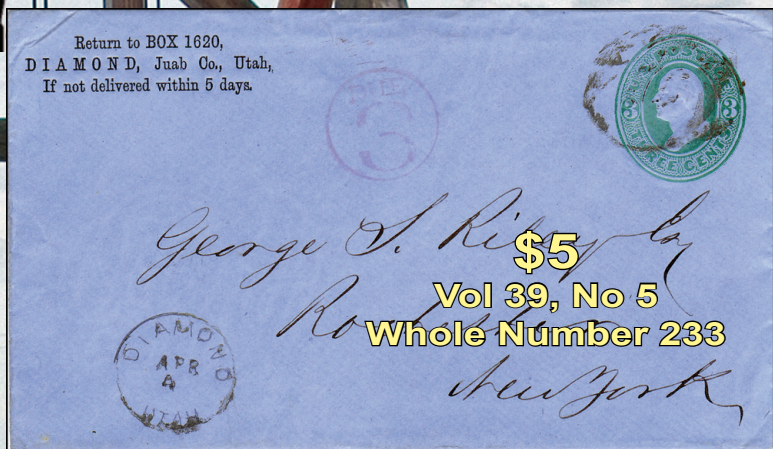
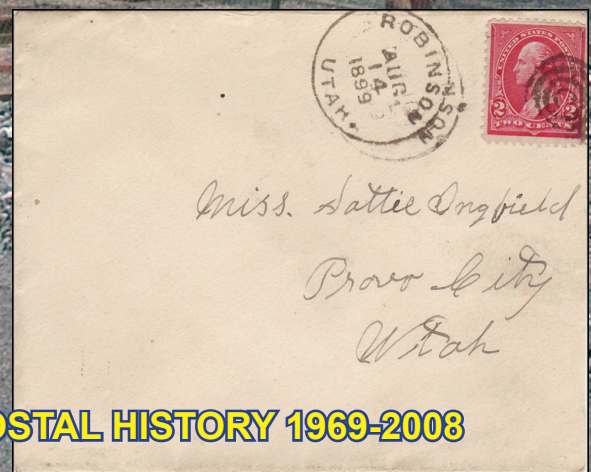
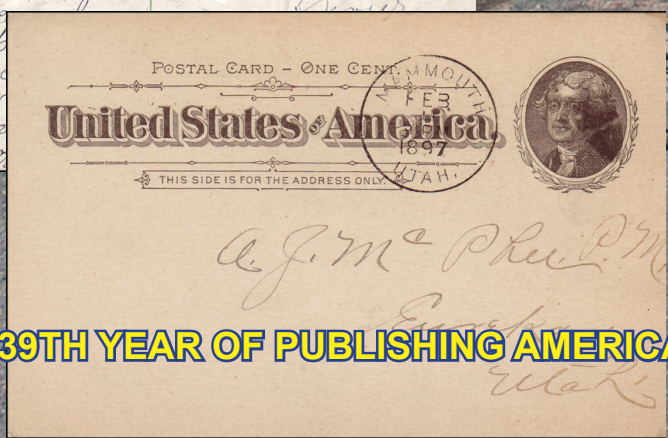
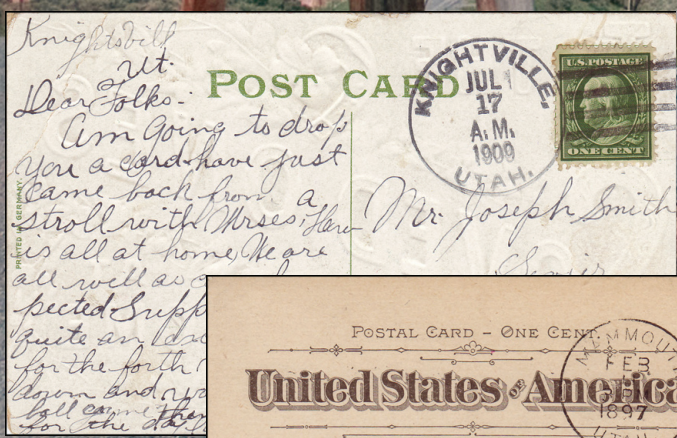


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# La Posta: A Journal of American Postal History



## The Post Offices of Utah's Tintic Mining District



OUR 39TH YEAR OF PUBLISHING AMERICAN POSTAL HISTORY 1969-2008





# La Posta: A Journal of American Postal History

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## Howard Albert Mader (1925-2008)



*Howard in a contemplative mood pondering lots in a postal history auction about 1995.*

Len Lukens and Bill Beith of Portland, Oregon, have passed along news of the recent death of Howard Mader, a good friend and one of *La Posta*'s founding subscribers. Bill provided a copy of the following obituary that appeared in the *Salem Statesman*:

AUMSVILLE - Howard Albert Mader died peacefully at his home from complications of congestive heart failure on July 30, 2008. He was 83.

He was born, raised, and died on the 1848 family donation land claim farm in the Waldo Hills area outside of Salem. His parents were Albert Julius Mader and Genevieve Lucille Patton. The donation land claim included portions of the Dickens, Patton, Hunt, and Downing land claims. He attended Silverton High School, Willamette University, University of Oregon, and New York University where he received a Master's Degree in Business. He met and married his wife of 56 years, Jacqueline Johnson while at Willamette where he was a member of the Sigma Chi fraternity. He also served in the Oregon National Guard. His lifelong career was farming, but he also was an Economics faculty member at Willamette University and a stockbroker for Donald C. Sloan and Co. of Portland.

He was very active in many agricultural groups and had served as president of the Oregon Seed

Growers League, the Oregon Seed Council, and the Cascade Foothill Seed Growers Association. In 2004, he received a Diamond Pioneer Award by the Oregon State University College of Agricultural Sciences. He was an avid historian and collector of early western postal history. He spent many weekends at different shows and events along the West Coast. He loved to attend all of the various meetings and shows, and never missed an opportunity to meet someone new and learn about their family history and their interests. He also passed on his passion for downhill skiing to his children and grandchildren.

Howard is survived by his wife, Jackie; his two sons, Bob and Scott and their wives; and his four grandchildren, Kevin, Erin, Ellen, and Brian. He was preceded in death by his brother, Donald.

**Publisher's Personal Note:** Howard was a dear friend who I was privileged to know for over 40 years. In fact, I first met Howard at the Portland home of Chuck Whittlesey in the early 1960s during one of the monthly get-togethers of Willamette Valley postal historians. He was soft-spoken, kind and always good-humored—exactly the kind of person that helped me decide that I should adopt this hobby as my primary avocation.



Howard built one of the finest collections of Pacific Northwest townmarks in the world including extensive examples from territorial Oregon and Washington. He was also a very active collector of western express covers and quite fond of postal history associated with US fairs and expositions.

I rarely attended a stampshow in the Pacific Northwest without seeing Howard and enjoying a pleasant chat with him. He was always quick to share information and opinions on subjects of interest to postal historians, and I benefited from his advice on many matters over the years.

All of us who knew and loved Howard will miss him terribly, and we extend to Jackie and the family our profound condolences on your loss.

*Richard W. Helburn*



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# The Post Offices of Utah's Tintic Mining District

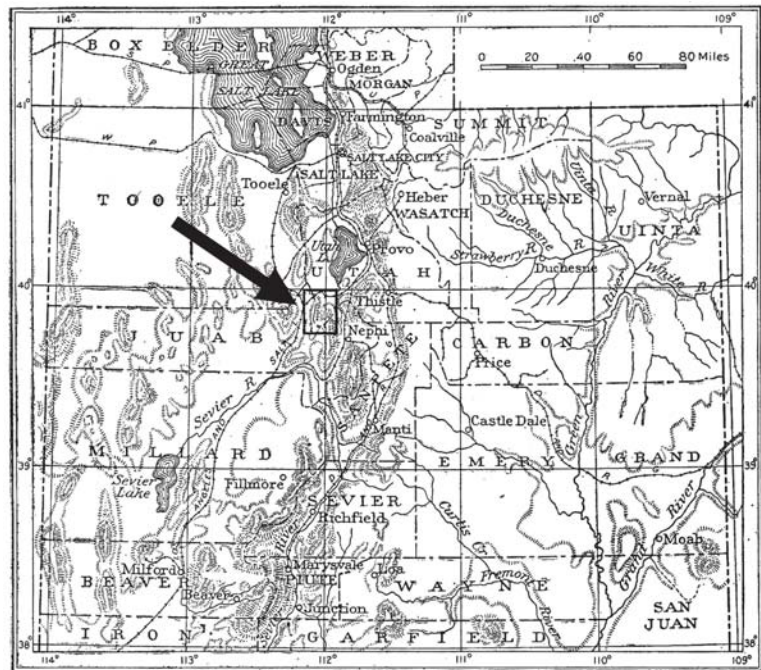
By Dennis H. Pack

"We've got ourselves a mammoth strike!" and "Eureka!" bellowed two who found rich mineral strikes in what became Utah's Tintic Mining District. The exclamations were adopted as the names of the mines, the camps that grew around them, and the post offices that served them. The story of the Tintic Mining District is a rich tapestry of mines, communities, smelters, mills, railroads and people. This article follows only a few threads and focuses on a brief history of the district, the post offices located there and some of their postmarks. For ease of discussion, the article is divided into sections that cover ten years or more. Each section looks at some of the things that influenced the district and its post offices during that period.

## Introduction

Miners created mining districts in areas where precious metals and their ores were found in quantities large enough to make their mining worthwhile. The districts adopted rules and regulations to govern the registration of claims and to prescribe how the claims needed to be worked.<sup>1</sup> The Tintic Mining District was second in Utah only to the Bingham Canyon Mining District in the value of ore produced,<sup>2</sup> but it is not as well known as other Utah mining districts. It was organized December 13, 1869, in the East Tintic Mountains about 70 miles south-southwest of Salt Lake City. It takes its name from Chief Tintic of the Goshute Indians who fought the encroachment of whites on his land until his death in 1859.

By-laws of the Tintic Mining District approved April 18, 1870, cover an area of 150 square miles "Commencing at a point six (6) miles North West from the south end of the discovery claim known as the Sun Beam. Thence east ten miles. Thence south 15 miles. Thence west 10 miles. Thence north 15 miles to point of beginning."<sup>3</sup> See *map 1* for the location of the Tintic mining District in Utah. The wealth dug from the ground at Tintic helps fulfill Abraham Lincoln's 1862 prediction that "Utah will yet become the Treasure House of the Nation."<sup>4</sup>



**Map 1** Shows the location of the Tintic Mining District in eastern Juab County and Western Utah County, Utah. (Courtesy of the US Geological Survey)

The area that became the Utah Territory was settled by members of The Church of Jesus Christ of Latter-day Saints (LDS), who were led by President Brigham Young. They experienced years of persecution in Missouri and Illinois, so in 1847 they trekked to the isolation of the Great Basin. Young assigned some members of the Church to mine for coal, iron ore and a few other minerals, but he opposed mining for precious metals. Young said that "gold fever" was not compatible with the creation of a permanent, orderly society, and argued that mining camps became ghost towns as ore deposits play out and people move away. Mines also bring in people who are not LDS and undesirables.<sup>5</sup>

Colonel, later General, Patrick E. Connor was commander of the California Volunteers who were sent to Salt Lake City in 1862 to protect the overland stage route and to keep an eye on the LDS Church during the Civil War. Connor encouraged his soldiers to search Utah for minerals. He publicized their discoveries, hoping to bring a flood of non-LDS to the territory who would dilute the LDS population.<sup>6</sup> While Connor's soldiers were not involved in the initial Tintic discoveries, they paved the way for others who would seek their fortune there.



The development of the Tintic mines was affected by transportation, technology and the price of silver. Until a railroad was built into the area, transporting the ore from the mines to the smelters was difficult and expensive. Technology had to be developed to process the ore, which required different methods than those used at mines in other areas. The mines flourished when the price of silver was high and the economy good. When the national economy turned down and the price of silver declined, mines shut down and miners were out of work.

## TO 1879

The earliest miners in the area are believed to have been Spanish and Native Americans. The first claim was filed in December, 1869, for the Sunbeam, which is said to have received its name from the ore on the surface being illuminated by a shaft of sunlight. It was followed in early 1870, by the Black Dragon, Eureka Hill and Mammoth claims. Not much work was done until the fall of 1870 because there was no effective means of transporting the ore to be processed. By 1871, the camps with producing mines were Eureka, Silver City, and Diamond, which was named for clear crystals found there which sparkled like diamonds. Lead rich in silver was the primary mineral being mined.<sup>7</sup>

From 1837 to 1873, Congress tied the price of silver to the price of gold at a ratio of 16 to 1. Sixteen ounces of silver would buy one ounce of gold. During the Civil War, little silver was mined, and the price of silver soared. In 1873, Congress demonetized silver, leaving gold as the lone support of greenback currency. The price of silver was governed by the law of supply and demand at a time when new silver mines were being opened, and the price of silver fell dramatically. In 1878, Congress restored silver as legal tender, and the government again purchased silver, so the price increased.<sup>8</sup>

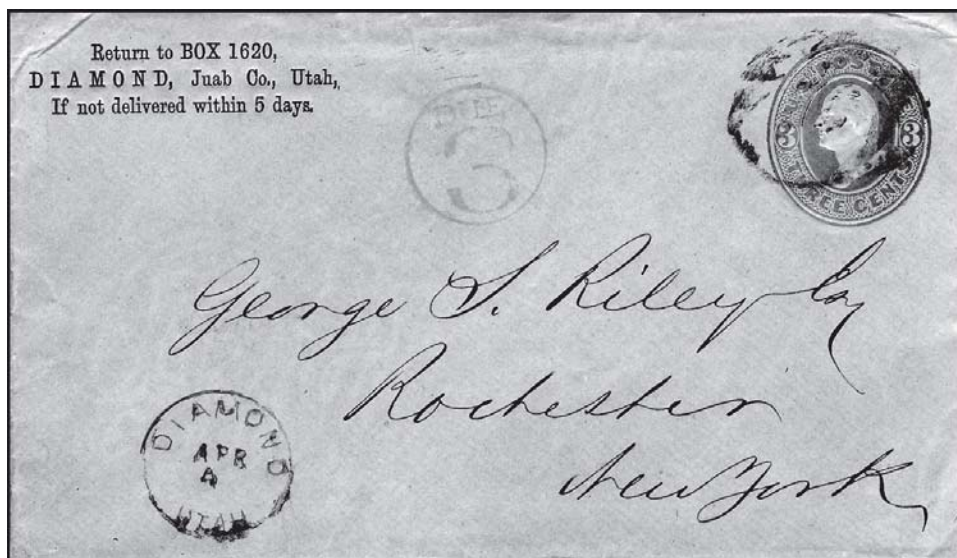
Activity in the Tintic district increased and additional minerals were mined. Lead, copper, gold and silver were found in different chemical forms

that required different types of processing than ores found other places. At this time, the ore was carried in wagons or dragged from the mines in 100-pound bags, then shipped for processing at San Francisco, California; Baltimore, Maryland; or Reno, Nevada. The ore was so rich that some was profitably shipped to Swansea, Wales, for processing. Other ore was processed locally, but the results were not always satisfactory. Homansville was the site of a mill and smelter built in 1871 and another smelter built in 1873. The Shoebridge or Ely Mill operated south of Diamond 1873-1879. The top producing mines were the Eureka Hill, Bullion, Mammoth, Sunbeam, Bowers, Morning Glory, Showers and Gold Hill.<sup>9</sup>

The early settlers in the district were not LDS. Most were attracted by the mines or mining and the opportunities these bring. Many were German, Irish, Welsh and Cornish immigrants who had worked at other mines across the country, and were experienced hard rock miners. There were joined by immigrants from Finland, Bohemia, and a dozen or more other countries.

Even though the district was producing silver bullion, lead bars and copper matte, the most important product was high quality ore that was shipped to other locations for processing. The arrival of a railroad in the area had great impact on the district's output. The Utah Southern Railroad was built to Ironton, five miles southwest of Eureka in 1878. The next year, the output of the district almost doubled.<sup>10</sup>

The largest communities were granted post offices. The first was the Eureka Post Office, which was established September 23, 1870, with Adolphus H. Noon



**Figure 1** A cover postmarked at Diamond April 4, 1879, during the post office's first period of activity. (Courtesy of Lloyd Shaw)

as postmaster. Diamond and Silver City post offices were both established August 7, 1871. Henry Green was the first postmaster at Diamond; Stephen B. Moore the first at Silver City. *Figure 1* shows a cover postmarked at Diamond April 4. It contains a letter, dated April 4, 1879, from S.P. Ely, owner of the Ely Mill that processed ore for silver, copper and gold. The letter mentions enclosures, which is probably why the cover is marked as underpaid with "DUE 3".

A post office was established at Lawrence, December 20, 1872, with Charles Lammersdorf as postmaster. It was lasted only 19 days before being renamed Homansville on January 8, 1873, and moved into Utah County. Louis W. Adae was Homansville's first postmaster. The Homansville Post Office was discontinued October 3, 1873, and re-established October 14, 1873.

## 1880-1889

The period of the 1880s to the 1890s has been called Tintic's Rainbow Era because of the stories of many colorful characters who appeared in the district, but it was also a time of growth and, initially, prosperity.

In 1883, the Salt Lake and Western Railway carried 7,650 tons of ore from the district. The next year, 48,914 tons of ore were produced, 22,943 of which were shipped to mills and smelters. The value of the annual production of all mines reached \$1 million, most of which came from silver. The value of the annual production was close to \$2 million in 1887 and 1888. By 1889, it approached \$3 million. The Centennial Eureka mine produced more ore than any other mine.<sup>11</sup>

There were four major areas producing ore: Silver City in the south, Mammoth, Eureka, which included the Bullion Beck, Eureka Hill, Centennial Eureka, and Gemini mines, and an area east of Eureka that included the Godiva, Uncle Sam, Humbug, Utah and Sioux Mines.<sup>12</sup>

National prosperity in the 1880s reduced the demand for silver coinage, but economic decline in 1887 led to renewed demands that currency be supported by silver at the old rate of 16:1.<sup>13</sup>

In 1881, the Salt Lake & Western Railway was incorporated by the Union Pacific Railroad to build a railroad to the Utah-Nevada state line at a point near the Tooele-Juab County boundary. Tracks were laid west from Lehi Junction, through Fairfield and Five-Mile Pass, then south through Topliff, reaching Tintic Mills, about ten miles south of Eureka, in 1882. The Salt Lake & Western Railway connected with the Utah South-

ern Railroad at Ironton. Later that year, the Salt Lake & Western built branch lines from Ironton to Silver City, a distance of three miles. A railroad branch was built to Mammoth, and a branch line reached Eureka in 1889.<sup>14</sup>

In July, 1889, The Salt Lake & Western Railway consolidated with other railroads to become the Oregon Short Line and Utah Northern Railway. These were controlled by the Union Pacific Railroad.

The post offices ebbed and flowed with the prosperity of the communities. A post office was established at Tintic July 13, 1882, and discontinued December 16, 1884. Julius Lesser was the first postmaster. The Homansville Post Office moved back into Juab County September 18, 1883, with Reuben R. Thomas as postmaster. It was discontinued August 30, 1884. The Diamond Post Office was discontinued April 9, 1883, re-established May 23, 1883, and discontinued October 13, 1887.

## 1890-1899

The district faced economic downturn during this decade caused by the Panic of 1893, but new mills and smelters were built, and a second railroad reached the area.

In 1890, the value of the ore produced in the district reached \$5 million from 68,000 tons of ore. This value was not exceeded until 1899. In part, this was due to the price of silver which fell from \$1.05 an ounce. The highest producing mines were the Eureka Hill, Bullion Beck, Centennial Eureka, Grand Central, Mammoth, Star, Swansea, South Swansea, Eagle and Blue Bell, Humbug, Uncle Sam, and Joe Bowers mines.<sup>15</sup> A cover postmarked Silver City in *figure 2* bears a corner card from the Swansea Mining Company in Salt Lake City.

In 1890, Congress agreed that the Treasury would purchase 4.5 million ounces of silver each month at market rates, and the Treasury would issue notes that were payable in gold or silver, but, because of increased supply of silver, the price declined, and the US gold reserves were almost depleted.<sup>16</sup>

The economic panic of 1893 led to the repeal of the silver purchase act, so the price of silver continued to drop. Mine owners reduced miner's wages, which resulted in mine closings and miners striking in Eureka. Difficulties were increased by a fire that destroyed much of Eureka's business district in July. Recovery was slow, but determined. New ore processing mills opened at the Mammoth, Eureka Hill and Bullion Beck mines, and the water supplies for Mam-



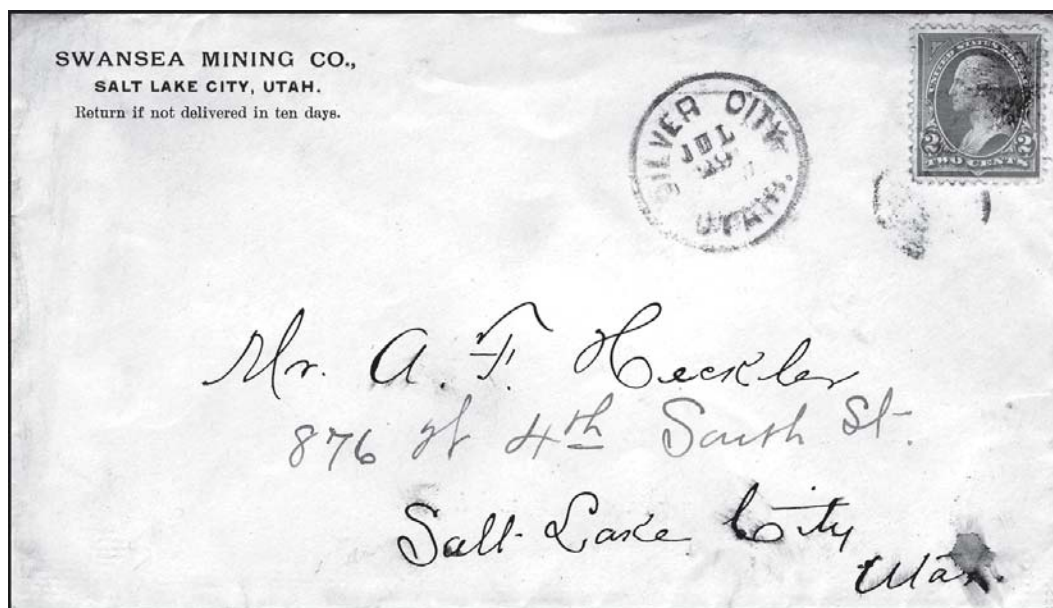
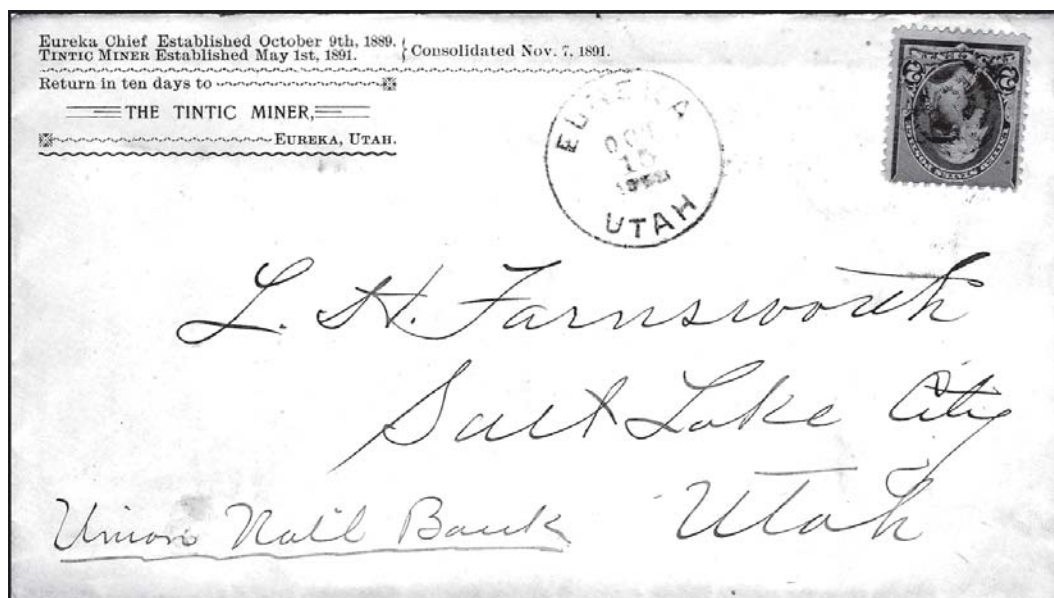


Figure 2 This Silver City cover bears a corner card from the Swansea Mining Company in Salt Lake City. (Courtesy of Lloyd Shaw)

Figure 3 This 1892 cover postmarked in Eureka bears the corner card of the Tintic Miner newspaper.



moth and Eureka were improved.<sup>17</sup> Eureka, which incorporated as a city in 1892, became the leading city in the district. By 1899, Tintic was the leading mining district in Utah in terms of the value of ore and minerals produced.

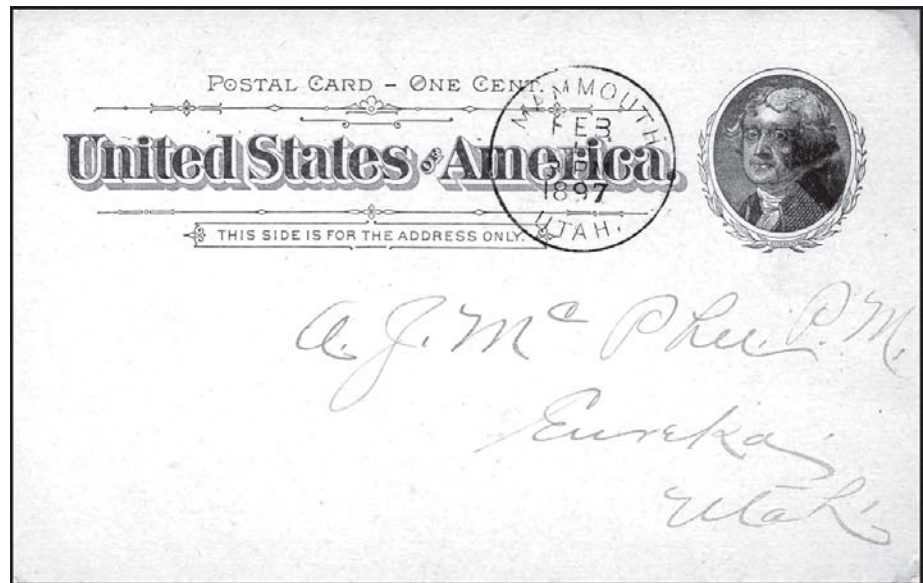
In 1891, the *Eureka Chief* newspaper merged with the *Tintic Miner*. A cover postmarked at Eureka in 1892 and bearing the corner card of the *Tintic Miner* appears in figure 3.

The Tintic Range Railway, owned and operated by the Rio Grande Western Railway, built from Springville through Santaquin, Goshen and Homansville Pass to Eureka in 1891. The line was extended to Mammoth in 1892, and Silver City in 1893. The district now had two railroads.<sup>18</sup>

The two-mile long New East Tintic Railway was built from Mammoth station to the Mammoth Mill, then to the Mammoth mine to transport ore.<sup>19</sup>

The Mammoth Post Office was established August 19, 1890. Walter Keate was the first postmaster. A postal card with "Mammoth" misspelled "Mammouth" appears in figure 4. The Tintic Post Office was re-established March 3, 1893, and discontinued June 10, 1893. William A. Wilson was postmaster for the short time it was open. The Alma Post Office was established April 22, 1896, with Maria Dix as postmaster. A cover with a rare Alma postmark appears in figure 5. This short-lived office was renamed Robinson May 31, 1896, with Maria Dix remaining as postmaster. George C. Robinson, who supervised the construction of the Mammoth Mill, laid out a small town site which he named for himself.<sup>20</sup> Mammoth and Robinson were

**Figure 4** “Mammoth” is misspelled “Mammouth” in the postmark on this card. (From the collection of LaMar Petersen)



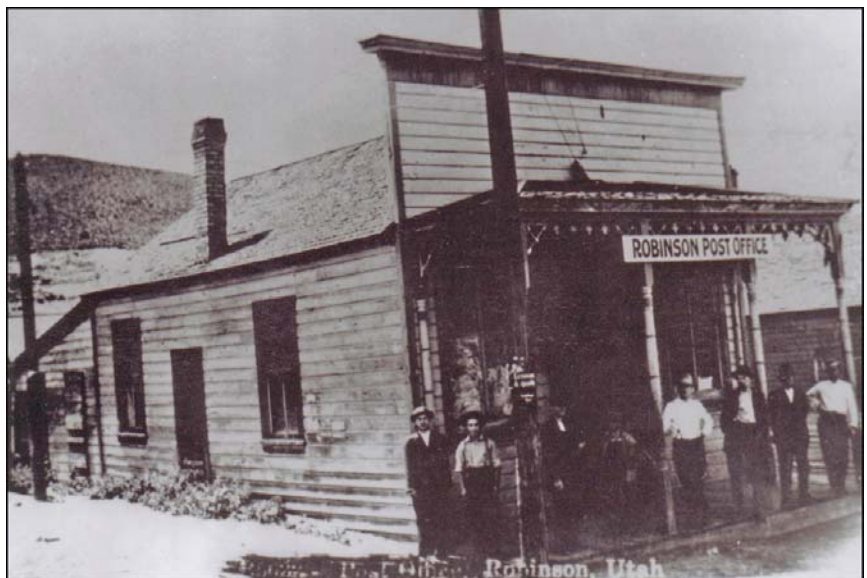
**Figure 5** A rare Alma postmark appears on this cover. (From the collection of LaMar Petersen)

two ends of the same town, but each had its own post office. A photograph of the Robinson Post Office is *figure 6*.

Utah became the 45<sup>th</sup> state January 4, 1896. *Figure 7* shows an application for an International Money Order purchased at Eureka for payment in Ireland dated two days before Utah became a state.

In 1897, the Oregon Short Line and Utah Northern Railway became the Oregon Short Line Railroad.

Railway post office (RPO) service terminating in the Tintic Mining District started during this period. The Salt Lake City & Silver City RPO was established on the Rio Grande



**Figure 6** The Robinson Post Office. (Courtesy of the Tintic Historical Society)



(No. 6701.—Application for International Order.)

In Canadian Orders Postmaster must fill up the space opposite. Advice sent through the Exchange Office at

No.	U. S. MONEY. Amount, \$	FOREIGN MONEY. Amount, \$
745	5	21.00

*(The above numbers and amounts are to be written in by the Postmaster.)*

**THE POSTMASTER IS PROHIBITED FROM FILLING THIS BLANK.**

**Application for International Money Order.**  
*(Postmaster will write "British" or "French," etc., as case may be.)*  
*(Spaces below to be filled up by the applicant, or by some person for him, not employed in the Post Office.)*

Date, \_\_\_\_\_, 189\_\_\_\_  
*(Date must not be omitted.)*

For the sum of Five

and \_\_\_\_\_

Payable to Hannah A. Leary

Residence or place of business of the person to whom the money is to be paid.

Town (or City) of Castletown

No. \_\_\_\_\_ Street. \_\_\_\_\_

County, Canton, Kreis or Department, Carrick

Province, Down

Country, Ireland

Sent by Mrs. Con O'Neil  
*(Write here the name of the Remitter.)*

Residence or place of business of person by whom the money is sent.

No. \_\_\_\_\_ Street. \_\_\_\_\_

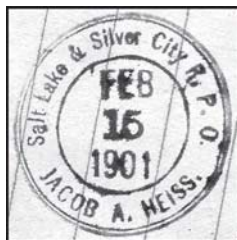
Town or City, Eureka

State of Utah  
*(See other side.)*

W. A. H.

**Figure 7** An application form to purchase an International Money Order at Eureka for payment in Ireland. It is dated two days before Utah became a state. (Courtesy of Lloyd Shaw)

Western Railway March 9, 1896, covering a distance of 93.30 miles. The Salt Lake City, Fairfield & Silver City RPO was established on the Oregon Short Line Railroad on the trains leaving Salt Lake City at 8:00 am. Figure 8 shows a clerk's handstamp from the Salt Lake City & Silver City RPO.



**Figure 8** This RPO clerk's handstamp from the Salt Lake City & Silver City RPO was used as a backstamp on the Registered Package Envelope shown in Figure 13. (Courtesy of Lloyd Shaw)

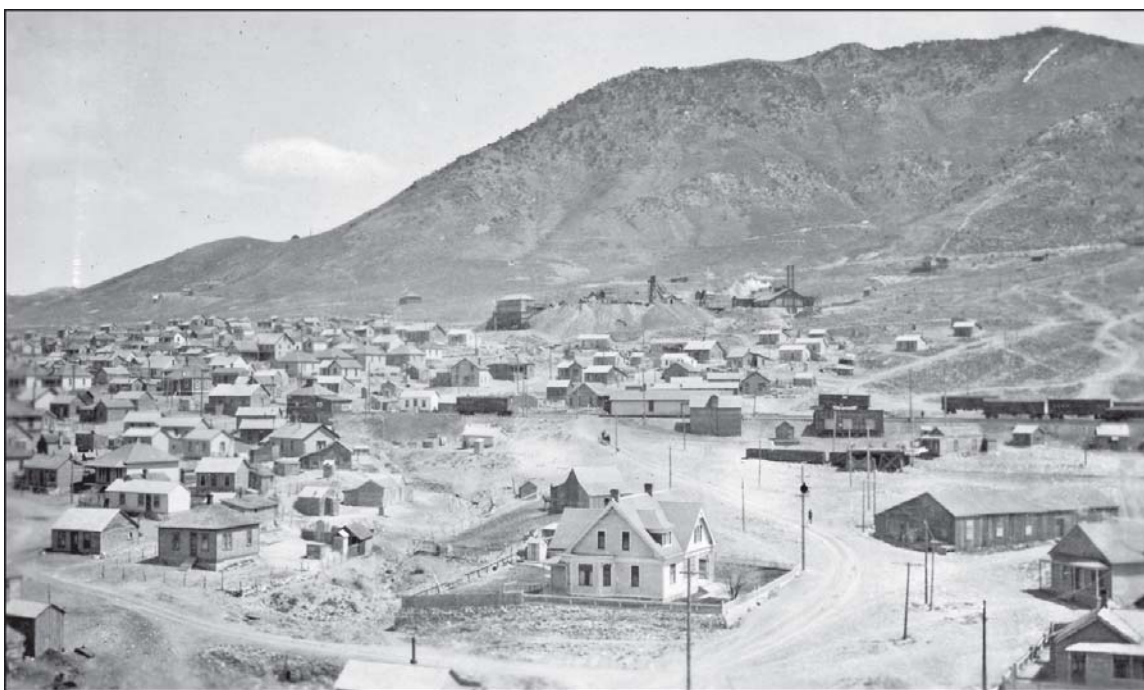
## 1900-1910

This is a decade of ups, down and changes. The price of gold and copper increased, but the price paid for ore decreased after the panic of 1907. Smelter costs were high, but local mills and smelters closed after new smelters were built near Salt Lake City.

In 1900, Eureka was the largest city in Juab County with a population of 3,000. The Utah Mining Review reported, "The largest camp in the district is Eureka, which is now one of the most progressive and prosperous mining towns in this western country. It is here that the greatest number of producing and paying mines are located . . . it boasts of nearly every metropolitan advantage and is a little city instead of an isolated mining camp."<sup>21</sup> A photograph of Eureka taken by the author's grandfather about 1920 is figure 9.

Increased prices for gold, silver and copper pushed the value of the output of the district to \$7 million in 1900. The next year, the production of everything except copper decreased because of law suits between mine owners over an ore deposit that lay between their properties. Output further decreased in 1902 because the Centennial Eureka mine was purchased by the American Smelting & Refining Company. The mine stopped shipping ore until American Smelting & Refining Company smelters were completed at Midvale and Murray, near Salt Lake City, Utah. After completion of the smelters, most of the local mills and smelters shut down and ore, instead of processed metals, became the primary output of the district.<sup>22</sup> Homansville dwindled after most ore was shipped for processing to the Salt Lake City area.

In 1903, conditions improved enough that the value of the mine's output reached almost \$5 million, but fires in the Eureka Hill, Centennial Eureka and adjoining mines interrupted the work. The value of the mines



*Figure 9* Eureka, photographed, probably, before 1920. (Frederick J. Pack photograph)

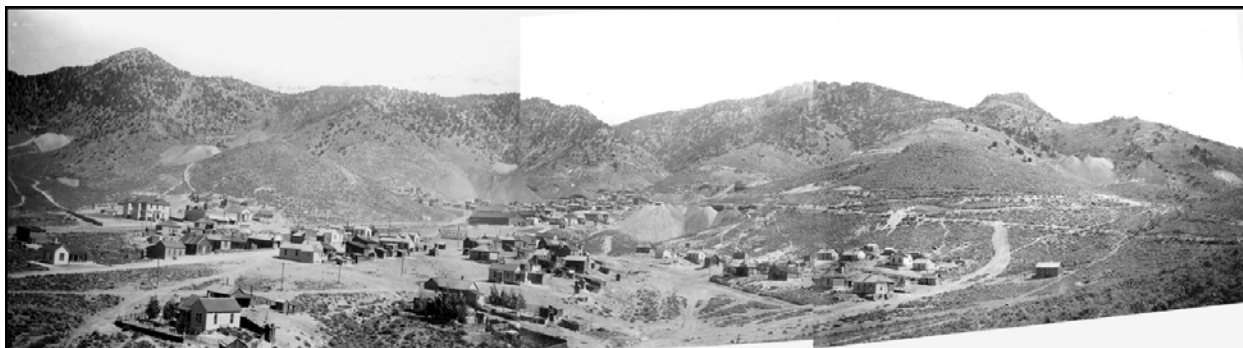
output reached \$6 million in 1904, \$8 million in 1906, and \$9 million in 1907 due the discovery of high quality lead ore in the eastern part of the district. Thirty-one mines were shipping ore by railroad.<sup>23</sup>

Following the panic of 1907, which was caused by flaws in the currency and credit structure,<sup>24</sup> the price paid for ore decreased and smelting costs remained high, so the 1908 output declined. Mines at Silver City shut down after water was struck at lower levels. Jesse Knight built the modern Tintic Smelter near Silver City in 1908, which operated for about a year. By 1909, mining recovered, and a record amount of lead was shipped, primarily from the Colorado, Iron Blossom, Sioux and Beck Tunnel mines.<sup>25</sup>

By 1912, the population of Eureka had increased to 4,000 with 112 businesses. At this time Mammoth had a population of 1,700 with 54 businesses, and Silver

City 300 with eight businesses.<sup>26</sup> A panoramic view of Mammoth taken by a US Geological Survey photographer in 1911 appears in *figure 10*.

Changes to the railroads were marked by consolidations. In 1900, the Oregon Short Line Railroad purchased the New East Tintic Railway. A spur was built from Mammoth Station to the tramways of the Grand Central Mine. In 1903, as part of the settlement of a law suit, the Oregon Short Line Railroad sold all of its rail lines south and west of Salt Lake City to the San Pedro, Los Angeles & Salt Lake Railroad, and the San Pedro, Los Angeles & Salt Lake Railroad extended its line three and a half miles from Silver City to the Northern Spy Mine. In 1908, The Rio Grande Western Railway, Tintic Range Railway and others consolidated to form the Denver & Rio Grande Railroad.<sup>27</sup>



*Figure 10* A panoramic view of Mammoth as it appeared in 1911. (Courtesy of the US Geological Survey)



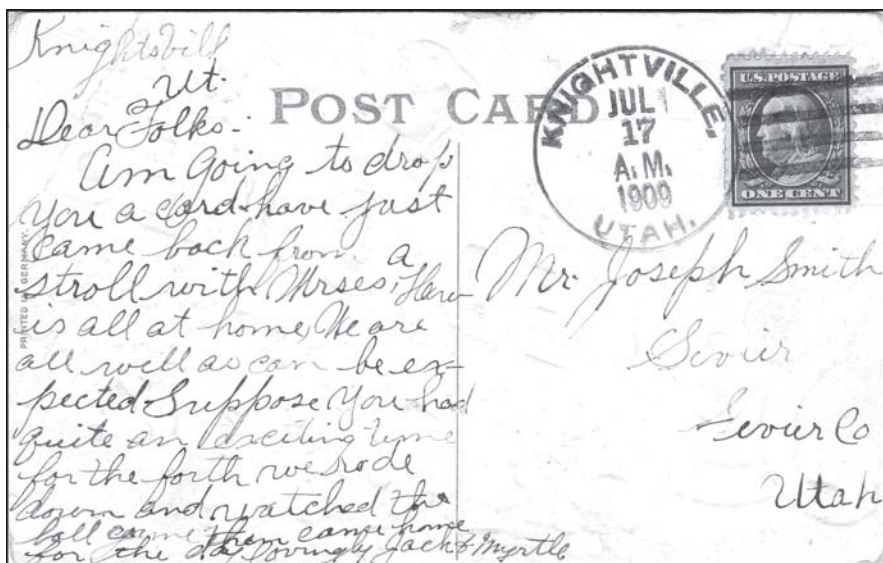


Figure 11 A post card cancelled at Knightville.

Only two additional post offices opened during this period. The Diamond Post Office was re-established May 11, 1901, and discontinued October 31, 1906. Noah T. Matson was the first postmaster. The Knightville Post Office was established March 22, 1909, with Rebecca Ashby as postmaster. Figure 11 shows a post card cancelled at Knightville. In 1907, the Mammoth Post Office moved 700 feet southwest, the postmaster gave as the reason for the move, "most of the business houses have moved to the proposed location and better service can be supplied from that point".<sup>28</sup>

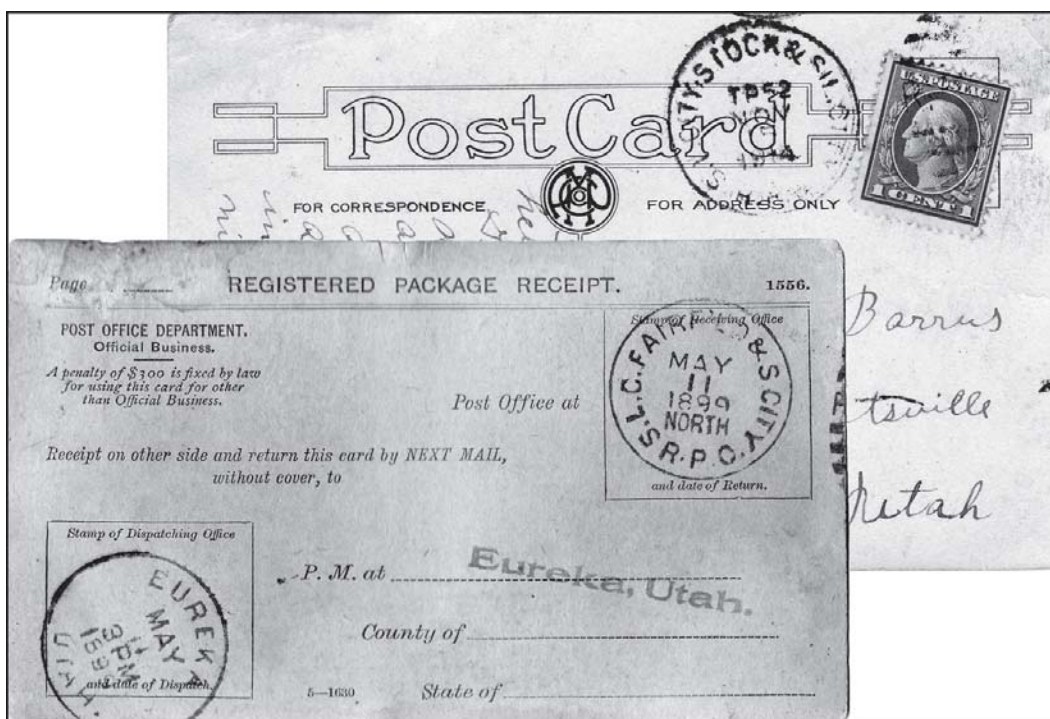
The Salt Lake City, Stockton & Silver City RPO was established in November 10, 1903, on the San Pedro, Los Angeles & Salt Lake Railroad between Salt Lake City and Silver City via Stockton, a distance of 69.34 miles. It was discontinued about 1907. The Salt Lake City, Fairfield & Silver City RPO was discontinued November 10, 1903. Figure 12 shows postmarks from the Salt Lake City, Stockton & Silver City RPO and the Salt Lake City, Fairfield & Silver City RPO.

## 1910-1919

Between 1910-1919, the mines dug deep and zinc was found. World War I brought great demand for metals.

In 1910, 300,000 tons of ore valued at \$7 million were shipped by 40 mines as some mines continued to flourish.<sup>29</sup> The Centennial-Eureka Mine increased the depth of its shaft to 2,200 feet, and the length of a tunnel to 2,160 feet.<sup>30</sup> Ore valued at \$7 million was shipped in 1911, and almost \$10 million in 1912. The first zinc was shipped in 1912 by the May Day, Uncle Sam, Lower Mammoth, Yankee, Gemini, and Ridge and Valley mines. In 1913, mine output decreased by \$2 million.

Figure 12 Postmarks from the Salt Lake City, Fairfield & Silver City RPO and the Salt Lake City, Stockton & Silver City RPO. (Courtesy of Lloyd Shaw)



Mammoth incorporated as a city in 1910.

As World War I approached, demand for metals, especially copper, increased and large quantities were produced and stockpiled. Prices for the minerals from Tintic's mines were favorable because imports were greatly reduced. The Pittman Silver Act directed the Treasury to purchase silver, but this was not enough to maintain the price of silver.

The San Pedro, Los Angeles & Salt Lake Railroad was renamed the Los Angeles & Salt Lake Railroad in 1916 after San Pedro became part of Los Angeles. In 1918, the Denver & Rio Grande built and operated 10 miles of track for the Goshen Valley Railroad from Denver & Rio Grande tracks to the vicinity of Dividend.

James P. Driscoll, the Postmaster at Eureka, reported<sup>31</sup> that in the year ending May 30, 1910, that Eureka ranked third in the state for the issuance of money orders having conducted the following business:

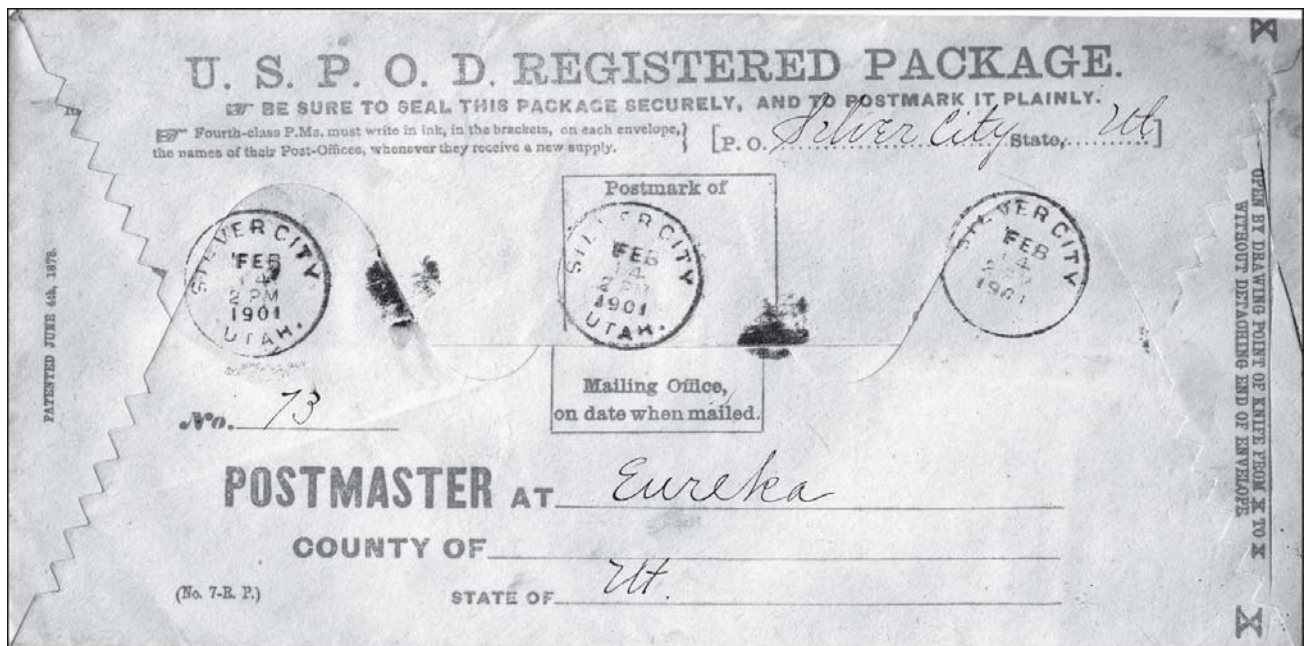
- 9,096 Domestic money orders issued, valued at \$132,005.40
- 4,055 International money orders issued, valued at \$275,512.25
- 2,094 Money orders paid
- 8,800 Registered letters and parcels dispatched
- 4,195 Registered letters and parcels received

A Registered Package Envelope prepared at Silver City for a registered package addressed to Eureka appears in *figure 13*. (A large quantity of registration

package envelopes, registration package receipts and various money order forms, such as those shown in figures 7, 12 and 13, exist. These were discovered in the attic of the old Eureka Post Office in 1993. While many of the postmarks are from Utah, the Advice of Money Order Forms came from post offices all over the country. Most of the materials were postmarked between 1894 and 1904.)

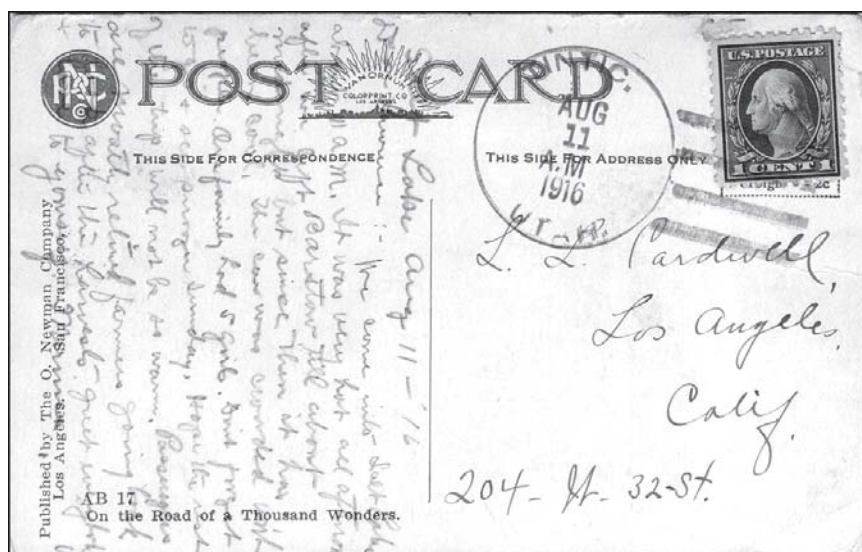
The Mammoth Post Office and other buildings burned in 1912. The Robinson Post Office was discontinued September 15, 1914, as Mammoth and Robinson had grown into one community. Plans to move the Mammoth Post Office from upper town to a more central location were met by opposition, but Mrs. M.A. Brown, the postmaster, obtained permission from the Post Office Department, and moved the office in 1914.<sup>32</sup>

The Tintic Post Office was re-established July 11, 1913, with Roy C. Bates as the first postmaster. It was located in the San Pedro, Los Angeles & Salt Lake Railway depot at Tintic. It was discontinued November 15, 1918. A post card canceled at Tintic during this period is shown in *figure 14*. The Dividend Post Office was established in Utah County August 14, 1918. Nellie Gray was the first postmaster. It was originally proposed that the post office be named Tintic Standard Mine, but the Post Office Department thought this was too similar to Standardville, a post office in Carbon County, so Dividend was chosen. A US Geological Survey picture taken in 1911 of the Tintic Standard Mine appears in *figure 15*.



**Figure 13** A Registered Package Envelope prepared at Silver City for a registered package addressed to Eureka. (Courtesy of Lloyd Shaw)





**Figure 14** A post card canceled at Tintic during the post office's last period of activity.

The Post Office Department selected land in Eureka for a new post office in 1917, but construction was halted because the building materials and other resources were needed for World War I. On July 1, 1917, Eureka was raised from a third to a second class office because of a growth in receipts.<sup>33</sup>

The Salt Lake City & Silver City RPO was discontinued December 16, 1916.

The roads, railroads and county boundary shown in map 2 are from a 1919 map in a US Geological Survey report titled *Geology and ore deposits of the Tintic mining district, Utah*. The communities shown are those where post offices were located, but the symbols of the map are not necessarily the precise location of the post office. The compactness of the area is apparent on the map. The greatest distance between any of the post offices is about five miles. Some, notably Robinson and Mammoth were less than a mile apart.

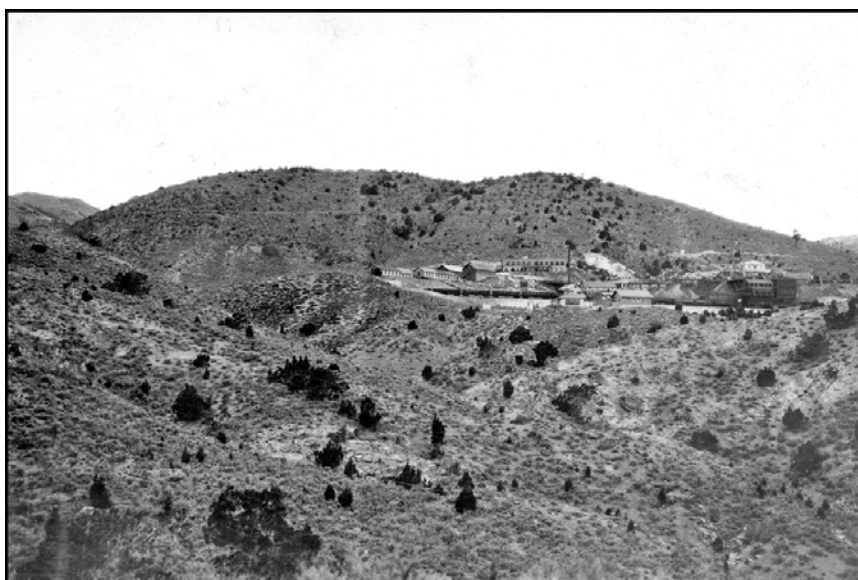
## 1920-1939

The aftermath of World War I and the Great Depression brought great economic distress to the district.

The years following World War I were difficult for the Tintic mines because of the surplus of metals produced for the war effort, but some mines did well. By 1922,

the Chief Consolidated Mining Company was the largest producer of silver in the US. In 1924, the company built a flotation mill which processed ore from its mine and from the dump of the Eureka Hill Mine. The American Smelting & Refining Company purchased and shipped ore from old mine dumps. New technology made it possible to reprocess this ore profitably.<sup>34</sup>

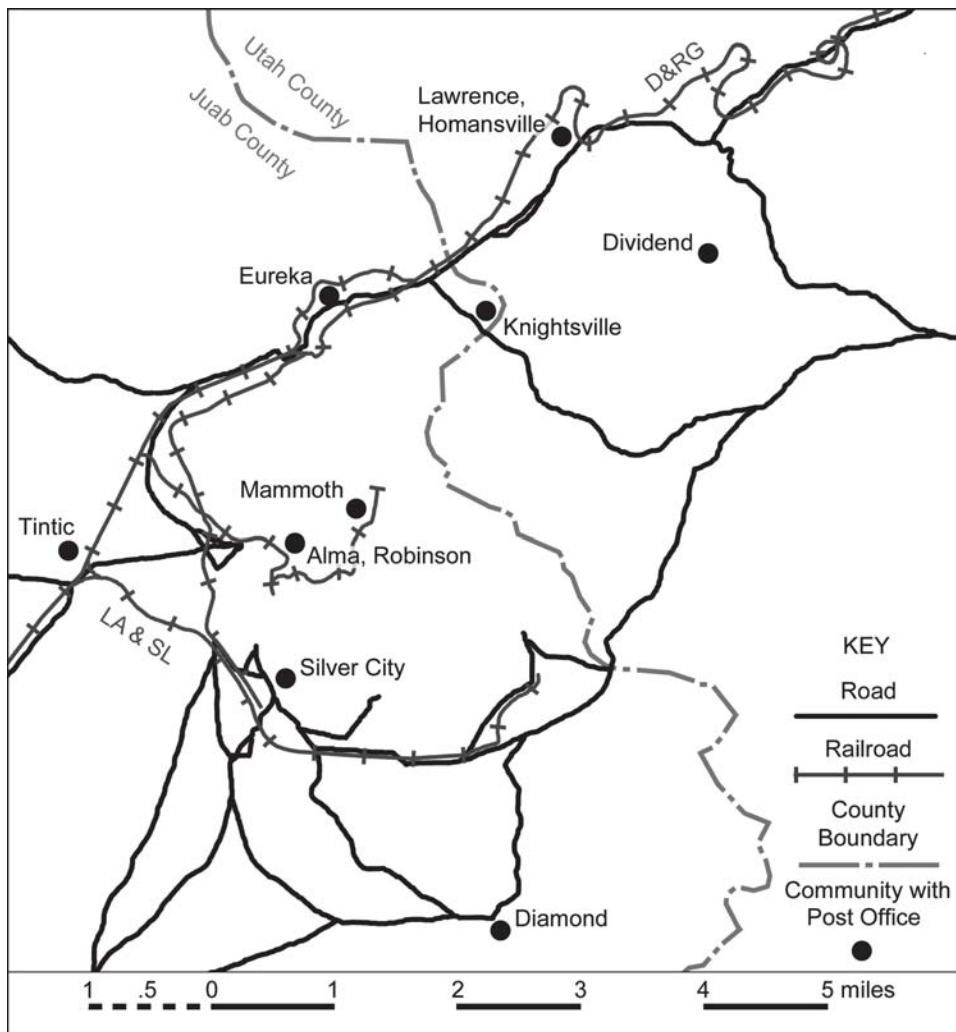
The Great Depression hit the Tintic area hard. The population declined, and Mammoth disincorporated as a city in 1929. During much of the depression, the district's only producing mines were owned by the



**Figure 15** The Tintic Standard Mine at Dividend as it appeared in 1911. (Courtesy of the US Geological Survey)

Chief Consolidated Mining Company in Eureka and the Tintic Standard and North Lily near Dividend in Utah County. In 1939. The Mammoth Mining Company and the Chief Consolidated Mine increased shipments of new ore as opposed to ore reclaimed from mine dumps.

The Union Pacific Railroad, which had previously controlled a half interest in the Los Angeles & Salt Lake Railroad, purchased the remaining half in 1921. The same year, the Denver & Rio Grande Railroad became the Denver & Rio Grande Western Railroad.<sup>35</sup> The Union Pacific replaced passenger train service into the district with bus service in 1932.<sup>36</sup>



**Map 2** Shows locations of the communities in the Tintic area where post offices were located. Roads and maps are from a 1911 US Geological Society map.

In December 1921, the Government paid for land for a new federal building that would house the Eureka Post Office, and construction began. The building was occupied in late 1923 or early 1924.<sup>37</sup> Figure 16 shows this Eureka Post Office as it appeared in 1978.

The Dividend Post Office was discontinued August 31, 1920, because the postmaster resigned and a replacement could not be found.<sup>38</sup> It was re-established January 18, 1922, with Calvin Elton as postmaster. The Knightville Post Office was discontinued March 31, 1924.

The Salt Lake City & Eureka RPO was created as a short run in trains 51 and 52 of the Salt Lake City &

Los Angeles RPO, North Division, September 22, 1921. It operated between Salt Lake City and Eureka, a distance of 92.61 miles. When this RPO was consolidated with the Salt Lake City & Los Angeles RPO March 15, 1933, railroad post offices no longer terminated in the Tintic district.

## 1940-2008

The economy of the Tintic Mining District weakened during this period. It seems that the history could be summarized as the mines shut down, and people moved away. The district started 1940 with fewer people than had lived there in 1930. Eureka's population counted 751 fewer people, Mammoth's 288, and Silver City's 167.<sup>39</sup>

Initially, the miners experienced some gains. The International Union of Mine, Mill and Smelter

Workers negotiated a new contract in 1940 which in-



**Figure 16** The Eureka Post Office as it appeared in 1978.



cluded a week's paid vacation. The workers received a 25-cent a day pay raise because of an increase in the price of copper.<sup>40</sup>

By 1940, large trucks, some carrying armed guards to protect the ore, had replaced trains for transporting some ore from mines in the district.<sup>41</sup>

The overall economic decline of the district was reported in the Eureka Reporter in 1941 with headlines such as, "Eureka Main Street Buildings Prominent By Vacancy," and "Condition of Mining Industry Not Very Encouraging." This was accompanied by many mines reducing their output or shutting down.<sup>42</sup>

In 1942, Cecil Fitch, the President of the Consolidated Mining Company, exclaimed, "Eureka will boom again" after announcing plans to open mines to supply zinc for the war effort.<sup>43</sup> The author is not able to find other information about mining in the Tintic district during World War II, but in January, 1946, Juab County reported there were only 280 mining jobs in the county.<sup>44</sup>

In 1949, 6,797 carloads of ore were shipped from the district. Producing mines included Chief No.1, Gemini and Eureka Hill mines, owned by the Chief Consolidated Mining Company, and the Eureka Standard and Iron Blossom mines, owned by Tintic Standard Mining Company in Utah County. The Tintic Standard Mine at Dividend closed in 1949 after 34 years of operation.<sup>45</sup>

The Dragon Consolidated Mining Company discovered a deposit of halloysite, a mineral used, among other things, in the refining of oil, in 1949 south of Eureka. Four hundred fifty tons of it were shipped each week.<sup>46</sup>

The Chief Consolidated Mining Company continued to operate into the 1950s, and small scale mining has continued since. Because of improved technology, fewer people are required to do the work than in the past. Most residents work in nearby towns or for the government.<sup>47</sup>



**Figure 17** Mammoth in 2008 showing a modern home and the glory hole of the Mammoth Mine.

The US Department of the Interior created the Tintic Mining District Multiple Resource Area to protect the mining heritage sites. As part of this, Eureka was placed in the National Register of Historic Places in 1979.

Environmental concerns have been raised. The Environmental Protection Agency found high levels of lead and arsenic when it sampled soils in Eureka. Contractors are cleaning up the contamination. In addition, mine shafts and tunnels are being backfilled and sealed to prevent accidental injury to those who might enter. Some groups object to the manner in which the mines are closed, saying that the mining heritage in the district is being destroyed.<sup>47</sup>

Interest in the area appears to be increasing. A few new homes have been built in Mammoth. *Figure 17* shows a modern home and what was the main "glory hole" for the Mammoth Mine photographed in 2008.

As the mining industry in the district weakened and automobiles and trucks came into use, the demand for railroads decreased, so service was reduced. When rail service was no longer needed, the railroads pulled up their tracks. In 1943, the Denver & Rio Grande Western Railroad abandoned its tracks leading to Silver City and Mammoth, and sold some tracks used jointly to the Union Pacific Railroad. Facilities for servicing rail cars and engines at Tintic Junction were not used and had been dismantled in 1948. The Union Pacific Railroad tracks on the Eureka branch were used sporadically until 1978 when they were removed.



**Figure 18** The current Eureka Post Office, photographed in 2006.

The Denver & Rio Grande Western Railroad tracks into Eureka saw little use during the 1960s, and almost none during the 1970s. They were pulled up about 1985.<sup>48</sup>

All but one of the post offices has closed. The Silver City post office was discontinued April 30, 1951. The Dividend Post Office was discontinued June 30, 1951.

The Mammoth Post Office was discontinued October 13, 1973. The Eureka Post Office was relegated from a second class office to a third class office based on the revenue of the office in or before 1955.<sup>49</sup> (This method of designating post offices was eliminated in 1975.) Eureka, the first post office in the district, is the only one still open. The new Eureka Post Office is shown in *figure 18*. Postmarks from Dividend, Silver City and Eureka appear in *figure 19*.

## Conclusion

Most factors that drove the Tintic Mining District were not under its control. The demand for metals, the prices paid for them, the transportation, technology, and postal services in the district were all determined by outside forces. When these factors were favorable, the district and those who lived there prospered. When they were unfavorable, the district and its people struggled. When things were at their worst, the mines, mills and smelters shut down, and people left. The people are mostly gone, and the mines and mills are merely remnants of the past, but the spirit that made the Tintic Mining District the second most prosperous mining district in Utah is still there. As one walks the streets of Eureka today, the mine headframes or “gallows” that held the mine hoists loom like skeletons of the past that bring to mind the glory of the Tintic Mining District and the many men and women who toiled there.

The post offices have gone the way of the communities they served, but their postmarks remain to remind us of them and to document the communities and mines they served .



**Figure 19** Postmarks from Dividend, Silver City and Eureka.



The author expresses appreciation for permission to use covers and cards from the collection of LaMar E. Petersen as illustrations, to Lloyd Shaw for his friendship and great assistance in locating items for use as illustrations, to Coleen McNulty, President of the Tintic Historical Society, for permission to reproduce the photograph of the Robinson Post Office, and to Richard W. Helbock for publishing this article.

## Endnotes

- <sup>1</sup> *Black's Dictionary of Law*, 4<sup>th</sup> ed., p. 1147.
- <sup>2</sup> Pearl Wilson, et. al. *A History of Juab County. Utah Centennial History Series*. p. 96.
- <sup>3</sup> "Tintic." Mining District By-laws, 1872-1909, p. 1
- <sup>4</sup> <http://www.utahmining.org/brochure.htm#treasurehouse>
- <sup>5</sup> Leonard Arrington, *Great Basin Kingdom*, pp. 241-242.
- <sup>6</sup> Arrington, "Abundance From the Earth: The Beginnings of Commercial Mining in Utah," *Utah Historical Quarterly*, pp. 196, 200.
- <sup>7</sup> Heikes, V.C., "History of Mining and Metallurgy in the Tintic District," Waldemar Lindgren and G.F. Loughlin, *Geology and ore deposits of the Tintic mining district, Utah*, p. 105.
- <sup>8</sup> <http://www.u-s-history.com/pages/h763.html>
- <sup>9</sup> Heikes, p. 105. Wilson, p. 99.
- <sup>10</sup> Heikes, p. 105.
- <sup>11</sup> Heikes, p. 106
- <sup>12</sup> Heikes, p. 106.
- <sup>13</sup> <http://www.u-s-history.com/pages/h763.html>
- <sup>14</sup> Notarianni, *Faith, Hope and Prosperity: The Tintic Mining District*, pp. 24, 59-60.
- <sup>15</sup> Heikes, p. 106.
- <sup>16</sup> <http://www.u-s-history.com/pages/h762.html>
- <sup>17</sup> Notarianni, pp.39, 43.
- <sup>18</sup> Notarianni, p. 60.
- <sup>19</sup> Wilson, p. 100.
- <sup>20</sup> Wilson, p. 105.
- <sup>21</sup> Salt Lake Mining Review, 30 April 1900. quoted in Wilson, pp 118-119.
- <sup>22</sup> Heikes, p. 107.
- <sup>23</sup> Heikes, p. 107.
- <sup>24</sup> Morris, *Encyclopedia of American History*, vol. 1, p. 269.
- <sup>25</sup> Heikes, p. 107.
- <sup>26</sup> Wilson, p. 137
- <sup>27</sup> Notarianni, p. 61.
- <sup>28</sup> US, Post Office Department, *Reports of Site Locations*, 1837-1950, Microfilm Roll 595, Juab County, Mammoth, 1907.
- <sup>29</sup> Notarianni, p. 88.
- <sup>30</sup> Heikes, p. 107
- <sup>31</sup> Wayne S. Christiansen, *Yesterday's Dreams – Tomorrow's Memories*, p. 13.
- <sup>32</sup> *Eureka Reporter*, Nov. 27, 1914, p. 8; Dec. 12, 1914, p. 2.
- <sup>33</sup> *Eureka Reporter*, May 18, 1917, p. 2; February 1, 1918.
- <sup>34</sup> Notarianni, p. 168.
- <sup>35</sup> Notarianni, p. 62.
- <sup>36</sup> Carr & Edwards, *Utah Ghost Rails*, p. 140.
- <sup>37</sup> *Eureka Reporter*, May 22, 1914, p. 1; Jul. 13, 1917; Feb. 2, 1918, p. 7; Dec. 2, 1921, p. 1.
- <sup>38</sup> *Eureka Reporter*, January 27, 1922, p. 3.
- <sup>39</sup> Wilson, p. 222.
- <sup>40</sup> Wilson, p. 224.
- <sup>41</sup> Writer's Program, *Utah, A Guide to the State*, p. 411.
- <sup>42</sup> Quoted in Wilson, p. 228.
- <sup>43</sup> Quoted in Wilson, p. 231.
- <sup>44</sup> Wilson, p. 255.
- <sup>45</sup> 1948 Minerals Handbook, Utah, p. 1612.
- <sup>46</sup> Wilson, p. 248.
- <sup>47</sup> <http://www.media.utah.edu/UHE/e/EUREKA.html>
- <sup>48</sup> Carr & Edwards, pp. 140, 144.
- <sup>49</sup> US, Post Office Department, *Directory of Post Offices*, Utah listing, 1955.

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# The Postmasters General of the United States

## XXXVIII. James A. Gary, 1897-1898

by Daniel Y. Meschter

James Albert Gray's tenure as Postmaster General lasted only thirteen and a half months from his appointment by President William McKinley on March 6, 1897 to his resignation effective April 20, 1898. During this time he did little or nothing beyond the routine duties of the office. His only annual report had the earmarks of a businessman rather than a lawyer or accomplished administrator<sup>1</sup>.

James Gary was born on October 22, 1833 in Uncasville, Connecticut, the son of James S. Gary, a manufacturer of sturdy cotton fabrics, especially for men's wear.<sup>2</sup> His family moved before he was four to Ellicott City, Maryland, then a mill town and now an affluent suburb of Baltimore. He received his secondary education in a private school in preparation to enter Allegheny College. Having worked in his father's mill in his free time since he was thirteen, he joined his father in the business after graduating from college in 1854. Their business flourished rapidly with the advent of the Civil War when they opened an office and warehouse in Baltimore and a branch facility in St. Louis in 1862 furnishing material for uniforms. James took over management of the company following his father's death in 1870.

The company did so well under Gary's management he moved his headquarters to Baltimore and opened a second mill in Baltimore County. He was soon recognized in Baltimore as a prominent businessman. He was elected president of the Citizens' National Bank and vice president of the Consolidated Gas Corporation besides directorships in several religious and philanthropic organizations.

Gary's interest in politics began in a casual way soon after he graduated from college. He gradually became more active until he was elected chairman of the Maryland delegation to the 1872 National Republican Convention in the face of the opposition of John A.J. Creswell, a previous Postmaster General, the acknowledged "boss" of Maryland Republicans. He was nominated once for Congress and once for Governor without success in either case. He was a delegate to every National Republican Convention from 1872 to the end of the century. He was influential in nominating

Hayes for President in 1875 and strongly supported the successful campaigns of Harrison and McKinley. He was a clear choice for a portfolio in McKinley's cabinet. McKinley picked him for the Post Office. Unfortunately, he had little knowledge of the postal system or experience in public administration.

Gary opened his annual report with a statement of the Department's revenues and expenditures during the previous fiscal year as had been his predecessor's practice for many years. He noted, as a good businessman would have, that the expenditures increased

just short of three and a half million dollars over the previous year while revenues remained nearly unchanged. He ascribed the increased deficiency to depressed business conditions during the first three quarters of the fiscal year before he took charge of the office, although it might reasonably have been supposed depressed business conditions more likely would have resulted in decreased revenues than increased costs of operation.

He realized, of course, that a large part of the perennial Post Office Department deficits continued to be due to both the

liberality of the rates Congress established for commercial or second-class mail matter and its widespread abuse about which the Postmaster General could do nothing while Congress persistently evaded taking remedial action in response to the influence of publishers and mass-mailers. "By acts of Congress passed in 1874, 1879, 1885 and 1894," Gary wrote, "a privileged class has been created, entitled to the use of the United States mail service either free of charge or at a cost far below the price the government is compelled to pay the railroad companies for the transportation of the mail so carried<sup>3</sup>." He emphasized that the Department had been complaining of the injustice thus imposed on postal revenues and the people alike (his words) for the past ten years without effect. He could have mentioned that carrying newspaper exchanges between printers free of postage was the subject of a dispute in 1788 between Ebenezer Hazard, the last pre-constitutional postmaster general, and General Washington. Hazard had no success ameliorating the situation then, either<sup>4</sup>. Loss of revenue due to this practice remained almost uninterrupted ever since. Gary concluded that the enactment of legislation by Congress to remedy the injustices of the present regula-



**James Albert Gary**  
c. 1895



tions would put an end to postal deficits and letter rates might well be reduced to one-cent per ounce as a result. He, of course, would never know.

On the other hand, Gary was enthusiastic about the progress in the rural free delivery experiment. He proudly announced Congress's appropriation of an additional \$50,000 to continue the experiment during the current fiscal year. Permanence of the rural free delivery system seemed assured when the next Congress increased the annual appropriation to \$150,000 in the spring of 1898.

He found it difficult to understate the appreciation the people receiving it expressed for the rural service and its benefits such as, for example, enabling remotely situated people to receive a daily newspaper. He reported that the response of communities in which rural delivery had been introduced was such that rather than have the service discontinued at the end of the experiment, they would gladly underwrite the cost themselves than lose it. He strongly felt that the continuation of rural free delivery would "elevate the standard of intelligence and promote the welfare of the people<sup>5</sup>".

The feature of his annual report was Gary's strenuously urging establishment of the postal savings system originally proposed by John Wanamaker almost a decade before. He supported his argument with data showing how European postal systems had successfully organized such systems to the benefit of their patrons. It was his contention that millions of dollars that he called "dead capital" were hidden away in cookie jars, so to speak, especially by rural residents who had no access to banks nor confidence in them when they did. He visualized their small savings put out to interest in accounts secured by the credit of the United States government would, separately, promote the thrift habit and in aggregate contribute to the economic health of the nation. It was a sound plan made even more practical by the accessibility offered by the rural free delivery service; but its fulfillment was still years away.

Gary's resignation took the public by surprise. In his letter of the 16th to McKinley, however, he reminded the President he had told him at the time of his appointment his health was not robust and that he might not be equal to the demands the position would put upon him. For its part, the *New York Times* (April 22, 1898) remembered that Gary had been stricken by a severe attack of Bright's disease some five years previously and had recently experienced a recurrence that accounted for his decision to resign. As it happened, he had twenty-three more years of life left.

While his annual report covered a lengthy list of topics, none of them were the product of his tenure as Postmaster General and there is nothing to suggest Congress took notice of any of the measures he advocated as justified for the good of the postal system. After an active and productive career managing a textile business and nearly as long at the same time as a political activist, it is possible he found himself ineffective in an administrative post. There is no doubt his ill health was real enough, but its recurrence at an opportune time may have been both a reason in itself and a justification for his resignation.

Gary returned to his business interests in Baltimore after leaving government service followed by a long retirement. He died in Baltimore on October 31, 1920 at the age of 87.

### Endnotes

<sup>1</sup> *Annual Report of the Postmaster General*, October 25, 1897, Serial No. 3639.

<sup>2</sup> See Vexler, *New York Times* 2-20-97 and 4-22-98 for biographical sketches of James A. Gary.

<sup>3</sup> 1897 Report, p. 6.

<sup>4</sup> Rich, Wesley E., *The History of the United States Post Office to the Year 1829*. Cambridge, MA, 1824, p. 65.

<sup>5</sup> 1897 Report, p. 13.

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Nicholas Zevos [Postal history of Northern New York]

— zevosn@potdham.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/usphs.html>

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

Military Postal History Society—<http://www.militaryphs.org>

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

Postal History Society — <http://www.stampclubs.com/phs/index.htm>



**Figure 1** A 1907 advertising cover from Cripple Creek, Colo. A similar cover also to J. Walter Thompson is illustrated on p157 of Kenneth Kutz's book *Gold Fever*.

## The World's Greatest Gold Camp's Greatest Newspaper Writes the World Greatest Advertising Executive

By Steve Morehead

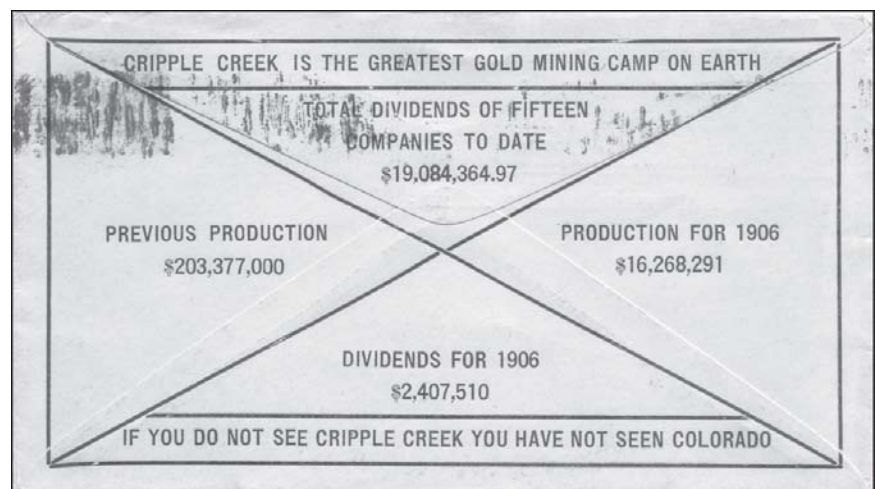
The cover illustrated in *figure 1* was acquired by the author many years ago when first starting to collect Colorado mining town covers. Besides being an excellent example of a mining advertising cover it tells a story about Cripple Creek and advertising.

The front has a blue photolithograph of Cripple Creek, Colorado with Mount Pisgah in the background as the vignette and a black, green, red and yellow printed corner card. The reverse (*figure 2*) is a typical early 20<sup>th</sup> century printed advertisement and completes the impression of exuberant civic boosterism.

What was not apparent at first was the advertising tie-in of the addressee: J. Walter Thompson in New York. J. Walter Thompson was the founder of American advertising and the company that became the world's largest ad agency for over fifty years.

Is the envelope just an example of advertising hyperbole or is there validity in some or all of its claims? Let's examine the claims made on this cover and in the title of this article starting with Cripple Creek itself.

The author was unable to determine when and how Cripple Creek was christened the "World's Greatest Gold Camp", but by 1897 *The Times* was calling it



**Figure 2** Reverse of cover shown in *Figure 1*



THE GREATEST GOLD CAMP ON EARTH. ESTABLISHED 1890

Cripple Creek, Colo., Aug 31, 1897

Mr. R. G. Mullen - City Detective

TO ARKINS & HOAG, SUCCESSORS

TO THE Cripple Creek **TIMES** PRINTING AND PUBLISHING CO., DR.

JOSEPH P. RILEY, Manager

\* **BOOK AND JOB PRINTERS.** \*

Show and Railroad Printing a Specialty.

May	1	No. 500 Letter Heads.	\$	50	
	1	" 500 Cards -	2	50	
	1	" 500 Envelopes.	2	50	8 00

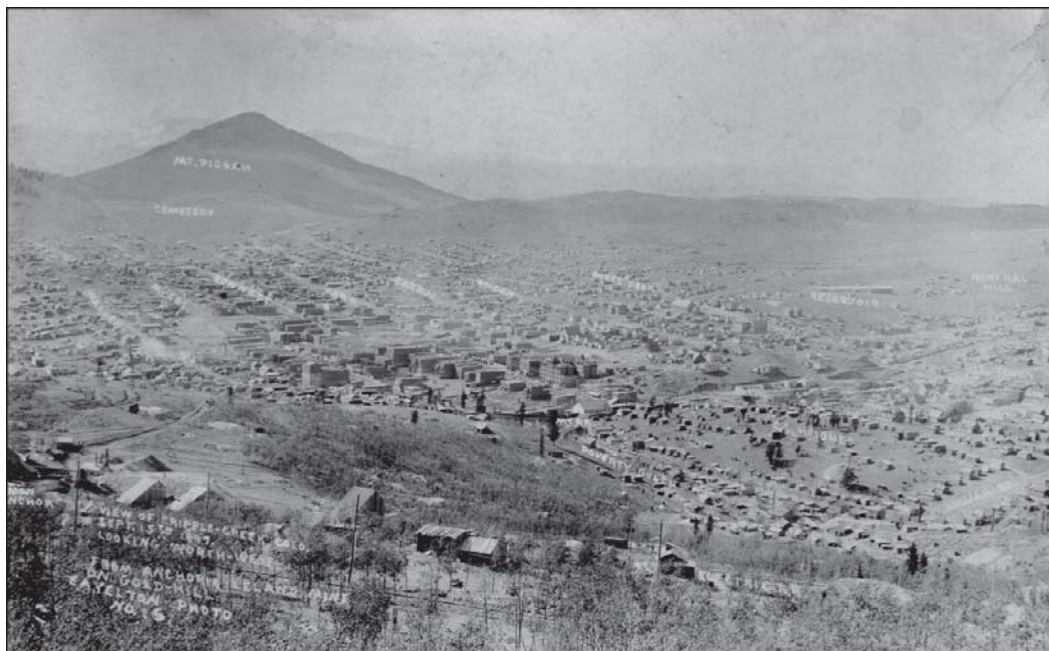
**Figure 3** Billhead of *The Cripple Creek Times* in 1897 alluding to *The Greatest Gold Camp on Earth*. Note the bill is for letterhead, cards and envelopes for R. G. Mullen, City Detective.

"The Greatest Gold Camp on Earth" (figure 3). Perhaps the paper coined the nickname, perhaps someone else did, but the moniker stuck and has been in use ever since. Was it justified?

Cripple Creek was the last gold rush in the Lower Forty-eight States. The story of its founding and the fabulous wealth it produced is the stuff of legend. Located west of Colorado Springs just on the other side of Pikes Peak, it was about fifty miles from Colorado Springs by railroad which had to skirt the mountain.

Cripple Creek occupied a high (9500 feet) nearly treeless 10,000 acre bowl that was an ancient volcanic caldera. It did not resemble previous gold rich locations in the United States. Prospectors had searched the area several times looking for mineral wealth without success and it was not until the 1890s that it was realized that there was very little free gold

[uncombined with other elements] here, but instead there were vast quantities of gold chemically combined with tellurium in complex telluride minerals. The caldera contained the largest gold deposit found in Colorado and the growth and wealth of the town was incredible. Started in 1891 as Fremont the town became Cripple Creek in 1892 and by 1900 the population was 25,000 (figure 4). The Cripple Creek District population in 1900 was approximately 50,000. Most gold camps were just that—camps. Cripple Creek was



**Figure 4** A similar view of Cripple Creek and Mount Pisgah looking northwest in 1897. Photo by Edgar Yelton, Cripple Creek photographer. Author's collection.

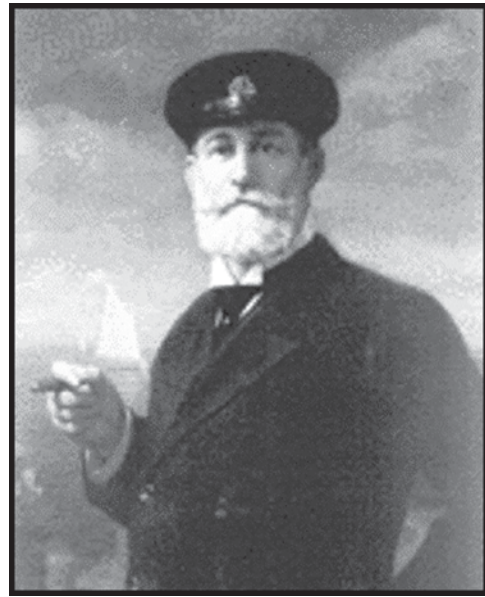
a high elevation city that had the good fortune of being closely situated to existing transportation and infrastructure (Colorado Springs) and having adequate buildable land to spread into. The District was served by three railroad lines (two to Colorado Springs and one to Florence, Colo.) and two interurban trolley systems connected the various camps.

The cover boasts that gold production through 1906 was \$220 million dollars. That is \$20/ounce gold! Production values at current prices (\$900/oz) would be nearly \$10 billion dollars. Accurate figures are elusive but this boast is probably close. Only the huge Witerwatersrand District in South Africa and the Homestake Mine at Lead, South Dakota produced more gold from single areas, but over much longer times and that was in the future. Truly, Cripple Creek was the World's Greatest Gold Camp.

*The Times* was not Cripple Creek's first newspaper but was one of its earliest. Founded in 1892 it was started as a weekly and by 1897 according to the letterhead in Figure 3 the publishers were "Arkins and Hoag, Successors to Joseph P. Riley". By 1900 it was one of more than 20 newspapers in Cripple Creek and its name was changed to *The Cripple Creek Times-Citizen*, probably due to a merger or acquisition of the *Citizen*, a local daily published from 1897 to 1899. The *Times-Citizen* remained a weekly until 1902 when the name reverted to *The Times* and both a daily and weekly edition were published.

By 1907 *The Times* was proclaiming itself Cripple Creek's Greatest Newspaper (Figure 1). George E. Kyner became President and Manager in 1910. Kyner also owned the District's other major newspaper—the *Victor Record*. He hired Lowell Thomas, future famous radio commentator to edit the *Record* and Ralph Carr, future Colorado governor to edit the *Times* in Cripple Creek. In 1918 the papers were merged to create *The Times-Record*, the largest circulation paper in the District. The paper continued as a daily into the Forties, but economic hard times created by the Government's forced closure of gold mines in World War II caused the *Times-Record* to become a weekly again. Bought out in 1952 by Margaret A. Giddings and Blevins Davis the paper was renamed *The Gold Rush* and after more ownership changes is still being published in Cripple Creek.

And finally we come to James Walter Thompson (figure 5). He was born in 1847 in Pittsfield, Mass. and was educated in Fremont, Ohio. He joined the Marine Corp in 1866 and served two years. Moving to New



**Figure 5** J. Walter Thompson, *The Father of Magazine Advertising*. He loved maritime pursuits and was frequently portrayed in yachting attire. Photo from Duke University Library website.

York in 1868 he joined the advertising agency of Carlton and Smith as a bookkeeper. Carlton and Smith had a small business buying and reselling ad space in religious magazines. Within three months J. Walter became an advertising salesman. At that time an ad agency's only function was to buy bulk advertising space from publishers and sell it in small portions to individual advertisers. Keep in mind that in the 19<sup>th</sup> century there was no radio, TV, Internet or other news or educational media to which advertising could be attached. Magazines and newspapers were it, literally. Magazines unlike newspapers remained in the household over time and an ad message could be read multiple times.

In 1878 J. Walter bought the company from his employers and changed its name to J. Walter Thompson Company. Soon he began selling advertising to the biggest magazines in the nation, including *Godey's Ladies Book*, *Peterson's* and *Scribner's Monthly Magazine*. Thompson rapidly opened branch offices in major U.S. cities and in 1899 he pioneered international advertising by becoming the first American agency to open a branch overseas—in London. By 1890 annual billings had topped \$1 million and by 1916 when he retired, the company had 177 employees worldwide and annual billings estimated at \$3 million. Early famous accounts included Kodak, Prudential



Insurance and Durkee's Salad Dressings. Prudential's familiar Rock of Gibraltar logo and slogan were developed by the agency.

Thompson's great genius in advertising had been to recognize the potential in selling advertising space in large circulation magazines and in providing additional services to clients. He invented the position of account executive. His concept of a full service ad agency offering copy writing, design and layout services was to be the model for all successful ad agencies of the future. Today he is known as the father of magazine advertising.

His successors took the company to greater fame and success: for five decades in the 20<sup>th</sup> century J. Walter Thompson was the largest (annual billings) advertising company in the world. The company continues as JWT and in 2007 was the fifth largest agency in the world with revenues of \$1.2 billion and offices in 150 cities in 89 countries. Because its predecessor, Carlton and Smith was founded in 1864, JWT can also claim to be the oldest ad agency in the U.S.

Allowing for slight hyperbole this cover's advertising claims and boosterism are essentially correct. Cripple Creek was the World's Greatest Gold Camp; J. Walter Thompson was the World's Greatest Advertising Executive. And the *Times* was probably Cripple Creek's Greatest Newspaper—it had the largest circulation and out-last all newspapers in the area.

One wonders why *The World's Greatest Gold Camp's Greatest Newspaper* was writing *The World's Greatest Advertising Executive*. Was it to thank or pay him for designing the great advertising on their envelopes or was it more mundane; perhaps to provide circulation data which the ad agency collected nationally, compiled and sold to its customers?

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# Philadelphia's Postal Stations, II

by Tom Clarke

## 19<sup>th</sup> Century Stations

In Part I we sketched the conversion of Philadelphia County post offices into City of Philadelphia postal stations after city consolidation beginning in 1854. Oddly, throughout the following decade new independent County post offices with their typically distinctive local names continued to come into being. In consecutive order they were Tacony, Mount Airy, Oxford Church, Kingessing, Olney, and Torresdale. Philadelphia was

office structure into subordinate stations, and of course transforming their marking devices accordingly. The task was complete by August 1867, by which time there were 24 subsidiary offices to complement the central office, labeled A through Z (less J and Q to prevent letter-identification confusion).

## The 'Classic' Stations to 1890

Philadelphia's postal stations went through many incarnations, name-wise. The earliest were the raw town and village names in the County period applied to the postal facilities located in the main hotel or general store. By 1867, all had been replaced with letter identities – was the letter system a decision from Washington or was it an executive creation of the postmaster of Philadelphia?

The original four sub-offices were joined in 1863 with the next stage of effort (refer to the corresponding Stets map in Part I). This 'classic' period letter scheme expanded with E, F, G, H, I, and Z (!) stations. These were the previous Port Richmond, Frankford, Germantown, Chestnut Hill, Manayunk, and Falls of the Schuylkill facilities respectively.

The fact that the postmaster jumped to fill in the Z position tells us that an entire program was foreseen from the beginning, though it won't be fulfilled for ten years, until 1873.

still growing and the GPO in Washington had to meet needs. These, and the existing rural offices, continued to operate separately from the Philadelphia Main Office, despite the fact that Philadelphia had been united.

As described last time, the Main Office created a sub-station across the Schuylkill River in West Philadelphia in 1855 called "B". This expansion was followed with three more nearby sub-offices which were created in 1861: A, 'Western' (east of the Schuylkill region), C, 'Northwest' (Spring Garden region), and D, 'Northeast (Northern Liberties region)'. The PENNY MAIL markings of 1862-3 are their memorials: perhaps mail picked up enroute was canceled in these 'offices' in a back room then forwarded in 'closed bag' to the Main Office?

In spite of the war's chaos, in 1863, the GPO gave the go-ahead to the Philadelphia Main Office to begin transforming the City's rural



**Figure 1** A typical Penny Mail carrier cover from the 1862-3 period showing the Sub-office letter "D" following the 'PA', which indicates the old Northern Liberties section of the city.



**Figure 2** A small duplex cancel used at Southwark Station not long before its demise. Possibly the writer was a ship captain's daughter writing to a school friend?



Following the end of war in 1865, Station K (no J, remember) was created just beyond the southern boundary of the old Philadelphia City line, in the community called Southwark. It was generally a beehive of activity based on the profusion of docks and seamen, and sailing related businesses there.

Then in 1867 the last vestiges of County Post Offices ended with the conversion of Tacony, Holmesburgh, Torresdale, Byberry, Bustleton, Somerton, Oxford Church, Olney, Fox Chase, and Milestown into Stations L, M, N, O, P, Q, R, S, T, V, and W. Also on the drawing board, though two years tardy, in 1869 came Stations X and Y, otherwise known as Verree's Mills and Wheatsheaf. Finally, with the creation of Station U (Crescentville) four years later in 1873, the letter station scheme was complete.

We can wonder what the powers in charge would have done if two or three or six other postally-needy communities had coalesced in the post war period? Added maybe *alpha* and *beta*, etc? After all, the city population was about 675,000 people and growing quickly. The answer, oddly, the use of names for stations! New postmasters were making the decisions though being loyal to the intent of the original postmaster or GPO plan.

Southwark Station died a quick death after a brief five years in 1870. Its striking 'K' cancellation was relatively common on period letters, but had been bested by more efficient collections from the nearby GPO, at the time still located a few blocks north, near the haunts of Benjamin Franklin, the President's House, Independence Hall, etc.

## Follow the People

The near Northeast of the city was filling in and the now-vacant letter 'K' designation was rescued during the Centennial Year, 1876, and given to Sandiford Station (located between Fox Chase and Holmesburg Stations). Why add an office so close to two long standing facilities? Bad planning?

In the same year the World Fair's Centennial Station was dedicated for a brief life span in luxurious Fairmount Park. Between 1877 and 1880, Somerville Post Of-



**Figure 3** In 1871 the original Sub-stations A, C, and D were dissolved, and in 1881 a new Station A in rural Oak Lane to the north was born. This is one of its 1886 markings. Stations C and D also had a rebirth at the same time, and all three were demoted to sub-stations in April 1895, numbers 24, 35, 26 respectively.

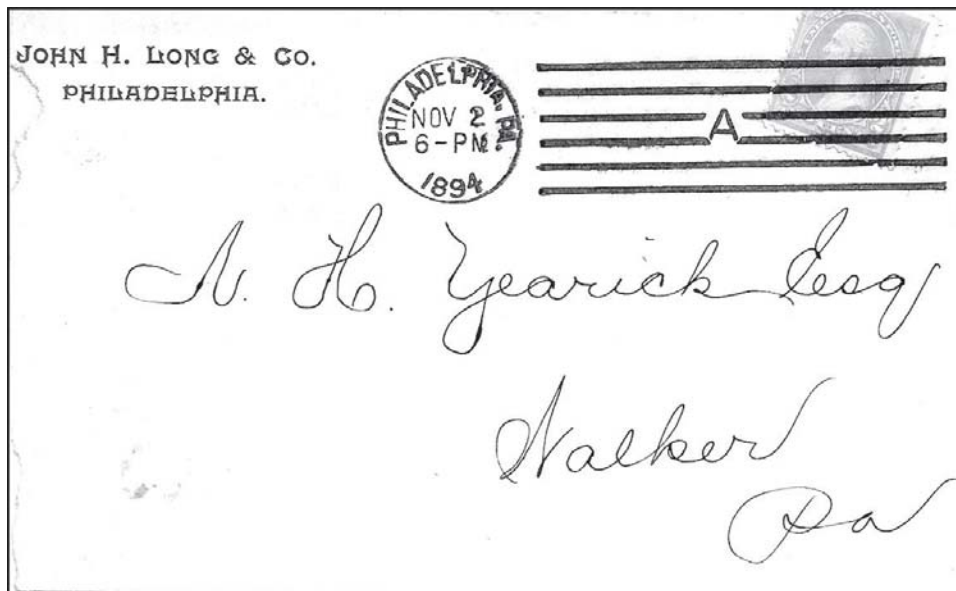
fice, near Olney, a place name known only by a bit of roadway today, had a brief life and then passed into history.

In 1881, a flurry of six new Stations appeared. Station letters A, C, and D were resurrected after the first A, C, and D installations perished through neglect (?) in 1871 after 10 years. Their brevity gives credence to the idea that these were only carrier drop and pick up stops and not bona fide offices as would be their new namesakes and Stations E through Z.

The newly founded A, C, and D were miles from the old locations, supplying the wants of the more northerly villages of Oak Lane, Lindley, and Pittsville. Currently, these are only names on drug store placards seen along congested sidewalks and in the memories of long-time residents and to postal historians.

With them in 1881 came the *name* stations of Overbrook, Merion and Fern Rock, the first two of which would soon be the cause of a federal ruckus. Philadelphia had overstepped its authority in attaching these areas to the city's postal region, and they were ultimately surrendered to adjoining Montgomery County after some heated discussion and surveying by GPO officials from Washington. Philadelphia wiped the egg off its face and moved on. In 1908, Overbrook was returned to the Philadelphia P.O. though deactivated in 1917, only to be reborn as a Philadelphia station in 1961.

The last of the classic pre-1890 name stations added were Logan, Greenwich, and Nicetown (in 1883, '85, and '89). To these was added, also in 1889, the last



**Figure 4** This station A machine is probably an anachronism. Surely the about-to-be demoted Station A at Oak Lane in the rural north of the city would not have had a machine for canceling. Yet the records say that 18<sup>th</sup> & Chestnut Station, the new-to-be Station A, did not take the new name until April 1895. The assumption is that in November 1894 the machine arrived at 18<sup>th</sup> Street and the station manager put it into play prematurely.

letter office, Station Y. Wait, hadn't there been a Station Y in the Wheatsheaf community from 1869 to 1879? Yes, but it had died of disuse, so the defunct letter, to fill the GPO mandate of circa 1862/3, supplanted the name 'Fern Rock'. Fern Rock Station, christened only eight years before in 1881, and a good horse ride away morphed into the new 'Y'. The full complement of station letters A-Z continued, and many must have been further confused.

The reason for the explosion of offices and confusing juxtapositions and changes was constant population growth. And there was ample cash to fund their proliferation in the booming post-war, 'Gilded Age', Robber Baron economy that was becoming the wonder of the world. Like other eastern American cities, Philadelphia too was a human magnet, especially for Russian-Jewish and Italian-Catholic immigrants, many of whom settled in the Southwark section, or North, or sparse South Philadelphia.

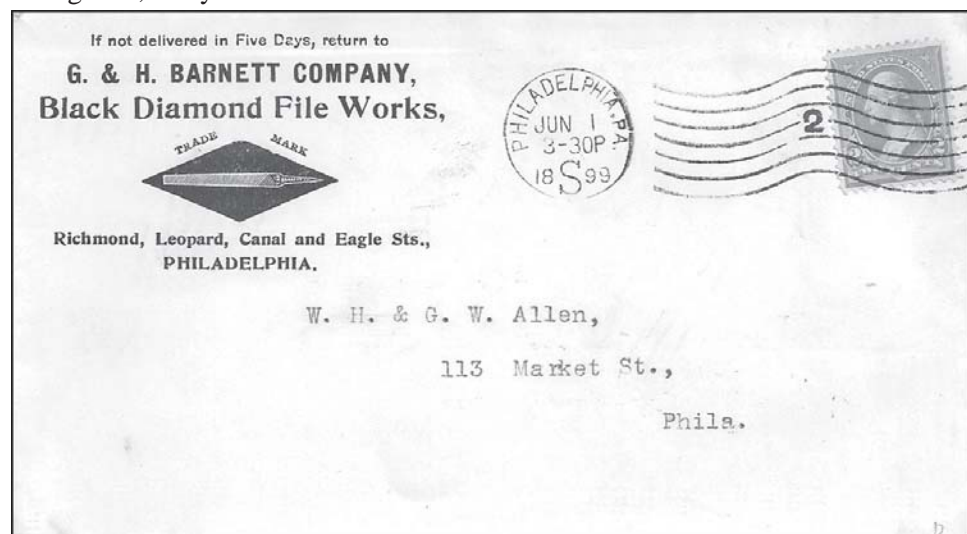
## Stage II Revolution

Stage II in Philadelphia's station system dawned between about 1890 and 1894, during which the Main Office added 21 full service post offices. Unfortunately, about one third of these would be demoted to sub-station status within a few years. Do such de-

motions show ineffective planning, over enthusiasm, or rapidly shifting populations?

A second revolution taking place was the conversion to machine canceling. At first they were only in use at the Main Office, and the nearby 18<sup>th</sup> & Chestnut (soon to be 'A'), B, and S Stations in congested center city, but electricity helped remove the overwhelming crush of activity at the Main Office.

On April 1, 1895, came Stage II D-Day. The Philadelphia sub-station concept was unveiled and 16 of these curtailed-service mini-offices opened. However, about half of them had just a year or two before been created as standard full-service offices. Misjudged patron needs, increased business and immigrant mailings, or cost-savings due to the Panic of 1893 may be blamed in whole or in part.



**Figure 5** Station S was the re-born Spring Garden from 1892. Formerly food and flower gardens had given way to a crowded area of businesses as the corner card shows. In 1937, S merged with Station O, but re-emerged as Spring Garden in 1959!



On that same day, death came to many of the old letter stations. Fourteen new letter stations were re-created out of the collection of 'classic' letter and name stations of the 1860's to 1880's. Why all the extra effort and resultant cost and doubtless disarray? New Government-supplied making devices of course accompanied this most recent realignment.

Wholesale re-adjustment of names and designations across a major city created incredible frustration and confusion on the floors of every post office, and surely a great deal of angst among local patrons. It's had to imagine the Philadelphia Main Office wishing such disorder on itself. Can *La Posta* collectors confirm that, say, Buffalo, San Francisco, Denver, Chicago, or Atlanta suffered through similar torment?

## Letter Station Disarray

Here are a few examples: the old Kensington County Post Office (1826-62) was passed over during the war and ceased operation. Its patrons were effectively split between Port Richmond (soon to be Station E) and Frankford (Station F). But Kensington was re-vivified at the onset of the Stage II station renaissance in 1890. One can imagine the quiet celebrations of old timers at its rebirth.

Then, during the 'great renaming of 1895', it became, under the current fashion, Station K; BUT not the old Station K of Southwark, 1865-70, or the Station K established 1876-95 for the Sandiford community. This 'K' would be for Kensington.

Finally, in full bureaucratic flip-flop mode, in 1902-3, there were more wholesale station name conversions. The newly assigned station letters of 1895 were tossed overboard in favor of community names once again. For Kensington, as with other communities, the 'K' was dropped from marking devices and replaced by 'Kensington' once again. It exists to the present. Doubtless, local postal patrons, not bureaucrats far away in Washington, demanded the display of their hometown identity, a principle which continued throughout most of the 20<sup>th</sup> century.

Two other examples: in 1897, old County Office Byberry, which became Station O in 1867, was demoted to Sub-station 19 in 1895. It was then reverted to Byberry Station for three years, 1897-99, then re-demoted to a sub-station.

On the other hand, nearby Somerton, which had existed since 1830, became Station R in 1867. However, it was also reduced to a sub-station (29) in 1895, but

promoted back to full office status in 1898 (when it merged business with the soon to be defunct Byberry). Somerton remains active today.

In 1898, a dozen other offices that had been demoted to a sub-station position rebounded and took their old familiar community names again, including Logan, the Bourse, and Roxboro.

## 20<sup>th</sup> Century Stations

With the dawn of the 20<sup>th</sup> century, electronic canceling multiplied. The mechanics had been mostly perfected and postal routine was set that relatively speaking exists today: much more mail, less and less local office treatment, less human touch, and less hands-on contact with mail matter.

After the 1920's, outlying station mail mark-up was fundamentally shifted to the Main Office's machines. Hand stamp counter-canceling continued but became sharply restricted. Machinery had begun to take the bulk of the load. Hand canceled letters from many stations after 1890 are quite rare when compared to examples from some of the classic offices of the 1860-70's with much lower populations.

Exceptions to this Main Office transfer were the few large, commercially- or transportation-connected stations that had acquired a certain independency and *gravitas* within the surrounding business world. They commanded and cancelled with their own machines, equipped with individually named lined or wavy killers. They used them no doubt till they wore out, at which point, generally during the 1930's and '40's, the Main Office was impatiently knocking on the door.

Among these 'super' stations were the Broad and Reading Railroad Station-based postal stations, West Philadelphia (of course), North Philadelphia (located at North Philadelphia RR Station), and the center-city mega-stations C, S, and O.

Following the re-re-organization of 1902/03-07, Philadelphia added five more stations in 1908-1910, and 12 others in 1911-1920. Eleven came into being between 1921 and 1930, and fifteen new stations were created even during the Great Depression, 1931-1940.

The 1940's-'50 war years and early Cold War years brought forth only five new stations, the Eisenhower years of 1951-1960 saw ten stations born, the tempestuous 1960's witnessed the birth of only five new stations, and the early 1970's witnessed eight new stations (through 1975). As the city grew, the post office responded amicably and made available the means to easily and conveniently send and receive mail.

## Philadelphia Station Transitions

Basically chronological, to 1975

STATION	(FROM)	BEGIN	END	CHANGE	ZIP	STATION	(FROM)	BEGIN	END	CHANGE	ZIP
1 Frankford		8000300	8630815	to Station F		47 Logan		8830400	8950401	to Station 35 Merge w Lindley	
1 F	from Frankford	8630816	9020101	to Frankford		47 35		8950401	8980101		
1 Frankford	from Station F	9020901		active	19124	47 Logan	from Stati on 35	8980101		active	19141
2 Bustletown		8030000	8080000			— see A (Western, E of Schuylkill)		8610100	8711200		
2 Bustleton		8230303	8240200			48 A (Oak Lane)		8810100	8950401	to Sta 24	
2 Bustleton		8200506	8670819	to Station P		48 24	from Sta A (Oak Lane)	8950401	8980101	to Oak Lane	
2 P	from Bustleton	8670820	8950401	to Station 28		48 Oak Lane	from Sta 24	8980101		active	19126
2 28	???	8950401 est	8980101 est			49 Overbrook	from Montco	8810411	8870428	to Montco	
2 Bustleton	from Station 28	8980101		active	19115	49 Overbrook	from Montco	9080826	9170831	deactivated	
3 Holmesburg		8030401	8270000			49 Overbrook	reactivated	9610915		active	
3 Holmesburgh		8270000	8670819	to Station M		50 Merion	fr Merion Sta (Mnt)	8810726	8870601	to Merion Sta (Montco)	
3 M	from Holmesburgh	8670820	8941201	to Station M		— see Y (Wheatstheaf)		8690000	8791200		
3 M	from Station M	8941201	9020101	to Holmesburg		51 Fern Rock	from Fern Rock	8811000	8891200	to Station Y	
3 Holmesburg	from Station M	9020101		active	19136	51 Y		8891200	9090701	to Station 33	
4 Germantown		8050000	8630828	to Station G		51 33		9090701		?	
4 G	from Germantown	8630929	9020101	to Germantown		52 Greenwic h		8851001	8921200		
4 Germantown	from Station G	9020101		active	19144	53 Columbia Avenue		8900301	8921226	to North Broad Street	
5 Leverings		8121106	8230623			53 North Broad Street	from Columbia Ave	8921226	8950401	to Station 19	
5 Roxborough	from Leverings	8230623	8311123	to Leverington		53 19	from N Broad St reet	8950401	9670516 est	to J Wanamaker	
5 Leverington		8311123	8630828			53 John Wanamaker	from Stati on 19	9670516		active	19107
5 Roxborough	reactivated/ upgraded?	8920600	8950401	to Station 23		54 East Chestnut St--n		8900301	8950401		
5 23		8950401	8980101			55 West Park		8900301	8950401	to Station W	
5 Roxboro	from Station 23	8980101	8990701	to Station 35		55 W	from West Park	8950401	9020101	to West Park	
5 35		8990701		?		55 West Park	from Stati on W	9020101		active	19131
5 Roxborough	reactivated?	9141215		active	19128	— see U (Crescentville)		8730100	8950401		
6 Chestnut Hill		8250000		?		56 Paschallville	from Paschallville	8900401	8950401	to Station U	
6 Chestnut Hill	reactivated	8280206	8630828	to Station H (Chestnut H)		56 U	from Stati on U	8950401	9020101	to Paschall	
6 H (Chestnut Hill)	from Chestnut Hill	8630829	8730401	to Station H (Chestnut H)		56 Paschall		9020101		active	19142
6 H (Chestnut Hill)	from H (Chestnut Hill)	8730401	9020101	to Chestnut Hill	19118	57 Passyunk		8900401	8950401	to Station P	
6 Chestnut Hill	from Station H	9020101		active		57 P	from Pass yunk	8950401	9020101	to Passyunk	
7 Branch Town		8250308	8310222			57 Passyunk	from Stati on P	9020101	9360331		
8 Blockley		8250319	8290218			58 South West		8900505	8950401	to Station D	
8 Blockley		8290219	8290717			58 D (Southwest)		8950401	9020101	to South West	
8 Blockley		8520216	8630915	to West Ph--a		58 South West	from Stati on D	9020101	9020215	to Station D	
8 West Ph--a	from Blockley	8290219	8550609	to Station B		58 D	from South West	9020215	9590717	to Schuylkill	
8 B	from West Ph--a	8550609	9020101	to West Phila		58 Schuylkill	from Stati on D	9590717		active	19146
8 West Ph--a	from Station B	9020101	9350630	becomes Main Post Office		59 Lawndale		8901215	8950401	to Station 34	
8 MAIN OFFICE		9350624		active dedicated 5/ 25	19104	59 34	from Lawndale	8950401	8980101	to Lawndale	
9 Rising Sun		8250726	8630828			59 Lawndale	from Sta 34	8980101	9500930		
10 Robin Hood (Tavern)		8260320	8270000			60 Fairhill		8920601	8950401	to Station Q	
11 Kensington		8260420	8620313			60 Q	from Fairhill	8950401	9020101	to Fairhill	
— see (K) Southwark		8650100	8701200			60 Fairhill	from Stati on Q	9020101	9230710		
— see Southwark		9040501		active		60 Fairhill	reactivated i n 1932	9321215		active	19133
— see (K) Sandiford		8760100	8950401			61 Fairmount		8920701	8950401	to Station J	
11 Kensington		8900301	8950401	to Station K		61 J	from Fai rmount	8950401	9071200	to Station J	
11 K	from Kensington	8950401	9020101	to Kensington		61 J	from Sta J (Fairmt)	9071200	9360614	merged wi th Sta C	
11 Kensington	from Station K	9020101		active	19125	61 Fairmount	merged w Sta C	9590717		active	19121
12 Byberry		8260802	8670819	to Station O		62 Upsal		8920901	8950401	to Station 18	
12 O	from Byberry	8670820	8950401	to Station 19		62 18	from U psal	8950401	8980101	to Upsal	
12 19		8950401	8970101			62 Upsal	from Stati on 18	8980101	8990701	deactivated	
12 Byberry	from Station 19	8970101	8990701	to Station 33		— see C (Northwest)		8610000	8720000		
12 33	???	8990701		?		— see C (Lindley)		8810100	8950401		
— see O		8950401	9590717			63 Columbia Stat ion		8921226	8950401	to Station C	
13 Manayunk		8261113	8630828	to Station I		63 C (Columbia)	from Columbia	8950401	8991200	to Station C	
13 I	from Manayunk	8630829	9011015	to Manayunk	19127	63 C	from Columbia	8991200	9590717	to Fairmount	
13 Manayunk	from Station I	9011015		active		63 C	Station J mer ges	9360614	9590717		
14 Penn Township		8280414	8370519			63 Fairmount		9590717		active (as Fairmount, qv)	19121
15 Kingsessing		8280421	8600820			— see O		8670820	8950401		
15 Kingsessing		8600825	8630915			64 Eighth St reet		8930101	8950401	to Station O	
15 Kingsessing	reactivated 1904	9041201		active	19143	64 O	from Eig hth St reet	8950401	9590717	to Spr ing Garden	
16 Somerton		8300517	8670819	to Station R		— see S (Spr ing Garden)	from Stati on S	9031200	9370321	merged w/ Stat ion O	
16 R	from Somerton	8670820	8950101	to Station 29		64 Spring Garden	from Stati on O	9590717		active	19122
16 Station 29		8950101	8980101	to Somerton		— see A (Western, E of Schuylkill)		8610100	8711200		
— see R		8950401	9020101			— see A (Oak Lane)		8810100	8950401		
16 Somerton	from Station 29	8980101		active	19116	65 18 & Chestnut St		8930301	8950401	to Station A	
17 Falls of Schuylkill		8301220	8630828	to Station Z		65 A	from 18 & C hestnut	8950401	9020701	to Middle City Stat ion	
17 Z	from F of Schuylk	8630828	9020101	to Falls		65 Middle City	from Stati on A	9020701		active	19102
17 Falls	from Station Z	9020101	9020201	to Station Z		66 20		8950401 es t	8980101	to Bourse	
17 Z	from Falls	9020201	9031201	to Station Z		66 Bourse	from Stati on 20	8980101	9190601	to Second Str eet Station	
17 Z	from Station Z	9031201	9160701	to East Falls		66 Second Street	from Bourse	9190601	9411229	to Continental	
17 East Falls	from Sta Z	9160701		active	19129	66 Continental	from Second S treet	9411229		active	19106
18 Milestown		8310222	8670819	to Station W		67 Broad St reet Station		8980901	9080000	deacti vated	
18 W	from Milestown	8670820	8950401	to Station 32		68 Exposition		8990914	8991201	deacti vated	
18 32		8950401	8980101			69 Reading Ter minal	(officially Sta 56)	9000100	9180900	to Station 56	
18 Milestown	from Station 32	8980101	9011216			69 56	from Reading Ter minal	9180900		?	
19 Spring Garden		8311214	8571128	[possibly to sub-station C]		70 Night [w/in GPO]		9030201	9061217	deacti vated	
— see S (Oxford Church) from Oxford Church		8670820	8950401			— see (K) Southwark		8650100	8701200		
19 Spring Garden		8920715	8950401	to Station S		71 Southwark		9040501		active	19147
19 S		8950401	9031200	to Station S		72 Land Tille		9040601	9540630	deacti vated	
19 S	from Station S	9031200	9370321	merged w/ Stat ion O		73 C.O.D.		9070000 est		active	
20 Ariel		8320815	8330816			74 Collection/Parcel Post (name cl arification)		9070000 est		active	19104
21 Cedar Grove		8321206	8330808			75 North Ph--a		9071201	9440901	to North Ph--a Annex	
22 Francisville		8360111	8420305			75 North Ph--a Annex	from N Ph--a	9440901	9680701	to North Ph--a	
23 Haddington		8360504	8410701			75 North Ph--a	from N Ph--a Annex	9680701		active	19132
24 Fox Chase		8390730	8670819	to Station V							
24 V	from Fox Chase	8670819	9020901	to Fox Chase							
24 Fox Chase	from Station V	9020901		active	19111						
25 Bridesburgh		8410212	8630815								



-- see X (Verree's Mills)		8690000	8921217			76 Navy Yard		9080201	9460201 to US Naval Base		
25 Bridesburg		8901001	8950401 to Station X			76 US Naval Base	from Navy Yard	9460201	active	19112	
25 X	from Bridesburg	8950401	9090701 to Bridesburg			77 Penn Square		9100801	9231101 to Post Office Annex		
25 Bridesburg	from Station X	9090701	active	19137		77 Post Office Annex	from Penn Square	9231101	deactivated		
Port Richmond		8420822	8630627 to Station E			78 Bellevue-Stratford		9110900	9291231 deactivated		
26 E (Pt Richmond)	from Port Richmond	8630628	8950401 to Station E (Pt Richmond)			79 West Market Street		9130101	active	19139	
26 E	from Sta E (Pt Richmond)	8950401	8971200 to Sta E (Pt Richmond)			80 Point Breeze		9130801	active	19145	
26 E	from Sta E (Pt Richmond)	8971200	9051200 to Sta E (Pt Richmond)			81 Fortieth Street		9141200	9211015		
26 E	from Sta E (Pt Richmond)	9051200	9590717 to Richmond			81 Fortieth Street	reactivated 1936	9360203	active	19104	
26 E	(local change)	9051200	9590717			82 Twenty-second Street		9150801	9301201 to Twenty-second St Annex		
26 Richmond	from Station E	9590717	active	19134		82 Twenty-second St Annex		9301201	9350622 deactivated		
27 Nicetown		8431201	8440823			83 Hog Island		9171201	9180900		
-- see R	from Somerton	8670820	8950401			83 Hog Island	as Branch	9180900	9201231 deactivated		
27 Nicetown		8890501	8950401 to Station R			84 Sixtieth Street		9190815	active	19139	
27 R	from Nicetown	8950401	9020101 to Nicetown			85 U.S. Receiving Station		9200000 est	9450000 est deactivated		
27 Nicetown	from Station R	9020101	active	19140		86 Lancaster Avenue		9200801	9711130		
28 Felton's Villa		8470412	8490615			86 Lancaster Avenue	reactivated 1973	9730910	active	19104	
28 Olney	from Felton's	8490615	8530422 to Feltonville			87 Rosehill		9201201	active	19140	
28 Feltonville	from Olney	8530822	8610531 to Olney			88 Lester (Del Co)	as Branch Phila	9210101	9210316 to So Phila Branch		
28 Olney	from Feltonville	8610531	8670819 to Station T			88 South Philadelphia Branch	see Lester (Del Co)	9210316	9210716 to Lester (Del Co)		
28 T	from Olney	8670820	9020101 to Olney			88 Lester (Del Co)	from So Phila Branch	9210716	active	19113	
28 Olney	from Station T	9020101	active	19120		89 Negleys Hill		9210301	9620531 deactivated		
29 Andora		8500114	8630828			90 Elkins Park (Mont Co)	as Branch Phila	9231101	active	19117	
29 Andora		8940100	8950401 to Station 22			91 Sesqui-centennial	(Model Post Office)	9260601	9270128 deactivated		
29 22	(Penna RR Station)	8950401 est	?			92 Fidelity		9281201	active	19109	
29 34	???	9070000 est	?			93 Girard Avenue		9300401	active	19122	
30 Orlando		8531022	8550323			94 East Germantown		9300716	active	19138	
31 Tacony		8550827	8560624			95 Naval Hospital		9310700	active	19145	
31 Tacony		8590223	8670819 to Station L			96 Commerce		9320801	active	19108	
31 L	from Tacony	8670919	9020101 to Tacony			97 Federal Reserve		9340601	active	19107	
31 Tacony	from Station L	9020101	active	19135		98 League Island		9350000 est	9450000 est deactivated		
32 Mount Airy		8551120	8630828			99 Marine Barracks, Navy Yard		9350000 est	9450000 est deactivated		
32 Mount Airy		8940700	8950401 to Station 11			100 Ninth Street		9350624	9391120 to Wm Penn Annex	19105	
32 11		8950401	9021001 est to My Airy?			100 William Penn Annex	from Ninth St Annex	9391120	active		
32 Mount Airy	from Station 11 or reestablish?	9021001	active	19119		101 Wissinoming (19135)		9360817	9750726 to Wissinoming (19149)	19135	
33 Oxford Church	from ? Station	8570620	8570626 to ? Church			101 Wissinoming (19149)		9750727	active	19149	
33 Oxford Church		8570626	8670819 to Station S			102 Mayfair		9381201	active	19136	
33 S	from Oxford Church	8670820	8950401 to Station 30			103 Federal Reserve Bond		9440701	9560600 deactivated		
-- see S		8950401	9031200			104 Naval Aviation Sup Dep		9460601	9480309 deactivated		
33 30	from Sta 30	8950401	?			105 Independence Hall		9500000 est	active		
34 A (Western)	E of Schuylkill, ~20th S	8610100	8711200			106 Castor		9530616	active	19149	
-- see A (Oak Lane)		8810100	8950401			107 Air Mail Facility		9550000 est	active		
35 C (Northwest)	from Spring Garden?	8610000	8720000			108 Wadsworth		9560103	active	19150	
-- see C (Lindley)		8810100	8950401			109 Boulevard		9570304	active	19149	
36 D (Northeast)	Northern Liberties area	8610000	8711200			110 Hunting Park		9580906	active	19140	
-- see D (Pittsville)		8810100	8950401			111 Penn Center		9651004	active	19103	
37 K (Southwark)		8650100	8701200			112 Vernon Park		9660701	active	19144	
-- see Kensington (K)		8900301	8950401			113 Market Street		9740429	active	19118	
-- see Sandiford (K)		8760100	8950401			114 Market Square	name change?	9740429	active	19118	
38 Torresdale		8620825	8670819 to Station N			116 Eastwick		9750000 est	active		
38 N	from Torresdale	8670820	9020101			116 Lynnewood		9750000 est	active		
38 Torresdale	from Station N	9020101	active	19114		117 University City		9750000 est	active	19104	
39 X (Verree's Mills)		8690000	8921217			118 B. Free Franklin		9750726	active	19106	
-- see X	from Bridesburg	8950401	9090701								
40 Y (Wheatheat)		8690000	8791200								
-- see Y (Fern Rock)	from Fern Rock	8891200	9090701								
41 U (Crescentville)		8730100	8950401 to Station 31								
-- see U	from Paschallville	8950401	9020101								
41 31	from U (Crescentville)	8950401	8980101 to Crescentville								
41 Crescentville	from Station 31	8980101	9000630								
-- see (K) Southwark		8650100	8701200								
42 K (Sandiford)		8760100	8950401 to Station 27								
-- see Kensington (K)		8900301	8950401								
42 27		8950401	?								
42 Sandiford	from Station 27	8980101	9000401								
43 Centennial		8760301	8761130								
44 Somerville		8770100	8801200								
-- see D (Northeast)		8610000	8711200								
45 D (Pittsville)		8810100	8950401 to Station 26								
45 26	from D (Pittsville)	8950401	8980101 to Pittsville								
45 Pittsville	from Station 26	8980101	9110603								
-- see C (Northwest)		8610000	8720000								
46 C (Lindley)		8810100	8950401 to Station 35 Merge w Logan								
46 35	from C (Lindley)	8950401	8980101 est								
46 25	typo for 35???										
46 Lindley	from Station 25	8980101	8990701 to Station 36 [ 35? ]								
46 36	typo for 35???	8990701	? if 35, then merged?								

*Table 1 shows a list of County Offices and Letter / Name Station transition relationships between the 1860's and 1890's and into the 20<sup>th</sup> century.*



*Table 2* illustrates a variety of device designs used by the early classic letter stations of the 1860's and 1870s. Each station used several designs, but only one at a time it appears, since each had only a station manager ('postmaster') and possibly a clerk or two, even in the largest of these offices. In the 1890+ era, the highest number found in the accompanying hand stamp killer in general tells how many.



## Philadelphia Stations Chronologically

STATION	(FROM)	BEGIN	END	CHANGE	STATION	(FROM)	BEGIN	END	CHANGE
Frankford		8000300	8630815	to Station F	X	from Bridesburg	89504 01	9090701	to Bridesburg
Bustletown		8030000	8080000		Byberry	from Station 19-Byberry	89701 01	89907 01	to Station 33
Holmesburg		8030401	8270000		E	from Sta E(Rc hmd)	89712 00	9051200	to Sta E  Pt Rchmd)
Germantown		8050000	8630828	to S tation G	Bourse	from Station 20	89801 01	91906 01	to Second Street Station
Leverings		8121106	8230623		Bustleton	from Station 28	8980101		active
Bus tleton		8230303	8230305		Crescentville	from Station 31	89801 01	90006 30	to station 31?
Roxborough	from Leverings	8230623	8311123	to Leverington	Lawndale	from Sta 34	89801 01	95009 30	
Chestnut Hill		82500 00	?		Lindley	from Station 35 ("25")	89801 01	89907 01	to Station 36
Branch Town		8250308	8310222		Logan	from Station 35	8980101		active
Blockley		8250319	8290218		Milestown	from Station 32	89801 01	9011216	
Rising Sun		8250726	8630828		Oak Lane	from Sta 24	8980101		active
Robinson (Tavern)		8260320	8270000		Pitt(s)ville	from Station 26	89801 01	91106 03	
Kensington		8260420	8620313		Roxboro	from Station 23	89801 01	89907 01	to Station 35
Bus tleton		8260508	8670819	to Station P	Sandiford	from Station 27	89801 01	90004 01	
Byberry		8260802	8670819	to Station O	Somerton	from Station 29	8980101		active
Manayunk		8261113	8630828	to Station I	Upsal	from Station 18	89801 01	8990701	
Holmesburg		8270000	8670819	to Station M	Broad Street Station		89809 01	90800 00	
Chestnut Hill	reactivated	8280206	8630828	to Station H (Chesnut H)	33	?	8990701	?	
Penn Township		8280414	8370519		35		89907 01	?	Logan separates, qv
Kingsessing		8280421	8600820		36		8990701	?	
Blockley		8290219	8290717		Exposition		89909 14	89912 01	
West Philadelphia	from Blockley	8290219	8550609	to Station B	C	from Columbia	89912 00	95907 17	to Fairmount
Somerton		8300517	8670819	to Station R	Reading Terminal	(officially St a 56)	90001 00	91809 00	to Station 56
Falls of Schuylkill		8301220	8630828	to Station Z	Manayunk	from Station I	9011015		active
Milestown		8310222	8670819	to Station W	Chestnut Hill	from Station H	9020101		active
Leverington	from Roxborough	8311123	8630828		Fairhill	from Station Q	90201 01	9230710	
Spring Garden		8311214	8571128		Falls	from Station Z	90201 01	90202 01	to Station Z
Ariel		8320815	8330816		Germantown	from Station G	9020101		active
Cedar Grove		8321206	8330808		Holmesburg	from Station M	9020101		active
Francisville		8360111	8420305		Kensington	from Station K	9020101		active
Haddington		8360504	8410701		Nicetown	from Station R	9020101		active
Fox Chase		8390730	8670819	to Station V	Olney	from Station T	9020101		active
Bridesburg		8410212	8630815		Paschall	from Station U	9020101		active
Port Richmond		8420822	8630627	to Station E	Passyunk	from Station P	90201 01	93603 31	
Nicetown		8431201	8440823		South West	from Station D	90201 01	90202 15	to Station D
Felton's Villa		8470412	8490615		Tacony	from Station L	9020101		active
Olney	from Felton's	8490615	8530422	to Feltonville	Torresdale	from Station N	9020101		active
Andora		8500114	8630828		West Park	from Station W	9020101		active
Feltonville	from Olney	8530822	8610531	to Olney	West Philadelphia	from Station B	90201 01	9350630	
Orlando		8531022	8550323		Z	from Falls	90202 01	90312 01	to Station Z
B	from West Philadelphia	8550609	9020101	to West Philadelphia	D	from South West	90202 15	9590717	to Schuylkill
Tacony		8550827	8560624		Middle City	from Station A	9020701		active
Mount Airy		8551120	8630828		Fox Chase	from Station V	9020901		active
Oxford Church	from ? Station	8570620	8570626	to ? Church	Frankford	from Station F	9020901		active
Oxford Church		8570626	8670819	to Station S	Mount Airy	from Station 11 to rrees tab?	9021001		active
Tacony		8590223	8670819	to Station L	Night [w/in GPO]		90302 01	9061217	
Kingsessing		8600825	8630915		S	from Station S	90312 00	93703 21	merged w/ Station O
C (Northwest)		8610000	8720000		Z	from Station Z	90312 01	9160701	to East Falls
D (Northeast)		8610000	8711200		Southwark	reestablish (old "K")	9040501		active
A (Western)		8610100	8711200		Land Title		90406 01	9540630	
Olney	from Feltonville	8610531	8670819	to Station T	Kingsessing	reactivated 19 04	9041201		active
Torresdale		8620825	8670819	to Station N	E	(local change)	90512 00	95907 17	
E (Port Richmond)	from Port Richmond	8630628	8950401	to Station E (Port Richmond)	E	from Sta E (Port Richmond)	90512 00	95907 17	to Richmond
F	from Frankford	8630816	9020101	to Frankford	34	???	9070000 est	?	
Z	from Falls of Schuylkill	8630828	9020101	to Falls	C.O.D.		9070 00 est		active
H (Chesnut Hill)	from Chestnut Hill	8630829	8730401	to Station H (Chesnut Hill)	Collection/Parcel Post	(name clarification)	9070 00 est		active
I	from Manayunk	8630829	9011015	to Manayunk	J	from Sta J (Fairmont)	90712 00	93606 14	merged with Sta C
G	from Germantown	8630929	9020101	to Germantown	North Philadelphia		90712 01	94409 01	to North Philadelphia Annex
K (Southwark)		8650100	8701200		Navy Yard		90802 01	9460201	to US Naval Base
V	from Fox Chase	8670819	9020901	to Fox Chase	Overbrook	from Montco	90808 26	9170831	
M	from Holmesburg	8670820	8941201	to Station M	33		9090701	?	
N	from Torresdale	8670820	9020101		Bridesburg	from Station X	9090701		active
O	from Byberry	8670820	8950401	to Station 19	Penn Square		91008 01	92311 01	to Post Office Annex
P	from Bustleton	8670820	8950401	to Station 28	Bellevue-Stratford		91109 00	9291231	
R	from Somerton	8670820	8950101	to Station 29	West Market Street		9130101		active
S	from Oxford Church	8670820	8950401	to Station 30	Point Breeze		9130801		active
T	from Olney	8670820	9020101	to Olney	Fortieth Street		91412 00	9211015	
W	from Milestown	8670820	8950401	to Station 32	Roxborough	reactivated?	9141215		active
L	from Tacony	8670919	9020101	to Tacony	Twenty-second Street		91508 01	93012 01	to Twenty-second St Annex

Table 3 shows Philadelphia's Stations listed chronologically. It is the main portion of a chronological file of every station, which contains a year by year bar chart to the right. This shows the station's beginning and closure dates, and when scrolled on a computer, gives a startling effect and helps clear away significant mental cobwebs.

X (Veree Mills)		8690000	8921217	East Falls	from Sta Z	9160701	active		
Y (Wheatstearf)		8690000	8791200	Hog Island		91712 01	9180900		
U (Crescentville)		8730100	8950401	56	from Reading Terminal	9180900	?		
H (Chestnut Hill)	from H (Chestnut Hill)	8730401	9020101	Hog Island	as Branch	91809 00	92012 31		
K (Sandford)		8760100	8950401	Second Street	from Bourse	91906 01	94112 29	to Continental	
Centennial		8760301	8761130	Sixtieth Street		9190815	active		
Somerville		8770100	8801200	U.S. Receiving Station		9200 00 0 est	9450000 est		
A (Oak Lane)		8810100	8950401	Lancaster Avenue		92008 01	9711130		
C (Lindley)		8810100	8950401	Rosehill		9201201	active		
D (Pittsville)		8810100	8950401	Lester (Del Co)	as Branch Phila	92101 01	9210316	to So Phila	
Overbrook	from Montco	8810411	8870428	Negleys Hill		92103 01	96205 31		
Merion	fr Merion Sta (Mnt)	8810726	8870601	South Ph--a Branch	see Lester (Del Co)	92103 16	92107 16	to Lester (Del Co)	
Fern Rock		8811000	8891200	Lester (Del Co)	from So Phila Branch	9210716	active		
Logan		8830400	8950401	Elkins Park (Mont Co)	as Branch Phila	9231101	active		
Greenwich		8851001	8921200	Post Office Annex	from Penn Square	92311 01	92603 01		
Nicetown		8890501	8950401	Sesquicentennial	(Model Post Office)	92606 01	9270128		
Y	from Fern Rock	8891200	9090701	Fidelity		9281201	active		
Columbia Avenue		8900301	8921226	Girard Avenue		9300401	active		
East Chestnut Station		8900301	8950401	East Germantown		9300716	active		
Kensington	reactivated	8900301	8950401	Twenty-second St Annex		93012 01	93506 22		
West Park		8900301	8950401	Naval Hospital		9310700	active		
Paschallville		8900401	8950401	Commerce		9320801	active		
Pasunk		8900401	8950401	Fairhill	reactivated in 1932	9321215	active		
South West		8900505	8950401	Federal Reserve		9340601	active		
Bridesburg		8901001	8950401	League Island		9350 00 0 est	9450000 est		
Lawndale		8901215	8950401	Marine Barracks, Navy Yard		9350 00 0 est	9450000 est		
Roxborough	reactivated/upgraded?	8920600	8950401	MAIN OFFICE		9350624	active		
Fairhill		8920601	8950401	Ninth Street		93506 24	93911 20	to Wm Penn Annex	
Fairmount		8920701	8950401	Fortieth Street	reactivated 1936	9360203	active		
Spring Garden	reactivated	8920715	8950401	Wissinoming (19135)		93608 17	97507 26	to Wissinoming (19149)	
Upsal		8920901	8950401	Mayfair		9381201	active		
Columbia Station	not Col Ave!	8921226	8950401	William Penn Annex	from Ninth St Annex	9391120	active		
North Broad Street	from Columbia Ave	8921226	8950401	Continental	from Second Street	9411229	active		
Eighteenth Street		8930101	8950401	Federal Reserve Bond		94407 01	95606 00		
18 & Chestnut St		8930301	8950401	North Ph--a Annex	from N Ph--a	94409 01	9680701	to North Ph--a	
Andora	reactivated?	8940100	8950401	US Naval Base	from Navy Yard	9460201	active		
Mount Airy		8940700	8950401	Naval Aviation SupDep		94606 01	9480309		
M	from Station M	8941201	9020101	Independence Hall		9500 00 0 est	active		
11		8950401	9021001	Castor		9530616	active		
18	from Upsal	8950401	8980101	Air Mail Facility		9550 00 0 est	active		
18 [ =19?]	from Upsal	8950401	8970101	Wadsworth		9560103	active		
19	from N Broad Street	8950401	9670516	Boulevard		9570304	active		
20		8950401	8980101	Hunting Park		9580906	active		
22	(Penna R St--n)	89504 01	?	Fairmount	from Station C	9590717	active		
23		8950401	8980101	Richmond	from Station E	9590717	active		
24	from Sta A (Oak Lane)	8950401	8980101	Schuykill	from Station D	9590717	active		
26	from D (Pittsville)	8950401	8980101	Spring Garden	from Station O	9590717	active		
27		8950401	8980101	Overbrook	reactivated	9610915	active		
28	???	8950401	8980101	Penn Center		9651004	active		
29	from Sta R	8950401	8980101	Vernon Park		9660701	active		
30	from Sta 30	89504 01	?	John Wanamaker	from Station 19	9670516	active		
31	from U (Crescentville)	8950401	8980101	North Ph--a	from N Ph--a Annex	9680701	active		
32		8950401	8980101	Lancaster Avenue	reactivated 1973	9730910	active		
34	from Lawndale	8950401	8980101	Market Square	name change?	9740429	active		
35	from C (Lindley)	8950401	8980101	Market Street		9740429	active		
35		8950401	8980101	Eastwick		9750 00 0 est	active		
A	from 18 & Chestnut	8950401	9020701	Lynnwood		9750 00 0 est	active		
C (Columbia)	from Columbia Sta	8950401	8991200	University City		9750 00 0 est	active		
D (Southwest)		8950401	9020101	B. Free Franklin		9750726	active		
E	from Sta E (Pt R-d)	8950401	8971200	Wissinoming (19149)		9750727	active		
J	from Fairmount	8950401	9071200	12		8950401?			
K	from Kensington	8950401	9020101	13		8950 40 1?			
O	from Eighteenth Street	8950401	9590717	14		8950 40 1?			
P	from Passunk	8950401	9020101	15		8950401?			
Q	from Fairhill	8950401	9020101	16		8950401?			
R	from Nicetown	8950401	9020101	17		8950401?			
S	from Spring Garden	8950401	9031200	21		8950401?			
S	from Spring Garden	8950401	9031200	29		8950 40 1?			
U	from Paschallville	8950401	9020101	31	from Crescentville?	9000 6307	?	?	
W	from West Park	8950401	9020101						



## Whither Stations?

Ever since, the cost of doing business has increased greatly, to the degree that the semi-autonomous Postal Service was created in 1971 (when common postage was eight cents). In the meantime, new facilities have been added, but there have been 16 postal increases, with a 17<sup>th</sup> to go into effect in May 2009. With eMail today, how long can this go on, before the law of decreasing returns causes a crisis? And at what point will cities' postal stations numbers begin to shrink dramatically—or disappear altogether?

Despite the centralization made possible with ever faster canceling and sorting machines, modern vehicles, even pneumatic tube underground delivery in the early 20<sup>th</sup> century, stations as a concept never died. Patrons still needed the facility of nearby post office boxes and the simple expedient of mailing and picking up items close to home.



**Figure 6** Old Somerton station, as with almost all stations by mid-century, had given over all mark up duties to the Main PO except for registry, favor cancels such as this item, back stamps for special delivery or certified mail, and special items (on a slow day) like birthday cards, etc.

New sub-divisions and housing developments, especially after World War II, required it. Then after World War II, populations and businesses began to flee the maddening noise and over-crowding of the city for suburban calm and more idyllic surroundings. However, electric trolleys, buses, then cars, did cause the intimate, almost personal sub-stations to shrink.

The numbering system for sub-stations increased after World War I beyond the 136 mentioned in Part I (of roughly 1905) to number 164 by the time of the 1926 *Postal Guide*. But in the 'teens, 'twenties, and 'thirties, only half the total number of sub-stations were functioning. They were being abandoned as impracti-

cal, and despite the impressively high number of 164, monthly they were quietly being deleted from the *Postal Guide* lists.

The reason is that modern city folk wanted full service treatment and the exponential growth of roads and cars after the 'twenties (thanks finally to the Macadamizing of dirt roads and paving of city streets) drove out 'boutique-style' walk-up postal sub-stations. Of course, many handfuls still exist around the country in particular gas stations and isolated strip malls.

Today, cavernous MPC's, mail processing centers, cancel and distribute the mail. They've taken these duties away from thousands of town offices across America but they are essentially nameless. They bear vague regional titles for their postmarks, assigned by a faceless bureaucracy in the nation's capital. They devour thousands of sacks of pre- or unsorted mail per minute and spew out re-sorted, tagged and fork-lifted bags of mail into gargantuan 18-wheelers then onto planes bound for other MPC's where they reverse the operation back down to street delivery level.

Such a concept is a world away from what postal historians conceive when they daydream of eye-shaded clerks scurrying across oak-floors, handled, evaluated, stamped, sorted and distributed their (and our) precious postal artifacts.

Philadelphia and other major cities are their own MPC's and have maintained their city identities, but local community names within cities have begun the inevitable drift away from the privilege of stamping their identities onto mail and parcels.

Counter-stamped mail can still be created if postal patrons are persistent enough to stand in line and ask for, and the clerk is willing to, 'round date' letters.

Local postal offices/stations still exist, though the humanness and personality has all but been removed from letter mail in the 21<sup>st</sup> century. In the last year or two the PMG issued a rule that counter-stamping individual letters would be a privilege that would COST a dime, I think. Happily, this seems to have become a principle best remembered for ignoring rather than enforcing.

Those who appreciate local over regional, specific over general, and detail over quantity can find great satisfaction in collecting at the station level, across 150 years, if they're willing to keep up an intense pursuit.

# Korean War Turncoats

By Robert W. Collins

Korea - June 25, 1950 is when the fighting started. Some called it a War, others called it a United Nations Police Action, with military troops from 20 countries, along with the United States, fighting under the UN flag against the North Koreans and the Communist Chinese. Whatever you would call it, the fighting, suffering, and dying didn't stop until a Peace Agreement was signed on July 27, 1953. The opposing forces faced each other throughout the following year but the fragile peace agreement held.

## The NNRC

Part of the peace agreement was the creation of the Neutral Nations Repatriation Commission (NNRC) that was in operation from September 23, 1953 until early 1955. The duty of this organization was to oversee the repatriation of the Prisoners of War. (The POW question held up the peace talks for quite some time as the Communist Forces wanted all North Korean and Chinese soldiers sent back to their home countries.) The commission was composed of four countries with communist and noncommunist representatives (Czechoslovakia, Poland, Sweden, and Switzerland) with India supplying troops to guard the prisoners and maintain order among the POWs. *Figures 1-4* illustrate NNRC covers. The main duty of the NNRC was to interview each POW personally to see which ones wanted to return to their home country. (One must remember the political climate of the time.) Progress went very slowly as a large percent of the Chinese and North Koreans wanted to stay in South Korea or go to Taiwan. Among the POWs was a group of 21 United States soldiers who were afraid to return to their home country because they had collaborated

with the North Koreans and Chinese while they were POWs. This small group of prisoners were called TURNCOATS and other more vile names by their fellow prisoners and they are still hated today according to members of the Korean War POW Association. I cannot judge any of them because I don't know how I would have reacted should I have been in a similar situation.

## Turncoats

Pvt. Richard R. Tenneson, age 20, and Cpl. Albert C. Belhomme, age 26, were both members of the group of 21 American soldiers who refused to come home after the war ended. They both chose to go and live in the Peoples Republic of China (commonly known by Americans as Red China at the time) where both, along with other turncoat POWs, were given work in a paper mill



**Figure 1** Registered mail posted at Chung Jin, North Korea, on July 20, 1954, to Czechoslovakia. Bottom registry marking applied over top two stamps removed prior to marking (believed to have been caused by overpayment of postage). "Czechoslovakia" written in Korean, Russian and Czechoslovakian in center of the cover. Obverse side shows return address (partially covered by sealing tape) "Ham Kyung Buk-Do, Chung Jin City, Central Hospital."





**Figure 2** Air mail posted at Gae Sung, North Korea on July 31, 1954 to Poland. Rectangular handstamp at top left designates "Air Mail." Poland written in Korean, Russian and Polish in top line of address below stamps. Obverse side reads "Korean, Polish Mission, Panmunjom" in same three languages. A Warsaw, Poland, receiving mark appears at lower right dated August 9, 1954.

**Figure 3** Mailed to Sweden through India Military Post Office No. 741 on December 8, 1953, using regular and Indian custodial stamps (regular India issue overprinted in black reading "Indian Custodial Unit, Korea" in Hindi). The overprints were issued in 1953 to be used by Indian NNRC postal facilities in Korea.



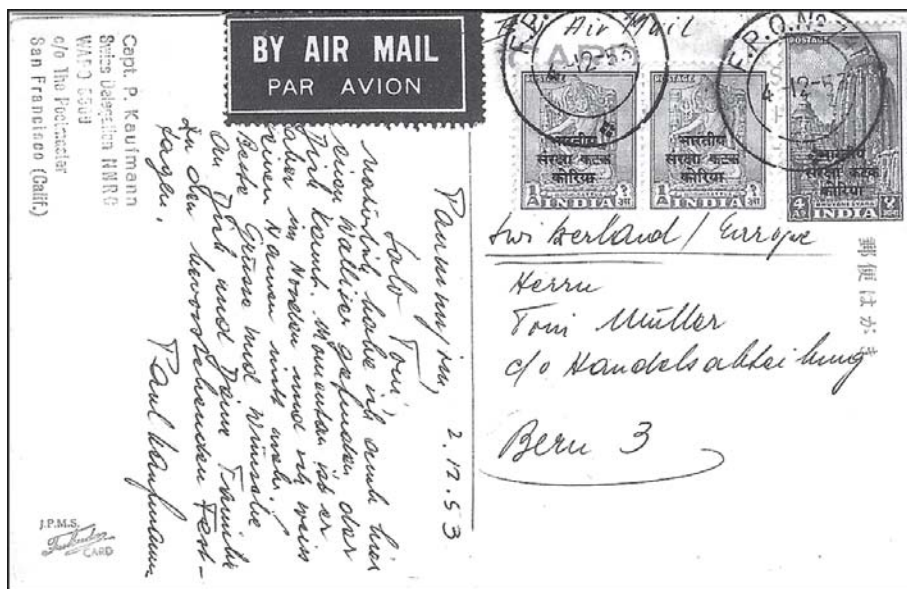


Figure 4 Mailed to Switzerland December 4, 1953, through India Military Post Office No. 741 using Indian Custodial stamps.

in Tsinan, PRC. During this same time period there was a young boy in Pennsylvania who was looking for a pen pal. For reasons unknown to me this boy wrote a letter to Richard Tension and later to Albert Belhomme, both of whom wrote back (figures 5 & 6). To relate how collectable covers turn up at strange places, I happened to go to a local gun show and came across a vendor who happened to be a collector of WW2 Nazi items. I grew up in that time frame so I had to stop and look over several original German



Figure 5 A November 1955 cover from PFC Richard R. Tension, who had been a member of Medical Company, 23<sup>rd</sup> Infantry Regiment, 2<sup>nd</sup> Infantry Division. He was captured May 18, 1951 in the "May Massacre", and held to the end of the conflict at POW Camp #1. At the time of his release he chose to live in Communist China. This cover bears his return address from Shantung Paper Mill in Tsian. Note that his name has been written in very small letters above the printed Chinese indication of "Air Mail" in upper left corner of address side. Tension elected to return to the United States in December 1955.





**Figure 6** This cover was mailed by Corporal Albert C. Belhomme who had been a member of Battery C, 37<sup>th</sup> Field Artillery Battalion, 2<sup>nd</sup> Infantry Division. He was captured November 25, 1950 in Kunu-re, North Korea. Initially interned at “Death Valley” transient camp, he was transferred to POW Camp #5 and then to POW Camp #3. He chose to live in Chian after his release. This cover was written from Shantung Paper Mill where he and other American POWs were then living. Belhomme moved to Belgium with his wife and children in 1963.

uniforms hanging on the wall and many original medals on his table. I remarked that I am interested in mail from the Korean War. He said to come back to the next show as he had something to show me, and two months later I did. How lucky I was! He showed me two covers and enclosures from two Turncoats along with newspaper clippings he had kept all these years and a letter Tennison wrote to him when he returned to the United States. After I stopped kicking myself for spending so much, I realized few people have ever found or seen covers such as these. In the years following, I have heard of only one other similar cover that well known dealer in Asian material, Michael Rogers, reported seeing several years ago and came to realize just how scarce and rare these two covers actually are. In fact, after seeing them, Mr. Rogers described both as being “PRICELESS.”

While there are many books to be read about the Korean War, I found one that concentrates on just the 21 turncoats. Author Virginia Pasley in her book “21 Stayed” (published by Farr, Straus & Cudahy in 1955) tried to do a study explaining why these 21 POWs went to the PRC instead of returning home to the United States. She researched each of the 21 by traveling to their home towns and talking to their families and friends and people who knew them. Besides her study on each of these two, she includes a short report by the Army which I will relate here for each of the two whom I have correspondence from.

## Richard Tennison

The U.S. Army reported: “According to returned prisoners of war, Tennison collaborated with communist officials, informed on fellow prisoners, circulated petitions, attended special study classes, made propaganda



**Figure 7** Richard Tennison, age 22, as he appeared in a mid-1950s newspaper article.

recordings for broadcast, attempted to convert fellow prisoners to communism, and consistently supported the communist propaganda program. His rewards included liquor and marijuana.”

Tennison was from Alden, Minnesota and enlisted in the Army in July of 1950. He was a member of Medical Company, 23rd Infantry Regiment, 2nd Infantry Division, captured on May 18, 1951 in what was called the “May Massacre.” He was held until the end of the conflict in POW Camp #1. After living and working as a lathe hand at the Shantung Paper Mill in Tsinan,

PRC, with several other POWs he elected to return to the United States in December of 1955.

## Albert Belhomme

U.S. Army reported: “According to returned prisoners of war he wrote articles for the communist publication ‘Toward Truth and Peace’ and created slogans for Communist posters displayed in camp. He was a member of the ‘Kremlin Club’ that was devoted to special study of communist ideology and discussions of Communism in the international situation. Belhomme was a leader of a Communist study group and was used as a liaison man between prisoners and Communist camp authorities.”

Belhomme was born in Belgium and came to the United States when his mother married an American GI after WW2. He joined the Army on November 6, 1948, as a way to speed up the process of becoming a citizen. He was a member of Battery C, 37th Field Artillery Battalion, 2nd Infantry Division, and was captured November 25, 1950. He was held in “Death Valley” transient camp and then at POW Camp #5 and was later transferred to POW Camp #3. He had a phenomenal ability in learning how to speak different languages and could speak each without any accent. He spoke English, French, German, Korean and Chinese and could pass as a native in any of these



**Figure 8** Albert Belhomme in late 1955.

(Photo courtesy of Al Belhomme)

languages. He worked as an electrician at the Shantung Paper Mill in Tsinan, PRC, and in 1963 he moved to Belgium with his Chinese wife and children.

In my many years of collecting Korean war related covers from all the countries involved from both sides, these two covers are among some of the scarce items in my collection. I also feel that since these 21 soldiers were so unpopular, chances of finding more examples are very slim. (Frankly, it would be far easier to find a pristine copy of Scott C3a (inverted Jenny) as all one would need is a big checkbook.) They cut themselves off from even their own families when they left for the PRC. The enclosures are interesting because they tell of young men who even miss the music they used to listen to as they were “jazz” fans. While they did have a record player, they had only three records: “Among My Souvenirs”, “My Blue Heaven,” and “Lady of Spain.” They were, however, allowed to listen to short wave radio where they picked up music from the United States. In reading the letters I feel both were homesick for their old lives, and it did not surprise me when both left the PRC. Both letters are a most interesting part of history. The latest word I have on the Turncoats is that all but possibly one who is still in China are deceased. The Korean War POW Association has kept track of most of these soldiers all these years.



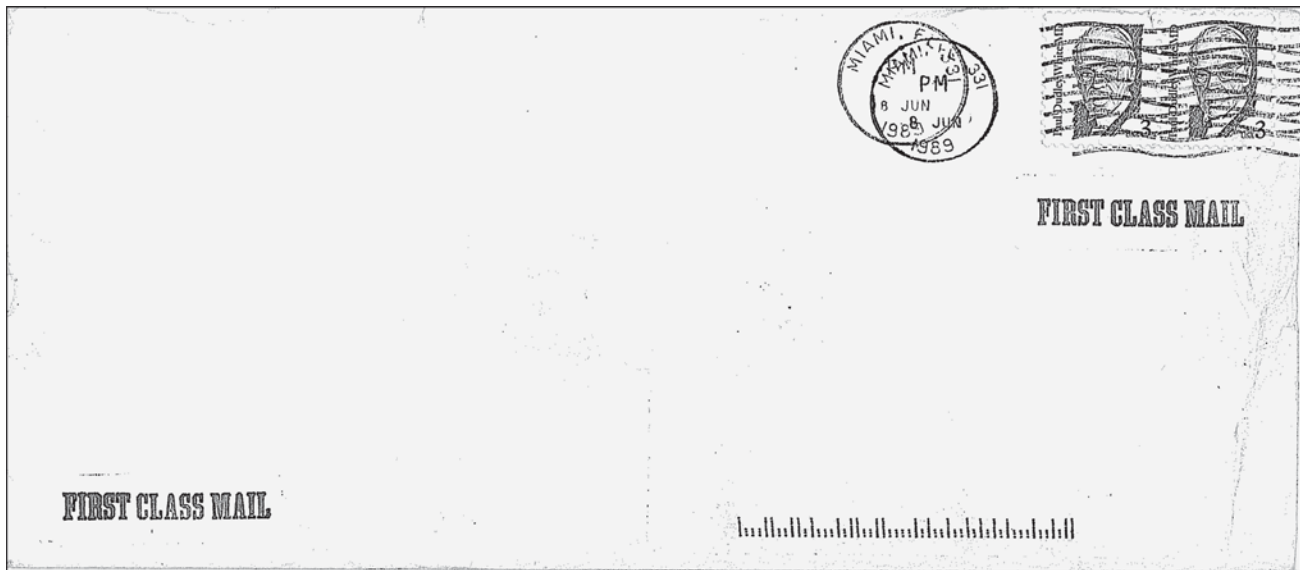
## La Posta Backnumbers

Backnumbers of *La Posta* may be purchased from:

**Sherry Straley**  
**2214 Arden Way #199**  
**Sacramento, CA 95825.**

An index of all backnumbers through Volume 28 has been completed by Daniel Y. Meschter and is available on the *La Posta* website at [www.la-posta.com](http://www.la-posta.com).





**Figure 1** Envelope mailed in the summer of 1989 by a promoter of a mail fraud scheme. It contained the letter shown in figure 2.

## Postal Scams Part I: Mailing a Stamped First-Class Letter for Six Cents (When the Rate Was Twenty-five Cents)

By **Randy Stehle**

This article will be the first in a series of several pieces on 20<sup>th</sup> century scams involving the use of the United States postal system. This article will deal with a fraudulent scheme that, for a price, would reveal the “secret” of mailing a first-class domestic letter for six cents when the prevailing rate was twenty-five cents.

The cover shown in *figure 1* contained the letter that outlined this scheme. The envelope was mailed from Miami, FL on June 8, 1989, franked with two three-cent Paul D. White stamps (Scott 2170). It has two markings that read “FIRST CLASS MAIL” struck in red on it. The address label has been torn off, but the bar code indicates that it was addressed to ZIP code 13760, which is Endicott, NY.

The contents of this cover are shown in *figure 2*.

One interesting thing about this letter is that the promoter does not state that the six-cent rate for mailing a first-class letter had to be paid with stamps. He specifically mentions that one does not have to pay a fee, use permits or bulk mailings or put up with any “red tape”. One common method of paying postage without using stamps is with a postage meter. The Postal Service’s regulations governing the use of meters would most likely fall under the promoter’s category

of “red tape”. The Postal Service’s Domestic Mail Manual deals with postage meter regulations in section 4.2.1(a), where it states, “Customers [must] enter into an agreement with the USPS (e.g., via electronic click-through or contract signature) in conjunction with executing a separate agreement with the [meter] provider for rental, lease, or use of a postage evidencing system.” This article therefore, will focus on the use of postage stamps in relation to this scam.

One other thing of note in this letter is the address used to remit payment to Mr. Martinez – it is a mail box at a Mail Boxes, Etc. store.

The United States Postal Inspection Service’s website has a short piece outlining this scam. It states, among other things, “Since about 1988, unscrupulous people have promoted a fraudulent scheme to sell ‘secret’ information that claims it is legal to send a First-Class letter for only 2 cents, 3 cents, or 6 cents. For various prices, often ranging from \$5 to \$20, the promoter sends you a copy of an out-of-date federal law...” The “federal law”, in this case, turns out to be a copy of the Post Office Department’s notice of the domestic first-class letter rate increase to six cents, effective January 7, 1968. This was authorized by the Act of December 16, 1967; 81 Stat 613; PL 90-206, sec. 101(a).

★ MAIL ALL YOUR FIRST CLASS LETTERS FOR ONLY SIX CENTS EACH ★

TAKE A GOOD LOOK AT THE ENVELOPE THIS LETTER CAME IN.

NOTICE THE POSTAGE? IT'S ONLY SIX CENTS.

YES IT'S TRUE! THIS LETTER WAS MAILED TO YOU FOR ONLY SIX CENTS POSTAGE. IN FACT, I MAIL ALL MY LETTERS BY SPEEDY FIRST CLASS MAIL FOR SIX CENTS EACH. IMAGINE THE SAVINGS I HAVE. HOW DO I DO IT? LET ME ASSURE YOU THAT THIS IS NO TRICK OR GIMMICK! THIS LETTER WAS NOT MAILED TO YOU BY AN OVERSIGHT OF THE POST OFFICE. I DON'T PAY A FEE OR USE PERMITS OR BULK MAILINGS. I'VE MAILED THOUSANDS OF LETTERS, ALL FOR ONLY SIX CENTS EACH AND HAVE NEVER HAD ONE RETURNED TO ME WITH POSTAGE DUE ON IT OR POSTAGE DUE TO THE RECEIVER.

THIS SPECIAL MAILING PROCESS DOES WORK. THIS MAILING PROCESS IS 100% UPRIGHT, HONEST, MORAL, AND LEGAL. I MAIL ALL MY FIRST CLASS LETTERS FOR ONLY SIX CENTS EACH, NOT 25 CENTS. THERE IS NO RED TAPE OR HASSLE TO PUT UP WITH. THE FUNNY THING ABOUT THIS PROCESS IS THAT YOU ASK SOMEONE AT THE POST OFFICE HOW TO MAIL FIRST CLASS LETTERS FOR ONLY SIX CENTS EACH, THEY'LL TELL YOU THAT IT DOESN'T EXIST.

THIS SPECIAL PROCESS DOES EXIST, IS LEGAL! THE FACT THAT THE POST OFFICE DELIVERED THIS LETTER TO YOU PROVES IT!

IF YOU WOULD LIKE TO FIND OUT HOW I MAIL ALL MY FIRST CLASS LETTERS FOR ONLY SIX CENTS EACH, SIMPLY FILL OUT THE ENCLOSED ORDER FORM ALONG WITH THE PROPER PAYMENT.

WHEN YOU PURCHASE MY SECRET METHOD, YOU ALSO RECEIVE THE RIGHT TO SELL THIS METHOD TO OTHERS.

HURRY, ORDER TODAY! STOP SPENDING 19 CENTS MORE THAN YOU HAVE TO FOR EVERY FIRST CLASS LETTER MAILED.

ENCLOSE 20 DOLLARS CASH, CHECK, OR MONEY ORDER PAYABLE TO

I. FELIX MARTINEZ  
20533 BISCAYNE BLVD., SUITE 4,  
NORTH MIAMI BEACH - FL. 33180

PERSONAL CHECKS TAKE FOUR-TO SIX WEEKS TO PROCESS. BE CAREFUL IF SENDING CASH.

YES! RUSH ME THIS EXCITING INFORMATION ON MAILING FIRST CLASS LETTERS FOR ONLY SIX CENTS.

NAME \_\_\_\_\_

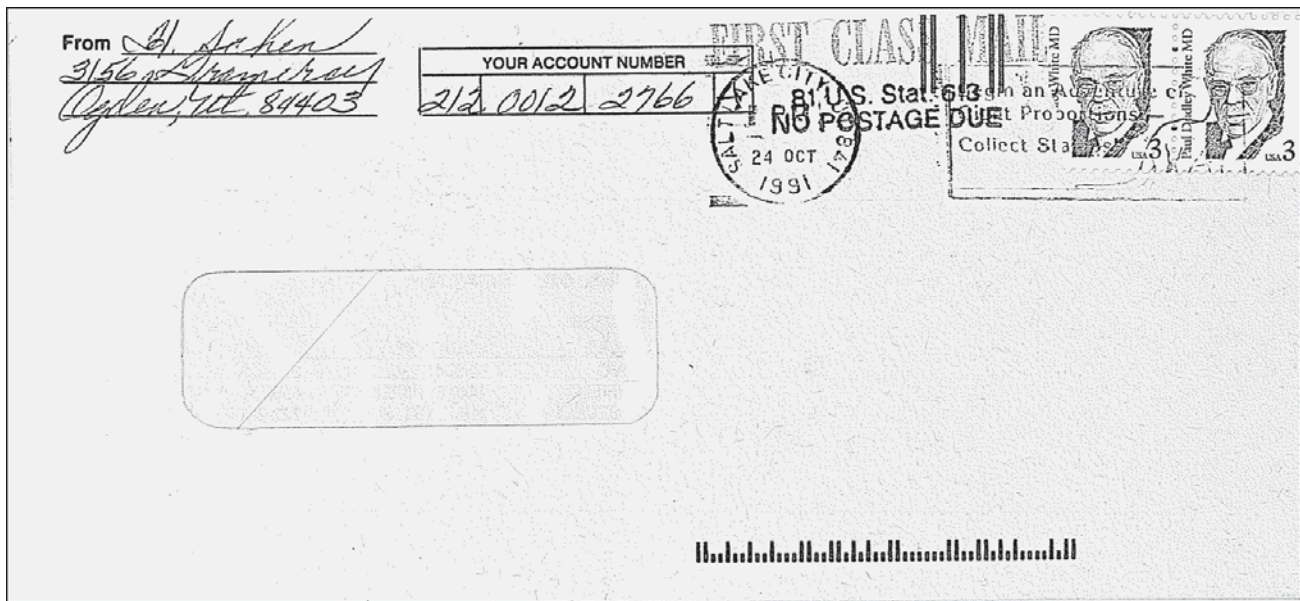
ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

Box No. Apt. No.

*Figure 2 Letter mailed in the envelope shown in figure 1. It claimed that for \$20 it would reveal the "secret" of mailing a first-class letter for only six cents when the prevailing rate was twenty-five cents.*





**Figure 3** Envelope used in the fall of 1991 by a purchaser of the “secret” of saving nineteen cents postage on first-class mail. The envelope contained payment for a utility bill. The back of the envelope is shown in figure 4.

The reason the full description of this Act is cited is evident upon inspection of the cover shown in *figure 3*. Here we find a cover mailed on October 24, 1991, from Salt Lake City, UT, again franked with the same stamps as the cover in *figure 1*. It also has a red “FIRST CLASS MAIL” marking, though only one instead of two of them. The marking “81 U.S. Stat. 613” is struck in black, and references the postal rate increase to six cents mentioned above. It also has a black “NO POSTAGE DUE” marking just below the statute marking. Evidently, someone paid for the “secret” of six-cent postage and was using it on his mail. The cover is a window envelope that no longer has the enclosure which had the address on it. The barcode indicates a ZIP code of 84139, which is Salt Lake City, UT, specifically the Questar Energy Company. The back of this cover is shown in *figure 4*, and shows that it was used by Mountain Fuel, a Questar Company to remit a utility payment. The significance of this is the fact that the address used to mail the payment was a preprinted one. (The address label which was torn off the *figure 1* cover most likely also was a preprinted one.) This will be discussed in length later in this article in the section dealing with the use of the Optical Character Reader (OCR) and the automation of postal processing equipment.

The United States Postal Inspection Service’s website goes to say, “When you open your mail, if you receive an offer for an information package on how to send First-Class Mail using only a 2-cent, 3-cent, or 6-cent stamp, give the envelope and its contents to your postal

letter carrier, or forward it to your local postmaster or nearest Postal Inspector.” In addition, it also states that, “If you begin selling obsolete postal rate materials to others, you will be engaging in a promotion which violates the False Representation Statute (Title 39, United States Code, Section 3005) and may be in violation of the Mail Fraud Statute (Title 39, United States Code, Section 1341), a federal felony law.”

One hopes that neither of these two statutes is applicable to the selling of obsolete postal rate materials among collectors of this type of ephemera.

#### **WHY THE SCAM WORKED: PART ONE - EVOLUTION OF POSTAL PROCESSING EQUIPMENT: STAMP TAGGING**

There are three major factors that inadvertently helped the promoter of this scam to succeed. All three involve the Postal Service. The first one involves the introduction of tagged stamps in August 1963. Tagging is a phosphorescent coating applied on or in the paper or ink of postage stamps to help speed the handling of mail. By incorporating ultraviolet sensors into the postal processing equipment, the sorting, facing and canceling operations could be automated. It was first implemented in the hope that the use of this technology would help speed airmail service.

The tagging of U.S. commemorative issues did not start until 1967. By 1973, very few stamps were untagged, with the exception of Bureau precancels, which did not need to be tagged as they were supposed to bypass the cancellation process.

By 1988, the mailing of underpaid letters was beginning to become a problem in terms of lost revenue. In 1991, a Postal Service policy was implemented such that all stamps valued below nine cents would be untagged. This was later amended to include any value under ten cents. This policy is still in affect today – most stamps (except Bureau precancels) valued ten cents or more are tagged.

The three-cent stamps on the *figure 1* and *3* covers were issued in 1986 in a tagged format. They were not reissued in an untagged format until 1994. Another three-cent stamp, the Eastern Bluebird (Scott 2478) was issued untagged June 22, 1991. This was the same day that the one-cent Kestral stamp (Scott 2476) was also issued untagged.

The first untagged stamp issued after the adoption of the new program was the “F” rate make-up stamp (Scott 2522). It was issued January 22, 1991, and was valued at four cents. The Postal Service was a bit inconsistent in its new program, as the four-cent Steam Carriage stamp (Scott 2451) was issued tagged only three days after the untagged “F” rate make-up stamp. It was not until 1993 that an untagged four-cent stamp was made available. This was the re-issued Father Flanagan stamp (Scott 2171), originally issued tagged in 1986. The first untagged five-cent stamp was the Luis Munoz Marin (Scott 2173) definitive, issued in 1991. (Like several other stamps in the Great Americans series, it also was originally issued tagged.)

After the Postal Service began introducing untagged low-value stamps in 1991 (and stocks of the tagged stamps ran out), the scam under discussion would have had a more difficult time to be successful. When untagged stamps are used on first-class mail, the mail-handling equipment rejects it and routes it to an inspector. He can do one of three things:

- 1) Verify postage (which may have been paid in full with older untagged stamps)
- 2) Return unstamped mail to the sender (mail without any postage on it is not to be sent postage due to the addressee)
- 3) Forward partially paid mail postage due to the addressee

By using tagged low-value stamps, first-class mail can normally escape detection in this part of the mail processing system. There is another aspect to the processing system that may catch underpaid mail. This will be discussed in the next section.

#### WHY THE SCAM WORKED: PART TWO - EVOLUTION OF POSTAL PROCESSING EQUIPMENT: OPTICAL CHARACTER READERS

The second factor that inadvertently aided the promoter of this scam was the introduction of the OCR. First, a little history of the evolution of the efforts to mechanize the Postal Service is in order.

**PLEASE BE SURE ...**  
 1. You have placed return stub so our address shows through the window.  
 2. Your check is signed.

**Mountain Fuel**  
 A QUESTAR COMPANY

**FOR BILLING QUESTIONS OR CUSTOMER SERVICE:**

BUSINESS OFFICES	LOCATION	PHONE	BUSINESS OFFICES	LOCATION	PHONE
BRIGHAM CITY	102 W. FOREST ST.	723-5284	PROVO	60 S. 1ST W.	373-7400
CEDAR CITY	260 E. 2015 N.	586-3741	RICHFIELD	1440 S. PIPE LN.	898-8206
EPHRAIM	320 S. 50 W.	283-4074	ROOSEVELT	115 E. 1ST. SO.	722-2521
HEBER	167 W. CENTER ST.	654-3600	SALT LAKE AREA	180 E. 1ST SO.	534-5111
LAYTON	915 W. 1000 N.	544-3404		9150 S. 500 W.	562-9500
LOGAN	45 E. 2ND N.	752-7751	ST. GEORGE	1155 E. 350 N.	673-7514
OGDEN	2940 WASH. BLVD	621-3262	TOOELE	76 W. VINE ST.	882-2277
PRICE	79 N. CARBON AVE.	637-0590	EVANSTON, WY	920 MAIN ST.	789-2711
			ROCK SPRINGS, WY	2300 FOOTHILL BLVD.	362-5691

For areas not listed, please check your phone directory for the toll-free number.

**Figure 4** Back of the envelope shown in figure 3. It shows information on the utility company who sent a bill to one of its customers.



Up until the early 20<sup>th</sup> century, the Postal Service relied on antiquated processing methods, such as the use of “pigeonholes” to sort letters. The first attempt at adapting technology was in the 1920’s when crude sorting machines were first tested. It was not until the 1950s that the Postal Service took major steps toward mechanization by awarding contracts to outside companies. There was interest in the development of machines, including lettering sorters, facer-cancellers, automatic address readers, letter mail coding and stamp tagging techniques.

In 1959, the first American-built Multi-Position Letter Sorting Machine (MPLSM) was successfully tested. This machine was the backbone of letter sorting operations during the 1960’s and 1970’s. The operation of the MPLSM was mainly manual. It required 17 operators who had to look at, read and then key in ZIP code information. The MPLSM was still being used on a lot of first-class mail during the period when the two scam letters were mailed.

A big step toward automation began in 1982, when the first Single Line Optical Character Readers (SLOCR) and the Bar Code Sorter (BCS) were introduced. The single line read by the SLOCR was the City, State and Zip code line. The technology of the SLOCR required that a letter be only read once by the OCR. The equipment then printed a bar code on the envelope. This barcode contained the ZIP code of the addressee. After the barcode was applied, the BCS would then read it and sort the mail to its proper location.

By the end of 1984, 252 OCR’s were installed at 118 major mail processing centers across the country. The problem was that at this point, OCR technology was primarily used to process machine-printed addresses. It was not capable of reading most handwriting. Handwritten letter mail still had to be processed on the old-fashioned MPLSM’s.

The problem of reading handwritten addresses by the OCR equipment took over 15 years to resolve. It was not until 1997 that this type of mail started to be processed, but the handwritten recognition rate was less than 2%. By 2003, the rate had increased to 80%, and the overall recognition rate for all addresses was 87%. This meant that some machine-printed addresses were not being read properly by the OCR equipment.

The two scam letters discussed in this article were mailed in 1989 and 1991, over ten years before the OCR technology to read handwritten addresses reached an acceptable rate. As mentioned above, the author strongly believes that the addresses on both

covers were machine-printed. That meant that the SLOCR equipment could process them and they were not subject to having their ZIP codes manually input by postal workers.

Thus the scam letters, by using tagged three-cent stamps and machine-printed addresses, would normally pass undetected through the mail processing equipment.

### **WHY THE SCAM WORKED: PART 3 - THE HUMAN ELEMENT**

The third factor that inadvertently aided the promoter of this scam was the human element. The section on this scam in the United States Postal Inspection Service’s website does say, “A few underpaid letters do get through the Postal Service’s automated mail processing equipment, but most don’t.” It goes on to comment on the scam promoter’s claim that his “secret” method works because, “The fact that the post office delivered this letter to you proves it!” The website states that this claim is without merit, and really does not prove anything.

As mail is being processed through the automated Postal Service system, there are several points where Post Office employees can come in contact with it. Even though the scam was being promoted at a time when most stamps were tagged, someone could have used older untagged stamps to make the six-cent rate. In this case, the letter would have been routed to a postal worker who should have noticed the underpayment. If the address on the letter was handwritten, or was a rejected machine-printed address, it also would have been processed manually. In spite of this, as the Postal Inspection Service says, a few letters get by underpaid.

The last person who handles the letter is the mail carrier. He may notice the underpayment as he sorts the mail for his route, or as he delivers it.

In conclusion, if one were to use tagged stamps and a machine-printed address during the period when the scam letters were sent, then their letter had a good chance to get as far as the mail carrier without attracting any attention. There is still room for abuse today. The OCR equipment can now process most handwritten addresses. If someone used older low-value tagged stamps (or the current tagged ten-cent stamps), one may be able to get a piece of first-class mail through the system and into the hands of the mail carrier.

# Admiral Edward C. Kalbfus – Early Naval Mail

By Michael Dattolico

It has been said that the Kalbfus family in America descended from a captured Hessian soldier who settled in Baltimore after the Revolutionary War. Generations later, two Kalbfus brothers relocated amid the anthracite coal fields of eastern Pennsylvania and established themselves as men of influence in Carbon County, notably the town of Mauch Chunk, an Indian name meaning “Bear Mountain”. It was there that future American naval hero, Edward C. Kalbfus, was born on November 24, 1877. Called “Ned” by his friends, Admiral Kalbfus left a rich legacy of family letters that are presented here for study. They are glimpses of a young midshipman’s life as the 19<sup>th</sup> century waned, and a seasoned naval officer’s experiences in the 20<sup>th</sup> century world at war and peace.

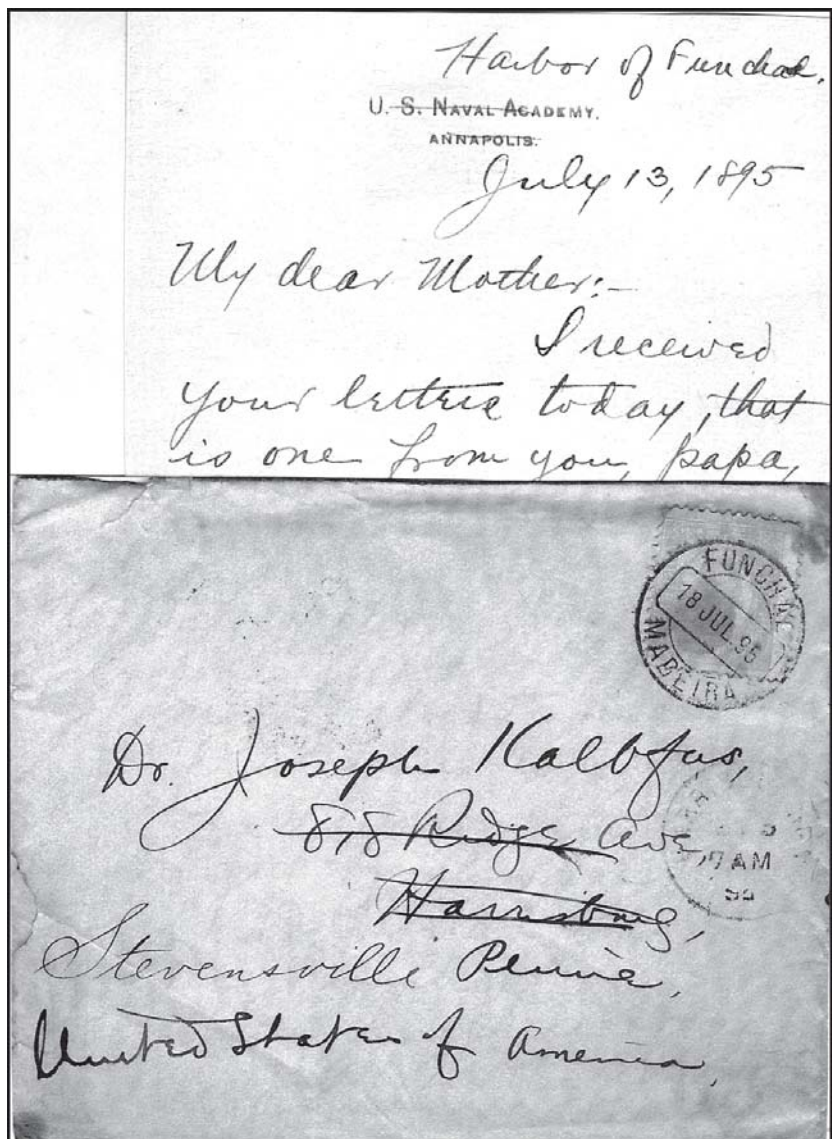
Kalbfus’ elders were civic leaders touched by tragedies. His grandfather, Dr. Daniel Kalbfus, was an attorney who settled in Allentown and before stopping at Mauch Chunk. Dan Kalbfus was a lawyer who defended miners during the Molly Maguire riots, only to find himself investigated and harangued by Pinkerton detectives and the Reading Railroad. He died in a Pennsylvania insane asylum in the 1880s, the official cause being “softening of the brain.” Today, some might call his condition cerebromalacia.

His father, Dr. Joseph H. Kalbfus, was a local celebrity. A prominent dentist and ardent naturalist, Dr. Kalbfus also served as secretary of the Pennsylvania Game Commission and eventually became its executive director. He authored a book on the subject, aptly titled “Dr. Kalbfus’ Book.” On August 10, 1919, he was killed in an auto accident when his vehicle was struck by a train at a railroad crossing.

Edward Clifford Kalbfus was a strapping, inquisitive boy who later attributed the nearby Allegheny River as an influence for his life at sea. He was a gifted math and science student with a love of geography. In competitive examinations for admission to the mili-

tary academies, he outscored other applicants and was appointed to the United States Naval Academy. The 17-year-old youth arrived at Annapolis on May 20, 1895, terrified but determined to succeed.

During that period, new cadets were quartered aboard the U.S.S. *Santee*, which was moored near Fort Severn. The old frigate served as barracks for midshipmen being punished and introductory quarters for new fourth-classmen. After several weeks there, the new cadets boarded the aging U.S.S. *Monongahela*, a sloop used from 1894 through 1901 by the Naval Academy for training cruises. In June, 1895, Kalbfus and his shipmates found themselves sailing east across the Atlantic Ocean, bound for the Azore Islands.



**Figure 1** Letters addressed to Midshipman Edward Kalbfus’ parents during his first summer cruise in 1895. He was aboard the U.S.S. *Monongahela* and mailed his letters from the Azore Islands.



In two letters written to his parents during the voyage, Edward Kalbfus described his ordeal. The letters were mailed inside the cover shown as *figure 1*, mailed at Funchal, Azore Islands on July 18<sup>th</sup>, 1895. One two-part letter written to his father spanned July 8<sup>th</sup> and 9<sup>th</sup>, with each bearing the correct latitude and longitude positions of the *Monongahela*. Kalbfus' attitude was stoic as he wrote about the ordeal.

...Well, I'm alive and none the worse for a month on the water. I have had quite a deal to bother me, as all the rest have, but taking it all in all, I can't complain. We get hazed pretty lively now and then and some of it is pretty mean. But we can all stand it....

The 17-year-old Pennsylvanian also wrote about rough seas, food and duty.

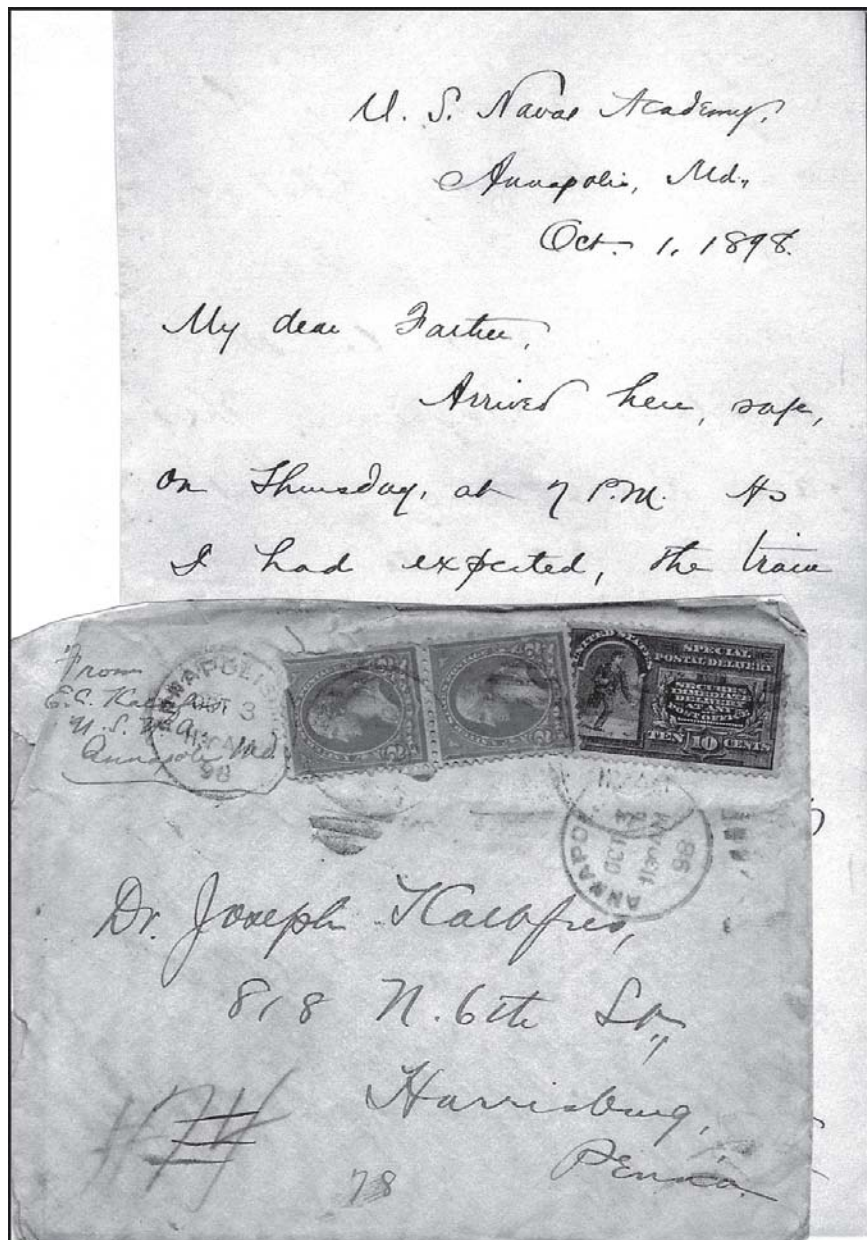
...We've had some bad storms and all are seasick. I thought I'd rather die and be done with it....The meals are fair. Nothing is fresh except eggs. During the storm, we had hardly enough to keep us alive, about three sandwiches a day...The worst part of the whole shooting match is the night watches. Three nights out of four we must be on deck 4 straight hours...In daytime they put a man up on the topsail yard arm, and he has to sit there and keep his eyes open. One morning they forgot all about me and I was up there a long time. It gets monotonous sitting still like that...

Kalbfus also refers to a recurring problem about which he will write over the years – weight gain. He finished his father's letter with the statement, "I bet I've gained 10 pounds."

When the *Monongahela* arrived at Funchal on July 13th, Edward Kalbfus wrote to his mother on Naval Academy stationery. He presented a brave front as he summarized the 30-day trip, stating that he ate salt meat and beans and was constantly seasick. He expressed his resolve by saying, "...stood all,

all night, and CAN stand it!" He ended the letter with a terse comment about going back to the *Santee* when they returned.

Kalbfus' experience at Annapolis was a successful one. Academically, he consistently received good grades and ranked high in his class. Mail to his family in those years was filled with news of academic performance, fellow cadets, social functions and summer cruises. But the outbreak of the Spanish-American War in April, 1898, upended the U.S. Naval Academy and presented a career-cinching opportunity for Edward Kalbfus and his classmates. For the first time in its history, the Naval



**Figure 2** Special delivery letter written to his father after reporting back to Annapolis after leave at home. Naval Academy orders required all first-classmen to return no later than September 30, 1898, after active duty during the Spanish-American War.

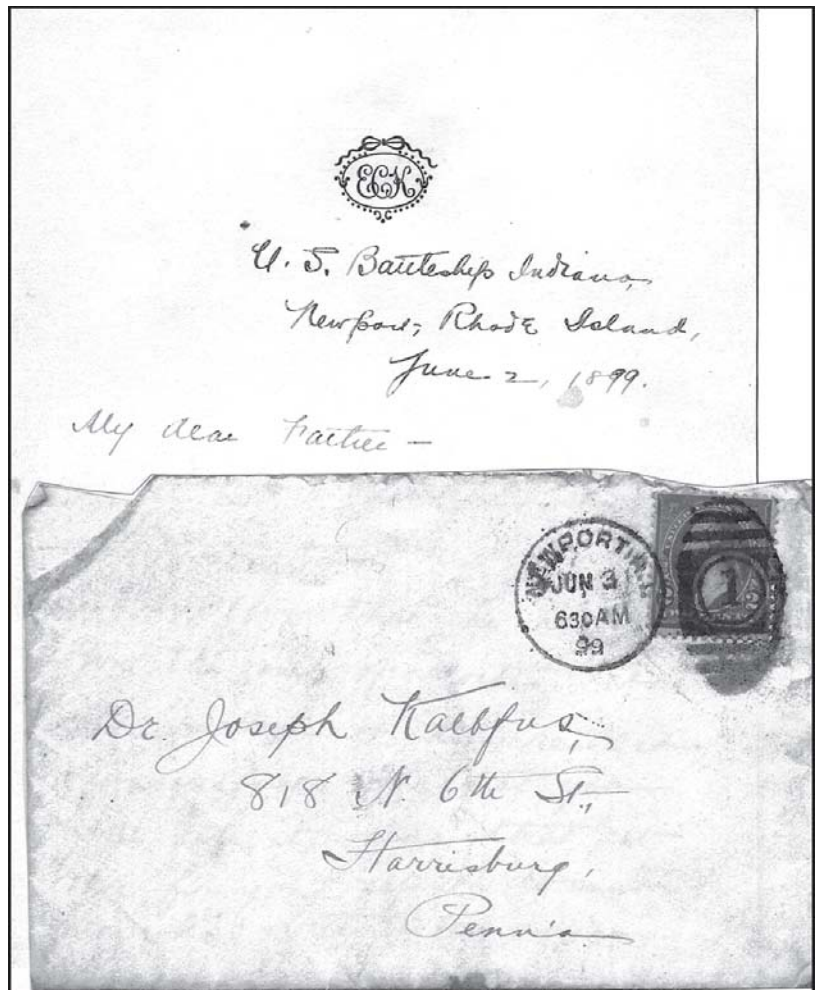
Academy ordered its first-classmen to warships bound for combat against Spain. The fifty-one cadets were assigned to ten warships of the Atlantic Squadron preparing for combat operations off Cuba. Kalbfus and four classmates received one the most coveted assignments – the U.S.S. *Oregon*, which played a key role in the victory at Santiago, Cuba on July 3<sup>rd</sup>, 1898. When Kalbfus returned to Annapolis, he was a 20-year-old combat veteran.

The Naval Academy had previously ordered the first-classmen to report back to the Academy no later than September 30<sup>th</sup>. After a short leave, Kalbfus returned a few days before the deadline and promptly informed his father by mail, which he sent special delivery. (Figure 2) The letter is filled with news of friends, promotions and mundane events.

...I got in at 7 P.M. and 'Shack' was already back. Checked the sheets and saw that Horne and Bisset made it too... the football team is working hard. They play Bucknell next Saturday. The men are coming back full of energy but with nothing to do. They didn't front us any liberty so we've been poking around here all day...

"Shack" was Kalbfus' roommate, Chauncey Shackford, who had also served aboard the U.S.S. *Oregon*. The other two men were Frederick Horne, who served aboard the U.S.S. *Texas*, and Guy Bisset.

Edward Kalbfus graduated from the Naval Academy in May, 1899, but in accordance with Federal law, he did not receive his commission. For that, he was required to serve two years aboard ships to become a commissioned officer. His first assignment after graduation was the battleship U.S.S. *Indiana*, then based at Newport, Rhode Island. The battleship had played a vital part in the naval victory at Santiago de Cuba, but after the war she reverted back to her original mission – providing training cruises for the Naval Academy. The young graduate's letter to his father, shown as figure 3, spoke of myriad social activities, meeting ladies and making new friends. There was news about other ships and the upcoming summer cruise around New England ports.



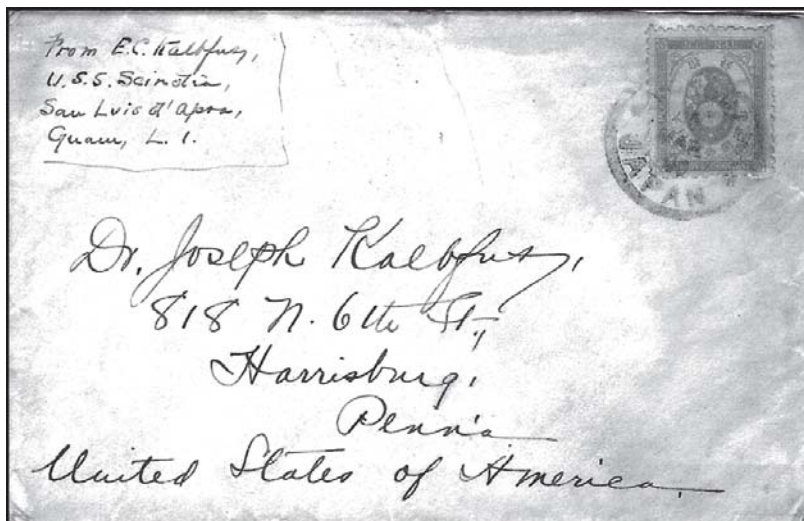
**Figure 3** Letter written to Kalbfus' father after reporting aboard the battleship U.S.S. *Indiana*, based at Newport, Rhode Island in June, 1899. He had just graduated from the Naval Academy and was preparing to serve two years at sea before receiving his commission.

...The Brooklyn ran aground and won't make the upcoming cruise. It's the second time in two years. She ran dry at G'tmo. The double bottoms have saved more than one ship, for instance, the Massachusetts...

He was especially excited about one other topic. He reported to his father that he would be assigned to the *Indiana*'s engineering department rather than gunnery.

In the fall of 1899, Edward Kalbfus got his first sea assignment, and it was far less exciting than his stints aboard the *Oregon* and *Indiana*. He received orders to San Francisco to report aboard the U.S.S. *Scindia*, a collier in dry dock for boiler and machinery repairs. Commissioned into the U.S. fleet on May 21, 1898, she made one coal run to Cuba during the war and then made another coal delivery to Hawaii in early 1899. By January, 1900, she was repaired and fully loaded with coal. Her orders – deliver coal to Guam





**Figure 4** Letter written by Edward Kalbfus at Guam but mailed at Japan in March, 1900. He was serving aboard the U.S.S. Scindia, a collier. In 1901, the ship's name would be changed to the U.S.S. Ajax.

and proceed to the Philippines via Japan. Figure 4 is a letter Kalbfus wrote while at Guam although he actually posted it in Japan in March, 1900. He reported that the only good thing about the *Scindia* was becoming friends with the ship's doctor, who was also bound for Manila.

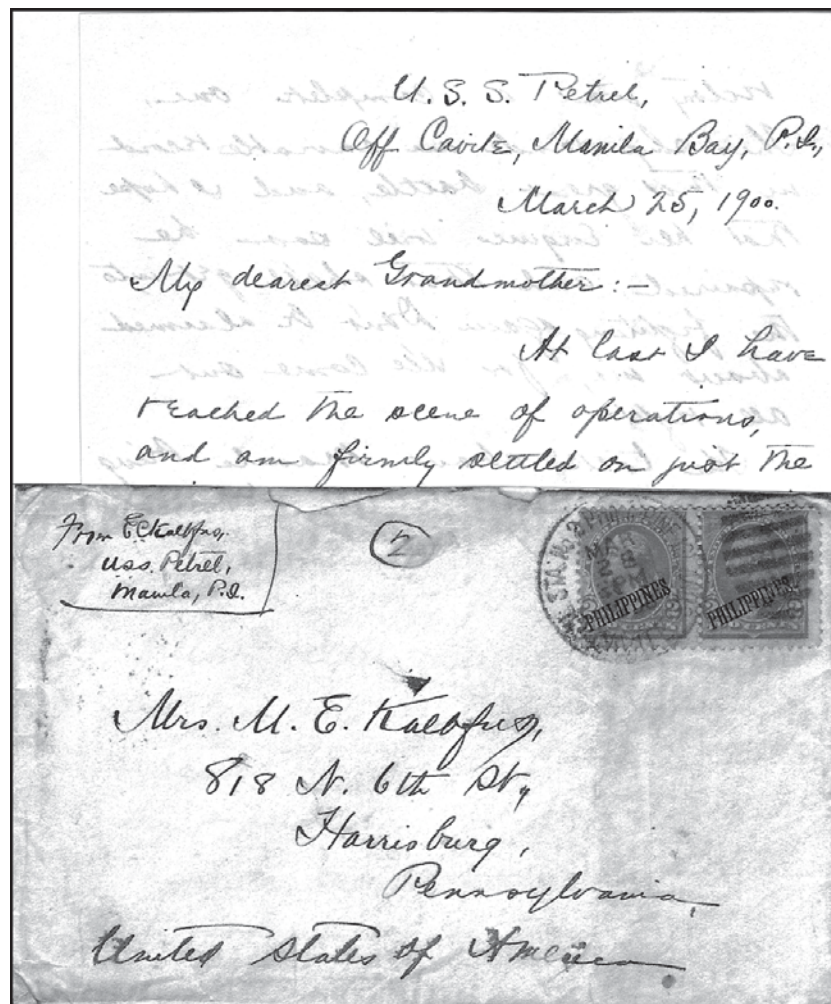
On March 16, 1900, the U.S.S. *Scindia* arrived at Manila, and Kalbfus received a new ship assignment – the U.S.S. *Petrel*, a gunboat that took part in Dewey's victory on May 1, 1898. The young sailor instantly liked what he saw; the ship was clean and the crew was sharp. The figure 5 letter was written to his grandmother. Perhaps he was trying to ensure that she was proud of him, or maybe he was striving to impress her by the stentorian, heroic tone of the letter.

...At last I have reached the scene of operations. I step at once into a responsible position aboard here, having five guns under my supervision....

...The shattered and sunken Spanish wrecks show above water all around us, and it is evident that Dewey's victory was a complete one. This ship made an enviable record in that battle. I hope her

engines will soon be repaired and she'll get back into the fighting again. Don't worry about me, for I'll come out alright. I hope to be a credit to you all, and if I fall here, you may surely know that it will be in the line of duty....

One wonders in what battles he expected to "fall," for the *Petrel* was performing routine patrol duties in Manila Bay when Kalbfus reported aboard. Unfortunately for Ned, his stint aboard the *Petrel* was short-lived. After a few months, he was transferred to the U.S.S. *General Alava*, a cargo ship captured from Spain and assimilated into the U.S. fleet in 1900. The *General Alava* was also used as a troop transport and lighthouse tender.



**Figure 5** Letter mailed at Military Station No. 2, Cavite, to his grandmother while Ned Kalbfus was serving aboard the gunboat U.S.S. *Petrel*, March, 1900.

Kalbfus wrote to his father on September 18<sup>th</sup> while the ship was nearing Cavite. In that letter, he reported that he had received a large batch of mail which included pictures. Kalbfus mentions receiving a picture of his younger sister, Helen. The weight issue came up again when he noted Helen's reported weight.

...Helen weighs 130 pounds? I weighed only 146 pounds when I entered Annapolis. Now I weigh 170 and I'm called 'fat' by the other officers...

Political statements dominated this letter, since the 1900 Presidential election loomed. Kalbfus wrote disparagingly about William Jennings Bryan, a noted anti-imperialist. He stated emphatically that he hoped McKinley would win since "...everything is standing by until the elections..."

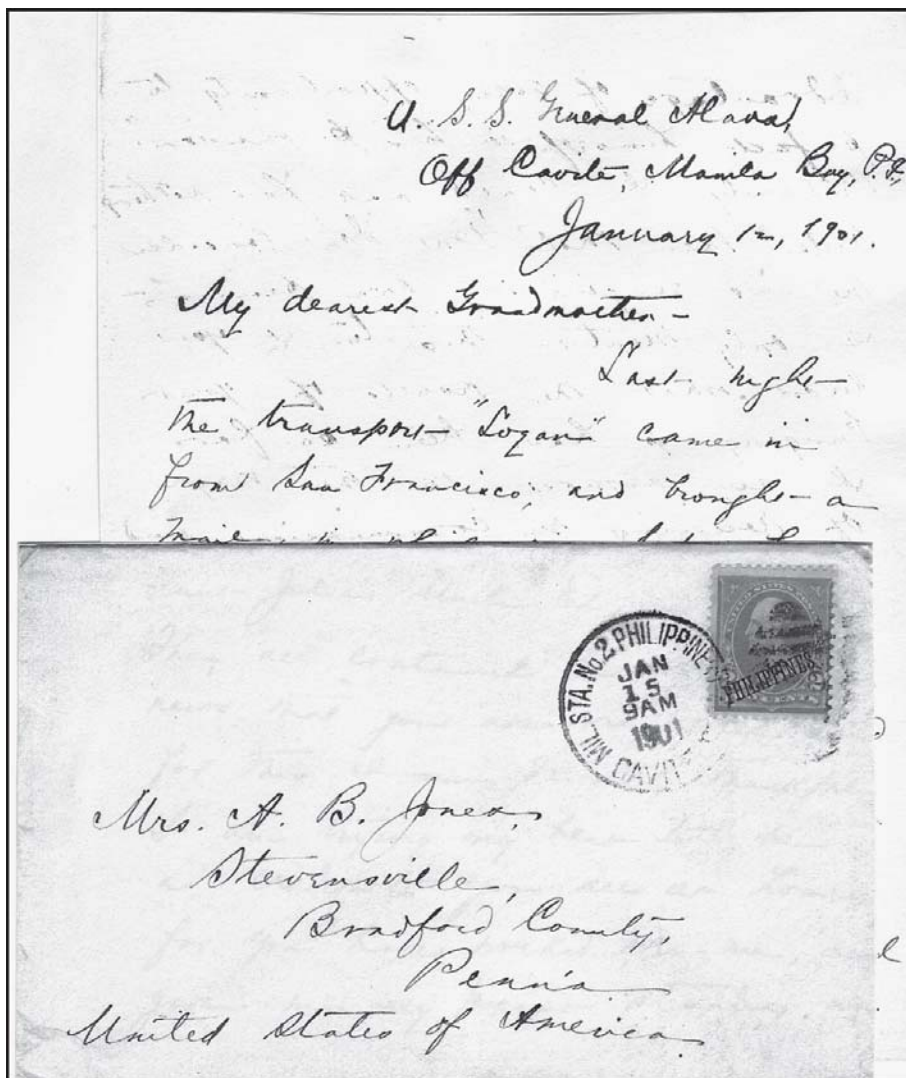
From October 12<sup>th</sup> through the 20<sup>th</sup>, 1900, Kalbfus wrote a long, continuous letter to his mother which he mailed on October 22<sup>nd</sup> at the military postal station at Cavite. During that time, the *General Alava* was busy delivering beef, ice and coal near Vigan. He was clearly disgusted with cargo duties. He commented in his letter - "...We're finished with coaling. I had my fill of it on the Scindia..."

But during that trip, a combination of circumstances occurred that would affect the young seaman's career. The engineering officer became ill, and the engine crew itself was seriously undermanned. Noting that Kalbfus had engineering experiences during his cruise aboard the *Indiana*, the captain designated him as engineering officer. To his mother he commented, "...The captain was pleased with me. Thank God for the Indiana engine room..." In future years, the officer would find himself in other engineering assignments which he relished.

An October 31<sup>st</sup> letter to his father was written while the ship was in the dockyard at Cavite for overhaul. It was filled with more anxiety about the elections, which seemed to permeate the officers' ranks.

...I suppose Bryan will be elected and we'll all be coming home before long. So some deluded people think. I'd rather stay out here the remainder of my natural life than have such a thing happen..."

Predictably, the January 15, 1901, letter to his grandmother was filled with renewed Homeric drama. (Figure 6). Kalbfus profusely thanked her for everything she did for him while he grew up and promises to make her proud of him. As an engineering officer, he is very happy and states in detail his last fitness report. But he couldn't resist telling about a trip to Guam through a typhoon without lacing it with glory.



**Figure 6** Letter mailed through the military postal station at Cavite on January 15, 1901 to his grandmother. Kalbfus wrote the letter while serving aboard the U.S.S. General Alava, a cargo ship on which he would spend two years.



...I'm sure you know about our jaunt to Guam and the storm that nearly destroyed us. Our men are staunch and we rode it out with no flinching. I know we were reported lost in the U.S. papers. But we came through as always...

Edward Kalbfus remained aboard the U.S.S. *General Alava* throughout 1901. It was a busy time. The ship transported marines between garrisons. It carried an Army medical team to select a leper colony site and took a naval observatory party to Sumatra to observe a partial eclipse of the sun. She cruised with Rear Admiral Remey on an inspection tour of the southern Philippine islands. But as Christmas approached, the *General Alava* was back at Cavite for an engine refit. Kalbfus took time to send his sister Helen some "juci cloth along with social advice by registered mail. (Figure 7). But with chagrin, he mentioned that "...they were going on another leper hunt next month...."

Kalbfus wrote a number of letters to his mother as 1902 began. In January, he penned that the U.S.S. *Solace*, the U.S.S. *Princeton* and U.S.S. *New Orleans* were in port, which made him happy because some of his classmates were there.

...the *Solace* is in port, and Sam Thomas is aboard. He is a patient going home, hit by a coaling boom, and has a floating kidney...The New Orleans is also here. Will get to see my old friend Dungan. Greenslade and Cole are nearby on the *Princeton*...Otherwise it's the same old grind....

A few months later, he wrote that the hospital ship *Solace* was back, but this time the news was more somber. A cholera epidemic that ravaged Manila was taking its toll on American servicemen, including naval personnel.

...The cholera outbreak has hit us hard. At least four officers from nearby ships are in hospital. But most affected are army soldiers... We are staying aboard for our safety...

In the same letter he wrote about an accident aboard the *General Alava* that deeply affected the crew.

...We had a man testing rifle ammo. He was trying bullets with smokeless powder. The rifle exploded and killed him. His body was taken ashore and given full military honors....

More personal to Edward Kalbfus was the news that a classmate, Adolphus Watson, was a different type of casualty.

...Watson is aboard the *Solace*. They say he has gone to pieces and they are thinking of calling a medical survey on him. We think he has been out here too long...

Kalbfus also recounted his last fitness report. He glowingly wrote that he had received 'excellent' grades in everything but health. Apparently he had had a bout of



**Figure 7** Registered letter sent to his sister, Helen, in December, 1901. The envelope contained a letter and a piece of "juci" cloth.



**Figure 8** Letter to Kalbfus' mother written aboard the U.S.S. Buffalo and mailed at Japan in August, 1902.

constipation which he felt the captain held against him. Finally, he told his mother that he was coming home at the end of summer.

In August, 1902, Ensign Kalbfus transferred to the U.S.S. Buffalo, an auxiliary cruiser that served as a training vessel. Her prime mission was transporting replacement crews to the Philippines for the Asiatic Fleet. After a stop at Japan, the Buffalo sailed west across the Indian Ocean with various stops at Mediterranean Sea ports. The final destination was New York. (Figure 8).

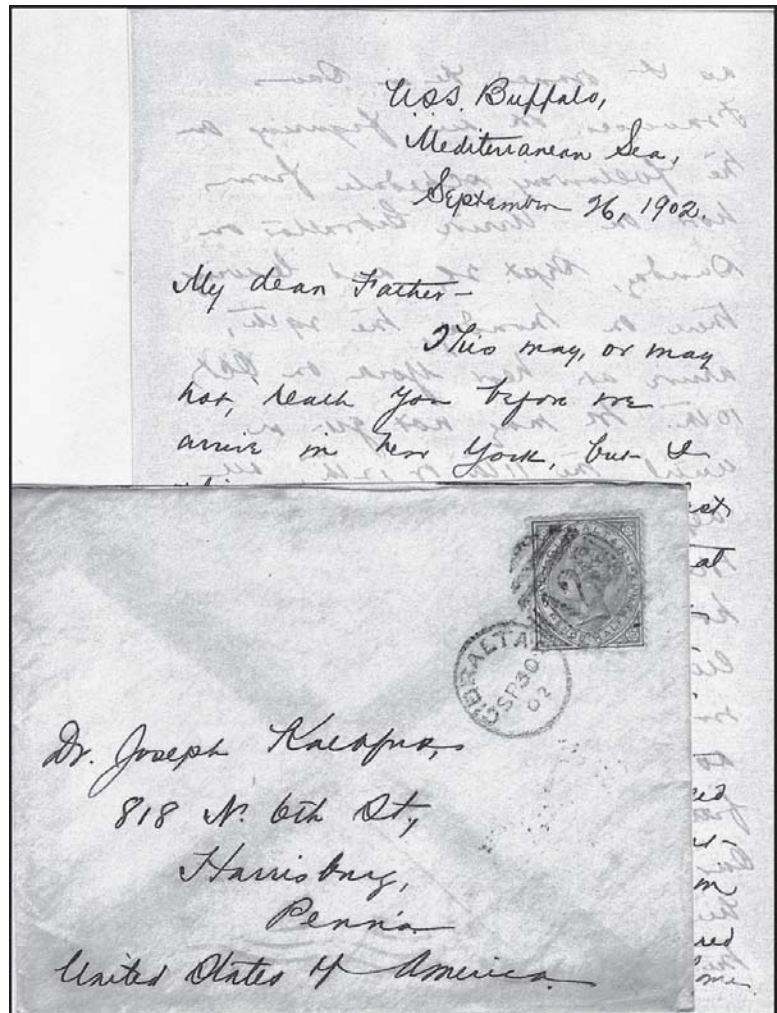
On September 30, 1902, Kalbfus mailed letters to his father and sister at Gibraltar. (Figure 9). His father's letter, dated September 26<sup>th</sup>, was filled with ship news, some of which was comical.

...We just left Messina, Sicily where we met the Albany. The weather is so much better than the Philippines where I spent almost three years. Poor Shackford is on the Luzon which is still stuck at Singapore because that boat is so slow. If people at home see the Luzon, Dewey's victory will fall flat. The Luzon is so slow that she has to follow close to the coastline around Bengal in case she sinks....

But to Helen, he tersely complained about not having mail waiting for him. He asks her to write in care of the Navy Yard, New York. The young officer arrived home in the fall for a well-earned rest.

In January, 1903, Edward Kalbfus transferred aboard the U.S.S. Cincinnati, a protected cruiser which had seen service during the Spanish-American War. From January through May, the Cincinnati cruised throughout the Mediterranean Sea before passing through the Suez Canal for the Philippines. On February 28<sup>th</sup>, he wrote to his mother from Messina about various Mediterranean ports. (Figure 10).

...Messina is very natural but absolutely dead, as it was in September. However, after the gay time we had in Algiers this place will do very well to rest in. I look forward to Alexandria and Athens. If we are not going to France, I don't want to stop and fool around with these Mediterranean towns but would rather go up the Baltic and English Channel...



**Figure 9** A September, 1902, letter to his father mailed at Gibraltar. The Buffalo was on its way to New York. Kalbfus was scheduled for extended leave and a new ship assignment.





**Figure 10** Letter written in February, 1903, and mailed at Messina, Sicily. Ensign Kalbfus was aboard the U.S.S. Cincinnati from 1903

The 25-year-old Ensign complained about an old nemesis again – his weight.

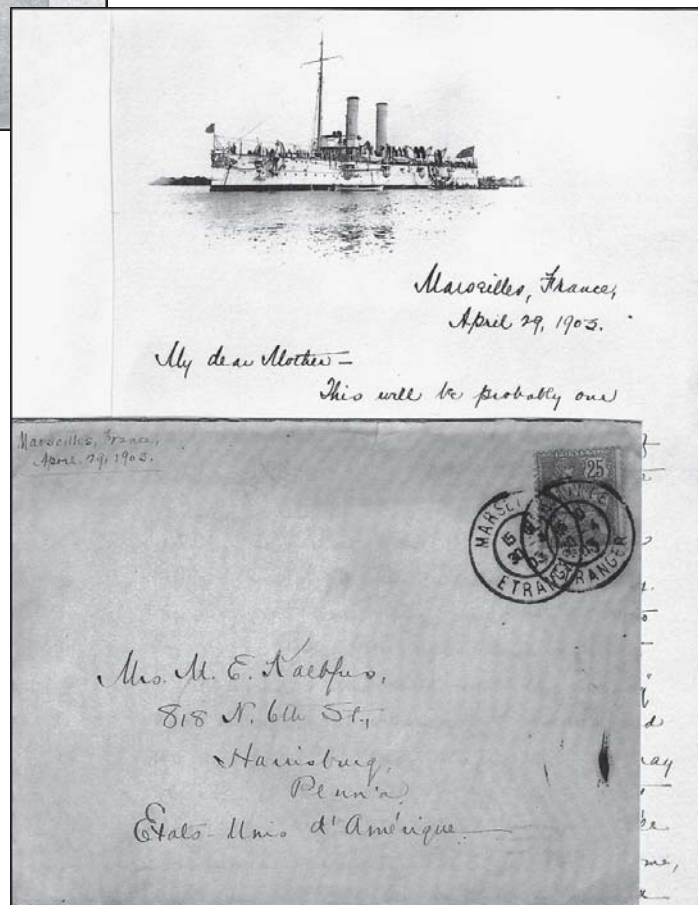
...I expect I'll weigh three or four hundred pretty soon. I have taken on 192, the most I've weighed before. I think I'll try bicycling...

He wrote to his mother from Marseilles, France, on April 29<sup>th</sup>. (Figure 11). It was the last European port they visited before departing for the Philippines. Before leaving, the ship went into drydock and would hosted President Loubet of France for an official tour of the ship. Clearly he didn't want to go back to the Philippines and resolved to do something about it. About that he wrote:

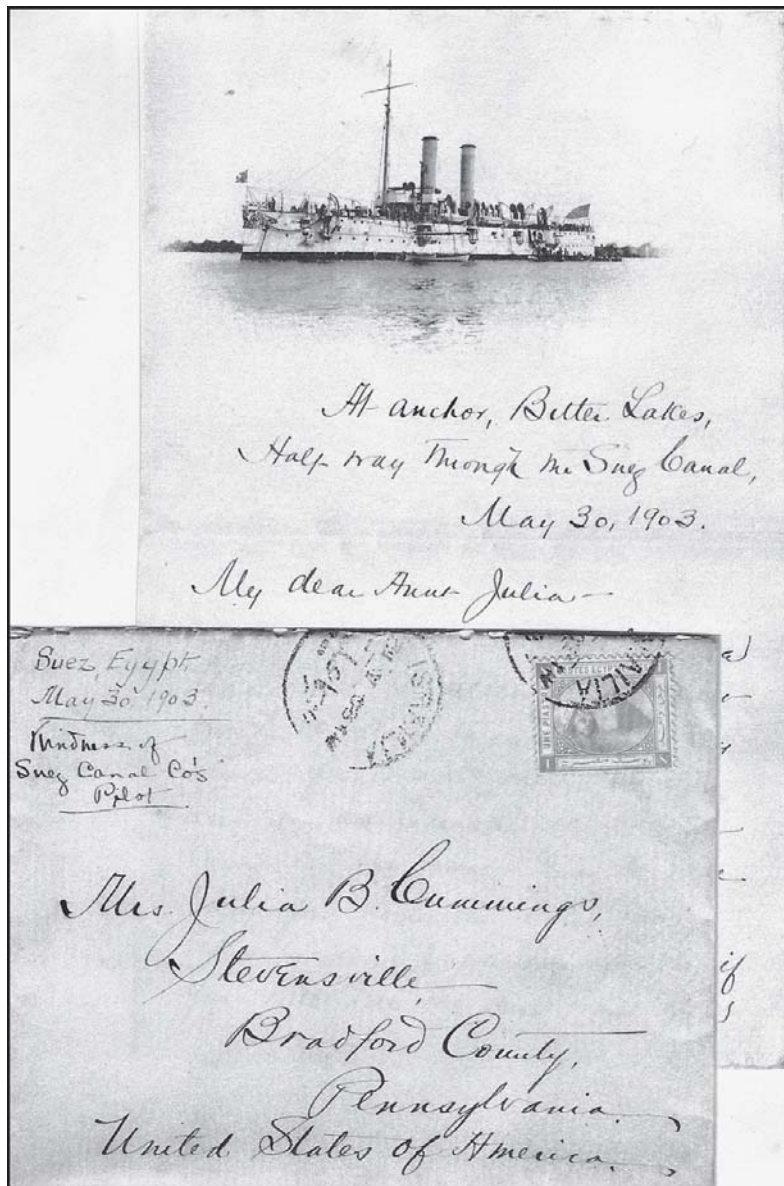
...I understand we are to go by easy stages, and I may be able to kill part of my cruise that way. At any rate, I'll put up a strenuous howl to come home. I may have to work the wires like Sayles. He worked the

wires and went home on the Buffalo to get married. But a trip back to Manila, with China and Japan thrown in, is preferable to a continual grind in the battleship squadron without any chance for leave....

By the end of May, 1903, the *Cincinnati* had begun to work its way into the Suez Canal. Kalbfus wrote to his Aunt Julia on May 30<sup>th</sup>, as the *Cincinnati* was still in the northern section of the canal, an area called the "Bitter Lakes". They were actually several hyper-saline natural lakes that acted as a natural tidal control since there were no locks in the canal system. Kalbfus wrote on the envelope, "Kindness of Suez Canal Co's Pilot." One wonders if Kalbfus put the Egyptian stamp on the cover himself, or the stamp was affixed as a favor by a local official. One also wonders if such a practice was routine for ships' personnel wishing to send mail while in the canal itself. (Figure 12).



**Figure 11** An April, 1903, letter mailed at Marseilles, France, while the *Cincinnati* was in drydock for engine overhaul before going to the Philippines.



**Figure 12** The U.S.S. Cincinnati was moving through the Suez Canal when this letter was mailed to his Aunt Julia. See the letter's conveyance notation at the upper left corner.

The officer's tone in his letter was subdued as he wrote that the ship would stop at Colombo and Singapore before arriving at Manila on July 8<sup>th</sup>. He said the only new place he'd seen was Aden and "...it isn't worth seeing..." Seemingly depressed, Kalbfus told his aunt that he didn't want to spend much time in Manila and just wanted to come home.

If Ned Kalbfus pulled wires to get home, it was not effective. He began 1904 with a letter to his Aunt Julia while still at Cavite aboard the Cincinnati. He wrote the letter on January 20<sup>th</sup> and mailed it on the 25<sup>th</sup>. It was a chatty missive in which he talked about current events, notably the Iroquois Theater fire in Chicago and the start of the Russo-Japanese War. The Iroquois

Theater burned on December 30, 1903, after being open for only one month. Over 600 people died in the theater that supposedly was fireproof.

American forces in the Far East were keeping close tabs on the Russian-Japanese situation. Japan did not declare war against Russia until February 8<sup>th</sup>. It is noteworthy that the Japanese launched a surprise sea attack against the Russian fleet three hours before the declaration of war was received by the Russian government. For the United States, it was a portent of things to come. Edward Kalbfus remained aboard the U.S.S. Cincinnati until 1905 when he finally got an extended leave.

## Epilogue

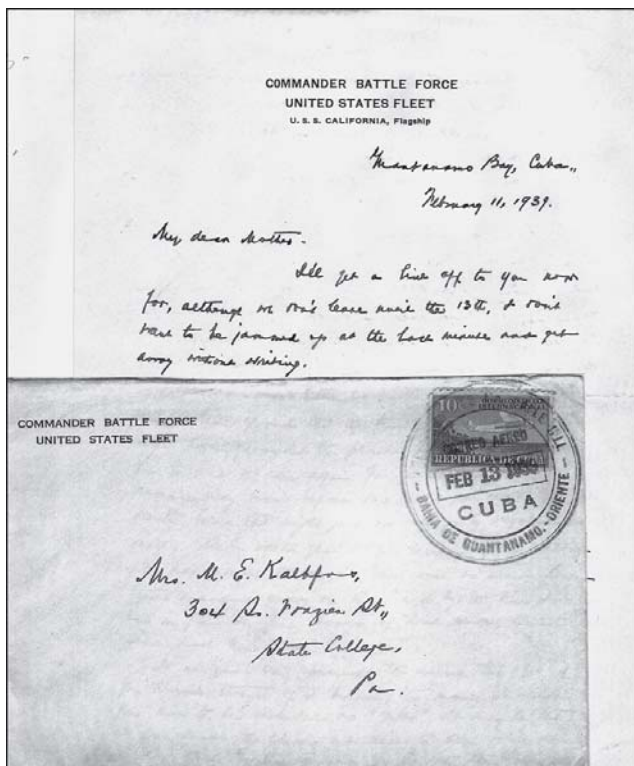
Edward Clifford Kalbfus served in the Navy for 47 years. He saw action in the Cuban Pacification of 1906, the Mexican Occupation of 1914, and World War One as captain of the U.S.S. Pocahontas. Kalbfus commanded other warships until the late 1920s when he joined the Naval War College staff. He later served in other high-level staff positions before becoming the Commander, Battle Force, United States Fleet in 1939. As figure 13 shows, Kalbfus always stayed in touch with his mother who was 82 years old when the letter was written. Admiral Kalbfus retired in 1942 and died in 1954.

The class of 1899 provided some of the Navy's most successful officers in the first half of the 20<sup>th</sup> century. That the men

fought in one of America's most dramatic victories while still students likely gave them greater opportunities for command and advancement after graduation (figure 14).

The men Ned Kalbfus' mentioned in his letters fared well during their careers. His roommate, Chauncey Shackford, served from 1906 through 1908 as a social aide at the White House under Presidents Roosevelt and Taft. Army Lieutenants Philip Sheridan Jr. and Douglas MacArthur Jr. shared his assignment. Shackford won the Navy Cross during World War One. Paul Dungan, later an admiral, served as acting governor of American Samoa in 1907 while still a lieutenant. Barracks buddy Fred Horne achieved flag rank





**Figure 13** Navy stationery used for the letter to Admiral Kalbfus' mother, February, 1939, which was mailed from Guantanamo, Cuba.

and was vice-chief of naval operations in 1942. Admiral Cyrus Cole commanded the salvage unit that investigated the U.S.S. *Squalus* after the submarine was lost in 1939. Guy Bisset became a naval constructor. And Adolphus Watson, the officer who had "...gone to pieces..." in the Philippines, not only recovered but was eventually promoted to admiral.

Both tragedy and heroism marked the class of 1899. The first casualty was Welborn C. Wood, who was killed in action on September 17, 1899 while commanding a gunboat in the Philippines. Another '99 graduate, Roe W. Vincent, was missing in action but survived after the gunboat *Villalobos* was overwhelmed by Filipino insurgents in September 1900. The class Honor Man, Herbert Sparrow, drowned in 1924 when his ship, the *Tacoma*, sank off Vera Cruz. Lt. Alexander F. H. Yates is credited with saving the gunboat *Bennington* in July, 1905, when it exploded in San Diego harbor. He belayed an "Abandon Ship" order and calmly directed sailors to flood a powder magazine near a burning boiler. Allen Buchanan won the Medal of Honor at Vera Cruz in 1914 for courageously leading sailors in combat ashore.

Other 1899 graduates left their marks on Annapolis and the Navy during their careers. Joseph Taussig was a star quarterback who led the Academy football team

#### United States Naval Academy Class of 1899

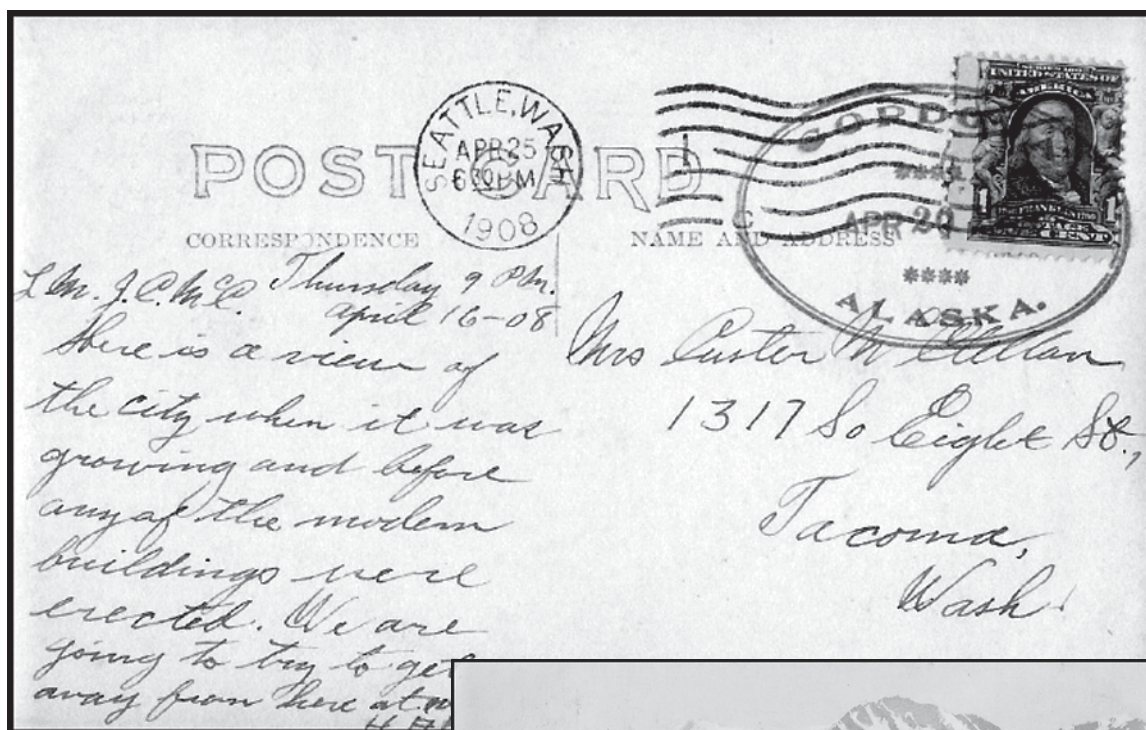
John E. Bailey	Henry E. Lackey*
John T. Beckner	Edgar B. Larimer
Guy A. Bisset	John E. Lewis
Claude C. Bloch*	Zachariah H. Madison
John T. Bowers	Samuel I. M. Major
Frank O. Branch	James E. Mathews
Harry L. Brinser*	William S. Miller
Allen Buchanan	Charles E. Morgan
James W. L. Clement	Farmer Morrison
Cyrus W. Cole*	Ralph E. Pope
James R. Combs	Hilary H. Royall
Charles E. Courtney*	Everit J. Sadler
Paul B. Dungan	William R. Sayles
Herbert H. Evans	Chauncey Shackford
Edward B. Fenner*	Lloyd S. Shapley
Charles H. Fischer	Herbert G. Sparrow
Charles W. Forman	Joseph K. Taussig*
James B. Gilmer	Samuel B. Thomas
Henry M. Gleason*	James H. Tomb*
John W. Greenslade*	Roe W. Vincent
Charles B. Hatch	Adolphus E. Watson*
Frank P. Helm	Ernest A. Weichert
Frederick J. Horne*	Richard D. White
Walter M. Hunt	Welborn C. Wood
Alfred W. Johnson*	Clark H. Woodward*
Edward C. Kalbfus*	Alexander F. H. Yates
Victor A. Kimberly	

**Figure 14** USNA Class of 1899. Note: \* indicates that the graduate achieved the rank of admiral during his naval career.

to winning seasons in 1897 and '98. Henry Lackey's ship brought Charles Lindbergh and his plane "*Spirit of St. Louis*" home after the trans-Atlantic flight in 1927. Lloyd Shapley was governor of Guam from April, 1926 to July, 1929. Admiral Alfred W. Johnson proved the usefulness of radar for fire control in 1938. Admiral Claude C. Bloch was commandant of the Pearl Harbor Navy Yard on December 7, 1941. Admiral James H. Tomb was the first superintendent of the U.S. Merchant Marine Academy in 1942. In all, fifteen 1899 graduates became admirals.

The stellar class of 1899 was also touched by embarrassing irony. While serving as commandant of the New York Navy Yard, Admiral Clark Woodward was quoted in 1939 as saying, "As far as sinking a ship with a bomb is concerned, you just can't do it." Thankfully, his son-in-law, future admiral Miles Browning proved him wrong at Midway.

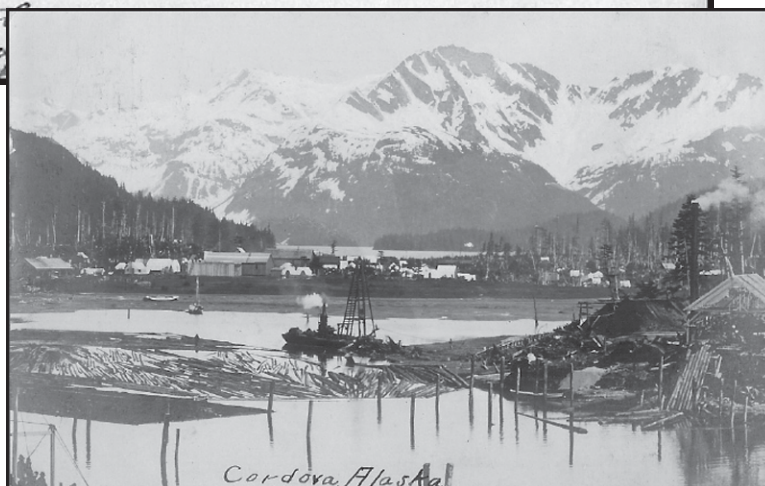
# A Cordova, Alaska Oval Postmark Discovery



In May of this year Michael Nore, an advanced collector of Alaskan photo postcards, emailed the publisher with a request to assist in the identification of the Cordova postmark shown above. I replied to Michael stating that I had never seen that postmark before and furthermore it had never been reported in the three decades since the first edition of *Postmarks of Territorial Alaska* was published.

The Cordova post office was established and John Burton was appointed its first postmaster on October 25, 1906. The town was to be the ocean terminus of the Copper River & Northwestern Railroad, a line built to service the Kennecott mines located some distance up the river. On April 8, 1911, the first trainload of ore reached Cordova and was loaded on the steamer *Northwestern* bound for a smelter in Tacoma, Washington. At that time the town had a population of over 1,100.

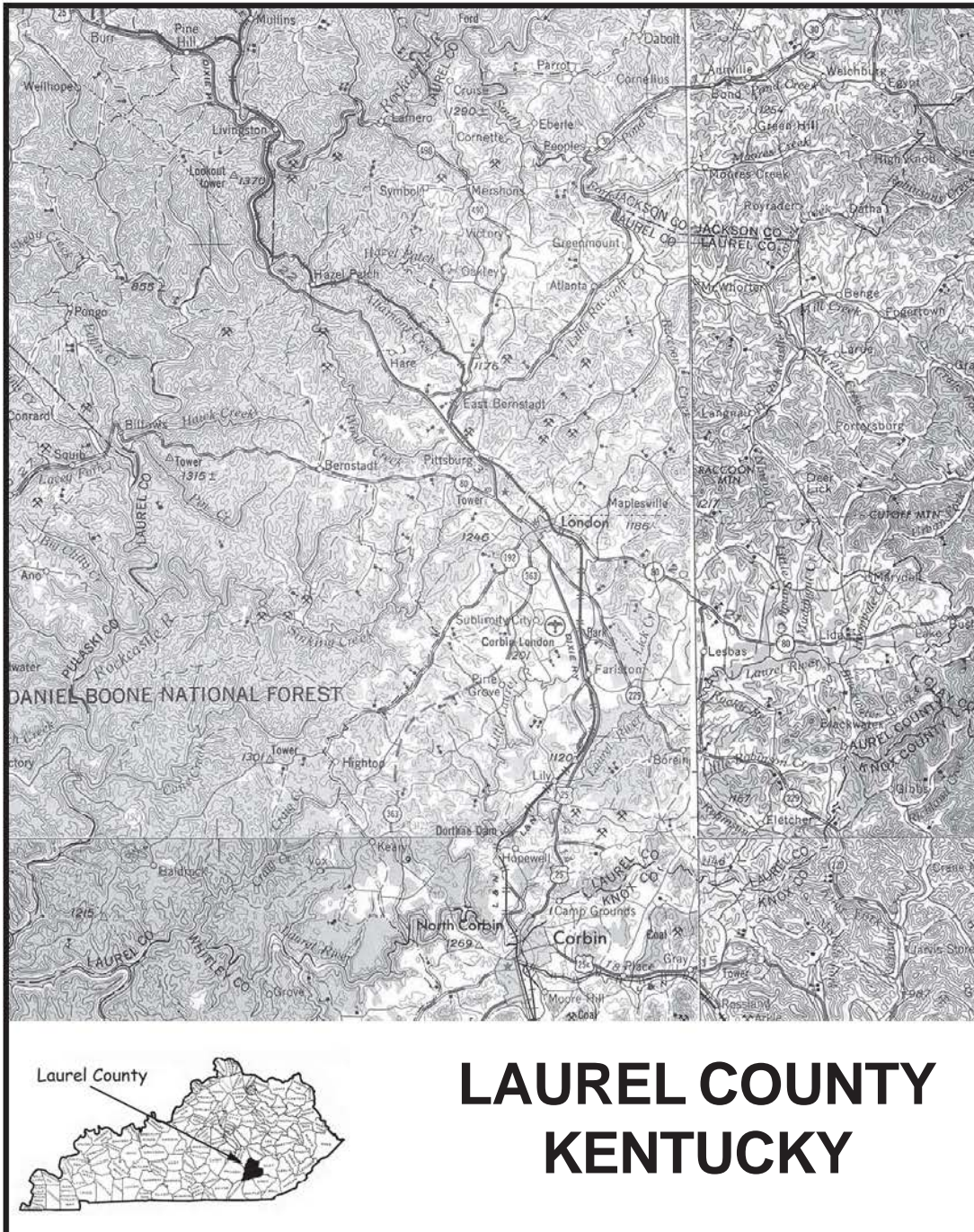
The earliest recorded postmark date recorded from Cordova is December 30, 1907, and the postmark is a



standard Type A 4-bar of the design typically assigned to new post offices beginning in the latter months of 1906. It has been documented in use until late 1909 and was replaced by a steel duplex in early 1910.

Discovery of this fancy double oval handstamp used as a postmark is therefore quite surprising since it dates from April 20, 1908—a time when the Cordova 4-bar was in constant use. From the look of the impression, it may have been made by a handstamp associated with the Copper River & Northwestern Railroad or perhaps some aspect of the Kennecott mining operations. In any case it is quite an exciting discovery in the field of Alaskan postal history and our thanks to Michael Nore for sharing it with us.





# The Post Offices of Laurel County, Kentucky

By Robert Rennick

**L**aurel, the eightieth Kentucky county in order of formation, was authorized by the Kentucky legislature on December 21, 1825. Its original 520 square miles were taken from Clay, Knox, Rockcastle, and Whitley counties. Having gained ten more square miles from Knox in 1834, Laurel lost 130 toward the organization of Jackson County in 1858 and gained another forty from Knox in 1876. After several almost indiscernible adjustments between 1884 and 1904, its final boundaries were fixed on March 22, 1904.<sup>1</sup>

The county, at the northwestern edge of the Southeastern Kentucky Coal Field is drained by streams in the Cumberland valley system. Two of the Cumberland's main branches—the Rockcastle and the Laurel Rivers (the latter was the county's name source)—join its main channel 3 ½ miles apart, in the southwest corner of the county.

The seventy five mile long Rockcastle River, which heads at the con-fluence of its Middle and South Forks in Jackson County, serves as Laurel County's western and northern boundaries. It was first called Lawless River for a member of Dr. Walker's 1750 exploring 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 "rock castles". Its main Laurel County tributaries are Cane and Sinking Creeks, Little Rockcastle River (with its Hazel Patch and Wood Creeks), Parker Creek (now Branch), and South Fork (with its Raccoon and Little Raccoon Creeks).

The sixty mile long Laurel (or Big Laurel) River, heading about a mile from the Clay County line, and joining the Cumberland at the Whitley, McCreary, and Laurel Counties convergence, serves as part of the county's southern boundary with Whitley and Knox. Laurel River branches, including Craig, Lynn Camp, Robinson, Rough, Blackwater, Johns Creeks, and the Little Laurel River, also figure significantly in the county's settlement history. In 1977 the Laurel River Lake was created by the impoundment of the river, 2.3 miles above its Cumberland confluence. With a 205 mile-long shore-

line and a seasonal pool of 5,600 acres (900 of which are managed by the U.S. Corps of Engineers) it has become the focus of one of the region's best known and most often visited recreational areas.

Laurel County is located on a dissected plateau of many flat topped ridges, and thus settlement was not as limited to stream valleys as it was in the other upper Cumberland and Eastern Coal Field counties. Pioneer Laurel families included McHargues, Jacksons, Far(r)ises, Pitmans, Pearls, Chesnuts, Taylors, Browns, Mershons, Moores, Weavers, and Brocks.

Till the arrival of the L&N Railroad in the 1880s, the county's economic base was primarily subsistence agriculture and timbering. The line's Knoxville branch gave rise to coal development in several sections of the county. However, by the First World War, resource depletion and better marketing and distribution systems elsewhere led to coal's decline. Yet, main roads extending through the county since earliest settlement times gave the county a strategic importance of another kind that many other eastern Kentucky counties lacked. At several sites along the Wilderness Road and other routes through the county, rest stops and stores catering to travelers sprang up during the late eighteenth and most of the nineteenth centuries giving rise to permanent settlements and the post offices that served them.

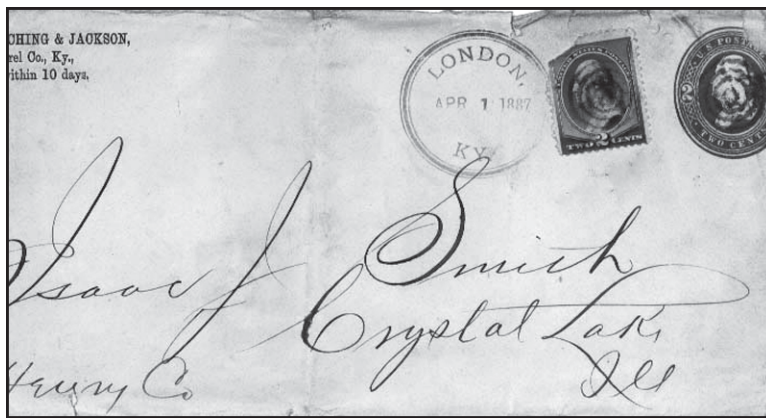
The end of the twentieth century saw the north-south placement of I-75, the east-west placement of the Daniel Boone Parkway, and plans for I-66 crossing the county, the relocation of US 25 and the improvement of Ky 80 and other main roads. Moreover, by the late twentieth century, factories, mostly in the London-Pittsburg-East Bernstadt area, and tourism had given the county an unparalleled economic diversification. With its Levi Jackson-Wilderness Road State Park (southeast of London, the county seat), the Laurel River Lake, and the smaller (672 acre) Wood Creek Lake in the north (created in 1969), the county has been attracting visitors from all over the state and region.

Laurel's 436 square mile area is home to an estimated 54,300 persons, a twenty per cent increase in 2002 over the 43,000 counted in the 1990 Census. London, its centrally located seat, is seventy five miles sse of downtown Lexington (via I-75). The ninety three op-

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*NOTE: All postmark illustrations shown in this article are from the Margie Pfund Memorial Postmark Museum Collection and appear through the courtesy of the Postmark Collectors Club.*





erating post offices will be located below by road miles from the courthouse in downtown London or from earlier or larger offices in their respective areas.

The fourth class city of **London** grew from a pioneer settlement called **Riceton** (for William Rice's apple orchard), strategically situated on the Wilderness Road, halfway between the Cumberland Gap and Lexington. According to the most accepted account, the act creating the county in 1825 provided for a popular vote on the choice of the county seat. John and Jarvis Jackson's offer of the Riceton site was accepted along with their suggested name **London**, probably for their English ancestry and the hope that the new town would develop like its name source.<sup>3</sup> **London**, Kentucky was officially founded in 1826 on thirty one acres platted by James McNeill, and its post office was established on February 4, 1831, with Branham Hill (who had earlier maintained the Hazel Patch post office) as its first postmaster. It was incorporated as a city on February 16, 1866.

Like most Cumberland valley and eastern Kentucky coal field towns, London's early development was slow. It didn't really come into its own till the arrival of the L&N Railroad in 1882, and soon became its area's principal trading center. By the end of the twentieth century it had become an important industrial center with a number of plants including a bakery and pie maker, a spinning and yarn factory, makers of church pews, fertilizers, and thermostats, as well as the site of one of Kentucky's largest food wholesalers, tobacco warehouses, a dairy, and the Appalachian Computer Services.

By annexation, London's 2000 population of some 5,700 increased by thirty one per cent within two years to 7,500, making it almost a contender with Corbin, only fourteen miles south.

## POST OFFICES IN THE ROCKCASTLE RIVER WATERSHED: MAIN CHANNEL

In 1853, after selling their Graham Springs resort in Mercer County, Christopher Columbus Graham and his son Montrose acquired 1,500 acres on both sides of the Rockcastle River, some seven miles above its Cumberland confluence. By the Bee Rock on the Pulaski County side,<sup>4</sup> at what was probably already known as **Sublimity Springs** for its sublime scenery, they soon opened a resort hotel. Across the river, in

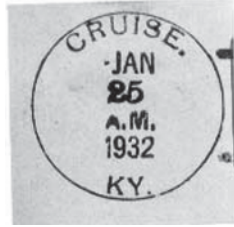
Laurel County, they opened a flour and saw mill. On February 22, 1860 the town of **Sublimity** was chartered and, on October 22, Flavius Josephus ("Seph") Campbell, who had succeeded Montrose as the resort operator, established, also on the Pulaski side, the **Sublimity** post office.

The **Sublimity Springs** resort, however, could not compete with an-other chalybeate springs resort, **Rockcastle Springs**, 2½ miles down the river, that had opened by 1835, also on the Pulaski County side. To this point, on September 5, 1878, the **Sublimity** post office was moved, with Elcana Goodin, postmaster, and renamed **Rockcastle Springs**. By now, apparently, Seph Campbell had also moved for he became postmaster in 1880. On December 24, 1900 the office, now with Delpha Wells as postmaster, moved across the river to a Laurel County site half a mile above the mouth of No Business Branch, twenty one miles southwest of London, where it closed in 1936.<sup>5</sup>



Some twenty two river miles above (north of) Bee Rock-Sublimity were the two sites of **Andrews**. This office was established on August 24, 1887 300 yards west of the river, in Rockcastle County, one mile north of Eagle Creek. Its first postmaster and probable name source Andrew Jackson Norton had first proposed the names **Norton** and **Little Ivy**. On November 19, 1888 James H. Bustle had the office moved across the river to a Laurel County site half a mile up the Laurel Branch of Rock-castle River, and fourteen miles northwest of London, where it closed in February 1911.

Still further up the river, twenty three miles above the sites of Andrews, at the mouth of Horse Lick Creek (at the convergence of Rockcastle, Jackson, and Laurel Counties) was the pioneer **Cruises Ferry** and tavern. This was by a major crossing for the Wilderness Road, and may first have been maintained by John Farris.<sup>6</sup> It's not clear which Cruise (or Cruises) had the ferry after Farris' move to a site south of London, or even if Farris had actually operated a ferry there.<sup>7</sup> Some say it was Tom; others James (who's known to have acquired land on the river in the 1830s, 40s, and 50s) and/or Edward. In any event, the ferry-tavern site did not get its post office till 1899 when Welcom ("Welk") Mullins, a later tavern operator, petitioned for what he'd call **Welcom** only to learn that an office of that name (actually **Welcome**) had just opened in Butler County. From June 21 till **Cruise** closed in August 1919 he was its only postmaster. The office was re-established in August 1925 by John Lear after whose death in 1937 it was moved to Della Gabbard's store on (the present) Ky 1228, less than a mile east of the convergence. Here, some sixteen miles nnw of London, it remained till, on Mrs. Gabbard's retirement in October 1964, it closed.



The inexplicably named and not precisely located sites of the **Yaho** post office served the Rockcastle valley between Andrews and Sublimity for thirty years from June 25, 1905. According to first postmaster John W. Whiteaker's Site Location Report, it was half a mile east of the river, two miles below the Rockcastle branch of Pine Creek, six miles west of Bernstadt, and four miles south of Ward (which later became the Billows post office in Rockcastle County). In the spring of 1924 it was moved 0.8 miles northwest to a public road one mile south of Pine Creek, and one fourth mile from the river.

Even less certain are we of the **Stone Hill** post office which Sherman W. Owsley alone maintained from August 31, 1874 through October 1878. It may have been in the vicinity of, or west of, Mt. Moriah Church, at the head of the Rockcastle River's Hawk Creek, and seven miles northwest of London.

#### POST OFFICES ON THE ROCKCASTLE RIVER'S CANE CREEK

Somewhere near the head of the twelve mile long Cane Creek, which joins the river one mile above Bee Rock-Sublimity, were the several sites of the **Add** post of-



fice. The first was ten miles southwest of London, on the road (now roughly Ky 192) between the county seat and Bald Rock, serving a locality that may have been called **Reid** (possibly for one Reid Parman, ne ca. 1843). Neither first postmaster Sterling R. Parman's first proposed names **Mt. Ebo** and **Mt. Nebo**, nor **Add** itself, have been derived. The office opened on February 6, 1882 but closed in mid August 1887. It was re-established on July 10, 1888 by James W. Bishop some 42 miles from the river and eleven miles from London, but in February 1891 it was moved 14 miles east to a site at the junction of (the present) Ky 192 and 312, half a mile northwest of the Bethel (now Hightop) Church to serve a store, mill, and shop. It may have moved two miles west in 1905, but contemporary maps show it, when it closed in March 1912, at the junction of Ky 192 and 552, near the Pine Hill Church. A former postmaster, Sidney Grant Hale's attempt to re-establish the office as **Adz** in September 1922 was unsuccessful.

Equally inexplicable was **Skate**, the name applied to Nancy Johnson's post office on August 31, 1905. This replaced her proposed name **Dorr** (which may have been too similar to **Dory**, the name of a Clay County office).



It served a stage stopover on (the present) Ky 192 near the Pine Hill Church but, on January 1, 1916, was moved one mile east and, in 1920, was again moved to a site near the junction of the Nish and Maple Grove Roads, on the west side of (upper) Craigs Creek, three fourths of a mile east of 192. Here Jim and Betty Stewart ran it in their grocery till it closed in 1935.

#### POST OFFICES ON SINKING CREEK OF THE ROCKCASTLE RIVER

Sinking Creek heads just short of I-75 at London's western city limits and extends for about 17 1/2 miles to the Rockcastle River some nine miles above Bee Rock-Sublimity and 12 3/4 miles below the Laurel Branch sites of Andrews. One of the stream's several possible name sources was the complaint of the driver



of an overloaded ox-driven wagon that he'd gotten bogged down in the "sandlined creek" bottom. Four post offices served the Sinking Creek valley.

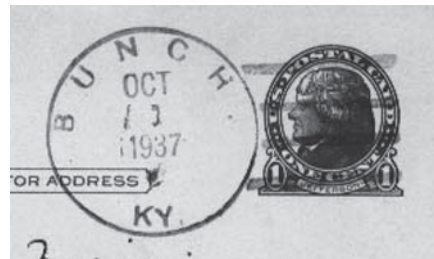
At some unknown site one mile from Sinking and 3 ½ miles west of London, Margaret L. (Mrs. James W.) Mitchell opened a post office on January 18, 1899. Since her first name choice **Manilla** (sic) for the battle five months earlier had already been taken by a Johnson County office, she named hers **Platt**, but it's not known why. It lasted only through July 1905.

Just six days after the establishment of Platt, Abel Bryant (ne Septem-ber 1853) opened an office under a rock overhang half a mile east of the creek and ten miles west of London (via the present Rte. 1535). Since his preferred name **Elrod** for the family of Indiana-born James W. Elrod (ne January 1844), a London machinist, was then in use in Pulaski County, he named his office **Abel**.<sup>8</sup> In 1907 the office was moved one mile west, but it returned to the vicinity of its original location in 1914 where it re-mained till it closed in mid October 1933.



To serve one of the Swiss settlements in "the Upper Colony", Swiss-born Flora Probst opened the **Abington** post office on July 3, 1900 and with her brother Emil operated it for twelve years, two miles east of Sinking Creek, three miles due west of London, and five miles southeast of Bern-stadt, the main colony (see below).<sup>9</sup> In 1912 Henry V. Tanner had the office moved 400 yards south to a point he located, in his Site Location Report, half a mile west of Sinking Creek, and four miles from the London post office. Here it closed in mid August 1916. Whence **Abington**, the name of towns in old and New England and Pennsylvania, is not known.

The Bunches, an old Laurel County family descended from a Rockcastle valley widow mentioned in the 1825 county enabling act, gave its name to a post office established on December 11, 1905 half a mile north-west of Sinking Creek and four miles below (west of) Abel. In November 1913 Milton W. Bunch, who had succeeded first postmaster John Y. McFadden, moved the **Bunch** post office half a mile south to serve the



locality still called **Dog Branch** for that 2 ¾ mile long Sinking Creek tributary. After several vicinity moves the office closed on November 15, 1959, half a mile west of Sinking and fourteen miles west of London, where it was serving the New Hope Church.

#### POST OFFICES ON THE MAIN CHANNEL AND BRANCHES OF THE LITTLE ROCKCASTLE RIVER

The 2 ½ mile long Little Rockcastle River heads at its two head forks—**Hazel Patch** and Wood Creeks—and joins the main Rockcastle channel at or near the site of the Dillion post office (see below), just above US 25's river crossing. The 10 ½ mile long Hazel Patch Creek heads just northeast of East Bernstadt and extends north, then west to join Wood Creek just west of the final Hazel Patch post office site.

The settlement of **Hazel Patch**, with its extinct post office, is on the creek of this name, just above the forks, half a mile east of US 25, and eight miles north-west of London. It's 7 ½ miles down the creek from the original **Hazel Patch**, historically referred to as "The Hazel Patch", half a mile east of (the present) Ky 490 (old US 25), in the vicinity of the later **Oakley** (see below). "The Hazel Patch", named for the large number of hazel bushes in the vicinity, was the junction of two pioneer routes, one to Boonesborough and the other to Crab Orchard and Danville, where the pioneers Benjamin Logan and Richard Henderson parted company. It was the site of John Woods' block-house, a tavern built in 1793, that became a major stop on the Wilderness Road for the earliest Kentucky visitors. Here a post office was established in December 1804 with Woods as postmaster. On July 1, 1805 Woods was succeeded as the **Hazlepatch** (sic) postmaster by James Rice, and for awhile the office was also known as **Rice's**. It closed in 1831.<sup>10</sup>



On February 1, 1867 John Hay re-established the **Hazle Patch** post office at its downstream location, eleven miles northwest of London, but it wasn't for five more years that the name was permanently transferred to this site, then but a settlement of railroad builders. In 1961 the U.S. Board on Geographic Names changed the spelling of the post office-community's name from **Hazle Patch** to **Hazel Patch** to reverse an 1897 decision. After several vicinity moves the office closed for good in April 1974.

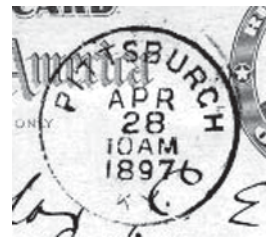
The **Oakley** post office, at several sites on (the present) Ky 490, between half and one mile north of Hazel Patch Creek, in the vicinity of the Mount Carmel Church, was established by Jackson C. Mullins on April 1, 1891. It was named for the descendants of Virginia-born Leonard (ne October 18405 and Charlotte Oakley. This office served the store and sawmill of **Balm**, Mullins' first name choice. It closed in February 1955.



The county's first commercial coal mine was opened near the head of the sixteen mile long Wood Creek in 1872. But it was not till the arrival of the L&N ten years later that coal would become a major industry in the county. Within a short time several area mining operations were developed and a community grew up to serve them.

The Peacock Coal Company was organized by Henry C. Thompson, a native North Carolinian, on a farm long owned by the descendants of Jonathan McNeill, on the 1 ½ mile long Peacock Branch of Wood Creek (which heads half a mile south of the present Ky 30). According to the county's coal historian Samuel Mory, this mine's coal is said to have, like the bird, "reflected (nearly) all the colors of the spectrum".

McNeill's neighbors were Lot and Holland Pitman, sons of a Scotsman Richard Pitman who may have settled on nearby Raccoon Creek around 1801.<sup>11</sup> The Pitman descendants gave the land for the L&N's new station which took their name. On June 13, 1882 Michael Hope, a Pitman Coal Company employee (ne June 1829), established the local post office, not as **Hope**, his first preference, but as **Peacock**. It was renamed



**Pittsburgh** on March 16, 1883 probably to honor both the family and the Pennsylvania city.<sup>12</sup> In 1894 the "h" was dropped from its name and the post office has been **Pittsburg** ever since. By the First World War, area coal mines had been all but abandoned. The town's charter was dissolved in 1907; Peacock ended its operation in 1899 and the Pitman Coal Company's operation had been abandoned by 1910. Another company, Laurel Coal, closed down two years later.

Today the village of **Pittsburg**, with its post office, extends for over a mile along US 25 and the L&N (just east of I-75), from a point about one mile north of London's city limits. London lately has sought to incorporate this area but as yet has failed to do so.

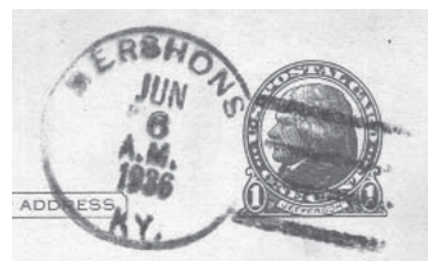
The short-lived **Dillion** post office (March 4, 1890 to 1893), with Edwin R. Davis, postmaster, served an L&N station of this name 200 yards east of the Rockcastle River, halfway between Livingston and Hazle Patch. Nothing else is known of it.<sup>13</sup>

## TWO PARKER BRANCH POST OFFICES

The four mile long Parker Branch, named for an area family, heads less than half a mile south of the River Hill Church and joins the Rockcastle River near Lamero. Two post offices served its valley.

Near the head of Parker Branch, at the junction of the Wilderness Road and the road leading to the Clay County salt works, one William Titus Mershon settled in 1812.<sup>14</sup>

Here Mershon's Tavern became an important stage coach stop. Sometime before the mid 1830s the vicinity came to be known as **Mershons Cross Roads**. With this name and presumably at this site Cornelius Mershon established a post office on April 1, 1837. It was discontinued in June 1839. On May 23 of the





following year another **Mershons Cross Roads** was established in that vicinity but was renamed **Bethel Cross Roads** on May 14, 1860 and closed in February 1861. Yet another **Mershons Cross Roads** post office was established on September 13, 1861. Within twenty five years it was serving a trade center and another important Laurel County coal community. According to several late nineteenth century Site Location Reports, this office was moved several times within the area between Parker Branch, White Oak Creek (another Rockcastle River tributary), and the head of Hazel Patch Creek. In December 1895 it became simply **Mershons**.

When it closed for good in 1967 it was on Ky 490 (old US 25, roughly the route of the Wilderness Road, paralleling Parker Branch), some 2½ miles above the river and twelve miles north of London.<sup>15</sup>

To serve the Nelson and Sons store, half a mile south of Parker, Orville Perry Nelson (son of Jasper) applied for a post office he would probably call **Glen**. But it opened on March 26, 1906 as **Templer**, possibly honoring the area landowning descendants of pioneer settler Jerah Templin (or Tamplin). In the fall of 1923 the office was moved half a mile north to John and Lydia Dees' store on (the present) Ky 1228, with Lydia as postmaster till it closed in August 1933.

#### FIFTEEN POST OFFICES IN THE ROCKCASTLE RIVER'S SOUTH FORK WATERSHED

Rockcastle's South Fork, which joins the Middle Fork to form the river's main channel, heads near Deer Lick in Jackson County, and for much of its thirty two mile run forms the Jackson-Laurel County line. It was first identified as the Tomilson River (sic) in Dr. Walker's 1750 journal. Six post offices served the South Fork's main valley.

**Green Mount**, the earliest of the South Fork offices, was established on December 12, 1877 by Jesse Bowling to serve a thickly settled area centering at what was then called **Bowling Cross Roads**, just below the mouth of Little Raccoon Creek. It was named for a nearby grass-covered natural mound just east of (the present) Ky 30. By 1887 it was serving a couple of

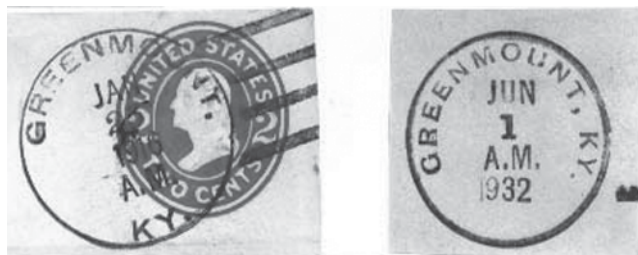
area coal mines. By 1895 the name was being spelled as one word. After a couple of moves between 1893 and 1907 it closed in September 1909. It was re-established by Isabel Bowling on July 23, 1915 to serve the yet-to-be built **Bowling Station** on the new Rockcastle River rail line just across the Fork. Her preferred name **Bowling** was replaced by **Greenmount**. From 1961 to 1973 the office was but a rural branch. Contemporary maps show **Greenmount** and **Bowling** as two separate sites on either side of the Fork.



Another former coal town **McWhorter** [muhk/whir/tuhr] centered at the junction of (the present) Ky 578 and 638, one mile above the mouth of Raccoon Creek, two miles above (southeast of) Greenmount, and ten miles northeast of London. Storekeeper and first postmaster Elijah McWhorter (ne November 1857), whose family of area timber and stock raisers was its name source, first proposed calling it **Charlotte** (to serve a locality of that name) and, possibly, **Savvyville** (derivation unknown). It operated from February 8, 1884 to early December 1975.

One of the several Kentucky post offices that were or, in this case, would have been, named for a Spanish-American War victory was on the South Fork, one fourth of a mile from the mouth of Mill Creek, and some 4½ miles above (southeast of) McWhorter. But since Menifee County's **Havana** post office had gotten there first, Joseph Smith Fouts' Laurel County office opened on February 23, 1900 as the inexplicable **Chester**. It lasted through July 1922.

The one time mining village of **Langnau** [laen/noh] was one of the several "colonies" settled in the early 1880s by Swiss immigrants attracted to the county by the Kentucky Bureau of Immigration. It's said to have been named for a Swiss village fifteen miles east of Bern, that country's capital, whence some of the colonists had come. The Laurel County village and its post



office, established on March 24, 1884, with William McCarty, postmaster, were located somewhere in the later **Salem Church and School Neighborhood**, one fourth of a mile north of the Little Laurel Fork, and five miles northeast of London. In early 1892 it was moved some distance north to a site just west of (Big) Raccoon Creek, then known as **George's Store**, with Martha J. Lincks as postmaster. It closed in September with that vicinity later to be served by the **Titus** post office (see below). On November 17, 1893 Robert P. Hodges re-established the office one mile east, at a site four miles west of the South Fork. Several more moves, closer to the South Fork, brought it ultimately to its final location, on Ky 472, just yards from the Fork, near Wyatts Chapel and 8½ miles northeast of London, where it closed in the summer of 1972.

The **Zacata** post office, established on June 22, 1905 by Thomas J. Sullivan (whose name preference was **Rose**), has been imprecisely located, but is believed to have been on the 2½ mile long Ninevah Creek, a branch of the (upper) South Fork, roughly midway between London, Langnau, Grit, and Brock. (Or on nearby Little Laurel Creek.) Though its name also has not been derived, one may wonder if, in some way, it could be associated with zacatl, the Nahuatl-Spanish word for hay or desert grass, which was given to several places in California and Arizona. This Laurel post office closed in mid April 1912.

Somewhere in the South Fork valley was **Shaggy**, a post office operated by Rosa N. (Mrs. Thomas W.) Crook between February 5 and December 15, 1915. According to her Site Location Report her name preference may have been **Job Davis** and the office would serve a locality called Salem. None of these names have been derived.

A local preacher's name may have been given to the **Cornette** post office established by David Gabbard on April 26, 1924. His first proposed name **Mount Zion** was probably taken from the local church just south of the Fork and half a mile below (northwest of) the mouth of White Oak Creek. Mrs. Nora Carter (nee Cornelius) was the first of several family members to run that office which served several families and McCollum's store till it closed in February 1955.

## Endnotes

1. In 1880 a bill to create, from sections of Laurel, Knox, and Whitley Counties, a Meriwether County to honor longtime Kentucky legislator David Meriwether was defeated in the state House of Representatives by a fifty two to twenty eight vote.
2. **Riceton** was so identified on Enoch Gridley's pre 1806 map, according to Neal Owen Hammon, *Register of the Kentucky Historical Society*, Vol. 68 (2), April 1970, P. 108

3. Another account offered by John C. McNeil, a native of Pittsburg and descendant of Lot Pitman, the latter's co-founder, claimed that the ancestry of the several site bidders would determine the name of the selected seat. Pitman, of Scottish descent, preferred **Edinburgh** if his (Pittsburg) site were chosen. John Freeman, offering the site of Laurel Bridge, nominated **Dublin** for his Irish background. Since the Jacksons won, their site was named **London**. ("Three Versions of London's Name" in *The Diamond Jubilee Edition of the Sentinel Echo*, London, 1954, P. 64)

4. At times the bees that infested this overhanging rock, 335 feet above the river, literally blanketed the skies.

5. The **Bee Rock** site of Sublimity Springs is now the focus of the Bee Rock Recreational Area extending 1 ½ miles along both sides of the river from the Ky 192 Bridge.

6. It's believed that the ferry replaced the so-called Richmond Ford, just below a crossing that could not accommodate vehicular traffic except during the dry summer months.

7. Nor can historians agree on how this name was spelled—whether it was **Cruse**, **Crus**, **Crews**, **Kruse**, or **Kruise**.

8. This is not to be confused with Knox County's **Abel** post office which operated between February 18, 1896 and January 27, 1897.

9. According to Miss Probst's Site Location Report. Early twentieth century maps show it on the old road between London and Abel, seven miles west. Thus it was not where it's shown on contemporary maps in the vicinity of the Liberty Baptist Church at the junction of Rte. 1956 (old Ky 80) and the Glenview Road (Rte. 2041).

10. Little is known, but much is assumed, about this John Woods. He's thought to have been a German with a long unpronounceable (to his neighbors) name who had taken the name Woods because he was so much at home in that kind of environment (According to the Rev. J.J. Dickey in an early history of Laurel County cited in the London Mountain Echo, September 18, 1896, and reproduced in the *Sentinel Echo's Diamond Jubilee* edition of August 12, 1954, Section P, P. 5:4). It was later learned that Woods was a literal translation of his German name.

11. Holland's home, on Wood Creek, built before 1817, was proposed by Lot for the new county's seat which, if he'd been successful, would have been called **Edinburgh**.

12. A great future was anticipated for this station and town which was chartered on March 8, 1884 and which local folks began referring to as "The Pittsburgh of the South".

13. I'm wondering if it could have been named for the storekeeper W.R. "Bill" Dillion who, on September 15, 1875, is said to have shot and captured Charley McDaniel, an alleged Jesse James gang member and fugitive from a Virginia bank robbery. The shooting is supposed to have occurred near Pine Hill, a rail station between Rockcastle County's Mount Vernon and Livingston (then called Fish Point).

14. William Mershon (1756-1842) who preferred to be called Titus, his mother Sarah's maiden name, was a Lawrenceville, N.J. native and Revolutionary War officer. He first settled in Frankfort, Ky. in the mid 1790s, but business failures there led to his move to the Rockcastle River valley in 1812.

15. While most Laurel County historians today honor Titus as the post office's name source, J.J. Dickey in his 1896 history, credited his cousin Jackson.

*TO BE CONTINUED*



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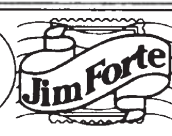
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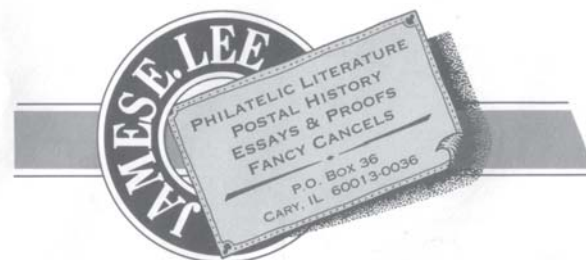
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448245

*[Signature]*  
For The Expert Committee  
Chairman

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## INTRODUCING *EXPONET* THE FIRST INTERNATIONAL ON-LINE PHILATELIC EXHIBITION

EXPONET (<http://www.exponet.info>) is a virtual, non-competitive international philatelic exhibit with more than 380 entries. With EXPONET, collectors can present their postal history and stamp collections on-line. EXPONET was started in 2004, and is now an integral part of the philatelic web site JAPHILA. It is written in English, and also translated into several other languages. It has been viewed by 2 million visitors so far!

The aim of EXPONET is to provide a permanent presentation of high quality philatelic exhibits, and to facilitate on-line study for visitors throughout the world. Our intention is to make exhibit-viewing available to everybody, regardless of distance, and to promote the philatelic hobby.

Exhibitors are not charged an entry fee, and criteria for exhibiting on EXPONET are explained on-line. In-brief, exhibits must be interesting, of high quality, and have some philatelic value. It's no problem to show a good exhibit which so far hasn't been exhibited or awarded. On the other hand, we don't accept an exhibit which isn't well worked through—even if it has been previously awarded.

We don't limit the size of the exhibit, but the optimal size is 5 to 10 frames, which meets APS and FIP regulations. High quality scans are a necessity.

Exhibits are classified in three groups, with professionally juried awards.

1. Hall of Fame - Exhibits which have achieved high awards at national and international shows will be classified in the Hall of Fame.
2. Very fine and outstanding exhibition
3. Open Class for exhibits having achieved Bronze, new exhibits, youth exhibits, etc.

EXPONET was founded by private individuals:

1. **Milan Cernik**, collector of postal stationery, exhibitor, and philatelic auctioneer at [www.pac-auction.com](http://www.pac-auction.com)
2. **Bretislav Janik**, webmaster-Japhila daily magazine [www.japhila.cz](http://www.japhila.cz); Secretary-World Stamp Exhibit Committee, Prague-1988.
3. **Vit Vanicek**, vice-president of the Union of Czech Philatelists and President-World Stamp Exhibit Committee-Prague-2008.

VISIT EXPONET AT <http://www.exponet.info>

Contact: Milan Cernik, [icernik@volny.cz](mailto:icernik@volny.cz) or Bretislav Janik, [janik@japhila.com](mailto:janik@japhila.com)

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1-25	\$1.25	\$3.12	\$5.94
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31-35	\$1.75	\$4.35	\$8.28
36-40	\$2.00	\$4.98	\$9.48
41-45	\$2.25	\$5.61	\$10.68
46-50	\$2.50	\$6.24	\$11.88
51-55	\$2.75	\$6.84	\$13.02
56-60	\$3.00	\$7.47	\$14.22
61-65	\$3.25	\$8.10	\$15.42
66-70	\$3.50	\$8.73	\$16.62
71-75	\$3.75	\$9.33	\$17.76
76-80	\$4.00	\$9.96	\$18.96
81-85	\$4.25	\$10.59	\$20.16
86-90	\$4.50	\$11.22	\$21.36
91-95	\$4.75	\$11.82	\$22.50
96-100	\$5.00	\$12.45	\$23.70

## SOCIETIES

COLLECT CANADA/B.N.A.? Consider BNAPS! The society offers study groups; publications; annual exhibitions; and online library [bnapstoppers.org](http://bnapstoppers.org)! View: [www.bnaps.org](http://www.bnaps.org). Contact: P. Jacobi, Secretary, #6-2168 150 A Street, Surrey, BC Canada V4A 9W4 [40-1]

## FOR SALE: COVERS

POSTAL HISTORY featured in our mail bid sales. Free catalogs. Juno Stamps, 2180 Hartford Ave., St. Paul, MN 55116-1010. [junostamps@aol.com](mailto:junostamps@aol.com) [40-1]

DO YOU COLLECT State Postal History, Doane Cancels or cancels of any kind? Now 38 States online plus Dakota Territory and more coming. Over 9000 covers online with 1500 of them pictured. Website: <http://www.towncancel.com/> Gary Anderson, P.O. Box 600039, St. Paul, MN. 55106. Email: [garyndak@ix.netcom.com](mailto:garyndak@ix.netcom.com). [39-6]

COVER AUCTIONS, NAVY/MILITARY; Classics; Submarines; Surface Ships; Locations; APO;s; POSTCARDS; MEMORABILIA. Mixture of commercial; philatelic; wartime covers. Free illustrated catalogues. Jim Smith (USCS, MPHS), Box 512, Oshtemo, Michigan 49077 [39-6]

## FOR SALE: COVERS

DPO's, RPO's, ships, Doanes, Expos, machines, military, advertising, auxiliaries, and more! My Mail Bid Sales offer thousands of postal history lots. Write/ call for sample catalog. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. Phone: (309) 786-6539. Email: [mehrer@postal-history.com](mailto:mehrer@postal-history.com). Internet website: <http://www.postal-history.com>. [39-6]

## TOWNS: WANTED

CALIFORNIA - KERN & IMPERIAL County covers and cards. Especially interested in Bakersfield corner cards. Send description or photocopies and prices to John Williams, 887 Litchfield Ave., Sebastopol, CA 95472 [39-6]

COLES COUNTY IL covers and post cards wanted, especially before 1920. List available. Michael Zolno, 2855 West Pratt, Chicago, IL 60645, email [mzolno@aol.com](mailto:mzolno@aol.com) [39-6]

MASSACHUSETTS: FRANKLIN County Postal History: stampless to modern. Especially need illustrated mail, usages with revenue stamps (checks, deeds, etc.) and pre-cancels. Send photocopies or scans with asking price. Request town list post free. Jim Kotanchik, PO Box 684, West Acton, MA 01720-0684, email: [jimko@verizon.net](mailto:jimko@verizon.net) [39-6]

## TOWNS: WANTED

PHILLIPS COUNTY, MONTANA. I am developing a personal collection of postal history of the post offices which have existed in Phillips County, MT. (This is the county in which I was born and grew to adulthood). I hope to acquire postal covers and postcards (especially PPAs) from all these post offices. The collection dates will span from approximately 1900 to 1970. Among the postmarks/post offices for which I am still looking are: Alkali, Bellealta, CeeKay, Cole, Cowan, Freewater, Greve, Leedy, Legg, Lonesome, Lost Lake, Strater, Waleston, Whitcomb, Ynot and Zenon...and others. Please send descriptions or photocopies/scans with asking price, by e-mail or postal mail to: Evert Bruckner, 1724 Morning Dove Lane, Redlands, CA 92373. e-mail: [ebruckner@earthlink.net](mailto:ebruckner@earthlink.net) [39-6]

NORTH DAKOTA: all postal history wanted from territorial to modern. Send photocopies or on approval. Gary Anderson, P.O. Box 600039, St. Paul, MN 55106 [39-6]

SPOKANE FALLS / SPOKANE, WA. 1872-date wanted: Territorial, registered, postage due, certified, commercial airmail, foreign destinations, unusual station cancels, usages, and postal markings. Send description or photocopies/scans to Larry Mann, 655 Washington PL SW, Mukilteo, WA 98275 [Larrymann02@aol.com](mailto:Larrymann02@aol.com) [39-6]

WESTPORT WA Collector seeking older advertising covers and pre-1950 postcards from Westport, WA. Contact: Douglas Olson, PO Box 2177, Westport, WA 98595 [39-6]

## NOTE:

**EXPIRATION DATE SHOWN  
AT END OF EACH AD, i.e.,  
[39-4], MEANS AD WILL  
EXPIRE WITH THIS ISSUE.**

**AD DEADLINE FOR NEXT  
ISSUE:**

**November 5,  
2008**



**MILITARY: WANTED**

ALASKA & WESTERN CANADA APOs, interesting Pan American (Scott 294-299) issues on cover and Pittsburgh/Allegheny County covers from 1851-1861. Send Xeroxes or scans and pricing to Bob McKain, 2337 Giant Oaks Drive, Pittsburgh, PA 15241 ([57-vette@adelphia.net](mailto:57-vette@adelphia.net)) [39-6]

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

**COLUMBIAN COVERS: WANTED**

1¢ COLUMBIAN (Scott US #230) COVERS for eventual exhibit. Early/late uses, multiples on cover, unusual destinations, fancy cancels, etc. Also collecting 1893 Columbian Expo covers & paper ephemera. Send scans, photocopies, or on approval to: Doug Merenda, PO Box 20069, Ferndale, MI 48220-0069 or [ddm\\_50@yahoo.com](mailto:ddm_50@yahoo.com) [40-3]

**DOANE CANCELS: WANTED**

Buy, sell and trade Doane Cancels of all states. Send photocopies or on approval. Gary Anderson, P.O. Box 600039, St. Paul, MN 55106 [39-5]

**PREXIES: WANTED**

URGENTLY NEED 4½¢ Prexies for collection. Looking for covers, proofs, printing varieties. Anything that fits into a specialized collection. Describe with asking price. Howard Lee, Box 2912, Delmar, CA 92014. Tel: 858-350-7462. Email: [gimpo@adnc.com](mailto:gimpo@adnc.com) [39-6]

**SUB-STATION POSTAL MARKINGS: WANTED**

SUB-STATION postal markings containing "sub" dated between 1889 and 1912 from any US city. Send photocopies to Dennis Pack, 1915 Gilmore Ave., Winona, MN 55987 [39-6]

**FOREIGN: WANTED**

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

**WANTED: MISCELANY**

US & POSSESSIONS POST OFFICE SEALS: on/off cover, Scott listed and unlisted. Especially need Ryukyu and Philippine material. Also want worldwide official seals on cover. Send photocopies or scans with asking price. Jim Kotanchik, PO Box 684, West Acton, MA 01720-0684, email: [jimko@speakeasy.net](mailto:jimko@speakeasy.net) [39-6]

**LITERATURE: FOR SALE**

[www.pacificpioneers.com](http://www.pacificpioneers.com) - Check out this 700 page Book on Pan Am's flight covers in the Pacific - 1935 to 1946. I sell, trade or exchange information on new cover finds. Also want to purchase similar material. Jon E. Krupnick, 700 Southeast 3rd Ave., Ft. Lauderdale, FL 33316 [39-6]

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Publisher

---

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Hello Richard & Cath:

Yes, I'll give *La Posta* a try. You may begin my subscription with the Volume 39, Number 6 (Dec 08 - Jan 09) issue. Enclosed is my check in the amount of \$25.00.\*

Name: \_\_\_\_\_

Address: \_\_\_\_\_

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\*The \$25 per volume rate applies to US domestic addresses only. Please consult page 1 of this issue for current overseas & Canadian rates. Pay via credit card through Pay Pal at [www.la-posta.com/journal.htm](http://www.la-posta.com/journal.htm)



## ADVERTISING IN LA POSTA

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

### INSIDE PAGES

Ad Size	One Issue	Three Issues	Six Issues
1/8-page	\$15.00	\$33.00	\$60.00
1/4-page	\$33.00	\$76.00	\$130.00
1/2-page	\$60.00	\$139.00	\$254.00
1-page	\$110.00	\$253.00	\$462.00

### INSIDE COVER\*

(FULL-PAGE, BLACK & WHITE)

One Issue	\$192.00
Two issues	\$302.00
Four issues	\$638.00
Six issues	\$880.00

### BACK COVER\*

(1/2 PAGE, COLOR)

One Issues	\$300.00
Two issues	\$522.00
Four issues	\$880.00
Six issues	\$1,320.00

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

**All charges include Type setting & Layout**

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

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

E-mail your ad to Cath Clark at: [lapostagal@hotmail.com](mailto:lapostagal@hotmail.com)

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