



LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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COVER: Our cover illustrates a small selection of envelopes from early Philadelphia seed merchants against an idyllic garden background. The image is intended to call attention to Tom Clarke's article exploring the role of these entrepreneurs in the greening of America.

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Publisher's Page

Quite a long time ago—well over 20 years I'd say—we began offering a series of small auctions within *La Posta*. The auctions were intended to provide subscribers with an easy way to convert their duplicate material and other unwanted postal history items into cash at market prices. The Subscribers' Auctions began as a single page feature within the body of the journal, but quickly gained popularity with both buyers and sellers. By the early 1990s we had begun offering auctions containing 500 or more lots on a fairly regular basis, and some subscribers became major consignors on a regular basis. I began to think of the auctions as the tail that wagged the *La Posta* dog.

When Cath & I relocated to Australia in 1997 one of our great concerns was whether or not we would be able to keep the Subscribers' Auctions alive and well. While it is true that we did meet some resistance from former consignors who were worried about sending material overseas, the quality and support for the auctions did not suffer dramatically.

I remember quite clearly when Randy Kimes, one of my dear friends from northern California, told me about this new on-line auction service called Ebay. That would have been the spring of 1998. Funny name "Ebay", I thought, but when we returned to the Scappoose houseboat in April I looked up their website and became an Ebay seller as of April 23, 1998. At the time, Ebay was only so-so when it came to postal history, but they attracted outstanding prices for real photo postcards from just about anywhere. It was clear to me—and obviously thousands of other people—that Ebay would soon reconfigure the entire landscape when it came to marketing paper collectables.

The impact of Ebay on our little Subscribers' Auctions was not immediate. Many of our subscribers were not "early adapters" when it came to embracing computers and the Internet. Consignments to our auctions dropped somewhat, but that was probably due more to our new remote locale than competition with Internet sales (*chart 1*). As the number of lots consigned began to drop off noticeably around 2003, the number of bidders also began to fall (*chart 2*). With fewer lots there was obviously less of interest in our sales. Quite naturally, few lots with a lower number of bidders brought a decline in gross realizations of the sales (*chart 3*). The handwriting was on the wall as the old expression goes.

Our most recent auction contained 300 lots. These were bid by only 40 people and the total realization of the sale was about \$2,200. We charge a 20% commission of sales, so our total compensation from Subauc 77 was \$440. Our printer charged us \$403 to print the auction catalogue, plus some additional to stuff it in the plastic mailer with the journal and the USPS extracted a bit more postage due to the addi-

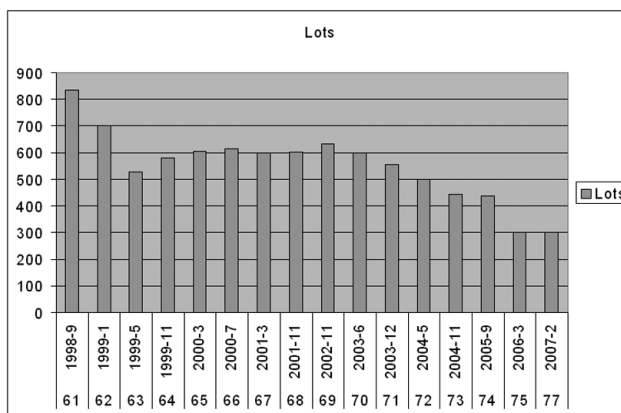


Chart 1 Number of lots Subauc 61-77

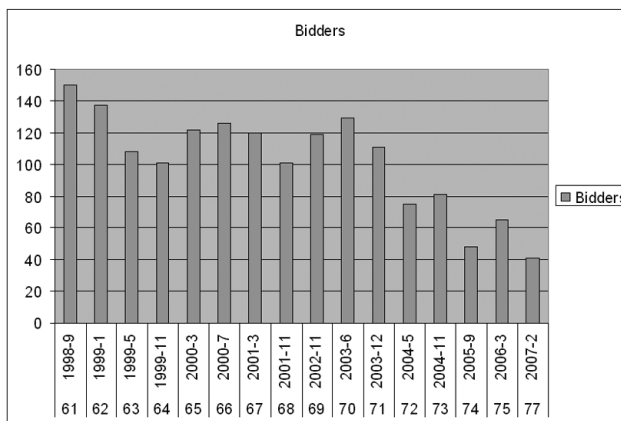


Chart 2 Number of bidders Subauc 61-77

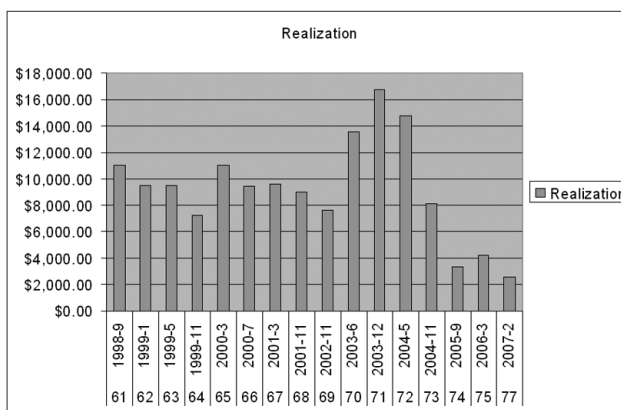


Chart 3 Gross realizations Subauc 61-77

tional weight of the mailing. That yields a net loss without even considering my time to lot the sale and lay out the catalogue, or Cath's time to organize the lots, invoice the winning bidders and ship the lots.

Cath & I have talked this over very carefully and have concluded that there will be no more Subscribers' Auctions similar to sale number 77. We can't afford it and it's depressing to think that we've wasted our time and benefited so few of you in the process.

I do not wish to completely close the door on Subscribers' Auctions. Take a close look at the realizations in *chart 3* and you'll notice that there were three sales in late 2003 and early 2004 that brought gross realizations over \$10,000. These were, of course, the sales that featured Harold Richow's magnificent US WWII material. We had even stronger support for the sale of Washington and Montana territorials that was

conducted in May 2006 at PIPEX in Spokane. So we are certainly willing and happy to consider conducting future auctions in situations where we can sell desirable postal history collections. Frankly, because we are willing to present a substantial collection in lots that appeal to collectors—rather than bulk lot buyers—we can guarantee sellers a higher overall return than even the “major” auction houses.

It is also possible that smaller Subscribers' Auctions might return to the pages of *La Posta* from time to time as the available material warrants. Finally, buyers and sellers of postal history material should consider our new On-line Cover Shop. We have now added nine categories and more will be available in the weeks and months ahead.

Richard W. Helburn

The Passing of Two Giants



William T. McGreer
1913-2007

William T. McGreer passed away the afternoon of January 9, 2007 at the age of 93. Bill was born in 1913 to William J. McGreer and Margaret Clarno in Clarno, Oregon. The McGreer and Clarno families moved to central Oregon in 1860. Grandfather Clarno was the first white man to settle in what became Wheeler County.

Bill graduated from Oregon State University in June 1938. After college he worked for the BLM as a foreman for the Conservation Corp near Roseburg, OR. He then worked as a civilian employee for the Army Corp of Engineers in Portland, OR for two years and Seward, Alaska for three years. After that he served on Attu in the Aleutians until 1944. After the war Bill moved to the Yakima Valley where he raised cattle and farmed until 1972. In April 1971 Bill married Evelyn Stock.

Bill was an avid collector and dealer of stamps and covers, and from the early 1970s up to 2006, Bill & Evelyn became active participants in the bourses of major to minor stamp shows throughout the West. Whether it was the Pacific Northwest, California, Arizona or Colorado, you could almost always count of the friendly faces of the McGreers to be present behind a booth at the bourse.

Bill guided and advised many of us in the hobby over the decades. He was always warm and friendly in manner and more than fair in dealing. He will long be remembered by postal historians in the West.

Courtesy of William R. Beith

A long life lived well in philately. Born in Muscogee, OK in January 1917, Gordon was an advanced stamp collector by the age of 15 when in 1932 he was invited to be a founder of the Oklahoma Philatelic Society in Tulsa, Oklahoma Charter Member #8.

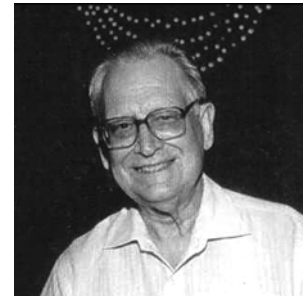
In 1940 Gordon sold his U.S. commemorative stamp collection to make a down payment on a new home in Dallas, TX. Gordon then began new collections of U. S. postal history. Subjects collected would include Oklahoma & Indian Territory, Texas, Florida, Alaska, Hawaii and all Western States postal history. His Civil War collections, both North & south, were well known.

Gordon may have been inspired by the well known Oklahoma humorist Will Rogers' famous saying that he never met a man he didn't like" to Gordons own saying that "he never met a collector that he didn't like."

Gordon was a frequent contributor to many philatelic books. He wrote numerous articles, gave many talks to clubs and prepared several award-winning postal history exhibits. He used his artistic talents in illustrating his exhibition pages and created a unique group of Texas Sesqui-centennial envelopes in 1966.

On a personal note, Gordon & I met in 1978. He became my mentor in collecting 19th century US postal history. He always had a smile and a great sense of humor.

Courtesy of Jim Doolin



Gordon Bleuler
1917-2007

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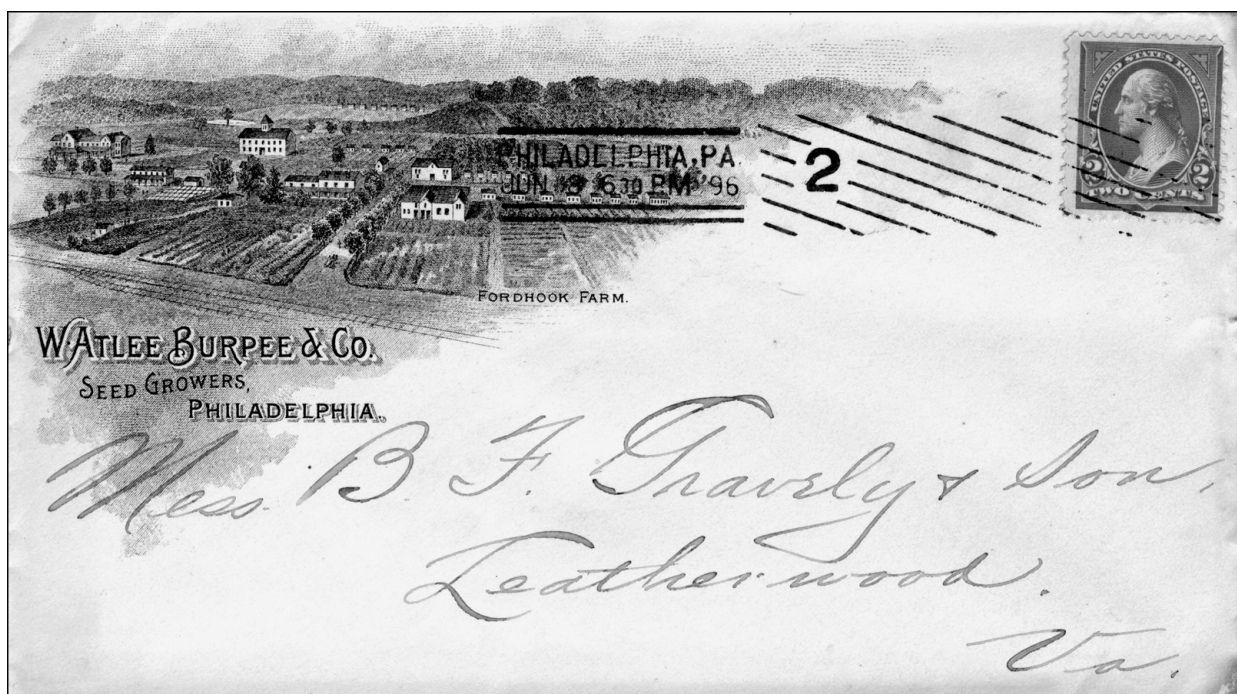


Figure 1 Fordhook Farms was the testing farm for Burpee Seed Company. This 1896 cover with one of Philadelphia's Barry cancel shows the farm and the farmhouse (now a Ben and Breakfast) where significant horticultural breakthroughs changed our eating habits. The same for the many other seedmen mentioned here.

The Seedmen of Philadelphia

by Tom Clarke

Most people of a certain age will remember teen idol Ricky Nelson, real and TV son in the 50s of bandleader and wife "Ozzie and Harriet" Nelson. In the early 70s conservative Rick tried to revive his career amidst the prevailing drugs and anti-war sentiment. He penned the tune *Garden Party* in 1972, following a Madison Square Garden concert, in which he expressed his pique at those who wanted aggressive lyrics and loud tunes, not a replay of his youthful sweet melodies:

I went to a garden party, to reminisce with my old friends,
A chance to share old memories and play our songs again.
When I got to the garden party, they all knew my name,
[but] No one recognized me, I didn't look the same.

But it's all right now, I learned my lesson well.
You see, ya can't please everyone, So ya got to please yourself....

Played them all the old songs, thought that's why they came,
No one heard the music, we didn't look the same.
I said 'hello' to *Mary Lou*, she belongs to me;[but]
When I sang a song about a honky-tonk, it was time to leave....

This garden party took place during the 60s-70s youth revolt days when traditional values were on trial. In less strident days—those of the previous 200 plus years—individuals pursued their interests and dreams without cat calls. The gardens mentioned here are the flowery and edible type, and are surely music to the ears and noses of millions who still derive immense pleasure from viewing and tending and harvesting them.

Beginnings

Gardening in an ancient art; some cave fellow or lady realized that plants reproduce themselves, and if done nearby the cave entrance, gathering food would be much easier. Then there were the Hanging Gardens of Babylon, formal show and much less nutritious, followed by medieval trysting gardens, complete, they say, with unicorns.



Figure 2 The “artist at work” in the testing fields seems to be old Henry Dreer himself (or son William F), pollinating this or that. This postal ad card is dated 1910.

In 1822, the enterprising Englishman John Claudius Loudon revolutionized garden knowledge when he wrote the world’s first comprehensive history of gardening, garden design and their designers. It is available still on the Internet for all those interested.

Early moden European (and Japanese) gardens were for show and contemplative, quiet walks, and if Hollywood is right, places for evening liaisons à deux or three or four, for conspiring behind hedges, and overall demonstrating one’s wealth if not intelligence while underscoring one’s (presumed) gentility. Such gardens were crafted as an extension of a great home’s architecture, like sculpture and painting: an art form.

American Gardens

Native Americans were farmer-gardeners, especially those of the Eastern Woodlands, but across the entire continent too. Indians amplified with the deepest respect and reverence the notion that the Grandfather’s and Grandmother’s gifts to their children must be cared for and preserved.

But Immigrant America was a different story. Though the corporate aristocrats of our society in the late 19th century will eventually mimic the grandees of Europe with their version of ‘castles’ and vast associated gardens, the gardens we speak of here are met on the hands and knees of ordinary folk who have come from many places.

The American garden follows our cultural heritage and our impact on the world: practical and functional. Immigrants needed to eat to live. They had to learn from scratch what would grow on this side of the At-

lantic. New Americans came to eat their gardens, not merely stroll them, and when necessity gave way to the everyday, they very much enjoyed and honored garden colors and fragrance. Once bellies were regularly full, colonists began to cultivate crops for trade.

Imported Seeds

Our forefathers, free and slave, supplied their needs and wants by planting gardens with vegetable seeds they carried with or were given, which they hoped would grow in the new climate. To wash things down, they were glad for native grapes (as were the Viking explorers 600 years before when



Figure 3 Burpee and other seedmen’s catalogs are classics of rich color. Here almost blood red tomatoes, the “Matchless”, yellow “Sunshine Pole Beans”, and “Red Etna Peppers” (they feel like lava in your mouth??) adorn a pre-photo seed catalog. Burpee lead the way with photo lithography in the early 1890s.

they dubbed the Labrador region 'Vinland'). The newcomers also brought flower seeds to remind them of the sight and smell of the Old Country.

There were European aristocratic style gardens like Governor Endicott's garden in Salem MA, Governor Winthrop's garden in Plymouth MA, and those in Charleston SC which dated to 1682. However, until Revolutionary times most gardens were the basic 'cottage gardens' of the common man. Cabbage, beans, and corn were grown for food, and aromatic hollyhocks, rosemary, penny royal, coriander and sweetbrier were cultivated about the windows and in the front yard —remember that bathing as a weekly or daily standard only evolved in the mid-1800's.

George Washington owned a book by Batty Langley, probably the *New Principles of Gardening*, 1728, which also captivated and inspired Thomas Jefferson's garden at Monticello. Despite the influence of the elegant and formal European architectural garden, Jefferson preferred growing fruits and flowers the informal (but not to say unplanned) American way.

America's First Seedmen

Beginning with Philadelphia's John Bartram (1699-1777), who traveled widely in the Colonies collecting plant specimens and writing about them, certain men took keen interest in vegetables, trees, and flowers, and their seeds. Bartram established America's first botanical gardens. He is the 'Father of American Botany' and he impressed George III enough that he was made Botanist Royal.

Independence invigorated American agricultural and gardening attitudes that further set it apart from the European. America's 'seedmen' played no small part in this. Eventually great farm machinery would be invented to tame the mid-west and Great Plains farms, particularly 'the plow that broke the Plains', i.e., the steel tipped plow. Many additional agricultural inventions will turn America into the world's breadbasket.

In the early Republic, there was no time for 'garden parties'. America was on the move. Except for the Bartrams and their coterie of like minded intellectuals, Americans made do the best they could with traditional seed stocks passed down in families and around the communities. But America was about to blossom.

Gardening Grows

The incredible victory at New Orleans in January 1815, when Andrew Jackson crushed the British regulars and the War of 1812 was over. Trade could resume and America looked westward, and it looked inward, to improving itself economically with a leap in transport accessibility: new canals, new roads, new bridges. They called it the American System. Good enough reason for a heightened spirit of agriculture in general and gardening and seed production in par-

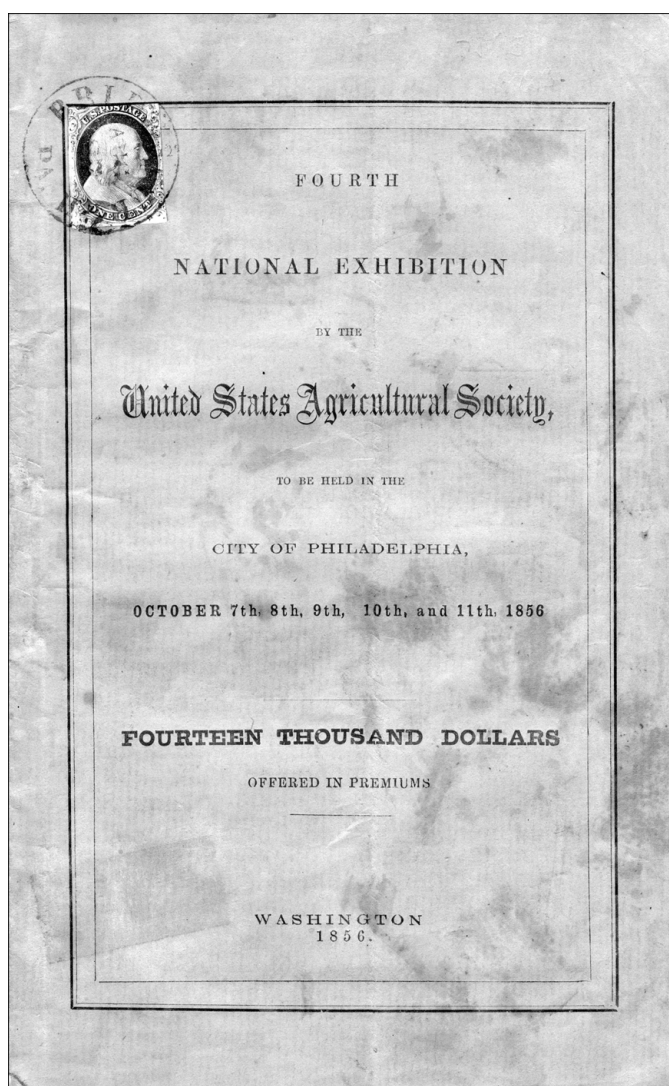


Figure 4 The US Government encouraged agricultural Best of Show gatherings. Robert Buist is mentioned as one of many 'vice presidents', in charge of animal and vegetable categories (NO roses!). Flower categories would have to await another day. The cancel is a Bridesburg PA (Philadelphia locale) on a Scott 7. Were these catalogs unloaded from the DC train at Philadelphia and entered immediately into the mails?

ticular to expand also. (Who among us has a letter from the 1815-20 War Rate and following period that discusses purchasing new seeds or gardens?)

The Pennsylvania Horticultural Society was organized in 1827. They sponsored the Philadelphia Flower Show, first held in 1829. It was the key flower show in the country. Twenty-five Society members showed off their finds including exotic and native plants like magnolias, peonies from China, an India rubber tree, the Coffee Tree of Arabia, sugar cane from the West Indies, and Christmas's favorite from Mexico, the poinsettia.

John Claudius Loudon's 1822 *Encyclopaedia of Gardening* described American gardens thus:

Every cottage in America has land attached, partly cultivated as a garden, and partly as a farm. The first operation of a settler is to construct his log house; the second, to clear a space by felling trees for a garden; and the third, to surround it by a [split rail] fence. . . . of the gardens of farmers or small proprietors. . . they are universally of the most slovenly description, and full of weeds; nevertheless they are prolific in ordinary vegetables, cucumbers, melons, and orchard fruits. Near the barn, and sometimes in the orchards, is the burying ground of the family, marked by a few gravestones.

David Landreth

D. Landreth Seeds is the oldest seed house in the US, established in Philadelphia in 1784. David Landreth was born in England in 1752 and established the first

commercial seed company in America, first in Montreal in 1780, then after the Revolution moved to Philadelphia in 1784.

The company began growing flowering shrubs and hothouse exotics in their nursery and greenhouses and propagated seeds given them by Lewis and Clark in the early 1800's. Native plants now entered into commercial trade. The Landreths introduced to Americans the Mexican Zinnia in 1798, the first white potato in 1811, and the garden tomato in 1820.

In 1852, they gave Commodore Perry thousands of pounds of American vegetable seeds to take with him on his expedition to Japan. When Perry returned to the United States from Japan, he brought the first Japanese shrubs and plants ever imported into this country to the Landreth Nurseries.

For three centuries five generations of the Landreth family managed the seed company, their farms and trial gardens. In 1942, the company was sold to Supplee-Biddle Hardware Company of Philadelphia (who hasn't seen their corner cards?) and later to the Robert Buist Seed Company.

Robert Buist

Cover collectors are doubtless aware of the remarkably attractive red rose advertising envelopes (see the cover) of the Buist seed firm of Philadelphia. The company was founded in 1828, still exists, and has a site on the Internet. But why the red rose?

Robert Buist emigrated from Scotland to Philadelphia. He arrived in 1828 after training at the Edinburgh Botanic Gardens. David Landreth employed him after which he went to work for Henry Pratt who owned Lemon Hill, one of the finest gardens in the U.S. at that time. He went into florist business partnership with Thomas Hibbert in 1830, where they imported rare plants and flowers, especially roses. With Hibbert's death, Buist began a seed, nursery, and greenhouse business called Robert Buist Company. Buist was known for his roses and verbenas and he introduced the poinsettia into the United States. He is known for *The Rose Manual*, 1844, the first book dedicated to that flower, which went through many printings.

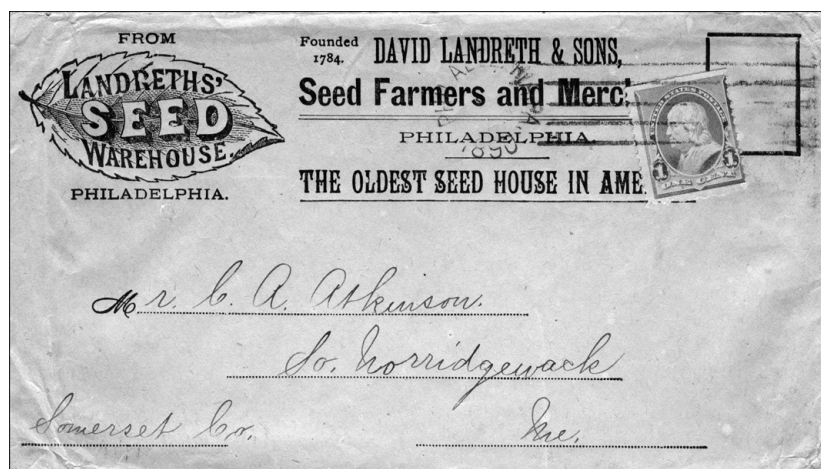


Figure 5 A Landreth cover sporting a lightly imprinted, rare, no-outer-circle American machine cancel of (no date) 1890. It mentions itself as the oldest seed house in America (Founded 1794), sent to South Norridgewock, ME (Jul 21?).

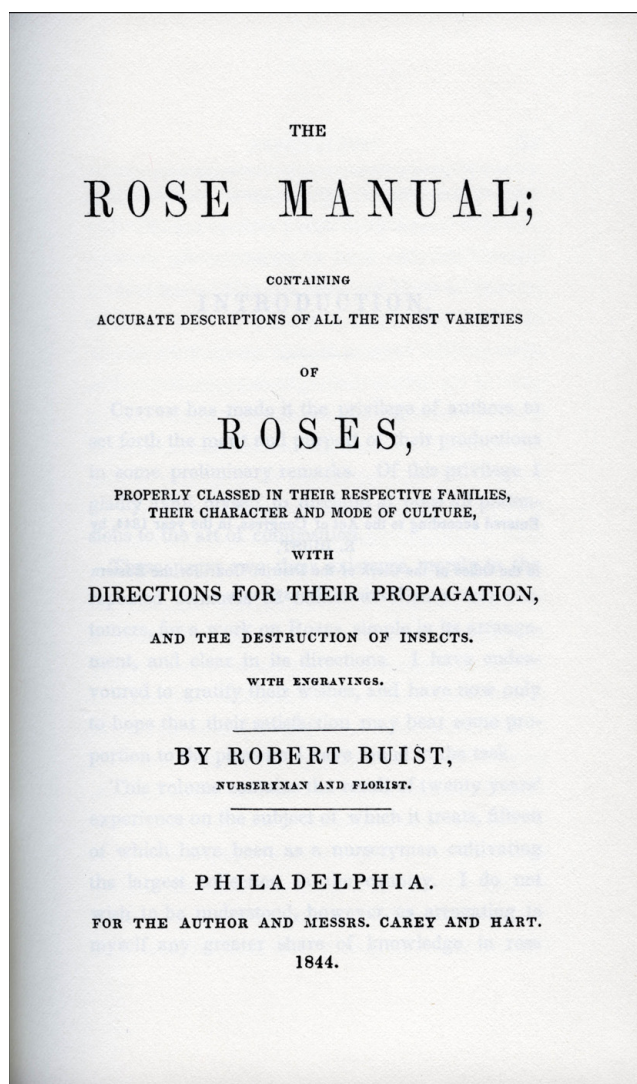


Figure 6 Robert Buist's *Rose Manual* was the first dedicated book about roses and went through many printings. It helped spur great interest in the plant, and its many future renderings by rose fanciers

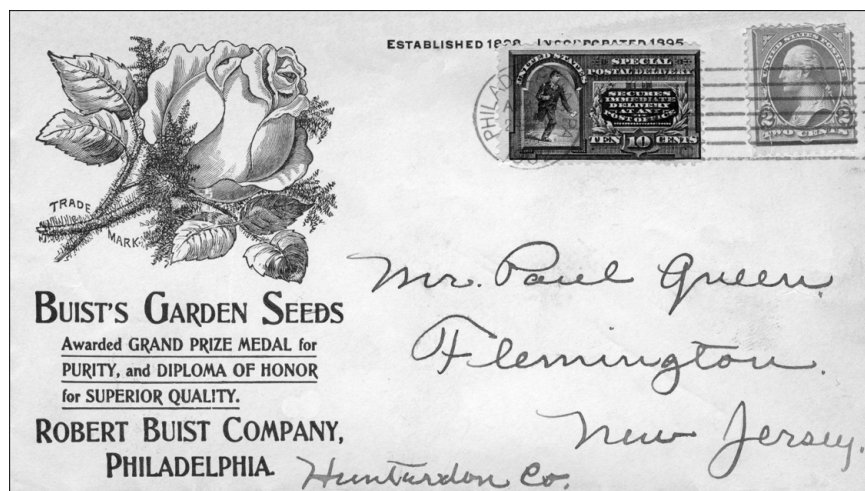


Figure 7B (1909 rose cover portion)

Americans learned of the Poinsettia when Joel Roberts Poinsett who was the first United States Ambassador to Mexico found the plant growing next to a road. Poinsett was an avid amateur botanist. He took cuttings of the plant and rooted them in his South Carolina greenhouse. He then shared some of these cuttings with William Bartram and Robert Buist. Bartram's Nursery is credited with being the first place in the United States to sell *Euphorbia Pulcherrima*, but Robert Buist deserves the credit for renaming the plant the poinsettia and for popularizing it throughout America. The Buist Seed Company became the most successful seed house in America during the 1840's and 1850's largely because of the poinsettia.

Shown at the top of the next page is an interesting cover of the Buist firm during this period of supremacy, a dateless, but datable (as determined by cancel evidence) advertising envelope of April 16, 1849. It shows a wonderful text ad, and required a wafer seal it. Written after Buist had authored his popular books, it proclaims

Figure 7A Buist's roses (their trade mark) covers are well known. This 1902 special delivery example meant someone was all-mighty fired up about growing something. The famed rose was printed in dark blue only, but by 1909 (top right) is now in shocking red and dark green. They were still in red and green as late as the 1950s (see the front cover).



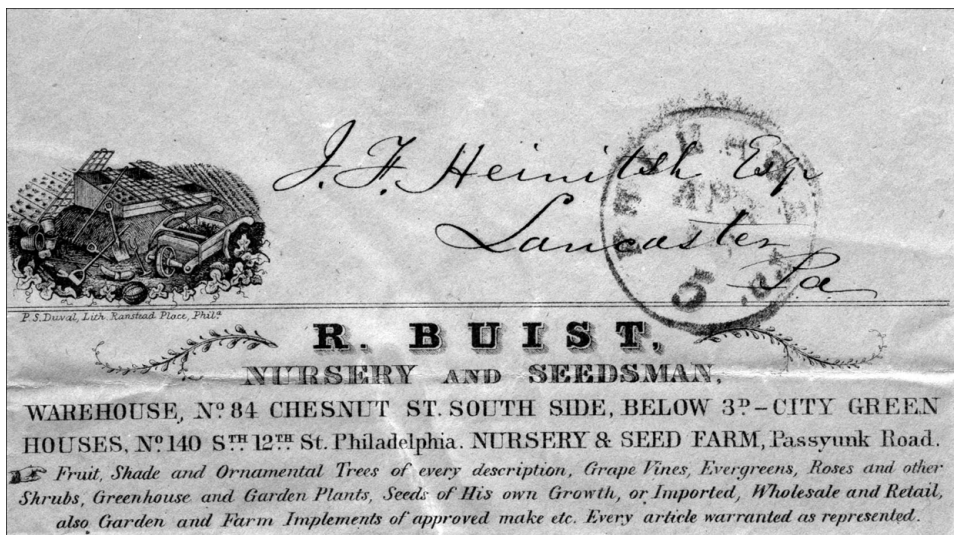


Figure 8 A wonderfully early illustrated cover (see *La Posta's* cover) is this 1849 example, described in the text.

that Nurseryman and Seedsman Buist has for sale fruit and shade trees, grape vines and (of course) roses, plus farm implements—all guaranteed.

The company still lives and has a website. The familiar rose advertising envelopes were printed in deep blue in the 1900's, then the numbing red rose in full color from about 1910 to at least mid century.

Irony in the Garden

Life, Liberty and the Pursuit of Gardening tells the story of democracy and the American garden, beginning with the American System spirit. That spirit and drive continued through the 1840s movement of 'Manifest Destiny', claim all land to the Pacific.

Old gardens, like old houses, tell a story. Gardens created in the United States during the first half of the nineteenth century exhibited influences of past successes, concurrent innovations, and the social movements of the new republic. In the early 1800s, American nurserymen published practical gardening manuals that contributed significantly to the development of distinctively American gardens, first through suggesting choice, planting, and care of specimens, and later through careful design.

Inspired by the ideals of the new republic, these horticultural professionals approached gardening democratically. They promoted the involvement of individuals of all social classes in creating and maintain-

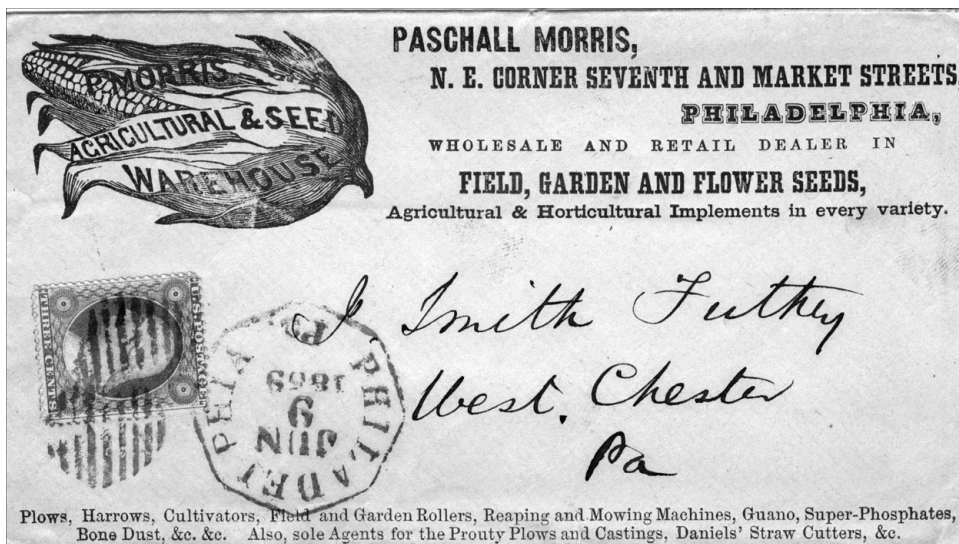


Figure 9 A Paschall Morris illustrated cover, a wholesaler in varieties of farm and garden equipment so necessary for the post-Civil War westward expansion to come. This excellent cover, dated Jun 9, 1859, shows the characteristic large octagon Philly cancel. Note that flower seeds are mentioned along with the field (lawn) and garden types.

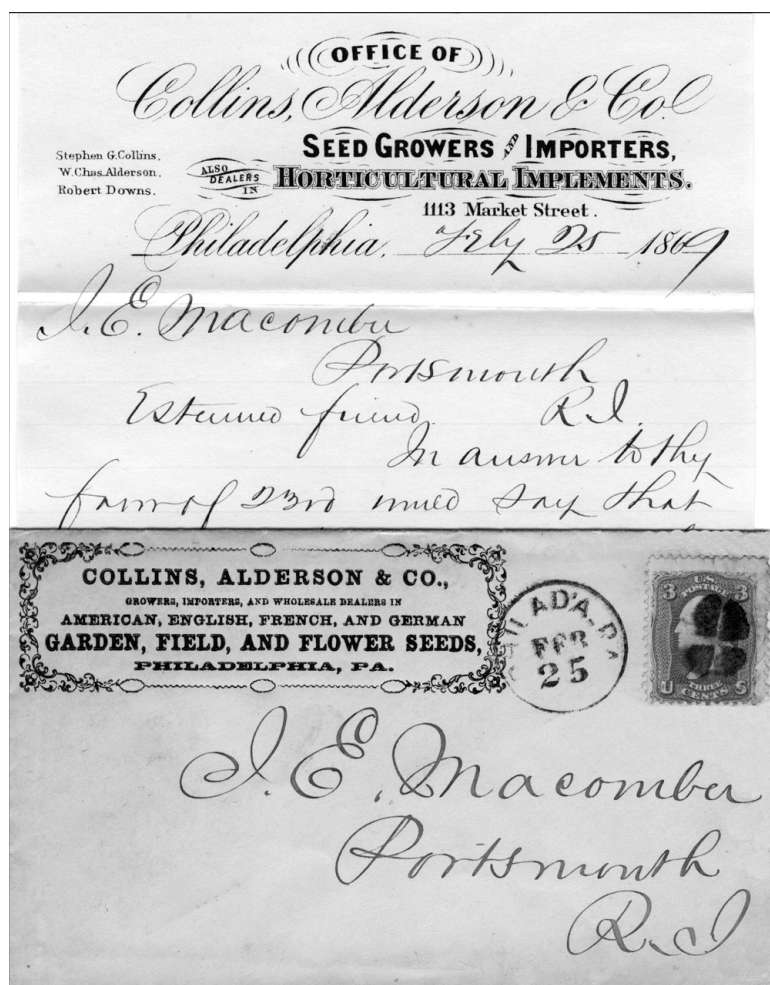


Figure 10 From the early days of “generation two” of America’s seedmen/gardening phenomenon is this Collins-Anderson cover. It is an importing, not a true seedmen, firm in the experimental and creative sense. The cover bears a blue PHILAD’A, PA dial and crossroads killer, with an enclosure dated July 25, 1869. Very nice that Mr. Macomber of Providence held onto this for future generations.

ing their own gardens, or suggested alternate forms of green spaces for those who possessed neither the space nor the means to create their own garden oases.

In early nineteenth century America, before the professionalization of landscape designing in the young country, nurserymen and seedmen were among the horticultural elite. In addition to selling plants to the public, these men helped to found organizations that promoted horticulture in America. In catalogs, magazines, and garden manuals, they offered suggestions for planting and growing specimens and designing their placement...

Was America’s garden democracy at an end? Never. Then sprang up a new generation of entrepreneurs whose goal was the furtherance of varieties and the mass appeal of seed culture: small packets of a dozen or two seeds for 5 to 15 cents with the guarantee that most WILL germinate and produce gorgeous flowers, fruit, or vegetables, right in your backyard garden.

And this, just as masses of immigrants were wending their way to America’s shores, and sooty industrialized cities (thanks to the aforementioned robber baron giants) forced many to find ways to escape to a new part of the country, never really conceived before. Suburbs.

Trolleys and soon cars would take garden loving citizens into cities for work 9 to 5, then home again to the idyllic green lawns springing up on the city’s fringes. And in the dining room cupboard, the haul of the day from the postman? —Maule’s or Burpee’s or Dreer’s or Morris’ or Vick’s seed packets, awaiting the weekend for planting. Ah, the joys, the pleasures, the relaxations born of modern life, ca 1900.

Thomas Meehan

One of these second generation seedman giants was Thomas Meehan, born in London to the head gardener on a large estate. He was self-taught but wrote his first horticultural paper when he was twelve. At fifteen he produced a hybrid fuchsia. He was a student at Kew Gardens and came to America at 22. He was hired

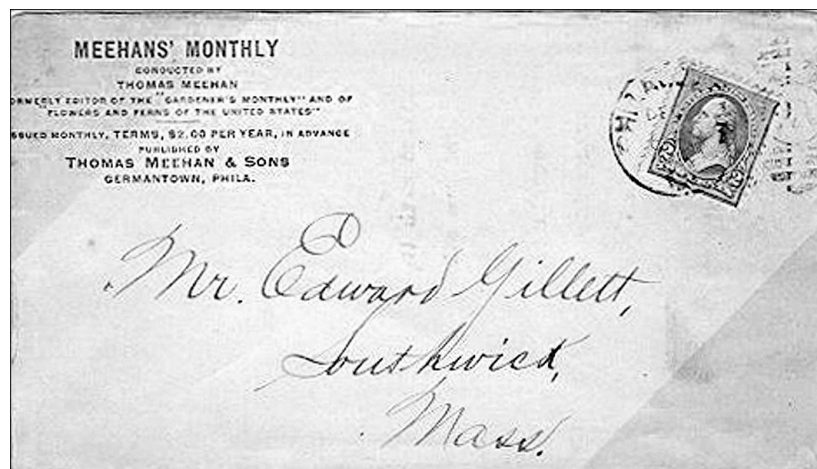


Figure 11 A red print Meehans’ Monthly ad cover sent from Germantown in 1899, perhaps addressed by the elderly botanist himself?

by Robert Buist, Sr. in Philadelphia, then became superintendent of Bartram's Gardens. He established Meehan's Nurseries in 1853 and late in life, in 1891, he founded *Meehan's Monthly*.

His nursery grew to 150 acres in the twentieth century and supplied plants to gardens, orchards, and estates from California to Europe for seven decades. Meehan's scholarly interest in botany resulted in his appointment as editor to *The Gardner's Monthly* (1859-1888), which continued in spirit as *Meehan's Monthly* (1891-1902); these were two of the largest circulating horticultural magazines at the time. He also wrote agricultural columns for five newspapers.

William Henry Maule

W. H. Maule illustrated covers and catalogues and magazine ads are plentiful, owing to the size of the operation. Maule was born in Philadelphia, and took over the operation of his father's and uncle's lumber company.

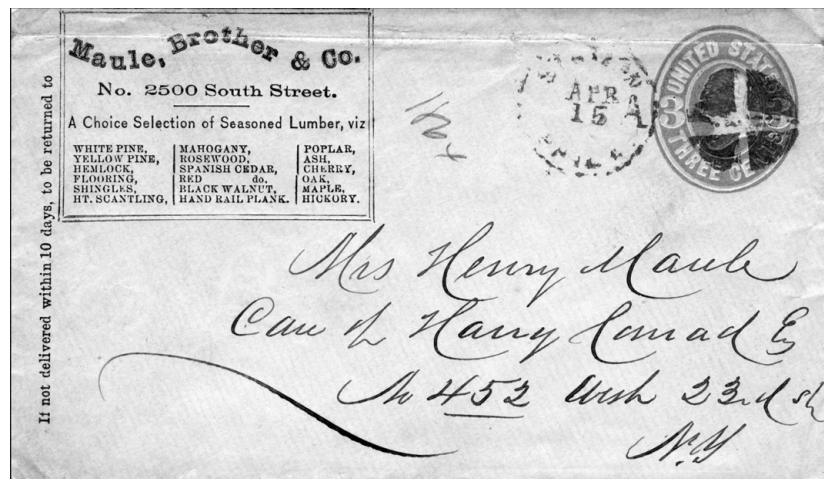


Figure 12 The Maule family was in business before seeds crossed anyone's mind. Here is the father and uncle's 1864 cover advertising their lumber company. When this passes to son William, he will expand into seeds. The cancel is Station A, "Western" Station, not to be confused with West Philadelphia (Station B -west of the Schuylkill River); southwest Philadelphia east of the river is the locale, noting the address 2500 South Street, today a clogged maze of streets, people and vehicles.

He ventured into the seed business in 1877, originally catering to market gardeners and farmers who supplied local consumers with their fresh vegetables. With the help of his son, the company grew into a prominent mail-order business which lasted many decades.



Figure 13 A riot of color, yellows, reds, and pinks, was William Maules ad technique. It worked well for his firm!



Figure 14 The backs of his letters promised "you will sow no other" and suggests patrons form clubs of happy Maule seed users! This 1896 item is a self-addressed return envelope sent registered mail, no doubt a cash letter requesting more goods.

Henry F Mitchell

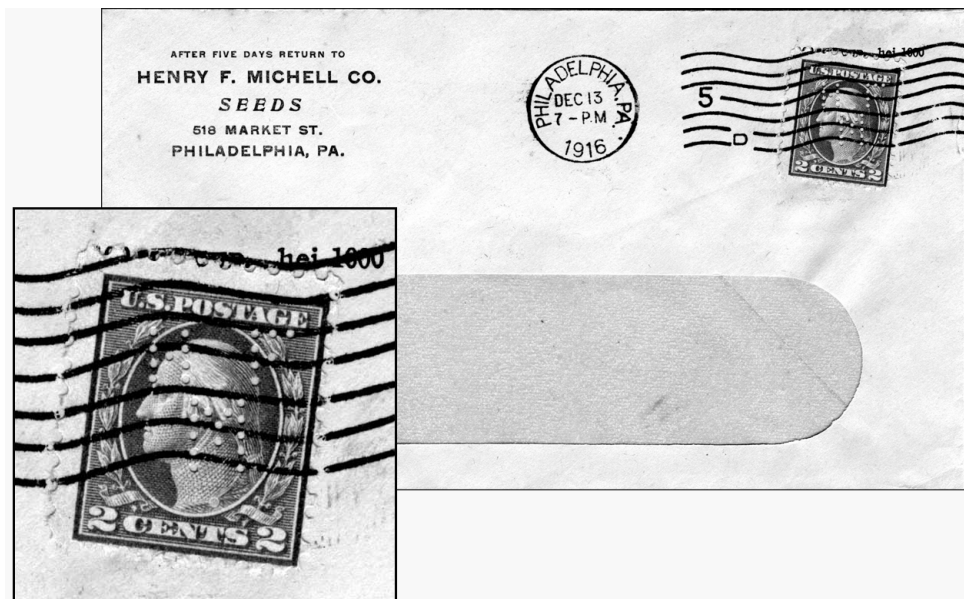
Henry F Mitchell is known to the perfin collecting community for his wide use of these stamp varieties. The company survives in suburban King of Prussia PA and continues to promote bulbs.

Unlike the larger Burpee firm, which decided to sell massively to average individuals, the Mitchell seed company chose the special niche market of the more well to do. A look at their catalogues will attest to this.



Figure 15 And inside the requested package would be several or dozens of these: seed packets invented not many years before when the suburban flight was beginning and people wanted to surround themselves at last with pretty and delicious. Not many of these have survived !

Figure 16 The Mitchell seed company also used perfins widely to control pilferage at work. Their HF/M referred to the founder and wound its way all across the country; this one dated 1916.



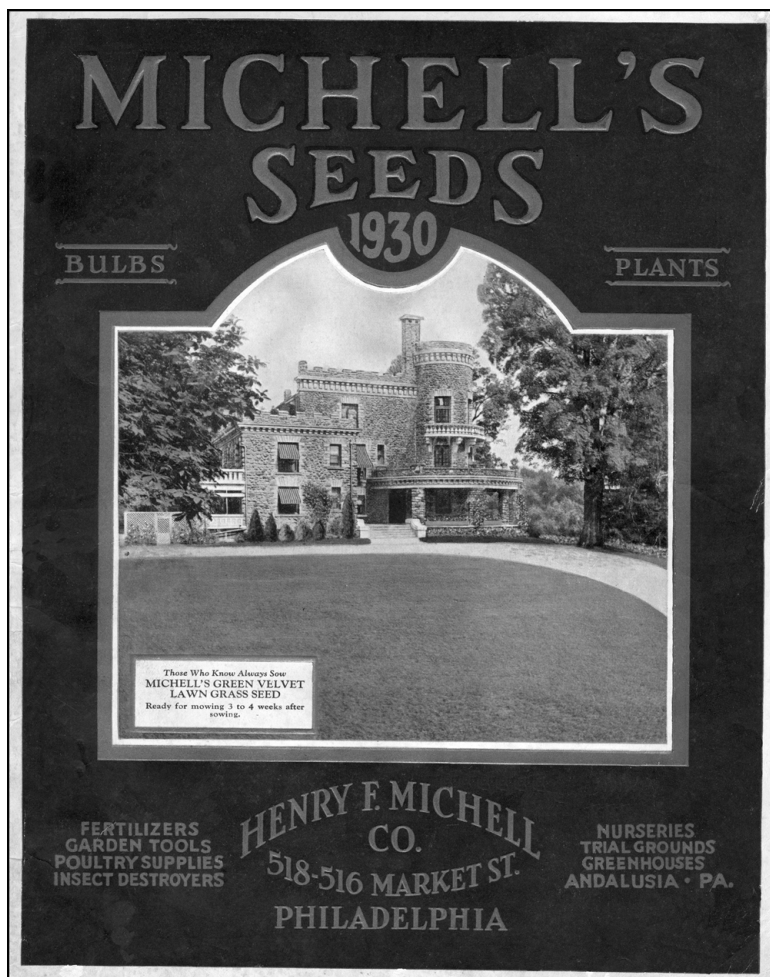


Figure 17 The Mitchell catalog was classy and aimed at the consumer who could hire a gardener to do the dirty work. The high class dwelling shown on this polished paper 1930 catalog probably still exists in suburban Philadelphia.

A 1930s catalog from Mitchell is thick, with a slick cover of a local mansion, and is full of color pages like an elite philatelic auction catalog today. Burpee's Seeds, the world's largest at one time, was content with newsprint pages, very pretty covers and seed packets that 'everyman' could afford.

Henry A. Dreer

Henry Dreer was also born in Philadelphia. He was the son of a German immigrant cabinet maker and opened his seed and florist store, Henry A. Dreer, Inc., in 1838. Dreer saw a need for demonstration and experiment farms. He was a pioneer in introducing color print-

ing to the trade in his bulbs catalog of 1865. That catalog contained an illustration in six colors. He wrote regularly for *The Saturday Evening Post*.

His son William F. Dreer carried on the business in Philadelphia and Riverton, New Jersey. The business was incorporated in 1892. He carried on the business of his father and made numerous trips to foreign countries to study growing methods and to establish relationships with foreign seed houses. He had extensive private gardens at his three residences in Rosemont, Pennsylvania, Santa Barbara, California, and Woodstock, Vermont.

W. Atlee Burpee

No doubt every reader as a child planted seeds from a Burpee seed envelope. The Burpee seed company was founded by W. Atlee Burpee in 1876 in Philadelphia. At fourteen his hobby was breeding chickens, geese and turkeys. He corresponded with poultry experts worldwide and wrote scholarly articles in poultry journals. With a partner in 1878, the 18 year old started a mail-order chicken business in the family home with \$1,000 loaned to him by his mother. He soon opened a store in Philadelphia selling not only poultry but also corn seed for poultry feed.

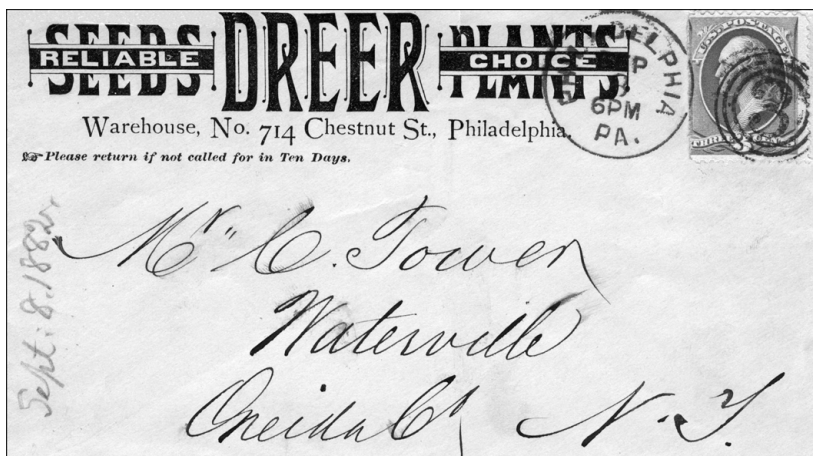


Figure 18 Henry Dreer's firm seems to have led the way with experimentation and cross-pollinating for extra firmness, plumpness, juiciness, etc. Here he claims reliability and choice products at his center city warehouse. This September 1882 cover, note Tower's(?) docketing, was sent to Charlemagne Tower; lawyer, coal and land magnate and eventual ambassador to foreign parts. What could he be planting?

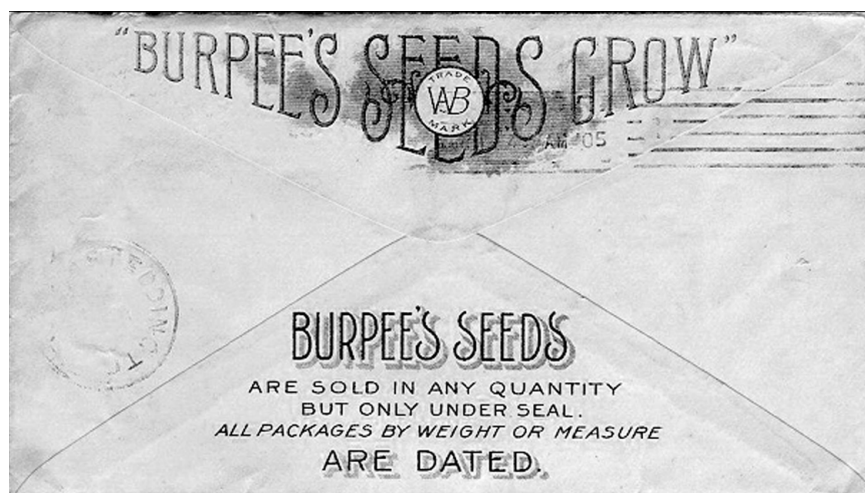


Figure 19 WAB - the company monogram on the back of a 1905 ad cover, along with their slogan, "Burpee's Seeds Grow."

Soon customers were requesting cabbage, carrot, cauliflower and cucumber seeds. In 1878, Burpee dropped his partner and founded W. Atlee Burpee & Company, mainly for garden seeds, but poultry wasn't dropped from the Burpee catalog until the 1940s. By 1888, the family home, Fordhook Farms, in Doylestown PA was established as an experimental farm to test and evaluate new varieties of vegetables and flowers, and to produce seeds: Fordhook Lima Beans were a spectacularly successful result. Another was Iceberg Lettuce, introduced in 1894 and named for its crispness.

In 1909, Burpee established Floradale Farms in Lompoc, California, to test sweet peas, and Sunnybrook Farms near Swedesboro, New Jersey to test tomatoes, eggplants, peppers and squashes.

USPO Help

The key to Burpee's business was the 1863 free delivery system that required post offices to deliver mail to residents' homes. In 1896, free delivery was extended to rural areas. This allowed his catalogs to be delivered directly to people's homes –just like Sears and Montgomery Ward catalogs.

Thousands of letters were received annually from Burpee's customers thanking him for his seeds. Burpee knew that the key to his business was advertising and the catalog was his advertising medium. In his first year of business, his catalog was 48 pages, but by 1915 his catalogs were 200 pages and he distributed a million catalogs.

He offered cash prizes for the best ad ideas. The competition originated the slogan "Burpee Seeds Grow" in 1890. The 1891 catalog was the first to feature engravings made from photographs, and by 1901 this process was done me-

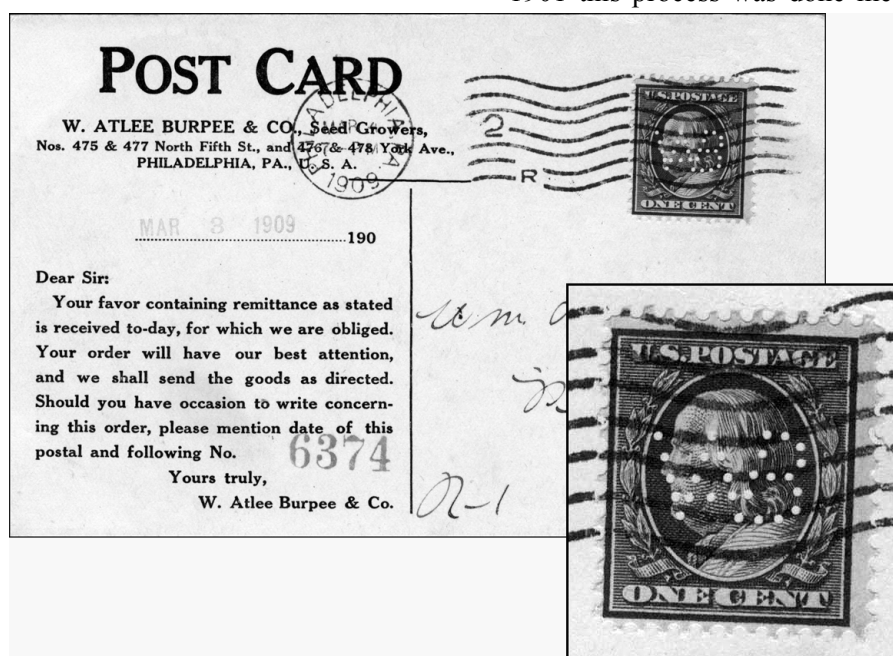


Figure 20 A nice, distinctive Burpee perfin of March 4, 1909, less than a year after perfins were approved for use by the GPO. The flip side is a lithographed pasture scene of cows grazing with the title: "a summer scene at Fordhook".

chanically. Burpee's move to photography changed the whole home catalog industry and the hand-drawn illustration in catalogs disappeared. At his death in 1915, the company employed 300 and was the largest seed company in the world, distributing over a million catalogs a year, which produced 10,000 orders a day.



Figure 21 The Burpee mass-mailed catalogs were not meant only to be practical. Leave it to firms like Mitchell's to add glamour and cost for their more elite customers. This 8x11 mailer (how many of these have been saved?) is brightly colored with red tomatoes and green foliage. The permit imprint quoted "Sec. 34.66 PL&R" which dates this to about 1950.

Henry Field

A non-Philadelphian, among the many seedmen spawned in local, 19th century agricultural America was Henry A Field. Born in Iowa, he attended a normal college and taught for three years in a country school.

He gathered seeds from his mother's garden, packaged them in homemade envelopes, and sold them to his aunt. He continued selling seeds through his college years and afterwards while teaching.

His strategy was to price his seeds lower than Burpee and to distribute them throughout Iowa. Using his own press, he produced a small four page catalog in 1899. He expanded into mail order with the slogan: "Seeds that Yield are Sold by Field."

In 1924, he built a broadcast studio (KFNF - "Keep Friendly, Never Frown") on top of his seed house! The programming was country music, farm information, and of course, seed ads. When he died in 1949, the company was generating sales of \$3,000,000 annually, from a million customers.

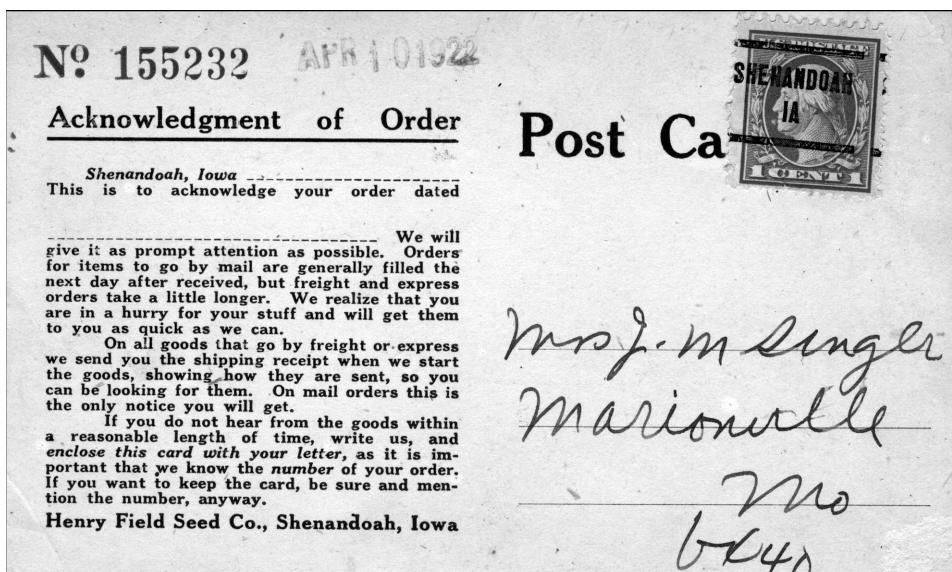


Figure 22 Henry Field, lest anyone think only Philly sold seeds, was one of hundreds of nationwide seedmen. His mailer here is dated 1922, two years before his radio station KFNF was born in the store's upstairs attic. He'd eventually gross millions. The card's front shows, in black and white, "progressive everbearing strawberries" specially reduced: 100 plants for \$2.00 !

Post Script: Almanacs . . .

The Farmer's Almanac, not to mention Franklin's *Poor Richard's Almanac* and dozens of others are older, but McMahon's *The American Gardener's Calendar*, first published in 1806, was a practical month-by-month gardening guide.

Other works contained moon phases and tidal reports, but McMahon's was the first to consider climate and the soil of different regions when suggesting appropriate plantings and advice.

His *Gardiner's Calendar* endorsed native species as well as exotics. Its main purpose was to educate Americans on the basic principles of a flower garden, such as placing smaller ornamentals at the front of a garden bed and larger ones behind.

The Landreths got into the almanac business as early as 1858 or so, some time before the postal reform that 30 to 40 years later made it cost appropriate for thicker seed catalogs to be mailed and delivered nationwide.

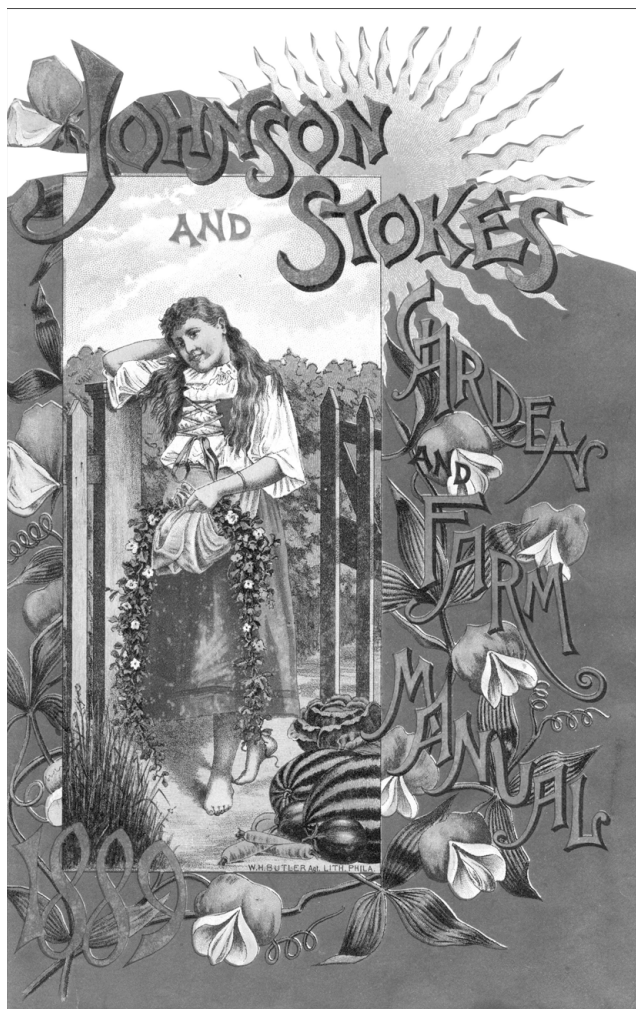


Figure 23 A striking and equally colorful allegorical seed catalog/manual of Johnson & Stokes, of Philadelphia, from 1889. Seeds were an inspiration in the years before movies, cars, radio, and planes (and 1889 is but one year after the Kodak instant camera was born).

... And Seed Catalogs

Now for seed catalogs, after all, they traveled through the mail as third class flats. The Smithsonian site shows several colorful catalog covers of the 10,000 seed and nursery catalogs dating from 1830 to the present.

Many of the trade catalogs were part of the Burpee Collection donated to the Horticulture Services Division by Mrs. David Burpee in 1982. The collection includes both Burpee and competitor catalogs:

Seed trade catalogs document the history of the seed and agricultural implement business in the United States, as well as provide a history of botany and plant research such as the introduction of plant varieties into the US. Additionally, the seed trade catalogs are a window into the history of graphic arts in advertising, and a social history, through the text and illustrations, showing changing fashions in flowers and vegetables.

Of all the illustrated covers and corner card 'ads' mailed since, say, 1845, plus all the gardener-oriented almanacs printed since 1806, plus all the seed and nursery catalogs mailed to commoner and elite clientele since their heyday began in about 1880, how many countless millions of Americans have been influenced to 'get one with Nature' and start a garden, plant a few seeds, eat home grown tomatoes, brighten that dark spot in your yard? Many tens of millions have been evangelized by seedmen great and small.

An Idyl to Nature

This small excursion was inspired by a few old seedmen's advertising envelopes, and the gorgeous, richly colored catalog covers seen on eBay and the Internet. Then while looking to add a sweetener or two, the following remarkable letter, carefully hiding in the collection, unread for at least 15 years, came to light.

The letter is a pastoral written by a remarkable chemical pioneer, who, in an earlier age, seems to have conquered much of the adventure available to a born scholar and inquisitive mind. He became the fifth Melter and Refiner of the US Mint, a prestigious civil post, and wrote this in his final years to his daughters, who are away from Philadelphia for maybe asthmatic reasons, real or imagined, and their dad waxes eloquent about the earthly delight of sights surrounding the home that they shall shortly return to.

James Curtis Booth, PhD and LLD, passed to more heavenly gardens in 1888. The year 1884 was his first year as president of the American Chemical Society. He was a distinguished scientist, but was also fulfilled and "animated by the same principles of intellectual acquirement, the same moral of motive, the same love of learning, the same ardor in teaching, the same activity in business, the same hearty devotion to the bet-

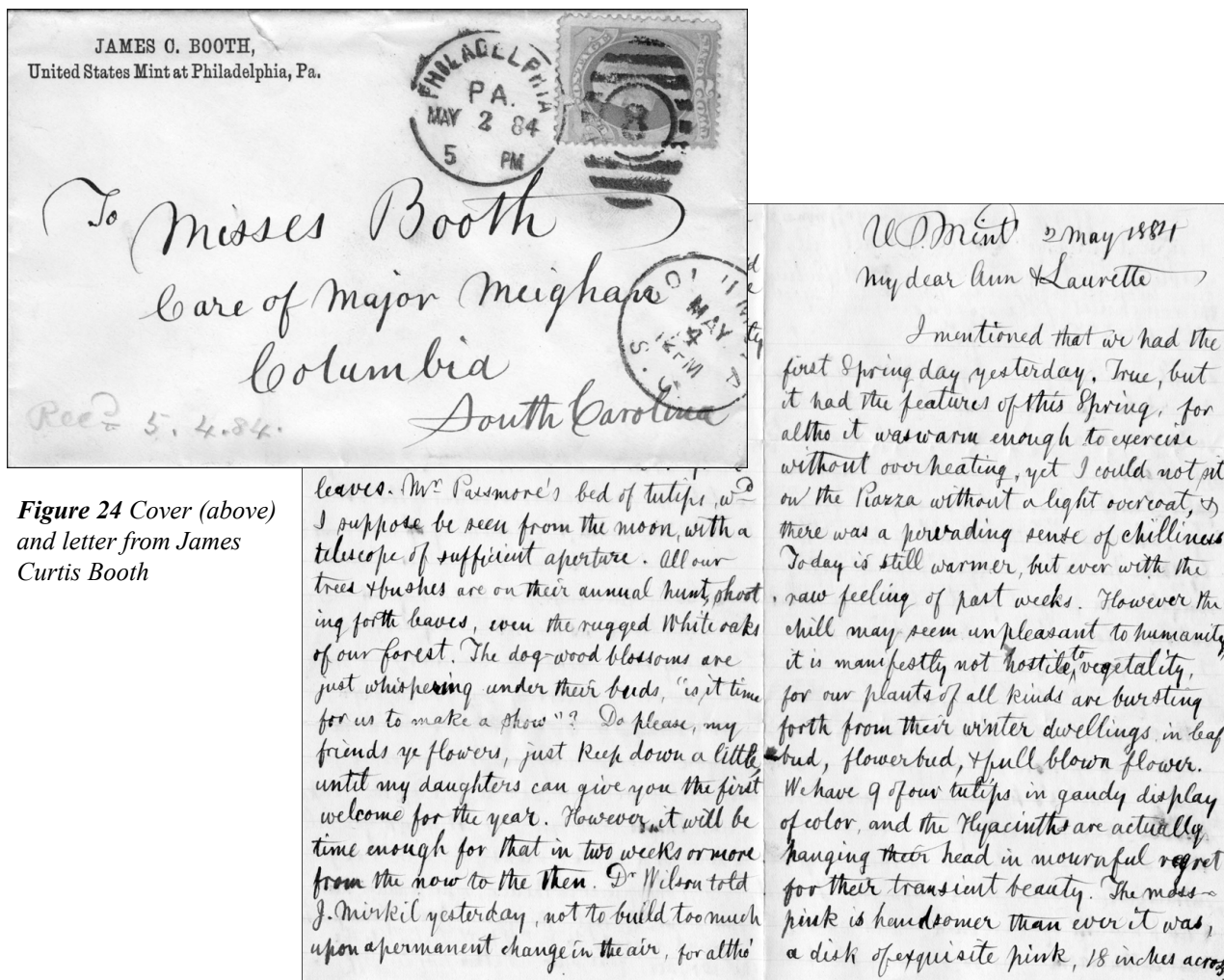


Figure 24 Cover (above) and letter from James Curtis Booth

tering and uplifting of his fellow-men" (—eulogy before the American Philosophical Society, Oct. 5, 1888.).

He was fascinated by the realization that chemical analysis could advance almost every field, "embracing its application to the arts, metallurgy, mineralogy, geology, medicine, and pharmacy".

However, his family surely meant an equal portion to him, and his beautiful gardens must have been, from his choice of words, the other third of his being.

He writes from his office at the Mint in Philadelphia that May 1, the day before was the first spring day. Surely a long, cold winter in 1883-4:

U.S. Mint 2 May 1884

My dear Ann & Laurette,

I mentioned that we had the first Spring day yesterday. True, but it had the features of this Spring, for alto it was warm enough to exercise without over heating, yet I could not sit on the Piazza without a light overcoat, & there was a pervading sense of

chilliness. Today is still warmer, but ever with the raw feeling of past weeks. However the chill may seem unpleasant to humanity, it is manifestly not hostile to vegetality [sic], for our plants of all kinds are bursting forth from their winter dwellings in leaf bud, flower bud, & full blown flower. We have 9 of out tulips in gaudy display of color, and the Hyacinths are actually hanging their head in mournful regret for their transient beauty. The moss pink is handsomer than ever it was, a disk of exquisite pink, 18 inches across.

While the Forsythia is still a beautiful doorkeeper, it is manifestly becoming wearied with its long keeping watch at the entrance & is gradually resigning it to the brilliantly clad Japanese guard, the Pyrus. The two bushes of the Mahonia are covered with their yellow flower-groups, contrasting the more with their bronze & dark green leaves. Mr Passmore's bed of tulips, would I suppose be seen from the moon, with a telescope of sufficient aperture.

All out trees & bushes are on their annual hunt, shooting forth leaves, even the rugged White oaks of our forest. The dog-wood blossoms are just whispering under their buds, “is it time for us to make a show?” Do please, my friends ye flowers, just keep down a little, until my daughters can give you the first welcome of the year. However it will be time enough for that in two weeks or more from the now to the then....

Conclusion

Dr. Booth was truly a man who cared for Nature’s bounty and possessed an eye and wit sufficient to describe it to his children with love and vitality. He was no doubt inspired in turn by the men mentioned above. Bright as we may be, we are all creatures of the broth we’re immersed in at birth and grow in throughout life and can’t escape its influence and flavor. As the Landreths, Buist, Morris, Collins, Meehan, Maule, Mitchell, Dreer, Burpee, and Field espoused love for plants and flowers, so did Doctor Booth love the same.

Inasmuch as this is the time of the year for temperate climes to experience similar awakening joy, may your weather be pleasant, your seed packets arrive timely, your rows be straight, and your spouses not chide you for the garden mud tracks across the kitchen floor.



Figure 25 A “controls/dater/integral” handstamp is a precancel type that includes the initials of the user and the month and year of use. They were ordered by the GPO in July 1938 to fight reuse of precanceled stamps. Permit holders had to add the letters at their own expense and use up their supply that month or within the following 10 days. WABurpee seed company posted this one in January 1939 (or early February).

References

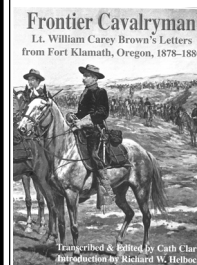
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Buist, Robert <http://www.sil.si.edu/SILPublications/seeds/buistrobert.html>

Seed catalog history http://www.cojoweb.com/seed_pkgs_art.html

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POSTMASTERS GENERAL OF THE UNITED STATES

XXIX. Thomas L. James, 1881-1882

by Daniel Y. Meschter

Thomas Lemuel James was one of the most dynamic postmasters general even though his term of office lasted only nine months. His career transcended his plebeian origins by an amiable disposition and quick wit to achieve an outstanding record of success in the newspaper business, public service, and finally, executive rank in the banking and insurance industries. He was perhaps only the fourth postmaster general to have had prior, practical experience in the postal service as postmaster of the New York City post office, Niles and Randall as postmasters and Tyner as a special agent were the others. Had he served a full year as Postmaster General he easily would be rated as above average.



Thomas L. James

James was born in Utica, New York in 1831. He completed his formal education in the local common schools and a brief term in Utica Academy by the time he was fifteen when his father apprenticed him to the publisher of the *Utica Liberty Press*¹. By the time he completed his five-year apprenticeship he owned the paper and at the same time formed a partnership to purchase the *Whig Madison County Journal* in Hamilton, New York. As the *Journal's* able and perceptive editor, he attracted the attention of some of New York's most influential political leaders headed by Thurlow Weed, editor of the *Albany Evening Journal*; Republican party boss Roscoe Conkling; future governor Edwin D. Morgan; and abolitionist Gerritt Smith. It was through these connections he accepted the first of a series of remunerative appointments as collector of tolls on the Erie Canal at Hamilton in 1854. He moved to New York City in 1861 with the Port of New York, rising to the post of deputy collector under Chester A. Arthur who recognized his abilities and appointed him Chairman of the Civil Service Board of the collectors and surveyors offices. Finally, through the recommendations of his peers, President

Grant appointed him to the prestigious and rewarding position of New York City postmaster effective April 1, 1873².

James found the New York City post office rife with malfeasance. One of the reasons for the resignation of his predecessor, Patrick H. Jones, was his personal liability and that of his bondsmen for over \$100,000 embezzled by his subordinates, mainly in the money order department. It clearly was ready for reorganization and especially the arrangements for the collection and delivery of mail from and to New York's burgeoning business community. In his first four of eight years as postmaster he made the New York post office such a model of efficiency for other big city post offices that upon taking office President Hayes reappointed him New York postmaster only after he declined the even more important office of Collector of the Port of New York. He also declined Hayes's offer to appoint him Postmaster General to succeed David Key in June 1880 for the last nine months of his term.

Aside from his reorganization and improvement of the New York City post office and especially its service to business for which he received public accolades, one of his more interesting problems was a law suit asking for relief from infringement of a patent for a new kind of canceller the Supreme Court aptly described as "an improved post-office stamp for printing the post mark and cancelling the postage-stamp at one blow³."

The Postal Laws and Regulations beginning in 1790 directed every postmaster to mark the letters posted in his office with the name of his office and the postage rated for each. The marking could be either in manuscript or printed by hand stamp. Before the Civil War post office markers generally consisted of a disc a half to maybe three-quarters of an inch thick and an inch or so in diameter with a wooden handle several inches high screwed onto the top. Widely known as postmarkers or date stamps, the disc showed the name of the post office and state or territory in cast metal or hard rubber type around the rim, and the month and day in movable type in the center. The device was inked on an ink pad and pressed or struck by hand on the letter to print the post office name and date.

Prepayment of postage by use of postage stamps made mandatory in the mid 1850s required an additional marker, usually of wood or cork, to deface or blot, in effect “cancel” or obliterate the stamp with indelible ink in such a way as to prevent its reuse. Hand stamps were adapted for this purpose by inserting pieces of wood, cork, rubber, or metal in the disc projecting slightly below the rim. Thus, marking letters became a two-step operation so labor sensitive that making up the mail in post offices handling large volumes of letters became an almost impossible burden,

In 1863 Marcus P. Norton of Troy, New York patented an implement now known to postal historians as a duplex canceller for postmarking letters and canceling the postage stamps in one operation. His device consisted of a sturdy shaft or handle with a cross-bar attached to the business end on which were mounted the canceler on the right side and the postmarker on the left so that both could be printed with one blow, thus improving labor efficiency by a factor of two or more.

Norton’s first patent was issued on April 14, 1863; but for reasons that are not made clear in the Supreme Court decision, he surrendered his earlier patents and obtained reissued patents three times in the next seven years. Norton testified in the trial before Circuit Court Judge Wheeler that he invented what the trial court called a “double post-office stamp” before 1861 and produced a patent issued in 1857 for a kind of mechanical canceller clearly distinguishable from his 1863 invention.

Then, in 1876 Christopher C. Campbell, one of Norton’s assignees, filed a bill in equity in the Circuit Court for the District of New York to enjoin Thomas L. James, postmaster of New York, from using a certain implement he alleged was patented by Marcus Norton. Among the defenses the Post Office raised were that Norton was not the first inventor, that the reissued patents were not for the same invention, and that patents do not run against public officials in any event.

In his decision, Judge Wheeler largely ignored evidence relating to the design and material of the Norton device and did not distinguish between different adaptations of the implement. He also discredited most of the evidence relating to prior invention by others. On the other hand, he did take notice of a letter dated May 4, 1859 from then First Assistant Postmaster General Horatio King authorizing the Troy postmas-

ter to use the Norton improved canceller for three months as evidence that Norton invented his improved canceller before that date. With respect to the New York City post office he decided a letter from postmaster John Dix to King in August 1860 saying that he had “got up” (invented) a similar contrivance and King’s warning there was a prior invention was evidence the Post Office was aware of Norton’s priority.

In ruling for the plaintiff, Judge Wheeler bypassed the eligibility of the device for patent and focused on the issue of property rights⁴. He decided as a matter of law that a patent is property protected even against the government. He ruled, therefore, that Norton’s patents were valid, that Norton’s priority of invention dated from before May 4, 1859, and that the New York post office infringed on those patents. Most damning for the defendant was his ruling that despite the fact that James “used the invention as an officer of the government in the performance of his duties for the benefit of the government, *he is liable as an infringer.*” In other words, Wheeler was holding James personally responsible for any monetary awards that might be granted to Norton and/or his assignees in subsequent proceedings.

The government appealed to the Supreme Court.

The Supreme Court agreed patents were property defensible against the government; but unlike the Circuit Court, it analyzed the origin and design of Norton’s implement in detail. It took notice with respect to priority of first invention, that “without any great exercise of ingenuity,” a number of postmasters and postal clerks across the country had improvised a “double stamp” as early as 1858 “by screwing, welding, or binding to the side of the common stamp an appendage to serve as a blotter at the same time.” It mentioned Ezra Miller of Janesville, Wisconsin as having fabricated such a device as early as January 1859 and Gen. John Dix in New York and a certain Powers in Buffalo in the summer of 1860 in addition to the evidence of the even earlier examples of William Ireland at Philadelphia in 1851, James Riley at New York in 1852, and Charles Wheeler at Cleveland in 1853 that Judge Wheeler rejected, perhaps with some justification.

The Supreme Court then examined the details of the design and the kinds of materials Norton specified in his patent application. It found that the examiners in the patent office had raised a number of design particulars that tended to limit the patentability of the

implement to the precise description in the application and the model that accompanied it. It noted from the evidence, for example, that the canceller in Norton's patent was a cylinder in which the piece of wood or cork projected slightly below the rim of the cylinder while the cork used by the New York post office was attached to the crossbar with a wood screw. The Court's conclusion was that the devices used in post offices across the country differed sufficiently in priority of conception, design details, and materials to distinguish them from the Norton patent. It seemed as if the Supreme Court was not prepared to accept anything less than an exact copy of Norton's device to support a finding of patent infringement.

Accordingly, it declared Norton's patents void, reversed the Circuit Court, and ordered Campbell's complaint dismissed. Years later, in 1989, Marcus Norton's descendants and heirs petitioned Congress for compensation for the use of Norton's "patented postage cancellation stamp," but Congress chose not to act on the bill introduced in the House.

James A. Garfield was inaugurated President on March 4, 1881; Thomas L. James was his almost obvious choice for Postmaster General. James had eight years experience as postmaster of the nation's largest post office, had been proposed for the office before, and had an untarnished record of accomplishment in a number of important public offices. As a native of New York and close associate of the New York leadership of the "Stalwarts," a conservative faction of the Republican Party that emerged during the Hayes administration in opposition to Hayes' policy of reconciliation with the South. It was a successor of a sort of the Radical Republicans at the end of the Civil War that appealed to Union war veterans and municipal and state party "bosses." The Stalwarts opposed civil service reform in preference for the existing patronage system, supported the protective tariff; and worked for the nomination of Grant for a third term in 1880. Roscoe Conkling was its most influential leader. Following Garfield's election, the Stalwarts were conspiring to take control of his administration by packing the Cabinet with Stalwart loyalists; but in a meeting on the morning of the 3rd, James severed any ties he might have had with Conkling and readily pledged his allegiance to Garfield and accepted the appointment. Later the same day Conkling, urged the appointment of the reliable but aging Timothy Howe of Wisconsin to the Treasury without success while Stephen Dorsey, Garfield's campaign manager and Secretary of the Republican National Committee, was aghast at James's appointment because of Stalwart loss of the vast patronage the Postmaster General still controlled and other influence in the Post Office Department that would soon become apparent⁵.

James took office on March 8th. In the interim Jerome J. Hinds, a western mail route contractor published an affidavit exposing the star route frauds in a way that could no longer be ignored or excused as they had for so long. In it, Hinds revealed the secret history of mail route No. 40,101 from Las Vegas to Santa Fe via Prescott that the Second Assistant Postmaster General increased within its first year from \$12,000 when it was awarded in August 1878 to \$136,000 in July 1879⁶. Hinds testified to collusion among Brady, Post Office Department officials, and favored route contractors and to bribery. Malfeasance in the Post Office Department was now public.

Although he was warned that this exposure could taint his own election, these warnings came as no surprise to Garfield. Peskin writes that Garfield had been hearing rumors of the corrupt involvement of Stephen W. Dorsey, his campaign manager, in Post Office Department affairs since July⁷. Dorsey, of course, strongly denied ever having had any business with the Post Office Department, but Garfield didn't believe him. He called James into his office on March 9th to discuss the matter and gave the new Postmaster General direct orders to investigate what both now realized were the star route scandals with his widely quoted directive: "I have sworn to execute the laws," he began. "Go ahead regardless of where or whom you hit. I direct you not only to probe this ulcer to the bottom, but to cut it out⁸". In the four months allotted to their collaboration probing and cutting out that ulcer, it is impracticable to determine when James was acting on his own initiative or at Garfield's direction. Suffice it to say Garfield remained in personal touch with James' investigations and seems to have made a number of decisions such as to remove Brady from office, himself.

The star route frauds took up most of James' time, but not entirely. His sole annual report that reads more like a stockholders report than an exercise in bureaucratic self-justification shows that he continued efforts to expand the Money Order Service to foreign nations including Great Britain, Germany, Canada, Italy, and France⁹. He also dealt with a number of other problems in the money order system that had arisen in the sixteen or so years since Blair inaugurated it such as whether and how to replace lost money orders and what to do with money received upon issuing money orders, but not claimed by the payee there being no provision in law for the disposal of such funds. James recommended legislation requiring funds unclaimed after five years be deposited in the Treasury for the service of the Post Office Department and that fees on orders for less than five dollars be reduced.

James developed a special interest in the Railway Mail Service when he advocated faster intercity service for the benefit of New York's business community while he was New York City postmaster. As Postmaster General he succeeded in reducing the fast mail from New York to

Chicago to twenty-seven hours via the Pennsylvania Railroad in time to connect with the overland express and the transit time to California by twenty-four hours with the promise of another seven-hour reduction in the near future¹⁰. Realizing that the success of the Railway Mail Service depended in large part on the abilities and morale of its employees, he approved an administrative reorganization of the Service that provided for the reclassification of the Railway Mail Service clerks into five pay classes with opportunity for promotion based upon merit.

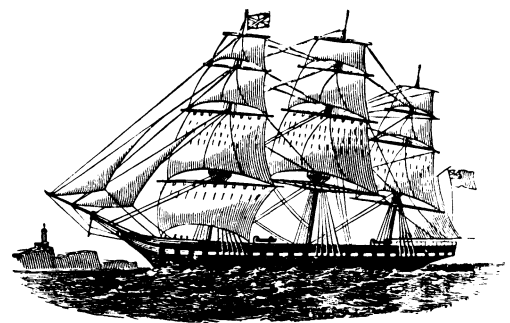
However, investigating the star route frauds was James' greatest triumph, but he wasn't there for its climax. Following Garfield's death on September 19, 1881 and Arthur's succession to the presidency, the question arose as to Arthur's commitment to prosecuting the star route trials. Arthur realized much of the success of his administration depended upon delaying the resignations of Garfield's Cabinet officers at least until the full Congress convened in December, but his attempts to obtain pledges from each to this effect were not successful. Treasury Secretary William Windom left first to seek a Senate seat followed by Attorney General Wayne McVeagh, which was a blow both to the star route prosecutions and Arthur's support of civil service reform. As he had with McVeagh, Arthur made every effort he could to retain James in office, publicly praising him and officially renominating him as his own successor; but in the meantime James accepted an offer as President and Chairman of the Board of the newly organized Lincoln National Bank of the City of New York and the Lincoln Safe Deposit Company at a remuneration he could not refuse. Besides, he had completed his role in the mission Garfield assigned him and under the circumstances his continued presence in the Post Office Department might prove demoralizing to its staff. He resigned on December 20th effective January 4, 1882. He remained Chairman of the Lincoln Bank Board until his death in New York City in 1916¹¹.

New York City never forgot that James had once been its postmaster. Even more than thirty years later the *New York Times* remembered at the time of his death that "Thomas L. James was the ablest and most energetic Postmaster New York ever had in the old days. Perhaps there has never been quite his equal in zeal and administrative ability at the head of our Post Office." "The work of handling the mails for the fast-growing city," the *Times* went on, "had grown too great for the machinery provided and the Postal Service was in a demoralized condition, but the new head of the office brought order out of chaos, systematized every department, made himself known to the small army of employees and was liked by them, so that the value of his service to the business community was soon recognized and has never been forgotten¹²."

Not least among James' accomplishments was an article, "The Railway Mail Service," he wrote for *Scribner's Magazine* (March, 1889) and being one of one-hundred contributors to C.M. Depew's history of American commerce, *One hundred Years of American Commerce, 1795-1895*, New York, 1895; 1968.

Endnotes

- 1 See Vexler,; *National Cyclopedia*, 1895, v. 4, pp. 245-6; and *New York Times* obits (2), September 12, 1916, pp. 10, 11. for biographical sketches of Thomas L. James.
- 2 *New York Times*, March 17, 1873, p. 2.
- 3 The decision of Wheeler, judge, Circuit Court, Southern District of New York, August 15, 1879 is reported in *Federal Cases* [predecessor of *Federal Reporter*], Case No. 2,361, *Campbell v. Jame et al*, v. 4, p. 1768; reversed on appeal by the Supreme Court in *James v. Campbell*, October Term 1881, 104 U.S. 356; *New York Times*, August 15, 1879, p. 8, January 10 1882, p. 2.
- 4 *New York times*, August 15, 1879, p.8.
- 5 Reeves, Thomas. Gentleman Boss, The Life of Chester Alan Arthur, New York, 1975.
- 6 *New York times*, March 9, 1881.
- 7 Peskin, Alan. *Garfield, A Biography*, Kent, Ohio, 1979, p. 579.
- 8 *Id*, p. 580.
- 9 Report of the Postmaster General, November 15, 1881, Serial 2027.
- 10 1881 Report, p. 37.
- 11 *New York Times*,, September 12, 1916, p. 11.
- 12 *Id*,



J. Edgar Hoover Helps Solve a Postal History Mystery

Book Review

by Cath Clark

The Suspension of United States Mail to Switzerland 1942 to 1944/1945 A WWII Postal History Monograph

Author: Charles J. LaBlonde, Spiral-bound, 90 pages, American Helvetia Philatelic Society (Nov 2006)

The best postal history writing is that which can take a narrow subject and explain how it is connected to the larger context of history. Charles La Blonde's monograph on suspended Swiss mail is a good example of this. The primary theme is unraveling the mystery of the exact date when the U.S. ordered suspension of mail to Switzerland. This is skillfully done using a sequence of covers that follow the text, along with copies of key government archive documents. The underlying theme, and to me an equally interesting one, is how mail exchanges and suspensions between the U.S. and Switzerland reflected the progress of the war in the European theater.

Originally published in July 2006, this second printing—just four months later—was prompted by the discovery of memorandums exchanged between J. Edgar Hoover and the U.S. Censorship Office. These memos revealed at last the exact date of U.S. suspension of mail to Switzerland during WWII, which has been a troubling question to collectors for many years. Why has this been such a mystery when the Postal Bulletin published exact dates of mail suspension to other countries? In the case of Switzerland, this was never done, leaving postal historians to try to piece together the date from other sources. La Blonde has included copies of the memos and other corroborating material in his appendix, finally answering the question.

Up through 1942, mail from Switzerland to the U.S. and Canada was stable. The Swiss used several air routes to avoid Axis censorship and handling, especially relying on unoccupied Portugal and parts of France. German occupation around 11 November halted U.S. mail delivery to France, an event that had follow-on consequences for Switzerland. This is because any mail to Switzerland would have to traverse occupied France, which the State Department would



not allow. The USPO publicly announced the suspension of mail service to France on 4 December 1942, but never mentioned Switzerland. Meanwhile, large amounts of mail were being held by post office censors, in absence of any order to return it to senders. Even some transit mail from other countries was intercepted and held in New York, as illustrated in the book.

This log jam, and probably Swiss diplomatic complaints about it, came to FBI Director Hoover's attention through telegraph intercepts. Hoover's 10 March 1943 memo to the U.S. Director of Censorship relayed what he understood to be the extant mail situation, whereby mail service had resumed *from* Switzerland to the U.S., but the U.S. was not allowing outbound mail *to* Switzerland.

A rapid response from the Chief Postal Censor in a memo dated 12 Mar 1943 confirmed the situation, and further explained that Swiss mail had been suspended in November 1942 (you'll have to buy the book to learn the date). The memo stated that an announcement was being "considered" by the USPD to inform the public of the suspension. Said announcement was finally made in the 24 March 1943 Postal Bulletin, but did not mention the initial suspension date. The American public had gone 127 days with no public notice about suspension of mail to Switzerland.

In the process of telling this one story of a single country's mail woes, the author has also given us a window into the larger story of censorship and the challenges of international mail exchange during WWII.

The roles that various government agencies played in mail delivery—including the State Department, military, postal censorship office, and the FBI—are fasci-

nating. The resultant de-facto U.S. policy was an extraordinary hard-line position, that there was to be no enemy handling or censorship of outbound-mail (excepting Red Cross & POW mail) even if the sender accepted that there would be censorship on both ends, as other countries, such as Canada, did. Thus, in the United States, political control was deemed to be more important than letter communication with a country we were not at war with!

Given the strong financial and trade arrangements in place between the U.S. and Switzerland, this wrecked havoc with the business community. Remember, there was no Internet in the 1940s. Even before the war, this was a time when people were heavily reliant on the mails for International communications due to the expense of telegraph and telephone. While the Swiss restored mail service to America only three months after the invasion of occupied France, using alternate routes and methods, it took their diplomats and postal agencies nearly two and a half years of constant lobbying to convince the Americans to allow outgoing mail to Switzerland, which was not fully restored until June 1945.

The covers used in this book really tell the story from top to bottom, even including early German provisional censor markings used during the Swiss suspension. La Blonde's monograph is recommended as a fine addition to a WWII postal history library. It is available from Charles La Blonde, 15091 Ridgely Lane, Colorado Springs, CO 80921-3554, for U.S. \$20 postpaid.


POSTAL HISTORIANS ON LINE

Continued from page 8

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The Post Offices of Bell County, Kentucky

PART 2

by Robert M. Rennick

Five Stony Fork Post Offices

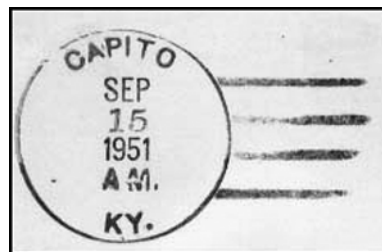
This eight mile long head fork of Yellow Creek itself heads in the Log Mountains and extends between this range and Fork Ridge to join Bennetts Fork (now the Yellow Creek Bypass or diversion channel) just west of the Middlesboro-Bell County Airport and the western end of town. Another of the region's major coal producing valleys, it's not to be confused with the Stony Fork of Straight Creek in the northern end of the county (see below). Five post offices served its mining operations.

In 1902 the Stony Fork Branch of the L&N's Cumberland Valley Division was built to the stream's head to bring out the coal. The first station, six miles up from the Stony Fork Junction, was opened that year as **Sagamore** for the local Sagamore Coal Company. This name was suggested for the local post office which, however, opened on January 23, 1903, with Albert Munson Chamberlain, postmaster, as **Logmont**, referring to the area's early logging operations or to the nearby Log Mountains which extend southwest to north-east through the western half of the county. In 1928 the office, which had been serving the Luke and Drummond (later the Crystal) Coal Company, was moved a short distance east to serve what had been the Lower Hignite Coal Company, co-owned by William Edward Gunn, A.H. Renneaum, and Craig Ralston. When Gunn bought out his partners he renamed the firm the Gunn Mining Company. In the early 1940s the company was acquired by the Garmeada Coal Company, Inc. of Middlesboro, and the small mining town, lacking its post office, which had closed in 1933, took the **Garmeada** name. After the **Logmont** Station closed, also in the 1930s, area coal was shipped from (the) **Murtea** (Station), two miles above.

A spur of the Stony Fork railroad that went up Rockhouse Branch, two miles below Logmont-Garmeada, served the local Stony Fork coal operation. About a mile up the branch, on February 14, 1906, Charles D. Shipley opened the **Ralston** post office which was named for Scottish-born John Ralston, a pioneer area coal operator, and the organizer and CEO of the local Ralston and Stony Fork

Coal Companies. By 1917 the **Ralston Station** at the mouth of Rockhouse had become Stony Fork and to this site the post office was moved the following year, and closed in December 1926.

In 1921, however, the station serving this vicinity was called **Capito** [kaep/ih/toh] for one of its earlier mines and camps. Its local post office, from 1944 to 1956, also took this name.



The Shamrock Coal and Coke Company of Middlesboro was the probable name source of the **Shamrock** post office and station some three to four miles east of Ralston-Capito. The post office, with John William Dean, its first postmaster, served several other vicinity coal operations (Edgewood Consolidated [or Climax Coal] Company, Hignite Coal Mining Company, and Monarch Coal and Coke Company) from September 25, 1906 through July 1925.



Hollingsworth, midway between Shamrock and Ralston, and eight miles west of the Middlesboro post office, may have been named for William M. Hollingsworth (ne August 1846), a respected county circuit court clerk, and/or his sons John and William W., who lived in Pineville. From June 30, 1916 through September 1931 it served the Monarch Coal and Coke Company and the **Wilmont** (rail) **Station** just west of the mouth of Hignite Creek. James Brown and James Ralston were its only postmasters.¹⁷

Two Bennetts Fork Post Offices

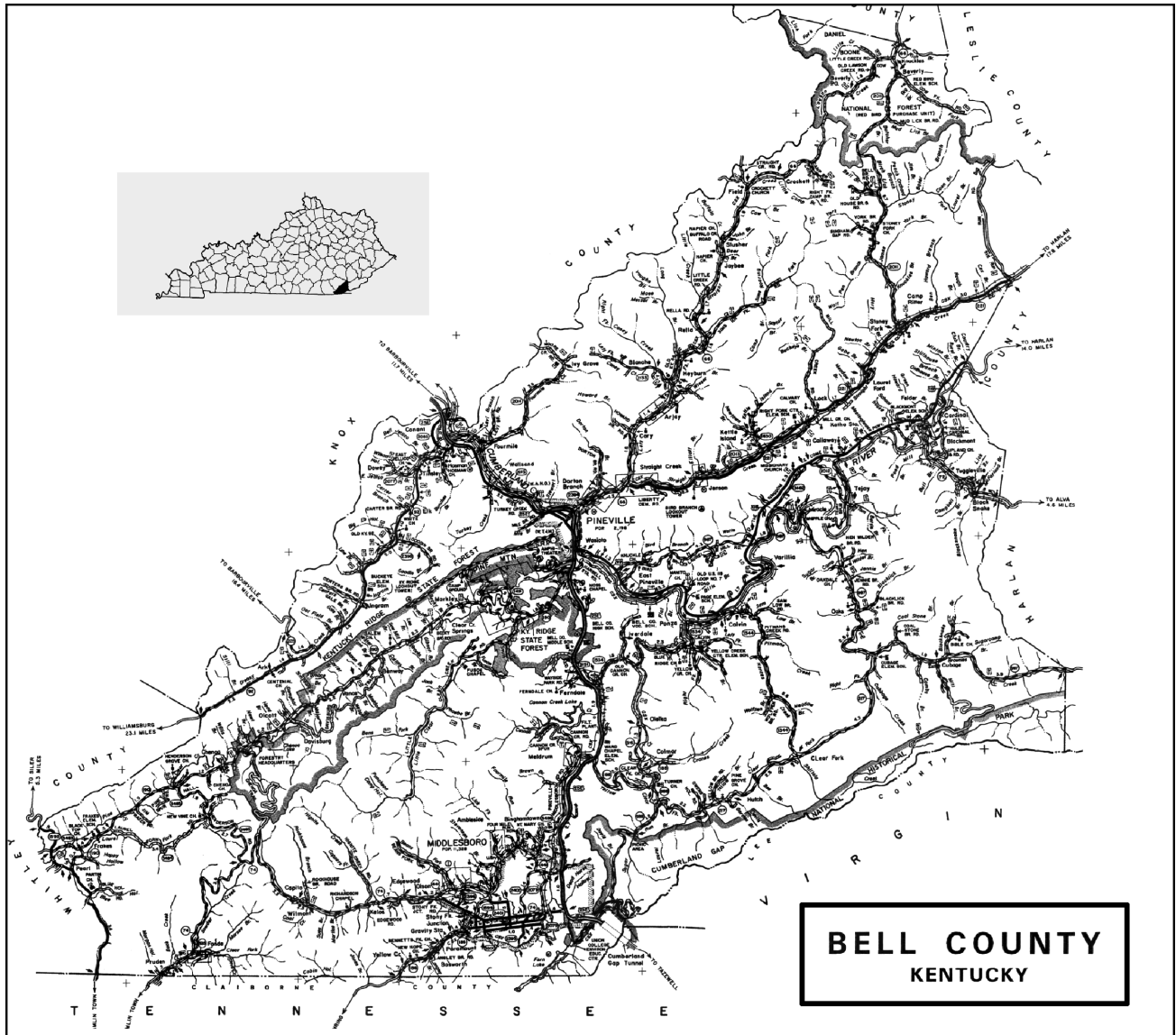
Bennetts Fork heads in Tennessee and enters Bell County at the first site of **Bosworth**, one of its two Bell post offices. It extends for five more miles to Yellow Creek at the west end of Middlesboro. From the Tennessee line to the Stony Fork Junction it's paralleled by another L&N spur.

To serve a rail station and coal town of 200 residents a hundred yards from the Tennessee line and five miles southwest of the then site of the Middlesboro post office, Adolph H. Rennebaum, on May 5, 1903, established the **Bosworth** post office. In 1907, certainly by 1909, it had moved one fourth of a mile down the Fork to serve the Yellow Creek coal operations at **Yellow Creek**. It closed in September 1928. Joseph F. Bosworth, its name source, arrived in the Yellow



Creek valley in 1889 and soon became a partner in the Yellow Creek Coal Company. He was an early Middlesboro police judge and was on that city's first council (1890).

He is best known to Kentucky historians as "the father of good roads" in the state for, while representing his district in the legislature in the early 1900s, he was instrumental in getting bonds issued to build and maintain public roads. In 1909 he started the Kentucky Good Roads Association and became its first president. His efforts led to the establishment of a state Good Goods Department in 1912.¹⁸ In 1917 his son Joseph Jr. became the **Bosworth** postmaster



From September 25, 1906 through July 1919 the inexplicably named **Gravity** post office served the Winona Coal and Coke Company and its **Winona Station** and the nearby Columbia (later Bennetts Fork) Coal Company operation two miles northwest of Bosworth. Charles H. Townsend was its first postmaster. On current federal maps this site is shown as **Premier** for another area coal company.



Post Offices on the Clear Creeks of the Cumberland River

John Warwick Partin operated the Clear Creek valley's first post office between August 4, 1888 and mid May of the following year near its head, sixteen miles southwest of Pineville. **Clear Creek**, his first name preference, gave way to **Vance**, perhaps for a local Baptist preacher.



One of Bell's earliest coal developments centered at the mouth of Clear Creek's two mile long Bear Creek branch, some fifteen miles southwest of Pineville. This vicinity, settled by John Partin in

1866, and named for a wild bear, was deeded in 1888 to Thomas S. Cairnes and the Wymon and Hull Land Company. To this site then came one W.A. Chenoa who opened a cannel coal mine and founded a village which, in October 1893, with over 200 residents, was reached by Cairnes' thirteen mile long Cumberland River and Tennessee Railroad (acquired in 1901 by the L&N as its Chenoa Branch). Chenoa established a post office half a mile up Bear Creek which he would call **Cannel** but, with Samuel Bastin, its first postmaster, it opened, on March 13, 1894, as **Chenoa** [shuh/noh/uh, shuh/noh/ee]. By 1910 several other coal companies had mining operations in this vicinity. But these and Chenoa's camp have long been abandoned. Chenoa's is now under Chenoa Lake, a Clear Creek impoundment created in 1950 and now a part of the 11,363 acre Kentucky Ridge State Forest.

To serve three coal operations in the Clear Creek watershed, 1 ½ miles east of Chenoa, the two mile long Major Spur of the L&N's Chenoa Branch was built up Major Branch and Coney Creek between Olcott Station on Clear Creek and Evanston. One mile up Coney was the mining camp of **Davisburg** and its

post office. With David R. Morgan, its first postmaster, the office operated between January 26, 1907 and 1934. Its Davis source is not known.

Less than a mile north of Davisburg was Clyde Miller and Alexander R. Tinley's **Cairnes** post office. This short-lived (March 26, 1907 through July 1912) office was named for Thomas S. Cairnes, the Canadian-born (ca. 1845) Secretary-Treasurer of the Log Mountain Coal Coke and Timber Company of Pineville, and owner of 30,000 acres of Bell County coal and timber land.

On July 31, 1912 Alexander R. Tinley "closed" the Cairnes post office and moved to a site one mile up Bear Creek from Chenoa (22 miles southwest of Cairnes) where he operated the **Harrison** post office to serve another of the Log Mountain Coal Company operations. One or more of the several Bell County Harrison families was the likely name source. The office closed in late November 1923.



At two unlocated (but 12 miles apart) sites on Little Clear Creek, William Henry Mason established the Ivy post office on March 9, 1898. It may have been named for one of the county's Ivy (or Ivey) families. When it closed on January 31, 1914 its papers were sent to Pineville, 102 miles northeast.

Post Offices on the Straight Creek of the Cumberland River

The aptly named Straight Creek heads in the Kentucky Ridge in Harlan County and extends for about twenty two miles (fourteen in Bell County) to the river at Pineville. It's often shown on historic maps as Right Fork to distinguish it from the Left Fork which joins it two miles above its Cumberland River confluence. Straight Creek, paralleled by Ky 221, was served by nine post offices, while its Left Fork was served by eight offices.

The famed Kettle Island mines and camp were on Kettle Island Branch which joins Straight Creek six miles northeast of Pineville. Here, in 1845, Virginia-born Abraham Lock (1777-1852) patented some land and settled his family. This land was heired by his

sons Alexander, a millwright (1827-1873), and Thomas M. Alexander's son Abraham II (1853-1921) lived on Apple Blossom, a branch of Kettle Island, half a mile up from Straight Creek. On March 15, 1888, to serve this locality, the Lock post office was established, with Giles H. Hodges, postmaster. In 1901 Abraham II sold his Kettle Island property to the predecessor of the Pioneer Coal Company of Louisville which opened the Kettle Island mine and built the local camp. In January 1908 the **Lock** post office was moved two miles up Straight Creek to the mouth of Mill Creek where it closed in mid November 1912.

When the West Virginia Pineville and Tennessee Railroad (which became the Straight Creek Branch of the L&N) reached the Kettle Island valley in 1911, coal development here really took off. The **Kettle Island** post office was established on March 15, 1912 with Thomas B. Hail, postmaster, one fourth of a mile up the branch. Though only sporadic mining continues in the area and most of its residents are retired persons, the post office continues at the mouth of Apple Blossom.



Now, how did **Kettle Island** get its name? According to one tradition, local women used to do the family wash on a small island in Straight Creek, at the mouth of the branch, where water and bushwood were plentiful. A more likely explanation is that some early hunters used an old iron kettle found buried on the island as a landmark to guide their friends to good places to hunt or settle. In either case the name was applied in early settlement times, long before the coal lands were developed.

Two post offices, **Ray** and **Pass**, whose names have not been derived, served Bell County's upper Straight Creek valley. Ray operated between March 15, 1888 and September 17, 1889 with John R. and Joshua Howard, postmasters, probably at the mouth of Cox Branch, three fourths of a mile from the Harlan County line and eight miles from Kettle Island Branch.

On March 3, 1893 Andrew D. Johnson reopened the office but called it **Pass** since by then **Ray** was in use in Logan County. In the winter of 1898-99 William M. Durham had the office moved 2 ½ miles down the creek to the mouth of Stoney Fork, 5 ½ miles from the mouth of Kettle Island, where it closed in October 1913. In May 1945 the W.M. Ritter Lumber Company opened a sawmill and machine shop at the mouth of Stoney and soon established a camp there with store, boarding house, school, church, and thirty homes. Early the following year the company's superintendent A.A. Kopp established the **Stoney Fork** post office which is still in operation. In 1960 the Ritter Company and its mill were acquired by the Georgia-Pacific Company, the Atlanta-based paper and wood products firm, but closed shop in 1965. Sometime in the 1960s the L&N's Straight Creek branch was extended from Kettle Island past this point and up the creek to its head in Harlan County.

The Pennsylvania-based Taylor and Crate Lumber Company owned thousands of timberland acres on the 5 ½ mile long Stoney Fork. John Brock and Nathan J. Saylor, employees of the company, operated a large store at the mouth of Stoney. On September 21, 1929 Lewis Brock established the **Crate** post office, 2 ½ miles up Stoney near the mouth of Wolf Pen Branch. It was discontinued in 1937.

The creek's name was given to a post office at several sites just above its forks to serve the National Coal and Iron Company's **Straight Creek** mining camp of 1,500 residents and its West Virginia Pineville and Tennessee (L&N) Railroad station of that name, 2 - 2 ½ miles above (northeast of) Pineville. The **Straight Creek** post office operated from March 8, 1900, with William R. Wood, its first postmaster, till 1983.



Another station on the Straight Creek (L&N) line was **Stilson**, at the mouth of the 2% mile long Dorton Branch which joins the creek one mile above Pineville. It and the **Dorton Branch** community were served by the **Stilson** post office between July 21, 1921 and mid April 1922, with Jasper N. Elliott, its only post-

master. While the Mose Dorton family probably gave its name to the branch, the **Stilson** name remains underived.

When the Straight Creek line was extended to Kettle Island in 1911 a station was established just above the mouth of the 1 ½ mile long Elliotts Branch (mid-way between the forks and Kettle Island Branch) and named for James Jenson, a highly respected construction foreman (ne September 1878). The **Jenson** post office operated here between January 20, 1927 and 1975 with William Woolum, its first postmaster.

Post Offices on Straight Creek's Left Fork

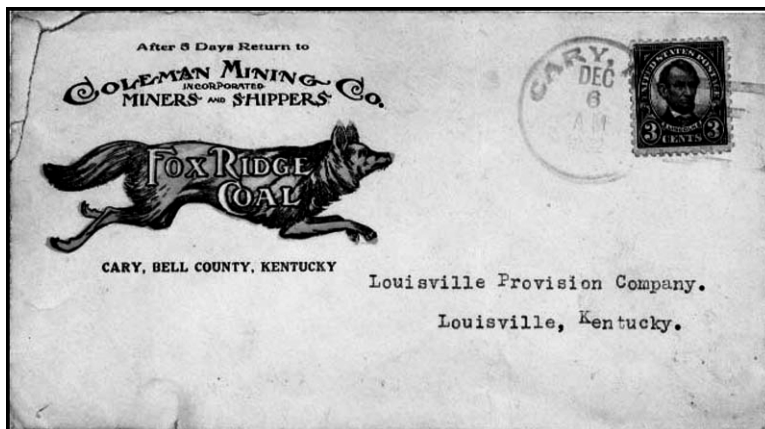
The Left Fork, paralleled by Ky 66, also heads in the Kentucky Ridge and extends for twelve miles to the main Straight Creek just below the Straight Creek station and post office.

The pioneer Slusher family had a mill some eleven miles up the Left Fork which gave its name to Wilkerson Slusher's post office established on October 24, 1876. In early 1894 **Mill** was dropped from its name and the office became simply **Slusher**. But it closed that December. It was re-established on May 12, 1899, also as **Slusher**, by William P. Slusher, but closed again in late May 1908. It was re-established again on March 4, 1911. After successive moves over two miles up the Fork it arrived in 1936 at the mouth of Buffalo Creek where it was to serve this locality and its **Buffalo Creek Station** (on the L&N's Left Fork Branch), three miles below Field, till it closed for good in 1951.

Another major Bell County family, the **Binghams**, sired by Virginia--born William in the early nineteenth century, gave its name to a post office serving several mills and a distillery on the Left Fork, just below the

mouth of its Long Branch and six miles northeast of Pineville. Elias B. Gingham (ne March 1856) was its only postmaster from July 24, 1883 to mid November 1915.

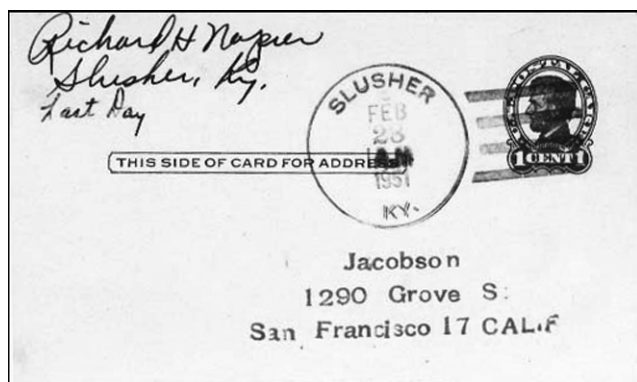
The short-lived **Heyburn** post office (January 29 to September 30, 1925) served two coal camps, including the Heyburn Coal Company's, and the **Heyburn** rail station just below the site of Gingham. William M. and Millard F. Slusher were its only postmasters.¹⁹



The Cary-Glendon Coal Company camp at the mouth of Howard Branch and the vicinity operations of the Straight Creek Coal and Coke Company, the Central Coal Company, and the Left Fork Coal Company were served by the **Cary** post office and the Left Fork's **Cary Station**, 34 miles northeast of Pineville. William Burchfield, a mine owner, established the office on December 2, 1905. It closed in 1966.

In the vicinity of the forks of Caney Creek, which joins the Left Fork less than a mile below (south of) Gingham, the Coleman Mine was being developed in 1906. To serve this and other vicinity coal operations that would come, William P. Gilkeson opened the inexplicably named **Blanche** post office on February 14, 1906. The office had several locations on Caney till it closed in 1965.

In 1908 the brothers Bryan W. and August F. Whitfield bought some land on Left Fork just below the mouth of Caney and established there the Left Fork Coal Company. The two mines developed there were called Arjay and Glendon. To serve them and the newly established **Arjay** camp, the **Arjay** post office was opened on February 23, 1911 with George W. Hairston, postmaster. It's said to have been named for a local mine operator, but who that was is uncertain. It was long held to have been T.J. Asher's son





Robert but his middle initial was A., not J. So could it have been named for Robert J. Fulkerson who became postmaster in August 1911? The active post office, a large consolidated elementary school, and several stores and churches now serve this residential community extending along Ky 66 and the Left Fork for nearly a mile between the Cary site and the mouth of Caney.

Two Left Fork post offices opened in the spring of 1932. The first, **Rella** (whose name has not been derived) was established by Walter York to serve another Left Fork (rail) station and a community of some 250 residents at or just above the mouth of Sims Fork, 2 ½ miles north of Arjay. It closed in 1954.



The **Field** post office, established in June 1932 by James Lewellen served at least two Left Fork (rail) stations at the head of this stream. The first site was at the newly established **Crockett Station** at the mouth of what was then Big Camp Branch (but is shown on contemporary maps as Little Camp) of Left Fork. The Left Fork tracks had just been extended to this site to ship coal from the Kentucky Ridge Coal Company, Little Creek, and C.C. (Guthries)' mines, and lumber from Bringardner's timber operations on nearby Redbird. This station came to be known as **Harber**, named perhaps for one M.S. Harber, a section foreman for the Wasioto and Black Mountain Railroad (ca. 1912). On July 20, 1939 the office was moved about one mile down the creek (and the tracks) to **Britts Station**, two miles above Slusher's Buffalo Creek site, where it closed in 1984. Field and Crockett were area families. Could **Britts Station** have been named for Brit (sic) Slusher, ne ca. 1873?

Post Offices on the Cumberland River's Four Mile Creek

The five mile long Four Mile Creek joins the river four miles below (northwest of) the Cumberland Ford, and that accounts for its name. The L&N's Cumberland Valley line arrived at this site in 1899 and, by 1904, was joined by the two mile long Fourmile Branch built ultimately to ship coal from the creek's eighteen mines, including the Tuckahoe Coal Company of Dayton, Ohio (later Campbell and Lewis) operations and those of Black Raven, Black Bear, Highland Rim, and the Straight Creek Coal companies.

The **Fourmile** coal town and rail stations were early, and still are, just below the mouth of Four Mile Creek. Here too was established the **Fourmile** post office on December 16, 1899 with Edward L. Shell, postmaster. In 1920 the office was moved to a site some 700 yards above the Four Mile confluence, about where the **Conant** post office was in 1888, and directly across the river from the site of the **Whitsett** post office. Later, the **Fourmile** office returned to its original location and survives.

Serving the Highland Rim and Continental Coal Company mines and camps two miles up Four Mile was the **Rim** post office. With William M. Huff, its first postmaster, it operated between July 22, 1905 and mid April 1919 just above the mouth of Four Mile's Right Fork.

Four miles up Four Mile is the Ivy Grove Baptist Church and the small residential community of **Upper Four Mile** that, for eleven years, from July 15, 1926, was served by Dink Miller, Jr.'s. post office. His first proposed name **Corey**, probably for W.C. Corey, the Fourmile postmaster, was replaced by **Ivy Grove** for the church organized there in 1915.



Post Offices on Greasy Creek (of the Cumberland River)

The ten mile long Greasy Creek, most likely named for the greasy appearing “skim” on its water, heads just northeast of the Bell-Knox-Whitley Counties convergence and joins the river one mile below the mouth of Four Mile. It’s flanked on the south by Pine Mountain and paralleled by Ky 92. Seven post offices served its residents.

The Greasy valley’s oldest post office **Ingram** is still in operation some five miles up from the river, at the mouth of Ingram Branch and across from the mouth of Centers



Branch. It was established on July 15, 1881 by Thomas J. Ingram, perhaps a mile further up the creek on land settled in the early nineteenth century by his grandfather North Carolina born Bill Ingram. In 1896 Thomas J. was succeeded by his wife Dora Elizabeth (nee Mason). In 1935 the office was moved one mile down the creek to its present location.

Dempsey K. Carter (ne June 1852) offered the names **Dempus** (for himself?) and Dewey (for a brother) for a post office he was establishing at the mouth of Carter Branch, four miles below Ingram, but it operated from November 4, 1889 through September 1891 as **Carter’s**.

The **Tinsley** post office, named for local descendants of pioneer and Revolutionary War veteran William Tinsley, was established on April 9, 1900 by Charles C. Smith, probably below (north of) the Carter post office site.²⁰ By 1908 the office had been moved nearly a mile down the creek to serve the **East Jellico** coal operations on what was then McGaffey Branch. Several years before, these mines had been reached by the L&N’s Pine Mountain East Spur extending up Greasy from its Yingling Station on the river. By 1920 the office was serving the **Surran** (rail) **Station**, named for W.L. Surran, a local trainmaster, a mile up Greasy. After several short distance moves the office reached the mouth of Bell Jellico (or Dean) Branch and was suspended in September 1983.

The Pineville-based Bell Jellico Coal Company had a mine near the head of the one mile long Dean Branch. To serve it Marvin G. Yingling, a company official,

established the **Belljellico** post office on May 20, 1905. Shortly thereafter the Bell Jellico Company’s (rail) spur was extended up the branch from its connection at what became the L&N’s Surran Station. By 1916 the **Bell Jellico Station** had become **Blowers**, for A.C. Blowers, the coal company’s general manager, and eventually Dean Branch was renamed Bell Jellico. The P.O. closed in September 1925.

The first rail station up Greasy Creek was **Hosman**, one rail mile from Yingling on the L&N’s main line, on the north side of the river. At or near this site, 300 yards south of the river, Jesse C. Hoskins established the **Deanton** post office on November 19, 1915. On July 7, 1916 he had the name changed to **Hosman**. In May 1922 the office was moved half a mile up the creek to the mouth of Dean Branch to serve the J.B. Blue Diamond Coal Company, and after several more short distance moves it closed in 1932. Dean Branch and **Deanton** were named for the descendants of Thomas Dean (before 1800 to 1875), an early settler at Greasy’s mouth. We can only guess that **Hosman** in some way referred to the Hoskins family whose area progenitors were Ezekiel and Elizabeth of Russell County, Virginia through a son John Knox Hoskins (ne ca. 1811).

In 1931 Smith Fuson re-established on Greasy, some four miles above the then site of Ingram, the old **Ark** post office that had been on the Clear Fork River (see below). But for some reason he called it **Genyare** instead. It closed in 1933. On December 16, 1936 he re-established the office to serve the Fuson Store but succeeded this time in having it named **Ark**, and it survived till mid July 1944.



Post Offices on the Clear Fork River and its Laurel Fork

The twenty mile long Clear Fork River heads near Fonde, extends through Claiborne and Campbell Counties in Tennessee, and Whitley County to the Cumberland River, one mile above Williamsburg.

The Southern Railway spur up the Clear Fork valley from Jellico, Tennessee was completed in 1905 to a vicinity called **Morison**, half a mile north of the Tennessee state line. That year the Clear Fork Coal and Coke Company opened a mine and camp here and

called it **Fonde** [*fahn/dee*], allegedly for a man who helped build some of the company's homes. To this site in (or before) August 1906 the **Ibex** post office was moved from Claiborne County, Tennessee, and George P. Morison became postmaster.²¹ Until the road that became Ky 74 from Fonde and down Stony Fork to Middlesboro was built in the late 1920s, this place was functionally tied to Tennessee. Though the area mines closed in the late 1940s, the post office lingered till 1984 to serve a residential village just east of the junction of Ky 74 and 535.

Somewhere on the Laurel Fork of the Clear Fork River, near what later became Frakes, were the several sites of the first **Ark** post office. As John W. Davis's proposed name **Roscoe** for this office was also in use in Elliott County, he named his office (located in his Site Location Report on Laurel Fork, seven miles west of Chenoa) **Ark**, and it operated from April 19, 1898 through April 1910. In 1936 the name was given to the reestablished **Genyare** post office on Greasy Creek (see above). Neither **Ark** nor **Roscoe** have been name derived.

The relatively level, gently rolling plateau between the Pine and Log Mountains, at the head of Clear Creek and along the Pine Creek and Laurel Fork branches of the Clear **Fork River**, was settled in the 1850s and early called **South America** for its remoteness and relative inaccessibility. For years this area was considered the roughest, meanest territory in southeastern Kentucky and was home to moonshiners and feuding families. In 1925 Indiana-born Rev. Hiram Milo Frakes (1888-1975), pastor of a small Methodist church in Pineville, arrived there and persuaded its natural leader Bill Henderson to donate land for a school from which grew the famed Henderson Settlement School and Mission.

On April 10, 1908 James H. **Hamblin** established a post office to serve a locality named for his family on Clear Creek, near the Henderson Grove Church, some three or so miles above Chenoa. He called it **Linda** (source still unexplained). In 1922 this office was moved two miles southwest to a site on Pine Creek,



and when the Rev. Frakes became postmaster in the summer of 1929 he had it moved to the Laurel Fork site of his new settlement school. On June 1, 1936 it was renamed **Frakes**. Rev. Frakes retired as postmas-

ter in 1949 and as school-mission superintendent in 1950, after twenty five years in this position. By 1967 the mission had twenty four buildings on its 1,600 acre tract. The school was converted to a community center in 1976, and the post office there is still in operation.

The County's Red Bird River Post Office

Since 1876 one post office has served Bell's Red Bird River valley in its northeast corner, a section separated from the rest of the county by the Kentucky Ridge. Red Bird, which heads in the Ridge, extends north for about forty five miles to join Goose Creek at Oneida in Clay County to form the South Fork of the Kentucky River.

One of Kentucky's few long-tenured post offices operated by a single family opened on October 24, 1876 at the mouth of Red Bird's Cow Fork (then Cow Creek), a mile south of the Clay County line. Established by the Rev. Richard Wilkerson Asher (1813-1884), a Primitive Baptist preacher and storekeeper (and Dillion Asher I's son), it was named **Red Bird** and was soon serving a small settlement with a corn mill, school, and church. On his death he was succeeded by his daughter Amanda Jane (Mandy, nee 1845) who soon had the name changed to **Knuckles** for her husband Tennessee-born William R. "Bill" Knuckles, a lawyer and storekeeper. Or at least she thought she had, but in the postal records the office name was spelled **Nuckles**. On her death in early 1890 Bill became postmaster. On his death in 1910 his son John Beverly Knuckles (ne September 1873) took over and, in August 1911, at the request of the Post Office Department, had the office's name changed to **Beverly**.²² On December 22, 1913 John was succeeded by his wife Myrtle.



In 1921 John Beverly and his brother Millard F, offered their Red Bird land and its timber to the Womens Missionary Society of the Evangelical Church of Pennsylvania to build a school and hospital which became

the nucleus of the highly acclaimed Red Bird Mission and Settlement School. Iowa-born Rev. John Johnson DeWall was its first director. Over the years it has operated a clinic, hospital, fifteen area churches in five counties, several schools, manpower training programs, a community store, and a sales outlet for local crafts persons.

Several years ago the active **Beverly** post office was moved 2 ½ miles from its longtime Cow Fork site to the mouth of Lawson Branch of Lawson Creek (Ky 66), 1 ½ miles above the Red Bird Hospital.

An Unlocated Post Office

Since John C. **Howard's** family name was already in use in Mason County, **Conaway** was offered and accepted for his post office somewhere in the area between the Cumberland River, Yellow Creek, Middlesboro, and the Cubage post office. He opened it on June 14, 1904, but on September 27 he had the name changed to **Institute**. By mid October of the following year it had closed. The **Conaway** and **Institute** names also remain underived.

Four Bell County post offices were authorized but never operated: **Sutty**, on August 22, 1888 with John Powers as postmaster-designate. Neither name source nor location is known. Fuson, in his Bell County history, refers to but does not locate a Sutty Hill. Neither has Harry L. Baird's authorized **Primo** (November 11, 1915) nor John A. Stewart's **Keerane** (June 15, 1918) been located or name derived. Robert K. Partin's **Par-ton** (sic) post office was officially established on May 13, 1907 but its order was officially rescinded on December 10.

Conclusion

Twelve of the county's seventy eight operating post offices survive. Middleboro's and Pineville's serve its only currently incorporated towns. Twenty four served viable communities at some time, while nearly all the others were centered around a rural store, church, and school, and sometimes a rail station or one or more mines.

Local/area persons or families accounted for twenty nine office names. Three offices were named for distant places while fourteen took the names of local or nearby features (twelve streams, one church, and one ford). Four offices had geographic, descriptive, or locational names. Nine were named for local economic or other activities, institutions, or companies. One bore

the Indian name for an area feature. Three had more than one (actual or possible) name derivation. Fifteen names have not been derived, and three offices have not been located.

Fifteen names were not those first proposed for their offices. Twenty seven offices served communities, neighborhoods, rail stations, or mining camps with other names. Nine offices had name changes.

End Notes

1. *Kentucky Advocate* of Danville, March 1, 1867, according to Calvin M. Fackler, "The Oldest Copy of Advocate Dates March 1, 1867" in the *Danville Advocate-Messenger*, July 7, 1940, II, P. 1:1
2. Preston McGrain and James C. Currens, *Topography of Kentucky*, Kentucky Geological Survey, Series X, Special Publication 25, 1978, P. 11
3. There's a possibility that from November 19, 1829 to February 11, 1830 this post office was called **Wherretts** (or **Wherretty**) for one Peter Wherrett, postmaster, but postal historians have no record of this.
4. Henry Harvey Fuson, *History of Bell County, Kentucky*, New York: Hobson Book Printers, 1947, P. 78
5. Fern Lake, the two mile long Little Yellow impoundment, was developed in the 1890s as Middlesboro's drinking water source and named for the ferns along its bank.
6. Clear Creek and its post office are not to be confused with the twenty mile long Clear Fork River (which flows through southwestern Bell, Claiborne and Campbell Counties, Tennessee, and Whitley County) and Bell County's Clear Fork post office (see below)
7. Historian Fuson and some of the nineteenth century censuses spell the place and family name **Callaway**, but it was **Galloway** to the Post Office Department.
8. **Garrard** was Conant's first name choice.
9. According to early explorer Christopher Gist's journal, **Ouasioto** was the name also applied by the Indians to the Cumberland Mountains and meant "land of many deer". It also appears in this spelling on Evans' 1775 map and Hutchins' 1778 map; and in other eighteenth century documents as, variously, Waseoto, Osioto, Osiata, Oseoto, and even Onosiota.
10. Durham's first name choice was **Cumberland**.
11. **Page** is also the name of an area elementary school now at the mouth of Bills Branch, 12 miles below and across the river from the old Page Station.
12. Robsion's son John Marshall, Jr. (ne 1904) also represented Kentucky in the U.S. Congress (1953-1959).
13. Fuson, P. 221. All twentieth century maps, though, spell the creek name Brownies.
14. Most the town's non-numbered streets were named for English towns and shires.
15. Lexington, Ky. has a Masonic temple of this name.
16. According to a patent signed by Kentucky's Governor Desha in 1827 for land surveyed for Drury Mayes in 1826 (according to Fuson's history, P. 261).
17. **Wilmont**, for the rail station, was the first name proposed for the **Hollingsworth** post office.
18. Robert L. Kincaid, **The Wilderness Road**, Harrogate, Tenn: Lincoln Memorial University Press, 1955, Pp. 347-58

19. The **Heyburn** name was applied to this Left Fork station at least by 1921, according to the line's timetable.
20. The first name proposed for Smith's **Tinsley** post office honored another local family the **Goodins**.
21. Kentucky already had an **Ibex** post office, in Elliott County.
22. The **Nuckles** to **Beverly** name change is said to have been occasioned by the apparent confusion with the McLean County post office of **Nuchols**, established in 1895.

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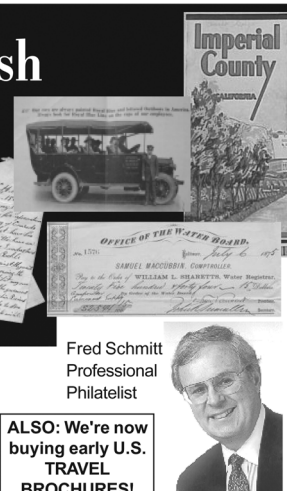
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Mail from a Double-Ace Fighter Pilot

by Bob Collins

Sometimes in the course of one's collecting career, patience, vigilance, and a watchful eye can pay off. Such was the case for Bob Collins when he found the 1952 Korean APO cover illustrated in this article. It not only had the return address and signature of a famous American fighter pilot, "Gabby Gabreski," but contained a letter of condolence to a deceased pilot's wife and a photograph of her receiving his medals. Always on the look-out for Korean wartime usages, Collins "found" the cover through an auction he happened upon by accident, where a number of Gabreski's mementos were up for bid. Competition was stiff from Air Force collectors, but Collins persisted and was able to add this cover to his collection. Through eBay, he also obtained original, signed photographs of Gabreski in WWII. He researched the pilot to provide text for an album page, and we modified his text for this article. *La Posta* encourages collectors to share their special finds with other readers in this manner. — Editor

Colonel "Gabby" Gabreski was a flying legend, and was known for many years as "America's Greatest Living Ace." He was one of the few Double Aces of both World War II and Korea. Francis S. "Gabby" Gabreski grew up in Oil City, Pennsylvania, in the early 1900s. A son of Polish immigrants, he spent his youth working in his parent's family run grocery store. Gabreski never dreamed of flying at that point but apparently the spark was planted in his mind when he went to the Cleveland, Ohio, Air Races in 1932. He graduated from high school in 1938 and fulfilled his parents wish that their children go to college when he enrolled at Notre Dame. He had not been a great student in high school and the hard studying at the college level overwhelmed him and he almost didn't pass his first year. While at college he got interested in flying thinking it would be a great way to get back and forth from home in Oil City to Notre Dame College. He took flying lessons from Homer Stockert who ran a flying service but even after several hours of practice Gabreski just could not get the hang of flying. At this time the War in Europe was raging and while Gabreski was in his second year at Notre Dame, Army Air Force recruiters visited the school and several of



Figure 1 "Gabby" Gabreski, Pilot in both WWII and Korea

his friends talked him into going with them to listen to the talk. He was apparently impressed because he enlisted and reported for his physical in Pittsburgh in July of 1940.

Gabby was sent to East St. Louis for training at a civilian school, Parks Air College, where they flew Stearman PT-17 biplanes and Fairchild PT-19 low wing monoplanes but he didn't do well in his pilot training and was about to be "washed out" but was given one last chance. During that flight he convinced his new instructor that he could indeed become a pilot. In November of 1940 he finally completed his primary flight training.

Gabby was sent to Gunther Army Air Base near Montgomery, Alabama, to enter his basic flight training. This base, unlike the earlier Parks Air College, was a regular Army Air Force Base so everyone knew they were in the military. The cadets flew the Vultee BT-13 which was so noisy the cadets called it the "Vultee Vibrator." They now learned to fly by instruments by having a hood placed over the cockpit. Here the class saw their first death when a pilot bailed out of his spinning plane and the propeller chopped his legs off and he bled to death on his way down.



Figure 2 Gabreski in his Thunderbolt during WWII

After basic pilot training the remaining pilots in the class moved to Maxwell Field for advanced training flying the AT-6 Texan. This was a bigger and more powerful plane with a radio and retractable landing gear, and it was quiet to fly. Gabby graduated from here in March of 1940 and was commissioned as a second lieutenant with his proud parents and hometown friends attending the ceremony.

The first duty assignment was Hawaii, flying fighter planes. Gabby and some twenty other new pilots were assigned to Wheeler Field on Oahu. Here they flew P-40s and P-36s and some even flew the old obsolete P-26 Peashooters which were great to fly. He almost crashed the first time he flew the P-40 because he was not used to the powerful (1000+ horsepower) motor. The pilots flew an average of 30 hours a month but never went higher than 10,000 feet because they didn't have oxygen equipment. Many hours were spent on the beaches or at the officers club, and it was at the officers-only beach where Gabby met Kay Cochrane, the niece of an Army colonel. They began dating in late 1941.

Gabby and Kay had a slight falling out on December 6, 1941 and Gabby went to bed worrying about his girlfriend and their relationship. He awoke on December 7, 1941 to the sound of explosions but his first thought was still about Kay. He went out and saw gray monoplanes with red circles flying overhead. His squadron was able to get ten planes ready to fly and Gabby was selected to fly one. Flying over Pearl Harbor they saw the carnage below and were fired upon by AA crews shooting at anything in the sky. They searched for the Japanese for about 45 minutes but were unable to locate any of the invading Japanese planes.

After the attack on Pearl Harbor many people's lives were changed and Gabby was no exception. He and his girlfriend Kay became engaged shortly before she and the rest of the military dependents left for the mainland. Gabby and the rest of the pilots spent their time cleaning up the airfields and flying patrol which quickly wore out men and planes. They received new planes, P-40 E's and Bell P-39 Airacobras.

Gabby had strong feelings about the war in Europe especially after the German invasion of Poland. Since Gabby spoke fluent Polish, he got the idea of trying to transfer into one of the Polish units flying for the RAF. In September of 1942 he flew on Pan Am's flying clipper to San Francisco, then on to Chicago in a DC-3, and then took a train to Washington, DC. After talking over his plans of flying for a Polish unit in the RAF with people in the Pentagon, he visited Kay and his family, was promoted to Captain and shipped out to England.

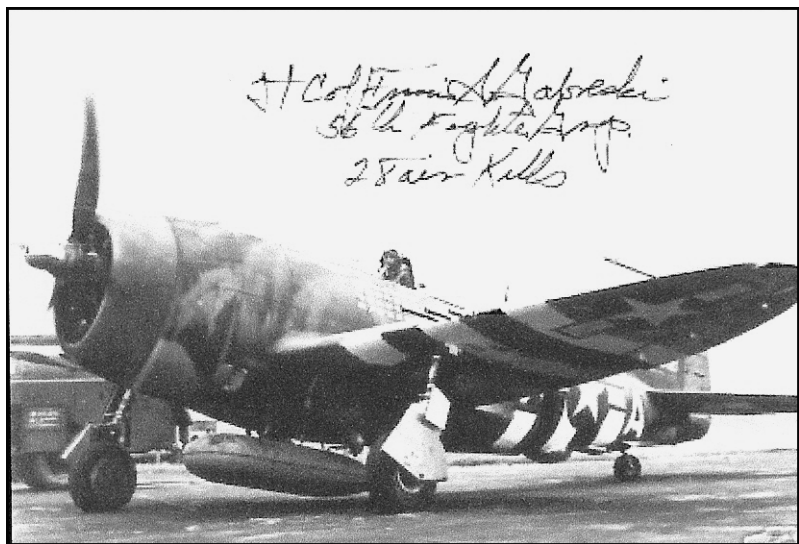


Figure 3 Col. Gabreski in his plane with the 56th Fighter Group

As many of us who have served in the military have found out, when one arrives at a new post there is the chance people at your new post have no idea what you are doing there. This is what happened to Gabby. Luckily he met some Polish flyers in London's Embassy Club and asked for their help. Gabby had introduced himself in Polish and the pilots were so impressed with him they promised to help him. He was later assigned to the 315th Squadron.

Gabby was now flying with the 315th Polish Squadron which flew the brand new Spitfire Mark IXs. Besides the regular RAF camouflage, these planes sported the red and white Polish checkerboard insignia. They outperformed the P-40 Gabby was used to. They had more horsepower, flew faster, were supercharged, had radios, and were equipped with oxygen masks. Gabby flew his first mission on January 1943 escorting bombers to Le Havre, France. When he later saw action for the first time, he got so excited that he didn't even see and shoot at the German plane right in front of him. From this lesson he learned quickly to stay calm in combat. He flew another 25 missions with the Poles but had no other contact with the Luftwaffe.

On February 27, 1943 Gabby rejoined the U.S. Eighth Air Force 56th Fighter Group and started flying P-47 Thunderbolts. The thing that struck him about this airplane was the immense size of the fighter. Gabby found that despite the large size and weight the P-47 was a nice handling plane with a smooth-roaring radial engine, eight 50 cal. Machine guns, and great speed in a dive.

The 56th was based at Horsham St. Faith northeast of London and Gabby flew his first mission with this group in April. By May they had seen some combat with pilots scoring kills and some being shot down but Gabby still had not made a kill. He damaged his first FW-109 on May 15, 1943 but that was it for that month. Shortly after, due to a movement of personnel, he was promoted to the rank of Major and was assigned as Group Executive Officer. Many years later Gabby still could recall the shock of that unexpected honor. He led his squadron with skill but victories still eluded him. However, all of his frustrations came to an end when on December 11, 1943 he and his squadron were involved in a large air battle with the Germans. His group assisted the D-Day operations

and on June 6th he led fighter sweeps over the beaches. On July 5th he scored his 28th victory making him Americas leading ace.

With his 28 air victories and 193 missions he was due for a trip back to the States. While waiting for his plane to take off to the States he found out a mission was scheduled that morning so he took his bags off the plane and talked his way into flying one more mission. During a strafing run he got too low and his propeller hit the ground bending it, and he crash landed in a wheat field. After several days on the run he was captured by the Germans. He was interrogated by the well known Harms Scharff who was known as "The Master Interrogator." Gabby was held in Stalag Luft I, a camp holding allied air officers, and lived in one of the 20-man shacks surrounded by barbed wire. The food was bad and scarce but the men kept their spirits

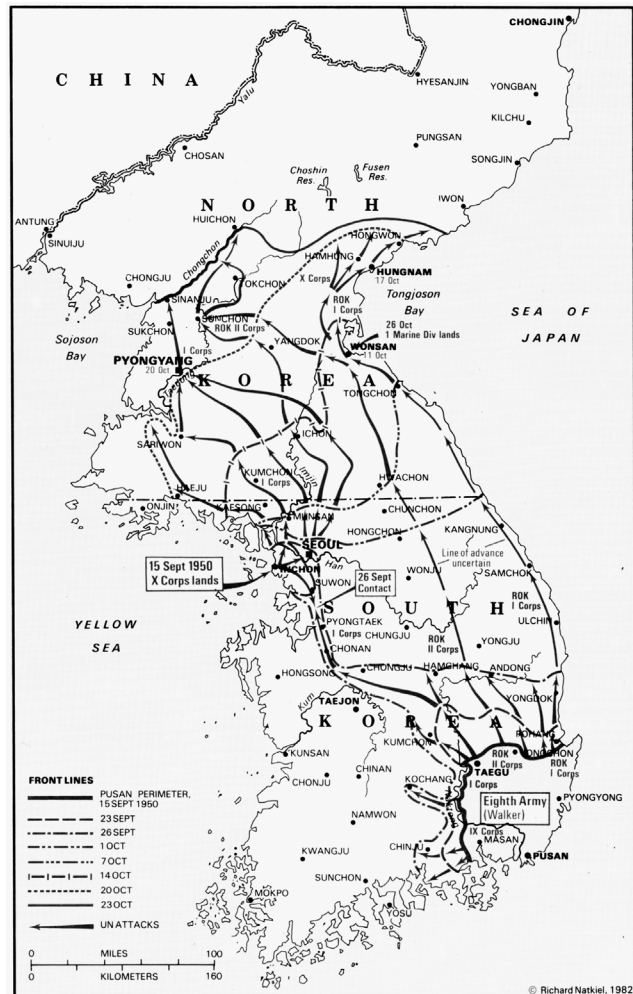


Figure 4 The UN Korean offensive of fall 1950 featured X Corps landings at Inchon followed by pursuit of the North Korean army well north of the 38th Parallel. (Source: Ferrell and Natkiel, *Atlas of American History*, p. 156.

up by listening to clandestine radios and the war news. They were finally liberated by the Russians who treated them very well.

Gabby was still in the Air Force when the Korean War came along and naturally he was able to worm his way into the action. He shot down his first MiG while flying the Sabre Jet with the 4th Fighter Wing. Later, after being transferred to the 51st Fighter Wing, he shot down his 5th MiG in April of 1952 becoming a double ace. He and other commanders participated in clandestine missions across the Yalu River into Manchuria. At that time the Air force had a policy that when a pilot reached 100 missions during his year-long Korean war tour he didn't fly anymore. On the Operations office wall there was a large board that had the pilots names and the number of missions flown for everyone to see. A pilot friend of Gabby's who had come to Korea at the same time noticed one day that his missions were building up while Gabby's were staying the same, although they were both flying the same number of missions together. It turned out that because Gabby was getting close to the 100-mission limit and still had two months to go on his tour he told the clerk not to mark his missions on the board any longer. Such was his will to be up flying with his men in combat. He ended his Korean War service with credit for 6.5 kills. After retiring

from the Air Force in 1967 he worked at several other jobs and lived in retirement in Long Island, passing away on January 31, 2002.

One of the inevitable duties of leadership during war-time is the sad task of informing families when one of their loved ones is killed. This was the case for the cover shown in *figure 6*. It has a typed return address of Colonel Francis S. Gabreski, Headquarters, 51st Fighter Interceptor Wing, APO 970-(Taegu) c/o Postmaster, San Francisco, California. Gabreski's signature is above his name. The envelope is addressed to Mrs. John H. Laskey of Cambridge, Massachusetts, and postmarked ARMY AIR FORCE POSTAL SERVICE/APO 970 (Taegu) on April 22, 1952. Enclosed was a condolence letter dated April 21, 1952 to the

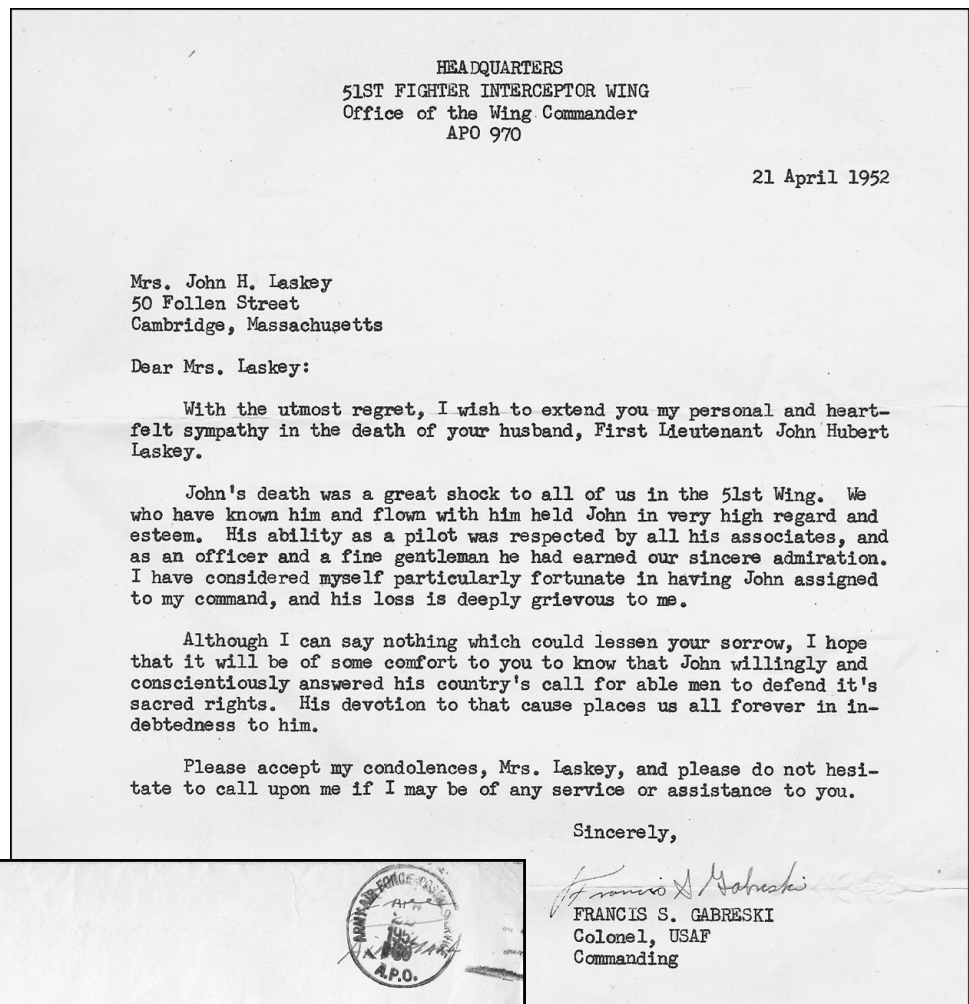
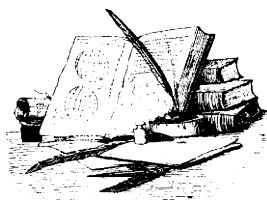


Figure 5 Letter of Condolence to Mrs. Laskey (above).

Figure 6 Cover with Gabreski's typed return address and signature at APO 970 (Taegu) postmarked APO 60, April 22, 1952 (Suwon)



Figure 7 Air Force photo of Mrs. Laskey receiving her husband's medals.



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widow of fighter pilot, John Laskey, who had crashed and was killed while returning from a combat mission during the Korean War (*figure 5*). The cover bears a postmark of APO #60, dated April 22, 1952, which was located at Suwon while the return address is from APO #970, Taegu. The letter is beautifully written, and speaks eloquently of a man who served his country with an extraordinary passion for what he did best.

Reference: *Gabby: A Fighter Pilot's Life*, Gabreski, Francis S. and Carl Molesworth, 1991.

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Figure 1 The Argentine naval training frigate Presidente Sarmiento, on July 1937

Chasing the *Presidente Sarmiento*: Love letters trail the last voyage of the Argentine naval training frigate

By Jorge Vega-Rivera

Bewitched by the markings on a 1938 redirected cover, I suddenly realized they revealed an intriguing journey half way around the world from San Juan, Puerto Rico, to Portugal, and then to Argentina. First by air and then by sea, the cover zig-zagged across the Atlantic, landing on three continents before reaching its destiny: a naval officer on board the Argentine training frigate *Presidente Sarmiento*. Amazingly, in the midst of researching the trail of this captivating cover, I discovered a previous correspondence, leading me towards a deeper understanding of the human aspect of this postal story.

The *Fragata Escuela Presidente Sarmiento* was the first training vessel of the Argentine navy. Its construction began in Great Britain on July 1896, by Laird Brothers of Birkenhead, and was launched on August 31, 1897. Test maneuvers at sea were initiated on May 19, 1898, and five days later weapons were tested for the first time. On June 30, the Argentine flag was officially raised on the *Presidente Sarmiento* and finally, with Lieutenant Commander Enrique Thorne at the helm, the training frigate left Liverpool for Buenos Aires, Argentina, on July 14, 1898.

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A three-mast frigate, the *Presidente Sarmiento* had 21 sails with a total surface area of 24,000 square feet. It traveled at a top speed of 13 knots and was manned by a crew of 275, plus 31 officers and 40 naval cadets. As an official ambassador of goodwill, the frigate was visited by foreign military leaders, ministers, diplomats and royalty at every port of call. Among these, were the German Kaiser Wilhelm II, the Russian Czar Nicholas II, England's King Edward VII and King Alfonso XII of Spain. It even participated in the inauguration of the Panama Canal in 1914. The *Presidente Sarmiento* conducted 37 international training voyages around the world between 1899 and 1938.

During its last voyage, which took place from April 19 until November 10, 1938, the *Presidente Sarmiento* circumnavigated the entire Atlantic ocean, calling at Santos (Brazil), San Juan (Puerto Rico), Cartagena (Colombia), Cristobal (Panama), New Orleans (Louisiana), Havana (Cuba), Charleston (South Carolina), San Miguel de los Azores (Azores Is.), Bordeaux (France), Lisbon (Portugal), Casablanca (Morocco), Santa Cruz de Tenerife (Canary Is.), Dakar (Senegal) and finally La Plata (Argentina), traveling a total of 19,183 miles. Sadly, two seamen died during the voyage, as one drowned on a Colombian beach and another fell from starboard while approaching the Portuguese coast under bad weather conditions.

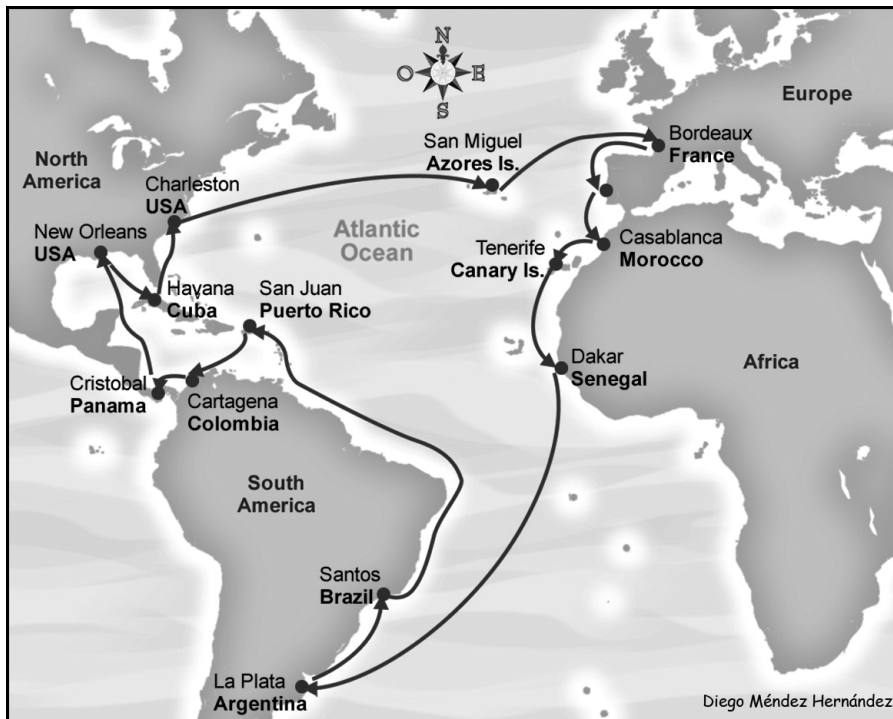


Figure 2 The 19,183 miles of the *Fragata Escuela Presidente Sarmiento*'s last voyage, from April to November 1938.

The naval training frigate *Presidente Sarmiento* arrived at San Juan harbor from Santos, Brazil, on May 24, 1938, after bordering the northeastern tip of South America. The frigate had just initiated its last training run, leaving La Plata, Argentina, on April 19. It had reached Puerto Rico after navigating a little over 4,108 miles. On May 25th, the crew of the U.S. Coast Guard cutter *Unalga* joined in for the ceremonies with full regalia. Afterwards, the members of the *Presidente Sarmiento*'s crew were declared guests of honor by the mayor of San Juan, and participated in an official act honoring those who had fallen during World War I.

The men of the *Presidente Sarmiento* had spent 35 days at sea before calling at San Juan harbor. So, in an effort to find some rest and relaxation on a beautiful Caribbean island, the ship's purser, Juan Picasso, must have met a young Puerto Rican lady named Iris Rivera, who lived with her family in a modest house a few miles from the marina. Apparently, a special friendship developed between Picasso and Ms. Rivera during this time.

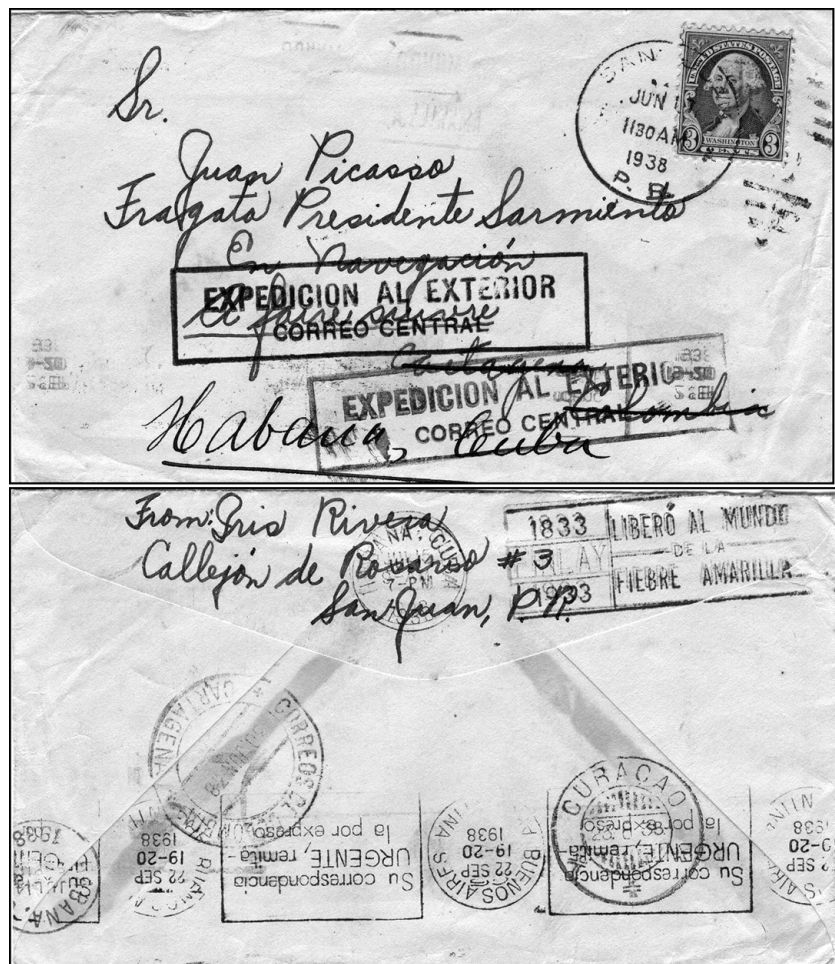


Figure 3 This cover was meant to follow the *Presidente Sarmiento* through the Caribbean leg of the route, but missed it by two weeks.

However, on June 1st, after nine days in San Juan, the frigate was ready to leave the island. With an impressive 21-gun farewell which was answered by the battery of El Morro castle, the *Presidente Sarmiento* was en route to Cartagena, Colombia. This meant that Picasso would be at sea for the next five months, so the relationship needed to be pursued long distance through the mail.

One of these letters (figure 3) was posted by Ms. Rivera on June 17, 1938. Sent to Cartagena via surface mail, it paid the 3 cent Pan American treaty rate, in effect since April 1, 1932. It was meant to reach Juan Picasso on board the *Presidente Sarmiento*, already “*En navegación*” (“in navigation” or “sailing”) which is the reason it was endorsed with the French phrase “*A faire suivre*”, meaning “to follow”. With these instructions, the letter’s first stop was at Curacao on June 23, 1938, before arriving at Cartagena, Colombia, a week later. Unfortunately, Ms. Rivera must have miscalculated the ship’s itinerary, as the *Presidente Sarmiento* had departed from Cartagena on June 14, three days before the letter had been posted at San Juan.

The letter remained in Cartagena for almost two weeks, until authorities redirected it to Cuba, another treaty country, thinking that it could meet the frigate there. Regrettably, the letter again missed the *Presidente Sarmiento* which had left Havana six days earlier and, at this point, was at South Carolina’s Charleston seaport. The following day, the letter was forwarded yet again, this time from Havana to Buenos Aires, Argentina, where it would wait for the frigate’s eventual return. Arriving on September 22, while the *Presidente Sarmiento* was at Casablanca (Morocco), it was stamped with the boxed naval post office marking “EXPEDICION AL EXTERIOR / CORREO CENTRAL”, to indicate that the frigate was away on a foreign expedition, presumably to have it follow the frigate’s course *again* (!) or to hold it there for delivery upon the ship’s return.



Figure 4 The second letter to Juan Picasso was expected to reach the *Presidente Sarmiento* at Lisbon, but the frigate had left Portugal almost a month earlier and was then docked at Dakar, Senegal, the last port of its journey.

Undoubtedly, since a timely response to her letter had not been received, Ms. Rivera sent another letter on September 29 (figure 4). This one, however, was sent to Lisbon, Portugal, hoping that the *Presidente Sarmiento* would still be there when the letter arrived. It was endorsed via airmail but, since there was no regular transatlantic airmail service at the time, the cover could only be flown domestically within the United States to Miami on Pan American Airway’s FAM route 6, and then transferred to another flight headed for New York’s exchange office.

From there on, the letter traveled via surface mail to Portugal, with which there was no special postal treaty. So, given the letter’s 13-cent franking, it is unlikely that it paid the required postage correctly. It appears that the correct franking should have covered a 10 cent airmail charge, plus a 5 cent UPU surface rate to Portugal. However, it is possible that the San Juan



Figure 5 The training frigate in navigation.

post office clerk made the mistake of “extending” the 3 cent PUAS rate to Portugal, perhaps because of its geographic proximity to Spain, also in the Iberian peninsula.

Evidently, Ms. Rivera again misjudged her chances of reaching Picasso because the *Presidente Sarmiento* had left Portugal almost a month before, and was already on its way back to Argentina when the letter arrived at Lisbon on October 10. The cover bears the handstamp of Argentina’s General Consulate in Portugal, which seems to indicate that it was delivered there by the Portuguese post office in an effort to accommodate the sender’s request to follow the frigate, which was essentially a diplomatic entity.

A couple of days later, the consulate must have given instructions to have it redirected to Argentina’s Ministerio de Marina (Naval Ministry) in Buenos Aires, which was done free of charge as the UPU surface rate had already been paid. It arrived on November 1 and was re-dispatched to Puerto Belgrano, Argentina’s main naval base. Authorities at Puerto Belgrano, aware that the *Presidente Sarmiento* would arrive at La Plata, redirected it *one last time* to the Río Santiago naval base where it was stamped with a

boxed “RIO SANTIAGO” marking in blue. On the second week of November, it was finally delivered to Juan Picasso along with Ms. Iris Rivera’s previous letter and, who knows, perhaps there were more!

Although this was its last international voyage, the *Fragata Escuela Presidente Sarmiento* continued to train cadets locally and around the coasts of South America until 1961. On December 1962, the frigate was transformed into a museum ship of the Argentine armed forces.

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My most sincere gratitude goes to Argentine collector/specialist Julio Ricardo Spinetto, for his assistance in unraveling this tale of postal mishaps; and to Tony S. Wawrukiewicz, for his candid opinions on postal rates.

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Owyhee County, Idaho, Post Offices

By Richard W. Helbock

Part 2: Silver City

Competition for dominance between Silver City and nearby Ruby City was described in the first part of this article. By early 1867 most of the buildings and residents that had gathered in Ruby had been relocated a mile or so up Jordan Creek to form the nucleus of the new Owyhee county seat.

Silver City occupies a site in the narrow valley of Jordan Creek at an elevation of over 6,100 feet. Terrain rises sharply on both sides of the valley to peaks over 7,000 feet and level land is at a premium (*figure 11*). The camp had three main streets—Washington, Jordan and Morning Star. These ran parallel to Jordan Creek and they were intersected by shorter streets running up the hillsides to residential areas.

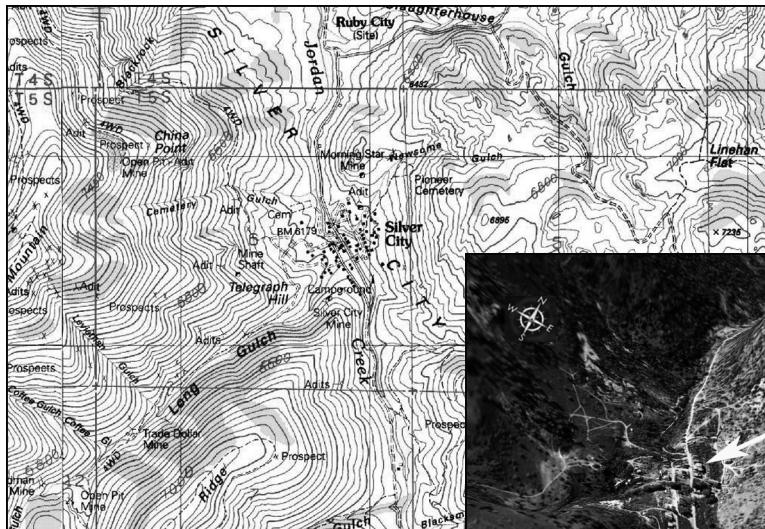


Figure 11 A topographic map and recent Google Earth satellite image depict Silver City in the Jordan Creek Valley. Note the identification of the site of Ruby City on the topographic map. The satellite image is an oblique view with a vertical exaggeration of three to one. The arrow indicates the location of the Idaho Hotel.

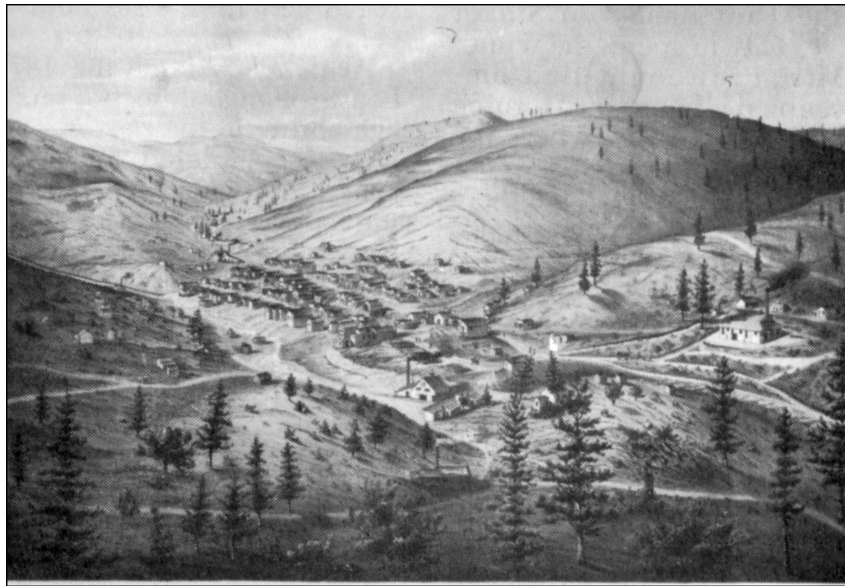


Figure 10 An 1866 lithograph by P. F. Castleman depicted the Silver City mining camp as it appeared to him in the autumn of that year. (Idaho Historical Society)

Mildretta Adams describes the young boom town thus:

Washington Street became the principle street in Silver City, and later had a solid line of business houses on both sides. In August, 1866, a large rock building, 30 by 60 feet was erected, on the west side of Washington Street. It was first of several fireproof buildings that composed what later became known as the Granite Block. Jordan Street had all frame buildings

its entire length, some were business houses, livery stables and blacksmith shops, and the less desirable element the red-light district, concentrated in the vicinity of Long Gulch. China town was located on the south end of Jordan Street.¹

One of the first important buildings in Silver City was the Idaho Hotel. Originally established in Ruby City, the three-story high Idaho was physically moved to a site on Jordan Street in December 1866. Once there, the facility was enlarged and upgraded. The

Idaho quickly became the most highly regarded hotel in the Owyhees. According to the *Owyhee Avalanche* in 1875:

The culinary department is first class. Tables always supplied with the best of everything that can be procured in the market. Establishment is supplied with an abundance of pure springwater for all uses, both day and night.

The bar is supplied with none but the very best brands of wines, liquors and cigars. The Idaho Hotel is conveniently situated, being near the Wells Fargo & Company's Express Office, Moore & Company's Bank, the Telegraph Office and has the office of the Northwestern Stage Co. on the premises. Stages arrive and depart daily for the railroad and all points in the territory.²

Figure 12 presents an August 1895 view of Silver City. The Idaho Hotel (indicated by an arrow) was the first prominent building encountered by travelers arriving from the north "just on your left as you cross the bridge and drive up a steep grade into town." The Idaho, like almost all of Silver City, was eventually closed and abandoned, but in 1972—after 40 years of neglect—it was acquired by a man with a love for the past who painstakingly worked to restore it. Today the Idaho Hotel once again welcomes

visitors to the Owyhee during the summer season. *La Posta* readers wishing to see first-hand the sights of Silver City and stay in the historic Idaho may establish direct contact with the proprietors by visiting <http://www.historicsilvercityidaho.com/>.

Some statements in the literature describing early days in Silver City suggest that the camp and its surroundings had a population of over two thousand, but a recent report by the Idaho State Historical Society³ casts considerable doubt on those claims.

An September 1863 census of Owyhee mining camps found a total population of about 640. Ruby City was the largest camp, but it had a population of only about 250 in February 1864. Silver City had no population until later in 1864, and, after six years of growth, the Census of 1870 counted only 599 people living in Silver City—118 of whom were Chinese. There were additional people living in camps on War Eagle Mountain and nearby stream valleys but the total reported for the entire Silver City mining district was only 986.

Silver City's population declined to 593 in the Census of 1880 with the closing of several War Eagle mines and dropped to just 433 in 1890. Large scale production was begun by Florida Mountain's Trade Dollar and Dewey mines in 1892 bringing a new era of prosperity to the Silver City District, but the Census of

1900 counted a population of only 976 for the entire area. That number declined to just 477 living in both Dewey and Silver City in 1910, and populations continued to decline after that time.

No doubt the population varied—probably wildly at times—in the early day Owyhee mining camps, but is it logical to assume that every attempt at conducting an actual enumeration of the

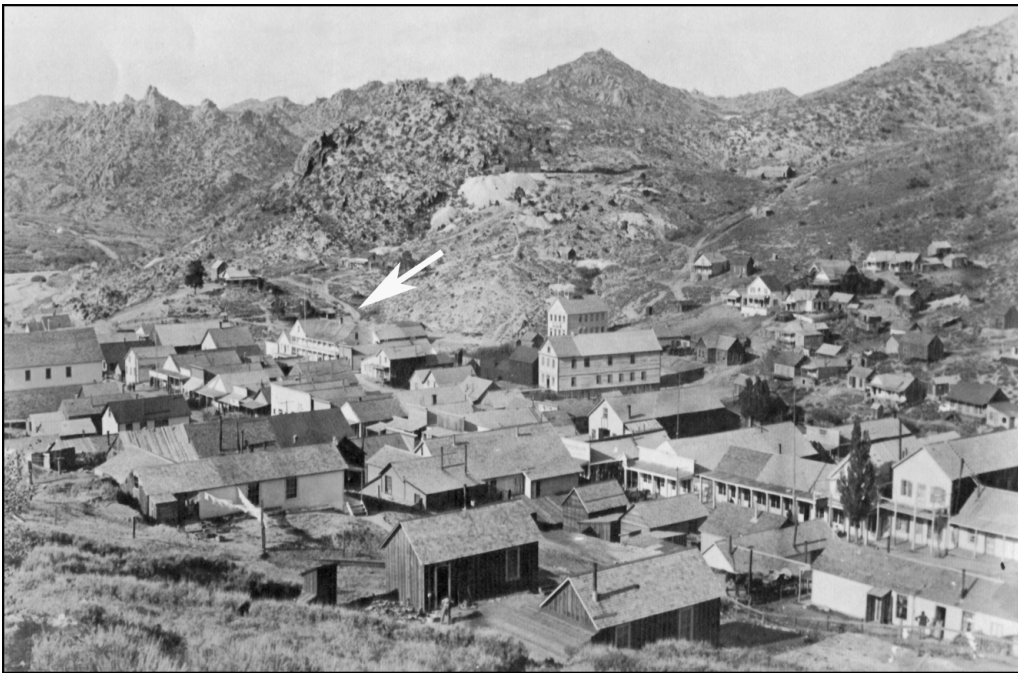


Figure 12 Silver City was still a bustling little town in 1895 when this photograph was taken. The view looks northeast across the town with the Idaho Hotel indicated by an arrow. Washington Street is the nearest north-south road in the photo. (Idaho Historical Society)

district population would grossly undercount the number of residents?

We live in an era of extreme hyperbole when everything seems to need to be the biggest, fastest, scariest and most amazing. Popular media bombards us continually with messages promoting this or that new gewgaw, event or politician. It is entirely logical that this tendency toward exaggeration should creep into our descriptions of historic places, but understanding why it has happened does not make it right.

Frankly, this author fails to understand why someone would need to exaggerate the number of early day residents of Silver City. Does the fact that Silver City had a population of only five or six hundred at its peak make the place any less fascinating than if it had the claimed “approximately 2,500”?

SILVER CITY POSTAL HISTORY

The Post Office Department approved the change of name from Ruby City to Silver City on February 5, 1867, but it was several months before the office was physically relocated to Silver City. On May 16th Postmaster Clemmens opened the Silver City post office in his new Book and Confectionary Store at Maize’s Point on Washington Street.

Postmaster	Appointment Date	Notes
John Cummings	June 22, 1864	Ruby City
William C. Clemmons	January 4, 1865	
	February 5, 1867	renamed Silver City
David T. Hillman	February 25, 1868	
Abraham V. Bradley	April 13, 1868	
Joseph Bury	April 22, 1869	
John A. Post	December 24, 1869	
Rufus King	June 6, 1870	
Charles S. Lamaid	May 15, 1873	
Edward H. Moore	June 8, 1874	
Samuel F.N. Smith	April 17, 1889	
Morris Oberderfer	September 19, 1889	
Richard L. Guler	September 11, 1891	
Meserve M. Mitchell	November 2, 1894	
Charles H. Grate	March 1, 1905	
Asher A. Getchell	December 11, 1908	
Myrtle H. Shea	June 17, 1915	
Earl W. Headrick	December 8, 1936	
Vera Linney	October 1, 1942	
	October 16, 1943	Discontinued

Table 1 Silver City Postmasters

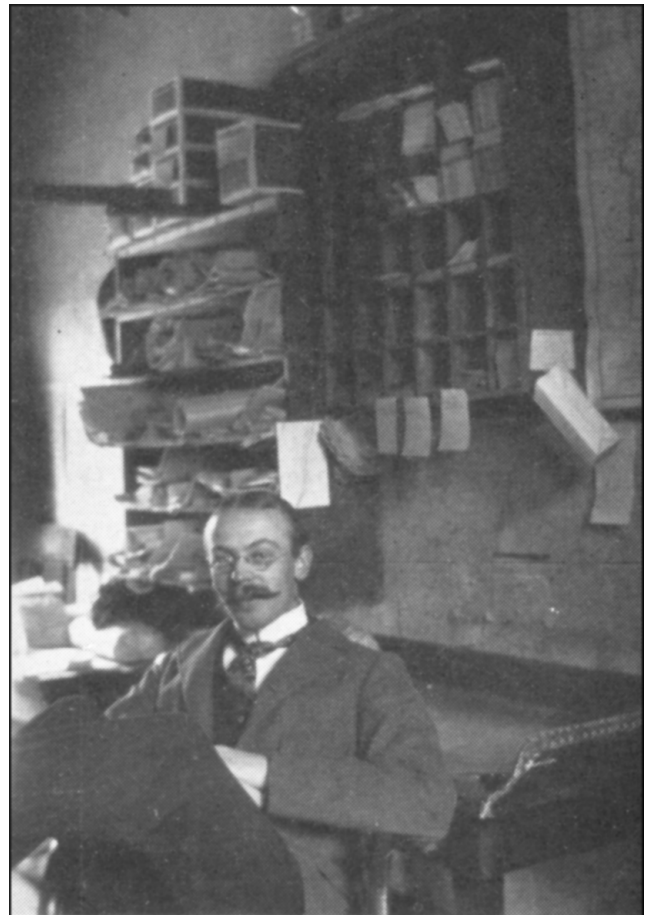


Figure 13 Postmaster Asher A. Getchell in his office circa 1910. (Source: Adams, page 68)

Postmasters didn’t stay long in the job during the early years. Six different men held the job before 1870 (*table 1*). It wasn’t until Edward Moore became postmaster on June 8, 1874, that an era of permanence settled into the position. Moore operated a stationery and variety store and the post office was a natural fit for his business. He retained the postmastership until 1889. In 1885 Moore received a compensation of \$522.84 for his work during the previous year.

In 1908 Asher A. Getchell became the Silver City postmaster. Getchell operated a drugstore in Silver City at the time and thanks to Mildretta Adams, we have both a photo of Mr. Getchell in his office (*figure 13*) and an image showing a crowd of local mail patrons awaiting the stage outside Getchell’s Drugstore (*figure 14*).

Myrtle Shea succeeded Getchell in June 1915 and became Silver City’s longest serving postmaster. She held the job until December 1936, and, since the long slow decline toward ghost town status had already begun when she assumed the position, it must have been a fairly quiet 21 years.



Figure 14 Postal patrons congregate in front of the Silver City post office at Getchell's Drugstore awaiting the arrival of the mail stage, circa 1910. (Source: Adams, p. 70.)

Mail delivery to and from Silver City was made via daily stage from the railroad. Figure 15 shows a portion of the 1884 *Postal Route Map of Idaho* depicting the stage route from the rail station at Walters on the Snake River through Reynolds and on to Silver City.

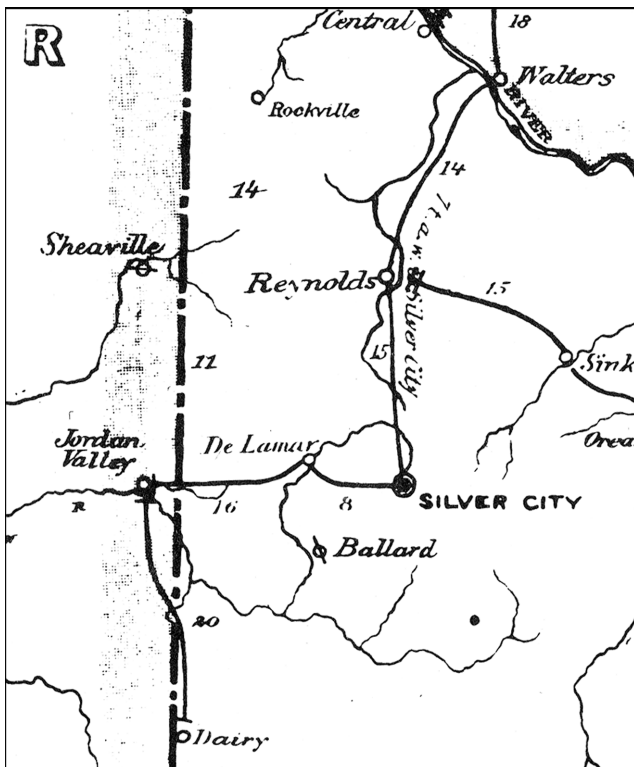


Figure 15 The mail route to Silver City operated from Walters on the railroad seven times a week as shown on this portion of the 1884 *Post Route Map of Idaho*.

Surviving postmarks from Silver City are not particularly scarce in today's postal history market although examples dating from the 1880s and earlier are quite desirable. Although there has--as yet--been no attempt to catalogue the various types of postmarks used at the office, quite a few different styles are represented in the Postmark Collectors Club Collection.

The office had a very long history and 20th century examples are commonly seen in bourses and auctions. *Figure 16* illustrates a triple circle postmark with integral killer dating from 1878, and *figure 17* shows a double circle handstamp that dates from 1883.



Figure 16 (Courtesy of Bob Omberg)

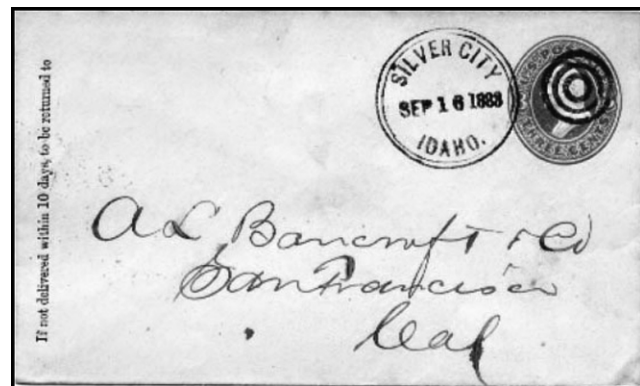


Figure 17 (Postmark Collectors Club Collection)

Notes

- 1 Adams, *Sagebrush Post offices*, p.32
- 2 Owyhee Avalanche, April 27, 1875, as quoted in Adams, p. 39
- 3 Reference Series Population Of 1864-1910 Silver City, September 1995, Idaho State Historical Society, <http://www.idahohistory.net/Reference%20Series/1124.pdf>

With a Little Help from Our Friends

Early U.S. Post Office Efforts to Accelerate Mail Delivery to Europe and Locations Beyond Using Overseas Airmail Services

By Richard W. Helbock

Part 2

1928: A Second European Gateway Becomes Available

The January 1928 *Monthly Supplement* once again restated the growing list of nations to which accelerated service had become available by using the London to Continent air service provided by the postal administration of Great Britain. For the first time this information appears in tabular form and the various airmail routes were assigned numbers rather than simply arranged in lettered paragraphs. This change, while not dramatic, no doubt rendered the details listing of destinations, times and fees more easily understood by both postal employees and the public.

A restatement of the London to Continent service appeared in the April *Monthly Supplement* providing details of the expanded summer season. *Tables 4* and *5* summarize the London mail closing times, route numbers, air surcharge fees and observations of service available to the numerous nations in Europe, West Africa and Southwest Asia that could benefit from this accelerated mail delivery. *Map 4* illustrates the numbered London to Continent air routes cited in the April 1928 *Supplement*.

Figure 14 illustrates a cover postmarked Detroit, Michigan, on June 23, 1928. Addressed to Zurich,

Switzerland, it is franked with a 10¢ Lindbergh air and 3¢ Lincoln paying the 8 cent air surcharge for transport to the New York exchange office and the 5¢ surface transport to Switzerland. The sender would have had to pay an additional four cents to have the letter forwarded by air from London to Switzerland, but it is doubtful that the additional air service would have accelerated delivery.



TABLE 4 LONDON TO CONTINENT AIR MAIL SERVICE AS ANNOUNCED IN APRIL 1928 BY U.S. POD

Country	Mail Closes at London GPO	Route	Air Fee (additional to ordinary postage)	Observations
Austria	5:45AM daily (unless noted)	Routes 11 & 14; from Berlin by train	6¢ per ounce	Next day service to Vienna, Salzburg & Innsbruck
Belgium	8:15AM	Route 6	4¢ per ounce	Same afternoon for Brussels & Antwerp
Bulgaria	11 AM	Route 3; from Paris by night train	8¢ per ounce	3rd morning after dispatch for Sophia
Czechoslovakia	5:45AM	Routes 11 & 14; from Berlin by train	6¢ per ounce	Prague next morning
Danzig	5:45AM	Routes 11 & 14; from Berlin by train	4¢ per ounce	Danzig next morning
Denmark	6:45AM	Route 11; from Hamburg by night train	6¢ per ounce	Copenhagen next morning
Estonia	5:45AM	Routes 11 & 14	12¢ per ounce	Tallium next afternoon
Finland	6:45AM	Route 11; from Hamburg by night train	12¢ per ounce	Helsingfors next afternoon
France	6:45AM	Route 1	4¢ per ounce	Paris same afternoon
Germany	6:45AM	Routes 6 or 11	4¢ per ounce	Cologne same afternoon; Berlin next morning
Greece	11AM Tuesday & Thursday	Route 3; from Paris by night train	8¢ per ounce	Accelerated delivery
Holland	6:15AM	Route 11	4¢ per ounce	Amsterdam & Rotterdam same afternoon
Hungary	5:45AM	Routes 11 & 14; from Berlin by night train	6¢ per ounce	Budapest next afternoon or evening
Italy	6:15AM	Route 1 or 3; from Paris by train	6¢ per ounce	Accelerated delivery
Memel	5:45AM	Routes 11 & 14	12¢ per ounce	Memel next day
Norway	6:15AM	Route 11; from Hamburg by night train	6¢ per ounce	Oslo 2nd morning after dispatch
Poland	5:45AM	Routes 11 & 14; from Berlin by night train	6¢ per ounce	Warsaw next day
Rumania	5:45AM	Routes 11 & 14; from Berlin by night train	5¢ per ounce	Bucharest evening of 2nd day after dispatch
Spain	11AM	Route 3; from Paris by night train	4¢ per ounce	
Sweden	6:15AM	Route 11; from Hamburg by night train	6¢ per ounce	Malmo next morning; Stockholm 2nd evening after dispatch
Switzerland	11AM	Route 3; from Paris by train	4¢ per ounce	
Turkey	11AM	Route 3; from Paris by night train	8¢ per ounce	
Yugoslavia	6:15AM	Route 1 or 3; from Paris by train	8¢ per ounce	Accelerated delivery

TABLE 5 LONDON TO AFRICA AND ASIA AIR MAIL SERVICE AS ANNOUNCED IN APRIL 1928 BY U.S. POD

Country of Destination	Mail Closes at London GPO	Route	Air Fee (Additional to ordinary postage)	Observations
North Africa (French Morocco, Tangier, Tetuan & Larache)	6PM	Ordinary mail to Toulouse; Route 16 from Toulouse	8¢ up to ½ ounce; 16¢ up to 3½ ounces; 8¢ each additional 3½ ounces or fraction.	Tangier & Casablanca 2nd evening or 3rd morning after dispatch
	6:15AM	Route 1 from Paris & Route 16 from Toulouse		To overtake dispatch of previous evening
West Africa (French Guinea, Senegal, Gambia, Belgian Congo & Sierra Leone)	6PM	Ordinary mail to Toulouse; Route 16 from Toulouse	20¢ up to ½ ounce; 24¢ up to one ounce; 32¢ up to 3½ ounces; 40¢ up to 7 ounces; 12¢ each additional 3½ ounces or fraction.	Dakar 4 days (gain 6-9 days)
	6:15AM each Thursday	Route 1 from Paris & Route 16 from Toulouse		
West Africa (Belgian Congo & French Equatorial Africa)		Belgian packet to Boma; Route 20 from Boma	6¢ per ounce	Leopoldville approximately 18-19 days (gain of 1-2 days); and all other places in Belgian & French Congo 23-25 days.
India (Northwest)	6PM each Thursday	Ordinary to Egypt; Route 17 from Gaza to Basra; from Basra by sea	12¢ per ounce	Karachi 14 days (gain of 2 days)
Iraq	6PM each Thursday	Ordinary to Egypt; Route 17 from Gaza to Bagdad or Basra	6¢ per ounce	Bagdad 7 days (gain of 16 days); Basra 7½ days (gain of 13 days)
Persia	6PM each Thursday	Ordinary to Egypt; Route 17 from Gaza to Bagdad or Basra; from there by ordinary services	6¢ per ounce	Isfahan about 10 days; connects with fast Saturday steamer or slower Sunday steamer to Gulf ports

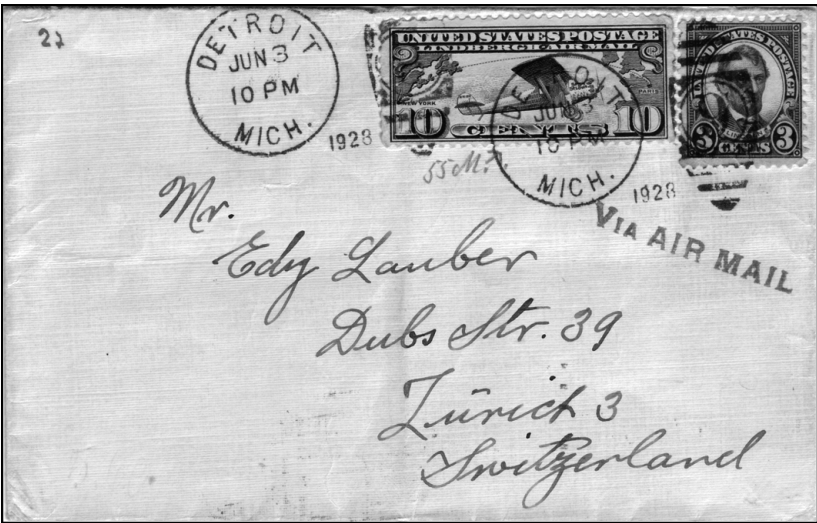


Figure 14 This cover was postmarked June 3, 1928, in Detroit. The 13-cent franking paid the 8 cent surcharge for domestic air mail to New York and the 5 cent international surface mail route to Europe. No additional air mail service was desired.

Onward Air Mail Service from France

The June 1928 *Monthly Supplement* announced that US postal patrons could henceforth take advantage of accelerated airmail service within and beyond Europe through France. The announcement directed that:

Mail matter intended for dispatch by the above-mentioned air mail service should have affixed blue labels reading, “Par avion—By air mail” and be marked in addition “From France.” However, until a supply of the said labels (now available) can be secured from the Fourth Assistant Postmaster General, Division of Equipment and Supplies, the articles should in all cases be marked in the upper left-hand corner of the envelopes or covers with the words “By air mail (par avion) from France.

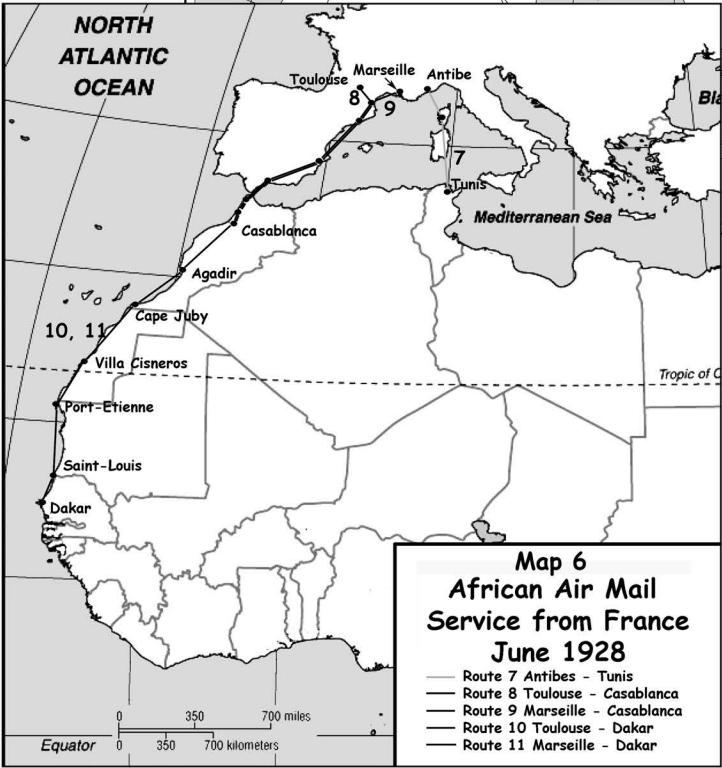
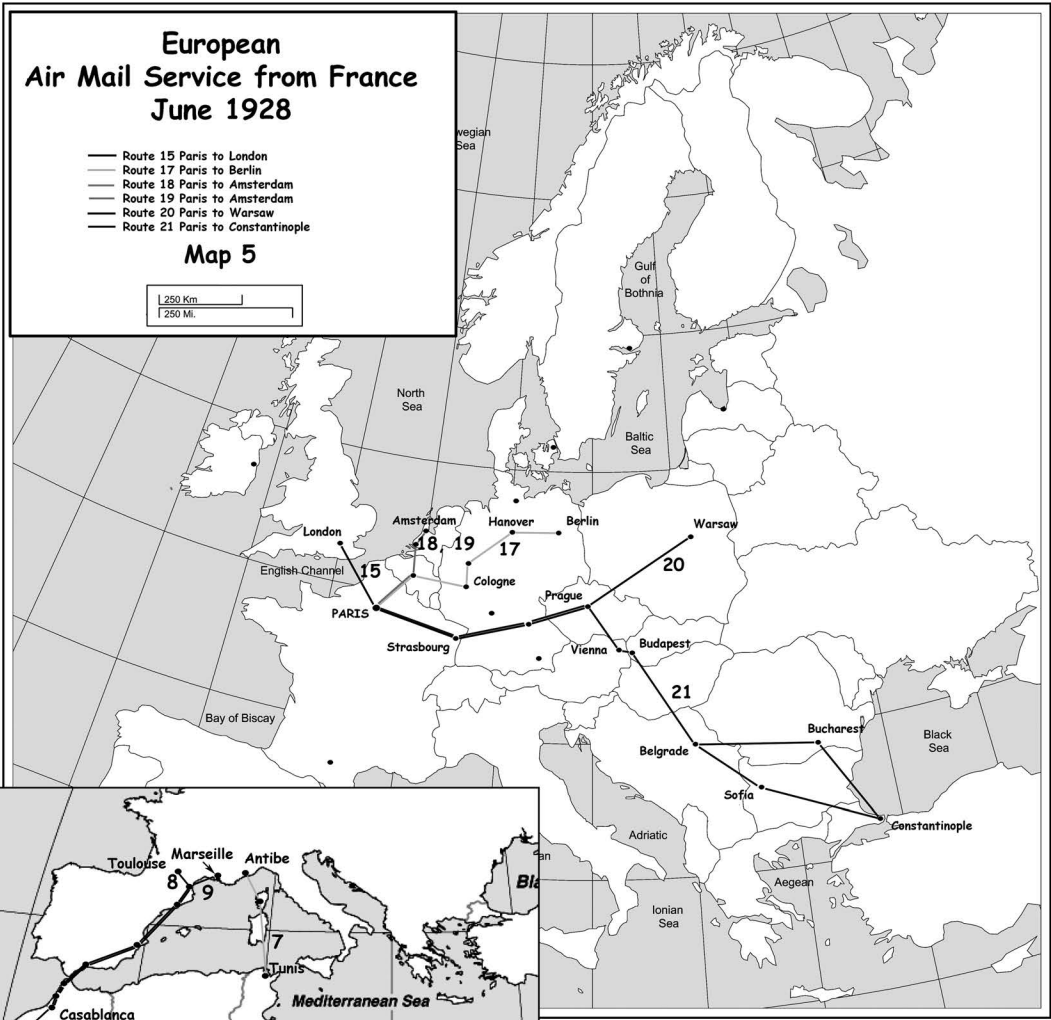
The announcement went on to provide details of a series of numbered French air routes then operating in Europe and along the west coast of Africa as far south as Dakar. These routes are summarized here in *table 6* and illustrated on *maps 5* and *6*.

Attention should be drawn to the fact that the air surcharges applicable to mail forwarded through France are based on one-half ounce weights rather than the per ounce rates listed from London. While it is true that some air surcharges were lower if a cover was sent through Paris rather than London—one cent per half ounce versus four cents per ounce to Brussels—the variance in weights undoubtedly added to the confusion over calculating

proper franking. A revised table of air rates from France stating surcharges on the basis of an ounce was published in the July *Monthly Supplement*.

TABLE 6 FRANCE ONWARD AIR MAIL SERVICE AS ANNOUNCED IN JUNE 1928 BY U.S. POD

Country	Route	Air Fee (additional to ordinary postage)	Frequency
Africa (West Coast)	Routes 10, 11	14 cents per ½oz.	Once-a-Week departing Friday
Austria	Route 21	3 cents per ½oz.	Daily except Sunday
Belgium	Routes 17, 18, 19	1 cent per ½oz.	Daily except Sunday
Bulgaria	Route 21	4 cents per ½oz.	Daily except Sunday
Czechoslovakia	Routes 20, 21	2 cents per ½oz.	Daily except Sunday
Germany	Routes 17, 20, 21	2 cents per ½oz.	Daily except Sunday
Hungary	Route 21	3 cents per ½oz.	Daily except Sunday
Kingdom of Serbs, Croats & Slovenes	Route 21	3 cents per ½oz.	Daily except Sunday
Morocco	Routes 8, 9	5 cents per ½oz.	Daily
Netherlands	Routes 18, 19	2 cents per ½oz.	Daily except Sunday
Poland	Route 20	3 cents per ½oz.	Daily except Sunday
Rumania	Route 21	4 cents per ½oz.	Daily except Sunday
Tunis	Route 7	3 cents per ½oz.	Leaves Monday & Thursday; returns Wednesday & Friday
Turkey in Europe	Route 21	5 cents per ½oz.	Daily except Sunday



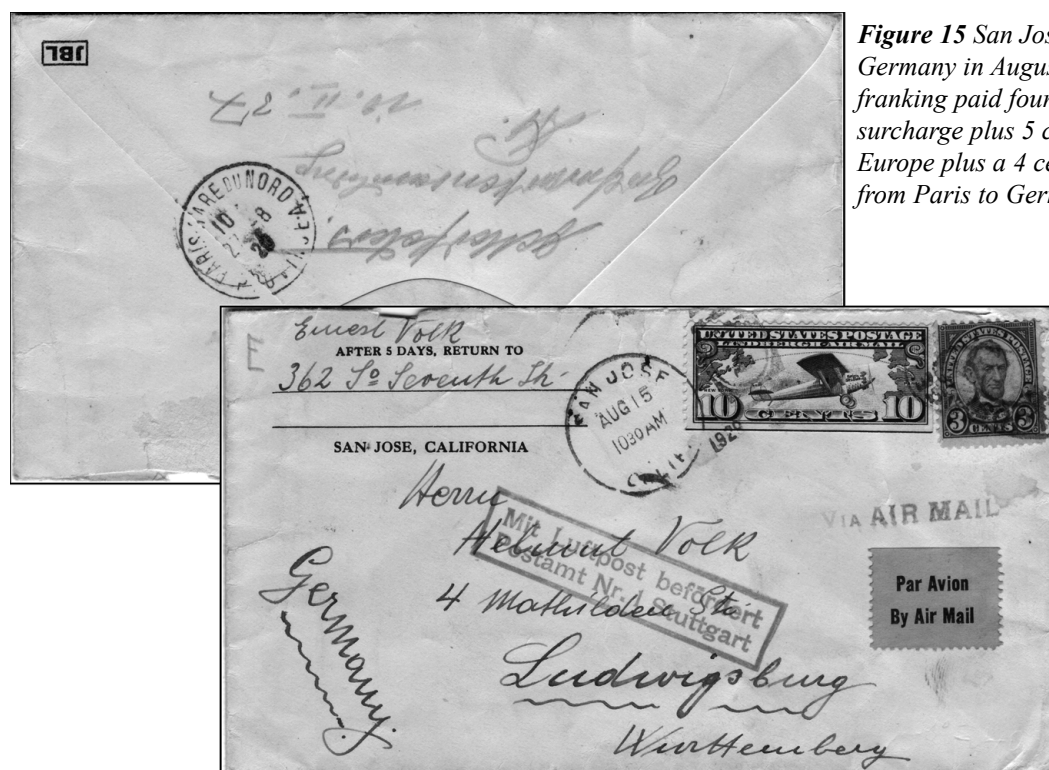


Figure 15 San Jose, California, to Germany in August 1929. The 13 cent franking paid four cents domestic air surcharge plus 5 cents surface rate to Europe plus a 4 cent air surcharge from Paris to Germany.

Figure 15 shows a cover postmarked San Jose, California, August 15, 1929, addressed to Germany. Although not endorsed "By air mail (par avion) from France" as stipulated in the *Monthly Supplement*, it does bear a blue Par Avion/By Air Mail label and is properly franked with 13 cents postage paying four cents US domestic air surcharge plus five cents surface post to Europe plus four cents air surcharge from Paris to Germany. The PARIS-GARE du NORD forwarding mark and boxed German routing mark via Stuttgart indicates that it was provided air service through France.

The cover shown in figure 16 was mailed from Saint Paul, Minnesota, on December 15, 1930. Addressed to a professor at a college near Istanbul, it was handstamped "Via Air Mail" and endorsed "London to Cont." The 15 cents postage paid a four cent US domestic air surcharge, the five cent surface rate to Europe and six cents air surcharge from Paris to Istanbul for a letter weighing less than half an ounce. A series of fortuitous transit backstamps show us the route leaving Paris on December 23,



Figure 16 St. Paul, Minnesota, to Turkey via Paris in 1930.



passing through Belgrade on Christmas day and arriving in Istanbul on the 28th. The air surcharge from London and Paris to Istanbul fluctuated often between 1928 and 1932, and readers interested in the correct rate for any date during that span should consult Wawrukiewicz and Beecher (1996), page 198.

U.S. Domestic Air Rate Reduction

The uniform US domestic airmail rate of 10¢ per half-ounce was reduced to 5¢ for the first ounce and 10¢ per additional ounce on August 1, 1928. When a letter was addressed to a foreign country (except Canada and Mexico) the domestic airmail surcharge was 4¢ for the first ounce and 8¢ for each additional ounce. This change dramatically reduced the cost, but it also simplified calculation of the overall air service fee by bringing the letter weight into agreement with the London to the Continent service.

International registration fee	15 cents
Return receipt requested fee	5 cents
US air surcharge on foreign mail	4 cents
Surface mail rate to Europe	5 cents
London to Sweden air surcharge	6 cents
Total	35 cents





Figure 19 Cairo, Egypt, to San Francisco in March 1926 with US domestic air service paid by a 24¢ (Scott's #C6). Although apparently inspired by a collector, this cover illustrates an early example of the requirement to prepay US airmail fees with US postage on mail from most foreign countries.

Payment of US Airmail Fees on Letters from Foreign Countries

The March 1927 *Monthly Supplement* contained an announcement dated February 4th under the heading "Air-Mail Fees Applicable to Letters from Foreign Countries for Transmission by the United States Air-Mail Service". The announcement was a quite brief and consisted of the following:

The air-mail fees applicable to letters from foreign countries (with the exception of Canada) for transmission by the United States air-mail service, regardless of distance or character of the air-mail route or routes over which said letters are carried, will be 18 cents for each weight unit or fraction thereof, in addition to the regular postage.

The air-mail fees applicable to letters from Canada for transmission by the United States air-mail service will be 10 cents for each one-half ounce or fraction thereof prepaid by United States postage stamps in addition to the regular Canadian postage prepaid by Canadian stamps.

Figure 19 shows a cover franked with a block of four of Egypt's 1924 King Fuad cancelled by a Cairo hotel postmark of March 5, 1926. The stamps overpaid the 15 mills letter rate to the US by five mills. A 24¢ (Scott's #C6)—presumably applied by the sender in

Cairo—was tied by a New York station duplex dated March 24th and over struck by a San Francisco machine cancel of March 27th. The cover appears to have been created by A.W. Filstrup—an contemporary air-mail collector—but it does illustrate an early use of US airmail stamps to pay for domestic air service on a cover mailed from a foreign country.

Figure 20 illustrates a cover originating in Vancouver, British Columbia, on July 30, 1928. Franked with a 2¢ King George V to pay the Canadian letter rate to the US, the cover also bears a 10¢ US Lindbergh air-mail that has been tied by a duplex handstamp from the Blaine & Seattle Railway Post Office of the same

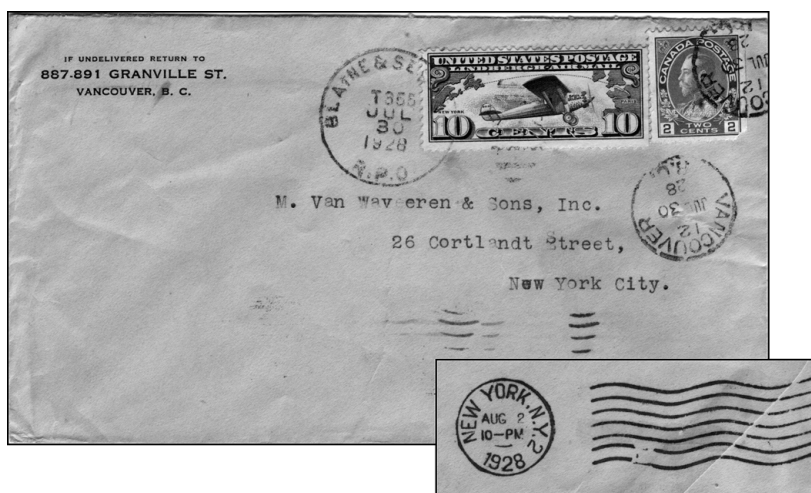


Figure 20 Vancouver, BC, to New York City in July 1928 with a 2¢ KGV paying the surface rate to the US and a 10¢ Lindbergh air paying the transcontinental airmail fee from Washington State to New York.

date. Blaine, Washington, is the most heavily used border crossing point between Washington and British Columbia. The cover began its air travels in Seattle and was received in New York on August 2nd.

An announcement in the May 1927 Monthly Supplement modified details of the March notice as follows:

Effective June 1, 1927, the air mail fees applicable to letters from foreign countries for transmission by the United States air mail service, regardless of distance or character of the air mail route or routes over which said letters are carried, will be 10 cents for each half ounce or fraction thereof, in addition to the regular postage.

Policy was further expanded by a notice in the July 1927 *Monthly Supplement* that spelled out details of how postage was to be paid on mail from certain countries in order to receive air mail transport within the US. The announcement repeated the information that a 10 cent per half ounce fee was required and then stated:

Only German postage stamps are recognized in prepayment of the fees required for onward transmission by the United States air mail service of letters mailed in Germany.

Only Netherlands postage stamps are recognized in prepayment of the fees required for onward transmission by the United States air mail service of letters mailed in the Netherlands.

Only British postage stamps are recognized in prepayment of the fees required for onward transmission by the United States air mail service of letters mailed in Great Britain and Northern Ireland.

No mention was made as to how the US airmail surcharge was to be prepaid by persons not in those three countries in the announcement.

Figure 21 illustrates a cover postmarked Dortmund (Germany) September 22, 1928, and addressed to Denver, Colorado. A "Mit Luftpost/Par avion" was applied and postage in the total amount of 85 pfennigs was applied. The letter rate for surface mail from Germany to the US was 25 pfennig at the time. According to James Graue—former long-time editor of the *Air Post Journal* and a collector with considerable experience working with German airmails—the internal German airmail service required a 10 pfennig surcharge and the remaining 50 pfennig would have prepaid the US domestic airmail surcharge. [Note: Five German pfennigs were equivalent to five French centimes and one US cent was equivalent to five French centimes. Therefore 50 pfennig was equivalent to 10 US cents.] The Denver, Colo. Rec'd./Air Mail backstamp is a strong indicator that airmail service from the New York exchange office was provided. Although the US air surcharge had been reduced to 4 cents in July 1928, it is likely the sender was unaware of the rate change in late September.

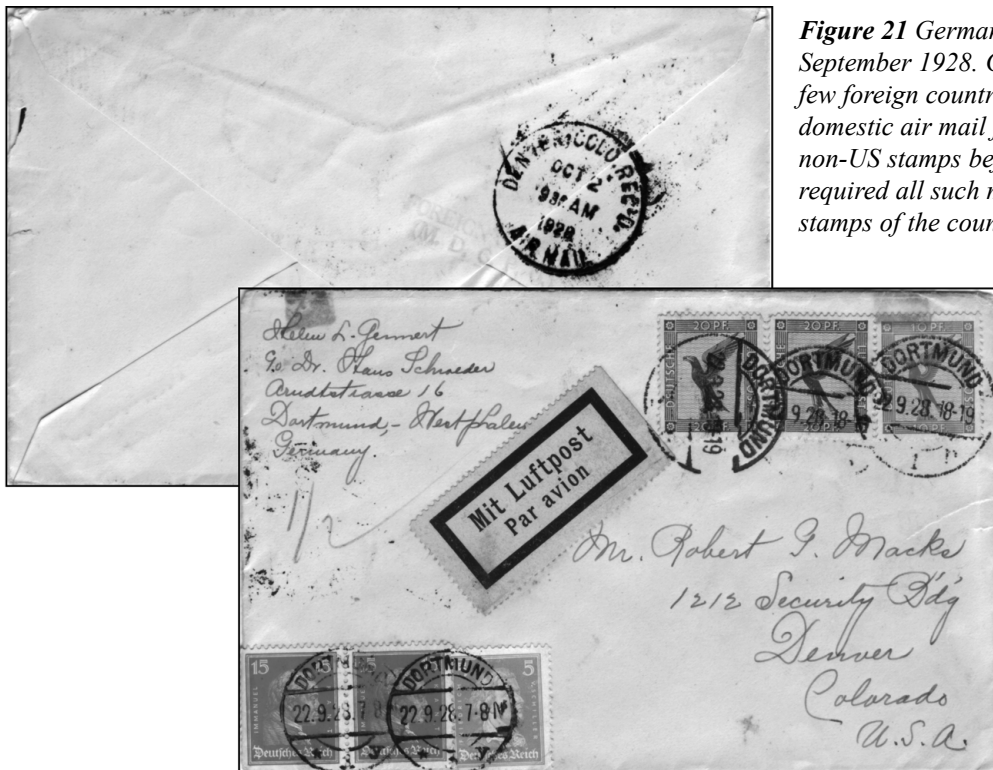


Figure 21 Germany to Denver, Colorado, in September 1928. Germany was one of the few foreign countries from which US domestic air mail fees could be prepaid in non-US stamps before UPU regulations required all such mail to be prepaid by stamps of the country of origin in July 1930.

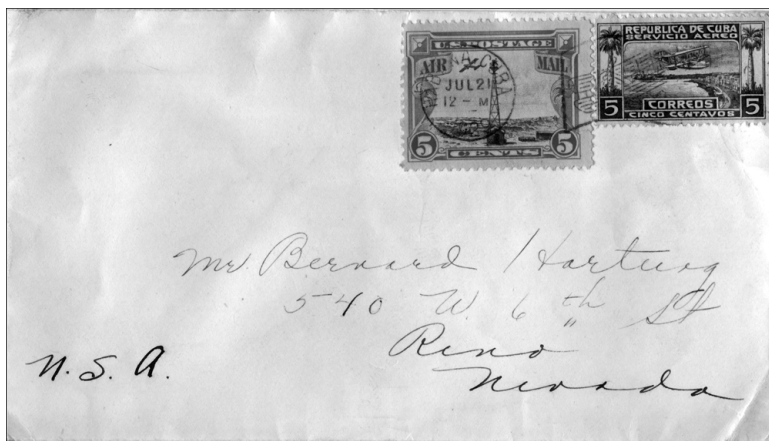


Figure 22 Havanna to Reno, Nevada, in July 1929 with 5 centavo Cuban air to Florida and 5¢ Beacon air for US service.

The July 1928 *Monthly Supplement* published revised instructions concerning the carriage of mail originating in foreign nations by the US domestic air mail service:

The air mail fee applicable to Postal Union articles from foreign countries for transmission by the United States air mail service, regardless of distance or character of the air mail route or routes over which said articles are carried, is 4 cents for the first ounce and 8 cents for each additional ounce.

Only German, Netherlands, British and Irish Free State postage stamps are recognized in prepayment of the fees required for onward transmission by the United States air mail service of letters mailed in those countries.

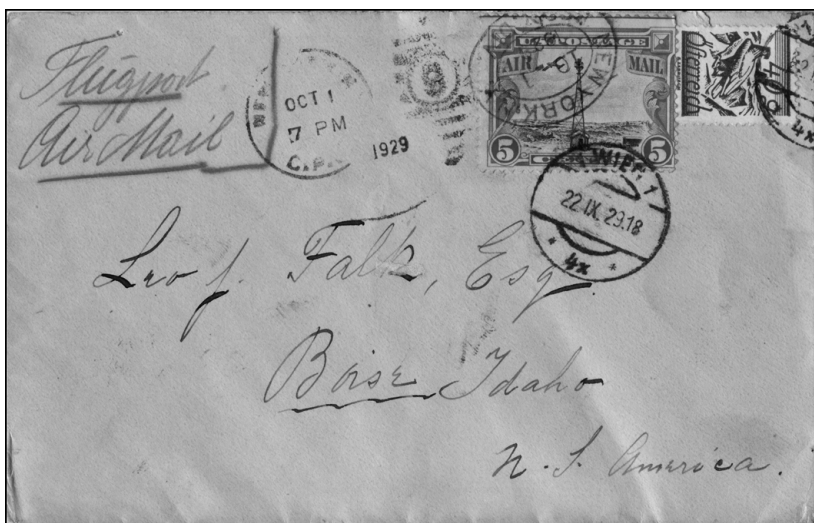


Figure 23 Vienna to Boise, Idaho, in September 1929. The 40 groschen Austrian stamp paid surface post to New York and the 5¢ Beacon air paid onward air mail service to Idaho.



Figure 24 Glasgow, Scotland, to Omaha in September 1929. Britain was one of the nations from which US domestic air service could have been prepaid in sterling, but the sender chose US postage instead.

Figure 22 shows a cover franked with both a five centavo Cuban airmail (Scott's #C1) and a 5¢ US beacon air. Both are cancelled by a Havana airmail machine dated July 21, 1929. Although there is no receiving mark, the cover shows proper franking for airmail service to the US and domestic airmail service within the US.

Figure 23 depicts a cover franked with a 40 groschen Austrian stamp paying the surface rate to the US and another 5¢ US beacon air to pay the US domestic air surcharge from New York to Boise, Idaho. Both stamps are cancelled with Vienna

handstamps and the 5¢ beacon air was cancelled by a New York double oval dater.

Despite the fact that Britain was one of the few foreign countries where local postage could be used to prepay US air-mail service, the sender of the cover shown in figure 24 chose to use US postage stamps to pay the surcharge. A Glasgow, Scotland, machine cancel of September 17, 1929, ties the one penny and half penny King George V stamps but not the three US denominations paying the five cent airmail surcharge. They were cancelled ten days later in Chicago before the cover was for-

warded on to Omaha by airmail. Did the US postage escape notice when the cover came through the New York exchange office?

The practice of using US stamps to prepay airmail service on mail from foreign countries was terminated July 1, 1930. This brought the US into compliance with new Universal Postal Union regulations that specified that international for transmission by air had to be prepaid by stamps of the country of origin.

The October 1928 Graf Zeppelin Flight Germany to US and Return

Any account of US-Europe international airmail service in 1928 would be incomplete without mention of a grand experiment with lighter than air craft—the first Graf Zeppelin flight to the United States. The Monthly Supplement of October 1928 contained an announcement dated September 19, 1928, entitled “Dispatch of Letters and Post Cards Between this Country and Germany by the German Airship ‘Graf (Count) Zeppelin’.” It read:

The German Postal Administration has just notified this department it is proposed that the German airship *Graf (Count) Zeppelin* will make two or three flights during the months of September and October (exact dates not furnished), between Friedrichshafen, Germany, and Lakewood, N.J. There will be dispatched on the flights from Germany to this country ordinary letters up to 20 grams each in weight and post cards.

There will be accepted for dispatch on the return flights ordinary letters weighing not more than 1 ounce each and ordinary post cards, addressed for delivery in any European country, which are prepaid, by United States stamps affixed, \$1 for each letter and 50 cents for each single post card, *in addition to the regular international postage* and, if applicable, special delivery or United States domestic air mail fees.

Articles to be dispatched by the airship named should be marked by the senders “By German Airship L. Z. 127 from Lakehurst, N.J.,” and should be dispatched to New York from the offices of mailing, to be held at New York until it is determined whether they shall be forwarded to Lakehurst, N.J., to be dispatched by the *Graf Zeppelin* on its return flights or, if the return flights are not made, forwarded from New York to Europe by steamship. (Dispatch by the *Graf Zeppelin* can not be guaranteed.)

The reaction to this news by the public must have been remarkable. The November issue of the *Monthly Supplement* carried a follow-up notice stating that “the postmaster at New York reports the receipt at his office of articles intended for dispatch on the return flight of the *Graf Zeppelin* to Germany which are insufficiently prepaid.” The notice then went on to reiterate that letter mail must be prepaid with US stamps totaling \$1 for the *Zeppelin* service plus five cents for regular international postage and post cards required 50 cents plus regular international postage of three cents.

It should not be surprising that postal patrons were confused about the correct postage required for having a letter carried on the return flight of the *Graf Zeppelin*. Although the stock market crash and ensuing Great Depression were still months in the future, one dollar was an outrageous amount of money to mail a letter. [The equivalent purchasing power of a 1928 dollar was \$10.66 in terms of a 2005 dollar.] Wouldn’t we think twice about being required to spend ten or eleven dollars to frank a letter?

But the *Graf Zeppelin* was state of the art transportation technology. The airship was big and bold and beautiful—in that way that only something radically different in design exudes beauty. It was also the fastest way to travel or send mail across the Atlantic, cutting the time to just three to four days as opposed to the normal week or more. Many, many people wanted a souvenir and some businesses—no doubt aware of the attractive novelty of the flight—decided that they should take the opportunity to contact European suppliers and customers.

Figure 25 illustrates a cover postmarked at New York’s Madison Square Station on October 27, 1928, addressed to a firm in Mannheim, Germany. Properly franked with a one dollar value of the fourth bureau series to pay the Zeppelin surcharge and a 5¢ beacon airmail to pay the international surface rate, the cover was struck with an illustrated First Flight Air Mail cachet dated October 28th. A Friedrichshafen arrival mark dated November 1st appears on the reverse.

Just over one hundred thousand cards and covers were carried on this flight—96,887 mailed from New York and 4,796 from Lakehurst.¹ Most of these received treatment and marking identical to those shown on the cover in *figure 25*. The vast majority of these cards and covers were treated as souvenirs. They were pasted in scrapbooks or carefully mounted by collec-

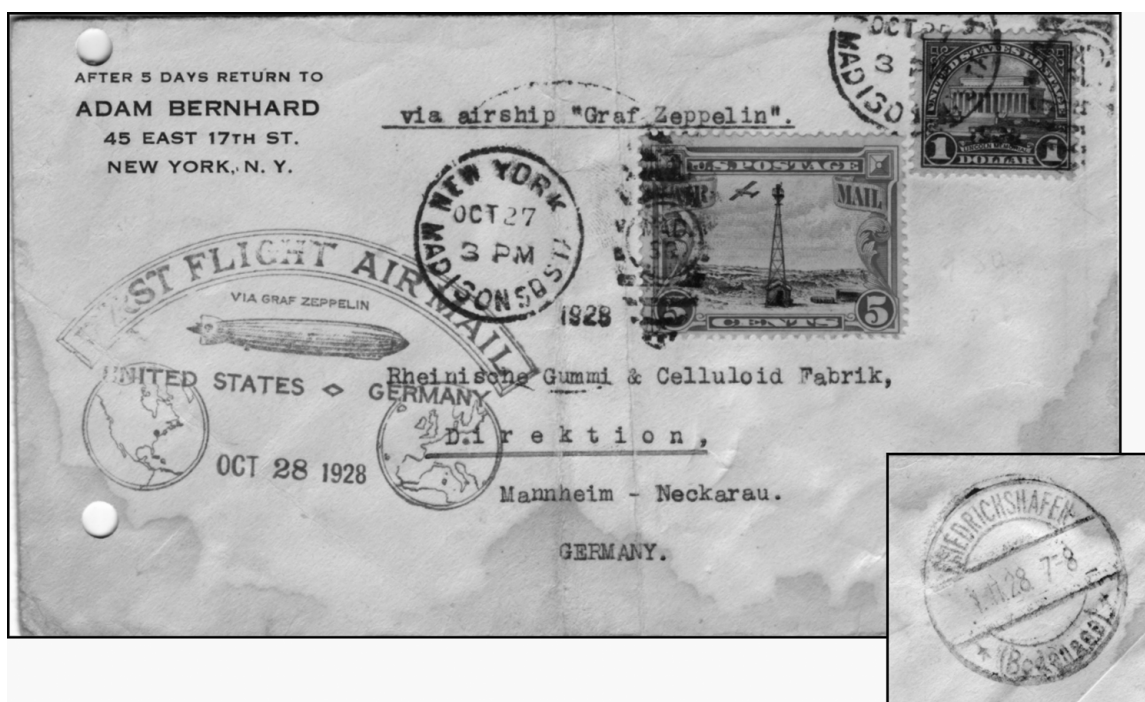


Figure 25 An ugly duckling Graf Zeppelin cover carried on the October 28, 1928, flight to Germany and then file-hole punched, folded in half and stuck in a binder of business records until discovered by someone years later who recognized it as a non-philatelic “swan”.

tors in their albums, and they were frequently treated as *special things* and passed down to succeeding generations. For that reason there is still an ample supply of cards and covers carried on this flight available for collectors of today.

The cover illustrated in *figure 25* suffered a less secure fate. After it arrived at *Rheinische Gummi & Celluloid Fabrik Company* a clerk punched two file holes near its left edge, folded it in half and probably stuck it in a 2-hole record binder. Somewhere along the way it was immersed in some sort of liquid along its bottom edge. Perhaps years later, this cover was spotted by someone thumbing through the old company records, and—recognizing its historic significance—they rescued it and it eventually found its way into the philatelic trade. Nowadays, there are a few of us who look upon a raggedy survivor such as this and say, “now that’s a true piece of mail from the Zeppelin flight of 1928. Nobody prepared that baby to lead the life of a pampered souvenir.” But who’s to know for sure?

NEXT TIME: 1929 - European Airmail Gateways Open Up to Asia

Endnote:

1 American Air Mail Society, *American Air Mail Catalogue*, Vol. 2, 1950 edition, page 891.

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The Exchange, or Old Post Office - Charleston, SC (1870s)

by Paul E. Petosky

This building faces Broad Street, on East Bay. It was created in Colonial Times, (1761), by Messrs. Peter and John Horlbeck, at a cost of nearly \$44,016 16s 8d. Most of the material used in its construction was brought from England. It is one of the few remaining landmarks of Colonial times - a link between the past and the present. In Colonial days, when it was not considered treason to denounce the usurpations of Government, such men as PINCKNEY, RUTLEDGE, LOWNDES, LAURENS, and others, proclaimed liberty and independence within its walls. It was from its steps that the immortal WASHINGTON, the Father of his Country, addressed the inhabitants of Charleston in 1791. From its steps, too, the Declaration of American Independence was proclaimed. Within its walls, also, have the business men of other and better times assembled to discuss matters pertaining, not only to the welfare of Charleston and our State, but the welfare of the country at large, which all revered in its purity as it came from the hands of its wise and patriotic founders. The building was once a great business

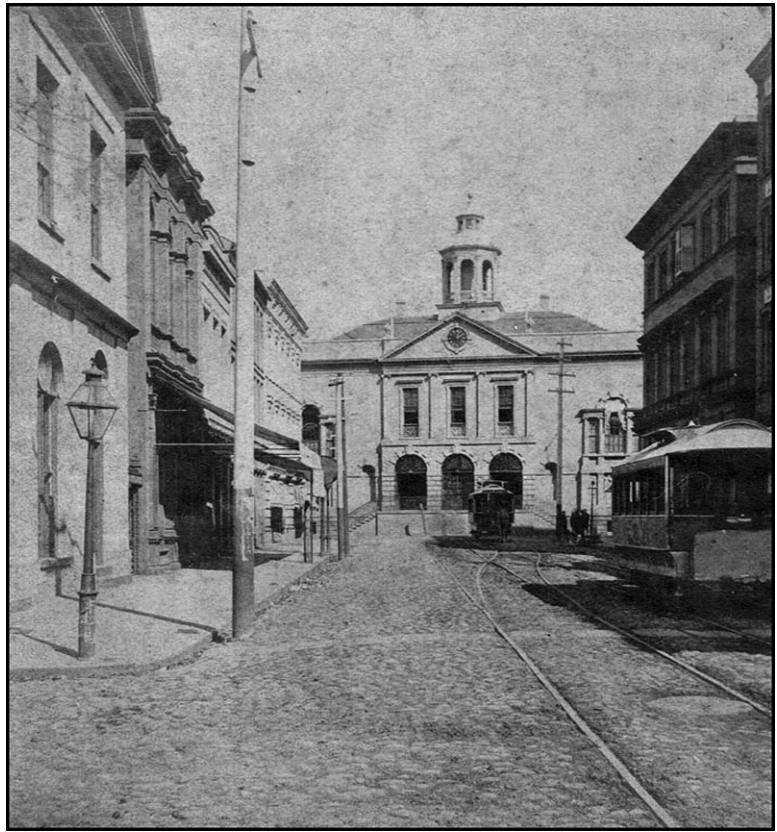


Figure 1 Charleston, South Carolina, post office circa 1870s

mart. For a long period the principal auction business of Charleston was conducted in the basement of the building and in its vicinity. And for a long period of years, until its occupation became dangerous by the bombardment of the city during the late war, it was occupied by the Post Office and Customs Departments of the Government. At one time the Merchants' Exchange Reading Room was kept in the Northern wing of the building. It was a favorite resort for the Merchants of Charleston up to the time of its close, in 1850. At one time, during the occupation of Charleston by the British, the use of this noble old building was greatly perverted - it was made a place of torture and oppression. The basement was used as a provost prison, in which was confined many of the inhabitants of the colony, who were steadfast to the cause of American Liberty and independence. Among those confined within its walls was the martyr HAYNE. It was in the Northeast room of the Exchange, on the second floor, where he was prepared for his cruel doom. He was taken thence to the place of execution, where he suffered death only as a true pa-



Figure 2 Charleston, SC, Paid 10 cover postmarked July 9, 1861.

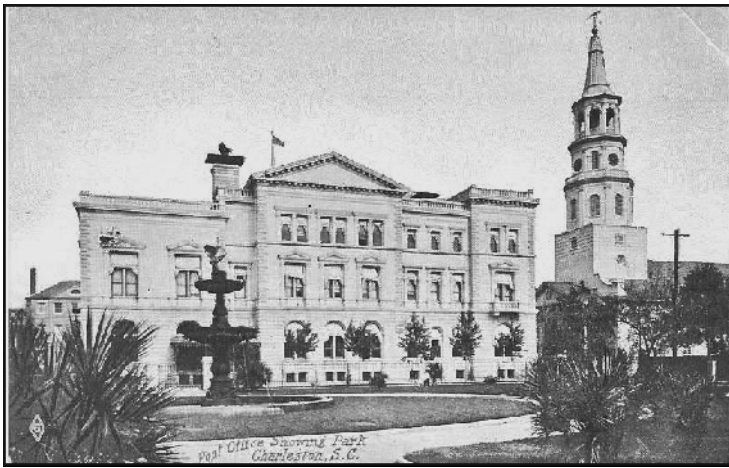


Figure 3 The Charleston, SC, post office circa 1907.

triot could have done. It is to be hoped that this noble structure will not long be allowed to remain in its present unsightly state - an eye-sore to the community, as well as to strangers who visit Charleston. The attention of strangers is naturally directed to it, not only on account of its prominent position, but on account of its dilapidated and fast decaying condition. They invariably express great surprise that it is not looked after - that it is not placed in the condition its historical renown merits. The front of the Old Post Office, or Exchange, as originally built, was on the East side, or rear of the building as it now stands. There were also two wings projecting out on East Bay, which were removed many years ago on account of

their obstructing the street as a throughfare. The front of the building was changed from the East to the West side of the building at the time the two wings were removed. The site was once occupied as a Watch House and Council Chamber. The building was erected in accordance with an Act of Assembly, Specifications, etc., containing signatures of Edward Laurens, John Rutledge, Charles Pinckney, and others, appointed Commissioners under the Act of Assembly, are still in the possession of the Horlbeck family in Charleston, the direct descendents of the builders.

The post office operated at Charleston as early as 1694. The Charleston Post Office is first mentioned in postal records in Hugh Finlay's Journal of November 1773 - a Mr. Roupell is noted as the postmaster. Peter Bonetheau (also spelled Bounetheau) is listed as the postmaster at Charleston in Benjamin Franklin's Ledger, which was compiled from 1776 to 1778. (Prior to the 1800s, the post office's name was spelled Charlestown or Charles Town.) Thomas Hall submitted a financial account for the Charleston Post Office on July 1, 1783. His exact appointment date is unavailable.

Charleston, SC Post Office uses zip code 29423.

Source:

Stereoview card (1870s)
USPS

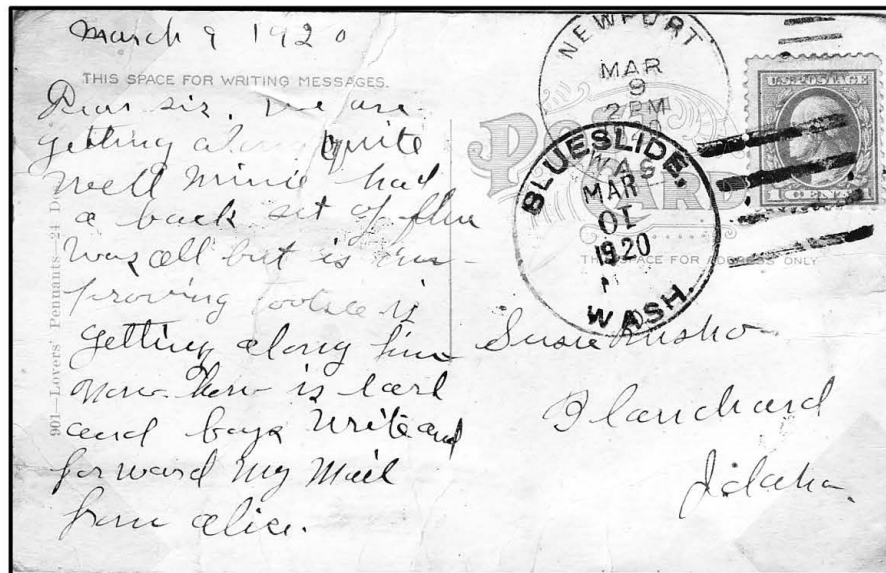
Postmasters of Charleston, South Carolina

Mr. Roupell	November, 1773
Peter Bonetheau	???
Thomas Hall	July 1, 1783
Thomas Wright Bacot	November 28, 1791
Alfred Huger	December 19, 1834
Stanley G. Trott	April 5, 1867
Benjamin A. Boseman	March 18, 1873
William N. Taft	May 6, 1881
Benjamin F. Huger	May 5, 1885
Albert H. Mowry	March 31, 1887
George I. Cunningham	June 14, 1898
Wilmot L. Harris	July 3, 1902
Carl G. Willard	May 7, 1913
Joseph M. Poulnot	May 26, 1913
Samuel E. Hendry	August 1, 1921
Edward H. Jennings	July 24, 1922
Philip M. Clement	June 18, 1935
Henry H. Cochran	June 30, 1946
Edmund P. Grice Jr.	November 30, 1946
Roland F. Wooten Jr.	April 30, 1960
James Gorman Thomas Jr.	March 8, 1968
Charles F. Fortner	January 16, 1981
David W. Wild	January 24, 1981
David L. Becker	January 15, 2002
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Timothy D. Shaw	February 8, 2003 to Present

Washington State Post Office Album Pages

by Guy Reed Ramsey

BLUESLIDE, WASHINGTON
PEND OREILLE COUNTY



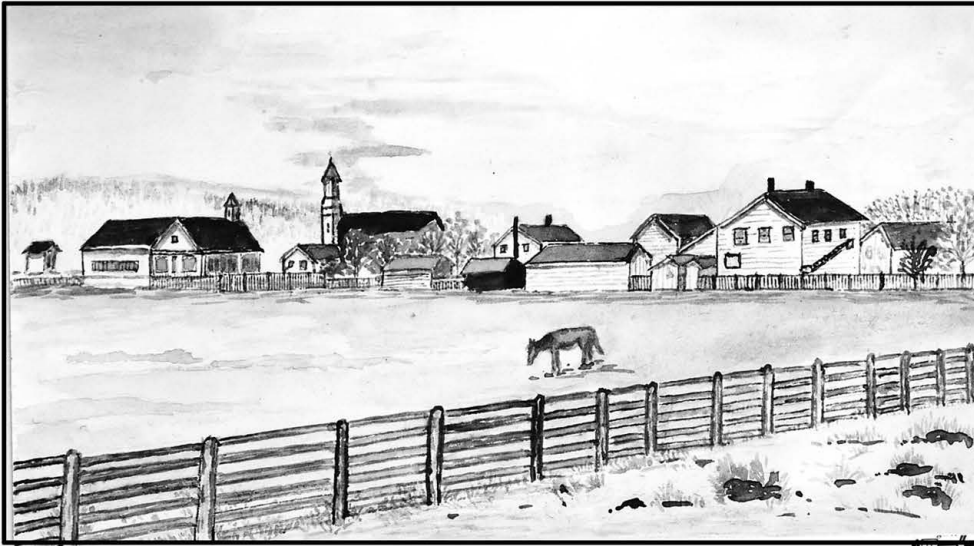
CARD CONTRIBUTED BY MRS. SUE SHERBESMAN, NEWPORT, WASH.

BLUESLIDE POST OFFICE WAS ESTABLISHED AUGUST 8, 1906,
AND DISCONTINUED NOVEMBER 15, 1926.



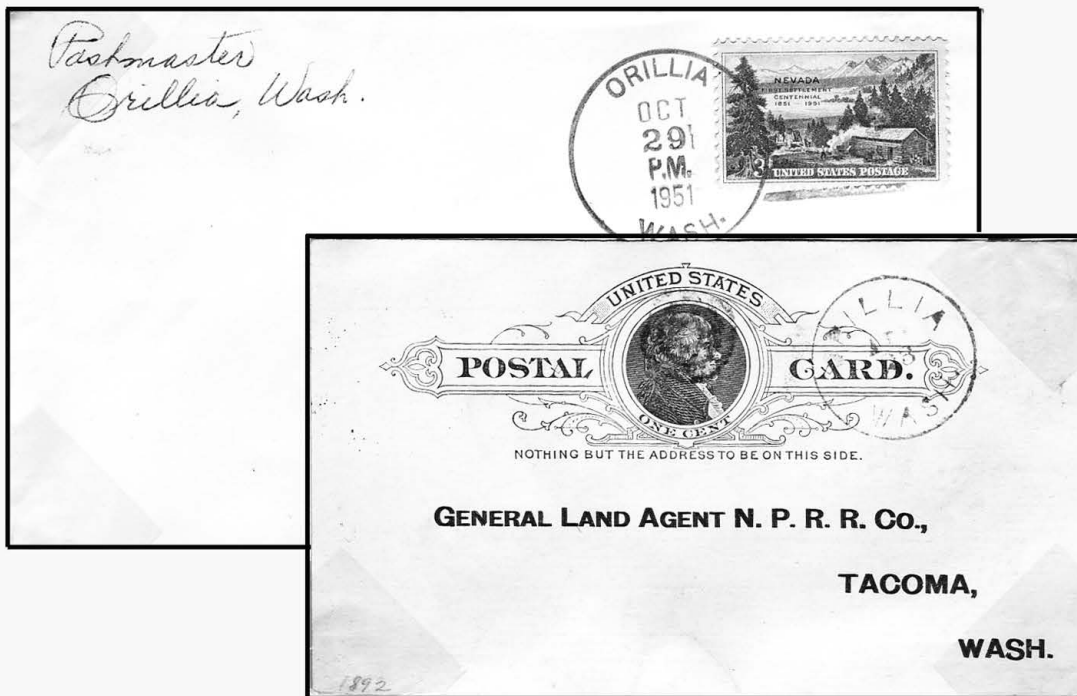
SITE OF BLUESLIDE - 1971

ORILLIA, KING COUNTY

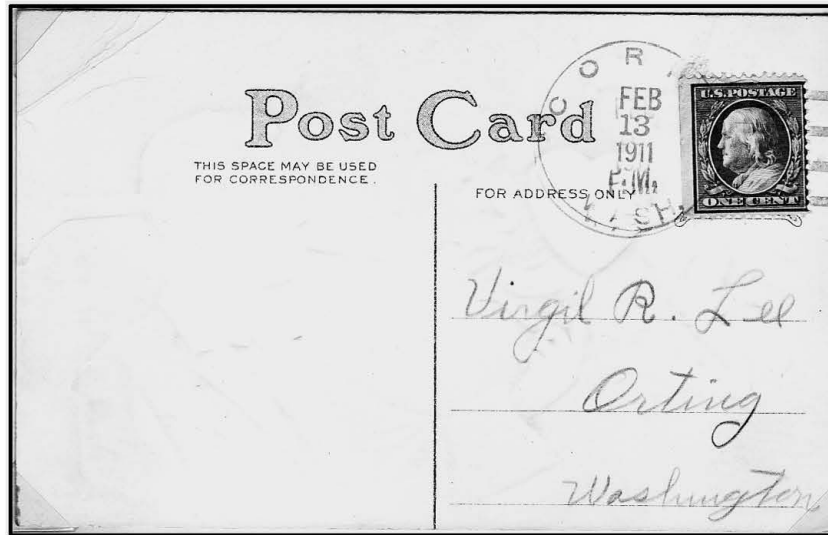


SCHOOLHOUSE, CHURCH AND BUSINESS SECTION ~ ORILLIA
FROM THE COAST ~ JUNE ~ 1909

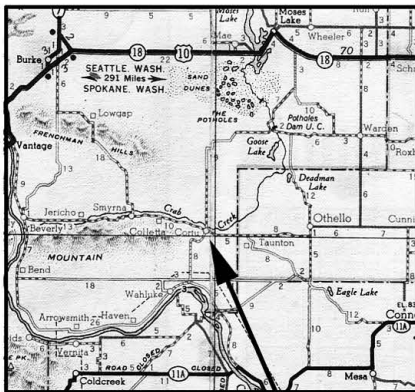
ORILLIA POST OFFICE WAS IN OPERATION FROM
DECEMBER 14, 1887 TO JUNE 5, 1964.



CORFU, WASHINGTON GRANT COUNTY



CORFU POST OFFICE WAS ESTABLISHED JULY 13, 1910, AND DISCONTINUED OCTOBER 31, 1943.



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Sunset Magazine, May 1965

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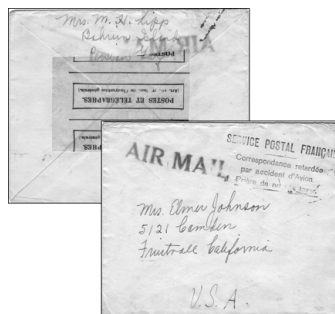
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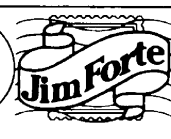
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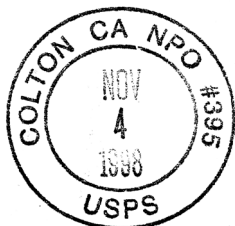
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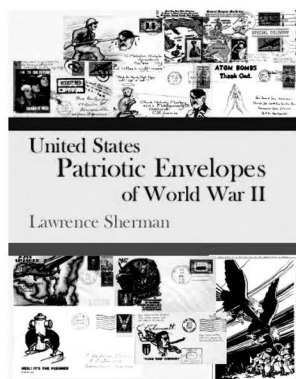


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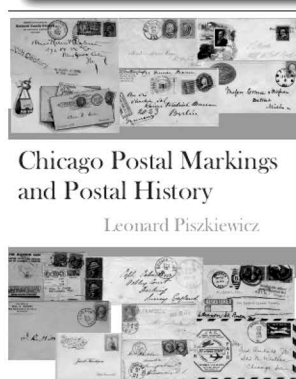
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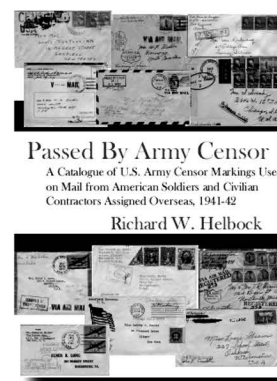
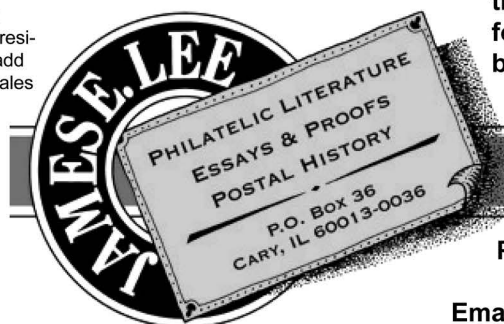
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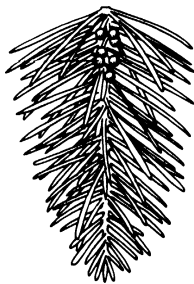
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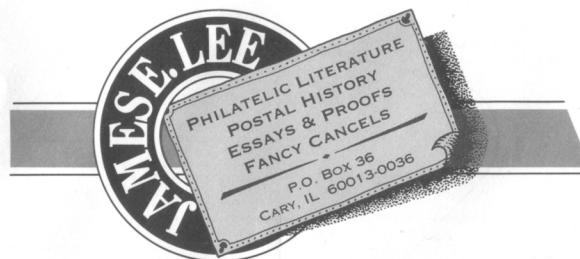
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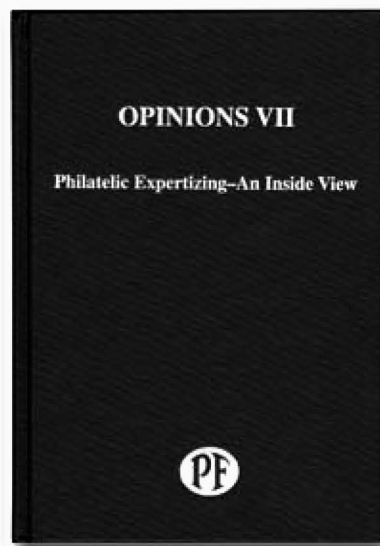
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POSTAL HISTORY featured in our mail bid sales. Free catalogs. Juno Stamps, 2180 Hartford Ave., St. Paul, MN 55116-1010. junostamps@aol.com [38-2]

DO YOU COLLECT State Postal History, Doane Cancels or cancels of any kind? Now 38 States online plus Dakota Territory and more coming. Over 9000 covers online with 1500 of them pictured. Website: <http://www.towncancel.com/> Gary Anderson, P.O. Box 600039, St. Paul, MN. 55106. Email: garyndak@ix.netcom.com. [38-5]

DPO's, RPO's, ships, Doanes, Expos, machines, military, advertising, auxiliaries, and more! My Mail Bid Sales offer thousands of postal history lots. Write/ call for sample catalog. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. Phone: (309) 786-6539. Email: mehrer@postal-history.com. Internet website: <http://www.postal-history.com>. [38-2]

FOR SALE: COVERS

COVERAUCTIONS, NAVY/MILITARY; Classics; Submarines; Surface Ships; Locations; APO's; POSTCARDS; MEMORABILIA. Mixture of commercial; philatelic; wartime covers. Free illustrated catalogues. Jim Smith (USCS, MPHS), Box 512, Oshtemo, Michigan 49077 [38-1]

TOWNS:WANTED

ALL STATES and categories wanted! Better consignment material always needed for my bi-monthly Mail Bid Sales. Write/ call for consignment details. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. Phone: (309) 786-6539. Email: mehrer@postal-history.com. Internet web site: <http://www.postal-history.com>. [38-3]

BUTLER COUNTY PENNSYLVANIA covers, real photo postcards, and fiscal paper ephemera wanted by second-generation collector. Send description, photocopies, or scans with prices to Janice Metkin, 1310 Crestline Drive, Coeur d'Alene, ID 83814-6027. metkin@mindspring.com [38-6]

CALIFORNIA - KERN & IMPERIAL County covers and cards. Especially interested in Bakersfield corner cards. Send description or photocopies and prices to John Williams, 887 Litchfield Ave., Sebastopol, CA 95472 [38-3]

TOWNS: WANTED

COLES COUNTY IL covers and post cards wanted, especially before 1920. List available. Michael Zolno, 2855 West Pratt, Chicago, IL 60645, email mzolno@aol.com [38-1]

IDAHO COVERS wanted. All kinds; all towns; all periods. Send description, photocopies, or scans with prices to Mark Metkin, 1310 Crestline Drive, Coeur d'Alene, ID 83814-6027. metkin@mindspring.com [38-2]

ILLINOIS: MERCER County covers wanted from these towns: Arpee, Bluff, Boden, Carbon, Cole Dale, Creamery, Griffin, Hazle Point, High Point, Mercer, Monroe, Petersville, Pope's Mills, Prince, Rivola, Suez, Sully, Sunbeam (Nettie A. Mulligan, PM), Unaville & Wanlock. Gary F. Morrow, 381 Wyldewoode Dr., McDonough, GA 30253 LM085@bell.south.net. Phone: 770-957-1268 [38-3]

MASSACHUSETTS: FRANKLIN County Postal History: stampless to modern. Especially need illustrated mail, usages with revenue stamps (checks, deeds, etc.) and pre-cancels. Send photocopies or scans with asking price. Request town list post free. Jim Kotanchik, PO Box 684, West Acton, MA 01720-0684, email: jimko@verizon.net [39-2]

NORTH DAKOTA: all postal history wanted from territorial to modern. Send photocopies or on approval. Gary Anderson, P.O. Box 6000039, St. Paul, MN 55106 [38-1]

SPOKANE FALLS / SPOKANE, WA. 1872-date wanted: Territorial, registered, postage due, certified, commercial airmail, foreign destinations, unusual station cancels, usages, and postal markings. Send description or photocopies/scans to Larry Mann, 655 Washington PL SW, Mukilteo, WA 98275 Larrymann02@aol.com [38-1]

WESTPORT WA Collector seeking older advertising covers and pre-1950 postcards from Westport, WA. Contact: Douglas Olson, PO Box 2177, Westport, WA 98595 [38-1]

NOTE:

**EXPIRATION DATE SHOWN
AT END OF EACH AD, i.e.,
[37-6], MEANS AD WILL
EXPIRE WITH THIS ISSUE.**

**AD DEADLINE FOR NEXT
ISSUE:**

March 5, 2007

MILITARY: WANTED

ALASKA & WESTERN CANADA APOs, interesting Pan American (Scott 294-299) issues on cover and Pittsburgh/Allegheny County covers from 1851-1861. Send Xeroxes or scans and pricing to Bob McKain, 2337 Giant Oaks Drive, Pittsburgh, PA 15241 (57-vette@adelphia.net) [38-2]

ROYAL NAVY warship covers (names on backflaps) sent from/to North American port (19th Century). Priced photocopies to D. Mario, Box 342, Saskatoon, Sask. S7K 3L3 Canada [38-3]

WANTED ON APPROVAL: KOREAN WAR COVERS, 1950-1953 with U.S. MARINES return addresses & postmarks that read U.S. NAVY/12867 Br./Unit No., also 14009, 14011, 14012, 14021. Also, ship covers sent by Marines while on active Korean war duty; also collect stamped mail & Registered (not free-franked) from any service branch in Korea from June 27 1950 – Dec 31, 1950. Please send scans and prices to Cath Clark, lapostagal@hotmail.com

DOANE CANCELS: WANTED

Buy, sell and trade Doane Cancels of all states. Send photocopies or on approval. Gary Anderson, P.O. Box 600039, St. Paul, MN 55106 [38-1]

PREXIES: WANTED

URGENTLY NEED 4½¢ Prexies for collection. Looking for covers, proofs, printing varieties. Anything that fits into a specialized collection. Describe with asking price. Howard Lee, Box 2912, Delmar, CA 92014. Tel: 858-350-7462. Email: gimpo@adnc.com [38-2]

SUB-STATION POSTAL MARKINGS: WANTED

SUB-STATION postal markings from any US city wanted. Especially interested in legible duplex and MOB markings. Send photocopies with firm price to Dennis Pack, 1915 Gilmore Ave., Winona, MN 55987 [38-3]

FOREIGN: WANTED

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

WANTED: MISCELLANY

US & POSSESSIONS POST OFFICE SEALS: on/off cover, Scott listed and unlisted. Especially need Ryukyu and Philippine material. Also want worldwide official seals on cover. Send photocopies or scans with asking price. Jim Kotanchik, PO Box 684, West Acton, MA 01720-0684, email: jimko@verizon.net [39-2]

LITERATURE: FOR SALE

www.pacificpioneers.com - Check out this 700 page Book on Pan Am's flight covers in the Pacific - 1935 to 1946. I sell, trade or exchange information on new cover finds. Also want to purchase similar material. Jon E. Krupnick, 700 Southeast 3rd Ave., Ft. Lauderdale, FL 33316 [38-6]

COVERCRAZY2

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

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Richard W. Helbock,

Publisher

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Hello Richard:

Yes, I'll give *La Posta* a try. You may begin my subscription with the Volume 38, Number 3 (June-July 2007) issue. Enclosed is my check in the amount of \$25.00.*

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ADVERTISING IN LA POSTA

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

INSIDE PAGES

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

INSIDE COVER*

(FULL-PAGE, BLACK & WHITE)

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

BACK COVER*

(1/2 PAGE, COLOR)

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

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

All charges include Type setting & Layout

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

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

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

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