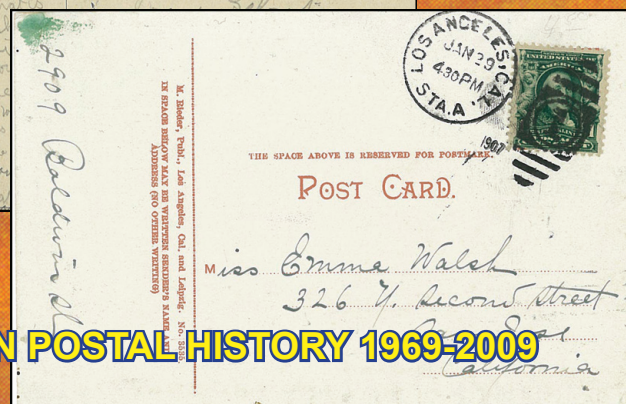
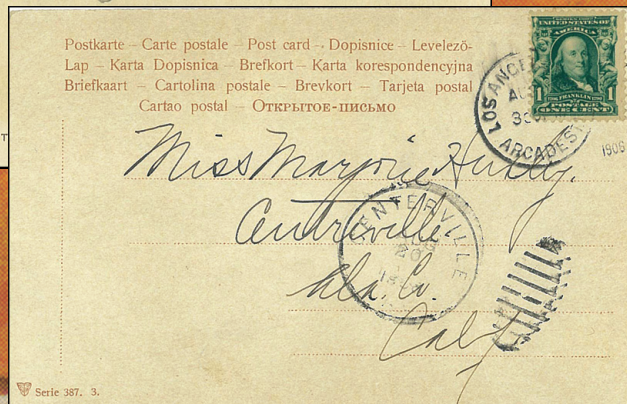


La Posta: A Journal of American Postal History



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Development of the Los Angeles Postal System through 1909



OUR 40TH YEAR OF PUBLISHING AMERICAN POSTAL HISTORY 1969-2009



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COVER: The background comes from a classic post card promoting Orange Day, March 20th, 1915, with the slogan "Eat California Oranges." It represents an iconic southern California image against which are displayed a few cards and covers bearing postmarks from some of the Los Angeles stations and branches. Its celebrates Randy Stehle's ground-breaking series that begins in this issue.

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IN THIS ISSUE:

The Development of the Los Angeles Postal
System Through August 1909

Part 1

By Randy Stehle..... 9

The Postmasters General of the United States
XL. Henry Clay Payne, 1902-1904

By Daniel Y. Meschter 35

Straight-line Markings Used at US Postal
Sub-stations

By Dennis Pack 39

Hurricane Strife

By Tom Clarke 52

Chronicles of a Civil War Gunboat Sailor

By Michael Dattolico 61

Also, Assorted News and Comments

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Publisher's Page

A Personal Reverie Regarding the Founding of La Posta

As many of you know, I was born and raised in Portland, Oregon. I began collecting postmarks in the early 1950s. My mother was a secretary at Portland Furniture Company in those days, and she brought me home envelopes from the company's incoming mail to help me build a postmark collection.

As my collection grew—as I recall I kept it in a shoebox—I became very interested in postmarks from small towns with interesting and unusual names.

After I started high school in 1952, I used to make regular visits to the Portland Public Library. The library was only about six blocks from Lincoln High, and not far off my regular route to catch the bus back to Fulton. On one of these visits, I discovered that the library had a subscription to *Western Stamp Collector* out of Albany, Oregon. I believe that was my first exposure to the fact that there was *organized* philately. Up until then, I knew that some people collected stamps. My father—himself a long-time collector, but not “organized”—had given me a 3-hole notebook, some blank blue-lined pages and some hinges and a few stamps back when I was about five or six years old, but I never realized that there were actual clubs and newspapers devoted to stamp collecting.



I used to look forward to each and every issue of *Western*. As I recall it was published once-a-week on Tuesday, and I remember the disappointment if, for some reason, the library copy had not been posted in the periodical room on schedule. A few years later I discovered that I could buy each new edition of *Western* at Rich's Cigar Store on Broadway. Perhaps my greatest discovery was that *Western* often published the names and dates of post office closures before they took place. Of course, I later learned that this information was derived from the *Daily Postal Bulletin*, but at the time I knew nothing of that. Knowing when a post office was going to close allowed one a chance

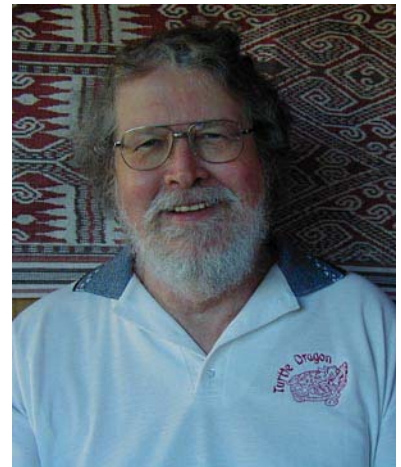
to write to the postmaster and obtain a copy of his or her office's postmark. Unknowingly, I joined dozens—perhaps scores—of other postmark enthusiasts around the nation who were building little memorial collections of America's vanishing place names. The cover shown from Toketee Falls, Oregon, is one that I arranged to have serviced in October 1954. I was 16, and that was almost 55 years ago.

Naturally, I became distracted from the pursuit of postmarks and postal history knowledge as the 1950s rolled on. Girls, rock & roll and West Point—in approximately that order—exerted powerful influences and forced me to loose temporary interest in postal history.

Out of the Army and back in Oregon, I published my first philatelic article in late 1963. It was called “Dragons: to Toast or to Slay” and it appeared in *Western Stamp Collector*. The subject was topicals—dragons depicted on stamps—and my purpose was to compare and contrast the view of these wondrous mythical creatures held in Eastern and Western cultures. Nothing to do with postal history, of course, but the fact that *Western* chose to publish it gave me a tremendous confidence boost and that led eventually to the founding of this little journal six years later.

Why the Name?

Forty years ago I was a 30-year old Assistant Professor of geography at New Mexico State University. My family and I had moved to Las Cruces the year before—during the notorious summer of 1968—after completing all my course work for a doctorate at the University of Pittsburgh. I had already developed a keen interest in settlement history of the western United States. The history of southern New Mexico made a very strong impression on me. I loved to explore the ruins of mining ghost towns and abandoned 19th century military posts. Mesilla was a particularly attractive and interesting place. Once the principal center of the valley that bears its name, Mesilla lost its dominance to the upstart Las Cruces when it was by-



passed by the railroad. But Mesilla managed to survive as both a cultural relic of its Anglo-Hispanic heritage and a modest tourist attraction. One of the greatest things about Mesilla in the late 1960s was a wonderful restaurant operating from a sprawling old adobe building on the southern edge of the plaza.



According to local legend the original building on this site was constructed in the 1840s and over the years it became an inn and important stage way station. In the mid-19th century it became a station on the Butterfield Trail and the name of the restaurant derives from the Spanish term “la posta” meaning a stage stop or way station. It was—and continues to be—a beautiful old building with thick adobe walls and a series of inter-connecting rooms at different levels. La Posta de Mesilla features some absolutely delicious Mexican cuisine prepared in the New Mexican tradition. Checking out their webpage—<http://www.laposta-de-mesilla.com/index.html>—makes my mouth water with fond remembrance even as these lines are written.

When it came time in 1969 to find a short, snappy name for a journal that was to be the principal publication of the Mountain & Desert West Postal History Society, I could not think of anything more appropriate than *La Posta*. The Mountain & Desert West PHS did not long endure—most subscribers did not feel the need for another organization—but *La Posta* survived.

A restaurant with the same name opened in Tucson in the early 1980s. I never knew whether it was operated by the same people, but the late Charles Towle, who gave our journal a tremendous boost in circulation through his personal support used to give me a hard time about the name. “Why did ‘ya want to go and name a magazine after a Mexican restaurant?,” he’d say in that friendly, gruff bulldog voice as we strolled along the beach in front of his summer place at Waldport on the Oregon coast. “People from other

parts of the country are not going to relate to a magazine called “La Pasta,” he’d say with an emphasis on the “pasta” as in macaroni.

Many of you will recall that we polled subscribers about changing the name in the early eighties, and that’s how we ended up with our current long-form *La Posta: A Journal of American Postal History*. It’s a mouthful, but it’s still *La Posta*.

Meanwhile, back to the present

Randy Stehle is back! Actually, Randy has never really been “away,” but in years gone by Randy has published some monumental postal history research projects in *La Posta* including his long-running series on auxiliary markings, a detailed examination of the rural free delivery (RFD) system in the western U.S., and a most impressive catalogue of non-standard 20th century postmarks. Now, after a hiatus of several years, Randy has undertaken a history of the Los Angeles post office that will shed new light on the way in which mail delivery was provided to the people of that vast, sprawling metropolis. Randy’s emphasis is on the development of a system of lettered, numbered and named postal stations and branches that increased service to local patrons as the city annexed more and more land up to August 1909. The first of his three-part series begins in this issue, and I am personally delighted to be able to bring you what will undoubtedly stand as one of the detailed historical looks at the expansion of postal service in the Los Angeles Basin.

Dennis Pack, who was at least partially responsible for inspiring Randy through his article on the growth of New York City’s numbered sub-stations (Vol. 39, No. 4, Whole No. 232), continues his catalogue of postal markings known to have been used at postal sub-stations across the United States with a discussion of straight-line markings. Dan Meschter’s pioneering study of Postmasters General with an examination of the term of Henry Clay Payne from 1902 to 1904. Tom Clarke—now that the latest Atlantic storm season is finally history—relates a story of “Hurricane Strife” from years past as documented in some postal artefacts. Michael Dattolico introduces us to a Civil War Mississippi gunboat commander who wrote some descriptive letters of his adventures.



Randy Stehle

Continued on page 67

POSTAL HISTORIANS ON LINE

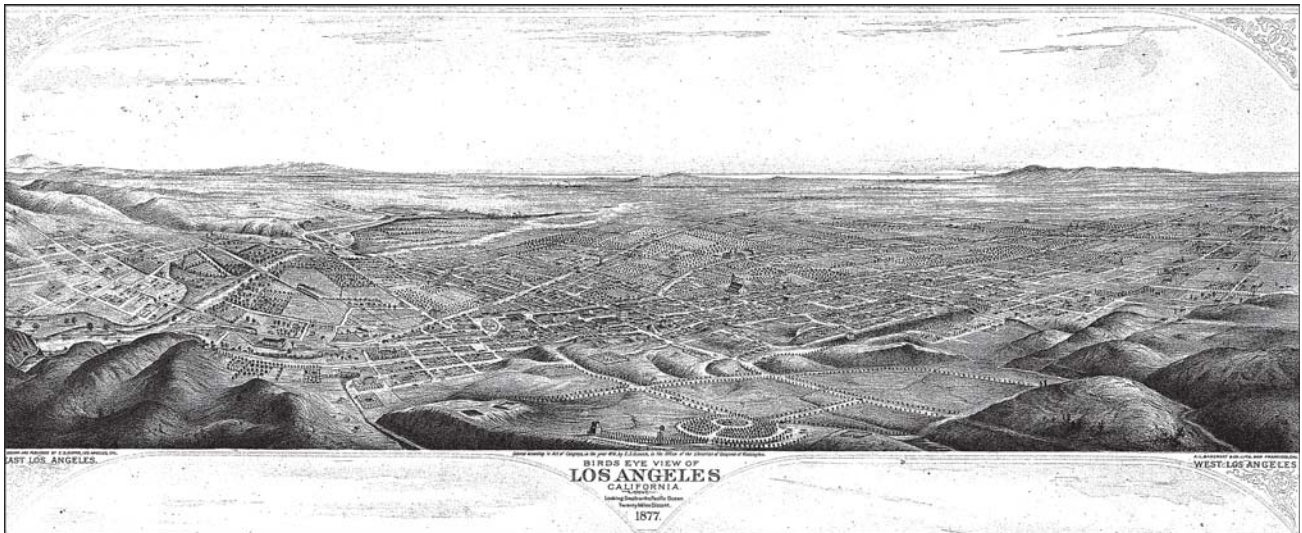
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- Postmark Collectors Club** — <http://www.postmarks.org>



The Development of the Los Angeles Postal System Through August 1909

The Greatest Good for the Greatest Number

From Spanish Land Grant to Shoestring Annexation

Part I 1850-May 1899

By Randy Stehle

The purpose of this series is to explore how the U.S. Post Office Department handled their commitment to service in the face of the accelerated population growth experienced by many larger cities in the mid-19th and early 20th centuries. The city of Los Angeles was chosen for this article as it experienced the greatest increase in population of any city in the country during the period under study. This rapid increase tested the ability of the POD to fulfill its obligation to provide proper service to its users. In addition to the efforts made by the POD, various Los Angeles postmasters went above and beyond their assigned duties to provide the best service possible. This included providing certain services without the permission of the Postmaster General (PMG) in Washington, D.C. Given the difficult circumstances encountered by the local authorities, the quality of the service was remarkably good.

This series will be presented in three parts. The first part will cover the period from the establishment of the Los Angeles post office in 1850 to just before the University and Garvanza annexations in June 1899. The second part will cover mid-1899 through the Shoestring annexation in August 1909. This date was chosen as the

cutoff point of the article for several reasons. After this date, Los Angeles annexed or consolidated many areas, both large and small, at an ever increasing rate. The number of postal stations and branches expanded to meet the needs of the residents in these new areas. At August 1909, there had only been six additions to the original 1781 Spanish land grant, for a total area of 61.90 square miles. By 1920, there were 21 more additions, encompassing 263.64 square miles. By 2004, there was a total of 292 additions, for a total area of 468.9 square miles. The pattern of development after 1909 was very similar to that of the earlier years. The period under study is not only representative of the entire growth of the Los Angeles postal system, but is a good model of the way similar issues were dealt with across the country.

The third part of this series will cover auxiliary markings used at the Los Angeles post office and its stations and branches through August 1909. Special attention will be given to the work of the directory clerks, who had to deal with explosive population growth and the influx of literally thousands of transients. To handle this burgeoning population, the POD published several finding aids, in addition to the city and phone directories done by private companies. On a national level, the POD published a street directory of all the cities with free city delivery. On a local level, separation schemes were compiled by various Los Angeles postmasters. These schemes were

a cross-reference between the street addresses and their parent carrier postal stations. The use of these aids will be illustrated through the exploration of various auxiliary markings.

The City of Los Angeles During the Spanish and Mexican Periods

European explorers first reached the Los Angeles area in 1769, when Spaniard Gaspar de Portola, along with a small group of Franciscan missionaries, camped on the banks of the Los Angeles River. Friar Juan Crespi suggested that the area be named El Pueblo de Nuestra Senora Reina de Los Angeles Sobre el Rio Porciuncula. This Spanish name translates as The Town of Our Lady Queen of the Angels on the Porciuncula River. The name was chosen to honor St. Francis of Assisi, whose chapel was known as the Porziuncola.

In September 1771, Father Pedro Cambon and Father Angel Somera founded the San Gabriel Arcangel Mission, the fourth one established in California. (It still stands in the City of San Gabriel, located about six miles east of Los Angeles.) That same year, a handpicked group of eleven families (44 people in total) left San Gabriel Mission to a spot selected by the Spanish governor of Alta California to establish a new pueblo. The new settlement was founded on September 4, 1781, and named El Pueblo de la Reyna de Los Angeles, Spanish for The Pueblo of the Queen of the Angels. Its area was determined by measuring one Spanish league from the plaza center to the four directions of the compass. This created a perfectly square area consisting of four square Spanish leagues, which is the equivalent of just a bit over 28 square miles. Growth was steady, though

unremarkable, for the first forty odd years after its founding, reaching 650 souls by 1820. *Table 1* shows the historical population of Los Angeles from 1781 to 1910.

In 1822, the Mexican War of Independence ended Spanish rule in Mexico and California. Mexico then assumed jurisdiction over this territory to its north. The population doubled under the first ten years of Mexican rule, and by 1840, Los Angeles was the largest town in Southern California. In 1846, during the war between Mexico and the United States, the area came under U.S. control. The war was brought to an end by the signing of the Treaty of Cahuenga in 1847. The next year, the Treaty of Guadalupe Hidalgo added Los Angeles and the rest of California to the territory of the United States.

California Joins the Union - The Early Years of Los Angeles and Its Post Office

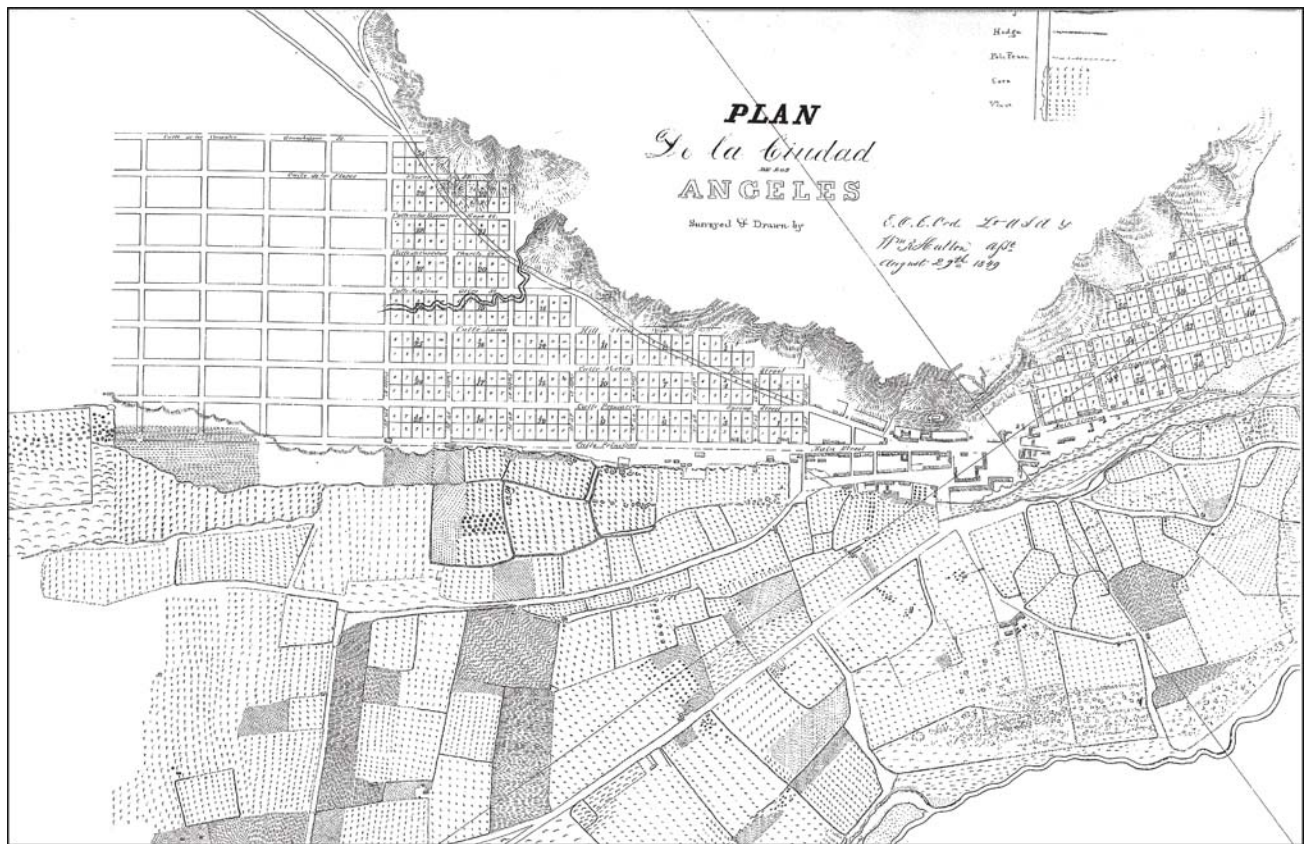
In early 1847, Military Governor Stockton had the name shortened to Ciudad de Los Angeles, which translates into English as the City of Los Angeles. Before California attained statehood, the PMG sent Special Agents to set up post offices in this new territory. They had the authority to establish offices and appoint postmasters to serve until approved or rejected by the PMG. The Records of Appointments of Postmasters give the date of that approval, taking no account of prior operation with the same or another postmaster under the authority of the Special Agent. In November 1848, San Francisco became the first city in pre-statehood California to have a postmaster appointed by the Special Agent and be approved by the PMG. This month also saw the same thing happen in Monterey. Both of these post offices opened for business several months after the PMG’s approval of the appointments.

After these two initial offices were established, a two-year period followed when offices opened before the date of the official approval of the postmaster appointments. Such was the case of the Los Angeles post office. It was established on April 4, 1850, with John Pugh as its first postmaster. On this day, the city was incorporated, with its name shortened for the last time, to sim-

		Percent Increase (Decrease)
Year	Population	
1781	44	
1790	131	197.73%
1800	315	140.46%
1810	365	15.87%
1820	650	78.08%
1830	1,300	100.00%
1840	2,240	72.31%
1850	1,610	(28.13%)
1860	4,385	172.36%
1870	5,728	30.63%
1880	11,183	95.23%
1890	50,395	350.64%
1897	102,760	103.91%
1900	102,479	(0.27%)
1910	319,198	211.48%

- Notes:
- 1) The figures from 1781-1840 are for the Spanish & Mexican periods.
 - 2) The figures from 1850 onward are from the U.S. decennial censuses, except for 1897.
 - 3) The 1897 figure came from a special census that was recognized as official by the Postmaster General in Washington, D.C.
 - 4) Historically, the U.S. censuses have had undercounts. This may explain the decrease in population from 1897 to 1900. This could also be explained by an overcount in 1897.

Table 1 Historical population of Los Angeles.



The city of Los Angeles enlarged from the Spanish settlement according to surveys by Edward Ord in 1849.

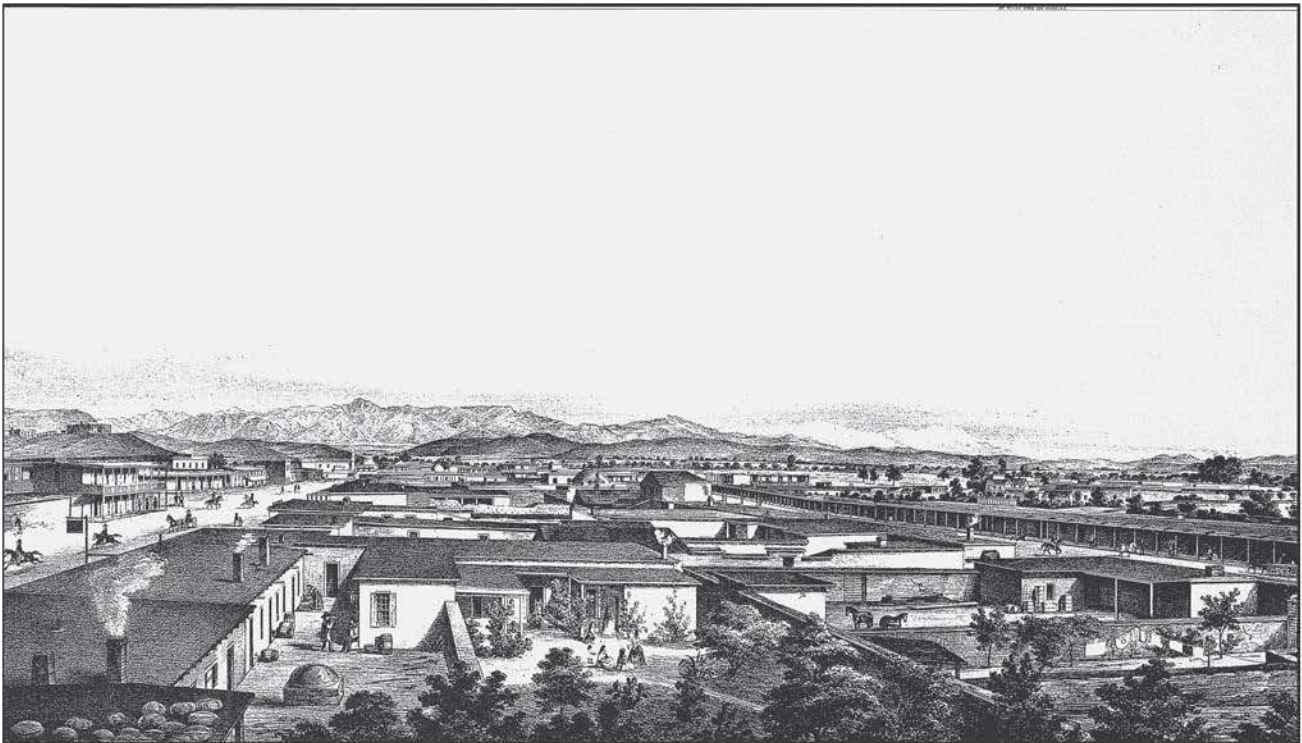
ply Los Angeles. The PMG did not confirm Pugh's appointment until five days later, making the official establishment date April 9, 1850. The Los Angeles post office was operating prior to this date, as evidenced by a manuscript cancellation dated February 22, 1850. The post office continued to only use a manuscript cancel for at least the next four years. It was not until 1855 that the first handstamp canceling device began to be used.

Only nine cities in California had post offices that opened before the one in Los Angeles. After San Francisco and Monterey got their post offices, the next seven cities to get them all had postmaster appointments confirmed on the same day – November 8, 1849. Such cities as Stockton, San Jose and Sacramento were among this group. This was followed by the PMG confirming the postmaster appointments of ten cities, all on April 9, 1850. In addition to Los Angeles, such other cities as Napa, Santa Barbara, San Diego and Santa Cruz all officially began operation on this same day.

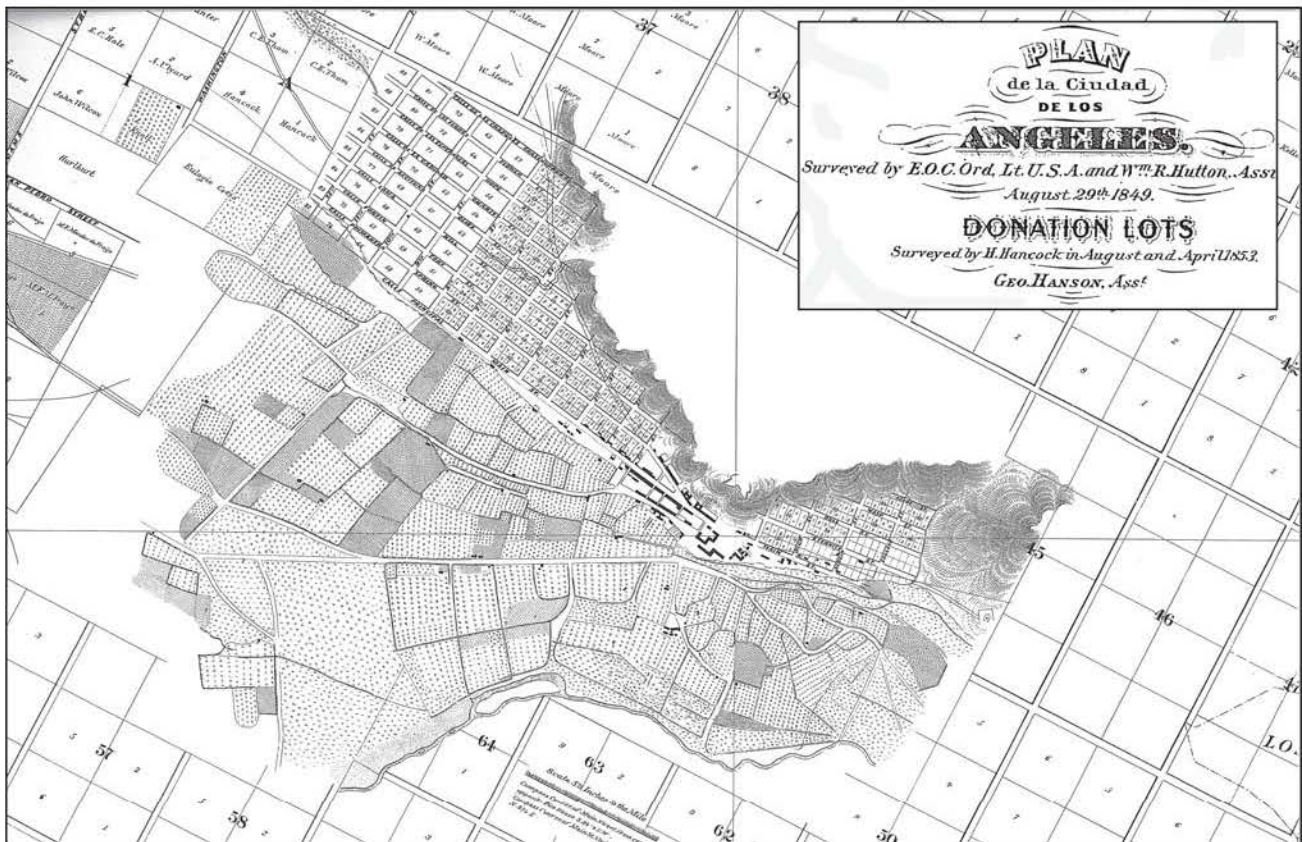
California became a state on September 9, 1850, under the auspices of the Compromise of 1850. It was admitted as a free state in order to balance the interests of the slave states of the South and the free states to the north. The first decennial U.S. census taken in Califor-

nia was also in 1850. Officially, there were 1,610 people living in Los Angeles. This number would more than double in the next ten years.

Los Angeles also added some territory to its original Spanish land grant during these same ten years. In 1853, Henry Hancock was employed by the city counsel to survey both the areas outside and inside the city limits. Among other things, he divided the lands outside of the original town into 35-acre farm tracts. As a result of the Hancock Survey, the City of Los Angeles made a claim on lands outside of its city limits. The United States Claims Commission was created to confirm or reject Spanish and Mexican grants. The city council hired an attorney to plead their case, but for the most part, they did not prevail. It took many years for their case to work its way through the judicial system. Eventually, they did have one minor victory. During most of the first decade as a state, the city had two boundaries on the south. For some time after the adoption of its first charter, there was the pueblo boundary and the charter boundary. In 1859, the city was awarded the latter boundary, adding a scant one and two-tenths square miles to its area. This area is known as the Southern Extension. *Table 2* shows the additions to the area of Los Angeles from the 1781 Spanish land grant through 1899. During this time frame,



1857 view of Los Angeles published by Kuchel and Dressel.



The city of Los Angeles as done by Ord in 1849 and the 35-acre farm tracts surveyed by Hancock in 1853, updated to 1857.

No.	Date	Name	How Obtained	Square Miles	Total Square Miles
1	1781	Original City	Spanish Grant	28.01	28.01
2	08/29/1859	Southern Extension	Annexation	1.20	29.21
3	10/18/1895	Highland Park	Annexation	1.41	30.62
4	04/02/1896	Southern & Western	Annexation	10.18	40.80
5	06/12/1899	Garvanza	Annexation	0.69	41.49
6	06/12/1899	University	Annexation	1.77	43.26

Table 2 The territorial growth of Los Angeles from the original Spanish land grant through the first five annexations.

all the additions were accomplished through the annex- location was in 1852, when it was on Los Angeles Street, ation process. The Southern Extension annexation is between Commercial and Arcadia. The post office shown as addition number 2 on *map 1*.

The first Los Angeles postmaster, John Pugh, held this position for about 19 months. He was followed by Captain William T.B. Stanford who served for almost two years. There does not seem to be a set term for this position, with some postmasters serving as little as six months. Most of the terms were about two or three years in length. Two postmasters were reappointed to a second term, while one served two nonconsecutive terms. From 1850 to 1899, Los Angeles had a total of 18 different postmasters.

A similar situation existed for the location of the post office. There appears to be no record of where it was situated during the first two years of its existence. The earliest known

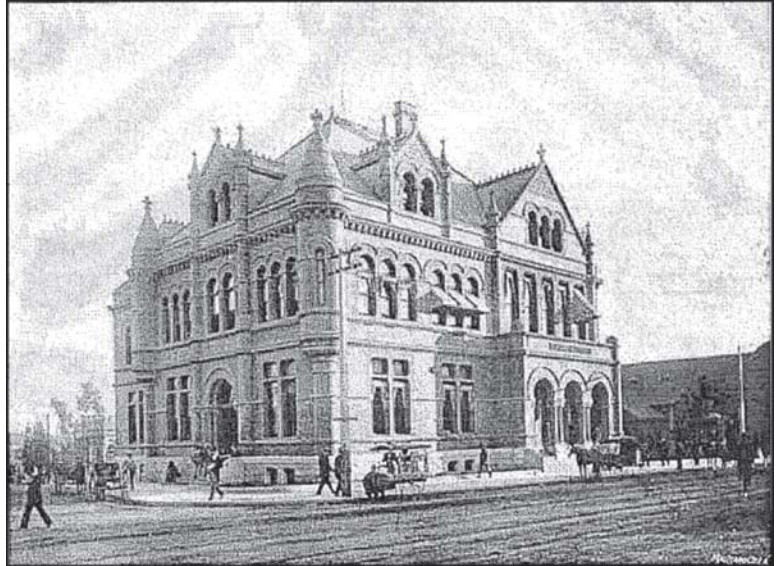
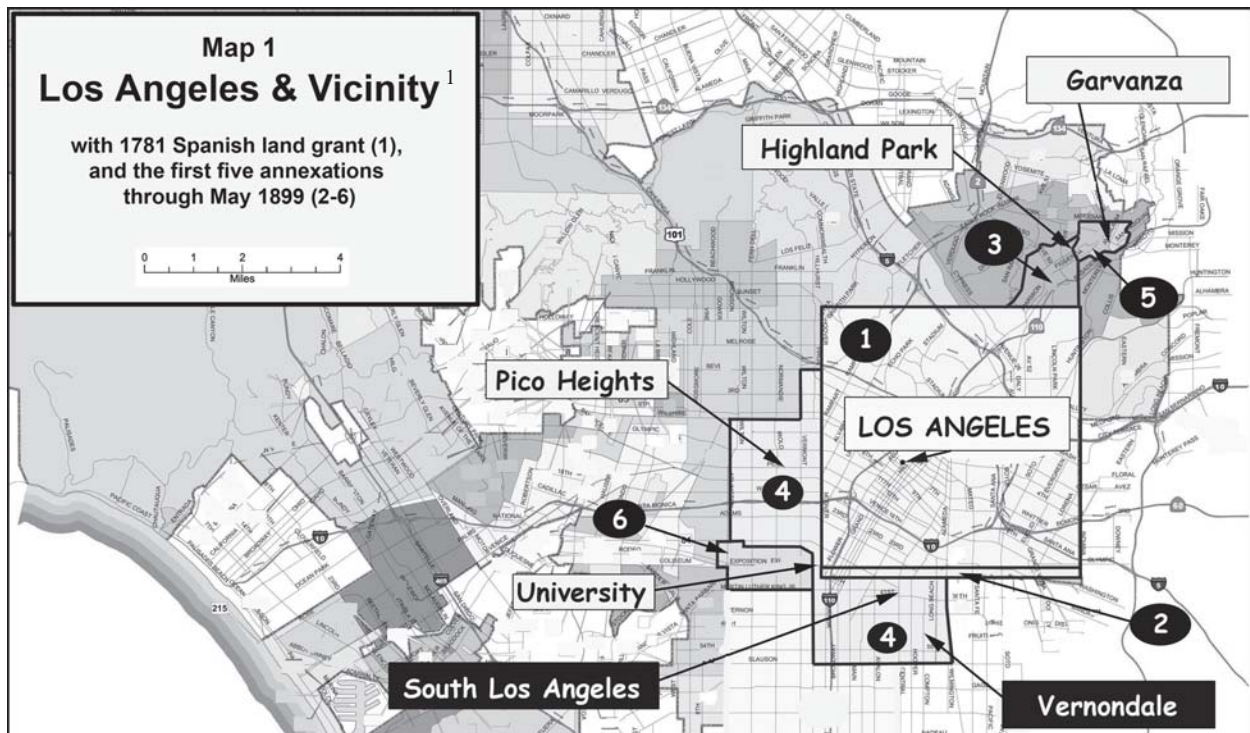


Figure 1 The Main Los Angeles post office located in the Federal Building in 1893.



¹The Main Los Angeles post office is shown in the Spanish land grant area. The remaining post offices were all converted to Los Angeles stations when their areas were annexed to the city.

moved fifteen times between 1852 and 1893, when it finally found its first permanent home at the corner of Main and Winston Streets. *Figure 1* illustrates the Federal Building that housed this post office. The post office had just moved to this site in June 1893 from its former location on Broadway near Sixth Street.

The postal receipts of the early years of the Los Angeles post office can be ascertained by examining the postmaster compensation records. The top half of *table 3* shows these numbers for fiscal years 1851 through 1869. At this time, the federal government's fiscal year ended on June 30. The bottom half of *table 3* shows the fiscal year ended June 30, 1869 receipts from seven of the larger offices in California. The source of these figures is the *Official Register of the United States (OR)*. It contains a list of officers and employees in the civil, military and naval service. It was published in two volumes in odd-numbered years. The second volume listed all the members of the Postal Service. This volume was only published through 1911, which for the purposes of this series, does not present a problem. Postmaster compensation at the larger offices was a portion of the total receipts. The balance of the receipts went to the POD. When receipts reached a certain level, PM compensation capped out at a statutory limit. This was normally in multiples of \$100. This happened in fiscal year 1865 in Los Angeles, when the limit for this class of office was

\$1,300. After 1869, the "balance due to U.S." amounts were not shown. Therefore, one cannot ascertain the receipts from these registers.

The earliest fiscal year shown in the *Official Register* for Los Angeles is 1851. No receipts are shown. This is explained by a footnote that says there were no returns for this period. As the post office had been operating from at least February 1850, there should have been a full year's worth of receipts for the period from July 1, 1850 to June 30, 1851. Also, one would assume that PM Pugh received some compensation. The term "no returns" means that the POD did not get any paperwork from PM Pugh relating to the receipts of this office. In the next fiscal year shown in the *Official Register*, PM Stanford only submitted reports for two quarters. He received compensation of \$52.26, sending the \$77.06 balance of the receipts to the POD. The first full year shown in the *Official Register* was for fiscal year 1855, when PM Waite received \$392.16 in compensation, with the \$219.35 balance of receipts to the POD. This means that the total receipts for the earliest full fiscal year shown in the OR was \$611.51. Los Angeles finally reached \$1,000 in annual receipts in 1861. From 1855 to 1869, total receipts went up by almost 500%, topping out at \$2,917.36 in fiscal year 1869. There was no pattern to this almost quintupling of receipts during this period.

FYE June 30	PM Compensation	Net Proceeds/Balance due U.S.	Total Receipts = PM Comp. & Net Proceeds/Balance to U.S.	Increase (Decrease)	Notes
1851					No returns
1853	\$52.26	\$77.06	\$129.32		Two quarters
1855	\$392.16	\$219.35	\$611.51	136.43%	1
1857	\$373.71	\$334.62	\$708.33	15.83%	
1859	\$362.92	\$303.48	\$666.40	(5.92%)	
1861	\$823.17	\$657.04	\$1,480.21	122.12%	
1863	\$964.05	\$1,608.88	\$2,572.93	73.82%	
1865	\$1,300.00	\$841.64	\$2,141.64	(16.76%)	
1867	\$1,300.00	\$1,439.13	\$2,739.13	27.90%	
1869	\$1,400.00	\$1,517.36	\$2,917.36	6.51%	

Note:

1. The percentage increase for 1855 is based upon the annualized receipts from 1853.

Table 3 Top: Annual receipts of the Los Angeles post office for fiscal years 1851 through 1869.

City	Amount
S.F.	\$252,670.74
Stockton	\$6,548.54
San Jose	\$6,527.76
Los Angeles	\$2,917.36
Oakland	\$1,482.47
Monterey	\$398.05
San Diego	\$281.56

Table 3 bottom: Annual receipts of selected California post offices for fiscal year 1869.

Some two-year periods actually experienced small decreases in receipts, while others had increases as high as 122%.

The bottom half of *table 3* shows the relative size of the annual receipts for fiscal year 1869 for Los Angeles and six other selected California post offices. As could be expected, San Francisco had the most receipts in the state at \$252,670.74. The next closest city was Stockton at \$6,548.54, a mere 2.6% of San Francisco's volume. This was closely followed by San Jose, with about as many receipts as Stockton. Los Angeles came in fourth, with about half the receipts of San Jose or Stockton. The final two cities shown are Monterey and San Diego. Even though Monterey was the second city to have a post office established in the state, its growth was very slow. It did not reach \$1,000 in annual receipts until fiscal year 1883. San Diego reached this point in fiscal year 1873. Los Angeles was the largest city in Southern California in 1869, but its postal receipts were less than one percent of those of San Francisco.

Eleven months after the last fiscal year the OR showed net proceeds due to the U.S., the Los Angeles post office began using a canceling device that misspelled the name of the city as Los Angelos. An example of this circular date stamp (CDS) is shown in *figure 2*. This cover has the corner card of A.C. Chauvin, a "Wholesale and Retail Dealer in choice Family Groceries", whose place of business was 70 Main Street in downtown Los Angeles. The date in the CDS reads Jun 3, with no year date. It was addressed to Centreville, Alameda Co., California. This cancel has been reported from 1870 through 1875. It is the fourth handstamp canceling device recorded from Los Angeles, and the only

misspelled one known. This apparent misspelling may not necessarily be an accident. In several early histories of Los Angeles and even some postal records, it was spelled Los Angelos.

The Introduction of Free City Delivery

From the earliest days of the POD, the goal was to make a profit. The revenues it collected were supposed to cover the cost of the services it supplied. By the middle of the 19th century, however, this focus was changing. The POD began to be recognized as a service institution for the promotion of the general welfare. Its mission statement now was to maintain a speedy and secure means of communication as a matter of national policy.

The idea of free city delivery was first suggested in 1862 by Joseph Briggs, a postal clerk in Cleveland, Ohio. He received the permission of the local postmaster to test out his ideas. This postmaster did not inform the PMG of this experiment. Luckily, the trial proved to be very successful, both in terms of the public's enthusiasm and its cost effectiveness. Some of the advantages of free city delivery to the public were: it was more convenient than going to the general delivery window, it was more accurate and thorough and it reduced the number of dead letters. Some of the advantages of this service to the post office were: it diverted many letters to the postal service that were formerly delivered by private express companies and mail messengers, and it stimulated the mails (especially local correspondence), which increased the revenue in general (and even more so on postage used on local matter).



Figure 2 This cover displays an example of the circular date stamp that spelled the name of the post office LOS ANGELOS. It dates from between 1870 to 1875.

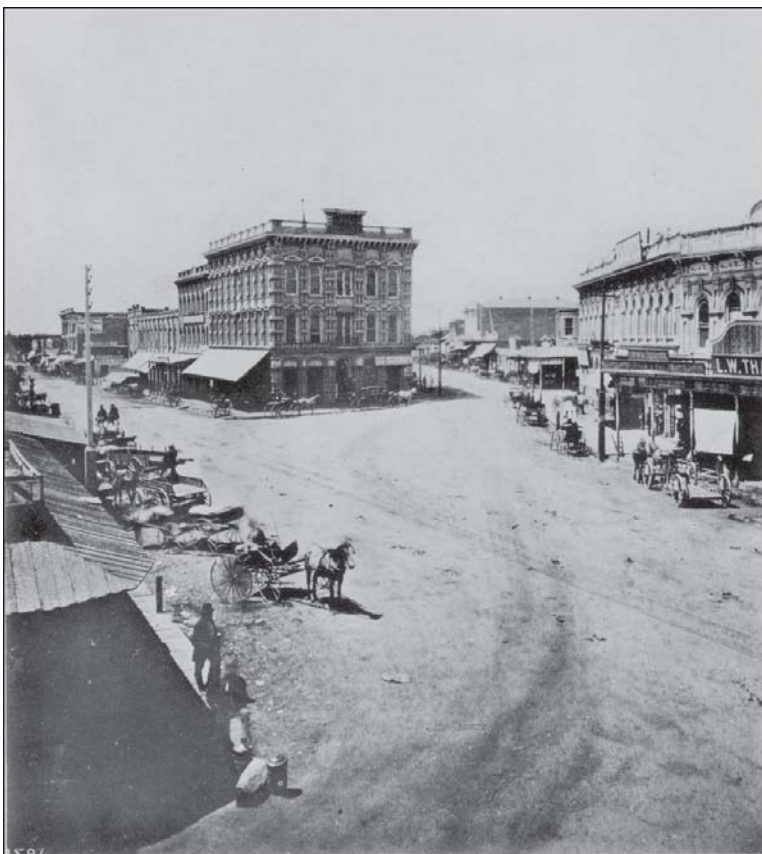
Congress was impressed with the results, and passed the Act of March 3, 1863, authorizing the establishment of free city delivery. Initially, 49 post offices with 450 carriers began service effective July 1, 1863. By the end of the first year there was service in 66 cities. In order to qualify for this service, a post office had to have a population of at least 50,000 people as reported in the last national or state census. The PMG also had the authority to establish this service at any post office as he may direct. The initial cost to get the service going was \$300,000. It turned a profit in the

very first year of operation. In the fiscal year 1862, per capita spending on mailing first class matter was twenty-five cents. This amount was only one cent higher than in 1837, when this figure was first recorded. By the end of the first year of free city delivery, this figure jumped to 33 cents. By the end of the second year, the figure rose to 42 cents, despite the ongoing Civil War.

Besides the fiscal success of the new service, there were some other benefits as well. In order to qualify for free city delivery, proper numbering of houses and proper naming of streets was required. Every intersection had to have the names of the streets in plain view. The streets needed to be lighted and the sidewalks needed to be paved. A postal inspector was sent to out to make sure these things were in place. He would then divide the area into letter carrier districts to facilitate the delivery of the mail. He would also figure out the best locations for street letter collection boxes.

The number of post offices qualifying for free city delivery increased at a fairly slow rate. In fiscal year 1879, only 88 offices had this service. This was an increase of only 22 offices in fifteen years. In order to bring the service to more cities, Congress passed a law on February 21, 1879. This law changed the qualification for the establishment of this service to all cities with a population of 20,000 people at the last national or state census, or gross postal receipts of at least \$20,000 in the preceding fiscal year. Under these new rules, sixteen new cities qualified for free city delivery in the very first year.

By the early 1880's the people of Los Angeles were anxious to get free city delivery for themselves. In April 1882, Los Angeles Postmaster Dunkelberger first contacted the PMG about qualifying for this service. He tried to make his case, citing the fact that the annualized gross postal receipts for the quarter ending March 31, 1882, were approximately \$30,000. (The last U.S. census was in 1880 and California was not conducting state censuses at this time). The population of Los Angeles was only 11,200 then, too low to qualify for free city delivery.) Postmaster Dunkelberger requested four city carriers, two pedestrian ones for the heart of the city, and two mounted ones for the outlying areas. He was turned down, as the qualifying postal receipts had to be from a full fiscal year, not extrapolated from one quarter.



*Los Angeles intersection of Spring and Temple streets, circa 1880.
(Source: Title Insurance & Trust Company, Historical Collection, Los Angeles)*

Postmaster Dunkelberger was frustrated. The Main Post Office was bursting at the seams. There were no more post office boxes available. The only other way to pick up ones mail was to go to the general delivery window. There were three clerks there, but the line was so long it stretched into the street. The City of Los Angeles conducted school censuses back then, and the one for 1883 showed about 22,000 people living within the city limits. Unfortunately, this census was not recognized by the PMG.

This situation would be remedied soon. The postal receipts for the fiscal year ending June 30, 1883, were about \$37,000. On August 17, 1883, the PMG officially announced that Los Angeles would get free city delivery effective on the first of October 1883. (Coincidentally, this is the same date that the domestic first-class rate on the first half ounce was reduced from three cents to two cents.) Only four other cities qualified for free city delivery the same year as Los Angeles: Chattanooga, TN; Montgomery, AL; Ottumwa, IA; and Scranton, PA. This brought the total number of cities with this service up to 159, with 3,890 carriers.

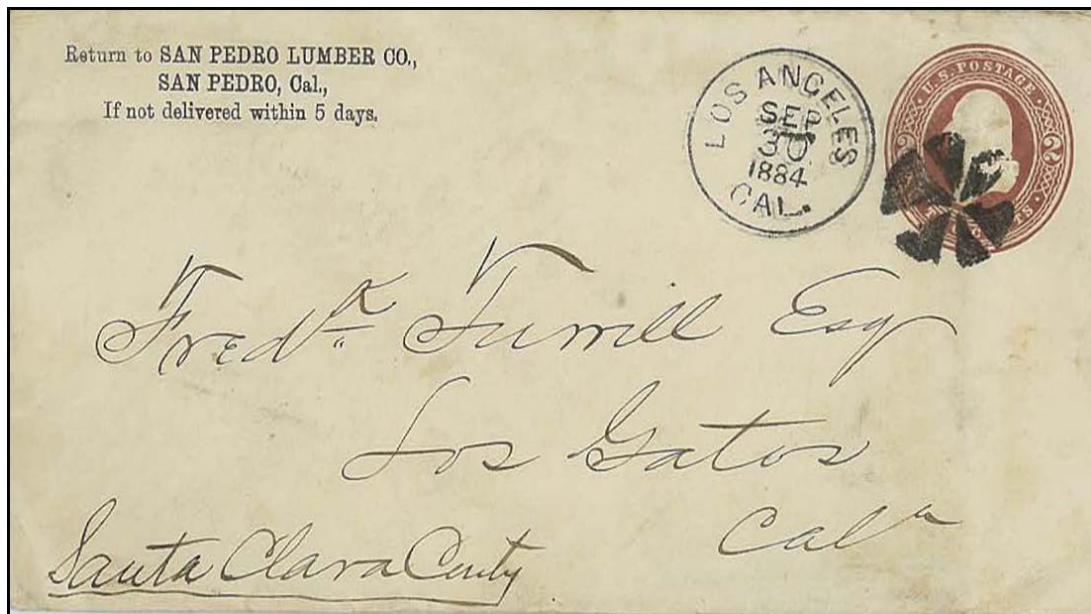


Figure 3 A San Pedro Lumber Company cover postmarked in 1884—the first year of free city delivery in Los Angeles.

The PMG authorized eight city carriers (PM Dunkelberger only requested five). He also authorized one delivery per day (plus two per day in the business section) when only one delivery per day was requested. All the carriers were to be on foot, though. No mounted carriers were allowed.

Fifty mail collection boxes were ordered, with twenty-five installed immediately. There would be two collections per day. (The introduction of the first street collection boxes predated the start of free city delivery by five years. They first appeared in 1858 in New York City and Boston.)

There is one VERY important thing that needs to be emphasized about free city delivery: just because a city qualifies for it does not mean that all the residents will get it. There were limits on how much money was appropriated by Congress each year. Often times there were not enough funds to cover all the streets in a particular city. This was the case in Los Angeles.

There were over 100 applicants for the eight city carrier positions. Postmaster Dunkelberger was at the post office one day and saw a long line of people near the application window. He asked one of them about the carrier job and was surprised to learn that the man was not an applicant for the position. He said to the man, “I thought every able-bodied man in town wanted to be a letter carrier and wear a government uniform.”

The initial canceling device used when free city delivery was inaugurated in Los Angeles is shown in *figure 3*. This cover was mailed on September 30, 1884, and bears the corner card of the San Pedro Lumber Company. It consists of a CDS and separate cork or wood killer. The reported years that this device were used are 1884 and 1885. It was the eighth handstamp device to be used in Los Angeles, not counting special service markings such as “registered”, “money order branch”, etc.

Starting in 1885, the second year of free delivery service, the volume of mail handled by the Los Angeles post office increased over 38% from the preceding year.



Main Street Los Angeles looking north from the Temple Block, 1884. (Source: Title Insurance & Trust Company, Historical Collection, Los Angeles)

Year Ending June 30	Carriers	Delivered								
		Mail		Local		Total		Registered Letters	Newspapers, Etc.	Total
		Letters	Postal Cards	Letters	Postal Cards	Letters	Postal Cards			
1884	6	321,238	46,286	42,410	15,839	363,648	62,125	1,109	232,927	659,809
1885	8	463,043	50,553	45,771	26,331	508,814	76,884	2,313	326,454	914,465
1886	11	600,253	61,693	57,459	33,841	657,712	95,534	1,297	486,929	1,241,472
1887	15	1,136,684	110,645	99,903	65,994	1,236,587	176,639	4,021	829,286	2,246,533
1888	26					2,224,104	293,501	4,798	1,167,179	3,689,582
1889	34					3,085,903	324,274	21,522	2,141,652	5,573,351
1890	34					3,036,509	344,592	13,771	2,203,843	5,598,715
1891	34					2,744,580	425,873	12,826	2,064,265	5,247,544

Year Ending June 30	Collected							
	Local Letters	Mail Letters	Local Postal Cards	Mail Postal Cards	Total		Newspapers, Etc.	Total
					Letters	Postal Cards		
1884					299,880	55,125	25,928	380,933
1885					413,415	68,551	37,778	519,744
1886					513,351	67,516	48,352	629,219
1887					968,909	131,668	102,287	1,202,864
1888	196,217	1,993,870	139,011	174,461	2,190,087	313,472	274,890	2,778,449
1889	424,495	2,883,072	229,239	269,125	3,307,567	498,364	283,952	4,089,883
1890	369,490	2,625,614	223,184	272,127	2,995,104	495,311	286,888	3,777,303
1891	495,951	2,522,861	209,175	235,918	3,018,812	445,093	387,579	3,851,484

			Cost Of Service							
Year Ending June 30	Pieces Handled		Total	Per Piece		Per Carrier	Postage on Local Matter	Profit or (Loss)	Change in Volume	
	Total	Per Carrier		Los Angeles	National Average				Amount	Percentage
1884	1,040,742	173,457	\$3,113.50	\$0.0030	\$0.0023	518.92	\$2,029.66	(\$1,083.84)		
1885	1,434,209	179,276	\$5,891.43	\$0.0041	\$0.0023	736.43	\$3,114.43	(\$2,777.00)	393,467	37.81%
1886	1,870,691	170,063	\$8,423.19	\$0.0045	\$0.0022	765.74	\$4,887.09	(\$3,536.10)	436,482	30.43%
1887	3,449,397	229,960	\$12,170.73	\$0.0035	\$0.0022	811.38	\$7,964.36	(\$4,206.37)	1,578,706	84.39%
1888	6,468,031	248,770	\$16,451.29	\$0.0025	\$0.0020	632.74	\$13,311.38	(\$3,139.91)	3,018,634	87.51%
1889	9,663,234	284,213	\$27,121.71	\$0.0028	\$0.0022	797.70	\$21,485.25	(\$5,636.46)	3,195,203	49.40%
1890	9,376,018	275,765	\$31,660.29	\$0.0034	\$0.0024	931.19	\$22,446.68	(\$9,213.61)	-287,216	(-2.97%)
1891	9,099,028	267,618	\$32,014.97	\$0.0035	\$0.0025	941.62	\$21,757.80	(\$10,257.17)	-276,990	(-2.95%)

Table 4 Statement showing the number of carriers in service June 30 of each year, the amount of mail delivered & collected, the number of pieces handled, etc. at the Los Angeles Post Office per the Annual Report of the PMG.

Table 4 shows a recap of the 1884-1891 reports for Los Angeles that appeared in the Annual Report of the Postmaster General. (After 1891 this level of detail was no longer shown.) It is entitled the "Statement Showing the Number of Carriers in Service on June 30 of each Year, the Amount of Mail Delivered and Collected, the Number of Pieces Handled, etc.". As can be seen on the lower righthand corner of this table, mail volume increased 30% in 1886, accelerating to 84% in 1887 and 88% in 1888. The increase slowed down a bit to 49% in 1889, before decreasing about 3% a year in 1890 and 1891.

The bottom center portion of *table 4*, labeled "cost of service", shows the average cost to process a piece of mail matter at Los Angeles compared to the national average. The cost at Los Angeles was higher than the national average for the entire period covered in these detailed Annual Reports. For instance, in fiscal year 1891, the national average was a quarter of a cent (\$.0025), while Los Angeles' average was a bit over a third of a cent (\$.0035). This meant that it cost 40% more to process a piece of mail matter in Los Angeles than the national average. The formula used to calculate the profit or loss at a post office was the revenue generated by postage on local matter less the cost of the free city delivery service. The higher average processing cost at the Los Angeles post office is reflected in the losses incurred for every year covered in these Annual Reports. Just to the right of the "cost of service" section of *table 4* we see that in the first year of Los Angeles' free city delivery service, the loss was \$1,083.84. There was an increase in the deficit in almost every year, until it hit \$10,257.17 in fiscal year 1891.

The Land Boom of 1886-1888

The large increase in mail volume (and population) experienced by Los Angeles in the mid-1880s had a number of causes. The train fare wars are commonly cited as the underlying cause of this growth. There were other mitigating factors in play that, combined with the lower train fares, were responsible for this phenomenal growth.

In 1875, Southern Pacific completed its line into Los Angeles, connecting it for the first time to the East. There was no competition from any other railroads until the Atchison, Topeka and Santa Fe, operating over Southern Pacific lines, made its way into Los Angeles in 1883. Even prior to this, there had been an ever increasing interest in Southern California throughout the country. Local Chambers of Commerce, and commercial groups like Boards of Trade, had been promoting the benefits of living in the southern half of the Golden State for a number of years. They published items such as tropical

images of the area in January, labeling them as "Mid-winter" views. They promoted agricultural products with attractive fruit and vegetable labels. Various descriptions written by travelers, residents and in popular fiction emphasized the natural beauty seen there. Southern Pacific also gave the area lots of free publicity to increase the use of its services. The health-giving aspects of the dry, mild climate were made known to the residents of the not-as-fortunate areas in the rest of the country. (The author's great-grandparents left New York City in the 1870s and moved to San Diego for health reasons.) There were also opportunities for investment, work, and home and land ownership.

By 1884, there was no real influx of people into Los Angeles. The one-way fare from the Mississippi River area was \$100, and roundtrip was \$150. In 1885, roundtrip fares had dropped to \$125. The Atchison, Topeka and Santa Fe Railroad completed its own line into Los Angeles in November 1885. By early 1886, the roundtrip fare from Kansas City only dropped a bit, to \$100. Later that year the real fare war began, with roundtrip prices as low as \$25. By early 1887, they had gone down to \$5, hitting an all time low of \$1 on March 6, 1887. The fares started to go up again after this, returning to the old rates by 1888. Besides the huge increases in population and postal business, real estate prices went through the roof. There was a 300% increase in the value of real estate from 1885 to 1888, brought about by normal demand and by a number of speculators. Thousands of the people who came west remained. The vibrant economy flourished even after the land boom ended. Directly following this boom, another one occurred. This time it was a building boom, which lasted from 1888-1889. Los Angeles was growing at an unprecedented rate, and the post office needed to adjust to it.

Los Angeles' Unofficial Postal Stations of 1886-1887

The first postal stations in operation in this country were established in New York City in 1857. Congress did not formerly authorize them until 1862, though. This Act gave the PMG the authority to establish stations where the local conditions warranted it. The intent was to relieve the congestion at the main post office, and make it more convenient for the public to conduct their postal business at a location that was closer to where they worked or resided.

By the mid-1880s, the increased population brought about by the land boom in Los Angeles had put a strain on the local postal system. In addition to the rapid increase in the number of permanent residents, over

Nine stations have been established where mail may be sent or mailed and stamps bought. A and B Stations are authorized by the United States, and each is in charge of a Superintendent. The other stations are not authorized by the Department, but are simply for the accommodation of the residents of the outskirts of the city. They are located as follows:

- A—1030 Downey avenue, East Los Angeles.
- B—East First street, between Cummings and State streets, Boyle Heights.
- C—Corner of Hoover and Washington streets, West Los Angeles.
- D—Southwest corner Temple and Union avenue.
- E—1666 South Main street.
- F—Corner of Belmont avenue and Diamond street.
- G—Corner of Seventh and Warren streets.
- H—Corner of Main and Adams streets.
- I—Corner of Seventh street and Union avenue.

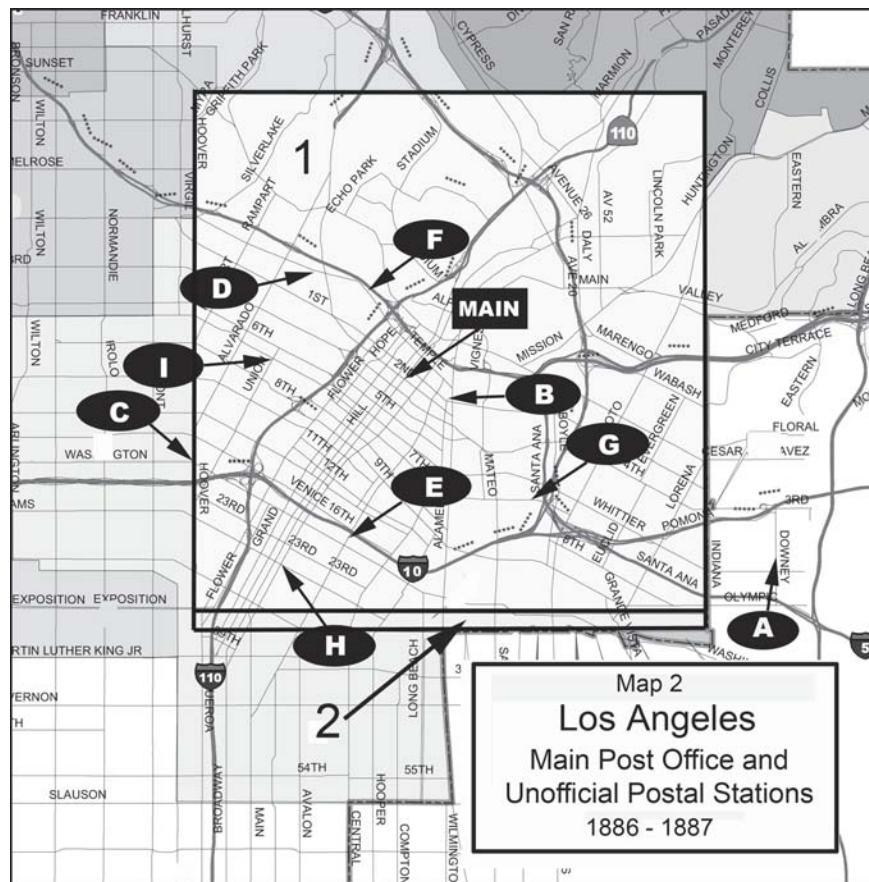
Figure 4 Portion of the post office section of the 1888 Los Angeles City Directory dealing with stations.

200,000 visitors had come to the area during the land boom years. The PMG was slow in taking action to remedy this situation. In 1886, Los Angeles PM Green authorized the establishment of six unofficial lettered stations: A, B, C, D, E and F. The 1887 Los Angeles city directory, which was published in the fall of the preceding year, made note of this. The following year, PM Green's successor, PM Pruess, established three additional unofficial lettered stations: G, H and I. (By this time, according to the city directory, the PMG had authorized the first two stations, A and B.) *Figure 4* shows a copy of a portion of the post office section from the 1888 Los Angeles city directory which explained the situation at these stations. This section reads:

Nine stations have been established where mail may be sent or mailed and stamps bought. A and B Stations are authorized by the United States, and each is in charge of a Superintendent. The other stations are not authorized by the Department, but are simply for the accommodation of the residents of the outskirts of the city.

Map 2 shows the location of these nine stations and the Main Post Office at the end of 1888. *Map key 2* shows the addresses of these stations and the Main Post Office. The stations are spread out in an effort to cover the areas where the higher concentrations of people lived. Station C was located on the western border of the city limits, close to the

University of Southern California (which opened its doors in 1880). Most significant was the location of Station A. It was situated outside of the southeastern border of the city limit on Downey Avenue. Interestingly, this area never became part of Los Angeles. Its location in 1886, when it was unofficial, was in the same place when it was authorized by the PMG, as was station B. The official procedure for establishing a station was to have a POD inspector conduct an investigation. This would have included, among other things, the proposed location of the station. The author cannot explain why it appears as if the PMG allowed a station to be established outside of the city limits. In fact, the *Postal Laws and Regulations (PL&R)* did not allow this until 1896. (This subject will be discussed in detail in the second part of this series when it first came into play.)



Station/Annexation	(Re)Established or Moved			Location
	Year	Month	Day	
Grant - 1	1781			
Southern Extension - 2	1859	8	29	
Main Post Office				287-289 N. Main St.
A	1887	CD		601 S. Downey Ave., East Los Angeles
B	1887	CD		520 E. First St., Boyle Heights
C	1887	CD		Corner of Hoover & Washington Sts., West Los Angeles
D	1887	CD		End of Temple Street Cable Railway @ Union Ave.
E	1887	CD		1666 S. Main St.
F	1887	CD		Corner of Belmont Ave. & Diamond St.
G	1888	CD		Corner of 7th & Warren Sts.
H	1888	CD		Corner of Main & Adams Sts.
I	1888	CD		Corner of 7th St. & Union Ave.

Notes:

1) CD = Per the Los Angeles city directory.

The official establishment date given in post office records for Stations A and B was June 1, 1888. In the *History of California Post Offices* by H. E. Salley, the establishment date for these two stations is given as March 2, 1887. Salley does not give the source of this information, and has since passed away. The fact that the 1888 city directory (which was published around September 1887), states that Stations A and B were authorized by the PMG lends credence to Salley's establishment dates. No postmarks have been recorded for either station prior to the date given in the postal records. This issue will have to be the subject of future research.

There are no postmarks recorded for any of the lettered stations prior to their official establishment dates. Eventually, the PMG authorized stations with the letters A through H. There was never an official Station I, though. Also, a Station J did exist, but there is no record of its establishment. In Salley's California postal history book, it is noted that Station J was discontinued when its name was changed to Pico Heights Station on July 1, 1898. There it is noted that it was discontinued when its name was changed to Pico Heights Station on July 1, 1898. The notation goes on to say that its establishment date is unknown. Further examination of the postal records by this author revealed that Station J was established (or re-established) through a name change on March 1, 1898, when Station 6 was discontinued. Station J does appear in the 1898 Los Angeles city directory, indicating that it was probably in operation at least as early as the fall of 1897. There was no mention of it being an unofficial station, though. Since Stations A through I were created as unofficial stations, it may be that Station J was also an unofficial station. This also bears further research.

Los Angeles' Official Postal Stations of 1888-1895

As stated above, the first Los Angeles stations were officially established on June 1, 1888. On this date,

Stations A & B opened for business. Station A was still outside of the city limits, located about four blocks north of its unofficial site. By 1893, it was essentially back to where it was in 1886. Station B had moved 16 blocks east of its unofficial location.

The 1888 city directory was the last one to list any unofficial stations. Though the population of Los Angeles doubled from 1888 to 1896, no new territory had been added to the city since 1859. The first significant annexations did not occur until late 1895 and early 1896. Map 3 shows the Main Post Office location, as well as those for the seven official stations just before the annexations of 1895 and 1896. The Highland Park annexation happened on October 18, 1895, while the Southern and



Station/Annexation	(Re)Established or Moved			
	Year	Month	Day	
Grant - 1	1781			
Southern Extension - 2	1859	8	29	
Main Post Office				S. Spring & 8th Sts.
A	1894	CD		531 Downey Ave., East Los Angeles
B	1893	CD		Chicago & First Sts.
C	1889	11	1	Pico House Bldg. (400 N. Main St.)
D	1890	6	1	1200 W. Washington St.
E	1895	CD		1657 Temple St.
F	1894	9	15	523 W. Washington St.
Highland Park - 3	1895	10	18	
Southern & Western - 4	1896	4	2	

Notes:

1) CD = Per the Los Angeles city directory.

2) Station R appeared in the 1893 Los Angeles city directory in error. It was established on August 1, 1906.

extolling the virtues of annexation. Editorials also were written supporting the idea of annexing these areas. As this was the first real attempt at annexation, the articles went into great depth explaining the benefits of becoming part of an incorporated city.

A major concern among the residents of the unincorporated areas was the economic consequences of becoming part of Los Angeles. They were rightly informed that no property in the annexed territory would ever be taxed to pay any portion of any indebtedness or liability of the city incurred before the annexation. They would no longer have to pay road or school taxes. Their insurance and water rates would also be lower. It was calculated that in 1894, that the average household would save \$24.30 per year if they became part of the city. The average annual wage of a factory worker in 1890 was around \$500. The savings from voting for annexation worked out to about half a month's salary.

In addition to monetary savings, there were other advantages to becoming part of a city. Los Angeles would get the road funds earmarked for the annexed territories. This would allow them to provide such items as paved sidewalks and graded and lighted streets. Other basic amenities would also be provided: free public schools; garbage disposal service; police and fire protection; and most importantly to this article, free city mail delivery.

One of the more eloquent arguments put forth in favor of annexation came from the Southwest Improvement Association. Among other things, this group stated, "This uniquely beautiful city has a clear destiny, manifest to all." They went on to say, "...the majority [of residents] have a strong wish to obliterate the various signs of village inferiority, and to unite their community fortunes completely with those of the inhabitants of the city."

The process of annexing new territories required a special election. In order to qualify for the ballot, a petition had to be signed by 20% of the qualified voters who resided within the city limits. When this had been certified, the voters from both the city and the proposed annexed territory went to the polls. A simple majority of both groups of voters was all that was needed to reject or accept annexation. The number of votes cast in this, and subsequent annexation elections, is surprisingly low. The population of Los Angeles was just shy of 100,000 people when this first election took place. Highland Park voted 31 for and 12 against annexation, a margin of victory of 19 votes. The residents of Los Angeles voted 305 for and 110 against annexing the Highland Park and University areas. The territory gained by Los Angeles from the addition of Highland Park was not very large.

It was only a little bit bigger than the prior annexation of 1859. The earlier addition was 1.20 square miles, versus the Highland Park annexation of 1.41 square miles. The Highland Park annexation is shown as addition number 3 on *map 1*.

The voters in the University area decided against annexation, by a margin of 18 votes. There was some controversy, as the votes cast by the students of the University of Southern California were contested. Ultimately, a judge threw their votes out. There were some special interest groups who lobbied against this area being annexed. Most notably, the liquor and gambling elements opposed it on economic grounds. Gambling was not allowed within the city limits, and liquor was more strongly controlled than in unincorporated areas. The annexation of the University area was successfully slowed down for several years due to the influence of these lobbyists.

The Southern and Western Annexation of 1896

Only five and a half months after Highland Park was annexed, another special election was called for in the area bordering the southwest corner of Los Angeles. It was a much larger area than the one just added, at 10.18 square miles. The University area, which had recently lost their bid to be annexed, was not included in this election. This area included the Pico Heights, Vernon and Rosedale neighborhoods. Once again, there was opposition to the annexation in these new areas by some of the same groups who lobbied against the University area becoming part of Los Angeles. The saloon element with the backing of the wholesale liquor dealers in the city were against any annexation once again. They were especially strong in the Vernon area.

This time a new special interest group made their wishes known – the railroads. Specifically, the Pacific Electric Company had an economic interest in blocking the annexation. The street car fares were set at five cents within the city limits of Los Angeles. The interurban rate between Los Angeles and the proposed annexed area was ten cents. If the annexation was voted in, these fares would effectively be cut in half. As Los Angeles was only 30 square miles in size at this point, the additional area represented an increase of 33%. The residences of the Pacific Electric Company's employees were concentrated in a few wards of the city.

The special election was held on March 21, 1896. The influence of the railroad company did not affect the votes cast in the city, where they approved the annexation with 678 for and 263 against. It was much closer outside the city. The cumulative vote of this entire area

Western annexation occurred on April 2, 1896. No stations were established or moved between these two annexations.

Like Station B, the other five stations were not located near their unofficial sites. In 1889, the Main Post Office was moved about four blocks south of its old location. This put it on the border of the central business district. There was a loud outcry from the business community, demanding a more convenient location. In response to this, the PMG established Station C on November 11, 1889. Despite the rapid growth of Los Angeles, it was 16 months between the establishment of the first two stations and Station C. This station was situated in pretty much the same location as the old Main Post Office. Station D was not established until June 1, 1890, seven months after Station C. It was located on the western border of the town, essentially replacing the old unofficial Station C.

The postal receipts for Los Angeles for fiscal year 1890 were the first year that over \$100,000 in revenue was generated. Table 5 shows the annual receipts for the Los Angeles post office from fiscal year 1890 through

FYE June 30	Receipts	Increase
1890	\$100,169.23	
1891	\$108,806.46	8.62%
1892	\$129,065.93	18.62%
1893	\$144,831.44	12.22%
1894	\$157,023.96	8.42%
1895	\$177,911.04	13.30%
1896	\$185,057.38	4.02%
1897	\$190,126.08	2.74%
1898	N/A	
1899	\$228,417.61	

Table 5 Receipts of the Los Angeles post office.

1899 (1898 was not available). The rates of increase went from a low of 2.74% in 1897 to a high of 18.62% in 1892. The population of Los Angeles increased about 100% during this nine-year period, going from about 50,000 people to over 100,000 people. The annual postal receipts experienced a similar increase. During this period, receipts went from a little over \$100,000 to over \$225,000, an increase of about 125%.

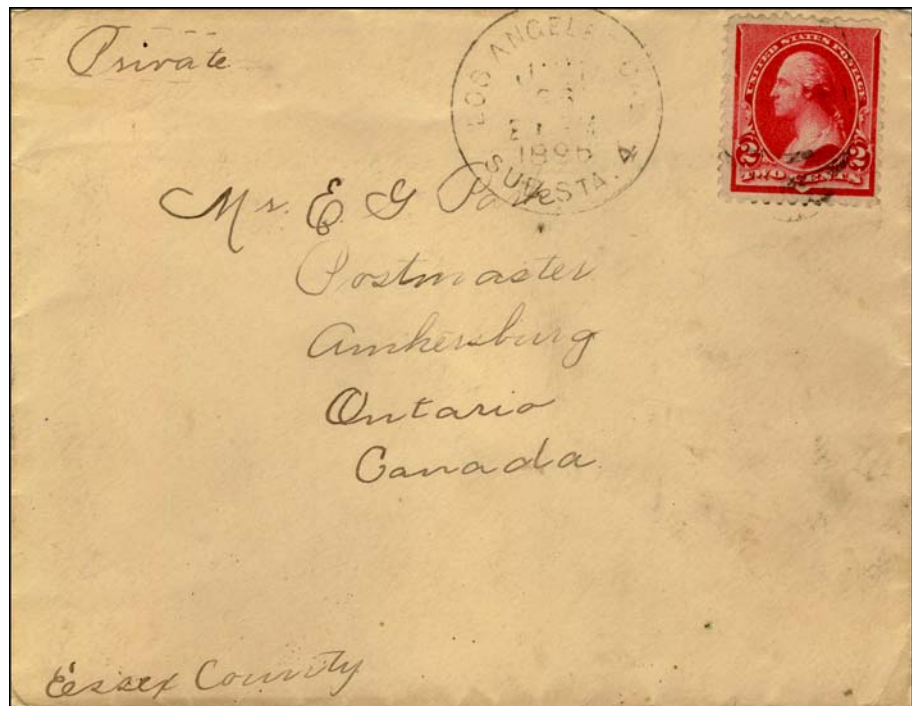


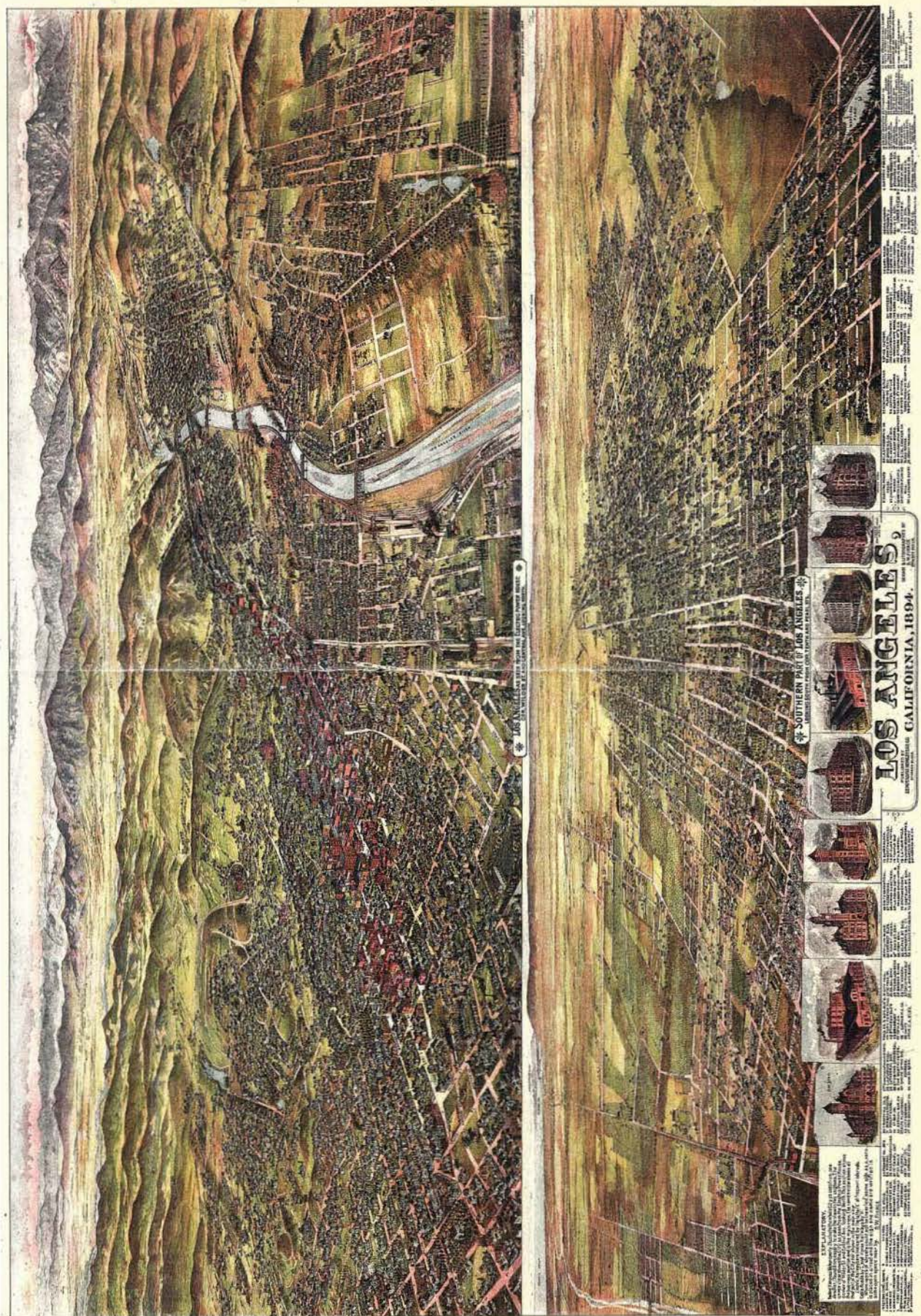
Figure 5 A scarce use of the Los Angeles Sub-station 4 duplex dating from 1896. (Courtesy of Dennis Pack)

Despite these increases in both population and annual postal receipts, no new stations were established from mid-1890 to the fall of 1894. At the end of this four-year period, two stations were established, both on September 15, 1894. Station E was situated near unofficial Station F's old location, while Station F's location somewhat covered the area previously served by unofficial Stations E & H. Map key 3 shows the address of the Main Post Office and the addresses and location establishment dates of the seven official stations as they existed in the Spring of 1896.

The Highland Park Annexation of October 1895

In the forty-five years since the establishment of the Los Angeles post office, only one square mile of land had been added to the original Spanish land grant. During the period under study in this series, there was one condition that always had to be followed in order to add new territory to a municipality. It did not matter whether the addition was brought about through annexation, consolidation, attachment, inclusion or exclusion. The new territory always had to be contiguous to the existing municipal boundaries.

The idea of adding additional territory began to circulate in early April 1895. There was some interest in adding the Highland Park and University districts, which bordered the northeast corner of Los Angeles and the western city limits, respectively. Articles from groups within both areas began to appear in the Los Angeles Times



would decide the outcome of the election. Of the three neighborhoods, Rosedale said yes by a margin of a single vote. Vernon said no by a margin of ten votes due to the influence of the “antis” from the liquor lobby. This left Pico Heights to decide the fate of the area, where they said yes by a margin of 32 votes. This meant that the margin of victory in the entire area was 23 votes. The Southern and Western area was formerly annexed on April 2, 1896, adding 15,000 additional people to the population of Los Angeles. This annexed area is shown as addition 4 on *map 1*.

The Special Postal Census of 1897

One of the major constraints on the development of the Los Angeles postal system was that the population was growing more quickly than the funds available to operate it. The POD made its appropriations for buildings, clerks and carriers in proportion to the receipts of the post office and the number of inhabitants in the city. In 1890, the population of Los Angeles was 50,395 people. Cities of 75,000 or more inhabitants were entitled to three classes of mail carriers. Carriers of the first class drew a salary of \$1,000 per annum; carriers of the second class \$800 per annum; and carriers of the third class \$600 per annum. Cities like Los Angeles, at this time, had only two classes of carriers: the second class at a yearly salary of \$850, and the third class at \$600.

By the time of the annexations of 1895 and 1896, Los Angeles PM Matthews was trying to come up with a plan to secure more funds for the post office. The general feeling, based on mail volume, receipts and the expansion of the territory of the city, was that the population by 1897 was around 100,000 people. The Los Angeles Times expressed its view of this situation by saying, “[How can one] attempt to give proper service to a city of 100,000 with a force and equipment based on a census report of 50,000?”

Postmaster Matthews did not want to wait until the next national census, which would have been in 1900, to get the funding he wanted. His proposed solution to this problem was to see if a special census could be conducted. The *PL&R* stated that in addition to the national census, a state census could also be used to establish appropriation levels. A number of states did conduct censuses in years ending in five at the time (1895, 1905 and 1915 for instance). California was not one of them. The *PL&R* made no provision for any census done on anything lower than the state level. With the support of the Los Angeles Chamber of Commerce, Board of Trade and Merchants and Manufacturers Association, he approached the POD with his census idea.

There was a prior precedent of sorts that could help make the argument that this special census should be recognized as official. When the national census for 1890 was completed, New York City complained that there had been an undercount. This was an important issue, as population figures were used to determine appropriations for a number of items. Also, the number of elected representatives was based upon population figures. In order to remedy this undercount, the Census Department authorized an official recount. The census takers were city policemen. This police census resulted in an increase of thousands of people to the population of New York City.

Postmaster Matthews gained the support of Postal Inspector Flint to conduct a special census. Flint convinced the POD to accept the results of the Los Angeles census as it would be a state or national one. In May 1897, the special postal census was conducted. The census takers were postal clerks and letter carriers. The results were startling - the population had more than doubled in the seven years since the last national census. The population now stood at 102,760 people.

The recognition of this census by the POD led to a number of improvements both to the postal system and the economy of Los Angeles. The economic benefits revolved around the addition of the higher first class carrier salaries at the Los Angeles post office. Now many letter carriers would receive a raise. The annual increase in appropriations for letter carrier salaries was \$6,800, not including the \$8,330 set aside for the eight additional letter carriers. This amounted to an annual infusion of \$15,130 into the local economy, a sort of 19th century stimulus package.

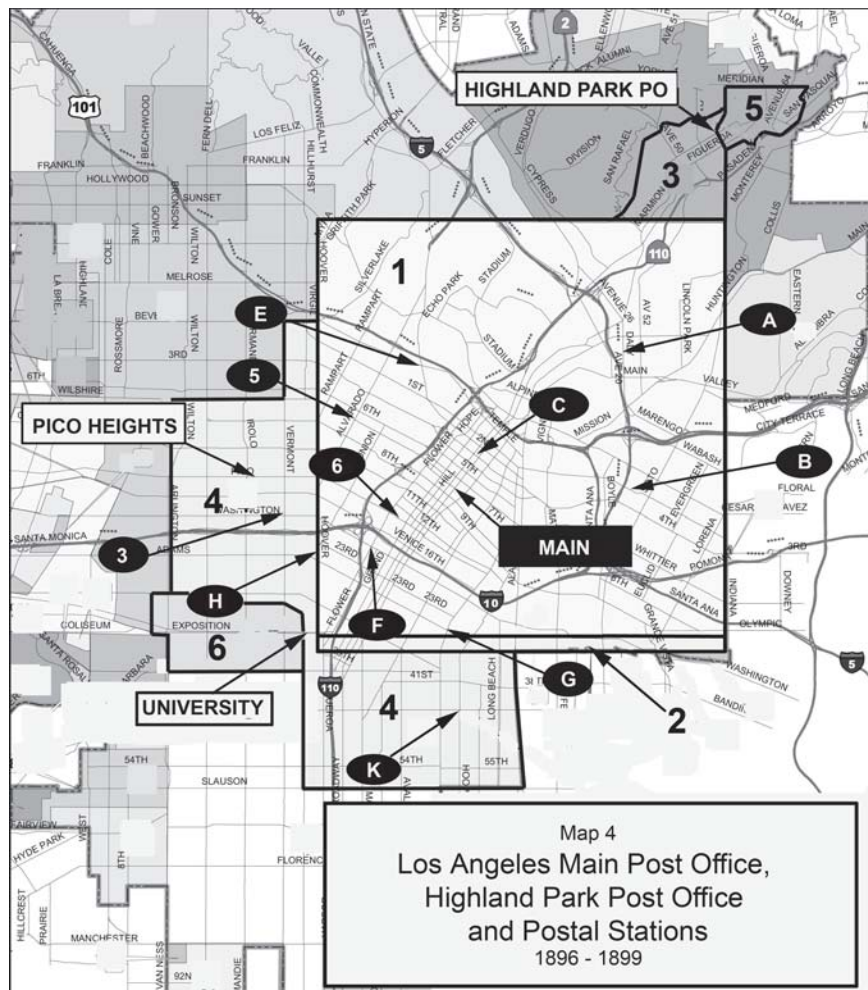
The postal system benefited from the increase of eight additional letter carriers effective July 1, 1897. This was the largest increase ever granted to any one office at one time. As mentioned earlier, when a city qualifies to get free city delivery, it does not mean that all residents will get it. Prior to the 1895 annexation, there were 6,760 people who lived within the city limits who did not have free delivery. The extension of the city limits, due to the 1895 and 1896 annexations, swelled this number to 16,850 people. The addition of the eight mail carriers gave free city delivery to all 16,850 people within the present city limits who were formerly outside the district covered by the mail carriers. Every resident of Los Angeles had free city delivery for the very first time.

The Post Office Department's Response to the Highland Park and Southern and Western Annexations

As a direct result of the addition of the eight new letter carriers on July 1, 1897, the entire city was redistricted, with new routes laid out. Postmaster Matthews wanted all residents who lived in a house in the new districts to put out boxes to receive their mail. He also wanted them to notify all their correspondents to direct their mail to their street and number effective the first of July.

The way the POD handled the independent post offices in the newly annexed areas, combined with the expansion of free city delivery in those areas is a fascinating case study in the allocation of limited resources. The following post offices were all discontinued and converted to Los Angeles stations on September 15, 1897: South Los Angeles, Vernondale, Pico Heights and University.

Map 4 shows the location of the Main Post Office and its stations as they existed just prior to the next group of annexations that took place in June 1899. First, let us look at the changes that occurred in the areas annexed in 1895 and 1896. The Pico Heights post office was located in the newly annexed area just west of the old city limit. When Pico Heights was discontinued, its name was changed to Station 6. On March 1, 1898, its name was changed to Station J. Four months later the name changed back to the original one: Pico Heights Station. All locations of these stations were on the 2700 block of West Pico Street.



Station/Annexation	(Re)Established or Moved			Location
	Year	Month	Day	
Grant - 1	1781			
Southern Extension - 2	1859	8	29	
Highland Park - 3	1895	10	18	
Southern & Western - 4	1896	4	2	
Main Post Office				S. Spring & 8th Sts.
3	1897	9	1	Washington St. near Vermont Ave.
5	1896	4	15	7th & Alvarado Sts. (694 S. Alvarado St.)
6	1897	9	15	Pico St. between F & G Sts.
A	1899	CD		112 S. Daly
B	1893	CD		Chicago & 1st Sts.
C	1897	4	5	363 Main St.
E	1895	CD		1657 Temple St.
F	1894	9	15	523 W. Washington St.
G	1897	9	1	2603 Central Ave.
H	1898	CD		2419 Hoover
K	1897	9	15	4399 Central Ave.
Pico Heights	1898	7	1	2721 W. Pico St.
University	1897	12	1	3457 Wesley Ave. @ 37th St.
Garvanza - 5	1899	6	12	
University - 6	1899	6	12	

Note:

At mid-1899 the following stations were not in operation (NCT = name changed to):

- Station 1 - NCT Station K
- Station 2 - NCT Station G
- Station 4 - NCT Station H
- Station 7 - NCT Station K
- Station D - NCT University Sta.
- Station J - NCT Pico Heights Sta.

The South Los Angeles and Vernondale post offices were located in the newly annexed territory just south of the old city limit. Please refer to *map 1* to see where they were located. Even though they were not located that close to each other, their operations were merged after they were converted to Los Angeles stations. When they were discontinued, South Los Angeles' name was changed to Station 7, while Vernondale's name was changed to Station 1. On March 1, 1898, Station 7 had its name changed to Station K.

Around this time Station 1 was absorbed by Station K. They were both briefly listed as separate stations in the city directories, but both their addresses were identical. Soon thereafter, only Station K was listed.

Another independent post office located in the newly annexed areas was Highland Park. The area it was located in was annexed on October 18, 1895. For some unknown reason, it remained as an independent post office for almost another six years. It did not become a station of Los Angeles until June 1, 1901.

University was the final independent post office that was converted to a Los Angeles station on September 15, 1897. It was located just 150 feet inside of the city limits, near the southwestern corner of the city. The University area that was involved in the special annexation election of October 1895 was located 150 feet west of the University post office.

After the University post office was discontinued, it was renamed Station D. Station D began operation as a temporary station authorized solely by Los Angeles PM Matthews. No orders to maintain this station were forthcoming from the PMG. Postmaster Matthews managed to keep this station open for almost another two weeks, finally closing it on September 28, 1897. There was a great outcry from the former patrons of the University post office. About 3,000 to 4,000 people were affected by this closure. Most of the patrons and businesses that used this office were located in the University area, just outside the Los Angeles city limits. They would now have to travel out of their way to use the facilities of other Los Angeles stations. This situation went on for more than two months, when on

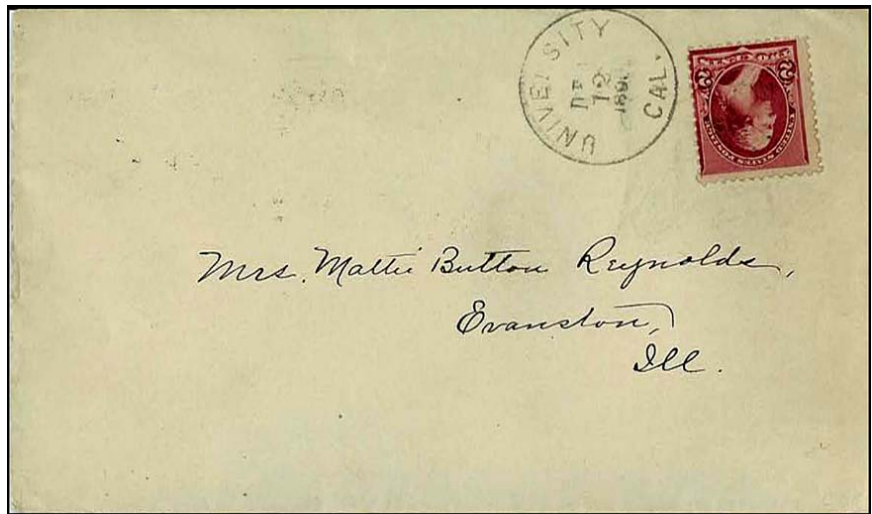


Figure 6 An 1890 postmark from the independent University post office. The office would be discontinued seven years later and converted to a station of Los Angeles.

December 1, 1897, University Station was opened for business. It was located on the site of the old University post office, just inside the Los Angeles city limits.

Figure 6 shows a cover from the period when University was an independent post office. The cover has a CDS cancel dated December 12, 1890, and is addressed to Evanston, IL. It is backstamped at Los Angeles on the same day. This shows that it was routed through Los Angeles, with the backstamp serving as a transit marking. University was established in 1882, and operated for 15 years before becoming a station of Los Angeles. *Figure 7* shows a cover from the third year of the operation of University Station. It is postmarked June 8, 1900, with a duplex handstamp, and addressed to San Diego, CA. The first style of Los Angeles station postmarks shows the station name at the top of the dial. *Figure 8* shows a post card with a different type of

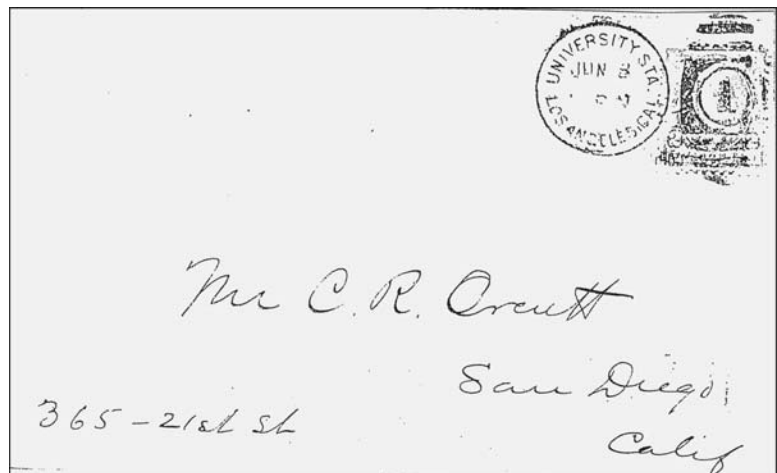


Figure 7 Early use of the University Station duplex from the spring of 1900. This was the first style of duplex cancel used at Los Angeles stations. It featured the station name at the top of the postmark dial.

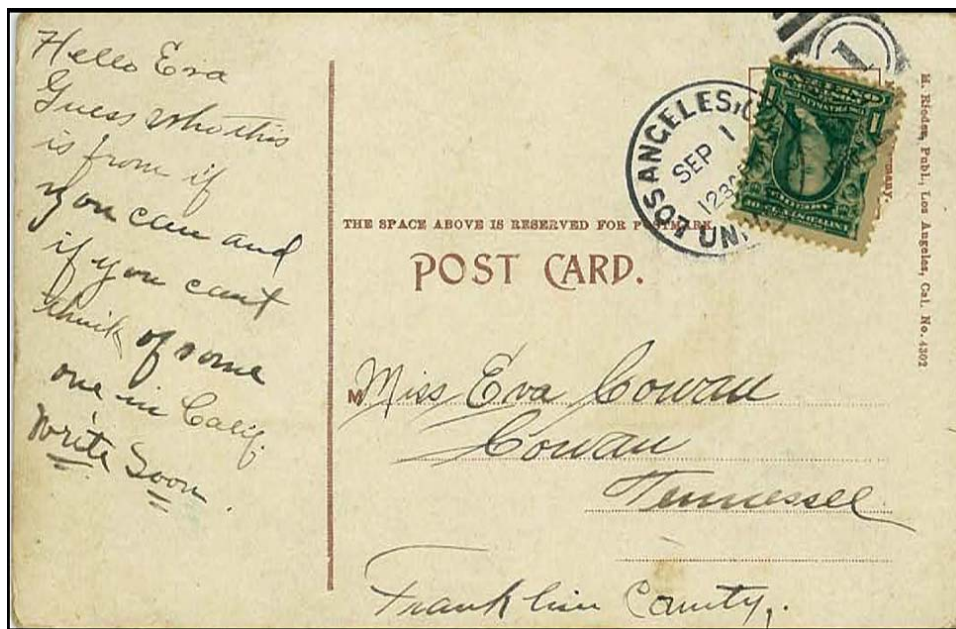


Figure 8 An example of the University Station duplex that featured the name of the station in abbreviated form at the bottom of the dial. It dates from 1908.

University Station duplex cancel. It is dated September 1, 1908, and addressed to Cowan, TN. The station name is abbreviated “Univ.” at the bottom of the dial.

Map 4 is the first one to have numbered stations, which were referred to as sub-stations in the 19th century. Map key 4 shows the addresses and establishment dates of the stations as they existed in June 1899. If the station was located at a new location at this time, the effective date for the move is shown. The first five sub-stations were all established on April 15, 1896. The sixth and seventh ones both began operating on September 15, 1897, the last sub-stations established in the 19th century. The next numbered station would not be established until almost eight years later. Sub-stations 1 through 7 were located both inside the old city limits as well as in the newly annexed areas. The only sub-station located in the newly annexed areas in the spring of 1899 was Station 3. It was initially within the old city limits. On September 1, 1897, it moved to a location about nine blocks southeast of Pico Heights Station. Only two sub-stations were located in the old city limits, numbers 5 and 6. As mentioned above, sub-stations 1 and 7 had their names changed to lettered stations. Sub-station 2 had its name changed to Station G on March 1, 1898. The remaining sub-station, number 4, had its name changed to station H at this same date. Figure 5, on page 22, shows a cover cancelled at sub-station 4 on June 28, 1896. Examples of Los Angeles sub-station markings are scarce. This one was open for less than two years during its first period of operation in the 1890’s. It did re-open in 1901, closing in 1903, only to open again in 1905.

The remaining stations located within the old city limits, that were in operation in early June 1899, were all lettered stations. At this point there were seven of them, A through C, and E through H. Station A was no longer outside the eastern boundary of the city. It was now located in the northeastern corner of the city. Most of the other ones were located in approximately the same locations as they were in April 1896, as shown on map 3. The only exception was Station G, located near the old south-

ern boundary of Los Angeles.

The next two annexations both occurred on June 12, 1899. This will be the starting point of the second part of this series.

Addendum

Los Angeles Sub-stations and Stations – Which Ones Were Located in Businesses?

Per POD practice, sub-stations were designated by numbers. This series, for the most part, has used the term “station” for the numbered postal units. Most of them were located in a variety of businesses, and run by employees or owners of such businesses. Dennis Pack has written extensively on them, and states that prior to 1898, the functions of these sub-stations were not clearly delineated. The sub-stations and regular stations both issued money orders, handled registered mail and sold stamps, stamped envelopes and postal cards. Some of the sub-stations even cancelled and delivered mail. The PMG finally specified the functions of the sub-stations in 1897, with the changes effective January 1, 1898. This redefinition caused some of them to be converted to stations around this time. Los Angeles had two sub-stations that fell into this category. The first one was Station 2, which was converted to Station G effective February 28, 1898. The other one was Station 6, which was converted to Station J on this same date. The sub-stations that were not converted to stations stopped canceling and delivering mail.

Station	City Directory Year(s)	Business
A	1896-1898	Drug store
A	1899	Not located in a business
B	1896-1899	Not located in a business
C	1896-1899	Not located in a business
D	1896-1899	West End Pharmacy
E	1896-1898	Grocery store
E	1899	Drug store
F	1896-1899	Grocery store
G	1898	Doyle & Son Grocery
G	1899	Drug store
H	1898-1899	Wood, coal, hay, grain, notions & real estate
J	1898	Clerk was a clergyman (He was transferred to Pico Heights Sta. in 1899)
K	1898-1899	Groceries, feed & fuel
Pico Heights Sta.	1899	Not located in a business; Clerk is a clergyman (was at Sta. J)
University Sta.	1898-1899	Not located in a business
1	1896-1897	O.K. Grocery
2	1896	Dr. Cutler's Pharmacy
2	1897	No listing
3	1896	Groceries
3	1897-1899	Consumers' Grocery
4	1896-1897	No listing
5	1896-1899	Groceries, tinware, wood, coal, hay & grain
6	1897-1899	No listing

Notes:

- 1) City directories were published around October of the preceeding year. Therefore, a 1896 CD listing would actually be for the year 1895.
- 2) No numbered stations listed in the 1898-1899 CD's.
- 3) City directories only showed clerks and superintendents for 1896-1899

Table 6 Businesses that had postal stations in them as listed in the Los Angeles city directories from 1896 through 1899.

One of the more interesting aspects of researching this series was seeing which businesses had stations in them. *Table 6* shows all the stations in Los Angeles during the period from 1896 through 1899. This beginning date is significant as the first numbered stations were established in the spring of 1896. The beginning year of this table was limited by the fact that it was the first year that postal clerks and superintendents were shown in the Los Angeles city directories. (This type of information was not available in any published postal reports.)

The methodology for figuring out where a station was located and the salary of the postal clerk or superintendent required several steps. First, city directories were consulted to see the listing of stations, which included their addresses and the names of the clerks. Second, the city directories were used to look up the clerks by name to see what their occupations were, what business they worked for, and their work and/or home addresses. If either of these addresses matched the address of the station in which they worked, then the assumption was made that the station was located in that business. Third, the Official Registers were consulted to see which clerks were listed in it in order to ascertain their annual salaries. There were several limitations to this process. The city directories did not always list the

clerks who worked at the various stations. If they did, sometimes this person would not be shown in the alphabetical listing of the residents of Los Angeles. Since the Official Registers came out every other year, a number of postal clerks who were shown in the city directories did not appear in these postal registers. Despite these limitations, many of the clerks were located.

As expected, the numbered stations with available information, were all located in businesses. Three of the numbered stations were located in grocery stores, some of which had their business names given (O.K. Grocery and Consumers' Grocery). Station 5 was located in a business that in addition to selling groceries, also carried tinware, wood, coal, hay and grain. The 1896 city directory showed that Station 2 was located in Dr. Cutler's Pharmacy. The two named stations were not located in a business, which is what one would expect.

The most significant thing about *table 6* is that many of the lettered stations were located in a business at some time from 1896 through 1899. Only Stations B, C and J were not located in a business. Station A was located in a drug store from 1896 to 1898. In 1899, it moved out of the drug store and was no longer located in any business. Stations E and G were also located in drug stores

at some point. Station D operated for the entire period covered by *table 6* at the West End Pharmacy. Grocery stores had Stations E, F and G in them. Station K was located in a business that sold groceries in addition to feed and fuel. Station H was located in the business with the most interesting variety of goods and service. This business sold wood, coal, hay, grain and notions, in addition to also being a real estate office.

The presence of so many stations in businesses raises the question of whether postal employees or private citizens ran them. *Table 7* may shed some light on this. It shows the Los Angeles postal clerks and superintendents, arranged by station, who were named in the city directories and/or the Official Registers for the period

from 1896 through 1899. It also shows their annual salaries. All the numbered stations only had a clerk in charge, all with an annual salary of \$100. Their low salaries indicate that these clerks were actually employees or owners of the businesses that housed these stations.

Of the five stations that never were located in a business, only three of them had salaries shown in the OR. (Stations B and J were the ones with no salaries shown). Station C was run by a superintendent (which is a good indication that this person was a POD employee), and had the highest annual salary of all the stations. It was \$800 in 1893 and 1895, rising to \$1,200 in 1897 and 1899. There were three other stations, which at some point, were located in a business, but no clerical salary information was available. These are Stations A, E & F.

Name	Position	Station	CD Year	OR YE 6/30	Salary
Kearney, J.	Clerk in Charge	1	1896-1897	1897	\$100
Cutler, G.A.	Clerk in Charge	2	1896		
Doyle, D.M.	Clerk in Charge	2	1897	1897	\$100
Lord, H.S.	Clerk in Charge	3	1896		
Wolf, J.	Clerk in Charge	3	1897	1897	\$100
Cole, F.E.	Clerk in Charge	4	1896-1897	1897	\$100
Willis, O.	Clerk in Charge	5	1896-1897	1897	\$100
Fasig, H.B.	Superintendent	A	1896		
Altar, G.C.	Superintendent	A	1897-1898		
Whitney, A.B.	Superintendent	A	1899		
Worland, Mrs. E.B.	Superintendent	B	1896-1898		
Worland, H.C.	Clerk in Charge	B	1899		
Thayer, W.F.	Superintendent	C	1896	1893-95	\$800
Thayer, W.F.	Superintendent	C	1897-1899	1897 & 1899	\$1,200
Brown, M.W.	Superintendent	D	1896-1899	1897 & 1899	\$500
Kenyon, J.G.	Superintendent	E	1896-1898		
Owen, F.D.	Superintendent	E	1899		
Schreiner, F.A.	Superintendent	F	1896		
Hughes, F.L.	Superintendent	F	1897		
Crew, J.H.	Superintendent	F	1898-1899		
Doyle, D.M.	Clerk in Charge	G	1898		
Fisher, Edwin C.	Clerk in Charge	G	1899	1899	\$300
Hannaman, P.M.	Clerk in Charge	H	1898-1899	1899	\$300
Morrison, A.B.	Clerk in Charge	J	1898		
Lewis, James C.	Clerk in Charge	K	1898-1899	1899	\$300
Morrison, A.B.	Clerk in Charge	Pico Heights	1899	1899	\$500
Hawes, Miss L.	Clerk in Charge	University	1898		
Brown, Miss Carrie H.	Clerk in Charge	University	1899	1899	\$500

Notes:

- 1) CD = Los Angeles city directory; OR = Official Register
- 2) City directories were published around October of the preceeding year.
Therefore, a 1898 CD listing would actually be for the year 1897.
- 3) No numbered stations listed in the 1898-1899 CD's.
- 4) Superintendents only at A, Arcade, B (1896-1898), C, D, E & F
Businesses in stations: A (1896-1898); D (1896-1899); E (1896-1899); and F (1896-1899).
- 5) City directories only showed clerks and superindendents for 1896-1899

Table 7 Los Angeles postal clerks arranged by station from 1896 through 1899.

Even the private citizens who performed postal duties received salary increases. The starting salary for them was \$100 per year. Their salary was increased by \$100 per year for every additional year of service. The reason the salaries of the numbered clerks were all \$100 is that all these stations were established in 1896. The only salary data available on them in the 19th century is from fiscal year 1897. They would not have received an increase in salary by this time. Their salaries did cap out at \$300 per year at this time.

Stations G, H & K were all located in businesses and were run by clerks in charge who all got \$300 in annual salaries for fiscal year 1899. Station G was established on September 1, 1897. Station H was established on August 1, 1898, while Station K was established on September 15, 1897. None of the clerks worked long enough to receive their first annual raises. This leads to the conclusion that because the clerks got higher starting salaries, they were postal employees. It seems that a station run by a clerk in charge could be located in a business at this time.

The two named stations, Pico Heights and University, were both run by clerks in charge who received annual salaries of \$500 each in fiscal year 1899. Their listing in the 1899 city directory indicates that they were hired in the fall of 1898. As such, their \$500 annual salary would represent their beginning wage. There were different classes of stations at this time that determined the starting salaries of their POD employees. One may assume that these two stations were in a class that had a higher starting salary.

The final station that was located in a business was Station D. It was run by a superintendent who had been employed since 1896. He was paid \$500 per year in both fiscal year 1897 and 1899. The salary paid to this person does not fit the pattern established above. First, one would assume that a superintendent would receive a higher starting salary than a clerk in charge. Second, he should have received two annual increases to his salary between fiscal year 1897 and 1899. His salary remained flat during this two-year period. There must have been some extenuating circumstances that were

responsible for these inconsistencies. Despite these issues, it also seems that a station run by a superintendent could also be located in a business at this time.

Exhibits

The master list of all the dates of establishment, discontinuance dates and changes in location for the Los Angeles stations from 1886 through May 1899 is shown as *exhibit 1*. This list is drawn from both official and unofficial sources. A big debt of gratitude is owed to Dennis Pack, who in addition to his support for this series, also provided copies of a variety of postal records he acquired from the National Archives and other sources.

Miscellaneous statistics showing the growth of the Los Angeles post office are presented as exhibits 2 through 5. *Exhibit 2* shows the increase in city carrier districts, letter deposit boxes and the number of stations. These figures all come from the Los Angeles city directories. *Exhibit 3* shows the number of Los Angeles letter carriers and clerks from 1884 through 1899. This information came from both the Annual Reports of the PMG and the Official Registers. *Exhibit 4* shows the yearly sale of stamps at the Los Angeles post office. These figures come from the Los Angeles Times. *Exhibit 5* shows a summary of post offices discontinued due to the growth of the Los Angeles postal system to May 1899. The only post offices discontinued, though, were in 1897.

The next part of this three-part series will cover mid-1899 through the Shoestring annexation in August 1909. This was an exciting period in the history of the Los Angeles post office. The population more than tripled to over 300,000 people during this period. Rural Free Delivery was introduced in 1902, with a total of thirteen routes in operation by the summer of 1909. Due to a change in the *PL&R*, seven independent post offices converted to Los Angeles branches in order to secure free city delivery. The political machinations surrounding the Shoestring annexation would make even current-day lobbyists and special interest groups proud. This part will also be richly illustrated with many examples of Los Angeles postal history.

Station	(Re)Established or Moved			Location	Discontinued			Remarks
	Year	Month	Day		Year	Month	Day	
1	1896	4	15	E. 7th & Decatur Sts. (1728 E. 7th St.)				
1	1897	9	15	Central & Vernon Aves.				Est. in lieu of Vernondale P.O. (Vernondale est. 1/25/88)
2	1896	4	15	26th St. & Central Ave. (2600 Central Ave.)				
2	1897	4	17	2603 Central Ave.				
2	1897	9	1	Pico St. between F & G Sts.	1898	3	1	NCT Sta. G
3	1896	4	15	608 S. Main St. (s/b Main & Jefferson Sts.)				
3	1896	4	16	12th St. & Central Ave. (1204 Central Ave.)				
3	1897	4	17	1203 Central Ave.				
3	1897	9	1	Washington St. near Vermont Ave.				
4	1896	4	15	23rd St. & Union Ave.				
4	1896	4	16	Hoover St. & Forrester Ave. (2401 Hoover St.)				CT Sta. H
5	1896	4	15	7th & Alvarado Sts. (694 S. Alvarado St.)	1897	9	1	
6	1897	9	15	Pico St. between F & G Sts.	1898	3	1	CT Sta. J; Est. in lieu of Pico Heights P.O. (Pico Heights est. 9/04/91 - was Electric P.O.)
7	1897	9	18	Central & Vernon Aves.				
A	1887	CD		601 Downey Ave., East Los Angeles				Not authorized by the POD
A	1888	6	1	Downey & Griffin Ave. (1030 Downey Ave., South Los Angeles)				Est 3/21/87 per Salley; Carrier Sta.; disc 5/01/49 NCT Lincoln Heights
A	1894	CD		531 Downey Ave., East Los Angeles				
A	1899	CD		112 S. Daly				
B	1887	CD		520 E. First St., Boyle Heights				Not authorized by the POD
B	1888	6	1	2131 E. 1st St. bet State & Cummings Sts.				Est 3/21/87 per Salley; Boyle Heights; Carrier Sta.; disc 10/15/52 NCT Boyle
B	1893	CD		Chicago & First Sts.				
C	1887	CD		Corner of Hoover & Washington Sts., West Los Angeles				Not authorized by the POD
C	1889	11	1	Pico House Bldg. (400 N. Main St.)				Est 6/01/91 per Salley; Carrier Sta.; Ind. 5/01/04; disc 7/24/35 NCT Metropolitan
C	1894	CD		N. Main & Plaza (400 N. Main per 1895 CD)				
C	1897	4	5	363 Main St.				
D	1887	CD		End of Temple Street Cable Railway @ Union Ave.				Not authorized by the POD
D	1890	6	1	1200 W. Washington St. (1212 W. Washington St. per 1892 CD)				Est 6/01/91 per Salley
D	1897	9	15	Wesley Ave. & Jefferson St. (was Univ. P.O.)				Established in lieu of Univ P.O.: disc 10/15/52 NCT Dockweiler
E	1887	CD		1666 S. Main St.				Not authorized by the POD
E	1894	9	15	1658 Temple St.				Est 9/30/94 per Salley; disc 10/15/52 NCT Edendale
E	1895	CD		1657 Temple St.				
F	1887	CD		Corner of Belmont Ave. & Diamond St.				Not authorized by the POD
F	1894	9	15	523 W. Washington St.				Est 9/30/94 per Salley; disc 5/01/25
G	1888	CD		Corner of 7th & Warren Sts.				Not authorized by the POD
G	1897	9	1	2603 Central Ave.	1905	3	19	Was Sta 2; Est. 8/01/97 per Salley
H	1888	CD		Corner of Main & Adams Sts.				Not authorized by the POD
H	1898	8	1	2306 S. Union Ave.	1902	7	1	Chg from Sta 4 01-Mar-1898; Consolidated w/Sta D 7/01/02
H	1898	CD		2419 Hoover				
I	1888	CD		Corner of 7th St. & Union Ave.				Not authorized by the POD
J	1898	3	1	W. Pico @ Fedora	1898	6	30	Was Sta. 6; Maybe Sta. J existed before this date; NCT Pico Heights
K	1897	9	15	4399 Central Ave.				Est 12/31/98 per Salley; Was Sta 7; South Los Angeles; disc 10/15/52 NCT Kearny
Pico Heights	1898	7	1	2721 W. Pico St.				Was Sta J per Salley; re-est as Ct. Sta
University	1897	12	1	3457 Wesley Ave. @ 37th St.				University P.O. est 11/15/82 (12/23/82 per DB) (disc 9/15/97 & Sta D est in lieu)

Notes:

- 1) CD = Los Angeles city
- 2) No city directory for 1889.
- 3) First post office listings in city directory was 1887.
- 4) The 1891 city directory listing same as 1890.
- 5) Unofficial stations: 1887 city directory: A, B, C, D, E & F; 1888 city directory: C, D, E, F, G, H & I.
- 6) The 1896 city directory was the first one first with clerks' names. 1905 was the last.
- 7) No sub-stations listed in the 1898 & 1899 city directories.
- 8) DB = Daily Postal Bulletin

Exhibit 1 Establishment dates, discontinuance dates & locations for Los Angeles stations from 1886 to May 1899.

City Carrier Districts:

Year	Number
1887	15
1888	26
1895	43
1896	46
1898	52
1899	54

Letter Deposit Boxes:

Year	Number
1887	135
1888	155
1890	185
1891	185
1892	252
1893	243
1894	250
1895	280
1896	388
1898	351
1899	380

Number of Stations:

Year	Number	Comments
1887	6	All unofficial
1888	9	2 official and 7 unofficial
1890	3	
1891	3	
1892	4	
1893	5	Sta. R listed in error
1894	4	
1895	6	
1896	11	
1897	11	
1898	18	Includes Station J
1899	18	

Notes:

- 1) All figures are from the Los Angeles city directories.
- 2) The city directories were published in the fall of the preceeding year, therefore, an 1887 listing was really for 1886, and so on.
- 3) Post Office information was first shown in the 1887 city directory.
- 4) No city directory was published in 1889.
- 5) 1891 city directory listing same as 1890.
- 6) Not all figures were given for every year the city directory was published.
- 7) Unofficial stations: 1887 city directory: A, B, C, D, E & F; 1888 city directory: C, D, E, F, G, H & I.

Exhibit 2 Miscellaneous statistics for the years 1887 through 1899 reflecting the growth of the Los Angeles post office: number of city carrier districts, number of letter deposit boxes and number of stations.

Year Ending June 30	City Carriers			Clerks	
	Regular	Increase	Substitute	Number	Increase
1884	6		N/A	N/A	
1885	8	33.33%	N/A	11	
1886	11	37.50%	N/A	N/A	
1887	15	36.36%	N/A	19	
1888	26	73.33%	N/A	N/A	
1889	34	30.77%	N/A	39	
1890	34	0.00%	N/A	N/A	
1891	34	0.00%	8	35	
1893	34	0.00%	9	36	2.86%
1895	43	26.47%	12	37	2.78%
1897	46	6.98%	16	46	24.32%
1899	62	34.78%	9	48	4.35%

Notes:

- 1) The U.S. government 's fiscal year ended on June 30 during the period under study.
- 2) Free city delivery was established at Los Angeles on October 1, 1883.
- 3) Figures for carriers for the years 1884 to 1890 come from the Annual Report of the Postmaster General.
No figures for substitute carriers were given.
- 4) Figures for carriers for the years 1891 to 1899 come from the Official Register.
It was only published in odd-numbered years. Figures for substitute carriers were only given for the years 1891-1899
- 5) Figures for clerks come from the Official Register. It was only published in odd-numbered years.

Exhibit 3 Number of Los Angeles city carriers and clerks for fiscal year 1884 through 1899.

Year	Receipts	Increase (Decrease)
1885	\$46,606.00	
1886	\$61,331.00	31.59%
1887	\$94,342.00	53.82%
1888	\$120,186.00	27.39%
1889	\$101,651.00	(15.42%)
1890	\$100,169.00	(1.46%)
1891	\$108,806.00	8.62%
1892	\$124,180.00	14.13%

Notes:

- 1) Los Angeles was the 57th highest grossing post office for stamp sales for fiscal year 1886 out of a national total of 55,157 post offices.
- 2) Los Angeles was the 41st highest grossing post office for stamp sales for fiscal year 1887.

Exhibit 4 Yearly sale of stamps at the Los Angeles post office.

Post Office	Date Discontinued			Reason Discontinued
	Year	Month	Day	
Pico Heights	1897	9	15	Southern and Western Annexation of 4/02/1896 - NCT Sta. 6 & later to Pico Heights Sta.
South Los Angeles	1897	9	15	Southern and Western Annexation of 4/02/1896 - NCT Sta. 7 & later to Sta. K
University	1897	9	15	Southern and Western Annexation of 4/02/1896 - NCT Sta. D & later to University Sta.
Vernondale	1897	9	15	Southern and Western Annexation of 4/02/1896 - NCT Sta. 1 & later was absorbed by Sta. K

Exhibit 5 Summary of post offices discontinued due to the growth of the Los Angeles postal system to May 1899.

The Postmasters General of the United States

XL. Henry Clay Payne, 1902-1904

by Daniel Y. Meschter

Henry Clay Payne was an exceptionally strong administrator, a skill developed during years of experience as a successful businessman and as a nationally known leader in the Republican Party. In addition, he had a decade of practical know-how as the postmaster of a large city post office.

Henry Payne was born in Ashfield, Massachusetts in 1843. He was educated in local schools and graduated from Shelbourne Falls Academy in 1859¹.

After several years in Northampton, Mass. where he gained his initial business experience, probably in a mercantile store, an after being rejected for military service in the Civil War on account of physical disability, he moved to Milwaukee, Wisconsin in 1863.

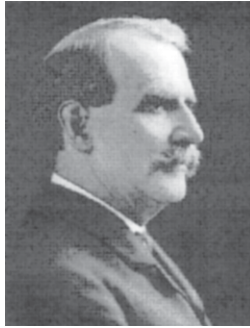
He was first employed as a cashier in a dry goods house for about four years and then entered the insurance business with considerable success and profit.

It was during this period he became a political activist by supporting Grant for President in 1872 and organized the Young Men's Republican Club. He was appointed the Milwaukee postmaster in 1876 and served until the Democrats assumed control of the national government in 1885.

Payne became well-known to the citizens and especially the businessmen and civic leaders of Milwaukee through the publicity he received as its postmaster. After leaving the post office he became interested in the management of the city's public utilities. He was elected vice president of the Wisconsin Telephone Company in 1886 and president three years later. He quickly expanded his interests to the merger of the city and regional railway lines and in the consolidation of the rail system with the Milwaukee Light Company. In the 1890s he served as a senior officer in mostly railroad companies too numerous to recite here in detail.

His biographers identify him primarily as a railroad executive during this period. He also remained active in Republican affairs serving as secretary and chairman of the County and State Central Committees as well as Wisconsin's representative on the National Republican Committee from 1872 to 1904. He supported McKinley for president at the 1896 and 1900 Republican conventions and Roosevelt for vice president at the 1900 convention before Roosevelt became nationally popular.

Roosevelt paid his debt for this support by appointing Payne Postmaster General in January 1902, to succeed Charles E. Smith. Historians agree that Roosevelt chose him more as a politician with wide experience in national issues with whom he could feel comfortable in policy development than for his experience as a city postmaster.



Henry Clay Payne

Henry Payne brought to the office vast experience in management and organization in the business world and his administration reflected it. He decentralized the postal service by reorganizing it into fifteen "battalions" or divisions and the Rural Free Delivery system into eight "battalions," each supervised by a man familiar with the social and economic conditions in his division to promote efficiency. The public probably was only incidentally aware of these changes, except, perhaps, when they had a complaint.

He entered into conventions with Japan, Germany, and several of the European city-states expanding foreign parcel post service. Among his other proposals to improve urban mail service, his attempt to equip street cars with letter boxes failed when the motormen's union protested this would make street car lines United States mail routes under federal jurisdiction.

John Wanamaker started it in 1893 when he issued a set of sixteen colorful, pictorial stamps, the first commemoratives, for the Columbian Exposition in Chicago. Charles Smith followed with the Trans-Mississippi issue of 1898 and the Pan American set, issued at the Pan American Exposition in Buffalo, New York in 1901 at which President McKinley was assassinated. Henry Payne took these precedents as his model for issuing a new set of "ordinary" stamps known to collectors as the "Second Bureau Issue" in 1903 and the Louisiana Purchase commemoratives in 1904.

Aside from his accomplishments and pleasures in office, Payne was bedeviled by a series of scandals, not all of his own making, but coming to a climax during his term of office. Unfortunately the media, notably the *New York Times*, was anything but clear in their reports. The *Times*, for example, never was quite sure whether August W. Machen was the Superintendent of the urban Free Delivery Service or head of the Rural Free Delivery Service, perhaps because his transgressions involved both. Actually, it seems that the Rural Free Delivery Di-

vision was integrated with the Free Delivery Service under Machen's supervision, at least during its first few years².

One scandal Payne inherited from his predecessor, Charles E. Smith, involved the Cuban postal system during its first year or two after the end of the Spanish American War when several Post Office Department appointees supervising the Havana post office were charged with fraud³. First Assistant Postmaster General Perry S. Heath (1897-1900) was accused of complicity in these appointments. Investigation by Fourth Assistant Postmaster General J.L. Bristow absolved him of blame in this matter, but he resigned two months later, anyway.

Postmaster General Payne was so impressed with Bristow's investigation of the Cuban affair he assigned him to investigate a charge by Seymour Tulloch, former cashier of the Washington City Post Office, of "irregularities" in the Washington Post Office. Bristow's drag net came up with a consultation among Heath, A.W. Machen, the Washington Post Master, and several others, but to what effect was not said. Even Charles Smith's and Payne's names were mentioned as not above suspicion.

Among other things Bristow's reports brought to Payne's attention were persistent deficits in both the Free Delivery and the Rural Free Delivery Services. In any event the deficits were ascribed, in part, "to wholesale establishment of rural routes," for which Bristow recommended Machen's suspension. Payne concurred after some hesitation, placing Machen on indefinite leave of absence effective May 9, 1903.

Machen's suspension proved well justified. Bristow uncovered evidence that summer of bribery and conspiracy to defraud the government. In one case described in detail by the *New York Times*, T.W. McGregor and C.E. Union approached a Baltimore trunk dealer to ask if he could make the waterproof pouches used by mail carriers and at what cost. Being told he could make the pouches for fifty cents each, Union showed the dealer how to submit a bid to supply pouches at ninety cents each. Machen, of course, as superintendent of the free delivery systems could see to it the dealer's bid would be accepted. For his part, the dealer returned the forty cents each difference in four separate checks to McGregor as bribes for giving him the business. Machen was arrested on May 27 and he and his associates duly indicted.

In another indictment handed down by a Federal Grand Jury on July 31st, Machen and six others were indicted for bribery and conspiracy in the purchase of postal devices, including letter boxes going back six years in some cases.

Machen and three others were brought to trial in January 1904 and convicted of fraud and conspiracy to defraud the government on February 26th.

Meanwhile, the President (Roosevelt) appointed Holmes Conrad and Charles J. Bonaparte to review the charges of S.W. Tulloch of irregularities in the Washington Post Office. In general Conrad and Bonaparte upheld those charges and identified them principally as padding expense accounts, a practice well-known to traveling salesmen in later generations, for the monetary benefit of favored employees. This practice, they found, involved the collusion of the First Assistant Postmaster General (Heath), and the superintendents of the Divisions of Salaries and Allowances and Post Office Supplies and several others. Heath in particular was named as primarily responsible for the crimes and former Postmaster General Charles E. Smith, Controller Robert Treadwell, and, later, even Postmaster General Payne himself were named as culpable for their knowledge and tolerance of the abuses. Finally, they found that this kind of abuse had also spread to the New York City Post Office.

The Tulloch charges were all an exercise in futility. Both Heath and Payne had enough political influence Congress was not inclined to pursue the matter further and seems to have disposed of it by the device of not appropriating funds to finance a prosecution. Even a suggestion that since the Conrad and Bonaparte report found Heath primarily responsible for the crime and should be indicted was ignored.

Payne's tenure was marked by two events of the greatest importance to the future of the postal system, but he himself wasn't directly involved in either. The first was when Congress finally made Rural Free Delivery a permanent service of the Post Office Department ten years after John Wanamaker first proposed it in his 1891 Annual Report and five and a half years since William Wilson inaugurated experimental service funded by Congress beginning in Charles Town, West Virginia on October 1, 1896.

Wanamaker's proposal was hotly debated in Congress every time the funding for the experiments came up for a vote on two basic issues: its practicality and huge cost estimates.

On the other hand, the experimental service was enormously popular. Congress was flooded by petitions for permanent service from rural residents and especially farm-oriented organizations.

Congress could no longer resist although the debates in the First Session of the Fifty-seventh Congress that convened in December 1901 were no less voluble than ever. However, the signal was clear when it passed a deficiency appropriation of \$491,000 on February 14, 1902 to fund 800 additional experimental routes during the rest of the fiscal year to bridge the transition to the full scale, permanent service beginning on July 1, 1902 Congress had before it (32 Stat 23).

Rather than something as positive as a joint resolution declaring RFD a permanent service of the Post Office Department, Congress made the service permanent simply by funding it without calling it “experimental” as it always had previously. In an appropriation bill to compensate non-supervisory personnel during the 1903 fiscal year enacted on April 21, 1902, under ‘Rural Free Delivery” Congress funded a long list of clerks, special agents, and route inspectors to manage the service. \$7,529,400 was allocated to compensate letter carriers whose salary was limited to a maximum of \$600 per annum, sufficient to fund 12,549 routes at the maximum allowable rate of pay (32 Stat 112-113)

The law took effect on July 1, 1802 and while Payne had little or nothing to do with its creation, he was aggressive in its development. Statistics included by Wynne in his 1904 *Annual Report*, show that beginning with 8,466 rural routes in operation as of July 1, 1802, Payne directed the establishment of 6,653 routes in fiscal year 1903 and 9,447 routes in 1904 for a total of 24,566 routes as of June 30, 1904⁴.

Based upon the maximum salary of \$600 per annum for rural carriers, a scale of salaries was established incrementally from \$200 for routes less than eight miles long to \$600 for routes not less than 20 miles. It was soon found, however, that the average route was about 24 miles long and ranged up to 35 miles by horse drawn wagon. Accordingly the salaries were fixed as of July 1, 1903 ranging from \$432 for routes 8 to 10 miles long to \$750 for routes over 24 miles.

The system continued to expand rapidly until by 1915 there were 43,761 routes. After that the number of routes began to decrease and their aggregate length increase with the improved efficiency of the automobile.

The other important event during Payne’s term of office was on December 17, 1903 when the Wright Brothers, Wilbur and Orville, achieved powered flight near

the village of Kitty Hawk, North Carolina, an accomplishment that had eluded inventors, engineers, dreamers, and crack pots for generations. Inventors, dreamers, and crack pots, perhaps; but while of limited formal education, these two still young men had a remarkable capacity to identify and work out difficult technical problems as they came along.

Particularly Orville Wright (Wilbur died early) recalled their interest in flying began while still in elementary school when their father presented them with a toy helicopter made of paper and bamboo powered by a rubber band. When it broke, they simply built new ones. Bicycles were all the rage in the 1880s in response to which they opened a sales and repair shop and later began manufacturing bicycles in their own factory.

In 1899 Wilbur began working out some of the principles of aeronautics and especially the problem of control by building and flying a five-foot box kite, observing its flight characteristics when he “warped” its wings by means of control wires. The next year he and Orville began building and piloting similarly shaped hang-gliders. From these models they designed and built the “Wright Flyer” equipped with an engine built by one of their employees and propellers of their own design. It was this machine with Orville at the controls that made the first of four successful flights on the morning of December 17th. Taking off from a standing start, Orville flew 120 feet in about 12 seconds achieving an altitude of about ten feet. In their final flight of the day at about 12 o’clock, Wilbur flew 8552 feet in 59 seconds or just under ten miles per hour.

Nevertheless, the Wright Brothers understood what they had done even though, except for a handful of visionaries, the rest of the world paid scant attention. They were aware of and adopted the work of Otto Lilienthal, Octave Chanute, Samuel Langley, Glen Curtis, and Louis Bleriot, to name a few. After all, other than as a curiosity, what good was a flying machine? The saying, if God intended man to fly, He would have given him wings, was all too prevalent Yet those visionaries clearly saw that what the Wrights had been the first to accomplish would change the world forever.

The Wrights did not rest on their laurels. They built a second model of the “Flyer” and then began working on the designs we would more easily recognize. Within a couple of years they unsuccessfully offered the Army their patents for military use. However, the idea of using aviation to move the mail faster than any other method was inescapable.

Unfortunately, Postmaster General Payne didn't live to see it. We can't even be sure he knew any more about the Wrights' invention other than casual reference in the newspapers, if that.

Wilbur Wright died in 1912 when the potential of the airplane was just beginning to be recognized. Orville lived long enough to see transoceanic passenger service, jet engines, the role of aviation in war, and maybe best of all, to see the "Wright Flyer" hung in the Smithsonian for all to see and wonder that anything so flimsy could change history

Henry Payne had not been well for some years prior to his appointment as Postmaster General, but whether this was due to a long time heart condition was not reported. However, he suffered a heart attack during the last several days of September 1904 and died on October 4, 1990 in his apartment in the Arlington Hotel in Washington, D.C. He was the third Postmaster general to die in office after Aaron Brown, 1859, and Timothy Howe, 1883. The last visitors to his death bed were President and Mrs. Roosevelt, a mark of their esteem.

(Endnotes)

1 See Vexler; *Dictionary of American Biography*; and *New York Times*, (obit), October 5, 1904 for biographical sketches of Henry Payne.

2 The sources for this and the post office scandals following are numerous articles in the *New York Times*, 1902-1905.

3 *NYT*, June 28, 1900.

4 *Annual Report of the Postmaster General*,, December 2, 1904, Serial 4796, pp20-22..

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CALIFORNIA

- 1 ALCATRAZ, 1911 VG 4-BAR ON PPC FROM SOLDIER (74-63). EST. \$6
- 2 GUERNSEY, 1910 VG 4-BAR ON PPC (98-18). EST. \$20
- 3 GUSTINE, 1909 VG 4-BAR ON PPC (07-). EST. \$4
- 4 HAMES, 1909 F DOANE ON PPC (89-14). EST. \$20
- 5 HAMMONTON, 1908 VG 4-BAR ON PPC (06-51). EST. \$5
- 6 HARDY, 1909 VG 4-BAR ON PPC (02-15). EST. \$20
- 7 HARPER, 1910 VG 4-BAR ON PPC W/CORNER BEND (09-20). EST. \$5
- 8 HAT CREEK, 1910 VG 4-BAR ON PPC (09- PER). EST. \$5
- 9 HAVILAH, 1907 VG 4-BAR ON PPC (66-18). EST. \$12
- 10 HAYDENHILL, 1907 G+ DUPLEX ON PPC (95-12 PER). EST. \$10
- 11 HEMLOCK, 1909 F DOANE REC'D ON PPC (90-16). EST. \$12
- 12 HERMOSA BEACH, 192X VG FLAG ON PPC. EST. \$5
- 13 HIGHWAY HIGHLANDS, 1947 VG DC 4-BAR ON COVER (25-54). EST. \$5
- 14 HINKLEY, 1910 VG 4-BAR ON PPC (08-). EST. \$5
- 15 HOBERGS, 1952 F DC 4-BAR ON PPC (29-67). EST. \$5
- 16 HOBO HOT SPRINGS, 1944 VG DC 4-BAR ON CACHETED COVER (32-47). EST. \$5
- 17 HOLLISTER, 1922 VG FLAG ON PPC. EST. \$4
- 18 HOLY CITY, 1941 VG 4-BAR ON COVER (27-83). EST. \$5
- 19 HOOKER, 1910 VG 4-BAR ON CREASED PPC (85/28). EST. \$8
- 20 HOOPA VALLEY, 1881 F DC ON COVER (61-95). EST. \$35
- 21 HORN BROOK, 1917 VG MODIFIED 4-BAR ON PPC. EST. \$4
- 22 HOT SPRINGS, 1915 VG 4-BAR ON PPC (00-26). EST. \$5
- 23 HUNTERS, 1909 VG DOANE ON PPC (88-30). EST. \$6
- 24 HUPP, 1909 F 4-BAR ON PPC W/STAMP GONE (09-11). EST. \$25
- 25 HYNES, 1914 F 4-BAR ON PPC (58-48). EST. \$5
- 26 IDYLLWILD, 1905 F CDS ON PPC (01-12 PER). EST. \$5
- 27 MISSENT TO IMPERIAL, CAL, 1911 VG AUXILIARY MARKING ON PPC. EST. \$5
- 28 IMOLA, 1910 F DUPLEX ON COVER (20-53). EST. \$5
- 29 INCLINE, 1908 VG 4-BAR REC'D & O/S ON PPC (07-10). EST. \$15
- 30 INCLINE, 1926 F PSEUDO MACHINE ON GPC (24-53). EST. \$5
- 31 INGLEWOOD, 1922 VG FLAG ON PPC. EST. \$4
- 32 INWOOD, 1918 VG 4-BAR ON COVER (87-47). EST. \$6
- 33 INYOKERN, 1918 G+ 4-BAR ON PC (10-). EST. \$5
- 34 IONE VALLEY, 1870'S VG CDS ON COVER (52/80). EST. \$35
- 35 IVY, 1909 VG 4-BAR ON PPC (99-20). EST. \$12
- 36 JAMISON, 1881 FANCY CDS ON COVER (71/82). EST. \$150
- 37 JAMISON, 1907 F 4-BAR REC'D ON PPC (93-11). EST. \$15
- 38 JELLY, 1911 F DOANE ON PPC (01-34). EST. \$10
- 39 JENNER, 1915 F SCARAB KILLER ON BENT PPC. EST. \$4
- 40 JUDSON, 1918 F 4-BAR ON PPC (09-18). EST. \$15
- 41 KEENE, 1917 VG 4-BAR ON PPC. EST. \$5
- 42 KELLOGG, 1908 F 4-BAR ON PPC (75/35). EST. \$8
- 43 KERN CITY, 1962 F 4-BAR ON COVER (62-66). EST. \$10
- 44 KETTLE, 1909 VG 4-BAR ON PPC (94-10). EST. \$35
- 45 KIBESILLAH, 1875 VG CDS ON COVER WIENCL (74-89). EST. \$150
- 46 KING CITY, 1905 VG DOANE ON PPC. EST. \$5
- 47 KINGS RIVER, 1887 VG DC ON COVER (56-95). EST. \$35
- 48 KINSLEY, 1910 F 4-BAR ON PPC (96-28). EST. \$12
- 49 KLAU, 1911 VG 4-BAR ON TONED PPC (01-24). EST. \$12
- 50 KLINK, 1924 VG 4-BAR ON PPC (10-24). EST. \$6
- 51 LAFAYETTE, 1924 F 4-BAR ON COVER (74-). EST. \$4
- 52 LA JOTA, 1924 F 4-BAR ON PPC (23-25). EST. \$25
- 53 LAMANDA PARK, 1924 G+ DUPLEX ON PPC (20-26). EST. \$5
- 54 LANCHA PLANA, 1908 F 4-BAR ON PPC (59/19). EST. \$25
- 55 LATROBE, 1910 F 4-BAR ON PPC (74-21). EST. \$6

COLORADO

- 56 AMES, 1921 F 4-BAR ON PPC (80/22). EST. \$20
- 57 CRISMAN, 1908 F DOANE REC'D ON PPC (76/18). EST. \$20
- 58 ELCO, 5/23/06 VG ECU DOANE ON PPC (04-14). EST. \$40
- 59 HERMES, 1911 VG 4-BAR ON PPC (08-19). EST. \$20
- 60 LAZEAR, 1912 VG 4-BAR ON PPC (12-). EARLY. EST. \$5
- 61 MICANITE, 1906 VG DOANE ON PPC (04-25). EST. \$20
- 62 REGNIER, 1910 G+ 4-BAR ON PPC (00-20). EST. \$8
- 63 RIFLE, ca1909 F TYPE 11F RFD (SCRIBBLE ONLY) ON PPC. EST. \$5
- 64 RESOLIS, 1908 F HANDSTAMP FLAG REC'D ON PPC. EST. \$12
- 65 SHOSHONE, 1905 VG 4-BAR ON PPC (07-10). EST. \$50

SOUTH DAKOTA

- 66 KIMBRO, 1909 F 4-BAR REC'D & O/S ON PPC (07-13). EST. \$35
- 67 LEIR, 1908 F 4-BAR REC'D & O/S ON PPC (07-11). EST. \$35
- 68 MCNEELY, 1910 VG 4-BAR ON PPC (09-14). EST. \$20
- 69 MERRITT, 1909 VG DOANE ON PPC (88-14). EST. \$20
- 70 ORMAN, 1911 VG DOANE ON PPC (06-14). EST. \$12
- 71 PIONEER, 1911 VG 4-BAR ON PPC (96/14). EST. \$15
- 72 ROSELAND, 1910 VG 4-BAR ON PPC (09-10). EST. \$20
- 73 ROTHFORD, 1912 VG 4-BAR ON PPC (11-14). EST. \$35
- 74 ROWE, 1916 VG 4-BAR ON PPC W/TEAR (11-26). EST. \$12
- 75 THULE, 1898 VG CDS ON REG'D COVER (87-02). EST. \$35

Railway Post Offices (RPOs)

- 76 CALIS & VALLEJO JC, 1907 VG (983-F-2) O/S ON GPC. EST. \$6
- 77 COLO SPGS DIV & C CREEK, 1909 VG CANCEL ON PPC W/BENT CORNER. E. \$12
- 78 C SPGS & GLEN SPGS, 1910 VG (956-C-2) ON PPC. EST. \$15
- 79 DEN & STEAMBOAT SPGS, 1914 F (962.2-D-1) ON PPC. EST. \$15
- 80 DETROIT & ALGONAC RFD STEAMBOAT, 1900 VG CDS ON BACK OF COVER. \$25
- 81 GRANGEVILLE & LEWIS, 1910 VG (904.3-D-2) ON PPC. EST. \$15
- 82 OLD BEACH & CALEXICO, 1910 F (994.1-C-1) ON PPC. EST. \$15
- 83 SANTA ROSA & VAL JCT, 1908 VG CANCEL ON PPC. EST. \$12
- 84 SEATTLE & SEWARD, 1935 VG (X-14-h) ON PPC. EST. \$12
- 85 SPARKS & SAN FRAN, 1917 G+ (976-W-1) ON PPC. EST. \$15
- 86 TRUCKEE & LAKE TAHOE, 1914 G+ (997.4-A-1) ON PPC. EST. \$8
- 87 VALLEY SPGS & LODI, 1910 VG CANCEL ON PPC. EST. \$15
- 88 WILLIAMS & LOS ANG, 1907 F (964-O-1) ON PPC. EST. \$8
- 89 WILLETTTS & SAN FRAN, 1911 F (985-T-1) ON PPC. EST. \$12
- 90 WINN & SACTO, 1937 F (995-I-1) ON GPC. EST. \$5
- 91 WINNEMUCCA & S.F., 1942 F (995-K-1) ON PPC. EST. \$8
- 92 YOSEMITE N.P. & MER, 1938 F (997.1-B-1) ON GPC. EST. \$10

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Figure 1 Cover with two different SL markings applied at Chicago, IL, Sub-Station No. 4.

Straight-line Markings Used at US Postal Sub-stations

By Dennis H. Pack

Straight-line postal markings are usually informational or instructional. They give an account of what has happened to a piece of mail, or indicate how it should be handled. This article, the second in a series of four about sub-station postal markings, features straight-line markings reported used at sub-stations 1890-1910, and updates the census of these markings. Figure 1 shows a cover with two straight-line (SL) markings. The first is a four-line registration marking that tells that the cover was mailed and registered at Chicago's Sub-Station No. 4 October 28, 1896. The second is a one-line station name marking used to cancel the stamps.

Introduction

Sub-stations were dependent postal units located mainly in drug stores. Between 1890 and 1902, *sub-station* was part of their official name that appeared in many of their postal markings.

Most straight-line postal markings used at sub-stations were applied to registered mail. By the time sub-stations that had *SUB* or *Sub-Station*

in their markings came into existence in 1890, the procedures for handling registered mail were well established. Section 1050 of the 1893 *Postal Laws and Regulations* states "All stamps on registered matter must be effectually canceled, and the letter or parcel marked plainly REGISTERED, and plainly postmarked with the date of its registration."¹ Various handstamps, many of them straight-line, were designed and used to perform these functions.

Other straight-line markings performed other functions. The one-line marking in figure 2 identifies the official envelope as having been mailed from Sub-Station 20.

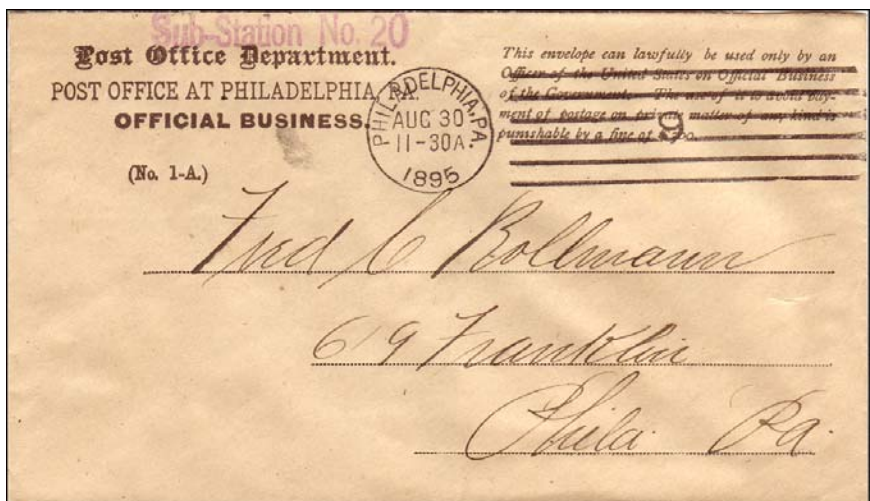


Figure 2 Straight-line station designation marking on POD official envelope.



Figure 3 Two separate SL handstamps applied to a post card at Oakland, CA, Sub-Station No. 2.

Sub-station Straight-line Markings

In this article, straight-line markings reported used at sub-stations are organized according to the number of lines of information they contain. It is not always easy to determine whether a marking consists of two or more lines of information applied simultaneously, or is two or more separate markings applied individually. The spacing and uniformity of the content, and the quality of the impression are considered in deciding how many lines the marking has. The fact that most straight-line markings are rubber stamps, the appearance of which changes over time, further complicates the process. *Figure 3* shows a post card bearing two separate one-line handstamps.

When several examples of a marking design or type have been reported, a sub-category is created that includes a more detailed description. Five categories and four sub-categories of straight-line (SL) markings that contain *sub* or *sub-station* are described in this study:

- ♦ one line of information.
- ♦ two lines of information.
- ♦ three lines of information.
- ♦ four lines of information.
- ♦ four lines of information that include *REGISTERED*.
- ♦ four lines of information that include a space for an registered article number.
- ♦ four lines of information that include *SPECIAL DELIVERY* and a space for an special delivery article number.
- ♦ five lines of information
 - ♦ five lines of information that include *REGISTERED* and a space for an article number.

Straight-line postmarks have been designed specifically to postmark mail, but none has been reported used at sub-stations. When a straight-line marking is used to cancel stamps at a sub-station, it is usually a marking originally designed for some other purpose, as in *figure 1*.

Each category and its sub-categories is described and illustrated. The designations in parentheses are those used in the census.

One line of information (SL 1).

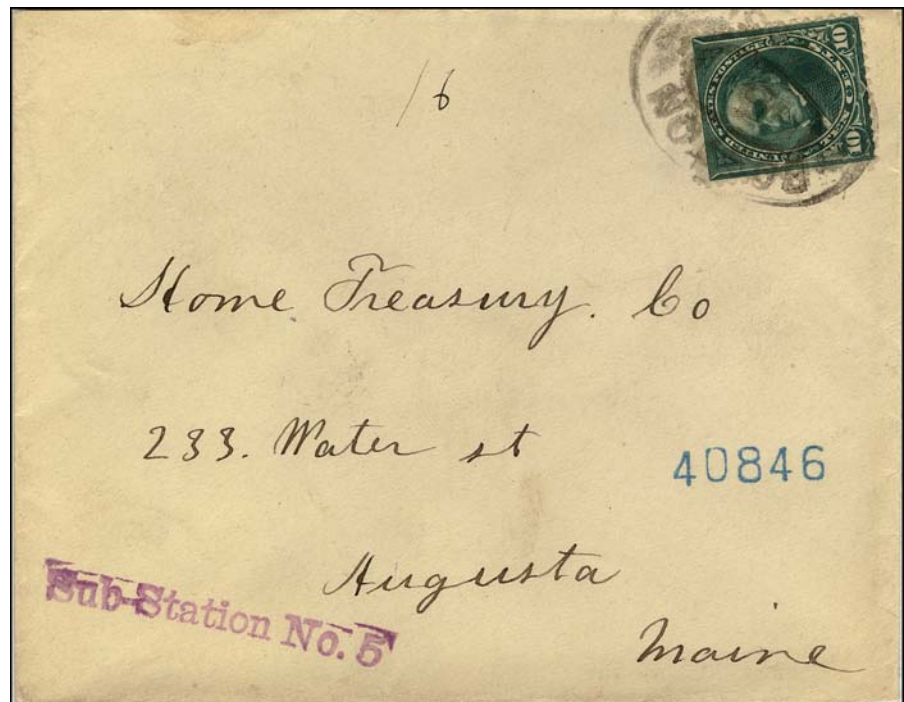
Most sub-station straight-line markings with one line of information consist of the sub-station name or designation. A few include more than this, as shown in *figure 4*.

Sub-Station No. 36
Mont Clare Sub-Station.
 Sub-Sta. No. 1, Oakland, Cal.
 Sub-Station No. 2.

Figure 4 Examples of one-line sub-station SL markings.

When the marking contains just the sub-station number, the city where the sub-station is located must be determined by other markings or the return address. *Figure 5* shows a cover with a straight-line marking on a registered cover mailed at Sub-Station 5. The double-oval cancel on the stamp tells that it is from Boston, Massachusetts.

Figure 5 One-line sub-station SL marking applied to a registered cover at Boston, MA, Sub-Station No. 5.



Two lines of information (SL 2).

Sub-station straight-line markings with two lines of information show more variety. Most often they identify the sub-station and the city and state where it is located. Some provide information about the piece of mail. *Figure 6* illustrates several examples, including a *Received in bad order* handstamp from Chicago's Sub-Station No. 48. The city where this marking was applied was identified by the destination address on the cover. The Chicago markings in *figure 6* are from *Chicago Postal Markings and Postal History*, and are shown through the courtesy of Len Piskiewicz and James Lee. The Seattle marking is from the Willett-Thompson collection of the Postmark Collectors Club.

**Sub Station 10,
Seattle, Washington.**

**Received in bad order.
Sub-Station 48**

**Reg.No.....
SUB-STA. No.10, BUFFALO, N.Y.**

**Sub station No. 8.
Chicago, Ill.**

Figure 6 Examples of two-line sub-station SL markings.

Three lines of information (SL 3).

Straight-line markings with three lines of information used at sub-stations generally add a date to the two-line markings, and are most often seen on registered covers. Two of the markings shown in *figure 7* contain *REGISTERED*. The Oakland, California marking, which is a poor impression on a part of a wrapper, is similar to the one-line Oakland Sub-Station No. 1 marking shown in *figure 4*, but includes the date and ...*TERED*. This marking is shown through the courtesy of Stephen Taylor.

**Sub-Station No. 7
Buffalo, N. Y.
JUN 27 1901**

**Sub Station No. 14
BUFFALO, N, Y.
MAR 29 1897**

**REGISTERED
JAN 16 1902
Sub-Station No. 2, Lynn, Mass.**

**TERED
MAY 19 1896
Sub-Sta. No. 1, Oakland, Cal.**

Figure 7 Examples of three-line sub-station SL markings.

Four lines of information.

There are enough examples of each type of straight-line markings with four lines of text reported from sub-stations that they can all be separated into sub-categories.

Four lines of information that include *REGISTERED* (SL 4 REG).

This is the most common type of straight-line marking reported used at sub-stations. Two hundred nine of these markings have been reported from 50 sub-stations in 55 cities. There are a variety of designs, four of which appear in *figure 8*. The markings were applied to the front of mail presented to the clerk to indicate that it was registered and to tell where and when the mail entered the mail stream. *Figure 9* shows a typical registered cover mailed at a sub-station.

REGISTERED
Woodlawn Park Sub-Postal Sta.
MAR 20 1893
CHICAGO, ILL.

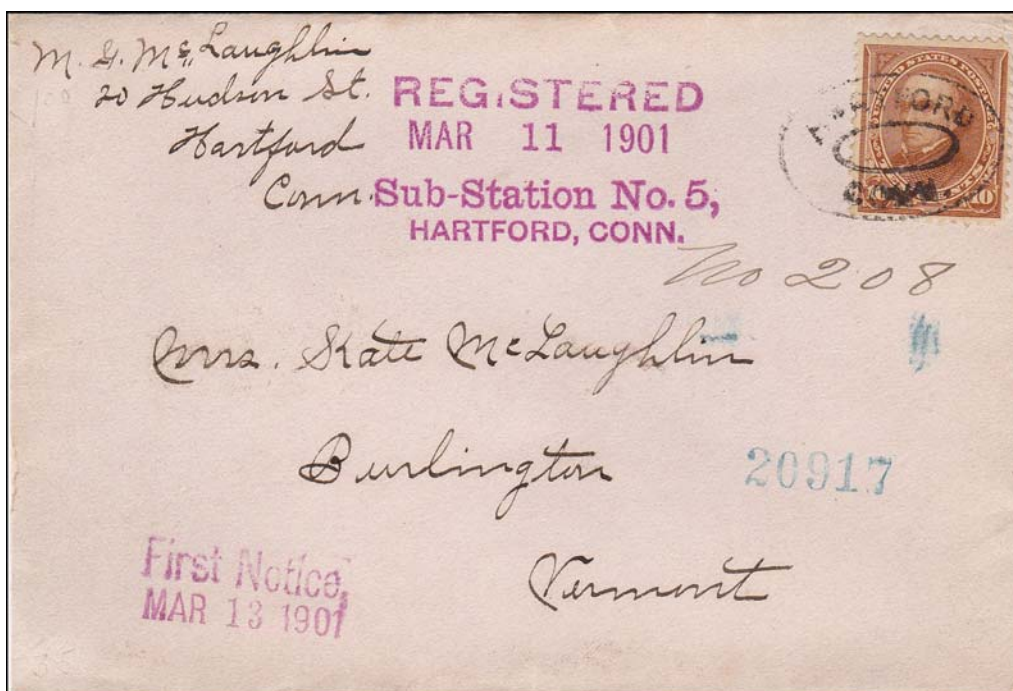
CLEVELAND, OHIO,
SUB-STATION 6
SEP 7 1897
REGISTERED

REGISTERED
NOV 12 1897
Sub-Sta. No. 10.
BOSTON, MASS.

REGISTERED
SEP 15 1894
Sub. Station No. 9,
ST. LOUIS, MO.

Figure 8 Examples of four-line sub-station registered SL markings.

Figure 9 Cover with a four-line registered SL marking applied at Hartford, CT, Sub-Station No. 5.



Sub-Station No. 56

Type 1

Sub Station No. 56.

Type 2

Figure 10 Differences in the four-line registered SL markings used at Chicago, IL, Sub-Station No. 56.

Chicago's Sub-Station No. 56 used two different four-line straight-line handstamps. The most recognizable differences appear in *Sub-Station No. 56*, as shown in *figure 10*. Type 1 has serif type in *sub-station*, and 56 measures just under 8 mm wide. It is reported used August 10, 1896, and April 8, 1897. Type 2 has sans-serif type in *sub-station*, and 56 measures just over 5

mm wide. It is reported used between September 14, 1897, and December 31, 1897.

Four lines of information that include a space for an registered article number (SL 4 W REG NO)

Examples of four-line registered markings with a space for a registered article number appear in *figure 11*. One of the markings in the census is from New Orleans, LA; all the rest are from Brooklyn, NY.

NEW ORLEANS, LA.
5
Sub Sta. No. 1.
Reg. No......

Reg. No......
Sub-Station No. 39,
APR 14 1899
BROOKLYN, N. Y.

Reg. No......
Sub-Station No. 57
DEC 7 1896
BROOKLYN, N. Y. P. O.

Reg. No......
Sub Station No. 27,
NOV 16 1901
BROOKLYN, N. Y.

Figure 11 Examples of four-line sub-station SL markings with a space for a registered article number.

The New Orleans example is counted as a four-line marking because of the 5, which appears to be a partial date, in the third line. It is from the Willett-Thompson collection of the Postmark Collectors Club.

The Brooklyn markings were used on registered mail even though they do not include the word *REGISTERED*. The space for the registered article number shows their intended use on registered mail. A variety of designs were used.

Four lines of information that include *SPECIAL DELIVERY* and a space for a special delivery article number (SL SD W NO).

This is the rarest type of sub-station straight-line marking. Three examples, one of which appears in *figure 12*, have been reported from two sub-stations in Washington, DC. The return addresses were used to deter-

Sub-Station No. 19,
JUN 12 1901
Special Delivery
No......

Figure 12 The four-line sub-station special delivery SL marking.

mine where this marking was applied since the name of the city doesn't appear in the marking. The example is shown through the courtesy of Labron Harris.

Five lines of information.

Only one type of straight-line marking with five lines of information has been reported.

Five lines of information that include *REGISTERED* and a space for a registered article number (SL 5 REG W NO).

All five-line registered markings with a space for a registered article number are reported used at sub-stations in Washington, DC. The design is shown in *figure 13*. This marking applied at Sub-Station No. 29 is the most common marking in the census with 14 examples having been reported. One reason for this could be that several of the covers registered at Sub-Station No. 29 bear the return address of Bartels Stamp Company, so they were probably saved by collectors.

REGISTERED
SEP 15 1896
WASHINGTON, D. C.
Sub-Station No. 29
No......

Figure 13 The five-line sub-station registered SL marking with a space for a registered article number.

Washington, DC, Sub-Station No. 1 used two different five-line straight-line handstamps of this type. The most obvious difference is in the location of the bottom line, as shown in *figure 14*. In type 1, the *N* in *No.* is under the hyphen in *Sub-Station*. In type 2, the *N* in *No.* is under the *b* in *Sub*. *Figure 15* illustrates a cover with a type 2 marking mailed at Washington, DC, Sub-Station No. 1. Thanks to Carl Steig for information on these types.

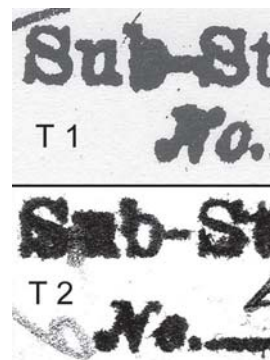


Figure 14 Differences in the five-line registered SL markings used at Washington, DC, Sub-Station No. 1.

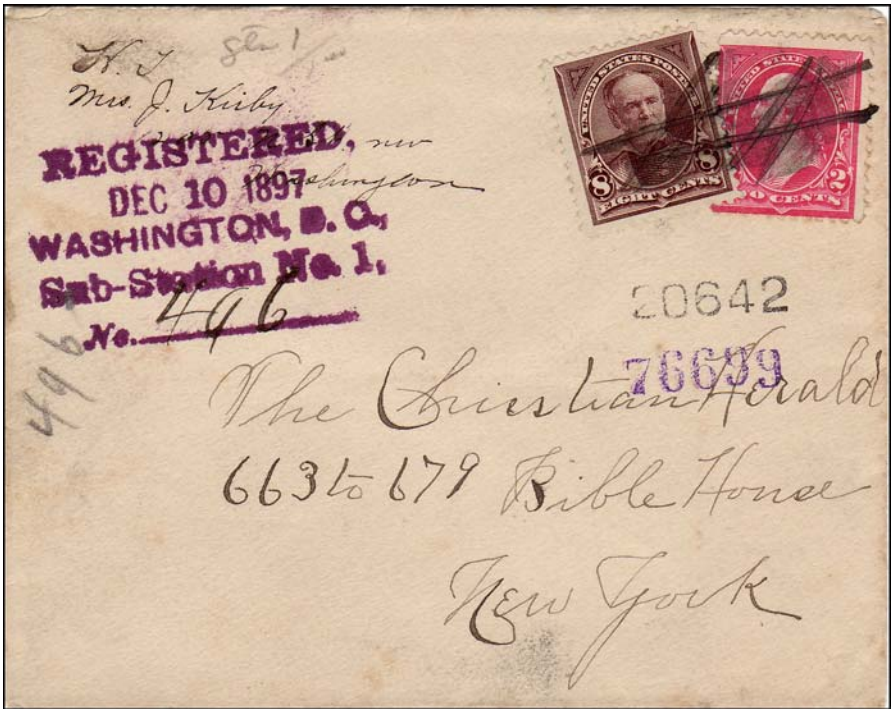


Figure 15 Cover with type one five-line registered SL marking applied at Washington, DC, Sub-Station No. 1.

Table 1 - KEY TO SUB-STATION STRAIGHT-LINE 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: SL a straight-line postal marking. SL 1 a straight-line marking with one line of information. SL 2 a straight-line marking with two lines of information. SL 3 a straight-line marking with three lines of information. SL 4 a straight-line marking with four lines of information. SL 4 REG a straight-line registration marking with four lines of information. SL 4 W REG NO a straight-line registration marking with four lines of information and a place for a registered number. SL 4 SD W NO a straight-line special delivery marking with four lines of information and a place for a special delivery number. SL 5 a straight-line marking with five lines of information. SL 5 REG W NO a straight-line registration marking with five lines of information and a place for a registered number.	
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. cutsiz = cut to size. PCG = government postal card. PC = private collector.	cover = cover. cutrnd = cut round. illus = a published illustration. piece = part of cover or wrapper. SLR = seller or dealer.
Source	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.	

Census Of Straight-line Markings Used at Sub-stations

The census of straight-line markings contains 287 entries. *Table 1* is the key to the listings.

State	City	Sub-Sta	Pmk Type	Pmk Date	Format	Source
CA	Alameda	02	SL 4 REG	29-Sep-1905	cover	SLR
CA	Los Angeles	02	SL 4 REG	01-Oct-1901	illus	CTP
CA	Oakland	01	SL 3	19-May-1896	wrapper	SLR
CA	Oakland	02	SL 1	ND	card	PC
CA	Oakland	02	SL 4 REG	19-Nov-1908	cover	PC
CA	Oakland	03	SL 4 REG	10-Jan-1905	cover	SLR
CA	San Diego	01	SL 4 REG	29-May-1906	cover	SLR
CA	San Francisco	06	SL 4 REG	30-Sep-1897	illus	CTP
CA	San Francisco	08	SL 4 REG	23-Jul-1897	cover	SLR
CA	San Francisco	08	SL 4 REG	06-Jan-1897	cover	SLR
CA	San Francisco	08	SL 4 REG	06-Mar-1897	cover	PC
CA	San Francisco	08	SL 4 REG	23-Jul-1897	cover	PC
CA	San Francisco	08	SL 4 REG	17-Aug-1897	illus	CTP
CA	San Francisco	11	SL 4 REG	12-Apr-1901	illus	CTP
CA	San Francisco	25	SL 4 REG	21-Aug-1902	illus	CTP
CT	Hartford	05	SL 4 REG	11-Mar-1901	cover	SLR
CT	Norwich	02	SL 4 REG	16-May-1905	cover	SLR
CT	Norwich	02	SL 4 REG	28-Mar-1905	cover	SLR
CT	Norwich	02	SL 4 REG	28-Aug-1899	cutsq	CD1CT402
DC	Washington	01	SL 5 REG W NO T1	10-Dec-1897	cover	PC
DC	Washington	01	SL 5 REG W NO T1	30-Dec-1895	illus	WDSCS
DC	Washington	01	SL 5 REG W NO T2	08-Dec-1896	illus	WDSCS
DC	Washington	02	SL 5 REG W NO	11-Dec-1896	illus	WDSCS
DC	Washington	03	SL 5 REG W NO	09-Dec-1896	illus	WDSCS
DC	Washington	04	SL 5 REG W NO	07-Dec-1896	illus	WDSCS
DC	Washington	05	SL 5 REG W NO	17-Oct-1897	cover	CD5DC57
DC	Washington	05	SL 5 REG W NO	18-Nov-1895	illus	WDSCS
DC	Washington	06	SL 5 REG W NO	01-Feb-1898	cover	CD5DC57
DC	Washington	06	SL 5 REG W NO	16-Dec-1896	illus	WDSCS
DC	Washington	07	SL 5 REG W NO	17-Dec-1896	illus	WDSCS
DC	Washington	08	SL 5 REG W NO	07-Dec-1897	cover	PC
DC	Washington	08	SL 5 REG W NO	23-Dec-1895	illus	WDSCS
DC	Washington	08	SL 5 REG W NO	23-Dec-1895	cover	SLR
DC	Washington	11	SL 5 REG W NO	16-Dec-1896	illus	WDSCS
DC	Washington	19	SL 4 SD W NO	08-May-1895	cover	PC
DC	Washington	19	SL 4 SD W NO	21-Jun-1901	illus	WDSCS
DC	Washington	20	SL 5 REG W NO	29-Apr-1897	cover	PC
DC	Washington	25	SL 4 SD W NO	21-Jun-1901	illus	WDSCS
DC	Washington	26	SL 5 REG W NO	09-Apr-1900	cover	SLR
DC	Washington	26	SL 5 REG W NO	ND	illus	WDSCS
DC	Washington	27	SL 5 REG W NO	29-Oct-1897	cover	CD5DC60
DC	Washington	27	SL 5 REG W NO	22-Oct-1897	cover	Linns
DC	Washington	29	SL 5 REG W NO	07-Nov-1896	cover	PC
DC	Washington	29	SL 5 REG W NO	11-Dec-1896	cover	SLR
DC	Washington	29	SL 5 REG W NO	11-Sep-1896	cover	SLR
DC	Washington	29	SL 5 REG W NO	15-Feb-1899	cover	SLR
DC	Washington	29	SL 5 REG W NO	15-Feb-1898	cover	PC
DC	Washington	29	SL 5 REG W NO	28-Aug-1897	cover	PC
DC	Washington	29	SL 5 REG W NO	15-Dec-1897	illus	WDSCS
DC	Washington	29	SL 5 REG W NO	20-Aug-1898	cover	PC
DC	Washington	29	SL 5 REG W NO	13-Aug-1898	cover	PC

Whole Number 235

DC	Washington	29	SL 5 REG W NO	25-Mar-1897	cover	SLR
DC	Washington	29	SL 5 REG W NO	22-Aug-1898	cover	PC
DC	Washington	29	SL 5 REG W NO	07-Apr-1896	cover	SLR
DC	Washington	29	SL 5 REG W NO	15-Sep-1896	cover	SLR
DC	Washington	29	SL 5 REG W NO	11-Nov-1896	cover	SLR
DC	Washington	31	SL 5 REG W NO	15-Dec-1896	illus	WDCS
DC	Washington	34	SL 5 REG W NO	16-Dec-1895	illus	WDCS
DC	Washington	34	SL 5 REG W NO	16-Dec-1895	cover	SLR
DC	Washington	35	SL 5 REG W NO	19-Jan-1898	illus	WDCS
DC	Washington	35	SL 5 REG W NO	19-Jan-1898	cover	SLR
IA	Des Moines	01	SL 4 REG	27-Aug-1896	cover	SLR
IA	Des Moines	01	SL 4 REG	04-Jan-1898	cover	SLR
IL	Chicago	001	SL 4 REG	02-Apr-1894	cover	SLR
IL	Chicago	002	SL 4 REG	22-Sep-1897	cover	CD9IL211
IL	Chicago	002	SL 4 REG	28-Oct-1897	cover	SLR
IL	Chicago	004	SL 1	ND	cover	PC
IL	Chicago	004	SL 4 REG	28-Oct-1896	cover	SLR
IL	Chicago	005	SL 4 REG	07-Dec-1897	cover	CD9IL211
IL	Chicago	005	SL 4 REG	25-Apr-1895	cover	SLR
IL	Chicago	006	SL 4 REG	13-Sep-1897	cover	SLR
IL	Chicago	006	SL 4 REG	12-Sep-1895	cover	PC
IL	Chicago	006	SL 4 REG	18-Jul-1897	cover	PC
IL	Chicago	006	SL 4 REG	18-Oct-1898	cover	SLR
IL	Chicago	006	SL 4 REG	XX-Dec-1893	cover	SLR
IL	Chicago	008	SL 2	ND	cover	CPM&PH
IL	Chicago	008	SL 4 REG	04-May-1897	cover	PC
IL	Chicago	008	SL 4 REG	31-Jul-1897	cover	SLR
IL	Chicago	01?	SL 4 REG	22-Jan-1898	cover	SLR
IL	Chicago	010	SL 4 REG	23-Dec-1897	cover	CD9IL212
IL	Chicago	011	SL 4 REG	25-Oct-1897	cover	CD9IL212
IL	Chicago	014	SL 4 REG	03-Dec-1895	cover	CD9IL213
IL	Chicago	016	SL 4 REG	13-Nov-1897	cover	PC
IL	Chicago	017	SL 4 REG	22-Oct-1897	cover	CD9IL213
IL	Chicago	019	SL 4 REG	10-Jun-1901	cover	SLR
IL	Chicago	021	SL 4 REG	XX-Dec-1895	cover	Linns
IL	Chicago	022	SL 4 REG	10-Jan-1898	cover	CD9IL214
IL	Chicago	022	SL 4 REG	06-Nov-1895	cover	SLR
IL	Chicago	024	SL 4 REG	29-Nov-1897	cover	CD9IL214
IL	Chicago	024	SL 4 REG	01-May-1905	cover	PC
IL	Chicago	027	SL 4 REG	24-Jun-1898	cover	SLR
IL	Chicago	028	SL 4 REG	11-Mar-1896	cover	SLR
IL	Chicago	029	SL 4 REG	14-Dec-1897	cover	PC
IL	Chicago	030	SL 4 REG	02-Sep-1899	cover	SLR
IL	Chicago	031	SL 4 REG	22-MAX-1897	cover	SLR
IL	Chicago	031	SL 4 REG	22-Mar-1897	cover	SLR
IL	Chicago	031	SL 4 REG	11-Oct-1897	cover	SLR
IL	Chicago	031	SL 4 REG	1X-0Aug-XXXX	cover	Linns
IL	Chicago	040	SL 4 REG	21-Nov-1901	cover	SLR
IL	Chicago	042	SL 4 REG	25-Oct-1897	cover	SLR
IL	Chicago	048	SL 2	ND	Illus	CPM&PH
IL	Chicago	048	SL 4 REG	22-Oct-1897	cover	CD9IL0218
IL	Chicago	050	SL 4 REG	29-Oct-1897	cover	SLR
IL	Chicago	052	SL 4 REG	08-Sep-1905	cover	PC
IL	Chicago	053	SL 4 REG	06-Dec-1897	cover	SLR
IL	Chicago	053	SL 4 REG	16-Nov-1896	cover	SLR

IL	Chicago	054	SL 4 REG	16-Oct-1897	cover	SLR
IL	Chicago	055	SL 4 REG	12-Nov-1897	cover	CD9IL0219
IL	Chicago	056	SL 4 REG	15-Dec-1897	cover	CD9IL0219
IL	Chicago	056	SL 4 REG	10-Aug-1896	cover	SLR
IL	Chicago	056	SL 4 REG	14-Sep-1897	cover	SLR
IL	Chicago	056	SL 4 REG	17-Dec-1897	cover	SLR
IL	Chicago	056	SL 4 REG	31-Dec-1897	cover	SLR
IL	Chicago	056	SL 4 REG	20-Dec-1897	cover	PC
IL	Chicago	056	SL 4 REG	02-Nov-1896	cover	SLR
IL	Chicago	057	SL 4 REG	11-Nov-1897	cover	PC
IL	Chicago	058	SL 4 REG	27-Jul-1897	cover	SLR
IL	Chicago	058	SL 4 REG	13-Dec-1897	cover	SLR
IL	Chicago	058	SL 4 REG	27-Apr-1898	cover	CPM&PH
IL	Chicago	058	SL 4 REG	27-Jul-1897	cover	SLR
IL	Chicago	058	SL 4 REG	09-Jun-1897	cover	SLR
IL	Chicago	067	SL 4 REG	18-Aug-1899	cover	SLR
IL	Chicago	067	SL 4 REG	08-Jul-1899	cover	SLR
IL	Chicago	073	SL 4 REG	31-Mar-1900	cover	SLR
IL	Chicago	083	SL 4 REG	XX-XXX-XXX	cover	SLR
IL	Chicago	089	SL 4 REG	04-Oct-1899	cover	SLR
IL	Chicago	134	SL 4 REG	25-Sep-1902	cover	SLR
IL	Chicago	167	SL 4 REG	04-Aug-1903	cover	PC
IL	Chicago	167	SL 4 REG	04-Feb-1904	cover	SLR
IL	Chicago	170	SL 4 REG	02-Nov-1903	cover	SLR
IL	Chicago	Dunning	SL 4 REG	03-Apr-1897	cover	SLR
IL	Chicago	Mont Clare	SL 4 REG + HILL	21-Dec-1894	reg pkg rcpt	SLR
IL	Chicago	MontClare	SL 4 REG	03-Sep-1897	reg pkg rcpt	SLR
IL	Chicago	MontClare	SL 4 REG + HILL	02-Mar-1895	reg pkg rcpt	SLR
IL	Chicago	Woodlawn Park	SL 4 REG	20-Mar-1893	cover	CCGC
IL	Chicago	Woodlawn Park	SL 4 REG	08-Oct-1893	cover	CCGC
IL	Elgin	02	SL 4 REG	30-Jun-1910	cutsizes	PMCC
IL	Elgin	02	SL 4 REG	04-Apr-1910	cover	SLR
IL	Peoria	07	SL 4 REG	17-Oct-1904	cutsizes	CD9IL0913
IN	Indianapolis	11	SL 4 REG	14-Oct-1905	illus	PHI
KY	Louisville	13	SL 4 REG	26-Feb-1902	cover	SLR
LA	New Orleans	01	SL 4 W REG NO	05-Oct-1897	cover	CD3LA368
MA	Boston	01	SL 4 REG	30-Mar-1903	cover	SLR
MA	Boston	02	SL 4 REG	23-Nov-1895	cover	CD5HKT308
MA	Boston	03	SL 4 REG	06-Sep-1895	cover	CD5HKT308
MA	Boston	03	SL 4 REG	15-Dec-1897	cover	PC
MA	Boston	05	SL 1	ND	cover	PC
MA	Boston	05	SL 1	ND	cover	SLR
MA	Boston	08	SL 4 REG	24-Oct-1895	cover	CD5HKT309
MA	Boston	08	SL 4 REG	21-Aug-1896	cover	SLR
MA	Boston	08	SL 4 REG	16-May-1896	cover	PC
MA	Boston	09	SL 4 REG	16-Nov-1899	cover	SLR
MA	Boston	10	SL 4 REG	12-Nov-1897	cover	SLR
MA	Boston	12	SL 4 REG	12-Jan-1900	cover	SLR
MA	Boston	12	SL 4 REG	16-Nov-1900	cover	PC
MA	Boston	24	SL 4 REG	24-May-1901	cover	SLR
MA	Boston	29	SL 4 REG	07-Feb-1903	cover	SLR
MA	Boston	44	SL 4 REG	07-Feb-1900	cover	PC
MA	Boston	57	SL 4 REG	09-Nov-1900	cover	SLR
MA	Holyoke	03	SL 4 REG	17-Nov-1905	cover	SLR
MA	Lowell	01	SL 4 REG	11-Aug-1898	cover	CD5MA0481

Whole Number 235

MA	Lowell	01	SL 4 REG	11-Mar-1898	cover	SLR
MA	Lowell	01	SL 4 REG	17-Aug-1899	cover	SLR
MA	Lowell	01	SL 4 REG	01-Mar-1898	cutsq	CD5MA0481
MA	Lynn	02	SL 3	31-Jan-1902	cover	SLR
MA	Lynn	02	SL 3	16-Jan-1902	cover	PC
MA	Lynn	02	SL 3	30-Aug-1901	cover	PC
MA	Lynn	02	SL 3	22-Jul-1902	cover	SLR
MA	Quincy	02	SL 4 REG	05-Sep-1903	cutsq	CD5MA0761
MA	Springfield	01	SL 4 REG	08-Jan-1908	cover	PC
MA	Springfield	02	SL 4 REG	17-Mar-1902	cover	SLR
MA	Springfield	04	SL 4 REG	14-Oct-1904	cover	SLR
MA	Worcester	01	SL 4 REG	11-Dec-189X	cover	PC
MA	Worcester	01	SL 4 REG	12-Apr-1897	cover	PC
MD	Baltimore	023	SL 4 REG	06-Jun-1900	cover	SLR
MD	Baltimore	076	SL 4 REG	26-Jan-1900	cover	SLR
MD	Baltimore	077	SL 4 REG	21-Feb-1901	cutsq	CD5MD030
ME	Portland	05	SL 4 REG	19-Mar-1905	cover	PC
ME	Portland	05	SL 4 REG	15-Apr-1903	cover	SLR
ME	Portland	06	SL 4 REG	18-Dec-1901	cover	SLR
ME	Portland	06	SL 4 REG	23-Mar-1902	cover	SLR
ME	Portland	08	SL 4 REG	10-Jun-1902	cover	SLR
MI	Detroit	03	SL 4 REG	24-Nov-1897	cut size	CD11MI266
MI	Detroit	15	SL 4 REG	02-Jul-1906	cover	SLR
MI	Grand Rapids	11	SL 4 REG	07-May-1901	cover	SLR
MI	Muskegon	02	SL 4 REG	01-Aug-1904	cover	PC
MI	Saginaw	06	SL 4 REG	14-Feb-1906	cover	PC
MO	Kansas City	01	SL 4 REG	16-Dec-1897	cover	CD9MO558
MO	Kansas City	01	SL 4 REG	09-Sep-1897	cover	PC
MO	Saint Louis	09	SL 4 REG	29-Jan-1898	cover	SLR
MO	Saint Louis	13	SL 4 REG	24-XXX-1897	cutsq	CD9MO985
MO	Saint Louis	18	SL 4 REG	16-Dec-1897	cover	CD9MO986
MO	Saint Louis	20	SL 4 REG	18-Nov-1897	cover	CD9MO987
NJ	Camden	01	SL 4 REG	12-Oct-1897	cover	SLR
NJ	Hoboken	02	SL 4 REG	19-Dec-1896	cover	SLR
NJ	Jersey City	08	SL 4 REG	07-Feb-1905	cover	SLR
NJ	Jersey City	15	SL 4 REG	28-Nov-1906	cover	SLR
NJ	Newark	01	SL 4 REG	16-Mar-1896	cover	SLR
NJ	Newark	04	SL 4 REG	10-Nov-1897	cover	SLR
NJ	Passaic	02	SL 4 REG	17-Nov-1904	cover	SLR
NJ	Paterson	01	SL 4 REG	01-Dec-1900	cover	SLR
NJ	Paterson	01	SL 4 REG	04-Jul-1904	cover	SLR
NJ	Paterson	01	SL 4 REG	13-Dec-1904	cover	SLR
NJ	Rutherford	02	SL 4 REG	13-Oct-1902	cover	SLR
NJ	Rutherford	02	SL 4 REG	22-Apr-1902	cover	PC
NY	Albany	08	SL 4 REG	11-Jan-1897	cover	SLR
NY	Brooklyn	004	SL 4 W REG NO	18-Jul-1901	cover	SLR
NY	Brooklyn	008	SL 4 W REG NO	22-Dec-1897	cover	SLR
NY	Brooklyn	022	SL 4 W REG NO	05-Sep-1901	cover	SLR
NY	Brooklyn	025	SL 4 W REG NO	27-Sep-1XXX	cover	SLR
NY	Brooklyn	027	SL 4 W REG NO	16-Nov-1901	cover	PC
NY	Brooklyn	027	SL 4 W REG NO	08-Aug-1899	cover	SLR
NY	Brooklyn	027	SL 4 W REG NO	22-Jul-1902	cover	SLR
NY	Brooklyn	032	SL 4 W REG NO	14-Mar-1899	cover	SLR
NY	Brooklyn	039	SL 4 W REG NO	14-Apr-1899	cover	SLR
NY	Brooklyn	044	SL 4 W REG NO	14-Apr-1902	cover	SLR

NY	Brooklyn	051	SL 4 W REG NO	06-Jan-1900	cover	SLR
NY	Brooklyn	057	SL 4 W REG NO	07-Dec-1896	cover	PC
NY	Brooklyn	058	SL 4 W REG NO	17-Feb-1897	cutsq	CD10NY0287
NY	Brooklyn	062	SL 4 W REG NO	23-Nov-1897	cover	SLR
NY	Brooklyn	063	SL 4 W REG NO	10-Nov-1897	cover	SLR
NY	Buffalo	07	SL 3	27-Jun-1901	cover	SLR
NY	Buffalo	09	SL 3	07-Dec-1897	cover	SLR
NY	Buffalo	10	SL 2	ND [1897]	cover	SLR
NY	Buffalo	11	SL 4 REG	07-Dec-1897	cover	PC
NY	Buffalo	14	SL 3	29-Mar-1897	cover	SLR
NY	Buffalo	47	SL 4 REG	25-Feb-1902	cover	PC
NY	Long Island City	05	SL 4 REG	21-Dec-1896	cover	SLR
NY	New York	024	SL 2	ND	pnote	PC
NY	Rochester	14	SL 4 REG	13-Apr-1XXX	cutsizes	CD10NY2108
NY	Troy	01	SL 4 REG	19-Dec-1898	cover	SLR
OH	Cleveland	17	SL 4 REG	18-Mar-1904	cover	PC
OH	Cleveland	01	SL 4 REG	13-Dec-1897	cover	PC
OH	Cleveland	06	SL 4 REG	07-Sep-1897	cover	SLR
OH	Cleveland	16	SL 4 REG	30-Jan-1905	cover	SLR
OH	Columbus	01	SL 4 REG	16-Jan-1901	cover	SLR
OH	Columbus	01	SL 4 REG	09-Dec-1896	cover	PC
OH	Hamilton	02	SL 4 REG	11-Jul-19XX	cutsizes	CD10OH0529
PA	Allegheny	02	SL 4 REG	22-Dec-1897	cover	CD8PA0035
PA	Allegheny	02	SL 4 REG	21-Jan-1897	cover	PC
PA	Allegheny	04	SL 4 REG	06-Jul-1904	cover	SLR
PA	Easton	?	SL 4 REG	30-Mar-1908	cover	SLR
PA	Easton	02	SL 4 REG	16-Aug-1909	cover	PC
PA	Lancaster	02	SL 1	25-Mar-1901	cover	PC
PA	Philadelphia	002	SL 4 REG	31-Mar-1897	cover	SLR
PA	Philadelphia	002	SL 4 REG	25-May-1897	cover	SLR
PA	Philadelphia	002	SL 4 REG	22-Oct-1897	cover	SLR
PA	Philadelphia	002	SL 4 REG	30-Aug-1895	cover	PC
PA	Philadelphia	003	SL 4 REG	14-Jun-1907	cover	PC
PA	Philadelphia	005	SL 4 REG	17-Jun-1897	cover	PC
PA	Philadelphia	007	SL 4 REG	23-Oct-1893	cover	PC
PA	Philadelphia	009	SL 4 REG	16-Dec-1902	cutsizes	PC
PA	Philadelphia	012	SL 4 REG	12-Jun-1902	cover	SLR
PA	Philadelphia	013	SL 4 REG	18-Mar-1898	cover	PC
PA	Philadelphia	015	SL 4 REG	29-Nov-1897	cover	CD8PA2075
PA	Philadelphia	015	SL 4 REG	29-Nov-1897	cover	PC
PA	Philadelphia	018	SL 4 REG	14-Oct-1904	cover	SLR
PA	Philadelphia	020	SL 1	ND	cover	SLR
PA	Philadelphia	020	SL 4 REG	22-Mar-1897	cover	SLR
PA	Philadelphia	020	SL 4 REG	20-Jan-1896	cover	SLR
PA	Philadelphia	020	SL 4 REG	29-Jan-1897	cover	SLR
PA	Philadelphia	020	SL 4 REG	19-Aug-1896	cover	SLR
PA	Philadelphia	020	SL 4 REG	29-May-1895	cover	PC
PA	Philadelphia	020	SL 4 REG	17-Aug-1895	cover	PC
PA	Philadelphia	020	SL 4 REG	20-Oct-1897	cover	PC
PA	Philadelphia	020	SL 4 REG	05-Dec-1896	cover	SLR
PA	Philadelphia	022	SL 4 REG	26-Apr-1896	cover	PC
PA	Philadelphia	036	SL 1	ND	cover	SLR
PA	Philadelphia	036	SL 4 REG	24-Jul-XXXX	cover	PC
PA	Philadelphia	056	SL 4 REG	12-Oct-1900	cover	PC
PA	Philadelphia	059	SL 4 REG	07-Jun-1901	cover	PC

PA	Philadelphia	072	SL 4 REG	02-Mar-1902	cover	PC
PA	Philadelphia	078	SL 4 REG	18-Jun-1903	cover	PC
PA	Philadelphia	120	SL 4 REG	ND	cutsize	CD8PA2074
PA	Philadelphia	127	SL 4 REG	15-May-1906	cover	PC
PA	Philadelphia	130	SL 4 REG	27-Jan-1909	cover	cutsize
PA	Philadelphia	130	SL 4 REG	10-May-1907	cutsize	PC
PA	Philadelphia	138	SL 4 REG	17-Dec-1910	cutsize	CD8PA2074
PA	Philadelphia	141	SL 4 REG	11-Mar-1909	cutsize	CD8PA2074
PA	Pittsburg	07	SL 4 REG	01-Jul-1902	cover	PC
PA	Pittsburg	14	SL 4 REG	17-Jul-1903	cover	PC
PA	Pittsburg	14	SL 4 REG	13-Sep-1907	cover	PC
PA	Pittsburg	15	SL 4 REG	19-May-1903	cover	PC
RI	Providence	15	SL 4 REG	30-Dec-1905	cover	SLR
RI	Providence	20	SL 4 REG	17-Mar-1902	cover	SLR
SC	Charleston	02	SL 4 REG	08-Oct-XXXX	cover	CD7NC071
WA	Seattle	10	SL 2	ND	cutsq	CD2WA475

Table 2 shows the quantities of each type reported.

Cancel Type	Quantity Reported
SL 1	7
SL 2	5
SL 3	8
SL 4 REGISTERED	209
SL 4 WITH REGISTERED NUMBER	16
SL 4 SPECIAL DELIVERY W NUMBER	3
SL 5 WITH NUMBER	39
Total	287

Table 2 The quantities of each type of straight-line marking reported from sub-stations.

Straight-line cancels are reported from nineteen states and the District of Columbia. More than one-fourth, 76, are from Illinois, and all but three of those are from Chicago. The next highest numbers are reported from Pennsylvania, 45; District of Columbia, 42; Massachusetts, 32; New York, 26; California, 15; and New Jersey, 12. States reported with fewer than ten straight-line markings are Connecticut, Iowa, Indiana, Louisiana, Maryland, Maine, Missouri, Ohio, Rhode Island, South Carolina and Washington.

Straight-line markings are reported used at sub-stations every year between 1893 and 1910. Table 3 shows the number reported from each year. The numbers do not add to the total reported because some markings are undated, incomplete or have illegible year dates.

Straight-line marking use peaked in 1897, then dropped off rapidly. One reason might be is that many of the busiest sub-stations were converted to stations at the beginning of 1898 after the functions of sub-stations had been redefined. Interestingly, the use of sub-station

Year	Number Reported	Year	Number Reported
1893	4	1902	19
1894	2	1903	9
1895	18	1904	10
1896	33	1905	13
1897	81	1906	5
1898	18	1907	3
1899	11	1908	3
1900	11	1909	3
1901	19	1910	3

Table 3 Reported examples of straight-line markings at sub-stations by year.

straight-line markings continued long after *sub* was dropped from their name in 1902. The latest reported use of a sub-station straight-line marking is December 17, 1910, at Philadelphia, PA, Sub-Station No. 138.

Conclusion

It is not surprising that straight-line markings are the most common marking reported used at sub-stations. Most letter mail was sent to full stations or the main post office to be cancelled and sorted, so only services like registered mail and money orders would require postal markings that would be applied at a sub-station.

When the census of sub-station postal markings was first published in 2002,² 67 straight-line markings were reported. Straight-line markings are added to the census at the rate of about one a week, so there are many waiting to be identified and reported. I express sincere thanks to all those who have sent photocopies or e-mailed scans of sub-station postal markings from their collections. I invite and encourage everyone to add their sub-

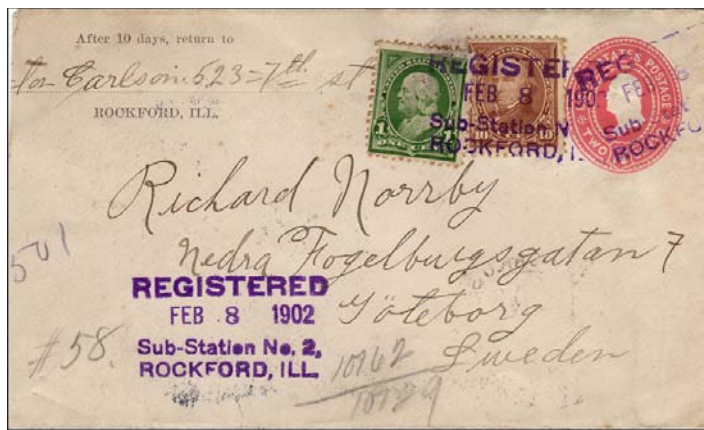


Figure 16 Cover with four-line registered SL marking applied at Rockford, IL Sub-Station No. 2, and used to cancel stamps.

Figure 17 Cover with Bartel Stamp Co. return address and Washington, DC, Sub-Station No. 29 five-line registered SL marking.



station postal markings to the census. Please e-mail me at packd@hbc.com or write to me at Dennis Pack, 1915 Gilmore Ave, Winona, MN 55987.

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

END NOTES

¹ *Postal Laws and Regulations*, 1893, p. 377.

² *La Posta*, Vol. 33, No. 2 (May, 2002), pp. 38-49.

I BUY POSTAL HISTORY FROM

P.O.	County	State	Est.	Disc.
CROSBY	Houston	AL	1886 - 1934	
CROSBY	White	AR	1909 - 1917	
CROSBY	Habersham	GA	1857 - 1867	
CROSBY	Kent	MD	1889 - 1895	
CROSBY	Kent	MI	1883 - 1917	
CROSBY	Saint Louis	MN	1885 - 1886	
CROSBY	Crow Wing	MN	1910 - Date	
CROSBY	Amite	MS	1934 - Date	
CROSBY	Jones	MS	1899 - 1907	
CROSBY	Hamilton	OH	1809 - 1818	
CROSBY	Caddo	OK	1902 - 1902	
CROSBY	Divide	ND	1904 - Date	
CROSBY	Clark	NV	1883 - 1883	
CROSBYVILLE	Fairfield	SC	1833 - 1906	
CROSBY	Harris	TX	1877 - Date	
CROSBYTON	Crosby	TX	1908 - Date	
CROSBY	Campbell	VA	1885 - 1904	
CROSBY	Clay	WV	1902 - 1934	
CROSBY	Hot Springs	WY	1907 - 1933	

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Hurricane Strife

by Tom Clarke

The first article (*La Posta* January 2006) to deal with “Florida’s Three Southeast Counties” described the early growth of the towns of Ft. Lauderdale (and its little brother, Davie FL), Miami and Palm Beach). It portrayed the growth of Broward, Dade, and Palm Beach Counties and their post offices, via postmarked picture postcards, and drew to a close just prior to the Great Hurricane of 1926.

Here, we’ll review one of the great attributes of SE Florida, certainly negative, and that is the effect of hurricanes on the region, with a focus on the city of Hollywood FL. An odd topic for *La Posta* until you find a postcard or letter from the early 20th century that mentions them. And finding them is no easy task. Not that many permanent residents lived in South Florida, though the razz-matazz of the Roaring ‘20s brought vacationing snow birds by the tens of thousands.

Details about hurricanes can be found in internet meteorological accounts, but it’s

a real treasure to find a small reference (in the few letters and postcards that have survived), however oblique, that witnessed the great destruction and economic and human misery a mighty storm caused. It’s can be a ‘You Are There’ moment. The deafening sound and the agonizing huddling and teeth gritting wait.

The Region

Early storms are known mostly through delayed reports since instrumentation and communication was in its infancy. NOAA and meteorologists today have researched

Spanish and others ship logs back to the 1600’s to draw a picture of storms across four centuries and have them on their sites

South Florida had few people before 1900, so damaging storms that today would destroy into the millions or billions, passed without much notice.

Miami only in 1896 and Fort Lauderdale and Palm Beach both in 1911 became incorporated towns. Railroads, and

railroad-related hotels began to dot the east coast region. With people came trade and communication and post offices. Happily for us, and the great postal history search, the USPO was very liberal just at this time. Any town of almost any size with a handful of breathing souls could apply for an office. And so we can find datelined and postmarked cards and letters from these little sun-warmed towns, some of which actually mention the weather or the results of it.

Hurricanes are widespread. “Miami” is generic for the area and at any date might be applied since it is

the pre-eminent town on a prominent peninsula which juts into the Atlantic. It dares the churning warm summer and fall waters, which appropriately enough have always been Miami’s calling card, to come calling. Communities many counties away are affected and the economic spillover extends dozens to hundreds of miles across many states in all directions.

The Storms

The key hurricanes that affected southern-most Florida are listed, though we will concentrate on the 1926 storm.

DAILY NEWS
Fort Lauderdale, Florida, September 19, 1926

HURRICANE CLAIMS HEAVY TOLL OF LIFE AND PROPERTY

Seven Identified, One Unknown Dead In Lauderdale After Hurricane Strikes Lower East Coast With Hollywood And Miami Worst Sufferers

The lower east coast today began its work of repairing damage wrought by the tropical hurricane which struck it early Saturday.

Fifteen dead at Fort Lauderdale, 25 at Hollywood 9 at Dania and scores at Miami and Miami Beach were reported late today.

Fifteen hundred injured were reported at Fort Lauderdale and the list at other points hit by the hurricane it is estimated will reach into the hundreds.

Property damage will run into millions of dollars in every city in the path of the hurricane.

Fort Lauderdale today is under martial law, its citizens are being fed in bread while communication with the outside world was impossible. Telegrams at a late hour were being relayed by motorcycle courier to West Palm Beach.

A total of seven identified and one unidentified dead lay in the temporary morgue established at the Griffith & Philbrick Undertaking parlors on East Avenue Sunday morning and a number of others were taken to temporary morgues established about the city.

Of the 1500 injured it was estimated about 25 were seriously injured.

Continued on page 4.

1906 - The Florida Keys Hurricane of 1906 caused heavy damage where many construction workers were working on Florida East Coast RR's Overseas Railroad. A ferry headed for Miami with workers but sank during the storm, killing 130 of the total 197 dead. Miami with a population of about 4000 suffered \$160,000 [today: 4 million] in damage.

1926 - The Great Miami Hurricane, the focus of this article, struck Miami directly as a Category 4 storm on September 16. The surge tore through the city, gutting homes and businesses. The calm of the eye proved fatal for many who assumed the storm was over, but the second half of the storm was worse than the leading half.

Every building in the downtown district of Miami was damaged or destroyed. Total dead is difficult to estimate given the



Map 1 A 1950s Gulf Oil road map cut showing Florida's "Gold Coast".



Figure 1 This postcard dated less than two weeks after the storm proves the resilience and enterprising nature of businessmen in disasters. It shows a post-flooded Flagler Street in the heart of Miami and window, tree, electrical damage. Posted from 40 miles north in Palm Beach, the lady writer is headed into Miami that day. Very appropriate the postmark in this case is on the picture side.

'1926' stopped in its tracks the runaway real estate market boom in South Florida.

1928 - The Lake Okeechobee Hurricane of early September made landfall near West Palm Beach, 20 miles north of Ft Lauderdale on September 16, an intense Category 4 storm. Damage was severe along the southeast Florida coast, but relatively few deaths were reported there. Its deadliest blow was on Lake Okeechobee 60 miles northwest, as the eye wall crossed. The dike burst and massive floods killed at least 2,500. It is the third deadliest hurricane and second deadliest natural disaster for the US. Property damage was estimated at \$25 million [today: 300 million] in Florida alone.

1935 - The Labor Day Hurricane remains the strongest hurricane on record to strike the US. It made landfall along the Florida Keys on Labor Day, September 2, 1935 with Category 5 winds. The storm destroyed the islands' iconic Over-Sea Railroad, finished in 1912. It would be replaced by the Over-Sea Highway, existing today. A total of 408 deaths occurred, including an evacuee train that was washed off its tracks killing World War I veterans who were living and working in the Keys as part of a government relief project.

1947 - Hurricane 4, one of two post-war 1947 hurricanes to directly hit Fort Lauderdale flooded major highways. One report tells of twelve inches of rain falling in a 30 minute period. It caused \$110 million in damage

Estimates are that it would have caused the equivalent of 90 to 170 billion in losses now thanks to increased population, a vastly larger number of structures, and skyrocketing property values.



Figure 3 A few miles above Hollywood in Ft. Lauderdale was the Beach Hotel, which was flattened as shown in this real photo card, probably a chance for a photographer to make much needed money out of tragedy. Doubtless some of the 400 deaths occurred here.

[today almost 1 Billion] and cost 51 dead. It was very powerful at its Florida landfall but overall was less severe compared to the storms of the 1920s.

The second storm, Hurricane 8 in October, was also a wet storm at only 80 mph, but dropped 5-13 inches of rain across the central and southern portions of Florida. The rain left many neighborhoods in up to six feet of water exacerbated by a soggy summer. Miami residents had to use boats and rafts to survey damage and look for survivors, due to the flood. Over 2,000 were rendered homeless and US Highway 1 was closed for 30 miles either side of Miami. Florida damage reached \$28 million (250 million today).

1960 - Hurricane Donna was one of the all-time destructive hurricanes. A north westward turn on Sep 9th brought the hurricane to the middle Florida Keys as a Category 4. It is the only hurricane to produce hurricane winds in Florida, the Mid-Atlantic states, and New England. Even Rhode Island reported gusts to 130 mph. Though primarily a Florida west coast storm, damage was \$400 million [today: 3.5 Billion], and caused 364 deaths, 148 directly attributable to the storm.

1992 - Hurricane Andrew was the second most destructive United States hurricane on record. It was a wind storm in comparison to wet Donna. By August 22 it reached hurricane strength and the next day was already a Category 4. It blasted across south Florida on the 24th, eventually crossing to Louisiana. Sustained winds had gusts into the 160's. Only 23 died thanks to NOAA technology and modern communications.

2005 - It was the most active Atlantic hurricane season in recorded history. There were at least 2,280 deaths and record damages of over \$128 billion. Of the season's record 28 storms, five: Dennis, Emily, Katrina, Rita, and Wilma, were responsible for most of the destruction.

Hurricane Wilma peaked at a Category 5 in the Gulf of Mexico but settled down to Category 2 on October 24, as it crossed the Everglades west to east to ravage Broward County and Fort Lauderdale. Oddly, because it

was a concentrated storm Palm Beach and Dade and Counties to the north and south were barely touched.

Earlier, in August, Katrina had crossed South Florida with sustained winds for hours at 90 mph, eventually reaching Category 5 for its historic devastation of New Orleans. Its totals were \$81.2 billion in damages and deaths of 1,836, third after the Lake Okeechobee Hurricane of 1928. The Galveston TX storm of 1900 was the worst with 6,000 or 8,000 dead, depending on authority

A morbid conclusion to this brief South Florida hurricane list is the national list of worst loss of life disasters. Perhaps you have a letter that mentions one. Most are, naturally, hurricanes:



Figure 3 This enigmatic magenta straightline marking surely came from the days immediately following the '26 hurricane when electric was out and the whole post office no doubt in shambles, giving us a late September 1926 assumed date.

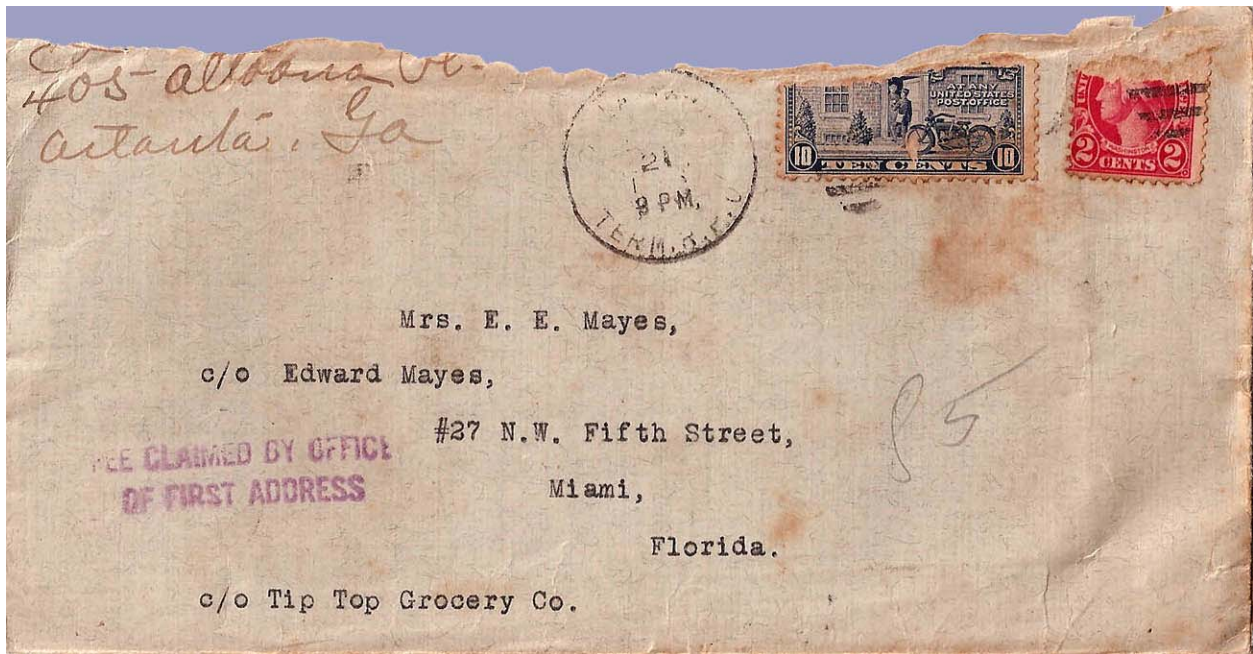


Figure 4 A ragged witness to a hurricane's aftermath, torn open in haste, perhaps under open sky. It went special delivery on Sep 21 and arrived a slow two days later on Saturday Sep 23.

1. Galveston Hurricane, 1900, estimated 8,000 deaths
2. Great Okeechobee Hurricane, 1928, estimated 2,500-plus
3. Johnstown Flood, 1889, estimated 2,200-plus
4. Louisiana Hurricane, 1893, 2,000-plus
5. South Carolina-Georgia Hurricane, 1893, 1,000-2,000
6. Great New England Hurricane, 1938, 720
7. San Francisco Earthquake, 1906, 700
8. Georgia-South Carolina Hurricane, 1881, 700
9. Tri-State Tornado in Missouri, Illinois and Indiana, 1925, 695
10. Labor Day Hurricane, 1935, 405

Two Historic Letters

Some time ago, for \$7.00, eBay yielded a small treasure: a pair of covers with letters intact, one ruthlessly torn open at the top, the other handled more gently. Both have typewritten letters from an attorney to Edward and Mrs. E. E. Mayes of Miami. The eBay write up mentioned without fanfare a 'hurricane connection'. They are postmarked from Atlanta GA on Sep 21 (Tuesday) and Sep 25 (Saturday), 1926, three and seven days after the Great Miami Hurricane of Saturday, Sep 18.

The earlier one went special delivery, and took two days to get to Miami via the East Coast Railroad, and was back stamped on Sep 23 (*figure 4*). The second admits there is no where to fly the letter to, but was sent airmail nonetheless.

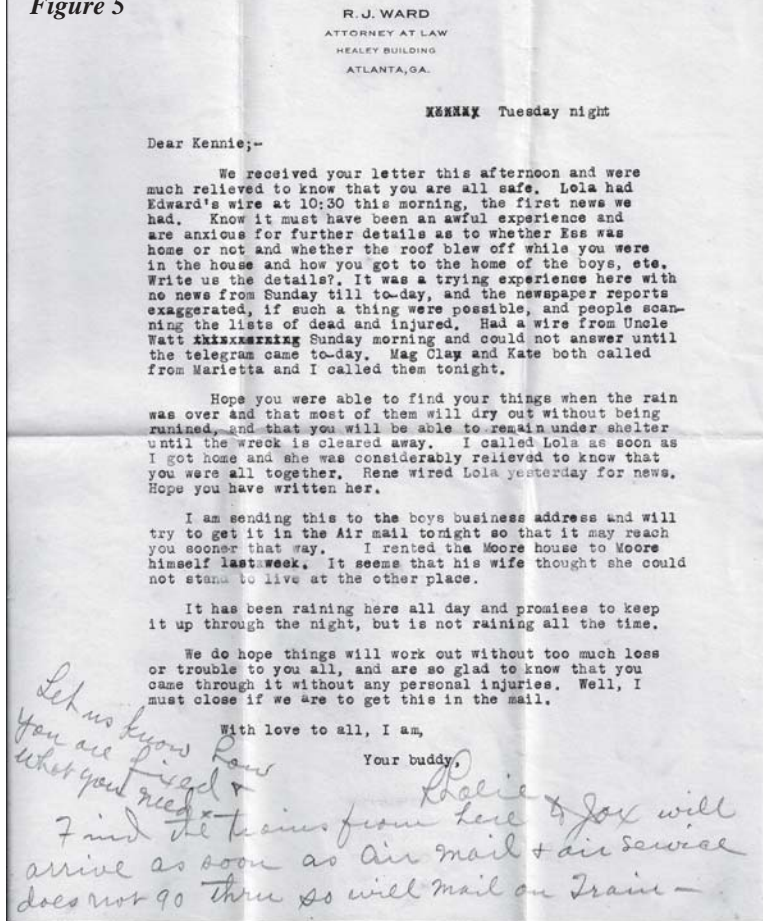
The first states "We received your letter, meaning that mail almost immediately (and telegrams as the letter states) were sent from Miami. We assume it took the same two days north as it took the answer to travel south.

...much relieved to know you are all safe. Lola had Edward's wire at 10:30 this morning, the first news we had. Know it must have been an awful experience ... wondered whether the roof blew off while you were in the house ... the newspaper reports exaggerated ... and people [were] scanning the lists of dead and injured. Hope you were able to find your things when the rain was over and that most of them will be dry without being ruined, and that you will be able to remain under shelter until the wreck is cleared away [in pencil] Let us know how you are fixed and what you need. Find the trains from here will arrive as soon as Air Mail & air service doesn't go thru so will mail on train.

The follow up letter says, in part:

We had your Tuesday's letter last night and enjoyed it so much, not just because it furnished details of your trials but because we were so interested and anxious to know just how you did come through the storm without injury. The stories we get from the papers and from the stories told by the "refugees" are so conflicting in regard to the actual loss of life and property damage ... Tonight's papers tell of train loads of the survivors coming through Jacksonville on free transportation and absolute destitution [in pencil] Will try the Air Mail with this one.

Figure 5



If the second did arrive by air, there is no arrival back stamp one would expect.

Again, 'Miami' can be used generically for the region at times. Quickly printed picture booklets prepared just days following the storm show scenes of devastation from Miami north to Palm Beach. (About midway, is the present town of Hollywood, directly south of Fort Lauderdale.)

Hollywood By the Sea

And now the vigorous story of storm-prone Hollywood, Florida, where postal and weather themes have come together.

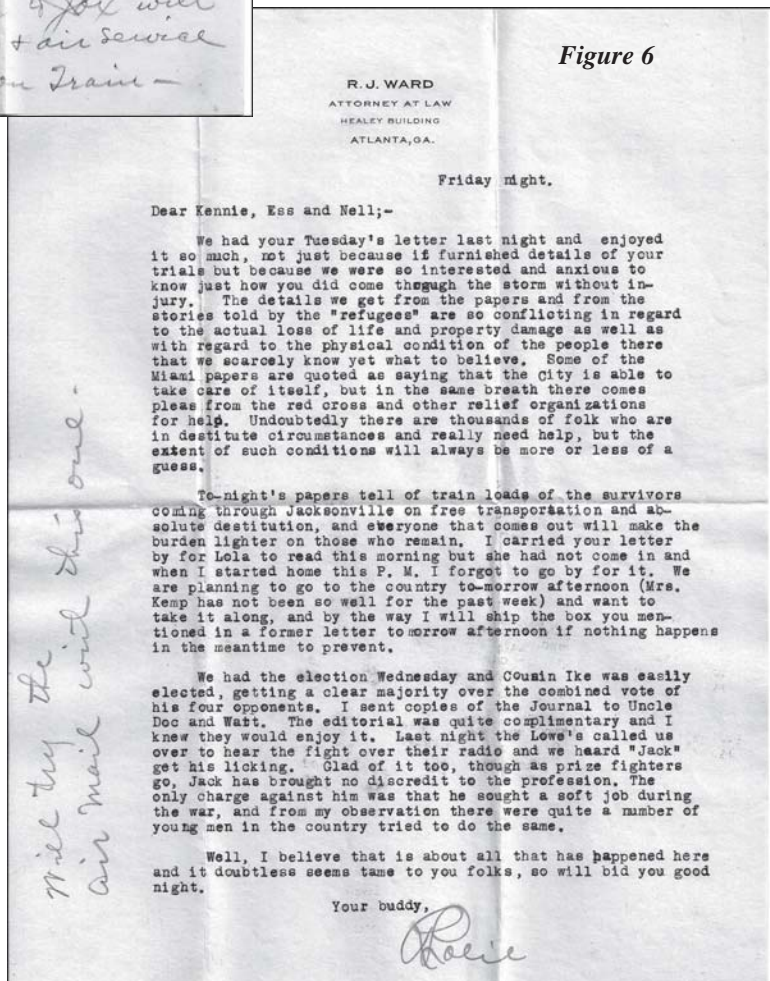
In the 'teens and '20's, Fort Lauderdale and nearby towns were continuing the blitz of hype about sun-filled living, mimicking Miami's efforts 30 miles to the south. The area was a heated focus of land speculation. High pressure ad campaigns planting dreams of a combined life of ease, business profit, and ever-increasing property values seemed a fantasy come true.

Curiously, just south of 1920 Fort Lauderdale, lay empty space, land no one had yet spoken for. Years earlier, a man named Joseph W Young was weaned in southern California on a new concept of real estate sales: sell not just a home but the complete concept. This meant sell prospects not only a house but the glories of a brand new town, one created on paper and built from the ground up, new roads, new businesses, new everything.

Of course, William Penn had created the first modern designer town 230 years before when he drew up plans for Philadelphia, city block by city block, at his desk back in England. Young's favorite Southern California municipality was the young, pre-movie-industry town of Hollywood. He would carry that feel to the Atlantic coast.

Joe Young took a Florida East Coast train south, saw the vacant land mentioned, and filed the proper paperwork. With his penchant for advertising he began to merchandise his new 'scientifically designed' Holly-

Figure 6



Follow the Sun ~ to Hollywood ~
Golden Days and Glorious Nights
at Florida's Most Beautiful Hotel



DOWN where winter is summer—on the coral shore 'twixt Palm Beach and Miami—rising like a palace out of fairyland, is Florida's most entrancing retreat from the snow and freezing winds of the north—Hollywood Beach Hotel.

Right on the ocean, looking forth on tropical beach and sea, it is the center of life as you dream it. Balmy breezes blow through your rooms. You don bathing suit and go straight to the broad beach with its gently rolling surf.

Spacious chambers with gorgeous decorations and furnishings—conveniences and refinements, matchless amidst the most luxurious appointments, single out this magnificent hotel for your comfort and delight. Delicious tablefare, freshened with vegetables, fruits, butter, milk, and eggs from the hotel's own farms, intrigues your appetite.

Every outdoors sport and recreation invites you—golf on two excellent courses, horseback riding, tennis, motor boating, aquaplaning, deep sea fishing, and bathing on the peerless beach. Every night dances, recitals, concerts make it a favorite rendezvous in Florida's brilliant social playground.

Florida Enchantment at its best is here. Turn your back on winter and catch up with the sun at Hollywood. Write, and complete information and rates will be sent promptly.

Hollywood Beach Hotel, Hollywood, Fla., New York Office, Canadian Pacific Bldg., 342 Madison Ave.
 On Dixie Highway — Two Railroads — and Inland Waterway

HOLLYWOOD Florida
 Florida's all-year seaside city . . . A place to live

JOSEPH W. YOUNG
 Founder

Figure 7 One of many full page ads touting Hollywood's charms and bright future. This one is *National Geographic*-size and pushes many a reader's visual buttons. Oddly, it appeared in a November 1926 issue! True, ads must be placed in advance, or maybe this was Young's method of suggesting 'No problems here'.

wood by the Sea, "a city for everyone, from the opulent at the top of the industrial and social ladder to the most humble of working people."

By 1923 he had trainloads of people arriving, pampered at his brand new hotel, beneath brand new umbrellas, and being sold a sweet line by a passel of salesmen, whom even the President of the United States had greeted on his 1923 Florida vacation to golf at Young's brand new Hollywood Golf Club. Along the principle boulevard, Young will name the first of the three wide circles (to slow the speeders) after him: Harding Circle. He named all the primary streets after every president to date, consecutively, through Coolidge.

Hollywood hummed with worker activity, interspersed with grandees, tradesmen, and sun and sea bathers. Meanwhile, the town edged further west into the Everglades.

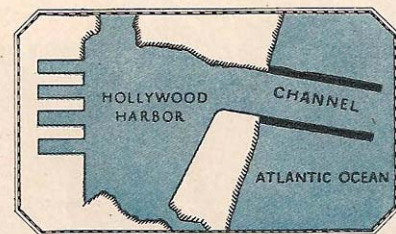
Ever Grander Schemes

While Henry Flagler's railroad served Hollywood daily, continuing on to Miami and the Keys, he built a small airport. The main thoroughfare, the Dixie Highway, was now black-topped and two lane, and snaked up the coast to Jacksonville and beyond.

He also thought to lure boats and ships and yachts of all sizes. Embarrassed one day as he lay marooned in a rowboat in the middle of the town's large sea-fed lake, he realized what he must do. His great harbor would be dredged on that spot.

Independent entrepreneurs flocked to Hollywood to build their fortunes too. One small enterprise was called the Flora hotel. It went up in 1924 for \$60,000 [today: 750,000]. The proprietor was JS Matson who oversaw eight family suites and eight single rooms with bath. The suites rented during "the season", November to May, for \$100 [today: 1200] per month, otherwise \$25 [300]. Single rooms for workers went for \$3 [36] per night, or 4.50 [54] per couple. Mr. Matson will lose the hotel due to the storm's economic after effects, but it still stands today.

Young's Lake Mabel, which was mostly within city limits, would grow to become today's multi billion dollar Port Everglades, the deepest anchorage south of Charleston SC. It has been an unquestioned trade and pleasure magnet. The cruise industry, and Caribbean, South American and worldwide trade are fed daily from it.



NOTE—Construction work started last fall on the above plan for converting Lake Mabel into Hollywood Harbor. It is a gigantic task, requiring many more months of labor before the activity shown in the large picture is realized.

Figure 8 A small section of a large full page ad that explains the need for and benefits of a man-made port for Hollywood (partly funded by Fort Lauderdale, too). Compare this ambitious plan which came into reality with the absolutely naked "Port" of Bay Mabel as the card reads.

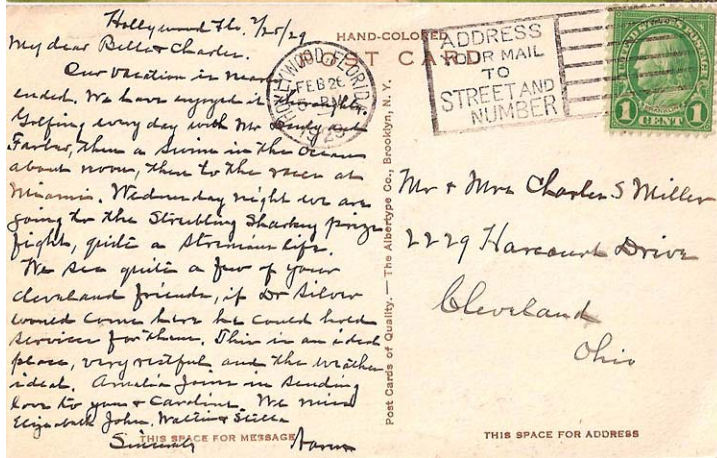


Figure 9 Mailed from Hollywood on February 26, 1929, eight months before the Stock Market Crash, Norm writes in meticulous tiny cursive from a rebuilt Hollywood. There was golfing every day, a swim, then to the races at Miami, and this Wednesday night to the Stribling-Sharkey fight prize fight [witnessed by celebrities from Walter Winchell to Jack Dempsey to Al Jolson, and Al Capone threw a huge banquet for the attendees]. He concludes, "This is an ideal place, very restful and the weather ideal". Both the 1926 and 1928 hurricanes were behind them in South Florida. The reverse shows the venerable Hollywood Country Club that Hoover and Joe Young prized.

change for the guests. The hotel quickly became the winter home of industrialists and celebrities and hosted the fanciest social affairs.

Envious, the neighboring towns of Hallandale and Dania, to the south and north, petitioned the Florida legislature and Hollywood City Commission to be annexed!

Sheet music titled *On Hollywood Shore*, was copyright in 1923. It directly refers to Young in the second stanza: "...a man with a home-mak-

Lake/Bay/Port of Mabel

With a growing Fort Lauderdale bordering the north and an unstoppable Miami to the south, from out of the blue and with lightening speed, Young had added a third destination complete with all the enterprise and pleasurable trimmings that any well-equipped, balmy seaside resort could offer.

In January 1926, Hollywood had 2,420 homes and about 18,000 people, 36 apartment buildings, 252 businesses and nine hotels, either complete or under construction.

The city covered 18,000 acres, commanded 6½ miles of oceanfront and a total assessment of \$20 million.

In imitation of Atlantic City's famed Boardwalk, Young began work on a Broadwalk, a 30 foot wide cement promenade, stretching along the shore for 1½ miles. The Hollywood Beach Casino, on the Broadwalk (sic), contained 824 dressing rooms, 80 showers, a shopping arcade and an Olympic swimming pool. He called Hollywood the "Atlantic City of the South".

His Hollywood Beach Hotel rose seven stories, included 500 rooms with bath, the world's largest solarium, and installed a private telegraph to the New York Stock Ex-



Figure 10 The world renown (not!) song *On Hollywood Shore*. For a mere 15 cents you could regale your missy with a ballad for the ages, in waltz time. Still, any public notice for Young's Dream City can't be a bad thing.

ing plan...". Joseph Young utilized every means to sell his kingdom by the sea. Surely he paid well to have it composed.

On Hollywood shore | There's a place I adore,
It's calling, calling to me. | There's a little white house
'Neath the shady palm tree | That is perfumed and cooled
By the breath of the sea. | And the silvery stars shine
Like diamonds at night, | In a mesh of velvety blue.
Still I'm lonely I know | In the soft starlight glow,
For I miss you, and miss you, and miss you.

Refrain

Soft southern breeze o'er soft southern seas,
So gently you sigh through the coconut trees.
A soft yellow moon hands o'er the sea,
And whispers of you dear, just you and me.
Jasmine perfume floats over the dune,
And brings me a vision of thee.
Can you forget, I think of you yet,
I love you, and love you, can you forget?

God made the sea | And the Royal Palm tree,
And everything that is good. | Then along came a man
With a home making plan, | And he called this wild-
woodland
By name | Hollywood. Ah, I simply adore it.
It seems like a dream, | A dream of beauty come true.
Where the languorous zephyrs
They whisper of love, and I miss you.

Then came Sep 16

It was a rude awakening from a beautiful dream. Dade and Broward Counties lost greatly in the Great Hurricane of 1926. It took lives, trees, electrical wires down, roofs, flattened signs and houses alike; millions of dollars in property losses overnight.

Joseph Young took up the challenge and led in the rebuilding of Hollywood. The task to rebuild was enormous, and thousands of Hollywood's residents would rather abandon their new found homes and return north. Remember reference to those who wholesale boarded free-passage trains just to get away?

The population of Hollywood alone dropped from 18,000 to 2500. Property values plummeted, a foreshadowing of the Crash of 1929 to come —not to mention our own contemporary experience.

Hallandale and Dania, after two years inclusion, seceded from Hollywood, now an apparent, gutted bankrupt. The Florida Legislature concurred.

Aftermath

Hollywood, Inc., made up of Young's former road construction colleagues, bought out Young at fire sale prices and slow but steady town growth began in the 1930s despite the Depression. Hollywood expanded its boundaries, Federal (Dixie) Highway (US 1) was lengthened and widened, a local baseball park was built that later became a spring training home for the Baltimore Orioles and later the Yankees.

Hollywood population rose from 2,700 in 1930 to 4,500 in 1935 and to 6,200 in 1940. During wartime, Miami, Hollywood, Fort Lauderdale, and Palm Beach all sported many military facilities. The Naval Air Gunners' School was in Hollywood, the Beach Hotel became the Naval Indoctrination and Training School, and the Golf and Country Club became a recreation center for servicemen.

Despite the huge influx of Navy men and training camps during the war, only in the 1950's did Hollywood's population truly begin to grow. Between 1945 and 1950 it almost doubled to 14,351 — but this was still short of the level prior to the Hurricane of 1926. (Currently it stands at 142,473.)

Conclusion

Several of the cards pictured here show that Hollywood, Miami and others areas rebounded after a few years. The unquenchable, visceral joys of sun and surf can't be stilled. But many faces had gone and probably wouldn't return. Many were broken in spirit and cash, and those who escaped, who knows their fate in the coming many years of Great Depression.



Figure 11 A post-hurricane real photo of a boat washed onto the highway 'near Miami' possibly near Hollywood: "Typical scene along the Dixie Highway".

REPORTS TO DATE BY ASSOCIATED PRESS

400 KILLED

5,000 INJURED

\$165,000,000 Property Loss

4,700 Houses Completely Destroyed

9,250 Damaged more or less seriously

HOUSES DESTROYED AND DAMAGED

IN MIAMI - - - - 2,000 Destroyed - 3,000 Damaged

IN HOLLYWOOD - - - - 1,000 Destroyed - 2,000 Damaged

IN FORT LAUDERDALE 1,200 Destroyed - 3,600 Damaged

OTHER PLACES - - - 500 Destroyed - 650 Damaged

MOST OF THE DAMAGED HOUSES WILL BE REPAIRED WITHIN 60 DAYS



Figure 12 Booklets such as this "23 Views of the Miami Hurricane District", 25 cents, were sold across the country. This one was printed in Toledo OH. The figures tell the tale; meanwhile the late, four-time presidential candidate William Jennings Bryan spirit passed among the boats now lounging in his Miami front yard.

Hollywood lost Joseph Young too, about a year after he lost his property to his erstwhile associates. He died of a heart attack in 1934 though his home still stands where he last took breath. The entire southeastern Florida 'Gold Coast' has weathered much more in the meantime and has survived.

By themselves, vacation postcards and isolated letters are puny, evanescent things, that most people pay little attention to, and rightly so. They have momentary purpose and meaning. But when gathered together into some sort of order so a story can emerge, the consequences and lessons of history can be reviewed.

The few cards and letters displayed here are a sufficient 'time in a bottle' to illustrate people, really us, at a different time. They can help us vicariously experience, learn from, and maybe even prepare for our own futures.

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Chronicles of a Civil War Gunboat Sailor

By Michael Dattolico

There are still fabulous postal history treasures waiting to be found. If you're skeptical, meet Stan Bednarczyk, proprietor of Crown & Eagle Stamps in Columbus, Ohio, who has a knack for making amazing discoveries. Some time ago, he acquired a collection of Civil War covers mailed from a Union sailor to his fiancé in New York. Many of the covers are tattered and non-descript, but the letters' contents are pure gold. They offer a glimpse of combat aboard a gunboat and provide eye-witness accounts of several wartime dramas as the Union Navy and Confederate forces fought on the Mississippi River. Stan meticulously read the letters, realized the significance of the contents, and wondered if *La Posta* readers might be interested. Highlights of the collection are presented for your reading pleasure.

The sailor himself, Elias Dorrian Smith, was a 21-year-old law clerk in Buffalo, New York. Confronted by the unpopular 1863 draft laws, he enlisted in the U.S. Navy and was assigned to the U.S.S. *Covington*, a gunboat based at Cairo, Illinois. After experiencing combat aboard the *Covington*, Smith's superiors noted his education and civilian training. He was commissioned and assigned as an assistant paymaster. The Mississippi River Squadron commander, Captain A.M. Pennock, also noticed Smith's abilities and transferred him to the U.S.S. *General Lyon* and later at the Mound City Naval Station for the remainder of the Civil War (figure 1).

The letters were written to Smith's future wife, Jennie Merrell, who resided in Buffalo, New York. Penned in a flowing, legible style, they are essentially love letters but also chronicles of events in which Smith took part or witnessed as a naval officer. Figure 2 illustrates one of the Mound City Naval Station printed envelopes that Pennock used to mail his letters.

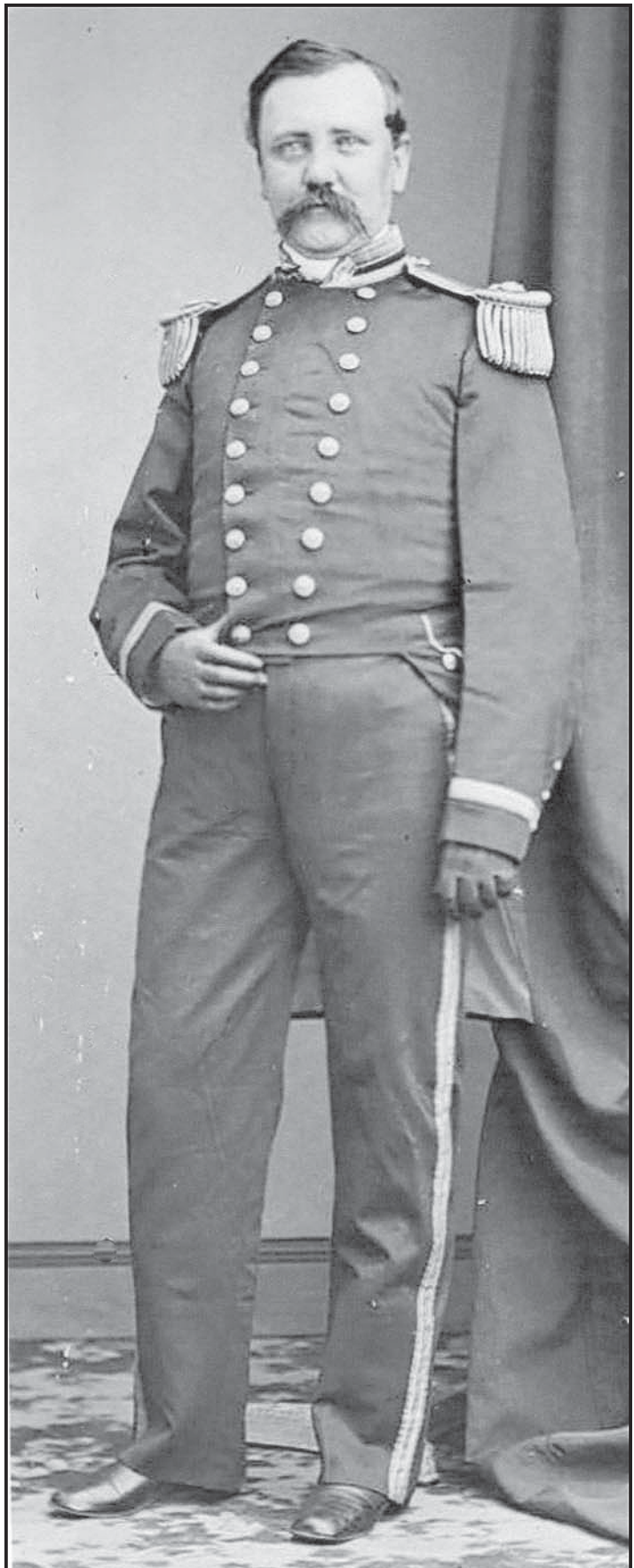


Figure 1 Commodore Alexander M. Pennock, Civil War Mississippi River Gunboat Squadron Commander

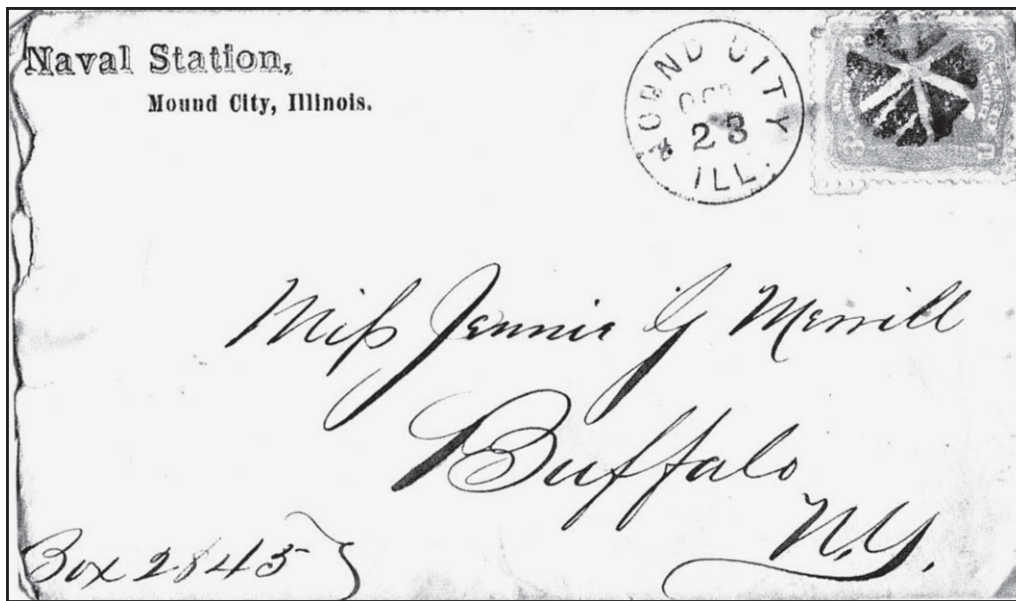


Figure 2 Typical stationery used by Eli Smith to mail letters to his fiancé, Jennie Merrell. Smith had access to a variety of stationery types at the Mound City Naval Station.

Smith wrote a long, rambling letter in May, 1864, that was a continuous commentary for the entire month. On the 11th he began: (Figure 3)

...I have made my last trip on the U.S.S. *General Lyon* as I have had the good luck to be promoted again. I was informed that the Fleet commander and commandant of this station wanted me as his personal clerk....

The U.S.S. *General Lyon* was a steamer used by the Union Navy as an ordnance, stores, and dispatch ship captured from the Confederates early in the war. It operated from the Mound City naval station throughout the war. Smith was describing the end of his duty on the ship and a more permanent position at the Mound City naval station. (Figure 4) He continued:

...We did not have to go up the river this time because news came from the Red River that several of our gunboats had been sunk by the Rebs. The gunboat "Covington" (which was the first boat on which I served as an officer in the U.S.N.) was shot all to pieces. The captain was the last man to leave her and he set her on fire, burning her to the water's edge, thereby preventing the Rebs from capturing her guns. The captain and the rest of the officers escaped in the woods on the opposite side of the river and have not yet been heard from. Capt. Lord had only been married about three months. This will be sad news for the young bride...I do not know what the gunboats above Alexandria will do for provisions...I hope they hold

out until the arrival of two monitors that just left here. It is quite a sight to see these iron monitors. They resemble a raft with a cheese box on each end...

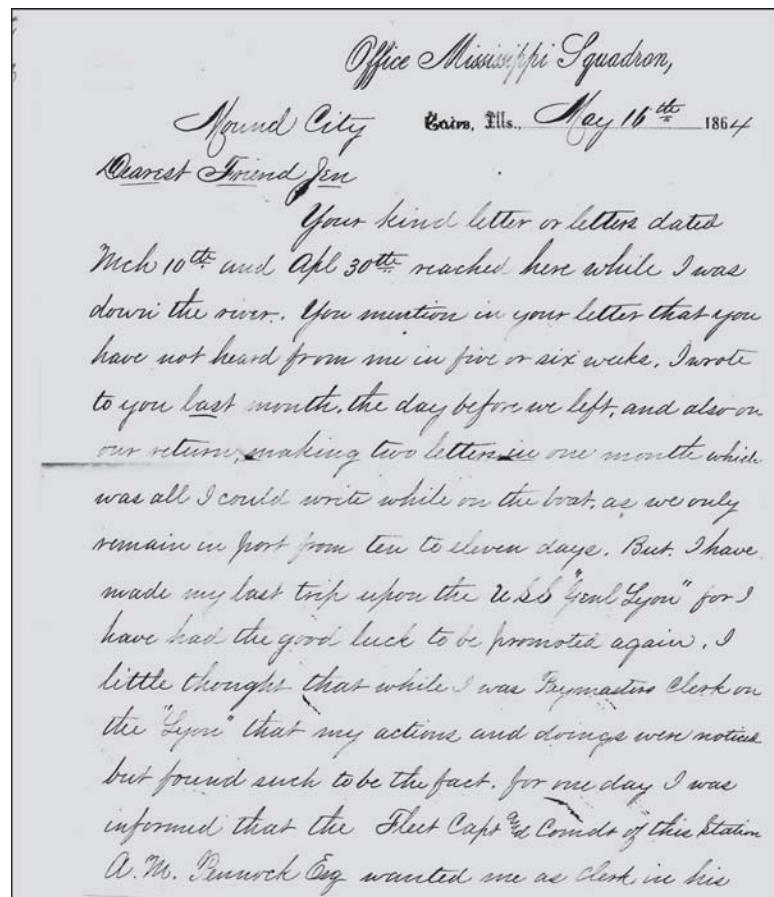


Figure 3 Letter written by Smith on May 16, 1864 in which he tells of transferring from the *General Lyon* and becoming personal assistant to Commodore Pennock at the Mound City Naval Station. Note the ornate cursive "Office Mississippi Squadron" stationery.

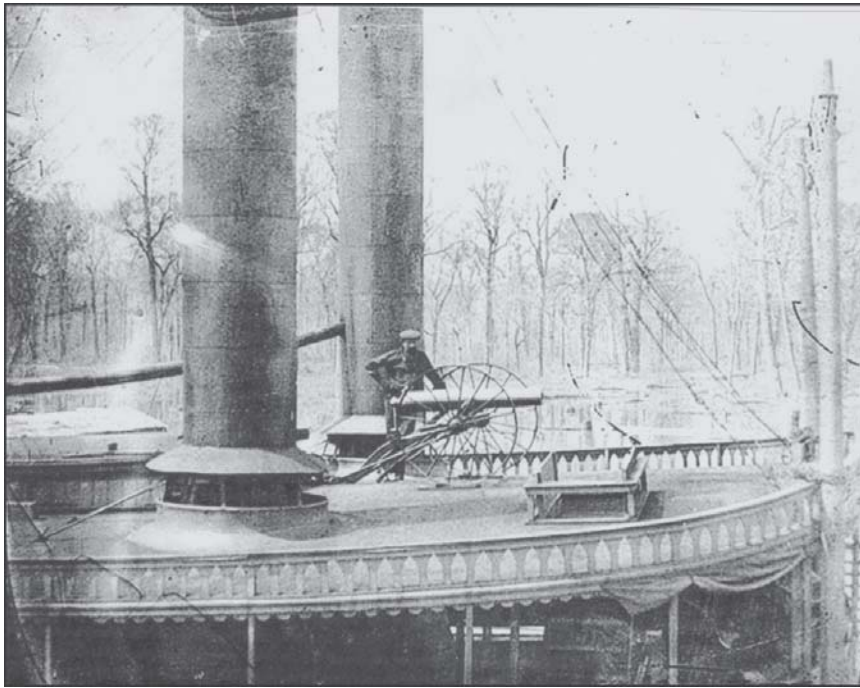


Figure 4 The bow section, U.S.S. General Lyon, circa 1864. Formerly the C.S.S. DeSoto, it was captured by Union forces on September 30, 1862. The lightly armed, 4680 ton U.S. Navy steamer served as a storeship and dispatch vessel throughout the war.

The incident involving Smith's former gunboat, the *Covington*, occurred on April 27, 1864 while escorting an army transport down the Red River. About 25 miles from Alexandria, the *Covington* and the gunboat *Signal* were attacked by Confederate infantry. After five hours of heavy fighting, the transport was captured and the two gunboats were abandoned and set afire. The

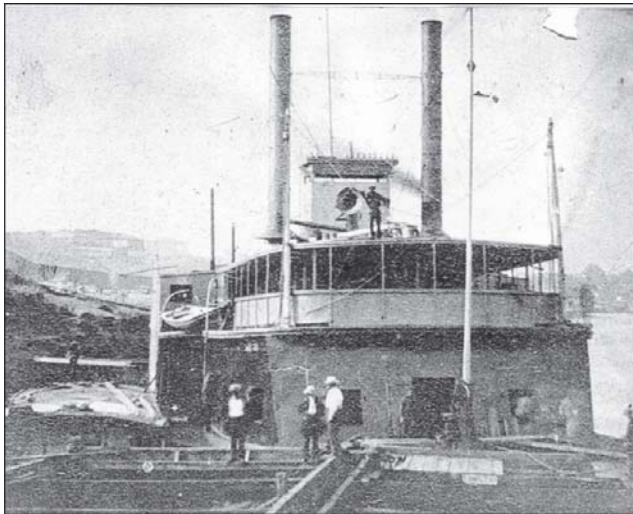


Figure 5 The U.S.S. Covington, a lightly armed river gunboat. Fitted with both rifled and smoothbore guns, the *Covington* did not carry mortars or howitzers, which placed it at a disadvantage when attacked riverside by Confederate troops. The gunboat hosted a complement of 76 crewmen, half of whom were lost on April 27, 1864.

Signal crew was also captured, but the *Covington*'s captain, Lieutenant Lord, and 32 crewmen escaped. They eventually made their way to Alexandria (figure 5).

In early June, 1864, Eli Smith made another trip down the Mississippi River on the *General Lyon* to re-supply gunboats. In a letter to Jennie, he described the trip and explained the difference between the larger steamer and the gunboats. Some of his feeling about earlier combat while serving aboard the U.S.S. *Covington* came out. (Figure 6)

...Well, the bell has struck the hour of four, and our lines are cast loose and away we go down the Mississippi. Arrived at the city of Memphis on the 2nd at noon, left there at 2 pm and proceeded on down the river. We stopped now and then at gunboats stationed at different

places along the river. We arrived at the Red River on the 4th, I think, and I was wishing all the time the water was too low for us to go on. I got enough of all that before. If we were a gunboat, we would go on. But with our three guns in a stream where the sides of the boat are continuously scraping the trees on each side of her, it is all nonsense to try and make a good fight. The gunboats are small and intended for such streams, while we are on a large packet intended for the Mississippi...(Figure 7)

Smith began another rambling letter on June 15, 1864, that mentions a well-documented event at the Mound City naval station—a fire that destroyed one of the headquarters wharfboats.

...In one of my letters I wrote you concerning the great fire here, the burning of the large naval wharfboat on which we had our office and my room. I lost all my things excepting a few clothes I snatched and cleared. But by next week I will have a far better one where there will not be as much danger of fire...

The Mound City naval station was located about seven miles from the Cairo, Illinois naval base, situated at the confluence of the Ohio and Mississippi Rivers. Mound City was one of two sites used by James Eads to construct gunboats at the war's beginning. As the war progressed, Mound City became a repair base for the gunboats and a supply depot. While the base was primarily

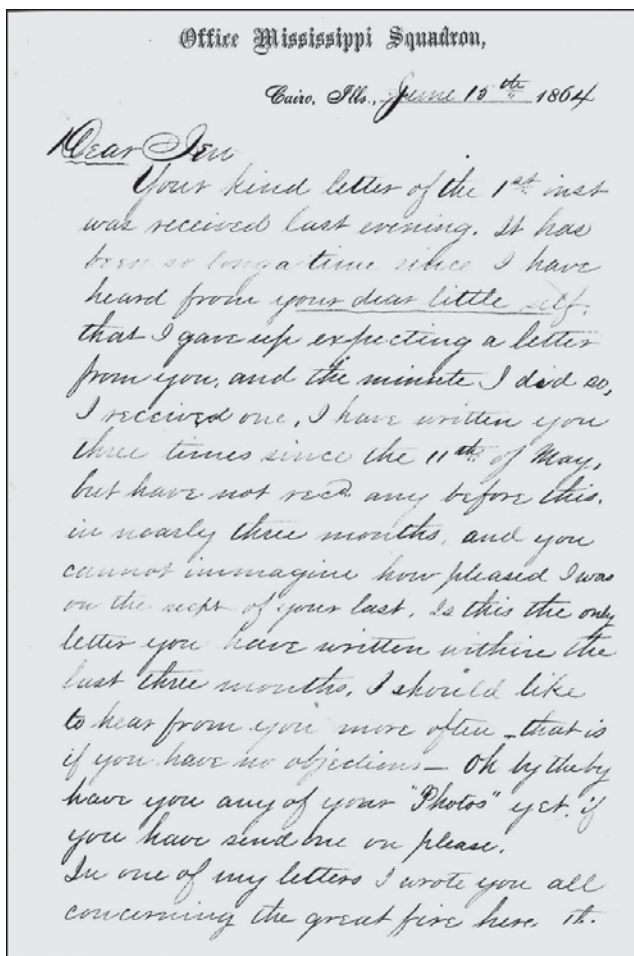


Figure 6 June 15, 1864 letter to New York on ornate navy stationery. In it, Smith describes the wharfboat fire at Mound City. Many repair shops, offices and officers' quarters were situated on the large barges.

ashore, a portion was situated on wharfboats anchored to the river bank. Built by the Graham & Halliday Company, the wharfboats were wide barges on which buildings were constructed for offices and repair shops. Some wharfboats were used for living quarters, a fact to which Eli Smith alluded. (Figures 8 & 9)

In the same letter, Smith mentioned an incident he witnessed that has been officially documented. It involved an attack on the U.S.S. *Red Rover*, a Federal hospital steamer based at Mound City, Illinois. Here is Smith's eye-witness account.

...I was lounging around on the decks of a steamer last night...when all at once BANG went a broadside from a gunboat that carries thirty-six guns. Well, it brought me to my senses in a moment and I set myself about trying to find out the cause. I found out that the Rebs had made a raid on our hospital boat over on the Kentucky side. Well, this gunboat had opened the ball, thinks I to myself, now for the 4th of July (for there are ten gunboats here) and my thoughts were

correct. For about eight or ten minutes after the first gun was fired, they all commenced sending their cards and compliments over in to Ky to the Rebs. And such a pop-pop-bang-bang I never herd.... The guns would echo and re-echo, and there could be heard the far distant boom of the shell as it burst. I can tell you it is much better than the 4th of July to hear so many guns fired at once...

Smith's account of the fight sounds almost cavalier, and one wonders if he exaggerated the firepower of the gunboat capable of a thirty-six-gun broadside shot. The *Red Rover* was built in 1859 and began the war as a Confederate steamer. Captured by Union river forces in 1862, it was converted into a hospital ship. The *Red Rover* made history when its medical staff included the first female nurses to serve on a U.S. warship. The original nurses were nuns of the Sisters of the Holy Cross and five African-American midwives, chosen because they were inured to the sight of blood. (Figure 10)

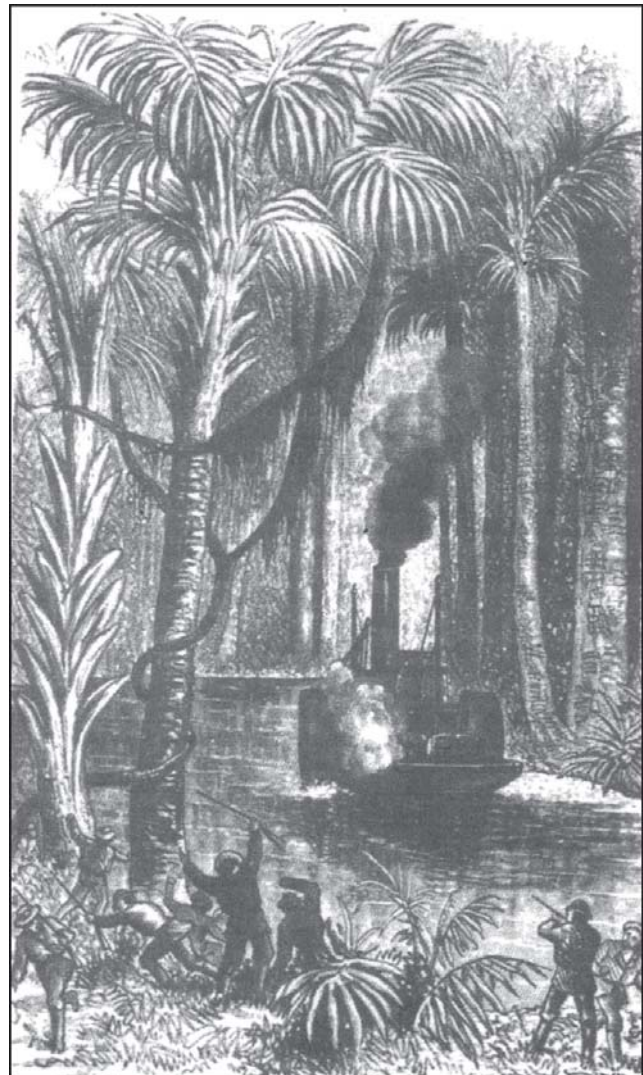


Figure 7 Depiction of close-quarter fighting done by the small gunboats near the Mississippi River shoreline.



Figure 8 Photo of the Mound City Naval Station after flooding. The low land on which the base was constructed encouraged the use of wharfbats.

The hospital ship was the center of social activities, at least during the holiday season, about which Eli Smith wrote to his fiancé. On January 16, 1865, Smith recounted:

...I had to work nearly all day Christmas, and New Years was very dull. But during the holidays the fleet surgeon gave a grand party onboard his vessel, the *Red Rover*, to which all officers on this station were invited. Heretofore I have never accepted any of the invitations that have been sent to me. But seeing that this was to transpire during the holidays, during which I had always enjoyed myself, I accepted the invitation and attended...."

Of historic interest is Smith's letter to Jennie Merrell on April 15, 1865. He wrote it upon his return from the southern section of the Mississippi River.

...Your letters of March 26th and April 5th were received by me upon my return from down the

river.... We remained at Vicksburgh (sic) Miss. About seven hours. The city was all confusion- every store was decked with the "stars and stripes" and as we mingled with the business crowd, we soon learned that "Richmond was ours," ...huzza after huzza then pealed forth from the Navy blues. We remained at Memphis one day and while there I amused myself by rambling about town. The people had not yet finished rejoicing over the good news....

Smith had obviously not heard about Lincoln's death, nor the surrender of Confederate forces at Appomattox, Virginia when he wrote his April 15th letter. Such news would have been definite topics.

After the war's end, naval activity at the Mound City naval station tapered off. Eli Smith seemed dejected when he wrote to Jennie on September 3, 1865. The letter drips with melancholia.

...It makes me homesick to see all my friends leaving daily for their homes. All the vessels were sold on the 17th and are by this time being converted into merchantmen again. No more am I disturbed at midnight by the shrill whistle of a boatswain's call, or the ringing of eight bells by about fifty boats. No more does the smoke enter my room and blacken everything up, me included... One or two boats yet remain and are rapidly transporting all moveable articles to New Orleans. In three months time we'll undoubtedly see this yard cleared of everything except the buildings in which we now are. Quite a number of Mound City merchants are preparing to leave for southern points... I've no doubt that Mound City will soon sink into insignificance again....

Eli Smith was correct about many of the vessels being sold "...on the 17th..." (August). It is fact that the U.S.S. *General Lyon* was sold to H.L. Lee on August 17, 1865. He was incorrect, however, about Mound City's fate. The naval station remained open until the 1870s; Smith himself was still there until 1868.

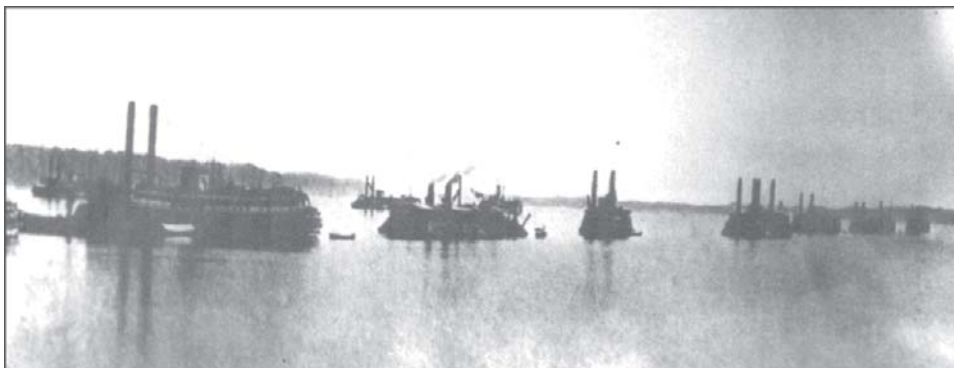


Figure 9 Gunboats lining up at the Mound City Naval Station for resupply or repairs.



Figure 10 *The U.S.S. Red Rover, a Union Army hospital ship stationed near the Mound City Naval Station. It was the first hospital ship in American history to utilize female nurses.*

After his release from the navy, Eli Smith and Jennie Merrell were married. They relocated to Chicago where he began to practice law.

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Publisher's Page

continued from page 4

And, on to the future

Certainly, all of you are aware that we are living in a time of great change. I refer not to dramatic political change we are seeing in Washington or even the dire economic woes plaguing nations around the globe—although the latter will certainly have an impact. The change to which I refer has to do with the ways we share information, and specifically printed information. Virtually all printed publications are experiencing pressures from the same two fundamental forces: increasing production/distribution costs and declining readership. From giant metropolitan newspapers to small specialty periodicals such as *La Posta*, we are all facing the same dilemma: can we survive what appear to be irreversible processes, and how can we adapt in order to have a future?

We are very fortunate to have the support of a small band of extremely loyal and congenial readers. You folks have kept our little ship afloat through your subscriptions, kind remarks and generous donations for many, many years. Cath & I will be eternally grateful to you. But, the simple facts are these:

- 1) every year our subscription rolls decline in size as mortality works its relentless effects while not nearly enough younger people are attracted to our hobby to replace those who pass on; and
- 2) despite the kindness of Shirley and Steen at Marrakech Express, who do what they can to help us keep printing charges low, we see distribution costs rise as the USPS posts a steady stream of rate increases.

A day will come when *La Posta* will no longer be able to withstand these forces. BUT, we have not yet reached that day, and we are exploring ways that may allow us to continue on into the future. To that end, I have entered into an arrangement with a British firm called YUDU.com. YUDU operates a website that hosts online ePublishing libraries. It bills itself as a marketplace that lets visitors read, publish, buy, sell and share digital content.

This firm is only in its developmental phase, and it is entirely possible that someone will come along with a better model in the months to come. Amazon, for example, has been encouraging authors to upload books and monographs for its Kindle product, but thus far has no facilities for periodicals. We have recently made a small number of *La Posta* Publication titles available on Amazon.

For the time being we will be working with YUDU. At the moment we have all issues of the journal for the past ten years plus several other titles from *La Posta* Publications available online in the *La Posta* Publication's Library. These titles are all searchable, i.e., if you are seeking information about a particular postal history subject, simply call up the volume and type in the subject you're seeking in the search box. All references to that subject in the volume will appear in a list along with the page number that contains each reference. Pages of interest can also be printed directly from the Library.

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All of the titles posted thus far have a small fee associated with them. It is also possible to "subscribe" to the entire library. **In order to test the usefulness of an online version of *La Posta*, I will be uploading a color version of each new issue of Volume 40 to the Library without a fee for use.** An online version of the current issue with full-color images of nearly all cards and covers in the articles should be available in the library by the time you read this.

Please check out our online version and let me know your thoughts. This effort to keep *La Posta* alive is an ongoing work in progress, and I will value any thoughts you might care to offer on the subject. We need your feedback!

Richard W. Helbock

READER FEEDBACK ON POSTAL SCAM ARTICLE

Dear Randy,

As a retired postal clerk with about twenty-five years of experience as a postage due clerk your "Postal Scams Part I" in the October-November issue of *La Posta* brought back some memories.

I remember rating up a number of these short-paid letters at our Ithaca, NY MPO. (Our clerks still did a fair amount of hand sorting at that time and with cooperation of the carrier force we captured a number of these letters.) I also recall that early on we were alerted as to the contents of these letters and the nature of the scam. (I don't remember whether or not this was in a notice

from the regional office, the MSC or through the weekly national Postal Bulletin.) Our carriers, when they talked to the customers involved, as opposed to leaving a notice of an attempt to deliver and collect a postage due letter, were able to pass along the information about the scam. This, thankfully, led to some of these letters being refused and in turn being sent to the Dead Letter Office.

As I recall it took a year or more for this problem to run its course.

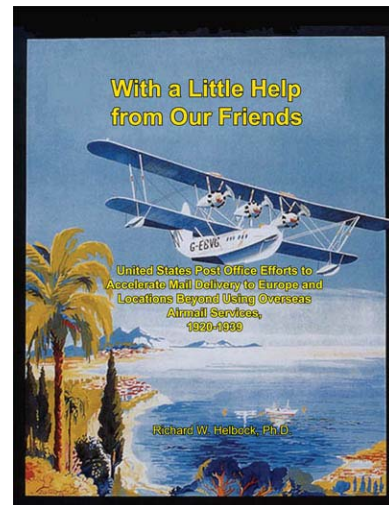
Best regards,
Bill Sammis

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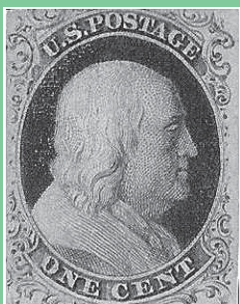
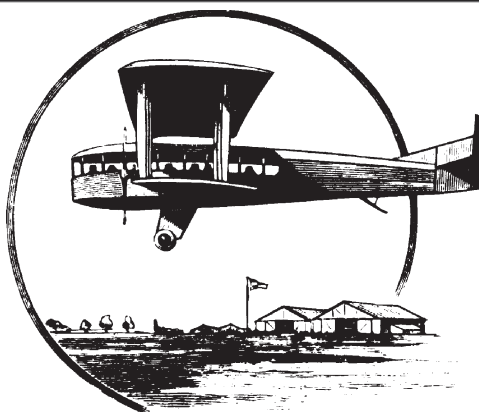
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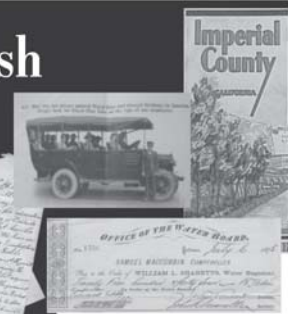
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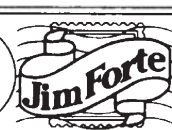
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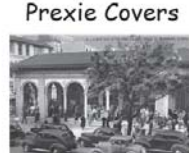
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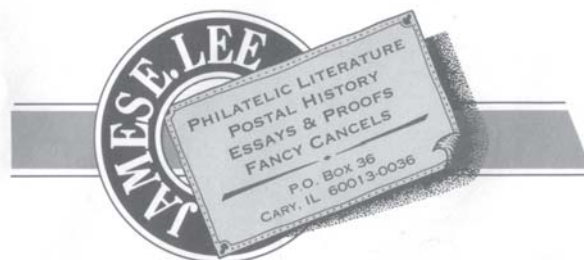
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Cat. No.	Issue	Denom.	Color
120	1869	24¢	green & violet
<small>Scott's unless otherwise specified.</small>			
SINGLE, SEGMENTED CORK CANCEL, ON COVER TO NAPLES ITALY, RED NEW YORK EXCHANGE OFFICE PMK AT RIGHT, WITH 1870 ITALIAN ARRIVAL PMK.			
AND WE ARE OF THE OPINION THAT: THE STAMP DID NOT ORIGINATE ON THIS COVER, AND THE TYING CANCELLATION IS COUNTERFEIT *****			
			
471858			
Photocopies of this Certificate are not valid.			
For The Expert Committee Chairman			

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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.

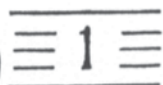
EXPONET was founded by private individuals:

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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Backnumbers of *La Posta* may be purchased from:

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1731 Howe Ave PMB 452
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.

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

SOCIETIES

COLLECT CANADA/B.N.A.? Consider BNAPS! The society offers study groups; publications; annual exhibitions; and online library bnapstoppers.org! 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. [40-6]

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 [40-1]

FOR SALE: COVERS

DPO's, RPO's, ships, Doanes, Expos, machines, military, advertising, auxiliaries, and more! My Mail Bid Sales offer thousands of postal history lots. Write/ call for sample catalog. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. Phone: (309) 786-6539. Email: mehrer@postal-history.com. Internet web site: <http://www.postal-history.com>. [40-6]

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All States and categories wanted! Better consignment material always needed for my bi-monthly Mail Bid Sales. Write/ call for consignment details. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. Phone: (309) 786-6539. Email: mehrer@postal-history.com. Internet web site: <http://www.postal-history.com>. [40-6]

CALIFORNIA - KERN & IMPERIAL County covers and cards. Especially interested in Bakersfield corner cards. Send description or photocopies and prices to John Williams, 887 Litchfield Ave., Sebastopol, CA 95472 [40-6]

TOWNS: WANTED

PHILLIPS COUNTY, MONTANA. I am developing a personal collection of postal history of the post offices which have existed in Phillips County, MT. (This is the county in which I was born and grew to adulthood). I hope to acquire postal covers and postcards (especially PPAs) from all these post offices. The collection dates will span from approximately 1900 to 1970. Among the postmarks/post offices for which I am still looking are: Alkali, Bellealta, CeeKay, Cole, Cowan, Freewater, Greve, Leedy, Legg, Lonesome, Lost Lake, Strater, Waleston, Whitcomb, Ynot and Zenon...and others. Please send descriptions or photocopies/scans with asking price, by e-mail or postal mail to: Evert Bruckner, 1724 Morning Dove Lane, Redlands, CA 92373. e-mail: ebruckner@earthlink.net [40-1]

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 40-6]

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 [40-1]

WESTPORT WA Collector seeking older advertising covers and pre-1950 postcards from Westport, WA. Contact: Douglas Olson, PO Box 2177, Westport, WA 98595 [40-1]

NOTE:

**EXPIRATION DATE SHOWN
AT END OF EACH AD, i.e.,
[40-1], MEANS AD WILL
EXPIRE WITH THIS ISSUE.**

**AD DEADLINE FOR NEXT
ISSUE:**

March 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) [40-6]

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 [40-6]

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 [40-1]

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 [40-6]

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 40-1]

LITERATURE: FOR SALE

19th Century Cleveland, Ohio Postal Markings by Thomas F. Allen, a 122-page book packed with information helpful to all postal historians, only \$8.00 postpaid for La Posta subscribers G-P Stamp Club, 7280 Hudson Road, Kent, OH 44240 [40-3]

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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 2 (April-May 2009)** issue. Enclosed is my check in the amount of \$25.00.*

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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**.

INDEX OF ADVERTISERS

MAIL AUCTIONS

RANDY STEHLE 38

DISPLAY ADS

ALASKA COLLECTORS CLUB - 74
 ARIZONA-NEW MEXICO P. H. S. - 74
 COLORADO POSTAL HIST. SOCIETY - 69
 COVERCRAZY2 - 66
 JOE CROSBY - 51
 JANE DALLISON - 76
 MICHAEL DATTOLICO - 60
 DK ENTERPRISES - 72
 EXPONET - 76
 JIM FORTE - 71
 FREEMAN'S - 69
 FRED HOWLAND [Potter County PA] - 69
 LA POSTA Backnumbers - 70 & 76

DISPLAY ADS

LA POSTA ON-LINE COVER SHOP - 72
 JAMES E. LEE - 73 & 74
 ROBERT L. MARKOVITS - 78
 LARRY NEAL - 74
 NEW JERSEY POSTAL HISTORY SOCIETY - 70
 NUTMEG STAMP SALES - Backcover
 THE PHILATELIC FOUNDATION - 75
 ROBERT QUINTERO - 72
 SCHMITT INVESTORS LTD. - 71
 STEPHEN T. TAYLOR - 71
 DON TOCHER - 69
 US POST OFFICES, VOL 8 CD - 70
 JEFFREY WALLACE - 70
 WESTERN EXPRESS - 60
 WRECK & CRASH MAIL SOCIETY - 71