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COVER: Our cover illustrates three envelopes mailed during the early 1860s from the Pacific Northwest Inland Empire, against a backdrop of some of the spectacular scenery of the region. The modern state of origin for these three covers is not what it may seem to be. See the Publisher's Page for details.

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Publisher's Page

Postal History's Perspective

An appreciation of postal history causes us to recognize that things—particularly things that are created by man—are not always constant and permanent. In fact, some things such as the boundaries separating geographic entities can, and have, changed radically in a very short number of years.

State borders in the U.S. have been stable with a few minor exceptions for well over a century, but this was not always so. During the Civil War and the years immediately following, there was a massive political reorganization of the lands of the north-western quarter of the nation.

The three pieces of mail shown on our cover all date from the first half of the 1860s and each originated from settlements that would have been within the borders of Oregon Territory as late as 1858. Each piece bears a clearly legible postmark—two are handstamps and one is a manuscript. The territories of origin are identified in the postmarks in each case. All very straight forward the casual observer might think. The top two covers are from Washington Territory and the bottom cover is from Idaho. But that would be wrong.

The top cover bears a postmark of Wailepta, W.T., and is docketed as being received in 1861. Wailepta was, indeed, a post office in Washington Territory. It was the forerunner of the Walla Walla post office. But the cover is endorsed "For^d. By F. L. Worden Esq. to Walla Walla". Why would someone make such an endorsement if they were living in Walla Walla?

Fortunately, Francis "Frank" L. Worden was a prominent settler in these parts in 1861. He had previously served as one of the earliest postmasters at Wailepta. In 1860 he and his partner moved across the mountains to the Bitter Root Valley and opened a trading post at a place known as Hellgate. The Census of 1860 lists Worden as a trader and one of his closest neighbours was named Brown.

In 1861 Frank Worden made at least one trip to Walla Walla to obtain supplies for his Hellgate trading post and it seems entirely reasonable that he would have been willing—perhaps for a small fee—to carry mail from his neighbours to the outside world. This cover originated in the Bitter Root Valley and entered the U.S. mails in Wailepta. Hellgate became Missoula, Montana.

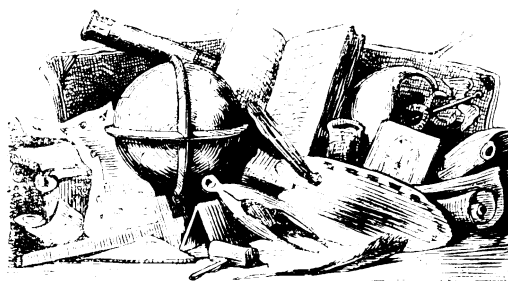
The center cover bears a Lewiston, W.T., manuscript dated January 16, 1863. Lewiston was the first post office established in what is now Idaho. This cover was mailed three months before Idaho Territory was created.



The bottom cover is postmarked Virginia City, Ida(ho), in January 1865. Montana Territory was created in May 1864, so this cover must have originated in Idaho as the postmark states, and not that better known place in Montana's famous Alder Gulch. Right? No, wrong again. In this case the Virginia City, Montana, postmaster was a political opponent of the territorial governor, and the theory goes that he continued using a postmark indicating that Virginia City was in Idaho as a political statement. This handstamp is known to have been used as late as July 1865—a full 14 months after this part of Montana was formed from Idaho Territory.

So what appears to be two Washington covers and an Idaho cover are in fact, from top to bottom, a cover postmarked in Washington but originating in Montana; a cover postmarked from a settlement in Idaho before the territory was created; and a cover postmarked in a famous Montana mining camp with a postmaster acting out in denial over the creation of a new territorial government. See what a fascinating perspective can be gained from a little postal history?

Richard W. Halbur



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(For a Listing of **ALL U.S. State Postal History Societies** see the **Empire State Postal History Society**) — <http://www.esphs.org/usphs.html>

Michigan [Peninsular State Philatelic Society, Michigan's Postal History Society] — <http://home.earthlink.net/~efisherco/>

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

Early Postal History of the Inland Empire

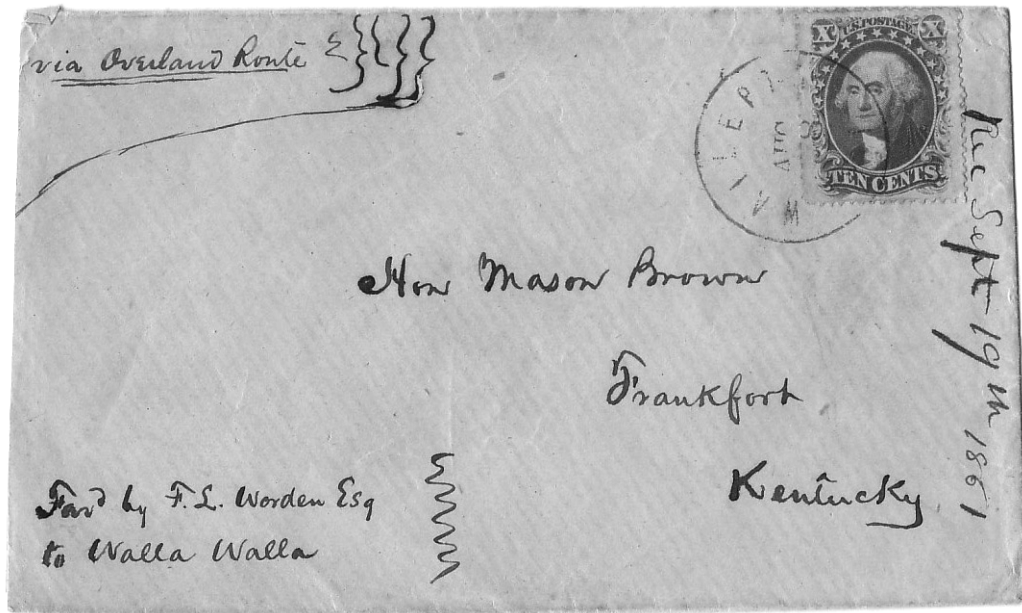


Figure 1 This cover postmarked Wailepta, W.T., in August 1861 is a fitting symbol of the early postal history of the Inland Empire. It originated in the Bitter Root Valley in an area then known as Hellgate and carried outside the mails by Francis L. (Frank) Worden to Walla Walla where it entered the U.S. mail at Wailepta post office. Worden and his partner—C.P. Higgins—moved to the Bitter Root Valley in 1860 from Walla Walla and became one of the founding fathers of Missoula. Worden had earlier been the postmaster of Wailepta and was soon to become Hellgate's first postmaster.

By Richard Helbock, Robert Keatts and Mark Metkin

The Inland Empire of the Pacific Northwest is a term describing the region that stretches from the Cascades to the Rockies and from Oregon's Blue Mountains north to British Columbia. It gained currency during the early twentieth century as the population of Spokane rocketed from 20,000 in 1890 to over 104 thousand by the Census of 1910, and the city movers and shakers began to see themselves at the core of a vast new empire rich in agricultural, mineral and forest resources.

Spokane was, and continues to be, the largest urban center in the region, but it was not always so. In fact, many of the citizens of Walla Walla, Yakima, Lewiston and Missoula would argue that, while Spokane is indeed a large urban area, they too are important and historic centers. It would be hard to argue with them from an historic viewpoint.

The purpose of this article—really a set of articles—is to trace the early history of United States mail service in Washington east of the Cascades, northern Idaho and northwestern Montana. The region shares a common historic bond. Although there are significant local dif-

ferences among the various settlement clusters, the story of its early occupation by Americans of European ancestry is largely a single thread. For that reason, we have chosen to use the *Inland Empire* phrase to describe the overall region under consideration despite the fact that it dates from a more recent time and probably overstates the true bounds of the geography we will include.

Our presentation is divided into three geographic subsections. Robert Keatts, a student of Walla Walla County postal history, has allowed us to reprint his "Post Routes" chapter from *Postal History of Walla Walla County, Washington*. Mark Metkin, a longtime collector of Idaho covers, discusses the founding of "Northern Idaho Post Offices Before 1870." Richard Helbock contributes a summary of western Montana Post Offices from the 1860s.

Exploration and Pacification

Lewis and Clark traversed present-day Idaho from Lolo Pass along the Clearwater River and westward following the Columbia in 1805. David Thompson of the North West Company explored several Inland Empire rivers from 1807 to 1811 and established fur-trading posts at Kullyspell House on Lake Pend Oreille in 1809 and Spokane House in 1810.

Fur trade was the dominant activity of the Inland Empire for the next three decades, and, when the Hudson's Bay Company was merged with the North West Company in 1821, London interests dominated the region. American missionaries developed an interest in saving souls of some of the Inland Empire tribes in the mid-1830s. In 1835 Reverend Marcus Whitman travelled with an American Fur Company party to a rendezvous on the upper Green river where he met parties of Nez Percés and Flathead people. He determined from this meeting and other discussions that the time was right to establish a permanent mission. Samuel Parker, who had accompanied Whitman to the rendezvous, set out to locate a suitable site for the mission. Parker wrote a report in which he identified four Inland Empire sites as being suitable for a mission. His favorite was located in the Walla Walla Valley between the Snake River and the Blue Mountains. Henry Spaulding, Marcus Whitman, their wives and William Gray arrived in the Walla Walla Valley in early September 1836. They built a house in the Walla Walla Valley and a second on Lapwai Creek, two miles upstream from the Clearwater. The mission era had begun in the Inland Empire.

Additional Protestant missions followed in the later 1830s, and in 1838 Father Blanchet and Father Demers accompanied the returning Hudson's Bay Company party and visited the company's forts at Colville, Okanogan, Nez Percés and Vancouver. They were heartily welcomed by the Hudson's Bay employees, many of whom were French-Canadian and Roman Catholic. The 1840s brought an era of religious competition between the Protestants and Catholics in the Inland Empire.

Two events in the mid-1840s brought an end to both the missionary era and the fur-trading era. In 1846 the United States and Great Britain settled their long-simmering boundary dispute by settling on the 49th parallel as the border. That meant that the British Hudson's Bay Company came under growing pressure to remove its activities to the north. The second event was much more dramatic and bloody. On November 29, 1847, a band of Cayuse Indians, convinced that their recent plague of deadly illness were the fault of the white doctor, attacked Waiilatpu—the Whitman mission—and killed Whitman, his wife and seven others. Other attacks followed, and within a few short years most of the Inland Empire missions—both Catholic and Protestant—were closed and the missionaries withdrawn.

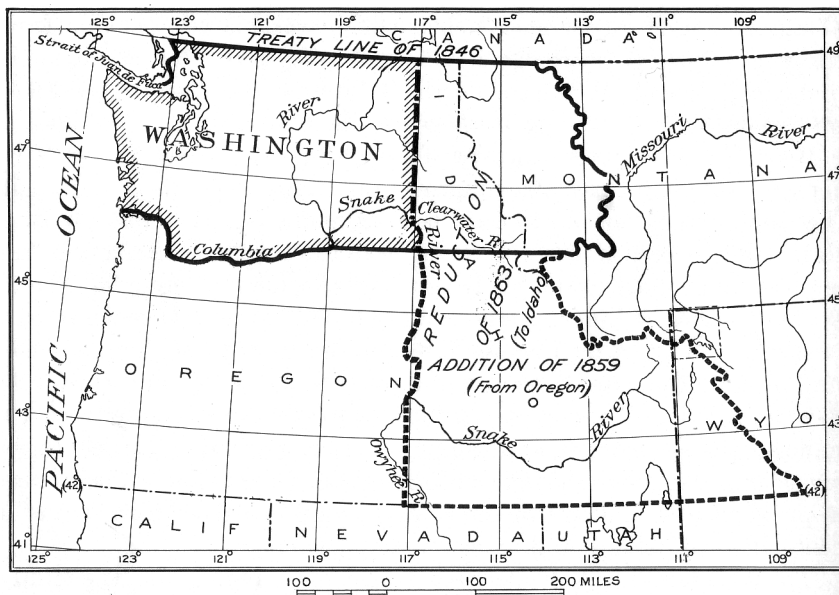
The 1850s brought war to the Inland Empire. Predictably, the reaction of American settlers in the Pacific Northwest—principally in the Willamette Valley west of the Cascades—was anger, fear and a demand for revenge. There were, however, no United States troops stationed in Oregon Territory—an entity that had only come into existence on August 14, 1848. A force of volunteers was raised to form a militia and managed to travel from the Willamette Valley to Waiilatpu, but they were largely unable to identify who the guilty Indians were. Pressure grew among the militia to return to their farms and families, so, in a desperate attempt to maintain some sort of military presence in the dangerous area, the Oregon Territorial Superintendent of Indian Affairs gave authority to colonize the Walla Walla Valley. Some sixty men agreed to move their families to the Walla Walla. As time passed, only about a dozen of these remained on their land claims.

The U.S. Army established a company of federal troops at Fort Dalles in May of 1850. The presence of American soldiers offered a greater sense of protection for settlers. Word spread and the number of immigrant wagon trains increased. Contact between whites and Indians increased, and some of it was negative bringing a demand for even more federal troops. Full-scale military campaigns were being waged against various tribes by 1855. New forts were built. Soldiers and Indians killed each other and violence escalated. Finally, on September 30, 1858, after a particularly violent summer of battling the Spokanes, Coeur d'Alenes and Palouses, the Army negotiated four reservation areas for the tribes of the Inland Empire and declared a peace. Lands not restricted to Indian occupancy thus became freely available to settlement by whites.

The first three United States post offices in the Inland Empire were established June 2, 1858, at Fort Colville, Colville Valley and Waiilatpu. Occupation of the region by white settlers was about to begin.

The Settlers Arrive

Washington Territory was created from the lands of Oregon Territory lying north of the Columbia River in March 1853. At the time, it encompassed a huge strip of land stretching east from the Pacific to the continental divide and including what is now the Idaho Panhandle and western Montana (*map 1*). The principal impetus for creation of the new territory had been settlers in the Puget Sound area, and, to a lesser degree those in the Cowlitz Valley. Both of these areas lie west of the Cascades. When the Washington Territorial Leg-



Map 1 Historical diagram of Washington showing additions and reductions of territory during the 1853-1863 period.

islature met in April 1854 to fix county boundaries, they created one giant county from all lands lying east of the Cascades as far as the continental divide. They named it Walla Walla.

On January 29, 1858, the Territorial Legislature created a county named Spokane in the northern part of the Inland Empire but it failed to organize until February 15, 1860, when the county commissioners assembled at Pinkney City near Fort Colville. Stevens County was created on January 20, 1863, and one year later Spokane County was annexed to Stevens County by act of the Territorial Legislature. Modern-day Spokane County dates from a somewhat later creation.

The United States Census of 1860 was conducted during the late summer of that year and the residents of Spokane and Walla Counties were enumerated. Thanks to this census we have a clear picture of just who the white residents of the Inland Empire were and where they lived in 1860.

Spokane County

Spokane County had a total population of 995 living in three different clusters. The census included Indians only if they were married to whites, so we have no precise idea how many Native Americans resided within the Inland Empire in 1860.¹ The largest cluster of people in Spokane County lived in the Colville Valley (map 2). When the boundary of the northwest was drawn at the 49th parallel in 1846 and Washington Territory was established in 1853, Hudson's Bay Company withdrew

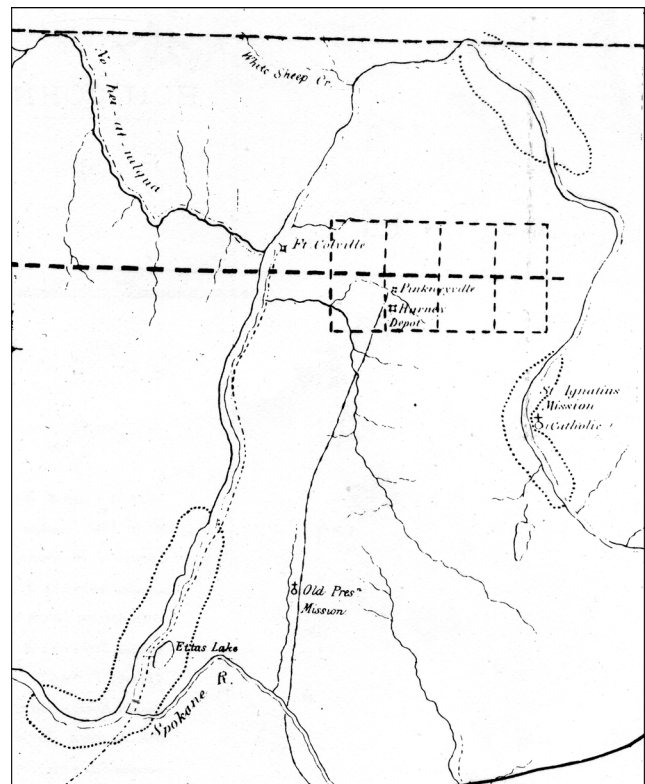
from Fort Colville and moved to Canada. Many of its French-Canadian and Scottish employees decided to remain in the Colville Valley and they still formed the bulk of the civilian population in 1860.

The U. S. War Department in 1859 ordered a military post built just northeast of the present townsite of Colville, and the post was called Harney's Depot. It later was renamed Fort Colville. Four companies of the United States Infantry were stationed at Harney's Depot.

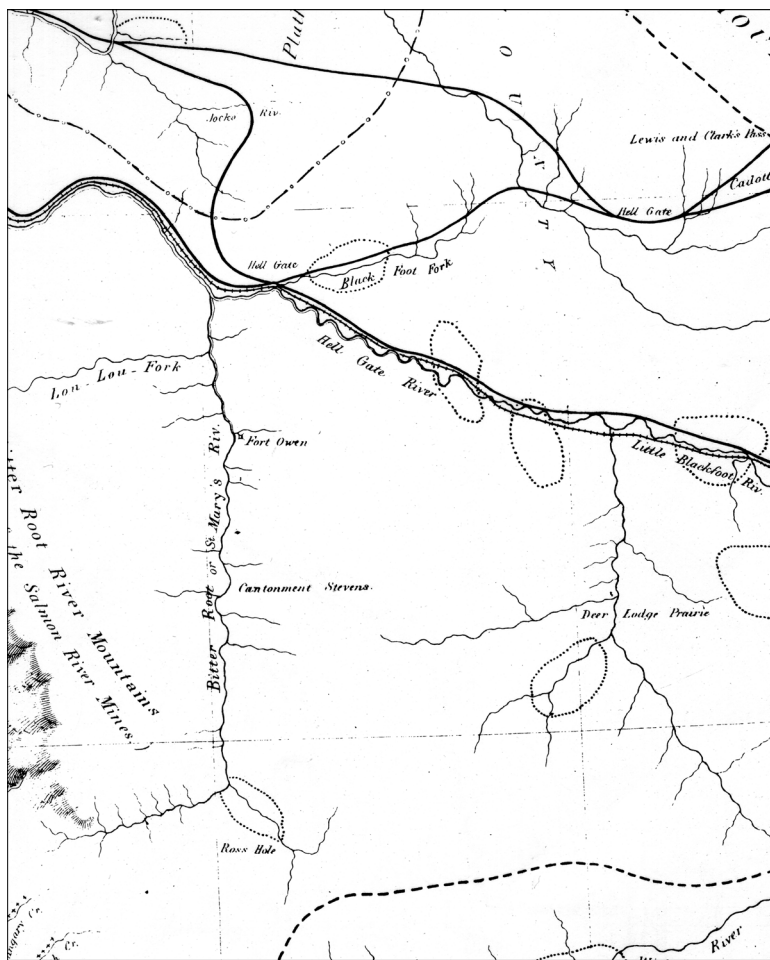
The census counted a total of 626 valley residents of whom 355 were Army troops or civilian employees. The military population had been temporarily swollen by the addition

of Lt. John Mullan's Wagon Road Expedition who was encamped in the Colville Valley when the enumeration was conducted in early September.

Of the 271 civilian residents there were 107 who were listed as "half-breeds" indicating that they were the children of French-Canadian and Scottish farmers who had married Indian women.



Map 2 A portion of Giddings 1862 Map of Washington Territory East of the Cascades showing the Colville Valley.



Map 3 A portion of Giddings 1862 Map of Washington Territory East of the Cascades showing the Bitter Root Valley.

The next largest concentration of people in Spokane County lived in the Bitter Root Valley of what later became western Montana (*map 3*). A total population of 278 was recorded in the area that was concentrated in the area locally known as Hell Gate. Most of these residents—192 in all—were listed as Indians and half-breeds, being the wives and children of French-Canadian and Scottish trappers and farmers. There were also 13 members of the U.S. Government sponsored survey team engaged in identifying a prospective boundary demarcating the soon to be created new Territory of Idaho.

The third population cluster in Spokane County was listed as being located in the Ponderay Mountains. This group was the main body of the Boundary Survey Expedition and consisted of 91 mostly male individuals living in temporary accommodations.

In summary, Spokane County in 1860 was home to slightly under one thousand people, but almost half of them were only temporarily living there while engaged in the military or government survey work. Of the remaining civilians, the majority were French-Canadian and Scottish former Hudson's Bay Company employees and their families who were now engaged in farming or trapping. The message to postal history enthusiasts, "Don't expect much in the way of surviving mail."

WALLA WALLA COUNTY

Walla Walla County had a total population of 1,317 in 1860. These people were concentrated in three distinct areas, but all were rather tightly clustered in the Walla Walla Valley (*map 4*). Walla Walla Precinct was the largest population center with a total population of 722. Of these 202 resided in the town of Walla Walla and the remainder occupied farms scattered about the town. Only 79 of the Walla Walla residents were classed as Indian or were children of families with Indian mothers.

Two other outliers of civilian population in the Walla Walla Valley were Dry Creek and Touchet Precincts. Dry Creek had a population of 107 and Touchet was listed with 159 residents. Fort Walla Walla was the largest cluster of people outside Walla Walla Precinct. At the time there were 283 men and 37 women—almost all officer's wives at the post. The final component of the county's

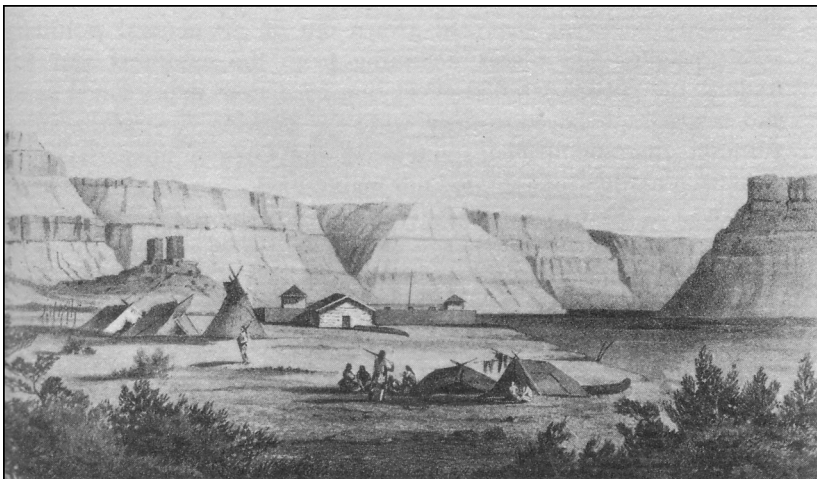
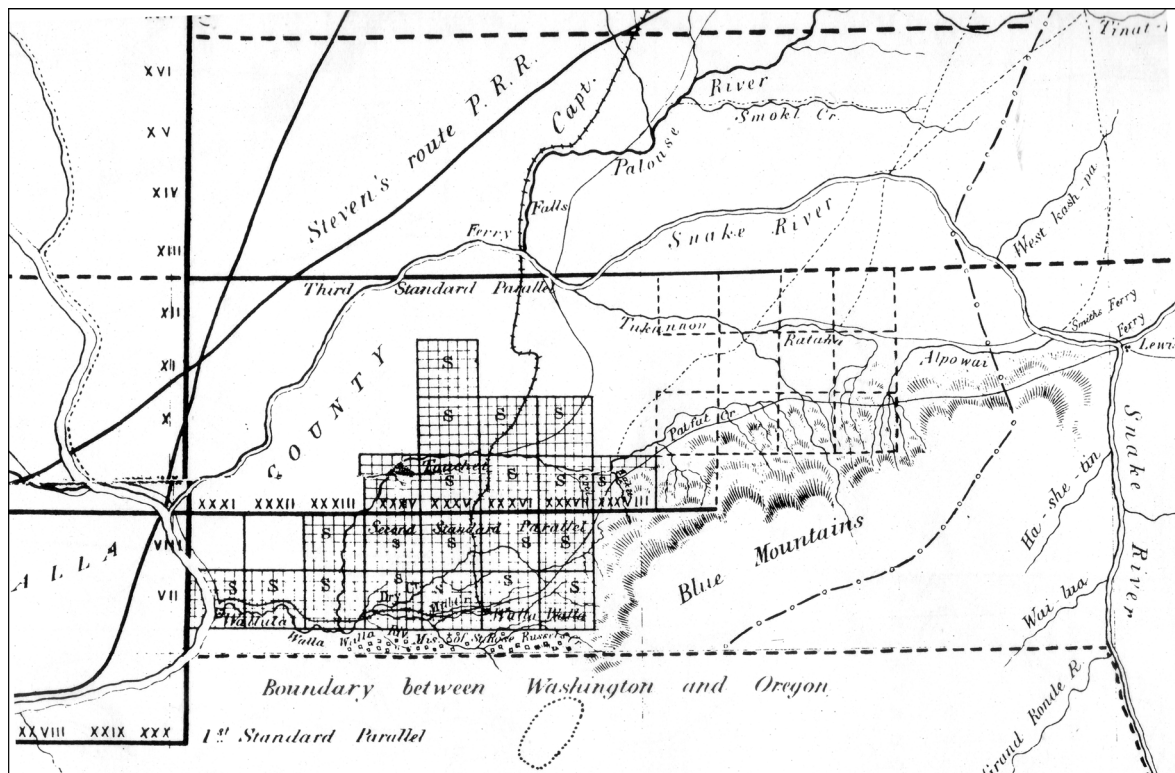


Figure 2 Sketch of Fort Walla Walla by a contemporary artist in the 1850s.



Map 4 A portion of Giddings 1862 Map of Washington Territory East of the Cascades showing the Walla Walla Valley. Note that most of the valley land has already been surveyed into range and township areas.

population was listed as the Yakama (sic) Indian Reservation. The total population was counted as nine—the Indian Agent and eight white people.

Walla Walla County appears to have housed a more homogeneous population than Spokane County in 1860. Certainly the indications of real estate and personal property values listed for individuals recorded in the census are far higher for the Walla Walla population. It may be said that the contrast between the southern and northern sections of the Inland Empire suggested a more settled or developed landscape in the south than the north.

Eastern Washington Post Offices of the 1860s

Fort Colville, Colville Valley and Wailepta were all authorized on June 2, 1858, as mentioned earlier. Fort Colville operated with that name until 1883 at which time it was shortened to Colville (figure 3). Colville Valley was discon-

tinued June 29, 1859, and the author has some doubt that it ever actually operated. The name Wailepta was changed to Walla Walla on September 8, 1862.

A post office named Pinckney City was established in the Colville Valley on December 17, 1859 (see map 2). This small trading center was chosen as the meeting place by the original Spokane County commissioners for their organizational gathering in January 1860.



Figure 3 This cover was mailed at Belpassi in Oregon's Willamette Valley in November 1865. Addressed to Fort Vancouver it was forwarded to Fort Colville and then returned to Vancouver.

Strangely the post office was discontinued in April 1860; perhaps a harbinger of the fate of the original Spokane County.

Coppei post office was established in 1862 on the road from Walla Walla to Lewiston, but the office was closed in 1867. Wallula post office was also established in 1862 (*lower left corner of surveyed area map 4*). It originally occupied a site near Fort Walla Walla, but was later relocated to be near the Oregon Railway & Navigation Company line. Mullans Bridge post office was opened in 1863 on the Touchet River where the Mullan Road crossed that stream. This office was closed in 1867. In 1864 a post office named Touchet was established on the river of the same name. While originally in Walla Walla County, the name of this office was changed to Dayton and it is now in Columbia County.

The final three Inland Empire post offices established in Washington in the 1860s were opened in 1867. Spokane Bridge became the first post office in modern Spokane County when it was established December 2, 1867. Tucannon was the name of a post office on the Tucannon River in what later became Columbia County. Delta Mills post office was the first to serve a community that eventually became Waitsburg (*figure 4*). A sawmill was built in 1861 and the name Delta was applied to the area. Later Sylvester Wait built a flour mill that formed the basis for a town platted as Waitsburg. Delta Mills post office became Waitsburgh in November 1871.

In addition to those post offices named here, there were a number of offices that were established in Washington Territory and were reclassified as Idaho—and in one case, Montana—post offices after the creation of Idaho Territory on March 3, 1863. Their stories will be told by Mark Metkin later in this series. But first, we will turn this narrative over to Robert Keatts for a more detailed discussion of the development of U. S. postal routes in the early Inland Empire.

Inland Empire Post Routes

By Robert Keatts

[Excerpt by Permission from *Postal History of Walla Walla County, Washington*, Ch. 4, pp 7-9. Maverick Publications, Bend, Oregon: 2003.]

In the vast area of the Pacific Northwest known as the Oregon Territory or Oregon Country in the 1830s, it was not likely that one would find much in the way of post routes. When Marcus and Narcissa Whitman established the mission at Wailatpu the only way for a letter to be sent or received was by way of fur traders or members of the Hudson Bay Company. Letters transported in this manner could take up to six months to reach Saint Louis, Missouri, before they were entered into the United States postal system.

The first post routes were to San Francisco by ship or overland and then by ship to Astoria, Oregon. By 1847

some “trail letters” were carried over the Oregon Trail, but there was no official overland mail service to Oregon Territory. With the gold rush of 1849 in California, there came a demand for better mail service. It took six weeks for mail to cross the country by private carrier to the post office at San Francisco. Mail then went by private couriers to the mining areas. This arrangement was not satisfactory nor profitable for all parties concerned.

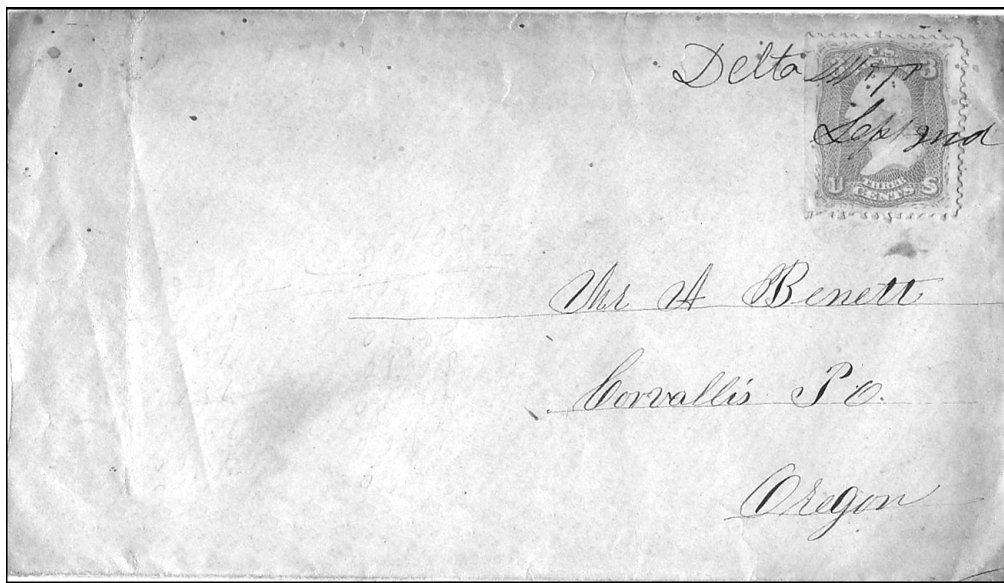


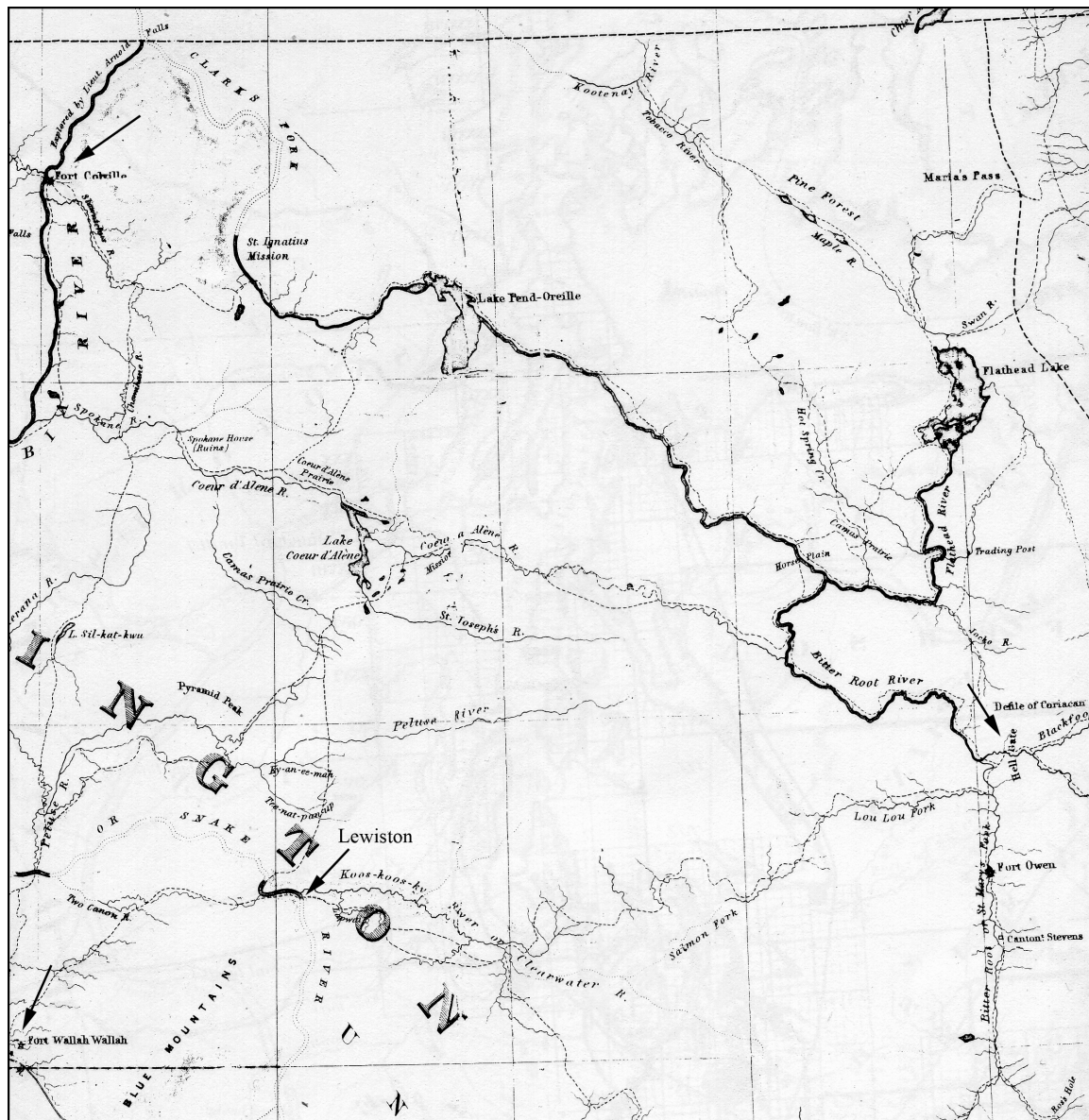
Figure 4 The Delta Mills post office was the precursor to Waitsburg. A sawmill was built on this site in 1861 and the locality originally became known as Delta. The name of the office was changed to Waitsburgh in 1871.

In 1853 the first territorial governor Isaac I. Stevens called for improved mail facilities. Governor Stevens desired construction of roads hoping for improved mail service.² He also requested regular mail service by steamer from San Francisco. These requests were made in person to the Postmaster General in Washington, D.C.³

The wheels of government were slow in reacting, but the Post Office Department was determined and eventually established overland stage lines between Saint Louis, Missouri and Los Angeles, California. It took two years of negotiations, but in 1858 the first Butterfield Overland Mail Company stagecoach departed Saint Louis and 25 days later arrived in Los Angeles.

The next obstacle to posting mail to the west was the Civil War. Because the stage lines ran on southern routes northern politicians became uneasy. Anything to keep California as an ally for the North was worth trying. The Pony Express, established in 1860, was over a northern route. Mail was delivered between Saint Louis and San Francisco in seven days and eighteen hours. With the completion of the transcontinental telegraph in 1861 the Pony Express was terminated.

The request made by Governor Stevens for steamship service from San Francisco finally materialized as did the construction of roads from Fort Vancouver to The Dalles and Olympia. Once mail reached San Francisco it went by sea to Astoria, Oregon and then up the Co-



Map 5 The vast emptiness of the Inland Empire is captured in the portion of the U.S. Army's Department of Oregon 1859 Map of State of Oregon and Washington Territory. Arrows indicate a few prominent locations.

lumbia River to Dalles, Oregon. This opened up communication channels which provided sporadic mail service to Walla Walla County.

Steamboats on the Columbia River above Celilo Falls made their first landing at Old Fort Walla Walla (Wallula) in 1859. The Northwest Stage Company, operated by John F. Abbott, was there to meet them and carried mail and passengers to Walla Walla. This became the first mail route in Walla Walla County.

The military fort at Walla Walla created a ready made market for merchants and cattlemen. The town grew quickly. Soon demands were being made for improved mail service. Wailepta, the first post office in Walla Walla County, was established in June of 1858, five years after territorial establishment.

The discovery of gold in 1860 at Pierce City, Washington Territory (Idaho) created a boom in Walla Walla. There was no quick way to Pierce City. If the mail came via San Francisco it had to come north by sea to Astoria. From Astoria it went by sternwheeler up the Columbia River to the Dalles, Oregon. Here everything had to be ferried by land above Celilo Falls and put on another sternwheeler to Old Fort Walla Walla. From Old Fort Walla Walla the mail went by stagecoach to Walla Walla and then by private carrier to Lewiston, Washington Territory (Idaho).

In December 1861 the Walla Walla and Dalles Stage Co announced that they would have a tri-weekly service between Walla Walla, WT and Dalles, Oregon. The stage line was operated by Miller and Blackmor.⁴

Every effort was being made to establish post routes that would serve Walla Walla County efficiently and yet one obstacle could not be overcome. Weather caused havoc with the dirt trails (roads) upon which the mail was carried. During winter months the sternwheelers could not run on the river due to ice and low water. The stagecoaches could not run because of deep snow or mud. The *Washington Statesman* summed up the dilemma in February of 1862 by reporting that:

We shall probably not have a mail from the Dalles for two or three weeks to come. Mr. Blackmor informs us that as soon as the roads become passable he will start down with the mails for the Dalles.

The winter of 1861-62 was one of severe cold temperatures and snow up to four feet deep. Other accounts of the difficulty of getting the mail through have been reported. Mail to Colville was delayed until April 1, 1862. The carrier, J.W. Seaman made the trip from Walla Walla

in two weeks. The mail delivery brought the people up to date with mail from [the] States that was more than four months old when finally delivered.⁵

Other hazards associated with mail transport are accidents or other calamities. One of the earliest reported mail robberies, although not in Walla Walla County, involved the mail being transported to Walla Walla from the Dalles. In November of 1862 the mail carrier laid over for the night at Wild Horse Creek. The mail bags were all secured in a barn. During the night thieves broke into the barn and carried the bags some yards before cutting them open. It is believed that the robbers were hoping for the Government payroll to be in the mail en route to Fort Walla Walla, but that was not the case. Few of the letters were broken into, but the robbers did make off with ten head of horses. The thieves also managed to borrow a portion of the harness belonging to the team of the mail carrier.⁶

New post routes were established by the Post Office Department in 1862 for Walla Walla County. The routes were:

- Route #15275 from Lewiston to Florence City
- Route #15276 from Walla Walla by Antoine Plantes and Cour d' Alene Mission to Hellgate
- Route #15277 from Walla Walla, by Lewiston and Oro Fino to Pierce City
- Route #15279 from Lewiston to Elk City
- Route #15281 from Walla Walla to Fort Colville
- Route #15282 from Vancouver City to Walla Walla

Route #15276 would follow the newly completed Mullan road, which tied Walla Walla to Fort Benton on the Missouri River via Hellgate (Missoula, Montana). In the *Washington Statesman* for July 26, 1862 the following article appeared:

The New Post Routes. – We published last week the list of post routes established by the present Congress for Washington Territory providing for mail service from this place to the principle mining camps north. We have not yet seen the proposals for contracts, and do not know whether they have been issued by the department. We suppose it was contemplated that the service should be immediately put on the routes, and shall be glad to see it done without delay. The want of postal facilities is a serious embarrassment to many branches of industry, and the people will hail with pleasure the successful establishment of these routes.

Just as things seemed to be getting established in Walla Walla County, the Postmaster General put forth an order in September of 1862 requiring that all mail destined for the Pacific coast was to be sent by Steamship. Overland mail was to be suspended due to anticipated

interruptions by the Indians.⁷ This order apparently applied only to the mails from St. Louis to the Pacific and not the local mails or the order was suspended without official notice.⁸

In October of 1862 bids for the new routes could be made, but awarding them would not take place for another month. The new routes were for:

1. Lewiston to Florence City, 90 miles and back, once a week.
2. Walla Walla by Antoine Plantes and Cour d'Alene Mission to Hellgate, 350 miles and back, twice a month.
3. Walla Walla, by Lewiston and Oro Fino to Pierce City, 150 miles and back, once a week.
4. From Walla Walla to Fort Colville. The bidder was to determine the distance and propose a schedule.
5. From Vancouver City to Walla Walla. The bidder was to determine the distance and propose a schedule.

It was announced in November that the contract for the above routes was awarded to Mr. Louis A. Mullan for a sum of \$22,500.00 per year.⁹ Louis Mullan was a brother of Captain John Mullan who completed construction of the Mullan Road from Fort Walla Walla to Fort Benton, Montana in 1862.¹⁰

In the meantime other express companies established routes on which they carried the letters and newspapers outside the mail prior to the awarding of the contracts. Abbott and Miller established a tri-weekly service from Walla Walla to Lewiston, Oro Fino, Florence, Elk City and Warrensville. The stage line departed on Tuesday, Thursday and Saturday.¹¹ Another stage line operated by Thatcher and Rickey provided service to Lewiston on Monday, Wednesday and Friday.¹² The two stage companies made it possible to travel to Lewiston six days a week.

To the south and east Mossman and Company Express had established a line to Auburn, Oregon as early as February 1862. One of the employees of Mossman and Company Express was Jacob Baker. Also on this route was Shepherd, Cooper and Co. Later, in 1863, W.H. Rockfellow secured a contract from the Postmaster of Auburn, Oregon to provide weekly mail service between Walla Walla and Auburn.¹³

By January of 1863 a weekly mail service was established between Vancouver City and Walla Walla as well as a tri-weekly service between Portland and Walla

Walla. From Walla Walla mail was dispatched north to Colville, east to Lewiston, north and east to Hellsgate (Missoula, MT) and southeast to Auburn, OR.

Due to severe winter conditions the mail service to Colville got off to a difficult start. Before the end of January Mr. Mullan had appointed a M.J. Terry as his agent for the mail and route. Within three months Mr. Terry had "thrown up his contract."¹⁴ The Postmaster of Walla Walla, E.E. Kelly, immediately advertised for a contract. Within a week the temporary contract was awarded to Charles Woodward until a permanent arrangement could be established by the Post Office Department.

While Walla Walla was concerned about the local mail services within the county other factors were coming into play. Idaho Territory was becoming a reality, which meant that much of the eastern portion of Walla Walla County would fall into other jurisdictions. In Washington, D.C. the Post Office Department was about to open contract bids for the mail route from the Dalles to Salt Lake via Walla Walla. The Post Office Department had longed for a transcontinental route to the Northwest for over ten years, but the volume of mail did not justify such an expense or luxury. With the rapid growth resulting from mining, agriculture and trade in general, the POD felt that such a route was now justifiable.

Commencing on July 1, 1863 a tri-weekly mail service was established between Dalles (The Dalles), Oregon and Walla Walla.¹⁵ Within a month the system of communication began to have problems with schedules. After another month scheduling was corrected and the Dalles-Walla Walla mail route became an institution.

In 1863 the Lewiston Stage Lines began mail and passenger service between Walla Walla and Lewiston, Idaho Territory serving Coppei, and Touchet (Dayton). At the same time as the Dalles-Walla Walla mail route was established another route from Walla Walla to Salt Lake was also being proposed. This route was not established for another year.

With the coming of January 1864 the Post Office Department advertised for bids on a mail route from Walla Walla to Salt Lake. The route was advertised as route 15022. The mail route was 700 miles long and was to be run once a week. The bid advertisement also would consider bids for more frequent service.¹⁶

In March 1864 the Walla Walla-Salt Lake mail route was awarded to Ben Holliday. The Overland Stage Line, which was operated by Holliday to California, now had control of the major mail routes west of the Mississippi

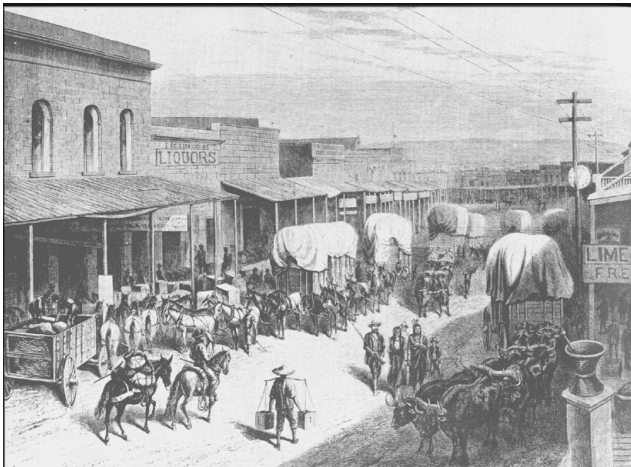
River. The new mail route was to go into operation on Jul 1, 1864. The contract was for four years, paying the Overland Stage Line a sum of \$156,000.00 per year.¹⁷ The mail route went via Boise City, Idaho Territory to Walla Walla.

It was reported that the first mail east from Salt Lake departed as scheduled on July 1, 1864. The mail west was supposed to have also departed, but after it failed to arrive in Walla Walla as scheduled it was discovered that there was a scheduling problem or a lack of stock and coaches to deliver the mail. Mail from Walla Walla to Salt Lake did leave on July 1, 1864 and by newspaper accounts the schedule was maintained.¹⁸

Before the arrival of the first mail from Salt Lake, Ben Holliday had been granted an extension on his mail route from Walla Walla to the Dalles along with a delay before fulfilling his mail route obligations from Salt Lake. Finally, on August 8, 1864 the mail arrived from Salt Lake. Although no accounts have been found about this historic event, one could imagine great jubilation in Walla Walla. There was now regular mail service to Walla Walla from the States.

Mail routes off this main line began to spring up, taking advantage of the Overland Mail Route service. From Walla Walla mail destined north and east caused a need for additional mail routes.

In 1873 a mail route between Waitsburg and Spokane Bridge was established. This stage line was extended south to Walla Walla and east to Missoula, Montana by years end. It became known as "The Missoula Mail Line" and was an essential post route of its time making it possible for mail to be transported from Walla Walla to points north and east. In 1880 mail was being carried on post route 43127 between Walla Walla and Waitsburg six days a week.



Helena, Montana Territory

Northern Idaho Post Offices Before 1870

By Mark Metkin

During the 1860s, while the Civil War raged in the eastern United States, the interior of the Pacific Northwest was transformed from wilderness into what would become three decades later the states of Washington, Idaho, and Montana. As had been the case in California in 1848 and 1849, on the Fraser River in British Columbia in 1858, and with the Comstock Lode in Nevada and on Pike's Peak in Colorado in 1859, the catalyst for change was gold.

Historical Background

The interior of the Pacific Northwest had been attached for administrative purposes to Washington Territory when Oregon was granted statehood in 1859. Olympia in the west was the territorial capital, and Walla Walla in the east was at the outskirts of civilization. A large tract of land northeast of Walla Walla in what is now northern Idaho had been ceded to the Nez Perce Indians by treaty in 1855. Beyond the Nez Perce Reservation rose the western slope of the Continental Divide, which had proven a nearly impassable barrier to Lewis and Clark on their epic journey of discovery at the beginning of the 19th century.

While trading with the Nez Perce Indians in the late 1850s, a former Mexican War Captain and California Argonaut named E.D. Pierce heard stories about placer gold on the Nez Perce lands. Upon returning from the Fraser River gold fields to Walla Walla in 1860 none the richer, Pierce decided that the time was right to investigate the stories.

Pierce led a small prospecting party comprised of fellow Fraser River refugees from Walla Walla onto the Nez Perce Reservation and, on a tributary of the Clearwater River 150 miles northeast of Walla Walla, discovered flour gold or "oro fino" as it was known in Spanish. The town of Pierce City was founded in December 1860, and Pierce returned to Walla Walla with \$100 worth of fine gold dust. Pierce organized a second larger prospecting party and returned to the Clearwater River diggings. The Oro Fino mining district was organized in January 1861, and another \$800 worth of treasure was returned to Walla Walla for shipment to buyers in Portland. More gold seekers departed for what came to be known as the Nez Perce Mines because of their location on Nez Perce lands. The town

of Oro Fino was founded two miles from Pierce City, and 1000 miners were at work on their claims by May 1861. The number increased to 3000 by the end of June 1861. The rush was on.

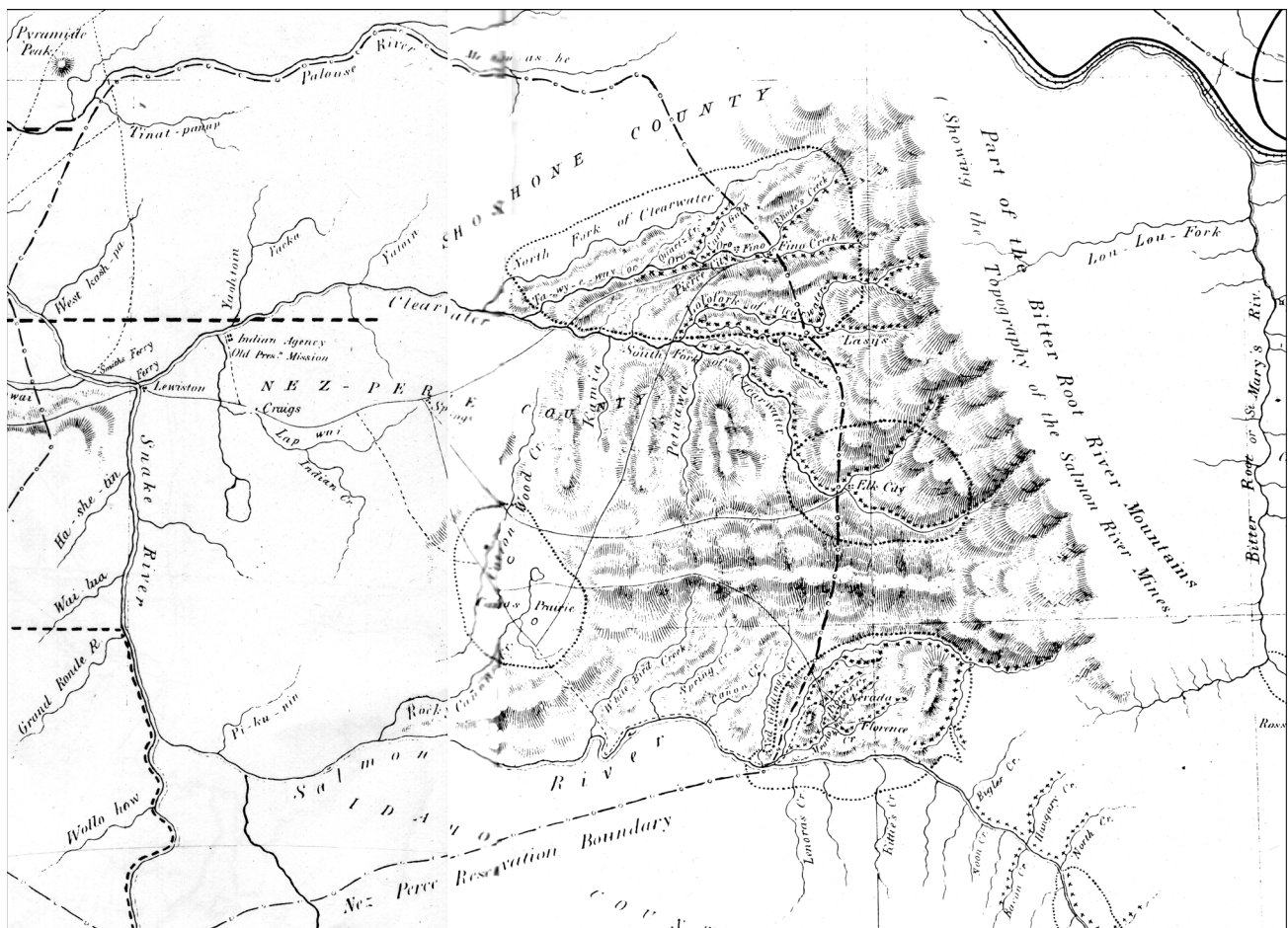
Boats ran up and down the Columbia River and the Snake River to carry miners from Walla Walla to the Clearwater River. Miners then traveled along the Clearwater River 80 miles to the Nez Perce Mines on foot. The town of Lewiston was founded as a local supply center at the confluence of the Clearwater River with the Snake River in June 1861. Lewiston was named after Meriwether Lewis. Lewis and Clark had passed not far from future Pierce City and Oro Fino and had camped near future Lewiston.

The widespread belief at the time was that the Nez Perce Mines were the biggest placer bonanza since California. E.D. Pierce was certain that additional gold fields lay beyond Pierce City and Oro Fino. Miners who could not find ground to work in the original diggings fanned out to the south and began proving Pierce correct. Gold was discovered at Elk City, Newsome Creek, Slate

Creek, and most importantly Florence. Elk City was named for the wildlife that frequented the area. Florence is said to have been named after someone's daughter, but the details are uncertain.

A mining district was organized at Elk City in June 1861. Elk City was still in the Clearwater River drainage but 60 miles south of Pierce City and Oro Fino. Four mining districts were organized in the Florence Basin beginning in September 1861. Florence was on a tributary of the Salmon River 50 miles southwest of Elk City and 100 miles southeast of Lewiston. The mining area around Florence came to be known as the Salmon River Mines because of its proximity to that river. The terrain between Oro Fino, Elk City, and Florence was mountainous and densely forested.

The gold rush to the Nez Perce Mines in 1861 ended with the Winter of 1861-62, which was extremely severe. Most miners retreated to the lower elevations and milder climates at Lewiston and Walla Walla. Before



Map 6 A portion of Giddings 1862 Map of Washington Territory East of the Cascades showing the mining camps of what would soon become Idaho Territory.

doing so, they recovered an estimated \$2.4 million worth of gold as a result of their labors during the 1861 mining season.¹⁹

When the winter weather finally cleared in 1862, the gold rush resumed. Activity in the Nez Perce Mines continued, but the real excitement in 1862 was over the Salmon River Mines. The deposits in the Salmon River Mines extended to much greater depths than those in the Nez Perce Mines. Some quick fortunes were made, and stories about fabulous Florence appeared in newspapers throughout the Pacific Northwest. More than 10,000 hopeful gold seekers descended upon Florence during the 1862 mining season.

The gold rush to the Salmon River Mines in 1862 ended with the Winter of 1862-63. Despite a blinding snow-storm that struck Florence in July 1863, production in the Nez Perce and Salmon River Mines during the 1862 mining season yielded an estimated \$8.4 million worth of gold (value not adjusted for inflation). Placer mining continued at a reduced level for years.

Miners who could not find ground to work in the Salmon River Mines in 1862 continued exploring southward. Gold was discovered at Warren's a short distance across the Salmon River from Florence. The biggest discoveries of all, though, were outside what is now northern Idaho. The most important find was in the Boise Basin in what is now southern Idaho. Bannock City or Idaho City in the Boise Basin would surpass Portland as the largest city in the Pacific Northwest during the 1863 and 1864 mining seasons. Another important find was made by a hearty band of gold seekers making their way to Florence from the East along the upper Missouri River. That party never arrived in Florence because they discovered gold in what is now western Montana and started another gold rush there. Meanwhile, in eastern Oregon, gold was discovered on the Powder River in 1861 and on the John Day River in 1862. Significant additional discoveries were made in southern Idaho and western Montana over the next few years. By the end of the decade following

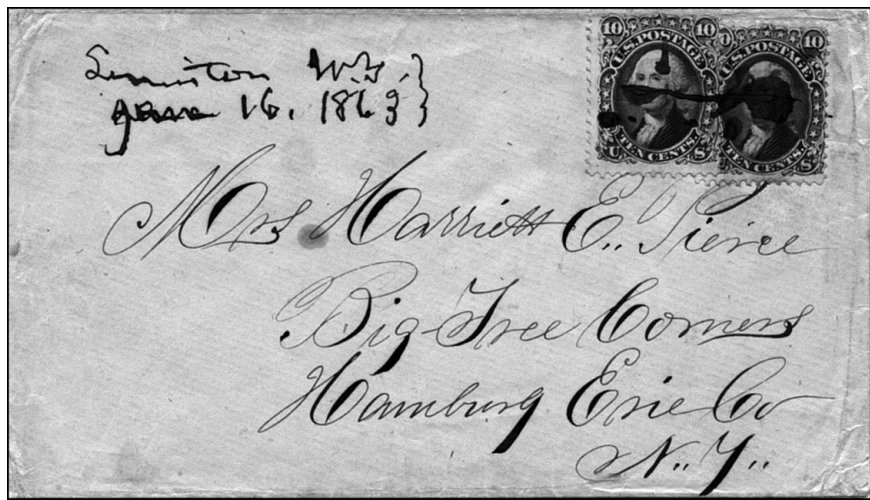


Figure 5 Double transcontinental rate cover with a "Lewiston W.T." manuscript postmark dated January 16, 1863. Lewiston was the first Post Office established in what is now Idaho. This cover was mailed three months before Idaho Territory was created.

the events of 1861 and 1862 in northern Idaho, the wilderness that was the interior of the Pacific Northwest glittered with gold.

Four Early Post Offices

There were no Post Offices in what is now northern Idaho during the gold rushes to the Nez Perce Mines in 1861 and the Salmon River Mines in 1862. Most letters to and from the Nez Perce and Salmon River Mines were carried by Wells Fargo & Co., Tracy & Co., Mossman & Co., and several other express companies operating out of Walla Walla and Portland. No covers are known from the smaller companies. Most of the express covers that are known were carried by Wells Fargo.



Figure 6 Cover to Walla Walla showing the first handstamped postmark used at Lewiston. The usage is circa 1865.

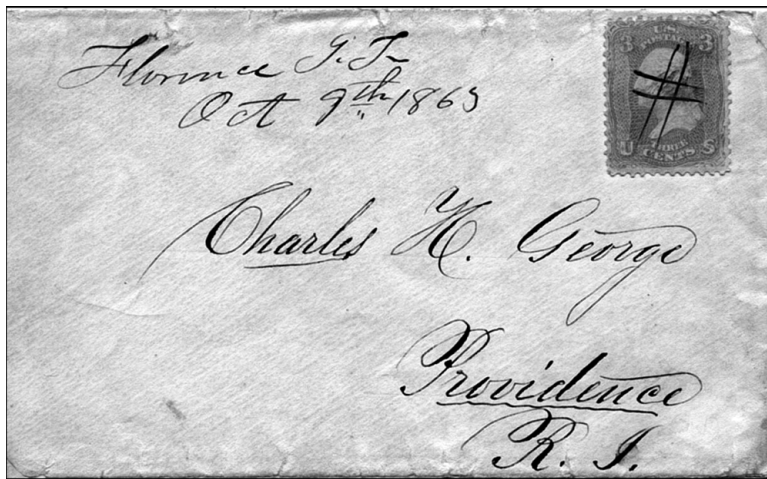


Figure 7 Cover with a "Florence I.T." manuscript postmark dated October 9, 1865. Although the post office was officially named Florence City until 1871, early postmarks read simply Florence.

It was not until late 1862 that a Post Office was finally established in the mining areas beyond Walla Walla. The first post office in what is now Idaho was at Lewiston. The Lewiston Post Office was established July 25, 1862, but the first mails did not arrive until the fall (figure 5). The Lewiston Post Office has operated without interruption since then (figure 6). After Lewiston, the next Post Offices to be established were at Oro Fino, Elk City, and Florence City. The Post Offices at these mining towns were established on November 25, 1862. The first mails arrived at Florence City in January 1863 according to period newspaper accounts (figure 7).

All four of these first Post Offices were established in Washington Territory. However, in 1863 and 1864, as a consequence of the many gold strikes and dramatic population shifts that were occurring in Washington Territory, two new territories were carved out of the Washington expanse. Idaho Territory was created in March 1863, and Montana Territory was created in May 1864. Lewiston became the first territorial capital of Idaho in 1863 but lost the honor to Boise City in southern Idaho after only a year.

The Oro Fino Post Office was discontinued after only two years in 1864. Oro Fino was superseded by nearby Pierce City. Virtually nothing remains of old Oro Fino. The present-day town of Orofino is 40 miles from the site of old Oro Fino and related to old Oro Fino in name only.

The Elk City Post Office was not listed in the 1867 *Official Register* and was listed with no returns in the 1869 *Official Register*. The Post Office was then discontinued in 1869 and reestablished in 1871. It may have never actually operated in the 1860s.²⁰ The Elk City Post Office remains open today.

Four More Early Post Offices

After Idaho Territory was created in 1863, the number of Post Offices established in northern Idaho doubled from four to eight before the end of the year. Post Offices were established at Durkeeville, Mount Idaho, Pierce City, and Slate Creek. Durkeeville was

a minor way station on the trail between Lewiston and Mount Idaho. Durkeeville was maintained by its only postmaster, whose last name was of course Durkee. The Durkeeville Post Office was discontinued after only one year in 1864.

Mount Idaho was the first major way station on the route to the mines south of Pierce City and Oro Fino. At Mount Idaho, one could venture east to Newsome Creek and Elk City or south to Slate Creek, Florence, and Warren's. Similar to the situation with Elk City, the Mount Idaho Post Office was not listed in the 1867 *Official Register* and was listed with no returns in the 1869 *Official Register*. The Post Office was discontinued in 1869 and reestablished in 1870. It may have never actually operated in the 1860s.

The Slate Creek Post Office was also not listed in the 1867 *Official Register* but was listed in the 1869 *Offi-*

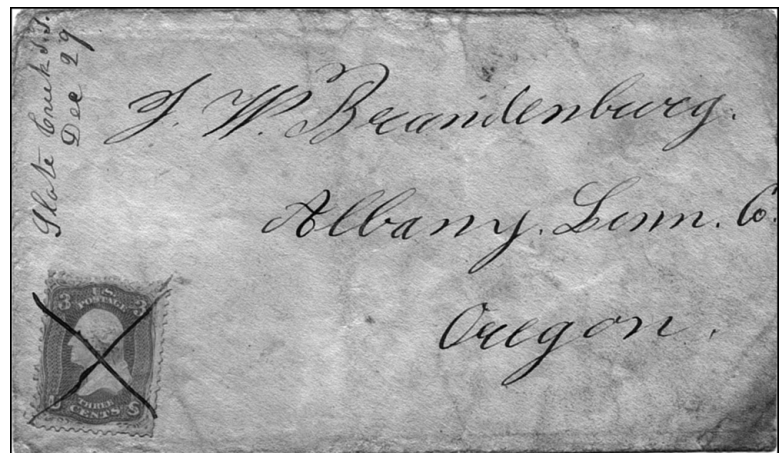


Figure 8 Cover bearing a "Slate Creek I.T." manuscript postmark dated December 29. The usage is circa 1868.

cial Register. The Post Office probably operated only briefly if at all before 1868²¹ (*figure 8*). The post office was then discontinued in 1870 but reestablished the next year. The Slate Creek Post Office was discontinued permanently in 1879.

With the opening of a Post Office at Pierce City, (*figure 9*) the county seats of the three original counties in northern Idaho all had post offices at last. Shoshone County was the first county organized in 1861. Pierce City became the first county seat. Boundary changes have placed Pierce City and Oro Fino in modern Clearwater County. The Pierce City Post Office was discontinued in 1892, but reestablished in 1894 as simply Pierce. The Pierce Post Office remains open today.

Nez Perce County and Idaho County were the second and third counties created in late 1861. Lewiston was designated the county seat of Nez Perce County. Nez Perce County originally included Elk City and Mount Idaho, but boundary changes have placed those places in modern Idaho County. Florence was designated the county seat of Idaho County. Idaho County also included Warren's.

Six More Post Offices

Between 1866 and 1868, six more Post Offices were established in northern Idaho mining area. The first of the new Post Offices was established at John Day's Creek in 1866. John Day's Creek was a minor way station near Slate Creek on the trail between Mount Idaho and Florence. The John Day's Creek Post Office was not listed in the 1867 Official Register and was listed with no returns in the 1869 Official Register. The Post Office was discontinued in 1870 and reestablished later in the year. It may have never actually operated in the 1860s.²² The John Day's Creek Post Office was discontinued permanently in 1885.

The Florence City Post Office was renamed Meadow Creek in 1866, but the name was changed back to Florence City in 1867. The headwaters of Meadow Creek along with Slate Creek (above the community of Slate

Creek) were two of the boundaries that defined the legally claimable mining area in the Florence Basin. The Florence City Post Office was discontinued in 1871 but reestablished later in the year as simply Florence. The Florence Post Office was discontinued permanently in 1882. As with old Oro Fino, virtually nothing remains of Florence. Quartz development and the promotion of it at the turn of the 20th century gave rise to a second town named Florence less than a mile south of the site of old Florence. The second Florence is also a ghost town.

Post Offices were established at White Bird in 1866 and French Ranch in 1867. Both places were minor way stations on alternate routes between Mount Idaho and Slate Creek. White Bird was on White Bird Creek and French Ranch was on French Creek (two more tributaries of

the Salmon River). White Bird was on the preferred route. The White Bird Post Office was not listed in the 1867 Official Register but was listed in the 1869 Official Register. It probably operated only briefly if at all before 1868. The White Bird Post Office was discontinued in 1874. The Post Office was reestablished at the later nearby town of White Bird in 1890 and remains open today. The French Ranch Post Office was listed with no returns in the 1869 Official Register and was then discontinued in 1869. It may have never actually operated.

A Post Office was established at Warren's under the name of Washington in 1868 but was discontinued after only a few months. Residents voted to relocate the county seat of Idaho County from Florence to Washington at Warren's in 1869, and the citizens of Florence responded by burning the county records. The Washington Post Office was reestablished in 1870. In 1875, the county seat was moved again from Washington to Mount Idaho, which had grown into a stable community by that time. The Washington Post Office was renamed Warren in 1885. The Warren Post Office was discontinued in 1983 and replaced with a Community Post Office that remains active today. The Mount Idaho

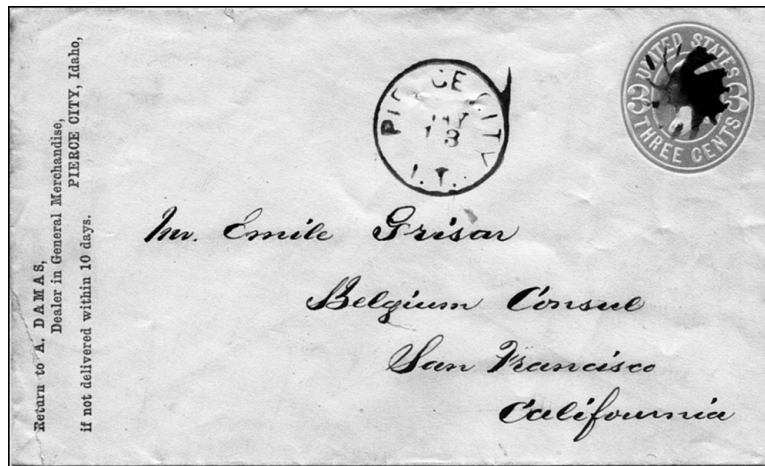


Figure 9 Cover with a merchant's printed return mailed from Pierce City circa 1866.

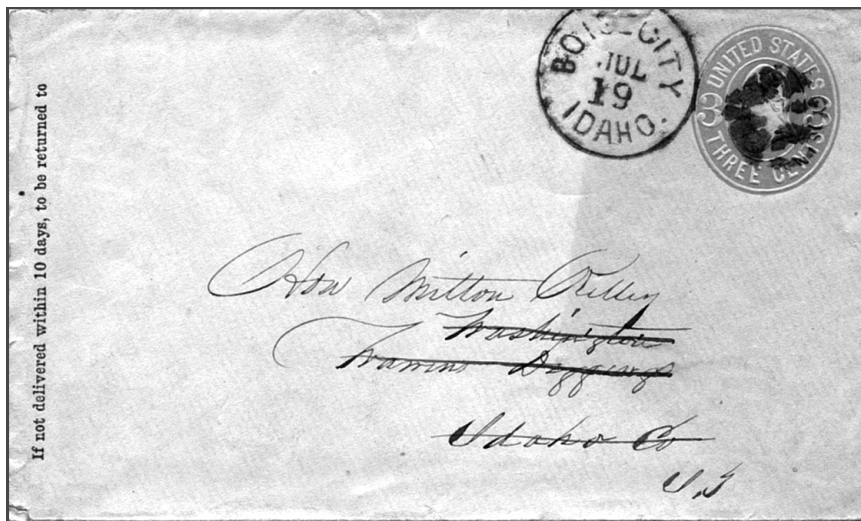


Figure 10 Cover sent from Boise City, Idaho's capital in southern Idaho, and addressed to "Washington, Warren's Diggings, Idaho Co." The Washington Post Office operated only briefly in 1868 and was reestablished in 1870.

Post Office was discontinued in 1922. Mount Idaho is now a part of Grangeville, which became the final county seat of Idaho County in the early 20th century.

The last of the new Post Offices was established at Lapwai in 1868. The Lapwai Post Office served Fort Lapwai at the headquarters of the Nez Perce Reservation eleven miles east of Lewiston. The army post was garrisoned from 1862 to 1865 and again from 1866 to 1884. The Lapwai Post Office was discontinued when Fort Lapwai closed in 1884. The Post Office was reestablished at the later nearby town of Lapwai in 1894 and remains open today.

The purpose of Fort Lapwai was to protect the miners from the Nez Perce Indians or, perhaps more accurately, to protect the Nez Perce Indians from the miners. Just as the Nez Perce Mines were on Nez Perce lands, so as it happened were Lewiston and all the other mining towns and way stations extending as far south as Florence City. Even though the encroachment onto the Nez Perce Reservation was blatantly illegal, the Indians never resorted to violence toward the miners; instead they traded with the miners and, in times of hardship, even supplied the miners with food and other staples as gifts. The United States government dealt with the encroachment problem by creating a new treaty with the Nez Perce in 1863. Not surprisingly, the new treaty substantially reduced the size of the Nez Perce Reservation, and only a part of the Nez Perce nation agreed to its terms. The matter of a homeland for the Nez Perce would be resolved "forever" as Chief Joseph put it with the so-called Nez Perce War the following decade.

A Fifteenth Post Office

Finally but out of chronological order, one more Post Office was established in northern Idaho before 1870. This fifteenth Post Office was in the Idaho Panhandle far to the north of Lewiston and the Nez Perce and Salmon River Mines. This Post Office was established at Pen d'Oreille (pronounced Ponderay) in 1867. Pen d'Oreille was a small settlement at the southern tip of Lake Pend Oreille (also pronounced Ponderay). The settlement was at a crossroads of travel between Washington to the east, British Columbia to the north, and Montana to the east. A steamboat carried

travelers across the lake.

The Pen d'Oreille Post Office was discontinued after less than two years in 1869. It was then reestablished in 1870 but discontinued again in 1875. The later town of Pend d'Oreille (also pronounced Ponderay) that is now Sandpoint on the north shore of the lake is related to old Pen d'Oreille in name only. Same for the nearby town of Ponderay (spelled as it is pronounced at last). Any trace of old Pen d'Oreille was surely obliterated during World War II when the Farragut Naval Training Station was constructed on and around the site of the early settlement. Farragut was Idaho's largest city during World War II.

More traditional patterns of growth have characterized northern Idaho and the Idaho Panhandle in the 150 years since the gold rushes to the Nez Perce and Salmon River Mines. There was another gold rush in the 1880's to the Coeur d'Alene Mines, which led to the exploitation of the richest silver deposits ever found in the United States, but mining eventually gave way to new industries—primarily agriculture and stock raising in the 19th century and timber and tourism in the 20th century. Now, in the 21st century, large numbers of people are moving into northern Idaho in a kind of land rush that bears little resemblance to a gold rush. The new residents are coming to northern Idaho and especially the Idaho Panhandle to enjoy the scenery and quality of life that the area offers. They are buying acreages and building lavish houses with magnificent mountain and lake views. They arrive with gold rather than in search of it and, evidently, they plan to stay.

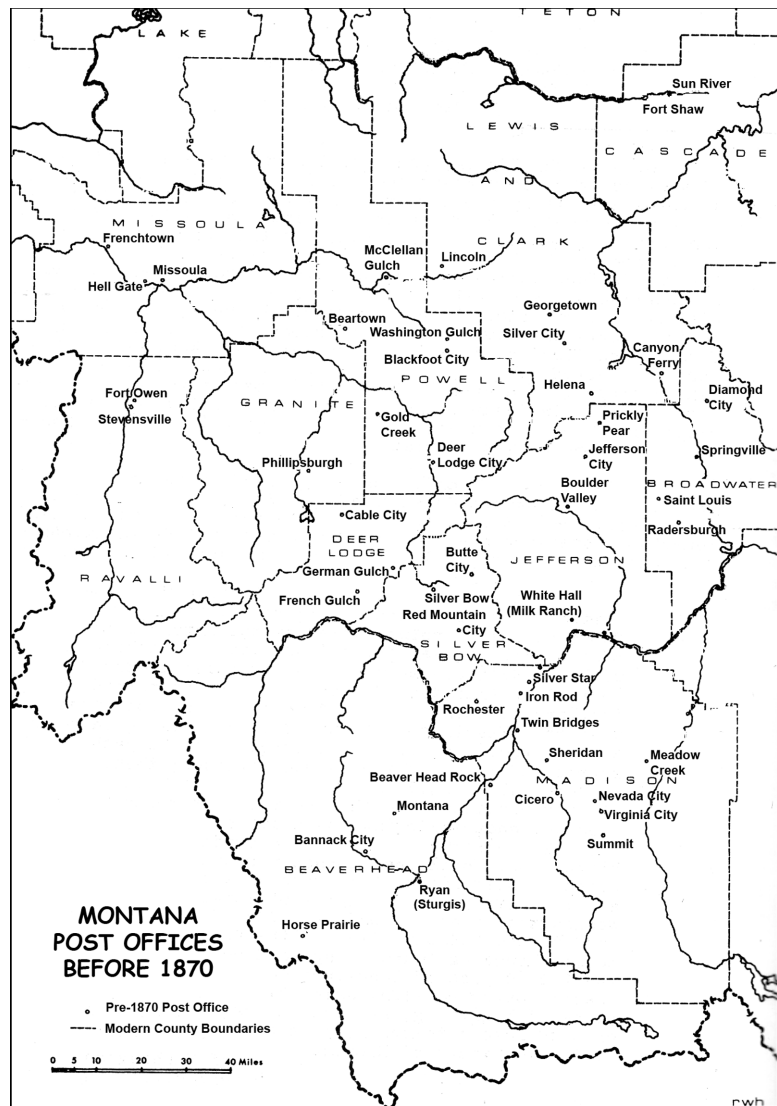
Western Montana Post Offices Before 1870

Over sixty post offices were established in the gold rush camps of western Montana before 1870. The rush to the Montana camps was quite intense in the years following the end of the Civil War. Thousands of prospectors—war weary and desperate to make their big strike in the gold fields—swelled the population of newcomers to camps with names like Beartown, Silver Star, Iron Rod, Bannock City and Virginia City (see *map 7*). The prospectors were soon followed by saloon-keepers, provision and hardware merchants, hotel operators, lawyers, doctors, and brothel operators.

Hellgate

Hellgate was the earliest of the Montana post offices. Francis L. “Frank” Worden was appointed postmaster November 25, 1862.²³ At the time, the Hellgate community was still legally part of Washington Territory, and it had probably changed little from what was described earlier in this article in the report of the Spokane County census taker in 1860.

The cover illustrated earlier in *figure 1* carried to Walla Walla per favour of Francis L.



Map 7 Post offices established in western Montana prior to 1870.

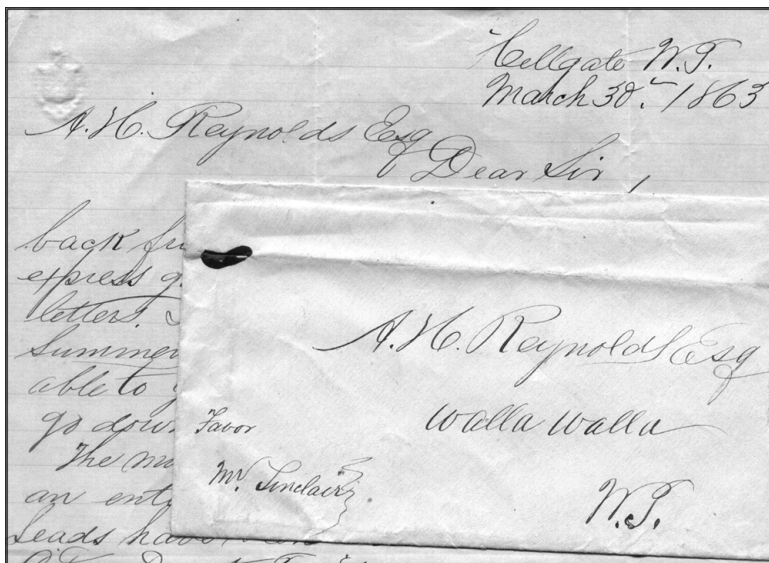


Figure 11 This letter was datelined Hellgate, M.T., March 30, 1863, and carried outside the mails to Walla Walla by favor. (Source: Shellen & Dunn, figure 1)

Worden and postmarked Wailepta, W.T., predates the establishment of the Hellgate post office. The postmark date is August 8, and the cover bears a docketed receipt date of September 19, 1861. Shellen and Dunn report that no Hellgate postmarks are known, but that there were two letters with covers from the community in private hands. Both were carried by favour to Walla Walla during the time that the Hellgate post office operated. *Figure 11* illustrates the Hellgate letter and its cover shown in Shellen and Dunn. The other cover bears a letter written by C.P. Higgins, February 16, 1861.²⁴

The trading post operated by Worden and Higgins was at the junction of the north-south Indian trail and the Mullan Military Road. It was also a location with a danger-

ous reputation and known to the French-Canadians as *Porte de l'Enfer* (Gates of Hell) for the numerous robberies that had occurred near there. The original Hellgate post office was discontinued May 14, 1866. It was re-established August 28, 1867, but its new location was at Missoula Mills about five miles to the east. Hellgate post office sputtered on for a few more years of intermittent operation, but was finally lost September 1, 1871, when it was closed to Missoula. There is some confusion here, for as Shellen and Dunn point out, Missoula manuscript and handstamp postmarks exist with late 1860s year dates. Possibly the Hellgate and Missoula post offices coexisted for a few years, and it might be more accurate to say that Hellgate was closed out to Missoula in 1871.

Bannock City

The second Montana post office was established November 21, 1863, at Bannock City on the Beaverhead River a considerable distance south of Missoula. Bannock City—named for the local Bannack Indians—was settled rather rapidly by large parties of miners from Colorado. The Coloradoans had been bound for mines in Idaho Territory, but they changed their destination when word reached them that the Idaho mines were being overrun by Californians.²⁵

The original Bannock discovery was made by William Eads in July 1862, and word spread rapidly of the Grasshopper Creek strike. Bannock City was still located in Idaho Territory in the summer of 1863 when Henry

Plummer was appointed sheriff and began to operate a gang of highwaymen along the Virginia City-Bannock Stage Road. It is said that Plummer's gang killed more than a hundred men and robbed numerous gold-bearing

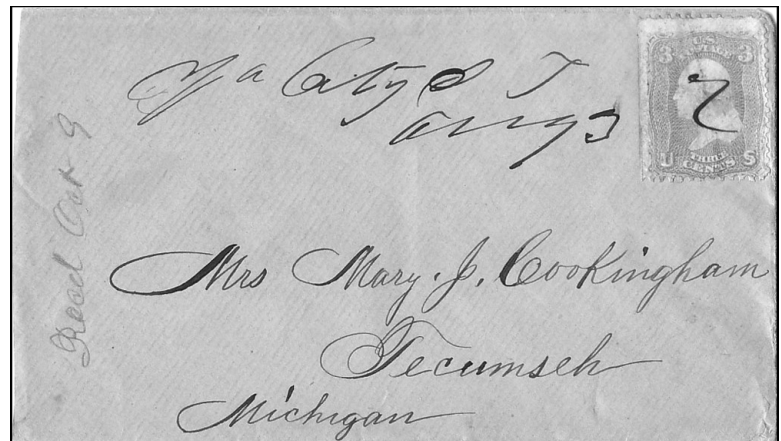


Figure 13 Virginia City, I.T., manuscript of 1864. Although only seven months old when this was mailed, the Alder Gulch camp was already a bustling community.

ing stage coaches. Bannock City—with an estimated population of some 8,000—became the first Montana Territorial capital in May 1864 (figure 12).

Virginia City

Virginia City was located in Alder Gulch, scene of Montana's richest placer mines. The post office was established January 29, 1864. It was Montana's third office, but it operated just four months in what was still Idaho Territory. The earliest Virginia City postmarks are manuscript, and quite properly read "V. A. City, I.T." or variations on that theme (figure 13).

The earliest handstamp postmark is a rimless circular design that also reads "VIRGINIA CITY / I.T.", but here's where the story gets interesting: the first handstamp was used as late as November 1864—a full six months after the town became part of Montana. Furthermore, a replacement handstamp reading "Virginia City / IDO" came into use in November 1864 and was used as late as July 1865 (figure 14). Shellen and Dunn theorize that the earliest Virginia City postmasters, who were known to be strong sympathizers of the Confederacy, chose to continue their identification with Idaho Terri-

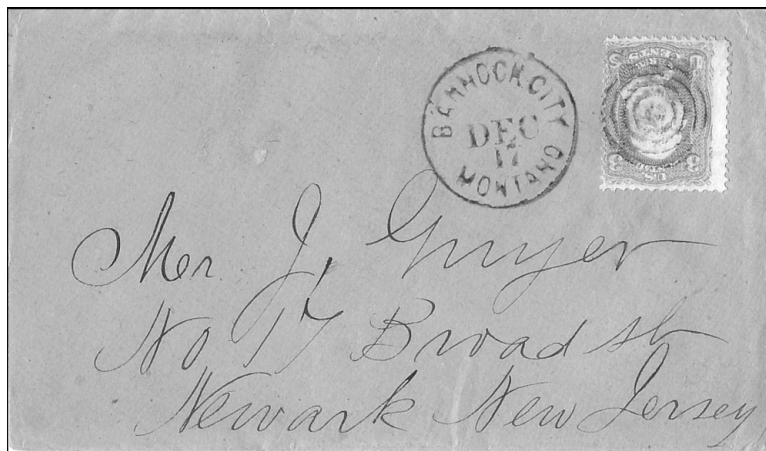


Figure 12 Bannock City, Montana, circular date stamp, 1864. Controversy exists over the use of the Montano spelling. It was used at Virginia City and Helena briefly as well. One argument is that the word is the male form of Montana favored by miners.



Figure 13 Use of this Virginia City / IDO handstamp has been documented from the post office only after the town became part of Montana Territory.

Additional important discoveries of gold, silver and lead in the nearby area brought continuing growth to town, and in 1875, Helena wrested the territorial capital from Virginia City. Helena was incorporated in 1881 and the railroad reached the town in 1883. As a nexus of political and commercial power, the future of Helena was assured.

tory as a political statement against Montana Territory's Republican governor who had been appointed by President Lincoln.

Nevada City and Helena

Nevada City was a neighbour of Virginia City in Alder Gulch. The town—more accurately a continuous string of camps—was situated a few miles northwest of Virginia City. A Fourth of July celebration held in 1865 was reported to have seen 5,000 in attendance. Nevada City post office was established March 6, 1865 (figure 14).

The name of the office was changed to Adobetown in 1875; a change that recognized the growing importance of one of Nevada City's early-day competitors in the "Gulch."

Helena began life as a mining camp after an important gold discovery at a place known as Last Chance Gulch in the summer of 1864. The name of the camp was changed to Helena in October 1864 after a community meeting was dominated by John Somerville, a former resident of Helena, Minnesota. Helena post office was established August 29, 1865 (figure 15).

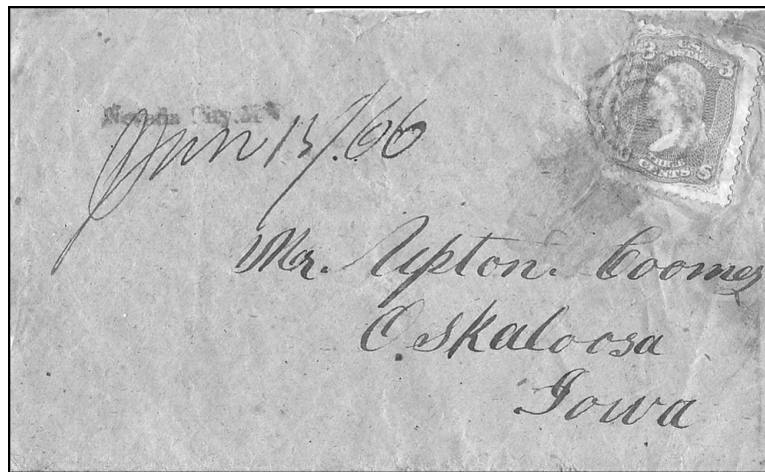


Figure 14 This straight-line Nevada City M.T. postmark is known to have been used from May 1866 to October 1867. Shellen & Dunn record six examples.

The Flood Gates Open

The end of the Civil War brought an increasing number of young men into the Territory in search of wealth and

a new start in life. Nine new post offices opened in western Montana Territory in 1866. That was followed by nine more in 1867, 14 more in 1868 and a whopping 24 new offices in 1869. Table 1 presents a summary of the post offices established in western Montana Territory prior to 1870.

The Census of 1870 recorded nearly 20,600 people living



Figure 15 This cover bears an example of the earliest type of Helena handstamp postmark. It is known to have been used from November 1865 to February 1866.

POST OFFICE	Modern County	Established	Discontinued	Notes
HELLGATE	Missoula	1862	1871	Became Missoula
BANNOCK CITY	Beaverhead	1863	1898	
VIRGINIA CITY	Madison	1864	Date	
HELENA	Lewis & Clark	1865	Date	
NEVADA CITY	Madison	1865	1875	Changed to Adobetown
BLACKFOOT CITY	Powell	1866	1896	Changed to Ophir
BOULDER VALLEY	Jefferson	1866	1897	Name Shortened to Boulder
DEER LODGE CITY	Powell	1866	1894	Name Shortened to Deer Lodge
JEFFERSON BRIDGE	Jefferson	1866	1870	Changed to Fish Creek
JEFFERSON CITY	Jefferson	1866	Date	
MISSOULA	Missoula	1866	Date	
MONTANA	Beaverhead	1866	1871	Changed to Argenta
PRICKLY PEAR	Jefferson	1866	1872	Changed to Clancey
SHERIDAN	Madison	1866	Date	
CABINET LANDING	Missoula	1867	1867	Probably Never Operated
DIAMOND CITY	Broadwater	1867	1909	
FLAT HEAD	Missoula	1867	1868	Probably Never Operated
MILK RANCH	Jefferson	1867	1869	Changed to Whitehall
RED MOUNTAIN CITY	Silver Bow	1867	1880	Name Shortened to Red Mountain
SILVER CITY	Lewis & Clark	1867	1888	Name Shortened to Silver
STERLING	Madison	1867	1883	
SUMMIT	Madison	1867	1881	
BEARTOWN	Powell	1868	1892	
BUTTE CITY	Silver Bow	1868	1894	Name Shortened to Butte
CABLE CITY	Deer Lodge	1868	1882	Name Shortened to Cable
CANYON FERRY	Lewis & Clark	1868	1957	
FORT OWEN	Ravalli	1868	1868	
FRENCHTOWN	Missoula	1868	Date	
GREEN WOOD	Deer Lodge	1868	1875	
PHILLIPSBURGH	Granite	1868	Date	
RADERSBURGH	Broadwater	1868	1966	
ROCHESTER	Madison	1868	1889	
SPRINGVILLE	Broadwater	1868	1879	Changed to Bedford
STEVENSVILLE	Ravalli	1868	Date	
STONES PRECINCT	Beaverhead	1868	1869	Probably Never Operated
STURGIS	Beaverhead	1868	1869	Probably Never Operated
BEAVER HEAD ROCK	Madison	1869	1871	
CICERO	Madison	1869	1874	Changed to Laurin
EMMETTSBURG	Granite	1869	1879	
FRENCH BAR	Lewis & Clark	1869	1876	
FRENCH GULCH	Deer Lodge	1869	1913	
GEORGETOWN	Lewis & Clark	1869	1871	Changed to Canyon Creek
GERMAN GULCH	Deer Lodge	1869	1875	
HARRISBURGH	Powell	1869	1875	
HORSE PLAINS	Sanders	1869	1883	
HORSE PRAIRIE	Beaverhead	1869	1888	
IRON ROD	Madison	1869	1882	
JUNCTION	Madison	1869	1876	
LINCOLN	Lewis & Clark	1869	Date	
McCLELLAN GULCH	Powell	1869	1890	Changed to Rochester
MEADOW CREEK	Madison	1869	1908	
POLLINGER	Madison	1869	1871	Changed to Gaffney's Station
RYAN	Beaverhead	1869	1870	
SAINT LOUIS	Broadwater	1869	1895	Changed to Hassel
SILVER STAR	Madison	1869	Date	
SILVERBOW	Silver Bow	1869	1984	
TWIN BRIDGES	Madison	1869	Date	
UNIONVILLE	Lewis & Clark	1869	Date	
WASHINGTON GULCH	Powell	1869	1907	
WHITE HALL	Jefferson	1869	Date	

Table 1 Western Montana Post Offices Established Before 1870 in Chronological Order by Year

in Montana Territory—most of them still scattered through the mining camps of the west. The eight years from 1862 through 1869 had brought a clamor of human noise and activity to the serene mountain valleys of beautiful Montana.

Summary

In one short decade the Inland Empire had begun a transformation of settlement. Farmers had established themselves in the rich Walla Walla Valley lands of the west while miners staked their claims in the mountains and valleys of Idaho and Montana. Almost ignored by the great majority of United States' citizens, who were transfixed by the bloody military conflict between North and South, a huge region along the Canadian border was being drawn into the body of the nation.

Artifacts of Inland Empire postal history dating from the 1860s are not common, but discoveries have occasionally been made. One aspect of early Inland Empire postal history not explored in this series has to do with private express mail. There were a fairly large number of express companies that operated in the region during the early 1860s, and their story must wait for another opportunity to be told.

Endnotes

1. An 1855 map by Isaac Stevens showing part of the tribes involved in the treaties of that year reported a 3,900 population for the tribes of the Yakama Nation and an additional 3,300 people in the Nez Perces tribe.
2. A number of post roads—not to be confused with mail routes—were established in Washington Territory by act of Congress in 1855. One was from Waiilepta to Fort Colville via Walla Walla, Walker's, Eel's Mission, and Brown's. Another was from Waiilepta to Fort Benton via Craig's, the Coeur d'Alene Mission, and Saint Mary's Valley. Craig's was William Craig's ranch in northern Idaho. Durkeeville was near if not on Craig's ranch. The Coeur d'Alene Mission was the Mission of the Sacred Heart to the Coeur d'Alene Indians in northern Idaho. The mission was founded by the Jesuits in 1842. The first mission church building was and still is located near present-day Cataldo.
3. Isaac I. Stevens—*Young Man in a Hurry*, pp 162, 170, 177
4. *Walla Walla Statesman*, Dec 6, 1861
5. *Up-To-The-Times Magazine*, Jul 1907
6. *Washington Statesman*, Nov 22, 1862
7. *Washington Statesman*, Sep 13, 1862
8. The *Washington Statesman* newspaper may have had things mixed up. At the time in question, the Central Overland California and Pikes Peak Express Company held the subcontract with the Overland Mail Company to carry the mails on the eastern half of the central overland mail route. The only problem was that, the COC&PPE had gone bankrupt. Ben Holladay and his Holladay Overland Mail Company were in the process of acquiring the COC&PPE and taking over the subcontract with the [other] Overland Mail Company.
9. *Washington Statesman*, Oct 11, 1862, & Dec 20, 1862
10. *Captain John Mullan; His Life-Building the Mullan Road*, Louis C. Coleman & Leo Riemann, B.C. Payette compiler, 1868.
11. *Washington Statesman*, Sep 6, 1862

12. *Ibid*, Sep 6, 1862
13. *Ibid*, Feb 7, 1863
14. *Ibid*, Apr 18, 1863
15. *Washington Statesman*, Jul 4, 1863
16. *Ibid*, Jan 9, 1864
17. Waitsburg Post Office Records.
18. *Walla Walla Union Bulletin*.
19. Value not adjusted for inflation.
20. Dates when Post Offices were established are traditionally taken by postal historians from the postmaster appointment records that were maintained by the Post Office Department. Comparison of those dates with the postmaster compensation records that appeared in the Official Register books that were published for the Post Office Department often reveals discrepancies. At least for Idaho, those discrepancies tend to correspond to situations where no covers are known.
21. A Slate Creek manuscript postmark exists on an express cover from a correspondence datable to 1866, but the usage does not make sense geographically or chronologically and so the authenticity of the postmark is questionable; a similar John Day's Creek manuscript postmark exists on a nearly identical express cover from the same correspondence.
22. A Slate Creek manuscript postmark along with a John Day's Creek manuscript postmark exist on a pair of express covers from a correspondence datable to 1866, but the usages do not make sense geographically or chronologically and so the authenticity of the postmarks is questionable.
23. Hellgate post office was established the same date as post offices at Oro Fino, Elk City and Florence City (Idaho).
24. Christopher Higgins was Frank Worden's partner in establishing the Hellgate Trading Post.
25. There were two towns named Bannock City in the 1863 Idaho Territory that included the future Montana Territory. Bannock City in Montana acquired a Post Office early on. Bannock City in southern Idaho was renamed Idaho City before its post office was established.

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Acknowledgments

Tim Boardman, for his assistance on estimates of Native American populations in 1855 and details of the earliest Hellgate letter.

Francis Dunn and Cath Clark for their eagle-eyed proof reading of the manuscript and suggestions.

POSTMASTERS GENERAL OF THE UNITED STATES

XXB. Montgomery Blair and the Paris Postal Conference, 1863

by Daniel Y. Meschter

(Concluded) Montgomery Blair's greatest contribution to the development of the United States and international postal systems was laying the foundations for the exchange of mail among nations. Although the American postal system had its roots in 17th century transatlantic mail handled by what then were, in effect, private post offices, the Post Office Department from its origin in 1789 until the 1840s limited its handling of foreign mail to delivering letters to departing commercial ships and receiving letters from arriving ships, charging only a "ship" letter fee for the service plus inland postage whenever due. Finally, Congress authorized the Postmaster General on March 3, 1845 to contract for the transportation of mail "in American ships, by American citizens" between any ports of the United States

and between the United States and the ports of any foreign power the act specifically mentioned England, France, the West India Islands, and the Gulf of Mexico³⁰. In his invitation for contract proposals, Postmaster General Cave Johnson extended the Act to Panama and "up the Pacific to the mouth of the Columbia" and the Sandwich Islands (Hawaii)³¹. The Post Office had already entered into an "arrangement" for the cross-border exchange of mail with Canada (comprising what is now Quebec and Ontario) via Burlington, Vermont and a Convention with New Granada (Columbia) for the transportation of mail across the Isthmus of Panama to support the beginning of postal service between the States and Pacific ports³².

Landing mail in foreign ports, of course, required agreements more formal than simple "arrangements" and transit agreements. Thus, for the next fifteen years, Selah Hobbie and Horatio King in collaboration with the State Department took the lead in negotiating conventions and treaties with a dozen or more nations including Bremen, Hamburg, Prussia, France, Great Britain, Belgium, Hawaii, and Central and South American countries on both the Atlantic and Pacific sides. Although Blair continued negotiating postal conven-

tions, he recognized the problem was that these compacts all differed in such details as weights, rates, sea postage, transit fees, and routes. "Our international mail system is extremely loose," he wrote, "and defective³³." He continued:

There is no common standard weight for the single rate. There is no common rate for the sea transit, or for overland transit. The inland transit rate upon domestic correspondence furnishes no rule for overland transit of foreign correspondence. Rates upon closed mails are not uniform by distance, or by other common rule, and they vary greatly according to the route of carriage. The whole foreign system, as now established, is too complex to be readily understood by postmasters, and many mistakes and unfortunate delays arise from its complexity.



His solution (or perhaps of John Kasson, as the case may have been) was to propose an international conference. Working through the State Department, he opened correspondence on August 4, 1862 with those nations with which the United States had diplomatic relations proposing such a conference to

discuss and recommend remedial measures to their postal administrations. Their responses were positive and even enthusiastic in some cases. Expecting the usual difficulties with France, Blair and Kasson decided on Paris for the meeting as a gesture of goodwill. The conference opened in Paris on May 11, 1863. Fifteen nations were represented by delegates and one by letter endorsing the actions of the conference. The United States delegate was former First Assistant Postmaster General and Member of Congress-elect, John Adam Kasson whose first action was to nominate the French Director General of Posts, M. Vandal, for permanent chairman.

It would take a search of Post Office Department archives and maybe their personal papers with no assurance of success to discover whether either Blair or Kasson was aware that reform of the international postal system had already been proposed, first in two articles by the German economist, J. von Herrfeldt of Frankfurt on Main, in 1841 and 1842 and again by the International and Colonial Postage Association ten years later³⁴. Remarkably, Prof. von Herrfeldt advocated a number of reforms that were eventually adopted by the Universal Postal Union, including a binding treaty to

carry out his recommended reforms, faster transportation by the shortest route, a single uniform postal rate, abolishment of transit fees, postal conferences every three years, and a permanent organization to deal with legislative and organizational problems. No action was taken on von Herrfeldt's proposals at that time. In 1851, private interests in London organized the International and Colonial Postage Association with the goal of achieving a simplified, uniform postal service. It had some early success in mustering the support of a number of European and New World nations, including the United States. It was laying plans for an international postal conference in Paris during the Exhibition of 1855 when it failed following the untimely death of its prime mover, Manuel de Ysasi of Spain³⁵.

Blair did not visualize the Paris Conference as an ordinary diplomatic convention for the purpose of negotiating a multinational treaty. Rather, he viewed it as made up of postal representatives "acquainted with their respective systems and predisposed to facilitate the international, social, and commercial correspondence by which national prosperity is so much affected (1862 Report, p. 124). In his August 4th letter he wrote: "The powers of the postal representatives, it is presumed, will be limited to discussion and recommendation of measures for the adoption of their respective administrations³⁶."

Of its nine plenary sessions, five were convened to consider committee reports at which the conference approved thirty one rules that Blair summarized in his next annual report as "sections" and Codding called "articles (1863 Report, pp. 6-10)." Notable among them was Section 1 that divided foreign mail into six classes: 1 - ordinary letters, 2 - registered letters without declaration of value, 3 - registered letters with declaration of value or a kind of insured letter, 4 - business papers and written documents not in the nature of ordinary letters, 5 - samples of merchandise of no commercial value, and 6 - printed matter. Section 8 adopted the metrical system for weighing letters. Section 9 set the single rate on international letters at fifteen grams while Section 10 set the single rate on mail in the 4th and 5th classes at forty grams. Section 25 limited transit fees to one-half of the interior rate of the transit country. Section 26 limited the sea postage claimed from another country to that charged by the country by whose vessels the letters are carried. Section 27 accepted the concept of international money orders and Section 31 created a class of "urgent" or "express" letters for delivery by express messengers, in effect extending special deliv-

ery services to foreign countries. Although the "rules" mentioned postal rates in several places, the delegates obviously did not have authority to put a specific figure on a uniform rate, rather leaving rate-making to existing and future bilateral conventions for the time being. Nevertheless, the concept of rate uniformity was implicit in the conference's deliberations, although the sense of the conference was not entirely clear in Section 29: "In the adjustment of uniform postal rates the greatest possible number of countries should be included in the same zone and subject to the same rate."

Edward Younger, John Kasson's biographer, describes his appointment as First Assistant Postmaster General and assignment as delegate to the 1863 Paris Postal Conference in detail³⁷. John Kasson was born to a farmer in Charlotte, Vermont, a village near Burlington, in 1822. He was educated in local schools, Burlington Academy, and the University of Vermont. He read law briefly with his brother in Burlington and more intensively under Emory Washburn in Worcester, Massachusetts preparatory to being admitted to the bar in 1844. He practiced law in Massachusetts for six years and then in St. Louis for another seven until he opened a law practice in Des Moines, Iowa in 1857. He was elected Chairman of the Iowa Republican State Central Committee the next year and delegate to the Republican National Convention in Chicago in 1860 where Horace Greeley said he wrote the Party platform. There can be no doubt he met and worked closely with Montgomery Blair for Lincoln's nomination. Lincoln's second appointment was of Kasson as First Assistant Postmaster General on March 4, 1861.

As a team, Younger agrees that "Exactly where Blair left off and Kasson took up is difficult to determine³⁸." Kasson eagerly accepted all the responsibility Blair was willing to hand over, which was considerable. As an experienced lawyer, he revised and compiled the postal laws and drafted legislation for submission to Congress, especially the landmark *Act to amend the Law relating to the Post-Office Department* that reduced domestic postage to a uniform three cents per half ounce and did so much to modernize the Post Office³⁹. As chief of the Appointments Office, he was patronized by party leaders and job seekers alike. In this capacity he supported Blair's patronage policies that were little short of brutal in building up the Republican political machine in support of Lincoln's reelection.

Among his other responsibilities, Kasson oversaw the Foreign Mail Service that had fallen into a state of disorganization and waste due unquestionably to the

myriad of postal conventions that regulated the foreign mail; including those among other nations to which the United States was not a party, but which the Foreign Mail Service needed to have a working knowledge. These agreements were mostly dictated by what was politically acceptable, not by what was physically possible. Between countries with no formal agreement, there could be no mail service. In attempting to bring order out of disorder, Kasson became thoroughly familiar with the international mail system and why it wasn't working as it ought. Younger credits Kasson with proposing that the United States call a postal conference and with actually drafting Blair's August 4th letter⁴⁰. When it came time to appoint a delegate, Kasson was the obvious choice for his legal qualifications, business aptitude, tact, and grasp of complex postal affairs.

In the meantime, Iowa gained four seats in the House of Representatives as a result of the 1860 census. The Iowa Republication leadership viewed the new Fifth District encompassing Des Moines and twenty-three counties in the southwestern corner of the state as "doubtful," demanding a political heavyweight to carry. The nomination was vigorously contested at the State Convention in July, but Kasson's control of postal patronage in those twenty-three rural counties won it for him. In preparing to leave for Iowa in the first week of August, Kasson left a letter of resignation with Blair to be accepted at his discretion. Kasson mounted an effective pro-war campaign and won the October election with an impressive majority of the soldier vote. He then hurried back to Washington where Blair accepted his resignation on October 22nd and appointed him a special agent in the Department on the same day. Since the next congress would not convene until December 7, 1863, this appointment allowed Kasson thirteen months to assist Blair prepare reports and legislative proposals for the next Congress and to make plans for the Paris Conference, which the responses to Blair's letter now assured would take place. With all of his arrangements in place, Kasson resigned as a special agent on March 4, 1863 and accepted appointment as Commissioner to the Paris Postal Conference effective March 30th. He sailed for England the next week where he was able to consult with British postal authorities, including Sir Rowland Hill.



John Adam Kasson

Kasson demonstrated at Paris those qualities that would serve him well in future diplomatic assignments. This was made all the more difficult by the fact Union diplomatic influence in Europe was at a low ebb and several of the participants, particularly Great Britain and France, were inclining toward recognizing the Confederate States Great Britain to ensure a continued supply of raw cotton and France to protect its holdings of Confederate bonds. Kasson took advantage of the opportunity to consult with his peers on a number of proposals of special interest to Montgomery Blair, especially free city delivery and inclusion of the money order system in conference deliberations. Kasson himself, of course, commanded considerable deference as the delegate from the nation that initiated the conference and proposed Vandal for the chairmanship. Three main issues emerged from the discussions: uniformity of weight, uniformity of rate, and simplification or even elimination of accounting practices. Once agreement was reached on these three, everything else would fall into place. It was a measure of his influence that in a strong speech Kasson proposed adoption of the metric or decimal system,

putting the single weight at fifteen grams. Another sensitive issue was transit fees, sensitive because more foreign mail passed through France than any other country and the French treasury was loath to lose its income from this source. An Italian motion to abolish transit fees was not acted on.

The conference adjourned on June 8th. Kasson thanked the delegates on behalf of the United States claiming that nine-tenths of the world's commerce and nineteen-twentieths of its correspondence had been represented at it. The Swiss delegate praised Kasson's "liberal and conciliatory spirit constantly shown"⁴¹. The conference did not agree on a comprehensive treaty, nor was it intended for it to do so. It was intended, rather, to define principles for incorporation in future treaties and conventions. In fact, Kasson remained in Paris after the conference long enough to discuss new agreements with several nations.

Kasson returned home in late summer in time to take his seat in the Thirty-eighth Congress, the first of six terms to which he was elected scattered over the next twenty-two years. The Paris Conference was the first

of nine diplomatic missions on which he served during his career, ending as McKinley's minister plenipotentiary negotiating tariff reciprocity treaties in 1901. He died in Washington, D.C. on May 19, 1910 at eighty-eight.

In the short term, in the two years after the Paris Conference, the United States alone renegotiated nine of its postal conventions adopting the principles there agreed on, while many other countries did likewise, much easing the burden on the Postal Congress that met in Berne, Switzerland in 1874, since many of the provisions proposed for the Berne Treaty had already been generally accepted. Codding identifies three factors contributing to the convening of the Berne Congress to draft a permanent postal treaty of which the second was recognition of the consequences of the Paris Conference and confirmation that nations were becoming more willing to discuss and resolve their mutual postal problems in an open forum⁴². Further, there was the example of the International Telegraph Union created by representatives of twenty European states who met in Paris in 1865 to discuss telegraph problems that were not unlike postal problems. All that was needed was a prime mover. He turned out to be Heinrich von Stephan, director of posts for the North German Confederation. The plans he first laid out in 1868 came to fruition as the *Union Générale des Postes* founded by the Berne Congress that matured into the Universal Postal Union in 1878.

From a practicing lawyer, onetime bureaucrat, and legislator, John A. Kasson became a diplomat of more than ordinary ability remembered mostly for his moderating role in the Paris Conference of 1863 and for advancing McKinley's doctrine of tariff reciprocity before an unenthusiastic Congress. Regrettably, like most diplomats, his accomplishments were soon forgotten and his standing in American history shrank with time to a secondary level. Montgomery Blair, on the other hand, as Postmaster General occupying a seat in the cabinet of America's most famous president during a time of national crisis, receives all the credit for Kasson's accomplishments in the Post Office Department and the importance of the Paris Conference. He is the first and perhaps the only Postmaster General after Benjamin Franklin to be honored by his image on a United States postage stamp commemorating the centennial of the first International Postal Conference in Paris in 1863.

Endnotes

Reproduction of the postage stamp commemorating the centennial of the 1st International Postal Conference, 1863 courtesy U.S. Postal Service.

Portrait of John Adam Kasson from L.F. Andrews, *Pioneers of Polk County, Iowa*, Des Moines, IA, 1908

30 5 Stat 748.

31 Annual Report of the Postmaster General, December 1, 1845, House Ex. Doc. No. 2, Serial 480, pp. 860, 888-91.

32 Convention with New Granada, March 6, 1844, proclaimed February 22, 1845; 8 Stat 584.

33 1862 Report, p. 124.

34 Codding, George A., Jr. *The Universal Postal Union*, New York, 1964, p. 18.

35 *Id.*, pp. 18-19.

36 Codding, *op cit.*, p. 22.

37 Younger, Edward. *John A. Kasson, Politics and Diplomacy from Lincoln to McKinley*, Iowa City, Iowa, 1955, Chapters VIII and IX, pp. 118-152. See also article, "John Adam Kasson" in *American National Biography* and L.F. Andrews, *Pioneers of Polk County, Iowa*, v. I, Des Moines, Iowa, 1908, pp. 217-226 for biographical sketches of John A. Kasson; autobiographical statements in the *Annals of Iowa*, January 1910 and July 1920 were not recovered for this study.

38 *Id.*, p. 130.

39 Act of March 3, 1863, 12 Stat 701.

40 Younger, *op cit.*, p. 144.

41 *Id.*, p. 150.

42 Codding, *op cit.*, p. 23.

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A Time of Change: The Transition from 37-cent to 39-cent First Class Postage

by Dennis H. Pack

When most people mail a letter, the cost of the stamp is usually not foremost in their minds. They find or buy a stamp, place it on the letter, and send the letter on its way. When the cost of mailing a letter increases, there is a period when some mailers might not be sure of the new rate or might not have the stamps needed to pay it. It can take a while to obtain the new stamps or other stamps needed to make up the difference between the stamps they have and the new rate.

The cost of mailing a first class letter increased from 37 cents to 39 cents January 8, 2006. This article looks at the transition to the new rate through the franking on more than 1,000 envelopes received by one office at a university over a period of six weeks starting just before the rate increase. The envelopes were inspected to see when the new rate stamps were first used, what stamps were used to make up the new rate, whether any envelopes were under or over-paid, and anything else of interest. It follows up on similar articles after the January 7, 2001, increase from 33 to 34 cents (*La Posta*, vol. 32, no. 2, pp.49-51), and the June 30, 2002, increase from 34 to 37 cents (*La Posta*, vol. 33, no. 5, pp. 46-49). As in the past, the illustrations show only the stamps and postmarks to save space.

The author saw no postmarks dated the first day of the new rate, a Sunday. Post offices that would have been open and postmarking mail on Sunday are mostly airport mail facilities and others that are open 24 hours a day seven days a week. Last day of old rate markings were seen. Two are shown in *figure 1*.



Figure 1 Last day of old rate.

Many mailers made an easy transition to the new rate. *Figure two* shows examples of the proper payment of the new rate the day after it became effective. One example bears the new first class rate Lady Liberty and US Flag stamp, the others 37-cent stamps with 2-cent stamps to make up the difference. *Figure 2* also shows two ink jet spray markings, which started to become more common in many areas of the country about the time of the rate increase.



Figure 2 Early ink-jet spray postmarks.

It appears there was some confusion about when the new rate took effect. The new rate stamps were used early, and additional stamps were added to 37-cent stamps before they were needed, as shown in *figure 3*.

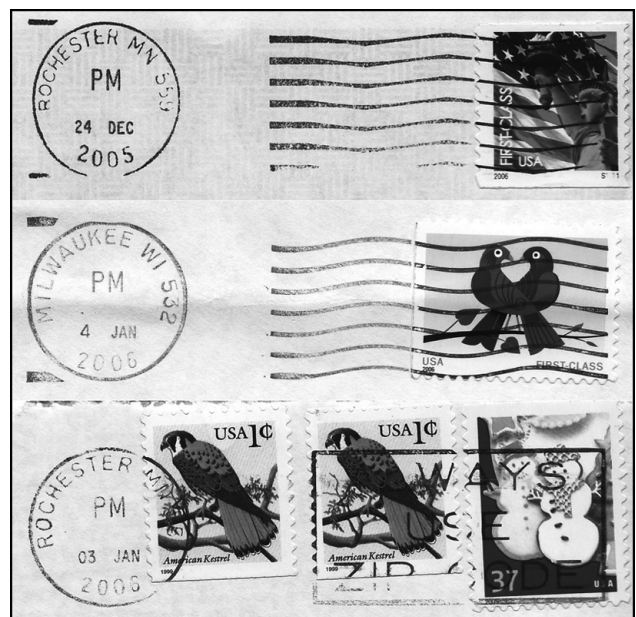


Figure 3 Early use of the new rate

Additional confusion could be evident in *figure 4*. The first class rate Lady Liberty and US Flag is added to a 37-cent stamp to make up the difference between the new and old rates.

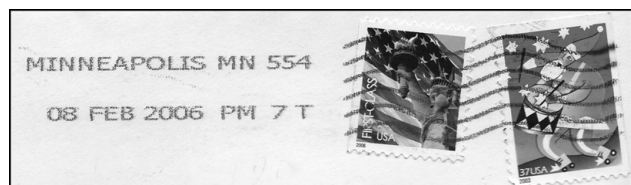


Figure 4 Additional first class stamp used to pay the new rate.

With the increase from 37 cents to 39 cents, 2-cent stamps were in demand. Mailers, and many post offices, dug deep for all they could find. *Figure 5* shows several 2-cent stamps that were used to make up the difference in the rates, including a 2-cent computer stamp. The oldest is the revised 2-cent locomotive coil stamp, issued in 1987.

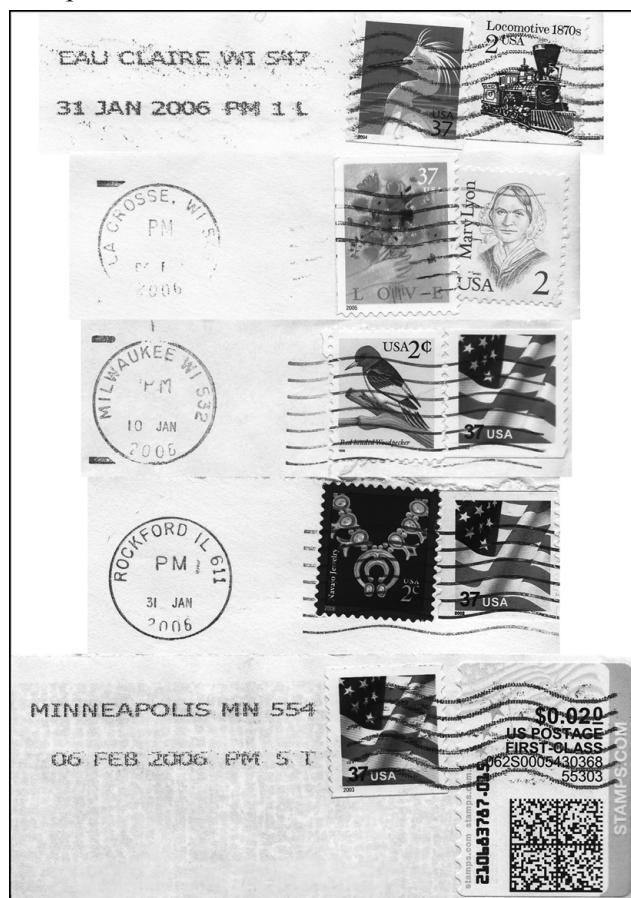


Figure 5 Various 2¢ stamps make up the new rate.

Other mailers seemed to use what ever stamps they had on hand. Most often, mailers added another 37-cent stamp, if they didn't have a 2-cent stamp, but a variety of stamps were used. *Figure 6* shows six examples with the postage overpaid as much as 35 cents. The stamps range from 37-cents down to two H-rate make up stamps issued in 1998 with a nominal value of one cent each.



Figure 6 Various stamps were used as make up postage to pay the new rate. Many overpaid it.

Still other mailers showed more originality in their choice of stamps. *Figure 7* includes a 5-cent stamped envelope from 1965, and covers bearing three 13-cent Jimmie Rogers stamps from 1978, a 29-cent Flag Over White House stamp, a 1999 Madonna Christmas stamp and two 21-cent postal card stamps. The range of face values of the stamps hints that some of them could have come from stamp collectors, but in any case, they all attract attention.

There were remarkably few covers with the postage underpaid. Three are shown in *figure 8*. One slipped through without any stamps and no auxiliary markings indicating evidence of postage being paid. Twelve covers bore 37-cent stamps dated after the rate change, but



Figure 7 Stamps of various denomination combined to make up the new rate.

four of them were dated the day after the increase, so they could have been mailed before the increase took effect. Postage due was not charged on any of the underpaid covers.

The semi-postal stamps issued to support breast cancer research and support stopping family violence might also cause confusion in the rate change. (The Heroes of 9/11 semi-postal stamp was withdrawn from sale December 31, 2004.) The Breast Cancer Research stamp, issued July 29, 1998, originally cost 40 cents with 32 cents paying postage and the rest going to the National Institutes of Health and the Medical Research Program

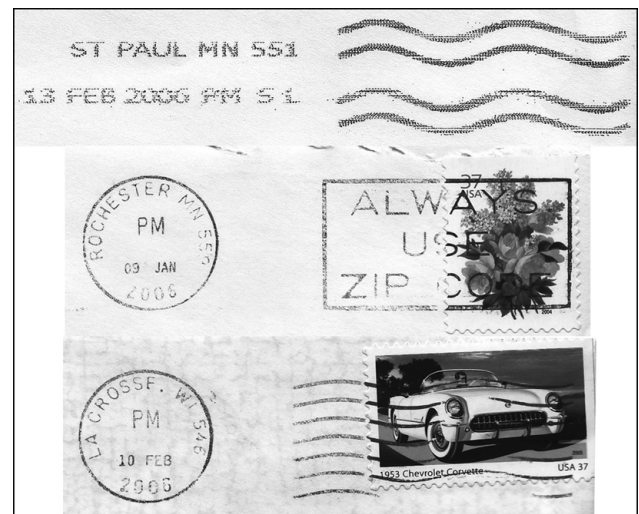


Figure 8 Very few covers were found with the new rate underpaid.

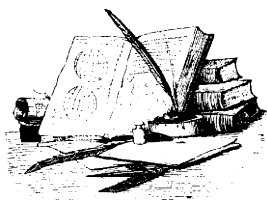
at the Department of Defense for cancer research. The cost of the stamp increased to 45 cents March 23, 2002. Thirty-four cents went for postage, and 11 cents for research. The Stop Family Violence stamp cost 45 cents when issued October 8, 2003. Subsequent postage rate



Figure 9 Semi-postal stamps

increases have meant that more of the stamps' purchase price went for postage, and less for their humanitarian purposes. This is true of the recent rate increase. Thirty-nine cents pays postage, and 6 cents is for charitable purposes. The semi-postal stamps do not need additional postage for use after the increase to the 39-cent rate. *Figure 9* shows the Breast Cancer Research stamp and Stop Family Violence stamp used after the rate increase. An unnecessary 2-cent stamp has been added to one cover.

The conclusion the author draws from this study is that the transition from 37-cent letter postage to the 39-cent rate went very smoothly. Mailers found the new stamps or added sufficient stamps to what they had to cover the increase. Most of the more than 1,000 envelopes inspected for this study were franked with ordinary stamps paying the appropriate rate. Only a few departed from the norm and rated mention in this article, and there were fewer of these than might be expected . . . or desired by an old postal history collector.



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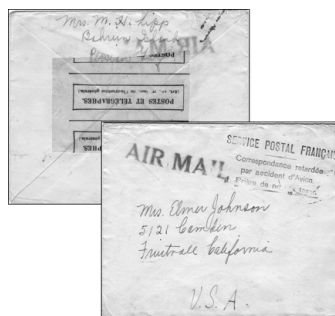
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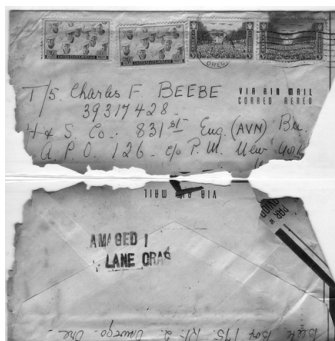
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The World's Fair Station Post Office

Part II: Identifying the Machine and Handstamp Cancels and Markings

By Kenneth C. Wukasch

The World's Columbian Exposition was the first world's fair in the United States to use machine canceling devices for postal card and letter mail. While the 1890s witnessed the rapid development of machine canceling on mail, a decline of hand canceling occurred.

The American Machine Cancellor

Apparently, the canceling machines were not ready for the opening day of the Exposition on May 1, 1893, since the actual earliest reported use of an American machine World's Fair Station cancel is May 10th.¹

The American rapid canceling machines can be identified by a single circular dial postmark that is inscribed, "WORLD'S FAIR STATION, 1893". The six bar canceller has a blank die space and contains no city name.

Figure 1 illustrates the American six bar canceller on cover with a "MAINE BUILDING, JACKSON PARK, - CHICAGO, ILL.", corner card with a two cent Columbian issue (Scott No. 231) added and addressed to East Baldwin, Illinois.

The five Types of American machine World's Fair Station dials used on postal cards and covers are shown in *Figure 2*. Type I, the most common, have a wide spacing of 2.5 mm. between the words, "WORLD'S FAIR STATION". Type II, has a very nar-

row spacing of 1 mm. and is considered rare. Type III, shows a hyphen placed between the month and the day: "JUN - 9". Type IV, shows a "dateless" dial with a wide spacing of 2.5 mm. Type V, also is "dateless" but shows the very narrow spacing of 1 mm. Without month, day or time, Type IV and V are usually found on unsealed envelopes that contained advertising circulars or other printed matter. This "bulk mail" was probably picked up somewhere on the fairgrounds and then taken to the World's Fair Station Post Office where it was treated as 3rd class mail. The latest reported American machine World's Fair Station postmark was used on December 14, 1893.²

The International Machine Cancellor

The machine supplied by the International Postal Supply Company of New York can be identified by a single circular dial, "WORLD'S FAIR STATION, CHICAGO

1893", with a seven bar canceller and numeral "1" inscribed in the die space. *Figure 3* illustrates the seven bar International canceller on cover with an "Ice Railway, Midway Plaisance, World's Columbian Exposition, Chicago", corner card with a two cent Columbian (Scott No. 231) added and addressed to Montreal, Quebec.



Figure 1 Cover with Maine Building corner card and American six-bar canceller.



Figure 2 Five types of American machine dials. a. Type I with wide spacing; b. Type II with narrow spacing; c. Type III with hyphen between month and day; d. Type IV with dateless dial and wide spacing; e. Type V with dateless dial and narrow spacing

There are three types of the International machine World's Fair Station dial known. The collector must look closely at the number "1" in "1893" in order to

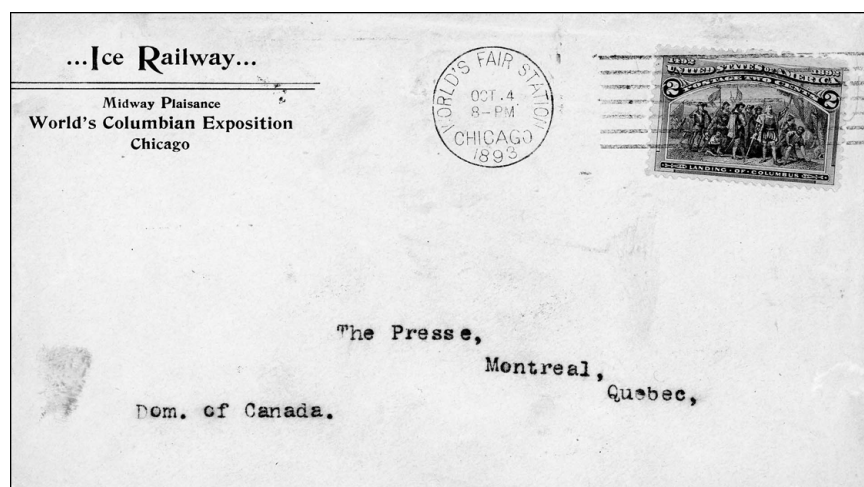


Figure 3 Cover with Ice Railway corner card and International seven-bar canceller.

differentiate between the first two types. In Type I, the “1” is pointing to the “I” in “CHICAGO” and is found on mail used between June 17 and December 15. In Type II, the “1” is pointing to the right leg of the “H” in “CHICAGO” and is found used only in the month of July. *Figure 4*, however, does show a May 4, Type II cancel that was probably made as a “trial test” of the machine the day it was installed. In the Type III International canceller, the dial is without month, day or time. This “dateless”

or by providing a “favor” cancel to a customer. Even though “trial test” impressions should have been destroyed by the post office, they were probably saved due to their novelty.



Figure 4 Two-cent Columbian entire with “MAY 4” International machine “trial test” impression cancel.

Occasionally, a visitor would hand a clerk a letter or postal card and ask them to cancel and then return it. Machine canceled, “WORLD’S FAIR STATION” markings made after the October 30th closing of the fair are considered “favor” cancels. *Figure 6* illustrates a “favor” American machine, “DEC 14”,

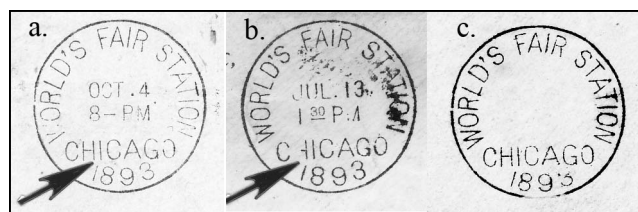


Figure 5 Three types of International machine dials.
a. Type I with “1” pointing to “I” in “CHICAGO”.
b. Type II with “1” pointing to right leg of “H” in “CHICAGO”.
c. Type III with dateless dial.

Type I cancel on a one-cent Goldsmith souvenir postal card. (EX55, UPSS)

World’s Fair Station cancels made during the fair’s operation, May – October, however, are considered “trial test impressions”. *Figure 7* shows a “trial test” International machine, “MAY 9”, Type II cancel on a UPU postal card. (S5, UPSS) A most interesting “trial test” of the American machine canceller is shown in *Figure 8* that is missing the day and time and is the only example reported. A recent survey indicates that World’s Fair Station “favor” cancels are more common than “trial test” cancels.³

dial is rare and has only been reported on “bulk” 3rd class mail. *Figure 5* illustrates the three Types of International machine World’s Fair Station dials.

“Trial Test” and “Favor” Machine Cancels

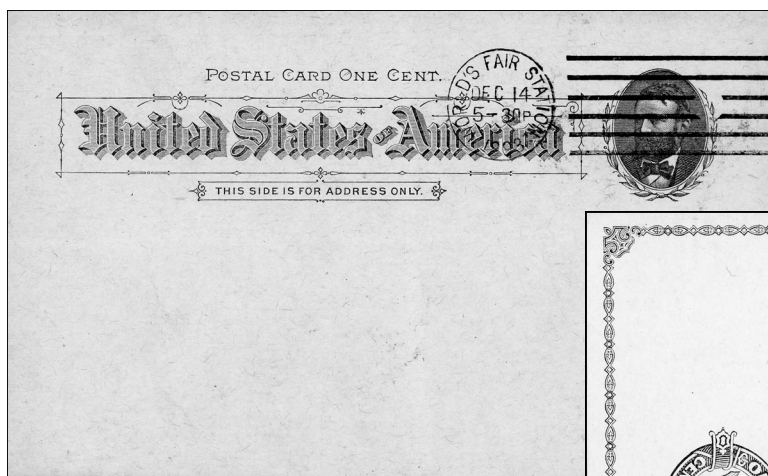


Figure 6 Goldsmith souvenir postal card, (EX55, UPSS) with "favor" American machine, "DEC 14", type I cancel.

Figure 7 U.P.U., Issue of 1879, (S5, UPSS) postal card with "trial test" impression, International machine, "MAY 9", Type II cancel.

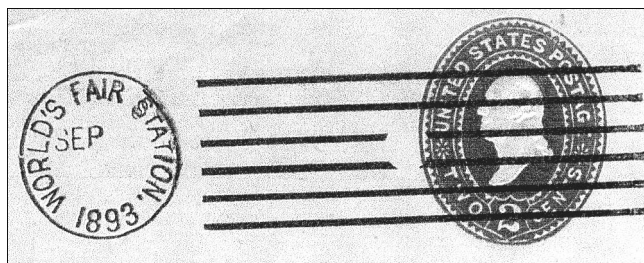
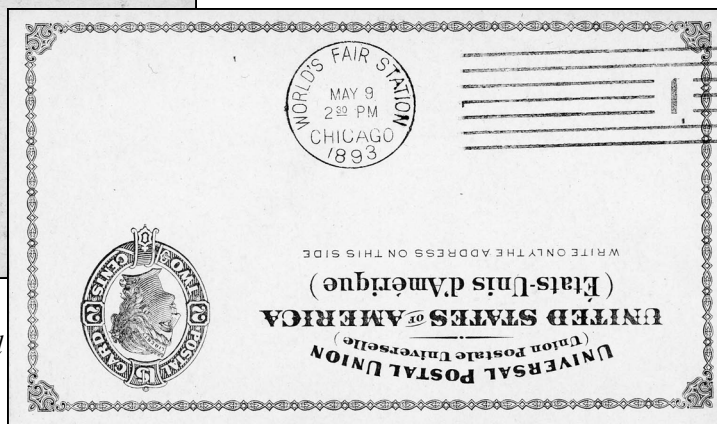


Figure 8 "Trial test" of American machine cancel missing day and time on a 2-cent entire of the 1887-1894 issue.

Handstamp Cancels

DUPLEX "2": Most World's Fair Station cancels found by collectors today is the hand stamped duplex "2". When a post office patron wanted to mail a letter or card they would normally hand it to the clerk through the post office window who then simply hand stamped and placed it in the stack for outgoing mail. The words with wide spacing, "WORLD'S FAIR STA., CHICAGO, ILL.", with date and time were inscribed within



Figure 9 Duplex "2" hand stamp in black.

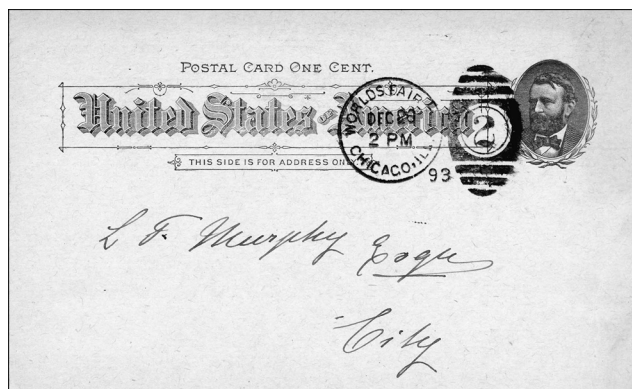


Figure 10 Latest recorded duplex "2" hand stamp dated, "DEC 28, '93", on government postal card. (S10, UPSS)

a circular dial. The cancel shown in *Figure 9*, is a simple black duplex "2" with the year "93" between the postmark and the canceller. The earliest reported use of the duplex "2" cancel is May 8th and the latest December 28th, shown in *Figure 10*. An interesting error has been reported for this hand stamp whereby the postal clerk carelessly inverted the month when he set the date on the canceller. *Figure 11* illustrates this "WORLD'S FAIR STATION" cancel with "OCT" inverted and mailed to London, England.

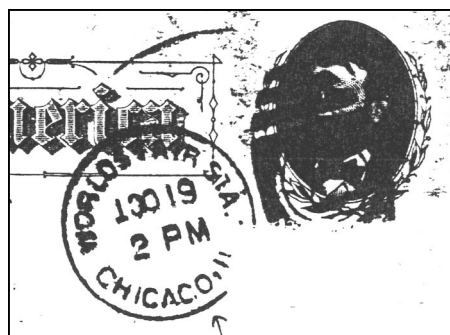


Figure 11 Inverted month, "OCT" duplex "2", error cancel.

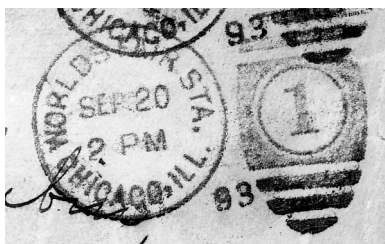


Figure 12 Duplex "1" cancel.

DUPLEX "1": Among the rarest of the hand stamped World's Fair Station markings is one that is similar to the duplex "2" cancel described above. This single circular hand stamp is different however in two striking ways. First, the canceller contains a numeral "1" instead of "2"; and second, the spacing between the words, "WORLD'S" and "CHICAGO" is only 3 mm. Figure 12 illustrates this rare marking. The collector should look carefully for these differences since the result can be richly rewarding. Figure 13 shows a double duplex "1" marking on a legal sized cover with a "BOARD OF LADY MANAGERS" corner card, "SEP 20, 2PM", with a two cent Columbian (Scott No. 231) added and mailed to Baltimore, Md. The cover was then forwarded to New Hampshire. It is still unclear as to the exact purpose of the duplex "1" hand stamp but due to its rarity was probably used as a backup canceller.

OVAL: Another rare and seldom seen hand stamp cancel from the World's Fair Station Post Office is an oval inscribed, "WORLD'S FAIR STA. CHICAGO, ILL.", with no time or date. Figure 14 shows a cover mailed from "WILSON C. GARRARD, Secretary — ILLINOIS STATE BUILDING, JACKSON PARK, CHICAGO", to Mt. Vernon, Illinois with a one-cent

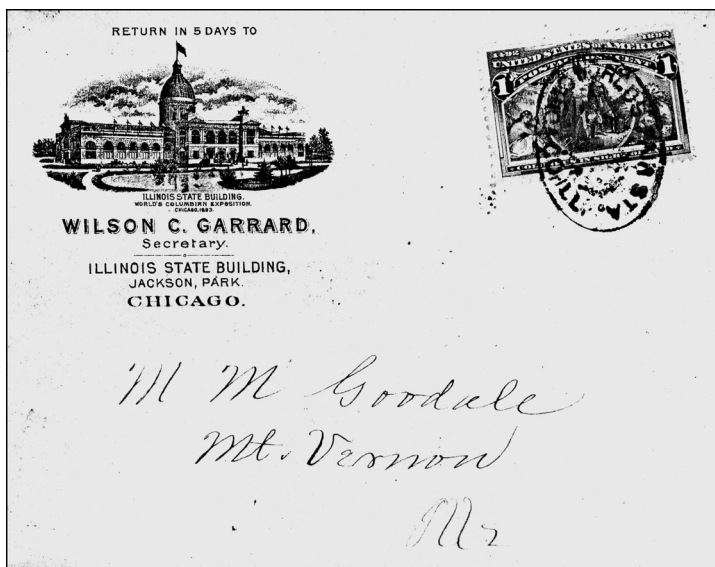


Figure 14 Cover with "WILSON C. GARRARD", corner card and oval hand stamp cancel.

Columbian added (Scott No. 230) and canceled with an oval World's Fair Station hand stamp. Two copies of this cover and marking have been reported mailed from Wilson C. Garrard. These were probably handled as 3rd class bulk mailings by the postal clerk at the World's Fair Station Post Office.

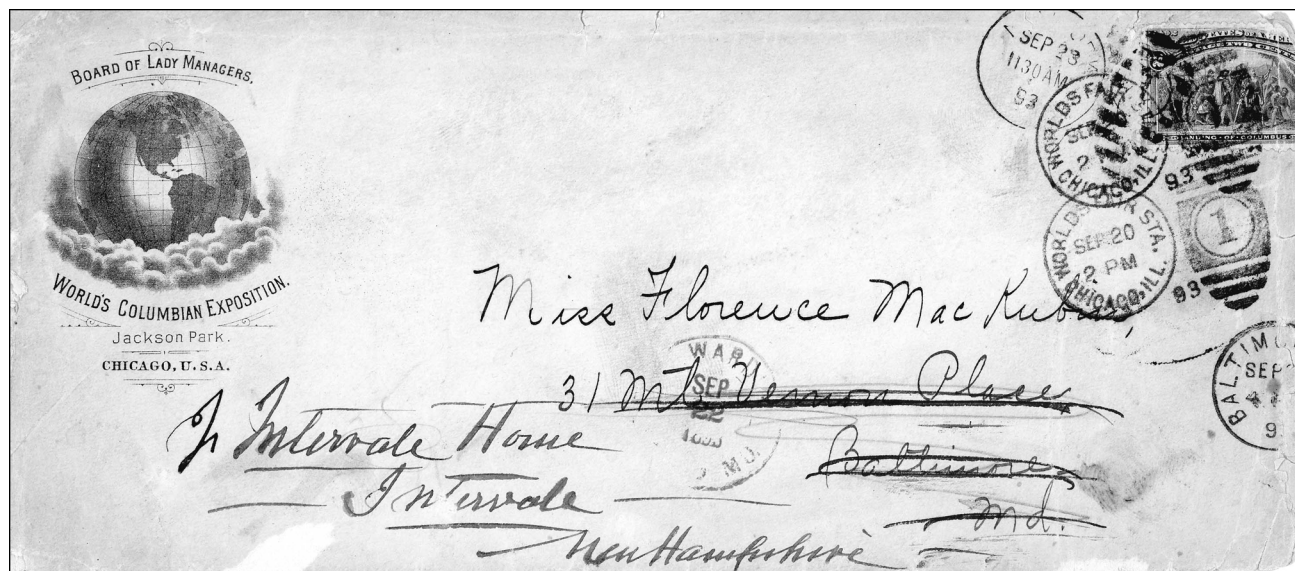


Figure 13 Legal cover with "BOARD OF LADY MANAGERS", corner card, "SEP 20, '93", double duplex "1" cancels.



Figure 15 Facing slip with "R.P.O. WORLD'S COLUMBIAN OCT 12, EXPOSITION" and double bars cancel.

R.P.O. SHIELD: The most elusive World's Fair station hand stamp of all is considered to be the "WORLD'S FAIR STATION R.P.O." shield. Most examples of this extremely rare marking have been seen on facing slips. *Figure 15* shows an "R.P.O. WORLD'S COLUMBIAN OCT 12 EXPOSITION" with double bars on a facing slip and is the only hand stamp of this variety reported. Other R.P.O. shield markings have the year, "1893" and "NORTH" inserted below the date. *Figure 16*, shows an "R.P.O. WORLD'S COLUMBIAN MAR 10 1893 NORTH EXPOSITION" with star can-

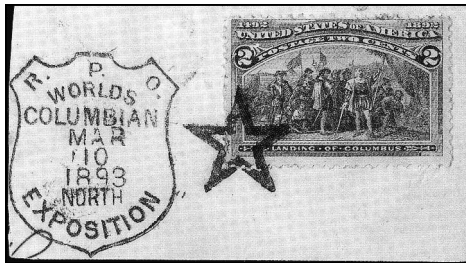


Figure 16 "R.P.O. WORLD'S COLUMBIAN MAR 10 1893 NORTH EXPOSITION", with star killer.

celler of a two-cent Columbian (Scott No. 231). *Figure 17* shows the same variety R.P.O. shield marking on a souvenir one-cent postal card (S10, UPSS) and mailed to Indianapolis, Indiana.

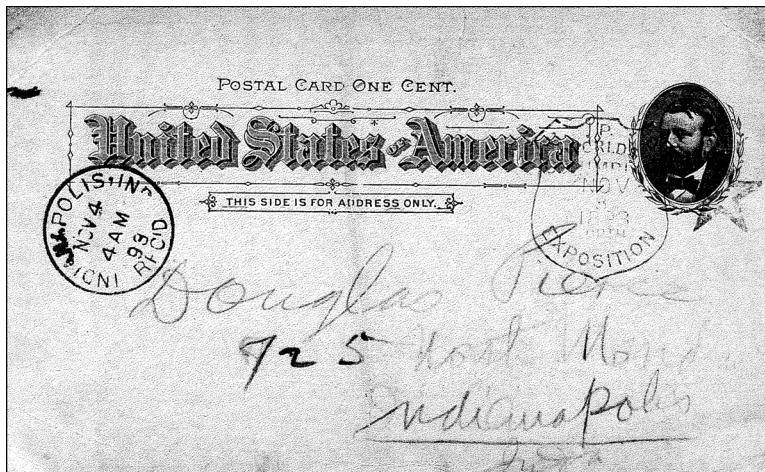


Figure 17 Goldsmith souvenir card with R.P.O. Shield marking.

These few examples are thought to have been used as the exclusive marking of the Chief Clerk of the R.P.O. mail car on the Illinois Central Railroad. Perhaps, it was used as a backup to the regular "WORLD'S FAIR STATION" duplex "2" hand stamp cancel in servicing facing slips on mail pouches and to cancel mail that somehow had gotten through the canceling machines untouched. It is also important to note, that even though there was a strict policy forbidding visitors to ride the R.P.O. mail car; occasionally newspaper reporters, Congressmen and other important individuals are known to have received special permits.⁴ Because of this, the WORLD'S FAIR STATION R.P.O." shield marking used as a souvenir or "favor" cancel cannot entirely be ruled out.

Handstamp Markings

NOT THERE, 1602 W.F.: Even though the World's Fair Station Post Office was organized as a special branch of the Chicago Post Office it is important to remember that many visitors requested that their mail be delivered to their respective State Buildings. Indeed, visitors were encouraged to register with their home state when they first arrived on the fairgrounds. Upon registration each person had to denote their name, home address, local address in Chicago and length of stay. If they wanted to continue to receive mail after three days they had to remember to re-register. When mail was delivered to a person who was no longer in Chicago the postal carrier would apply this auxiliary marking and return it to the Chicago Post Office. An auxiliary marking is defined as "a postal marking applied to a card or cover intended to inform the postal customer as to why the mail was delayed, damaged, or otherwise experienced some irregularity in delivery."⁵

If it were letter mail, this marking would be written by the carrier in manuscript. *Figure 18* shows a cover addressed to "Mr. Victor Thrane c/o Wisconsin State Building, World's Fair, Chicago, Ill." Since Mr. Thrane had already left Chicago, the carrier inscribed in pencil, "Not There, a 1602". The cover was then forwarded to the "Wis. State Board of Health, Fair Claire, Wis." A one-cent postage due was charged to the recipient upon delivery.

However, if the delivery attempt was a postal card, the carrier instead would apply a red or purple hand stamp, "NOT THERE, S.1602, W.F." and return it to the Post Of-

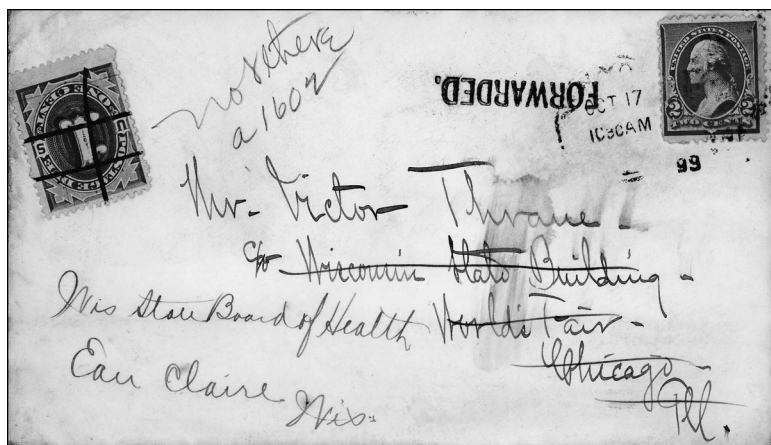


Figure 18 Cover addressed to Mr. Victor Thane, "NOT THERE" in manuscript with one-cent postage due.

fice. The "S" denoted the branch post offices of the State Buildings on the fairgrounds and the "1602 W.F." was the number assigned to this substation. *Figure 19* shows a Goldsmith souvenir card mailed from the "WORLD'S FAIR STATION" post office and addressed to Mr. Willis Brown, Illinois State Bldg, World's Fair, Chicago, Ill." After holding it the required sixty days, the card was hand stamped by postal clerks, "UNCLAIMED" and then should have been destroyed by law. Since most of these markings have only been seen on Goldsmith souvenir cards it is assumed the clerks saved them due to the rich and colorful designs printed on the card's back. (These markings were the subject of an earlier article, "The Carrier Marking of the World's Fair Station Post Office"; published in the October-November 2004 issue of *LAPOSTA*)

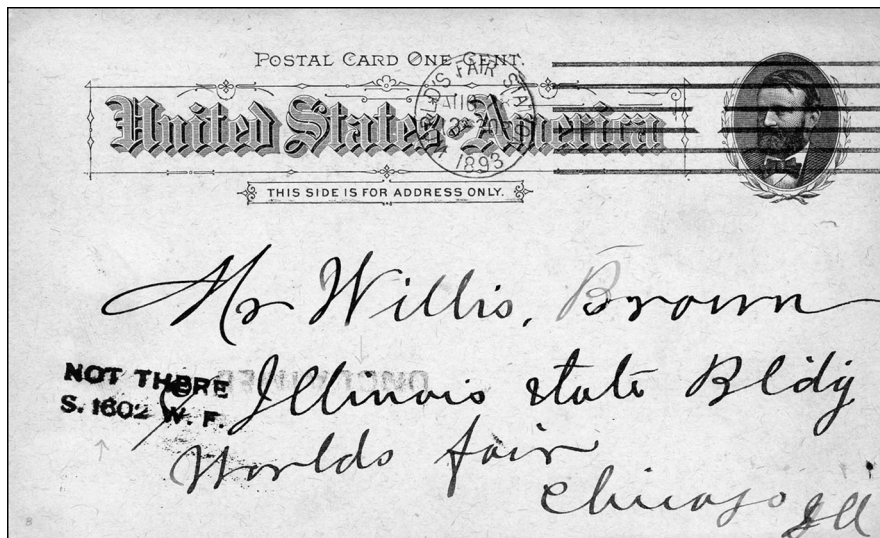


Figure 19 Goldsmith souvenir postal card with "NOT THERE" hand stamp.

POINTING-FINGER: The rarest World's Fair Station auxiliary marking is the large "Pointing-finger" hand stamp. Inscribed on the hand is, "RETURNED TO WRITER, From the World's Fair Sta. CHICAGO, ILL. P.O." The date appears on the cuff at the far right. This marking was hand stamped by the clerk working at the incoming mail or city division of the World's Fair Station Post Office. *Figure 20*, shows a purple, "RETURNED TO WRITER" hand stamp on a cover mailed from "JOHN B. McHARG, Rome, N.Y." to "Calvin V. Graves, World's Fair Station, Chicago, Ill.", with a two-cent Columbian (Scott No. 231) added. *Figure 21*, shows an example of both auxiliary

World's Fair Station hand stamps used together.

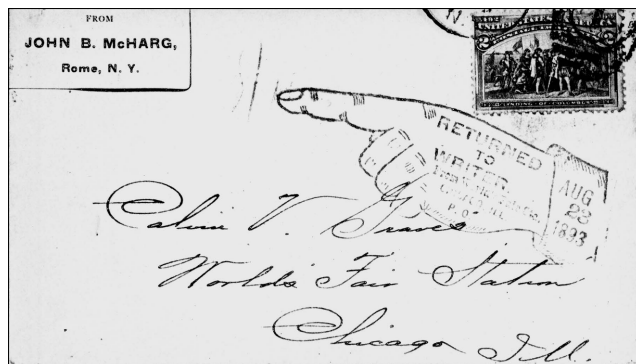


Figure 20 Cover mailed from "JOHN McHARG" with "RETURNED TO WRITER" hand stamp.

REGISTERED: One of the services provided by the World's Fair Station model post office exhibit was that of registry mail. *Figure 22*, shows a cover mailed to "Philadelphia, Pennsylvania" with the four-line hand stamp in red, "REGISTERED, OCT 17 1893, World's Fair Station, CHICAGO, ILL.", and franked with a 4 cent and 6 cent Columbian (Scott Nos. 233 and 235) added to make the domestic registry rate. *Figure 23*, shows the same registered hand stamp on a cover mailed to Magdeburg, Germany with a 4 cent Columbian added (Scott No. 233) to a ten-cent Columbian entire to make the overseas registry

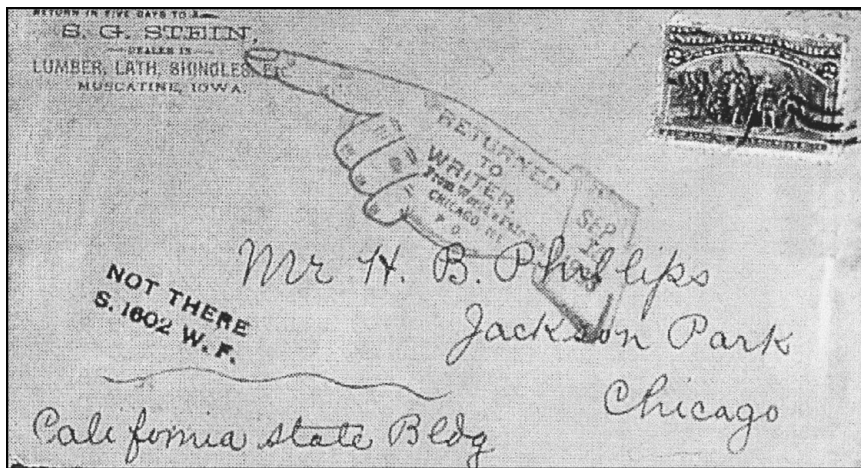


Figure 21 Cover from "S.G. STEIN" to "MR. H.B. PHILLIPS", with a combination "NOT THERE" and pointing-finger "RETURNED" auxiliary hand stamps.

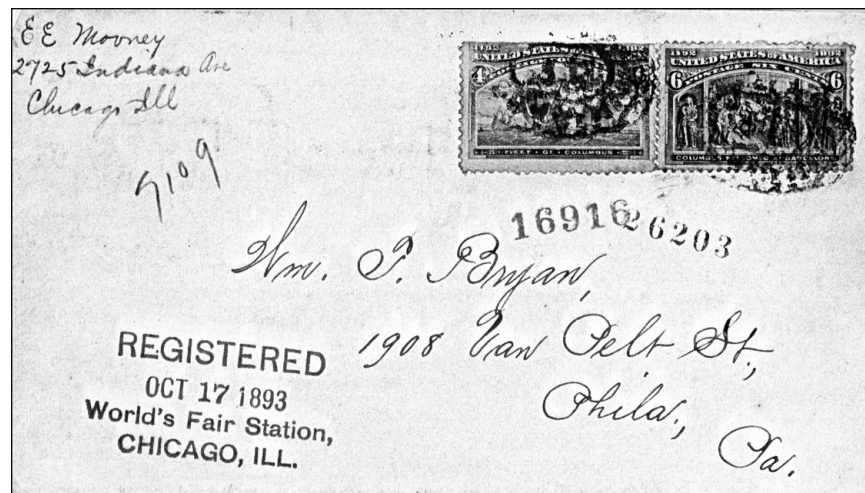


Figure 22 Cover with "REGISTERED" marking and mailed to Philadelphia, Pennsylvania.



Figure 23 Cover with "REGISTERED" marking and mailed to Germany.

Reg. {LETTER} {PARCEL} No. _____, P. O. 7109 Station, Chicago, Ill.
 RECEIVED _____, 189 , of _____
 Letter/Parcel addressed to _____
 J. A. SEXTON, P. M., per _____

Figure 24 Registered letter/parcel receipt with red, "RECEIVED OCT 17" marking.

rate. According to the official "1893 REPORT OF THE POSTMASTER GENERAL", 17,409 pieces of "registered matter was dispatched" from the World's Fair Station Post Office during its six month operation.⁶

RECEIVED: Only one type of marking used by the World's Fair Station on registered receipts is known. A registered letter/parcel receipt, that was issued to be used at branch post offices with a four-line, "RECEIVED OCT 17 1893 World's Fair Station, CHICAGO, ILL.", hand stamped in red is shown in *Figure 24*.

A second and most interesting example of this marking is found on a "REGISTRY RETURN RECEIPT" post office penalty card. *Figure 25* shows this receipt with an "OCT 4 1893 World's Fair Station, CHICAGO, ILL." hand stamp. The "RECEIVED" normally found at the top in this marking was omitted since the card was being sent and not received. The return receipt was then mailed to the addressee in San Jose, California. When the letter was received it was signed at the bottom as required by law. On the reverse, the time of receipt was hand stamped, "SAN JOSE, OCT 12, 4 PM, 93". The card was then returned to the sender "Henry Melmer, French Com, World's Fair", where it received a "WORLD'S FAIR STATION, OCT. 17, CHICAGO, 1893", International machine receipt marking.

Money Order Business (M.O.B.)

Another important service offered by the World's Fair Station Post Office was its money order business. Between May and October 1893, a very heavy money order and postal note business was transacted amounting to \$34,175,924.⁷ Included in this total was the issuance of 1,825 postal notes. "Postal notes were a type of money order form designed to facilitate the sending of small amounts of money via the mails".⁸ *Figure 26*, shows a

REGISTRY RETURN RECEIPT **OCT 4 1893**
 From Post Office at CHICAGO, ILL.
 Reg. No. 92112
 *Reg. Letter } Addressed to _____
 *Reg. Parcel } _____
 Post Office at _____
 After obtaining receipt below, the Postmaster will mail this Card, without cover and without postage, to address on the other side.
 RECEIVED THE ABOVE DESCRIBED REGISTERED { *LETTER. *PARCEL.
 (SENDER'S NAME ON OTHER SIDE.)
 Sign on dotted lines to the right.
 When delivery is made to other than addressee, the name of both addressee and recipient must appear.
 * Erase letter or parcel according to which is sent.
 When the registered letter or parcel accompanying this card is delivered, the Postmaster will require signature to the receipt on the other side, also on his record of registered deliveries, and mail this card without cover to address below.
 A penalty of \$300 is fixed by law for using this card for other than official business.
 Post Office Department. 164
 OFFICIAL BUSINESS. Post Office at _____
 RETURN TO:
 Name of Sender _____
 Street and Number _____
 or Post Office Box. _____
 Post Office at CHICAGO,
 County of Cook, State of Illinois.

Figure 25 [top] Post Office penalty card, "OCT 4 1893", mailed to San Jose, California. **[bottom]** Reverse of Post Office penalty card with time of receipt.

Type 2, *Higgins & Gage Catalog*, postal note issued on May 1st 1893 and payable for Ten Cents. At the top is the serial number "4", in red, and the "World's Fair Station, Chicago, Illinois" in blue. It is signed by Chicago Postmaster, James A. Sexton. On the reverse, shown in *Figure 27*, is a double circle hand stamp in red, "WORLD'S FAIR STATION CHICAGO, ILL., MAY 1, 1893, M.O.B." In the August 1893 issue of *THE CHICAGO PHILATELIST*, an article entitled, "THE RAMBLER AT THE FAIR" described how the author purchased his postal note:

I stopped at the money order window and purchased a postal note for one cent. The clerk looked somewhat astonished when upon asking the amount again and receiving the same an-

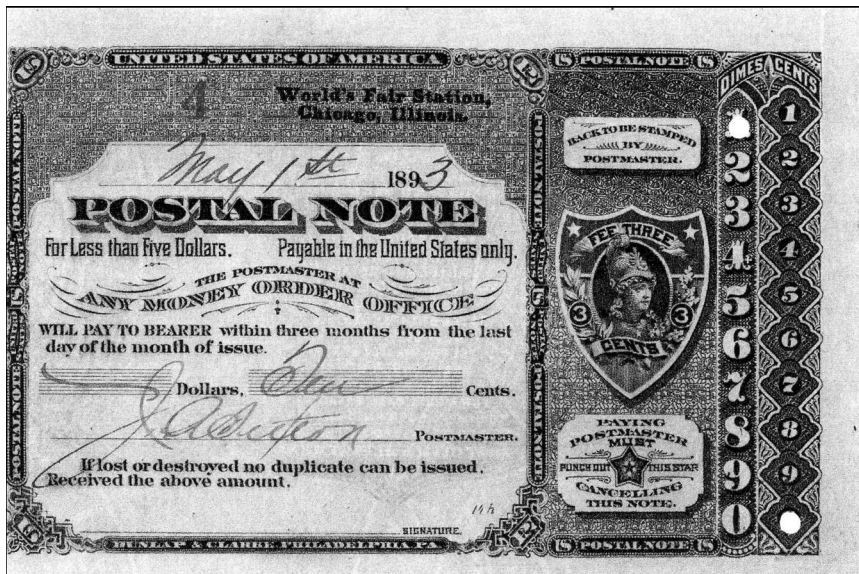
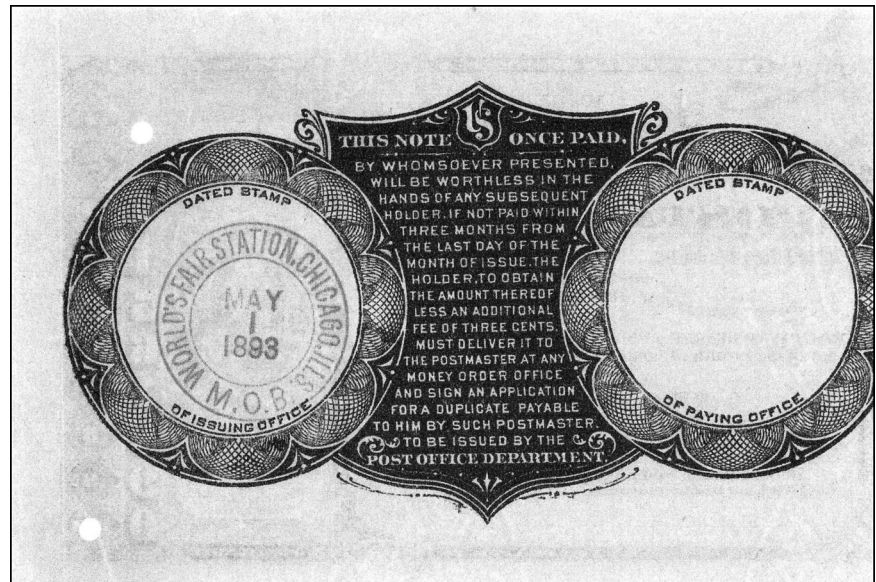


Figure 26 Type 2 Postal Note payable for ten cents.

Figure 27 Reverse of Type 2 Postal Note, with double circle in red, "M.O.B." hand stamp.



swer, "Postal Note for one cent;" but did not evince any further surprise as some of the requests of the patrons are somewhat ridiculous. Procuring my postal note I enclosed it in one of those old Caricature War envelopes and addressing it to the publishers of THE CHICAGO PHILATELIST, mailed it at the World's Fair Postoffice.⁹

Two examples of this marking have been reported. Very few postal notes have survived since most were expected to be cashed at a Post Office and subsequently destroyed. Only those that were perhaps misplaced by recipients or purchased as souvenirs like in the story "The Rambler at the Fair" were saved for collectors today.

Back Stamp/Receipt Markings

All incoming mail to the World's Columbian Exposition was delivered to the south end of the World's Fair Station Post Office for processing. One of the initial

steps in this process involved the operation of back stamping the receipt time on each letter. The *United States Postal Laws and Regulations for 1879* stated that:

Each postmaster, immediately upon the receipt of the mail, will, if possible place the postmark of his office upon every letter received in the mail, showing the date and hour of the day when the letters were received.¹⁰

Since the World's Fair Station was a branch of the Chicago Post Office this regulation would have also been enforced on its incoming mail. When letter mail arrived it would have received a "WORLD'S FAIR STATION", International machine, Type I marking, as shown in *Figure 28*.

This receipt marking is identical to the Type I, International machine postmark used in the mailing or outgoing section of the World's Fair Station.



Figure 28 "OCT. 18, 1893", International canceller used as receiving mark on cover.

Collectors are sometimes confused however, to find a postal card mailed to the fair but without a receipt marking. In a June 11, 1893, *Chicago Tribune* article, Chicago Postmaster James A. Sexton stated that:

When the bags are unloaded the first thing done is to cut open the bundles at the opening table. Then the letters are transferred to another table, where the hour of receipt is stamped on the back. Postal cards are not stamped with the time of arrival, but occasionally in the hurry a clerk will stamp one by mistake, which accounts for their being sometimes so marked.¹¹

In September 1893, Chicago postal officials changed their policy regarding the back stamping of postal cards and requested that another International canceling machine be installed in the south end of the World's Fair Station Post Office to handle the increasing volume of mail.¹² One explanation offered for the limited two month use of the World's Fair Station International machine used as a back stamp on postal cards is based upon a Post Office regulation that undeliverable postal cards were to be destroyed after being held sixty days. An official circular mailed to every postmaster in the United States detailed this procedure:

In their treatment as mail matter they are to be regarded by Postmasters the same as sealed letters, and not as printed matter, except that in no case will unclaimed cards be returned to the writers or sent to the Dead Letter Office. If not delivered within sixty (60) days from the time of receipt they will be burned by Postmasters.¹³

Although several postal cards have been reported used in August and back stamped with the International machine, these could be explained by the remark made by

Postmaster Sexton that, "in the hurry a clerk will stamp one by mistake". *Figure 29* shows a government postal card (S10, UPSS) with an "AUG 5, 1-PM", receiving mark.

It is important to note that in August, postal officials were still unsure how long the World's Fair Station Post Office would remain open. Since the Fair was scheduled to close to the public October 30th they reasoned that all cards still held as undeliverable on closing day without the dated back stamp could legally be destroyed.

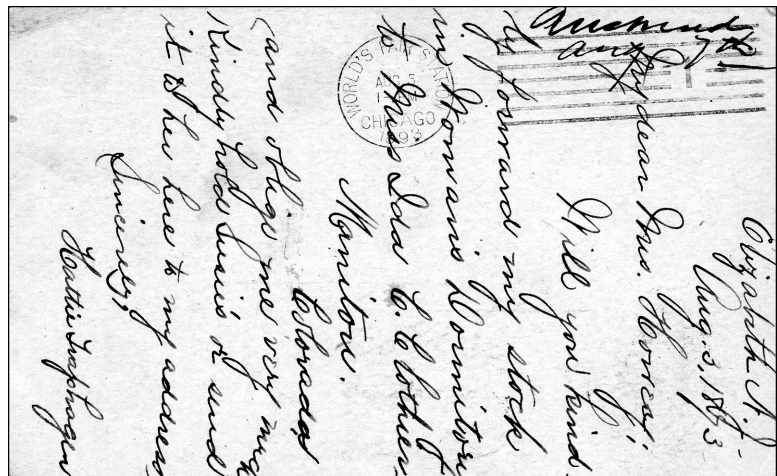


Figure 29 S10, UPSS, postal card addressed to "Mrs. Laura E. Horrey, Montana State House, Jackson Park, Chicago", and received "AUG. 5" at the World's Fair Station Post Office.

Another important matter that postal clerks needed to be reminded of was upon which side of the postal card to place the receiving mark. In the *February/March 1893 Postal Guide*, "Orders of the Postmaster-General", it stated that:

The attention of this Department having been called to the circumstance that, in some cases, the impression of the date stamp of the United States Receiving Post Office is placed on the back of postal cards received from foreign countries. Postmasters are hereby informed that the International Postal Regulations require that postage stamps, and all postmarks shall be placed on the front of postal cards sent to or received from foreign countries, in order that postmarks may not interfere with messages written or to be written upon the back.¹⁴

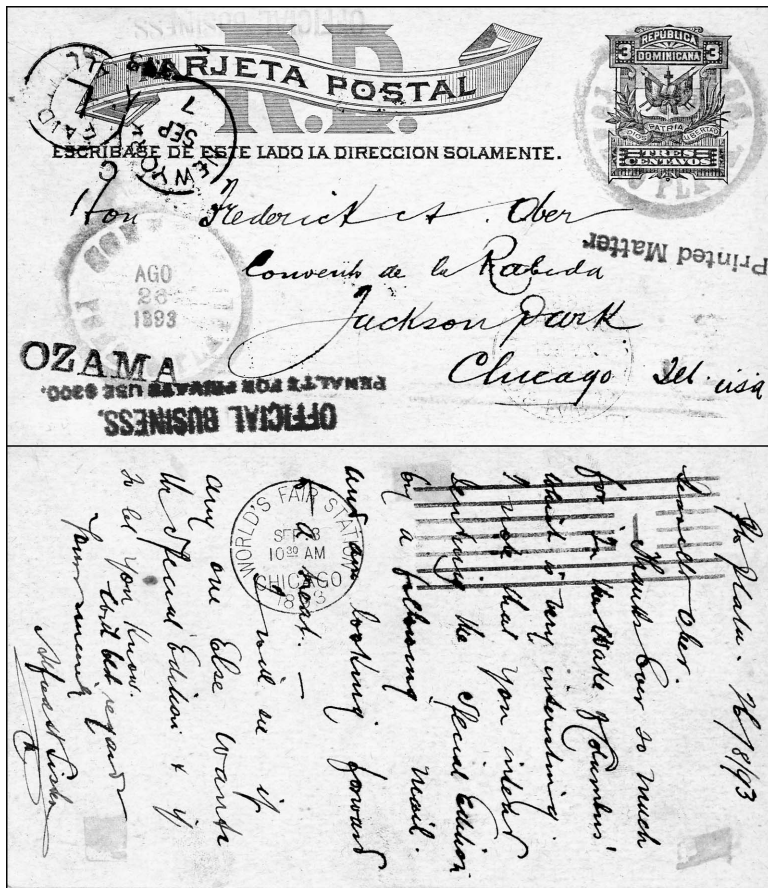


Figure 30 “WORLD’S FAIR STATION” International canceller incorrectly applied to back of Dominican Republic postal card.

Figure 30, shows a “TRES CENTAVOS, REPUBLICA DOMINICANA” postal card addressed to “Frederick Ober, Convent de la Rabida, Jackson Park, Chicago, Ill.”, with a “WORLD’S FAIR STATION, SEP. 8, 1893”, International receiving mark. This marking was incorrectly applied to the back and not the front of the card as required in the Postmaster’s order.

Since this receipt marking has occasionally been seen applied to the front it can be quite easy by collectors to mistake it as a postmark. Figure 31, shows an example

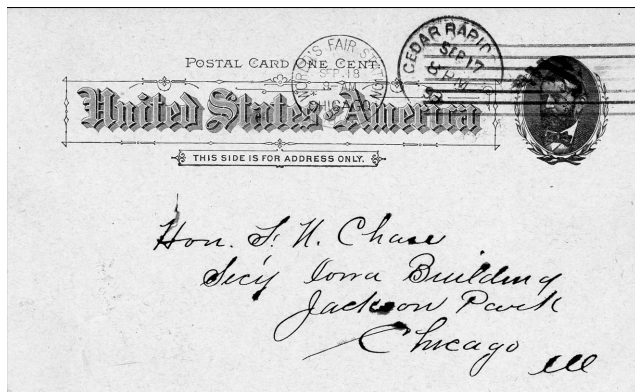


Figure 31 “WORLD’S FAIR STATION” International canceller applied to front of card next to postmark.

of this on an S10, UPSS, one-cent government postal card where the International machine receipt/canceller was applied on the front just to the left of the “CEDAR RAPIDS” postmark.

The rarest World’s Fair Station back stamp is the single circular dial inscribed, “WORLD’S FAIR STA. CHICAGO. ILL. REC’D”. The earliest known use, shown in Figure 32, is “JUN 12, 10 30AM, 93”, and the latest known use, shown in Figure 33, is “DEC 27, 10 AM, 93”. The “DEC 27” markings are considered philatelic and were applied as “favor” cancels, hand stamped one-day before the post office closed. Like the R.P.O. shield this was most likely the exclusive canceller of the Chief R.P.O. Clerk that was only used on special occasions.

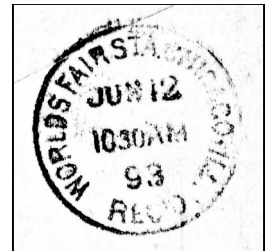


Figure 32 WORLD’S FAIR STATION REC’D with earliest reported date of “JUN 12, ’93”



Figure 33 WORLD’S FAIR STATION REC’D with latest reported date of “DEC 27, ’93”

After December 1893, the World’s Fair Station Post Office passed into history. In an article, “THE WORLD’S FAIR POST OFFICE” that appeared

in the February 1st, 1895 issue of *Philatelic Comfort*, E. Philman wrote sadly of its closing:

Where once the electric machines were wont to cancel and postmark the mail passing through the World’s Fair Station Post Office, is now a space of vacancy and desolation. Aside from the Fine Arts Building the Government Building is about the only structure standing, and it has a forsaken and desolate appearance. Twisted beams of iron, vast piles of rubbish and ruin mark the places where once stood the World’s choicest representations.¹⁵

Endnotes

1 William J. Bomar & Bart Billings, *Postal Markings of United States Expositions*, (2nd Edition 1996), p. 39.

2 Ibid.

3 Personal survey by Kenneth C. Wukasch of 25 trial test and favor World's Fair Station cancels, February 2006.

4 Marshall Henry Cushing, *The Story of Our Post Office*, (A.M. Thayer & Co. Publishers, 1893, Boston, Mass.), p. 89.

5 Richard W. Helbock, *Postmarks on Postcards*, (LaPosta Publications, Scappose, Oregon, 2002), p. 270.

6 W.S. Bissell, *1893 Report of the Postmaster-General*, p. XLII.

7 Ibid.

8 Jack Harwood, "U.S. Postal Notes – SERIES OF 1883-1894", *Postal Stationery*, (October – December, 1996), p. 166.

9 "THE RAMBLER AT THE FAIR", *The Chicago Philatelist*, (August 1893), p. 73.

10 Richard B. Graham, "U.S. Receiving Backstamps", *Linn's Stamp News*, (April 11, 1991), p. 14.

11 "Carry Chicago Mails", *The Chicago Tribune*, (June 11, 1893), p. 10.

12 *The Official Directory of the World's Columbian Exposition*, (Chicago: W.B. Conkey, 1893), p. 150.

13 "Notes For U.S. Philatelists", *The American Philatelist*, (Vol. 5, 1891), p. 19.

14 George F. Lasher, "Orders of the Postmaster-General", *U.S. Postal Guide*, (February – March 1893), p. 56.

15 E. Philman, "The World's Fair Post Office", *Philatelic Comfort*, (Vol. II, Cumberland, Maine, February 1st, 1895, No. 6), p. 1.



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Prexies Used by UN Peace-keeping Forces in Korea

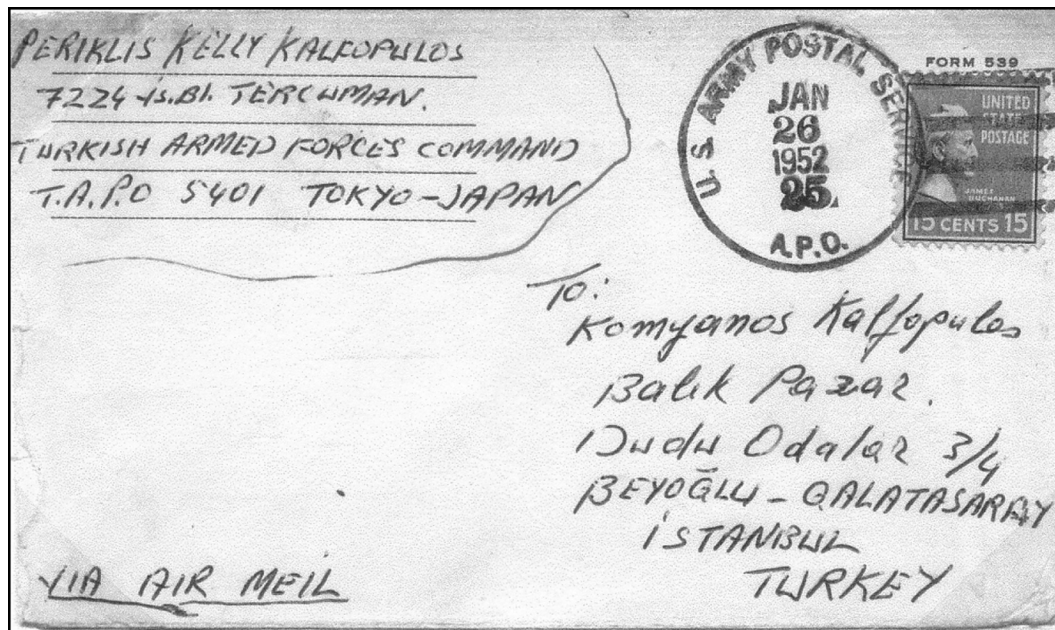


Figure 1 A 15-cent Prexie franks this cover postmarked January 26, 1952. Sent through US APO #25 (Yongdungpo, South Korea) to Turkey by a member of the Turkish Armed Forces Command.

By Bob Collins

This is a follow-on from Richard Martorelli's excellent article, "Prexies at War", in the October-November 2005 issue of *La Posta*. Martorelli's focus was on covers from World War II utilizing Prexie stamps. The Prexie series of stamps was used for a long enough period of time to make them an interesting study of the different stamps and usages.

I believe, though, that many collectors tend to forget that Prexie stamps were also served faithfully during the Korean War (1950-1953). It has been my experience that the Korean War period examples are much harder to find than WWII examples, and are much more limited in the variety of their stamp usage. I got involved in collecting Korean War covers almost 30 years ago. My collecting includes those of the 20 other countries who, along with the United States, fought under the United Nations or the "Blue Helmets" as they are sometimes called. I can relate to that time period as I was drafted into the Army a short time after the Korean War ended. A good portion of the people I served with were Korean War veterans including my Company Commander, Capt. Poon Tom, who had been a member of the South Korean Army during the conflict. A lot of these people used

strange sounding terms like "cut a cho-gie" along with other Korean expressions that cannot be related here.

While putting my collection/exhibit of Korean War covers together, from which the illustrations in this article are taken, I found that because of the prevailing postal rates there was extensive use of the 15-cent Prexie stamp on mail from Korea (figures 1-4). One letter I have by a man in the South African Air Force (Flying Cheetahs) states that he was trying to see which postal system got his letter home quicker, the British or the Americans. Other countries such as Australia had their Air Force

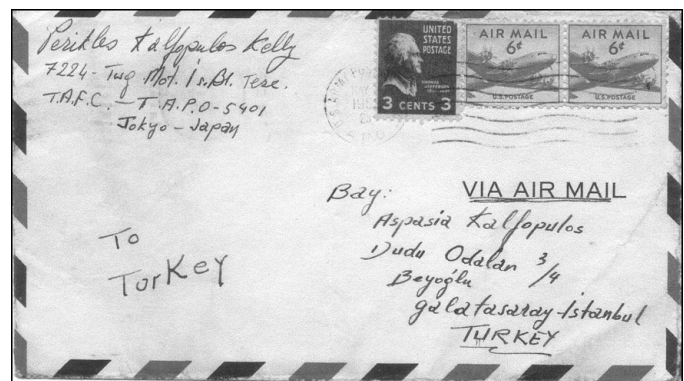


Figure 2 A 3-cent Prexie "helps" two 6-cent airs to pay the 15-cent per half ounce rate to Turkey on this May 25, 1952, cover sent through US APO #25 (Ohlaimuto, South Korea)

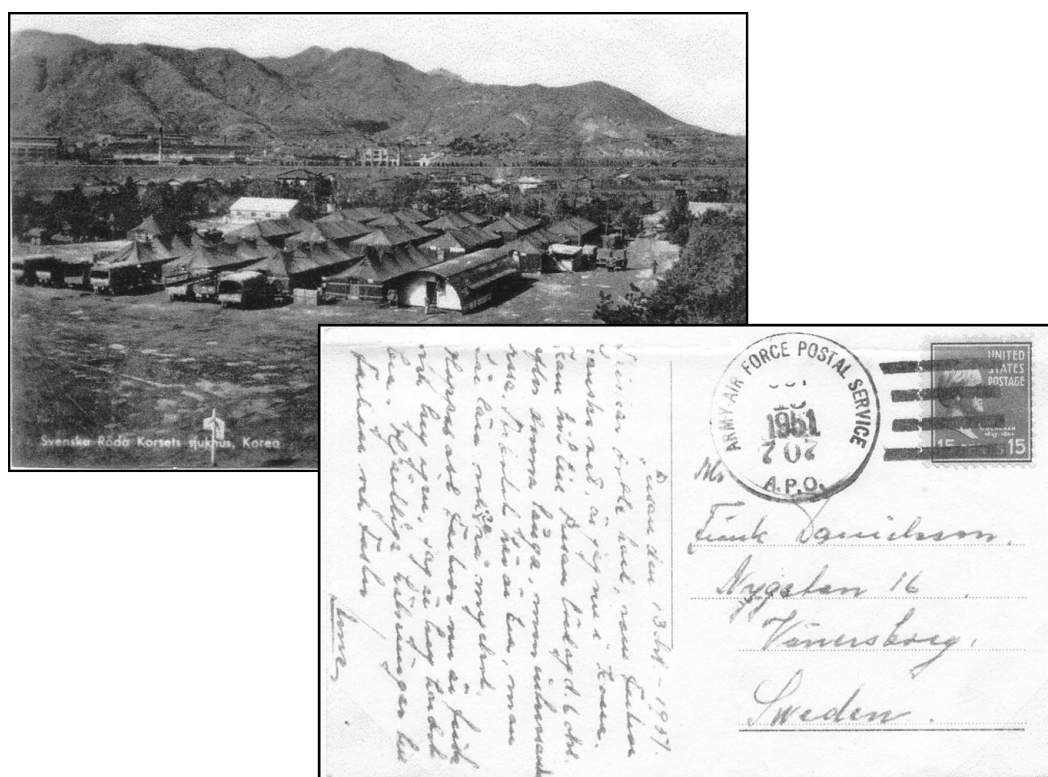


Figure 3 A post card showing the Swedish Surgical unit camp in Korea postmarked June 13, 1951, sent through US APO #707 (Pusan, South Korea)

postal system in Japan. RAAF mail was taken from Korea to Japan where postage, if necessary, was applied along with the postmarks.

The United States by far had the most people in the military serving in Korea during the war. It was only natural that the U.S. also had the most postal facilities in Korea serving not only U.S. troops but also other countries. Most countries' personnel were limited in numbers with the small country of Luxembourg being able to supply only 44-48 soldiers. One does not have to imagine the odds of having a legitimate cover from one of these Luxembourg soldiers, not to mention the odds of it having a Prexie stamp usage. I consider myself lucky to have found the Luxembourg cover shown in Figure 5. It is addressed to Trier, Ger-

many, a small town on the German/Luxembourg border. I owned this cover for a number of years thinking it was a letter from a Belgium soldier before I found out who the sender actually was.

Another lucky find was the cover from Columbia shown in Figure 6. Covers from the Colombia Infantry Battalion are *very* hard to locate. Prior to this find, I had searched for many years and even sent numerous letters to Colombia with negative results. Question: I remember reading an article years ago which explained the four-number handstamp (just below the stamps 01--[arrow]). As I have long forgotten, can anyone tell me what they mean?

Several of the examples from other countries are next to impossible to find and, remember, I have been looking for almost 30 years!



Figure 4 This cover from an Italian Field Hospital Unit was sent through US APO #971 (Yongdungpo, South Korea) on Nov 3, 1954, to Vienna, Austria.

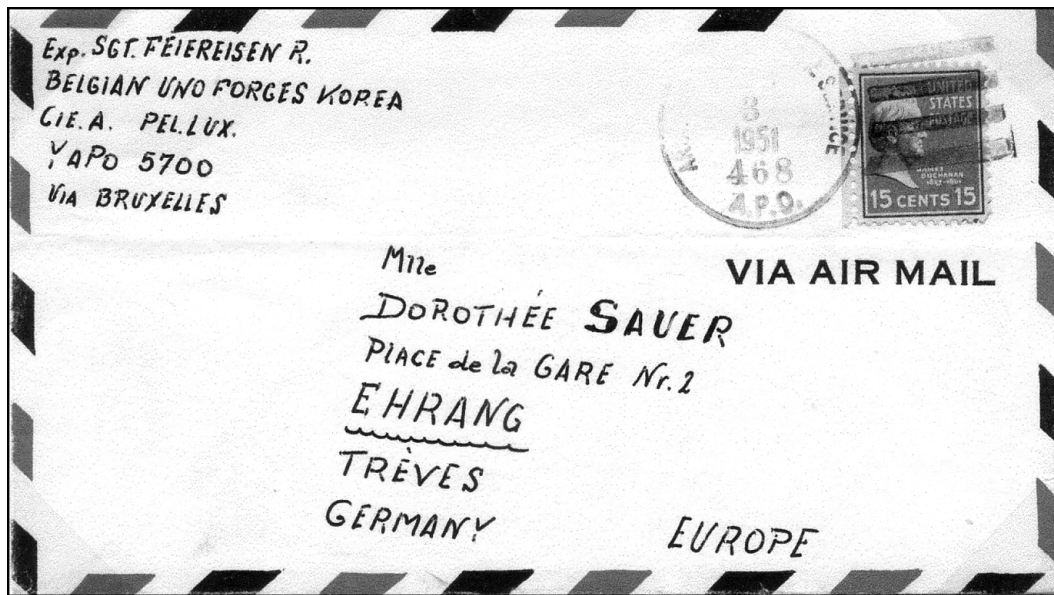


Figure 5 March 3, 1951. Luxembourg, sent through US APO #468 (Unmong-ni, South Korea) The Luxembourg unit was so small that it was attached to the Belgium Infantry Battalion. This is the only known Prexie cover usage from the Luxembourg unit. Addressed to Trier, Germany, a small town on the German/Luxembourg border.



Figure 6 June 19, 1952. Columbia, sent through US APO #358 (Yongdungpo, South Korea).

Finally, one variant from the 15-cent Prexie usage can be found on mail from the Philippines, using 3-cent Prexies (*Figures 7*). From what I have seen, the Philippine Forces seemed to have brought these 3-cent Jeffersons with them. I don't have any other covers with like usage, and I have seen two or three other Philippine military covers from Korea with the same 3-cent stamps being used from *different* APO locations. I tried to verify this with the Philippine military but was unsuccessful.

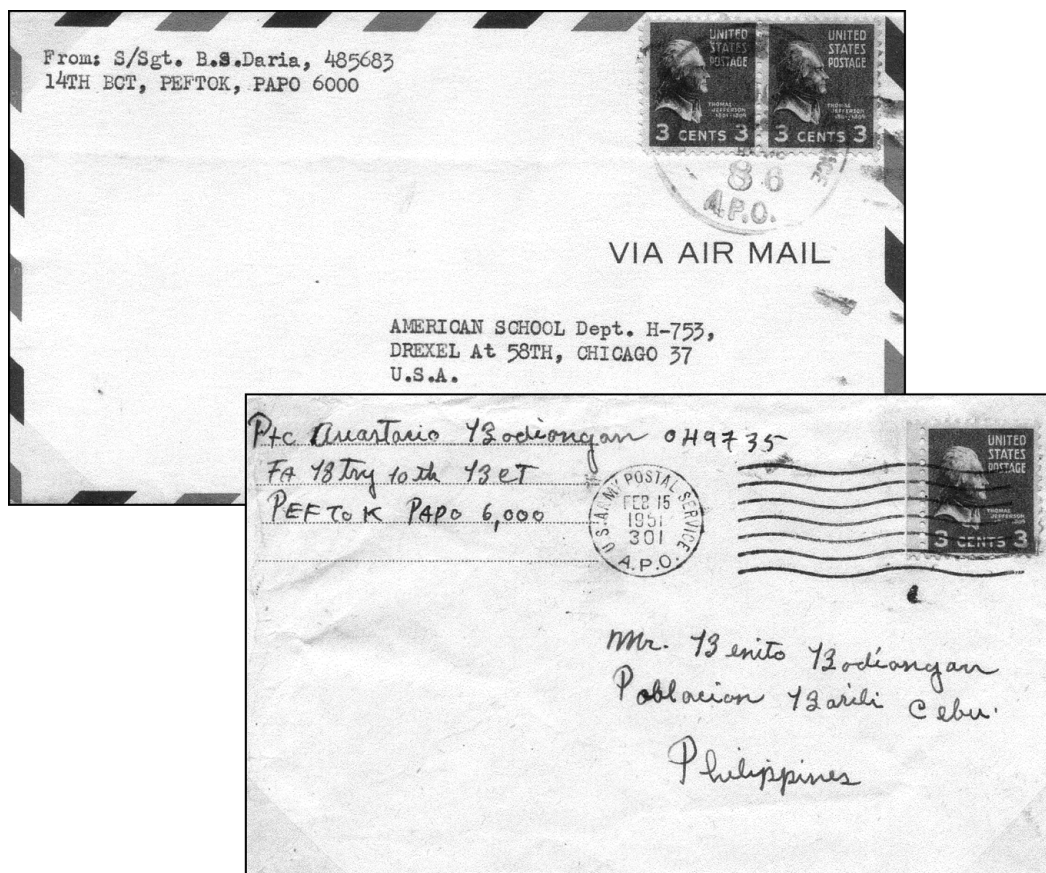


Figure 7 [top] April, 1953. Philippines, sent through US APO #86, 14th BCT (Battalion Combat Team. (No date but unit stationed in Korea June 1952-April 1953.) **[bottom]** February 15, 1951. Philippines, sent through US APO #301 (Taegu, South Korea). The Philippine Forces seemed to have brought these 3-cent stamps with them, as no other covers of like usage have been found.



Figure 7 Two 15-cent Prexies pay the double airmail rate to Belgium on this cover postmarked June 29, 1954, sent through US APO #468 (Sintan-ni, South Korea)



Figure 1 A 3rd U.S. Artillery battery on the move circa 1900.

Rumors! Rumors!

By Michael Dattolico

Long ago, when I was in boot camp, we had to learn a strange hodge-podge of terminology which described our new surroundings. In my new world, the lingo had a distinctive naval theme. A door was a hatch, and the floor was the deck. The ceiling was an overhead, while a wall was called a bulkhead.

We also learned about “scuttlebutt.” This word had a dual meaning. In an earlier era, scuttlebutt was a water fountain. It was a place where men congregated and picked up the news, also known as “the scoop” or “the word.” In Marine Corps jargon, rumors were scuttlebutt, the spreading of which was sternly discouraged by our fearsome drill instructors. But despite their dire warnings, asking a buddy to give you the scuttlebutt about something was as commonplace as cleaning your rifle.

A serviceman’s curiosity can be insatiable, making repeated outrageous statements sound believable. Add inactivity and boredom to the equation, and what young troops might blab can range from harmless fiction to ludicrous fantasy.

Take Elmer Gibbs for example. He had fought in the Philippines in 1898, then reenlisted in the regular army in 1899 and was assigned to the 3rd U.S. Artillery regiment.

Like many regular army regiments, the 3rd U.S. Artillery was spread around the globe after the Spanish-American War. Battery F was in Puerto Rico, while Batteries G, H, K, and L were stationed in the Philippines. At least four batteries of the regiment remained in California. But events in China during the summer of 1900 caused the 3rd Artillery to be further dispersed.

Most American troops ordered to north China to help relieve the besieged legations at Peking were marines and army infantry units. One battery of artillery accompanied them. The War Department, however, soon ordered additional batteries to north China. On July 29th, Batteries A, D, I, and O of the 3rd U.S. Artillery, including Elmer Gibbs, sailed aboard the S.S. *Hancock* from San Francisco. They arrived at Taku, China, on August 21st and within a few weeks moved to Tientsin. (*Figure 1*)

Having endured a three-week sea voyage and the arduous off-loading of artillery, Gibbs and his buddies had little to do at Tientsin. On September 3rd, he wrote a

long letter to a girlfriend, Gertrude Kuykendall, at San Diego. The letter is shown as *figure 2*, transcribed below. There is much to be learned from what he wrote.

September 3, 1900

Tientsin

Dear Friend Gertie,

As there was a Y.M.C.A. man come around and give me a sheet of paper, I thought I would drop you another line. We are here in Tientsin yet but are going to move tomorrow. Don't know where and don't care much. I have been sick for the past few days but I am feeling some better today. We are still in camp. All the other troops are in good quarters but us and we have to take what we can get. It is cold nights and warm daytime. There is lots of sickness and a good many dying. But the fighting is most over with. The ninth Infantry is coming back to the states. Part of them left today. They have had a hard time of it. There is some talk of us going to Manila and I hope that we do for Manila is away ahead of this place. For the whole of China is one solid burying ground. The country is hard and you can see for miles and all you can see is graves. They bury the dead on top of the ground and pile the dirt on top making a mound.

Well Gertie, I hope you are having a good time. I suppose that you have got one of those little soldier boys on the string by this time. Just so you don't run off with any of them before I come back. Tell Clara hello and tell her that I often think of her. And Gertie, I long for some of those good old times that you and I had together. I have kept company with a good many girls but no one as long as I did last year with you. It is awful to have nobody here where we can't see anyone but soldiers. But there are better times coming.

The mail is just in from Frisco and I ought to have some mail. But I am awful afraid that we have got to move before we can get it.

Well Gertie, I will close for this time hoping that this will find you and give my regards to all the folks and love to you. I remain as your true friend.

Elmer Gibbs

Gibbs's first sentence, "...there was a Y.M.C.A. man come around and give me a sheet of paper..." Accentuates the shortage of postal supplies at that time in China. The young artilleryman certainly made the most of his single sheet. But scuttlebutt fueled by inaction prompted Gibbs to write, "...We are here in Tientsin yet but are going to move tomorrow..." In truth, the 3rd Artillery languished at Tientsin for the next eight weeks. Since most of the fighting had ended by late August, American commanders determined that there was no

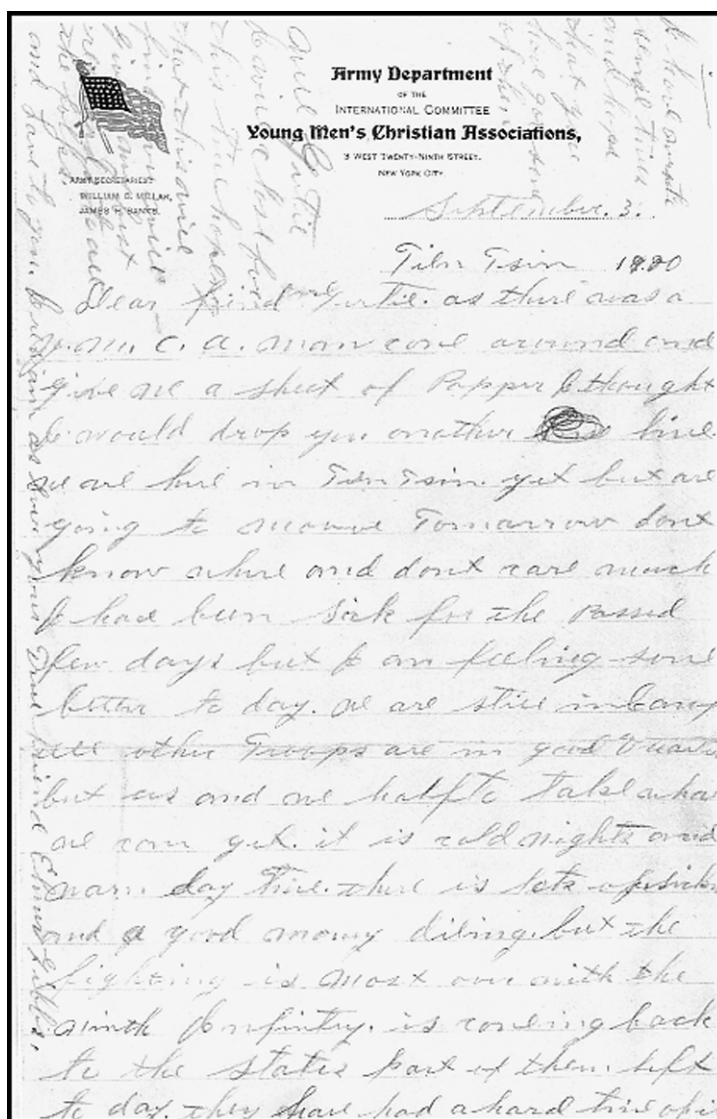


Figure 2 YMCA letterhead paper distributed at Tientsin, China. Letter written by Elmer Gibbs to his girlfriend at San Diego, Sept. 3, 1900.

need for additional artillery. In fact, General Chaffee had begun to reduce the artillery and cavalry forces at Peking.

Gibbs reported that he had been sick for a few days, probably due to dysentery and the extreme heat. When he wrote that there was "...lots of sickness," he was correct. But Gibbs exaggerated when he added that there were "...a good many dying," if he wrote about American forces at Tientsin. To be fair, the young soldier may have been referring to the Chinese death rate, which was very high.

Gibbs's biggest gaffe was his reference to the 9th Infantry returning to the states. Perhaps he watched sick and wounded men moving towards the relief ships at Taku, some of whom were 9th Infantry soldiers. It was actu-

ally the 14th U.S. Infantry and the 15th U.S. Infantry who began leaving China in September, bound for the Philippines or the United States. The 9th Infantry replaced its casualties, and the entire regiment remained in China until May, 1901 when it departed for the Philippines, minus its Company B which stated as the U.S. legation guard.

For collectors who study the Boxer Rebellion's postal history, Gibbs wrote one statement which is highly controversial. On September 3rd he wrote, "...The mail is just in from Frisco and I ought to have some mail...."

Post Office Department officials issued two orders dated August 2nd and August 6th, 1900 which established military postal stations in China. Railway Mail Service chief clerk Henry Robinson was directed to assemble a staff for deployment to the Far East. The August 2nd order specified that Granville M. Hunt of the money order section "...was directed to proceed to a point in China or Japan adjacent to and convenient for the military forces..." Robinson and Hunt had worked together in Puerto Rico in 1898. The records further indicate "...that the (military) station was temporarily located at Nagasaki, Japan, about September 8th, and at Tientsin on September 18...."

Gibbs's letter was written before any postal operation was established at Nagasaki. Henry Robinson was still at sea or was arriving at Japan when the young soldier made the statement. Gibbs's statement about the arrival of mail rings with convincing certainty. But was it true? Definitely not. Was he indulging in wishful thinking or repeating hope-filled rumors about the mail? Most likely. Before Robinson and his staff established the postal stations, it was far easier to send mail out than to receive incoming mail from the United States. Any American mail sent from China was handled by foreign outlets, notably those of the Japanese. An example is figure 3. It is a Japa-

nese postal card used by an American army doctor at Tientsin and processed at the Japanese postal station there. The remarkable card is shown courtesy of esteemed postal historian Al Kugel, a noted expert on Boxer Rebellion postal history.

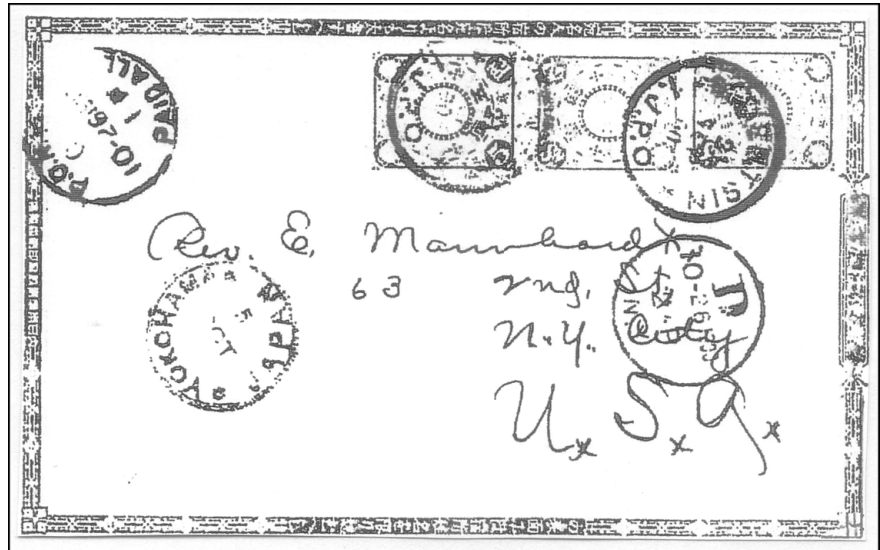


Figure 3 Japanese postal card used by an army doctor at Tientsin, China on September 19, 1900. It was handled at the Japanese postal station at Tientsin and sent to New York. (Courtesy of Al Kugel)

It is the message on the back, shown as figure 4, that is significant for two reasons. First, it disproves Gibbs's comment about incoming mail on September 3rd. The surgeon, Dr. Albert Moses, wrote on September 19th, "Have been here over a month...I have rec'd no mail since leaving S.F. except 2 notes from fellow surgeons

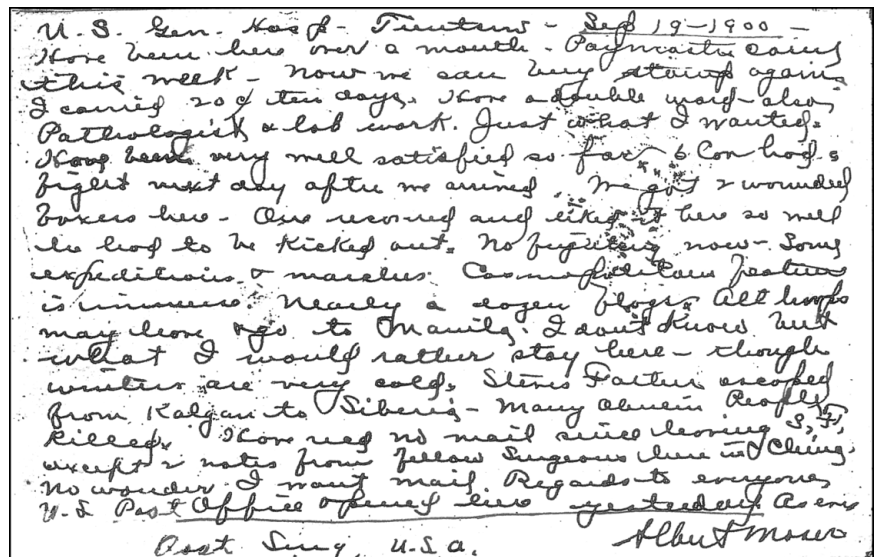


Figure 4 Back of card mailed by Dr. Albert Moses at the U.S. General Hospital, Tientsin, China, on September 19, 1900. The message mentions the lack of incoming mail from the United States and the establishment of Military Station No. 1 at Tientsin the previous day. (Courtesy of Al Kugel)

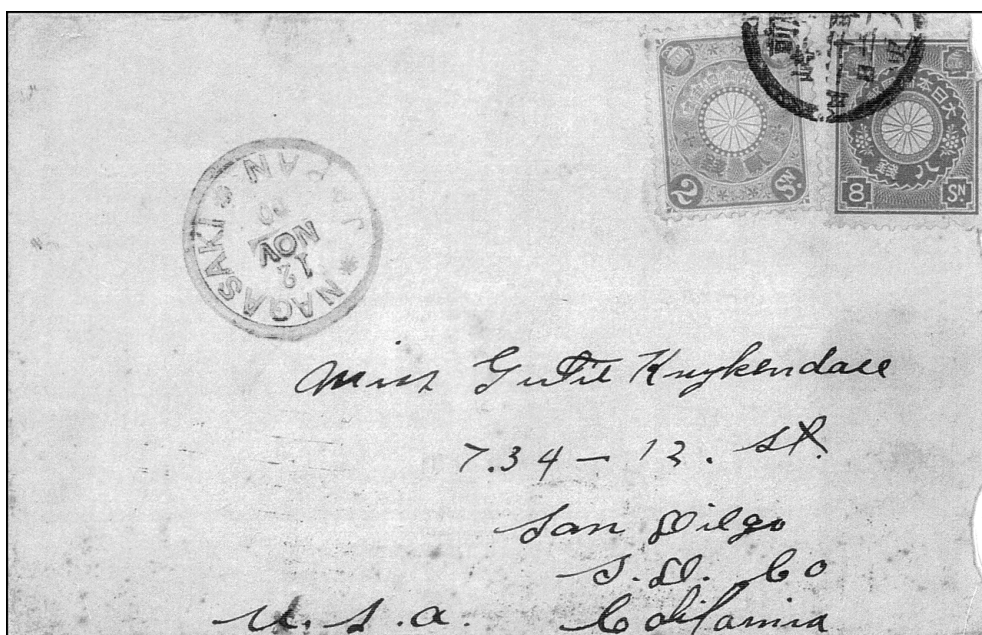


Figure 5 Cover mailed by Elmer Gibbs from Nagasaki, Japan, on November 12, 1900. The 3rd Artillery and elements of the 6th U.S. Cavalry were being transported to the Philippines aboard the S.S. Sumner.

here in China. No wonder I want mail..." Second, it conclusively proves that Military Station No. 1 was established at Tientsin on September 18th by Dr. Moses's comment, "...U.S. Post Office opened here yesterday...."

The early September scuttlebutt about the 3rd Artillery going to Manila proved to be correct. Elmer Gibbs and his unit left China aboard the S.S. *Sumner* in early November, 1900, bound for Manila. The ship stopped at Nagasaki, Japan, where Gibbs mailed a letter to his girlfriend, Gertie. The cover is shown as *figure 5*, transcribed below.

Nagasaki, Nov. 11, 1900


My Dear Friend Gertie,

We left Tientsin...all OK... We arrived at Nagasaki last night and it's nice to be here. It will be three days before going to Manila. We are on the transport *Sumner* and are crowded awful. There is only room for 700 men and we have over 1000. One thing that makes it nice is we have the 6th Cavalry band with us and they play morning and afternoon. General Sumner is in command, and he is all right. He thinks just as much of a private soldier.

Well, I will close for this time hoping that this will find you and your folks are well. My best regards to all. I suppose that Nell is cutting a big figure on her new bike. Tell her that I think she must spare time enough to write.

Good Bye from your friend, Elmer Gibbs. Address Manila.

One wonders if Elmer and Gertie got together back in San Diego. Any scuttlebutt going around about them?




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Dr. Inman and The “Florence Villa” Hotel

By David C. Lingard

The story of Florence Villa (*map 1*) is really the story of one industrious, hard working, man and his wife.

Dr. Frederick William Inman (*figure 1*) and Florence Jewett Inman were from Akron Ohio. They came to

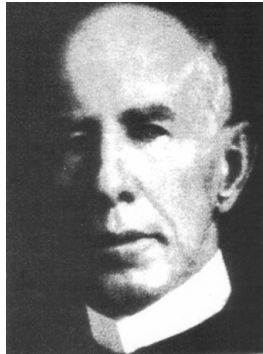


Figure 1

Florida and camped out in the winter of 1882-1883 on land that Florence's father, Dr. Mendall Jewett, had purchased years earlier when he had visited a cousin in Thonotosas-sa. Around 1885, the Inmans purchased Florence's father's land and many more acres surrounding it. They built a ten-room home on the site (*figure 2*).

They planted oranges from seedlings, tomatoes and pineapples, which were decimated by a terrible freeze that occurred in 1886. Instead of leaving Polk County like many others, the Inman's began taking paying customers to their home in the winter. Because of the beautiful location and the good cooking and hospitality of Florence Inman, the “Florence Villa” Hotel gained

a tremendous reputation. They had many influential patrons including railroad tycoon Henry Plant and President McKinley's brother Abner McKinley.



Map 1 Polk County, 1910, showing location of Florence Villa (arrow). Courtesy of the Roy Winkelman Collection)

By 1891, as memories of the freeze diminished, Dr. Inman again planted citrus trees, 40 acres for himself and 136 acres he managed for others. He also planted 40 acres of tomatoes. The inn flourished and in 1893 was expanded to 36 rooms. Dr. Inman added a steam-powered yacht named “Florence” to take patrons through several of the nearby lakes. In 1902 the Florence Villa Hotel was again expanded with an additional 37 rooms taking the total to 90 (*figure 3*). The community around the Florence Villa Hotel was growing because of the workers needed at the Florence Villa Packing Plant (owned by Dr. Inman) and the many workers needed at the hotel.



Figure 2 The 10-room home of the Inmans'



Figure 3 Florence Villa - Florida's Plantation Resort



Figure 4 Florence Villa railroad Station.

Florence Villa continued to prosper and grow. In early 1906, Dr. Inman sold the Florence Villa Hotel and 695 acres of land surrounding it. Dr. Inman remained as manager of the Florence Villa Hotel. Sometime before January 7, 1909, Dr. Inman retired as manager of the Florence Villa.

The remarkable Dr. Inman continued to plant new things including several varieties of peaches on over 50 acres. He also continued to promote the citrus business. He sold 1,700 acres of his land some time around 1909 to two brothers (M.E. Gillett and D.C. Gillett) who soon developed that land into the community of Lucerne Park. Dr. Inman, along with three other prominent citrus men, started the Florida Citrus Exchange to promote and market citrus nationally. Dr. Inman served as President of the exchange until his death in November 1910.

The Florence Villa Hotel and surrounding town continued to thrive. They had a railroad depot (figure 4) and even incorporated in 1917. The Florence Villa Hotel declined during the 1920s because of several factors, including devastating citrus diseases, the Florida land boom and bust in 1926, followed by the Great Depression in 1929. The author has not been able to determine when the Florence Villa Hotel was officially closed. The once grand 150-room hotel was razed around 1941.

The post office officially opened as Florence on January 14, 1902 with Dr. Inman as the first postmaster. However, according to the "Record of Appointment of Postmasters", the actual application signed by Dr. Inman clearly reads Florence Villa (figure 5) (note the name

Wahneta that has been scratched out, see the end of the article for more about Wahneta) Dr. Inman writes on the application, "As to the name of new Post office. Florence Villa seems to be the only appropriate name. Much of our mail now comes addressed to 'Florence Villa'". This was soon changed officially, as the name became Florence Villa on January 22, 1904. It was speculated in a local newspaper that the reason for the Post Office Dept. change was because there was already a Florence, Ala. There was apparently much con-

No. 1011.

Post Office Department,
OFFICE OF THE FOURTH ASSISTANT POSTMASTER GENERAL,
APPOINTMENT DIVISION.

WASHINGTON, D. C., JAN 7 1902

Florence Villa.
Sir: Before the Postmaster General decides upon the application for the establishment of a post office at *Wahneta*, County of *Polk*, State of *Fla.*, it will be necessary for you to carefully answer the subjoined questions, get a neighboring postmaster to certify to the correctness of the answers, and return the location paper to the Department, addressed to me. If the site selected for the proposed office be not on any mail route, only a "Special Office" can be established, to be supplied with mail from some convenient point on the nearest mail route by a special carrier, for which service a sum equal two-thirds the salary of the postmaster will be paid by the Department.

You should inform the contractor, or person performing service for him, of this application, and require him to execute the appended certificate as to the practicability of supplying the proposed office with mail.

Very respectfully,
J. A. Bristow
Fourth Assistant Postmaster General.

To Mr. *Chas. Florence Villa*, who will please forward to him.
care of the Postmaster of *Wahneta*

The proposed office to be called *Wahneta*

Notice directions for selecting post office names on next page.

It will be situated in the *SW* quarter of Section *17*, Township *28* (North or South), *South* Range *26* (East or West), *East*, in the County of *Polk*, State of *Florida*.

It will be on or near route No. _____, being the route from _____ to _____, on which the mail is now carried _____ times per week.

Will it be directly on this route?—Ans. _____

If not, how much would its supply on this route increase the distances necessarily traveled by the carrier in going once over the route? _____

If not on any route, is a "Special Office" wanted?—Ans. *Yes* To be supplied from *Horne Station*

The name of the nearest office to the proposed one, on one side, is *Wahneta*, its distance is *1 1/2* miles in a *South* direction from the proposed office.

The name of the nearest office, on the other side, is *Auburndale*, its distance is *5* miles in a *North* direction from the proposed office.

The name of the other nearest office to the proposed one is *Engle Lake*, its distance by the most direct road is *7* miles in a *South* direction from the proposed office.

The name of the most prominent river near it is *Polk River*

The proposed office will be _____ miles from said river, on the *East* side of it, and will be _____ miles from said nearest creek, on the *East* side of it.

The name of the nearest railroad is _____

If on the line of or near a railroad, on which side will the office be located, how far from the track, and what is, or will be, the name of the station?—Ans. *1/2 mile East*

Give the population to be supplied by the proposed office.—Ans. *About 200 Residents*

If it be a village, state the number of inhabitants.—Ans. *Between 100 and 200*

A diagram, or sketch from a map, showing the position of the proposed new office, with neighboring river or creek, roads, and other post offices, towns, or villages near it, will be useful, and is therefore desired.

ALL WHICH I CERTIFY to be correct and true, according to the best of my knowledge and belief, this _____ day of _____ 1902.

(Sign full name.) *Frederick W. Inman*

I CERTIFY that I have examined the foregoing statement, and that it is correct and true, to the best of my knowledge and belief. (This must be signed by Postmaster at nearest office.)
H. A. Bonds
Postmaster at *Auburndale, Fla.*

H. B. Post Master at Wahneta, Fla. is now in Philadelphia
Will not return for two weeks.

Figure 5 "The Record of Appointment of Postmasters" indicates that Florence Villa was the name chosen over Wahneta for this post office.

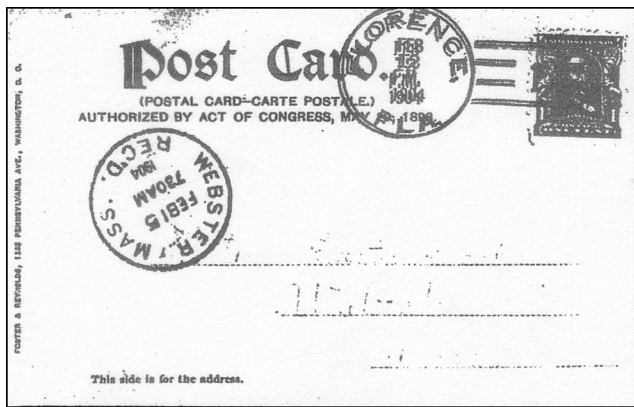


Figure 6 Florence was the first name of the post office at the hotel. This type 2 Doane cancel is the only recorded example of its type from Florence. (Courtesy of Dr. Deane Briggs)

fusion because the Printed capital 'A' for Ala. got mistaken for the capital 'F' for Fla. Dr. Inman remained as Postmaster of Florence Villa until December 12, 1906.

A Bartow *Courier Informant* newspaper article dated February 19, 1902 reported that Dr. Inman had a deputy postmaster, Miss Alice Moore. The paper said, "She is very much in demand, her office being fairly besieged when the mail comes in." The paper further stated that "cancellations have amounted from \$1 to \$2.80 a day!"

The post office was located on the 1st floor, between the main building and the annex. The author believes the Florence Villa Post Office began as a seasonal of-

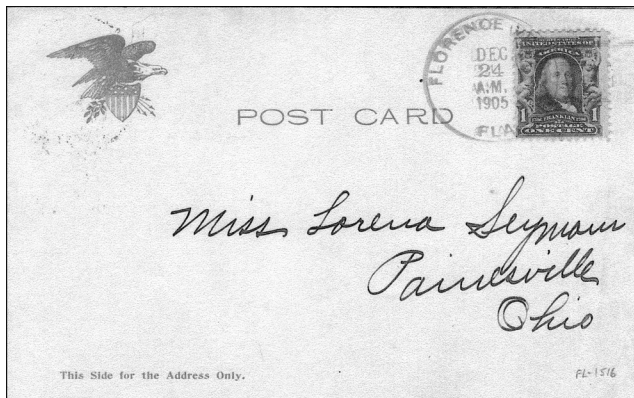


Figure 7 This card bears an example of the Florence Villa Doane cancel that replaced the handstamp shown in figure 6 after the name change of the office.

fice, closing during the summer months, similar to the Royal Poinciana and the Breakers resort Post Offices. (Florida's East coast) A February 19, 1902 newspaper said "(The Florence Villa Post Office) was established for the season and will be suspended for the summer." Another newspaper article stated on December 17, 1902 "a regular U.S. Post Office is run at the Villa during the

winter months...the office being discontinued during the summer." The author has six postmarks from 1905-1914, and they all are postmarked between the months of November to March (the 'season') and he has never seen a pre-1918 Florence Villa postmark other than the winter "season" months.

The post office remained at the hotel until 1918 when Thomas P. Smith became the Postmaster on March 20, 1918. He owned a grocery store on Avenue T, N.W.

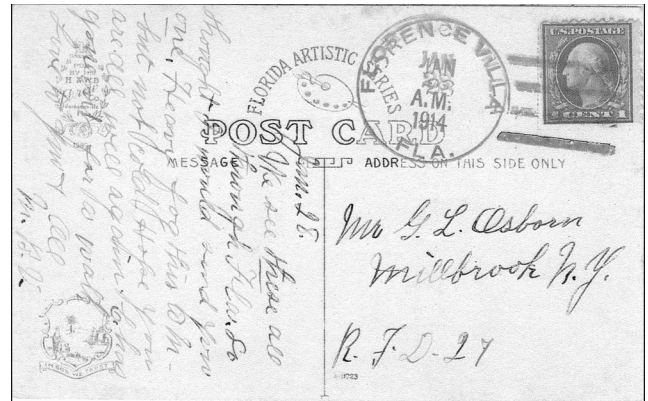


Figure 8 Florence Villa postmarks dating prior to WWI are nearly all from the November-March tourist season.

and the Post Office was located in a small room on the side. The Post Office bounced around several locations until its current location at 1401 1st St N. The nearby town of Winter Haven grew at an enormous pace and finally grew around Florence Villa. The Florence Villa Post Office officially closed on May 31, 1956 and re-opened on June 1, 1956 as a branch of the Winter Haven Post Office. The Florence and Florence Villa Post Office had ten postmasters. The longest serving was Mrs. Beulah L. Kunberger who served over 20 years between August 26, 1935 and May 31, 1956. She continued on as Station Superintendent after the change.

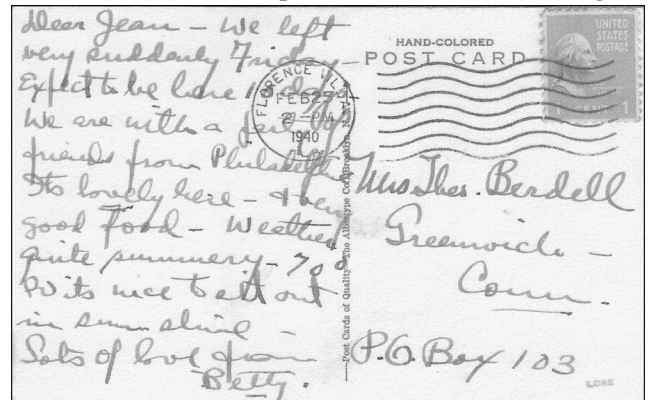


Figure 9 By the WWII era, Florence Villa was becoming part of the growing community of Winter Haven. This card documents that a machine cancel was being used to postmark mail in the 1940s.

Because of the hundreds, perhaps thousands of visitors to the Florence Villa Hotel, postmarks are fairly easy to obtain. The author has nine Florence Villa postmarks

that are all written to northern states. In “A Checklist of Florida Post Offices”, Florence Villa is given a scarcity rating of “1”. However “Florence” is given a “4”.

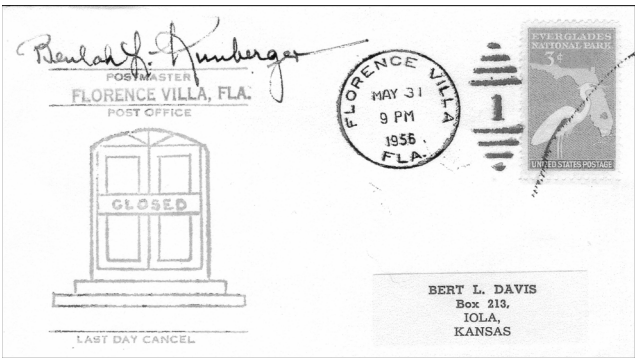


Figure 10 Flornce Villa ceased operating as an independent post office on May 31, 1956. It reopened the following day as a station of Winter Haven. This cover was autographed by the last Florence Villa postmaster.

Another interesting item is that Wahneta is generally listed as preceding the Florence Villa Post Office and the name changed to Florence Villa. Based on several items, including site locations by the official Post Office Dept. records and several newspaper articles of the time, I have concluded that Wahneta should be listed as a stand alone D.P.O. because of the location difference, but that is for another story.

Postmasters and Postmistresses of Florence Villa

Florence			
Inman, Frederick W.	01-14-1902	until	01-21-1904
Florence Villa			
Inman, Frederick W.	01-22-1904	until	12-12-1906
Curry, James R.	12-13-1906	until	12-27-1907
Nickerson, Henry G.	12-28-1907	until	11-19-1911
Boal, William H.	11-20-1911	until	11-10-1915
Marshall, Charles	11-11-1915	until	03-19-1918
Smith, Thomas P.	03-20-1918	until	12-18-1922
Bailey, Grady W.	12-19-1922	until	09-30-1923
Oren, Frederick W.	10-01-1923	until	02-28-1925
Colley, Pauline L.	03-01-1925	until	08-26-1935
Kunberger, Mrs. Beulah L.	08-26-1956	until	05-31-1956

Drop Letters

by Tom Clarke

For a long while, this writer was unable to comprehend what a drop letter was. Normal first class was easy enough, even second, third, and junk-fourth class mail made their impression. But not drop. Many others must have surely taken for granted the two day delivery of mail by home carriers, like our Bill-something, way back when. In the ensuing years that pattern was strong enough to block the concept of local drop mail.

Though 3 cents was the standard when mailing a letter in my youth, there was that curious cheaper rate of 2 cents per holiday card, if you left the flap unsealed. But a drop letter?

Eventually the light dawned: there's mail from out of town coming into town, town mail that had to go out of town, and then there was local mail sent to fellow citizens within town. In the early days, one could drop off a letter at the Post Office where the addressee could pick it up for usually one cent, or it could be delivered to a street address for a small fee of one or two cents. Such letters either received no postmark or an abbreviated version. After all, they were something of a courtesy for the customer and didn't require much of a workup.

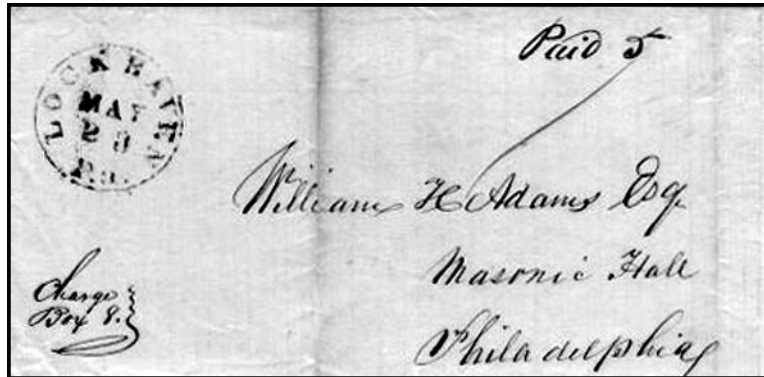


Figure 1 An 1840s letter from Lock Haven PA to Masonic Hall in Philadelphia. The penciled "1" indicated it was delivered to the Hall collect, though the letter came postpaid.

The beginning

Pragmatic Benjamin Franklin invented the carrier service for the American colonies in 1753. A carrier was to perform the local delivery the next day but we are blind to its extent because the records were destroyed. It seems to have been a local Philadelphia phenomenon however. Franklin (required?) letters not called for to be delivered to home or business the day after the mail's arrival for the additional English penny. We can wonder whether the addressee could refuse this polite gesture.

Unfortunately, no markings are known that indicate this service. There was no provision made for drop letters before 1794. The Act of Feb 20, 1792, effective Jun 1, 1792, had as a minimum postage six cents up to 30 miles. Since this is the equivalent of about \$6.00 purchasing power today, there was widespread need for local favor mail, except in an extreme or otherwise delicate circumstance.

Thus, no doubt everyone was a carrier at one time or another of local letters. Naturally, there would be a need for carriers in the largest towns to deliver out of town mail and collect outgoing correspondence.

19th century

The sibling relationship between drop letters and carrier service (and their out of town cousin, 'way letter' service) would continue into the next century. Following the "local post-US Government wars", and finally after 1863, when carriers were no longer permitted to collect a delivery fee (and stagecoach men their way letter fee), the drop letter stood alone.

Carrier systems were authorized (or were recognized as already existing) as early as the law of March 3, 1810: "and the carrier may receive from the person to whom the letter is delivered two cents." Previous laws may yet be discovered. Certainly towns other than Philadelphia must have satisfied their fellow citizens with like courtesy.

A Philadelphia cover of 1814, rated at 12-1/2c with an added 2c delivery charge notation was described by former *La Posta* editor Bob Stets, proof that local letter delivery in Philadelphia at least was ongoing.

The postal law of 1825 repeats the pertinent carrier section of 1810. Unfortunately, destruction of records in the 1836 POD fire makes thorough research of the many prior years impossible.



Figure 2 A local note to the Penn Township Bank post-September 1851. During the 'local post war', after Sep 20, 1851, drop letters handled by government carriers cost a cent to the addressee.

Postal Acts

The appropriate postal acts which defined the drop rate:

Act of May 8, 1794, effective Jun 1, 1794

Drop letters, 1c

Act of Apr 30, 1810

Same rates as 1799, but Drop letters 1c

Act of Dec 23, 1814, effective Feb 1, 1815

Rates of 1810 increased by 50%; these war rates were eliminated on March 31, 1816

Act of March 3, 1825, effective May 1, 1825

Local Drop letters 1c

Act of July 2, 1836

Carriers to receive not more than 2c for each letter delivered, paid by the addressee

Act of March 3, 1851, effective June 30, 1851

Local Drop letters 1c

Act of Apr 3, 1860

Carrier drop letters 1c

Act of Mar 3, 1863 (effective June 30, 1863)

Drop letters, 2c

Carrier and Way fees abolished

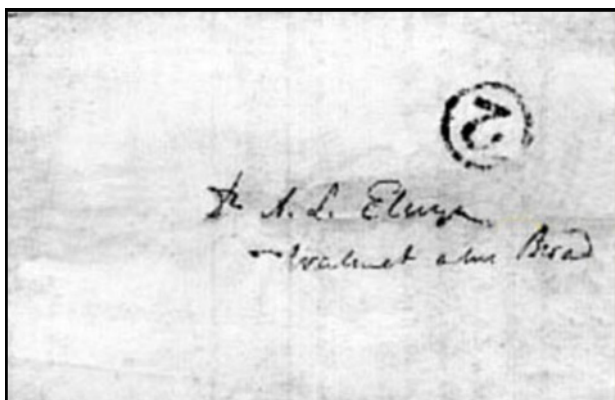


Figure 3 Prior to the Act of March 3, 1851 (effective July 1), drop letters cost 2 cents. This example from the University of Pennsylvania to Dr Elwyn (town address) is date March 31, 1851.

Alternate Methods and the Local Posts

There grew to be competing methods for dropping off and sending local mail of course. Prior to 1836, most citizens did go to the nearest post office to send or to pick up their incoming mail. Philadelphia's carrier system may have been limited to the very central business-residential area. That there was a need to augment this is proven by the continued existence of friend- and servant-carried mail.

But shortly after 1836 these services were enhanced by home and office delivery by Local Posts and further by Independent Intercity Mail Services. Still other methods of mail delivery outside of the post office will in-



Figure 4 A drop letter pickup which cost one cent on July xx, 1859. It was carried to the post office, then to New York and a ship to France, where postage due was collected.

clude hotel dispatch to the nearest post office and telegram delivery of fast messages with no benefit of revenue to the government.



Figure 5 A January 16, mid-1860's cover to a Samuel Agnew on Arch Street using the made to order Black Jack 2 cent, drop postage rate, adhesive. This carrier's cancel (with the inner circle, Clarke 107a) was in use between 1864 and 1867.

Local post delivery of letters beyond the view of government mail carriers were particularly in demand when it came to valentines, wedding announcements, etc., because they served as private messengers. This gave an air of added social standing, something quite in vogue in the 19th century.

The local posts generally charged one cent to deliver a letter to the post office (accompanied by regular postage), and two cents for non post office delivery within the city (marked by private posting stamps). Their existence would last barely longer than a generation.

City Directories

Enterprising individuals always look for a way to carve out a living and in the old days listing the names of people within a city was one of those. Today we see Yellow Book ads on TV, in their continuous battle with AT&T (and its successors) and the Donnelly Corpora-

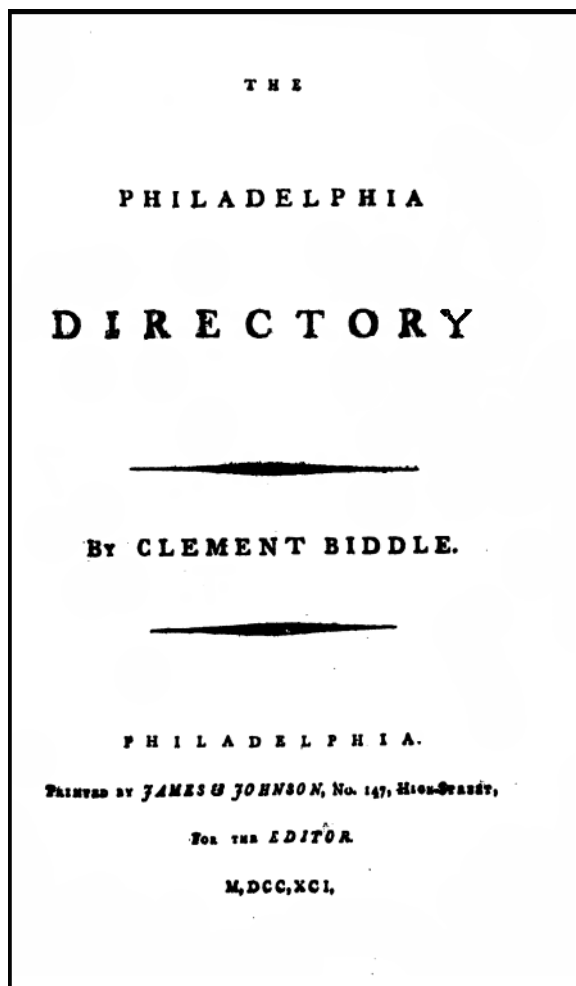


Figure 6 The front page of the second earliest Philadelphia Directory, 1791.

xviii List of the private Streets, Lanes and Alleys in the City

Say's Alley, on the E. side of Water St. between High and Mulberry St.
 Scheibell's Alley, running E. from the E. side of Sixth St. between Saffrafras and Vine St.
 Shepherd's Alley, on the W. side of Third St. between High and Mulberry St.
 Sims' Alley, on the E. side of Water St. between High and Chestnut St.
 Smith's Alley, running N. & S. from Dock St. to Carter's Alley, between Second and Third St.
 South Alley, running E. & W. from Fifth to Sixth St. between High and Mulberry St.
 Stamper's Alley, running E. & W. from Second to Third St. between Pine and Lombard St.
 Steimetz's Alley, on the E. side of Fourth St. between Saffrafras and Vine St.
 Sterling Alley, running N. & S. from Saffrafras to Cherry St. between Third and Fourth St.
 Story St. running E. & W. from Third to Fourth St. between Saffrafras and Vine St.
 Strawberry Alley, running N. & S. from High to Chestnut St. between Second and Third St.
 Styles' Court, on the S. side of Mulberry St. between Second and Third St.
 Sugar Alley, running E. & W. from Sixth to Ninth St. between High and Mulberry St.
 Taylor's Alley, running E. & W. from Front to Second St. between Chestnut and Walnut St.
 Trotter's Alley, on the W. side of Front St. between Mulberry and Saffrafras St.
 Union St. running E. and W. from Front to Fourth St. between Spruce and Pine St.
 Whalebone Alley, running S. from Chestnut St. between Third and Fourth St.
 Willing's Alley, running E. and W. from Third to Fourth St. between Walnut and Spruce St.
 Zachary's Court, on the N. side of Walnut St. between Front and Second St.

Omitted in its proper place,

Cooper's Court, on the N. side of Mulberry St. between Front and Second St.

Figure 7 The directory lists every street and alley way and gives directions for passersby or postal carriers alike.

tion to best the standard telephone books. In earlier times there were city directories, today much beloved by genealogists for searching out ancestors' whereabouts.

Philadelphia's directory series, among the many covering a multitude of cities, begins with a 1785 edition. They were printed every so often throughout the 19th and early 20th centuries, when phone books came into play. Equally, the post office and later the local posts would have been among the first in line to purchase quantities of these precious directories.

Letter delivery was made a relatively simple task as a result, the only requisite was a good knowledge of the alleys, streets, and avenues in a given metropolis. But the directories also helped out there with directions. Note the listing in the 1791 Philadelphia directory for George Washington as PRESIDENT. Would he have to pay the extra cent for the personal delivery of his mail from admirers?

THE PHILADELPHIA DIRECTORY. 109	
Poulson Zachariah, jun. printer & librarian, 30, No. Fourth St.	
Poultney John & James, ironmongers, 124, High St.	
Poultney Thomas, ironmonger, 124, High St.	
Poultney & Wistar, ironmongers, 96, High St.	
Pouyee Francis, mariner, 187, No. Front St.	
Pousson Peter, watchman, 203, Sassafras St.	
Powell Ann, shopkeeper, 13, So. Third St.	
Powell Ann, seamstress, 64, Shippen St. Southwark	
Powell Mary, widow, 12, No. Sixth St.	
Powell Peter, wheelwright, 236, No. Front St.	
Powell Rebecca, widow, 4, Shephard's alley	
Powell Samuel, Esq. 112, So. Third St.	
Powell Sarah, widow, 33, Vine St.	
Power Alexander, broker and scrivener, 122, High St.	
Powers Matthew, mariner, 35, Plum St. Southwark	
Powers William, teacher in the university, Spring Garden	
Poyntell William, stationer and bookseller, 21, So. Second St.	
Pradis Benjamin, sea captain, 12, Wood St. No. Lib.	
Pragers & Co. merchants, 47, No. Front St. till the 1st of June, 1791, after that time, 26, same St.	
Prahl Lewis, blacksmith, 12, Wood St. No. Lib.	
Pratt Henry, merchant, 5, No. Water St.	
Pratt Matthew, painter, 40, Pine St.	
Prentiss Nathaniel, cordwainer, 35, So. Front St.	
Preston Leonard, baker, 213, So. Third St.	
PRESIDENT of the UNITED STATES, 190, High St.	
Preston James, rigger, 88, Spruce St.	
Preston Mary, shopkeeper, 21, No. Third St.	
Preston Thomas, cooper, 346, No. Front St.	
Preston William, house carpenter, 26, Elfrith's alley	
Preston William, taylor, 40, Strawberry St.	
Preston William, boat builder, 31, Duke St. No. Lib.	
Preston William, boat builder, 55, Duke St. No. Lib.	
Price Benjamin, blacksmith, 2, Laurel court	
Price Isaac, clock and watch maker, 86, High St.	
Price John, hatter, 16, Pewter-platter alley	
Price John, sea captain, 89, Swanston St. Southwark	
Price John, kindrefeller, Spring Garden	
Price Joseph, hatter, 15, Greenleaf's alley	
Price Rebecca, shopkeeper, 111, High St.	
Price Richard, grazier, 17, Carter's alley	
Price Sarah, schoolmistress, 21, Sassafras St.	
Price William, grocer, 209, So. Second St.	
Priest Emanuel, ship caulker, 50, Shippen St. Southwark	
Priest John, shopkeeper, 12, No. Front St.	
Primer Adam, tax gatherer	
Primmer Peter, labourer, 256, So. Third St.	
Prince Samuel, cordwainer, 350, No. Second St.	

Figure 8 On page 122, the Directory, along with all other city citizens, naturally lists the "PRESIDENT of the United States, 190, High [Market] St."

The 1836 standard fee carrier system

The law of July 2, 1836 set the standard for the modernized carrier system. These "semi official" carriers were officially nominated by their local postmaster, had to post bond to secure their position, and performed their duty only after appointment by the Post Master General.

They delivered incoming letters and picked up outgoing letters and parcels at the home or office of the patron. Sec. 41 of the act stated that a pickup or collection fee would be paid by the sender. Nothing was said about prepayment of delivery fees to an address, it had to be paid on receipt. Charge accounts might develop between

carriers and trusted customers. In some cases no fee was charged on letters collected for the outgoing mails at the time the delivery of incoming mails was made.

This POD mandated fee was one or two cents for collection or delivery service, in cash, or via pre purchased semi official carrier stamps. As authorized government agents, they nevertheless operated semi independently, some issued their own labels and all of the fees collected were not accountable to the PO. (One source suggests that the fees were pooled and divided evenly among all carriers a la waitress tips today.) If carrier stamps were unavailable, a hand-stamp was generally applied to the cover to indicate that the service had been rendered. Carriers almost always collected cash on delivery.

1851 efforts

Section 10 of the Act of March 3, 1851, effective July 1, continued the carrier portions of those of 1825, 1836 and 1849. Under this act the drop letter delivery service was reduced to only 2c (as opposed to one cent drop plus two cents delivery). However, throughout this period local post companies had the advantage by maintaining their one cent charge for the same privilege of drop and delivery.

The 1851 act also empowered the PMG to declare certain cities' highways as post roads in order to "establish post routes within the cities and towns." This was another attempt to render the local posts' control of the streets a violation of law. It met with little success.

To forestall a government monopoly, Blood's local post in Philadelphia published a promotional piece to the effect that it had 300 boxes, and a four times a day pickup from them extending over a twelve mile circuit. It further proposed to make deliveries of theirs and USPO letters every two hours, etc. Private posts, especially Blood's, offered more frequent and superior letter pickup and delivery service, had more numerous, convenient mailboxes and dispatch offices and hours.

The next move in the local post war came six months later on Sep 20, 1851. A Philadelphia postal announcement stated that 200 deposit boxes had been set up and 40 carriers had been appointed for "service within the limits of Philadelphia City, Moyamensing, Northern Liberties, Southwark, and those portions of Spring Garden District not otherwise served by the Spring Garden Post Office". There was to be mail pickup a

minimum of three times a day at no extra fee for mail destined for places outside the above named areas. Competition driving improvement.

Delivery of letters from outside these areas would cost two cents by government carrier, circulars one cent, newspapers and pamphlets ½ cent, and local drop letters one cent. All local box letters as well as local items handed to carriers would be delivered on his rounds for a cent; such letters couldn't actually go through the post office. Stamps would be made available: the Franklin carrier stamps.

Final Blood letting

The Postal Law of April 30, 1860, Sec. 2, spread the effect of the one cent drop letter to all cities both large and small, further undercutting what little private post resistance remained:

It stated that all drop letters delivered within the limits of any city or town by carriers ... one cent each shall be charged for the receipt and delivery of said letters, and no more.

In a lawsuit brought by Kochersperger & Co (successors to D. O. Blood & Co.) in 1861, the US Court for the eastern District of Pennsylvania found that the language of the Act of 1851 did in fact give the government alone the power to transport letters over post route streets. This was the kill shot, and Kochersperger's-Blood's ceased operation a short time later in early January 1862.

Aftermath

The federal government had toppled all local posts. With the postal law of March 3, 1863, effective July 1, 1863, the citizenry continued to profit. The drop letter rate, now including delivery, was set at the flat rate of two cents, as the Andrew Jackson 'black Jack' stamp bears witness. Free home and business delivery service in the large cities was instituted.

Henceforth, carriers would be salaried, make two or three deliveries in residential areas and more in the business districts (four in the early 1860s in Philadelphia, six by the early 1870s). In Philadelphia's central district 119 carriers were employed at a total salary of \$79,700 (average of \$670 per carrier per year). The large subdivision of Germantown had its own pair of carriers at \$450 each per year.

20th century drop letters

The fine rates compilation handbook by Henry Beecher (later co-edited with Anthony Wawrukiewicz) distinguishes two classes of later, post-1872 drop letters as

1) carrier post office ("carrier post office local rate"), June 1872 to March 1944, and

2) non-carrier post office mail ("non carrier post office local rate"), June 1872 to January 1968.

The first type is more common. Both types of drop mail may well be indicated by the word "City" or "Present" in the address. But for this type, the letter is dropped off at the post office or mailbox and a carrier will deliver it within the same delivery area of the city. The authors mention that the rate for this service is not necessarily less than city to city first class mail (*Rates*, p.10).

The second type is a letter left at a post office that has no carriers, where the addressee will, in the age old fashion, pick it up personally. The rate is therefore less, naturally, inasmuch as very little workup is necessary.) Since these offices are fewer, these drop letters are more scarce. (Such offices are those *not* listed in the *Postal Guide* as offices with carriers!)

The rates after 1863 for carrier post office drop letters is two cents, continuing after the jump from ½ to one ounce in 1885 until 1944. The exception is the Depression era misstep, for one year only, when the rate went to three cents (July 6, 1932 to July 1, 1933).

The rate for the non-carrier drop letter begins at its inception in 1865 at one cent, is increased to two cents as a war surcharge (Nov 1917 to Jul 1919), to 2 cents again January 1952, to three cents August 1958, and finally to four cents in January 1963, ending in January 1968 when this mail class distinction is dissolved.

An 1846 Drop Letter

One interesting thing about drop letters is the intimacy that they may contain. Here is a letter addressed to

M. Barrett Esq

Columbus Teacher

Present [erased?]

There is a problem with his son's behavior and the father employs elaborate diplomacy to conveying his appreciation to the teacher for spotting that certain behavior *without ever specifying what it is*. The father had himself caught the boy doing this once before. What possibly could take up an hour of the father's time, that

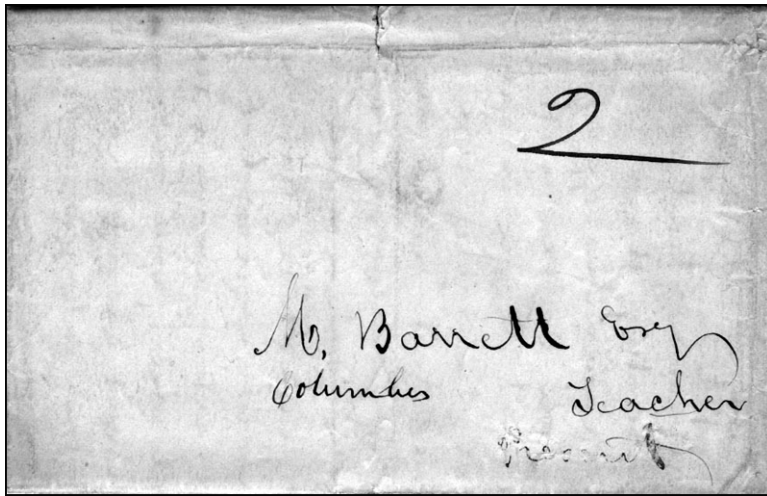


Figure 9 A Columbus OH letter written by a concerned dad to a Teacher in the town. A bold manuscript 2 indicated the drop nature of the letter; written May 22, 1846.

was so important that the teacher had to write him about in the first place? What did the value system in 1846 Ohio forbid? Laziness, lying, smoking, adolescent sex?

The letter bears a large manuscript 2, there is no town mark, which is to be expected, and the cryptic “present” appears under the word “Teacher” on the front, though oddly blotted or erased away.

Here is the text for the curious:

1846

Columbus May 22

Dr Sir;

I am under great obligation to you for the frankness manifested in your note of yesterday. Though I regret much the practice into which, it seems, my son has been ignorantly led, yet I rejoice that you have thus early detected him in it; and trust our mutual efforts may be successful in arresting it

The opportunities offered in our professions to a correct understanding in Such Matters have led me to fear that his would not be an exception to the general case and I have therefore been on the lookout to detect it; but have not heretofore in but one instance discovered anything that that led me to Suspect that he had become a victim to that pernicious practice, and in that instance the evidence was so equivocal in its character that the fear of exciting an improper curiosity in the matter deterred me from giving it that attention which I otherwise should have done

I have had a long interview with him on the subject and trust I have so impressed him with its consequences that he will spare us the mortification of other admonitions. I have in fact done what I have never before thought best to do with my children, exacted a Solomn promise that he will neither covertly or otherwise do it any more

I shall be under additional obligations if you will watch his course and appraise me of it from time to time—

With Sentiments of regard

Your obt Servt J G Jones

P.S. 2 cent Christmas cards

Beecher and Wawrukiewicz answer the conundrum, mentioned at the beginning, about the two cent Christmas / holiday card rate. Another of the many cobwebs carried over from youth.

They are listed as third class standard mail pieces. In May 1911, heretofore first class unsealed letters were to be given a discount of sorts as third class, single pieces. *As long as they were unsealed.* Another caveat was that they could not contain any messages or writing beyond a simple “Happy New Year”, “Happy birthday, Auntie”, etc. Were this to be found not true, they would be sent postage due as standard first class mail instead.

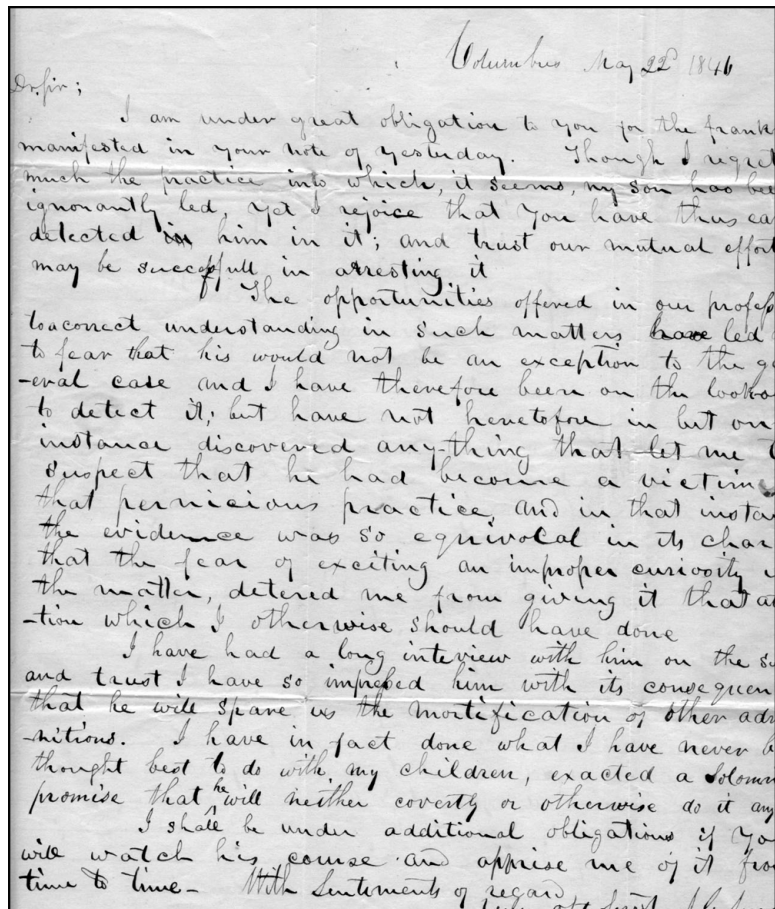


Figure 10 The letter written by an overly anxious father to his son's teacher, who had caught him in some (for the 1840s) heinous act.

In a similar vein, the writer remembers postal clerks asking whether parcels, otherwise to be sent at the old Book Rate, contained a letter or any communication. If so, the parcel would have to be rated into the stratosphere, or the letter separately glued within an envelope onto the front of the parcel with first class letter postage attached.

P.S.S

In this writer's humble opinion, anyone who considers him/herself a postal historian but doesn't have a copy of *U.S. Domestic Postal Rates, 1872-1999*—and peruse it regularly, reconsider well. There's a world, maybe two worlds, of finely shaded information contained within. Occasional exhibitors of covers of any period can never approach the limits of knowledge that was Henry Beecher. His chosen successor, Anthony Wawrukiewicz and his aids, continue to shine the light. Approach this volume with great humility!

Appreciate your drop letters.

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CALIFORNIA

- 1 KELLOGG, 1912 VG 4-BAR ON PPC (75/35). EST. \$6
- 2 KETTLE, 1908 VG 4-BAR ON PPC (99-10). EST. \$35
- 3 KIMBERLY, 1910 F 4-BAR ON PPC (01-13). EST. \$12
- 4 KING CITY, 1911 VG ECU MOT-1310 ON PPC. EST. \$5
- 5 KINSLEY, 1921 F 4-BAR ON PPC (96-28). EST. \$12
- 6 KLAMATHON, 1908 G+ 4-BAR REC'D ON PPC (97-18). EST. \$10
- 7 KLAU, 1908 VG CDS ON PPC (01-24). EST. \$12
- 8 (LAGONA, 1904 F PARTIAL CDS REC'D ON PPC (94-04). EST. \$12
- 9 LA JOLLA/STRAND STA. 1931 VF DUPLEX ON PPC (24-34). EST. \$15
- 10 LAKEVILLE, 1908 VG CDS ON PPC (59/20). EST. \$12
- 11 LAMANDA PARK, 1924 G+ DUPLEX ON PPC (20-26). EST. \$15
- 12 LANG, 1915 F 4-BAR ON PPC (81/33). EST. \$6
- 13 LARKIN, 1908 VG CDS ON PPC (99-12). EST. \$35
- 14 LASSEN, 1923 VG 4-BAR ON COVER (14-23). EST. \$12
- 15 LATROBE, 1910 F NONSTD 4-BAR ON PPC (64-21). EST. \$12
- 16 LIDELL, 1912 VG 4-BAR ON PPC (80-15). EST. \$12
- 17 LITTLE YORK, ca1860 F MS ON COVER (55/86). EST. \$100
- 18 LODOGA, ca1910 VG DOANE ON PPC (98/51). EST. \$4
- 19 LONESTAR, 1909 F 4-BAR ON PPC W/SM STAIN (91-10). EST. \$35
- 20 LONETREE, 1908 VG DOANE ON PPC (00-11). EST. \$35
- 21 LONOAK, 1906 F DOANE REC'D ON PPC (85-54). EST. \$5
- 22 LORIN, 1896 VG CDS AS B/S ON COVER (82-00). EST. \$12
- 23 LOS ANGELES/NAV RES RADIO & SIG SCHOOL STA. 1941 G+. \$6
- 24 LOST HILLS, 1915 VG 4-BAR ON PPC. EARLY. EST. \$4
- 25 LOWDENS RANCH, 1893 F DC ON COVER (74-08). EST. \$40
- 26 LOWREY, 1907 F 4-BAR REC'D ON PPC (98-17). EST. \$20
- 27 LUFFENHOLTZ, 1908 VG DOANE ON PPC (04-09). EST. \$35
- 28 LUMPKIN, ca1908 VG CDS ON PPC (86-19). EST. \$12
- 29 LUSARDI, 1891 VG CDS ON REG'D COVER (89/11). EST. \$50
- 30 LYONSVILLE, 1912 F 4-BAR ON PPC (83-37). EST. \$6
- 31 MANOR, 1920 VG 4-BAR ON PPC (15/53). EST. \$4
- 32 MASSACK, 1923 F 4-BAR ON PPC (17-39). EST. \$8
- 33 MAYTEN, 1912 F 4-BAR ON PPC (87-19). EST. \$12
- 34 MCKINLEYVILLE, 1911 VG 4-BAR ON PPC (03-21). EST. \$6
- 35 MILLWOOD, 1906 VG DUPLEX ON PPC (97-09). EST. \$20
- 36 MILO, 1908 F DUPLEX ON PPC (88-22). EST. \$12
- 37 MOHAWK, 1919 VG 4-BAR ON PPC (81-26). EST. \$12
- 38 MONSON, 1908 F CDS REC'D ON PPC (89-20). EST. \$12
- 39 MONTEREY, 1942 F MACHINE ON PPC. PRESIDIO RET ADD. \$4
- 40 MONTEREY/MILITARY BR. 1922 F ECU MOT-1880 ON PPC. EST. \$50

COLORADO

- 41 AMES, 1908 F DOANE ON PPC (80/22). EST. \$20
- 42 ARKANSAS JUNCTION, 1910 VG 4-BAR ON PPC W/SM THIN. EST. \$20
- 43 BETHESDA, 1907 G+ CDS ON PPC W/COR CREASES (02-09). \$35
- 44 CASE, 1912 VG 4-BAR ON PPC (97-13). EST. \$20
- 45 CEDARHURST, ca1910 G+ 4-BAR ON PPC (03-13). EST. \$35
- 46 GURNEY, 1908 F 4-BAR ON PPC (07-23). EST. \$20
- 47 NYBURG, 1910 F 4-BAR ON PPC (99-18). EST. \$20
- 48 OJO, 1913 VG LIGHT 4-BAR ON PPC W/STAMP GONE (13-28). \$15
- 49 SHOSHONE, 1908 F 4-BAR ON PPC (07-10). EST. \$75
- 50 SOUTH WATER, 1874 VG CDS ON COVER W/LETTER (72-78). \$200
- 51 THEDALUND, 1922 F 4-BAR ON PPC (17-26). EST. \$25
- 52 THOMASVILLE, 1915 VG 4-BAR ON PPC (90-18). EST. \$20
- 53 TIGIWON, 1934 F 4-BAR ON COVER (29-42). EST. \$6
- 54 WALDORF, 1908 VG 4-BAR ON PPC (08-12). EST. \$6

MONTANA

- 55 ADA, 1911 VG 4-BAR ON PPC (96/17). EST. \$20
- 56 BLAINE, 1908 VG 4-BAR ON PPC (93-35). EST. \$6
- 57 GRACE, 1909 VG 4-BAR REC'D ON PPC (82/26). EST. \$12
- 58 JAVA, 1910 F 4-BAR ON PPC W/STAIN @BOTTOM (07-13). \$30
- 59 MIDLAND, 1913 G+ 4-BAR ON PPC (98-14). EST. \$20
- 60 NEWLON, 1909 VG 4-BAR REC'D ON PPC (81/13). EST. \$15
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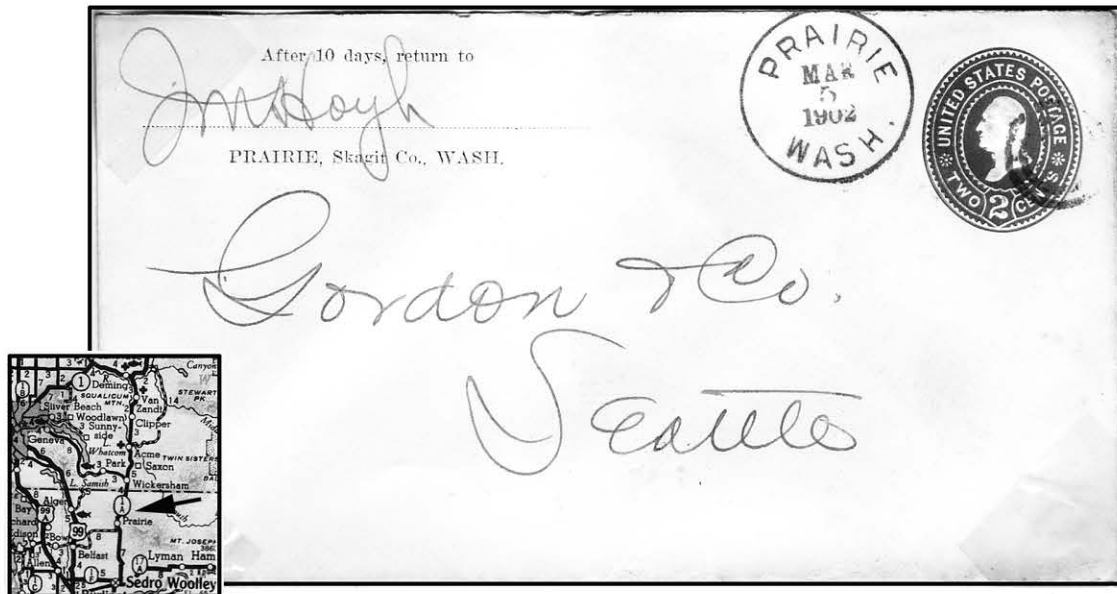
CLOSING DATE:

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Washington Postal History Pages from the Woodard Collection

La Posta has been invited to conduct a public auction featuring many of the 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 in May, and between now and then we will share images of some of the pages arranged by Guy Reed Ramsey.

PRAIRIE, WASHINGTON SKAGIT COUNTY

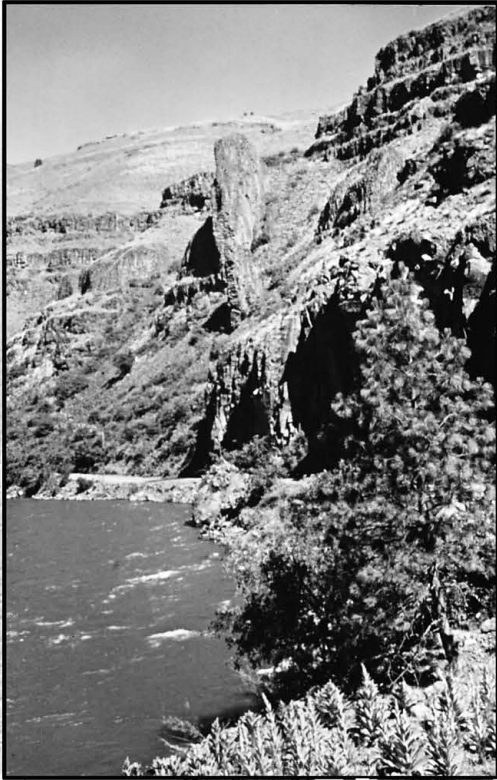


PRAIRIE POST OFFICE WAS ESTABLISHED MARCH 6, 1884,
AND DISCONTINUED JULY 15, 1925.



PRAIRIE IN 1921

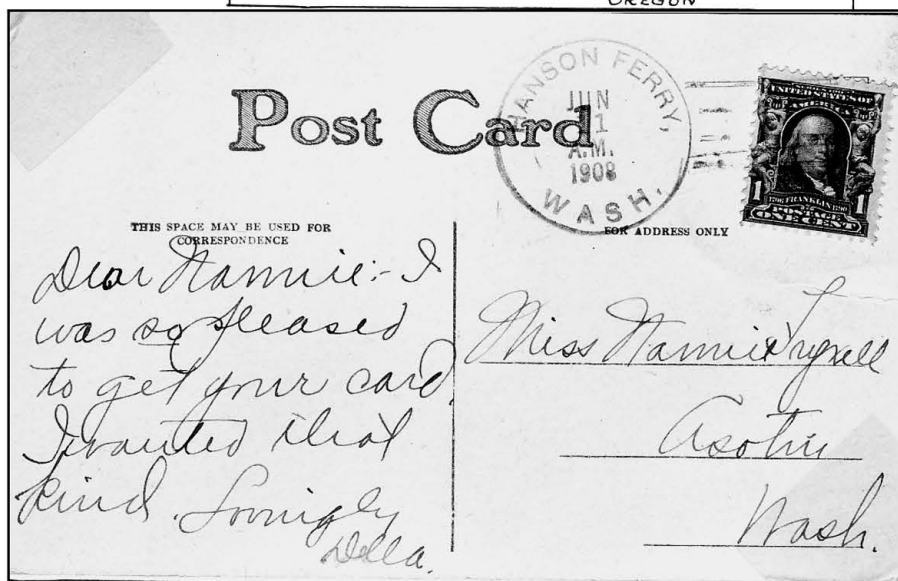
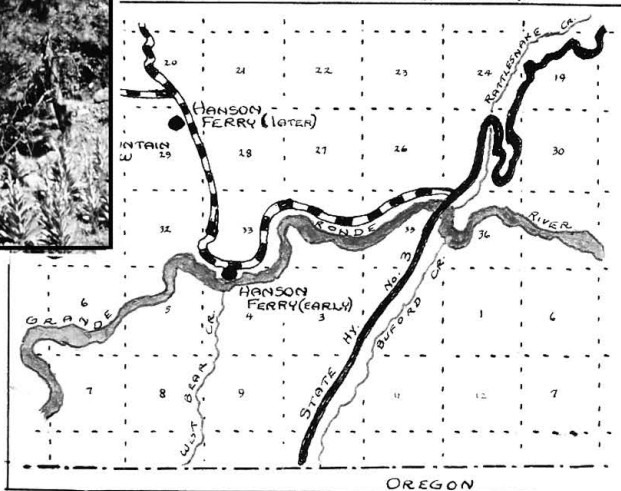
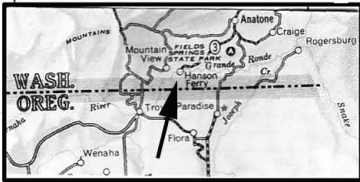
HANSON FERRY, WASHINGTON ASOTIN COUNTY



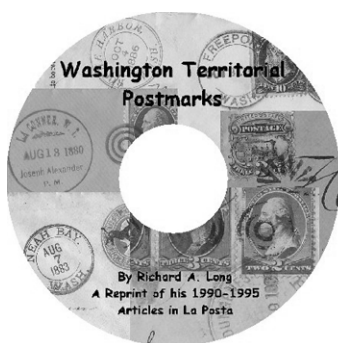
POST OFFICE - 1922-1929

- 1970

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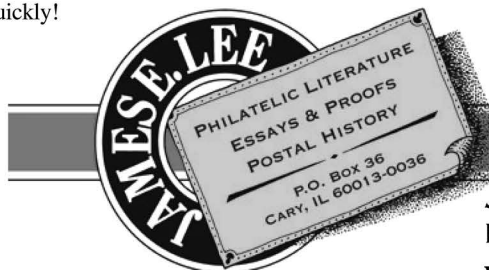
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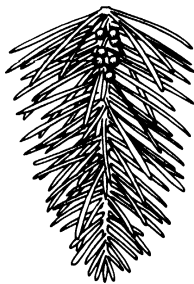
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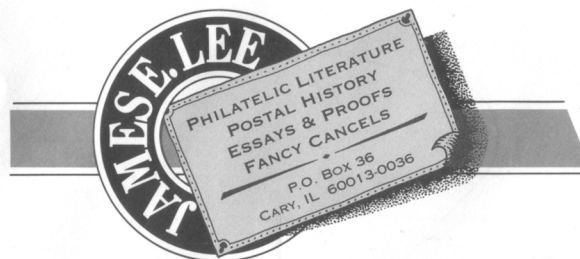
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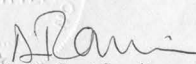
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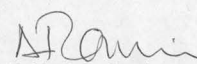
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ALASKA & WESTERN CANADA APOs, interesting Pan American (Scott 294-299) issues on cover and Pittsburgh/Allegheny County covers from 1851-1861. Send Xeroxes or scans and pricing to Bob McKain, 2337 Giant Oaks Drive, Pittsburgh, PA 15241 (57-vette@adelphia.net) [37-6]

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]

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 [38-1]

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 [37-6]

WANTED: MISCELANY

US & POSSESSIONS POST OFFICE SEALS: on/off cover, Scott listed and unlisted. Especially need Ryukyu and Philippine material. Also want worldwide official seals on cover. Send photocopies or scans with asking price. Jim Kotanchik, PO Box 684, West Acton, MA 01720-0684, email: jimko@speakeasy.net [37-6]

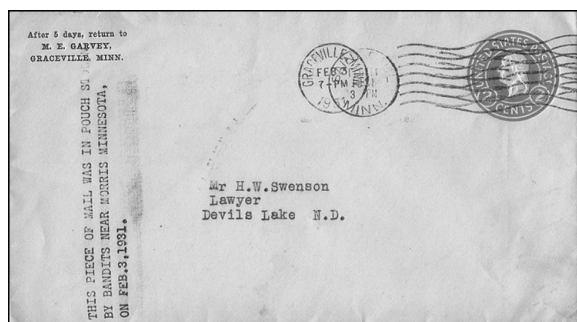
FOREIGN: WANTED

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

LITERATURE: FOR SALE

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 [37-6]

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. [37-3]

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