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COVER: Our cover illustrates a small group of covers displaying postmarks from various United States sub-stations. It is intended to call attention to Dennis Pack's comprehensive discussion and catalogue of these interesting markings in this issue.

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IN THIS ISSUE:

**US Sub-stations and Their Postmarks
1890-1910
Dennis H. Pack 9**

**The Postmasters General of the United States
XXI. William Dennison, 1864-1866
by Daniel Y. Meschter 28**

**The World's Fair Station Post Office
Part 3 - Collecting World's Fair Station
Cancels And Markings
By Kenneth C. Wukasch.....32**

**Fort Meade, "The General's Town"
By David C. Lingard 42**

**"The Game's Afoot"
By Richard D. Martorelli 49**

**VERY Modern Postal History
By Randy Stehle 60**

**ROTC Forerunner Mail?
By Michael Dattolico 67**

**Wellington, Washington
By Guy Reed Ramsey 70**

**Also Miscellaneous Columns, Notes
and Announcements**

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Publisher's Page

The Changing Look of Our Mail

Randy Stehle begins a series of articles in this issue based on his analysis of over 15 thousand promotional mailing cards that were returned to their mailer for a variety of reasons. The cards bear a wide range of auxiliary postal markings that indicate reasons why they were not delivered to the addressee. Given his long personal fascination with postal auxiliary marks, Randy was intrigued by both the messages carried in the auxiliary markings and the means by which they were applied to the cards. This promises to be a most interesting series of articles by one of my favourite postal history analysts.

In our February-March issue, Tom Clarke examined the rapid spread of ink jet system (IJS) cancels replacing the familiar circular date stamp (CDS) with wavy line cancel design applied by machine cancellers for over a century in American post offices. Based upon the covers that you dear readers have been sending us with subscription renewals over the past few months, it appears that American cds postmarks have all but disappeared from the scene.

A third new trend—this one observed in recent months by Cath and I—appears on business mail originating in the U.S. and delivered to us here at our Australian address. This mail includes bank statements, credit card bills and a few mass mailings from alumni organizations and the like. Almost all of us receive mail of this nature, and, when we relocated overseas in 1997, the business mail followed in due course once we advised them of our new address.

International postage on mail of this type has typically been paid by the familiar red meter indicia showing the U. S. place of mailing and the amount of postage paid, or in some cases, a label added over the printed domes-

tic indicia stating that the U.S. Postage has been paid by permit (*figure 1*). Recently, however, we have begun to note that more and more of our U.S. business mail is arriving with indications that it has been carried not by the USPS, but by foreign enterprises. Overseas U.S. business mail is being *outsourced*!

Figure 2 illustrates the indicia on three pieces of U.S. business mail posted in the first quarter of 2006. All three of these indicate that they were posted and carried by French authorities—two through Gonesse and one through Le Bourget. While our sample is admit-

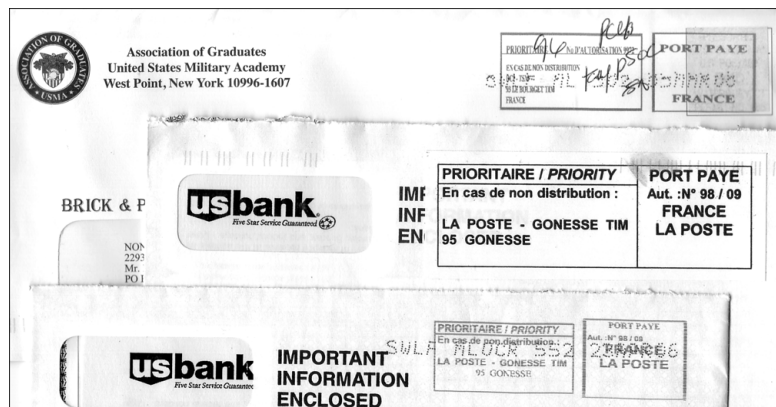
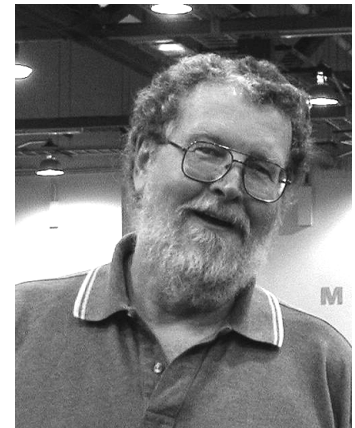


Figure 2 Three pieces of U.S. business mail posted to Australia during the 1st quarter of 2006. All were posted through French mailing facilities.

tedly quite small, it would appear based upon what has been arriving at our post box, that France may be the current leader in delivering U.S. business mail to Australia.

France is by no means alone in acquiring the mailing of U.S. overseas business mail. One of my favourite pieces to have arrived recently is shown in *figure 3*. This item was mailed by an organization that publishes the *Assembly* and the *Register*—two publications for alumni of the U.S. Military Academy at West Point. As may be seen in the illustration the printed NON-PROFIT ORG. permit indicia on the envelope has been covered by a blank label and that has been overprinted by a red indicia applied by MALPAPOST at Valletta, Malta, on March 14, 2006. The cover was then carried by air to

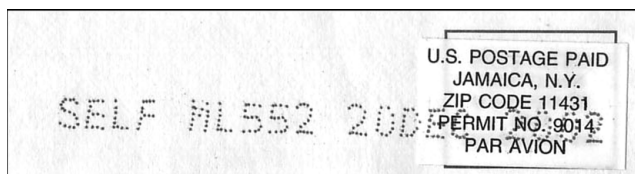


Figure 1 Jamaica, N.Y., label pasted over a printed indicia for domestic delivery to allow international delivery to Australia via air mail in 2002. SELF stands for Sydney Eastern Letter Facility.

Sydney where it received a dot matrix arrival mark from the Sydney Western Letter Facility (SWLF) on March 20th. Who would have thought that the quickest, least expensive way from New York to Australia went through Malta?

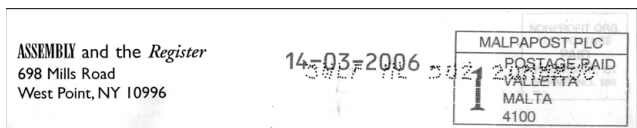


Figure 3 A March 2006 solicitation by the publisher of the *Assembly and the Register*—West Point alumni publications—mailed to Australia from New York by way of the Malpapist of Malta.

Apparently the Aussies are beginning to ask that very question. *Figure 4* illustrates a recently arrived piece of business mail from Chase Bank in Delaware. The envelope clearly bears a printed PRESORTED First Class Mail indicia, but it has been overprinted in red by a Frama-style box and 00.50 indicating that “POSTAGE PAID AUSTRALIA.” The current domestic rate within Australia is 50¢ up to 250 grams (about eight ounces).



Figure 4 A United States presorted 1st class mail indicia overprinted by a red Frama-style indicia stating the 50 cents Australian postage had been paid carried this recent credit card statement from Delaware to New South Wales.

And so, dear readers, what does this all mean? I have no idea whether any of these physical changes we are seeing in the appearance of our mail are good or bad. In some cases, such as the replacement of mechanical circular date stamps that required daily upgrading by changing the date slugs with computer-generated markings, I can understand that there could be cost savings. But, quite frankly, the outsourcing of high-volume overseas business mail delivery to France, or Malta, or whatever foreign firm submits the lowest bid, might be cost effective for the U.S. business involved, but what does it say about the competitiveness of the United States Postal Service? And what does it say about the patriotism of organizations such as the USMA Association of Graduates when they engage a French postal service to carry mail to their overseas members?

Richard W. Halbrook

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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/usphsoc.html
Michigan [Peninsular State Philatelic Society, Michagan's Postal History Society] — http://home.earthlink.net/~efisherco/
Mobile Post Office Society — http://www.eskimo.com/~rkunz/mposhome.html

US Sub-stations and Their Postmarks 1890-1910

by Dennis H. Pack

In 1847, Congress authorized the establishment of *branch offices* to facilitate the operation of post offices.¹ Over the next fifty years, the Post Office Department (POD) established branch offices as stations, carrier stations, full stations, receiving stations, sub-stations and stamp agencies. The designation determined the services provided, where the outlet was located and who operated it.

The designation of branch offices as sub-stations started in 1890 as a trickle that became a flood by 1902, when the official designation *sub-station* was discarded. During that period, sub-station cancels included *sub-station* or *sub* as part of the name. This article focuses on sub-station postal markings that contain *sub-station* or *sub*. It covers 1890-1910, the year-date range seen by the author in sub-station markings. The article begins with a brief history of sub-stations, describes and illustrates the various postal markings with *sub-station* or *sub*, and updates the census of these markings.

Figure 1 shows a Special Delivery handstamp from Washington, DC's Sub-Station No. 19. This is the most sought after sub-station postal marking, and is shown through the courtesy of Labron Harris.

Sub-station History

The need for branch post offices and the notion of what they should be evolved over time. The demand for postal services in cities was fueled by the rise of urban populations, and influenced by changes in postal services. Half a million people, 16 percent of the U.S. population, lived in cities with more than 8,000 inhabitants in 1860. By 1900, this had grown to 25 million people, a third of the population.² Beginning in 1855, postage

had to be pre-paid on all letters and it became possible to register valuable letters. Free city delivery was introduced in 1863, and by 1886 domestic money orders and special delivery were available at all post offices. All of these factors contributed to the demand for additional postal facilities in urban areas.

Three levels of branch offices developed. The highest level offered all postal services and acted as the base from which letter carriers delivered their mail. The facilities for these were provided by the Post Office Department (POD), and the branches were staffed by POD employees. The second level consisted of limited service branch offices that were located in businesses. The businesses provided the facilities and personnel to operate them. Letter carriers did not operate from them.

At the lowest level, stamp agencies sold postage stamps and stamped envelopes, but provided no postal services. They were also located in businesses, and they received minimal funding from the POD. In 1882, the Postmaster General (PMG) authorized the establishment of 50 stamp agencies in

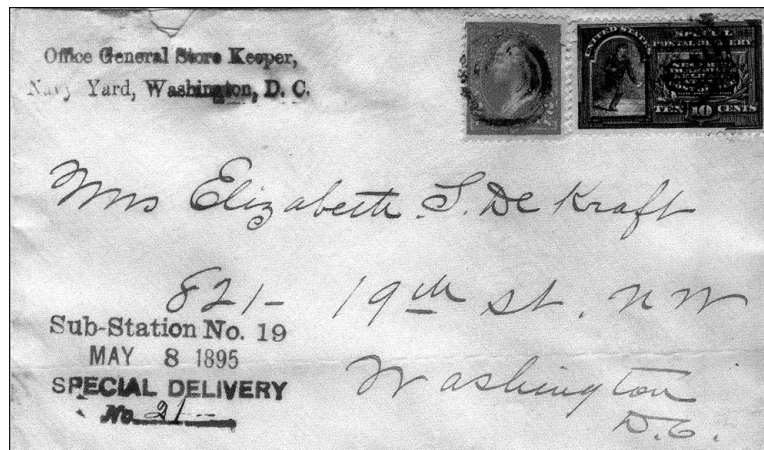


Figure 1 Special Delivery handstamp from Washington DC, Sub-Station No. 19. (from the collection of Labron Harris)

Philadelphia that were referred to as sub-stations.³ This is the first reference to sub-stations in the *Orders of the PMG*, and the beginning of the evolution of the function and identity of sub-stations.

Generally, level two branch offices were referred to as sub-stations, but they weren't always designated as sub-stations. For example, the PMG ordered, "Establish on June 1, 1892, a *sub-station* of the Post Office at Nashville, Tenn, with money order and registry facilities and for the sale of postal supplies, to be located at the corner of Bosley and Bridge avenues, to be known as 'Seifried' Station."⁴ [Italics added] The PMG also ordered that \$100 per year be paid to the clerk-in-charge who would provide and maintain the facilities without expense to the POD.



Figure 2 The earliest reported sub-station markings, a double-oval cancel and boxed straight-line registry handstamp dated Feb. 10, 1890, from NYC Sub-Station No. 6.

In 1890, the first sub-stations actually designated sub-stations were established in New York City and Chicago. These were numbered, rather than named by local names or letters of the alphabet. *Figure 2* shows the earliest reported sub-station postal marking, dated February 10, 1890, 41 days after Sub-Station No. 6 was established in New York City.

The public could purchase stamps and stamped envelopes at sub-stations, and conduct money order and registry business at nearly all of them, but there were differences in what they could mail there. The numbered sub-stations in New York City were ordered to receive 3rd and 4th class mail.⁵ The Chicago numbered stations were established for the “reception of mail.”⁶ Station I, a sub-station established in Washington, DC, in 1892, was a “receiving and stamp station.”⁷ The order establishing numbered sub-stations in Brooklyn, NY, in 1894, made no mention of any mail being received.⁸

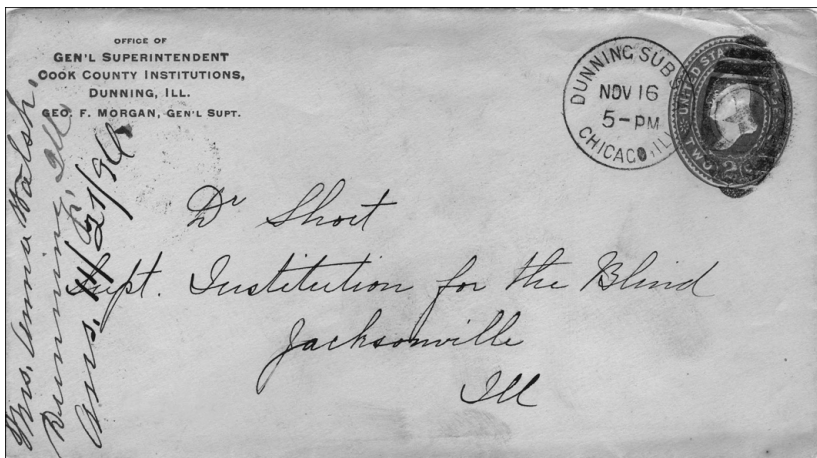


Figure 3 A metal duplex cancel with a barrel killer containing a star used at Chicago's Dunning Sub-Station.

Sub-stations replaced stations and even post offices as the PMG sought to decrease costs and expand free delivery. Fifteen post offices located within the city limits of Chicago were replaced by 15 named sub-stations in 1894.⁹ A duplex cancel from Chicago's Dunning Sub-Station is shown in *figure 3*. Only about three percent of the branch offices designated sub-stations were named. The rest were numbered.

The PMG discussed the roles of branch offices in his 1897 report to Congress:

Stations and substations are established in the larger cities to facilitate the delivery of mails, and to furnish postal facilities for patrons remote from the main office. Carrier stations distribute and dispatch mail and transact money-order and registry business, and have all the facilities of a free-delivery post-office. Sub-stations are usually located in drug stores, transact money-order and registry business, and handle stamps and postal supplies.¹⁰

Later in 1897, the PMG clarified the designations of branch offices:

The following classification of stations and sub-stations is hereby adopted:

All stations or sub-stations, as now designated, that receive and dispatch mail, either by carriers or through boxes and general delivery, will be known as stations and will be designated by letters or local names.

Sub-stations issue and pay money orders, register letters and parcels, sell postal supplies, but do not deliver mail, and will be designated by numbers.¹¹

Many branch offices changed designation after this order. The PMG reported that in 1897 154 sub-stations were established, 16 were discontinued, 132 sub-stations became stations, and that substations were created in lieu of 1,546 stamp agencies that were abolished¹² [author: not on a 1:1 basis]. All of the named sub-stations of Chicago were designated stations. Some numbered sub-stations, such as New York City's Sub-Station No. 33, became stations. *Figure 4* shows a metal duplex cancel from New York City's Sub-Station No. 33, which was located on the campus of the University of the City of New York.

April 1, 1902, the PMG changed designations of branch offices:



Figure 4 A metal duplex cancel with ovate killer containing vertical bars used at New York City's Sub-Station No. 33, the only sub-station in New York reported to have used this type of cancel.

All stations will issue and pay money-orders, register letters and parcels and sell postal supplies.

Stations that receive and dispatch mails, either by carriers or through boxes and general delivery, will be designated by letters or local names, as 'Station A' or 'Austin Station.'

Stations that are not provided with facilities for receiving and dispatching mails, will be designated by numbers, as 'Station No. 1.'¹³

The sub-station designation was eliminated, but some sub-station postal markings continued to be used. Figure 5 shows a Minneapolis, MN, Money Order Business handstamp used in 1906.

Receiving Stations

Receiving stations were second level branch offices very similar to sub-stations. They received mail, sold money orders, registered mail, and sold postal supplies. They also were allocated limited compensation for a chief clerk who furnished and maintained facilities for the branch without expense to the POD.

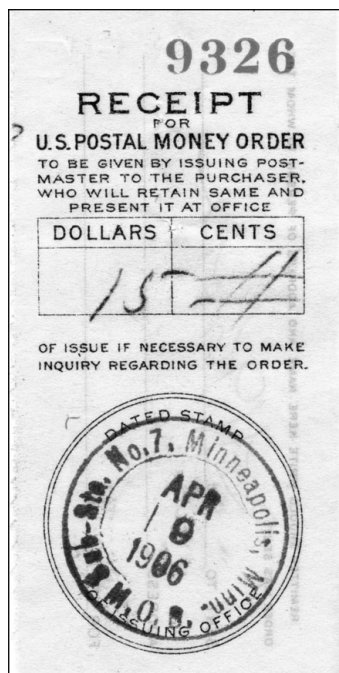


Figure 5 Minneapolis, MN, DCDS MOB handstamp used in 1906.

The order establishing the first sub-station in Philadelphia was modified to designate it a receiving station before it opened in 1890.¹⁴ Seventeen receiving stations were established in Philadelphia, but by 1894 they were referred to as sub-stations in the *Daily Bulletin of Orders Affecting the Postal Service*.

Figure 6 shows a cover that with a registration handstamp from Philadelphia's Receiving Station No. 16. The illustration shows the front and back of the cover, a close-up of the

handstamp as it appears on the back of the cover, and the handstamp with the obscuring markings and background carefully removed.

Two receiving stations were established in Boston in 1890 "for the reception of other than first class mail and the sale of postal supplies."¹⁵ One of them was referred to as a *package station* when it was replaced by a sub-station in 1893.¹⁶



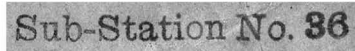
Figure 6 A straight-line registered handstamp from Philadelphia's Receiving Station No. 16.

Sub-station Postal Markings with Sub

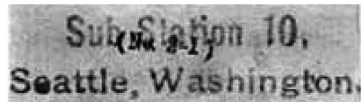
Sub-stations have most of the same types of postal markings found at stations and post offices, except for machine cancels. There were handstamps to postmark mail, cancel stamps, provide registry information, con-

duct money order business, tell when mail was received, indicate special delivery and provide other information. But not all markings are reported from all sub-stations. The types of markings are illustrated in *figure 7 - Key to Sub-Station Markings*.

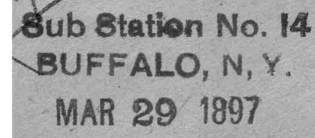
KEY TO SUB-STATION POSTAL MARKINGS & TYPES



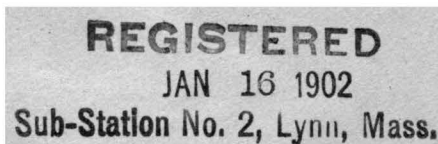
SL 1



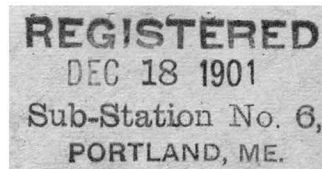
SL 2



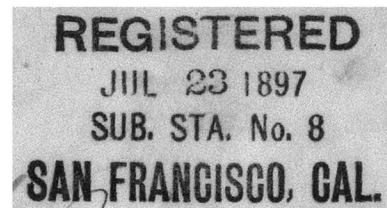
SL 3



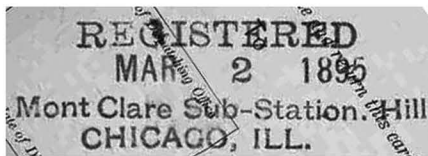
SL 3 REG



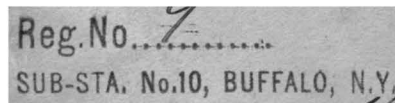
SL 4 REG



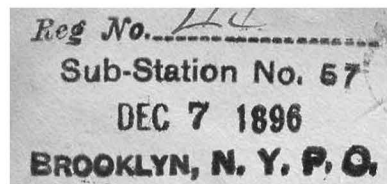
SL 4 REG



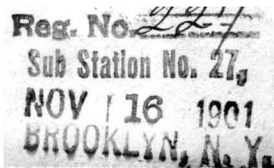
SL 4 REG + HILL



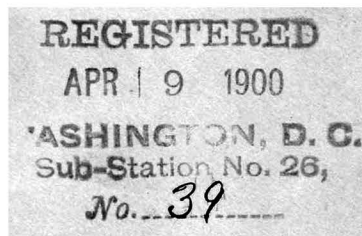
SL 2 REG W NO



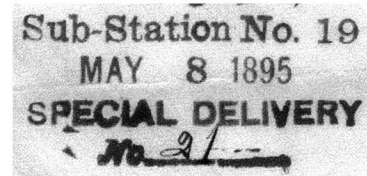
SL 4 REG W NO



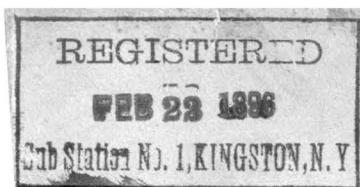
SL 4 REG W NO



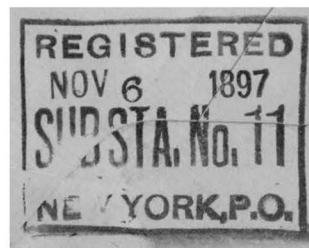
SL 5 REG W NO



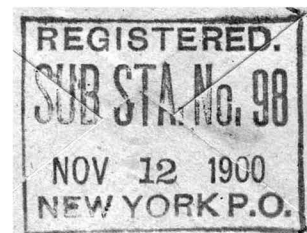
SL 4 SD W NO



BOXED SL 3 REG

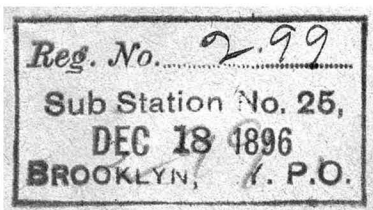


BOXED SL 4 REG A



BOXED SL 4 REG B

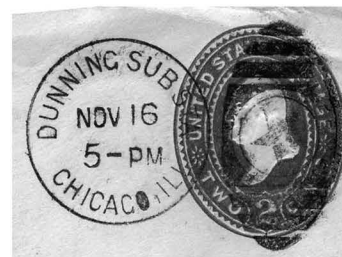
Figure 7 Key to Sub-Station Postal Markings and Types,



BOXED SL 4 REG W NO



DUPLEX W TARGET



DUPLEX W STAR



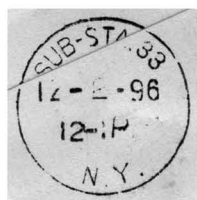
DUPLEX W NO



DUPLEX W VERT



DUPLEX W HORZ



CDS



CDS REC'D IN RIM



CDS REC'D IN CNTR



DCDS REG



DCDS REC'D



DCDS MOB



OVAL REG



DOVAL W SUB-STA



DOVAL W SUB

Figure 7 (continued)

METAL DUPLEX CANCELS

Metal duplex cancels were used at sub-stations in some cities to postmark mail, possibly only mail handed to clerks since the cancels are not common. Five types have been identified. There are described in *table 1*.

Dial Size	Year Date	Killer type	YearUsed
28-29 mm	inside dial	ovate target	1896-1904
5-25.5 mm	between dial & ellipse	barrel with sub-station no.	1896-1901
25-26 mm	no year date	barrel with star	1894-95
23.5 mm	between dial & ellipse	ovate with vertical bars	1896-97
28.5 mm	inside dial	ovate with horizontal bars	1902

Table 1 Description of metal duplex cancels used at sub-stations

Figure 8 shows a metal duplex barrel cancel with sub-station number used at Cincinnati, Ohio's Sub-Station No. 2.

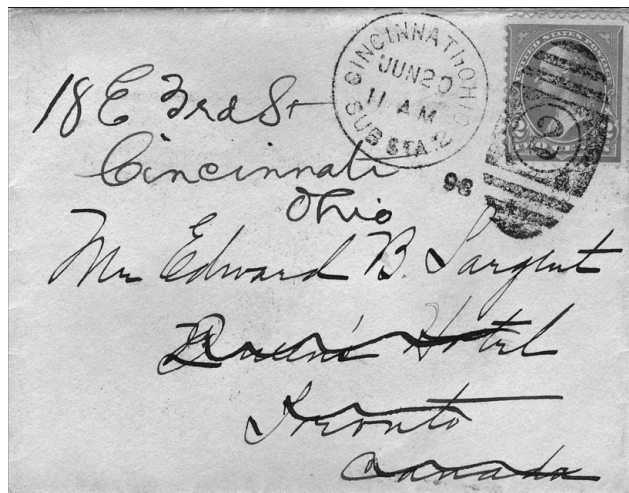


Figure 8 A metal duplex cancel with barrel killer containing the sub-station number used at Cincinnati, Ohio.

DOUBLE OVAL CANCELS

Double-oval cancels were used to cancel stamps on registered mail, third-class mail and parcels. Most were mute or only told the city where they were applied. Only two cities, New York and Boston, used double-oval cancels with *sub-station* or *sub*. *Figure 9* shows a double-oval cancel from New York City's Sub-Station No. 31 used to cancel the stamps on a registered letter.

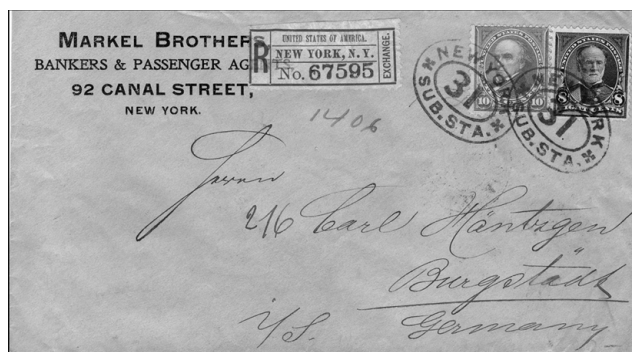


Figure 9 Double-oval hand stamp used to cancel stamps on a letter registered at NYC's Sub-Station No. 31.

STRAIGHT-LINE REGISTRATION HANDSTAMPS

More registration handstamps have been reported from sub-stations than any other type of marking. There are two types with variations: straight-line markings and boxed straight-line markings. Some straight-line markings have two lines of text, some three, most four, and some five. Some have space for the registered article number, most do not. *Figure 10* shows a straight-line registered handstamp from Chicago's Sub-Station No. 4. These markings were used at sub-stations throughout the US. Straight-line markings with space for the article number are reported from Brooklyn, NY, and Washington, DC.

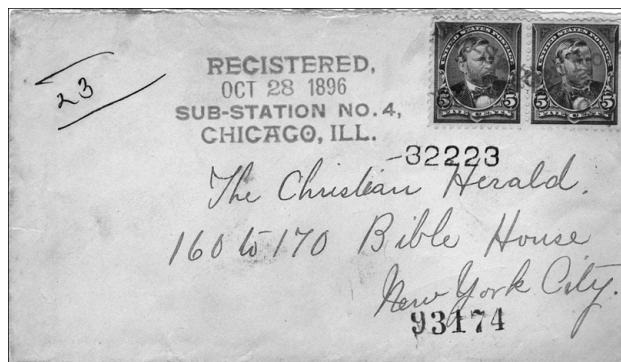


Figure 10 The most commonly reported sub-station marking, a straight-line registered handstamp with four lines of text. This one applied at Chicago's Sub-Station No. 4.

BOXED REGISTRATION HANDSTAMPS

Most boxed straight-line markings were used at New York City's sub-stations. The design included four lines of text within a single-line rectangle. The earliest markings have the date above the sub-station designation and often use wide numbers for the sub-station. These are seen dated 1890-1904. A variation places the date below the sub-station number and uses narrow numbers for the sub-station. These are seen dated 1899-1905.

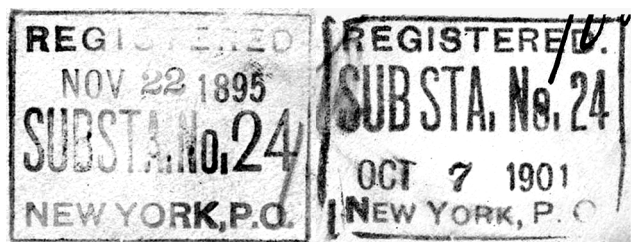


Figure 11 Two types of boxed straight-line registered handstamps from NYC's Sub-Station No. 24. They are most easily identified by the position of the date in relation to the sub-station name. Type A on the left, type B on the right.

Figure 11 shows both types used from New York City's Sub-Station No. 24. The examples show differences in the size of text in "NEW YORK PO" at the bottom. This is not significant because it is not consistent in markings from other sub-stations.

A boxed straight-line registration with three lines of text within a single-line rectangle was used at Kingston, NY.

Brooklyn, NY, used a boxed registration marking with four lines of text, including space for a registered article number, within a single-line rectangle. An example of this marking from Brooklyn's Sub-Station No. 25 is in figure 12.

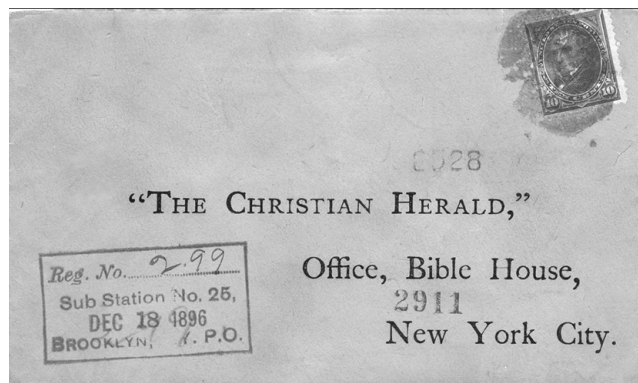


Figure 12 A boxed straight-line registered handstamp with a space for the registered article number from Brooklyn's Sub-Station No. 25.

REGISTRATION DOUBLE CIRCLE DATE STAMPS

Double circle date stamps (DCDS) with REGISTERED dated 1899 and later have been reported from sub-stations in Washington, DC, and Newark, NJ. They replaced the straight-line registered handstamps, and became the registration handstamp most commonly used by post offices and stations. Figure 13 shows a DCDS REGISTERED handstamp applied at Newark, NJ's Sub-Station No. 12.



Figure 13 A DCDS REGISTERED handstamp from Newark, NJ, Sub-Station No. 12.

MONEY ORDER BUSINESS (MOB) DOUBLE CIRCLE DATE STAMPS

DCDS handstamps inscribed MOB (Money Order Business) were used by sub-stations to date different types of paperwork used to issue, pay or replace money orders. Figure 14 shows an Advice of Money Order Form issued at Oakland, California's Sub-Station No. 1 to inform the postmaster at Eureka, Utah, that a money order had been issued for payment at his post office. Rarely, sub-station DCDS MOB handstamps were improperly used to cancel mail.

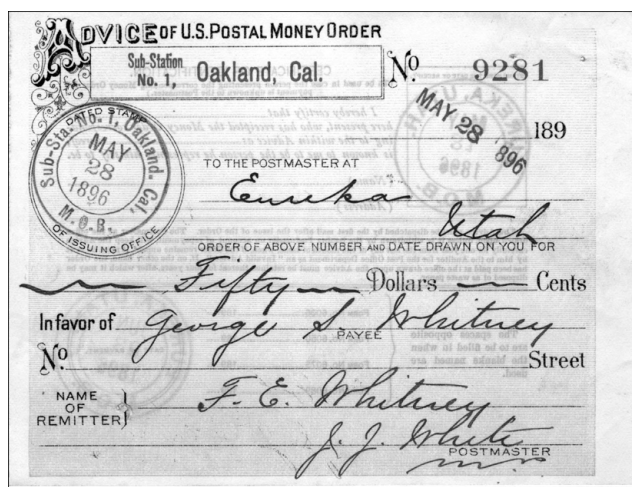


Figure 14 Advice of Money Order form with Oakland, CA, Sub-Station No. 1 DCDS MOB for payment at Eureka, Utah.

UTILITY HANDSTAMPS

Utility handstamps in the form of circular date stamps (CDS) were used for general purpose dating of mail and postal paper. In the absence of other handstamps for a specific purpose, they were used to indicate when mail was received and forwarded. Figure 15 shows a CDS handstamp from New York City's Sub-Station No. 33 used as a received marking on a postal card.

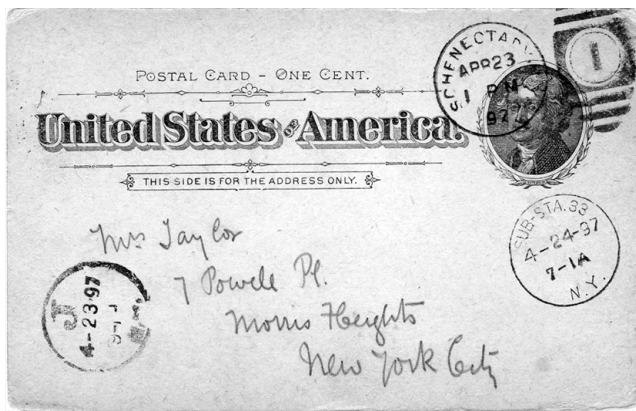


Figure 15 CDS utility handstamp from NYC's Sub-Station No. 33 used to indicate when the postal card was received.

RECEIVED HANDSTAMPS

Three types of sub-station handstamps intended to indicate when mail was received have been reported. The first is a DCDS with "RECEIVED" at the bottom. The other two are CDS handstamps. Both contain "REC'D", one in the rim of the dial, the other in the center. A registry bill with a received handstamp from Chicago's Mont Claire Sub-Station is shown in figure 16.

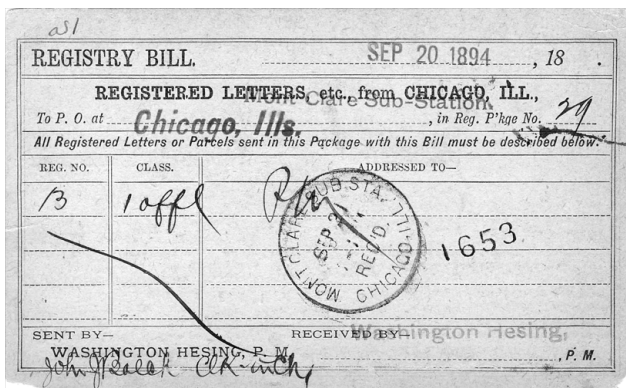


Figure 16 A CDS REC'D handstamp used on a registry bill at Chicago's Mont Claire Sub-Station.

SPECIAL DELIVERY HANDSTAMPS

Special delivery handstamps have only been reported from Washington, DC, and only from two sub-stations. They do not include the name of the city, which is identifiable by the return address. They include a space for an article number, as shown in figure 1.

OTHER STRAIGHT-LINE HANDSTAMPS

Other straight-line handstamps were used for a variety of purposes, including the sub-station name or designation; the sub-station name or designation, city and state; and the sub-station name or designation, city and

state, and date. Figure 17 shows a straight-line handstamp used on a registered cover by Boston's Sub-Station No. 5.

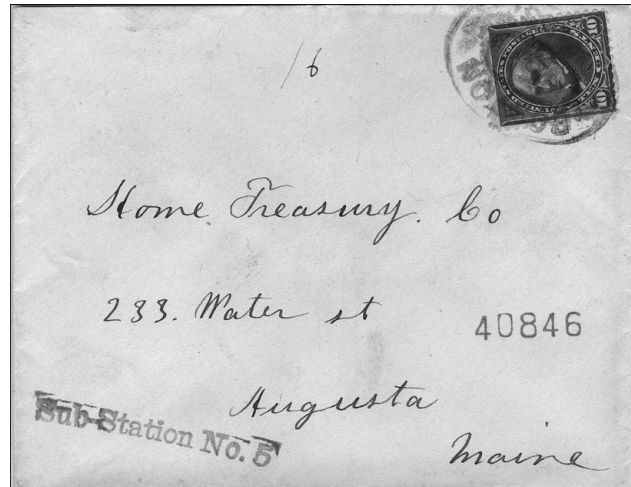


Figure 17 A straight-line handstamp used on a registered letter at Boston's Sub-Station No. 5. The name of the city is visible in the cancel on the stamp.

These are not all of the types of sub-station postal markings reported to the author. They are only the markings with *sub-station* or *sub*. The author has no doubt that additional types and designs of sub-station postal markings will continue to come to light.

Cities with Sub-stations

A list of cities where the PMG ordered that sub-stations be established was compiled from the *Orders of the PMG* dated 1890-94 and the *Daily Bulletin of Orders Affecting the Postal Service* dated 1894-1902. Two hundred fifty-one cities in 39 states and the District of Columbia had sub-stations. Massachusetts had sub-stations in 32 cities, New York in 23. Seven states only had one city with sub-stations. The states and cities are listed in table 2. Those cities from which sub-station markings have been reported are italicized. In the previous listing, sub-stations were reported from 64 cities in 23 states and the District of Columbia. Table 2 lists 73 cities with sub-stations in 25 states and the District of Columbia. Those cities added since the previous listing are in bold italicized print.

Census of Sub-station Postal Markings

This third census lists 469 postal markings with *sub-station* or *sub* seen by or reported to the author. The first census¹⁸ listed 147 markings, the second¹⁹ 305. The censuses could not have been compiled without the as-

Table 2 CITIES LISTED IN THE POSTAL BULLETIN AS HAVING SUB-STATIONS

Alabama	Birmingham, Montgomery
Arkansas	Fort Smith, Little Rock
California	Alameda, Berkeley, <i>Los Angeles</i> , <i>Oakland</i> , <i>Pasadena</i> , Presidio, Sacramento, San Diego, <i>San Francisco</i> , San Jose, Santa Barbara, Santa Rosa, Stockton
Connecticut	Bridgeport, Hartford , <i>Meriden</i> , New Haven, <i>Norwich</i> , Torrington, Wallingford, Waterbury
Delaware	Wilmington.
District of Columbia	<i>Washington</i>
Florida	<i>Tampa</i>
Georgia	<i>Atlanta</i> , Augusta, Macon, Savanna
Illinois	Bloomington, Cairo, Centralia, Champaign, <i>Chicago</i> , <i>Elgin</i> , Evanston, Harvey, Moline, Oak Park, <i>Peoria</i> , <i>Princeton</i> , Quincy, <i>Rockford</i>
Indiana	Hammond, Indianapolis, Lafayette, Richmond, South Bend
Iowa	Cedar Falls, Cedar Rapids, Clinton, Des Moines , Dubuque, Marshalltown, Ottumwa, <i>Sioux City</i> , Waterloo
Kansas	Galena, Kansas City, Topeka
Kentucky	Ashland, Covington, Louisville , Maysville, Newport
Louisiana	<i>New Orleans</i>
Maine	Augusta, Portland
Maryland	<i>Baltimore</i> , Cumberland
Massachusetts	Adams, Amesbury, Athol, Beverly, <i>Boston</i> , Brockton, Danvers, Dedham, Fall River, Fitchburg, Gardner, Gloucester, <i>Haverhill</i> , Holyoke, Hyde Park, Lawrence, Leominster, <i>Lowell</i> , <i>Lynn</i> , Malden, Medford, Melrose, New Bedford, Newton Center, Pittsfield, <i>Quincy</i> , Salem, Springfield , Taunton, Waltham, Watertown, <i>Worcester</i>
Michigan	Alpena, Bay City, <i>Detroit</i> , <i>Grand Rapids</i> , Jackson, <i>Muskegon</i> , Owosso, Port Huron, <i>Saginaw</i> , Saginaw East Side, Saginaw West Side, West Bay City
Minnesota	Duluth, <i>Minneapolis</i> , Saint Paul
Missouri	Joplin, <i>Kansas City</i> , <i>Saint Joseph</i> , <i>Saint Louis</i> , Springfield
Montana	<i>Butte</i> , Helena
Nebraska	Omaha
North Carolina	Asheville
New Hampshire	Concord, Manchester, Nashua
New Jersey	Asbury Park, Atlantic City, Bayonne, Buffalo, Camden, East Orange, Elizabeth, Hackensack, <i>Hoboken</i> , Jersey City, Longbranch, Merchantville, Newark , Orange, Passaic , Paterson , Plainfield, Redbank, Rutherford, Trenton, West Hoboken
New York	<i>Albany</i> , Auburn, Bath, Binghamton, <i>Brooklyn</i> , <i>Buffalo</i> , Corning, Elmira, Jamaica, <i>Kingston</i> , Lockport, <i>Long Island City</i> , Mount Vernon, <i>New York</i> , Nyack, Olean, Oneonta, Poughkeepsie, <i>Rochester</i> , Syracuse, <i>Troy</i> , Utica, Yonkers
Ohio	<i>Akron</i> , <i>Alliance</i> , Canton, <i>Cincinnati</i> , <i>Cleveland</i> , <i>Columbus</i> , Conneaut, Dayton, East Liverpool, Findlay, <i>Hamilton</i> , Ironton, Lima, Lorain, New Philadelphia, Portsmouth, Springfield, Toledo, <i>Youngstown</i>
Oregon	Portland
Pennsylvania	<i>Allegheny</i> , Braddock, Easton , Erie, Harrisburg, <i>Lancaster</i> , Newcastle, Norristown, <i>Philadelphia</i> , <i>Pittsburg</i> , Pittston, Reading, <i>Scranton</i> , Tyrone, Vandergrift, <i>Williamsport</i> , York
Rhode Island	Newport, Pawtucket, <i>Providence</i>
South Carolina	<i>Charleston</i> , Columbia, Greenville, Spartanburg
Tennessee	Knoxville, Memphis, <i>Nashville</i>
Texas	Belton, Dallas, Houston, Waco
Utah	Salt Lake City
Virginia	Alexandria, Charlottesville, Danville, Fredericksburg, Lexington, Newport News, Norfolk, Petersburg, Richmond
Vermont	Bennington, Burlington, Saint Johnsbury
Washington	Everett, <i>Seattle</i> , Spokane, <i>Tacoma</i>
West Virginia	<i>Huntington</i> , Martinsburg
Wisconsin	Fond du lac, <i>Green Bay</i> , La Crosse, Milwaukee, Oshkosh, Racine

Cities in *italics* have sub-station markings with “sub” reported from them. Cities in ***bold italics*** were added since previous listing.

sistance of many loyal collectors and dealers who are acknowledged at the end of the article. The Postmark Collectors Club (PMCC) CDs of the Willett-Thompson Collection were also invaluable. They are a valuable research tool available from the PMCC.¹⁷

Table 3 is a key to the abbreviations used in the listings. Descriptions of the markings have been standardized as shown in the figure 7 - Key to Sub-Station Postal Markings and Types.

Text continues on page 25

Table 3 KEY TO SUB-STATION POSTMARK CENSUS LISTINGS

State	The state where the sub-station is located.	
City	The post office with administrative responsibility for the sub-station.	
Sub-Station	The name or number designation of the sub-station.	
Postmark Type	Abbreviations used to describe the markings:	
	1, 2, 3, 4, 5 the number of lines of text in the marking.	
	BOXED SL a straight-line marking with a single-line border around it.	
	CDS a circular date stamp.	
	DCDS a double circle date stamp.	
	DIAL a dial from a duplex cancel without the killer.	
	DOVAL W SUB a double oval marking containing "SUB".	
	DOVAL W SUB-STA a double oval marking containing "SUB-STA".	
	DUPLEX a metal ovate duplex cancel consisting of a dial and killer.	
	DUPLEX W HORZ a duplex cancel with an ovate killer with vertical bars.	
	DUPLEX W NO a duplex cancel with a barrel-shaped killer containing the sub-station no.	
	DUPLEX W STAR a duplex cancel with a barrel-shaped killer containing a star.	
	DUPLEX W TARGET a duplex cancel with an ovate killer with concentric circles.	
	DUPLEX W VERT a duplex cancel with an ovate killer with horizontal bars.	
	MOB Money Order Business.	
	REC'D, RECEIVED a received marking.	
	REG a marking used on registered mail.	
	REG W NO a registration marking with space for the article number.	
	SD W NO a special delivery marking with space for the article number.	
	SL a straight-line marking.	
Date	The date of the postmark.	
	X indicates a digit is unreadable.	
	NOYR indicates that the postmark does not include a year date.	
Format	ND indicated the marking does not contain a date.	
	card = post card.	cover = cover.
	cutsq = cut square.	cutrnd = cut round.
	cutsiz = cut to size.	illus = a published illustration.
	m.o. slip = Advice of Money Order form.	piece = part of cover.
	reg pkg rcpt = a registered package receipt form.	
	PCG = government postal card.	regy bill = registry bill
	PC = private collector.	
	SLR = seller or dealer.	
	CTP = John Williams' <i>California Town Postmarks 1849-1935</i>	
Source	CCGC = Harvey M. Karlen's <i>Chicago Crabgrass Communities</i> .	
	WDCS = Carl Steig's, "Washington, DC Stations," Part VII, <i>La Posta</i> , Vol. 32, No. 3 (June-July 2001).	
	CD2 CA0810 is a page from the Postmark Collectors Club CDs of the Willett-Thompson collection. CD2 = research disk 2, CA0810 = the California listing, page 0810.	

State	City	Sub-Sta	Pmk Type	Pmk Date	Format	Source
CA	Los Angeles	01	DUPLEX W TARGET	02-Feb-1898	illus	CTP
CA	Los Angeles	02	DUPLEX DIAL	12-Jan-1898	cutsq	CD2CA0810
CA	Los Angeles	02	DUPLEX W TARGET	12-Jan-1898	illus	CTP
CA	Los Angeles	02	SL 4 REG	01-Oct-1901	illus	CTP
CA	Los Angeles	03	DUPLEX DIAL	28-Feb-1897	cutsq	CD2CA810
CA	Los Angeles	03	DUPLEX W TARGET	03-Oct-1896	illus	CTP
CA	Los Angeles	04	DUPLEX W TARGET	26-Jun-1896	cover	PC
CA	Los Angeles	04	DUPLEX W TARGET	26-Jun-1896	illus	CTP
CA	Los Angeles	05	DUPLEX W TARGET	13-Apr-1897	illus	CTP
CA	Los Angeles	06	DUPLEX W NO	04-Jan-1893	illus	CTP
CA	Oakland	01	DCDS MOB	07-Jul-1898	MO slip	SLR
CA	Oakland	01	DCDS MOB	07-Jul-1898	MO slip	SLR
CA	Oakland	01	DCDS MOB	30-Jul-1897	MO slip	SLR
CA	Oakland	01	DCDS MOB	28-May-1896	MO slip	PC
CA	Oakland	01	DCDS MOB	13-Aug-1897	MO slip	PC
CA	Oakland	01	DCDS MOB	07-Sep-1897	MO slip	PC
CA	Oakland	02	SL 1	ND	card	PC
CA	Oakland	02	SL 4 REG	19-Nov-1908	cover	PC
CA	Oakland	03	SL 4 REG	10-Jan-1905	cover	SLR
CA	Pasadena	01	DUPLEX W TARGET	17-May-1897	cover	PC
CA	Pasadena	01	DUPLEX W TARGET	24-Feb-1898	cover	PC
CA	Pasadena	01	DUPLEX DIAL	23-Apr-1897	cutsq	CD2CA1036
CA	Pasadena	01	DUPLEX W TARGET	22-Mar-1898	illus	CTP
CA	San Francisco	06	SL 4 REG	30-Sep-1897	illus	CTP
CA	San Francisco	08	SL 4 REG	23-Jul-1897	cover	SLR
CA	San Francisco	08	SL 4 REG	06-Jan-1897	cover	SLR
CA	San Francisco	08	SL 4 REG	06-Mar-1897	cover	PC
CA	San Francisco	08	SL 4 REG	23-Jul-1897	cover	PC
CA	San Francisco	08	SL 4 REG	17-Aug-1897	illus	CTP
CA	San Francisco	11	SL 4 REG	12-Apr-1901	illus	CTP
CA	San Francisco	25	SL 4 REG	21-Aug-1902	illus	CTP
CT	Hartford	05	SL 4 REG	11-Mar-1901	cover	SLR
CT	Meriden	01	DUPLEX W NO	20-Nov-1896	cover	PC
CT	Meriden	01	DUPLEX DIAL	01-Mar-XXXX	cutsq	CD1CT279
CT	Meriden	03	DUPLEX DIAL	01-Jun-1897	cutsq	CD1CT279
CT	Norwich	02	SL 4 REG	16-May-1905	cover	SLR
CT	Norwich	02	SL 4 REG	28-Mar-1905	cover	SLR
CT	Norwich	02	SL 4 REG	28-Aug-1899	cutsq	CD1CT402
DC	Washington	29	SL 5 REG W NO	07-Nov-1896	cover	PC
DC	Washington	01	SL 5 REG W NO T1	10-Dec-1897	cover	PC
DC	Washington	01	SL 5 REG W NO T1	30-Dec-1895	illus	WDCS
DC	Washington	01	SL 5 REG W NO T2	08-Dec-1896	illus	WDCS
DC	Washington	02	SL 5 REG W NO	11-Dec-1896	illus	WDCS
DC	Washington	03	SL 5 REG W NO	09-Dec-1896	illus	WDCS
DC	Washington	04	SL 5 REG W NO	07-Dec-1896	illus	WDCS
DC	Washington	05	SL 5 REG W NO	17-Oct-1897	cover	CD5DC57
DC	Washington	05	SL 5 REG W NO	18-Nov-1895	illus	WDCS
DC	Washington	06	SL 5 REG W NO	01-Feb-1898	cover	CD5DC57
DC	Washington	06	SL 5 REG W NO	16-Dec-1896	illus	WDCS
DC	Washington	06	DCDS MOB	01-Jun-1897	MO slip	PC
DC	Washington	07	SL 5 REG W NO	17-Dec-1896	illus	WDCS
DC	Washington	08	SL 5 REG W NO	07-Dec-1897	cover	PC
DC	Washington	08	SL 5 REG W NO	23-Dec-1895	illus	WDCS
DC	Washington	11	SL 5 REG W NO	16-Dec-1896	illus	WDCS
DC	Washington	19	SL 4 SD W NO	08-May-1895	cover	PC
DC	Washington	19	SL 4 SD W NO	21-Jun-1901	illus	WDCS
DC	Washington	20	SL 5 REG W NO	29-Apr-1897	cover	PC
DC	Washington	25	SL 4 SD W NO	21-Jun-1901	illus	WDCS
DC	Washington	26	SL 5 REG W NO	09-Apr-1900	cover	SLR
DC	Washington	26	SL 5 REG W NO	ND	illus	WDCS
DC	Washington	27	SL 5 REG W NO	29-Oct-1897	cover	CD5DC60
DC	Washington	29	SL 5 REG W NO	11-Sep-1896	cover	SLR
DC	Washington	29	SL 5 REG W NO	15-Feb-1899	cover	SLR
DC	Washington	29	SL 5 REG W NO	15-Feb-1898	cover	PC
DC	Washington	29	SL 5 REG W NO	28-Aug-1897	cover	PC
DC	Washington	29	SL 5 REG W NO	15-Dec-1897	illus	WDCS
DC	Washington	29	DCDS MOB	10-Nov-1897	MO slip	CD5DC60
DC	Washington	29	DCDS MOB	19-Aug-1897	MO slip	PC
DC	Washington	31	SL 5 REG W NO	15-Dec-1896	illus	WDCS
DC	Washington	34	SL 5 REG W NO	16-Dec-1895	illus	WDCS

State	City	Sub-Sta	Pmk Type	Pmk Date	Format	Source
DC	Washington	35	SL 5 REG W NO	19-Jan-1898	illus	WDCS
DC	Washington	37	DCDS REG	22-Apr-1901	cover	SLR
DC	Washington	37	DCDS REG	10-Mar-1899	cover	SLR
DC	Washington	37	DCDS REG	05-Dec-1900	cover	PC
DC	Washington	39	DCDS REG	16-May-1898	cover	SLR
FL	Tampa	04	DUPLEX W TARGET	16-Feb-1903	card	SLR
FL	Tampa	04	DUPLEX W TARGET	18-Feb-1902	cover	SLR
FL	Tampa	04	DUPLEX W TARGET	04-Jul-1898	cover	SLR
FL	Tampa	04	DUPLEX W TARGET	08-Jul-1898	cover	SLR
FL	Tampa	04	DUPLEX W TARGET	15-Jul-1898	cover	SLR
FL	Tampa	04	DUPLEX W TARGET	01-Jul-1898	cover	SLR
FL	Tampa	04	DUPLEX W TARGET	21-Feb-1904	cover	PC
GA	Atlanta	01	DUPLEX W NO	13-Feb-1898	cover	PC
GA	Atlanta	01	DUPLEX DIAL	01-Mar-NOYR	cutrnd	CD3GA032
IA	Des Moines	01	SL 4 REG	27-Aug-1896	cover	SLR
IA	Sioux City	01	DUPLEX W NO	15-Mar-1898	cover	PC
IA	Sioux City	01	DUPLEX W NO	09-May-1898	cover	PC
IA	Sioux City	01	DUPLEX W NO	15-Jan-1901	cutsizes	CD4IA730
IL	Chicago	001	SL 4 REG	02-Apr-1894	cover	SLR
IL	Chicago	002	SL 4 REG	22-Sep-1897	cover	CD9IL211
IL	Chicago	002	SL 4 REG	28-Oct-1897	cover	SLR
IL	Chicago	004	SL 4 REG	28-Oct-1896	cover	SLR
IL	Chicago	005	SL 4 REG	07-Dec-1897	cover	CD9IL211
IL	Chicago	006	SL 4 REG	13-Sep-1897	cover	SLR
IL	Chicago	006	SL 4 REG	12-Sep-1895	cover	PC
IL	Chicago	006	SL 4 REG	18-Jul-1897	cover	PC
IL	Chicago	008	SL 4 REG	04-May-1897	cover	PC
IL	Chicago	01?	SL 4 REG	22-Jan-1898	cover	SLR
IL	Chicago	010	SL 4 REG	23-Dec-1897	cover	CD9IL212
IL	Chicago	011	SL 4 REG	25-Oct-1897	cover	CD9IL212
IL	Chicago	014	SL 4 REG	03-Dec-1895	cover	CD9IL213
IL	Chicago	016	SL 4 REG	13-Nov-1897	cover	PC
IL	Chicago	017	SL 4 REG	22-Oct-1897	cover	CD9IL213
IL	Chicago	022	SL 4 REG	10-Jan-1898	cover	CD9IL214
IL	Chicago	022	SL 4 REG	06-Nov-1895	cover	SLR
IL	Chicago	024	SL 4 REG	29-Nov-1897	cover	CD9IL214
IL	Chicago	024	SL 4 REG	01-May-1905	cover	PC
IL	Chicago	028	SL 4 REG	11-Mar-1896	cover	SLR
IL	Chicago	029	SL 4 REG	14-Dec-1897	cover	PC
IL	Chicago	031	SL 4 REG	22-MAX-1897	cover	SLR
IL	Chicago	031	SL 4 REG	22-Mar-1897	cover	SLR
IL	Chicago	031	DCDS MOB	30-Aug-1897	cutrnd	CD9IL215
IL	Chicago	040	SL 4 REG	21-Nov-1901	cover	SLR
IL	Chicago	040	DUPLEX DIAL	13-AprNOYR	cutrnd	CD9IL0217
IL	Chicago	048	DUPLEX W NO	22-Oct-1897	cover	CD9IL0218
IL	Chicago	048	DUPLEX W NO	21-Jan-1896	cover	PC
IL	Chicago	048	DUPLEX W NO	06-May-1896	cover	PC
IL	Chicago	048	DUPLEX W NO	04-Nov-1897	cover	PC
IL	Chicago	048	SL 4 REG	22-Oct-1897	cover	CD9IL0218
IL	Chicago	048	DUPLEX DIAL	22-Apr-XXXX	cutrnd	CD9IL0218
IL	Chicago	050	SL 4 REG	29-Oct-1897	cover	SLR
IL	Chicago	052	SL 4 REG	08-Sep-1905	cover	PC
IL	Chicago	053	SL 4 REG	06-Dec-1897	cover	SLR
IL	Chicago	055	SL 4 REG	12-Nov-1897	cover	CD9IL0219
IL	Chicago	056	SL 4 REG	15-Dec-1897	cover	CD9IL0219
IL	Chicago	056	SL 4 REG	10-Aug-1896	cover	SLR
IL	Chicago	056	SL 4 REG	14-Sep-1897	cover	SLR
IL	Chicago	056	SL 4 REG	17-Dec-1897	cover	SLR
IL	Chicago	056	SL 4 REG	31-Dec-1897	cover	SLR
IL	Chicago	056	SL 4 REG	20-Dec-1897	cover	PC
IL	Chicago	056	DCDS MOB	20-Apr-1897	MO slip	CD9IL0219
IL	Chicago	056	DCDS MOB	11-Jan-1897	MO slip	PC
IL	Chicago	056	DUPLEX W NO	20-Sep-1898	PCG	PC
IL	Chicago	057	SL 4 REG	11-Nov-1897	cover	PC
IL	Chicago	058	SL 4 REG	27-Jul-1897	cover	SLR
IL	Chicago	058	SL 4 REG	13-Dec-1897	cover	SLR
IL	Chicago	067	SL 4 REG	18-Aug-1899	cover	SLR
IL	Chicago	067	SL 4 REG	08-Jul-1899	cover	SLR
IL	Chicago	073	SL 4 REG	31-Mar-1900	cover	SLR
IL	Chicago	089	SL 4 REG	04-Oct-1899	cover	SLR

State	City	Sub-Sta	Pmk Type	Pmk Date	Format	Source
IL	Chicago	134	SL 4 REG	25-Sep-1902	cover	SLR
IL	Chicago	167	SL 4 REG	04-Aug-1903	cover	PC
IL	Chicago	170	SL 4 REG	02-Nov-1903	cover	SLR
IL	Chicago	Dunning	DUPLEX W STAR	16-Nov-NOYR	cover	SLR
IL	Chicago	Dunning	DUPLEX W STAR	03-Apr-NOYR	cover	SLR
IL	Chicago	Dunning	DUPLEX W STAR	23-Feb-1895	cover	PC
IL	Chicago	Dunning	SL 4 REG	03-Apr-1897	cover	SLR
IL	Chicago	Dunning	DUPLEX W STAR	12-Dec-1894	PCG	CCGC
IL	Chicago	Mont Clare	SL 4 REG + HILL	21-Dec-1894	reg pkg rcpt	SLR
IL	Chicago	Mont Clare	CDS REC'D IN CNTR	21-Sep-1894	regy bill	SLR
IL	Chicago	MontClare	DUPLEX W STAR	03-Sep-NOYR	reg pkg rcpt	SLR
IL	Chicago	MontClare	SL 4 REG	03-Sep-1897	reg pkg rcpt	SLR
IL	Chicago	MontClare	SL 4 REG + HILL	02-Mar-1895	reg pkg rcpt	SLR
IL	Chicago	Riverdale	DUPLEX DIAL	12-Apr-XXXX	cutrmd	CD9IL0294
IL	Chicago	West Pullman	DUPLEX W STAR	24-Dec-1895	cover	PC
IL	Chicago	Woodlawn Park	SL 4 REG	20-Mar-1893	cover	CCGC
IL	Chicago	Woodlawn Park	DCDS MOB	27-Jun-1894	cutsq	PMCC
IL	Elgin	02	SL 4 REG	30-Jun-1910	cutsq	PMCC
IL	Peoria	07	SL 4 REG	17-Oct-1904	cutsq	CD9IL0913
IL	Princeton	01	DUPLEX DIAL	03-Jun-1902	cutsq	CD9IL0951
IL	Princeton	01	DUPLEX W HORZ	18-Nov-1902	PCG	PC
IL	Rockford	01	DCDS MOB	29-Nov-1900	cutsq	CD9IL0999
KY	Louisville	13	SL 4 REG	26-Feb-1902	cover	SLR
LA	New Orleans	01	SL 4 REG W NO	05-Oct-1897	cover	CD3 LA368
MA	Boston	01	SL 4 REG	30-Mar-1903	cover	SLR
MA	Boston	02	SL 4 REG	23-Nov-1895	cover	CD5HKT308
MA	Boston	03	SL 4 REG	06-Sep-1895	cover	CD5HKT308
MA	Boston	03	SL 4 REG	15-Dec-1897	cover	PC
MA	Boston	05	SL 1	ND	cover	PC
MA	Boston	08	SL 4 REG	24-Oct-1895	cover	CD5HKT309
MA	Boston	08	SL 4 REG	21-Aug-1896	cover	SLR
MA	Boston	08	SL 4 REG	16-May-1896	cover	PC
MA	Boston	08	DOVAL W SUB	ND	cutsq	CD5HKT294
MA	Boston	09	SL 4 REG	16-Nov-1899	cover	SLR
MA	Boston	10	DOVAL W SUB	ND	cover	PC
MA	Boston	10	SL 4 REG	12-Nov-1897	cover	SLR
MA	Boston	12	SL 4 REG	12-Jan-1900	cover	SLR
MA	Boston	14	DOVAL W SUB	ND	cutsq	CD5HKT294
MA	Boston	20	DOVAL W SUB	ND	cutsq	CD5HKT294
MA	Boston	24	SL 4 REG	24-May-1901	cover	SLR
MA	Boston	44	SL 4 REG	07-Feb-1900	cover	PC
MA	Boston	57	SL 4 REG	09-Nov-1900	cover	SLR
MA	Boston	76	DOVAL W SUB	ND	piece	SLR
MA	Haverhill	02(?)	DUPLEX DIAL	30-Sep-NOYR	cutsq	CD5MA0388
MA	Lowell	01	DCDS MOB	27-Nov-1895	cover	CD5MA0481
MA	Lowell	01	SL 4 REG	11-Aug-1898	cover	CD5MA0481
MA	Lowell	01	SL 4 REG	11-Mar-1898	cover	SLR
MA	Lowell	01	SL 4 REG	17-Aug-1899	cover	SLR
MA	Lowell	01	SL 4 REG	01-Mar-1898	cutsq	CD5MA0481
MA	Lynn	02	SL 3 REG	31-Jan-1902	cover	SLR
MA	Lynn	02	SL 3 REG	16-Jan-1902	cover	PC
MA	Lynn	02	SL 3 REG	30-Aug-1901	cover	PC
MA	Quincy	02	SL 4 REG	05-Sep-1903	cutsq	CD5MA0761
MA	Springfield	02	SL 4 REG	17-Mar-1902	cover	SLR
MA	Springfield	04	SL 4 REG	14-Oct-1904	cover	SLR
MA	Worcester	01	SL 4 REG	11-Dec-189X	cover	PC
MA	Worcester	01	SL 4 REG	12-Apr-1897	cover	PC
MD	Baltimore	023	SL 4 REG	06-Jun-1900	cover	SLR
MD	Baltimore	076	SL 4 REG	26-Jan-1900	cover	SLR
MD	Baltimore	077	SL 4 REG	21-Feb-1901	cutsq	CD5MD030
MD	Baltimore	220	OVAL REG	ND	cutsq	CD5MD030
ME	Portland	05	SL 4 REG	19-Mar-1905	cover	PC
ME	Portland	06	SL 4 REG	18-Dec-1901	cover	SLR
MI	Detroit	03	SL 4 REG	24-Nov-1897	cut size	CD11MI266
MI	Detroit	15	SL 4 REG	02-Jul-1906	cover	SLR
MI	Grand Rapids	03	DCDS MOB	10-Jun-1899	cover	PC
MI	Grand Rapids	03	DCDS MOB	13-Apr-1900	cutsq	CD11MI377
MI	Grand Rapids	11	SL 4 REG	07-May-1901	cover	SLR
MI	Muskegon	02	DUPLEX W TARGET	02-Mar-1898	cover	PC
MI	Muskegon	02	SL 4 REG	01-Aug-1904	cover	PC

State	City	Sub-Sta	Pmk Type	Pmk Date	Format	Source
MI	Muskegon	02	DUPLEX DIAL	22-Feb-1898	cutsq	CD11MI586
MI	Saginaw	06	SL 4 REG	14-Feb-1906	cover	PC
MI	Saginaw	07	DCDS MOB	23-Feb-1911	MO rcpt	CD11MI701
MN	Minneapolis	07	DCDS MOB	28-Mar-1909	MO rcpt	PC
MN	Minneapolis	07	DCDS MOB	09-Apr-1909	MO rcpt	PC
MN	Minneapolis	07	DCDS MOB	09-Apr-1909	MO rcpt	PC
MN	Minneapolis	07	DCDS MOB	28-Mar-1909	MO rcpt	PC
MO	Kansas City	01	SL 4 REG	16-Dec-1897	cover	CD9MO558
MO	Kansas City	01	SL 4 REG	09-Sep-1897	cover	PC
MO	Saint Joseph	01	DUPLEX DIAL	11-Feb-1896	cutrnd	CD9MO968
MO	Saint Louis	09	SL 4 REG	29-Jan-1898	cover	SLR
MO	Saint Louis	13	SL 4 REG	24-XXX-1897	cutsq	CD9MO985
MO	Saint Louis	18	SL 4 REG	16-Dec-1897	cover	CD9MO986
MO	Saint Louis	20	SL 4 REG	18-Nov-1897	cover	CD9MO987
MT	Butte	01	DUPLEX W TARGET	07-Jan-1899	cover	PC
NJ	Hoboken	02	SL 4 REG	19-Dec-1896	cover	SLR
NJ	Jersey City	15	SL 4 REG	28-Nov-1906	cover	SLR
NJ	Newark	01	SL 4 REG	16-Mar-1896	cover	SLR
NJ	Newark	12	DCDS REG	19-Nov-1901	cover	SLR
NJ	Passaic	02	SL 4 REG	17-Nov-1904	cover	SLR
NJ	Paterson	01	SL 4 REG	01-Dec-1900	cover	SLR
NJ	Paterson	01	SL 4 REG	04-Jul-1904	cover	SLR
NY	Albany	08	SL 4 REG	11-Jan-1897	cover	SLR
NY	Brooklyn	002	BOXED SL 4 REG W NO	15-May-1895	cover	PC
NY	Brooklyn	002	BOXED SL 4 REG W NO	05-Apr-1894	cutsq	CD10NY0324
NY	Brooklyn	008	BOXED SL 4 REG W NO	21-Nov-1894	cover	PC
NY	Brooklyn	008	SL 4 REG W NO	22-Dec-1897	cover	SLR
NY	Brooklyn	015	BOXED SL 4 REG W NO	07-Feb-1898	cover	SLR
NY	Brooklyn	020	BOXED SL 4 REG W NO	18-Oct-1897	cover	PC
NY	Brooklyn	022	SL 4 REG W NO	05-Sep-1901	cover	SLR
NY	Brooklyn	025	BOXED SL 4 REG W NO	28-Dec-1896	cover	SLR
NY	Brooklyn	025	SL 4 REG W NO	27-Sep-1XXX	cover	SLR
NY	Brooklyn	027	SL 4 REG W NO	16-Nov-1901	cover	PC
NY	Brooklyn	032	SL 4 REG W NO	14-Mar-1899	cover	SLR
NY	Brooklyn	039	SL 4 REG W NO	14-Apr-1899	cover	SLR
NY	Brooklyn	044	SL 4 REG W NO	14-Apr-1902	cover	SLR
NY	Brooklyn	051	SL 4 REG W NO	06-Jan-1900	cover	SLR
NY	Brooklyn	057	SL 4 REG W NO	07-Dec-1896	cover	PC
NY	Brooklyn	057	DCDS MOB	29-Jun-1897	cutsq	CD10NY0287
NY	Brooklyn	058	SL 4 REG W NO	17-Feb-1897	cutsq	CD10NY0287
NY	Brooklyn	062	SL 4 REG W NO	23-Nov-1897	cover	SLR
NY	Buffalo	02	DCDS MOB	07-Dec-1897	cutsq	CD10NY0324
NY	Buffalo	07	SL 3	27-Jun-1901	cover	SLR
NY	Buffalo	09	SL 3	07-Dec-1897	cover	SLR
NY	Buffalo	10	SL 2 REG W NO	ND [1897]	cover	SLR
NY	Buffalo	10	DCDS MOB	31-May-1897	cutsq	CD10NY0325
NY	Buffalo	11	SL 4 REG	07-Dec-1897	cover	PC
NY	Buffalo	12	DCDS MOB	20-Sep-1897	cutsq	CD10NY0325
NY	Buffalo	14	SL 3	29-Mar-1897	cover	SLR
NY	Buffalo	14	DCDS MOB	26-Dec-1896	cutsq	CD10NY0325
NY	Buffalo	47	SL 4 REG	25-Feb-1902	cover	PC
NY	Kingston	01	BOXED SL 3 REG	22-Feb-1896	cover	SLR
NY	Long Island City	02	DCDS MOB	16-Mar-1897	cutsq	CD10NY1371
NY	Long Island City	05	SL 4 REG	21-Dec-1896	cover	SLR
NY	New York	002	BOXED SL 4 REG B	24-May-1904	cutsq	CD10NY1724
NY	New York	003	DOVAL W SUB-STA	ND	cover	SLR
NY	New York	006	BOXED SL 4 REG	08-Aug-1894	cover	SLR
NY	New York	006	BOXED SL 4 REG A	10-Feb-1890	cover	SLR
NY	New York	006	DOVAL W SUB-STA	ND	cover	SLR
NY	New York	007	BOXED SL 4 REG A	21-Dec-1896	cover	SLR
NY	New York	007	BOXED SL 4 REG A	16-Apr-1895	cover	SLR
NY	New York	008	DCDS MOB	17-May-1897	cutsq	CD10NY1724
NY	New York	010	BOXED SL 4 REG A	22-Apr-1892	cover	PC
NY	New York	010	BOXED SL 4 REG A	23-Jul-1891	cover	PC
NY	New York	010	BOXED SL 4 REG A	15-Jan-1891	cover	PC
NY	New York	010	DOVAL W SUB-STA	ND	cover	PC
NY	New York	010	DOVAL W SUB-STA	ND	cover	PC
NY	New York	011	BOXED SL 4 REG A	18-Aug-1896	cover	PC
NY	New York	011	BOXED SL 4 REG A	06-Nov-1897	cover	PC
NY	New York	011	BOXED SL 4 REG B	04-Jun-1902	cover	SLR

State	City	Sub-Sta	Pmk Type	Pmk Date	Format	Source
NY	New York	011	DOVAL W SUB-STA	ND	cover	PC
NY	New York	011	DOVAL W SUB-STA	ND	cover	PC
NY	New York	013	BOXED SL 4 REG A	15-Mar-1897	cover	PC
NY	New York	013	DOVAL W SUB-STA	ND	cover	PC
NY	New York	014	BOXED SL 4 REG A	15-Nov-1895	cover	PC
NY	New York	014	DOVAL W SUB-STA	ND	cover	PC
NY	New York	015	BOXED SL 4 REG A	15-Jun-1897	cover	SLR
NY	New York	016	BOXED SL 4 REG A	29-Oct-1901	cover	PC
NY	New York	016	BOXED SL 4 REG A	10-Oct-1901	cover	PC
NY	New York	016	DOVAL W SUB-STA	ND	cover	PC
NY	New York	016	DOVAL W SUB-STA	ND	cover	PC
NY	New York	017	BOXED SL 4 REG A	11-Apr-1895	piece	SLR
NY	New York	017	DOVAL W SUB-STA	ND	wrapper	PC
NY	New York	020	BOXED SL 4 REG A	09-Nov-1900	cutsizes	CD10NY1725
NY	New York	021	BOXED SL 4 REG A	24-Jan-1899	cover	PC
NY	New York	022	BOXED SL 4 REG	14-Feb-1898	cover	SLR
NY	New York	022	BOXED SL 4 REG A	29-Dec-1893	cover	SLR
NY	New York	022	BOXED SL 4 REG A	17-Dec-1897	cover	PC
NY	New York	022	DOVAL W SUB-STA	ND	cover	SLR
NY	New York	022	DOVAL W SUB-STA	ND	cover	PC
NY	New York	022	DOVAL W SUB-STA	ND	cover	PC
NY	New York	023	BOXED SL 4 REG B	08-Sep-1904	cutsizes	CD10NY1725
NY	New York	024	BOXED SL 4 REG A	22-Nov-1895	cover	SLR
NY	New York	024	BOXED SL 4 REG B	07-Oct-1901	cover	SLR
NY	New York	024	BOXED SL 4 REG B	05-Sep-1900	cover	SLR
NY	New York	024	DOVAL W SUB-STA	ND	cover	SLR
NY	New York	024	DOVAL W SUB-STA	ND	cover	PC
NY	New York	028	BOXED SL 4 REG B	19-Dec-1904	cover	SLR
NY	New York	028	BOXED SL 4 REG B	14-Feb-1903	cover	PC
NY	New York	028	DOVAL W SUB-STA	ND	cover	SLR
NY	New York	031	BOXED SL 4 REG B	04-Oct-1901	cover	SLR
NY	New York	031	DOVAL W SUB-STA	ND	cover	SLR
NY	New York	031	DOVAL W SUB-STA	ND	cover	SLR
NY	New York	032	DCDS MOB	10-Mar-1899	cutsq	CD10NY1726
NY	New York	033	CDS	02-Dec-1896	cover	PC
NY	New York	033	DUPLEX W VERT	01-Jun-1896	cover	SLR
NY	New York	033	DUPLEX W VERT	22-Mar-1897	cover	SLR
NY	New York	033	CDS	24-Apr-1897	GPC	SLR
NY	New York	033	CDS	06-Dec-1897	GPC	PC
NY	New York	034	BOXED SL 4 REG A	14-Dec-1896	cover	SLR
NY	New York	034	DOVAL W SUB-STA	ND	cover	SLR
NY	New York	035	BOXED SL 4 REG B	11-Sep-1903	cover	SLR
NY	New York	038	BOXED SL 4 REG	25-Jan-1904	cover	SLR
NY	New York	038	DOVAL W SUB-STA	ND	cover	SLR
NY	New York	038	DCDS MOB	24-Mar-1897	cutsq	CD10NY1726
NY	New York	040	BOXED SL 4 REG B	18-Jan-1901	cover	PC
NY	New York	041	DOVAL W SUB-STA	ND	cover	PC
NY	New York	042	BOXED SL 4 REG	01-Jul-1896	cover	SLR
NY	New York	043	BOXED SL 4 REG B	09-Sep-1904	cover	SLR
NY	New York	045	BOXED SL 4 REG A	05-Mar-1900	cover	SLR
NY	New York	048	BOXED SL 4 REG A	12-Apr-1897	cover	PC
NY	New York	048	DOVAL W SUB-STA	ND	cover	SLR
NY	New York	051	BOXED SL 4 REG B	20-Jul-1904	cover	PC
NY	New York	051	BOXED SL 4 REG B	11-Jun-1904	cutsizes	CD10NY1726
NY	New York	053	BOXED SL 4 REG A	18-Sep-1898	cover	SLR
NY	New York	053	DOVAL W SUB-STA	ND	cover	SLR
NY	New York	056	BOXED SL 4 REG B	28-XXX-1899	cutsizes	CD10NY1726
NY	New York	058	BOXED SL 4 REG A	13-Mar-1902	cover	PC
NY	New York	058	DOVAL W SUB-STA	ND	cover	PC
NY	New York	065	BOXED SL 4 REG A	18-Jan-1900	cover	PC
NY	New York	066	BOXED SL 4 REG A	09-Nov-1897	cover	SLR
NY	New York	066	DOVAL W SUB-STA	ND	cover	SLR
NY	New York	075	BOXED SL 4 REG B	18-Feb-1903	cover	SLR
NY	New York	077	BOXED SL 4 REG B	08-Apr-1902	cutsizes	CD10NY1727
NY	New York	079	BOXED SL 4 REG A	23-Dec-1903	cover	SLR
NY	New York	085	BOXED SL 4 REG A	17-Jun-1901	cover	SLR
NY	New York	095	BOXED SL 4 REG	19-Aug-1904	cover	SLR
NY	New York	095	BOXED SL 4 REG B	30-Aug-1904	cover	SLR
NY	New York	095	BOXED SL 4 REG B	XX-Dec-1904	cover	SLR
NY	New York	095	DOVAL W SUB-STA	ND	cover	SLR

State	City	Sub-Sta	Pmk Type	Pmk Date	Format	Source
NY	New York	095	DOVAL W SUB-STA	ND	cover	SLR
NY	New York	097	BOXED SL 4 REG	29-Oct-1900	cover	SLR
NY	New York	097	BOXED SL 4 REG B	30-Nov-1900	cover	PC
NY	New York	098	BOXED SL 4 REG B	12-Nov-1900	cover	SLR
NY	New York	098	BOXED SL 4 REG B	01-Nov-1905	cover	PC
NY	New York	098	DOVAL W SUB-STA	ND	cover	SLR
NY	New York	099	BOXED SL 4 REG B	26-Apr-1902	cover	SLR
NY	New York	100	DOVAL W SUB-STA	ND	wrapper	SLR
NY	New York	104	BOXED SL 4 REG B	12-Jul-1899	cover	SLR
NY	New York	104	BOXED SL 4 REG B	16-Aug-1902	cover	SLR
NY	New York	104	BOXED SL 4 REG B	25-Apr-1902	cover	PC
NY	New York	104	BOXED SL 4 REG B	02-May-1902	cover	PC
NY	New York	104	DOVAL W SUB-STA	ND	cover	SLR
NY	New York	104	DOVAL W SUB-STA	ND	cover	SLR
NY	New York	104	DOVAL W SUB-STA	ND	cover	PC
NY	New York	118	BOXED SL 4 REG B	07-Jul-1903	cover	PC
NY	New York	120	BOXED SL 4 REG	24-Apr-1901	cover	SLR
NY	New York	134	BOXED SL 4 REG B	24-Jun-1902	cover	PC
NY	New York	141	BOXED SL 4 REG B	16-May-1903	cover	PC
NY	New York	148	BOXED SL 4 REG B	14-Jun-1904	cover	SLR
NY	New York	150	BOXED SL 4 REG B	24-Dec-1901	cover	PC
NY	New York	150	DOVAL W SUB-STA	ND	cover	PC
NY	New York	153	BOXED SL 4 REG B	01-Apr-1904	cover	PC
NY	New York	164	BOXED SL 4 REG B	12-Dec-1905	cover	PC
NY	New York	177	BOXED SL 4 REG B	04-Apr-1905	cover	SLR
NY	Rochester	01	DCDS MOB	31-Dec-1897	MO slip	CD10NY2107
NY	Rochester	02	DCDS MOB	26-Apr-1898	MO slip	CD10NY2107
NY	Rochester	14	SL 4 REG	13-Apr-1XXX	cutsq	CD10NY2108
NY	Troy	01	DCDS REC'D	30-Sep-1896	cover	PC
NY	Troy	01	SL 4 REG	19-Dec-1898	cover	SLR
OH	Akron	01	CDS REC'D IN RIM	05-Aug-1897	cover	PC
OH	Akron	01	DUPLEX W NO	11-Sep-1896	cover	SLR
OH	Akron	01	DUPLEX W NO	17-Jul-1895	cover	PC
OH	Akron	01	DUPLEX W NO	25-Jun-1896	cover	PC
OH	Akron	01	DUPLEX W NO	25-Jun-1896	cover	PC
OH	Akron	01	DUPLEX W NO	30-Jun-1897	cover	PC
OH	Akron	01	DUPLEX W NO	08-Oct-1897	cover	PC
OH	Akron	01	DUPLEX W NO	01-May-1897	cover	PC
OH	Akron	01	DCDS MOB	06-Apr-1897	cutsq	CD10OH0016
OH	Akron	01	DUPLEX W NO	31-Aug-1897	PCG	PC
OH	Alliance	01	DCDS MOB	01-Mar-1897	cutsq	CD10OH0028
OH	Cincinnati	02	DUPLEX W NO	20-Jun-1896	cover	SLR
OH	Cincinnati	04	DUPLEX W NO	14-Dec-1897	cover	SLR
OH	Cincinnati	06	DUPLEX W NO	11-Nov-1897	cover	PC
OH	Cleveland	17	SL 4 REG	18-Mar-1904	cover	PC
OH	Cleveland	01	SL 4 REG	13-Dec-1897	cover	PC
OH	Cleveland	01	DUPLEX DIAL	09-Feb-XXXX	cutrnd	CD10OH0276
OH	Columbus	01	SL 4 REG	16-Jan-1901	cover	SLR
OH	Columbus	01	SL 4 REG	09-Dec-1896	cover	PC
OH	Columbus	01	DUPLEX W NO	20-May-1901	cutsq	CD10OH0317
OH	Hamilton	02	SL 4 REG	11-Jul-19XX	cutsq	CD10OH0529
OH	Youngstown	01	DCDS MOB	03-MXX-1897	cutsq	CD10OH1274
OH	Youngstown	01	DUPLEX DIAL	01-Mar-1898	cutsq	CD10OH1278
OH	Youngstown	02	DUPLEX DIAL	15-Mar-1897	cutrnd	CD10OH1278
OH	Youngstown	02	DCDS MOB	22-Dec-1898	cutsq	CD10OH1274
PA	Allegheny	01	DCDS MOB	16-Nov-1896	cutsq	CD8PA0036
PA	Allegheny	02	SL 4 REG	22-Dec-1897	cover	CD8PA0035
PA	Allegheny	02	SL 4 REG	21-Jan-1897	cover	PC
PA	Allegheny	07	DCDS MOB	21-Jan-1898	cutsq	CD8PA0036
PA	Easton	?	SL 4 REG	30-Mar-1908	cover	SLR
PA	Easton	02	SL 4 REG	16-Aug-1909	cover	PC
PA	Lancaster	02	SL 1	25-Mar-1901	cover	PC
PA	Philadelphia	002	SL 4 REG	31-Mar-1897	cover	SLR
PA	Philadelphia	002	SL 4 REG	25-May-1897	cover	SLR
PA	Philadelphia	002	SL 4 REG	22-Oct-1897	cover	SLR
PA	Philadelphia	002	SL 4 REG	30-Aug-1895	cover	PC
PA	Philadelphia	002	DCDS MOB	24-Dec-1896	cutsq	CD8PA2070
PA	Philadelphia	005	SL 4 REG	17-Jun-1897	cover	PC
PA	Philadelphia	008	DCDS MOB	13-Apr-1896	cutsq	CD8PA2070
PA	Philadelphia	012	SL 4 REG	12-Jun-1902	cover	SLR

State	City	Sub-Sta	Pmk Type	Pmk Date	Format	Source
PA	Philadelphia	012	DCDS MOB	08-Jun-1896	cutsq	CD8PA2070
PA	Philadelphia	013	SL 4 REG	18-Mar-1898	cover	PC
PA	Philadelphia	014	DCDS MOB	03-Jul-1897	cutsq	CD8PA2070
PA	Philadelphia	015	SL 4 REG	29-Nov-1897	cover	CD8PA2075
PA	Philadelphia	015	SL 4 REG	29-Nov-1897	cover	PC
PA	Philadelphia	018	SL 4 REG	14-Oct-1904	cover	SLR
PA	Philadelphia	020	SL 4 REG	22-Mar-1897	cover	SLR
PA	Philadelphia	020	SL 4 REG	20-Jan-1896	cover	SLR
PA	Philadelphia	020	SL 4 REG	29-Jan-1897	cover	SLR
PA	Philadelphia	020	SL 4 REG	19-Aug-1896	cover	SLR
PA	Philadelphia	020	SL 4 REG	29-May-1895	cover	PC
PA	Philadelphia	020	SL 4 REG	17-Aug-1895	cover	PC
PA	Philadelphia	020	DCDS MOB	06-May-1896	cutsq	CD8PA2070
PA	Philadelphia	021	DUPLEX W NO	XX-XXX-XXXX	cutsq	CD8PA2042
PA	Philadelphia	022	SL 4 REG	26-Apr-1896	cover	PC
PA	Philadelphia	035	DUPLEX DIAL	31-Jan-XXXX	cutrnd	CD8PA2042
PA	Philadelphia	036	SL 1	ND	cover	SLR
PA	Philadelphia	036	SL 4 REG	24-Jul-XXXX	cover	PC
PA	Philadelphia	036	DCDS MOB	05-Jun-1896	cutsq	CD8PA2071
PA	Philadelphia	038	DUPLEX DIAL	15-Mar-XXXX	cutrnd	CD8PA2042
PA	Philadelphia	056	SL 4 REG	12-Oct-1900	cover	PC
PA	Philadelphia	059	SL 4 REG	07-Jun-1901	cover	PC
PA	Philadelphia	072	SL 4 REG	02-Mar-1902	cover	PC
PA	Philadelphia	075	SL 4 REG	18-Jun-1903	cover	PC
PA	Philadelphia	120	SL 4 REG	ND	cutsq	CD8PA2074
PA	Philadelphia	130	SL 4 REG	27-Jan-1909	cover	PC
PA	Philadelphia	138	SL 4 REG	17-Dec-1910	cutsq	CD8PA2074
PA	Philadelphia	141	SL 4 REG	11-Mar-1909	cutsq	CD8PA2074
PA	Philadelphia	29	DUPLEX W NO	30-Jun-1896	cover	PC
PA	Pittsburg	02	DUPLEX W NO	24-Apr-1900	cover	PC
PA	Pittsburg	03	DCDS MOB	26-May-1896	cutsq	CD8PA2189
PA	Pittsburg	07	SL 4 REG	01-Jul-1902	cover	PC
PA	Pittsburg	14	SL 4 REG	17-Jul-1903	cover	PC
PA	Pittsburg	14	SL 4 REG	13-Sep-1907	cover	PC
PA	Pittsburg	15	SL 4 REG	19-May-1903	cover	PC
PA	Scranton	02	DCDS MOB	03-Mar-1897	cutsq	CD8PA2476
PA	Williamsport	01	DCDS MOB	27-Nov-1896	cutsq	CD8PA2930
RI	Providence	20	SL 4 REG	17-Mar-1902	cover	SLR
SC	Charleston	02	SL 4 REG	08-Oct-XXXX	cover	CD7NC071
TN	Nashville	01	DCDS MOB	14-Mar-1896	cutsq	CD3TN459
TN	Nashville	02	DCDS MOB	16-Sep-1896	cutsq	CD3TN459
TN	Nashville	03	DCDS MOB	08-Jun-1898	cutsq	CD3TN459
WA	Seattle	10	SL 2	ND	cutsq	CD2WA475
WA	Tacoma	01	DUPLEX W TARGET	29-Dec-189-	cover	PC
WA	Tacoma	01	DUPLEX DIAL	14-Oct-189X	cutrnd	CD2WA547
WA	Tacoma	01	DCDS MOB	12-Oct-1896	cutsq	CD2WA547
WA	Tacoma	02	DUPLEX DIAL	XX-Mar-1898	cutrnd	CD2WA547
WI	Green Bay	01	DCDS MOB	22-Jul-1896	cutsq	CD4WI218
WV	Huntington	01	DCDS MOB	18-Jun-1897	cutsq	CD7WV480

Table 4 breaks down the markings in the census by type and quantity.

The most commonly reported sub-station marking is the straight-line registered handstamp with four lines of text. One hundred sixty are listed from 16 states. DCDS Money Order Business handstamps rank next with 54. A total of 74 metal duplex cancels of all types are reported from only 18 cities nation-wide.

As would be expected, the largest cities have the greatest number of markings: New York City leads with 111, Chicago has 69, Philadelphia 36, Boston 19 and Brooklyn 18. The breakdown of cancels reported from New York City is interesting: 69 are boxed straight-line reg-

istered handstamps, 34 are double-oval cancels with sub-sta (mostly used to cancel stamps on registered letters), three are DCDS MOB markings, three are CDS handstamps, and two are metal duplex cancels. All of the CDS and metal duplex cancels reported from New York City were applied at Sub-Station No. 33.

The column labeled *Sources* indicates that less than 70 percent of the markings listed are available to collectors. One hundred fifty-one were reported by private collectors and 172 by dealers or sellers. Almost a fourth of the markings are from the Postmark Collectors Club CDs. Thirty-five markings are from various publications.

Straight-line markings		214
SL 1	4	
SL 2	1	
SL 2 REG W NO	1	
SL 3	3	
SL 3 REG	3	
SL 4 REG	160	
SL 4 REG W NO	12	
SL 4 SD W NO	3	
SL 5 REG W NO	27	
Boxed straight-line markings		76
BOXED SL 3 REG	1	
BOXED SL 4 REG	7	
BOXED SL 4 REG A	28	
BOXED SL 4 REG B	34	
BOXED SL 4 REG W NO	6	
Metal duplex cancels		74
DUPLEX DIAL	20	
DUPLEX W TARGET	19	
DUPLEX W STAR	6	
DUPLEX W NO	26	
DUPLEX W VERT	2	
DUPLEX W HORZ	1	
Circular date stamp		5
CDS	3	
CDS REC'D IN RIM	1	
CDS REC'D IN CNTR	1	
Double circle date stamp		60
DCDS REG	5	
DCDS REC'D	1	
DCDS MOB	54	
Oval cancels		1
OVAL REG	1	
Double oval cancels		39
DOVAL W SUB-STA	34	
DOVAL W SUB	5	
Total markings		469

Table 4—Types & Quantities of Sub-Station Markings

Those readers who would like to sort and massage the census listings for their own purposes are invited to purchase a CD of the listings from the author for a nominal fee. See the advertisement at the end of this article for more information.

Conclusion

There are sufficient numbers of sub-station postal markings to be studied to reveal nuances. *Figure 18* shows two types of registered handstamps from Washington, DC. Sub-station No. 1 and two from Chicago's Sub-Station No. 56. As the number of markings in the census increases, additional varieties may be reported.

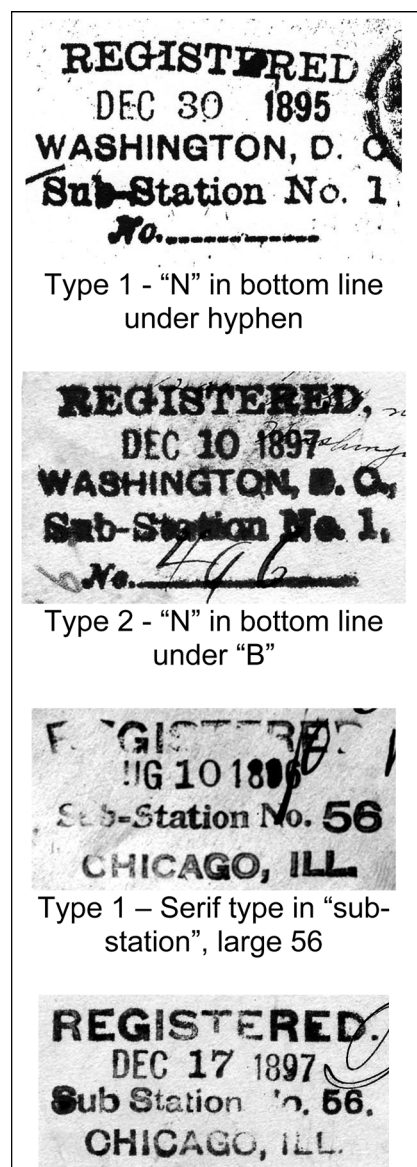


Figure 18 Types of registered handstamps from Washington, DC, Sub-Station No. 1 and Chicago, IL, Sub-Station No. 56

This article is not the last word on sub-stations and their postal markings. The author has no doubt that additional types of sub-station handstamps will be discovered, and that many sub-station markings have interesting new stories to tell. Readers are encouraged to send clear photo copies of sub-station postal markings to Dennis H. Pack, 1915 Gilmore Ave., Winona, MN 55987 or scans to packd@hbc.com to help with this on-going research.

The author expresses great appreciation and thanks for those collectors and dealers who have taken time to go through their collections and stocks in search of sub-station markings. Without their reports and encouragement, this census would not exist. Those assisting in-

clude Gordon Bleuer, Paul Bourke, Tom Clarke, Jim Doolin, Elwyn Doubleday, David Ellis, Al Kugel, Loring Ebersol, Jim Forte, John Gallagher, Richard Graham, Kenneth Hamlin, Labron Harris, Cary Johnson, Lawrence Laliberte, James E. Lee, Larry McBride, Robert McKain, Jim Mehrer, Leonard Piskiewicz, Art Rupert, Lloyd Shaw, David Simmons, Carl Stieg, Greg Sutherland, Stephen Taylor, and the Margie Pfund Postmark Museum and Research Center of the Postmark Collectors Club. My apologies to anyone I have inadvertently omitted.

Thanks are due those who were the source of the material for the gorgeous cover of this issue: Jim Forte, Lebron Harris, Al Kugel, James E. Lee, Cary Johnson, and Stephen Taylor. Carl Steig is also thanked for information and copies of the types of registered handstamps from Washington, DC's Sub-Station No. 1.

Special thanks are due Richard Helbock for his encouragement and willingness to devote valuable pages and a cover of *La Posta* to another article about US sub-stations.

End Notes

¹ *Statutes At Large*. 29th Congress. Session 2. Ch. 63. 1847. p. 201.

² Morris, *Encyclopedia of American History*, p. 442.

³ Order 372, Aug. 21, 1882, *Orders*, Journal 83-B, p. 264.

⁴ Order 78, May 27, 1892, *Orders*, Journal 3, p. 54.

⁵ Order 335, Dec. 20, 1889, *Orders*, Journal 2, pp. 381-82.

⁶ Order 259, Jul. 16, 1890, *Orders*, Journal 2, p. 463.

⁷ Order 79, May 28, 1892, *Orders*, Journal 3, p. 54.

⁸ Order 66, Dec. 16, 1893, *Orders*, Journal 3, p. 373.

⁹ Order 228, Jun. 21, 1894, *Orders*, Journal 3, p. 496.

¹⁰ *PMG Report*, 1897, p. 85.

¹¹ Order 595, Nov. 12, 1897, in *Daily Bulletin* 5401, Nov. 15, 1897.

¹² *PMG Report*, 1898, p. 116.

¹³ Order 349, Mar. 31, 1902, in *Daily Bulletin* 6731, Apr. 2, 1902.

¹⁴ Order 184, May 13, 1890, *Orders*, Journal 2, p. 428.

¹⁵ Order 218, Jun. 3, 1890, *Orders*, Journal 2, p. 434, and Order 256, Jul. 16, 1890, *Orders*, Journal 2, p. 462.

¹⁶ Order 72, Apr. 26, 1893, *Orders*, Journal 3, p. 187.

¹⁷ For information about the contents of the CDs and how to order, visit <http://www.postmarks.org> or write to John Gallagher, 9226 Mellenbrook Rd, Columbia, MD 21405-1816.

¹⁸ The first census appeared in *La Posta*, Vol. 33, No. 2 (May, 2002), pp. 38-49.

¹⁹ The second census appeared in *La Posta*, Vol. 34, No. 6 (January 2004), pp.51-65.

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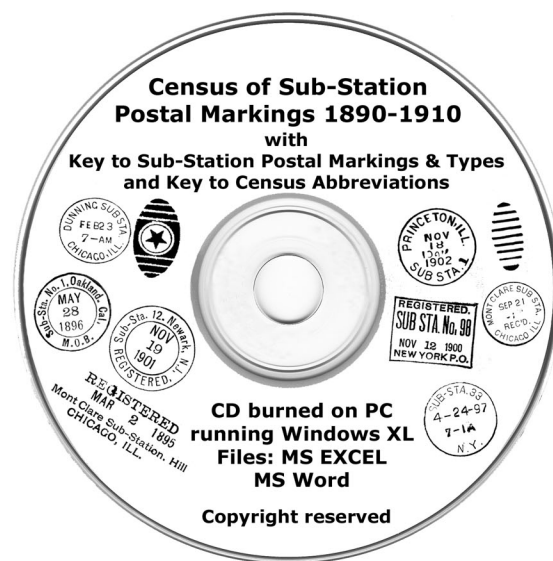
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_____. _____. *Report of the Postmaster General*. Various dates.

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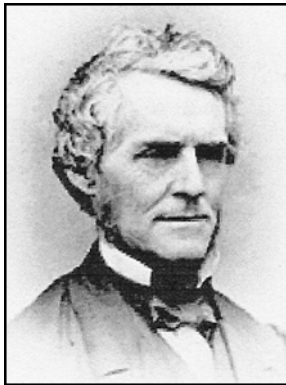
POSTMASTERS GENERAL OF THE UNITED STATES

XXI. William Dennison, 1864-1866

by Daniel Y. Meschter

Union strategists could see the end of the Civil War by September 1864 when Montgomery Blair was forced to resign. The year before, Meade turned back Lee's most northern penetration at Gettysburg and Grant cut off Texas, Arkansas, and Louisiana from the Confederacy by capturing Vicksburg and thereby opening the Mississippi River to Union traffic. Now, Sherman was marching through Georgia to divide the what was left of the Confederacy into its northern and southern halves and Lee's forces were taking up their last stand in Richmond. The end was only a matter of time. Reestablishing postal services and implementing Blair's innovations would now fall to William Dennison, his successor in office.

William Dennison was born in Cincinnati, Ohio in November 1815, the son of the proprietor of the Dennison House, a popular Cincinnati hotel¹. He received his preparatory education in local schools and in 1831 entered Miami University twenty-five miles north and a little west of Cincinnati where he excelled in history, government, and literature. Graduating in 1835, he returned to Cincinnati to study law. He was admitted to the bar in 1840. He then settled in Columbus and made an advantageous marriage into the stage transportation industry. His law practice was financially successful. With a sure talent for business and finance, he acquired valuable business interests and amassed a fortune in the banking and transportation industries. He was popular enough to be elected to one term in the Ohio Senate as a Whig in 1848 and became president of the Columbus and Xenia Railroad, a promoter of the Hocking Valley Railroad, and president of the Exchange Bank by the early 1850s. At a time when no one could afford to be neutral on the slavery issue, he opposed the admission of Texas as a slave state and supported abolition of the slave trade in the District of Columbia. Nevertheless, he eschewed the antislavery Free Soil party and was still enough of a Whig loyalist in 1852 to support Winfield Scott for president on a platform that endorsed the Compromise of 1850 which he disliked on account of its proslavery elements.



William Dennison

His personal popularity, antislavery views, and decline of the Whig party led him to join the new Republican Party after a respite from politics following Scott's defeat by Pierce. He was a member of the Pittsburgh Convention that formally organized the Republican Party in February 1856 and in June was chairman of the Ohio delegation to the National Republican Convention in Philadelphia that nominated J.C. Fremont for president. Fremont lost to Buchanan by a wide margin in a tripartite election in which Fillmore took third place. Salmon P. Chase, however, was elected Ohio's first Republican governor for whom Dennison was a regular advisor on financial affairs. Dennison was nominated for governor by acclamation at the 1859 Ohio Republican Convention and mounted a vigorous campaign that featured appearances by both Abraham Lincoln supporting himself and Stephen Douglas on behalf of his opponent, Ohio Supreme Court Justice Rufus P. Ranney.

Like most other governors, Dennison was ill-prepared for South Carolina's secession in December 1860 and its bombardment of Fort Sumter four months later. It is difficult now to conclude whether Dennison's difficulties were due to naiveté, confusion, or incompetence. Certainly he was aggressive enough in the beginning raising troops and collecting small arms and supplies for the Union army, but his seizure of the railroads and the telegraph and express companies to control the movement of troops, arms, and supplies and similar actions could be viewed as extra-constitutional. He seemed unable to grasp military logistics and his assistants proved no more capable than he of dealing with such situations as recruits ordered to report for duty before the camps to quarter and feed them had been built. His manipulation of moneys the Federal government refunded the State for expenditures for military purposes, contrary to the rulings of the state auditor and attorney general that they should be paid into the state treasury and not used for military purposes again, undoubtedly was arrogant and arguably unlawful; but he escaped condemnation on the grounds of need to meet the state's obligations to the President to whom his loyalty was unqualified. He also kept meticulous records to escape any charge of malfeasance. On the other hand, while sealing the border with Kentucky clearly was a strategic mistake, he saved West

Virginia for the Union when he redeemed a pledge to protect Union loyalists there by sending Ohio volunteers under the command of Gen. George B. McClellan to seize the Baltimore and Ohio Railroad facilities and drive the Confederates out of Virginia's western counties. This made it possible for Congress to organize those counties and admit them to the Union as a new state². By the end of his term, Ohio had met its recruitment goals and had a surplus of manpower available to the Union.

Dennison's problem was his public image. In the excitement following the assault on Fort Sumter and the President's call for volunteers, he was neither able to fulfill the public's expectations of trains loaded with troops raised, fully equipped, and ready for combat on the instant nor to satisfactorily explain why not. When the trains didn't pull out for the front as soon as hoped for, the blame fell on the governor as ineffective if not actually incompetent. Anything he did after that simply amplified public disillusion. When he did assume emergency powers and acted decisively, he was charged with being autocratic. Finally, while during his first months in office his re-nomination was viewed as certain, by the time the Ohio Republican Convention met in 1861 it was impossible. He stepped aside gracefully and returned to his law practice and business affairs; but he did not abandon his political interests. He offered his support and advice to his successor, especially on financial and railroad matters, and was chairman of the Republican National Convention in Baltimore in June 1864 that nominated Abraham Lincoln for a second term without opposition. When Blair was forced out of office on September 23rd, Lincoln was ready with Dennison's appointment the next day as a loyal Republican Lincoln knew personally and who had supported Lincoln's war policies without question. He entered on his duties as Postmaster General on October 1st.

Dennison's 1864 annual report reflected only the first month of his tenure and was almost entirely a report of Montgomery Blair's term in office. In fact, Blair almost certainly wrote most of it³. New route contracts for letter mail from St. Joseph or Atchison to Salt Lake City and from Salt Lake City to Folsom City were signed with Ben Holladay and the Overland Mail Company, respectively, with the paper and document mail to be carried by sea via Panama. A daily Railway Mail Service line, basically a distributing office on wheels, was put into service between Washington and New York with clerks temporarily taken from the post offices at

Washington, Baltimore, Philadelphia, and New York; plans were underway to extend the service to the western route from New York to Cleveland and later on to Chicago. It was with obvious satisfaction that Blair himself must have reported (1864 Report, p. 797) that while the legislation establishing the money order system provided it should be put into operation during the fiscal year ending June 30, 1865⁴, he established its rules and regulations, appointed a superintendent and assistant to supervise the system, and designated one hundred and forty-one post offices as money order offices in time to put it into operation on the first of November 1864.

Dennison's 1865 report was much less detailed. He noted that service over the Atchison to Salt Lake City route was irregular due to high water, bad roads, and Indian unrest. His discussion of the Railway Mail Service was limited to one short paragraph that "Railway post offices have been established on several leading railroads, and arrangements are in progress for their introduction on other lines." The postal money order system was proving to be a great success. In its first eight months, 74,000 orders were issued to the value of \$1,360,000 at a deficit of just over \$7,000, well within Congress's deficiency appropriation for that purpose. Orders to open fifty-five additional money order offices were being issued.

In spite of the nation being still at war, the Foreign Mail Service saw no diminution in volume or scope of service (1864 Report, pp. 787-93). New agreements were reached with Canada, Vancouver and British Columbia, Bremen and Hamburg, and correspondence was opened to negotiate new postal conventions on the basis of the Paris Postal Conference resolutions. Congress even went so far as to authorize establishment of mail service *by American steamships* between the United States and Brazil, a destination previously served only via England or France⁵. Dennison hailed the establishment of this line as "the beginning of a new era in the history of our ocean mail service" with American steamships replacing "principally steamers sailing under foreign flag." A contract was awarded to the New York, Nuevitas and Cuba Steamship Company for \$240,000 to be divided between the two countries. The first mails left New York on October 30, 1865 (1865 Report, p. 5).

Even more exotic than Brazil, recognizing America's central position between Western Europe and Eastern Asia and perhaps anticipating the transcontinental railroad, Dennison saw the benefit of an ocean mail-steam-

ship line between the United States and China, a part of the world then served only by Great Britain via Suez and India. Congress readily complied with the Act of February 17, 1865 establishing ocean mail-steamship service between San Francisco and China at a cost not to exceed \$500,000 per annum⁶. The contract for monthly service via Honolulu and Yokohama to Hong Kong was awarded to the Pacific Mail Steamship Company that had carried the mail from Panama to San Francisco since 1849. The company agreed to build four new four side-wheel steamships of not less than 3,500 tons burden. Pending their completion, however, the first trip was made by the *Colorado*, a Pacific MSSCo. vessel withdrawn from other service, leaving San Francisco on January 1, 1867. The *Colorado* averaged 31 days each way, including stopovers, and a few days less than 75 days per round trip during its first three voyages, pending the maiden voyages of the *Great Republic* and the *China* later in 1867⁷. Technically, the service was a great success and Congress took the unusual step of subsidizing the Brazil line with a direct appropriation of \$150,000 and the China with \$500,000 per annum.

Dennison's major concern, however, was restoring postal service in the southern States following the end of the war. One immediate concern was claims exceeding a million dollars by contractors and other suppliers for services rendered before the cessation of postal services in the South and balances approaching \$375,000 due from postmasters. The first were subject to a rule suspending payments to claimants known to have aided the rebellion. He planned to use the courts to collect the debts postmasters owed the government. Dennison said he lost no time appointing special agents to work with the provisional governors to appoint new postmasters. He reported to the President on November 15, 1865 that of the 8,902 post offices in the "disloyal" states, 1,051 had been reopened as of November 15, 1865 or only a little more than seven months after Grant accepted Lee's surrender at Appomattox Court House on April 9th (1865 Report, p. 8). Further, he advertised 852 routes for carrying the mails in Virginia, West Virginia, North Carolina, South Carolina, and Florida from January 1, 1866 to June 30, 1867 for which he received proposals for 517 and accepted 232. Advertisements also were published for the other six seceding states for carrying the mails from July 1, 1866 to June 30, 1867. Restoring full service obviously was going to take several more years. In fact, his successor, Alexander W. Randall reported that only 1,727 offices were opened during the rest of the 1866 fiscal year to a total of 2,778

and another 456 during the four months from July 1 to November 1, 1866 for a total of 3,234 in the nineteen months after the end of the War⁸.

Dennison continued to support Lincoln, but was apprehensive of the inflationary effects of the fiat greenbacks the Treasury was issuing to pay for the War. With regard to the race problem that emerged as the War approached its conclusion, he supported the movement for African colonization that had already been attempted years before in the settlement of Liberia. In attempting to mediate the schism between moderate and Radical Republicans, he succeeded only in making both angry at him. He willingly transferred his loyalty to Andrew Johnson who retained him after Lincoln's assassination, but found it difficult to support Johnson's vetoes of the Freedman's Bureau and Civil Rights Acts. Johnson's call for a national Union movement with the Democrats to dilute the Radical majority in Congress and his intemperate, personal attacks on his opponents in the 1866 congressional elections compelled Dennison to resign from the cabinet on July 16, 1866 after a little less than two years in office, probably more as a matter of personal choice than politics. His only subsequent ventures into the political arena were when his name was mentioned for the vice-presidency in 1872 and when he unsuccessfully ran for the Senate nomination in 1880. He died on June 15, 1882 in Granville, Ohio where the Granville Literary and Theological Institute was renamed Dennison University in his honor in 1854.

In closing his 1865 Report (p. 13) Dennison observed again, as had been said so many times before, "The Post Office Department was established

on the principle of defraying its expenses out of its revenues." Of course, he noted, annual receipts rarely equaled expenditures so that a surplus in 1865 was particularly gratifying even though he did not expect it to be repeated. What really attracted his attention with his flair for business and finance was the increase in postal correspondence during the War. He submitted in evidence statistics showing that the maximum annual receipts of the Post Office Department for all states prior to the War of \$8,518,000 increased 70% in FY 1865 to \$14,556,000 in the northern States alone and that revenues averaged \$11,615,000 annually during the four years of the War with no significant additions to the postal service and, in fact, with the loss of revenues from the eleven seceded States. It could now be said that the Civil War was a turning point in the development of the United States Postal Service.

Endnotes

1 See Vexler; *National Cyclopaedia*, 1891, v. 3, p. 141; Field, Phyllis F., "William Dennison," article in *American National Biography*; and *Ohio Governors*, Internet article, Ohio Historical Society for biographical sketches of William Dennison.

2 12 Stat. 633.

3 Dennison's *Annual Report of the Postmaster General*, November 2, 1864, Serial 1220 p. 777ff and November 15, 1865, House Ex. Doc. No. 1, Serial 1254 are cited in the text by "(Year [of] Report, page number)."

4 Act of May 17, 1864, 13 Stat 76.

5 Act May 28, 1864, 13 Stat. 93.

6 13 Stat 430.

7 *Annual Report of the Postmaster General*, November 26, 1867, Serial 1327, pp. 17-18)

8 *Annual Report of the Postmaster General*, November 26, 1866, Serial 1286, p. 9.

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- 3 ALCATRAZ, 1921 VG 4-BAR ON PPC W/STAMP 1/2 GONE (74-63). \$8
- 4 ALLEN SPRINGS, '04 VG CDS ON PC (74/06) 1st 20th C. EX. \$100
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- 7 ASILOMAR, 1918 F 4-BAR ON PPC (14-35). EST. \$6
- 8 AUKUM, 1911 F 4-BAR ON PPC (95/61). EST. \$5
- 9 BAGDAD, 1907 F ECU SBE-390 ON PPC (89-23). EST. \$25
- 10 BAIRDSTOWN, 1913 VG LKU LOS-750 ON PPC (04-14). EST. \$8
- 11 BALISLE, 1927 F 4-BAR ON COVER (27-28). EST. \$60
- 12 BARRACKS, 1911 F DUPLEX ON PPC (3 MOS IN 1911 ONLY). E. \$150
- 13 BARTLE, 1909 F 4-BAR ON PPC (06/24). EST. \$25
- 14 BATH, 1879 F MS ON COVER (58/99). EST. \$80
- 15 BEEGUM, 1909 VG DOANE ON PPC (00-17). EST. \$25
- 16 BELLA VISTA, 1914 F 4-BAR ON PPC (93-18 PER). EST. \$10
- 17 BERLIN, 1924 VG 4-BAR ON COVER (76-34). EST. \$6
- 18 BERROS, 1912 VG 4-BAR ON PPC (01/40). EST. \$6
- 19 BLACK DIAMOND, 1907 VG DOANE ON PPC (68-11). EST. \$20
- 20 BLUE RAVINE, 1909 G+ CDS ON PPC (02-10). EST. \$35
- 21 BRADLEY, 1911 VG 4-BAR ON PPC. EST. \$4
- 22 BRIDGE, 1908 F CDS ON PPC (02-07). EST. \$85
- 23 BUELL, 1900 F CDS ON COVER (97-00). EST. \$175
- 24 BURGESS, 1897 VG CDS ON REG'D COVER (91-03). EST. \$80
- 25 BURNETT/MOB, 1923 VG DC ON PPC (97-29). EST. \$6
- 26 BURWOOD, 1888 VG CDS ON COVER (59-98). EST. \$80
- 27 CAJON, 6/27/12 F LKU DOANE ON PPC (89/44). EST. \$6
- 28 CAMERON, 1907 VG DOANE ON COVER (99-23). EST. \$12
- 29 CARTERS, 1907 VG DUPLEX ON PPC (88-08). EST. \$35
- 30 CASTROVILLE, 1907 ECU MOT-530 ON PPC. EST. \$8
- 31 CENTRAL POINT, '89 F CDS, CVR RED'D @ TOP W/TEAR (76-90) 75
- 32 CHUALAR, 1908 G+ LKU MOT-610 ON PPC. EST. \$6
- 33 CHUALAR, 1910 G+ 4-BAR ON PPC. EST. \$5
- 34 CHINA FLAT, 1909 F DOANE ON PPC (78-15). EST. \$20
- 35 CLAIRVILLE, 1886 VG DC ON COVER (58-87). EST. \$45
- 36 COLLEGE PARK, 1892 G+ CDS ON CREASED GPC (84-99). EST. \$12
- 37 CONFIDENCE, 1915 F 4-BAR ON PPC (99/25). EST. \$12
- 38 COOK, 1923 F LKU SAB-130 ON GPC (94-24). EST. \$12
- 39 COUNTY FARM, 1909 F 4-BAR REC'D & O/S ON PPC (08-18). E. \$8
- 40 COZZENS, 1909 F 4-BAR ON PPC (81-10). EST. \$35
- 41 CROMBERG, 1909 F 4-BAR ON PPC (80/60). EST. \$4
- 42 DALY CITY, 1916 VG 4-BAR ON PPC (13-17 PER). EST. \$15
- 43 DEADWOOD, 1908 VG CDS ON PPC (86-15). EST. \$20
- 44 DEHESA, 1907 F 4-BAR ON GPC (88-17). EST. \$20
- 45 DIXIELAND, 1917 VG 4-BAR ON PPC (12-35). EST. \$8
- 46 DUDLEY, 1909 G LIGHT 4-BAR ON PPC (93-18). EST. \$15
- 47 DUFFEY, 1910 F DOANE ON PPC (04-12). EST. \$35
- 48 EASTLAND, 1901 VG CDS ON PPC (92-04). EST. \$15
- 49 EL CASCO, 1908 F 4-BAR REC'D ON PPC (88-14). EST. \$25
- 50 ELLIOTT, 1897 F CDS ON COVER (63/01). EST. \$80
- 51 ERIE, 1874 F MS ON COVER W/LETTER (74-92). EST. \$75
- 52 EUBANKS, 1908 VG DOANE ON PPC (05-18). EST. \$12
- 53 EXCHEQUER, 1910 F 4-BAR ON PPC (07-26). EST. \$15
- 54 EUREKA MILLS, 1889 G+ CDS ON COVER (75-95). EST. \$75
- 55 FISK'S MILL, 1884 VG CDS ON GPC (71-94). EST. \$40
- 56 FREDALBA, 1904 F CDS ON GPC (96/24). EST. \$20
- 57 GONZALES, 1900 F CDS ON COVER W/BANK CC. EST. \$10
- 58 GONZALES/REC'D, 1908 F CDS REC'D ON PPC. EST. \$6
- 59 GRAHAM STATION, 1916 VG 4-BAR ON PPC (11-18). EST. \$12
- 60 GRAYSON, 1904 VG CDS W/STAR ON COVER (74-06). EST. \$35
- 61 GREENFIELD, 1907 F DOANE REC'D ON PPC. EST. \$5
- 62 GREENFIELD, 1912 F LKU MOT-950 ON PPC. EST. \$8
- 63 GREENFIELD, 1915 F ECU MOT-960 ON PPC. EST. \$8
- 64 GREENFIELD, 1919 G+ 4-BAR ON PPC. EST. \$6

IDAHO

- 65 AGORA, 1917 VG 4-BAR ON PPC (16-39). EST. \$6
- 66 BOISE CITY, 1894 G+ DUPLEX ON BANK COVER (64-96). EST. \$6
- 67 DALE, 1909 F 4-BAR ON PPC (88/10). EST. \$35
- 68 DEMPSEY, 1909 VG DOANE ON PPC (95-15). EST. \$12
- 69 MARSH CENTER, 1910 VG 4-BAR ON PPC (10-12). EST. \$75
- 70 OZONE, 1918 VG 4-BAR ON PPC (11-25). EST. \$20
- 71 POWELL, 1911 VG 4-BAR AS B/S ON CVR W/TORN FRONT (96/12) 50
- 72 WESTMOND, 1909 F LIGHT 4-BAR ON PPC (03-25). EST. \$12

SOUTH DAKOTA

- 73 AMES, 1910 F 4-BAR ON PPC W/STAMP GONE (81-13). EST. \$15
- 74 DEWITT, 1911 F 4-BAR ON PPC (11-14). EST. \$35
- 75 DUNSMORE, 1909 G+ 4-BAR A BIT HI ON PPC (91-16). EST. \$15
- 76 KENYON, 1910 G+ 4-BAR ON PPC (09-11). EST. \$65
- 77 MAITLAND, 1910 F 4-BAR ON PPC (02-35). EST. \$12
- 78 PIONEER, 12/21/09 F LKU DOANE ON PPC (96/14). EST. \$25
- 79 WHITNEY, 1910 F 4-BAR ON PPC (09-28). EST. \$6

Railway Post Offices

- 80 ALTADENA & LOS ANG, 1909 VG (998-A-1) ON PPC. ELECTRIC. \$40
- 81 AMARILLO & COLEMAN, 1913 F (489-A-1) ON PPC. EST. \$15
- 82 CHEHALIS & SOUTHBEND, 1895 F (901.3-E-1) ON COVER. EST. \$20
- 83 GATE & OCOSTA, 1903 F (901.4-C-1) ON COVER. EST. \$20
- 84 HAILEYVILLE & ARD, 1909 F (931.4-A-1) ON PPC. EST. \$20
- 85 MCCALL & NAMPA, '21 VG (896.9-A-1) ON GPC. CLOSED PINHOLE 15
- 86 NORTHPORT & SPOK, 1916 F (NEW TYPE) ON COVER. EST. \$20
- 87 S.L.CITY & SILVER CITY, 1911 VG (974.2-A-2) ON PPC. EST. \$20
- 88 SARLES & LAKOTA, 1909 F (876.9-A-2) ON PPC. EST. \$20
- 89 TUOLUMNE & MODESTO, 1938 F (989-E-1) ON GPC. EST. \$20

Minimum Bid \$3.00 please. Phone bids accepted.

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The World's Fair Station Post Office

PART III – Collecting World's Fair Station Cancels And Markings

By Kenneth C. Wukasch

In the *INTRODUCTION* of his ground-breaking 1986 book, *Postal Markings of United States Expositions*, William Bomar made several key points that today's collectors might well remember when searching for World's Fair Station markings.

- (1) "Exposition cancels tend toward one extreme or the other; they are either rather common or else they are seldom seen".
- (2) "When one considers the generally limited interest in postal history and postal markings in the first one hundred years following the introduction of postage stamps, it is a wonder to me that as much has survived, in any condition, as is available today to meet the ever increasing demands of postal history collectors."
- (3) "Bear in mind there are no substantial stocks in the philatelic market place, except for the often seen rapid canceling machine varieties. It has been my experience that the scarcer the postal marking, the harder it is to purchase outright for mere cash."
- (4) "Some of the scarcer items have not been available for years and probably will not become available during the lifetimes of the present owners."¹

My experience bears out what William Bomar wrote 20 years ago. Over the past decade I have tracked the break up and sale of four major collections. In each of these at least one of the rarest World's Fair Station cancels or markings was offered for sale in public auction. Bidding was always intense with the price realized at least double from what was listed in the catalog as an estimate of value.

For example, when you consider that only two "M.O.B." and five R.P.O. cancels and less than ten "Pointing-Finger" auxiliary markings have been recorded, one can see how difficult it is to set value. Seldom are these markings available today for public sale, but rather are sold by public treaty. Because of this, it

has been impossible to set a specific value to these rare cancels and markings. Instead of a specific or range of value, I feel that a rarity scale is much more reliable. *Figure 1* illustrates my rarity scale for these World's Fair Station cancels and markings.

Suggested Ways to Collect World's Fair Station Cancels and Markings

Collect World's Fair Station cancels from each day that the World's Fair Post Office was in operation.

This would include the days from May 10th to December 28th, 1893. Even though the post office was not open for business on Sunday, apparently some canceling of mail occurred since Sunday cancels are known. *Figure 2* shows a rare, "SEP 17", World's Fair Station Sunday cancel on a Goldsmith souvenir postal card. The rarity of these World's Fair Station cancels on souvenir cards can probably be explained by the order issued by

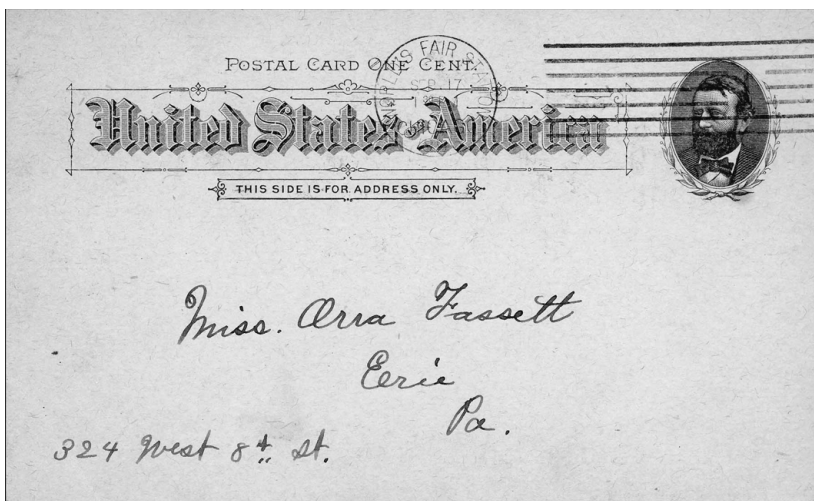


Figure 2 Set 2, EX 21, (UPSS), Goldsmith design of the Mines Building with a Sunday, "SEP 17", World's Fair Station International machine cancel.

World's Fair officials that, "All merchandising was to cease" on Sunday.² The few known examples may have come from clerks setting incorrect dates on the machines or inadvertently canceling cards on Sunday.

Surprisingly, the most difficult day to find a World's Fair Station cancel is from "Chicago Day". Apparently, the crowd of 716,880 was so immense that collection of mail on the fairgrounds was virtually impossible. Rossiter Johnson noted that in Chicago and on the World's Fair grounds:

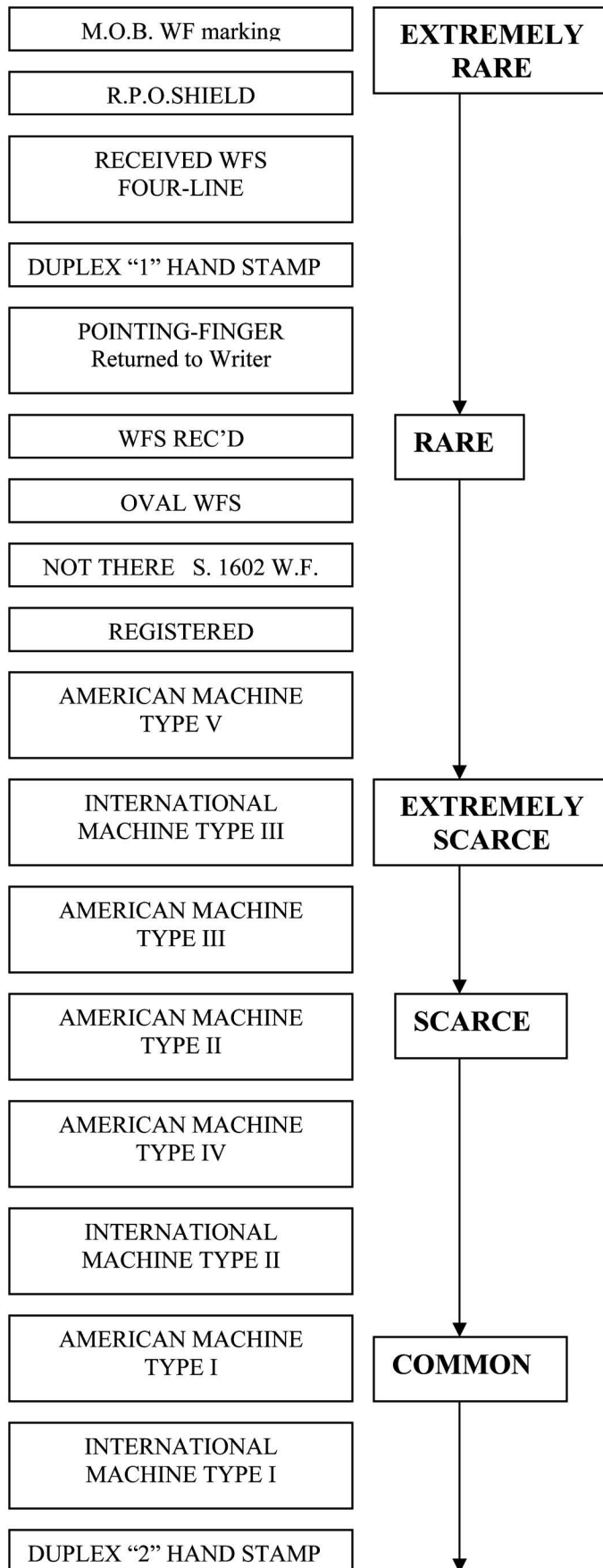


Figure 1
**WORLD'S FAIR STATION
CANCEL AND MARKING
RARITY SCALE**

All business was suspended; schools and factories were closed. . . Every means of transportation was crowded to the limit, facilities . . . overwhelmed and almost paralyzed for a portion of the day. . . At times the crowds in some of the buildings were so great that those inside for a short time were unable to move and the situation was becoming dangerous. . . The crowd in the afternoon was even greater than the morning . . . the vast area was literally packed with humanity.³

While any letter mail found legitimately canceled on "Chicago Day" is rare, none have been reported on souvenir postal cards. There were however, a number of philatelic souvenir covers prepared by Chicago stamp dealers J.A. Pierce and Chris Peterson. *Figure 3* shows an advertisement from the popular 1893 journal *The Postal Card*, where Chris Peterson is offering to prepare and sell customers, "WORLD'S FAIR NOVELTIES". *Figure 4* shows a one-cent Columbian entire mailed from J.A. Pierce to Chris Peterson, Minnesota Building on "OCT 9," "Chicago Day".

WORLD'S FAIR NOVELTIES.

Columbian Envelopes, mailed Chicago Day, postmarked World's Fair Station, Oct. 9th, 1893, only 1cc each or 3 for 25c—they are worth double—and only 3 will be sold to one customer—Columbian stamps wanted. **Chris. Peterson,** 560 W. Polk St., Chicago, Ill.

Figure 3 Advertisement from Chicago dealer Chris Peterson offering to sell, "Chicago Day Novelties".

Collect the six sets and 57 different varieties of Goldsmith souvenir postal cards with World's Fair Station cancels.

This is an extremely challenging way to collect since cards from Set 1 and Set 4 were only sold for a matter of weeks. Set 4 cards could only be acquired from Goldsmith's office in downtown Chicago and required the buyer then to mail the card on the fairgrounds. *Figure 5* shows a Goldsmith souvenir Set 4 card mailed on the last day of the fair. Set 4 cards are extremely difficult to find postmarked from the World's Fair Station Post Office. The history and description of these 57 varieties as well as the other souvenir postal cards printed for the World's Columbian Exposition can be found in my recent book, *Handbook of the Postal Cards of the World's Columbian Exposition*, published by the United Postal Stationery Society.

Collect the World's Fair Station cancels in combination with examples of different usage including destinations and franking.

Even though the cancels or markings themselves may be relatively common; they are sometimes found posted from or to rare destinations. *Figure 6 & 7* show covers mailed from Hawaii to the "Volcano Building, Midway Plaisance, World's Fair, Chicago, Ill". Even though the Type I, International Machine receipt marking on the back is relatively common the combination of postmarks, franking and destination are rare.

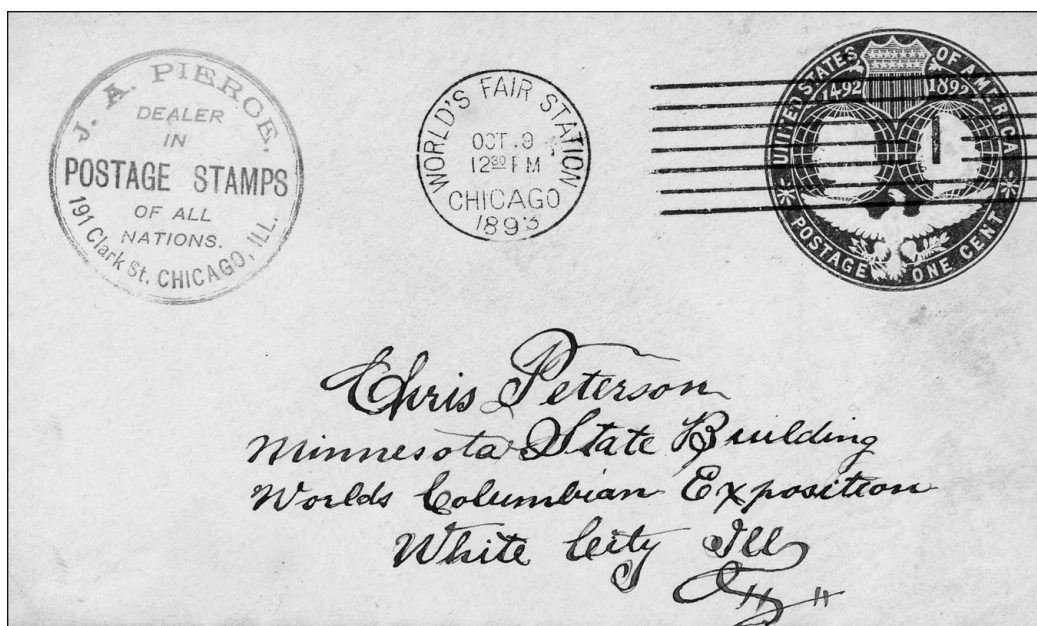


Figure 4 One-cent Columbian entire, with Chicago dealer, J.A. Pierce corner card mailed to Chris Peterson at the Minnesota Building.

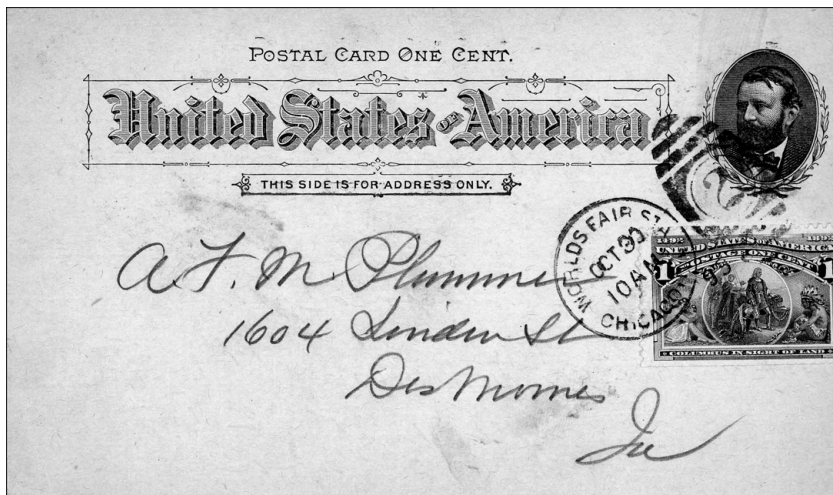


Figure 5 Set 4, EX35, (UPSS), Goldsmith design of the Government Building with a last day, "OCT 30", duplex "2" cancel.

Figure 6 Cover postmarked, "HILO, HAWAII, SEP 28, 1893", and a "HONOLULU, SEP 30, 1893", transit marking with a one-cent (Scott No. 42) and two 2-cent (Scott No. 52), added. Cover is addressed to, "Mr. H.J. Lyman, Volcano Building, Midway Plaisance, Chicago, Ills. On reverse, "WORLD'S FAIR STATION, OCT. 22, 1893", International machine, Type I, receipt marking.

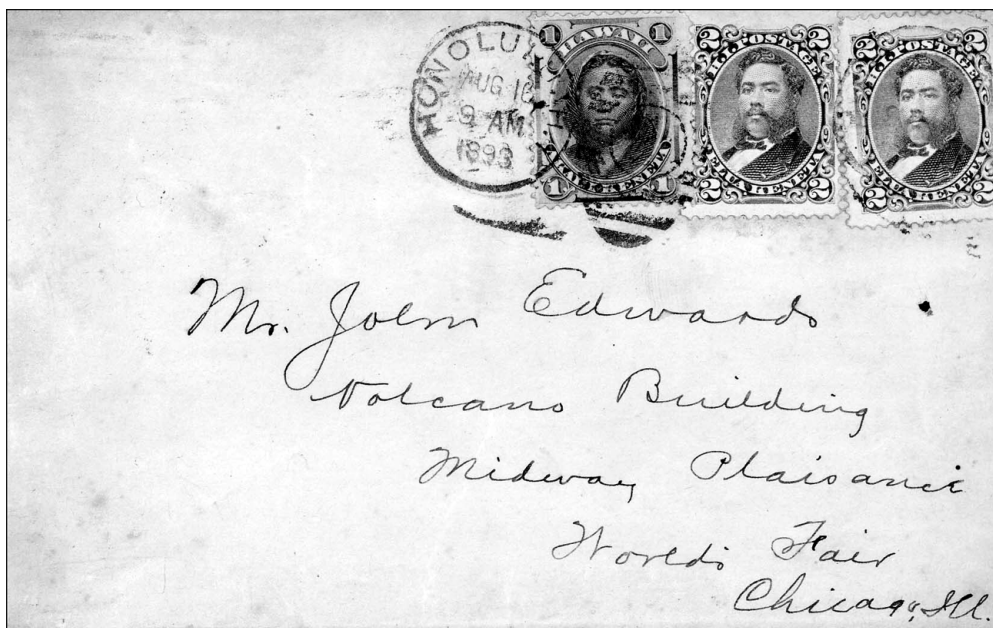


Figure 7 Cover postmarked, "HONOLULU, AUG 10, 9 AM, 1893", with a one-cent (Scott No. 30) and two 2-cents (Scott No. 38) added. Cover is addressed to, "Mr. John Edwards, Volcano Building, Midway Plaisance, World's Fair, Chicago, Ill." On reverse, "WORLD'S FAIR STATION, AUG. 27, 1893", International machine, Type I, receipt marking.

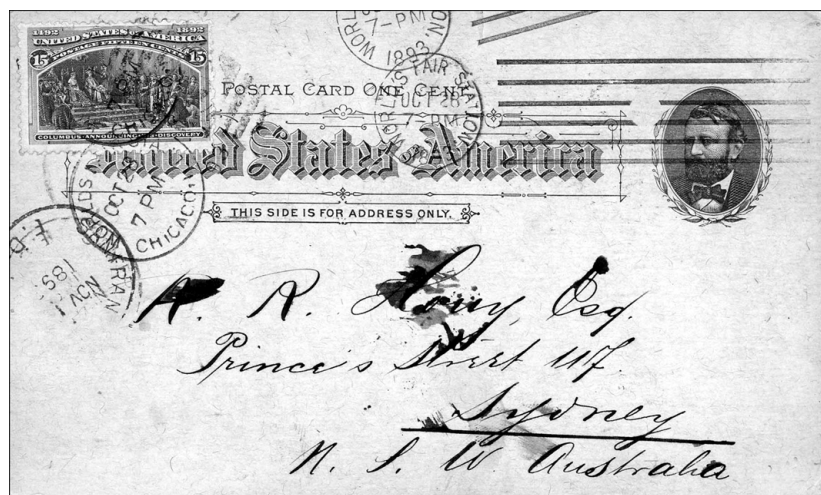
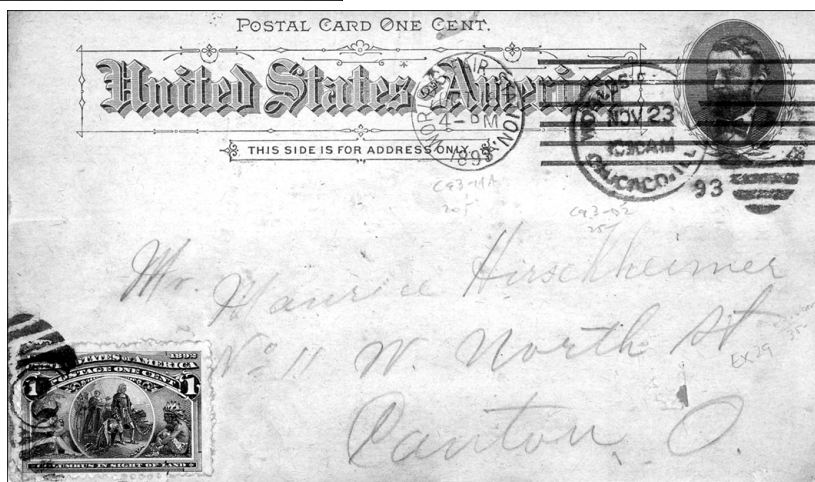


Figure 8 Set 6, EX 61, (UPSS), Goldsmith design of the Mines Building with a 15-cent Columbian (Scott No. 238) added with triple, "OCT 28, 7-PM, 1893", American machine, Type I, duplex "2" hand stamps, and mailed to Sydney, Australia.

Figure 9 Set 2, EX19, (UPSS), Goldsmith design of the Electrical Building remailed from the World's Fair Station Post Office



Any of the higher Columbians used as postage on covers and cards are also quite desirable to the collector. Figure 8 shows a Set 6, Goldsmith souvenir card with a 15-cent Columbian (Scott No. 238) and triple World's Fair Station duplex "2" cancels mailed to Sydney, Australia.

Another interesting combination, shown in Figure 9, is a Goldsmith souvenir postal card that was remailed from the World's Fair Station. The first, was "OCT 16" with an American, Type I, cancel and then was returned where a one-cent Columbian was added to mail it a second time on "NOV 23", with a duplex "2" cancel. This is the only card reported with a double date World's Fair Station mailing.

Collect the World's Fair Station cancels on a variety of mail.

Examples might include, facing slips, covers, postal cards, privately printed post cards and postal stationery. Figure 10 shows a two-cent Grant letter sheet with a World's Fair Station, "AUG 11", duplex "2" cancel mailed to Chicago, Ill.

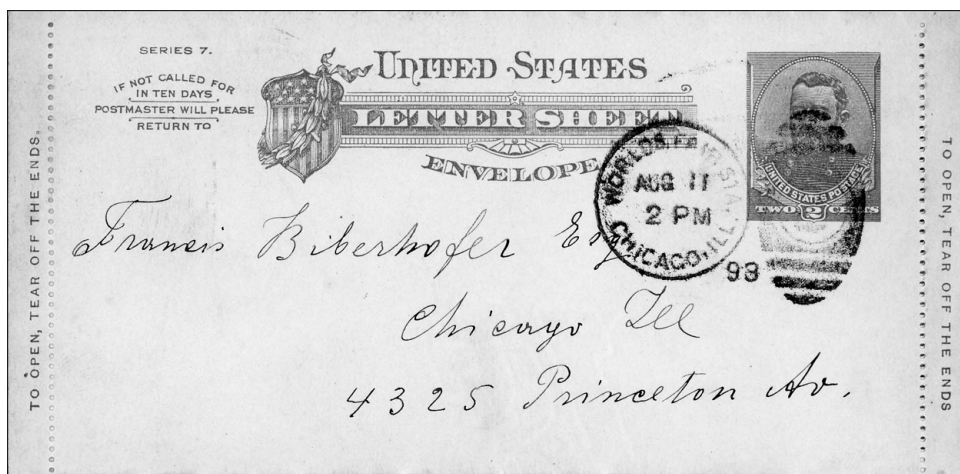


Figure 10 Two-cent green Grant letter-sheet with a, "WORLD'S FAIR STATION, AUG 11, '93", duplex "2" cancel and mailed to Chicago, Ill.

World's Fair Station cancels are extremely rare when found used on private post cards during the fair. This was due to postal regulations at the time that discriminated against private cards. Domestically, a private post card required two-cent postage to be mailed while government cards only required one-cent. When mailed overseas, discrimination was even worse, with 5-cent postage required on private cards but only 2-cents on government cards. This "penalty rate" resulted in fewer private cards being mailed, especially overseas. *Figure 11*, shows a souvenir post card printed by the Envelope & Stamp Machine Company of Chicago with a, "WORLD'S FAIR STATION, OCT 14", American machine cancel and 5-cent Columbian (Scott No. 234) added to London, England. This is the only reported card from this set mailed overseas with a World's Fair Station cancel at the proper 5-cent rate.

A most unusual example of this 5-cent overseas post card rate is shown in *figure 12* on white private card stock. While a souvenir design was printed on the front of the card, the back was left blank.

Even though the words, "POST-CARD" or "P O S T A L - CARD", were not printed, the sender apparently intended it to be mailed as a post card. Mailed to Germany, the card shown in *Figure 13*, received a "WORLD'S FAIR STATION, OCT 25", Interna-

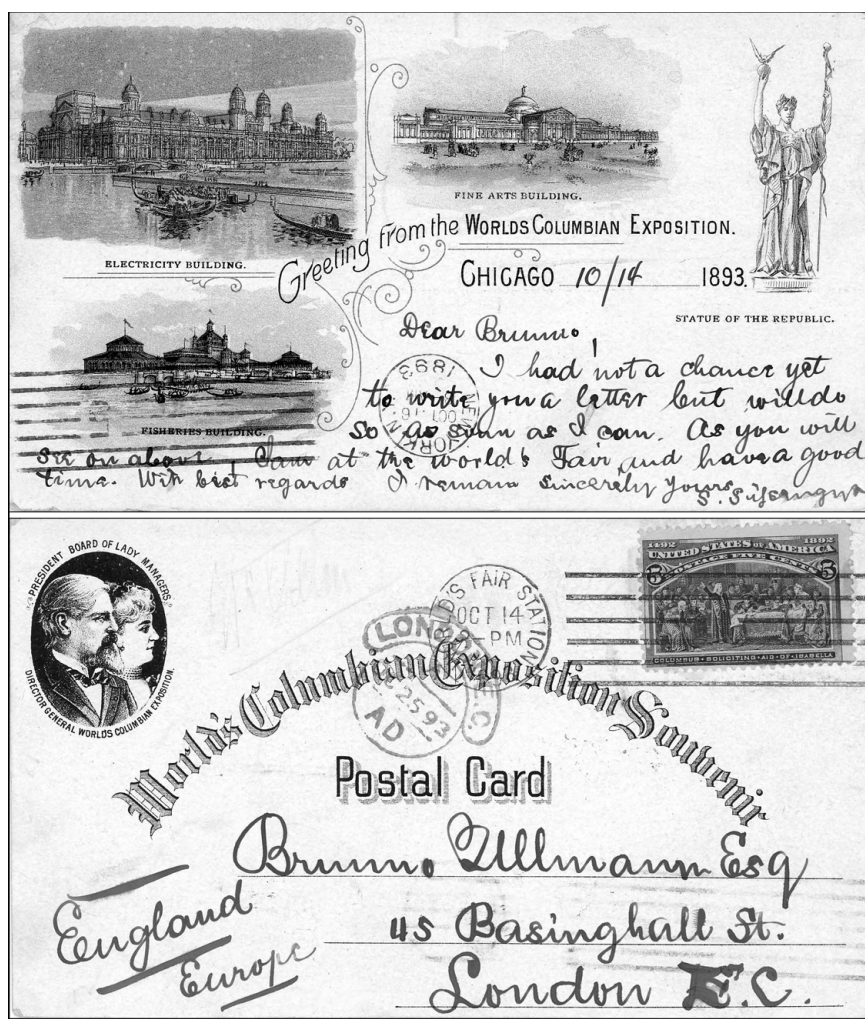


Figure 11 Front Souvenir post card with design of the Electricity Building, Fisheries Building and the Fine Arts Building with Statue of Republic. **Reverse** Vignette in blue of George Davis and Mrs. Potter Palmer in upper left corner and mailed from the, "WORLD'S FAIR STATION, OCT 14", with American Machine, Type I, cancel and 5-cent Columbian (Scott No. 234) added.

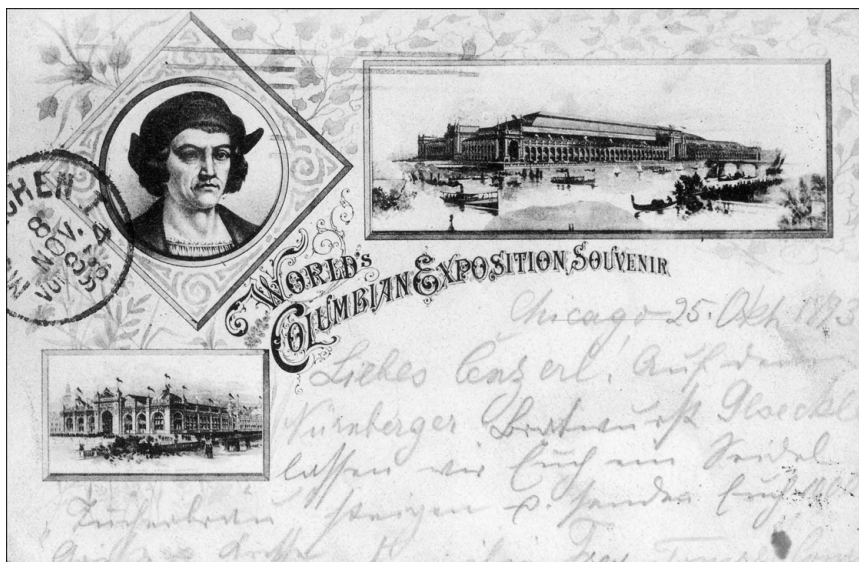


Figure 12 Front of a privately printed post card with design in black of the Manufacturer's and Liberal Arts Building and Mines Building with portrait of Christopher Columbus.



Figure 13 Reverse: White card stock used as post card and mailed from the "WORLD'S FAIR STATION, OCT. 25, 1893", with an International machine, Type I, cancel and 5-cent Columbian (Scott No. 234) added to Germany.

tional machine, Type I, cancel, with a 5-cent Columbian (Scott No. 234) added.

Another example of a post card mailed overseas with a combination of Columbian stamps and World's Fair Station cancels is shown in Figure 14. Franked with one-cent (Scott No. 230), two-cent (Scott #231) and three-cent (Scott No. 232) Columbians, the card was hand stamped with double World's Fair Station duplex "2" cancels and mailed to Germany. The card design, in red, of the Horticultural Bldg, shown in Figure 15, is one of a set of nine souvenir post cards printed in 1893 by the Alexander Zeese Company of Chicago.

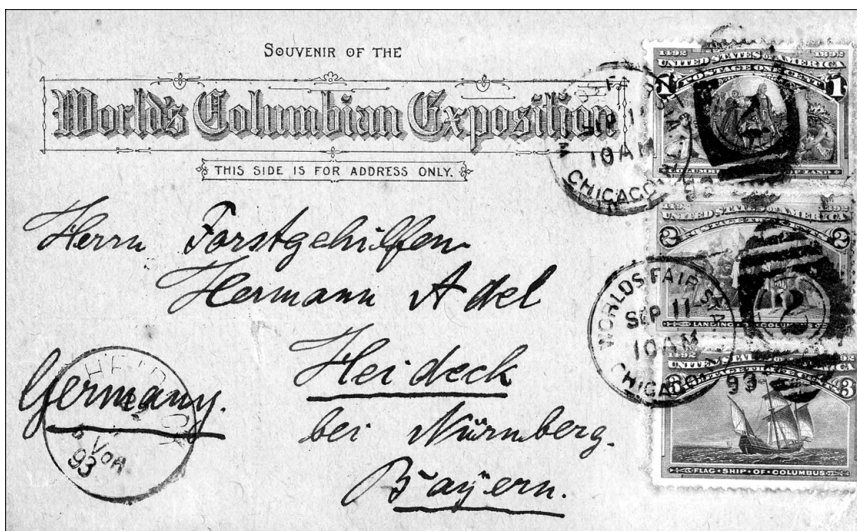


Figure 14 Reverse: Postcard inscribed, "SOUVENIR OF THE WORLD'S COLUMBIAN EXPOSITION", with 1-cent, 2-cent and 3-cent Columbians (Scott Nos. 230, 231, 232) added to Germany. This overpaid the "penalty-rate" charged on post cards by the U.S. government by one cent.

Figure 15 Front: Design of the "Horticultural Bldg." printed in red by the A. Zeese Co. of Chicago, Illinois, with eagle and portraits of President Grover Cleveland and Christopher Columbus.



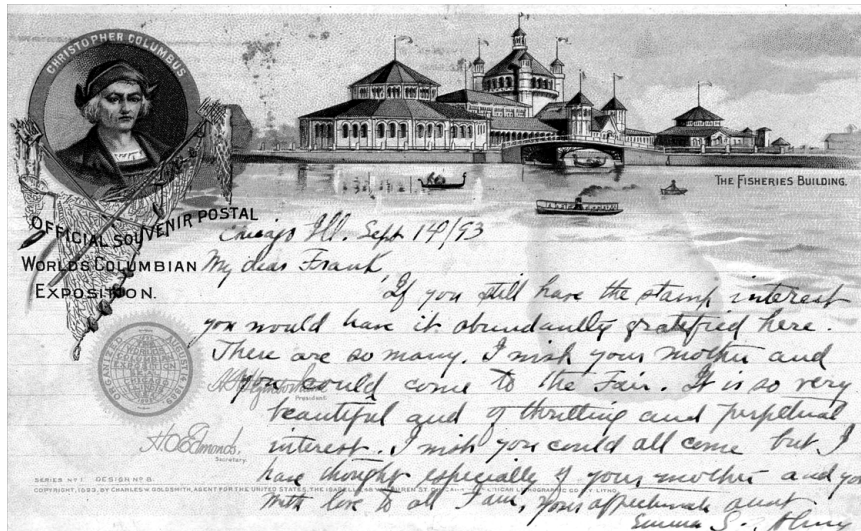


Figure 16 Set 2, EX 22, (UPSS), Goldsmith souvenir design of “The Fisheries Building”, with philatelic message.

Collect the World’s Fair Station cancels on cards that contain interesting and historical messages regarding the fair itself.

A most interesting philatelic message is found on a Set 2 Goldsmith souvenir postal card, shown in *figure 16*. “My dearest Frank, If you still have the stamp interest you would have it abundantly gratified here. There are so many.” Apparently, the writer was referring to the outstanding philatelic exhibit located in the gallery above the World’s Fair Station Post Office in the U.S. Government Building. According to the *Official Directory*, this exhibit was under the direction of the Post Office Department by the American Philatelic Association showing specimens of the postage stamps, stamped envelopes

and postal cards of all nations. The display occupied approximately 1,600 square feet of floor space and contained over 50,000 stamps.⁴

Collect World’s Fair Station markings on covers with fair related corner cards including advertisers, exhibitors, service-providers, societies, participating states and national governments.

Figure 17 shows a cover from the “OFFICE OF THE DIRECTOR-GENERAL OF THE EXPOSITION”, with a duplex “2”, “WORLD’S FAIR STATION” cancel and addressed to, “Mr. Charles W. Goldsmith, Suite 208 – 48 Van

Buren St., Isabella Building, Chicago, Ill.” Goldsmith had the concession to sell the Official Postal Cards on the fairgrounds at two for five cents.

Another interesting example of a national government cover is shown in *Figure 18*, from the “Royal Swedish Commission, The Swedish Pavilion, Jackson Park, Chicago”, with an International machine, Type I, “WORLD’S FAIR STATION, SEP. 28” cancel.

Figure 19, shows a participating state cover with a “IOWA STATE BUILDING, JACKSON PARK, CHICAGO”, corner card and partial World’s Fair Station International machine cancel on a 2-cent Columbian.

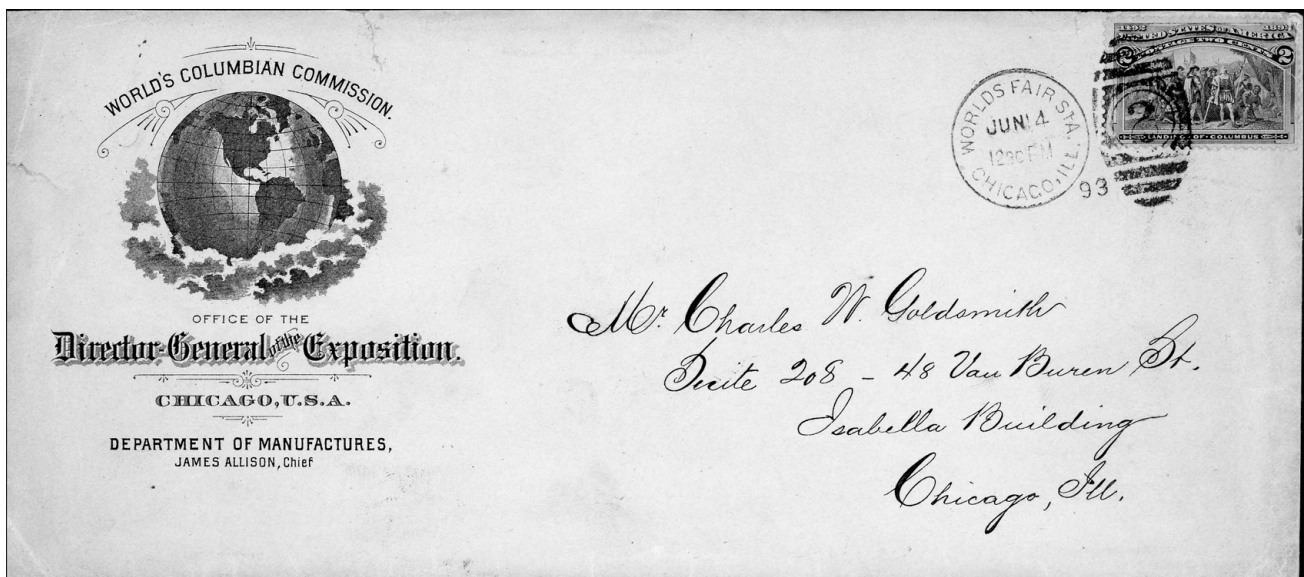


Figure 17 National government cover mailed from the, “OFFICE OF THE DIRECTOR-GENERAL OF THE EXPOSITION”, with a “WORLD’S FAIR STATION”, duplex “2” cancel.

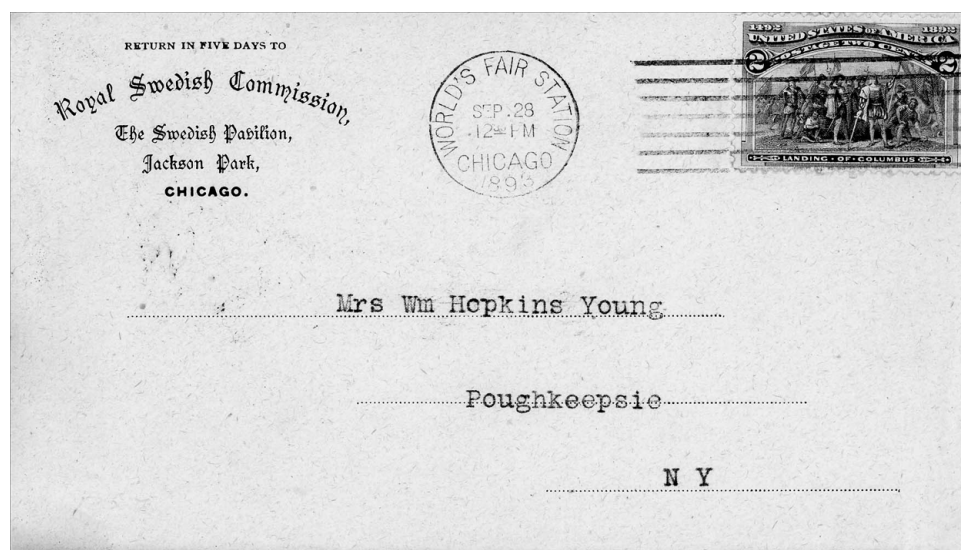


Figure 18 National government cover with a, "Royal Swedish Commission, The Swedish Pavilion, Jackson Park, Chicago", corner card, mailed from the "WORLD'S FAIR STATION" post office.

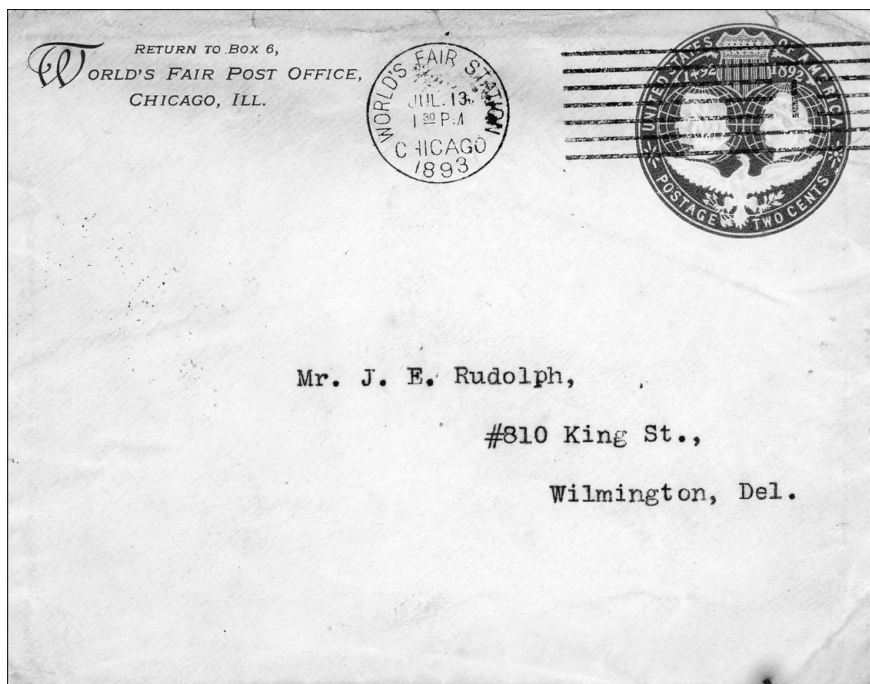
Figure 19 Participating state cover from the Iowa State Building, Jackson Park, Chicago and partial World's Fair Station machine cancel.



(Scott No. 231) A partial cancel is quite rare considering the reliability of the machine cancellers used at the fair.

Figure 20, shows a "RETURN TO BOX 6, WORLD'S FAIR POST OFFICE, CHICAGO ILL." corner card on a Columbian two-cent entire, mailed from the, "WORLD'S FAIR STATION, JUL. 13", and cancelled with a Type II, International machine seven-bar killer.

Figure 20 National government use of a two-cent entire with "WORLD'S FAIR POST OFFICE", corner card and mailed from the World's Fair Station



postagedues@sbcglobal.net

mantle the old fort and move it. Another future Confederate General, Lt. A.P. Hill was also stationed at Fort Meade during this time. In a one year period of time, four different people who were generals or who were destined to become generals were associated with this small remote frontier Florida outpost.

Even before an official post office there is some postal history from Fort Meade. This very early letter (*figure 1*) is datelined Fort Meade, Pea Creek, Florida, March 31st, 1850. The letter was from B. M. Byrne and written to John Beard in Tallahassee, Florida. The long letter, among other topics, talks about state lands, slavery, and the hope for justice. Here is another very early envelope (*figure 2*) that was addressed to a Lt. Cook at Fort Meade, "Tampa", Florida in 1853. Noticed the "via Charleston" in the bottom left corner. Charleston was the southernmost point for regular mail service and from there it would have to take a boat ride around the tip of Florida to Ft. Brooke (Present day Tampa). From there the letter would make its way overland by courier to Ft. Meade. During this time period, mail was carried by courier to Ft. Meade once a week.

The first settlers appeared in the early 1850s. Among the early settlers was Francis Hendry who supplied and butchered beef for the men of the fort. Others soon arrived. The cattle business would be an important industry in the formation and growth of Ft. Meade. As the frontier around Ft. Meade quieted down for a while, the government decided move the troops further south. Ft. Meade was abandoned in late 1854 and sold to John Hooker. More settlers streamed into the area and by 1855 the Hillsborough County Commission ordered the opening of a school at the "Fort Meade School House." Polk County was still part of Hillsborough County until 1861. Fort Meade was recommissioned by the Army in 1857 during the 3rd Seminole Indian War (aka "Billy Bowlegs War") and was used until the war ended in May 1858. By 1860 nearly 400 people lived in the area. Louis Lanier opened a general store and then a sawmill. The first United States Post Office officially opened on

March 16, 1861 and Louis Lanier was commissioned as the first Postmaster. The town continued to prosper because of its location near large tracks of grazing land for the cattle herds, but ominous clouds were on the horizon.

Then came the war of northern aggression (otherwise known as the Civil War). The United States Government closed all the Post Offices located in the Confederacy and then devalued all United States stamps which made them worthless. On June 1, 1861, postal service between the North and South was suspended. As the only U.S. Post Office in Polk County, Ft. Meade became a Confederate Post Office with Louis Lanier continuing as the C.S.A. commissioned postmaster. There is no *known* Confederate postal history to or from Ft. Meade. The official United States closing date of the Ft. Meade Post office was not until March 29, 1867,

two years after the cessation of hostilities. Even though the United States Post Office had technically been closed for over six years, this date was used for federal bookkeeping purposes. During the war, on May 19, 1864, Federal troops who had moved north from Fort Myers, reached Fort Meade and burned

the town to the ground. The C.S.A. Post Office, which was presumably in Lanier's general store, would have been included.

After the war, things slowly began to look up for the devastated town. The cattle business resumed and a telegraph line (Int'l. Ocean Telegraph Co.) ran through Fort Meade in 1867. The line connected New York City to Havana, Cuba. A sawmill opened and followed by a tannery and gristmill. The Post Office was re-opened on June 2, 1871. The new Postmaster was local merchant Julius Rockner.

In 1877 a legendary figure, James Mitchell "Acrefoot" Johnson (*figure 3*), began his 7 year career delivering mail from Fort Meade to Fort Ogden. Johnson did this three times a week, on foot, for the monthly sum of \$26! There are many "legends" attached to his mail delivery, among them: While swimming after a boat

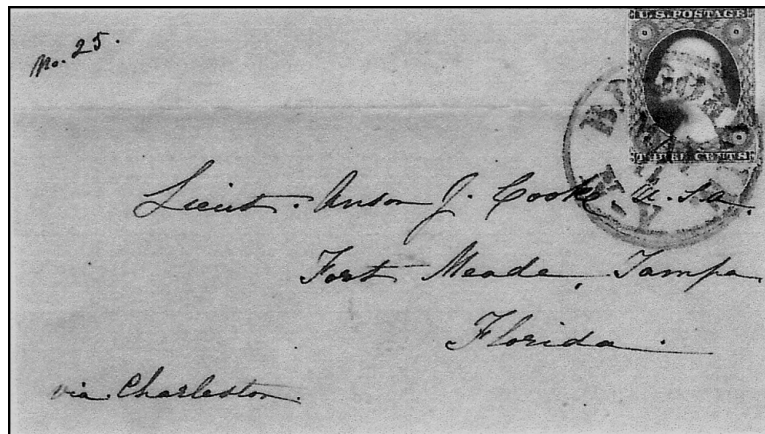


Figure 2 Addressed to Fort Meade, Tampa, via Charleston, this 1853 cover found its addressee at Fort Meade. (Courtesy of Dr. Deane Briggs)



Figure 3 General James Mitchell "Acrefoot" Johnson.

near Ft. Ogden, he killed a bull gator in the water with a knife and then out swam two other gators chasing him. Another legend has Acrefoot going faster than a galloping horse while traveling to Fort Ogden. While another legend has him giving a "paying passenger" on his back a ride from Fort Meade to Fort Ogden while Johnson was on mail runs. As the story goes this was not allowed by the Post Office and Acrefoot had to decide which was more important. Johnson resigned from the Post Office in 1884. Like many legends, there is probably only a little truth in these stories. But that does not take away the remarkable courage and job Johnson did. The Trip from Fort Meade to Fort Ogden was approximately 70 miles roundtrip. This was way before any kind of paved roads. Johnson walked along old trails, along river banks, and through swampy areas, two to three times a week, rain or shine, hot or cold. Acrefoot was dedicated to his job with the Post Office Department and is quoted as saying, "You know boys the mail's gotta go." Johnson died in 1922. It has been reported that James M. "Acrefoot" Johnson is buried in Nocatee, and that his epitaph reads, "Cross Country Walking Man, Affectionately known as Acrefoot Johnson, His creed: The Mail must go through." I have not seen this for myself but cannot wait for the day that I can go visit this legendary man's grave.

An interesting event occurred in 1882. Apparently the temperance movement was alive and well in Fort Meade. There was no place to sell liquor and almost



Map 2 1886, George F. Cram Engraver & Publisher
(Courtesy of the private collection of Roy Winkelman)

everyone in town had signed an agreement to not sell or rent to any place that would sell liquor. The Post Office was "robbed", but no one seemed to care much because the stolen money was rumored to buy liquor in order to start a bar. It was reported that in 1883, the Post Office was made a money order branch and it began to receive daily mail from Tampa. Previous to that mail was delivered twice a week.

The Florida Southern Railroad laid a north-south track that was 2 miles to the west of the town of Fort Meade. (map 2) (That line is still used by CSX today). The railroad sold its first ticket in January 1886. At first the townspeople boycotted the new depot and businesses that opened nearby. Then the townspeople decided to build a "streetcar" which ran on tracks and was pulled by a mule (figure 4). The streetcar transported people, mail, and goods from the depot to the business district two miles to the east.

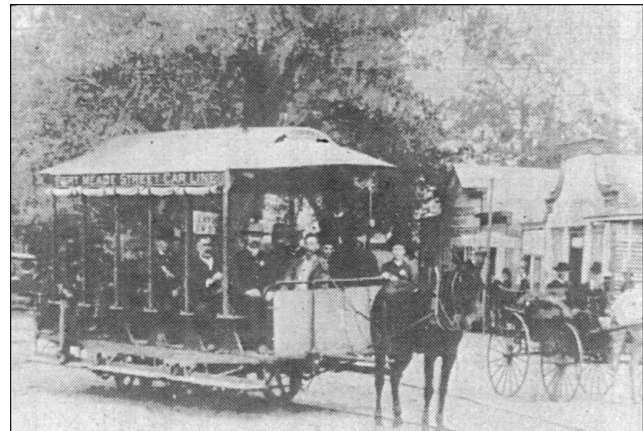


Figure 4 The Fort Meade Street car connected the railroad depot with central Fort Meade.



Figure 5 West Fort Meade Post Office, circa 1909.

After the opening of the railroad depot in 1886, the businesses located in the “old town” had been slowly migrating toward the railroad track almost two miles to the west. By 1908 a controversy erupted over the location of the post office and it was decided to open another post office in the “new” town of West Fort Meade, locally known as “Skippertown”. The West Fort Meade Post Office (*figure 5*) officially opened on June 26, 1908 with Leslie D. Roberts as its first Postmaster. Over the next two years the business movement to “West Fort Meade” intensified and by 1910 it was decided to close the original Post Office in “old” Fort Meade. What really happened was just a name switch. The West Fort Meade Post Office “officially” closed but in reality just changed the name back to Fort Meade and Roberts continued on as Postmaster. The “West Fort Meade” office officially closed on December 19, 1910. There are three known different types of postmarks from West Fort Meade and are all relatively

scarce (*figure 6*). This is most unusual, because of the small size and short time frame of the “West” Post Office.

The town of Fort Meade experienced boom and bust. The agriculture industry, especially citrus, grew at a torrid rate. English settlers poured into the area. Hamilton Disston and his agents sold thousands of acres of land, Cuban tobacco growers came and started farms, and then phosphate was found nearby and the boom was in full force. But then, a devastating freeze occurred during the winter of 1895, which killed almost everything agricultural. That was quickly followed by a severe economic depression. The town quickly slid into near oblivion and by the 1890 census had barely over 250 residents. The only industry that was somewhat stable was phosphate. The town held on and

by the 1910 census had recovered to over 1,100 people. For almost the next 100 years, the phosphate industry would be the engine that ran Fort Meade.

In 1914 a peculiar event took place. It was reported that the people of Fort Meade had resorted to a vote and “chose” S. Edwin Booth to be their postmaster. At



Figure 6 Three different types of West Fort Meade handstamp postmarks have been recorded. Here are two of the three known types.

the time Leslie Roberts was still Postmaster. Apparently the Post Office Department did not agree because Roberts continued to serve until February 4, 1915 when Francis B. Swearingen became the new Postmaster.

Over the years Fott Meade has had many different types of postal markings (figures 7-11). The current Post Office was built in 1968 (figure 12) and continues to serve the residents of Ft. Meade and the surrounding community. Fort Meade is a beautiful, quiet, small town located near the Peace River. It is a town steeped in early Florida postal history.

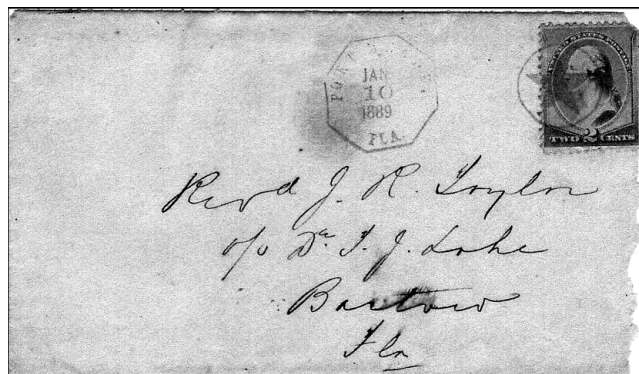


Figure 7 Octagonal postmark with star-in-circle killer, Jan. 10, 1889.

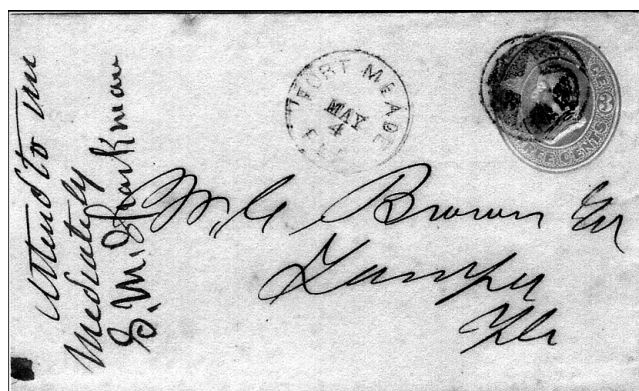


Figure 8 Circular date stamp with negative star killer, May 4, 187?



Figure 9 Circular date stamp with ovate bar killer, Mar. 8, 1893.

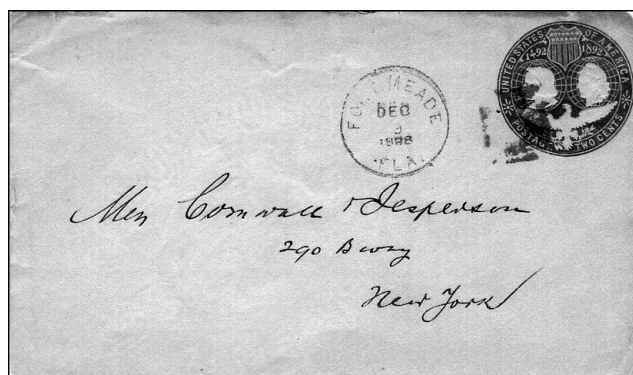


Figure 10 Circular date stamp with Maltese cross killer, Dec. 9, 1898.

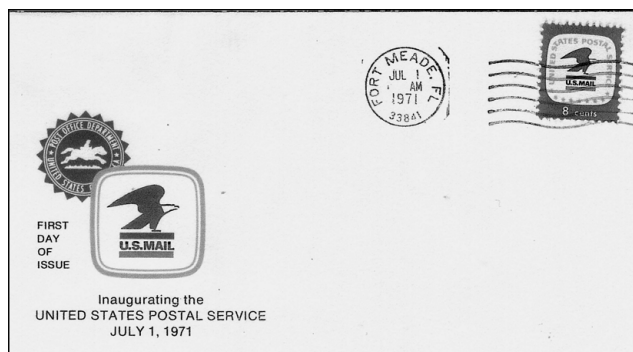


Figure 11 Fort Meade machine cancel marking the inauguration of the U.S. Postal Service.



Figure 12 The Fort Meade post Office opened in 1969 on Seminole and Langford streets.

Miscellany

From its establishment in 1860 through 1957 there have been at least 23 postmasters. Seven Post Offices, when they closed, would eventually send their mail to Ft. Meade. These communities were: Pembroke, Cabot, Lk. Buffum, Midland, Bareah, Fredonia, and West Fort Meade. The Fort Meade Post Office was officially opened on March 16, 1860, and with the exception of one stretch during and immediately after the Civil War, has remained continuously open until the present day.

Fort Meade's Postmasters and Postmistresses, 1860-1956**United States of America**

Louis Lanier	03-16-1860	until	1861?
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Confederate States of America

Louis Lanier	07-25-1861	until	?
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United States of America

Julius Rockner	06-02-1871	until	10-16-1871
James M. Jones	10-17-1871	until	12-03-1871
Sullivan Lightsey	12-04-1871	until	01-29-1873
Charles L. Mitchell	01-30-1873	until	?
E.E. Skipper	?	until	05-04-1885
L. Tillis	05-05-1885	until	04-22-1886
Richard C. Langford	04-23-1886	until	01-13-1887
Frederick F. Hendry	01-14-1887	until	06-25-1888
W. Jackson	06-26-1888	until	05-22-1887
Alban A. Adams	05-23-1887	until	06-14-1889
?	06-15-1889	until	09-27-1893
Henry L. Rockner	09-28-1893	until	09-28-1897
John W. Powell	09-29-1897	until	08-08-1901
Martin M. Loadholtes	08-09-1901	until	12-18-1910
Leslie D. Roberts	12-19-1910	until	02-03-1915
Francis B. Swearingen	02-04-1915	until	06-29-1922
Willoughby Stephens	06-30-1922	until	08-21-1923
Robert E. Coates	08-22-1923	until	01-19-1930
Clyde D. Prince	01-20-1930	until	07-10-1934
John W. Watson	07-11-1934	until	07-30-1943
S. Gary Turnley	08-01-1943	until	07-23-1955
Jacqueline C. Prine	08-31-1955	until	09-20-1957
William J. Durrance	09-20-1957	until	?

West Fort Meade Postmaster

Leslie D. Roberts	06-26-1908	until	12-19-1910
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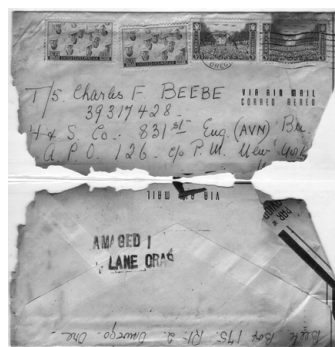
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“The Game’s Afoot”



Figure 1 1874 Registered package envelope containing registered letters for transport.

By Richard D. Martorelli

In so many ways, stamp collecting is rich in history and stories. How often have we heard the fables of fabulous finds—the British Guiana One Penny Magenta, the Inverted Jenny or the Unique Z-grill? Even in modern times we have the Canadian Seaway Invert, the CIA Invert, and scarce perforation combinations. In an article in February 2004, Debrah DiCenso wrote:

There is a story and lifetime within each and every trinket that has passed through the hands of many and eventually lands in ours. And every flea market, yard- garage- or estate-sale, and online auction brings the thrill of the hunt to our hearts every time.

It is this passion, this joy of the chase that has been so rewarding for the last 35 years, and that continually allows me to enjoy my philatelic pursuits. What follows is a story of collecting, learning, imagining, seeking and finally obtaining my own “fabulous find”. It will likely never be the subject of a major auction sale, yet alone sell for more than \$10. It will likely never turn heads if I ever exhibit. But, you know, that’s all okay—I have had fun and thrill and enjoyment that is priceless.

This story concerns the use of the registered mail system by military (and related) personnel during the World War II era. Through my acquisitions, I have collected a

number of registered covers with APO cancellations, and have written in these pages before about the journey of one of them, from the middle of the Pacific to the middle of the United States (“Tale of Three Marks”, September 2002). As I learned more, I came to understand the differences in the postal rates, and the difference services provided. The combination of this knowledge about registered mail and its interrelationship with other postal rates and privileges allowed me to imagine other rate and service combinations that had a high probability of having occurred. With a specific fact pattern in mind, I sought material from every dealer, at bourses, shows and on the Internet. Finally, that combination of effort, preparedness and opportunity that is called “luck” paid off, and I found those elusive items! “What are they?” you ask. Yes, dear reader, all will be revealed.

Registered mail service is the secure, recorded delivery of an article of mail between two locations. Security primarily is maintained over the mailed matter through a system of internal checks and signatures documenting the chain of custody. An example of this recordkeeping is shown in **Figure 1**. The “Registered Package” envelope contained registered letters that were being transported. To prevent tampering with this very secure class of mail, large green typographed labels (Scott#OX1-OX2) were first distributed in 1872 to seal these envelopes. A panel labeled “Record of Transit”,

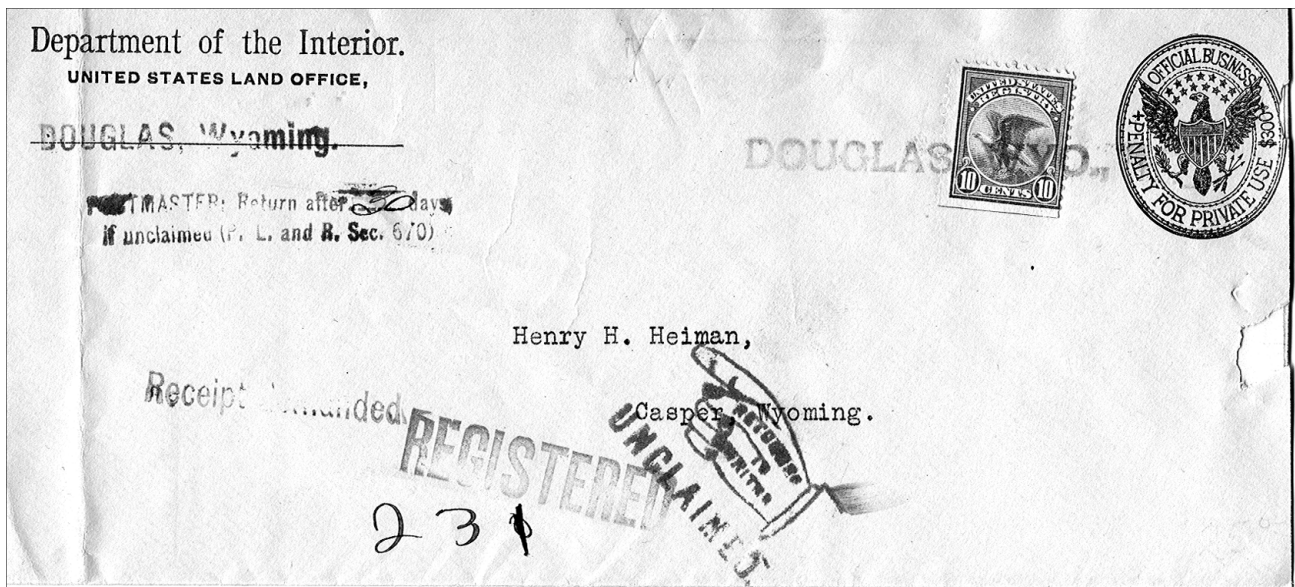


Figure 2 Registered letter mailed between Wyoming towns in 1914 in Official Business penalty envelope.

with columns to note the condition of the transmitting envelope, shows the signed transfer of this package; in this 1874 journey, it was handled seven times in two days over a 70 mile distance. The 1872 seal was used on two similar registered packages manufactured by two different companies. In 1875, the Post Office Department began to use a transmitting envelope that was sealed with adhesive and interlocking tabs, and could only be opened by cutting the end. This did not require an additional seal to provide security, and the use of the green labels was discontinued.

The US Post Office Department first offered registration of mail in 1855; starting in 1898, indemnification for loss of the declared value, by mean of a fee paid based on that value, was instituted. Originally, only 1st class mail was eligible but registration now covers 2nd and 3rd class mail. Registration of 4th Class/Parcel Post mail was eliminated in 1913 with the introduction of the Postal Insurance system. From 1928 through 1944, the basic fee for registered mail was \$0.15 for up to \$5.00 indemnity; in March 1944, the basic fee was increased to \$0.20, and stayed at that rate until the end of 1948. Registration of articles with a declared value over the minimum \$5.00 was available through the additional payment of a combination of standard fees and supplemental surcharges.

As in any other sphere of activity involving the mail, registered mail use by the military is either for business or pleasure. "Business" here refers to "Official Business", the kind referred to on US government penalty imprint envelopes. As a side question, has anyone in the 20th century ever had to pay the \$300 "penalty for private use to avoid payment of postage"? In 1884, registry service for mail from the government's Executive Branch, including cabinet agencies, was made free, but only if the mail was sent from Washington, DC. **Figure 2** illustrates a registered mail cover mailed between towns in Wyoming in 1914. Free postage was provided to this "Official Business" mail from the US Land Office, Department of the Interior. While free registration of mail from Executive Branch departments



Figure 3 Census Bureau registered penalty cover mailed in 1947 with free postage and registration. The 4¢ Prexie paid return receipt service.

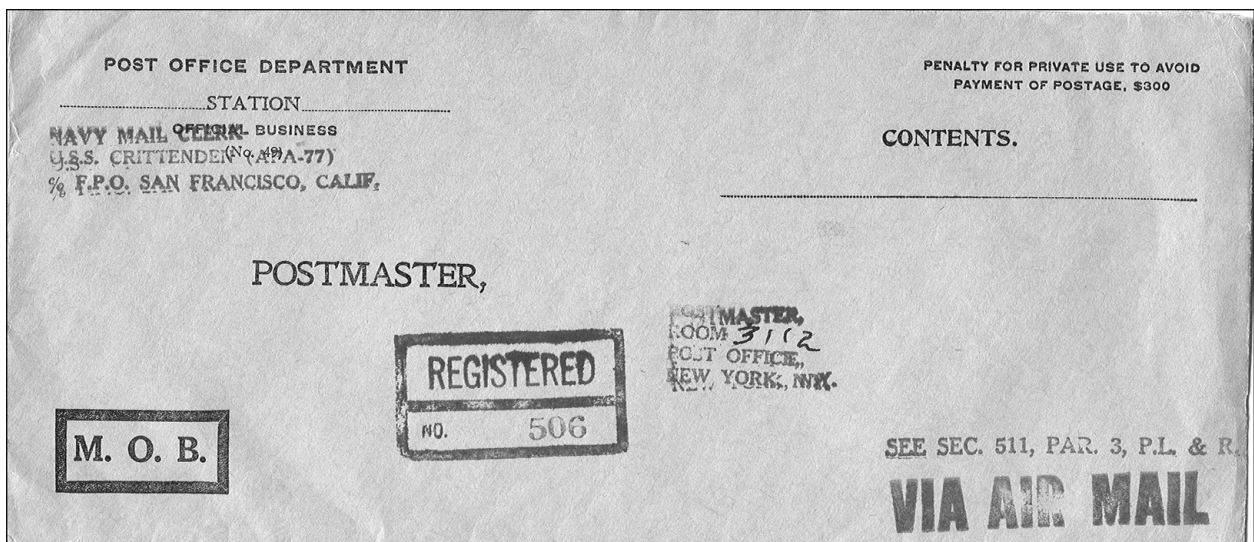


Figure 4 Post Office Department registered air mail penalty cover sent free in 1945 from the USS Crittenden.

was made effective in 1884, it only applied when the postal item was mailed from Washington, DC. At this time, there was no additional fee for a return receipt, and so the 10c fee due for registration (1909-1925) had to be paid, in this case by the US's only registration stamp, Scott#F1 issued in 1911. The cover in **Figure 3** is a special exemption from this rule. Mailed from the Census Bureau in Washington to New York in 1947, both the postage and the registration were covered by the penalty imprint. The 4c Prexie affixed is payment for the Return Receipt service, showing to where and when the letter was delivered. The Census Bureau was one of two agencies where registration of official mail was free, no matter the origin point of the mailing.

The other agency was the Post Office Department. **Figure 4** is a registered official Money Order Business (M. O.B) transmittal from the Navy Mail Clerk on the USS Crittenden (APA-77) to the New York Postmaster. Dated July 24, 1945, the first backstamp records the letter's journey from the ship (15398 Branch), then carrying troops and cargo from San Francisco to Okinawa, to the

Naval Base at Ulithi Atoll, Caroline Islands. This operating base, from September 1944 to August 1945, was the greatest fleet anchorage the U.S. ever had in the Pacific. Ulithi could hold over 1,000 large ships at one time, and its capacity exceeded that of Pearl Harbor. From here, the envelope was flown to New York, arriving there on July 31. In addition to the free registration, the airmail service was also free, as noted by the handstamp reference to "See Sec. 511, Par.3, PL&R".

Figure 5 illustrates a penalty imprint envelope mailed from the USS Langley to the Bureau of Navigation, Washington, D.C. in April 1929. Similar to the previous items, no postage was charged for this government business mailing, but \$0.15 was charged for the registration service, and paid with a 15c 4th Bureau series

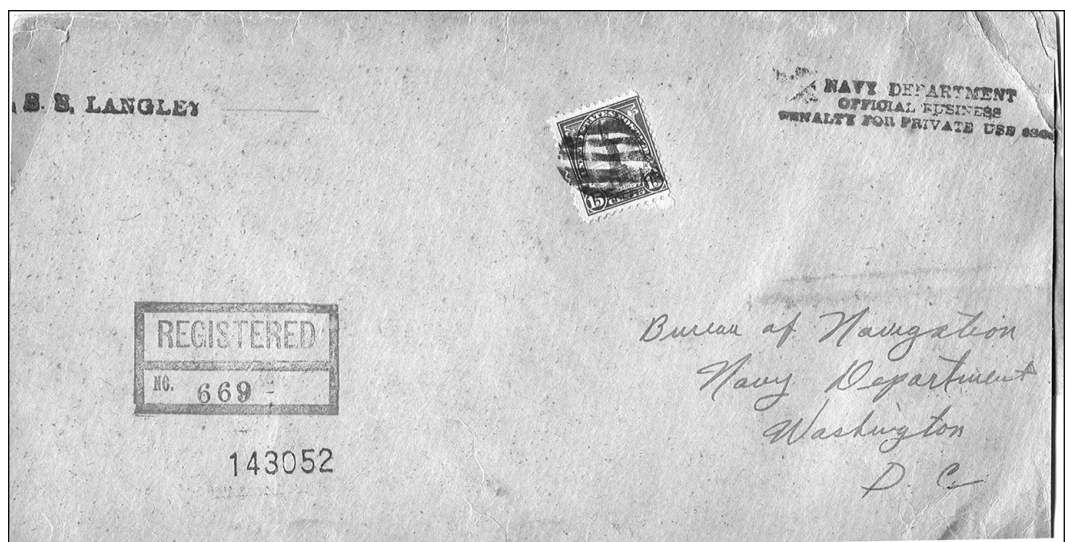


Figure 5 Penalty imprint envelope mailed from USS Langley to Navy Department with free postage but 15¢ registry fee.

stamp. USS *Langley*, (CV-1, AV-3) was commissioned in 1922 as the U.S. Navy's first aircraft carrier, having been converted from the collier USS *Jupiter* in 1920-22. Transferred to the Pacific in 1924, *Langley* operated off the California coast and Hawaii engaged in training fleet units, experimentation, pilot training, and tactical-fleet problems for the development of carrier operating techniques and tactics. Converted to a seaplane tender and reclassified AV-3 in 1937, *Langley* remained part of the Pacific Fleet and was sunk in February 1942. This envelope would have contained some type of official personnel records, as it was addressed to The Bureau of Navigation. This section of the Navy Department, created in 1862, was initially responsible for providing nautical charts and instruments. It permanently acquired personnel responsibilities in 1889, although it took until 1942 to be redesignated the Bureau of Naval Personnel (BuPers), under which name it still exists today.

Figure 6 illustrates two official business registered mail envelopes from military organizations in the WWII period. The top was mailed in November 1941, from the 52nd Medical Battalion, Fort Jackson, South Caro-

lina. This organization consisted of a HQ & HQ Detachment, three collecting companies and one clearing company, and participated in seven separate campaigns in Italy and central Europe, including two amphibious landings. Medics and ambulances attached were in charge of evacuation of soldiers from Divisional Clearing Stations to Evacuation Hospitals. Mailed to a bank in Columbia, about 60 miles away, this envelope must have held documents or potentially checks, as opposed to cash, as only the minimum registration fee (effective from 1925 to 1944) of \$0.15 was paid using a single Prexie value.

The bottom envelope of **Figure 6** is from a US Navy radio monitoring station that intercepted radio signals as a way of collecting intelligence data. In March 1945, this agency sent information to Commander I.J. "Pete" Galantin, commanding officer of the submarine USS *Halibut* (SS-232). Commissioned in 1942, during World War II service the *Halibut* sank 13 enemy ships including a 10,000-ton heavy cruiser. While on its 10th war patrol, the submarine attacked a convoy in Luzon Strait and was attacked by planes apparently using magnetic airborne detectors. The *Halibut* was heavily damaged by depth charges and aerial bombs, and forced to end the patrol and return to base. Stopping at San Francisco in

December 1944, the *Halibut* arrived at the Portsmouth Navy Yard in February 1945. After inspection and review, it was decided that the damage was too extensive to justify repair, and the submarine was decommissioned in July 1945. Because the illustrated envelope is franked with a single 20c Prexie for the then-current minimum registration fee, it is most likely that the contents were not intrinsically valuable, but that registration was used for the security and tracking of the delivery. The envelope back bears both US Navy and USPOD registration cancels marking its three-day journey from Long Island to Portsmouth.

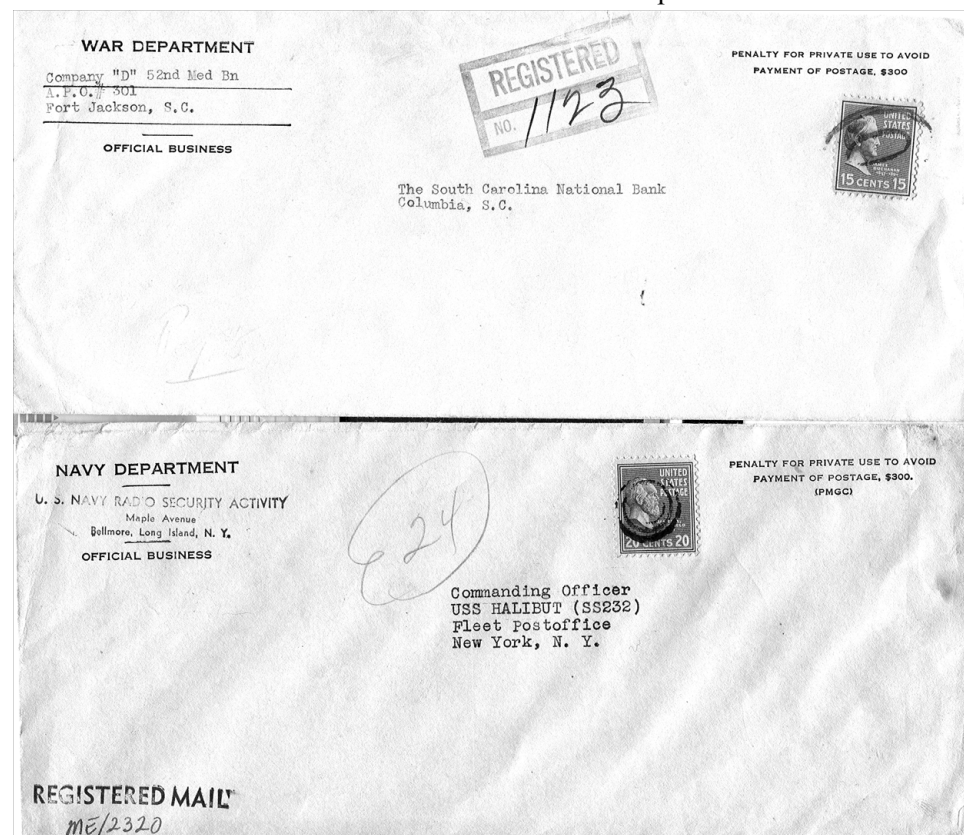


Figure 6 Two military official business registered envelopes. (**Top**) 15¢ Prexie pays minimum indemnity fee in 1941; (**Bottom**) 20¢ Prexie pays the 1945 minimum indemnity fee. Sent by Navy radio monitor station for the commander of USS *Halibut*.

The envelopes illustrated in **Figure 7** are examples of official business mail registered with the added service of “return receipt requested”. Official mail, including confidential material, needed some protection, but sometimes was not of a high enough security classification to warrant more stringent control. In these cases, it was often sent by registered mail. Both envelopes again show postage franking for payment of the minimum registration fee effective during the World War II period (\$0.15 for 1941-1944, and \$0.20 for 1944-1946). In addition, the top envelope pays an additional \$0.03 for the 1941-1944 period service of requesting, *at the time of mailing*, a returned receipt showing to whom and when the letter was delivered. The bottom envelope, on the other hand, pays an additional \$0.07 for the 1944-1948 period service of requesting a returned receipt, *after mailing*, showing to whom and when the letter was delivered. The difference between “at time of mailing” and “after mailing” still exists in today’s US Postal Service, and is confusing to me. The phrase “at time of mailing” implies that the request to be furnished with proof of delivery was made concurrent with the original mailing

In contrast, “after mailing” implies that the sender comes back to the post office at some time after the letter has been mailed, and asks for proof that the letter has been delivered. How, then, could the bottom envelope be marked and charged for a service at the time of entry into the mail stream (evidenced by the affixing of the 7c Prexie) when this service was not requested until “after mailing”? I ask for any comments or explanations that will clarify this Post Office distinction.

“Pleasure”, on the other hand, refers to an individual’s use of the registered mail service to safely transmit personal papers, money or a present in a way that is secure and fast. The accomplishment of this goal sometimes involved airmail or special delivery services; both required additional postage fees. **Figure 8** is an immediate pre-war example of one of these combinations. Commissioned 24 June 1930, the *USS Chester (CA-27)* was home ported at Pearl Harbor from February 1941. The cruiser exercised in Hawaiian waters, and in October-November 1941, she escorted two Army transports carrying reinforcements to Manila, P.I. Upon her return she joined the *USS Enterprise (CV-6)* in a mission to

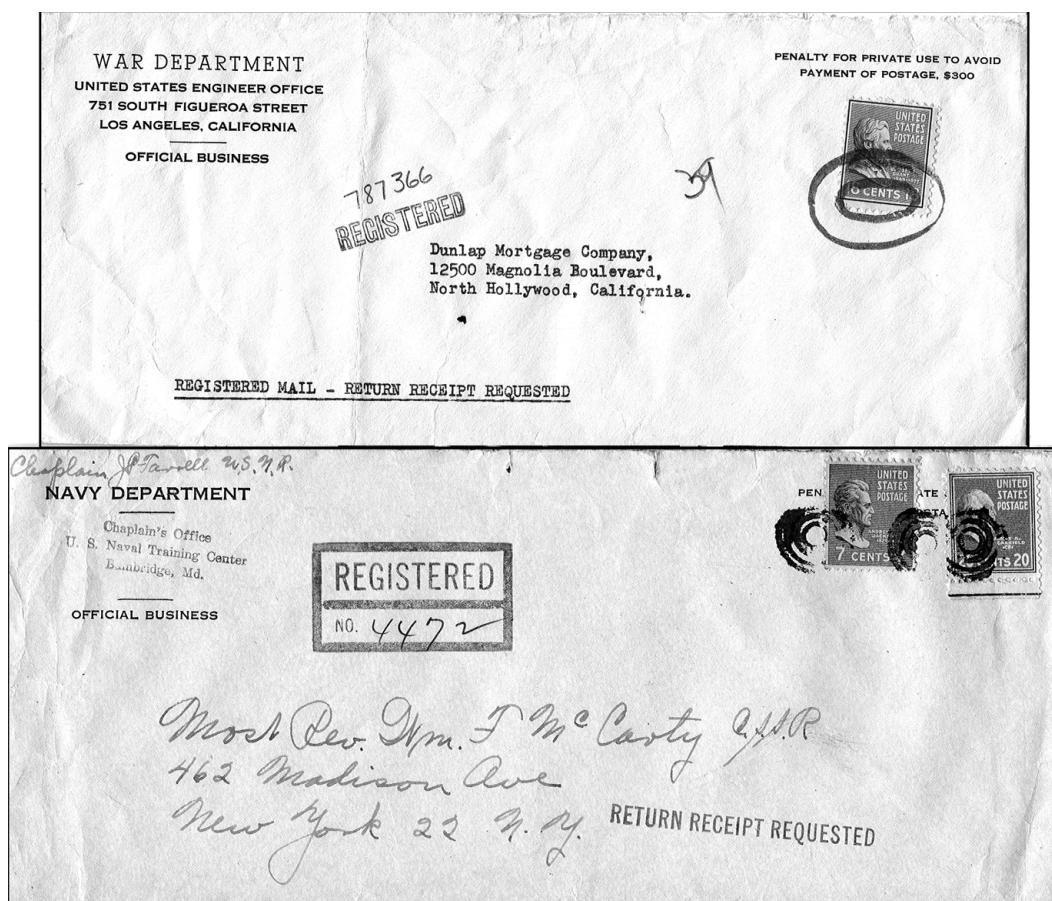


Figure 7 Two military official business registered envelopes with additional “Return Receipt Requested” services. Fees varied depending upon when receipt was requested.

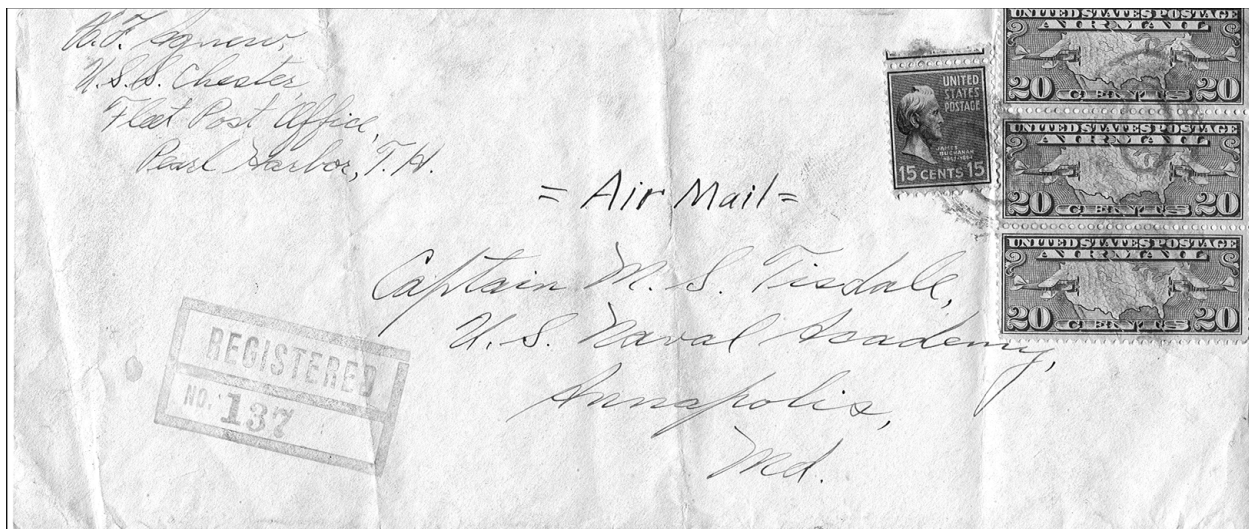


Figure 8 Private registered cover mailed from USS Chester in 1941 prior to the Pearl Harbor attack. Stamps pay 15¢ registry fee plus triple the 20-cent Clipper rate to the US mainland.

deliver planes to Wake Island, and was at sea when the Japanese attacked Pearl Harbor. The illustrated envelope is franked with \$0.75 postage, reflecting the minimum 15c registration and 60c for a 1-½ ounce letter at the “Clipper” airmail rate of \$0.20 per ½ ounce, with backstamps identifying a six day delivery period from Hawaii to San Francisco (4 days) to Maryland (2 days).

Figure 9 is a combination service mailing from February 1943. This envelope bears \$0.46 in postage, paying 30c for registration of \$75 to \$100, domestic airmail of 6c for a 1 ounce letter and 10c for special delivery of 1st class. The sender was a civilian member of the United States Maritime Commission, a government agency established in 1936 to manage the construction, crewing and training of a merchant marine fleet. The Commission carried out the program for the construction of a large number of merchant ships, such as the standardized, mass-produced Liberty and Victory ships. Any group that raised \$2 million dollars in War Bonds could

suggest a name for a Liberty ship. For the most part, the shipyard facilities utilized in the merchant shipbuilding program were under the jurisdiction of and were owned by the Maritime Commission (the successor of the United States Shipping Board from WWI), but were operated by private concerns under contract with the Commission. As the sender of this letter was an employee of the US government and in the continental US (CONUS), he was required to pay the current domestic airmail rate (\$0.06/oz for 1941-1944, and \$0.08/or for 1944-1946). In late December 1941, the military was granted a concession rate of \$0.06/ ½ oz for mail sent through the military postal system to/from the CONUS, which remained in effect until 1946. This benefit was extended to a number of groups, including contractors and other civilian employees of the government. Had this sender been assigned overseas, he would have been able to use the APO/FPO system and the reduced rate airmail.



Figure 9 A 30¢ Prexie in combination with the 16¢ air special delivery stamp paid for registration, air postage and special delivery service on the 1943 US Maritime Commission cover.

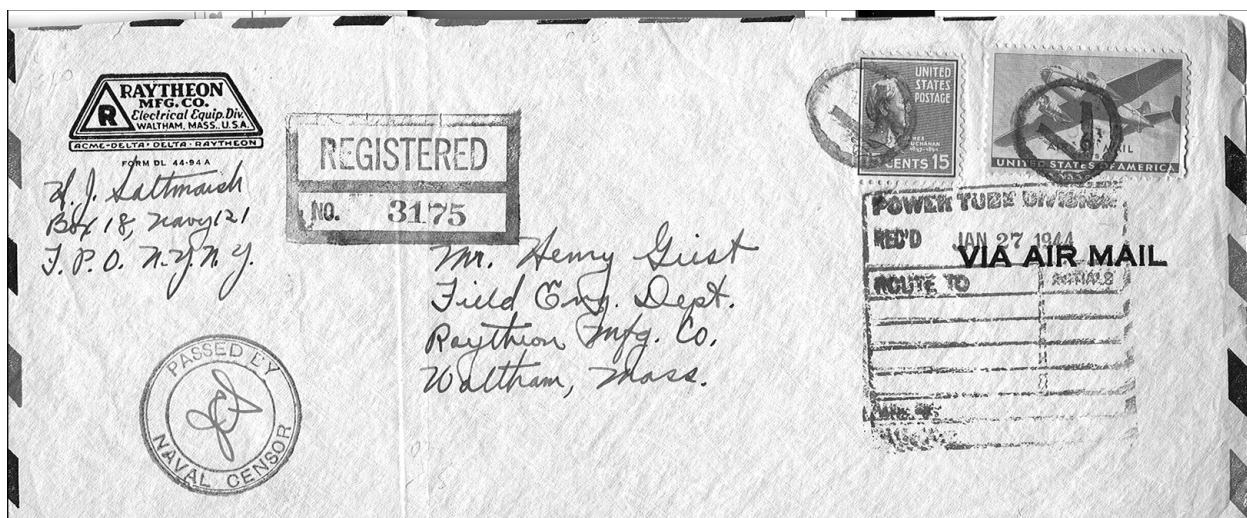


Figure 10 Concession air mail rate of 6¢ plus 15¢ registration paid by a civilian contractor working in the Canal Zone in January 1944. Fancy “V” in circle handstamp killers tie the two stamps.

Figure 10 is an illustration of the usage of the concession airmail rate by a civilian contractor working for Raytheon Manufacturing. This company manufactured magnetron tubes that produced microwaves used in Surface Search Radar units on PT boats. This envelope was mailed in January 1944 from Navy 121, Balboa, Canal Zone, and franked with \$0.21 for the minimum registration and the concession airmail rate. Note the patriotic “V in a circle” mute killer cancel; that complies with the Post Office’s policy of no postmarks on the front of a registered envelope. This policy was enacted so that employees would be forced to look at the back of an envelope to check for tampering while they were applying the dated postmarks.

Figure 11 shows another combination of airmail and basic registration fees. This letter was sent by a sailor in San Julian, Cuba to Toronto, Canada in January 1944.

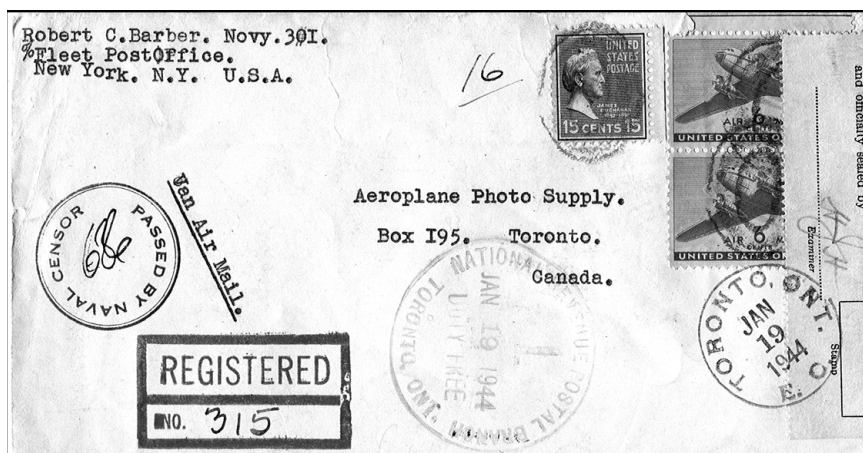


Figure 11 Regular air mail rate plus 15¢ registry fee from a sailor at San Julian, Cuba, to Canada. The 6-cent concession rate did not apply to mail addressed outside the United States.

One of the units operating out of San Julian was a Navy air squadron patrolling the Florida Straits, the Caribbean and the Gulf. Because this letter was mailed to Canada, the military concession airmail rate did not apply. Because any mail from a military post office (APO or FPO) is treated as if the item were mailed from the United States, the civilian airmail rate of 6c/oz was applied for this two-ounce letter, for a total postage of \$0.27 (12c airmail and 15c minimum registration). This envelope also bears a “Duty Free” marking as well as the seal and handstamps of the Canadian Foreign Exchange Control Board. This government agency had full authority over all foreign transactions, but in practice the controls centered on transactions involving US dollars. This included a general prohibition of the export of capital without the approval of the Foreign Exchange Control Board. Under U.S. law at the start of the war, loans

to “belligerent” countries were forbidden, and U.S. imports had to be paid for in cash in US dollars or gold. The Canadian government tried to conserve supplies of US dollars by restricting the importation of consumer goods that weren’t considered essential to the war effort. As a side note, those “non-essential” items included comic books, making it possible for an indigenous comics industry to flourish in Canada.

In the very beginning of my collecting, I was attracted to postage due usages, and still find them to



Figure 12 Post-war use of the 6¢ concession rate, cover mailed by a seabee was sent registered with a 20¢ fee charged to the recipient.

be fun. **Figure 12** is a different airmail/registration combination in many ways. First, dated in May 1946, it is a postwar usage of the 6c concession rate, and the higher 20c minimum registration. Mailed from a sailor in a Naval Construction Battalion (“Seabees”) located at Pearl Harbor, it is marked on the front as registered mail, and has the appropriate backstamps documenting its 8-day journey to California. This envelope, however, was franked with only a single six-cent Transport stamp, and so twenty cents postage due was charged on delivery at its destination. After January 1943, most mail that was postage due and was going to service personnel would have been delivered free from additional cost. Postage due mail from servicemen, however, was almost always collected from the addressee. During World War II, the Seabees were a Naval Reserve organization, created specifically for the war. They served “for the duration plus six months.” and had an average age of 35, compared to the average draftee of 19. After the war, in 1947, the Seabees became part of the regular Navy. In the Pacific areas of operation, the Seabees built 111 major airstrips, 441 piers, 2,558 ammunition magazines, 700 square blocks of warehouses, hospitals to serve 70,000 patients, tanks for the storage of 100,000,000 gallons of gasoline, and housing for 1,500,000 men. In construction and fighting operations, the Pacific

Seabees suffered more than 200 combat deaths and earned more than 2,000 Purple Hearts while they served on four continents and on more than 300 islands.

Obviously, not all registered mail was sent as airmail; 1st, 2nd or 3rd class surface mail could also be registered, as shown in **Figure 13**. At top is shown a letter sent from New York to Chicago in December 1942, and addressed to a civilian at the Naval Training Station, and redirected to the Navy Teacher Training Center. This was the first Christmas away from home for many men

and women who had volunteered or been drafted into the armed services. Given the date and the registration, it is reasonable to assume that a present was enclosed, possibly cash, and so justifying the 15c for registration on this 1st class letter. At bottom is illustrated part of a package mailed from a soldier in the 646th Quartermas-



Figure 13 (Top) Letter sent 15¢ registered in Dec. 1942 to a civilian at the Naval Training Station paying the 3-cent rate; **(Bottom)** Wrapper of a registered package mailed by a US soldier in the Netherlands in Jan. 1945, paying 25¢ registry and 12¢ postage.

ter Truck Company, operating as part of the 9th US Army in the Netherlands. The wrapping is noted “gift package, and is postmarked in January 1945. The \$0.37 postage represented registration fee of 25c for \$50 of value, and 12c for four ounces of 1st class mail at \$0.03/oz. This was the one exception to the “free 1st class mail “concession approved in May 1942 for members of the armed forces. If a package was being sent as first class mail for convenience (speed of delivery as compared to parcel post or avoidance of cost as compared to air-mail), then the free franking privilege did not apply. Standard domestic first class rates were imposed. Air-mail postage would have been 48c (4 oz. x \$0.06/ ½ oz), while the 3rd class single piece rate would have been 3c (4 oz. x \$0.015/2 oz).

Up to this point, we have reviewed examples of registered mail used by military personnel for both official and for personal business. We have seen examples from both military and civilian government personnel of basic registration and its use in combination with special delivery and return receipt services, mailings by air-mail and 1st class mail, and special services. What other combinations could occur? **Figure 14** is a stamp-franked mailing of a West Indies airbase’s monthly magazine. This item fits within the USPOD’s definition of a periodical, which was a publication without a hard cover, designed for the dissemination of current news and published less than once a week but at least four times a year, and so qualified as 2nd class mail. As, however, this item was not mailed directly by the publisher (Spe-

cial Service Office, Air Base Headquarters, Trinidad), the sender had to pay postage of 3c for the 2nd class transient rate of \$0.01 for 2 ounces, up to 8 ounces. A registered mailing of 2nd class periodicals such as this, despite being allowable, would be plain unlikely and make no sense within the United States borders, and be even more farfetched to be expected from an APO. A registered 3rd class mailing could have happened, but, as discussed above, for only a few pennies more, the small package could be handled as 1st class mail. All heavier packages would be classified as 4th class, and, according to the postal regulations, would be able to be insured, but not registered. What about “free” franked mail? Such a letter would be ordinary 1st class mail, and have contents of value. Sample tabulations done during the war revealed that, on average, military personnel—all 11 million of them—were writing one letter a day, *every day*. With that in mind, I set my goal to find at least one example of registered free mail used in the military postal system in the WWII period. And so I searched.

After looking at every dealer’s stock at as many local and national shows as I could afford to attend over the last 10 years, and frequent

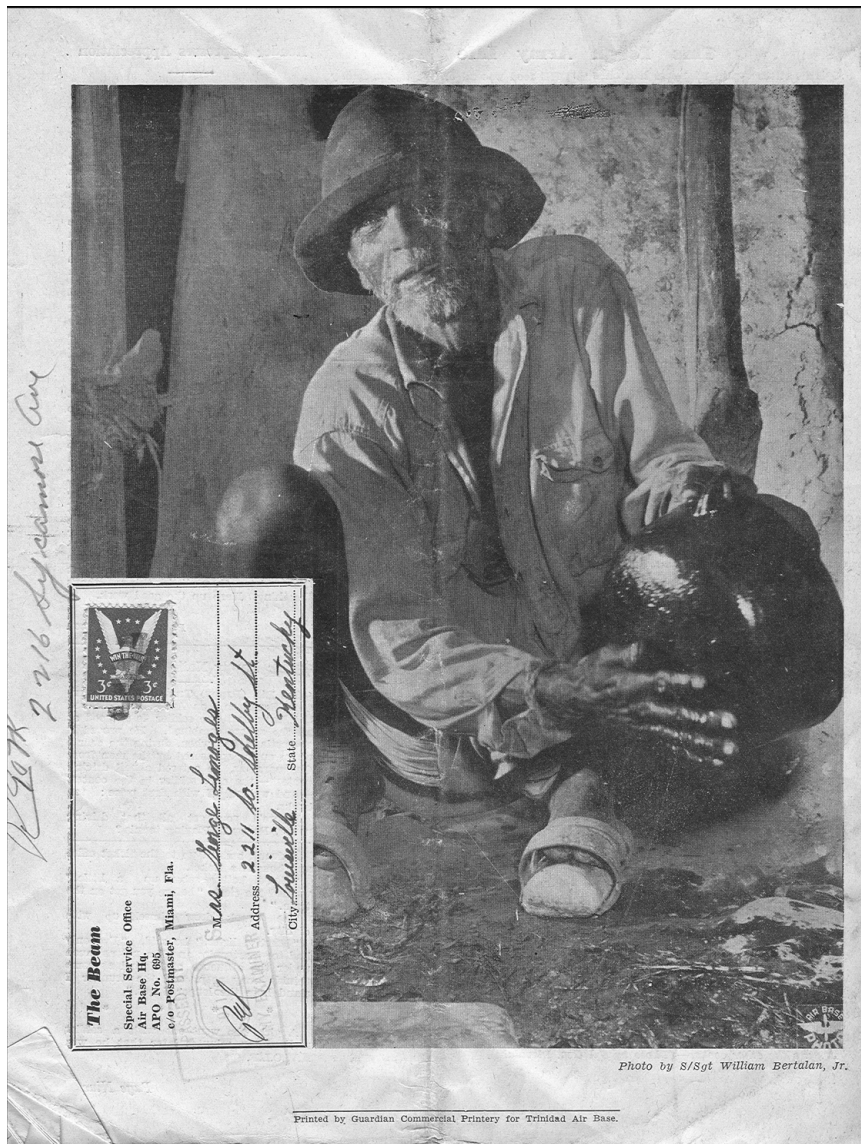


Figure 14 west Indies periodical mailed at 2nd class rate of 3 cents. Registry for 2nd class mail was unlikely.

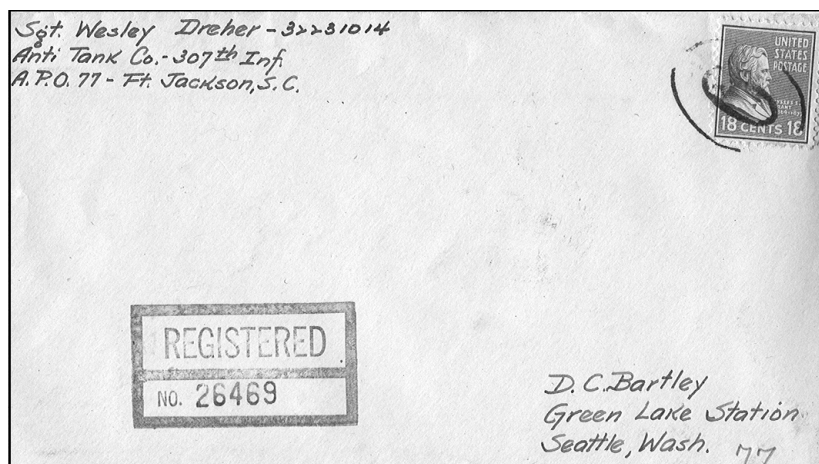


Figure 15 Free-franked cover paying registry fee up to \$25 from APO 77 (77th Infantry) to Seattle.

searching on the Internet, I have found a few personal “gems”. **Figure 15** is an envelope that was sent as registered mail from Columbia, SC to Seattle, Washington in January 1943 by a member of the 77th Infantry, which was part of the landing assault force on Guam in July 1944 and the islands around Okinawa including Ie Shima, where Ernie Pyle, the famous reporter, was killed, in April 1945. The franking of the 18c Prexie covered the registration fee for a value up to \$25, and the backstamps trace the land journey starting January 19 (Ft. Jackson) and ending January 24 (Terminal Annex), consistent with the time (and ending location) for transcontinental rail travel. The “free” franking privilege was valid for use by service personnel both within the continental US and from overseas APOs to the US. But, this wasn’t really what I had in mind because it was domestic USPOD use of the free mail/registered combination. I knew there had to be a foreign-source, APO-originating example of this rate/service combination.

And then, Eureka! **Figure 16** shows the zenith, the prize, and the culmination of this search. This free franked, registered letter was mailed by an officer using his “high number” transit APO number in his return address. The transit APO number of 11076, starting in August 1944, was assigned for troops traveling to India. This particular letter is franked with a 20c Prexie just for the basic registration fee, and was postmarked on Decem-

ber 9, 1944 by APO 494, which was assigned to Replacement Depot #3, Kanchra Para, (near Calcutta) India. A replacement depot was a location where unassigned troops stayed, on average, less than two weeks while waiting for orders to units needing their respective job talents. This particular location was also used as a staging base for shipping troops home to the US in early 1946. The next dated back stamp on the envelope is Miami, FL on December 22 and final arrival in St. Petersburg, FL is noted by a December 24, 1944 postmark.

So now you have heard the full story—collecting APO covers, learning about locations, mail classes, special services and associated fees, imagining what types of covers could reasonably exist, seeking out those special items and finally finding my own “Gem of Philately”. Sure, the elapsed time to do this was several years (off and on). During this search, though, I learned, kept active, saw some nice cities, and thoroughly enjoyed myself. More than anything



Figure 16 Free-franked cover paying 20¢ registry fee from APO 11076 (Calcutta) to Florida with routing handstamps on reverse.

else, that is what I love most about this hobby of ours. Finally, my search is not over yet—I still need to find that probable but elusive 3rd class registered item, and keep my eyes peeled for the improbable but theoretically possible 2nd class registered newspaper/magazine. That should keep me busy for another decade.

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<http://www.fas.org/irp/agency/navsecgru/history.htm>

PT boats

<http://www.battleshipcove.org/pt-electronics.htm>

Registered Mail

<http://pe.usps.gov/text/DMM300/503.htm#wp1100045>

<http://pe.usps.gov/text/dmm/S911.htm>

Return Receipt Requested

<http://pe.usps.com/Archive/HTML/DMMArchive1209/S915.htm>

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77th Infantry Division

http://www.lyonresearch.com/html/body_77th_inf_division.html

USS Chester, USS Crittenden, USS Halibut, USS Langley

<http://www.hazegray.org/danfs/>

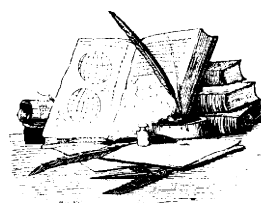
USS Langley

http://en.wikipedia.org/wiki/USS_Langley_%28CV-1%29

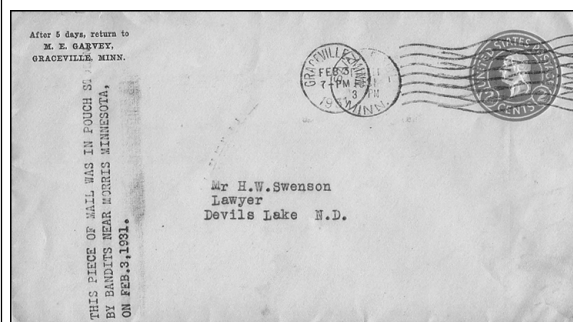
<http://www.history.navy.mil/photos/sh-usn/usnsh-l/cv1.htm>

US Maritime Commission

<http://ftp.metalab.unc.edu/hyperwar/ATO/USGM/MC.html>



WANTED:



Robbery Covers, Bomb Mail, Volcano,

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Also Terrorist Mail including the Lockerbee Fight Crash.

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E-mail: drstevenberlin@yahoo.com

VERY Modern Postal History

Part 1

By Randy Stehle

Last summer and fall I had the opportunity to go through thousands of pieces of mail that was returned to one particular sender during 2005. I was fortunate enough to have a friend who works at the company that sent the mail matter out. The company is called SunTrips, and specializes in vacation packages to Hawaii, Mexico, the Azores and Costa Rica. They are located in San Jose, CA. Their marketing department sent out about 138,000 post cards in June 2005 promoting a \$50 discount applicable to new web bookings. The post cards were sent out as presorted first class mail, paid by permit. As such, they received a discount on the mailing rate, and were afforded all the benefits of first class mail. The most important benefit, from the postal historian's perspective, is that

undeliverable mail is returned to sender. The post cards were mailed to people who had used SunTrips anytime in the last five years or so. A little over 15,500 post cards were returned to sender, just over 11% of the total. At first, the post office returned the post cards in "ice buckets" that had them in rubber-banded groups of about 200. As time passed, just a single group of 200 would show up. Finally, they slowed to a trickle, with a few still showing up in February of this year.

Most of SunTrips' business is with people who live in California, Hawaii and Colorado. In addition, they also do a fair amount of business with people who live in Nevada, Wyoming, Utah, Nebraska, North and South Dakota, Kansas and the greater Boston area. As I went through the returned post cards, I could see that there

were also smaller quantities of mail from most of the 50 states. I believe that this group of returned mail gives a fairly representative selection of the current practices of U.S. post offices. The type and variety of the auxiliary markings used on the returned mail was very broad. All the major types of markings were represented: rubber handstamps, sprayed-on endorsements, computer-generated labels, customized stickers and manuscript markings. I saw some auxiliary markings that used initials or referred to specific situations that were new to me. I had to consult the Domestic Mail Manual to understand what they meant.

These articles will illustrate the wide variety of auxiliary markings that are currently being used. It is not an attempt to show all the markings from a particular office or region, but rather an overview of the different ways returned mail is currently being endorsed. It is not meant to be all inclusive, but rather more of a cross section of current practices. One aim is to

show that modern postal history can be as interesting as the older material. Another aim is to show how some offices are moving away from the more labor intensive methods by taking advantage of modern processing equipment.

Presorted First Class Mail

Before getting into the main part of this series, it is important to understand how presorted first class mail works. The rate of postage on a particular post card is determined by how it is sorted by the mailer. Part of the post cards' address shows the type of sorting it received. The mailer would apply this information to the post card. Such phrases as "single piece", "auto 3-digit", "auto 5-digit", "auto all for AADC" appear on all these

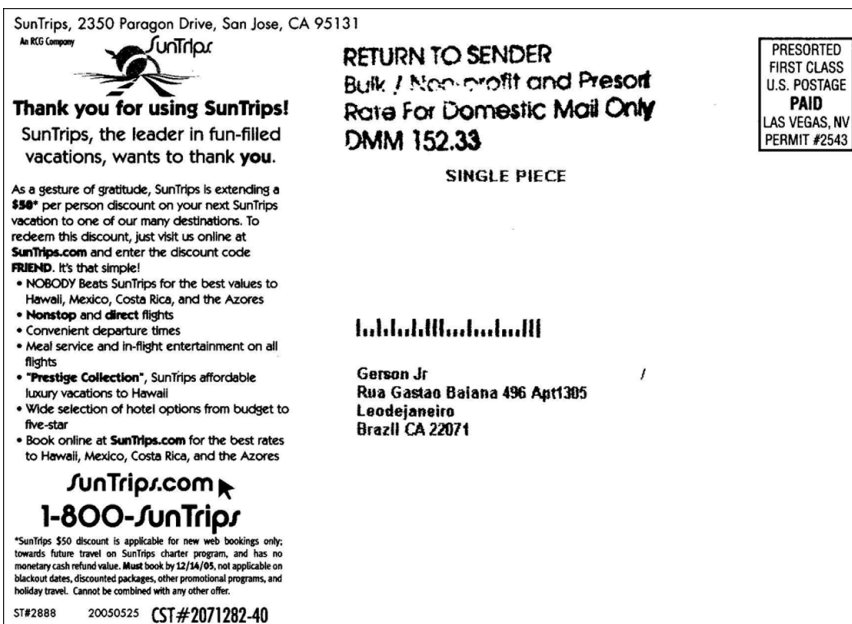


Figure 1 Promotional card addressed to Brazil, but returned since the presort rate applied only to domestic mail.

post cards. The simplest way to explain these various phrases is to lay out the postage rates applicable to presorted post cards. The more a mailer could sort the pieces of mail into smaller delivery areas, the more the USPS would reduce the rate of postage. At the time these post cards were mailed, the regular domestic first class rate was 23¢. The rate for presorted post cards that are nonautomation (not barcoded) was 21.2¢ (these are the ones marked “single piece”). The basic rate for barcoded post cards sent to more than one Automated Area Distribution Center (AADC) was 19.4¢. An AADC serves two or more three-digit ZIP code locations. If the barcoded post cards were addressed to only one AADC (and there were at least 150 of them), the rate was 18.7¢. If the same quantity of barcoded post cards were addressed to the same 3-digit ZIP code area, the rate was 18.3¢, and 17.6¢ if they were all addressed to the same 5-digit ZIP code. The best rate was for at least 150 barcoded post cards addressed to the same carrier route. The rate for these was 17¢.

Permit Imprint Mail

Before showing the various treatments the mail received as it was being returned to sender, a brief discussion of permit imprint mail is in order. There a number of conditions that must be met in order to properly use mailing permits. One condition is that permit imprint mailings must contain at least 200 pieces or weigh 50 pounds. The other main condition is that the mailer must make payment permit to an imprint advance deposit account established with the U. S. Postal Service (USPS).

Problems can arise, however, if one of these permit imprint post cards is sent outside of the country. *Figure 1* illustrates such a usage. This post card was addressed to someone living in Brazil. It received the auxiliary marking, “RETURN TO SENDER/Bulk / Non-profit and Presort/Rate For Domestic Mail Only/DMM 152.33”. The initials “DMM” refer to the USPS Domestic Mail Manual, which is available online at www.usps.com. This marking is partially incorrect, though, as the mail manual section it refers to is in the International Mail Manual (IMM), also available online at the same URL as the DMM.

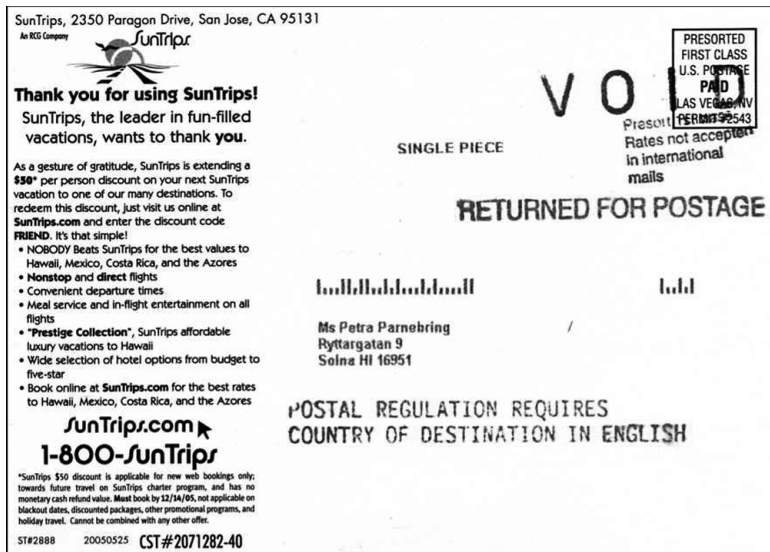


Figure 2 Four auxiliary markings were applied to this card addressed to Solna (Sweden).

The IMM section 152 deals with permit imprints. Subsection 152.33 deals with the required format of these imprints, and states, “Each mailpiece sent under this payment method must bear a permit imprint indicia showing that postage is paid. Permit imprint indicia for international mail must be prepared in one of the formats shown in Exhibit 152.3. No variations or additions, such as Bulk Rate, Media Mail, Presorted Standard, Enhanced Carrier Route Sort, Automation Rate, Nonprofit Organization, or Bound Printed Matter, are allowed.” Their Exhibit 152.3 has three examples of permits that would be allowable on post cards. The basic one reads “US Postage Paid/City, State/Permit No”. Allowable additions include the phrases “First-Class Mail”, “Letter-Post Mail” and “Mailed From ZIP Code 12345”.

Only two post cards in this group addressed to foreign countries were returned to sender. The other one is shown in *figure 2*. It is addressed to Solna, but without any country designation. (For the record, Solna is in Sweden.) This post card got four auxiliary markings, three of which dealt with the improper use of the presort permit. The first one is struck on the lower portion of the permit, and reads, “Presort 1st class/Rates not accepted/in international/mails”. A large black “VOID” has been applied over the permit, and a “RETURNED FOR POSTAGE” marking appears just below it. The fourth auxiliary marking deals with the lack of a country in the address. This marking reads, “POSTAL REGULATION REQUIRES/COUNTRY OF DESTINATION IN ENGLISH”. Both of these foreign usages

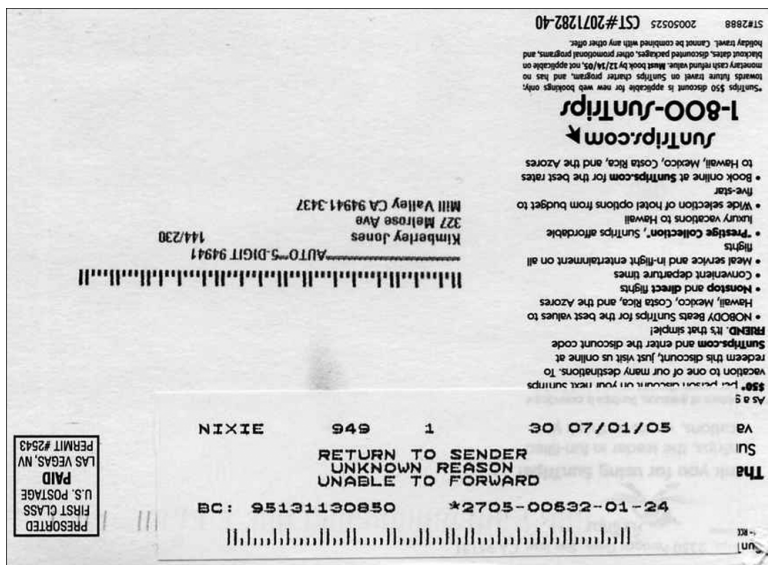


Figure 3 This card displays the most common type of dot matrix RTS label, but the “UNKNOWN REASON” marking is unusual.

have the phrase “single piece” applied to the left of the permit. This means that these post cards were not barcoded.

Dot Matrix Labels

The bulk of this series will deal with domestic usages related to modern returned mail. As mentioned above, one of the areas to be explored is the use of modern technology used on return to sender mail. The use of labels goes back to the 19th century, but the integration with computers and word processing equipment is a more recent addition. This section will look at how dot matrix printers are being used. The most common label seen on returned mail in this group is shown in figure 3. (It is also the most commonly used label I have seen over the years.) This post card has a yellow label applied to explain why it was being returned. The upper left-hand corner often has the term “nixie” on it. The term nixie (usually seen in the phrase “nixie clerk”) has been used by the postal service since at least the early 20th century. Back then, nixie was slang for “nothing”. This term, as used by the postal service, means a piece of mail that cannot be delivered for any number of reasons. Certain postal clerks were in charge of processing this type of mail.

The next item on this label is the first three digits (in this case “949”) of the post office that processed the mail. The upper right hand corner has the date the mail was returned, which is very valuable piece of information when the mail matter itself is not dated. The middle

of the label shows a three-line reason why it was returned. The general format is that the first line reads, “Return to Sender” and that the second line gives the reason. In this case we find the reason is “UNKNOWN REASON”. (I had so many examples of returned mail to go through, that I actually saw a few I had never seen before, like this one.) The third line reads, “UNABLE TO FORWARD”, which is normally used on all these type of labels. The ZIP code where the mail is being returned to is shown below this, and just above the new barcode.

Another unusual usage of this type of label is shown in figure 4. It is essentially the same as the prior example, except for the puzzling phrase, “NON-MACHINEABLE” on the second line. Labels with another ten

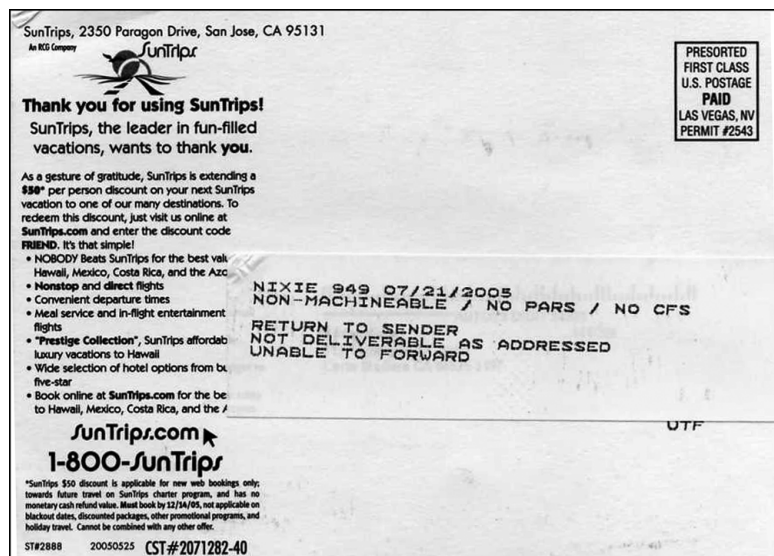


Figure 4 Dot matrix RTS label with reason given as “NON-MACHINEABLE.”

different reasons for the mail being returned were seen. These reasons are: vacant, box closed, deceased, no such street, no such number, refused, unclaimed, no mail receptacle, temporarily away and insufficient address.

An example of another type of dot matrix label is shown in figure 5. This post card received a yellow sticker that reads, “RETURN TO SENDER /INSUFFICIENT /ADDRESS”. A white sticker with the sender’s ZIP code and barcode has been placed at the bottom of the post card. Other labels in this general format have been seen with the follow reasons for return: unable to forward, no such number/street, refused/unclaimed and attempted/not known.

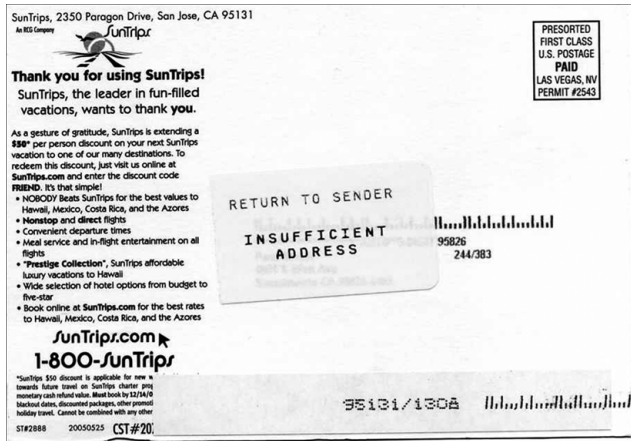


Figure 5 Two labels were applied to this card. A yellow label with **INSUFFICIENT ADDRESS** & a white label with sender's barcode and ZIP.

Another yellow dot matrix label that incorporates the traditional pointing hand is shown in figure 6. It reads, "RETURN TO SENDER/ (pointing hand) /UNDELIVERABLE AS ADDRESSED". The printer appears to be low on ink, as the wording and pointing hand are on the light side. Additionally, the printing technique is too crude to show the fine detail of the pointing hand.

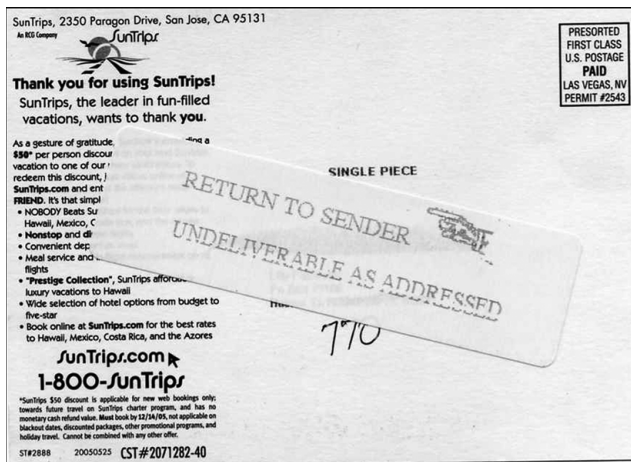


Figure 6 Dot matrix RTS label with the traditional pointing hand.

A number of labels appeared in colors other than white or yellow. A lovely green label is shown in figure 7. The printing is on the light side, making it a bit hard to read. It states, "**ATTENTION !** / This is a multi-unit address. All/mail must be addressed to an/apartment or unit number, to effect /accurate delivery... Thank You". The label shown in figure 8 is pink, and reads, "RETURN TO SENDER/UNDELIVERABLE AS/ADDRESSED. UNABLE/TO FORWARD." Another pink label is shown in figure 9. It resembles the label in figure 3, in that it also is dated and is similar in format. It

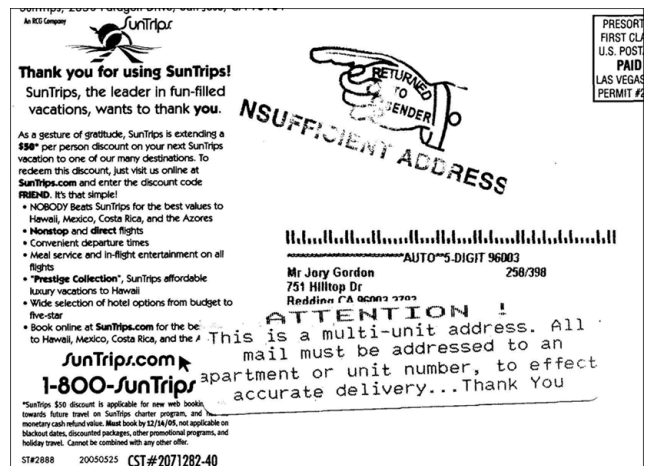


Figure 7 Green dot matrix with a polite message noting that this is a "multi-unit address."



Figure 8 Pink dot matrix RTS label, "UNDELIVERABLE AS ADDRESSED."

reads, "RETURN TO SENDER: 06 JUL 2005 / MOVED LEFT NO ADDRESS / *** DO NOT RE-MAIL IN THIS ENVELOPE ! ***".

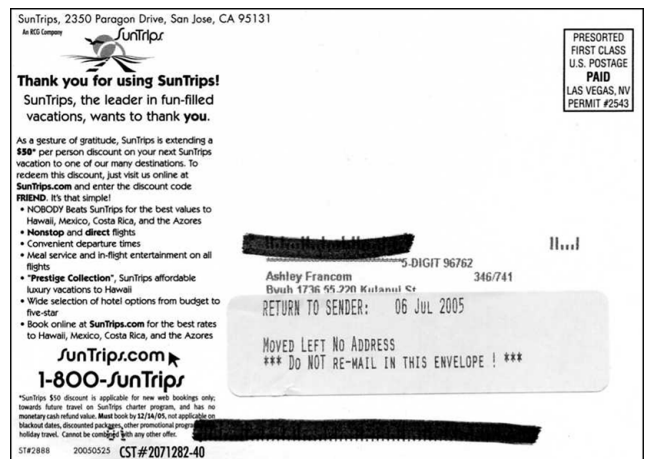


Figure 9 Pink dot matrix RTS label, "MOVED LEFT NO ADDRESS / DO NOT REMAIL THIS ENVELOPE!***"

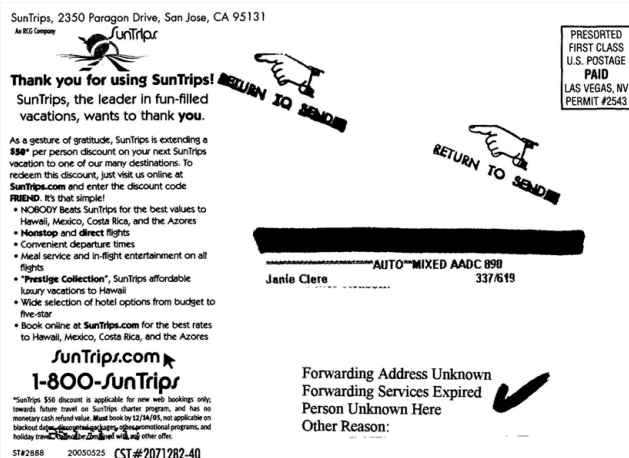


Figure 10 Laser or inkjet printed label with four reasons for return and check mark. Also two small pointing hands

Laser and Ink Jet Labels

I did not see many labels that were done on a laser or ink jet printer. One example is shown in figure 10. This post card received a label that gave four possible reasons for the mail being returned. It reads, "Forwarding Address Unknown/Forwarding Services Expired/Person Unknown Here/Other Reason:". A check mark was placed next to the applicable reason. It also received a handstamp auxiliary marking that has a pointing hand and reads, "RETURN TO SENDER".

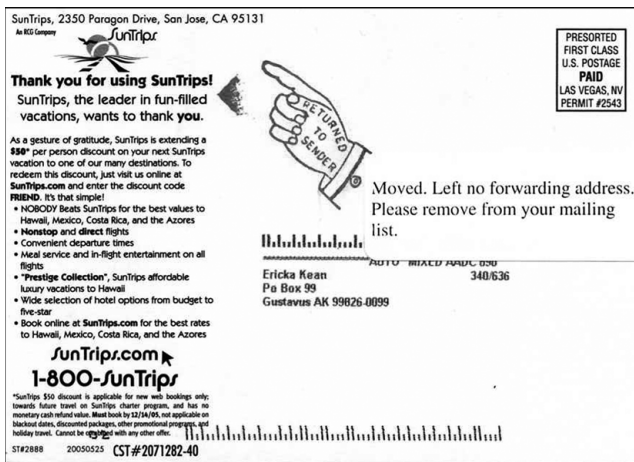


Figure 11 This RTS label reads "Moved, Left no forwarding address. Please remove from your mailing list."

A fascinating label is shown in figure 11. The post card was addressed to a box holder in Gustavus, AK. The postmaster applied a label that reads. "Moved. Left no forwarding address./Please remove from your mailing/list."

The one and only label I saw that was produced on an ink jet printer is shown in figure 12. It is quite attractive, as the top line is in red, and the next two lines are in blue. It reads, "RETURN TO SENDER/NOT IN DIRECTORY".

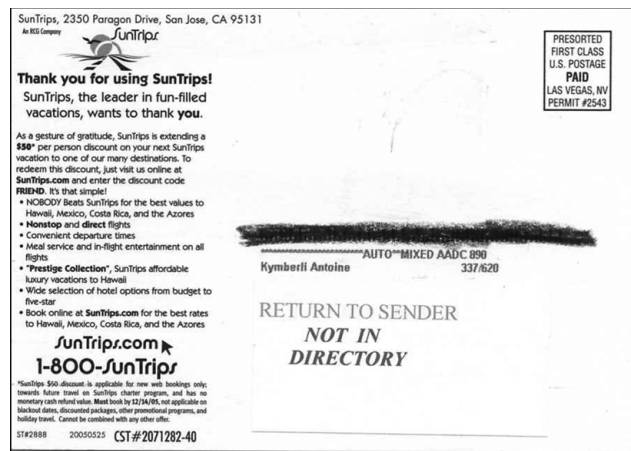


Figure 12 Unusual inkjet label with "RETURN TO SENDER" in red and "NOT IN DIRECTORY" in blue.

Printed Labels

There was a very nice selection of printed labels in this group of mail. The vast majority of them had a pointing hand or large RTS (return to sender) initials as part of the label. They also had a number of reasons why the item could not be delivered, with a checkable box next to the reason. One of the few labels that did not have any of these items is shown in figure 13. This post card received a simple, "ATTEMPTED,/NOT KNOWN" label.

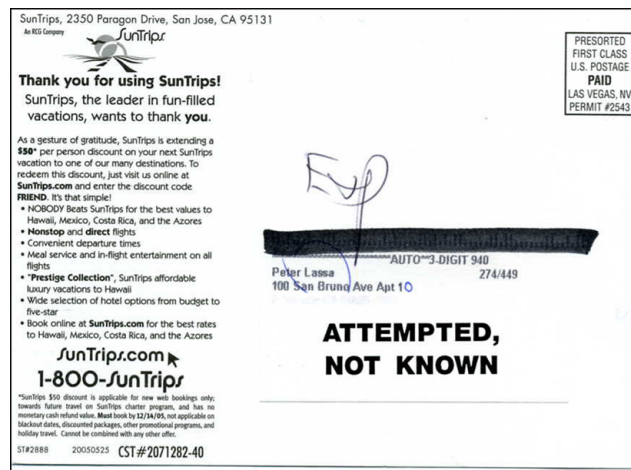


Figure 13 This card received a simple "ATTEMPTED, / NOT KNOWN" printed label.

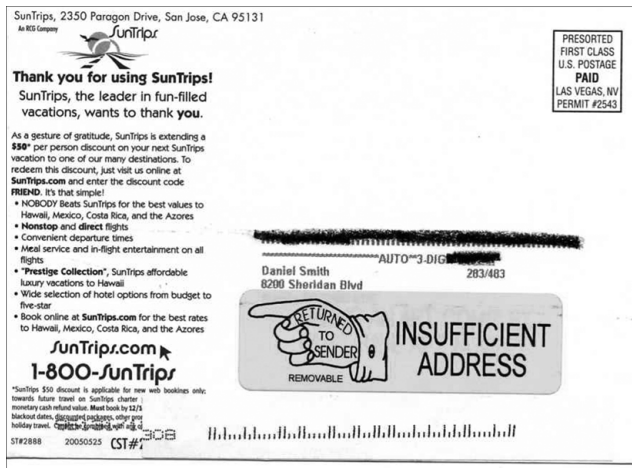


Figure 14 Green pointing hand RTS printed label with “INSUFFICIENT ADDRESS” and “REMOVABLE.”

The following two labels have pointing hands, but only one reason for nondelivery. My personal favorite pointing hand label is shown in figure 14. Not only is it in a lovely shade of green, the hand is one of the biggest printed ones I have seen. It reads, “RETURNED /TO/ SENDER” (in the hand), “INSUFFICIENT ADDRESS” (to the right of the hand) and “REMOVABLE” (under the hand). Some of the other labels in this group have the “removable” wording on them. The other pointing hand label with only one reason for nondelivery on it is shown in figure 15. Once again, it has the return to sender phrase inside the hand. It also has a label number under the hand that reads, “LN046”. At the right of the hand it reads, “NOT DELIVERABLE/AS ADDRESSED/UNABLE/TO FORWARD”.



Figure 15 Pointing hand RTS printed label with “NOT DELIVERABLE AS ADDRESSED UNABLE TO FORWARD” and the number LN046.

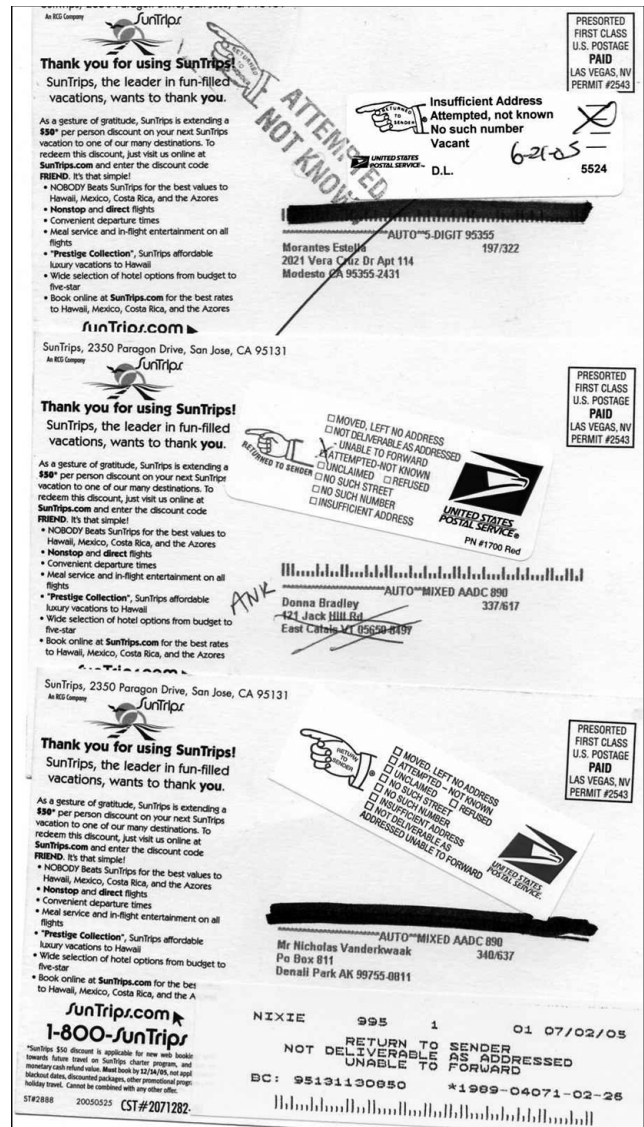


Figure 16 Three USPS printed labels with eagle logos; (top) small blue eagle; (center) red, white & blue; (bottom) blue & white eagle.

The USPS supplied returned to sender labels to many offices spread across the country. Figure 16 shows three USPS labels from offices in California, Vermont and Alaska. The group I looked at had six different USPS labels. All of them contained their stylized eagle logo. The top label in figure 16 was the only one with a small logo, and the only one with no boxes next to the various reasons why an item was returned. It was also the only one in black and white. The middle label is in red, white and blue, while the bottom label is in blue and white.

A number of offices got their returned to sender labels from private sources. Three of the more colorful ones are shown in figure 17. The top label is the color orange, and has space at the bottom for the date, route

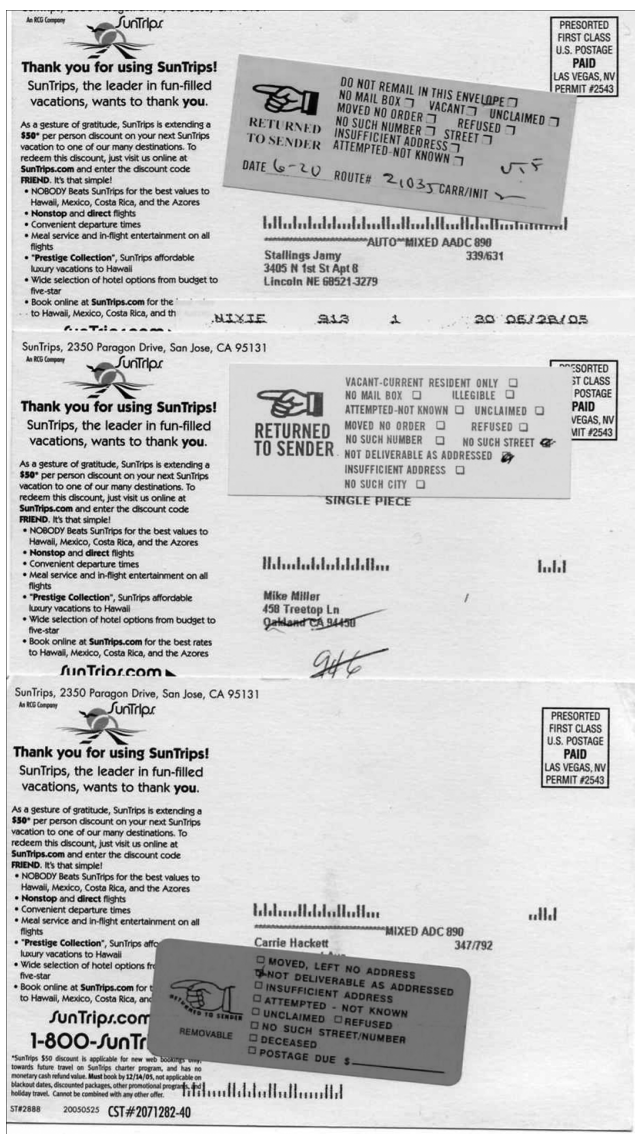


Figure 17 Three privately printed RTS labels. (Top) orange with spaces; (center) green with tick boxes; (bottom) red with "REMOVABLE" below pointing hand.

number and carrier's initials. The middle label is in green, while the bottom label is in red (and has the word "removable" below the pointing hand).

Figure 18 shows three RTS labels produced by the same private source. There were a lot of these labels in the group I looked at. Most of them were similar to the top label in figure 18 – they had multiple reasons for nondelivery with boxes next to them. I saw two design variations for the multiple choice label. They were mostly from eastern states, with many from New Jersey, Maryland and the Philadelphia area.

The labels with a single reason given for nondelivery were scarcer. The two shown in figure 18 (middle and bottom) read, "Not Deliverable/as addressed./Unable to forward." and "Attempted/ NOT KNOWN", respec-

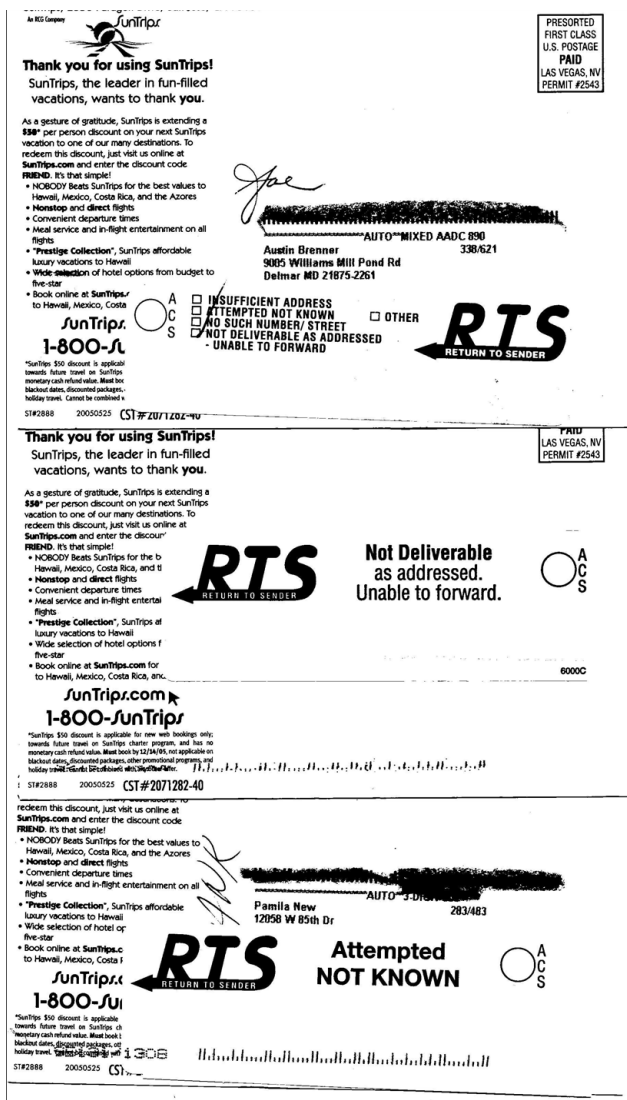


Figure 18 Three different RTS with arrow labels printed by the same source.

tively. The two other RTS labels I saw with a single reason for nondelivery were: "INSUFFICIENT/ADDRESS" and "OTHER". I do not know what the initials "ACS" next to the large circles mean.

Next time: Handstamp markings and more unusual usages.

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ROTC Forerunner Mail?

By Michael Dattolico

Supplying the Army with an adequate number of well-trained officers has been a challenge throughout our history. This was especially true at the start of the Civil War.

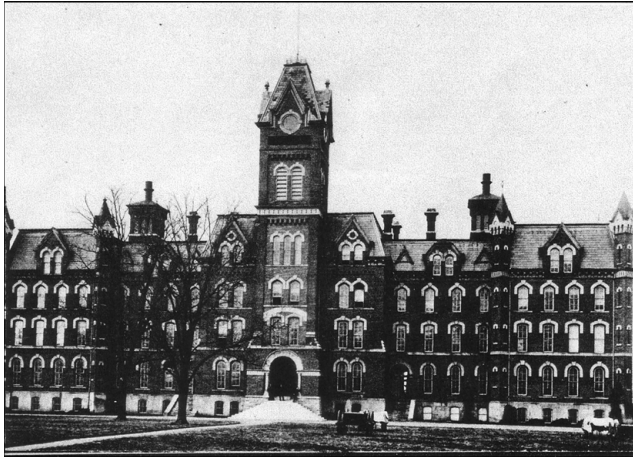


Figure 1 The first building at the Ohio Agricultural & Mechanical College in which classes commenced on September 7, 1873. Officer training was offered here.

In 1861, the War Department estimated that it would need at least 20,000 officers. West Point and other previously commissioned men provided only 1,500 officers in the initial phases of the war, forcing the government to rely upon civilians, many of whom were political appointees, to erase the shortfall.

Fortunately, there was another source of military officers at that time. Norwich University had been producing military officers since its establishment by Alden Partridge in the early 1800s. After serving as West Point's third commandant, Partridge resigned his army commission to create an academy that would help build "...a balance between the militia and the regular army...." Other schools developed similar programs before the Civil War. In 1820, Thomas Jefferson directed the University of Virginia to require military training to create officers for a national militia. By 1840, the University of Tennessee and Indiana University were also requiring military training.

Using Norwich University's military training system as a model, U.S. Representative Justin Morrill introduced a law which provided 30,000 acres of public land for each

state to use for funding public colleges. Under Morrill's plan, the colleges could teach any subjects they wished, but they had to offer agriculture, mechanical arts and military tactics. Congress approved the Morrill Act in July, 1862. The law was intended as an outlet for military training in civilian educational institutions "...as a means by which a democratic people could gain a competent officer corps without endangering their civil liberties...." Moreover, such schools were to be viewed as alternatives to West Point. These schools were known as "land-grant" colleges, and the military education in those schools became the forerunner of the Reserve Officer Training Corps (ROTC) of a later era.

The land-grant college which eventually became Ohio State University was established as Ohio Agricultural & Mechanical College. It was located on the Worthington Road about two miles north of Columbus (figure 1). The school commenced classes in September, 1873, with the student population comprised mainly of young men (figure 2).

The persons directly involved with the school's military training program were Joseph Sullivant and Brigadier-General Stephen V. Benet, the U.S. Army's Chief of Ordnance. Born in the Franklinton, Ohio in 1809, Sullivant was the son of Lucas and Sarah Sullivant, a founding family in Columbus. Joseph Sullivant was the driving force in establishing the Columbus, Ohio public school system and served as a president of the board of education. He later became the secretary of the Ohio Agricultural & Mechanical College and was the ad-



Figure 2 An 1877 photo of the Ohio Agricultural & Mechanical College/OSU graduating class of 1878. Six men comprised the entire class, one of whom is wearing sergeant stripes. The original caption made the joking remark that "...At least one of them, judging by the uniform, must have gotten stuck with R.O.T.C...."

dressee on the War Department envelope shown as figure 4.

The sender of the letter (figure 3) was General Stephen Vincent Benet, chief of the army's Department of Ordnance. He was tasked with equipping the school with basic military items for training.

Benet was a unique individual. The son of a French-born U.S. Customs official, he was born in San Augustine, Florida Territory. Benet was appointed to the U.S. Military Academy at West Point in 1845, the first person to be admitted from Florida after it became a state. He graduated #3 in the class of 1849 as an artillery officer. To those captivated by numerical coincidences, Benet might be a person of interest. He was born on January 22, 1827 which, since January is the first month of the year, was the 22nd day of the year. He retired from military service on January 22, 1891, and he died on his 68th birthday, January 22, 1895.

In June, 1876, the Ohio A & M's Department of Military Science & Tactics was created. A regular army officer, Lieutenant Luigi Lomia, was detailed to provide military instruction and teach algebra. If Benet's background was interesting, Lomia's was equally noteworthy. Born in Italy, Lomia was appointed to West Point in 1863 and graduated #20 in the class of 1867. West Point records indicate that he was appointed to the Military Academy from Texas which, in 1863, was part of the Confederacy. The record was likely amended after the Civil War ended, and Texas had been restored to the Union. Lomia taught at the school until 1881. He also taught at the University of Wisconsin from 1885 to 1888 and later served as U.S. military attache to Italy.

Lieutenant Charles Ruhlen, 17th U.S. Infantry, took over after Lomia's tour of duty ended. Born in Germany, Ruhlen was appointed to West Point from Ohio and graduated in 1872. After tours of duty in the West, Ruhlen served at Ohio State University with distinction.

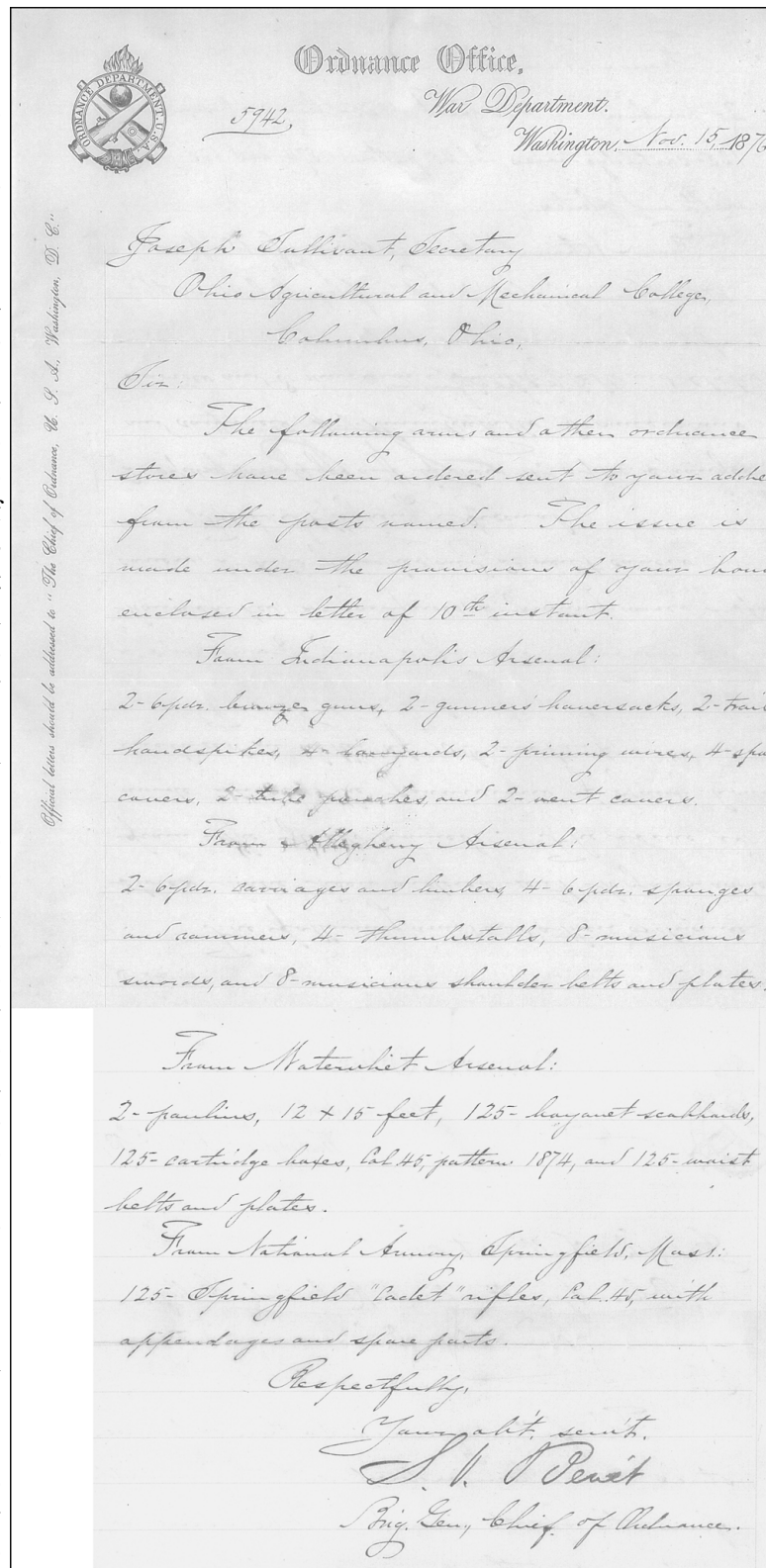


Figure 3 Enclosed letter sent to Joseph Sullivant by Brigadier General Stephen V. Benet, Chief of Ordnance, in Washington. The letter lists arms and accessories to be sent from various arsenals around the country.

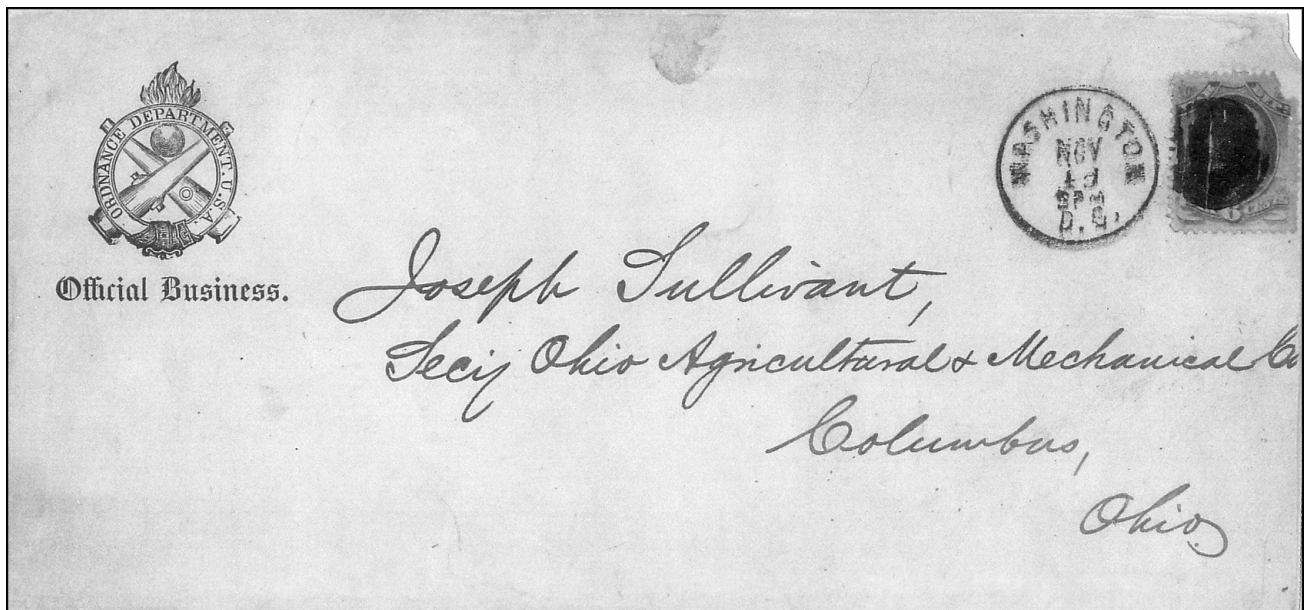


Figure 4 Official Ordnance Department envelope mailed with six-cent War Department stamp (#086) to Joseph Sullivant, secretary of the Ohio Agricultural & Mechanical College at Columbus, Ohio on November 18, 1876. The Ohio A & M College later became Ohio State University.

Between 1866 and 1890, Congress passed laws authorizing the War Department to dispatch a total of 20 (later 100) officers to teach military classes, to supply small arms and equipment for training, and to provide on request both men and material to schools outside the land-grant system. By 1900, 42 colleges and universities had military training programs that received support from the War Department.

When Sullivant and Benet were establishing military training at the future Ohio State University, the Army's attitude towards ordering its officers for instructor duty was lukewarm at best. The army leadership focused its energies on the Indian Wars in the West and was reluctant to send officers higher in rank than lieutenant to college campuses. In one case, however, it did assign an 81-year-old major to North Dakota Agricultural College. Between 1898 and 1902, the army refused to send an officer to Kansas State College. In any case, the Reserve Officer Training Corps came into being, evolving into the campus-based officer training programs that we have today.



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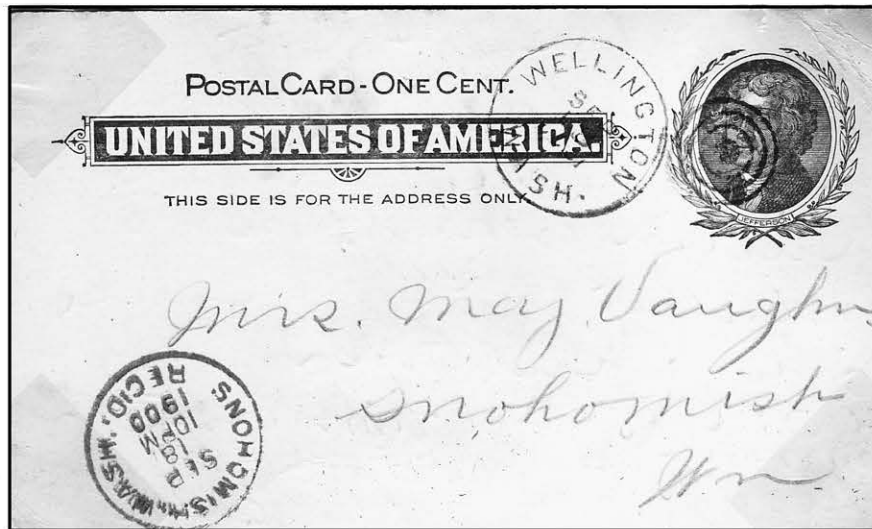
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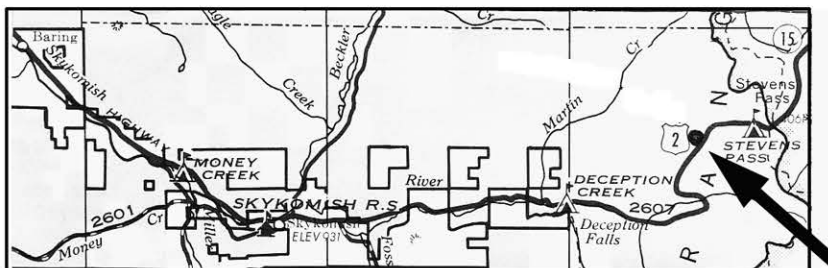
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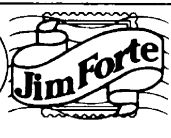


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A large and impressive range of new information and ideas mandated this wonderful new volume. Advances in printing, allowing an all-color format for the 600+ illustrations added to this publishing imperative. And there's much more:

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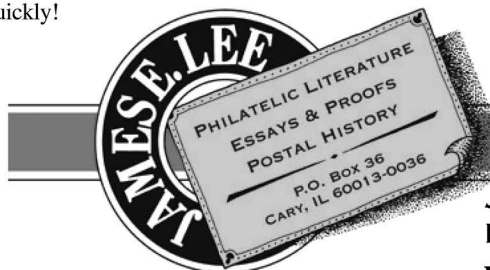
- The updated cachet catalogue runs to more than 260 of the 428 pages.

- A new chapter on handpainted patriotic cacheted covers with individual tables listing all known cachetmakers, including Knapp, Klaas, Knoll, LeGallez, Clendennen, Borkowski and Shaffer. Includes a 12-page table of 836 handpainted cachets by other artists listed alphabetically.

- Another new chapter covering the story of how patriotic envelopes made a viable contribution to World War II era postal history; a whole new dimension to collecting these covers.

- A new chapter on the wartime work of Jacques Minkus, including a preliminary census table.

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By Lawrence Sherman

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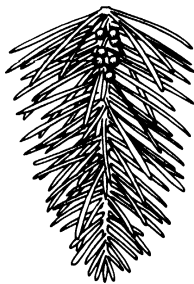
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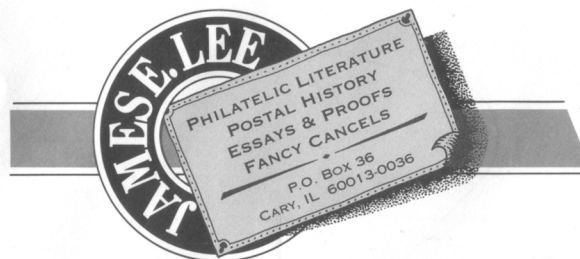
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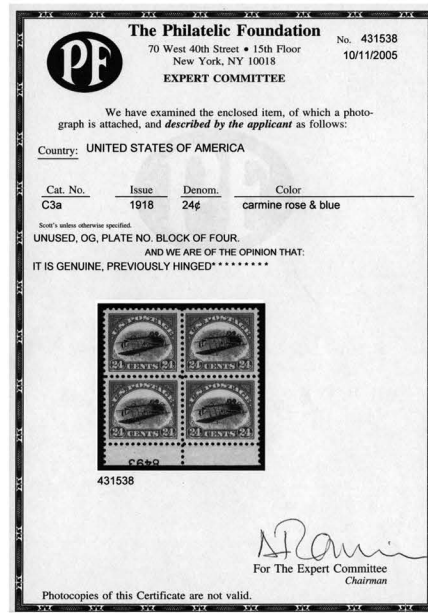
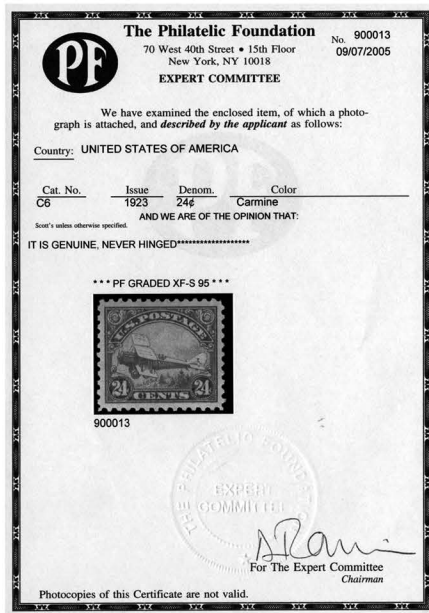
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INDEX OF ADVERTISERS

MAIL AUCTIONS

RANDY STEHLE - 31

DISPLAY ADS

ALASKA COLLECTORS CLUB - 74

ARIZONA-NEW MEXICO P. H. S. - 74

STEVEN BERLIN - 59

COLORADO POSTAL HIST. SOCIETY - 41

COVERCRAZY2 - 78

ROD CROSSLEY - 74

JANE DALLISON - 76

MICHAEL DATTOLICO - 72

JAMES DOOLIN - 47

GLENN A. ESTUS - 47

JIM FORTE - 71

FREEMAN'S - 71

HENRY HIGGINS - 66

JOHN M. HOTCHNER - 31

LA POSTA E-Books - 48

JAMES E. LEE - 73 & 74

JIM MILLER - 76

NEW JERSEY POSTAL HISTORY
SOCIETY - 71

BOB NICHOLS - 76

NUTMEG STAMP SALES - Backcover

DENNIS PACK - 27

THE PHILATELIC FOUNDATION - 75

TIMOTHY R. PUSECKER - 41

SCHMITT INVESTORS LTD. - 72

STEPHEN T. TAYLOR - 71

DON TOCHER - 69

US POSTAL STATIONERY SOCIETY - 72

WESTERN EXPRESS - 76

WRECK & CRASH MAIL SOCIETY - 47