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Associate Editors:

Henry Berthelot	Tom Clarke
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Advertising & Circulation Manager: Cath Clark

COVER: Our cover illustrates a portion of Rand McNalley's 1903 map of Ohio that shows Butler County and its surroundings. It is intended to call attention to Michael Dattolico's headline article that recounts the postal history of this Buckeye State's county.

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Publisher's Page

Break Time

The past three months have been extremely busy around The Last Resort—not at all the carefree, bon vivant lifestyle we imagined for our retirement years. In addition to the two jam-packed issues of *La Posta*, we have also delivered the 2005 edition of the



American Congress Book—my last as editor—and Volume 7 of *United States Post Offices, The Lower Mississippi Valley*. [Please see Jim Lee's special offer for this book on page 73]

So, with these recent accomplishments in mind, Cath and I will be taking a short break to visit some old friends in the Pacific Northwest for a week or two. If all goes well, by the time you read these words we should be back here in the "shire" and once again feeding a nervous group of wallabies, parrots and kookaburras. We are eagerly looking forward to seeing some familiar faces and renewing old acquaintances.

Michael Dattolico leads the way this issue with his account of Butler County, Ohio, postal history, and we have some great article covering a diverse range of subjects from Dan Meschter, Kevin Belmont, Randy Sthele, Tom Clarke, Dennis Pack, and E. F. Christman. Enjoy!

Richard W. Helburn

Letter to the Editor:

"... but as postal historians, we really ought to be looking at postal rates and mail routings or perhaps peculiarities in postmark design." [Februrary issue, pg. 63]

This ignores the very real postal history role of advertising on envelopes, a role that began to be explicitly recognized by industry in the 1890s. If one reads the trade journals of the period, you will see mentions made of the trends in this form of

direct mail contact with customers, the public and mail handlers. Subjects that could be fruitfully explored in a postal history context would include styles of advertising art on covers, subjects that were considered taboo or to be low-keyed, and gimmicky forms of advertising.

The notion that only rates and routes are proper postal history subjects seems to have started with Robson Lowe in the early 1940s. Will Reiner-Deutsch, one of the founders of the Postal History Society in the late 1940s, evangelized on the subject and many of us bought into the idea at the time.. The notion ossified into stone with the various rule writing groups within the APS and FIP as definable standards for exhibiting were carved out in the late 1960s and early 1970s.

If rates and routes were the exclusive focus that we "really ought" to strive for, then the article on the Manhattan Project in the Februry issue, long on history but quite short on postal, probably shouldn't have been published. However, most of us, I think, recognize that the exhibiting "rules" are frozen in time 30 years ago and do not represent contemporary interests.

Gene Fricks

Two other people (along with Seely Hall) have died recently that also were involved in cover collecting. George Hall from Anchorage who also collected Alaska but was better known for his Polar collecting died shortly after Seely. They were no relation to each other. And prior to these two passing on, Richard Parker who used to live here in Westlake but moved to Avon, Ohio, recently also died. Dick was very active in early Ohio postal history and Vermont along with many other collecting areas. Dick had several exhibits of Ohio covers that were just Super! and he was also a member of your LaPosta Sustaining Subscribers. When I went to the Garfield Perry show in Cleveland this past March it was just not the same without Dick being there. Dick used to be the one in charge of lining up the dealers each year and was a GP member for many years. I will miss all three of these great collectors.

Bob Collins

POSTAL HISTORIANS ON LINE

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

Paul G. Abajian [Vermont postal history] — PGA@vbiemail.champlain.edu
Joe Adamski [SD, CT] — joe_adamski@hotmail.com
Jim Alexander [Texas Postal History] — jralexander3@aol.com
American Philatelic Research Library — aprl@stamps.org
Gary Anderson [US Doanes & ND postal history] — garyndak@ix.netcom.com
Walter Anderson [SD statehood & territorial; SW Minnesota, NW Iowa, Anne Arundel Co. MD, Butler, Phelps, Ripley Co, MO] — heyneboy1@sio.midco.net
Kirk Andrews — kirk.j.andrews@intel.com
A.A. Armstrong, Jr. [Western Nebraska & S.D. Butcher & son PPCs] — draa@hotmail.com
Regi Ausmus [21st C modern postal history] — rockinregi2004@yahoo.com
Fred Austin [airmail first flights] — skyman@npgcable.com
Ted Bahry [Wake & Midway Isl, Benzie Cty, MI] — semperted@aol.com
Mark Baker Enterprises [Dealer CA & NV postal history, Express, Photos, postcards, ephemera] Web: goldrushpaper.com — mbcovers@directcon.net
Bob Baldridge — [Wisconsin p.h.] bobbaldridge@earthlink.net
Alan Banks [Missouri] — abanks7@aol.com
Mike Baranoski [MI & Phillippines] — debbbar@provide.net
Richard Bard, Jr. — dbard@plix.com
William H. Bauer [CO; NY: Otsego Co] — Whbcphs@mkl.com
Beall, Robert — rbeallstmp@aol.com
John E. Beane, MD [West Virginia postal history] — JBEANE@prodigy.net
Robert Beasecker [MI p. history] — beaseckr@gvsu.edu
Stan Bednarczyk [Street cars] — abednarc@columbus.rr.com
John Bierne [Navals, RPO, AK] — john_bierne@hotmail.com
William R. Beith [Eastern Oregon] — wrbeth@comcast.net
Kevin Belmont [SW Arkansas, West Pointers on stamps] — kevin.belmont@west-point.org
Bary D. Bender [Dealer p.c.'s & p.h.; + collects WA: Columbia Co] — ngatecol@comcast.net
Larry Berg — lberg@charter.net
Steven Berlin [interruption of mail, US, Karl Lewis DWI] — drsteverberlin@yahoo.com
Wolf Berry [Dealer: buys/sells US covers, collectible paper. Collects tied seals] — thepaperwolf@infoblv.net
Henry J. Berthelot [train, ship wreck mail & US postal card p.h.] — hankberthelot@yahoo.com
Henry Betz [Franklin Co., PA & Cumberland Valley RR] — hbetz@epix.net
Jim Blandford [Mich. Doanes & RPOs, booklet stamp usage on cover, pre-1880 Detroit postal markings] — jblandf526@aol.com
Tim Boardman [Washington PH, photos, books & maps] — simcoe@dsl-only.net
Joe Bock [US Airmail 1935-1950 & Arizona town cancels; U.S. WWII] — jandr hobbies@commspeed.net
John Bloor [Worldwide early airmail; semi-official airmail; provisional airmails of Portuguese Africa] — aerophil59@yahoo.com
Eppe Bosch [Eastern WA: Stevens, PendOReille, Whitman Co.s; Central Wisc: Portage, Waupaca, Wood Co.s] — bonep@qwest.net
James Boyden [WWI military, WW censored] — jimesmc@worldnet.att.net
Bruce Branson [CA counties: Inyo, Morro, Alpine, Mariposa, Siskiyou] — bjbranson@lonepinetv.com
Caj Brejtfus [1851-61 3c & Machine cancels] — brejtfus@earthlink.com
Carolyn S. Bridge [military, esp. Civil War] — thecottonwoods@copper.net
Deane Briggs, MD [Florida Postal History] — drb@gte.net

Roger S. Brody [Series 1902, Prominent Americans, BEP Production] — rsbco@optonline.net
Brown, Chip [WV ph; 1903 uses of 1902 definitives on cover] — grahamb@alltel.net
Brown, Edward — nedbrown@ameritech.net
Kenneth Burden [Washington & CA; western RPOs] — burden@localaccess.com
Maurice Bursey [#215 covers, Confederate N Carolina & Union occupation of E. NC covers. — mauricebursey@aol.com
Raymond Buse [Cincinnati & Clermont Co., OH p.h.] — stampat@aol.com
James W. Busse [San Diego Co.p.h.] — Jimb1997@aol.com
Cali, John — rocket@dremscape.com
Arden Callender [U.S. banknote issues] — callenderardy@sbcglobal.net
Carl Cammarata [AK, IN, RPO, Civil War, Special Delivery] — carlcammarata@earthlink.net
Gary Carlson [machine cancels] — gcarlson@columbus.rr.com
George Carnahan — mishaboy@bellsouth.net
Dave Carney [Wisconsin postal history] — dcarney1@new.rr.com
Alan Cartwright [Postal Cards—used abroad, with RFD cancels, or w/ Street Car cancels] — c4rto@btinternet.com
Victor Case [SE & Central OR] — vjc@uci.net
Glenda & John Cheramy [Dealers; Canada] — gcheramy@shaw.ca
Larry Cherns [covers & PCs pre 1953 & post-1953 wars with original non-commercial contents in English] — katchke@hotmail.com
Robert Chisholm — [Dealer: postal history] — chizz5@aol.com
Bob Chow [Colorado] — bob.chow@fmr.com
Greg Ciesielski [Knights of Columbus postal history] — liski@ec.rr.com
G.A. Clapp [correspondence, US postal history] — g.clapp@cox.net
Douglas Clark [Railway Mail] — dnc@alpha.math.uga.edu
Nancy B. Clark [Maine postal history] — nbc@cape.com
Tom Clarke [Philadelphia] — ocl-tom@ix.netcom.com
Walter S. Clarke [Interesting on-cover cancellations on Scott # 10 & 11] — worldata@mindspring.com
Lawrence E. Clay [Scouting, Broken Bow, NE] — lclay3731@charter.net
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Louis Cohen [Kentucky postal history] — cohenstamps32@aol.com
Giles Cokelet [Montana postal history, Greenland] — giles_c@coe.montana.edu
William G. Coleman, Jr. [Mississippi postal history: DPO emphasis] — jearest@netdoor.com
Collyer, David C. [General US, Texas, USS Texas] — cozumel_90@hotmail.com
Robert W. Collins [Korean War & "Collins" postmarks] — ohiorwc@aol.com
Vince Costello [US fancy cancels, postal history, auxiliary marks] — vinman2119@aol.com
Joe H. Crosby [Oklahoma & Indian Territory; 19th c fancy cancels, college cancels] — joecrosby@cox.net
W.H. "Tom" Crosby — tcrosby@wans.net
E. Rod Crossley [West coast military, Spruce Production Division, Ventura county CA & CA RPO] — rcrossley@worldnet.att.net
Russell Crow [Virginia PH, also pre-1900 school cover] — cornwall2@adelphia.net
Frank Crown [Georgia p.h.] — fcrown@earthlink.net
Tony L. Crumbley [Dealer; NC & Confederate postal history] — tcrumbley2@aol.com
Roger D. Curran [US 19th C cancels] — rdcnrc@evenlink.com
Richard Curtin [CA covers & CA express] — curtinr@sroglobal.net
Matt Dakin [Mississippi Postal History] — patdakim@mindspring.com
Mike Dattolico [La Posta Associate Editor] — MMDATTOL@aol.com
Bob Delaney — bdelaney@uclink4.berkeley.edu
Joseph M. Del Grosso — diandme2@gbis.com
James L. Diamond [Spanish American war] — jdia407@aol.com
Thomas S. Donnelly [history on postals] — tdonn@adelphia.net
James P. Doolin [19th century postal history of all "Columbus" named towns] — jamesdoolin@worldnet.att.net
George B. Dresser [Texas postal history] — g-dressel@cox-internet.com
Lee Drickamer — lee.drickamer@nau.edu

- John L. DuBois** — jld@thlogic.com
Joseph E. DuBois [AK, CO, MT & eastern OH] — hobbyduby@aol.com
Francis Dunn [19th Century Montana] — francis@dunn386.fsnet.co.uk
Geoffrey Dutton [2d Bureau postal history] — geoff@neddog.com.
 Website: <http://neddog.com/stamps>
Don East [fancy cancels on officials & CA: Mendocino & Humboldt Co]
 — doneast@mcn.org
Loring Ebersole [Ohio postal history, WWII APOs, Rt 66 postcards]
 — loringebersole@comcast.net
Fern Eckersley [OR postal history] eckers@prinettime.net
Leonard M. Eddy [Oklahoma & Arkansas p.h.]
 — lmeddy@arkansas.net
David Eeles [p.h. of the 1954 Liberty series, experimental mechanization]
 — eeles.1@osu.edu
Tom Edison [Non-European postal history] — tomedisonppcs@cs.com
Ralph Edson [New England 20th C — every cancel from every P.O. (1900-2000
 EKV & LKU) — edsonrj@aol.com
L. Steve Edmondson [Tennessee] — tenac@hctc.com
Craig Eggleston [Philippines, US Possessions] — cae@airmail.net
Fred Ekenstam [TX POW camps, Co/PM j US newspaper wrappers]
 — cfekenstam@juno.com
James F. Elin [Arizona post. hist.] — tucscon1934@aol.com
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Ed Fisher [MI; 4th Bureau: 1/2c-Hale, 1 1/2c Harding, 1/2c postage due]
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 — ken0737@cwo.com
Jane King Fohn [TX WWI air branches; Medina Co, TX; US#1043 (9c Alamo)]
 — janekfohn@sbcglobal.net
Jim Forte [Dealer] — jimforte@postalhistory.com
 & Website <http://postalhistory.com>
Nancy Foutz [Dealer/collector — postcards, adv postal cards, p.history]
 — dexterpc@bestweb.net
Myron Fox [WWI/WWII U.S. & German military & censored mail WWI, WWII 2nd
 postwar occupations] — MyronFox1@aol.com
Gene Fricks [Literature, TN & NJ PH] — genefricks@comcast.net
Bob & Kathy Friedman [Dealer-worldwide p.h. & mint stationery]
 — covercnr@eaze.net
Don Garrett [Mississippi] — Donompix@aol.com
Craig Garrison [WWI domestic bases; Doanes] — crg@toad.net
Douglas Gary [Dealer] — doug_gary@hotmail.com
Bob Gaudian [Connecticut Postal History] — rgstamper@aol.com
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Glen A. Gerner — gbgerner@fuse.net
James Gerson — sjgerson@aol.com
Ray Getsug [Minnesota postal history, literature] — rayg669563@aol.com
Glenn Gholston — mgholston@osbar.org
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Don Glickstein [postal cards used in Alaska] — dglicks1@earthlink.net
Justin Gordon [CT postal history, PNC's on cover] — justyod@aol.com
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Ken Grant [Wisconsin postal history] — kgrant@uwc.edu
John Grosse — johngrosse@compuserve.com
Ted Gruber [Nevada] — TedGruber@aol.com
E. J. Guerrant [Unusual US Stamp Usages] — ejguerrant@prodigy.net
Alex Gundel [Mail to Foreign Destinations] — Alexander.Gundel@dlr.de
Michael Gutman [Mass ph & 19th cent., Precancels]
 — mikeg94@comcast.net
Arthur Hadley [Indiana, flag cancels] — ahadley1@comcast.net
Raymond Hadley [postal cards, Wesson; Connecticut] — ray-suzann@gci.net
John Hale — jwh60@chartertn.net
Hall-Patton, Mark [CA: Orange Co; Bridges-related post offices, Nevada aviation]
 — hallpatt@unlv.nevada.edu
Larry Haller [Handstamped Flags] — LJHaller@aol.com
Ken Hamlin [Montana postal history, photographs & ephemera]
 — knphamlin@sofast.net
Scott Hansen [Aden censored mail, US Navy WWII, US Military stations in the
 Philippines] — scott.hansen@teradyne.com
John T. Hardy, Jr. [US postal cards & general; Philippines]
 — john_hardy@msn.com
Richard A. Hargarten [signed airmail & air race covers 1910-1940]
 — rahargarten@yahoo.com
Ron Harmon [Florida PH] — rrrhm@hotmail.com
Labron Harris [Dealer, postal history] — labronharr@aol.com
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Thomas Hayes [South Dakota & pre-territorial Wyoming] — dakter@nvc.net
Karl Hellmann [US covers, Doanes, postcards.] — karlectibles@aol.com
Steve Henderson [military postal history] — vshenderson@aol.com
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Henry Higgins [Florida; TN] — henry@xtn.net
Jack Hilbing [Illinois stampless; machine cancels] — jack@hilbing.net
Robert Hill, Jr. [Virginia postal history] — bobhill@shentel.net
Terence Hines [Hanover, NH & #E12-21 on cover] — terencehines@aol.com
Gerald Hof [NY, MD, VA postal history; PanAm commemorative covers, Scott US
 295-300 — alfredson2@msn.com
Tim Holmes [machine cancels] — timholmes@cs.com
John Hotchner [20th c auxiliary markings; Xmas seals tied; Special delivery;
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B. Clyde Hutchinson [US 1861 issue; CA postal history] — bch@llclp.com
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Steven Kaplan [US postal cards] — skpk1984@aol.com
Gordon Katz [Maryland & DE postal history, postal history on postcards]
 — g.e.katz@att.net
Robert Keatts [Walla Walla Co., WA p.h.] — lkeatts@innw.net
Rodney Kelley [Arkansas, esp Conway & Pope counties] — rkell@swbell.net
Peter Keyes — [VT 19th C illustrated covers] — pbk@sover.net
Curtis R. Kimes [US naval postal history] — pmarche@jps.net
John L. Kimbrough [Confederate states] — jlkcsa@aol.com
Kelvin Kindahl [New England p.h.; postmarks] — Kelvin01027@charter.net
Lon King — lon@lonking.net
Bob Kittredge [US Airmail postal stationary, UC1 & UC16]
 — caljenkitt@aol.com
Lucien Klein [Prexies, OR: Marion & Grant Co] — lusal@msn.com

- James E. Kloetzel** [Scott Publishing Co] — jkloetzel@scottonline.com
Kenneth Kloss [OH: Ashland Co; "billboard" advertising covers]
 — monion@webtv.net
Eric Knapp [Alaska postal history] — eknapp@gci.net
Vincent L. Knauss III [Key West ph & US Fancy Cancels]
 — knausv@springfieldstampclub.org
Daniel M. Knowles [NY: Suffolk Co, Long Island; 3c 1861-auxiliary markings]
 — dknowles@med.cornell.edu
Kent Kobersteen [US Scott CII, unusual commercial usages, unusual off-cover stamps] — kobersteen@aol.com
William Kolodrubetz [classic US post office seals] — wkolo@prodigy.net
Konigsberg, Paul [Museum of Postal History, NYC]
 — pkonigsb@email.usps.gov
Van Koppersmith [Alabama & Mississippi p.h.] — cleave3@aol.com
Jim Kotanchik [Franklin Co., MA & PO Seals] — jimko@speakeasy.net
George Kramer [west; western Europe, telegraph] — gjkk@optonline.net
Ken Kreager [CO postal history; series 1851-1857 3c + 1c +10c, World's Columbian covers, Pan Am Centennial, German states]
 — stampman@buffalopeak.com
Jon E. Krupnick [Pacific Flights 1936-46 & US Pacific Possessions]
 — jonpac@aol.com
George Kubal [Dealer] — geokubal@aol.com
Alfred Kugel [20th Cent. Military Mail, US Possessions & Offices Abroad] — afkugel@hotmail.com
Rick Kunz [RPO, AGT, RR postmarks]
 — rkunz@eskimo.com (see also Mobile Post Office Society)
William O. Kvale [MN p.h.: Territorial, Civil War patriotics, Manuscript Statehood]
 — flo3wil@aol.com
Charles LaBlonde [WWII mail to & from Switzerland & Red Cross]
 — clablonde@aol.com
Eliot Landau [U.S. Registry, U.S. Classics, All Lincoln issues on cover]
 — elandau@aol.com
Walter LaForce [US Doanes & NY RFD & Co/PM cancels].
 — vlwl@rochester.rr.com
Gary Laing [Virginia p.h.] — laing@naxs.com
Dick Laird [U.S. Doanes and Indiana Postal History] — d.laird@insightbb.com
Curt J. Lamm [Unusual 1851-61 townmarks] — cjlamm@netstorm.net
Eliot A. Landau — [U.S. Registry, All U.S. w/ Lincoln Stamps]
 — elandau@aol.com
Russell C. Lang [Nebraska] — LangWhiteOak@ntc.net
Robert M. Langer [Boston ad covers; Carroll County NH]
 — rla4141975@aol.com
Peter B. Larson [Idaho & U.S. postal history] — plarson@wsu.edu
Ken Lawrence — [Crystal Palace World's Fair, 1853 New York]
 — apskn@aol.com
Wes Leatherock — wleathus@yahoo.com
Howard Lee [Usage of the U.S. 4th Bureau Issue 6c, 7c, 8c, 11c, 12c, 13c, 14c, 17c] — gimpo@adnc.com
James E. Lee [Philatelic Literature Dealer] — jim@jameslee.com
 & website: www.jameslee.com
Leslie W. Lee [WI p.history & WI Doanes] — leslee@itis.com
Brian R. Levy ["To the Fair" or EXPO, Long Island PH, aero]
 — bellobl@aol.com
Bruce Lewin [China, Hong Kong, US offices in China] — bjlewin@att.net
Matthew Liebson [Ohio PH; Licking Co., Doanes, stampless]
 — paperhistory@mindspring.com
Ron Leith [USA banknote issues to foreign destinations]
 — ronleith@uniserve.com
David C. Lingard [Florida-4 bars, Doanes, RPO, Adv. & most anything]
 — david_lingard@hotmail.com
James R. Littell [balloon, rocket, Zeppelin post] — zepplinat@wzrd.com
William Lizotte [VT postal history, Doanes, etc] — bill.lizotte@anr.state.vt.us
Jerry Login [US UX6 postal cards] — jerl204@msn.com
Nicholas Lombardi [US 2d Bureau issue + Registered Mail]
 — 8605@comcast.net
Robert Lorenz [CT postal history] — fotolorenz@aol.com
Warren C. Lu — mtc11_98@yahoo.com
Len Lukens [Oregon p.h. & trans-Pacific airmail] — llukens@easystreet.com
David Lyman [World postmarks on covers or piece]
 — postmark@sympatico.ca
Max Lynds [Aroostook Co., Maine p.h.] — max@pwless.net
Millard Mack — millardmack@yahoo.com
Larry Maddux [OR postal history; all over advertising covers]
 — lmaddux@pacifier.com
James Majka — jsmajka@ameritech.net
Tom Maringer [Arkansas PH] — willwhitfoot@shirepost.com
Bob Markovits [WW I Air Corps] — RLMarkovits@aol.com
Peter Martin — pmartin2020@aol.com
Richard Martorelli [Military, Postage Due] — martorel@pobox.upenn.edu
Bernard Mayer [Oklahoma] — Bernie@m47303.com
Thomas C. Mazza — tmazza@dbllp.coms
Robert McAlpine — rmc Alpine63@comcast.net
Larry McBride [U.S. town & DPO cancels] — lgmcbride@yahoo.com
W.T. McGreer [Western covers to 1920] — outwest13@aol.com
David McCord [Doanes, Type E 4-Bars + AK, WA, WY, NV, OR covers]
 — damac52@comcast.net
R.J. McEwen [Eastern Oregon] — rjmcewen@aol.com
Chuck & Jan McFarlane [Ausdenmoore-McFarlane Stamps]
 — Mcmichigan@charter.net
Bob McKain [Pittsburgh, Alaska Hiway & AK APOs] — 57-vette@adelphia.net
Michael E. Mead [Britannia Enterprises - postal history dealer]
 — meadbritannia@aol.com
Jim Mehrer — [Dealer. Collects expo's, Navy ships] — mehrer@postal-history.com
 & website http://www.postal-history.com
Steve Merchant [Stampless letters] — smerchant@adelphia.net
Doug Merenda [U.S. Columbians on cover, Columbian Expo]
 — dougm43@webtv.net
Charlie Merrill [US postal history] — cwm04@sbcglobal.net
Robert G. Metcalf ["Coal" on cover] — jax@mum.net
Jim Meverden [Milwaukee, WI ad covers; WI postal history]
 — meverden@att.net
Mark Metkin [Idaho postal history] — metkin@mindspring.com
Jewell Meyer [Arizona - CA] — jlmeyer_2000@yahoo.com
Corbin Miller [Idaho P.h., photo postcards] — clm@lastphase.com
Minneman, Lynn [Portland, Oregon area] — lminnema@msn.com
Harvey Mirsky [US 1847 issue] — carolb212@aol.com
John Moore [US Exposition/World's Fair postal history]
 — anne.moore@comcast.net
Steve Morehead [Colorado postal history]
 — steveasc@ix.netcom.com
John G. Mullen [WA state; flags; Ntl Air Mail Week; Snohomish, Skagit, Island County posmarks] — longjohn.wa007@netzero.com
Bob Munshower — bearmtnbob1@cs.com
Jim Myerson [US Navy, US pioneer airmail, WA-Franklin]
 — jpm_ww@yahoo.com
Larry Neal [Holmes & Coshocton Counties, Ohio] — larryln@valkyrie.net
Burnham Neill [FL-Miami/Dade DPOs on PPCs; some MS, MO]
 — mbneill@bellsouth.net
Howard Ness — hbness@hotmail.com
Ray Newburn CO pre-wwII Pan Am Pacific Div; 4th & 5th Bureaus (all rates)
 — newburn@mindspring.com
Dan Nieuwlandt [S. California, WWII, Belgian Congo p.h.]
 — nieuwlandt33@msn.com
Bill Nix [Skamania Co., WA] — wanix@gorge.net
Jim Noll — [computer postage] jenca@pacbell.net
Joe Odziana — drjoeo@earthlink.net
Larry Oliver [WW postal history, pre 1900 & war mails]
 — oliver.lawrence@mayo.edu
Clay Olson [Tioga Co., PA] — shawmut@comcast.net
Robert Omberg [Idaho p.h.] — hsbebay@aol.com
Kevin O'Reilly [NWT, Yukon & Labrador; US APOs in Canada]
 — kor@theedge.ca

- Steve Pacetti** [1861 1c, Hawaii, Prexie postal history]— sbp57@comcast.net
Dennis Pack [Sub-station postmarks; Utah ph, USCG] — packd@hbc.com
John Palm [Merced & Mariposa Co., CA] — jwpalm@elite.net
Ray Palmer [OR: Yamhill, Polk Counties] — rpalmer@onlinemac.com
Dr. Everett L. Parker [Pitcairn, Canada, Maine] — eparker@midmaine.com
Richard Parker [Ohio Stampless] — lorandrh@aol.com
Alan Parsons [US, UN, NY: Steuben, Schuyler & Chemung counties] — alatholleyrd@aol.com
Ron Pascale [CT fancy cancels, Waturbury & Putnam Liberty postal history] — pascale@pascale-lamorte.com
James Patterson — patterson@azbar.org
Robert Payne [machine cancels world wide-Christmas seal] — guroobob@aol.com
Donald Pearson [IN & OH p.history, machines] — donpearson@aol.com
Norman Pence [Oklahoma] — norpen@hotmail.com
Randy Pence [Yangtze River Patrol; WWI medical]— catclan@earthlink.net
Ken Pendergast — kenp44@charter.net
Paul E. Petosky [Michigan postal history; US & Canada post offices on post cards]—paul_petosky@yahoo.com
 Website: www.grandmaraismichigan.com/History/postmarks.htm
James C. Pierce [Dakota Territory; 1851-1861 3-c US]— jpqwe@earthlink.net
Kenneth A. Pitt [Postal history dealer. Collects LI NY, Dead Letter office to 1870, Pioneer post cards] — pittj@erols.com
Hans Pohler [Ohio postal history, Germany, military] — hpohler@juno.com
Stephen Prigozy [Telegraph & electrical covers] — prigozys@aol.com
Ada M. Prill [Delaware Co., NY] — ada@math.rochester.edu
Robert Quintero [Detroit Mail Boat/Detroit River Sta 1895-Current] — qover@comcast.net
Ben Ramkissoon [Postal history of Chicaco & Dupage Co., IL; history of U.S. space (lunar) exploration] — rramkissoon@juno.com
Peter Rathwell [AZ pre-1890; 1869 US or Canada large Queens] — prathwell@swlaw.com
Robert D. Rawlins [naval covers] — rawlins@sonic.net
Gale J. Raymond [island mail, small nations, expeditions, military forces, UN forces, courier mail] — c/o laposta_cclark@hotmail.com
Mark Reasoner [Ohio] mreasone@columbus.rr.com
Michael J. Rainey [Western covers, NV, SIE, YUB counties]— rainey@nccn.net
Ramkissoon, Reuben A. — rramkissoon@juno.com
Byron L. Reed [South Dakota p.h.] — laposta@byronreed.com
Thomas E. Reiersgord [MN: Hennepin Co; Ux27 usages] — Reiersgord@aol.com
Norm Ritchie [CO, UT, AZ & NM photos, postal history] — mnp@ctos.com
Martin Richardson [OH & IL] — martinR362@aol.com
Thomas Richardson [North Carolina P.H., APOs] — stamps@northstate.net
Harold Richow [WWI & Civilian Conservation Corp covers] — harr@mchsi.com
Al Ring [Arizona postal history] — ringal@msn.com
Linda Roberts [Utah: Park City postmarks, postcards, stocks, Tokens, stereo-views, bottles, etc] — robertsfamly@earthlink.net
William B. Robinson [Dealer; collects Wisconsin postal history] — wbrob@hotmail.com
Roger Robison [Montana postal history] — rogol@montana.com
Gilbert M. Roderick [auction house: Downeast Stamps] — dcstamps@acadia.net
Michael Rogers — mrogersinc@aol.com
Robert C. Roland [post cards, postal history, U.S.]— robt.roland@sbcglobal.net
Paul J. Romanelli [blackjacks on cover; VT, ME postal history] — docroma2000@yahoo.com
Robert G. Rose [New Jersey p.h.] — rose@pitneyhardin.com
Hal Ross [Kansas Territorials & postmarks] — halross@sbcglobal.net
Vincent Ross [Indiana, RPO] — var@bluemarble.net
Steven Roth [WWI-interruption or rerouting of foreign destination; U.S. inland waterways & coastal ship before Civil War]— stevenroth@comcast.net
Art Rupert [Rural Branches & Stations, CPO] — aerupert@bentonrea.com
Roger Rydberg [Colorado postal history] — rrydberg5@comcast.net
Russ Ryle [Indiana p.h; U.S. Registered material] — theryles@bluemarble.net
Bill Sammis [US Express Company labels, stamps & covers] — cds13@cornell.edu
William A. Sandrik [Dealer + collects Disinfected mail, Austrian Lloyd] — sandrik42@verizon.net + www.ballstonphilatelics.com
A.J. Savakis [Ohio-machines] — mcsforum@aol.com
W. Michael Schaffer [UN postal history, forces mail] — unmike@msn.com
Allan Schefer [U.S. foreign mails 1861-1870; fancy cancels, 3c US 1861, Bicycle advertising covers & pcs, France 1871-75 ceres issue, prexies] — schef21n@netscape.net
Henry B. Scheuer [U.S. FDCs, pre-1935] — hscheuer@jmsonline.com
Steve Schmale [Dealer-pc & photos. Collects Plumas Co, Sierras & gold mining related] — outweststeve@comcast.net
Dennis W. Schmidt [US Official postal stationery/covers] — officials2001@yahoo.com
Fred Schmitt — [Dealer] — fred@fredschmitt.com & http://www.fredschmitt.com
Robert Schultz [Missouri postal history] — schulhstry@aol.com
Joseph Sedivy [1909 corners on cover & card; RPO, Chicago streetcars] — JNJSED717@aol.com
John Seidl — [Cayman Islands etc] jseidl@mindspring.com
Larry R. Sell [postal history/banknotes, 1861, 1902's] — larrysell@infoblvld.net
Mike Senta [Alaska postal history] — msenta@pobox.mtaonline.net
Norman Shachat [Phila. & Bucks Co. PH] — nshachat@msn.com
Edwin H. Shane [Philippines, WWII military PI, masonic, Computers] — edmarshane@earthlink.net
Robert Shaub [PA: York Co; MD: Baltimore Co] — farmersdaughter@cyberia.com
Terry Shaw [Alaska] — cgsarchxx@aol.com
Timothy M. Sheehan [NM Territorial postal history]— sheehantm@aol.com
Gina Sheridan — [eclectic] gsherida8502@yahoo.com
Lawrence Sherman — larrysberman@san.rr.com
David J. Simmons [Central Massachusetts] — dsim465835@cs.com
Roland Simoneau [Nevada postal history] — rsimoneau1@cfl.rr.com
Ed Siskin [U.S. Colonial] - esiskin@cox.rr.com
Rich Small [Machine cancels, post offices] — rsmall003@comcast.net & http://hometown.aol.com/rsmall9293/mcfmain.htm
R. J. "Jack" Smalling [Iowa DPOs; baseball autographs] — jack@baseballaddresses.com
Chet Smith [US post offices; branches & stations] — cms@psu.edu
Jack M. Smith, Sr. [Texas DPOs; TX Doane Co-ordinator] — jandd@tstar.net
Fred Smythe — fredabet@paulbunyan.net
Gus Spector [PA advertising covers & postal history]— gspect56@aol.com
Keith Spencer [Alberta & western Canada] — krs2@ualberta.ca
Duane Spidle [Colorado postal history & RPOs; 1907 & earlier precancels] — dspidle@dspidle.cnc.net
Anita Sprankle [Northcentral PA DPOs] — lysprank@aol.com
Ken Stach [Dakota & Nebraska territories] — kstach@houston.rr.com
Kurt Stauffer — [WWII POW mail & military postal history] — kastauffer@aol.com
Randy Stehle — RSTEHLE@ix.netcom.com
Rex H. "Jim" Stever [Republic of Texas] — rhstever@hotmail.com
Carl Stieg [Washington, D.C.] — carl_phil@webtv.net
Seymour B. Stiss (Chicago & Illinois postal history) — sbstiss@msn.com
Robert Stoldal [Nevada] - stoldal@lvcom.com
Matt Stoll [Samoa, Arizona & NJ p.h.] — stoll57@yahoo.com
Greg Stone [stampless covers] — michcovers@ec.rr.com
David L. Straight [Pneumatic mail] — dls@library.wustl.ed
Howard P. Strohn [CA: Monterey & San Benito Co] — howardpstrohn@mybluelight.com
Eric Sullivan [Dealer, postcards. Collects Durant, Raquette Lake, Adirondacks, NY; Gildersleeve, Portland, CT. PH, postcards,ephemera. — oldcards2@aol.com
Bob Summerell [Dealer: Postal History/Deltiology. Collects: worldwide PH early cinema/theatre deltiology] — kusummer@aol.com

Greg Sutherland — [Dealer: Freeman's philatelic literature] gregfreecoax.net
http://www.gregfree.com

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

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

John Swanson — jns@johnninaswanson.com

Bill Tatham [California] — wtatham@gte.net

Michael Taugher [So Cal-LA, Ventura, San Diego counties]
— mtaugher@aol.com

Lavar Taylor [German Colonies, Hong Kong, US mail to Germany; German
Seapost/Schiffspost] — ltaylor@taylorlaw.com

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

Gerry Tenney [Washington Franklins & Prexies, Westchester & Ulster Counties
NY, C23's commercial usage; 20th c 5c to Foreign destinations; Cancels on
banknotes off cover, 2c o & 5c] — gtenney@earthlink.net

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

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

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

Harvey Tilles — tilles@triad.rr.com

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

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

Bob Trachimowicz [Worcester, Mass. P.history; Wesson Tobs of Worcester]
— bob.track@wgint.com

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

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

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

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

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

Henry G. Turnbull [Arizona & Maine p.h.] — aznphgt1@webtv.net

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

William T. Uhls [19th C US & Canal Zone covers] — buhls@austin.rr.com

Bill Ulaszewski [Ohio history, covers, folded letters] — odeman99@aol.com

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

Tonny van Loij — tonnyvanl@msn.com

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

Hal Vogel — halvogel@ispwest.com

George P. Wagner [US p.history-interesting uses-small banknotes to modern;
2nd & 4th Bureau, Wash-Frank, Prex, Liberty] — gpwwauk@aol.com

Tim Wait [IL: Boone Co, Wa Bicentennial 1932, Spec Deliv Bicycle Airmail
Special Deliv combo] — t.wait@insightbb.com

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

W. Danforth Walker [MD: Baltimore, Howard Co., Westminster]x
— dan@insurecollectibles.com

Gordon L. Wall [CA,NV,NM,WI,AZ pre-cancels; Finland]
— gordonwallwis@aol.com

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

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

Lauck Walton [Early US machine cancels, unusual usages on postal cards,
C&D, county & postmaster cancels] — jwalton@shentel.net

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

Ron Wankel [Nebraska & WWII APOs on #UC9] — margiegurley@aol.com

Ron Ward [Maryland PH] — Anoph2@aol.com

Richard Warfield [Dealer. Collects RPOs, MD Doanes, early Flag & machine
cancels.] — everettbooks@comcast.net

Robert Washburn [modern US postal history esp. usages of PNCs]
— stamps@kynd.net

Jim Watson [Mendocino/Lake Co. CA cancels] — pygwats@mcn.org

John S. Weigle [CA: Ventura Co; interrupted mail; officially sealed mail of world,
auxiliary marks] — jweigle@vcnet.com

Rich Weiner [18th & 19th C letters w/ high content value; NC stamplessCovers]
— rweiner@duke.edu

Larry Weinstock [Dealer-Western postal history]
— wstamps@covers@aol.com

Douglas Weisz [Dealer U.S. covers] — weiszcovers@ameritech.net

Robert B. Whitney [FL & CT postalhistory] — rmwhit1@juno.com

C. Michael Wiedemann [Cutlery advertising, FL postal history]
— cmikew@mindspring.com

Ken White [AZ, NM, & France] kenwhite@northlink.com

Clarence J. Winstead [NC postcards, RPOs & Doanes]
— clarencewinstead@hotmail.com

Richard F. Winter [transatlantic mail] — rfwinter@bellsouth.net

Kirk Wolford [P.H. Dealer] — krkstpc@goldstate.net

Bob Yacano — [Philippines only] ryacano@triad.rr.com

Gene Youngman — youngmanpc@yahoo.com

Nicholas Zevos [Postal history of Northern New York] — zevosn@Potsdam.edu

Michael Zolno — mzolno@aol.com

U.S. POSTAL HISTORY SOCIETIES (Listed by request)

Mobile Post Office Society — http://www.eskimo.com/~rkunz/mposhome.html

(For a listing of all U.S. State Postal History Societies on-line, see the web page
for the Empire State Postal History Society)

— http://www.esphs.org/usphs.html

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A Postal History of Butler County, Ohio

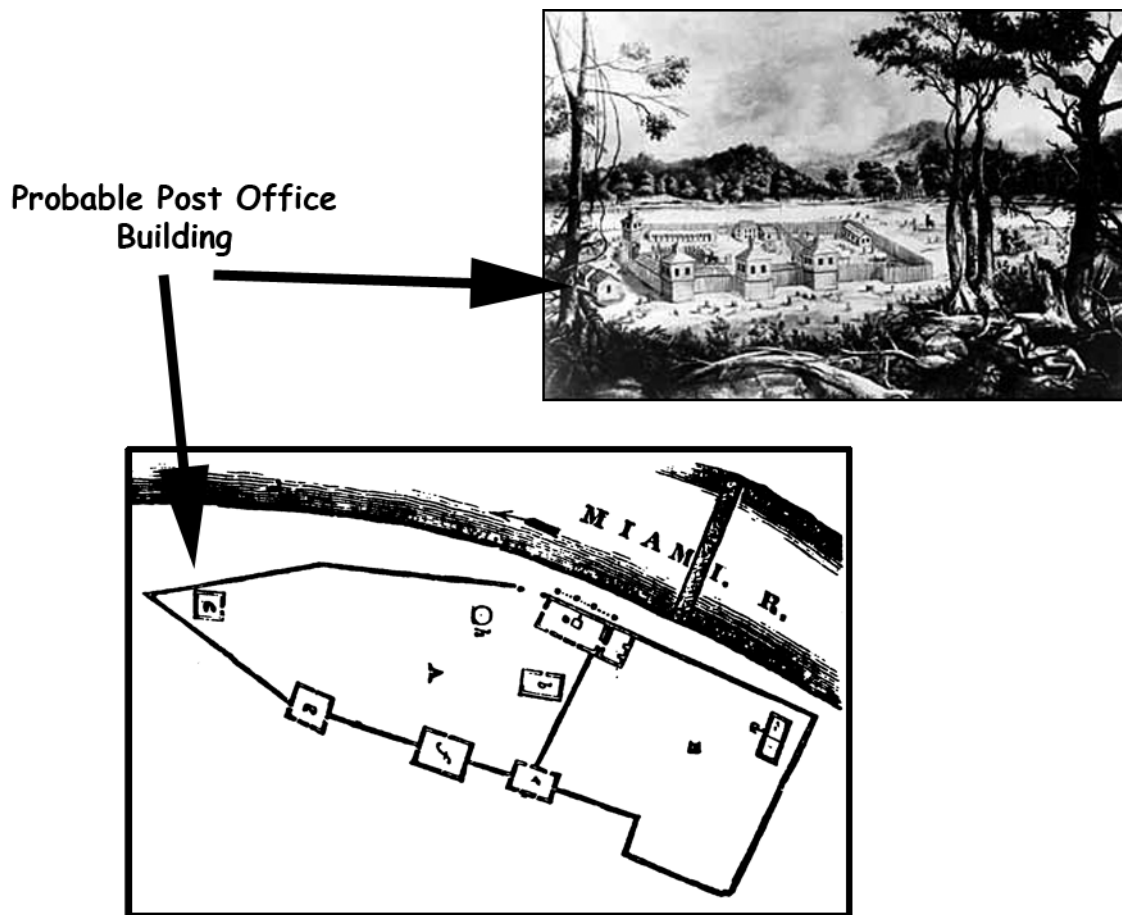


Figure 1 Sketch and diagram of Fort Hamilton showing the probable location of John Reily's first Hamilton post office. (Source of sketch: http://www.ohiohistorycentral.org/ohc/history/h_indian/places/fhamilt.shtml)

by Michael Dattolico

Nestled between Cincinnati and Dayton and situated along the Indiana border is Butler County, Ohio. The county was formed in the aftermath of frontier conflict and struggled through early times of adversity. Butler experienced periods of unprecedented growth and development, and persevered through natural calamities, depressions and wars. As the 20th century concluded, Butler County suffered the indignity of factory job losses and population shifts. Yet the place exudes a kind of flourishing defiance that charms and entices one to visit the place and learn in its amazing story.

An array of famous persons have proudly claimed Butler County as their birthplace. Caroline Scott Harrison, wife of President Benjamin Harrison, was born in Oxford. Geophysicist Dr. Charles Richter of Overpeck introduced the scale that measures earth-

quakes. Oxford native Lorenzo Langstroth has been called the "father of American beekeeping." Novelist Fannie Hurst gained fame by writing about controversial social issues and often referred to Hamilton as her "summer palace." Judge Kennesaw M. Landis of Millville became baseball's first commissioner, while Darrtown native and baseball hall-of-famer Walter Alston played a major role in the Dodger organization for 23 years. In June, 1944, fifteen-year-old Joe Nuxhall of Hamilton became the youngest player in baseball history to pitch a major league game. Butler County native Howard Jones was the only football coach to win national titles at Ohio State University and the University of Southern California. Middletown's C. William Verity was President Reagan's Secretary of Commerce from 1987 to 1989. His grandfather, George M. Verity, founded the American Rolling Mill Company, later known as Armco & AK Steel. His nickname, "Dean of American

Steelmakers,” was well-deserved. Ten county servicemen have been awarded the Medal of Honor. Butler County basks in its rich heritage as it surges forward into the 21st century.

But the heart of the county has always been Hamilton. Once dismissed as a dirty suburb of Cincinnati, it became a mecca for foreign-born immigrants and citizens from nearby Appalachia seeking their fortunes in the 19th and early 20th century. Majestic churches punctuate the town’s skyline, and a gamut of ethnic cultures flourish. But Hamilton has sported a bawdy side, too. From its earliest times, the town and surrounding areas were reputedly awash in illegal liquor from countless stills. And legends abound about gangster John Dillinger “vacationing” in Hamilton in the 1930s, brazenly strolling its streets and grandly tipping youngsters who ran errands for him.

The slaughter of hogs and the packing and shipping of pork products was the town’s leading business in its earliest years. The Cincinnati, Hamilton & Dayton Railroad, along with the Miami-Erie Canal, made Hamilton an attractive area for industrial development. The enterprising Mosler brothers arrived from Austria in the 1840s and established the Mosler Safe Company near the Miami-Erie canal on Hamilton’s east side, while German-born George Rentschler built the Hooven-Owens, Rentschler Company and the Niles Tool Company, later combined as the General Machinery Corporation, into one of the largest tool producers in the world.

Peter Thomson added to the diverse manufacturing picture when he founded the Champion Paper Company in 1901. Indeed, the massive industrial complexes formed by Mosler and Rentschler in Hamilton and Verity in Middletown earned the area the complimentary nickname, “Ruhr Valley of America.”

The postal history of Hamilton and Butler County are intricately entwined, making it impossible to separate one from the other. But in order to study the postal picture of the county, one must start with the postal history of Hamilton.

The desperate Indian conflicts in the Northwest Territory after the Revolutionary War prompted the construction of Fort Hamilton on the east bank of the Miami River north of Cincinnati. Completed in September, 1791, it was a rectangular, 15 to 20 feet high double-palisaded, ditched work with a banquette (firing step) built around the interior. It was an imposing, formidable structure that housed a sizeable force until early 1797, when it was abandoned (*figure 1*).

Life in the embryonic village centered around the vacant fort’s site.

Undoubtedly, many of Hamilton’s first citizens were discharged soldiers who remained or traveled home to bring their families back. Newcomers arrived in the pacified area, and the burgeoning settlement expanded towards the rolling hills east of the river plain and westward across the



Figure 2 Early Hamilton scene showing the post office when it was located at corner of High & Second Street. Note the hogs at the lower part of the picture. Pigs being herded down the main streets in Hamilton and Middletown to pork packing houses was a common sight in the early 1800s.

Miami River to form the village of Rossville (*figure 2*).

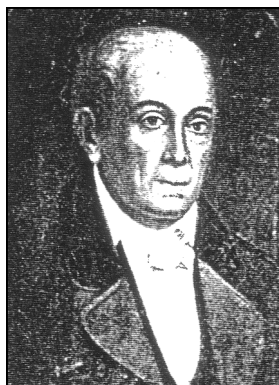
On March 24, 1803, the Ohio General Assembly passed legislation which divided Ross and Hamilton Counties. As part of the division, Butler County was

established on May 1, 1803. Throughout the newly formed county, there were few post offices. The Hamilton post office, established in 1804, was Butler County's first post office. The county's second post office was inaugurated at Middletown on April 1, 1807, providing settlers in the northern part of Butler County a postal outlet. The post office at Trenton was the county's third and served patrons in the eastern section, while the Oxford post office, established in 1817, gave settlers in the northwest Butler County sector vital postal services.

An interesting assortment of men served as Hamilton's 19th century postmasters, each playing a defining role in the development of the city's postal service.

Hamilton's Early Postmasters

JOHN REILY



Hamilton's first postmaster was John Reily. Born in Pennsylvania on April 10, 1763, he enlisted in the Revolutionary Army at age 17 and saw considerable combat, mainly in the southern theater of operations. After taking part in the battle of Eutaw Springs, South Carolina, Reily was discharged from the Continental

Army and returned home.

Reily moved to Kentucky in 1783 and earned a living by making agricultural tools and teaching school. In 1789, he moved northward into the Northwest Territory and settled at Columbia. During the Indian

troubles of the early 1790s, Reily again became a soldier, this time as a member of a volunteer militia company. He distinguished himself rescuing settlers at Dunlap's Station. After the fighting, Reily and a friend opened the first school in the so-called Miami region.

John Reily moved to Hamilton in 1803. When Butler County was organized, there arose a need for literate, educated individuals to handle government tasks. The former schoolmaster was appointed clerk of the Butler County Supreme Court, the first Recorder of the county and commissioner's clerk. He juggled these tasks, off and on, into the 1840s.

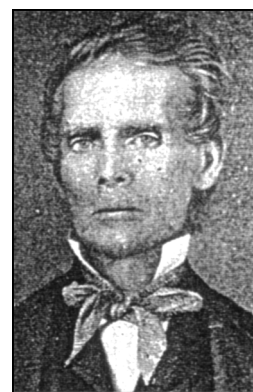
But Reily is best known as Hamilton's first postmaster, being appointed to that position by Gideon Grange on August 2, 1804. He located the settlement's postal business in a fort building reputed to have been a powder magazine on what became South Water Street. In 1809, Reily built a frame house opposite the east side of the public square. This was Hamilton's second post office and the site from which Reily operated until 1832.

At the beginning of Reily's tenure, Hamilton received mail once per week. By 1831, however, there were thirty-six mail arrivals by stage and four by rider. He began the practice of "advertising" uncalled-for mail in the weekly newspaper. For a time, Hamilton's first postmaster permitted citizens to leave letters at stores where the recipients were known to shop, thus avoiding payment of postage.

The Butler County pioneer resigned as postmaster in 1832. He died in 1850.

JAMES B. THOMAS

James Thomas became Hamilton's second postmaster in 1832. He was appointed by President Andrew Jackson on July 9, 1832. Born in Pennsylvania in 1792, Thomas was a carpenter by trade. During the War of 1812, he was one of many woodworkers who labored in the forests along Lake Erie to build Oliver Perry's fleet.



After the war, Thomas returned to his home at Waterford, Pennsylvania, built a flatboat, and moved his mother's family down the Ohio River to Cincinnati. From there, they moved northward to Hamilton.

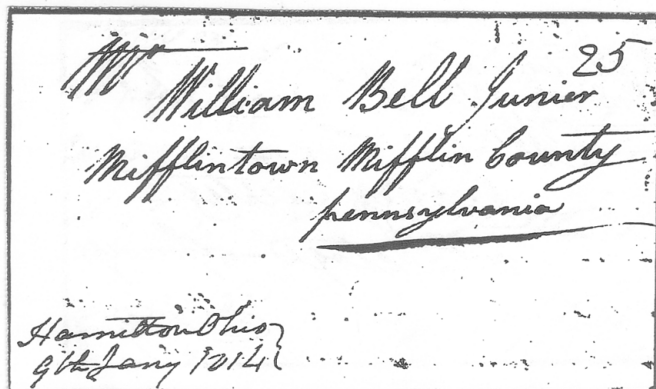


Figure 3 Folded letter mailed from Hamilton to Pennsylvania in January, 1814. John Reily was the postmaster. Since the letter traveled over 300 miles, it cost twenty-five cents to send it.

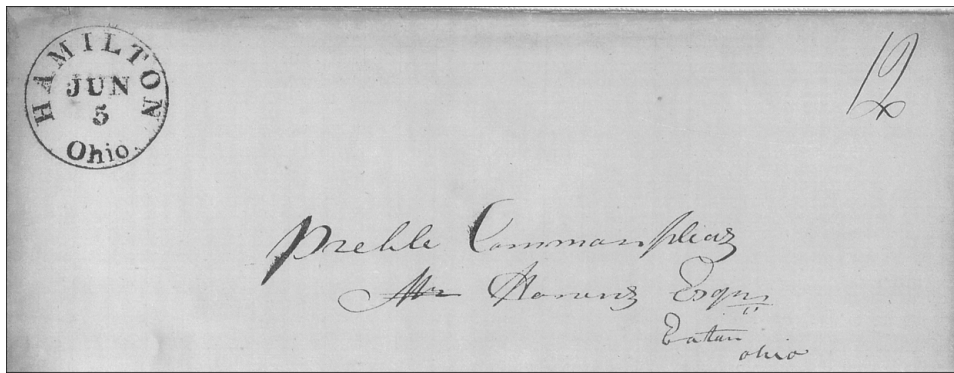


Figure 4 *Folded letter mailed from Hamilton to Eaton Ohio. Note the circular hand-cancel marking. The letter to Eaton cost twelve cents.*

In 1825, James Thomas started a store in a building located on the southeast corner of High and Main Streets. It was in this store that Hamilton's third post office was situated.

Thomas remained the proprietor of his store while serving as postmaster. For a time, he allowed patrons to charge postage along with other goods sold in the store. This practice was allowed until 1829 when, faced with many unsettled accounts, a ruling was made that a letter could not be taken from the office until all fees were paid.

Also during Thomas's period of service, the issue of Sunday postal business was resolved. The result was that rural patrons could call at the post office for mail after church services.

In 1851, Congress passed extensive legislation affecting mail service in Ohio. It was determined that a daily mail (excluding Sunday) would be carried over the Carthage Pike from Cincinnati through Hamilton to Dayton, a route spanning 57 miles. The mail left Cincinnati at 2 a.m. and reached Dayton at 3 p.m. For the return trip, it left Dayton at 10 p.m. and reached Cincinnati at 11 p.m.

An exclusive Cincinnati-to-Hamilton delivery was carried over the Mount Pleasant Pike. Mail left Cincinnati at 3 p.m. and arrived in Hamilton four hours later. Outgoing mail left Hamilton at 8 a.m.

Other postal routes afforded Hamilton wider mail service while Thomas was postmaster. There was a 12-hour run from Hamilton to Greenville, Ohio on Tuesdays and Fridays. Mail came to Hamilton from Greenville on Monday and Thursday. A daily mail exchange between Hamilton and Richmond, Indiana was established, and mail was carried to Reily via Millville on Sunday. Also, a daily-except-Sunday mail service was instituted between Hamilton and Eaton by way of Seven Mile.

James B. Thomas resigned as postmaster in March, 1851.

JAMES LOWES

James Lowes was born in Franklin County, Indiana, on January 19, 1819. He opened a dry goods store in Rossville in 1844, later expanding it into a lucrative pork packing business with two partners in Hamilton. He married Martha Elliot, the daughter of one business partner, and became close friends with his brother-in-law, the sheriff of Butler County. It was this friendship that many believe influenced Lowes to seek public office.

James Lowes was appointed postmaster of Hamilton on March 27, 1851. He vacated the position in early 1853.

JAMES K. THOMAS

James K. Thomas was the son of Hamilton's second postmaster. He was the first postmaster to be born in Hamilton. Originally operating a milling operation near Hamilton, Thomas later formed the Wardlow-Thomas Paper Company in Middletown which manufactured flour sacks and manilla paper. He became one of Middletown's prominent citizens.

Thomas assumed the postmaster's duties in January, 1853 and served until July of that year, making him the Hamilton postmaster with one of the shortest periods of service in that office.

LAWRENCE M. FARROW

Lawrence Farrow was a lawyer who moved from St. Paris, Ohio, to Hamilton in 1852. He was appointed postmaster on July 29, 1853 by President Franklin Pierce. He served as Hamilton's postmaster until March 13, 1857, when he resigned due to poor health. Claiming that the confines of the post office made him ill, Farrow moved back to St. Paris and lived with his father. His death from tuberculosis occurred in 1859. He was 30 years old at the time of his death.

JACOB TROUTMAN

One of the most forceful personalities in Hamilton's early years, Troutman was born near Hamilton on July 22, 1824. A physically imposing man, he was elected city marshal of Rossville when he was only 21 years old. In the words of citizens recorded at the time, Troutman was "...ardent and unchangeable in his friendships; in his dislikes he was very pronounced. As a public official, he performs his duty without fear or favor...." He ran for sheriff of Butler County on several occasions but was defeated each time because his strict sense of integrity, according to Troutman's supporters, made him untouchable by corrupt politicians.

Troutman was appointed Hamilton's postmaster on March 13, 1857 and served with distinction until April 23, 1861. He died on November 14, 1889.

WILLIAM H. BLAIR

William Blair was born in Hamilton on February 14, 1818. He was appointed postmaster of Hamilton on April 23, 1861 and served until 1873. Blair was described as a genial, accommodating and popular official who provided excellent mail service. He died on February 27, 1887.

W. C. ROSSMAN

Rossmann was born at Eaton, Ohio, on July 30, 1835. He joined the family's dry goods store in Rossville as a salesman. When the Civil War began, Rossmann formed the Hamilton Guards, which was incorporated into the 3rd Ohio Volunteer Infantry as Company F.

On April 7, 1863, the 3rd OVI was part of a force which attacked the Rome, Georgia Iron Works, foundries and arsenals. The assault failed, and the Union force was captured. Rossmann, then a captain, was imprisoned at the Libby prisoner-of-war camp. He and other officers made a daring escape from the prison, only to be recaptured and held until the end of the war.

He returned to Hamilton after the war in poor condition. His health broken, Rossmann was nevertheless

appointed postmaster on July 23, 1866. Before he could begin serving, however, he required official endorsement by Congress.

Unfortunately, Congress was antagonistic towards President Andrew Johnson and delayed action on many of his personnel appointments, concentrating instead on the impeachment trial that ensued. By the time Congress approved Johnson's political nominees, Rossmann died on July 11, 1867, from the physical traumas suffered in Libby prison.

JOHN MCKEE

John McKee was born in Kentucky on February 20, 1829 and emigrated to Butler County in 1844. A graduate of Williams College, McKee taught school in Hamilton for six years.

At the outbreak of the Civil War, John McKee was commissioned a captain of Company K, 37th Indiana Volunteer Infantry. He was seriously wounded at the battle of Stone River on December 31, 1862, and was discharged from the army.

McKee was appointed Hamilton's postmaster on September 8, 1873, serving in that capacity for 8 years.

CHARLES E. GIFFEN

Charles Giffen was born in Hamilton on January 15, 1843 and became the bookkeeper in his family's lumber company.



Figure 5 Hamilton scene showing one of the town's key intersections—3rd & High Street—at the turn of the 20th century. Shown near the center of the photo is the Butler County Soldiers, Sailors & Pioneers monument. Situated on the site of the old fort, it was completed in 1902.



Figure 6 Hamilton cover mailed to Columbus, Ohio in December, 1885. The imposing Butler County courthouse is shown at left. The Victorian structure is located east of the old fort's site. The "square" around the courthouse was a popular meeting place for farmers who gathered there on Saturdays.

Giffen enlisted in the 5th Ohio Cavalry when the Civil War began. He fought at Shiloh, the battle of Corinth, and he was part of General Sherman's forces that ravaged Georgia. Giffen finished military service as a first lieutenant.

When he returned to Hamilton, he opened a lumber company on N. Front Street. Giffen operated it successfully until he was appointed postmaster on January 30, 1882. He died on October 29, 1889.

JOHN E. LOHMAN



John Lohman was born in Hamilton on May 6, 1854. He began his career as a traveling salesman for a Cincinnati carriage manufacturer. After several years, Lohman returned to Hamilton and entered politics, initially serving two terms on the

Rossville board of education.

On December 4, 1886, Lohman was appointed postmaster of Hamilton. Known for his keen organizational skills, John Lohman instituted Hamilton's first home mail delivery system. He is considered one of Hamilton's most innovative and popular postmasters in the 19th century. Lohman held the office until March 20, 1890.

DANIEL H. HENSLEY

Daniel Hensley was born in Indiana on January 10, 1844. He enlisted in the 73rd Indiana Volunteer Infantry for service during the Civil War.

Hensley later settled in Hamilton and was a school teacher for a short time. He later became an executive of the Hamilton Gas Light and Coke Company, a position he held for 20 years. Hensley was appointed Hamilton's postmaster on March 20, 1890, and served until June 13, 1893, when he was removed by President Cleveland.

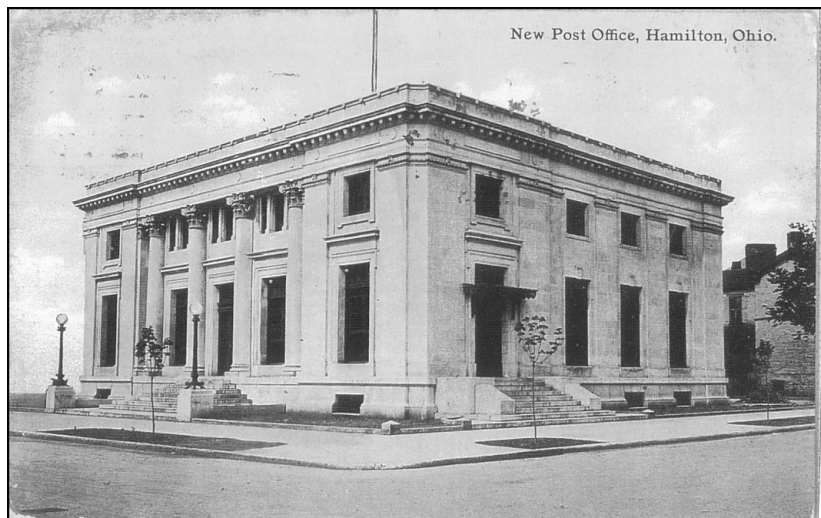


Figure 7 Commercial post card picture entitled, "New Post Office, Hamilton, Ohio." Constructed as the Federal Building in 1909, the Hamilton post office occupied part a portion of it. Located on the southwest corner of South Third and Ludlow Streets, the building was later used by the Butler County Board of Education and the Butler County Board of Elections.

JOHN E. LOHMAN

Due to his administrative reputation and popularity, John Lohman was reappointed as Hamilton's postmaster on June 13, 1893, a position he held until the turn of the century.

Butler County Post Offices

In 1992, esteemed postal historian Ray Zunk, then serving as editor of the Ohio Postal History Journal, compiled a detailed listing of Butler County post of-

fices. His work included available information on all established post offices from the opening of the Hamilton Post Office in 1804 through the 1980s.

I recall speaking briefly with him when I took over as the *OPHS Journal* editor in the late 1990s just weeks before Ray's untimely death. I did not have the opportunity to know him well, but his reputation within the Ohio philatelic community as a highly respected postal historian remains undiminished.

Shown below is a condensed version of Zunk's Butler County post office listing, along with pertinent facts about each one.

Butler County Post Offices

<u>Post Office</u>	<u>Former Name</u>	<u>Established</u>	<u>Discontinued</u>	<u>Comments</u>
Alert		1850	1904	Mail to Okeana.
Astoria		1840	1844	Became Miltonville.
Bethany	Huntsville	1844	1957	Became rural branch of Middletown.
Bethany R.B.	Bethany	1957	1969	Mail to Middletown.
Blue Ball		1844	1891	Moved to Warren Co.
Blue Ball		1894	1902	Mail to Middletown.
Bunker Hill		1852	1869	Name spelling changed to Bunkerhill.
Bunkerhill	Bunker Hill	1876	1906	Mail to Hamilton.
Chester		1824	1826	Became West Chester.
Christiana		1829	1837	Discontinued.
Clawson		1881	1900	Mail to Hamilton.
Clinton		1826	1827	Discontinued.
Colerain	Dick's Mills	1822	1823	Became Dicks Mills.
College Corners		1830	****	Present Zip Code 45003.
Collinsville	Collinville	1836	****	Present Zip Code 45004
Contreras		1849	1903	Mail to Oxford.
Crescentville		1888	1899	Moved to Hamilton Co.
Darrtown		1825	1907	Mail to Oxford.
Dick's Mills		1819	1822	Became Colerain.
Dicks Mills	Colerain	1823	1834	Became Ross.
Excello		1870	1871	Discontinued.
Excello		1881	1957	Branch of Middletown.
Fontana		1872	1879	Became Kyles.
Furmandale		1857	1858	Discontinued.
Gano		1872	1910	Mail to West Chester and

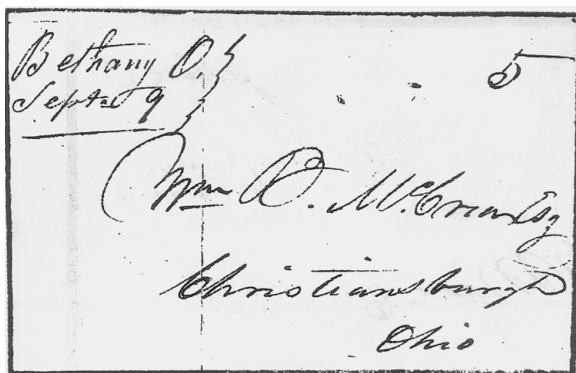


Figure 8 Bethany was an operational post office from 1844 to 1957. It later became a rural branch for Middletown.



Figure 9 Blue Ball was situated on the northeast Butler County line. Its post office operated from 1844 to 1891 at which time it was relocated in Warren County. The town got its name from the large blue ball painted on a building wall. After 1902, its mail was handled by the Middletown post office.

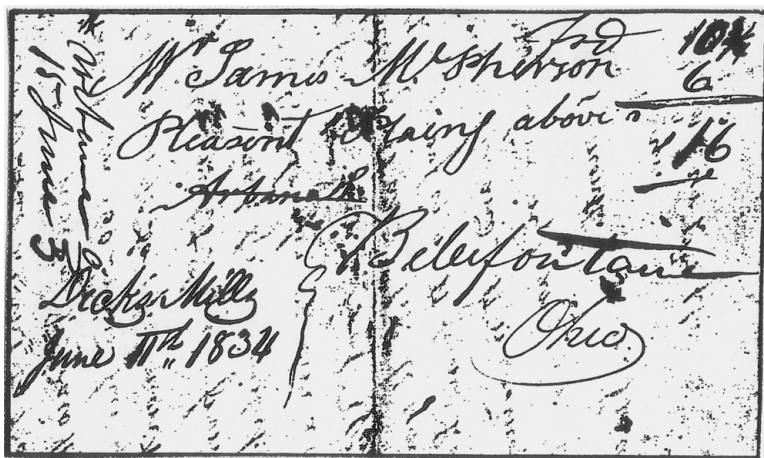


Figure 10 The village was the site of the grist mill constructed by David Dick in 1810. George Dick was the first postmaster of the office which opened in 1819. Its name was changed to Colerain but from 1823 through 1834, it was again known as Dick's Mills. The name was later changed to Ross. The cover was forwarded from Urbana to Bellefontaine for total charges of sixteen cents. The postmaster did not charge the correct zone rate of postage. It should have been ten cents for a distance between thirty and eighty miles.

Figure 11 This village had a post office from 1870 through 1971. It was reestablished in 1880 and remained open until 1957 when it became a branch of the Middletown post office.

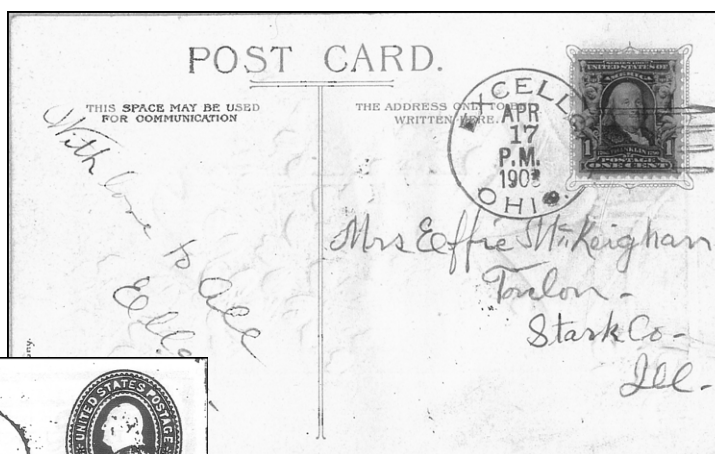
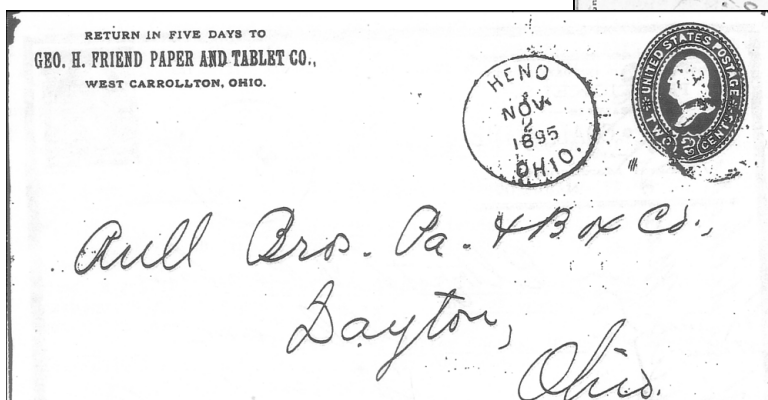


Figure 12 The Heno post office was operational from 1882 to 1907. It became the West Middletown post office



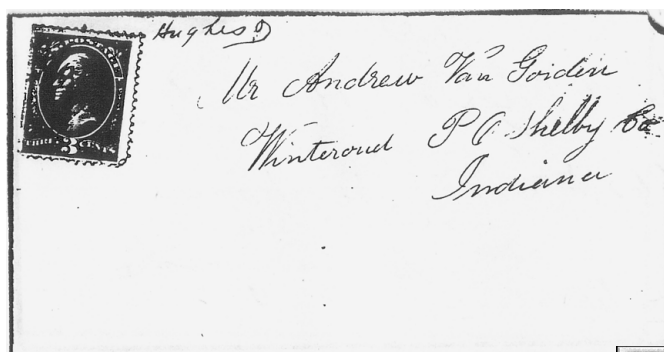


Figure 13 Operating as Hughes Station from 1872 until 1881, the village became known as Hughes. Its post office was open for business until 1906. The Bethany post office later handled its mail.

Figure 14 Jone's Station was situated on the Cincinnati, Hamilton & Dayton Railroad southeast of Hamilton. Its name was based on the fact that the station stood on land once owned by John D. Jones, a dry-goods merchant of Cincinnati. The post office was open from 1856 until 1882.

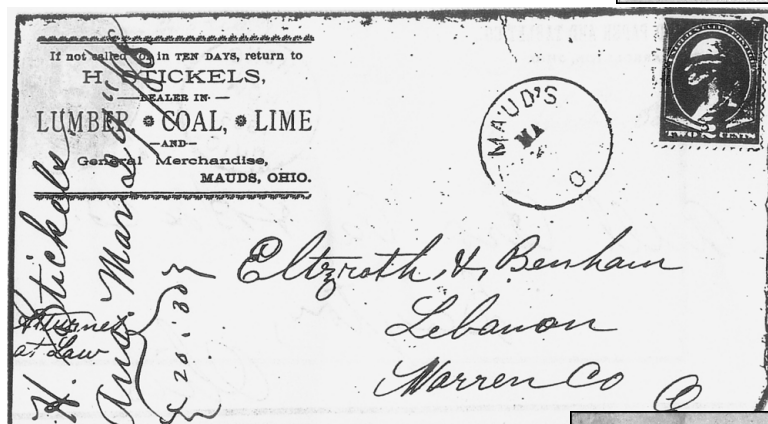
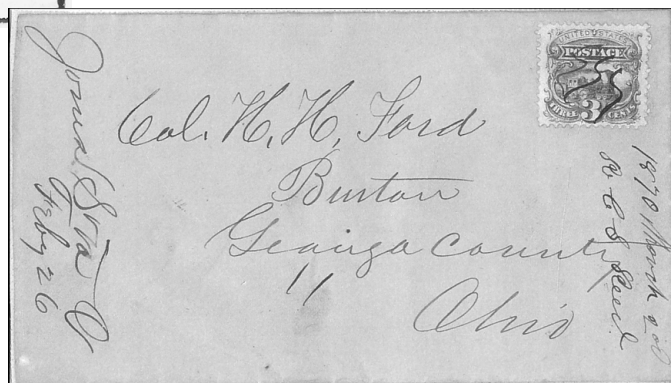


Figure 15 From 1872 through 1874, this village was known as Shoemaker. The post office was called Maud's from 1874 through 1893. Its postmaster was Richard Maud. The 's' was dropped from the town name in 1893, and it was known simply as Maud. It closed in 1958 and became a rural station of West Chester.

Figure 16 The McGonigle's Station P.O. was established in 1859 and operated by that name until 1863 when it was renamed Wood's Station. Its name reverted back to McGonigle's Station in 1866 and remained so until 1882, at which time it became known simply as McGonigle.

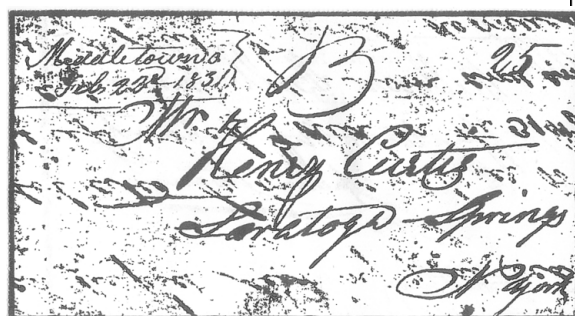


Figure 17 Folded stampless letter mailed at Middletown in 1831 to Saratoga Springs, New York. Known simply as Butler in its earliest days, Middletown established Butler County's second post office there in 1807.

<u>Post Office</u>	<u>Former Name</u>	<u>Established</u>	<u>Discontinued</u>	<u>Comments</u>
				Sharonville.
Glendower	Paddy's Run	1886	1888	Became Paddy's Run.
Hamilton		1804	****	First P.O. in Butler Co.
Heno		1882	1907	Became W. Middletown.
Hughes	Hughes Station	1881	1906	Mail to Bethany.
Hughes Station	Princeton	1872	1881	Became Hughes.
Huntsville		1817	1826	Became Stevens.
" "	Stevens	1826	1844	Became Bethany.
Isis		1884	1888	Mail to Mt. Auburn.
Jacksonboro	Jacksonborough	1892	1903	Mail to Middletown.
Jacksonborough	Jacksonburgh	1820	1892	Became Jacksonboro.
Jacksonburgh		1818	1820	Name spelling changed to Jacksonborough.
Jericho		1852	1855	Discontinued.
Jone's	Jone's Station	1882	1882	Became Stockton.
Jone's Station		1856	1882	Became Jone's.
Knorr		1889	1891	Became Lesourdsville.
Kyle	Kyle's	1893	1934	Mail to Middletown.
Kyle's	Fontana	1879	1893	Became Kyle.
Lemon		1878	1908	Mail to Kyle R.F.D.
Lesourdsville		1838	1842	
" "		1850	1864	
" "		1870	1890	
" "		1891	1906	Mail to Kyle.
McGonigle	McGonigles Station	1882	1905	Mail to Wood.
McGonigle's Station	Stillwell's	1859	1863	Became Woods Station.
" "		1866	1882	Became McGonigle.
Maud	Maud's	1893	1958	Became rural station of West Chester.
Maud's	Shoemaker	1874	1893	Became Maud.
Maud R.B.	Maud	1958	1978	Mail to West Chester.
Middletown	AKA Butler	1807	****	Second post office established in Butler Co.
Millville		1817	1907	Mail to Hamilton.
Miltonville	Astoria	1889	1904	Mail to Heno.
Monroe		1822	****	Present zip code 45050.
Mount Auburn		1882	1893	Mail to Millville.
Ogleton		1863	1864	Discontinued.
Okeana	Tariff	1858	****	Present zip code 45053.
Overpeck	Overpeck Station	1882	****	Present zip code 45055.
Overpeck Sta.		1860	1879	Mail to Hamilton.
" "		1880	1882	Became Overpeck.
Oxford		1817	****	Present zip code 45056.
Paddy's Run		1831	1886	Became Glendower.

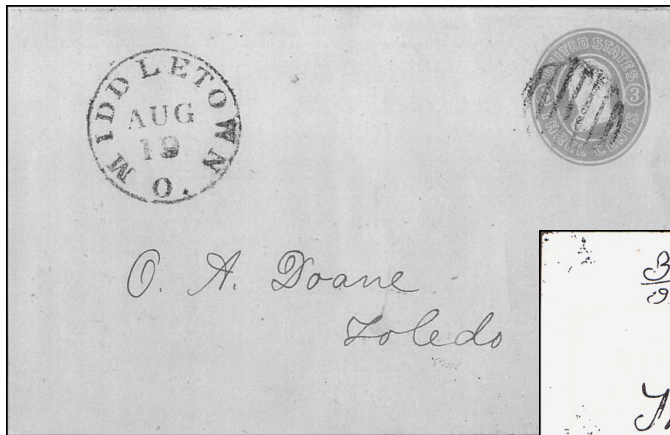


Figure 18 Postal stationery envelope mailed from Middletown, Ohio circa 1850s to Toledo, Ohio.

Figure 19 The Millville post office was operational from 1817 to 1907. The town's mail was later handled by the Hamilton post office.



Figure 20 Located in the eastern portion of Butler County, Monroe has had an operational post office since 1822.

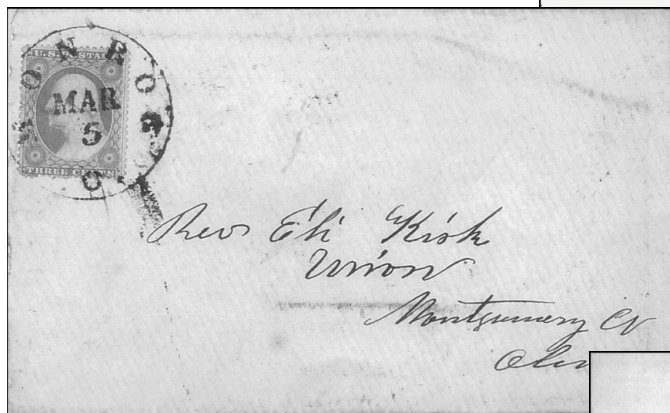


Figure 21 Located in northwest Butler County, the Oxford post office has been open since 1817. Its first postmaster was John S. Irwin.

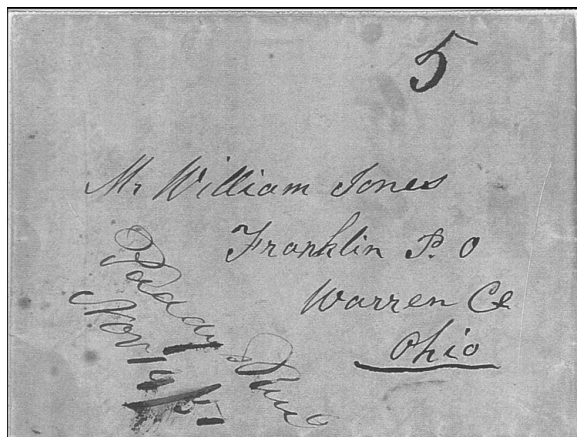
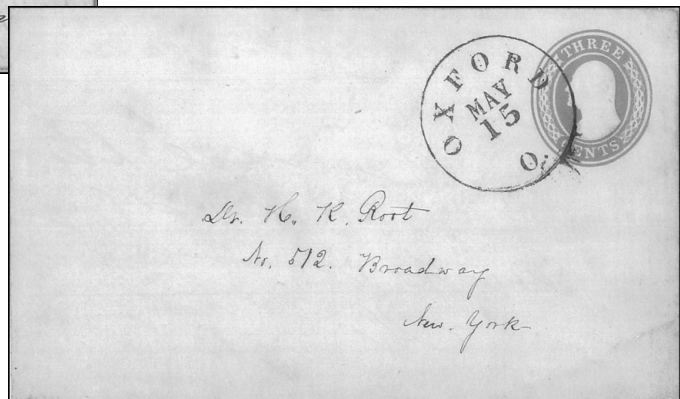


Figure 22 The village Paddy's Run had a post office by that name from 1831 to 1886 when it became known as Glendower. It operated as Paddy's Run again from 1888 until 1892 when it was called Shandon.

<u>Post Office</u>	<u>Former Name</u>	<u>Established</u>	<u>Discontinued</u>	<u>Comments</u>
" "	Glendower	1888	1892	Became Shandon.
Philanthropy		1823	1836	Relocated to Franklin Co. Indiana.
" "	Relocated from Indiana.	1839	1906	Mail to Okeana.
Pisgah		1843	1905	Mail to Sharonville.
Poast Town		1848	1934	Mail to W. Middletown.
Port Union		1850	1915	Mail to Hamilton.
Princeton		1816	1872	Became Hughes Station.
Reiley		1825	1911	Became Reily.
Reily	Reiley	1911	1966	Became R.B. of Hamilton.
Rialto		1890	1900	Mail to Port Union.
Ross	Dick's Mills	1834	****	Present zip code 45061.
Rossville		1819	1855	Annexed by Hamilton.
St. Charles	aka Saint Charles	1850	1903	Mail to Philanthropy.
Selkirk		1894	1900	Mail to Saint Charles.
Seven Mile		1838	****	Present zip code 45062.
Shandon	Paddy's Run	1892	****	Present zip code 45063.
Shoemaker		1872	1874	Became Maud's.
Somerville	William's Store	1834	****	Present zip code 45064.
Stevens	Huntsville	1826	1826	Discontinued.
Stillwell's	aka Stillwell	1831	1859	Became McGonigle's Sta.
Stockton		1882	1883	Became Jone's
" "		1883	1922	Mail to Hamilton.
Symmes' Corner		1843	1861	Became Union Corner.
Symmes' Corners	Union Corner	1864	1885	Mail to Hamilton.
Symmes' Corners		1885	1893	Became Symmes Corners.
Symmes Corners	Symmes' Corner	1893	1907	Mail to Hamilton.
Tariff		1828	1858	Became Okeana.
Trenton		1821	****	Present zip code 45067.
Tylersville		1889	1902	Mail to Maud.
Union Corner	Symmes' Corner	1861	1864	Became Symmes' Corners.
West Chester	Chester	1826	1874	Became Westchester.
Westchester	West Chester	1874	1893	Became West Chester.
West Chester	Westchester	1893	****	Present zip code 45069.
West Middletown	Heno	1907	1963	Became Middletown R.S.
Williams Store		1824	1834	Became Somerville.
Winton		1850	1856	Discontinued.
Woodsdale		1870	1906	Mail to Trenton.
Wood	Wood's Station	1882	1908	Mail to Oxford.
Wood's Station	McGonigle's Station	1863	1882	Became Wood.

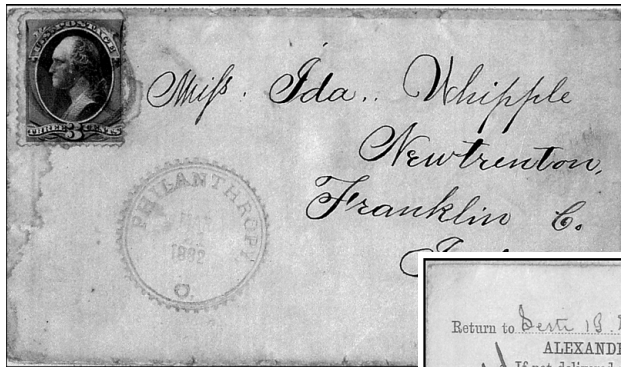


Figure 22 Originally spelled 'Philanthropy', the post office operated in extreme western Butler County from 1823 until 1836, when it was relocated in Franklin County, Indiana. The town was placed back in Ohio, and its post office was spelled 'Philanthropy' and operated under that name from 1839 to 1906. The nearby town of Okeana later handled the citizens' mail.

Figure 24 Named in honor of John Reiley, a prominent Butler County settler, the Reiley post office was established in 1825 and operated under that name until 1911, when its town name was altered to 'Reily'. It remained open until 1966 when it became a rural branch of the Hamilton post office.

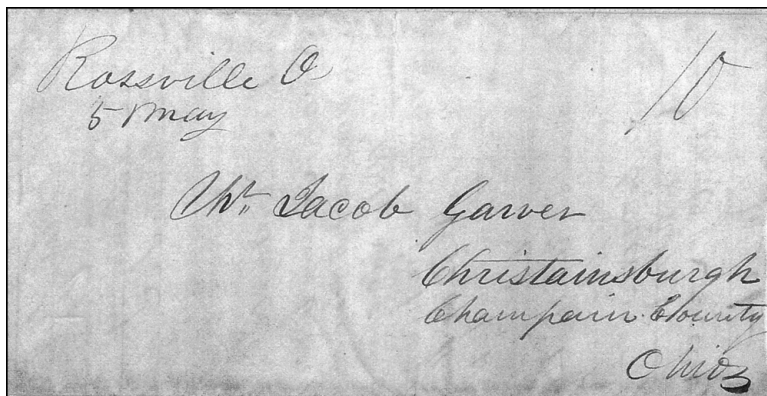
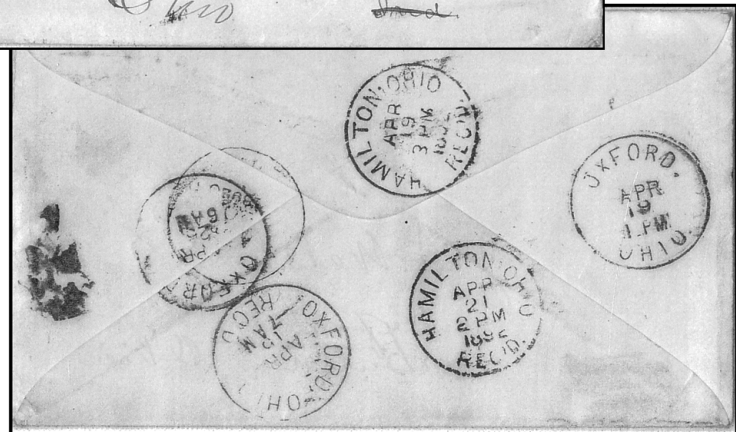
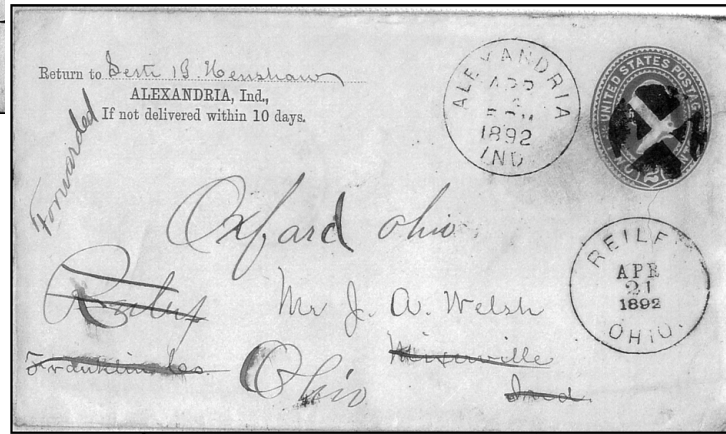
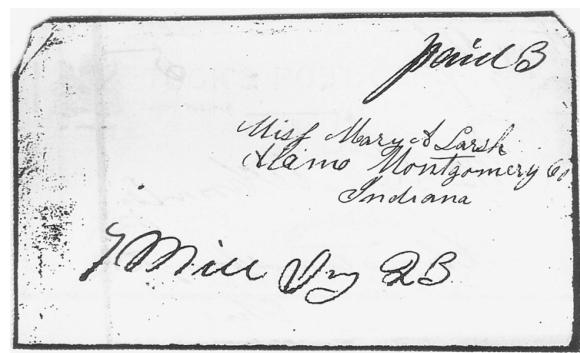


Figure 25 The Rossville post office was established in 1819 and operated until the mid-19th century. Located on the west bank of the Miami River directly across from Hamilton, it was eventually annexed and became part of Hamilton.

Figure 26 The site was named "Seven Mile" by General Anthony Wayne in 1795 enroute to Fallen Timbers. The settlement received a post office in 1838 and remains operational. Note the numeral used in the town name.



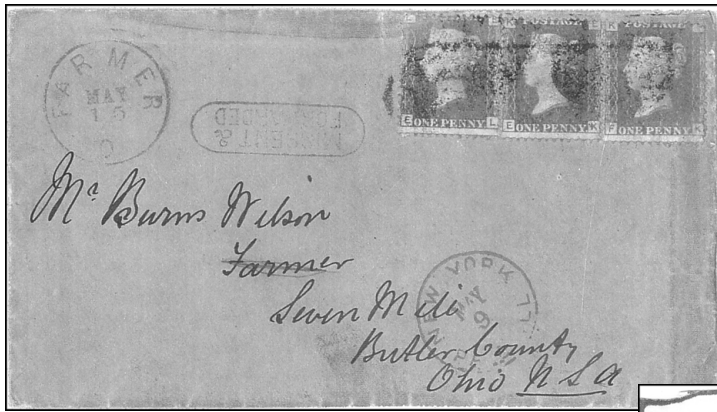


Figure 27 British letter sent to Seven Mile circa 1874. The letter was missent to Farmer, Ohio, because of the way it was addressed.

Figure 28 Formerly known as William's Store, the Somerville post office was established in 1834. It is still open for business.

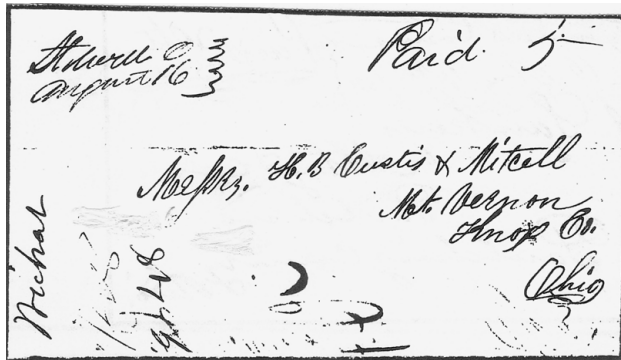
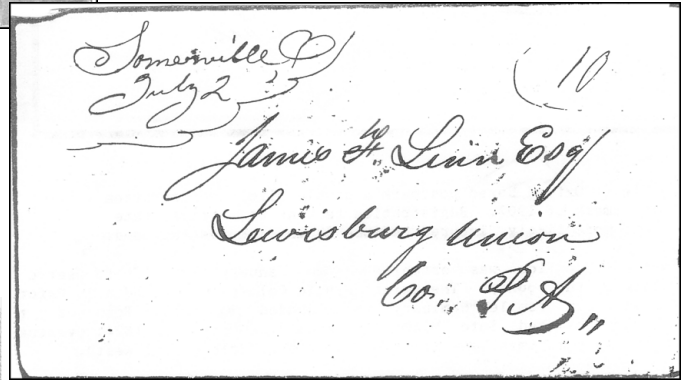


Figure 29 The Stillwell post office opened in 1831 with Jacob Stillwell serving as its first postmaster. In 1859, it became McGonigle's Station.

Figure 30 Symmes Corner was situated a few miles south of Hamilton. Its post office was called Symmes Corner from 1843 until 1861 when it was called Union Corner and operated under that name from 1864 until 1885. At that time, the post office closed and its mail was handled by the Hamilton post office. In 1885 the post office again operated as Symmes Corner but was officially closed in 1907.

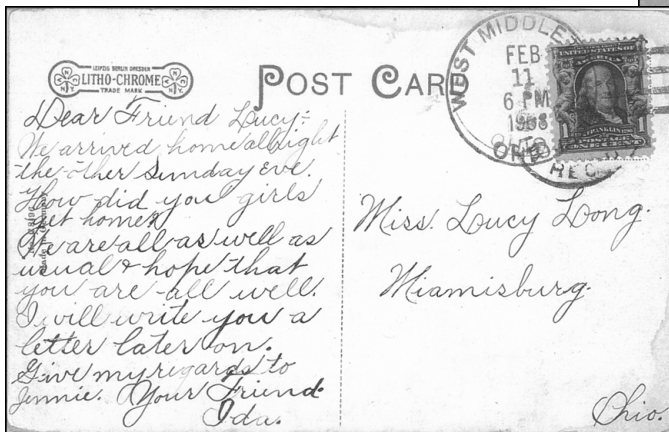
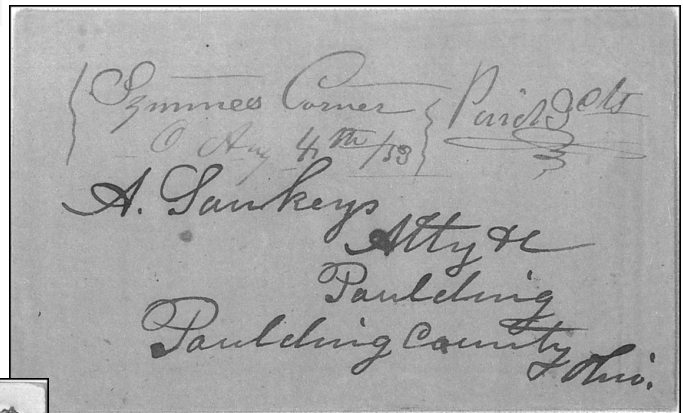


Figure 31 The West Middletown post office was in operation from 1907 until 1963 when it became a rural station of Middletown.

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- 2 AROMAS, 1917 VG 4-BAR ON PPC. EST. \$4
- 3 BIG SUR, 1946 G+ 4-BAR ON PPC. EST. \$4
- 4 (B)RYSON, 1924 F PARTIAL 4-BAR ON PPC (87-37). EST. \$6
- 5 BULLWINKLE, 1910 VG 4-BAR ON PPC (09-22). EST. \$6
- 6 BUTCHER RANCH, 1917 F 4-BAR ON COVER (71-35). EST. \$6
- 7 CASA VERDUGO, 1912 VG LKU LOS-1440 ON PPC (06-13). EST. \$12
- 8 CASTROVILLE, 1908 G+ DUPLEX ON PPC. EST. \$5
- 9 CHUALAR, 1915 VG 4-BAR ON PPC. EST. \$4
- 10 CLOUDMAN, 1908 G+ CDS ON COVER RED'D @RT (82-05). EST. \$35
- 11 DANBY, 1911 F 4-BAR ON PPC (98/13). EST. \$35
- 12 ELLIOTT, ca1880 F CDS ON COVER (63/01). EST. \$75
- 13 ENGLEWOOD, 1889 VG CDS REC'D ON CVR W/SM TEAR (80-91). \$70
- 14 EUREKA MILLS, 1891 F VDS ON COVER (75-95). EST. \$75
- 15 FERN, 1910 F 4-BAR ON PPC (98-45). EST. \$6
- 16 FIELDBROOK, 1910 VG CDS ON PPC (02-32). EST. \$6
- 17 FIELDING, 1898 F CDS ON REG'D COVER (97-03). EST. \$75
- 18 FRENCH CORRAL, 1911 F 4-BAR ON PPC (59-45). EST. \$6
- 19 FT. BARRY BR. SAUSALITO, 1941 VG FD DC ON CVR (41-47). E. \$8
- 20 FT. CRONKITE BR. SAUSALITO, 1941 F FD DC ON CVR (41-47) \$8
- 21 GONZALES, 1912 VG DUPLEX ON PPC. EST. \$4
- 22 JASPER POINT, 1912 F 4-BAR ON PPC (09-13). EST. \$40
- 23 LARABEE, 1924 F 4-BAR ON REG'D PACKAGE REC (21-25). EST. \$35
- 24 LOCKWOOD, 1908 F DOANE REC'D & O/S ON PPC. EST. \$4
- 25 MARUBA, 1922 VG 4-BAR ON CREASED PPC (15-26). EST. \$25
- 26 METZ, 1915 VG 4-BAR ON PPC (88-33). EST. \$8
- 27 MILLERTON, ca1865 F DC ON COVER (83/74). EST. \$150
- 28 NAPA SODA SPRINGS, 1920 VG 4-BAR ON PPC (82-29). EST. \$6
- 29 NAVAL HOSPITAL BR. SAN DIEGO, 1945 F MACH. ON PPC (29-46) \$5
- 30 NAV. TRN. SCHOOL STA. L.A., 1942 G+ 4-BAR ON PPC (41-45). \$6
- 31 NUEVO, 1899 VG CDS ON COVER (83/95). EST. \$40
- 32 OILPORT, 1907 G+ 4-BAR ON PPC (07-08). EST. \$125
- 33 PENNINGTON, 1911 F 4-BAR ON PPC (81-17). EST. \$20
- 34 PLUMAS JUNCTION, 1908 VG 4-BAR ON PPC (08-09 PER). EST. \$75
- 35 POTHOLE, 1908 VG DOANE ON PPC (07-09 PER). EST. \$100
- 36 QUARTZBURG, 1859 VG CDS ON COVER (51-61). EST. \$200
- 37 QUINTETTE, 1906 F DOANE REC'D ON PPC (03-12). EST. \$20
- 38 SAN LUCAS, 1901 VG DUPLEX ON COVER. EST. \$10
- 39 SEASIDE, 1908 F ECU MOT-3320 ON PPC. EST. \$6
- 40 STELLA, 1906 VG DOANE ON PPC (85-09). EST. \$35
- 41 STILLWATER, 1899 F CDS ON COVER (70/00). EST. \$80
- 42 TABLE ROCK, 1913 G+ 4-BAR ON PPC (57/22). EST. \$8
- 43 TELEGRAPH CITY, 1881 VG TC ON CVR RED'D @ RT (62-94). E. \$75
- 44 THRALL, 1906 F DOANE ON COVER (04-14). EST. \$12
- 45 TWIN OAKS, 1892 G+ CDS ON BACK OF COVER (89-01). EST. \$50
- 46 TWO RIVERS, 1915 VG 4-BAR ON PPC (12-15). EST. \$20
- 47 WATERMAN, 1882 F MS ON COVER (81-87). EST. \$200
- 48 WOODSIDE, 1913 F 4-BAR ON PPC (54-15). EST. \$6
- 49 WOODWARD, 1909 VG 4-BAR O/S ON PPC (01-13). EST. \$15
- 50 YOU BET, 1883 F CDS ON COVER (68-03). EST. \$75
- 51 ZAMORA, 1917 F 4-BAR ON PPC W/CORNER BEND (15-). EST. \$4

OREGON

- 52 CLINE FALLS, 1911 G+ 4-BAR REC'D & O/S ON PPC (04-19). \$15
- 53 CREIGHTON, 1906 F DOANE REC'D ON PPC (04-07). EST. \$50
- 54 HUDSON, 1913 G+ 4-BAR ON PPC (92-13). EST. \$15
- 55 KINGS VALLEY, 1911 F DOANE ON PPC (55/74). EST. \$6
- 56 SAMPSON, 1907 F DOANE ON PPC (98-12). EST. \$12
- 57 SOUTH INLET, 1914 G+ 4-BAR ON PPC (12-14). EST. \$30
- 58 STEAMBOAT, 1910 F 4-BAR REC'D ON PPC (88-15). EST. \$25
- 59 TUCKER, 1899 VG CDS ON COVER (92-00). EST. \$150
- 60 VIEWPOINT, 1911 F 4-BAR ON PPC (10-18). EST. \$35
- 61 WALKER, 1907 F 4-BAR REC'D ON PPC (91-25). EST. \$6
- 62 ZION, ca1910 F 4-BAR ON PPC (99-13). EST. \$35

WASHINGTON

- 63 ANGLIN, 1908 VG CDS ON PPC (02-21). EST. \$12
- 64 FARRIS, 1912 F 4-BAR ON PPC W/CREASED CORNERS (03-13) \$15
- 65 GODFREY, 1908 F DOANE ON PPC (05-12). EST. \$25
- 66 HANSON FERRY, 1910 F DOANE ON PPC (91-29). EST. \$12
- 67 KNOX, 1910 F 4-BAR ON PPC (05-13). EST. \$20
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- 73 NASEL, 1911 F DUPLEX ON PPC (81-20). EST. \$6
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- 86 TR(UCKEE) & LAKE TAHOE, 1909 PARTIAL (997.4-A-1) ON PPC. \$8
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THE POSTMASTERS GENERAL OF THE UNITED STATES

XVIII. Joseph Holt, 1859-1860

by Daniel Y. Meschter

Joseph Holt was born on January 6, 1807 near Hardinsburg, Kentucky, fifty miles down the Ohio River from Louisville, the son of a rural attorney¹.

After receiving such secondary education as was available locally, he attended St. Joseph's College in Bardstown and Centre College in Danville. He then read law with Robert Wickliffe, the noted attorney, in Lexington and was admitted to the bar in 1831. He opened a practice in Elizabethtown where he was briefly a partner of Congressman Ben Hardin through whom it is probable he joined the Democratic Party and became active in Kentucky politics.

He moved to Louisville the next year as assistant editor of the Louisville *Advertiser* for a short time and then the state's attorney for the Louisville district for several years. He gained attention at the 1835 Democratic National Convention as a skillful orator in his defense of vice-presidential nominee Richard Johnson against charges brought by the Virginia delegation. He moved to Mississippi later that year and established a rewarding law practice in Vicksburg where his first wife died of tuberculosis and he, too, contracted the disease. He returned to Louisville in 1842.

Recovered from illness and wealthy enough to retire from the law, Holt remarried and traveled extensively in Europe and the Middle East between 1848 and 1851. He returned to political pursuits after his return and earned recognition in the Democratic Party for his oratory supporting Pierce in the 1852 and Buchanan in the 1856 presidential campaigns. He was rewarded by appointment as Commissioner of Patents in April 1857 and then Postmaster General two years later.

The Post Office was facing financial collapse when Holt took over as Postmaster General on March 14, 1859, five days after the death of his predecessor, Aaron V. Brown. The 35th Congress had adjourned on March 3rd without enacting an appropriation for Post Office Department operations in the 1860 fiscal year or to settle deficits already accumulated in the 1859 fiscal year. Brown had always been indifferent to deficits. His position was that if Congress wanted the Post Office to be self-sufficient, it had the power to make it possible for the Post Office to pay its expenditures out of revenues by fixing postal rates at realistic levels, abolishing free franking, requiring government offices to pay their actual postage in full, and funding the

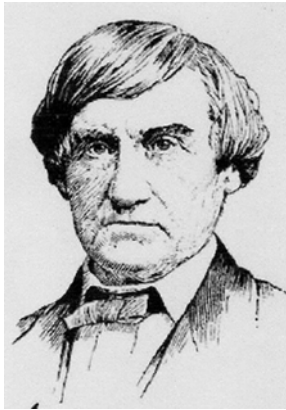
unprofitable mail routes it required the PMG to establish such as the Overland Route to California².

Buchanan understood the situation all too clearly. Jacob Thompson, his Interior Secretary, quoted him in a Cabinet meeting called to consider Brown's replacement³.

I want a man for the Postoffice Department who has no heart. Brown was a man of great ability, but he was altogether too good-natured to withstand the appeals and intrigues of the people who had business with his Department, and things want to be straightened out down there.

It will take a strong, resolute man with none of the milk of human kindness in his veins to do the work.

Thompson told him he had just the man in his Department. "Joe Holt. He will fill the bill exactly". Attorney General Black suggested Edwin Stanton, a rising star on the national political scene as an alternative, but Holt's appointment finally prevailed. Holt later denounced Thompson's version of this event, contending that Buchanan chose him for other services; but Holt's management of the Post Office Department seemed to confirm Thompson's evaluation.



Joseph Holt

Joseph Holt had none of Brown's qualms. He realized that since the next Congress would not convene until December and then not take any action until the following calendar year, and that Buchanan had no inclination to call it into special session in the meantime, there was no possibility of relief from that quarter for at least the next ten months. Also, he was fully aware that since Section 1 of the 1836 postal law required "revenues arising in the Post Office Department" be paid directly into the Treasury and since the Treasury was prohibited from disbursing funds without an appropriation⁴, even current revenues were beyond his reach, at least after the first of July.

Holt's strategy to keep the mails moving during the Department's money crisis was to assure the Post Office's agents and contractors they would eventually be paid he hoped with interest if they would to continue to perform their duties as in the past⁵. He was gratified by the positive reaction his promises received; but recognizing there would be cases when deferred payment would work hardships; he issued certificates of indebtedness attesting to the sums owed them. His theory was that the holders of these warrants might be able to raise cash by selling them on the money market, albeit at a discount.

Holt's plan was a success. The 36th Congress appropriated \$4,096,000 to pay off current deficits and defray the Post Office's expenses for the 1859 fiscal year, and \$6,400,000 for operations during the current 1860 fiscal year⁶. It also

authorized payment of six percent interest on the delinquencies due contractors, thus redeeming Holt's promises.

Holt next turned his attention to the mail distribution system. He decided that the distribution offices had served a useful purpose when the mails were transported by stage or post rider and certainty was more important than speed. Now, with an increasing portion of the mails being carried by rail, he realized that the most important goal of the mail system was *speed* with certainty and security. He took the first step on April 30th by discontinuing thirteen of the existing fifty distributing offices in the interest of accelerating the transportation of the mails as much as economy and avoiding fraud, "substituting there-fore the practice of direct mailing⁷." Nevertheless, he did not anticipate complete abandonment of Habersham's mail distribution system.

Virtually from the moment he took office Holt considered the failure of Congress to enact the post office appropriation bill an auspicious moment to inaugurate an agenda to make the Post Office self-sustaining. Adopting a policy he called "retrenchment," he curtailed unproductive routes, terminated useless routes, proposed abolishment of the franking privilege, and sought out other opportunities for economies wherever he could find them. In these actions he exactly fulfilled Buchanan's demand for a "resolute man with none of the milk of human kindness in his veins."

Among the unproductive routes he could attack on his own authority were the six Pacific mail route contracts which he estimated alone accounted for deficits totaling almost \$1,850,000 a year. His timing was favorable, too. The contract for the ocean mails via Panama expiring on September 30, 1859, he negotiated a nine-month contract with Cornelius Vanderbilt that more than halved the former \$738,000 annual cost. In the meantime, Congress acted to limit the pay on this route to the postages actually paid⁸. Vanderbilt agreed to continue service on this basis upon Holt's assurance the President would recommend Congress grant him further allowances. Moreover, the revenues on this route steadily diminishing from \$40,000 in the first quarter of 1860 to \$26,000 in the third quarter while overland postages increased from \$31,000 to \$37,000 in the same period forecast the demise of the Isthmus route in favor of the overland mails. The expiration of the Tehuantepec route contract, also on September 30th, allowed Holt to refuse to renew that contract in the face of the contractor's demands that would have more than doubled its cost.

In the case of the San Antonio and San Diego route that Brown had upgraded to weekly at an annual cost of \$196,000, Holt noted that the route had produced only \$601 postage. His first step was to order it restored to semi-monthly and the pay reduced to \$120,000. He later ordered the Yuma and San Diego segment discontinued as useless at a further savings. The problem of the Kansas to Stock-

ton route was even easier to dispose of. After noting that the route had yielded but \$1,255 from the Kansas City to Albuquerque segment at an annual cost of \$80,000, he observed there had been only four arrivals of through mail at Kansas City consisting of two letters and twenty-six newspapers and but two arrivals at Stockton containing but a single letter from Kansas. He ordered the route discontinued.

Holt did real damage when he set his sights on the Central Overland California & Pikes Peak Express Company's contract from St. Joseph to Salt Lake City connecting to Placerville by Chorpenning's Placerville to Salt Lake City contract. Effective July 1, 1859 he ordered service on the C.O.C. & P.P. segment curtailed from weekly to semi-monthly with a reduction from \$190,000 to \$125,000 per annum. This loss of revenue was a serious but not fatal blow to the company and its business justified restoring weekly service the next February at its own expense. At the same time Holt ordered service on the Placer-ville to Salt Lake segment curtailed from weekly to semi-monthly with a reduction from \$130,000 to \$80,000. Already on shaky financial grounds, Chor-penning failed by the end of October and his contract was re-assigned to the C.O.C. & P.P.⁹

He was then ready to take on the "Great Overland Mail." He noted that the route was returning only slightly more than \$27,000 a year for semi-weekly service at a cost of \$600,000 per annum. He was ready to order the service reduced to weekly at a savings of \$150,000 when the Attorney General informed him that the Butterfield contract did not contain the usual revisory clause so that the matter was beyond his reach. What no one realized at that moment was that with the coming of the Civil War, this contract would have to be moved up to the central route via Salt Lake City and upgraded to daily service when it would indeed become the "Great Overland Mail."

Holt also focused his attention on the department's railroad contracts or, as he observed, the lack thereof. He started by noting that the mails were being carried on 26,000 miles of railroad at a cost ranging from \$50 to \$375 per mile/year. He considered this exorbitant because, as he asserted, the railroads provided no greater service carrying the mail than it did ordinary freight at two cents a mile for the first 200 pounds. Worse, he realized that among 318 railroad routes, mail was being carried on 137 without a contract and that these included the most essential. Without contracts, these railroads received the rates of pay authorized by Congress, but carried the mails at their own convenience with no restraints on departure or arrival arrangements or schedules. This, of course, was a violation of the Postal Act of 1836 that made payment for carrying the mail dependant upon the execution of a contract. Using the model of the Canadian railroads that carried mail at \$30 a mile for daytime service and \$40 for night, Holt

anticipated that renegotiation of the department's railroad contracts would produce important savings.

Finally, Holt took the position that the Pacific mail routes other than the Isthmus route were "not strictly postal." He argued they really were intended to advance great national political objectives, which was to say fulfillment of *Manifest Destiny*, for which Congress ought to defray the costs rather than imposing them on the Post Office.

After estimating savings of \$1,540,000 from retrenchments and renewal of the Isthmus contract; \$1,800,000 increased revenue from abolishment of the franking privilege; \$1,085,000 cost reduction through renegotiation of railroad contracts; and \$1,230,000 from payments by the government for routes not strictly postal, Holt deduced that the 1859 deficit would have been reduced by \$5,655,000 to \$1,345,000 and that this would gradually fade away through future economies.

Holt, of course, was deluding himself. Of these four elements he could carry out only the first on his own authority. The other three would require Congressional action which Congress had long since made plain it had no intention of taking. Thus, other than keeping the Post Office afloat during its time of financial crisis and simplifying the Pacific routes, Holt failed in his objective to make the Post Office self-sustaining and actually accomplished little in the longer term during his administration.

Unlike some other Postmasters General for whom such high office was the pinnacle of their careers, Joseph Holt had an illustrious career ahead of him as Buchanan's term began to wind down; but these were turbulent times. Up until his appointment as Postmaster General, there was little to distinguish him from most other southern Democrats except his inclination toward the northern wing of the party. Now, like many others faced with the reality of Lincoln's election and South Carolina's secession, he had to come to grips with his own principles. He chose unionism over secession and joined other Union men in urging Buchanan to remain steadfast while his cabinet collapsed around him.

First was Secretary of War John B. Floyd, a Virginian and known secessionist who was charged with secretly aiding the southern cause. Although later exonerated, Buchanan had already asked for his resignation and appointed Joe Holt in his stead on January 1st. Another was Interior Secretary Jacob Thompson, a secessionist who resigned to protest Buchanan's attempt to supply Fort Sumpter.

Not only was Holt active in defending the Union during his two months in office, he continued to support Lincoln's war efforts afterwards. With the support of Edwin Stanton, now Secretary of War, Lincoln appointed him in September 1862 to the newly created office of Judge Advocate General of the Army with the rank of brigadier general. He oversaw proceedings against soldiers and military tribunals in the occupied portions of the Confederacy. He

was severely criticized for trying civilians not liable to court martial proceedings and after the war for excessive zeal in the trial of the commandant of the Confederate prison at Andersonville.

His most controversial prosecution was of the Lincoln assassins. History never quite absolved him of a charge that he withheld a petition for clemency in the case of Mary Surratt and that President Johnson signed her death warrant without knowing of it. In spite of the contention he generated in these and other cases, his loyalty to the Union was uncompromising. He was brevetted major-general on March 13, 1865 "for faithful, meritorious, and distinguished services." He was blind when he died in Washington, D.C. on August 1, 1894 at age 87.

Endnotes

Portrait of Joseph Holt from *The National Cyclopaedia of American Biography*, 1891, v. 1, p. 354.

1 See Vexler; *National Cyclopaedia*, 1891, v. 1, p. 354; and Williams, Patrick G., "Joseph Holt," article in *American National Biography*, New York, 1999 for biographical sketches of Joseph Holt.

2 Report of the Postmaster General, Senate Ex. Doc. 13, Serial 981.

3 Auchampaugh, P.G. James Buchanan and His Cabinet on the Eve of Secession. Privately printed, 1926, p. 80.

4 5 Stat. 80, §1.

5 Annual Reports: December 3, 1859, Serial 1025; December 1, 1860, Serial 1080.

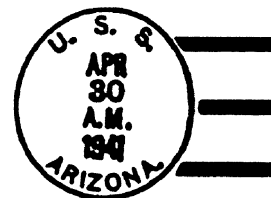
6 Act of February 15, 1860, 12 Stat. 1.

7 1859 Annual Report, p. 1396.

8 Act of June 15, 1860, 12 Stat. 39.

9 Meschter, Daniel Y., "The First Transmountain Mail Route Contracts," Part Vd, Route 8911, St. Joseph to Salt Lake City, *La Posta: A Journal of American Postal History*, January 1997, pp. 7-25; Part VIIa, Route 12801, Placerville to Salt Lake City, *La Posta*, July 1997, pp. 25-40

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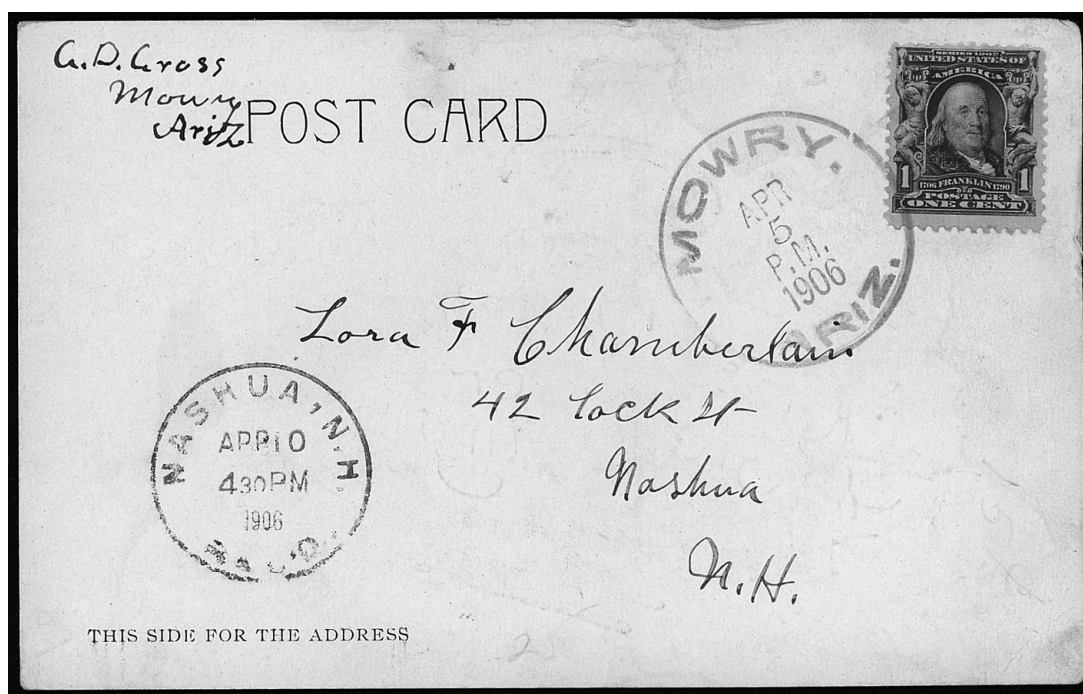


Figure 1 This postcard bears a type 3 Doane postmark from Mowry, Arizona. Its acquisition led the author on a search to learn more about the place from whence it came.

Mowry, Arizona: The Rest of the Story

By Kevin Belmont

I am sure that I am not the only one who enjoys listening to Paul Harvey's radio show. The reason I listen is simple; I just have to hear "the rest of the story." I love learning the history behind headlines. I guess I just have an inquisitive nature. It is that same trait that started my current quest.

Recently, a local stamp dealer told me that he had a postcard for sale. It was postmarked from Mowry, Arizona (*figure 1*). Initially, I told him I wasn't interested. I generally have little interest in things that I don't personally collect. I assumed he confused Arizona for Arkansas because he knows that I collect postal history covers from my birth state. Then, he told me that Mowry is a ghost town that was named for a West Point graduate.

I was immediately intrigued. I myself am a graduate from West Point, and one of my other collecting interests is West Pointers on stamps. I knew that MacArthur, West Virginia, was named to honor the famed General, Douglas MacArthur, Class of 1903 (*figure 2*). It is obvious that General Grant National Park, California, was named to honor Ulysses S.

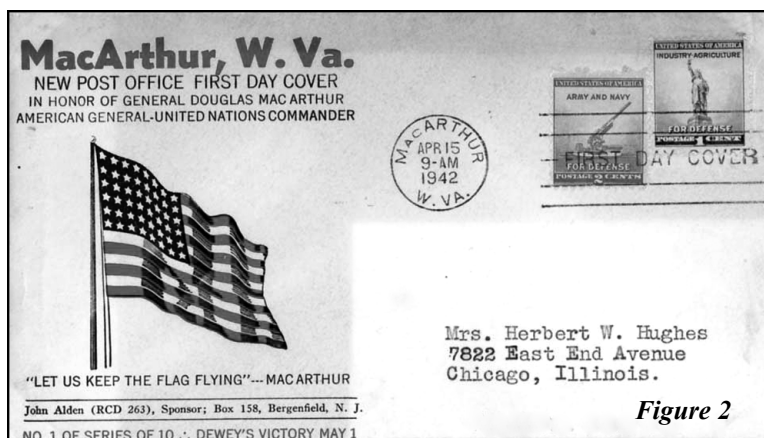


Figure 2

Grant, West Point Class of 1843 (*figure 3*). I am quite certain that there are other towns across the country named for other West Pointers. But who was this Sylvester Mowry, and why was there a town in Arizona named for him?

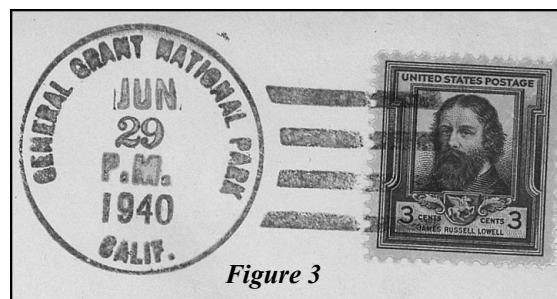


Figure 3

And now, the rest of the story...

Sylvester Mowry was born in Providence, Rhode Island, in 1830. He attended the United States Military Academy and graduated number 16 in his class in 1852. He was commissioned into the artillery and was immediately assigned to frontier duty in California. During his early years in the Army, LT Mowry was assigned to various posts in the growing West. In 1853-54 he was assigned to march thru Utah to California as part of the Pacific Railroad Exploration. In 1854-55 he was assigned to duty at Benicia, California and in 1855-57 he was stationed at Fort Yuma on the Colorado.

In 1856, LT Mowry received orders to report for temporary duty to Washington DC. Upon learning of this assignment, the local citizenry in the Arizona territory asked Mowry to carry along a petition to the Congress requesting that Arizona be separated from the New Mexico Territory. Mowry agreed and was thus duly elected "Representative to Congress from Arizona Territory." But since there was no Arizona Territory at the time, Mowry's title had no official standing.

While in Washington, LT Mowry took his title and duty to the people of Arizona seriously. He tried to "sell" the needs of the Arizona Territory to anyone who would listen. Ultimately, Congress did allow LT Mowry to present the petition, but they took no action on it.

Upon his return to duty in the Arizona Territory, Mowry became interested in mining. In fact, as early as 1857, while still on active duty with the Army, official records indicate that he was part owner of a copper mine only 40 miles from Fort Yuma. Then, on July 31, 1858, Sylvester Mowry resigned his commission to seek his fortune in both mining and in Arizona politics.

In his zeal to promote Arizona's separation from New Mexico territory, Sylvester Mowry had a tendency to stretch the truth. In published reports, Mowry claimed that there were ten thousand people who inhabited Arizona. An inflated number to be sure, but hardly out of line with political statements of the day. Additionally, Mowry stated that the rivers in Arizona were teeming with fish.

Mowry's exaggerated claims raised the ire of Edward E. Cross, the editor of Arizona's first newspaper. The power of the press allowed Cross to report his side of

the story. In an editorial Cross admitted that yes, the rivers were teeming with fish, but the fish were the size of a man's finger. Thus, Cross named the fish "Mowry Trout." As for Mowry's claim about the number of Americans who lived in Arizona, Cross denied them, questioning not only Mowry's facts but also his honesty.

The feud between newspaperman Cross and the politician Mowry reached the boiling point. Mowry traveled from Tucson to Tubac where he challenged Cross to a duel. Cross's reply, "Burnside's carbines at 40 paces!" It was agreed that both men would be allowed four shots.

On the morning of September 8th, 1859, Sylvester Mowry arrived on the field dressed in fine clothes and wearing a tall stiff hat. By contrast, Edward Cross was attired in his regular work clothes, including his printer's apron. Both men took up their positions; each walked off 20 paces and commenced to fire at the other in turn.

The first six volleys all missed their mark. Spectators say that the strong cross wind made accuracy difficult. On the final rounds to be fired, Cross was the first to shoot. Again he was off the mark, and he awaited Mowry's final shot. As fate would have it, Mowry's rifle jammed. The seconds met at the center of the field and determined that Mowry should get his last shot. Cross stood up to await Mowry's final volley. Mowry refused to fire upon his adversary, as he was now a defenseless man, pointed his rifle skyward and pulled the trigger. Mowry claimed his honor satisfied, and Cross withdrew his insult to the former Lieutenant's honor.

Not long after the duel in 1859, Mowry purchased the Patagonia Mine for \$20,000 from Captain R. S. Ewell (the soon to be Confederate General), convinced he could turn a profit. Not having much money, he convinced investors back East to finance the endeavor. Early in 1860 Mowry took possession of the mine. The name of the mine and town was changed to "Mowry" after its new owner, and operations soon began. Mowry brought in new equipment, built a smelter, and erected numerous buildings at the site. Over 100 men worked in the mining operations at Mowry.

By 1861, with the improved equipment and the hire of a metallurgist, the mine quickly started producing \$2,000 a day. Just as the future started looking bright for Mowry and his mine, the Civil War started. Mowry, a former Army officer and West Point graduate, was in a dilemma; return to duty or remain with the mine? Mowry chose the latter.

History tells us that the Confederate sympathizers made a brief attempt to establish a Southern government in Arizona. By April of 1862, the California Column of the Union Army under the command of General James H. Carleton repelled the Confederate forces out of Arizona.

Not long after the confederates' defeat, a disgruntled employee of Mowry's wrote to General Carleton at Fort Yuma saying that Mowry had sold lead and percussion caps to the Rebels as they withdrew from the territory. In June of 1862, General Carleton ordered the immediate arrest of Mowry and those associated with the mine. The prisoners were marched to Tucson, with Mowry eventually being taken to Fort Yuma. The government nationalized the Mowry Mine.

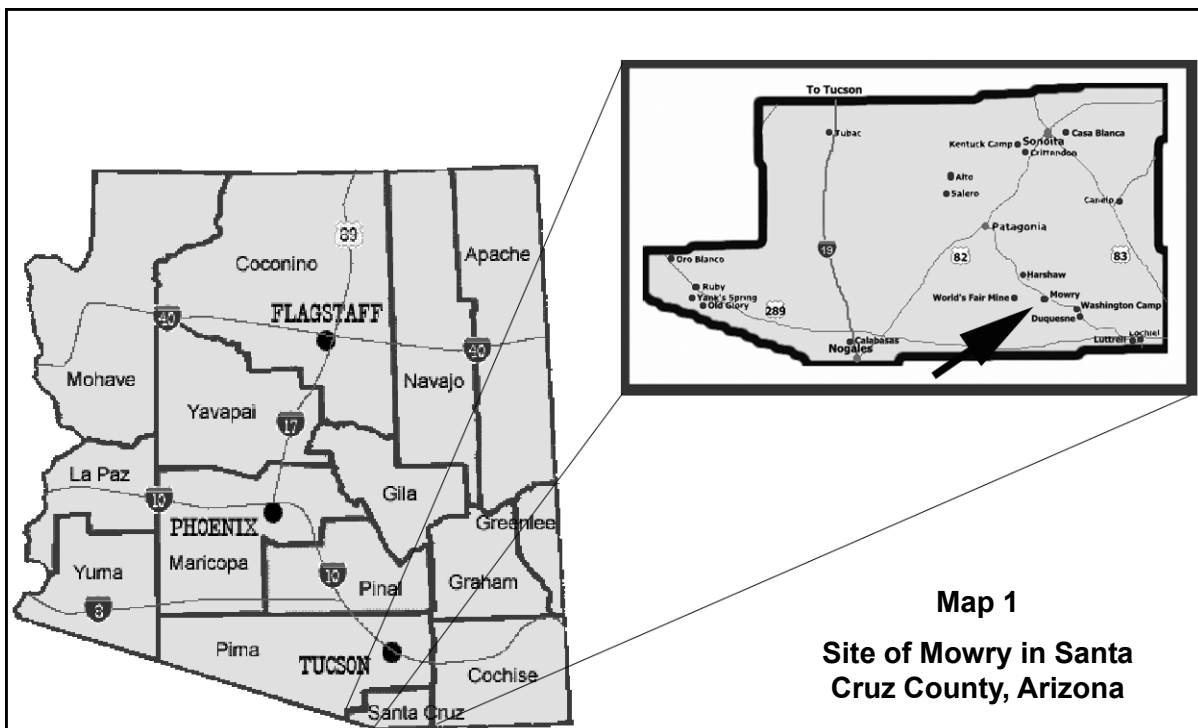
Mowry was at this time a prominent person in the Arizona territory, and being a former Army officer, he was well acquainted with many at Fort Yuma. Word quickly spread to his "prominent" friends about his predicament. By November of 1862, the command-

ing officer at the fort received orders to investigate Mowry. Finding insufficient evidence to hold him, Mowry was released after six months in prison. During his imprisonment, all of the equipment and the mine itself were auctioned off to the highest bidder.

In the years following his release from prison, Mowry filed several lawsuits seeking the return of his mine, his equipment, and damages. His initial lawsuits were unsuccessful, but in 1864 the mine was finally returned to him. It was a bittersweet victory. The last operator of the mine removed all the equipment and left the mine in ruins.

Mowry made several attempts to raise operating capital once again from financiers back East in order to reopen the mine. Finding no success in raising capital, he traveled to London, England, to search for European funding. During his trip, Mowry became gravely ill. On October 15, 1871, Mowry died.

The Mowry mine was operated on and off for many years after his death. The first post office opened as Patagonia on May 7, 1866, and closed in 1867. The next period of postal operations began briefly in 1880 under the name of Mowry, Arizona. The post office at Mowry reopened in 1905. During its heyday, Mowry had as many as 500 residents. The post office closed for good on July 31, 1913



The remains at Mowry are few. The mill and the smelter are gone. The stone powder house is crumbling. The desert is slowly reclaiming the adobe buildings with their stone foundations. Mowry is officially a ghost town.

Mowry is located about 13 miles southeast of present day Patagonia, Arizona, in the Coronado National Forest. A forest service sign marks the location. If visiting the ruins, caution must be exercised, especially near the mine openings, as many are partially hidden and unmarked.

When I first purchased the postcard postmarked from Mowry, Arizona, I had no idea of the interesting story that accompanied both the town and its namesake. My initial curiosity and search for information uncovered a wealth of history that makes this piece of postal history an invaluable part of my collection.

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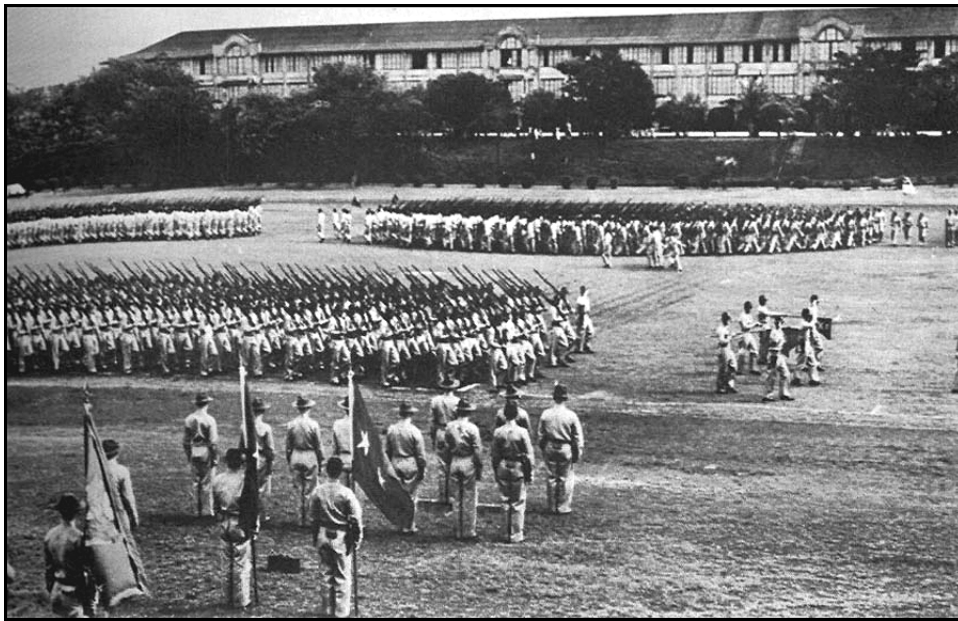


Figure 1 A pre-war parade on the Fort Mills Parade Ground with the Mile Long Barracks in the background. (Source: www.johnjgobbell.com/fp_last_charts.htm)

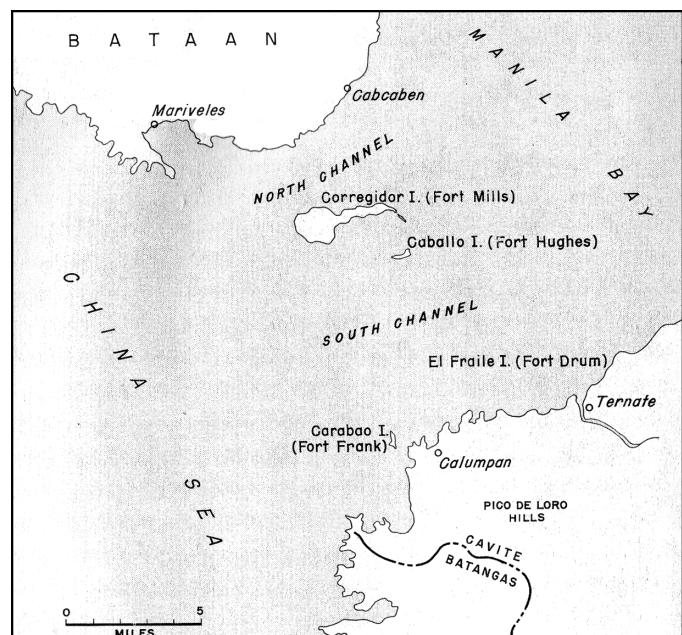
Corregidor and the Robert W. Nourse Correspondence: A Young Army Officer's Impressions of the Philippines August 1941-February 1942

by E. F. Christman, Jr. & Richard Helbock

The Spanish-American War taught American military planners that a strong harbor defense of Manila was key to protecting its interests in the Philippines, and hence, the entire Far East. The US Navy destroyed the Spanish naval squadron and captured the city of Manila in 1898 with only minor resistance due to the lack of effective Spanish harbor defenses. Accordingly, the US government declared Manila Bay's islands military reservations on April 11, 1902 (*map 1*).

Army Corps of Engineers surveyed these islands, and began construction of the first battery on Corregidor in September 1904. Lessons learned from the construction and use of the gun and mine defenses built a decade before in the continental United States resulted in improved design and layout of the defenses built in Manila Bay. The newer defenses employed a larger main caliber of gun—the 14-inch—and smaller numbers of secondary weapons than built into the previous defenses. The batteries themselves were also built with larger and more spacious working and loading platforms. As a result, Manila's Harbor Defenses were state-of-

the-art for the early 20th century, and, when put to the test by the Japanese invasion, they proved their worth against vastly superior fire power..



Map 1 The islands at the entrance of Manila Bay were declared military reservations by the US in 1902 and each island was developed into a Coast Artillery fort.

Fortifications on Carabao Island were built from 1908 to 1913, and were designated Fort Frank (after Brigadier-General Royal T. Frank). El Fraile Island received the most unusual fortification ever built by the US Army. The island was leveled to the waterline and a massive reinforced-concrete structure was built between 1909 and 1918 to support specially designed turreted guns (*figure 2*). While its formal name was Fort Drum—after Brigadier-General Richard C. Drum—it became known locally as the “concrete battleship.” Caballo Island was fortified from 1911 to 1919, and was designated Fort Hughes in honor of Major-General Robert P. Hughes (*figure 3*). The US Army would also name each gun battery upon completion after deceased US Army personnel in honor of their achievements. As each defense work was completed by the US Army



Figure 2 Fort Drum, also called the Concrete Battleship, was built on tiny El Fraile Island between 1909 and 1918. Of all the Manila Bay fortifications, this fort alone remained effective throughout the Japanese attacks up to the moment of Corregidor's surrender on May 6, 1942.

Corregidor

Corregidor—the largest island in Manila Bay—received the bulk of fortification efforts. Between 1904

and 1910, the island was transformed into a fortress with nine major batteries mounting 25 modern coast artillery weapons, along with the necessary support facilities. The US Army designated this military reservation Fort Mills (after Major-General Samuel M. Mills), and this became the main post and headquarters for the Harbor Defenses of Manila Bay. Corregidor provided the infrastructure for the construction of the other island forts. Thousands of workers, both contract and convict labor, were brought to the islands to construct a vast array of concrete structures including the famous “Mile Long Barracks” fronting on a magnificent parade grounds at Topside. While actually only about

a third of a mile in length, the barracks was truly an imposing structure as may be seen in *figure 1* above. Operation of the Fort Mills fortifications was transferred to the US Army Coast Artillery Corps.

Assignment to Fort Mills on Corregidor was considered by many young Army officers to be a choice

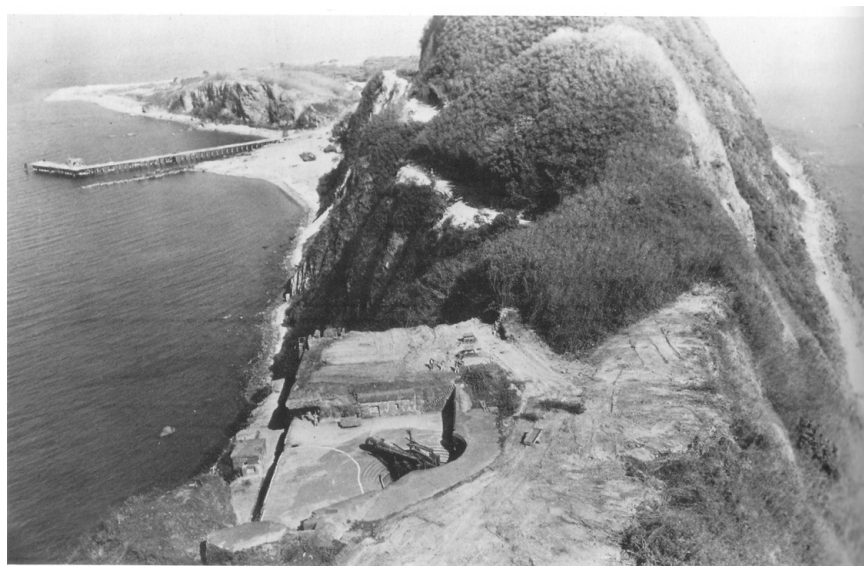


Figure 3 This 14-inch gun battery at Fort Hughes on Caballo Island typifies the style of coastal artillery fortifications built throughout Manila Bay in the early 20th century.

Corps of Engineers and armed by the US Army Ordnance Department, its operation would be transferred to the US Army Coast Artillery Corps.

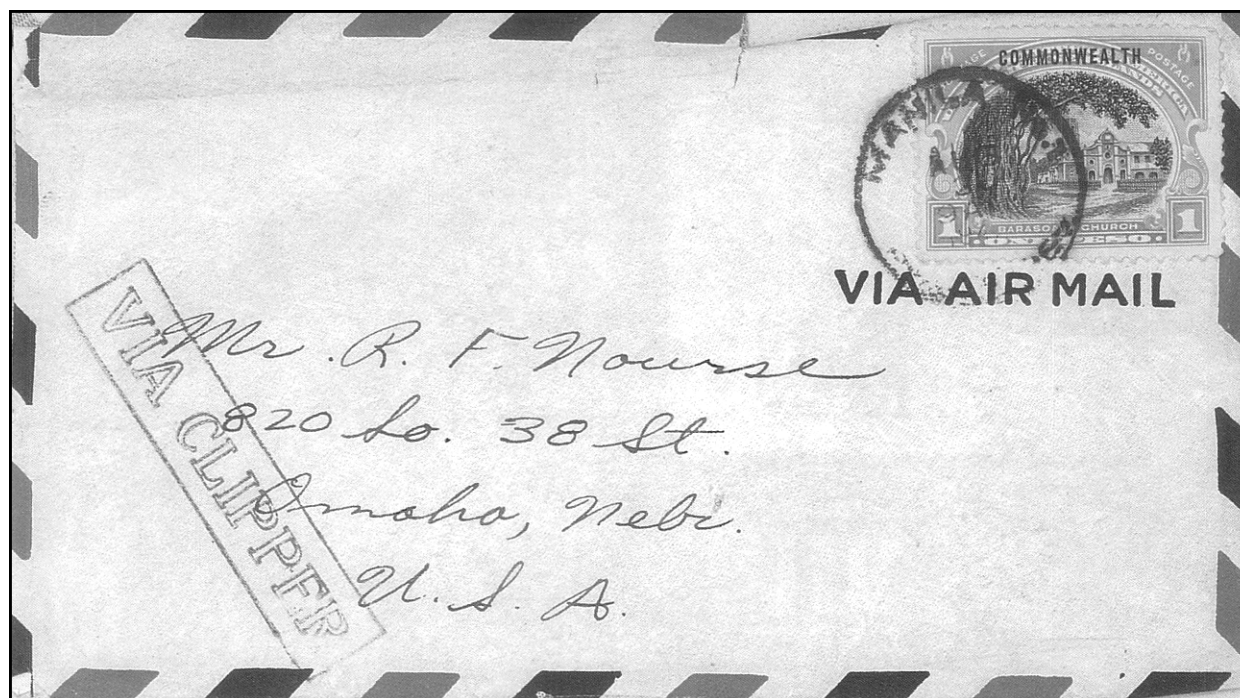


Figure 5 This cover carried Lt. Nourse's first letter home to his father after arriving in Manila. Postmarked Manila (Station) No. 1, August 30, 1941, and franked with a one peso overprint to pay the Clipper air rate, Lt. Nourse gives his return address as "Corps of Engineers, Fort Santiago, Manila, P.I." Fort Santiago was located in the Manila port area.

In August 1941 Robert W. Nourse from Omaha, Nebraska, was a young second lieutenant in the Corps of Engineers. He was assigned to General MacArthur's Philippine Command and arrived in Manila on board a ship with a group of 15 Engineer officers on August 28, 1941. The following day Lt. Nourse began to write a series of newsy letters to his father in which he expressed his observations and opinions about the situation in and around Manila. The letters contain a first-hand account of American military life by a bright young man recently arrived in a foreign country.

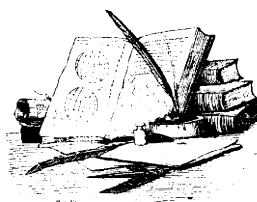
The first three letters—written in late August, mid-November and late November 1941—are uncensored and filled with remarks and opinions typical of an intelligent young man who takes pride in his job but has little sympathy for those about him he considers less ardent in their work.

The third letter was carried in an envelope postmarked December 1, 1941 in Manila and carried on board the last flight of Pan American Airways Philippine Clipper to leave the country prior to the Japanese invasion one week later. It is followed by a gap of nearly ten weeks before letters four and five are written.

These February letters bear a marked contrast the earlier three that were filled with so much expansive pride and hope. The letters are painfully short, as though the writer was uncertain about how much conditions of censorship would permit him to say, and—in fact—whether or not the letters would even make it to their intended recipient. They are also largely concerned with thoughts of death in the form of detailed instructions regarding insurance payments to be made.

In addition to the five letters, the correspondence includes five Prisoner of War postal cards mailed by Lieutenant Nourse from Philippine Military Prison Camp Number 1. Three of the cards bear Omaha receiving postmarks—two dated September 1943 and one dated January 1945.

Sadly, we know that Lieutenant Robert Nourse did not survive the war. He died at Military Prison camp No. 1 before that camp could be liberated in 1945.



Letter Number 1

The envelope carrying this letter was postmarked August 30, 1941, and was franked with a one peso Commonwealth overprint for Clipper air service to the U.S. mainland (*figure 5*). The letter itself was docketed "Rec'd. Sept 8 A.M." indicating a delivery time of 11 days taking account of the International Date Line.

Manila, P.I.

August 29, 1941

Dear Dad,

We arrived yesterday after a very enjoyable voyage. Engineer officers met us at the dock and have taken care of us in a very hospitable manner. There are fifteen engineer officers who came over—one captain, one first lieutenant, and thirteen seconds. Upon arrival, eleven were assigned to the fortieth engineers, a combat regiment. Myself, the captain and two civil engineers from the Missouri School of Mines are assigned to the Engineer Department at Fort Santiago here in Manila. Instead of troop duty, we will undoubtedly be sent out in the field on construction work, probably airport construction since there are about forty under contract at present. I am, of course, quite pleased with this assignment since it is just what I hoped to do. I have been led to believe that we were chosen for this work because of our education and experience and also the impression we made during our interview with the Colonel. At present we expect to remain in Manila for two or three weeks and then be sent out on some job.

There is a tremendous amount of work going on in the line of fortifications and airport construction and a woeful shortage of engineer officers to take charge.

On the trip over, a good many of the officers complained quite loudly that they were being sent over here, but so far I haven't felt any regrets at all. The weather here isn't nearly as uncomfortable as the weather in Omaha in the summer. It's always comfortably cool at night although it gets pretty hot and sticky in the middle of the day. There are very few white people here and no families of officers at all. There are some White Russians here and a total of about one hundred white girls in Manila.

The possibility of war with Japan just isn't a topic of conversation among the army men here. Today our Filipino laundry boy asked us what we were going to do about the Japanese. The natives

distrust and hate the Japs individually and collectively and have no desire to be left alone to protect and govern themselves.

We stopped at Hawaii only overnight so I had no opportunity to look up Mrs. Andrews. The boat docked at 9:30 P.M. and pulled out at 10:00 A.M. However, I got up at 5:00 A.M. and took a tour over the island through the mountains, sugar cane, and pineapple plantations. It is a very beautiful place and I hope to be able to spend more time there some time.

On board ship, I kept myself occupied with reading, bridge, ping pong, shuffleboard, and deck tennis. Also, one night we had a quiz contest between a team of four engineers and a team of four doctors. I surprised both myself and several others when the tally showed that I was the high individual scorer for both sides. Perhaps my general information is quite accurate, contrary opinions of relatives notwithstanding.

We stopped at Guam long enough to let off mail but no one could go ashore. Earlier that same morning we passed within ten miles and easy view of a Japanese fortified island. There was no rough weather although we came very close to one typhoon.

At present, the three of us are staying at hotel but we intend to take an apartment within the next few days. Since no quarters are furnished us, we draw \$183 per month and get credit for double service. Tailor-made clothes are very cheap. Shoes worth \$15 in the States cost \$5 here. Write soon;

Love Bob

P.S. Write on thin paper as air mail costs \$.50/half ounce.

Letter Number 2

The cover carrying this letter was postmarked Corregidor, November 17, 1942 and franked with a one-peso Philippine Clipper air mail. Lt. Nourse had been assigned to the Fort Mills Engineer Office and now listed his return address as Corregidor, P.I. (*figure 6*). The cover is docketed "Rec'd Nov. 28" indicating a 13-day transit time.

Nov. 16, 1941

Dear Dad,

The clipper leaves day after tomorrow so I'll try try to get a few lines written tonight. I went swimming this afternoon and got a pretty fair sunburn. Sounds funny doesn't it, getting a sunburn in the middle of November at the beach. We have two beaches on the island, one for the officers and one for the men. Each one is protected by a wire rope net

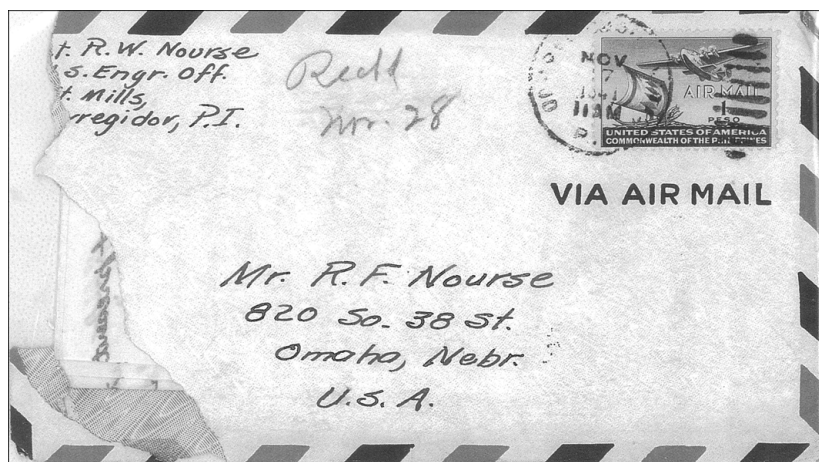


Figure 6 Clipper mail cover postmarked November 17 at Corregidor and carried on the Pan Am flight that departed November 18th. Docketed "Rec'd Nov 28."

about two hundred yards off shore to keep sharks out. The water is about the temperature of the air and very clear. The thermometer hovers around eighty during the day, and drops about ten degrees or a little more at night. There is practically no variation day after day, and since the rainy season is over, it's nearly ideal. I hear you have had some snow by now.

Yestrday, Ronnie Pigg and I went over to Fort Drum to clear up a few points on the air conditioning system and saw four of the navy contact mines go off in the South Channel. Nobody knows the cause but it happens once in awhile. The South Channel is protected by navy contact mines and is closed to shipping. The North Channel is protected by army control mines which are set off by electric cables but not by contact. All boats must therefore go through this channel.

By the way, what happened to Nebraska this year? I heard the Nebr.-Pitt. Score this morning and am wondering what has happened.

I may be able to get some time off around Christmas and if I do, I intend to take a trip up into the northern part of Luzon where the country is very wild and the people very primitive. There are still some tribes up there that practice head hunting. However, the white man has less to fear from the non-Christian Igoros and Ilocos and the Mohammedan Moroc than from the Christian Tagologs and Visay. Only the Christian tribes consider deceit a virtue and a grafting autocracy the desirable form of government. Last weekend Pigg and Galle went down to Mt. Mayon in the southern tip of Luzon. Mayon is about 8,000 ft. high and is known to be one of the most perfect volcanic cones in the world. It is still

very active and erupts periodically. I got a fine view of the mountain while coming thru the straits on the way here.

I have just finished reading "For Whom the Bell Tolls" which is very interesting and well-written but is comparable in many respects to "Slogum House"—the obscene parts. There is another book I would recommend for you to read concerning the Philippines titled "Orphans of the Pacific." It is a recent book and can tell you more about the islands than I would ever be able to.

One of the things that I am enjoying most here is meeting and contacting so many people of various stations in life and nationalities. Our chief clerk in the Engineer Office is a man about 35 years old who is at present getting his fourth divorce—this time from an ex-wife of Wallace Beery. He is a born nomad who was at one time worth over a half-million dollars and is now working for little more than two hundred dollars a month. However, he is a very likeable fellow and is the best man the engineers ever had in this job, and we've had a lot of them. The assistant clerk is an ex-army enlisted man who has been here for ten years, married a Spanish woman, and does not intend to return to the U.S.

I have met officers here from every Big Six School and have taken a terrific razzing from them about Nebraska's football record this year. It seems that nearly every one I run across is from Pennsylvania, Kansas or Texas. There are quite a few lieutenants from West Point, and my opinion of West Point graduates and the academy itself has gone down considerably. Their military knowledge is not so good as an R.O.T.C. engineer graduate and it takes an act of Congress to make gentlemen out of quite a few of them.

This is about all for now. Write often,

With Love,
Bob

Letter Number 3

Carried in an envelope postmarked Corregidor, December 1, 1941 (*figure 7*). This was Lt. Nourse's final letter to his father prior to the Japanese invasion on December 8th. Ironically, the cover is docketed "Rec'd Dec. 8 -41".

Nov. 30, 1941

Dear Dad,

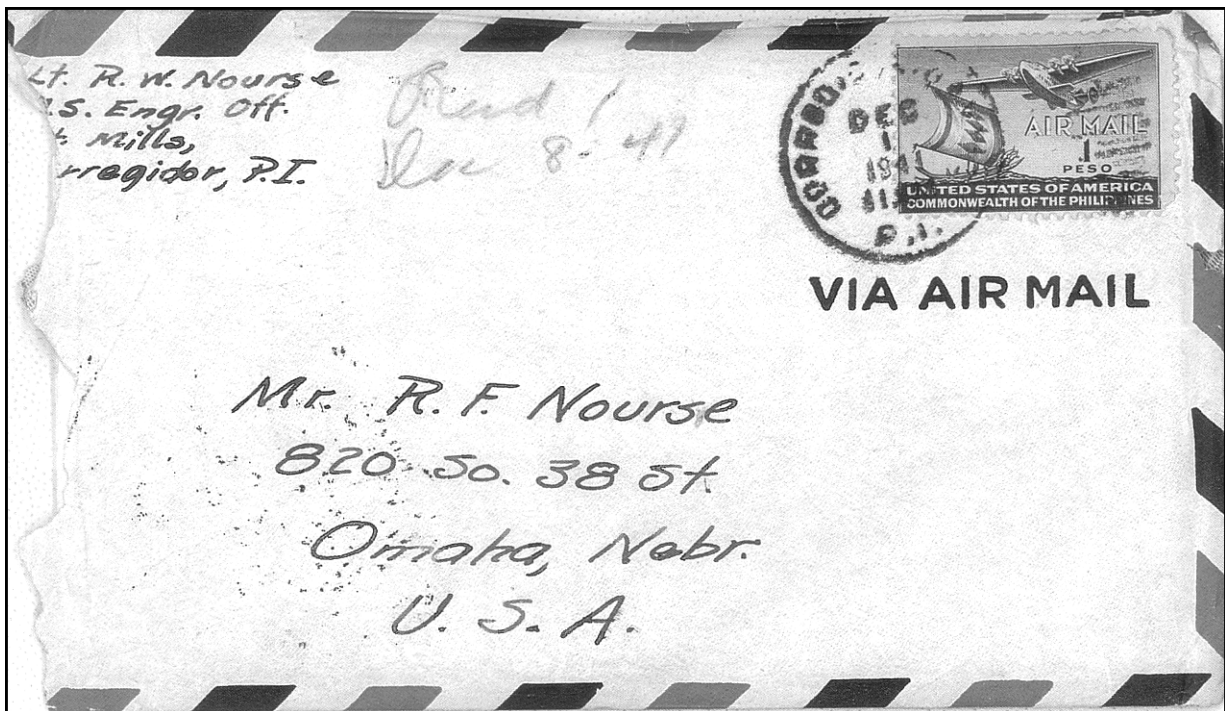


Figure 7 Clipper mail cover postmarked Corregidor, December 1, 1941. This envelope carried Lt. Nourse's last letter to his father prior to the Japanese invasion. Transport was by way of Pan Am's China Clipper (M-130). The aircraft arrived in Manila Bay on November 30th from Singapore under command of Captain McGlohn. It overnights at the Pan American base at Cavite taking on mail, fuel, supplies, and finally passengers before departing on December 1st. The cover is docketed "Recd Dec 8 -41", one day after the Japanese attacks on Pearl Harbor and the Philippines.

I got your last letter about a week ago, and I'll get another tomorrow which I won't be able to read before I have to mail this one. As yet I haven't written Prof. Mickey, and I don't believe I will. Although survey work is part of our job, at present I am in the office and do none of this myself, and I realize there is still quite a bit for me to learn about this work. I still want to go back and finish up properly when I get back although I appreciate your offer to act in my place, I wish you wouldn't go to either the Dean or Prof. as that is my job and it's up to me to take care of myself by this time.

Major Boettcher who has been in charge of the engineering and inspection division, was ordered back to Manila so I now have his desk, at least temporarily. In this capacity, I check inspection reports, handle contacts with other military branches and personnel and work out and pass on the designs in conjunction with Mr. Pigg. Last week I worked out the design of a bomb-proof reinforced concrete power plant which will cost in the neighbourhood of \$500,000 without machinery. Due to the poor quality of the concrete here, the concrete and steel quantities are tremendous. This power plant will have about 250 tons of reinforcing steel in it (110'x55'x30') and about 6,000 yards of concrete.

Friday night, M-day was declared for Ft. Mills which means that all batteries are on alert status 24 hours a day, and all leaves, detached service, and week-end trips to Manila are cancelled. The engineer office is now on a six and one-half day week—only Sunday afternoons off. I go to work at seven in the morning and get off about 4:30 or five in the afternoon with one hour for lunch. Our tunnel crews work 24 hours a day, six days a week.

Last Thursday, I was over in Manila and saw two large transports come in loaded ... with troops and equipment. Light tank armor & 75mm. Anti-tank guns on the new semi-track armoured cars, 37 & 75mm. Anti-aircraft guns, jeeps and many trucks heavily loaded. Between seventy and eighty transports are due to come in before the first of the year. All of the transports come now blacked-out at night and escorted by destroyers and cruisers. The more of these I see, the better I feel as the Americans put little trust in our little "brown brothers" in fighting. Only the 10% here who are non-Christian hold the white man's respect as fighters. The others are adept only at cringing and stabbing in the back. By the way, did you read about the speech Quezon made last night? This fellow makes the boast that no murderer has ever received capital punishment during his regime and he just commuted two death sentences

to life imprisonment of two of the bloodiest cut-throats ever to be brought to trial in Manila. In practically the next breath, he says that his critics should be strung-up to the lamp posts and that Roosevelt is to blame for the state of unpreparedness of the civilian population. F.D.R. is to blame ... restraining him (Quezon's) dictatorial ... so that nothing could be done. Who ... means that as long as the High Commissioner is here, he cannot be the local tyrant he wants to be. This speech was made in more or less of a frenzy of rage and today there wasn't an American officer in Corregidor who wouldn't have shot him if he had the chance. He wants to rule the roost here but expects Uncle Sam to put up the men and money to protect the place. It's a standing bit of sarcasm over here that the dirtiest trick we could pull on the Japs would be to turn over the place to them lock, stock and barrel. In spite of my ranting don't get me wrong however, I'm very glad I got to come over here and if some local property laws could be changed and the idea of independence put on the shelf once and for all, there is much money to be made over here. An honest, capable American contractor could make a fortune in ten years. It is definitely known there is much oil, iron and gold here. Many hundreds of thousands of acres could be planted in rubber plantations, and much more acreage could be devoted to dairy farming and cattle rais-

ing. I have not had a glass of milk since leaving San Francisco. Milk can be obtained at only a few places on the islands for the price of forty cents a quart. No rubber company will consider running a plantation of less than 50,000 acres and the most land any one person or corporation can own according to Philippine law is 1,000 hectares (2,471 acres). Oil men run into the same difficulty plus the fact that Quezon must have his 40% cut. If Congress would forget the Philippines as a political football and listen to somebody who knows orientals and conditions here, this place could furnish a new frontier for American business men, engineers and doctors. I include doctors because sanitary conditions are rotten for the natives. All for now,

Love Bob

Letter Number 4

This letter was enclosed in an envelope with handstamp "SAILOR'S LETTER" postmarked U.S. / NAVY, Mar 5, 1942 (*figure 8*). It was carried out of Corregidor on board the submarine USS *Trout* that departed February 5th. The *Trout* proceeded to Pearl

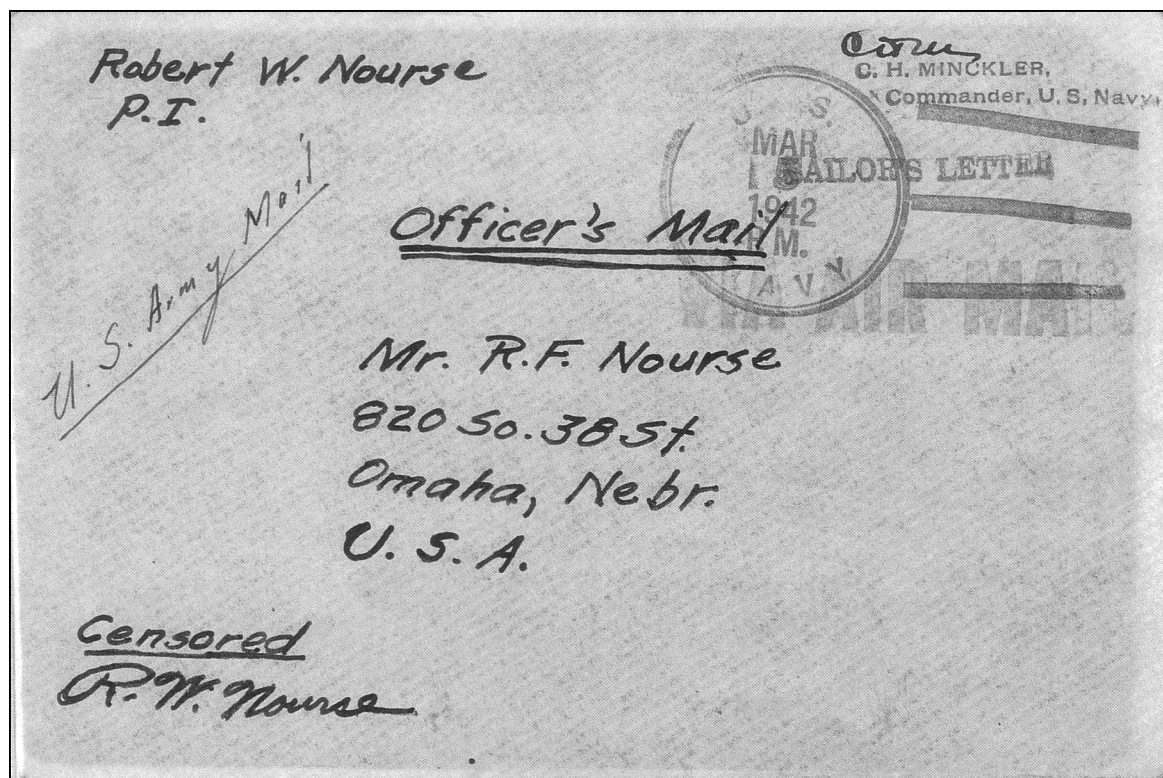


Figure 8 This envelope carried Lt. Nourse's letter datelined February 3rd. Endorsed "Officer's Mail", it was transported from Corregidor on board the submarine USS *Trout*. The *Trout* departed Manila Bay on February 5th bound for Pearl Harbor, Hawaii. The cover was censored and postmarked at Pearl Harbor.

Harbor. C. H. Hinkler, who's name appears as censoring officer at upper right, commanded the submarine tender USS *Pelias* at Pearl.

Feb. 3, 1942

Dear Dad,

If you receive this letter, it will let you know that of this date, I am well and so far unscratched. When I get back I'll have plenty to tell, but of course this is quite indefinite at present.

I have made an allotment of \$100 per month to be deposited to the account of R. F. Nourse. The words "Const. Co." were not allowed to be included in the allotment so perhaps you could straighten out this detail at the bank. Also, I have taken out an additional \$10,000 (U.S. Govt.) life insurance at a premium of \$6.60 per month which is deducted from my pay check, so in case anything happens to me, you collect \$15,000. I wish that you would pay my other insurance premiums which are as follows: \$22 to Equitable due Sep. 1, and \$164.04 (2 years pre.) to New York Life payable May 13, to John H. Kellog, 1010 Terminal Building, Lincoln, Nebraska.

Regardless of the postmark on this letter, I am still in the same place. I weigh just under 170 lbs. now and feel fine. How this letter got out is something I cannot divulge and there may not be any more but as long as you receive \$100 every month and no news, I'm O.K. In case anything happens to me, you will be notified immediately and will also receive

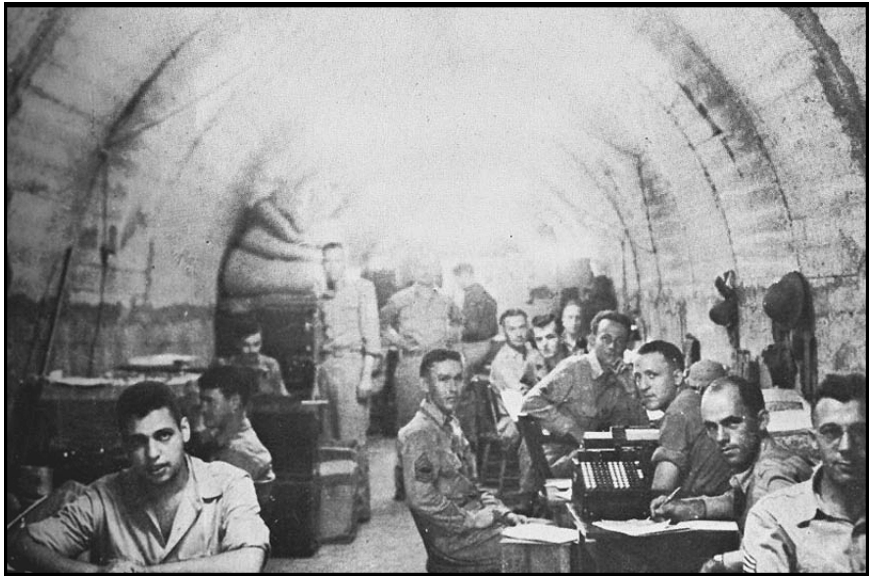


Figure 9 Frequent Japanese bombing and artillery attacks beginning in late December forced the American and Philippino defenders of Corregidor to take refuge in Malinta Tunnel, a 1,400 foot long, 30 foot wide concrete and steel reinforced structure under Milanta Hill. Rations were cut in half as the troops began a siege that was to last over four months. (Source: Morton, 1953, p. 532.)

\$10,000 from the U.S. Conclusion: No News Is Good News. Put out all you can, don't worry, and ask F.D.R. to send us another P-40. The one we have is all worn out.

Love, Bob

Letter Number 5

This letter was enclosed in an envelope endorsed "Army Officer's Mail" (*figure 10*). It bears a handstamp U.S. / NAVY postmark of the type distributed to the Asiatic Fleet dated Feb 22, 1942 and the signature of Stanley A. Leahigh, Lieutenant (JG),

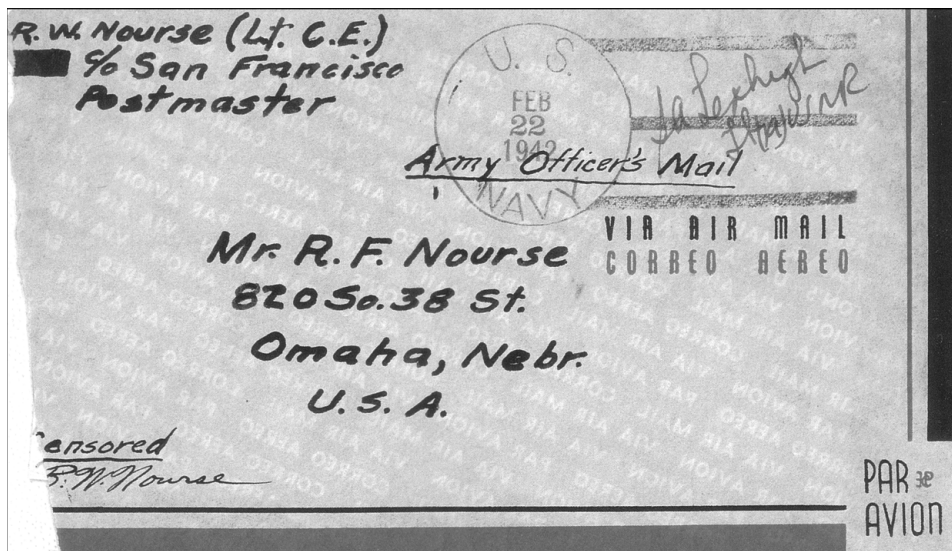


Figure 10 This cover carried Lt. Nourse's last letter to his father. Dated February 18th, it was carried on board the submarine USS *Swordfish* when it departed Corregidor on February 24th. The *Swordfish* evacuated the US High Commissioner of the Philippines to Fremantle, Australia, arriving there March 9th.

USNR, Office of Naval Intelligence at Corregidor. It was probably carried on board the submarine USS *Swordfish* when it departed Corregidor February 24th.

Feb. 18, 1941 (sic)

Dear Dad,

Am still in perfect health despite artillery fire and bombings. The artillery fire comes from the south shore and has hit Ft. Frank, Ft. Drum, Ft. Hughes and Corregidor; however, the military damage has been nil and casualties extremely slight. This is the second letter I have written you in Feb., but I am going to repeat some information in case the other didn't get through. I have made an allotment of \$100 per month to the credit of R. F. Nourse, Omaha Nat'l. bank. The words "Const. Co." were not permitted in the wire so I thought you might be able to straighten out this detail at the bank. I have taken out an additional \$10,000 of gov't. life insurance with you as beneficiary which makes the total \$15,000. The premium is deducted monthly from my pay. However, I would be much obliged if you would take care of the other premiums—\$164.08 in May to John Kellog, 1010 Terminal Bldg., Lincoln, Nebr. And \$22 to Equit. Sept. 1, 1942.

You probably wouldn't recognize me now. I strip to 165 lbs. If you can I wish you would try to answer this letter if you receive it at the following address: R.W. Nourse (no rank) A.P.O. #7, Philippine Islands.

Love,

Bob

Prisoner of War Correspondence

Lieutenant Robert Nourse was one of the nearly 7,000 American military and civilian men and women who surrendered on Corregidor to the Japanese on May 6, 1942. Unlike those Americans who had surrendered on the Bataan Peninsula and were forced to make the infamous Death March to Camp O'Donnell, the Corregidor captives received somewhat better treatment. Initially, they were confined to a small, crowded enclosure on Corregidor called the 92nd Garage area. Then, after about a week, they were transported to Manila and paraded through streets to the old Bilidid Prison where they were temporarily confined. A short time later they were packed into freight cars and sent by train to Cabanatuan, a small city about 75 miles north of Manila at the end of a rail spur. Once there, the POWs were encamped in a school yard overnight

and the next day marched about twelve miles to Cabanatuan Camp #3. Camp #3 was closed in September 1942 after several POW details had been sent to Japan and the remaining Americans were transferred to Camp #1, a short distance back along the road to Cabanatuan City.

A report prepared by the U.S. Office of the Provost Marshall General in November 1945 described conditions at Camp #1 as "fair, the camp being, on the whole, well organized and administered." The camp was divided into three groups of approximately 1,500 men each. Each group had its own kitchen, administrative cadre and dispensary. The camp also had its own central administration headed by Marine Lt. Col. Curtis Beecher, a field medical staff, and supply headquarters.

The death rate among American prisoners of war in the Philippines was quite high, and the chief cause of this was an inadequate and nutritionally balanced diet. At Camp #1 each prisoner received about 16 ounces of rice per day and four ounces of greens. Once a week, each man was issued one ounce of carabao (water buffalo) meat. Small amounts of fruit and vegetables were made available on a seasonal basis, but the overall diet was primarily starch and the average caloric intake was less than 2,000. Compared to Camp O'Donnell, where the average calories available was found to be less than 1,400 per man, Camp #1 was a better place to be. But it was not good enough to prevent the ravages of starvation related diseases such as beri-beri, pellagra and scurvy. The longer the confinement, the weaker the POWs became and the greater the chances were for concocting a life-threatening disease.

Contact with outside world by American Prisoners of War was severely limited. Japan had signed—but not ratified—the Geneva Convention of 1929 that recognized the obligation of belligerent nations to allow prisoners of war to send postage free communications from their places of internment. To that end, the Imperial Japanese Army issued Prisoner of War postal cards to the American—and other—POWs it held at camps in the Philippines.

A total of seven Prisoner of War postal cards were received from Lt. Nourse by his father in Nebraska. Only the last of the cards is date-lined, but all of them indicate a return address of P.O.W. Camp Number 1.

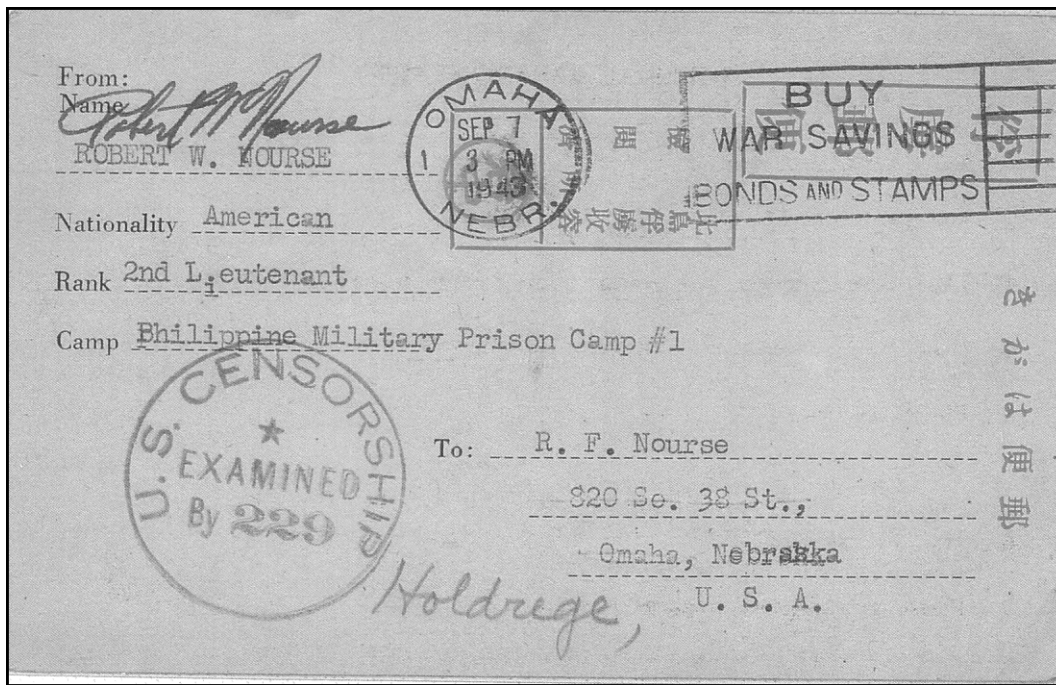


Figure 11 This Prisoner of War postal card was mailed by Lt. Nourse from Camp #1 to his father in Omaha. Since it was redirected in Omaha in September 1943, we know that it was probably mailed in late 1942 or early 1943.

David Tett describing the POW situation in Burma states: "It was around Christmas 1942 or early 1943, after nine and a half months in captivity, that most of the prisoners were given cards to write home."

The cards sent by Lt. Nourse are of two different designs. Four of the cards are printed on buff card stock measuring 5½ by 3½ inches (*figure 11*). On the message side of the card are seven numbered statements with a small space or choices provided for the sender's message or selection. *Figure 12* illustrates a reduced view showing the address and message side of one of these cards.

No space was provided for dating the message, and POWs were not permitted to do so. This makes it impossible to determine exactly when these cards were distributed or mailed by Lt. Nourse, but two of the four cards of this first design were redirected in Omaha and received machine cancels of September 7 and December 10, 1943. The cards all bear circular censorship handstamps applied in New York City.

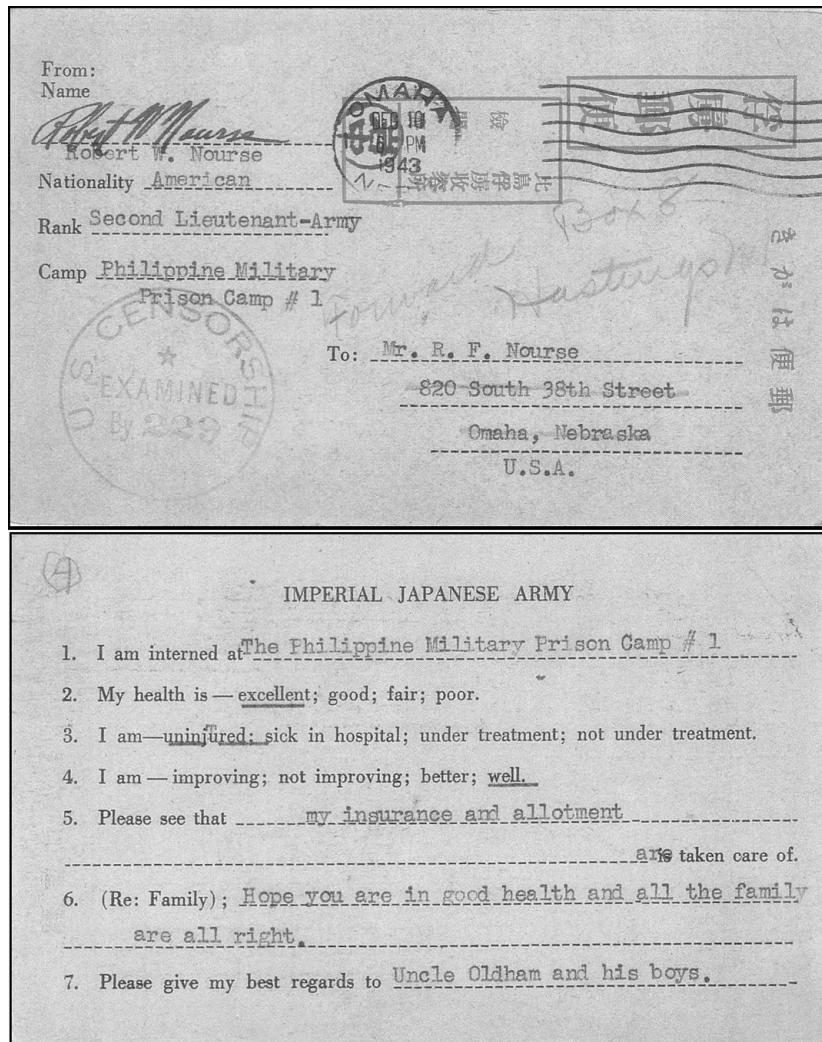


Figure 12 Address and message sides of POW card redirected in Omaha on December 10, 1943.

SERVICE des PRISONNIERS de GUERRE
俘虜郵便

NAME ROBERT W. NOURSE
 NATIONALITY American
 RANK Second Lieutenant-Army
 PHILIPPINE MILITARY PRISON CAMP NO. 1

検比
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To: Mr. R.F. Nourse,
820 South 38 Street,
Omaha, Nebraska.
U.S.A.

郵便
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Figure 13 This redesigned POW postal card is believed to have come into use for Philippine POWs in late 1943 or early 1944.

Sometime in late 1943 or early 1944 the Japanese began issuing POW postal cards with a different design. They were printed on a lighter card stock of yellow color bearing the words "Service des Prisonniers de Guerre" in red at the top and a notation "PHILIPPINE MILITARY PRISON CAMP NO. ____" in black in the return address block (figure 13).

The message side of the card was considerably altered with just three pre-printed statements followed by space for a personal message of up to fifty words in length. Lt. Nourse took advantage of the increased message space to thank his father for a package and send birthday wishes to a friend (figure 14).

The last POW card mailed by Lt. Nourse was received in Omaha on January 16, 1945, and redirected on to his father in Grand Island. This card was on the same design as that shown in figures 13 and 14. Lt. Nourse indicated that his health was still "excellent". His message was short, writing only:

Am getting along all right. Still waiting on letter delivery. Heard news about housing shortage at home, must be some change. Hope to be seeing you soon. Best regards to all.

This time, however, the message was dated July 22, 1944. It was the last message received from Lt. Robert W. Nourse. He died before Camp #1 was liberated on January 30, 1945.

IMPERIAL JAPANESE ARMY

1. I am interned at—Philippine Military Prison Camp No. 1
 2. My health is—excellent; good; fair; poor.
 3. Message (50 words limit)

Your package received in good shape. Everything swell, vitamin
capsules expecially. Although letter are here distribution
has not reached me yet. Trying to figure out what you are
doing in Holdrege. Feeling fine and dandy. Hope same holds
for you. Happy Birthday to Bill Cunningham.

Robert W. Nourse
 Signature

References Cited

Krupnick, Jon E. *Pan American's Pacific Pioneers: The Rest of the Story*, 2000.

Tett, David. *A Postal History of the Prisoners of War and Civilian Internees in East Asia During the Second World War, Vol. 3 Burma, Thailand and Indochina, 1942-1946*, 2005, p.41.

Figure 14 Reverse of the redesigned POW post card shows only three pre-printed statements and space for a personal meesage of up to fifty words.

The Post Office Department and the Railway Strike of 1919

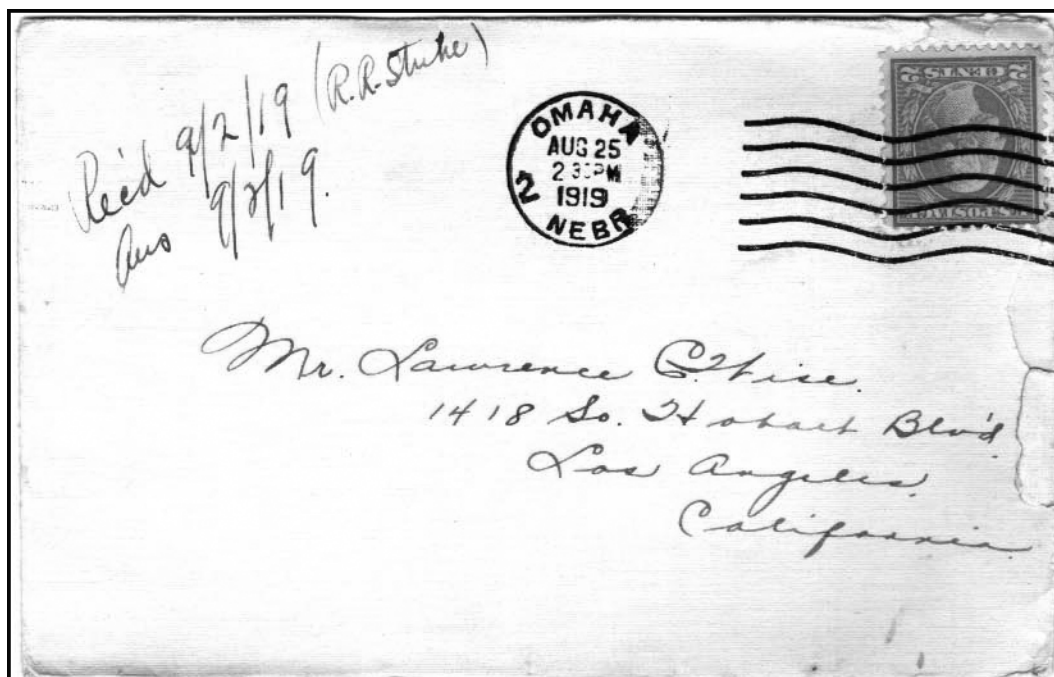


Figure 1 The docketing date and notation “R.R. Strike” on this August 1919 cover from Omaha to Los Angeles piqued the author’s interest. Subsequent investigation led to the discovery of a little-recalled story of American labor unrest and its impact on mail delivery.

By Randy Stehle

While digging through some dollar cover boxes at a local stamp show, I came across a couple of items that caught my eye. The covers, shown in *figures 1* and *2*, both were mailed from Omaha, NE in the summer of 1919. They were sent on August 25 and 26, reaching their destination in Los Angeles on September 2, as evidenced by the docketing on their fronts. What really got my attention was the notation “(R. R. Strike)” written to the right of the date they were received. When I got home, I hopped on my computer and used Google to learn more about this strike.

It seems that 1919 was a very busy year for labor strikes. That year, four million workers went on strike. This represented 20 per cent of the workforce, which was the highest proportion of workers to go on strike in ANY year in the history of this country. Strike activity had been relatively quiet during World War I. After the war ended workers began to focus on their own standard of living. This translated into a desire for higher wages, better working conditions and expanded benefits, much of which could be accomplished through stronger labor unions.

The largest strikes that occurred in 1919 hit major industries. Over 400,000 coal miners walked off their jobs in defiance of a federal court injunction, while the steel industry had 300,000 workers go on strike. In Boston, 80% of the policemen went on strike. New York City had the following workers strike: garment workers, actors, interborough transit workers, maritime workers and express company employees. Buffalo had clothing workers strike, Pittsburgh had a streetcar strike, and Paterson, NJ had 16,000 silk workers strike. New England had both a textile workers strike and a telephone strike. Seattle had a general strike that paralyzed the city for five days. General strikes also broke out in our neighbor to the north—with Edmonton and Winnipeg hit hard. The strike fever spread overseas, with seamen out in Australia and policemen out in London and Liverpool.

Unfortunately, there was virtually nothing online about the railway strike. Luckily, I have access to ProQuest, a subscription service that has an every-word searchable database of several big city newspapers. It has coverage of the following papers: the *New York Times* from 1851-2001, the *Los Angeles Times* from 1881-1970, the *Washington Post* from 1877-1988, the Chi-

cago *Tribune* from 1890-1973, the Atlanta *Constitution* from 1868-1925 and the Boston *Globe* from 1872-1901. I searched the first four newspapers for information regarding the railway strike. They had varying degrees of coverage, but taken as a whole, offered a fairly complete contemporary view of the strike and its effects.

World War I and the United States Railroad Administration

In 1916, the year before the United States entered World War I, there was great unrest among railroad workers. They were unhappy about their working conditions and wages, among other things. The threat of a national strike was a very real possibility. In order to avert a strike, the Adamson Act was introduced in Congress. This Act established an eight-hour day and overtime pay. President Wilson signed it into law on September 3, 1916. The American Federation of Labor (AFL) used this success as a springboard to begin organizing the railroad shop craft workers.

This activity had to be placed on hold when the United States entered World War I on April 6, 1917. The focus shifted to the railroad's task of supporting the nation's war effort. Unfortunately, the railroads had been experiencing some very difficult financial times. Costs had been rising, while the rates

the railroads could charge their customers were set by law and remained flat. By the end of 1915, one-sixth of the total railroad track mileage was in receivership. Even after the passage of the Adamson Act, the railroad labor unions sought a 40% pay raise for their members. They began to threaten strike action in December 1917.

On December 26, 1917, President Wilson used the Federal Possession and Control Act to nationalize the majority of U.S. railroads. Two days later, the United States Railroad Administration (USRA) officially took over the nation's rails. On March 21, 1918, the Railroad Control Act became law. The Act guaranteed the return of the railroads to their owners within 21 months after the peace treaty was signed. During 1918, the USRA raised wages and rates for both passenger and freight lines. The wages were disproportionately raised higher for the lower paid employees, which made the rest of the workers unhappy.

World War I Ends and Railroad Labor Troubles Start Anew

The Armistice that ended World War I came on November 11, 1918. The Treaty of Versailles was signed on June 28, 1919, officially ending World War I. The next month, the Board of Wages and Working Conditions (part of the USRA) produced a divided report on the request of railroad shop craft workers for a wage

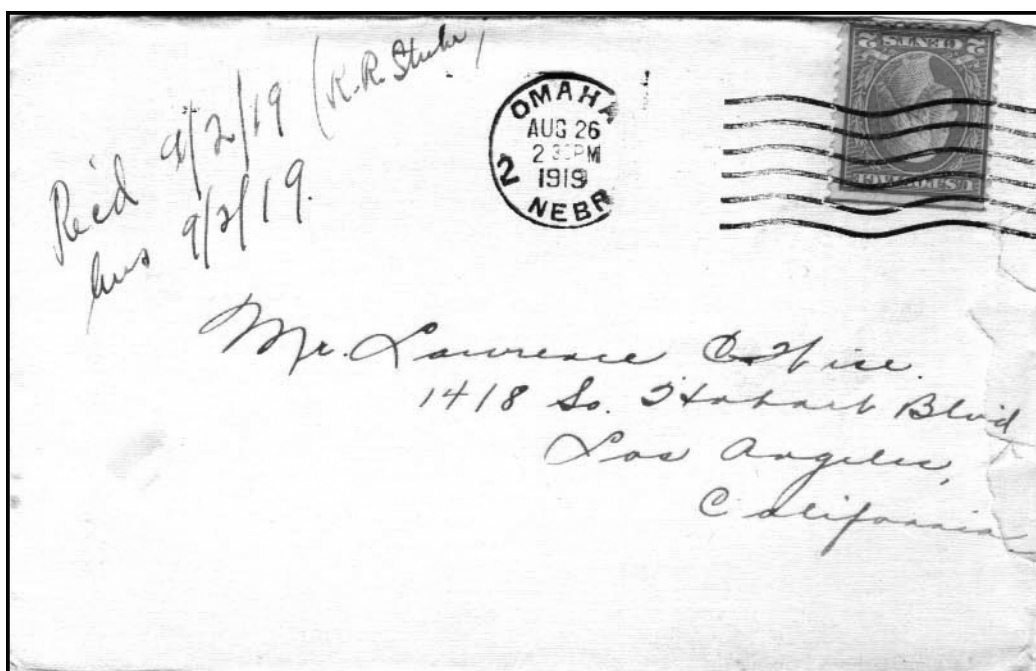


Figure 2 Postmarked one day later than the cover in figure 1, this cover reached its destination on the same day due to the strike delay.

increase. The labor members supported a 12% increase. This worked out to a new hourly rate of 85 cents per hour for mechanics and 65 cents for helpers. Management wanted no increase until it was determined if the cost of living would fall in the post-War period. On August 1, 1919, the AFL railway Employees' Department issued an ultimatum to the USRA demanding settlement of the shop craft national agreement by September 2 or face a national strike. On this same day, a wildcat strike of 250,000 railroad shop craft workers began. The strike was called by the Federated Shopmen's Union. The AFL opposed this strike, wanting to wait until the September 2 deadline had passed before taking any action.

One of the Union officials predicted trouble for the trains due to the striking shop craft workers. He said, "The trains are certain to have difficulty operating on present schedules, for there is no one to wash out the boilers and properly care for the locomotives. The boilers are washed after every trip, and these men are now on strike. If the locomotives are continued in operation without the cleaning, the sediment will result in broken down engines." On August 7, 1919, President Wilson told the railroad workers to get back to work. He also ordered all action on the national shop craft agreement to be suspended until the wildcat strike ended. The strike was having a serious economic impact in the Midwest, where some railroads refused to accept livestock shipments bound for Chicago. Some lines imposed an embargo on wheat shipments. Thousands of locomotives and cars were in bad repair, and therefore unfit for service. They were starting to accumulate in a number of railroad centers. A week after the strike began, there were about 300,000 men out. The strike situation began to hold up the return of troops from Europe. The shop men had initially agreed to keep troop trains repaired, but now refused to touch them. At this point, no mail trains had been affected.

The wildcat strike ended on August 18, 1919, when some of their demands were met. The base pay for shop craft workers was raised from 68 to 72 cents an hour, and other concessions were made retroactive to May 1, 1919.

The apparent end of strike activity was extremely short lived. Only three days later, the beginning of what was purported in railway circles to be a nationwide walk-out of steam railway trainmen started. All the yardmen, switchmen and local train handlers of the Southern Pacific, Salt Lake and Santa Fe railways struck without warning. Perishables began to pile up in cars

stuck in local yards, and switchmen on strike at the harbors in Los Angeles made it impossible for ships to get their cargo to market. So far the mails had not been affected—there had been no delay or interruption either in the dispatch of outgoing mail on transcontinental trains or in the delivery of mail by these trains.

By August 22, 1919, the rail strike was holding up food for border troops. The Los Angeles Times stated that, "The probability of Federal intervention through the United States Railway Administration to end the strike of railway switchmen and train handlers was considerably increased last night when it became known that a large quantity of food and supplies for United States troops on the [Mexican] border, and badly needed by them, is being held up here by the refusal of the switchmen to move trains." The next day, Southern Pacific announced an embargo on all perishable freight and stock destined for, or passing through Los Angeles. California Governor Stephens placed the state National Guard at the disposal of Los Angeles County in case it was needed for the protection of life and property while the city streetcar and interurban strikes continued.

On August 23, 1919, Assistant United States Postmaster A. B. Foster announced that tentative contracts had been made with the Syd Chaplin Aircraft Corporation to transport first-class mail if the rail strike spread further and delayed the movement of the mails. By August 25th, eight carloads of transcontinental and local mail had accumulated in Southern California due to the strike. Various plans were debated about getting the mails moving again. The use of army trucks was suggested, but most of the trucks were 300 miles north of Los Angeles, in San Francisco. They had been sent to the Pacific Coast by the War Department after service overseas, but most of them were not in operating condition. The local postal authorities had to wait until the Post Office Department (POD) gave official word on how to proceed. The prevailing thought was that privately-owned vehicles could transport the mails as far as San Diego in the south and San Francisco in the north. Once the mail was in San Francisco, it could be sent on an east-bound transcontinental train.

Assistant Postmaster Foster announced that the use of airplanes to deliver the mail was not practical. Back in 1919, no airplane could carry more than 250 pounds of mail, while the Los Angeles post office alone

handled 350,000 letters every day. He decided that the use of automobiles was the best solution to the current situation.

On August 29, 1919, the strike in California began to break. The first to return to work were the Oakland switch and yardmen. Other points in the San Joaquin Valley reported that the strike had ended there. All service out of Oakland was also restored. The return of the San Francisco workers followed notification by the government and by the chief executives of the trainmen's brotherhood that the government was preparing to run the trains with the assistance of the brotherhoods if the strike was not ended. The return included all the men in the Southern Pacific, Santa Fe and Western Pacific yards. The rank and file voted to return to work because they thought that the orders of the national officers should be obeyed.

More than 20,000 pounds of mail left San Francisco on the 29th on the steamer Queen bound for Los Angeles. It then continued on to San Diego with an additional 1,500 pounds of mail. On the same day, five thousand sacks of mail arrived from Los Angeles on the steamer Spokane.

The strike in Southern California ended at 7:00 a.m. the next day, August 30th. The Los Angeles Times, on August 31, 1919, wrote the following in their open-

ing paragraph about the strike's end, "Without the slightest hitch or difficulty, Los Angeles resumed normal transportation conditions yesterday when service on the three steam line railroads began again, after more than a week of practically complete tie-up." Railway officials said that their first priority was to clean up the congestion in their yards. They said that for the first two days, the movement of the freight would be somewhat slow.

The railroads made an immediate effort to get delayed shipments of citrus fruits started eastward. They also made sure that such commodities as potatoes, onions and gasoline would get to the Imperial Valley (east of San Diego), Arizona and New Mexico. The Imperial Valley and parts of Arizona had been on gasoline rationing for several days, while the use of gas for passenger cars had been prohibited.

One measure of the enormity of the problems caused by the strike can be inferred from the two covers that were the inspiration for this article. The strike ended early on the morning on August 30th, and it still took almost four days to deliver the two letters. Back in the early decades of the 20th century, this would have been considered unacceptably slow service.

La Posta's Ebay Postal History Retail Store

A new source for readers to acquire inexpensive cards and covers on line. Each lot is described briefly and illustrated in full color. Our objective is to offer low to moderately priced postal history items of a type similar to those typically found in **La Posta Subscribers' Auctions**. All purchases must be made through Ebay, but payment may be arranged by cash, check or by using Pay Pal. Presently, we have only about 100 lots listed but we expect to expand our offerings considerably in weeks to come.

Why not drop by and check us out?

To visit our store, go to:

www.la-posta.com

and scroll down the page to the Store link

Philadelphia's County Markings, II

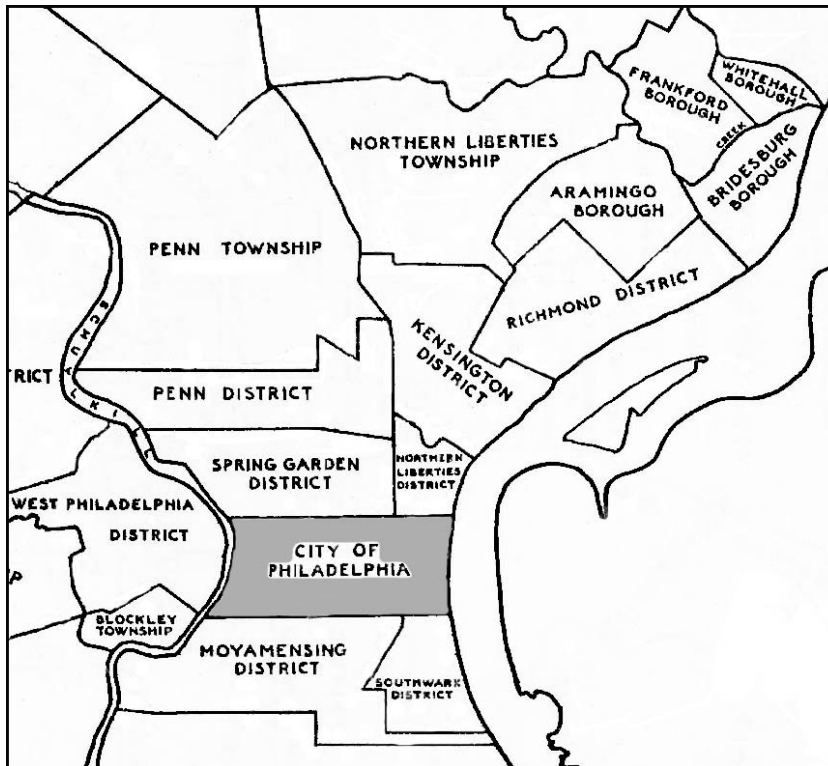
By Tom Clarke

County Township P.O.'s, cont'd.

The City of Philadelphia was settled in 1682 but only incorporated in the early 1800's. An imaginary "city line" or a few scant miles separated Philadelphia from many of the surrounding County townships, districts, and boroughs that had developed over the years.

The nearest townships and districts that did or did not have post offices of their own:

Northern Liberties (no);
Kensington (yes);
Spring Garden (yes);
Penn Township (yes);
West Philadelphia (yes);
Southwark (no);
Moyamensing (no).



Map 1 1854 Philadelphia Area Townships

There were thriving towns and hamlets that had civic pride. They thought it essential to have a local post office to cater to the communication needs of the farm and town folk in the surrounding several miles of real

estate. Besides, a round trip buggy ride of twelve to twenty miles to the Philadelphia Post Office would take the better part of a day.

What's more, since the post office was almost always inside the village rooming house or the general store, not only local farmers and villagers but also stage coach travelers would frequent it, providing the simple inducement to stay and pay while communicating with the world.

The following post offices are known to have produced manuscript and/or hand stamped postal markings, and were covered in Part I:

Andora
Blockley
Bridesburg
Bustleton
Byberry
Chestnut Hill
Falls of Schuylkill
Fox Chase
Frankford
Germantown

These offices will be treated here:

Holmesburg
Kensington
Kingessing
Leverington
Manayunk
Milestown
Mount Airy
Olney
Oxford Station/Church
Penn Township
Port Richmond
Rising Sun
Somerton
Spring Garden
Tacony
Torrisdale / Torresdale
West Philadelphia

County Post Office cancellations continued to be used into the late 50s and 60s, after their incorporation in 1854 into Philadelphia City. At that point they are actually Station markings.

There were 'outlier' townships, boroughs, and villages that were granted post offices, but not all have left us any postal mementos. To date, the following post offices lack even one manuscript marking to prove their postal status:

Ariel
Branch Town
Cedar Grove
Felton's Villa / Feltonville
Francisville
Haddington
Leverings
Nicetown
Orlando
Robin Hood (Tavern)
Roxborough

There were Philadelphia County townships, districts, and villages that never saw the need or had sufficient population or the opportunity to petition for their own post office. Some apparently were created too near to consolidation to have had the chance:

Aramingo
Belmont
Bristol
Delaware
Dublin [Lower Dublin]
Hamilton Village
Harrowgate
La Grange
Mantua
Moreland
Northern Liberties
Passyunk
Unincorporated Northern Liberties
Unincorporated Penn Township
Whitehall

It would be wonderful if *every La Posta* reader could verify whether they have any manuscript markings, even letter headings, that bear the above two groups of village and township names. There *should* be at least manuscript markings from the first of the groups, but only dateline headings from the last set.

****Update for Part I****

The town mark lists here are as complete as possible, based on the author's personal activity plus the wonderful contributions of collectors Norman Shachat and Barry Elkins, both of whom have kindly shared infor-

mation and images for the last 15 years. But it's their recent efforts that have revolutionized what is known in this area of collecting.

Since Part I was printed, their submissions have *dramatically* enhanced the scope of County cancel information, and have resulted in inclusion of 40% additional raw data over the last four months. Necessarily then, there is an Addenda at the end of this article to bring up to date Part I, entirely based on their diligent assistance.

City-County Incorporation, 1854

Local identification with one's 'roots' must have made City-County incorporation extremely difficult for many to accept. On the other hand, to belong to an excerpt from a Sesquicentennial history said it this way:

The movement in favor of the consolidation of the city and districts had been agitated. A committee appointed by town meeting drafted a bill to be laid before the Legislature, fixing the details of the measure, was adopted by the General Assembly on February 2, 1854.

The bill provided that the city of Philadelphia, as limited by the charter of 1789, should be enlarged by taking in all the territory comprised within the county of Philadelphia. The incorporated districts were abolished. Southwark, Northern, Liberties, Kensington, Spring Garden, Moyamensing, Penn, Richmond, West Philadelphia, and Belmont ceased to have corporate existence. The borough of Frankford, Germantown, Manayunk, Whitehall, Bridesburg and Aramingo were deprived of their franchises. The townships of Passyunk, Blockley, Kingsessing, Roxborough, Germantown, Bristol, Oxford, Lower Dublin, Moreland, Northern Liberties (unincorporated), Byberry, Delaware, and Penn were abolished, and all the franchises and property of these governments transferred to the city of Philadelphia.

The passage of the bill was the cause of great rejoicing. The Governor and Legislature and the chief officers of the State were invited to participate in ceremonies arranged by a committee. The Board of Trade engaged the Robert F. Stockton for a ride on the river on March 11, 1854, with a banquet on board. In the evening the Consolidation Ball was held in the Museum building. The next day, March 12, 1854, a banquet was given the city's guests at Sansom Hall.

City slickers, one; country people, zero?

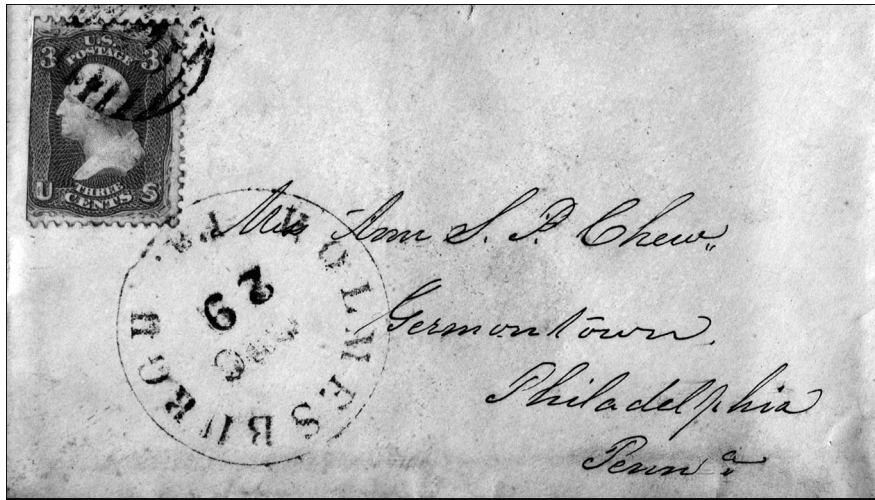


Figure 1 It is interesting to consider whether County mail to other county towns would be scarcer than mail to large cities like Philadelphia proper or New York City. This **Holmesburgh** cover to the noted Chew family of Germantown, docketed on the back December 29, 1864 (Ho 3 + Ho 8).

County Marking Scarcity

The experience of dealers and collectors is the traditional method for determining the rarity and thus the value of folded letters and covers. This is expressed at auction and in lists by those dealers who are expert in the material. Now a third arena has opened —the relatively no-holds-barred eBay.

However, it's reasonable to look at population statistics to help determine the overall parameters for the generation of mail as the decades passed. In Part 1, a chart showed U.S. Census standings of a few incorporated portions of Philadelphia County from 1800 to 1860 compared to other US cities. These figures begin to orient us to what the mail volume must have been compared to other U.S. towns.

A wonderful book, *A Gazetteer of the State of Pennsylvania* (Philadelphia, 1832), bought on eBay, provides a quantity of detail about Philadelphia and Philadelphia County's institutions that helps bring alive the people and the period when Philadelphia County postmarks reigned. A brief table also provides population comparisons of the *townships* in 1820 and 1830; population percentages based on the yearly totals follow:

	1820	1830	%	%
Philadelphia City	63,803	80,477	49.1	42.6
No. Liberties (town)	19,678	28,923	15.1	15.3
Southwark	14,713	20,746	11.3	11.0
Bristol	1,257	1,425	2.0	1.8
Byberry	876	1,018	1.0	0.8
Lower Dublin	2,640	2,705	0.7	0.5
Germantown	4,311	4,642	2.0	1.4
Kingsessing	1,188	1,068	3.3	2.5
Moyamensing	3,963	6,822	0.9	0.6
Moreland	443	448	3.0	3.6
N. Liberties (outlying)	1,810	2,453	0.3	0.2
Oxford (incl Frankfd)	2,720	3,139	1.4	1.3
Passyunk	1,638	1,441	2.1	1.7
Penn (inc Sp. Garden)	6,598	13,648	1.3	0.8
Roxborough	1,682	3,334	5.1	7.2
Kensington		13,326		7.1
TOTALS	129,974	189,016		

A glance shows how a small Philadelphia-proper dwarfs all parts of the county in 1820 with 49 percent of the people. However, by 1830, new born Kensington has shown amazing growth to 7 percent. Overall, it is readily obvious that existing county manuscript markings from the earliest period, 1800-1820s, are extremely scarce, becoming less so as the county expands.

Not so will all communities. Note that Germantown, Frankford, and Bustleton, in the far northeast's Byberry Township, had pre-1810 post offices, but with growth expanding and new communities appearing, their relative population percentages began to regress. Would they have been granted the same postal privileges 20-30 years later?

Recall also that the Liberties and Southwark didn't have post offices at all, yet their populations now surpassed those that had qualified for an office earlier. Perhaps in the former days, the assumption that an office *might* someday grow large was sufficient to seal the bargain? These were thriving, *isolated* areas, however. This was probably the significant factor, for in a growing Republic, everyone needed to receive the news, and business and personal communication for the general good.

SOURCES

The History of Philadelphia and its Neighborhoods <<http://www.geocities.com/Heartland/Prairie/8088/history.html>>

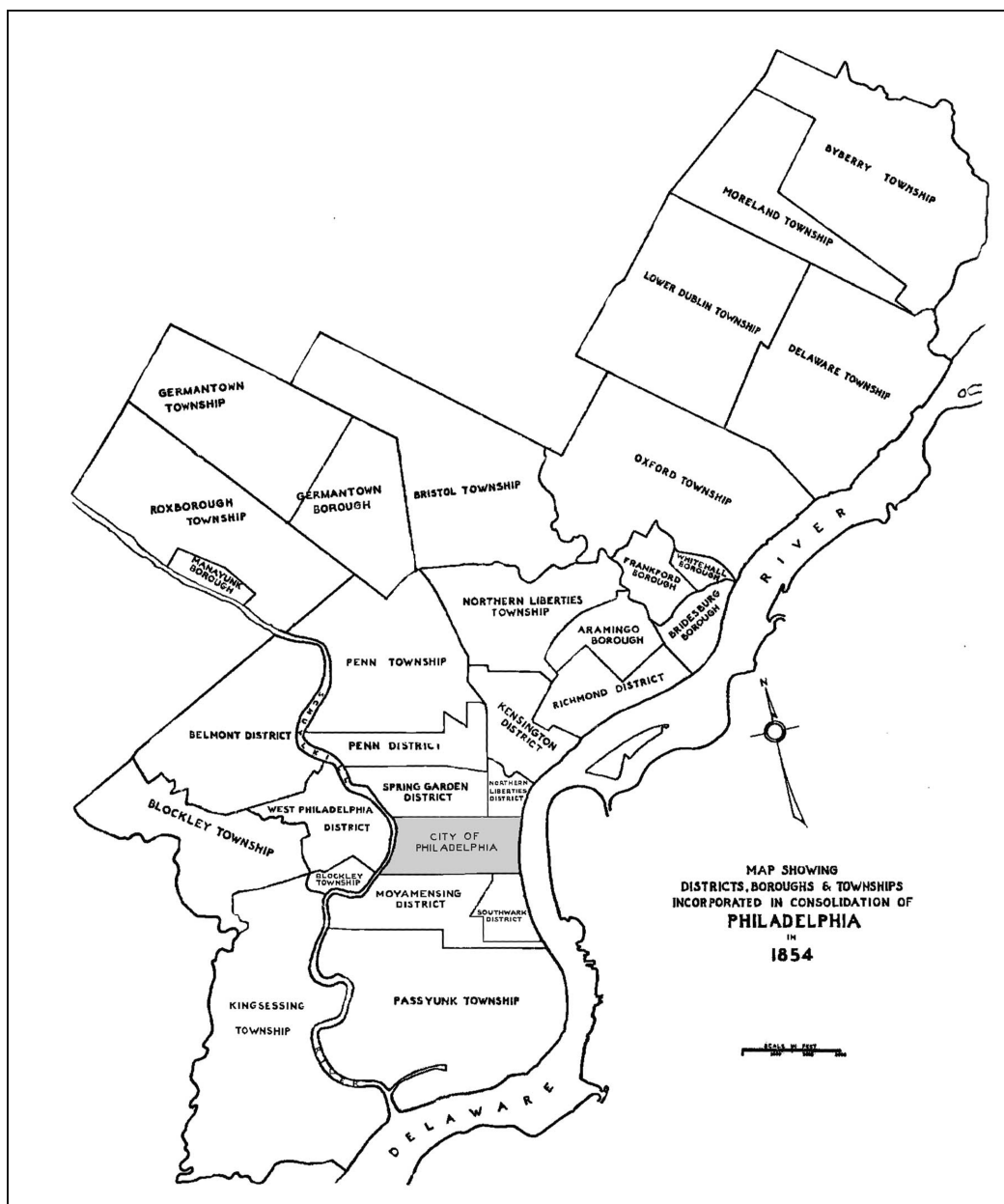
U.S. Census Bureau: Population of the 100 largest cities and other urban places in the United States, 1790 to 1990 <<http://www.census.gov/population/documentation/twps0027/tab08.txt>>, etc.

Walther, Rudolph J., "Happenings in ye Olde Philadelphia 1680-1900", Walther Publishing Co., Philadelphia, 1925; web published in "Incorporated Dis-

tricts, Boroughs, and Townships in the County of Philadelphia, 1854" <<http://www.geocities.com/Heartland/Prairie/8088/boro.html>>

Watson, John F., "The Post", in *Watson's Annals of Philadelphia and Pennsylvania* [written in "Philadelphia County, July, 1842"], Philadelphia, 1857.

<<http://www.rootsweb.com/~usgenweb/pa/philadelphia/watsontoc.htm>>



Map 2 Philadelphia County, 1850-1862

The Catalog, II

As with Part I, emphasis is also given to County auxiliary markings. These are generally ignored, as are those of Philadelphia, but knowledge of them is growing as these lists (and the Part I Addenda, below) will show.

For those familiar with the 1990's Philadelphia catalog, note that the old catalog numbers are in the second column with new numbers shown in the first column—showing the County Post Office's prefix.

Any information that readers have that may update the data given here will be gratefully received and will be used in the not too distant next edition of the *Philadelphia Postmark Catalog*. Please be generous with your help and do send corroborating xeroxes to Box 290145, Davie FL 33329, or eMail scans to ocltom@ix.netcom.com.

****Note:** *Italicized dates are close approximations, based on a variety of factors.*

Haddington

Haddington was a village early in western Blockley Township at the nearby 90° bend in the Schuylkill River. Despite its post office, no mail has yet been recorded.

Manuscript postmarks by postmaster

Ha 1	C 30	a	Bushrod H Horton - Appointed May 4, 1836	<i>none reported</i>
		b	Lewis H Trimble - Mar 14, 1839	
		c	John G Frame [?] - Sep 1, 1840; discontinued Jul 1, 1841	

Holmesburg

This town was named for Thomas Holme, Penn's surveyor and creator of early Pennsylvania-Philadelphia area maps, (which he laid out in the famous grid pattern, with all streets running north-south or east-west. It was in Dublin Township, in the northeast part of the County adjoining Moreland and Byberry on the south. It contained Bustleton, Fox Chase and Holmesburg, and was five miles by 3 miles in size with an area of 9,500 acres (15 square miles). The township was formerly called Lower Dublin to distinguish it from Upper Dublin township, divided when Montgomery County separated in 1784. The township was one of the first created in Philadelphia but the date is unclear.

Manuscript postmarks by postmaster

Ho 1		a	N. Lewis - Appointed Apr 1, 1803			
	C 31a*	b	Jacob Waterman (I) - Apr 22, 1808 <i>Holmesburgh, -bg</i>	1812	9/17	1814 11/9
	C 31a	c	spelled <i>Holmesburk</i>	1812	12/17	
	C 31b*	d	John H. Hill - Jun 13, 1815 <i>Holmesburgh</i>	1815	8/12	
	C 31b	e	Jacob Waterman (II) - <Aug 22, 1818 <i>Holmesburg(h) P.</i>	1821	8/22	1835 3/24
	C 31c	f	Walter M Hibbs - Jun 19, 1840 <i>Holmesburg Pa</i>	1841	2/25	
	C 31b	g	Jacob Waterman (III) - May 7, 1841 <i>Holmesburg (h) P.</i>	1841	12/22	1843 5/24
	—	h	— with <i>Pa</i>	1842	9/9	1842 12/24
		i	Walter M Hibbs - Nov 21, 1844			
		j	James Day - Apr 1, 1847			
		k	Charles Hillborn - Jun 9, 1849			
		l	Lewis Shallcross - Apr 19, 1850			
		m	Jackson P Comly - Apr 22, 1853			
		n	George M Castor - Mar 16, 1861			
		o	Mrs Maria G Glenn - Jul 3, 1865; discontinued Aug 19, 1867			
Ho 2	C 32	a	HOLMESBURGH / Pa. CD29-30 black	1835	7/28	1853 9/11
	—	b	same , red, RR	1847	9/28	1848 9/12
Ho 3			HOLMESBURGH / Pa. CD36 black	1845	7/17	1864 12/29
Ho 4	1240	a	<i>Paid, Paid 10</i> , etc. ms	1825	12/29	1842 7/18
	1241	b	PAID SL20x3+ black	1845	10/8	

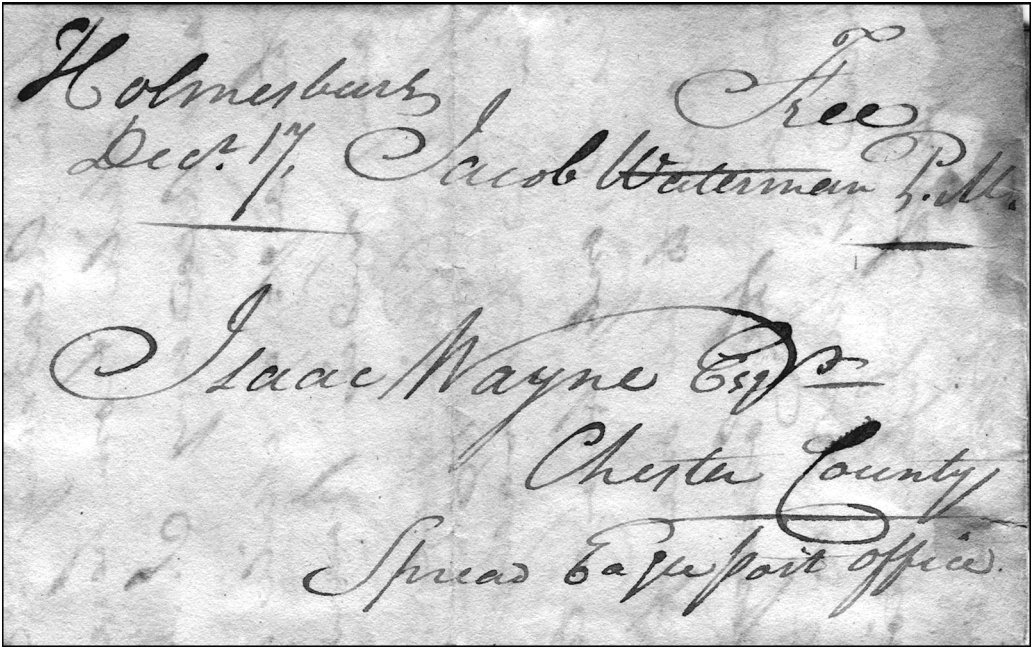


Figure 2 The second earliest **Holmesburk** (-gh) manuscript, Dec 17, 1812, inscribed in phonetic German by Postmaster Jacob Waterman to Isaac Wayne, son of General “Mad Anthony” Wayne. In it he describes the local boarding schools available and requirements for the Principal’s job (Ho 1).

Ho 5	—	a Free ms (/ postmaster name)	1812	12/17	1821	8/27
	1242	b FREE				
Ho 6		c (other - <i>missent, forwarded</i> , etc.)				
Ho 7	—	7 line grid in circle killer, B	1864	12/30		

Kensington

On November 12, 1678, Lawrence Cock, Moens Cock, Gunner Rambo and Michael Neilson were granted 300 acres at the Indian town of Shakamaxon, the whole tract surveyed at 1800 acres. It grew into a settlement soon after Northern Liberties’ population grew. Kensington was a scattered region of streets running parallel with the Delaware from southwest to northeast, and crossed by others from southeast to northwest. It quickly grew based on ship and boat building, and a considerable portion of the inhabitants were fishermen (giving a portion the name “Fishtown”), who supplied Philadelphia markets. Soon Kensington became known for manufacturing iron and steel and for building steam powered machinery. It was taken from the extensive Northern Liberties, between Frankford Road and the Delaware, in 1820. The name is derived from Kensington, a west London suburb, and was suggested by Anthony Palmer, an English sea captain. It attracted numerous Irish immigrants, which led to infamous race and anti-Catholic riots in 1844.

Manuscript postmarks by postmaster

Ke 1	a John Simon Jr - Apr 20, 1826	Kensington Pa	1826	6/19		
	C 33 b same ,	Kensington P.	1830	3/25	1830	11/1
	c Thomas Quinton - Jun 13, 1834					
	d Joseph W Hall - Mar 29, 1841					
	e Peter Rambo (I) - Jun 19, 1845; reappointed Jan 26, ‘49					
	f Samuel Ware - Apr 25, 1849					
	g Peter Rambo (II) - May 6, 1853; reappointed Jun 3, 1858		1854	12/3		
	C 33b h Samuel Ware - May 24, 1861; discontinued Mar 13, ‘62		1862	12/3		
Ke 2	C 34	KENSINGTON / P^a. CD29 red, red-brown	1833	8/22	1841	7/9
Ke 3	a	KENSINGTON / Pa. CD29 red, red-brown	1836	8/30	1855	8/11
	b	same , black	1837	9/15	1850	10/5
Ke 4	a	KENSINGTON / PA. CD31 red, red-brown	1851	2/5	1862	2/4

		b — rate use, Drop within Phila Co	1862	1/5		
		c same , blue 1853 12/3				
		d same , black	1854	9/20	1856	7/22
Ke 5	1243	a <i>Paid</i> ms red	1830	3/25	1830	11/1
	1244*	b PAID sl 22x3+ red, red-brown	1835	11/6	1848	10/2
	—	c PAID (arc) / 3 sl arc 19x18, red	1853	9/1		
	1244	d PAID arc / 3 C17, red	1855	6/5		
Ke 6		a <i>Free</i> ms, black	1848	5/24		
		b — bright green ink	1826	6/19		
	1245	c FREE sl 23x4, red	1845	12/8		
Ke 7		(other - <i>missent</i> , <i>forwarded</i> , etc.)				
Ke 8	—	Eagle carrier stamp and cancel accompanying standard Kensington postmark.	1852?		Mid-1857 or late 1859?	
Ke 9	1246	a 5 in 3-D, sl 13x14, red (late strikes poor	1846	12/24	1849	9/10
	—	b similar , but cruder, black	1850	4/30		
		c 5 sl 8x12 red	1852	10/19	1853	5/15
		d same , black	1853	7/13		
Ke 10	1247	a 7 line grid, C21?, red	1855	6/3	1861	10/16
		b — black	1855	8/11	1858	11/17
		c 4+ Bars, striated cork	1855	9/15	1858	8/7
		d 6? Bars hollowed, approx 11x18?, red	1855	6/3 (eagle carrier)		
		e checkerboard, black	1858	9/6		
		f hatched cork, C22+, red	1860	5/17		
		g half small cork, rayed?, black	1862	3?/13		



Figure 3 *Kensington*, because of its proximity to Center City, was included in the eagle carrier experiment of 1852-57/9. Of the 21,000 stamps delivered to Philadelphia, how many (how few) would have been diverted to Kensington? (Ke 4 + Ke 8).

Kingsessing

Kingsessing, or Chinsessing, "a place where there is a meadow", was the oldest settled portion of the country of Philadelphia. The township, bounded on the north by Blockley, was created at very early date after the arrival of William Penn, and pre-1712. The township's area was huge: 6,800 acres (11 square miles).

Manuscript postmarks by postmaster

Ki 1	C 35	a Isaac Leech - Appointed Apr 21, b Thomas Palmer - May 10, 1854 c Lewis Jones - Jul 9, 1857; discontinued Aug 20, 1860 d P.O. Reestablished, William M Leech - Aug 25, 1860 e Philip S P Whitesides - Mar 30, 1861; discontinued Sep 15, 1863	1828	1831	1835	8/3
Ki 2	C 36a	KINGSESSING / PA. (sm A.) CD29 black	1855	11/21		
Ki 3	C 36b	KINGSESSING / PA. CD26+ black	1862	3/2	1863	7/27
Ki 4	C 32c	fancy linen marker, eagle over S2L inscription	1861	11/12	1861	12/26
Ki 5	1250	a <i>Paid</i> ms				
	1251	b PAID / 3 C, black ASCC				
Ki 6		a <i>Free</i> ms				
	1252	b FREE				
Ki 7		(other - <i>missent</i> , <i>forwarded</i> , etc.)				
Ki 8	1253	DUE / 3 Ov12x20, black	1861/3	12/1	1862/3	2/9

Leverings and Leverington

As early as 1706, the region between the Schuylkill River and Wissahickon Creek, adjacent on the northwest to Manayunk, along Ridge Avenue, was called Rocksborro or Roxborro. At least a portion of it was known as Leverings, then Leverington, (or at least these were the post office designations at times in the area) during the 1840-50's.

Manuscript postmarks by postmaster

L 1	C 37	a A. Levering - Appointed Nov 6, 1812 ... b ?	none reported			
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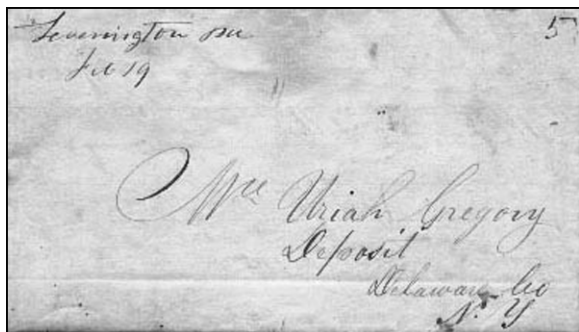


Figure 4 Leverington manuscripts are rare. This example of John Omensetter, the only postmaster yet known, (Elkins collection). Leverington will become the better known Roxborough Station in Philadelphia (L 2). (Elkins collection)

Leverington

Manuscript postmarks by postmaster

L 2		a Robt F Levering - Appointed Nov 23, 1831 b Jacob Maison - Jun 3, 1833				
	C 38	c John Omensetter - Jan 23, 1834 d Henry Yorgy - Sep 23, 1853 e Charles Keeley - Aug 26, 1854 f Arnold Heighley - Mar 28, 1855 g Andrew Ortlip - Apr 6, 1857 h Isaac Latshar - Apr 14, 1857	1842	2/10	1851	10/16

i Charles Riley - Jan 26, 1858

j William M Morrison 19 Mar 1861; disc'd 28 Aug 1863

L 3	C 39	* LEVERINGTON * / PA. CD31+ black	1858	8/14	1862	9/29
L 4	1254 1255	a Paid , paid 5 ms b PAID	1850	9/7	1853	5/21
L 5	1256	a Free ms b FREE	1842	2/1		
L 6		missent & forwarded ms	1861-3	10/1		
L 7		Due 3, ms	1862-3	2/17		
L 8	—	5+ bar killer	1861-3	12/20		

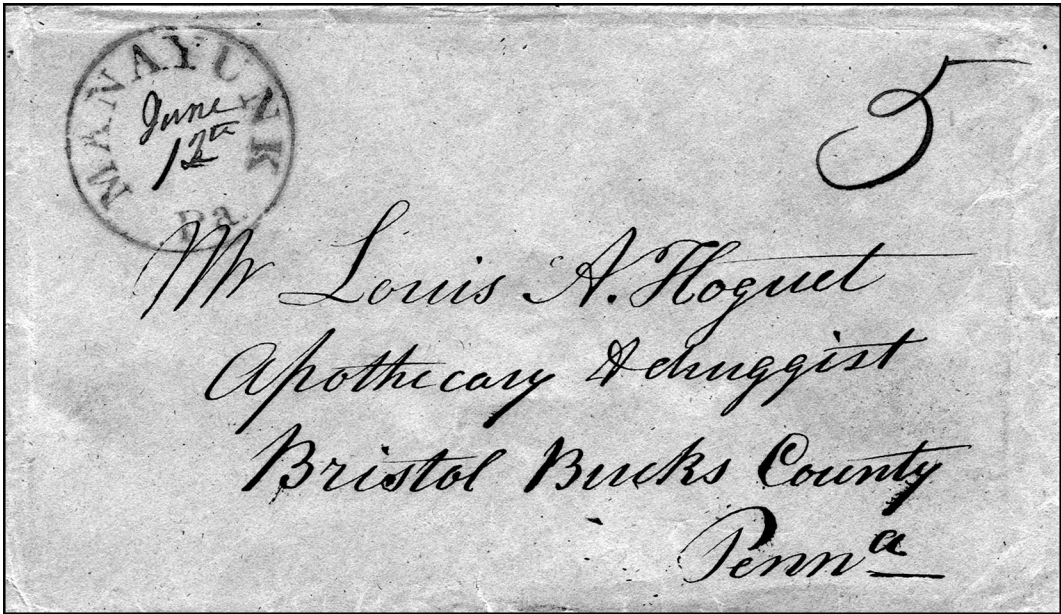
Manayunk

To local Indians *manayunk* meant “our place for drinking”, indicating the Schuylkill River. It became a borough situated along the river. The original name was Flat Rock, from a peculiar slab lying on the lower side of the bridge, which was subsequently named Flat Rock Bridge. The settlement had as its origin the construction workers who worked on the Schuylkill Navigation Company’s dam, canal, and locks. These works were finished by 1818; because of the extensive water power, the Company sold leases for power use in mills and factories. The place became famous as a manufacturing village. Soon the citizens rejected “Flat Rock”, and after a brief interlude as Udoravia (!), in 1824, they decided to adopt the Indian word “manayunk”. The borough was incorporated June 11, 1840, though its post office dates to 1826.

Manuscript postmarks by postmaster

Ma 1	C 40a	a J. Stott - Appointed Nov 13, 1826 ... b Michael Snyder - <Nov 1831, no <i>Pa</i> c same , with <i>Pa</i> 1835 3/15 d George W Davis - Nov 15, 1836 e Henry R B Ogle - May 3, 1849 f James Mc. Glinchey - Mar 29, 1853 g William Dawson - Mar 16, 1861; discontinued Aug 28, 1863	1831	11/18	1835	2/25
Ma 2	C 41a	MANAYUNK / Pa. CD30, days, mo. ms or type, red	1837	5/5	1849	7/9
Ma 3	C 41a*	MANAYUNK / PA. CD32, black	1861	4/8		
Ma 4	C 41b	a MANAYUNK / Pa. CD31+ letters 9 o'clock to 3, red b same , black	185x 1858	4/16 1023	1862 1862/3	3/22 1/29
Ma 5	1257 1258* 1258	a <i>Paid</i> ms b PAID SL4x22+ red c same , SL4x17 red	1846 1837	9/12 9/1	1851	2/20
Ma 6	1259	a <i>Free</i> ms b FREE red	1831	11/18	1849	4/7
Ma 7		(other - <i>missent</i> , <i>forwarded</i> , etc.)				
Ma 8	1259*	5 (italic) red	1851	2/20		
Ma 9	— —	a pen cancel lines b 7 lines, C18 Sc 24	185x	4/16		

Figure 5 A nice Manayunk fully struck, manuscript date, red handstamp of June 12 [1846-9] (Ma 2).



Milestown

Milestown was located along Old York Road, north of Branchtown, and above Oak Lane between about 1800 and 1910, when its distinctiveness was lost when diluted by the surrounding communities.

Manuscript postmarks by postmaster

Mi 1	C 42	a William T Wilson - Appointed Feb 22, 1831	1838	7/13	1840	6/29
		b Bennett Medary (I) - Nov 13, 1843	1844	6/3	1844	7/24
		c Abel M Fulton - Aug 22, 1845				
		d Bennett Medary (II) - Mar 8, 1847	1847	7/27	1849	6/5
		e Joseph C French - Jul 25, 1849 -Quaker dates	1850	11/29	1852	8/23
		f Bennett Medary (III) - Apr 16, 1853	1861-3			
		g Jacob Rorer - Jan 15, 1864; discontinued Aug 19, 1867				
Mi 2	C 43	MILESTOWN / P ^A .. CD29 black (Pa.. or PA..?)	1862-7			
Mi 3	1270	a Paid , Paid 3 ms	1852	8/23		
	1271	b PAID				
Mi 4	1271*	a Free ms	1838	7/13	1847	7/27
	1272	b FREE				
Mi 5		(other - missent, forwarded, etc.)				
Mi 6	1272A	target cancel, C18?, black	1861-3	8/20		

Mount Airy

Mount Airy was named for the mansion of William Allen, Chief Justice of Pennsylvania during the Colonial period.

Manuscript postmarks by postmaster

Mt 1	C 44	a Samuel K Wolf - Appointed Nov 20, 1855	1858-61	8/9		
		b Charles Gorgas - Mar 16, 1861				
		c Miss Julia Gorgas - May 30, 1861; discontinued Aug 28, 1863				
Mt 2	C 45	MOUNTAIRY. / PA. D32 black	1855-8	7/25		
Mt 3		MOUNT AIRY / PA CD26 black PA	1862-3	6/13		



Figure 6 Mount Airy came late on the scene in Philadelphia, actually after the county had consolidated; nevertheless, the GPO allowed it post office status. This item dates from July 25, 1855-8 and was sent locally to Frankford (Mt 2). (Elkins collection)

Mt 4 — 3 diagonal ink lines

1858-61 8/9

Nicotown

Nicotown's name descends from "de Neus", Neus-town, after the Dutch Huguenots who settled there about 1700.

Manuscript postmarks by postmaster

N 1 C 46 a Joseph Boucher - Appointed Dec 1, 1843; disc'd Aug 23, 1844 none reported

[Northern Liberties]

Though there was no post office for the township and district, it is well known because of its local post "Reading Room" stamp (Catalog 1176a and b). With its dismemberment over the years, it became the birth mother of more than a dozen local political entities.

The "Liberties" Township was term applied by William Penn to land lying north and west of the city. It contained "the liberty land or free lots" because the Proprietors gave free land to the first purchasers of ground in the colony. When Penn arrived in 1682 he divided the town into two parts, one the City (1,800 A.) and the other the Liberties (16,000 A.).

The Liberties extended north of Vine Street around the lands of Julian Hartsfelder, who was granted it (1676) six years before Penn landed. There were other Swedish, Dutch and English grants of land made before Penn came and they had to be respected. The Liberties east of the Schuylkill contained 9,000 acres and west of it, 7,000 A. The land on the east side became a township immediately, called Northern Liberties, while the west side beyond the Schuylkill, became a part of Blockley Township.

Over time the Liberties between the Delaware and Schuylkill was divided. By the time of consolidation, 1854, Unincorporated Northern Liberties had become a minuscule portion, tucked between Spring Garden, Kensington and the City.

Long before the consolidation of the Northern Liberties into the city, Second Street was famous for its fine retail shops, and Third Street was the site of a large wholesale trade in groceries, wholesale trade in butter, eggs, poultry, meats, vegetables and other products of the farms of the adjacent country.

Olney

Named for the estate of Alexander Wilson, no County post office was established, nor the Cedar Grove, Felton's Villa or Feltonville that nominally preceded it. Olney, per se, developed too late prior to consolidation in 1854 to become a county post office.

Manuscript postmarks by postmaster

OI 1	a from "Felton Villa", Joseph Myers - Appointed Jun 15, 1849			
	b Israel K Wentz - Jul 19, 1850			
	c to "Feltonville" - Apr 22, 1853			
C 47a	d from "Feltonville" - Henry S Rorer May 31, 1861	1861	9/28	1861 11/2
C 47b	e same, with P- 1861 11/21			
	f Samuel C Ford - Feb 20, 1862			
	g James K Shivers - May 28, 1862			
C 47a	h David Nimlet - Feb 3, 1864; the ms date portion written primarily on the stamp; discontinued Aug 19, 1867	1865	12/30	1866 12/28

Figure 7 A favorite theme "On to Richmond" in the early days of the Civil War, before events bogged down into routine slaughter. This letter was sent enthusiastically from **Olney** P.O. on Sep 28, 1861 to Reading PA 40 miles away. (Elkins collection)



OI 2	C 48	OLNEY / PA.	CD30 black	1851	4/23
OI 3	1273	a	<i>Paid 3 ms</i>	1861	11/21
	1274	b	PAID		
OI 4		a	<i>Free ms</i>		
	1275	b	FREE		
OI 5		(other - <i>missent, forwarded, etc.</i>)			

Orlando

As with Robin Hood below, little is know of this office, though its location was somewhere between Holmesburg and Oxford Church. It was surely a general store or hotel, denoting the post office.

Manuscript postmarks by postmaster

Or 1 C 49 a Charles C Alburger - Oct 22, 1853; disc Mar 23, 1855 *none reported*

Oxford Church / Station

Originally, Oxford Township ran from the Montgomery County line southeast to the Delaware River, and between Frankford and Tookany Creeks. Within it were Frankford, Whitehall, Fox Chase, Cedar Grove and Volunteer Town, and the former Township of Tacony, containing 7,680 acres (12 square miles). It was one of the earliest (1693) townships established with Oxford village at its heart.

The prominent Anglican / Episcopalian Church's grave yard along Oxford and Huntingdon Turnpike has stones dating to the early 1720s. Oxford Station continued to grow especially after it became a railroad stop along Oxford Pike.

Manuscript postmarks by postmaster

Ox 1		a	Josiah Kerper - Appointed Jun 20, 1857; "Church"		
	C 50a	b	same , but "Station"; discontinued Aug 19, 1867	1861	7/23 1863 7/22
Ox 2	—		<i>Paid / 3 cts ms</i>	1859+	8/7
Ox 3	—		X pen line cancel	1861	7/23

Penn District / Township

Penn Township was taken from the western portion of the Township of Northeastern Liberties in 1807, and was 7680 acres (12 square miles) in size. Penn District was carved out of the township in 1844.

Manuscript postmarks by postmaster

Pe 1	C 51	a	J. Hukill - Appointed Apr 14, 1828.	1835	7/1
		b	James B Ramsey - ?		
		c	David Pearson - Jan or Jun 13, 1835?		
		d	Mordecai Hart - Jan 4, 1836; discontin'd May 19, 1837		
Pe 2	C 52*		PENN:PA / TOWNSHIP Double arc sl, black	1833	12/3
	C 52		same , red 1835 10/15 1836 10/6		

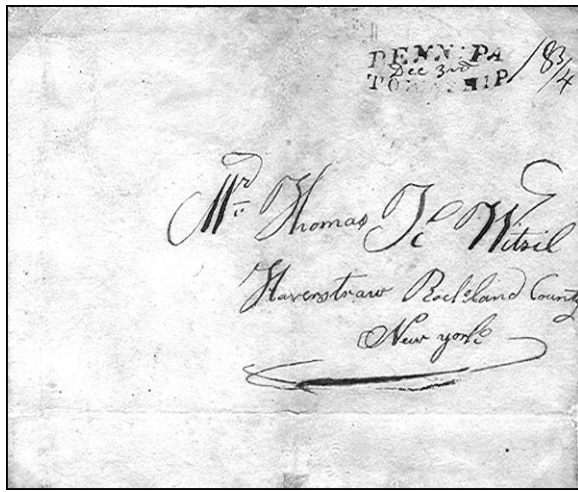


Figure 8 From Norm Shachat's Philadelphia County exhibit, this is the earliest reported example of the **PENN:PA / TOWNSHIP** handstamp and the only reported black strike. All prior examples are dated 1835 or 1836 and are struck in red. The dateline on the letter is clearly and unequivocally Dec 1, 1833 (Pe 2). (Shachat collection)

Pe 3 1276 a Paid ms
1277 b PAID

Pe 4 — a Free D. Pearson P.M. ms
1278 b FREE

1835 7/1

Pe 5 (other - missent, forwarded, etc.)

Port Richmond

Port Richmond, was the name of a tract of land in the Township of Northern Liberties, on the Delaware between Kensington and Frankford Creek. In 1728 a mansion there was named "Richmond Hall" after a London suburb. The Port was added because of the accessible river front commerce.

It was incorporated as a district in 1847 and came to prominence after the Reading R.R.'s coal terminal was created. With the piers, depots, engine houses, workshops, and offices, Port Richmond's population increased quickly. Soon manufacturing took hold. Its area was 1163 acres (2 square miles).

Manuscript postmarks by postmaster

Po 1	C 53a	a ? from Port Richmond Phila Pa/date ms	1841	8/1		
		b Edward L Spain - Aug 22, 1842				
	C 53	c Isaac Tustin - Nov 7, 1842	1844	5/9	1848	8/3
		d Lemuel P Burton - Jun 16, 1849	1850	12/4	1851	9/26
		e Samuel A McCaulley - Dec 9, 1852 ...				
		f Edward Cummings - Oct 29, 1853				
		g Thomas R Fort - Mar 30, 1861; discontinued Jun 27, '63				
Po 2	C 54	a PORT RICHMOND / PA. CD32 black	1852	3/26	1862	8/22
		b same, red	1859	6/15		

Figure 9. Port Richmond is destined to be choked with trains, coal piles, and clamor of all sorts, but at the time this patriotic was sent on July 17 [1862-3?], the air was still relatively tranquil. The cover's offset error adds to its charm (Po 2 + Po 7). (Elkins collection)



Po 3	1279	a <i>Paid, Paid 3</i> , etc. ms	1851	8/1		
	1280	b PAID / 3 C18, black	1852	4/25	1852	6/25
Po 4		a <i>Free</i> ms				
	1281	b FREE				
Po 5		(other - <i>missent, forwarded</i> , etc.)				
Po 6	—	5 SL6x12+ black	1852	8/7	1853	7/28
Po 7	—	a 7 lines, C18	1857-61	8/3		
	—	b pen squiggles 1859 1/23				
	—	c X pen line cancel 1862-3 7/17				

Rising Sun

Nicknamed "Sunville", Rising Sun is east of today's Temple University Hospital. It was named for the prominent tavern located at Germantown Avenue and Old York Road, which housed the post office.

Manuscript postmarks by postmaster

Ri 1	C 55a	a Jacob Billger - Jul 26, 1825, no <i>Pa</i>	1832	2/24		
		b Richard Parrott - Apr 29, 1836				
	C 55a	c Wm W Bronson - Jul 17, 1840, no <i>Pa</i>	1840	8/15		
		d Joseph Thornton - Mar 15, 1842				
		e George Woodruff - Apr 9, 1842				
		f Charles Fetter - Nov 25, 1842				
		g Joseph Keyser Oct 26, 1843				
		h John Purcill - Sep 11, 1844, with and without <i>Pa</i>	1846	2/23	1847	1/22
	C 55b	i Jas. M Hamill - <May, 1847, with <i>Pa</i>	1847	5/26	1851	2/24
		j Samuel M Hough - Jul 26, 1851				
		k Jacob Miller - Jan 13, 1852, with <i>Pa</i>	1854	xx/xx		
		l William Goodwin Sep 5, 1861; discontinued Aug 28, '63				
Ri 2	C 56	RISING SUN / Pa. CD36 black	1857	7/8	1863	2/18
Ri 3	C 57	RISING SUN, / PA. printed DC28	1860	10/26	1860	10/31
Ri 4	1282	a <i>Paid</i> ms 1863				
	1283	b PAID (arc) / 3 C18+, black	1863	1/8		
Ri 5		a <i>Free J. M. Hamill P.M.</i> (ms)	1847	5/26		
	1284	b FREE				
Ri 6		a <i>Due 3</i> ms (McClellan U. S.Hospital)	1862-3	6/24		
		b Due 3 SL8x24	1862-3	7/13		
Ri 7		<i>Soldiers Letter /.../ Chaplain / McClellan U.S.Hospital</i> imprint in football shape oval, S4L30x65	1862-3	6/24	1862-3	7/13
Ri 8	—	<i>Missent</i> ms	1859	7/14		
Ri 9	—	a 4x4 ink web across entire stamp	1853	1/31		
	1284A	b 5 line cancel, C30	1860	10/31		
	—	c 7 lines, C18	1861	9/21		
	—	d 4 circle bullseye, C18	1861-3	7/31		

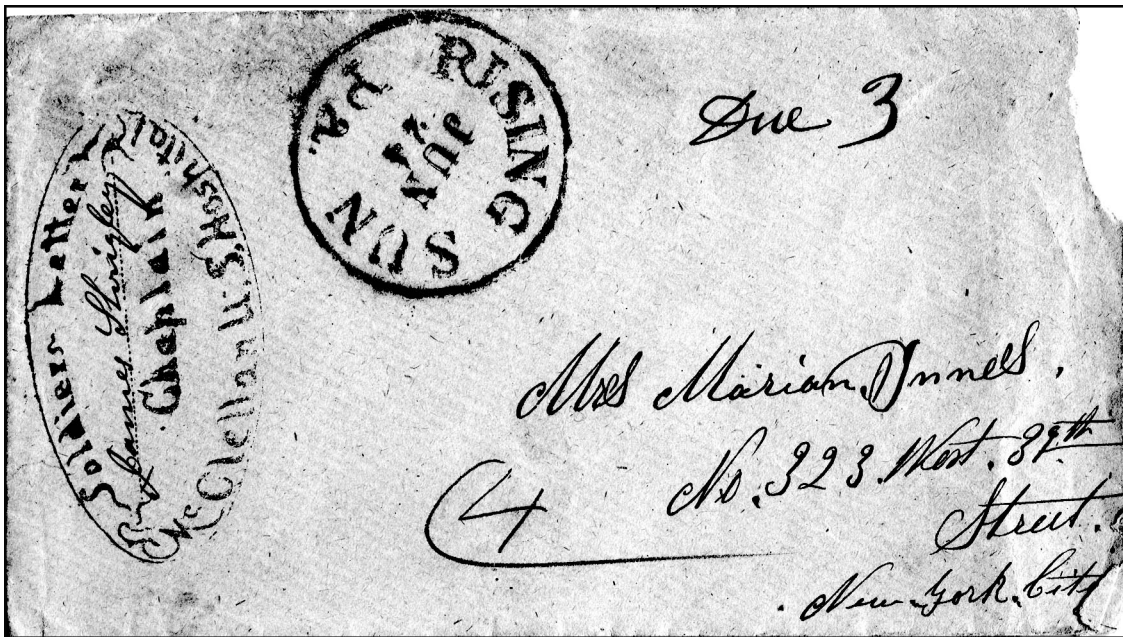


Figure 10 Cancelled **Rising Sun**, on Jun 24 [1862-3] with an unmercifully torn upper right corner, yet bearing the **Soldiers Letter** oval of the **McClellan U. S. Hospital** and a **Due 3** manuscript (Ri 2 + Ri 6 + Ri 7).

Robin Hood (Tavern)

The location of the Robin Hood Tavern is vague, "near Falls of Schuylkill" on the Ridge Road. It was a tavern, and likely stage stop, and thus good candidate for a post office. But in the late 1820's, possibly nearby Manayunk's growth precluded Robin Hood's place in the sun.

Ro 1 C 58

Manuscript postmarks by postmaster none reported

Roxborough

As early as 1706, the region between the Schuylkill River and Wissahickon Creek, adjacent on the northwest to Manayunk, along Ridge Avenue, was called Rocksborro or Roxborro. At least a portion of it was known as Leverings and Leverington, (or at least the post office designation in that region) during the 1840-50's.

Rx 1 C 59

Manuscript postmarks by postmaster none reported

Somerton

Somerton has been known also as Smithfield, Smithville and Pleasantville. It is in the vicinity of the Bustleton and Byberry Roads. It was located within the 1720-era Moreland Manor, a 9,815 acres (15 square miles) English estate on a branch of the Poquessing Creek, in the most northern part of Philadelphia County, west of Byberry Township.

Because Moreland Manor extended into Bucks County, it was eventually divided in two, with each named Moreland Township. The Philadelphia County portion was approximately five by two miles wide, a total of 3,720 acres (6 square miles). Its principal village became Smithfield / Pleasantville, afterward called Somerton, which itself was partly in Moreland and partly in Byberry Townships.

Manuscript postmarks by postmaster

So 1

- a Grover Roberts - Appointed Mar 17, 1830 ...
- C 60 b John Roberts - Apr 20, 1835 1842 8/1
- c George W Comly - May 8, 1844
- d Benjamin Comly - Mar 2, 1848
- e William Hoot - May 31, 1861; discontinued Aug 19, 1867 1863 11/13

So 2 1285 a *Paid* ms

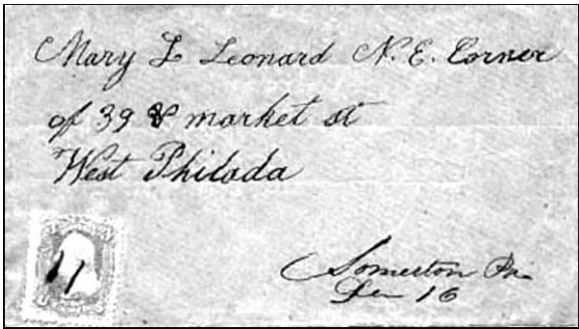


Figure 11 A nice elusive, though non-year dated, cover from **Somerton** to Philadelphia, manuscript of Postmaster William Hoot, on December 20, [1861-6] (So 1). (Elkins collection)

1286 b **PAID**

So 3 a Free ms
1287 b **FREE**

So 4 (other - *missent, forwarded, etc.*)

So 5	—	a pen cancel	1863	11/13
	—	b ms date cancel (as part of ms postmark)	1862+	8/3

[Moyamensing, Passyunk, and Southwark]

Moyamensing was originally a tract of land between Passyunk and Wicaco/Southwark, and was one of the earliest created after the settlement of Pennsylvania. The name is said to mean “unclean place” or, more literally, “place of pigeon droppings”, but also “place of meeting”. Southwark was carved out of Moyamensing in 1762, which township included the majority of Wicaco except the part included in Southwark. In 1812, Moyamensing was incorporated a township, and contained contained 2560 acres (4 square miles). In 1831, the township was divided into East and West Moyamensing. Its mail needs were met by either a trip to Kingsessing Post Office, or across the city line into Philadelphia Passyunk Township was spelled in old deeds as Perslajingh, Passayunk, Passyonck, Passajon, Passajungh, Passaming and Paisajungh. It was the name of an Indian village, (related to the Native *pachsegink*, meaning “in the valley” or “place between the hills”), computed at 1,000 acres. Passyunk became a township at a very early period, and eventually extended to 5,110 acres (8 square miles). There were no post offices here because there were no villages in this township. It was close above the Delaware River marsh lands and was much less desirable to live in than other portions of the County. Southwark lay immediately on the river front. Southwark dwellings were inhabited by seafaring men into the early 20th century. Her numerous ship captain citizenry took the mail they transported north about a half mile to the Philadelphia office for postal reimbursement.

Spring Garden

Spring Garden was named for the Penn mansion in Spring Garden, London. It appears on 1796 maps as a small settlement between Vine Street and Buttonwood. Later it became a District and would be characterized by extensive manufacturing of almost every description, among them the great Baldwin Locomotive Works and Powers & Weightman’s chemical laboratory. It had masses of beautiful homes and in early days one of the most pleasant of Philadelphia’s county suburbs. The district was incorporated in 1813, and in 1827 was enlarged by adding part of Penn Township, which more than doubled its size. At the time of consolidation the area of the district was estimated to be 1100 acres (2 square miles).

Manuscript postmarks by postmaster

Sp 1	C 61b	a George Johnson - Appointed Dec 14, 1831, with <i>Pa</i>	1834	7/29
		b Thomas Tierney - Mar 28, 1835		
	C 61a	c John Tierney - Mar 6 and 11, 1843, no <i>Pa</i> .	1843	8/10
		d John Murray - Jan 10, 1845		
		e Archibald Scott - Apr 24, 1849		
	C 61a	f James Fleming - Feb 24, 1851, no <i>Pa</i> .	1851	5/18
		g Patrick Murray - Jun 27, 1853; discontinued Nov 28, 1857		

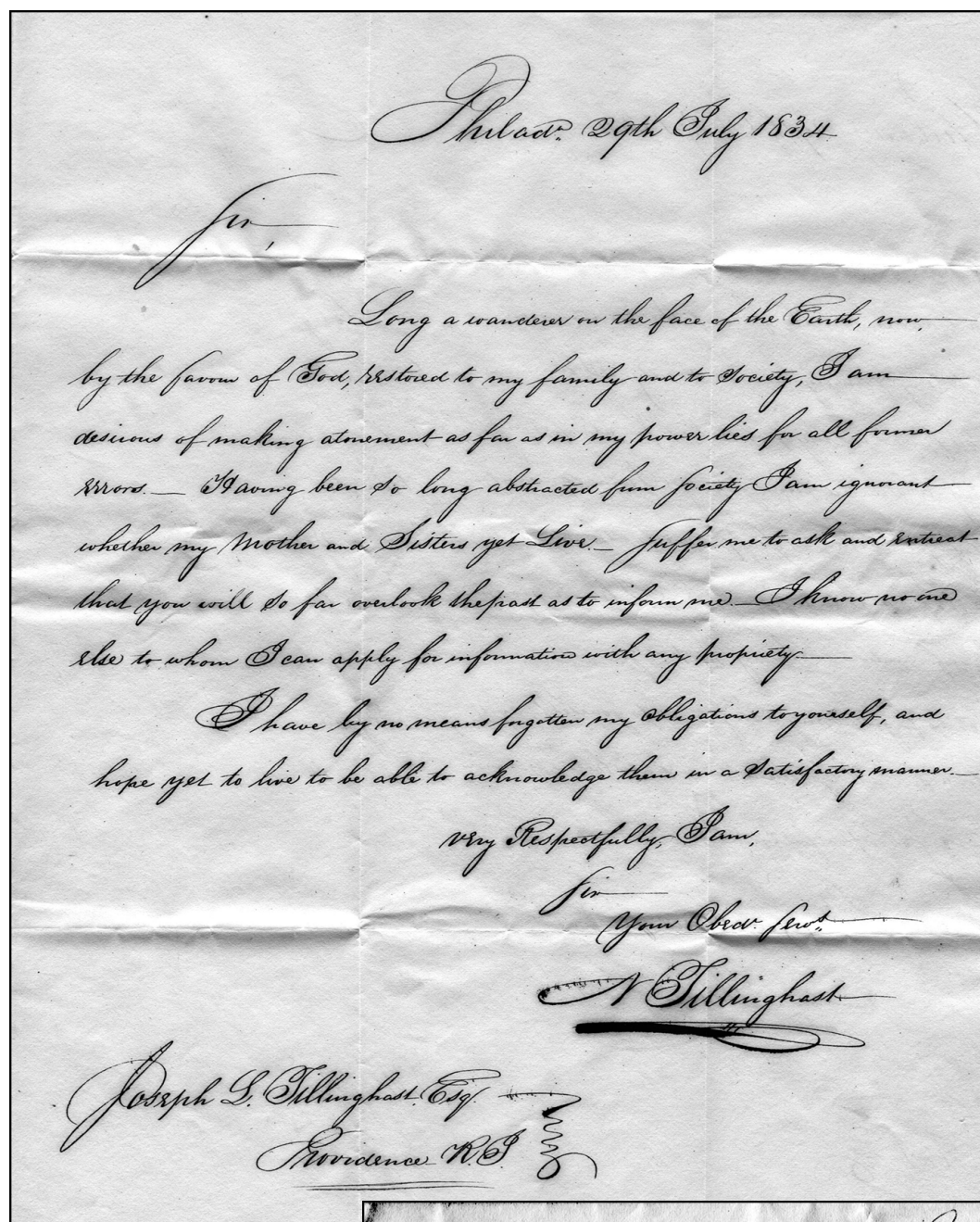


Figure 12 A wonderful **Spring Garden** folded letter, in beautiful calligraphy, asking a relative for forgiveness and past errors, and begs information as to whether his mother and sisters yet live.... Was he in prison, aboard ship, a world traveler, on the lamb from the law. Posted at Spring Garden, August 1, 1834 (Sp 3).



Sp 2	C 62	a SPRING GARDEN / PENN CD25nor, color?	1833	ASCC
Sp 3		b SPRING GARDEN / PENN ^A = DC28, black	1833	5/1 1837 ASCC
Sp 4		c SPRING GARDEN / PENNA ?CD28, black	1838	ASCC 1846 ASCC
Sp 5		d SPRING GARDEN. / PA. CD28, black	1850	9/9 1857 ASCC
Sp 6		e SPRING GARDEN / Pa CD35+, black	1851-7	2/3
Sp 7	1288	a <i>Paid</i> ms		
	1289	b PAID		
Sp 8		a <i>Free</i> ms		
	1290	b FREE		
Sp 9		(other - <i>missent, forwarded, etc.</i>)		

Tacony

Toaconing or *Toaconick* (a native word for "forest" or "wilderness") was a small township situated at the bend of the Delaware, east of Frankford. At an early date it was incorporated within Oxford Township. Whitehall, the prominent village within Tacony, might have had a post office, but was incorporated too late, on April 9, 1849.

Manuscript postmarks by postmaster

Ta 1	C 63	a George W Fitzwater - App't Aug 27, 1855, discontinued Jun 24, '56		
		b Reestablished: Allen Vandegrift - Feb 23, 1859	1862	
		c Joseph C Shuster - Feb 10, 1865		
		d Mrs Joanna P Vandegrift -Jan 30, '66, discont'd Aug 19, 1867		
Ta 2	1291	a <i>Paid</i> ms	1847	ASCC
	1292	d PAID		
Ta 3		a <i>Free</i> ms		
	1293	b FREE		
Ta 4		(other - <i>missent, forwarded, etc.</i>)		

Torrisdale/Torresdale

Torrisdale was named by Charles Macalester for his Scotland home. By 1850, it was too late prior to consolidation of the county to establish a County Post Office

Manuscript postmarks by postmaster

To 1	C 64	Edward Thomas - App'd Aug 25, 1862, disc'd Aug 19, 1867	not known	
To 2	C 65	TORRISDALE / PA CD27 black	1862-67	

West Philadelphia

West Philadelphia was erected a borough out of Blockley Township in 1844 and incorporated Hamilton and Mantua villages and the ground in between. On April 3, 1851, its name was changed to the District of West Philadelphia, and its boundaries considerably enlarged.

Manuscript postmarks by postmaster

W 1	C 66	a J. Lenter - Appointed Feb 19, 1829 - (1832?)	1832	6/21 1832 7/21
		b James Young - 1832+		
		c William Simpson - Feb 13, 1835		
		d George L Watt - Feb 4, 1842		

e William Simpson - Feb 6, 1844
 f Henry O D Banks - May 1, 1849
 g James N Marks - Jan 20, 1852
 h John T Hussler - Jun 24, 1853
 i H Goodwin Worrall - Jul 22, 1853; Discontinued Jun 9, 1855

W 2	C 67	WEST PHILAD. / PA	CD28 black	1838	2/8	1841	
W 3		a WEST PHILADa / Pa.	CD29 blue	1843	10/10		
		b same , black	1845 4/15	1853	3/29		
W 4		WEST PH—A P^A. / 3 PAID	CD32	1850s	ASCC		
W 5	1294	a <i>Paid</i> , <i>Paid 5</i>	ms	1849	1/10		
	—	b PAID SL4+x17+	black	1840s	11/28		
		c PAID SL3+x16	black	1849	1/23	1853	3/29
	1295	d PAID / 3 C,	black ASCC				
W 6		a <i>Free</i>	ms				
	1296	b FREE					
W 7		(other - <i>missent</i> , <i>forwarded</i> , etc.)					
	—	<i>Dropt 2</i>	ms	1847	2/13		
W 8	—	3 SL8x16,	black	1840s	11/28		
	—	SL14x10		1853	3/29		
W 9	—	a 5 (italic) thin	SL6x10+ black	1850	10/10	1851	2/13
	1297	b 5 SL7x11,	blue	1851	4/29		
	1299A	c <i>Due 5</i>	ms	1851	6/15		
W 10	1298	6 SL8x13,	black?	1850s	7/16		
W 11	—	a 10 SL12+x 9+,	blue	1843	10/10		
	1299	b 10 SL12x10,	black	1844	3/14	1851	6/15
W 12	—	7 lines	C18	1853	8/19		

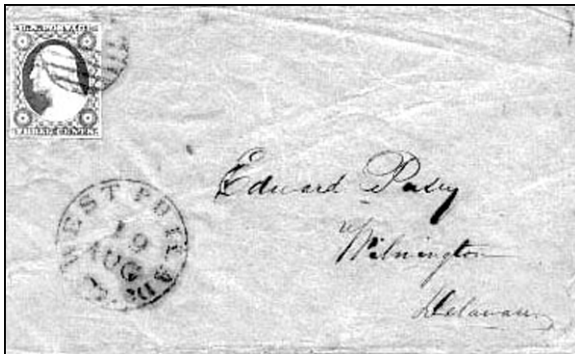


Figure 13. Before *West Philadelphia* became Station B in the Philadelphia system, this letter found its way to Wilmington DE, on Aug 19, circa 1853 (W 3 + W 12), (Elkins Collection)

ADDENDA to PART I

The updated information below will synchronize Part I with Part II's completeness. Note that the manuscript markings have been assigned to individual postmasters now (showing their start dates), rather than depending on spelling differences and whimsical style.

Andora / Andorra

An 1	C 1	Franklin W Hagy Feb 18, 1855; discontinued Aug 28, 1863	1858	8/27		
An 3	C 2b	ANDORA.PHIL^A. C^O.P^A. CD30+, black	1850	10/7	1862	11/1

Blockley

BI 3	C 4	William Seal - Mar 30, 1861 "Blockly" or "Blockley"; discontinued Sep 15, 1863	1861	5/15	1861	7/2
BI 5	C 5b	BLOCKLEY / PA CD25+ , black	1861	8/29	1861	9/2
BI 11	1206	a ms X killer	1858	5/29		
---	---	b ms lines; tic tac toe 3x4 lines, three diagonal, etc	1861	5/15	1861	7/2

Bridesburg

Bri 1	C 7	b Lewis F Emery - Jun 5, 1841, with PA1841 10/8				
Bri 2	C 8	a BRIDESBURG / PA. CD32+, no final H, black	1853	8/21	1855	9/18
Bri 8	1208	b PAID / 3 , C1x	1855	9/18		
Bri 11	1210A	OFFICIAL BUSINESS. / FRANKFORD ARSENAL. / Bridesburgh, Pa.	1855	9/10	1862	10/24
---	1210	a 7-bar killer, wide, C20	1857	1861		
---	---	b 7 line killer, C1_	1862	10/24		
---	---	c same , 3 center lines hollowed, C1_	1862	4/16		

Bustleton

Bu 3	C 10	Howard Banes - Apr 22, 1853, with Pa	1853	9/15	1855	12/6
Bu 4	C 11a	BUSTLETON / Pa. CD30, black	1853	3/7	1861/2	12/9
Bu 6	C 11c	BUSTLETON / PA CD24, black	1864	9/25	1865	11/13
---	---	5 italic, C14 Is Norm's italic?	1853	3/7	1853	9/5
---	---	a ms X killer	1855	12/6		
Bu 12	1214	target cancel, C18, black	1864	9/25	1865	11/13

Byberry

By 1	C 12	Oliver Perry (=Tarry?) - Aug 24, 1836	1841	12/23	1843	12/2
By 2	C 13	BYBERRY / Pa. CD36+ (day occas by hand)	1861-2	7/7	1865	10/27
---	---	a "3-like" pen killer	1861-2	7/7		
---	---	b 2 diagonals and continuous arch squiggle; squiggles	1862	4/29		

Chestnut Hill

Ch 2	C 16	CHESTNUT HILL / P^A. CD30, with "T"	1844	5/8	1859	10/7
---	---	CHESNUT HILL / Pa. CD 36??	1862	8/18		
---	1218	a <i>Paid, Paid 5, Paid 3, Paid 10</i> , etc., ms	1843	8/10	1850	
Ch 9	1221	a hatched cork cancel, black?	1863	2/9	1863	3/27
Ch 10	1221	b checkerboard, C19, black	1863	1/10	1863	2/18
---	---	7 line killer, C18?	1858	8/19		
---	---	three diagonal strokes	1858	8/1x		
---	---	American shield fancy, black, (note last day use)	1863	8/24	1863	8/28

Falls of Schuylkill

Fa 1	C 18	Wm L Morison - May 21,	1857	Sc U10		
Fa 2	C 19	FALLS of SCHUYLKILL / *P^A. red-brown	1841	2/3		
Fa 3	C 19	same , blue, CD32 (ms date always?)	1844	11/1	1860	10/19
---	C 19	same , black (ms date always?)	1853	6/10	1862	1/9
Fa 5	1223	b PAID , black, 20x5	1853	6/10	1862	1/9
---	---	ms X killer, two diagonals, etc.	1857		1861-2	12/5

Fox Chase

Fo 2	C 22b	George W Rhawn (I) - Jun 9, 1849, 7950 Oxford Ave	1849	9/14	1849	12/10
Fo 2	C 22b	James M Ramsey (II) - Mar 22, 1853, Fox Chase Hotel	1853	10/28	1857	8/26
Fo 6	C 24	FOXCHASE / PA Dp24+, 4 circle target	1867	5/14	1867	6/22
Fo 7	1225	<i>Paid 3, Paid 5</i> ms	1847	1/19	1849	12/10
—	—	a 8+ bar killer	1859	12/5		
—	—	b 4 circle bullseye killer	1867	5/14	1867	6/22

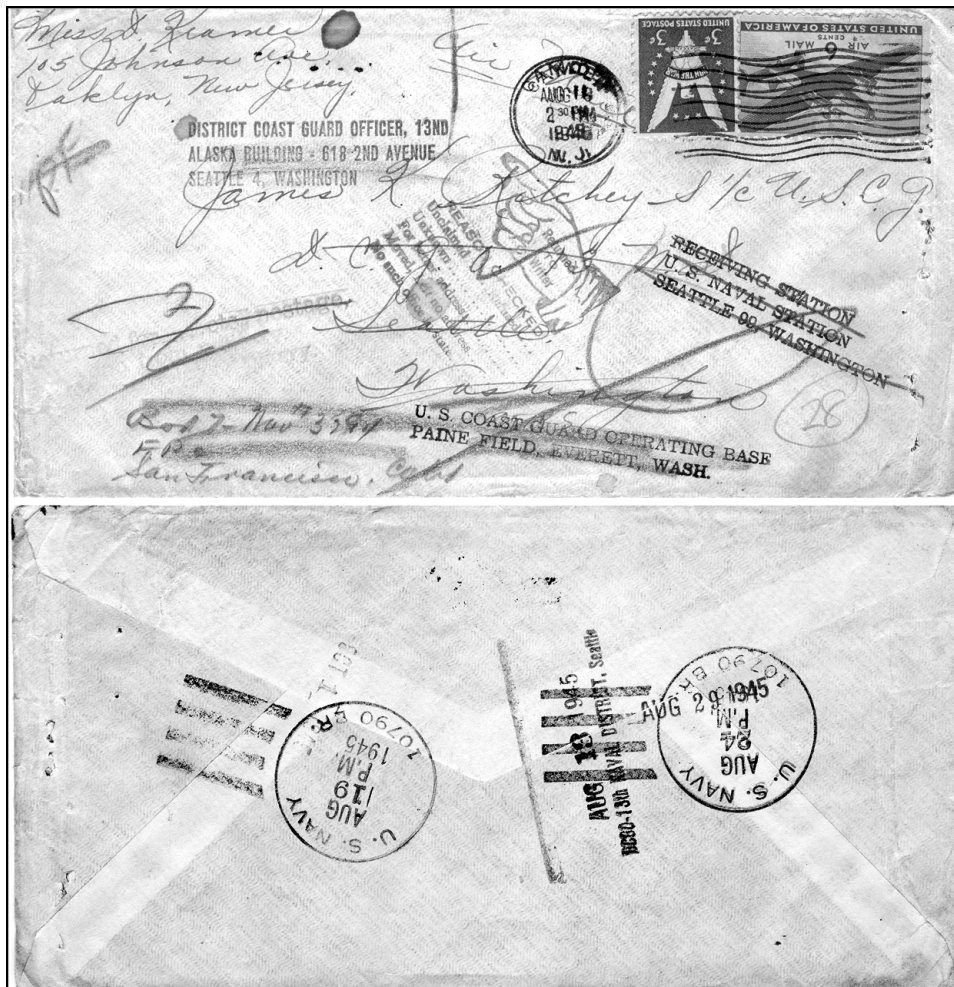
Frankford

Frk 1	C 26a	Samuel Worrell - xxx 1807	1809	1/5	1811	12/8
—	C 26a	Henry Comly - xxx 1815	1816	1/19	1817	10/20
—	C 26b	Edward McVaugh - xxx 1822	1823	11/25	1833	4/14
—	C 26c	John Deal (I) - Oct 28, 1834	1838	11/4	1845	6/12
Frk 4	C 27a	FRANKFORD / Pa. CD30 red	1837	3/8	1851	1/14
—	C 27a	same, blue	1837	11/8	1838	5/24
—	C 27a	same, black	1835	10/2	1860	10/24
—	—	— with Sc #1	1847	11/11		
—	C 27a	same, green (RR)	nd			
Frk 5	C27 b	FRANKFORD / PA CD26 black	1862	6/30	1863	2/11
Frk 6	1228a	<i>Paid</i> , fancy double line <i>PAID</i> , etc. ms	1816	1/19	1841	1/2
—	1229b	PAID 3x21 black [on Sc #1, Nov 11, 1847]	1843	7/20	1850s	
—	—	PAID hand printed	1839	11/6		
Frk 10	1230	FREE sl 4x21 black	1841	4/8	1846	7/15
—	—	<i>On Public Service</i> ms	184x	5/26		
—	—	Headquarters Provost-Marshall, / FIFTH DISTRICT, PA, etc.	1862	xx/xx		
—	—	3, SL_x_	1851	8/10		
Frk 11	1231	5 C18, red	1849	8/1	1851	1/14
Frk 11	—	same, black	1849	11/20		
Frk 12	1232	b 7-line grid, no circle? approx 20 mm dia, black	1860	3/4	1863	3/27
—	—	c 7 bar rimless killer, hollow center 3 lines, C18?	1860	10/24	186x	1/23

Germantown

G 1	C 28a	? <i>German T Pa</i>	1804	1/8		
G 2	C 28b	Anthony Hergesheimer - Appointed Apr 1805	1811	5/10		
G 2**	C 28c	John Wilson - <Aug 20, 1814	1814	8/20	1816	6/10
G 2*	C 28b*	William Fryhofer - <Dec 11, 1816	1816	12/11	1828	5/24
G 3	C 29a	GERMANTOWN / Pa. CD30, days either ms or font, red, red-brown	1834	2/11	1845	6/21
G 4	C 29b	same, ms and font days, black	1835	10/21	1856	8/28
—	C 29c	— with Sc #1	1849	8/2		
G 6		c GERMANTOWN / Pa. CD32 year date, black; usually with PAID h/s which may be an early precancel	1858	4/13	1863 10/22 (#73)	
G 10	1233	a <i>Paid (amount)</i> ms	1819	2/18	1832	3/28
G 13	1234	b PAID sl 23x3+, black	1844	11/18	1850	5/23
—		c PAID sl 22x5, black	1852	5/22		
G 13*		d PAID (arc) / 3 sl arc 19x18 black	1853	11/17		
G 12	—	<i>Missent</i> ms	1834	2/11	1859	4/2
G 12	—	f [forwarded] ms	1834	2/11		
	1234	a PAID sl 23x3+, black	1844	11/18	1850	5/23
G 17	1237	a ?-line grid killer, C25?, black	1855	12/7	1860	9/13
—		b 10 line killer grid	1858	9/3	1859	4/2
—		c 7 bar rimless killer, hollow center 3 lines, C18?	1863	3/20		
G 17*	1237*	split 4-bar cork	1861-62			
—		e Checkerboard	1863	12/6		
—		f 8 wedges	1863	9/7		

A Coast Guard Cover Story



A widely travelled cover seeking its recipient in the last days of World War II: a young Coast Guards seaman.

By Dennis Pack

Almost everyone likes a good story with lots of twists and turns, especially if the story is true. Stories can be told many ways, including by markings stamped on envelopes or covers as they carry letters through the mail. This article tries to unravel the story told by the markings on a cover that traveled thousands of miles at the end of World War II.

As the end of WWII approached, a Miss D. Kramer of Oaklyn, New Jersey, sent James K. Ritchey, a Seaman 1st Class in the U.S. Coast Guard, the envelope shown in figure one (OR the envelope the front of which is shown in figure one and the back in figure two). A Camden, New Jersey, machine cancel dated August 8 or 9, 1945, was applied, but the air mail postage was underpaid, so the cover was returned to her stamped "Returned for 2 cents postage". An additional three-

cent stamp was applied, and the cover received another Camden machine cancel, this one dated August 11, 1945.

The cover was addressed to Seaman Ritchey at DCGO 13 ND, Seattle, Washington. To understand the address, it is useful to review a little Coast Guard history.

The U.S. Coast Guard, which originated as the Revenue Cutter Service in 1790 under the Department of the Treasury, was merged with the Lifesaving Service in 1915 and given its current name. As far back as the War of 1812, Coast Guard cutters and personnel augmented the U.S. Navy in major conflicts.¹ In 1941, an Executive Order transferred the Coast Guard to the Navy and ordered it to operate as part of the Navy during the war. The Commandant of the Coast Guard re-



Map showing relative locations of stops in the routing of this cover.

ported to the Chief of Naval Operations, and the former Coast Guard District Commanders became known as District Coast Guard Officers (DCGO).²

So, the cover addressed to “DCGO 13 ND” was delivered to the District Coast Guard Officer, 13th Naval District. Miss Kramer expected that the Coast Guard would be able to find Seaman Ritchey, and they certainly appeared to have tried. A map showing the major points visited by the cover is illustrated above.

Because many of the markings are undated, the author has made some assumptions regarding the order in which the cover visited the various places and the markings were applied. He would appreciate input from readers about these.

The cover is backstamped “Aug 13, 1945/DCGO – 13th Naval District, Seattle”. This appears to be the first marking received after the cover was received by the Coast Guard.

The cover could then have been forwarded to Box 7, Navy 3294, Fleet Post Office, San Francisco. Navy 3294 was located at Cold Bay, Alaska, and served at the time by NPO 10790 Branch.³ The cover bears two 10790 Branch 4-bar cancels, probably representing its arrival at Cold Bay August 19th and its departure August 24th.

The handstamp reading “District Coast Guard Officer, 13ND” with its address could have been applied at NPO 10790 Branch. The date August, 29, 1945, is stamped on the back of the cover. This could be the date it returned to Seattle.

Additional handstamps indicate that attempts were made to locate Seaman Ritchey at the Receiving Station, U.S. Naval Station, Seattle, and the Coast Guard Operating Base, Paine Field, Everett, Washington.

Finally, a handstamp instructs that the cover be returned to the sender because it was unclaimed. The backstamped date October 1, 1945, could be when the cover started its journey back home. There is no marking that indicates when it was received in New Jersey.

The story told by this battered cover might not be perfectly deciphered, but it is clear that the cover traveled extensively as the Coast Guard attempted to locate Seaman Ritchey. Since the cover is without content, we can only imagine the message it might have contained and Miss Kramer’s reaction to getting it back.

We can hope that the news was good and that Miss Kramer was able to deliver it personally when Seaman Ritchey returned home.

ENDNOTES

¹ Robert Schiena, “The Coast Guard at War,” U.S. Coast Guard Historian’s Office website (www.uscg.mil/hq/g-cp/history/collect.html).

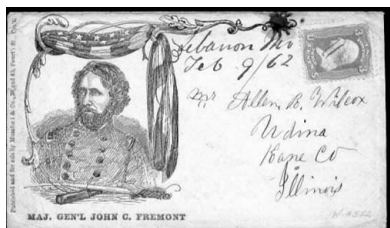
² Malcom F. Willoughby, *The U.S. Coast Guard in World War II*, Naval Institute Press, Annapolis, MD, revised printing 1989, pp. 22-23.

³ Russ Carter, *Numbered Navy & Marine Corps Post Office Locations*, 7th edition, Military Postal History Society, 2003, Vol. 3, p. 131.



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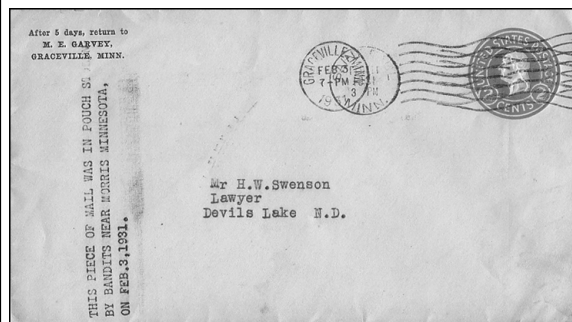
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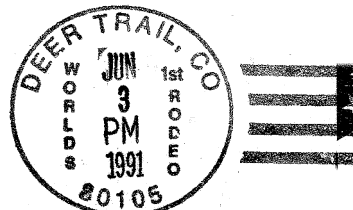
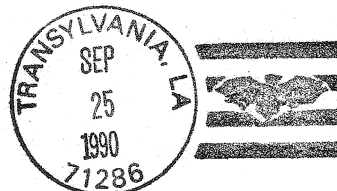
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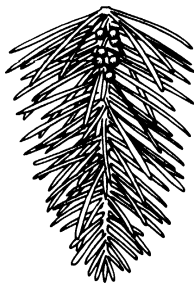
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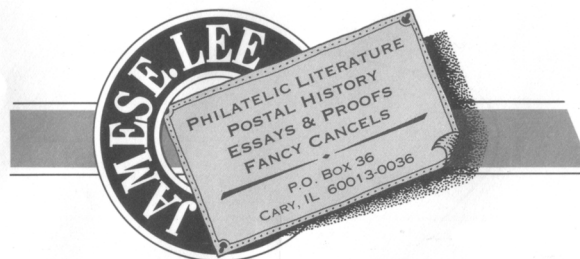
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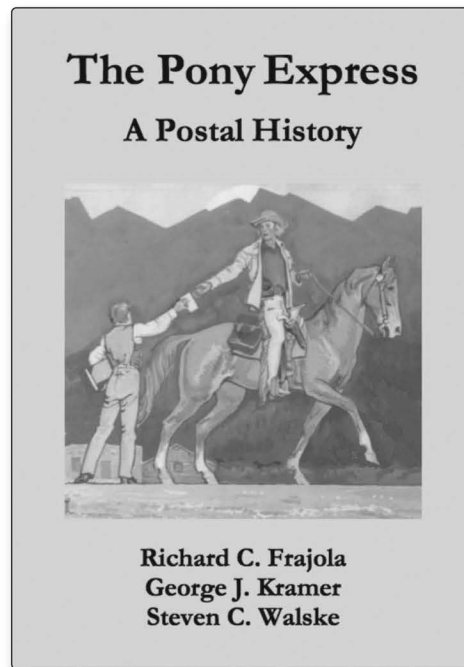
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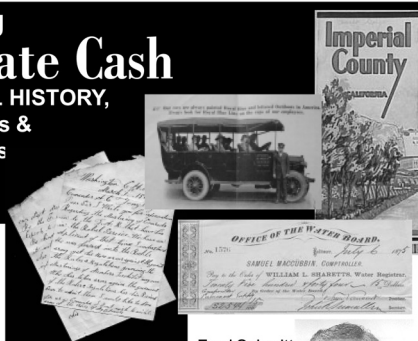
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AD DEADLINES FOR INSIDE PAGES are as follows: Dec/Jan issue - **Nov 15**; Feb/Mar issue - **Jan 15**; Apr/May issue - **Mar 15**; Jun/Jul issue - **May 15**; Aug/Sep issue - **July 15**; Oct/Nov issue - **Sep 15**.

AD DEADLINES FOR **BACK COVER COLOR AD & INSIDE COVER ADS** are: Dec/Jan & Feb/Mar issue - **Oct 31**; Apr/May & Jun/July issue - **Feb 28**; Aug/Sep & Oct/Nov issue - **June 30**.

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

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