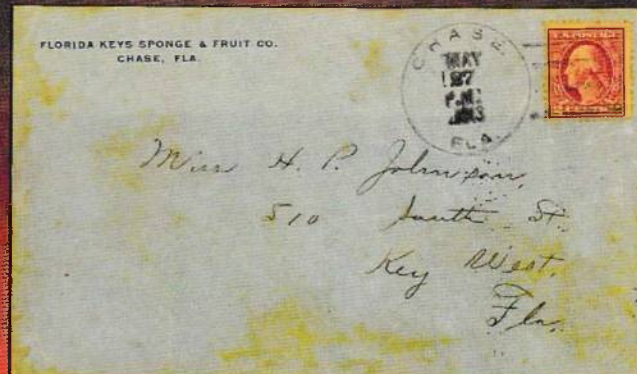


# La Posta: A Journal of American Postal History



**\$5**  
Vol 35, No 6  
Whole Number 210

Florida Keys  
Texas Post Office Buildings  
1792 US Postal Routes  
Diplomatic Mail from Peking  
US Official Registers  
Barr-Eyke Machine Cancels



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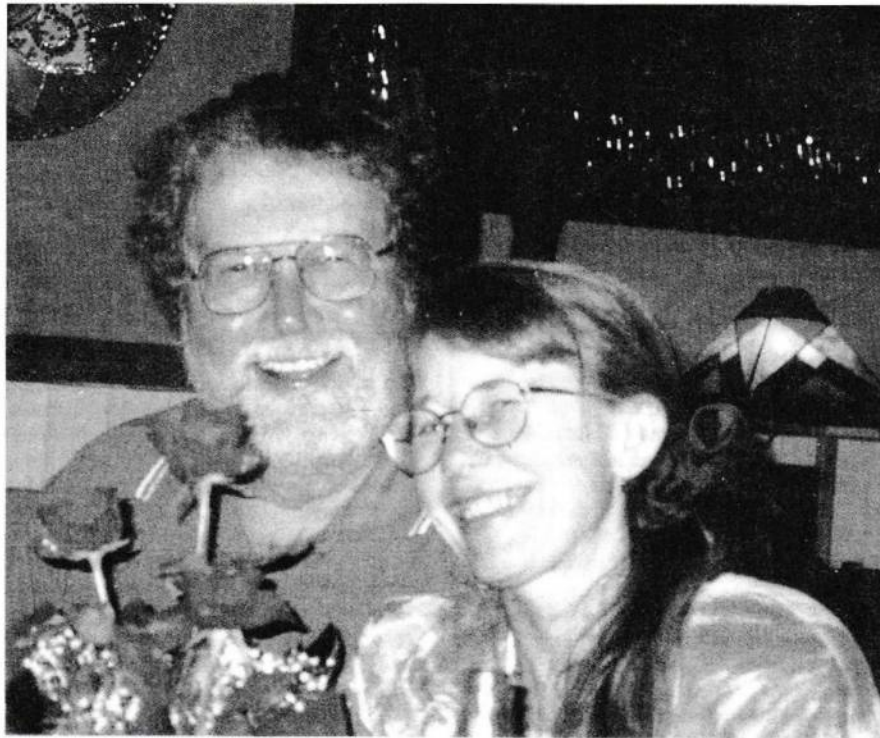
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Cath & I extend our warmest wishes to one and all for a joyous holiday season. May 2005 bring each of you the rich rewards gained from pursuing an avocation that challenges your mind and expands your imagination.

This issue of *La Posta* concludes our 35<sup>th</sup> volume: not much time in the broader historical context, but still a significant chunk in the span of a human life. We believe that the efforts of our authors and editors—with more than a little help from our printers at Marrakech Express in Tarpon Springs, Florida—have carried us to a new level of excellence in 2004. This has been our first full volume published with beautiful color covers, and we look forward to many better years to come.

Francis Dunn, co-author of *Montana Territorial Postmarks* with the late Wes Shellen, writes to remind all that he is still prepared to carry on recording data on new discoveries and date extensions with the aim of publishing updates whenever sufficient new information justifies it. Readers who are aware of information concerning new Montana territorial postmark dates and types may contact Francis via e-mail at [francis@dunn386.fsnet.co.uk](mailto:francis@dunn386.fsnet.co.uk). Alternatively, you may send your updates to *La Posta* at our Scappoose address and we will forward it on to Francis.

Gerry Tenney ([gtenney@earthlink.net](mailto:gtenney@earthlink.net)) sends along a question regarding a postmark from Washington Territory that appears to be missing from various listings published by yours truly. As a rule, I am able to answer such questions by confessing my error and throwing myself on the mercy of the discoverer, but not this time. To make matters worse (depending on your point of view), Gerry forwarded an illustration of the postmark—a very well struck octagon that clearly reads “OLALEO / WASH. T.” The date stamp is accompanied by a fancy US monogram in circle cancel.

All right, my Washington postal history friends, what is this thing? Is it a previously unlisted post office, an error in spelling the post office name, a fake? I’ve exhausted the usual references such as the 1888 *Postal Guide*, but can find absolutely no reference to an office of this name. The closest we come is “OLALLA, Kitsap County”. Anyone got any ideas?





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*Richard W. Helbock*

# Postmarks among the Palms: A Postal History of the Florida Keys

## Part 5: The Lower Keys

By Jerry Wilkinson and Richard Helbock

[Continued from Vol. 35, No. 4 (Aug-Sep 2004)]

### Big Pine Key

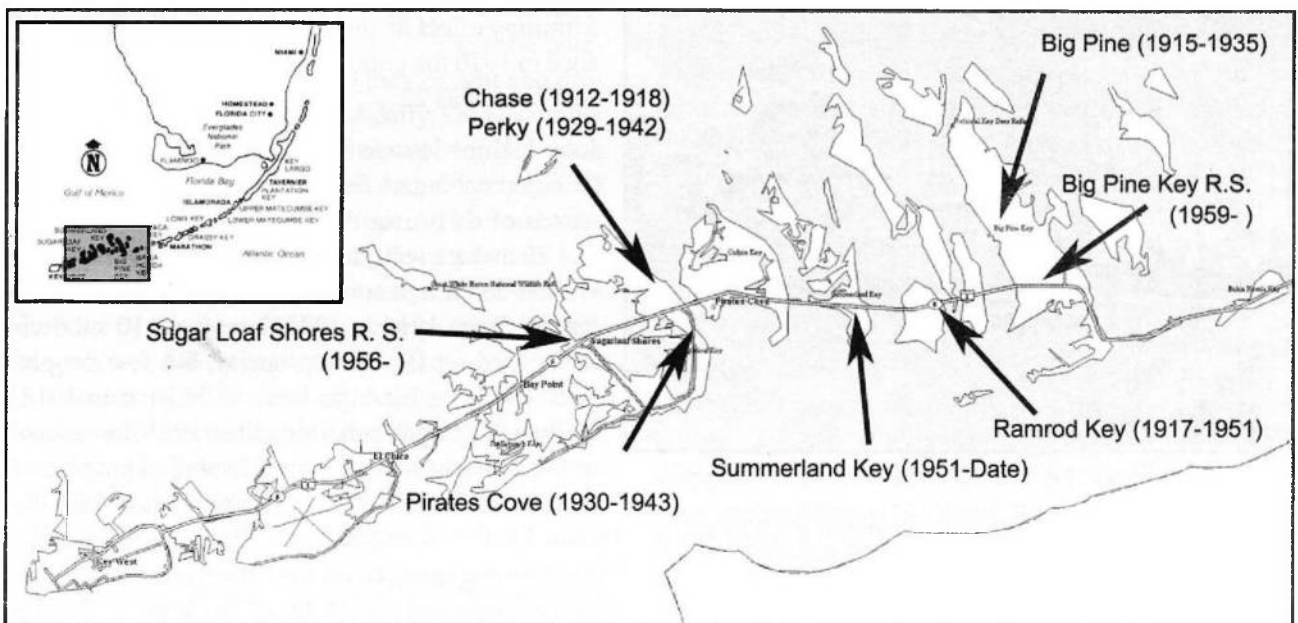
**B**ig Pine Key, or Big Pine for short, is slightly different from the Middle and Upper Keys. First it is composed of oolitic limestone and not Key Largo Limestone. This is significant because fresh water can be found in oolitic formations, but rarely in Key Largo Limestone. Its namesake—the pine tree—is rare in the Middle or Upper Keys. The island is generally thought to be fairly large having about 5,855 acres, but still small compared to Key Largo with 22,000 acres. As we have discussed in earlier instalments, permanent settling caught on in the Middle and Upper Keys as early as the middle 1800s. Big Pine was largely ignored by early residents. After World War II, when settling in all the Florida Keys became an interest to outsiders, Big Pine had plenty of space, but no public electricity or water.

In 1870, the census enumerator only listed one family on Big Pine. There were however more on Big Pine's neighbor—No Name Key. That island listed

44 inhabitants—a large settlement for the time—composed primarily of former residents of the Bahamas engaged in farming.

Other early Big Pine settlers included William Cates who homesteaded 115.4 acres in 1883, William Henry Sands, Henry and John T. Knowles. State records show there were 19 homesteaders. As with much of the Keys, the late official land surveying made homesteading and patenting of land title impossible. Charles F. Smith surveyed Big Pine Key for the state of Florida on March 21, 1873. William Sands was a Bahamian shipbuilder and captain. He had his own sawmill and used local pine for parts of his boats. Big Pine is relatively close to Key West so there was a nearby market for goods and services. Much of Big Pine was still available for homesteading in 1900.

There are recorded homesteads on Big Pine as late as 1926. In these days, this type of unused government land could be squatted-on by almost anyone in those days. With warm climate and ground water available, food could be grown for family sustenance and there was timber available on the island, a necessity for cooking. Occupations of farming and seamen were popular throughout the Keys, but charcoal making was Big Pine was the last Key going north that listed a



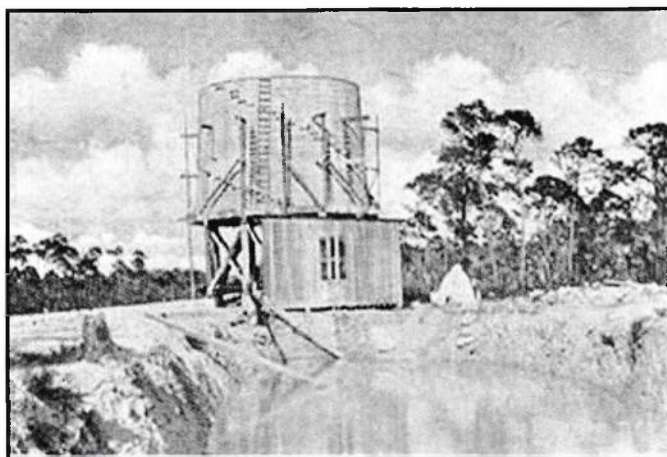
Map 5-1 Post offices and rural stations of the lower Keys.



charcoal burner or woodcutter in 1870. There was a ready market for the coal in Key West with an 1870 population of 5,675.

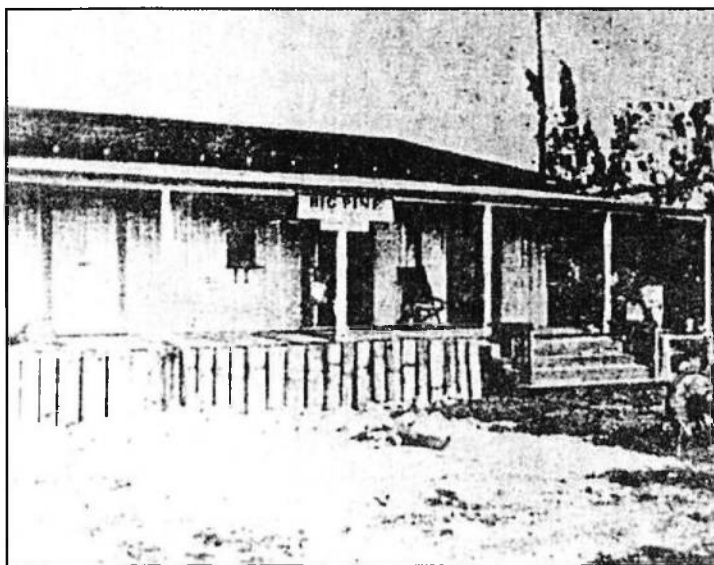
Charcoal making was labor and time intensive in the Keys. Briefly, the process was wood—usually buttonwood—being cut, hauled and stacked in a pyramid or tee-pee fashion. The pile was covered with canvas, seaweed, sand and/or marl to contain the heat. A fire was started in the bottom-center and the burn rate controlled by small openings in the top or sides, plus by the oxygen/air intake openings at the bottom. The process took days and had to be monitored or the fire would burn the wood, or go out. The finished product was bagged and shipped to Key West. Considerable charcoal was made on Cape Sable also. Ships wrecked off shore and salvaging was another early occupation, although the home base was usually Key West.

The coming of the railroad affected Big Pine, but not to the extent as in those Keys where permanent railroad facilities were built. Henry Flagler, during the construction phase, built a fresh water resource on Big Pine. The word “resource” is used because it was not the typical deep well. Flagler’s water resource was two large open seepage ditches called “collecting ditches” with a pump and a 60,000 gallon storage tank. Construction was started in late 1906 and in use by



**Figure 5-1** Big Pine Key 100,000 gallon water tank, 1904.

early 1907. The facility easily pumped 50,000 gallons a day (figure 5-1). After the construction of the railroad was completed, the facility was abandoned.

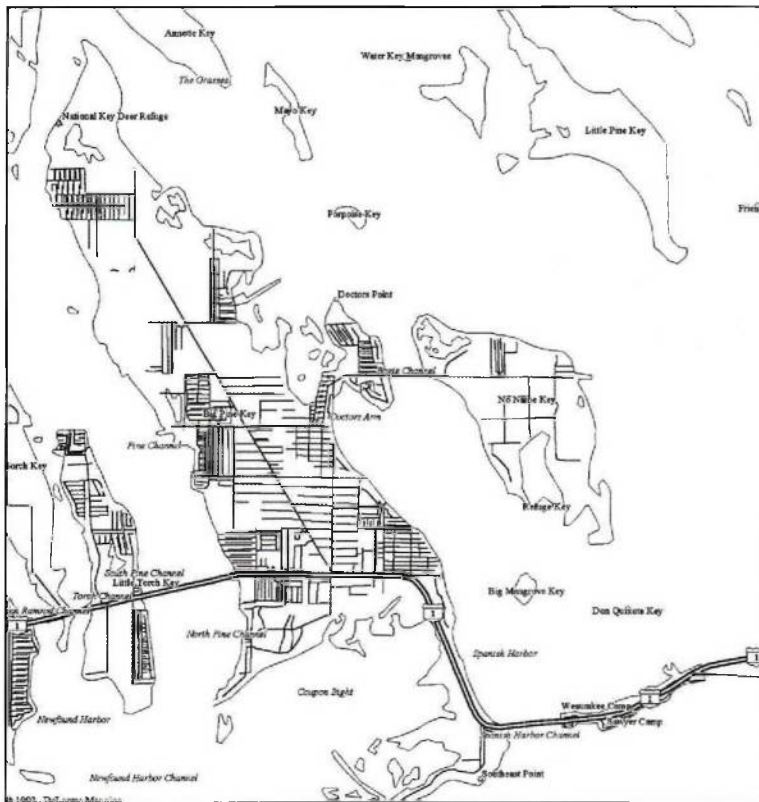


**Figure 5-2** Big Pine Post Office, Mrs. Potts postmastere, circa 1926.

One of the few mentions of Big Pine Key during the period of railroad construction appeared in the *Florida Times-Union* article dated April 11, 1907: “The extension camp at Big Pine Key, which is the largest now in operation, will be broken up this week and the entire force of nearly 400 men will be moved to Sugarloaf Key where a new camp will be established.”

The first train ran to Key West on January 22, 1912. No other significant quantities of fresh water were found on the Keys, except at Manatee Creek on Cross Key. This was about the same time that metal window and door screens began to become common in the Keys. (Before mosquito control, mosquitoes had a limiting effect on population.) As a point of reference in 1910 the population of Big Pine was 17 and No Name was 22.

John T. Knowles was Big Pine’s founding postmaster commencing on February 9, 1915. Familiar surnames of early Big Pine residents, such as Sands and Shanahan, were subsequent postmasters. There is little doubt that some viewed Big Pine with potential. From 1914 to 1925 there were 10 subdivisions filed on Big Pine property, but few people. Silas Knowles filed the first subdivision in 1914. William H. Sands subdivided his 1911 homestead in 1922. There was not a single subdivision platted between 1925 and 1951. Sands also worked for the Ocean Leather Company and his brother’s family, Potts, worked as the company’s mechanic. Mrs. Potts was the postmaster 1925 to 1926 (figure 5-2). Big Pine post office operated until January 31, 1935, when it was closed out to the Ramrod Key post office.



**Map 5-2** Big Pine Key. Scale approximately 1:62,500.

The Florida's subsequent land boom of the 1920s spurred development and its bust after the 1929 stock market crash halted most building. The disastrous hurricane of 1926 also quelled the land boom in south-east Florida for a time.

Big Pine almost started a new Keys industry in 1923. Increased uses of shark oil sparked Hydenoil Products to build a shark oil plant on the Atlantic shore. The plant geared up and employed 25 men and operated six fishing boats. By 1930 they caught and processed an average of 100 sharks daily. On December 8, one of its seven boats brought in a 14 foot long and 10 foot in girth mackerel shark that weighed 1,752 pounds. That day the fleet brought in 111 sharks averaging over 300 pounds each. Little of the shark was wasted, but the odor was quite strong. Shark leathers were sold by the Ocean Leather company. The livers were processed for oil and the fins sold for soup. The plant closed in 1931 after eight years of operation owing employees back paid salaries. WW-II shut off the US supply of cod liver oil and shark oil. Plants were attempted on other Keys, but they too were short lived.

The highway from Key West to Big Pine was completed in about May of 1927 even though the ferry boats did not start operation until 1928. The opening

of the first Overseas Highway in 1928 did little to populate Big Pine. The ferry landing was at No Name Key and a small community grew there. During the depression, a Civilian Conservation Corps (CCC) was operated on Big Pine. A small airfield was constructed. The Second Overseas Highway in 1938 followed the railroad right of way and by-passed No Name Key.

Sometime along this period the Blue Hole on Key Deer Boulevard came into existence. It is not certain that this oolite quarry was for the first highway, other roads, or just what. Its location is not particularly close to any, and it is almost certain that it was not for the railroad. It appears to be the only Keys fresh water hole of any consequential size. It is host to a multitude of freshwater flora and fauna from alligators, fish, and turtles to many birds.

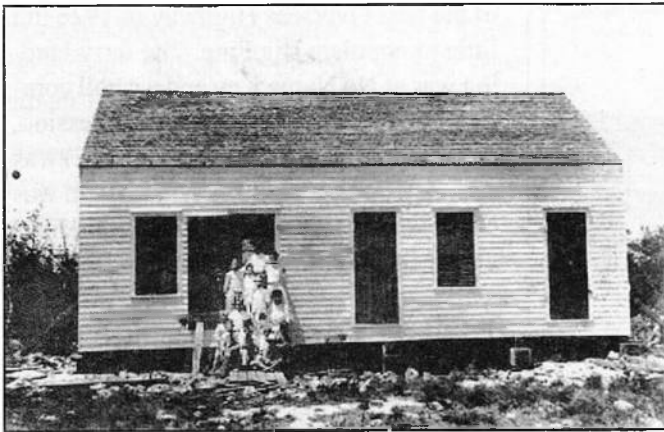
Education on Big Pine seems to have been problematic. Monroe County has always required at least ten students for a school,

but the early Big Pine population tended to be unstable. The first record requesting a school was by E. E. Morris dated June 16, 1927. The School Board requested the superintendent to investigate the advisability of establishing a school. A report dated November 19, 1927 indicated that "there are now six children in two families and probably another one would come down in the spring." Action was deferred.

At the November 25, 1927 School Board meeting another letter from Mr. Morris had been received "stating that a family with one child had moved to Big Pine recently and one was expected to move from Miami with three children. Mr. Morris also stated that a building owned by C. C. Johnson could be secured as a school and recommended Mrs. Hilda Sands as a teacher. C. C. Johnson was probably Copeland Crizen Johnson who owned the Gospel Hall on Big Pine.

The February 9, 1928 School Board meeting indicated that school was in progress with Mrs. Sands as the teacher (figure 5-3). From subsequent board minutes, it appears that school was on and off. Transportation became a problem as No Name, Ramrod and Sugarloaf Keys became involved and required buses. Roads were poor and bussing expensive for two to four children. The School Board eventually ordered the school





*Figure 5-3 School at Big Pine Key, circa 1928.*

closed on Wednesday, March 1, 1933. School did continue, but only after a struggle which continues today [January 2000].

Small farming and fishing establishments continued. Owners and operators appeared to rotate back and forth to Key West and other places. Eventually, many found their way back to Big Pine.

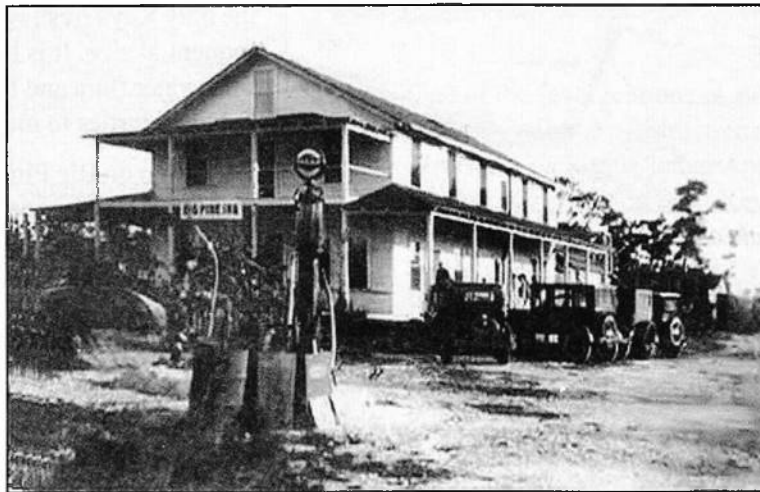
Until destroyed by fire on December 18, 1977, the Big Pine Inn was a familiar landmark (*figure 5-4*). It is said to have been built in the early 1900s by Mrs. Gussie Zeigner. It had 12 rooms, dining room and bar. Rather than deter guests, prohibition days were an attraction. There never seemed to be a shortage of "spirits." The original Big Pine Inn survived until 1946 to be reopened in 1954. A. L. Laughlin purchased it for \$25,000 in 1954 and did extensive remodeling. The Kyle family owned the Inn for some time before selling it back to A. L. Laughlin. The TIB Bank of the Keys building stands on the former Big Pine Inn site.

The Big Pine Prison Camp occupies the site of a former Civilian Conservation Corps Camp on West Summerland Key. The CCC camp was established in the late 1930s to place rip-rap along the bridge approaches for the new Overseas Highway. The 1935 Hurricane destroyed about 40 miles of the

Florida East Coast Railway and the decision was made to purchase the railroad right-of-way and build a highway. Previously, vehicle travel was by ferry boats from Lower Matecumbe Key to No Name Key. The complete highway was completed in 1938 and the need for the CCC work crews was terminated.

In 1947 the Florida State Division of Corrections procured the old CCC camp as a prison road camp. In 1950 the state prison moved to the former railroad foreman's section house area on Big Pine Key where it has remained. Roy Hazelwood was the warden. To provide additional space a CCC barracks was moved along side and fenced in as a confine for prison workers. These were the day of chain gangs working "under the shotgun." The old section house was later condemned and torn down. (*figure 5-5*).

It was thought that Big Pine would resist becoming an "asphalt jungle", but the 1950s signalled a change. After WW II the American public was ready to travel, to make changes and to seek new horizons. The gap of 26 years of no new subdividing was ended when Ed Barry subdivided



*Figure 5-4 The original Big Pine Inn, circa 1933.*



*Figure 5-5 Big Pine Prison Farm, circa 1957.*

Punta Brisa in 1951, and this was only the beginning. Electricity and piped drinking water followed shortly. This appears to be the time that all of the Keys were being discovered or rediscovered. A census taken by the Chamber of Commerce in 1966 revealed a year round population of 181 and a winter population of 1,496.

The new development further threatened the almost extinct Key deer. It was estimated in 1947 that about 50 of the diminutive deer remained. Another report in the *Key West Citizen* in 1954 stated that not more than 30 key deer were in existence and three years later the number had nearly tripled. In 1949 the Everglades

National Park was dedicated by President Harry Truman. In 1954 a U.S. refuge of 915 acres of leased property was established. This was followed by 22 new subdivisions followed by Congress passing bill HR1058 in 1957 creating a National Wildlife Refuge for the deer. Jack Watson was the ranger and he became known as Mr. Key Deer. Jack Watson had moved to the Keys in 1946 as an agent for the U.S. Fish and Wildlife Service in Tavernier. "No Spearfishing" signs went up in other parts of the Keys. It was being perceived that nothing would be left if conservation measures were not undertaken.

Business was good and the Lower Keys Chamber of Commerce established its office on Big Pine in 1959. Big Pine was becoming self supporting with its own stores.

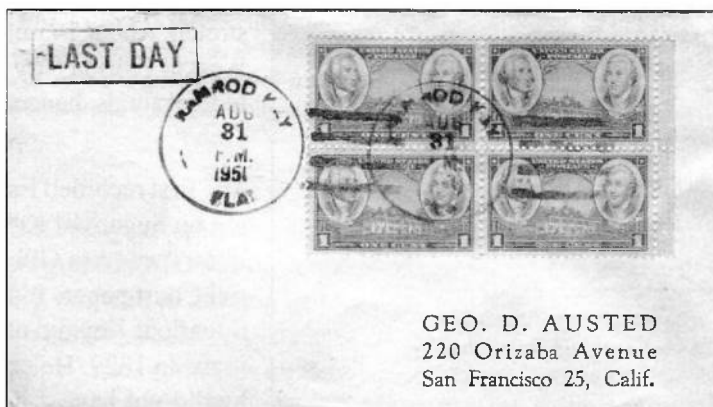
The 1960s brought Hurricane Donna and later many new businesses. Development throughout the Keys also increased the highway traffic. Highway U.S. 1 continued to be two lanes through Big Pine and this stressed everyone, including the Key Deer.

The 1970s saw more development and in 1972 a moratorium was placed on all dredging. Most development in the Keys involves dredge and fill operations. The moratorium has been on and off since. The speed limit was reduced to 45-MPH during the day and 35-MPH at night. Big Pine now has a traffic light with turn

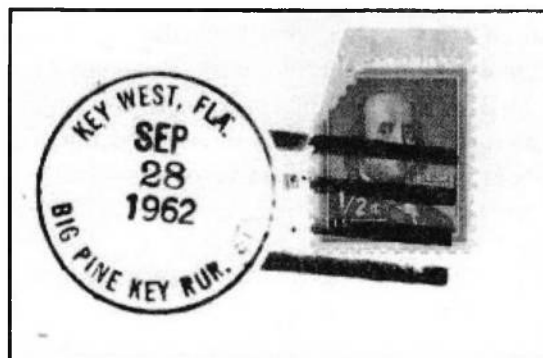
lanes. Proposals exist for highway US 1 to be elevated and under-highway culverts provided for the Key deer to cross safely.

Ramrod Key in Niles Channel was reportedly named for a British ship that was grounded on a reef south of the island. A post office was established here with the

name Ramrod Key on May 31, 1917 (figure 5-6). On September 1, 1951, the name was changed to Summerland Key, and on October 1, 1958, the office was converted to a rural station of Key West. The name of the station was changed to Big Pine Rural Station on March 1, 1959 (figure 5-7).

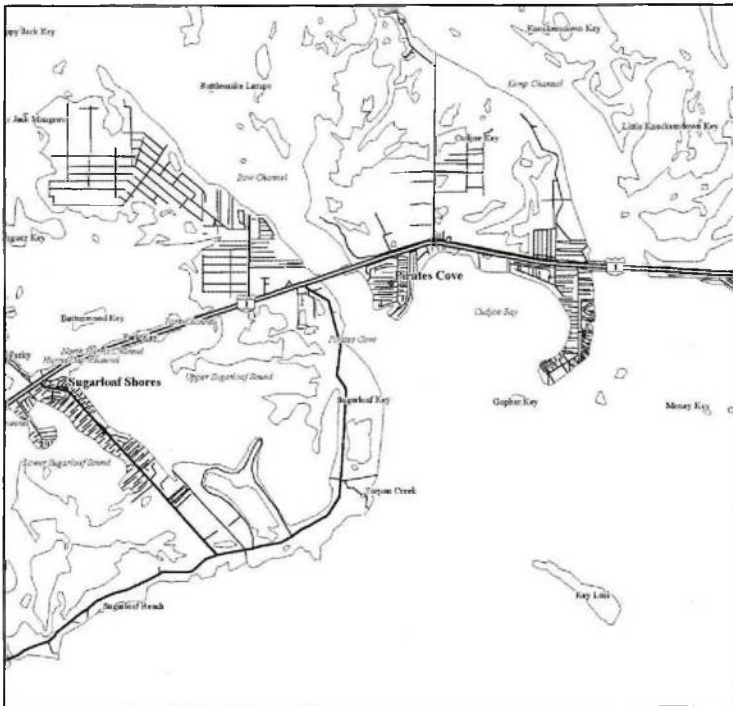


*Figure 5-6 The Ramrod Key post office served residents of Big Pine Key from 1935 until 1951 when it was renamed Summerland Key. The facility eventually became Big Pine Rural Station.*



*Figure 5-7 A Big Pine Key Rural Station 4-bar postmark of 1962.*





Map 5-3 Sugarloaf Key. Scale approximately 1:62,500.

## History of Sugarloaf Key

Sugarloaf Key was short-changed in the name department on early maps. The eccentric British cartographer, DeBrahm named it Glen Kay in 1772 which is not bad for DeBrahm. DeBrahm visited many of the Florida Keys; however, when he needed a name he gave most of them English names. Windley Key was Wright Key, Tea Table Key was Boys Key and Plantation Key was Bull Island. For the better established names he did better, i.e., Key West was Hueso and Lower Matecumbe was La Vieja. However, he was thorough. He did name Keys that many of the others of 1700s period bypassed without a naming.

To visit this area from the mainland before 1912 sea travel was used. In 1912, rail travel became available. Vehicle travel became available in 1928 via State Road 4A and ferry boats. From Florida City one would drive over the wooden Card Sound Bridge onto Key Largo and on to lower Lower Matecumbe Key. There a ferry boat would transport you to No Name Key for the drive to Key West passing Sugarloaf Key on the road just mentioned. During the trip, one crossed the railroad twice. First on Upper Matecumbe Key at about MM 81, and remaining on the right side going south until crossing the railroad again just after entering Sugarloaf Key. Most of the old highway bridges from this point on to Key West have been removed. In 1942, the Pirates Cove route was bypassed when the U.S.

Navy shortened the travel distance by following the F.E.C. railroad route. The railroad ceased operation after the 1935 hurricane destroyed about 40 miles on track in the Upper Keys. In passing, the Card Sound route in the Upper Keys was also bypassed by following the railroad route via the so-called 18-mile stretch. About 14 miles were saved from Key West to Florida City in 1942. The Navy used federal funds, hence the name change to US-1.

The first recorded English settler actually living on Sugarloaf Key found in the Key West library was Asa Gilbert in 1829. The Territorial Court papers indicate that Asa Gilbert of Sugarloaf Key did not appear for a jury summons in 1829. He explained to the court that he did not have a boat and produced a witness to substantiate his testimony. Then as now, jury summons were serious and also a huge problem at that time. Fort Meyers was then a northwestern community of Monroe County and travelling to Key West for jury duty was a lot to be expected.

Asa's presence is verified by the 1830 census; however, for Monroe and Dade Counties the 1830 and 1840 censuses only listed the head of the household. Asa was in the 50 to 60 year age group, and listed as a family of one. He was not found in the 1840 census for Monroe County. I also checked Dade County just to make certain he had not moved. Remember in 1836 all the Keys north of Bahia Honda were in Dade County.

The 1850 census reveals three males residing on Sugarloaf Key. They were Jonathon Thompson, age 60, occupation planter; James Anderson, age 70, mariner and Robert Johnson, age 23, mariner. Jonathon Thompson was known as "Happy Jack" after whom there is a small Key, Happy Jack Key, named nearby.

According to a *Putnam Monthly* article, Happy Jack was one of a group of men who wandered throughout the Keys living wherever and however they were able. Others of the group were Paddy Whack, Jolly Whack, Red Jim, Lame Bill, and Old Gilbert. Quite possibly, Old Gilbert was the aforementioned Asa Gilbert.

The Putman author continued:

However different their names and varying dispositions, they all united in a common love. The fragrant goddess of whiskey absorbed the affections of their guileless hearts. . . Jack was always disinclined to the world, and Key West probably did not elevate his opinion of human nature. So he settled himself permanently on the key [Sugarloaf Key] we have just described and bent his energies to trapping deer and raising fruit. He is still alive [1856], and likely to live. His solitude is not as uncompromising as Robinson Crusoe's, for the crowds of spongers and fishermen that swarm around all the keys give him sufficient company, indeed more than he deserves."

Happy Jack died less than two years after the article after tripping an anti-deer gun while he was out walking. Local deer had been a problem to farming on the Lower Keys and trip wire guns had been rigged along the paths of the deer. Happy Jack's farm was on Bow Channel and north of the SR-4A and the railroad crossings.

The 1860 census revealed only one person, a Daniel Dennis, age 55, occupation sail maker from North Carolina. Sail making was probably his skill; however, farming and/or fishing would be more probable. .

The 1870 census revealed a population of 37 people divided as follows: 17 children, 8 seamen, 6 keeping house, 2 wood cutters, 2 laborers, 1 farmer and 1 boatman. Probably the demand for food in Key West during the Civil War generated this increased population. Key West was a major Gulf Blockading Port for the Union and whose relatively rapid population increase considering its physical size would continue until 1890. Early permanent island settlers in unincorporated Monroe County were difficult to find. This is demonstrated by the Johnson family who represented one third of the 1870 population, but 10 years earlier were farming on Cudjoe Key.

Another early farmer of Sugarloaf Key was Dr. J. Vining Harris (MD), Confederate veteran, permanent resident of Key West, later Superintendent of the Monroe County School Board and namesake of Harris School in Key West.

Dr. Harris's farming efforts were well known in Key West in the late 1890s; however, there is no documentation of him ever shipping a product. In 1897,

Dr. Harris added a new element to his farm—sponge cultivation. According to John Viele's *The Florida Keys, A History of the Pioneers*, about 1901, he turned over the use of his property, and the house he had built, to Dr. F. H. Moore, head of the U.S. Department of Fisheries to continue the experiment. As far as we know good reports were the only export.

In 1905, Henry Flagler announced that he would construct an extension of his Florida East Coast (F.E.C.) Railway from Homestead, Florida to Key West. To do this he established work camps throughout the Keys. From an unknown newspaper article, hand dated 1906:

At present there are 12 camps. No. 80 is on Big Pine Key. No. 81 on Summerland Key and No. 82 at Key West. About 100 negroes are employed in grubbing and butting out the undergrowth preparatory to constructing the road bed. These men have separate camps and buy their supplies from the commissary; many have their families with them to do the cooking.

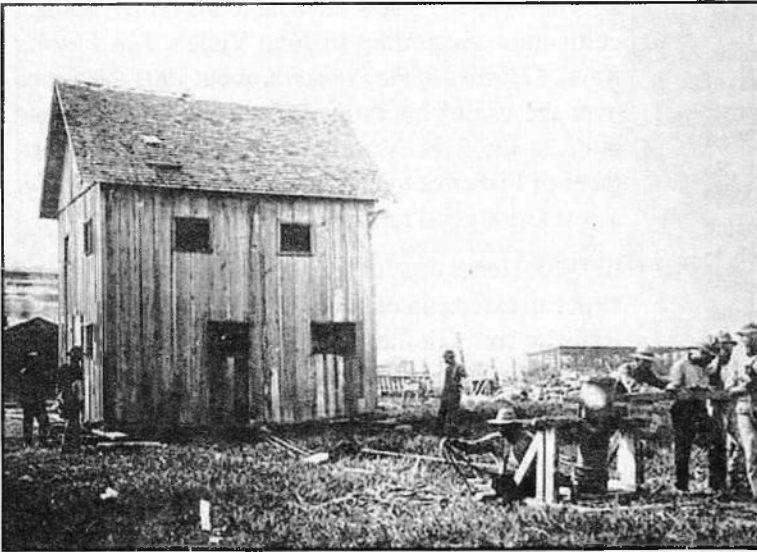


**Figure 5-8** Dr. Harris's house was headquarters of Camp 18, September 1908.

The railroad was the next to make use of Sugarloaf Key. The records are not complete; however, it appears that the railroad only leased the Harris house (figure 5-8). The author finds little written about the railroad's use of Sugarloaf in the newspapers. In fact, Dr. Harris is found treating the sick and injured at Knight's Key and Key West more than any place else.

The next permanent Sugarloaf Key residents were Charles and George Chase. Charles Chase with wife, Hettie, visited Key West in the summer of 1899 with a play that he had written, and then visited again in 1906. On a later visit to Key West, he met Dr. Moore and became intrigued with sponge cultivation. In



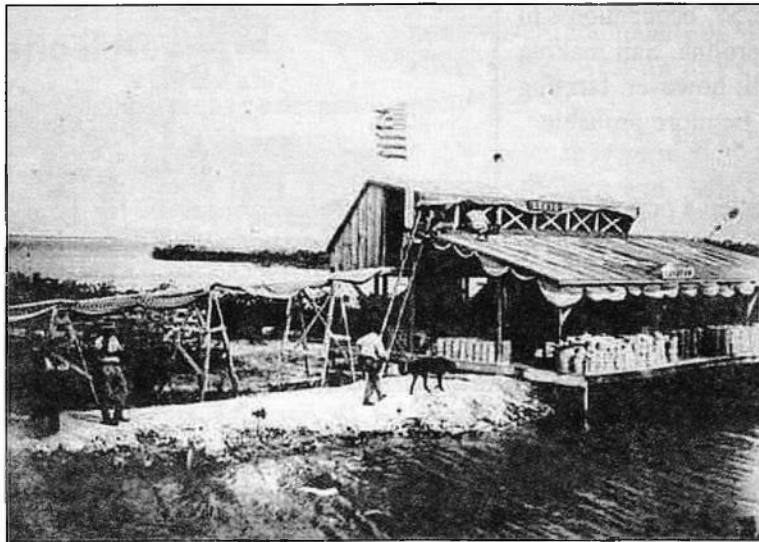


*Figure 5-9 Workers in the community of Chase, circa 1911*

1910, he and brother George, plus a group of English investors, established the Florida Keys Sponge and Fruit (FKSF) Company.

Material, supplies and workers were gathered to construct a community to cultivate and harvest sponges and fruit—an estimated 60 workers. A mini-town plus all the facilities for the sponge cultivation process slowly was built with most materials shipped being in. The old Dr. Harris house was enlarged for the Chase family—Hettie plus 24 year-old son and 14 year-old niece. Finally, a community was in progress in the Lower Keys other than Key West (*figure 5-8*).

The town grew when the railroad passed by in front of the community. A post office named Chase was established April 24, 1912, and the outlook was good. The depot was at Mile Post 506, meaning 506 miles from Jacksonville. A decision was made to harvest the three year old sponges, divide them into ten separate pieces and replant as ten new cultures. This would supposedly yield about one million sponges a year (*figure 5-10*).



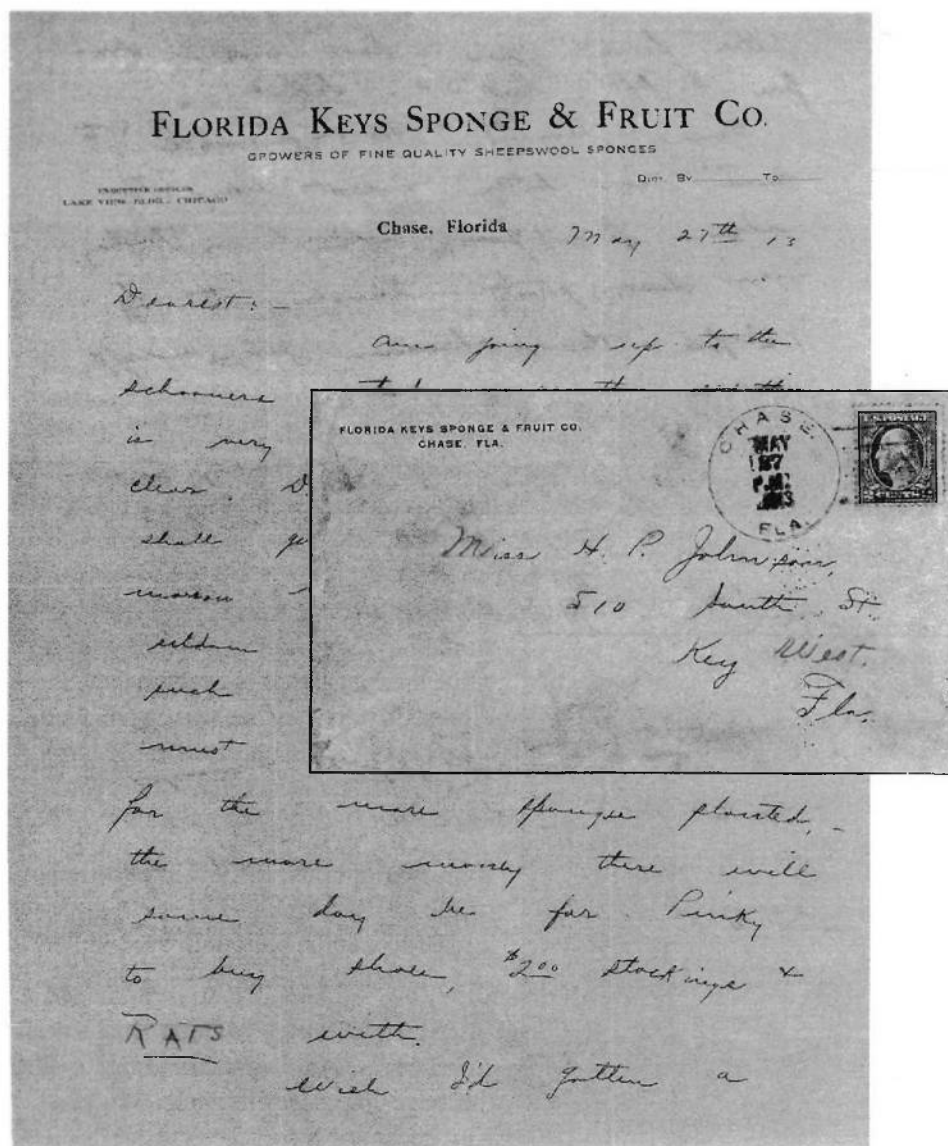
*Figure 5-10 Florida Keys Sponge & Fruit Company factory, circa 1912*

*Figure 5-11* illustrates a letter written on Florida Keys Sponge & Fruit Company printed stationery with cover postmarked Chase, Florida, May 27, 1913, to Key West. But by this time there must have been dark financial clouds visible to the Chase Brothers on the horizon.

Finances were low so in the summer of 1914 George and Charles went to England to raise additional funds. They succeeded in obtaining commitments, but before the funds were actually collected, Britain declared war on Germany and promptly froze all funds. This late timing of a few months cost them the needed funds and all was lost. The Chase brothers returned to the U.S. and found American investors who were more interested in real estate than sponges. The venture had failed. The Chase post office operated until November 15, 1918.

One of these real estate investors was Richter Clyde Perky of Denver, but at the time of Miami. Perky took the bankrupt FKSF Company off the hands of Chase who had by then settled in Key West. He was also interested in sponge cultivation, but was not fast to proceed. The 1920s the Florida land boom was booming and

Perky saw Sugarloaf as a vacation paradise. He also had real estate investments in the Upper Keys. Meanwhile, he hired Fred Johnson of Key West as superintendent to continue the sponge experiments. State Road 4-A became a reality in 1928, but the road passed three miles away on the southern shore. He subsidized Monroe County to build a road (today called Sugarloaf Boulevard) to connect his paradise with the highway. Key West would be about 20 driving miles distance. The railroad depot was changed to Perky. Perky post office was established February 4, 1929.



**Figure 5-11** Letter written on Florida Keys Sponge & Fruit Company stationery and cover postmarked Chase, Florida, May 27, 1913. [Courtesy Deane Briggs]

Mosquitoes were a big problem. Perky knew of oil derricks from his oil interests in Texas, so he had Fred Johnson build a bat tower modelled more or less on the idea of an oil derrick. It is 50 feet high and has four wooden shingled sides standing on concrete pillars (figure 5-12).

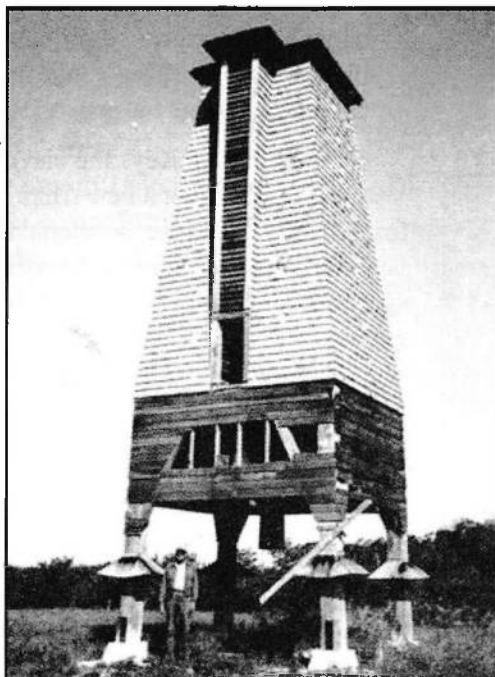
Perky obtained the plans from Dr. Charles Campbell of San Antonio Texas who allegedly had seven bat towers in Texas. Later Johnson, who called it the "bat motel" said there were bats in the Keys. The author calls it the Keys first condo. Perky also purchased \$500 of sex-scented bat guano from Dr. Campbell. Johnson said

the smell was awful and people stayed away from there and so did the bats. In the aerial photo shown in figure 5-13 the bat tower is barely visible in the upper right corner of the clearing. The lodge was to the left of the tidal swimming pool and the pier. The present landing strip is to the far right.

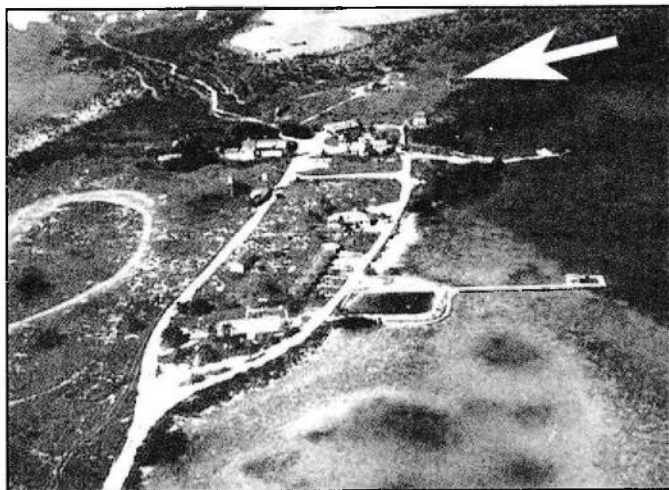
There is an unsupported story that Perky brought in 1,000 bats from New Jersey along with a caretaker named Plutonium Pratt. The story goes that the Key West High school band awaited the bats to awake at sunset. At sunset the bats awoke, flew off and never returned. Johnson would not support that or any other story other than that of the foul odor. One problem would have been fresh water for the bats.

Mosquitoes or not, the Perky Lodge opened in March 1939. Its days were numbered as the following year Perky died at the age of 62. The Perky Lodge closed

**Figure 5-12** The Perky bat tower on Sugarloaf Key.



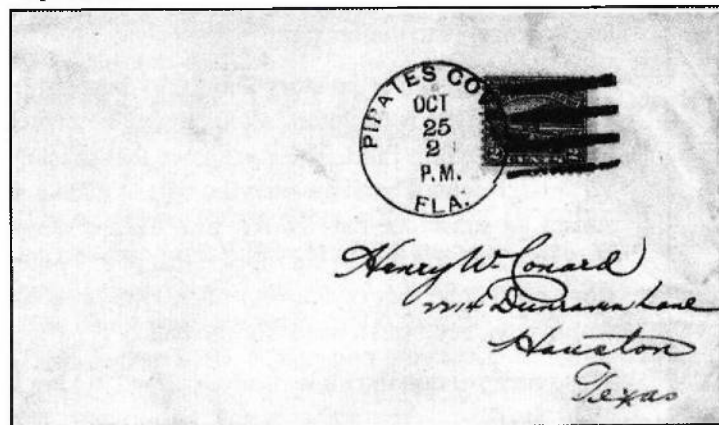




**Figure 5-13** Aerial view of Perky, Florida, showing the bat tower (arrow) at upper center:



**Figure 5-14** Pirate Cove on State Road 4-A around 1932 was a luxury resort that catered to the well-to-do in search of a "wilderness" experience.



**Figure 5-15** Pirates Cove postmark on philatelic favor cover circa 1930. [PMCC Collection]

in 1940 and three years later in 1943 the lodge and Fred Johnson's house burned. Perky post office was discontinued June 30, 1942.

During this same period, C. Irving Wright purchased the James Johnson ocean side property. In 1929 Wright began his venture of the Pirates Cove Fishing Camp. The timing was right as the first Overseas Highway ran right through the southern edge of the property (figure 5-14).

The *Saturday Evening Post* published an illustrated bonefishing article featuring Charles Francis Coe in the September 13, 1930, issue and further advertising was hardly necessary. Pirates Cove had an 18 room lodge, private cabins and an electric power plant. This was not roughing it as advertised, but was a place where

women could enjoy comfort and luxury while their husbands brought in the fish. Pirates Cove post office was established May 12, 1930, and operated until March 31, 1943, when it was closed out to Ramrod Key.

Irving Wright died in 1946 and the hurricane of 1948 took its toll of the structures. Most of the buildings were hauled away and the lodge converted into a private residence.

Another famous Sugarloaf Lodge was the lodge that carried its name. Sugarloaf Key became a resort for ailing millionaires to get away. Key West was close enough for medical attention and supplies, and the fishing could not be excelled. The lodge burned in 1950.

Throughout the Keys the end of World War II brought about a new American mobility. Adventuresome northerners sought new horizons and Sugarloaf was not to be spared. In 1951 huge earth moving equipment appeared in the form of a 12-cubic yard Rimersburg Coal Company drag line. Sugarloaf Shores was about to be born (figure 5-16).

The Sugarloaf development first manifested itself with a grocery store, service station and office with conspicuous sign "Rimersburg Coal Co." The coal company was a Pennsylvania coal strip mining op-



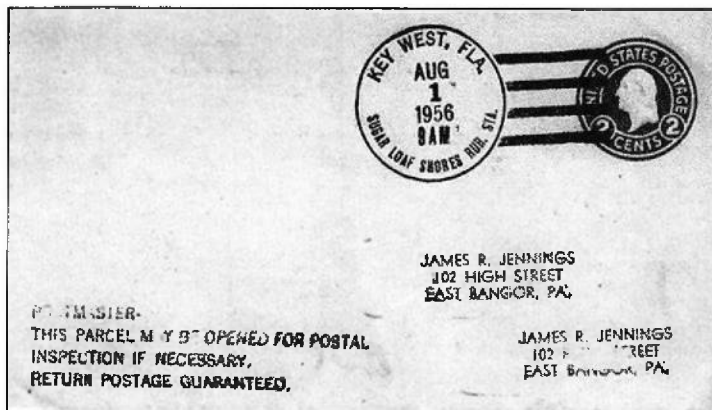


**Figure 5-16** Sugarloaf Shores under development in the late 1950s,

eration which naturally had huge drag lines for excavation of overburden and coal. Houses were first constructed in sections A and B, then a post office and telephone lines. Sugar Loaf Shores Rural Branch of Key West was authorized to begin service August 1, 1958. By 1961 the new Sugar Loaf Lodge was built near the former Perky Lodge. In 1968 residents had to take a hard stand by submitting a four-page petition to pave the roads to their residences.

## Dry Tortugas

Lying approximately seventy miles to the west of Key West is a small cluster of low islands known as the Dry Tortugas. One of these islands—Garden Key—was selected by the U.S. Army in 1846 as the site of a major coastal defense fortification known as Fort Jefferson. The fort and its postal history were discussed in Part 2 of this series in the October-November 2002 issue of *La Posta* (Whole Number 197). Fort Jefferson gained some degree of prominence during the Civil War, but it was abandoned by the army in 1874 and the site remained unoccupied for nearly three decades. In 1898 the Department of the Navy became interested in Garden Key and began building a coaling station adjacent to the old fort (figure 5-18). A post office was

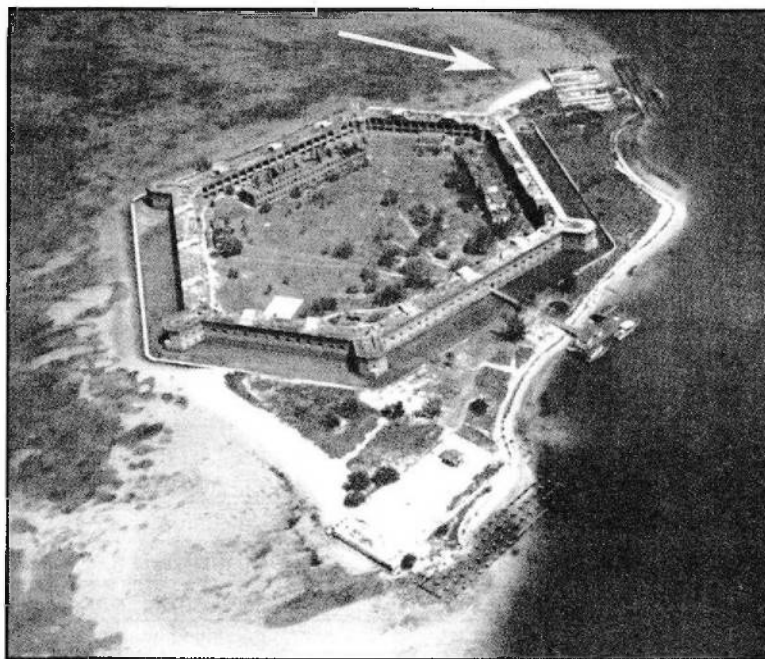


**Figure 5-17** Sugar Loaf Shores Rural Branch postmark on philatelic favor cover 1956. [PMCC Collection]

authorized in late 1899 and began operating under the name Tortugas on December 1, 1899. This office continued to function until the island was converted to a wildlife refuge to protect the sooty tern rookery from egg collectors. President Franklin D. Roosevelt proclaimed Fort Jefferson National Monument in 1935. The Monument was redesignated on October 25, 1992 as Dry Tortugas National Park to protect both historical and natural features.

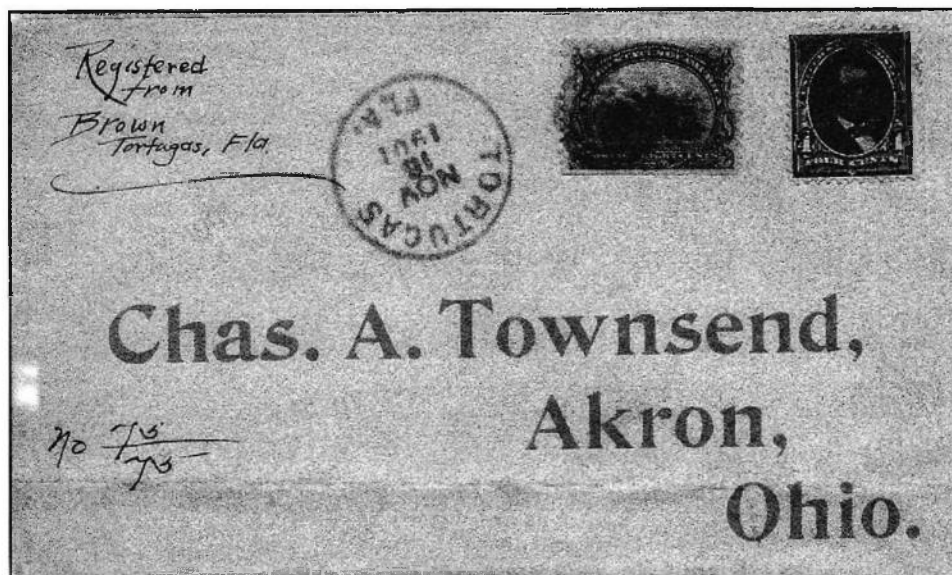
## Summary

Thus concludes our tale of the post offices of the Florida Keys. Beginning with the 1829 establishment of Key West, residents of the Keys have had at least



**Figure 5-18** Fort Jefferson dominates Garden Key but the ruins of the Spanish-American war era coaling station may be seen on this 1962 aerial (arrow) at upper right.





**Figure 5-19** Registered cover postmarked Tortugas, Florida, Nov 16, 1901. [Courtesy of Deane Briggs]

rudimentary local postal service for 175 years. Table 5-1 lists all of the independent post offices that have served the Keys thus far.

The Keys have experienced an impressive growth in popularity—both as a winter tourist destination and a site for year round residence—over the past four decades. Some long-term residents fear that the islands are in danger of being “loved to death”, but, as of this writing, growth and development continue apace throughout most of the island chain.

Post Office	Island	Established	Discontinued	Notes
Aiken	Key Largo	18/12/1895	5/5/1900	
Big Pine	Big Pine Key	9/2/1915	31/1/1935	
Cayo Largo	Key Largo	14/6/1870	10/10/1871	
Chase	Sugarloaf Key	24/12/1912	15/11/1918	
Craig	Craig (Key)	25/2/1933 1/4/1946	31/8/1944 1963	Winter Only PO
Cramlyn	Long Key	12/8/1908	30/6/1914	
Fort Jefferson	Dry Tortugas	28/10/1861	27/10/1868	
Indian Key	Indian Key	21/5/1833	21/9/1880	Intermittently
Islamorada	Islamorada	1/6/1908	Operating	
Jewfish	Key Largo	8/2/1912	31/5/1921	To Key Largo
Key Largo	Key Largo	1/6/1921 1/6/1952	15/3/1936 Operating	Was Jewfish Was Rock Harbor
Key West	Key West	18/2/1829	Operating	
Knights Key	Vaca Key	13/4/1907	30/1/1912	
Largo	Key Largo	1/3/1884	2/7/1885	Intermittently
Long Key	Long Key	20/12/1908	29/2/1936	
Marathon	Vaca Key	23/2/1908	Operating	Out 1923-1927
Perky	Sugarloaf Key	4/2/1929	30/6/1942	
Pigeon Key	Pigeon Key	9/4/1923	5/9/1933	
Pirates Cove	Sugarloaf Key	12/5/1930	31/3/1943	
Planter	Key Largo	23/12/1891	18/10/1903	
Ramrod Key	Ramrod Key	31/5/1917	30/8/1951	
Rock Harbor	Key Largo	7/1/1916	1/6/1952	To Key Largo
Sumerland Key	Summerland Key	1/9/1951	30/9/1958	To Rural Station
Tavernier	Key Largo	9/3/1911	Operating	Out 1911-1916
Tortugas	Dry Tortugas	1/12/1899	30/11/1907	

**Table 5-1** Independent post offices of the Florida Keys (Rural Stations and branches not included)

## Resourcefulness or Impropriety? Diplomatic Mail from Peking - 1900

By Michael Dattolico

In 1900, the foreign legation district in Peking was a self-contained area ensconced within the Tartar City section of the city. Covering an area three-quarters of a square mile, it featured tree-lined boulevards and manicured gardens. Shops sold European delicacies, and several banks handled the finances of the diplomatic community. Visitors could stay at the Hotel de Pekin, managed by Swiss businessman Auguste Chamot. There was a chapel and numerous churches. A club, stables, tennis lawn, bowling alley, theater and a bicycle track were available for relaxation.

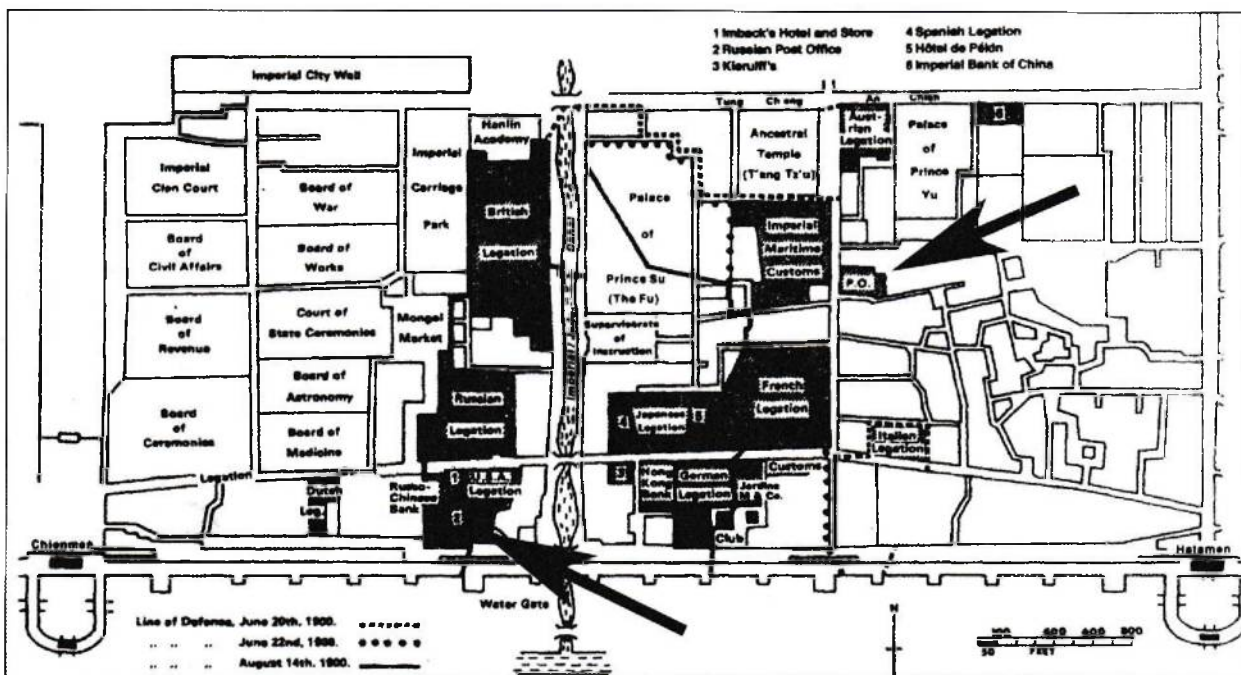
Two post offices were located within the legation quarter. One, a branch of the Chinese Imperial Post Office, was adjacent to the Imperial Maritime Customs building northeast of the French legation. The other was the Russian post office, situated between the American Legation and the Russo-Chinese Bank directly south of the Russian legation (*figure 1*).

The U.S. minister to China, Edwin Conger, presided over the American legation. He was assisted by first secretary, Herbert Squires and second secretary, Wil-

liam Bainbridge. Born in Illinois, Conger settled in Iowa after the Civil War and made his fortune in farming and banking. A Republican and personal friend of William McKinley, Conger assumed diplomatic command at Peking in 1898 and oversaw the American legation during the rebel siege (*figures 2 and 3*).

Squires was a Massachusetts native, scion of a wealthy family and former professional soldier. His wife, Harriet, was a granddaughter of John Jacob Astor.

William Bainbridge, a Wisconsin native, also forged his professional life in Iowa. After graduating from the University of Wisconsin and the university's College of Law in 1889, Bainbridge practiced law in Council Bluffs, Iowa from 1890 to 1898. He vigorously campaigned for McKinley throughout western Iowa in 1896. After McKinley's victory, Bainbridge applied for an appointment to the diplomatic corps, with special interest in the consular vacancy at Kanagawa, Japan. Conger, however, pressed for the lawyer's assignment to his staff at Peking. Bainbridge, his wife Mary and their children arrived there in late 1898.



**Figure 1.** Map of the legation section of Peking. Note the locations of the two post offices (arrows). The American embassy is situated west of the Jade Canal near the south section of the Tartar Wall.





**Figure 2** Photo of the U.S. legation taken from atop the Tartar Wall. It is the white square building shown at upper left.



**Figure 3** Picture of the American legation featuring one of the brick barricades constructed during the fighting.

Bainbridge was a prolific writer. He kept a detailed diary which chronicled daily events during the siege, and he was a faithful correspondent with friends and relatives in the United States. At least one of his letters survives and is presented here for study.

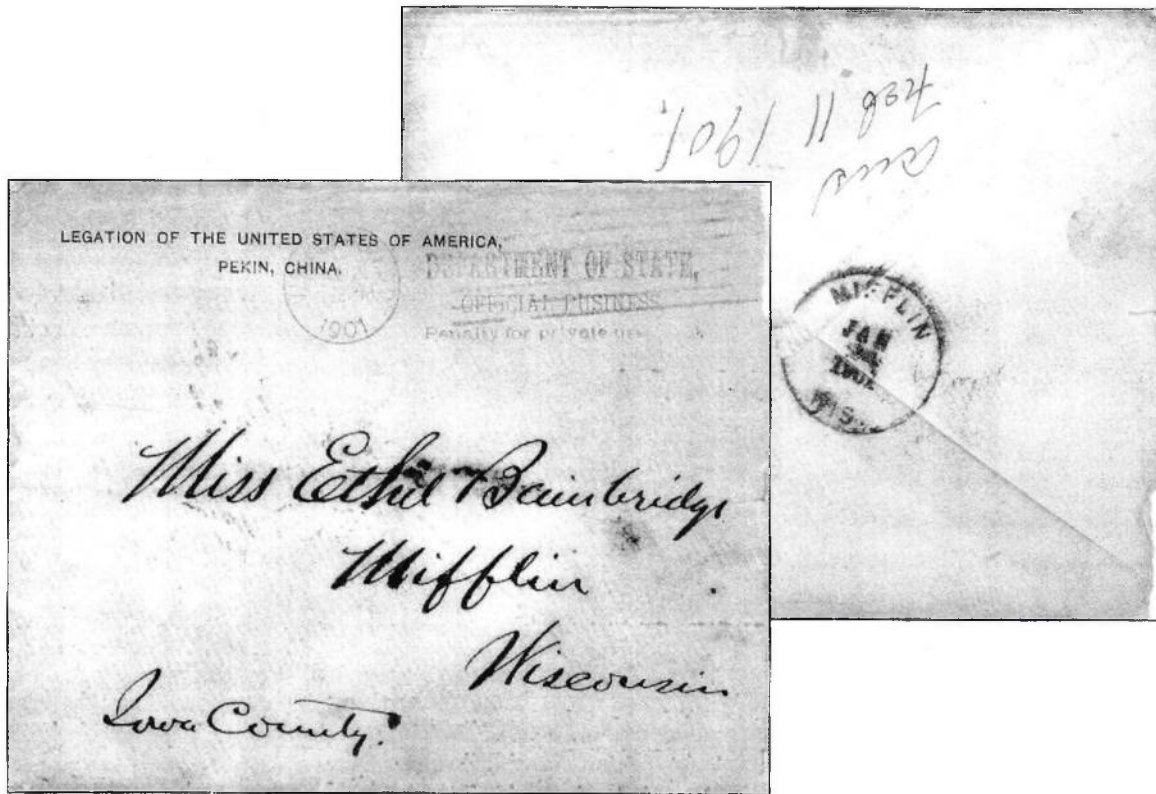
*Figure 4* features a legation envelope addressed by Bainbridge to his niece, Ethel, of Mifflin, Wisconsin. The letter was written on matching stationery. It was prepared for mailing with an official Department of State

inducium in place of stamps. The letter was not mailed from China as an individual piece of mail. After it was prepared for mailing, it was placed inside a larger package that was sent from Peking. Displayed as *figure 5*, the letter confirms that the parcel's destination was Washington, D.C., and at least two pieces of silk were enclosed. A transcribed text of the letter is shown as *figure 6*. The recipient of the package put the enclosed letter in the Washington mails on Monday, January 21, 1901. It was received at Mifflin, Wisconsin on January 24th (*figure 7*).

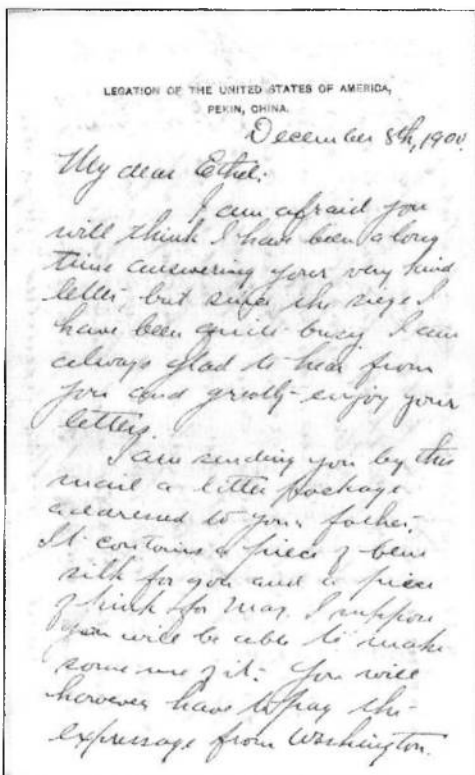
When William Bainbridge wrote the letter to his niece on December 8, 1900, the postal situation for Americans in Peking was uncertain. North China was in the grip of a severe winter. Taku harbor was frozen; ice prohibited ships from landing and receiving supplies, including mail. With no alternate landing site, the military postal stations struggled to send or receive mail.

To avert a crisis, General Adna Chaffee arranged for the Chinese Imperial Post Office to handle American mail. Incoming U.S. mail was directed from Nagasaki, Japan to Shanghai where the Chinese post office took charge, promising two mail deliveries to north China each week. Chaffee insisted that the U.S. consulates in the area, especially Chefoo, be given special attention, a condition which Chinese postal officials eagerly accepted. The Imperial post office saw it as an opportunity to vindicate itself after accusations of cable mismanagement were lodged by John Fowler, U.S. consul at Chefoo. To quell Fowler's criticism and restore its reputation, the Chinese post office made every effort to provide stellar service to the diplomatic posts. The Imperial post office's solicitous attitude may have prompted some officials to take advantage of the situation by sending home personal items marked as diplomatic mail.

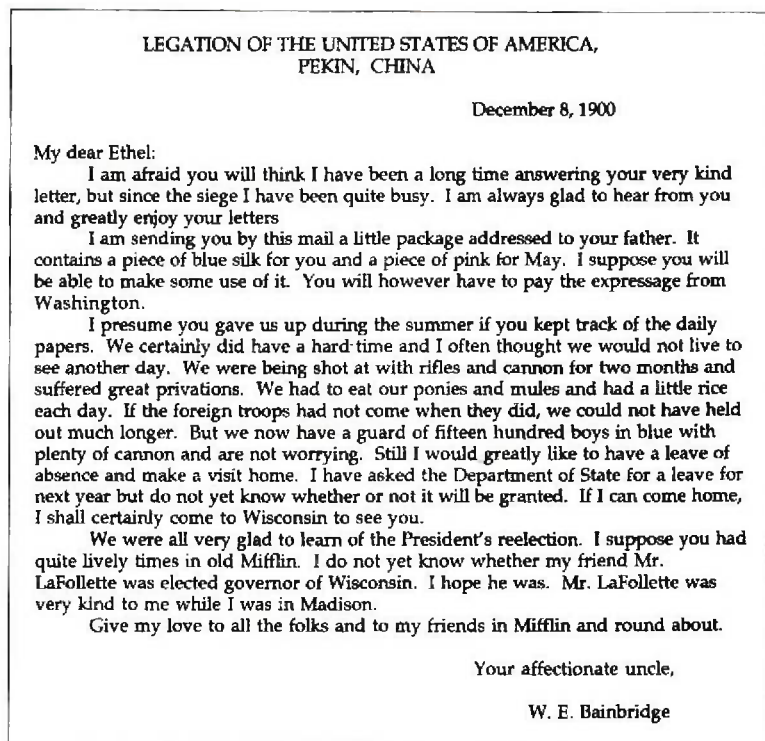
Some postal historians might regard such actions as resourceful, while others view them as grossly improper. One wonders if William Bainbridge used his position as second secretary to mark his parcel as diplomatic property to expedite its delivery?



**Figure 4** Official legation envelope used by William Bainbridge which carried a letter to his niece, Ethel. The Department of State indicium was applied to the cover in place of U.S. postage. Note the "\$300" is missing from the 'Penalty for private use' line. Back of legation cover shows a Miiflin, Wisconsin receiving marking which verifies delivery.



**Figure 5** Letter to Ethel Bainbridge written on U.S. legation stationery.



**Figure 6** Transcribed text of Bainbridge's letter to his niece.





**Figure 7** Legation envelope used for private mailing on September 20, 1900. It was processed at the military postal station in Peking on the first day of operation. It is shown here for comparative purposes. If William Bainbridge had mailed his letter properly as unofficial personal mail, it would have looked similar to this envelope. It should be noted that stamps were not available in Peking for several weeks after the MPO's opening; hence the postage due marking. Due to postal disruptions in November and December, 1900, stamps may have been in short supply at the postal

Avoidance of postal snags in the United States was undoubtedly a concern for Bainbridge. Having marked the envelope as official business, he obviously wanted to make sure that Ethel's letter passed post office scrutiny. That might explain why the indicium was altered so that the "\$300" in the 'penalty for private use' line was excluded. It is clear that the \$300 was not erased, since the envelope shows no evidence of smearing. The \$300 was either cut off or obliterated before ink was applied. In any case, the official Department of State marking was accepted in lieu of stamps, and no postage due penalties were assessed.

The outer wrapping of the package has not survived, so the recipient's identity cannot be verified. But Bainbridge certainly had many friends in Washington; the entire Iowa congressional delegation endorsed his appointment to the diplomatic corps. But quite likely, it was someone closer. Bainbridge's diplomatic corps application indicated that he had four brothers. Further investigation revealed that one worked at the Department of the Interior in Washington during the same period. It was probably he who opened the parcel and mailed the letter to Ethel.

Possession of rich Chinese silks and questions about how he acquired them might have been a worry for Bainbridge, too. One National Archives historian with whom I spoke confirmed that looting was rampant in Peking in 1900 and may have influenced the manner in which Bainbridge sent them home. Theft of China's treasures was not confined to military personnel. The diplomatic community proved to be adept at appropriating and shipping valuable Chinese items.

U.S. first secretary Herbert Squires conceded that accusations of looting cost him at least one diplomatic promotion and kept him out of consideration

for the governorship of New York. Furs and silks were especially popular among the western diplomats. Squires was known to have acquired many pieces; Bainbridge may have purloined the silks from him.

Long lives and good fortune did not follow the American officials at the Peking legation after the Boxer Rebellion. Edwin Conger remained in Peking until 1905. He died two years later. Herbert Squires later served as U.S. minister to Cuba and Peru. He died in 1911 in his early 50s.

William Bainbridge remained at the Peking legation until early 1903. He later served at the U.S. legation in Caracas, Venezuela until 1906. Bainbridge died in Paris in 1909 at age 48. His wife, Mary, described the cause of his death as "overwork," claiming that her husband never fully recovered from the rigors of service in Peking.

## Texas Post Office Buildings

By Michael M. Ludeman

### Part 3

### Classic Post Office Buildings

We noted earlier that there were also a number of entries in the FDR that represented post office buildings that had been placed into service prior to the end of World War II. For convenience, all buildings with an occupied date prior to December 1945 were included in this group. There were very few buildings placed into service during wartime, most likely only those whose construction had begun prior to the attack on Pearl Harbor.

There were 110 of these buildings identified in the FDR with those dating from 1911 into the mid 1930s primarily being rather massive structures built of granite and limestone, and those from 1936 onward being relatively large brick structures. The oldest of these buildings which are still in service are at Corsicana, in Navarro County, and Denison, in Grayson County, both of which date from 1911. Another 16 of these buildings were placed into operation prior to 1920.

All of these buildings were reported as owned, and 70 were located in the county seat. By the time of this study, only 72 of these 110 buildings were still being used as the main post office for their community. In eight of these cities, the buildings remained in use as a classified station. The Waco Downtown station was the most recent of these to be closed, finally being retired from service in 2000.

Some of these buildings have been listed with the National Park Service on their National Register of Historic Places, including those at El Paso (now Downtown Station), Pampa (see *figure P49* below), Stamford (see *figure P39* below), Fort Worth (now Downtown Station), and Brenham. Another dozen Texas towns have their entire downtown district registered as a historic district, and it is assumed that many of these areas also include the main post office. The USPS actively encourages the listing of these buildings and prepared a report in 1982 which described the USPOD building program between 1900 and 1940 to assist local groups when discussing the history of their building[18].



*Figure P37 Post Office at Abilene, Texas (Federal Building).*

A few of these post offices were housed in buildings which were a combination of a Post Office and other Federal offices, usually the Federal Court House. The post office at Abilene (Taylor, O, 1936, C) is one of these and shown in *figure P37*. Another building of this type was the earlier Dallas Federal Building and Post Office shown later in *figure P58*, which is now the Dallas Downtown Station. Other post office buildings in this classic architectural style include the previous post office at Mineral Wells (Palo Pinto, O, 1911-1961, F) which is shown in *figure P38*, and is



*Figure P38 Discontinued Post Office building at Mineral Wells, Texas*

now a local museum; the post office at Stamford (Jones, O, 1918, H) shown in *figure P39*; and Plainview (Hale, O, 1933, E) which presents a distinctive Spanish or Mediterranean style as shown in *figure P40*.





*Figure P39 Post Office at Stamford, Texas*



*Figure P42 Post Office at Vernon, Texas*

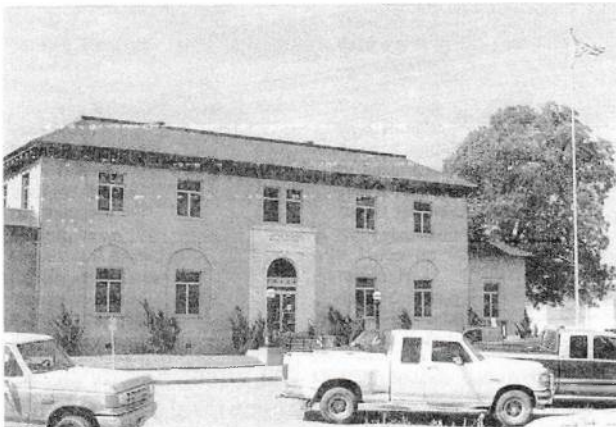


*Figure P40 Post Office at Plainview, Texas*



*Figure P43 Post Office at Bowie, Texas*

Next are shown the post office from Breckenridge (Stephens, O, 1935, F) in *figure P41*; Vernon



*Figure P41 Post Office at Breckenridge, Texas*

(Wilbarger, O, 1919, F) in *figure P42*; and Bowie (Montague, O, 1935, F) in *figure P43*. The post office at Dalhart (Dallam, O, 1935, F) is shown in *figure P44*, and is a distinctive Mexican adobe building.



*Figure P44 Post Office at Dalhart, Texas*

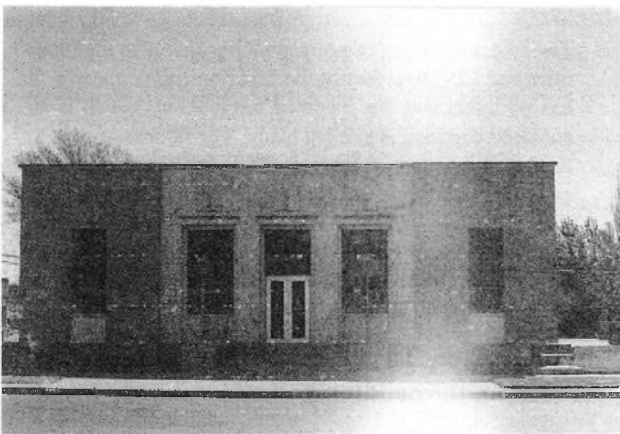
Several brick buildings from the end of the 1930s are shown in *figure P45*, Shamrock (Wheeler, O, 1936, H); *figure P46*, which is at Anson (Jones, O, 1939, H); and Wellington (Collingsworth, O, 1939, H) (*figure P47*). The final photograph in this section is an



**Figure P45** Post Office at Shamrock, Texas



**Figure P46** Post Office at Anson, Texas



**Figure P47** Post Office at Wellington, Texas

old post office building in Borger (Hutchinson, O, ?-1978, F) which appears to also date from this period (figure P48).



**Figure P48** Discontinued Post Office building at Borger, Texas

## The Pampa, Texas Post Office Building

Before leaving this section on classic post office buildings, it may be of interest to take a look at one specific building in detail. The following narrative description could have been prepared for many of these towns with classic buildings; the only thing special about Pampa and its post office is that the author grew up there, and this information was readily available. The following narrative was extracted from a pamphlet prepared by the Gray County Historical Commission on the occasion of the 80th anniversary of the county in 1982 [19].

The town of Pampa is located in Gray county, which is in the northeast portion of the Texas Panhandle. The town was established in 1887, and the post office opened in 1892. The primary business activity around Pampa was farming and ranching. Pampa became a 3rd class post office in 1913 [20]. At the end of 1925, the population was still under 1,000 people, and postal receipts for that year were about \$ 20,000. However, oil and gas were discovered in the immediate area during 1926, and "boom town" growth followed.

By the end of 1926, the population had soared to over 10,000 persons, and postal receipts for the year had increased to \$ 127,671.45. The post office was quickly promoted to a 2nd class post office on January 1, 1927, and then to 1st class on January 1, 1928.

A new home was needed for the post office in this rapidly growing community.

The Pampa post office was built with Works Progress Administration (WPA) funds during the depression years of the 1930's. The total cost of \$165,000 included the lot (which cost \$25,000) but not the furniture. The original allotment of the Treasury Department was \$80,000, but later boosted to \$160,000 by Congressman Marvin Jones. For economy's sake, however, the boost was cut 10%. The Post Office was erected on a lot 140' x 125'. The size of the building is 120' wide and 95' deep. There is 46' of smokestack and 59' of flagpole.



The cornerstone was laid in June, 1933 with U.S. Congressman Marvin Jones as chief speaker at the ceremony. Contractor was the Stibbard Construction Co., and the architects were DeWitt & Washburn of Dallas and T. P. Lippincott of Philadelphia, Pa. Superintendent in charge of building was W. R. Walker of Detroit, who was on the job the entire time ... W. H. Wettlaufer, President of the Stibbard Construction Co. spent three months in Pampa during the construction.

The architecture of the Post Office could be called 'Pampan' because of the personality of the building in general and in detail. The limestone carvings on the outside walls just below the edge of the roof tell the economic history of this community. There are figures of the plow, shock of wheat, an oil derrick, and honeybee hive on limestone shields. The decorations are on three sides of the building. The figures are symbolic of a maxim proclaimed by Mirabeau B. Lamar, President of the Republic of Texas that 'Civilization begins and ends with the plow.' After the plow came the wheat, then the oil wells. The bee hive signifies prosperity and contentment.

After the steel frame was put in place, steel rails were placed on top of the frame. The flanges of the rails were used to support semi-rigid insulation boards 1/2" thick. On top of the insulation boards and between the rails was poured gypsum to a thickness of 2 1/2". Tile and supports were then nailed on with copper nails directly into the gypsum slab. Tile was known as pan-and-cover-barrel tile made of hard burned clay. This type roof possesses greater insulation properties and requires less massive support than concrete. It is also fireproof, yet soft enough to nail into. Counters at all the windows in the lobby behind which the clerks serve the public are of wood core covered with corrosion resisting steel of the type used by the government on battleships. The wall enclosing the 4662 sq. ft. workroom is 19 inches thick.

The most elaborate part of the entire building is the lobby and vestibule, which occupy approximately 1/3 of the total floor space, or 2356 sq. ft. The 22 1/2 foot ceiling is divided into five major divisions, and these are subdivided into smaller divisions by false beams. There are 28 small panels. The beams and flat surfaces are decorated with designs, strippings, and stencils with a number of motifs suggesting Spanish, Navaho, Aztec and Egyptian. The designs are in green, gold, red, blue, and buff. From 6 to 10 workmen labored for 2 months on portable scaffolds and used about \$800 worth of 23 carat gold leaf and paint on the ceiling.

The first floor contains three office rooms for the Postmaster, Asst. Postmaster, and the Post Office Inspector. It also has a lobby, workroom, mailing vestibule and platforms, money order room, and rest rooms. Floors on the first floor are built of unit blocks and of quarter sawed oak and maple; the former containing 4 pieces and the latter 6 pieces. The lobby and rest rooms have marble floors.

The floors in the offices and store rooms of the basement are of cement. The basement contains 4 office rooms. ... In addition, it contains a 'swing' room or recreation hall for postal employees, 7 store rooms, 1 fuel room, a boiler room, making a total of 14 rooms with connecting corri-



*Figure P49 Post Office at Pampa, Texas*

dors. The basement is absolutely waterproof. ... The membrane water-proofing is wrapped around the basement below the floor and outside the walls and continuous at all points below the ground level. Rest rooms are necessarily on the first floor for the reason that the sewer system of the business district is too shallow to permit natural flow from the basement level. The women's rest room is built entirely of black and white marble; the men's rest room is constructed of gray marble.

All main stair-steps inside the building are of marble. The basement corridor is of red tile. The stairway balustrade is of hand hammered wrought iron and bronze. There are 2 vaults: one in the finance section and one in the office of the Asst. Postmaster. On a key-board, there are 380 keys to lock boxes and to doors in the building. Boxes with keys replace previous boxes equipped with dials and the combination lock system.

The lookout system comprises 50 lineal feet in the basement and 175 lineal feet on the first floor; all connected. It has no lights and the inside of the lookout, which is an enclosed corridor, is painted black. The floor is of cork to deaden the sound of footsteps. The lookout corridor is equipped with ventilators and peep-holes in the walls and floors. It can be entered at numerous points in the building and the Inspector can not be observed doing so. It is used by the Post Office Inspectors to observe the workings of the personnel.

[Author's note: There is also an exterior door on the east side of the building.]

The lookout system is keyed to conform to a special system which permits any postal inspector to enter any post office lookout in any building in the United States. An inspector, by using the peep-holes, can watch the work of Post Office employees. The lookout system is located above and at the front of the workroom where the clerks put up the mail, and at the sides of the room in the basement where employees spend off hours. It would be impossible for a clerk to hide anywhere in the building and escape the eye of an inspector.

Of course, the purpose of the lookout system is to stop any pilfering of the mails. ... All of the better post offices are equipped with lookout systems.

The new Pampa Post Office building was occupied on June 25, 1934, and the formal dedication ceremony was held on Wednesday, August 8, 1934. Naturally, Congressman Marvin Jones gave the Dedication Address. He was accompanied by a representative of the U.S. Post Office Department, Mr. F. L. Clampitt. The Postmaster at Pampa during this time was David E. Cecil, who served between June 12, 1931 and June 19, 1936.

A recent photograph of the Pampa Post Office is shown in *figure P49*. The architectural style shows a definite Spanish or Southwestern influence, as was seen in several other classic post offices of this era.

## Classified Stations and Branches

This section looks at the buildings which are being used to house classified stations and branches. Unlike the independent main post offices, these classified units are concentrated in the larger cities of the state, with roughly two thirds found in the four largest metropolitan areas: Houston, Dallas, San Antonio, and Fort Worth [21]. At the present time, there are 333 active classified units in operation. The number of this type of postal facility has grown steadily during the 20th century, increasing from 42 in 1925 [22] to 149 in 1958 [23], the last year for which the author has been able to locate an "official" count.

The FDR was examined to locate data about the buildings which housed these classified units. Because of missing records (several units were not present), and incomplete dates, valid data was available for only 325 of these currently active units. In contrast to the results observed for independent post offices, the majority of these classified units are located in owned buildings (205, or 63%), rather than in leased buildings (120, or 37%). In addition to these 325 active units, data was present for an additional 29 buildings which had once housed a classified unit, but were then replaced by a newer building. Only two of these previously used buildings had been owned; the remaining 27 had been leased by the USPS.

One could possibly draw several conclusions from these observations. The reliance on owned buildings might be the result of location, as it may be more cost effective to own buildings rather than to lease them in these larger cities, something which was also observed with main post offices. Further, since these units are in metropolitan areas, the USPS has more assurance that the unit will continue to be needed to provide service to postal customers, and not subject to the unit being closed because of declining population. The predominance of leased buildings in the older, replaced building group may simply be a reflection of the trend or the move from leased to owned buildings.

As was done with the main post offices, the distribution of the dates on which the buildings for these classified units were placed into service was tabulated. This data is presented in *table 10*, and is grouped by five year intervals. However, unlike the data for main post offices, which reflected the replacement practice during a period between 1960 and 2002 when the absolute number of post offices was declining, there has been a steady growth in the number of new classified units during this same period. Whereas all buildings placed into service as main post offices were replacing existing buildings, only a portion of these new buildings for classified units were replacements. In fact, there was an increase of 186 new classified units between 1958 and 2002, which would account for at

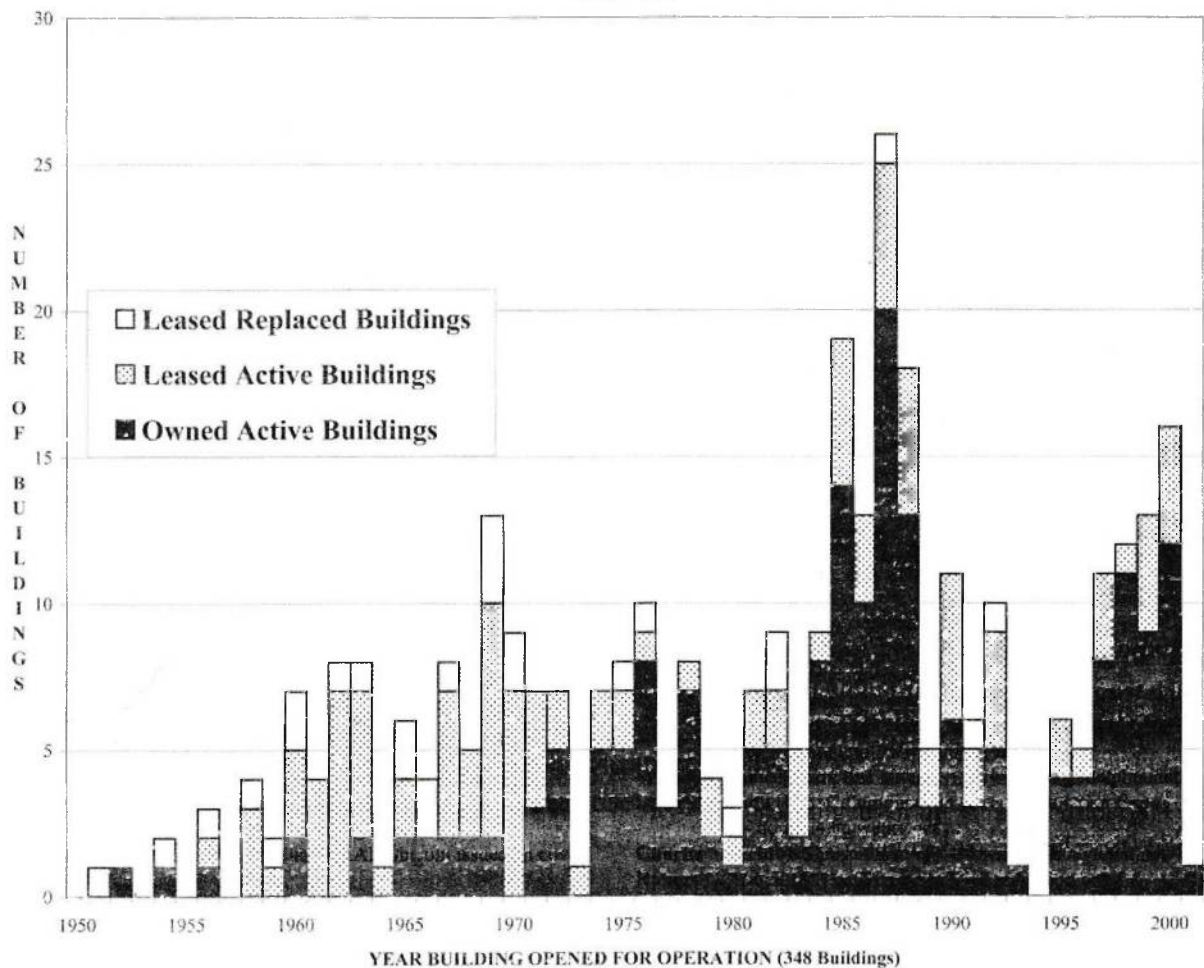
TABLE 10

TEXAS CLASSIFIED STATION AND BRANCH BUILDINGS  
FREQUENCY BY YEAR PLACED IN OPERATION

Year Placed in Service	Total Buildings	Total Owned Buildings	Total Leased Buildings	Owned Buildings Active	Owned Buildings Replaced	Leased Buildings Active	Leased Buildings Replaced
2000 - 2001	17	13	4	13	0	4	0
1995 - 1999	47	36	11	36	0	11	0
1990 - 1994	28	15	13	15	0	11	2
1985 - 1989	81	60	21	60	0	20	1
1980 - 1984	33	21	12	21	0	9	3
1975 - 1979	33	25	8	25	0	6	2
1970 - 1974	31	13	18	13	0	16	2
1965 - 1969	37	11	26	10	1	18	8
1960 - 1964	28	4	24	4	0	20	4
1955 - 1959	9	1	8	1	0	5	3
1950 - 1954	4	2	2	2	0	0	2
1945 - 1949	0	0	0	0	0	0	0
1940 - 1944	5	5	0	5	0	0	0
1935 - 1939	1	1	0	0	1	0	0
Total	354	207	147	205	2	120	27



figure 4  
TEXAS CLASSIFIED UNIT BUILDINGS  
NUMBER PLACED IN OPERATION EACH YEAR  
(1950 - 2001)



least 186 of the 354 buildings put into service, and the remaining 168 buildings would represent the replacement of a building for an existing classified unit. Over this 42 year period, we can see that there was an average of slightly fewer than four buildings a year acquired for replacement purposes, while slightly more than four buildings were used to house newly established classified stations and branches.

This data is also presented in *figure 4*. In this bar graph, the buildings are shown as: (black), leased active (white), and the leased replaced buildings (gray).

A second tabulation was made to look at the various operational lives of the different categories of these buildings. This data is presented in *table 11* and is summarized in five year intervals. The average and actual operational life for these building categories was also computed. If we compare some of these computed operational life figures with those in *table 4*, we see that for these classified units, the average op-

erational life for all buildings is 20.97 years compared to 24.20 years for buildings that were used as main post offices. This is probably not significant since we have so few data samples for buildings that have served their full operational life here; most are still in use. It is interesting to note that buildings leased for classified units have a slightly longer average operational life, 25.12 years versus 23.10 years for post offices, and the owned buildings have a much shorter operational life. 18.53 years versus 26.88 years for post offices. With 63% of these buildings being owned rather than leased, it would have been more intuitive if the operational life for these leased and owned buildings would have been reversed, since one expects an owned building to be used for a longer period of time.

Next in *figure 5*, we present the bar graph with the operational life for the various categories of buildings used for classified units: owned active (black), leased active (white), and leased replaced (gray).

TABLE 11

**TEXAS CLASSIFIED STATION AND BRANCH BUILDINGS  
OPERATIONAL LIFE AS OF DECEMBER, 2001  
(Through September, 2001)**

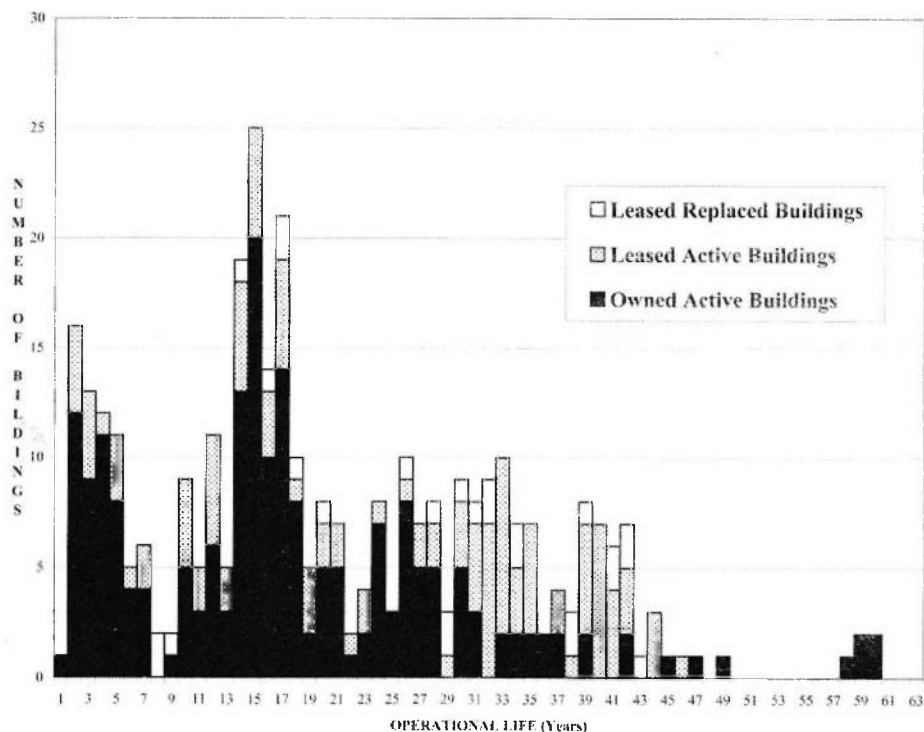
Operational Life (Years)	Total Buildings	Total Owned Buildings	Total Leased Buildings	Owned Buildings Active	Owned Buildings Replaced	Leased Buildings Active	Leased Buildings Replaced
1 - 5	53	41	12	41	0	12	0
6 - 10	24	14	10	14	0	7	3
11 - 15	65	45	20	45	0	19	1
16 - 20	58	39	19	39	0	14	5
21 - 25	24	18	6	18	0	6	0
26 - 30	38	24	14	23	1	9	5
31 - 35	41	9	32	9	0	27	5
36 - 40	24	6	18	6	0	15	3
41 - 45	18	3	15	3	0	10	5
46 - 50	3	2	1	2	0	1	0
51 - 55	0	0	0	0	0	0	0
56 - 60	5	5	0	5	0	0	0
61 - 65	1	1	0	0	1	0	0
<b>Totals</b>	<b>354</b>	<b>207</b>	<b>147</b>	<b>205</b>	<b>2</b>	<b>120</b>	<b>27</b>
Average Operational Life (in years)	20.97	18.53	25.12	18.26	46	24.48	28
For all Active Buildings:	20.56 years		For all Replaced Buildings:		29.24 years		

These buildings used for classified units appear to come from three sources: The first consists of build-

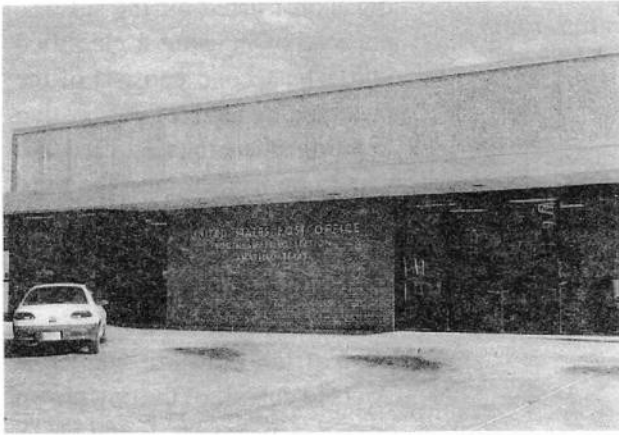
ings constructed for the specific purpose of housing a classified unit. The second consists of the purchase or lease of an existing building where the classified unit was to be located, and the third was the conversion of the old main post office building into a station (usually named Downtown Station) when a new main post office building was constructed outside of the downtown area. Reference was found for 18 classified stations that appeared to have previously been the main post office, with "conversion" dates ranging 1963 to 1990. One of these, Waco Downtown Station, had closed during 2000, but the others continue to operate today. It certainly makes sense in the larger communities to construct a new main post office outside the downtown area where the land for expansion is more readily

available and less expensive. The conversion of the old main post office into a classified station then al-

Figure 5  
TEXAS CLASSIFIED UNIT BUILDINGS  
OPERATIONAL LIFE  
(As of September, 2001)







**Figure P50** South Amarillo Station, Amarillo, Texas

lows the postal patrons at the heart of the community to still have a full range of postal services offered in their immediate area.

Our final group of photographs will show some of the buildings which house these classified stations and branches. The first, shown in *figure P50*, is the Amarillo, South Amarillo Station (Potter, L, 1978). *Figure P51*, the Wichita Falls, University Station (Wichita, L, 1968) is another building in the style



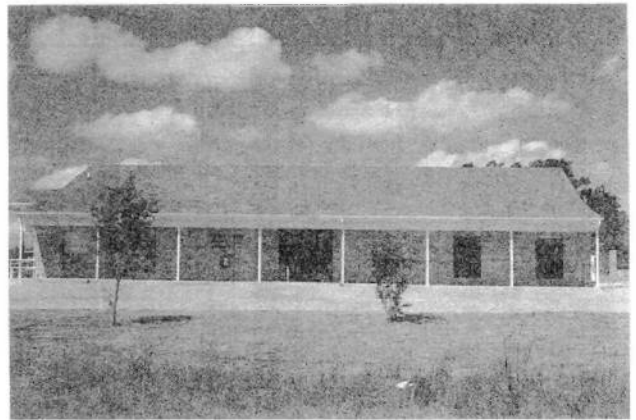
**Figure P51** University Station, Wichita Falls, Texas

common to this period. *Figure P52*, the Amarillo



**Figure P52** Downtown Station, Amarillo, Texas

Downtown Station (Potter, O, 1978) is a more modern style building which appears to have been constructed for use as a postal facility. The next photograph, shown in *figure P53*, shows the Grapevine,



**Figure P53** South Lake Branch, Grapevine, Texas

Southlake Branch (Tarrant, L, 1992- 2000) building, which is our old friend, the same building seen earlier with the end gables and seven porch sections across the front. Another large building constructed for use as a classified branch is the Lewisville, Flower Mound Branch (Denton, O, 1996) which is shown in *figure P54*.



**Figure P54** Flower Mound Branch, Lewisville, Texas

The last three buildings in this group show classified units in buildings which were probably constructed for other purposes, then adapted for use as a postal facility. *Figure P55* shows the Amarillo, North Amarillo Station (Potter, L, 1960), and *figure P56* shows the Amarillo, Jordan Station (Potter, O, ?), both of which appear to be part of a strip shopping center. The final one, *figure P57*, shows the Irving, Carl Range Carrier Annex (Dallas, O, 1996) which was originally constructed in the early 1990s as a Food Lion Supermarket. The FDR contained several addi-



**Figure P55** North Amarillo Station, Amarillo, Texas



**Figure P56** Jordan Station, Amarillo, Texas



**Figure P57** Carl Range Carrier Annex, Irving, Texas

tional entries where the USPS had apparently planned to acquire a number of these buildings from Food Lion after they decided that the grocery business was too competitive for them in Texas, but this is the only facility that could be located where a station was actually established.

The next two figures show main post office buildings which have been converted into stations. *Figure P58* shows the present Dallas Downtown Station (Dallas, O, 1930), which served as the main post office be-



**Figure P58** Downtown Station, Dallas, Texas

tween 1930 and 1978. *Figure P59* shows the Irving Downtown Station (Dallas, L, 1959) which served as the main post office between 1959 and 1973, when it was moved to its new location at the old J. C. Penney's department store in a local shopping center (See *Figure P13*).



**Figure P59** Downtown Station, Irving, Texas

## Summary and Conclusions

This ends our tour of the various post office buildings used in Texas. We have looked at both the old and the new, the good, the bad, and the ugly; yet we have really only scratched the surface when it comes to the variety of buildings used for post offices. The author hopes you enjoyed the trip.

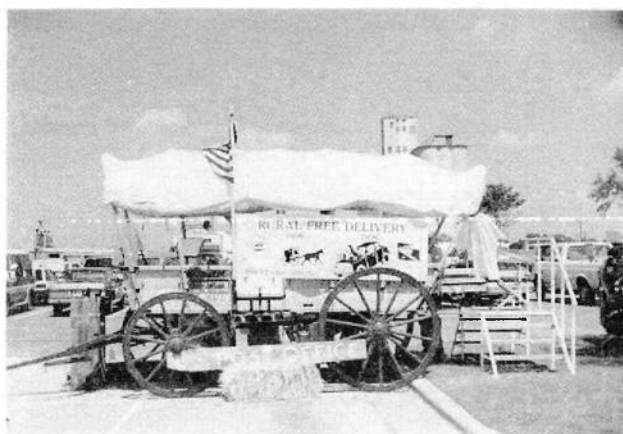
This article presents a systematic look at the types and styles of buildings which the USPS uses to house their postal facilities, and empirically derives some of the factors which are likely used to replace build-



ings as they grow older and are no longer appropriate for their intended use. It should be pointed out that what may appear true for Texas may not be true in other regions of the country. One correspondent during the development phase of this article observed that in the northeast and midwest part of the United States, it was not uncommon to have many post office buildings which were 100 to 150 years old, and under such circumstances, it is easy to see that replacement patterns might be quite different.

The article also introduces a new resource for the study of these buildings, the USPS Facilities Database, which is described in Appendix A. The author hopes that other postal historians will be able to take advantage of this resource, and use it to examine and report on the buildings found in their area of interest.

As a final note, for those readers who still associate Texas with the "Frontier" and the "Wild West" I will close with a photograph of the "early" post office shown in figure P60. This "covered wagon" was used by the Lubbock post office to serve as a temporary station at the National Cowboy Symposium held in Lubbock in September 1996. Unfortunately, the author was unable to locate one of the special event covers from the Symposium, which had a special pictorial cancellation that honored the 100th anniversary of the Rural Free Delivery System.



**Figure P60** Covered Wagon used as temporary station; National Cowboy Symposium, Lubbock, Texas

## Acknowledgements

I owe thanks to a number of individuals who helped make this article possible. The most important of these is Ms. Jenny Herndon of the USPS Facilities office who provided me with the reports used to generate the data for my analysis. She also graciously offered to review a preliminary version of the article, circu-

lated it through the USPS Real Estate Office, and arranged for a number of my questions regarding Postal Service policies regarding these buildings to be answered. The answers allowed me to replace some speculations with facts.

John J. Germann and Kelvin Kindahl each reviewed the preliminary draft of the article and provided both corrections and helpful comments. Steve Bahnsen, who once served as a Postmaster, also reviewed the draft and verified my correct usage of terminology. Very special thanks are owed to Lyle Boardman, who kindly converted my typed draft to a computer format, and worked with me through several revisions before the final version was attained. He also reformatted the tables and created the bar graphs to replace my original hand-drawn charts. The appearance of this article was improved immensely by his efforts. However, any remaining errors of fact or conclusion are the sole responsibility of the author.

## 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, 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 Rooks, 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.
16. Ludeman, Michael M. "The Development of Community Post Offices in Texas", *Texas Postal History Society Journal*, Vol. 28, No. 1, Feb. 2003, page 23.
17. HERNDON, Response to question 6.
18. *History of Post Office Construction: 1900-1940*, Washington: USPS Real Estate Dept, 1982.
19. Duncan, Ivo. *History of the Post Office, Pampa Texas, 1892-1982*. Pampa, n.p., rep. 2001
20. *Postal Guide*, July, 1914.
21. PMCC/TX, 3rd, page 21.
22. *Postal Guide*, July 1925. [Based on count of classified units in "State list of Post Offices Texas"]
23. *Annual Report of the Postmaster General* USPOD, 1958.

## APPENDIX A: THE FACILITIES DATABASE

The USPS facilities office database (FMSWIN) is a computer based filing system which is designed to store data about each individual piece of real estate which is owned or leased by the USPS. While the bulk of the information deals with properties that are used either as post offices or classified stations or branches, it also contains records about other types of properties: administrative offices, vehicle maintenance facilities, parking lots, and unmanned service units like Self Service Postal Centers (SSPC), Detached Post Office Box Units (DPOBU), and the like. Because it is a working database, it contains records for more than just those facilities currently in use; it also includes some records for obsolete facilities and some for planned facilities.

The present version of this database includes records for nearly all real estate which was in use or planned as of about 1988 plus information on transactions since that date. The USPS Facilities Office has a number of standard reports which are suitable for looking at several different types of records in this database. As noted in the body of the article, however, I found them awkward to use, and with the aid of the Facilities Office, was able to have a specialized report created to summarize the information which was used to prepare the article. The point of contact for information about this database, or requesting a copy of state data from this database is:

Ms. Jenny Herndon  
Facilities Program Support  
USPS/Facilities Dept  
4301 Wilson Blvd, Suite 300  
Arlington VA 22203 1861  
(703) 526 2802

The normal procedure for requesting records from this database is by means of a Freedom of Information Act (FOIA) request; the USPS web site at [www.usps.com](http://www.usps.com) has information on how to submit an FOIA request; see Handbook AS-353.

For those who would like to request their data in the report format which I created, you should specify that you want report "LUDEMANI". This report includes the following data fields:

1. Facility ID. A combination of the USPS Accounting Office Finance Number for the post office, and a three character extension that is sequentially assigned to each new piece of real estate acquired for that office.

2. USPS District. This is a two character code that identifies the district in which the post office is located. A "key" table is required to relate these codes to the actual districts.

3. Facility Status Code. Identifies the current status of the facility; primary entries include:

- a) "A" = Active. Property still carried on the books. Not the same as active in the sense that the property is still in use.

- b) "C" = Cancelled. Property that was once planned, but those plans were cancelled and property is no longer under consideration for lease or purchase.

- c) "D" = Disposed. Property which was previously owned by USPS but since sold.

- d) "N" = New. Property in the early stages of being acquired for use; will eventually be moved to either Active status or Cancelled status.

- e) "T" = Terminated. Property which was previously leased by USPS but the lease has expired or been cancelled. Property is no longer carried on the books.

4. Ownership Code.

- a) "L" = property under Lease.

- b) "O" = property owned by USPS.

- c) "M" = property owned by military, i.e., post office or branch on military base.

- d) "F" = property owned by some other federal agency which houses a post office.

5. Facility Type. There are about 30 of these, the main types of interest are:

- a) "M" = Main post office

- b) "S" = Classified Station

- c) "B" = Classified Branch

- d) "F" = Finance Unit

- e) "N" = Carrier Annex

- f) "P" = Processing & Distribution Center or Facility.

6. County. The county where the facility was located



7. Facility or Unit Name. Usually some form of "Main Office" or the classified unit name. "Retired" facilities often have an "Old" appended to the name.

8. Post Office Name. The name of the city where the post office was located, or the Administrative Office for all subordinate units.

9. ZIP Code. The ZIP code associated with the physical location of the facility. While this was generally correct for main post offices, subordinate offices often had ZIP codes for the main office or at least one different from the PMCC Directory entry.

10. Occupied Date. An entry identifying the month and year that the building was first occupied. This generally preceded any official opening date, but is useful for estimating an opening date.

11. Initial Lease Date. The beginning date for the lease on the property.

12. Lease Terminate Date. The date that the present lease will be or was terminated.

13. Most Recent Lease Date. The date the present lease was most recently renewed. Most leases appear to have been written for terms of twenty (20) years, with an option to discontinue or renew every five (5) years.

14. Property Acquisition Date. The date the property was purchased. It is present only for owned properties. When a leased property is converted to owned, a new record is created, but the "Occupied Date" field is generally retained from the leased record, thus creating what may look like an impossibility, i.e., the property occupied before it was owned. A large number of properties have this field left blank, or with the entry "1901", which indicates that the date is unknown.

## Errata from Part 1, *La Posta* Vol. 35, No. 4 (Aug-Sep 2004):

Title on Figure P14 should read:

"Figure P14 Ponder (Denton, L, 1986, J)

Title on Figure P15 should read:

"Figure P15 Byers (Clay, L, 1987, K)

In Table 2, the headings for Columns 5, 6, and 7 should have read "7/1/year" like column 8 heading, and not "1/07/year" as shown.

## Randy Stehle Mail Bid No. 110

16 Iris Court, San Mateo, CA 94401

Phone: (650) 344-3080

Email: RSTEHLE@ix.netcom.com

## CALIFORNIA

- 1 AGUA FRIA, ca1860 STAMPLES MS ON COVER (51-62). EST \$300
- 2 ALCATRAZ, 1908 G+ 4-BAR ON PPC (74-63). EST. \$6
- 3 AUCKLAND, 1912 VG LKU DOANE ON PPC W/SM TEAR (89-12). E \$30
- 4 BIG SUR, 1945 VG 4-BAR ON PPC. EST. \$4
- 5 BONNY DOON, 1908 VG DOANE ON PPC (87-30). EST. \$12
- 6 BURNETT, 1912 F 4-BAR ON PPC (97-29). EST. \$6
- 7 CAHUILLA, 1914 F 4-BAR ON PPC (93/26). EST. \$20
- 8 CARRVILLE, 1910 VG 4-BAR ON PPC (82/43). EST. \$6
- 9 CASTROVILLE, 1910 G+ DUPLEX CN PPC. EST. \$4
- 10 DEWITT, 1910 VG CDS ON PPC (03-27). EST. \$12
- 11 DOVE, 1910 G LIGHT CDS ON PPC (89-15). EST. \$15
- 12 DUNBARTON, 1907 VG DOANE ON PPC (00-09). EST. \$50
- 13 EAST WILMINGTON, 1917 VG 4-BAR ON PPC (12/21). EST. \$12
- 14 EASTON, 1915 G+ 4-BAR ON PPC (09-16). EST. \$15
- 15 ECCLES, 1907 VG DOANE ON PPC (93-15). EST. \$12
- 16 EDNA, 1908 VG 4-BAR REC'D ON PPC (87-20). EST. \$10
- 17 ELINOR, 1908 VG DOANE REC'D ON PPC (06-14). EST. \$18
- 18 FORT BARRY, 1917 VG 4-BAR ON PPC (11-18). EST. \$20
- 19 GENESSEE, 1911 VG 4-BAR ON PPC (CAL NOT STRUCK)(80-40). \$5
- 20 HALLECK, 1908 VG DOANE ON PPC (81-25). EST. \$6
- 21 ICELAND, 1908 G+ CDS ON PPC (97-33). EST. \$8
- 22 JOLON, 1914 F EKV MOT-1190 ON PPC. EST. \$5
- 23 KING CITY, 1925 F EKV MOT-1340 ON PPC. EST. \$5
- 24 KINGSLEY, 1910 VG LIGHT 4-BAR ON PPC (96-28). EST. \$8
- 25 KLAU, 1910 VG 4-BAR CN PPC (01-24). EST. \$12
- 26 LANFAIR, 1916 F 4-BAR ON PPC (12-27). EST. \$15
- 27 LONETREE, 1910 VG DOANE ON PPC (00-11). EST. \$40
- 28 LUMPKIN, 1913 VG 4-BAR ON PPC (86-18). EST. \$15

## COLORADO

- 29 BASHOR, 1910 VG 4-BAR REC'D A BIT HI ON PPC (09-18). EST. \$8
- 30 CASTELAR, 1908 VG DOANE ON PPC (05-12). EST. \$40
- 31 FARR, 1923 VG 4-BAR CN PPC (07-46). EST. \$6
- 32 GEM, 1912 VG 4-BAR ON PPC (07-13). EST. \$20
- 33 NEW FORT LYON, 1908 VG 4-BAR ON PPC OF SITE (08-08). E \$150
- 34 OXFORD, 1910 VG 4-BAR REC'D ON PPC (05-54). EST. \$5

## MONTANA

- 35 CHIMNEY ROCK, 1908 VG 4-BAR REC'D ON PPC (93-19). EST. \$15
- 36 HOFFMAN, 1910 F 4-BAR CN PPC W/BAD CREASE (C0/18). EST. \$15
- 37 RETAH, 1913 F 4-BAR ON PPC (10-18). EST. \$40
- 38 SEDAN, 1908 F DOANE ON PPC (91-15). EST. \$20

## OREGON

- 39 BLIND SLOUGH, 1913 G+ 4-BAR ON PPC (10-24). EST. \$10
- 40 GASTON, ca1910 TYPE 11F (SCRIBBLE ONLY) RFD 2 ON PPC. E. \$6
- 41 MOLALLA, ca1908 TYPE 11F (SCRIBBLE ONLY) RFD 1 ON PPC. E. \$6
- 42 MULTNOMAH, 1915 F 4-BAR ON PPC (12-40). EST. \$6
- 43 RENDOWA, 1912 F 4-BAR ON PPC W/SM INK STAIN (09-15). E. \$35

## SOUTH DAKOTA

- 44 BONEITA SPRINGS, 1917 G+ 4-BAR ON CREASED PPC (08/44). E. \$8
- 45 DANTON, 1910 VG 4-BAR REC'D & O/S ON TONED PPC (09-17). E \$8
- 46 DOLAND, ca1910 TYPE 11F (SCRIBBLE ONLY) RFD CN PPC. E. \$5
- 47 LEIR, 1908 F 4-BAR REC'D & O/S ON PPC (07-11). EST. \$30

## WASHINGTON

- 48 COHASSET, 1912 F 4-BAR CN PPC (09-16). EST. \$40
- 49 COLBY, 1908 F DOANE ON PPC (84-54). EST. \$4
- 50 COLLINS, 1912 F DOANE REC'D ON PPC (00-18). EST. \$5
- 51 ELLISPORT, 1913 F 4-BAR ON PPC (12-43). EST. \$5
- 52 ETNA, 1910 VG DOANE ON PPC (82-16). EST. \$12
- 53 LANTZ, 1912 VG 4-BAR ON PPC (04-28). EST. \$12

## WYOMING

- 54 ALLEN, 1909 F 4-BAR ON PPC (08-24). EST. \$12
- 55 BIG TRAILS, 1912 VG CDS ON PPC (98-42). EST. \$6
- 56 CARTER, 1912 VG NON-STD 4-BAR ON PPC (69/67). EST. \$4
- 57 SOUTH SUPERIOR, ca1918 G+ 4-BAR ON CREASED PPC (13-23). \$8
- 58 SPRING HILL, 1908 G+ 4-BAR ON PPC (87-21). EST. \$12

## Railway Post Offices

- 59 AUSTIN & ALBIA, 1911 VG (770-A-2) ON PPC. EST. \$6
- 60 B. PLAINS & SANBORN, 1915 VG (790-1-A-2) ON PPC. EST. \$6
- 61 CLARKS & YAZOO CITY, 1910 OVERINKED G+ (431-B-1) ON PPC. \$5
- 62 DEADWOOD & CHAD, 1910 G+ (936-G-1) ON PPC. EST. \$6
- 63 FT WORTH & BIG SPRING, 1914 VG (483-I-2) ON PPC. EST. \$8
- 64 GREELEY & DENV, 1909 G+ (951-Y-1) ON PPC. EST. \$5
- 65 LINWOOD & SUPERIOR, 1907 VG (943-2-D-2) ON PPC. EST. \$6
- 66 MADISON & CLINTON, 1909 VG (739-3-C-1) ON PPC. EST. \$8
- 67 MAN & CEDAR RAPIDS, 1910 F (773-3-B-1) ON PPC. EST. \$8
- 68 MARION & OTTUMWA, 1912 VG (801-C-2) ON CREASED PPC. EST. \$5
- 69 MILW. LANC. & GALENA, 1918 F (858-F-2) ON PPC. EST. \$6
- 70 NO. PLATTE & DENVER, 1908 VG (950-K-2) O/S ON PPC. EST. \$6
- 71 OG & SAN FRAN/FAST MAIL, 1907 G+ (978-O-1) ON PPC. EST. \$5
- 72 SEATTLE & SEWARD, 1936 VG (X-14-h) ON PPC. EST. \$15
- 73 SEATTLE & SEWARD/W W McVEY, ca1938 VG (X-14-n) ON PPC. \$18
- 74 SEATTLE & SKAGWAY, 1924 F (X-19-c) ON PPC W/SM STAIN. E. \$15

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## CLOSING DATE:

February 16, 2005 (10 PM Pacific)

## THE POSTMASTERS GENERAL OF THE UNITED STATES

### XV. Samuel D. Hubbard, 1852-1853

by Daniel Y. Meschter

Hubbard's, in effect, was an interim appointment merely to complete the six months Millard Fillmore had left in office after his party's convention nominated General Winfield Scott for president. Otherwise, Samuel Dickinson Hubbard had little to commend him for appointment to a cabinet post over others far better prepared for a high office than he.

Hubbard was born to an old New England family in Middletown, Connecticut in 1799. He pursued classical studies at Yale, was admitted to the bar, and practiced law until 1837 when a large inheritance enabled him to give up law and invest in manufacturing. He took advantage of his newfound wealth and prestige to win election to the Twenty-ninth and Thirtieth Congresses (1845-1849) as a Whig. When not engaged in political affairs, he devoted his time to his investments<sup>1</sup>.

Nothing specific has been found about Hubbard's appointment as Postmaster General. N.K. Hall, his predecessor, would have known him personally from their membership in the Thirtieth Congress and might have recommended him to Fillmore. It is possible that Fillmore, no longer in contention for the presidency, might have picked him as a concession to the northern or abolitionist wing of the party. Hubbard's appreciation at the end of his 1852 Annual Report for Hall's aid and support suggests their relationship was an agreeable one of longer standing than just those few months<sup>2</sup>.

Hubbard's tenure was undemanding with a well-entrenched staff to handle the day-by-day routine of the department. The only real challenge he faced was an act approved the day before he took office that authorized the Postmaster General to contract for a tri-monthly mail in steam vessels from New Orleans to Vera Cruz via Tampico<sup>3</sup>. The bill was introduced by Senator Soulé of Louisiana on behalf of a constituent who was named in the original text as the contractor of choice. Soulé's ostensible justification was to promote improvement in the diminishing trade balance with Mexico following the Mexican War and to compete with British shipping, which he assured the Senate was monopolizing Mexican commerce, through better mail service from the United States, that is to say via New Orleans<sup>4</sup>. Nothing was said about a route

inland from Vera Cruz until Soulé, in response to a suggestion by Senator Underwood of Kentucky that the steamship line be extended to San Juan del Norte to connect with the Nicaragua route, admitted that a route across Mexico was even then under construction by a contractor who claimed that mail could be carried from San Francisco to New Orleans via Acapulco and Vera Cruz, later known as the Tehuantepec route, in less than fourteen days.

This kind of talk quickly attracted the attention of Senator Gwin of California for whom anything relating to the transportation of people, goods, or mail between California and the States was of paramount importance. Speaking off the cuff, he reviewed the existing and potential routes between Mazatlan and Acapulco on the Pacific side to Vera Cruz on the Atlantic side and reported that since the Mexican War the British had been running an express from Vera Cruz to Mazatlan via the City of Mexico in eight days, making possible a transit time of sixteen days from New Orleans to San Diego.

What nobody seemed to remember was that Hawaiian missionaries began forwarding mail from Honolulu to the eastern States as early as the 1820s and continuing until the outbreak of the Mexican War in 1846<sup>5</sup>. The principal eastbound route was from Mazatlan or Sam Blas to Vera Cruz and then by packets operating between Vera Cruz and Stateside ports. Transit times appear to have ranged from two to six months. Guaymas to Tampico was a less used route; the road from Acapulco was too primitive even for pack trains until after the War.

Hubbard was surprisingly aggressive advertising the Vera Cruz contract. He received proposals for mail service by steamship on January 3rd and issued a contract to the Ocean Mail and Inland Company on March 3rd, a few days before he left office, providing for tri-monthly service although Aaron Brown later reported that it never ran more frequently than semi-monthly<sup>6</sup>. Of the validity of this contract there could be no doubt because on that same day Congress appropriated seventy thousand dollars, "For carrying out the contract entered into by the Post Office Department . . ." for the mail between New Orleans and Vera Cruz<sup>7</sup>.



Hubbard also included in his advertisement an invitation for proposals to extend the route to San Francisco via Acapulco, "for the purpose of obtaining information," as he said, presumably data relating to anticipated transit time and cost. He equivocated by saying the Department would await the direction of Congress as to this part of his invitation for proposals. Nevertheless, he issued a contract on February 15th to Albert C. Ramsey and Edward H. Carmick for \$424,000 per annum for semi-monthly service from Vera Cruz to San Francisco in thirteen days each way. However, he muddled this contract by stipulating it should not become valid until Congress sanctioned it by an appropriation to put it into effect. Hubbard went even further when, as virtually his last act in office, he authorized the postmasters at New Orleans, San Diego, Monterey, and San Francisco to dispatch mails via the Acapulco and Vera Cruz route when the line is "open and the contractors are prepared to carry the mail on the terms of their contract;" but in informing Ramsey & Carmick of this authorization, Hubbard warned them that neither the department nor the government would be liable for any of their expenses in developing the line pending Congressional sanction by appropriating the funds necessary to put the contract into effect<sup>8</sup>. Of course it never did. With that, the matter fell to his successor, James Campbell, to deal with.

Campbell had no difficulty with the New Orleans to Vera Cruz line and reported that five semi-monthly trips were made during April, May, and June 1853 carrying 2,105 letters and 3,317 newspapers producing \$631 in revenue at a cost of \$7,750<sup>9</sup>. It appears that the contractor scheduled only semi-monthly voyages to conform to the latent overland route.

In the meantime, Campbell received a letter from the president of the Ocean Mail Company asserting that the company was the real party of interest in the Ramsey & Carmick contract and reporting progress being made to put the Acapulco route into operation. Campbell clearly took time to obtain legal advice before he informed Ocean Mail's president that the conditional contract between Hubbard and Ramsey & Carmick "does not meet with my approbation" on the grounds he did not consider the route practical for mail purposes, that the department was already committed to spending large sums on the Panama route, and that the restrictions and limitations in the Ramsey & Carmick contract violated public policy.

A subsequent claim for damages due Ramsey & Carmick on account of Campbell's "abrogation" of their contract joined a growing list of mail route contractors petitioning Congress for "adjustment" of their contracts. Ramsey & Carmick or their successors in interest managed to insert an amendment in the 1857 Post Office Appropriations Act requiring the First Comptroller of the Treasury to adjust damages due them on account of the abrogation of their contract to carry mail on the Vera Cruz, Acapulco, and San Francisco route "according to the principles of law, equity, and justice," language repeated ad nauseam in the Chorpenning claim, and the Secretary to pay any damages he might find out of the Treasury<sup>10</sup>. "Adjust" here meant a determination of the monetary value of the damages due – a highly subjective process in which many high government officials delighted.

The practice of claiming damages arising out of mail route contracts began at least as early as the Stokes and Stockton claim for "extra services" that caused Amos Kendall so much difficulty and they were not alone. Even the fabulous Ben Holladay eventually wound up in front of Congress seeking justice that was largely denied him. In the same Act with Ramsey & Carmick were William L. Blanchard on the Sacramento to Salt Lake City route, Jacob Hall on the Independence to Santa Fe route; and George H. Giddings on the Santa Fe to San Antonio route, all seeking adjustment of their contracts. Perhaps fortunately for Campbell, as Aaron Brown pointed out in his 1857 report, Congress assigned the "adjustment" of the Blanchard and Ramsey & Carmick claims and payment of any damages due them to the Treasury Department<sup>11</sup>.

It was during Hall's term that the Senate adopted a resolution on March 25, 1852 requesting the PMG to furnish answers in his next Annual Report to a lengthy list of explicit questions such as the numbers of letters passing through the mails under various conditions, similar numbers of newspapers and printed material, the cost of transporting the mails both inland and overseas, etc., etc<sup>12</sup>. After Hall's resignation at the end of August, Hubbard explained how this information could not be furnished from the Department's ordinary accounts and that Hall had referred the resolution to the Auditor who was able to collect much of the data requested and make estimates for the rest. Hubbard's response was quite perfunct-

tory, but it seems his successor, James Campbell, used this resolution as a guideline for the detailed statistical reports he incorporated in his first Annual Report<sup>13</sup>.

One other piece of legislation affecting the POD was enacted at the end of Hubbard's tenure without the involvement of either Hubbard or the Department. It happened while the Senate was debating the 1853 Post Route Bill that Senator Rusk of Texas proposed that the assistant postmasters general be appointed by the President rather than the Postmaster General as heretofore on the theory the Post Route bill also would raise the salaries of the assistants to the same level as some bureau heads subject to presidential appointment. Also, he noted that there were occasions when one or another of the assistants acted for the Postmaster General in his absence and received his salary while so doing. Rusk's amendment became law even though the proposed salary increases were stricken. Assistant postmaster general vacancies thereafter were filled by the President<sup>14</sup>.

Hubbard left office upon Pierce's appointment of James Campbell to succeed him on March 7, 1853 and retired to his home in Middletown where he devoted himself to educational and charitable affairs, most notably as a trustee of Wesleyan University. He was only 56 when he died in Middletown in October 1855.

#### (Endnotes)

1 For biographical sketches of Samuel D Hubbard, see *The National Encyclopedia of American Biography*, 1892, v. 6, p. 183; *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 Annual Report, December 4, 1852, Senate Ex. Doc. No. 1, Serial 659, p. 652.

3 Act of August 30, 1852, 10 Stat. 38.

4 *Congressional Globe*, 32C, 1Sess., p. 929ff.

5 "Post Office in Paradise; Mail & Postage Stamps of Nineteenth Century Hawaii," hawaiianstamps.com is a succinct summary of Hawaiian "Pre-treaty [of Guadalupe-Hidalgo] Mail - Via Mexico," citing Westerberg, J.F., "Hawaii - Overland Mail Via Mexico 1842-46," *Collectors Club Philatelist*, Vol. XXXIV, No. 1, 1955, as its chief authority.

6 1857 Annual Report, Serial 921, p. 969.

7 10 Stat. 239.

8 1856 Annual Report, Serial 894, pp. 776-8.

9 1853 Annual Report, Serial 692, pp. 714-6, 722-3)

10 11 Stat. 94.

11 1857 Annual Report, Serial 921, p. 967. The widely publicized claim of George Chorpennig is studied in Meschter, Daniel Y., "The First Transmountain Mail Route Contracts, Part XIV - The Chorpennig Claim," *La Posta: A Journal of American Postal History*, July 2000, pp. 30 to 47 based upon route contracts reported in *La Posta*, Part III, Route 5066

from Sacramento to Salt Lake City, January 1996, pp. 19-35; Part VI, Route 12801 from Salt Lake City to San Diego, *La Posta*, May 1997, pp. 33-48; and Part VIIa, Route 12801 restated from Placerville to Salt Lake City, *La Posta*, July 1997, pp. 25-40.

12 *Congressional Globe*, 32C, 1S, p. 860.

13 1853, Annual Report, Serial 692.

14 Act of March 3, 1853, 10 Stat. 255.

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# THE OFFICIAL REGISTER OF THE UNITED STATES -

## Background and Application to Postal History Research

By Randy Stehle

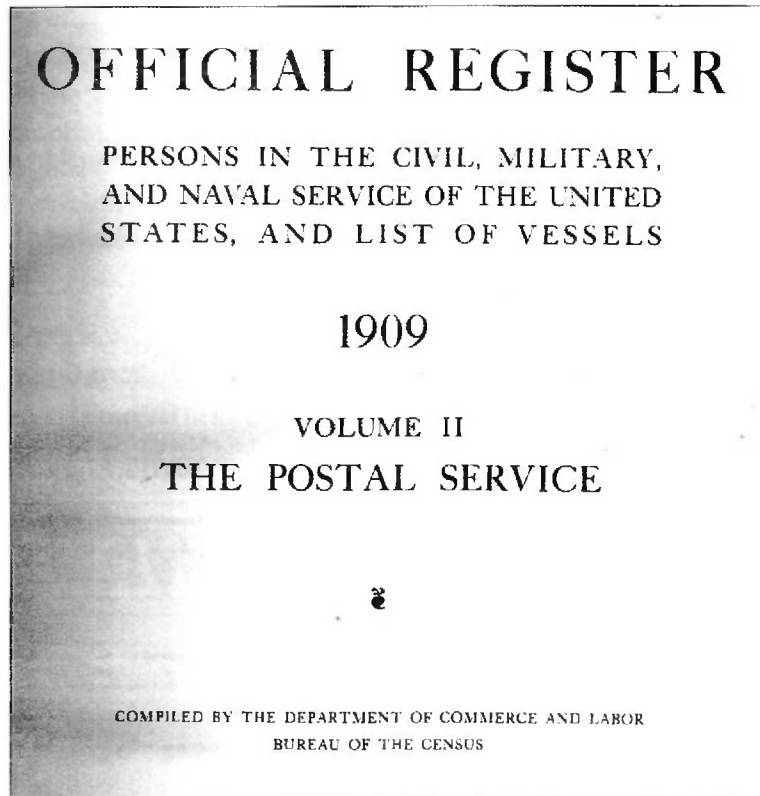
The subject of what constitutes a basic U.S. postal history library was discussed in the April-May and June-July 2004 issues of *La Posta*. It was followed up with an article on United States postal route maps in the August-September issue of the same year. This article will concern itself with the *Official Register of the United States*, one of the lesser known government documents that contains information germane to the study of postal history.

The *Official Register (OR)* was authorized by Congress by resolution of April 27, 1816. The resolution required the Secretary of State to compile and print, once in every two years, a register of all officers and agents, civil, military, and naval, in the service of the United States, along with their annual salaries. It was popularly known as "The Blue Book", because they were bound in a blue cover. It was first printed in 1817 in a run of 500 copies. By 1895, the print runs had increased to 3,000 copies. It was produced as a two-volume set, with the first volume covering all federal employees except for the Postal Service. The first volume, in addition to covering the Executive, Legislative and Judicial branches, also included a list of ships and vessels owned by the United States. (The ship list was not included after the 1913 *OR*.)

The second volume contained only Postal Service personnel. *Figure 1* shows the title page for volume II for 1909. This particular volume was 745 pages long, and broke down the employees into a number of different

categories. It began with a list of officials and others receiving annual compensation of \$2,000 or more, plus postal inspectors. It went on for over the next 500 pages to list all the other Post Office personnel by state and city. All cities had, at a minimum, their postmaster's (PM) full name, the county in which the post office

was located and the annual compensation of the PM for the prior fiscal year. (The government's fiscal years ended on September 30<sup>th</sup> in the earlier days, switching to June 30<sup>th</sup> around 1878.) At larger post offices, all additional employees would be shown, along with their annual salaries. This included such positions as assistant PM's, clerks, city carriers, rural carriers, janitors, printers, mechanics, laborers and watchmen.



*Figure 1* Title page of the 1909 edition of Volume II, *Official Register*

Other sections of the *OR* dealt with the Sea Post Service, Railway Mail Service, Mail Messenger Service and Special Mail Services. It also listed mail contractors in the following areas: railroad service; electric and cable car service; steamboat service; regulation, screen and other wagon service; foreign mail transfer service; pneumatic tube service and star service. The mail contractor section listed, by state, the mail route number, name of the contractor and annual pay for the current and prior fiscal years.

As stated above, the *OR* was initially published by the State Department. The Interior Department took over in 1861, followed by the Census Bureau in 1908, and the Civil Service Commission in 1933. The most important date for postal history researchers, though, is 1911. This was the last year that the Postal Service

volume was published. These registers are especially valuable, as they contain much information that no longer exists in any form. Much of the loss of older records can be ascribed to the Useless Papers Act. In order to save space, the Congress passed this act back in the 19<sup>th</sup> century. It requires the Librarian of Congress, on an annual basis, to make a list of what government papers are no longer needed and can be destroyed. The list of Postal Service records that were destroyed in the beginning of the 20<sup>th</sup> century is mind-boggling. Proof books (which show a strike of every government-issued canceling device that was sent to every post office) were thrown out. Other countries like Canada and England preserved their proof books and have them available for study. In addition to this valuable resource, thousands of other postal records were tossed. The *OR* is the only extant source of much of what was deemed expendable in earlier times.

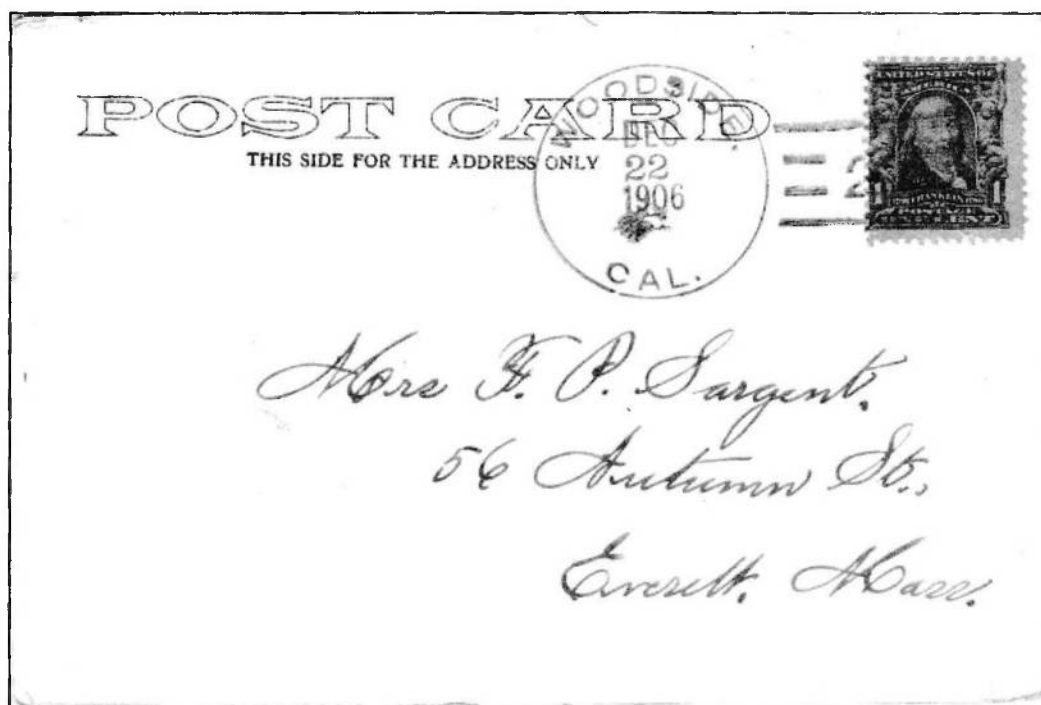
## Practical Uses of the Official Registers

One of the most valuable, and often used, pieces of information contained in the *OR* is PM compensation. The compensation paid to PM's at the smaller fourth-class post offices was normally equal to the amount of revenue generated by the office. Revenue consisted of stamp sales (for all classes and types of services) and post office box rents. Therefore, the amount of PM compensation was tied to the volume

of business a particular office did. Many fourth-class offices in the early part of the 20<sup>th</sup> century generated less than \$100 a year in revenue. A knowledge of PM compensation aids in determining the relative scarcity of a marking from a particular office. At least two books have been published which detail PM compensation figures: *Western Postmaster Compensation in the 1880's*, compiled by Richard Helbock in 1982, and *Oregon Postmaster Compensation, 1851-1911*, also compiled by Helbock in 1982.

Postmaster compensation also is important in the study of Doane cancels. It was discovered that the number in the bars of a Doane device issued to an existing office correlated to the PM compensation for the last fiscal year available. *Figure 2* shows a Woodside, CA Doane cancel from 1906. There is a "2" in the bars. If we check the June 30, 1903, PM compensation amount (shown in *figure 3*), we see that this PM received \$196.38. (Please excuse the marked up copy – the author is the California State Doane coordinator, and was making numerous notes on the page.) The number "2" in the bars correlates with the PM compensation amount, as any amount between \$100 and \$200 would have meant that the canceling device would have used the number two in its bars.

Another use of the *OR* is the ability to look up a specific individual and determine where they worked. This has obvious genealogical uses, but can also be useful for the postal history collector. The *OR's* had a



*Figure 2* The significance of the number "2" in the bars of this Woodside, California, Doane cancel was first interpreted by Richard Helbock in the late 1970s based on his research using data published in the Official Register.



1, 1903.]

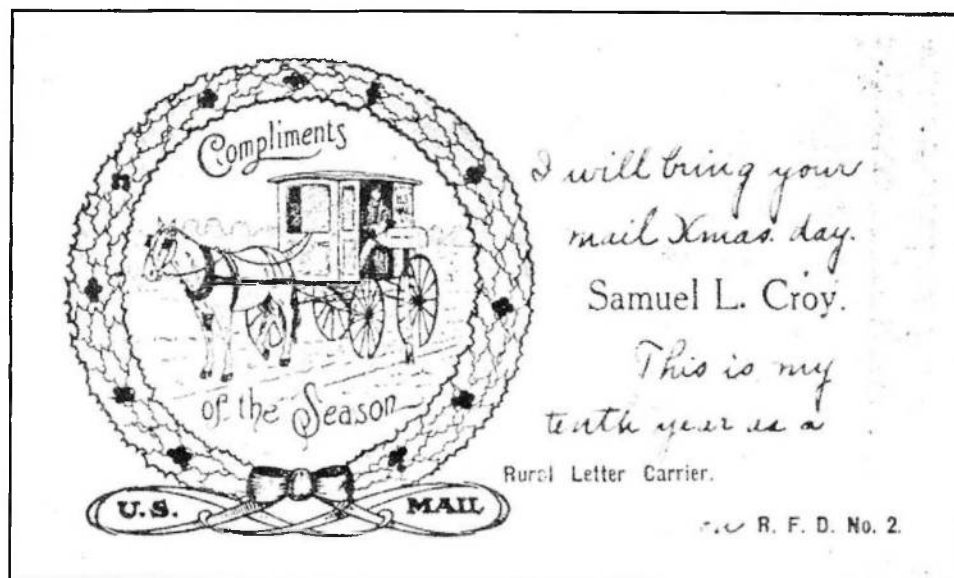
## POST-OFFICES AND POSTMASTERS.

61

## California Colorado.

Post-office.	County.	Postmaster.	Compensation.	Post-office.	County.	Postmaster.	Compensation.
Valencia	Santa Cruz	Jesse Nicholson	\$124.19	Woody	Kern	Frank A. Rutledge	\$79.59
Vallago	Solano	J. J. Luchstinger	2,400.00	Workman	Los Angeles	R. Gillhouse	45.35
Vallerton	Monterey	Sarah J. Jessup	96.67	Wyckoff	Santa Clara	John H. Garrity	533.06
Vallinville	Riverside	Eliza A. Stone	166.23	Wyandotte	Butte	Edw. Le Roy Mansfield	167.07
Valley Center	San Diego	John Q. Adams	174.12	Wyandotte	San Diego	Charles Y. Ford	66.48
Valleyford	Sonoma	Miguel J. Pellaskie	254.55	Yacoma	Humboldt	R. Hinekey	46.22
Valley Springs	Calaveras	James B. Lucas	636.15	Yankre Hill	Butte	Dora A. Wells	281.45
Vallidita	do	Hattie E. Brockway	180.26	Yankre Hill	Placer	Gilman Smith Sanborn	54.87
Vallverde	Riverside	James L. Williams	93.76	Yankre Hill	Shasta	Eliza Miles	174.62
Vaughn	Kern	Edward Vaughn	122.29	Yankre Hill	Yolo	Daniel W. Nutting	136.72
Venado	Colusa	Frank J. Schuckman	134.92	Yankre Hill	Orange	Romualdo P. Marquez	71.33
Ventura	Ventura	La Fevre Webster	2,000.00	Yankre Hill	Mendocino	Charles M. Hunt	108.63
Vernon	San Joaquin	J. R. Russell	211.20	Yankre Hill	Mariposa	Jay B. Cook	521.22
Vernon	Sutter	Isaac LeRoy Burns	513.17	Yankre Hill	Nevada	Jeremiah S. Goodwin	111.82
Veterans' Home	Napa	Albert Brown	41.28	Yankre Hill	Napa	Walter Ferguson	458.25
Vichy Springs	Mendocino	John Redmeyer	396.96	Yankre Hill	Siskiyou	R. J. Nixon	1,700.00
Victor	S. Bernardino	John C. Turner	121.20	Yankre Hill	Sutter	H. E. Meyers	1,300.00
Villa Park	Orange	Geo. W. DeLong	121.20	Yankre Hill	Colusa	James F. Coston	25.49
Viento	S. Bernardino	Oliver Hawkins	767.12	Yankre Hill	Madera	Henry J. Brewett	35.96
Vina	Tehama	Lena G. Parkhurst	174.20	Yankre Hill	Trinity	George Craydon	71.75
Vineburg	Sonoma	Margaret M. Robinson	174.20				
Vineyard	Los Angeles	Emma L. Power	47.78	<b>Colorado.</b>			
Vinton	San Diego	Robert N. Cameron	161.62	Abbeville	Pueblo	William C. Scroggs	73.02
Vista	Plumas	Estrella M. Loomis	54.55	Abbeville	Adams	Mary A. Coles	97.04
Virner	Shasta	Janey L. Tuttle	36.50	Abbeville	Elbert	Charles E. Ginger	138.54
Vista	El Dorado	J. E. Reiche	2,000.00	Abbeville	Las Animas	Frederick Rustadt	664.03
Vista	Tulare	J. W. Strickler	214.87	Abbeville	Washington	Cynthia J. Irwin	886.05
Vista	San Diego	Willis H. Boydston	288.76	Abbeville	Conejos	Earle H. Snodde	1,600.00
Volta	Amador	Edward B. Smallwood	284.40	Abbeville	Prowers	Nannie Johnson	20.76
Vorden	Merced	Martha Longeneck	145.03	Abbeville	Deliver	Charles W. Campbell	711.45
Waddington	Sacramento	Julia Waddington	213.18	Abbeville	Saguache	Joseph V. Warner	154.86
Wado	Humboldt	Gustav Niemann	71.94	Abbeville	Las Animas	Eduardo Gonzalez	32.71
Walker	Yuba	Mary E. McCarly	84.55	Abbeville	Larimer	Elmer E. Keach	26.71
Walker	Siskiyou	Annus R. Merrill	197.23	Abbeville	Clear Creek	Emma J. Harper	215.17
Wallace	Calaveras	Ellen Ford	601.41	Abbeville	Boulder	George Pfeiffer	67.50
Walnut Creek	Contra Costa	C. B. Lord	177.51	Abbeville	Park	James Moynahan	335.32
Walnut Grove	Sacramento	F. M. Jones	144.56	Abbeville	Chaffee	Amie E. Gilchrist	127.04
Walsh Station	do	George L. Curtis	153.90	Abbeville	Teller	Carl H. Kruger	492.45
Walton	Riverside	Heben A. Stelmets	296.77	Abbeville	nominal	Peter Haldi	21.22
Warner	Alameda	Henry G. Wilson	98.07	Abbeville	San Miguel	Elmer D. Hetrick	342.78
Warnerville	San Diego	Michael Kinsor	124.12	Abbeville	Mineral	W. C. Sloan	1,300.00
Wasco	Kern	Joseph R. Glensbrook	189.75	Abbeville	Prowers	William A. French	308.09
Wash	Plumas	Henry C. Reed	105.83	Abbeville	El Paso	Asa Carl	58.78
Washington	Nevada	Harry Kite	281.08	Abbeville	Teller	Irrving B. Douglas	686.88
Washington	Santa Barbara	Margaret B. Richardson	26.83	Abbeville	Rio Grande	John D. Lewis	88.55
Waterford	Stanislaus	John L. Hennesmith	267.81	Abbeville	Garfield	Lacy Fuller	67.57
Waterman	Amador	Edward H. Archer	200.49	Abbeville	Conejos	Jefferson D. Frazier	617.42
Watsonville	Santa Cruz	G. G. Radloff	2,300.00	Abbeville	Huerfano	Joseph Russell	17.64
Wauha	Shasta	Margaret Gustick	59.27	Abbeville	Gilpin	William D. Converse	212.46
Wayona	Mariposa	J. S. Washburn	319.37	Abbeville	Las Animas	Mattie A. Kelby	39.24
Wenatchville	Trinity	A. L. Padden	1,400.00	Abbeville	San Juan	Gustave A. Singer	271.06
Weed	Siskiyou	Abner Wood	287.02	Abbeville	Archuleta	Florence Skinner	86.84
Wenatch	Placer	E. Vire	156.88	Abbeville	Summit	Julia Ritchey	95.47
Wendepet	Humboldt	Frank E. Gist	70.88	Abbeville	Denver	Alexander F. Findlay	370.32
Weldon	Kern	Robert Neill	87.24	Abbeville	Adams	Charles Christenson	114.95
Wending	Mendocino	Alvin R. Chory	27.54	Abbeville	Lake	Ralph Rentschle	194.18
Wendler	Shasta	Mathias Wengler	110.41	Abbeville	Larimer	Sarah Wild	162.38
Westbranch	Butte	William W. Walter	259.58	Abbeville	Yuma	Don Best	199.76
Westbutte	Sutter	George Strath	115.46	Abbeville	Montezuma	John R. McSpurgh	29.57
Westport	Stanislaus	Wagar G. Carey	197.79	Abbeville	Cheyenne	Joseph O. Dowal	120.25
Westpoint	Orange	Francis M. Watson	114.96	Abbeville	Lincoln	Charles C. Coleman	151.18
Westport	Calaveras	Thomas A. Wilson	266.10	Abbeville	Montezuma	Francis B. Miller	64.97
Westport	Mendocino	Merrick M. Bates	385.15	Abbeville	Jefferson	Ira A. Allen	644.85
Westport	Ventura	William E. Snell	181.13	Abbeville	Contra	Con M. Sargent	168.45
Westport	Placer	James G. Bonds	115.57	Abbeville	Pitkin	Daniel McArthur	25.11
Wheatland	Yuba	John M. Johnson	977.96	Abbeville	Kit Carson	Melissa A. Pratt	18.82
Whitehouse	Fresno	W. G. Grove	132.94	Abbeville	Pitkin	W. S. Clark	2,000.00
Whitaker	Shasta	A. A. Anthony	130.99	Abbeville	Logan	James Bryant	250.79
Whitaker	Tulare	Laura E. Guthrie	163.39	Abbeville	Wood	Genevieve A. Pence	475.48
Whitmore	Mariposa	Clara J. Jose	67.33	Abbeville	do	Daniel Reagen Jr.	32.35
Whitmore	Shasta	A. J. Williams	169.44	Abbeville	Eagle	Harry F. Comstock	136.38
Whittier	Los Angeles	L. M. Baldwin	1,700.00	Abbeville	Pueblo	Samuel Taylor	210.94
Wildomar	Riverside	Abraham L. Matthews	75.12	Abbeville	Roan	Mary J. Taylor	192.65
Williams	Colusa	L. H. Colten	95.75	Abbeville	do	David R. Hindman	291.52
Winters	Mendocino	Ell H. Wells	1,300.00	Abbeville	Turkey	Joseph F. Thorne	32.65
Wintrow	Glenn	J. J. West	1,300.00	Abbeville	Park	Ranch Morrow	226.64
Wintrow	Modoc	Alice Johnston	128.45	Abbeville	Gilpin	Sadie M. Morse	534.42
Wilmington	Los Angeles	Jos. P. Sylvia	274.47	Abbeville	Park	Mary E. Morse	32.81
Winchester	Riverside	Robert S. Thomas	116.17	Abbeville	Gilpin	John W. Hatfield	52.37
Windsor	Sonoma	Walter C. Lindsay	528.12	Abbeville	Gunnison	Joseph Bardin	11.87
Wintrow	Glenn	George H. Farway	117.35	Abbeville	Las Animas	John R. Newcomb	56.93
Wintrow	Yolo	F. H. Owen	1,400.00	Abbeville	Adams	Joseph A. Williamson	124.00
Wintrow	Shasta	James W. Schoonover	576.02	Abbeville	Prowers	James S. Robertson	37.67
Wintrow	Los Angeles	Allice E. Miles	31.80	Abbeville	Eagle	Mattie Stiller	707.59
Witch Creek	San Diego	James Wood	112.71	Abbeville	Chaffee	Henry C. Smith	77.85
Witter	Lake	Rodney McCormick	148.57	Abbeville	La Plata	Rosa E. Brinkley	426.75
Wolf	Nevada	John Sweet	154.53	Abbeville	Fremont	Florence J. Phelps	113.11
Woodbridge	San Joaquin	George D. Hyde	233.18	Abbeville	Montrose	John Nafus	40.55
Woodland	Alpine	Mary Merrill	148.50	Abbeville	Adams	Walter Van Wyk	16.70
Woodland	Yolo	J. H. Dungan	2,100.00	Abbeville	Larimer	George L. Robbins	182.47
Woodland	do	Charles L. Falek	196.32	Abbeville	Adams	George C. Mack	159.81
Woodside	San Mateo	R. O. Tripp	126.38	Abbeville	Mesa	Victor O. Crank	24.65
Woodville	Tulare	Lots L. Hunsaker	162.15	Abbeville	Larimer	Arthur F. Brown	1,100.00
Woodward	San Joaquin	Orville J. Woodward	181.15	Abbeville	Las Animas	John Aiello	574.88

Figure 3 Page from the 1903 Official Register listing California postmaster compensations in 1903.



**Figure 4** A Rural Route Carrier Christmas card given by Samuel L. Croy to his patrons.  
(Source: Richow, *Encyclopedia of R.F.D. Cancels*, 2nd Edition, page 219.)

name index to every Postal Service employee through the 1905 edition. This edition looks like the Manhattan white pages – it is five inches thick and has 2,471 pages! *Figure 4* shows a Christmas card a rural letter carrier gave to the people on his route in the early 20<sup>th</sup> century. The card depicts a horse-drawn rural free delivery wagon and is imprinted “Compliments of the Season/U.S. MAIL”, and has the carrier’s name, Samuel L. Croy on it. The carrier has written a message on the card that reads “I will bring your mail Xmas day. This is my tenth year as a Rural Letter Carrier on R.F.D. No.2”. (This card appears on page 219 of the second edition of the *Encyclopedia of R.F.D. Cancels* by Harold Richow (La Posta Publications, 1995). This carrier’s name appears in the index to the 1905 *OR* on page 2034. A portion of the index page showing that he can be found on page 1033 is illustrated in *figure 5*. *Figure 6* shows the actual page where Mr. Croy is listed. This page is from the Illinois rural free delivery section of the *OR*, and shows that he was born in Ohio, and was appointed to his present position in Macon County, Illinois, in the 19<sup>th</sup> Congressional District. He worked out of the Decatur post office, along with six other rural carriers.

Finding copies of the *OR*’s may require some legwork. The author lives near University of California, Berkeley, where their Government Documents section has a fairly complete run of them. Most large universities that have been designated as government depositories should have these registers. The author does not be-

lieve that these registers are available on microfiche or microfilm. These registers can be an invaluable source of information for collector doing research on 19<sup>th</sup> and early 20<sup>th</sup> United States postal history.

901	Crowder, Dexter P.	243	Crump, Elisha A.
883	Crownin, Burton E.	830	Crump, George M.
1727	Crowningshield, William H.	1024	Crump, George W.
1848	Crownover, Robt. A.	271	Crump, Harry E.
767	Crownover, T. G.	277	Crump, James C.
17	Crowson, Adolphus	48	Crump, James M.
601	Crowson, Jesse P.	92	Crump, J. L.
1109	Crowson, Richard A.	1412	Crump, John Breck
338	Crowson, Walter R.	1896	Crump, John R.
1006	Crowson, Walter S.	1838	Crump, John M.
1234	Crowston, George	1073	Crump, John W.
1304	Crowther, Sam	302	Crump, John W.
1872	Crowther, William, Jr.	883	Crump, John W.
1062	Crowther, Wm. H.	978	Crump, Maggie
392	Croxford, Horace	140	Crump, Mamie
873	Croxson, George T.	335	Crump, Peter M.
6	Croxton, A. B.	1885	Crump, Robert E.
356	Croxton, Henry B.	245	Crump, Robert L.
978	Croxton, Thomas W.	1516	Crump, Robert P.
1089	Croxton, W. S.	71	Crump, William Be
808	Croxton, W. S.	323	Crump, William F.
1322	Croy, Fred D.	533	Crump, William F.
1727	Croy, Jennie M.	1344	Crump, William P.
1802	Croy, Samuel L.	1033	Crump, Willie V.
1211	Croy, Samuel W.	918	Crumpler, Mrs. Lull
745	Croy, S. W.	1924	Crumpler, Wm. H.
1096	Croydon, Olive	1471	Crumpley, Robert
587	Croydon, Charles E., Jr.	1181	Crumpton, Robert
530	Croydon, Sarah	382	Crumpton, Thos. N.
118	Croyl, John H.	275	Crumpton, T. N.
1849	Croyle, John D.	680	Crumpton, Walter
1340	Croyle, Peter	1877	Crumpton, W. W.
1241	Crozier, Saml.	552	Crunk, James O.
151	Crozier, Albert C.	1082	Crunk, Willie
1847	Crozier, Archibald	391	Crupper, J. L.
130	Crozier, Edward C., Jr.	1806	Cruise, Alfred
833	Crozier, Granville H.	1280	Cruise, Ellmer H.
1202	Crozier, James R.	290	Cruise, F. M.
79	Crozier, Joseph	901	Cruise, Sallie
183	Crozier, Nathan T.	70	Cruise, Temple G.
152	Crozier, Orrison E.	1041	Cruisen, Henry D.
293	Crozier, Robt. C.	310	Cruiser, John L.
1842	Crozier, William Met	242	Cruish, Robt. H.
1843	Crubaugh, Mrs. Louisa	411	Cruish, Theo.
490	Crubaugh, Z.	246	Cruis, James
556	Crudden, William H.	816	Cruis, W. E.
411	Crudden, F. R.	238	Cruise, Omer F.
1828	Crudup, Baxter	1205	Criteher, C. B.
523	Cruells, Francisco Maymi	688	Criteher, George T.
1476	Cruett, Irving K.	481	Criteher, Jas. E.
1709	Craft, Geo. T.	201	Criteher, Roy

**Figure 5** Portion of index page from the 1905 Official Register listing Samuel L. Croy.



1. 1905.]

## THE FREE-DELIVERY SYSTEM.

1033

## Rural Free Delivery—Illinois.

Name.	Where born.	Where appointed.		Comp.
		State.	County.	dist.
Levi H. Thing	Illinois	Illinois	Union	25th.
George M. Abernathie	do	do	do	25th.
Levi S. Peckles	do	do	Montgomery	21st.
Elvis S. Hicks	Tennessee	do	do	21st.
Robert E. Pearson	Illinois	do	McDonough	14th.
Archibald A. Wagle	Missouri	do	do	14th.
Richard H. Curmow	Iowa	do	do	14th.
John R. Terrill	Illinois	do	do	14th.
John L. Pearson	do	do	do	14th.
Arch Manning	do	do	Whiteside	13th.
Joseph Dorland	Ohio	do	McLean	17th.
Henry C. Tipton	do	do	do	17th.
Charles W. Dorland	Illinois	do	do	17th.
Noah A. Arnold	do	do	do	17th.
Edgar Lloyd	do	do	Madison	22d.
Harrison A. Hall	do	do	do	22d.
Harry L. Ashcraft	Kentucky	do	Vermilion	18th.
William Gilmore	Illinois	do	Monroe	25th.
Julius Schneider	do	do	do	25th.
George N. Lincoln	do	do	Hancock	14th.
Harry Abell	do	do	do	13th.
Charles D. Risley	do	do	do	13th.
Harry Christence	do	do	do	13th.
Perry R. Leonard	do	do	Morgan	20th.
Henry C. Schenck	Germany	do	Woodford	17th.
George Argadine	Ohio	do	McLean	17th.
Homer H. Cox	Illinois	do	Brown	20th.
William Scott	do	do	Jackson	25th.
Howard F. Reeves	do	do	Rock Island	14th.
Charles E. Sutcliffe	do	do	Livingston	17th.
Ralph E. Sawyer	do	do	do	17th.
Roy E. Pierce	do	do	Logan	17th.
Charles E. Dunlap	do	do	do	17th.
Edward J. Benjamin	do	do	Randolph	25th.
John M. Hitchkiss	do	do	McLean	17th.
Samuel C. Carr	do	do	Shelby	19th.
Hallie H. G. Conrad	do	do	do	19th.
Isaac C. Swan	do	do	Williamson	25th.
John L. Richey	do	do	do	25th.
Cyrus McRaven	do	do	do	25th.
Curtis R. Felts	do	do	do	25th.
Samuel Griggs	do	do	do	25th.
Samuel A. Calkin	do	do	do	25th.
Ann C. Miller	do	do	do	25th.
Sorman S. Darling	Indiana	do	do	25th.
George Ahrens	Illinois	do	do	25th.
Ben M. Abbey	do	do	do	25th.
Pierre De Lain, Jr.	do	do	do	25th.
David C. Stuart	do	do	do	25th.
Zach V. Rawlinson	do	do	do	25th.
Reiner Caplinger	do	do	do	25th.
Wesley Priest	Ohio	do	Fulton	15th.
John F. Strode	Illinois	do	do	15th.
James H. Smart	England	do	do	15th.
Samuel L. Lehman	Illinois	do	Livingston	17th.
John Thorndyke	do	do	do	17th.
Clinton E. Dickerson	Ohio	do	Sangamon	21st.
Benjamin Hartfield	do	do	do	21st.
Joe F. Mathey	Illinois	do	do	21st.
Albert Russell	do	do	do	21st.
Samuel A. Carter	do	do	do	21st.
William R. Jenkins	do	do	do	21st.
John M. Bradley	do	do	do	21st.
William O. Holshouser	do	do	do	21st.
Jacob A. Welles	do	do	do	21st.
Walter M. Rawls	do	do	do	21st.
Alfred R. Winkler	do	do	do	21st.
Arthur Jims	do	do	do	21st.
Charles H. Harting	do	do	do	21st.
Samuel H. Templeton	do	do	do	21st.
Leb R. Boggess	Virginia	do	Hancock	14th.
George H. Hull	Illinois	do	do	14th.
Carion Vernon Weaver	do	do	do	14th.
Samuel F. Shriver	do	do	do	14th.
Walter M. Turns	Pennsylvania	do	do	14th.
Wm I. Rosendahl	Germany	do	do	14th.
Sam M. Kennedy	Virginia	do	do	14th.
Sam J. Brunett	Illinois	do	do	14th.
Wm H. Lambdin	Indiana	do	do	14th.
Wm E. Morrison	Illinois	do	do	14th.
Wm C. Long	do	do	do	14th.
Wm W. Powell	Indiana	do	do	14th.
Wm Schwarz	Germany	do	do	14th.
Wm Vanbickie	Illinois	do	do	14th.
Wm R. Starr	do	do	do	14th.
Wm W. Benson	Ohio	do	do	14th.
Wm P. John	do	do	do	14th.
Wm Wisler	Pennsylvania	do	do	14th.
Wm Engel	Germany	do	do	14th.
Wm Rheingans	do	do	do	14th.
Wm E. Nash	Illinois	do	do	14th.
Wm Judd	do	do	do	14th.
Wm L. Croy	Ohio	do	do	14th.
Wm Colde	Pennsylvania	do	do	14th.
Wm F. Drohisch	Illinois	do	do	14th.
Wm M. Hall	New York	do	do	14th.
Wm C. Deffenbaugh	Illinois	do	do	14th.
Wm Trimmer	Kansas	do	do	14th.
Wm H. Wilson	Illinois	do	do	14th.
Wm L. McGinnis	do	do	do	14th.
Wm C. Ott	do	do	do	14th.
Wm H. McCormick	do	do	do	14th.

Figure 6. A page listing rural route carriers and their compensation from 1905 Official Register

# The Post Office's Earliest Route Proposals, May 6, 1792

by Tom Clarke

Several years ago, *La Posta* published a two-article series entitled, "Post Office First Proposals: August 11, 1794" (July 2002) and "Post Office First Proposals, Part 2" (Sep 2002). They documented a nice find: a original copy of the August 11, 1794 edition of the *Gazette of the United States and Daily Evening Advertiser*, which featured the official listing (taking up most of the issue, three of four pages) of all proposed postal routes in the United States.

The postal route maps that accompanied the articles showed second-generation selections of the Abraham Bradley postal map release of 1804 (probably). Bradley was the Post Office's postal routes and scheduling authority for 28 years.

These two articles rendered a verbatim copy of the Proposals, giving *La Posta* readers a complete record of the birth of the Post Office as officials intended it to be. The *Gazette*, as one might guess, was published in the capital city of Philadelphia, the heart of the young nation. It was the government's official mouthpiece (from the point of view of the governing Federalist faction) to its citizens.

On that day in August, the 1794 issue was released, and the first fledgling copper, silver and gold coins had just been minted. The country was only five years old, but we had already grown to 15 states following the additions of Vermont in 1791 and Kentucky in 1792. Tennessee (the "Territory South of the Ohio"), state number 16, would come on board two years later.

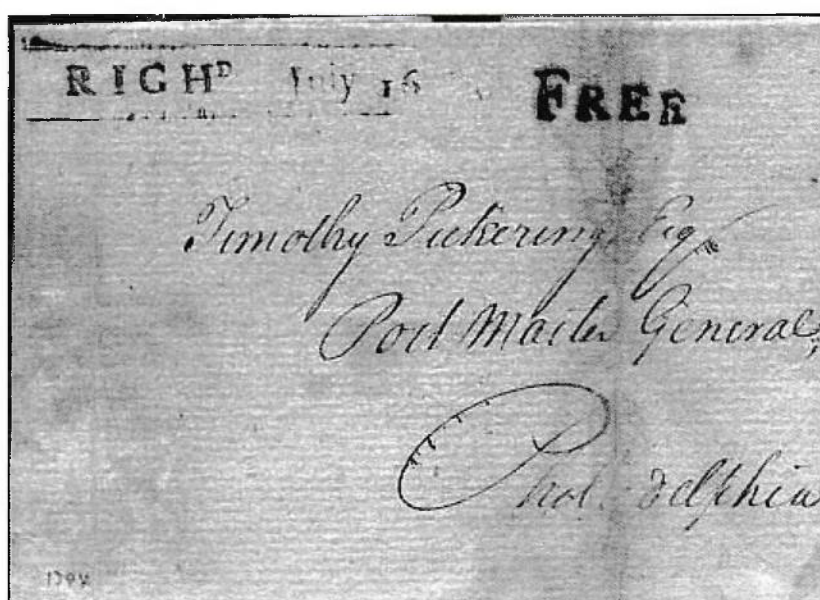
However, from a communications point of view, the dominant news development occurred on May 8, 1794. Congress for the second time in two years adopted an "Act to Establish the Post Office and Post Roads Within the United States."

The 1794 newspaper Route Proposals presented the GPO's best wisdom by defining 59 routes that would cover the mostly eastern, built up portions of our country, and also reach inland via Cross Posts. Later, in 1796,

Abraham Bradley was to publish the first official *Map of the United States Exhibiting the Post-Roads, the Situations, Connections, and Distances of the Post-Offices*. It showed the routes that had been successfully developed and maintained during those first two years.

A key question asked in the previous articles was whether copies of the 1796 map still existed and whether they could confirm how many of the proposed 1794 routes actually saw the light of day. Had a copy survived, each state's routes could be illustrated and thus lend valuable, *visual* evidence for the early America postal historians.

Serendipity struck shortly after the two articles appeared, when Robert J. Stets, former *La Posta* Assistant Editor, wrote that facsimile copies of Bradley's initial 1796 postal maps, as well as an expanded version dated 1804, did indeed exist and both were available for a healthy price from the Library of Congress. Bob graciously sold this writer his own 1796 and 1804 map sets. The 1796 issue will be used here to attempt to illustrate both the 1792 and 1794 proposed routes. Unfortunately, the map's legibility is far from perfect.



A Richmond VA straightline cancel FREE to Timothy Pickering, July 16, (1791-4). Such letters after May 1792 (or August 1794) might express interest in riding one of the 36 (or 59) postal routes publicly advertised.



## And Now, an Earlier Find

Ephemera and old newspaper dealers come across bound volumes of library reference papers that are sometimes discarded after they have been micro-filmed, or nowadays, transferred to CD or DVD. In the same fashion the 1794 proposal issue came to light, another even earlier “earliest proposal” has appeared. This one was printed pursuant to the 1792 “establishment” of the United States Post Office. As before, it is an edition of the *Gazette of the United States* (at this point not yet merged with the *Daily Evening Advertiser*).

A verbatim copy is offered here as before for the benefit of U. S. postal history aficionados and any others who thrive on old stuff. It is the Saturday, May 5, 1792 issue and features the important problems and concerns of the day as read by our Founding Mothers and Fathers. Some of these timely events were...

- a continuing series of articles extolling the glories of the New Republic, mentioning increased foreign trade (up to \$18 million);
- details of the about-to-get-bloody French Revolution, based on letters received from Paris, London, and Germany;
- a *Pittsburgh Gazette* account of Indian raids in the Pennsylvania frontier region;
- speeches across the center two pages given to Congress regarding last year's defeat of General St. Clair at the hands of the Miami Indians on the Ohio-Indiana border. (It remains the “bloodiest battle” loss to Indians, with three times the soldiers killed than were lost with Custer at the Little Big Horn some 90 years later.) (Soon President Washington will express his full confidence in St. Clair. Ah, politics.);
- an ever-present lottery ad, this one offering 5,334 tickets at a hefty \$3 apiece, with four grand prizes of \$1,675. The grand prize equaled about four years' wages for a common workman, equivalent to about \$150,000 today. Repair of the Episcopal Church is to be the lottery's aim;
- and finally, on the last page are the two route proposal communications, issued by the Post Office Department on March 24, and continued on March 30. In all, some 36 routes are proposed, with three or four route numbers listed as alternatives, left to the discretion of responding contractors.

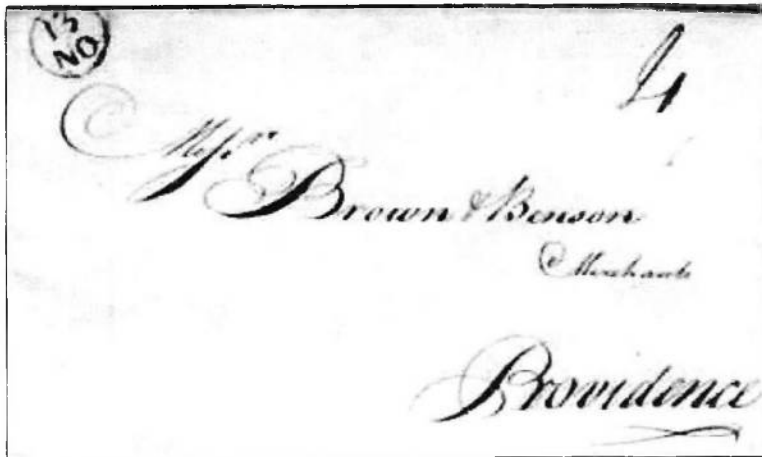
## Other Timely Events of 1792

To get a better feel for the times, here are some of the major events of 1792...

- April 2 - The Coinage Act is passed establishing the United States Mint.
- April 5 - President Washington, still in his first term of office, for the first time vetoes a bill. It attempted to apportion representatives as a result of the first census, 1790. A redesigned bill is signed in May.
- April 20 - French Revolutionary war begins in Europe, to last for 23 years.
- April 24 - First experimental use of the guillotine in France.
- May 5 - At the point of the *Gazette's* publication, Thomas Pickering, 5<sup>th</sup> Postmaster General (behind Franklin, Bache, Hazard, and Osgood), had been in office only nine months (August 1791-February 1795; later Secretary of War, and of State).
- May 11 - Captain Robert Gray “discovers” the Columbia River.
- May 17 - Beginning of New York Stock Exchange.
- June 1 - Kentucky is admitted as the 15th state.
- June 4 - Captain George Vancouver claims Puget Sound for Great Britain.
- August 10 - Louis XVI of France is arrested and jailed.
- September 21-22 - France abolish the monarchy and establishes the French Republic.
- October 12 - First celebration of Columbus Day in the USA held in New York.
- October 13 - The cornerstone of the Executive Mansion is laid in Washington DC.

## How Many “Establishments”?

The current event nearest to collector hearts is that which took place February 20, 1792, three months prior to the present *Gazette* issue. At that juncture, Congress was prompted to pass the Postal Service Act which *more or less* established the United States Post Office Department. The 1792 Act reworked existing American letter rates, but the Department itself will not become fully functional and effective until after it is reinforced by the May, 1794 Postal Law. This second “establishment” will put flesh on these 1792

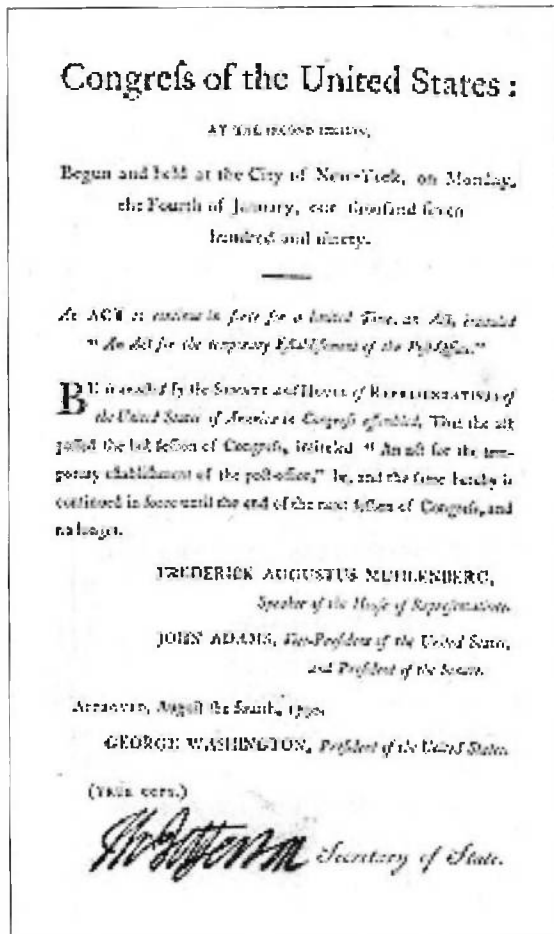


An Articles of Confederation 4 pennyweight rate, sent from Philadelphia to Providence RI, Nov 13, 1784

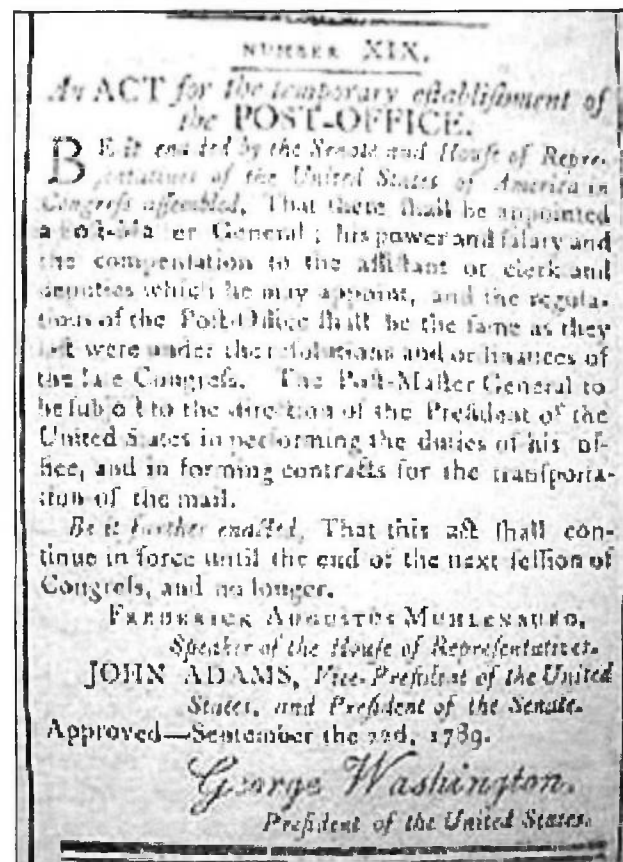
bones. As a result, differing scholars continue to quote one date or the other as the creation date for the Post Office Department.

Nonetheless, the 1792 law had some impact. For the first time, rates will be rendered in U. S. cents, as opposed to the complicated pennyweight rates that had existed for 17 years, since before the Revolution. The cent rates will take effect on June 1, 1792, three weeks after the *Gazette's* Proposals were released. Its appearance was possibly intended as an appetizer to that event.

Nothing in politics is certain, especially so in the toddler years following the birth of a new nation. In fact, the Post Office had been officially constituted previously, several different times. Franklin's 1775 Post Office was still basically in force through the Confederation period (1777+) and into the Federal period, beginning in 1789. (Interestingly, in 1780, the postal staff consisted only of the Confederation's Postmaster General, a Secretary-Comptroller, three route surveyors, one Inspector of Dead Letters, and 26 post riders!)



The National Postal Museum exhibits this 1790 copy of one of the several Congressional Acts for the "Temporary Establishment of the Post Office," signed by Secretary of State Thomas Jefferson.



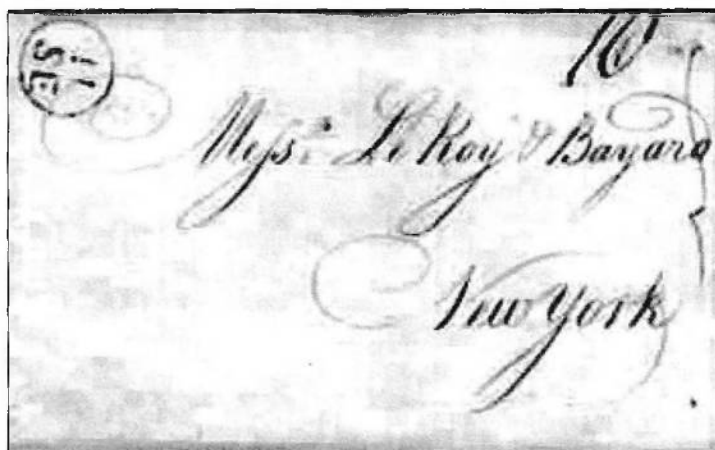
A newspaper publicity release announcing the 1<sup>st</sup> Congress' Sep 22, 1789 temporary establishment of the USPO; "... the Act shall continue in force until the end of the next session of Congress, and no longer".



Soon after the Federal Government began to function (March 1789), Congress fairly quickly adopted the Act of September 22, 1789, to temporarily "establish" the Post Office—more of a *continuing resolution* to maintain the practices adopted earlier by Franklin. This Act officially adopted the title Postmaster General, following which Washington appointed Samuel Osgood the first Federal Postmaster General. The system had grown to 75 post offices and 2,000 miles of post roads (really, dirt horse paths).

The next establishment occurred by way of the Act of August 4, 1790, when Secretary of State Thomas Jefferson signed the document for "Temporary Establishment of the Post Office."

The legislation continued the arrangements already in place, and seems superfluous since the 1789 Act was effective till the end of the second session of the 1st biennial Congress, 1789-90. Another temporary arrangement was adopted on March 3, 1791 at the beginning of the 2nd Congress. When the Postal Act of February 20, 1792 was adopted at the beginning of the 2<sup>nd</sup> Session of the 2<sup>nd</sup> Congress, it made further



A post-Act of 1792 10 cents rate, from Philadelphia to NYC, dated Sep 11, 1792, six months after the Act of 1792 recognized the new money denomination for postage.

enhancements to the Post Office Department, though contemporaries must have assumed it would still not be the final word.

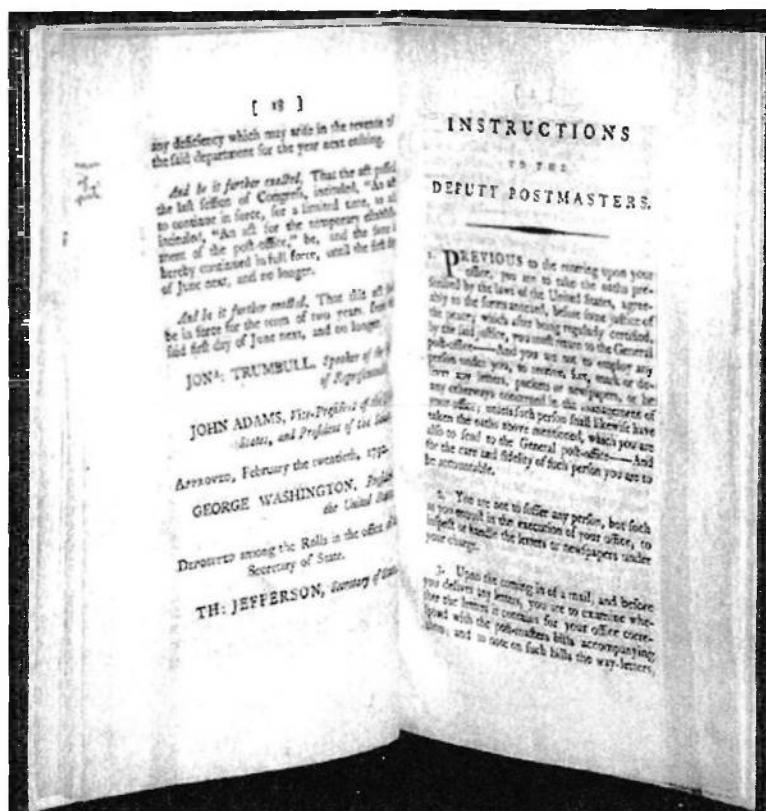
## Whose Control, and for Whom?

The Constitution (Art I, Sec. 8) specifically empowered the Congress to "establish post offices and post roads" [and, of course, spend the money to do so], but

it was not until the Act of 1794, at the beginning of the 3<sup>rd</sup> Congress, that its rights were confirmed; the *Legislative Branch*, and not the Executive Branch, which contained the Post Office Department, determine post routes. This seemingly subtle distinction between branches was nevertheless part of the grand philosophy that the three Branches be divided. It further demanded that they 'check and balance' each other, lest any one of the gain too much of a controlling power, yet still work together. Every era continues this fight.

It seems proper therefore to accept the 1794 Act as the true creation of the American postal system. It slightly increased postal rates to help defray mounting expenses, and it added strictures to tightly regulate the Post Office in order to...

- be self supporting;
- return any profit to the Treasury; and
- recapitulate that Congress, not the PMG, would establish post roads and offices.



This bound Postal Act of February 20, 1792 (National Postal Museum) attempted to define the American Post Office Department, but clearly, by May 1794, more work needed, and yet another "establishment" took place.

Still the 1792 Act was something of a milestone. Hotly argued in December 1791 as a fine point of Constitutional law, Congress steadfastly determined that it had the right to determine postal routes. Two months later they enacted it. But in doing so, they unleashed a century of political chicanery and bribery the length and breadth of the system, among hundreds of post offices, postmasters, and route agents. Of course, the Executive Branch will play its part too, since the President will soon receive the privilege of appointing large city postmasters, despite the 1883 Civil Service Act, created to end political favoritism and promote skillful job performance.

The other side of the *loosening the reins with respect to postal route and postmaster appointments* argument is that it allowed American citizens to justly goad their representatives to establish needed roadways that sliced into and throughout the growing nation. It worked well even so early in our history. In 1792 there were less than 6,000 miles of usable mail roads (paths) and only 195 post offices, but by 1800, by comparison the numbers had jumped to 21,000 miles and 903 offices respectively.

Democracy was indeed expanded. The 1794 Act thought to permit the carriage of newspapers, indeed our very *Gazette*, into the mails at very low rates. This exemplified the view that the better read the people, the better the leaders they would elect. By acceding to the cheap delivery of papers, the Post Office helped spread knowledge among citizens. In addition, the 1794 Act forbade post masters or other officials to open letters unless they were undeliverable! This helped to enforce privacy rights recently adopted with the Fourth Amendment (against unreasonable searches) in the fledgling republic. There was, after all, much skepticism about the trustworthiness of the new authorities.

## Those Post Roads

The 1792 and 1794 Proposals were a call for route contractors, semi-literate, uniformed horseback riders, who swore to ride the mail along a specific circuit from town to town and back again. They knew full well that there were fines of a dollar per hour for tardy arrivals (equal to about \$100 per hour today!). In populous regions, mostly in the North, where "stage-waggon" routes had long been established, their owners might vie for a contract, too.

Naturally, there was the primary Post Road, stitched together from Indian paths, that went back to Franklin's and Bradford's days when they were His Majesty's Postmasters. It stretched between Boston and Virginia and as far South as conditions permitted, eventually to Charleston. This "Main Road" or "Main Line" continued in use through the Revolution as fighting allowed, and into the chaotic Articles of Confederation years of 1777, and the years after peace had been won in 1783.

The first few Federal Congresses scrambled to provide the Bill of Rights and other fundamental structures for the new government. That government had almost no money to spend (remember that Martha Washington donated the family silverware to be melted into the first experimental coinage). We owed monumental debts to foreign allies, and the 13 founding states needed to be reimbursed their revolutionary expenses.

Postmaster General Samuel Osgood called upon Treasury Secretary Hamilton to promote the post office and the necessary costs of expanding into the back country using "cross posts", offshoots from the primary north-south Post Road. But Congress would require strict accounting calling for only the thriftiest improvements for now in the new republic.

The next PMG, Timothy Pickering, was responsible for both this earlier Proposal of 1792, as well as the more formidable one of 1794. He built upon Osgood's dogged attempts to invigorate the Post Office. He too hoped to persuade Congress to find the money to fund the necessary road improvements so as to distribute the mails more efficiently and encourage up to date business dealings into the back country.



*Timothy Pickering was the PMG during the two establishments of the Post Office Department, of 1792 and 1794.*



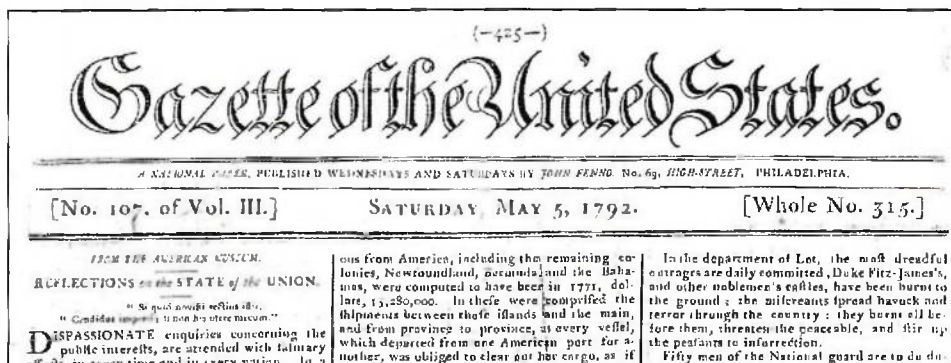
Unlike the expanded 1794 Proposal of 59 routes, listed north to south like the ZIP code numeric system today, this earlier 1792 version Proposal curiously begins with the South and concludes in New England.

It is possible that Pickering, in 1792, only six months in office, chose a conservative course by seeking to establish a spare 36 routes. Surely this was because the country was basically broke. Then buoyed by the strengthened 1794 Postal Act, and by two more years of experience under his belt, and by two years of American economic growth (as in the panegyric to increased American exports on the front page of the 1792 issue), the 1794 request would be for 59 routes!

No doubt Congress was very willing to back him now, full of continued desire, hope, and dreams that the infant America will grow into a glorious and prosperous state. The 1796 postal map by Abraham Bradley certainly reflects the great sense of pride and place and patriotic fervor. (The population in 1794 was about four million and increased another million by 1800.)

Compared to the 1794 version, the 1792 document is brief but fills a needed place in early American postal history research. Used along side the 1796 map, we can see the jack rabbit beginning of a magnificent postal system, now the largest and certainly most complex in the world.

### The 1792 Earliest Route Proposal



#### GENERAL POST-OFFICE,

PHILADELPHIA, MARCH 24,  
1792.

Proposals for carrying the Mails of the United States, on the following post roads in South Carolina and Georgia, will be received at the Post-Office in Charleston, until the first day of June next.

#### In SOUTH CAROLINA.

1. From Statesburg to Charleston, once a week-The mail to leave Statesburg every Monday morning at nine o'clock, or otherwise, in half an hour after the arrival of the northern mail; and arrive in Charleston the next day at four o'clock in the afternoon. Returning, to leave Charleston every Friday at three o'clock in the afternoon, and arrive at Statesburg the next Saturday, at nine o'clock in the morning.

2. From Charleston to George-town, once in two weeks-The mail to leave Charleston every other Tuesday, at five o'clock in the afternoon (or otherwise in one hour after the arrival of the mail from Statesburg and arrive at George-town the next day at seven in the afternoon. Returning, to leave George-town the next morning at four o'clock in the afternoon, and arrive at Charleston the following day (Friday) at eight in the morning.

3. From Charleston to Savannah, once in two weeks-The mail to leave Charleston every other Friday, at nine o'clock in the morning and arrive at Savannah the next Sunday, at ten o'clock in the forenoon. Returning, to leave Savannah the same day, at two o'clock in the afternoon, and arrive at Charleston the next Tuesday at four in the afternoon.

#### In GEORGIA.

4. From Augusta to Washington (in Wilkes County) thence round by Greenborough, the Great Falls of Ogechee and George-town to Augusta-once in two weeks. The mail to leave Augusta every other Thursday, at four o'clock in the morning, arrive at Washington the same day, and complete the circuit on the third day, getting back to Augusta by six o'clock in the evening of Saturday.

5. From Savannah to Newport Bridge and Sunbury, once in two weeks. The mail to leave Savannah every other Friday at one o'clock in the afternoon (or in one hour after the arrival of the northern mail) and arrive at Sunbury on the next day at noon. Returning, to leave Sunbury the next Monday at four o'clock in the morning, and arrive at

Savannah the same day, at six in the afternoon.

### GENERAL POST-OFFICE,

**PHILADELPHIA, MARCH 30,  
1792.**

Proposals will be received at this Office until the first day of June next, for carrying the Mails of the United States on the following post roads:

#### **In NORTH CAROLINA, once in two weeks.**

1. From Halifax by Warrington, Hillsborough, and Salem to Salisbury. The mail to leave Halifax every other Thursday at four o'clock in the morning, deliver the mails at all the post-offices from thence to Salisbury at such times as shall be found most beneficial to the public; and return with the mails from all those post-offices, so as to arrive at Halifax at six o'clock in the evening of the Tuesday next preceding the Thursday when it is again to leave Halifax.

2. From Halifax, by Bluntville, Williamston and Daileys, to Plymouth. The mail to leave Halifax every other Thursday at four o'clock in the morning, and arrive at Plymouth the next morning at eight o'clock; leave Plymouth the same day, and arrive at Halifax the day after, at six in the evening.

3. From Edenton by Hertford, Nixonton, Sawyer's Ferry, in Camden County, to Indiantown, in Currituck County. The mail to leave Edenton every other Saturday at four o'clock in the morning, arrive at Indian-town that night, and return to Edenton the next morning at six in the evening.

#### **In VIRGINIA.**

4. From Fredericksburg to Port-Royal, Rappahannock, Urbanna, thence across the Rappahannock to Northumberland Court-House, to Kinsdale on Yeocomico, Westmoreland Court-House, and Leedstown, to Fredericksburg, once a week. The mail to leave Fredericksburg every Friday at five o'clock in the morning, and making the

tour above described, return to Fredericksburg on the next Thursday at noon.

5. From Alexandria to Winchester, once a week. The mail to leave Alexandria every Thursday at noon, and arrive at Winchester the next Saturday, at five o'clock in the afternoon; and returning, to leave Winchester every Monday, at ten o'clock in the forenoon, and reach Alexandria the next Wednesday, by five in the afternoon.

6. From Winchester to Staunton, once a week. The mail to leave Winchester every Monday at eleven o'clock in the forenoon, and arrive at Staunton the next Wednesday by five in the afternoon; and returning, to leave Staunton every Thursday, at eleven o'clock in the forenoon, and arrive at Winchester the next Saturday, by five in the afternoon.

#### **In VIRGINIA, the TERRITORY SOUTH of the OHIO and KEN- TUCKY.**

7. From Staunton by Lexington, Tincastle, Montgomery Court House, Wythe Court House, and Abingdon, to Hawkins Court House, in the Territory South of the Ohio River, once in two weeks. The mail to leave Staunton every other Thursday, at ten o'clock in the forenoon, and arrive at Hawkins Court House the next Wednesday at five o'clock in the afternoon; and returning, to leave Hawkins Court House the next morning at five o'clock, and arrive at Staunton the week following, on Wednesday by noon.

8. From Hawkins Court House to Danville in Kentucky, once in two weeks. The mail to leave Hawkins Court House every other Thursday at six in the morning, and arrive at Danville the next Tuesday at five o'clock in the afternoon; and returning, to leave Danville the Friday following at six o'clock in the morning, and arrive at Hawkins Court House the next Wednesday, by noon.

NOTE As the condition between Hawkins Court House and Danville may render the regular carriage of the

mail impracticable, the person who shall offer to contract, will state in their proposals the times and manner in which they think the carriage of that mail most eligible and practicable, so that it be not oftener than once in two weeks (going and returning) or once in four weeks; they will distinctly state the terms on which they will carry it for one period and for the other.

#### **In the State of DELAWARE and VIRGINIA.**

9. From Wilmington by Newcastle, Cantwell's Bridge and Duck-Creek to Dover, once a week. The mail to leave Wilmington at three o'clock in the afternoon, and arrive at Dover on Tuesday by five in the afternoon returning, to leave Dover on Wednesday by five o'clock in the morning, and arrive at Wilmington by six in the evening, or by nine o'clock on Thursday morning.

—From Dover to the Eastern Shore of Virginia and Norfolk, once in two weeks. The mail to leave Dover every other Wednesday, at five o'clock in the morning, pass Dagsborough, Snow-Hill, and Accomac Court House, and arrive at Northampton Court House the following Saturday by five o'clock in the afternoon, proceed across the ferry to Norfolk the next day, and return to Northampton Court House the following Tuesday, by five o'clock in the afternoon; leave Northampton Court House on Wednesday at five o'clock in the morning, and arrive at Dover the next Saturday by five in the evening.

The persons offering proposals for carrying this mail, will be pleased to state the terms on which they will carry it once in every week.

#### **In MARYLAND.**

10. From Easton (on the Eastern Shore) to Vienna, and thence by Salisbury, to Snow-Hill, once a week. The mail to leave Easton on Wednesday, at eleven o'clock in the forenoon, and arrive the next day at Snow Hill by two in the afternoon. Returning, to leave Snow Hill on Friday morning at six, and arrive at Easton on Saturday by noon.



11. From Annapolis to Upper Marlborough, Piscatawa, Port Tobacco, Allen's Fresh, Newport Chapico, and Leonard-town, once a week. The mail to leave Annapolis on Tuesday, at six in the morning, reach Piscatawa that evening, and arrive at Leonard-town on Wednesday evening or by nine o'clock on Thursday morning. Returning, to leave Leonard-town on Thursday, at three in the afternoon, and arrive at Annapolis on Saturday, at five in the afternoon.

12. From Baltimore to Frederick-town and Sharpsburg, to Hagerstown, and thence to Chambersburg, once a week. The mail to leave Baltimore on Saturday, at three o'clock in the afternoon, and arrive at Chambersburg the next Monday by seven in the evening, or on Tuesday by seven in the morning. Returning, to leave Chambersburg on Wednesday morning at five o'clock, and arrive at Baltimore on Friday by four in the afternoon.

#### **In the States of PENNSYLVANIA, NEW-JERSEY and NEW-YORK.**

13. From Philadelphia to Bethlehem, once a week. The mail to leave Philadelphia on Thursday by six o'clock in the morning, and arrive at Bethlehem on Friday by nine in the morning. Returning, to leave Bethlehem on Monday by six in the morning, and arrive in Philadelphia by nine on Tuesday morning.

14. From Bethlehem to Reading, once a week. The mail to leave Bethlehem on Friday at ten o'clock in the forenoon, and arrive at Reading by eight on Saturday-morning. Returning, to leave Reading at nine o'clock the same morning, and arrive in Bethlehem by seven in the evening.

15. From Reading to Harrisburg, to Carlisle, once a week. The mail to leave Reading on Friday morning by six o'clock, arrive at Carlisle the next day by seven in the evening. Returning, to leave Carlisle on Monday morning at six o'clock, and arrive at Harrisburg by noon; leave Harrisburg the next Wednesday by six o'clock in the

morning, and arrive at Reading by six on Thursday evening.

16. From Bethlehem by Easton and Sussex Court House, to Goshen, once a week. The mail to leave Bethlehem every Friday at ten o'clock in the forenoon, and arrive at Goshen by nine o'clock the next Monday morning. Returning, to leave Goshen the following Wednesday at six o'clock in the morning, and arrive at Bethlehem by nine o'clock the next Friday morning.

17. From Goshen by Ward's Bridge and Kingston to Rhinebeck, once a week. The mail to leave Goshen on Wednesday morning, at six o'clock, and arrive at Rhinebeck on Thursday forenoon by eleven. Returning, leave Rhinebeck the same day at noon, and arrive at Goshen on Friday evening by six.

18. From Elizabeth-town or Newark to Morris-town and Sussex Court House, once a week. The mail to leave Elizabeth-town or Newark on Wednesday at noon, at arrive at Sussex Court House on Thursday by two o'clock in the afternoon. Returning, leave Sussex Court House on the same day at three in the afternoon, and arrive at Elizabeth-town or Newark on Friday, by six in the evening.

19. From Woodbridge to Amboy, on Tuesday, Thursday, and Saturday, or every day in the week, Sunday excepted. The persons disposed to contract for the carriage of this mail, to state the different terms on which they will thus carry it, three or six time a [week]. The hours of arrival and departure to correspond with the arrivals of the mail from Philadelphia at Woodbridge.

20. From Philadelphia, by Salem to Bridgetown, once a week.—The mail to leave Philadelphia every Thursday at three o'clock in the afternoon, and arrive at Bridgetown on Saturday by seven in the morning. Returning, to leave Bridgetown on Monday by four in the afternoon, and arrive at Philadelphia on Wednesday by eight in the morning.

#### **In the States of NEW-YORK and VERMONT.**

21. From Albany by Schenectady to Connajoharrie, once a week. The mail to leave Albany every Thursday at six o'clock in the morning, and arrive at Connajoharrie on Friday by ten in the forenoon; leave Connajoharrie the same day at one in the afternoon, and return to Albany the next day by five in the afternoon.

22. From Albany (by Troy and Lansingburg) to Bennington, Manchester and Rutland, once a week. The mail to leave Albany every Thursday at six o'clock in the morning, and arrive at Bennington the same day at four in the afternoon; to leave Bennington on Saturday at six in the morning, and proceed to Manchester and Rutland; get back to Bennington the next Tuesday, and arrive at Albany by Wednesday noon.

23. From Rutland to Burlington on Lake Champlain, once in two weeks. The mail to leave Rutland on every other Monday at six o'clock in the morning, and arrive at Burlington on Tuesday at noon; leave Burlington on Wednesday at six in the morning, and arrive at Rutland the next day at noon.

#### **On CONNECTICUT RIVER.**

24. From Springfield in Massachusetts, by Northampton to Brattleborough in Vermont, once a week. The mail to leave Springfield every Monday at one o'clock in the afternoon; leave Brattleborough the next day at five in the afternoon; leave Brattleborough the next Saturday at noon, and arrive at Springfield the next Monday by nine in the Morning.

25. From Brattleborough, by Charleston and Windsor, to Hanover in New-Hampshire, once a week. The mail to leave Brattleborough every Wednesday at five o'clock in the morning, and reach Windsor by five in the afternoon; leave it on Thursday at one o'clock in the afternoon, and reach Hanover at five; leave Hanover at five o'clock on Friday morning, and arrive at

Brattleborough by eleven o'clock on Saturday morning.

27. From New-York to Hartford in the state of Connecticut, through White Plains, North-Castle, Salem, Poundridge, Ridgefield, Danbury, Newtown, New-Milford, Litchfield, Harrington and Farmington, once a week. The mail to leave New-York on Thursday at four o'clock in the afternoon, and arrive at Hartford by eight o'clock in the morning of the next Monday. Returning, to leave Hartford the same Monday at ten o'clock in the forenoon, and arrive at New-York by eight o'clock in the morning of the next Thursday.

\*\*\* As it is supposed that the passing of the mail through some other towns, or part of this upper route, from New-York to Hartford, may be more extensively useful, the persons inclined to contract for the carriage of it, will be pleased to make two distinct proposals; one for the route above described, the other with such deviations as they think will be most useful to the inhabitants; but in both cases to pass through Danbury and Litchfield.

#### **In MASSACHUSETTS and RHODE-ISLAND.**

28. From Salem to Gloucester, twice a week. The mail to leave Gloucester every Monday and Thursday morning at six o'clock, and arrive at Salem by nine. Returning, to leave Salem every Wednesday and Saturday by two in the afternoon, and arrive at Gloucester the same day by five.

If a stage-waggon runs oftener, or on any other days, between Salem and Gloucester, any persons disposed to contract for the carriage of the mail, may conform their proposals in the usual days and hours of the departure and arrival of the stage-waggon.

29. From Salem to Marblehead. Persons inclined to contract to carry the mail, are desired to make three different proposals; stating the terms on which they will carry it twice a week, three times a week, and also every day in the week, Sunday excepted; the

times of departure and arrival to correspond with the times of the arrival and departure of the stage-waggons usually passing between Boston and Salem.

30. From Salem to Boston, every day in the week, Sunday excepted; the hours of departure and arrival to conform to the usual hours of the departure and arrival of the stage-waggon daily passing between those two places.

31. From Boston, to Plymouth, to Barnstable, once a week. The mail to leave Boston on Thursday by seven o'clock in the morning, and arrive at Barnstable by five o'clock in the afternoon on Friday. Returning, to leave Barnstable on Monday by seven o'clock in the morning, and arrive at Boston on Tuesday by five in the afternoon.

32. From Boston to Taunton, once a week. The mail to leave Boston on Thursday by six o'clock in the morning, and arrive at Taunton by two o'clock in the afternoon. Returning, to leave Taunton on Tuesday by six o'clock in the morning, and arrive at Boston by four in the afternoon.

33. From Taunton, through Warren and Bristol, to Newport, once a week. The mail to leave Taunton on Thursday by three o'clock in the morning, and arrive at Newport on Friday by noon. Returning, to leave Newport on Monday by eight o'clock in the morning, and arrive at Taunton by five in the afternoon.

34. From Taunton to New-Bedford, once a week. The mail to leave Taunton on Thursday at three o'clock in the morning, and arrive at New-Bedford on Friday by noon. Returning, to leave New-Bedford on Monday by nine o'clock in the morning, and arrive at Taunton by five in the afternoon.

35. Persons offering proposals for carrying the three last mails (No. 32, 33, 34) will be pleased to state the terms on which they will carry the mail from Boston through Taunton to Newport,

and the mail from Boston through Taunton to New-Bedford, and back to Boston at the time above-mentioned.

36. From Providence to Worcester, once a week. The mail to leave Providence on Wednesday by six o'clock in the morning, and arrive at Worcester by six in the evening. Returning, to leave Worcester on Monday by six o'clock in the morning, and arrive at Providence by six in the evening.

#### **In NEW-HAMPSHIRE.**

37. From Portsmouth by Exeter to Concord, once a week. The mail to leave Portsmouth every Monday at six o'clock, arrive at Exeter by nine; proceed to Concord, and return to Portsmouth by five o'clock the next Wednesday afternoon.

\*\*\* The persons offering to contract for this road, are desired also to state the terms on which they will carry the mail from Exeter to Concord and back, once a week; leaving Exeter every Monday at ten o'clock in the morning, reaching Concord the next day by noon, and returning to Exeter on Wednesday by two in the afternoon.

38. From Concord (by Plymouth and Oxford) to Hanover, once in two weeks. The mail to leave Concord every other Wednesday by six o'clock in the morning, and arrive at Hanover the next day by five in the afternoon; to leave Hanover on Friday at six o'clock in the morning, and returning by the new road, arrive at Concord on Saturday by five in the afternoon.

39. For carrying the mail from Concord to Hanover, by the route above described, once in every week.

40. For carrying the same mail (from Concord to Hanover by the new road, both going and returning, once in every week, and once in two weeks.

The terms for carrying the mail between Concord and Hanover, in four different ways here mentioned, to be distinctly stated.



As some of these mails may be conveniently carried in stage-waggon, persons inclined to contract will be pleased to state the terms on which they will so carry any of them, as well as the terms on which they will carry them on horseback.

NOTE 1. If hereafter it should appear that any other times for the arrival and

departure of the mails would be more convenient and useful than those above proposed, alterations may accordingly be made.

2. For every hour's delay in arriving after the times prescribed in any contract, the contractor to forfeit one dollar; and for the non-performance of a

trip, double the sum which the value on one trip shall bear to the value of the whole number of trips to be performed.

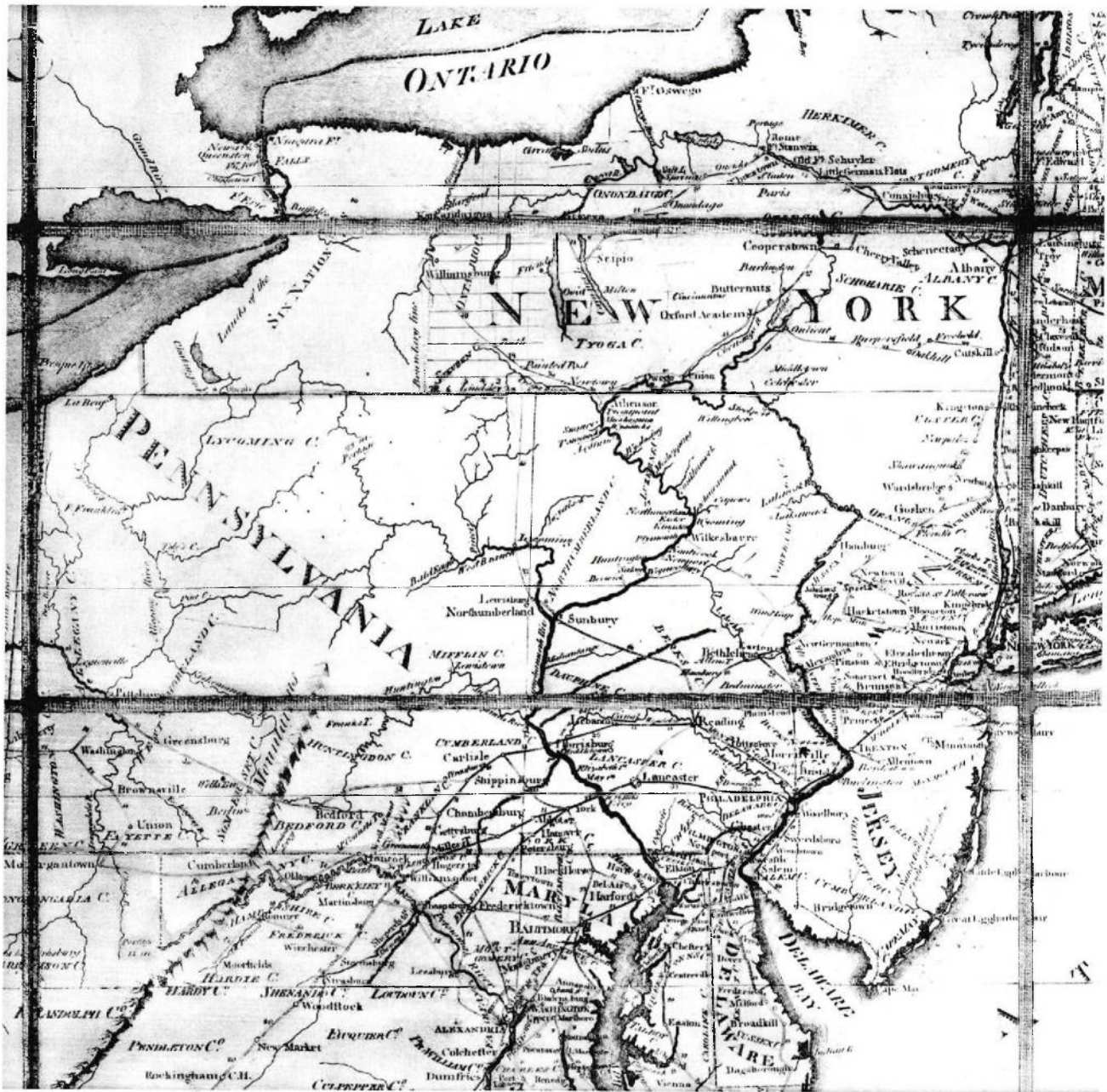
3. The contracts to continue in force until the first day of June, 1794.

**TIMOTHY PICKERING,**  
Postmaster-General.

## Bradley's 1796 Postal Route Map







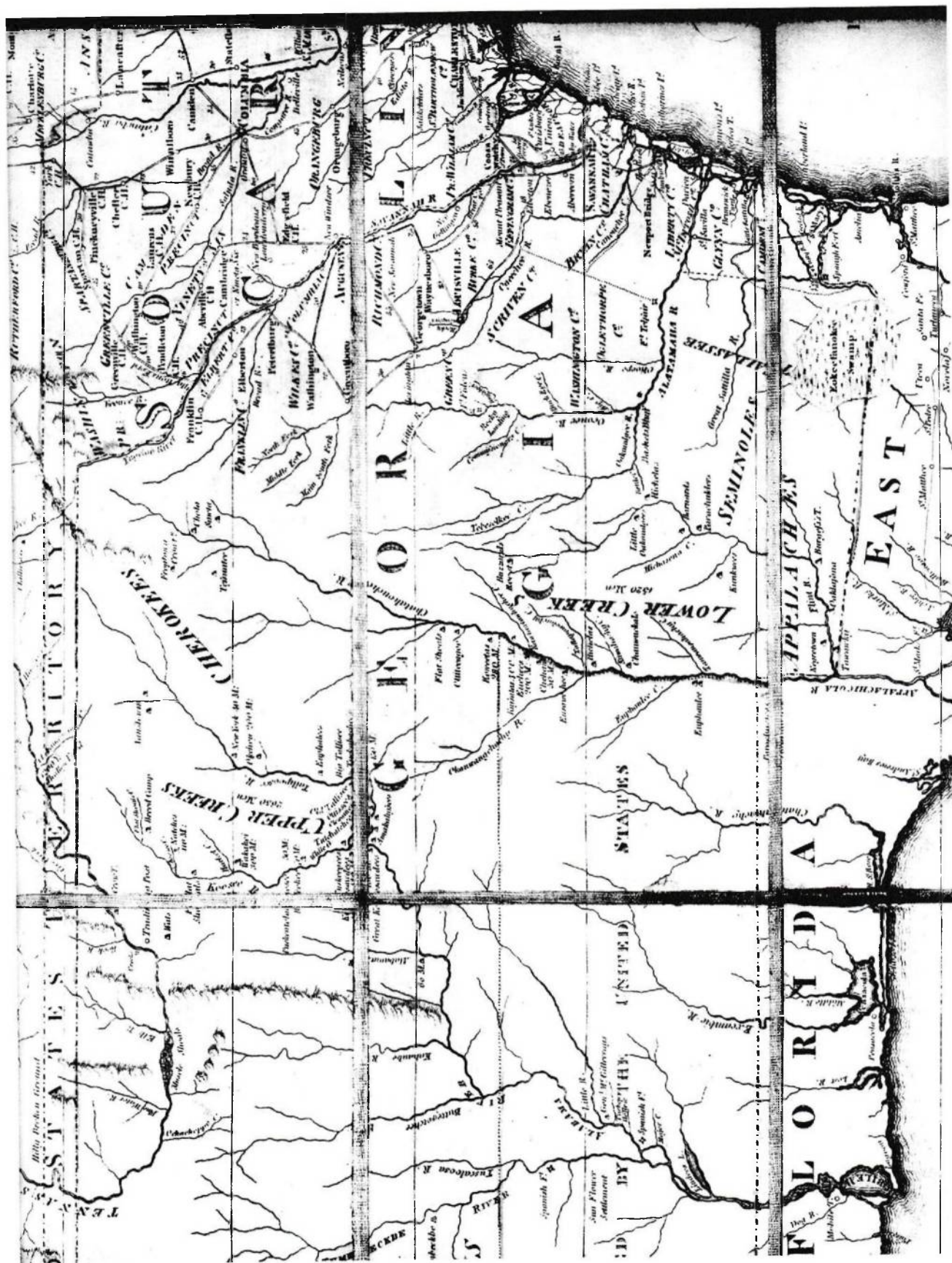




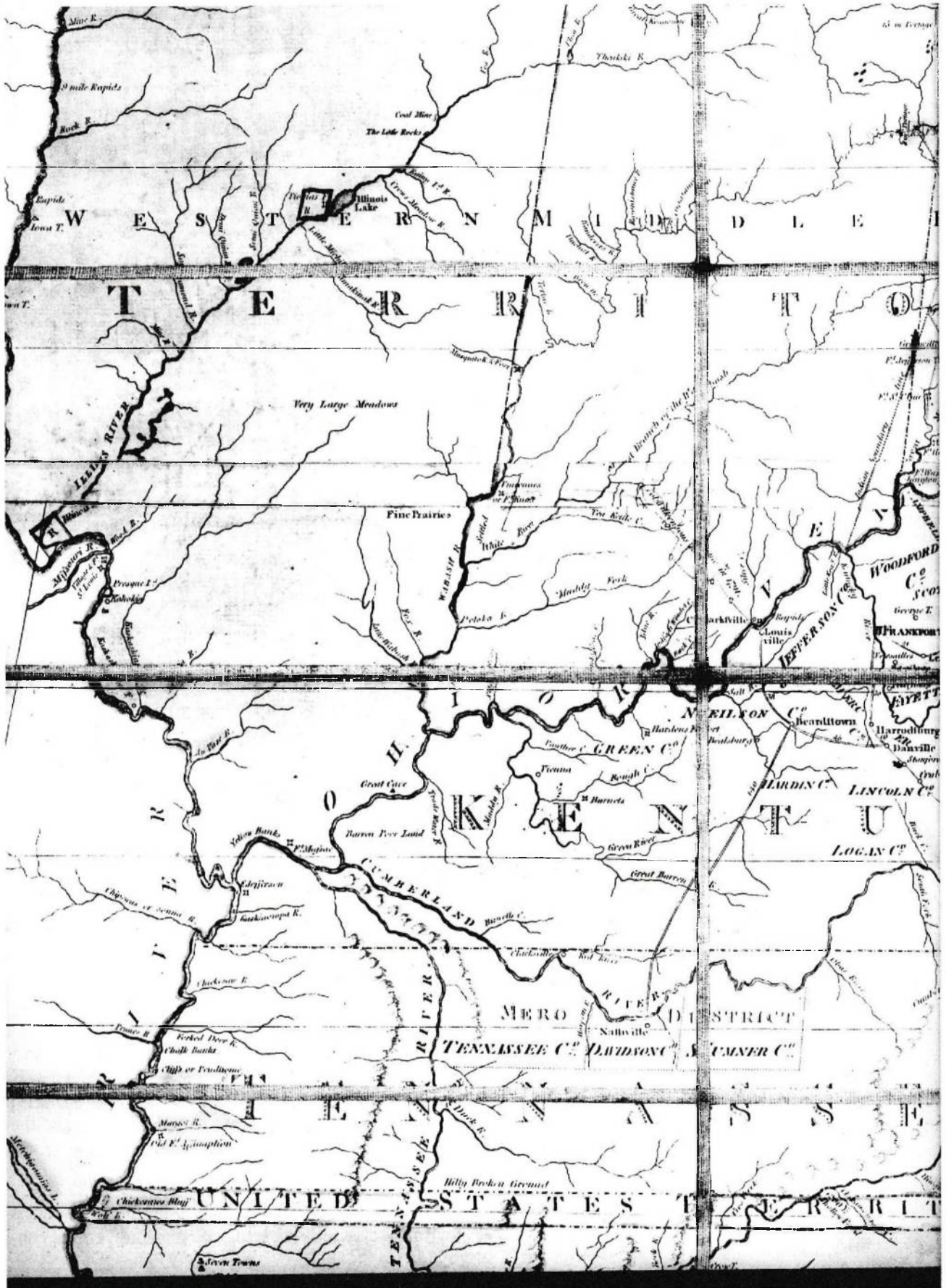






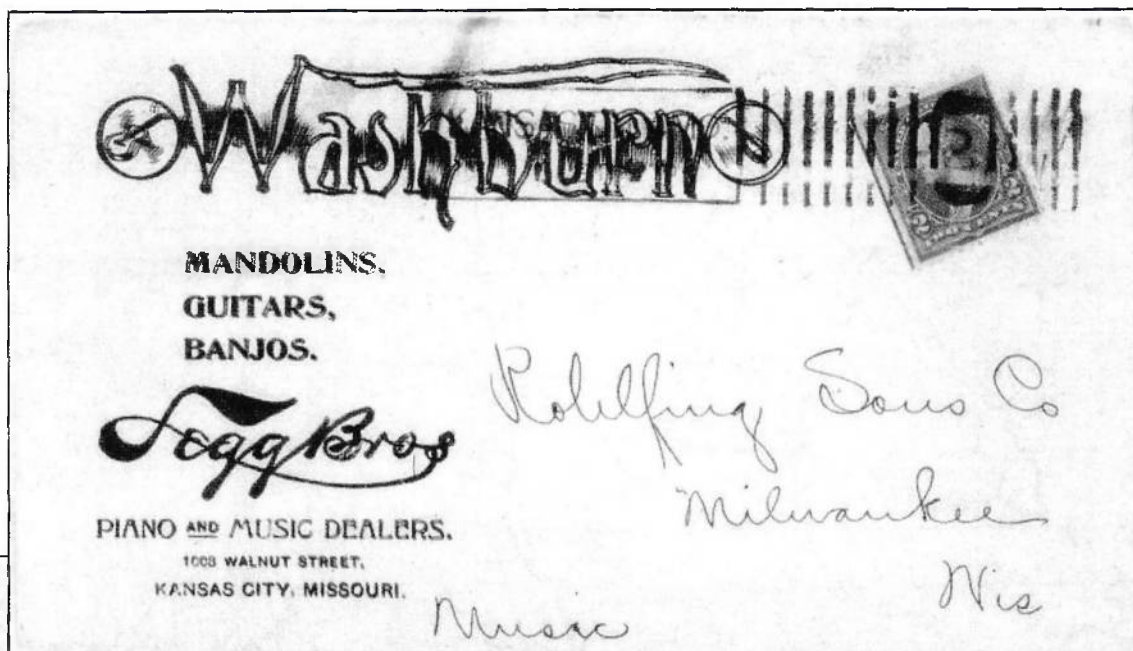








# Barr Fyke Machine Cancel Era: 1895-1905



Soprano Solo,  
Helen G.  
1896.

Sung by MR. FRANK WALCOTT, (Down in Dixey Co.)

Professional Copies furnished  
Orchestra in G.

## IN THE SHADOW OF THE PINES.

Words by HAYES LUMMIS

Price - 50 Cents.

Music by G. O. LANG.

We wandered in the shadow of the pines, my love and I. As the wind was blowing fresh - ly from the sea. But a sudden stillness stole over us, and a stiller light shone between my love and I. Some happy words were spoken and in a moment we were singing songs of love and life. You took the ring I gave you, and with a glance at me, As you held the ring in your hand, And then you turned and said it to the waters of the sea. Where the waves are splashing, dry on the sand, You went your way, and the tears I could not hide. You were away and not a word was said, But my stubborn heart was breaking underneath its mask of pride. And the pine trees sobbed in pain over my head.

Refrain - Come back to me sweetheart and love me as before. Come back to me sweetheart and leave me no more. In life's dull path say, the one no longer alien. Come love so I may live in the shadow of the pines.

### REFRAIN

Come back to me, sweet heart, and love me as before. Come back to me, sweet heart, and leave me no more. Back - back to me, sweet heart, and leave me no more.

Copyright 1896 - by LEGG BROS. KANSAS CITY, MO.

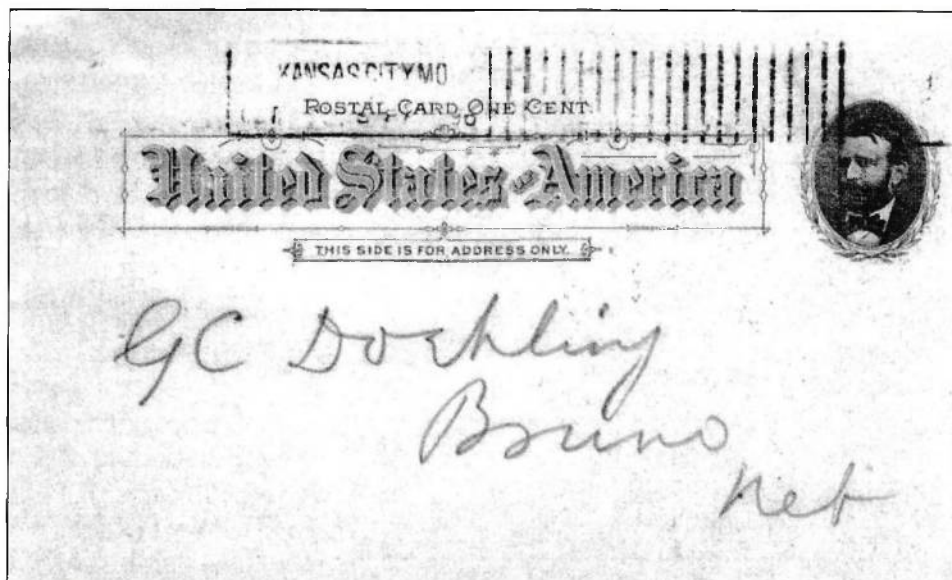
Figure 1 Barr-Fyke experimental machine cancel on Kansas City, Missouri, music dealer's ad cover.

## By Marshall C. Lipton

Barr Fyke was one of the least known and most short-lived early postage cancelling machines. Nonetheless it is intriguing history, and these cancellations received recognition in Reg Morris and Robert J. Payne's *The Machine Cancel Society Specialized Study No. 3, Volume 3, 1990*.

The Barr Fyke machine cancel was conceived by John Barr, a railroad mail clerk from Kansas City, Missouri in 1895. It was most likely manufactured to fill the void created when the International Flier machine canceler was withdrawn from service. In 1896, Barr entered into a partnership with lawyer Charles Fyke and subsequently formed the Barr Fyke Machine Co. corporation. Both Barr and Fyke painstakingly labored on the development of the machine which required six patents and 13 experimental machines to refine its operations so as to obtain the U.S. Post Office's approval. This article shows samples of some of the domestic cancels and postal history relating to the period.

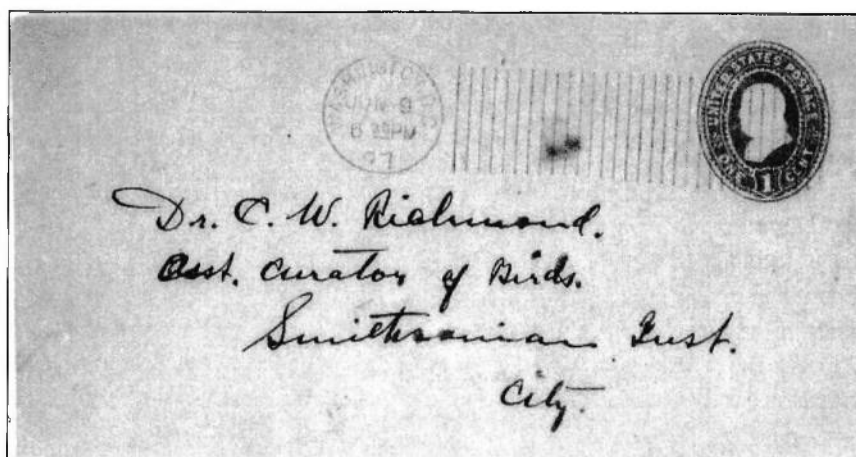
Two of the early 1896 Kansas experimental cancels with the distinctive rectangular dial and vertical canceler are shown in figures 1 & 2. The former is an attractive advertising cover with a Barr Fyke type X-



**Figure 2** Barr-Fyke experimental type X-4 on postal card to Bruno, Nebraska.

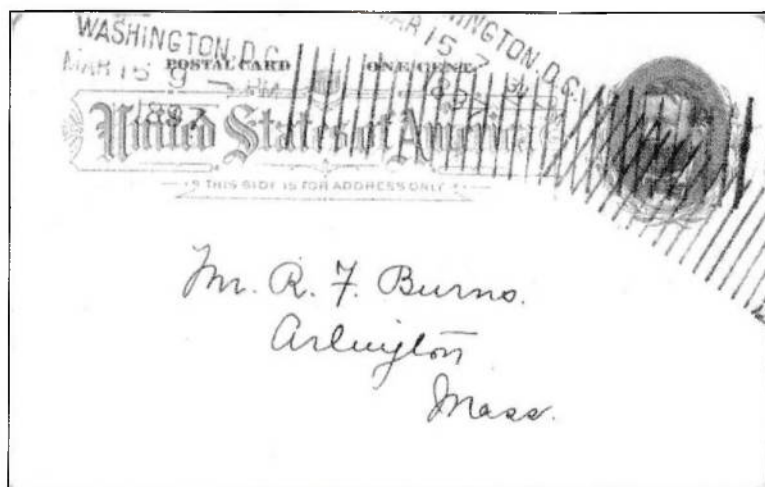
3b. The latter is X-4 on a postal card to Bruno, Nebraska with a series of grain price quotations on the back.

The X-10 in figure 3 with a more traditional dial, is a 1897 local unsealed usage to Dr. C.W. Richmond (1869-1932), the Assistant Curator of Birds at the Smithsonian Institution who undertook the lifelong and mammoth task of publishing a 70,000 card index—"The Richmond Index to the Genera and Species of Birds."



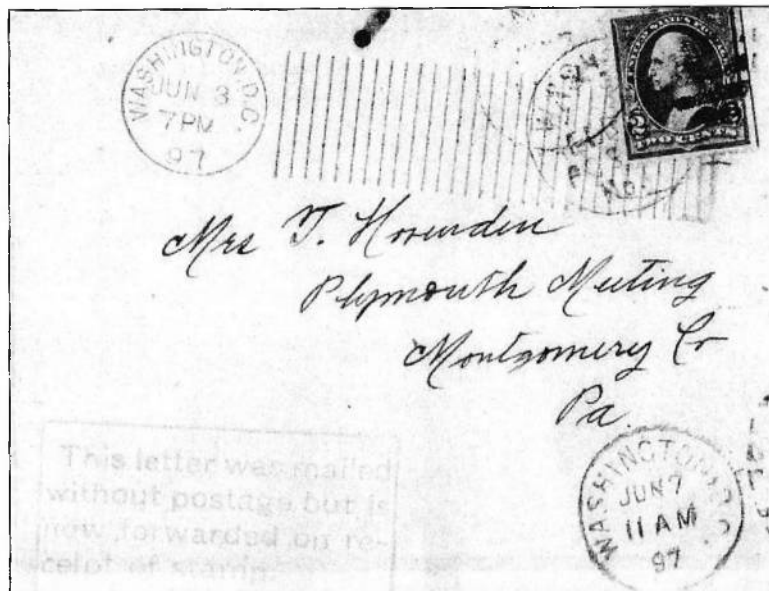
**Figure 3** with a more traditional dial, is a 1897 local unsealed usage to Dr. C.W. Richmond (1869-1932), the Assistant Curator of Birds at the Smithsonian Institution.

Figure 4 illustrates a postal card cancelled twice with an X-7b dated March 15, 1897 at 7:30 PM and again at 9 PM suggesting that the first crosswise cancel was unacceptable. In this instance most likely the post office did not operate the machine again until 9 PM which accounts for the latter cancel. An experimental X-10 cover with a crooked cancel and a rarely seen auxiliary postage due marking is shown in



**Figure 4** A postal card cancelled twice in Washington, D.C. with an X-7b dated March 15, 1897 at 7:30 PM and again at 9 PM



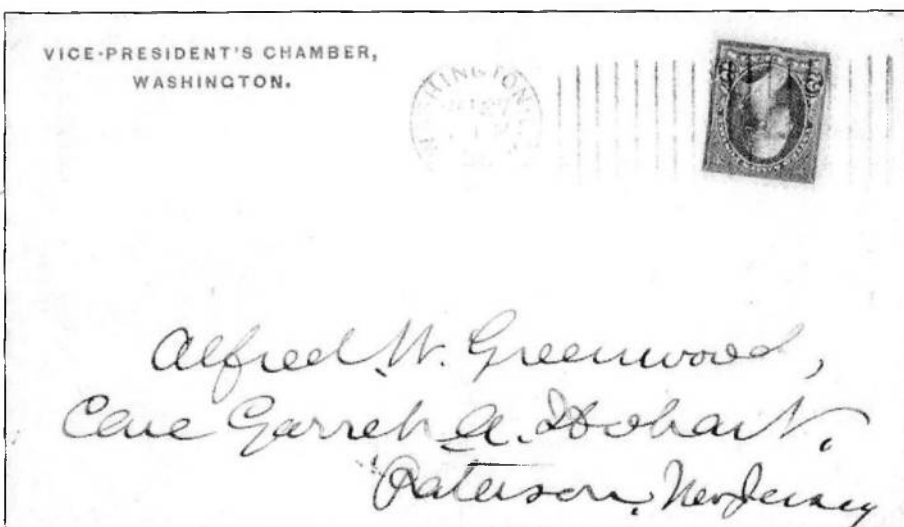


**Figure 5** An experimental 1897 Washington, D.C., X-10 cover with a crooked cancel and a auxiliary postage due marking.

who served under McKinley (1896-1899). The same cancel is seen on the Spanish American war patriotic cover from Washington, D.C. in figure 7.

figure 5. These are but two examples of the numerous cancelling flaws portending the future demise of the machine.

After ironing out some of these problems on September 16, 1897 the Post Office Department entered into a lease agreement with Barr Fyke Company and in Washington, D.C. on January 22, 1898 the cancelling machine officially began operation. Figure 6 is an example of a Barr Fyke A2-102a from the Washington office of Garret A. Hobart, Vice President of the United States



**Figure 6** Barr Fyke A2-102a from the Washington office of Garret A. Hobart, Vice President of the United States.



**Figure 7** Washington, D.C., Type A2 on an attractive Spanish-American War patriotic cover dating from July 1898.

An A2-102b cancel is illustrated in *figure 8* to Chauncey Depew, formerly the chairman of the board of Vanderbilt railways system, Presidential candidate in 1888 and Senator for New York 1899-1911.

During this period there were numerous cancels from various governmental departments and agencies. One of these is illustrated in *figure 9*, a C4-121 notice of copyright from the Library of Congress on a 1902 postal card to the publisher, Geo W. Jacobs Co for "Our Life After Death" by Arthur Chambers. *Figure 10* is a Washington, D.C. penalty cover with C4-121 in which the sender improperly crossed out the penalty clause and used it for private correspondence.

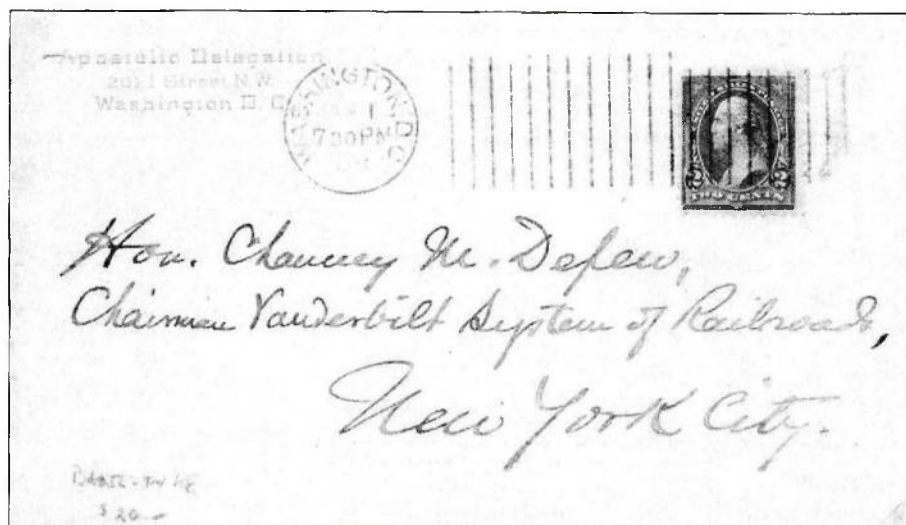


Figure 8

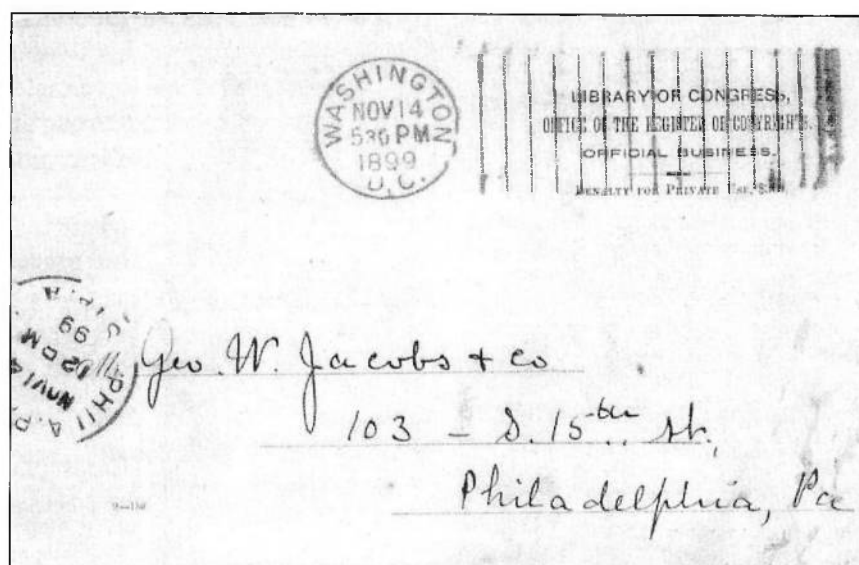


Figure 9

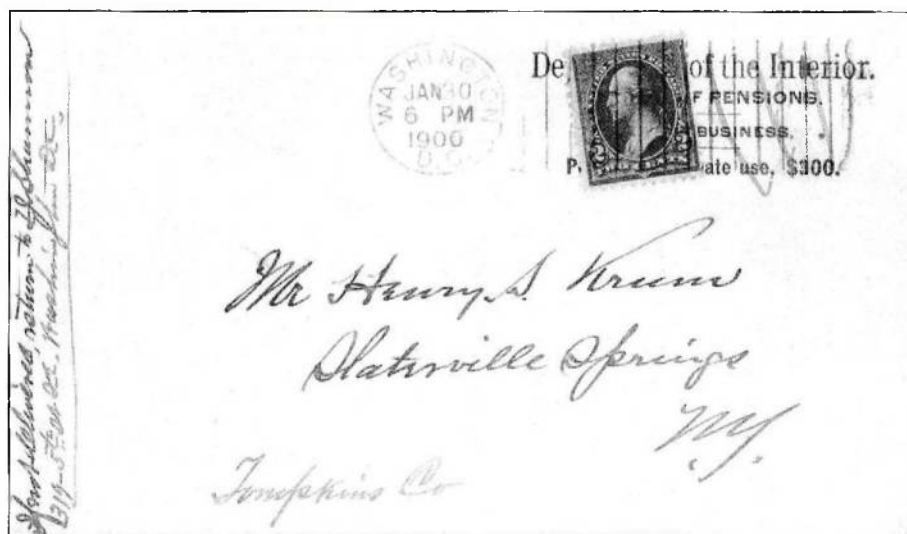


Figure 10



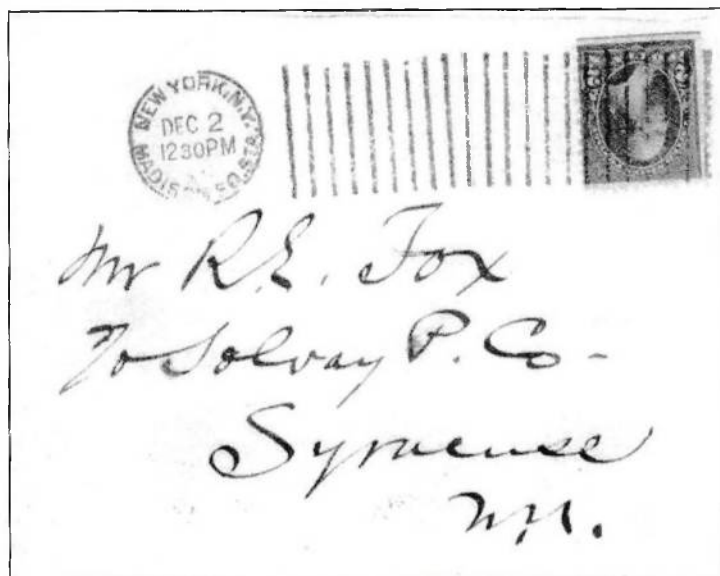


Figure 11

Subsequently the machines' use spread to other cities. Figure 11 shows a New York City AS1/2-102a from W.B. Cogswell, a founder of the Solway Process Co., one of the largest producers of soda ash, to the company offices in Syracuse, N.Y.

Figure 12 is a faulty AS1/2-102 cancel with date portion of the dial removed for 3<sup>rd</sup> class mail. Figure 13 shows a Oshkosh C4-121 local non carrier use with a canceler smudge. The latter two are instances of worn and defective cancels that plagued this invention.

The postal department was dissatisfied with the operation of the machine and conducted a comparison study of all machine cancellers in use. They found the Barr Fyke canceler rated next to last. Thus, in 1905 the contract for the 37

machines in use was canceled. Nevertheless, its saga was interesting and generated a lode of engaging postal history.



Figure 12

#### References:

Morris, Reg & Payne, Robert J. "Barr Fyke," *The Machine Cancel Society Specialized Study No. 3, Vol. 3, 1990.*

(Biographical sketches from the Internet.)

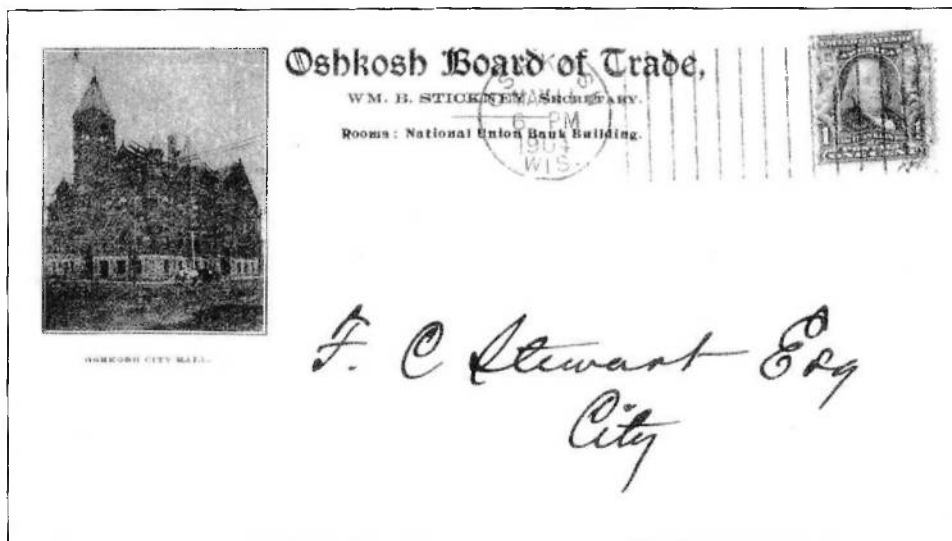


Figure 13



Item 1

## Novelty Post Cards and Tagged Items Through the Mails

At that time the orders went out that glitter added cards must be mailed under cover and with the first class letter rate. The trick to the collecting is that "most" glassine envelopes were tossed and the card inside kept. Some glassines were cut in the UR corner so the stamp became canceled and stayed with the card, while most were lost to history. In some cases

cards will be found with only cancels on the remaining stamp, while the date mark remained on the glassine.

As you can see from the scans, cousin Rossie sent cousin Irma this card, and for our good luck over 95 years, Irma and others kept the glassine with the card.

We have an intact glassine with a nice Jamesport, Feb 24, 1909 duplex on Scott 332 and a partial Lock Springs, MO on the back of the glassine and still have the matching card.

**Item Two.** Swiss Embroidery made in USA, unmailed. Not many of these cards exist mailed as most surely were sent under cover. This card is from WWI era with the Corps of Engineers logo.

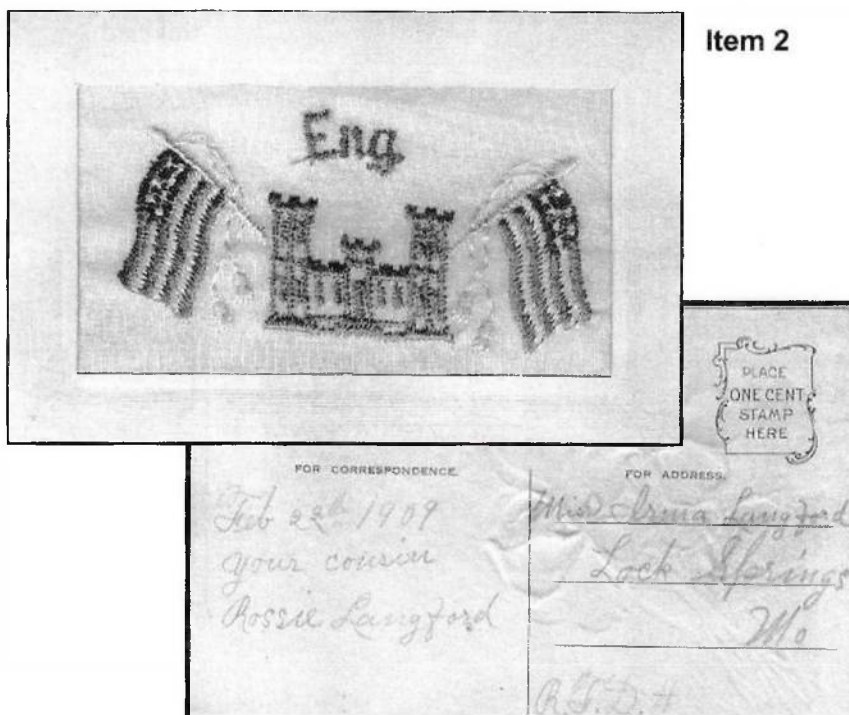
### By Robert C. Roland

Some strange post cards and tagged items have gone through the mails in the first few years of the twentieth century. In today's fast paced automated Postal Services these items would never "fly" as they did in the golden age. Travel back to those days of old where you could mail a letter in care of the local Postmaster and a clerk would spend time looking up your current address. Or, the days, when multiple deliveries of the mails a person could send an invitation to tea and the sender could get an answer back before teatime.

Over the years I have picked up some of these early greetings made from different materials and would like to share them with *La Posta*. Most were mailed and others were meant to be.

**Item One.** One of my favorites, and in my years of collecting one of the more unusual items from a historic perspective, is the glitter add-on card. It is my understanding that glue and glitter on a post card became the rage with the beginning of the divided back era (1907-1915). Both store-bought cards and kit added cards are to be found.

Those more literate in postal regulations can provide the dates when the authorities begin to notice the destruction of mechanical sorting machines due to the glitter release in to the equipment.



Item 2





Item 3



**Item Three.** French made for the American WWI Expeditionary forces in the form of an envelope with the enclosed miniature greeting, unmailed with Miss E. Kimmins on the address side.

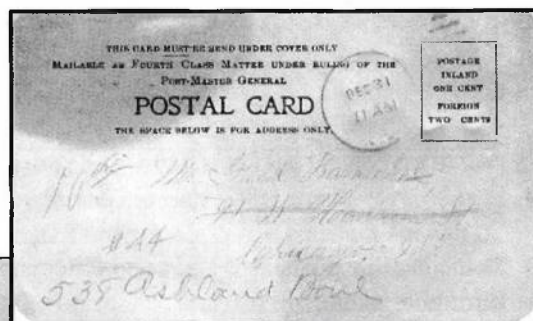
**Item Four.** Scratch your matches on my patches, tag mailer with no date from Manitou Springs, Colorado. With Scott 802, I believe this mailed at first class rate but I will leave that to the experts. Card is thick flexible stock made to look and feel like leather. Mailed between 1937 and 1958, I believe.



Item 4

**Item Five.** Aluminum greeting. This card appears to be English as to the stamp box. Note the requirement that the card "must be send (sp) under cover only. If mailed under cover how did the partial cancel happen. I think this is a case where the outer envelope was cut in the corner so the applied stamp remained on the card. Because of the consistency of the aluminum, I believe the stamp fell off at a later date. The cancel was struck so hard that the aluminum is bent through the other side.

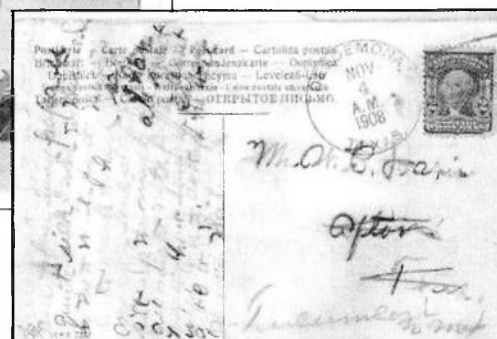
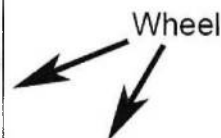
Item 5



**Item Six.** Daisy loves me or loves me not card with a wheel to select the choice. Mailed with nice Desdemona, Texas 1908 cancel on Scott 319. Now, again, I do not know the regulations but it appears this card, written in purple colored pencil was mailed at the first class rate.



Item 6



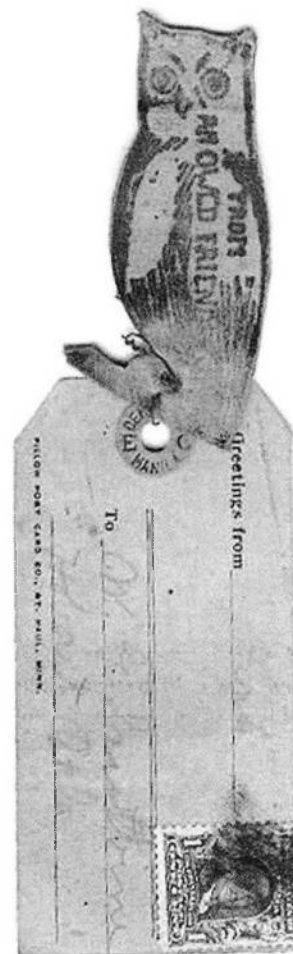


Item 7

**Item Seven.** As the say, what is under a Scotsman's Kilt? In this case it is a group of 8 pictures from Scotland. I have included this great card because of the Great Britain mailing regulations on the back and because it is a neat card. I think this is pre 1906, what do you think.

**Item Eight.** The Wise old owl mailed with Scott 300 in 1907. Pillow Post Card Co., St. Paul, Minn.

Item 8



**Item Nine.** (next page) Leather and felt bear from Yellowstone. I do not know the intended end use of this card. It is leather on the top with three layers of felt attached. Is the required 1-1/2 cents postage for 3<sup>rd</sup> or 4<sup>th</sup> class? I just thought I would end this little writing with a mystery.





Item 9

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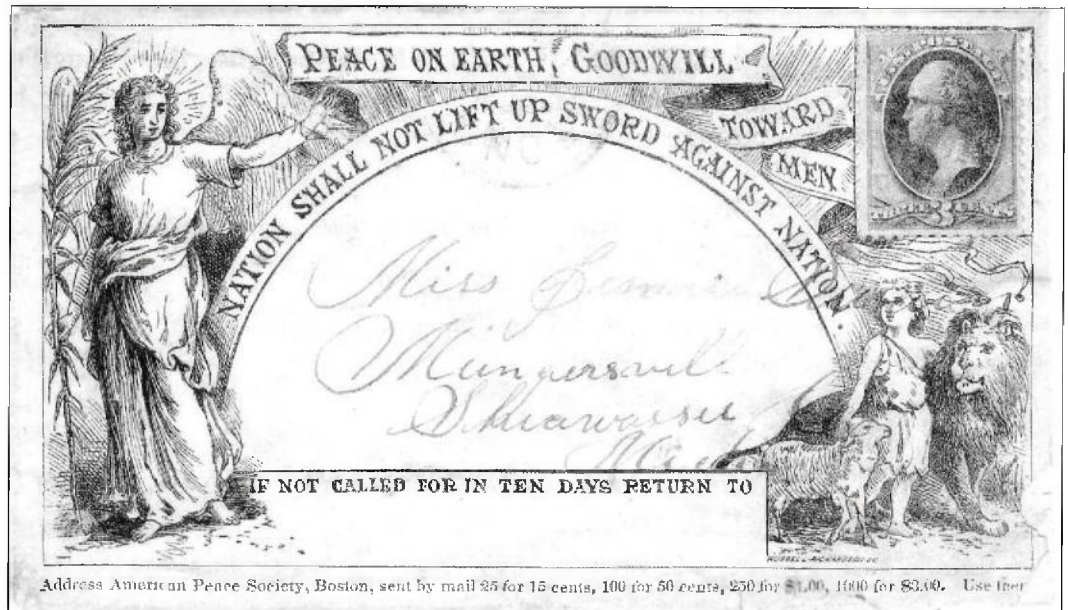
## American Peace Society Covers

By Richard W. Helbock

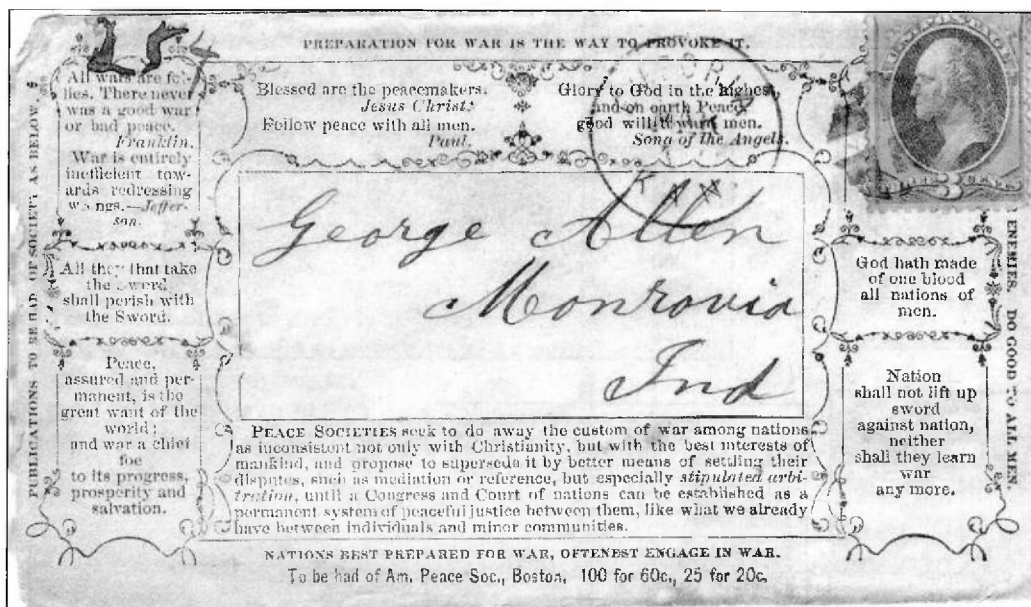
The American Peace Society of Boston was formed through a merger of the peace societies of Maine, New Hampshire and Massachusetts in May 1828. The objective of the society was to promote peaceful resolution of international problems through dialogue and negotiations rather than armed conflict. To that end, members of the A.P.S. published many articles, pamphlets, periodicals and books arguing for peace in the world. Society membership remained only a few hundred people throughout most of the 19th century, but, under the direction of Benjamin Franklin Trueblood who became the A.P.S. General Secretary in 1892, the

organization grew to nearly 8,000 members on the eve of World War I.

One of the things that the A.P.S. did to raise funds was to sell Peace Propaganda envelopes. Two of their designs dating from the 1870s are shown here. The records of the American Peace Society are now housed in the Swathmore College Peace Collection.



Lavishly decorated with an image of an angel and child with lamb and lion, this A.P.S. cover bears a partially legible postmark dating from the 1870s. It is addressed to a woman in Mungersville, Michigan.



Bearing quotations from Jesus Christ, the Apostle Paul, Thomas Jefferson, Benjamin Franklin and others, this cover puts forth the many arguments against war. It was mailed in Emporia, Kansas, in the 1870s to Monrovia, Indiana.



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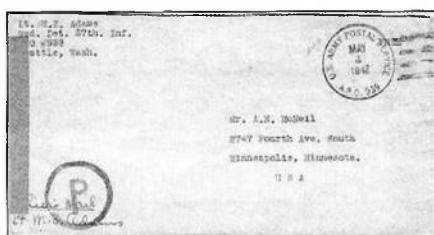
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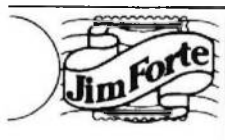
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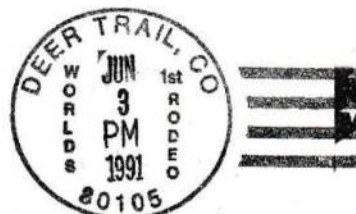
*Strange but true, it is easier to find what U.S. post offices existed in 1902 than to find out what U.S. post offices are operating in 2002.*

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

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

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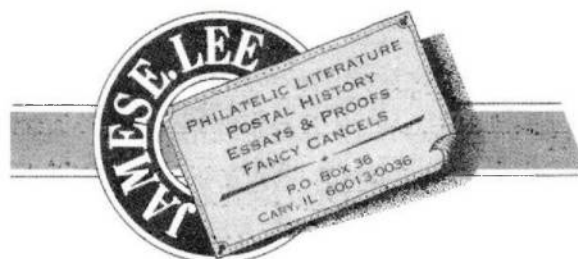
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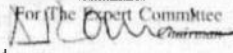
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URGENTLY NEEDED! Philadelphia, PA. advertising covers with illustrations of buildings. Also Phila. cameos, classics, all-overs. Postal history of Philadelphia in the Civil War, anything paper from the Centennial of 1876 or Phila. National Export Exposition of 1899. Autographs of former Mayors of Philadelphia. All replies answered. Member APS. Gus Spector, 750 South Main Street, Suite 203, Phoenixville, PA 19460. [GSpec56@aol.com](mailto:GSpec56@aol.com) [36-4]

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 [36-6]

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 [36-6]

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 [35-6]

**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](mailto: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](mailto: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](mailto: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 [36-5]

**US STAMPS ON COVER: WANTED**

STARTING TO COLLECT Hawaii 80 cent (C46). Need commercial covers and information. [jonpac@aol.com](mailto: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. [35-6]

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](http://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 [36-5]

**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](mailto:NJPostalHistory@aol.com). [35-5]

**WANTED: MISCELANY**

RODEO/"WILD WEST" illustrated advertising covers; early law enforcement corner cards; Newfoundland/Western Canada Postmarks/viewcards. Priced photocopies: Mario, Box 342, Saskatoon, SASK., S7K 3L3, CANADA [36-4]

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](mailto:janekfohn@sbcglobal.net) [35-5]

BUYING?SELLING -- US mint and used postal cards, reply cards, covers and machine cancels. Dick Borkowski, P.O. Box 118, Edgemont, PA 19028. [35-6]

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

PORTUGUESE AFRICA provisional airmails (Companhia de Moçambique/Moçambique/Angola/Guiné: (1932-1937) \* Angola emergency airmails (1945); on cover or mint/used; for an exhibit. Send copy/scan/price to: [aerophil59@yahoo.com](mailto:aerophil59@yahoo.com): John Bloor, 8727 E. Kettle Pl., Englewood, CO 80112-2710; Voice mail (720)-529-5942; Voice/fax (303) 771-7554 [36-5]



## La Posta Publications

33470 Chinook Plaza, #216,

Scappoose OR 97056

email: [helbock@la-posta.com](mailto: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.

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I hope you will find *La Posta* worthy of your support. If so, please take a moment to fill out the form below and send us a check in the amount of \$25, or pay via credit card at [www.la-posta.com/journal.htm](http://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  
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Hello Richard:

Yes, I'll give *La Posta* a try. You may begin my subscription with the Volume 36, Number 1 (Feb-Mar 05) issue. Enclosed is my check in the amount of \$25.00.\*

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\*or pay via credit card through Pay Pal at [www.la-posta.com/journal.htm](http://www.la-posta.com/journal.htm)



## ADVERTISING IN LA POSTA

DISPLAY ADS are available on a contract basis as shown below. Ad contents may be changed from issue-to-issue, provided changes are received by the posted deadlines.

### 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)

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

### INSIDE COVER\*(FULL-PAGE, BLACK & WHITE)

One Issue	\$175.00
Two issues	\$275.00
Four issues	\$580.00
Six issues	\$800.00

\*We normally ask that back cover and inside cover ads be taken out for a minimum of two issues due to our advance printing schedule for covers.

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 & INSIDE COVER ADS 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](mailto:laposta_cclark@hotmail.com)

or send to: La Posta, PO Box 100, Chatsworth Island, NSW 2469 AUSTRALIA

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

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