the District of Columbia...Dec. 1, 1908	2	34 x 25½	RG 28: Maryland 1908
DISTRICT OF COLUMBIA	1910	Post Route Map of the States of Maryland, Delaware & the District of Columbia...June 1, 1910	2	34½ x 25½	RG 28: Maryland 1910
FLORIDA	1885	Post Route Map of the State of Florida w/Adjacent Georgia & Alabama...Oct.1, 1885	2	26 x 44	RG 28: series 1, folder XIII
FLORIDA	1911	Post Route Map of the State of Florida...March 1, 1911	1	49 x 34½	RG 28: Florida, 1911
GEORGIA	1894	Post Route Map of the State of Georgia...April 1, 1894	2	43½ x 29	RG 28: series 1, folder XXVII
GEORGIA	1917	Post Route Map of the State of Georgia...Jan.1, 1917	1	45 x 37	RG 28: Georgia, 1917
HAWAII	1914	Post Route Map of the Territory of Hawaii Showing Post Offices on the list of Jan. 1, 1917	1	29½ x 44	RG 28: Hawaii, 1914
HAWAII	1917	Post Route Map of the Territory of Hawaii Showing Post Offices on the list of April 1, 1915	1	29 x 44	RG 28: Hawaii, 1917
IDAHO	1883	Post Route Map of the Territories of Montana, Idaho & Wyoming...Dec. 1, 1883	2	43 x 30	RG 28: series 1, folder V
IDAHO	1885	Post Route Map of the Territories of Montana, Idaho & Wyoming...Oct. 1, 1885	2	44 x 29	RG 28: series 1, folder IX
IDAHO	1886	Post Route Map of the Territories of Montana, Idaho & Wyoming...Dec. 1, 1886	2	44 x 29½	RG 28: series 1, folder XVI
IDAHO	1887	Post Route Map of the Territories of Montana, Idaho & Wyoming...Feb. 1, 1887	2	44 x 27½	RG 28: series 1, folder XXII
IDAHO	1891	Post Route Map of the Territories of Montana, Idaho & Wyoming...May 1, 1891	2	44 x 27½	RG 28: series 1, folder XXV
IDAHO	1891	Post Route Map of the Territories of Montana, Idaho & Wyoming...June 1, 1891	2	43½ x 27½	RG 28: series 1, folder XXVI
IDAHO	1917	Post Route Map of the States of Montana, Idaho & Wyoming...Jan. 1, 1917	2	49½ x 32½	RG 28: Montana, 1917
ILLINOIS	1839	Map of Illinois & Missouri Exhibiting Post offices, Post Roads, Canals...July 10, 1839	4	19¼ x 25½	RG 28: Burr Atlas, map 12
ILLINOIS	c1863	Post Route Map of Missouri and Illinois annotated to show population by race in Missouri, ca.1861-65	2	34 x 44	RG 57: Geological Survey Library
ILLINOIS	1873	Post Route Map of the States of Illinois, Iowa & Missouri...April 1, 1873	4	33 x 30	RG 28: series 1, folder II
ILLINOIS	1885	Post Route Map of the States of Illinois, Iowa & Missouri...Oct. 1, 1885	4	34½ x 29	RG 28: series 1, folder VI
ILLINOIS	1901	Post Route Map of the State of Illinois....March 1, 1901	1	46½ x 33	RG 28: Illinois, 1901

ILLINOIS	1917	Post Route Map of the State of Illinois....Jan. 1, 1917	2	25½ x 35	RG 28: Illinois, 1917
INDIANA	1839	Map of Ohio and Indiana Exhibiting Post Offices, Post Roads, Canals, etc. By David H. Burr	4	19¼ x 25½	RG 28: Burr Atlas, map 10
INDIANA	1870	Post Route Map of the States of Indiana & Ohio....1870	1	39 x 56	RG 28: map 262
INDIANA	1885	Post Route Map of the States of Ohio and Indiana....Dec.1, 1885	2	44 x 30½	RG 28: series 1, folder VII
INDIANA	1901	Post Route Map of the State of Indiana....March 1, 1901	1	43 x 26	RG 28: Indiana, 1901
INDIANA	1917	Post Route Map of the State of Illinois....Jan. 1, 1917	1	43 x 29	RG 28: Indiana, 1917
INDIAN TERRITORY	1891	Post Route Map of the State of Arkansas & Indian and Oklahoma Territories....August, 1891	2	44 x 28½	RG 28: series 1, folder XXVI
IOWA	1873	Post Route Map of the States of Illinois, Iowa & Missouri....April 1, 1873	4	33 x 30	RG 28: series 1, folder II
IOWA	1885	Post Route Map of the States of Illinois, Iowa & Missouri....Oct. 1, 1885	4	34½ x 29	RG 28: series 1, folder VI
IOWA	1907	Post Route Map of the State of Iowa annotated....Sept. 1, 1907	2	41½ x 29	RG 28: Iowa, 1907
IOWA	1917	Post Route Map of the State of Iowa....Jan. 1, 1917	1	35 x 51½	RG 28: Iowa, 1917
KANSAS	1885	Preliminary Post Route Map of the States of Kansas & Nebraska....Oct. 1, 1885	4	29 x 34	RG 28: series 1, folder XI
KANSAS	1917	Post Route Map of the State of Kansas....Jan. 1, 1917	2	29 x 26	RG 28: Kansas, 1917
KENTUCKY	1887	Post Route Map of the States of Kentucky & Tennessee....Feb. 1, 1887	4	31 x 34	RG 28: series 1, folder XXII
KENTUCKY	1912	Post Route Map of the States of Kentucky & Tennessee....Sept. 1, 1912	2	47 x 35	RG 28: Kentucky, 1912
KENTUCKY	1915	Post Route Map of the States of Kentucky & Tennessee....Feb. 1, 1887	2	47 x 35	RG 28: Kentucky, 1915
LOUISIANA	1885	Post Route Map of the State of Louisiana....Oct. 1, 1885	2	41 x 28½	RG 28: series 1, folder VIII
LOUISIANA	1887	Post Route Map of the State of Louisiana....March 1, 1895	2	41½ x 28½	RG 28: series 1, folder XIX
LOUISIANA	1895	Post Route Map of the State of Louisiana....Feb. 1, 1888	1	30½ x 35	RG 28: Louisiana, 1895
MAINE	1839	Map of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island & Connecticut... By Burr	4	19 x 25½	RG 28: Burr Atlas, map 2
MAINE	1873	Post Route Map of the State of Maine....Aug. 1, 1873	1	40 x 31½	RG 28: series 1, folder II
MAINE	1886	Post Route Map of the State of Maine....Feb. 1, 1886	1	40 x 30	RG 28: series 1, folder XVI
MAINE	1896	Post Route Map of the State of Maine....Sept. 1, 1896	1	40 x 30½	RG 28: Maine 1896
MARYLAND	1839	Map of Virginia, Maryland and Delaware Exhibiting Post Offices, Post Roads, Canals, etc. By David H. Burr	4	19 x 25½	RG 28: Burr Atlas, map 5
MARYLAND	1869	Post Route Map of the States of Pennsylvania, New Jersey, Delaware, Maryland & Dist. Of Columbia....Nov. 1, 1869	4	30½ x 34½	RG 28: series 1, folder I
MARYLAND	1873	Post Route Map of the States of Pennsylvania, New Jersey, Delaware, Maryland & Dist. Of Columbia....Feb. 1, 1873	1	61 x 69	RG 28: series 1, folder III
MARYLAND	1879	Preliminary Post Route Map of the States of Virginia and West Virginia with Maryland & Delaware....Aug. 1, 1879	4	30 x 34	RG 28: series 1, folder IV
MARYLAND	1883	Post Route Map of the States of Pennsylvania, New Jersey, Delaware, Maryland & Dist. Of Columbia....Aug. 1, 1883	4	30½ x 33½	RG 28: series 1, folder V
MARYLAND	1885	Post Route Map of the States of Pennsylvania, New Jersey, Delaware, Maryland & Dist. Of Columbia....June 1, 1885	4	32½ x 28½	RG 28: series 1, folder XV
MARYLAND	1908	Post Route Map of the States of Maryland, Delaware & the District of Columbia....Dec. 1, 1908	2	34 x 25½	RG 28: Maryland 1908
MARYLAND	1910	Post Route Map of the States of Maryland, Delaware & the District of Columbia....June 1, 1910	2	34½ x 25½	RG 28: Maryland 1910
MASSACHUSETTS	1839	Map of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island & Connecticut By Burr	4	19 x 25½	RG 28: Burr Atlas, map 2
MASSACHUSETTS	1866	Post Route Map of the States of New Hampshire, Vermont, Massachusetts, Rhode Island & Connecticut....Oct.1, 1867	2	32½ x 41	RG 28: series 1, folder XXVII
MASSACHUSETTS	1894	Post Route Map of the States of New Hampshire, Vermont, Massachusetts, Rhode Island & Connecticut....June1, 1894	2	32 x 41½	RG 28: series 1, folder I
MICHIGAN	1873	Post Route Map of the States of Michigan & Wisconsin....June 1, 1873	2	43½ x 29½	RG 28: series 1, folder II
MICHIGAN	1901	Post Route Map of the States of Michigan & Wisconsin....March 1, 1901	2	47½ x 32½	RG 28: Michigan, 1901
MICHIGAN	1917	Post Route Map of the States of Michigan & Wisconsin....Jan. 1, 1917	4	24 x 32	RG 28: Michigan, 1917
MINNESOTA	1876	Post Route Map of the State of Minnesota with adjacent parts of Iowa, Nebraska, etc....1876	1	57½ x 42½	RG 75: map 277
MINNESOTA	1883	Post Route Map of the State of Minnesota with adjacent parts of Iowa, Nebraska, etc....Dec. 1, 1883	2	30½ x 43	RG 28: series 1, folder V
MINNESOTA	1885	Post Route Map of the State of Minnesota with adjacent parts of Iowa, Nebraska, etc....Oct. 1, 1885	2	29½ x 44	RG 28: series 1, folder XIII
MINNESOTA	1901	Post Route Map of the State of Minnesota....March 1, 1901	1	42 x 35½	RG 28: Minnesota, 1901
MINNESOTA	1917	Post Route Map of the State of Minnesota....Jan. 1, 1917	1	45½ x 36	RG 28: Mississippi, 1911
MISSISSIPPI	1911	Post Route Map of the State of Mississippi....March 1, 1911	1	47 x 32	RG 28: Minnesota, 1918
MISSOURI	1839	Map of Illinois & Missouri Exhibiting Post offices, Post Roads, Canals....July 10, 1839	4	19¼ x 25½	RG 28: Burr Atlas, map 12
MISSOURI	ca. 1863	Post Route Map of Missouri and Illinois annotated to show population by race in Missouri, ca.1861-65	2	34 x 44	RG 57: Geological Survey Library
MISSOURI	1873	Post Route Map of the States of Illinois, Iowa & Missouri....April 1, 1873	4	33 x 30	RG 28: series 1, folder II
MISSOURI	1885	Post Route Map of the States of Illinois, Iowa & Missouri....Oct. 1, 1885	4	34½ x 29	RG 28: series 1, folder VI
MONTANA	1883	Post Route Map of the Territories of Montana, Idaho & Wyoming & Arizona....Dec. 1, 1883	2	43 x 30	RG 28: series 1, folder V
MONTANA	1885	Post Route Map of the Territories of Montana, Idaho & Wyoming & Arizona....Oct. 1, 1885	2	44 x 29	RG 28: series 1, folder IX
MONTANA	1886	Post Route Map of the Territories of Montana, Idaho & Wyoming....Dec. 1, 1886	2	44 x 29½	RG 28: series 1, folder XVI

MONTANA	1887	Post Route Map of the Territories of Montana, Idaho & Wyoming...Feb. 1, 1887	2	44 x 27½	RG 28: series 1, folder XXII
MONTANA	1891	Post Route Map of the Territories of Montana, Idaho & Wyoming...May 1, 1891	2	44 x 27½	RG 28: series 1, folder XXV
MONTANA	1891	Post Route Map of the Territories of Montana, Idaho & Wyoming...June 1, 1891	2	43½ x 27½	RG 28: series 1, folder XXVI
MONTANA	1917	Post Route Map of the States of Montana, Idaho & Wyoming...Jan. 1, 1917	2	49½ x 32½	RG 28: Montana, 1917
NEBRASKA	1885	Preliminary Post Route Map of the States of Kansas & Nebraska...Oct. 1, 1885	4	29 x 34	RG 28: series 1, folder XI
NEBRASKA	1917	Post Route Map of the State of Nebraska...Jan. 1, 1917	2	29½ x 26	RG 28: Nebraska, 1917
NEVADA	1876	Post Route Map of the States of California and Nevada...Dec.1, 1876	1	56½ x 49	RG 75: map 278
NEVADA	1885	Post Route Map of the States of California and Nevada...Oct.1, 1885	4	31 x 27	RG 28: series 1, folder IX
NEVADA	1917	Post Route Map of the States of California and Nevada...Jan.1, 1917	4	36 x 31	RG 28: California, 1917
NEW HAMPSHIRE	1839	Map of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island & Connecticut By Burr	4	19 x 25½	RG 28: Burr Atlas, map 2
NEW HAMPSHIRE	1866	Post Route Map of the States of New Hampshire, Vermont, Massachusetts, Rhode Island & Connecticut...Oct.1, 1867	2	32½ x 41	RG 28: series 1, folder XXVII
NEW HAMPSHIRE	1894	Post Route Map of the States of New Hampshire, Vermont, Massachusetts, Rhode Island & Connecticut...June1, 1894	2	32 x 41½	RG 28: series 1, folder I
NEW JERSEY	1746	Post Route Map. New England, New York, New Jersey and Pennsylvania [sic] By H. Moll	1	15 x 19	Ref. Coll.: New England 1746
NEW JERSEY	1839	Map of New Jersey and Pennsylvania Exhibiting Post Offices, Post Roads...By Burr	4	19½ x 25	RG 28: Burr Atlas, map 4
NEW JERSEY	1869	Post Route Map of the States of Pennsylvania, New Jersey, Delaware, Maryland & Dist. Of Columbia...Nov. 1, 1869	4	30½ x 34½	RG 28: series 1, folder I
NEW JERSEY	1873	Post Route Map of the States of Pennsylvania, New Jersey, Delaware, Maryland & Dist. Of Columbia...Feb. 1, 1873	1	61 x 69	RG 28: series 1, folder III
NEW JERSEY	1883	Post Route Map of the States of Pennsylvania, New Jersey, Delaware, Maryland & Dist. Of Columbia...Aug. 1, 1883	4	30½ x 33½	RG 28: series 1, folder V
NEW JERSEY	1885	Post Route Map of the States of Pennsylvania, New Jersey, Delaware, Maryland & Dist. Of Columbia...June 1, 1885	4	32½ x 28½	RG 28: series 1, folder XV
NEW JERSEY	1915	Post Route Map of the State of New Jersey...April 1, 1915	1	46½ x 33	RG 28: New Jersey, 1915
NEW MEXICO	1885	Post Route Map of the Territories of New Mexico & Arizona...Oct. 1, 1885	2	38½ x 29½	RG 28: series 1, folder VIII
NEW MEXICO	1902	Post Route Map of the Territories of New Mexico...June 1, 1902	1	24 x 19	RG 28: New Mexico, 1902
NEW MEXICO	1917	Post Route Map of the Territories of New Mexico...Jan. 1, 1917	1	39½ x 33	RG 28: New Mexico, 1917
NEW YORK	1746	Post Route Map. New England, New York, New Jersey and Pennsylvania [sic] By H. Moll	1	15 x 19	Ref. Coll.: New England 1746
NEW YORK	1839	Map of New York Exhibiting Post Offices, Post Roads, Canals, etc. By David H. Burr	4	19 x 25½	RG 28: Burr Atlas, map 3
NEW YORK	1868	Post Route Map of the State of New York...June 1, 1868	4	29 x 32	RG 28: series 1, folder I
NEW YORK	1887	Post Route Map of the State of New York...Feb. 1, 1887	4	27½ x 31½	RG 28: series 1, folder XXIII
NEW YORK	1890	Post Route Map of the State of New York...Aug. 1, 1890	4	31 x 34	RG 28: series 1, folder XXIV
NEW YORK	1901	Post Route Map of the State of New York...March 1, 1901	4	34½ x 36½	RG 28: New York, 1901
NEW YORK	1917	Post Route Map of the State of New York...Jan. 1, 1917	4	34½ x 36	RG 28: New York, 1917
NORTH CAROLINA	1839	Map of North and South Carolina Exhibiting Post Offices, Post Roads, Canals, etc. By David H. Burr	4	19½ x 25½	RG 28: Burr Atlas, map 6
NORTH CAROLINA	1885	Post Route Map of the States of North Carolina and South Carolina...Dec. 1, 1885	4	28½ x 34½	RG 28: series 1, folder XVI
NORTH CAROLINA	1887	Post Route Map of the States of North Carolina and South Carolina...Feb. 1, 1887	4	28½ x 34½	RG 28: series 1, folder XXI
NORTH CAROLINA	1917	Post Route Map of the State of North Carolina...Jan. 1, 1917	2	35 x 25	RG 28: North Carolina, 1917
NORTH DAKOTA	1885	Post Route Map of the Territory of Dakota Showing Post Offices...Oct. 1, 1885	2	29½ x 44	RG 28: series 1, folder X
NORTH DAKOTA	1917	Post Route Map of the State of North Dakota...Jan. 1, 1917	1	32 x 43	RG 28: North Dakota, 1917
OHIO	1839	Map of Ohio and Indiana Exhibiting Post Offices, Post Roads, Canals, etc. By David H. Burr	4	19½ x 25½	RG 28: Burr Atlas, map 10
OHIO	1870	Post Route Map of the States of Indiana & Ohio...1870	1	39 x 56	RG 28: map 262
OHIO	1885	Post Route Map of the States of Ohio and Indiana...Dec.1, 1885	2	44 x 30½	RG 28: series 1, folder VII
OHIO	1901	Post Route Map of the State of Ohio...March 1, 1901	1	47 x 34½	RG 28: Ohio, 1901
OKLAHOMA	1892	Post Route Map of the State of Arkansas & Indian and Oklahoma Territories...August, 1891	2	44 x 28½	RG 28: series 1, folder XXVI
OREGON	1880	Post Route Map of the State of Oregon and the Territory of Washington...Jan. 1, 1880	2	23½ x 36	RG 28: series 1, folder IV
OREGON	1883	Post Route Map of the State of Oregon and the Territory of Washington...Oct. 1, 1883	2	30 x 43½	RG 28: series 1, folder V
OREGON	1887	Post Route Map of the State of Oregon and the Territory of Washington...Feb. 1, 1887	2	29 x 44	RG 28: series 1, folder XXV
OREGON	1891	Post Route Map of the States of Oregon and Washington...June 1, 1891	2	28½ x 43	RG 28: series 1, folder XXII
OREGON	1897	Post Route Map of the States of Oregon...June 1, 1897	1	34 x 43½	RG 28: Oregon, 1897
OREGON	1917	Post Route Map of the State of Oregon...Jan. 1, 1917	1	34 x 43½	RG 28: Oregon, 1917
PENNSYLVANIA	1746	Post Route Map. New England, New York, New Jersey and Pennsylvania [sic] By H. Moll	1	15 x 19	Ref. Coll.: New England 1746
PENNSYLVANIA	1839	Map of New Jersey and Pennsylvania Exhibiting Post Offices, Post Roads...By Burr	4	19½ x 25	RG 28: Burr Atlas, map 4
PENNSYLVANIA	1869	Post Route Map of the States of Pennsylvania, New Jersey, Delaware, Maryland & Dist. Of Columbia...Nov. 1, 1869	4	30½ x 34½	RG 28: series 1, folder I
PENNSYLVANIA	1873	Post Route Map of the States of Pennsylvania, New Jersey, Delaware, Maryland & Dist. Of Columbia...Feb. 1, 1873	1	61 x 69	RG 28: series 1, folder III

PENNSYLVANIA	1883	Post Route Map of the States of Pennsylvania, New Jersey, Delaware, Maryland & Dist. Of Columbia...Aug. 1, 1883	4	30½ x 33½	RG 28: series 1, folder V
PENNSYLVANIA	1885	Post Route Map of the States of Pennsylvania, New Jersey, Delaware, Maryland & Dist. Of Columbia...June 1, 1885	4	32½ x 28½	RG 28: series 1, folder XV
PENNSYLVANIA	1901	Post Route Map of the State of Pennsylvania...March 1, 1901	1	61 x 67	RG 28: Pennsylvania, 1901
RHODE ISLAND	1839	Map of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island & Connecticut By Burr	4	19 x 25½	RG 28: Burr Atlas, map 2
RHODE ISLAND	1866	Post Route Map of the States of New Hampshire, Vermont, Massachusetts, Rhode Island & Connecticut...Oct. 1, 1867	2	32½ x 41	RG 28: series 1, folder XXVII
RHODE ISLAND	1894	Post Route Map of the States of New Hampshire, Vermont, Massachusetts, Rhode Island & Connecticut...June 1, 1894	2	32 x 41½	RG 28: series 1, folder I
SOUTH CAROLINA	1839	Map of North and South Carolina Exhibiting Post Offices, Post Roads, Canals, etc. By David H. Burr	4	19½ x 25½	RG 28: Burr Atlas, map 6
SOUTH CAROLINA	1885	Post Route Map of the States of North Carolina and South Carolina...Dec. 1, 1885	4	28½ x 34½	RG 28: series 1, folder XVI
SOUTH CAROLINA	1887	Post Route Map of the States of North Carolina and South Carolina...Feb. 1, 1887	4	28½ x 34½	RG 28: series 1, folder XXI
SOUTH CAROLINA	1917	Post Route Map of the State of South Carolina...Jan. 1, 1917	1	32 x 42½	RG 28: South Carolina, 1917
SOUTH DAKOTA	1885	Post Route Map of the Territory of Dakota Showing Post Offices...Oct. 1, 1885	2	29½ x 44	RG 28: series 1, folder X
SOUTH DAKOTA	1917	Post Route Map of the State of South Dakota...Jan. 1, 1917	1	31 x 39	RG 28: South Dakota, 1917
TENNESSEE	1887	Post Route Map of the States of Kentucky & Tennessee...Feb. 1, 1887	4	31 x 34	RG 28, series 1, folder XXII
TENNESSEE	1912	Post Route Map of the States of Kentucky & Tennessee...Sept. 1, 1912	2	47 x 35	RG 28: Kentucky, 1912
TENNESSEE	1915	Post Route Map of the States of Kentucky & Tennessee...Feb. 1, 1887	2	47 x 35	RG 28: Kentucky, 1915
TEXAS	1875	Preliminary Post Route Map of the State of Texas...Jan. 1, 1875	2	22 x 41	RG 28: series 1, folder III
TEXAS	1885	Post Route Map of the State of Texas...Oct. 1, 1885	2	44 x 29½	RG 28: series 1, folder XII
UTAH	1917	Post Route Map of the State of Utah...Jan. 1, 1917	1	42½ x 31½	RG 28: Utah, 1917
UTAH	1918	Post Route Map of the State of Utah...Jan. 1, 1918	1	42½ x 31½	RG 28: Utah, 1918
VERMONT	1839	Map of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island & Connecticut By Burr	4	19 x 25½	RG 28: Burr Atlas, map 2
VERMONT	1894	Post Route Map of the States of New Hampshire, Vermont, Massachusetts, Rhode Island & Connecticut...June 1, 1894	2	32 x 41½	RG 28: series 1, folder I
VERMONT	1866	Post Route Map of the States of New Hampshire, Vermont, Massachusetts, Rhode Island & Connecticut...Oct. 1, 1867	2	32½ x 41	RG 28: series 1, folder XXVII
VIRGINIA	1839	Map of Virginia, Maryland and Delaware Exhibiting Post Offices, Post Roads, Canals, etc. By David H. Burr	4	19 x 25½	RG 28: Burr Atlas, map 5
VIRGINIA	1879	Preliminary Post Route Map of the States of Virginia and West Virginia with Maryland & Delaware...Aug. 1, 1879	4	30 x 34	RG 28: series 1, folder IV
WASHINGTON	1880	Post Route Map of the State of Oregon and the Territory of Washington...Jan. 1, 1880	2	23½ x 36	RG 28: series 1, folder IV
WASHINGTON	1883	Post Route Map of the State of Oregon and the Territory of Washington...Oct. 1, 1883	2	30 x 43½	RG 28: series 1, folder V
WASHINGTON	1887	Post Route Map of the State of Oregon and the Territory of Washington...Feb. 1, 1887	2	29 x 44	RG 28: series 1, folder XXV
WASHINGTON	1891	Post Route Map of the States of Oregon and Washington...June 1, 1891	2	28½ x 43	RG 28: series 1, folder XXII
WEST VIRGINIA	1879	Preliminary Post Route Map of the States of Virginia and West Virginia with Maryland & Delaware...Aug. 1, 1879	4	30 x 34	RG 28: series 1, folder IV
WISCONSIN	1873	Post Route Map of the States of Michigan & Wisconsin...June 1, 1873	2	43½ x 29½	RG 28: series 1, folder II
WISCONSIN	1901	Post Route Map of the States of Michigan & Wisconsin...March 1, 1901	2	47½ x 32½	RG 28: Michigan, 1901
WISCONSIN	1917	Post Route Map of the States of Michigan & Wisconsin...Jan. 1, 1917	4	24 x 32	RG 28: Michigan, 1917
WYOMING	1883	Post Route Map of the Territories of Montana, Idaho & Wyoming & Arizona...Dec. 1, 1883	2	43 x 30	RG 28: series 1, folder V
WYOMING	1885	Post Route Map of the Territories of Montana, Idaho & Wyoming & Arizona...Oct. 1, 1885	2	44 x 29	RG 28: series 1, folder IX
WYOMING	1886	Post Route Map of the Territories of Montana, Idaho & Wyoming...Dec. 1, 1886	2	44 x 29½	RG 28: series 1, folder XVI
WYOMING	1887	Post Route Map of the Territories of Montana, Idaho & Wyoming...Feb. 1, 1887	2	44 x 27½	RG 28: series 1, folder XXII
WYOMING	1891	Post Route Map of the Territories of Montana, Idaho & Wyoming...May 1, 1891	2	44 x 27½	RG 28: series 1, folder XXV
WYOMING	1891	Post Route Map of the Territories of Montana, Idaho & Wyoming...June 1, 1891	2	43½ x 27½	RG 28: series 1, folder XXVI
WYOMING	1917	Post Route Map of the States of Montana, Idaho & Wyoming...Jan. 1, 1917	2	49½ x 32½	RG 28: Montana, 1917



Map 2 This detail from the Post Route Map of the Territory of New Mexico of 1907 is typical of maps from the second series of postal route maps. This map does not appear in the NARA Collection.

Another map of the same three states was published showing post offices in operation as of June 1st, 1891 (RG 28: series 1, folder XXVI). Are we to infer from these surviving maps that all post-route maps were updated monthly? I think not, for there would be many more surviving maps if that were the case. All surviving maps in the NARA Collection are listed in *table 1* arranged alphabetically by state and territory.

The first series of post-route maps was concluded in 1894. That same year saw the launch of a new series of maps with slightly different format. Maps of this series also show information related to post offices including postal routes, mail-carrying railroads, rural delivery routes, airmail routes, mail supply points and method and frequency of postal service. This second series continued in publication until 1960 and the Post Office Department maintains a complete collection of these maps dating from 1937 onward. *Table 1* lists maps

of this series in the NARA Collection that date from 1920 or earlier. *Map 2* illustrates a small portion of one on the maps from this second series.

Ordering Photocopies of NARA Maps

NARA postal route maps are stored in the Cartographic and Architectural collection at College Park, MD. Page-sized photocopies and copies made from microfilm are produced by the NARA. Digital files, photographic reproductions, and oversize photocopies of documents housed in the College Park facility are produced by private vendors. There are six companies providing these services, only one of which advertises photocopies. This company is National Air Survey Center Corporation in Bladensburg, MD. 1-800-226-0177, www.nascc.com, or e-mail nasccinfo@aol.com. Their web site doesn't address photocopies, but details are provided in their hard copy brochure. The photocopies are gray-scale reproductions on 24 pound bond paper and prices are based on reproduction size. The purchaser must determine into which category the map falls, then order accordingly. Current size categories and prices are:

18x24"	\$18.00
24x36"	\$26.00
30x42"	\$45.00
36x48"	\$55.00

In addition to the reproduction cost, there is a \$9.00 per item NARA pull fee. Shipping is \$10.50 for orders under \$100 and 12% over \$101.

Readers wishing to examine the entire range of state and territory maps available through NARA should check out the NARA website: www.archives.gov/. It provides details of NARA holdings, explains how to request information and order copies of maps, and reminds you to include a regular mail address in your e-mail request so vendor brochures can be sent to you.

Postmarks Among the Palms: A Postal History of the Florida Keys

Part 4: Marathon

By Richard Helbock and Jerry Wilkinson

[Continued from Vol. 35, No. 1 (Feb-Mar 2004)]

Marathon

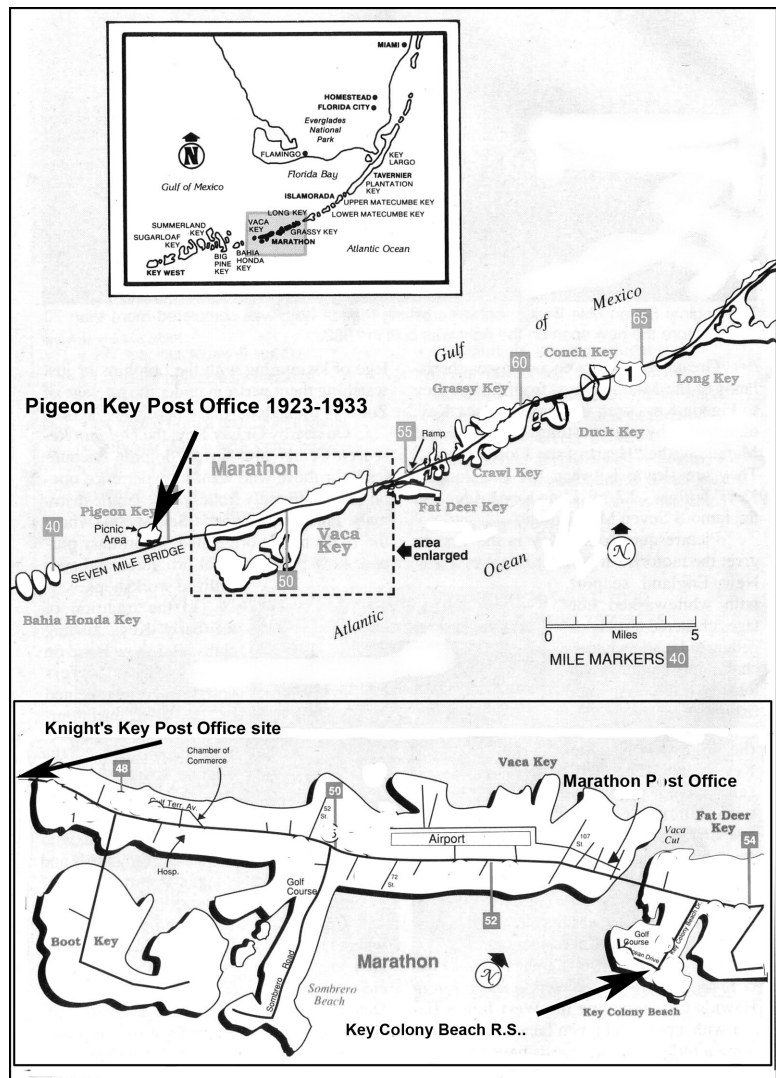
Marathon began in historical times as Cayo de Vacas or Vacas. Vaca is Spanish for “cow” and general knowledge is that there were no cows (bovines) on Key Vaca in early times. However, Bill Ackerman wrote in his 1957 book, *The Florida Keys*, “Key Vaca, or Cow Island, was so named for the Spanish cattle that once roamed here in a near-wild state.” Often when names appear in their plural form it includes a closely grouped set of smaller islands.

The earliest map known to the authors showing Cayo Vaca is estimated to have been made in about 1670 and it was a group of islands. Conjecture has it named after Alavar Nunez Cabeza de Vaca who wrote a detailed account of the exploration of Florida by Pamphilio Narvaez in 1528. His maternal ancestry was given the name ‘Cabeza de Vaca’ for guiding an army against the Moors through a pass marked with the skull of a cow in 1212. In Spanish, ‘Vaca’ symbolized victory against great odds and was proudly borne. Others say the name was after the sea cow.

The names of many of the Keys can be the subject of discussion. A U. S. Coast & Geodetic Survey letter for project HT 156 (1935-1936) discusses many names. Page 2 of Sheet No. 17 reads “Knight Key: The Key was named after the original settler and is locally called Knights Key.”

Page 2 of Sheet No. 15 Grassy Key: “Local information states that the Key was named after an old settler and not because it was partially covered with grass.” A note is that Grassy Key had that name in a 1855 wrecker’s court record for the burning of the ship Concordia. Page No. 3 concerning Key Vacas gives the pros and cons of using the final “s”.

Key Vaca and four small islands were granted to Don Francisco Ferreira by a Spanish Land Grant in 1814. Ferreira sold Key Vaca to Isaac Cox for \$3,000 on September 4, 1824, which was \$1,000 more than the selling price of Key West. Three years later, Cox sold Key Vaca to Charles Howe of Indian Key fame for \$1,500. By 1835, Key Vaca was considered one of Monroe County’s three principal settlements, the other two being Key West and Indian Key. (In 1836 the Middle and Upper Keys were given to Dade County where they remained until 1866.)



Map 1 Marathon, Florida, on Vaca Key is the largest urban center in the central Keys

In the Upper Keys, probably the oldest continuous family is the Russell family. They are descendants of Richard and Mary Ann Russell who arrived on Key Vaca around 1838. In 1854 they moved from Key Vaca to Upper Matecumbe Key.

A February 10, 1823 "Notice to Mariners" was printed in *The Floridian* of Pensacola "Ship News" advising the public of the settlement of Port Monroe, Key Vaca. It was probably on Knight's Key as the notice stated that fresh water is available five miles away. Among other things the notice said, "At present there are four families residing at this place; corn, potatoes, beans, onions, cotton, and all West Indies fruit thrives rapidly, and surpasses our most sanguine expectations. JOSHUA A. APPLEBY, JOHN W. FIVEASH."

The above two men were apparently involved in some shady maritime activities. Shortly after Florida became a U.S. Territory in 1821, Port Monroe attracted the attention of Commodore David Porter and his U.S. anti-pirate squadron. Porter sent Lt. Rogers and six marines to maintain the law. A 1825 congressional law mandated that all wrecked property be taken to American ports-of-entry (Key West and St. Augustine). This, in addition to the law enforcement actions taken by Commodore Porter, just about doomed Port Monroe. Joshua Appleby formed a partnership with a Solomon Snyder and they hired Silas Fletcher in 1824 to construct and operate a store for mariners on Indian Key.

It is said that Temple Pent Sr. was Key Vaca's first permanent European settler and was the founder of the settlement called Conch Town (presently the area of 109th and 112th streets). Pent had lived on Key Biscayne from 1810 to 1825, then in Key West until 1836, when he moved to Key Vaca. He had married Mary Kemp. Pent served as a ship's pilot for Commodore David Porter and was one of the first licensed maritime pilots in Monroe County. He probably selected Key Vaca because of the Indian violence in the Key Biscayne area. Capt. Pent's eleventh child, a son named John, was born in November 1839 and could have been the first white person born on Key Vaca. His first son, Temple Pent Jr. could have been Key Vaca's first marriage when he married Eliza Bulward in 1840.

There are reports of shipbuilding on Key Vaca. The Pents' were listed as mariners and Edmund Beaseley as a carpenter. Two ships were constructed on Key Vaca—the 13-ton schooner *Laving* and the 9-ton schooner *Jane Ann* in 1840 and 1841 respectively.

During the wrecking period, three other ships specifically listed with home ports of Key Vaca. These are the schooner *Amelia*, Captain Joseph Bethel, 1835; the schooner *Single Sailor*, Captain R. Roberts, 1835, and the sloop *Vevilia*, Captain Wood, 1840.

John Lee Williams wrote in his (1837) *The Territory of Florida*, page 37:

The Vacas or Cow Keys are ten or twelve in number, and extend about 15 miles in length. Some of them are four miles in length, while others are scarcely half a mile long; some are covered with tall pines, some with hammock trees, and some almost entirely with grass. On the north side of the group they are generally rocky, and bear many small palmetto trees. There are from 10 to 15 families scattered over them. Knight's Key, the southwest key of this cluster, has a good house and cleared field, that appears to great advantage from the water. Most of these keys possess good springs and wells of fresh water, and turtles are abundant in the neighborhood.

Dr. Perrine wrote in 1840 that there were about 200 settlers on Key Vaca. This would make Key Vaca more populated than Indian Key. Of course, the island is also many times larger in size. It appears that Perrine was relying on those settlers to help propagate his agricultural experiments.

Public records are a little confusing, but it appears that the General Land Office on September 12, 1845 declared the Marathon area (and much of the other Keys) as a Military Reservation. It was not released until 1878.

During this later time, the settlement of "Conch Town" was reported by passersby. It appears to have been on the northeast end of Key Vaca.

Of interest are excerpts from the *Charleston Daily Courier* dated January 10, 1858 of a voyage made to Knight's Key with Charles Howe: "...Commenced with Knight's Key, containing about one hundred and twenty-five acres of arable [plowable] land, and has a comfortable house and cistern. On this Key we have twelve hundred cocoanut trees and about fifty thousand Sisal hemp plants, most of which are fit to cut and manufacture into hemp...." They sailed on "...Passed Duck Key, where much money was expended on forming a salt pond...."

The Dade County Census of 1860 reveals Temple Pent Sr. (Mariner), wife Mary and sons John and David living on Key Vaca. Their elder son, Temple Pent Jr., wife Elizabeth and three children were also on the island.

There were a total of six families listed and five bore the name Pent. The sixth family was John and Amelia (Pent) Skelton, who had five children. The total 1860 population of Key Vaca was reported as 26 residents.

Legend has it that shortly after May, 1865, Judah Benjamin rendezvoused with a ship in the harbor of Knight's Key to complete his escape to Bimini. Benjamin was the "retiring" Secretary of State in the Confederate cabinet. Using multiple disguises, he

traversed the mainland of Florida and stopped over at Knight's Key on the 16-foot yawl *The Blonde*.

A U.S. census from the Act of 1866 revealed a complete depopulation of Key Vaca for reasons yet to be determined. Population zero. Everyone had moved away! The Pents went to Bamboo Key, the Russells to Matecumbe, Beaseley to Coconut Grove, et cetera. Bamboo Key is north of Fat Deer Key and was reported to have had no mosquitoes. The standard reference Census of 1870 also listed no one on Key Vaca and Temple Pent Jr. and 15 members of the Pent family on Bamboo Key.

Key Vaca remained almost uninhabited for years. Published in 1890, *A Handbook of Florida* by Charles Norton noted the community of "Conch Town" on the bay side of the east end of Key Vaca.

In 1893, George Adderly and his wife Olivia moved from Upper Matecumbe Key to Key Vaca and built a home of "tabby concrete." Tabby is a mixture of sand, gravel and lime and often was used as a mortar to hold rocks together for making a concrete wall, pier, etc. The difference was, instead of purchasing lime, they made their lime by burning and grinding seashells to produce homemade lime.

The next significant event for Key Vaca was Flagler beginning his construction of the Overseas Railroad. Key West was the primary goal; Knight's Key the secondary.

From docks on Knight's Key, Flagler operated his Peninsular and Occidental (P & O) Steamship Company to and from Havana while awaiting the completion of the railroad to Key West. Development of the Knight's Key Dock is given special consideration later in this article.



Figure 1 Marathon Station in 1908.

The standard story for the derivation of the name Marathon has many variations, but most have to do with the speeding up of the railroad construction work, or its long duration of completion. The popular exclamation was, "What is this, a marathon?," or "This is getting to be a real mara-

thon!" The marathon was of course the unrelenting, day and night struggle to complete the railroad to Key West.

In the Marathon area there were actually three railroad stations listed in the January 7, 1908, train timetable: Vaca, Knight's Key and Knight's Key Dock. Nine months later, the October 1, 1908 timetable listed the station as "Marathon," instead of Knight's Key Station. Carlton Corliss, formerly of the F.E.C., wrote "Knights Key station was simply renamed Marathon." As with most of the Keys communities, the railroad station's name established the name the community retained. Three months later, the Marathon post office was established which further established the use of the name.

An October 9, 1908 newspaper clipping in the Flagler Museum (no source indicated) reads as follows:

The extension [water] well on Key Vaca which has been in the charge of Mr. Ed Sheran has finally been abandoned after reaching a depth of 680 feet. The machinery has all been removed to a new location on Knight's Key where a final effort will be made to locate water. A large two-story fish house is just being finished at Marathon, Key Vaca on the Extension Railway. It is being erected by Mr. R. McCreary of Tarpon Springs. The two-story, 25-room boarding house being built at Marathon by the F.E.C. Railway for its large force of employees will be completed shortly. It has

a beautiful location overlooking the Florida Bay. Mr. T. C. Ese is foreman of the work.

It is obvious that the name Marathon was well established and recognized by the media by the end of 1908.

There was a post office established for Knight's Key on April 13, 1907, in anticipation of the arrival of the railroad; also for all the F.E.C. employees working for the huge railroad facility. The settlement of Marathon established its post office on February 23, 1909, and Knight's Key post office closed on January 30, 1912. Marathon soon became a bustling railroad town connected by a series of boardwalks. For some reason the Marathon post office was closed and services moved to Pigeon Key on May 25, 1923. It was re-established at Marathon on March 9, 1927.

Neighboring Pigeon Key, Cayo Paloma on Spanish charts, was a major stepping-stone for the railroad construction. Like Long Key, Marathon and Bahia Honda, a major construction camp was built on Pigeon Key. It survived as the Overseas Road and Toll District base of operations. It is the only large collection of railroad buildings spanning these two eras that



Figure 3 The village of Marathon in 1911

remains. The history of Pigeon Key is discussed in greater detail below.

Marathon had a school as early as 1909, that was—as in the rest of the Keys—a one-room schoolhouse. Well known Upper Keys Charles “Prof” Albury taught school in Marathon in 1929 before moving to Matecumbe to teach with Ferran Pinder, and then to Tavernier after the 1935 hurricane. He retired in 1966 as the principal of Coral Shores High School.

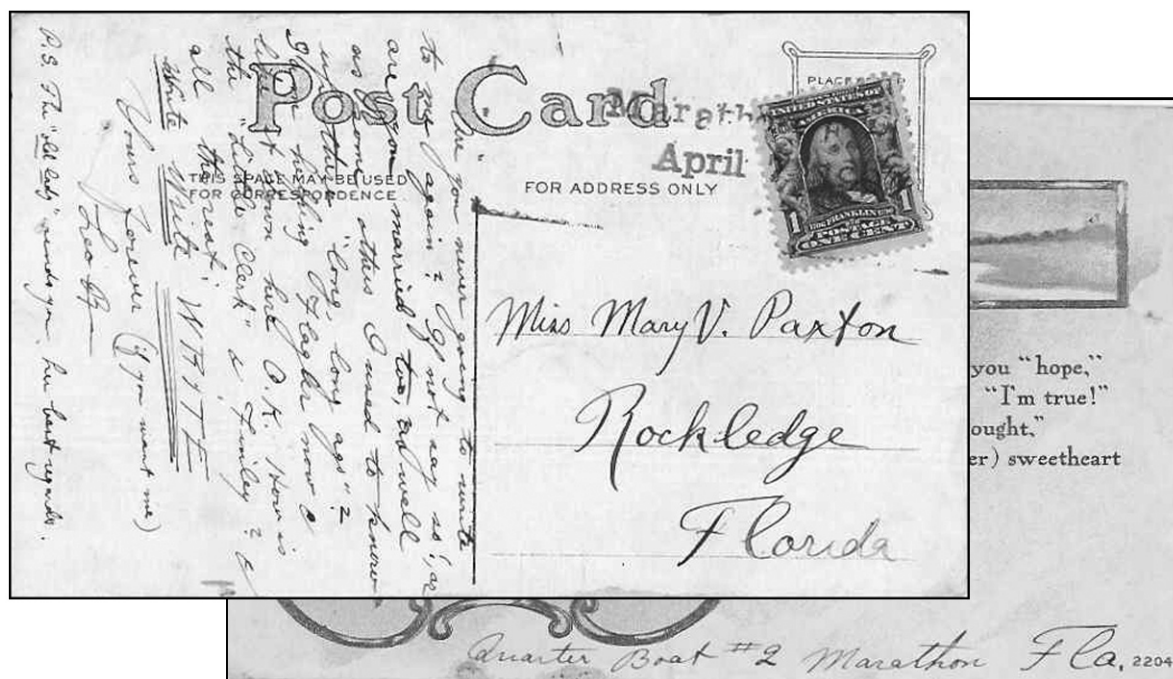


Figure 2 This post card bears a straight-line provisional postmark of Marathon dated April 7, 1909. The sender was apparently working on the railroad and living on Quarter Boat #2. (Collection of Dr. Deane Briggs)

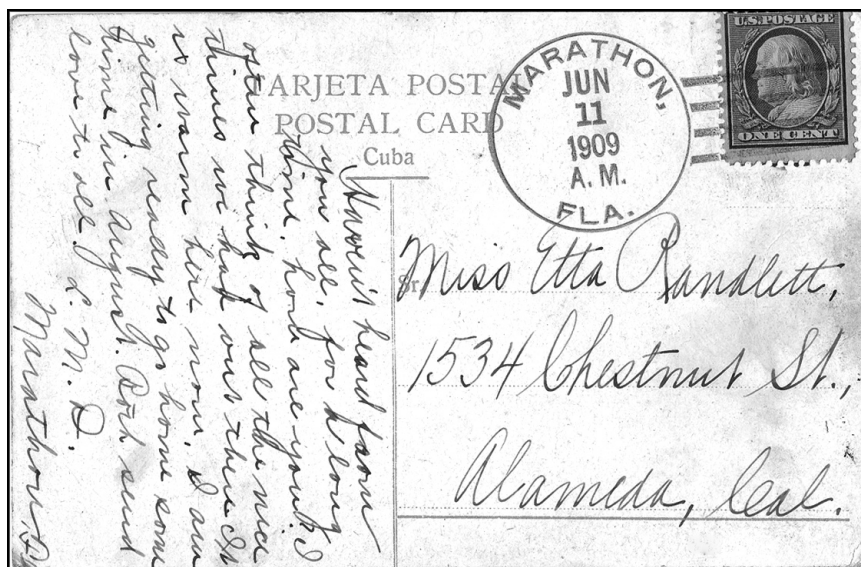


Figure 4 This post card displays a well-struck impression of the first official POD-issued postmark used at Marathon. It must have reached the island sometime during the 8-week period from April 7th to June 11th.

Marathon was not damaged significantly in the 1935 hurricane but there was a loss of life. From the *Miami News* dated September 6, 1935, "12 Dead Found at Marathon, Grassy Key By Rescue Craft - Six are dead at Marathon key, including Manager Lilja of the Thompson Fish Co. there, and six negroes are dead at Grassy Key. . . ."

Mrs. Sue Moore followed "Prof" as teacher, but moved to Big Pine Key after the 1935 hurricane. Monroe County's school newsletter "Tropic Topics" states that in 1938, Mrs. Sue Moore and Mr. Woodburn (the postmaster) of Marathon submitted a list of 15 students for a school at Marathon. One of the buildings owned by the Bridge District would be repaired and house the school. The School Board approved the proposal and requested that the Bridge District allow the school bus to pass through the tollgates without any charge. When speaking of Marathon school history, one must mention Mrs. Eva McKinney. When school opened in September, 1947 there was no teacher. Mr. and Mrs. McKinney of New York City had purchased land in Marathon and hurried there to teach. She taught at the Sue Moore School for 18 years. Ground would not be broken for a high school until October

5, 1956. The Marathon High School opened the following year with Gerald Guthrie as principal. The high school PTA held its organizational meeting in May 1957 with Lillian Tingler nominated as president.

The largest Keys fish story took place in 1912 just off of Knight's Key. Captain Charles Thompson of Miami harpooned a 38-foot-long whale shark that reportedly took about 39 hours, five harpoons and more than 100 bullets to subdue. The 26,594-pound whale shark was towed to Miami, preserved, stuffed and exhibited on a railroad flat car. The sign on the flat car read "weight 30,000 lbs. Length 45 ft." All went well until it was accidentally destroyed by fire in 1922.

One of the first, if not the first, fishing guides in Marathon was Captain Harry Snow. Harry came from New York as a railroad supervisor in 1926. He was a hard-hat

diver performing underwater inspections of the railroad piers. That same year he caught his first bonefish. After the 1935 hurricane severely damaged the railroad, he became an inspector for the Overseas Road and Toll District from which he quit to become a full time "flats" fishing guide in the Middle Keys.



Figure 5 Marathon village in 1939.

His son, Harry Snow Jr., followed in his footsteps as a fishing guide.

William and Mary Parrish moved to Marathon in 1927 with five daughters and one son to operate a fish house. Captain Snow married one of the daughters. The Parrish family watched the town grow as the first Overseas Highway with ferries went into operation. The family was instrumental in re-opening the school in 1928 by inviting a teacher, Miss Tessie Kyle, to live in their home. After the 1935 hurricane and the subsequent new highway opened, William Parrish became Marathon's first real estate broker. The highway also ushered in Greyhound Bus service (1938).

One of the seldom mentioned, old time residents was Stephen C. Singleton. He homesteaded on Ramrod Key in the railroad days, sold real estate in the Upper Keys during the 'land boom', then managed the Key West Chamber of Commerce, but chose Marathon for his last days. In 1915 he wrote:

The Florida Keys
Southwest, southwest are flung
The emerald beads that mean
So little to thee now, O Florida!
And yet, when they are cut and strung
And set with gold, and Nations bow
Before their matchless beauty,
In full-voiced chorus shall be sung
Thou thanks to thy Creator
Who did thee thus endow.

The 1930s brought change to Marathon and it was change that stayed. The 1909 post office had gone through a few postmasters. In September of 1929, Arthur Woodburn took over as postmaster, a position he held until retiring in 1948. His Marathon Boat Yard was the post office and his wife ran a grocery store. H.S. McKenzie came down from Tavernier to construct the Sundry Store. In 1937 Jodie and Lulu Hall started building Hall's Fishing Camp with overnight accommodations. A few more cabins were added each year. Soon William Thompson built his Marathon Yacht Basin.

Marathon continued to grow slowly like the Keys other than Key West. For one reason there were fewer amenities—no electricity, few churches and no high school. *Figure 5* shows a photo of Marathon around 1939.

The large building is White's Sundry Store. The Topinos opened the Overseas Lodge. Gilbert and Maud Spense opened the Flamingo Bar and Restaurant

(1945). Next in time was World War II. Did World War II impede Marathon? The answer is generally no.

The advent of World War II brought electricity and fresh water to all the Keys, but Marathon also gained an airport and a Coast Guard facility. The Florida Keys Electric Cooperative Association, Inc. (FKECA) was certified by the Florida Secretary of State on January 22, 1940 with an office address of the "Marathon Grocery, Marathon, Florida." It had its first board meeting four days later and John A. Russell of Islamorada was elected chairperson. Of the incorporators, one was from Stock Island, two from Marathon, one from Islamorada, two from Tavernier and three from Rock Harbor.

Electricity led the way for John and Wilma Brantner to open 'Ye Old Feshing Hole', first a bait and tackle shop, eventually a theater and a meeting place for the Catholic Church. The Brantler's would leave cans of gas outside when closed using the honor system for payment. Marathon also had a Coast Guard recruit (boot) camp and a sizable Navy repair yard on Hog Key.

Ostensibly as a training facility, the Army Air Corps built a 5,008 foot long airstrip during World War-II. The extremely long runway was necessary for heavy bombers. Some believe it had a secret mission, others say they did not want large bomb loads taking off from Key West. The first commercial airlines to offer scheduled air service was National Airlines in 1958.

A lighting system, rotating beacon and hard surfaced overlay were added in the 1960s. A parallel taxi strip was added in the 1970s. The facility has been completely modernized and is operated by Monroe County which is presently (2001) having trouble finding scheduled air service.

Like the rest of the Florida Keys, Marathon realized changes after World War II. There are too many to list, but the arrival of Francis and Mary Crane deserves special attention. The story should be well known. Simply, they purchased the Norberg Thompson, Maitland Adams and George Adderly land tracts. All in the 1950s, they built a house, a museum, gave land for a church, and developed a sub-division. What remains today are Crane Point and Crane Hammock as testimony to early minimal environmental impact development.

In the absence of city directories, telephone books give a glimpse of a community. In the November 8, 1951 edition there are three exchanges: Marathon, Matecumbe and Key Largo. Marathon has two pages with 149 entries including residential, business, the telephone company, Road and Toll District, Highway



Figure 6 This cover was mailed from Germany to a resident of Marathon Shores in 1956, but since the addressee had moved to Guatemala, the cover was given additional postage in the form of a 10¢ *Prexie* tied by a Marathon Shores postmark and re-directed on to Guatemala.

Patrol and US government. All are four digit numbers. In 1961 there are 10 pages all with the 743 prefix.

Although all the Keys participated in the 1950 “dredge and fill” mode, it is likely that Marathon led the the way. The Chamber of Commerce under J. J. Hall, president; Fred Center, vice-president; and board members William Parrish, Sr., Deane Brigham, Lewis Gray, George Goodson and E. G. Stempel plus about 200 members provided guidance.

In the 1950s, Phillip Sadowski and John Puto probably double-handedly had made the largest change by developing Marathon Shores and Little Venice areas. Marathon Shores Rural Station was established on July 1, 1955. Their 125-unit air-conditioned Key Hotel changed ownership frequently. First the Jack Tar Motel, then the Salty Dog Motel, the Driftwood Inn, etc.

Almost at the same time, Shelter Key was developed into Key Colony Beach. Shelter Key was about 90 acres of mangrove in 1953 when Sadowski converted it to a 285 acre buildable island. With about 20 homes, the City of Key Colony incorporated in 1957, built a convention center (now the city hall) and has governed itself throughout these bureaucratic times.

In April 1951 incorporation attempts began (it failed in 1955) and its first newspaper,

The Marathon Times by Fred Sheflin appeared. Then in 1952 Marathon gained a full time attorney, Ralph Cunningham. The year 1953 brought a full time dentist (Dr. Fennel), a medical doctor (Dr. Eisenbarth) and the *Florida Keys Keynoter* newspaper (Edgar and Patricia Seney). Dial telephones replaced the old crank type. Then came a garden club, a bank, refuse service, a fire department and plans for a hospital (built in 1962). A number of churches were established. Brian Newkirk built his exclusive development on Duck Key with the Indies House as the center piece. The Marathon renaissance was on the move and nothing could stop it.

It could be slowed though as on September 11, 1960, Marathon took the brunt of Hurricane Donna. Winds up to 166 miles per hour were reported. Parts of an article titled “Hurricane Briefs” reported by the *Keynoter* newspaper on Monday, September 12, 1960 stated:

A curfew has been established by the sheriff’s department Soup kitchens have been set up at the fire department and American Legion hall, serving three meals daily. Water is available on a limited basis at the fire department. Calls to the outside world are being accepted by a ham radio setup. . . . Clothing for the family is being passed out by the Red Cross.



Figure 7 Land preparation underway for the Key Colony Beach development in the 1950s.



Figure 8 Key Colony Beach Rural Station was established August 1, 1960.

... Looters are shot and questioned later. A limited amount of ice can be had at the fire department. ... All persons -adults and children- should have typhoid shots. ..."

In historical Keys tradition, Marathon rebuilt only to face the threat of another hurricane. Irma and Robert Stout were aware of the threat when they opened Stout's Restaurant in 1964. And sure enough it was Hurricane Betsy in September 1965, but Marathon was spared massive destruction this time. Betsy was followed by Hurricane Inez in October of the next year, however only minimal damage was done. Newcomers began to worry with six hurricanes in six years.

As in much of the Keys, the 1970s were the "dredge and fill" era. Marathon began the decade by again declining to incorporate by 517 against and 115 for. The state designation of the Florida Keys as an Area of Critical State Concern in 1974 supplied the reins to be pulled on to control development. Government agencies began impact studies and environmentalists moved in. Most know the story from there on. Evolution occurred as in most communities.

For example, with time Tiptons Bar and Grill changed to the Hurricane Lodge then to the Holiday Inn of Marathon.

The 1980s were a time of continued change for now not-so-small Marathon. Probably the significant event was the highway modernization. Construction of a new Seven Mile Bridge began in 1979 and opened May 24, 1982. The Vaca Cut Bridge was next opened for two-

way traffic in March 1983. Controversy surrounded the four-laning 'in town'. It was done in five segments beginning in March 1985. The southwest portion was not done.

The impacts and results of growth came home to rest in the 1990s. There were many who followed the likes of the Pents, Moores, Singletons, Smiths, Snows and Parrishs. They ran the proverbial 'marathon' well and produced today's Middle Keys community, which has just voted to incorporate. What will 2000 and beyond bring?

Knight's Key Dock

The construction of the Key West Extension of the Florida East Coast Railway ranks as one of the largest projects in the early 1900s. It is still conjecture whether it was fostered by a still larger project—the Panama Canal. However, the Panama Canal was built by a country where the Key West Extension was built by an individual, Henry M. Flagler.

Regardless, the construction of Knight's Key Dock was one of the largest supplementary parts of a larger project—to facilitate but be destroyed after the original is completed—ever. From 1906 it served as a transfer facility for material from deep draught ocean transports to shallow draught lighters (barges) for delivery to various construction sites. From 1908 to 1912 it served to transfer people and material to and from ocean liners and the Florida East Coast Railway (FEC) System. It was the southern terminus for the FEC railroad. After February 22, 1912 it could not be reached by trains and later was burned to the waterline.

The entire Key West Extension defies logic. We assume that Mr. Flagler wished to connect the mainland with Cuba from statements made in the Flagler System board minutes. It can be concluded that the fact that Flagler did not have deep water access during the Spanish American War (1898) and his competitor, Henry Plant, at Tampa, Florida, did was some concern if no more than to emphasize that one was needed.

From William J. Krome's diary we know that after the survey route across the Everglades to Cape Sable was tabled in 1903, he was sent to survey a route to the Turtle Harbor area off of North Key Largo. Exactly where this deep water access was proposed is not known.

Krome was busy surveying Homestead to Turtle Harbor when in late March 1904 he was called to St. Augustine to meet Henry Flagler personally for the first time. He submitted the 19 mile route at an estimated cost of

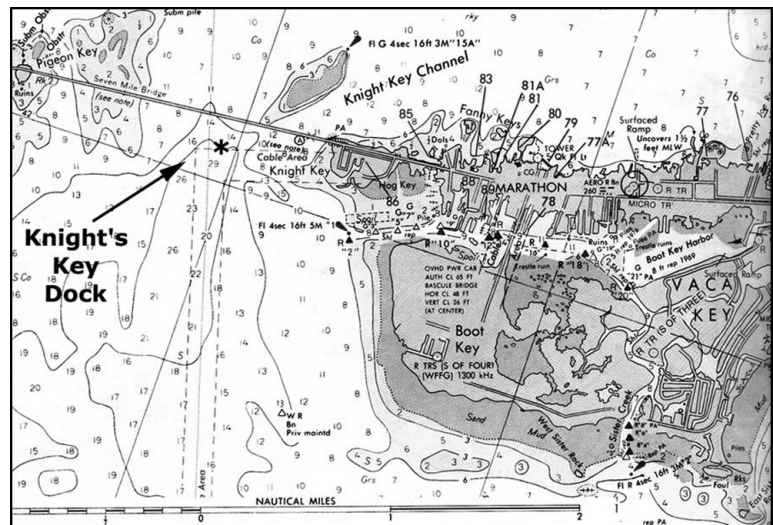
about \$480,000. Krome was sent to do other work and on April 25, 1904 he was told the objective would be Key West, not Turtle Harbor, and on April 30 he was preparing to survey across the Everglades to Cross Key.

How and when Knight's Key Dock was inserted in the overall project has not been determined. Work on the overall project did not begin just at Homestead and Key West. It began throughout the Keys in 1905. Some 80 constructions camps were in operation and everyone had to be supplied materials. With hindsight we know that track laying and bridge construction began in the Upper Keys. Using the same hindsight, the Long Key and Seven Mile Bridges would present formidable projects. Flagler had rail support to Homestead, but points in between had to be supplied by large ships. Another deep water access point without major ocean waves and about mid-way to Key West was a dead end deep channel in Moser Channel just south of Knight's Key.

The photo shown in *figure 9* could have been taken anywhere; however, the caption on the back written by Wm. Krome "Dumping Rock on Lighter, Knight's Key Dock, May 27, 1906" provides a clue. There is no physical dock in view and the large sailing schooner is using its own clamshell apparatus.

A dated but unidentified newspaper clipping provides another clue:

April 28, 1906 - A large number of workmen are now at work at Knights Key. They will build warehouses and docks there with the intention of making that Key a supply station. A large cistern and two big buildings are already on the Key and lumber and



Map 2 Situated just off the western tip of Vaca Key, the Knight's Key Dock provided a temporary sea connection between Flagler's FEC Railway and Key West.

material for the other work is being hauled there in large quantities. The docks will be built on the west side and extend out to the 25 foot channel for the accommodation of deep draught vessels.

Figure 10 offers a glimpse of what is described in the news account. The two warehouses are the ones at the center-left. The track passes in front and forms a "question mark" shaped curve out to docks in 25 feet of water. Today this would be about one mile south of the south end of Knight's Key. The docks are in the distance just to the right of the warehouses. The smoke of a steamship at the docks can be seen. The two docks actually formed an island mini-city at the end of a 25-foot finger-like dead end channel from Hawk Channel.

Figure 11 introduces a construction photo from the William J. Krome collection dated May 8, 1906. Obviously, there had been considerable work done before the April newspaper article as many piles had been already been put in place. From the width of the piles this must not be for the track leading out, but be in the future dock area. The dock area will be large enough to have long warehouse/office/depot building in the center with a set of tracks on each side in order to accommodate two trains and two ships at one time.

From these images a conclusion can be drawn, possibly incorrect, that the dock area was built first and then the track trestle between the island of Knight's Key and Knight's Key Dock. The wooden trestle was

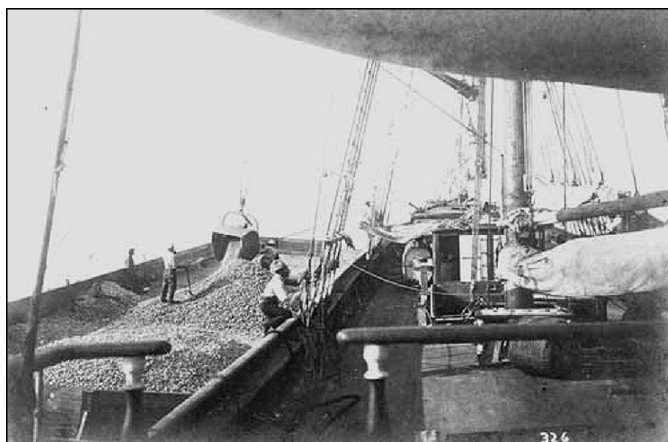


Figure 9 Unloading rock from a schooner onto a lighter, May 27, 1906.



Figure 10 Track to Knight's Dock as it appeared about 1908. Note smoke from steamer in background.

about 4,000 feet long. The reader should not confuse Knight's Key Dock with the actual island of Knight's Key. Writers often confuse the two.

The next natural step was to place blanks or decking onto the support beams (*figure 12*). Using the size of the workmen as relative indicator, these planks are quite thick as they must be the support for a huge building, two sets of railroad tracks and two fully loaded trains. From the dates on the photos it can be seen that work is proceeding very fast considering that everything must



Figure 11 Driving pilings for Knight's Key Dock, May 8, 1906.

be brought in. The workforce was likely quartered in a quarterboat nearby, but could have been transported from the Boot Key facility.

Now there is a few months' gap in the documented history. The photo in *figure 13* has the date October 3, 1906; however, this was the date of the 1906 Hurricane. This is the one event that no writings mention until it happened. How much of the structure was completed must be implied from other documentation.

Figure 13 shows the Krome photo of October 3rd. It may be seen that the dock has taken considerable damage. Much of the attention of this hurricane was given to the loss of Quarterboat number 4 which broke loose from its mooring at Long Key and was fully loaded with workmen. Division engineer Mayo Venable does say in his report that:

"One lightre of stone from Knights Key, ashore on the same coast" implying that the docks were complete enough to unload stone from the huge transport ships to the barges. Krome, who was in Key West at the time, in a letter to his father says nothing about the damage at Knight's Key only, "At Knight's Key I learned the appalling fact that one of the big quarterboats at Long Key had been swept away . . ."



Figure 12 Work crew and steam hoist laying wooden decking, June 1906.

A *Florida Times-Union* December 18, 1906 article states: "Because of the large number of vessels visiting Knight's Key with material for the railroad extension work, the Key has recently been made a port of entry with Dr. Cotton as deputy inspector." Therefore, there must not have been much damage to any permanent structures probably because there were none at the time.

Although destined to be for passenger and freight service, there is reason to believe that Knight's Key dock remained a simple working dock or platform until passenger service could begin. There would be no reason to have regular passenger and freight buildings while unloading bulk construction material. Channels 2 and 5 bridges were first constructed as wooden trestles

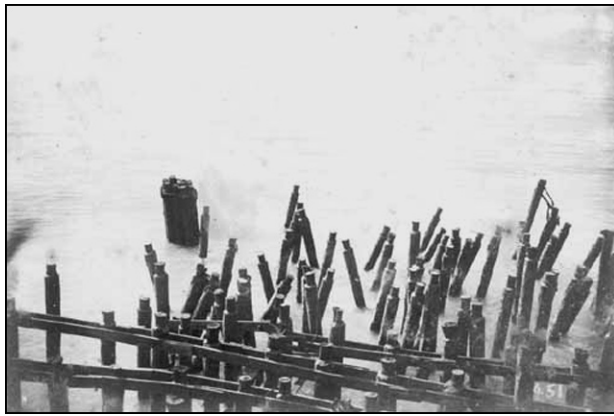


Figure 13 Krome's photo of October 3, 1906, shows storm damage from the hurricane.

and later converted to concrete arch bridges. The Long Key Bridge, nearly two miles long, was the first major concrete project for the Flagler group, hence the views of so much gravel.

Another photo almost a year later indicates the dock itself is a simple heavy duty working area (figure 14). It also shows several buildings no doubt used partly for living quarters, storage and office space. A U. S. Customs office was located somewhere on the dock. These buildings could have been there for some time and just not in view of the cameras. Also, the experience of the 1906 Hurricane taught them to minimize the use of quarterboats and build crew quarters where possible

Newspapers on February 4, 1908 announced "... two trains daily each way both leaving in the morning." The departure times at Miami were 6:30 a.m. and 11:00 a.m., and from Knight's Key Dock were 5:40 a.m. and 10:00 a.m.



Figure 14 Knight's Key Dock in August 1907 with S/S EVELYN unloading crushed rock.

steamer Montauk for Key West and Havana. On May 27, 1908 a post office and telegraph office were opened (figure 15). Therefore, the Upper Keys had scheduled train service in 1908. Round trip excursions from Miami were offered for a day visit. A little less than four years later, train service will begin to and from Key West and there will be no access or use for Knight's Key Dock.

Work on the Seven Mile Bridge did not begin immediately after the dock opened in February 1908. The reason is not exactly clear. As the story goes, it had been a "marathon" to open Knight's Key Dock. Quite possibly it was because during the last of the year 1907 up through November 1908 the government's peonage lawsuit against Henry Flagler was in progress.

Figure 16 clearly shows the "question mark" shaped



Figure 15 Knight's Key Dock in operation about 1908.

wooded trestle extending out to the dock area. It also depicts the construction of some concrete piers to the left (east) side. These piers will eventually proceed to Pigeon Key where work had also begun. Piers with steel trusses were used where the water was too deep to build bridges of arch construction. Note the quantity of barge mounted steam operated equipment for placing/removing of concrete forms, pouring concrete, etc.

Figure 17 shows Knight's Key Dock seen from above on the permanent tracks passing above with the cross-over span in place. The large building at the entrance to the dock area is a hotel. By December 1909 piers and trusses were completed to Pigeon Key. The trestle to the dock being relatively low to the water was damaged by the 1909 Hurricane when a boat was washed into it. Other than that there was no serious damage, but ship and rail traffic was suspended for a month. There was



Figure 16 Beginning construction of permanent concrete piers for the Pigeon Key bridge.

one casualty in the Marathon area. The Atlantic Ocean is to the left and Pigeon Key is somewhere in the background. Knight's Key Dock survived the Hurricane of 1910 with insignificant damage.

Knight's Key Dock served Henry Flagler well during its period. As the construction and track was completed to Key West, span number 36 being of wood was the last impediment to heavy passenger trains traveling to Key West. As the completion of the entire track became a reality plans to move all the facilities from the dock were made. This involved a complete phasing out of all operations and removal of any equipment and material that required the use of a train. Once the tall steel truss was in place only the small hand cars could pass under.

On January 21, 1912 the wooden cross-over span was removed and steel truss number 36 was bolted in place. Again William J. Krome posed after the wooden span was removed and the steel truss was being bolted in



Figure 17 Two steamers at the Knight's Key Dock and the cross-over span in place to Pigeon Key.

place. Cross ties and track were quickly secured and the final spike was driven into a cross tie for the physical completion of the Key West Extension. A survey train was sent over the tracks and a test trip of all the new fill, bridges and track was completed in preparation for Mr. Flager's inaugural trip.

The following day, Henry Flagler and his entourage, made the inaugural trip, forever opening the Florida Keys for everything that daily transportation brings.

There is no photo of the demise of Knight's Key Dock. Stories abound, one being that it was a total liability, of no use and was burned to the waterline. Some artifacts, as the ones pictured in the beginning, have been retrieved, but those, a few photographs and written accounts such as this are probably all that remain of the tiny village 89 years ago.

Pigeon Key

From an article in the *Indianapolis Sunday Star* dated January 21, 1912, one gets a glimpse at life on Pigeon Key from one who was there. I have no idea when the writer was on Pigeon Key, but the article's date is the day before Henry Flagler made his first trip to Key West. Quoting from the article:

The [railroad construction] camps are in charge of a resident or division engineer with the one at Pigeon Key presently the most active. At high tide Pigeon Key is about two acres in extent and perhaps three acres at low tide. There are four bunkhouses, each designed to hold 64 men; one of them for the foremen, who are housed apart from the laborers. Each has a reading room with good lights. Good mattresses are provided on standard double-decked bunks, with plenty of clean bedclothes; all laundry work being done by the company. Once a week all beds are washed and thoroughly disinfected to keep any parasites from getting a start.

The engineering and office force are housed in a combination office and sleeping quarters. All buildings are erected securely on pilings and well braced to keep them from blowing away. [They had learned their lesson from

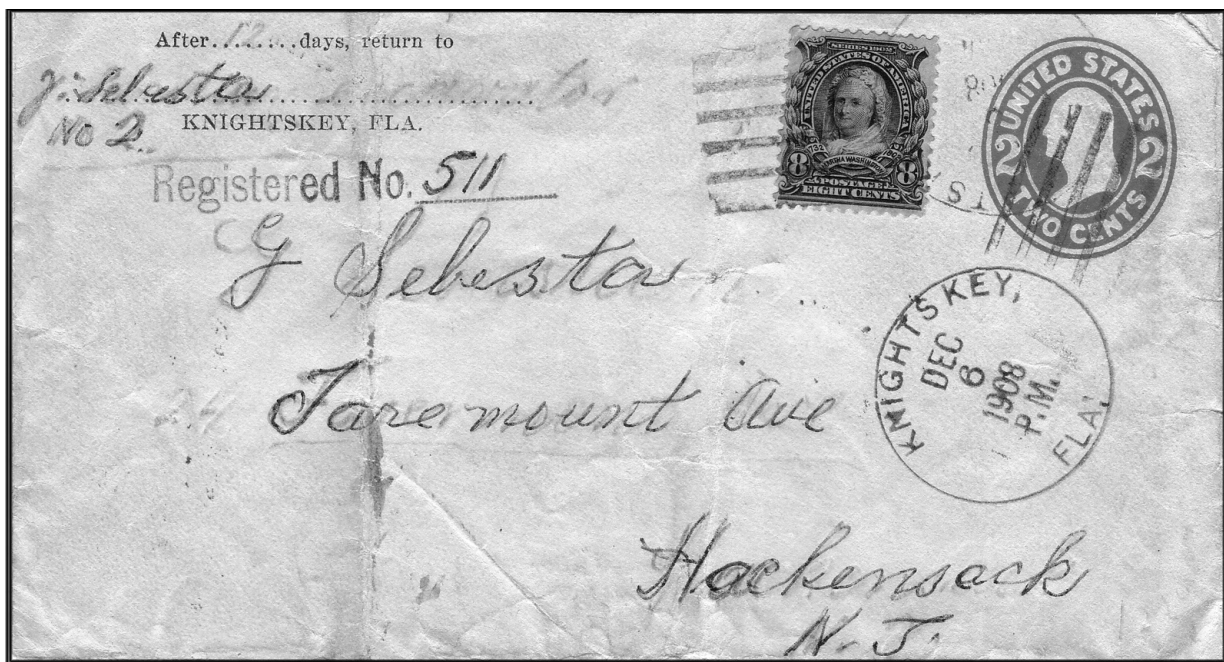


Figure 18 A registered cover posted from Knights Key on December 6, 1908.

the 1906, 1909, and 1910 hurricanes.] Numerous tents are provided but are not nearly so satisfactory. These tents are set up over wooden framework and are numbered the same as houses in a city; and the “Bo” who is facetious, if nothing else, has named the spaces between, Fifth Avenue, Thirty Third Street, Broadway names reminding them of their home city. [Earlier in the article the author stated: “By far the greater number of laborers are “hobo’s” recruited by labor agencies in New York and Philadelphia. . . , therefore Bo is probably short for hobo.]

The cooking and food supply is under supervision of a steward. The “Chuck” is clean and wholesome, but very little of the knick-knack variety is furnished. Beefsteak, beef roasted and beef in the famous “Mulligan” style is furnished in abundance. Plenty of ham, bacon, peas, sweet and Irish potatoes, pumpkins, tomatoes and apples are always on hand.

Strict discipline as to cleanliness are enforced, and all debris must be thrown into the tide, where it is washed away. A watchman patrols the camp to see that this rule is enforced. Most of the camps have walks laid out, coursed by walls of coral rock and conch shells. Between these the ground is kept well smoothed and in some instances flower gardens are in sight.

Pigeon Key was known as Cayo Paloma (dove or pigeon) on early Spanish charts. Most believe it was probably named after the Keys white-crowned pigeon. There was little use of the 5.31-acre island until Henry Flagler needed it to complete the Seven Mile Bridge. The bridge was then known as “Knight’s Key-Pigeon Key-Moser Channel-Pacet Channel Bridge.” Moser

Channel was where the swing bridge was and Pacet Channel the southern end which is of arch construction.

The work on the island had begun before chief construction engineer Joseph Meredith died on April 30, 1909 and William J. Krome took over. Almost a year earlier, resident engineer C. S. Coe sent Meredith the following letter dated July 31, 1908: “The island is rather small for a large camp but with careful arrangement of space it will be possible to establish a very comfortable camp with space for the warehouse and a small material yard.”

The original design contemplated the portion at Pigeon Key to be another rock-filled causeway. This is evidenced by the two concrete abutments off both ends of the island. The water is shallow enough, but bridging was the option taken.

Another oddity in F.E.C. construction is that the concrete bridge piers at Pigeon Key have squared corners. All other F.E.C. Railway piers have rounded corners.

With the completion of the railroad to Key West in 1912, Pigeon Key changed from a construction camp as described by the *Indianapolis Sun* article to a bridge tender-maintenance camp. Some buildings were dismantled and new ones built—primarily homes plus a commissary for a more stationary work force.

World War I passed rather uneventfully on Pigeon Key except for a search light on the Moser Channel Bridge. A school was opened in 1923 in an attempt to attract



Figure 19 Pigeon Key School circa 1923

and keep more married personnel. Dorothy Tribble and Edith McCommom were the early teachers. A post office was also established on April 9, 1923 and remained open until September 5, 1933. From May 1923 to March, 1927, the Pigeon Key post office also served the Marathon area, as its post office was closed.

Chronologically, the next major Keys incident was the Great Hurricane of 1935 that destroyed much of the railroad in the Upper Keys. Of the WW I veterans building the Upper Keys bridge to eliminate the need for car ferries, 253 were known missing. Pigeon Key, relatively unaffected by the storm, became the southern base for rescue, relief and evacuation operations.

It is a long story, but the F.E.C. sold its entire right-of-way, including Pigeon Key in its entirety, to the State for \$640,000 on November 9, 1936. The newly created Overseas Toll and Bridge District issued contracts and converted the right-of-way into the Overseas Highway without any ferries. Pigeon Key was the Headquarters for this enormous task. So enter the second era of the saga of Pigeon Key.

The highway was opened in 1938 and remained a toll road until 1954. The yearly tolls were in excess of a million dollars. During WW-II the Coast Guard had a recruit training camp at Marathon. In 1943, the Coast Guard took over Pigeon Key and

Pirates Cove Fishing Camp as barracks to house personnel patrolling the highway. The Navy operated the pipeline and the Coast Guard guarded the highway.

In 1954, the *Miami News* reported that a saltwater swimming pool was built at taxpayer expense, however was labeled "private." Then it was revealed that there were \$45,258 of food purchases in one year including steaks, shrimp, frog legs and dressed rabbit. Then a so-called work boat, a "sizable cruiser" equipped with fishing chairs, out-riggers and flying bridge", was revealed as part of the work equipment. This led to the demise of the second era.

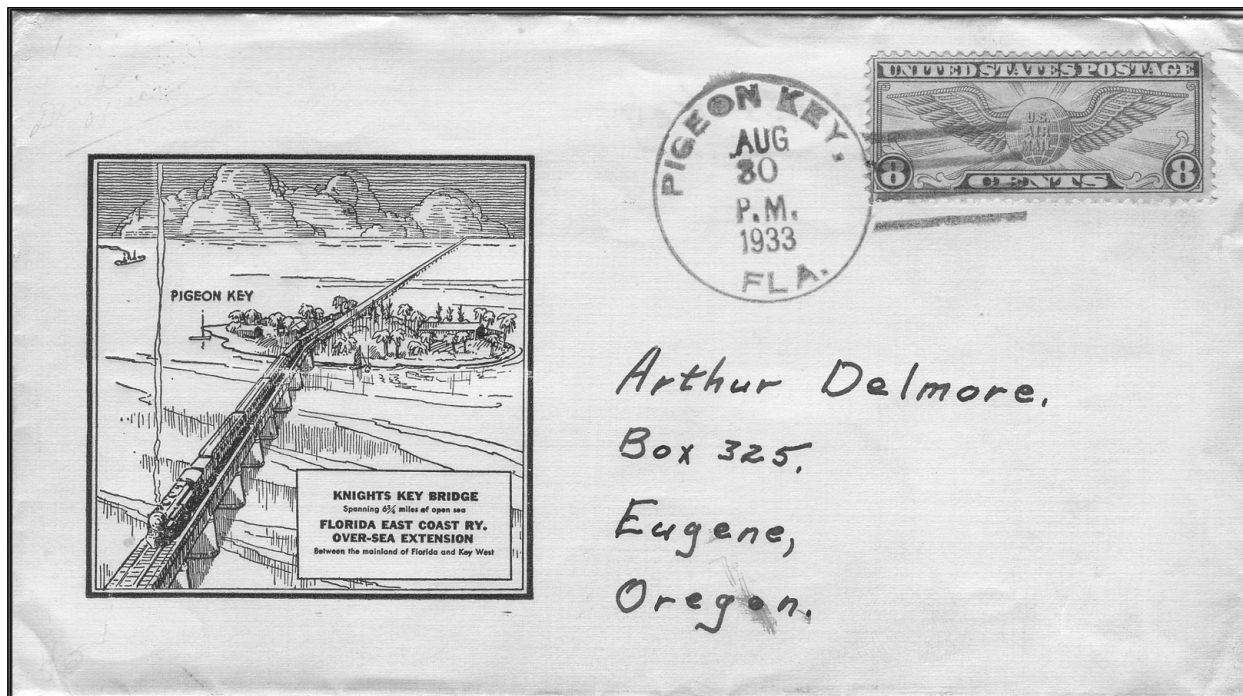


Figure 20 This promotional cover for the Knight's Key Bridge was postmarked at the Pigeon Key post office during its last few days of operation.

On April 15, 1954 the tolls were removed and later the Toll District was officially dissolved. Almost ceremoniously, the tollbooths were hauled away. The well-meaning Lt. Governor renamed the highway the "The Florida Freeway." Locals protested and the Florida Freeway signs were removed. Land title was transferred to Monroe County on September 4, 1954.

Hurricane Donna visited Pigeon Key in 1960 and two buildings were so damaged that they were burned. A few years later, in need of a hands-on marine biology center, the University of Miami leased the island for a project designed by Dr. Gilbert Voss. It canceled the lease one-month short of expiration in 1987, citing high cost of operation. The present Seven Mile Bridge was dedicated in 1982. It bypassed Pigeon Key completely. (Before 1982, the bridge did not actually span seven miles of continuous water.)

Associated with Pigeon Key was the Moser Channel bridge which is where the channel opening is now—the one where part of the movie *True Lies* was filmed.



Figure 21 Pigeon Key and the 7-mile Bridge looking east circa 1960.

Various colleges rented the facilities on Pigeon Key on a short-term basis. The 1986 Comprehensive Land Use Plan zoned Pigeon Key as OS which means "off shore island." This basically translates to: not much can be done on Pigeon Key. The island was designated a historic district in the National Register of Historic Places in 1990.

Next: Big Pine & Sugarloaf Keys

Visit Jerry Wilkinson on line at the

KEYS HISTOREUM

Including

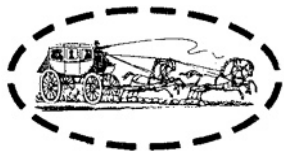
The Cultural History Cybermuseum

A photo intensive tour through rooms like Transportation, Maps, Industries, Art, Architecture, etc.

The Reading Room of Written Upper Florida Keys History

Written histories with a few images of specific Keys communities, general history subjects, genealogies, maps and chronology.

keyshistory.org



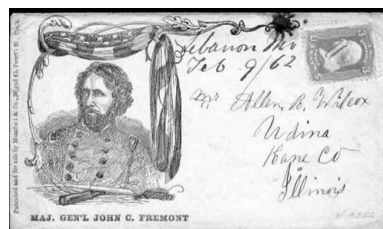
La Posta Backnumbers

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

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

www.heldforpostage.com

US & Worldwide Postal History



*Selections from the Stocks of
Noted Dealers*

**Bob Baldridge
Crown & Eagle
Elwyn Doubleday
& Others**

*Classics to Modern
States, Postmarks, Rates, etc.
Also Selling
Paper Collectibles
& Ephemera*

Website Updated Regularly

*Accepting Credit Card and
On-Line Payments Through
PayPal*

www.heldforpostage.com
Timothy R. Pusecker, Proprietor
APS #157253
postagedues@sbcglobal.net

THE NEW JERSEY POSTAL HISTORY SOCIETY



announces the publication of
**THE POSTAL MARKINGS OF NEW JERSEY
STAMPLESS COVERS: AN UPDATE**
by Donald A. Chafetz
© Copyright 2004

Price: \$10 postpaid to US, \$12 abroad;
add an extra \$5 for CD if purchased with book.



20 years of additions to the Wm C. Coles work of 1983, including a wealth of new dates and new postmarks.

A must for the collector of New Jersey stampless covers, and other stampless collectors as well.

To order, contact

Jean Walton, 125 Turtleback Rd., Califon, NJ 07830

email NJPostalHistory@aol.com

Order form available on our website at

<http://members.aol.com/njpostalhistory/phsindex.htm>

Texas Post Office Buildings

By Michael M. Ludeman

Part 1

Introduction

The United States Postal Service (USPS) is certainly one of the largest (at least in terms of individual locations) real estate users in the United States, as it operates some form of post office in virtually every community of any size. A recently published “official” count of post offices, dated October 1, 1994, reports that there were 28,485 independent post offices in operation, with 1,426 of those identified as being located in Texas.¹ Texas ranked third on this list, behind Pennsylvania, which had 1,737 post offices, and New York, which had 1,559. This figure for Texas, although almost ten years old, is consistent with the author’s data published in the Post Mark Collectors Club (PMCC) *Directory of Post Offices: Texas*, in June 2002, which reported 1,399 post offices at that time.² The difference in these two figures represents those post offices closed during this period of time.³

This count only considers independent post offices. The USPS also provides postal services at classified stations and classified branches. There have been no “official” counts of these classified units published in recent years, but the *PMCC Directory* reported 333 classified units in operation in Texas at the time of publication.⁴

The USPS must either purchase or lease the buildings that it uses to house these post offices. With this many buildings, there would need to be some program for regular replacement of the buildings, and therefore, the USPS has a set of procedures which they follow to identify and rank buildings for replacement. Postmaster requests are compiled locally and ranked regionally. Project funds (which obviously vary from year to year) are divided among the facilities most in need of upgrading.⁵ The author first began to reflect on this subject in the mid 1990s when he spent several months each summer taking road trips through the Texas Panhandle and Northwest Texas, visiting post offices, obtaining postmarks, taking photographs of the buildings, and simply visiting with many of these small town postmasters. Observing so many different post office buildings in a short period emphasized the fact that while there was a wide range of architectural

styles present, there was also a considerable similarity in many of those buildings that had been constructed between the 1960s and the 1990s. These similar appearing buildings had obviously been constructed using some form of standardized building plans.

According to the USPS Headquarters Facilities/Real Estate office, building designs have been standardized based on size for space needs up to 60,000 sq. ft. Spaces larger than this, for mail processing plants, airport annexes, etc, are also somewhat standardized but are adapted to the specific operational function they will serve. The building design standards are used for ground leases where the landowner contracts to build a postal facility to USPS specifications.⁶

One objective for taking the photographs was to begin an archive of photographs of Texas post office buildings, and it soon became apparent that this undertaking would become an open ended task. New buildings would appear regularly, and the old buildings would be removed from service. Over time, many towns would have to be revisited in order to update the archive. Thus a new problem was considered, which was knowing when a new building had been placed into service, so that a new photograph could be obtained.

No further thought was given to this question about building replacement until several years later, when during the process of looking for alternative sources of information about Texas post offices, the author obtained a set of reports prepared by the USPS Facilities office in Arlington, VA. These reports contained information describing each piece of real estate in Texas that was under management by the USPS, and included records for both active properties and some older leased or owned properties as well.

The original set of reports were awkward to use, as each of the several reports described only a single category of real estate, which made it difficult to obtain a clear overview of the buildings. Because these reports were designed to support postal operations, they often contained data that was not particularly of interest to a postal historian. After spending considerable time examining the original set of reports, a single composite report was suggested to the USPS Facilities office. After a lengthy delay, a copy of this new report was prepared and provided to the author. This Facilities Database Report (FDR) is the source of data used in this article. A more detailed discussion of this report is provided

as Appendix A to this article. The actual report used to develop the tables and other statistics presented in this report was generated by the USPS in September 2001, and the analysis was performed during the following two years.

The discovery of this database provided the author with the solution to several of the questions discussed in the earlier paragraphs. First, it provided a simple and direct way to identify those post offices which had been relocated into a different building since an earlier photograph had been obtained. Second, it provided a great deal of raw data that could be used to look at the way the USPS managed and replaced the buildings which housed its post offices in Texas.

Several assumptions had to be made about the information present in the FDR. First, it had to be assumed that it was complete and up to date. According to the Facilities office, the information in this database dates from the late 1980s in the present format. With a few exceptions noted later, it contained records for the current post office building for all post offices in Texas, and a number of the previous buildings, primarily those which were removed from service after about 1988. It would appear reasonable to assume that when the data was incorporated into its present format about that time, all records describing buildings no longer in use were removed from the database to save space.

The remainder of this article will look at some of the patterns of usage for these USPS post office buildings and the towns where they are located, as seen from the perspective of a postal historian.

Terminology

This section describes some terminology and methodology used in this article.

OWNERSHIP CATEGORIES

When the Facilities Database Report (FDR) was first examined, it seemed fairly clear cut that there were two types of building acquisition that should be considered: “owned” and “leased”. But as the study continued, it became apparent that it would be helpful to define additional subcategories, as there were distinct groups of buildings which had different characteristics that were interesting to look at. As these subcategories were identified, it became obvious that there was no simple, short way to describe some of these categories, and that reusing some of these long, descriptive phrases would be both tiresome and repetitious. After some thought, brief phrases were “coined” for the various subcategories, and these are defined in *table 1*, along with a summary of the final count of the number of buildings found in each category.

TABLE 1: POST OFFICE BUILDING CATEGORIES

Category	Description and Usage	Number of Buildings
Leased	All leased buildings in all subcategories	1467
Leased Active	All leased buildings which are in active or current use as a post office	1036
Leased Replaced	All leased buildings which are no longer in use as a post office and have been replaced by a new building	409
Leased DPO	All leased buildings which are no longer in use as a post office: the post office closed	22
Owned	All owned buildings in all subcategories	381
Owned Active	All owned buildings which are in active or current use as a post office	352
Owned Regular	All owned buildings constructed as a permanent structure	261
Owned Modular	All owned buildings consisting of a movable trailer	91
Owned Replaced	All owned buildings which are no longer in use as a post office and have been replaced by a new building	29
All Active - or - All Active	The total of all “Owned Active” and “Leased Active” post office buildings	1388
	The total of all “Owned Regular”, “Owned modular” and “Leased Active” post office buildings	1388
All Replaced	The total of all “Owned Replaced” and “Leased Replaced” post office buildings	438
All (Buildings)	All post office buildings in the FDR	1848

POST OFFICE CLASSIFICATION

The size of a post office plays a major role in the type of building in which it is housed. The USPS presently classifies its post offices based on the annual revenue received at each office, as described in the *Postal Operations Manual*:

Post offices are established and maintained at locations deemed necessary to insure that complete postal services are available to all customers within the specified boundaries of named geographic places. As of October 1 of each year, post offices are categorized through a cost ascertainment grouping (CAG) process based on allowable postal revenue units for the second proceeding fiscal year as follows:

- a) CAG A to G, post offices having 950 or more revenue units.
- b) CAG H to J, post offices having at least 190, but fewer than 950 revenue units.
- c) CAG K, post offices having at least 36, but fewer than 190 revenue units.
- d) CAG L, post offices having fewer than 36 revenue units.⁷

Revenue units are defined annually, and published in the *Postal Bulletin*: "The revenue unit for Fiscal Year 2002 is \$325.46. This is the average revenue for 1,000 pieces of originating mail and special service transactions."⁸

Using these definitions, we can compute the breakpoints which divide these categories of post offices:

For the 36 revenue units, the revenue amount would be \$11,716.56; for 190 revenue units, the revenue amount would be \$61,837.40; and for 950 revenue units, the revenue would be \$309,187.00.

These CAG levels are roughly equivalent to the older scheme of identifying post offices by 1st class, 2nd class, etc. An old 1st class post office is now defined with finer resolution in CAG A to G, the 2nd class office as CAG H and J, and so forth. *Table 2* presents a summary of the number of post offices in Texas for FY2001 in each of the CAG levels, and for comparison, includes additional entries with counts for the old 1st, 2nd, 3rd, and 4th class post offices for several different years during the previous century.⁹ As one might expect, there is a definite trend in the increase of the number of 1st class (CAG A to G) post offices, and decrease in the 4th class (CAG L) offices.

USPS DISTRICTS

In several places in this article, data is grouped or arranged according to the USPS district in which the post offices are located. There are four districts in Texas, named (and located in) Dallas, Fort Worth, Houston, and Rio Grande (located in San Antonio). These four districts correspond roughly to the northeast, northwest, southeast, and southwest sections of the state. The size of the geographical region administered by each district varies greatly by area and number of post offices administered. The geographical areas are outlined on

TABLE 2

NUMBER OF POST OFFICES BY CLASSIFICATION

CAG	Class	FY2001 by CAG	FY2001 Total	1/07/1961	1/07/1953	1/07/1920	7/1/1890
A	1st	6	441 31.5%	207 12.3%	162 8.2%	24 1.0%	3 0.1%
B		11					
C		32					
D		21					
E		80					
F		113					
G		178					
H	2nd	178	412 29.4%	341 20.2%	332 16.8%	132 5.7%	11 0.5%
J		234					
K	3rd	457	457 32.7%	599 35.5%	589 29.8%	396 17.0%	63 2.9%
L	4th	89	89 6.4%	540 32.0%	894 45.2%	1782 76.3%	2062 96.4%
Total Post Offices		1399	1399	1687	1977	2334	2139

the map found in *figure 3*. The number of post offices in each district is: Dallas, with 308; Fort Worth, with 399, Houston, with 209, and Rio Grande, with 483. In spite of this wide variation in geographical area and number of post offices, the author believes that the overall mail volume in each district is probably relatively balanced.

PHOTOGRAPHS

This article is profusely illustrated with photographs showing many of the architectural styles of post office buildings. All of the photographs were taken from the author's collection, and were made between 1994 and 1997. Each photograph will be described using a four element descriptor, (county, ownership, date occupied, and CAG level). The CAG is omitted for classified units. A classified unit is defined as a postal facility (station or branch) which is staffed by career USPS employees. The alternative is a contract unit located in a private business which is typically operated by the employees of that business. In a few instances, a building no longer in service will be included, and the date occupied will be the range of dates when the building was in use. When a date or CAG is unknown, a question mark (?) will be used. While this group of post offices is biased towards the post offices in the Fort Worth and Dallas districts, it is believed that the patterns observed here are consistent throughout the state.

Main Post Offices

This section looks at the buildings which have been used to house independent main post offices. Classified stations and branches are not included in this section, nor are the buildings in which Processing & Distribution Centers are located, except when they are housed in the same building with the local post office.

Texas had 1,399 independent post offices as of the end of 2001. The first step taken with the data from the FDR was to reconcile the entries in the FDR with the list of post offices published in the *PMCC Directory of Post Offices, Texas*. During this process, it was determined that records for several active post offices were not present in the FDR, and that a few additional records were missing data that was required for some of the analysis. As a result, complete data was present only for 1,388 of the 1,399 current post office buildings.

These buildings are either leased or owned by the USPS. The few exceptions to this statement are the several post offices which are actually housed in buildings owned by another agency of the federal government, or in buildings located on a military base. These few entries

were grouped with the owned buildings for the purpose of this study. By far, the majority of these buildings are leased (1,036 out of 1,388, or 75%), and the balance are owned (352, or 25%). As with any capital investment, there are both advantages and disadvantages associated with the decision to lease versus purchase, and the USPS has its own criteria that it applies to the replacement process. The greatest factor is the building interior space required. A lease is economically preferable for smaller buildings while a purchase is in the best interest of the USPS for larger post office buildings and mail processing plants.¹⁰

During the early stages of the study, it was noted that two special building types stood apart from the "typical" post office building. The first type of special building category observed were those identified as "modular" buildings, which is the USPS's way of designating a movable or portable building similar to a mobile home. Since these modular buildings represented 91 of the 352 owned buildings, these were considered to be of sufficient interest to merit their own analysis, and they are discussed in their own section.

The second observation was that in many counties, often in the county seat, the post office was a relatively old and well constructed building dating prior to World War II, often with an exterior of limestone or granite rather than brick. These "classic" buildings, built between 1911 and 1940, often by the Works Progress Administration during the depression, were built to last, and with many central and west Texas counties not experiencing substantial growth, have continued to be of sufficient size to serve the postal needs of the residents in spite of their age. These classic buildings will also be examined in their own section.

A brief effort was made to isolate some of the factors that might have had an influence on the lease versus purchase decision. One obvious factor noticed was that most of the buildings that were owned were in the larger towns. In fact, only four of the 24 largest towns had a leased building: Arlington, Irving, Mesquite, and Odessa; the remainder were owned.¹¹ In fact, 231 of the 261 owned regular buildings were found at post offices classified at CAG levels A through G, the equivalent of the old 1st class post office. This represented 88% of the total number of buildings in this group of CAG levels. This analysis was done prior to the receipt of the responses from the USPS Facilities office (at end note [5]) and validates that response.

At the lower end of the population range, the author identified 131 post offices which were located in towns

which had a population of 100 persons or less in the 1990 census.¹² Entries for two of these post offices were not found in the FDR, but all the remaining post offices were housed in either a leased building (91 out of 129, or 70%), or in an owned modular building (38 out of 129, or 30%). Some of these towns had extremely low population “estimates”, e.g., Telegraph, pop. 3, and Cotton Center, pop. 5.

A second look was taken at the type of building ownership found for post offices located in the county seat for each of Texas’s 254 counties. In many Texas counties, the county seat is also the largest town in the county. A count was made of the number of counties in which the post office was owned (124, or 49%) versus leased (130, or 51%). Other than showing a higher proportion of owned buildings in county seats than had been observed for all towns in general, this did not appear to demonstrate a definite trend. One advantage which a county seat would have over all other towns in the county is that short of some catastrophic event, the town might decline in population but would not likely disappear as long as it remained the county seat, hence the USPS would not likely ever be placed in the position of having to close a post office in a county seat, and could perhaps better justify the purchase of a building there than in many other small towns.

In fact, for many years, the USPOD was required by law to provide service to county court houses/county seats even when no post office had yet been established there.¹³ As late as 1960, the Postmaster General was not allowed to discontinue post offices at county seats as a result of consolidation.¹⁴

In addition to the buildings representing the active post offices, there was additional data present in the FDR for another 460 buildings that had been previously used as a post office, and then either replaced by a new building, or removed from service when that post office was closed. These buildings were grouped into three categories: leased buildings replaced (409), leased buildings closed (sometimes called a discontinued post office, or DPO, 22), and owned buildings replaced (29).

Before looking at other characteristics of these buildings, let’s look at some of the buildings themselves. Most postal history articles which illustrate post office buildings focus on a particular town or geographic region, so the selection and presentation of buildings is relatively straightforward. After considerable shuffling of photographs, and several false starts, enough patterns began to emerge to result in the following selection of

buildings and their organization by time period and a very “rough” architectural style organization.

One general observation is appropriate before beginning. At the very small and very large end of the post office classification scale, there was little commonality found in the building styles. Post offices classified as CAG L were often found in buildings that existed in the community and were not constructed for use as a post office. Most of the largest post offices, classified as CAG A through D, had unique buildings, perhaps designed to fit the architecture of the community.

During the 1950s and 1960s, the prevailing style for most of these new smaller and medium sized post offices can be best described as a “flat roofed box.” Most of these buildings had a brick exterior, but occasionally some other exterior surface was observed. The smallest of these buildings appeared to be about 1,000 square feet in size, and the primary difference in buildings was the placement of the entry door, and variations on the windows. *Figure P1* shows the post office at Follett (Lipscomb, L, 1962, J). *Figure P2* shows the post office at Poolville (Parker, L, 1967, J). Another small building of the same type is shown in *Figure P3*, which is the post office at Sunset (Montague, L, 1966, K). The final small, flat roofed building is shown in *Figure P4*, which is located at Wheeler (Wheeler, L, 1973, H). This building has a stucco exterior instead of the more commonly encountered brick.

In addition to the small post office buildings shown, similar buildings were found at a number of other smaller communities. The post offices at Petrolia (Clay, L, 1961, K), Woodson (Throckmorton, L, 1961, K), Fluvanna (Scurry, L, 1966, L), Miami (Roberts, L, 1966, K), and Darrouzette (Lipscomb, L, 1967, K)



Figure P1 Follett (Lipscomb, L, 1962, J)



Figure P2 Poolville (Parker, L, 1967, J)



Figure P3 Sunset (Montague, L, 1966, K)

all looked similar to the three buildings illustrated in Figures P1 to P3.

As the building size increased, these buildings became



Figure P4 Wheeler (Wheeler, L, 1973, H).

more rectangular, but retained the flat roof feature. The next group of photographs illustrate some medium size, flat roofed buildings. The first is *Figure P5*, which is at Roby (Fisher, L, 1956, J). *Figure P6* shows the post

office at Groom (Carson, L, 1965, J), and *figure P7* shows the post office at Canadian (Hempill, L, 1970, G). The final medium size post office is shown in *figure P8*, which is in Slaton (Lubbock, O, 1977, G). This is a rather late appearance of this style of architecture, and is more modern looking than most of the previous buildings. This building is also unusual in that it is owned by the USPS rather than leased.



Figure P5 Roby (Fisher, L, 1956, J)



Figure P6 Groom (Carson, L, 1965, J)



Figure P7 Canadian (Hempill, L, 1970, G)



Figure P8 Slaton (Lubbock, O, 1977, G)

Similar buildings were also observed at Stinnett (Hutchinson, L, 1961, H), Clyde (Callahan, L, 1962-1999, C), Rotan (Fisher, L, 1962, H), Henrietta (Clay, L, 1962, G) and Panhandle (Carson, L, 1977, H).

There were also a few large post offices with the boxy, flat roofed appearance. *Figure P9* shows the post office at Mineral Wells (Palo Pinto, L, 1961, E), and *figure P10* shows the post office at Paducah (Cottle, L, 1964, H). By the 1970s a more modern building style ap-



Figure P9 Mineral Wells (Palo Pinto, L, 1961, E)



Figure P10 Paducah (Cottle, L, 1964, H)



Figure P11 Borger (Hutchinson, O, 1978, F)

peared, as seen in *figure P11*, which is the post office at Borger (Hutchinson, O, 1978, F) and *figure P12*, which is the post office at Amarillo (Potter, O, 1977, C).

However, not all of the large post offices were constructed specifically as a post office building. *Figure P13* shows the current post office in Irving (Dallas, L, 1973, B) which is located in a 1950s era shopping center in a building which was originally a J. C. Penney's department store.



Figure P12 Amarillo (Potter, O, 1977, C)



Figure P13 Irving (Dallas, L, 1973, B)

Following a lull in the construction of new post office buildings in the early 1970s, several new styles of building architectures came into use. One factor which may have had an influence in these changes was the requirement for handicapped access ramps mandated by the Americans with Disabilities Act. In addition, all post office buildings which were not replaced had to have their entry made handicapped accessible, and some figures will show the addition of these ramps. These buildings had a pitched roof and gables on the front or end, but still with the standard brick exterior. There were several different styles used for the smaller post offices. *Figure P14* shows a small building used in Ponder (Denton, L, 1986, J) which has a front facing gable. The post offices at Lefors (Gray, L, 1978, K), Anton (Hockley, L, 1979, J), South Bend (Young, L, 1986, J) and Peaster (Parker, L, 1986, J) all are housed in similarly appearing buildings. A variation of this style was also observed with an extension off to one side. The post office at Byers (Clay, L, 1987, K) shown in *figure P15* is an example of this.



Figure P14 (Denton, L, 1986, J)



Figure P15 (Clay, L, 1987, K)

A second distinctive style also appeared about this time, and was used extensively because of its apparent flexibility in scaling up or down to the size of building required. This building was oriented so that the gabled ends were at each side, and the sloped roofline was facing the street or parking lot. It also had a full width porch at the front, which provided a convenient method of describing the variations in these buildings. Each porch included a series of columns that separated the front into three or more equal sized sections. In *figure P16*, the post office at Lipscomb (Lipscomb, L, 1991 L) can be seen to have four columns and three of these sections. These sections were roughly ten feet wide, so this building is perhaps thirty feet wide and about the same depth, or between 900 and 1,000 square feet. Other three-section buildings were found at Mobettie (Wheeler, L, 1989, K) and Allison (Lipscomb, L, 1991, K)

Two larger, five-section buildings of this style are shown in *figure P17*, which is the post office at White Deer (Carson, L, 1989, J), and *figure P18*, which is at Palo Pinto (Palo Pinto, L, 1990, J). The building at



Figure P16 Lipscomb (Lipscomb, L, 1991 L)



Figure P17 White Deer (Carson, L, 1989, J)

Palo Pinto is also faced with native stone rather than the usual brick exterior. Other five section buildings were observed at Skellytown (Carson, L, 1989, K) and Higgins (Lipscomb, L, 1991, K).

A number of larger, seven section buildings were also encountered. *Figure P19* shows the post office at Valley View (Cooke, L, 1990, H), and *figure P20* shows the post office at Hamlin (Fisher, L, 1992, H). The post office at Little Elm (Denton, L, 1989-1999, H) was also a seven section building before it was outgrown and replaced in 1999.



Figure P18 Palo Pinto (Palo Pinto, L, 1990, J)



Figure P19 Valley View (Cooke, L, 1990, H)



Figure P20 Hamlin (Fisher, L, 1992, H)

The largest building of this style was found at Perryton, (Ochiltree, L, 1995, F) a nine section building shown in *figure P21*.



Figure P21 Perryton, (Ochiltree, L, 1995, F)

And there were many buildings that fit no particular pattern, and a few of these representative buildings will be shown in the following sections. One attractive building which serves as the post office at Putnam (Callahan, L, 1978, K) is shown in *figure P22*. The building in *figure P23* is located in Lueders (Fisher, L, 1956, K), and is a neat native stone storefront on the main street in downtown Lueders.

Some other interesting appearing buildings are those which housed a previous post office, and a few of these were encountered both during the author's travels, and as a result of buildings being replaced after his visits. A few of these are shown here. *Figure P24* is the old general store which contained the post office at Justiceburg (Garza, L, ?-1997, K) before the post office was discontinued on May 30, 1997. *Figure P25* is the old post office at Skellytown (Carson, L, ?-1989, K). Both of these buildings still have their flagpole in front, and



Figure P22 Putnam (Callahan, L, 1978, K)



Figure P25 Skellytown (Carson, L, ?-1989, K)



Figure P23 Lueders (Fisher, L, 1956, K)



Figure P26 Caddo (Stephens, ?, ?, K)



Figure P24 Justiceburg (Garza, L, ?-1997, K)

you can still see traces of the words “Post Office” on the front of the Skellytown building. The final photograph in this section is *figure P26*, which was reported to be an early post office at Caddo (Stephens, ?, ?, K). This building had been moved to the vacant lot (pasture?) adjacent to the current post office, and the postmaster reported that the local historical society was trying to raise funds to refurbish the building. (Good luck!)

End Notes

1. *Directory of Post Offices and ZIP Codes* “Number of Post Offices in Each State and Possessions Since Oct 1, 1994.” USPS, 2002, page 11-37.
2. *Directory of Post Offices: Texas*, 3rd Ed. Post Mark Collectors Club, June 2002. [PMCC/TX, 3rd]
3. Ludeman, Michael M. “Recent Texas Discontinued Post Offices”, *La Posta: A Journal of American Postal History*, Vol 34, No. 3, Whole No. 203, July 2003, pages 72ff; Vol. 34, No. 4, Whole No. 204, Sept. 2003, pages 32ff; Vol. 34, No. 5, Whole No. 205, Nov. 2003, pages 65ff.
4. PMCC/TX, 3rd, page 21.
5. Herndon, Jenny, USPS Facilities Office, Correspondence dated November 6, 2003, Attachment #2. [HERNDON], Response to question 1.
6. HERNDON, Response to question 7.
7. *Postal Operations Manual*, Issue 8, July 16, 1992, section 123.11.
8. *Postal Bulletin*, No. 22094, page 42. USPS. Jan. 23, 2003.
9. *Postal Guide*, Jan. 1890, p. 841; July 1920, p. ; July 1953, p. 140; July 1961, p. VIII.
10. HERNDON, Response to question 3.
11. *The World Almanac and Book of Facts 2002*. New York: World Almanac Books, 2002. page 418ff. (“Census for 2000 and 1990, Places larger than 5000”).
12. *The Texas Almanac*, 1994-95 Dallas: A. H. Belo and Company, 1993, pages 307ff.
13. *Postal Laws and Regulations*, Paragraph 1249, USPOD, Washington, DC: 1924.
14. *Title 39 USC Postal Code*, Public Law 86-682, paragraph 701(3)(b), Sept 2, 1960.
15. *The Texas Almanac*, 1994-95 Dallas: A. H. Belo and Company, 1993, page 18.

Ludeman Letter Concluded from page 3

the original Acts of Congress to fill in all the various changes.

The Daily Bulletin, later Postal Bulletin, is available also on Microfilm. I am not sure of the source, although the APRL did have the issues 1880 to 1960 on about sixteen reels in the middle 1990s. I borrowed (and duplicated) many of these for my research.

The microfilms for "Site Reports" and "Postmaster Appointments" (145 and 683 reels respectively) are practical for purchase only when one is looking at a small geographic region, and then it might be practical to purchase a small number of reels at \$35 each. As it would require some 50 reels to cover both topics for Texas, I doubt I will be going that route.

Also microfilm is not always convenient to use. Even when it is available, you need a reader, and the least expensive one I could find still cost me \$400. It's not always practical to run down to the local library, at least for casual research.

I suppose a similar comment about availability of the Postal Route maps is appropriate. I have collected maps of Texas (mostly) for years (all sorts) and have never seen a postal route map offered for sale. I know there are some in libraries, but even LOC and NARA and USPS Library probably do not have anything close to a complete set. And based on a conversation I had with the LOC map department in the mid-1990s, many in their library are so fragile they can not be copied or handled, thus making this a difficult item to acquire even in facsimile.

But as long as we are on the topic of maps, the US POD also issued quarterly or annual maps for rural routes as well. Anyone interested in this topic should at least be aware of their existence, even if they are difficult to locate. One could get lucky.

The US POD published the Postal Guides until 1955, when it was discontinued, and they began a publication titled "Directory of Post Offices." This publication kept up the tradition of listing post offices, but I truly don't know what else. My belief is that it no longer included most of the laws and regulation changes found in the Guide. This was replaced in 1966 with the ZIP Code directories.

In the years since 1966, this ZIP Code directory has definitely evolved from any type of accurate list of post offices to a simple guide to assist people in the addressing of letter mail properly. Current ZIP code directories do not include most Classified Station information, and only partial Classified branch information. They also do not include information on contract units and CPOs. Anyone who uses these publications needs to be aware of their limitations in scope.

You listed your comprehensive books on Post Offices under section A. I would like to suggest that

somewhere in this section you list the Post Mark Collectors Club "Directory of Post Offices" as a resource for contemporary post office listings. Although not mentioned in the ad they have in their journal, they also offer a set of current state listings on CD-ROM, and at my suggestion, have started to include all prior editions of each state directory on the CD-ROM as well. (Disclaimer: I compile and edit the TEXAS chapter of this directory.)

I will assume that the July issue will continue with USPS publications as well.

You failed to list the Annual Report of the Postmaster General. Some of these are hard to find, others are in reprint form, but each gives some type of summary and statistical data for the year. Since 1976 however, some of this statistical data (as opposed to financial data) has been offloaded to a second document titled "Comprehensive Summary of Postal Operations." I understand that both the Annual Report and Comprehensive Summary for some past years are on the Internet as USPS.GOV. ...

I also assume that somewhere you have a place for private publications dealing with the history of the post office. One of the responders to my "Questions" article provided me with the chapter on Money Order Business from Cusings "The Story of Our Post Office," 1892. Based on what I read in that chapter, if the balance is as well written, then this has to be important for the 19th century POD. James E. Lee and Phil Bansner have other similar books in their price lists.

I also assume you will have a section for the various private "Post Office Directories" and similar guides: Appleton's, Coltons, Pratt, etc.

Two items which I do not own but have seen on price lists and catalogs that I would suspect would be important for people researching the time periods reflected are:

The United States Postal Guide and Official Advisor: 1850 to 1852.

The United States Mail and Post Office Assistant: 1860 to 1872.

Both are available in reprint form.

It may be planned for a future section, but Bob Stets' book on *Postmasters and Post Offices of the US 1782 to 1811* belongs in here somewhere.

Regards,

Michael Ludeman

The Post Offices of Clay County, Kentucky

Part 2

by Robert M. Rennick

Post Offices on Red Bird River and its Branches

The other head fork of the Kentucky River's South Fork is the Red Bird River. Beginning 3 ½ miles within Bell County it extends for about forty-five miles to join Goose Creek at Oneida. For nearly 6 ½ miles it forms the Clay-Leslie County line. Above the mouth of Phillips Fork, current maps show it as Red Bird Creek, another name for the stream's entire stretch for much of the nineteenth century.²⁵ Ky 66 parallels the stream from Oneida to the Bell County line.

The river (creek) was named for the legendary Cherokee usually referred to as Chief Red Bird who, with his housekeeper and companion Jack, was befriended by early white settlers and permitted to live and hunt

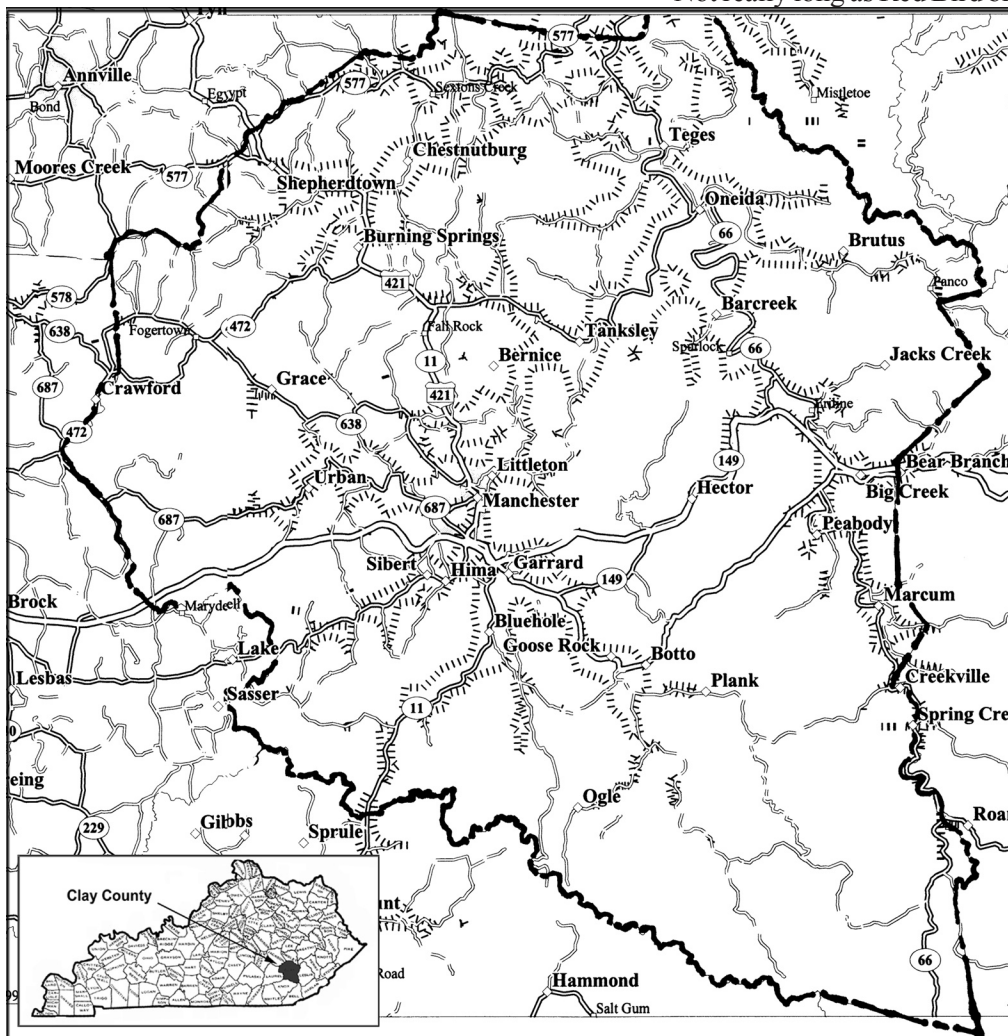
among them. According to a longtime area tradition, Red Bird and Jack were killed by a white man in the bottom just above the mouth of Hectors Creek. In revenge for his father's death allegedly at the hands of some other Indians, the white man had vowed to kill the first Indians he met. He and his companions came upon Red Bird and Jack asleep on the banks of the stream. Without any warning or provocation they killed the Indians and threw their bodies in the river.²⁶

Seventeen post offices served the main valley and branches of Red Bird's Clay County section. The first post office in this watershed operated as *Red Bird* from 1828 to 1831. It may have been on its name source, just above the mouth of Big Creek, or even on Big Creek itself. Nothing else is known of it.

The 4 ½ mile long Big Creek heads in Leslie County and is followed by US 421/Ky 80 and the Daniel Boone Parkway till it joins Red Bird 13 ½ miles above Oneida. Not really long as Red Bird branches go, its name probably

derives from its fairly high water level and frequent flooding. In one of the earliest settled areas of the county, the *Big Creek* post office was not established till January 10, 1871 with James Marcum, postmaster, one mile up the creek, probably at the site of the earlier *Red Bird* post office. After several moves up the creek, the office is now three fourths of a mile above the Red Bird confluence and sixteen miles east of Manchester where it serves the extended village of *Big Creek*.

The nearly six mile long Spring Creek heads in a large spring (its name source) in the Sand Hills east of Brightshade, and joins



Red Bird across from the Leslie County line. At several sites at or just above the creek's Red Bird confluence, sixteen miles southeast of Manchester, was the *Spring Creek* post office. Established on July 10, 1876 by Jesse Mattingly, it closed on May 8, 1884 and was re-established by Christopher Bowling on January 16, 1885 probably at the mouth of Flat Creek (the site of the future *Creekville* post office.) It later moved back to its name source and there closed in October 1944.

At the mouth of the seven mile long Bear Creek, 6 ½ miles up Red Bird from Oneida, Elijah Herd, on March 7, 1900, established the *Barcreek* post office.²⁷ This name may have been a vocal corruption of Bear Creek, though today most people tend to pronounce the stream's name "Bear Creek." According to tradition, the creek was named by early hunters (possibly Andy Hubbard) who killed a bear on its banks. But the office might have been named for a large sandbar formed at or near the site. In 1914 the office was moved by Green L. Langdon a mile or so up the river close to (or at?) the future Spurlock post office, in which area it remained till the 1920s when it returned to Bear Creek. When it closed in March 1969 it was half a mile up this stream.

On June 18, 1904 Green Arthur Sizemore established a post office in his home at the forks of Upper Bear Creek, three miles above the latter's Red Bird confluence. He named it *Icecliff* for an icicle-covered elevation across the road. (Upper Bear Creek was so-called to distinguish it from the other Bear Creek, above, which was sometimes identified as Lower Bear Creek). It closed in September 1909 after a destructive fire in the Sizemore home. It was not until November 30, 1929 that the office, as *Ice Cliff*, was re-established half a mile up Bear Creek in Green Arthur's nephew Carlo T. Sizemore's small country store. Carlo's wife Allie L. was its only postmaster. She was widowed in November 1931 and closed the post office in August 1933.

On January 25, 1940 the office that had been *Icecliff* was again re-established, but two miles north, on *Ashers Fork* (of Goose Creek), and given the name of that stream. Daisy H. Schaffer was its first postmaster. The four mile long fork (including its Left Fork) which joins Goose Creek two miles above Brightshade, was named for some of the descendants of pioneer Dillion Asher (1777-1844) who claimed large acreages in the upper Red Bird and Goose Creek valleys and settled in 1800 in a hollow just below the mouth of Phillips Fork (of Red Bird). When the office closed in 1974 it was on the Weatherby Trail (Rte. 1524), at the head of Asher's

Left Fork, nearly three miles from Goose Creek and some nineteen miles southeast of Manchester.

The *Marcum* post office was established on March 11, 1908 by Henry B. Marcum, Jr. who named it for the descendants of his grandfather Thomas Marcum who settled on Red Bird in 1812-13. It was originally located just below and across from the mouth of Sugar Creek, some 5 ½ miles south of Big Creek. By 1928 it had been moved about a mile up the river to a site just below and across from the mouth of Gilbert Creek, in which vicinity it remained till it closed in June 1984.

Sometime in the earliest years of the twentieth century some Manchester businessmen procured 43,000 acres of Red Bird land from local owners and in, or around, 1907, transferred them to Francis Peabody who was then acquiring land for mining and timber development.²⁸ On June 11, 1909 a post office was established on the river, just below the mouth of (Big) Double Creek, which first postmaster and local storekeeper Floyd M. Chadwell named *Annalee* for the infant daughter of his new neighbor Thomas A. Bird.

Bird, a civil engineer, had come into that area to manage Peabody's new land holdings. On July 1, 1930 Jewell L. Galloway, who had become postmaster that March, had the post office name changed to *Redbird River*. On March 1, 1933 it was changed again to *Peabody*. By then the Peabody land had been acquired by the Ford Motor Company's Fordson Coal Company subsidiary to furnish timber from which to make auto bodies and wheel spokes. (The subsidiary was named for Henry Ford's son Edsel (1893-1943) who, from 1919 till his death, was president of the mother firm.) Bird was now managing the properties, including a large CCC camp, for Fordson. In the early 1960s the Ford land was sold to Potomac Industries which sold it to Red Bird Timber Company in 1965. On January 1, 1967 it was acquired by the federal government for its new Red Bird Purchase Unit of the Daniel Boone National Forest. The post office closed in 1982.

The curiously named *Antepast* post office was established on January 20, 1910 with Wilson T. Martin, its first postmaster, about 1 ½ miles below (north of) the mouth of (Lower) Bear Creek. In November 1932 Howell T. Bowling had it moved two miles down the river to a site 2 ½ miles above Oneida, and here it closed in November 1936. Now, how did it get its name? Jess Wilson, County historian, in his **When They Hanged The Fiddler**²⁹, tells of Andy Baker's irreverence in passing a local church during services. The preacher would stop to wait for "Andy's passing." Perhaps. But

could it have been named for Antipas somebody, bearing an occasional male given name taken from Scriptures?³⁰ But no one by that name is known in that area. Or even (though less likely) for the food served before a regular meal, an appetizer?³¹

When *Herd* was again disallowed as a post office name because this time it was in use in neighboring Jackson County, Sylvania Herd suggested *Spurlock* for her new post office on the east side of Red Bird, one fourth of a mile above the mouth of Banks Branch, two miles above the mouth of Bear Creek, and a little short of nine miles above Oneida. This would replace the *Barcreek* post office that by then had returned to its original site. The Spurlocks were the many descendants of William Spurlock (1815-1855), a North Carolinian who had settled on or near Bear Creek in 1835. The office operated between October 2, 1928 and July 1988.

To serve his *Gardner* (railroad) *Station* and the Bringardner Lumber Company offices then under construction on the west side of Red Bird, at the mouth of Lick Fork (two miles from Bell County and over thirty road miles above Oneida), Fred Bringardner of Lexington established the *Gardner* post office. This was maintained by Ray Kevil Carter from May 13, 1931 through August 1940.

Three Flat Creek Post Offices

This stream heads at its head forks—Panther Branch and Mud Lick Fork—in the Sand Hills, and extends for 3 ½ miles east-northeast to Red Bird at the Leslie County line, two miles below (north of) the mouth of Springs Creek. Its earliest post office was simply *Flat Creek* at an unknown site, that Felix G. Gilbert alone operated between August 15, 1857 and September 6, 1861.

Sand Hills was first proposed for Jable L. Stewart's post office, 1 ½ miles up Flat Creek, at the mouth of Rocky Fork. But it operated from September 29, 1924 through September 1938 by Stewart alone as the inexplicable *Van Camp*.

At the mouth of Flat Creek was the *Creekville* post office whose first postmaster, area teacher and former Annalee postmaster Bascom C. Bowling, would have called *Flat Creek*. It operated between September 1, 1928 and 1972.

Hector Creek Post Office

Heading just east of Hector Gap, this stream extends for eight miles to join Red Bird one mile below (north-

west of) Eriline. It's followed by Ky 149 and now, in part, by the Daniel Boone Parkway. The creek is said to have been named by either the Rev. John Gilbert, one of Red Bird's pioneer settlers, or his son Abijah, for a favorite hunting dog who was killed on its banks by a bear.³²

Hector, *Hayes* (a local family) and *Burns Store* were among the names first suggested for a post office five miles up the creek and 8 ½ miles east of Manchester. Harriet Burns operated it as *Burns* from June 20, 1892 through August of the following year.

On December 28, 1900 the *Hector* post office was opened about 3 ½ miles up the stream, with Miss Arizona Davidson as its first postmaster. In 1924 Jane L. Chadwell (wife of Floyd, Analee's storekeeper-postmaster who had moved to Hector Creek in 1922) had the office moved 1 ¼ miles up the creek to the mouth of Jim Hubbards (now Davidson) Branch, at or near the early *Burns* site. It was discontinued in 1977.

Eriline [ir/leyen] was one of several Kentucky post offices whose intended name was misspelled by postal clerks in Washington. According to local accounts, Eveline (or Evaline) Britton (1861-1939), daughter of James and Martha Bowling of Bear Creek, submitted an application for a post office to be named for herself, but her unclear handwriting led to a misreading as *Eriline*. It proved simpler to accept the error than to correct it. The office was established on December 19, 1902 in the Britton home at the mouth of Hector Creek with Mrs. Britton's husband Van as the first postmaster.³³ The office was discontinued in 1911 and re-established on August 29, 1943 by George C. Henseley who, in November, had it moved one mile south to the east side of Red Bird, just south of the mouth of Big Creek. In August 1944 Mrs. Mary W. Bowling had the office moved, again, two miles north to a point 500 yards west of the river, half a mile from Jacks Creek, and 2 ½ miles below the Jacks Creek post office. In 1949 another move took it one mile up the river. When it closed in 1988 it was at the junction of Ky 66 and the Jacks Creek Road, on the west side of the river, and eleven miles above Oneida.

Jacks Creek was named for the crippled Indian who lived with the legendary "Chief" Red Bird at or near the mouth of this 4 ½ mile long stream. It was early called Lower Jacks to distinguish it from Upper Jacks that joins the river nineteen miles above. Some 2 ½ miles up (Lower) Jacks was the *Jacks Creek* post office, established on February 26, 1932 with Mrs. Marion Hensley, postmaster, and discontinued in June 1954.

The *Culton* post office occupied at least two sites roughly 1 ½ miles up the six mile long Elk Creek. Since Spencer County already had an *Elk Creek* post office, Thomas Ledford named his Clay County office, at the mouth of Rice's Fork (fifteen miles east of Manchester), after the important Culton family.³⁴ The office was established on May 7, 1928 and closed in April 1937. It was reopened on October 7, 1940 with Mrs. Shirley Smith, postmaster, but closed for good in November 1941.

Post Offices on Clay County's Rockcastle River and its Tributaries

The seventy-five mile Rockcastle River heads at its South and Middle Forks at the Jackson-Laurel County line and joins the Cumberland River at the Laurel, Pulaski, and McCreary Counties convergence. It was first called the Lawless River by Thomas Walker in 1750 for Henry Lawless, a member of his exploring party. It was later renamed, probably by Isaac Lindsay, of a South Carolina hunting party, for the large rock formations on its banks that seemed to resemble castles. For about seven miles its South Fork, which heads just within Laurel County near a point about one mile above (southeast of) Clay County's Deer Lick post office, separates Clay and Laurel Counties. Nine Clay County post offices served the South Fork watershed.

The first post office in Clay County's South Fork valley was *House's Store*. It was established on February 15, 1865 by Thomas House and served Daniel B. House's store at the forks of South Fork, just short of the Laurel County line.³⁵ By the time the office's name had been changed to the inexplicable *Larue*, with Daniel B. still the postmaster, it was serving a locality called *Pleasant Hill*, about thirteen miles northwest of Manchester. By the turn of the century *Larue* was serving several other stores and at least a pair of mills. Several moves east later brought it, after its closing, in October 1954, on (the present) Ky 638, half a mile up Martin Branch and a little over a mile east of the Fork and the Laurel County line.

When it closed in 1967 the post office serving the village of *Benge* [behndj or bihndj] was on Ky. 472, at the mouth of Alderson Branch of the six mile long Mill Creek, which joins the South Fork one mile within Laurel County. The office was established on August 1, 1881, probably at the mouth of Bridge Branch, half a mile above Alderson, for *Bridge Branch* was one of the first names proposed for it (another was *Harmony Cottage*). But the name by which it was always known was

that of its first postmaster, a sometime school teacher and local storekeeper Elmira Jane Benge (1838-1911) the daughter of Thomas and granddaughter of "King" David Benge (1760-1854). David, a Revolutionary War veteran from Albermarle County, Virginia, is said to have first settled in Madison County in 1790 and then moved to Clay County to seek a better range for his cattle. By 1900 the post office was serving several stores, mills, distilleries, and other businesses run by Elmira and other Benges and their neighbors.

One and a half miles up Mill Creek from Benge was the settlement and post office of *Fogertown*. Several accounts have been offered for the naming of the post office, established on May 23, 1906, with James C. York, postmaster. Some say the place is pretty high up and would often be covered with dense fog leaving visitors to say it was one of the foggiest place they'd ever been to. Other recall the local man who smoked his homemade pipe while riding up and down the road on an old mare. People following him would know he'd been there first. They'd say "Mr. Fogger has passed by 'cause we can smell his smoke; he's just fogged up the whole town." And some remember the old lady they called Sal Fogger with her bushy hair she never took the time to comb. Anyhow, when the post office was established and a name was sought for it, it was called *Fogertown* [fahgh/ r town]. It's not known why the name has always been spelled with only one "g".

The unrecalled, unlocated, and short-lived *Vaughn* post office was established one fourth of a mile within Laurel County, some three miles above (south of) the Crawford post office on what was then called Muddy Gut. Levi H. Vaughn, its probable name source, opened it on April 15, 1898. But on February 23 of the following year Joseph W. Gregory had it moved to some site on the Clay County side of the Fork where he operated it through June 1905.

One of the movingest post offices in eastern Kentucky was *Elvira*. It was established in Clay County on March 30, 1887 by Jesse E. Westerfield (1837-1895) whose preferred name, his family's, was in use in Ohio County. Until September 26, 1890, when Etison Bowling had it moved to Laurel County, it operated near the Clay-Laurel-Jackson County convergence, about one and a half miles up Terrells Creek from the South Fork. By October 1894 Westerfield's son Grant had it moved one mile east to a site 300 yards within Clay County. In December 1897 Grant's brother Joseph M. returned the office to Laurel County, but in May 1908 another brother, Robert, had it moved a half mile southeast to

a Clay County site, 100 yards from the Laurel line, 1 ½ miles from the South Fork, half a mile south of Terrells Creek, and two miles northwest of Bengé. Here (probably) it closed in December 1934. Its name source has never been determined. There are no known Elviras in the Westerfield family and no evidence to support the often heard contention that it was named for a Bowling.

The *Byron* post office, at several sites at the head of Martins Creek (the Left Fork of Rockcastle's South Fork), was probably named for the Manchester lawyer Larkin A. Byron (ne ca. 1826), who owned much land in the Collins Fork valley. It was established on June 2, 1888 by Louis F. Bengé, who was succeeded by other Bengés, and closed in 1937.

On March 9, 1898 Samuel T. and Emma Porter established the *Portersburg* post office, also at the upper end of Martins Creek, though about a mile west of Byron. When it closed in 1963 it was 1.7 miles up Baker Creek, a Martins tributary, and 3 ¼ miles south of Larue.

Proffit was another little recalled post office, operated by Alexander Proffit between July 14, 1915 and July 15, 1916. According to his wife Martha Jane's Site Location Report, the first names proposed for it were *Freeman* and *Chesnut* and it would be on South Fork and the Laurel County line, two miles south of Crawford. Several related Proffit families then owned land on nearby Little Goose.

An office that would have been called *Hunter* (if that name wasn't in use in Floyd County) was named *Rockcastle* and opened on October 23, 1931. Its first postmaster George W. Jones had it renamed *Deer Lick*, a description it bore through July 1965 when it closed.

Five Clay County post offices were authorized at unknown sites but never operated. None are even known by contemporary Clay historians. *Bombay*, established on December 29, 1890 by John Payne, Jr., was one of three such proposed Kentucky post offices that may have been named for the city in India. As I once pointed out, "while the nineteenth century precedence of naming places for newsworthy persons, places, and events in other parts of the world would suggest this origin, we know nothing sufficiently significant that happened in the Indian city that made it to the American media in the late 1880s or early 1890s that could have accounted for the application of this name to several American post offices shortly thereafter."³⁶

William J. Roberts' authorization for the *Herbert* post office was issued on July 31, 1893 but, for some reason,

his commission failed to materialize. Long after Perry Jarvis' short-lived *Disappoint* had closed, he tried again on January 9, 1899 with an office called *Remedy*. But it never operated at all. Neither did Andy Arnett's *Gay*; his April 6, 1905 authorization was rescinded on November 1. And Laura Ferguson's *Larcum*, established on November 8, 1915, never got off the drawing board. While *Gay* may have been named for an area family, the names of the others remain underived.

Conclusion

Eight of Clay County's 102 post offices (Manchester, Fall Rock, Big Creek, Garrard, Goose Rock, Hima, Oneida, and Sextons Creek) are still active. Only one Clay County community, Manchester, is presently incorporated. At least fifteen were (and several still are) villages with more or less concentrated populations.

Thirty-nine offices were named for local or area persons or their families, while one honored a famous non-local person. Twelve had geographic or descriptive names. While two were named for distant places, eighteen were given the names of local or nearby features (seventeen streams and two gaps). Local industries provided the names of four offices. A pet dog, a son, and someone's war buddy each accounted for a post office name. Four had more than one actual or possible name derivation. Twenty names, though, have not yet been derived, and six offices have not been precisely located.

Thirty-six post office names were not those first proposed for them. Twenty offices had names different from those of the communities, neighborhoods, or rail stations they served. Seven offices had name changes.

Endnotes

1 Gordon DenBoer, Compiler, and John H. Long, Editor, *Atlas of Historical County Boundaries*, New York: Simon and Shuster, 1994 Pp 117-27.

2 In 1811 the South Fork became navigable at its Goose Creek-Red Bird confluence.

2a. The first move of the Ammie post office onto Crane Creek came in October 1887 when Blevins P. Allen became postmaster. According to a local account (Ethan J. Allen of Oneida, Ky. In a letter to the author, December 31, 2002), Blevins Allen's wife Nannie, who ran the local store, didn't care for her name—it reminded her of a goat. By omitting the initial "N" and replacing the double "n"s by double "m"s, she renamed herself "Ammie" and that gave the post office its name. Perhaps.

3 Mamre [maem/ree] was the Biblical name applied to the site of Hebron in the Holy Land where the angel appeared to Abraham foretelling the birth of a son.

4 According to Baker's Site Location Report, his first name preference may have been Funny.

5 Over the years the name of this creek and its main tributary has been spelled both with and without a terminal "s".

6 Fred Tarpley, 1001 Texas Place Names, Austin: University of Texas

Press, 1980, P. 45.

7 Jess Wilson of Possum Trot, Ky, interviewed by the author on July 9, 1977 and the Rev. J.J. Dickey's 1898 interview with Allen Robertson of Manchester.

8 Nevylle Shackelford "Unusual Incidents Account for Many Odd Names of Kentucky Areas," *Lexington Leader*, May 29, 1962, P. 5.

9 Burnsville was Pancone's first proposed name.

10 Marion Martin's manuscript on some Clay County place names.

11 The Barger family's eastern Kentucky progenitor was Abraham, a North Carolinian, who settled on the Kentucky River's Middle Fork in the first decade of the nineteenth century.

12 Historians agree that the family spelled its name Tankersley but that the middle syllable was dropped when the post office was named. John Tankersley, son of William, was born in Virginia, and with his wife Fannie (nee Boyd) came to Clay County before 1851.

13 The Hubbards were a large area family, descendants of Joseph and Rebecca of North Carolina, who settled in the Laurel Creek valley before the Civil War.

14 Collins Fork of Laurel must be distinguished from Collins Fork of Goose Creek.

15 Bernice Treadway (Mrs. Denton) Campbell of Fall Rock, Ky. In a letter to the author, May 3, 1969.

16 This Clay County family variously spelled its name Hollansworth, Hollingsworth, and Hollonsworth.

17 John and Robert were the sons of Robert (ne 1820) who first owned the mill that, after his death in 1878, was heired by another son, William Dekalb. Robert Sr. was a son of John (ne ca. 1792) who, with his brother Joseph, had settled at or near the head of Sextons (ca. 1818) and fathered this important South Fork family.

18 Dorothy Nicholson of Grace, Ky., its last postmaster, in a letter to the author, August 5, 1966.

19 My special thanks to Jennifer Lynch, the postal historian, for clarifying this for me.

20 The Crawfish Branch was named for the many local crayfish, crustaceans called crawfish in eastern Kentucky.

21 One of Mrs. Lewis' first proposed names for her Sibert post office was Delora for Delora Lewis who was to marry Ray Broyles in 1923.

22 Cottengim was an earlier spelling of the Cottongim family's name, which was also spelled Cottingim. The name has nothing to do with cotton or cotton gins, but probably derived from Cottingham, the name of several North England communities.

23 Marion Martin, the former director of the Clay County Library in Manchester, Ky., interviewed by the author on March 24, 1979.

24 Ethel Smith, from the late Myrtle Wagers, in the *Manchester Enterprise*, Oct. 5, 1972, P. 58: 5-8, and the Rev. Gerald R. Klinefelter of Brightshade, Ky. in a letter to the author, May 20, 1980. The community and post office were probably not named for Bright Short, another area resident, as some have suggested for he was born in 1865.

25 On Lloyd's Civil War map this stream is identified as Red Bird Fork.

26 The Rev. J.J. Dickey's 1898 interview with John R. Gilbert whose account of the murder came from his grandfather, the pioneer preacher John Gilbert. Jacks Creek, a Red Bird tributary, was named for the other murdered Indian.

27 Herd's first preference, his family's name, had just been applied to a post office in Boyd County.

28 In 1883 Francis S. Peabody, then 24, established Peabody & Co. and began purchasing and delivering coal to several Chicago area clients. His firm was incorporated in 1890 as the Peabody Coal Co. and it was soon mining its own coal instead of merely selling it. By the 1990s it had become a wholly-owned subsidiary of Peabody Holding Co. with headquarters in Henderson, Ky. (According to the *International Directory of Company Histories*, St. James Press, Vol. 10, P. 447).

29 Berea: *Kentucke Imprints*, 1978, Pp. 31-32.

30 Herod Antipas (4 B.C. to ca. 40 A.D.), the Tetrarch of Galilee, was one of the four sons of Herod the Great, who acquired one fourth of his father's kingdom after the latter's death. But why such a person would have been so honored by a Kentucky post office and nearby school remains a mystery. Perhaps the name was a shortened form of Antipater [aen/tihp/uh/tuhr], the name given in Revelations 3:12 for an early Christian martyr. (George R. Stewart, *American Given Names*, New York: Oxford University Press, 1979, P. 58).

31 George R. Stewart, *American Place Names*, New York: Oxford University Press, 1970, P. 17.

32 The identity of the dog's owner and the stream's namer depends on which of John J. Dickey's 1898 informants, Abijah's son John (ne 1842) or the Rev. Hughes Bowling of Hector Creek we can credit.

33 Actually, the first name proposed for the Eriline post office was Britton, and it would be serving the Mouth of Hector Creek neighborhood, seven miles below the Hector post office. The Daniel Boone Parkway now passes just above it.

34 The Cultons were descendants of the Rev. James, a Knox Countian who had come to Clay County in the early 1830s as a Goose Creek saltmaker, returned to Knox County by 1840, and later represented Knox and Harlan Counties in the state legislature (1844-1858), before becoming Harlan County Judge (1859-1871). A son, Ambrose Y. (ne 1842) was a Clay and Knox County businessman and lawyer who served these counties in the state senate (ca. 1887).

35 Early in the twentieth century the six mile long Martin Creek, which heads a mile south of Byron, was identified as the Left Fork of South Fork, while the present main South Fork stretch above the House's Store site was the Right Fork.

36 "Three Kentucky Post Offices Named Bombay: Origin Unknown," *Comments on Etymology*, Vol. 17, February 1988, Pp. 14-16.

References

Anderson, Jarvis of Manchester, Ky., interviewed by the author on March 24, 1979.

Burchell, Jimmy of Manchester, Ky., interviewed by the author on March 24, 1979.

Campbell, Bernice Treadway of Fall Rock, Ky., letter to the author, May 3, 1969.

Clay County, Ky: History and Families, Paducah, Ky: Turner Publishing Co., 1994 (passim).

Cobb, Glada of Greenbrier, nr. Manchester, Ky., interviewed by the author on June 29, 1977.

Ibid., letters to the author, June 14, 1972 and Nov. 21, 1976.

DenBoer, Gordon, compiler, and John H. Long, Editor, *Atlas of Historical county boundaries* (Kentucky), New York: Simon and Schuster, 1994, Pp. 117-27.

Dickey, Rev. John J. His interviews with several Clay County residents (ca. 1898) in his unpublished *Diary*.

Hensley, Bige of Manchester, Ky., interviewed by the author on Sept. 16, 1969.

Hornsby, Henry H. "Sourwood is More Than a Song" *Lexington Leader*, October 21, 1941.

Klinefelter, Rev. G.R. of Brightshade, Ky., letters to the author, May 20, 1980 and February 28, 1981.

Lee, Mary Latta on Clay County and Manchester (entries) in *The Kentucky Encyclopedia*, Lexington: University Press of Ky, 1992, Pp. 204-05, 606-07.

Martin, Marion, Director of Clay County Public Library, Manchester, Ky interviewed by the author on June 29, 1977 and March 24, 1979.

Ibid. Letter to the author, April 2, 1984.

Ibid. Manuscript on Clay County place names for the Kentucky Place Names Survey, 1979.

Morgan, Kelly of Manchester, Ky., interviewed by the author on March 24, 1979.

Nicholson, Dorothy of Grace, Ky., letter to the author, August 5, 1966.

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

U.S. Post Office Department: *Site Location Reports—Clay Co., Ky. Post Offices*, National Archives (Washington, D.C.)

White, Roy R. "The Salt Industry of Clay County" *Register of the Kentucky Historical Society* Vol. 50, July 1952, Pp. 238-41.

Ibid. "Y Hollow Was Location of Clay County Held in 1807" *The Manchester Enterprise*, August 28, 1952, Pp. 1, 6.

Wilson, Jess of Possum Trot, Ky., interviewed by the author on July 9, 1977 and March 24, 1979.

Ibid. *The Sugar Pond and the Fritter Tree*, Berea, Ky: Kentucke Imprints, 1981 (passim).

Ibid. *When They Hanged the Fiddler*, Berea: Kentucke Imprints, 1978.



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

~ See the many examples at my website ~

<http://www.postalnet.com/dontocher/>

Vermont Crossroads, Oct 2, Mid-Vermont
Christian School, Rte. 4, Quechee VT

ASDA Megashow, Oct 14-17 Javits Center, NYC.
Booth #524

Thamespex, Oct 24, Waterford, CT, H.S, Crt 15C
& Rt 1

ASDA, APS, USPCS, CSA, USSS
Box 679, Sunapee, NH 03782, 603-763-5138
Fax-7327 dontoch@ix.netcom.com

Randy Stehle Mail Bid No. 108

16 Iris Court, San Mateo, CA 94401

Phone: (650) 344-3080

Email: RSTEHLE@ix.netcom.com

CALIFORNIA

- 1 ALCALDE, 1895 VG CDS ON COVER RED'D @ RT (88-04). EST. \$35
- 2 ALCATRAZ, 1952 F DUPLEX ON PPC OF SITE (74-63). EST. \$6
- 3 AULD, 1914 VG 4-BAR ON PPC (99-21). EST. \$12
- 4 BODIE, 1909 G+ DUPLEX ON PPC (87-42). EST. \$8
- 5 BODIE, 1910 G+ DUPLEX ON PPC (87-42). EST. \$8
- 6 BODIE, 1914 G+ DUPLEX ON PPC (87-42). EST. \$8
- 7 BODIE, 1915 G+ DUPLEX ON PPC (87-42). EST. \$8
- 8 CALIFA, 1914 VG 4-BAR ON PPC (12-15). EST. \$35
- 9 CANTARA, 1907 F 4-BAR ON PPC (02-16). EST. \$20
- 10 CARBON, 1912 F 4-BAR ON PPC (85-23). EST. \$10
- 11 CHUALAR, 1909 F LKU MOT-610 ON PPC. EST. \$5
- 12 DOLGEVILLE, 1908 F 4-BAR ON PPC (04-09). EST. \$6
- 13 EASTON, 1895 F DC ON COVER RED'D @ RT (81-02). EST. \$35
- 14 GREENFIELD, 1911 G+ ECU MOT-950 ON PPC. EST. \$5
- 15 HARDY, 1907 F 4-BAR ON PPC (02-15). EST. \$20
- 16 HETCH HETCHY, 1922 G+ 4-BAR ON PPC (21-23 PER). EST. \$25
- 17 JOLON, 1911 G+ DOANE REC'D & O/S ON PPC. EST. \$4
- 18 JUPITER, 1909 F CDS ON PPC W/CREASE (01-22). EST. \$8
- 19 KENNY, 1909 F 4-BAR ON PPC (88/24). EST. \$12
- 20 KIMBERLY, 1911 F 4-BAR ON PPC (07-13). EST. \$12
- 21 KING CITY, 1908 G+ DOANE ON PPC. EST. \$4
- 22 LAMANDA, 1896 G+ LKU LOS-4620 ON COVER (94-20). EST. \$5
- 23 LITTLE BEAR LAKE, 192X G+ 4-BAR ON PPC (17-22). EST. \$12
- 24 LOWREY, 1909 VG 4-BAR ON PPC (98-17). EST. \$20
- 25 MARK WEST, 1916 G+ 4-BAR ON PPC (66/17). EST. \$10
- 26 MAYTEN, 1913 F 4-BAR ON PPC (87-19). EST. \$12
- 27 MOODY, 1908 F DOANE ON PPC (00-12). EST. \$20
- 28 NORTH ONTARIO, 1902 G+ DPX ON CVR RED'D @ RT (87-02). \$10
- 29 NORTHSPUR, 1913 F 4-BAR ON PPC (10-22). EST. \$35
- 30 PEBBLE BEACH, 1935 VG 4-BAR A BIT HIGH ON COVER. EST. \$4
- 31 POLARIS, 1908 F 4-BAR ON PPC (01-23). EST. \$12
- 32 RECTOR, 1913 VG 4-BAR ON PPC (96-32). EST. \$6
- 33 ROSELAWN, 1912 F DOANE ON PPC W/SM TEAR (02/18). \$10
- 34 SANITARIUM, 1934 VG MACHINE ON PPC (01-68). EST. \$4
- 35 SEASIDE, 1912 F LKU MOT-3320 ON PPC. EST. \$6
- 36 SHELLVILLE, 1915 G+ 4-BAR ON PPC (88-31). EST. \$5
- 37 SKAGGS, 1912 VG DC W/STARS REC'D & O/S ON PPC (95-27). \$5
- 38 SLIPPERYFORD, 1910 F 4-BAR ON PPC (61-22). EST. \$6
- 39 STELLA, 1908 G+ DOANE ON PPC (85-09). EST. \$25
- 40 UPPER MATTOLE, G+ LKU HUM-4930 ON PPC (71-43). EST. \$8
- 41 WOODFORDS, 1908 F CDS ON PPC (69-14). EST. \$25
- 42 YOU BET, 1899 F CDS ON GPC W/SM TEAR (68-03). EST. \$75
- 43 ZAYANTE, 1934 VG 4-BAR ON PPC (16-38). EST. \$6

COLORADO

- 44 DAYTON, 1909 F DOANE ON PPC (97/11). EST. \$20
- 45 HUSTED, 1910 VG DUPLEX ON PPC (78-20)(COLO NOT STRUCK) \$20
- 46 LAMPORTE, 1914 F 4-BAR ON PPC (08-27). EST. \$12
- 47 OSGOOD, 1916 G+ 4-BAR A BIT HIGH ON PPC (10-28). EST. \$10
- 48 STONE CITY, 1913 VG 4-BAR ON PPC (12-57). EST. \$5
- 49 WIGWAM, 1908 VG 4-BAR ON PPC W/20% STAMP GONE (82/22) \$8

MONTANA

- 50 CAMAS PRAIRIE, 1914 VG 4-BAR ON PPC (10-29). EST. \$12
- 51 YATES, 1912 VG 4-BAR ON PPC (08-20). EST. \$20

NORTH DAKOTA

- 52 JANESBURG, 5/29/07 VG ECU DOANE ON PPC (94/19). EST. \$20
- 53 MULBERRY, 1910 VG 4-BAR ON PPC (08-12). EST. \$6

OREGON

- 54 ANLAUF, 1929 F 4-BAR ON PPC (01-46). EST. \$6
- 55 NUGGET, 1913 G+ CDS ON PPC (02-26). EST. \$8

SOUTH DAKOTA

- 56 BIGBEND, 1910 F 4-BAR ON PPC W/PINHOLES & RED'D @ TOP. \$10
- 57 CROWLAKE, 1909 VG 4-BAR ON PPC (95-14). EST. \$20
- 58 HISEGA, 1914 VG 4-BAR ON PPC (13-45). EST. \$8

WASHINGTON

- 59 GROSS, 1910 F 4-BAR ON PPC (02/15). EST. \$20
- 60 MORRISON, 1915 VG 4-BAR ON PPC (06-17). EST. \$20

RPOs

- 61 ALAMOSA & AMETHYST, 1906 G (960-A-1) ON PPC W/STAMP GONE \$8
- 62 BILLINGS & GREAT FALLS, 1909 VG (891.5-A-1) (CRS) ON PPC. \$9
- 63 BILLINGS & VIRDEN, 1912 F (891.5-D-3) ON PPC. EST. \$12
- 64 K. CITY & VIRGINIA, 1897 G+ (NEW TYPE) ON COVER. EST. \$10
- 65 MONETT & BURRTON, 1903 F (807-1-1) ON PPC. EST. \$12
- 66 OSWEGO & NORWICH, 1914 G+ (121-M-3) ON PPC. EST. \$6
- 67 PORTERDALE & MACON, 1938 F (362-E-1) ON GPC. EST. \$5
- 68 PORT & DALLAS, 1912 VG (900.5-C-2) ON PPC. EST. \$6
- 69 PORTLAND & SEASIDE, 1935 F (889.2-A-1) ON GPC. EST. \$5
- 70 PRESTON & CACHE JCT. 1931 G+ (973.2-E-1) ON CREAMED GPC. \$6
- 71 PUEBLO & ALAMOSA, 1935 F (955-I-2) ON GPC. EST. \$6
- 72 PUEBLO & GRAND JCT. 1939 F (953-AG-1) ON GPC. EST. \$5
- 73 PULASKI & GALAX, 1938 F (300.2-A-2) ON GPC. EST. \$6
- 74 PUXICO & WILLOW SPRINGS, 1937 F (820.4-E-1) ON GPC. EST. \$6
- 75 QUIN & LESTER, 1936 F (292.3-C-1) ON GPC. EST. \$6
- 76 RALEIGH & CHARL. 1932 F (312-I-2) ON GPC. EST. \$5
- 77 RIVERSIDE & LOS ANG, 1908 G+ (994.2-C-1) ON LEATHER PPC. \$6

Minimum Bid \$3.00 please. Phone bids accepted.

CLOSING DATE: October 13, 2004 (10 PM Pacific)

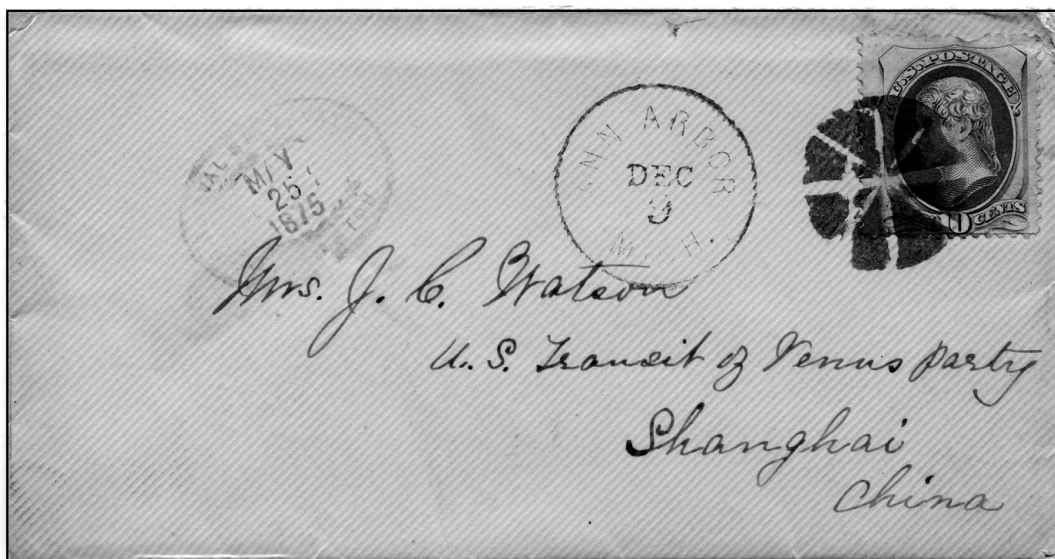


Figure 1 December 9, 1874; Ann Arbor, Michigan to Shanghai, China.

Transit of Venus: Solution to a Philatelic Mystery

By Cary E. Johnson

The cover shown in *figure 1* has been in my Michigan collection for a number of years as a nice example of one of the many fancy Ann Arbor killers on a 10c banknote to China. I have always wondered about the meaning of the address with little success until a recent world event triggered the solution to the mystery like a comet out of the sky. Of course, the recent event was not a comet but rather the June 8, 2004 transit of Venus that would be rated an SI 8 on the Helbock scale at least to astronomers. In the hectic pace of daily activities, I had completely missed the build up to this very historic event until the morning of June 7. I was finishing a quick breakfast and listening to a morning television news program in the background and heard the words "Transit of Venus." The reporter discussed this rare event with additional information on safe viewing techniques but my very first thoughts focused on whether or not there could be some connection to the address on the mystery cover to China. As soon as I had an opportunity, I typed in "Transit of Venus" on my favorite web search engine and a very exciting, scientific and historic story began to unfold from many different sources.^a

Venus, being closer to the Sun, makes a faster orbit than the Earth such that it orbits three times in the time the Earth orbits twice. During these orbits, Venus passes between the Earth and the Sun about once every 19 months. However only two passes per 121+ years produce a transit visible across the face of the Sun (*figure 2*) due to the angle of the orbits of the two planets to each other. In the other orbit crossings, Venus appears to pass above or below the Sun. Since the invention of the telescope, only seven transits have occurred: 1631, 1639, 1761, 1769, 1874, 1882 and 2004 and the first transit to be viewed and documented by two observers



Figure 2 June 8, 2004 Transit of Venus.

was in 1639. From a scientific standpoint, astronomer Edmund Halley first realized in 1716 that precise measurements of the time of the Transit of Venus from widely spaced locations on Earth could be used with the principles of parallax to calculate the distance between the Earth and Venus and the Sun and therefore provide a real dimension to our solar system.^b More math than I wish to

rely. The global visibility of each transit varies so astronomers and other scientists were most often forced to travel to the best observation areas. The attempted international measurements in 1761 were primarily a failure due to weather conditions and other factors. The pressure was on for the transit of 1769 and the hopes



Figure 3 Professor James C. Watson. Used with permission from the James C. Watson collection, the Bentley Historical Library, University of Michigan, Ann Arbor, MI.

of England's Royal Academy fell on the capable shoulders of Lt. James Cook and HMB Endeavour. His voyage of discovery also included the successful observation and measurement of the Transit of Venus from Tahiti on June 3, 1769.^c

Our story now moves in time and place to Ann Arbor, Michigan in 1874. The importance and anticipation of the 1874 transit were not overlooked by the science com-

munity in the United States as well as in other countries. The U. S. Congress set aside \$177,000 to support eight American expedition teams to view and record the transit in various world locations. One such team was headed by noted Professor of Astronomy James C. Watson (*figure 3*). Dr. Watson graduated from the University of Michigan in 1857 and focused his studies in astronomy under the direction of the renowned Prussian astronomer Dr. Franz Brunnnow. Dr. Brunnnow was recruited by University President Henry Tappan to be the first director of the Detroit Observatory built in 1854 (*figure 4*) as one of the finest in the world. The Observatory with its 19th century telescopes was recently restored, and it is now the oldest surviving American observatory to retain its original telescopes in their mounts.^d Dr. Brunnnow left the University in 1863 and Dr. Watson was named Director of the Observatory. He published 15 papers in the field of astronomy before the age of twenty-one, discovered 22 asteroids and was elected to the National Academy of Sciences in 1868. His wife Annette traveled with him and assisted him on many of his expeditions including the 1874 trip to China.^e Professor Watson's team was highly successful in observing and recording the Transit of Venus in Peking, China on December 9, 1874. His report to the Secretary of the Commission on the Transit of Venus provides an extraordinary overview of the journey and events related to the transit.^f

The mystery cover in *figure 1* has taken on completely new meaning based on the people, places and events discovered through the power of a web search engine



Figure 4 January 10, 1862; The University of Michigan illustrated cover showing the Detroit Observatory, Ann Arbor, Michigan.

and the few action triggering words from a morning news reporter. And now as Paul Harvey would say, "The rest of the story." The cover was sent to Annette (Mrs. J.C. Watson) by a relative or friend (no letter in the cover) in Ann Arbor on the very day of the Transit of Venus, December 9, 1874; however, the transit was not visible in Ann Arbor. Annette was assisting her husband, Dr. James. C. Watson, as part of the U. S. Transit of Venus Party then in Peking, China. The sender knew the party would eventually be in Shanghai and hoped the letter would reach Mrs. Watson there. It is interesting to note what appears to be a Boston forwarders oval hand stamp dated May 25, 1875. It makes me wonder if this cover missed Annette in Shanghai and did not reach her until she returned to Ann Arbor? The next and last Transit of Venus during this century will be on June 6, 2012 and I will appreciate the event in a much different way through the fun of philatelic research related to this mystery cover.

End Notes

^a Transit of Venus 2004 web links: <http://www.transitofvenus.org/links.htm>

^b David Sellers: The Transit of Venus and The Quest for the Solar Parallax, 2004: http://www.dsellers.demon.co.uk/venus/ven_ch_frames.htm

^c Tony Phillips, Ph.D.: James Cook and the Transit of Venus; Science@NASA, 2004: http://science.nasa.gov/headlines/y2004/28may_cook.htm

^d Patricia S. Whitesell, Ph.D., Director, The University of Michigan Detroit Observatory: <http://www.detroitobservatory.umich.edu>

^e Whitesell, Patricia S., A Creation of His Own: Tappan's Detroit Observatory, University of Michigan Press (1998).

^f James C. Watson, Ph.D. Section III, Observations Made at Peking: Observations of the Transit of Venus, December 8-9, 1874, Part II; Simon Newcomb, Editor; Washington, DC: Government Printing Office, 1881, pages 103-13.

OBSERVATIONS MADE AT PEKING.

§ 1. REPORT OF CHIEF OF PARTY.

Prof. SIMON NEWCOMB, U. S. N.,

Secretary of the Commission on the Transit of Venus:

DEAR SIR: I have the honor to submit the following report of the work done under my direction in the expedition to Peking, China, to observe the Transit of Venus on December 8-9, 1874.

The party which went out to Peking consisted of the following named persons:

Prof. JAMES C. WATSON, Ann Arbor, Mich., chief of party.

Prof. CHARLES A. YOUNG, Hanover, N. H., assistant astronomer.

Mr. THOMAS P. WOODWARD, San Francisco, Cal., aid.

Prof. W. V. RANGER, Syracuse, N. Y., chief photographer.

Dr. ELTHAM WATSON, Ann Arbor, Mich., first assistant photographer.

Mr. BENJAMIN J. CONRAD, Ann Arbor, Mich., second assistant photographer.

In accordance with orders received from Rear-Admiral DAVIS, President of the Commission, the members of my party, with the exception of Mr. WOODWARD, assembled in Washington about the middle of May, 1874, for instruction and practice. The instruments to be employed at the station were mounted and used, the constants for some of them carefully determined, and then they were packed up ready for shipment abroad. This service was completed early in June. The advantage of the actual preliminary trial of the apparatus, independently of the instruction afforded to the observers and operators in the work which would be required at the observing station in China, was clearly shown in the fact that having attended to the checking off, in duplicate, of the list of boxes as they were successively trans-shipped, upon mounting the instruments finally not a single piece was missing; and this was specially important in going to a station where it would not be possible to replace any missing part.

The members of my party assembled in Chicago on July 14 to proceed to San Francisco in order to embark for Japan. We reached San Francisco on the 21st, and there we were joined by Mr. WOODWARD, who had received orders from the Secretary of the Navy to report to me upon my arrival in that city. A few days later the instruments came in personal charge of Messrs. HARRISON and GARDNER, of the United States Naval Observatory. By an arrangement effected between the Pacific Mail Steamship Company and the Central Pacific Railroad Company, the cars were taken to the dock of the steamship company, and the boxes were transferred directly to the

103

104

TRANSIT OF VENUS, 1874.

steamship *Alaska*. On July 28, the *Alaska*, with the Peking and Wladivostok parties on board, set sail for Yokohama, Japan, at which port she arrived after a pleasant voyage of twenty-three days. At Yokohama the instruments were transferred to the Pacific Mail Company's steamship *Golden Age*, which sailed a week later for Nagasaki.

We reached Nagasaki on August 31. There were in the harbor the flag-ship *Hartford*, having on board Rear-Admiral PENNOCK, U. S. N., commanding the Asiatic squadron, and the United States ships *Kearsarge* and *Ashuelot*. The *Ashuelot*, Commander E. O. MATTHEWS, U. S. N., had been designated by Admiral PENNOCK as the vessel to transport my party and instruments to Tien-Tsin, China. Accordingly our instruments were transferred, under the direction of Lieutenant-Commander GREEN, U. S. N., directly from the *Golden Age* to the *Ashuelot*, and, on September 3, we embarked for Tien-Tsin. The route was directly across the Yellow Sea, along the coast of Corea, and thence across the Gulf of Pechili to the mouth of the Peiho River. After a pleasant voyage of six days we arrived at Tien-Tsin. Through the kind offices of the United States consul, ELI T. SHEPPARD, esq., and of Commander E. O. MATTHEWS, the object of our expedition was fully explained to the Viceroy of Chihli, LI HUNG CHIANG, and the necessary passports and orders to pass our persons, baggage, and instruments up the river and to Peking were issued.

While at Tien-Tsin, I procured the services of competent servants and interpreters to accompany us and remain with us during our sojourn at Peking. My orders were, upon arriving in China, to make suitable inquiries in respect to the weather to be expected at various localities in the month of December, and to select for my station that which should seem to me most favorable, taking into account the difficulties of transportation inland, and especially for the return journey. A letter which I received from S. WELLS WILLIAMS, esq., secretary of legation, and then acting minister of the United States at Peking, while speaking favorably of the weather prospects in that vicinity for the date of the approaching Transit of Venus, gave me very discouraging suggestions as to the difficulties to be encountered, and especially in getting away in the latter part of December, when the rivers and canals would be closed by the extremely cold weather which commences usually before the middle of the month. His advice was to select Shanghai as the observing station. The residents of Tien-Tsin urged me to remain there, alleging that the weather prospects would be quite as favorable as at Peking, and that escape by sea would still be possible after the close of the observations. But, notwithstanding all these suggestions, I concluded, upon mature consideration, to occupy a station at or near Peking. The distance of this city from the sea is sufficient to avoid the mists and fogs which might prevail at that season of the year, and near enough to the Mongolian desert to have the benefit of the dry winds which come from that direction, and hence the probability of clear weather when the observations were to be made. As to the return journey, it did not seem so difficult as to make it necessary to select some other more accessible station. The Secretary of the Navy had directed that a vessel of the United States Navy should be sent to some point on the coast which we could reach, there to await our arrival, so that, even if the rivers and canals were closed by ice, we could take the most direct route over-

Figure 5 Pages 103 and 104 of Dr. Watson's report on the Transit of Venus. (Source: http://adsbit.harvard.edu/cgi-bin/nph-article_query?bibcode=1881otv.book...1N&db_key=AST&page_ind=99&plate_select=NO&data_type=GIF&type=SCREEN_GIF)



Figure 1 The town mark on this Belgium to Philadelphia cover caused a flurry of eMail, and questions that still do not satisfy everyone.

Prototype or not? Philadelphia, 1858

By Tom Clarke

An interesting thing happened recently one evening in early July to which the writer was a party. A scholar collector eMailed another about a favorite transatlantic cover of his. A Belgium-France-Philadelphia incoming letter had a marking on it with which he was unfamiliar.

It has the black Philadelphia receiving town dial accompanied by an appropriate "21" cents postage due marking. What had he overlooked, he asked his colleague in all innocence, that he could not find it listed in his Philadelphia postmark catalog?

I am having trouble locating the circular date stamp of Philadelphia in Clarke's catalog for the cover in the attached scan. Can you help? The cover originated in Liege, Belgium on 12 January 1858, and was sent unpaid in the French mail.

The response was in the affirmative. Correct, there is no marking like it. His curiosity roused, he found mere corroboration of uniqueness insufficient. The scholar eMailed the note to this writer for additional hoped for insight. Was it really a new style of cancel and is there anything more to know about it?

I sent this email to Norm Shachat [eminent exhibitor of Philadelphia postal history], but he said he had not seen

this particular Philadelphia date stamp. That means I must send it to you to see if you have it recorded. Is this a marking you have seen before?

Dick Winter

Dick Winter, himself a specialist in transatlantic postal history, owns a very rare marking. His cover had passed under many eyes for decades, and had been in his own collection for many years, he admitted. However, neither he nor anyone else realized that it had any particular postal history worth.

Happily for the postmark fraternity, his curiosity and desire to ask questions have led to record not only a new marking but, more importantly, has revealed a fascinating aspect of the postal history of Philadelphia.

By bothering to closely examine covers, discoveries will continue to be made and at an increasing rate. The proof, dear Watson, is in the details.

The Cover

Here is how Dick Winter describes his letter:

The cover (a folded letter) originated in Liege, Belgium on 11 January 1858, and was posted the next day. It was sent unpaid by the U.S.-French convention, a 21

cent rate from Belgium. The French entry marking is BELG. A. ERQUELINES, 12 January 1857 (forgot to change the year date to the new year), indicating that the letter arrived from Belgium by ambulant (train) and entered the French mail system at Erquelines.

A Paris date stamp on the reverse shows arrival there on 13 January 1858. The letter was processed for the French mail to the U.S. on 13 January on the train to Calais (date stamp on reverse) and placed in a closed mail bag for Philadelphia. The exchange office clerk on the train wrote in black ink a debit to the U.S. of 18 cents.

Since the letter was to go on a British packet across the Atlantic (Cunard's "Canada"), the French were allowed all but 3 cents of the postage collected in Philadelphia. The Philadelphia exchange office clerk marked the letter with the unknown date stamp and 21 cents postage due. All markings are black.

Reaction

When initially shown the cover, the writer glibly wondered what the problem was? At first glance it seemed a typically unattractive, late 1850's black Philadelphia marking, except this time it was used on an uncommon-usage sea mail letter. The "21" was right on target as a marking, used between 1856 and 1859; how could two knowledgeable collectors and researchers be so off base identifying a common date stamp?

My error was due perhaps to the "fog of the evening", weariness (not beverage!). A look through the catalog verified that in fact there truly *was* no match! Yet it *has* to be (doesn't it?).. A slow, careful look through this time and, good heavens, the "a" in "Pa" is wrong! It's a small "a" and it shouldn't be! It *is* new!

Exchange Office ways

Ship markings before Philadelphia was given its own Exchange Office in 1854 included the current domestic marking, a handstamped amount due, the word SHIP, etc. The most recent *Congress Book* for 2003 includes an interesting article by John H. Barwis that bears on this discussion. It succinctly illustrates the sequence of use of Philadelphia's ship mail markings. He confirms that,

For the first four years after becoming an exchange office in January, 1854, mail to or through countries for which Philadelphia served as an exchange office was normally postmarked with only foreign mail datestamps.

John emphasizes that this was not always the case, at least in the beginning, but also at the end of the period:

Early in this period letters were occasionally handled inconsistently, as postmarks used on domestic mail were sometimes applied in error by clerks who should have forwarded letters to the exchange office. Letters posted later in this period more often show proper treatment [read: *but not ways*] and bear only exchange office markings.

Barwis concludes this section by speaking of the "cancel" devices, i.e., the stamp obliterators:

In 1858 the Philadelphia Exchange Office appears to have entirely stopped using circular datestamps to cancel adhesives on letters to foreign destinations. From then until late 1865 the office used commercially available cancellation devices, comprising a series of grids and at least one target.

This is brought up here to point out that 1858 was for some reason a pivotal year in the use of foreign mail marking devices, both dials and killers. His experience also shows that

... [the 1858-65] obliterators were not restricted to foreign mails, but are seen on domestic letters as well. It is likely that the Philadelphia postmaster simply ordered enough of these devices to supply all desks, without segregating their use.

He sees a general commingling of killers in 1858 and beyond. Why not of dials, too? He answers that partly with an illustration of two covers, one February 2, 1858, with a properly marked Exchange Office BR. PKT red 19 cents due dial to England. However, in the following picture, a cover to Chile dated February 4, 1858, five days after the Winter letter was processed, bears a black Philadelphia *domestic* marking, catalog 63a, with the superscript A.

... Such proper handling of foreign mail was not always the case. [A] letter ... which was posted only two days later [February 4, 1858] ... caused some clerical uncertainty. ... it should have been rated by the Philadelphia Exchange Office. ... the letter received only a domestic-mail datestamp.

Dick Winter's new type cancel resides precisely here, January 30, 1858, when there was either "clerical uncertainty" or administrative confusion as to what markers were acceptable. Could domestic clerks, too, or only foreign clerks, mark up foreign mail? Or, maybe a new domestic clerk was being broken in that that month and was stamping everything in sight?

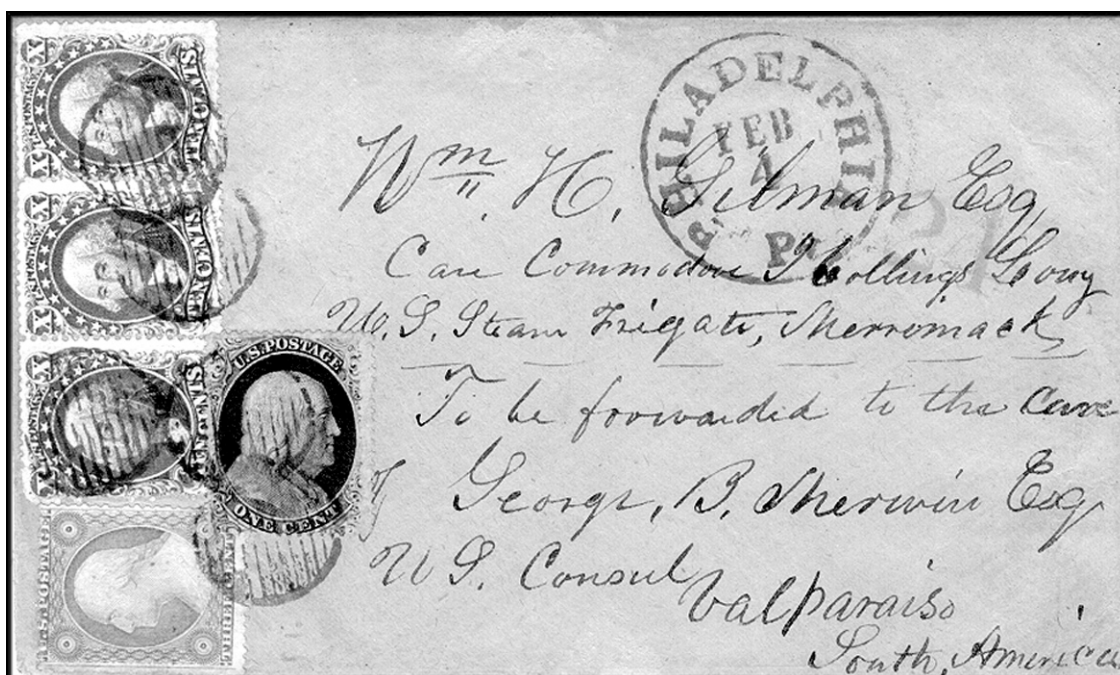


Figure 2 This cover from the John Barwis article: a Chile-bound cover that bears a domestic cancel rather than the proper Exchange marking. Mistakes occur. Why wasn't it re-cancelled to correct the error?

The Cancel

The spelling of "Pa." had tripped the writer up. The state abbreviation had undergone several incarnations in the 1850's. The prevalent domestic marking since late 1852 bore a superscript capital "A" (type 63a, 1852-1858). The routine device prior to #63a had a full size A in the PA (catalog 62, 1851-1852). The new marking was *like* these but distinctly different because



Figure 3 Cancels #62 and #63a handled most all domestic mail between Jul 1851 and June 1858 in Philadelphia.

of that one letter. Still, there was a pervading sense that something was still wrong.

We have to mention another recent dial discovery. Norm Shachat found his own unique, oversized 34 mm marking, catalog #63A a few years ago. Unfortunately, it had no associated year date. The assumption at the time was that it was used ca. 1855. Might there be a tie-in between 63A and Winter's cancel (given #63B)? Odd that both were so far unique amidst

plentiful, ordinary 1850's Philadelphia covers. What was so special to their story?

Both could have been born of the same impulse: to supplement existing domestic cancellers as mail volume escalated. Philadelphia had recently (1854) consolidated from a city to a countywide government. This, in addition to normal population and commercial growth, perhaps the existing cancellers were straining under the pressure. The evidence of so many dreadful



Figure 4 Both #63A and newly identified #63B are unique. Were they intended eventually to replace the worn out #63a type, or were they aids to help out when another device broke or was misplaced? Why was #63B used on a transatlantic mail piece?

looking 1857-58-59 cancels does give the impression of great haste.

They both may have been pressed into service toward the end of the long running #63a's life, worn out after seven years. As fill-ins, both were used on only a handful of domestic letters. That the Winter cancel was also

used as a ship mail receiving mark may simply stem, as already explained, from confusion, “clerical uncertainty”, or new-clerk-on-the-job.

Were either of these rare devices initially destined to replace #63a? Or, were both created as design experiments, more or less on consignment? Either way, old #63a was superseded six months after the Winter example, in June 1858, but not by #63A or 63B. The very distinctive large octagon will take center stage..

The large and small octagonal “dials” were interestingly odd creations. None would mistake the town this mail came from. Edge angles meant Philadelphia. For unknown reasons, the large octagon was dropped and a smaller double octagon appeared in 1860.

Compared to the large octagon, both the Shachat and Winter cancels must have been judged plain repetitious. We will never know what happened to the Shachat instrument, it is lost to history. But the Winter design will live again in spirit if not in actual fact. It was tossed into the drawer of possibilities and emergency tomorrows.

Time travel of the mind



We'll take a side trip for

Figure 5 These two octagonal markers were a creative highlight for Philadelphia between 1858 and 1861.

a moment. Some subscribe to the theory that time is not real, that it is a construct of the human mind, and that in truth everything happens simultaneously, the past, the present, and the future, all at once. Thus, if time travel is possible, and if we had the knack, we could personally witness the Romans or Martians right now. What's more, the Winter cancel device can be created in 1861 and be first used in 1858.

Interesting if you believe in it, but most of us believe that history has the infallible tendency to be always behind us, tagging along forever to the rear of what just happened. Thus, the Winter dial device, crafted in 1857 or 58, can live on to be used again in, say, 1861. Or at least it could beget a new generation of cancels ready to do service for post office and country..

The writer's frustration was that the dial on the Dick Winter cover nonetheless seemed troubling familiar. Looking back in time in the catalog brought no solution. The bothersome “Pa.” when compared to previous markers, simply found no match.

On its ear

The actual solution to the 1858 dial conundrum would set conventional thinking on its ear. The connection to another dial type would not be found in the past, but in the *future*. Though Norm Shachat had confirmed that night to Dick Winter that the 1858 item bore a new cancel type, he in fact had seen many dozens of these cancels before and had exhibited them many times. Anyone who has 1861 series covers, including Dick Winter, already has some in their collection, in fact.

It was discovered by flipping a few pages forward in the catalog in *Back to the Future* fashion. An uncanny likeness of the 1858 dial will be used three and a half years *later*. How did that come to be? Some can't be convinced that it could be possible.

A non-incidental history of cancel making

A telling point made by Norm Shachat when discussing the seeming connection between the 1858 dial and the Civil War cancellers: “The fact that a similar hand stamp with the year date was adopted 3 or 4 years later is incidental in my view.”

It is *not* incidental that they are so similar. It's a key feature, the main headline, the marquee attraction. When making stamping devices, as others have previously acknowledged and the evidence so far supports, postal markers were crafted individually. It was only in the 1870-80's that postal device began to be mass produced. If, therefore, one cancel is extraordinarily close in almost every detail to another, it's a good bet that the two in fact were made by the same device.

Metal smiths didn't mold duplicate dials earlier than the '70's or so, as they'd been doing with type fonts since Gutenberg. Colt made identical interchangeable gun parts back in 1806 (though the government didn't trust the concept till about 1836). But even then they didn't mold duplicate cancellers. The happy result for collectors is that we can identify subtypes and presume the number of individual clerks responsible for handling mail between about 1840 (when mail volume began to take off) and the fancy killers of the 1870's.

In the 1830's, the Philadelphia PO used at most two or three different type dials since the flow of expensive mail was small. Then in the early 1840's, Philadelphia adopted the "double dot" type cancel as mail volume increased. It was forward looking by using four combinations of dots under the Pa as clerk codes. Thereafter, administrators returned to individualization again without benefit of clerk codes. This article discusses this period.

With the War came the new balloon type cancel, in about eight different subtypes to distinguish clerks. (The varied numbers of lines in the new duplexed version of these balloon dials probably was for clerk identification also.) After the War, to about 1873, there was another brief flirtation with different simultaneous types for clerk control.

Finally, In 1872-3, the post office in Philadelphia began to standardize with precision molded dials. They were duplexed with individually hand carved cork killers, probably for identification purposes. The authorities realized by about 1878-9 that they could more efficiently track the performance of the expanding crew of now 15-18 clerks if they employed duplexed dials with metal numeral killers.

Was the use of individually handcrafted dials in the early days a GPO dogmatic rule? Did devices have to be made independently, whether or not they could be mass-produced, so that clerks could be scrutinized? Surely, yes. In the 1870's, the crush of business forced a permanent change in the production policy, but oversight of clerks was still effective.

The previous review stresses the fact that devices were consciously *not* similar to one another. The exceptions were the "double dots" of the early 1840's, the balloons of the '60s, and most every cancel after the 1870's. To find a cancel from the 1850's strikingly similar to, actually almost precisely like, a cancel existing a few years later, is highly significant. It couldn't happen normally, and most of the time it wasn't allowed.

Civil War balloons

The Civil War will intervene after a total of three years of octagonal cancellers and cause removal entirely of the novelty eight-sided marking. Shortly before the small octagon's demise, the GPO announced it would demonetization the 1857 Series stamps to nullify possible use in the South. With the new 1861 Series of stamps would come new cancel designs too. Enter the large, balloon style cancel.

The new postmaster in August 1861 had to look around for a quick fix for his problem. For a new cancel type he found a device from a few years back, used briefly in the Exchange Office (and possibly at the domestic desk too). Of course, it must have been the Winter dial. As a new appointee under Lincoln, only five months on the job, he opted to re-use it out of necessity, because it was there. To work up the large quantity of expanding daily mail, the postmaster had to order roughly eight more devices similar to the one he had found, one for each clerk. The Civil War "balloon" dial had been born.

Was the actual device used on January 30, 1858, employed in canceling in the early 1860's? Why not, if



Figure 6 The balloon cancels (1861-65) are indeed large, about 32 mm in diameter and commanding attention. With a "Pa." very similar to the 1858 mystery cancel, a connection between the two should not seem extraordinary.

it was still functional. Philadelphia did those things. Though we cannot say definitively, the design elements are so eerily on the mark that it is reasonable to say yes.

Comparison evidence is close to perfect. But with a lone example, who would claim victory? We need to find others. The design has a great story behind it, and the touch of mystery that everyone loves.

The common sense of it

Why would an unassuming, rejected 1858 marking three years later seriously be considered for a prototype? Varieties of cancels have been used after their heyday for emergency use, but this would be that chain of events in reverse. The 1858 device had had no heyday. Is it feasible to be in use for a day or a week, set aside for three years, and be chosen again from a dusty drawer, to reemerge once more, and gain favor as one of the most recognized markings of the mid-19th century?

What was needed was a surefire comparison that would put the matter to rest. Philadelphia was apt to use cancellers from the past whenever need arose, why not now? And the lettering, spacing, all was so close, even with the use of transparencies, there was virtually NO difference between the designs three years later!

Neither Norm nor Dick accepted the view that the 1858 dial was in fact the same dial that will be used in the early 1860's. No believers in time travel, they!

Cautious as ever, Norm suggested the comparison test be expanded to include all the types and subtypes of cancels that antedated 1858 too. That was also done.

I think if you make a comparison with the normal town mark used from 1854 to 1858 PHILADELPHIA / PA., small raised A. you may find a reasonable fit as well with some of the larger diameter varieties. It is just my opinion, with all the hand stamps used in the 3-4 year period in between, it is not likely that there is any direct connection.

Not only previous domestic cancellers, but Shachat goes on to suggest that the Exchange Office markings should also be tested against the 1858 dial to see how they stack up before concluding that there was a direct connection existing between the 1858 dial and the balloon dials of the 1860's. A partial response to him went::

It is a fair thought though . . . the 1858 cancel also be compared to those used within the Exchange Office —no doubt a room at the main Post Office, and therefore within reasonable proximity to the domestic clerk's desks? Maybe there will be other transparency families discovered . . .

Exchange office markings

Following Norm's advice, let us look at the Exchange markings before and just beyond 1858. In addition to the Philadelphia Exchange Office markings labeled BR. PKT and AM PKT, of no use to the present comparison, there were two "mute" series of cancels (similar to #631) that had only the town name at the top and the month and day plus a bold number at the bottom, the cents due. They possibly were cognates of the 1858 dial and worthy of analysis. One other group of markers had PHILADELPHIA PA at the top, which disqualifies them too.

The range of similar-looking cancels is limited to the "mute" types, numbers 600 and 610, 620-22, 25, and 630-34. Numbers 600 and 610 fit the period, but the town name extends from about 9 o'clock to 3 o'clock so they are likewise disqualified.

Numbers 620-22 begin use in either 1859 or 1860, but do not match the transparency for the 1858 dial, being either too small a diameter or having different spacings for the town name that don't begin to match up.

Number 625 developed in the middle '60's. Of the 630-34 series, only 631-33 are eligible for comparable analysis since they were used in the late '50's. Thus, given all of the Philadelphia Exchange office markings,

Figure 7 This Exchange Office (#631) is one of a very few that bears resemblance to the 1858 dial; but on closer examination, they prove to be not the same family of device, just similar in appearance.



only #631 bears a reasonably close resemblance to the 1858 dial. But there is no match on closer examination (transparency-wise).

Still, It is intriguing to think that there could be such a thing as a "Pa." slug as Norm suggested. the same as there are numeral and date slugs. However, present evidence indicates that even if such a slug did exist, it would not bear on the 1858 dial.

Transparency comparison

Because good people question the why and how of comparing the 1858 dial to others, and the remarkably close fit with the balloon style, it remains to show how the 1858 dial transparency stands up against a variety of other possible domestic markers. Several possibilities will be shown to give the reader the feel for the exercise. There is insufficient space for the two dozen or more sub type possibilities.

How do you prove a "family" relationship between two dials? You do so by carefully analyzing them via the foolproof transparency technique. There is no need to pretend to measure fractional millimeters, no "eye-balling", no fallible verbal descriptions, no assumptions of any kind, just cold empiric unambiguous evidence.

By using a transparency to gauge the 1858 cancel, and not by guesstimates, a close to exact match DOES show an almost perfect alignment of the letters in Philadelphia, their width, tilt, and proportions, and also their relationship to the Pa. That's not supposition based on eyeballing and hardly incidental or chance. The chance of an individual in the early 1860's creating a PRECISE copy of something from three years previous shares about the same odds as the proverbial monkey that will eventually type the Encyclopedia Britannica.

The transparency is slightly crude, though accurate. The sheet shown in figure 8 was made for the balloon dials in an exacting manner 15 years ago with a copy machine. It can distinguish among the several Philadelphia Civil War "balloon" cancellers precisely, though it needs to be updated with better examples. It is one example of many sheets that show all the subtypes of early Philadelphia cancels. Using them is a snap.

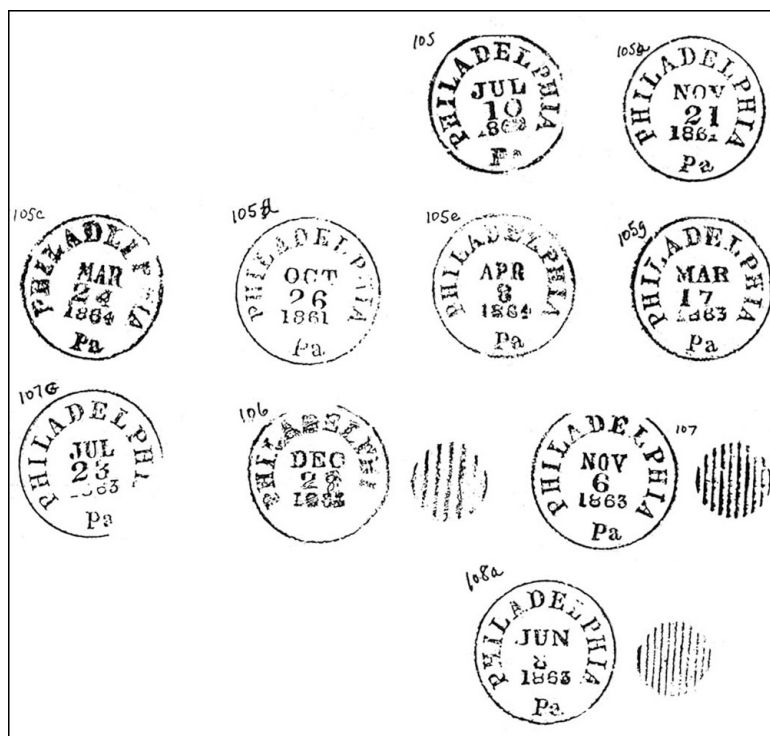


Figure 8 A transparency sheet of markings like this can very accurately define to which of several subtypes a (balloon) cancel belongs.

We will show several superimpositions to indicate the degree of alignment needed to confirm a match. Rim diameters are certainly a key, as are letter shape, proportion, and letter spacing. How many ways can someone engrave an “R”? What of the tilt, the R’s tail shape, the style of serif if present, the width and height of each letter, the cavity within a P, R, and an A, and especially the distances between major elements, like city name and state abbreviation.

We don’t know much about the slugs used in these dials, so information gleaned from them can be misleading. It would depend on the device’s construction, the thumb-screw that held the slugs, whether the slugs were stock or randomly chosen for use, and so on.

It is best to use the state abbreviation as the starting point. Once aligned, it is a simple matter to determine whether the parts completely superimpose or not. Many are close fits here but not there. A close match is not sufficient.

Superimposing the 1861-65 transparencies atop the 1858 dial proves that there is only one close match among the eight subtypes. This is further proof that devices were individually crafted at this time.

Several of the dials from the 1850’s are shown, though all were analyzed, including their subtypes, plus the Exchange Office marking 631 as mentioned. There

was none equivalent except for the one balloon.

Family differences

Judging the 1858 dial against the 1860’s balloon isn’t exact because of the date slugs. Obviously, the year slug is not present in the 1858 instance, though there is space for one. The large domestic octagon that commenced in June 1858 officially inaugurated year dating in Philadelphia. Did the Winter dial, which could have used one, set the year date standard?

The Exchange clerk had already seen year dates on one canceller (number 624var.) in 1857. Was he the one who pressured for year slugs to be used on a regular domestic basis? Furthermore, could he be the one who arranged for the 1858 dial to be given a test at the Exchange desk in the first place, and eventually throughout the post office? If so, then why didn’t he use the year slug in January 1858? this instance? Questions, questions.



Figure 9 The superimpositions give a feel for the process of identifying marking varieties. Shown side by side is #62 and the 1858 mystery dial, #63B.



Figure 10 This shows the two previous cancels superimposed, #62 atop #63B



Figure 11 There is little family resemblance with this variety of 63a, the 1850’s workhorse, and the new dial.



Figure 12 Neither is there much coincidence between #63B and one of the few similar Exchange Office markers, #631.

Figure 13 A comparison with #63B and a look-alike sibling proves that similar cancels can be very much different when comparing details.



Figure 14 The closest fit of all is with this lone balloon subtype, #103g. It might be an exact fit, but without any other examples of #63B to base a judgment, it remains only an 80-90% exact fit. The writer's guess is that it will prove to be the exact same cancel re-used several years later.



Figure 15 Compared with the 11-line duplex balloon, #104c, there is little congruency.



Figure 16 However, with the 10-line duplex balloon, #104d, which happens to be the same #103g fitted with a duplexed killer, the same near fit occurs, say 80-90% precision.

The balloon dials have a rich later life, too. After the GPO determined that dials cannot cancel postage stamps, that only a separate "killer" can properly kill stamps, the balloons will be joined with a duplex killer to become a new type of marker. The writer feels the 1858 dial, as shown by transparency proof, will become

cancel #103g, and after conversion, to a duplex killer, #104d.

Contra indication

Norm Shachat, long time, much decorated exhibitor of Philly material, and Dick Winter too, remain unconvinced that the 1858 dial is actually related to the future balloon series.

I think it is important to note that the Phila. Exchange Office had many hand stamps that were not used on normal domestic mail. In having those hand stamps made, they could easily have gotten one with a Pa. at the bottom instead of the usual Br. Pkt. or Am Pkt. They probably used it a few times (maybe only once) and then abandoned it in favor of the more descriptive markings.

This is my best guess as to what happened. The fact that a similar hand stamp with the year date was adopted 3 or 4 years later is incidental in my view.

We've seen that the 1858 dial is not related except in



Figure 17 Duplex #104d.

an over stylistic way to concurrent or past dial designs, whether domestic or Exchange Office. Whether the 1858 dial was or was not intended for use exclusively on foreign mail is unknown. We would have yet to find one on domestic mail, but that may change our understanding just as quickly as this cancel altered thinking one day this past July.

The 1858 was indeed used again, or one that was painstakingly duplicated (virtually impossible), several years later with a year slug, as a balloon subtype. A hypothetical has its place, but there must be a firm basis in fact upon which to attach them. In cancel design, transparencies provide the undisputed basis.

Could it be bogus?

Playing Devil's advocate accepts the chance that the item discussed could be a fake. Can we prove or disprove it? Dick wrote this:

I feel certain that this is not a bogus marking but a real one. I am not prepared to say that it was the same marking used several years later, but would agree with you that it probably was a prototype marking. Philadelphia is known to have made at least one prototype marking before, no. 527 in your catalog.

I have had the cover for many years and did not pay attention to the Philadelphia datestamp

[To prevent misunderstanding, the “truncated rectangle” PHILA domestic marking of 1834-36, referred to above, was not a mere pattern from which the later transatlantic integral rate markings (1849-57) were copied. No, it was the literal device that was retooled and made into a new transatlantic marking. The same with the 1858 dial; it seems to have *become* one of the subtype devices used between 1861-65, not simply a pattern that was copied.]

Could it be a fake added to the cover later? It would not be the first time. Given the odd and inverted date in the 1858 dial, the argument could go either way. If real, maybe the Exchange Office clerk used old #63’s hand-me-down, or earlier, fonts. If fake, perhaps it was a feeble attempt by an early cover collector to create a unique novelty using a few bits of locally found printer’s type and a left over, purloined cancel dial.

Along with Dick Winter and Norman Shachat, this writer does believe it is real. We agree it is a very rare experimental / supplemental. We diverge as to whether, under the pressure of war 3-1/2 years later, it was resuscitated and used again with flourish for a couple of years.

There is need to search for 1858-59 domestic mail bearing this newly discovered cancel and also to search out 1858-60 transatlantic mail to Philadelphia. How many more covers can be found bearing the same proto postmark?

A view

It is painless and uncomplicated to state that the 1858 dial is a new and rarely used cancel type. However, the full story is more complicated, interesting, and satisfying. If it is not the same device used later, a exceptional, monkey-as-author coincidence took place. But, indeed, yes, it could be the exact same device re-used. Given the state of hand manufacture at the time, it would seem a 3:1 sure bet.

When an explanation seems to bend the rules of common sense and experience, do we change tested results in order to support our wants, wishes and pre-existing

theories? What is proven, *is*. The explanation of how it came to be, *that* is what is wide open to speculation. As interesting as the marking is, its before (and after)-the-fact usage is as exciting if not more so.

How many innocuous looking covers from other cities and towns (especially Philadelphia!) await a similar review? Perhaps it will lead the reader to a more careful analysis of their covers’ physical attributes and yield equally new and fascinating usages and chronologies.

Addendum: Now a SECOND prototype example

A very recent eMail from John Barwis produced another “prototype” marking. He hadn’t yet see the above article so his views are “fresh”. He offers a hypothesis for the marking’s existence along with more thoughtful considerations.

. . . Regarding the [prototype] circular date stamp... WOW! I had simply assumed that because no image of it was shown in your [Voulme II] “yellow book”, it must have been domestic. That will teach me to be a bit more observant and diligent. The cds looks a lot like Clarke #103 [the “balloon” cancel], but with the year-date slug removed.

How about this for a working hypothesis? When French mails were added to Philadelphia’s exchange responsibilities in 1857, the entire range of circular date stamps that would be required had not been anticipated. We see families of British and American Packet hand stamps as well as PAID hand stamps, all of which were nicely illustrated in your book.

However, there were occasions when the Exchange Office needed to indicate postage due, yet found one of these circular date stamps inappropriate. For example, if 21 cents were due [from France], your book shows the only marking available to be Clarke #603.

But what cds should be used if the letter had arrived on a ship that was NOT an American packet? So they must have had the [Winter] device used on the 1858 incoming letter lurking in a drawer somewhere. [TC: or borrowed it from the domestic desk?]

Attached is another example of the 21 cents due used with the PHILADELPHIA/Pa., this one on an incoming letter from Switzerland via French mail. The letter from Switzerland left Liverpool on 18 June 59, with a Philadelphia arrival on 30 June. The rate and route is very straightforward: 21 cent rate for “countries beyond France”. The ms “Debit to US” is for French inland and GB transit. Philadelphia marked 21 cents due to cover the debit and US inland postage.



Figure 18 Another of the prototype cancels soon appeared when covers were scrutinized. If John Barwis' surmise is right, look for others on most any French incoming letter to Philadelphia from between April 1857 and 1859 or later. Its use now extends from Jan 30, 1858 through June 30, 1859.

Since it was carried on a British Contract steamship, Clarke #603 could not be used.

such letters go to the foreign mails people who struck them [or did domestic clerks cancel them]?

End of domestic maker use?

Lots of questions! . . .

Your question about when domestic markers ceased [to be used on transatlantic mail] is a tough one. Two points:

- 1) I have not studied this, and need to look through my collection. Maybe I got it wrong in my Congress Book article, and the cds on my cover to Chile is NOT a domestic marking [after all, but one used exclusively in the Exchange Office]!



Figure 19 What marker ought to be used in Philadelphia if the packet were not British or American?

For that matter, maybe the "24" is a Philadelphia marking also, not New York's as I proposed (the font does look the same as Clarke #574 [the second of three "21" markers, used after June 1858]).

But why didn't the clerk simply use Clarke #614, since there was no reason for New York to account for the letter?

- 2) Philadelphia's letters to France before 1857, and to Germany before 1867, were sent to New York for accountancy purposes, so these bear "domestic" Philadelphia postal markings. But who applied them? Did

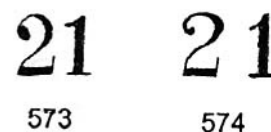


Figure 20 The two 21's compared side by side.



Figure 21 This marker could have been used on the Feb 4, 1858 Chile bound cover.

HISTORY! ADVENTURE! LEGENDS OF VALOR!



All yours collecting Navy covers.

For information and free USCS LOG write to:

UNIVERSAL SHIP CANCELLATION SOCIETY

c/o Steve Shay

747 Shard Court, Dept. C

Fremont, CA 94539

Website: www.uscs.org

Recent E-mail Disruptions at La Posta

Over the past several weeks we have been experiencing a number of LOST E-mail Messages here at La Posta. Unfortunately, bids from at least one bidder in the recent subscribers' auction did not reach us.

We request that readers emailing us at helbock@la-posta.com also send a copy to laposta_cclark@hotmail.com or turtledragon@helbock.net.

With regard to email bidding in future Subscribers' Auctions, please be aware that we will ALWAYS acknowledge your bids. If you do not receive our acknowledgement, please assume the bids were not received.

An Absolutely "Must Have" Book for Postal Historians,
Postal Markings Specialists As Well As All Postcard Collectors...

Postmarks on Postcards

Revised 2nd Edition • An Illustrated Guide to

Early 20th Century U.S. Postmarks • By Richard W. Helbock • Price \$27.50 + \$4.00 shpg.

This 290-page generously-illustrated handbook is designed to provide both an introduction to all U.S. postmarks of the 1900-1920 era and an excellent reference for anyone wishing to learn more about postmarks and postmark collecting. The first of two sections explores all U.S. postmark types found on postcards, postal cards and covers of the Postcard era; and the second provides details of which U.S. postmarks are collected. The book wraps up with a Glossary of Postal History Terms; four Appendices providing specific data on the subjects of U.S. Doane cancels and Military & Naval postal history; and an Index.

For additional related titles
visit our website at

www.jameslee.com



JAMES E. LEE

NOTE OUR NEW ADDRESS INFO:

P.O. Box 36 • Cary, IL 60013-0036

(847) 462-9130 • Fax: (847) 462-9140

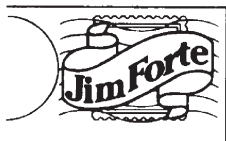
E-Mail: jim@jameslee.com



United States Postal History

Town Cancels. D.P.O.'s, machines, advertising, R.P.O.'s, stampless and much more are featured in my state price lists. Which state may I send you?

P.O. Box 94822
Las Vegas NV 89193
(800) 594-3837
FAX (702) 369-9139



<http://postalhistory.com>

La Posta Backnumbers

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

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



Colorado Postal History Society

Membership includes:

- Journal - 5 Issues Per Year "Colorado Postal Historian"
- Including "Encyclopedia of Colorado Post Office Markings"
 - Tracings of all recorded postal markings...
 - A list of postmasters and appointment dates...
 - A description of the town site and how to locate it.
- Two Meetings per Year



For More Information Contact:
Roger Rydberg, CPHS Secretary
354 So Nile St, Aurora, CO 80012
rrydberg5@comcast.net

www.ColoradoPostalHistorySociety.com



Help our 'Club Postal History Exhibit!'

IRVING, TEXAS IS 100 YEARS OLD.

We need the following cancels:

Irving (1904-70), Kit, Finley, Estelle, Buck, & Breck.

Contact: John Barrett, Ph.D. at johnb@royalbodycare.com

Our web site:

www.mid-citiesstampclub.com

USA POSTAL HISTORY

Colonial to Prexies: Maritime, Destinations, Expos, DPOs, Railroad, Territorial, CSA, Express, Possessions, & Military

ASDA Mega - booth 526
Javits Center, New York City
October 14 - 17

STEPHEN T. TAYLOR

5 Glenbuck Road
Surbiton, Surrey
England KT6 6BS

Phone 01144-208-390-9357

Fax 01144-208-390-2235

Email: staylor995@aol.com

www.stephentaylor.co.uk



TOMORROW'S POSTAL HISTORY IS HAPPENING TODAY!

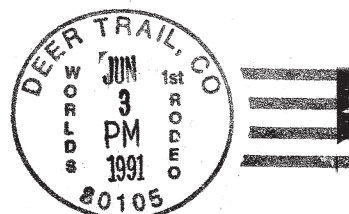
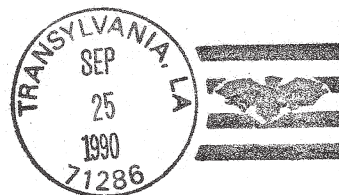
Strange but true, it is easier to find what U.S. post offices existed in 1902 than to find out what U.S. post offices are operating in 2002.

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.

Available in handsome notebook format for \$50, or two computer disks for \$15.80. Payment (payable to PMCC) to Andrew Mitchell, P.O. Box 5, Tariffville, CT 06081-0005. Individual state lists also available – see order form at <http://www.postmarks.org>

Questions or requests for a free sample to above address or by e-mail to: ajmitchell2@attbi.com



CANADA COVERS

WEBSITE

INCLUDING USA RELATED COVERS

www.canadacovers.ca



**Jim Miller Ltd.
P.O. Box 56571
Lougheed Mall P.O.
Burnaby, BC CANADA V3J 7W2**

MKD Research & Consulting

Michael K. Dattolico

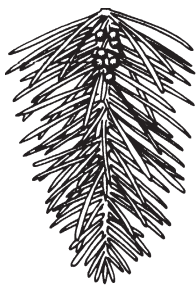
3830 Bernard Place
Columbus, Ohio 43224-2201

Specializing in:

- manuscript editing
- research on US military covers, US possessions and general states postal history

614/263-6145
mmdattol@aol.com

WWI Spruce Camp Mail Wanted



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

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

Will buy, or would appreciate copies or jpegs.

Rod Crossley,
Box 729,
Montrose, CA 91021.
rcrossley@worldnet.att.net

Alaska Collectors Club

APS Affiliate #218

Dedicated to developing a wider interest in the study and preservation of Alaska's Postal History.

We are a wide-ranging group of collectors who are interested in all aspects of the postal history of Alaska. From the first covers under United States ownership to the latest events, we try to cover the gamut of Alaska postal history.

Some of our features:

- **Quarterly Journal, *The Alaskan Philatelist***
- **Auctions of Alaska material**
- **Fellowship with other Alaska collectors**

Dues \$15.00, information available from:

Eric Knapp
Secretary/Treasurer
4201 Folker Street, Unit C102
Anchorage, AK 99508-5377
E-mail: eknapp@gei.net



ARIZONA - NEW MEXICO POSTAL HISTORY SOCIETY



**SEEKS NEW MEMBERS, WHO SEEK NEW
MATERIAL, NEW INFORMATION AND NEW
FRIENDS**

DUES \$10 ANNUALLY

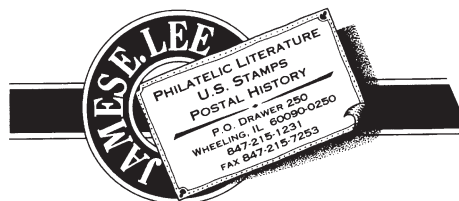
Receive "The Roadrunner" Quarterly
Newsletter

Trade Duplicates at Winter and Summer
Meetings

Contact: J. L. Meyer,
20112 West Point Dr.,
Riverside, CA 92507

or

Peter Rathwell,
4523 E. Mountain View Dr.,
Phoenix, AZ 85028



ATTENTION

POSTAL HISTORY & LITERATURE DEALERS

Trade discounts are available on *United States Post Offices, Volumes 1-6*, as well as other La Posta Publications.

WRITE OR CALL:

JAMES E. LEE, P.O. Box 36,
CARY, IL 60013-0036
VOICE: 847-462-9130
FAX: 847-462-9140

“It’s good. It has a PFC.”

Simple words exchanged every day among collectors, dealers and auction houses alike. Where the doubt disappears and people can go about the enjoyable business of collecting instead of the worrisome business of wondering.

SOME FACTS ABOUT THE PHILATELIC FOUNDATION:

- serving the hobby since 1945
- not for profit—chartered by the State of New York
- over 400,000 certificates issued
- over 500,000 item reference collection
- full-time staff of 8 plus on-site consultants


Write or call today for more information.

Or you can also visit our website at www.philatellicfoundation.org to print an application form and get a schedule of fees.

If you are in New York, we would be pleased to show you through our facilities. Just call in advance (212)221-6555.

See our “Fakes and Forgeries” exhibit at StampShow in Sacramento, NY MegaShow, and Chicagopex.

The new PF video on “The Pony Express” will make its debut at StampShow in Sacramento.

The Philatelic Foundation			
70 West 40th Street • 15th Floor New York, NY 10018		No. 0404284 2/03/04	
EXPERT COMMITTEE			
We have examined the enclosed item, of which a photograph is attached, and <i>described by the applicant</i> as follows:			
Country: UNITED STATES OF AMERICA			
Cat. No.	Issue	Denom.	Color
U9	1853	3¢	red
<small>Scott's unless otherwise specified.</small>			
ENTIRE, PEN CANCEL. ADDRESSED TO SAN FRANCISCO, ULTRAMARINE FRAMED "NICHOLS & CO'S/EXPRESS/PAID" HANDSTAMP AT TOP LEFT.			
AND WE ARE OF THE OPINION THAT:			
IT IS A GENUINE USAGE, THE ENTIRE WITH SMALL EDGE STAINS AND TEARS, SOME AFFECTING THE HANDSTAMPED FRANK.			
			
<div style="display: flex; justify-content: space-between;"> <div>404284</div> <div>E 100782</div> </div>			
<div style="display: flex; justify-content: space-between;"> <div>For The Expert Committee</div> <div><i>[Signature]</i> Chairman</div> </div>			
<small>Photocopies of this Certificate are not valid.</small>			



The Philatelic Foundation

70 West 40th Street, 15th Floor
New York, NY 10018
(212)221-6555

PROFESSIONAL POSTMARK TRACING & MAPS

I will execute to your exact specifications accurate tracings of plain or fancy postmarks, cancels and



maps. My work has appeared in *La Posta* in both the Washington Territorial postmark series by Richard A. Long

and the 19th Century Colorado postmark series by Richard Frajola.

If you've been thinking of a postmark catalog project, or any research which requires well-executed postmarks or maps for illustrations, but do not have the time required to accomplish the tracings, drop me a line or give me a call with the particulars, and I will give you a quote.

JANE DALLISON

P. O. Box 296, LANGLOIS, OR 97450

(541) 348-2813

POSTAL HISTORIANS ON-LINE

Continued from page 8

Henry G. Turnbull [Arizona & Maine p.h.]

— aznphgt1@webtv.net

Tom Turner [Alabama postal history] — turnertomp@aol.com

William T. Uhls [Texas, Canal Zone] — buhls@austin.rr.com

Bill Ulaszewski [Ohio history, covers, folded letters]

— odem99@aol.com

Tom Unterberger [WI: Douglas County] — unterberger@chartermi.net

Tonny van Loij — tonnyvanl@msn.com

Dirk van Gelderen [Alaska postal history] — dirk@esveld.nl

Hal Vogel — halvogel@ispwest.com

Jim Walker [NJ: Coryell Ferry Stamp Club. Collects NJ & Eastern PA postal history] — jiwalker@earthlink.net

W. Danforth Walker [MD: Baltimore, Howard Co., Westminster]

— dan@insurecollectibles.com

Bill Wallace [IL: Cook, Lake, DuPage, Ogle counties; Chicago suburbs; ND: western counties] — wallacehoss@aol.com

Gordon L. Wall [AZ, CA, NV, NM, WI, Finland, Canada]

— gordonwallwis@aol.com

Charles Wallis [OK Indian Territory] — cswallis@telepath.com

Lauck Walton [Early US machine cancels, unusual usages on postal cards, C&D, county & postmaster cancels]

— jwalton@shentel.net

William C. Walton [Mexico, Territorial covers] — wcw078@webtv.net

Ron Wankel [Nebraska & WWII APOs on #UC9] — rwankel@aol.com

Ron Ward [Maryland PH] — Anoph2@aol.com

Robert Washburn [modern US postal history 1950s on]

— stamps@kynd.net

Jim Watson [Mendocino/Lake Co. CA cancels] — pygwats@mcn.org

John S. Weigle [CA: Ventura Co; interrupted mail; officially sealed mail of world] — jweigle@vcnet.com

Rich Weiner [18th & 19th C letters w/ high content value; NC stampless Covers] — rweiner@duke.edu

Larry Weinstock [Dealer-Western postal history]

— wstamps@aol.com

Robert B. Whitney — rmwhit1@juno.com

C. Michael Wiedemann [Cutlery advertising, FL postal history]

— cmikew@mindspring.com

Clarence J. Winstead [NC postcards, RPOs & Doanes]

— clarencewinstead@hotmail.com

Richard F. Winter [maritime postal history] — rwwinter@bellsouth.net

Kirk Wolford [P.H. Dealer] — krkstpc@goldstate.net

Bob Yacano — ryacano@triad.rr.com

Gene Youngman — youngmanpc@yahoo.com

Nicholas Zevos [Postal history of Northern New York]

— zevosn@Potsdam.edu

Michael Zolno — mzolno@aol.com

POSTAL HISTORY SOCIETIES

(For a listing of all U.S. State Postal History Societies on-line, see the web page for the Empire State Postal History Society)

— <http://www.esphs.org/usphs.html>

WANTED:

Old Letters & Correspondences

We will pay you extremely generous prices for old American letters, correspondences, diaries, journals, documents and manuscripts. We especially seek 19th century or earlier, but will consider anything pre-1945, including WWI, WWII soldier's correspondences. These needn't be for famous people, just interesting content. We also buy autographs. Free appraisals, quick decision, instant payment! We pay all postage costs.



Fred Schmitt

TOP PRICES PAID!

Visit our website: www.fredschiitt.com



Member: Manuscript Society,
ASDA, APS, PTS (London),
CSDA (Canada)

Investors Ltd.

International Postal History Specialists Since 1953

PO Box 387 Northport NY 11768 USA

Phone: (631) 261-6600

Fax: (631) 261-7744

E-Mail: fred@fredschmitt.com

LA POSTA CLASSIFIED ADS

**ONLY 5 CENTS PER WORD DELIVERS YOUR MESSAGE TO THE LARGEST
AND BEST INFORMED GROUP OF POSTAL HISTORIANS IN AMERICA**

Word Count	1 issue	3 issues	6 issues
1-25	\$1.25	\$3.12	\$5.94
26-30	\$1.50	\$3.75	\$7.14
31-35	\$1.75	\$4.35	\$8.28
36-40	\$2.00	\$4.98	\$9.48
41-45	\$2.25	\$5.61	\$10.68
46-50	\$2.50	\$6.24	\$11.88
51-55	\$2.75	\$6.84	\$13.02
56-60	\$3.00	\$7.47	\$14.22
61-65	\$3.25	\$8.10	\$15.42
66-70	\$3.50	\$8.73	\$16.62
71-75	\$3.75	\$9.33	\$17.76
76-80	\$4.00	\$9.96	\$18.96
81-85	\$4.25	\$10.59	\$20.16
86-90	\$4.50	\$11.22	\$21.36
91-95	\$4.75	\$11.82	\$22.50
96-100	\$5.00	\$12.45	\$23.70

CARDS & COVERS: FOR SALE

DO YOU COLLECT State Postal History, Doane Cancels, or cancels of any kind? Check out my website www.towncancel.com. Now with over 30 states online plus Dakota Territory and more coming. Over 6000 covers online with over 1000 of them pictured. Gary Anderson, P.O. Box 600039, St. Paul, MN 55106. [35-5]

DPO's, RPO's, ships, Doanes, Expos, machines, military, advertising, auxiliaries, and more! My Mail Bid Sales offer thousands of postal history lots. Write/ call for sample catalog. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. Phone: (309) 786-6539. Email: mehrer@postal-history.com. Internet website: <http://www.postal-history.com>. [36-2]

TOWNS:WANTED

ALL STATES and categories wanted! Better consignment material always needed for my bi-monthly Mail Bid Sales. Write/ call for consignment details. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. Phone: (309) 786-6539. Email: mehrer@postal-history.com. Internet web site: <http://www.postal-history.com>. [36-3]

TOWNS: WANTED

CALIFORNIA: MENDOCINO County to 1900: Albion, Casper, Cleone, Cuffy's Cove, Elk, Fish Rock, Fort Bragg, Gualala, Inglnook, Kibesillah, Little River, Mendocino, Miller, Navaro, Navaro Ridge, Noyo, Noyo River, Point Arena, Punta Arenas, Rock Port, Usal, Westport and Whitesboro. Send photocopies or priced on approval. Don East (APS, WCS) P.O. Box 301, Little River, CA 95456 [35-6]

CALIFORNIA - KERN & IMPERIAL County covers and cards. Especially interested in Bakersfield corner cards. Send description or photocopies and prices to John Williams, 887 Litchfield Ave., Sebastopol, CA 95472 [35-6]

CALIFORNIA: LOS ANGELES County to 1900 and City of Los Angeles forerunners. Scans, photocopies or approvals. Michael Zolno, 2855 West Pratt, Chicago IL 60645, mzolno@aol.com [35-3]

COLORADO: LAKE CITY covers from Abbott correspondence and GEORGETOWN Barton House Corner Card and advertising covers. Other small Colorado towns also wanted. Steve Morehead, PO Box 1350, Green Valley, AZ 85622. Email: steveasc@ix.netcom.com [35-6]

TOWNS: WANTED

ILLINOIS, SNOWFLAKE (Franklin County) (1886-1907) wanted, manuscripts or postmarks. Send photocopies & prices to: Kenneth Bieda, PO Box 72248, Roselle, IL 60172-0248 [35-4]

WASHINGTON, DC COVERS wanted. Non-machine 1900-1915. No 3rd class. Carl Stieg, 260 Merrydale Rd., Apt 15, San Rafael, CA 94903. carl_phil@webtv.net [35-6]

IDAHO PANHANDLE: Benewah, Bonner, Boundary, Clearwater, Idaho, Kootenai, Latah, Lewis, Nez Perce, and Shoshone Counties. Interested in all postmarks and other postal history items. Send photocopies or priced on approval. Write or e-mail for post office lists. I will pay all copying or mailing costs. Peter Larson, 5301 Robinson Park Rd., Moscow, ID 83843, Tel 208-883-8297, e-mail plarson@wsu.edu. [36-2]

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

MISSOURI CARDS and covers in these counties: St. Francois, Ste. Genevieve, Washington, Jefferson, Iron, Madison and Perry -- territorial to 1945. Description and/ or copies with price first letter. Especially desire Ste. Genevieve Internment Branch covers and PPC of the Camp as well as paper ephemera of above counties. Bob Schmidt, 5984 Highway Y, French Village, MO 63036 [35-5]

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

NOTE:

**EXPIRATION DATE SHOWN
AT END OF EACH AD, i.e.,
[35-3], MEANS AD WILL
EXPIRE WITH THIS ISSUE.**

**AD DEADLINE FOR NEXT
ISSUE:**

Sept. 20, 2004

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

TOWNS: WANTED

NEW JERSEY, HUNTERDON COUNTY - postal history, covers, post cars, pictures, Americana, ephemera, collateral paper items from all eras. Same goes for BUCKS County, Pennsylvania. Jim Walker, 121 Wertsville Rd., Ringoes, NJ 08551 Email: jiwalker@patmedia.net [35-4]

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

OHIO-ATHENS County. Postmarks on cards, letters, or other post office identification for the following Athens County post offices: Allans Store; Bessemer; Big Hocking; Brettland; Denmans Salt Works; Derthick; Doanville; Englishtown; Federal; Fisher; Grosvenor; Hamlet Run; Hartleyville; Hawkeye; Hocking City; Horton; Hull; Jacksonville; Judson; Kimberley; Kings; Lewis Hill; Lick Ridge; Linscotts; Lowry; Luhrig; Lyda; Lysander; Marchmount; Medill; New Burlington; New Marshfield; Oakdale; Poston; Rawndale; Selby (mail to Joy); Sharps Fork; The Plains; Torch; Welch. Also, from OHIO-Vinton County; for Moonville and Rue. Send information to: Gary Schwindler, 4 Cook Drive, Athens OH 45701-2101. Phone (1-740-594-9005). [35-6]

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

WEST POINT, NEW YORK covers -- stampless to 1890 -- wanted for personal collection. Send on approval or photocopies. Prompt response promised. Richard Helbock, P. O. Box 100, Chatsworth Island, NSW 2469 Australia [35-6].

SUB-STATION POSTAL MARKINGS: WANTED

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

RFD CANCELS: WANTED

COLORADO RFD postal markings wanted. Especially interested in "Richow" Type 1 and Type 2 examples. Send scans or photocopies with prices to: Roger Rydberg, 354 So. Nile St., Aurora, CO 80012. E-mail: rydberg5@comcast.net [36-3]

MILITARY: WANTED

ALASKA & WESTERN CANADA APOs, interesting Pan American (Scott 294-299) issues on cover and Pittsburgh/Allegheny County covers from 1851-1861. Send Xeroxes or scans and pricing to Bob McKain, 2337 Giant Oaks Drive, Pittsburgh, PA 15241 (57-vette@adelphia.net) [36-2]

U.S. CIVIL WAR through Korean War P.O.W. and WWII Japanese-American U.S. Internment Camp postal history wanted. Send photocopy / scan and price to Ed Close, 12 Sweet Briar Rd., Coatesville, PA 19320. Email: hombresello@ca.com. [36-2]

DOANE CANCELS: WANTED

Buy, sell and trade Doane Cancels of all states. Send photocopies or on approval. Gary Anderson, P.O. Box 600039, St. Paul, MN 55106 [35-5]

US STAMPS ON COVER: WANTED

STARTING TO COLLECT Hawaii 80 cent (C46). Need commercial covers and information. jonpac@aol.com [35-5]

LITERATURE: FOR SALE

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

United States Post Offices on CD-ROM. The most complete lists currently available*. Contains: Combined alphabetical list of active and discontinued Offices from all states (including years of operation and counties); 50 individual state lists, plus DC and Indian Territory; combined list of all Counties; and statehood, territorial and Confederate secession dates. The ultimate reference for identifying manuscript postmarks, postcards, letters, etc. (*NOTE: Alabama and Georgia have not been fully researched, but this CD includes thousands of offices previously unpublished from those states.) PC or MAC. \$99.00 postpaid, worldwide. (Illinois residents: \$105.93.) Jim Mehrer, 2405- 30th Street, Rock Island, IL 61201. [36-2]

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

LITERATURE: FOR SALE

Interested in Advertising covers? A large collection of organ and piano covers and ephemera related to Washington, New Jersey, featured in the New Jersey Postal History Society's journal NJPH in 2003 & 2004, and earlier in the APS journal [Dec 1996], now available on CD in PDF format. Included are 3 articles, and over 200 images of the original album pages, including covers and other ephemera 1880-1910. Easy navigation of this amazing collection. Offered by the New Jersey Postal History Society for \$20 postpaid to US addresses, \$22 abroad. Contact: JWalton, 125 Turtleback Rd, Califon, NJ 07830 or email NJPostalHistory@aol.com. [35-3]

WANTED: MISCELANY

9¢ ALAMO US #1043: plate varieties; commercial covers (interesting destinations and postal markings); unusual FDCs especially postmarked other than San Antonio; Alamo memorabilia. Jane Fohn, 10325 Little Sugar Creek, Converse, TX 78109-2409; janekfohn@sbcglobal.net [35-3]

BUYING?SELLING -- US mint and used postal cards, reply cards, covers and machine cancels. Dick Borkowski, P.O. Box 118, Edgemont, PA 19028. [35-4]

AIRMAIL COVERS - Commercial Only (No First Flights or philatelic)-United States to destinations in Europe, Africa, Asia and Oceania dating from before 1938. Also C1-C9 on commercial covers to foreign or domestic addresses. Send priced on approval or photocopies, or request my offer. Richard Helbock, P.O. Box 100, Chatsworth Island, NSW 2469 Australia [35-6]

FOREIGN: WANTED

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

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

*Send your copy by post or e-mail and we'll invoice you for
the proper rate.
Cheap but effective!*

helbock@la-posta.com



La Posta Publications

33470 Chinook Plaza, #216,

Scappoose OR 97056

email: helbock@la-posta.com

We hope that you have enjoyed our journal and I wish to cordially invite you to become a subscriber.

LA POSTA is published six times a year and provides over 450 pages of research, news and information regarding all aspects of American postal history. With a subscription price of just \$25 per year, most of our readers consider us to be the best bargain in postal history today.

In addition to the journal, *La Posta* conducts regular mail auctions of postal history material submitted by our subscribers. These Subscribers' Auctions typically feature over 600 lots per sale and are mailed as separate booklets. They have proven extremely popular as a way for collectors to acquire moderately priced cards and covers and to dispose of their duplicate or unwanted material.

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

La Posta Publications
33470 Chinook Plaza, #216
Scappoose, OR 97056

Hello Richard:

Yes, I'll give *La Posta* a try. You may begin my subscription with the Volume 35, Number 5 (Oct-Nov 2004) issue. Enclosed is my check in the amount of \$25.00.*

Name: _____

Address: _____

City, State, ZIP: _____

*or pay via credit card through Pay Pal at www.la-posta.com/journal.htm

ADVERTISING IN LA POSTA

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.

All charges include Type setting & Layout

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)**

Index of Advertisers

MAIL AUCTIONS

RANDY STEHLE - 56

DISPLAY ADS

ALASKA COLLECTORS CLUB - 74

ARIZONA-NEW MEXICO P. H. S. - 74

COLORADO P. HIST. SOCIETY - 70

ROD CROSSLEY - 74

JANE DALLISON - 76

MICHAEL DATTOLICO - 72

MIKE ELLINGSON - 60

JIM FORTE - 70

ALTON KRAFT - 30

LA POSTA BACKNUMBERS - 70

LA POSTA SUBSCRIPTION FORM - 79

DISPLAY ADS

JAMES E. LEE -73 & Back cover

MID-CITIES TEXAS STAMP CLUB - 70

JIM MILLER - 72

NEW JERSEY POSTAL HISTORY
SOCIETY - 38

BOB NICHOLS - 13

THE PHILATELIC FOUNDATION - 75

POSTMARK COLLECTORS CLUB - 72

TIMOTHY R. PUSECKER - 38

SCHMITT INVESTORS LTD. - 76

STEPHEN T. TAYLOR - 70

DON TOCHER - 56

UNIVERSAL SHIP CANCELLATION
SOCIETY - 68