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COVER: Our cover features a photograph of the ruins of Mile Long Barracks at Fort Mills on Corregidor taken by Juny P. LaPutt who maintains an outstanding website devoted to the history of the island at <http://corregidorisland.com>. A few of the surviving pieces of mail that managed to slip through the Japanese blockade in early 1942 are superimposed in order to call attention to Captain Robert D. Rawlins' article updating and revising the census of known Bataan and Corregidor covers.

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Publisher's Page

World Wind

Our August – September issue features ten articles by American postal historians treating a fascinating and diverse mix of subjects. Three of the authors are new to our pages and they include a couple of Annapolis graduates and a well-known personality in American Philatelic Society circles. Gentlemen, we are proud to welcome your research contributions to our growing body of content, and I hope you will grace our pages with additional articles in the not-too-distant future. Our seven returning authors include both some very familiar names and a few who visit us only occasionally. Thank you one and all. We are always delighted to see your by-lines in our pages.

Cath and I completed our very brief trip to the Pacific Northwest successfully, and I am pleased to announce that we be conducting a public auction of 400-500 lots of outstanding postal history material from Washington and Montana in conjunction with the PIPEX regional stamp show at Spokane in May 2006. Additional details of the sale will be announced in the near future, but I can say without exaggeration that this will be the finest offering of Washington and Montana territorial postal history in many years.

World Wind is a new software program developed by NASA and made available free to the public at <http://worldwind.arc.nasa.gov>. In their introduction, NASA describes World Wind as “a fully 3D interactive globe.” I found it necessary to let these words sink in for a few moments, but, after considering the implications, I decided to jump in and download the necessary file from one of the available NASA sites. I also downloaded the Web Manual which is a fairly concise, well-illustrated document that I recommend to others as a useful guide.

The download didn't take long. After all, you are not downloading the entire “3D interactive globe” but merely the means to allow your computer to access NASA's vast storehouse of satellite imagery. Once installed, the program launches with a click on it's shortcut icon. It opens with an image showing the earth as a globe from an altitude of 12,756 kilometers (7,654 miles) in space with a crosshair cursor superimposed. Using one of the built-in controls, you can spin and rotate the globe to any position you choose and then use a zoom control to decrease your altitude above that point. As altitude decreases, the image begins to show more and more detail derived from LandSat 7 Visible Color files until it begins to get fuzzy at an elevation of about 15,000 meters (about 50,000 feet) above the earth's surface. The degree of detail for both natural and man made features at that altitude is amazing! And it is available in this database for the entire surface of the planet.

Users examining geographic locations within the United States have even greater resources available. In addition to the LandSat 7 files, the US is covered by a USGS very high



This view of Blind Pass that separates the islands of Sanibel and Captiva, Florida, is from the USGS 1m Ortho series available on World Wind. The view shows the area at an oblique of 45° and an elevation of 868 meters.

resolution aerial photography mosaic that permits well-defined views at altitudes under 3,000 feet). Another option offers USGS topographic maps at very low scale of 1:50,000.

Selected urban regions of the United States may be viewed in extremely high resolution aerial photographs provided in yet another USGS series that links to the NASA World Wind site. This image shows a small post WWII house that my parents built in the Johns Landing neighbourhood of Portland, Oregon, from an elevation of 143 meters on an oblique of 43 degrees. World Wind permits users to vary the view from the standard overhead in order to reveal details in terrain elevation.

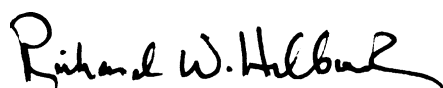
There are many other features available to users of World Wind including a place name overlay and boundary information, but I'll allow interested readers to explore those options without further comment by me. The main point I would like to emphasize about World Wind is its potential



This view from the USGS Urban Area high resolution series on World Wind shows a small house (arrow) on SW Kelly Street of Portland, Oregon. Note that a car parked behind the house is clearly visible. Elevation 143 meters at 43° oblique.

for being a powerful postal history research tool. For example, in Michael Dattolico's article on Luke Chute, Ohio, in the current issue, I have added two views from World Wind that illustrate the relationship among the community on the Muskingum River, the island in the river and the dam at Lock Number 5. When combined with ground level views such as those provided by Michael, the reader is far better able to understand the nature of the community's site selection.

I hope that some of you will explore the possibilities of World Wind and let me know what you learn. A broadband internet connection is required in order to make use of the large data streams downloaded from the NASA World Wind libraries, but there are no charges involved in using the program and it really presents an amazing view of our beautiful planet.



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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

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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

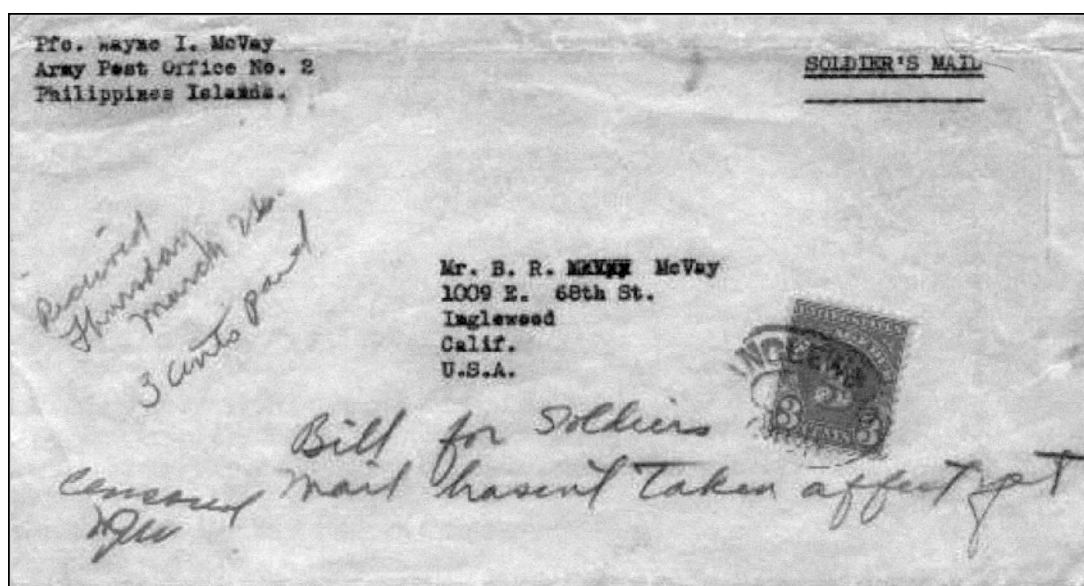


Figure 1 This envelope carried a letter from PFC Wayne McVay to his family in Englewood, California. Written in January 1942, while isolated by superior Japanese forces to a small peninsula and island off Luzon, the cover was carried out of the combat zone probably on board the USS Seawolf—an American submarine—and was received March 26th in California after the three cents postage due was paid.

Mail Before the Fall, Part II: Correspondence from U.S. Military Forces in the Philippines December 1941 to May 1942

by Robert D. Rawlins

I was surprised to see the article on the subject of mail from Manila Bay in the October-November 2004 *La Posta*. Editor Helbock did a masterful job and provided an excellent summary of information on mail from Manila Bay in the first six months of World War II. There is more to the subject, however, and this submission will present additional information and examples which more than double the previously published inventory of such mail.

I joined the Universal Ship Cancellation Society some 40 years ago with submarine covers a major interest since I had spent 25 years of my naval career in a submarine or in a submarine related job. I first exhibited submarine war mail in 1992, an exhibit that included half a dozen Manila Bay covers. Gradually, additional covers came my way until I was able to put together a one frame exhibit on the subject. At that time, I thought I had the bulk of known Manila Bay covers. The *La Posta* article told me how wrong I was.

To start off, I would like to amplify or modify the information in *figure 5* in the Part I article:

December 1941	January 1942	February 1942
S M T W T F S	S M T W T F S	S M T W T F S
1 2 3 4 5 6	1 2 3	1 2 3 4 5 6 7
7 8 9 10 11 12 13	4 5 6 7 8 9 10	8 9 10 11 12 13 14
14 15 16 17 18 19 20	11 12 13 14 15 16 17	15 16 17 18 19 20 21
21 22 23 24 25 26 27	18 19 20 21 22 23 24	22 23 24 25 26 27 28
28 29 30 31	25 26 27 28 29 30 31	
March 1942	April 1942	May 1942
S M T W T F S	S M T W T F S	S M T W T F S
1 2 3 4 5 6 7	1 2 3 4	1 2
8 9 10 11 12 13 14	5 6 7 8 9 10 11	3 4 5 6 7 8 9
15 16 17 18 19 20 21	12 13 14 15 16 17 18	10 11 12 13 14 15 16
22 23 24 25 26 27 28	19 20 21 22 23 24 25	17 18 19 20 21 22 23
29 30 31	26 27 28 29 30	24 25 26 27 28 29 30
		31

- 8 Dec - Japanese attack
- 11 Dec - USS *Holland* and *Otus* depart for Australia
- 26 Dec - Manila declared an Open City
- 26 Dec - USS *Shark* departs for Java with Adm Thomas C. Hart and staff
- 27 Dec - USS *Seawolf* departs for Australia with Capt James Fife and staff
- 31 Dec - Last Manila based submarine, USS *Swordfish*, departs for Java with Capt John Wilkes and staff
- 21 Jan - SS *Legaspi* departs for Panay
- 30 Jan - USS *Seawolf* departs for Soerabaja

- 5 Feb - USS *Trout* departs for Hawaii
- 5 Feb - USS *Seadragon* departs for Soerabaja
- 6 Feb - SS *Legaspi* departs for Panay
- 20 Feb - SS *Legaspi* departs for Panay
- 20 Feb - USS *Swordfish* departs with Pres of Phillipines & family for Panay
- 24 Feb - USS *Swordfish* departs for Australia
- 24 Feb - *Princesa de Cebu* departs for Cebu
- 11 Mar - MTB squadron departs with Gen MacArthur & staff to Mindanao, thence by air to Australia
- 16 Mar - USS *Permit* departs for Australia
- 6 Apr - USS *Snapper* departs for Australia
- 8 Apr - USS *Seadragon* departs for Australia
- 30 Apr - PBV flights
- 3 May - USS *Spearfish* departs for Australia
- 6 May - Gen Wainwright signs surrender of all US forces in the Phillipines

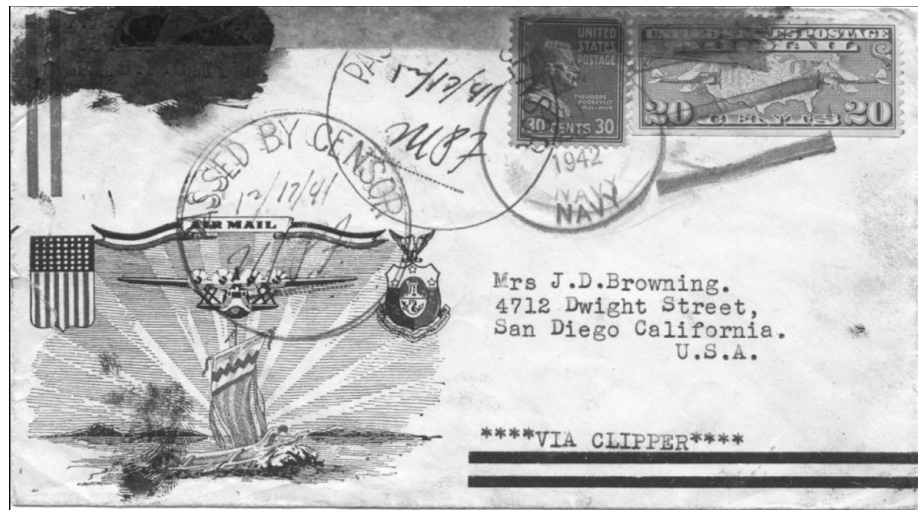


Figure 2 This spectacular cover was posted December 7th at Olongapo and flown to Cavite the next day. It was carried by USS Pigeon to Corregidor where it was opened and censored on Dec. 17, where the return address was obliterated. Eventually the cover was carried by submarine to Fremantle and probably postmarked on board the tender USS Holland (AS-3) on May 25, 1942.

Table 1 below expands and corrects information presented in Table 3 from the Part I article, and table 2 presents a complete revision and expanded listing of all covers currently known to have originated from American military and naval personnel in the Phillipines from December 8, 1941 to May 6, 1942.




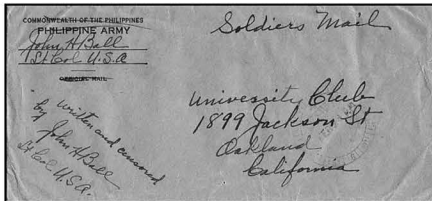
Table 1

**Chronological listing of submarines to successfully visit Corregidor between January and May 1942
(modified with additional information)**

Departure Date	Submarine	Carrying	Destination	Arrived
30 Jan 42	Seawolf (SS-197)	torpedoes	Soerabaja, Java	10 Feb
5 Feb 42	Trout (SS-202)	25 Army/Navy pilots PI gold/silver, securities State Dept mail, ordinary mail	Pearl Harbor HI	4 Mar
5 Feb	Seadragon (SS-194)	torpedoes, spare parts crypto equip, mail, 25 Army/Navy pers.	Soerabaja, Java	4 Feb
20 Feb	Swordfish (SS-193)	PI Pres. Quezon,/ family/staff	San Jose, Panay	22 Feb
24 Feb	Swordfish (SS-193)	Comm. F.B. Sayer staff of 12 & five sailors	Fremantle, Aust.	9 Mar
16 Feb	Permit (SS-178)	torpedoes, mail, 8 officers, 32 enlisted	Fremantle, Aust.	7 Apr
8 Apr	Seadragon (SS-194)	22 passengers, mail	Fremantle, Aust.	26 Apr
10 Apr	Snapper (SS-185)	25 evacuees + 2 deserters, mail	Fremantle, Aust	27 Apr
3 May	Spearfish (SS-190)	12 officers, 12 nurses, 1 civilian woman, 2 stow- aways, records, mail	Fremantle, Aust	20 May

Table 2

Census of Covers Known to have Originated from American Military & Naval Personnel in the Philippines, December 8, 1941 to May 6, 1942

Item No.	Illustration	Date	Description	Likely Transport	Reported By
PH01		Dec 13	Small envelope w/ USS Holland postmark crossing equator Holland sailed from Manila Bay Dec 11 for Balikpapan, Borneo, thence to Soerabaja, Java to Chicago, Illinois.	Holland Dec 11	Rawlins
PH02		Dec 21	Personal mail w/letter from LCDR Cassidy, Executive Officer, to wife in Pasadena, California. Postmarked at Corregidor, but held on board. Circular censor mark. Shark entered Manila Bay on Dec 21 to transport Adm Thomas C. Hart and a portion of his staff to Soerabaja, Java arriving January 3	Shark Dec 25	Rawlins
PH03		Dec 22	Cover and letter written on Army & Navy Club, Manila, stationery datelined Dec 22 to Fort Clayton, Canal Zone. Written by an Army chaplain. Franked with uncanceled 6cto; Censored straight line handstamp. Censor tape along left edge and backstamped New Orleans Civil Censor handstamp (Brod. & Mayo S4.2.1	Shark Dec 25	Richow
PH04	NO ILLUSTRATION	Jan 8	From Col Vance to his wife; received March 12	Legaspi Jan 21 to Cebu Jan 24	McPherson Notes
PH05		Jan ?	Philippine Army printed return with Lt. Col. John H. Ball manuscript and Soldier's Mail to Oakland, CA. Personal censor. Receiving mark date Feb 23	Legaspi Jan 21 to Cebu Jan 24	Helbock


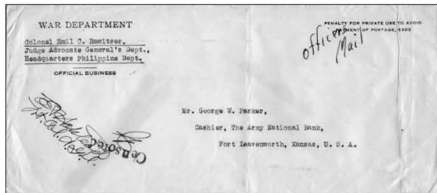
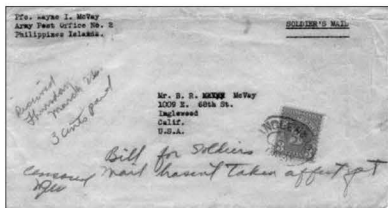
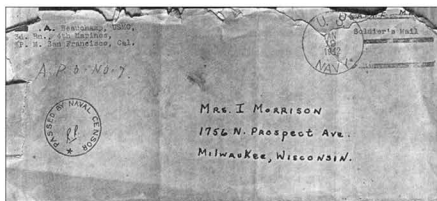
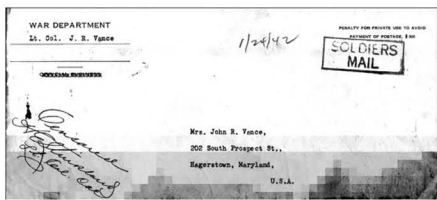
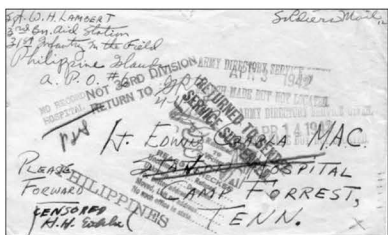
Item No.	Illustration	Date	Description	Likely Transport	Reported By
PH06		Jan 11	Cover w/o letter but letter described in Richmond CA Daily Independent. Dateline 11 Jan. Handstamp "Soldier's Mail & CENSORED with Coast Artillery Captain signature	Legaspi Jan 21 to Cebu Jan 24	Jersey
PH07		Jan ?	Penalty envelope, officer's mail, from Col. Rawitzer, JAG to Army National Bank, Ft. Leavenworth, Kansas. SL Censor stamp. With no postal markings it is unlikely this cover left in a submarine; most likely exit is in the first trip of the Inter-island steamer Legaspi	Legaspi Jan 21 to Cebu Jan 24	Rawlins
PH08		Jan ?	Letter from PFC McVay, small env, personal, Soldier's mail, to Inglewood, California, Hand censored HJW. Docketed "Received March 26, 3 cents paid" and "Bill for soldiers mail hasn't taken effect yet"	Seawolf Jan 30	Stauffer, Sherman, Larry, USPO in WWII, p106
PH09		Jan 19	Legal size envelope, Asiatic Fleet cancel Jan 1942, hand USAFE mail, typed Soldier's Mail from PFC Allen Beauchamp USMC. APO No. 7 in hand (Corregidor APO), circular censor. Addressed to Milwaukee, Wisconsin.	Seawolf Jan 30	Bahry
PH10		Jan 24	Letter from Col Vance, penalty env, boxed "Soldiers Mail" to wife in Hagerstown, Maryland, docketed pencil 1/24/42, hand censor Lt Col Strickland; received Apr 6	Seawolf Jan 30	Rawlins
PH11		Feb ?	Small envelope from Sgt W.H. Lambert, personal, soldiers mail, hand censor, to Camp Forrest, Tennessee. Written while on bivouac on Bataan. Sgt. Lambert was with the 3rd Bn Aid Station, 31st Infantry. Letter received April 3 at Camp Forrest, multiple forwarding handstamps. One of three from Lambert this mailing.	Seadragon Feb 5	Rawlins

Table 2 continued

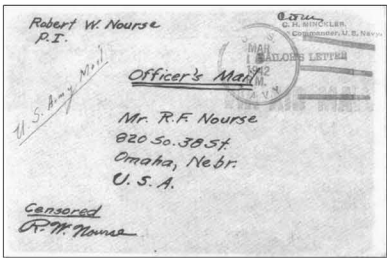
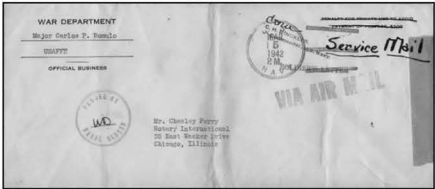
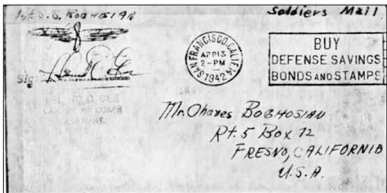
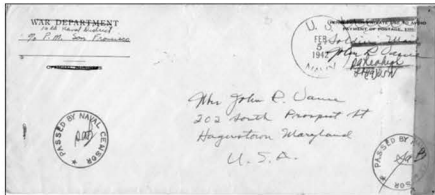


Item No.	Illustration	Date	Description	Likely Transport	Reported By
PH12		Feb 3	Monarch env, Robert W. Nourse, P.I., self censored, (hand) Officer's Mail, typed Sailor's Letter, Via Air Mail rubber stamp, (authorized) Comdr C.H. Minckler Probably hand carried by evacuee, Postmarked Mar 5 in USS PELIAS (AS-14) @ Pearl Harbor, TH	Trout Feb 5	Christman
PH13		Feb 3	War Department penalty envelope with indicia crossed out and "Service Mail" added also typed "SOLDIERS MAIL". Postmarked U.S. / NAVY, Mar. 5, 1942. Censored C.H. Minkler, Commander U.S. Navy. Sender Major Carlos Romulo to Chicago. Naval censor handstamp and VIA AIR MAIL.	Trout Feb 5	Stauffer
PH14		Feb 4	Cover from Pvt S.S. Boghosian, USAFFE, soldiers mail to Fresno, California; postmarked San Francisco Apr 13, probably hand carried	Trout Feb 5	Rawlins (photocopy)
PH15		Feb 5	Penalty envelope with indicia crossed out and "Soldiers Mail" added postmarked Asiatic Fleet style U.S. / NAVY, Feb 5, 1942. Censoring officer's signature of Lt. Stanley A. Leahigh, O.N.I., 16th Naval District Intelligence, then assigned to Corregidor. Colonel Vance Correspondence. Received April 1.	Trout Feb 5	McPherson & Rawlins
PH16		Feb 5	Small cover from nurse not ID in corner card (16th Naval Dist), Service mail, no stamps available, Censored S.A. Leahigh to Hampton, Virginia	Trout Feb 5	Myerson (photocopy)
PH17	 Partial Image from Auction Catalog	Feb 5	War Department penalty envelope from Capt Pennell, hand censor. Letter mentions a boat will take mail in near future. Capt Robert Pennell was with the 57th Infantry	Swordfish Feb 24	Kelleher auction Jan 14-15, 2003

Table 2 continued

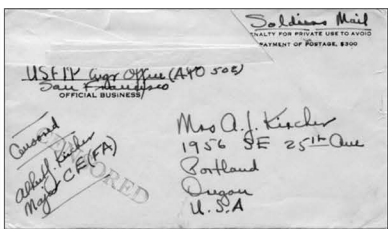
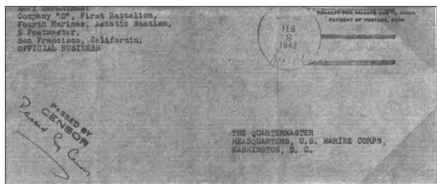

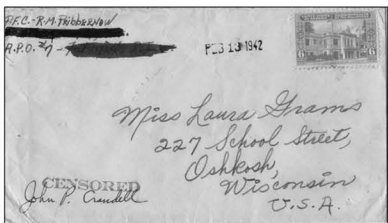
Item No.	Illustration	Date	Description	Likely Transport	Reported By
PH18			Small env, penalty, hand Soldiers mail above penalty indicia, corner card cut out, self censored to Portland, Oregon. Letter dateline Feb 6. Maj Albert Kircher, Corps of Engineer, was temporarily assigned Field Artillery	Swordfish Feb 24	Rawlins
PH19	NO ILLUSTRATION	Feb 8	Letter from Col Vance, received Apr 1	Swordfish Feb 24	McPherson notes
PH20		Feb 8	Co "D", First Battalion, 4th Marines official business, penalty env. PBC to QM, Headquarters, Washington DC. Likely Transport: Reported by:	Swordfish Feb 24	Santangelo
PH21	NO ILLUSTRATION	Feb 11	From Col Vance, received Apr 22	Swordfish Feb 24	McPherson notes
PH22	NO ILLUSTRATION	Feb 12	From Capt Pennell. Letter states "I'm parked in the Bataan Field Hospital."	Swordfish Feb 24	Kelleher auction
PH23		Feb 12	Small airmail env, hand Soldiers mail, self censored by Capt H. W. Collins to Gypsum, Ohio, pencil docket "2". Received Apr 1. Capt Collins was CO of Company "C", 192nd Tank Battalion. Likely Transport: Swordfish Feb 24 Reported by:	Swordfish Feb 24	Rawlins
PH24		Feb 13	Cover franked with 6 cto Philippine stamp (uncanceled) with Feb 13 1942 straight line date and return address of a PFC at Fort Mills (crossed out), A.P.O. #7. Straight line CENSORED handstamp and officer's signature. To Oshkosh, Wisconsin	Swordfish Feb 24	Jersey

Table 2 continued

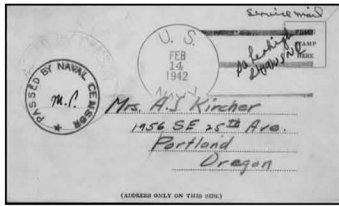
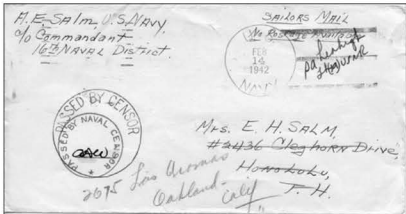
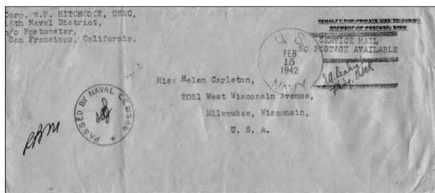
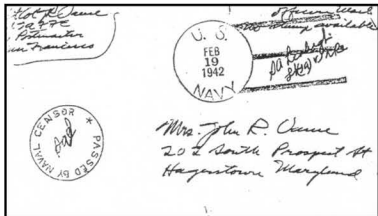
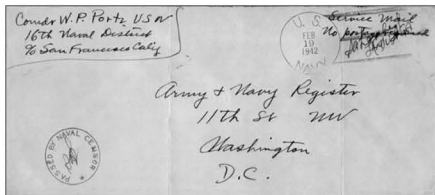
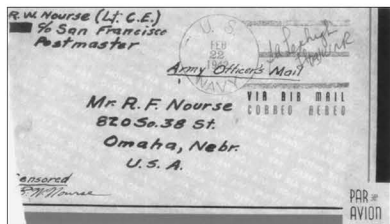
Item No.	Illustration	Date	Description	Likely Transport	Reported By
PH25		Feb 14	Card endorsed "Service Mail" postmarked Asiatic Fleet style U.S. / NAVY, Feb 14, 1942. Two different naval handstamp censor marks and officer's signature to Portland, Oregon	Swordfish Feb 24	Stauffer
PH26		Feb 14	Monarch cover from Warrant Officer A.E. Salm USN of USS CANOPUS, Sailors mail, both large and small circular censor marks, Ltjg S.A. Leahigh censor; to Honolulu, Hawaii, readdressed; hand carried to Honolulu, back stamp Apr 20	Swordfish Feb 24	Rawlins
PH27		Feb 15	Legal size cover, penalty legend deleted, from Corp Hitchcock, USMC, Service Mail, No Postage Available, S.A. Leahigh censor, to Milwaukee, Wisconsin	Swordfish Feb 24	Rawlins
PH28		Feb 19	Cover endorsed "Officers Mail" "No stamp available" postmarked Asiatic Fleet style U.S. / NAVY, Feb 19, 1942. Censoring officer's signature of Lt. Stanley A. Leahigh, O.N.I., 16th Naval District Intelligence, then assigned to Corregidor. Handstamp 30mm. PASSED BY NAVAL CENSOR Colonel Vance Correspondence. Received April 22	Swordfish Feb 24	McPherson notes
PH29		Feb 19	Legal size env. Service Mail, no postage available, Ltjg S.A. Leahigh censor small circular censor mark, from Cdr W. P. Portz to Washington DC	Swordfish Feb 24	Bahry
PH30		Feb 22	Airmail envelope from Lt R.W. Nourse, CE, self censored & by S.A. Leahigh to Omaha, Nebraska	Swordfish Feb 24	Christman

Table 2 continued

Item No.	Illustration	Date	Description	Likely Transport	Reported By
PH31		Feb 23	Cover with manuscript "No postage available" endorsement postmarked AMERICAN BASE FORCES / A.P.O. 501 (Melbourne, Australia), Apr 1, 1942. Hand carried by an friend of Col. Vance and flown onward to Australia. Large Melbourne type Army censor. Received May 8 Colonel Vance Correspondence.	Princess de Cebu	McPherson notes
PH32		Feb ?	Cover with letter header Feb 42 to Albuquerque, NM. Handstamp "Soldier's Mail" and "CENSORED" with manuscript "Soldiers Mail" and signature of censoring officer. Del Frate Correspondence that includes 6 POW cards from various Japanese camps in the Philippines.	Swordfish or Princess de Cebu	Richow
PH33		Feb ?	Cover endorsed "Soldiers Mail" with return address of Pvt. Ralph J. Herrcke, 7th Materiel Squadron, A.P.O. No. 2. Signature of Coast Artillery Major Virgil O. McCollum as censoring officer. Addressed to Terrell, TX. Private Herrcke died at Camp O'Donnell after the Death March in 1942.	Swordfish or Princess de Cebu	Stauffer
PH34	NONE AVAILABLE	Feb 25	Cover from Capt Pennell. Letter notes "I feel awfully guilty doing all my fighting back here in a bloody hospital."	Permit Mar 15	Kelleher auction
PH35		Feb 28	War Dept. air mail env. legal size, Penalty, no postage available, Ltjg S.A. Leahigh censor small circular censor, Received May 12. Vance correspondence	Permit Mar 15	Milewski (photo copy)

Table 2 continued

Item No.	Illustration	Date	Description	Likely Transport	Reported By
PH36		Mar 9	Cover with typed "Soldiers Mail" endorsement hand carried by Lt. Col. Charles H. Morhouse, Aide-de-Camp to General MacArthur. Left Corregidor on board PT-41 with General MacArthur's entourage and flown onward to Australia. Colonel Morhouse posted the letter in San Francisco April 25th while en route to Washington, DC Colonel Vance Correspondence. Received April 29	PT-41	McPherson
PH37		Mar 9	Cover with typed "Soldiers Mail" endorsement hand carried by Lt. Col. Charles H. Morhouse, Aide-de-Camp to General MacArthur. Left Corregidor on board PT-41 with General MacArthur's entourage and flown onward to Australia. Colonel Morhouse posted the letter in San Francisco April 25th while en route to Washington, DC. Colonel Vance Correspondence. Received May 8	PT-41	McPherson
PH38		Mar 12	Cover endorsed "Service Mail / No Stamp Available" with return address of Ens. Robert L. Glatt, 16th Naval District (served as Maintenance & repair officer for the army Transport Service on Corregidor. Postmarked Asiatic Fleet style U.S. / NAVY, Mar 12, 1942. Censoring officer's signature of Lt. Stanley A. Leahigh, O.N.I., 16th Naval District Intelligence, then assigned to Corregidor. Docketed receipt May 8, 1942.	Permit Mar 16	Stauffer
PH39		Mar 13	Monarch size cover endorsed "No Stamp Available" "Censored TRV" & "Officers Mail" postmarked APO 501 (Melbourne) and bearing large blue Melbourne provisional censor mark. Colonel Vance Correspondence	Permit Mar 16	Helbock
PH40		Mar 14	War Dept penalty env, No postage available, officers mail, S.A.L. censor circular censor mark, from Col Vance to wife. Rec'd date not recorded	Permit Mar 16	Rwalins

Table 2 continued

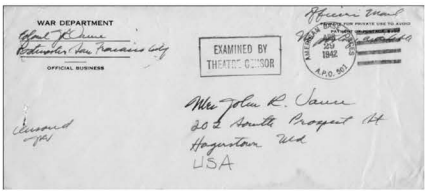


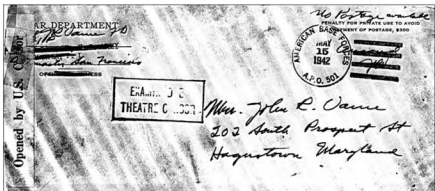

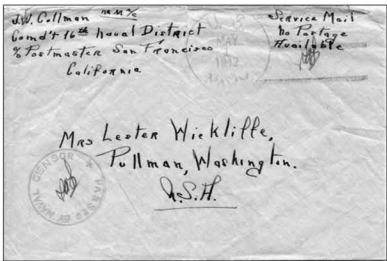
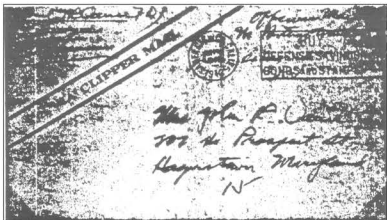
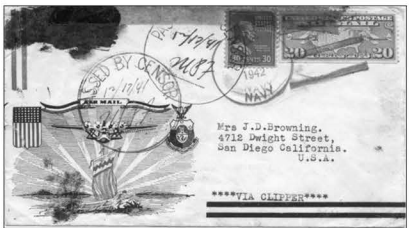
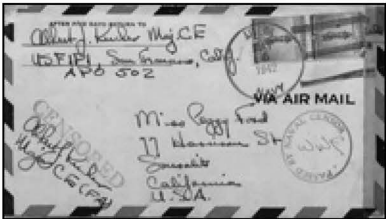
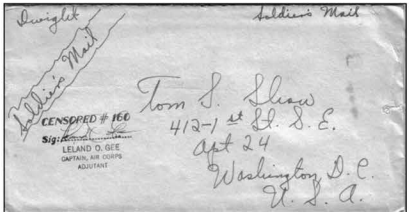
Item No.	Illustration	Date	Description	Likely Transport	Reported By
PH41		Mar 26	War Dept penalty, Officer's mail, no postage available, from Col Vance self censored, APO 501 postmark Apr 29. Rec'd date not recorded	Snapper Apr 8	Rawlins
PH42		Apr 1	Small env. from Col Vance, corner card and other marking obliterated, hand carried to Australia, Opened by censor, boxed censor V96 stamp, Army censor stamp #1 on reverse. Received July 1	Seadragon Apr 8	Rawlins
PH43		Apr 7	Regular env. Navy mail from CDR C.L. Sackett, CO USS Canopus (AS-9) to wife Asiatic Fleet cancel of Apr 7, Canopus circular censor stamp. Likely the last mail from Bataan since Canopus was scuttled in deep water on April 10 th	Seadragon Apr 8	Rawlins
PH44		Apr 11?	War Department penalty, "no postage available" from Col Vance, APO 501 postmark of May 15, boxed Theater Censor, censor tape, hand carried to Australia. Postmark date does not correspond to any submarine trip but does match with McPherson notes for an April 11 letter date, "Bradford took this one to Mindanao by plane". The Apr 11 letter was received June 16	PBY Aircraft	Oliver (McPherson records)
PH45		Apr 30	War Department penalty envelope endorsed "Officers Mail" "No postage available". Carried from Corregidor on one of two PBY aircraft on a top secret mission to fly out a group of specialists. The flights took place on April 30th. Handcarried to San Francisco & postmarked Jun 2?. Assessed six cents postage due. Colonel Vance Correspondence.	PBY Aircraft	McPherson records

Table 2 continued

Item No.	Illustration	Date	Description	Likely Transport	Reported By
PH46		May 1	Small env. "Service Mail, No Postage Available" from J.W. Collman, MM2, Asiatic Fleet postmark, circular censor stamp to Pullman Washington Likely Transport:	Spearfish May 3	Rawlins
PH47	NO ILLUSTRATION	May 1	Cover with return address of Marine Detachment, Fort Mills postmarked Asiatic Fleet style U.S. / NAVY. May 1, 1942.	Spearfish May 3	Jersey
PH48		May 3	Pan Am Clipper Mail envelope endorsed "Officers Mail" and "No postage available". Carried as a favor on board last submarine contact with Corregidor. Postmarked San Francisco, Jun Colonel Vance Correspondence	Spearfish May 3	McPherson notes
PH49		(Dec 8) May 3	Air mail env. mailed Dec 7 at Olongapo, flown Dec 8 to Cavite, moved by USS Pigeon to Corregidor where opened censored (Dec 17), corner card obliterated, resealed. Finally carried to Fremantle by submarine where probably postmarked May 25 on board tender USS Holland (AS-3). Addressed to Mrs. Browning, San Diego CA.	Spearfish May 3	Rawlins
PH50		(Apr 10) May 3	Air Mail cover with return address of Major Albert J. Kircher, Corps of Engineers, US FIPI, APO 502. Franked with pair of 3¢ Defense canceled U.S. / NAVY, May 5, 1942. "No Stamps Available" is written under the stamps. Handstamp straight-line CENSORED & signed by same officer also circular naval censor handstamp.	Spearfish May 3	Stauffer
PHM-1		March 18	Cover with letter dated "my age less 18 for month, 18th for day". Sender was Dwight L. Shaw, 5th Airbase Group. Cover endorsed "Soldiers' Mail" and censored with handstamp reading CENSORED #160 / LELAND O. GEE / CAPTAIN AIR FORCE / ADJUTANT. Addressed to Washington, DC.		Stauffer

Note: PHM-1 was listed as a Bataan-Corregidor cover in the Part 1 article. It is now believed to have originated from an airman on Mindanao in the southern Philippines. We have assigned it the designation PHM-1.

Blockade Mail

Mail exited Manila Bay in a variety of ways and we have Colonel John Vance and USCS member Don McPherson to thank for much of the detailed information. Col. Vance was the finance officer for the US Army Forces, Far East and moved to Cavite along with the headquarters staff in December 1941. Personnel ordered off the island would have left with their service and pay records, so Col. Vance was in a position to know who was leaving and when. Obviously, he had access to information on the arrival and departure dates of ships and aircraft to and from Corregidor and missed no opportunity to send a letter home. Taken prisoner when the forces on Corregidor surrendered, Vance fortunately survived the war.

Vance retired in Corte Madera, California where he met Don McPherson, who lived nearby. With a mutual interest in history, the two attempted to identify the probable routes of each of the letters Vance had sent to his wife while on Corregidor. Fortunately, Mrs Vance had recorded the arrival date of each letter and carefully stapled the letter with the envelope. I eventually acquired the McPherson research files after his death along with some of the Vance covers. The collection has been scattered, but I have since come into possession of several covers and have photocopies of others. Three covers are still unlocated.

According to McPherson's notes, Col Vance sent 19 covers by various means to his wife before the fall of Corregidor. I have been able to match 16 covers to the checklist. The existence of three covers is yet in limbo. After careful review, I believe that some of the information in McPherson's article in the *War Cover Bulletin* of October-November 1975 may have been in error since all the dates in the article do not square with the detailed notes. More on that later.

The McPherson file is important since it catalogs the variety of ways in which mail actually left Manila Bay after the Japanese navy blockaded the harbor early in the war. The notes, in conjunction with official submarine patrol reports, allow us to pinpoint with a high degree of accuracy exactly how various individual letters likely were extracted.

MAIL EXITED CORREGIDOR IN A NUMBER OF WAYS.

1. Holland and Otus likely carried bagged mail on hand from the post office at Cavite when they departed on 11 December 1941. This would have been processed on board and landed on arrival at Port Darwin for onward processing to the United States. As such, it would not be recognizable other than postmark date.
2. The inter-island steamer SS *Legaspi* made three round trips from Panay Island to Corregidor with provisions. It is logical to assume that some mail would have exited by way of *Legaspi*. This mail likely is not easily recognizable except by the sender's corner card. The steamer *Princesa de Cebu* made one trip from Corregidor and may also have carried unrecognizable mail. The letter of Item PH32 is thought to have exited in this manner. The quantity of inter-island steamer carried mail is estimated as small.

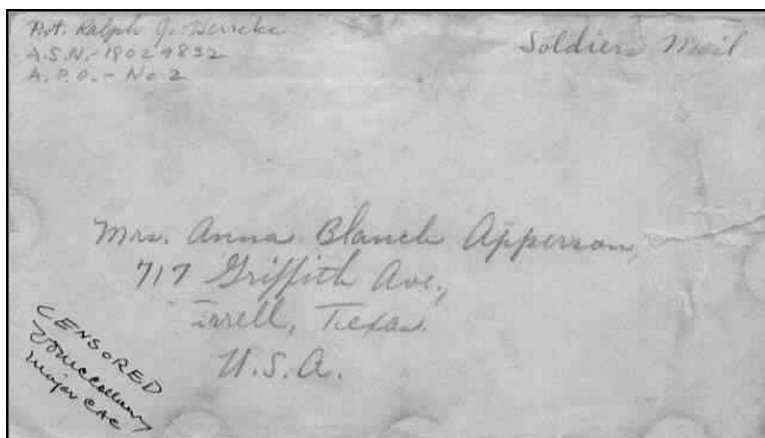


Figure 3 This cover—listed as PH33 in our census—was mailed by Private Herrcke to Terrell, Texas. It is believed to have been carried from Corregidor to Panay on board the *Princess de Cebu*.

3. Patrol reports document 167 passengers evacuated by submarine from Corregidor; an uncertain number by PT boats with MacArthur's staff. Those scheduled to depart were notified in advance to stand by. While they were limited to what they could take with them in the way of belongings, at least some evacuees carried mail from friends left on Corregidor. This mail was posted, some on arrival in Australia or Pearl Harbor, or even hand carried to the United States before entering the mail stream. In some cases, the evacuee added the correct franking which further confuses its origination as Corregidor. Postmark date, corner card and censor markings are the only clues that such mail originated in the P.I. At most, the quantity of this mail is estimated at a few hundred pieces.

4. The single largest amount of documented mail from Corregidor, sixteen pieces, is that with the Asiatic Fleet postmark and the censor notation of Lt (jg) Stanley A. Leahigh, an intelligence officer with the 16th Naval District Intelligence unit. It appears that Asiatic Fleet postmarked mail exited in all eight of the submarines which visited Corregidor. From the variety of corner cards on envelopes with the Asiatic Fleet postmark, it appears that limited postal service was available on Corregidor. Senior staff and certainly operations personnel knew when a submarine was scheduled to arrive. That word surely received at least limited dissemination since the postmarks of many of the documented letters was close to the submarine arrival date. This mail was likely bagged separately and probably received special attention by the submarine personnel.

5. By far the largest amount of mail exiting Manila Bay was bagged soldier mail. Troops on Bataan occasionally were taken off line for a rest and offered the opportunity to write letters home. We know that wounded in hospitals and those in rear echelon jobs also had the chance to write letters. I am convinced that this mail was simply bagged, carried by launch to Corregidor and loaded aboard the submarines as space permitted. Once bagged, the mail was then treated as having been properly postmarked and simply processed through the mail system without further postal markings. The letters identified as Ph02, 03, 05, 09, 16, 17, 28, 30, 34, 35, 39, 40 and 44 are all illustrative of this mail.

I have in my file newspaper articles from the Port Clinton, Ohio newspaper dated 3 April 1942 reporting receipt of mail from many members of the tank company whose members hailed from that area. The articles state that the letters were “written on or about Feb 12, 1942” and “were delivered by the PO department, as is, without any postal markings whatsoever.” Another article noted that a letter received by the sister of Johnny Miner, “someplace in the Philippines” was found in the mailbox with “no stamp, postmark or cancellation of any kind” and was almost discarded as a freak advertisement. The listing of mail from Captain Robert Pennell, 57th Infantry, P.I. in a Daniel F. Kelleher Company auction listing of January 2003 quoted one of his letters dated 5 Feb 1942 “Rumors are thicker around here than flies around a stable—the latest being that a boat will take mail is going in the near future...” Sgt. Lambert told me in a letter dated 27 June 1994 that his unit was allowed to write censored mail early in February 1942. He sent three letters, one of which is illustrated in Item PH30. The cover of Item Ph02 referenc-

ing an accompanying newspaper article is yet another example of this type of mail. There is no way to estimate the amount of bagged soldier mail which left Corregidor in one of the submarines, but the quantity must certainly have been in the thousands. The problem is that most of this mail, if it has survived to this day, is not easily recognizable except by date, name and unit or an enclosed letter.

I have analyzed the mail which is believed to have exited by submarine. *Swordfish* carried by far the most mail which has been recorded. It is not clear why, but that may be attributed to the fact that the ship actually made two trips from Corregidor within a few days of each other. By then, those on Bataan and Corregidor surely knew they were stranded and that no reinforcements were in sight. Perhaps this was a high point in trying to send letters to family and friends. The next most recorded mail was from *Trout* who carried the Philippine government bullion to Hawaii and then, by *Spearfish*, the last submarine to visit Manila Bay. Actually, *Spearfish*, uncertain as to whether or not Corregidor had fallen, lay off the entrance to the Bay and passengers and mail were delivered by motor launch.

I am puzzled, however, by the lack of sailor mail in the census. Out of fifty-one covers, three are from naval personnel: the Commanding Officer, a warrant officer and a machinist mate in USS *Canopus*, a submarine tender with a complement of over 300 officers and men. There had to be some interaction between *Canopus* and the visiting submarines which resulted in outgoing mail. There certainly was with USS *Pigeon*, a submarine rescue vessel with a crew of 70 plus. The visiting submarines often moored alongside *Pigeon* to transfer their cargo and receive mail and passengers. How easy it would be to pass letters to submarine crew members, yet none have yet been seen.

In his article, Richard Helbock commented that officer mail comprised the large majority of the mail known to have come out of Manila Bay. The revised listing would appear to substantiate that conclusion, with 35 of the 51 recorded letters (69%) sent by officers. Even if we discount the 16 Vance covers, the census is still weighted in favor of officer mail. Nonetheless, I don't agree that rank made a difference. If, for example, 5,000 letters actually were carried out of Manila Bay, a mere 51 is too small a sample from which to draw a logical conclusion. My personal opinion is that bagged soldier mail, most of it unrecognizable as to source, simply has not

made its way into collector circuits. Perhaps more will surface, but after sixty years a significant cache is not anticipated.

Summary

Mail from the period during which Manila Bay was blockaded by Japanese forces has not been a neglected area for lack of interest, but because identifiable mail is so scarce. Military personnel used whatever envelopes were available to send mail to friends and family, invariably noting that stamps were not available. All mail was censored in some manner, often self censored by the sender if an officer. A mail collection facility seems to have been established on Corregidor, but not on Bataan. Mail from soldiers on Bataan most likely was simply bagged, placed aboard submarines which brought in ammunition and supplies, then transported to the United States without further processing. As a result, much mail from the blockade period is simply not recognizable as such. The fifty-one items in this census represents the recognizable portion of blockade mail.

Appreciation is expressed to Kurt Stauffer for his research efforts and photocopies, and to Major Ted Bahry, James Myerson, Jay Milewski and G.A. Santangelo for providing copies of blockade envelopes in their possession.

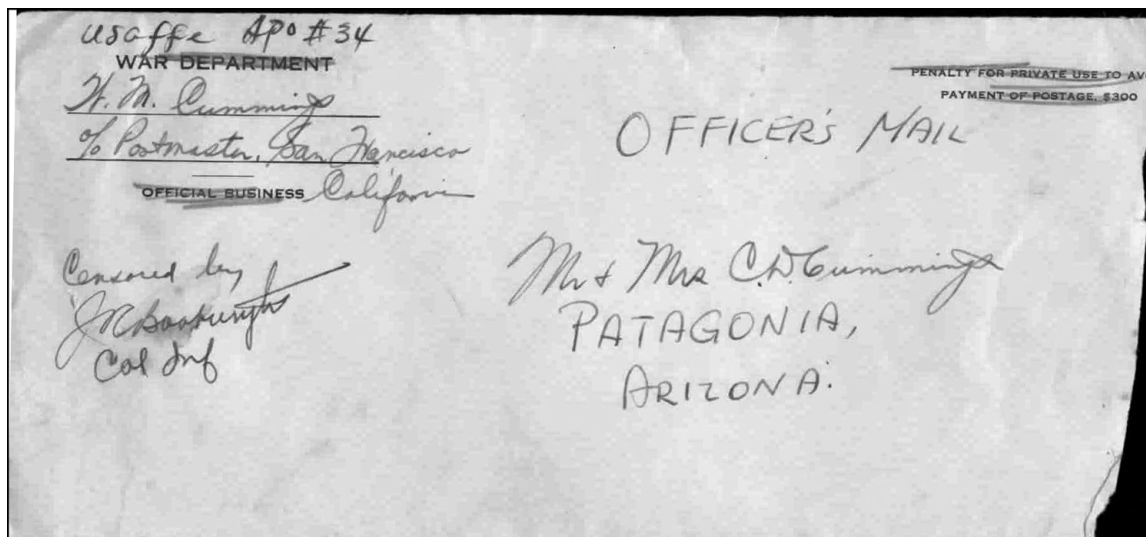
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Editor's Addenda

Just as we were finalizing the *Table 2* Census for publication in this article, Kurt Stauffer reported the discovery and verification of a new Bataan-Corregidor cover. Illustrated below is a cover mailed by Captain William M. Cummings of the 51st Philippine Division. Captain Cummings used a War Department penalty envelope endorsed "Officer's Mail" to send a letter to his family in Patagonia, Arizona. He crossed out the

"War Department" and "Official Business" print lines and substituted "USAFFE APO 34." Given the similarity in appearance between this and other covers in the Census dating from February 1942, it is likely that Capt. Cummings mail was carried out by USS *Swordfish* or USS *Trout*. Captain Cummings died on board one of the infamous Japanese "hell ships" on January 21, 1945.



THE POSTMASTERS GENERAL OF THE UNITED STATES

XIX. Horatio King, 1861

by Daniel Y. Meschter

Horatio King became acting postmaster general on January 1, 1861 following Joseph Holt's resignation. President Buchanan nominated him Postmaster General in his own right on February 1st. The Senate confirmed on the 12th and he served twenty-three days as Postmaster General or a few more according to some reckonings. This made his tenure the shortest of any postmaster general, but that understates his twenty-two-year career in the Post Office Department rising from what he called "the bottom of the ladder" to a cabinet seat¹.

King was appointed a clerk in the Post Office Department's Washington office by Amos Kendall in March 1839. His first important promotion was in 1841 when he was put in charge of the mail route contracts for the New England section in the Contract Office, a position he held for a number of years. During this time mail service to Europe was being developed by Selah R. Hobbie, the contemporary First Assistant.

The Post Office Department had not arranged with any foreign post office for the exchange of mails before the 1840s, except with British North America at crossings along the Canadian border². Meanwhile, American shipping companies established regular packet service carrying mail between American and European ports following the War of 1812. Mail dispatches were mostly handled by express companies who collected overseas mail from patrons and delivered it to vessels ready to sail much more efficiently than the Post Office. It may have been the entry of the Cunard Line into the transatlantic trade in 1840 that motivated the Congress to authorize "the Postmaster General to enter into regulations with certain governments for the interchange of mail-matter and the prepayment of postage on letters to and from the respective countries³." It also authorized the Postmaster General to contract for the transportation of the mails between the United States and foreign powers and established postal rates for the service⁴.

On the strength of these authorities, Postmaster General Cave Johnson entered into a contract with the Ocean Steam Navigation Company to carry mail to Europe in a newly-constructed fleet of steam-ships. Then, in June 1847 he sent First Assistant PMG Selah Hobbie to Germany as his special agent on the maiden voyage of the *Washington* to negotiate an "arrangement" with the Post Office Department of the Republic of Bremen for the "receipt, delivery, and distribution of the mails of the United States at Bremen, their despatch (sic) to other places in Europe and elsewhere, etc⁵." Hobbie

returned with an agreement that opened central Europe and Scandinavia to United States mail through the port of Bremerhaven.

It was during a stopover in England that Hobbie learned of an order of the Lords of the Treasury imposing the same rate of postage on mail carried on American ships the same as if it had been carried on British ships *in addition to American postage*. Resolution of this problem took higher level negotiations between the American ambassador and the British Foreign Secretary who framed the Postal Convention of December 15, 1848. Thus, by the close of 1850 the only

postal conventions that had been entered into were with Bremen and Great Britain. This limited progress in foreign mail offered what Horatio King called "an entirely new field to be explored⁶."

It was about this time that Hobbie's health deteriorated to such a degree he resigned as First Assistant Postmaster General as of April 1, 1851 and accepted assignment as special agent and postal commissioner to Panama and California⁷. Solomon D. Jacobs of Tennessee replaced him as PMG for the time being and Horatio King was promoted to the newly created "Foreign Desk" as Superintendent of the Foreign Mail Service, a position in which he was effective in revising these arrangements

with Bremen and Great Britain and in negotiating postal conventions with Prussia, France, and Belgium, among other European countries, and with the West Indies and several South American states. He also claimed he opposed "attempts to use the mails without paying for the privilege in contravention of the law" and lobbied the House to enact legislation requiring prepayment of postage⁸.

Hobbie's health improved enough in the south and west to enable him to return to his position as First Assistant PMG on March 22, 1853, but this improvement lasted only until March 23, 1854 when he died of a pulmonary condition. President Pierce appointed Horatio King to succeed him the next day.

Horatio King was born in Paris, Maine on June 21, 1811 to a family that emigrated from Massachusetts after serving in the Revolution. He said in later life that he supplemented an indifferent education in the common schools with voluminous reading and earnest study, including acquiring a working knowledge of French that served him well in his official career. At seventeen he entered the office of the *Jeffersonian*, a local newspaper dedicated to Jacksonian principles to learn the printing business. He liked it well enough to buy a part ownership the next year in association with Hannibal Hamlin, Lincoln's first vice president, and become sole owner and editor by the time he was 21. He



Horatio King

moved the paper to Portland in 1833 and continued to edit it until he sold it to the *Standard* in 1838. He moved his family to Washington in 1839 to seek employment in the newspaper business there. It is possible his support for Van Buren's candidacy in 1836 both influenced his decision to move to Washington and his turning to the government for employment when he failed to find a newspaper position to suit him. As is so often said, the rest is history.

His short term of office as Postmaster General that corresponded with the political vacuum between Lincoln's election and inauguration deterred King from dealing with any of the important policy issues that might otherwise have confronted him. It was in an interval between 70 years of development of postal services and a coming storm, the effect of which nobody could be sure, the Post Office as little as any. His last contribution to the postal services was his advocacy during the 1870's of "penalty" envelopes for use by government agencies with their familiar endorsement "Official Business, Penalty for Private Use, \$300" that is still in usage in lieu of departmental postage stamps⁹.

Aside from the routine responsibilities of his position, he noted in his biography only having to deal with an inquiry from a member of Congress from South Carolina. Congressman Ashmore wrote on January 24th to ask whether he still had the right, in view of South Carolina's ordinance of secession of December 20th, to frank and distribute some one thousand to twelve hundred volumes of public documents through the mails to his constituents. Both he and King ignored the fact that Ashmore "withdrew" from the House on that same day (December 20th) and filed a "declaration of intention" on the 21st that could be construed as nothing less than his resignation¹⁰. King refused to recognize South Carolina's act of secession and decided on this basis that Ashmore was still a member of Congress entitled to the franking privilege. South Carolina was still part of the Union as far as he was concerned and mail service continued there without interruption. But if, he continued, Ashmore was of the conviction that South Carolina ceased to be a member of the Union and thus became a foreign state, he left it to Ashmore's conscience whether to avail himself of the privilege¹¹.

King does not say what he did during his first year after leaving office. Then, in April 1862 he was appointed to a Board of Commissioners to administer the Emancipation Proclamation in Washington, D.C. Completing its work in less than a year, King set himself up as an attorney and for some twenty years represented petitioners before executive departments and international commissions, although he doesn't say he ever studied law or was admitted to the bar. He took most pride in membership in the Washington National Monument Society, a citizens' commit-tee set up to fund and construct the Washington Monument. He toured Europe on two occasions, publishing his *Sketches of Travel* after the second.

While there can be little doubt as to King's abilities, a strong egocentric trait turned up in his biographical sketch that was written in the third person to give credibility to what is an exercise in self-appreciation. Unfortunately, his tenure as Post-master General was too short to permit an objective evaluation of his service in that capacity alone. On the other hand, as a member of the Post Office staff he joins six other Assistant and First Assistant Postmasters General up to 1861 of whom three, Charles Burrall; Abraham Bradley, Jr.; and Selah Hobbie made solid contributions to the development of the postal service in addition to their lengths of service.

King lived in Washington his whole life after entering the Post Office Department in 1839 and died there on May 20, 1897 at 85 years of age.

Endnotes

Portrait of Horatio King from *The National Cyclopaedia of American Biography*, 1907, v. 5, p. 8.

1 See Vexler; *National Cyclopaedia*, 1907, v. 5, p. 8; and King, Horatio, *Turning on the Light*, Philadelphia, 1895, pp. 7-21 for biographical sketches of Horatio King.

2 Arnell, J.C. *Steam and the North Atlantic Mails*, Toronto, 1986, p. 155, et seq.

3 Resolution of June 15, 1844, Annual Report, November 25, 1844, Senate Doc. No. 2, Serial 463, p. 670.

4 Act of March 3, 1845, 5 Stat. 748.

5 Report of the Postmaster General, Senate Ex. Doc. No. 25, February 6, 1849, Serial 531, pp. 7-8.

6 King, *op cit*, p. 10;.

7 Annual Report, Senate Ex. Doc. No. 1, November 29, 1851, Serial 612, p. 433.

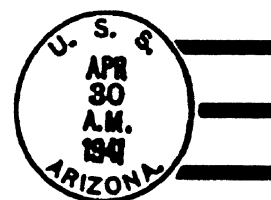
8 King, *op cit*, p. 13.

9 Act of March 3, 1877, 19 Stat. 335.

10 *Biographical Directory; Congressional Globe*, 36 C, 2 S., p. 190.

11 King, *op cit*, pp. 48-9.

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Newspaper Stamps “On Cover”

By David L. Straight

Although a large segment of the 19th century mail stream by weight, newspapers have left a paucity of collectable material in the United States. Unlike many other countries, American newspaper stamps were never affixed to newspapers, or their wrappers. The stamps, in denominations ranging from 1¢ to \$100, were not legally available to collectors until after the Post Office discontinued their use. Strange as it seems, these attractive, engraved stamps depicting allegorical figures, classical goddesses, and an Indian maiden were never intended to leave the Post Office except as waste paper for destruction. Collecting newspaper stamps “on cover” means collecting the few U.S. Post Office receipts bearing these stamps that escaped destruction.

page report on the state of American newspaper publishing¹. The lengthy historical essay is followed by statistical tables, a chronological history of publishing by state, and a catalogue listing every periodical published in 1880 giving its name, location, frequency, character, year established, and annual subscription price.

Located east of Trenton, New Jersey in western Monmouth County, Allentown began in 1706 when Nathan Allen purchased 638 acres from Rob R. Burnet, a proprietor of East Jersey, and built three mills where York Road crossed Doctors Creek. A colonial village with blacksmiths, wheelwrights, and other craftsman grew up around the mills. The York stage road ran across New Jersey from Amboy to Burlington². The first postmaster, Samuel Quay, was appointed in 1794³. The population of Allentown had grown to 1010

No. 6		Date: May 19, 1880	
Name of Publication or News Agent:		Allentown Industry	
4 pounds, at 2 cents per pound, amounting to		\$.08	
pounds, at 3 cents per pound, amounting to			
			
Amount carried forward		\$.16	

A May 19, 1880 receipt, with four pen cancelled copies of *Scott PR57*, paying 8¢ to mail 4 pounds of the weekly *Allentown Industry*.

This surviving receipt raises several questions. The publisher was charged only 8¢ for mailing one issue of his newspaper? Even for a small town weekly newspaper in 1880, four pounds seems a rather low print run. The 8¢ in postage hardly seems worth the trouble for the post office to collect; the same weight in letters would have generated \$1.92 in postage. In answering these questions, the receipt serves as the starting point for an examination of not only the postal laws and regulations governing newspapers, but also small town newspaper publishing in the late 19th century. By fortunate coincidence, the 1880 Census includes a 446-

in 1880. Today the population has only risen to 1882 and there are 220 pre-Civil War homes and buildings in a Historic District.

When the *Allentown Industry* began publishing in 1880, it was the only newspaper in town. There were no daily newspapers published in Monmouth County, but 14 other weeklies were devoted to news and political coverage. More than half of them were less than five years old, only three had started before the Civil War⁴. In 1880 there were 971 daily newspapers in the United States and 8633 weeklies, of these 27 dailies and 163 week-

lies were in New Jersey. The census report does not indicate an annual subscription price for the *Allentown Industry*, but subscriptions for the other Monmouth County papers ranged from \$1 to \$2. Nationally, the average annual subscription price for a weekly newspaper was \$1.77, in New Jersey slightly less at \$1.64. The average circulation for a weekly was 2125 copies nationally, but only 1078 in New Jersey. Nationally an average weekly newspaper printed 281.86 pounds of paper per issue; in New Jersey the average was 90.44 pounds⁵. The *Allentown Industry* lasted less than six months, April to September⁶.

For 1880 Census, the Post Office counted over 812 million newspapers and 40 million magazines handled in the mailed. Revenue derived from the sale of newspaper stamps during the fiscal year ending June 30, 1881 was nearly \$1.4 million from 4821 different post offices; this included magazines as well as newspapers. Over 71% of that postage was collected in only 15 cities, with New York contributing over 27% of the total. At the rate of 2¢ per pound, this works out to approximately 35,000 tons of magazines and newspapers in the mail⁷. However, the 1880 Census reported that 189,145,048 pounds (nearly 95,000 tons) of magazines and newspapers were printed⁸. While railroads and express companies account for some of the 60,000 ton difference, the Post Office Department was also handling a lot of newspapers for free.

Beginning with the Post Office Act of 1792, Congress subsidized postal rates for magazines and newspapers from the belief that widespread access to information was crucial to the functioning of a democracy. Until 1873, editors were permitted to exchange newspapers with other editors postage free, thus providing a national dissemination of news. From 1851 until 1962, except for a brief period in 1873-1874, weekly newspapers mailed within their county of publication were postage free, if not addressed to a carrier office. In 1873 carrier service was limited to cities with a population of more than 20,000; in 1887 the population requirement was reduced to 10,000⁹. As most post offices in 1880 did not serve 20,000 people, most people called for their mail, including their postage free newspapers, at the post office.

In 1880 the total population was of Monmouth County was 55,538, with the largest town having 3833 people¹⁰. Of the 61 post offices serving Monmouth county only Freehold, the county seat, and four others were 3rd class offices. All of the others, including Allentown, were 4th class offices¹¹. There was no carrier service any-

where in Monmouth County. When the weekly *Allentown Industry* was brought to the post office to be mailed, copies address to Allentown residents were held at no cost until called for by the subscriber, and copies addressed to other residents of Monmouth County were transported to their respective post offices at no charge. The weekly 8¢ postage bill for the *Allentown Industry* was on the four pounds of newspapers addressed for delivery outside Monmouth County.

Newspaper stamps were introduced January 1, 1875 as part of a sweeping reform of second class rates and procedures. Until this time postage on newspapers, based upon weight and distance, had been paid by the subscribers upon delivery. There was concern that not all of the postage being collected was remitted to Washington. Under the new regulations, the publishers paid the postage at the time of mailing. This greatly reduced the number of post offices collecting postage on magazines and newspapers. Also, most of the postage would now be collected in salaried presidential offices, rather than 4th class post offices, where the postmaster was paid a commission on collections. The rates were calculated on the gross weight of the mailing, not the individual pieces, without regard to distance. For newspapers on which postage was required, the rate was 2¢ per pound for those published weekly or more frequently; for those published less frequently than weekly, the rate was 3¢ per pound. On May 1, 1879 the frequency distinction was dropped and all periodicals went for the 2¢ per pound rate. The rate was reduced to 1¢ per pound on July 1, 1885; this rate remained in effect until long after the use of newspaper stamps ceased in 1898¹². As the 1880 receipt has lines for both the 2¢ and 3¢ rates, it was obviously left over from the 1875-1879 rate period.

When publishers paid their postage bills for newspapers, based upon the weight of the bundles, in cash it was recorded in receipt books, leaving no evidence of the postage paid on individual copies. From 1875, until their elimination in 1898, the newspaper stamps were affixed to the stub retained by the Post Office. As the stamps were not leaving the post office, dated cancels were not necessary and pen cancels are typical; handstamps are known but scarcer. The 1879 *Postal Laws and Regulations* gave these instructions to postmasters:

Sec. 159. Newspaper and Periodical-stamps, how used.—Newspaper and periodical-stamps are to be used only for the payment of postage on newspaper and periodical publications, mailed from a known office of publication or news agency to regular subscribers or news agents, known as second-class matter. All matter of this kind intended to be mailed must be brought to the post-office of mailing, where it will be weighed in bulk, and the postage prepaid, according to the weight of the matter to be mailed, by the newspaper and periodical stamps. Ordinary postage-stamps cannot be used for such matter, nor can the newspaper and periodical stamps be used for any other purpose. After weighing the mail matter thus received, and immediately collecting the proper amount of postage thereon, the postmaster will give a receipt to the party mailing from a book of forms to be furnished by the Department. The stamps will then be affixed to the stub of the receipt, and at once effectually canceled. Stamps so used must be accounted for as sold. The stub-books are to be kept permanently in the post-office, ready to be produced whenever demanded by the Department. The stamps attached thereto must never be removed, nor the books disposed of otherwise than as directed by the Department. Postmasters should never neglect to attach to the stub-book the necessary amount to cover all postage collected on newspaper and periodical matter. Failure to attach stamps to the stub-book will subject the offending postmaster to the penalty provided by law for embezzlement.

Originally the Post Office Department provided instructions for the quarterly disposal of the receipt books with the stamps attached to the stubs. Obviously, as in the case of the *Allentown Industry* receipts, not all of them were destroyed. Stamp dealers, including the notorious Nicholas F. Seebeck, solicited postmasters with offers to purchase used copies of the newspaper stamps. Eventually the Post Office Department required that the receipt books be sent to Washington for accounting and destruction, thus choking off the supply of stamps to dealers¹³.

The *Allentown Industry* lasted no more than 26 issues; I have seen two receipts, the one pictured and an April receipt for 6¢. If the 8¢ represents an average weekly postage bill, the *Allentown Industry* paid \$2.08 in postage during its brief lifetime.

Endnotes

¹ S. N. D. North, "The Newspaper and Periodical Press" in Volume 8 of the 1880 Census (Washington: Government Printing Office, 1884).

² <http://www.allentownnj.com/>

³ <http://www.usps.com/postmasterfinder/>

⁴ North, p. 291.

⁵ North, p. 170-173, 181.

⁶ William C. Wright and Paul A. Stellhorn, *Directory of New Jersey newspapers, 1765-1970*, (Trenton: New Jersey Historical Commission, 1977).

⁷ North, p. 158.

⁸ North, p. 181.

⁹ Richard B. Kielbowicz and Linda Lawson, "Protecting the Small-Town Press: Community, Social Policy and Postal Privileges, 1845-1970," *Canadian Review of American Studies* 19 (1988) 23-45; and J. David Baker, *The Postal History of Indiana* (Louisville: Hartmann, 1976), p. 835-843.

¹⁰ *Census of Population*, 1880.

¹¹ *United States Official Post Office Guide* 1880, p. 386, 456-57.

¹² Henry W. Beecher and Anthony S. Wawrukiewicz, *U.S. Domestic Postal Rates, 1872-1999* (Portland, OR: Cama, 1999) p. 96-103.

¹³ Barbara R. Mueller, "POD Sells Adhesives to Publishers," *Linn's Stamp News*, October 25, 1976.

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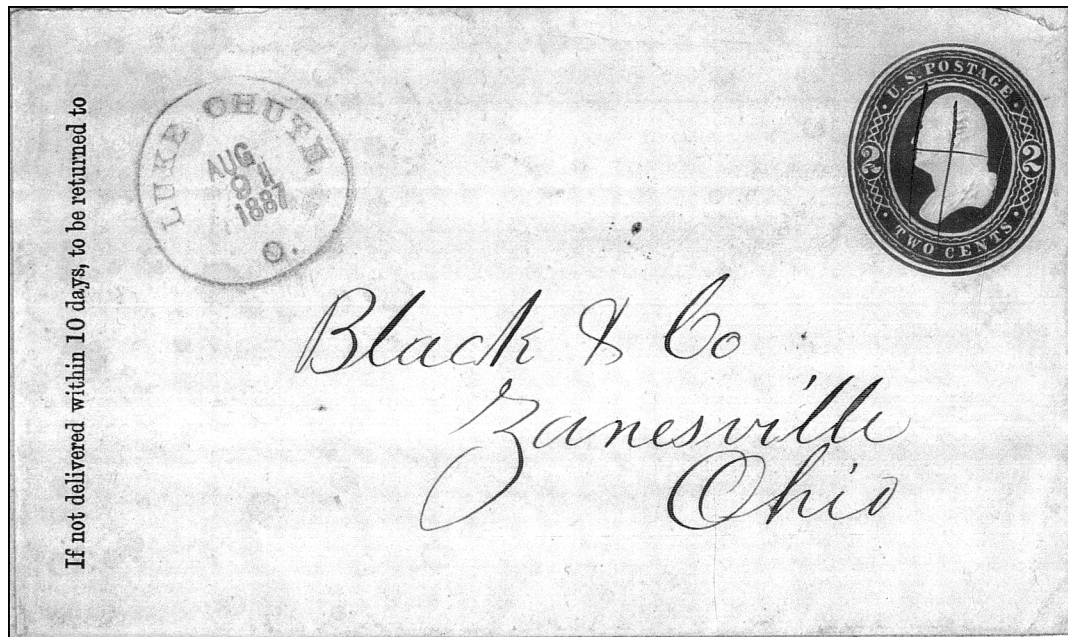


Figure 1. Letter mailed on Tuesday, August 9, 1887 from Luke Chute, Ohio to Zanesville, Ohio. The Luke Chute post office was operational from 1880 to 1901.

Where Legend And Reality Merge: Luke Chute, Ohio

By Michael Dattolico

Once long ago, a man and his young son, Luke, were hunting in the craggy hills overlooking the Muskingum River. Peering over his shoulder, the father could see the river's sharp westerly bend, the brown, swirling water and the tree-enshrouded island in the center of the river.

The father remained watchful as the boy, holding the family gun, plodded ahead in search of game. Suddenly, there was a thrashing sound in a nearby thicket. A monstrous bear, standing upright and bellowing in rage, surged towards them.

Shocked by the bear's ominous appearance, the boy aimed the gun but hesitated. The bear lunged forward, its teeth bared and claws slashing the air. Still, the boy did not fire.

Finally, the man shouted, "Luke, shoot or give up the gun!" Luke fired and the bear fell.

The incident is part of a legend that has been recounted by generations of folks living in the rural region where the Muskingum River separates Washington and Morgan County in southeastern Ohio. During the 19th century, local citizens solemnly claimed that their hamlet's name - Luke Chute - stemmed from the anxious father's command, "Luke, Shoot..."

Luke Shoot, you ask? Wait a minute, you might say, as you point out the obvious wording difference. The place is spelled Luke C-H-U-T-E. And since a 'chute' is a sort of slide or rapid water, what does the word 'chute' have to do with firing a weapon or killing a bear?

With a wink and friendly grin, local storytellers will patiently explain that such inconsistencies don't really matter. Luke's father told him to shoot, and that's all that counts. If you debate the matter further, you might even be shown the actual spot where the boy-versus-bear confrontation took place. It's all part of a delightful legend that defines the place, adding a bit of pioneer seasoning that flavors the region's history.

But tradition falls to the wayside when the facts about Luke Chute, Ohio are revealed. The real story is as fascinating as the fictional one. But before you read it, here's a hint. Remember that island in the middle of the Muskingum River.

In 1815, Luke Emerson, a recently discharged soldier, and his brother-in-law, Samuel White, decided to build a mill. The two men discovered a place near a sharp bend in the river where the Muskingum River separated Washington and Morgan Counties. The only thing missing was fast water to turn the mill wheels.

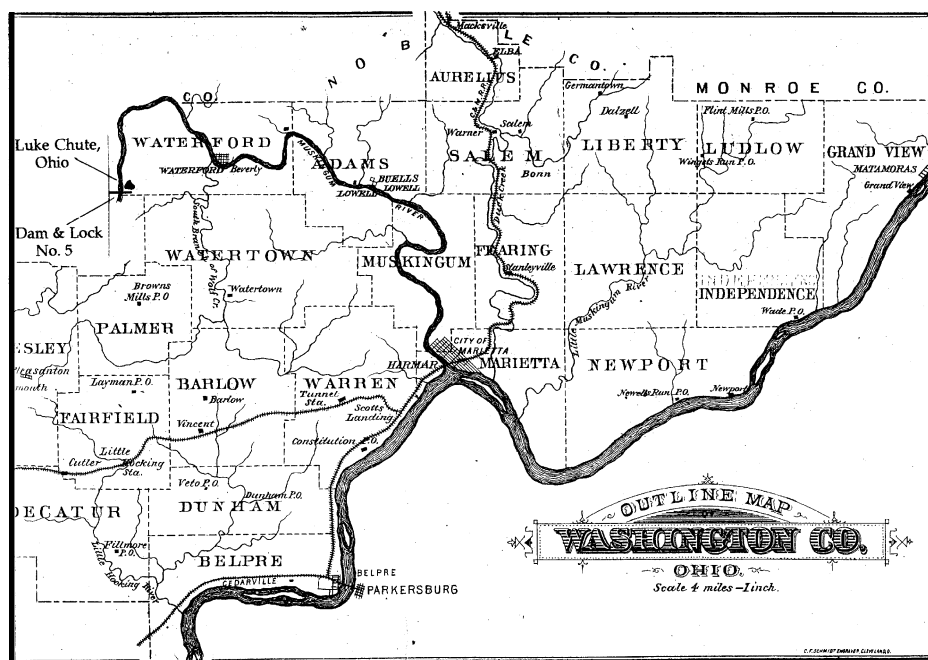


Figure 2 Map of Washington County, Ohio drawn circa 1870. The village of Luke Chute is shown at extreme upper left in Waterford Township. The population of Luke Chute was approximately 75 people when the post office was established in 1880.

As they studied the landscape, Emerson and White saw the island and got an idea. If they blocked one side of the river from the island to the shore, the water would flow with great force around the other side, providing the necessary energy to power the mill. The two men constructed their dam, and the downward trough created by the diverted waters became formidable rapids. Their energy source secured, they built the mill and were soon accepting work orders. Flatboatmen traversing the rapids did so with trepidation and referred to the spiraling flow as “chutes.” Rivermen from Marietta to Zanesville soon began calling the treacherous spot “Luke’s Chute.”



Figure 3 Shown is the island in the Muskingum River where a makeshift dam was constructed by Emerson and White to divert water to their mill on the Morgan County side.



Figure 4 Lock No. 5 looking north. The dam is adjacent to the lock. The buildings on the right are situated where the village of Luke Chute was located.

A desire to harness the Muskingum River’s power and promote river traffic safety prompted the government to construct ten dams and adjoining locks from Marietta to Zanesville. Between 1837 and 1841, Lock and Dam No. 5 were built near the Emerson-White mill. Flatboats and other craft could avoid the dangerous waters by floating through the lock, which was located by the Washington County bank. Increased river traffic brought more people through the area, some of whom remained to farm and establish businesses. A trading post was opened, providing needed supplies for local settlers. By 1843 the Fairview Disciples Church was established for the citizens in the hamlet. A blacksmith, saddler and myriad craftsmen plied their trades at the village. One of the new businessmen was Allen Nickerson, a young shoemaker, who opened his shop near the trading post.



Altitude 18,000 meters
vertical view



Altitude 3,400 meters
35° oblique view

Figure 5 These two views of Luke Chute and Dam & Lock No. 5 on the Muskingum River show the relationship between the community and the island that led to its choice as a mill site and later a lock and dam. These particular aerial views are part of the USGS high resolution series that covers the entire United States. The views are available at NASA's "World Wind" program that may be accessed at <http://worldwind.arc.nasa.gov>.

By the late 1870s, Luke Chute had become a thriving community, and its citizens petitioned for regular mail service. In 1880 a post office was established, and the enterprising Allen Nickerson became the village's first postmaster.

Nickerson was born in 1840, and had just opened his shoe shop in 1861 when the Civil War began. He enlisted in the 92nd Ohio Volunteer Infantry and saw extensive combat. Nickerson returned to Luke Chute in 1866 and reopened his shoe shop. He later added a general merchandise store where the post office was located. The packet boats "Lizzie Cassel" and "Gen'l. H. F. Devol" provided a tri-weekly mail service to Luke

Chute until 1888. Eventually, the Zanesville & Ohio Railroad offered more expeditious mail service, rendering the steamers "Cassel" and "Devol" obsolete.

Nickerson served as postmaster until March 17, 1882, when he retired to his farm. Cydnor Anderson bought Nickerson's store and took over as postmaster, serving until June 10, 1897. The Luke Chute post office was discontinued on October, 1901. Mail for the village was handled by the Brokaw, Ohio post office across the river in Morgan County.

People still live on the bank of the Muskingum River where the village of Luke Chute existed. Residences now occupy the river front where the early trading post, Nickerson's store and shoe shop, post office and other businesses once buzzed with activity. The old mill established by Luke Emerson and Sam White is gone, but the dam and lock constructed in the late 1830s remains.

And dominating the watery landscape like a whimsical, misshapen sphinx is that stolid, timeless island.

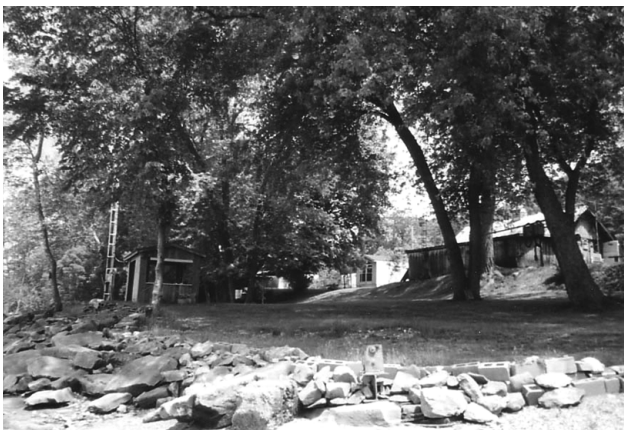
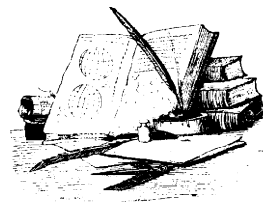


Figure 6 Present-day buildings where the Luke Chute settlement was located. This photo was taken from the river bank near the lock.



Reading Other People's Mail. I. An Early St. Charles County, Missouri Letter

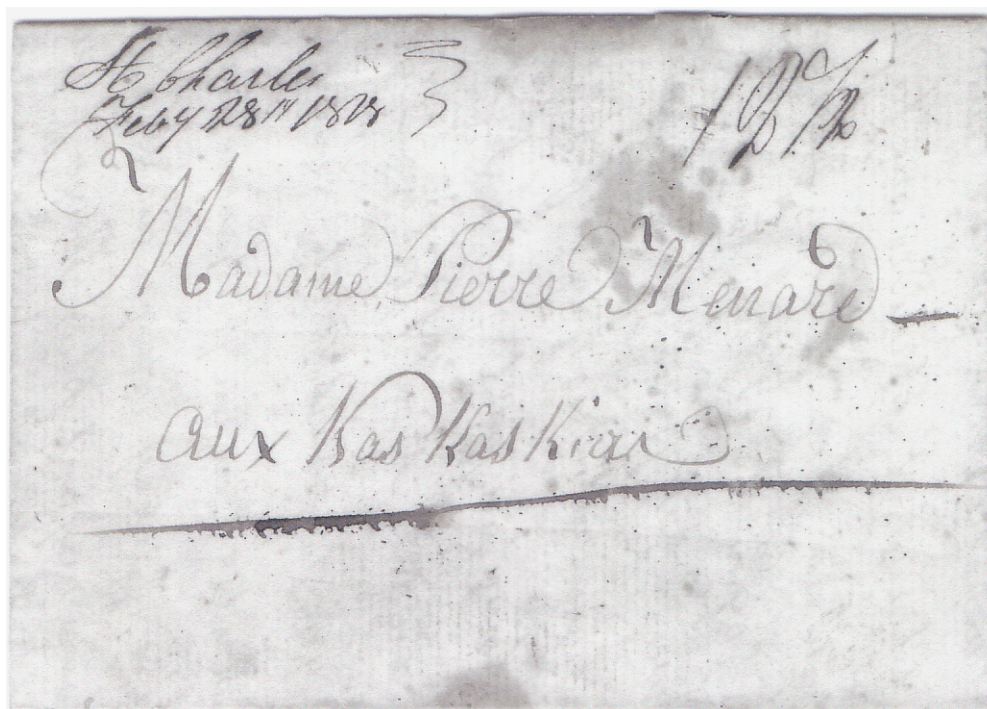
By Bob Schultz

Some years ago I acquired the illustrated stampless folded letter sheet. It is addressed to "Madame Pierre Menard, aux Kaskaskia" with the manuscript "St. Charles, Feby 28, 1818" and a postage rate of 12 ½ cents. St. Charles, Missouri Territory to Kaskaskia, Illinois Territory fell under the 12½ rate for a distance of 80 – 150 miles.

"Portage des Sioux, Feb. 22d. 1818.

My dear young daughter,

I received with the greatest pleasure the letter you wrote with such love dated January 8th and which came on the 18th of the current month, one would believe it was sent to Monsieur Cadet and placed behind the mirror where it is often forgotten.¹



Inside, the letter is datelined "Portage des Sioux, Feb. 22d. 1818" and is signed "F. Saucier."

That is the good news. The bad news is that it is entirely in French!

The Pierre Menard Home (north of Chester, IL and not far from what was Kaskaskia before it washed into the Mississippi River) is an Illinois State Historic Site. While visiting the site I met the site interpreter, Kim Mott, who was interested in a copy of the letter and offered to have it translated for me by someone able to interpret the old French. The translator noted that the result "is not word for word. It would probably not make much sense if it was. I tried to retain the 'flavor' of the writer and the times." And here is the translation:

I am charmed to hear you are enjoying good health and so is your dear family. I wish its continuation for all of you.

I had the pleasure [satisfaction] of seeing my little Francois in St. Louis where I spent a few days with him, he is charming, very happy and pretty.² We made the voyage from St. Louis. He was happy [looking forward] to stop coming down, Monsieur Cadet had promised me, but Les Glacer who were pursuing him, forced him to go straight. Amarante gave birth to a big boy in the last days of December, I would have believed that Cadet would have told you, having more often than I would more favorable opportunities. I received a letter from Monsieur Menard upon returning from his "caravanne." He tells me as you did in your letter that you will give me the pleasure of seeing you this spring. I hope so with all my heart, I do not tell

you of my sufferings, they are always the same. Francoise and the whole family are in marvelous health and I kiss you wholeheartedly, my best regards to Menard for me and kiss the whole little family for us.

I am while awaiting the pleasure of seeing you, your tender and affectionate father.

F. Saucier."

While this letter seems to be just about family matters, it raises a number of interesting internal questions: the writer, F. Saucier, the recipient, his daughter, and Menard, among other things need some digging.

F. Saucier was **Francois Saucier**, the founder of Portage des Sioux. He was born near Ft. Chartres (on the Mississippi) in 1740, the son of Francois Saucier, Captain of the French Marines stationed there. In 1765, Francois Saucier (the younger) was in command at Fort Massac (in southern Illinois, on the Ohio River) when it was transferred to British control at the end of the French and Indian War. He moved west of the river into what had become Spanish Territory.

An expert in researching the colonial French families in the area, Anton Pregaldin, helped me with Saucier's marriages. To quote him: "Francois was married three times. On Nov. 19, 1774 he married Marguerite Cadron at Prairie du Rocher [Illinois]. About 1780, he married a second time, to Angelique Roy (1762-1787), the mother of the addressee of the letter, **Angelique Saucier**, born in Cahokia, March 4, 1783, died in Kaskaskia, Feb. 12, 1838. She (Angelique) married Pierre Menard before a judge in St. Louis in August, 1806, and again before a priest at Kaskaskia on September 22, 1806. Francois Saucier married a third time in St. Louis in 1793 to Marie-Francoise Nicolle."

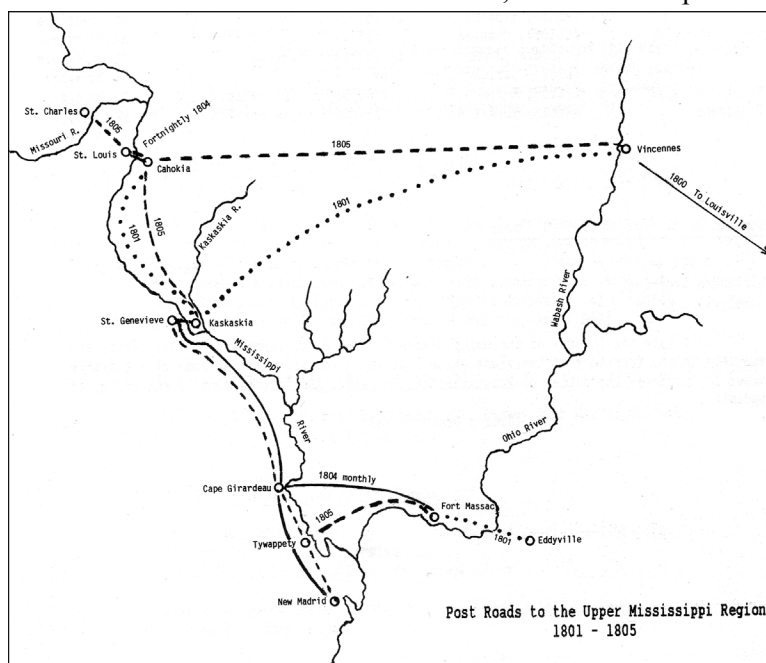
In 1799, while still living east of the Mississippi, the Spanish authorities in St.

Louis prevailed upon Saucier to settle in the St. Charles District and to bring his fellow Frenchmen with him. He received land grants both in the St. Charles area and in the Salt River area further north. In 1799-1800, Saucier laid out the town of Portage des Sioux. He was also appointed commandant of Portage des Sioux and served in that capacity until the transfer to the United States in 1804. When the Americans established a government for the new area, Saucier was named as a Justice of the Court of Common Pleas in St. Charles. He continued serving in that capacity through 1814. Saucier continued to live in Portage des Sioux until his death on August 6, 1821 at the age of 81, just before Missouri achieved statehood. In the above letter that he wrote in 1818, it is not surprising that he complains of infirmities.

Pierre Menard was a prominent merchant in Kaskaskia. He was born October 7, 1766 near Montreal. At the age of about fifteen, he enlisted in a trading venture to the Illinois Country. By the early 1790's he established his own trading business in Kaskaskia. In 1792 he married Therese Godin. Therese died in 1804, leaving him with four children. In 1806, Menard remarried. Angelique bore him eight children. She died in 1839 at age 56.

Pierre Menard was also an active participant with Manuel Lisa in the Missouri Fur Company and had, himself, traveled far up the Missouri River in 1809-

1810. The mention of the return of the "caravanne" in 1818 does not mean that Menard had traveled, but rather that he probably had a financial interest in a trip. In 1818, Menard became the first Lieutenant Governor of the new state of Illinois. He was the only member of the new government of French heritage. In 1825, Menard was appointed to the commission to survey the Santa Fe



"Post Roads of the Upper Mississippi Region, 1801-1805" as illustrated by Robert J. Stets in his Postmasters & Postoffices of the United States 1872-1811, page 157.

Trail, but declined the appointment. Menard died in 1844 at age 78.

Still questions remain – who was “my little Francois,” who was “Monsieur Cadet” and who/what was “Les Glacer”? Again, thanks to Mr. Pregaldin we have some answers. “My little Francois” may have been the 20-year-old Francois Saucier, Jr. and at this time he may have been employed in the fur trading enterprise. He had been looking forward to stopping in Portage des Sioux on his way down the river, but the ice (“les glacer”) was following him and he could not afford to stop. A daughter, Brigitte, of Saucier by his first wife became the second wife of Jean Pierre Chouteau in St. Louis in 1794. The second son, Pierre (1789-1865) was frequently called “Cadet,” a common nickname for a younger brother. Brigitte, then, was his stepmother. Cadet was active in the fur trade. Amarante was Amaranthe, a daughter of Saucier who married George Atchison in 1816. The child noted was George W. Atchison, born November 22, 1817.

So there you have it. A family letter can, with some research shed considerable light on the early times in the Missouri-Illinois area.

Notes on sources:

1. The transit time in the winter of 1818 appears to have been 41 days. However, M. Cadet may have to bear some of the blame for the slow transit.

2. The French word “joli” means pretty, which may seem strange for a boy, but if this was a favorite son of Saucier’s it would fit for the sentimental writing of the period.

The St. Charles County Historical Society Archives was a fertile source of information, particularly on birth, marriage and death data. The Pierre Menard State Historic Site also provided considerable information beyond the translation. The following books were also consulted:

Bogges, Arthur C. *The Settlement of Illinois, 1778-1830*. Freeport, NY. Books for Libraries Press. 1970. Reprint of a 1908 book.

Carter, Clarence E. ed. *The Territorial Papers of the United States, Louisiana-Missouri Territory*.

Washington, DC. U. S. Government Printing Office. 1948, 1949, 1951. Volumes 13, 14, & 15. were particularly useful for tracing Saucier’s service in government.

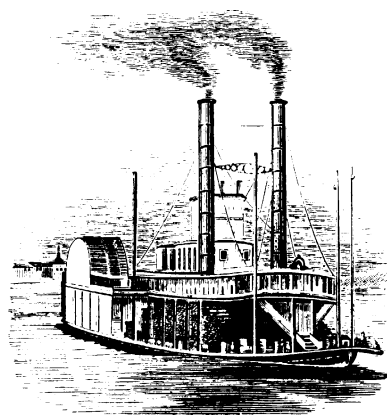
History of St. Charles County Missouri (1765-1885). n.p. Patria Press. 1997. A reprint of part of the 1885 History of St. Charles, Montgomery and Warren Counties.

Houck, Louis. *A History of Missouri*. Chicago. R. R. Donnelly & Sons. 1908. Three volumes cover the history of Missouri from exploration to 1821 statehood.

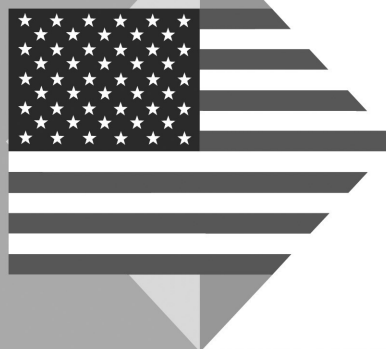
March, David D. *The History of Missouri*. New York. Lewis Historical Publishing Co. 1967.

Oglesby, Richard E. *Manuel Lisa and the Opening of the Missouri Fur Trade*. Norman, OK. University of Oklahoma Press. 1963.

Shoemaker, Floyd C. *Missouri and Missourians*. Chicago. Lewis Publishing Co. 1943.



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The Post Offices of Lee County, Kentucky

By Robert Rennick

Lee, Kentucky's 115th county, was authorized by legislative act on January 29, 1870. Its original 200 square miles were taken from parts of Estill, Owsley, Wolfe, and Breathitt Counties. After gaining another ten square miles from Wolfe and Breathitt in 1890, it assumed its present 210 square mile area.

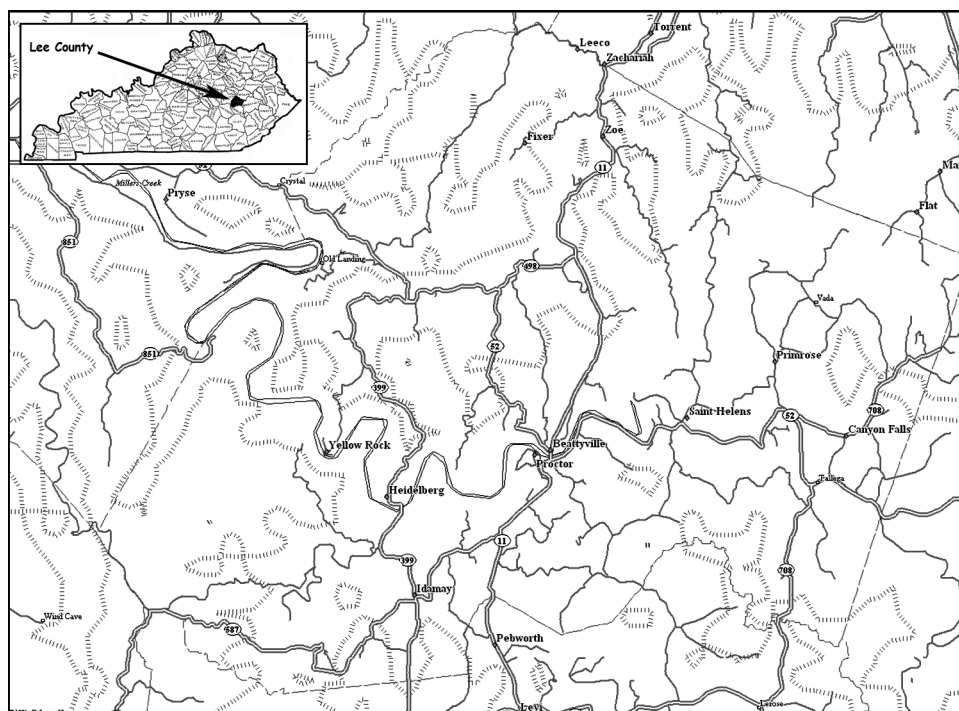
For years the county was believed to have been named for the Confederate general Robert E. Lee, an idea originated or at least advanced by Richard Collins' 1874 state history. This was later challenged by Johnny Williams, a newspaper editor and Lee's early twentieth century historian, and others who were convinced that the strong pro-Union sentiments of most of the county's Civil War population would not have led to the naming of their new county for a military leader of the other side. It was far more likely, they believed, that the county had been named for Lee County, Virginia whence many of its early residents had come.¹

This fairly hilly county, near the western end of the Eastern Kentucky Coal Field, is the only one drained, in part, by the main stream of the Kentucky River and each of its three head forks. The Middle and North Forks meet three miles above (northeast of) Beattyville, the

county seat, and as the North Fork are joined by the South Fork just south of Beattyville. The area between Beattyville and the North-Middle Forks confluence thus has long been known as *The Three Forks Country*.

Lee's first known permanent settlers, shortly after 1800, were probably the brothers Jacob and Josiah Miller who built their homes in the vicinity of the future St. Helens, just above the North and Middle Forks confluence. They are said to have been followed by another set of brothers, Mike and John Stufflebean, who had deserted the British army during the Revolution to fight on the American side and settled on a land grant in the area that became Beattyville. Then came the Crawfords, Snowdens, Ashcrafts, Durbins, McGuires, Shackelfords, and other families that were to figure prominently in the county's early history and development.

Most of Lee's major stream valleys have long been sufficiently fertile and suitable for some farming—tobacco, corn, fruit cultivation, and livestock raising. Beattyville's location at the head of Kentucky River's navigation assured its economic importance in the nineteenth century as the eastern terminus for steamboat



Map 1 Lee County, Kentucky (Source DeLorme Mapping)

travel. Its status as a transportation hub was further enhanced, at the turn of the century, by the arrival of two rail lines acquired by the L&N in 1909.²

Lee County's economy in the last third of the nineteenth century, and extending well into the twentieth, was based on the timbering of the heavily wooded western half of the iron, and oil deposits in much of the county. Though little of real worth remains, the county has enjoyed modest growth since the Second World War with a (2000 Census) population of some 8,000.

For a consideration of Lee's fifty five operating post offices the county will be divided into its principal stream valleys, and each office will be located by road miles from the court house in, or another office in its valley, or by stream miles from a Kentucky River confluence.

POST OFFICES ESTABLISHED WITHIN THE PRESENT LIMITS OF LEE COUNTY BEFORE ITS ORGANIZATION

The first post office established within the present Lee County limits was *Crawford*. Named for its first postmaster Archibald Crawford, this pioneer family's area progenitor, it operated between 1828 and 1843 a mile below the mouth of Bear Creek in the Middle Fork valley (nine miles above Beattyville) when this area was still a part of Estill County.

According to family tradition, Archibald (1772-1866), the son of Henry Crawford, was given 20,000 acres on Middle Fork for services in the War of 1812. He settled three years later at the mouth of Bear, 6 ½ stream miles above the North-Middle Forks confluence.³



Map 2 Beattyville and vicinity on North Fork Kentucky River. (Source: USGS, 1:50,000)

Across the river from Beattyville and just below the mouth of South Fork is the residential suburb of *Proctor*. Settled early in the nineteenth century by pioneer Archibald D. McGuire, the site included the future county's second post office, established by Nathan Jacobs on April 4, 1843, just prior to the formal organization of Owsley County in June of that year. The office and the town founded around it in 1845 were named for the Rev. Joseph Proctor (1754-1844). The North Carolina-born Revolutionary War veteran and Indian fighter turned Methodist preacher was one of Estill County's first permanent settlers. Here Lee County's first court was held in the spring of 1870.

Within a few years the town had become a fairly prosperous business center with mills, stores, and hotels catering to nearby coal mines which shipped their products down the river from here to the Bluegrass. The post office operated intermittently through January 1918. Little remains but homes.

Always in Owsley County was the *Spruce Grove* post office which operated from August 1, 1854 through July 1863. Its first postmaster Samuel Rector Hieronymus, a Madison Countian, is said to have settled in 1837 in the North Fork valley at or near the mouth of Brinks (now Blankey) Branch, at a shoal early called *Hieronymus Ford*. So it's likely that the office was here. In September 1856 Samuel was succeeded by his son George Whitfield Hieronymus.

Two other short-lived North Fork post offices, also maintained by a father and son, were *Devil's Creek* and *Shackelford*. From its name it's believed that *Devil's Creek* may have been at the mouth of Lower Devils Creek, 72 miles above the North-Middle Forks confluence in what was Owsley County till 1860; and then Wolfe County till 1890 when that area became a part of Lee. The *Devil's Creek* office was established on October 12, 1854 by San(d)ford Richard) Shackelford and closed on July 31, 1863, the very day that Spruce Grove, probably five stream miles above, closed. Somewhere in that section of Wolfe County that became a part of Lee on the latter's inception. Shackelford's son M(andrell) E(llington) (1842-1924) ran the *Shackelford* post office from July 3, 1872 to July 9, 1873.⁴

It's believed that the first settlers of the site opposite (north of) the South and North Forks confluence were the Stufflebean brothers but it's not known when they arrived nor what became of them. They left their names on two streams—Lower Stufflebean (now called Silver) and Upper Stufflebean (now Crystal) Creeks that together join the North Fork just below the confluence.

It is known, though, that sometime before 1840 Samuel Beatty (1793-1880) heired 313 acres below Lower Stufflebean from his father Henry, which he later settled, and that shortly thereafter a locale at the mouth of Lower Stufflebean was recorded inexplicably as *Taylor's Landing*. On March 15, 1851 on Beatty's land a town was officially established as *Beatty*. It shortly became known as *Beattytown*, and on September 14, 1858 Charles Blount opened the local post office as *Beattyville*. It's not known, however, when Beatty's west-end site was combined with the land above (east of) Lower Stufflebean to form the town we know today. By late 1870 when the county seat was transferred from Proctor to Beattyville, the latter had begun to rival its neighbor in economic importance.⁵ The town was incorporated as *Beattyville* on March 28, 1872. However, the plans of land speculators, principally the Three Forks Investment Company, to build a great industrial and commercial city based on the development of area coal and timber failed to materialize. Today, the fifth class city, seventy-five road miles southeast of downtown Lexington (via the Mountain Parkway and Ky 11), has only 1,200 residents fewer than it had in 1920.



Beattyville postmark, circa 1880. (PMCC)

Bear Creek, the first of several post offices at the mouth of this stream, was operated between February 11, 1859 and January 9, 1864 by Claiborne Crawford, a son of Archibald. The 3.8 mile long stream heads at what was early called Rock Lick, a sulphur lick that attracted bears, and had been settled by 1842 by Henry and Lucinda Evans near a waterfall halfway up the creek (later the site of the Canyon Falls post office).

POST OFFICES ON THE KENTUCKY RIVER AND ITS BRANCHES BELOW THE MOUTH OF SOUTH FORK

According to nineteenth century Estill and Lee County traditions, very early travelers down the Kentucky River would avoid the inconveniences of river navigation by leaving the river at a certain bend, crossing a hill, and re-entering the valley several miles below. Permanent

camps were made at both sites. When later travelers reconsidered the river route they began to refer to the place they had formerly left the river (that is, their place of portage) as *The Old Landing*. (This name was in use at least by the War of 1812. Recruits are said to have gathered at the sinks above "the Old Landing" and were referring to the site as *The Old Muster Ground Near The Old Landing Sinks*.)⁶

According to Mary Verhoeff's *The Kentucky River Navigation*⁷, the Old Landing area was first settled by John Wyatt and Jameson Irvine. Russell's historic Kentucky map (of 1794) identifies a place here as *Somerset* though there's no record of its actual existence.⁸

The first of the several *Old Landing* post offices was established in what was then still Estill County on October 5, 1855 with Martin T. Moore, postmaster. Its intermittent operation, on the north side (sic) of the river, twelve road miles (but twenty-two stream miles) below (northwest of) Beattyville, ended in late August 1870. It was re-established in the newly created Lee County on September 25, 1870, with Otey Ward, postmaster, but again closed, in mid September 1874. From April 5 through December 1878 Littleton B. Roberts maintained the *Old Landing Sinks* post office to serve this area which had begun to furnish river travelers with overnight accommodations.



Old Landing four-bar of 1948 (PMCC)

On March 26, 1883 another office was established at the *Old Landing* site with Mrs. Delina McGuire, its first postmaster, but it was now called *Whynot* [weye/naht] and ushered in a cottage industry of possible but unauthenticated name derivations:⁹

There's the story of the logger who suggested to his mate that "we tie up here and spend the night at the inn" and got the answer "why not?" Then there are some who think the name might have been imported from another state. For instance, North Carolina's Randolph County's *Whynot* is said to have been named at a town meeting when people got tired of so many "Why not name our town thus-and-so" or "Why not name it this-

or-that” and thus accepted the suggestion “Let’s call it simply *Whynot* and be done with it.”¹⁰ Or Nebraska where Cedar County’s *Wynot* was named in honor of a local German man who would customarily answer any question with “why not?” which soon became a stock phrase for the entire community.¹¹ This obviously wasn’t the source of Lee County’s *Whynot* since the Nebraska post office wasn’t established till 1907. There was also a *Whynot* in Lauderdale County, Mississippi, southeast of Meridian, about which I’ve learned nothing.

The name might also have been derived from a popular late nineteenth century gospel song “Why Not Say Yes Tonight”. This song, by Effie Wells Loucks and Louis D. Eichhorn, is said to have been sung at a religious revival in the area..¹²

By 1903 Mrs. McGuire’s post office had been moved to a site one mile east of the river, but in the following year Ambrose Durbin, local grocer, returned it to its *Old Landing* name and to the river, across from the Estill County bend, where it served a coal barge landing and the L&A (later L&N) Railroad’s *Old Landing* station. It remained here till it was suspended on October 31, 1990.



Belle Point four-bar of 1917 (PMCC)

On March 8, 1904 Benjamin Louis Norman’s *Whiteash* post office was opened to serve the White Ash Coal Company and other area mining camps and the new L&A station of *White Ash* just below the mouth of Mikes Branch.¹³ William H. Dickerson was its first postmaster. In July 1909 William Blanton Johnson had the office moved two miles down the river to the *Belle Point* (rail) *Station*, four miles below Beattyville, where it took that name and closed in September 1951. The *Belle Point* name remains underived.

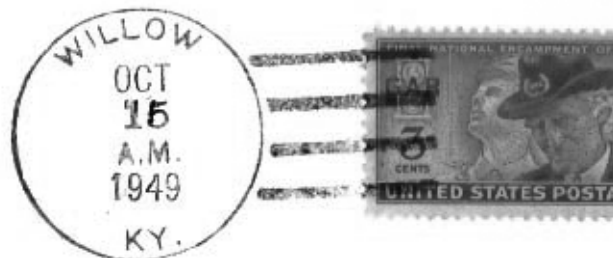
Some 4 ½ stream miles above the Old Landing, just across the river from the mouth of Ross Creek at the Estill County line, was the rail station and post office of *Evelyn*. According to some historians, the station was named for the wife of one of the railroad officials who routed the tracks through this vicinity in 1902. More



Evelyn Doane cancel of 1911 (PMCC)

likely, it was named for the widow Evoline (Eviline, Eveline, Evalina, Evelena, or Evelyn) McIntyre, a longtime resident and sister of G.W. Calmes who donated the right-of-way to the railroad.¹⁴ The post office, established on March 18, 1904 with Robert E. West, postmaster, and named for the station, closed in 1954.

Before the construction of the Kentucky River’s thirteenth lock and dam, its Lee County section below Beattyville had three shoals or potentially hazardous ground elevations. One, just below the mouth of Big Willow Branch, six stream miles above Evelyn, was appropriately called The Big Willow Shoal. Here the L&A Railway opened its *Willow Shoals Station* near which John Wesley Stephenson, on September 20, 1905, established the *Willow Shoals* post office. By November, however, the *Shoals* part of the name had been dropped and the *Willow* post office survived till 1956. Big Willow Branch and Little Willow Branch, half a mile below, had earlier been named for the profuse growths of willow trees on their banks.



Willow four-bar of 1949 (PMCC)

To raise the Kentucky River’s water level and enhance navigation, the U.S. Army Corps of Engineers built fourteen locks and dams. The site for the thirteenth, two miles below Willow, had been acquired and surveyed by 1909 when Smith Towles, a West Virginia company, was given the contract to build the lock and began construction. A camp for its workers, an L&A rail station, and Frank A. Robertson’s post office (established on August 30, 1909) all took the name *Thirteen*.

Though the lock was completed in August 1911, “unexpected difficulties” prevented the completion of the dam whose construction had been awarded to another

company, and that section of the river was not opened for navigation till November 14, 1914. The post office closed two weeks later.¹⁵

The *Yellow Rock* post office, Lee County's most recent, operated from February 10, 1941 to 1983 and served a limestone quarry and the *Yellow Rock* (rail) *Station*, two miles above Willow. With Lillian Damrel as first postmaster, it was obviously named for the station and the yellow cast of the rock quarried nearby for road construction. On a pre-World War One manuscript map the site was identified as *Spottswood*.

POST OFFICES ON THE KENTUCKY RIVER'S BRANCHES IN LEE COUNTY

Two Lee County streams—Billeys Fork and Big Sinking Creek—meet at the Estill County line to form the 6 ½ mile long Millers Creek which joins the Kentucky River six miles above the Estill seat of Irvine. Three post offices served the 72 mile long extension of the county line up Billeys Fork.

The first of these was *Radical*, established on January 16, 1883 on the Estill County side of the Fork. Shortly thereafter it was moved to Lee County, some thirteen miles north-northwest of Beattyville. Lucy E. Smyth, its first postmaster, was succeeded by her storekeeper-miller husband John M., and in September 1900 by Hugh T. Williams, who saw it closed at the end of 1918.



Audra four-bar of 1941 (PMCC)

On May 5, 1922 Williams re-established the office back on the Estill side of the Fork, just opposite the mouth of Yellow Jacket Branch, but instead of his first preference *Radical*, it was called *Audra*. Shortly after his retirement in January 1940, Williams was succeeded by Ruth Childers and the office was again moved to Lee County, half a mile from the Fork, where it closed for good in April 1941. Neither *Radical* nor *Audra* have been name derived.

We now come to what must be the most confusing set of post office sites and names in Kentucky. On August 26, 1891 Jesse H. Smyth opened a post office on Billeys Fork, four miles below (southwest of) *Radical*, probably just above the mouth of Woodward's Creek, and named it for his ¹⁰sixteen month old son *Donnelly*. On October 15, 1907 Charley R. Watson moved the office 24 miles down the Fork to serve the *Billie Fork Village* (sic) at the Big Sinking confluence, across from the site of the Estill County post office of *Crystal* which had closed in July. Watson's office then took the *Crystal* name. After a move in 1910 half a mile east, the new *Crystal* closed in mid October 1915.

Crystal, however, was not the first name of the original Estill County post office. That office, at the forks of Millers Creek, had been established on June 10, 1903 as *Simcoe* with James H. Howell, postmaster, to serve the short-lived Kentucky Northern Railroad station of Odas.¹⁶ On June 2, 1906 Howell had his office renamed *Crystal*. The *Simcoe*, *Crystal*, and *Odas* names also remain underived.

The *Simcoe* name was given to another office established on August 13, 1906 by Charles Eveleth to serve the *Simcoe Station* in Lee County, the Kentucky Northern's terminus several miles up Big Sinking Creek. Through July 1909 it also served several small villages, including one called *Newtown*. By this time the Simcoe Land Company had extended the latter Kentucky Northern's line five miles to Bald Rock. The latter was soon abandoned with the exhaustion of the timber on which it depended.

Big Sinking Creek and its Little Sinking branch each had its own post office. One of Kentucky's few unique names was applied to a post office in the developing oil producing region some eleven miles up Big Sinking from its Billeys Fork confluence. According to tradition, Simpson Crabtree had been unsuccessful in getting any of his several proposed names (*Burke*, *Crabtree*, *Big Sinking*, *Booth*, and maybe others) accepted by the postal authorities. Each name submitted was either too long or already in use, and he was repeatedly advised to suggest another.

Finally, he wrote that he had sent in all the names he was going to, and demanded that the postal authorities "fix 'er" themselves. The office was thus established, on July 26, 1917, as *Fixer*. Crabtree's son-in-law George W. Booth, Jr., the local storekeeper, was the first of its



Fixer four-bar of 1927 (PMCC)

postmasters.¹⁷ *Fixer* failed to survive the decline in oil production; it lost its post office in July 1968, its store is gone, and few people any longer call it home.

The inexplicably named *Greeley* operated intermittently from December 9, 1900 through July 1920 three fourths of a mile up Little Sinking Creek which joins Big Sinking six miles above its Billeys Fork confluence. Richard A. Childers was its first postmaster. On June 28, 1934 it was re-established by Mrs. Minerva Crabtree at the mouth of Rockhouse Hollow (now Reynolds Fork), just north of Whites Hollow. In 1950 Mrs. Myrtle Smith had it moved one mile north to the mouth of Cole Branch, eighteen miles northwest of Beattyville, where it closed seven years later.



*Postmark portion of a
Greeley Doane cancel
from 1906 (PMCC)*

At the southeast end of the 1 1/2 mile long Hatton Hollow that joins Big Sinking two miles below the mouth of Little Sinking, is the large rock called "The Bear

Track”. This was named for a bear’s footprint at the edge of a sandstone rock on a ninety foot high cliff that extends along the northwest side of the present Ky 52. The tale is told of a young Indian who was chased by a wounded bear to the edge of the cliff. Here both the lad and the pursuing bear hesitated, but before the bear could make a final attempt to reach the lad both fell from the cliff to their deaths, leaving their footprints in the soft mud on the rock.

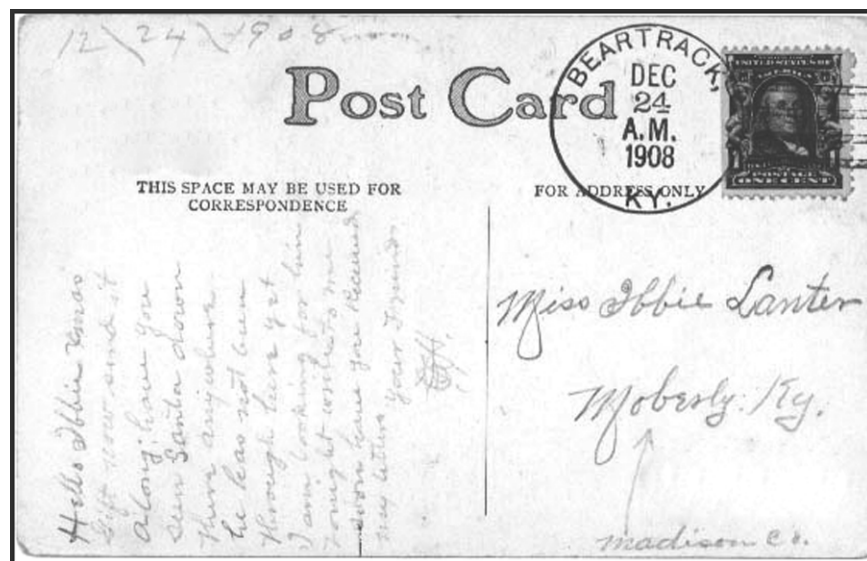
Over time the mud hardened and the clear prints of lad and bear were visible for many years. But from weather and vandalism the boy's print has faded into obscurity while the bear's, though faint, can still be seen. On May 16, 1908 Floyd Hughes established in this vicinity the *Bear Track* post office which closed in late September 1933. About this time a tourist camp with cabins, picnic grounds, and an outdoor platform for square dances was built and soon became the county's leading scenic spot and tourist attraction. Since then the name has extended to a lookout tower, school, youth camp, and the surrounding neighborhood eight miles northwest of Beattyville.

POST OFFICES IN THE LEE COUNTY SECTION OF THE KENTUCKY RIVER'S STURGEON CREEK (AND ITS BRANCHES)

Where Sturgeon Creek joins the river, six miles below Beattyville, is the village and active post office of *Heidelberg*. According to tradition, this site was settled early in the nineteenth century by Joseph Brandenburg (or Brandenburg) (1767-1864), a native Virginian. By the earliest years of the twentieth century it had become a booming lumber town with an L&A station and a post office established on March 3, 1904 by Harlan

W. Quillen (with Lucien Treadway,
its first postmaster.)

It's not known when the name was first applied to the place, but it was probably not before the 1890s. It's believed to have been named for the Brandenburg family's ancestral home in Germany¹⁸ or the famed German university as suggested by a group of local citizens (Judge Gourley, "Beefjack" Brandenburgh (sic), S.P. Brandenburgh, a local storekeeper, and Charley Quillen) who were planning for a college at the site.¹⁹ Or both. Little remains but the post office, a store, some homes, and several churches.



Bear Track four-bar on post card of 1908, the first year the office operated.
(PMCC)



Delvinta four-bar of 1915 (PMCC)

In 1897 Captain Morgan Treadway, a Booneville attorney, retired to a site on Elkhorn Branch of Sturgeon, half a mile within Lee County, where his passion for grapes led to his planting vines along the stream's banks. A year later (on November 18, 1898) he established a post office (to be maintained for the next forty four years by his wife Florence, nee Horton) and named it *Delvinta* [now pronounced locally dehl/vihn/tee], referring to "a place of vines". In March 1942 the Treadways' daughter Lucy T. Brandenburg succeeded her mother and moved the office one fourth of a mile northwest to a point two miles from Sturgeon Creek where it closed in May 1955.²⁰

Banford, another Sturgeon Creek office, was established with Alfred Marcum as first postmaster, on May 26, 1902 at a site three miles from the river and Heidelberg. By 1913 it had been moved some three miles further up the creek and was serving a station on the Kentucky Rockcastle and Cumberland Railroad that had been built by the Turkey Foot Lumber Company, a West Virginia firm, to ship logs from its timber operations in Jackson County. By 1927 the office had been moved to the mouth of Copperas Cave Branch, nearly eight miles from the river, where it closed in February 1934. Its name derivation has not been learned.

Some three miles below Banford (and two miles from the river) the Turkey Foot Lumber Company built a sawmill and rail station (with its shops and offices) which they named *Turkey Foot*. E.E. Clark applied for a post office, but instead of *Turkey Foot*, the office, which opened on May 2, 1914, with James A. Heaton, postmaster, was called *Cressmont* for the company's Clay County, West Virginia home town that had been named for the Crescent Lumber Company and its hilly terrain. Like other lumber towns in the Kentucky River watershed, Lee County's *Cressmont* didn't last long. With timber depletion the mill closed in 1925 and the residents of this company town moved away.

By 1931 the post office had been moved to a site five miles south of the river. In 1925 the rail line was abandoned and in 1948 the post office was moved three more miles up the creek to about where Banford had been when it closed. From 1949 till it closed six years later, the *Cressmont* office was serving the eastern edge of Farmer's Ridge, the Stonecoal Church, and the Mt. Eagle School, a mile or so west of Delvinta.

In 1907-08 the Kentucky Coal Development Company built a three mile long rail line from Caryton (across the river from Heidelberg, at a junction with the Kentucky Rockcastle and Cumberland) up Sturgeon Creek and its Duck Fork branch, to the mouth of Elk Fork to serve the village of *Ida May*. On February 3, 1908 William E. Taylor opened the local post office as *Idamay*. In 1909 the line was acquired by the L&A and shortly became the Sturgeon Creek branch of the L&N with its terminus as the *Ida May Station*. The line was abandoned in 1935 and the post office, still at the mouth of Elk, 6 ½ miles southwest of Beattyville (via Ky 587 and 11) closed at the end of September 1942. By the late 1970s only Billy Steel's large store remained at the site. It's simply assumed that *Ida May* was named for a woman but no one knows who, and Taylor's first proposed name, possibly *Mavid*, doesn't offer a clue.



Idamay Depression-era style 4-bar of 1932 (PMCC)

Two post offices served the area where Lee, Owsley, and Jackson Counties meet, in the dividing ridge of the Station Camp and Sturgeon watersheds (more specifically at the head of the Grassy Fork of Sturgeon's Upper Sinking Creek branch), an area long and aptly called *The Old Orchard*.

The first, from July 10, 1912 through 1914, was *Trilby*, with James Houston Farmer and Jesse Brandenburg, its only postmasters. Its precise location is not known but Farmer's Site Location Report has it five miles west of Sturgeon Creek (probably by way of the Hall Ridge Road) and one fourth of a mile from a county line (unspecified). We can merely speculate on its name. A town in Pasco County, Florida, founded in 1895 as McLeod, and then called Macon, is known to have become Trilby in 1901 soon after the publication, in 1894, of George du Maurier's novel of this name.

This very influential novel tells of Trilby O'Ferrell, an artist's model, who falls under the power of a Hungarian musician named Svengali who hypnotizes her into becoming a fabulous singer, who, on his death, when he apparently loses control of her, loses her voice, and brokenheartedly dies too. Could this name also be the source of the Lee County post office as it apparently was of a Toledo, Ohio suburb and a Person County, North Carolina town later called Allensville?

On June 26, 1916 Jesse Brandenburg re-established the post office to serve the *Old Orchard* vicinity, but instead of this name, his preference, he called it *Arvel* and opened it just over the Owsley County line. Whence *Arvel* is not known; since this was an early twentieth century male given name in those parts it's assumed it was named for one or more local men but no one has yet been singled out. For the next few years the office was moved about barely within Owsley County till, in 1930, it was moved by Harden K. Gray to his Lee County store to serve the Goocey Oil Field, a small pool with several producing wells on Jim Goocey's farm. Shortly thereafter, it was at the vicinity of the Gum Sulphur Church near the head of Grassy Fork, just short of the Jackson County line. where it closed in 1973.

Earnestville was another Owsley County office with an underived name that was later moved to Lee County. It had been established on May 14, 1891, with Emma L.



Earnestville four-bar of 1950 during the time the office was in Lee County (PMCC)

Rader, postmaster, at the mouth of Wild Dog Creek which joins Sturgeon at the Lee-Owsley line.²¹ In 1915 it was on the Kentucky Rockcastle and Cumberland (Turkey Foot) Railroad, only fifty yards from the Lee County line. From May 1948

till it closed in May 1959 it was in Lee County, on the east side of Sturgeon, a couple of miles above Cressmont.

Between 1935 and 1943 Rollin and Millard Spencer ran the *Spencer Ridge* post office at the southeastern end of its name source, just east of Dump Branch, and a mile north of the latter's Sturgeon confluence.

POST OFFICES ON THE KENTUCKY RIVER'S MIDDLE FORK AND BRANCHES

The Middle Fork heads in the southwest corner of Leslie County and drains most of that county, the western part of Breathitt County, and the southeastern part of Lee County before it joins the North Fork three miles above Beattyville. The main stream and branches of its Lee County section were served by at least ten post offices. The earliest, *Twin Mills*, was at the mouth of Ivy Patch Creek, nine miles above Beattyville. Between December 14, 1874 and late July 1879, it served two flour mills and a pair of general stores in a settlement also known as *Ivy Patch* (said to have been named for the ivy vines along its 1.6 mile course). Alexander P. Crawford and Ira S. Profitt were its only postmasters.

The three Welsh-Born Pryse brothers, David (1834-1904), E(lias) M(organ) (1838-1896) and Thomas (1844-1917), sons of John, a civil engineer, came to America before the Civil War and settled in what became Lee County. By the time the county was established, they had acquired much land there and were operating several businesses, including stores, a hotel, and a coal mine in the greater Beattyville area. David and E.M., in turn, represented Lee and Estill Counties in the Kentucky legislature, while David and Thomas were among the incorporators of the Three Forks Lumber Company in 1891. The first of the two post offices named for them was the short-lived (February 28, 1881 to July 23, 1883) *Pryse* operated by Miles Chapman Crawford just below the mouth of Lower Twin Creek, virtually on the Breathitt County line.²²

In the winter of 1889-90 the Kentucky Union Railroad reached the Breathitt-Lee County boundary area recently served by the first *Pryse* post office. On June 20 another office was established to serve the new station and its community. It would have been called *Middleport* for its location on the Breathitt side of the line, between the Lower and Upper Twin Creeks, but was called *Bowman* instead for the local descendants of Nicholas Bowman who had acquired land on Lower Twin in the 1830s.

On May 14, 1892 first postmaster Stephen J. Crawford had the office name changed to *Athol* [*aeth/uhl*] for his ancestral home in Scot-



Athol four-bar of 1932 (PMCC)

land.²³ In April 1927 Thomas C. Spencer moved the office 390 rail yards north to a site on the east side of Lower Twin, less than 200 yards within Lee County. Here it closed in 1989.

Several other post offices served the area at the mouth of Bear Creek first ministered by the *Bear Creek* post office. An office called *America* for its first postmaster America Crawford (nee ca. 1850, the daughter of Samuel and Rachel Plummer, and wife of James Griffin Crawford, son of Bear Creek's postmaster Claiborne Crawford) was established on June 22, 1886. By 1890 it was serving a station on the newly arrived Kentucky Union Railroad. On October 26, 1892, when Mary B. Bowling became postmaster, its name was changed to *Tallega* [tuhl/eegh/uh or tuhl/eegh/ee]. This name's derivation remains an enigma. It was not, as popularly believed, one of the Scottish place names given to K.U. stations in the early 1890s. No such name has ever been found in Scotland.²⁴

On December 24, 1898 Cordy H. Hieronymus became *Tallega's* postmaster. In 1899, if not earlier, the office and rail station were moved at least a mile up Middle Fork to a site just below the mouth of Coal Branch. To replace the office at the mouth of Bear, Hieronymus, on July 2, 1899, opened the *Monica* post office which he ran, alone, till mid April 1922. *Monica*, the name of the local rail station since at least 1893, is another mistakenly credited with a Scottish derivation, whose true origin is unknown.

In 1904 the *Tallega* post office was moved another mile and a half up Middle Fork (south) to *Strong's Store*, about half a mile up the Middle Fork branch of Lynam's Creek. Here Rosa B. Strong maintained the office, though the station continued at its Coal Branch site. In 1914 the *Tallega* office was back at the mouth of Coal Branch, with John E.C. Johnson, postmaster, where it would serve the *Johnsonville Station* on the L&N's new course cutting across the bend south of Middle Fork.

On July 23, 1915 Joseph P. Sutton established the *Zold* post office (name also underived) to serve the *Tallega* station and community a mile up Ivy Patch Creek (which joins the Middle Fork opposite Lynams Creek), one mile east of the *Tallega* post office. But in 1923 the latter

was moved again two miles up Lynams where, on November 1, 1934, its name was changed to the inexplicable *Lone*. As such, this office survives.



Zold four-bar of 1932 (PMCC)

Also, on November 1, 1934, the *Zold* post office was renamed *Tallega* where it continued as such till it was suspended in March 1993.

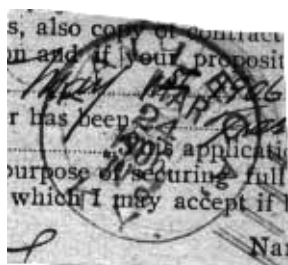
A little over a mile above the North-Middle Forks

confluence, just north of the present Ky 52, lies the small village, with active post office, of *St. Helens*. The area it served had been settled by the 1840s by James McGuire and his family and was first called *Canaan* (at least by the early 1870s), probably for a local church. Yet even earlier, in the 1790s, a land company may have had ambitious plans for a town here, for J. Russell's 1794 map identifies at the confluence a *Franklinville* that never materialized.

The first post office to serve the *Canaan* community (a village of some one hundred residents by the early 1880s) was the curiously named *Lewellen*. As the first name proposed for it, *Relief*, was in use in Morgan County, postmaster Josiah (later Joseph) J. Walton named it for Louellen (nee ca. 1850, who later married Henry Duff), a daughter of his neighbor James McGuire. How it came out as *Lewellen*, a Welsh name, is anyone's guess. Yet this was the spelling given in Walton's Site Location Report of March 5, 1883 so the error was not one of the many made by careless clerks in Washington. The office officially operated between March 16, 1883 and mid-September 1887, five miles above Beattyville. 25

Shortly thereafter the Kentucky Union Railroad extended its line from Powell County down Walkers Creek to the North Fork and up the Middle Fork with plans for a station at *Canaan* to be called *St. Helens*. These plans may have been in the making for several years before the railroad actually arrived in the winter of 1889-90, for Hoeing's Preliminary Map of Southeast Kentucky (1886) shows *St. Helens* just within the confluence as the southern terminus of the K.U. Railroad.

On November 9, 1883 Henry B. McGuire, Louellen's brother, re-established the post office, probably intending it as *St. Helens*, for the new station, but operated it



This type 2 Doane cancel was used at Tallega post office beginning about 1904. (PMCC)

till February 4, 1889 as *St. Hellena*. Then the name was corrected, and it's been St. Helens ever since. Whence *St. Helens*, probably brought in by the railroad, is not known.

Sometime in the late 1880s some land developers from Baltimore, attracted by the area's strategic location and the prospect of a major lumber processing and shipping center, acquired land there and laid out a town they would call *Three Forks City*. In fact, they went as far as having it incorporated in that name by the Kentucky General Assembly on April 19, 1890. But their plans too failed to materialize and they sold the land back to its original owners, apparently taking the impressive name with them. By the mid 1890s, as *St. Helens*, the community had stores, a hotel, two stave mills, a depot, post office, G.D. Hieronymus' sawmill, and other businesses.



Map 3 Some of the Lee County post offices of Middle and North Forks of Kentucky River (USGS 1:50,000)



Canyon Falls four-bar of 1932 (PMCC)

In 1900, near a canyon with a natural falls, 1 ½ miles up Bear Creek, Dr. Edward O. Guerrant opened one of a network of settlement schools in eastern Kentucky. The vicinity may first have been called *Canter's Chapel* for a local church, though on October 14, 1909 Andrew Jackson ("Uncle Jack")

Bowman established the local post office as *Canyon Falls*. The settlement school has long survived the closing of the post office in late 1957. The falls are gone too, having been dynamited into nonexistence for the construction of Ky 708 along Bear Creek.

POST OFFICES ON THE KENTUCKY RIVER'S NORTH FORK AND BRANCHES

The North Fork heads near Jenkins (in Letcher County, Ky) and drains most of Letcher, Perry, and Breathitt Counties till it meets the South Fork at Beattyville to form the main channel of the Kentucky River. The first two offices in the Lee County section of this stream were *Devils Creek* and *Shackelford* (see above). Seven other offices also served this valley and its branches.

The Kentucky Union Railroad extended along the east side of the six mile long Walkers Creek which heads just south of Torrent (in Wolfe County) and joins the

North Fork 5 ½ stream miles above (northeast of) Beattyville. Some three miles up Walkers was the *Fincastle Station* and the developing settlement served by it. This area was first settled around 1825 by Edward Kincaid and his family of Lee County, Va. They were later joined by Shackelfords, Thomases, Smiths, Eastins, and Cables. The station and community are said to have been named for Fincastle County, Virginia which, from 1772 to 1776, took in all of Kentucky east of the Tennessee River. By the mid 1890s the community consisted of the station, the *Fincastle* post office, established on September 24, 1890 by John E. Morris, three stores, several mills, and other businesses. It soon became a center of oil and gas production. All gone. Only some area homes remain.

Sometime after the Civil War the Lucas's, Coomers, and other families settled an area between the Laurel and Low Shoal Branches of the North Fork. A community grew up there called *Pattonsville* for a local storekeeper and leading citizen Patton Coomer. Here, in 1892, came Charles and Joseph Hooker Hieronymus, the sons of George Whitfield Hieronymus of nearby Spring Grove-Hieronymus Ford, and cousins to Cordy H. Hieronymus of Tallega and Monica. In their crossroads store and blacksmith shop Joseph established a post office on July 21, 1893 and named it *Primrose* for the yellow flowers that profusely bloomed in that area. The office on Rt. 2017, 1.3 miles north of



Primrose cds of 1904 (PMCC)

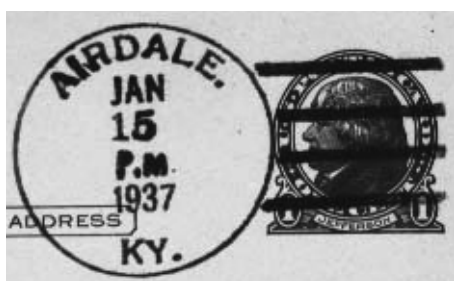
believed to be Kentucky's smallest post office building (sixty four square feet). The store, the community's focus since the turn of the twentieth century, closed in 1999.



Fillmore type 2 Doane cancel of 1905 (PMCC)

The *Fillmore* post office was established by, and undoubtedly named for, Millard Fillmore Stamper, near the head of Bear Creek on February 15, 1899 to serve a locality called *Enon*. Sometime before 1915 it was moved to the head of the North Fork's Brush Creek, two miles south of the North Fork, where it was suspended in October 1992.

Two post offices served an L&E (later L&N) station at the mouth of Walkers Branch. The station was first called *Beattyville Junction* for the meeting of the L&E and the Louisville and Atlantic Railroad coming up the North Fork from the county seat, 52 miles below. The first of the offices was *Browne*, operated between October 3, 1900 and mid-January 1911 by James G. and Lena Whisman and William Treadway. On January 22, 1920 John D. Olinger reopened the office as *Airdale*, for the station had since taken that name.²⁶ Neither *Airdale* (*Airedale*) nor *Browne* has been explained but both names are likely to have been given by the L&E Railroad.²⁷ The office closed in 1936. *Airedale* is now shown on maps where the Fincastle Road (Rt. 2016) crosses the North Fork, half a mile above the mouth of Walkers. Nothing remains at either site. The railroad is long gone.



Airdale four-bar of 1937 (PMCC)

According to tradition, the post office of *Williba* [wihl/uh/bee] was named for Willoughby, one of several English localities whence the ancestors of some of the area's pioneer settlers may have come. The name is said to have been corrupted to make it short enough to



Williba type 2 Doane cancel of 1904 (PMCC)

place on a rubber stamp that its first postmaster Thomas Colwell used to cancel the mail. It was first established on March 29, 1904 at an unlocated site on or just south of the North Fork, near the old *Hieronymus Ford*. It closed in March 1906, but was re-established by A.B. Davis on April 30, 1907 probably at or near the mouth of Fraleys Creek. According to Dillard H. Bradley's January 1909 Site Location Report, it was then moved one mile west to a site one mile up Brinks (now Blankey) Branch of the North Fork, where it closed again in July 1913. Christopher C. Spencer re-established it again in 1919 at the mouth of Brinks where it again served the *Hieronymus Ford* vicinity. It was again moved, in 1934, back to Fraleys Branch to serve a place called *Glen Eden*, half a mile south of the North Fork, where it closed for good in 1954.

Just west of Brinks (Blankey) Branch, two miles west of Williba, and 22 miles northeast of Primrose, was *Vada*. This office, whose name is also not derived, was established by Barney Spencer on April 6, 1936 and closed in 1991.

POST OFFICES ON THE KENTUCKY RIVER'S SOUTH FORK AND ITS BRANCHES

Lee's South Fork valley was served by two post offices. *Lower Buffalo* was established on July 14, 1914, one fourth of a mile up the three mile long South Fork branch for which it was named. Malcom Brandenburg was its first postmaster. When it closed in late August 1959 it was on the Fork itself, 750 yards above the mouth of Lower Buffalo, and six miles south of Beattyville.



Lower Buffalo four-bar of 1951 (PMCC)

Between December 22, 1922 and mid-December 1928 Richard L. Turner operated an office one fourth of a mile up Paw Paw Creek which joins the South Fork one mile below (north of) Lower Buffalo. As his preferred name *Paw Paw* was in use in Pike County. Turner named his office *Enoch* for his sixteen year old son.

POST OFFICES ON AND JUST OFF (THE PRESENT) KY. RTE. 11

Kentucky 11, one of eastern Kentucky's major two lane highways, extends north and south through Lee County. Straddling the Wolfe-Lee County line, just off Ky 11, and 9 1/2 miles north of Beattyville, is the hamlet with the recently discontinued post office of *Zachariah*. The office was established by and named for Zachariah C. Ponder, its first postmaster, on March 9, 1883 and closed in mid December 1894.²⁸



Zachariah four-bar of 1933 (PMCC)

On May 24, 1901 Edward A. Shoemaker opened another office 1.8 miles south of the Zachariah site which he would call *Earnest* for a son or nephew (ne April 1896) but, instead, gave it the underived name *Zoe* [zoh]. On June 6, 1902 Shoemaker had *Zoe* changed to *Zachariah*, and on September 5, 1908 John D. Spencer had the office removed to near the old *Zachariah* site, but a short distance across the Wolfe County line, where it was discontinued in late August 1918. On April 14, 1915, however, George Stamper re-established the *Zoe* post office three miles south of Zachariah and the Wolfe County line. On July 16, 1926 *Zachariah* was re-established by James Olney Williams one mile south of the county line and 2 1/2 miles north of *Zoe*. After several short moves in the 1930s, the *Zachariah* post office was suspended in early October 1992 while *Zoe's* post office still operates just off Ky 11, still two miles south of Zachariah and the Wolfe County line.



Zoe four-bar of 1942 (PMCC)



Leeco four-bar of 1935 (PMCC)

Less than a mile up Rt. 1036, west from Zachariah, just short of the Wolfe County line, and one mile east of the Lee, Wolfe, and Powell Counties convergence, was the once oil company town of *Leeco* [lee/koh]. It was established by the Petroleum Exploration Company to house its workers upon their discovery of area oil deposits just after the First World War, and was named for the county. The post office opened on October 6, 1920 with Mrs. Flossie Ash Kimble, postmaster, and closed in early November 1990.²⁹

The *Oil* post office served the Big Sinking Pool oil producing area from May 29, 1918 through April 1939 at several locations along the present Ky 11, 4 1/2 to five miles north of Beattyville. Buford Bowman was its first postmaster.

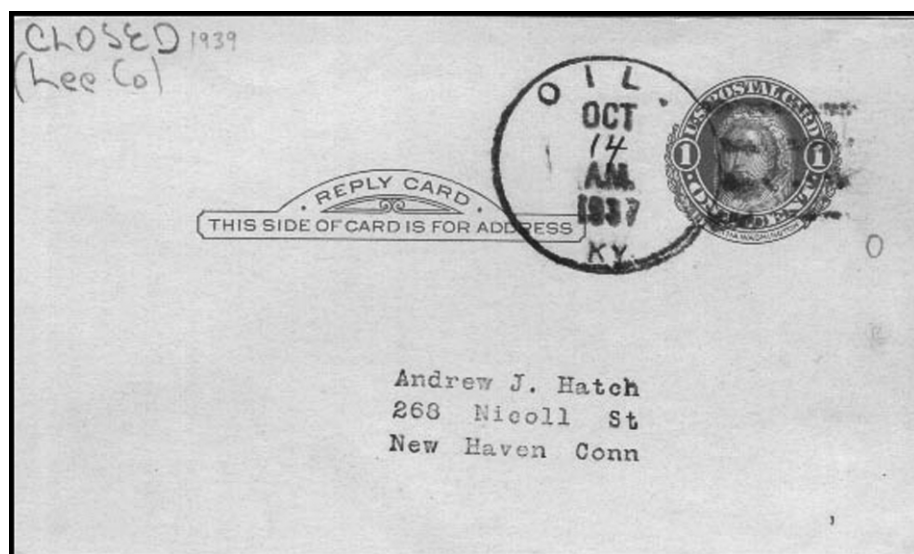
From June 18 1925 through March 1950 the post office of *Congleton* served a small settlement on Ky 11, two miles south of Beattyville and the river. With Algin Cecil, its first postmaster, it was named for the descendants of Isaac and William Congleton who had acquired much area land in the 1830s and 40s.³⁰



Congleton four-bar of 1941 (PMCC)

CONCLUSION

Six of the fifty-five operating Lee County post offices [Beattyville, St. Helens, Heidelberg, Zoe, Lone, and Primrose] are still active. Beattyville's serves the county's only incorporated place. Seven are known to



Oil post office served the Big Sinking Pool oil production area from 1918 to 1939. This card displays a 1937 four-bar from Oil. (PMCC)

have been the center of villages, while the others served rural neighborhoods with one or more country stores, a school, maybe a rail station, and one or more churches.

Three offices were authorized but never operated. William Pendleton's order of March 26, 1906 to establish *Usona* at an unknown location was rescinded on September 7. On the aptly named Contrary Creek (in high tide its flow sometimes seemingly changes directions), C.L. Taggart, probably to serve the Contrary Creek Coal Company, established the *Contrary* post office, but his order of October 16, 1907 was rescinded in February 1908. Ambrose T. Graf's authorization of June 26, 1919 for the *Bigsinking* post office to serve the oil operations of that valley was rescinded on July 16.

Local or area persons/families were the sources of twelve post office names, while one name honored a well known, non local person. Six offices had geographic or descriptive names. Five were named for distant places, while one was named for the county, and another for an earlier county which included the future Lee. To six offices were transferred the names of local or nearby features (three streams, one shoal, one lock and dam, and one ridge.) Four were named for local economic or other activities, companies, or products. Fixer is said to have been named by the Post Office Department, while Trilby may have been named for a character in a popular novel. Several explanations were offered for Whynot. Seventeen names have not been derived while two offices have not been precisely located.

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

PMCC indicates that the illustration is from the PostMark Collectors Club Margie Pfund Memorial Postmark Museum & Research Center Collection.

ENDNOTES

1. Lee County, Virginia was named for Henry (Lighthorse Harry) Lee, a Revolutionary War officer and later Virginia governor who, coincidentally, was Robert E. Lee's father.
2. The Louisville and Atlantic Railway line between Irvine and Beattyville was completed in 1902. Two years before, the L&A had acquired the 5 ½ mile long Winchester and Beattyville Railroad between Beattyville and Beattyville Junction (later called Airedale) where they met the Lexington and Eastern (formerly the Kentucky Union) line from Lexington to Jackson.
3. Miles Nicholas Crawford, *Early Pioneers on the Three Forks of the Kentucky River*, Cullman, Alabama, 1984.
4. The spelling error was probably made by the Post Office Department.
5. In its act establishing the county the General Assembly named *Proctor* its seat. Beattyville neighbors and some residents of Canaan, just above the North-Middle Forks confluence, objected, and after special commission hearings and votes, the seat was officially moved to Beattyville.
6. "The Old Muster Ground near the Old Landing Sinks" was so identified in an 1825 deed from Samuel Drake to Jacob Meadows. (According to Robert Smallwood, the editor of the Beattyville (Weekly) Enterprise in his Lee County Historical Notes, a WPA manuscript, 1936.)
7. Louisville: John P. Morton, 1917, Pp. 131-32 and Frankfort: The State Journal Co., 1934, respectively.
8. Perhaps *Somerset* was one of the many late eighteenth-early nineteenth century towns that land companies proposed for many sections of Kentucky but never materialized.
9. Bear in mind, though, that only the post office bore this name; the place it served has continued to the present to be called *Old Landing*.
10. From the WPA Federal Writers of North Carolina survey of place names, reported in *The State*, a weekly survey of North Carolina, Vol. 11 (38), February 19, 1944, P. 9

11. Lilian L. Fitzpatrick, *Nebraska Place-Names*, New Edition, Lincoln: University of Nebraska Press, 1960, Pp. 34-35, based on an entry in the 1925 edition of her book.

12. Mentioned in the *Louisville Courier-Journal*, February 24, 1904, P.4, and called to my attention by Tom Stephens of the Kentucky Historical Society, November 12, 1999. cf Charles M. Alexander's *Gospel Songs*, New York: Fleming H. Revell Co., 1908, P. 151

13. Named for Mike Stufflebean, one of the pioneer Hessian brothers.

14. Russell Gilbert of Irvine, Ky., in a letter to the author, January 23, 1970. Evoline, however her name was spelled, and this varied from record to record, was born in 1834, but was widowed before 1870, and was still living in 1900.

15. Leland R. Johnson and Charles E. Parrish, *Kentucky River Development: The Commonwealth's Waterway*, U.S. Army Corps of Engineers, Louisville District, 1999, Pp. 129ff

16. Little is known of this rail line which extended for eight miles from the L&A station of Pryse (in Estill County), and nothing is recalled of *Odas* which was Howell's first name preference for his *Simcoe* office.

17. After nearly thirty years Booth was succeeded, in September 1946, by his daughter Maudie Moorefield and then Alma Booth till the office closed in July 1968.

18. Joseph, born in Hampshire County, Virginia, was the son of a German immigrant Mathias Brandenburg.

19. E.C. Brandenburg in a typescript memo (September 15, 1975) to W.J. Moore, on file in the Lee County vertical files, Kentucky Historical Society Library.

20. Florence Horton Treadway, *Delvinta's* longtime postmaster and storekeeper, died in December 1961, at 101 years of age. The account of the post office's name came from Rena Niles' published interview with Mrs. Treadway, "Salt of the Earth" in the *Louisville Courier Journal Magazine*, August 15, 1954, Pp. 28-30

21. The probably aptly named Wild Dog Creek was a well populated area in the 1930s whose residents sold out to the federal government and left. It has since been an all but uninhabited section of the Daniel Boone National Forest.

22. The second Pryse post office was established by David in Estill County in 1904, and by the First World War was serving an important

oil producing area known as Texola. cf Robert M. Rennick, *Kentucky's Bluegrass: A Survey of the Post Offices*, Lake Grove, Or: The Depot, 1993, P. 116

23. Atholl or Athole, the seat of the Dukes of Athol, is a mountainous district in northern Perthshire, Scotland, at the southern base of the Grampian Mountains. The city of Athol in Worcester County, Massachusetts is said to have been named in 1762 by one of its proprietors John Murray for his father, the then Duke of Athol.

24. The Scottish place names authority W.F.H. Nicolaisen, now at the University of Aberdeen, discounted the provenance of *Tallega* in a letter to the author, September 25, 2001. The closest *Tallega* comes to any other found in the U.S. is Talega Canyon near San Diego, Cal. derived from the Spanish "bag" or "sack" for its shape; or Talladega for several features (county, mountain, creek, and towns) in Alabama whose name derived from a Muskogean word for a place on the border. But whether the Lee County station and post office was named for either of these, or anything else, is not known.

25. Other *Lewellen* postmasters included Louellen's sister Louisa and her sister-in-law Mattie B.

26. Actually, the station name was *Airedale* while the post office was *Airdale*.

27. *Airedale*, where the airedale terriers were first bred, is the valley of the seventy mile long River Aire in Yorkshire, England, but if or why this name was given to a Lee County rail station is not known.

28. *Ponder* had first proposed his family name for the new office but that name would shortly be given to another office in Clay County.

29. *Durham* was the first name proposed for what became the *Leeco* post office. Incidentally, from its inception till 1926, when Zachariah was re-established, *Leeco* also served the Zachariah area.

30. *New Point* was the first name proposed for what became *Congleton*.

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Out with the Old; In with the New

USCG Cutter Mackinaw (WAGB-83) & (WLBB-30)



by Paul E. Petosky

Marinette Marine Corporation was founded along the Menominee River in Marinette, Wisconsin, in 1942 to meet America's growing need for naval construction. Since their first contract to build five wooden barges, Marinette Marine Corporation has built more than 1,300 vessels. The company operates a full service shipyard with in-house capabilities to design and construct the most complex vessels, and has earned an international reputation for its ability to build technologically advanced vessels.

One of the great marvels in shipbuilding history came to life at Marinette Marine on April 2, 2005, with the launching of the new United States Coast Guard Cutter *Mackinaw* (WLBB-30), the replacement of the current United States Coast Guard Cutter *Mackinaw* (WAGB-83).

The USCGC *Mackinaw* (WAGB-83) is the only U.S. heavy ice-breaking resource assigned to the Great Lakes. Constructed in 1944, by the Toledo Shipbuilding Company, USCGC *Mackinaw* was the world's largest and most powerful icebreaker at the time and represented the state of the art in icebreaking technology. But after 60 years of continuous service, it has become increasingly costly to support. It is important to note, the USCGC *Mackinaw* was to have been named Manitowoc but the Navy had already assigned that name to a frigate.



USCGC Mackinaw (WAGB-83) circa 1965.

U.S.S. MACKINAW ICEBREAKER

Launched March 4, 1944 at Toledo.

For the Coast Guard to cut channels thru the ice barriers for cargo ships in the Great Lakes. Will also see service as a salvage craft and training ship.



Sponsor of ship, Mrs. Russel R. Waesche, wife of Adm. Waesche, commandant of the United States Coast Guard.



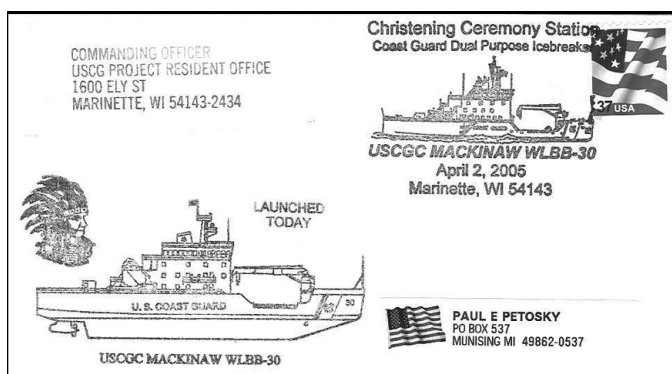
USCGC Mackinaw (WAGB-83) launch cover.

The Coast Guard is charged with maintaining a heavy icebreaking capability on the Great Lakes. This capability includes keeping channels and harbors open to navigation in response to the reasonable demands of commerce to meet winter shipping needs. Since 1944 that mission has been performed by the *Mackinaw*. The new Coast Guard icebreaker *Mackinaw* will relieve her namesake of that mission once she is commissioned. The current *Mackinaw* (WAGB-83) will be decommissioned on the same day that the new *Mackinaw* (WLBB-30) is commissioned at a ceremony in Cheboygan, Michigan, during the summer of 2006. The new *Mackinaw* will have multi-mission capabilities in addition to heavy icebreaking that include; servicing buoys, search and rescue, and law enforcement.

The new USCGC *Mackinaw* will have a crew of nine officers and 47 enlisted personnel, and is scheduled to be delivered to the Coast Guard on October 15, 2005. At that time she will be placed in commission special. The new icebreaker is powered by three Caterpillar diesel engines enabling her to break through 32 inches of level ice at three knots. Twin Azipods—3360 KW each, 9012 SHP Propulsion Units with fixed pitch propellers and a 500 HP Bow Thruster—will propel the ship, providing unparalleled maneuverability. In order to fulfill her buoy tending mission, the ship has a 20-ton capacity with a 60 foot extension Appleton Crane for lifting and servicing aids to navigation. In addition, she is equipped with an oil spill recovery system and some of the latest



USCGC Mackinaw (WLBB-30). Photo courtesy of Boatnerd.com



technology that includes state of the art navigation, communication and security systems. Her overall length is 240-feet, maximum beam 58-feet, draft (full load) 16 feet and displacement (full load) 3,530 long tons.

The wide red bar forward of a narrow blue bar both canted at 64 degrees above the horizontal with the Coast Guard emblem superimposed was added on April 6, 1967. The "slash" for all the Coast Guard cutters, boats, and aircraft was adopted service-wide on this same date.

A special thanks goes out to the folks at Marinette Marine Corporation, LT Erik D. Skow, Public Relations Officer, USCG, Marinette, WI & John Young, Universal Ship Cancellation Society for facts and information on the USCG Cutter *Mackinaw* (WAGB-83) & (WLBB-30).

USCGC Mackinaw (WLBB-30) christening ceremony cover.

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Cath Clark (lopostalgal@hotmail.com)



Figure 1 One of the spectacular views at Bryce Canyon National Park that have drawn tourists to the area for more than 80 years.

The Post Offices of Bryce Canyon Utah

By Dennis H. Pack

Millions of years of erosion have made Bryce Canyon, Utah, a wonderland of shapes and colors not to be fully believed until they are experienced in person. Because of this, Bryce Canyon has been a popular tourist destination since just after World War I. Visitors have mailed post cards and other souvenirs along with enthusiastic descriptions of the scenery and the feelings they had while viewing it. Over the years, a number of post offices have served Bryce Canyon. This article looks at them and a few of their postmarks.

Ebenezer Bryce, for whom the canyon is named, settled in the area in 1875 and grazed cattle in what is now the park. When was asked what he thought of the canyon, he is supposed to have replied that it is a heckuva place to lose a cow. Other visitors have regarded it as a place of inspiration and awe. A late afternoon April view of one of the canyon's gorgeous amphitheatres is shown in *figure 1*.

In 1905, President Theodore Roosevelt created the Sevier National Forest, giving the US Forest Service responsibility for much of the land where Bryce Can-

yon is located. The forest supervisor, J. W. Humphrey, set about having a road constructed to the canyon with the assistance of local homesteaders. He also arranged for photographers to visit the canyon. The director of the Utah State Automobile Association drove to the canyon in 1917. Enthusiasm for Bryce Canyon as a tourist destination was fueled by a 1918 illustrated article entitled "Utah's New Wonderland" published in the Salt Lake *Tribune*. It was also dampened by the nation's involvement in World War I.

In 1919, in spite of Utah's Governor Bamberger's refusal to build roads into the area, the Utah Legislature petitioned the US Congress to create the Temple of the Gods National Monument to protect Bryce Canyon. The National Park Service encouraged Utah's Governor and Legislature to make Bryce Canyon a State Park, but they showed little enthusiasm to do so.

A local couple, Reuben C. (Rudy) and Clara Armeda (Minnie) Syrett, had homesteaded the area in 1916. They suddenly found themselves with visitors who needed food and a place to stay. In 1919, they pitched tents and served lunch to the tourists. Soon, they started providing beds and cooked meals to those who came to

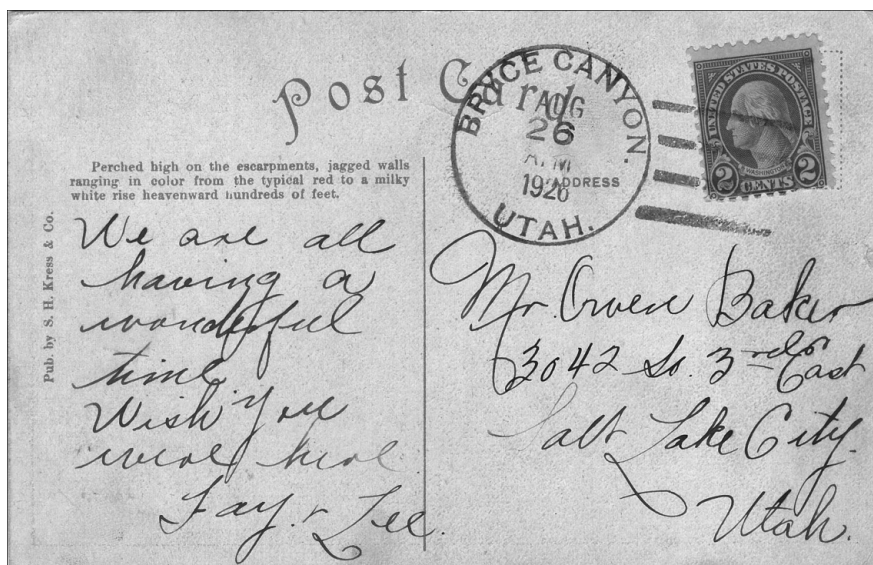


Figure 2 Postmark applied by the first Bryce Canyon Post Office while it was located at Rueben Syrett's Tourist's Rest.

gaze at the canyon. A National Park Service history of Bryce Canyon says, "Whether by design or chance the Syretts began accommodating tourists."¹

The next spring, the Syretts built tent houses and obtained permission from the State of Utah to build a lodge named "Tourist's Rest" on part of a state school land section. They started to build the Tourist's Rest, a few cabins and an outdoor dance floor. Visitors received good food and hospitable surroundings. Word spread and more visitors came. Bryce Canyon gained enough national attention that it was made a National Monument June 8, 1923.

The first post office in the area predates the national monument. It was named Bryce Canyon, and was located in Syrett's Tourist's Rest. Rueben C. Syrett was designated postmaster when it was established May 25, 1921. Mail was handled through Panguitch 25 miles to the northwest. *Figure 2* shows a card postmarked at this office August 26, 1926.

In 1923, the Union Pacific Railroad built a spur railroad line from their Salt Lake City - Los Angeles line to Cedar City, Utah,

and created the Utah Parks Company as a subsidiary. The Utah Parks Company began offering packaged tours of Bryce and Zion parks in Utah, and the north rim of the Grand Canyon in Arizona. But the Union Pacific had problem before they could fully develop Bryce Canyon as a tourist haven. They needed the water rights owned by Ruby and Minnie Syrett. Negotiations followed, and the Union Pacific paid the Syretts \$10,000 for their Tourists Rest and water rights.

Visitors who had stayed at the Tourists Rest came back to stay

with the Syretts at their ranch. A new road was being built to Bryce Canyon. The Syretts persuaded the survey crew that the road should run through the middle of their land. The Syretts started building Rubys Inn on the road about three miles from where the Bryce lodge would be constructed.

Construction of Utah Parks Company lodge at Bryce Canyon started in 1924. It was complete in 1925 except for the stonework around the base. A part of it is shown in *figure 3*. By 1927, the Utah Parks Company built more than 70 cabins near the lodge with more added in the next few years. Accommodations at Bryce Canyon ranged from economy to deluxe. Picturesque

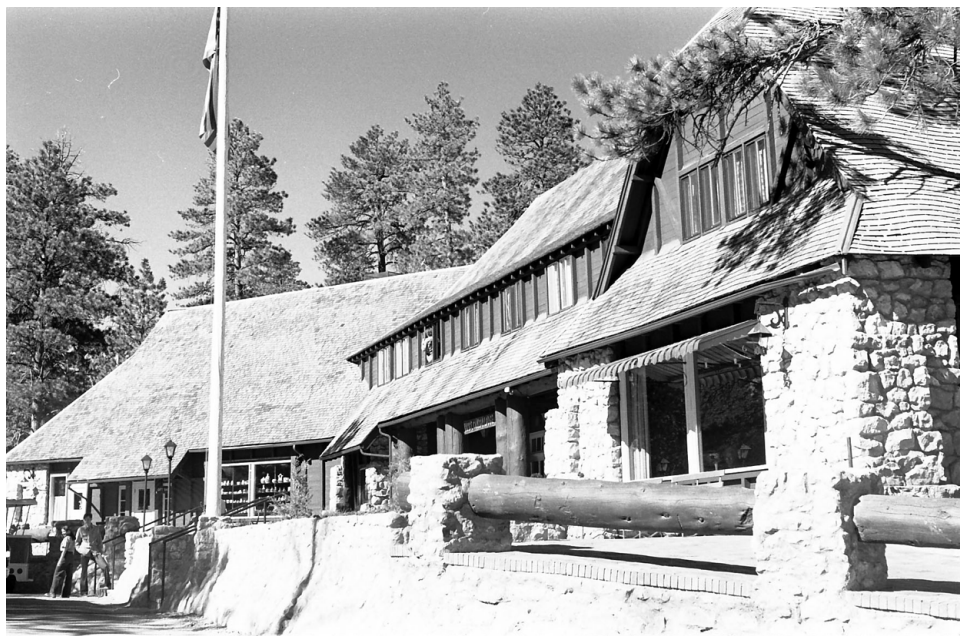


Figure 3 A portion of the lodge built at Bryce Canyon by the Utah Parks Company, photographed in 1979.

stationery from the Bryce Canyon Lodge postmarked at Rubys Inn in 1927 is shown in *figure 4*. This is from the collection of Lloyd Shaw.

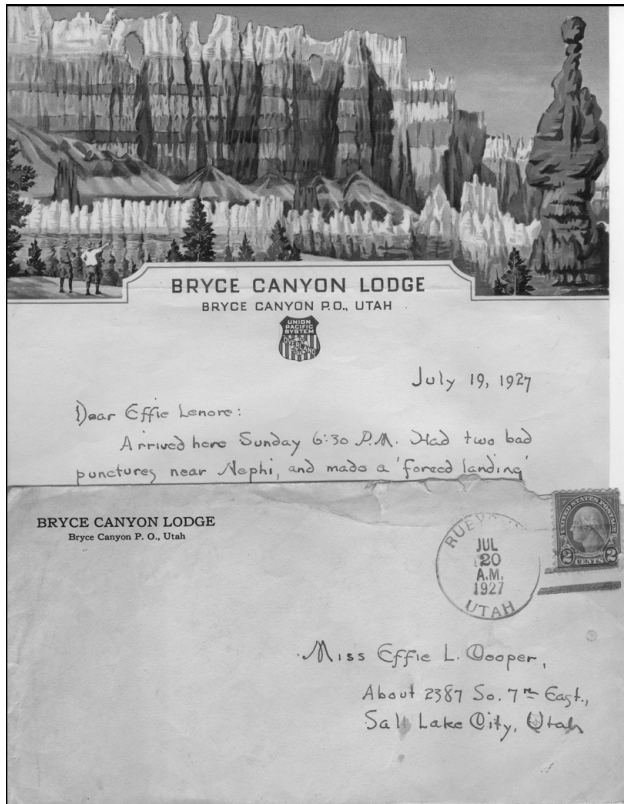


Figure 4 Picturesque stationery available at the Bryce Canyon Lodge shows the Union Pacific Railroad logo. Postmarked at Rubys Inn PO. Courtesy of Lloyd Shaw.

On April 16, 1927, the Bryce Canyon Post Office was moved to Rubys Inn just outside the monument and renamed the Rubys Inn Post Office. Reuben C. Syrett remained the postmaster. *Figure 5* illustrates a card postmarked at Rubys Inn in 1927.

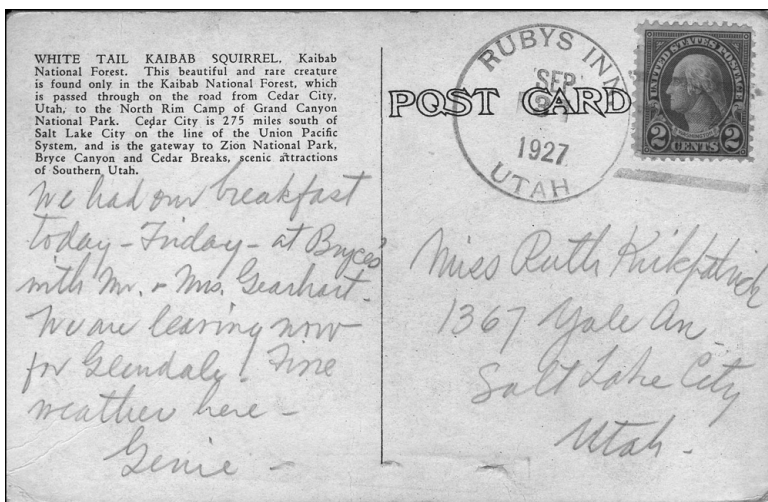


Figure 5 Card bearing Rubys Inn postmark dated five months after the original Bryce Canyon Post Office was moved and renamed.

A different Bryce Canyon Post Office was established at the Bryce Canyon Lodge July 18, 1927, with Charles W. Morgan as postmaster. *Figure 6* shows a card cancelled at this Bryce Canyon Post Office in 1928.

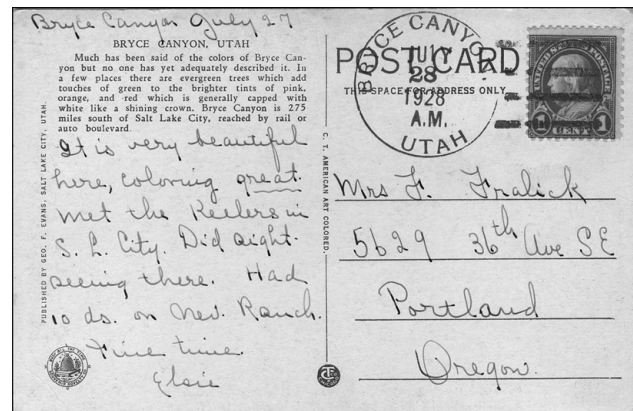


Figure 6 Card postmarked at the new Bryce Canyon Post Office in the Bryce Canyon Lodge.

When it was proposed that Bryce Canyon National Monument be upgraded to a National Park, new boundaries were drawn up that included the land needed to protect the park's scenic beauty. Negotiations were started to obtain private and state land included within the new boundaries. These took four years and involved the Utah Parks Company. Bryce Canyon National Park was created Feb-

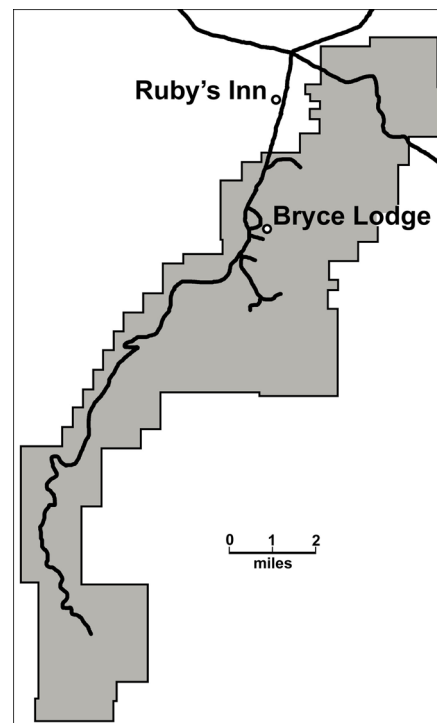


Figure 7 Outline map of Bryce Canyon National Park showing location of post offices and roads.

ruary 25, 1928. Additional land was added to the park in 1931 and 1942. Grazing of livestock within the park was phased out by 1935. A map of the park is *figure 7*. Starting in 1929, the Bryce Canyon Post Office is listed as a summer office that closed October 5, 1929, with mail to Rubys Inn Post Office which remained a year-round office. After that, the Bryce Canyon Post Office generally opened between May 15 and June 1, and closed between September 30 and October 15 with mail sent to the Rubys Inn Post Office when it was closed. The seasonal service at the lodge continued until the Bryce Canyon Post Office was discontinued December 31, 1942, because of World War II. It was re-established June 1, 1946, as a summer office, generally operating each year between the first week of June and the middle of September. A card postmarked at Rubys Inn in October 1934 is shown as *figure 8*.

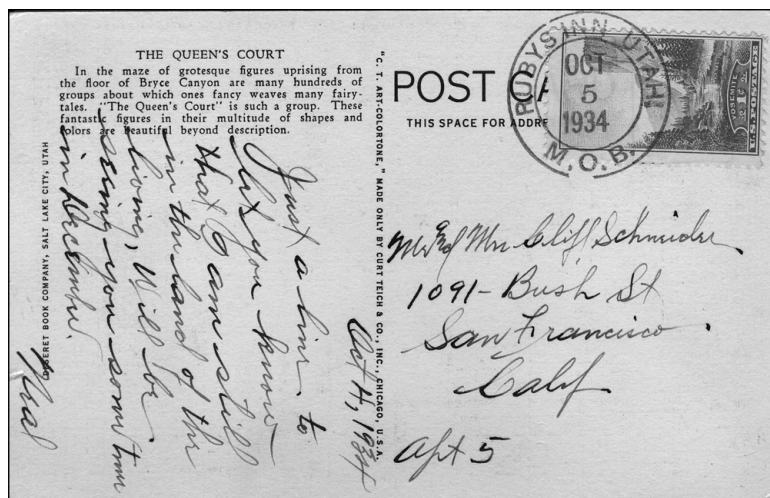


Figure 8 Card bearing a Rubys Inn Money Order Business (MOB) marking canceling a one-cent National Parks stamp.



Figure 9 The service window for the Bryce Canyon Post Office located in the Bryce Canyon lodge photographed in 1979.

The completion of interstate highways made it easier for visitors to drive to their vacation destinations. The Union Pacific Railroad ended passenger train service to Cedar City

in 1958. The railroad was unable to find a buyer for the Utah Parks Company, so it donated its facilities to the National Park Service in 1972. The Bryce Canyon Post Office inside the lodge is shown in *figure 9*.

The Bryce Canyon Post Office was converted to a Rural Branch of the Panguitch Post Office effective April 30, 1966, to operate between June 1 and September 15 each year. Robert W. Pothier was appointed postmaster. The US Postal Service now lists it as a seasonal Community Post Office (CPO). *Figure 10* illustrates a cover postmarked at the Bryce Canyon CPO.

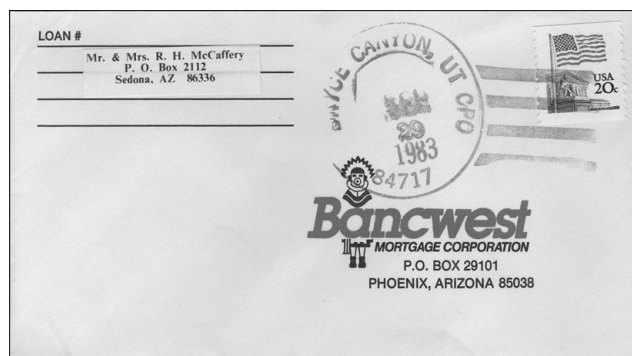


Figure 10 Cover bearing postmark for the seasonal Bryce Canyon Community Post Office (CPO).



Figure 11 The entrance to the Rubys Inn Post Office, photographed in 1979.

Rueben Syrett served as postmaster of the Rubys Inn Post Office until his death in 1945. The post office continued until January 3, 1983, when it was changed to a Rural Branch and renamed Bryce. Panguitch was designated the parent post office. *Figure 11* depicts the entrance to the Rubys Inn Post Office as it appeared in 1979. The USPS currently lists it as the Bryce CPO.

Over the years, there have been changes to the post offices that serve Bryce Canyon. But, some things remain the same: the number of visitors to Bryce Canyon remains high, the visitors still mail scenic cards with their impressions of the beauty they have experienced, and the grandeur of Bryce Canyon is as awe inspiring as it was when Ebenezer Bryce first grazed a cow there.

ENDNOTE

¹ Scratish, Nicholas. *Historic Resource Study: Bryce Canyon National Park*. Denver: National Park Service, 1986. Quoted in Linda King Newell and Vivian Linford Talbot, *A History of Garfield County*. p. 260.

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CALIFORNIA

- 1 ALCATRAZ/REC'D, 1911 F REC'D CDS ON PPC TO PRISON GUARD. \$20
- 2 ALGOMAH, 1905 VG CDS ON COVER (02-09). EST. \$20
- 3 ALLENDALE, 1906 VG CDS REC'D ON PPC (03-08). EST. \$12
- 4 ARABELLA, 1899 VG CDS ON COVER (88-20). EST. \$12
- 5 AROMAS, 1918 VG CDS ON PPC. EST. \$4
- 6 AULD, 1909 VG 4-BAR REC'D ON PPC (99-21). EST. \$12
- 7 BALLS FERRY, 1907 VG DOANE ON PPC (75-16). EST. \$12
- 8 BEND, 1907 F DOANE REC'D ON PPC (97-35). EST. \$6
- 9 BONNY DOON, 1907 F DOANE ON PPC (87-30). EST. \$6
- 10 BOULDIN ISLAND, 1895 G+ CDS ON COVER (78-18). EST. \$15
- 11 BULWINKLE, 1911 VG 4-BAR ON PPC (09-22). EST. \$6
- 12 BUTCHER RANCH, 1913 G+ 4-BAR ON PPC (71-35). EST. \$5
- 13 CHEROKEE, 1909 VG 4-BAR ON PPC (54-12). EST. \$20
- 14 CHOWCHILLA, 1901 G+ CDS ON REG'D REC (83-05). EST. \$25
- 15 CORNWALL, 1897 F CDS ON GPC (90-11). EST. \$20
- 16 COSUMNE, 1905 VG DUPLEX ON PPC (52-15). EST. \$20
- 17 COZZENS, 1902 F DUPLEX ON REG BILL CARD (81-10). EST. \$35
- 18 DE SABLE, 1911 VG 4-BAR ON PPC (11-42). EST. \$6
- 19 DUDLEY, 1908 F 4-BAR ON PPC (87-14). EST. \$20
- 20 EASTON, 1914 VG 4-BAR ON PPC (09-16). EST. \$20
- 21 ERLE, 1907 F DOANE ON PPC (92-09). EST. \$20
- 22 FLOYD, 1908 VG DOANE ON PPC (06-11). EST. \$25
- 23 GERMANTOWN, 1914 VG DUPLEX ON PPC (77-18). EST. \$6
- 24 GLENBURN, 1907 VG "PIE CRUST" DOANE ON PPC (92-66). EST. \$5
- 25 GOLD RUN, 1908 VG LKU DOANE ON PPC. EST. \$4
- 26 GRAFTON, 1908 F 4-BAR ON PPC (54-25). EST. \$6
- 27 GRAND ISLAND, 1907 F DOANE ON PPC (54-19). EST. \$20
- 28 GUERNSEY, 1910 F 4-BAR ON PPC (98-18). EST. \$20
- 29 HARDY, 1909 VG 4-BAR ON PPC (02-15). EST. \$20
- 30 HOLLISTER, 1922 F FLAG CANCEL ON PPC. EST. \$4
- 31 INGLENOOK, 1911 VG CDS ON PPC (80-19). EST. \$20
- 32 INGOT, 1920 G+ DOANE ON COVER (04-20). EST. \$6
- 33 JACKSONVILLE, 1908 G+ 4-BAR ON PPC (51-18). EST. \$12
- 34 JAMESBURG, 1910 G+ CDS ON PPC (94-35). EST. \$6
- 35 KEENBROOK, 1916 G+ 4-BAR ON PPC (94-21). EST. \$8
- 36 KLAU, 1912 VG 4-BAR ON PPC (01-24). EST. \$12
- 37 LASSEN, 1920 G+ 4-BAR ON PPC (14-23). EST. \$12
- 38 LASSEN VIEW, 1940 F 4-BAR ON GPC (37-41). EST. \$12
- 39 LEE, 1909 F 4-BAR ON PPC (07-12). RARE INYO CO. TOWN. E \$100
- 40 LEON, 1910 F 4-BAR ON PPC (88-11). EST. \$20
- 41 LEWIS, 1902 VG CDS ON REG'D REC (79-27). EST. \$12
- 42 LINNE, 1911 F DOANE ON PPC (89-25). EST. \$12
- 43 MALTERMORO, 1905 F DUPLEX ON PPC (94-13). EST. \$12
- 44 MAMMOTH, 1908 F 4-BAR ON PPC (07-25). EST. \$12
- 45 MARK WEST, 1911 F 4-BAR ON PPC (65-17). EST. \$12

WASHINGTON

- 46 CHICO, 1907 F DOANE ON PPC (99-24). EST. \$12
- 47 DASH POINT, 1913 F MAGENTA 4-BAR ON PPC (12-62). EST. \$5
- 48 DODD, 1908 G+ CDS REC'D ON PPC (98-11). EST. \$20
- 49 HICKSVILLE, 1910 G+ DOANE ON PPC (05-11). EST. \$15
- 50 MAXWELTON, 1913 F 4-BAR ON PPC (08-24). EST. \$12

WYOMING

- 51 ARLINGTON, 1907 F 4-BAR ON PPC (02-43). EST. \$6
- 52 BURNT FORK, 1908 G+ DOANE ON PPC (79-39). EST. \$6
- 53 INEZ, 1910 VG 4-BAR ON PPC (88-13). EST. \$20
- 54 JUNCTION, 1909 VG 4-BAR ON PPC (01-16). EST. \$20
- 55 TRABING, 1909 VG CDS ON PPC (80-13). EST. \$20

Railway Post Offices (RPO)

- 56 ARLINGTON & CONDON, 1930 VG (896.1-A-2) ON PPC. EST. \$15
- 57 ATCH & LENORA, 1910 F (908-E-2) ON PPC. EST. \$8
- 58 BELLE PLAINE & BUX, 1912 G+ (790.2-C-1) ON PPC. EST. \$15
- 59 BILLINGS & SHELBY, 1915 VG (891.5-B-1) ON PPC. EST. \$10
- 60 BREM & STAMFORD, 1907 VG (465-F-2) ON PPC. EST. \$20
- 61 CALISTOGA & VAL/AGT, 1890 VG CDS ON COVER. EST. \$12
- 62 CHARLOTTS & ATLANTA, 1923 G+ (320-F-1) ON PPC. EST. \$6
- 63 CLEVE & MAR, 1914 F (579-E-1) ON PPC. EST. \$6
- 64 CUMB & DURBIN, 1920 VG (275-M-2) ON PPC. EST. \$6
- 65 DEADWOOD & EDMONT, 1908 VG (947.4-E-2) ON PPC. EST. \$6
- 66 DUNSMUIR & S.F., 1935 F (982-G-1) ON COVER. EST. \$4
- 67 EL PORTAL & MERCED, 1920 F (997.1-A-1) ON COVER. EST. \$6
- 68 EUGENE & POWERS, 1920 F (900.2-B-3) ON COVER. EST. \$15
- 69 GLEN CAMP & CRES, 1912 G+ (173-L-1) ON PPC. EST. \$6
- 70 LARIMORE & BRECKEN, 1914 G+ (876.6-C-1) ON PPC. EST. \$6

Streetcar RPOs

- 71 ROL PK & ST HEL, 1907 F (BA-3-g) ON PPC. EST. \$6
- 72 ROL PK & HIGHLAND, 1911 G+ (BA-4-k) ON PPC. EST. \$6
- 73 TOW & CATONS, 1909 F (BA-5-g) ON PPC. EST. \$4
- 74 CHI ILL COTT GROV, 1908 VG (CH-3-e) ON PPC. EST. \$4
- 75 CHICAGO ILL/MAD ST, 1907 G+ (CH-4-d) ON PPC. EST. \$4
- 76 CHI & MILLARD AVE, 1910 G+ (CH-5-a) ON PPC. EST. \$6
- 77 CHI & WENT AVE, 1908 G (CH-7-b) ON PPC. EST. \$5
- 78 PITTSBURG PA ST, 1907 G+ (PA-2-c) ON PPC. EST. \$8
- 79 PHILA PA FRANKFORD, 1898 VG (PH-3-b) B/S ON COVER. EST. \$30
- 80 ROCHESTER/EAST SIDE, 1898 VG FLAG (RO-1-c) ON COVER. EST. \$15
- 81 ROCHESTER/CAR COLL SERVICE B, 1906 F (RO-4-o) ON PPC. \$15
- 82 ST LOUIS/EASTON CIRCUIT, 1912 VG (SL-11-a) ON PPC. EST. \$8
- 83 ST LOUIS/SOUTH B'WAY, 1912 VG (SL-15-b) ON PPC. EST. \$6
- 84 SEATTLE & SEATTLE, 1910 VG (SE-1-a) ON PPC. EST. \$25
- 85 WASH D.C. PA AVE, 1912 VG (W-1-a) ON PPC. EST. \$25

Minimum Bid \$3.00 please. Phone bids accepted.

CLOSING DATE:

October 12, 2005 (10 PM Pacific)

Back Stamps: Received Markings at Philadelphia

by Tom Clarke

Recently, an eMail correspondent asked whether Philly received markings were well enough known to assist him in dating a run of Colorado family correspondence. He had once before gotten some useful information about Philadelphia markings and was hoping for the best in the present case.

His hesitance may have stemmed from the generally covert nature of these markings, lurking as they do on the "B" side of the cover. They are much more difficult to locate than town dials, yet back stamp knowledge can also give us a handle on the date of otherwise undatable communications, with many salutary results.

He was pleased to know that back stamps were part of the Philadelphia data base, and though his example bore no year date (it was an 'R 4' type), at least the early and latest known usages helped to narrow down his cover's usage quite a bit.

Is it backstamps or back stamps, by the way??

* * * * *

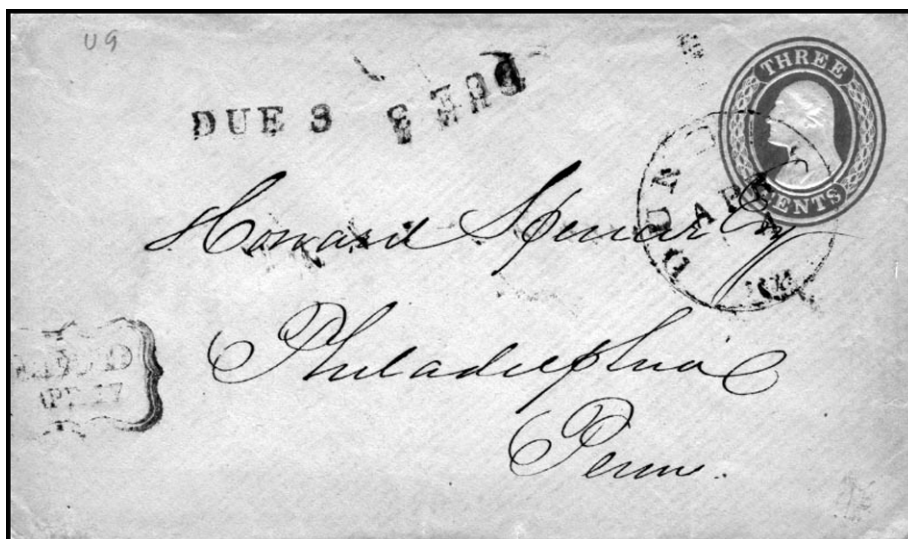


Figure 1 Here is a case that supports the view that the fancy REC'D in brackets (R 2) was a "receipt for money paid" marking. Its date is April 17 and the cover was sent either on the 4th or the 14th from Dundas?, state unknown. Similar covers do not otherwise show money was to be collected.

Receipt back stamps began use in Philadelphia following the Civil War. Earlier back stamps are known. A Wilmington DE back stamped folded letter, according to Konwiser, *Postal Markings*, p.384, can be dated to Jan 1, 1845, and possibly earlier.

The beginnings for Philadelphia is the 'classic' **RECD/ date** in brackets marking found on the front of very few Philadelphia letters between approximately January

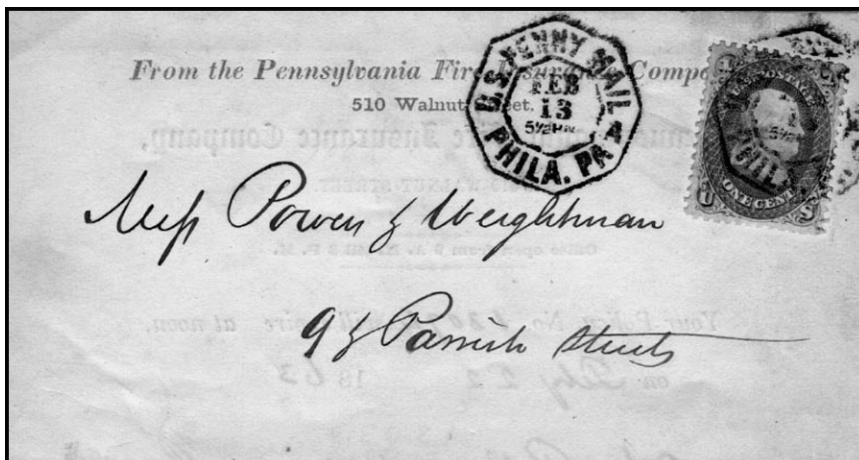


Figure 2 A fine example of the Penny Mail-A octagon used as a canceler on the front on a colorful Fire Insurance drop circular, dated Feb 13, 1863.

1859 and August 1861. It has been said that they were applied when letters were released after postage due

amounts were paid, as in, 'I have *received* your money'. However there are cases where this doesn't seem to apply. Further examples may produce a definitive answer.

Front stamps are not back stamps

When the new octagonal U.S. Penny Mail canceler was implemented for the new mail carrier crew (between April-June, 1862), they were initially imprinted on the front of the 3+1c mail. Shortly after, it was moved to the reverse because (we assume) the official Philadelphia dial was the only officially recognized obliterator. (The letters A, (B?), C, D, E, and

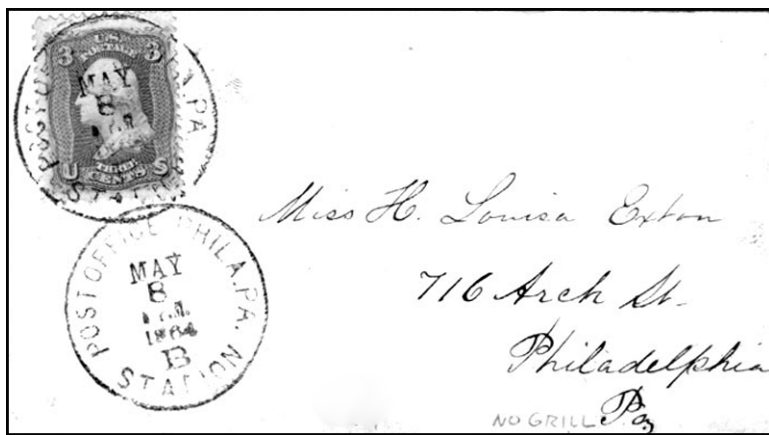


Figure 3 An excellent example of the station cancel used on the front for an overpaid drop letter, dated May 8, 1864, and wending its way several miles from West Philadelphia (station B) to Miss Exton at 7th and Arch Sts.

U at the marking's 4 o'clock may represent specific collection districts, individual carriers, or pickup routes.) Their use ceased in July 1863 with the advent of free city delivery. The octagons were a *embarkation receipt*, as in, 'I have picked up your letter and will carry it for you to the P.O.', but the carriers were in fact acting merely as collection and distribution agents for the main office, so their markings were relegated to the back.

Back stamps are not 'cancels'

In a way similar to the carrier markings, the infant stations' markings of the 1863-67 period are found on the back of Philadelphia letters destined for out of town. Drop letters permitted the station marking on the front. Thus, these are always postmarks, but not always cancels. To out of towners, they are only token markings indicating the precise origin of the letter. The Main Office would do the primary canceling, thank you. However, at the final consolidation of the County and Main Philadelphia Post Office in August 1867, the suburban station post offices will be granted the canceling privilege, and though station back stamps must fade away, station front stamping will commence.

Standard back stamps

The foregoing categories are very different in process from standard receiving back stamps as they're generally known. Their purpose is to indicate *final receipt* of a letter that had already concluded its travels through the mail stream.

Philadelphia in 1868 was a few years tardy in its use of receiving back stamps. Several other large and small towns (no details, but the writer has seen a few covers)

began roughly 1863-65. Perhaps the idea went with the inception of mandatory pre-paid first class mail and two cent drop letters courtesy of the Postal Act of 1863.

The reason for Philadelphia's tardiness is probably the massive consolidation of the remaining county offices into the overall Philadelphia postal system, which had begun with small steps in 1855.

Back stamp types

The types are straight forward. The 46 variants of Main Office markings are rather bland except for the few colorful examples. Blue was used and it parallels the domestic mail counter clerks' use of it in the first half of 1869. It also reappears —as it did at the domestic mail counters— in the summer of 1872.

Norm Shachat claims in a letter in 1991 that he has or had seen a red version of the curious square 'dial' type (R 8), but the type is frustratingly dateless as are the first twelve Received markers. A purple version has been seen entering from Portugal, reported a good ten years ago by collector Steven Washburne. But neither has been reported since. Many covers may not have been turned over in a long time and are hiding on the reverse of more interesting cover fronts, or the colored versions are just that rare.

Magenta postmark ink was used during two periods following the Civil War. In 1869 it appears on foreign incoming mail, and between 1875 and 1878, magenta was apparently used to help advertise the Centennial Exposition, which was bedazzling the world from over in Fairmount Park. Magenta and purple were also used for awhile as outgoing foreign mail indicators (as was orange too, but that has not yet been found on receiving back stamps). Magenta used heavily at the Germantown office, during the 1876-77 period, as cancel ink and for receipt of mail too. (In recent years, since the 1950's, magenta has resurfaced for special delivery marking use, and registry receipt back stamps have used it from their beginning in the 1870's.)

Non standard usage

Receiving cancels used as cancelers can be attributed to clerks noticing stamps from another office that escaped the required defacing (which had to be reported). Another reason for using received markings to cancel, of course, is to please and oblige collectors. Such 'philatelic mail' examples are usually carefully impressed and



Figure 4 Reverse markings are rather dull things without a stamp and address to look at. Docketing and dealers comments can sometimes brighten up the day... Shown are three nice condition early back stamps, the smaller (R 4) is less than two weeks after the EKU of 5/12/68. The large one (R 6) is a nice dark blue item from March 10, 1869, and the upper left example is the 'no REC'D' variety (R 10), used eight days after the EKU date. The early British picture postcard obliges us with an Oct 31, 1900 (6:30 PM) machine duplex (R 96), plus the terminating received marking, a Philadelphia Station Q, stamped 4½ later at 11 PM, ready for the next day's delivery to North Front Street.

become excellent specimens for cancel collectors. They are frowned upon by some collectors who require commercially generated mail—real mail—for their collections and exhibits.

Most receiving postmarks, at least from Philadelphia, are known in multiple sub types. The difficulty locating them (which is not to imply rarity) prevents effort to fully distinguish between them or to develop exacting EKU and LKU dates. The dates given in the attached chart and catalog are those found mostly by chance in large collections.

Grippers?

Interestingly, several early receiving hand device back stamp designs have been investigated by Bob Payne, the well known machine cancel researcher. Several covers he has seen appear to show intriguing pin holes

which suggest machine-like grippers that would rapidly help speed mail, in the manner of Barry and other machines many years later.

The types suspected are the R 6, R 22 and R 24. They were possibly fed vertically, compared to the standard horizontal sort of feed mechanisms. He would hope to prove or disprove that R 6 was more than a simple handstamp, and that it was devised earlier than the classic Pittsburgh shield markings. He also hopes to establish whether the R 22 and R 24 types were or were not applied with a particular German mechanical device, US Patent 311,340, granted in 1881.

Main Office Receiving Markings

Origin machine (or hand-) cancels used as backstamps might be mistakenly-made received or transit marks; but more likely, they are "secondary origin" postmarks: cancels struck because of mis-routed mail, or a faulty initial cancellation, or improper mail 'facing', etc. Origin cancels on the reverse are usually worth half the value of front strikes.

	R 2	REC'D / date S2L fancy, brackets	1859 1/3	1861 8/19
	R 4	RECEIVED PHIL'A.P.OFFICE / – CD23+, black	1868 5/12	1868 11/15
		-- blue	1868 12/25	
	R 6	PHILADA,P.O. / RECEIVED CD32+, several sub-types;black	1869 2/18	1870 1/28
		-- blue	1869 1/13	1869 5/23
		-- magenta	1869 8/17	
	R 8	month / day / time Square 21x21, a variety of sizes, with or without colons, periods, and time; black	1870 5/13	1872 6/9
		-- violet (from Portugal)	1870 9/19	
		-- red	?	
	R 10	PHILAD'A PA. / – CD25, black	1872 11/20	1873 8/31
		-- blue (Philadelphia's second 'blue period')	1872 7/22	1872 8/10
	R 12	PHILADA,PA. / REC'D. CD26+	1873 4/27	1882 9/9
	R 13	same without REC'D.	1880 11/28	
	R 14	PH–A,PA. (or PA) / REC'D. CD26-7, black	1875 4/11	1888 10/15
	R 14a	--magenta	1875 11/23	1875 11/27
	R 16	RECEIVED / PH–A,PA. S3L42x22, magenta (for domestic letters)	1875 12/1	1878 12/11
	R 18	PHILAD'A PA / REC'D CD23, black, est 1878 (same style as domestic #133-4)	1878 3/1	1878 10/18
	R 20	RECEIVED / PHIL'A. CD28+, 2 lines [all?] , slugs movable, and spacing varies	1884 4/18	1886 9/8
	R 22	RECEIVED / PHILA. CD27+, 4 l., year may be faint	1886 9/15	1889 2/20
	R 24	RECEIVED / PHILA. CD28, 4-dig, # to r. (1-8)	1887 4/20	1892 2/12
	R 26	RECEIVED / PHILA. CD27, 2-dig, to r. (3,4)	1891 1/28	1891 9/11



R2



R4



R6



R8



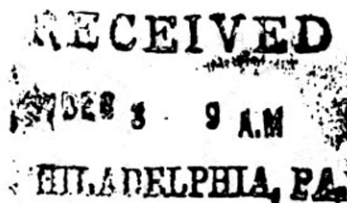
R10



R12



R14



R16



R18



R20



R22



R24



R26

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	R 27		same 4 digits; CD26+, #1, 2, 5?	1890 7/1	1892 2/5
	R 80		PH-A,PA.REC'D. / # CD26+-27, Nos: 1-5,10-12	1892 6/6	1901 9/22
	R 82		PH-A,PA.REC'D. / # CD29, 2-dig yr; No: 4,5	1899 2/20	1901 12/20
	R 84		PH-A,PA.REC'D. / # CD27-9, 4-dig yr; No: 5,6,10,11	1902 3/22	1907 11/22
	R 90	a	PH-A,PA. / year M22 plain	1892 4/23	1895 8/31, 1897?
	R 90A	b	same, with RECEIVED / #, Nos: 1-4	1897 10/23	1898 7/20
	R 92		PH-A,PA.REC'D / year M18, dial only	1893 6/20	1895 6/25
	R 94	a	PH-A,PA.REC'D / year M20, large "EC'D" no number right	1895 1/6	1904 12/8
	R 94A	b	same, with number, Nos 5-8	1900 3/7	1908 9/14
	R 96	a	PH-A / PA. M22, split date Amer with RECEIVED / #, Nos: 1-6	1897 1/22	11/12/00, 1901?
	R 96A	b	same with BOX / # / DIVISION, Nos: 1-2	1901 12/3	
			Several of the above are addressed to Broad St Station, opposite City Hall at Broad and Market. Perhaps this fact is significant.		
BARRY MACHINE RECEIVING MACHINES					
	R104		PH-A, -PA- / date S3L, REC'D betw 4 lines	1898 10/27	1900 11/9
	R106		PH-A / -PENN.- / date S3L, REC'D betw 4 lines	1900 3/24	1900 4/26
	R108	a	PH-A,PA / year S4LOv, black; with diag lines ul>lr	1898 1/25	
	R108A	b	var oval used alone without REC-D	1898 2/14	
	R108B	c	same, REC'D betw 4 lines	1898 3/9	1900 2/23
	R110		PH-A / year (arc) and PA. M22, REC'D, 4 betw 6 I	1899 5/16	1899 10/25
	R112		PH-A / PA. M22, REC'D, () betw 6 lines	1899 5/6	1900 8/21
End of Barry machine cancels					



R80



R82



R84



R90a



R90b



R92



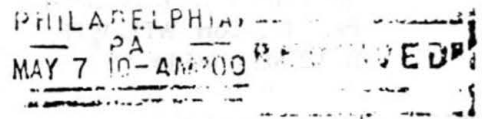
R94a



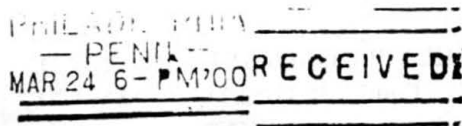
R94b



R96a



R104



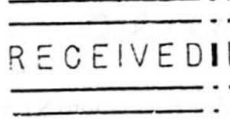
R106



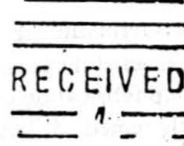
R108a



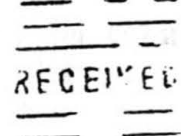
R108c



R110



R112



R126		PH-A, PA. / year M20, black, Nos: 3,5,6	1904 2/22	1906 9/27
R136		PH-A, PA. / REC'D. CD30, narrow or wide name; 4-digit yr	1912 4/27	1929 6/30
R137		same no year, but "2";	1918 3/3	
R138		PH-A, PA. / REC'D. CD29, 2-digit year	1928 2/6	1929 5/20
R139A		PH-A / PA. Dp25+, with fancy duplex REC-D / PACKAGE / BOX / COLLECTION 2-dig yr	1923 10/6	
R139B		PH-A / PA. Dp25-26, with fancy duplex REC-D / PACKAGE / BOX / COLLECTION 4-dig yr	1915 9/8	1927 12/27
R146		PH-A, PA. / RECEIVED M21 6 wl, ll>	1930 1/10	
R146A	b	same, dial alone	1941 5/15	1945 2/24
R146B	c	same, 7 wl, ur>	1946 5/17	1951 11/7
R146C	d	same, 6 wl, ur>	1951 11/25	1965 1/8
R147		same dial upside down, used in lower left; 6 wl	1932 7/3	
R152		PH-A, PA. / REC'D. CD31; Note: interchangeable REC'D slug	1927 10/25	1955 1/25
R160		Computerl spray-on Received	1990 12/3	



R126

5



R132



R136



R138



R146a



R146b



R152

Speaking of Machines...

From the mid 1890's to about 1910, a variety of machine markers that were receipt-specific types were employed to speed the mail in order to adhere to postal regulations. These types are listed here as bona fide receiving back stamps.

The many examples of machines markers not included in the list are the domestic machine types that were occasionally hijacked into back stamping mail in an effort to clear out growing piles of mail. Frequently used were the American split date markers (Clarke #285+) and the International date on bottom (Clarke #287+) styles. These were used with a vengeance as origin cancelers from 1897 onward to the degree that the wavy line cancel (plain or as a flag) became the touchstone for Philadelphia mail..

The seven wavy lines type (# 287a) was frequently enlisted. It had great expectations of being multi purpose, one size fits all. The wavy killer had a slug hole drilled that accepted small letters R for Received, T for Transit, (and D and C, which stood for Delivery and Collection). They were a bother to use, though we see them used properly in the beginning in 1902, thereafter sporadically and haphazardly. They were ultimately ignored.

In general back stamped mail, whether for receipt or for transit, doubled the work to be done and thus halved efficiency. By the turn of the 20th century, the back stamp regulation was sufficiently counterproductive that it slowed the movement of mail

Postal Order 7107, May 8, 1913, officially ended the requirement for receipting first class mail. Most offices gave up the practice as impractical and inefficient around 1906/7, whereas transit back stamps in Philadelphia aren't found after about 1905. Only special delivery, air mail (which began as aerial special delivery), and registered mail were required to continue to back stamp, for security and time accountability reasons.

The Chart

A look at the accompanying back stamp chart shows a nice type progression. (The original listing was guessed at and is chronologically off a bit, thus the bars don't always sync with the one above or below). There are several lone boxes that indicate a variety that had been quickly damaged or was an experimental variety, or plainly got lost.

The number of Latest Known Usages that match the next Earliest Known Use is reassuring. Perhaps it implies that enough data actually is available to make meaningful judgments, even considering the lowly, misunderstood back stamp.

The chart shows a lot of doubling up during the mid-70's, at the time of Centennial fever. The markers of the mid to late 1880's began to include clerk codes, just as the cancelers did. They numbered up to about 12 or so. Thus, many were involved in the task. At the turn of the century there were 13 different markers used over a four year period. The rush was on to keep up with the task.

Then nothing. Note that for 1909 through 1911 there are no markers represented. This indicates that the process had stalled and was abandoned several years prior to official recognition of the problem.

Resumption of back stamping after 1913 is largely for air mail and special delivery.



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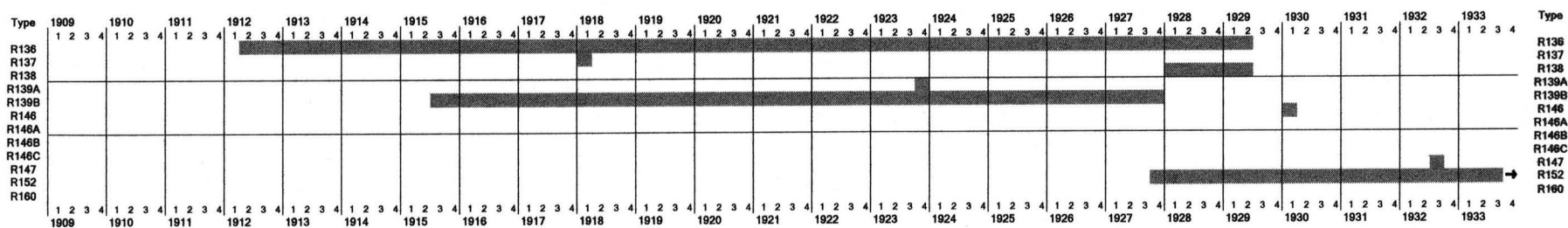
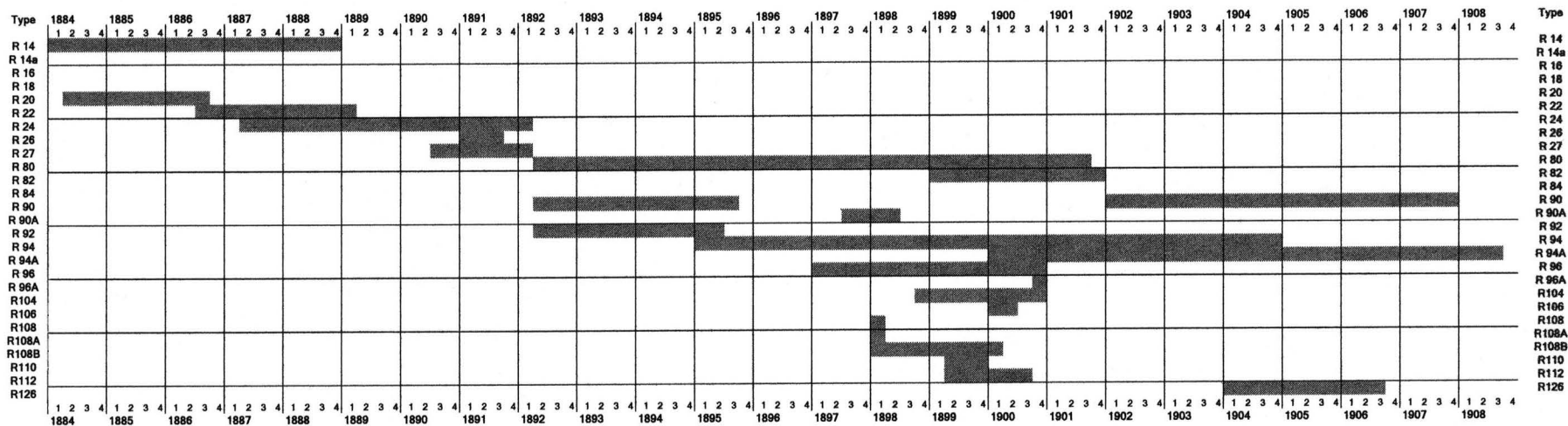
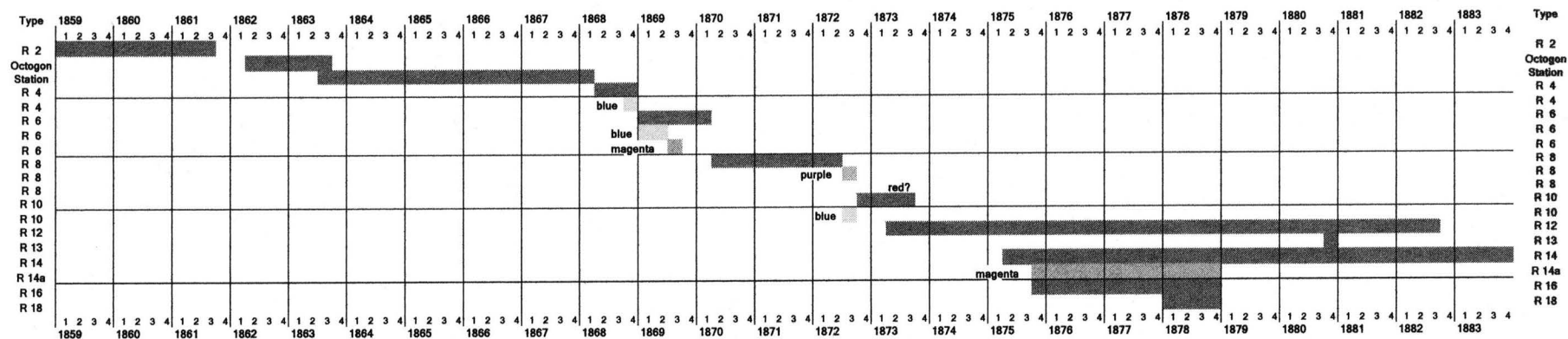
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Received Marker Usage by Quarters



Bullseye: Bikini Test Recollections

by Joseph T. Holleman

Your article in the Feb-Mar 2005 *La Posta* on the first years of things atomic/nuclear brought back loads of memories to me and particularly those related to the Bikini atom bomb tests.

As a young Ensign USN, I had just completed a trip from Pearl Harbor to Saipan and back in late 1945/early 1946 was on a little bouncing minesweeper when I was ordered ashore at Pearl Harbor and assigned to the Communications Department of the Commander Service Forces, Pacific. This command ran all the logistic movements in the Pacific and my job was to see that all communications were properly routed and promptly delivered, both coming and going. The messages requiring encryption/decryption were all my babies and I thoroughly enjoyed every minute of it.

Early on, our message traffic increased immeasurably due to the upcoming Bikini tests and I was fortunate enough to get to see most of the warships, either under tow or under their own power, as they headed to Bikini to be used as the targets/guinea pigs.

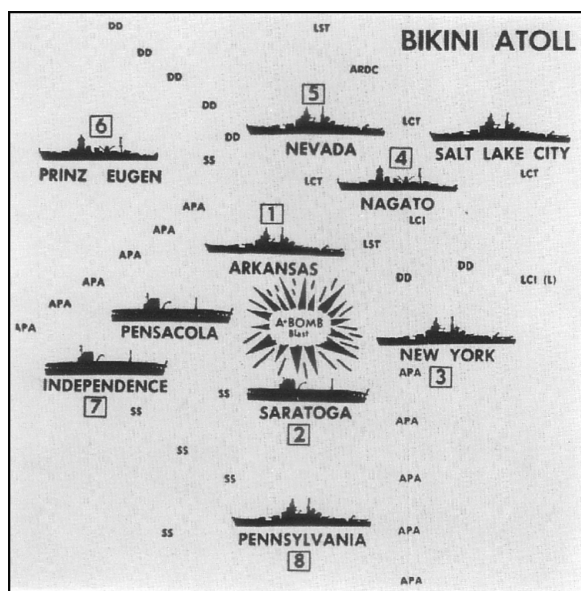
Among the ships I saw were the *Arkansas*, on which I had taken a midshipman cruise in 1943, the *New York*, on which I had taken a midshipman cruise in 1944, and the *Nevada*, which was painted bright red in its entirety and was planned to be the bullseye for the first (airdropped) test. I also got to see the former German ship *Prinz Eugen*. I went aboard to just look around and admire the plush officers' quarters and deplorable enlisted quarters.

I have provided scans from some of my archive and it's interesting to see that the bomb, while missing the bullseye, hit between two of my old ships and not far from the *Prinz Eugen*.

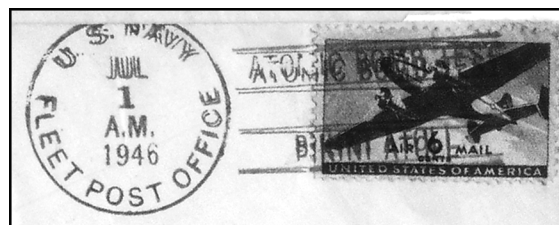
The enclosed piece of postal history is from a US Navy officer who helped get the *Prinz Eugen* out there. I was fortunate to rescue it from the addressee's estate after she passed away. I doubt that very many such covers exist.



USS Nevada was painted bright red and was the intended bullseye for the test.



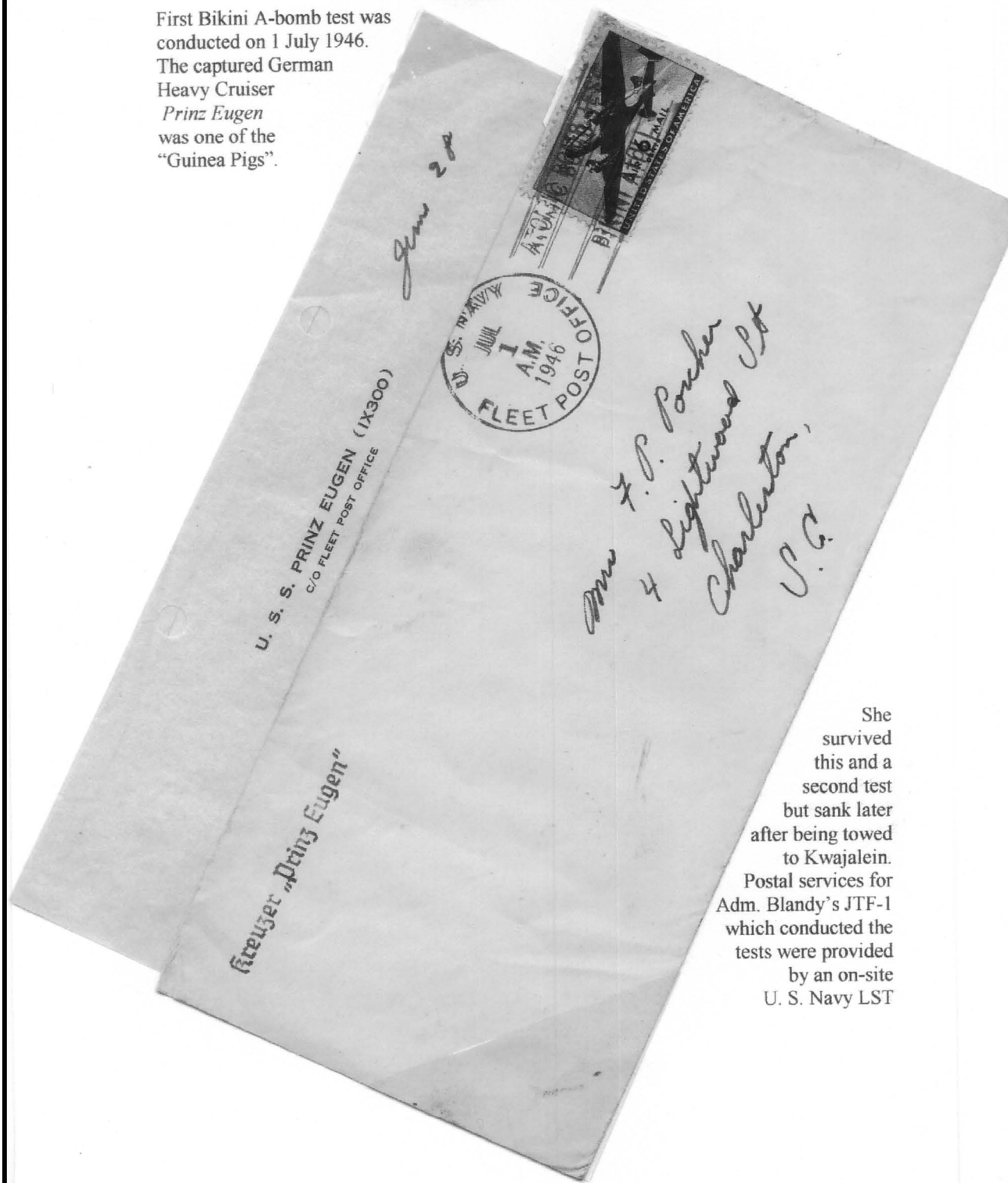
The postmark was applied on the *LST861*, which was the mail processing facility for *JTF-1*.



U. S. MILITARY POSTAL HISTORY

Rendezvous With A Bomb

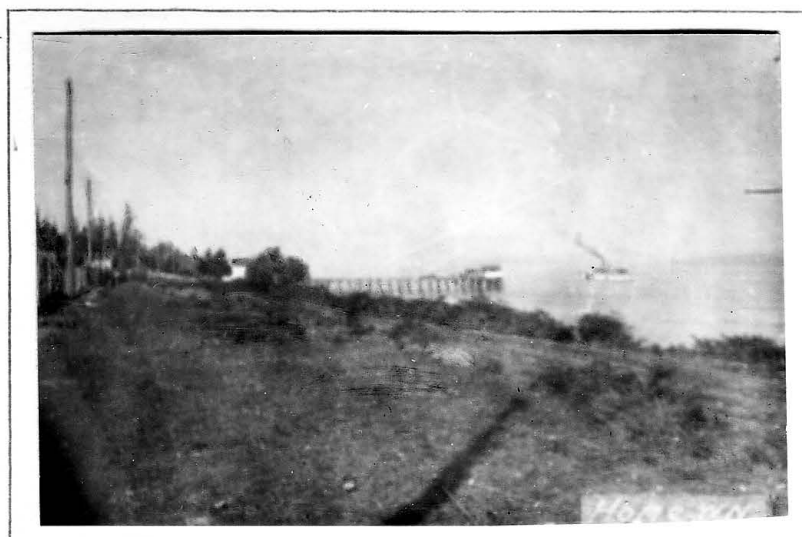
First Bikini A-bomb test was
conducted on 1 July 1946.
The captured German
Heavy Cruiser
Prinz Eugen
was one of the
"Guinea Pigs".



She
survived
this and a
second test
but sank later
after being towed
to Kwajalein.
Postal services for
Adm. Blandy's JTF-1
which conducted the
tests were provided
by an on-site
U. S. Navy LST

Washington Postal History Pages from the Woodard Collection

La Posta has been invited to conduct a public auction featuring many of the scarest and most desirable pieces of Washington postal history from a collection assembled over a 40-year period by a life-long resident of the state. The auction will be held in conjunction with PIPEX 2006 in Spokane next May, and between now and then we will share images of some of the pages arranged by Guy Reed Ramsey.



FROM AN OLD POST CARD

HOME, WASHINGTON
SNOHOMISH COUNTY



NORTH FORK OF STILLAGUAMISH RIVER-SITE OF HOME

OCTOBER 17 1897

This Duplicate to be retained by the party making the deposit.

No. 2704

Post Office, Portland, Oregon

DUPLICATE.

I Certify that

Linnie Higgins

June 8, 1895

, Postmaster

at

Home Wash

has this day deposited in this office to the credit of the **Post Office Department**, on account of proceeds due the United States, Two $\frac{1}{2}$ 100 DOLLARS, for the Quarter ending May 15, 1895,

for which I have signed duplicate receipts.

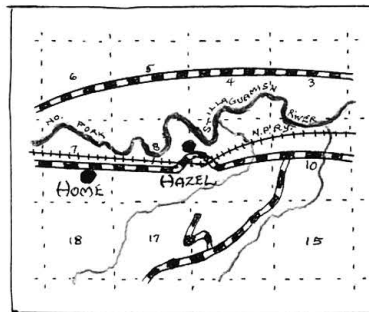
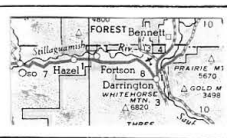
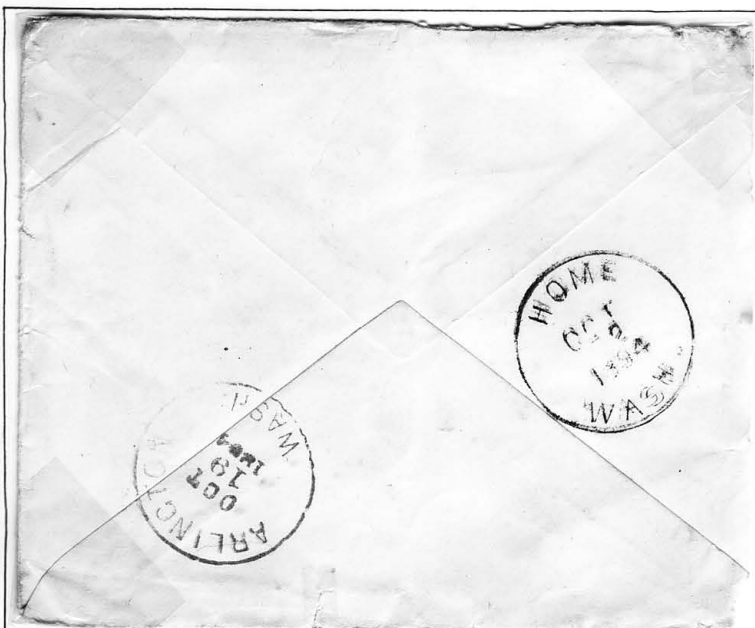
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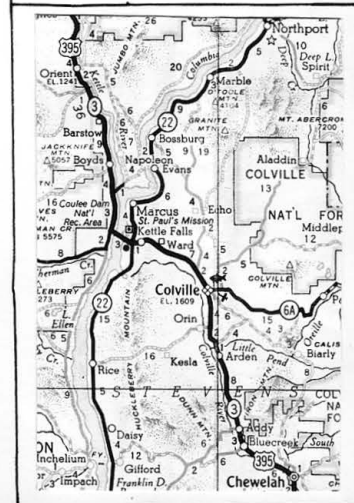
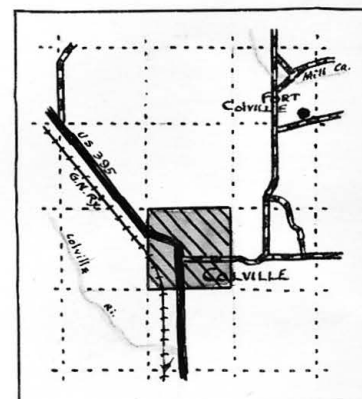
HOME POST OFFICE WAS IN OPERATION FROM JUNE 18, 1894 TO APRIL 23, 1895



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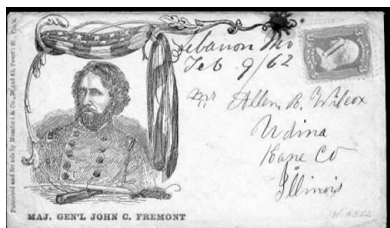


FORT COLVILLE (LATER) WAS ESTABLISHED OCTOBER 25, 1862, AND ITS NAME WAS CHANGED TO COLVILLE APRIL 13, 1883.



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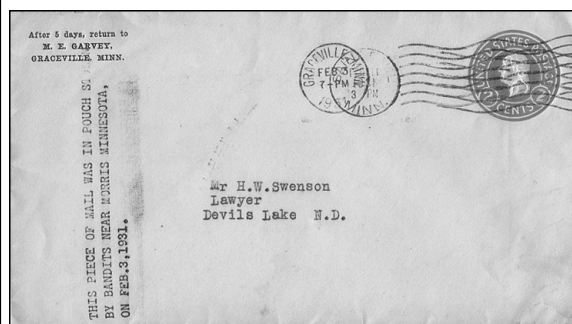
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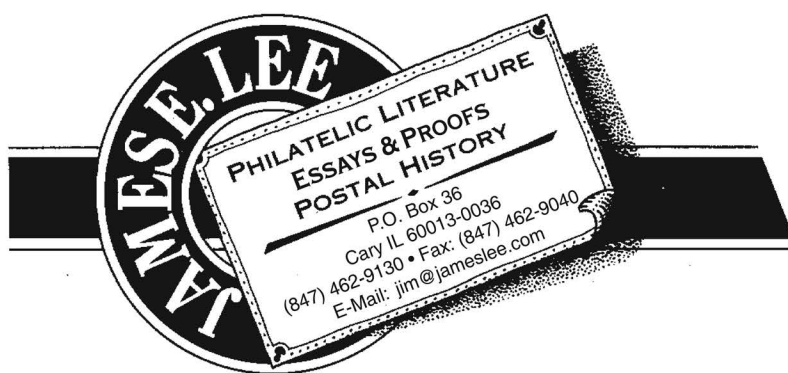
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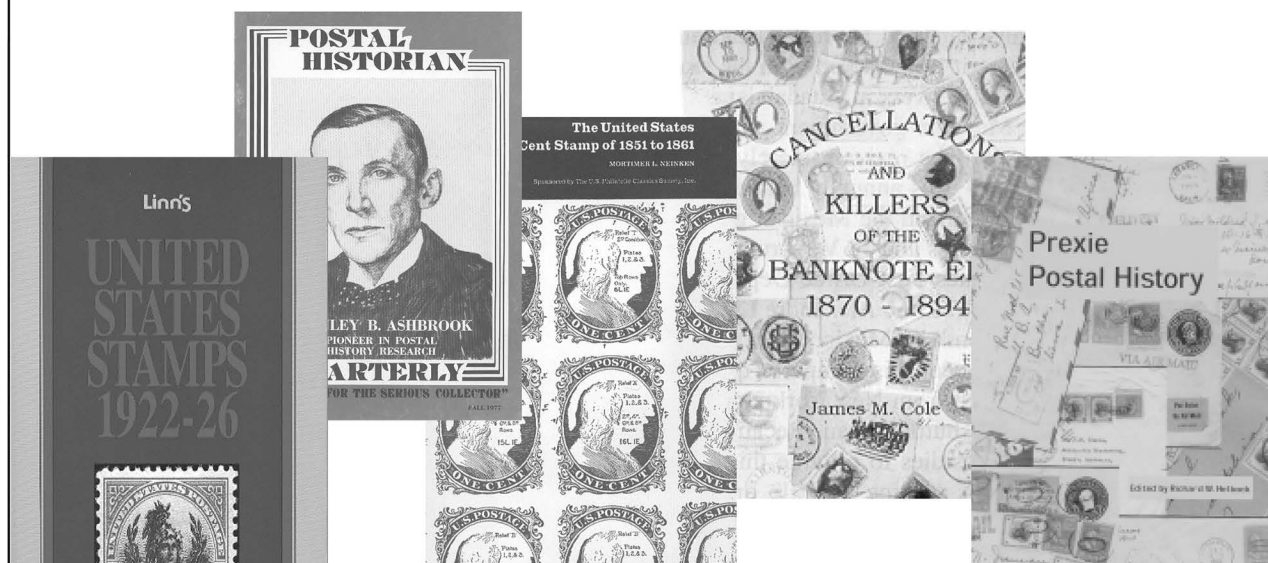
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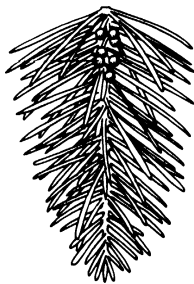
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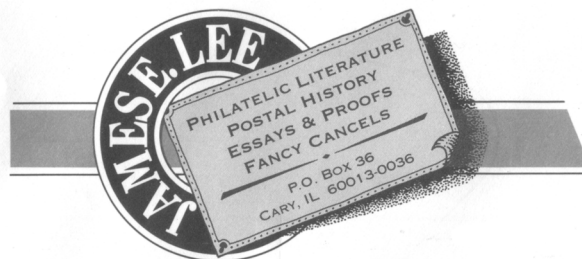
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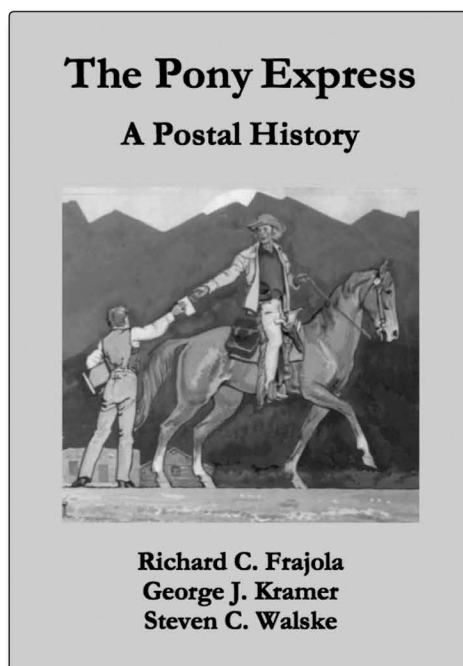
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NORTH DAKOTA: all postal history wanted from territorial to modern. Send photocopies or on approval. Gary Anderson, P.O. Box 600039, St. Paul, MN 55106 [36-6]

OHIO-ATHENS County. Postmarks on cards, letters, or other post office identification for the following Athens County post offices: Allans Store; Bessemer; Big Hocking; Brettland; Denmans Salt Works; Derthick; Doanville; Englishtown; Federal; Fisher; Grosvenor; Hamlet Run; Hartleyville; Hawkeye; Hocking City; Horton; Hull; Jacksonville; Judson; Kimberley; Kings; Lewis Hill; Lick Ridge; Linscotts; Lowry; Luhrig; Lyda; Lysander; Marchmount; Medill; New Burlington; New Marshfield; Oakdale; Poston; Rawndale; Selby (mail to Joy); Sharps Fork; The Plains; Torch; Welch. Also, from OHIO-Vinton County; for Moonville and Rue. Send information to: Gary Schwindler, 4 Cook Drive, Athens OH 45701-2101. Phone (1-740-594-9005). [36-4]

SOUTH DAKOTA Territorial and Statehood covers wanted for my personal collection. Write or send copies. Ken Stach, 15 N. Morning Cloud Circle, The Woodland, TX 77381 [36-6]

SUB-STATION POSTAL MARKINGS: WANTED

SUB-STATION postal markings from any US city wanted. Especially interested in legible duplex and MOB markings. Send photocopies with firm price to Dennis Pack, 1915 Gilmore Ave., Winona, MN 55987 [36-6]

RFD CANCELS: WANTED

COLORADO RFD postal markings wanted. Especially interested in "Richow" Type 1 and Type 2 examples. Send scans or photocopies with prices to: Roger Rydberg, 354 So. Nile St., Aurora, CO 80012. E-mail: rydberg5@comcast.net [36-5]

MILITARY: WANTED

ALASKA & WESTERN CANADA APOs, interesting Pan American (Scott 294-299) issues on cover and Pittsburgh/Allegheny County covers from 1851-1861. Send Xeroxes or scans and pricing to Bob McKain, 2337 Giant Oaks Drive, Pittsburgh, PA 15241 (57-vette@adelphia.net) [36-4]

U.S. CIVIL WAR through Korean War P.O.W. and WWII Japanese-American U.S. Internment Camp postal history wanted. Send photocopy / scan and price to Ed Close, 12 Sweet Briar Rd., Coatesville, PA 19320. Email: hombresello@comcast.net [37-2]

DOANE CANCELS: WANTED

Buy, sell and trade Doane Cancels of all states. Send photocopies or on approval. Gary Anderson, P.O. Box 600039, St. Paul, MN 55106 [36-5]

LITERATURE: FOR SALE

THE AWARD-WINNING 240-page book of Wisconsin postal history - *Going For the Mail, A History of Door County Post Offices* -- is now at a special price: \$13.00 postpaid from the author. Jim Hale, 5401 Raymond Road, Madison, WI 53711. [36-6]

United States Post Offices on CD-ROM. The most complete lists currently available*. Contains: Combined alphabetical list of active and discontinued Offices from all states (including years of operation and counties); 50 individual state lists, plus DC and Indian Territory; combined list of all Counties; and statehood, territorial and Confederate secession dates. The ultimate reference for identifying manuscript postmarks, postcards, letters, etc. (*NOTE: Alabama and Georgia have not been fully researched, but this CD includes thousands of offices previously unpublished from those states.) PC or MAC. \$99.00 postpaid, worldwide. (Illinois residents: \$105.93.) Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. [36-5]

www.pacificpioneers.com - Check out this 700 page Book on Pan Am's flight covers in the Pacific - 1935 to 1946. I sell, trade or exchange information on new cover finds. Also want to purchase similar material. Jon E. Krupnick, 700 Southeast 3rd Ave., Ft. Lauderdale, FL 33316 [36-5]

LITERATURE: FOR SALE

WOW: An invitation for lunch to Danial Burnham from Theodore Roosevelt is one of 480 illustrations and a superb text of *Chicago's Great White City: A Postal History Panorama of the 1893 World's Columbian Exposition*. Richard Graham writes Harvey M. Karlen, Philatelic "Hall of Fame" author "has created a detailed history of the fair...with a lot more than just the special post office markings." PRICE: \$83 plus \$4 s/h. To La POSTA readers, \$73 complete. ORDERS to BERK-HILL PUBLISHERS, P.O. Box, 833, Oak Park, IL 60303 [36-5]

WANTED: MISCELANY

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

9¢ ALAMO US #1043: plate varieties; commercial covers (interesting destinations and postal markings); unusual FDCs especially postmarked other than San Antonio; Alamo memorabilia. Jane Fohn, 10325 Little Sugar Creek, Converse, TX 78109-2409; janekfohn@sbcglobal.net [36-5]

BUYING?SELLING -- US mint and used postal cards, reply cards, covers and machine cancels. Dick Borkowski, P.O. Box 118, Edgemont, PA 19028. [36-5]

MILITARY: WANTED

ROYAL NAVY warship covers (names on backflaps) sent from/to North American port (19th Century). Priced photocopies to D. Mario, Box 342, Saskatoon, Sask. S7K 3L3 Canada [37-3]

FOREIGN: WANTED

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

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



La Posta Publications

33470 Chinook Plaza, #216,
Scappoose OR 97056
email: helbock@la-posta.com

We hope that you have enjoyed our journal and I wish to cordially invite you to become a subscriber.

LA POSTA is published six times a year and provides over 450 pages of research, news and information regarding all aspects of American postal history. With a subscription price of just \$25 per year, most of our readers consider us to be the best bargain in postal history today.

In addition to the journal, *La Posta* conducts regular mail auctions of postal history material submitted by our subscribers. These Subscribers' Auctions typically feature over 500 lots per sale and are mailed as separate booklets. They have proven extremely popular as a way for collectors to acquire moderately priced cards and covers and to dispose of their duplicate or unwanted material.

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

Sincerely yours,

Richard W. Helbock,

Publisher

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Hello Richard:

Yes, I'll give *La Posta* a try. You may begin my subscription with the Volume 36, Number 5 (Oct-Nov 05) issue. Enclosed is my check in the amount of \$25.00.*

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*or pay via credit card through Pay Pal at www.la-posta.com/journal.htm

ADVERTISING IN LA POSTA

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

INSIDE PAGES

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

INSIDE COVER*

(FULL-PAGE, BLACK & WHITE)

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

BACK COVER*

(1/2 PAGE, COLOR)

One Issues	\$250.00
Two issues	\$475.00
Four issues	\$800.00
Six issues	\$1,200.00

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

All charges include Type setting & Layout

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

AD DEADLINES FOR **BACK COVER COLOR AD & INSIDE COVER ADS** are: Dec/Jan & Feb/Mar issue – **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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