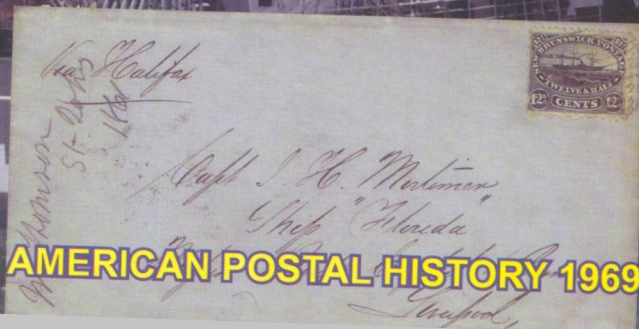
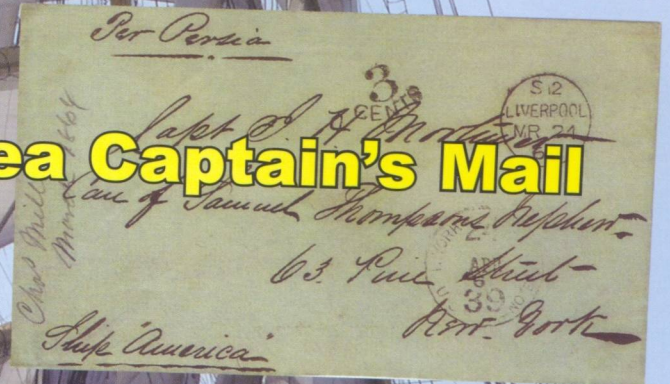


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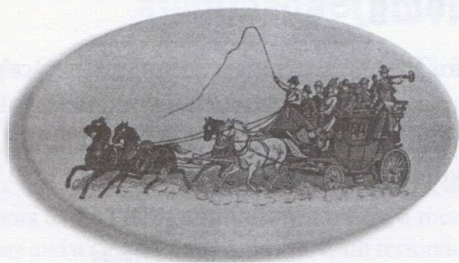


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A Sea Captain's Mail



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COVER: The Krusenstern is a Russian four masted barque that was built in Germany and given to the USSR in 1946 as war reparation. Her photo appears as a backdrop for a few of the interesting covers from the Mortimer Correspondence that Michael Dattolico details in this issue.

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Publisher's Page

Season's Greetings and Our Heartfelt Thanks for Your Support

As the last few grains of 2008 sand slip to the bottom of the glass, Cath and I extend to you—our readers, advertisers, authors and editors—our best wishes for a merry Christmas and a very happy new year. Cath reminded me recently that I haven't mentioned often enough just how much we value your continuing support. Without it, of course, there would be no *La Posta*. We are in the great scheme of things a tiny ripple on the great ocean of knowledge and human endeavour, but I believe with all my heart that we work together in a positive purpose. Our sole objective is to band together in order to pursue knowledge of the history of postal communications in North America and to share that knowledge among our group and with others through the publication of this journal. In a world where stories of conflict and strife dominate our day-to-day existence, it is refreshing to know that there are still enough people like you willing to support our peaceful, and perhaps esoteric, educational efforts.

And, speaking of conflict and strife, I can not recall a time during my 70 years when so many politicians, pundits and media talking heads have been so universally gloomy in their predictions for the year ahead. I sincerely hope that they are being overly pessimistic about our nation's—and the world's—economy, but it's hard to find much cheery news in the reports of increasing unemployment, mortgage defaults, and job cuts by the major corporations. I have complete faith that our hobby will survive and possibly even flourish, for as we all know, the pursuit of postal history does not *depend* on a fat wallet or bottomless bank account. There are always plenty of fascinating options when it comes to selecting a collecting specialty, and not all of them require serious outlays of cash to acquire material. As a 50-year veteran of the hobby—that included many years as an impoverished student and none-too-wealthy academic—I speak from experience when I say that low-cost postal history can definitely present an interesting and challenging avocation.

We close our 39th volume with some outstanding articles from some of our authors whose names are familiar to us all. Michael Dattolico leads off with an examination of a classic correspondence from a 19th century sea captain. Dan Meschter follows with the latest installment of his pioneering biographies of Postmasters General—this time featuring Charles E. Smith, the first person to hold the office in the 20th century.

Randy Stehle concludes his three-part examination of a large commercial mailing with modern-day auxiliary marks. His subject this time is markings associated with private mail boxes. Tom Clarke takes us back to a more leisurely time when canal boats were a prime transport mode for both passengers and freight.

My latest instalment in the series tracing US Army forts in the frontier West continues with an examination of the California Trail and the forts of Idaho, Utah, Nevada and California. Mark Metkin offers us some insights in Idaho forts, and the forts of Utah, Nevada

and California will follow in the next issue. Finally, Robert Rennick concludes this issue with the second part of his history of post offices in Laurel County, Kentucky.

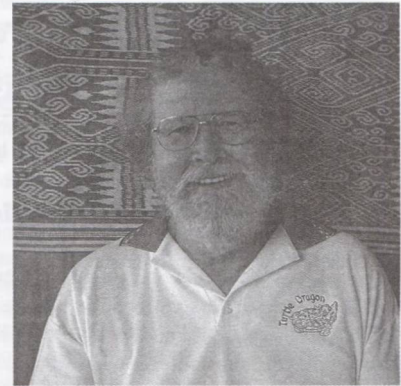
As we prepare to launch our 40th volume please allow me to renew my plea for new authors to join our pages. That includes some of you who have previously shared your knowledge and expertise, but have been silent in recent times. *La Posta* can only thrive if we benefit from a constant flow of fresh ideas. Won't you consider adding your time and talent to make our 40th volume a truly historic postal history accomplishment?

To the Editor
"La Posta"

I am writing in hopes that a reader may be able to help solve a postal mystery relating to the Utah War of 1857-58, the armed confrontation between the civil-religious leadership of Utah Territory led by Governor Brigham Young and the U.S. government led by President James Buchanan. One of the traditional sources about the federal side of this military campaign has been the letters written to his wife by Capt. Jesse A. Gove of the Tenth U.S. Infantry. Gove's letters were edited by Otis G. Hammonfd and published in 1928 under the title "The Utah Expedition" by the New Hampshire Historical Society in Concord, where the letters now are located. Years ago, the postal covers by which Capt. Gove's letters were mailed to his wife Maria from such western posts as Fort Leavenworth, Fort Laramie, Fort Bridger, and Camp Floyd were separated from the related letters. In two nearly identical articles published in 1943 and 1944, Mr. Dominic A. Brosnan (a stamp dealer in E. Natick, Massachusetts) revealed that he owned the covers, after purchasing them in 1924. My question is this: does anyone know what happened to what I'll call "the Gove covers" (about 50 of them) after Mr. Brosnan's death, presumably in the Boston area in the late 1940s or 1950s? Mr. Brosnan did not donate or sell the covers to the New Hampshire Historical Society, so I assume that they passed to his heirs or a collector who purchased them. I would be grateful for any information about the current location of these postal covers from the American West's Utah War.

Sincerely,

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Richard W. Hildner



PREXIE ERA WEBSITE LAUNCHED

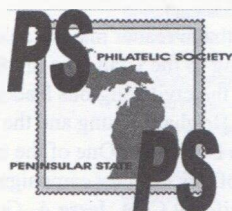
The Prexie Era Committee (A Study Group of the US Stamp Society) now has a web presence.

<http://www.prexie-era.org/index.html>

Webmaster Steve Davis reports that the main purpose of the website is to let others know about all the interesting aspects that can be collected related to the Prexie Era. A second, and perhaps most important purpose of the site, is to provide a way for members to keep up on all the latest happenings.

Interest in the stamps and the postal history of the Prexie Era (late 1930s through the late 1950s) remains strong as seen through the activities of the Presidential-Era Committee and its members. Collecting interests include the 1938 Presidential Issues (the Prexies), the 1940 Famous American Series, the Transport Airmail Stamps of 1941-44, and other stamp issues of the same era.

With an active membership of about ninety, the Committee publishes a newsletter, "The Prexie Era" edited by Louis Fiset, featuring original articles written by the members. The newsletter is distributed quarterly to the membership by snail-mail and e-mail. Articles from members have also been published in various philatelic publications, including the "The Specialist" and the American Air Mail Society's "AirPost Journal".



The Peninsular Philatelist 1951 – 2008

The Peninsular State Philatelic Society, Michigan's Postal History Society, is making available a limited number of a CD-ROM containing all issues of *The Peninsular Philatelist*, its official publication. The CD contains the first issue in 1951 through the Summer 2008 issue, 57 years of the publication containing a wealth of information on Michigan postal history. Back issues of the newsletter are difficult to obtain and the CD fulfills a need to make the information available to collectors.

The disc contains pdf files that can readily be read by Adobe Acrobat reader with the content of each file is searchable. The price of the CD is \$37.50 postpaid. Checks should be payable to PSPS, and sent to the editor, Charles Wood, 244 West Breckenridge, Ferndale, MI 48220.

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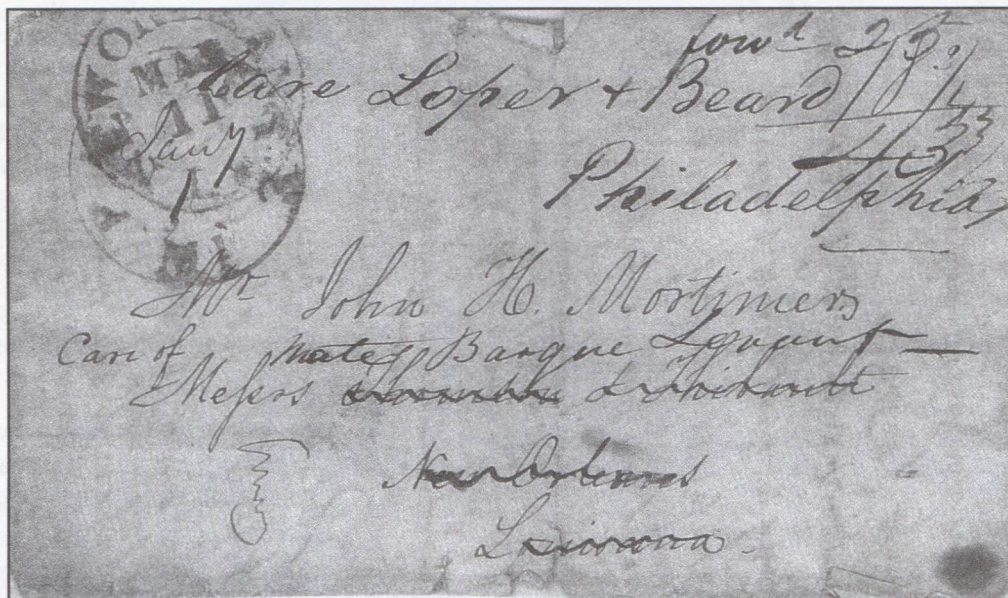


Figure 1 Stampless letter dated December 31, 1844, sent from Magnolia, Mississippi to New Orleans. The letter was mailed to Mortimer aboard the *Levant* while docked at New Orleans. The postage cost 18 $\frac{3}{4}$ cents from Fayette to New Orleans, the rate for distances of 151 to 400 miles. Forwarding it from New Orleans to Philadelphia cost 25 cents, making the total postage 43 $\frac{3}{4}$ cents.

By Michael Dattolico

Relatives in Ohio called him Hampden, but his seafaring friends called him "Mort". John Hampden Mortimer was born in 1819 at Wareham, a port town on England's southern coast. His father, also named John, was a barrister. In 1820, he and his wife, daughter Celia and infant son John migrated to America. They settled in Philadelphia where Mr. Mortimer became editor of the weekly newspaper, *Philadelphia Globe*, a position he held until his death in 1832.

His widow, Anne, moved the family, now consisting of four children, to Cincinnati that year. She became the headmistress of the Truesdale Academy for Young Ladies. In 1833, her reputation as an able school administrator reached beyond Cincinnati. Anne Mortimer was enticed to Lebanon, a town north of Cincinnati "...by the solicitations of a number of prominent gentlemen who wished to secure educational advantages for their daughters...." She established a similar academy in Lebanon which flourished.

But in 1838, everything changed for the Mortimer family. Anne Mortimer resigned her position, remarried and settled in Magnolia, Mississippi. Celia married

Williams Adams, a local merchant. John, a strapping 18-year-old youth, had other plans. Influenced by a merchant sea captain named Richard M. Dunlevy, Mortimer traveled to England and became a seaman apprentice. It was the beginning of a lifelong career as a master mariner. He never looked back.

Mortimer's mail offers an interesting look at the life of a merchant sea captain in the years prior to and during the Civil War. They also tell about John Mortimer, the man himself. From his letters, one discovers that he was an ambitious man who spoke several languages and had a keen interest in science. He easily made friends who were fiercely loyal to him. But Mortimer was a loner who struggled with emotional relationships. He corresponded sporadically with his sister, Celia Ann, but rarely returned home throughout the years. Mortimer married the daughter of a prominent Philadelphia businessman, yet he was a philanderer whose infidelities caused scandals and a rift with his influential father-in-law.

One of the earliest featured letters, listed as *figure 1*, was written on December 31, 1844, to Mortimer by his brother, Edwin, then living with their mother in Mississippi. From the contents it is evident that the brothers had corresponded, and Mortimer's ship, the "*Levant*", was expected at New Orleans. The letter was

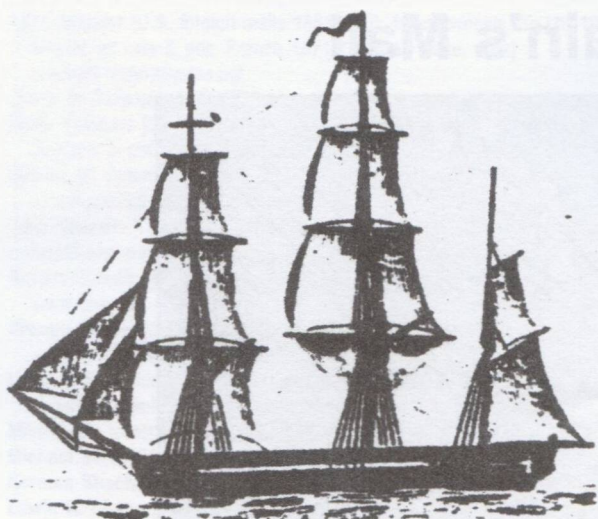


Figure 2 Likeness of the bark "Levant", the final ship on which Mortimer served as a seaman apprentice.

addressed in care of Thompson & Lybrandt, New Orleans. Since Magnolia did not have a post office, it was mailed at nearby Fayette, Mississippi. When the letter arrived at the New Orleans post office, however, the *Levant* had sailed for Philadelphia. The letter was forwarded by the New Orleans post office in March, 1845.

The contents of this letter provide a glimpse at Mortimer's relationships with his mother and siblings. At their last meeting, his younger brother Edwin called John "British", which he considered an insult. The letter was both an apology and a reminder that everyone expected him to visit Magnolia while his ship

was at New Orleans. Edwin's declaration that "...Mother has decided it is now time to accept you back..." suggests that he was estranged from his family.

During the 1840s, John Mortimer often sailed from Philadelphia. When ashore, he resided with William Thompson and his family. Letters written by Mortimer's sister in Lebanon were sent to their address. The recurring theme in Celia Ann's letters was her insistence that he visit the family at home. Yet Mortimer repeatedly dodged her requests. He did, however, grow close to the Thompson family and married William's daughter. (Figure 4)

By 1849, John Mortimer was a licensed merchant ship captain. He commanded the bark, "Nashua", owned by the Burton & Penrose Shipping Company of Phila-



Figure 3 The New Orleans harbor circa 1852. It was the busiest port in the South and the major exporting outlet for cotton.

Figure 4 Stampless letter mailed at Lebanon, Ohio to John Mortimer. This was one of many letters written by Mortimer's sister, Celia Ann. It was addressed to William Thompson's home in Philadelphia where Mortimer resided for a time.

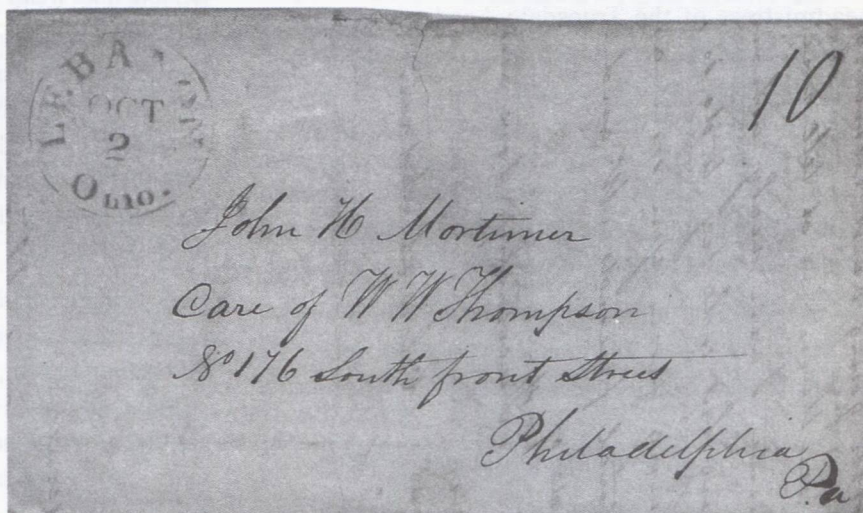


Figure 5 Stampless letter mailed March 23, 1849 to Captain John Mortimer commanding the bark, "Nashua". Mailed at Philadelphia, the postage was ten cents since the letter traveled over 300 miles. The *Nashua* was a single deck, 196-ton vessel that later operated out of Boston and was owned by the J. H. Parsons & Company.



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(SECOND FLOOR.)
PHILADELPHIA.**

Sunday Hours,—8 to 10 A. M., and 7 to 10 P. M.

Moran, Nichols & Co., Pres. Philada.

The following communication has been received:

Dated New Orleans Aug 6th 1853

Capt. J. H. Mortimer

*Ship Quebec says
same as Burton;
says you can decide
about taking in interest
after you arrive here*

J. A. Ashbridge

Figure 6 Telegram sent to Captain Mortimer from Joseph Ashbridge of New Orleans in August, 1853. Mortimer commanded the ship "Quebec". The twin deck, 654-ton vessel was built at New York in 1836 and was owned by Ashbridge.

delphia. Built in 1847, the 196-ton vessel traveled from Philadelphia to various southern ports, especially New Orleans. (Figure 5).

During the 1850s, Mortimer built a reputation for adeptly handling large ships. The Joseph Ashbridge Company of New Orleans gave him command of the S. S. "Quebec" in 1853, and he plied the New Orleans-Philadelphia route with additional stops at Charleston. In 1855, John Mortimer joined the Mills & Brothers Shipping Company of Savannah, Georgia and took charge of his largest ship yet, the 1035-ton ship, "Consul". The company also maintained offices overseas, and Mortimer plied the trans-Atlantic routes to England and Havre, France. (Figures 7 & 8).

It was an era when friendships among professional seamen endured the span of oceans and long separations. The American mercantile community itself was a close-knit one, and those able to write well corresponded prolifically. While their letters were filled with business matters, the men wrote about mutual acquaintances and current events. As the Civil War began, their letters contained increasing references to the situation in America and its effects on their lives.

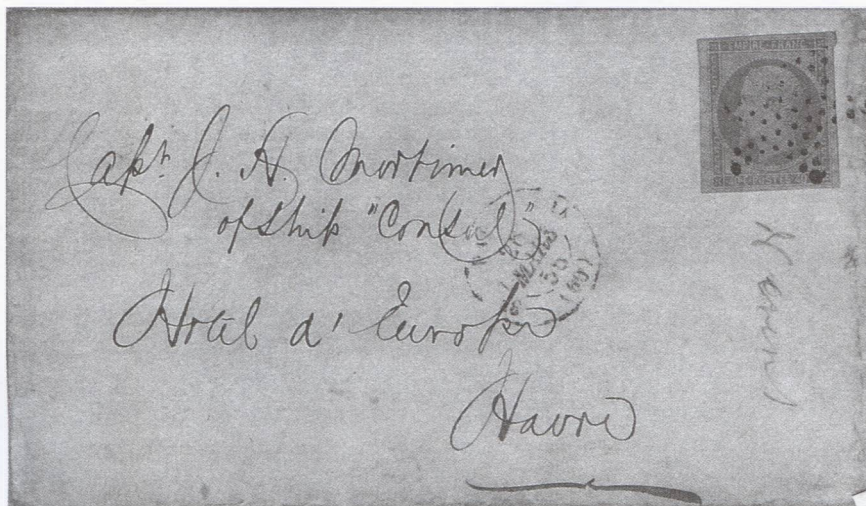


Figure 7 March, 1856 letter to Captain John Mortimer while his ship was docked at Havre, France. The letter was written by A. A. Nevins, son of Dr. John Birkbeck Nevins of the Microscopical Society at Liverpool. Mortimer, also a member, was an amateur naturalist

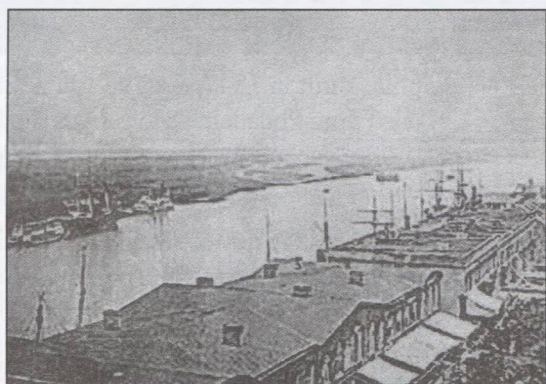


Figure 8 View of the Savannah waterfront before the Civil War. Mills & Brothers Shipping Company occupied part of the dock area. The Union Navy blockade successfully closed the Savannah harbor during the Civil War

One such letter was mailed from France to Captain Mortimer, then in Liverpool. A business associate from New Orleans, T. D. Lybrandt, describes his relocation in Paris and his sentiments about the approaching conflict.

...The news we are receiving from the other side is certainly of a most deplorable character regarding the future. A crisis amongst a people of such elasticity as the Americans is seldom of long duration and it is hoped that this will not make an exception. Probably by the time you reach your port of destination, they will have come to an understanding....

President Abraham Lincoln imposed a naval blockade of southern ports in 1861, prompting businessmen to leave for Canada and Europe to avoid shipping problems. A shipping agent wrote to Mortimer from New Brunswick, Canada in September, 1861. Discussing the cancellation of numerous sailings, he mentioned

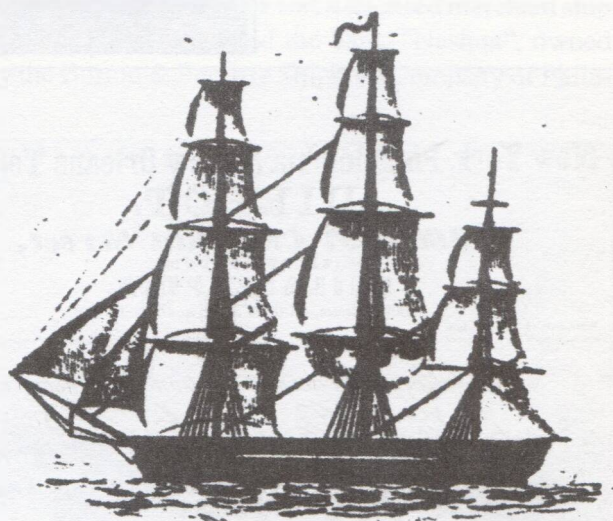


Figure 9 Likeness of the S. S. Consul. It was built in 1853 at the shipbuilding works in Bath, Maine. Mortimer was the ship's master from 1855 through 1858. Sold to William and Joseph Battersby of Savannah in 1862, the ship operated from Liverpool where the Battersby brothers had moved to escape the Union Navy blockade. Mortimer again commanded the ship from late 1862 to 1864.

that most ships would stop mainly at New York and Philadelphia since entry into southern ports was no longer possible. (Figure 10).

War rumors were rampant and often exaggerated. The businessman ended his letter with accuracy and hyperbole.

...Lincoln's troubles seem to grow upon his hands and Jeff promises to take the offensive and cut the Potomac. A reign of terror now exists in that country...talk prospect of a settlement is to be further off than ever....

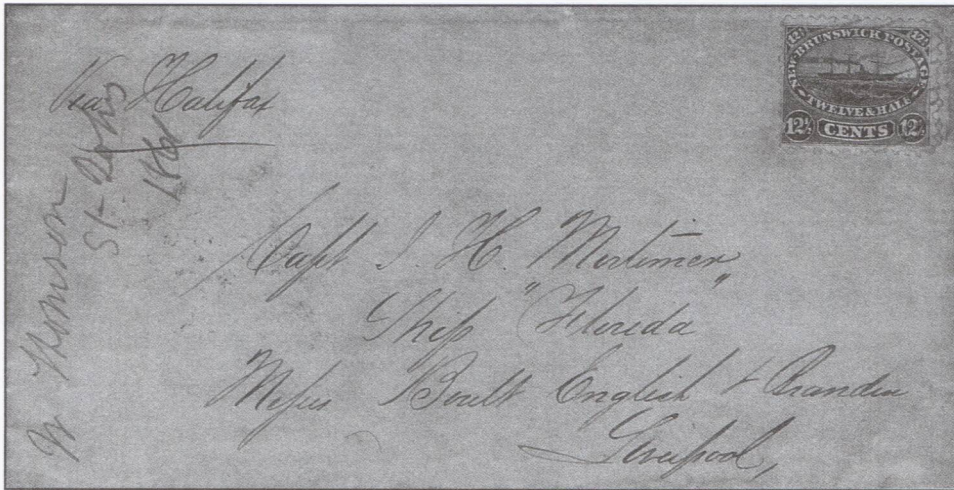


Figure 10 Letter mailed from New Brunswick, Canada to Captain John Mortimer of the ship "Florida" on September 2, 1861. Affixed is a New Brunswick #10 stamp. Mortimer was the ship's master from 1859 through 1861. Previously owned by Mills & Brothers, the "Florida" was sold to the Boulton, English & Brandon Company of Liverpool.

During the first year of the war, many shipping companies based in southern cities anchored their ships in safe British or French ports. Highly esteemed ship captains were often given a stipend to augment their savings. Most stayed in England but a few lived in France as guests of other American émigrés. The year 1862 was a time of anxiety for the shipping firms and boredom for the grounded seamen.

A flurry of letters kept the men connected during that period of inactivity. Some letters between close friends touched sensitive, personal topics. The much-traveled January 22, 1862 letter mailed by Captain Robert Decan offers a possible hint why Mortimer's father-in-law, William Thompson, was upset with him. Illustrated as *figure 11*, Decan mailed the letter to Mortimer's hotel address in Lausanne, Switzerland; it was forwarded to an American business address in France. Addressing him as 'Jack,' Decan asked why he was isolating himself in France. He also said he did not need "...those stories promised me for lady friends..." since he was happily married. Decan commented that he had observed Mortimer "...surrounded by women out of the pale of virtuous society..." He grimly added, "I have a better opinion of you than some of those scandal mongers abounding in Philadelphia." Mortimer's asso-

ciation with other women may have been the source of William Thompson's chagrin.

Richard M. Dunlevy, Mortimer's mentor, filled a chatty missive in February, 1862, with news of mutual seafaring friends, family members and his own physical ailments. Called 'Uncle Richard' by Mortimer, Dunlevy lamented about "bilious discomfort" and "horrid dyspepsia." He also spoke his mind about the war situation and their host countries. (*Figure 12*)

...I have just received a kind letter from my Quaker friend, our chief clerk. He informed me that the general opinion of the knowing ones is that there will have to be peace before long. I wish to God we were united now. We could then put a stop to John Bull's arrogance. I often wish



Figure 11 Letter from Captain Robert R. Decan to Mortimer dated January, 1862. The letter was mailed at Liverpool and was addressed to a Lausanne, Switzerland hotel where Mortimer was staying. By the time it arrived, Mortimer had returned to France. It was forwarded to an address in Paris. Decan was a popular American ship captain heavily engaged in Scandinavian immigrant travel during the 1850s. Before the Civil War, he commanded the ships *Sultana* (1848), *Champlain* (1849), *Shenandoah* (1851), *Saranak* (1852) and the *Westmoreland* (1854).

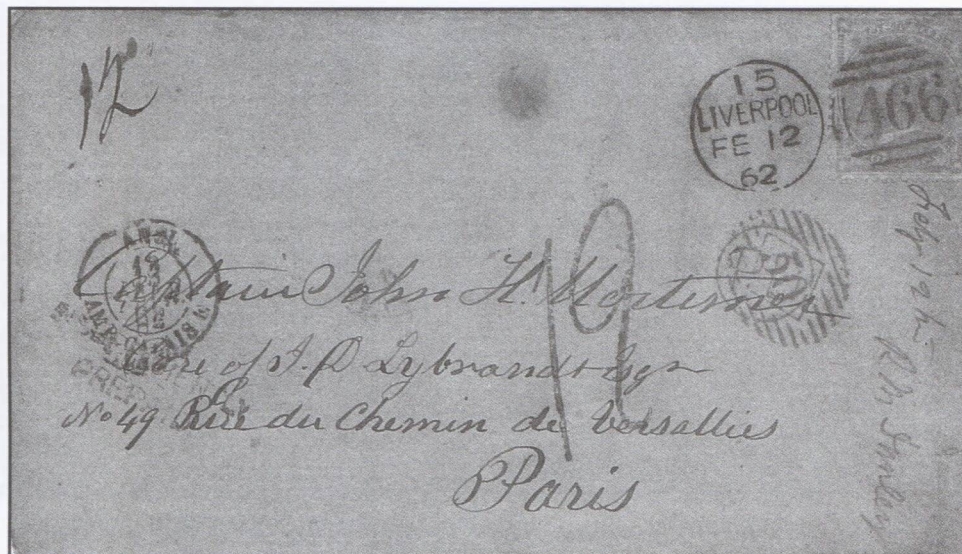


Figure 12 February 12, 1862 letter from Captain Richard M. Dunlevy to John Mortimer. A four-pence stamp (GB #34) was used to pay the postage to Paris from Liverpool. Initially marked "PD", the marking was blotted out by the grid under the postmark. At the left corner is the faint wording, "Insufficiently Paid", since the letter was heavy. Despite the dangers, Dunlevy regularly sailed the Liverpool-to-Philadelphia route in 1862

my friend, Louis Napoleon, would give John Bull a drubbing. I know he can easily do it.

Dunlevy was referring to Great Britain's threat of intervention against the North to sway the outcome of the Civil War. England dispatched troops to Canada and positioned warships off the American coast, hoping the threat of a northern invasion would force a negotiated peace. After years of sailing from New Orleans, Charleston and Savannah, many idled sea captains, including Northerners, felt strong Confederate sentiments. But even so, they regarded British interference to aid the South as an outrage.

Mortimer received a letter from another officer friend, B. N. Butman, a grizzled New

Englander and regular correspondent. (Figure 13). He refers to Mortimer's stay in France as "...your forced term of idleness..." and viewed his Liverpool "lay-over" in much the same way. About the effects of the

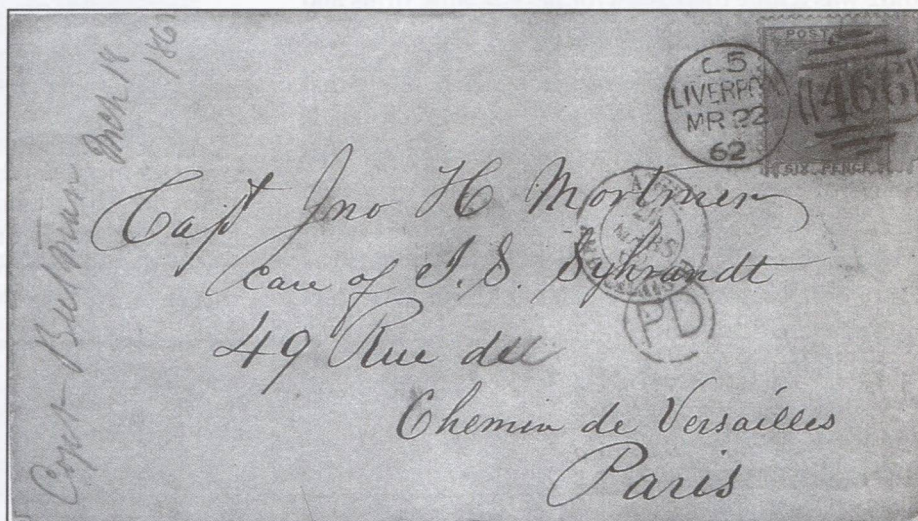


Figure 13 Correspondence from Captain B. N. Butnam to John Mortimer dated March 22, 1862. A six-pence stamp (GB #27) paid the correct postage to France. Mortimer was living in Paris with New Orleans business friends, Mr. & Mrs. Lybrandt.

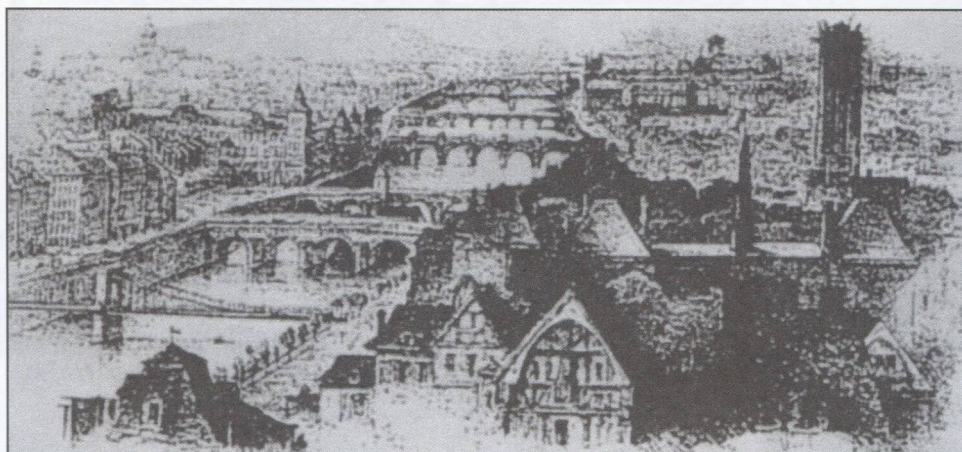


Figure 14 A view of Paris circa 1862. Like Liverpool, it was a haven for Southern businessmen seeking more suitable conditions. Compared to England, France was regarded by many as having more moderate political feelings towards the divided United States.

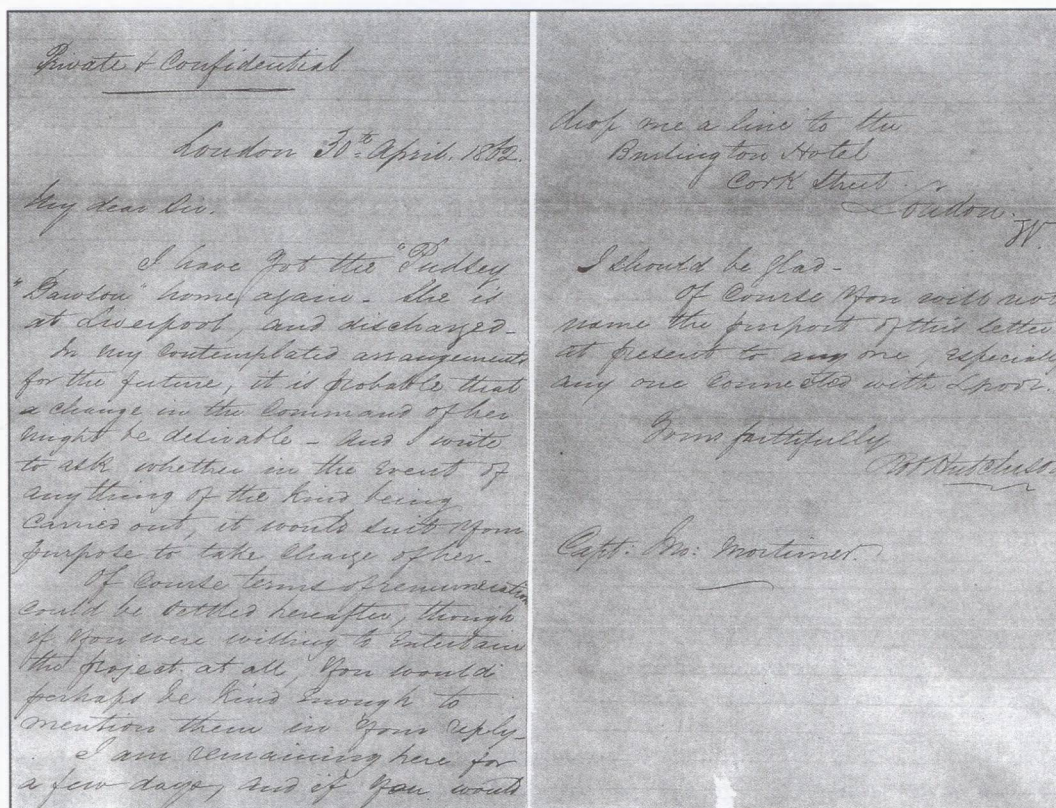


Figure 15 Letter from businessman Robert Hutchison to John Mortimer dated April 30, 1862. Mortimer's sterling reputation as a ship captain was well known. Hutchison discreetly offered him the command of his vessel when he was without a ship. Mortimer politely declined.

Civil War on mercantile shipping, Butman stated:

...Everything is about the same here as when you left—nothing doing. The Southern ships still remain idle in dock. As regards the war and its end, I cannot form any opinion. I don't see any end to it at present, do you?

Mortimer's "idleness" didn't confine him to France. The April, 1862, cover shown as figure 16 might indicate why Switzerland captivated Mortimer. Mailed from a woman at Lausanne, its contents raise eyebrows about their relationship. Mortimer and Edith Joynson, a friend's wife, had been corresponding. Her husband, William, was in India. She began her letter, "My dear Captain" before thanking him for his previous letter. After recounting recent events, she wrote, "...When you write me next, please tell me if you think of coming to Lausanne again, as I would be very happy to see you..." She finished the letter "...With very much love, E. Joynson..." Perhaps they were simply friends, but the wording implies a more intimate closeness. Captain Mortimer and Edith Joynson

may have been feeling isolated and alone. After all, he was stuck in France, and Edith was alone in Switzerland.

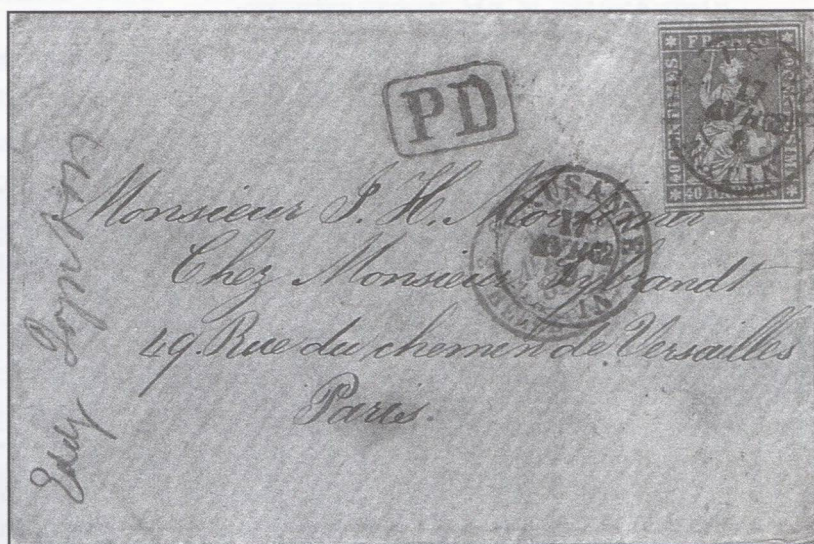


Figure 16 Cover and letter written by Edith Joynson at Lausanne, Switzerland to Captain John Mortimer in April, 1862. A Switzerland #40 imperforate stamp paid the postage to France. The Thomas Joynson & Company business had offices in France and India during the Civil War.



Figure 17 A June, 1862 letter sent from Richard Dunlevy at Liverpool to John Mortimer in Paris. A four-pence stamp (GB #34) paid the postage. It was filled with Civil War news brought by passengers and crewmen arriving from America, which was weeks old and sometimes obsolete when they docked in England.

The figure 17 letter from Richard Dunlevy dated June 14, 1862, is one of the most newsworthy yet poignant ones received by Mortimer while he was in France. Dunlevy had recently arrived in Liverpool from Philadelphia and was brimming with news. He mentioned a number of mutual American sea captain friends, all of whom sent best wishes to Mortimer. As usual, Dunlevy recounted his latest bout of 'horrid dyspepsia', from which he claimed to have lost 40 pounds. Not one to mince words about the War, Dunlevy wrote his feelings about the situation.

...Business has increased rapidly lately – in anticipation of the war being soon over. But I cannot see how it can be ended soon for the Southerners seem determined to resist to the last. I presume you are fully posted on this horrid unnatural war. Great God, it makes me shudder to think of the immense loss of lives. Relations of all kinds are daily being killed. I have a nephew who commands in the Southern army, and a brother-in-law and several cousins in the Federal armies. Major-General Buell and Colonel Burling are my cousins. I don't know a person in Philadelphia but has some near relative in the army....

Like Dunlevy and Mortimer, General Don Carlos Buell was an Ohioan. He commanded the Department of Ohio from November, 1861 through October, 1862, and fought at Shiloh. George C. Burling commanded the 6th New Jersey Infantry Regiment. A coal merchant before the war, Burling was wounded at the Second

Battle of Bull Run and Chancellorsville. He led the 6th New Jersey at Gettysburg, fighting with distinction near Devil's Den.

Dunlevy's mention of a nephew serving in the Confederate Army foreshadowed an uncanny event involving both families. At the battle of Chickamauga, John Mortimer's nephew, Lt. John Mortimer Adams of the 35th Ohio Infantry, was shot in the right temple by a musket ball and presumed dead. As Union forces retreated, Confed-

erate troops scoured the battlefield in search of wounded. Despite his grave wound, Lt. Adams lifted his head. His movements caught the eye of a Southern officer, who rolled him over. To the shock of both men, each recognized the other. The Confederate officer was Lieutenant Dunlevy, a boyhood friend from Lebanon. Dunlevy comforted him and made sure he was taken to a field hospital. Adams recovered from his wound. Ironically, he became a doctor after the war.

One passage in this letter highlights a touchy subject: Mortimer and family relations. Dunlevy wrote,

...William Thompson in Philadelphia (your father-in-law) asked me for your address. He is now a strict church man. It's the first time he has ever asked anything about you...

Perhaps Thompson's animosity towards Mortimer had abated. His return to religion may have caused him to forgive Mortimer for his scandalous indiscretions.

John Mortimer corresponded with the sons of shipping company owners whose ships Mortimer commanded before his so-called enforced stay in France. One friend wrote a note to Mortimer on August 5, 1862, that contained significant historical content.

...News in today's paper states that the Tuscarora has just missed the Confederate warship No. 290. This, I think, is the fifth Confederate ship the Tuscarora has let slip....

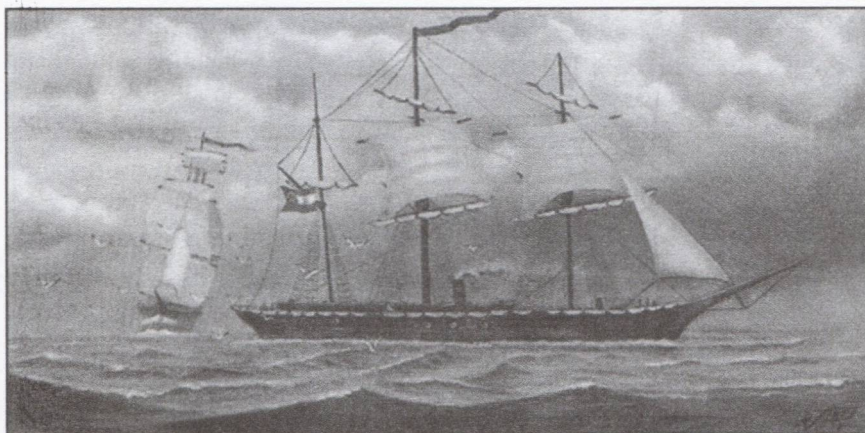


Figure 18 The C.S.S. Alabama was ordered by Confederate Navy officer James Bulloch who asked the shipbuilders to construct an unarmed ship, since the British would have seized an armed vessel in accordance with the British Neutrality Act. Launched as the "Enrica", it was called the "Barcelona" upon arrival in the Azores. Commissioned into the Confederate States Navy in August, 1862, The C.S.S. Alabama wreaked havoc on United States merchant shipping in European waters.

The reference was to the U.S.S. *Tuscarora*, a Union warship ordered to European waters to protect American shipping. The attacks by Confederate ships, some of which were being built in England, caused a diplomatic crisis. The most famous Confederate warship constructed in England was the C.S.S. *Alabama*. Built at the Laird Brothers facility at Birkenhead, England, it was originally designated the "No. 290" because it was the 290th vessel to be built at the Lairds site. It was commissioned into the Confederate States Navy in August, 1862 as the "Alabama". (Figure 18).

By 1863, John Mortimer left France and took command of the ship "America", owned by Caleb Grimshaw & Company of Liverpool. (Figure 19). The company's ships traveled from Liverpool to New York or Philadelphia. Grain had replaced cotton as the primary cargo. After three successive years of poor harvests in Europe, cotton was no longer the primary cargo of interest.

The envelope is addressed to Mortimer, 'Care of Samuel Thompson's Nephew & Company' of New York. This oddly

named business was established by Samuel Thompson in 1825. In the late 1840s, it was changed to Samuel Thompson & Nephew. After Thompson's retirement, the name was changed again to Samuel Thompson's Nephew & Company. The business served as agents for numerous ships and managed the affairs of the Black Star line of Liverpool packets, one of which was the "America".

The cover carried two different letters to Mortimer. One letter reflects an extraordinary legal policy enforced during the Civil War – Lincoln's suspension of Habeas Corpus laws in Baltimore. The letter, written by Jane C. Duff of Savannah, recounts an incident in which her civil rights were disregarded as she passed through Baltimore.

...If Mr. Mills will send me directions how to forward his mother's likeness, it will give me great pleasure to do so. I left Savannah some weeks ago and was the bearer of a letter from Mrs. Mills to you but on reaching Baltimore it was taken from me. Mrs. M. told me to read it and in case it was detained to write you all I could remember. But I have been so long on the way and have passed through such terrible scenes that I forget everything that was in it....

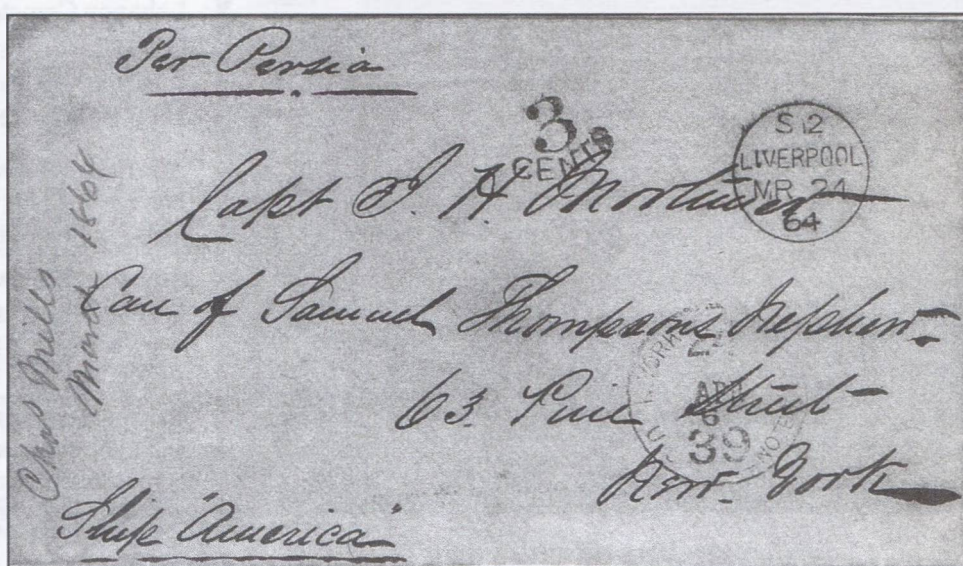


Figure 19 Letter mailed March 24, 1864 from Liverpool to Captain John Mortimer at New York. Note the depreciated currency marking at lower right. The writer was Charles Mills, a former cotton exporter from Savannah residing in Liverpool.

Figure 20 Telegram sent to John Mortimer, then living in New York City, from his nephew, Dr. John Mortimer Adams in January, 1899. The elderly sea captain was dying of heart disease.

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INCORPORATED
21,000 OFFICES IN AMERICA CABLE SERVICE TO ALL THE WORLD

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This is an UNREPEATED MESSAGE, and is delivered by request of the sender, under the conditions named above.

THOS. T. ECKERT, President and General Manager.

NUMBER 147 SENT BY Dr RECD BY nl CHECK 10 paid

RECEIVED at the WESTERN UNION BUILDING, 195 Broadway, N. Y. City, Jan 14 1899

Dated Cincinnati Ohio 14

Capt John H Mortimer

Care of Judson

53 Washn Sq. South

New York

Arrived safely through heavy rain

all well and send love

John M Adams

Baltimore was a hotbed of Southern sympathy. Its proximity to Washington forced Lincoln to maintain troops in and around the city. Lincoln gave them broad latitude to keep Baltimore under control, even to the point of suspending civil liberties. People could be arrested and detained based on mere suspicion; hence, the suspension of Habeas Corpus rules. What Jane Duff experienced was a search based on the sole fact that she was from Georgia. It resulted in her letter being read and confiscated.

The other letter was from Charles Mills, asking that Mortimer call upon Jane Duff in New York and retrieve family photographs. Since they were too large for the mail, he asked Mortimer to bring them to England on his next trip.

Mortimer remained captain of the "America" until 1869 and retired in the 1870s. He lived in Liverpool for many years before returning to the United States. Mortimer lived in New York City until 1899 when he returned to Lebanon, Ohio. His nephew, Dr. John Mortimer Adams, cared for him until his death. (Figure 20)

John Hampden Mortimer died of heart failure on April 29, 1901. He is buried in the Lebanon Cemetery family plot.



Figure 21 John Hampden Mortimer died on April 29, 1901, at Lebanon, Ohio. He is buried in the Lebanon Ohio Cemetery. (Image of gravestone courtesy of Warren County Genealogical Department)

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B. Marriage Licenses Issued – 1838

C. Death & Burial records

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John Swanson [postcards, general p.history] — jns@johnninaswanson.com

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William C. Walton [Mexico, Territorial covers] — wcw078@webtv.net

Ron Wankel [Nebraska & WWII APOs on #UC9] — margiegurley@aol.com

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

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

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

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Williams, David [NY: Broome Co; NY State Star cancels] — davidewilliams@insightbb.com & www.broome-county-postal-history.com

Clarence Winstead [NC pcs, RPOs&Doanes]

— clarecewinstead@hotmail.com

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

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POSTAL HISTORY SOCIETIES (To be listed in the next issue)

The Postmasters General of the United States

XXXIX. Charles E. Smith, 1898-1902

by Daniel Y. Meschter

A few days after forwarding his letter of resignation to President Roosevelt on December 14th "to take effect on the appointment and qualification of my successor," the *New York Times* (December 18, 1901) emphasized that his resignation was purely a personal matter. "It has long been an open secret," its Washington correspondent wrote in his dispatch to the *Times* "that [Postmaster General Smith] did not like his work. He conscientiously and honestly endeavored to fulfill the duties of the office and made an enviable record. Nevertheless it was not the kind of work he preferred or felt himself best fitted for."

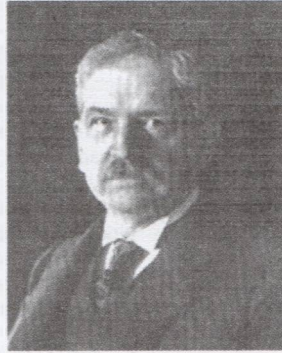
We should not find Smith's attitude surprising. It really was not much different from other postmasters general coming from executive positions in leading corporations such as James A. Gary or Marshall Jewell and certainly John Wanamaker who found the Washington culture stifling with all its protocols and especially the growing restrictions on personnel management imposed by the Civil Service system on Cabinet level officers.

"The Postmaster General," the *Times* quoted Smith as saying in a private conversation two years earlier "ought to be a permanent office. It is impossible for a man taken as the Postmaster General always is from private life or an official [position] with no knowledge or experience of the business, to acquire a sufficient knowledge of the work in the time he has before him. To be Postmaster General is a profession in itself. It takes a lifetime to acquire full knowledge of it."

In the meantime, President Roosevelt selected Henry C. Payne of Wisconsin to succeed Smith even before announcing Smith's resignation that took effect on January 9, 1902.

Charles Emory Smith came to the Post Office Department by way of the newspaper business and political activism. He was born in Mansfield, Connecticut in February 1842, the son of a silk manufacturer. His family moved to Albany, New York in 1849 where he received his basic education in the public schools and prepared to enter Union College as a junior at Albany Academy, a prestigious private school now al-

most 200 years old. Union offered him extracurricular opportunities that did much to shape his career in journalism and politics. He wrote articles for the intercollegiate *University Review* and headed the college's Republican Party organization. As a senior he wrote for the *Albany Evening Transcript* and a year or two later for the *Albany Express*¹.



Charles Emory Smith

He was active in military affairs during his first year after graduating from Union in 1861, serving on the staff of Brig. General John F. Rathbone whom the Army assigned to organize volunteer regiments, in addition to writing for and editing the *Express*. Leaving the Army in 1862, he spent the rest of the Civil War as an instructor at Albany Academy. In 1870 he purchased an interest in the *Albany Journal*, a leading Republican paper for which he was the editor in chief until 1880.

Smith's political career started to take shape in the 1870s. After a term as secretary to Governor Fenton, he attracted the attention of the Conkling faction of the Republican Party that appointed him a delegate to the 1872 State Convention and then the 1876 National Convention at which he was an industrious member of the Committee on Resolutions. He vigorously supported Garfield, Blaine, Harrison, and, finally, McKinley for the presidency at succeeding Conventions. It was Blaine who introduced him to McKinley with whom he became a warm and intimate friend.

His ambitions for a more important role in political journalism were realized in 1880 when he joined the *Philadelphia Press* as editor in chief and soon after acquired a controlling interest in the paper. He succeeded in revitalizing the paper and making it the principal Republican voice in the Philadelphia market. His editorials supported the protective tariff, the gold standard, and, in the 90s, national expansionism manifested in the Spanish-American War

His reward for successfully supporting Harrison's candidacy was his unexpected appointment as Ambassador to Russia in February 1890. During his two and a half years in St. Petersburg, he was widely regarded as unsympathetic toward the anti-Semitism of the Russian government. In fact he sent at least two notes to the Czar expressing American concern over the plight of Russian Jewry. Before returning home he oversaw the distribution of American aid to victims of the famine of 1892.

Smith strongly supported the candidacy of William McKinley at the 1896 Republican Convention in S. Louis and was gratified when the Convention nominated the Ohio Governor on the first ballot. He then brought the power of the *Philadelphia Press* to bear during the succeeding campaign, successfully delivering Pennsylvania among a majority of eastern and mid western states with large blocs of electoral votes over William Jennings Bryan's majority of "smaller" southern and mountain states. McKinley was elected by a close majority of the popular vote over Bryan and a clear majority of the electoral vote.

That Smith was in line for appointment to an important office in the new administration was obvious, but it was apparent he was not seeking such recompense for his efforts. Rather, McKinley chose James A. Gary for Postmaster General.

Smith was McKinley's second choice after. Gary resigned after only thirteen and a half months in office despite recognition that this choice was more as a cordial friend with compatible political views than as an able administrator or adviser.

Charles Smith took office as Postmaster General on April 21, 1898 and within two weeks was faced with a belligerent Senate considering the Post Office Appropriation bill. The House had already approved \$99,112,300 for the next fiscal year; but there was little

in the House's bill that escaped the Senate's attention. In the interest of economy in particular, it proposed banning any further contracts for pneumatic tube systems, reducing city mail deliveries to no more than four a day, limiting expenditures for canceling machines to \$20,000, and eliminating \$300,000 for the rural free delivery experiment from the bill.

The conference committee, however, rejected the first three of these proposals and reinstated \$150,000 for the rural free delivery experiment (still three times the previous year's appropriation). In addition, it created a commission to investigate whether the prices paid to the railroads for mail transportation were excessive and authorized \$50,000 for temporary post offices at military posts and camps during the Spanish-American War just then in progress².

The two houses of Congress enacted a joint resolution on April 19th supporting Cuban independence, disclaiming any American intention to annex Cuba, demanded Spanish withdrawal from its colonies in the Americas and the Pacific, and authorized the President to use such military force as may be necessary to achieve these goals – in effect an ultimatum. McKinley signed the joint resolution on the 20th and Charles Smith took office on the 21st. There was nothing sudden or unexpected in this. An anti-American riot in Havana and the sinking of the USS *Maine* in February made the joint resolution inevitable.

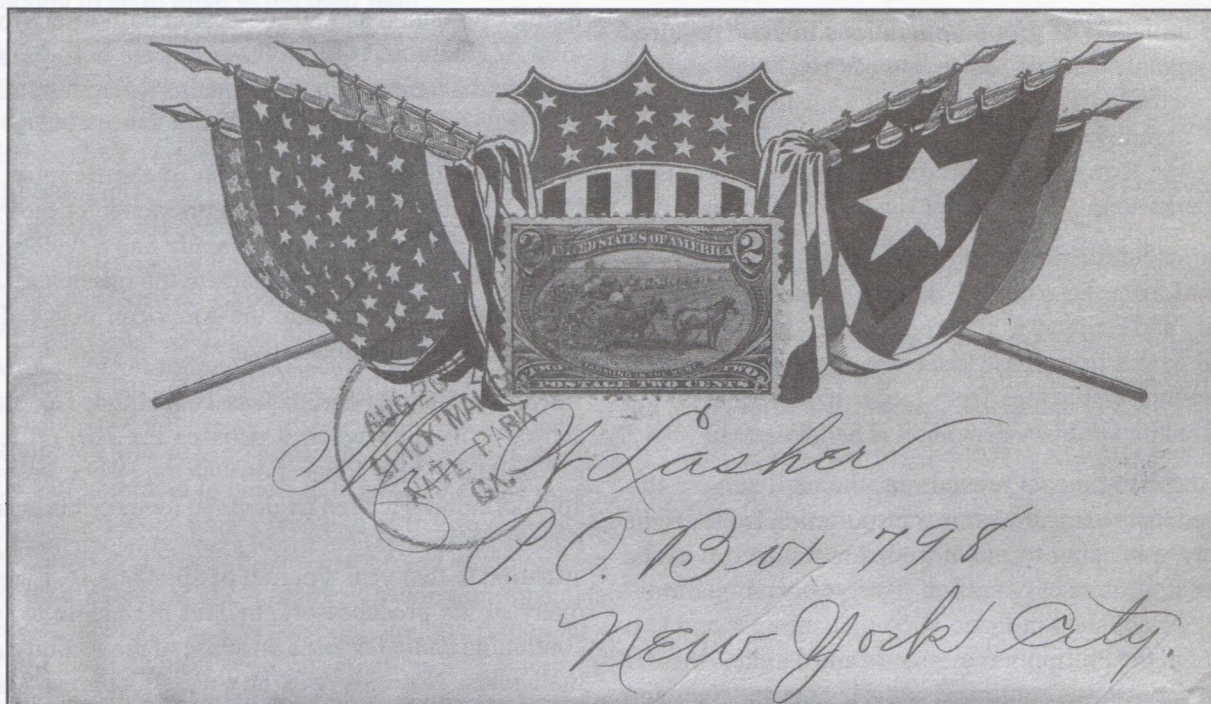


Figure 1 This patriotic cover featuring the flags of the United States and Cuba was mailed from the training camp at Chickamauga national Park, Georgia. Postal service for this camp and others drew heavily upon the Free Delivery and Railway Mail Services for aid in moving the mail to and from these places.

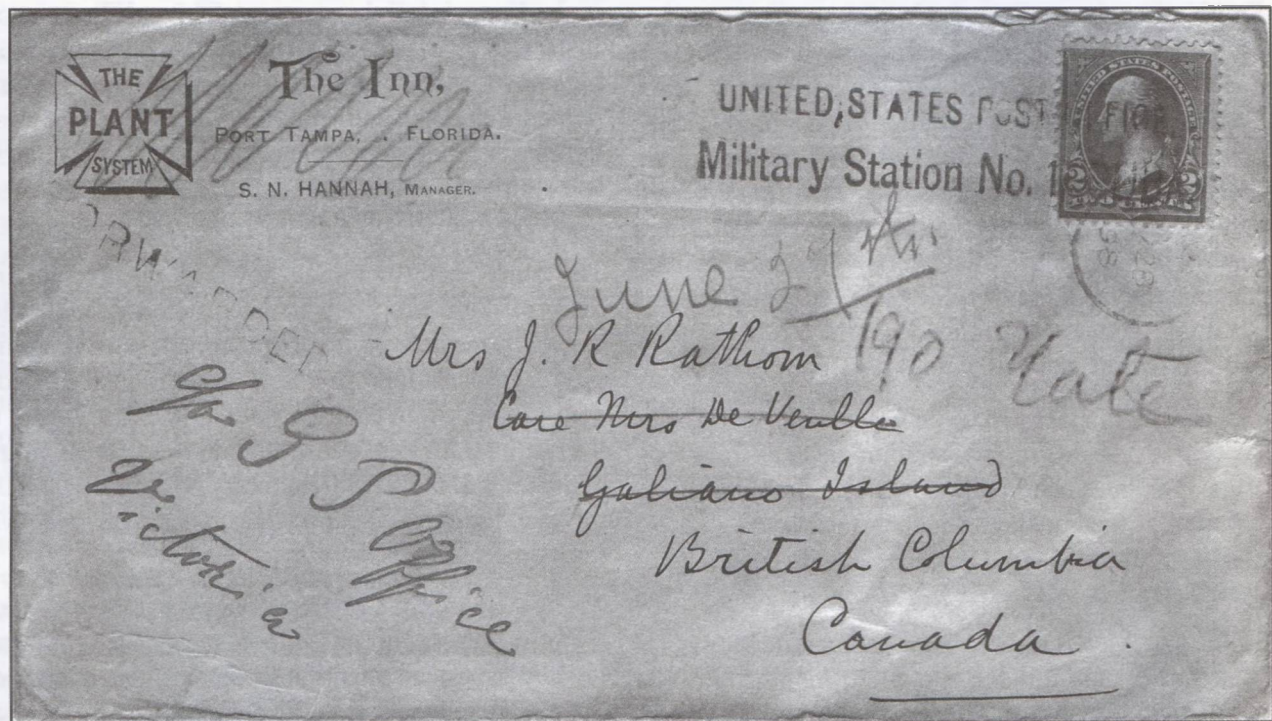


Figure 2 This cover was mailed through United States Military Station No. 1, Cuba in June 1898 to Canada.

The initial military operations beginning with Commodore Dewey's occupation of Manila Bay in the Philippines followed by landings on Guam, and Porto Rico and at Santiago de Cuba were naval so that mail service to the officers and crews in these actions continue uninterrupted.

The initiation of ground operations in June required the organization of regiments of "regulars" and the famous volunteer regiments known as the "Rough Riders" organized by Theodore Roosevelt. For this purpose the Army set up camps convenient to points of embarkation.

Charles Smith moved swiftly to organize mail service to and from these camps, drawing upon the Free Delivery and Railway Mail Services for aid in moving the mail to and from these places on short notice and re-assigning employees from larger post offices to aid and instruct military personnel in handling mail³.

As these regiments moved out, the mail service followed them using the same transportation facilities the Army was using to move troops and materiel to the several theatres of operation. Twelve postal "stations" were established in Porto Rico that summer and two more in the Philippines at Manila and Cavite. Regular mail service was continued with Havana and Santiago City by replacing the Spanish employees with Cubans and with Jamaica and other West Indian Islands

It didn't last long. The U.S. and Spain signed a protocol in Washington on August 12th. By the Treaty of Paris signed on on December 10th, Spain surrendered the Philippines, Guam, and Porto Rico to the United States and recognized Cuban independence subject to a United States lease on Guantanamo Bay. The Philippines remained a U.S. possession until after World War II. Guam and Porto Rico still are U.S. possessions and Guantanamo Bay remains a perpetual U.S. leasehold.

In the meantime the acquisition of the Republic of Hawaii in July 1898 created no problems for the Post Office Department. Hawaii already had a well-organized postal system dating back to the missionary era so that its integration into the American Post Office was essentially administrative.

As far as Charles Smith was concerned, Congress started it in 1898 when it debated the Post Office's perennial deficit in connection with the 1899 fiscal year appropriation. He then made it the focus of his annual reports for the next couple of years in which he called attention to that year's deficit of \$6,600,000⁴. Like so many of his predecessors, he laid the blame for the continuing annual deficits on abuse of the second class mail rates. Not only was he aware Congress knew this perfectly well, but that most of the members of Congress benefited too much from political and financial support by publishers and mass mailers to do anything about it in spite of the remedial legislation Smith

continued to recommend. The second class mail abuses and their accompanying deficits continued through out the rest of his term of office.

Perhaps reflecting his profession as a journalist and newspapers executive and his sensitivity to the dissemination of information through the print media as well as by private correspondence, he was a strong supporter of the emerging Rural Free Delivery service. He recognized the backing of the National Grange and other farm organizations as well as the general public.

He took a giant step forward in the proposed organization of the rural free delivery system in December 1899 by extending the routes across entire counties beginning with Carroll County, Maryland. The RFD route carriers took the place of the regular contract carriers and replaced local post offices along their routes. In carrying out this experiment he discontinued 63 fourth class post offices and canceled the contracts of 35 star route contractors⁵. Not only was this a demonstration of the economy made possible by the RFD system, it began the long term reduction in the number of rural post offices and the star routes serving them.

Of course, the displaced postmasters objected to their loss of jobs and village merchants suffered a loss of business by farmers and rural residents along rural not having to go to town to get their mail.

It was said that Charles Smith approached McKinley with his intention to resign at the time of his second inauguration in March 1901, but that McKinley talked him out of it. Nevertheless, he gave up his rented house in Washington for more convenient and economical quarters in a residential hotel in anticipation of another opportunity in the future. It came six months later at the Pan American Exposition at Buffalo, New York when Leon Czolgosz, an anarchist, fatally shot McKinley. Theodore Roosevelt succeeded him after he died eight days later on September 14th.

Roosevelt was able to persuade most of McKinley's cabinet to remain in place, at least for the time being. Smith, however, took advantage of the change in administration to submit his resignation on December 14th to take effect at the President's convenience. He emphasized it was for personal reasons rather than any dissatisfaction with his position as Postmaster General. He was looking forward to moving back to his business interests and old friends in Philadelphia. His last day in office was January 9, 1902 when Roosevelt appointed Henry C. Payne of Wisconsin to

replace him. Payne was the first of four postmasters general Roosevelt would have occasion to appoint during his seven years on office.

There is no doubt that Smith thoroughly enjoyed his work as a newspaperman and supporting the Republican Party although he left no lasting impression on either. He was noted as an adept and entertaining orator and often appeared as the principal speaker at both Philadelphia and Washington social events.

It was at one such event in the fall of 1907 in Philadelphia he caught a cold or a respiratory infection of some sort that sent him to bed for some weeks. Although his condition was not considered serious, no one was aware of the strain on his heart. On Sunday January 19, 1908, his wife spoke to him in his bed before leaving for church. She called on him again a little after 10 a.m. on her return and found that he had expired quietly of heart failure in the interim. He was not quite 66.

Charles Smith is recognized for two major achievements. The first was his organization and management of a military mail system for the Army, Navy, and Marines during the Spanish-American War. The second was his putting the final touches on a workable Rural Free Delivery system that the Fifty-seventh Congress established as a permanent organization effective July 1, 1902. Other than these his performance was workmanlike and efficient.

(Endnotes)

1 See Vexler; *New York Times*, April 22, 1998 and January 20, 1908 (Obit); and Malloy, James A., Jr., "Charles Emory Smith", article in *American National Biography* for biographical sketches of Charles E. Smith.

2 *New York Times*, May 6, 14, 1898. See also extensive coverage throughout 1898 by the *New York Times*.

3 Annual Report of the Postmaster General, November 21, 1898, "Military Mail Service," Serial 3755, pp. 5-9/

4 *NYT*, December 1899; Annual Reports of the Postmaster General, 1809, Serial 3755; 1899, Serial 3913; 1900, Serial 4099/ 1801, Serial 42288.

5 U.S. Postal Service, *The United States Postal Service, An American History, 1775-2002*, p. 24.

VERY MODERN POSTAL HISTORY,

PART 3: PRIVATE MAILBOXES

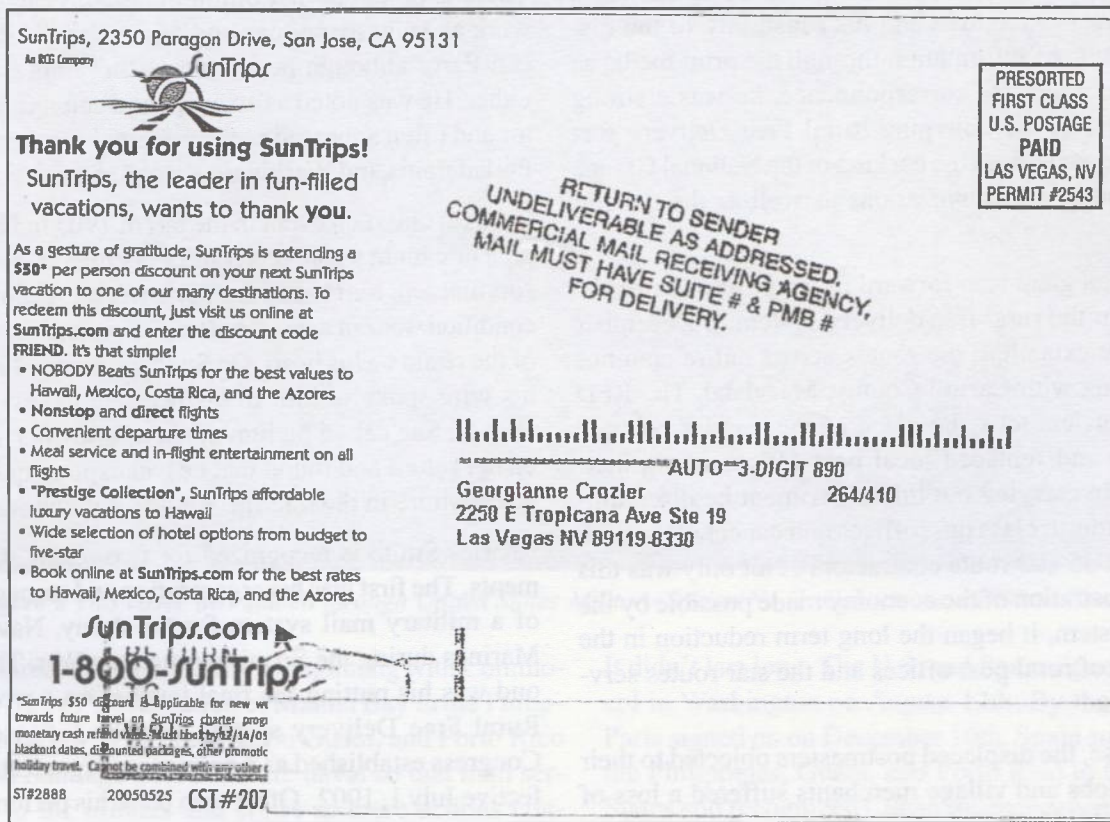


Figure 1 An auxiliary marking by the USPS indicating that mail addressed to a private mail box at a commercial mail receiving agency must have a suite number and private mailbox number.

By Randy Stehle

This article is the third in a series dealing with the use of auxiliary markings during the 21st century. The focus of this article will be on private mailboxes. There are many reasons why someone would want to have their mail sent to a private mailbox as opposed to their home, business, post office box, etc. The United States Postal Service covers this topic in section 508 of the Domestic Mail Manual (DMM). This section is entitled Recipient Services, and deals with such subjects as recipient options, conditions of delivery (for city and rural delivery), customer mail receptacles, post office box service, caller service, general delivery, pandering advertisements and sexually oriented advertisements. Subsection 1.0 deals with Recipient Options, which include the delivery of mail to the proper person; refusal of mail; express mail; the delivery of mail to hotels, schools, prisons and deceased persons; and private mail boxes.

Most private mailboxes are found in what the DMM terms a commercial mail receiving agency (CMRA). This agency accepts delivery of the mails and holds it for pickup or remails it to the addressee, prepaid with new postage. Each CMRA must register with the Post Office responsible for the delivery of their mail. Any person who owns, manages or establishes a CMRA must fill out Form 1583-A. This form is entitled "Application to Act as a Commercial Mail Receiving Agency". Basic information such as name, address and phone number are requested. Two types of identification are required, and the postmaster must verify the documentation to confirm that the CMRA owner or manager resides at the permanent home address shown on the form. The postmaster also must provide the CMRA with a copy of the DMM regulations relevant to the operation of his business. A CMRA is authorized to accept all classes of mail from their customers for mailing at the Post Office, including insured,

COD, express mail, certified mail, delivery confirmation and signature confirmation mail. They are not authorized to accept registered mail.

To establish mail delivery to a CMRA, the addressee must fill out Form 1583, "Application for Delivery of Mail Through Agent". This form also asks for the same basic information as Form 1583-A, including two forms of identification. The CMRA owner or manager must verify the documentation to make sure the addressee resides or conducts business at the permanent address on the form. Furnishing false information on the application or refusing to give required information is reason for withholding the addressee's mail and returning it to sender.

Mail addressed to the CMRA must include the abbreviation "PMB" (private mailbox) or the "#" sign. The USPS may return mail without a proper address to the sender endorsed "Undeliverable as Addressed, Missing PMB or # Sign". An example of this usage is shown in *figure 1*. (Note: all postal cards used to illustrate this article were mailed in 2005.) This postal card was addressed to an individual in Las Vegas, NV. The street address is 2250 Tropicana Ave., Ste. 19. The card received an auxiliary marking that reads "RETURN TO SENDER/UNDELIVERABLE AS ADDRESSED. COMMERCIAL MAIL RECEIVING AGENCY/MAIL MUST HAVE SUITE # & PMB #/FOR DELIVERY." This marking follows the regulation set forth in the DMM which requires the use of "PMB" or the "#" sign. As the address appears to be an office building, the use of the suite number seems appropriate. The marking's intended use is for mail that omitted the suite number (if necessary) AND the PMB number. Therefore, the proper wording in this case should have omitted the suite reference.

The CMRA must be in full compliance with all applicable postal requirements to receive mail delivery from the Post Office. If the CMRA does not comply, the postmaster must notify them in writing outlining the specific violation(s), giving a reasonable time to comply. If this is not corrected, then the postmaster may suspend delivery to the CMRA with approval of his superior and the notification of the Postal Inspector-In-Charge. Once delivery is suspended, mail is returned to the sender endorsed "Delivery Suspended to Commercial Mail Receiving Agency". The author has not seen an example of this marking.

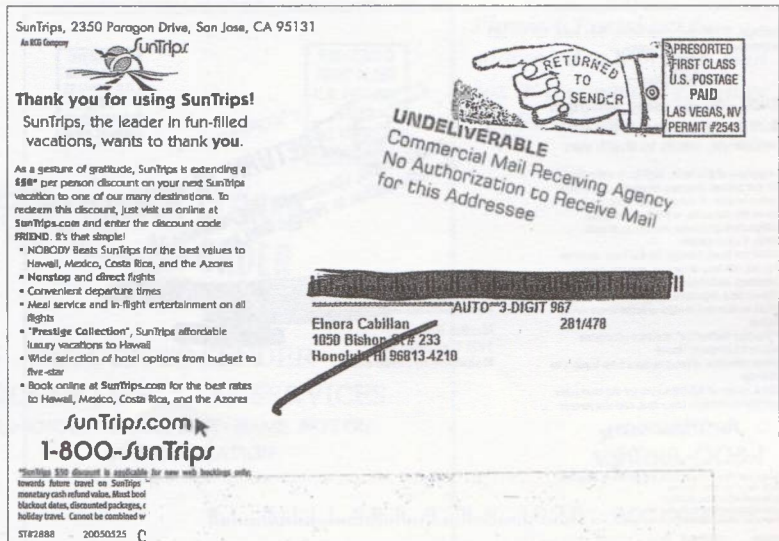


Figure 2 A properly worded auxiliary marking explaining that the addressee no longer gets their mail at this CMRA.

The CMRA must remail mail intended for the customer for at least six months after the termination of business between them. Mail that is remailed by the CMRA requires new postage. The remailing obligation need not be fulfilled if the customer provides written instructions that the mail not be remailed upon termination of the relationship. At the end of the six-month period the CMRA must return mail to the Post Office the next business day after receipt with this endorsement: "Undeliverable, Commercial Mail Receiving Agency, No Authorization to Receive Mail for this Addressee". This mail is returned to the Post Office without new postage. The mail is not to be deposited in a collection box. It must be returned to the letter carrier or the Post Office who delivers the CMRA's mail.

The postal card shown in *figure 2* illustrates the endorsement mentioned above. This postal card was properly addressed to Bishop Street (with the use of a box number) in Honolulu, HI. The auxiliary marking reads exactly as the DMM states. There is a separate marking that reads "RETURNED TO SENDER" in a pointing hand applied to the card, though.

The *figure 3* card also has the correct wording in the auxiliary marking. This time the "RETURN TO SENDER" wording in the pointing hand is part of this marking, as opposed to a second separate marking. What is interesting about this card is the street address does not have any private mailbox designation at all. This card should have received a marking similar to the one shown in *figure 1*.

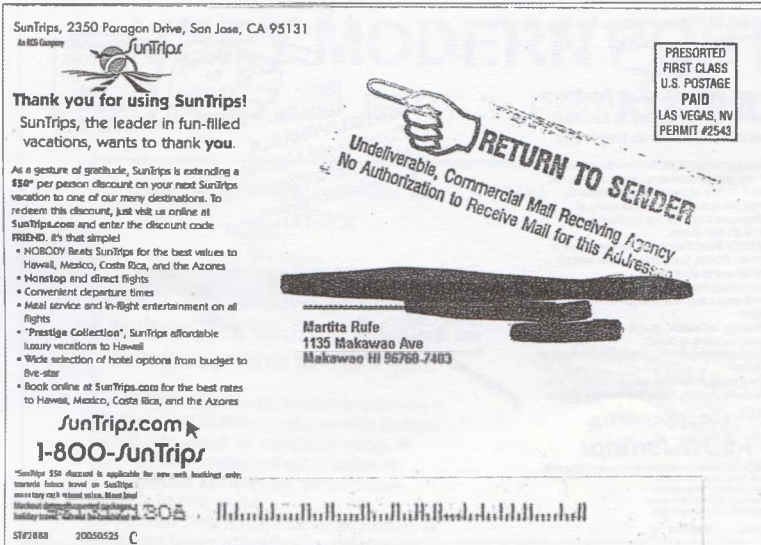


Figure 3
Another properly worded CMRA auxiliary marking with the addition of a pointing hand marking.

the address used to be reads exactly how the DMM intended. The other marking that mentions the CMRA also has a pointing hand and wording that reads "Return to Sender", all of which is part of the same handstamp. The intention of the DMM is to explain why the mail is being returned. If it had wanted additional information in the endorsement, it would

Sometimes the CMRA does not follow the DMM to the letter. The postal card shown in *figure 4* illustrates this point. It was mailed to Chino Hills, CA with a properly formatted address. The basic proscribed marking was applied, but it does differ in some important respects. First, the word "Agency" was omitted. Second, there is a dash between the words "Mail" and "Receiving". In its current form, the marking is confusing and does not adequately explain the reason the mail is being returned.

Sometimes too much information is given on this type of returned mail. The postal card shown in *figure 5* has two handstamped auxiliary markings as well as two auxiliary labels. The label applied where

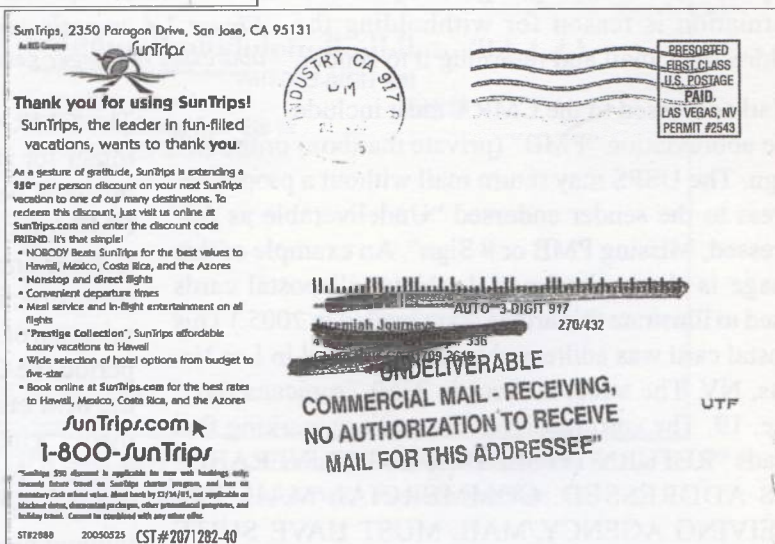


Figure 4 An improperly worded CMRA auxiliary marking.

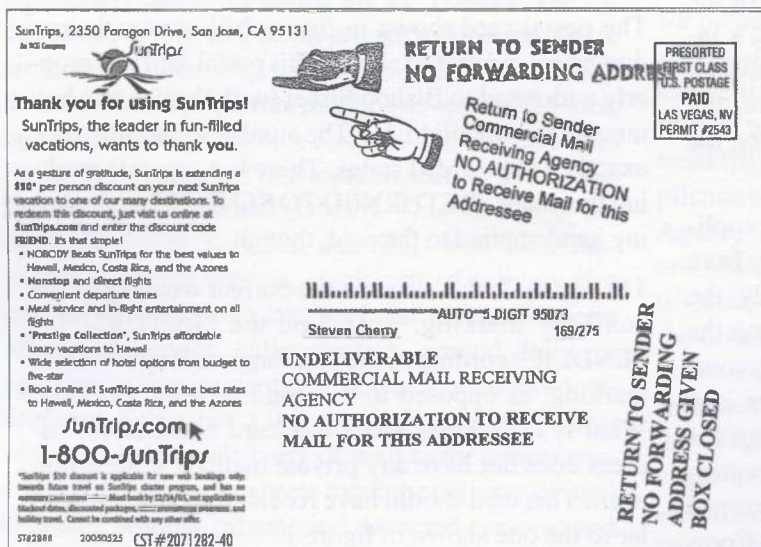


Figure 5 A properly worded CMRA auxiliary marking with too much information in the other three markings.

have stated it. This postal card has a third marking, an upside down pointing hand with the wording "RETURN TO SENDER/NO FORWARDING ADDRESS". The fourth and last marking is on a label that reads "RETURN TO SENDER/NO FORWARDING/ADDRESS GIVEN/BOX CLOSED". Both of the last two markings may be in violation of the DMM section dealing with this subject.

The final postal card shown in *figure 6* appears at first glance to be a returned CMRA usage. It does not have the appropriate marking on it, but it does refer to a box and has the words "Postal Services" on it. It received two auxiliary markings. The first is a pointing hand with "RETURNED/TO/SENDER" in the hand and

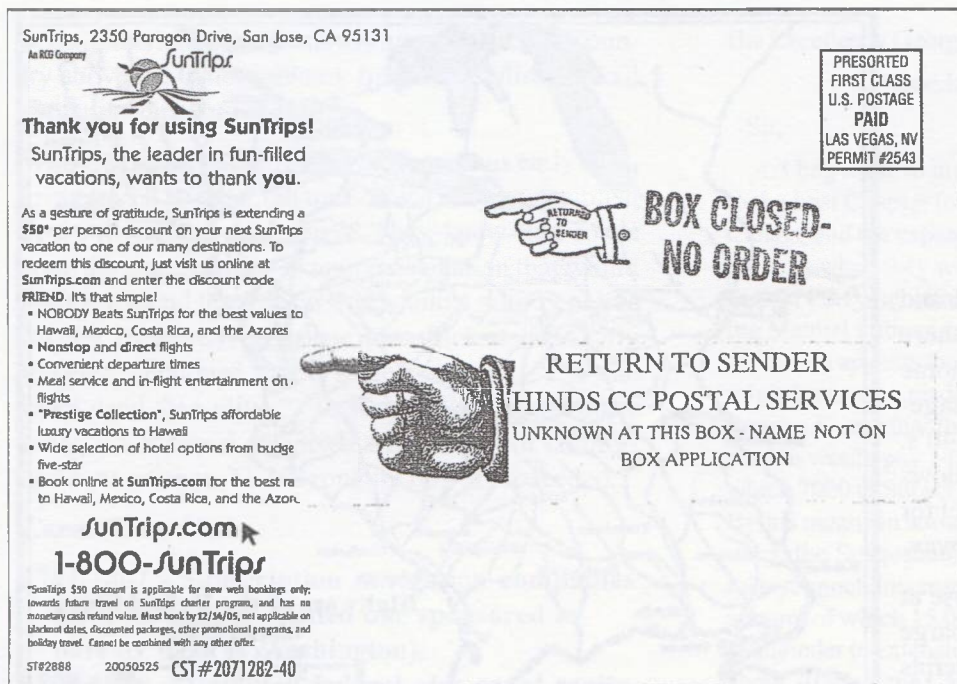


Figure 6 Postal card addressed to a private mail box at a community college in Mississippi.

"BOX CLOSED-/NO ORDER" to the right of the sleeve. The second marking is a label with a very ornate pointing hand. The wording reads 'RETURN TO SENDER/HINDS CC POSTAL SERVICES/UNKNOWN AT THIS BOX - NAME NOT ON/BOX APPLICATION'. A quick trip to the Internet reveals that this postal card was addressed to someone at Hinds Community College in Raymond, MS. Hinds is the largest community college in Mississippi, with several campuses. They do have a college mailroom in their Student Union Building. Students can secure a mailbox with the Postmaster for \$8.00 per semester.

The DMM addresses the delivery of mail to schools in the same section as the Commercial Mail Receiving Agencies. This section reads "Mail addressed to a person at a hotel, school, or similar place is delivered to the hotel, school, etc. If the addressee is no longer at that address, the mail must be redirected to the current address, if known, or endorsed appropriately and returned by the institution to the Post Office." Even though Hinds Community College rented private mailboxes to students, it was not considered a CMRA. The distinction is that Hinds did not remail items received for the box holders. One interesting thing about Hinds is that they offer classes in becoming a Postal Service clerk, Postal Service mail carrier and Postal Service mail sorter, processor and processing machine operator.

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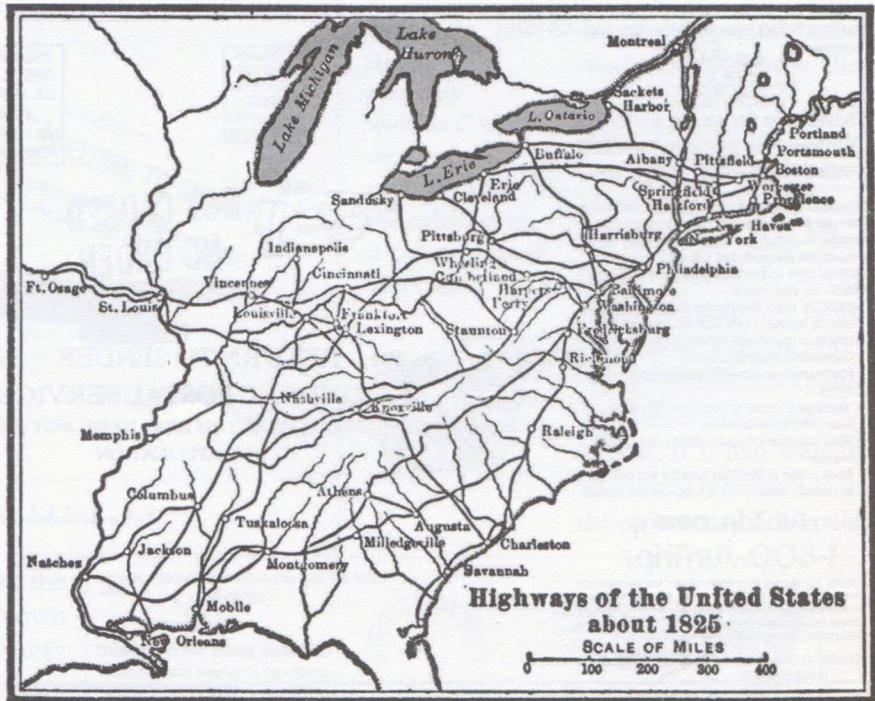
References Available on Request

Canal and Riverboat Travel

by Tom Clarke

In March 1997 and May 2001 and in other *La Posta* articles there have been letters sent back home describing the travails of stage-coach travel in the 1820's to '40's. It's a fascinating topic which allows us to get an uncomfortable feel for the difficulties met along the way.

Here the emphasis is a glimpse at river/packet boat and canal barge travel via letters along with excerpts from some famous writers of the day. They were a needed, but raucous, dirty, and unseemly form of travel. Each method nevertheless moved many hundreds of thousands of migrants (once immigrants, now fully American) and recent immigrants toward new frontiers, helping populate and move a growing country westward.



Map 1 The network of roads in the United States was still quite rudimentary in 1825.

When the United States won its independence, it had become the largest country in the western world. Our leaders knew well that Europe's 'old countries' were small by comparison. The new problem was how to manage, how to correspond with, how to simply *conceive* of such a wide-spread nation *when there were virtually no roads*. Except for local transactions, how could citizens develop their businesses?

The first years after independence were chaotic. Feuding, jealousies, and actual war among states only worsened the economic standstill that grew out of the pandemonium of individual states' taxes, money, laws, etc. Though interstate trade was negligible, at least we know that a bit of mail got through, which makes that fact all the more remarkable, thanks to stouthearted couriers and a bare-bones, but determined, postal organization.

Rome had had thousands of miles of paved roads along which couriers and trade passed, and the British still took great pride in the kings' Great Post Roads. But the United States had virtually none of this, save for the New York-Boston Post Road (= rutted Indian path), which had been extended by Benjamin Franklin to Virginia and on to Savannah. It was more of an idea than a structure and besides post riders, saw little horse traffic and infrequent carriages. And it benefitted those within a few score miles of the Atlantic coast. What



Figure 1 When the government chose routes (roads) for mail couriers, they encouraged stage line development, assuming a line didn't already exist. To make the line profitable, passengers and freight were solicited from the public via ads like this one from a Philadelphia newspaper, Feb 16, 1789, about two weeks shy of Washington's first inauguration.

of the hinterland, the vast newly acquired Indian Country above the Ohio, ordinary frontier families, and all the vaunted promise?

With characteristic foresight, the ingenious early Congress added to the Constitution the duty to establish post offices *and post roads*. They knew that roads were the physical glue to maintain a nation that would bind and blend the several States into a mighty political unit. However, roads were not sufficient. (One early traveler mentioned that a stagecoach ride "left one more dead than alive." To Robert Fulton and other seers, water travel promised a new level of comfort and convenience. This is roughly how it proceeded:

Canal Time Line

1791-1807 - Subscription navigation companies form (including a failed one sponsored in part by George Washington).

1808-1816. Attempted federal aid; canal excitement and discussion in the east, particularly in light of War of 1812 difficulties.

1817-1825. Erie and other canals built without federal help, with thoughts of elaborating with lateral canals (similar to the early 'cross posts' connecting to the main Post Road in early England and America).

1826-1834. Peak of success with canals, traffic exceeds expectations, migration along them and other waterways well underway; proposals to enlarge and create new canals in the east and mid-west. Federal funding follows *Gibbons vs Ogden*.

1835-1846. Mid-west canals are built in earnest to open up opportunity; extensive plans in the east, but the Panic of 1837 halts most; the Federal Government stops canal aid in favor of sponsoring railroads. Canal building becomes the domain of states and local authorities.

1847 - 20th century. Significant downgrading of canal use, then abandonment.

In the beginning, in a flowery letter to President Washington, Fulton pointed the way toward the 'Transportation Revolution'. He stressed the nuts and bolts economics of funding canals by subscription for mutual profit. This was a brand new idea and the hurdles to overcome were immense. He pleaded the benefits of employing 100 million laborers to insure canals would, after 100 years, reach to within 10-14 miles of the every American's doorstep. Don't waste money on turnpikes as canals will best "bind the Whole In the bonds of Social Intercourse".

His Excellency George Washington.

London, February 5th, 1797.

Sir,

... I beg leave to draw your Particular attention to the Last Chapter [of my book] on Creative Canals; and the expanded mind will trace down the time when they will penetrate into every district Carrying with them the means of facilitating Manual Labour and rendering it productive. ... To me it appears that a Canal on the Small Scale might have been made to Lancaster for 120 thousand and that the carriage at 20 shillings per ton would pay 14 thousand per annum of which 7000 to Subscribers and 7000 to extension. By this means in about 10 years they would touch the Susquehanna, and the trade would then so much increase as to produce 30,000 per annum, of which 15,000 to Subscribers, the Remainder to extension; Continuing this till in about 20 years the Canal would run into Lake Erie, Yielding a produce of 100,000 per annum or 50 thousand to Subscribers which is 40 per cent.; hence the Inducement to subscribe to such undertakings.

Proceeding in this manner I find that In about 60 or 70 years Pensilvania would have 9360 miles of Canal equal to Bringing Water Carriage within the easy Reach of every house, nor would any house be more than 10 or 14 miles from a Canal....if each State was to Commence a Creative System It would fill the whole Country, and in Less than a Century bring Water Carriage within the easy Cartage of every Acre of the American States, -conveying the Surplus Labours of one hundred Millions of Men....And Instead of directing Turnpike Roads towards the Interior Country or expending Large Sums in River Navigations - Which must ever be precarious and lead [no where] I could wish to See the Labour, and funds applied to Such a [canal] System As would penetrate the Interior Country And bind the Whole In the bonds of Social Intercourse....

Esteem and Sincere Respect,

Your most obedient Servant ROBT. FULTON.

But a month later Washington retired from office and angry foreign and domestic politics, not infrastructure, was foremost in people's minds. There were rivers aplenty, and within a generation the man-made variety called 'canals' will indeed develop which Congress, in its wisdom, in the late 1820's, will fund. And to maintain needed control, it will deem all waterways as 'post roads'.

Fulton persisted with the water concept and ten years after writing Washington, in 1807, his first practical steamboat, the *Clermont*, began runs between New York City and Albany. (This presaged by another 10 years the beginning of the dig that became the Erie Canal. It will, as he suggested canals would, unite the interior of the US with New York City and the Atlantic world.)

Others modified the idea; they applied steamboat power to rivers in the east and aiming west without the canals. Paddle-wheel steamers appeared on the Ohio River beginning in 1811.

They began at the Pittsburgh docks and, with their numerous freight and passenger schedules, quickly turned Cincinnati and other Ohio downriver towns into centers of commerce and trade.

Meanwhile, in 1808, Thomas Jefferson, through Treasury Secretary Albert Gallatin, attempted a supplement of twenty million dollars to aid road and canal building. Nine years later (1817), in the glory days following the 'success' of the War of 1812, John C. Calhoun again tried to implement Gallatin's concept, but it was vetoed by James Madison. Ignoring these two "road-blocks" of federal aid, New Yorkers raised seven million dollars to build the Erie Canal on their own. It changed America.

Meanwhile, in 1824, Aaron Ogden, former Senator and New Jersey Governor, aligned with New York State and the Fulton Line to operate as a monopoly to ferry across between Jersey and New York City. But one Thomas Gibbons, who operated a rival steamboat service, fought the idea in court. Initially he lost, then appealed to the Supreme Court where Chief Justice John Marshall reversed the decision in the monumental state-federal power case. The New York monopoly was declared unconstitutional interference with the power of Congress to regulate commerce between states.



Figure 2 Not everyone went west by water. This fine letter from Bucklin MO back to Warren (same state) is from a wagon train carting all worldly possessions west. You can't do that on a steamboat or barge. The date is Apr 25 1852 and talks of wonderful weather, the costs of all sort of grains and Prairie life.

Based on the decision, Congress found courage to fund the purchase of \$300,000 in canal stock to finance a canal cut across Delaware. Likewise, Virginia got aid to charter the Chesapeake and Ohio Canal. The canal rush was on.

Fulton's radical wish in 1797, to use canal power to bind the country together, had come to fruition in half the hundred years he had envisioned.

Within five years, New Jersey, Ohio, Pennsylvania, Indiana, and Illinois funded ambitious canal projects. Fulton's original dream of 1797 was dawning —until the Panic of 1837. This hurt canal investment and helped push Maryland, Ohio, Michigan, Indiana, Pennsylvania, and Illinois to near bankruptcy. (Shades of the real estate-Wall Street bank bust of 2008.)

In the nick of time, 1838, the first railroad, the Baltimore and Ohio, opened for business and Congress chose to assist fledgling railroads instead. In a sweeping gesture it canceled federal aid to canal firms. For all practical purposes, it was the dream ended.

People Magnets

Whereas Fulton thought of canals as we do modern roads and highways, as an intimate, effortless way of getting from place to place, they proved to be the most use as superhighways. Two tiers for channeling national growth and improvements developed: a northern and a 'southern' tier. The northern tier of activity



Map 2 Early canals assisted farmers and manufacturers from Atlantic coast to move their products through the Ohio-Mississippi river system to New Orleans.

was wholly the child of the Erie Canal, as a conduit of people and goods. It helped spawn Great Lakes shipping and the homes of a lot of major league teams!

The 'southern' tier, though hardly of the true South, was not via canals but via the Ohio River system. It started in Pittsburgh and funneled people southwest toward St. Louis and the Missouri River and primarily goods down the Mississippi to the Gulf Coast. Though steamboats, unlike barges, could travel upstream, goods and people headed east favored the northern tier of movement. This favored the North greatly and propelled New York City to become the 'Big Apple'.

The Ohio River had been the primary, natural route West until the opening of the Erie Canal in 1825.

Farmers and early manufacturers from Pennsylvania, Virginia, Kentucky, etc. sent their crops and products on flatboats and barges downstream to meet the Mississippi. From any river town there was a direct, simple route south to New Orleans, and then to the Caribbean and cities of the Atlantic Coast. Water routes were much faster and less costly and excruciating than hauling goods (including mail) east by wagon to the large population centers over the Appalachian Mountains.

Eyewitness and early writer Timothy Flint, in 1833, said:

... the universality and cheapness of steam boat and canal passage and transport, have caused, that more than half the whole number of emigrants ... and nine-tenths of those that come from Europe and the northern states, ... now arrive in the west by water ... perhaps more than half the

northern immigrants arrive at present by way of the New York canal and Lake Erie. ... They thus escape much of the expense, slowness, inconvenience and danger of the ancient cumbrous and

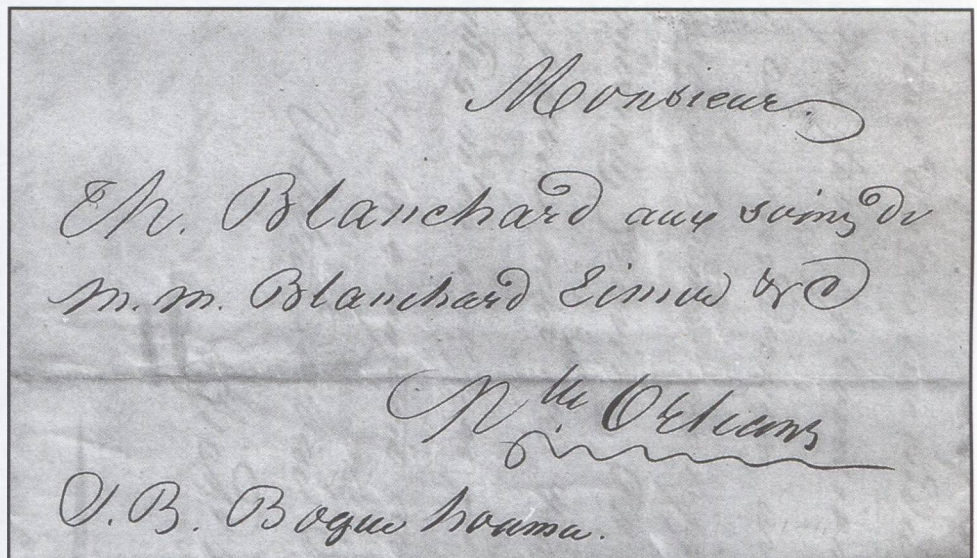


Figure 3 Did steamboat letters like this one naming the Bogue Houma, without any markings, pay postage? Was it strictly 'hand' carried, though by captain's hand? This one, datelined Natchitoches (near the Red River), Apr 26, 1840, could have reached dockside there, or more likely at Baton Rouge and onward to New Orleans. Or maybe not.

tiresome journey in wagons. They no longer experience the former vexations of incessant altercations with landlords, mutual charges of dishonesty, discomfort from new modes of speech and reckoning money, from breaking down carriages and wearing out horses.

Both the man-made Erie and the Ohio were people magnets above all else. Mate them with steamboat packets and the incessant barge traffic and the result was mass migrations of Germans traveling down the Ohio during the 1830's, the Irish in the 1840's. Cincinnati in the south and Cleveland in the north, to name two, swelled and prospered as a direct result, and other upstart places grew into big towns and large cities. More than 8,000 steamboats docked at Cincinnati alone in 1852.

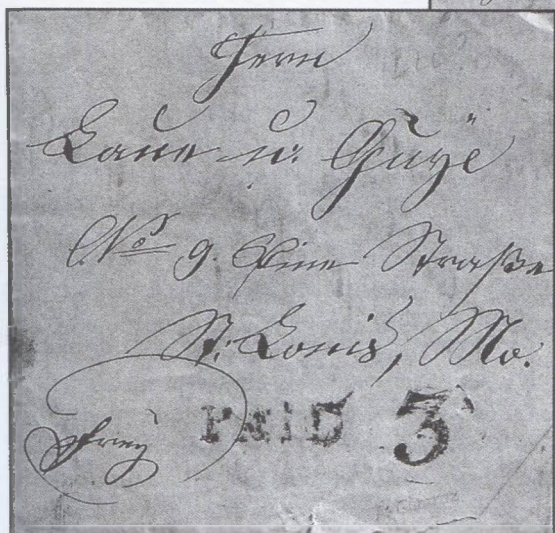
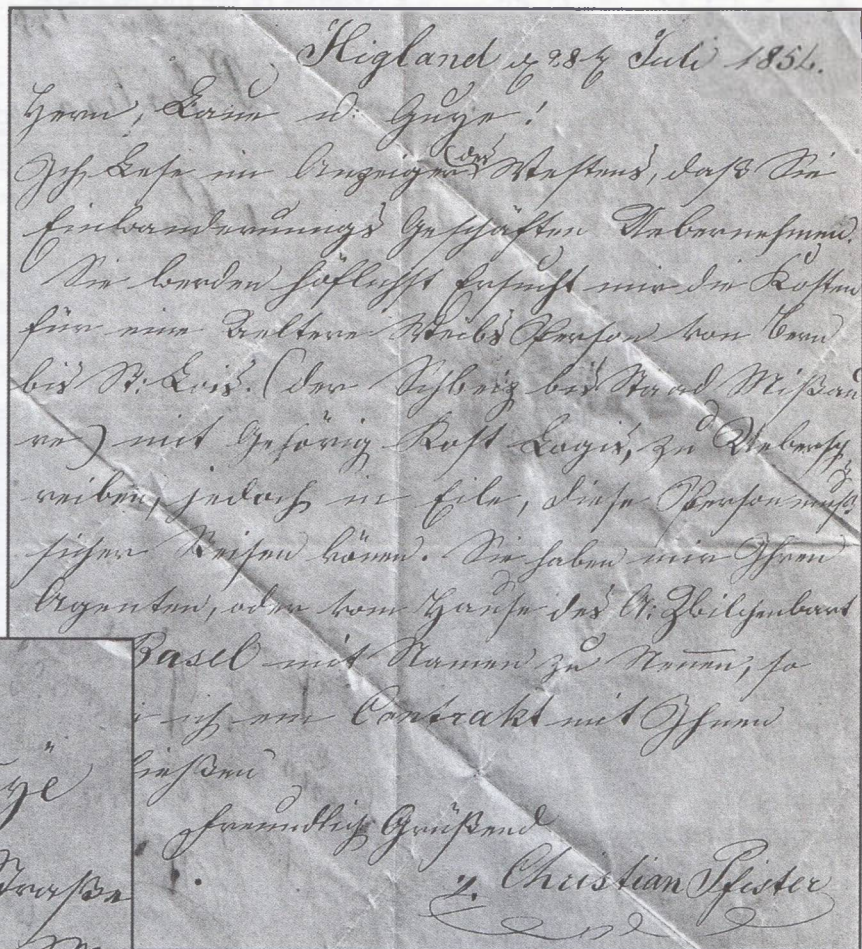
Over 3,326 miles of canals were constructed between 1816 and 1840. Whether from New York City/Albany,

at the head of the Erie system, or down the Ohio/Mississippi to New Orleans, the country as a whole was growing on steroids.

From a letter dated September 19th, 1844, datelined "Four miles from Utica", to Crum Elbow, Dutchess Co, NY, a young son was headed for Wisconsin. He was advised not to deal with 'the canal people' as he's traveling cut-rate, despite the apparent canal cartel that was setting traffic rates.

The forthcoming election is on people's minds and many want expansionist Polk and "Manifest Destiny" to win. He does win. Texas had just become a state, but Polk will bring with him Florida and the Mexican War over Texas. He'll provoke Henry David Thoreau's pacifist views, *On Walden Pond*, and add California and the entire Southwest to the Union—all within the next four years. Forget not that postage will be reduced to 5

Figure 4 The immigrant-Ohio River connection: an oddly folded (like a high school note), blue paper letter from a compatriot of the Swiss Germans Charles Dickens made mention of in his canal comments in this article. It was written in gothic script by one Christian Pfister in July 1854 from 'Higland' (Highland NY). It concerns information about the 'The Western Mirror' German-language newspaper's mention of contracts to 'import' new immigrants from Basel, Switzerland. It's addressed to St Louis MO and is too small for a postmark except PAID 3.



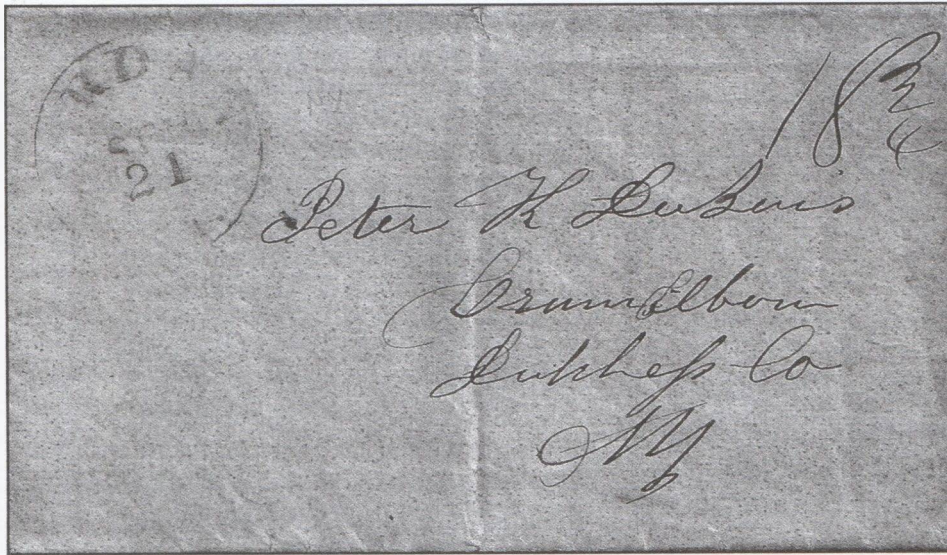


Figure 5 The letter, dated Sep 19th 1844, from the boy heading west to Wisconsin, datelined "Four miles from Utica" to Crum Elbow, Dutchess Co, NY; a pale JORDAN NY cancel in black with rate in blue.

cents and the 1848 discovery of gold! It was a heady time for a young man to go adventuring. The vexing question: whatever happened to him?

... On monday morning I found a [canal] boat which the captain said that he thought would go out that night or the next morning but we did not get off until Tuesday night and in the morning found ourselves at the weigh-lock having got there too late the night before to be weighed... We had our board [food] from the time that we came on board with out any extra charge. I agreed with the captain to carry us for 1½ cents per mile with board.

I was advised by every one to have nothing to do with the company or any of the agents as all of the lines are combined to carry for no less than 2 cents per mile. The cost for freight through to Buffalo [at Lake Erie] is 70 cents per hundred pounds; we have about 25 passengers some bound for Iowa some for Wisconse and diverse other places. In political _____ we have a large majority for Polk. Three out of four boats have Polk & Dallas nailed to the stern... every lock-tender has a Hickory-pole up with Polk & Dallas...

I caught but littel news and of cours as yet know nothing about Wisconse. I shall write when I get there.

He rode on the Erie Canal, a man-made phenomenon that lit the imagination of everyone who read about this 'Eighth Wonder of the World'. It was the fabled suc-

cess story of the age. Horse, ox, and mule power pulled the barges and flat-boats along its 364 mile length. When, in 1905, engines replaced the last animals, the myth and glory still held Americans spellbound. That year a lament for the loss of mule- ('old Sal') power gave birth to the then-popular and today-iconic "Erie Canal" song.

In the east, the "rail way" quickly emerged as the superior technology, with its uncontested speed and power. The bone-jarring stagecoach might bounce

along at eight to ten miles an hour. The placid canal boat could float by quietly and steadily at three to five miles an hour. But the 1830's steam engines on rails, dangerous and prone to accident and incendiary if a red cinder landed through a open window on a blouse or in one's hair, nevertheless could swish along at 15 to 20 miles an hour. Canals burst forth dramatically but rails whisked them aside spectacularly.

Figure 6 The Erie Canal was heralded as "The Eighth Wonder of the World" and the subject of this popular song.

The west was different. It initially grew without rails and for some time; the Ohio and Mississippi River Valley river 'highways' and associated canals continued to provide a mud- and dust-free alternative to excruciating overland travel, but speed of the railway sort wouldn't come for a generation or two.

Steamboats on regular routes that carried passengers and mail were called 'packet boats', from 'packet', a tied package of letters. Of course, mail transport equally sped up whether via canal, steamer, or rail development. All helped, by cutting time and overhead, to encourage reduction of postage rates in 1845. Like canals and other water routes, railroads also became post roads, and soon postal cars with postal clerks to man them produced speedier, more efficient delivery.

Travelers Accounts

Accounts of travel on American canal packet boats, exist by literary figures such as Charles Dickens, Harriet Beecher Stowe, and Nathaniel Hawthorne. Charles Dickens visited the US and in 1842 wrote about "A Passenger Trip on the Canal":

In the bow or front part of the packet boat there was a small room where the crew slept. Next came another small sleeping room, this one for the women passengers (it was separated from the next room by a red curtain) and next, in the middle of the boat, was the main cabin, the largest room on the vessel. This was the dining room and parlor during the day, and at night the men slept in it. The sleeping space for the women and girls was much smaller than the men's because there were fewer women traveling than men. In the stern of the boat were the pantry and kitchen, where the food for the passengers and crew was cooked.... then a train of three horses was attached to the tow-rope. The boy upon the leader smacked his whip, the rudder creaked and groaned complainingly, and we had begun our journey....

... at about six o'clock, all the small tables were put together to form one long table and everybody sat down to tea, coffee, bread, butter, salmon, shad, liver, steak, potatoes, pickles, ham, chops, black puddings and sausages. By the time the meal was over, the rain was nearly over too; and it became feasible to go on deck; which was a great relief,

notwithstanding its being a very small deck, and being rendered still smaller by the luggage. It was somewhat embarrassing at first to have to duck nimbly every five minutes whenever the man at the helm cried 'Bridge', and sometimes, when the cry was 'Low Bridge' to lie down nearly flat.

Between five and six o'clock in the morning we got up, and some of us went on deck. The washing accommodations were primitive. There was a tin ladle chained to the deck, with which every gentleman who thought it necessary to cleanse himself (many were superior to the weakness) fished the dirty water out of the canal, and poured it into a tin basin, secured in like manner. There was also a jack-towel. And, hanging up before a little looking-glass in the bar, in the immediate vicinity of the bread and cheese and biscuits, were a public comb and hair-brush.

At eight o'clock...the tables joined together, everybody set down to the tea, coffee, bread, butter, salmon, shad, liver, steak, potatoes, pickles, ham, chops, black puddings, and sausages all over again. When everybody had done with everything, the fragments were cleared away, and one of the waiters, appearing in the character of a barber, shaved such of the company as desired to be shaved."

... And yet, despite these oddities - and even they had for me at least, a humor of their own - there was much in this mode of traveling which I heartily enjoyed at this time, and look back upon with great pleasure. Even the running up, bare-necked, at five o'clock in the morning, from the tainted cabin to the dirty deck; scooping up the icy water, plunging one's head into it, and

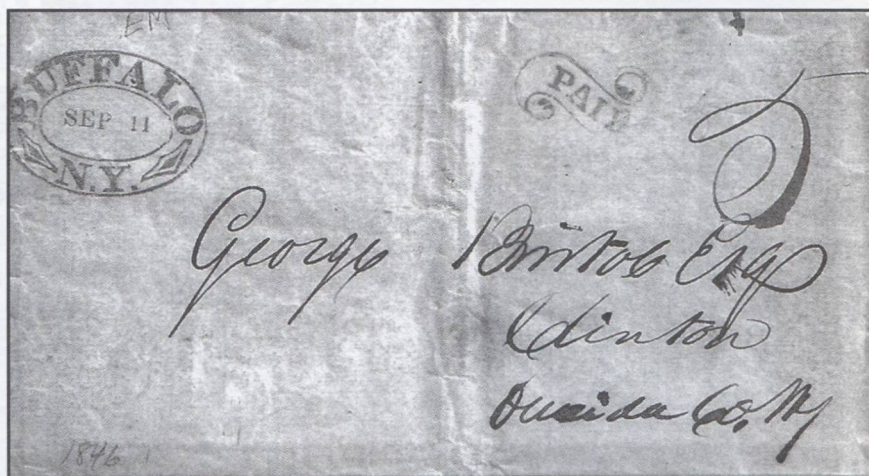


Figure 7 Without the Erie Canal, this letter with its very proud, fancy blue markings could not have been written. The lawyer-lawyer note involves a situation spawned no doubt by the birth of the region thanks to the Erie Canal-delivered growth and enrichment.

drawing it out all fresh and glowing with the cold; was a good thing. The fast, brisk walk upon the towing-path between that time and breakfast, when every vein and artery seemed to tingle with health; the exquisite beauty of the opening day, when light came gleaming off from everything; the lazy motion of the boat, when one lay idly on the deck, looking through, rather than at, the deep blue sky; the gliding on at night, so noiselessly, the shining out of the bright stars, undisturbed by noise of wheels or steam, or any other sound that the liquid rippling of the water as the boat went on; all these were pure delights.

Cultured Criticism

Unfortunately, as many as 120 people could be crammed into small canal cabins. Children slept on floors, while collapsible wooden shelves served as beds for adults. Malaria forced windows closed, making for a long hot nights in unbearable quarters. Daylight travel brought relief, and this cycle would last for days. But, people and goods got where they wanted to go.

In 1827, English novelist Anthony Trollope's mother, Frances, moved to America where she opened a bazaar in Cincinnati, which proved unsuccessful. She returned to England in 1831 where her reputation as a novelist blossomed. She doubtless influenced her son's ambitions. On her trip to Cincinnati, she observed and wrote down what she saw. She published *Domestic Manners of the Americans* in 1828 and felt canal boat travel required discussion:

The first sixteen miles from Albany we travelled in a stage, to avoid a multitude of locks at the entrance of the Erie canal; but at Schenectady we got on board one of the canal packet-boats for Utica.

With a very delightful party of one's own choosing, fine temperate weather, and a strong breeze to chase the mosquitoes, this mode of travelling might be very agreeable, but I can hardly imagine any motive of convenience powerful enough to induce me again to imprison myself in a canal boat under ordinary circumstances. The accommodation being greatly restricted, every body, from the moment of entering the boat, acts upon a system of unshrinking egotism. The library of a dozen books, the backgammon board, the tiny berths, the shady side of the cabin, are all jostled for in a manner to make one greatly envy the power of the snail . . .

Mentioned previously was Charles Dickens' view of life on a canal boat, and there are others from Nathaniel Hawthorne, for example. Here is an excerpt from another woman, Harriet Martineau, an English writer and philosopher, renowned in her day as a controversial journalist. She wrote *Retrospect of Western Travel*, London, 1838:

[We] hastened back to breakfast, immediately after which we proceeded by railroad to Schenectady. There we at once stepped into a canal-boat for Utica. I would never advise ladies to travel by canal, unless the boats are quite new and clean; or at least far better kept than any that I saw or heard of on this [Erie] canal. On fine days it is pleasant enough sitting outside, (except for having to duck under the bridges, every quarter of an hour, under penalty of having one's head crushed to atoms,) and in dark evenings the approach of the boat lights on the water is a pretty sight: but the horrors of night and of wet days more than compensate for all the advantages these vehicles can boast.

The heat and noise, the known vicinity of a compressed crowd, lying packed like herrings in a barrel, the bumping against the sides of the locks, and the hissing of water therein like an inundation, startling one from sleep, these things are very disagreeable . . . If there be a duty more obvious than another on board a canal-boat, it is to walk on the bank occasionally in fair weather, or at least to remain outside, in order to air the cabin, (close enough at best,) and get rid of the scents of the table before the unhappy passengers are shut up to sleep there. . . . The appearance of the berths in the ladies' cabin was so repulsive, that we were seriously contemplating sitting out all night, when it began to rain so as to leave us no choice. . . .

Beyond Ohio

Within each state progress was pressing hard. Each soon was crisscrossed with canals. The State of Ohio had many. For instance, the Miami and Erie Canal connected the Ohio River at Cincinnati with Lake Erie at Toledo. Such a public works project! For 8 million 1830's dollars (today, \$1.7 billion, using the unskilled labor multiplier), it constructed 19 aqueducts and 103 canal locks, besides the incessant hand-digging and hauling. And this was one of dozens in the Midwest only. Hundreds of miles of canals all tolled, and the price was steep. The formula states that for every six feet of canal dug a man gave up his life in the effort.

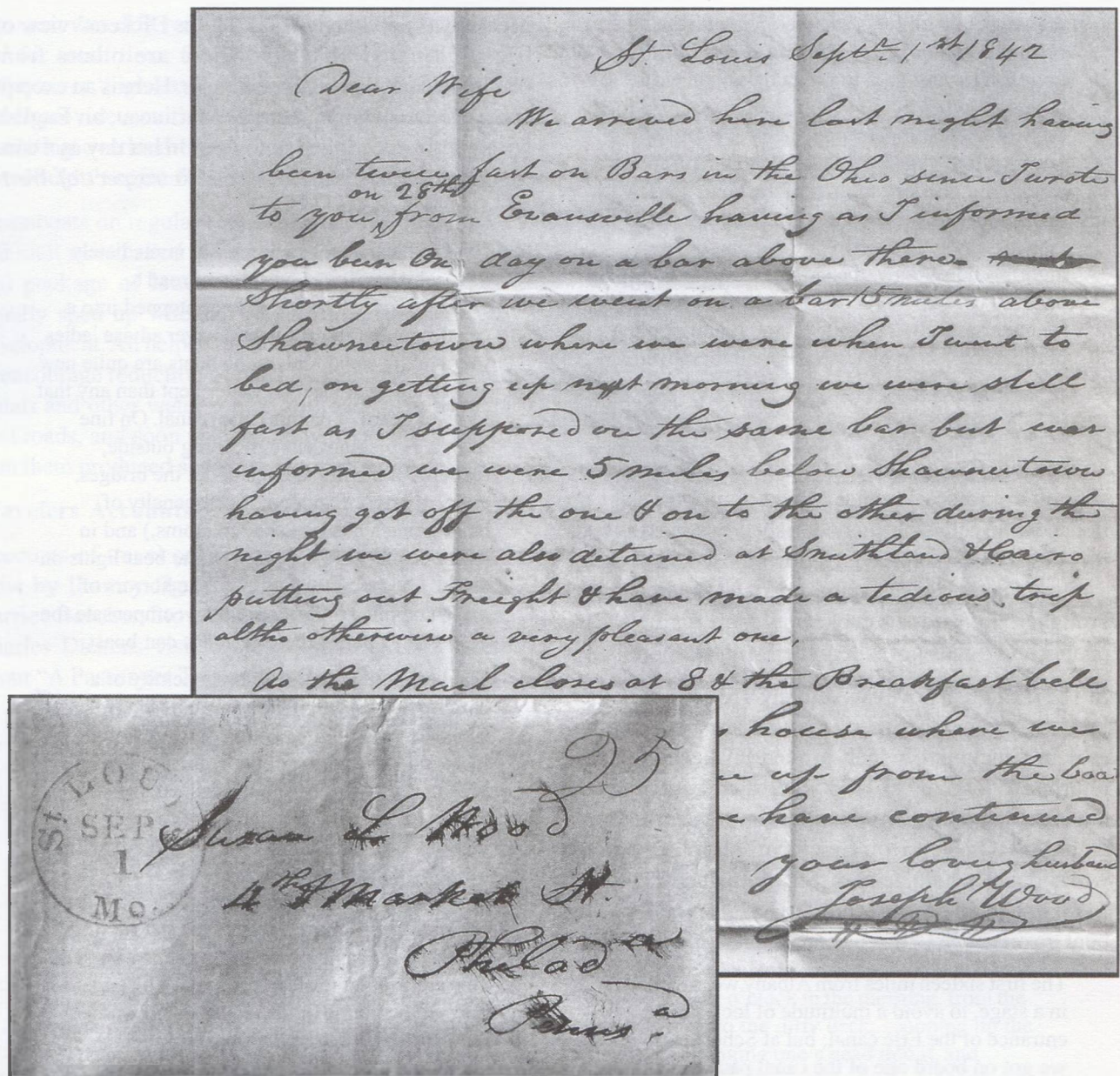


Figure 8 The streaking on the address front suggests hurry because our writer didn't allow time for the ink to dry before rushing off to make its deposit. But in 1842 Saint Louis we can't be critical.

Beyond Ohio lay primitive Indiana and Illinois, formerly parts of the former Northwest Territory Above the Ohio River. But this was quickly becoming settled and the true west lay farther away. No one would conceive of mid America as the "Northwest", which now began somewhere beyond the Mississippi, west of Missouri.

In Illinois, the youthful town of Chicago, only incorporated in 1833, eagerly anticipated the opening of the I&M Canal in 1848. In 1847, an early news reporter took a stagecoach to view the soon to be complete Illinois [River] & [Lake] Michigan Canal. The coach ride "was as uncomfortable as any enemy, if we had one, could desire. We made progress at the rate of

less than three miles an hour; the weather was intensely hot; and not a breath of air was stirring; the horses and carriage raised any quantity of dust, which, of course, rose only high enough to fill the carriage."

River boat Travel

Unless stated, we don't know whether a letter writer wrote from a table on a river boat or atop a board across his knees on a barge. Where the traveler of our 1842 letter was ultimately headed he doesn't say, but he does mention enough to whet our interest over his mode of travel. He is floating down the Ohio, mentioning the riverfront towns of Evansville IN,

Shawneetown IL, Smithland IL, and Cairo IL. He'd have to change boats to go up the Mississippi finally to St. Louis MO, where the letter was posted.

Some 375 river miles in three (?) days makes it a rate of about five mile per hour, though as he says, much of the time they were stuck on sandbars. Was it a drought year to have been wedged onto so many? Probably the letter went back up the Ohio and maybe took a ride on the Baltimore and Ohio, or across the Pennsylvania Canal from Pittsburgh to Philadelphia, its destination:

St. Louis Sept 1st 1842

Dear Wife

We arrived here last night having been twice fast on Bars in the Ohio since I wrote to you on the 28th from Evansville having as I informed

you been One day on a bar above there. Shortly after we went on a bar 15 miles above Shawneetown where we were when I went to bed, on getting up next morning we were still fast as I supposed on the same bar but was informed we were five miles below Shawneetown having got off the one & on to the other during the night we were also detained at Smithland & Cairo putting out Freight & have made a tedious trip altho otherwise a very pleasant one.

As the Mail closes at 8 & the Breakfast bell has not rung at the Planters house where we now are having just come up from the boat I will close by saying we have continued in good health

Your loving husband

Joseph Wood

Another letter speaking of the trek downriver took a young man from Andover MA seeking his fortune:

New Orleans La Jan 4, 1855

Bro. Spence:

I promised to write...to remove any apprehension as I am still alive and kicking . . . 'who would have thunk it'? How long I shall stop here is very incertain probably not long. I came by way of Cincinnati, St. Louis & the Miss River to this place ... till Aug, when I shall be leaving this part of the world if I am alive & well as fast as wind and steam can carry me. ... I have seen none of it except from the back of the steam boat, which afforded us a view of the most delightful country I ever beheld ... There is a chance to do well pecuniarily if one can stand the climate...though I am aware

that my life & health are thereby somewhat endangered....

R. Greene Jr

River boat use as vehicles for expanding the country and settling the vast expanse lasted about sixty years, from Lewis and Clark's water-borne expedition in 1803-5, to the supremacy of the railroads just after the Civil War. Practically speaking, they outlived canals by about 20 years.

Today's few steam powered river boats constitute recreation, and don't only pose as stationary gambling saloons. Heavy duty barge traffic with ever-present tug boats still transports goods on major rivers today. As for the need to move people, millions of Americans have their own craft to self-motivate.

Death of Canals

Aggressive train and steamboat technology made the Illinois & Michigan Canal, christened in 1848, the last of the great canals. The Erie had hurdled time and mountains to benefit mid-western farmers and move their floating produce quickly eastward to market. Travelers from the east would take the Erie Canal to Buffalo where steamers brought them through the Great Lakes to Chicago.

The I & M Canal had its own claim to fame. It joined the frontier at La Salle IL to the bustling little town of Chicago on Lake Michigan and, in doing so, *made* the city by creating *an all-water route from New York to New Orleans*. Travelers (and goods) transferred from a steamer to canal boats in the Windy City and took a 96-mile trip on the I&M Canal, where passengers and freight again boarded river steamers. Now bound for

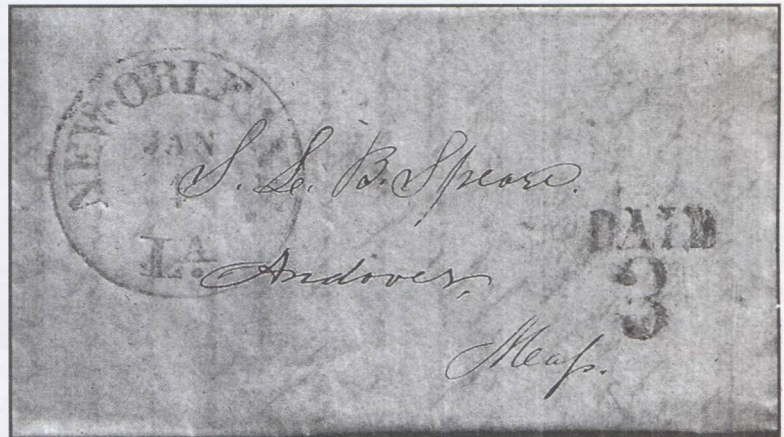


Figure 9 A wonderful, jumbo red N.O. hand stamp brought this note back home in 1855, mentioning the trip all the way down the Ohio (no doubt from Pittsburgh) and the Mississippi on business.

St. Louis or New Orleans, they thus escaped rough seas and pesky hurricanes and saved many weeks of valuable time.

Chicago was the crucial mid-point. Railroads within a generation will take over, and Chicago will go on to become the largest nexus of rail activity for the next century, followed by O'Hare International Airport (before 2005, the world's busiest). All hail the Erie Canal!

From the 1860's, canals continued, but served lesser purposes, more local, still important. Smoke and whistles replaced tranquil canals, though many canal segments still exist today as scenic picnic spots. It is impressive how many of the old canal names have enthusiastic groups devoted to their memory, support, and veneration. Many web sites exist in their honor and sentimental trips are sponsored along them. Members justly revel in canals' past contributions and glories.

CORRECTION

Norm Shachat was quick to point out the typo in the caption to the headlining illustration in the "Philadelphia Stations" article in July, 2008. The original caption read:

This cover is properly used and marked. Collected in Frankford and back stamped, then forwarded to the Main Office for canceling and dispatch. Since Frankford wasn't absorbed by the Main office till 1867, its old county markers were

still useable. Norm Shachat has a cover which bears the same Frankford back stamp. His is of September 28, 1867, whereas Frankford's county post office was officially dissolved on August 15. The presumption is that new cancel devices had not yet arrived —after 6 weeks!

Norm wrote: "Frankford became Station F on Aug. 15, 1863 [not 1867]. The late use of the Frankford marking which I have is dated Oct. 1, 1863. Attached is a scan of my late use..."

Sorry for the too quick editing.

References

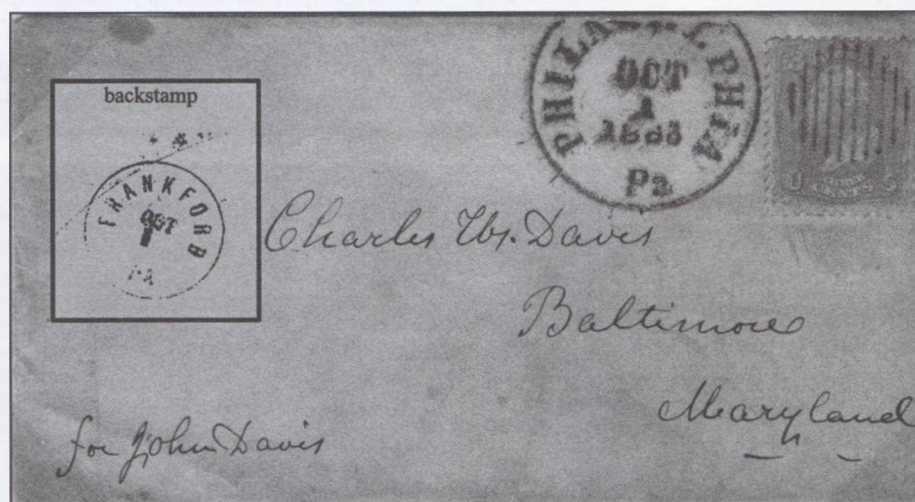
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Metal Duplex Cancels Used at U. S. Postal Sub-stations

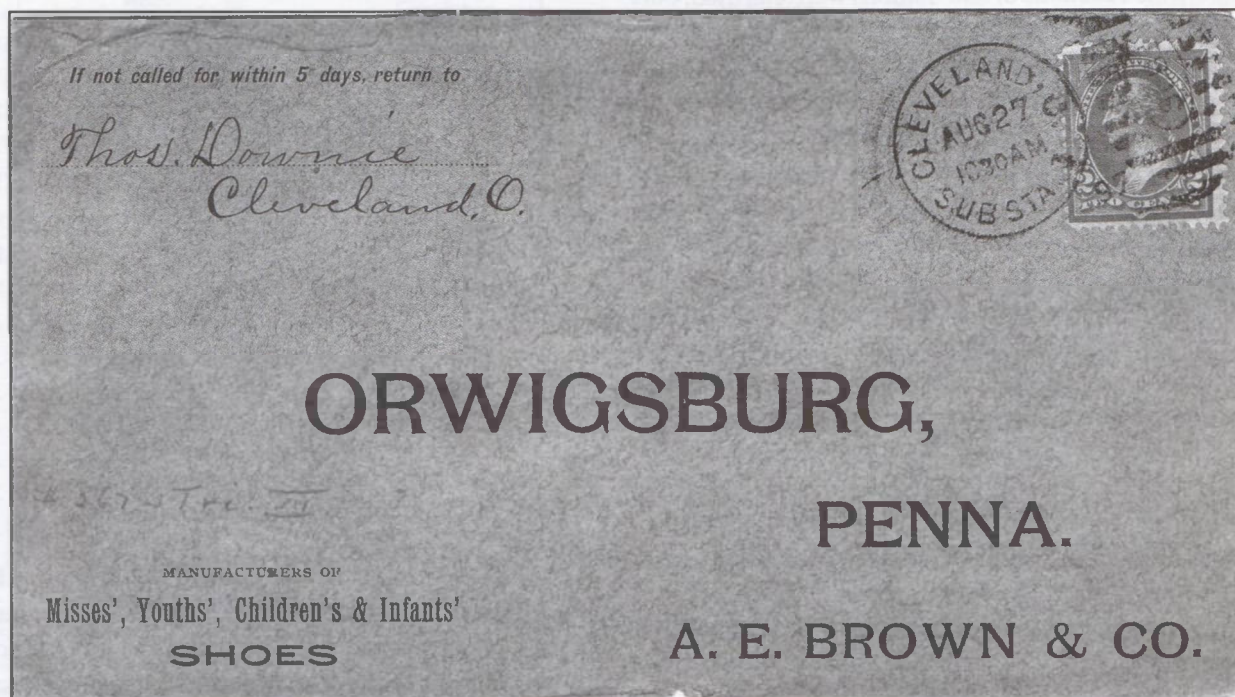


Figure 1 A previously unreported type of metal duplex cancel used at Cleveland, Ohio, Sub-Station No. 1.

By Dennis H. Pack

This article, the first of four about sub-station postal markings, features metal duplex cancels used to cancel first class letter mail and updates the census of metal duplex cancels reported used at sub-stations. It also provides additional information about a metal duplex cancel that was discussed in the August-September 2008 *La Posta*. Figure 1 shows a cover with a metal duplex cancel applied at Cleveland, Ohio, Sub-Station No. 1.

Introduction

Between 1890 and 1902 a class of branch post offices were designated as sub-stations. They were mostly located in drug stores or other businesses, and included *sub* or *sub-station* in their postal markings. Other early branch offices were referred to as sub-stations, but their postal markings did not contain *sub* or *sub-station*. The *Daily Bulletin of Orders Affecting the Postal Service* pub-

lished by the Post Office Department reported the establishment of sub-stations in 253 communities in 39 states between 1894 and 1902.

Before 1897, the functions of sub-stations were not clearly defined. They all issued and paid money orders, registered letters and packages, and sold stamps. Some also delivered mail through letter carriers and post office boxes. In 1897, the Postmaster General (PMG) clearly defined the functions of stations and sub-stations¹, as explained in *table 1*.

Sub-stations	Stations
Send letter mail to main post office or a station to be canceled and dispatched.	Cancel letter mail and dispatch it to main post office or its destination.
Offer usual postal services such as money orders, registration and sale of stamps and other postal supplies.	Offer usual postal services such as money orders, registration and sale of stamps and other postal supplies.
Do not deliver mail.	Deliver mail by carriers, through mail boxes or general delivery.
Designated by numbers.	Designated by letters or local names.

Table 1 Functions of sub-stations and stations after 1897.

As result of the change, a large number of sub-stations were redesignated as stations effective January 1, 1898.

Before the functions of sub-stations were clarified, only a few cancelled first class letter mail. The rest acted as funnels for first class letter mail, sending it to be sorted and canceled at a supervising branch or the main post office. Metal duplex cancels, which were primarily used to cancel first class letter mail, are reported used at only 43 sub-stations located in 23 communities and 15 states. At first, I considered their use random, but, as more metal duplex cancels have been reported a pattern seemed to develop. Most sub-stations that used metal duplex cancels on first class letter mail 1) were previously post offices or stations designated by letters or local names, and/or 2) they were changed to stations after 1897. Table 2 lists the communities from which metal duplex cancels are reported and their status before they became sub-stations and after they were redesignated stations or discontinued. These sub-stations probably handled more mail than other sub-stations that did not cancel first class letter mail.

As mentioned above, after 1897, all sub-stations were designated by numbers. In 1902, the *sub* was dropped, and all sub-stations were designated stations that were designated by numbers.² Some cancels with *sub* remained in use for several years after this change.

Metal Duplex Cancels

In 1860, the PMG prohibited the use of townmarks (postmarks) for canceling stamps. Out-going mail was to receive a postmark to tell where and when it entered the postal stream, and to have the stamps on the mail defaced, so that they could not be reused. This required the use of two different instruments, which slowed the process.

Duplex canceling devices were a more efficient means of hand canceling mail. The postmark (dial) and the canceller (killer) were mounted on the same handle or hammer, so that one impression told where and when the letter was mailed and canceled the stamps. Various materials, including wood, were tried before metal was selected because of its durability. Metal duplex cancels appeared in the US around 1875. They were developed primarily for use at post offices and larger stations that were expected to handle large quantities of first class letter mail.³

Several different designs were tried before the POD settled on a circular dial and an elliptical canceller with the long axis of the ellipse arranged vertically, as shown

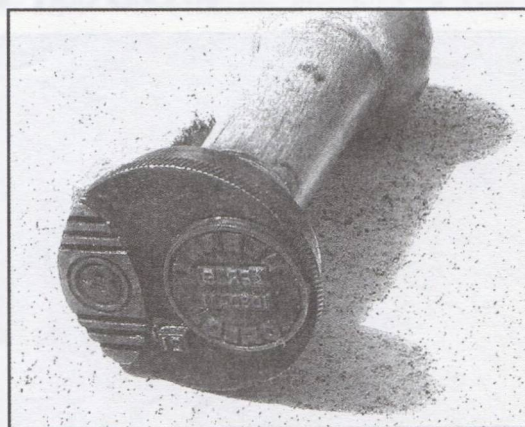


Figure 2 The basic design of metal duplex cancels has a circular dial and an elliptical canceller with a long vertical axis.

in figure 2. The size of the dial and the design of the canceller varied, as did the placement of the year date. In some duplex cancels, the year date appeared as four numbers inside the dial, in others as at least two numbers between the dial and the canceller. There was no year date in other metal duplex cancels.

Sub-station Metal Duplex Cancels

The metal duplex cancels reported used at sub-stations follow the basic design with the variations described below. The names in parentheses are those used in the census later in the article.

Duplex with target (DUPLEX W TARGET)

The duplex with target cancel in figure 3 from Tampa, Florida, is the most common duplex cancel applied at a sub-station. A slightly different canceller from Butte, Montana, is also shown. The cancellers consist of concentric circles of which the outer circles are only partially visible. The dials of these cancels measure 27.5-29 mm in diameter. The year date appears as four num-



Figure 3 Duplex with target cancels.

State	City	Sub-Sta	Changed From	Date	Changed To	Date
CA	Los Angeles	01	Established	15-Apr-1896	Discontinued	28-Feb-1898
CA	Los Angeles	02	Established	15-Apr-1896	Sta G	01-Sep-1897
CA	Los Angeles	03	Established	15-Apr-1896	Discontinued	28-Feb-1898
CA	Los Angeles	04	Established	15-Apr-1896	Sta H	01-Mar-1898
CA	Los Angeles	05	Established	15-Apr-1896	Discontinued	28-Feb-1898
CA	Los Angeles	06	In lieu of Pico Heights PO	15-Sep-1897	Sta J	01-Mar-1898
CA	Pasadena	01	Sta A	01-Mar-1896	Sta A	01-Jan-1898
CT	Menden	01	Main Street Sta	01-Mar-1896	Sta A	01-Jan-1898
CT	Meriden	03 ¹	Not listed in POD records			
FL	Tampa	04 ²	Established	01-Jan-1898		
GA	Atlanta	01	West End Sta	01-Mar-1896	Sta A	01-Jan-1898
IA	Sioux City	01	Leeds Sta	01-Mar-1896	Leeds Sta	after 1902
IL	Chicago	035	Established	01-Apr-1894	Irving Park Sta	01-Jul-1899
IL	Chicago	048	Established	01-Jul-1894	Washington Heights Sta	01-May-1898
IL	Chicago	056	Established	01-Apr-1896	Board of Trade Sta	01-Dec-1898
IL	Chicago	Chicago Lawn	In lieu of Chicago Lawn PO	01-Jul-1894	Chicago Lawn Sta	01-Jan-1898
IL	Chicago	Dunning	In lieu of Dunning PO	01-Jul-1894	Dunning Sta	01-Jan-1898
IL	Chicago	MontClare	In lieu of MontClare PO	01-Jul-1894	Mont Clare Sta	01-Jan-1898
IL	Chicago	Riverdale	In lieu of Riverdale PO	01-Jul-1894	Riverdale Sta	01-Jan-1898
IL	Chicago	West Pullman	In lieu of West Pullman PO	01-Jul-1894	West Pullman Sta	01-Jan-1898
IL	Princeton	01	Established	01-Feb-1900	North End Sta	01-Nov-1900
MA	Haverhill	02	In lieu of East Haverhill PO	01-April-1896	East Haverhill Sta	01-Jan-1898
MA	Hyde Park	01	In lieu of Readville PO	01-May-1895	Readville Sta	01-Jan-1898
M	Muskegon	02	In lieu of Muskegon Heights PO	01-Jun-1896	Muskegon Heights Sta	01-Jan-1898
MO	Saint Joseph	01	Sta A	01-Mar-1896	Sta B	01-Jan-1898
MT	Butte	01	In lieu of South Butte PO	01-Sep-1895	South Butte Sta	01-Jan-1898
NY	New York	033	Established	01-Mar-1895	University Heights Sta	01-Jan-1898
OH	Akron	01	East Akron Sta	01-May-1896	East Akron Sta	01-Jan-1898
OH	Cincinnati	02	O'Byronville Sta	01-Oct-1895		
OH	Cincinnati	04	Sta H	01-Oct-1895		
OH	Cincinnati	06	Sta M	01-Oct-1895		
OH	Cleveland	01	Sta F	01-Nov-1895	Sta E	01-Jan-1898
OH	Cleveland	02	Sta G	01-Nov-1895	Sta F	01-Jan-1898
OH	Columbus	01	Established	15-Aug-1896	Sta B	01-Jan-1898
OH	Youngstown	01	In lieu of Hastelton PO	01-Feb-1896	Sta A	01-Jan-1898
OH	Youngstown	02	In lieu of Brier Hill PO	01-Feb-1896	Sta B	01-Jan-1898
PA	Philadelphia	021	Established	01-Apr-1895	Sub-Sta 18	01-Jan-1898
PA	Philadelphia	029	Sta R	01-Apr-1894	Somerton Sta	01-Jan-1898
PA	Philadelphia	035	Logan Sta	01-Apr-1894	Logan Sta	01-Jan-1898
PA	Philadelphia	038	Established	15-Oct-1897	Sub-Sta 21	01-Jan-1898
PA	Pittsburg	02	In lieu of Hazlewood Sub-Sta	01-Apr-1895		
VA	Norfolk	02	Established	01-May-1896	Discontinued	15-Jan-1899
WA	Tacoma	01	In lieu of Excelsior PO	01-May-1896	South Tacoma Sta	01-Jan-1898
WA	Tacoma	02	Established	01-May-1896	Home Addition Sta	01-Jan-1898

NOTES

¹ A difficult to read duplex cancel is shown on the CD of the PMCC holdings for Meriden, Connecticut, sub-station no.3.

This sub-station does not appear in Post Office Department records checked by the author.

² Tampa, Florida, sub-station no. 4 was located in the Tampa Bay Hotel. It functioned for many years as a temporary station, opening in January and closing in March or April. Cancels are also known used during the Spanish-American War in July 1898 when the hotel served as a base of operations for high ranking American Army officers.

Table 2 Changes to sub-stations reported using metal duplex cancels.

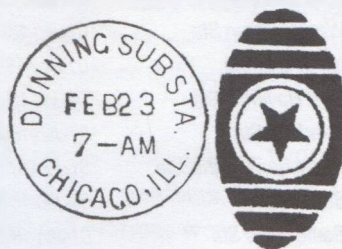
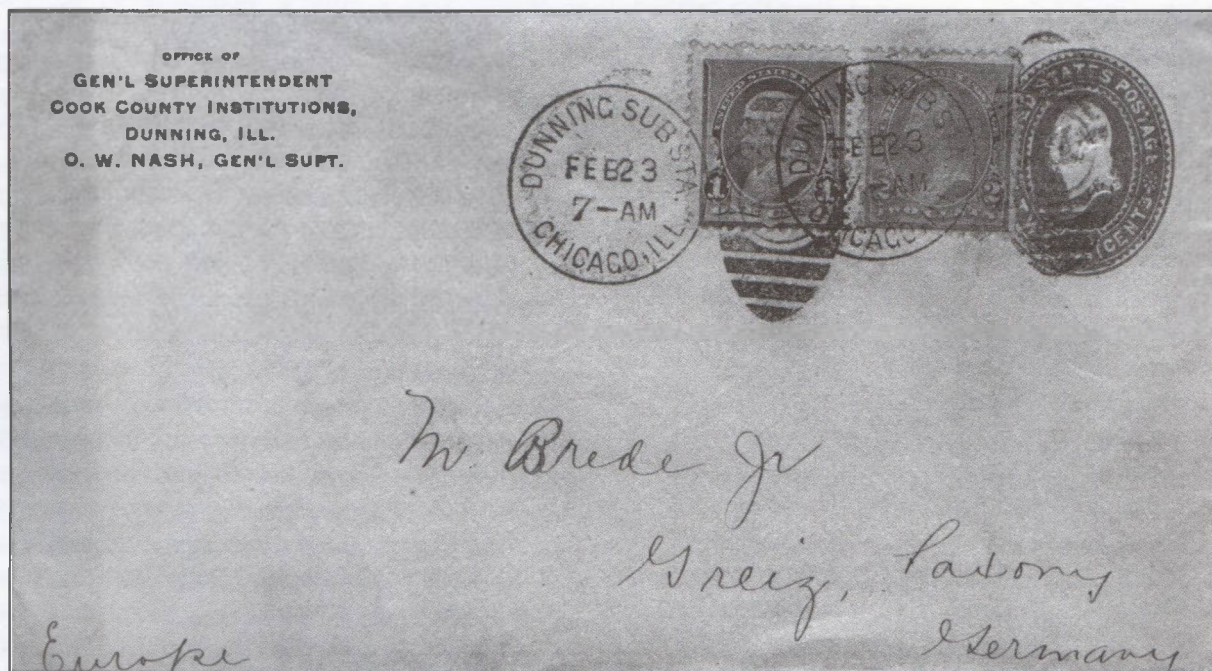


Figure 4 Duplex with star cancels were used only at Chicago's named sub-stations. They do not contain a year date. The stamps on this cover to Germany are cancelled by duplex with Star cancels from Chicago, Illinois, Dunning Sub-Station.

bers inside the dial. In the Butte cancel, it is replaced by a slug. Duplex with target sub-station cancels are reported used June 26, 1896 to February 21, 1904.

Duplex with star (DUPLEX W STAR)

Figure 4 shows a duplex with star cancel. The dials of these cancels measure 25-26 mm in diameter. There is no year date, so they must be dated by other markings, docketing or contents. The canceller is called a barrel cancel because the shape of the center portion of the ellipse resembles a barrel. The barrel in these cancels contains a star. Duplex with star sub-station cancels were used only at Chicago's named sub-stations, which were named rather than being numbered because they were located outside the limits of free city delivery for Chicago.⁴ They can be documented as used December 12, 1894, to November 16, 1896, but they were probably used before and after these dates. After Chicago's named sub-stations were redesignated stations, some of these cancels continued to be used with "SUB" removed from the dial.

Duplex with number (DUPLEX W NO)

Duplex with number cancels, one of which is shown in figure 5, are the most widely reported type of sub-station metal duplex cancel. The dials of these cancels

measure 24.5-25.5 mm in diameter. The year date appears as two numbers in the lower part of the cancel between the dial and the canceller. The center barrel of the canceller contains a number. In all sub-station duplex with number cancels reported to me, the number in the barrel is the same as the sub-station number. Duplex with number cancels are reported used July 17, 1895, to May 20, 1901.



Figure 5 Duplex with number cancel.

Duplex with vertical lines (DUPLEX W VERT)

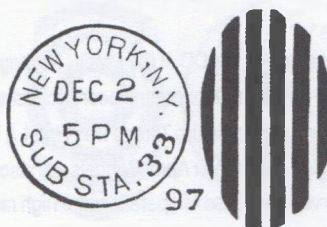


Figure 6 Duplex with vertical lines cancel.

Figure 6 shows a duplex with vertical lines cancel, which is reported used only from New York City's Sub-Station No. 33. The dial of these cancels is 23.5 mm in diameter. The year date appears



Figure 7 Duplex with number cancels are reported used from three Cincinnati, Ohio, sub-stations, including Sub-Station No. 6.

as two numbers in the lower part of the cancel between the dial and the canceller. The canceller consists of six vertical lines in an elliptical shape. Duplex with vertical lines cancels are reported dated June 1, 1896, to December 2, 1897.

Duplex with horizontal lines

Three designs of duplex cancels with horizontal lines have been reported used by sub-stations. The cancels are sufficiently different that they are listed as different types.

(DUPLEX W HORZ T1)

The duplex with horizontal line cancel, type 1, in Figure 8 is also reported used only at New York City's Sub-Station No. 33. The dial measures 25.5 mm in diameter. This cancel was reported only as a dial in "New York's Early Postal Sub-Stations" in the August-September, 2008, *La Posta*. Since then, I have obtained two examples of the complete cancel, which has horizontal lines in the canceller. The year date appears as two numbers between the dial and canceller in the lower part of the cancel. Type 1 duplex with horizon-



Figure 8 Duplex with horizontal lines cancel, T1

tal lines cancels are reported used September 28, 1896, to January 26, 1897. Two complete covers bearing this cancel is shown in Figure 13 on the last page of this article.



Figure 9 Duplex with horizontal lines cancel, type 2, has the date as four numbers inside the dial.

(DUPLEX W HORZ T2)

Figure 9 shows type 2 of the duplex with horizontal lines cancel. It is reported used only at Hyde Park, Massachusetts, Sub-Station No. 1. A scan of this postmark was kindly supplied by John Gallagher and Kelvin Kindahl from the Postmark Collectors Club collection. The dial measures 27.5 mm in diameter. The date is March 2, 1897, and the canceller consists of horizontal lines. The cancel is listed as a different type because of its size and the date appearing as four numbers inside the dial.

(DUPLEX W HORZ T3)

Type 3 of the duplex with horizontal lines cancel is shown in figure 10. It is a distinct type first issued to third class post offices in 1898 and later expanded to some fourth class offices and larger stations in some cities that were expected to handle a high volume of mail. It is called an ovate bar duplex cancel.⁵ The only sub-station reported to use this cancel is Princeton, Illinois, Sub-Station No. 1. The dial measures 29 mm



Figure 10 Duplex with horizontal lines cancel, T3.

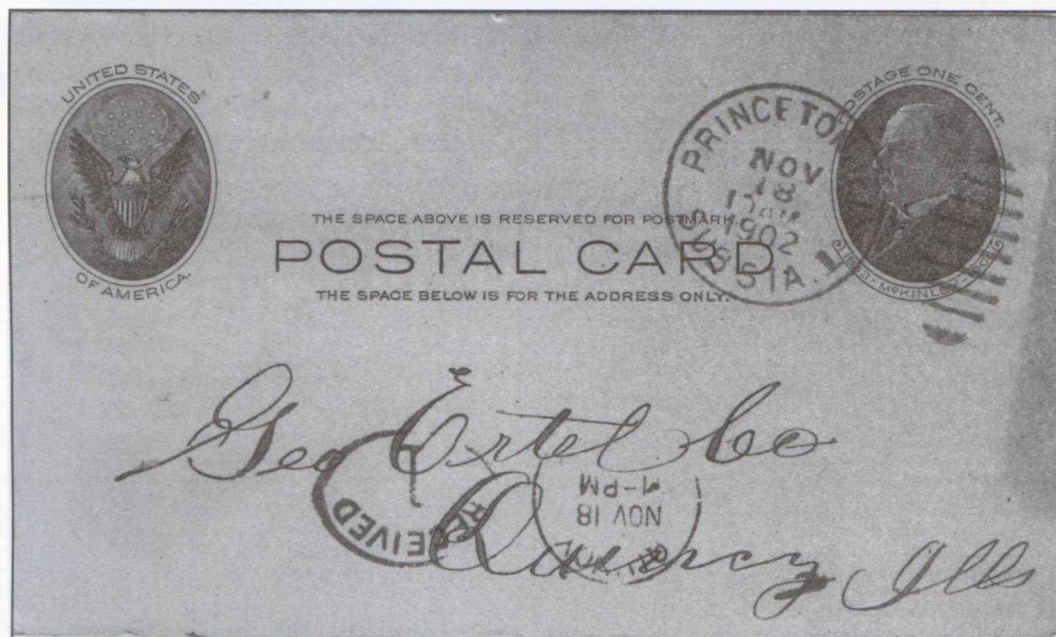


Figure 11
Princeton, Illinois,
Sub-Station No. 1
is the only sub-
station reported to
have used this type
of metal duplex
cancel.

in diameter. The year date is four numbers inside the dial. This cancel is reported used February 14, 1902 to November 18, 1902, after the sub-station had been changed to a carrier station.

Duplex with horizontal lines and SUB plus number (DUPLEX W HORZ + SUB)

Figure 12 shows the duplex with horizontal lines and SUB plus the sub-station number cancel. It is reported used only at sub-stations in Cleveland, Ohio. The dial measures 25-25.5 mm in diameter. The year date ap-



Figure 12 Duplex
with horizontal lines
and SUB plus number
cancel is a newly
reported design used
only at Cleveland,
Ohio, sub-stations.

pears as two numbers between the dial and canceller in the lower part of the cancel. The canceller consists of horizontal lines around an oval containing SUB and the sub-station number, reading up. This cancel is reported used February 5, 1897, to September 3, 1897.

Census of Duplex Cancels Used at Sub-stations

The census of sub-station markings contains 90 entries. Twenty-one entries are only dials; the remaining 69 include enough of the canceller for it to be recognizable. Table 4 is the key to the listings.

More than half of the metal duplex cancels reported used at sub-stations are from three states: 21 from Illinois, 16 from Ohio and 13 from California. Florida is next with nine; followed by New York with seven; Pennsylvania with five; Iowa with four; Connecticut and Washington each with three; Georgia, Massachusetts and Michigan with 2 each; Missouri, Montana and Virginia with one each.

One third of the metal duplex cancels are from four sub-stations: Nine from Tampa, Florida, Sub-Station No. 4, seven each from Chicago, Illinois, Sub-Station No. 48, Akron, Ohio, Sub-Station No. 1 and New York Sub-Station No. 33.

The duplex with number cancel has the highest number reported: 28 from 15 sub-stations. The duplex with target is next highest: 22 from 12 sub-stations. The quantity of each type of metal duplex cancel reported used at sub-stations is listed in table 3.

Dates of metal duplex cancels reported used at sub-stations cover 11 years. Their use peaked in 1897-98, and dropped off sharply after the functions of sub-stations were redefined. The number of duplex can-

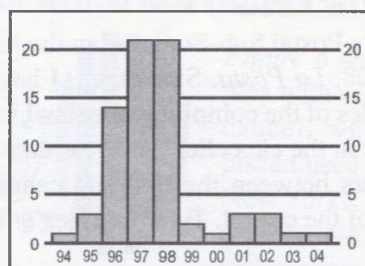


Chart 1 The number of metal duplex
cancels reported by year.

Cancel Type	Quantity Reported
Dial only	21
Duplex with target	22
Duplex with star	8
Duplex with number	28
Duplex with vertical lines	4
Duplex with horizontal lines, type 1	2
Duplex with horizontal lines, type 2	1
Duplex with horizontal lines, type 3	2
Duplex with horizontal lines & SUB + No	2

Table 3 The quantity of each type of metal duplex cancels reported from sub-stations

cels with identifiable dates reported from sub-stations for each year between 1894 and 1904 is shown in *chart 1*. The total number doesn't add to 90 because some cancels were undated and others contained illegible dates.

Conclusion

The significance of metal duplex cancels used at sub-stations is often underestimated. They document a brief period before the functions of sub-stations were fully defined when some sub-stations were permitted to cancel first class letter mail. The design of the cancels reflects the design of metal duplex cancels used at post offices and larger stations. I believe that there is more to learn about them.

Table 3 - KEY TO SUB-STATION DUPLEX CANCEL CENSUS LISTINGS

State	The state where the sub-station is located.
City	The post office with administrative responsibility for the sub-station.
Sub-Station	The name or number designation of the sub-station.
Cancel Type	Abbreviations used to describe the duplex cancels: DIAL a dial from a duplex cancel without the canceller. DUPLEX a metal duplex cancel consisting of a dial and canceller. DUPLEX W TARGET a duplex cancel with an elliptical canceller containing concentric circles. DUPLEX W STAR a duplex cancel with an elliptical canceller. The barrel-shaped center of which contains a star. DUPLEX W NO a duplex cancel with an elliptical canceller. The barrel-shaped center of which contains the sub-station number. DUPLEX W VERT a duplex cancel with an elliptical canceller made up of vertical lines. DUPLEX W HORZ a duplex cancel with an elliptical canceller made up of horizontal lines. See the text for descriptions of the three types. DUPLEX W HORZ + SUB a duplex cancel with an elliptical canceller with horizontal lines and an oval containing SUB and the sub-station number, reading up.
Date	The date of the postmark. X indicates a digit is unreadable. NOYR indicates that the postmark does not include a year date.
Format	card = post card. cutsq = cut square. cutsz = cut to size. PCG = government postal card. PC = private collector. SLR = seller or dealer. CTP = John Williams' <i>California Town Postmarks 1849-1935</i> CCGC = Harvey M. Karlen's <i>Chicago Crabgrass Communities</i> . CD2 CA0810 is a page from the Postmark Collectors Club CDs of the Willett-Thompson collection. CD2 = research disk 2, CA0810 = the California listing, page 0810.
Source	cover = cover. cutrnd = cut round. illus = a published illustration. piece = part of cover or wrapper.

Table 4 Key to sub-station duplex cancel census listings

Census of Sub-station Duplex Cancels

STATE	CITY	SUB-STA	CANCEL	DATE	TYPE	SOURCE
CA	Los Angeles	01	DUPLEX W TARGET	02-Feb-1898	illus	CTP
CA	Los Angeles	02	DUPLEX DIAL	12-Jan-1898	cutsq	CD2CA0810
CA	Los Angeles	02	DUPLEX W TARGET	12-Jan-1898	illus	CTP
CA	Los Angeles	03	DUPLEX DIAL	28-Feb-1897	cutsq	CD2CA810
CA	Los Angeles	03	DUPLEX W TARGET	03-Oct-1896	illus	CTP
CA	Los Angeles	04	DUPLEX W TARGET	26-Jun-1896	cover	PC
CA	Los Angeles	04	DUPLEX W TARGET	26-Jun-1896	illus	CTP
CA	Los Angeles	05	DUPLEX W TARGET	13-Apr-1897	illus	CTP
CA	Los Angeles	06	DUPLEX W NO	04-Jan-1893 ¹	illus	CTP
CA	Pasadena	01	DUPLEX DIAL	23-Apr-1897	cutsq	CD2CA1036
CA	Pasadena	01	DUPLEX W TARGET	17-May-1897	cover	PC
CA	Pasadena	01	DUPLEX W TARGET	24-Feb-1898	cover	PC
CA	Pasadena	01	DUPLEX W TARGET	22-Mar-1898	illus	CTP
CT	Meriden	01	DUPLEX DIAL	01-Mar-XXXX	cutsq	CD1CT279
CT	Meriden	01	DUPLEX W NO	20-Nov-1896	cover	PC
CT	Meriden	03	DUPLEX DIAL	01-Jun-1897	cutsq	CD1CT279
FL	Tampa	04	DUPLEX W TARGET	01-Jul-1898	cover	SLR
FL	Tampa	04	DUPLEX W TARGET	03-Jul-1898	cover	SLR
FL	Tampa	04	DUPLEX W TARGET	04-Jul-1898	cover	SLR
FL	Tampa	04	DUPLEX W TARGET	08-Jul-1898	cover	SLR
FL	Tampa	04	DUPLEX W TARGET	15-Jul-1898	cover	SLR
FL	Tampa	04	DUPLEX W TARGET	22-Jul-1898	PCG	PC
FL	Tampa	04	DUPLEX W TARGET	18-Feb-1902	cover	SLR
FL	Tampa	04	DUPLEX W TARGET	16-Feb-1903	card	SLR
FL	Tampa	04	DUPLEX W TARGET	21-Feb-1904	cover	PC
GA	Atlanta	01	DUPLEX DIAL	01-Mar-XXXX	cutmd	CD3GA032
GA	Atlanta	01	DUPLEX W NO	13-Feb-1898	cover	PC
IA	Sioux City	01	DUPLEX W NO	15-Mar-1898	cover	PC
IA	Sioux City	01	DUPLEX W NO	09-May-1898	cover	PC
IA	Sioux City	01	DUPLEX W NO	25-Jun-1898	cover	SLR
IA	Sioux City	01	DUPLEX W NO	15-Jan-1901	cutsq	CD4IA730
IL	Chicago	035	DUPLEX W NO	09-Aug-1897	illus	CPM&PH
IL	Chicago	048	DUPLEX DIAL	13-Apr-XXXX	cutmd	CD9IL0217
IL	Chicago	048	DUPLEX DIAL	22-Apr-XXXX	cutmd	CD9IL0218
IL	Chicago	048	DUPLEX W NO	21-Jan-1896	cover	PC
IL	Chicago	048	DUPLEX W NO	06-May-1896	cover	PC
IL	Chicago	048	DUPLEX W NO	22-Oct-1897	cover	CD9IL0218
IL	Chicago	048	DUPLEX W NO	04-Nov-1897	cover	PC
IL	Chicago	048	DUPLEX W NO	01-Jun-1898	cover	SLR
IL	Chicago	056	DUPLEX W NO	20-Sep-1898	PCG	PC
IL	Chicago	Chicago Lawn	DUPLEX W STAR	03-Sep-NOYR	cover	SLR
IL	Chicago	Dunning	DUPLEX W STAR	12-Dec-1894	PCG	CCGC
IL	Chicago	Dunning	DUPLEX W STAR	23-Feb-1895	cover	PC
IL	Chicago	Dunning	DUPLEX W STAR	03-Apr-NOYR	cover	SLR
IL	Chicago	Dunning	DUPLEX W STAR	16-Nov-NOYR	cover	SLR
IL	Chicago	Dunning	DUPLEX W STAR	12-Dec-NOYR	illus	CPM&PH
IL	Chicago	MontClare	DUPLEX W STAR	03-Sep-NOYR	reg pkg r	SLR
IL	Chicago	Riverdale	DUPLEX DIAL	12-Apr-XXXX	cutmd	CD9IL0294
IL	Chicago	West Pullman	DUPLEX W STAR	24-Dec-1895	cover	PC
IL	Princeton	01	DUPLEX DIAL	03-Jun-1902	cutsq	CD9IL0951
IL	Princeton	01	DUPLEX W HORZ T3	14-Feb-1902	cover	SLR

IL	Princeton	01	DUPLEX W HORZ T3	18-Nov-1902	PCG	PC
MA	Haverhill	02(?)	DUPLEX DIAL	30-Sep-XXXX	cutsq	CD5MA0388
MA	Hyde Park	01	DUPLEX W HORZ T2	23-Mar-1897	cover	PMCC
MI	Muskegon	02	DUPLEX DIAL	22-Feb-1898	cutsq	CD11MI586
MI	Muskegon	02	DUPLEX W TARGET	02-Mar-1898	cover	PC
MO	Saint Joseph	01	DUPLEX DIAL	11-Feb-1896	cutrmd	CD9MO968
MT	Butte	01	DUPLEX W TARGET	07-Jan-1899	cover	PC
NY	New York	033	DUPLEX DIAL	03-Dec-1896	cover	PC
NY	New York	033	DUPLEX W HORZ T1	28-Sep-1896	cover	SLR
NY	New York	033	DUPLEX W HORZ T1	26-Jan-1897	cover	SLR
NY	New York	033	DUPLEX W VERT	01-Jun-1896	cover	SLR
NY	New York	033	DUPLEX W VERT	28-Sep-1896	cover	SLR
NY	New York	033	DUPLEX W VERT	22-Mar-1897	cover	SLR
NY	New York	033	DUPLEX W VERT	02-Dec-1897	cover	PC
OH	Akron	01	DUPLEX W NO	17-Jul-1895	cover	PC
OH	Akron	01	DUPLEX W NO	25-Jun-1896	cover	PC
OH	Akron	01	DUPLEX W NO	11-Sep-1896	cover	SLR
OH	Akron	01	DUPLEX W NO	01-May-1897	cover	PC
OH	Akron	01	DUPLEX W NO	30-Jun-1897	cover	PC
OH	Akron	01	DUPLEX W NO	31-Aug-1897	PCG	PC
OH	Akron	01	DUPLEX W NO	08-Oct-1897	cover	PC
OH	Cincinnati	02	DUPLEX W NO	20-Jun-1896	cover	SLR
OH	Cincinnati	04	DUPLEX W NO	14-Dec-1897	cover	SLR
OH	Cincinnati	06	DUPLEX W NO	11-Nov-1897	cover	PC
OH	Cleveland	01	DUPLEX DIAL	09-Feb-XXXX	cutrmd	CD10OH0276
OH	Cleveland	01	DUPLEX W HORZ + SUB	27-Aug-1897	cover	SLR
OH	Cleveland	02	DUPLEX W HORZ + SUB	05-Feb-1897	cover	SLR
OH	Columbus	01	DUPLEX W NO	20-May-1901	cutsq	CD10OH0317
OH	Youngstown	01	DUPLEX DIAL	01-Mar-1898	cutsq	CD10OH1278
OH	Youngstown	02	DUPLEX DIAL	15-Mar-1897	cutrmd	CD10OH1278
PA	Philadelphia	021	DUPLEX W NO	XX-XXX-XXXX	cutsq	CD8PA2042
PA	Philadelphia	029	DUPLEX W NO	30-Jun-1896	cover	PC
PA	Philadelphia	035	DUPLEX DIAL	31-Jan-XXXX	cutrmd	CD8PA2042
PA	Philadelphia	038	DUPLEX DIAL	15-Mar-XXXX	cutrmd	CD8PA2042
PA	Pittsburg	02	DUPLEX W NO	24-Apr-1900	cover	PC
VA	Norfolk	02	DUPLEX W TARGET	14-Sep-1898	cover	PC
WA	Tacoma	01	DUPLEX DIAL	14-Oct-189X	cutrmd	CD2WA547
WA	Tacoma	01	DUPLEX W TARGET	29-Dec-189-	cover	PC
WA	Tacoma	02	DUPLEX DIAL	XX-Mar-1898	cutrmd	CD2WA547

¹ This cancel appears as an illustration in John H. Williams, *California Town Postmarks, 1849-1935*. Since the sub-station was not established until 1897, this author believes that the "3" in the illustration is incomplete, and could possibly be an "8".

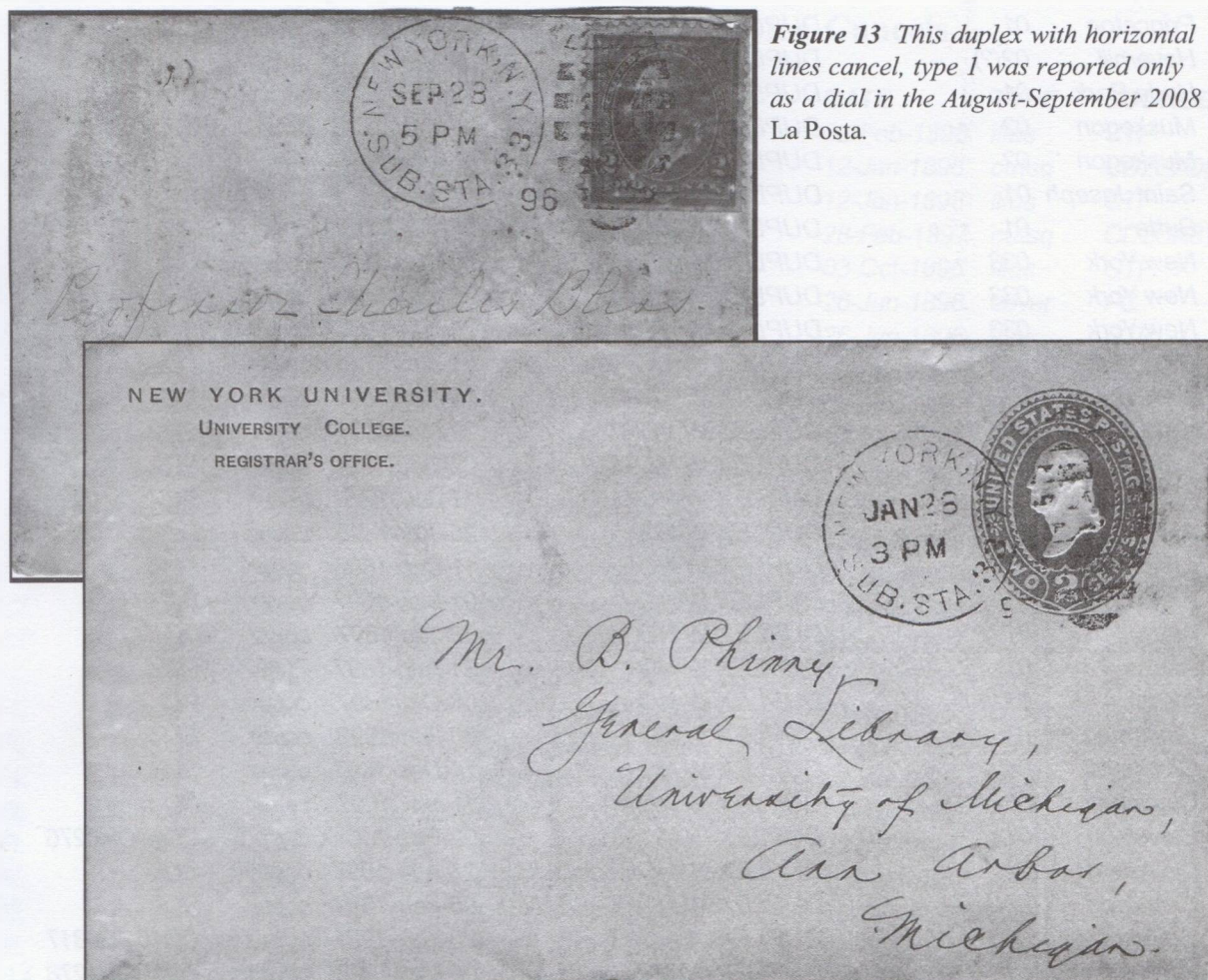


Figure 13 This duplex with horizontal lines cancel, type 1 was reported only as a dial in the August-September 2008 *La Posta*.

The census of sub-station postal marking was started in 2002 to help gauge the availability and scarcity of sub-station postal markings. The first census⁵ listed 40 metal duplex cancels, of which 10 were only dials, in four designs. The number of metal duplex cancels in the census of sub-station postal markings has more than doubled because of the willingness of *La Posta* readers to send photocopies or e-mail scans of sub-station postal markings to be included. I invite and encourage everyone who has a sub-station postal marking that is not listed in the census to contact me on-line at packd@hbc.com or by mail at Dennis Pack, 1915 Gilmore Ave., Winona, MN 55987. I am certain that there are more metal duplex cancels from sub-stations that are unreported. I look forward to sharing additional information about them in the future. My sincere thanks to all those who have responded in the past.

The next article in this series features straight-line sub-station postal markings and updates the straight-line postal marking section of the census of sub-station postal markings.

End Notes

¹ PMG Order 595, November 12, 1897, in *Daily Bulletin* 5401, November 15, 1897, p. 1.

² PMG Order 349, Mar. 31, 1902, in *Daily Bulletin* 6731, April 2, 1902, p.1.

³ For more detailed information on the development of duplex cancels, see Richard B. Graham, *United States Postal History Sampler*, pp. 20-26; Richard W. Helbock, *Postmarks on Postcards*, 2nd ed., chapter 6; and Richard W. Helbock and Dan Meschter, *Postmarks and Cancellations: Duplex Metal Handstamps*, *La Posta*, vol. 18, no. 2 (May 1987), pp 7-20.

⁴ *Chicago Tribune*, May 12, 1894, p. 9.

⁵ Helbock, *Postmarks on Postcards*, 2nd ed, pp. 54-56.

⁵ The first census appeared in *La Posta*, Vol. 33, No. 2 (May, 2002), pp. 38-49.

Securing Manifest Destiny: Forts of the West, 1840-1890

By Richard W. Helbock

Part 3 The California Trail: Forts of Idaho, Utah, Nevada and California, 1840-1890

Over most of its length, the California Trail was the same route followed by the overland emigrants to Oregon. Once the Oregon Trail reached a point where emigrants bound for California could conveniently proceed in a southwest direction—typically when wagon trains reached the Raft River just past Fort Hall—they began following the “California Trail.” When I was a youngster growing up in Oregon, we were told that the wagon trains reached a place in Idaho where the Oregon Trail forked with a sign pointing north that read “To Oregon.” Those who could read the sign came to Oregon. Of course, we Oregonians always liked to tell such stories about our much larger, wealthier neighbors to the south. It was probably not unlike the love-hate relationship felt by citizens of small countries and states situated next to much larger political entities all over the planet.

In actual fact, the California Trail was not so much a single cutoff from the Oregon Trail, but a series of different cutoffs all

seeking to find the most convenient, least hazardous route to cross the deserts of western Utah and Nevada and identify a pass through the mighty Sierra Nevada Mountains. The 1841 Bidwell-Bartleson

Year	Oregon		Utah & California	
	Emigrants	Cummulative	Emigrants	Cummulative
1840	13	13	0	0
1841	24	37	34	34
1842	875	912	0	34
1843	875	1787	38	72
1844	1,475	3,262	53	125
1845	2,500	5,762	260	385
1846	1,200	6,962	1,500	1,885
1847	4,000	10,962	2,650	4,535
1848	1,300	12,262	2,800	7,335
1849	450	12,712	26,500	33,835
1850	6,000	18,712	46,500	80,335
1851	3,600	22,312	2,600	82,935
1852	10,000	32,312	60,000	142,935
1853	7,500	39,812	28,000	170,935
1854	6,000	45,812	15,167	186,102
1855	500	46,312	6,184	192,286
1856	1,000	47,312	10,200	202,486
1857	1,500	48,812	5,300	207,786
1858	1,500	50,312	6,150	213,936
1859	2,000	52,312	18,431	232,367

Table 1 Comparative numbers of overland emigrants with destinations in Oregon Territory versus Utah and California, 1840-1859. Source: William E. Hill, *The Oregon Trail, Yesterday and Today*, 1989.

Party—originally bound for California—reached Soda

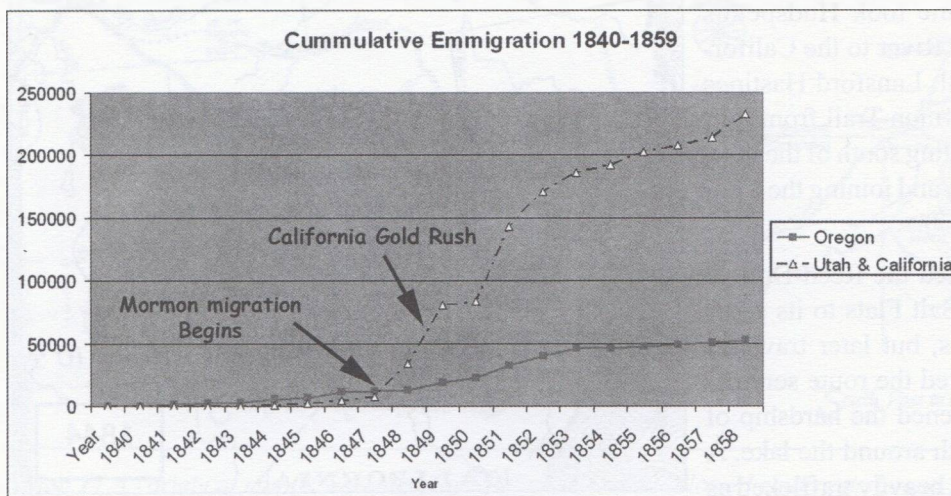


Chart 2 The Mormon migration and California gold rush combined in the late 1840s to tip the balance of overland migrants away from the Pacific Northwest to Utah and California.

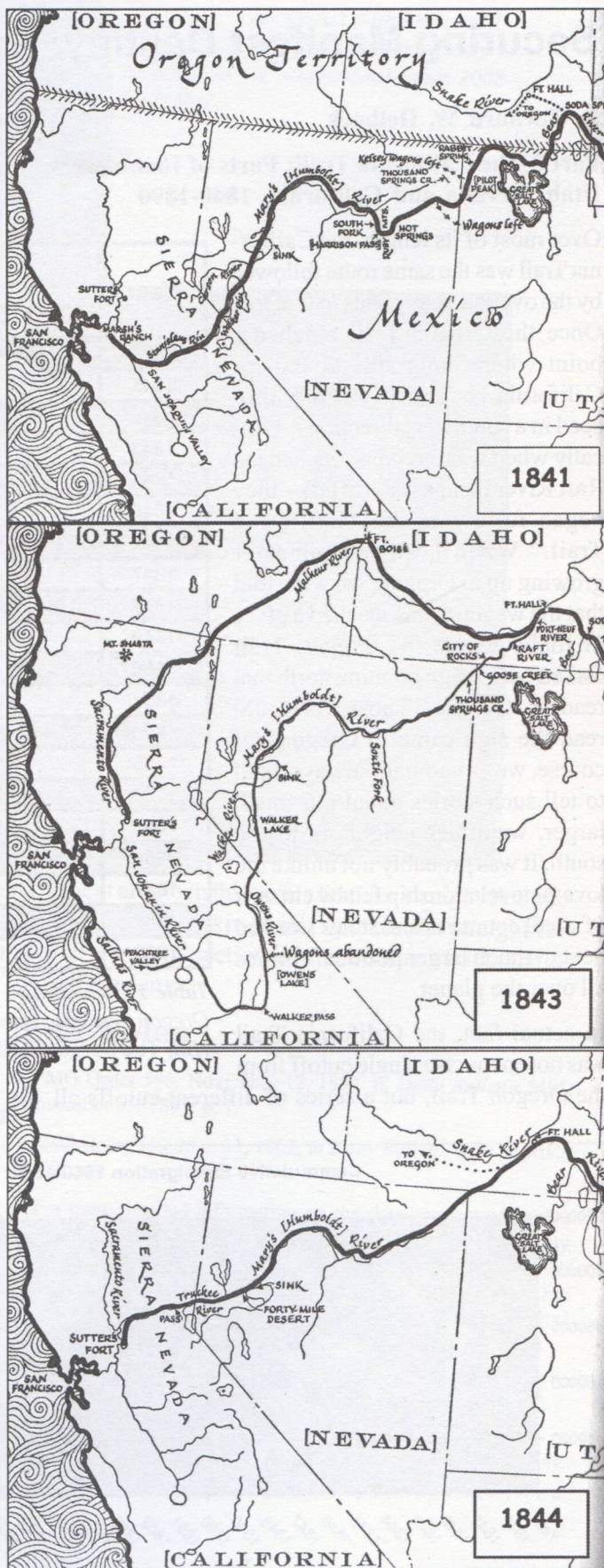
Springs on the Bear River east of Fort Hall. At that point half of the party decided to start their farms in the Oregon Country, while the remaining 31 men plus one woman and her baby turned south for California. In the years that followed most emigrants headed to Oregon, as the numbers in *table 1* and the graphs in *chart 2* clearly show. For example, after six summers of overland emigration, a total of 5,762 people had travelled to Oregon while

only 385 had made the trek to California. That pattern began to change in the summer of 1847 when Brigham Young led his Pioneer Company of Mormons into the Salt Lake Valley. The flow of migrants departing the Oregon Trail for Utah and California became a torrent after gold was discovered at Sutter's Mill in the Sacramento Valley in 1848. Suddenly, everyone on the overland trails seemed to be heading for California, and, in fact, many that had opted for Oregon from earlier emigrations left their homesteads and headed south for the gold fields.

The small California emigrant parties from 1841 through 1844 explored a variety of different routes from the Oregon Trail to the Sacramento Valley (*map 16*). Most followed the Humboldt River in modern day Nevada, but there was a good deal of variation in both the initial departure point and in seeking the best way through the Sierra Nevada. By 1846 the main trunk of the California Trail cut off at the Raft River in Idaho near the City of Rocks (*figure 53*). From there, the trail angled southwest to the Humboldt River near modern-day Elko, Nevada, and followed the river past Winnemucca to its demise in Humboldt Lake. Crossing Humboldt and Carson Sinks, the emigrants picked up the Truckee River, passed the present-day site of Reno, and crested the Sierras at Donner Pass. This put them in the Bear River basin that empties into California's Feather and Sacramento Rivers.

As California-bound traffic began to increase following the Mexican War, emigrant parties pioneered many new cutoffs from the Oregon Trail west of the continental divide at South Pass. Many bypassed Fort Bridger by using Sublette's Cutoff to Wyoming's Bear River. Some took Hudspeth's Cutoff straight from the Bear River to the California Trail, bypassing Fort Hall. Lansford Hastings recommended taking the Mormon Trail from Fort Bridger to Salt Lake City, circling south of the lake, crossing the Great Salt Desert, and joining the California Trail near Elko (*map 17*).

Following Hastings' advice led the Reed-Donner Party across the Bonneville Salt Flats to its gruesome fate in the high Sierras, but later travelers improved the trail and rendered the route serviceable. Some gold rushers lessened the hardship of Hastings' route by going north around the lake. A popular cutoff that became so heavily trafficked as to become the main branch of the trail was the Carson Pass Trail, which left the Donner Pass route



Map 16 The California Trail followed exploratory routes from 1841-1844. (Source: Stewart, *The California Trail*, 1962)

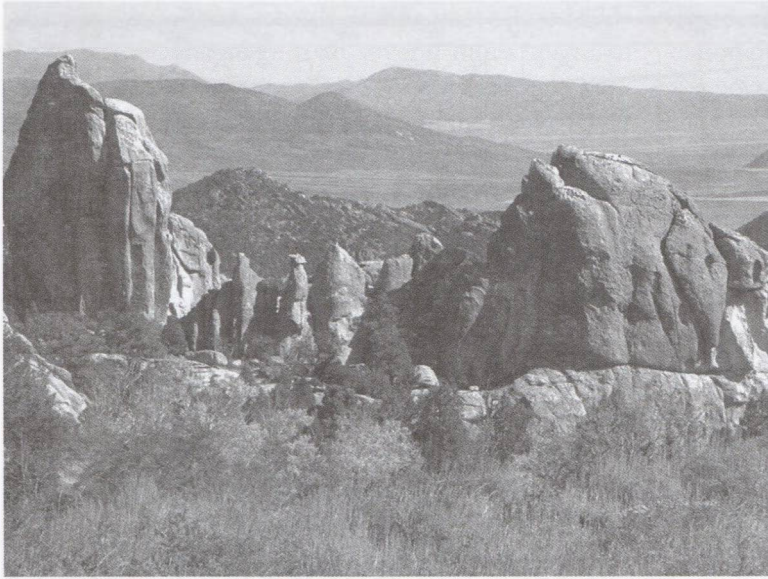


Figure 53 The main trunk of the California Trail cut off from the Oregon Trail near City of Rocks in modern day Idaho to follow the Raft River southwest into Nevada. (Source: <http://www.visitusa.com/idaho/images/albion-range.jpg>)

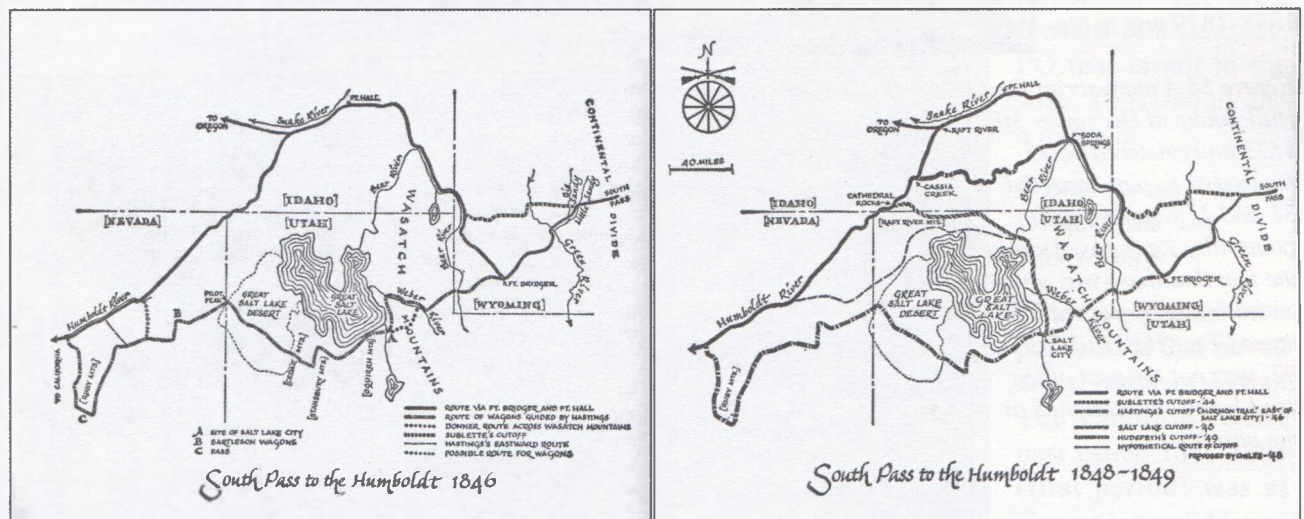
at Carson Sink, picked up the Carson River, passed Carson City, crossed the Sierras south of Lake Tahoe, and went through the gold fields of Placerville to the American River and Sutter's Fort.

In the 20 years following 1840 over a quarter of a million men, women and children traveled by wagon train along the Oregon and California Trails to the Pacific Coast. Through the summer of 1848 nearly two-thirds of the emigrants were bound for Oregon, but the Mormon migration to Salt Lake and California gold discoveries changed the basic dynamics of westward migration. By 1859 over four times as many emi-

grants had arrived in Utah and California as Oregon. The numbers presented in *table 1* and *chart 2* are based upon a statistical summary published by William E. Hill in his *The Oregon Trail, Yesterday and Today*. The numbers are largely estimates derived from contemporary diaries and registers, but it should be emphasized that there is considerable debate among scholars as to the actual number of emigrants. For example, Wallace Stegner notes in his history of the Mormon Trail entitled *The Gathering of Zion*:

Figures for Mormon immigration, like many of the data of Mormon history, are profuse but contradictory. Mr. Earl Olsen of the Church (LDS) Historian's Office supplies a figure of 68,028 for the emigration of European Saints between 1847 and 1868, but this is almost surely the total influx into the Salt Lake Valley,

and therefore must include many from the Missouri frontier and from the United States. Cate B. Carter's compilation in *Heart Throbs of the West* adds up to 46,972, but Mrs. Carter is not always reliable in such details. Unfortunately the most reliable tabulation, that by James Linforth in the notes to Piercy's *Routes from Liverpool to Great Salt Lake Valley* (1855) ends with the year 1854. A combination of Linforth's figures and later figures from Gustive Larson's *Prelude to the Kingdom* gives a total of 47,009, which is close enough to Mrs. Carter's total to substantiate the general order of magnitude her summary



Map 17 A variety of cutoffs were developed after 1845 that allowed emigrants bound for Utah and California to depart the Oregon Trail just after South Pass—the low elevation crossing of the continental divide. Hasting's Cutoff from Fort Bridger to Salt Lake City pioneered in 1846 became known as the Mormon Trail. (Source: Stewart, *The California Trail*, 1962)

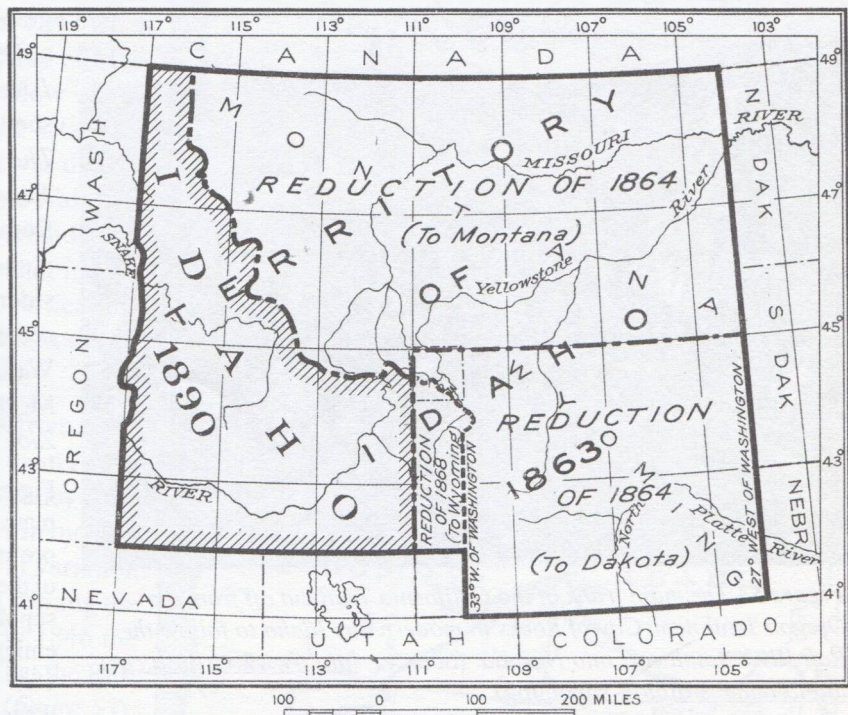
Idaho Forts

By Mark Metkin

The Territory of Idaho was created March 3, 1863, from portions of Washington, Dakota and Nebraska. Its original lands included all the present states of Idaho and Montana plus all but the southwestern corner of Wyoming. The original Idaho Territory 1863-1864 was the last great territory created in the US. The original land area was larger than Texas. An historical diagram of Idaho appears as map 18.

FORT HALL

The Oregon Trail Fort Hall (not a military post) was on the Snake River several miles downstream from the confluence of the Snake River with the Blackfoot River (figure 54). The first Fort Hall post office (1866-1870 and 1873-1875) was to the northeast on the Holladay Overland Express stage road at the Butte Ferry on the Snake River just below the Blackfoot River (figure 55). The subsequent Central Ferry post office 1878-1879 was at the

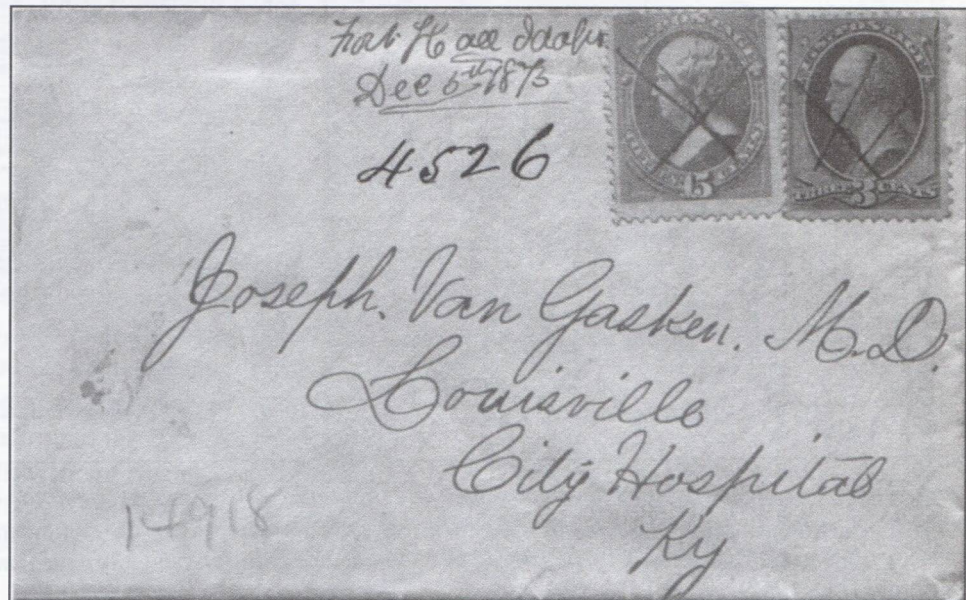


Map 18 Historical diagram of Idaho (Source: Van Zandt, Franklin K., "Boundaries of the United States and the Several States," 1966, page 245.)



Figure 54 Fort Hall on the Oregon Trail was not a military post. It is shown here in an 1849 drawing. (source: <http://www.frontiertraveler.com/wp-content/uploads/2008/05/fort-hall-1849.jpg>)

Figure 55 A manuscript Fort Hall, Idaho of December 5th 1873 on registered cover franked with pen-cancelled 3¢ and 15¢ banknotes to Louisville, Kentucky. Despite the fact that there was an active US Army post in Idaho named Fort Hall in 1873, this was not the post office used by troops stationed at the post.



same location. The Corbett's Station post office 1873-1879 was on the stage road several miles upstream from the Blackfoot River. The Holladay Overland Mail stage route followed the south bank of the Snake River from the Blackfoot River northeasterly beyond Corbett's Station to Eagle Rock (now Idaho Falls). Most of the Utah-Montana traffic on the stage road as well as the later railroad crossed the Snake River at Eagle Rock.

To make matters even more confusing there was an army post named Fort Hall in Idaho active from 1870-1883. The fort was located east of present-day Blackfoot. It was intended to protect passenger and freight traffic on the old Holladay Overland Express route between Utah and Montana and crossing eastern Idaho (not to be confused with the old Holladay Overland Mail route between Utah and Oregon and crossing southern Idaho via Boise City). The stage route was superseded by the Utah Northern / Oregon Short Line Railroad (not to be confused with the Oregon Short Line Railroad transcontinental line between Wyoming and Oregon via Nampa but not Boise City) while the army post was still active. The army post was served by the Corbett's Station PO 1873-1879 to the north and by the Central Ferry PO 1878-1879 / Blackfoot PO 1879-date to the west. Blackfoot is bounded by the Snake River on the north and the Blackfoot River on the south; the town is just above of the confluence of the two rivers.

The second Fort Hall PO was at the then-former location of the Fort Hall military post 1870-1883. After the post was closed, the Barracks were transferred to the Department of The Interior and used as an Indian School.

FORT LEMHI

Fort Lemhi was also not a military post. Alternatively known as the Salmon River Mission, Fort Lemhi was originally a Mormon colony between 1855 and 1858. *Lemhi* or *Limhi* is a Nephite King in the *Book of Mormon*. Brigham Young visited the settlement in 1857. The next year, the Indians drove off the colonists and stole their cattle, which they sold to the army in Montana. None the less, the Lemhi name stuck.

The Fort Lemhi PO 1870-1883 and 1887-1902 was established on a ranch that happened to include the site of the old settlement (*figure 56*). The Fort Lemhi PO became the Hover PO 1902-1905 / Sunfield PO 1905-1911 / Tendoy PO 1911-date. Today, the Lemhi PO 1911-date is near the site of the old settlement. The Lemhi Agency PO 1877-1879 and 1883-1907 served the Lemhi Indian Reservation 1875-1907. The Bannock and Shoshone Indians there were moved to the Fort Hall Indian Reservation in 1907.

The Ross Fork PO 1870-1896 / Rossfork PO 1896-1911 / third Fort Hall PO 1911-1959 and 1959-date as a RB/RS/CPO/CPU served or serves the Fort Hall Indian Reservation 1867-date.

Thus, the present-day town of Fort Hall, which was preceded by the Ross Fork Agency, is south of

Blackfoot and north of Pocatello. The town consists of a store, the PO that is not in the store, a gas station, and a museum.

OTHER IDAHO POST OFFICES SERVING ARMY POSTS

There were Idaho civil post offices that served army posts in Idaho. The **Coeur d'Alene** post office 1878-1884 (first period) was at Camp Coeur d'Alene / Fort Coeur d'Alene / Fort Sherman 1878-1900. The location of

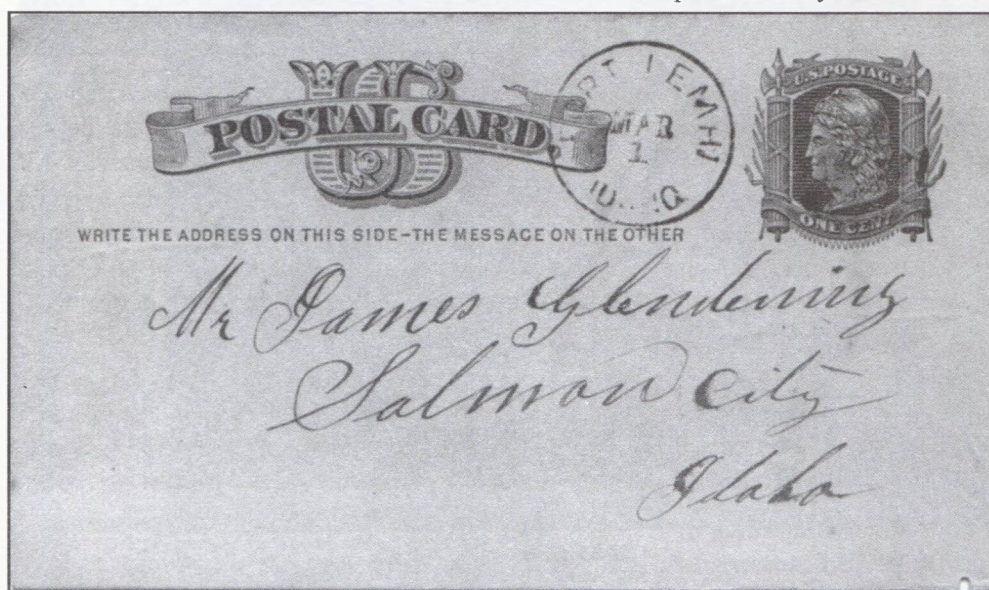


Figure 56 Fort Lemhi post office served a community of scattered ranches that included lands that had once been an early Mormon settlement with this name. There was never a US Army post with this name in Idaho.

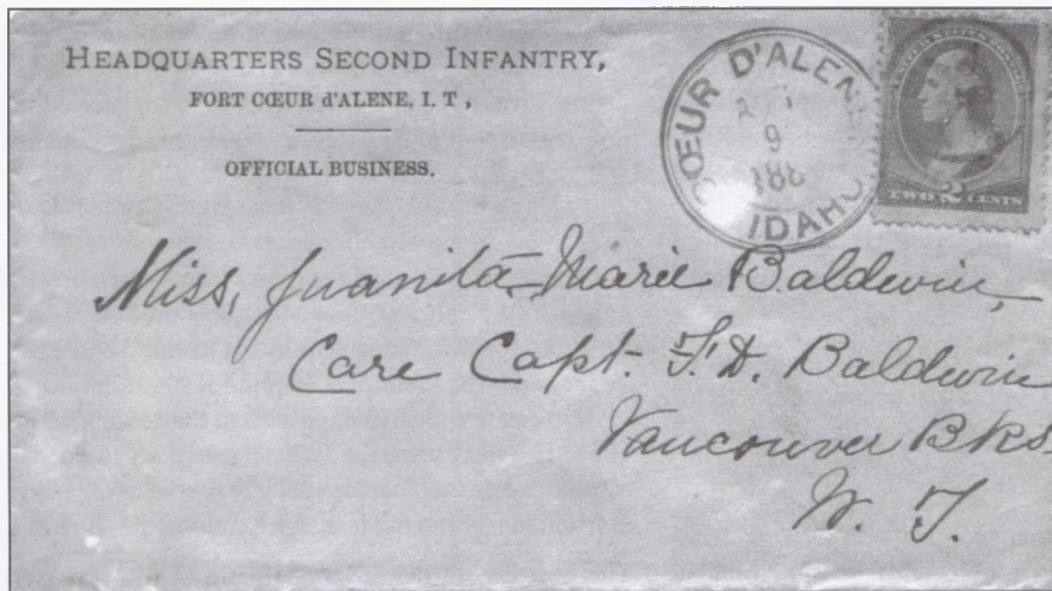
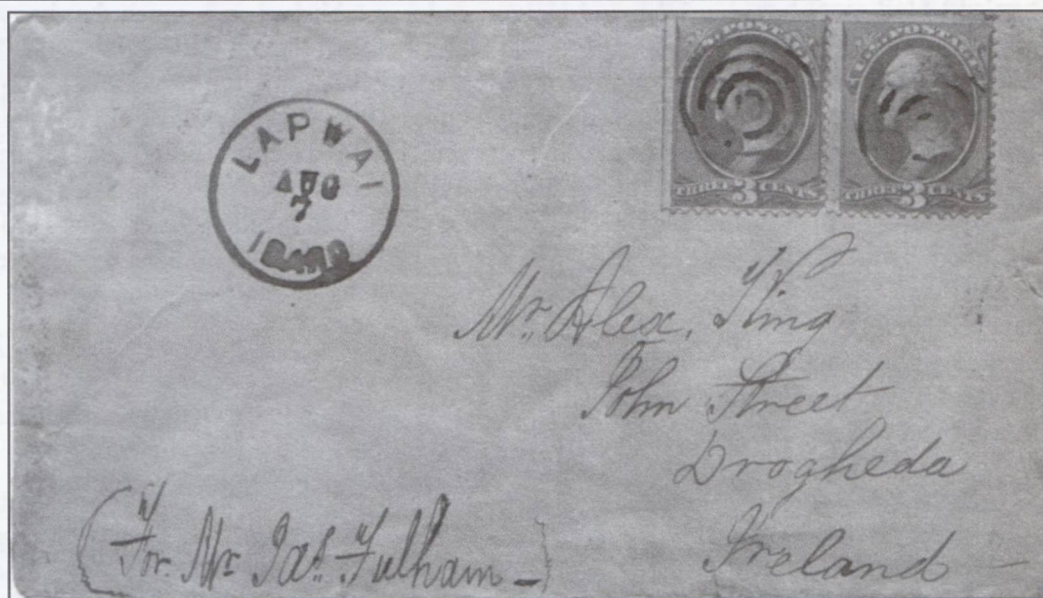


Figure 57 Cover with an August 9, circa 1884, Coeur d'Alene postmark and a Fort Coeur d'Alene printed corner card. The early Coeur d'Alene Post Office served the army post. The present-day town of Coeur d'Alene was just emerging to the east of the post when this cover was mailed.

Figure 58 Cover to Ireland with an August 7, 1871, Lapwai postmark. The early Lapwai Post Office served Fort Lapwai. The present-day town of Lapwai did not appear until the surrounding Nez Perce Indian lands were opened for settlement.



this post was personally selected for its beauty by General William T. Sherman in 1877 and named after him in 1887. The town of Coeur d'Alene did not come into being until the 1884 gold rush to Eagle City and Murray in the Silver Valley. The Sherman PO 1887-1899 was at Fort Sherman after the Coeur d'Alene PO 1884-date (second period) had gone to town. The **Lapwai** post office 1868-1884 (first period) was at Fort Lapwai 1862-1865 and 1866-1884. *Table 2* lists other Idaho camps and forts with notes regarding their location and function. None of these were served by post offices that bore their name.

The Boise City PO served both the civilian town of Boise City as well as the Fort Boise / Boise Barracks army post.

In conclusion there were no United States Army fort post offices established in Idaho that meet the definition of a "fort post office" adopted for this study. All Idaho post offices with "fort" in their name served non-military communities and all active military posts were served by nearby civilian post offices, or post offices that did not bear the name "fort" or "camp."

End Notes

1 Stenger, Wallace, *The Gathering of Zion*, page 9.

CONTINUED NEXT ISSUE: Forts of Utah, Nevada and California

Fort Boise / Boise Barracks at Boise City 1863-1912 (also Camp Stevenson 1898 and other Summer camps in conjunction with the Spanish-American War; also a Veterans Hospital 1919-date)

Camp Boise River at the Oregon Trail Fort Boise 1855

Camp Buford on the Bruneau River 1866

Camp Conner at Soda Springs 1863-1865

Camp Howard near Mount Idaho (three locations) 1877-1881

Howe's Camp on the Portneuf River 1860

Camp Lander three miles from the Oregon Trail Fort Hall at the point where the old Holladay Overland Mail route to Oregon diverged from the old Holladay Overland Stage route to Montana 1865-1866 - second forerunner of Fort Hall (1870-1883)

Cantonment Loring five miles from the Oregon Trail Fort Hall 1849-1850 - first forerunner of Fort Hall (1870-1883)

Camp Lyon on the Oregon Border near Silver City 1865-1869 (*figure 59*)

Camp Reed near the Rock Creek and Salmon Falls stations on the old Holladay Overland Mail route to Boise City (three locations) 1865-1866

Smith's Camp on the Raft River 1864

Camp Three Forks / Camp Winthrop near South Mountain 1866-1871

Camp Wallace on big Camas Prairie 1865

(**Camp Teton Pass** 1895)

(**Camp Wardner** 1899 and **Camp Osburn** 1899-1901 in conjunction with the Coeur d'Alene Mining War)

Table 2 Additional 19th century US Army posts and camps in Idaho

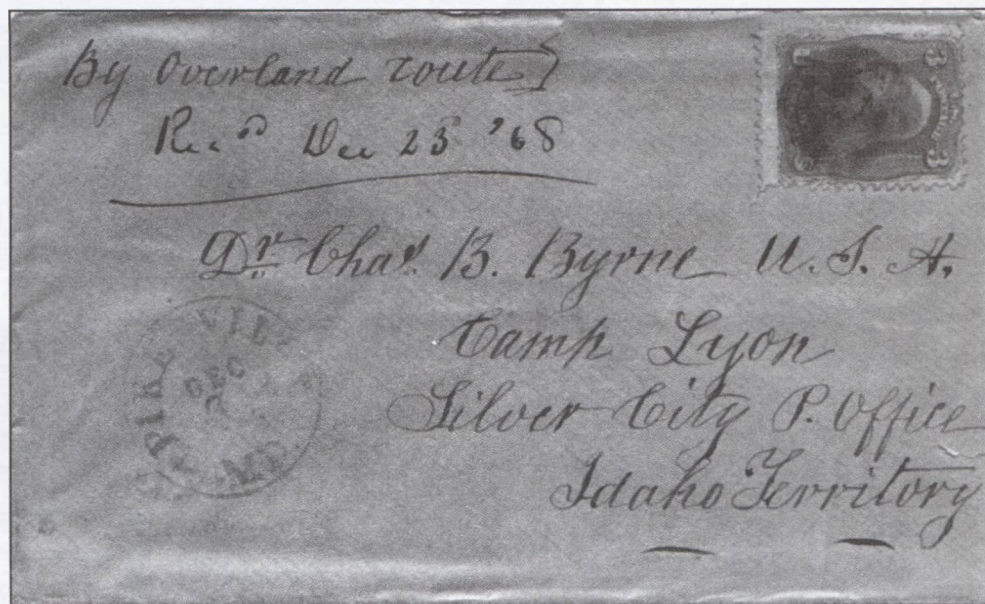


Figure 59 Cover sent from Pikesville, Maryland, to Camp Lyon on the Idaho-Oregon border care of the Post Office at Silver City, Idaho. The "By Overland route" sender's designation refers to the Holladay Overland Mail Route via Boise City. The recipient's docket indicates that this letter was received two days before Christmas 1868.

The Post Offices of Laurel County, Kentucky

By Robert Rennick

Part 2

Little Raccoon Creek Post Offices

The nine mile long Little Raccoon Creek joins the Fork just above Greenmount. Its first post office was **Raccoon Bend**, established on March 15, 1875 by storekeeper James M. Faris to serve a thickly settled and prosperous area with several stores and mills some four miles up the creek. In 1895, after a disastrous flood may have destroyed any evidence of a stream or road bend that might have given it its name, the **Bend** was dropped. As simply **Raccoon** the office, at the junction of (the present Ky 30 and 1394), eight miles from London, closed in March 1907.

Another important coal town and rail shipping point that, typically, failed to survive coal depletion and railroad abandonment was on (the present) Ky 30, less than two miles up the creek from Raccoon (Bend). Here, at a site that may once have been called **Wild Cat**, Jasper Newton Pearl established, on January 15, 1900, the post office of **Viva** [vee/vah or vih/vuh] which honored the nine year old daughter of James Thompson, a North Carolina-born coal operator, and his wife Sallie, then living in East Bernstadt, three miles west. Little survived the closing of the office in late June 1933.

When **Denison** for the descendants of early landowner John Denison was found in use by a Hart County post office, Bettie L. (Mrs. James) Watkins opened her **Little Raccoon** post office, two miles below (northeast of) the Raccoon post office, as **Atlanta**. At several vicinity sites between June 23, 1905 and November 1934 it served only area farm families and John D. Moren's store on (the present) Ky 30. Whence such a pretentious name is not known.

Three Post Offices in the (Big) Raccoon Creek Valley

One question I've no answer for is why Little Raccoon Creek is nearly two miles longer than Raccoon (aka Big Raccoon) Creek. There may be an historic or geographic reason for this but I don't know what it

is. Nevertheless, Raccoon Creek extends for only 7.2 miles to join the South Fork one mile below McWhorter and 1 ¼ miles above the mouth of Little Raccoon.

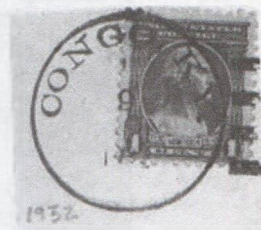
At least one of the Raccoon Creeks may have been so identified by James Nourse, Jr. in 1780. And Col. William Fleming, in a journal entry for that year, identified two Raccoon Creeks, but one was a branch of Robinson Creek near the Raccoon Springs (in the Laurel River watershed); the other was later known as Slate Lick Branch, a Big Raccoon tributary.



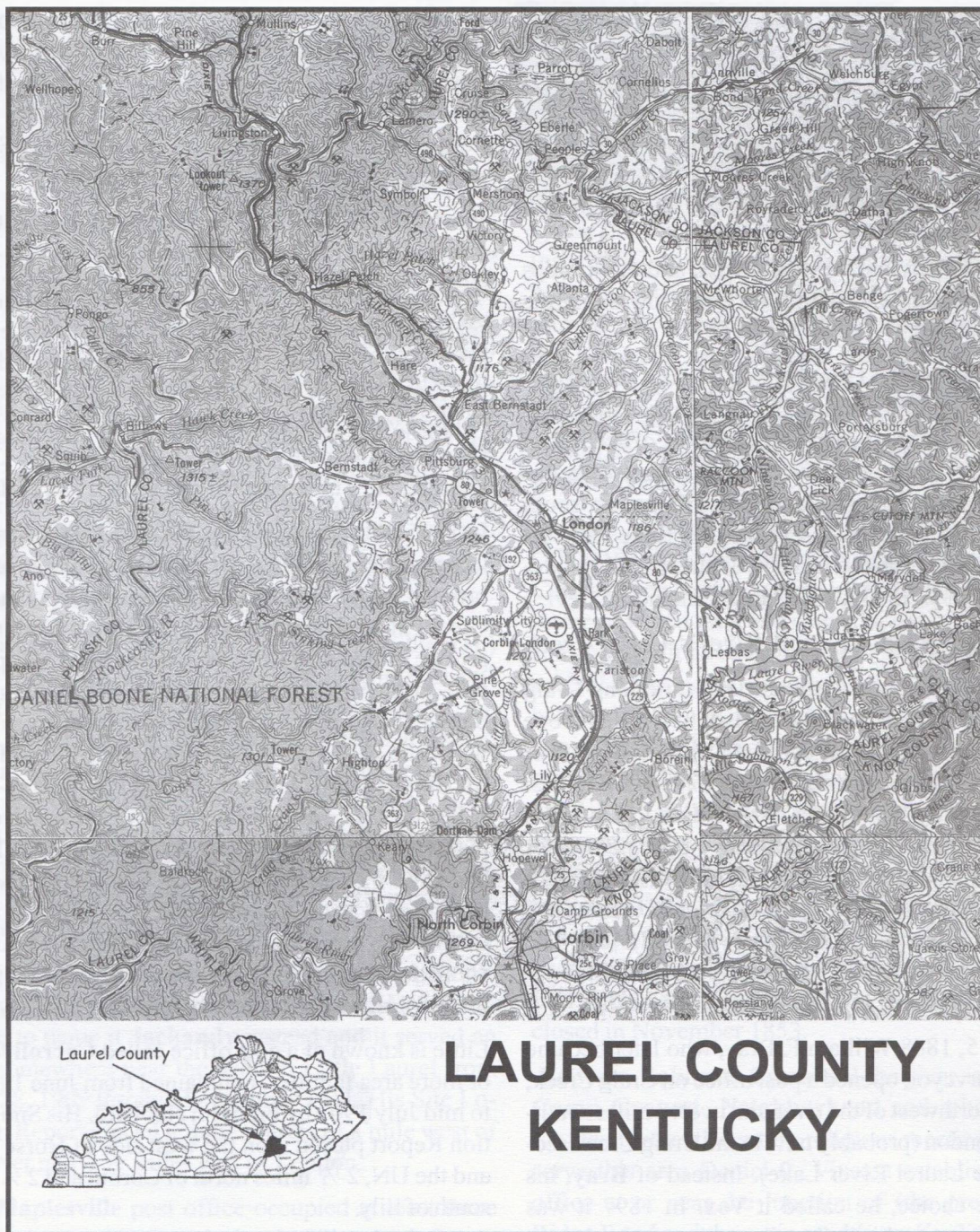
The first of the three post offices serving the Raccoon valley was simply **Raccoon**, established on December 24, 1841 by Jesse Moore, which operated intermittently at several unknown sites till April 1878. On an 1880 postal route map it's shown six miles southwest of House's Store (near Clay County's Fogertown), and eight miles northeast of London.

Raccoon's inexplicably named **Titus** post office was about a mile above the mouth of Slate Lick Creek. Established by Joseph H. Williams it operated from March 31, 1898 to mid January 1913, and from February 18 to mid September 1917.

Equally inexplicable was the name given to the **Congo** post office established on April 13, 1898 (two weeks after Titus) by William J. Taylor. His first preferred name **Evans** for a local family and perhaps the nearby George Evans store on Twin Branch, was then in use in Letcher County. According to Taylor's Site Location Report, the office was on Raccoon, four miles south of the South Fork and McWhorter. In 1902 it was moved one mile east to a site two miles from the Clay County line, probably on or near the 2 ½ mile long Long Branch of South Fork. It was moved one mile north in 1916, and 1 ½ miles east in 1929 to serve the new **Bethel Church** neighborhood, twelve miles northeast of London, where it closed its doors in April 1944.



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.



The Laurel River Watershed

Thirty one post offices served communities or rural neighborhoods in the Laurel River watershed. One, **Lily**, serves a large area on the river's main channel from nearly the same site on which it was first established on September 6, 1855 by Samuel L. Benjey (sic). Its first name **White Lilly** long suggested a derivation in a popular brand of flour processed by the J. Allen Smith Company of Knoxville, Tennessee. Hardly so since that firm didn't begin milling flour till 1883.¹⁶ The office was more likely to have been named for the wild lilies that grew in abundance there and seemed

so attractive to early settlers. Perhaps the name reminded the more religious of the settlers of the Biblical "lilies of the field". Why the post office name was spelled with two "l"s, though "Lily" was the customary spelling of the name of the community it served, is not known. In any event the office closed on September 21, 1880. It was re-established on June 15, 1881 by Fleming T. Hodge, but as **simply Lily**¹⁷, to serve the Daniels and Melvin Company's bandsaw mill and the newly arrived railroad which began to ship the mill's products from a station one mile south of the post office. By the end of the decade coal was also being shipped from mines operated by the Lily Mining and

Manufacturing Company (chartered in 1889). No longer dependent on coal, the community is still an area trade center on (the present) Ky 552, just west of US 25, and eight miles south of London; and wild lilies still grow along the railroad tracks.



About a mile up the Laurel River's Lick Creek tributary (and 5 ½ miles south of London) was the intermittently operating **Laurel Bridge** post office. From July 20, 1854 through January 1883 it served an important pioneer landmark and later village just south and east of (the present) Levi Jackson State Park. Its first postmaster Isaac J. Black was succeeded by several members of the Jackson family, including Levi.

Post Offices on the Laurel River's Craig Creek

The first office to serve the thirteen mile long Craig Creek¹⁸, which joins the Laurel River 3 ¾ miles above the latter's Cumberland confluence, was **Chestnut Ridge**. Established on August 10, 1877 with Wiley C. Barrett, its only postmaster, it was nine to ten miles southwest of London, and may have been named for the large Chesnut (or Chestnut) family of Laurel valley landowners. (One of them, Evan, represented the county in the Kentucky legislature in the 1840s). The office closed in July 1879 but Barrett's attempt to re-open it, as **Barrett**, in 1886 was not successful.

On May 15, 1888 William F. Bray, who later became County Surveyor, opened a post office on Craig Creek, 14 miles northwest of the river and twelve miles southwest of London (probably now in the Craig Creek section of the Laurel River Lake). Instead of **Bray**, his first name choice, he called it **Vox**. In 1897 it was moved about one third of a mile up the creek where it closed in mid April 1916. It was re-established in 1919 by Arthur Tuggle at his local store in the **Auger Springs** neighborhood, 24 miles southwest of Keavy, where it closed in February 1955. Whence **Vox** is unknown; it's been suggested, with no evidence, that the name had been corrupted from **Box**, that of a family descended from Barzilla Box, a Laurel valley landowner in the 1860s and '70s.



A post office lasting only 7 ½ months (from April 2 to November 15, 1901), with James Carroll Eagle, its only postmaster, **Hopwood** was half a mile north of Craig Creek, two miles southeast of Add, and 2 ¾ miles northwest of Vox (before the latter's Auger Springs move). Its name source is also unknown.

Post Office on Horse Creek of Lynn Camp Creek (of the Laurel River)

The fifteen mile long Lynn Camp Creek joins the Laurel River 14 miles northwest of Corbin (see the Whitley County chapter). Horse Creek heads just short of the Knox County line and extends for about 44 miles to join Lynn Camp just west of North Corbin in Laurel County, 24 miles above Lynn Camp's Laurel confluence. Three post offices served its residents.

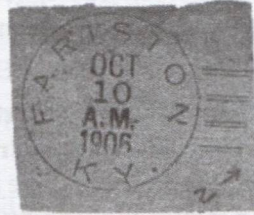
In 1805 William McHargue (1745-1836), a Lancaster County, Pennsylvania Revolutionary War veteran, brought his family from North Carolina to Lynn Camp Creek, at or near the site of the future Corbin. The area he settled may early have been called **Whippoorwill**. From May 29, 1839 through 1842 William's son Samuel had a post office somewhere on Horse Creek which he called **Mill Port** for one of the early area McHargue Mills. On May 9, 1855 Samuel re-established the office as **Whippoorwill** and maintained it in his Lynn Camp home till he was succeeded in February 1878 by his son-in-law Ira Stansberry. By 1883 the office was on Horse Creek, 2 ½ miles from the L&N's new Lynn Camp Station (Corbin). In mid November 1884 it closed. An unsuccessful attempt was made by James T. Martin to re-establish it in July 1908.

Little is known of a post office called **Carroll** for one or more area families, maintained from June 19, 1902 to mid July 1903 by Franklin Hubbard. His Site Location Report placed it on the west side of Horse Creek and the UN, 2 ½ miles north of Corbin and 2 ¾ miles south of Lily.

Post Offices in the Little Laurel Watershed

The Little Laurel River, identified as Flemings Creek in the earliest surveys (probably for Col. William Fleming) and later as Fraziers Creek,¹⁹ heads south of Raccoon Mountain and extends for about twenty five miles to join "Big" Laurel just west of I-75 and about one mile below the Dorthae Dam.

One of four Farris brothers (who apparently spelled his name with only one "r") settled in family-acquired land just east of the Little Laurel, and five miles south of London. A descendant, Esom (or Isham), sold some of this land to the newly arrived L&N Railroad for a



right-of-way and station that was called **Faris**. To serve this and the small community growing up around it, he established a post office he would have named **Farisville** but was inexplicably instructed by postal authorities to find another name. He selected his own, and the **Esomton** [ees/uhm/tuhn] post office opened on September 24, 1883. On December 5, 1887 the office was renamed **Fariston** [faer/uhs/tuhn]. The community soon became a mining town, and for a longer period of time a trade center on US 25. The station closed in 1949 and the office was discontinued in mid May 1955.

According to first postmaster Lizzie (Mrs. William H.) Jones' Site Location Report the **Bonham** post office²⁰ was first located one fourth of a mile north of the Little Laurel and four miles south of London. It opened on May 4, 1905. After her move one fourth of a mile north in 1909 the office served, through February 1916, the aptly named **Pine Grove Neighborhood** on (the present) Ky 363, just north of the Maple Grove Road. **Bonham's** name source is not known; its identification on current state maps as **Benham** is in error.

Since his complete name was too long for a post office, postmaster-designate **Andrew Jackson** was allowed to name it **Jackandy** instead and it served an area somewhere near the head of Little Laurel from May 28, 1909 through September 1911. His Site Location Report placed it three fourths of a mile west of the river and 4 ½ miles east of London.

The **Maplesville** post office occupied at least three sites in the area between the head of Slate Lick Creek, Raccoon Creek, and the Little Laurel River valley. It was established on May 14, 1890 by, and named for the family of, its postmaster William R. Maples (ne January 1863), son of Edmond and Mahala Maples. It was first in the vicinity of the Macedonia Church (on or near the present Ky 638), four miles northeast of London, but sometime later (probably by 1895) it was moved one mile east to a site one mile north of Little Laurel. In 1936 it was moved 14 miles southeast to a site on (the present) Ky 586, less than a fourth of a mile north of the latter's junction with 472, still four miles northeast of London. Here it closed on December 31, 1954.

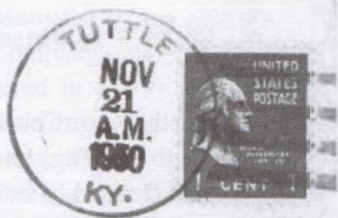
Post Offices on the Laurel River's Robinson Creek

Robinson Creek heads 500 yards from the Knox County line and extends for some 154 miles to the (Big) Laurel River, 14 miles above the Dorthae Dam and a little under two miles below Lily. Early called Station Camp Creek (for the Long Hunters' temporary encampment [ca, 1770s] somewhere on its banks), Robinson Creek was so identified at least by 1794 in Needham Parry's journal. According to a McHargue family tradition, a Mr. Robinson, one of Daniel Boone's surveying partners, arrived at Raccoon Springs and engaged in a contest to decide whose name would be given to the stream. It was that whoever brought in the most game would give his name.²¹

In 1804 pioneer William McHargue [muh/kahrgh] (1745-1836) brought his family to Knox County's Lynn Camp Creek valley where he built his home and a water-powered grist and saw mill.²² In 1812 William's son John built another grist mill on Robinson Creek, several miles north, which, in 1827, he deeded to his brother William II. This mill, just north of (the present) Rte. 1223 and the McClure Bridge Road, just south of the Echo Valley Road, continued to operate till about 1920. In 1939 it was reconstructed in the nearby Levi Jackson State Park (104 miles nnw of the mill's Robinson Creek site) and is the park's main tourist attraction. The post office of **McHargues Mill** was established in Knox County on January 21, 1851, with another William McHargue as postmaster, but some five weeks later it was moved to the mill site where it closed in November 1853.

Between Robinson Creek and the river is the extant **Camp Ground Neighborhood** and school, named for the nineteenth century religious meetings there. To serve this area Daniel C. Vinsant established a post office at or near the junction of (the present) Slate Ridge Road and the main road (now Ky 229) between London (7 ½ miles northwest) and Barbourville. Instead of his first proposed name Camp Ground he opened it, on April 8, 1884, as **Boreing** [bawr/ihn]. This honored Vincent Boreing (1839-1903), the Tennessee-born Laurel County businessman, newspaperman, county school superintendent (1868-1872), county judge (1886), and U.S. Congressman (1899-1903). After several short distance moves the office closed in 1971.

From June 13, 1884 till it was suspended on October 1, 1982 the **Tuttle** post office, named for an area family, occupied several sites just east of Robinson Creek, off



the Wilderness Road (now Ky 229), on both sides of the Knox-Laurel County line. James K. Burnett was its first postmaster. By

1915 it was serving the two county **Mount Olivet Neighborhood**. When it closed on October 1, 1982 it was in Laurel County, within yards of Knox County and 12 ½ miles southeast of London.

The **Fletcher** post office, named for another area family (the Tennessee- born brothers Samuel and William H.), occupied several sites on Robinson Creek from its establishment on June 30, 1890 by Jesse J. Lewis. It served several area mills, Robert Jones' store, and the Merrimac Church and school near the junction of (the present) Ky 830 and 1023, 11 ½ miles southeast of London. Only the church survived the office's closing in July 1958.

The Lynn Camp Post Office on Little Robinson Creek

The 4 ½ mile long Little Robinson Creek heads three fourths of a mile from the Knox County line, two miles north of Tuttle, and joins the main Robinson channel midway between Boreing and Fletcher.

The area's first **Lynn Camp** post office was established on February 10, 1826 by Leighton Ewell somewhere on its name source creek in Knox County. Early hunters, said to have camped on the stream's banks, would protect the meat from their kills by placing it in a pen made of cut linn poles. The office closed in August 1875. It was re-established on December 2, 1875 with James Lovill (sic), postmaster, who was succeeded by Miss Maggie B. Craig on June 26, 1876 when it moved to Little Robinson Creek, and within a few years was serving several flour mills, a distillery, and D.W. Lovell's general store. In the winter of 1884-85 it was moved a short distance into Laurel County. After several more short distance moves it closed in November 1937 at the junction of (the present) Ky 830 and 233, one fourth of a mile from the Knox County line and three miles wsw of Fletcher.

Four Post Offices in the Laurel River's Rough Creek Valley

Chapman Watkins settled in 1807 at the head of the 5 ½ mile long Rough Creek which joins the Laurel River just west of the Laurel River Church. He is said to

have named it for the clogged water passage when its bed would fill with brush and tree limbs following a heavy rain.

Its first post office, the short-lived (April 28 to September 12, 1870) **Rough Creek**, was maintained by Ragan Brock probably at the junction of the Manchester Road (now Ky 80) and (the present) Ky 521, 5 ½ miles ese of London.

The Glades post office, probably named for its site near the low lying stream, was first operated from July 14, 1876 to September 1878 by Daniel B. Brock on the road midway between London and Bush's Store. It was reestablished on March 18, 1887 by blacksmith and mill operator Scott Hibbard just west of the head of Rough Creek. After one or more moves, till it closed in 1905, it may have been somewhere north of (the present) Daniel Boone Parkway, several miles east of Brock, perhaps serving the area later served by the **Bert** post office (see below) in the Little Sandy Creek watershed.

Another large area family, descendants of Revolutionary War veteran Jesse Brock, gave its name to the **Brock** post office, established on December 28, 1900, with Mrs. Lizzie Brock, its first postmaster. From its first site, one mile west of Rough Creek and four miles east of London, it was moved in 1904 to the west bank of the creek. Several area moves later it wound up (in 1944) in the George Watkins grocery on Tom Cat Trail (Ky 1305), between Ky 80 and (the present) Daniel Boone Parkway (five miles ese of London) where it was served by Watkins' daughter Rose (Mrs. Henry) Jones till her retirement in the fall of 1962.

On June 1, 1903 Nathaniel "Nay" Watkins established the **Lesbas** post office [lehz/buhs] just north and west of the mouth of Rough Creek, probably on the road that became Ky 1189. In 1905 it was moved half a mile east, probably onto (the present) Ky 830. In 1942 H e n r y Sherman became postmaster, and a few months later had the office moved over a mile up 830 to his grocery.

Since its closing there in 1952 the neighborhood it served has been called **Rough Creek**. Whence its curious name? Could it, like that of the county's Ionia post

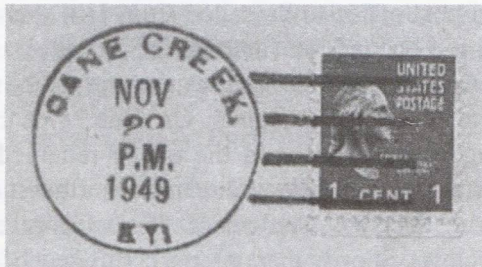


office (see below) have had a classical origin? Could it have been named for the Aegian island off the north-west coast of Turkey? But why?

Other Laurel River Tributaries as Post Office Sites

Three post offices served the 5 ½ mile long Blackwater Creek which heads just west of the Knox, Clay, and Laurel convergence and joins the Laurel River half a mile south of Lida. Its valley was first settled by James Hale and Isaac Taylor and is still occupied by their descendants. It's said to have been named either for the fallen leaves that gave its water a darkish appearance or for some place in Virginia. Or both.

At or slightly above the head of Blackwater, on the old London-Manchester Road, was the **Diana** post office. According to postal records, it was maintained by Abram Hunter and William W. Weaver from January 23, 1836 to April 25, 1839. But no one now recalls it nor knows for whom it was named.



On May 7, 1891 James G. Hoskins opened the **Cane Creek** post office on the 3 ½ mile long Laurel tributary for which it was named.²³ In 1946, after several moves on the creek, Milford Hale had the office moved again, nearly two miles southeast to a site on Blackwater, more precisely to (the present) Ky 1189, just west of 1803, a mile below the Blackwater post office and twelve miles southeast of London. Here it closed in March 1965 on Hale's retirement.

From its inception on November 1, 1893, with John S. Gilbert, the first postmaster, twelve miles east of London, the **Blackwater** post office occupied several store sites on the creek till it closed in 1972, half a mile east of Rte. 1803 and about a mile west of the counties' convergence.

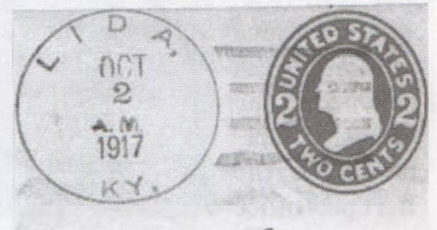
George A. Bush, who owned a store and tavern on another road between London and the Manchester area salt works, established the **Bush's Store** post office there on February 18, 1840. It's not sure where "there" was, whether it was where Melville Phelps, in his March 1870 Site Location Report located it, at the junction of (the present) Ky 80 and 1803, one mile north of the river, half a mile east of Johns Creek, and

twelve miles east of London.²⁴ On April 2, 1894 the office became simply **Bush** and by then was one fourth of a mile west of Johns Creek. Within a year it was serving a community of some 500 residents, nine miles southeast of London. In 1938, after several more short distance moves along Ky 80, within the area between Lake and Lida, it was again moved, by Bryan Brown, 24 miles east to a site on 80, half a mile from the Clay County line, now fifteen miles east of London. Here it still serves the eastern section of the county.

To serve his store above the head of Johns Creek, and 3 ½ miles northeast of Bush's Store, Newton M. Gregory established a post office on July 25, 1884. Since his first proposed name **Gregory** was in use in Wayne County, he called his office **Marydell**, for Mary (1881-1953), the daughter of his brother (and later postmaster) Marshall Gregory, and her boyfriend Dell Nicholson.²⁵ The office still operates on Ky. 1803, one fourth of a mile from the Clay County line and eleven miles east of London.

At or near the junction of (the present) Ky 80 and 1305, ten miles east of London, and about one third of a mile north of the mouth of Johns Creek, Ellen Russell's **Lida**

[la:/duh] post office was established on May 24, 1905. It was named for locally-born Lida Hodge



Edwards (1881-1967), daughter of Woodson Hodge and wife of U.S. Congressman (1905-1911) Don Calvin Edwards. After several vicinity moves it ended, in June 1976, almost where it began. According to a family tradition, local people wished to name the office for the Congressman, an Iowa-born London manufacturer (of staves), banker, and sometime circuit court clerk, but for an unknown reason chose his wife's name instead.

Another inexplicably named post office **Vose** operated at two locations near the mouth of Laurel's Rocky Branch, half a mile east of (the present) Ky 830 and eight miles southeast of London, from September 1, 1899 to mid-June 1916. Alice (Mrs. James M.) Wyatt and Beverly Smith were its postmasters. A large pond on storekeeper George Petree's farm was the source of **Lake**, the name his daughter Sallie (later Mrs. Deaton) submitted for his post office on Ky 80 and

the Camp Branch of Laurel. It was operated by Petree and others on at least two sites on Ky 80 between April 27, 1900 and February 1969.

Bardin (or Bardon) Sasser (ne ca. 1820) came with his family to Laurel County and settled on Puncheon Camp (now Bennetts) Branch of Laurel River. On April 14, 1902 his daughter Melinda C. (by then Mrs. William N. Gilbert) opened a post office on the creek, three miles southeast of Bush, and named it **Sasser**. Several vicinity moves later, to a site one mile up (by then) Bennett Branch, and twelve miles ese of London, the office was suspended on April 15, 1983.

The **Shineo** post office, operated by Lettie and Maggie R. Jones between July 14 and October 15, 1917, was somewhere on Muddy Run (now Muddy Gut Creek), another Laurel River branch. According to Lettie's Site Location Report, the first names proposed for it were **Craig** and **Eugene**, and it was four miles west of Marydell and three miles north of Lida. None of these names, nor the office's precise location, are known.

Somewhere between the Little Sandy and Muddy Gut Creeks, less than two miles north of the river, probably on Tom Cat Trail (Rte. 1305) and nine miles northeast of London, Estill C. Honchell established the **Bert** post office on January 6, 1931. Through March 1942, with Honchell and Ethel Jones as postmasters, it served the area earlier served by **The Glades** and **Shineo** offices. But who was Bert?



Other Cumberland Valley Post Offices

The little recalled post office of **Huxley** was established on May 4, 1877 by John A. Bales across the Cumberland from the mouth of Morgans Mill Creek (now merely Mill Creek) in McCreary County, about where (the present) Clarks Bottom Road comes down to the river, and two miles above the mouth of the Rockcastle River. It closed in January 1880 but was re-established that November by David Bales one fourth of a mile up the Cumberland where it closed again in 1899.

Another post office serving the southwest corner of Laurel County between March 22, 1909 and mid January 1915 was **Lois**. Opened by Bettie Strunk it was three miles up the river from the mouth of Rockcastle. Lois' identity has not been learned.

A Possible Kentucky River System Post Office

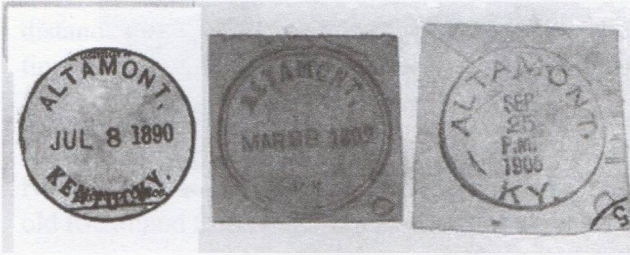
Another of the eastern Laurel County Gregorys, Pleasant Riley, had a store and post office from July 14, 1915 through September 1918 serving a locality that may have been called **Brindle Town**. This was 250 yards from the Clay County line, just south of (the present) Ky 80, on a creek he called Laurel, that may have been a branch (as yet unidentified) of Horse Creek, one of the head forks of the Kentucky River's South Fork.

Since **Riley** was then in use in Marion County, he named his office **Ribbon**. The **Brindle Town** and **Ribbon** names have not been derived.

Other Post Offices on the L&N Railroad's Right-of-Way

In the early 1880s, just prior to the arrival of the L&N, coal was being developed in an area 4 ½ miles north of London. The railroad soon acquired a right-of-way through this land with plans for a station. In anticipation, a post office to be called **Coal Hill** was established but opened, on June 15, 1881 (with David R. Dishon, postmaster), as **Mullins**, perhaps for the family of John Mullins, a carpenter. On June 21 of the following year Dishon had the office renamed **East Bernstadt** for its being four miles northeast of the center of the Swiss settlement then being developed (see below). Shortly thereafter, a contingent of Swiss settlers arrived in the area centering at the junction of (the present) Ky 30 and 490 (old US 25) which, by 1890, had become a sizeable community. The **East Bernstadt** post office continues to serve this vicinity, six miles nnw of London, listed in the 2000 Census as a CDP (Census Designated Place) with a population of 774.

Just after the arrival of the L&N in 1882, Cassius (Cash) Crooke of Richmond and Charles S. Neild of Harrodsburg moved their coal operation from the Livingston (Rockcastle County) area to a 3,500 acre spread at the head of the Hazel Patch and Little Raccoon Creeks they had recently acquired from the Jonathan McNeill heirs. As the Altamont Coal Company they opened a mine on Hazel Patch and laid off the town of **Altamont**, half a mile away and one rail mile north of East Bernstadt.²⁶ On December 19, 1884 Neild established the local post office, but instead of his proposed Altamont it opened as **Nield** (a spelling error by the Post Office Department). A mere twenty five days later, though, it became **Altamont**. In January 1888 Crooke became postmaster, and by the mid



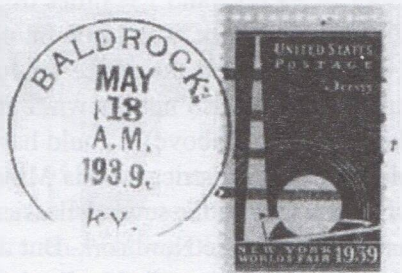
1890s his office was serving a town of 500 and several rival coal companies. The office failed to survive the end of the local coal operation and closed in 1918.²⁷

To serve another station **Dortha**, on the L&N's Knoxville line, eleven rail miles south of London, three miles north of Corbin, and three fourths of a mile east of the Laurel River, local storekeeper Jeremiah (Jerry) Young opened the **Dorthae** post office [*dawr/thee*] on August 30, 1909. Both station and office were named for Young's daughter, though I've not been able to account for the spelling difference. The office closed on June 30, 1914 but was reopened on August 23, 1919, with Lucy Ann Vaughn, postmaster, and closed for good in mid October 1939. Half a mile southeast of the site, where (the present) Ky 1223 crosses the railroad tracks, is an American Greetings Corporation plant.

Other Laurel County Post Offices

Nothing is known of the **Rose Hill** post office that John and Stephen Wood operated between April 15, 1852 and mid July 1863 on the road west of London and north of White Oak Creek.

Probably referring to an aptly named landmark on the elevation between the Rockcastle River's White Oak (now Cane) Creek and the Laurel River's Craig Creek, some thirteen miles southwest of London and three miles from Rockcastle Springs, was the **Bald Rock** post office. Established on November 21, 1876, with Miss Julia Ann Steele, its first postmaster, it was soon serving the rural **Independence Neighborhood**, a couple of mills, a store, a cooperage, and a wagon works. By 1891 the office was on (the present) Ky 192, half a mile east of the head of Pounder Branch, and



by 1895 its name was being spelled as one word. By the late 1930s it was serving a large lumber camp, sawmill, and store several miles down the road (later Rte. 1193 and now 3497) toward the mouth of

Rockcastle River, from a site on 1193, three fourths of a mile south of 192, and at the head of No Business Branch.²⁸

In 1880 a company run by a Swiss-born hustler Paul Schenck acquired 39,000 rural acres west and north-west of London, and from 1881 to 1886 it sold 4,000 acres of it to 106 German-speaking Swiss families seeking land unavailable to them in the old country. Though the Kentucky land was presented to its new owners as good farming land, they didn't learn till they actually arrived that most of it was heavily timbered with a soil poorly endowed for growing what they were familiar with back home. Disillusioned, many left for jobs in nearby mines or on the newly arrived railroad. Among those who remained to work the land, some cleared the trees and planted unfamiliar crops while others harvested the trees or planted fruit trees for an evolving viniculture. Bad investments and the diversion of company funds added to the settlers' problems and by the turn of the century those who were not suited to rural hardships moved to trade and craft positions in London.²⁹

The largest concentration of Swiss families settled in an area on (the later) Ky 80, some seven miles west of London. Since most came from the Canton Bern, they named their new home **Die Kolonie Bernstadt** or, popularly, **The Swiss Colony**. A post office was established for them on October 6, 1881, with Louis Muralt, its first postmaster, as **Bernstadt**. On April 30, 1964 it became a rural branch of London, but closed altogether in 1973.³⁰

According to local tradition, Add Karr is said to have spotted the name Keavy on a box of shoes on a shelf of a local store. He suggested it to a postmaster designate Isaac Reece Storm who submitted it, along with **Storm** and **Dora** (a local girl) for his new post office. Since July 17, 1888 the **Keavy** [*kee/vee*] post office has operated at several vicinity sites on Ky 312, just south of its junction with Ky 363, some eleven miles ssw of London.

Some three miles northeast of Keavy, on the road to London, John N. Covington opened a post office on May 28, 1890 he called **Topton**. No one is sure of its name source but, according to the 1880 county census, twenty nine year old John Topton and his wife Sarah lived somewhere in that part of the county near sixty seven year old North Carolina-born Simpson Topton and his wife Pauline. From April 18, 1894 David M. Covington ran the office till, in May 1914/Amos Cox, Jr. took it over and moved it 700 yards further up

the road (now Ky 363) to serve his store and grist mill. On Cox's retirement in November 1939 it may have been moved again, but it closed in mid December 1943. In more recent years the vicinity, at the junction of 363 and the Tipton Road (toward Lily and the Laurel River, 4 ½ miles east), has been called **Cox Hill**.³¹

Another post office to be called **Brock** to serve another **Brock** locality was established by Beverly W. Hubbard, but it opened on April 20, 1899 as **Grit** (name derivation unknown). According to Hubbard's Site Location Report it was one fourth of a mile west of the Clay County line, half a mile west of Little Goose Creek, and three miles west of Marydell. Though it closed in August 1933 current maps show it to have been on the Brock Road by the Pine Hill Church, at the head of Muddy Gut Creek.

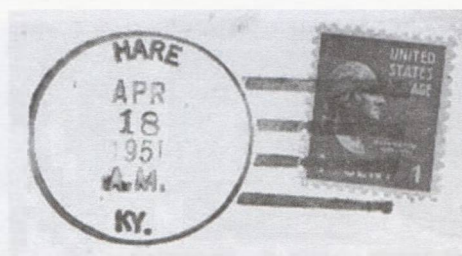
Somewhere in the area between the Cane Creek post office (14 miles northeast), Vose, (three miles northwest), and Boreing (three miles wsw), and 14 miles north of Little Robinson Creek, were the two sites of the **Rolo** post office. This was established by A.R. Tuttle and served by Nannie Tuttle and James Boggs from March 9, 1908 through January 1914. Its name also remains underived.

The **Hart** post office, said to have been named for the local deer, served a store, school, and a couple of churches on (the present) McGill Wyan Road, just east of (the present) Ky 192, and 4 ½ miles southwest of London, from December 12, 1908 through February 1916. James E. Mitchell was its first postmaster.

From May 20, 1910 through March 1925 Landon Haines Ray ran the **Frogpond** post office in his store across (the present) Ky 1535 from a croaking frog-inhabited pond.³² The pond and store are gone but they can be located just south of the Roy Dugger Road, at the site of the now **Sun-Ray Subdivision**, 34 miles south of Ky 80.

The family of Robert and Onna **Bruce** may have given its name to a post office established on February 28, 1911 by James G. Back. Less than a month later Back had the name changed to **Wren**, probably for another Laurel family, that of the widow Mary (nee May 1840) and her sons Samuel,

George A., and James P. of London. It closed at the end of September 1912. According to Back's Site Location Report it was somewhere in the area 14 miles west of the railroad, midway between London and Fariston, and 3 ½ miles northeast of Bonham. Thus it was probably in the area of the future **Sublimity City**.³³



Another inexplicably named post office was Mattie Doan's **Hare** which served the **Johnson Ridge** locality from December 9, 1929 through January 1953. The office was next to a store and near the Johnson Ridge School on the old Hare (earlier the Johnson Ridge) Road, just east of (the present) 1-75 and 7 ½ miles northwest of London.

Post Offices in the North Central Part of the County

When, for some reason, he couldn't (or wouldn't) name his proposed post office **Casteel**, Charles Adams Casteel succeeded in getting it established, on January 15, 1898, as **Weaver**. It either honored his father David Weaver Casteel, a local landowner (ca. 1870s); the Rev. David Weaver, the Baptist preacher son of pioneer Samuel, who helped set up the new county in 1826; or James I. Weaver, a county judge and later (1889-1896) London postmaster. In any case, the office was located 1 ½ miles up the Little Hazel Patch Creek on what's now the Radford Road. Charles was succeeded in November 1898 by a sister-in-law Alice Casteel and, in October 1904, by his wife Cora. On February 2, 1917, after Charles had moved his family and their store to East Bernstadt, Alice Quinland became postmaster and shortly moved the office to her home at the junction of the Allen School and Radford Roads, eleven miles nnw of London, where she operated it till it closed in October 1936.

Another post office established to serve a relatively short-lived coal camp, three fourths of a mile east of White Oak Creek and 1 ½ miles from the Rockcastle River's South Fork, was **Ionia** [a:/oh/nuh]. Margaret Elvessa Pate owed the office on June 23, 1900. Its name source is also not known, but one wonders if, like Lesbas (see above) it could have had a classical origin, a Greek district in Asia Minor, or could have come from one of the several classically-named communities in upstate New York. But why, much less if, these names were applied to Laurel County post offices is unknown.³⁴ In August 1903 the Rev. Moses Carter became postmaster and moved the office a short

distance to (the present) Victory Road near its junction with the Mt. Zion Road, twelve miles north of London, where he closed it at the end of 1937.

An area settled in the 1860s by Orville Perry (O.P.) Nelson and his son William Russell centered on the old Richmond Road (later US 25 and now Ky 490) at



a place that may have been called

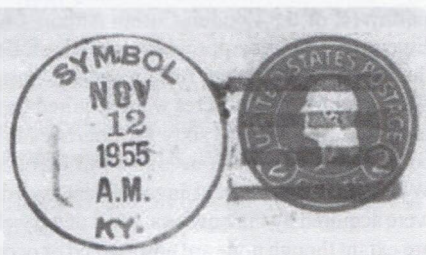
Holly. William Russell's son Calvin Calfax (C.C.) Nelson established there a post office he would call **Don**

but opened it, on October 24, 1902, as the inexplicable **Victory**. Soon it was serving Calvin's store and later, at several vicinity locations, a school, restaurant, church, distillery, and travelers inn. The office continued to be served by Nelson family members until it closed in 1984 at the junction of 490 and 578 (the Victory-Greenmount Road), 1.7 miles southwest of Ionia.

What's incomprehensibly shown on current state maps as **Green Mountain** has been locally known as **Andes Hill** for as long as local folks can remember. The Andes family, descendants of Absalom Andes (ne April 1827), even had their own post office at or near the junction of the Arthur Ridge and Radford (formerly Andes) Roads, one mile south of Hazel Patch Creek, and 1 ½ miles north of Altamont. **Andes** was operated from August 5, 1903 to mid November 1913 by Fred Andes, a local carpenter, and Thomas T. Andes.

The post office of **Symbol** was established on March 26, 1929 with the Rev. Elijah T. Cornett, its first postmaster, on the

Winding Blade Road, less than a mile west of old US 25 (now Ky 490). Its name too is



underived. In May 1951 it was moved by Dora Helen Hodge a mile west to her home about 300 yards beyond the Laurel Branch-Winding Blade junction where it closed on her retirement in January 1986.

Four Unlocated Laurel County Post Offices

From February 29, 1848 to March 27, 1849 John R. Henderson operated the **Holly Bush** post office, and that's all we know of it.

Then there was **Hector's Cross Roads** somewhere between Mershons and London which William Nelson and Fielding Pittman (sic) operated from June 22, 1861 through February 1863. Could it have been named for Hector Scoville (1817-1866), a Mershons Cross Roads postmaster from 1849 to 1853 who married Sarah Jane Martin in 1845 and captained a Union company during the Civil War?

All we know from Robert Johnson's Site Location Report of the **Chestnut Hill** post office (one of three such named in Kentucky), was that it would be nine miles west of London. He alone operated it between April 17, 1872 and July 27, 1874. Was it aptly named or, like the Chestnut Ridge post office, could it have honored the descendants of pioneer William Chesnut who settled in the Laurel River valley in 1804 and lived there for the rest of his life? Some members of this family had the medial "t" in their name, while most did not. They lived all over the county.

Finally, there was **Comfort**, operated by Mollie Patton from March 15, through September 1912, which served a locality long called (the) **Burnt Chimneys**, vaguely located four miles west of East Bernstadt, four miles southeast of Hazel Patch, and 1 ½ miles north of the L&N. According to J.J. Dickey (in the *Mountain Echo*, September 4, 1896) near this site, wherever it actually was, pioneer John Freeman had settled in or by 1803.

The source of neither of these names has been learned.

Conclusion

Only seven (London, Pittsburg, East Bernstadt, Bush, Keavy, Lily, and Marydell) of Laurel County's ninety three post offices are still in operation. London alone serves an incorporated city. Another, East Bernstadt, is officially considered a CDP (or Census Designated Place). At least seventeen other offices, including twelve that no longer operate, were also the foci of settlements with definable boundaries and more or less concentrated populations. The others served only a store or two, perhaps a mill, a school, one or more churches, and the rural or mining families dependent upon them.

One office, **Out**, was established somewhere in the county on January 8, 1902 by S.R. Tuttle whose authorization was rescinded later that year. Could it have been intended as **Oat**? Or **Ott**? (Reinhardt Ott, ne ca. 1860, and his wife Elesa (Geiser) opened a general store in Bernstadt in the early 1880s and he, from 1904

to 1921, served as that community's postmaster.) As stated above, plans for the re-establishment of two offices, as **Adz** and **Barrett**, did not materialize.

Local or area persons or families served as the sources of thirty two post office names. Eleven offices had geographic or descriptive names. Five were named for distant places while eleven were given the names of local or nearby features (five streams, two mills, a bridge, a community, an area, and a resort). Two possible derivations may have accounted for one name. One office bore the name of a local business, and another was named for a product on a local store shelf. Thirty one office names are still underived while twelve offices have not been precisely located.

Thirty-four offices bore names not originally intended for them, while twenty six served communities, neighborhoods, rail stations, or mining camps with other names, and nine had name changes during their existence.

Endnotes

16. The White Lily brand, still the leading brand of "family flour" in much of the south, is still being produced by the White Lily Foods Company, a Memphis-based holding company which, some years ago, had acquired J. Allen. (According to Theodore A. Pedas of the White Lily Foods Company, in a letter to the author, May 29, 1980.)
17. Hodges' proposed name was also **White Lilly**.
18. Most of this stream's course is now in the Laurel River Lake.
19. Hammon, *op. cit.*, P. 111
20. Mrs. Jones' first proposed name for her **Bonham** post office was **Dow**.
21. According to Russell Dyche's "Raccoon Springs on Boone's Trace" in the *Sentinel Echo*, August 29, 1940. Another story about its naming came from London residents Logan and Barbara Ewell. A Mr. Robinson and an unnamed fellow visitor saw a coon (or a squirrel, take your pick) but neither could agree on what kind. They declared that, on closer examination, whichever was right would name the stream for himself. They hunted down the varmint and killed it. And Robinson was right.
22. This was on Knox County land that was added to Laurel County in 1834.
23. Joining the Laurel River half a mile south of (the present) Ky 80 and one mile below Lida, Cane Creek was probably named for the cane on its banks, though some think it was a corruption of Cain Creek, for an early settler.
24. It's not known why this site was identified as **Boush's Store** on some twentieth century maps and even on the most recent state highway maps. Johns Creek heads just below Marydell and extends for some 2 ½ miles to the Laurel River, less than half a mile below the mouth of Blackwater and half a mile south of Lida.
25. Or possibly, for a Marydell Spivey.
26. The Altamont Company was the first and largest mining firm in the region to ship its coal by rail.
27. The **Altamont** name was also applied to the nearby five mile long stream, known in pioneer times as Laurel Creek, that joined Hazel Patch Creek one mile above (east of) the second Hazel Patch post office and along whose valley the L&N had extended its Knoxville line. On May 24, 1890 Crooke and others chartered the Altamont and Manchester Railroad which would extend from its junction with the L&N at Altamont to Big Stone Gap, Virginia. By 1893, however it had reached only some three miles to the Little Raccoon Creek's Diamond and Manchester Coal Companies' mines and a site called **Lucille** for either Crooke's wife or his daughters Lula and Celia. The line was thus also known as the Lucille Road. In 1898 the line was acquired by the L&N which then rerouted it to East Bernstadt and it became exclusively a coal mining branch. It was all but abandoned when the last mine it served closed in 1931. (According to Elmer Sulzer and Ernest L. Andes "Railroads Now Abandoned, Once Vital to Laurel's Economy", one of a series of articles on Kentucky's abandoned railroads in *The Kentucky Engineer*, 1952, reproduced in the *Diamond Jubilee* edition of the (London) *Sentinel Echo*, August 21, 1954.)
28. The story has long been told that the local terrain on this 2.3 mile long Rockcastle River branch was so rough people had no business going up there, especially when the snakes were out.
29. Edison H. Thomas in an article in the *L&N Employees Magazine*, ca. 1965, shared with the author in 1972.
30. While most of the Swiss families had settled in the vicinity of **Bernstadt**, others established themselves in nearby Abington, Helvetia, Langnau, Mazel Patch, Lily, and East Bernstadt. By 1950, according to Thomas, only thirty five descendants of the original colonists were still living in the Bernstadt vicinity.
31. According to letters to the author from Amos' granddaughter Joyce Cox Newsome of Corbin, Kentucky, June 3 and 11, 1984 and January 9, 2004.
32. Ray's first proposed name **Owl** probably suggests another kind of local wildlife.
33. As a New Deal experiment, the **Sublimity Forest Community** (popularly known as **Sublimity City**) was a planned settlement on both sides of the Old Whitley Road (now Rte. 1006), just northwest of the London-Corbin Airport.) As authorized by the Emergency Relief Appropriations Act of 1935 and financed by the (then) Resettlement Administration (later the Farm Security Administration), 578 acres were acquired by the Federal Government and divided into sixty six homesteads for selected low income farm families to be trained in modern farming practices. When U.S. Government involvement ended in 1945 the homes were acquired by their owners. Most of the well constructed homes are extant though none are now owned or occupied by the original families.
34. Along with **Ionina** the name **Gaston** was proposed for Mrs. Pate's post office. Could this have referred to Hugh Gaston, owner of three early county surveys, who co-operated a tavern at the site of the Taylor Mill Bridge in the early 1790s? He early sold out and left the territory.

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NEW U.S. POSTAL CARD ESSAYS & PROOFS CATALOG

Franco Filanci is the 2008 recipient of the United Postal Stationery Society's Lewandowski Award Medal for "Interitalia il nuovo nuovo Pertile," or Italian Postal Stationery Specialized Catalog. Catalog coverage includes states, occupations, colonies as well as Italy proper. In addition, Filanci was awarded an honorarium of \$1,000 and a sterling silver medal by the UPSS.

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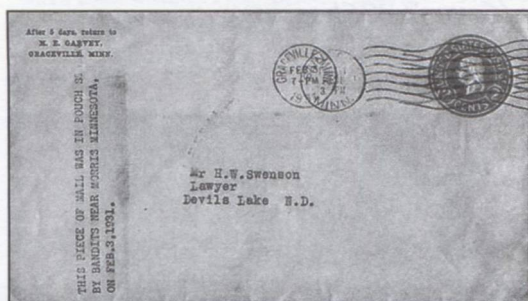
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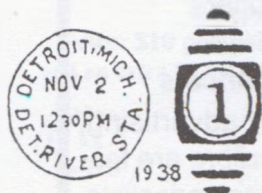


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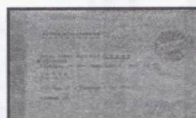
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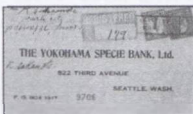
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Berlin – ms, CDS, and especially Straight Line Canceled on Stampless.

Baddow Pass	Manning
Becks Mills	Morgan Settlement*
Benton*	Mount Hope*
Black Creek*	Nashville*
Buena Vista before 16 Feb 1852	Paint Valley
Clark's*	Palladium
Clark	Pictoria
DeWitts Ridge	Prairie*
Dino	Salt Creek*
Doughty	Saltillo
Drake's*	Special
Famerstown	Stilwell
Grade	Trail
Hard	Tuttleville*
Holmesville*	Walnut Creek
Humphreys Villa*	Walnut Creek 1895-06
Humphreyville	Ward's*
Jones Corner	Winesburgh*
Killbuck*	
Lakeville	

* = Stampless

Write/E-Mail Call: Larry Neal, 8650 Twp. Rd. 79
Millersburg, OH 44654 (330) 674-0919
larryln@valkyrie.net

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APS Affiliate #218

Dedicated to developing a wider interest in the study and preservation of Alaska's Postal History.

We are a wide-ranging group of collectors who are interested in all aspects of the postal history of Alaska. From the first covers under United States ownership to the latest events, we try to cover the gamut of Alaska postal history.

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Dues \$15.00, information available from:

Eric Knapp
Secretary/Treasurer
4201 Folker Street, Unit 102
Anchorage, AK 99508 -5377
E-mail: eknapp@gci.net



ARIZONA - NEW MEXICO POSTAL HISTORY SOCIETY

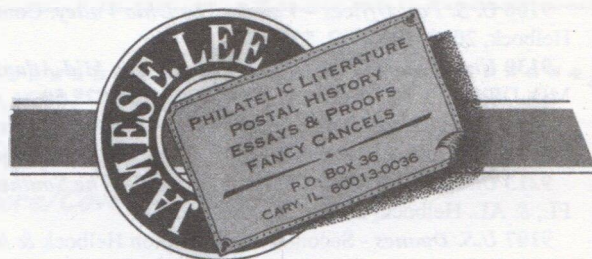
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70 West 40th Street • 15th Floor
New York, NY 10018
11/05/2007
EXPERT COMMITTEE

We have examined the enclosed item, of which a photograph is attached, and *described by the applicant* as follows:

Country: UNITED STATES OF AMERICA


Cat. No.	Issue	Denom.	Color
295	1901	2¢	carmine & black

Scott's unless otherwise specified.

UNUSED, OG

AND WE ARE OF THE OPINION THAT:
IT IS GENUINE, NEVER HINGED. *****

*** PF GRADED XF-S 95 ***



458558

[Signature]
For The Expert Committee
Chairman

Photocopies of this Certificate are not valid.

F 178468

The Philatelic Foundation No. 448245
70 West 40th Street • 15th Floor
New York, NY 10018
01/31/2007
EXPERT COMMITTEE

We have examined the enclosed item, of which a photograph is attached, and *described by the applicant* as follows:


Country: UNITED STATES OF AMERICA

Cat. No.	Issue	Denom.	Color
9X1b	1845	5¢	black on bluish

Scott's unless otherwise specified.

TIED BY PENSTROKES AND BY RED "NEW-YORK PAID 5 JUL. 31"
INTEGRAL-RATE CIRCULAR DATESTAMP ON 1845 FOLDED LETTER TO
SHEFFIELD, ENGLAND

AND WE ARE OF THE OPINION THAT:
IT IS A GENUINE USAGE. THE STAMP WITH A VERTICAL FINE CREASE
BREAKING PAPER AT BOTTOM. *****



448245

[Signature]
For The Expert Committee
Chairman

Photocopies of this Certificate are not valid.

F 160327

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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.

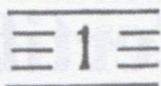
EXPONET was founded by private individuals:

1. **Milan Cernik**, collector of postal stationery, exhibitor, and philatelic auctioneer at www.pac-auction.com
2. **Bretislav Janik**, webmaster-Japhila daily magazine 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 or Bretislav Janik, janik@japhila.com

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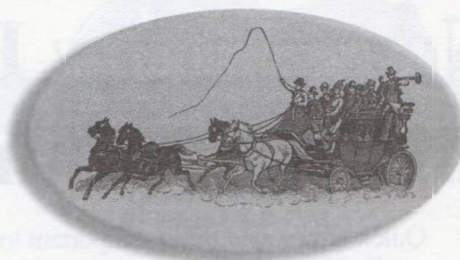
I will execute to your exact specifications accurate tracings of plain or fancy postmarks,

cancels and maps. My work has appeared in *La Posta* in both the Washington Territorial postmark series by Richard A. Long and the 19th Century Colorado postmark series by Richard Frajola.

If you've been thinking of a postmark catalog project, or any research which requires well-executed postmarks or maps for illustrations, but do not have the time required to accomplish the tracings, drop me a line or give me a call with the particulars, and I will give you a quote.

JANE DALLISON

P. O. Box 296, LANGLOIS, OR 97450



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.

To order backnumbers call Sherry at 916-359-1898, fax 916-359-1963 or send her an E-mail at collectibles@4agent.org.

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Word Count	1 issue	3 issues	6 issues
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

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 [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 [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]

SOCIETIES

COLLECT CANADA/B.N.A.? Consider BNAPS! The society offers study groups; publications; annual exhibitions; and online library bnapstoppers.org! View: 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 [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. [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]

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

NOTE:

EXPIRATION DATE SHOWN
AT END OF EACH AD, i.e.,
[39-6], MEANS AD WILL
EXPIRE WITH THIS ISSUE.

AD DEADLINE FOR NEXT
ISSUE:

January 5, 2009

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) [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

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 [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 [39-6]

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 [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

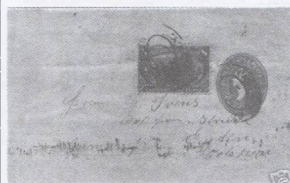
COMMERCIAL AIR air covers, 1945 or earlier, any intercontinental mail, i.e., Europe to Asia, North America to Africa, Australia to Europe, etc. Send scans or photocopies for my offer, or on approval to Richard Helbock, PO Box 100, Chatsworth Island, NSW 2469, Australia or helbock@la-posta.com

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 [39-6]

LITERATURE: FOR SALE

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

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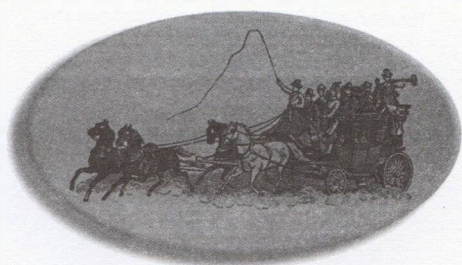
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Richard W. Helbock,

Publisher

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Hello Richard & Cath:

Yes, I'll give *La Posta* a try. You may begin my subscription with the Volume 40, Number 1 (Feb-Mar 2009) issue. Enclosed is my check in the amount of \$25.00.*

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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

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**; Ap/May & Jun/July issue - **Feb 28**; Aug/Sep & Oct/Nov issue - **June 30**.

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

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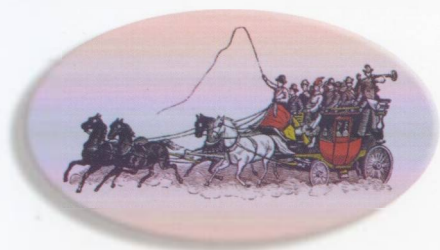
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