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COVER: Illustrated on on our cover is a very large multiple of eight and thirty cent Transport Airs used by a postmaster in Maine to indicate postage due on a group of letters. The illustration is from an item in the Richard Martorelli collection and is intended here to call attention to Rich's article dealing with domestic uses of the Transports.

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Publisher's Page

Theoretical Townmark Scarcity

Volume 8 - The Southeast of my *United States Post Offices* series is now completed and will soon be ready for shipment. Actually the CD ROM version is now ready for shipment (see ad on page 41 for details). The bound version is being published by Jim Lee and should be available by the time you read this. Please see Jim's ad on page 73 for a special limited time price available to *La Posta* subscribers.

This has been a long project, and I must confess, there were times when I questioned why I ever decided to take it on. If you've ever wondered the answer to that question, it can best be explained by saying that I had long wished that I had one standardized set of books that listed the roughly 160,000 post offices that operated in the US over time. Such a reference did not previously exist, and, while quite a few postal historians succeeded in publishing most of the various state listings between 1950 and 1990, there was little conformity in their formats and very few of them attempted to represent the scarcity of postmarks.

All eight volumes of *United States Post Offices* have now been published in a single standard format during the last ten years. The series is believed to include virtually every *independent* US post office along with its dates of operation, the modern county in which its site was located, and a measure of the relative scarcity of finding an example of the most commonly available postmark from each listed office.

This measure is identified as the Scarcity Index (S/I) number. It is the only piece of information in the entire *USPO* series that is protected by my copyright, and it is far and away the most controversial aspect of my listings. For that reason I thought it might be worthwhile to explain in some detail just how the S/I numbers were derived for my *USPO* series.

Jim Forte has often pointed out that the two factors *ideally* responsible for establishing the price of a town marking are scarcity and demand. Now this assumes that there are no other miscellaneous factors such as franking, route markings, special timing or whatnot involved. We are just considering a postmark on a card or cover that is valued (priced) for its postmark and the office from which it came.

Demand would perhaps ideally be determined in an auction in which every person interested in a particular townmark was represented. In reality such auctions do not really exist—although Ebay and some other online sales since the late 1990s have brought such an auction closer to reality. Still, the majority of townmarks are probably sold by retail dealers, and their accumulated knowledge of the market typically substitutes for ideal demand. I tend to rely on Jim Forte's analysis when it comes to determining the demand for townmarks.

Scarcity, on the other hand, would be ideally measured on the basis of a complete census of all surviving pieces of mail containing townmarks of every US post office. All right then, we build a humongous table listing all 160,000 odd post offices and tally each and every known postmark with a date prior to some cut-off point until we have a complete census. Now we can see scarcity!

Not too practical, eh? All right then, what kind of proxy variables can we imagine that would likely be very closely associated with postmark scarcity? That was where I began my calculation of S/I numbers.

First, I had to decide what kind of number system I wished to use. Most obviously, I thought, there are two different kinds of post offices: open and closed. Since in theory, one might still walk into a post office that is open and request an example of their postmark, I decided to assign an S/I number of "0" to every operating post office. Now, this has at times caused a few readers problems with my system. Just because a post office has a zero S/I number does not mean that all postmarks from that office are worthless. It merely means that you might be able to obtain a current postmark from the office just for asking.

The other kind of post offices—the ones that are no longer open—represent a more challenging area for assigning S/I numbers. I decided upon a numbering system that ranged from "1" to "9" with one representing the most common and nine assigned to the very rarest of the rare. In fact, S/I numbers in the 1-3 range are all assigned to *common* postmarks where "common" does not necessarily mean that you can walk into your friendly neighborhood postal history shop and say, "Yes, I'd like one of these and one of those and that one, too." Postal history artefacts do not exist in those kind of quantities (not to mention that there are no longer such things as local postal history shops). But, "common" does mean that if one haunts the bourses, flea markets, Ebay, and so forth, there should be a reasonably good chance of finding most of the postmarks rated 1-3 in my S/I code. At least, that's the objective.

The S/I number from 4-6 describe postmarks that are believed to be genuinely scarce. I tend to think of these numbers as "rather scarce", scarce, and "damned scarce." But you may wish to apply your own adjectives.

That just leaves the S/I number from 7-9. Quite frankly, I believe that the overwhelming majority of post offices that have been assigned numbers 7-9 (rare) are probably *not* actually represented by surviving postmarks. In other words, if we had access to that giant theoretical census of all US postmarks, we would be likely to find the tally rows empty for most of these post offices. So why not just call

them all "7" or "9"? Well, given the variables I have used to determine scarcity, some of these offices have a higher possibility of being represented by surviving postmarks than others.

The Proxy Variables

The main reason that post offices were closed is that they no longer provided mail service to a sufficient number of customers to justify the cost of their continued existence. That is certainly not the only reason that post offices were discontinued, but it is the most common reason. The idea that closed post offices were conducting a low volume of business—hence producing a fairly small amount of mail bearing their postmarks—is central to the concept of establishing postmark scarcity.

To my way of thinking there are two readily quantifiable variables that have a lot to do with how scarce surviving postmarks ought to be from any particular post office. These are 1) when did the post office close? and 2) how many years did it operate? Both of these variables are immediately identifiable from the data listed for each office.

Closing Date

The question of when the post office closed, however, should not treat time as a directly linear variable. In my opinion, the date when an office closed should more properly consider the history of mail communications and the involvement of postal historians. Since the 1950s there have been a growing number of collectors interested in postmarks. In fact, back in the days before the U.S. postal service was awarded to the lackeys of corporate America, the POD actually advised collectors and others when post offices were about to close and many people availed themselves of this information to obtain last day of cancellation covers. Since these cards and covers were made for and by collectors, a large percentage has survived and, as a result, post-WWII postmarks from discontinued offices are quite common. They are usually assigned an S/I number of "1".

The 1912-1930 period saw a gradually increasing volume of mail as Americans became more literate, somewhat more mobile and American business grew at a faster rate. For this period I treat time as basically linear with PO closings in the 1912-1919 period assigned "4", in the 1920-29 period assigned "3" and the 1930-1945 period assigned "2". Now let me quickly add that these are only tentative S/I numbers assigned on the basis of this single variable—closing date.

The 1908-1912 period encompassed the post card craze in the US. Of course there were a number of post card sent prior to 1908 and after 1912, but if we were to fit this phenomena on a Bell Curve, I have no doubt that plus and minus one standard deviation would be bounded by 1908 and 1912—for those of you who hate statistics, that means two-thirds of the postcards would fall within these dates. These cards have survived in proportions far greater than contemporary envelopes. What this means, of course, is that it is much more likely that one will find a postmark from an office that closed in 1910 than one that closed in 1906. Post offices that closed during the post card era are assigned a tentative S/I value of "4"– the same as if they had continued functioning until 1919.

Post offices discontinued from 1890-1906 are given a tentative S/I of "5", and post offices closed from 1870-1889 are assigned a tentative "6".

Postmarks from offices discontinued from the 1850s and 1860s are considered "rare" based on date of closure and assigned a tentative S/I value of "7". All post offices closed before 1850 are considered on their total individual characteristics.

Length of Operation

Obviously, the greater the number of years a post office operated, the larger the number of postmarks it could have produced all other factors being equal. Post offices established prior to the Civil War but discontinued during the first decade of the 20th century often fell prey to the expansion of the Rural Free Delivery system. In fact, if an office operated 30 years or more and was closed between 1901 and 1907, it was assigned a S/I value of "4". If closed between 1908 and 1919, the S/I value was "3".

On the other end of the spectrum, if an office operated less than ten years it usually received an increase of one "point" in S/I value, e.g., an office that operated 1924-1932 was assigned a "3" instead of a "2." If the office operated less than three years, the increase was usually "two S/I points. The word "usually" is intended to indicate that there were sometimes extenuating circumstances involved that required slight variations in treatment.

Name Changes

When the name of a post office was changed, the POD treated it as a closure of the original office and the establishment of a new post office. While I certainly listed the office twice—by both its original and new name—I did not treat a post office closed in this manner the same as I did an office that was simply terminated. As a rule, the closure of a post office as a result of name change meant that the office was assigned a S/I number at least one and sometimes two or more, "points" lower than had the office actually been terminated. The variation in points lost depended upon when the change was made and how many more years the office operated with its new name. For example, let's say Piedmont Post Office had its name changed to Pleasantville in 1903 and the office still operates with the new name. That situation would gain Piedmont a S/I number of "3." If the name change had been made in 1912, the S/I number would have been "2". On the other hand, if Piedmont changed to Pleasantville in 1903 and Pleasantville was itself closed in 1907, both post offices would be assigned the same S/I number.

Urban Area Closures & Conversion to Branches or Stations

Post offices that have operated in close proximity to places that grew into large or medium-sized cities are treated somewhat differently than those that served strictly rural communities. Near city post offices were usually closed as a result of increasing transport technology and the increased ease of serving postal needs from the main city post office. In many cases such independent offices were converted to branches or stations of the main city post office. To put it another way, the demand for mail service did not decrease in communities served by such post offices and the chances are that they actually produced mail volumes far greater than rural post offices that may have closed at the same time.

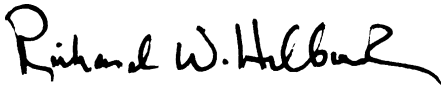
Post offices such as these have typically been assigned S/I numbers one or two points lower than rural post offices closed during the same time period. In cases where an independent post office was converted to a branch or station and that postal unit is still in service, the S/I value may have been as much as three points lower than offices closed at the same time.

Beach, Lake & Mountain Resorts

Post offices that served resort communities typically generated larger quantities of mail than similar small town offices in rural locations. Where it has been possible to identify such offices among the records, the S/I value has been reduced by one or two points in order to account for these larger mail volumes.

Finally, I have relied on details of value assigned to early handstamp and manuscript postmarks published in the 1997 edition of the *American Stampless Cover Catalog (ASCC)* edited by David G. Phillips. Phillips began editing the *ASCC* in 1971, but before that Sampson and Konwiser initiated the project in a series of three volumes first published in 1952. Throughout its long history, scores of local specialists have contributed their knowledge to what has become a most impressive database covering the range of US townmarks known from the pre-stamp era. In 2005 the U.S. Philatelic Classics Society purchased the rights to continue publishing the *ASCC*.

All of these factors have gone into my assignment of S/I numbers in United States Post Offices. There are, of course, other factors that could have been introduced, but many of those required a level of local knowledge that I do not possess. Now, at least, all of you who read this will understand where my S/I numbers have come from. Please feel free to agree or disagree with their assignment since I fully recognize that in the end it is only people with superior local knowledge that are qualified to judge the scarcity of any given postmark.



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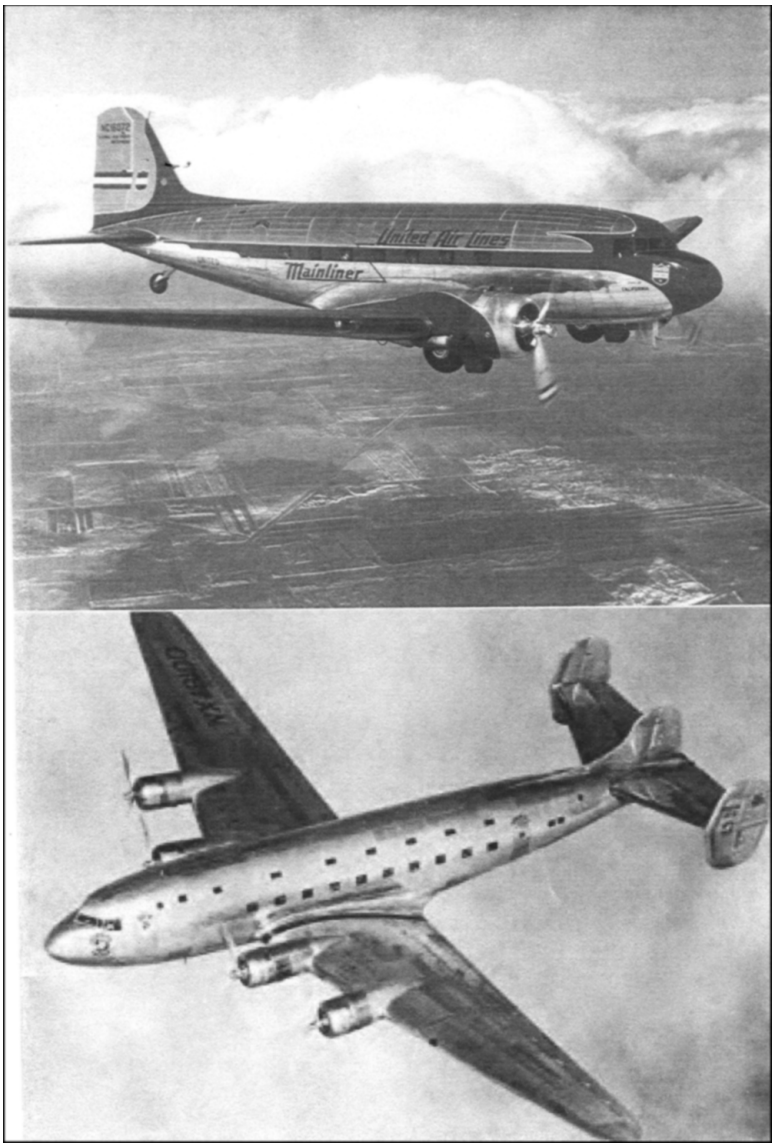
Domestic Use of Transport Series

by Richard D. Martorelli

Introduction

"Modern" technology always creates a buzz in the culture when it is introduced. Rail travel, then air and then space travel certainly have had that effect in the United States.

For air travel, the peak period was between 1918 and 1939, known as the "Golden Age" of aviation. It had everything—fast racing planes (Gee Bees and Travel Air), improved services for passengers and mail ("Clippers", radio beacons and coast-to-coast airmail in 35 hours) heroes (Charles Lindbergh, Wiley Post and Amelia Earhart) visionaries (Juan Trippe. Billy Mitchell and Howard Hughes) and jokers (barnstormers and "Wrong Way" Corrigan"—they were all there. During this time, flying went from being a dangerous sport to becoming a major commercial industry with military strategy and activity implications.



Photograph 1 *shows the two "modern transport" airplanes of 1940, the 2-engine DC-3 and the original version of the 4-engine model, the DC-4E. Although the POD did not want to endorse any one airplane, the combination of the two designs into an unknown item was still a positive statement about the Douglas Aircraft Company.*

The McNary-Watres Act of 1930 was a significant incentive in accomplishing this change. Originally, the Kelly Act of 1925 authorized the Post Office Department to contract for airmail service and to pay the contractor 80% of the airmail revenue for carrying it. The main provision of the 1930 law changed the computation so that carriers got paid for available cargo space, whether the planes carried anything or flew empty. The most controversial provision of the new law gave the postmaster general the authority to "extend or consolidate" routes when he deemed it to be "in the public interest," however he interpreted it. Almost immediately, Postmaster General Walter Brown used his power to consolidate the airline routes to only three companies that later would evolve into the modern-day airlines. These were United Airlines, Transcontinental and Western (TWA), newly formed from the merger of Transcontinental Air Transport (TAT) and Western Air Express, and American Airways. Brown also awarded bonuses if the airlines carried more passengers, and even more money if they bought larger aircraft powered by more than one engine and equipped with two-way radios and navigation aids. An airline could easily get additional revenue by carrying passengers, so there was an incentive to use larger and more advanced planes that were suited to carrying more passengers. These additional payments were essentially subsidies to the airlines for carrying passengers as well as mail.

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As a result of this legislative change, the major airline companies contracted with the large manufacturers for new equipment. In 1932, United Airlines and Boeing Aircraft developed the 247, a twin-engine, all-metal, low-wing monoplane, capable of carrying ten passengers and 400 pounds of mail, with a cruise speed which made it possible for the first same-day service between New York and San Francisco. In 1933, Transcontinental and Western Airlines (TWA) and Douglas Aircraft developed the DC-2, which carried 14 passengers and several thousands of pounds of mail. In 1935, American Airlines and Douglas developed the DC-3. Larger than the DC-2, it carried 24 passengers or 5000 pounds of cargo over a distance of 1,200 miles. This plane became the standard commercial airliner for all the airlines as well as one of the most successful aircraft ever built. By 1939 DC-3s were carrying 90 percent of all commercial traffic in the world. A total of 455 DC-3s were built for the airlines between 1935 and 1942. During World War II 10,000 more (designated C-47) were built for the United States military and were still used during the Vietnam War as flying gunships. Today there still remain several hundred of these planes in commercial operation.

The next development was the original DC-4. Designated DC-4E NX18100, it was built in 1938 as a prototype airliner for United and American Airlines. With 4 engines and a triple tail surface, it was roughly three times the size of the DC-3. The airplane provided room for 52 passengers, lounges with washrooms, a lavatory, a steward's galley, and a private "bridal suite" wardroom. In 1939 it was given over to United Airlines, who named it "Super Mainliner" (NC18100). The plane was too complicated to maintain and uneconomical to operate, even with the large capacity. The sponsoring airlines agreed with Douglas to suspend the DC-4E development and aim for a less complex DC-4 project, including both civilian and military versions. The design was revised, made smaller lighter and simpler with revisions to the wing, the cabin and the engines. Eastern, American and United were enthusiastic and Douglas accepted the first commercial orders. A military version, designated C-54, also was ordered by the USAAF. The active involvement of the US in WWII in 1941occurred before the plane entered commercial service. The few civilian-version DC-4s already produced were impressed into military service, and all production facilities were shifted to the military C-54 version needed for the war effort. The DC-4 was found to admirably suit the USAAF's requirement for a long-range cargo transport, and 1,162 were built through the war years.

The DC-3 and the prototype DC-4E were the real-life "modern transport" airplanes that existed in December 1940 when the US Post Office Department (POD) asked the Bureau of Engraving and Printing (BEP) to develop designs for a new series of airmail stamps. See *photograph 1*. The revised and more familiar form of the production DC-4 was not yet designed at this time. The BEP submitted its drawings in March 1941 to the POD, and among them was the design ultimately chosen for the Transport series. Based on information in the BEP files for this stamp, efforts were made to not depict any one type of airplane. Notes and photographs in the file indicate that the design was a composite primarily based on the twin-engine DC-3, with the addition of the triple tail construction of the DC-4E.

Domestic uses in continental US by rate period

The original values and purposes of the Transport series were 6c (domestic airmail), 10c (Caribbean), 15c (Latin America), 20c (Hawaii), 30c (Europe) and 50c (Asia), and were issued between June and October 1941. A 6c booklet, with three stamps in a pane, was issued in March 1943. Lastly, an 8c value was added to the series in March 1944 when the US domestic rate was increased. The 6c sheet version and the 8c stamp were the ones with the greatest printing, numbering respectively 4.7 and 1.7 billion.

The primary purpose of the Transports was for airmail postage, and their usage period starts with their issuance in 1941 and reasonably extends to July 1958. The US domestic airmail rate of 6c/ounce had been established in 1934, increased to 8c in March 1944, decreased to 5c in October 1946, increased back to 6c in January 1949 before finally being increased to 7c in August 1958. Throughout this period, Transports were available for use and could be used to pay either the domestic single ounce rate or a multiple of the rate. For international mail, Transports could be used for single rates of postage under the rate structure inaugurated in October 1946. It was not until July-August of 1947 that airmail stamps that could be used as replacements for some of the Transport series values were issued. While the Transports are still valid for postage even today, and US rates at various times

Figure 1 *shows two mid-1940s usages of the basic 6c stamp on a patriotic envelope used in business correspondence and on an uprated government postcard for airmail special delivery service.*

have equaled the issued values, the "natural" period of use came to an end when the US domestic rate increased to 7c in Aug 1958, and several sets of stamps in correct rates had been issued for international airmail.

As stated before, the intended and primary usage of the Transport stamps was for airmail postage. The intent of this article is show domestic usages of the stamps grouped by the primary US domestic airmail rate, and specifically excludes most usages to US territories and possessions. During this time, airmail stamps could be used not only to pay for airmail postage, but also any fees for extra services on correspondence or packages treated as airmail.

The original 6c domestic airmail rate period, as noted above, started in 1934. The top cover of *figure 1* shows a typical usage on a 1944 airmail letter from NY to CA that prominently displays the patriotic message of "Be True to Soldiers". The exact origins of the phrase "Dear John" are unknown, but it is commonly believed to have been invented by Americans during World War II. As many months or years overseas passed, many wives or girlfriends decided to begin a relationship with a new man rather than wait for their old one to return. A serviceman receiving a note beginning with a curt "Dear John" (as opposed to expected affectionate language would instantly be aware of the letter's purpose. In the current world, "Dear John" letters have begun arriving in Iraq not only as written correspondence, but also as phone calls or e-mails. One unnamed serviceman recently was quoted as saying, "I was looking forward to getting the job done and getting home to my wife. Now, I don't even have that."

The bottom cover of *figure 1* illustrates an unusual 1943 usage of a postcard sent from MD to OH. The sender upgraded a government postal card to airmail special delivery service by adding the 6c Transport and special delivery stamp. It was not until 1949 that a airmail postcard distinct from the letter rate was created.

The covers shown in *figure 2* are examples of Transports used to pay fees associated with airmail service. The cover illustrated at the top is an airmail special

Figure 2 *illustrates two Transport stamps used for to pay fees associated with airmail letters, including special delivery (top) and postage due (bottom).*

delivery envelope sent from Washington, DC to NY in August 1941, with the service fee paid using a 10c Transport, which had only been issued 2 weeks before. The bottom cover shown in *figure 2* has the 6c Transport used in Pennsylvania to collect postage due on a 1943 Serviceman airmail letter from APO 929, located at New Guinea.

All of the above examples were for letter mail. The film boxes in *figure 3* are a different rate usage. One box is franked with 3c postage for 3rd class (> than 4 ozs.) mail in August 1941 using stamps that likely were stolen. The stamps bear the perforated initials (perfin) of "GN" for the Great Northern Railways. Companies often punched initials or designs into stamps as a form of deterrence against theft by employees, but this obviously didn't always work. From notes on the packages, it is clear that the contents were personal and had nothing to do with the railroad. The other box, mailed in November 1941, was franked with a 6c Transport and was assumed by the POD to be airmail material based on the postage stamp. As with the other box, it weighed 3 ounces, and so was assessed 12c postage due for 2 ozs unpaid airmail instead of being counted as overpaid for the 3rd class rate, or 3c postage due for 1st class.

As part of a set of revenue increases to help fund the war, Congress increased a number of postal rates and service fees in March 1944, including an increase in the domestic airmail rate to 8 cents. The envelope at the top of *figure 4* is bordered with red and blue lozenges, which was allowed by the POD to be used only for

Figure 3 *shows two 3rd class mailings using perfinned stamps. Because of the Transport stamp on one of them, that item was considered as airmail matter by the POD and was charged postage due accordingly.*

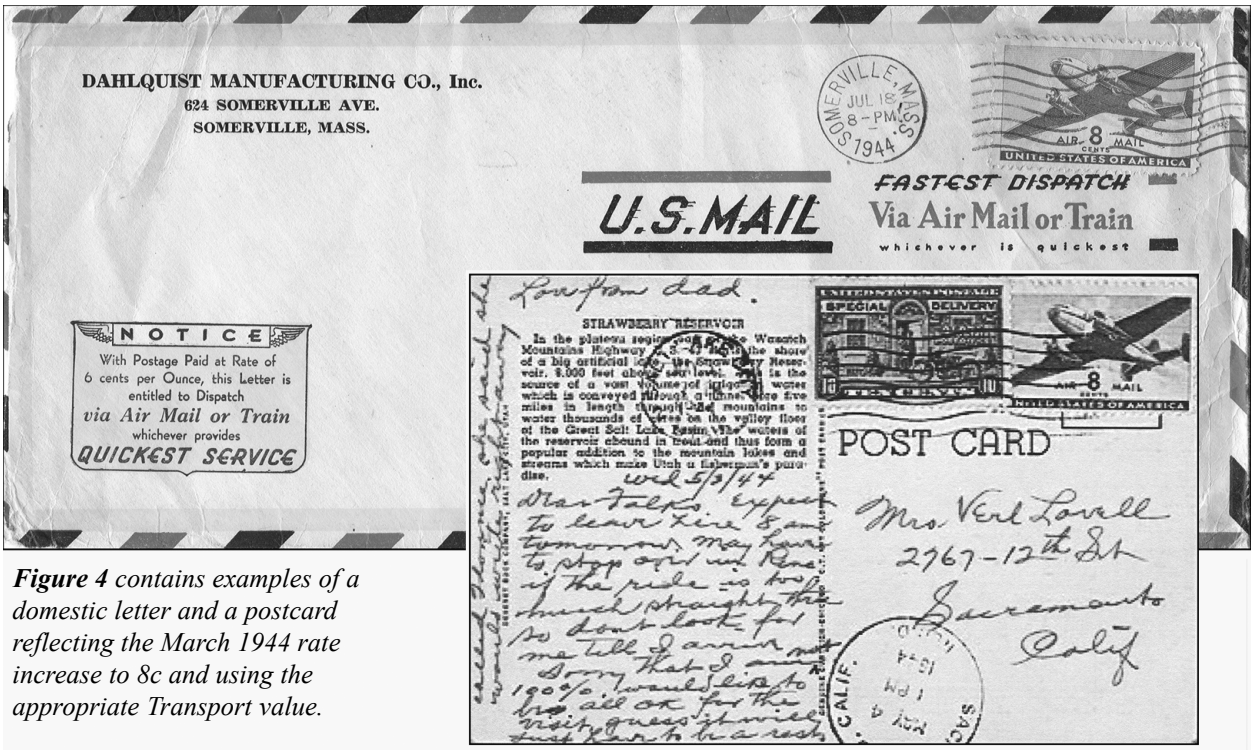


Figure 4 *contains examples of a domestic letter and a postcard reflecting the March 1944 rate increase to 8c and using the appropriate Transport value.*

airmail service. This envelope, mailed in July 1944 from MA to PA and franked with an 8c Transport, was printed with directions for "Fastest Despatch" and the outdated "6 cents per Ounce" rate information. The postcard mailed in 1944 from UT to CA at the bottom of *figure 4* is an example of a relatively short-term rate combination. The airmail rate of 8c in combination with the 10c special delivery fee was only possible for 8 months (March -November 1944) before the special delivery rate was increased.

The airmail registered letter shown in *figure 5* was mailed from CA to NJ in 1945. The 8c and 15c Transports, supplemented by a 1c stamp paid for three

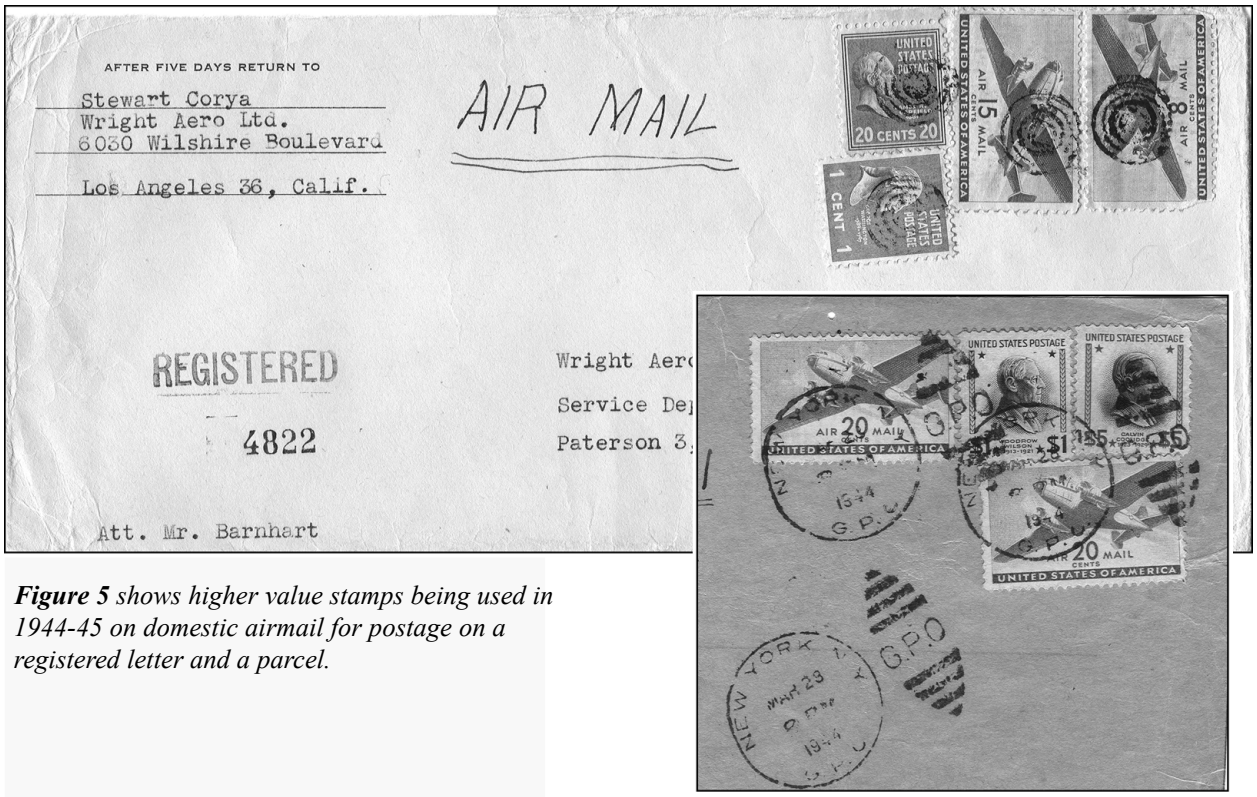


Figure 5 *shows higher value stamps being used in 1944-45 on domestic airmail for postage on a registered letter and a parcel.*

ounces of airmail, and the 20c Prexie paid the registration fee. The partial label at the bottom of *figure 5* is from a 1944 airmail parcel, originating in NY. Assuming that the label shows all of the postage, the postage of 20c x2 with $1 and $5 Prexies indicates a package with a 5 lb weight sent to Zone 8, which was probably for an overseas serviceman.

Figure 6 once again shows the POD using the Transport stamps for collection of postage due. This Postage Due Bill from Maine is undated, but contains thirty-one 8c Transports, sixteen 30c Transports, and $1.04 in postage due stamps, totaling $8.32. The penciled postal clerk notation suggests postage due was for thirty 2 oz airmail letters at 16c each, plus forty-four 1 oz airmail letters at 8c each. As with the 1943 letter shown in Figure 2, the postage due was for airmail services, so it was consistent with practice to use the Transport stamps.

In October 1946, the domestic airmail rate was decreased to 5 cents per ounce. The new 5c stamp, illustrated on a First Day Cover in *figure 7*, could be considered as an extension of the Transport series design. It depicts the production DC-4, of which only 79 new-build

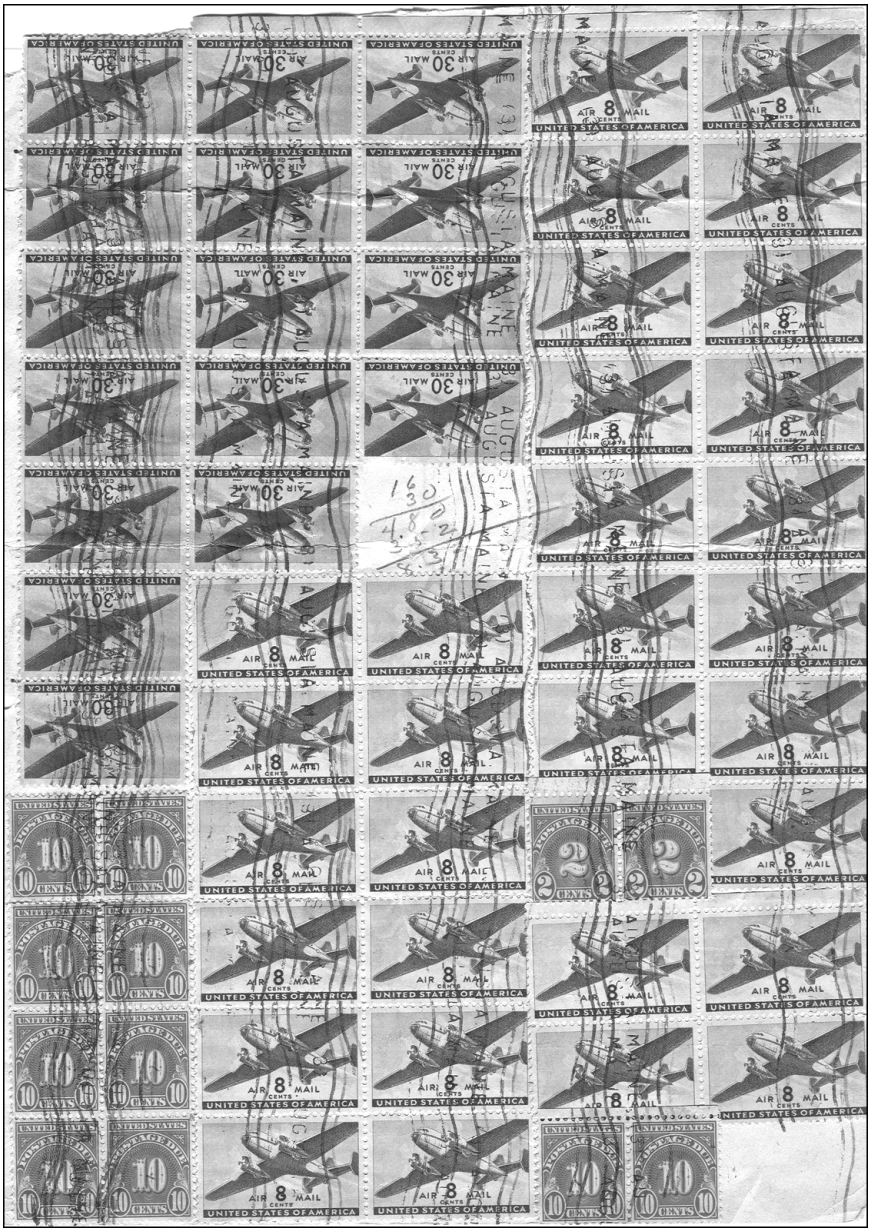


Figure 6 *illustrates a mix of high value Transports and postage due stamps used by a Maine post office to collect insufficient postage on a group of 74 airmail letters.*

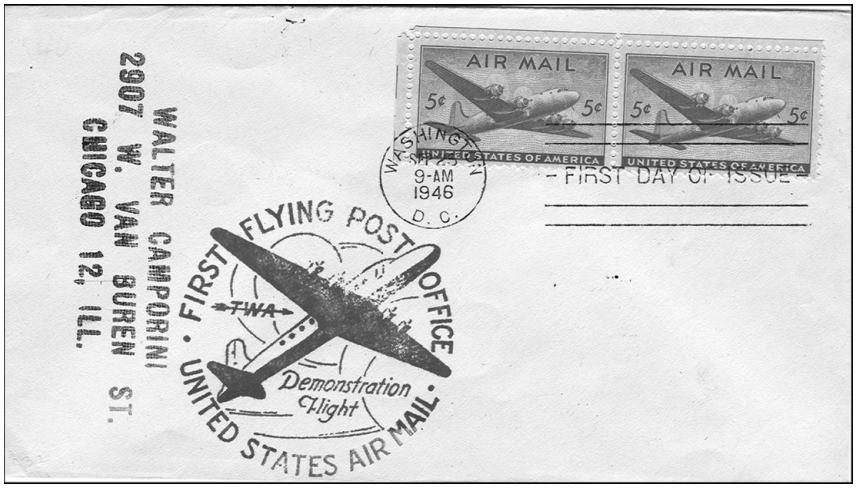


Figure 7 *shows a 1946 FDC of the 5c airmail stamp issued to meet the reduced domestic rate. It depicts the civilian version of the DC-4, which had very low production volume because of the great number of surplus military versions (C-54) available after WWII.*

DC-4s were constructed before production ceased in 1947. This was because hundreds of the C-54 military version entered the civilian air market as war surplus, and carried more passengers than any other four-engine transport.

The top cover in *figure 8* from 1947 is an airmail letter from NY to MO, franked with a bisected 6c Transport plus a 2-cent stamp to equal the 5c airmail rate. While it was carried in the postal system, this letter was certainly the exception rather than the rule. Postal authorities may sanction the bisection of stamps by the public during a shortage of stamps, but these occasions are always very rare, and short-lived. Though technically illegal, people have tried, usually for philatelic reasons, to use bisected stamps cut in half for use at half the face value of the whole. In this case, there was no known shortage of 3-cent stamps in New York in 1947, and so no reason for this bisect. The two 1947 letters at the bottom of *figure 8,* one franked with a 10c and the other with a 15c, are more expected and appropriate uses of the Transport stamps to pay multiples of the 5 cents rate.

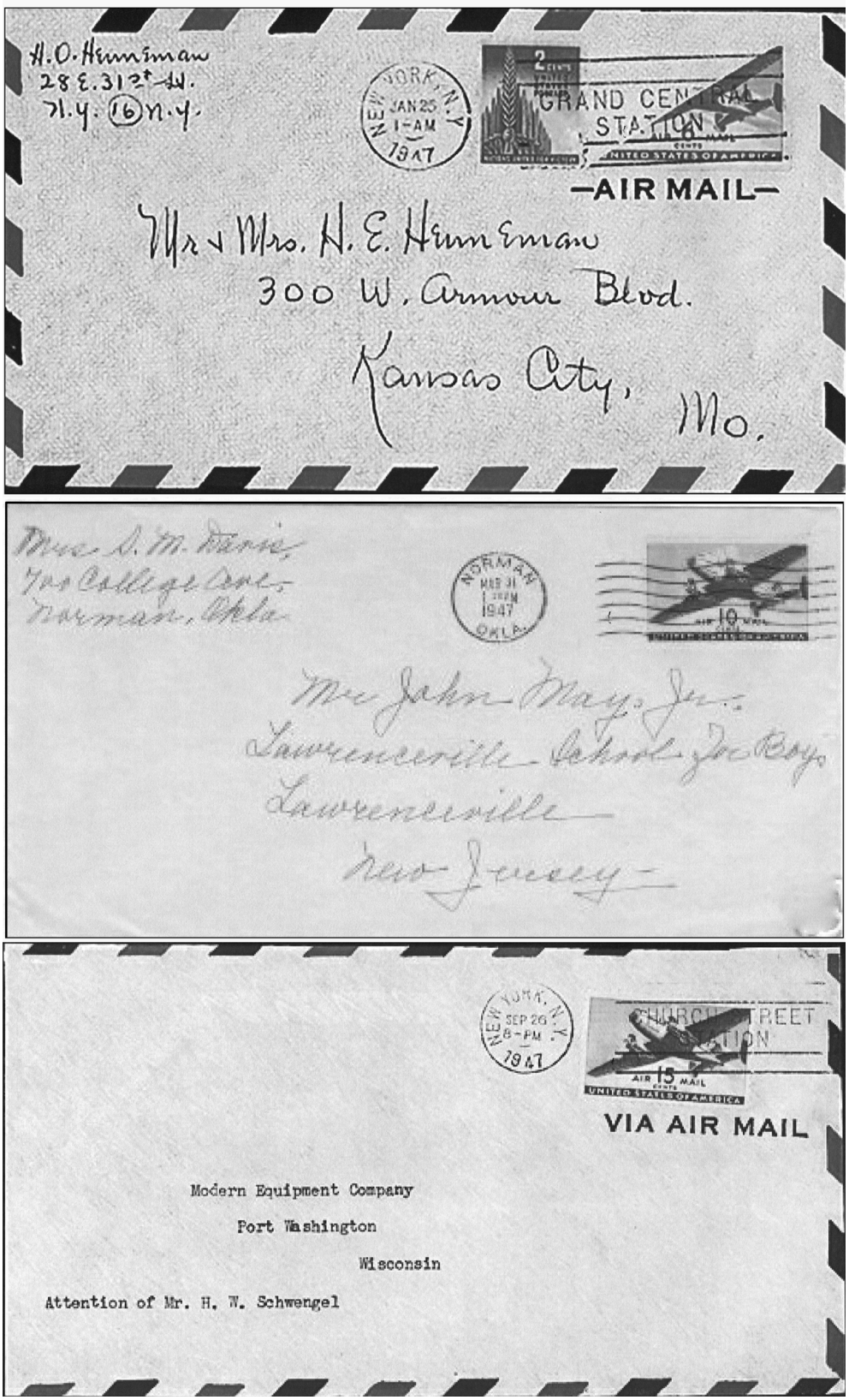


Figure 8 *illustrates both contrived and appropriate domestic uses of the Transport stamps after the 1946 rate change. As often happens, a single example of an illegal or inappropriate usage, such as this bisect, often gets thru the mails, mixed in with the correct 2 ounce (10c) or 3 ounce (15c) letters.*

Figure 9 illustrates another example of the film mailing boxes seen earlier. This one was mailed in late 1946, and attempted to be prepaid 10c for 2oz using the 8c GN perfin Transport and a 1 ½c Prexie. The POD assessed 5-½c postage due for the partial unpaid 2nd oz and wholly unpaid 3rd oz of airmail. Also shown in *figure 9* is a 1948 airmail insured letter sent from CA to MA. Here the 8c stamp pays 5c for 1 oz of airmail and 3c for the minimum fee for insurance, once again illustrating the use of airmail stamps being allowed to pay service fees for airmail letters

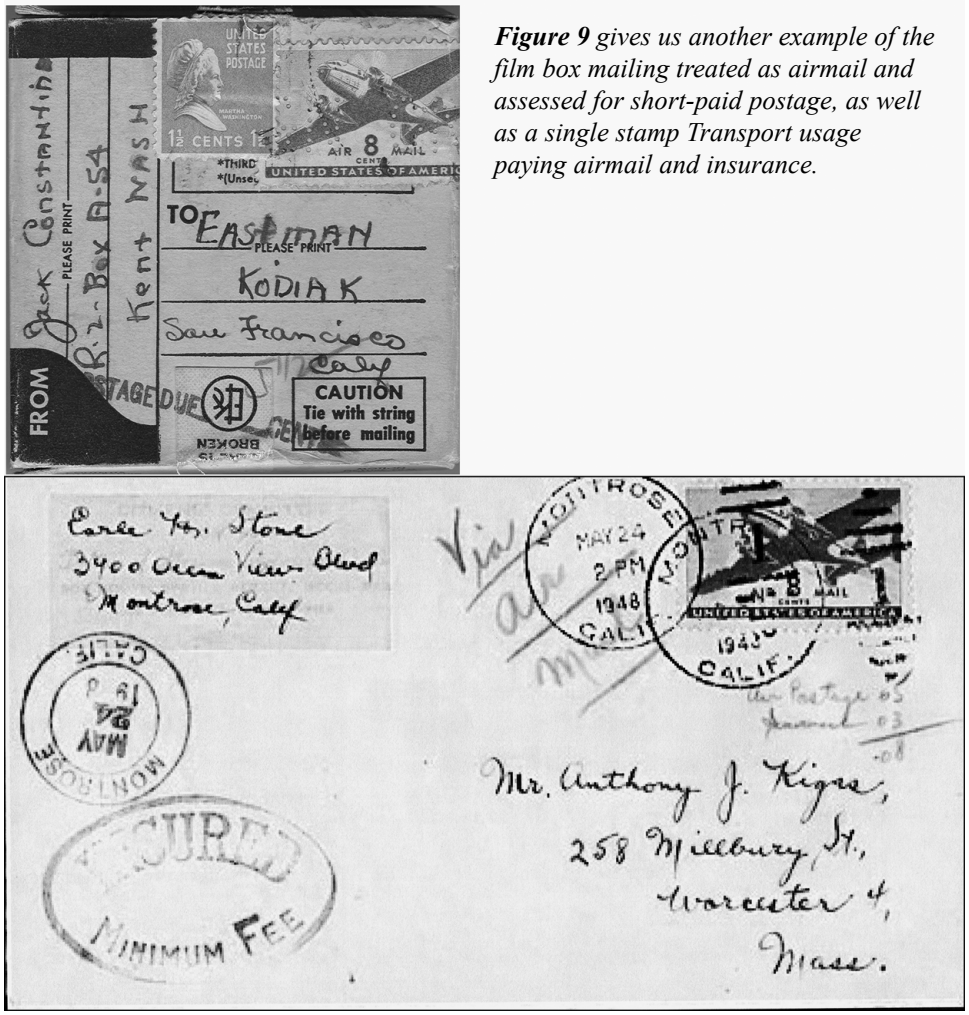


Figure 9 *gives us another example of the film box mailing treated as airmail and assessed for short-paid postage, as well as a single stamp Transport usage paying airmail and insurance.*

Figure 10 is one of the few exceptions where airmail stamps were used to pay for postage or fees services that were <u>*not*</u> related to airmail transmission. This 1948 Business Reply Mail (BRM) envelope bears five 6c Transports and one 2c postage due stamp totaling $0.32. These stamps were used to collect postage (@$0.03) and BRM fee (@$0.01) for eight 1st class letters. In contrast, *figure 11* illustrates an example where the POD actually enforces the1920's regulations and did not allow the use of an airmail stamp for non-airmail service. This handstamps' original purpose was to admonish and explain the POD's policy on use of exclusive use of envelopes with red and blue lozenges for airmail service, and was adapted by the local postmaster for notification of the inappropriate use of an airmail stamp.

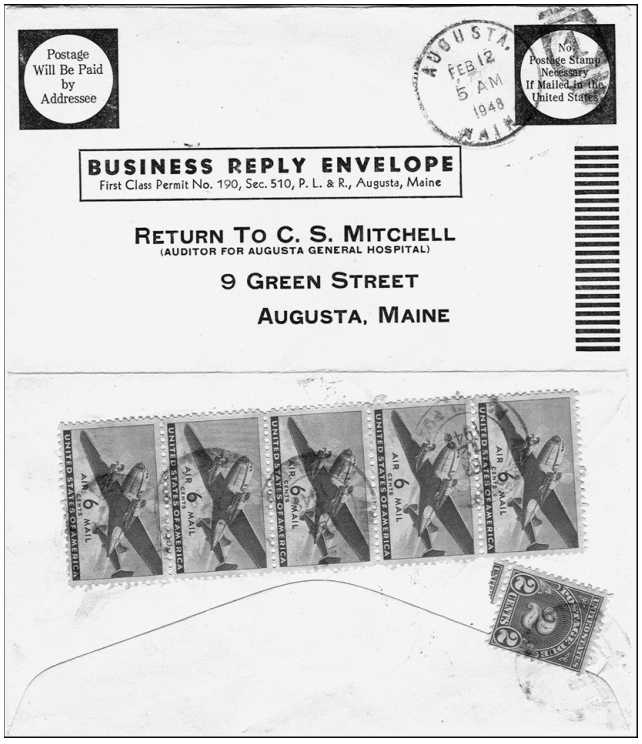


Figure 10 *is an unusual usage where airmail stamps were used for purposes unrelated to airmail transmission. The postage due and fees collected on this Business Reply Envelope was for 1st class letters*

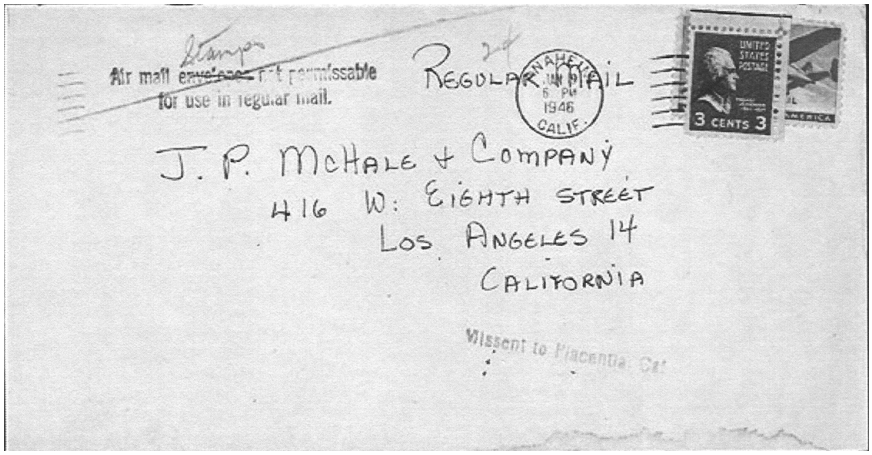
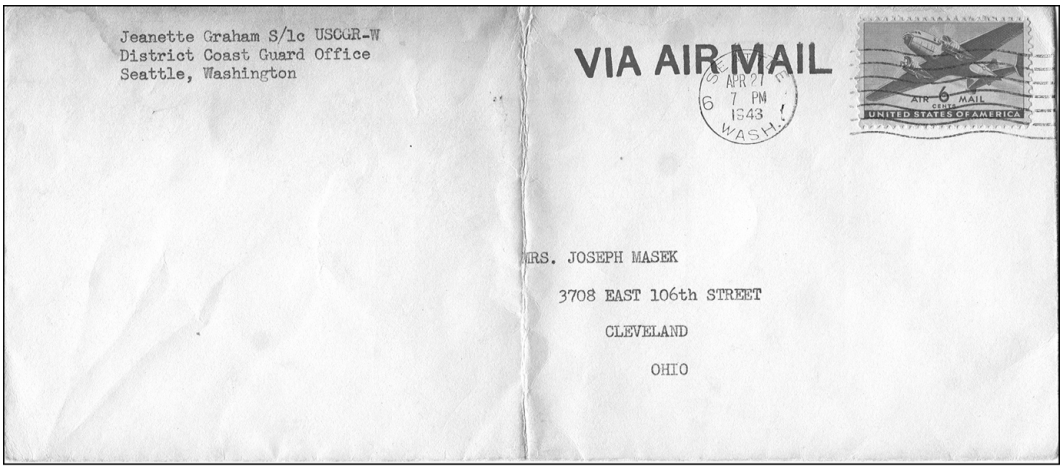


Figure 11 *illustrates the more normal POD policy of "airmail for airmail", allowing red & blue lozenge border envelopes and airmail stamps to be used only for airmail conveyance. Here the local postmaster modified an auxiliary handstamp to deliver his message.*

Starting in January 1949, and running thru July 1958, the airmail rate was again 6 cents. The 6c Transport (here the booklet pane version) was once again appropriate to use for domestic airmail. *Figure 12*, top**,** illustrates a 1950 Helicopter 1st flight in the Los Angeles, CA area. The middle cover shown is a 1949 airmail registered letter from NY to IL, with a 30c Transport plus an additional 3c overpaying registration of $0.25 and airmail of $0.06. The bottom cover in this figure shows the clear usage of service stamps paying the appropriate fees on a 1951 letter from NC to PA. The 6c Transport pays for 1-ounce airmail, a 25c Prexie pays for basic registration and a 15c Motorcycle special delivery stamp pays that fee.

The last category of domestic usage of the Transports that re-

Figure 12 *illustrates several examples of domestic use of the increased 6c rate effective January 1949. Shown are helicopter airmail, registered and special delivery letters.*



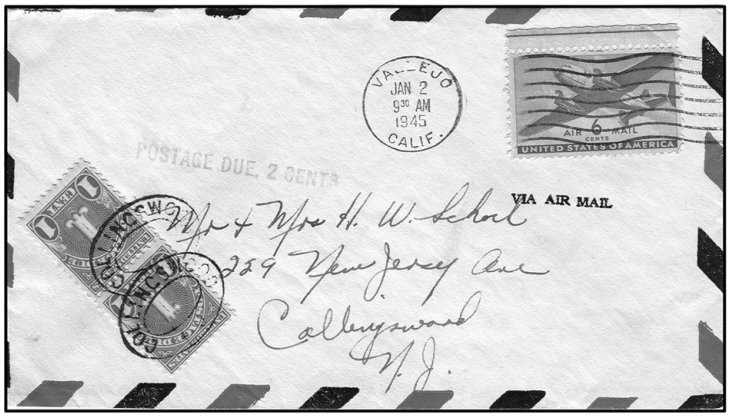


Figure 13 *shows usages of domestic airmail rates by military personnel on duty in the US. The top envelope is correct for the rate periods. The bottom envelope is an "oops, I forgot" example of a sailor on a temporary continental US port call using the overseas concession rate.*

quires knowing a little more than just the date. In this case I am including mail handled in the APO/ FPO system as "domestic", and am referring to uses of the WWII Military Airmail Concession rate.

From Dec 7, 1941 through Sep 30, 1946, while active duty service personnel were in the continental US, they were required to pay the current domestic rate (6c/oz for Dec 7, 1941-Mar 25, 1944 and 8c/oz for Mar 25, 1944-Sep 30, 1946) for their airmail letters destined for US addresses. First class letters could be sent free of postage in the time period Apr 1, 1942 through Sep 30, 1946. *Figure 13* shows examples of correct and incorrect military domestic rates. The 6c usage is clear; the bottom cover is from a sailor when his ship was temporarily in US. The sender was used to the 6c overseas concession rate, and forgot that he had to pay the domestic rate while in the US, resulting in the postage due charge of 2 cents.

From Dec 25, 1941 through Sep 30, 1946, while active duty personnel were outside of continental US, they could receive from or send mail to the continental US at the reduced airmail rate of 6c/ 1/2 oz. *Figure 14* shows single-weight and double-weight covers from and to armed forces personnel.

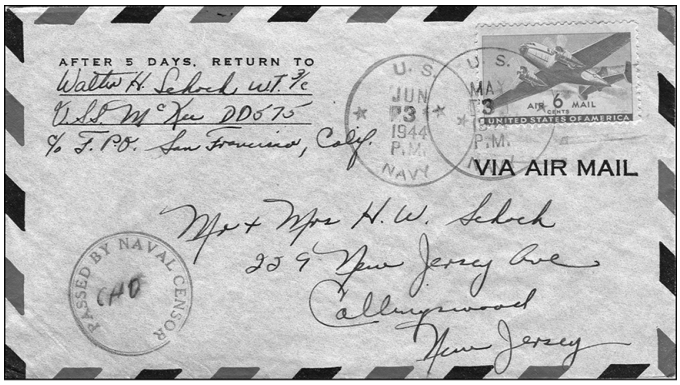


Figure 14 *shows single and double weight envelopes sent from and to US personnel on duty outside of the continental US. From Dec 25,1941 thru September 30,1946, the military concession airmail rate was 6c per ½ ounce*

Even overseas, senders still sometimes mixed up the concession and domestic rates, most likely when they had only recently arrived at an overseas assignment. This seems to be the case in the *Figure 15* top cover. It is undated, but the return address is a "high number" Transit APO, assigned while troops were on their way overseas. This APO number was assigned in July 1945 for troops traveling to the Pacific Theater, and the sender, used to using the 8c domestic rate, overpaid the postage. The bottom cover in *figure 15* shows an example of a different kind of mix-up that also resulting in an overpayment. It was mailed in July 1946 from the USS Yellowstone, and franked with two 8c Transports. Before it left the ship, the letter was noted as being triple weight, marked "Postage Due 2c" (3 x $0.06=$0.18, less $0.16 in stamps) and returned to sender. He overpaid the shortage by adding a 3c stamp and mailed it again, receiving a second *USS Yellowstone* cancellation. Upon arrival, the local post office noted the auxiliary marking requiring 2 cents postage, but did not do the math; they added two cents in postage due stamps, canceling them with a undated city oval. This resulted in overcharging the recipient in error, as the sender had already paid the additional postage required. The military concession airmail rate ended Sept. 30, 1946, so APO/FPO usages of 6c rate

Figure 15 *illustrates several more military usages. The top cover is the opposite of the bottom one shown in figure 13, as here the soldier was entitled to the 6c rate but paid 8c out of habit. The middle cover was full of confusion in its time, with simple math not being someone's strong point, and the bottom cover reflects a military user of the civilian domestic airmail rate during the Korean War.*

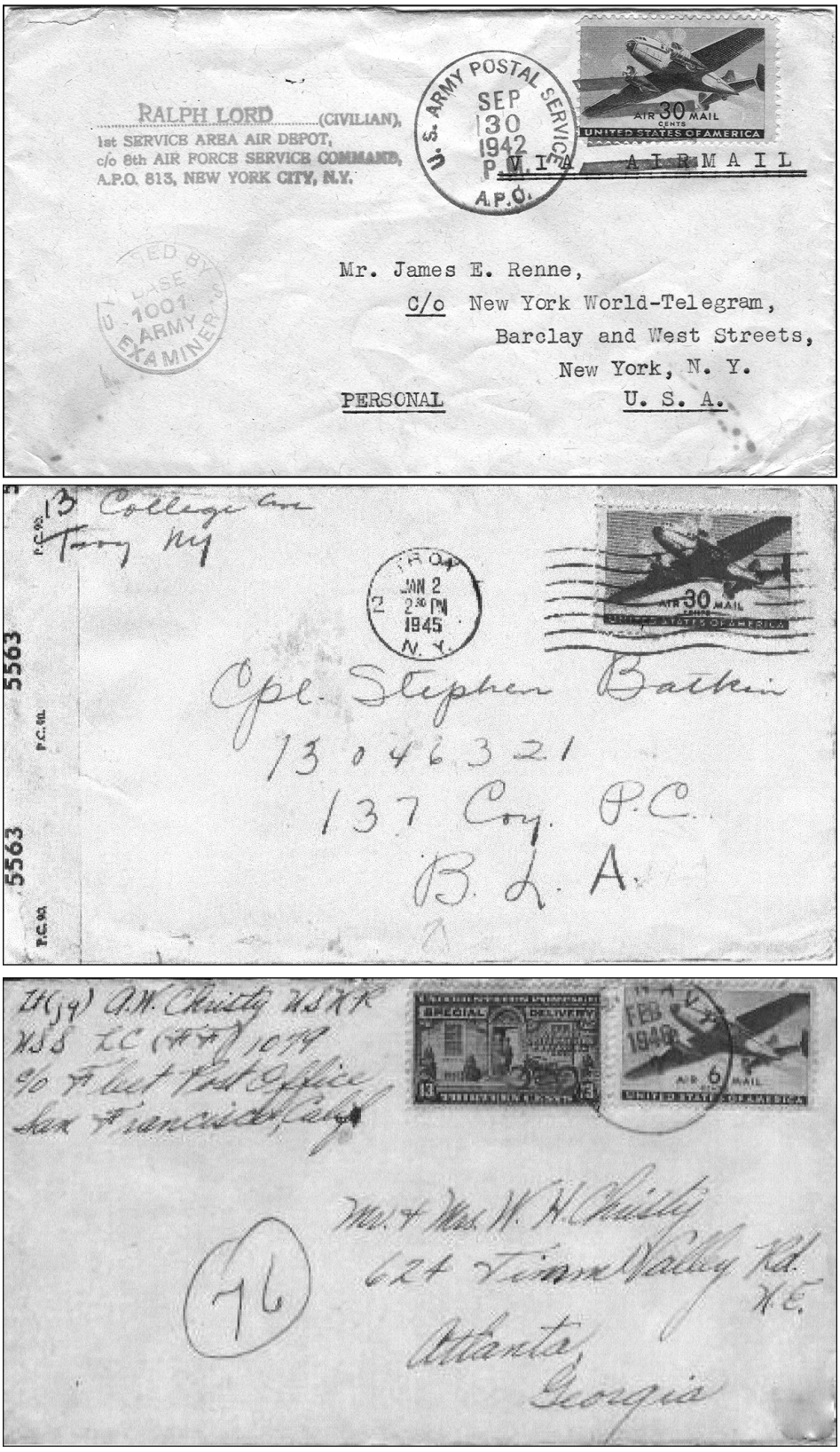


Figure 16 *presents examples of the limits on the WWII military concession airmail rate. Initially, it applied only to members of the US armed forces, not to civilians working for the US military or members of Allied militaries. As WWII continued, the POD extended the reduced mailing rate privilege to civilians groups including, among others, the Merchant Marine, war correspondents, Red Cross and USO.*

after that would reflect the then-current domestic airmail rate. This rate is reflected, in the bottom *figure 15* cover, mailed from the USS Consolation in 1951 and applied to the entire period of the Korean War.

The airmail concession was originally authorized only for American uniformed service personnel. It was extended to civilians employed by military on Oct. 21, 1942. Prior to that, airmail letters from civilians using the APO system for mail to the US were subject to the existing international rates. In the top cover shown in *figure 16*, the 30c/½ oz rate was needed for this letter from Northern Ireland mailed in September 1942. The middle cover, however, illustrates a limitation on the concession rate. It only applied to mail going to US military personnel and did not apply to mail to non-US soldiers, in this case a British soldier in the European forces (BLA= "British Liberation Army"). In general, it also did not apply to mail sent by non-US personnel, but there were cases where Allied soldiers were granted the privilege of using the US APO system and the reduced rate to the United States.

While overseas service personnel did not experience a change in the airmail rate during the war period, they were subject to increases in fees for rates for other services. As noted above, the special delivery fee in-

creased to 13c in Nov.1944. The combination of 6c airmail and 13c special delivery shown in the bottom of *figure 16*, therefore, only exists on mail from overseas military personnel, as compared to the domestic rate combinations of 8c airmail and 10c or 13c special delivery.

One last usage of Transport stamps on domestic military mail was recently shown in the May 2007 issue of *American Philatelist*. In his article "Philatelic Movie Props-Part Deux", Dr. TJ Richards discusses and illustrates prop mail from a range of movies released in the last twenty-five years. The relevant one for our discussion is "the Great Raid", released in 2005, which tells the story of the 1945 rescue raid made by the 6th Ranger Battalion on a Japanese POW camp at Cabanatuan, Philippines. *Figure 17* replicates the article illustration, which shows two contrived covers with cardboard simulated stamps. Both covers are overfranked, including a $5 Prexie, have incorrect and inaccurate address formats, and just plain wrong cancellations. But, hey, it's the movies, and the prop mail would have at best gotten a second or two of screen time.

Transport stamp collecting has been active, popular and enjoyed for over 65 years. This article tells of only one way to categorize and collect these stamps and their usage. As with so many areas of stamp and postal history collection, it is the imagination of the collector that provides the opportunities for fun.

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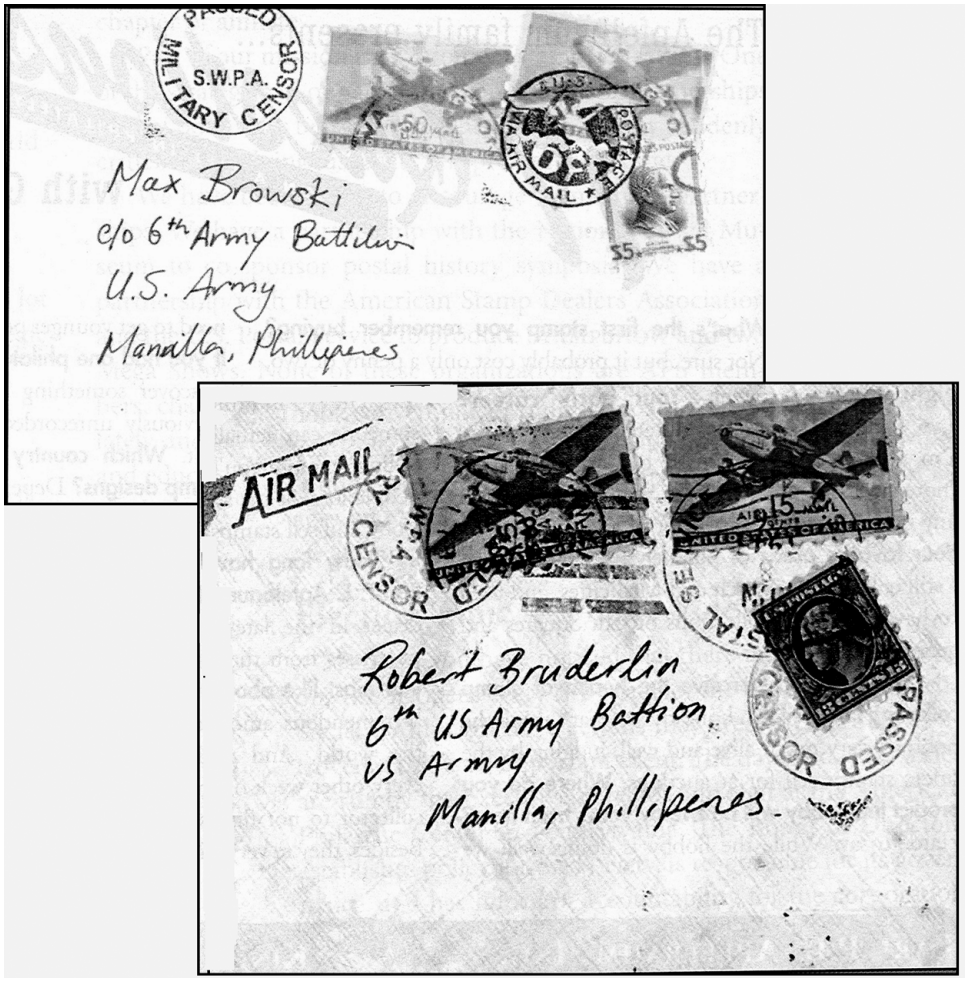

***Figure 17**, courtesy of the* American Philatelist*, shows examples of movie-prop mail from a recent WWII picture. While the rates are so terribly wrong, at least they used stamps, including Transports, which are correct for the period.*

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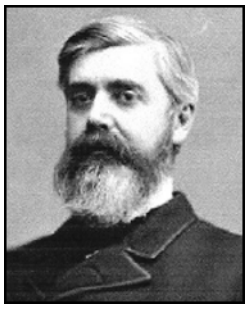
POSTMASTERS GENERAL OF THE UNITED STATES

XXXI. Walter Q. Gresham, 1883-1884

by Daniel Y. Meschter

Walter Quintin Gresham's persona is difficult to understand now. He was a farm worker, teacher, clerk, lawyer, legislator, soldier, jurist, administrator, and statesman. His peers regarded his career as illustrious, but historians fail to recognize the imprint they might expect from his lengthy public service to the nation.



Walter Q. Gresham

Walter Gresham was descended from an eighteenth century English immigrant whose offspring moved west, first to central Kentucky and then to southern Indiana where Walter was born on March 17, 1832 on the family farm near Lanesville, a few miles across the Ohio River from Louisville[1]. His father was the sheriff of Harrison County when he was killed in 1834 by an outlaw he was attempting to arrest. Walter was raised by his mother and stepfather who continued to manage the farm on which he worked as a boy. He obtained his primary education in a log school in the neighborhood where, completing everything it had to offer, he became the teacher for a time. His earnings from teaching and employment as a clerk in county offices enabled him to attend Corydon Seminary for two years and the University of Indiana for another year. He then took up he study of law and was admitted to the bar in 1854.

He developed an interest in politics even before opening a successful private law practice with an influential partner. He was a moderate in his opposition to slavery. He believed it would be abolished peacefully in the course of time and that slave owners should be compensated for their loss. With the demise of the Whig Party on account of its proslavery tendencies, he first joined the American or Know-Nothing Party and then was a local organizer of the emerging Republican Party. He supported J.C. Fremont for President in 1856. He was defeated in several campaigns for local offices until he won a seat in the Indiana Legislature in the fall of 1860 by a razor-thin majority, his only electoral success.

As a member of the legislature's committee on military affairs, he drafted legislation authorizing the governor to appoint the officers in the state's militia which eventually passed. It did not, however, affect federal units whose company commanders continued to be elected by the troops and regimental officers appointed by regular army commanders. He "broke" with the governor in his opposition to the spoils system, especially the replacement of the trustees of benevolent institutions with every change of administration. This dispute strongly influenced his subsequent support of civil service reform.

Completing his term in the legislature, he offered the governor his services in the militia, but was denied a commission. Accordingly, he returned to Corydon where he organized a company of volunteers who obligingly elected him their captain. Federal authorities commissioned him lieutenant-colonel of the 38th Indiana Regiment later that summer and colonel of the 53rd Indiana that December.

His Civil War service has been described as distinguished. He was first assigned to Grant's command and saw action at Corinth and Vicksburg. At Grant's recommendation he was promoted to brigadier general in August 1863 and put in command of the Natchez District. The next spring he was transferred to Sherman's army as a division commander in the Atlanta campaign where he received a bullet wound in the leg from which he never fully recovered. He was brevetted a major general at the end of the war, but seldom used the title of "general" afterwards.

Gresham returned to his law practice in late 1865, was twice defeated for Congress, and supported his friend and comrade, Ulysses Grant for President at the 1868 Republican Convention. He declined appointments as Port Collector of New Orleans and U.S. Attorney for Indiana for personal reasons before he accepted Grant's appointment as a Federal District Judge for Indiana. He served in this post until 1882 during which his adept handling of several nationally sensitive cases made him a leading figure in the Republican Party. He was frequently mentioned as a presidential possibility. It was perhaps his recognition of the strength of Benjamin Harrison in their rivalry for leadership of Indiana Republicans that caused him to withdraw his candidacy for U.S. Senator in 1880 and made him amenable to a Washington appointment.

It was a surprise when after Timothy Howe died on March 25, 1883 Chester Arthur reached for Walter Gresham to offer him appointment as Postmaster General. There is no indication that they knew each other personally and Gresham by now was an Independent in everything but public declaration. His positions were opposite those of the Stalwarts on two major issues, civil service reform, which he supported, and the protective tariff that he increasingly opposed. The usual explanation was that Arthur, still considering himself a candidate for nomination for President, was playing politics by using one Hoosier, Gresham, to obstruct the candidacy of another, Harrison, with the threat of an Arthur-Gresham ticket. The irony was that while Harrison had urged the appointment of a Hoosier to the Cabinet, Gresham would have been at the bottom of his list of acceptable candidates[2]. Gresham served seventeen months until September 1884 after the Republican National Convention at which Harrison was not a factor.

Although an obvious political appointee who well could have dodged any duties except those mandated by law in reliance on his subordinates, Gresham developed a wide-ranging interest in the operations of the Post Office Department and achieved a number of reforms and improvements. As it happened, since he was in office for only three months at the end of the 1883 fiscal year, much of his 1883 annual report was based on Howe's administration. On the other hand, because he was in office for the whole of the 1884 fiscal year, all of his 1884 annual report was based upon his administration and was largely written at his direction even though his successor, Frank Hatton, signed it. Therefore, that 1884 Annual Report is here credited to Gresham[3].

Just a month before his appointment while Howe was still in office, Congress, passed three pieces of legislation important to the postal service on March 3, 1883. These fell to Gresham to administer although he had nothing to do with their enactment. The first reduced the rate of postage on first class letters from three cents to two cents per half ounce effective October 1st[4]. At his direction, the Third Assistant Postmaster General designed and issued the familiar two-cent brown Washington and the four-cent blue-green Jackson stamps to pay the new one-half and one ounce rates. This new rate was important because with the exception of a year and a half during World War I when the rate was temporarily increased to three cents, the two-cent rate remained in effect until 1932. One of the effects of the new rate was to increase the volume of mail by a significant factor while, as Gresham noted, after the Department showed its second consecutive surplus in 1883, it returned to its usual deficits in 1884 which he ascribed to the loss of revenue due to this reduction in postage.

This same act also directed the Postmaster General to investigate the Railway Mail Service with respect to the inequitable rates paid the railroads for carrying the mail the largest single expenditure in the Post Office's budget. His report recommended that Congress pass the legislation on railroad pay before it at just that moment[5]. At the same time Gresham was able to negotiate a resumption of fast mail service to the West that the railroads had allowed to lapse several years before for what they considered insufficient compensation.

The second of these enactments modified the existing legislation relating to the money order system[6]. Of particular convenience to mostly rural postal patrons remitting small sums to mail order houses was the introduction of "postal notes" for sums up to five dollars, payable to "bearer," for a fee of three cents.

The last was an act to "adjust" postmaster salaries by liberalizing the formula on which salaries were computed[7]. Although it gave the appearance of increasing salaries, its intent was to offset the one-third reduction in revenues from first class mail.

Meanwhile, Gresham was using his decision-making powers in other ways. He improved the foreign postal service and ordered local post offices to use competitive bidding to purchase non-official supplies and services. Two other improvements he had in mind which Congress did not enact until after he had left office were to continue reducing first class postal rates by increasing the allowable weight and to introduce a scheme for the special deliver y of letters under certain circumstances.

Gresham's most controversial action was his attempt to suppress the Louisiana State Lottery Company by banning its advertising and tickets from the mails. Lotteries had a long history in the United States. Several states, including New York, chartered lottery companies as a source of badly needed revenue in their early days. Unfortunately, both State and privately operated lotteries were susceptible to fraud. The Post Office Department had banned dangerous materials from the mails almost from its beginning, but apparently never attempted to ban or censor the content of

mail on moralistic grounds until David Key issued an order on October 20, 1879 requiring postmasters to return registered letters to 117 persons or companies engaged in fraudulent schemes[8]. The next year the Supreme Count set aside the underlying legislation and Key's attempt came to naught[9]. Gresham attempted to revive Key's order with respect to the Louisiana Company and ran into a similar legal obstruction. The Louisiana Company continued in operation until 1906 before the U. S. Attorney General was able to break it up.

Nevertheless, the idea of restricting the use of the mails for illegal, obscene, or other socially objectionable purposes by order of the Postmaster General had its foundation in Key's and Gresham's attempts to limit access to the mails. Theirs was far from the last attempt by Postmasters General to censor or control the content of the mails.

Gresham was never very satisfied as Postmaster General, but he obviously was so beholden to President Arthur for the appointment to the appellate bench he may have been promised he had little choice but to acquiesce to Arthur's wishes. It was an emergency situation when one of Arthur's dearest friends, Treasury Secretary Charles J. Folger, died on September 4, 1884. The law did not give Arthur much time to search for a successor and since such an appointment so late in the life of an already "lame duck" administration appealed to few qualified candidates, Arthur turned to Gresham as virtually his only choice on such short notice. Arthur appointed him Secretary of the Treasury on September 24th while Arthur continued his search. As soon as he found the elderly Hugh McColloch, Gresham resigned after less than five weeks in office to accept a more permanent appointment as an appellate judge on the Seventh Circuit for Indiana, Illinois, and Wisconsin.

As an appellate judge in the 1880's he was faced with a wide variety of cases that historians now recognize as a liberal trend in American juris-prudence. His views toward labor legislation softened from when he was a district judge. His liberal tendencies continued to develop during the succeeding Cleveland and Harrison administrations. He formed close friendships with Grover Cleveland and his supporters and became more and more passionately opposed to McKinley's protective tariff proposals. Although his name had been put into nomination for President at the last two Republican conventions, he was gradually distancing himself form the party until he declared for the Democratic Party so that he could accept Cleveland's appointment as Secretary of State. It was not the best choice Cleveland could have made, but the Democrats had been out of office so long they had few contenders experienced in foreign affairs.

Gresham took office on March 6, 1893. He served a little more than two years when he died in office on May 28, 1895 and was eventually buried in Arlington National Cemetery.

(Endnotes)

1 See Vexler; *Dictionary of American Biography,* v. VII; *Biographical Directory;* and Calhoun, Chas. W., "Walter Quintin Gresham," article in *American National Biography* for biographical sketches of Gresham.

2 Reeves, Thomas C. *Gentleman Boss: The life of Chester Alan Arthur,* New York, 1975, p. 353.

3 Annual Reports of the Postmaster General, November 19, 1883, Serial2189; November 20, 1884, Serial 2285

4 22 Stat 455

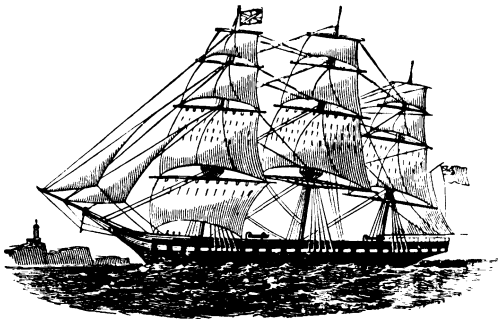
5 1884 Report, p. 23.

6 22 Stat 526

7 22 Stat 600

8 Annual Report of the Postmaster General, November 8, 1879, Serial 1909, pp. 35-36.

9 Annual Report of the Postmaster General, November 13, 1880, Serial 1058, pp. 37-39.



Late Uses of Sub-station Markings, Including a New Latest Known Use

Figure 1 *A new latest known use (LKU) of a sub-station marking from NYC Sub-station no. 117. Other markings date it at December 22, 1911. Shown courtesy of Stephen Taylor.*

By Dennis H. Pack

It is not unusual for a postmarking device to continue to be used after the name or designation of its post office or branch post office has changed. Sometimes a new device is late in arriving, but more often the old device is kept around either in its original or altered condition. This article looks at a few late uses of postmarking devices used at sub-stations, including a new latest known use (LKU) for any sub-station marking.

Some branch post offices were designated sub-stations from 1890 to 1902. In 1897, they had these characteristics:[1]

- They sold stamps and other postal supplies, issued money orders, and registered letters and packages.
- They cancelled some mail and made up and sent postal items received from the public to full stations or the main post office for dispatch to other offices.
- They did not have mail carriers assigned to them or deliver mail.
- They were designated by numbers, rather than by names. (Previously, some had been given local names).
- Most had handstamps that contained "sub-station", "sub-sta" or "sub".

All sub-stations were redesignated numbered stations April 1, 1902, so any use of their markings after that date is considered late usage. Of 536 postal markings in the current census of sub-station markings,[2] 89 markings are dated after April 1, 1902. Table 1 shows their distribution over time.

Table 1

Year	NO. OF Sub-Station Markings Reported
1902	18 (after April 1)
1903	17
1904	21
1905	12
1906	5
1907	3
1908	3
1909	7
1910	3

Often new LKUs are only days or weeks later than the previously reported LKU. A new reported LKU for sub-station markings pushes the date forward almost two and a half years. *Figure 1* shows a cover bearing double-oval cancels from New York City's Sub-station No. 117 on a cover dated December 22, 1912. Since the double-oval cancel is mute as to date, the date was determined by the New York, NY, Station 117 double-circle registration markings on the back of the cover. The use of four-cent stamps from the Washington-Franklin Issues of 1908 -1921 and the violet rectangular registration marking signal that the use of the double-oval sub-station cancel would be extremely late use. The stamps on the cover are

perforated 12, so they were issued either in 1908 or 1911, depending on whether they have a single-line or double-line watermark. One would surmise that the double-oval sub-station handstamp had been tucked away somewhere and was used by chance, rather than by design. New York City's Sub-station No. 117 was established July 1, 1899, at 2405 1st Avenue, corner 123rd Street.[3] In October, 1899, it moved to 23rd Street & 10th Avenue.[4]

Until recently, the latest reported use of a sub-station postal marking was a registration handstamp dated June 30, 1910, from Elgin, Illinois, Sub-station No. 2. A similar marking dated April 4, 1910, is shown in *figure 2*. The June 30, 1910, marking is still the LKU of a sub-station registration marking. A previous EKU sub-station marking reported from Saginaw, MI, was in error.

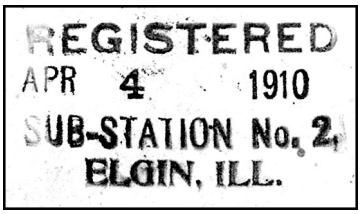


Figure 2 *A 1910 registration handstamp from Elgin, IL, Sub-station No. 2. The previous EKU was this marking dated June 30, 1910.*

Figure 3 shows the latest known use of a duplex cancel and a MOB marking. The cancel is from Tampa, FL, Sub-station No. 4, and the MOB DCDS is from Minneapolis, MN, Sub-station No. 7.

Figure 3 *Latest known uses of duplex cancel and MOB double-circle handstamp from sub-stations.*

Some markings were altered after the sub-stations using them were redesignated stations. This is particularly true for the named sub-stations of Chicago, Illinois. Fifteen named sub-stations were established in Chicago in lieu of independent post offices effective July 1, 1894. All but one of them were redesignated named stations effective January 1, 1898. It is difficult to date duplex cancels used by these sub-stations because they contain no year date. Some can be assumed to be late uses because the cancels have been altered by removing "sub", which left a gap. *Figure 4* shows duplex markings from the Dunning Sub-station before and after the cancel was altered and other altered cancels from named Chicago sub-stations.

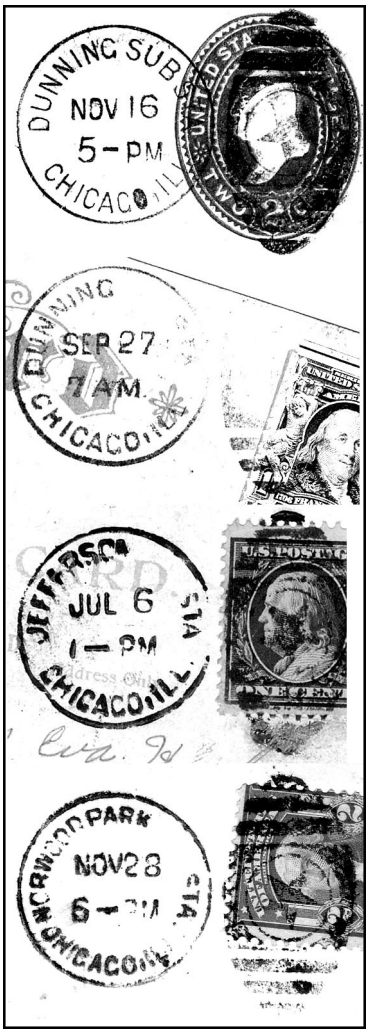


Figure 4 *Duplex cancels from named Chicago sub-stations. The Dunning cancel is shown with and without "sub". The Jefferson and Norwood Park cancels have had "sub" removed.*

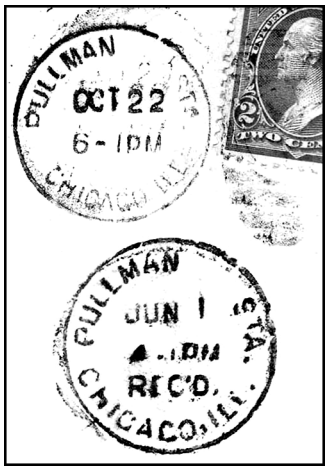


Figure 5 *Altered markings from Chicago's Pullman Station that appear to have had "sub" removed even though Pullman was never a sub-station.*

The Pullman Station markings in *figure 5* also appear to have had "sub" removed. This is of particular interest because the author is unable to find evidence that there ever was a Pullman sub-station. Order of the Postmaster General No. 225 dated June 21, 1894, establishes the "Pullman station, on Park street, between 111th and 112th streets, in lieu of the Pullman post office, discontinued".[5] The *Daily Bulletin* confirms that the Pullman Station was established in lieu of the Pullman Post Office January 1, 1894,[6] and reports that its independent status for the dispatch of registered mail was discontinued March 1, 1901.[7]

Postal markings with "sub-station", "sub-sta" or "sub" were current for a dozen years more than a century ago. Yet, their use and their stories sometimes reach beyond that time and invite our attention even today.

End Notes

[1] PMG Order No. 595, *Daily Bulletin* 5401, Nov. 15, 1897.

[2] The most recent published census of sub-station markings can be found in Pack, "US Sub-stations and their Postmarks," *La Posta,* vol. 37, no. 3, pp. 19-25.

[3] *Daily Bulletin* 5880, June 10, 1899.

[4] *Daily Bulletin* 5996, Oct. 27, 1899.

[5] Order No. 225, Jun. 21, 1894, *Orders of the PMG,* vol. 3, p. 496.

[6] *Daily Bulletin* 4364, Jun. 25, 1894.

[7] *Daily Bulletin* 6397, Feb. 21, 1901.

WANTED

NYC examiner letter codes '**H**', '**E**', '**L**' back stamped on registered letters passing through NYC between 1900 and 1902.

- most common color is magenta
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Montana Territorial Postmarks – An Update

By Francis Dunn.

When the book 'Montana Territorial Postmarks', co-authored by the late Wesley Shellen and myself, was published in 2003 we fully expected that previously unreported postmarks and date extenders would come to light. Such has proved the case and after four years I felt it was worthwhile sharing with you the numerous reports I have received from friendly collectors and dealers. A few of these were sent to Wes before he sadly passed away and they have been forwarded on to me. The majority were subsequently sent directly to me.

In summary 21 new postmarks are listed, several of these from towns where no postmarks had previously been reported. Almost 40 postmark types have new earliest or latest known usages.

As you will note I have listed the new types in much the same format as the book but for date extensions the separate list is simplified to give only town, county and postmark type number. All are in alphabetical order.

For the record I have erred on the side of caution regarding dates in postmarks. If part or all is unclear then I have omitted that. Should an enclosure accompany the cover and that is clearly dated I have used that date. An example of that is Silver Star type A1. In most cases applying a new type reference was straightforward but as you will see a few are, in effect, a new type 1 so after taking advice from our esteemed editor I have used A1 to precede an existing type 1 rather than attempt some form of re-numbering, to avoid any confusion.

I would like to thank the following collectors and dealers for their contributions: John Amberman, Giles Cokelet, Sam Dougan, Jim Forte, Ken Hamlin, La Posta Auctions, Tom Mulvaney, Howard Ness, Nutmeg Stamp Sales, Roger Robison, David Snow, Stephen Taylor and Don Tocher. I especially appreciate the help and support of Giles Cokelet and Ken Hamlin in producing this update.

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NEW TYPES

TOWN	POSTMARK	EARLIEST	LATEST	CANCEL	NOTES
ASHLAND(1886-Date) – Rosebud					
1.	MSS	26 AUG 1886		pen	
BURLINGTON(1885-1901) – Silver Bow					
1.	DCDS	13 MAY 1887		target	
CONRAD(1884-1888) – Chouteau					
1.	MSS	9 MAR 1886		pen	
EMIGRANT(1872-1876) – Gallatin					
1.	MSS	29 MAR 1874			
ENNIS(1881-Date) – Madison					
4.	CDS28	9 OCT 1889			
FISH CREEK(1870-1896) – Madison					
A1.	CDS25	1870's ?		target	

NEW TYPES

TOWN	POSTMARK	EARLIEST	LATEST	CANCEL	NOTES
FORSYTH(1882-Date) – Rosebud					
5.	CDS27	16 MAY 1889		cork	purple
FORT KEOGH(1878-1908) – Custer					
6.	DLDC28	6 JAN 1885	20 FEB 1885	barred oval	
7.	CDS27	13 JUL 1887		cork	
GARDINER(1880-Date) – Park					
1.	CDS29	? JUN 1889		iron cross	
MEDHURST(1884-1885) – Deer Lodge					
1.	DLC34	8 MAR 1885		star in circle	
NEWLON(1881-1913) – Richland					
1.	CDS26	12 JUL 1886		target	
POWDERVILLE(1883-1983) – Powder River					
2.	DCDS33	18 FEB 1889		star	
RAVALLI(1887-1903) – Lake					
2.	DCDS30	29 OCT 1889			
RED ROCK(1879-1923) – Beaverhead					
A1.	CDS27	14 APR 1884		target	
SAINT LOUIS(1869-1895) – Broadwater					
1.	CDS25	20 OCT 1876			
SALESVILLE(1880-1927) – Gallatin					
A1.	MSS	3 FEB 1882	8 AUG 1882		
SILVER STAR(1869-Date) – Madison					
A1.	CDS26	23 MAR 1871		target	
THOMPSON(1882-Date) – Sanders					
3.	TDLDC	14 AUG 1887		star	

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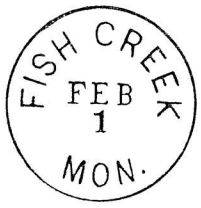

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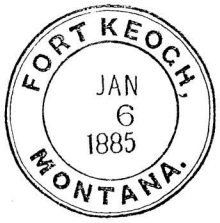

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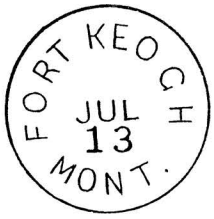

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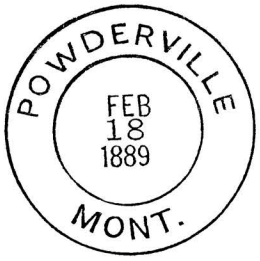

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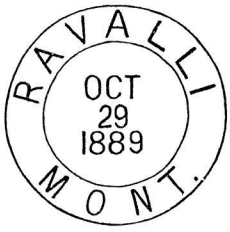

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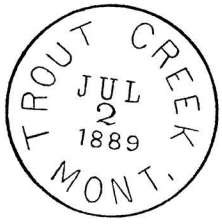

1

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TOWN	POSTMARK	EARLIEST	LATEST	CANCEL	NOTES
TROUT CREEK(1885-Date) – Sanders					
1.	CDS28	2 JUL 1889		target	
WILLIS(1880-1913) – Beaverhead					
2.	CDS28	20 FEB 188?			

DATE EXTENDERS

TOWN	POSTMARK TYPE	EARLIEST	LATEST	NOTES
ARGENTA	1		17 AUG 1869	
BELGRADE	1	19 FEB 1888		
BUTTE CITY	13		25 OCT 1886	
COTTONWOOD	2	22 DEC 1888		
DEER LODGE	3	25 DEC 1871		
	7		25 MAR 1888	
	8	8 DEC 1883		
DILLON	2	21 MAY 1882		
FORSYTH	2	10 JUL 1883		
FORT BENTON	7	4 JUL 1886		
FORT MAGINNIS	4		10 NOV 1888	
FORT SHAW	3	25 JUL 1873		
GALLATIN	2	3 APR 1878		Previous record Year uncertain
GLENDIVE	4	26 JAN 1887		
HARRISON	1		13 DEC 1886	
JUNCTION CITY	3	23 MAR 1883		
KEITH	1	9 APR 1884		
LEWISTOWN	1		16 JUL 1885	
LIVINGSTON	2		1 MAY 1885	
MAIDEN	4	26 OCT 1888		
MELROSE	2	30 JUL 1881		
MISSOULA	4	26 MAR 1878		
	6	23 JUL 1882		
	10	17 SEP 1887		
PONY	3		10 FEB 1887	Previous record Year uncertain
POPLAR CREEK	2		5 AUG 1888	
RED BLUFF	4	15 DEC 1888		
ROCHESTER	1		6 MAY 1874	
SILVER CITY	1		7 JUL 1886	
SKALKAHO	1	5 AUG 1881		
STERLING	2	19 DEC 1872	10 JUL 1879	
VIRGINIA CITY	11	7 MAY 1885		
WARM SPRINGS	2		19 OCT 1886	
WHITE SULPHUR SPRINGS	3	22 OCT 1882		
WICKES	1		24 JUN 1883	
WINNECOOK	1	26 MAY 1885		

Rare Oval Markings on 2nd and 3rd Class Mail

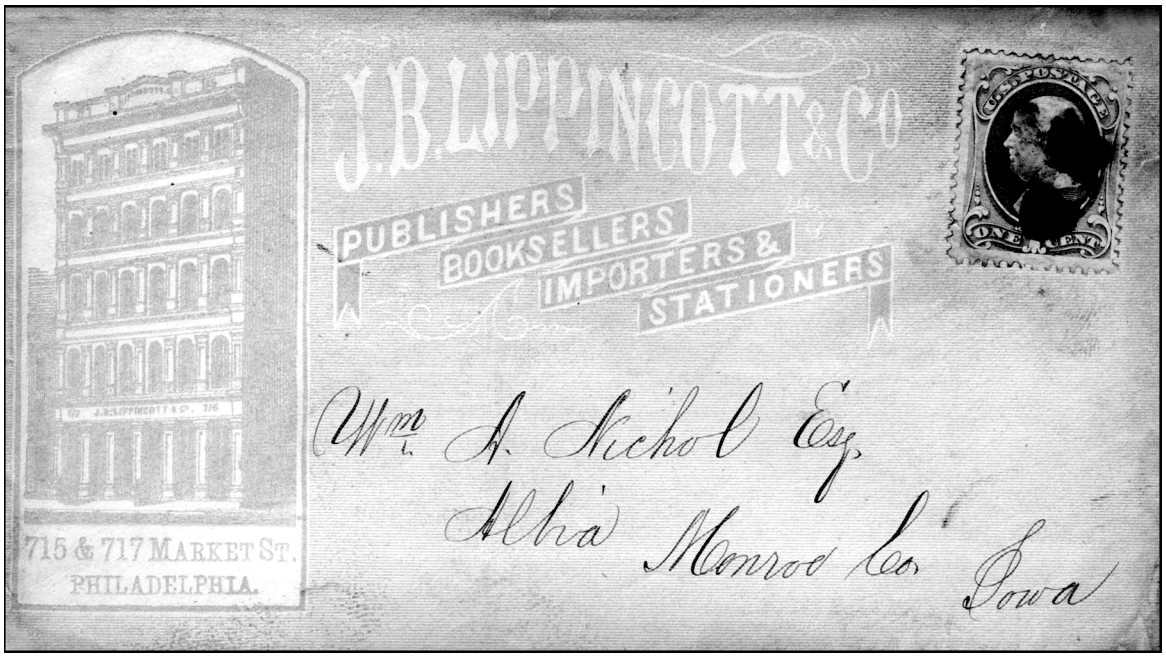

Figure 1 *J. B. Lippincott was one of the largest publishers in the English-speaking world by the middle of the 19th century and still exists today as Lippincott Williams & Wilkins; this is a typical 1870s 3rd class mailer by the company.*

By Tom Clarke

During 1990 and 1991, *La Posta* held a conversation and posed general questions about two types of oval handstamps. One was the first oval version of Third Class markers, and the second was a temporary First Class duplex type, used primarily in Washington DC and Philadelphia just prior to and during the 1898 Spanish American War.

Class Background

On March 3, 1863, effective June 30, the Post Office Department decided to categorize postage rates and mailings into three classes. Letters were to go First Class; newspapers, periodicals, magazines, and pamphlets would be called Second Class; and Third Class was reserved for all other printed matter including circulars, business advertisements, today's junk mail. However, Third Class would travel at a greater cost than Second, since newspapers and other vehicles of learning were deemed essential to a free people, that they might govern themselves knowledgeably.

In about 1875, books moved down to Third Class at a fixed rate of 1/2 cent per ounce. In reaction, this move helped spur America's lighter weight paperback and dime novel industry. It also caused publishers to minimize overhead by publishing many books as serials in magazines, and thus secure cheaper Second Class postage. One particular of these titles stands out: *The History of Standard Oil*, the serial book of ca 1900 that brought down John D Rockefeller. Twain's *Huckleberry Finn* was another of hundreds of examples.

Many booksellers took advantage of cheap Second Class pamphlet rates to publicize their books. In Philadelphia, J. B. Lippincott & Co., was probably the largest. By 1877, six bustling American cities accounted for half of all Second Class mail: New York, Chicago, Philadelphia, Boston, St Louis, and Cincinnati.

In 1879, paperbacks were elevated by Congress up to Second Class (and cheaper) status when it recognized their "substantial binding, such as distinguish printed books for preservation from periodical [i.e., throwaway] publication."

The same year the Post Office adopted Second Class parcel mail under four pounds, one cent per ounce. Until this time, express, local and inter-city package services, such as Wells Fargo, Adams, and American Express, held a monopoly on moving the larger heavy items.

Figure 2 *A typical Prices Current flyer, dated within as December 12 1874, and sent Third Class to Moravia NY.*

By 1901, Second Class mail accounted for 60% of the *weight* of US mail, but only 3.8% ($4 million) of the *revenue*. President Taft in his first State of the Union Address in 1909 attacked the incongruity of the real cost of delivering a one pound package (9 cents) for which only one cent was charged. Ultimately, Fourth Class Parcel Post Mail as a new category, with increasingly costly delivery per zones, was established on January 1, 1913.

First Markings

Prior to the change of attitude in Congress in the mid-1870's, Second and Third Class mail postage was defaced with mostly ugly cork markings. Sometimes a clerk took the time to carve a fancy style, mostly not. Of course, no dial accompanied these blotches because timeliness was not guaranteed to the same degree as First Class letters, for which even a back stamp (with time added, in large cities) was necessary.

At what specific point following the 1879 laws did the revolutionary oval markings for Second and Third Class mail make their appearance replacing scrubby corks? This is difficult to determine since rarely was this sort of mail retained. By definition it was not mail of quality, of the first class, so wouldn't be followed up for speed of delivery, thus was not postoffice dated either. It was, as Congress insinuated in 1879, mail not meant to be permanent.

There was little need for citizens to keep it, with the exception of the random pack rats amongst them, the type who threw nothing away. Fortunately for postal historians today, store clerks might feel the need to hold onto copies of 'prices current' from various places, so they could see trends in prices both seasonally and inflationary. Law firms, which tend to hold onto everything 'just in case', might also be a good source of old Second and Third Class envelopes and contents.

We've all seen the rotted rubber band evidence that has glued itself onto fronts or backs of covers. They went onto cupboard shelves and into drawers and attic trucks. These bundles could contain old water bills, promotions, meeting announcements, unsealed holiday cards and any other routine matter that might require future reference.

Other valuable sources of Second, Third, (and eventually Fourth) Class markings might be the work of druggists, suppliers, or just punctilious persons who

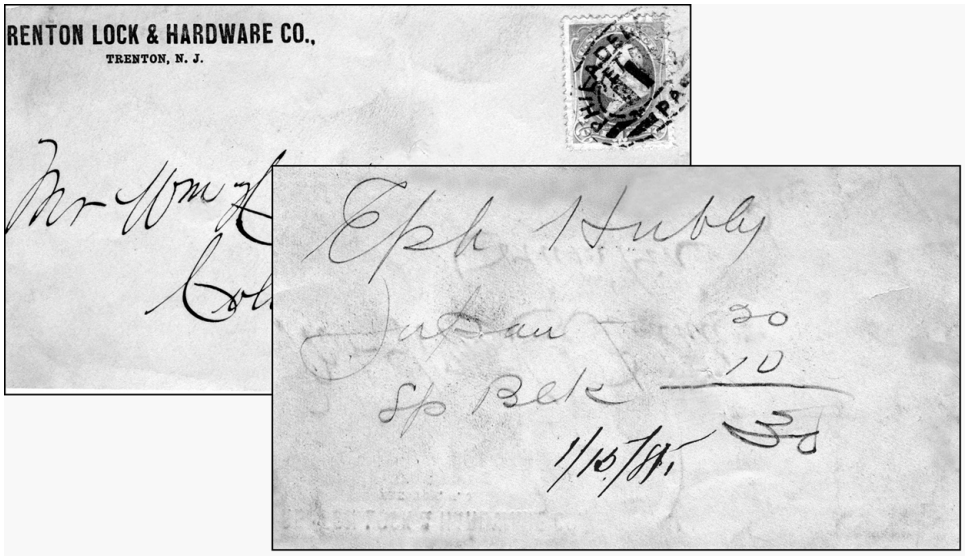

Figure 3 *A cover front used as a filing card reference; this one is the problematic "January 15, 1881" notation that doesn't fit a proper time line. It is surely a New Year slip up for 1882, particularly since the low quality cancel on the the front is contra indicative of what a brand new marker would inspire in a clerk.*

preferred receipts of their purchases and future need. Some docketed whole covers or wrappers with inscriptions that date the undated killer markings.

Others kept diary-like "file card" records of their life's experience. They employed the backs of cover fronts of 'junk' mail (first class mail at times too) for that purpose. All manner of notations can be found from formulae to commentaries to purchases eventually made.

How many 19th century Third Class finds remain? How many dealers and auction houses have the savvy and foresight to see the value in keeping non-First Class as well as First Class 'correspondence' together for collectors to study?

Serendipity

"Junk" mail of any age is nearly impossible to date, except for vague generalizations noting the stamp or imprint used, let alone the most interesting, 1860's-1890's ones. Back stamps came into general use in the 1870's, so if the item went out of town, just maybe there would be a receiving stamp (drop or local mail, except for carrier mail, wasn't back stamped). However, since year date slugs within dials weren't regularly used until the 1880s, content is the usual method for dating.

Unfortunately, Third Class covers seem more and more to be stripped of their contents. Some individuals on eBay in particular seem to want to squeeze every penny from their sales by removing contents and attempting two sales instead of one, especially if there is an attractive letterhead involved (sold under "paper and ephemera"). To postal historians, this is devilishly brutal treatment.

A few years ago about 40 Philadelphia Third Class Bank Note covers were offered as a lot by a Connecticut auction firm. Hope was that at least a few might shed a small ray of light on 1870s junk mail marking dates. Possibly, too, critical information could be gleaned about the 1879-1881 transition period from mute cork cancels to the new ovals.

On arrival, the addressee was found to be a lawyer, William E Krewson, a man of meticulous habit. Not only were some of the covers dated, they *all* were, and a few partly annotated, such as "I did not attend / was sick".

The dates were wonderful for the purpose; the time represented spanned June 1875 through February 1885. Woefully, there were many long gaps in the time line offered, but still there were 40 dated bits of data to go into the mix previously unrecorded.

Virtually all of the content had been announcements sent to him by the current Recorder of his Masonic chapter. They certainly fit the definition of Third Class mail, at one cent per half ounce.

1879-1881 Transition

The General Post Office in Washington issued a new, uncommon marking sometime in 1880-81. It was the single line, very broad oval cancel, very infrequently met with, which could not be confused with First Class mail pieces. Naturally such markings would have no integral date, and that is the crux of the research problem.

Some large cities had used them, but they came and went quickly. Maybe the thin rim was too easily damaged? Maybe the image was too broad to fully strike

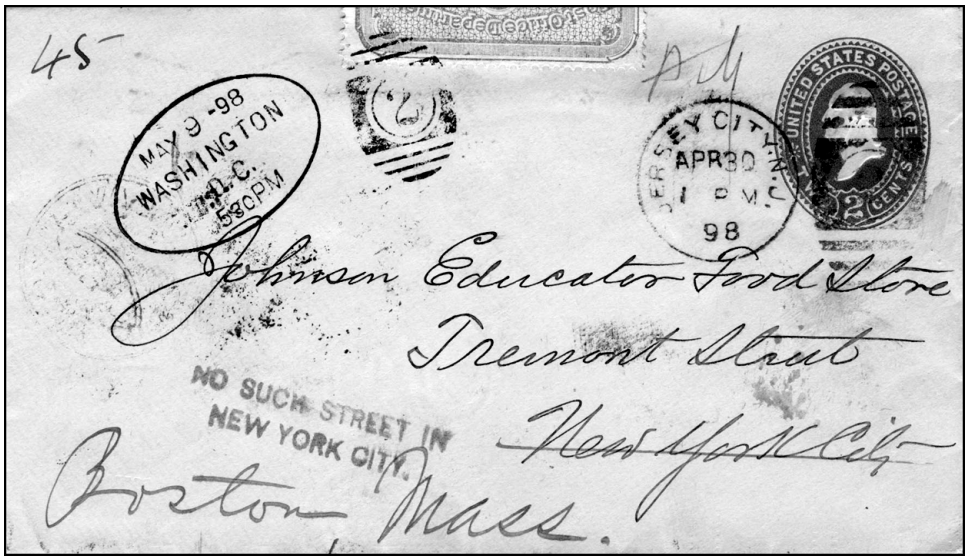

Figure 4 *A wonderful Dead Letter cover from Boston and back with a stop at the DLO in Washington, where it received the Officially Sealed label and the rare, temporary Oval Duplex about a week after it was introduced. The back has two DLO triangles and a DLO paste-on instruction slip, plus Boston Barry receiving marks, etc.*

up each time it was stamped? Something more substantial had to be developed. The result was to be the heavily inked Double Oval marking.

The Krewson announcements covers are logged here with their dates and killer types:

Date	Killer
Jun 3, **1875**	small cork
Feb 21, **1876**	cork
Apr 17	partial cork
Sep 7	medium cross?
Sep 8	arrowhead shaped cork
Sep 18	very small rectangle?
Oct 5	1/3 cork
Oct 24	partial cork
Dec 8	pale square cork
Jan 4, **1877**	partial cork (fancy?)
Jan 15	very small cork
Apr 16	large, partial crossroad
May 5	large cork
May 11	very large cork
May 18	DIAL and crossroad
June 6	DIAL and cork
June 8	large flattened cork
Jul 13 “sick abed”	large cork
Jul 16 “sick abed”	large cork
Sep 14	large square cork
Nov 9	small partial cork
April 15, **1878**	very large messy cork
May 19, **1879**	narrow, long smear
May 22	very large cork?
Sep 15	small cork
Oct 7	very large messy cork
Nov 7	crosshatched cork
Nov 21	large cork
Jan 16, **1880**	large oval cork
Jan 17	large cork
Mar 15	neat crossroad
Mar 20	large oily cork
Apr 5	5-6 line cork
May 3	large oily cork
Oct 15	partial cork
Jan 17, **1881**	half cork
Nov 29	DOv #5
Aug 20, **1883**	DOv 13
Sep 17	DOv 13
Nov 5	DOv 13
Oct 17, **1884**	Dov 1
Nov 21	Dov 2
Jan 7, **1885**	Dov 2
Feb 20	Dov 2

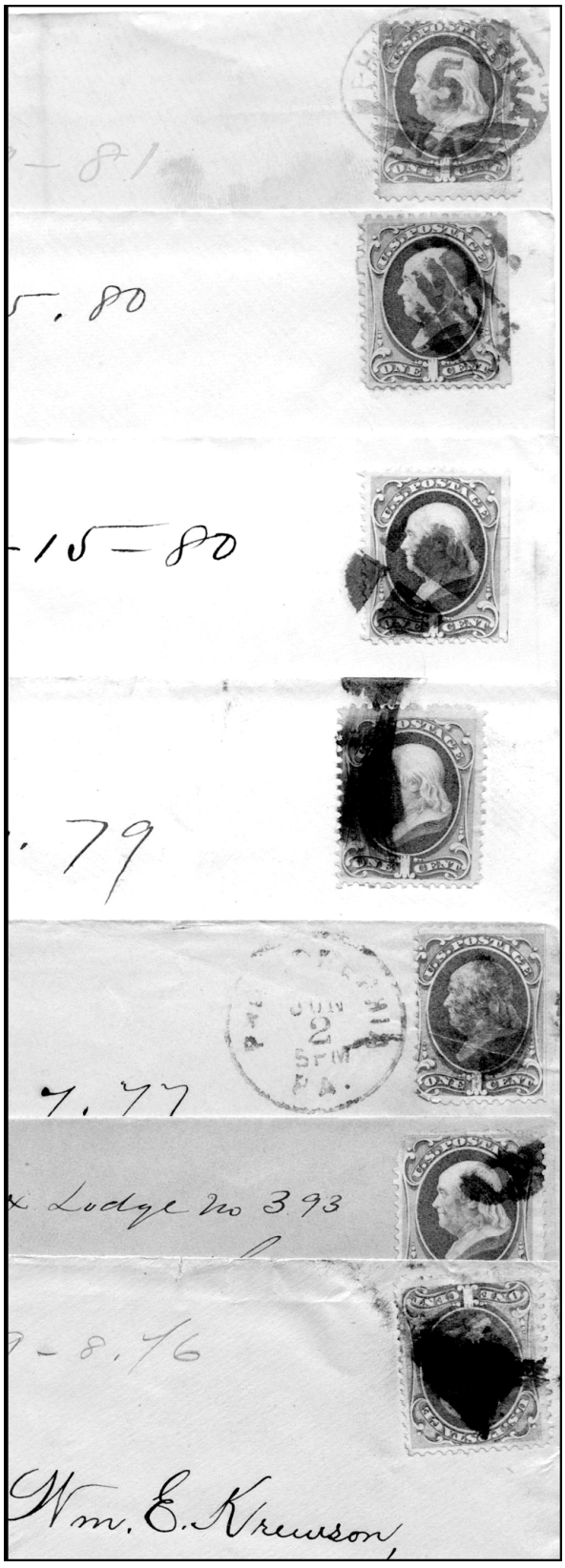

Figure 5 *Here is a selection of Krewson correspondence Thrid Class markings: they range over five years from (bottom up) an ‘arrowhead’; a quick partial cork swipe; a first class duplex cork* in error*; a upward cork smear; a neat standard crossroads; a 5-6 line carved cork; and the earliest “5” Double Oval.*

The list at a minimum underscores the use of corks over an extended time. Sadly, though, there are too many lacunae within, and the worst gap is just where data is needed most, for 1881.

Still, the covers give witness that a cancel transition did occur between January and November of that year. It is surprising that there are no single ovals represented. Did someone remove it / them before the auction? Were the Single Ovals used for specific reasons other than mere Masonic announcements? What's more, the first Double Oval marking doesn't appear in the chronology until eleven months after its (presumed) debut, and five months after its undisputed use.

Single Ovals

The *Catalog of Philadelphia Cancels* gives June 1880 as the estimated earliest use of the Single Oval (ditto for Chicago and other towns using the type), though the only datable Philadelphia example so far is March 5, 1881.

Of the available Single Oval covers with content, they mention 188_ or 1880 in their accompanying enclosed text. One enclosed booklet of eight pages mentions the year 1880 many times, and even credits data from the 1880 census to advance the timeliness of the book. Surely that data wasn't ready till at least Fall 1880 or Winter 1880-81.

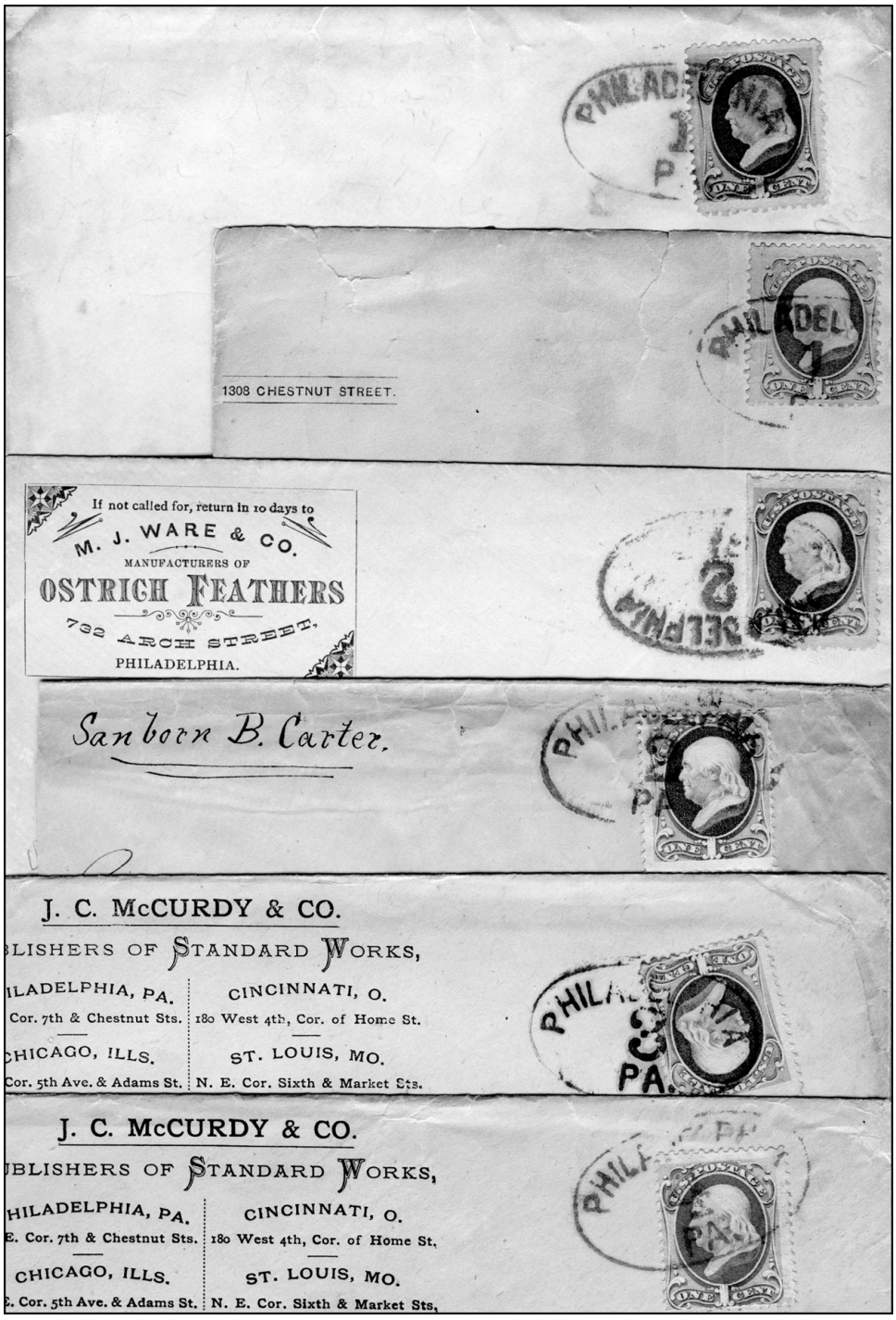

Figure 6 *Many of the known Philadelphia Single Oval cancels are shown here, with each die number 1-4, all dating from about January-April (?) 1881. Most are from booksellers but all solicited business, including the then high-fashion ostrich feather merchant.*

In the Krewson listing, the mute corks until January 17, 1881 suggests that their use might have overlapped the government-provided oval's use, and at first glance, probably both types of ovals at that. However, this would be an atypical breakdown in Philadelphia's normally staunch adherence to regulations, assuming specific instructions had in fact been given in this case.

The earliest Philadelphia Double Oval previously known is dated January 15, 1881 (pictured on the first page of this article). However, more and more it seems the "1881" in the docketing might easily be the common New Year changeover error, and in fact 1882 was intended. Thus, the Single Oval may be a product only of late Winter or Spring 1881 and not before. Since the next known definitive date for the Double Oval is June 15, 1881, the change of the #1 to 1882 makes a better sense for the order of types: cork, single oval, double oval.

Since last mentioned in *La Posta*, Single Ovals are now known to be numbered one through four, so unless this type was strictly reserved for Second Class and not Third Class mail at the outset, with four different clerks using them, by the law of averages they ought to have been represented in the list. Why not remains an enigma.

It wasn't evident until now, but of the several examples, most are booksellers sending to ministers. Might, bulky, Third Class enclosures have been separated out of the normal mail stream for special care? Bulk mailings could have easily gone to specialists, or maybe newbies, who were broken in on the tedious and growing task of Third Class stamping. One of the covers is a woman's-sized envelope, to 'Mrs. French' (Second Class use?). Was this part of a business mass mailing aimed at the ladies? None are legal sized envelopes, unlike the 'mysterious oval' cancels next discussed.

Here is a brief list of more than half of the known Philadelphia Single Oval covers:

No.	Sender	To
1	no name (books)	Rev G M Berry
1	(1308 Chestnut Street)	Mrs. French
2	M J Ware Ostrich Feathers	Miss McKinsey
2	S B Carter (business?)	Heston's Gen'l Society
3	J C McCurdy & Co. (books)	Rev W Wissler
4	J C McCurdy & Co. (books)	Miss E Baylis

First Class duplex markers of the day bore numbers between nine and 14 in the killer portion. Who possessed these markers? Was the quickly expanding Second and Third Class mail crush sufficient, as already suggested, to require separate Second-Third Class clerks to wield these new markers?

Or just as window clerks have today, did each window clerk in 1881 have a marker collection that included a First Class mail stamp *and* Second-Third Class markers too, plus sundry others? If so, why didn't the Philadelphia Post Office order Single Oval markers numbering up through nine or 14 to match?

Double Ovals

The earliest dated Double Ovals at Philadelphia, as mentioned, has been assumed to be January 15, 1881 (appropriately, a number one), with a June 15, 1881 number five marker following next. These markers were brought online as a set numbering one through 14, the same number as First Class cancel devices.

Numbers 15 through 29 were added about 1888, though First Class markers had increased to 20 by 1885, with 21 to 23 added in 1888, and numbers 24 and 25 added in 1892 and 1894 respectively. Perhaps there was a change in philosophy or regulations circa 1885 that dealt with window clerk responsibilities?

Ultimately, Double Oval numbers would reach 131, but it seems that with number 30 (roughly 1890) they began to be distributed to the respective new 'number (sub-) stations' that were just then beginning to spread throughout the city.

It is more reasonable than not that each clerk did have a full set of markers, including Second and Third Class devices, all bearing the same number. Thus, clerk one canceled first class mail as usual, but also used the single oval marker number 1 to about March 1881, which was replaced soon with a Double Oval number one marker. Of course we always need to more dated Single and Double Oval examples in order to draw a definite conclusion to the succession of types.

Conclusion 1

Given the dates and markers from the Krewson cover collection, we see:

1) corks continued to be employed into early 1881;
2) Single Ovals by their absence are to be dated between late Winter and Spring 1881;
3) Double Ovals thoroughly succeeded other types of markers by Fall 1881.

Thanks to this cache of covers, and a little help from other examples, the following tentative conclusions and a revised Second / Third Class marker chronology can be constructed for Philadelphia:

1) corks were used until January 1881 or shortly thereafter;
2) the Single Oval succeeded corks in January / February and were used until March or shortly thereafter;
3) the January 15, 1881 cover is a 'typo' and Double Ovals were in fact introduced in roughly May or June 1881.

Maybe a find of Third Class material for Philadelphia or other towns is waiting in a locked trunk as we speak, and when found will provide the final evidence we need to nail the dates of each type.

* * * * *

The 'Mysterious Oval Duplex'

In 1898, a quite different Philadelphia oval marker came to the fore, this time for use on First Class mail. The type was previously discussed in *La Posta* in November 1990.

By the time of its second mention in January 1991, a half-dozen *La Posta* readers had contributed copies of Washington DC examples, but none of Philadelphia. Its dated use in the capital was determined to extend between March 4 and about May 21, 1898. The other known use of this type of cancel was Philadelphia (though Chicago is also mentioned), and at the time of writing in 1990 represented by only three specimens, dated between April 30 and May 10, 1898.

For Washington this peculiar type is only known with the die / clerk number 2 in the killer portion. There is a similar March 3 example, but it is more football shaped and may have the expected die one killer attachment, but the reproduction from 1947 cannot distinguish this fact. The March 3 is probably a test-of-a-test version anyway, known by a single example.

The style from the outset was intended as a temporary marker due to the GPO's inability to meet exploding canceler requirements. It was a purposeful few month's expedient quickly developed when the Post Office Department's device supplier could not keep up with the crush of orders for the rapidly increasing numbers of new village post offices.

To make matters worse, the United States was on the verge of war with Spain (the battleship Maine had exploded three weeks before on February 15, 1898 in Havana Harbor, and Admiral Dewey was within days of receiving orders to steam towards the Philippines to engage the presumed new enemy. This alone would have put extraordinary pressure on the POD, knowing full well it would have to provide mail markers for military camps here and abroad. (Straightline-dial duplexes will become part of the jury-rigged marker mix at theses camps, too.)

Why Philadelphia (and possibly Chicago too, though no source was given by readers for its inclusion in the discussion in 1990-1) would have been sent such a marker in April is hard to say. Philadelphia was flush with cancelers. There was the continuing use of the 1885 series standard duplex killer set (clerk numbers 1-25). Though still in use, these had been rapidly disappearing from the scene since about 1890 in favor of machine cancels. On top of the American and International machine use, the additional varied styles of Barry machine markings were busy canceling their fair share of the mail since 1895-6.

But these ovals were very rarely used. Whenever one meets up with a loner cancel like this, always there's the thought that somewhere lurking in an old drawer or trunk (just like the Single Oval markings above) are bundles of them awaiting discovery and the light of day. Well, apparently, somewhere in the Midwest a trunk was indeed opened in the not too distant past.

The Citizens National Bank of Cincinnati seems to have a long history (though many similarly named banks across the land make a web search problematical). As the source for the small cache of covers to be described is also in the Midwest, we can see the possibility that the covers stayed local and eventually reached a stamp dealer or collector who eventually disposed of them through auction.

The Facts

Best recall says it came to light maybe two years later with a 2x4 cut piece bought at stamp show table. A full sized legal cover came maybe a years later, also at a show (at large cost, fortunately discounted). Then a third cover from a show table about the time of the *La Posta* articles mentioned above. Then nothing.

Finally, a Midwestern mail auction dealer offered two more examples (!!) in 2002, followed by a group of eight (!!!!) a year or so ago. He listed them as EIGHT cvrs Phila G+ oval duplexes on 4c #10 P.S.

The words seemed to say eight oval duplex covers, but interpretation and language can sometimes lead to unexpected results. In this case, they were precisely that, eight of the rare Oval Duplex cancels, all to one addressee, the Citizens National Bank of Cincinnati !

What a treat. It was serendipity not of the wished-for type, but of the unbelievable sort. Amazingly, the known number of covers tripled. Maybe there are dozens more to come?

Unfortunately, the new covers' cancels were similar in quality to so many end of the 19th century hand stamps, lightly and/or partially struck. (This problem

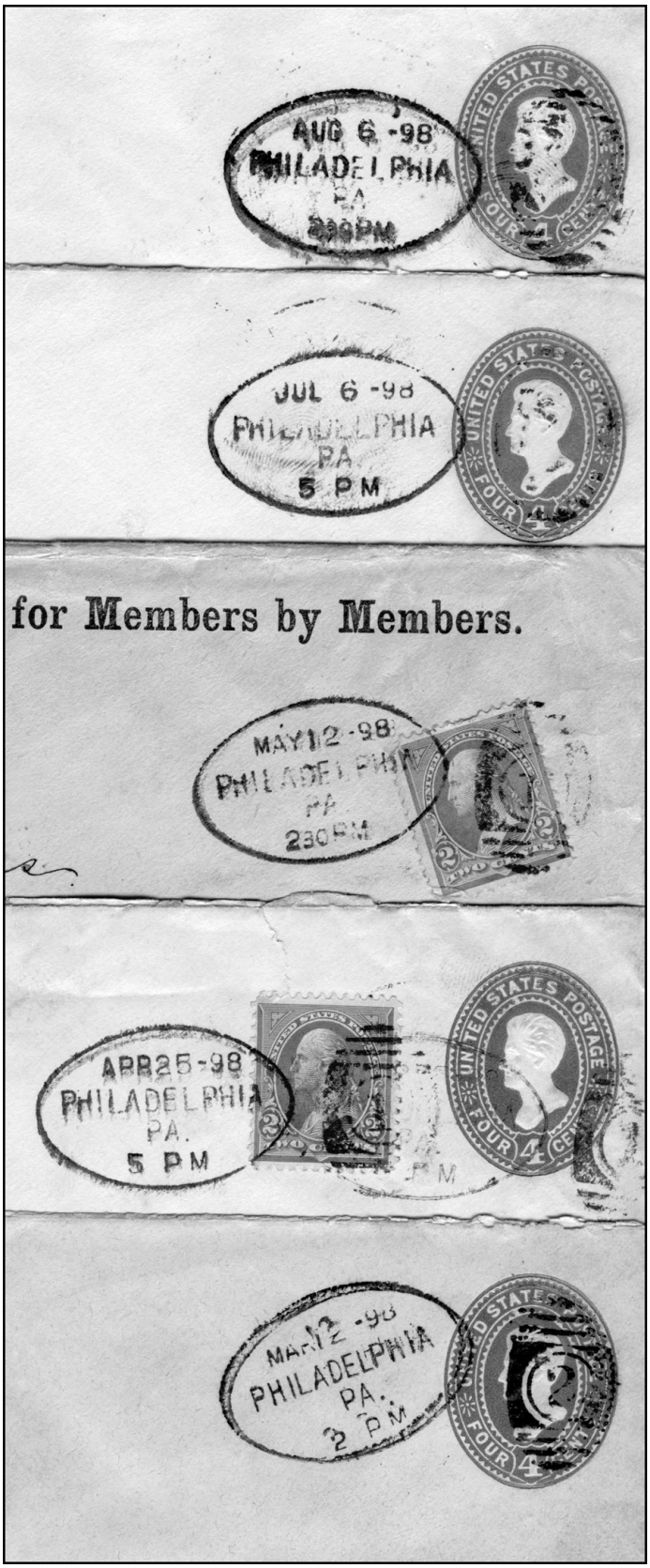

Figure 7 *From the earliest to latest known Oval Duplex cancels, March 12 through August 6, 1898; note the sometimes counterclockwise rotation of the "dial".*

so bedeviled the GPO that it sent out circulars demanding more care be taken, but the magnitude of mail would not allow this; only electrified machinery would solve the dilemma.) The problem for us is that on only two Oval Duplexes in the lot were killer die numbers distinguishable. But their dates were crystal clear and have extended this cancel's known usage two full months farther into the summer of 1898, doubling its lifetime —no small change.

Here is a chart of most known Philadelphia examples, with the newly found covers marked with an asterisk:

Date	**Die #**	**Sender**
*Mar 12	die 2	BNA
Mar 17	die 1	BNA
*Mar 18	die _	BNA
*Mar 19	die _	BNA
*Apr 25	die _	BNA
*Apr 27	die _	BNA
Apr 30	die 1 (2x4)	?
May 10	die 1	?
May 12	die 1 or 1( )	Penn Mut
May 26	die 1?	BNA
May 28	die 1	?
*Jul 6	die _	BNA
*Jul 9	die _	BNA
*Aug 6	die _	BNA

The find gives us brand new earliest and latest known usages, which is always fantastic. Very apparent also is that almost all of covers come from large businesses: Philadelphia's Bank of North America, and another originating from Penn Mutual Life Insurance Company. Also, they are all double or triple rated First Class legal sized envelopes. Was the temporary Oval Duplex intended for large single mailings that tended to be thick and heavy (struck by yet another generation of newbie postal clerks)?

Curiously, there are no June cancels represented. Was this due to vacation time or a light mailing month?

It would be very instructive and useful to find similar envelopes from the BNA to Citizens National in Cincinnati mailed shortly before and shortly after the listed dates.

Finally, a point made in 1990 still holds: the device was poorly connected. The killer tended to torque counterclockwise (see the die 2 example) almost from the beginning (see the Washington

example too). But the August 6 cover bears a perfectly aligned duplex, so it seems to have been a nuisance problem easily handled.

Conclusion 2

This 'mysterious Oval Duplex' cancel . . .

1) was used for oversized matter, possibly limited only to mail from large companies;
2) was strictly temporary in nature, possibly shabbily made, but used much longer than previously supposed, for 4-5 months;
3) is rare, since business mail was much more readily discarded than personal correspondence.

* * * * *

Many questions await more examples of both the Single Oval and early dated Double Oval covers in order to focus in on the first days of usage implementing the new Second and Third Class marking regulations. And more examples of the 'Spanish-American War' Oval Duplex are likewise needed to work towards definitive dates of use, and in doing so, help develop a rationale for the *why* of their use..

Has a Chicago 'mysterious oval duplex' specimen been found? Will other cities be added to the list of temporary users of either cancel type? Will dealers increasingly recognize and respect the value of Second and Third Class correspondences in the future for the good of Postal History's data base?

La Posta Backnumbers

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Early Efforts by the U.S. Post Office Department to Accelerate Mail Delivery to Europe and Locations beyond Using Overseas Airmail Services

By Richard W. Helbock

Part 4 1930 KLM to Batavia

Netherlands to Dutch East Indies, 1924-1929

The Dutch began experimental flights connecting Amsterdam with Batavia (now Djakarta), the capital of Netherland Indies in October 1924. A group of investors and bankers led by 30-year old Albert Plesman formed *Koninklijke Luchtvaart Maats-chappij* (KLM) (Royal Dutch Airlines) on October 7, 1919. The airline began its first service on May 17, 1920, with an Amsterdam-London flying service and soon spread to other short-range international flights in northern and central Europe. In October 1928 Plesman founded a second company known as the Royal Dutch Indies Airlines (KNILM) for the purpose of establishing passenger service within the Netherlands Indies and hopefully on to East Asia and Australia. The route connecting Amsterdam and Batavia was to remain the responsibility of KLM.

"The Flying Dutchman" a classic 1927 KLM travel poster.

Plesman and KLM were considerably more methodical than Britain's Imperial Airways in establishing their route from Europe to Asia. Of course, the British developed an important section of their route to India with the assistance of the Royal Air Force as we learned in part 3. The 1924 KLM exploratory flight was far from perfect. A three-man Dutch crew took off from Amsterdam's Schiphol Airport on October 1st, 1924, flying a specially outfitted Fokker F.VII b aircraft (*figure 40*). Only a few days into the flight, the plane was forced to make an emergency landing in Bulgaria causing minor damage to the undercarriage and wing. More seriously, the engine was damaged and needed to be replaced causing a full month delay.

The flight resumed on November 2nd, and proceeded on to Batavia without further incidents. It arrived on November 24th to an enthusiastic welcome. The 9,234 mile distance was covered in 55 days, but over half of that time was spent sitting in Bulgaria awaiting the

Figure 40 *KLM's initial survey flight to Asia was made in a single-engine Fokker F.VIIb with a three-man crew in 1924. It took 55 days.*

replacement engine. A detailed inspection of the aircraft in Batavia convinced the crew that it would be unsafe to attempt a return flight so the plane was loaded on board a Dutch steamer for the trip back to Holland. *Figure 41* illustrates a souvenir cover carried on board the 1924 survey flight and postmarked October 1, 1924.

KLM executives and engineers evaluated the lessons learned from the 1924 flight very carefully, and no additional flights were made during 1925 or 1926. In June 1927 a second survey flight was launched and it proved very successful. Not only did the aircraft reach Batavia without major incident, but the crew was able to make a return trip to Amsterdam. A third followed in early October completing the entire round trip in just 22 days.

Six experimental flights were made by KLM in 1928 to Batavia. Each took 12 days with nine flying hours per day. Eighteen stops were made along the way. The plan was to launch a regular passenger, mail and cargo service in 1929, but KNILM opted to continue

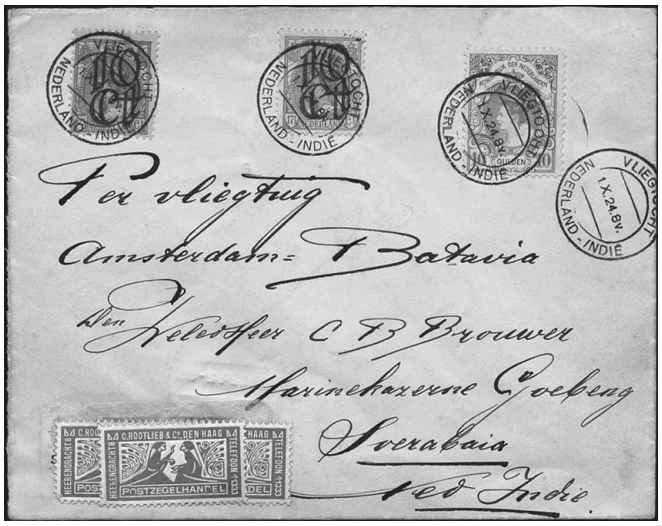


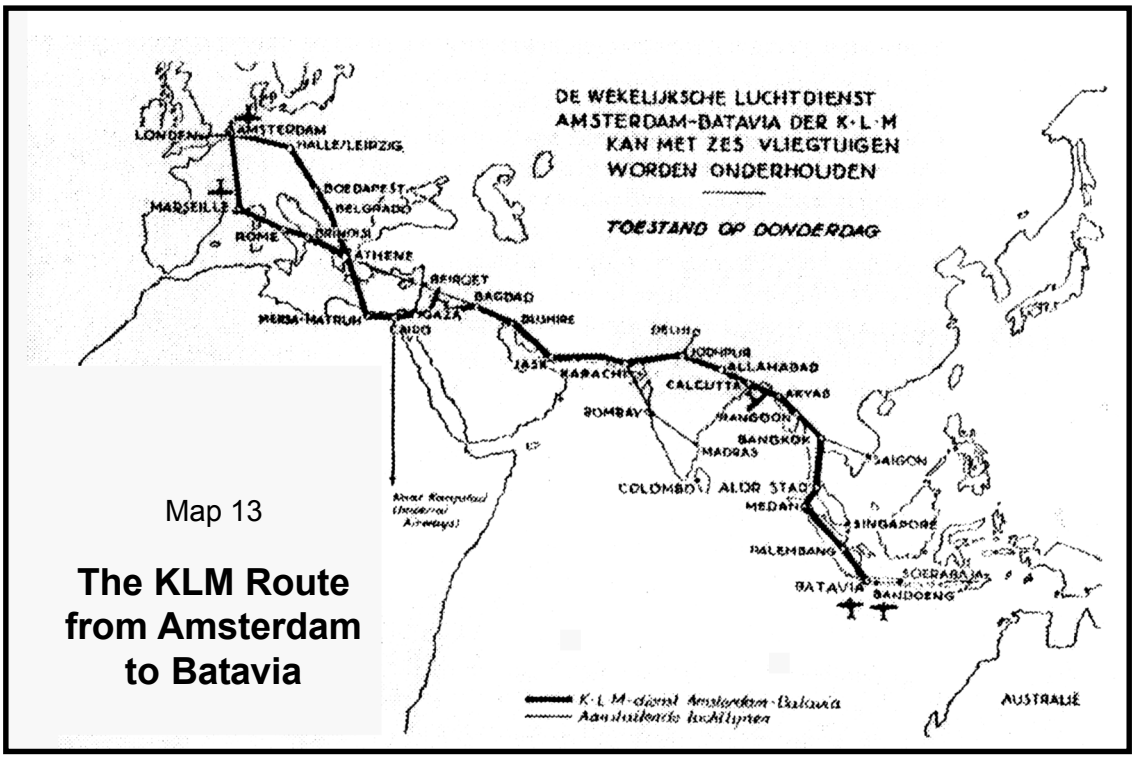
Figure 41 *A souvenir cover marking the launch of KLM's first survey flight to the Netherland Indies in 1924.*

Year	Amsterdam to Batavia	Notes
1924	Oct 1 - Nov 24	Replaced engine in Bulgaria
1927	Jun 15 - Jun 30	1st Round Trip
	Oct 1 - Oct 11	"Postduf" flight; 22 days round trip
1928	Six Experimental flights beginning Sep 13th	
1929	Eight Fortnightly flights between Sep 12 and Dec 12	Trial Service Period
1930	Sep 25 onward	Regular Scheduled Service

Table 9 *KLM survey and experimental flights to Batavia, 1924-1929.*

to describe the flights as "experimental scheduled services" with service every fortnight. The first flight left on September 12th, 1929. The journey required 12 days and was completed without any major problems. In all, eight scheduled flights were made in 1929 with the last of this series begun December 12, 1929. *Table 9* summarizes the development of air service between Amsterdam and Batavia by KLM from 1924 to 1930. Souvenir covers from most of KLM's experimental flights appear to have survived in quantity and are frequently seen offered on the internet. *Figure 42* illustrates covers from 1927 and 1929 flights.

Figure 42 *KLM 1927 & 1929 souvenir covers from Batavia flights.*



Map 13

The KLM Route from Amsterdam to Batavia

The Route

KLM test pilot van der Hoop designed a possible flight plan from Amsterdam to Batavia in 1923 (map 13). The route closely followed the British path to Baghdad, then hugged the northeastern coast of the Persian Gulf and Baluchistan coast to Karachi—the same route later followed by Imperial Airways. From Karachi the route proceeded due east to Jodhpur, along the Ganges to Calcutta and then on to Rangoon and Bangkok before turning south to Alor Star in Malaya. KLM's route then crossed the Straits of Malacca to Medan on Sumatra and followed the long island southeast to Batavia.

Figure 43 *A three-engine Fokker F. XII refueling. With a 900-mile range, the F.XIII could cruise at 120 miles per hour. Source: http://www.dutch-aviation.nl/index5/Civil/index5-2%20F12.html*

Regular fortnightly service from Amsterdam to Batavia was begun by KLM on October 1, 1930, flying new three-engine Fokker XII aircraft (*figure 43*). The trip of nearly 9,000 miles was typically made in ten days. It remained the world's longest scheduled air route until 1940.

Figure 44 illustrates a KLM Royal Dutch Airlines stationery cover posted in Jask, Persia, on the north coast of the Gulf of Oman near the Straits of Hormuz in 1934. Addressed to Saskatchewan, Canada, the cover is franked with two 2 kran airmails and a pair of 75 dinar ordinary definitives. The surface postage rate from Persia to the US (and presumably Canada) was 1 rial 50 dinars so the pair of 75 dinar Shah Pahlavi stamps paid international surface post and the two 2 kran air paid a four kran airmail surcharge. The letter was apparently mailed by a Canadian traveller flying KLM.

US Post Office Recognition

The US Post Office Department carried an announcement in the September 1929 *Monthly Supplement* under the heading "Air Mail Service – the Netherlands to Dutch East Indies." It read:

> The Postal Administration of the Netherlands has just notified this department that articles in the regular mails, ordinary and registered, posted in this country for delivery in the Dutch east Indies will be accepted for dispatch by the Netherlands-Dutch East Indies

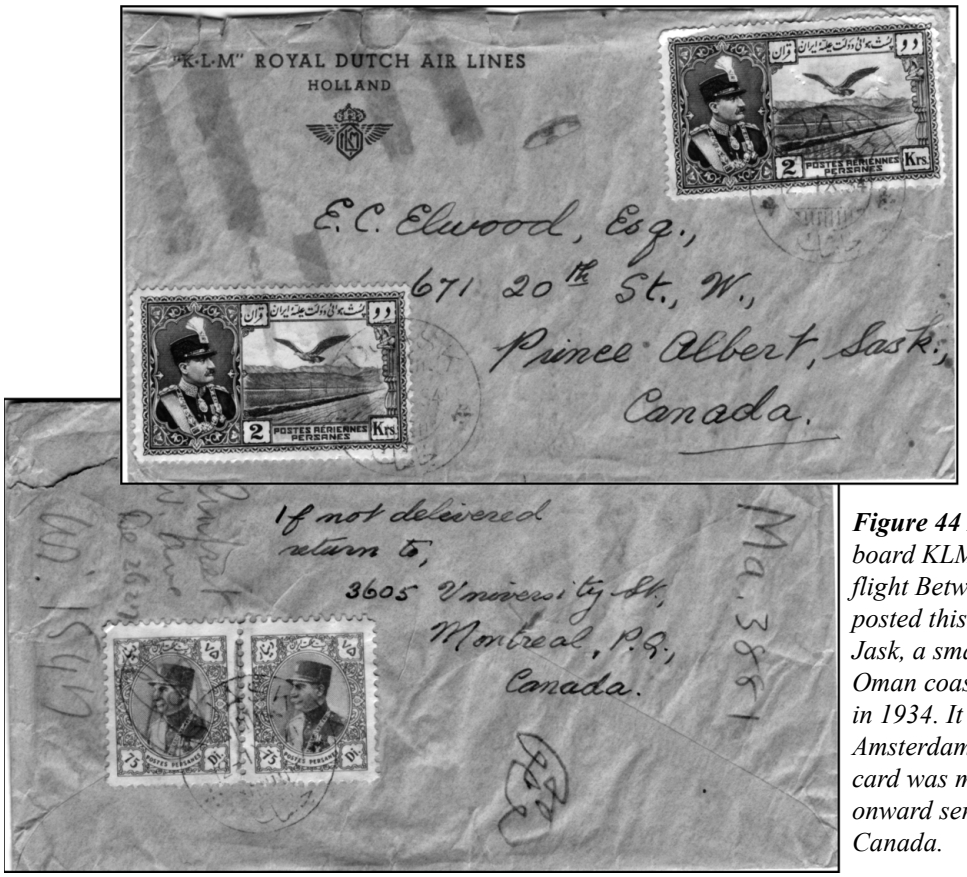


Figure 44 *A Canadian travelling on board KLM's Royal Dutch Air Lines flight Between Amsterdam and Batavia posted this cover on airline stationery at Jask, a small town on Persia's Gulf of Oman coast near the Straits of Hormuz in 1934. It was carried by air to Amsterdam where the airline corner card was marked out to indicate that onward service would be by steamer to Canada.*

air route, service on which will be resumed by flight leaving Amsterdam September 12, 1929. The next flight will leave Amsterdam October 3, 1929, with flights every other Thursday thereafter.

The air mail fee for articles for delivery in the Dutch East Indies will be 30 cents for each half ounce or fraction thereof, *in addition to the regular postage.* This air mail fee and the postage should be prepaid with United States stamps.

However, articles for dispatch by the September 12 flight may be sent, without stamps affixed, in an outer envelope addressed to the postmaster at Amsterdam, which outer envelope must be prepaid, with United States stamps, at the rate of 5 cents for the first ounce or fraction and 3 cents for each additional ounce or fraction. In this case the postmaster at Amsterdam must be sent the amount necessary to pay, with Dutch stamps, the postage and air mail fee from the Netherlands to the Dutch East Indies as follows: *Air mail fee*—40 cents Dutch for post cards and 75 cents Dutch for each 20 grams, (about ¾ ounce), of other articles; *postage*—single post cards, 7½ cents Dutch; letters, 12½ cents Dutch for the first 20 grams or fraction and 7½ cents Dutch for each additional 20 grams or fraction; printed matter, commercial papers, and samples—2½ cents Dutch for each 50 grams, (about 2 ounces), with a minimum charge of 5 cents Dutch for samples and 12½ cents Dutch for commercial papers."

An announcement in the November 1929 *Monthly Supplement* provided additional information on the KLM flights. Stating that there were to be four additional flights in 1929 leaving Amsterdam on October 31, November 14, November 28 and December 12, the flight schedule was detailed with stops at Constantinople, Aleppo (Syria), Baghdad, Bushire, Karachi, Allahabad, Akyab, Bangkok, Medan, Palembang and Batavia.

Additional countries and air surcharges for which US postal patrons might make use of this Dutch service are listed as:

"Syria – 9 cents; Iraq-11 cents; British India, including Burma-22 cents; Siam-29 cents; Straits Settlements-34 cents; Sumatra, Dutch East Indies-34 cents and Java, DEI-36 cents. Patrons were advised to attach the blue "Par avion (by air mail: label and mark their envelopes "Via Amsterdam."

One example of an American postal customer who chose to take advantage of the new KLM service to Batavia is illustrated in *figure 45*. This cover was

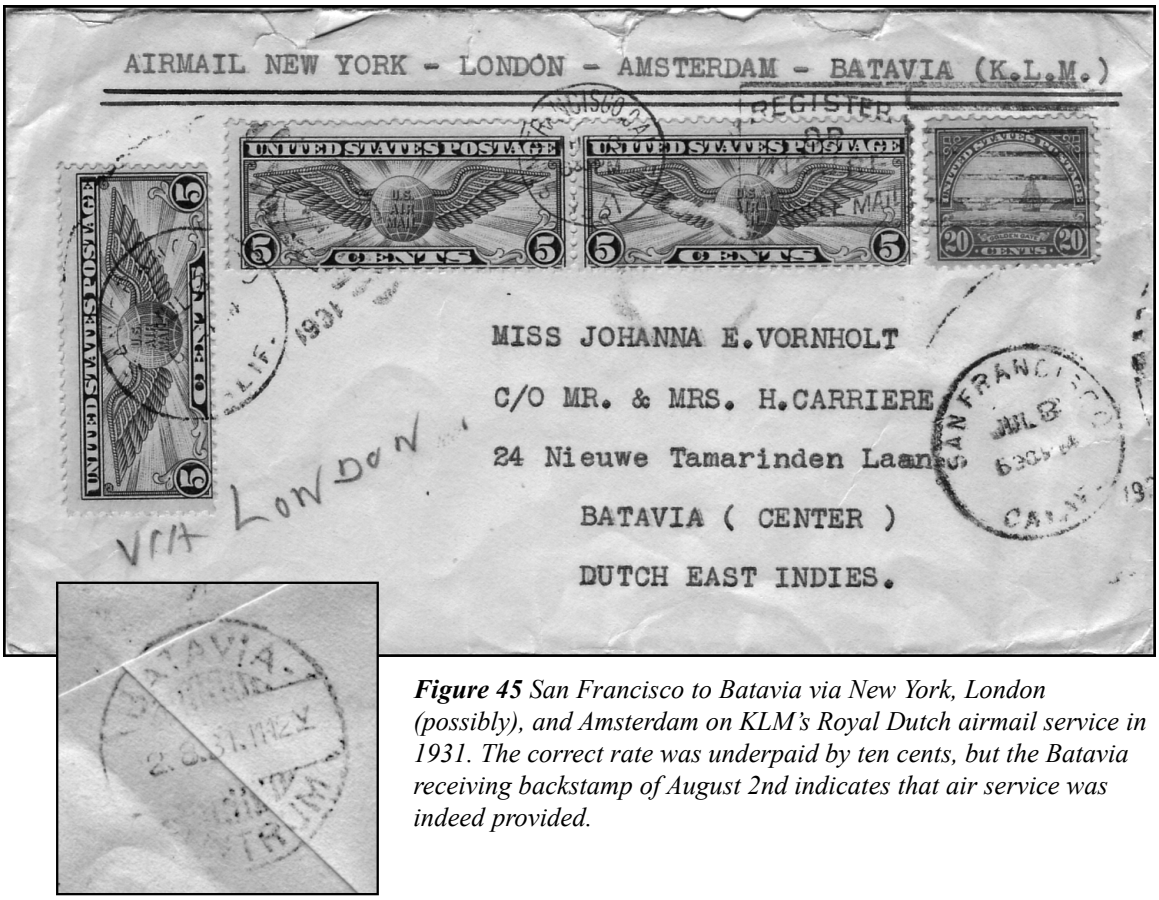


Figure 45 *San Francisco to Batavia via New York, London (possibly), and Amsterdam on KLM's Royal Dutch airmail service in 1931. The correct rate was underpaid by ten cents, but the Batavia receiving backstamp of August 2nd indicates that air service was indeed provided.*

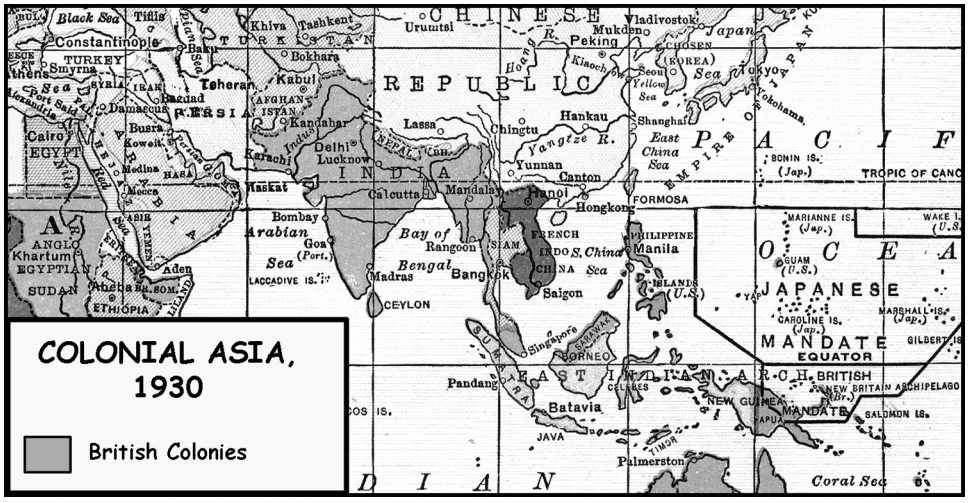
mailed in San Francisco on July 8, 193—the second year of KLM's regularly scheduled Amsterdam-Batavia service. Addressed to a recipeint in Batavia and endoresed "AIRMAIL NEW YORK - LONDON - AMSTERDAM - BATAVIA (K.L.M.)", the postage paid was 35 cents. Let's assume that the sender did not know that the correct postage was to be 37 cents *plus* 8 cents for domestic air to New York and international steamer to London or Amsterdam for a total of 45 cents. If he handed the letter to a clerk in the San Francisco post office and requested assistance with the postage, the clerk would likely have consulted his new US Official Postal Guide and looked in the International Postal Service section under Dutch (Netherlands) East Indies. He would have found under the Airmail heading a note to "see …page 206." The appropriate information from page 206 is reproduced at right.

I have highlighted the section of the table pertaining to the Dutch East Indies and it clearly states that for mail destined for locations except Sumatra the air fee is 37 cents. Although our knowledge of world geography may have been superior in 1931 to what it is today, it is highly unlikely that a typical American—postal clerk or not—knew that Batavia was on the island of Java. Since only Sumatra was mentioned, would it

Country or colony	By air from London	By air from France	By air from the Netherlands	By air *within* country named
Algeria		8 cents per ½ ounce		
Anglo-Egyptian Sudan	12½ cents per ½ ounce.			
Australia				9 cents per ½ ounce.
Austria	6 cents per ounce	4 cents per ½ ounce		
Belgian Congo (via Boma)				6 cents per ounce.
Belgian Congo (via Anglo-Egyptian Sudan)	17 cents per ½ ounce			
Belgium	4 cents per ounce	4 cents per ounce		
Bulgaria		5 cents per ½ ounce		
Castelrosso and other Islands in the Aegean Sea		12 cents per ½ ounce		
Ceylon (by air to Delhi)	15 cents per ½ ounce			
China				7 cents per ½ ounce.
Chosen or Korea				15 cents per ½ ounce.
Czechoslovakia	6 cents per ounce	3 cents per ½ ounce		
Dahomey		23 cents per ½ ounce		
Danzig		4 cents per ½ ounce		
Denmark	6 cents per ounce	4 cents per ½ ounce		
Dutch (Netherlands) East Indies (except Sumatra)			37 cents per ½ ounce	
Sumatra			35 cents per ½ ounce	
Egypt	6 cents per ½ ounce		10 cents per ½ ounce	
Estonia		6 cents per ½ ounce		
Finland		5 cents per ½ ounce		
France	4 cents per ounce			4 cents per ounce.
French Equatorial Africa				6 cents per ounce.
French Guinea		23 cents per ½ ounce		
French Sudan		23 cents per ½ ounce		
Gambia		23 cents per ½ ounce		
Germany	4 cents per ounce	3 cents per ½ ounce		
Great Britain		4 cents per ounce		
Greece		8 cents per ½ ounce		
Hungary	6 cents per ounce	4 cents per ½ ounce		

Figure 46 *A portion of page 206 of the July 1931* US Official Postal Guide *showing the current airmail surcharge for letters destined for the Netherlands Indies via Amsterdam (emphasis added).*

not be logical to assume that Batavia was located on the "important" island? There is, perhaps, less defense for the clerk to have overlooked the fact that the 35 or 37 cents was merely an air surcharge and not the full postage. But after all, if one looks in a complicated and most impressive table to learn that the rate to a farway and little known place is "35 cents", why would one necessarily think to add another eight cents?



Map 14 *The Brishish Empire in Asia stretched from the Afghan border to Singapore and then on to Australia in 1930.*

Ironically, less than a year later, *Postal Bulletin* 15923 dated June 2, 1932, announced that henceforth the air surcharge for a letter weighing ½ ounce or less to be carried by KLM from Amsterdam to any point in Netherlands East Indies would be 27 cents. Adding in the eight cents for US domestic air and sea transport to Amsterdam makes the total rate 35 cents. The San Francisco postal clerk was merely a year ahead of his time.

IA-KLM Competition in the 1930s

The entry of KLM into the market for carrying mail and passenger from Europe to Asia brought Dutch airlines into direct competition with Britain's Imperial Airways. Throughout the 1930s—particularly during the first half of the decade—Dutch airlines fought hard with Imperial Airways to dominate the air routes into Asia. Since airmail service represented an important high value-low weight source of revenue for the fledgling airlines, we see this competition reflected in postal history artefacts of the day. The United States was not directly involved in the competition for the first half of the decade and was, in fact, an important consumer of the Dutch and British airmail services.

The British colonial presence in Asia was huge in the 1930s. *Map 14* shows a gigantic South Asian subcontinent united under the Union Jack stretching from the Afghanistan border in the west all the way to Singapore with only a portion of the Malay Peninsula in control of an independent Siam. British possessions are also seen in the Indonesian Archipelago reaching southeast to Australia. With their huge empire, the British were able to block the Dutch in key routes by denying them the passage of "overflight" and eventually by signing cooperative agreements with other national airlines—notably in India and Australia—to prevent KLM from taking business away from Imperial Airways.

In a sense the vastness of British possessions stalled their goals of further expansion because Imperial Airways already had commitments to serve a large number of points across Asia—all of which included passenger, mail, and freight services and the company's resources were stretched to the limit. As a result, the airline could not offer the kind of reliable and high quality service that KLM could provide to a few key locations in Asia along its Amsterdam to Batavia route.

Competition for Passengers

When KLM began regular passenger service on October 1, 1931, the airline flew Fokker F.XII aircraft fitted with four luxury seats (*figure 47*). The trip lasted ten entire days and included 81 hours of flying time. It was the longest regularly scheduled flight offered by any airline in the world.

KLM's Plesman knew that taking good care of the passengers was the first rule in providing a good service. The airline insured that transit visas and passports were all in good order. This was not easy, since the complete journey travelled through 18 countries. KLM also provided travel insurance.

Overnight accommodations and all meals were included in the ticket price, as well as all transfers to and from the airports. On top of that, each passenger

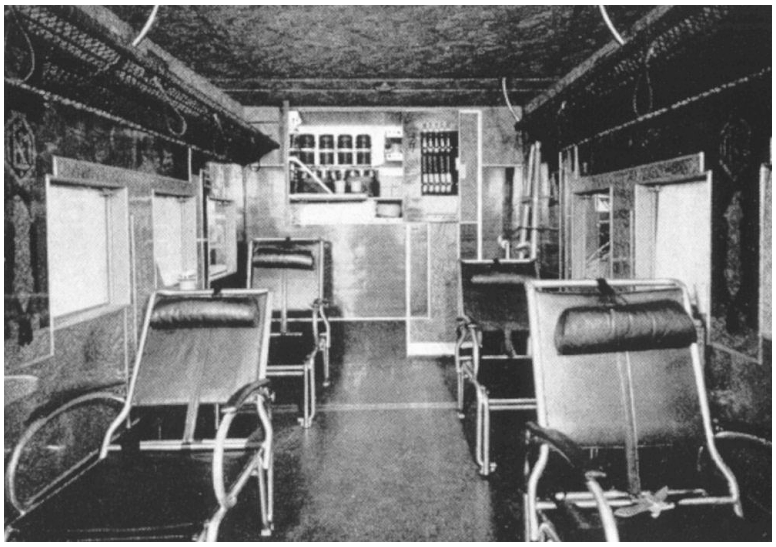


Figure 47 *the passenger cabin of KLM's Fokker F.XII boasted four reclining seats for the comfort of its clientelle. Source: http://www.dutch-aviation.nl/index5/Civil/index5-2%20F12.html*

received two suitcases, allowing them to carry 45 pounds of luggage. Flying time was approximately 10 hours a day, so passengers spent 14 hours on the ground and had ample time for sightseeing and dining. Overnight stays were in mostly very comfortable hotels. Introduction of the Fokker F-XVIII in 1932 whittled down the travelling time to nine days.

On May 23, 1935 KLM's first official flight of the American-built Douglas DC-2 departed Schiphol Airport with 715 pounds of mail. On board was the head of the KLM Indië route travelling as a passenger to test how well the fast and comfortable Douglas would meet the demands on the worlds longest air route. The flight reached Batavia on May 31st.

The transition from Fokker aircraft largely built of wood to the DC-2 was revolutionary. All metal construction, powerful engines, retractable landing gear, flaps, sound insulation, climate control, and an increase in cruising speed to 170 MPH brought speed and comfort unmatched anywhere else in Asia at the time. Initially only five passengers could travel on the DC-2 on this route. Critical distances over the sea and the desert required strict weight allowances. Later this number was increased to seven. Passengers had comfortable chairs for their journey, which could be placed in a resting position, so they could sleep.

Competition for Mail

In order to attract postal patrons to use a particular airline there were basically three arguing points: reliability, speed of delivery and cost. Given the challenges, the reliability of both Imperial Airways and KLM were roughly equivalent. Both airlines suffered interrupted and delayed flights due to weather, mechanical failures and human error. But to the best of my knowledge, neither had a safety (reliability) record significantly worse than the other.

Speed of delivery was another matter entirely. In 1930 Imperial Airways was able to provide air carriage of mail only as far east as Karachi. KLM's service extended far beyond to Batavia on Java, and as it did their planes landed at Calcutta, Rangoon, Bangkok and Alor Star (near Penang). Imperial Airways did not extend air service to Singapore until December 1933, and during those crucial early years KLM was able to establish itself as the fastest service to mail a letter from Europe (or America) to Southeast Asia. *Figure 48* illustrates a commercial cover postmarked Batavia on January 21, 1932, addressed to New York. The cover is franked with a 15 cent definitive paying the international surface rate to the US and two airmail stamps totalling 50 cents to pay the surcharge to Amsterdam. Unfortunately, no arrival marking is present to verify transit time, although a pencil notation of "Arv 2/9" on the reverse suggests that the journey was slightly less than three weeks—not bad for 10,000 miles!

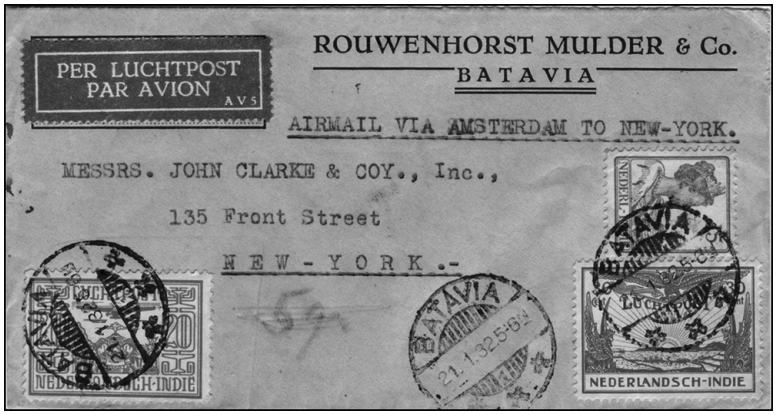


Figure 48 *This cover was mailed in Batavia, DEI, in January 1932. Addressed to New York it was flown by KLM to Amsterdam and thence by steamship to its destination. Total transit time was just under three weeks.*

British colonial residents of the Federated Malay States (FMS) were dependent upon KLM service to obtain rapid postal communications with Britain before December 1933. *Figure 49* illustrates an attractive registered air cover postmark Ipoh on January 19, 1933. Addressed to Manchester, England, the cover is franked with eight different definitives of the FMS tiger series totalling ninety cents. The international surface rate to Great Britain was eight cents. The air surcharge via KLM to Amsterdam was 50 cents and the registry fee was 15 cents for a total of 73 cents. Apparently the sender favored the recipient with a wide variety of exotic stamps and in so doing over paid the cover by 17 cents.

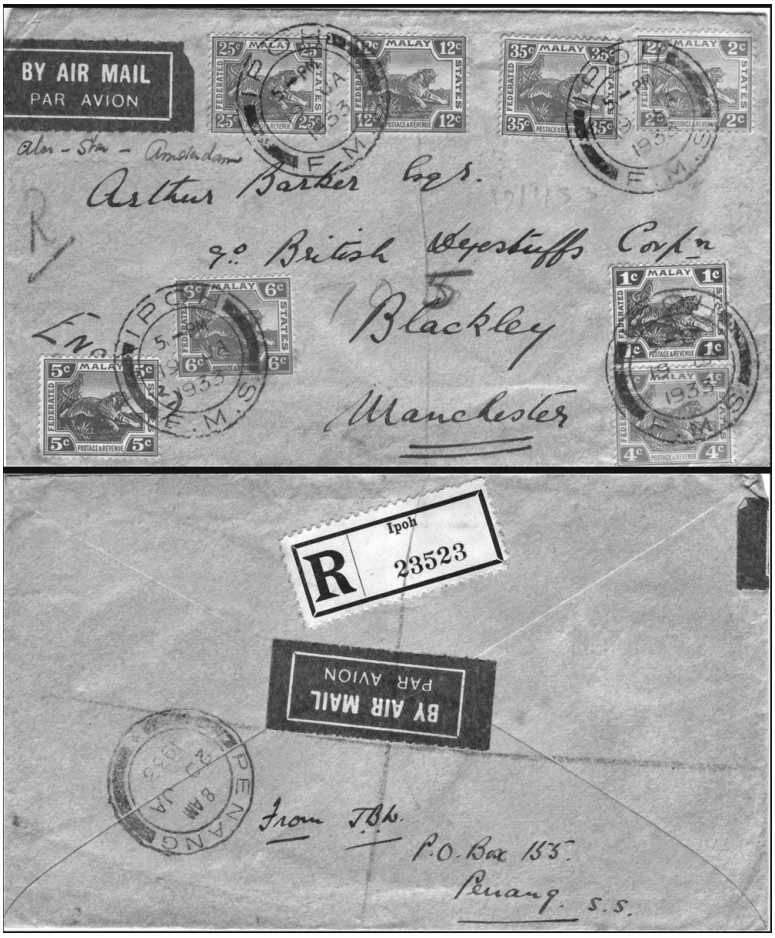


Figure 49 *Postmarked at Ipoh in the Federated Malay States in January 1933, this cover was transported north to Penang and then inland to Alor Star where it met a KLM flight to Amsterdam. The ninety cents in multiple stamps overpay the actual rate by 17 cents.*

Airmail service from China to Europe became available by way of the Air France route to Saigon opened in early 1933, but some postal patrons chose to use KLM as evidenced by the cover shown in *figure 50*. Postmarked Shanghai August 28, 1934, the registered cover to London was endorsed "By Air mail Bandoeng-Amsterdam". The cover travelled by steamer to Singapore where it received a transit marking dated September 10th. Ten days later it arrived in London. There is no verification that the cover was actually flown on KLM. It could have been carried on Imperial Airways since by this date both airlines were serving Singapore.

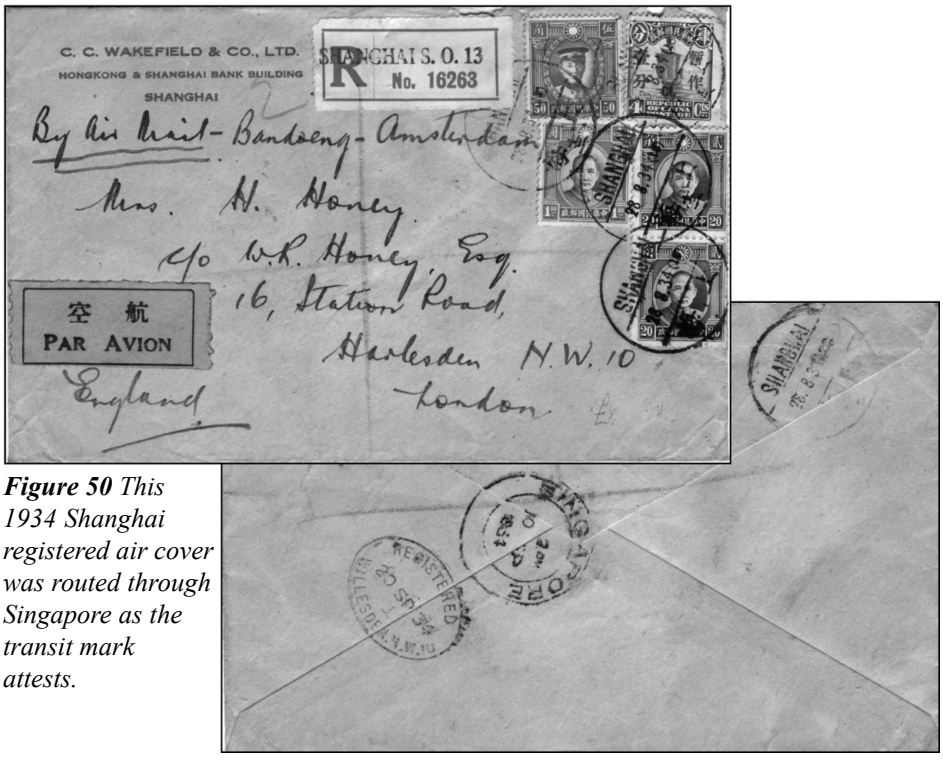


Figure 50 *This 1934 Shanghai registered air cover was routed through Singapore as the transit mark attests.*

While it is entirely logical that postal customers wishing to send mail to destinations east of Karachi would choose to use KLM service prior to December 1933, there is ample evidence that many continued to use the Dutch service even after the Imperial service became available. This was true even when the KLM air surcharge was significantly higher than the Imperial fee!

Table 10 summarizes delivery times in days from the European departure city and air surcharge fees as specified by US Post Office Department by airline for a limited number of cities in Asia during the 1930s. It is a rather complicated table, but if we examine just one destination—Singapore, for example—and track down the appropriate columns we can see how delivery times and the air surcharge fees changed during the decade. In 1930 and 1931 it took ten days for a letter travelling on KLM to reach Singapore from Amsterdam and the surcharge on mail from the US was 35 cents. There was no direct IA competition during those years. In 1932 and 1933 KLM decreased its delivery time to just seven days and the surcharge was reduced to 24 cents. In 1934 both IA and KLM were providing air service to Singapore. IA required eight days to fly a letter from London and the surcharge for US customers was 30 cents. KLM took six days for delivery from Amsterdam and changed 24 cents. After 1935 the delivery times and air surcharges stabilized for several years with KLM offering two-to-three days faster service for a nickel less per half ounce.

Close inspection of the six Asian destination cities listed in *table 10* will reveal that in some instances KLM actually had higher surcharges on mail from US customers than Imperial Airways, but in almost every head-to-head comparison the Dutch airline offered faster service.

Year	Airline	Baghdad		Karachi		Bangkok		Singapore		Batavia		Hong Kong	
		Days[1]	Fee (¢)[2]	Days	Fee (¢)	Days	Fee (¢)	Days	Fee (¢)	Days	Fee (¢)	Days	Fee (¢)
1930	IA	6	7	9	10								
	KLM	3	12	5	18	9	30	10	35	11	37		
1931	IA	6	7	9	15								
	KLM	3	12	5	18	9	29	10	35	11	37		
1932	IA	5	11	7	15								
	KLM	2	10	4	15	6	22	7	24	8	27		
1933	IA	4	11	6	15								
	KLM	2	10	4	15	6	22	7	24	8	27		
	Air France											13[3]	39
1934	IA	3	11	5	15	7	28	8	30				
	KLM	1	10	3	15	5	22	6	24	7	27		
	Air France											13[3]	39
1935	IA	3	11	5	15	7	28	8	30	9	35		
	KLM	1	12	2	15	4	23	4	25	5	29		
	Air France											13[3]	39
1936	IA	3	✕	5	✕	7	✕	8	30	9	✕	10	34
	KLM	2	10	3	15	5	23	5	25	6	29	10	31
	Air France											10	51
1937	IA	3	✕	4	✕	6	✕	7	30	7	✕	9	✕
	KLM	2	10	3	15	5	23	5	25	6	29	9	31
	Air France											9	41
1938	IA	1	✕	4	✕	6	✕	7	30	8	✕	9	✕
	KLM	2	10	3	15	5	23	5	25	6	29	8-9	31
	Air France											9	41
1939	Europe	2-3	10[4]	3-4	20[4]	5-6	23[4]	5-7	25[4]	6-7	29[4]	7	31[4]

NOTES: 1 Time elapsed from departure city 2 Surcharge postage in US cents required for air service 3 By air to Saigon onward by steamer 13 days or 17 days on alternate weeks
4 Air from Europe only; trans-Atlantic air available for 30¢ per ½ ounce additional

Table 10 *Transit times from European departure cities and air surcharges in US cents required for carriage of US mail per half ounce to selected Asian cities by airline, 1930-1939*

Why was this so? If the British were the first to pioneer an air route to Asia, controlled overflight and landing rights in so much of the vast South Asian subcontinent and were almost certainly the greatest European colonial power in Asia, how was it possible for the Dutch to provide faster service and lower cost? The answer is simple: choice of aircraft.

Table 11 presents a head-to-head summary of the types of aircraft flown on their Asian service by Imperial Airways and KLM during the 1930-1936 period. The table indicates the maximum range and cruising speed in each year for the aircraft in service at that time. For example, in 1930 the British were flying both de Havilland DH 66 planes and Short S.8 Calcutta flying boats. The DH 66 cruised at 128 mph and had a range of 525 miles. The Short Calcutta had a range of 650 miles, but a cruising speed of just 97 mph. KLM, on the other hand, was flying Fokker F.XII aircraft which could cruise at about 120 mph, but had a range of 900 miles. *Figures 51* and *52* illustrate some of the planes listed in *table 11*.

Imperial Airways										KLM								
Crusing Speed / Range (mph/miles)								Aircraft		Aircraft	Crusing Speed / Range (mph/miles)							
								S.23	1936	DC-3								
								DH86 652	1935	DC-2								
								L.17	1934									
									1933	F.XX								
									1932	F.XVIII								
								HP 42 S.17	1931									
								DH66 S.8	1930	F.XII								
400 1500	350	300 1000	250	200 750	150	100 500	0	MPH Miles		MPH Miles	0	100 500	150	200 750	250	300 1000	350	400 1500

Table 11 *Aircraft range and cruising speed used by Imperial Airways and KLM in their air service competition between Europe and Asia, 1930-1936.*

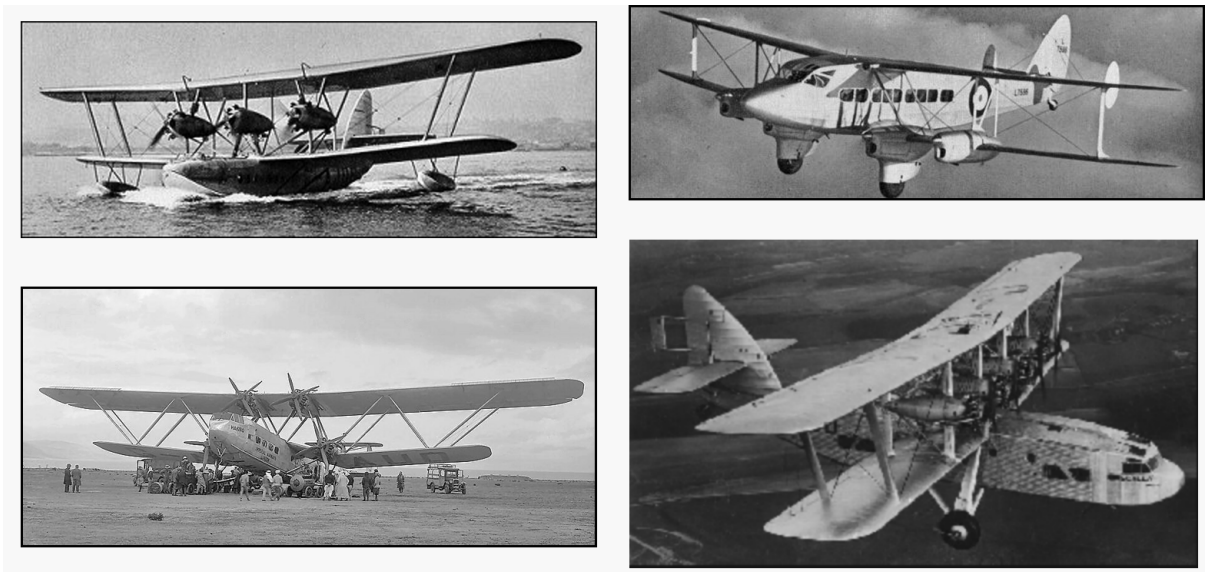


Figure 51 *British aircraft flown by IA on their Eastern Route 1930-36.* ***UL*** *Short S.8 Calcutta;* ***UR*** *DH 86 De Havilland Express;* ***LR*** *Short L.17 Scylla; and* ***LL*** *Handey Page H.P. 42. (Source: Wikipedia)*

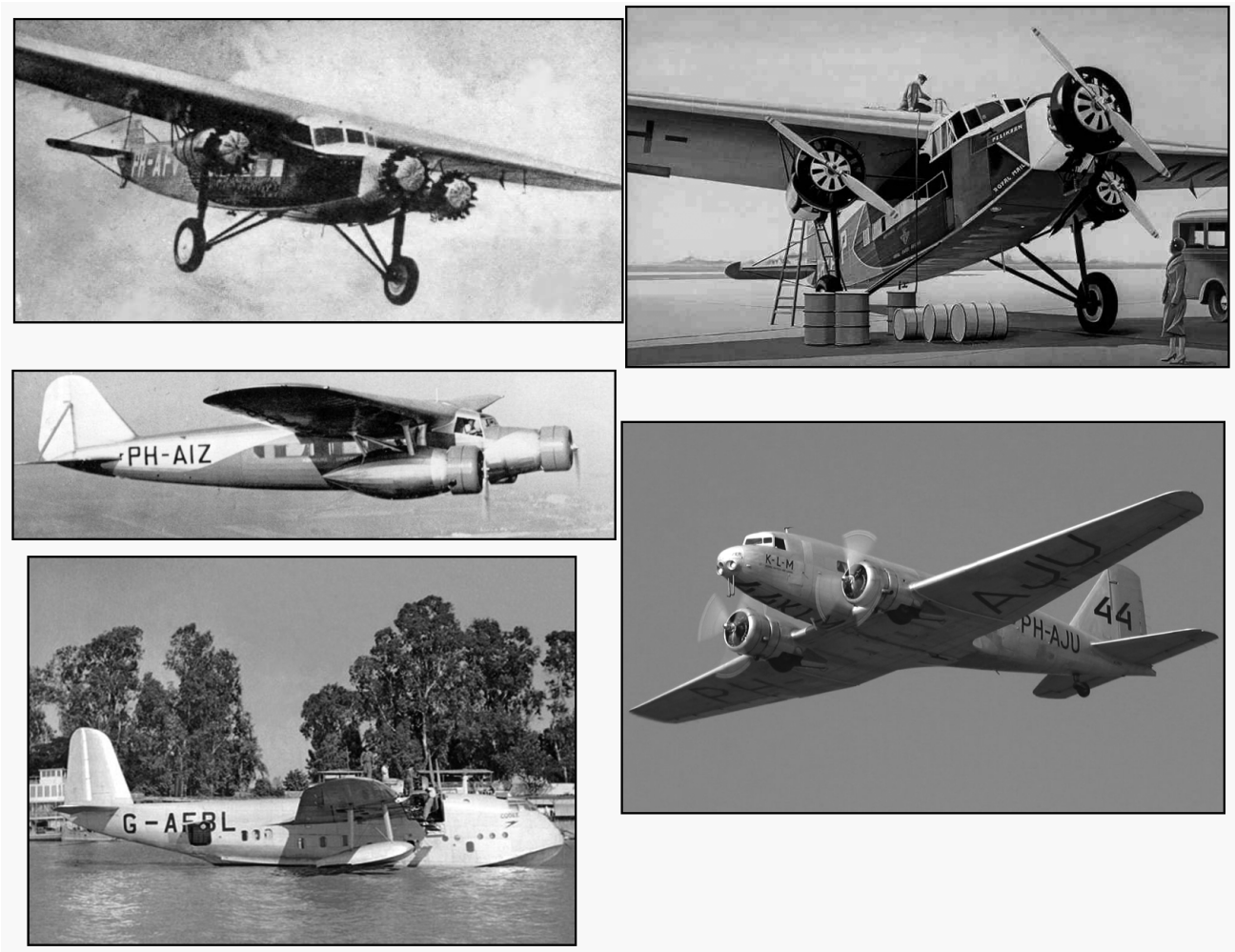


Figure 52 *Four aircraft flown by KLM on their Amsterdam-Batavia service:* ***UL*** *Fokker F.X11;* ***UR*** *Fokker F.XVIII;* ***Center left*** *Fokker F,XX;* ***LR*** *Douglas DC-2; and* ***LL*** *British Short S.23 flying boat introduced in 1936. (Wikipedia)*

As we read up the table, we see that both airlines introduced new aircraft that offered increased range and cruising speed. However, it is abundantly clear that the range of KLM's aircraft significantly exceed that of Imperial throughout the entire period and in most cases they offered faster cruising speeds. The most significant development probably occurred in 1935 when KLM began replacing its fleet of Fokker planes with the all-metal Douglas DC-2. The DC-2—quickly superseded by the DC-3—far outpaced the British de Havilland DH 86 and new Short S.23 flying boats in terms of range although the cruising speed of about 200 mph was roughly equivalent.

The author has uncovered no references explaining why Imperial Airways persisted in competing with aircraft that were obviously inferior in terms of range and speed. It seems likely that the decision was more political than economic with the British government intent upon keeping the stimulus for developing new aircraft in Great Britain alive and well.

There was certainly no mystery regarding the characteristics of competing aircraft to those involved in the airline business at the time. For example in January 1934 Australia's Qantas formed a partnership with Imperial called Qantas Empire Airways Ltd. (QEA) to fly the mail between Brisbane and Singapore as part of the new London-Australia route. The online version of Qantas Airways company history relates:

> During the 1930s, KLM emerged as a major competitor with its Amsterdam-Batavia (Jakarta) service. In July 1938, its partner airline, KNILM, started a service between Batavia and Sydney. QEA regarded KLM's service as superior to that of Imperial Airways, partly because of KLM's use of American aircraft. In the earliest days of air travel, British aircraft had been superior to those built in the United

> States, but with the development of a major commercial airline industry in the 1930s American planes gained dominance.[1]

So why didn't Qantas or Imperial opt to match KLM with superior American aircraft? The Australian Government website discussing the topic of early civil aviation states:

> The Duke of Gloucester, then on a Royal Tour of Australia, presided over the inauguration of the service by DH50 and DH61 biplanes at Brisbane. These were by then decidedly old-fashioned aircraft, but Q.A.N.T.A.S. was not given to extravagance. *In any case, importation of more advanced American metal planes was still prohibited.*[2] (Emphasis added)

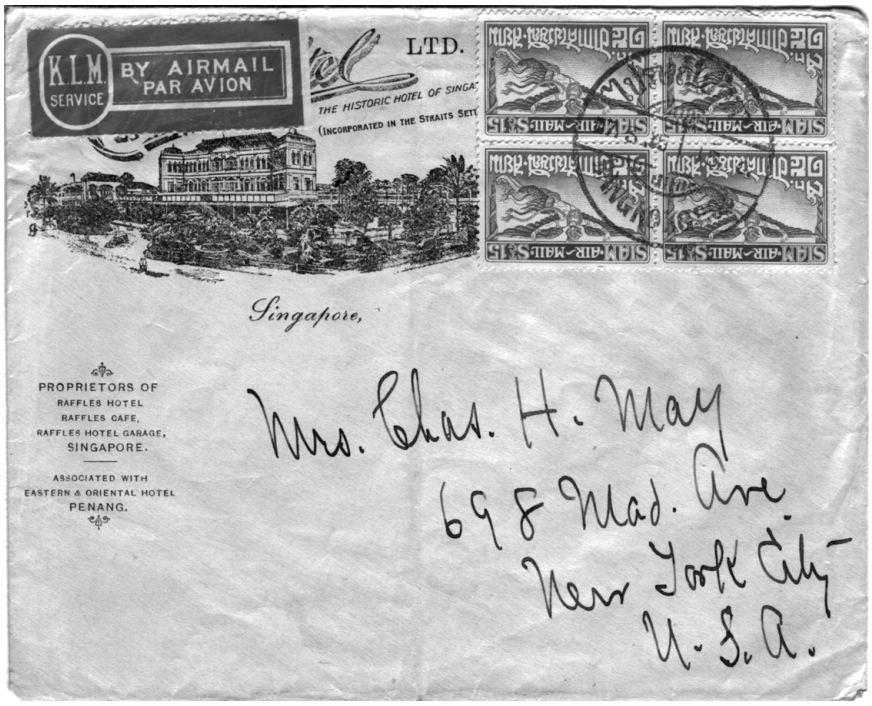


Figure 53 *Postmarked in Bangkok in March 1935, this cover bears a KLM etiquette indicating airmail service to Amsterdam to accelerate its onward journey to New York.The choice of an illustrated Raffles Hotel envelope suggests that the sender may have been American traveller visiting some of the important "sights" or perhaps conducting business in Southeast Asia.*

The consequence of Imperial Airways' decision to continue flying aircraft with inferior performance capabilities on their Eastern Route led directly to the eventual victory of KLM in the competition to carry airmail from Europe to Asia. By 1936 the US Post Office Department had ceased listing onward airmail service from London as an option to accelerate delivery to most Asian destinations in the *Official Postal Guide*.

Singapore as a Case Study

Singapore in the 1930s was arguably the most British city in all of Asia. It was the political, economic and military center of the British Empire in Southeast Asia. It was also a "must see" stop on the itinerary of any well-heeled European or American world traveller.

As one who had the pleasure of visiting Raffles Hotel before it received a "restorative modernization" in 1990, I recall that it was still very easy to visualize Somerset Maugham or Noel Coward lounging about the hotel's spacious bar or dining on cucumber sandwiches in the sumptuous garden restaurant. Raffles, which opened in 1887, came to symbolize Singapore to many travellers of the Raj (*figure 53*). Being steeped as it was in such a strong British presence, one would expect that European letter writers in Singapore might be keen to support Britain and British institutions whenever possible—including having their mail carried by Imperial Airways.

Table 12 presents airmail rates in Malay cents[3] applicable to service on mail transported from Singapore to Great Britain from the earliest air expedited partial service in 1928 to full direct air carriage in 1934. All fees indicated prior to 1934 are surcharges in addition to the regular international surface rate—either six or eight cents depending upon the date. The rates shown for KLM and IA in 1934 are comprehensive.

Rates in *table 12* may be divided into three broad eras: sea transport plus, land transport plus and direct service. The sea transport plus era ran from 1928 until 1931 when airmail service was only available to letters carried by ship from Singapore to Medan on Sumatra (KLM service) or to Karachi (IA service). *Figure 31* in part 3 of this series illustrates a cover mailed from Singapore to England in 1929 that was carried by steamer to Karachi and then onward by Imperial.

The land transport plus era began in April 1931 when KLM altered their route to include a stop at Alor Star, an Andaman Sea coastal town near the Thai border about 450 miles north of Singapore. Transport of mail from Singapore to Alor Star was by way of the Singapore-Bangkok rail line that had opened in 1918.

Route	Terms	Unit	Oct 1928	Nov 1928	1929	Nov 19, 1929	Apr 2, 1931	Apr 1933	1933	Dec 20, 1933	Apr 1934	Nov 1934
a. Marseille - London	S	per ½ oz.	12¢	→	→	→						
b. Medan - Amsterdam	S	20 grams		60¢	50¢	→						
c. Perth-Adelaide	S	per ½ oz.			12¢	→						
d. Derby-Perth	S	per ½ oz.			12¢	→						
e. Derby-Perth-Adelaide	S	per ½ oz.			24¢	→						
f. Karachi - London	S	per ½ oz.				20¢	→	→	→			
g. Alor Star - Amsterdam	S	20 grams					50¢	45¢	→	→		
h. Singapore - London	S	per ½ oz.								35		
i. Singapore - London via KLM	C	20 grams									55¢	→
j. Singapore - London via IA	C	per ½ oz.									40¢	25¢

Table 12 *Airmail surcharges (S) and comprehensive rates (C) in Malay cents required for service from Singapore to London, 1928-1934.*

Figure 54 *Singapore to London via KLM's service from Alor Star in 1932 required payment of the 8 cent international rate plus 50 cents for the air surcharge.*

Figure 54 shows a cover postmarked in Singapore in November 1932. Franked with 58 cents postage to pay the 8¢ international rate plus the 50¢ KLM air surcharge, it bears the endorsement "Via Alor Star Amsterdam & London." At the time, of course, it was still possible for Singapore postal patrons to direct their mail to Karachi and then onward via Imperial Airways, but the savings in transit time using KLM service would have been a week or more.

The third era—the era of direct air service—began in April 1934 when both KLM and Imperial Airways began carrying mail direct from Singapore over their respective routes to Europe. Initially, the air rate for Imperial service was set at 40¢ per ½ ounce, but this was decreased to just 25¢ in November 1934. The KLM rate for air transport of a letter to London was pegged at 55¢ and remained so until March 1936 when it was increased to 60¢.

Once the competition for air service reached this point when a patron could walk into the Singapore post office and decide when to send a letter via KLM or Imperial, one might think that the cheaper IA rate plus the fact that this was the *British* airline would send all the business to Imperial. Evidence suggests that this was not the case. *Figure 55* illustrates an airmail cover to England postmarked Singapore in October 1936. It was franked with a 25¢ King George V stamp which was all that was necessary to carry the

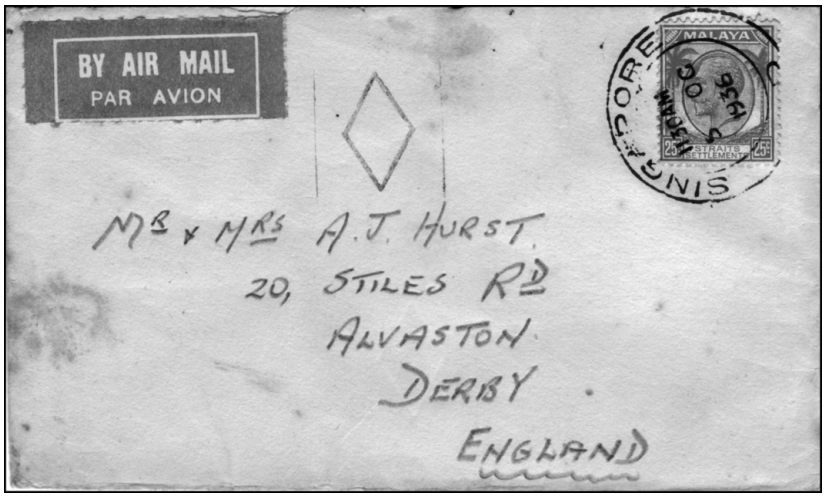


Figure 55 *Singapore to London by way of Imperial Airways service connecting Singapore to IA's Eastern Route in 1936.*

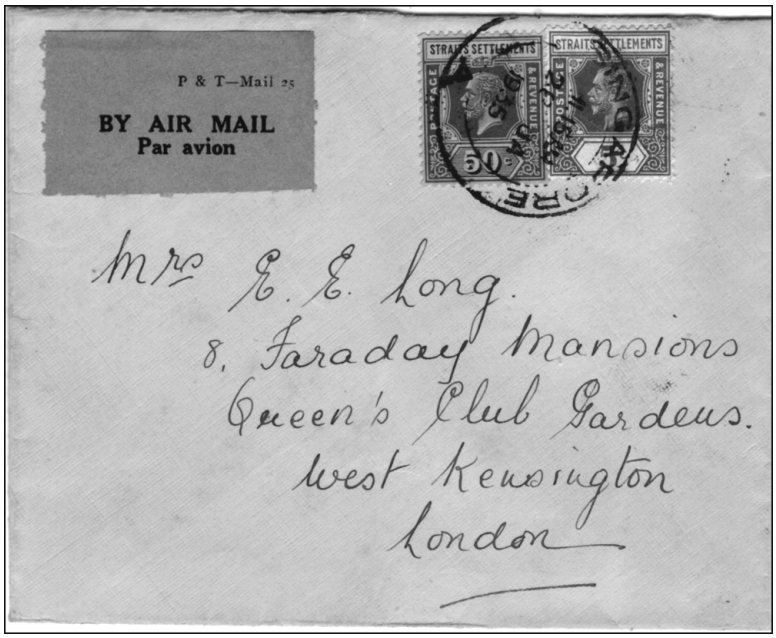


Figure 56 *Singapore to London via KLM in 1935 required 55 cents for a 20 gram (½ ounce) letter. Why would anyone choose to pay 30 cents more to send their letter via KLM over Imperial Airways?*

letters all the way from Singapore to London on Imperial Airways. *Figure 56* shows another air cover from Singapore to England. This piece was posted in January 1935 and franked with 5¢ and 50¢ denominations of the KGV series to pay the 55 cent per 20 gram air rate to London via KLM.

Why would a postal patron choose to pay twice as much for what was essentially the same service? There may be several reasons for such a choice and they might include the airline service schedule or some previous unpleasant experience with IA, but probably the most obvious reason can be found by consulting once again the data in *table 10*. Note the comparative transit times for KLM and IA from Singapore to Europe in 1935 and 1936. An air letter carried by Imperial would typically require three to four days longer to reach London than one carried by KLM. It all may come down to time for money. To some customers it might have been money well spent to have your letter reach its destination 3-4 days earlier, whereas to others the few days saved in delivery were not worth the extra pennies. Besides, we are British and should support our own Imperial Airways.

1936 – A Change in the Playing Field

As one reads through the official releases of the US Post Office Department pertaining to airmail service for Asian destinations, there is a significant change in the quantity and detail of information presented about air service available to American customers by European carriers in 1936. There may be several reasons behind this change—including, perhaps, some hard feelings toward the British for their prohibition against purchasing American aircraft—but the most obvious reason was that on November 22, 1935, Pan American Airways (PAA) began its first mail carrying flight from San Francisco to Manila. In other words, the competition to carry the mail to Asia had a new player.

Flying to Manila and transferring to steamship for onward delivery westward did not afford more rapid service to much of Asia from the US than the trans-Atlantic links to IA, KLM and Air France. For that reason, the US POD continued to list service from European carriers in the 1936 Official Postal Guide. But, and this is significant, from 1936 onward the US POD only listed onward service from Amsterdam. Note in *table 10* that for 1936-1938 there is a choice of KLM or IA service only to Singapore. No IA service is listed for the other Asian cities, and yet we know that Imperial continued to offer air service to those destinations. Finally, in the 1939 *Postal Guide*, the indication that service was available from Europe

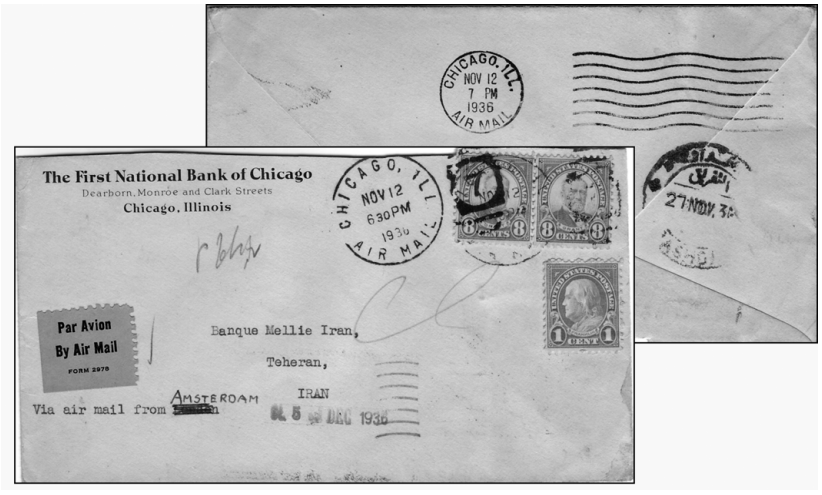


Figure 57 *A 1936 bank cover from Chicago to Teheran endorsed and franked for airmail service from Amsterdam.*

does not specify the departure city. By that time, of course, PAA had extended its trans-Pacific line on to Hong Kong and had plans to move on to Singapore and New Zealand.

Figure 57 illustrates an inter-bank cover postmarked Chicago November 12, 1936. Addressed to Teheran, Iran, it is franked "Via air mail from with" London crossed out and replaced by Amsterdam. The franking is 17 cents to pay the 5-cent international surface rate to Amsterdam and the 12-cent air surcharge for KLM service. The cover bears a Baghdad transit marking of November 27 and a partial Tehran receiving mark of December 2nd or 3rd. Transport from Baghdad to Teheran was by surface.

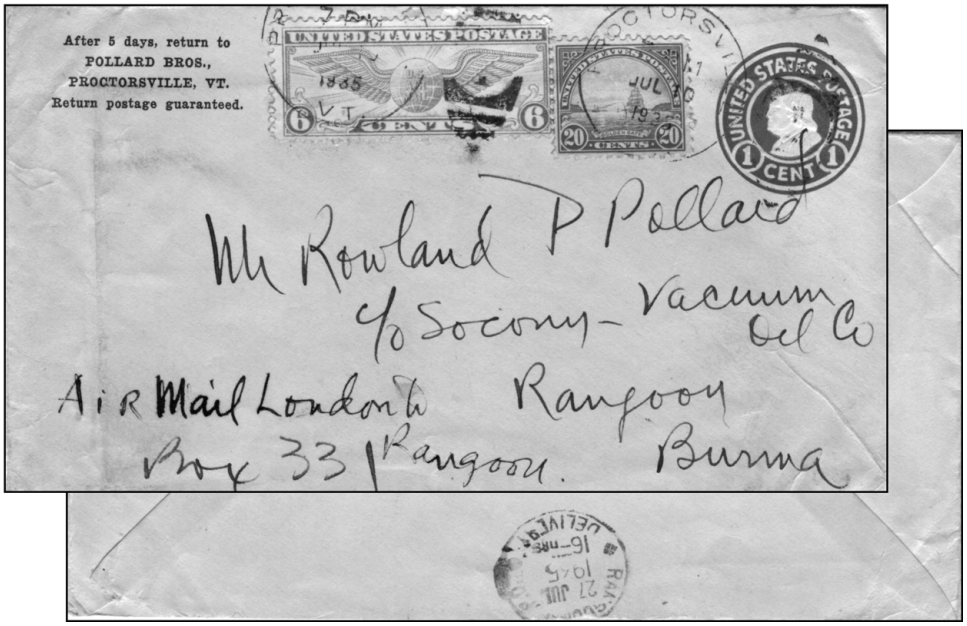


Figure 58 *Proctorsville, Vermont, to Rangoon, Burma, with airmail service via Imperial Airways from London carried this cover to its destination in 17 days in 1935.*

The competition by European air carriers to attract American postal patrons did not end in 1936, and indeed continued on—albeit at a greatly reduced level—until European service to Asia was interrupted by World War II. For the postal historian with an eye for the unusual and a fondness for the romantic, images conjured up from mail carried by rather rudimentary aircraft over the vast distances separating the US and Europe from Asia, these postal artefacts from the 1930s that travelled half way around the world or more are hard to resist. The rates for air service were changed frequently over the years and often varied between carriers. The subject makes for a challenging postal history project and lends itself to being explored in many different ways.

Figures 58 and *59* show two covers mailed from the US to Rangoon, Burma, that were endorsed and franked to receive airmail service from Europe onward. *Figure 58* was mailed from Vermont in July 1935 and directed to London for Imperial Airways

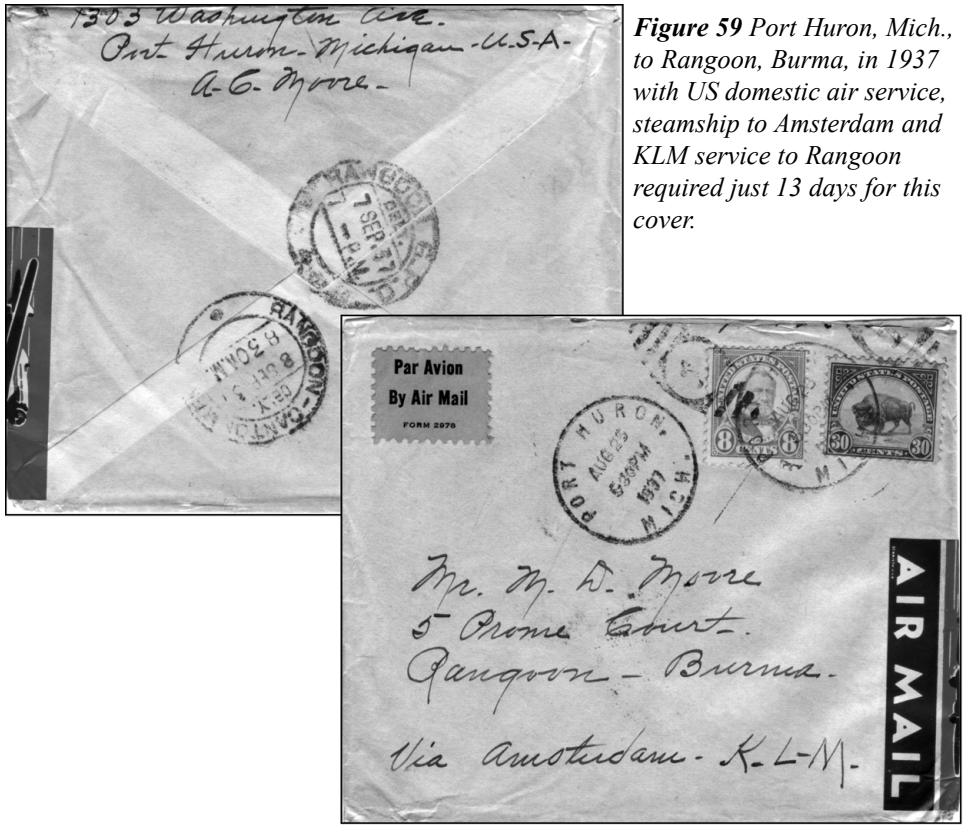


Figure 59 *Port Huron, Mich., to Rangoon, Burma, in 1937 with US domestic air service, steamship to Amsterdam and KLM service to Rangoon required just 13 days for this cover.*

service. Since Burma was then still part of India, the 27-cent franking paid a 5-cent trans-Atlantic international rate plus 22 cents to pay the Imperial air surcharge for service from London to and within India. The delivery time based on a Rangoon machine arrival backstamp was just 17 days.

Figure 59 was postmarked Port Huron, Michigan, August 25, 1937. Endorsed "via Amsterdam – K.L.M.", the 38 cent franking paid 8 cents for US domestic air plus steamship to Amsterdam and double the 15 cents per ½ ounce KLM air surcharge to Rangoon. The time for this cover was just 13 days.

NEXT: 1931 - Imperial Airways Opens an Air Route to South Africa

Endnotes

1 http://www.fundinguniverse.com/company-histories/Qantas-Airways-Ltd-Company-History.html

2 Linking a Nation: Australia's Transport and Communications 1788 - 1970 (http://www.ahc.gov.au/publications/linking-nation/chapter-8.html#early)

3 In 1930 one Malay cent was equivalent to a bit less than one-half US cent. The international surface rate from Singapore to the US was 12 Malay cents.

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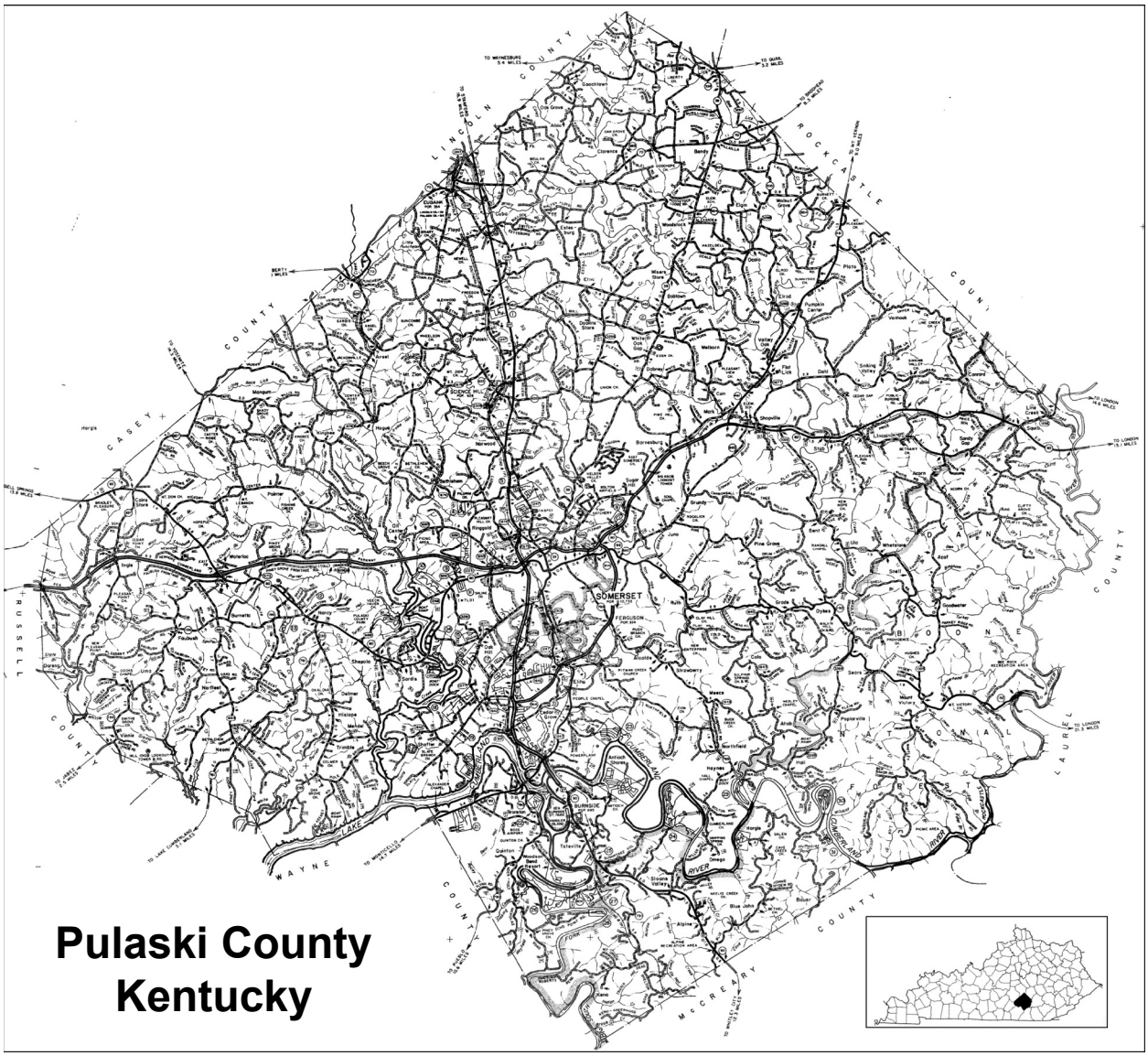
Nicholas Zevos [Postal history of Northern New York] — zevosn@potsdam.edu

POSTAL HISTORY SOCIETIES (Listed by request)
(For a Listing of ALL U.S. State Postal History Societies see the Empire State Postal History Society)— http://www.esphs.org/usphsoc.html
Michigan [Peninsular State Philatelic Society, Michagan's Postal History Society] — http://home.earthlink.net/~efisherco/
Mobile Post Office Society — http://www.eskimo.com/~rkunz/mposhome.html
Postal History Society — http://www.stampclubs.com/phs/index.htm

The Post Offices of Pulaski County, Kentucky

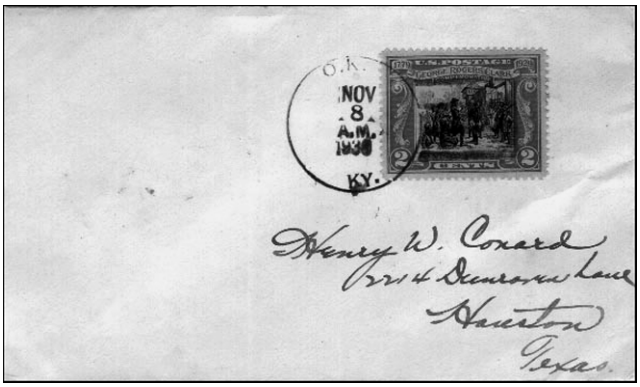


Part 2

by Robert M. Rennick

Somewhere west of the Bent (see below), according to several small scale ca. 1870s-80s maps, was the **Durham** post office. Since postmaster-designate Linville W. Edwards' preferred **Cold Spring** was then in use in Campbell County, he renamed his new office for descendants of pioneer William Durham. The office operated between June 19, 1874 and July 18, 1883, one mile west of Buck Creek and eleven to twelve miles ene of Somerset. **The Bent,** applied to a precinct (aka **Nunnely Springs)** by 1900, was a large, relatively wide bend in Buck Creek, some 12 miles ene of Somerset. To serve this area at a site on (the present) Rte. 1003, at the west end of the bend, was the Bent post office. This operated from August 20, 1898 through July 1929, with Henry Wiser its first postmaster.

O.K. [oh/ka], one of Kentucky's nine two-letter named post offices[13] was also one of the state's few two county offices. According to local tradition, when John L. McMullen's several proposed names had been rejected by the Post Office Department he submitted an apparently resigned "o.k." which was interpreted as another offered name. Thus the **O.K.** post office was established in Lincoln County on February 2, 1882, one mile west of Buck Creek and one mile north of its Hurricane Creek branch. In 1888 James Allen Acton had the office moved two miles to the west



bank of Buck, just below the mouth of Hurricane, where it remained till the spring of 1899. Then Nancy J. Estes had the office moved 1 ½ miles down Buck Creek to a site half a mile within Pulaski County. From 1917 till it closed in 1942 it was just east of Buck Creek, three fourths of a mile below the mouth of its Glade Fork and two miles from Lincoln County (on the present Ky 328.)

The Estes families of the Buck Creek valley, descendants of Stephen, Elisha, and Solomon, had their own post office. This was at the head of the one mile long Short Branch of Buck's Briary Creek tributary, some fourteen miles north of Somerset. Established as **Estesburgh** on June 10, 1886 in postmaster William H. Warren's store, it became **Estesburg** in 1894, and closed in July 1907. What remains of the community it served, which also had its own school, is still so identified on published maps.

On May 14, 1891 Josephine Reynolds established a post office half a mile east of Buck Creek, perhaps at what would be the last site of O.K. It would be called **Troy** (then in use in Woodford County) but instead was named **Small.** In 1905 John Rogers had the office moved nearly one mile east to an unknown site where it closed in June 1907. Neither **Troy** nor **Small** have been name derived.

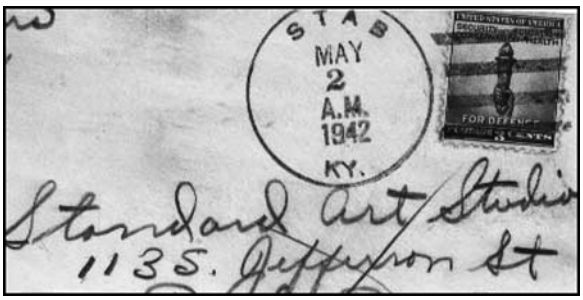
Another family whose name was given to a Pulaski post office was **Dykes.** They were descendants of Greenbriar County, Virginia (now West Virginia)-born Elijah who settled in Pulaski County in the mid 1820s. To serve the family sawmill and a local store on the east side of Buck Creek James Lee Andrew Sears established a post office he would call **Durham** (by then in use in Christian County) or **Sears** but it opened, on July 10, 1888, as **Dykes.** By 1939 the office had moved to a site in Long Hollow, one mile west of the creek, on (the present) Ky 192, just east of Malvin Hill, and eleven miles east of Somerset. It closed there in 1964.

To serve a store, Thomas Hail's flour mill, and some other Buck Creek businesses, Andrew Marion Mounce applied for a post office. Among his proposed names Emma, **Bell, Venus,** and Hail, only the last was then not in use elsewhere. Thus, on June 19, 1890, with local storekeeper and hotel owner George S. Gregory as postmaster, the Hail post office was established about half a mile north of the Cumberland River's Barnett Bend. The Hails were the local descendants of another Virginia born pioneer Stephen Hail. When James M. Hail became postmaster in the spring of 1914 he moved the office one mile east to (the present) Rte. 3269 (formerly 1097), half a mile south of the creek, where it closed in September 1942, reopened on June 20, 1946, and closed for good in 1953.

What is considered the shortest surface stream in the country has appropriately been called Short Creek. It runs for 150 feet between two caves, then flows underground to Buck Creek. Over the years this stream, roughly eleven miles northeast of Somerset, powered three mills. The first, at one end of the creek, was built in the mid 1880s and operated for a number of years by John Sears.[14] The creek is now owned by Elwood Taylor who runs a grocery store half a mile away.

The first of the two post office serving the Short Creek vicinity was established one mile east of Buck, with Eli Farmer its first postmaster. He would call it **Mize** for his wife Mary's family, descendants of W.R. Mize (1801-1881), a Buck Creek landowner since the 1830s. But as **Mize** was already a Morgan County office it was opened on April 18, 1891 as **Lincoln** (probably for the president). On March 15, 1892 James P. Sears had the office moved one mile northwest to **Short Creek** to serve the locality of this name, and here it closed at the end of 1913.

The other office to serve this locality, still called **Lincoln** or **Short Creek,** was established as **Stab** by James R. Mize on November 7, 1922. The story goes that when Mize was asked to choose a short name for



his office (his first choice **Goldleaf** was apparently not acceptable and **Mize** was still in use in Morgan County) he came up with **Stab** but no one knows why. After several vicinity moves, ending just south of (the present) Ky 80, just east of Buck Creek and north of Short Creek, it closed in mid July 1994.

The **Clarence** post office, named for a local school teacher Clarence McQueary, was established by Jasper Newton Thompson on January 25, 1892 at some point (as yet unknown) 2 ½ miles east of Buck Creek. Thompson's proposed name **Osceola** was then in use in Green County. In 1913 it was moved 12 miles southwest to a point on (the present) Ky 865, half a mile north of Ky 70, and one mile east of Buck Creek. Here it closed in 1942.

To serve the aptly named **Poplar Hollow** locality, a mile east of Buck Creek, Lawrence Sears established the **Poplarville** post office on March 11, 1903. When it closed in 1984 it was on Rte. 1097 (now 3269), 152 miles southeast of Somerset (via Ky 192 and 1097).

Roughly midway between Meece and Hail, at the south end of **Hound Hollow,** half a mile from Buck Creek, were the two vicinal sites of William F. Jones' **Ahab** post office. This Biblical name he attributed to the suggestion of a friend. For sixteen years, from June 2, 1917, the office served the 22 mile long hollow said to have been named for the early hanging of a hound dog which had been tried and convicted for killing a local sheep.[15]

From May 6, 1925 through April 1964 Robert L. Hail and his wife Amanda Ellen ran the **Ula** post office one fourth of a mile east of Buck Creek and just south of The Bent. Since Robert's first proposed name **Sears** was already in use (see below) he replaced it with the name of his baby daughter Eula. For some reason it was spelled Ula in the application and this name was officially recorded and never changed. Eula later married Charles E. Meece and for years owned a Somerset hardware store.[16]

Post Offices on Buck Creek's Brushy Creek Branch

The aptly named Brushy Creek heads in Rockcastle County, just east of the Lincoln County line, enters Pulaski County just east of Walnut Grove, and extends for 162 miles to join Buck Creek, half a mile south of Elrod.

On August 1, 1890 Christopher G. McQueary established the **LeRoy** post office at some (as yet unknown) site between Buck Creek and its Brushy Branch. On March 8, 1895, as **Leroy,** his successor Mrs. Louise Pointer had it moved 14 miles east to a point up Brushy, near or at the mouth of Clifty Creek, thirteen miles northeast of Somerset. It closed on November 30, 1912.

One mile east of Buck Creek and just west of Brushy, Madison G. DeBord established the **Elrod** post office in the winter of 1897-98. He named it for the family of his wife Martha, the daughter of Rowan and Martha Elrod. Sometime later the office was at or near Leroy's final site. **Elrod** continued to operate till 1966.

Clifty Creek may have had two more post offices. Not precisely located but believed to have been on this stream was Thomas J. Earls' short-lived (February 1, 1892 to November 22, 1893) **Isaacs.** Since his proposed **Earls** was in use (as **Earles**) in Muhlenberg County, he named his office for one or more local families.

One of these families, John Lincoln Isaacs and his wife Stella, ran the **Ocala** post office [oh/kael/uh] just east of Clifty, 2 ½ miles north of Elrod, 3 ½ miles southeast of Woodstock, and 2 ½ miles southeast of Elgin. This may have been the site of Earls' office. John Lincoln is said to have named his for the town in Florida where he had earlier worked. Pulaski's Ocala operated between March 3, 1908 and 1943.

Five Post Offices on Buck Creek's Flat Lick Creek

Flat Lick Creek heads just south of the old Bull Road, half a mile west of the White Oak Gap post office site on Ky 39. It extends for nearly eight miles, then sinks one fourth of a mile short of Buck Creek between Timmy Knob and Brushy Point.

Its first post office, the short-lived (April 6, 1837 to April 2, 1838) **Flat Lick** was off (the present) Ky 80, nine miles northeast of Somerset, near the site of the

county's oldest Baptist church (organized on January 4, 1799), also named for the stream. Thomas J. Smith was its only postmaster.

On Ky 80, 2 ½ road miles west of Buck Creek and just below (east of) the site of the Flat Lick post office, were the several vicinity sites of the long lived (April 8, 1865 to July 1997) **Shopville.** It was named for first postmaster William Hargis' blacksmith shop, then a very popular meeting place for area residents. By the 1880s it was serving a rather important village with stores, a mill, a cooperage, wagonworks, and other businesses. Until recently it was also the site of one of Pulaski's six high schools.

A local landowning family of **Dabneys** may have given its name to a post office established at an unknown location on September 21, 1853, with Joel Hubbel (sic) its first postmaster. It closed in December 1862, and was re-established on April 28, 1868, with John Hubble, postmaster, closing again after only four months. It was reestablished again by James Doolin, on January 25, 1875 at the **Davis Crossroads** in the Flat Lick valley, eight miles north of Somerset, and moved in December 1928 to its final site on the Crab Orchard Road (now Ky 39) at its junction with Rte. 1317, half a mile west of the creek, and seven miles nne of Somerset, where it closed in 1965.

When it closed in 1934 the inexplicably named **Coin** post office, established on April 14, 1902 with Walker E. Gastineau, postmaster, was one third of a mile up Flat Lick's Salem Branch, 3 ½ miles ese of Dabney's final location.

The **Mark** post office, said by some (but doubted by others) to have been named for the writer of the Gospel, was established on June 8, 1908 by Thomas. A. Hail and operated till 1942 a short distance up the Big Spring Branch of Flat Lick, on (the present) Ky 461 (old Ky. 80), 7 ½ miles northeast of Somerset.

Two Post Offices in Buck Creek's Long Hollow

The probably aptly named hollow is 5 to 5 ½ miles long, extending from Pine Grove to Buck Creek, one mile southeast of Dykes.

The first of its two post offices, **Drum**, was established on November 2, 1903 with James Charley Barber, postmaster. The first names proposed for it were **May** for an area family, and **Pine Grove** for its locality, but it was named, it's said, for a large kerosene

drum provided for the customers of a local store, or for an old drum near the store from which lady customers mounted their horses. It closed in 1975, nearly ten miles east of Somerset.

Two miles down the hollow from Drum, storekeeper Everett Lee Mounce opened a post office on February 15, 1929. Instead of his first proposed name **Mounce** it bore the name of his son **Glyn** till it closed in 1933.

Other Buck Creek Watershed Post Offices

On April 7, 1898 Harvey Pleasant **Welborn** [wehl/buhrn] established a post office in his family's name one mile up Rocklick Branch of Buck. It closed in 1955 after several short distance moves in the 1930s.

Thomas P. Hays established the **Albia** post office on January 21, 1892 between Buck Creek's Coney Creek and Long Branch, fifteen miles north of Somerset. Within a few years it was serving three area flour mills, a distillery, and several other businesses, and a community of some 200 residents. After several vicinity moves it was discontinued in 1942 when it was half a mile west of (the present) Rte. 1012 (the Goochtown Road). Its name has not been accounted for.

Post Offices in the Cumberland River's Pitman Creek Watershed

Pitman Creek, so identified by late eighteenth century travelers, now heads in a pond just west of the Southern Railway tracks, about one mile south of the Floyd Station (Newell post office) site. It extends for at least thirty five miles to the river, one mile north of Bronston. It's not known for which, if any, of several area families it was named. Some say it honored Long Hunter William Pittman.[17]

To serve his rural store, on the west side of the creek, six miles ese of Somerset, Matthew (Mathy) **Warren** established a post office which would bear his family name. But for some reason it opened on July 19, 1888, as **Juno.** Whence **Juno** has never been learned. Could it, like several other such named places elsewhere have been named for Jupiter's consort? Less likely was it named for the recently named (in 1881) city of Ju-

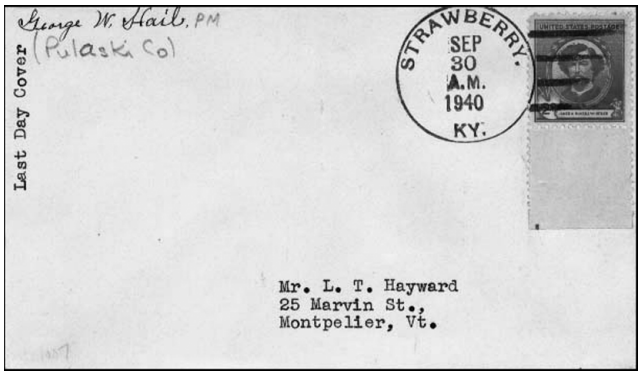
neau in Alaska which honored the French Canadian goldminer Joseph Juneau. When it closed in January 1896, Pulaski's Juno had been serving several stores, R.S. "Doc" Keeney's saw and grist mill, a distillery, and other businesses, and the nearby Clay Hill Baptist Church that had just been organized.

On September 2, 1908 local storekeeper and coal mine operator Rufus J. Ashurst reopened the office, naming it for his daughter **Ruth,** and Warren again became postmaster.[18] When **Ruth** was suspended on January 3, 1985, it was still on the west side of Pitman and Ky 192, 5 ½ miles ese of Somerset.

According to sole postmaster Charles A. Bishop's Site Location Report for his **Gertie** post office, it was 1 ½ miles east of Pitman Creek, midway between Science Hill and Dabney, but it's not otherwise precisely located. Neither his first preference **Casky** nor **Gertie** have been name derived. It wasn't, as some have suggested, named for Bishop's wife who was Mattie. It operated from June 20, 1902 through March 1914.

For most of its existence the **Alcalde** [ael/kaeld/uh] post office was on Pitman Creek and (the present) Ky 769, 4 ½ to 5 miles southeast of Somerset. To serve the **Enterprise** locality (around a church of that name) Benjamin F. Hamilton, a Spanish-American War veteran, established a post office. Since **Enterprise** was then in use in Carter County, he named his the Spanish word for mayor, and it opened on May 22, 1907. A short time before its suspension on November 3, 1988 it was moved two thirds of a mile up the road (southeast) to a site just beyond the New Enterprise Church.

Also on Ky 769, a mere three tenths of a mile southeast of Alcalde's final site, was the **Strawberry** [straw/buh/ree] post office. It was established on April 24, 1900 with William E. Kelly, postmaster, named for the many local strawberry patches, and closed after forty years.



Grundy, an intermittently operating office, between April 28, 1847 and 1943 (with Robert Graves, its first postmaster), was named for Felix K. Grundy (1777-1840), an early chief justice of the Kentucky Court of Appeals (1807-08) and later Congressman (1811-1814) and U.S. Senator (1829-38 and 1839-40) from Tennessee. When its town was incorporated on March 10, 1854 it had stores, two hotels, carding and shoe factories, a school, and a church. When the office closed it was on (the present) Ky 692, at the head of the 2.7 mile long Rocklick Creek of Pitman, six miles northeast of Somerset.

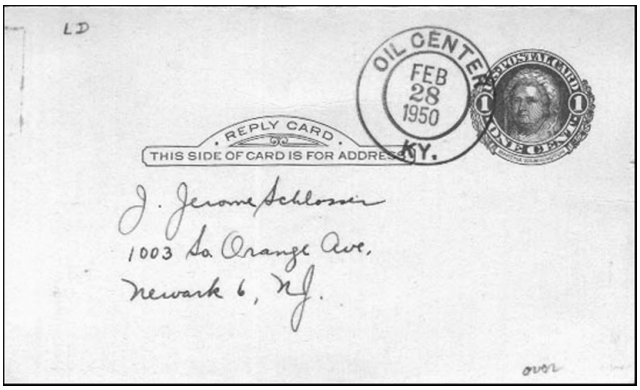
Post Offices in the Cumberland River's Fishing Creek Watershed

This forty mile long stream, so identified by eighteenth century travelers and shown on Barker's historic 1795 map, has never been name derived. It heads two miles northeast of Kings Mountain in Lincoln County, forms the Lincoln-Casey Counties line for about 5 ½ miles, and extends through Pulaski County for twenty six miles (the lower thirteen miles in Lake Cumberland).

The earliest post office in Pulaski's Fishing Creek valley, the inexplicably named **Shermansville,** was established just within Casey County on August 16, 1871, with John Overstreet its first postmaster. His successor James M. Adams (May 1872) had a flour mill there, and nearby was John Adams' shingle mill. In November 1885 James' successor George M. Adams had the office moved to a Pulaski County site within forty yards of the Casey line, one hundred yards west of the creek, half a mile southwest of the Casey-Lincoln-Pulaski Counties convergence, and thirteen miles north of Somerset. Here it closed on January 29, 1896.

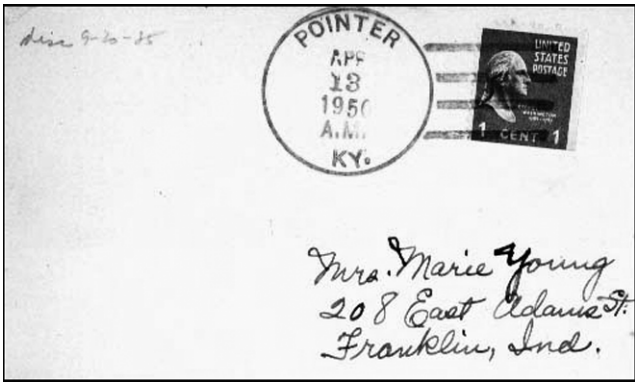
Instructed to select another name for his proposed **Wesley** post office to serve that locality at the mouth of Fishing Creek's Buncombe Branch (four miles sse of Shermansville and nine miles nnw of Somerset), Ansel L. Wood (1835-1890) submitted his own name, and **Ansel** opened on June 18, 1886. By the time it closed (in 1968) the **Ansel** name had also been applied to a nearby church, school, and cemetery.

After oil was discovered about the mouth of Fishing's Coldweather Creek, area residents named their proposed local office **Oil Centre.** It opened on June 30, 1891 with Quarles M. Cooper, postmaster. Two years later it became **Oil Center.** Though the anticipated



boom never materialized, the post office retained its name, and moved from the west to the east side of Fishing. It closed in 1950 and its site is now three fourths of a mile north of the Cumberland Parkway, in Lake Cumberland's Fishing Creek embayment, and 6 ½ miles west of Somerset.

Also on June 30, 1891 Thomas D. Dick established the **Pointer** post office some five miles up Pointer Creek. The 8.7 mile long stream which heads about one mile east of the Casey County line and joins Fishing three fourths of a mile above (north of) the mouth of Coldweather, was named for several related Pointer families. By 1915 the office had moved a mile south onto the aptly named **Hickory Nut Ridge** where it served that neighborhood (between Pointer and Coldweather), fourteen miles wnw of Somerset, till it closed in 1985.



On (the present) Rte. 1642, half a mile east of the Fishing Creek embayment (and 8 ½ miles southwest of Somerset), was the **Shafter** post office. In operation from June 15, 1899 through June 1917, it was named by its first postmaster Spanish-American War veteran Reuben Otho Jones for General William Rufus Shafter (1835-1906), the commander of Cuban land operations in that recent conflict.

According to sole postmaster Richard Walter Lester's Site Location Report, his proposed **Lawton** post office (in use in Carter County) would be 12 miles east of Fishing and its Clifty Creek branch, 42 miles northeast of Oil Center, five miles southeast of Ansel, and five miles southwest of Science Hill. It operated, though, as **Kincheon** between April 9 and August 15, 1900. Its brief existence has not been explained, and neither name has been derived.

To serve the **Center Post** locality just above the mouth of Fishing's Rocklick Creek, Hugh Frank Taylor established a post office he named for a recent arrival W.P. "Pete" Hogue. From January 31, 1908 to 1983 **Hogue** occupied several sites on both sides of Fishing, most recently at the junction of Rtes. 1676 and 1246 (now 3264).

Imprecisely located one mile west of Fishing Creek (about three miles northwest of Shafter and six miles southwest of Somerset), the **Traylor** post office operated from April 24, 1908 through November 1913. Robert Hudson and Wilmuth Brown were its only postmasters. Traylor family(ies), the office's likely name source, lived at several sites in the Cumberland valley.

Some 300 yards west of Fishing Creek, probably just west of the pre-impoundment old Ky 80 bridge (three miles east of Nancy, 3 ½ miles south of Oil Center, and five miles west of Somerset), Vincent L. **Gossett** established an office he would name for his family. It only operated between April 30 and mid September 1908, as **Fishing Creek.**

Sometime in the 1920s a Mr. Gouley dammed a natural drainage area leading to a creek, creating a ninety acre shallow pond he named for himself. In the winter of 1930-31 Oscar Muse established in that vicinity the **Gouley** post office which, on March 12, 1931, he renamed **Mendel** for a friend. This office, midway between (the present) Ky 235 and Fishing Creek (one mile east) lasted only a year. Shortly thereafter the Gouley Pond was drained and its site became farmland.

Rocklick Creek's Two Other Offices

Fishing's ten mile long Rocklick Creek heads in Casey County, about one mile north of Joyce. The **Nora** post office was probably at the mouth of Little Rocklick, 34 miles above Fishing, near Hogue. The first name proposed by its only postmaster William P. Hogue was **Schley** [shleye] for Admiral Winfield Scott Schley

(1839-1911), the hero of the Spanish-American War battle of Santiago (July 1898). Since a Logan County office had already pre-empted that name, Hogue may have chosen Nora for a nineteen year old neighbor Nora A. Marcy. The office operated for only eleven months, from September 9, 1898. It was reestablished on June 13, 1908 as **Velber** (name underived) with John D. Compton, its only postmaster, and operated through February 1927.

Two Short-lived Clifty Creek Offices

Given as Big Clifty on recent published maps this thirteen mile long stream joins Fishing Creek one mile east of the Oil Center site. The aptly named **Cliffdale** operated at two sites in the Clifty valley from August 17, 1903 through June 1907. Mattison E. Ellison was the first of its three postmasters.

The **Mount Zion** post office, named for a nearby church and school, was on Rte. 1676, just north of the 2 3/4 mile long Little Clifty Creek, three miles west of Science Hill, and three miles northeast of Hogue. Mitchell C. Wesley ran the office for three years from June 2, 1930.

Post Offices in the Rockcastle River Watershed

The seventy five mile long Rockcastle River heads at the confluence of its Middle and South Forks in Jackson County, drains northwest Laurel County and southeast Rockcastle County, and forms Pulaski's eastern boundary with Laurel. It was first called the Lawless River for a member of Dr. Walker's 1750 exploration party, but was renamed in 1767 by Long Hunter Isaac Lindsey for a huge shelter-providing overhang some four miles south of Livingston (in Rockcastle County), one of a number of natural formations pioneers referred to as "rockcastles".

The **Langford** post office at the mouth of Lick Creek, 15 ½ air miles east of Somerset, was named for one or more area families descended from Stephen Langford who had acquired land in Rockcastle valley in the 1830s and 40s. It was operated by Francis B. Linville, an early county assessor, only between March 16 and August 9, 1883.

A short-lived post office (July 13, 1901 through December 1902) no one recalls or can explain is **Gulf** located, thus far, only on the Rockcastle River. Could it have been in the vicinity of what's shown on recent topographic maps as Gulf Ridge between Bear Creek and Pole Bridge Branch about 1 ½ miles north of Rockcastle's Cumberland River confluence. James T. Littrell was its only postmaster.

Six post offices served the watershed of the Rockcastle River's Line Creek. This 944 mile long stream heads just south of Kincade Ridge in Rockcastle County, parallels the Rockcastle-Pulaski counties line, and joins the river less than half a mile below (south of) the Pulaski-Rockcastle-Laurel Counties convergence.

Its first post office was **Line Creek.** This office, established on May 4, 1848 by Charles Warren, operated intermittently at several Line Creek locations, including a stretch in Rockcastle County in the late 1880s. When it closed on September 30, 1913 it was on the creek between its Buffalo and Elkhorn branches, half a mile from the Rockcastle County line, and 2 ½ miles ene of Somerset.

Some three miles above the Line Creek post office (when it was one mile from the river) was **Madline.** This office was established on March 25, 1891 by Jackson Price whose preferred name **Noble** was in use in Breathitt County. Neither name has been derived. The office closed in mid March 1894.

From September 27, 1897 through March 1903 John W. Whiteaker and Sallie V. Speaks operated the **Deboe** post office one mile up the Lacey Fork of Line Creek, at the junction of (the present) Ky 80 and 1956 (old 80), nineteen miles ene of Somerset. Since there were no such families in the county then, one wonders if the office could have been named for William Joseph Deboe (1849-1927), a member of the Kentucky Senate from Crittenden County (1893-97) and a U.S. Senator between March 4, 1897 and March 3, 1903.

On September 4, 1903 Jesse J. McDonald reopened the office as **Rulo** (name source also unknown). In 1904 he moved it 2 ½ miles southeast to a site three fourths of a mile west of the river and three fourths of a mile east of its Big Clifty Creek branch where he continued it through March 1914.

On February 24, 1923 Deboe's Lacey Fork vicinity was given another post office by Louis H. Cress just south of the mouth of Lacey's Sugar Camp Branch. While residents were considering what to do after several names, including **Deboe,** had been rejected by the Post Office Department, Henry Whiteaker, a young fellow whose nickname

was **Squib** arrived on the scene and inspired someone to suggest his name. It was submitted and accepted. It continued to serve the **Lacey Fork** vicinity till 1975.

The **Conrard** [kahn/uhrd] post office, established on September 16, 1899, was just above the head of the 1 ½ mile long Lovins Branch of Line Creek when it closed in May 1975. As first postmaster William R. **Burdine's** own name was in use in Letcher County he named it instead for Charles A. Conrard (1866-1918), then secretary to the Fourth Assistant Postmaster General and later (1901-09) Chief Clerk of the Post Office Department.[19]

Two Post Offices Near the Rock Castle River's Big Clifty Creek

Somewhere between Big Clifty and its Dry Fork, Amos Chaney established, on October 19, 1891, the Skip post office. In August 1923 it was moved one mile northeast to a point half a mile north of Big Clifty, two miles south of Squib, and (what would be) two miles northeast of Ano, where it closed in 1934. Its name has not been explained.

Near the head of Dry Fork were the several sites of the Ano post office (name also underived). It was established on September 15, 1906 with William M. Vanhook, its first postmaster. For some time after June 1907 the office and a store were in Amos Chaney's home. Till it closed in 1964 it was in Harvey and Laura Whitaker's store, 4 ½ miles south of Squib, and 3 ½ (stream) miles north of the river, where it served the Clifty Grove Baptist Church, half a mile east.

Sixteen Post Offices in Western Pulaski County (Everything West of a Line Between the Wayne-Russell-Pulaski Counties Convergence and the Lincoln-Casey-Pulaski Counties Convergence)

The inexplicably named Waterloo was the earliest post office in western Pulaski County. Established by Josiah W. Duck on September 27, 1839 at site unknown it lasted only till mid November. It was reestablished in February 1846 by John M. Weddle also at a site unknown. By 1885 it was two miles southeast of the (then) **Cains Store** post office, five miles north of Faubush, and some fifteen miles west of Somerset. By the mid nineties it was serving a village with several stores and other businesses. Several area moves later brought it, by the time it closed in mid April 1917, just south of the Charlie Branch of Coldweather Creek, four miles northwest of Nancy and four miles northeast of Faubush (half a mile northeast of [the present] Ky 80 Interchange with the Cumberland Parkway.)

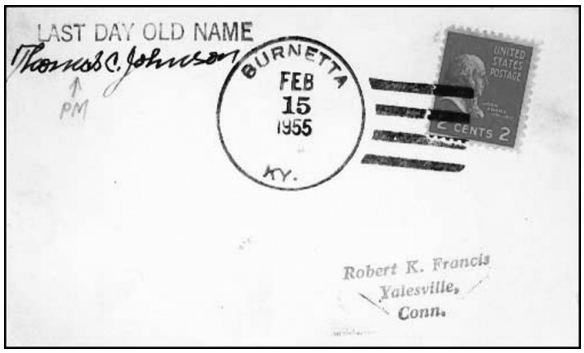
The **Cains Store** post office was named for Smith W. Cain's store in which it was established on March 30, 1863. Christopher C. Gossett was its first postmaster. By the turn of the century the name **Caintown** had been applied to the community it continued to serve at several sites just west of the head of the Cumberland River's Wolf Creek. By the early 1860s the post office had been moved to its final site just east of the junction of Ky 80 and 837, at the north end of Tick Ridge and 154 miles west of Somerset. Here it closed on March 31, 1977. Nothing now marks the original post office-store site.

At or near the junction of Ky 196 and 1664, twelve miles west of Somerset, where the **Burnetta** post office closed in 1955, is the site of **(Old) Harrison,** the first settlement in the western part of Pulaski County and an early contender for the county's seat. It was founded and laid out in 1841 by its landowner, Virginia-born John Milton Weddle and named for his son Harrison. A once prosperous town, incorporated the following year with some 300 residents, it soon boasted several stores, a saloon, tannery, mill, and the Mount Pisgah Baptist Church.

For reasons I'm not aware, sometime after the Civil War, the town's businesses began to move half a mile west to a big spring just north of the head of Pierce Branch of Faubush Creek. On May 6, 1879 Hugh Frank McBeath, a Harrison storekeeper, established by the spring that area's first post office which he named **Faubush** [faw/boosh]. Sometime later it was moved about a mile west to the junction of (the present) Ky 196 and 3262, where it was suspended on October 2, 1992.

The **Faubush** post office and the two-sited community that grew up around it were undoubtedly named for the nearby creek, but why was the creek so named? It's more commonly accepted that the creek had been named sometime before the Civil War for an Indian word meaning "falling waters", referring to several small area waterfalls. It's less likely to have been named for a Forties or Forbis family as some others have suggested, for no such families are listed in any mid nineteenth century county records, or to be a corruption of Fallbush for a fallen bush said to have been a pioneer landmark. Yet, several mid and late nineteenth century maps identify the stream as Forbushers Creek, and on a 1911 topographic map it's spelled Forbush.[20]

Burnetta, at or near the site of old **Harrison,** was established on November 9, 1886 with James S. Weddle, its first postmaster. It closed in mid April 1913, was re-established on December 3, 1921 with Thomas Wesley Pierce, local mill owner-storekeeper, as postmaster, and closed for good on February 15, 1955. County historians have offered at least two possible name derivations. It may have been named for one or more area Burnett families or for a Burnetta Duck (1884-1916) who was later to marry Christopher C. Gossett. Nothing about her, though, is confirmed.



Fr. Leon Hughes, in giving the land for a school between the head of Faubush Creek and its Pierce Branch (about a mile and a half south of Faubush) requested it be named for his friend Dr. Lorenz, a Louisville surgeon. As John Milford Wilson's preferred name **Millville** for the post office he would establish at that site was in use in Woodford County, he also called it **Lorenz.** The office served a small settlement of some sixty residents from May 8, 1903 through May 1912.

Imprecisely located between Cains Store and Waterloo, and about fifteen miles west of Somerset, was **Retta.** Named for Doretta "Retta" C. Barker (1870-1918), daughter of local storekeeper Ebeneser T. "Dock" Barker, this office operated from June 30, 1890 through December 1910, with Marshall Dick and "Dock" Barker its only postmasters.

Somewhere on Wolf Creek, between Faubush and Tick Ridge, Aaron Wilson (1861-1938) maintained the **Aaron** post office from November 27, 1893 through August 1894.

Naomi (or Naoma) Tarter (1860-1898), daughter of C.W. Trimble, Sr., was the name source of her storekeeper husband Samuel Tarter's July 9, 1897 to September 1962 post office. The office was variously located—most recently at the junction of Ky 761 and 1664, six miles ssw of Nancy—and its name was variously pronounced nee/oh/mee, nay/ohm/uh, and nuh/yoh/muh. Naomi herself is said to have actually maintained the office for her husband though he was its first postmaster-of-record.

Another short-lived, little known, and inexplicably named office **Fonda** was operated from August 3, 1904 through June 1905 by Claborne Anderson "Apse" Madden. It's only known to have been somewhere between (the present) Ky 80 and Coldweather Creek, roughly midway between Nancy, Oil Center, and Waterloo.

The Rev. James W. Ingle, who was associated with two Pulaski post offices, gave his name to **Ingle,** which he established on August 4, 1905. According to his Site Location Report it would be one mile west of Wolf Creek, four miles southwest of Cains Store, and nearly four miles northwest of Faubush. When it was suspended on June 1, 1990 it was on Tick Ridge and Ky 837, just north of the Cumberland Parkway and thus about seventeen miles west of Somerset.

After he left the Ingle post office in 1907 James W. started another office, three miles northwest. Since his first proposed name **Viola** was in use in Graves County, he named it Reno and opened it on April 21, 1908. (For the record, an earlier **Reno** post office was in operation in Pulaski County from June 20, 1899 through August 1907 with William A. Gregory, its only postmaster. This was probably in Hound Hollow, l ½ miles west of Buck Creek, two miles northwest of Hail, and 4 ½ miles ese of Strawberry.)

Could either or both of these offices, like the city in Nevada and several other U.S. places, have been named for Major General Jesse Lee Reno, a Wheeling, W.Va. native, who was killed in the Battle of South Mountain, Maryland in 1862? Pulaski had no Reno families at that time. When the second **Reno** closed on November 30, 1916 it was 400 yards from the Casey County line and three miles west of Cains Store.

The **Dorena** post office, from May 1, 1906 through February 1950, served the Pulaski-Russell Counties border that had earlier (1903 to 1905) been served by Russell County's Duly post office. When it closed **Dorena** (name as yet unexplained) was 0.2 miles within Pulaski County and half a mile west of Wolf Creek's House Fork. Fountain W. Ray was its first postmaster. (For several months in 1929 **Dorena** may even have operated fifty yards within Russell County.)

On August 1, 1906 Rufus Tarter established a post office somewhere west of White Oak Creek, which he named for Wyatt **Norfleet,** M.D. (1836-1906) whose family ran the local store and who gave the land for the local school. Several subsequent moves brought Norfleet to (the present) Rte. 1664, two miles north of Naomi and 2 ½ miles south of Burnetta, where it was discontinued in 1962.[21]

To serve the **Shady Grove** locality (name then in use by a Crittenden County post office) on (the present) Rte. 1676, midway between Velber and the Casey County line, George Cleve Gifford, on August 31, 1908, established the **Mangum** post office which he named for his former residence, the seat of Oklahoma's Greer County. It closed in 1980.

Ray was the first name Oscar Dick proposed for his post office serving the **Kingbee Ridge** locality on Rte. 1676, midway between Hogue and Mangum. But he opened it on November 27, 1922 as **Kingbee,** the name also applied to the local church and school. A possible clue to the name's derivation comes from the late Missouri place names scholar Robert Lee Ramsey, at least as applied to a Ripley County, Missouri post office. He characterized **Kingbee** as an "Americanism in the sense of supreme ruler, master, aristocrat."[22] The Pulaski County office closed in 1983.

Lucy (Morris) (Mrs. Brent) Norfleet named a post office for her young daughter **Uma** to serve the **Cooks Chapel** locality on (the present) Ky 196, 2 ½ miles southwest of Faubush. It operated for only two years from February 3, 1931.[23]

Post Offices on the Southern Railway's Right-of-Way

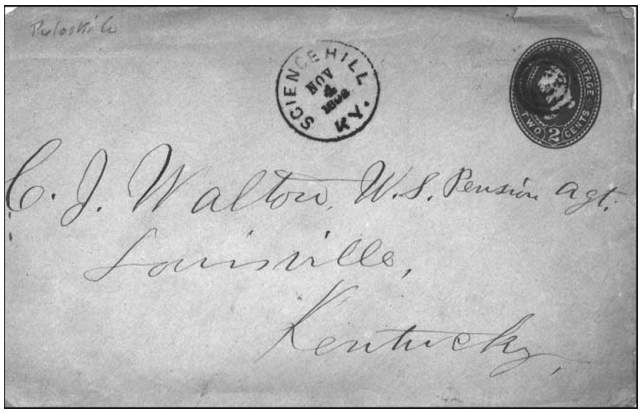
By 1880 the Cincinnati Southern Railway had been extended north-south through Pulaski County on its 336 mile run from Cincinnati to Chattanooga, Tennessee. In September 1881 the line owned by the Ohio city was leased to the Cincinnati New Orleans and Texas Pacific Railway Company and soon became a part of Baron d'Erlanger's Crescent City system which, by 1894, had become the Southern Railway Company. In 1982 this system merged with the Norfolk and Western Railway to become the Norfolk Southern.[24]

Pulaski County's second post office, Adams' Mills, was established on April 18, 1828 by Alexander Adams (1799-1849) [25] whose mill was first located in Dumpling Cave, at the head of Dumpling Hollow (just west of Cave Hill), and about one mile east of Fishing Creek. Sometime before 1838 the mill, and probably the post office, were moved to the creek. By June 1876 the **Adams Mills** post office was serving the **Buncombe** locality two miles east of the creek and five miles north of Science Hill. [26] In 1879, with the arrival of the Cincinnati Southern Railway, the office was moved to the site of an old stage coach stop (on what became US 27 and is now Ky 1247) called (Aaron) **Higgins Station** near the tracks. With Mack Newell, postmaster, it was renamed, on April 4, 1879, **Pulaski Station** for the county, and became simply **Pulaski** the following year. Here, some 8 ½ rail miles north of Somerset, it was suspended on November 30, 1984.

In apparent sympathy with the expansionist sentiments of the so-called "Ostend Manifesto" which would force Spain to yield, by sale or, if necessary, by force, its claims to Cuba, several American places

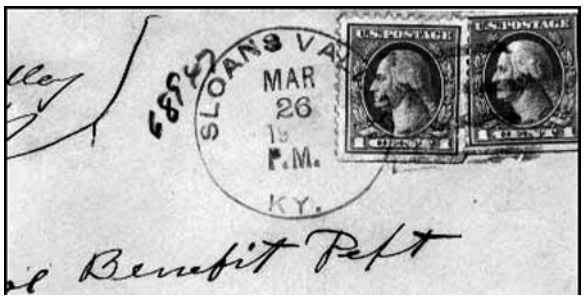
assumed the name of that Caribbean island. One was the Cuba post office established by Armstrong Adams on October 5, 1855 on Pulaski County's Briary Creek (a Buck Creek tributary). It closed on April 23, 1857 but was re-established, on April 17, 1858 (with John V. Higgins, postmaster). Since **Cuba** had by then been assumed by a new Graves County office, it was inexplicably named Cato. After a non-continuous existence it was moved, on August 29, 1877, two miles northwest to the new railroad and renamed **Eubanks Station** for the area landowner Wesley Eubanks. On October 6, 1880 the post office became simply **Eubank** and the town growing up around it was incorporated in that name on January 18. 1886. Today the sixth class city of **Eubank** (with an active post office and a 2000 population of 358) centers at the junction of Ky 70 and 1247, half a mile west of (new) US 27 and five rail miles north of Pulaski.

Six rail miles north of Somerset has been the rail station, active post office, and sixth class city of **Science Hill.** It's said to have been named by William J. Bobbitt, a scientist who spent much time in that vicinity collecting and analyzing rocks.[27] By the time the **Science Hill** post office was established by William B. Gragg on June 19, 1874 the vicinity had a flour mill and was an area farm trade center. (The post office is said by some to have been anticipated by the short-lived (January 2, 1855 to April 15, 1859) but unlocated **Dobbsville,** named for its first postmaster William F. Dobbs.) The town, incorporated on April 8, 1882, still provides basic services to its 2000 population of 634, mostly commuters to Somerset jobs.



Science Hill, Kentucky 1898 (PMCC Collection)

Shortly after the turn of the nineteenth century Major Samuel Bracken Tate (1775-1861) acquired land in the area east of the Cumberland River's South Fork. Sometime after the Civil War a descendant opened a store some two miles southeast of Point Isabel-Burnside and, on June 19, 1874, (with T.G. Smith, postmaster), a post office was established here as **Tate's Store.** Only three weeks later its name was changed to **Tatesville,** and in 1894 the medial "s" was dropped. By the turn of the twentieth century it was serving a fair-sized village with several stores and mills, a Southern Railway station, and a large lumber operation. The office continues to serve a village with charcoal ovens, a quarry, other businesses and homes centered on both sides of the tracks and US 27.



Some 2 ½ miles southeast of Tateville was the first site of the **Sloans Valley** station and post office. They and the small village they served (with two stores, stave and sawmills) were named for Benjamin Sloan, a Virginian, who, attracted by the local saltpeter deposits, sugar trees, and wild game, had settled there before 1800. The office was established on February 5, 1879, with George P. Lester, postmaster, and the station soon became a rail shipper for area timber. After the railroad was rerouted to the west the office and a store were moved about a mile east on US 27, and from 1984 to June 1997 the office was a Burnside CPO.

To serve a rapidly growing village along the railroad two miles south of Science Hill, James M. Clark, a local sawmill operator, established, on February 24, 1880, the **Norwood** post office which he named for the town north of Cincinnati whence he came.[28] The Pulaski County office closed in 1933.

Several related Govers acquired land in the Pitman valley before the Civil War. To serve the locality by then known as **Gover's** [ghoh/varz] on the railroad, east of the creek, three miles north of Burnside, and five miles south of Somerset, the **Gover** post office was established on July 19, 1880. William Henry

Humble, its first postmaster, was succeeded by Wesley Bruce Gover in March 1883. It closed on the first of February 1887 and its site later became a part of the aptly named **Cedar Grove** neighborhood.

Soon after the arrival of the railroad in the area between Somerset and the Cumberland River, storekeeper Elihu Taylor petitioned for a post office just north of Pitman Creek and half a mile east of its Sinking Creek branch. "Since **Pitman** was in use in Taylor County and several other proposed names were rejected by the Post Office Department, he submitted his own, insisting that it be pronounced, as his name was, ehl/ah/hyu. From May 7, 1883 **Elihu** served a flour mill, railroad station, several stores, and other businesses three miles south of Somerset. It closed in 1984.

Serving **Floyd's** (rail) **Station,** two miles south of Eubank, John W. Floyd, the local storekeeper, and others operated the **Newell** post office from June 11, 1883 through 1907. It was named for the Newell family whose Pulaski progenitor was Samuel, a Revolutionary War veteran and the county's first sheriff. Contemporary maps identify this site as **Floyd.**

On the old railroad routeway, two miles southeast of Sloans Valley, the small coal town of **Happy Hollow** got a post office of this name on February 15, 1888 (with Irvin Williams, postmaster). On February 16, 1892 it was renamed **Alpine,** a name apparently thought more suited to the area's high rugged terrain and many pine trees. By the First World War the mines were all but worked out and residents had begun moving about a mile north onto the new highway (that became US 27). In January 1925 the post office moved too and stayed at its highway site till 1976.

The fifth class city of **Ferguson,** with a 2000 population of 881 and an active post office, adjacent to the southern limits of Somerset, was founded just north of the Cincinnati Southern shops (built in 1906) as a residential community for the workers. It was named for Edward A. Ferguson, the Cincinnati attorney, who helped established the railroad in 1869.[29] On February 23, 1911 the local post office was established and named **Luretha** for the daughter (nee 1910) of George A. Wynn, the first postmaster, [30] for the **Ferguson** name was already in use in Logan County. The closing of the latter in 1943 allowed the Pulaski office to officially assume the town's corporate name in 1947.

TO BE CONTINUED

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CALIFORNIA

1 HARRISBURG, ca1875 G+ OVAL ON CVR RED'D INTO STAMP (65-85)80
2 HEARST, 1939 F 4-BAR ON COVER (91-53). EST. $7
3 HEMET/RYAN BR, 1944 VG DC ON CACHETED COVER. EST. $20
4 HERNANDEZ, 1921 VG 4-BAR ON PPC (92-36). EST. $8
5 HERMON, 1907 VG DOANE ON PPC (04-16). EST. $6
6 HETCH HETCHY, 1937 F 4-BAR ON COVER (21/27). EST. $35
7 HIGHLAND SPRINGS, 1905 VG DOANE ON PPC (75/21). EST. $12
8 HILLSDALE, 1893 G+ CDS ON PSE (87-99). EST. $75
9 HILLS FERRY, 1888 G+ CDS ON PSE (70-88). EST. $75
10 HOAGLIN, 1931 F 4-BAR ON PSE (93-36). EST. $6
11 HOBART MILLS, 190X VG 4-BAR ON PPC W/BENT CORNER (00/38). $6
12 HOLY CITY, 1931 VG 4-BAR ON PPC (27-83). EST. $5
13 HOOPA, 1910 VG DUPLEX A BIT HI ON PPC (95/-) EST. $5
14 HOOPA VALLEY, 1895 F CDS ON REG'D COVER (61-95). EST. $60
15 HOPETON, 1882 F MS ON COVER (66/14). EST. $75
16 HORSECREEK, 1910 VG 4-BAR ON PPC (07-11 PER). EST. $20
17 HORRS RANCH, 1890 F MS ON CVR RED'D @ RT (51-95). EST. $125
18 HUASNA, 1907 F DOANE ON PPC (89-10). EST. $20
19 HUNTERS, 1906 VG DOANE REC'D ON PPC (88-30). EST. $6
20 HUNTERS VALLEY, 1912 F 4-BAR ON COVER (07-23). EST. $12
21 IDRIA, 1939 F 4-BAR ON COVER (94/74). EST. $5
22 IGERNA, 1907 VG CDS REC'D & BARELY O/S ON PPC (88-12). $15
23 IMOLA, 1921 VG 4-BAR ON PPC (20-53). 4th MO. EST. $6
24 INCLINE, 1909 VG 4-BAR ON PPC (07-10). EST. $20
25 INDIO, 1942 F MACHINE FROM CAMP YOUNG (TANK TRAINING) $10
26 INGOMAR, 1912 VG DUPLEX ON PPC (90-21). EST. $12
27 INWOOD, 1912 VG 4-BAR ON PPC (87-47). EST. $6
28 IOWA HILL, 1913 VG 4-BAR ON PPC (01-59). EST. $5
29 IRMA, 1913 VG 4-BAR ON PPC (10-15). EST. $20
30 ISLAND MOUNTAIN, 1929 VG 4-BAR ON COVER (15-61). EST. $10
31 IVY, 1908 F 4-BAR ON PPC (99/22). EST. $15
32 JELLY, 1911 F DOANE ON PPC (01-32). EST. $8
33 JERSEYDALE, 1911 VG 4-BAR ON PPC (90-30). EST. $15
34 JESMOND DENE, 1935 F LD 4-BAR ON COVER (33-35). EST. $20
35 JOLON, 1939 F 4-BAR ON COVER. EST. $5
36 JUPITER, 1910 F CDS ON PPC (01-22). EST. $12
37 KELLOGG, 1935 VG LD 4-BAR ON CACHETED COVER (75/35). $10
38 KENNETT, 1938 F 4-BAR ON COVER (86-42). EST. $10
39 KING CITY, 1907 VG DOANE ON PPC. EST. $5
40 KING CITY, 191X G+ DUPLEX ON PPC. EST. $5
41 KLAU, 1908 VG CDS ON PPC (01-21). EST. $12
42 KLINK, 1920 VG 4-BAR ON COVER (10-24). EST. $15
43 LAMANDA PARK, 1887 F DC W/STAR ON CVR W/TEAR @ TOP. $50
44 LANCASTER/GORMAN RUR STA, 1958 F 4-BAR ON CVR (56-66). $8
45 LANCHA PLANA, 1912 F 4-BAR ON PPC (59/14). EST. $25
46 LA PORTE, 1919 F MS ON #10 CVR W/FOLDS (68-57). EST. $12
47 LARKIN, 1908 VG CDS ON PPC (99-12). EST. $35
48 LAUREL, 1912 VG 4-BAR ON PPC (82-53). EST. $5
49 LAUREL DELL, 1907 VG 4-BAR ON PPC (00-26). EST. $12
50 LAVERNE, 1910 G+ 4-BAR ON PPC W/CREASE (09-14). EST. $15
51 LAWRENCE, 1900 VG CDS ON COVER (87-35). EST. $6
52 LEESVILLE, 1913 VG 4-BAR ON PPC (74-20). EST. $12
53 LITTLE SHASTA, 1909 VG DOANE ON PPC (88-20). EST. $12
54 LOCKWOOD, 1908 F DOANE ON PPC. EST. $5
55 LOCKWOOD, 1939 F 4-BAR ON COVER. EST. $5
56 LONESTAR, 1908 VG 4-BAR ON PPC (00-10 PER). EST. $35
57 LONG BEACH/U.S. NAVAL HOSPITAL, 1943 F SL ON CVR. $20
58 LONOAK, 1950 VG 4-BAR ON 3x5 CARD (88-54). EST. $6
59 LOS ANGELES/GARVANZA STA, 1915 VG DUPLEX ON PPC (01-21) $8
60 LOS ANGELES/UNIT 5, 1943 VG DC ON DESERT MANEUVER PPC. $20
61 LOS ANGELES/STA E, 1934 VG MACHINE ON PPC (94-52). EST. $5
62 LOS ANGELES/STA S, 1935 SLOGAN REMOVED ON PPC. EST. $5
63 LOS ANGELES/NAV TRN SCHOOL STA, 1942 F DC ON CVR (41-45) $15
64 LOS ANGELES/NAV RES RADIO & SIG SCHOOL STA, 1941 (41-41) $35
65 LOS GATOS, 1903 VG RFD ON CREASED PPC. EST. $15
66 LOWDENS RANCH, 1889 F DC ON COVER (74-08). EST. $85
67 LOVERS LEAP, 1927 VG 4-BAR ON PPC (19-29). EST. $15

COLORADO

68 ABBEY, 1912 VG 4-BAR ON PPC (91-14). EST. $20
69 ALAMO, 1938 VG 4-BAR ON COVER (38-49). EST. $6
70 AMETHYST, 190X G+ DUPLEX ON PPC (92-09). EST. $8
71 BEAVER, 1906 F DUPLEX ON LEATHER PC (02-10). EST. $40
72 CHERRY, 1915 VG 4-BAR ON PPC (00-20). EST. $20
73 CLYDE, 1909 F CDS ON PPC W/LR CORNER GONE (99/09). EST. $35
74 DECKERS, ca1909 VG 4-BAR ON CREASED PPC (08-33). EST. $6
75 GRANT, 1909 VG LITE 4-BAR REC'D ON PPC (71-18 PER). EST. $12
76 GURNEY, 1908 VG 4-BAR ON PPC (07-23). EST. $30
77 HEARTSTRONG, 1940 F LD 4-BAR ON GPC (21-40). EST. $12
78 HIGHO, 1911 G+ 4-BAR ON PPC (89/30). EST. $12
79 HIGHLANDS, 1891 F CDS B/S ON COVER (84-97). EST. $15
80 HOWARDSVILLE, 1939 VG 4-BAR ON COVER (74/39). EST. $6
81 LEADER, 1940 VG 4-BAR ON COVER (10-40). EST. $6
82 LEONARD, 1940 VG 4-BAR ON COVER (90/41). EST. $6

IDAHO

83 ALEXANDER, 1910 VG CDS ON CREASED PPC (03-53). EST. $5
84 BIG ISLAND, 1909 F 4-BAR REC'D ON PPC (08-11). EST. $65
85 DICKEY, 1909 VG DOANE ON PPC (85-34). EST. $6
86 HIGH VALLEY, 1916 F 4-BAR ON PPC (11/17). EST. $35
87 LENOX, 1915 F 4-BAR ON PPC (06-24). EST. $12
88 LILLIAN, 1912 F 4-BAR ON PPC (06-15). EST. $20
89 LINDEN, 1910 VG 4-BAR ON PPC (89-29). EST. $12
90 LUND, 1906 G+ CDS ON PPC (96-09). EST. $35
91 MIDAS, ca1914 VG 4-BAR ON PPC (09-39). EST. $6

MONTANA

92 ALTON, 1913 F 4-BAR ON PPC (09-16). EST. $45
93 BELGRADE, ca1908 TYPE 11F (SCRIBBLE ONLY) RFD #2 ON PPC. $10
94 BELLEVIEW, 1910 G+ DOANE ON PPC (85-10). EST. $25
95 BRISTON, 1910 VG CDS ON PPC (99-16). EST. $20
96 BIRDSEYE, 1916 VG 4-BAR ON PPC (98/16). EST. $20
97 BOULDER VALLEY, 1891 VG DC ON GPC (66-97). EST. $12
98 BUELOWS, 1914 VG 4-BAR ON PPC (11-18). EST. $25
99 BURT, 1923 VG 4-BAR ON PPC (06-43). EST. $6
100 CLEAR LAKE, 1913 VG 4-BAR ON PPC (11-19). EST. $35
101 CLEMONS, 1912 VG 4-BAR ON PPC (98-25). EST. $12
102 COMO, 1909 VG 4-BAR ON PPC (82-35). EST. $6
103 ELIZABETH, 1910 F 4-BAR ON PPC (98-10). EST. $25
104 ENTERPRISE, 1915 VG 4-BAR ON PPC (08-16). EST. $40
105 ETCHETAH, 1891 VG CDS ON REG RET RECEIPT CARD (77-92) $30
106 FORT MISSOULA, 1915 VG 4-BAR ON PPC (79/18). EST. $20
107 FOX LAKE, 1912 G+ 4-BAR ON PPC (10-14). EST. $20
108 FORT LEMHI, 1900 VG CDS ON REG PACKAGE CARD (70/02). $50
109 GOSSETT, 1910 G+ 4-BAR ON PPC (05-13). EST. $40

OREGON

110 AJAX, 1912 VG 4-BAR ON PPC (01-21). EST. $6
111 ALENE, 10/03/06 F EKU DOANE ON PPC (92-12). EST. $20
112 BEAGLE, 1908 G+ CDS ON PPC (85-41). EST. $6
113 DAYTON, ca1908 TYPE 11F (SCRIBBLE ONLY) RFD ON PPC. $6
114 FOSS, 1931 G+ 4-BAR ON COVER (28-43). EST. $20
115 FREEBRIDGE, 1908 VG 4-BAR ON PPC (08-10). EST. $35
116 HILGARD, 1910 F 4-BAR ON PPC (83/43). EST. $6
117 HUDSON, 1910 G+ 4-BAR ON PPC (92-13). EST. $20
118 HURON, 1908 VG DOANE REC'D ON PPC (05-13). EST. $35
119 KAMELA, 1908 VG 4-BAR ON PPC (87-49). EST. $6
120 KELLOGG, 1908 F 4-BAR ON PPC (79-21). EST. $12
121 LEONA, ca1908 VG 4-BAR (STATE NOT STRUCK) (04-44). EST. $6
122 LEWIS, 1914 F 4-BAR ON PPC (13-25). EST. $20

SOUTH DAKOTA

123 ALKALI, 1911 VG 4-BAR O/S ON PPC (94/14). EST. $25
124 BINDER, 1916 VG 4-BAR ON PPC (12-27). EST. $12
125 COLINA, ca1912 G+ 4-BAR ON PPC (09-12). EST. $25
126 DANTON, 1911 G+ 4-BAR REC'D ON PPC (09-17). EST. $15
127 GAYTON, 1911 VG DOANE ON PPC. EST. $20
128 GLENDO, 1912 VG 4-BAR ON PPC W/ SMALL TEAR (09-26). EST. $8
129 JOLLEY, ca1909 VG DOANE ON CREASED PPP (92-11). EST. $15
130 KEEPVILLE, 1911 VG 4-BAR ON PPC (09-11). EST. $75
131 LORETTA, 1909 F 4-BAR ON PPC (82-10). EST. $25
132 LYONVILLE, 1912 VG 4-BAR ON PPC (82-45). EST. $6
133 MAITLAND, 1908 F 4-BAR ON PPC (02-25). EST. $12

WASHINGTON

134 BLY, 1911 F 4-BAR ON PPC (96-20). EST. $12
135 BOISTFORT, 1911 VG LIGHT CDS ON PPC (07-18). EST. $12
136 CHARD, 1910 VG 4-BAR REC'D ON PPC (87-11). EST. $20
137 CHIWAUKUM, 1908 VG 4-BAR ON PPC (96-12). EST. $20
138 CLEARBROOK, 1908 F 4-BAR ON PPC W/SMALL TEARS (88-18). $20
139 COKEDALE, 1901 VG CDS ON COVER (94-04). EST. $75
140 DOLE, 1912 F 4-BAR REC'D ON PPC (98-21). EST. $12
141 DUSTY, 1908 VG 4-BAR ON PPC (99-09). EST. $35
142 FAIRBANKS, 1914 F 4-BAR ON PPC (09-17). EST. $20
143 FIRDALE, 1913 G+ 4-BAR ON PPC (12-18). EST. $20
144 KIRKLAND, 1910 F TYPE 11 (TOWN, DATE & ROUTE) RFD ON PPC $15
145 LITTLE FALLS, 1910 VG 4-BAR ON PPC (74-13). EST. $6
146 MISSION, 1903 VG DUPLEX ON COVER (89-04). EST. $20

WYOMING

147 ALMY, 1908 F 4-BAR ON PPC (72/14). EST. $20
148 BORDER, 1908 G+ CDS REC'D ON PPC (00-33). EST. $6
149 BOXELDER, 1907 F DOANE B/S ON COVER (88-43). EST. $5
150 CARROLL, 1909 VG DOANE ON PPC (04-22). EST. $8
151 GOLDEN PRAIRIE, 1909 VG 4-BAR ON PPC (08-16). EST. $20
152 HECLA, 1909 VG 4-BAR ON PPC (88-29). EST. $12
153 JUNCTION, 1913 F LIGHT 4-BAR ON PPC (01-16). EST. $15
154 KEYSTONE, VG LIGHT 11/01/07 EKU DOANE ON PPC (89-10). $35

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155 ALBERT LEA & ALBIA, 1910 VG (751-E-6) ON PPC. EST. $6
156 ALBQ & WILLIAMS, 1907 VG (964-K-1) ON PPC. EST. $20
157 ALTON BAY & MERRY, 1934 F (c-13-b) ON COVER. EST. $6
158 AMARILLO & LUBBOCK, 1911 VG (489-C-1) ON PPC. EST. $6
159 ASHFORK & (P)HOENIX, 1909 F PARTIAL (967-A-1) ON PPC. $20
160 ASHLAND & GERBER, 1917 VG (894-H-4) ON PPC. EST. $6
161 ASQUAM LAKE, 1908 VG (C-18c) ON PPC. EST. $15
162 ATLANTA, MAC & MONTG, 1906 VG (360-Q-1) ON CREASED GPC. $6
163 AUGUSTA & PORT ROYAL, 1912 VG (335-F-2) ON PPC. EST. $6
164 AURORA & KEARNEY, 1914 VG (947.2-A-1) ON PPC. EST. $6
165 AUSTIN & ALBIA, 1907 VG (770-A-1) ON PPC. EST. $6
166 BAINVILLE & OPHEIM, 1938 VG (891.3-A-1) ON CVR W/SM TEAR. $6
167 BAKERSFIELD & FELLOWS, 1913 F (992.1-A-1) ON PPC. EST. $25
168 BEECHER FALLS & LAN, 1908 VG (11-G-1) ON PPC. EST. $6
169 BELLEVILLE & J. CITY, 1909 F (915-D-2) ON PPC. EST. $6
170 BELLINGHAM & ANACORTES, 1929 G+ (W-58-a) ON CVR. EST. $8
171 BELLINGHAM & SEAT, 1908 VG (901.1-B-1) ON PPC. EST. $6
172 BILLINGS & GREAT FALLS, 1909 VG (891.5-A-2) ON PPC. EST. $15

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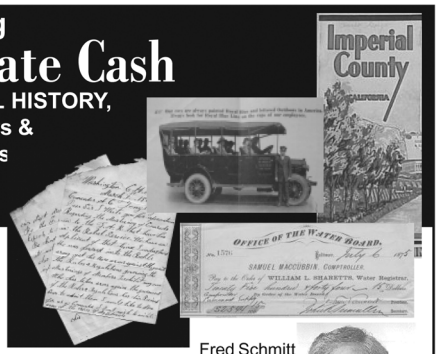

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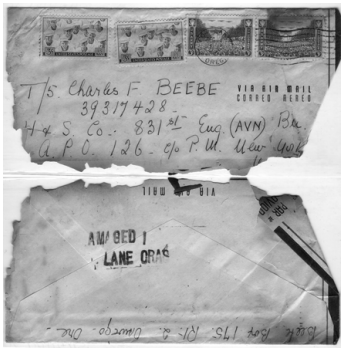

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Finally, a complete list is here*! The Post Mark Collectors Club's Directory of Post Offices,* **as noted in *Linn's Stamp News* and the *American Philatelist*, is as accurate as 15 years of research and 20 volunteers can make it. The postal rarities of tomorrow are listed here, and only here!**

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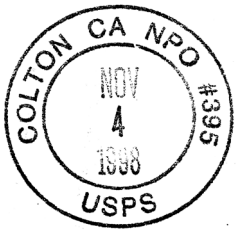

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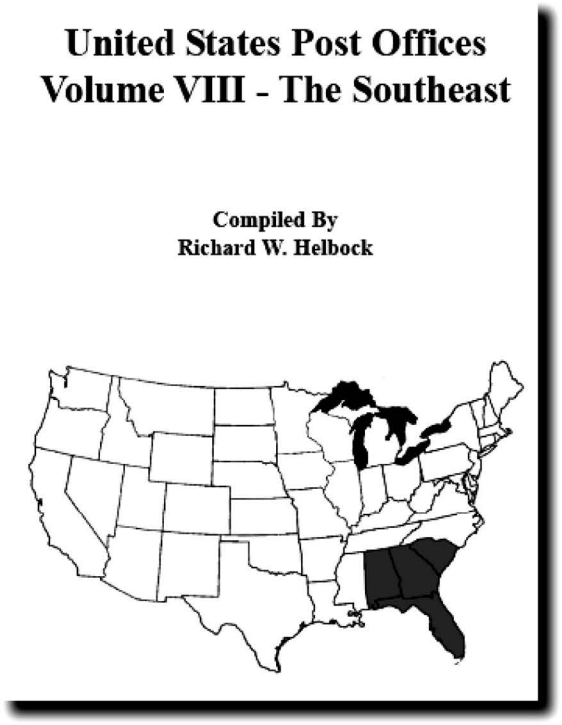

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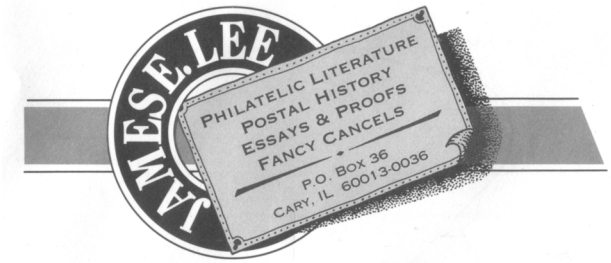

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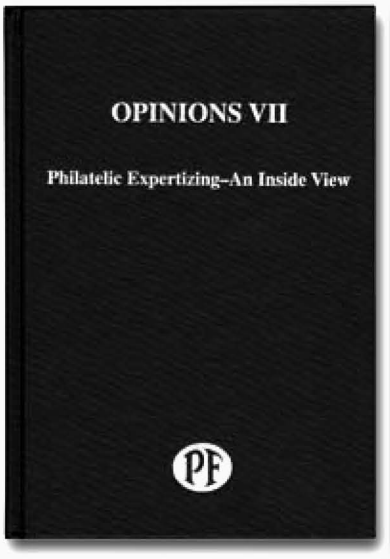

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