LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

COVER: Our cover shows a small group of Utah townmark covers against a background photograph of the Beehive State's famous Double Arch—one of many scenic marvels enjoyed by both residents and visitors. The photo was taken by Dennis Pack and is published with his kind permission.

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IN THIS ISSUE:

Also miscellaneous columns, notes and announcements

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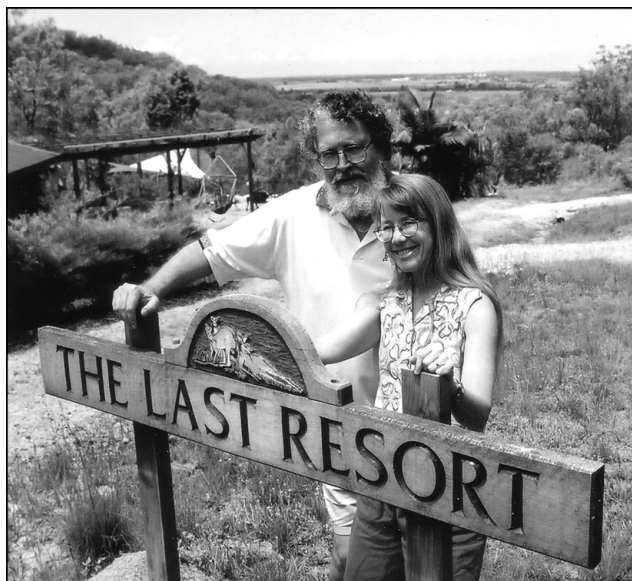|			
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Publisher's Page

Thoughts from The Last Resort

How many readers caught the recent news story about the widow of a Viet Nam war aviator who had been waiting all these many years for confirmation of her husband's death? It seems that Defense Department investigators had turned up evidence of a recently discovered air crash in Viet Nam that included human remains suspected to belong to the woman's husband, but without DNA samples it was impossible to make a positive identification. The widow was able to provide investigators with portions of the sealing back flap of envelopes mailed by her husband while on duty during the war. His saliva residue used to seal the envelopes apparently yielded sufficient DNA to confirm that the recently discovered remains were indeed him.

It's definitely a good-news story in the sense that it brought long overdue closure for a woman who lost her loved one over three decades ago. But, as Cath and I listened to the news report, we couldn't help thinking that the science involved cast an entirely different light on the material in our collections—at least those 19th and 20th century pieces sealed in the traditional manner of licking a gummed envelope flap. That these little relics made of paper have managed to survive tucked away in our collections over the years might have greater significance than previously imagined.

DNA science is quite a new field of inquiry. Finger nails, hair, bodily fluid stains—those are the kinds of materials that I've come to associate with DNA identification in recent years. But the idea of making an identification based on someone licking the flap of an envelope 30-40 years ago is somewhat mind boggling to this old dog. It makes me wonder what other fascinating things some future DNA scientist might be able to determine through the analysis of our human traces left behind through such mundane acts as sealing an envelope. It also drives home once again just how important it is for us—as temporary custodians of these fragile little remnants of time (and people) past—to protect them and do what we can to pass them on to others who will treat them with the respect they deserve.

We have some good stories this time. **Dennis Pack** addresses a subject that has been the central focus of numerous notes and emails that landed on my desk over the years. Using the state he knows best—Utah—Dennis looks into the question of why postmarks don't always match the recognized, or official name of the post office from which they originated. I hope you'll find it as interesting and useful as I did.

Dan Meschter tells us about two fairly short-term Postmasters General who served during the mid-1870s.

Hank Berthelot explains some of the technical details involved when the U.S. Foreign Office converts insufficiently prepaid UPU cards into postage due. This is a fascinating and little researched subject that just might offer the more mathematically inclined among our readers the opportunity to take on a new postal history specialty.

Tom Clarke presents a very interesting look into the development and associated postal history of that creature of the 20th century—southeast Florida. Did you know that there are nearly 18 million people who now call Florida home? As I told Tom, I find that number appalling as there are only about 20 million in all of Australia—an area about the same size as the USA. Tom's account of what occurred in the three counties of the southeast and the kinds of postal history produced by these events is a must read.

Michael Dattolico continues his research into postal artefacts associated with some of America's past military and governmental personalities. His subject this time is Oscar F. Williams, who served as U.S. Consul General in the Philippines at the time of the Spanish-American War.

Paul Petosky provides us with some illustrations of mail from the Second Byrd Antarctic Expedition and discusses just how things did not go to plan in the Little America post office. The result was an array of postal markings on mail that can be confusing. As usual, knowledge is power.

Finally, I "bring up the tail" with the first of a two-part article discussing trans-Pacific airmail service during World War II. From the standpoint of civilians in America and Australia, of course, there was no air-mail service during WWII. But there were exceptions, and who qualified and how the service was provided makes a pretty good story.

Cath and I hope you enjoy our latest issue and welcome one and all to join our merry band of contributors in the next and future issues. Share your ideas and discoveries. That's what makes postal history such a delightful hobby.

Richard W. "Bill" Helbock

NEW U. S. POSTAL CARD CATALOG RELEASED BY UPSS

Since 1960, the standard bearer of information on United States postal cards has been the *United States Postal Card Catalog*, published at five-year intervals by the United Postal Stationery Society. The 2005 edition, debuted at Washington 2006, contains expanded and updated printing terminology and domestic and international postage rate tables among its nearly 500 pages.Edited by Lewis E. Bussey, this tenth edition includes a revised Columbian Exposition portion, in coordination with UPSS's recently published handbook, a revised local post cards section, and all new USPS postal card emissions since the 2000 edition.The new *Postal Card Catalog* is available in hardcover for $55.00 ($45.00 if UPSS member) or looseleaf for $45.00 ($36.00 member) from Bob Wilderman, UPSS Publications, P. O. Box 3982, Chester, VA 23831 USA, e-mail upsspubs@aol.com. A 1½" binder for the looseleaf version is $4.00. For U.S. addresses, add $5.00 shipping for up to two books or binders. To non-U.S. destinations, shipping is $8.00 by surface, $15.00 by air - per item. Fifteen additional references on United States and foreign postal stationery, two sizes of corner mounts and other collector aids are available from UPSS. Society information, lots in the current society auction, and the complete publications and supplies listing may be viewed on the Web site www.upss.org.

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Something's Wrong With This Postmark:
Differences in Utah Postmarks

by Dennis H. Pack

Most postmark collectors and postal history enthusiasts enjoy looking through their postmarks. Sometimes admiration turns to excitement when the name of the post office or branch appears to be spelled wrong or worded differently. Excitement can bring visions of fame and fortune, but, alas, the differences are usually easily explained. The disappointment at not having found a rarity gives way to satisfaction in spotting something different in a postmark and identifying the reason for the difference.

Differences found in postal markings include:

- the name of the post office has "City" added or omitted,
- the name of the post office contains two or more words changed to one word or one word changed to two or more,
- a post office branch is designated as a station or a station as a branch,
- the name of the post office is spelled differently.

These differences can be the result of:

- Post Office Department (POD) official action,
- POD administrative error,
- local spelling variant,
- the post office name is misspelled in the canceller,
- the markings are from two unrelated post offices.

This article looks at Utah postmarks with differences in spelling or wording and discusses the reasons for the differences. Since all of the postmarks are from the State of Utah, only the name of the town, post office or branch post office is given.

Addition or Omission of "City"

Two reasons why "City" might be added to or removed from the name of a post office are official change of name by the POD and unofficial use of "City" as a local variation. Post offices with "City" added to or removed from their names by the POD include Fillmore City, changed to Filmore in 1884; Ferron's City, changed to Ferron in 1888; Ogden City, changed to Ogden in 1888; Alpine City, changed to Alpine in 1895; Virgin City, changed to Virgin in 1895; Brigham City, changed to Brigham in 1895 and back to Brigham City in 1950; Lehi City, changed to Lehi in 1904; Provo City, changed to Provo in 1904; Echo City, changed to Echo in 1950; and Heber, changed to Heber City in 1965. *Figure 1* shows representative postmarks with "City" removed or added.
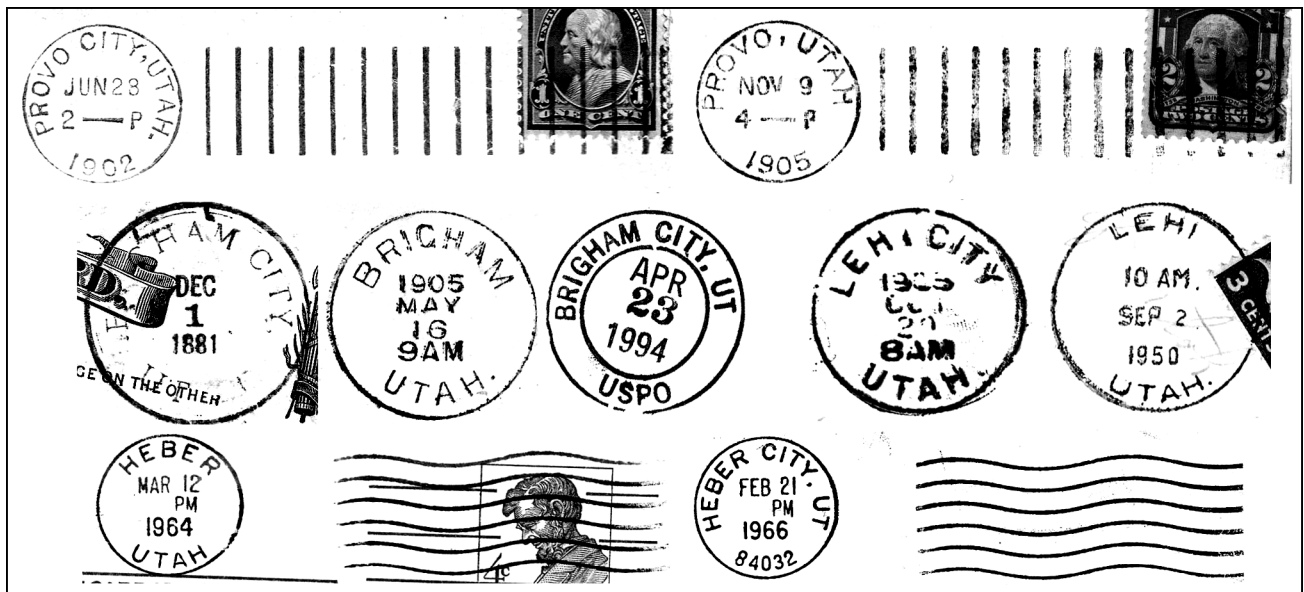
Figure 1 Postmarks showing result of officially adding or removing "City" from post office name.

Post offices where the addition of "City" was an un-official, local variant include: Logan City, dated around 1880; Heber City dated 1883; Hirum City or Hyrum City, dated in the 1880s; Morgan City, un-dated; Ophir City, undated; and North Salt Lake City

Figure 2 North Salt Lake postmarks, one with unofficial "City".

dated in the 1980s. *Figure 2* shows unofficial addi-tion of "City" to North Salt Lake. In addition, Echo City is seen as Echo dated 1888.

Another post office, Bear River, was discontinued in 1869 and re-established as Bear River City in 1871.

The removal of "City" from three post office names in 1895 might have been influenced by Order 114 of the Postmaster General, *Selection of Names for Newly Established Post Offices,* dated April 9, 1894, which reads:

> To remove a source of annoyance to the Department and injury to the Postal Service in the selection of names of newly established post offices, it is hereby ordered that from this date only short names or names of one word will be accepted. There may be excep-tions when the name selected is historical or has be-come local by long usage, but the Department re-serves the right in such cases to make the exception or not as it sees proper.
>
> Names of post offices will only be changed for rea-sons satisfactory to the Department.[1]

Number of Words in PO Name Changed

Even though Order 114 applied to newly established post offices, it also might have influenced the short-ening of the names of four Utah post offices during the first four months of 1895: White Rocks to Whiterocks, Mill Creek to Millcreek, Castle Gate to
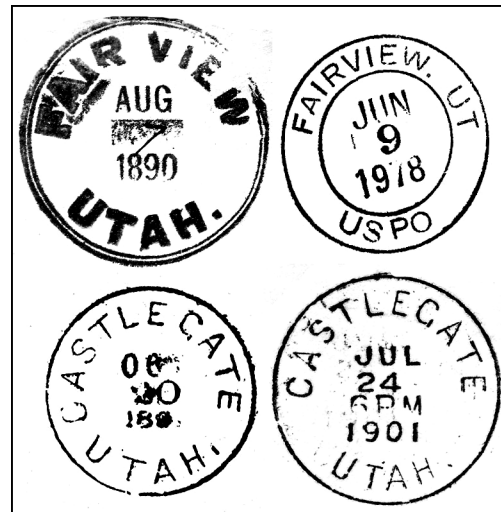
Figure 3 Postmarks showing Fair View and Castle Gate as two words and as one

Castlegate, and Fair View to Fairview. *Figure 3* con-tains postmarks from Fair View, Fairview, Castle Gate and Castlegate.
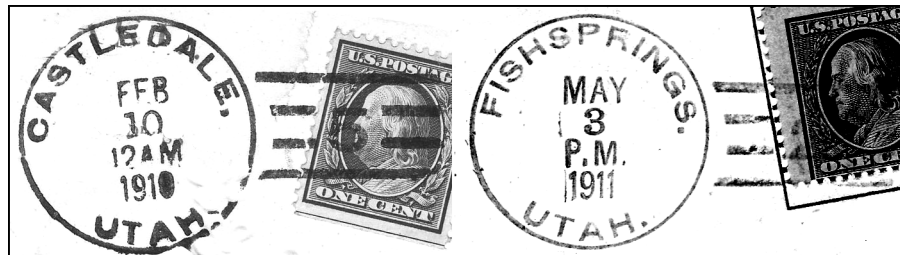
Figure 4 Castle Dale and Fish Springs postmarks showing names unofficially shortened to one word.

Some post offices names were established as two words and not officially shortened, but are sometimes seen as one word in postmarks. These include Castle Dale and Fish Springs. Both are shown in *Figure 4.*

Official action by the POD split the names of post offices from one word into two words: Lasal to La Sal in 1938, Salt Lake City's Sugarhouse Station to Sugar House Station in 1949, Castlegate back to Castle Gate in 1950, and Greenriver to Green River in 1951.

Fort Duchesne postmarks dated in the 1890s some-times show Duchesne spelled Du Chesne. *Figure 5* contains several postmarks with one word names split into two words.

In addition, PO names can differ because a word has been added or removed, such as Bryce and Bryce Canyon. The Bryce Canyon Post Office has been lo-cated at the lodge in Bryce Canyon National Park since 1927. The Community Post Office, located just out-
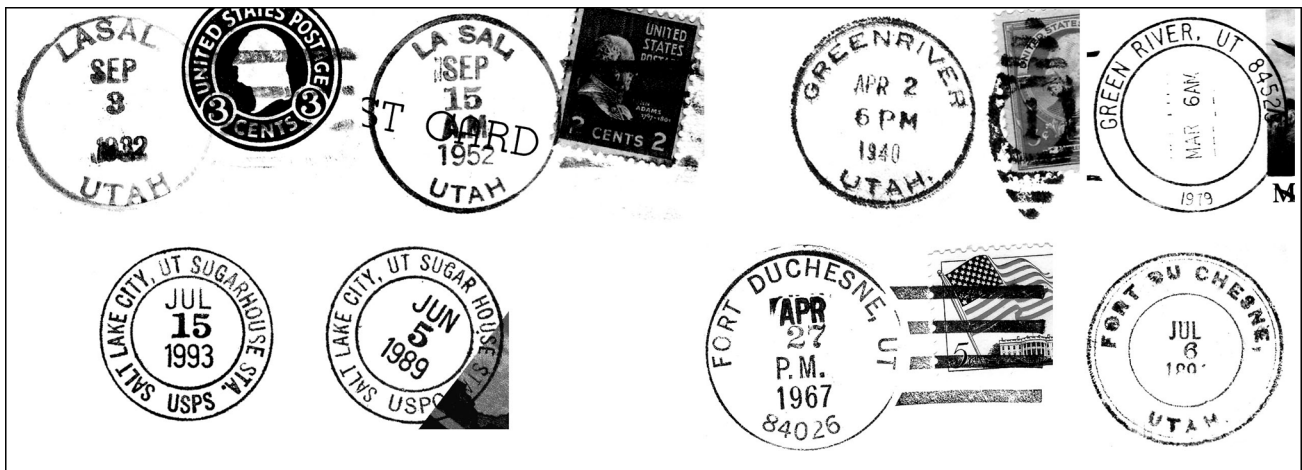
Figure 5 *Postmarks with one word names split into two words.*
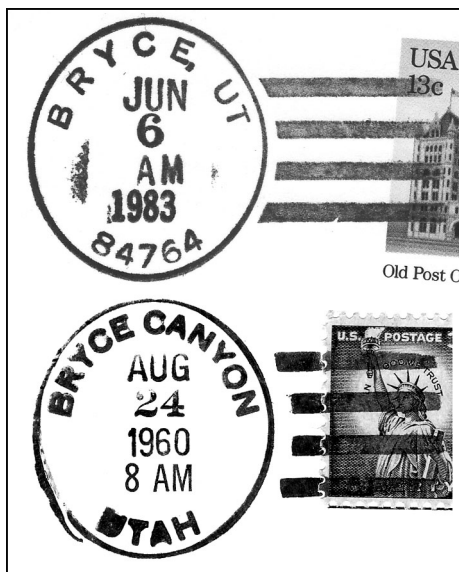
Figure 6 *Bryce and Bryce Canyon postmarks.*

side the park at Rubys Inn, was renamed Bryce in 1983. They are separate offices, so both are correct. Both are shown in *Figure 6*.

Change in Designation of a Branch Post Office

A branch post office is a postal unit that is under the administration of a city main post office. The POD designated branch offices either stations or sub-stations in 1897, and made them all stations in 1902. In 1908, only those branch offices that were located inside the corporate limits of the city main post office could be designated stations. Branch offices located outside the corporate limits of the main city post of-

fice were designated branches. This change affected three branch offices of Salt Lake City and is reflected in their postmarks.

In 1908, the Calderpark Station, Murray Station and Sugarhouse Station were all designated branches because they were located outside the corporate boundaries of Salt Lake City. In 1910, the Sugarhouse Branch was moved inside the corporate boundary of Salt Lake City, so it was designated a station. Changes to the Murray and Sugarhouse Stations are illustrated in *Figure 7*.

Figure 7 *Salt Lake City branch post offices showing change of designation.*
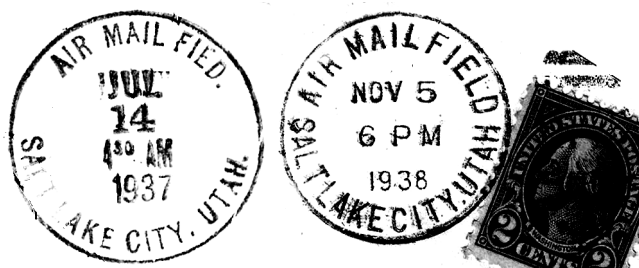
Figure 8 Air Mail Fied or Air Mail Field?

Spelling Differences

Sometimes postmarks show post office names that are different, yet so similar that they could be from the same post office or facility. These are discussed in pairs with the reason for the difference and are presented in alphabetical order.

Air Mail Field or Air Mail Fied? The Air Mail Field was located at the Salt Lake City municipal airport. Fied is obviously a misspelling. The marking was used for almost a year. Field is correct. See *Figure 8.*

Calder Pk Station, Calder P'k Station, Calderpak Branch or Calderpark Branch? Calder's Park was the first recreational amusement park west of the Missouri River. The Calderpark Station was established in 1899 and made a branch in 1908. Station postmarks give the name as Calder Pk or Calder P'k, a contraction to fit "Salt Lake City, Utah Calderpark Station" into a circular postmark. The branch postmarks give the name as Calderpk or Calderpark. The difference appears intentional, rather than an error. They are shown in *Figure 9.*

Figure 9 Variations of Calderpark.
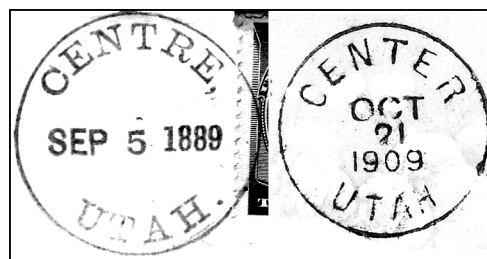
Figure 10 Centre or Center?

Center or Centre? Centre was located in Tooele County midway between Vernon and St. John. The post office was established as Centre in 1874, and changed to Center in 1893, so both are correct. See *Figure 10.*
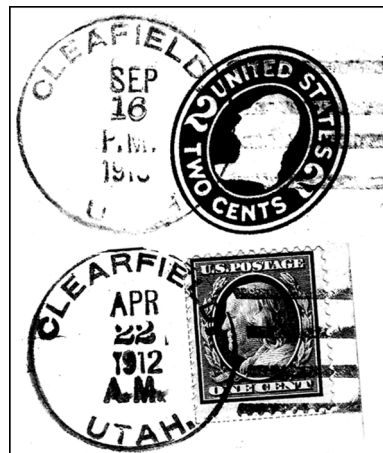
Figure 11 Cleafield or Clearfield?

Cleafield or Clearfield? The community was named Clearfield because it was located in an open, attractive area. Clearfield is correct. Cleafield is misspelled. See *Figure 11.*
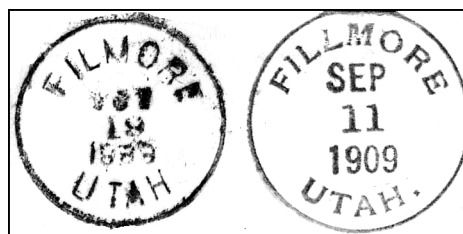
Figure 12 Filmore or Fillmore?

Filmore or Fillmore? Fillmore, a capital of the Territory of Utah, is named for President Millard Fillmore. Filmore is misspelled. Fillmore is correct. See *Figure 12.*
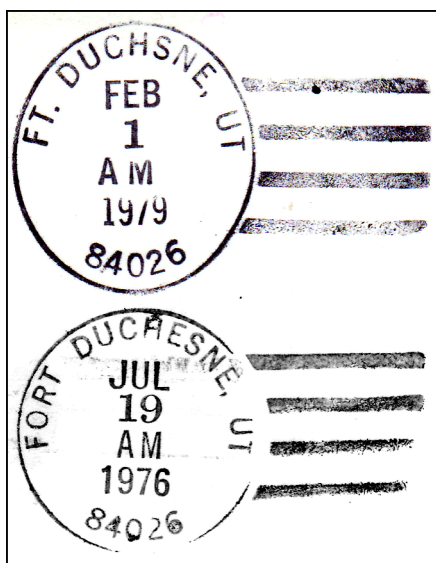
Figure 13 Duchsne or Duchesne?

Ft. Duchsne or Fort Duchesne? Fort (or Ft.) Duchesne was the headquarters for the Uintah and Ouray Indian Reservation and currently is the headquarters for Ute tribal government. The source of the name Duchesne is unclear, but the spelling is not. Duchesne is correct. Duchsne is misspelled. See *Figure 13*. (Special thanks to Norm Ritchie for this postmark).
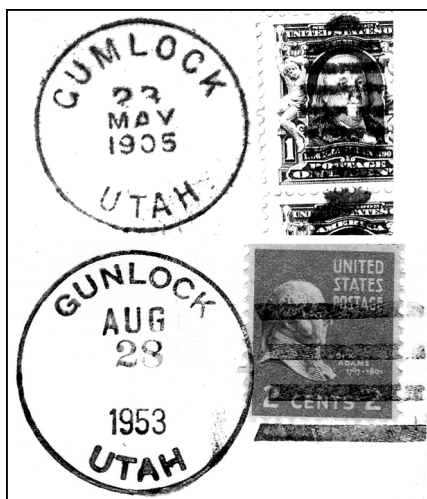
Figure 14 Gumlock or Gunlock?

Gumlock or Gunlock? The community was named for William "Gunlock" Hamblin, the first settler. Gunlock is correct. Gumlock is misspelled. See *Figure 14*.

Hinkley or Hinckley? Both were post office names, but Hinkley appears to be a POD administrative error. The town was named for Alonzo A. Hinckley, an
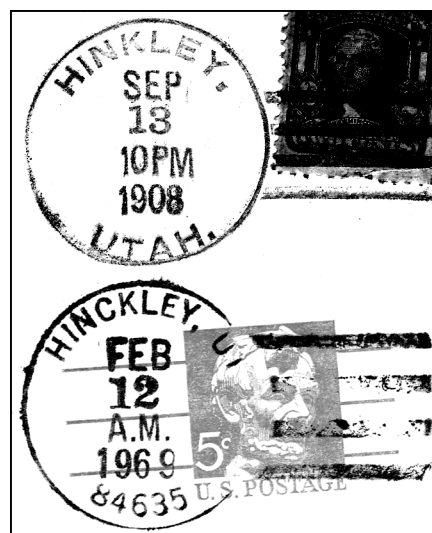
Figure 15 Hinkley or Hinckley?

LDS Church leader. The post office was established as Hinkley in 1892, and renamed Hinckley in 1908. See *Figure 15*.
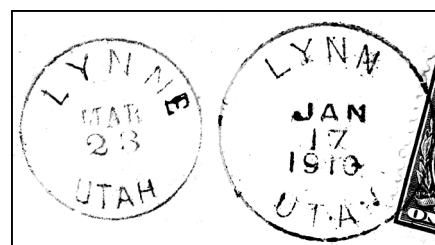
Figure 16 Lynne or Lynn?

Lynne or Lynn? Lynne and Lynn were unrelated post offices in different counties. Lynn operated in Weber County 1869-79; Lynn in Box Elder County 1903-1951. Both are correct. See *Figure 16*.
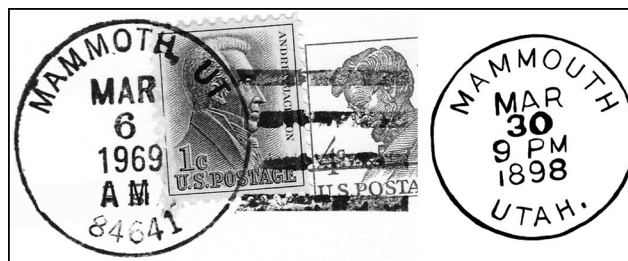
Figure 17 Mammoth or Mammouth?

Mammoth or Mammouth? A new ore discovery was described as mammoth, and that became the name of the town that grew nearby. Mammoth is correct. Mammouth is misspelled. See *Figure 17*.
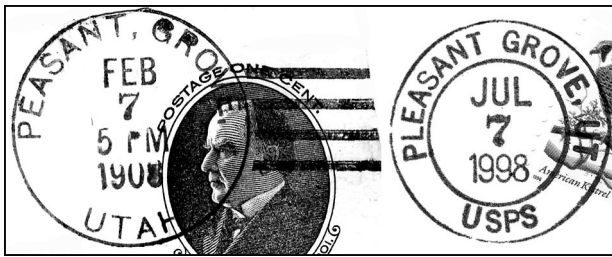
Figure 18   *Peasant Grove or Pleasant Grove?*

Peasant Grove or Pleasant Grove?   Pleasant Grove was named for a grove of Cottonwood trees near where pioneers settled in 1849. Pleasant Grove is correct. Peasant Grove is misspelled. See *Figure 18.*

Saint George or St. George?   The post office was established as Saint George in 1861 and officially changed to St. George in 1948. Both are correct. See *Figure 19.*
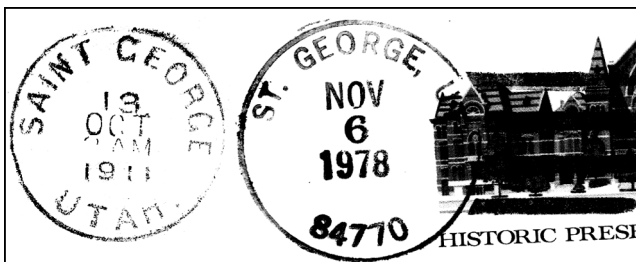
Figure 19 *Saint George or St. George?*

Slaterville or Slatersville? The Slatersville post office was established in 1869, changed to Slaterville in 1897. No postmarks spelled Slatersville have been seen by the author. Slaterville postmarks are known dated years before the name was officially changed. See *Figure 20.*

Figure 20 *Slaterville dated when it should read Slatersville.*

Teardale or Teasdale?   The community, settled in 1879, was named for Apostle George S. Teasdale of the LDS Church. The post office was established as Teardale in 1884, probably through POD administrative error. It was not renamed Teasdale until 1900. See *Figure 21.*
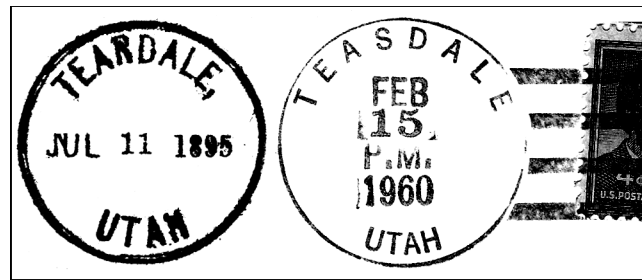
Figure 21 *Teardale or Teasdale?*

Thompson, Thompsons or Thompson Spring? E. W. Thompson settled what became known as Thompson Spring in 1883. It developed into a point for shipping cattle by rail. The post office was established as Thompsons in 1890, officially renamed Thompson in 1949 and Thompson Springs in 1999. All are correct, and are illustrated in *Figure 22.*
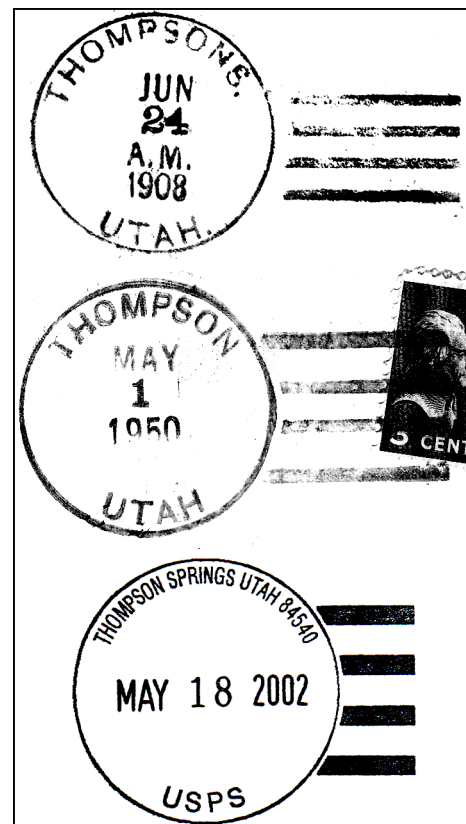
Figure 22 *Thompsons, Thompson or Thompson Springs?*

TOD Park or TAD Park?   TOD Park was a residential community built during World War II outside the Tooele Ordinance Depot. After the depot was renamed

the Tooele Army Depot, the TOD Park branch post office was renamed TAD Park in 1964. Both are correct. See *Figure 23.*
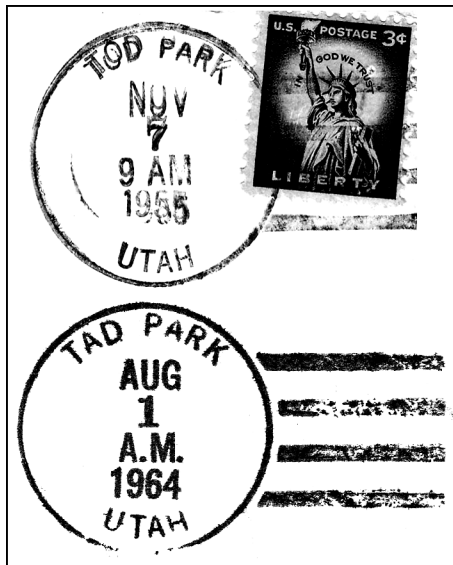
Figure 23 TOD Park or TAD Park?

Uintah or Uinta? The community is named after the Weber Ute Band of Shoshoni Indians, and it is spelled both ways. The post office was established as Uintah in 1869, and discontinued as Uinta in 1919, but there was no official announcement of a name change. See *Figure 24.*
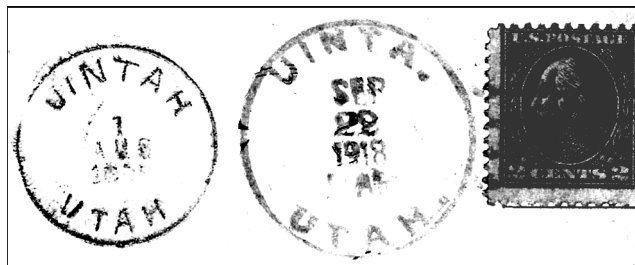
Figure 24 Uintah or Unita?

Wasatch or Wahsatch? The town was a railroad center, then a sheep-raising center. At different times between 1869 and 1963, six post offices named Wahsatch or Wasatch operated at about the same location. Wasatch is a variant of Wahsatch, the name of a local Shoshone Indian Chief. In 1950, a Wasatch Post Office was renamed Wasatch. Both are correct. See *Figure 25.*
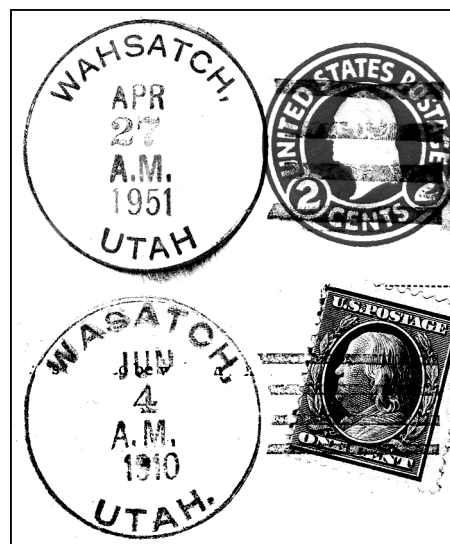
Figure 25 Wahsatch or Wasatch?

Washakie or Waskakie? The community was named for Chief Washakie of the Shoshone Indians. No postmarks spelled Washakie have been seen by the author. Waskakie postmarks dated February 28, 1931, the last day of the post office, are common. One is shown in *Figure 26.*
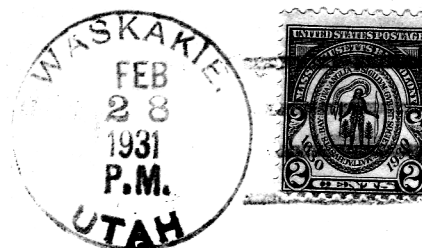
Figure 26 Last day cancel from Waskakie.

West Jordon or West Jordan? When West Jordan was settled, it included an area west of the Jordan River near Salt Lake City. West Jordan is correct. West Jordon is misspelled. See *Figure 27.*
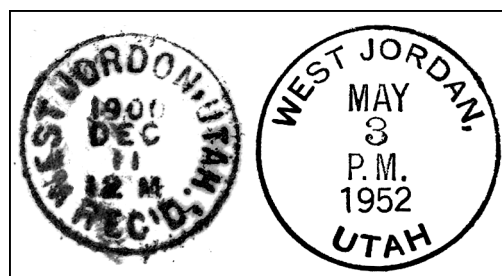
Figure 27 West Jordon or West Jordan?
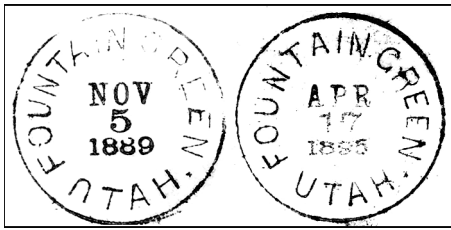
Figure 28 *Which way should that "U" face?*

One other difference does not fit any of the categories. It is a Fountain Green postmark with Utah written ∩TAH. The exact reason for the difference is unknown, but the canceller might have been damaged, and the "U" inverted during repairs. See *Figure 28.*

Conclusion

One of the attractions of postmark collecting to the author is the thrill of the chase, the enjoyment at finding new postmarks or differences in postmarks already owned. While this article has discussed differences in postmarks from the State of Utah, similar differences are probably found in postmarks from every state. When they are discovered, a little detective work in the *Postal Bulletin,* Directories of Post Offices and local history books can often explain the reason for the difference.

The postmarks in the illustrations have been cropped and darkened so that they are more easily reproduced. Some have been strengthened.

Thanks to Lloyd Shaw for his assistance in helping to build my Utah postmark collection.

Endnote

[1] *Postal Bulletin 4301*, April 11, 1894.

Bibliography – Useful Government Documents

Official Postal Guide. Issued 1874-1954 with July or January issue as the Guide, others as supplements. Listing of post offices and dependent units by state. Replaced in part by *Directory of Post Office,* which was replaced by the *National Zip Code Directory.*

Postal Bulletin. Originally called the *Daily Bulletin of Orders Affecting the Postal Service.* Published 1880 to date. Called *Postal Bulletin* since 1918. Orders establishing, moving, renaming and discontinuing post offices along with orders affecting its transportation.

Record of Appointment of Postmasters 1837-1971. Ledgers recording the establishment and discontinuation of post offices and the appointment of their postmasters. Available on microfilm by state from National Archives.

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The Postmasters General of the United States

XXV. Marshall Jewell, 1874-1876

by Daniel Y. Meschter

Marshall Jewell was above all else a businessman with a flair for politics in later life. One of his biographers described his administration of the Post Office as "eminently businesslike and purifying;" but it was this "purifying" streak that eventually brought him down[1]. Unlike Creswell who eschewed a partisan role in his five years as Postmaster General, Jewell took an active role in the revelations of Grant's second term.

Marshall Jewell was born in Winchester, NH in October 1825, a descendent of early 17th century Massachusetts settlers and the son of a tanner[2]. He completed his formal education in Winchester's common schools and worked in his family's tannery until he moved to Woburn, Massachusetts where he taught himself the new art of telegraphy. He worked on the construction of the telegraph line from Louisville to New Orleans and supervised connections between New York and Boston. In the meantime his father moved his tannery to Hartford, Connecticut in 1845 and expanded his business to include a belting factory which Marshall joined a few years later as a partner in the firm and its controlling spirit. He made himself and the company wealthy when he traveled widely in the United States and Europe in the late 1850s purchasing leather and holding it for wartime prices for industrial belting. He diversified his business holdings to include interests in banks, insurance companies, the New York and New England Railroad, the Hartford *Evening Post*, and the Connecticut Telephone Company in several of which he served as an executive officer.

He turned to politics after the War when he mounted unsuccessful campaigns for the Connecticut Senate in 1867 and governor in 1868 before being elected governor in 1869, 1871, and 1872. President Grant then sent him to Russia in the fall of 1873 as Minister to the court of Tsar Alexander II. He naturally took an interest in the Russian leather industry while in St. Petersburg and by using his sense of smell developed in his father's tannery discovered its secret process which he introduced to the United States upon his return.

Marshall Jewell

He occupied the post of Minister for less than eight months when Grant offered him the office of Postmaster General. Grant's opinion of Jewell can be found in his note to Secretary of State Hamilton Fish asking him to telegraph Jewell whether he would accept the position: "On thinking over the question of a successor to the Postmaster Gen'l," he wrote, "the name of Marshall Jewell occurs to me as about the most fitting, and if he [will] accept it, there would be no more pleasant associate to introduce into the Cabinet." Jewell's response was enthusiastic: "I am unable to express to you my thanks for this renewed manifestation of your confidence and accept with great pleasure, not because this position which I hold by your favor is not agreeable . . . but a position in your cabinet is preferable to any other[3]." Would this cordiality have lasted longer!

Jewell approached his assignment as Postmaster General in much in the way he might have undertaken the management of a long-standing and ostensibly smoothly operating business. His two annual reports were business-like rather than lawyerly in their attention to details and few even trivial matters escaped his attention[4]. He was particularly concerned about the annual excess of expenditures over revenues. In his 1874 Report (pp. 28-29) he found that deficits in recent years varied from 15% to 20% of revenues. Although he proposed keeping the goal of making the Post Office self-sustaining "steadily in view," his forecasts for the following fiscal year (1876) included a deficit of nearly $8,000,000 or about 25% of gross revenues, about which he felt helpless to do anything more than to exercise "strict vigilance."

He considered it humiliating that only one American steamship line was carrying mail across the Atlantic, and that only once a week from Philadelphia to Liverpool in competition with four foreign-flag sailings a week from New York, and none to South America (1875 Report, p. 23). He felt it a matter of national pride that provision should be made for the transportation of the mails on important routes in American ships manned by American crews and "sailing under our own flag." Jewell suggested some way be found to increase compensation to American lines to give them an advantage over foreign carriers; but of course it was futile.

In his 1871 Annual Report, Postmaster General John Creswell described how in response to his advertisement of September 30, 1870, 195 bidders awarded contracts failed to begin service as provided by their contracts on July 1, 1871[5]. He called them "straw bidders." Acting on the advice of the Attorney General, the Department made temporary contracts pending re-advertisement on August 4, 1871 for service to begin on January 1, 1872. He regretted to say that the contracts issued in response to this re-advertisement showed no improvement in obtaining bona fide bidders. As would be expected of any good lawyer, he recommended Congress enact legislation making the failure of successful bidders to sign contracts and perform the service a misdemeanor. Creswell got his legislation the day before he tendered his resignation; but without the criminal penalty he advocated. Congress actually found a more effective solution. It simply required all proposals for carrying the mails be accompanied by a bond subject to forfeiture by bidders who failed to execute the contract or perform the service[6]. It was too soon for this law to become effective when Jewell found no improvement in his 1875 Report (p. 23-4); but James Tyner, his successor, was happy to report that, "the vicious system of 'straw-bids' [has] almost wholly disappeared due to the bonding requirement[7]." There was, however, something else going on in the contracting procedure that neither Creswell nor Jewell either saw or were prepared to discuss in their annual reports.

Regrettably, Marshall Jewell had little involvement in the most important event during his term of office, which was the International Postal Congress that met in Berne, Switzerland on September 15, 1876, a mere two weeks after he took office. The American invitation undoubtedly was received by Creswell before he left office and it is probable that Creswell appointed Joseph H. Blackfan, Superintendent of Foreign Mails, to represent the United States with authority to sign the expected treaty, subject to the approval of the President and the Postmaster General.

The foundation for the Berne Congress had already been laid at the Paris Postal Conference of 1863 and largely adopted in principle in the numerous bilateral postal conventions sanctioned since then. Codding identifies the main issues as simplification of international postal rates and elimination of the transit fees charged by nations over whose territory mail was required to pass en route from the country of origin the Congress called the "expediting country," to the country of destination[8].

Simplification of international postal rates came close to meaning standardization of rates with the ideal being the same rate for all mail of the same class and weight. The Berne Congress agreed without much difficulty on a basic letter rate of 25 centimes (25c French = 5¢ US. = 2½d UK) for a basic weight unit of 15 grams or approximately ½ oz anywhere in the world. Similar rates were devised for other classes and weights of mail. It was agreed that the expediting country would retain all the revenues collected on the theory that every letter would generate a return letter on which the country of original destination would collect the postage. One of the benefits of this arrangement was that it eliminated the costly accounting process previously required to settle accounts between nations..

Compromises on details, of course, were the rule of the day when it was agreed first to permit a range of rates from 20c to 32c to accommodate nations not having monetary units corresponding to the 25c rate or those that might desire slightly higher or lower rates for their own reasons. A second compromise was to permit a surtax up to 50% of the basic rate (rounded as needed) on letters forwarded more than 300 miles by sea post.

The most acrimonious debate was on the issue of transit fees. These were not a problem in the case of neighboring countries where the expediting and receiving countries each paid the transportation costs to and from its own borders. The problem arose where a third country came between the expediting and receiving countries. At least two nations could claim with considerable justification that their geographic positions placed them at a special disadvantage. France claimed that substantially all of the mail between the West and southern Europe, North Africa, and the Orient was routed across its territory while the Belgium delegate insisted his country rendered twenty times the service trans-shipping mail from the West to Scandinavian, and northern and eastern European postal administrations than it received. The solution was found in a complicated formula that established transit fees to be collected by the expediting country based upon weight and class of mail carried. Fees over long distance systems such the Indian Mail Service and the United States transcontinental railroad were made special cases for agreement between users and carriers.

Finally among numerous other things, it was agreed the organization would be called the General Postal Union, the new regulations would take effect on July 1, 1875, and that the Union would meet periodically.

The French, of course, prevailed in its insistence that the Union's regulations not take effect with respect to France until January 1, 1876 and that it would be allowed to charge transit fees on the basis of the distance the mail was actually carried. It was at its next meeting in Paris in 1878 that the Congress changed its name to the Universal Postal Union and new nations were accepted as members simply by a declaration of adherence. Thus the membership grew rapidly from the original twenty-one nations at Berne in 1875 to 71 at Rome in 1906 and 124 as of December 30, 1961.

It was the Whiskey Ring scandal that brought Jewell down when he had to choose between his loyalty to Grant, whom he admired and trusted, and to his country. In its simplest terms, the Whiskey Ring was a bribery scheme concocted as much by revenue agents in the Treasury Department as by whiskey distillers in several large mid-western cities, notably St. Louis. By it the distillers would file returns understating their production which the agents would accept as accurate. The distillers and revenue officers would then share the unpaid taxes that ran into millions of dollars before the Ring was exposed.

Although rumors of the scandal were rife, the Ring was so strongly protected from attack by its political connections that when Treasury Secretary Benjamin Bristow decided to break it, he was forced to secretly hire outside investigators to collect the evidence he needed to present to the grand jury. It probably was in reliance on Grant's dictum in the summer of 1875, "Let no guilty man escape," that Bristow felt justified in going ahead with the indictments. Jewell actively supported him despite Grant's increasing opposition; but after Grant's personal secretary was indicted, nobody who questioned the loyalty of any of Grant's partisans was safe from summary dismissal.

Jewell would have been deluded if he hadn't seen what was coming. It started when Bristow told Hamilton Fish in May 1876 he had decided to ask the President to fix a day for him to retire from the Cabinet, that he found the Cabinet irksome and disagreeable, among other complaints[9]. In discussing Bristow's replacement, Fish's diary continued on June 19th by saying Grant was receptive to Lot Morrill of Maine: "He spoke of a change in the Post office Department and added if Morrill would accept the Treasury it would be easy to ask for Jewell's resignation on geographical grounds," Jewell also coming from New England. Of this, of course,

Jewell knew nothing until Grant called him in on July 10th to discuss some appointments. Jewell later said he went into a room for a talk with the President and when he came out he had resigned. Fish reported Grant as saying he could stand [Jewell's] annoyance no longer. The real reason, however, taken in the context of Grant's readiness to discharge anyone he suspected of disloyalty, probably was the numerous occasions when Jewell opposed him and especially when he sided with Bristow in the Whiskey Ring scandals. Jewell's resignation is taken as effective July 11th, the day before his successor, James N. Tyner, replaced him as Postmaster General.

Jewell remained active in Republican politics after leaving office. He was named a member of the Republican National Committee at the National Convention at Cincinnati in June 1876 and worked for the election of Rutherford B. Hayes. He opposed Grant's nomination for a third term at the 1880 convention that elected him Chairman of the Republican National Committee.

He was known as an eloquent speaker with a gift for humor. The epigram, "too unanimous," in reference to an effusive person, popular in the 1880s, was attributed to him. His robust physique, boyish face, snow-white hair, and Van Dyke beard commanded attention wherever he went. He died in Hartford in February 1883 at after a full and useful life.

(Endnotes)

Portrait of Marshall Jewell courtesy U.S. Embassy, Moscow, Russia.

1 *National Cyclopedia,* v. 4, 1895, p. 20.

2 See Vexler; *National Cyclopedia,* v. 4, 1895; and Simpson, Brooks D., "Marshall Jewell," article in *American National Biography,* New York, 1999 for biographical sketches of Marshall Jewell.

3 Grant's note, July 2, 1874; Jewell's telegram, July 3, 1874; Simon, John Y. *The Papers of Ulysses S. Grant, Volume 25: 1874,* Carbondale, IL, 2003, p.140.

4 *Annual Reports of the Postmaster General*, November 24, 1874, Serial No. 1638 and November 15, 1875, Serial No. 1679 are cited in the text by "(Year) [of] Report, page number.

5 *Annual Report of the Postmaster General*, November 18, 1871, Serial 1507, pp. 23-4.

6 §12, Act of June 23, 1874, 18 Stat 231.

7 *Annual Report of the Postmaster General*, November 27, 1876, Serial No. 1748, p. 23.

8 Codding, George A, Jr. *The Universal Postal Union*, New York, 1964, pp. 25-34.

9 Simon, *op cit, Volume 27:1876*, 2005, p. 142.

The Postmasters General of the United States

XXVI. James Noble Tyner, 1876-1877

by Daniel Y. Meschter

Approaching age thirty-five after ten years in business and seven years studying and practicing law, James Tyner probably had little idea he would spend half of the rest of his life serving the Post Office Department in five different capacities as special agent, Second Assistant PMG, Postmaster General, First Assistant PMG, and Assistant Attorney General for the Post Office Department.

James Noble Tyner was born on January 17, 1826 in Brookville, Indiana[1]. He completed his education at Brookville Academy in 1844 and joined his father in a business thought to have been the Richard Tyner Slaughtering Company. He then studied law, probably in some local attorney's office, and was admitted to the bar in 1857. In addition to a law practice he opened in Peru, Indiana, he was elected secretary of the Indiana Senate from 1857

James N. Tyner, c. 1885

to 1861. He was then made a special agent of the Post Office Department during the Civil War. In 1868 he was elected to the first of his three terms in the U.S. House of Representatives. One of his committee assignments was on the House Committee on Post Offices and Post Roads that added to his knowledge of how the Post Office Department worked and the handling of mail he gained as special agent.

Then, near the end of his third term in what resembled a game of musical chairs, President Grant offered Tyner the governorship of Colorado Territory. When he declined, Grant turned to John L. Routt, the incumbent Second Assistant Postmaster General and appointed Tyner second assistant in his place on February 26, 1875, perhaps remembering the recommendation of the Indianapolis postmaster at the time J.W. Marshall succeeded John Creswell as Postmaster General in July 1874 pending Marshall Jewell's return from Russia. Routt went on to become famous as Colorado's last territorial governor and its first elected state governor in 1876.

After dismissing Marshall Jewell, Grant was impatient to find a more submissive successor. Hamilton Fish noted in his diary that he was present on July 10, 1876 when Grant asked Jewell for his resignation and then Fish what he thought of Richard Thompson, a former representative from Indiana, for Postmaster General. Grant settled on Tyner as soon as Fish recalled that Thompson's name had come up in some rumors that disqualified him for political reasons. Fish thought Tyner's appointment would be "unexceptional" and rather "in the line of a promotion[2]." With only eight months left in Grant's second term and Hayes already nominated at the Republican Convention in Cincinnati, it probably didn't matter much to Grant whether Tyner's appointment was exceptional or not as long as he didn't become troublesome. What posterity understands is that Tyner's strength was in administration rather than legislative or executive leadership such as Fish evidently expected and Grant did not.
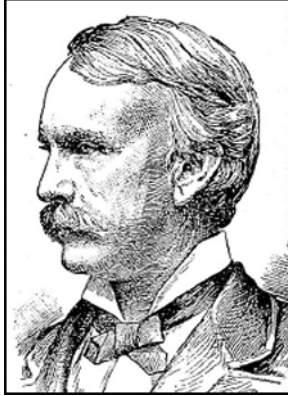
The ink was barely dry on Jewell's letter of resignation the next morning (July 11th) when Grant dashed off a note, "Nominate Jas. N. Tyner as Postmaster General vice Jewell resigned." His secretary at once wrote to Tyner: "The President directs me to say that he will be pleased to have you call at his office at half past one o'clock this afternoon," to offer him appointment as Postmaster General, and again the next morning (July 12th): "The President will be pleased to have you call at his office at 4 o'clock this afternoon to subscribe to the oath of office[3]." When he went to work the next morning, Tyner simply moved from the second assistant's desk into the Postmaster General's office.

Tyner's tenure lasted from mid July 1876 to the end of Grant's second term in the first week of March 1877. Nevertheless, that brief period was marked by a number of significant issues affecting the operation of the Post Office Department including postmaster compensations and legislative reduction of railroad pay. A lesser matter with considerable historic interest was that upon the completion of the transcontinental railroad in 1869, the British Post Office began forwarding its closed mails to Australia across America from New York to San Francisco by rail. The transit fees proving insufficient to defray the Post Office's transportation costs, it fell to Tyner to reach a new agreement with the British Post Office to carry the twelve tons a month these mails averaged. Of

course, he was in no position to do anything about either postmaster compensations or railroad pay, but he discussed them at length[4].

The issue of postmaster compensations arose anew near the end of Creswell's term when Congress reduced the number of classes of postmaster compensation from five to four by combining the previous fourth and fifth classes into a new fourth class with a maximum salary of $1,000 per annum[5]. Especially the postmasters of the former fifth class naturally groped for ways to increase their salaries.

The Continental Congress established the principle in 1782 that postmaster compensations should be proportionate to the work required. It adopted revenues as a measure of work performed and authorized the Postmaster General to allow his deputies "such commissions on the monies to arise from postage in their departments as he shall think their respective services may merit[6]." The word "monies" meant the revenues from prepaid letters dispatched and collected on unpaid letters coming in. Language such as "sums they collect and pay into the Post Office" and "monies arising from postage," used from time to time, basically meant the same thing. It was not until 1864 when Montgomery Blair set up the rules for determining the salaries of deputy postmasters that the phrase, "amount of stamps cancelled," appeared for computing the revenues of a post office in addition to box rents, unpaid postages collected, and the postages on printed and other mailable matter[7]. The Appropriation Act of 1874 simplified this language to box rents and commissions on "other postal revenues" and expunged "stamps cancelled[8]." Postmasters soon realized "other postal revenues" meant stamp sales. William Jewell was the first Postmaster General to recognize that this had the effect of basing the compensation of postmasters of the fourth class on the sales of stamps to be used elsewhere, as in nearby cities where postal salaries had already reached their maximum so that those postmasters had no incentive to boost stamp sales, and for other purposes. He recommended returning to the value of stamps cancelled to determine the compensation of fourth class postmasters [9].

For the postmasters of small post offices, the 60% commission on his first hundred dollars of revenue, 50% on the next three hundred, and 40% on up to one thousand dollars made stamp sales a foolproof method of inflating his salary. As Tyner pointed out, stamp sales plus almost insignificant revenues from other sources would have to reach $1,200 per annum before his commissions would fall below 50%, yielding a salary of $600 at fourth class post offices. It was even possible for salaries to reach the $1,000 maximum with little or no increase in work required. Tyner realized increased stamp sales were made possible by the growing practice by business to use stamps as a medium of exchange in lieu of currency for the payment of small bills and especially for low-priced, mail order merchandise[10]. Advertisements often invited buyers to remit by coin or stamps, a custom that continued through World War II with the vendor either using the stamps received in his own business or selling them to wholesale dealers at a discount. Inescapably, there was a ready market for postage stamps among businessmen who considered large purchases of stamps a favor to small town postmasters, traveling commercial agents reselling stamps bought at a discount from country post offices, and so on. Tyner cited statistics showing that stamp sales at fifty randomly selected small post offices increased more than 400% during the biennium ending June 30, 1876 over the prior biennium. It turned out that what Tyner was seeing was only the beginning of a trend toward postmasters of the fourth class inflating their compensations by the sale of postage stamps for non-postal purposes and therefore not a measure of their actual work handling the mails.

All this, of course, was set against the agitation for civil service reform that began soon after the Civil War as America entered a new industrial age. As a seasoned administrator, Tyner would have recognized the inefficiencies of wholesale turnover of government employees after every election, low morale, and the increasing need for more highly skilled employees who demanded tenure and pay commensurate with their qualifications. Tyner must have seen that a fundamental change in employment policies was becoming a critical public issue.

The question of railroad pay for carrying the mails had not been satisfactorily resolved even after forty years of operation. Tyner reported that only about one-fifth of the railroads had yet signed contracts, the rest being content to carry mail at their own convenience at the rates of pay prescribed by law. But there were highlights, too. The New York Central and Hudson River Railroad, for one, outfitted fast mail trains between New York and Chicago in twenty-six hours and the Pennsylvania Railroad and its connecting lines

between New York and Saint Louis via intermediate points in thirty-three hours. However, in an economy move Congress misguidedly reduced railroad pay for carrying the mail by 10% from the rates allowed by law and the pay to land grant railroads, including the vital Union Pacific, to 80% of that in its Post Office Appropriation Act for the 1877 fiscal year[11]. The New York Central, the Pennsylvania, and other railroads promptly withdrew their fast trains, claiming they had only instituted fast service out of a spirit of enterprise and that the rate of pay for the service was insufficient even under the statutory rates. Worse, Congress dashed the expectations of the business community which had so quickly come to rely upon such faster service as second day delivery between New York and Chicago. Only a few like Tyner seemed to realize the time had come when the railroads were so dominant in mail transportation that some reconciliation was long past due.

Congress's only concession at the moment was to authorize a Special Commission on Railway Mail Transportation to examine the transportation of the mails by railroad and report to Congress "such rules and regulations for such transportation and rates of compensation therefore as shall in their opinion be just and expedient[12]." As its chairman, Grant appointed Gardiner G. Hubbard, one of the founders of American Telephone and Telegraph Company, Alexander Graham Bell's father-in-law, and the first president of the National Geographic Society. Tyner hoped that whatever legislation might result from the Commission's investigations "shall definitely prescribe fixed rates of pay for this service, leaving nothing open to the discretions of the Postmaster General" and require "written contracts as a condition of payment[13]." It remained more for Congress than his successors to act on these issues in the difficult years ahead.

Tyner stepped down as Postmaster General on March 11, 1877 when Rutherford B. Hayes, Grant's successor, appointed David M. Key of Tennessee Postmaster General. In an unusual move, Hayes appointed Tyner as Key's first assistant. Tyner served in that capacity more than four years from

March 1877 until he resigned at the end of October 1881. During this time he represented the United States at the International Postal Congress in Paris in 1878 that changed the General Postal Union's name to the International Postal Union and put the final

touches on the Treaty of Berne that created it. He later was the United States delegate to the International Postal Congress in Washington, D.C. in 1897. Finally, he served in the Justice Department as the Assistant Attorney General for the Post Office Department under Benjamin Harrison from March 1889 to May 1893 and again under McKinley and Theodore Roosevelt from May 1897 to April 1903. He remained in Washington after retiring from the Justice Department and died there late the following year on December 5, 1904.

(Endnotes)

Portrait of James N. Tyner from *The National Cyclopedia of American Biography,* 1895, v. 4, p. 20.

1   See Vexler; *The National Cyclopedia of American Biography* and the *Biographical Directory of the Ameri-can Congress* for biographical sketches of James N. Tyner.

2   Simon, John Y., ed. *The Papers of Ulysses S. Grant*, Carbondale, IL, 2005, v. 27, p. 560.

3   *Id.*

4   Annual Report of the Postmaster General, November 27, 1876, Serial 1748, p. 20-26.

5   Act of June 23, 1874, 18 Stat 231.

6   *Journals of Congress*, v. XXIII, p. 670.

7   Act of June 8, 1872, 17 Stat 294-5.

8   18 Stat 234.

9   Annual Report of the Postmaster General, November 15, 1875, Serial 1679, p. 27-8.

10   1876 Report, p. 20-3.

11   19 Stat 79, 82.

12   *Id.*

13   1876 Report, *op cit*, p. 26.

U.S. Foreign Offices' Use and Handling of Fractions on Insufficiently Paid UPU Cards

By. H. J. Berthelot

From its inception on 1 July 1875, the General Postal Union (GPU) had provisions for handling insufficiently paid items sent internationally between member countries. To denote items that were insufficiently paid, Foreign Office clerks in the country of origin marked them with the letter "T." Meaning "tax to be paid," the "T-marking" alerted Foreign Office clerks in the country of destination that additional postage was to be collected on the item. At a foreign office in the destination country, that additional postage—the "postage due"—was determined and indicated on the item in the particular country's currency. The item was then routed to the post office of delivery, where the postage due was collected from the addressee upon delivery of the item.

The GPU changed its name effective 1 April 1879 to, and since has been known as the Universal Postal Union (UPU). Over the years, the initial regulations governing how insufficiently paid items were handled have changed regarding not only the manner in which insufficiently paid items were rated, but also the way in which they were marked. This article will consider: United States (U.S.) Foreign Offices' use of fractions to rate insufficiently paid cards leaving the U.S. for other UPU member countries; and U.S. Foreign Offices' handling of fractions on insufficiently paid cards entering the U.S. from other UPU member countries. The mail exchanged by UPU member countries is referred to as "the International Mail." My purpose is to whet the interest of other collectors and promote further study on the use of "T-markings with fractions" in the International Mail.

The illustrations will be of "cards." My principal medium of collecting is the government-issued card [postal card], the first having been released by the U.S. in May of 1873. Privately-issued cards [post cards] that met UPU standards were allowed transmission in the International Mail at the postal-card rate beginning 1 April 1886. Owing to the two card types being handled alike after that date, my medium of collecting also includes post cards when they bear markings that I have yet to find on a postal card.

In addition to the name change, the UPU commenced a new procedure for rating insufficiently paid items in the International Mail. Foreign Office clerks in the country of origin continued to denote such items with a T-marking; however, from 1 April 1879 they also noted on the item the insufficient postage, expressed in francs/centimes of the Latin Monetary Union (Union), the UPU standard to equate the various currencies of its member countries. Insufficiently paid markings were written or printed in black ink; markings written or printed in red ink indicated the item was paid. After an item was marked insufficiently paid, it was then forwarded to its destination.

Sometimes fractions were used in or with the T-marking. In those instances, the numerator was the insufficiently paid item's weight unit, $1 = 1^{st}$ $2 = 2^{nd}$ etc. Foreign Office clerks in the country of origin, using the item's weight unit and the insufficient payment, calculated the total amount insufficiently paid as follows:

(Insufficient payment on item X item's weight unit)
 = total amount insufficiently paid
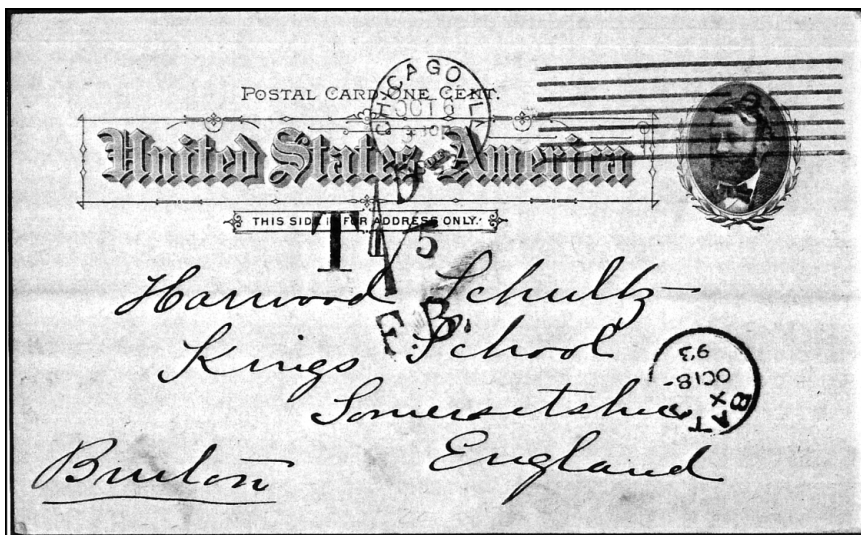
Figure 1 *Mailed 6 October 1893, in Chicago,Illinois, and addressed to Somersetshire, England,this card was [incorrectly] denoted insufficientlypaid at the Chicago Foreign Office, with thehandstamped T-marking with fraction,"T 1/5."*

The denominator was the total amount insufficiently paid, expressed in equivalent Union francs/centimes, derived from the above calculation. The "T-markings with fraction" were applied by: a single hand stamp device; a hand stamp device and an accompanying manuscript marking; or a manuscript marking.

At a foreign office in the country of destination, clerks culled from the incoming mail the items marked insufficiently paid. The total insufficient payment noted on each item was doubled as a penalty, the doubled amount was converted into that country's currency and the amount due domestically was indi-

Figure 2 *Posted in Philadelphia, Pennsylvania, on 1 December 1893, addressed to Leipzeg, Germany, this card was denoted insufficiently paid at the Philadelphia Foreign Office with the handstamped T-marking and the " /15" fraction written by hand.*

cated by affixing a postage due marking to or writing the postage due amount on the item. The clerk then forwarded the item to the post office of delivery. There, if the destination country issued postage dues, one or more dues were sometimes affixed to the item to account for the amount collected from the addressee, upon delivery of the item.

The one-cent "large Grant" black on buff card was issued on 16 December 1891. A card from that issue, seen in *figure 1* was mailed in Chicago, Illinois, on 6 October 1893, to Somersetshire, England. At the Chicago Foreign Office the card was [incorrectly] denoted insufficiently paid with the hand stamped "T 1/5" marking, struck in black ink. [Being "oversized," the card should have been rated as a single letter under UPU regulations, with five cents owed and four cents (expressed as its equivalent twenty Union centimes) insufficiently paid. The regulation regarding the extra charge for oversized cards in the International Mail was not enforced for the large Grant cards until late 1893.] The T-marking with fraction meant the card was of the first weight unit and insufficiently paid one U.S. cent, expressed as its equivalent five Union centimes. The card was then routed to England. Upon arrival of the card in London's Foreign Branch (F.B.) Office, a clerk doubled the deficiency to ten centimes, converted that amount into British currency and over struck the U.S. marking with the "I^{D}" hand stamped marking in black ink. Great Britain did not issue postage dues at this time, so the domestic due marking meant one pence was to be collected from the addressee upon delivery of the card.

Perusing *The Book of T,* I noted that prior to 1966 the Chicago Foreign Office was the only U.S. Foreign Office listed that utilized a hand stamped T-marking with fraction to denote insufficiently paid items in the International Mail. [Does any reader know the earliest known use of the hand stamped T-marking with fraction at the Chicago Foreign Office?] I surmise from cards collected over the years that other U.S. Foreign Offices used manuscript fractions to denote insufficiently paid items in the International Mail. The fraction was written in conjunction with affixing a hand stamped T-marking associated with the particular Foreign Office.

For brevity, Foreign Office clerks sometimes omitted writing the numerators of fractions. Other Foreign Office clerks were familiar with this abbreviated method of writing a fraction and knew it meant the item was of the first weight unit. The large Grant card shown in *figure 2* was posted in Philadelphia, Pennsylvania, on 1 December 1893, addressed to Leipzig-Plagwitz, Germany. The sender had affixed the one-cent stamp prior to mailing the card. In this instance, the Philadelphia Foreign Department denoted the card insufficiently paid with the "circled T" marking affixed in black ink. The manuscript "/15," written in blue crayon in the upper left-hand corner, exemplified the abbreviated way of writing a fraction. Here, the oversized card was correctly charged under UPU regulations at the single-letter rate. [5 cents owed minus 2 cents paid equaled 3 cents deficient. Since one U.S. cent equaled five Union centimes, the card was marked insufficiently paid (30 X 5 centimes/¢)
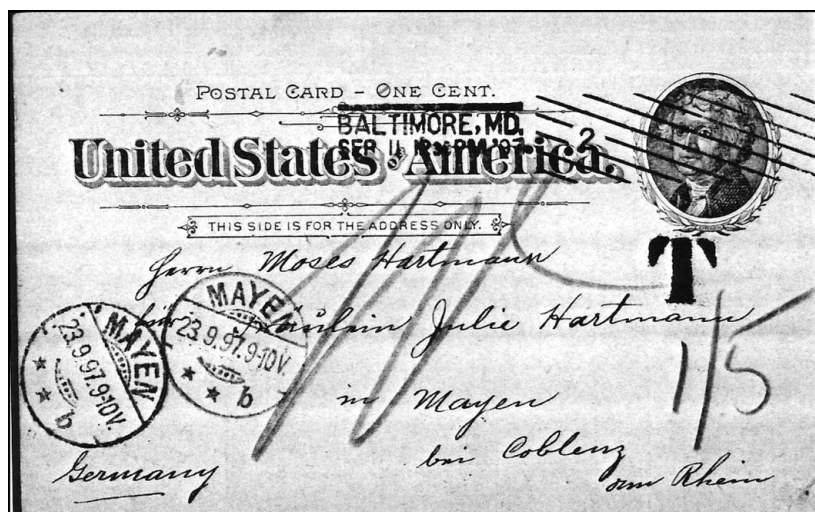
Figure 3 This card was sent on 11 September 1897 from Baltimore, Maryland, to Mayen, Germany. At the Baltimore Foreign Office, the card was denoted insufficiently paid with the handstamped T-marking and the manuscript fraction "1/5."

fifteen Union centimes.] Upon arrival of the card in Germany, a Foreign Office clerk doubled the amount owed and converted that amount into twenty-four pfennig. "Rounding up" as allowed under UPU rules, the clerk marked the card due domestically with the numeral "25," written in blue crayon. Twenty-five pfennig was collected from the addressee, upon delivery of the card.

The one-cent Jefferson, black on light buff card was issued on 2 January 1894. *Figure 3* illustrates a one-cent Jefferson card sent on 11 September 1897 from Baltimore, Maryland, to Mayen, Germany. In this instance, a Baltimore Foreign Office clerk denoted the insufficient payment using a hand stamped T-marking [in black ink] and writing the fraction [in blue crayon]. Together the markings meant the card was of the first weight unit and insufficiently paid one U.S. cent, expressed as its equivalent five Union centimes. Upon arrival of the card in Germany, a clerk doubled the deficiency to ten centimes, converted that amount into German currency and stated the amount due domestically with the numeral "10," meaning ten pfennig. Germany did not issue postage dues.

Beginning 1 October 1907, a new procedure was commenced regarding the rating and marking of insufficiently paid items in the International Mail.

Foreign Office clerks in the country of origin continued to denote an insufficiently paid item with a T-marking, but now they were also responsible for doubling the deficiency and denoting on the item the total amount insufficiently paid, expressed in francs/centimes. After the item was marked deficient, it was routed to the destination country.

At a Foreign Office in the country of destination, a clerk only had to convert the deficiency noted on the item into that country's currency and indicate with a domestic marking the postage due amount to be collected from the addressee. The item was then forwarded to the post office of delivery. There, if the destination country issued postage dues, one or more dues were sometimes affixed to account for the amount collected.

The one-cent McKinley, carmine on cream card was issued on 10 August 1911. *Figure 4* illustrates a one-cent McKinley card posted on 19 May 1914 from Chicago, Illinois, to Brenieu, Germany. The card was processed at the Chicago Foreign Office, where a clerk doubled the one-cent under payment, converted that amount into equivalent Union centimes and denoted the card insufficiently paid with the "T1/10" marking. Upon the card's arrival in Germany, a Foreign Office clerk marked it due domestically with the "Porto" [postage due] marking, affixed by hand stamp
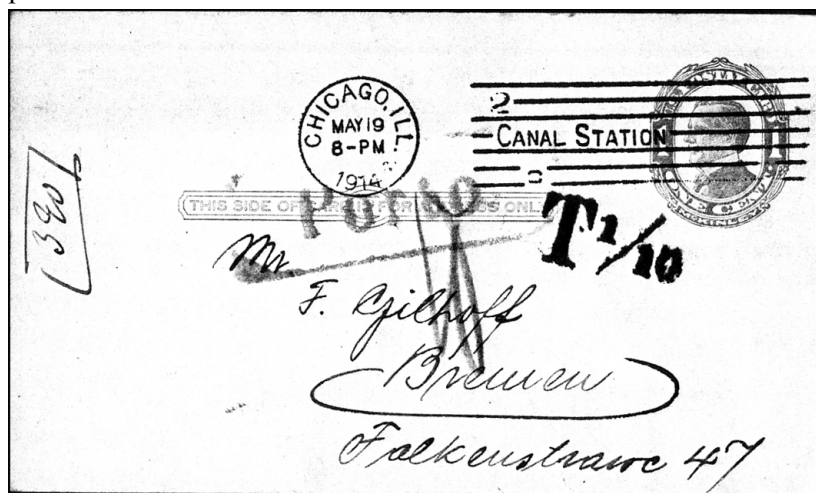
Figure 4 The handstamped "T 1/10" marking was utilized by the Chicago Foreign Office to denote the insufficient payment of this card, mailed 19 May 1914, from Chicago, Illinois, to Brenieu, Germany.

device, and the manuscript "10" in blue crayon. Those markings indicated to the local mail carrier that ten pfennig was to be collected from the addressee.

Owing to value fluctuations in currencies and the relatively frequent increases in postal rates, the fifteenth UPU Congress, held from 29 May to 9 July 1964 in Vienna, Austria, introduced a different procedure for handling insufficiently paid items found in the International Mail. Effective 1 January 1966, the new procedure changed the 1907 procedure in two ways: (1) Foreign Office clerks no longer had to refer to "rate tables" for the international single-letter rate of the particular country of origin. [Those extensive rate tables were periodically published by postal officials to assist Foreign Office clerks]; (2) Foreign Office clerks no longer had to use the franc/centime standard in equating currencies.

Under the 1966 procedure, insufficiently paid mail was divided into two categories, items without a return address and items with a return address. Items of the former category were denoted in the country of origin with a T-marking and an "international tax fraction." While fractions had long been used in rating insufficiently paid items in the International Mail, the "international tax fraction" was distinctly different from the earlier used fractions. The numerator of the international tax fraction was the item's actual deficiency, still doubled as a penalty. The denominator, however, was the international single-letter rate, surface mail of the country of origin. Since the international tax fraction was a percentage, Foreign Office clerks no longer had to convert currencies into equivalent Union francs/centimes. Once the item was denoted insufficiently paid, it was routed to destination. [Note in the following illustrations the numerous styles of the T-markings utilized by U.S. Foreign Offices after 1966.]

Foreign Office clerks in the country of destination determined the amount due by multiplying the destination country's international single-letter rate, surface mail, by the international tax fraction. The product of that multiplication was the domestic postage
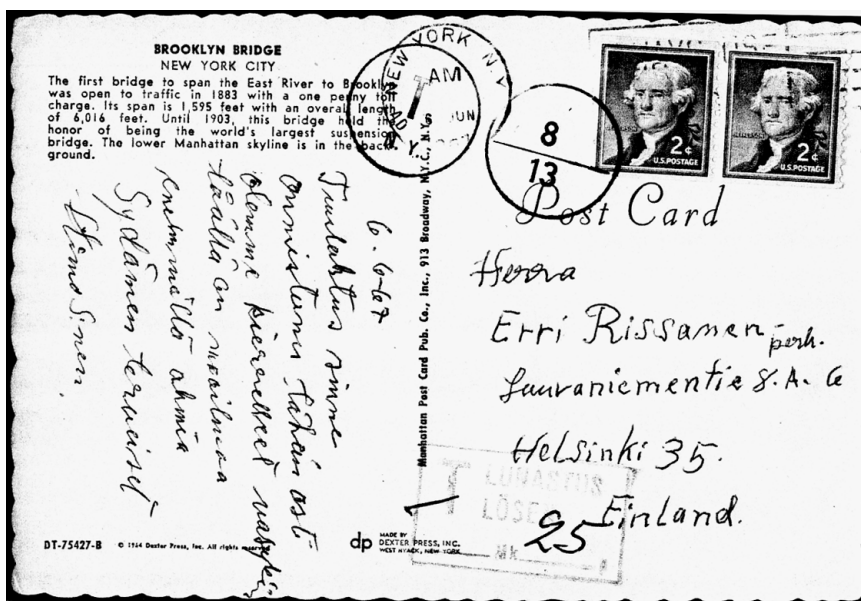
Figure 5 On 6 June 1967, this card was mailed to Helsinki, Finland, from New York City, New York. The card was denoted insufficiently paid at the New York Foreign Office, with the "double-circle T" marking, affixed in magenta ink.

due, expressed in the currency of the destination country. The Foreign Office clerk then marked the item for collection and forwarded it to the post office of delivery.

The post card shown in *figure 5* was mailed in New York City, on 6 June 1967, addressed to Helsinki, Finland. At the time the U.S. international card rate, surface mail was eight cents. A New York Foreign Office clerk denoted the card insufficiently paid with the "double circle T" marking, affixed in magenta ink. Since the card was short paid four cents, the clerk doubled that amount and eight cents became the numerator; the then current U.S. thirteen-cent international single letter rate, surface mail became the denominator. The circle on the right enclosed the international tax fraction, which was "8/13." When the card arrived in Finland, a Finnish Foreign Office clerk calculated the postage due by multiplying that international tax fraction by Finland's international single letter rate, surface mail, then forty penni:

8/13 X 40 penni = 320/13 = 24.6, or 25 penni

At the post office of delivery, the rectangular postage due marking was applied in greenish ink. That marking and the manuscript "25" accounted for the twenty-five penni collected from the addressee, upon delivery of the card.
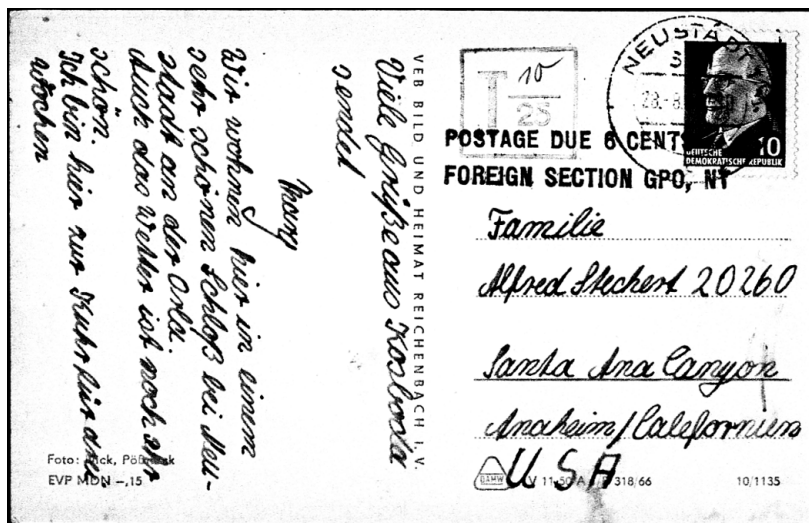
Figure 6 Posted on 28 August 1967, in Neustadt, East Germany, addressed to Anaheim, California, this card was denoted insufficiently paid in the East German Foreign Office with the "boxed T-marking" and the "10/25" international tax fraction.

The post card illustrated in *figure 6*, was posted in Neustadt, East Germany, on 28 August 1967, addressed to Anaheim, California. At the time, the East German international card rate, surface mail was fifteen pfennig; its international single-letter rate, surface mail was twenty-five pfennig. An East German Foreign Office clerk, doubling the deficiency, denoted the card insufficiently paid with the "boxed T" marking, struck in magenta ink. The international tax fraction was "10/25." During processing of the card in the U.S., a New York Foreign Office clerk determined the postage due by multiplying that international tax fraction by the then current U.S. thirteen-cent international single-letter rate, surface mail:

$$10/25 \; X \; 130 = 130/25 = 5.2, \; or \; 6¢$$

The double-line "POSTAGE DUE 6 CENTS / FOREIGN SECTION GPO, NY," in magenta ink, indicated the amount due domestically. There is no indication on the card of how Anaheim officials handled the postage due.

The four-cent Lincoln red-violet on white precanceled card was issued on 19 November 1962. Seen in *figure 7* is a Lincoln card that was sent from Jackson, Mississippi, in 1969, to Woodville, Australia. A U.S. Foreign Office clerk denoted the card insufficiently paid with the "oval T /13" marking, struck in magenta
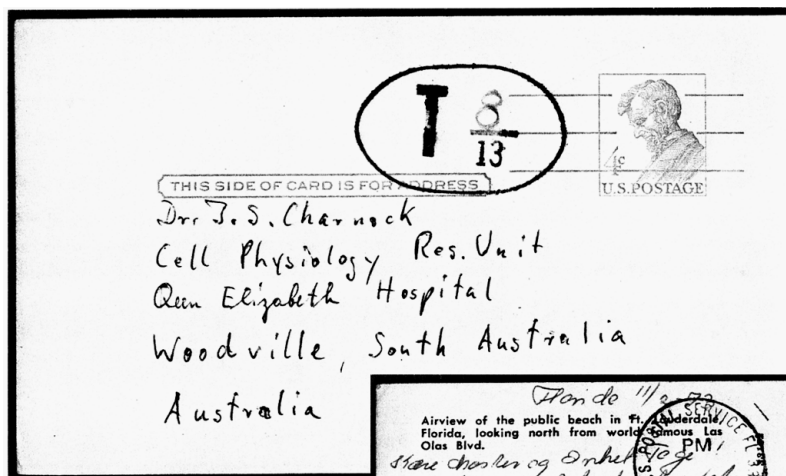
Figure 7 Sent in 1969, from Jackson, Mississippi, to Woodville, Australia, this card was denoted insufficiently paid in the U.S. with the "oval T 8/13" marking.

Figure 8 Air-mailed from Florida on 12 September 1973, to Denmark, this card was denoted insufficiently paid in the U.S. with the "rectangular T 8/15" marking.
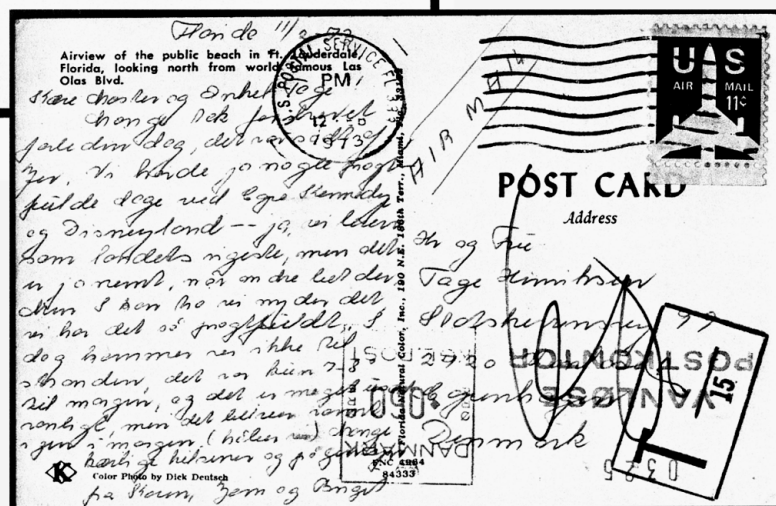
ink. [Does any reader know which U.S. Foreign Office used this marking?] The clerk handling this card doubled the four-cents under payment as a penalty and wrote the numeral "8" as the numerator. The denominator was the then current U.S. thirteen-cent international single letter rate, surface mail. The card was then routed to Australia. In 1969, Australia's international single-letter rate was seven cents; the postage due should have been (8/13 X 70 = 56/13 = 4.3) five cents. There is no indication on the card of how it was handled in Australia.

The post card illustrated in *figure 8*, mailed from "U.S. Postal Service FL 333" under the date of 12 September 1973, was sent via air mail to Denmark. At the time, both the U.S. international card rate, air mail and the U.S. international single-letter rate, surface mail was fifteen cents. A U.S. Foreign Office clerk denoted the card insufficiently paid with the "rectangular T" marking, showing the international tax fraction as as "8/15." [15¢ owed minus 11¢ paid equaled 4¢ deficient; 4¢ X 2 = 8¢]. The marking was affixed in magenta ink. In Denmark, a Foreign Office clerk indicated the postage due with the numeral "60," written in black ink. When the card was received in the post office of delivery, an official added the 60 øre postage meter in red ink to account for the amount collected from the addressee.

Figure 10 *Since this card, mailed 13 July 1970 in Urbana, Illinois, had a return address, it was returned to sender, under the 1966 procedure, for the necessary postage.*

The six-cent Hanson cobalt blue on white precanceled card was issued on 1 September 1972. A card from that issue, seen in *figure 9*, was mailed on 17 May 1974 from Birmingham, Alabama, to Hertfordshire, England. Although a four-cent meter was added by sender, the card was still short paid two cents [On 2 March 1974, the U.S. international card rate, surface mail had increased from ten to twelve cents.] In the New York Foreign Office, a clerk denoted the card insufficiently paid with the "double circle T marking," referred to as an opera glass marking, struck in magenta. In the circle on the right, the international tax fraction "4/12" was hand written. The numerator was the two cent insufficient payment, doubled; the denominator should have been the then current eighteen-cent U.S. international single-letter rate, surface mail. The clerk, however, used the then current twelve-cent U.S. international card rate, surface mail. [I point out that the use of the U.S. international card rate rather than the U.S. international letter rate was not an uncommon error on card-rated matter.] Upon arrival of the card in England, a Foreign Office clerk determined the amount owed and added a British domestic due marking, in light green ink, noting the card was "insufficiently prepaid" and that there was two pence "more to pay" by the addressee.

Figure 9 *Sent from Birmingham, Alabama, on 17 May 1974, this card was addressed to Hertfordshire, England. The New York Foreign Office "double circle T-marking" incorrectly stated the international tax fraction as "4/12."*

Under the 1966 procedure, insufficiently paid items with return addresses were returned to sender for the necessary postage. The five-cent Lincoln emerald

green on white precanceled card was issued on 4 January 1968. A card from that issue, shown in *figure 10* exemplifies having been handled under that procedure. Posted in Urbana, Illinois, on 13 July 1970, the Lincoln card was addressed to Victoria, Australia. With sender's address noted on the address side, the card was returned with the four-line hand stamped marking, in magenta:

> **Returned for _____ additional postage. When remailing, cross out this notice or paste stamps over it.**

The amount owed—3¢— was hand written in the blank space. The Sender had a three-cent postage meter imprinted on the card, then returned the card to the mail. The 1966 procedure remained in effect for the next ten years.

Beginning 1 January 1976, a new provision was introduced for handling insufficiently paid International Mail. Foreign Office clerks in the country of origin continued to denote insufficiently paid items without a return address with a T-marking and an "international tax fraction." In this international tax fraction, the numerator was the amount insufficiently paid. [The long-standing policy of doubling the insufficient payment as a penalty thus ended.] The denominator remained the international, single letter rate, surface mail of the country of origin. After denoting the item insufficiently paid, the clerk then routed it to the country of destination.

Foreign Office clerks in the country of destination continued to multiply their country's international, single-letter rate, surface mail by the international tax fraction. In lieu of doubling the deficiency as a penalty, the UPU authorized Foreign Offices to add a "handling charge" to the product of that multiplication. In the U.S., the handling charge initially was twenty cents.

Mailed from the Smithsonian Institute in Washington, D.C., on 21 September 1976, the post card in *figure 11* was sent to a correspondent in Denmark. The U.S. international card rate, surface mail at this time was twelve cents; its international single letter rate, surface mail was eighteen cents. At the New York Bulk/Foreign Mail Center (NYB/FMC), the insufficient payment was denoted with the "small circle T" marking; the international tax fraction was incorrectly stated as "3/12." With 12¢ owed minus 9¢ paid, the 3¢ defi-
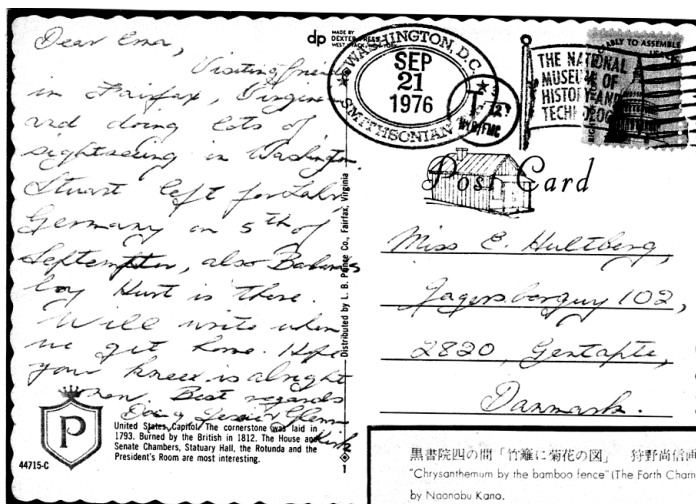
Figure 11 Posted in Washington, D.C., on 21 September 1976, this card to Denmark was denoted insufficiently paid at the New York Bulk/Foreign Mail Center. The "small circle T-marking" incorrectly stated the international tax fraction as "3/12."

Figure 12 This "oversized" card required letter-rate postage. Mailed on 12 August 1977, from Japan to Hawaii, the card was denoted insufficiently paid in the Japanese Foreign Office, with the "T 10/90" marking.
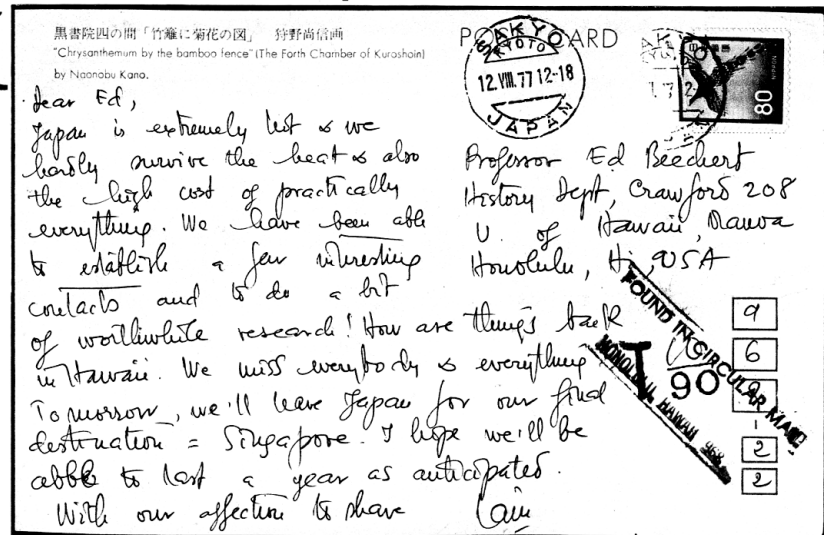
ciency was properly stated as the numerator; the denominator, however, should have been the eighteen-cent U.S. international single-letter rate, surface mail, not the twelve-cent U.S. international card rate, surface mail. [Here, we see a hand stamp device, prepared for use at a major U.S. foreign *office,* erroneously stating the international tax fraction.] There is no indication on the card of how postage due was handled by Danish postal officials.

The postcard seen in *figure 12* was mailed 12 August 1977 to Honolulu, Hawaii, from Sakyo, Japan. Since the card's dimensions exceed the then current UPU maximum size standard of four and one-fourth inches by six inches, the card was oversized and required letter-rate postage. Noting the short payment, a Japanese Foreign Office clerk affixed the "T /90" hand stamped marking in black ink. The denominator was Japan's then current ninety sen international single-letter rate, surface mail. The numeral "10," added by hand as the numerator, was the ten sen insufficient payment. After marking the card, the Japanese clerk then forwarded it to the U.S. Upon arrival in the U.S., the card should have been assessed twenty-two cents postage due, determined by multiplying the international tax fraction by the U.S. international single-letter rate, surface mail. And to that product should have been added the handling charge [(10/90 X 18¢)

+ 2¢ = (180/90) + 20 = 2 + 20 = 22¢]. Note the card was marked as having been "FOUND IN CIRCULAR MAIL / HONOLULU, HAWAII 968."

Commencing 1 January 1981, the handling charge was increased. In the U.S. the handling charge became forty-two cents. The post card in *figure 13* was mailed in Liechtenstein on 3 October 1984, addressed to Leavenworth, Kansas. Since the card did not have a return address, a Swiss postal official [since 1921, the principality of Liechtenstein's Post Office has been administered by Switzerland] using the fact that Liechtenstein's international, card rate, surface mail was 600 rappen and its international single-letter rate, surface mail was 700 rappen, determined the card's international tax fraction as follows:

(Postage owed minus postage paid equals insufficient payment)

600 rappen -100 rappen = 500 rappen;

therefore, the international tax fraction was "500/700."

The fraction was written with a blue ballpoint pen in the upper middle part of the card. In this instance, no T-marking was affixed, but the stamp was placed within a box drawn with the blue ballpoint pen. This denotation had been used for years, along with a "0" to indicate that a stamp was of no value. Here, the Swiss official wanted to call attention to the stamp being of insufficient value. The card was then routed to the U.S.

In the U.S., a New York Foreign Office clerk determined the postage due by multiplying that international tax fraction by the U.S. international single-letter rate, surface mail. To that product was added the handling charge:

(500/700 X 30¢) + 42¢ = (150/7) + 42 = 21¢ + 42¢ = 63¢

The clerk then affixed the domestic postage due marking

POSTAGE DUE   ¢
NYB&FMC 07097 TOUR 11

in magenta ink. On the blank space, the numeral "63" was written in black ink. [Note the fraction "150/7" equaled "21.45¢." The Foreign Office clerk could have
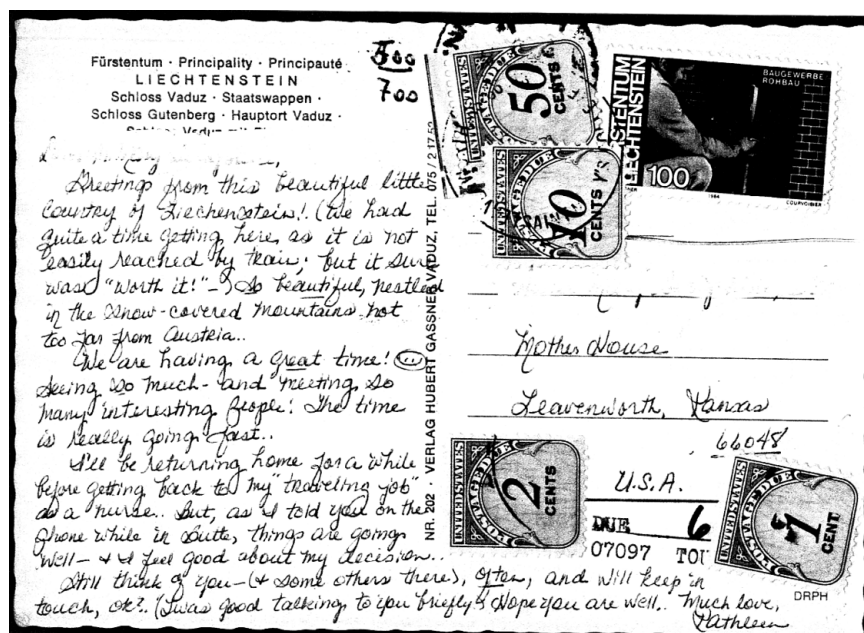
Figure 13 This card was sent from Liechtenstein to Lawrence, Kansas, on 3 October 1984. A Swiss Foreign Office clerk denoted the card insufficiently paid with the manuscript international tax fraction "500/700." In the U.S., sixty-three cents was collected from the addressee, upon delivery of the card.
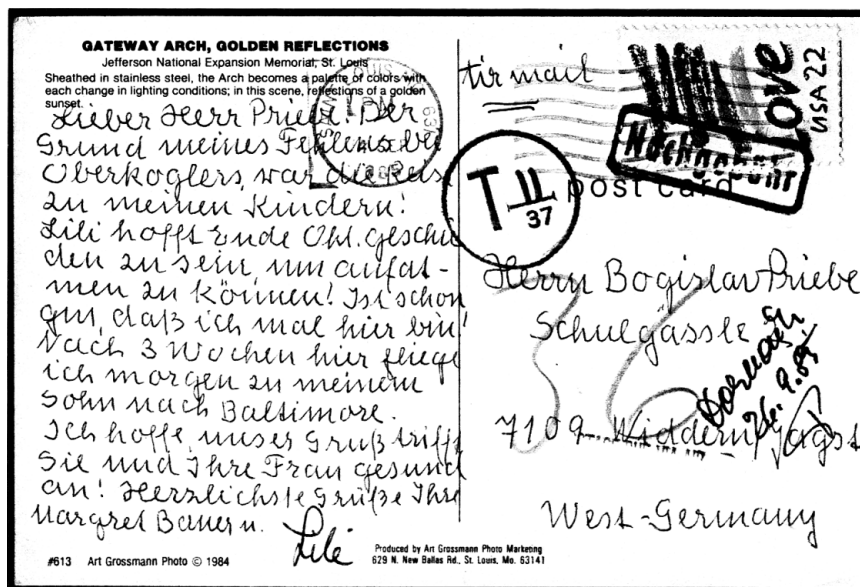
Figure 14 On this card, mailed 4 September 1985, from St. Louis, Missouri, to Widden, West Germany, the insufficient payment was denoted with the "large circle T-marking" and the international tax fraction "11/37." In Germany, thirty-six pfennig was collected from the addressee, upon delivery of the card.

Figure 15 Sent to Australia from State College, Pennsylvania, on 7 May 1993, this insufficiently paid card had a return address, so it was returned to sender for the necessary postage.

"rounded-up" the deficiency under UPU regulations to "22¢." Here, the clerk opted to "round-down" to "21¢."] The acronym "NYB&FMC" meant "New York Bulk and Foreign Mail Center." The five-digit number "07097" denoted the Center's ZIP Code and "TOUR 11" referred to a specific work period. After being marked postage due domestically, the card was forwarded to the Leavenworth, Kansas, Post Office.

Upon receipt of the card in that office, a clerk added the 50¢, 10¢, 2¢ and 1¢ postage dues to account for the 63¢ collected from the addressee upon delivery of the card.

Figure 14 shows a post card sent on 4 September 1985 from St. Louis, Missouri, to Widdern, West Germany. With the U.S. international card rate, air mail, being thirty-three cents at this time and its international single-letter rate, surface mail, being thirty-seven cents, a Foreign Office clerk denoted the card insufficiently paid with the "large circle T" marking. The international tax fraction was "11/37" [33¢ owed minus 22¢ paid equaled 11¢ deficient]. In Germany, a Foreign Office clerk marked the card postage due domestically with the manuscript "36," in blue crayon. The framed "nachgebühr" marking, applied in red ink, translates "postage due."

Cards with a return address continued to be returned from the post office of origin, to the sender, for the necessary postage. The thirty-six cent Douglas DC-3 international air mail card was issued by the U.S. on 14 May 1988. Seen in *figure 15* is a card from that issue handled accordingly. Mailed short paid from State College, Pennsylvania, on 7 May 1993, to Sandy Bay Australia, the card was returned to sender, whose address was written on the message side. The three-line marking, in magenta, noted:

**FOREIGN MAIL
RETURNED FOR POSTAGE
SURFACE .... AIR MAIL....**
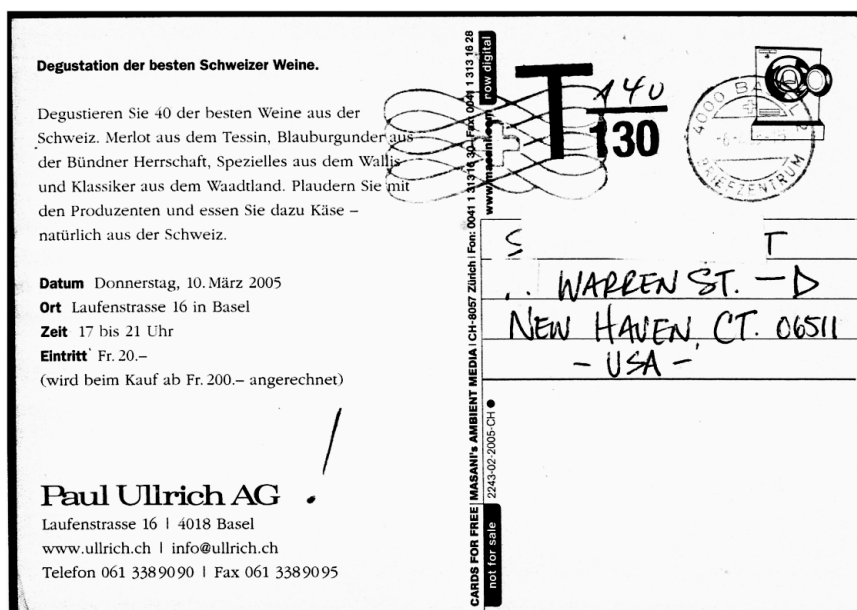
Figure 16 This card, mailed unpaid on 6 April 2005, from Basel Switzerland to New Haven, Connecticut, was denoted insufficiently paid in the Swiss Foreign Office with the "T 140/130" marking. No postage due was collected in the U.S.

Before returning the card, the clerk handling it added the figure ".04" on the space after "AIR MAIL." The sender, upon receiving the card, affixed the four cent stamp over the marking and returned the card to the mail.

Issue 30 of the *International Mail Manual,* dated in August of 2004, instructed receiving Exchange Offices in the U.S. to handle "shortpaid" mail by multiplying "the T fraction by the U.S. international letter rate to determine the shortpaid amount in U.S. currency." The postage due to be collected on delivery was the short paid amount plus a forty-five cent handling charge. The post card seen in *figure 16* was mailed unpaid in Basel, Switzerland, on 6 April 2005, addressed to New Haven, Connecticut. Since there was no return address on the card, a Swiss Foreign Office clerk noted it insufficiently paid with the "T 140/130" marking, struck in black ink. The card was then placed in the International Mail and forwarded to the U.S. Upon arrival in the U.S., the card was not handled correctly; no domestic due marking was affixed and no postage due was collected! The U.S. Foreign Office should have determined the amount owed by multiplying that international tax fraction by the U.S. international single-letter rate, surface mail, then adding to that product the handling charge:

$$(140/130 \times 80¢) + 45¢ = (11.20/13) + 45¢ = 86¢ + 45¢ = \$1.31$$

Had the card been correctly handled, and since the quotient of the fraction 11.20/13 was .8615, the U.S. Foreign Office clerk could have "rounded-up" to 87¢. Whether the clerk opted to round "down" or "up," the Postal Service could have collected $1.31 or $1.32, respectively, from the addressee upon delivery of the card.

Finally, beginning 8 January 2006, the handling charge on an insufficiently paid item entering the U.S. increased to fifty cents. [I note that no handling charge is assessed or collected on insufficiently paid items that enter the U.S. from Canada. Section 732 of Issue 32 of the *International Mail Manual* provides that "Shortpaid mail from Canada is marked with a T in a circle with the actual amount to be collected entered in the circle."]

While U.S, postal regulations still require the collection of postage due on insufficiently paid mail, it seems that postal officials in general are becoming more and more lackadaisical in enforcing those regulations. They believe the effort versus the result is just not cost effective. But is not the reason for collecting postage due to protect postal rates, not to generate revenue?

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Florida's Three Southeast Counties

by Tom Clarke

Almost everyone ooh's and ahh's when Miami, Fort Lauderdale and Palm Beach are mentioned. Many people past and present want to go there to see what 'the good life' is all about. We'll see why the Southeast Counties developed so late in American history and what postal history they offer.

Florida's Growth

Florida is indeed relatively new, bought from the Spanish in a rigged sort of way, thanks to wily Andrew Jackson, of presidential, $20 bill, and Jacksonville FL fame. It became the 27th state, just before Texas (#28) in 1845.
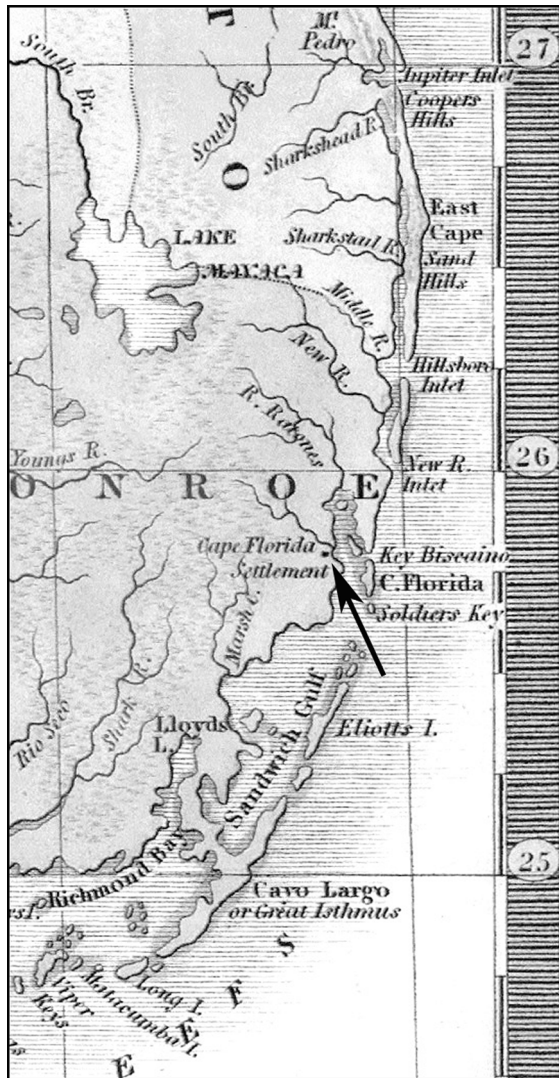
Map 1 *Picturing South Florida in 1831 was a lot of guesswork. "Cape Florida Settlement" (arrow) opposite the lighthouse, probably harbored some 'wreckers' as mentioned in the text.*

Florida's growth in those days was rapid. But like wet paint slowly spreading down a wall, population built first in the north and slowly spread south. The southern portion would have to await the luxury of the railroad and the automobile several generations later, plus a land boom (and bust) before it was firmly drawn on maps.

Florida missed the 1820 census, but there was a 1821 local accounting that shows, less the Seminoles ("wild people" or "runaway people"), who arrived in the 1770's, and slaves, who had escaped for safety into formerly Spanish Florida, the population was small, maybe 25,000. The 1820 map shows that only two monumental counties divided the entire state, probably into even numbers.

By 1840, those two counties had been subdivided into 18. Most of the interest in the 1830s and '40s was shipping, fishing, and farming along the west coast and in the more temperate north as offshoots of Georgia and Alabama culture.

There is a Dade County beginning in February 1836. It was necessary to coordinate with the ongoing Seminole War action, ship distress in storms, and the US Navy at Key West and Fort Dallas (Miami). Lighthouses might prevent ships from running aground onto the southeast's coral reefs, so the Navy Department

Figure 1 *Indian Camp on the New River; not mailed but inscribed: "There is quite a little collection of huts when this view was taken I went out there last Sunday. I stood right where these Indians are standing. this girl is about 14 years old. Well good bye sister.... Fort Lauderdale Fla." The postage instructions read ..."For United States and Island Possessions Cuba, Canada and Mexico...", dating this card to c1905. A "PC-2" collectable, despite the fact it didn't enter the mail (primary source for Indian contact).*

Florida 1821

Escambia

St. Johns

Newly established counties

July 1821   St. Johns, Escambia

Florida 1840

Escambia Walton Jackson Jefferson Hamilton Nassau
Washington Gadsden Leon Columbia Duval
Calhoun Franklin Madison St. Johns
Alachua

Mosquito

Hillsborough

Monroe

Dade

Newly established counties

Aug 1822	Duval, Jackson
June 1823	Gadsden
July 1823	Monroe
Dec 1824	Alachua, Leon, Mosquito
	Nassau, Walton
Dec 1825	Washington
Jan 1827	Jefferson
Dec 1827	Hamilton, Madison
Feb 1832	Columbia, Franklin
Jan 1834	Hillsborough
Feb 1836	Dade
Jan 1838	Calhoun

Florida 1860

Holmes Hamilton New River
Escambia Walton Jackson Columbia Nassau
Santa Rosa Gadsden Madison Duval
Washington Liberty Leon Suwannee
Calhoun Franklin Taylor Clay St. Johns
Lafayette Alachua Putnam
Levy Marion Volusia
Sumter
Hernando Orange

Hillsborough

Brevard

Manatee

Monroe

Dade

Newly established counties

Feb 1842	Santa Rosa
March 1843	Wakulla
March 1844	Marion
Jan 1845	Orange
March 1845	Levy
Jan 1848	Holmes
Jan 1849	Putnam
Feb 1853	Hernando
Jan 1853	Sumter
Dec 1854	Volusia
Jan 1855	Brevard, Manatee
Dec 1855	Liberty
Dec 1856	Lafayette, Taylor
Dec 1858	New River, Suwannee, Clay

Florida 1900

Walton Jefferson
Wahington Wakulla
Baker
Bradford St. Johns
Alachua
Levy Marion Volusia
Citrus Lake Orange
Pasco
Hillsborough Polk Osceola
Manatee Brevard
De Soto
Lee Dade
Monroe

Newly established counties

Feb 1861	Baker, Polk
Dec 1861	Bradford
May 1887	Osceola, Lee, De Soto, Lake
June 1887	Citrus, Pasco

Florida 1920

Okaloosa
Alachua
Flagler
Levy
Marion
Sumter Seminole
Orange
Osceola
Pinellas Polk Brevard
Hillsborough St. Lucie
Manatee Okeechobee
De Soto Palm Beach
Lee Broward
Monroe Dade

Newly established counties

April 1909	Palm Beach
May 1911	Pinellas
April 1913	Bay, Seminole
April 1915	Broward
June 1915	Okaloosa
April 1917	Flagler
May 1917	Okeechobee, St. Lucie

Florida 1925

Calhoun
Layfayette Union
Gulf Gilchrist
Dixie Alachua

Indian River
Manatee Hardee Highlands St. Lucie
Sarasota Highlands Martin
Charlotte Glades
Lee Hendry Palm Beach
Collier

Newly established counties

April 1921	Charlotte, Glades
	Hardee, Dixie,
May 1921	Sarasota, Union
April 1923	Highlands
May 1923	Collier, Hendry, Indian River, Martin
June 1925	Gulf
Dec 1925	Gilchrist

***Map 2** Creation of Counties*

placed them appropriately. Dade needed to give assistance to seamen in distress, and there were also pirates and ship-looting gangs called 'wreckers' to combat.

There was a definite need to keep an eye on the Seminoles, who were moving further south into the nearly impenetrable Everglades. The army chased but they hid. Overall, it's the only tribe never defeated in the US. Though officers like Francis Langhorne Dade (d.1835) and Major William Lauderdale (d.1838) and his Tennessee Volunteers gave it their best. They latter won a local skirmish over the Seminoles which precipitated a peace treaty.

The engagement was also the last battle fought in South Florida. It occurred on high ground which never flooded, called Pine Island. Today it is witness to a series of 3-storey condos and shopping mainly for elderly white folks, a few miles west of the Fort Lauderdale city line.

By the eve of the Civil War in 1860, northern Florida had multiplied into 31 counties (one significantly called Orange, 1845), but the south was still as barren as before with only one addition on the west coast, Manatee County. Fortune and good taste smiled when the massive county called Mosquito was given a new name, Brevard, after George Washington Brevard, a Florida congressman.

By 1870, Brevard was relegated to a small space as central Florida filled up with settlers (Mickey Mouse not yet among them). At this time Dade expanded north to Brevard, thus including what is today's Palm Beach County and Broward.

By 1900, four more counties had been massaged out of the northern group (with one appropriately dubbed Citrus in 1887). But this time FIVE counties were named in South Florida. The driving difference was the coming of Henry Flagler's East Coast Railway (the FECRR).

The 1920 map shows that Palm Beach and Broward Counties had come into existence (Broward was carved from parts of Dade and Palm Beach), with two more counties added in the Florida panhandle, another in the northeast of the State, and the remaining SIX in the southern half.

Automobiles (and the looming sight of rail cars) were making mass movement of people into the southernmost areas feasible. However, without the conquest of malaria in Panama in the 1900's, even this would not have happened.

The final explosion of growth is shown on the 1925 map and depicts a meticulously neat band of new counties extending across the state above the Everglades, either side of Lake Okeechobee. In the north, five tightly maneuvered new counties, and two more across the panhandle saw the end of northern county building. The south had the "big mo"-mentum now. All tolled, 67 counties arose in Florida.

A Diversion

Before considering the three Southeast counties overall, let's take a brief side trip. Just west of today's Ft. Lauderdale, seven miles inland from the coast, is little Davie, Florida. (I know the mileage well because after last year's flurry of storms, my former insurance company no longer accepts policies unless one lives at least ten miles inland—though the worst of them, Wilma, came from the west!) Davie has always been proud of its cowboy theme and its nationally ranked rodeo (but not for its former Ku Klux Klan reputation, happily gone by the late 1980s). Despite the fact that the town was settled mostly by northern, midwestern, and western investors, an old bumper sticker attests to another source: "If you're heart ain't in Dixie, then get you're -—— out of Davie."

British tourists, interestingly enough, have been making a bee-line for Davie for years, attracted by the horse trails and the 'old west' look. They travel from a nation that enjoys country music almost as much as rural America. Coincidently, it was a group of British investors who in 1883, as the Florida Land & Mortgage Company, bought four million acres of South Florida wetlands to resell land parcels for hoped for profit. They sold out two years later to a Florida man. Are these UK tourists exhibiting a bit of genetic memory?

Newspaperman Horace Greeley, if he were alive in, say, 1910, '20 or '30, might just as well have said "Go south, young man". The lifestyle would have been that similar to the West's, for as late as the 1980s, Florida, was the largest cattle growing state in the country.

All the shoot-em ups on TV during the 1950s and '60s might have been filmed in 10-gallon hat wearin', pointy booted, cattle herdin' Central and South Florida. Now, fancy subdivisions spread everywhere, and malls, Wal-Marts and gas stations dot the Sunshine State instead. One wonders: "Where's the beef"?

Davie - Fort Lauderfale

Davie was named for Colorado millionaire Randolph P. Davie. Before he came, 25 to 30 Seminole families cultivated gardens in the Davie - Pine Island region (c1882) and from there they hunted game in the Everglades.

Davie had a leap of imagination after he bought a ticket on the new and awesome Florida East Coast Railway one day in the late 1890's. He was on his way to Miami's Royal Palm Hotel, one of the chief watering holes of the rich and famous before 1930. Out the right hand window he saw gold in the swamps as he chugged past.

He proceeded to buy 27,500 acres and brought in workers from the ongoing Panama Canal Zone operation. With dredges and hard labor, his gangs created irrigation canals for dozens and hundreds of miles. To honor the diggers, initially the area was named "Zona", but quickly Davie's own last name came to signify the village and town.

Lest we give Mr. Davie all the credit, more is due to an orphan and gun runner to 1890s revolution-
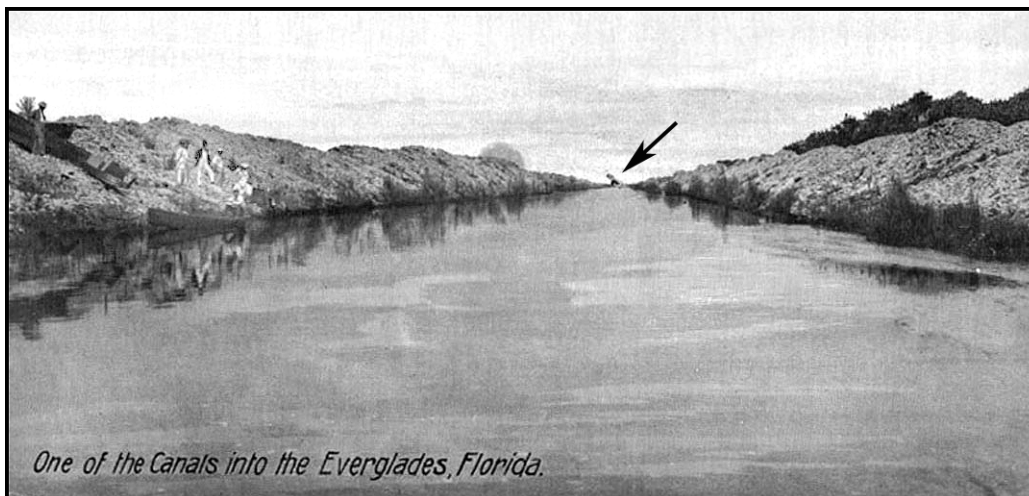
Figure 2 *A dredge on the horizon (arrow) and a few folks of the left bank, maybe Messrs Davie and Broward are among them. If this is the New River Canal, then a part of Interstate 75, a.k.a. dangerous "Alligator Alley", today speeds on the left to Naples and Fort Meyers.*

ary Cubans: Napoleon Bonaparte Broward, who would soon serve as 19th Governor of Florida, 1905-09. He organized the drainage and channeling of the Everglades via arrow-straight canals and encouraged development in the region. Broward won the U.S. Senate seat in 1910 but died before his inauguration, so the state instead created and named Broward County in his memory.

Figure 3 Napoleon Bonaparte Broward

Now punctuated by canals, the eastern section of the Everglades was dry and platted into farmland parcels of about 10 acres each, many of which became citrus groves and vegetable and dairy farms. Acreage was sold across the country. Davie's brochures advertised his as "The First Improved Town in the Everglades". Settlers arrived happy to claim their cheap land, and ready to get rich enjoying the warmth, the snakes, alligators, and mosquitoes, and the dark, mucky, fertile soil.

But by the early 1920's, Fort Lauderdale next door had taken charge of the hype and, mimicking Miami 40 miles to the south, encouraged a speculative land boom. However, with the hurricane of 1926, many lost their shirts and everything else. On the coast, Fort Lauderdale could offer Davie's warmth plus the hedonistic and practical pleasures of the sea.

Figure 4 A 1909 view of the dredging process at Fort Lauderdale, a daily, weekly, monthly, yearly process to reclaim land.

Expanding on the Davie canal concept by a multiple of dozens, eventually 400 miles of them have been dug. It dubbed itself the "Venice of America" and the title stuck. Fort Lauderdale, incorporated as a city in 1911, and took pride in its dairy cows, citrus, and very soon tourists.

Early History

Picture postcard postal history, the state's growth pattern, and modern environmental concerns blend together to tell this tale of South Florida. Some background is needed for these divergent ideas to come together, which is its history.

Early (Palm Beach-Fort Lauderdale-) Dade County is mostly studied as a unit. There have been native people living in the three county region for more than 5000 years, the "Glades culture", the Calusa, and then the Tequesta Indians until Revolutionary times. As for white and black men, their dates are much more recent.

Key West became the first South Florida community in 1823, when the US built a Customs house, Lighthouse and Naval Station. There were pirates to fight and ships to protect. An additional lighthouse was built at Cape

Figure 5 Cape Florida lighthouse on the tip of Key Biscayne, which shelters Biscayne Bay. The Bay is fed in part by Miami River at the entrance to which is Miami. Hurricanes and ordinary foul weather and shipping require these safety checks to warn them away from shoals and keep commerce on track.

Florida, at the tip of Key Biscayne, in 1825. A settlement of the same name developed opposite it on the mainland.

Scattered, resident "wreckers" pursued a curious profession along the South Florida coast. They made bonfires to mimic a lighthouse to beckon ships onto coral

shoals. When they grounded, the wreckers salvaged as much as they could and used or sold it for profit. Government lighthouses helped stem this practice, though the first light keeper at Cape Florida ran his own wrecking business!

After Florida's aboriginal Tequesta Indians (reportedly the first to show tobacco use to passing French explorers in the 1540s) died out or left in the 18th century, the South Florida area was an empty wilderness except for a handful of white thieves and settlers. Once Florida became a Territory in 1821, first governor and Indian hater and fighter Andrew Jackson began to clear North Florida for settlement. Naturally, bad blood among the red man and whites spread across the state.

Seminoles reached the Southeast Counties at about the same time, the 1820-30's. The first American in the Fort Lauderdale area was Richard Fitzpatrick of Key West, who bought land in 1830 to grow fruit trees.

The Forts

Then, following the ambush and death of Major Dade and his 109 men enroute from Tampa to Ocala in 1835, the Seminole Wars began. There was a Plantation along the New River (Fort Lauderdale's river), but after the Cooley family, which manufactured arrowroot, were killed in the "massacre of 1837", it was abandoned. The Plantation was located near West Las Olas Blvd., today's upper class shopping area. A young slave survived the massacre and went to warn the Cape Florida (Miami) settlers of the attack 40 miles to the south. All were rescued and taken to Key West.

Meanwhile, Major William Lauderdale led his Tennessee Volunteers into the area searching for Seminoles and raised the New River Fort in 1838. It was followed by two other temporary, now called Fort Lauderdale, all constructed in the same general vicinity after the previous one had rotted in the heat and humidity. The last was abandoned as peace came in 1857.

The first known post-Civil War non-Indian settlers were the keeper of the House of Refuge, built for shipwrecked sailors in 1876, and John J. Brown, a pig farmer who won election to the legislature and never returned.

By 1891 there were enough settlers to justify a post office. In 1893, Broward began to grow thanks to the Bay Stage Line, which operated over the shell and coral road Lake Worth and today's North Miami. It was a two day trip so they stopped overnight at the New River where Frank Stranahan ran the ferry, trading post-inn and post office.

In the Miami-to-be neighborhood, Fort Dallas was established, fearing further assaults like the 1837 New River murders. In 1849 the fort was rebuilt and expanded under Capt. Abner Doubleday, presumed founder of baseball. He was responsible for the New River-Fort Dallas Trail in 1857. By this time the Seminole conflict had ended and life returned to normal. The 1860 census reported a population of about 60 in the Fort Dallas/Miami reporting district, with about that number in each of the other two future counties to the north.

(Palm Beach-Fort Lauderdale-) Dade County was split over allegiances during the Civil War, since Key West and Fort Dallas remained under Federal control but the rest of the state leaned the other way. However, most settlers conveniently went about their business as usual. Within a generation the railroad would come to the Southeast Counties and that would change everything.

Figure 6 *Old Fort Dallas, long since within Miami boundaries, was 48 years old in 1905 when this was mailed. The cancel is the straight line metal duplex cancel with an H6B1-1 killer.*

Tuttle and Flagler

Miami's boom began with the encouragement of Clevelander Julia Tuttle, who almost single handedly got the ball rolling. Eventually, she will wheel and deal with millionaire railroad man Henry Flagler, also of Cleveland, and a good friend of John D Rockefeller, to bring his railway all the way to the village of Miami. First, however, Henry Flagler had greater problems to work out. For his imaginative railway hobby to succeed, he had to buy up existing lines. But there were no hotels the full length of the Florida east coast for his ticket holders. He would have to build them all himself.

Figure 7 Flagler Avenue, Miami - named for railroad tycoon Henry Flagler, this ppc shows the rapid in-filling of the once-swamp land. It's a 1922 usage card bearing a typical International wavy line machine cancel.

By 1896, the railway had reached Biscayne Bay. Flagler dredged a channel, constructed streets, and began the first water and power systems. When the town incorporated in 1896, the 344 voting citizens and their wives wanted to honor him by naming the place "Flagler," but he insisted on the old Indian name, "Maama" or "Miami." (Egocentric as he must have been, perhaps the i's were his idea?)

Immediately, he began the immense red tile roof Hotel Royal Palm. A man-made metropolis was emerging that would push the native plants and Native culture far into the swamps.

He began in 1885 with the Hotel Ponce de Leon in St. Augustine near the top of the state. He bought small area railroads, converted them to standard gauge, and extended the whole southward, building hotels as he went.

He reached Daytona by 1892, and went onto Tutusville (next to Cape Canaveral), and eventually Palm Beach by 1894, where he built the gigantic The Breakers and Royal Poinciana Hotels. That's when Mrs. Tuttle enters, offering him land if he'd extend the line south.

Meanwhile, the Dade County Government was pro improvement too. In 1892 they authorized a rock road between Lantana in Palm Beach County and Lemon City (North Miami). An overnight camp and ferry crossing on the New River was needed as a means to that end. It soon became Frank Stranahan's Trading Post and Post Office and formed the nucleus of Fort Lauderdale.

Not to ignore automobile, they were the other phenomenon that helped to create South Florida. By 1906 the white shell and coral road was opened between Palm Beach and Miami. Car traffic soon began to build.

Where today concerts blare, Calle Ocho parades swarm, and the Miami Heat became a World Champion, hundred year old picture postcards show dirt streets, lazy

Figure 8 A fine view of the gargantuan tourist destination, The Hotel Royal Palm, from the south side of the Miami River near the original post office site. Though a bit scuffed and inked from an unclean hand cranked Doremus canceler, the comment adds charm and the scene is certainly historic. A "PH-1" collectable.

WRECKAGE AT FORT LAUDERDALE

Figure 9 The Great Hurricane of 1926 left South Florida in shambles, affected placement of post offices, and switched off the boom in land sales till after World War II. This is a page from a small mailable booklet, but postcards were made from the same negatives.

mansions of failed presidential candidates, shady river walks and canoe rides, and colorfully garbed Indians posing for posterity. But the quiet, idyllic life wouldn't last long.

END OF THE BOOM

In 1926 came the incredibly destructive Great Miami Hurricane of September 18 that put an end to the frantic land boom. Following, came the 1930's Great Depression and then World War II, 1941-45. Aside from the huge influx of Navy men and training camps during the war, only in the 1950's did the population begin to grow again.

Advances in technology based on leaps in GI Bill education followed war's devastation. Living standards caught up to many American's dreams, and now they could plan 'ultimate' vacations, like one to Miami or Fort Lauderdale.

College kids on Spring Break began to arrive in South Florida to express youthful freedom. Girls sought to find *Where the Boys Are*, and boys panted to see that *Yellow Polka Dot Bikini*.

Live coverage of the Arthur Godfrey TV show from Miami made a great impact on Ft Lau-

Figure 10 A 1950 tourist brochure beckoning post-WW II visitors to the "Venice of America".

derdale and Miami also. Pilot Godfrey even promoted commercial flying, something relatively new, as a perfectly safe and rapid way to travel. This further encouraged tens of thousands to visit and many decided to put down roots in the Sunshine State's southernmost realm.

Growth continued following the Civil Rights struggles and by 1970, black folks and Jews could come and go in South Florida at will, discrimination was virtually gone. Then Fidel Castro added a new slant by precipitating the Hispanic immigrations of 1960 and 1980. "Little Havana" became a place name, Spanish language TV and radio found a firm footing, and salsa,

Bathing at Las Olas Beach, Fort Lauderdale, Fla.

Figure 11 There seem to be all men here, maybe some girls, but the ladies stayed away from this occasion. This is a key early swimsuit scene, eagerly bid by collectors. Maybe the expressions are as important as anything someone would inscribe for a message? A "PH 1-2" collectible just because it's neat.

HAMMER HEAD SHARK, MIAMI, FLA.
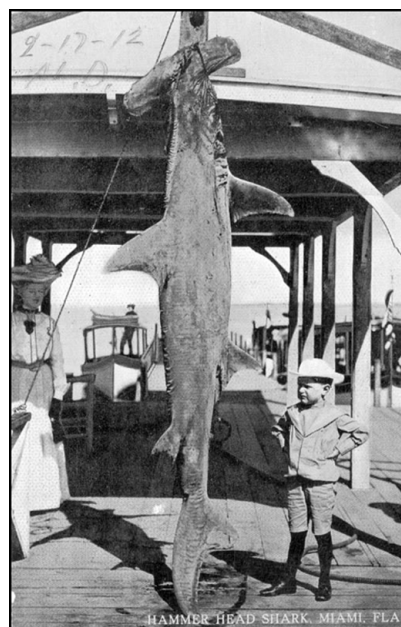
Figure 12 A 1912 draw for tourists to bring home a super stuffed souvenir. Note the frowning kid. Perhaps he's the one that needs to be hoisted? Another Columbia machine ties a Franklin to this card.
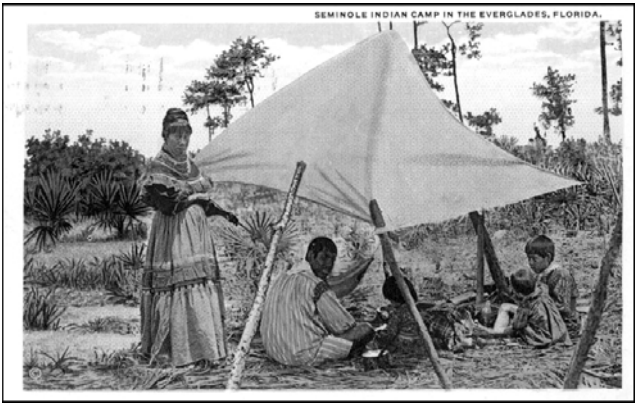
Figure 13 Primitive living family wearing typical brightly colored gear. Today, mobile homes, large offices and a Hard Rock gambling megaplex in Davie-Hollywood FL offer a sharp contrast to former living conditions. A poor Doremus machine postmark from .....OWN, FLA. c1910.

the meringue, and flan were added to the South Floridian and English lexicon. Unfortunately, South Florida was beginning to split at the seams.

Wither the remaining Seminole Indians? They were used as subjects for many different tourist picture postcards while their culture and living area was being squeezed almost out of existence, like the Everglades. Their monumental 1950s Federal Court victory would not gain them back Hollywood, Davie, Fort Lauderdale or Miami, but they were granted title to a reserve west of Fort Lauderdale and a eight figure nest egg that pays $2,000-plus monthly annuity to all tribal members.

The Seminole's nationally-known Hard Rock Casino, with five-star performers, has cemented them significantly into the area's cultural life. The Seminole Complex houses the area's most advanced weather radar and traffic monitoring systems and feeds all media. Compare all this to the forlorn Native faces on turn of the century picture post cards!

Figure 14 Harry Truman dedicated the Everglades National Park on Dec. 6, 1947, not too far from the "Little White House" in Key West where he liked to escape to during the winter.

Florida population growth			
year	in 000's	% incr	comments
1821	38.1		hypothetical
1830	34.7	-8.9%	
1840	54.5	57.1%	
1850	87.4	60.4%	
1860	140.4	60.6%	
1870	182.7	30.1%	Civil War depression
1880	269.5	47.5%	
1890	391.4	45.2%	
1900	528.5	35.0%	
1910	752.6	42.4%	
1920	968.5	28.7%	
1930	1468.2	51.6%	Depression migration?
1940	1897.4	29.2%	
1950	2771.3	46.1%	post war boom
1960	4951.6	78.7%	'60's explosion
1970	6791.4	37.2%	
1980	9747.0	43.5%	
1990	12938.0	32.7%	decreasing . . .
2000	15982.4	23.5%	Is Florida full?
2005	17789.5	11.3%	5th year estimate

Modern Realities

After one hundred plus years, where do you put five million people and their cars, highways, homes, schools, and businesses? Miami-Dade (the new name for Dade County since 1997) and Broward (Ft. Lauderdale's County), and to a lesser degree Palm Beach County, for the past 100 years have doggedly inched westward into the Everglades.

The Everglades was crowned as a National Park in 1947, but it was only a tiny fraction of the entirety of the River of Grass. The majority of the Glades is being squeezed to death today by back yards, highways, very pretty homes and shopping centers (you pay bigger money the further you go west). But the alligators don't like attention and sometimes fight back, as this past summer's sad headlines have shown.

The sugar interests, after the cutoff of Castro's Cuban sugar in 1960, have been inadvertently allowing mercury and other contaminants through fertilizer run-off into the precious Glades. Belatedly, State and Federal laws have begun to control water quality. The populations of decimated deer, alligator, cougar, and multi species bird residents must be joyous at the future prospects.
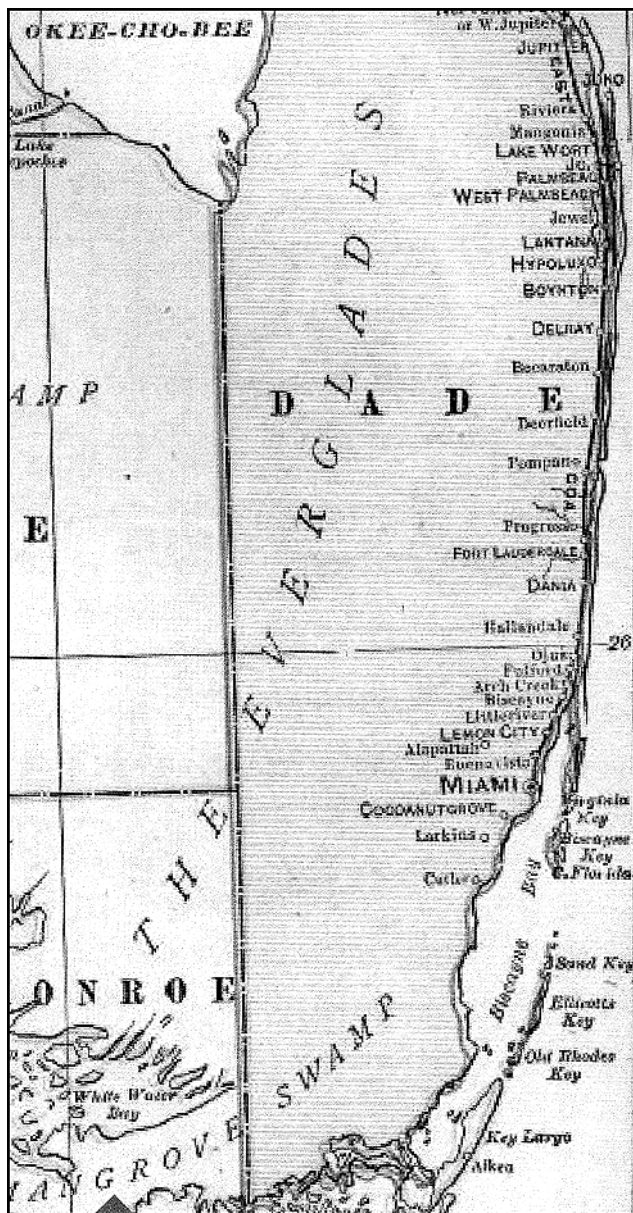
Map 3 *An 1899 Cram atlas map section. Only the hearty would venture into a forbidding area devoid of amenities —like people. But the railroad in a few short years will string all the towns shown here like pearls.*

Fresh drinking water is being depleted as salt water intrudes underground from the Ocean, pushing water wells further into the former swamps. Previous wells are capped as unpotable. The dreaded word hurricane is actually a blessing in this case, as each brings millions of gallons of fresh cloud water with them to recharge the hydrologic system. If Mr. Davie and Gov. Broward could have foreseen the ultimate results of his endeavor, would they have begun? Would either have cared?

A look at the early maps included here proves that the several named swamps south of Lake Okeechobee, for 10,000 years, *were S*outh Florida. Currently, South Florida's housing starts and prices are dropping, as they are for the rest of the nation, after years of building boom, overpricing, and wide-eyed speculation.

So, for now, Nature can catch its breath while developers, fixer-uppers, and property 'flippers' (who currently have their own dedicated cable TV program!), wait and lick their wounds.

Postal History Categories

It is calming to be able to drift back at the end of the din and hectic hours fighting concrete sprawl and the cars that have become South Florida. By studying postal history we can beckon a time of relative harmony and peace, a time when Nature was in command, not being commanded, the population was drastically smaller, and domestic postal service cost but one, two, or three cents.

Broadly speaking there are three categories of Florida PH: First, fascinating expensive folded letters from the earliest of Florida's days, the Territorial period (1821-45), some of which even show up on the ubiquitous eBay (exceptions here are the letter-less and simple business invoice types, though the town dial could be rare). Decent postmarks and some social history or military content can command a spirited $50-$100 or more.

Second category are the post-1851 envelopes with dial hand stamps and postage up to the 1890s will go for considerably less, $5-$20 depending on condition, especially if the cover was improperly housed in Florida, where constant humidity can cause mold and mildew and food for tropical vermin. Exceptions, of course, include rare markings, auxiliary instructions, etc.
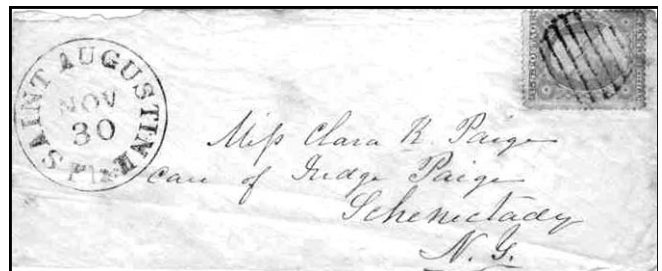
Figure 15 *A reasonable St. Augustine FL envelope from the 1850s period about ten years after statehood. Without contents, it is interesting, but not a 'wow' to many collectors.*

Figure 16 *Halcyon Hall in Miami shows the old world palatial living that many came for, including foreigners. This card was sent home to Nova Scotia. Clients were pampered and could enjoy year round beautiful weather. Most of these stately hotels failed during the Great Depression. Ordinary card with an unordinary destination, still just a "PH-1" collectable.*

The third category includes picture postcards and envelopes after about 1900; at this point Florida postal history explodes onto the scene in quantity. Many 'ppc' designs are annoyingly repetitive, as souvenirs go, but their postmarks and commentary provide the key to their enjoyment.

Ordinary postcard collectors want pristine unused cards; they're into pretty scenes or topicals, and maybe the lure of the old. But postal history buffs quest to find nicely cancelled cards that are still in acceptable shape, particularly those that bear a meaningful handwritten message denoting a century's ago events and times.

Picture postcards are a part of modern postal history, though every year that passes makes them one year less modern. They were the rage from about 1900 to 1915. Bulging scrapbooks on the parlor table added new sights and places as quickly as the new fangled automobiles and good old standby trains could carry relatives and friends. They, along with Victrolas and stereo view cards, brought the world up close and personal to family members and were valued educational treasures.

With them you can trace the shifting patterns of post offices as the population slowly grew. It's a pleasant task, particularly since the postmarks seen and the places portrayed on the fronts of ppc's are probably still standing. The post office imprint is a local place name that you probably drove through yesterday heading home from work.

Tourist vs Indiginous

From the postal history perspective, picture postcards fit the third category since they are from the great postal explosion period. These fit into three collector sub categories. We talk only of *used* picture post cards, of course.

Cards that have no inscriptions beyond "Merry Christmas" and "wish you were here" type sentiments offer no real historical or sociological information, but they at least have the postmark. These are similar to stampless covers with routine business or legal jabber, plus those that have been vandalized by having their letters removed, maybe for autograph purposes. They're anorexic, annoying and fairly useless; they are *fillers*, till a better category version comes along. Call the above "PH 1".

Most would strive for cards (and stampless) from the higher sub categories 2 and 3, which are highly desirable and shine a small ray of light onto the past. Folded 'sociologic' type letters are wonderful primary sources. But naturally, picture postcards are frustrating because how much can you say in a 2½ by 3½ inch space? That's the surprising part.

PH 2 ppc's are cards that mention tidbits of historical information such as "the new causeway opened last week", or "I saw William Jennings Bryan give a sermon last Sunday". Certainly postal + history!
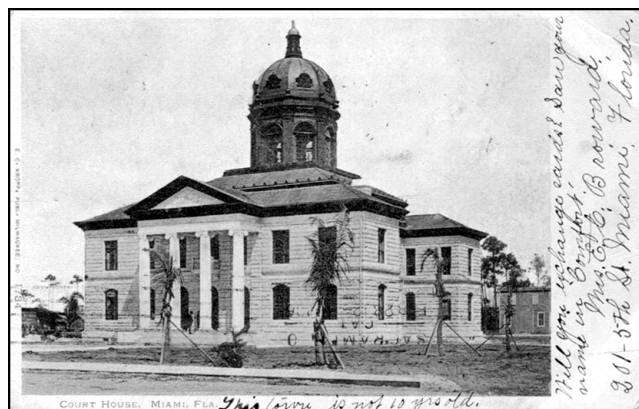
Figure 17 *A Miami Doremus (used beginning c.1903) cancel barely showing 1906. The interesting part is the signature Mrs. E. C. Broward —surely a relative of the current Governor and namesake of the county-to-be? She marvels at the new City Hall and that Miami is barely 10 years old. A "PH-2" collectible —sadly she doesn't mention whether the Governor is her little boy, etc.!*

Most prized of all, and more expensive, are eyewitness, or *indigenous* resident, picture postcards - PH 3 cards, that tell you about day to day goings on. In the Fort Lauderdale area, examples might reflect on their job: many people were fully cognizant that they were (rightly or wrongly) engaged in a monumental project to drain a million+ square mile swamp. On the heels of the Panama Canal dig, most felt that such 20th century missions were what America was all about. When they write such comments on a card, and you collect it, it's a golden moment.

Even simple references to family names can be locally or personally historic for a brand new town, we're talking pioneers here. The very picture cards that Fort Lauderdale and surrounding towns offered in the general stores at first were not of handsome ladies and gentlemen touching a toe into the Atlantic, but of dredging machines sucking up muck and coral as they free the land. These cards are primary source, gut level history. Later on came the beach scenes.

A possible PH 4 sub category can refer only to photo postcards, not letters and envelopes or government postal cards as the previous three can. It involves the highly sought after real picture postcards (rppc's). These are true black and white photos printed in small batches, commercially or privately (in a home darkroom) from negatives onto post card stock. Most are very rare but are absolutely "you are there" sources of days gone by data. If the photographer was good, these can be museum pieces.

Thus, even with a topic as mundane as ppc's, there are collecting angles and a hierarchy of desire. Unlike postcard collectors, postal historians lean toward the cranial with ppc's: what evidence do the cards reveal about people and post offices and events at the turn of the century? No shabby endeavor at all.

Dade-Palm Beach Offices

The following paragraphs give a brief South Florida post office chronology followed by a 'catalog' of several interesting, early 20th century town postmarks. Jim Forte's web site gave us our modified to 1925 South Florida post office chart below.

Before 1870, only three offices (no doubt ramshackle trading posts) existed along the 100 mile stretch of shore from today's Palm Beach to the uppermost of the Florida Keys south of Dade.

There was Key Biscayne or Cayo Biscaino, which opened for very little business in 1839, mostly military; Fort Dallas in 1850, near the site where Miami will be built; and 70 miles up the coast, in the rambling Brevard County, was Fort Jupiter (today in Palm Beach County). It will be open for only two years, 1855-56.

Yet the April 1876 *Postal Guide* lists only two post offices for Dade County: Biscayne (county seat and later Richard Nixon's famous summer retreat) and something called from the Indian, 'Maama' ('Miami'). Note that the trading post of Cocoanut Grove south of Maama became a post office in 1873, but somehow it was missed when the 1876 *Guide* was edited and published.
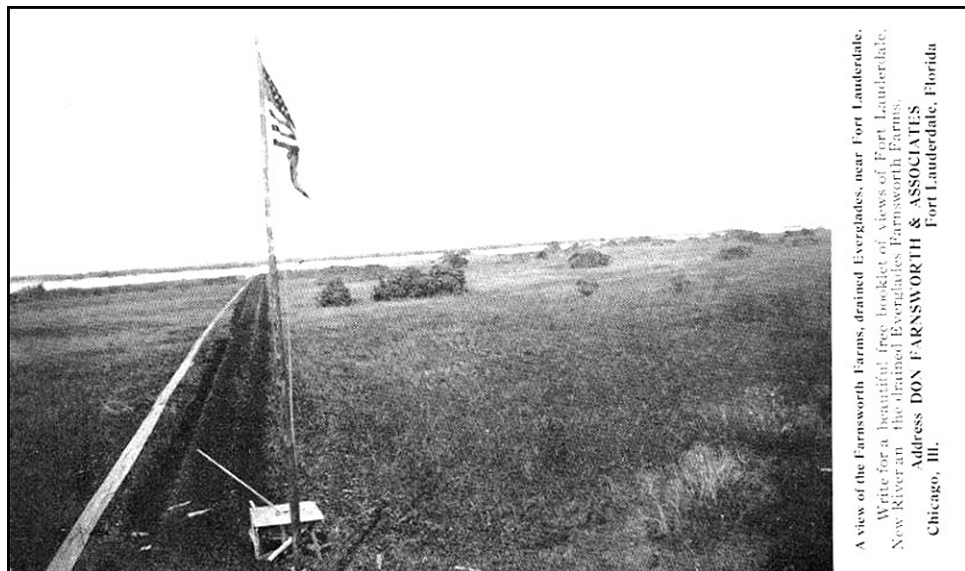
Figure 18 An in-demand ppc, but difficult to say what this picture is about, except that is of dried Everglades land, of the Farnsworth Farm (later famous late 20th century thoroughbred horses). The cancel is a Fort Lauderdale duplex of Jan 16, 1911. It is cryptically inscribed: "Stick to the w-house until I come – was at a big negro meeting last night – Town full of indians all drunk — as hot as August   Papa". Anything to do with Fort Lauderdale's incorporation in 1911? A "PC-2-3" collectable —cryptic as it is, it is sociological and perhaps dead-on historical. More research is needed.

Figure 20 Brickell point, on the South of the Miami River, was the first choice of early settlers for the town. Thus the first post office was located in the building across the way (arrow). At the viewer's back is the Hotel Royal Palm, where railroad interests decided the town would be (there was no bridge to the opposite side at the time). This is a 1924 usage with Universal wavy line cancel.

BRICKELL POINT AND THE FIRST POST OFFICE IN MIAMI, FLA.

216   *Alphabetical List of Post Offices by States — Florida.*

Delmar...........Sussex	Waplesville ....Sussex
DOVER (c. h.).........Kent	Wilmington....New Castle
Draw Bridge.........Sussex	Willow Grove........Kent
Ellendale.........Sussex	Wood Dale....New Castle
Farmington...........Kent	Woodside.........Kent
Faulkland.....New Castle	Wyoming............Kent
Felton...........Kent	Yorklyn.......New Castle
Fieldsborough..New Castle	
Forest.........New Castle	**DISTRICT OF COLUMBIA.**
Frankford.........Sussex	
Frederica.........Kent	Anacostia......Washington
Georgetown (c. h.)..Sussex	Benning......Washington
Glasgow........New Castle	Brightwood....Washington
Green Spring...New Castle	Georgetown ...Washington
Greenville.....New Castle	Tennallytown .Washington
Greenwood.........Sussex	WASHINGTON............Washington
Gumborough.........Sussex	
Harbeson ....Sussex	**FLORIDA.**
Hare's Corner..New Castle	
Harrington...........Kent	Abe Spring (c. h.).Calhoun
Hazlettville...........Kent	Alafia ....Hillsborough
Henry Clay Factory.......New Castle	Altamont ....Orange
Hockessin.....New Castle	Ancrum.........Hamilton
Hollyville...........Sussex	Apalachicola (c. h.)......Franklin
Houston Station......Kent	Apopka............Orange
Kenton ....Kent	Archer...........Alachua
Kirkwood.....New Castle	Arredonda........Alachua
Laurel...............Sussex	Bailey's Mill.....Jefferson
Lebanon...........Kent	Barrsville........Columbia
Leipsic...........Kent	Bassville.........Brevard
Lewes.........Sussex	Bay Port.........Hernando
Lincoln...........Kent	Bellville.........Hamilton
Little Creek Landing.Kent	Benton ....Columbia
Lowe's Cross Roads.Sussex	Biscayne (c. h.).....Dade
McClellandsville.......New Castle	Blount's Ferry...Columbia
McDonough....New Castle	Blue Springs....Volusia
Magnolia...........Kent	Bluff Springs....Escambia
Mermaid.....New Castle	Bogia.........Escambia
Middleford.........Sussex	Brick Yard......Nassau
Middletown ....New Castle	Bristol (c. h.).....Liberty
Milford...........Kent	Bronson.........Levy
Millsborough ......Sussex	Brooksville (c. h.)......Hernando
Milton.............Kent	Buffalo Bluff.....Putnam
Moorton...........Kent	Cabbage Bluff.....Volusia
Mount Pleasant.New Castle	Callahan.........Nassau
Nassau.........Sussex	Campbellton .....Jackson
Newark.....New Castle	Camp Izard......Marion
New Castle (c. h.).......New Castle	Cedar Hill........Jackson
Newport.......New Castle	Cedar Keys.........Levy
Oak Grove.........Sussex	Cerro Gordo (c. h.).Holmes
Ocean View........Sussex	Chalk Spring..Santa Rosa
Odessa............New Castle	Chattahoochee....Gadsden
Pearson's Corner....Kent	Circle Hill........Jackson
Petersburgh...........Kent	City Point.........Brevard
Pleasant Hill...New Castle	Clay Landing......Levy
Port Penn...New Castle	Clear Water Harbor.......Hillsborough
Redden ....Sussex	Coe's Mills.........Liberty
Red Lion.....New Castle	Concord.........Gadsden
Rehoboth Beach....Sussex	Cork ....Hillsborough
Rockland.....New Castle	Cotton Plant.......Marion
Roxana...........Sussex	Crawfordville (c. h.)......Wakulla
Saint George's..New Castle	Cross Prairie....Brevard
Seaford.........Sussex	Crystal River....Hernando
Selbyville.........Sussex	Darbyville ....Baker
Slaughter...........Kent	Daytona ....Volusia
Smyrna...........Kent	Drifton...........Jefferson
Stanton.......New Castle	Eau Gallie........Brevard
Summit Bridge.New Castle	Econfina ....Washington
Taylor's Bridge.......New Castle	Ellaville...........Madison
Thompson...New Castle	Empire ....Sumter
Townsend.....New Castle	
Tunnell's Store.....Sussex	
Vandyke.......New Castle	
Vernon ....Kent	

Enterprize (c. h.)...Volusia	Ockolockonce.....Wakulla
Etoniah...........Putnam	Okahumpka.......Sumter
Euchee Anna (c. h.).Walton	Old Town......La Fayette
Eureka ....Marion	Olustee............Baker
Fayettoville...La Fayette	Orange Hill...Washington
Federal Point......Putnam	Orange Mills......Putnam
Fernandina (c. h.)..Nassau	Orange Springs.....Marion
Ferry Pass.......Escambia	Orlando (c. h.).....Orange
Flemington ....Marion	Otter Creek........Levy
Fort Frank Brooke........La Fayette	Palmetto ....Manatee
Fort George.......Duval	Pawtuxett.......Wakulla
Fort McCoy.......Marion	Peace Creek (c. h.)....Polk
Fort Mason........Orange	Pensacola (c. h.)..Escambia
Fort Meade...........Polk	Picolata ....St. John's
Fort Reed..........Orange	Pilatka (c. h.).....Putnam
Freeport...........Walton	Pine Level (c. h.)..Manatee
Gainesville (c. h.).Alachua	Point Washington........Washington
Georgetown ......Putnam	Ponce de Leon.....Holmes
Green Cove Springs...Clay	Port Henry........Nassau
Greenwood ....Jackson	Port Orange.......Volusia
Hart's Road.......Nassau	Powelton ....Escambia
Hatch's Bend...La Fayette	Providence ....Bradford
Hawkinsville.......Orange	Punta Rassa.......Monroe
Hibernia.............Clay	Quincy (c. h.).....Gadsden
Hogarth's Landing........St. John's	Remington Park.........St. John's
Homosassa ......Hernando	Rixford.........Suwannee
Houston ....Suwannee	Rose Head (c. h.)....Taylor
Iola ....Calhoun	Rosewood ....Levy
Iwin.............Putnam	Saint Andrew's Bay.......Washington
Jacksonville (c. h.)..Duval	Saint Augustine (c. h.)......St. John's
Jamonia ....Leon	Saint Lucie (c. h.).Brevard
Jasper (c. h.).....Hamilton	Saint Mark's.....Wakulla
Jennings ....Hamilton	Saint Nicholas....Duval
Jonesville.........Alachua	Sanderson (c. h.)....Baker
Key West (c. h.)....Monroe	Sandy Ford.......Madison
King's Ferry.......Nassau	Sanford............Orange
Knox Hill........Walton	San Mateo........Putnam
Lake Butler (c. h.)........Bradford	Santa Fe.........Bradford
Lake City (c. h.).Columbia	Shady Grove......Taylor
Lake Eustice.......Orange	Shingle Creek......Orange
Lake Griffin .....Sumter	Silver Spring .....Marion
Lake Jessup ....Orange	Smith Creek .....Wakulla
Lake Maitland .....Orange	Sopchoppy ....Wakulla
Lakeview ....Volusia	Starke ....Bradford
Leesburgh (c. h.)....Sumter	Sumterville ....Sumter
Live Oak (c. h.).Suwannee	Suwannee ....Suwannee
Maama.............Dade	Suwannee Shoals.........Columbia
Madison (c. h.)...Madison	TALLAHASSEE (c. h.)...Leon
Manatee...........Manatee	Tampa (c. h.)............Hillsborough
Mandarin ....Duval	Titusville ....Volusia
Mariana (c. h.)....Jackson	Tocoi...........St. John's
Mary Esther.....Santa Rosa	Trail Ridge......Bradford
Mayport...........Duval	Twin Lakes......Orange
Micanopy ....Alachua	Vernon (c. h.)..Washington
Miccosukee ....Leon	Volusia ....Volusia
Middleburgh (c. h.)...Clay	Wacahootie ......Marion
Midway ....Gadsden	Waldo............Alachua
Mikesville.........Columbia	Warrington.......Escambia
Millview ....Escambia	Waukeenah .....Jefferson
Milton (c. h.)...Santa Rosa	Webster...........Sumter
Molino ....Escambia	Weelaunee ....Jefferson
Monticello (c. h.).Jefferson	Wekiva ....Orange
Morrison's Mills..Alachua	Welaka...........Putnam
Moseley Hall.....Madison	Wellborn ....Suwannee
Mount Pleasant...Gadsden	West Wynnton...Calhoun
Mount Royal......Putnam	Wetumpka.......Marion
Myrtle Lake.......Orange	White Springs...Hamilton
Neal's Landing....Jackson	Wilderness...........Clay
New Britain .....Volusia	Wild's Landing.....Nassau
Newnansville.....Alachua	Williamsburgh....Jefferson
New Smyrna...Volusia	Woodland........Putnam
New Troy (c. h.).......La Fayette	Woodstock ....Nassau
Ocala (c. h.).....Marion	
Ochesee...........Jackson	

Figure 19 The 1876 Postal Guide shows minimal South Florida postal activity, owing to the minimal population present.

For yet unborn Palm Beach County (still part of Dade) only Lake Worth office existed after 1880, inasmuch as Fort Jupiter's office closed in 1856. However, in 1884, Jupiter Post Office was reborn.

The 1880s was the decade that post offices began to spring forth in the region. Dade's northern boundary coincided with the boundary of the future Palm Beach County, but finally in April 1909, Palm Beach County was born out of Dade, and in April 1915, Broward was sliced out of both Palm Beach and Dade Counties, in honor of the deceased, land developing Governor Broward.

In Miami, besides Mrs. Tuttle, another prominent Clevelander was William Brickell. He migrated to the far south in 1871, and operated the Miami River's trading post / and first post office (though the Fort Dallas 'post office' existed in 1850). The family owned large tracts of land stretching from the Miami River south to Coconut Grove. He too would donate land for the continuation of Flagler's railroad to put Miami and South Florida on the map.

The Great Miami Hurricane of 1926 (there were no hurricane names in those days) had a great effect on Dade's offices. More than a few closed their doors while others opened, probably showing shifts in population, re-settlement of people beginning life anew. However our reminiscence here concludes with
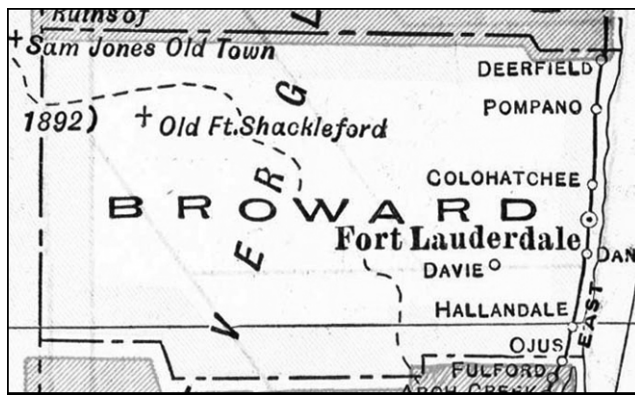
Map 4 This is Broward at it's birth, with existing small towns, and with pale canal lines crossing the county, and the Everglades indicated as passing through half of the county. No more, Highways and tremendous development and subdivisions have pushed the 'Glades far to the west.

1925 and so does the postal chart (*figure 22*). Interestingly, 59% of Dade's total post office names existed before 1925, 53% of Broward's, and 69% of Palm Beach's (much less affected by the monster storm).

Interesting to note, Pompano (Beach) was active in Dade County in 1899-1901, then dissolved. It re-opened in Dade eleven years later in 1912, but would be a Broward office after 1915, lasting until 1947.

Broward Offices

Broward County, not conceived at the time, only had what was left of the Army's Fort Lauderdale, built in 1838 and shown on later maps as a ruin (which they say runaway slaves and army deserters used for a hideout). In 1891 Stranahan's stage coach inn and trading post and home served the region as the general store, post office, bank and town hall for many years; the trading post was Fort Lauderdale. Where are the 1891, '92, or '93 covers that bear his manuscript mark or hand stamp, preferably with an interesting letter inside?

Two other offices opened in the late 19th century in Broward-to-be, Hallandale (a significant retirement city of high-rises today) and West Pompano, both inaugurated in 1897. They were naturally railroad stops on the Florida East Coast line. Despite Stranahan's initiative, the future Broward except for the railroad stations was an afterthought and backwater of development until just before Mr. Davie began his drainage project in the mid 1900's.

There were the "barefoot mailmen" during this time period. They were carriers who literally walked the mail between 1886 and 1893, from Hillsboro Light (house), through Pompano Beach and onto Miami, ending their arduous journeys just before the short-lived stage and then the railroad took over the task in about 1894. They served future "Gold Coast" villages not yet served by a regular mail delivery; remember, no true roads built yet. Every six days they completed a 90 mile (!) round trip. To commemorate this feat, a courageous carrier again trod the route sans foot gear, along the beach, a few days either way of April 19, 1958.

An error in the July 1916 *Postal Guide* shows the confusion existing at the POD in Washington over happenings in far away South Florida. It lists "Zona" (renamed Davie in 1914) as a post office still in Dade
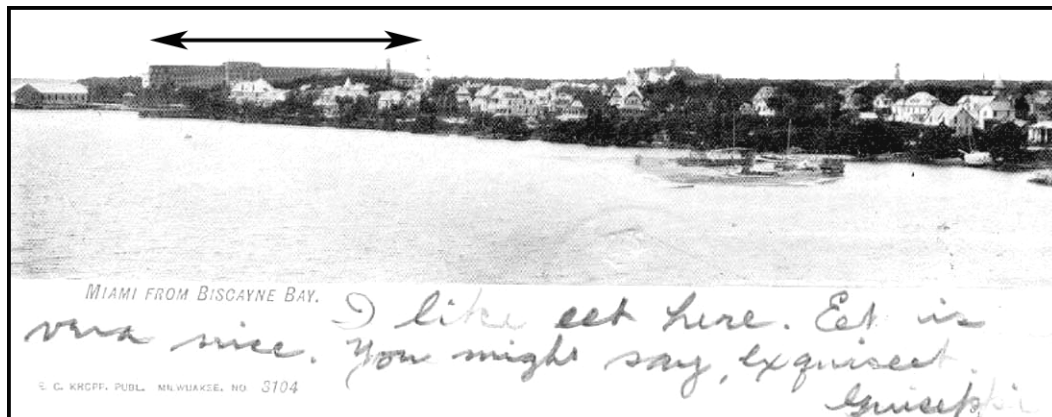
Figure 21 Miami from Key Biscayne, showing the gargantuan Hotel Royal Palm (the long building upper left, and more modest architecture in Miami at the age of 18. (Apparently a rare view from the picture postcard point of view.) Note the inscription (to Park Place, NYC): "I like eat here. Eet is vera nice. You might say, exquiseet   Giuseppui" An Italian opera star? A house servant on vacation? Despite its seeming rarity, a "PH-2" collectable, but only because the inscription seems to point to some interesting situation.

Lotus,
Lyrata,
Malabar,
Melbourne,
Melbourne Beach,
Merritt,
Micco,
Military Park,
Mims,
Orsino,
Pineda,
Rockledge,
Sharpes,
Shiloh,
South-Mere,
Tillman,
Titusville (ch),
Tropic,
Valkaria,
Wilson.

BROWARD.   SE
Dania,
Davie,
Deerfield,
Fort Lauderdale (ch)
—1,
Hallandale,
Pompano.

CALHOUN.   NW
Altha—1,
Blountstown (ch)—1,
Carr,
Chipola,
Clarksville,
Douglass,
Early,
Frink,
Iola,
Kinard,
Marysville,
Overstreet,
Port Saint Joe,
Selman,
Scotts Ferry,
Wewahitchka.

CITRUS.   C
Citronelle,
Crystal River,

DADE.   S
Arch Creek,
Aventina,
Biscayne,
Buena Vista,
Cocoanut Grove,
Florida City,
Fulford,
Goulds,
Homestead—1,
Kendall,
Larkins,
Lemon City,
Littleriver,
Miami (ch)—2,
Modello,
Naranja,
Ojus,
Perrine,
Peters,
Princeton,
Redland,
Zona.

DE SOTO.   S
Acline,
Adrian,
Arcadia (ch)—1,
Avon Park,
Bermont,
Bowling Green—1,
Bridges,
Brownville,
Buchanan,
Buck Lake,
Charlotte Harbor,
Citrus Center,
Cleveland,
De Soto City,
Fisheating Creek,
Fort Green—1,
Fort Green Springs,
Fort Ogden,
Gardner,
Gasparilla,
Glen,
Harbor View,
Hicoria,
Hull,
Kuhlman,
Lakeport,
Lansing,
Lily,
Limestone,

Figure 22 The 1916 Postal Guide shows new towns and significant post office growth in Dade and Broward Counties since 1876.
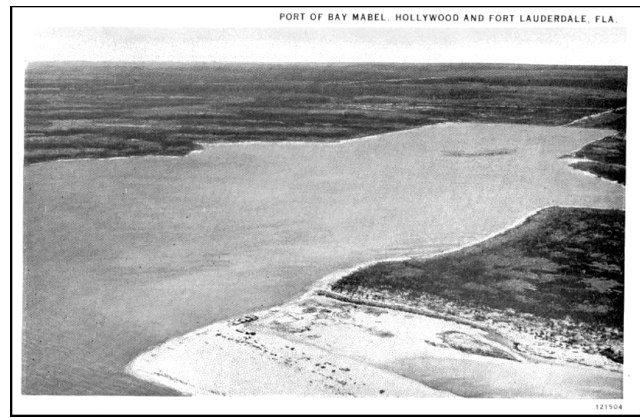
Figure 23 Forerunner of huge Port Everglades, known to all Caribbean cruise clients. Stark, flat and very naked in this 1920's photo, there's a 30-storey hotel now at the lower right, and NO empty space anymore. The card features an International machine 2/15/1929 Delray Beach FL postmark. Someone was heading home, north on the Florida East Coast Ry and catching up on their mail.

County, whereas "Davie" is simultaneously listed for Broward. One office, two names, two counties, one POD miscalculation, one time warp.

In the 40 years between the 1876 and 1916 *Postal Guides*, the list of Palm Beach County offices swelled from none to 23. For Broward, the numbers increased from zero to six, and in Dade, offices grew from two to 22. Today, with modern transport and a glut of highways and buildings to traverse and serve, there are respectively only 13, 8, and 11 post offices in operation in our three Southeast Florida Counties. Technology has definitely won out.

The following are the pre-hurricane post offices of Southeast Florida listed here as a checklist for those interested. A fascinating modern postal history collection can be built reasonably cheaply that, if chosen carefully for postmark and content, will help tell the story of America's fun in the sun adventures.

The "CATALOG"

Few towns have had catalogs of markings due to too few collectors, and only a few large cities have them (Boston, Philadelphia, and Chicago's in the last several months), let alone backwater or bustling tourist towns. It's impossible if there isn't access to large quantities of covers or cards.

POST OFFICES OF FLORIDA'S THREE SOUTHEASTERN COUNTIES TO 1925

DADE		PALM BEACH	
Alapattah	1898-1906	Ameron	1900-1903
Arch Creek	1903-1926	Bacom Point	1918-1925
Aventina	1916-1924	Bare Beach	1920-1925
Biscayne	1870-1918	Belle Glade	1921-Date
Black Point	1904-1911	{ Boca Raton - from Bocaratone	1923-Date
{ Buena Vista	1892-1921	{ Bocaratone - to Boca Raton	1899-1923
{ Buena Vista Br	1921-1926	Boynton	1896-1941
{ Cocoanut Grove	1873-1922	Canal Point	1918-Date
{ Coconut Grove	1922-1925	Chosen	1921-1955
Cutler	1884-1915	Earman	1918-1923
Detroit	1910-1914	Fort Jupiter	1855-1856
Elliott Key	1891-1899	Gladecrest	1915-1917
Florida City	1914-1955	Hypoluxo	1886-1954
Fulford	1901-1931	Jewell	1889-1903
Goulds	1911-197?	Juno	1890-1903
Hialeah	1921-Date	{ Jupiter	1884-1884
Homestead	1904-Date	{ Jupiter	1887-1908
Kendall	1914-1955	{ Jupiter	1908-Date
Key	1907-1909	Kelsey City	1921-1939
Key Biscayne	1839-Date	Kraemer	1918-1932
Larkins	1899-1926	Lake Worth	1880-Date
Lemon City	1893-1925	Lantana	1892-1956
Little River	1898-1927	Linton	1895-1898
Maama	1874-1877	Mabry	1922-1923
Miami	1850 -Date	Mangonia	1894-1906
Modello	1907-1925	Munyons Island	1903-1905
Motto	1889-1893	Neptune	1895-1908
Naranja	1906-1958	Oak Lawn	1889-1893
Ojus	1897-1958	Okeelanta	1915-1929
Perrine	1904-1957	Pahokee	1918-Date
Peters	1915-1944	{ Palm Beach - from Palm City	1887-Date
Pompano - to Broward Co.	1899-1901	{ Palm City - to Palm Beach	1887-1887
Princeton	1908-1973	Ritta	1912-1931
Redland	1907-1935	Riviera	1919-1942
Riviera	1893-1902	Rood	1915-1934
		South Bay	1919-Date
BROWARD		South Palm Beach	1919-1927
Dania	1897-Date	Torry Island	1917-1921
Davie - From Zona	1914-1920	West Palm Beach	1894-Date
Deerfield	1898-1939	Wyman	1902-1907
Fort Lauderdale	1891-Date	Yamato	1907-1925
Hallandale	1897-Date		
Zion	1888-1892		
Hollywood	1922-Date		
Pompano - from Dade Co.	1912-1947		
West Pompano	1900-1910		
Zona - To Davie	1912-1914		

So, with apologies, this is a demi-tasse of a catalog. The markings that follow are presented for what they are: tokens of historic postal activity that have blended with the energy inherent in building pioneer communities. That several of them went on to world renown in a brief generation or two, and have further refined themselves ever since, is icing on the cake.

It's a brief glimpse, a grab bag of markings, primarily from Dade and Broward Counties, that show typical small town rubber stamps, the introduction of metal duplex cancelers, and early it seems for this 'wild south' region, a handful of Doremus and Columbia hand cranked machine cancels.

Miami Postmarks 1900-1912 Examples

A nice 1905 handstamp from Miami, with an H6B1-1 oval killer. Miami had a Doremus machine at the same time as this handstamp. The reverse shows, what else?, the Hotel Royal Palm.
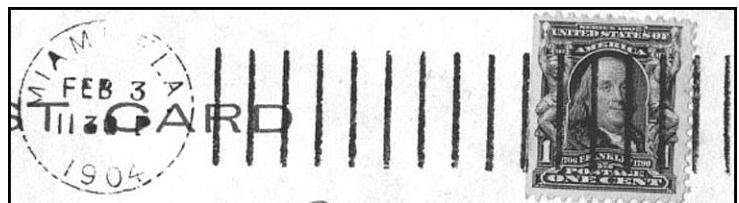
An early Doremus with arc-date, FEB 3 / 1130 P, and showing the full year, though the final 4 is fading (it seems that for several years the last digit was a lost cause, it is mostly gone from 1904 to 1909).

Three early Miami cancels that show a transition from 27mm dial-cork killer (to about 1900), all metal 27mm dial and 9-bar oval killer (ca 1901-2+), and the first hand operated machine canceler, a Doremus (c1903-11+).

A second dial design came to Miami c1908, overlapping the arc style for about a year or more (population growth probably). It shows a straightline year in place of the previous arc year style.
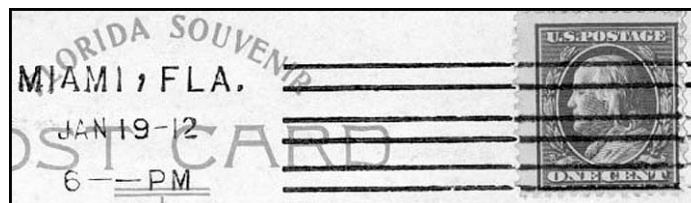
A January 19, 1912 fine example of a Columbia machine (note the 3 pairs of killer lines, c.1911-12+).

RAILWAY POST OFFICE POSTMARKS 1906-1914 EXAMPLES

A Jacksonville & Miami RPO handstamp, 1906, with a ppc of Seminoles in a canoe and the inscription, "2/4/06 These are the natives. They are not very sociable." This cancel was the precursor to the Ft. Pierce & Key West h/s seen elsewhere in this article. [used 1896-1912 before the division into north and south divisions of the FECRR] Appropriate comments or not, it's a "PC-2" collectable.
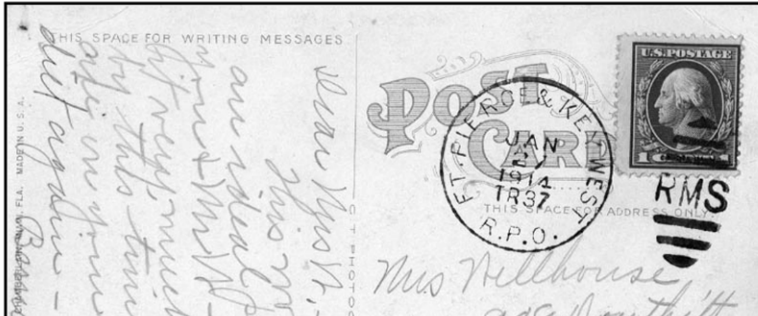
A very nice FT.PIERCE [St. Lucie County] & KEY WEST / R.P.O. hand stamp from 1914, the picture on the reverse showing the ubiquitous Hotel Royal Palm in Miami. Written perhaps on a quick trip to see the Keys, or while heading home on the railroad. [in use 1913-26 as the southern division oft he FECRR]

FORT LAUDERDAKE POSTMARKS 1907-1945 EXAMPLES
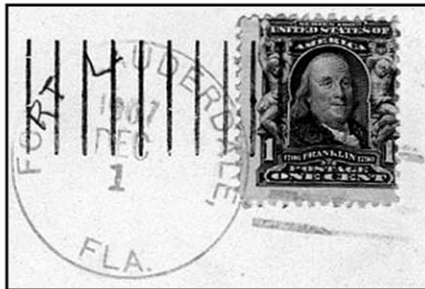
The earliest Fort Lauderdale cancel at hand is this Dec 1, 1907 magenta pseudo-Doane type. The picture over shows the Hotel Royal Palm, so it may be a card written north by a vacationer on board the East Coast RR, dropping off mail at the first opportunity. No particular historical commentary so it's a "PH-1" collectible, as most tend to be.

A nice, like new postmark from Nov 10, 1909. Myrtle has been in Fort Lauderdale 8 months to this point. What did she do there for a living or was her husband working on the dredging project? A cryptic "PH-2" collectable.
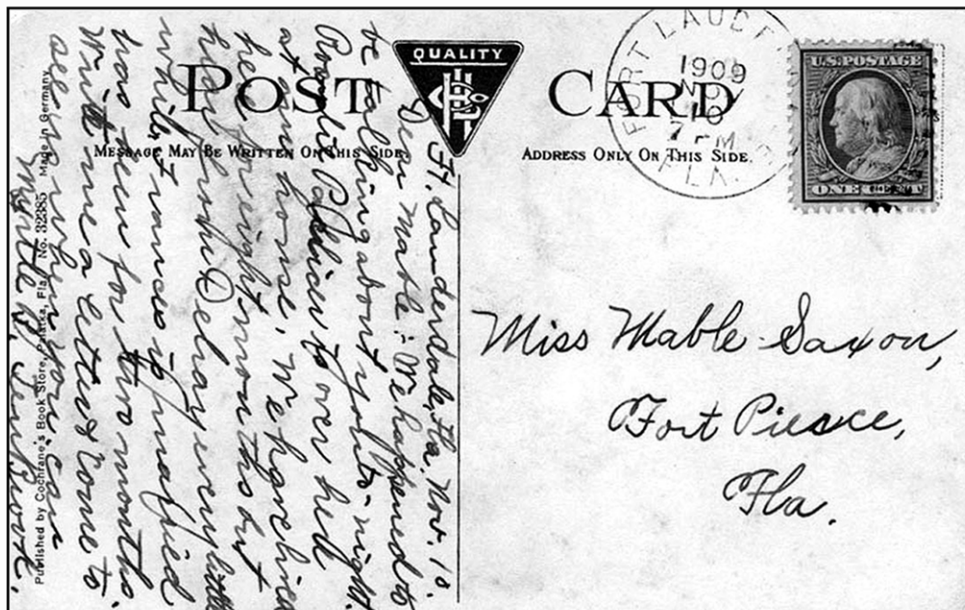
Fort Lauerdake Postmarks 1907-1945 Examples
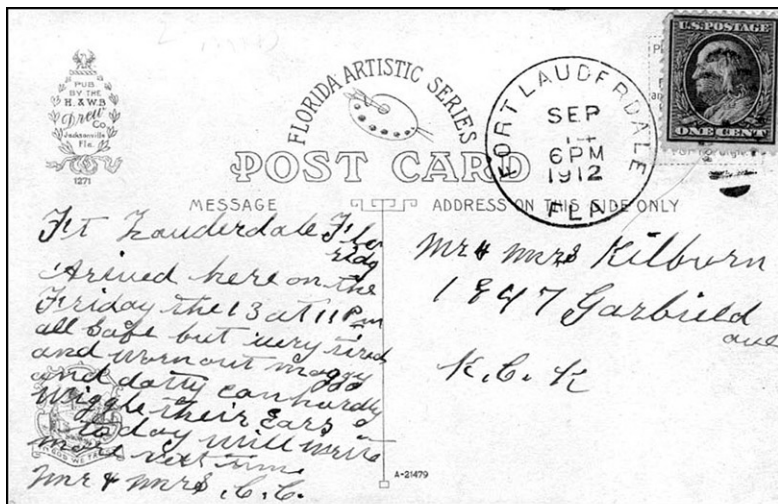
A variety of the Fort Lauderdale duplex metal handstamp with tighter lettering, of Sep 14, 1912. Picking lettuce for the Northern market is shown on the front. Interesting to think that a Florida mail sorter would know that K.C.K. was Kansas City Kansas (there is no 'directory' assistance marking). Strictly a "PH-1" collectible.

The Navy chose Fort Lauderdale and Miami for their year round training bases. Landing strips have been long ago transformed into parking lots and buildings sold to commerce, and barracks converted to cheap fun-in-the-sun vacation apartments.
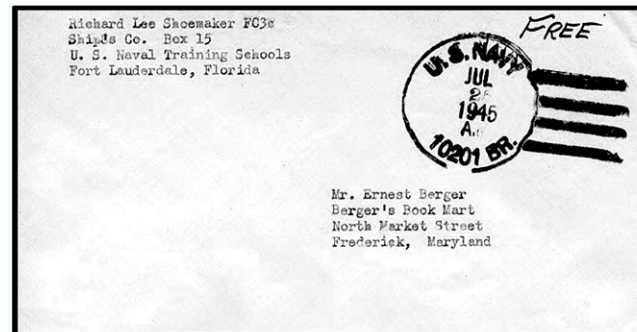
Other Southeast Florida Postmarks 1909-1925 Examples
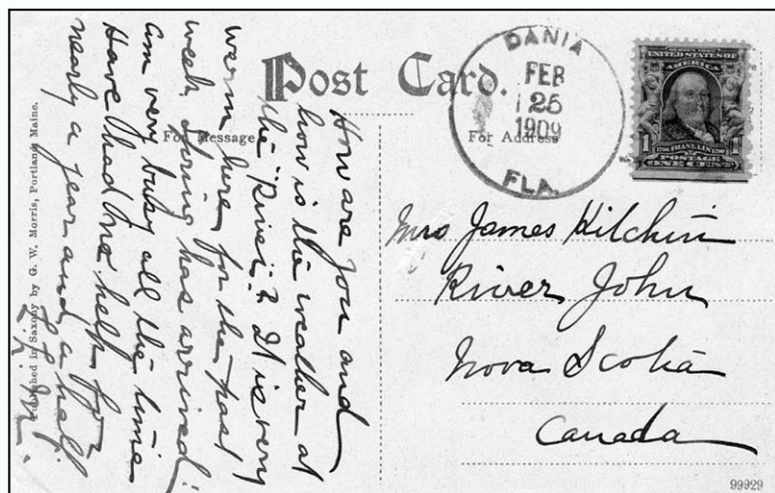
This card was sent from Dania, in the Fort Lauderdale suburbs, back home to Nova Scotia. The Dania post office, open in 1897, dated this for Feb 25, 1909. The handstamp could be a late Doane or a Doane-like. The message oddly says "have had no help for a year and a half". Was he a farmer, tradesman, or boat's skipper? A "PH-2" collectible.

OTHER SOUTHEAST FLORIDA POSTMARKS 1909-1925 EXAMPLES
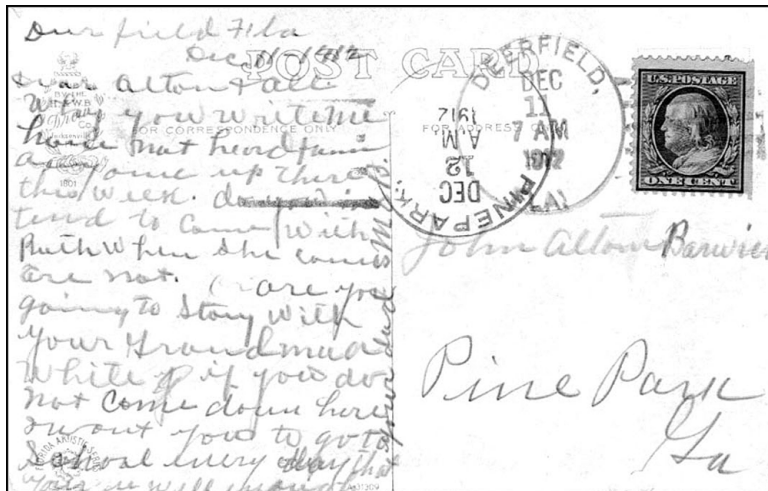
Deerfield (Beach) is 16 miles up the road from Fort Lauderdale. Its PO had been functioning for 14 years when this was received and canceled in 1912 with a 5-bar rubber handstamp. The picture is of a spic and span Miami High School.

Hollywood 1922 - Hollywood, Florida sprung forth in 1922, immediately to the south of Fort Lauderdale, designed on paper by entrepreneur Joe Young. This rare magenta cancel is a <u>provisional</u> marking from that year, because the POD had not yet sent the proper PO rubber stamp.
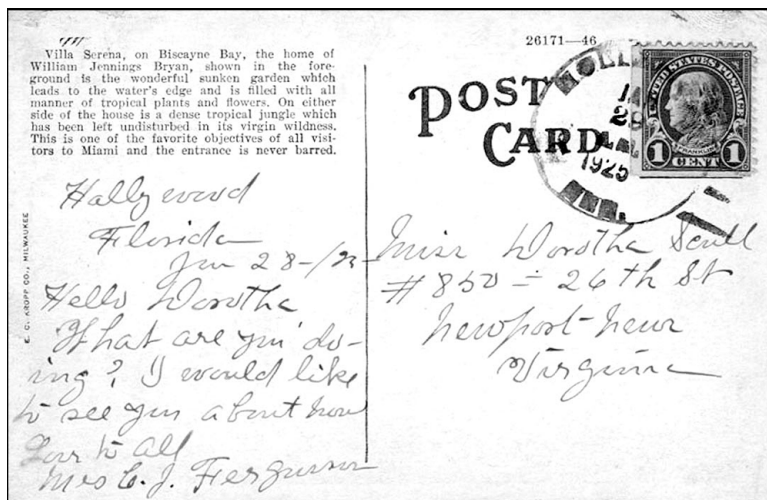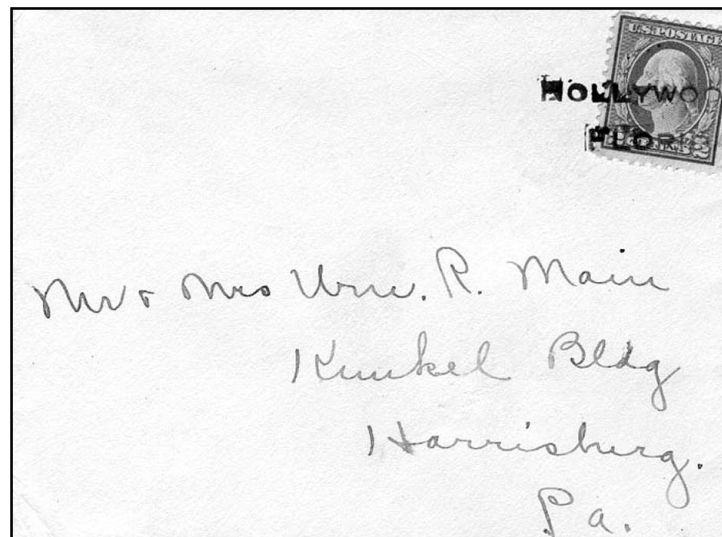
The Hollywood post office opened in 1922, and this over inked 4-bar may suggest a busy day or a clerk in a hurry to get finished and go fishing. The picture is a Miami topic, maybe not much of Hollywood was yet worthy of memorializing.

Conclusion

The mostly pretty pictures on the front of ppc's along with their postal markings allow us a pleasant excursion back in time. And now, with the dawn of another century, maybe a new avenue in postal history will develop, knowing that these interesting items are artifacts of the previous century.

But this brief acquaintance with topics South Floridian brings with it thoughts of how growth, with respect to past populations, has affected us. The past is quaint and comforting but can be only to a point. A reality check suggests that in Florida's future, there are troubling ruts in the road that need attention, possibly drastic action. (This is not even to mention the possible effects of global warming on land only three to four feet above sea level!)

The geometrically increasing density of humans and possessions in this part of the country, the increasing lack of drinkable water, the disregard for the Glades' wonders of flora and fauna, may prove to paint not such a pretty picture at all.

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Mail From An Unsung Hero

By Michael Dattolico

He was a quiet, studious boy with an aptitude for languages and a yearning to see the world. Oscar Fitzalan Williams was born at Livonia, New York in 1843 to staunch Republican parents who steered their son towards a business career. After graduating from Cornell College in 1869, Williams spent the next twenty years as a business college teacher and author of several textbooks. By the late 1880s, however, he was bored by teaching, and the restless educator scanned the horizons for adventure and opportunities to travel.

In 1889, Williams burst from his staid academic world into the diplomatic arena. Through political contacts, he was appointed U.S. consul to Le Havre, France where he served until 1893. Having proven himself an able administrator in Europe, Williams performed consular duties for a few years in the Philippines. After a short period of rest at home, he was ordered to Manila in late 1897 as the U.S. consulate-general.

Figure 1 Photos of Oscar F. Williams are elusive. Shown in this picture is Oscar Williams at left-front facing the camera sitting at the head of a formal dinner. The occasion was Thanksgiving, 1898, in Manila. His friend, Admiral George Dewey, is the officer in a dark uniform seated to Williams' right. This picture was presented to Dewey by Williams as a Christmas gift.

In his book, *Little Brown Brother*, Leon Wolff presents a denigrating view of Oscar Williams, referring to him as a "forgotten man, an elderly minor official performing insignificant duties in an obscure oriental city." Wolff also characterized Williams as neither important nor a brilliant diplomat, but grudgingly admitted that he knew the Filipinos from years of experience and could see the situation at Manila was deteriorating. Despite Wolff's negative analysis, the driving forces in the McKinley administration, notably Senator Joseph Foraker, saw the 54-year-old New Yorker as a skilled diplomat who could ably serve American interests.

In retrospect, many historians agree that Oscar Williams was not the best choice to represent the United States in Manila. His lack of military experience proved to be a major shortcoming as events unfolded in early 1898. Compared to his counterpart in Havana, retired General Fitzhugh Lee, Williams was inexperienced at assessing military situations, particu-

larly the conflict between Spain and the Filipinos. Williams penchant for melodrama and his habit of overstating the obvious didn't help matters, as shown in this February, 1898 cable to the State Department:

> ...Conditions here and in Cuba are practically alike. War exists; and battles are of almost daily occurrence. Prisoners are brought here and shot without trial, and Manila is under martial law. The Crown forces have been unable to dislodge a rebel army within ten miles of Manila, and last Saturday, February 19, a battle was there fought. A republic is organized here as in Cuba. Insurgents are being armed and drilled, and rapidly increasing in number and efficiency, and all agree that a general uprising will come as soon as the Governor-General embarks for Spain, which is fixed for March....

But Oscar Williams was a keen observer, and those who knew him attested to his tenacity when given difficult tasks. That, and his reputation for personal courage, convinced State Department insiders that the educator-turned-diplomat was the man they needed

in the volatile Philippine Islands. His subsequent refusal to flinch when faced with grave danger proved McKinley's advisors correct.

After the U.S.S. *Maine's* explosion in Havana, Admiral George Dewey prepared for a naval showdown with Spain in the Philippines. As he assembled his squadron at Hong Kong, Dewey realized he was in short supply of two critical items—coal and ammunition.

But Dewey also needed accurate intelligence about the situation in Manila. He required information about Spanish defenses surrounding the entrance to Manila Bay, especially the location of guns on Corrigedor and the placement of mines in the two channels near the island. Information about the placement of shore batteries near the Manila waterfront was crucial. But of paramount importance was knowledge of the Spanish fleet and its location. The admiral received a steady stream of information from a businessman who traveled between Manila and Hong Kong. Dewey also ordered one of his staff officers, Ensign F. B. Upham, to pose as an interested civilian to gather facts from the crews of steamers arriving from Manila.

But Dewey's main source of information was the U.S. Consul in Manila. Williams maintained contact with Dewey using diplomatic cables until they were intercepted by the Spanish. Undaunted, he began sending information in letters disguised as personal correspondence to Dewey's flag secretary, Ensign Harry Caldwell. They included diagrams of gun emplacements and fortresses reinforced near Manila.

Williams informed Dewey that coastal defenses at the entrance of Manila Bay could pose problems. Batteries of new guns had been installed on Corregidor, he reported, which dominated the Boca Chica and Boca Grande channels. New gunnery was also emplaced at the mouth of the bay along with forty other guns mounted in the Manila/Cavite area.

He also disclosed that Boca Grande might be mined, a belief the Spanish encouraged by requiring incoming ships to take on Spanish pilots to maneuver through intricate mine fields. Dewey called such posturing a "bluff", since he knew that surface mines deteriorated rapidly in tropical waters. Dewey knew, too, that Boca Grande channel was deep, making mining operations difficult. On this issue, Williams delivered the crucial information to Dewey—the Spanish lacked insulated electrical wire to arm deep-water ordnance.

The most important issue was the exact location of the Spanish fleet itself. Williams learned that Spanish Admiral Montojo planned to stage a defense at Subic Bay, north of Manila Bay, in order to spare Manila from bombardment. Montojo actually moved his ships to Subic Bay, which Oscar Williams duly reported. It was this critical information that formed Dewey's original battle plan. What nobody could predict, however, was that Montojo found the Subic Bay defenses in poor condition, prompting him to return his fleet to Manila.

By April, the fate of Oscar Williams himself was in jeopardy, yet the diplomat continued to act with audacity. The State Department had ordered him to leave Manila on three occasions, but the obdurate New Yorker refused to vacate his post. Threats to his life were made, and the Governor-General of the Philippines himself informed Williams that his government could no longer be responsible for his safety. Defiantly, Williams informed Dewey that "...two or more spies watch me constantly and my clerk is the son of a Spanish colonel. At times, I suspect the key to my consulate and its safe has been visited...."

On April 21st, Williams boldly reported the arrival of the steamer *Isla de Mindanao* from Spain and noted its cargo as "...holds full of coastal guns, ships' torpedoes and 60 mines and appurtenances...." Mobs thronged the U.S. consulate, prompting Admiral Dewey himself to order Williams out of Manila and join him at Hong Kong. On April 22rd, Williams departed aboard the steamer Esmeralda and arrived at Mirs Bay, China, on the morning of April 27. He briefed Dewey and boarded the cruiser U.S.S. *Baltimore*. Later that afternoon, the American ships departed for the showdown in the Philippines.

On April 29, the U.S. squadron arrived near the entrance to Subic Bay. Expecting to find the Spanish fleet there, Dewey ordered two ships to reconnoiter the bay. Finding it empty, Dewey realized the Spanish fleet had returned to Manila Bay. In the late evening hours of April 30th, the American squadron moved silently past Corregidor and at dawn, they took up assault positions near the Manila waterfront.

At 5:00 am on May 1, 1898, Dewey's men found Admiral Montojo's fleet anchored near Cavite under the protection of the Sangley Point shore guns. With the American ships arrayed in a line, Dewey sailed within range of the Spanish fleet and pummeled it to rubble (*figure 2*). After pausing for breakfast, the
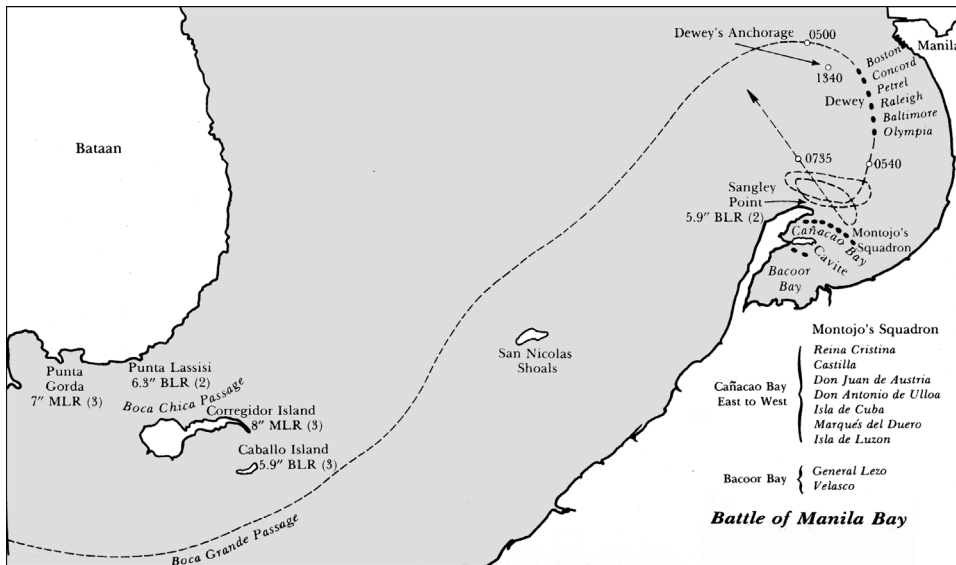
Figure 2 *Scene of the Battle of Manila Bay, Philippine Islands, on May 1, 1898. The dotted line shows the route taken by the American squadron and its position at dawn (5:00 am) near the Manila waterfront. Moving south, Dewey located the Spanish fleet aligned at Canacao Bay near Cavite. The oval dotted lines near Montojo's squadron indicate the battle maneuvering of the American warships. The battle was finished in the early afternoon.*

American fleet sortied again to complete the destruction, thus ending Spanish sea power in the Philippines forever. Oscar Fitzalan Williams, U.S. consul to the Philippine Islands, triumphantly watched the battle from the Baltimore. Later that afternoon, Dewey an-chored his flagship off the Luneta and Williams delivered a letter to Captain-General Augustin, ordering him to surrender.
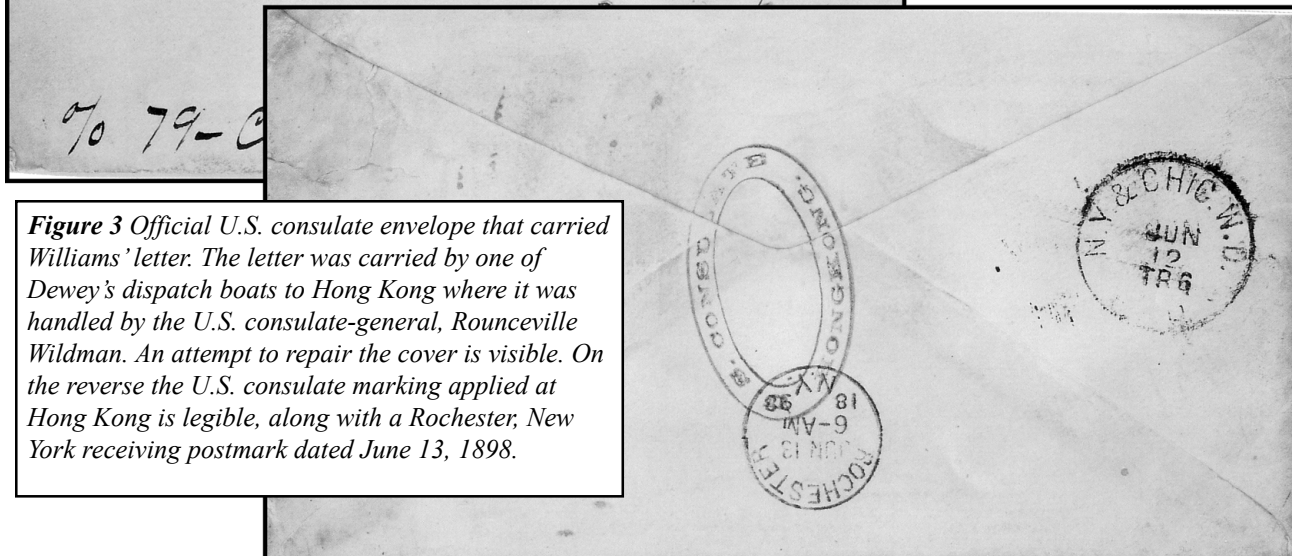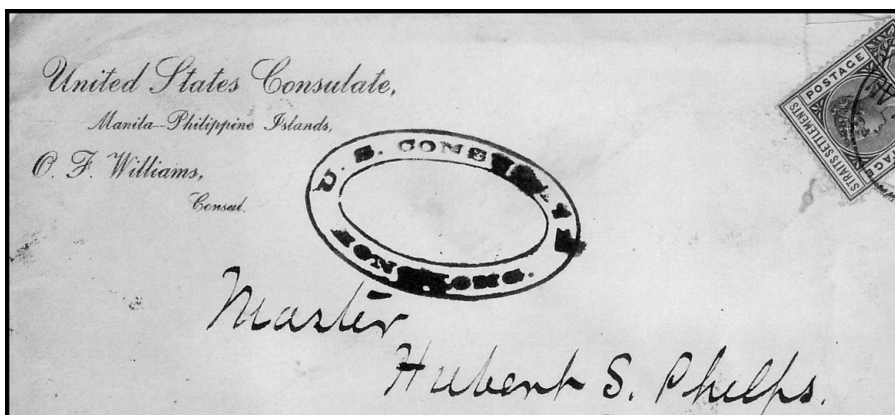
Figure 3 *Official U.S. consulate envelope that carried Williams' letter. The letter was carried by one of Dewey's dispatch boats to Hong Kong where it was handled by the U.S. consulate-general, Rounceville Wildman. An attempt to repair the cover is visible. On the reverse the U.S. consulate marking applied at Hong Kong is legible, along with a Rochester, New York receiving postmark dated June 13, 1898.*

Consular Agencies at Iloilo Island of Panay Cebu Island of Zebu

O. F. Williams.
Consul.

Consulate
of the United States of America.

Manila, Philippine Islands, May - 12 - 1898

Cruiser "Baltimore"
Manila Bay.

My dear boy,
Your quiet life with your proud

May 12, 1898

Cruiser "Baltimore"
Manila Bay

My dear boy,
Your quiet life with your proud mamma and grandma is quite in contrast with the hustle and anxiety, responsibility and danger that for nearly four months have surrounded me.

After a rough voyage over the Pacific, visits to the Japanese forts of Yokohama, Kobe and Moji - with views of temples, pagodas and palaces - visits to the great cities of Tokio and Osaka - I came to China.

My transit period had been so prolonged by bad weather at sea that I felt it imperative that I reach my station at Manila as early as possible. So my stay in China was short, my crossing of the China Sea pleasant and on Jan. 24 I reached Manila. Work was hard owing to certain neglects of my predecessor - and because the Gov't at Washington was unable to adjust matters peacefully with Spain.

Almost at once I began to inspect forts, guns, fleet, etc., make notes and forwarded all to Commodore - now Admiral George Dewey at Hong Kong.

Because we feared my cables and letters would be tampered with, all cables were rec'd and sent in cipher and letters came and went by private messengers on steamships.

Weeks flew by - war was certain and the U.S. Gov't cabled me to withdraw. When you become a man you will better understand. The mandate for me to withdraw was at the same time sent to all U.S. officials on Spanish territory and severed diplomatic relations between the nations.

I soon joined our fleet in Chinese waters. We at once came here on Sun. May 1/98, fought the battle of "Manila Bay" in which without losing a man or disabling a ship - we with 6 cruisers utterly destroyed , burned and sunk the Spanish fleet of 10 cruisers aided by powerful forts, batteries and mines. And today we captured one more, the "Callao". Two auxiliary gun boats also taken and as reported above 1000 Spaniards killed and wounded.

No victory of history so complete - and with all losses borne on one side. Tis the only fleet battle between civilized nations using modern guns and ships.

Spain's right arm is broken and if our Atlantic fleets do us well, her left arm will be broken off Cuba and war soon end.

Kiss baby, your mamma and grandma for me.

Your far away uncle --

O. F. Williams

Figure 4 *Letter written by U.S. consul to the Philippines, Oscar F. Williams, to his nephew living at Rochester, New York. The letter was written while Williams remained aboard the cruiser U.S.S. Baltimore anchored in Manila Bay on May 12, 1898. The amazing eye-witness account of the battle was written on consulate stationery chronicles Williams' efforts on behalf of Admiral Dewey before the battle. Inset: A transcribed copy of Williams' May 12th letter.*

On May 12, 1898, while still aboard the *Baltimore* in Manila Bay, he wrote a letter to his nephew at Rochester, New York. The amazing document is shown in *figure 4*. Williams described the previous four months as a time of "...hustle and anxiety, responsibility and danger...." He felt the need to justify his feelings about departing from the Philippines when he told his nephew "...war was certain and the U.S. Gov't cabled me to withdraw. When you are a man, you will better understand...." The letter, written on official legation stationery, was carried to Hong Kong for mailing. It was handled by the U.S. Consulate there, as evidenced by *figure 3*.

In the aftermath of the Manila Bay naval battle, Oscar Williams and Admiral George Dewey maintained a close friendship (*see figure 1*). Williams adamantly claimed that the Filipinos would prefer U.S. annexation of the Philippines rather than independence. It was a notion that Filipinos violently disputed, leading to the bloody pacification of the islands. Historians have long speculated how the Philippines situation would have been resolved if not for Williams' persuasive, imperialistic cables.

Oscar F. Williams stayed in Manila as the ranking State Department official during the insurrection. On January 4, 1901, he was appointed the U.S. Consul-General at Singapore, a position he held until 1905. While serving overseas, he remained a lively, prolific correspondent with family and friends at home. He died in 1909.

Byrd Antarctic Expedition II

by Paul E. Petosky

This expedition was Bryd's second of five to the Antarctic and the only one to have a post office. The post office itself was part of a philatelic project supported by President Franklin Delano Roosevelt, an avid stamp collector.

In the area of U.S. postal history, this adventure contains a wealth of material and events. Traveling the approximately 22,000 miles round trip brought the members of the crew to many areas that are documented philatelically. The issuance of a U.S. postage stamp to commemorate the event plus the offer to allow covers to be serviced at Little America provided collectors with a bonanza of philatelic material.

The *Jacob Ruppert*, with Admiral Byrd, Leroy Clark, and the mail bags containing some 56,000 pieces of first cancellation mail, docked alongside Antarctic ice on January 17, 1934. The *Bear of Oakland* docked on January 30, 1934. After supplies and equipment had started to become stockpiled at Little America, a tent was set up as the first Little America Post Office. Leroy

Clark started in with his hand canceler and ink pad along with a portable hand-cranked machine canceler on the pile of mail that was building up outside his tent. The date in the cancels was never intended to change daily as is normal. January 30th was chosen to show on all mail in celebration of President Roosevelt's birthday. All of several varieties of first cancellation hand cancel types show the correct January 30, 1934 date (*figure 1*). However, for some reason undetermined at this time, Leroy Clark set the date on his machine canceler to read two different dates! A small percentage of the covers were correctly canceled, while the greater majority are canceled January 31, 1934. In the time he had to cancel mail before the ships had to return to New Zealand, Leroy Clark was able to finish approximately 6,000 covers. As the weather started to worsen the Post Office tent was no longer functional and all operations were moved to more secure quarters inside one of the buildings.

At some point before the mail was put into mailbags for it's return, Admiral Byrd discovered that Leroy Clark had made an error in the machine canceled cov-

Figure 1 *Franked with a 3¢ Byrd Antarctic stamp, this post card view of the expedition's Ford Tri-motor aircraft was postmarked with the handstamp dated January 30, 1934.*
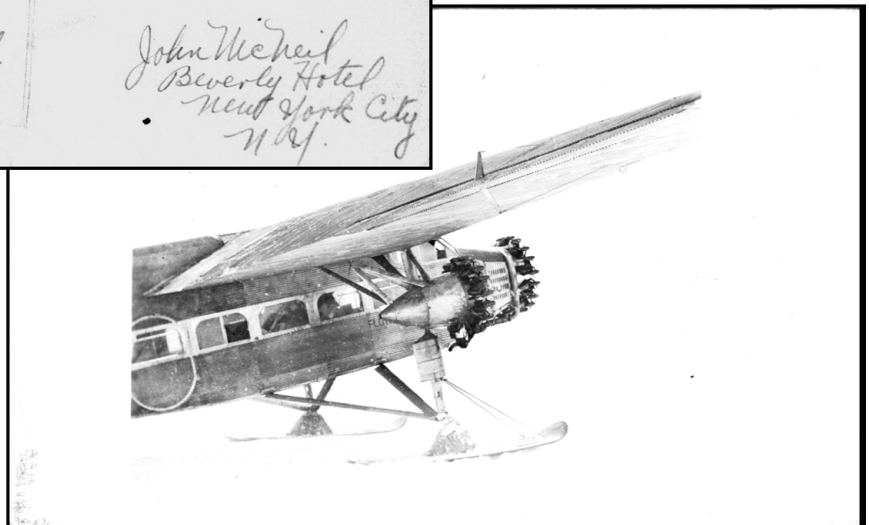
ers. The decision was made to hold back from delivery all those machine canceled covers with the correct date. Those correctly dated covers would be delivered the following year with a delayed marking and the San Francisco receiving mark applied to them. Leroy Clark's machine canceler was set up to show seven wavy lines in the killers.

After the first cancellation covers were delivered, people started discovering that the dates were wrong. Also, since a small percentage of the 56,000 pieces of mail were returned, lots of people wanted to know where their covers were!

What many people didn't know was the major problems that were encountered at Little America. First of all, due to severe cold and unforseen conditions around the camp, postal canceling devices and ink were not intended to function at freezing temperatues and freeze-ups that hampered Clark's work.

Sometime between summer and fall of 1934, Admiral Byrd and the U.S. Post Office Department decided that the postal situation at Little America was out of hand. The decision was made to send a post office department canceling expert to remedy the situation with the relief ships in 1935. "Canceling Mechanician" Charles F. Anderson departed Washington, DC

THE POSTOFFICE WHICH PRODUCED A DIFFICULT PROBLEM FOR PHILATELISTS: CHARLES F. ANDERSON, Who Went From Washington to Take Charge of the Cancellation of the 54,000 Letters, Sent to Little America at a Cost of 50 Cents Each, to Be Returned With Special Stamps. Frozen Ink Ruined the United States Postoffice's Plan to Have Them Stamped With the Date Jan. 30, 1934.

Figure 2 Contemporary newspaper clipping showing Charles F. Anderson at the Antarctic post office with mail bags.

on November 7, 1934 along with 62,000 pieces of Second Cancellation mail and new cancelers (*figure 2*). He arrived at the Antarctic aboard the *Bear of Oakland* on January 20, 1935. Upon his arrival, Anderson discovered that Leroy Clark had mis-canceled another 15,000 or so covers and that the bulk of the remaining 35,000 unserviced covers, still in mail bags, were either buried outside in the snow or strewn about the landscape. Anderson canceled all the remaining First Cancellation covers, the 62,000 Second Cancellation covers and a lot of crew mail. With little rest, it took Anderson 16 hectic days to cancel all the covers.
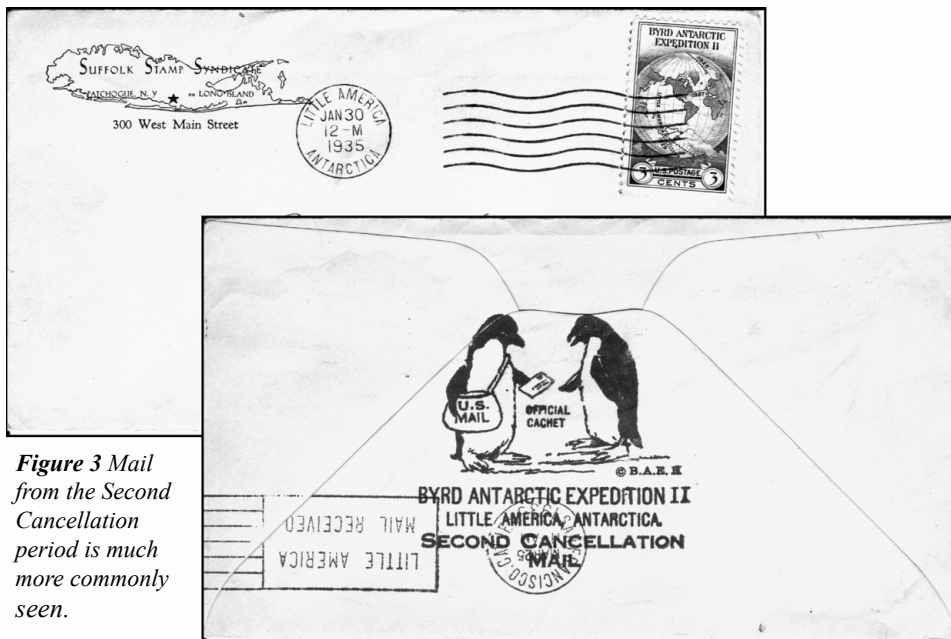
Figure 3 Mail from the Second Cancellation period is much more commonly seen.

The Second Cancellation mail has the date of January 30, 1935. These covers are normally rubber stamped in black ink with the "Penguin cachet" (*figure 3*).

It should be noted that special picture postcards prepared by the expedition were brought by the *Bear of Oakland* to Little America for servicing. This series of postcards shows different scenes photographed during Byrd's first Antarctic expedition. On the reverse they are hand signed below a rubber stamped text by the captain of the *Bear of Oakland*, Robert A.J. English, and franked with the Little America stamps. Some were hand canceled with the correct date January 30, 1934 date and returned with the First Cancellation mail. Others were not returned then but were canceled by Charles Anderson upon his arrival in 1935. The special picture postcard shown in *figure 1* is hand canceled with the correct date of January 30, 1934 and are considered very, very rare.

The addressee on the postcard, John McNeil, Beverly Hotel, New York City, NY, was apparently employed at this hotel and a polar postal history buff, as I have seen numerous other postcards of this type with his name and same address on them, some with the correct date and others with the incorrect date. By the way, the Hotel Beverly opened in 1927, this building was one of the most acclaimed structures of its time. It is now called the Benjamin Hotel, 125 E. 50th Lexington, New York, NY. After a two year process, it is completely restored to its original grandeur.

The Little America Post Office is long gone and communications now reach the Antarctic much faster than by steamship. However, weather still reamins a factor in getting mail to and from the crews of scientific expeditions stationed in the Antarctic, for whom the mail is still a very important link to home.

For further information on Polar Postal History, visit www.south-pole.com

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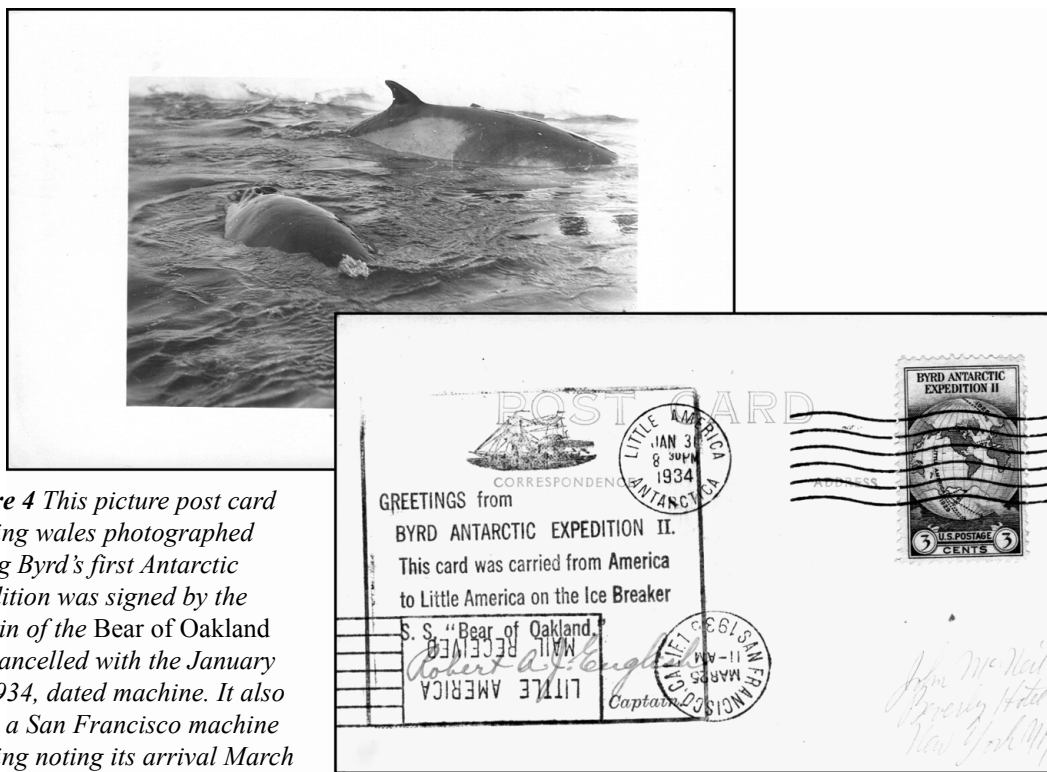
Figure 4 This picture post card showing wales photographed during Byrd's first Antarctic expedition was signed by the captain of the Bear of Oakland *and cancelled with the January 31, 1934, dated machine. It also bears a San Francisco machine marking noting its arrival March 25, 1935.*

U. S. Trans-Pacific Airmail during World War II

By Richard W. Helbock

Pan-American Airways' trans-Pacific Clipper routes—to China via the Philippines and to New Zealand via island stepping stones through the South Pacific—were certainly the crown jewels in our nation's pre-war effort to forge a global network of

Figure 1 Postmarked Bingera Plantation, Queensland, November 17, 1941, this airmail cover to California was probably carried on the final pre-war east-bound flight of Pan-Am's Clipper service.

airmail connections. Simultaneous Japanese attacks on Hawaii and the Philippines on December 7-8, 1941, brought a sudden end to civilian mail and passenger service throughout Pan-Am's entire Pacific network. Jon Krupnick details the last pre-war flights of all the Clippers, including the amazing round-the-world escape flight by Captain Robert Ford and his crew from New Zealand to New York, in his epic study *Pan American's Pacific Pioneers, the Rest of the Story*.

Figure 1 illustrates a cover probably carried on the last Australia-USA flight that was postmarked Bingera Plantation near Bundaberg, Queensland, November 17th. It would have been carried from Sydney to Auckland on the TEAL trans-Tasman flight of either November 19th or 24th to connect with Pan-Am's *California* Clipper November 25th flight to the U.S. Of course, it is possible that the cover did not reach Sydney in time for the November 19th flight and also possible that the November 24th TEAL

flight did not connect with the Pan Am flight on the following day. Without arrival backstamps or docketing it is impossible to be certain. But, since the TEAL service flying boats berthed at a floating dock in Auckland's Mechanic's Bay quite near the Pan-Am base to facilitate connecting service, it appears quite likely that the connection was made.

The cover depicted in *figure 2* was postmarked Washington, DC, on November 25th. Addressed to Melbourne, it would have travelled by air to San Francisco and arrived in good time to be loaded aboard the December 1st flight of the *Pacific* Clipper. The December 1st flight arrived in Auckland on December 8th—December 7th on the eastern side of the dateline—and eventually flew on to New York by way of Asia, Africa & South America. Once again, the cover bears no arrival markings or docketing so there is always the chance that it was not carried on this flight. This emphasis on arrival markings will become more obvious as my presentation continues.

Part Way Air Service

The initial and quite logical reaction by the world's postal administrations to Japan's aggression in the Pacific was to announce that all transport across the Pacific Ocean by airmail was terminated effective immediately. In Australia postal patrons were advised
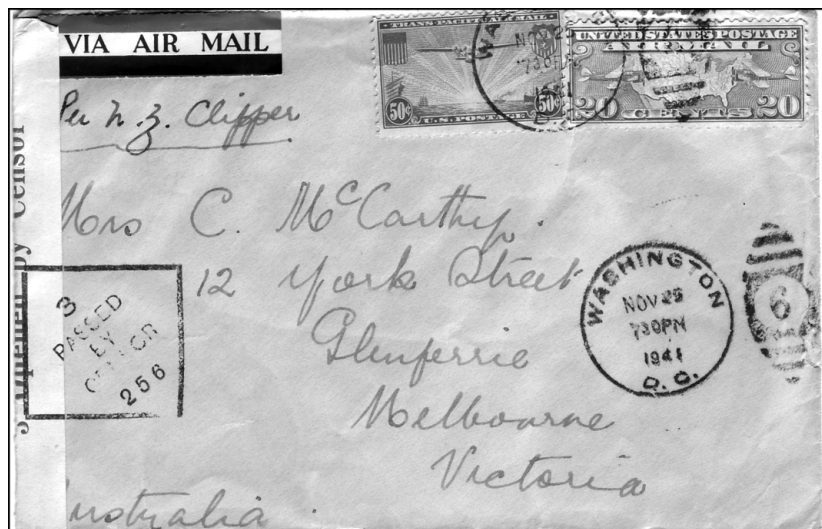
Figure 2 This cover was most likely carried on the final west-bound flight of Pan-Am's South Pacific Clipper service.

Postage (up to ½ oz.)	Transport Provided
3½d	Surface all the way + ½d war tax
8½d	Air within Australia + surface across Pacific + ½d war tax
1/1½d	Surface across Pacific + air within US + ½d war tax
1/6d	Surface across Pacific + air within Australia & US + ½d war tax

Table 1 The elimination of trans-Pacific airmail service to the U.S. caused the Australian Post to adopt this menu of surface and partial air rate schedules for WWII.

that they could post mail to the United States (and beyond to Europe) only by sea across the Pacific, but—in exchange for differing rates of postage—it could be accelerated by air within and beyond the U.S. west coast. *Table 1* lists the various surface and partial airmail rates available to Australians wishing to post letters to the U.S. during the war. *Figures 3-5* illustrate wartime Australian covers demonstrating the various airmail accelerated options to the United States.

Figure 3 This cover was mailed by a US serviceman through the Australian Post on November 27, 1942, and transported to APO 704. Franked with stamps paying the 5½d domestic airmail rate and 3d sea mail rate it was carried from far north Queensland to Sydney and sea mail to the US West Coast.

Figure 4 Mailed from Melbourne, this cover was franked with a one shilling lyre bird to pay sea post to the US and airpost from California to New Jersey. The ½d kangaroo paid the war tax.

Figure 5 This cover was mailed from Brisbane in February 1943. Endored "sea & air" the one shilling, six pence franking paid domestic air in Australia to Sydney, sea post to California and US air to Oregon.

Trans-Pacific Airmail Service March-August 1942

FRONTLINE RESPONSE TO UNCERTAIN MAIL TRANSPORT

The number of U.S. servicemen and women assigned to bases in Australia and the South Pacific began to increase dramatically during the first few months of 1942. There were almost 60 thousand Army and Air Corps troops stationed in the South Pacific

Figure 7 The sender of this cover applied 24 cents US postage—the equivalent of the Australia 1/6d rate for combined sea and air post. Payment of local air-sea rates in US stamps of equivalent value is believed to be quite unusual.

Figure 6 Warrant Officer Pelletier was newly arrived in Australia (note his use of transient APO 1111) and apparently carried some 3¢ Defense stamps for franking. It is unlikely, but possible that air service was given.

in April 1942, but by year's end that number had climbed to over 210 thousand and there were additional thousands of U.S. Navy and Marine Corps personnel in the vast region. The earliest American forces in Australia were faced with the same grim choices of sending mail back home to the U.S. that the Aussies faced, i.e., surface all the way or air accelerated. Since surface mail was free under the concessions granted by Title IX of the War Powers Act passed by Congress March 27, 1942, most service personnel assigned to the South Pacific elected to use that option.

There were however, a small number of American service men in Australia prior to passage of the postal concession and they used a variety of ways to frank their mail back home. Some used U.S. postage (*fig-*

ures 6 and 7). These were the few who were recently arrived and had brought stamps from home. Others franked their mail using Australia postage (*figures 8 and 9*). And some others simply endorsed their mail "No stamps Available" and hoped for the forbearance of kindly postal employees and/or recipients of their mail (*figure 10*).
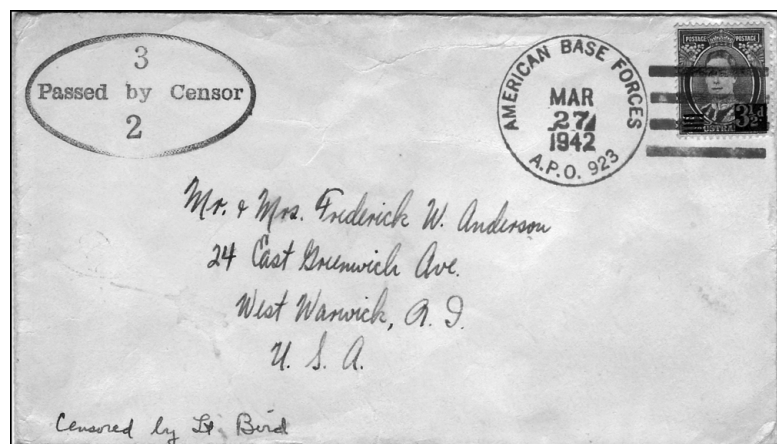
Figure 8 This cover bears the 3½ pence Australian postage rate for surface delivery to the United States.

Figure 9 Franked with a copy of the 1 shilling six pence Hermes and Globes, this cover was intended for airmail to Sydney, sea post to California and airmail onward to Pennsylvania.

Figure 10 One of the earliest US servicemen to arrive in Australia, this officer endorsed his cover "Officer's Mail/No postage available" and despite the fact that free franking had not been authorized, it attracted no postage due.
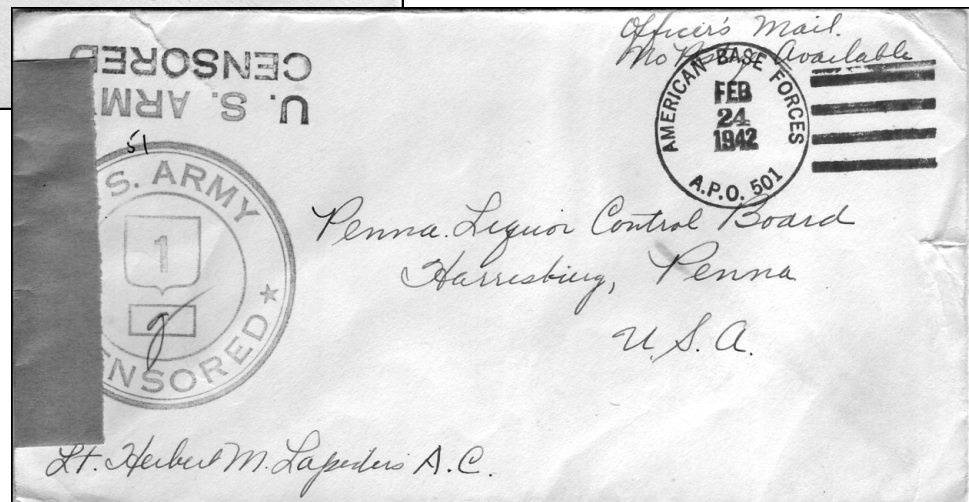
VP-13: EARLY 1942 FLIGHTS

Occasional flights by U.S. Army and Navy aircraft from Honolulu to the South Pacific were made during the first nine months of 1942, and it is believed that some quantity of mail from American service personnel was carried on a space-available basis. These flights were not made on a regularly scheduled basis, and, indeed, their timing was highly classified since their primary purpose was to transport high-ranking naval and military officers and vital supplies and equipment.

The most consistent organization making South Pacific flights from Hawaii was the Navy Patrol Squadron (VP-13). VP-13 was formed as a detachment of VP-14 in March 1940 when training in the new XPB2Y-1 Coronado was begun at San Diego. The four-engine, heavy seaplane had been designed to bomb, protect itself with its own heavy armament, land on water, rescue downed flyers, conduct long range patrols, and carry heavy freight and passengers (*figure 11*). The squadron had an initial complement of four PB2Y-1 aircraft.
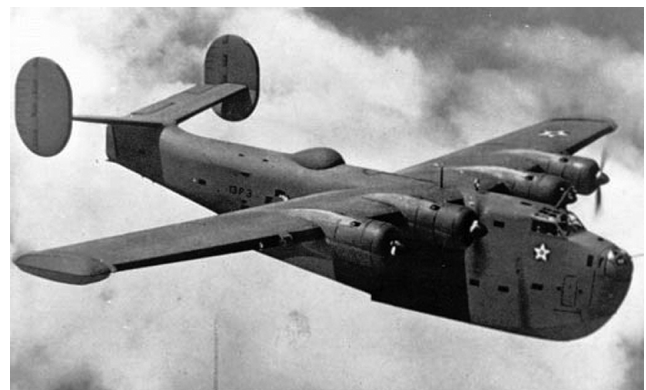
Figure 11 VP-13 was the first Navy Patrol Squadron to fly Coronado PB2Y-2 long range aircraft. Many flights were made from Hawaii to Australia in mid-1942.

VP-13 went to wartime footing on December 7, 1941, and over the next few days three PB2Y-2 aircraft were assigned to the squadron. Each was fully equipped with machine guns, ammunition, bomb racks and bombs. The new aircraft carried 44 passengers and ten crew members. They had a range of 3,700 miles.

On December 24, 1941, VP-13 dispatched a Coronado to Pearl Harbor carrying Admiral E. J. King and Admiral Chester W. Nimitz, followed the next day by a

Coronado bearing Rear Admiral McCain and Vice Admiral Halsey. Upon arrival, both aircraft were attached to Hawaii's Patrol Wing-2, as the Flag Detachment of VP-13, and based at NAS Ford Island, Pearl Harbor. Duties assigned were generally those of long—14 to 15 hour—patrols.

On February 6, 1942, one of VP-13's Coronados landed at Mechanics Bay, Auckland, New Zealand, carrying Vice Admiral Herbert F. Leary and his staff from Honolulu. Leary was Commander in Chief of US Navy forces under General MacArthur. On April 22nd another Coronado landed at Auckland carrying officers for the U.S. Navy Operating Base to be established there. VP-13 flights occurred with increasing frequency after that, and, although we have no record of the complete schedule of trans-Pacific flights, Robin M. Startup records the schedule of arrivals by PB2Y-2 Coronado aircraft at Mechanics Bay, Auckland, during the May-July 1942 period shown in *table 2*.

Date	Immediate Origin
May 5	Noumea
May 17	Sydney
May 30	Suva
June 3	Sydney
June 16	Sydney
June 30	Noumea
July 5	Noumea
July 10	Sydney
July 23	Suva
July 28	Suva

Table 2 *US Navy Coronado PB2Y-2 landings at Mechanics Bay, Auckland, NZ, in May-July 1942 (after R.M. Startup)*

According to the Navy's *Dictionary of American Naval Aviation Squadrons, Volume 2*:

The runs to Sydney (from Hawaii) became so frequent that a maintenance unit was set up at the Quantas (sic) Empire Airways sea drome on Rose Bay (north of Sydney). By June 1942, four PB2Y Coronados were in constant service flying 12 round trips a month from Kaneohe Bay to Rose Bay, over 4,000 miles one way.

In November 1942 the VP-13 Flag Detachment at Kaneohe Bay returned to NAS San Diego, California, having been relieved by squadron VR-2 of the Navy Air Transport Service (NATS).

EARLY 1942 ARMY CONTRACT FLIGHTS

In early 1942 the Army Air Corps considered establishing an emergency air supply service route across central Africa to the Southwest Pacific. In its original conception, the Congo route—running roughly parallel to and a little south of the equator—was for mov-

Figure 12 *Consolidated Aircraft began contract flights from California to Australia flying Liberator LB-30 aircraft, a civilian version of the famous B-24.*

ing heavy bombers across Africa and the island stepping stones in the Indian Ocean and then on to Australia. However, this plan was abandoned when the Japanese advance reached the area of the Cocos Islands in February.

No further efforts were made by the Army to establish regular air communications with the area until April 1942. In that month a contract was signed with Consolidated Aircraft to begin carrying personnel and supplies from California to Australia. The company had experience ferrying aircraft to the Dutch in Netherlands East Indies and thereby gained an experienced pool of pilots with familiarity in the Pacific. Consolidated made its initial flight from San Diego on April 23 in a Liberator (LB-30) carrying 1,900 pounds of airplane parts, radio parts and mail (*figure 12*). It returned eleven days later[2]. The normal route ran from Hamilton Field, California, to Hickham Field, Hawaii; Christmas Island, Canton Island, the Fiji Islands, New Caledonia and on to Australia (*figure 13 and map 1*).

The Consolidated service was enlarged in June with the addition of three additional Liberators, and in September, United Air Lines was awarded a contract to establish provide a second service over the same route flying four new Liberator Express (C-87) aircraft. By October, 12 four-engine transports were operating between the West Coast and Australia, and by years' end the two contractors were averaging a total of 13 scheduled flights each week using 15 aircraft.

SUMMARY OF AIRMAIL SERVICE MARCH-AUGUST 1942

Some mail was carried by air to and from American forces in the South Pacific during the first eight months of 1942. Probably only official correspondence and a small amount of personal mail received air transport across the Pacific before June 1942 (*figure 14*). With the increase in Navy and contracted Army flights,
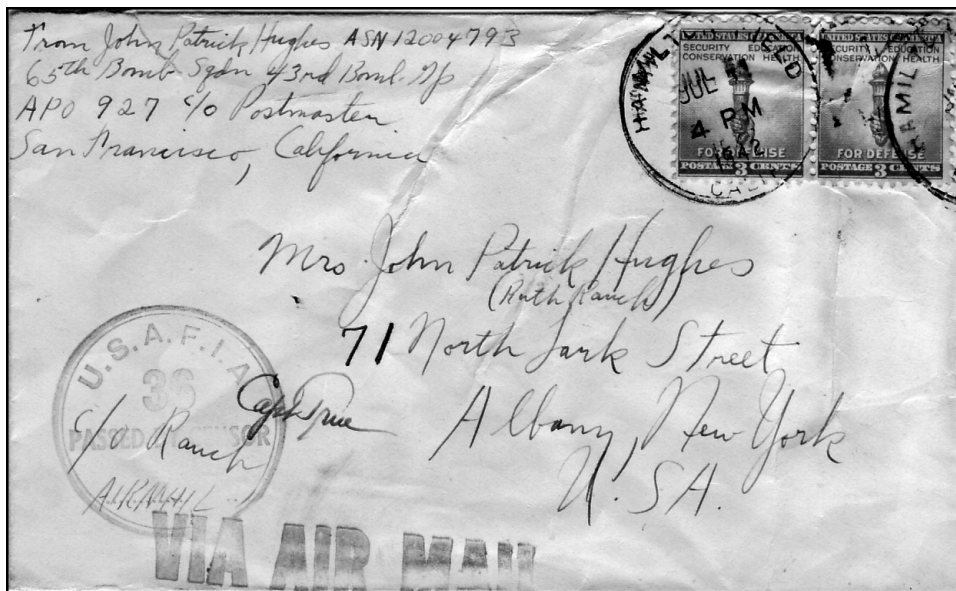
Figure 13 *Thius cover was mailed by an airman in the 65th Bomb Squadron then assigned to Williamtown Air Field, 88 miles northeast of Sydney. This was the same air field used as the Australian terminal of the charter flights by Consolidated and United for the Army. It would appear that this cover was carried in July on a contract flight back to the home field and postmarked at Hamilton Field, California.*

Figure 14 *Postmarked May 15, 1942, this piece of personal mail from Mrs. Douglas MacArthur quite likely received airmail service on the same VP-13 flight that touched down at Mechanics Bay in Auckland on May 17 from Sydney (see table 2).*
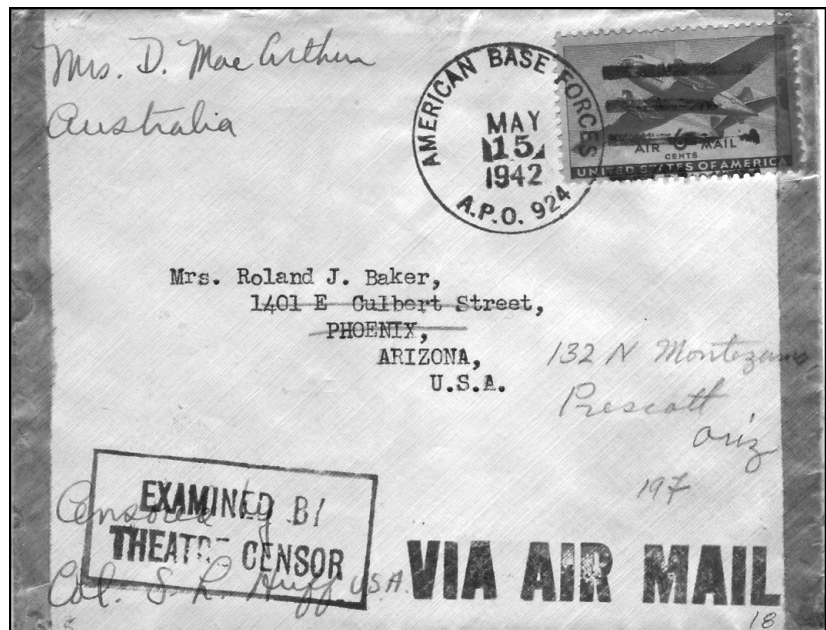
there was undoubtedly a greater chance that personal mail received air service if it was franked at the proper airmail rate. But airmail service remained space-available and the number of aircraft flying trans-Pacific was quite limited until September 1942. The covers shown in *figures 15* and *16* mailed by US Army soldiers in Australia illustrate the impact of uncertain airmail service on delivery time.

NATS & ATC to the Rescue

NAVAL AIR TRANSPORT SERVICE

A timely and dependable mail service ranks high on the list of factors important to maintaining morale among troops stationed away from home—particularly if they are seven to ten thousand miles from home. Recognizing this, the U. S. government set about establishing a reliable mail service to the South Pacific, and the most logical way to do so was to re-establish the Pan-Am Clipper route. In fact, both the Army and Navy had been developing plans to estab-

lish trans-Pacific air routes before the war, but such plans had not yet been transformed into operational capabilities. The use of Pan-American's aircraft, crews and service personnel was a logical expedient.

According to The Flying Clippers website:

> Pan Am's pilots and navigators were called in to advise the military on the techniques of overseas flying and to start training crews. At the Pan Am Navigational School near Miami, General Jimmy Doolittle's navigators trained for his bombing raid. At Pan Am bases, many departments started working around the clock. Doubling and tripling of maintenance personnel resulted in a 50 percent cut in servicing time and a 100 percent increase in aircraft
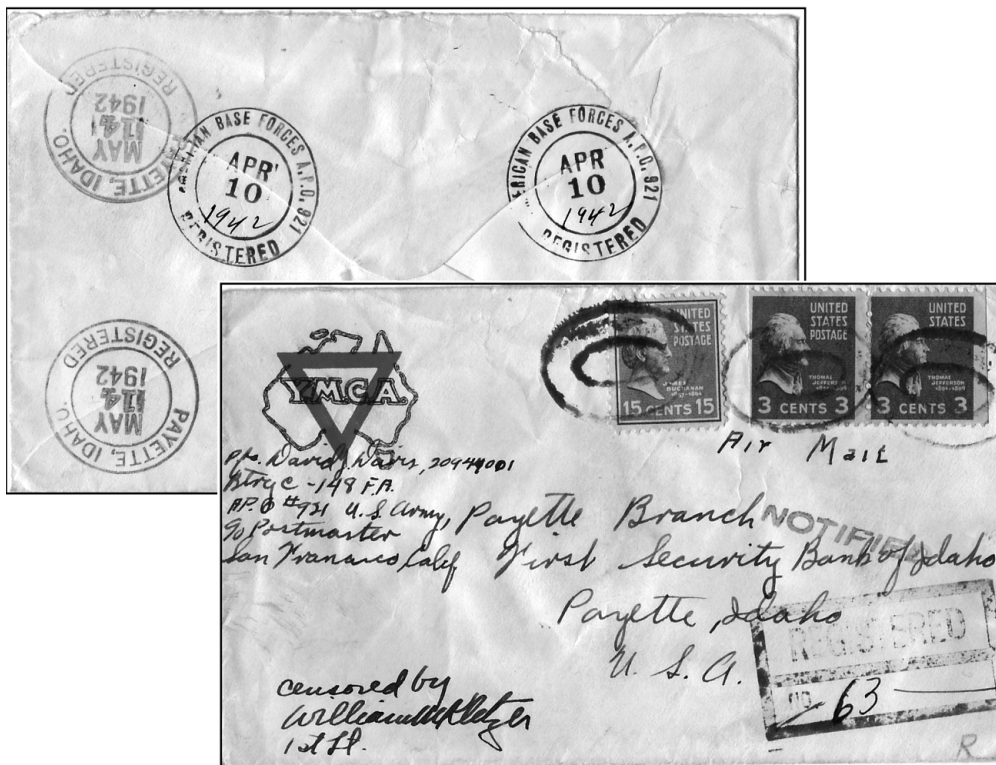
Figure 15 This registered cover was posted through APO 921 then operating at Mount Isa in western Queensland. Post-marked April 10, 1942, the cover was endorsed "Air Mail", but trans-Pacific airmail service was not generally available at that time and the sea + domestic US air journey required 35 days.
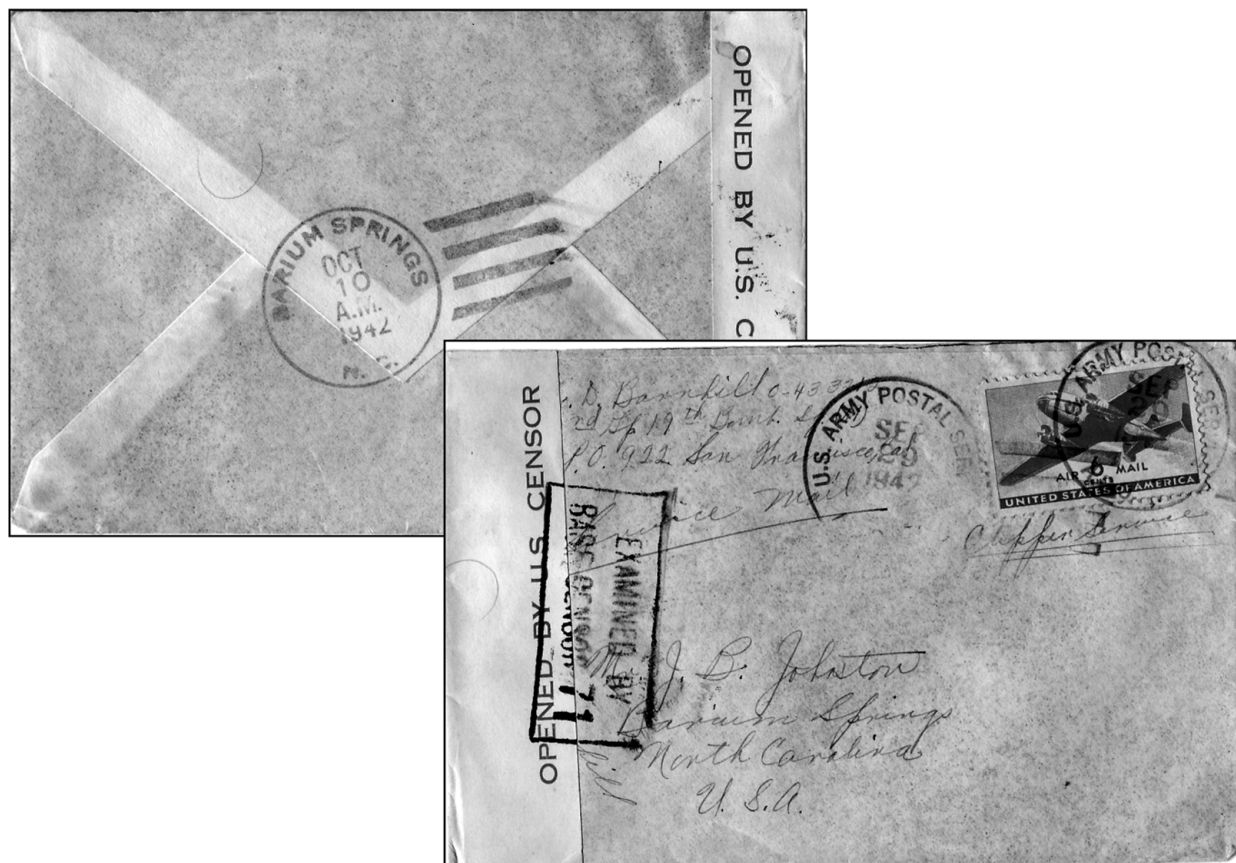
Figure 16 This cover was mailed thrugh APO 922 operating at Camp McClung, near Townsville in far north Queensland with a postmark dated September 29, 1942. Franked with a 6¢ transport air, the cover was endorsed "Clipper Service" and was obviously given air service since it bears a backstamp receiving mark dated just eleven days later indicating rather rapid transport for 10,000 miles.

utilization. Most Clippers flew twice as many hours, twice as often as they had in peacetime. The plush interiors of the B-314 flying boats were stripped to wartime austerity and priority cargo was packed into every available inch of space. The exteriors were camouflaged by painting them with drab sea-grey paint. The Pan Am crews now wore khaki when under Army command and green when flying for the Navy[1].

Most of the clipper aircraft were assigned to the Navy. A meeting held at Pearl Harbor of December 14, 1941, among representatives of the Army, the Navy, the Civil Aeronautics Administration, Pan American, Transcontinental and Western Air reached agreement that the Navy would assume operational control of five of the eight Clippers that Pan American had agreed to sell to the War Department. In addition the Navy would receive two Martin flying boats and the remaining Clippers as soon as they could be replaced by other long-range aircraft.

On December 12, 1941, the Naval Air Transport Service (NATS) was established under the Chief of Naval Operations to provide rapid air delivery of critical equipment, spare parts, and specialist personnel to naval activities and fleet forces all over the world. Transport of mail to and from U.S. service personnel was considered an integral part of their mission. On April 1, 1942, the Navy's second Naval Air Transport Squadron designated (VR-2), formed at Alameda Naval Air Station, Oakland, California (*figure 17*). The squadron operated its first flight to Hawaii on May 15.

In June 1942 NATS entered a contract with Pan American whereby Pan Am crews would fly the Navy's planes over the South Pacific route. In late August a Martin Mariner flying boat departed Honolulu for Brisbane, Australia, under command of Captain John Tilton, Pan-Am's chief pilot in the Pacific. The plane
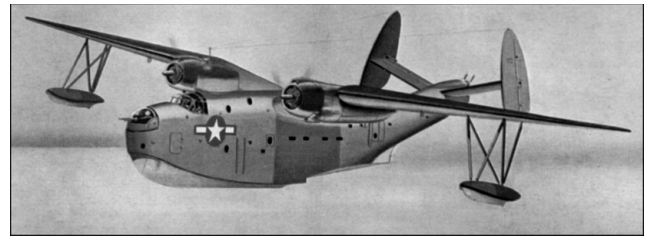
Figure 18 *Martin Mariner flying boats were flown by Pan American Airways crews under contract to the Navy in the South Pacific.*

stopped at Palmyra Island; Canton Island; Suva, Fiji; and Noumea, New Caledonia, before flying across the Coral Sea to Brisbane.

On the return trip the itinerary varied somewhat. Departing Brisbane September 2nd, the flight proceeded to Auckland, New Zealand; Tongatabu, Tonga; Pago Pago, Samoa; Tongareva, Penrnyn Island, and on to Palmyra Island, Honolulu, and Oakland arriving there September 18th. The flight marked the beginning of regular trans-Pacific NATS service and greatly increased the likelihood that a letter from a soldier, marine or sailor stationed in the South Pacific would actually travel by air if it were franked at the 6¢ per half ounce concession airmail rate.

Regular scheduled NATS service between the U.S. and Australia began shortly after the survey flight. According to Startup[3] the service was initially regarded as "tentative" as it was thought that "changing wartime conditions and demands" might affect the schedule. These concerns extended into 1943 when changing military conditions began to relieve fears of a Japanese counrerattack.

The NATS trunk route was designated 17 (south) 71 (north). Flying time was five days when flown by Martin Mariners or—once the new PB2Y-3 Coronado flying boats replaced the Martins—three days. Route 17 began at Pearl City, Oahu; proceeding to Palmyra Island; Canton Island; Wallis Island, near Samoa; Lauthala Bay, Suva, Fiji; and Ile Nou, Noumea, New Caledonia. From Noumea, two out of every three flights proceeded across the Coral Sea to Brisbane, Australia (*map 1*). The third flight went south to Mechanics bay, Auckland, New Zealand. Routes 18 (south) and 81 (north) were a variation of the trunk route that excluded the stop at Wallis Island.
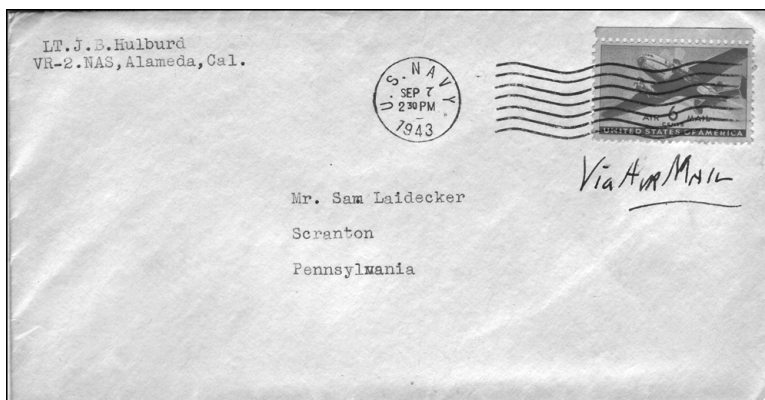
Figure 17 *Cover mailed by an officer in VR-2 from Alameda, Calif., in 1943.*
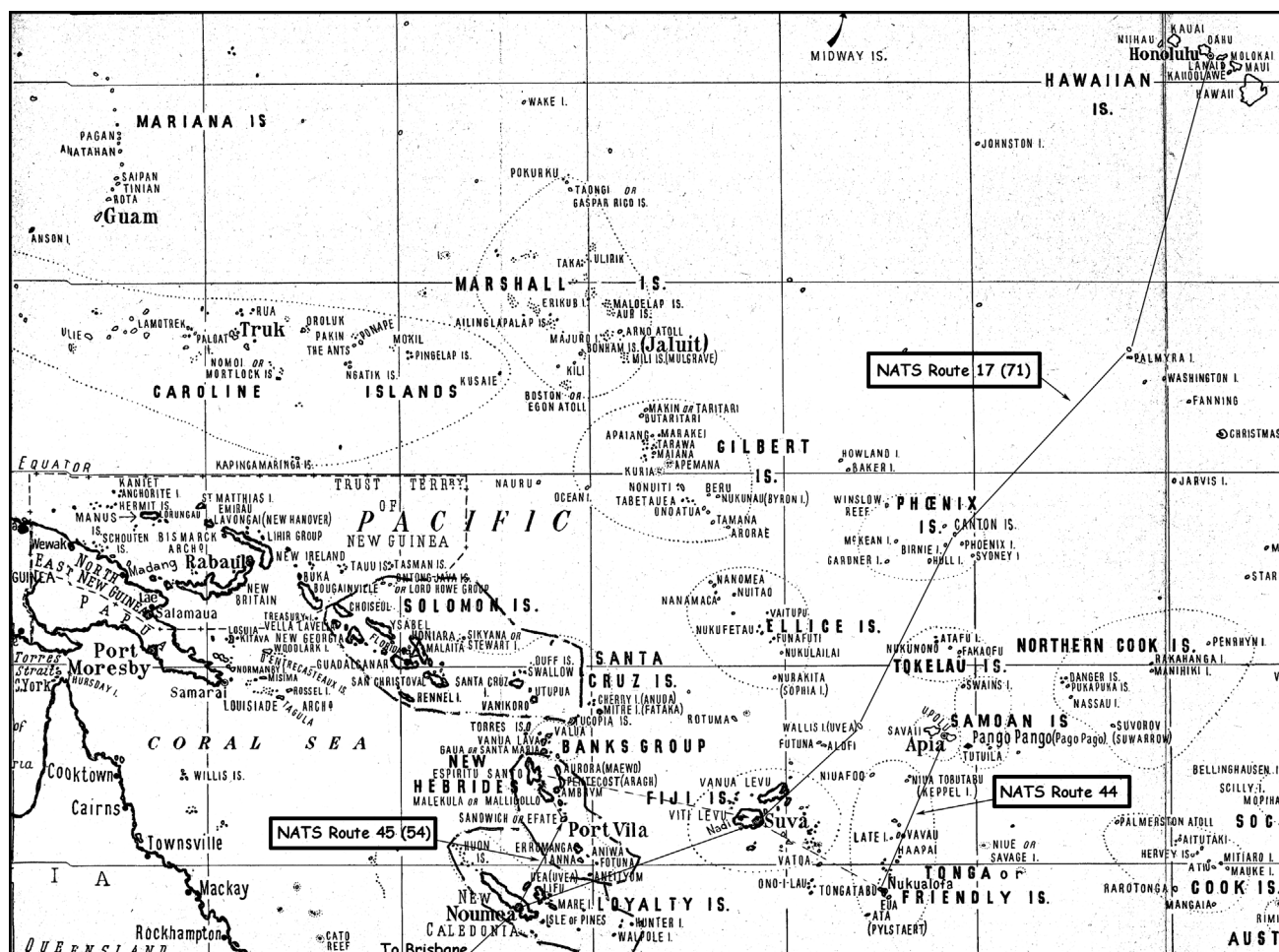
Map 1 *US Navy NATS routes in the South Pacific.*

In addition to the main trunk routes, Squadron VR-2 had a detachment stationed at Lauthala Bay, Fiji. This detachment operated weekly service over two feeder routes. Route 44 proceeded southeast from Fiji to Nuku'alofa, Tonga, and then north to Satapuala, Upolu, Samoa, and return. Route 45 (54) ran northwest from Fiji to Espiritu Santo and Efate in the New Hebrides and then southwest to Noumea.

Combined regular air service conducted by VR-2 flying PB2Y-2 flying boats and Pan Am crews flying Martin Mariners included six trips per month to Auckland and 12 monthly trips to Brisbane. According to Startup, the service frequency was reduced beginning in early 1944 and probably declined to just unscheduled flights by the end of that year. Startup also reports that in July 1943 some 13,000 pounds of mail were handled, increasing to 202,000 pounds in February 1944[4]. No source is given for these numbers and they are said to apply to "mail handling in the south and southwest Pacific."

AIRMAIL POSTAGE RATES APPLIED TO NATS SERVICE

The overwhelming majority of mail transported by the trans-Pacific NATS service consisted of official correspondence of the Army and Navy and personal mail to and from U.S. service personnel stationed in the South Pacific. However, when space permitted, NATS aircraft also carried mail for fellow Allied force postal services—principally the Australians and New Zealanders. In some instances, NATS also provided airmail service to civilian residents of the various Pacific islands.

The concession airmail letter rate of 6¢ per half ounce authorized December 26, 1941, for use on mail to and from US military personnel serving overseas certainly applied to mail carried by NATS. And the vast majority of airmail posted by soldiers, marines and sailors in the South Pacific was sent in one of the 6-cent stamped envelopes or in a regular envelope franked with a 6-cent transport airmail stamp.

There are, however, some interesting varitaions that may be found in wartime South Pacific airmail rates. *Figure 19* illustrates a cover from a Japanese-Ameri-

can in Hanapepe, Hawaii, to George Yamashiro at GHQ, APO 500 located in Brisbane. Yamashiro worked as a counter-intelligence officer with the U. S. Army in the Southwest Pacific and was instrumental in decoding captured Japanese documents pertaining to war plans. The franking includes a 20¢ transport air paying the domestic air rate from Hawaii to the U. S. mainland and 15 cents registry fee. Backstamp route

Figure 19 Civilian mail from Hawaii to a War Department civilian working with MacArthur's headquarters in Brisbane. The 20¢ Hawaii-mainland air rate applied even though the cover travelled the opposite direction.

markings indicate that the cover entered the mail at Hanapepe post office on Kauai on June 11, 1943. It arrived at APO 958 (HQ, US Armed Forces Pacific, at Fort Shafter in Honolulu) on June 16th. On June 17th it passed the AGO HHD Postal Section where it was apparently opened and censored and then travelled by NATS to Brisbane where it received an APO 500 registered arrival handstamp on June 22nd.

An even more unusual piece of wartime civilian airmail to Australia is illustrated in *figure 20*. This cover was posted by an employee of Burns Philp (South Sea) Company, Ltd., a major Australian trading company with outlets scattered throughout the South Pacific, on Uvea in the Wallis Islands. The

small Wallis group is located 250 miles west of Samoa and was administered by the French from New Caledonia. U. S. Navy Seabees constructed an airstrip and tank farm on Uvea in 1942 and Marine Dive Bomber Squadron 151 (VMSB-151) operated out of Wallis from January 1943 to February 1944. Local postal needs for the Americans were served by Navy No. 1200. In a gesture of cooperation among Allies, the Americans permitted the local Burns Philp agent to send this letter to Sydney through the Navy No. 1200. The prewar airmail rate of 70-cents per half ounce was applied and postage was paid by a strip of three 15¢ prexies plus a 20¢ Garfield and a 5¢ Belgium of the Overrun Nations series. The postmark is dated December 16, 1943.

[To Be Continued]

Endnotes

1http://www.flyingclippers.com/clippersatwar.html

2 Craven & Cate, Vol. 1, page 359.

3 Startup, R. M., page 59.

References

BOOKS

Craven, W. F. and Cate, J. L. *The Army Air Forces in World War II, Vol. 1, Plans & Early Operations, January 1939 to August 1942*, Washington, DC: Office of Air Force History, 1983.

Figure 20 Airmail cover posted by a civilian employee of Burns, Philp & Co., Ltd., on Wallis Island through Navy No. 1200 to Sydney in December 1943. Inset shows printed Burns Philp return corner on reverse.

Krupnick, Jon E. *Pan American's Pacific Pioneers: The Rest of the Story*, Missoula, MT: Pictorial Histories Publishing Co., 2000.

Startup, Robin M. *Airmails of New Zealand, Volume 3, International Airmails 1940-1970*, Christchurch, NZ: The Air Mail Society of New Zealand Inc., 1997.

WEBSITES

The Flying Clippers
 http://www.flyingclippers.com/

Naval Air Transport Service in WWII (NATS)
http://www.history.navy.mil/avh-1910/
     PART05.PDF#search=%22WWII%20NATS%22

Naval Aircraft
http://www.history.navy.mil/avh-vol2/appen1-2.pdf

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

Charles Wallis [OK & Indian Territory] — charlesswallis@yahoo.com

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

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

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

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

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

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

Larry Weinstock [Dealer-Western postal history; collects NW p.history, 2nd Bureau issue use] — lwstampscovers@comcast.net

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

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

Robert B. Whitney [New London, CT; Brevard Co, FL; Benton Co., OR postal history] — rmwhit1@juno.com

C. Michael Wiedemann [Cutlery ad cvrs, FL] — cmikew@mindspring.com

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

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

Kirk Wolford [Dealer. Collects US pcs & stationery, military postal History (all services), US p.h., possessions, & airmail]— krkstpco@goldstate.net

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Gene Youngman — youngmanpc@yahoo.com

Robert J. Zamen [Machine cancels & IL] — bzame@aol.com

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

Michael Zolno —mzolno@aol.com

POSTAL HISTORY SOCIETIES (Listed by request)

(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

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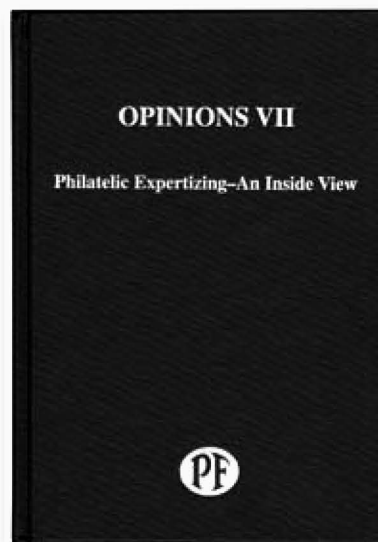
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